

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.1

**HEARING DATE:** April 11, 2024

**CASE NUMBER:** ZAP1597MA24 – Commerce Construction Co. L.P.  
(Representative: T&B Planning)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** OAPT2400550 (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: Zone C2

Noise Levels: Below 60 CNEL contour

**RECOMMENDATION:** Staff recommends that the Commission **CONTINUE** the matter to the May 9, 2024, meeting, pending completion of the Air Force review of the project.

**PROJECT DESCRIPTION:** A proposal to construct a 147,000 square foot rooftop solar panel system on an industrial building on 8.45 acres.

On February 14, 2019, the commission found consistent ALUC Case ZAP1346MA18, a proposal to construct a 147,249 square foot industrial building on 8.45 acres.

**PROJECT LOCATION:** The site is located on the northeast corner of Commerce Center Drive and Harvill Avenue, approximately 4,590 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base.

### **BACKGROUND:**

Non-Residential Land Use 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, which limits average intensity to 200 people per acre and 500 people per single 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 westerly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels and sent a solar glare hazard analysis study for their review. At the time the staff report was prepared, comments from the Airforce were

still pending.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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 147,000 square foot photovoltaic (PV) panel structures would be located on the rooftop of the 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 147,000 square feet of solar panels on the proposed 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, a copy of which is attached hereto. 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 14/32 General Aviation traffic pattern (total 13,809 minutes of 'green' level glare):

- Runway 14 General, totaling 2,784 minutes of "green" level glare, lasting up to 30 minutes a day, from May to August from 4:00 p.m. to 5:00 p.m.
- Runway 32 General, totaling 11,025 minutes of "green" level glare, lasting up to 55 minutes a day, from September to April from 8:00 a.m. to 10:00 a.m.

Runway 14/32 C-17/KC-135 traffic pattern (totaling 5,193 minutes of 'green' level glare):

- Runway 32 C17 KC135, totaling 5,193 minutes of "green" level glare, lasting up to 25 minutes a day, throughout the year, from 7:00 a.m. to 8:00 a.m. and 5:00 p.m. to 6:00 p.m.

Runway 14/32 Overhead Aviation traffic pattern (totaling 8,618 minutes of 'green' level glare):

- Runway 32 Overhead, totaling 8,618 minutes of "green" level glare, lasting up to 55 minutes a day, throughout the year, from 7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 6:00 p.m.

The total of 27,620 minutes of "green" level glare represents less than 10 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 below 60 CNEL range from aircraft noise. The proposed solar panels are a non-noise sensitive use; therefore, no mitigation measures are necessary.

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 4,590 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 1,534 feet AMSL. The site's finished floor elevation is 1,526 feet AMSL and building height is 46 feet, resulting in a top point elevation of 1,572 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was required. The proposed solar panels will not significantly increase the height of the existing building.

The applicant submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2018-AWP-18291-OE, and was originally reviewed via ZAP1346MA18, indicating No Hazard to Air Navigation.

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

### **CONDITIONS:**

1. Any outdoor lighting 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 climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

- (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) Hazards to Flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall 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 147,000 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.

X:\AIRPORT CASE FILES\March\ZAP1597MA24\ZAP1597MA24.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

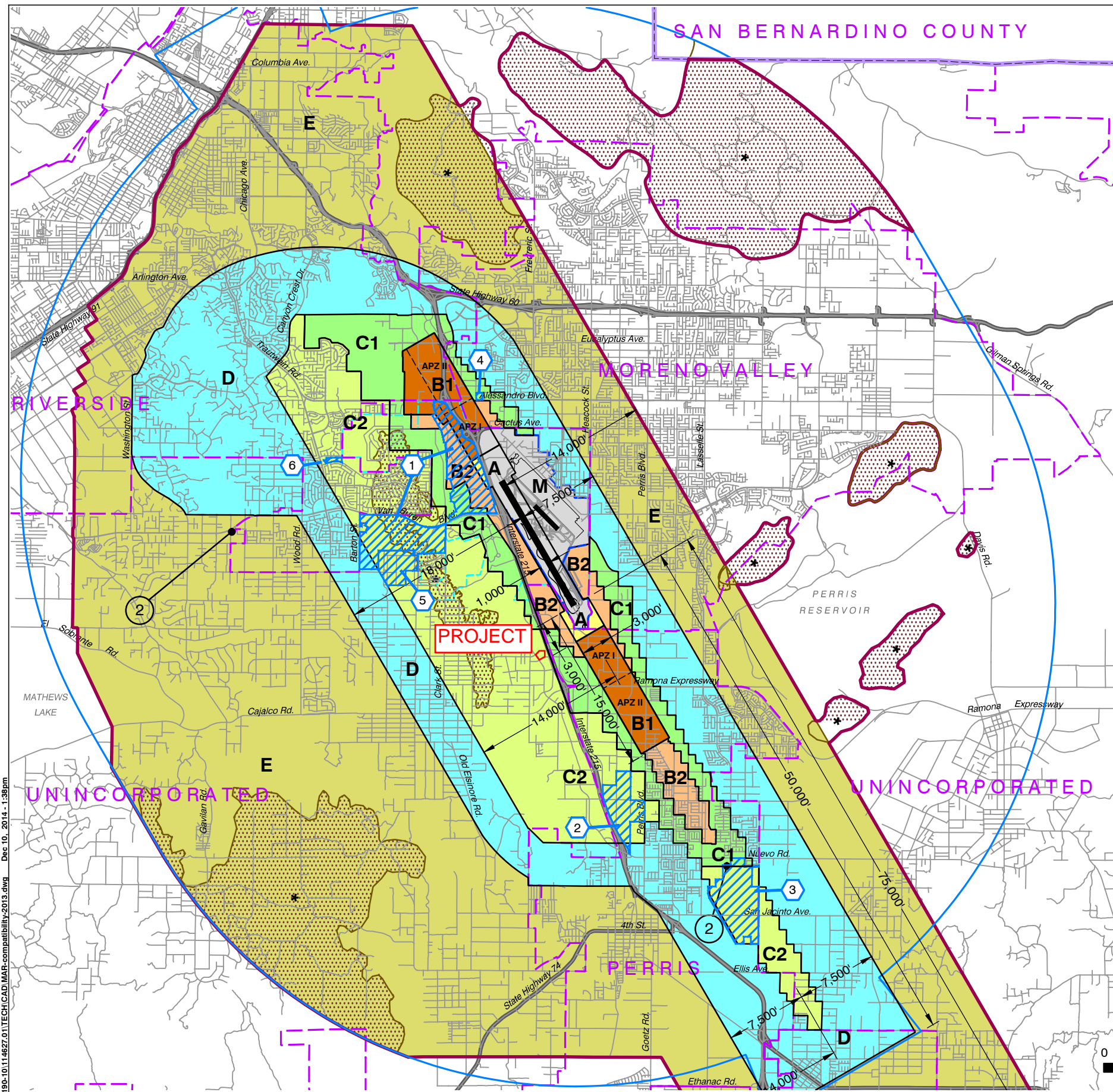


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

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

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





**LEGEND**

**Compatibility Zones**

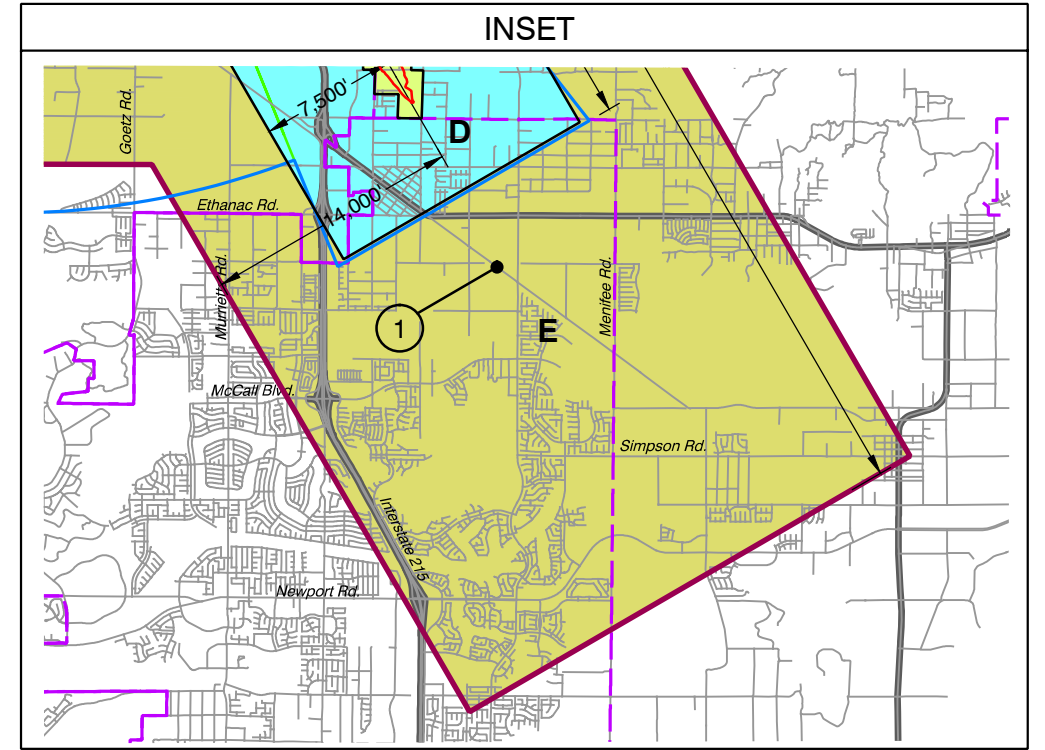
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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)

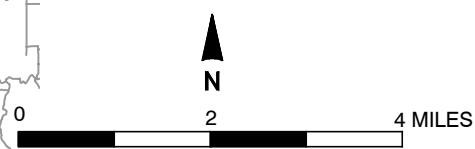
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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)

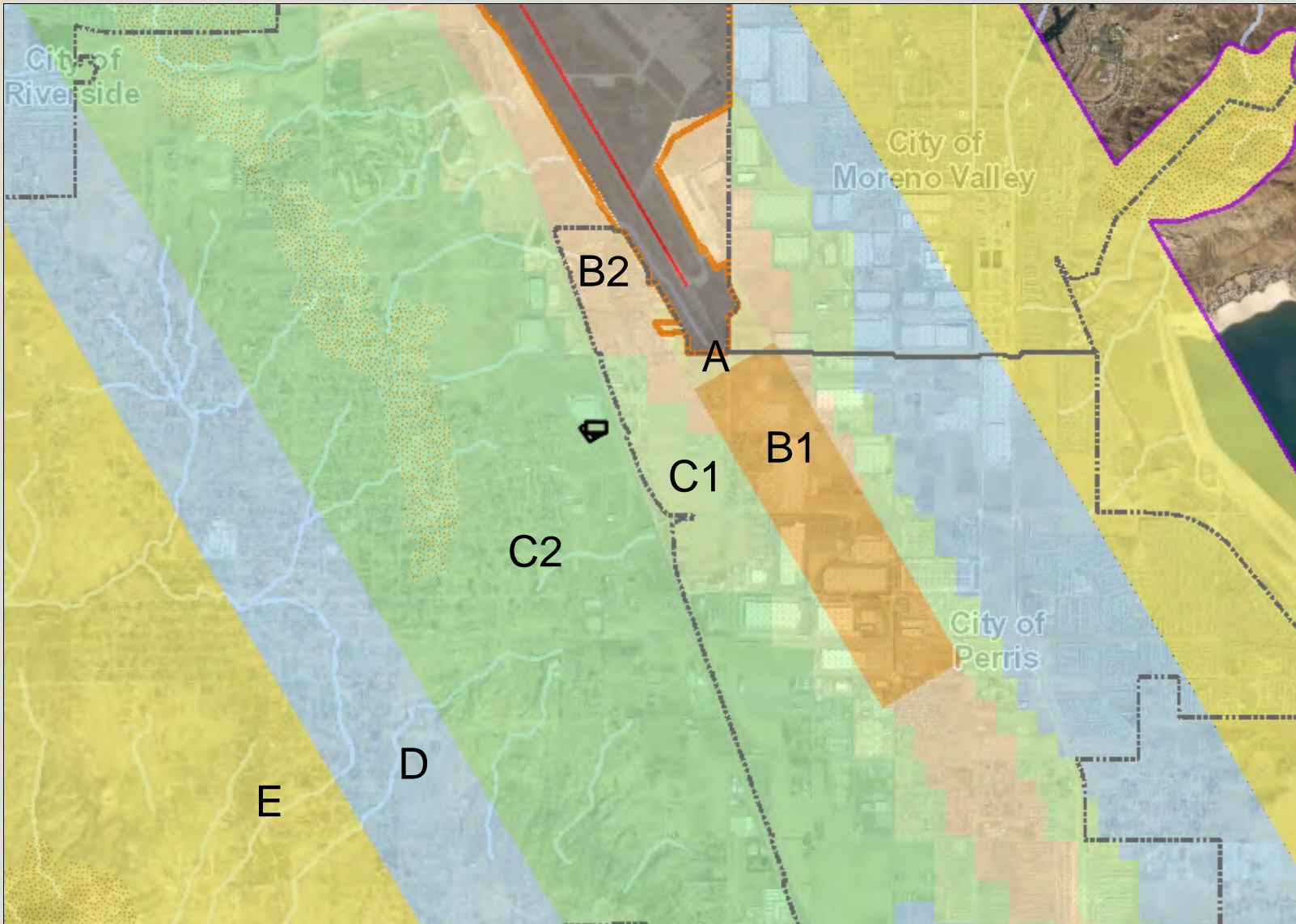
SEE INSET AT RIGHT

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



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### Notes

# Map My County Map



## Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- 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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0 192 385 Feet

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

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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





# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

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PROPOSED SOLAR SYSTEM DRAWN FOR:

# MAJESTIC FREEWAY BUSINESS CENTER BUILDING - 12

18512 HARVILL AVE.  
PERRIS, CS. 92570

APN:

VICINITY MAP

SHEET INDEX

### SOLAR ELECTRICAL SHEETS

SHEET	DESCRIPTION	# OF #
PV1	SITE PLAN / COVER SHEET	1
PV2	SOLAR LAYOUT PLAN	2
PV3	ELECTRICAL PLAN	3
PV4	SINGLE-LINE PLAN	4
PV5	PANEL STRINGING PLAN	5
PV6	DATASHEETS	6
<del>PC1</del>	<del>PANELCLAW RACKING DRAWING SET</del>	<del>7</del>

### PROJECT DATA

APN: xxx-xxx-xxx  
 LOT SIZE: xxxxx ± ACRES  
 OWNER: MAJESTIC FREEWAY BUSINESS CENTER LLC  
 13131 CROSSROADS PKWY. NO. 6TH FLR  
 CITY OF INDUSTRY, CA. 91746

PROJECT LOCATION: 18512 HARVILL AVE.  
 PERRIS, CA. 92570

OCCUPANCY: S-1, B  
 CONSTRUCTION TYPE: III - B  
 NO. OF STORIES: 1

SPRINKLERS: YES  
 DESCRIPTION OF USE: LIGHT INDUSTRIAL  
 GOVERNING AGENCY: COUNTY OF RIVERSIDE

GENERAL CONTRACTOR: PANELIZED STRUCTURES INC.  
 5731 STODDARD ROAD  
 MODESTO, CA. 95356

APPLICABLE CODES: 2022 CBC, CMC, CFC, CPC  
 TITLE 24 AND 2022 CEC

NOTE:  
 THE BALLAST SYSTEM IS INSTALLED IN FULL  
 COMPLIANCE TO THE APPROVED STRUCTURAL DESIGN.  
 THIS REPORT MUST BE GIVEN TO  
 THE BUILDING INSPECTOR AT TIME OF INSPECTION.

### PROJECT NOTES

Panelized Solar proposes to Design and Engineer a Roof Mount grid-tied solar photovoltaic system. This system will consist of the following major equipment components:

- [300] – JA Solar 545w (Polycrystalline solar modules)
- [1] – 120kW Solar Edge Three Phase 480v Inverter
- [150] – Solar Edge Optimizers
- Panel Claw 10' Racking utilizing % concrete ballast
- System Sized 163.5kW/DC, 151.17kW AC

### SCOPE OF WORK

1. DIG ALERT (811) IS TO BE CONTACTED AND COMPLIANCE WITH EXCAVATION SAFETY IN ACCORDANCE WITH GOVERNMENT CODE 4216 WILL BE FOLLOWED PRIOR TO ANY EXCAVATION TAKING PLACE
2. THIS SOLAR SYSTEM IS A BALLAST SYSTEM
  - 3a. SEISMIC DESIGN = Category D
  - 3b. WIND DESIGN = Exposure Category C, Basic Wind Speed = 98mph
  - 3c. ROOF LIVE LOAD = 20psf (reducible)
  - 3d. DEAD LOAD OF PV SYSTEM = psf

### ROOF RACKING NOTES

1. ALL SITE, PROJECT, AND BUILDING DETAILS ARE PROVIDED BY CUSTOMER OR GENERATED VIA SATELLITE IMAGERY FROM INFORMATION PROVIDED BY CUSTOMER. PANELCLAW IS NOT RESPONSIBLE FOR SITE INACCURACIES THAT COULD LEAD TO CHANGES TO THESE DRAWINGS DETAILS AND ARRAY LAYOUT CONFIGURATIONS. ALL INFORMATION CONTAINED WITHIN THESE DOCUMENTS ARE TO BE FIELD VERIFIED BY CUSTOMER AND INSTALLER. ANY CHANGES OR MODIFICATIONS TO THESE DOCUMENTS, CONTAINED INFORMATION, OR FINAL ARRAY AND MOUNTING SYSTEM INSTALLATIONS MUST BE SUBMITTED TO PANELCLAW AND OTHER PROJECT AUTHORITIES FOR APPROVAL.
2. REFER TO AND FOLLOW THE APPROPRIATE PANELCLAW INSTALLATION MANUALS AND PROCEDURES DURING THE INSTALLATION PROCESS. NOT FOLLOWING SUCH PROCEDURES AND METHODS COULD RESULT IN DAMAGE TO THE COMPONENTS OR MAY VOID THE PRODUCT WARRANTY.
3. ARRAY SETBACKS: ALL ARRAYS ARE REQUIRED TO BE SETBACK 4- FEET FROM ALL ROOF EDGES UNLESS OTHERWISE SPECIFIED AND CALLED OUT ON THE ARRAY DIAGRAMS ON THIS PAGE OR ON ADDITIONAL ARRAY BALLAST PAGES
4. REFER TO THE SPECIFIC ARRAY BALLAST SHEETS FOR BALLASTING REQUIREMENTS BASED ON THE PROVIDED SITE INFORMATION
5. SYSTEM PSF INCLUDES ALL PANELCLAW RACKING COMPONENTS, MECHANICAL ATTACHMENTS (IF APPLICABLE), PV MODULES AND BALLAST BLOCKS. FOR MAXIMUM SYSTEM POINT LOAD SUMMARY (PLS), REFER TO CALCULATIONS.
6. PANELCLAW AND/OR PANELCLAW CONSULTING ENGINEERS ARE NOT RESPONSIBLE FOR DETERMINING THE ADEQUACY OF THE STRUCTURE TO SUPPORT LOADS IMPOSED BY THE ARRAY AND MOUNTING SYSTEM. SUPPORT STRUCTURE TO BE CHECKED BY OTHERS
7. ALWAYS ALLOW 6" CLEARANCE BETWEEN NEIGHBORING SUBARRAYS, 6" BETWEEN SUBARRAYS AND ALL FIXED ROOF OBJECTS AND 4" BETWEEN SUBARRAYS AND ROOF EDGES. REFER TO LOCAL FIRE CODES AND ELECTRICAL CODES FOR ADDITIONAL REQUIREMENTS WHICH MAY GOVERN DESIGN. SUBARRAYS THAT USE A SEISMIC ANALYSIS METHOD OF DELTA TAMPY PER SEACOC OR ASCE 7-16 HAVE THEIR OWN CLEARANCE REQUIREMENTS. REFER TO THE BALLAST LAYOUT SHEETS WITHIN THIS DOCUMENT FOR DETAILS.
8. BALLAST BLOCK DIMENSIONS MUST CONFORM TO THE FOLLOWING SPECIFICATIONS: 3-3/4" THICK MAX., 7-5/8" ± 1/8" WIDTH, 15-5/8" ± 1/8" LENGTH.
9. IF AN ARRAY CLEARANCES TABLE APPEARS BELOW ON THIS PAGE, THE DESIGN UTILIZES THIRD PARTY SEISMIC NON-LINEAR RESPONSE ANALYSIS TO ESTIMATE MAXIMUM ARRAY SEISMIC DISPLACEMENT. THE PREDICTED MOVEMENT IS ONLY AN ESTIMATE. PANELCLAW IS NOT RESPONSIBLE OR LIABLE FOR ANY DAMAGES OR COSTS ASSOCIATED WITH PV ARRAY MOVEMENT INCLUDING MOVEMENT IN EXCESS OF THE CLEARANCES NOTED IN THIS DOCUMENT OR ANY REQUIREMENT TO REPOSITION THE ARRAYS IF MOVEMENT OCCURS.
10. DEFLECTORS MUST BE INSTALLED WHEN WINDS ARE EXPECTED TO EXCEED APPROX. 25% OF WIND SPEED DOCUMENTED IN SITE DESIGN CRITERIA TABLE. DEFLECTORS ARE REQUIRED ON ALL MODULES UNLESS OTHERWISE NOTED ON BALLAST LAYOUT PAGES.

### ROOF LOADING NOTES

1607.13 PHOTOVOLTAIC PANEL SYSTEMS.  
 ROOF STRUCTURES THAT PROVIDE SUPPORT FOR PHOTOVOLTAIC PANEL SYSTEMS SHALL BE DESIGNED IN ACCORDANCE WITH SECTIONS 1607.13.5.1 THROUGH 1607.13.5.4, AS APPLICABLE.

1607.13.5.1 ROOF LIVE LOAD.  
 ROOF STRUCTURES THAT SUPPORT PHOTOVOLTAIC PANEL SYSTEMS SHALL BE DESIGNED TO RESIST EACH OF THE FOLLOWING CONDITIONS:

1. APPLICABLE UNIFORM AND CONCENTRATED ROOF LOADS WITH THE PHOTOVOLTAIC PANEL SYSTEM DEAD LOADS.

EXCEPTION: ROOF LIVE LOADS NEED NOT BE APPLIED TO THE AREA COVERED BY PHOTOVOLTAIC PANELS WHERE THE CLEAR SPACE BETWEEN THE PANELS AND THE ROOF SURFACE IS 24 INCHES (610 MM) OR LESS.

### GENERAL NOTE

This building complies with TITLE 24 and the following model codes:

- 2022 California Building Codes (CBC)
- 2022 California Plumbing Codes (CPC)
- 2022 California Mechanical Codes
- 2022 California Fire Codes (CFC)
- 2022 California Electrical Codes
- 2022 California Energy Code
- 2022 California Green Building Code

### SUPPLEMENTS

STRUCTURAL CALCULATIONS  
 PANELCLAW

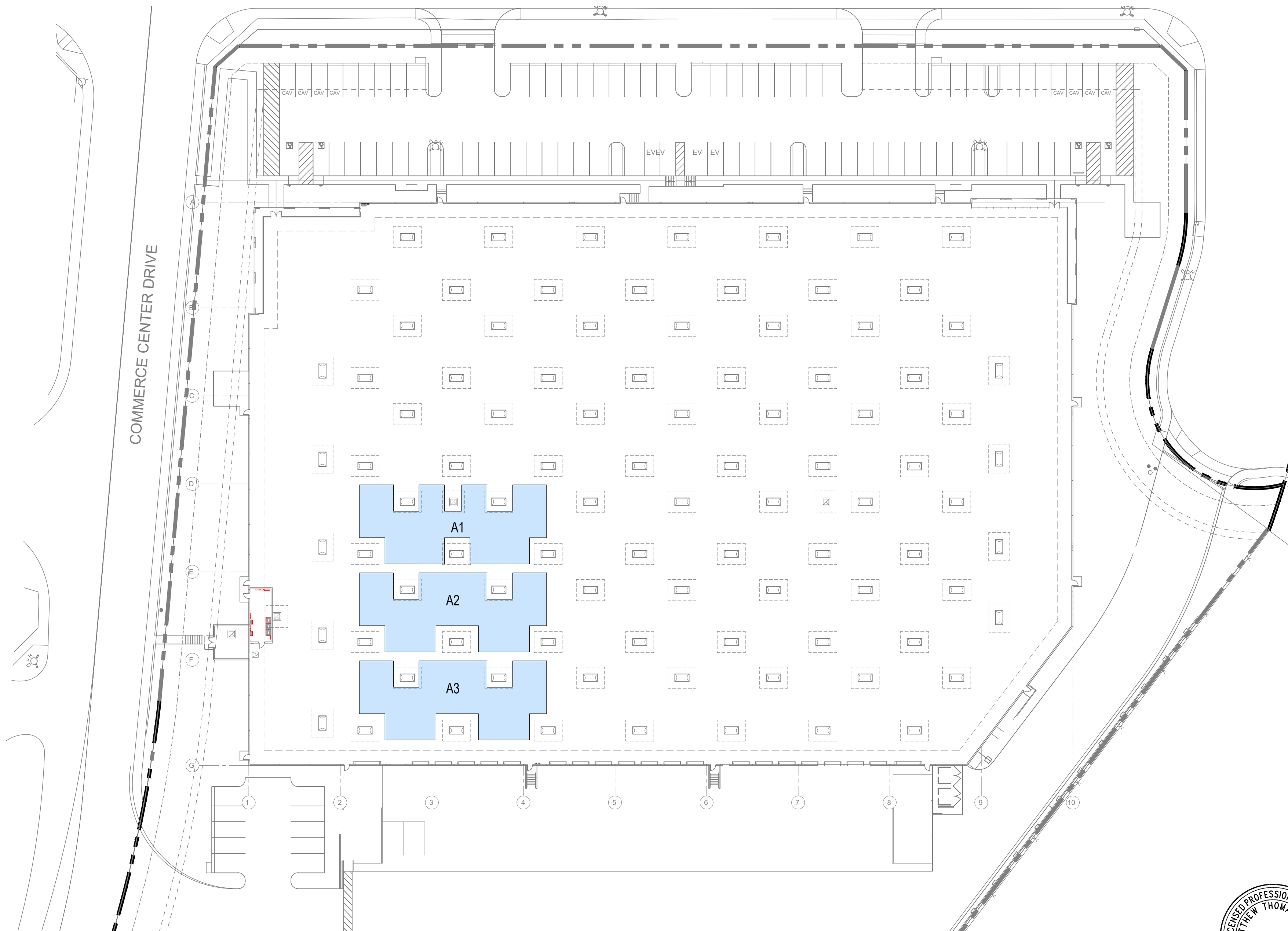
### SUBMITTAL REVIEW

- REVISE AND RESUBMIT
- NO EXCEPTIONS TAKEN
- NOTE COMMENTS
- SEE ATTACHED COMMENTS

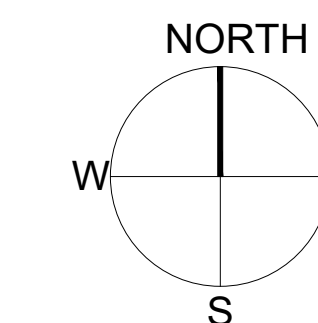
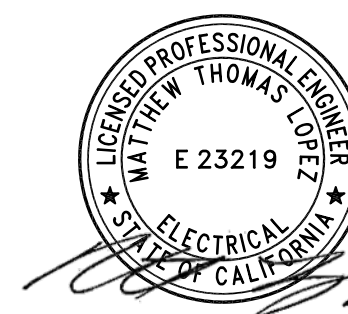
Corrections or comments made on the shop drawings during this review do not relieve the contractor from compliance with requirements of the drawings and specifications. This check is only for review of general conformance with the design concept of the project and general compliance with the information given in the contract documents. The contractor is responsible for confirming and controlling all quantities and dimensions, selecting fabrication processes and techniques of construction, coordinating his work with that of other trades and performing his work in a safe and satisfactory manner.

4 S.T.E.L. ENGINEERING, INC

BY: J.LEE DATE: 2/9/2024



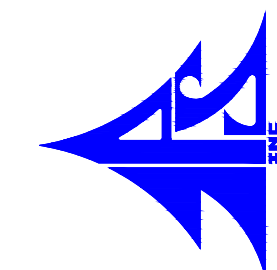
Licensed Electrician  
 Penelope Geneserke, Inc.  
 Tim Pfisterer  
 CA 652369  
 NV 0074404



SCALE: - NONE

SITE PLAN

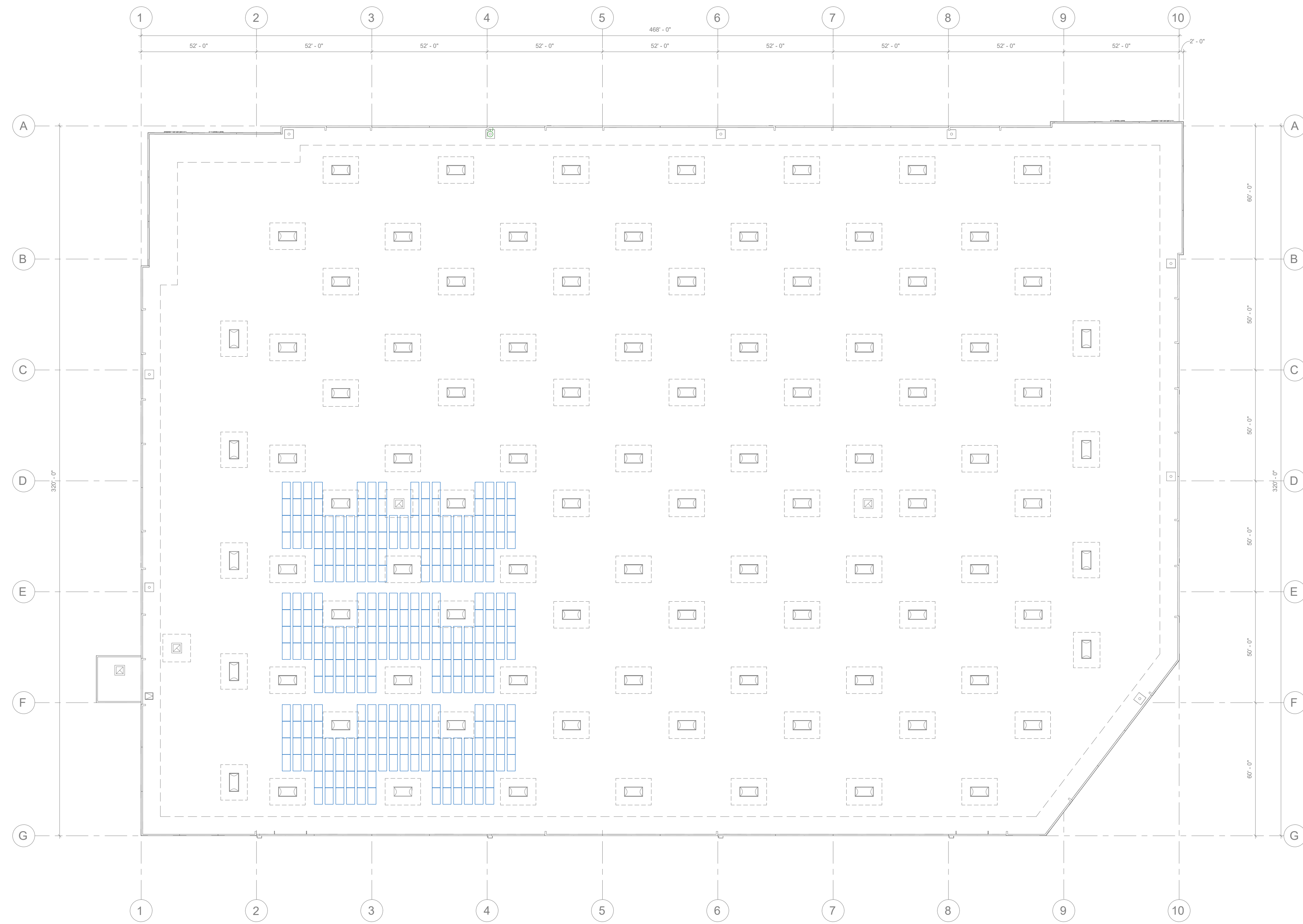
PANELIZED STRUCTURES, INC.  
 COMMERCIAL ROOF CONSTRUCTION PHONE (209) 343-8600/FAX (209) 343-8650 (209) 343-8655  
 5731 STODDARD RD., MODESTO, CA. 95356  
 AV. LIC. #0035215 CA. LIC. #652369



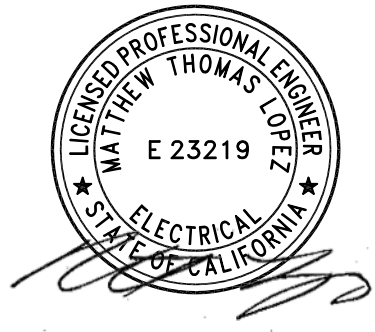
Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12  
 SOLAR SYSTEM  
 Location: 18512 HARVILL AVE., PERRIS, CA. - 92570  
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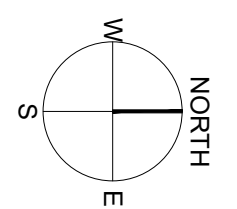


SYSTEM INFORMATION	
Total # of JA Solar JAM72D30 545/MB Modules	300
Annual Energy Yield Estimated	269,775kWh
Total System kW	163.50kW



**Licensed Electrician**  
Panorama Structures, Inc.  
Tim Pfisterer  
CA 652369  
NV 0074404

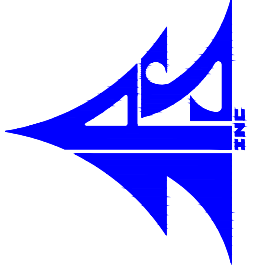
*Tim Pfisterer*



Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12  
SOLAR SYSTEM

Location: 18512 HARVILL AVE., PERRIS, CA. - 92570

LAYOUT PLAN

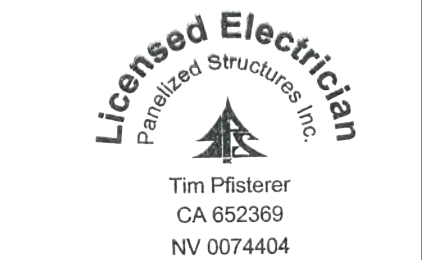
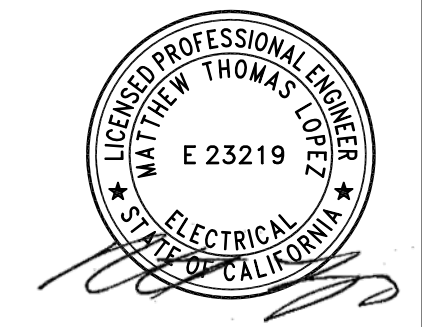
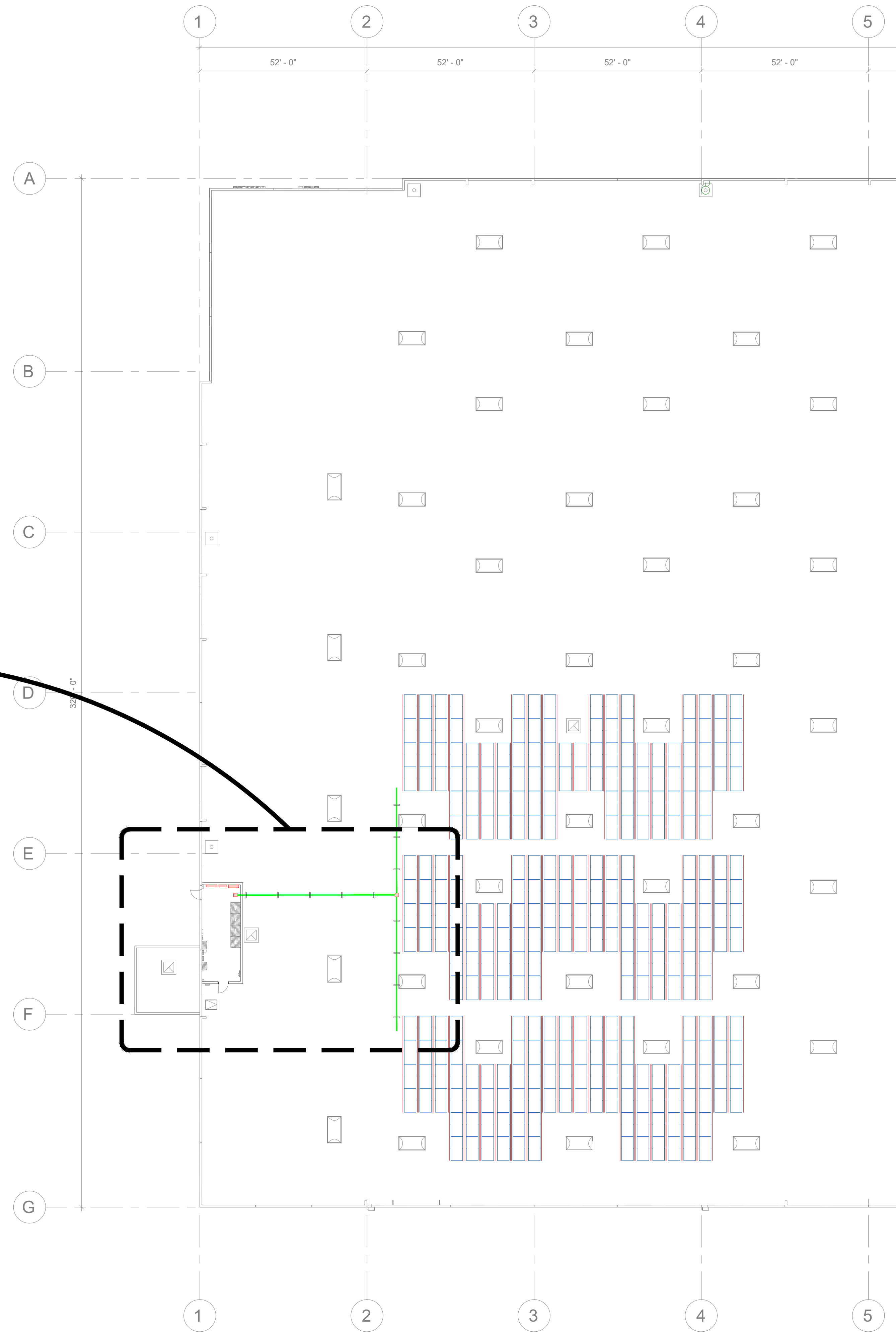
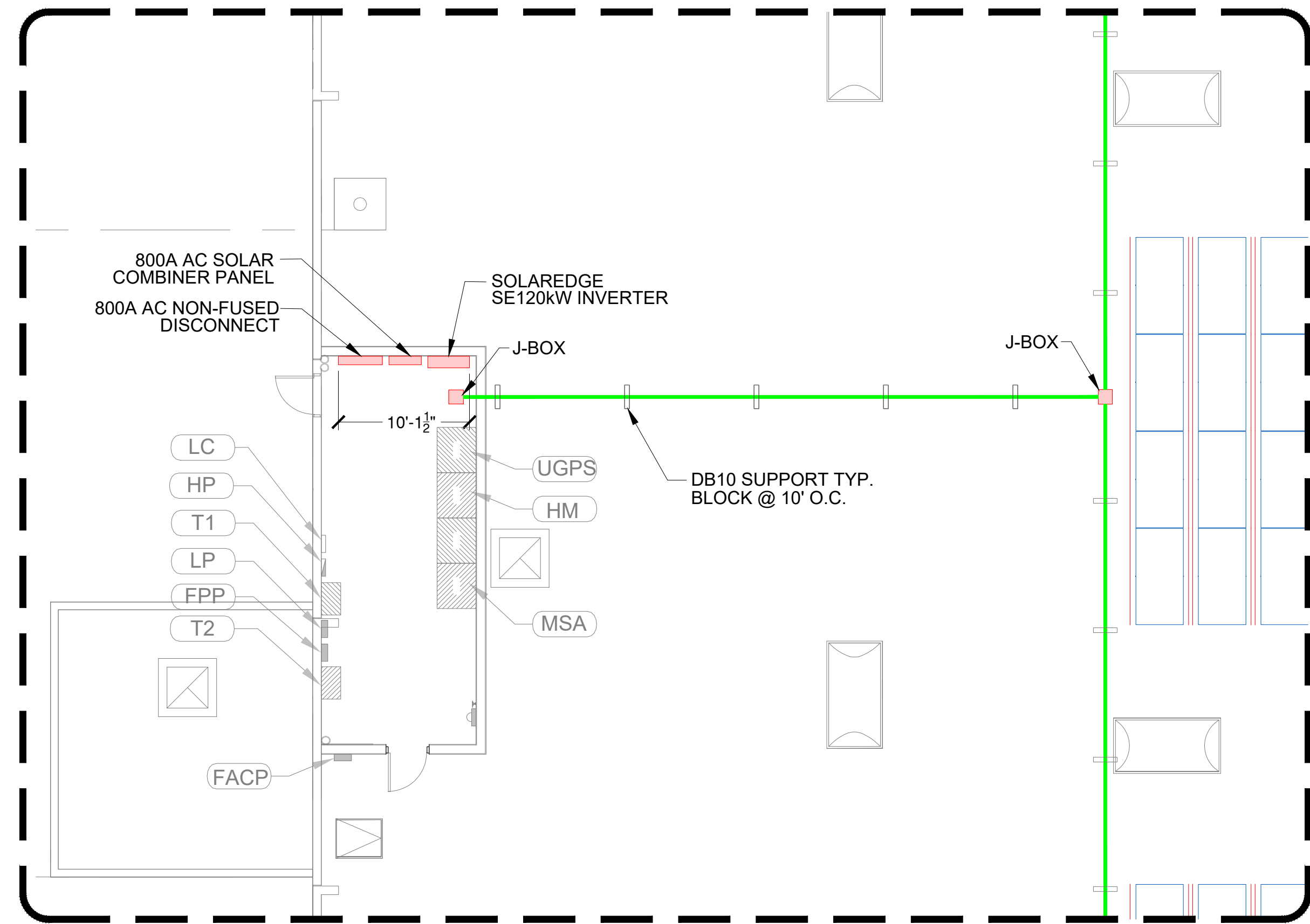


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COMMERCIAL ROOF CONSTRUCTION PHONE (209) 343-8600/FAX (209) 343-8650 (209) 343-8655  
5731 STODDARD RD., MODESTO, CA. 95336 NV LIC. #005215 CA LIC. #652369

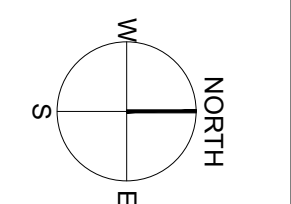
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*Tim Pfisterer*



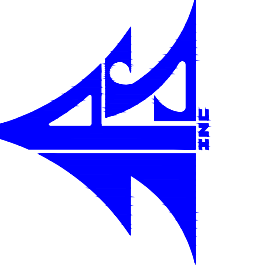
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Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12  
SOLAR SYSTEM

Location: 18512 HARVILL AVE., PERRIS, CA. - 92570

ELECTRICAL PLAN

PANELIZED STRUCTURES, INC.  
COMMERCIAL ROOF CONSTRUCTION PHONE (209) 343-8600/FAX (209) 343-8650 (209) 343-8655  
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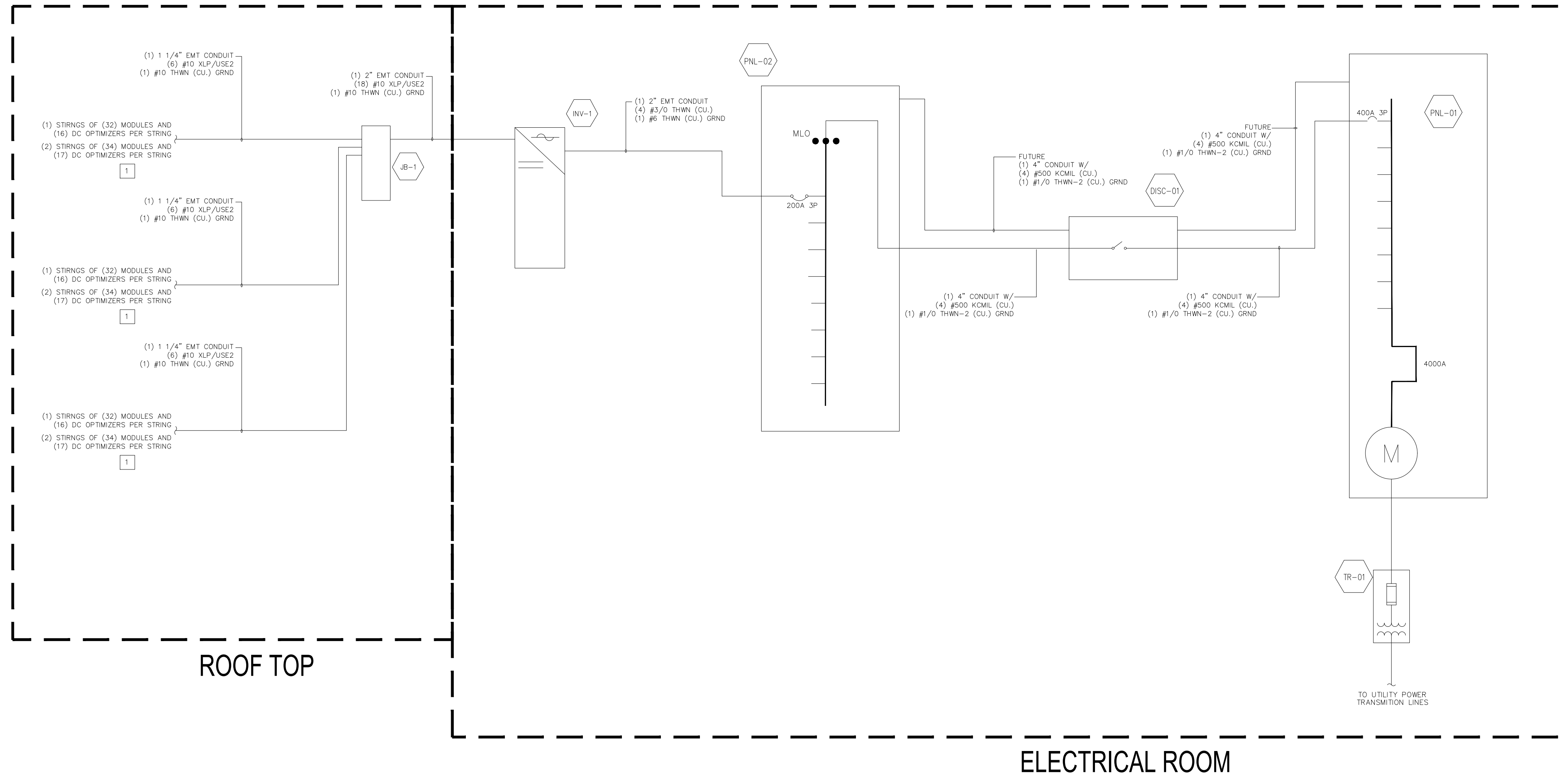
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SHEET **PV3** OF 7

SOLAR SYSTEM EQUIPMENT SUMMARY		
NAME	DESCRIPTION	ELECTRICAL DETAILS
JB-01	JUNCTION BOX @ ROOF TOP	3R, WEATHERPROOF J BOX
PNL-01	(E) 4000A METER/MAIN	4000A MAIN, 480/277V, 3PH, 4W, DIST. 65,000 AIC
PNL-02	(N) PV 800A DISTR.	800A, 480/277V, MLO
DISC-01	(N) PV 800A AC DISCONNECT	800A, 480/277V, NON-FUSED
TR-01	(E) PAD MOUNT TRANSFORMER	-
INV-01	SE120KUS	120kW, 480/277V, 144.3A

SOLAR SYSTEM ELECTRICAL SPECIFICATIONS			
DESIGN TEMPERATURES (ASHRAE)			
MINIMUM DESIGN TEMPERATURE (°C)	1	MAXIMUM DESIGN TEMPERATURE (°C)	24
MODULE SPECIFICATIONS			
MAKE & MODEL (QUANTITY)	JA SOLAR - JAM72D30-545/MB (300)		
STC RATING (W)	545W	PTC RATING (W)	-
OPEN CIRCUIT VOLTAGE (V)	49.75V	SHORT CIRCUIT CURRENT (A)	13.93A
MAX. POWER POINT VOLTAGE (V)	41.80	MAX. POWER POINT CURRENT (A)	13.04A
SERIES FUSE RATING (A)	30A	TEMPERATURE COEFFICIENT VOC	-0.275%/°C
MAX. MODULES IN SERIES	34	MAX. DC SYSTEM VOLTAGE (V)	1500V
INVERTER SPECIFICATIONS			
MAKE & MODEL (QUANTITY)	SOLAREDGE SE120KUS (1)		
NOMINAL VOLTAGE (V)	480V	MAX. OUTPUT CURRENT	144.3A

1 DO NOT CONNECT EITHER POLE OF THE DC CIRCUIT TO THE DC EQUIPMENT GROUNDING CONDUCTOR.



ROOF TOP

ELECTRICAL ROOM

PV SIGNAGE

<p><b>LABELS FOR INVERTERS</b></p> <p>GRID-TIED PHOTOVOLTAIC POWER SOURCE SOLAREDGE SE120KUS</p> <p>INVERTER MAX DC OPERATING CURRENT: 144.3 A</p> <p>INVERTER OPERATING VOLTAGE: 1000 VDC SYSTEM VOLTAGE: 845 VDC MAXIMUM INVERTER OUTPUT: 120 kW 144.3 A 480 VAC</p> <p><b>WARNING</b></p> <p>THIS IS A BALLASTED PHOTOVOLTAIC PANEL SYSTEM DO NOT REMOVE OR REPLACE ANY ARRAYS AND/OR BALLAST (23.6 lb Concrete Block) ANY CHANGES TO THE PV SYSTEM ROOFING MATERIAL, ROOF STRUCTURE AND OTHER ALTERATIONS SHALL BE MADE WITH ALL REQUIRED BUILDING AND ELECTRICAL PERMITS. DO NOT REMOVE THIS PLACARD</p> <p><b>WARNING</b></p> <p>AREA AROUND THE PANEL MUST BE KEPT FREE OF OBSTRUCTIONS</p>	<p><b>LABEL FOR MAIN SERVICE</b></p> <p>THIS ELECTRICAL SYSTEM IS ALSO SERVICED BY A PHOTOVOLTAIC SYSTEM.</p> <p><b>LABEL FOR JUNCTION BOXES, COMBINER BOXES, SOLAR LOAD CENTERS AND DISCONNECTS</b></p> <p><b>WARNING: ELECTRIC SHOCK HAZARD, DO NOT TOUCH TERMINALS. TERMINALS ON BOTH THE LINE AND LOAD SIDES MAY BE ENERGIZED IN THE OPEN POSITION.</b></p> <p><b>LABEL FOR INVERTER</b></p> <p><b>WARNING: IF GROUND FAULT IS INDICATED, THE NORMALLY GROUNDING CONDUCTORS MAY BE ENERGIZED AND UN-GROUNDING.</b></p>	<p><b>LABEL FOR SOLAR BACK-FED BREAKER</b></p> <p>SOLAR INPUT BREAKER</p> <p><b>LABEL FOR SOLAR DC DISCONNECT</b></p> <p>SOLAR DISCONNECT</p> <p><b>LABEL FOR RAPID SHUTDOWN</b></p> <p>RAPID SHUTDOWN</p> <p><b>LABELS FOR 400A AC DISCONNECT</b></p> <p>SIZE SOLAR AC DISCONNECT OPERATING CURRENT: 144A OPERATING VOLTAGE: 480V</p>
--	--	--

**BASIC NOTES AND SPECIFICATIONS:**

ALL ELECTRICAL SHALL BE INSTALLED IN COMPLIANCE WITH THE 2022 C.E.C., C.B.C., C.P.C., AND C.M.C.

**CONDUITS:**

- ALL UNDERGROUND CONDUITS SHALL BE PVC SCHEDULE 40. ALL UNDERGROUND CONDUITS RAN OUTSIDE OF CONCRETE SLAB SHALL HAVE MIN. 24" COVER.
- CONDUIT SHALL BE EMT, SCH 40 PVC, OR LIQUID TIGHT FLEXIBLE CONDUIT MAY BE USED FOR FINAL CONNECTIONS TO EQUIPMENT
- ALL UNDERGROUND CONDUITS TO HAVE WARNING TAPE 12" ABOVE CONDUITS.

**WIRING:**

- ALL CONDUCTORS SHALL BE THHN/THWN, COPPER UNLESS NOTED OTHERWISE.
- ALL GROUNDING PV CONDUCTORS TO BE WHITE IN COLOR
- NEUTRAL CONDUCTORS TO BE GRAY IN COLOR

**DEVICES & EQUIPMENT:**

- ALL EQUIPMENT SHALL BE LISTED BY A NATIONALLY RECOGNIZED TESTING LABORATORY AND PROPERLY LABELED TO UL STANDARD. CEC article 110-2

**NOTES:**

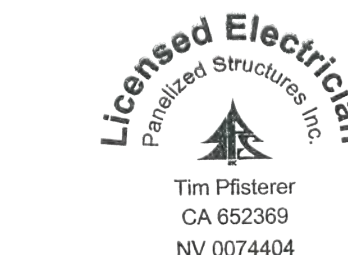
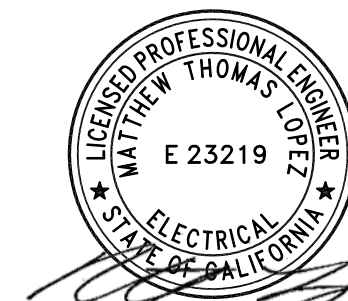
- COMBINER BOX NEMA 3R SERIES STRING FUSES IN COMBINER BOXES SHALL BE 600 VDC RATED 15 AMP MIDJET STYLE FUSES, LITTELFUSE XLKD OR EQUIVALENT.
- SERIES STRINGS SHALL BE COMPRISED OF QTY. (32 or 34 ) MODULES WIRED IN SERIES. SERIES CONNECTIONS TO BE MADE VIA MODULE QUICK CONNECTS.
- ALL AC AND DC GROUNDING CONDUCTORS SHALL CONNECT TO THE PREMISES GROUNDING ELECTRODE SYSTEM.
- INVERTERS ARE EQUIPPED WITH THE CAPACITY TO DETECT AND INTERRUPT DC GROUND FAULTS.
- NO MORE THAN QTY. (20) PV SERIES STRINGS OUTPUT CONDUCTORS SHALL BE RUN IN THE SAME CONDUIT IN ABOVE GROUND RACEWAY.

**SHEET NOTES:**

- ALL SUPPLIED EQUIPMENT IS UL LISTED.
- EQUIPMENT TO BE INSTALLED PER LISTING OR LABELING AND NEC REQUIREMENTS.
- EACH MODULE IS GROUNDING TO EACH RACK THROUGH MANUFACTURER PROVIDED PARTS.
- GROUNDING CONDUCTOR CONNECTED TO EACH RACK ASSEMBLY AND RACEWAY
- ALL FITTINGS USED OUTDOORS SHALL BE THE CURRENT LISTED RAIN-TIGHT TYPE.

**UTILITY NOTES:**

- INSTALLATION SHALL MEET ALL APPLICABLE SAFETY AND PERFORMANCE STANDARDS ESTABLISHED BY THE NEC, IEEE, AND NRTL'S SUCH AS UL, AND WHERE APPLICABLE, RULES OF THE PUC REGARDING SAFETY AND RELIABILITY, AS WELL AS MEET ALL UTILITY REQUIREMENTS
- UTILITY WILL ENSURE THAT THE METERING AT THE POINT OF INTERCONNECTION WILL ACCURATELY MEASURE ELECTRICITY FLOW IN BOTH DIRECTIONS. IF REPLACEMENT IS NECESSARY, THE APPLICANT SHALL BE RESPONSIBLE FOR SUCH COST.
- APPLICANT SHALL MAKE PROVISION FOR INSTALLATION OF A UTILITY METER DEDICATED TO MEASURING THE OUTPUT OF THE GENERATION (PROVIDE AND INSTALL WIRING AND UTILITY SPECIFIED METER SOCKET AND WIRING). UTILITY WILL REIMBURSE THE CUSTOMER FOR THE REASONABLE ASSOCIATED COST AND WILL PROVIDE THE METER.
- ARRANGEMENTS UTILIZING TRANSFER SWITCHES OR ALTERNATIVES TO THE ARRANGEMENT SHOWN ABOVE WILL BE CONSIDERED UPON SUBMISSION OF A DIAGRAM AND EXPLANATION OF THE PROPOSED DEVIATIONS.
- LARGE COMMERCIAL AND INDUSTRIAL CUSTOMERS USING CT STYLE INSTALLATIONS (400 AMPS AND ABOVE) WILL NEED TO CONTACT UTILITY ENGINEERING FOR REQUIREMENTS.
- BUILT-IN INVERTER DISCONNECT SWITCHES ARE NOT AN ACCEPTABLE ALTERNATIVE TO THE EXTERNAL KNIFE BLADE DC SWITCH



Tim Pfisterer  
CA 652369  
NV 0074404

**Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12  
SOLAR SYSTEM**

**Location: 18512 HARVILL AVE., PERRIS, CA. - 92570**

**SINGLE LINE DIAGRAM**

**P A N E L I Z E D S T R U C T U R E S, I N C.**

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AV LIC. #9035215 CA LIC. #62369  
5731 STODDARD RD., MODESTO, CA 95336

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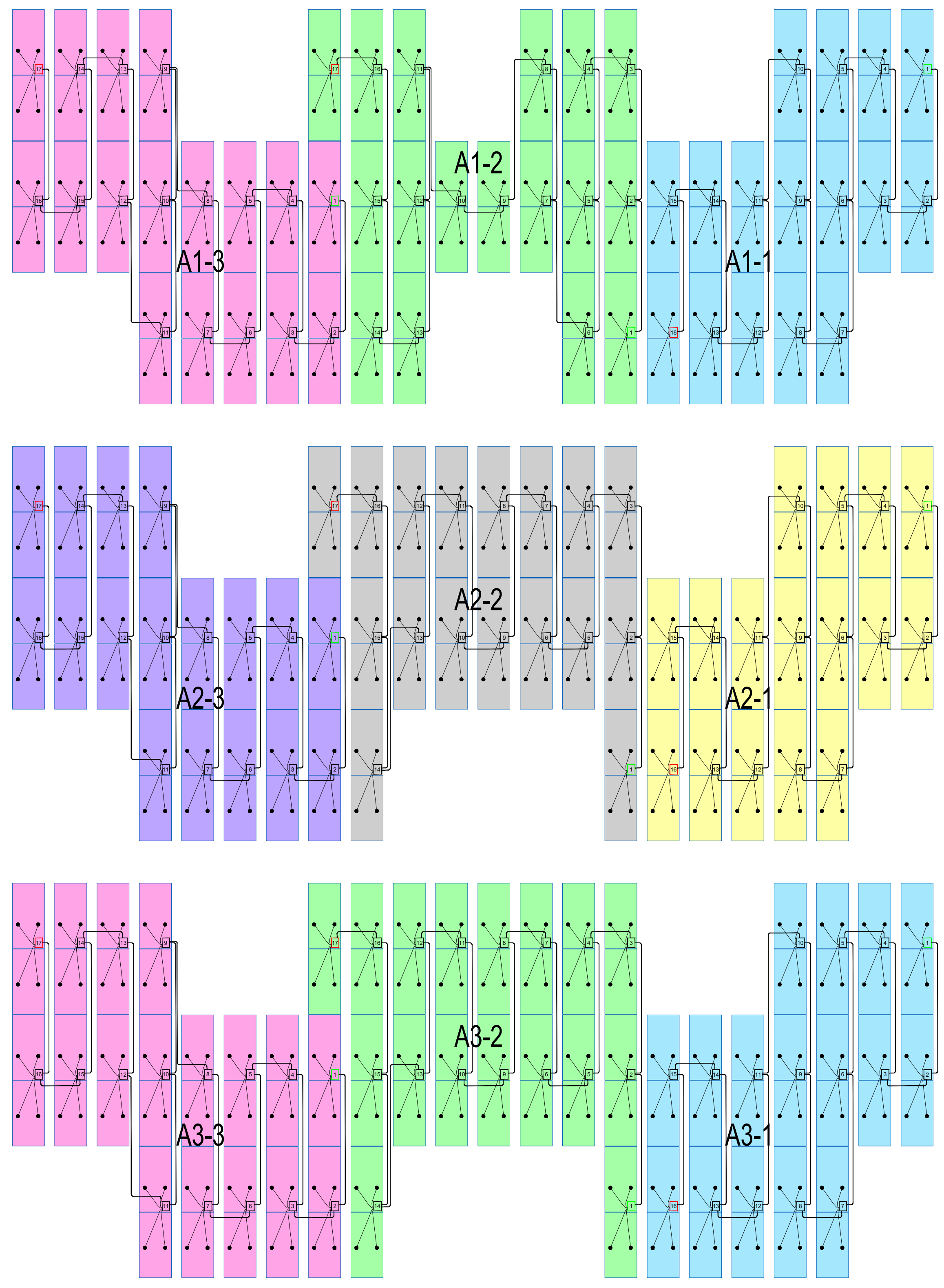
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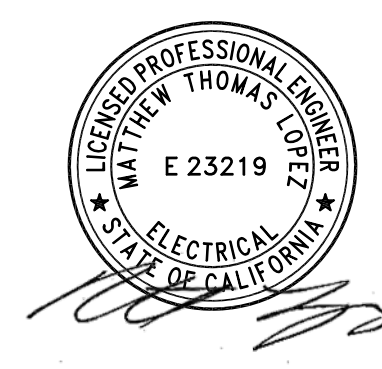
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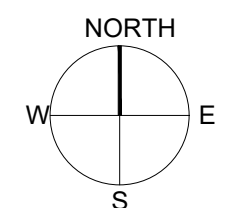




MODULE STRINGING PLAN



Licensed Electrician  
 Panellized Structures, Inc.  
 Tim Pfisterer  
 CA 652369  
 NV 0074404



SCALE: - NONE

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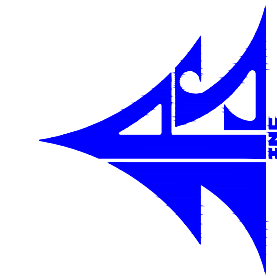
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Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12

SOLAR SYSTEM

Location: 18512 HARVILL AVE., PERRIS, CA. - 92570

MODULE STRINGING PLAN



PANELIZED STRUCTURES, INC.  
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 5731 STODDARD RD., MODESTO, CA. 95336 NV LIC. #0059215 CA LIC. #652369



## Harvest the Sunshine

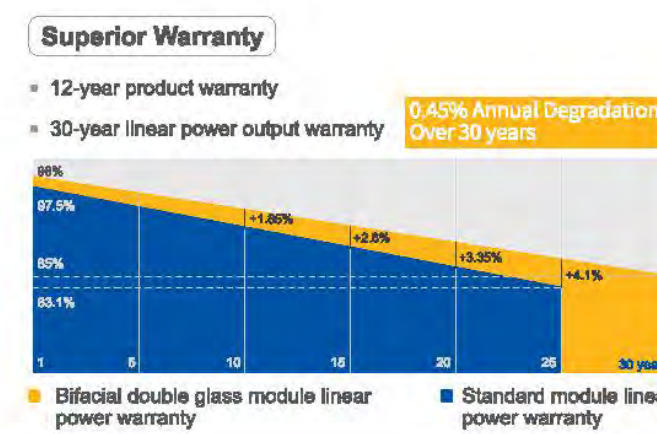
### DEEP BLUE 3.0

**Mono** 550W MBB Bifacial Mono PERC Half-cell Double Glass Module  
JAM72D30 525-550/MB

**Introduction**

Assembled with 1188 bifacial PERCium cells and half-cell configuration, these double glass modules have the capability of converting the incident light from the rear side together with the front side into electricity, providing higher output power, lower temperature coefficient, less shading loss, as well as enhanced tolerance for mechanical loading.

- Higher output power
- More reliable, more stable power generation
- Less shading effect
- Lower temperature coefficient



- Comprehensive Certificates**
- IEC 61215, IEC 61730, UL 61215, UL 61730
  - ISO 9001: 2015 Quality management systems
  - ISO 14001: 2015 Environmental management systems
  - ISO 45001: 2018 Occupational health and safety management systems
  - IEC TS 62961: 2018 Terrestrial photovoltaic (PV) modules – Guidelines for increased confidence in PV module design qualification and type approval
- 

**JASOLAR**

www.jasolar.com

Specifications subject to technical changes and leads. JA Solar reserves the right of final interpretation.



### Flat Roof Racking Specialists

PanelClaw® is the only major racking provider in North America focused exclusively on flat roof racking. Our 11+ years of focus on flat roof result in a competitive advantage for our partners. No one knows more about flat roof racking than PanelClaw; no one delivers a more thoroughly tested and reliable platform; and no one matches our level of service. Our mission is to accelerate the deployment of flat roof PV and the best way to do this is to continue to lower its life-cycle cost while maintaining the highest levels of reliability. The clawFR platform is the result of this experience and commitment to flat roof.



**PANELCLAW®**

#### Engineered for Speed

- Single M6 bolt hardware kit
- No tool module attachment method
- 90 degree single-module tilt-up feature
- Flexible order of operations installation process allows for optimized coordination of building trades on the roof
- Integrated roof protection pads
- 10" plus access ways between modules
- Only 1 ground lug required per array

**JASOLAR**

**MECHANICAL DIAGRAMS**

**JAM72D30 525-550/MB**

**SPECIFICATIONS**

Cell	Mono
Weight	31.8kg±3%
Dimensions	2278±2mm*1134±2mm*35±1mm
Cable Cross Section Size	4mm² (IEC), 12 AWG(U.L.)
No. of cells	144(6*24)
Junction Box	IP68, 3 diodes
Connector	MC4-EV02
Cable Length (Including Connector)	Portrait: 300mm*(±400mm/-); Landscape: 300mm*(±1500mm/-)
Front Glass/Back Glass	2.0mm/2.0mm
Packaging Configuration	31 pcs/Pallet 689 pcs/40HQ Container

**ELECTRICAL PARAMETERS AT STC**

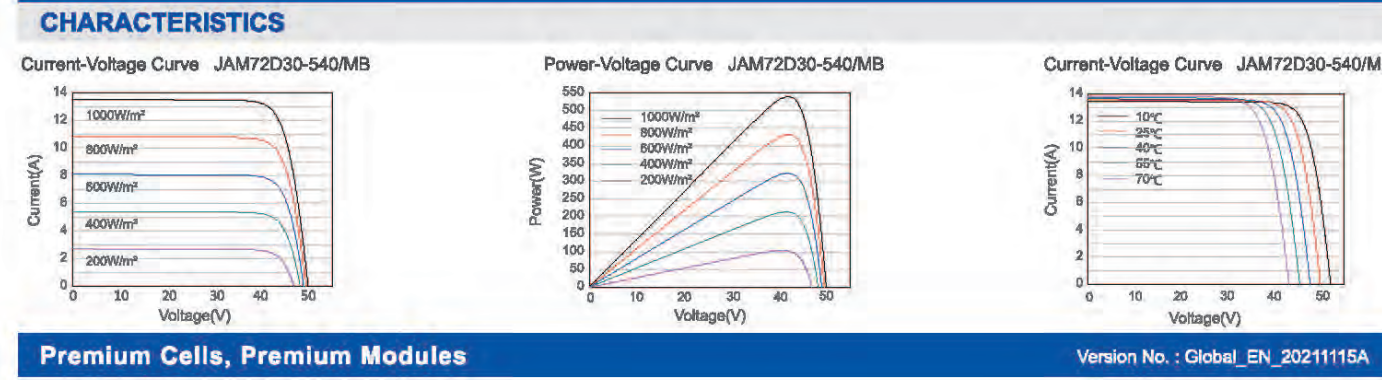
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Rated Maximum Power(P <sub>max</sub> ) [W]	525	530	535	540	545	550
Open Circuit Voltage(V <sub>oc</sub> ) [V]	49.15	49.30	49.45	49.60	49.75	49.90
Maximum Power Voltage(V <sub>mp</sub> ) [V]	41.15	41.31	41.47	41.64	41.80	41.96
Short Circuit Current(I <sub>sc</sub> ) [A]	13.65	13.72	13.79	13.86	13.93	14.00
Maximum Power Current(I <sub>mp</sub> ) [A]	12.76	12.83	12.90	12.97	13.04	13.11
Module Efficiency [%]	20.3	20.5	20.7	20.9	21.1	21.3
Power Tolerance						0~+5W
Temperature Coefficient of I <sub>sc</sub> (I <sub>sc</sub> )						+0.045%/°C
Temperature Coefficient of V <sub>oc</sub> (V <sub>oc</sub> )						-0.279%/°C
Temperature Coefficient of P <sub>max</sub> (P <sub>mp</sub> )						-0.369%/°C

**ELECTRICAL CHARACTERISTICS WITH 10% SOLAR IRRADIATION RATIO**

TYPE	JAM72D30-525/MB	JAM72D30-530/MB	JAM72D30-535/MB	JAM72D30-540/MB	JAM72D30-545/MB	JAM72D30-550/MB
Rated Max Power(P <sub>max</sub> ) [W]	562	567	572	578	583	589
Open Circuit Voltage(V <sub>oc</sub> ) [V]	49.54	49.67	49.80	49.93	50.03	50.21
Max Power Voltage(V <sub>mp</sub> ) [V]	41.14	41.31	41.47	41.65	41.78	41.95
Short Circuit Current(I <sub>sc</sub> ) [A]	14.61	14.68	14.76	14.83	14.91	14.98
Max Power Current(I <sub>mp</sub> ) [A]	13.65	13.73	13.80	13.88	13.95	14.03

**OPERATING CONDITIONS**

Maximum System Voltage	1500V DC
Operating Temperature	-40°C~+85°C
Maximum Series Fuse Rating	30A
Maximum Static Load Front*	5400Pa(12.12 lb/ft²)
Maximum Static Load Back**	2400Pa(5.27 lb/ft²)
NOCT	45±2°C
Bifaciality**	70%±10%
Fire Performance	UL Type 29



#### SYSTEM COMPONENTS



- Applications**  
< 5° slope flat roofs (up to 7° possible w/engineering review)
- Roof Type Compatibility**  
Membrane, tar and gravel, ballasted, BUR, concrete, asphalt (not compatible with metal roofs)
- 3 Shade Ratio Options**  
1.7:1 | 2.0:1 | 2.5:1
- Platform Load**  
~ 2.0 ~ 12.0 psf
- Module Orientation**  
Landscape
- Module Attachment**  
Airy point flange mounted
- Basic Wind Speed**  
Up to 190 mph (>190 mph by approval)
- Wind Exposure Category**  
B and C (D required engineering review)
- USGS Seismic Categories**  
A, B, C, D (others require engineering review)
- Building Height**  
No building height limitations
- Corrosion Resistance**  
ZAM coating provides 5x better resistance than G90
- Warranty and Certifications**  
25 year warranty  
ANSI/UL 2703-2015 Listed  
System Fire Rating Class A with Type 1 and Type 2 modules

#### Intelligent Component Design

- A single Ballast Rail part number covers all compatible 60 and 72 cell modules
- The Base does not change with module changes
- The wind deflector has 2 part numbers that cover all 72 cell module lengths
- The Module Connector and Deflector each have 2 part numbers have cover all compatible 72 cell modules

#### Safety and Reliability

clawFR has been tested well beyond code requirements in the US. In addition to wind tunnel testing and ANSI/UL 2703-2015 listing, we have completed a battery of reliability and performance tests which can all be found at panelclaw.com.

**PANELCLAW®**

(978) 688.4900 | sales@panelclaw.com

panelclaw.com

#### O&M Features

- Construction designed specifically for O&M, and to assist providers
- Recessed Deflector allows for easy access to module connections and optimizer equipment
  - ZAM coating with 5x better corrosion resistance than G90
  - If mechanical roof attachments are needed, they are always placed in the North/South module gaps for easy O&M inspection



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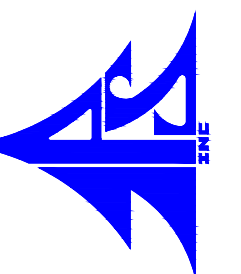
Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12

SOLAR SYSTEM

Location: 18512 HARVILL AVE., PERRIS, CA. - 92570

DATASHEETS

PANELIZED STRUCTURES, INC.  
COMMERCIAL ROOF CONSTRUCTION PHONE (209) 343-8600/FAX (209) 343-8650 (209) 343-8655  
5731 STODDARD RD., MODESTO, CA. 95336  
AV. LIC. #0052515 CA. LIC. #652369



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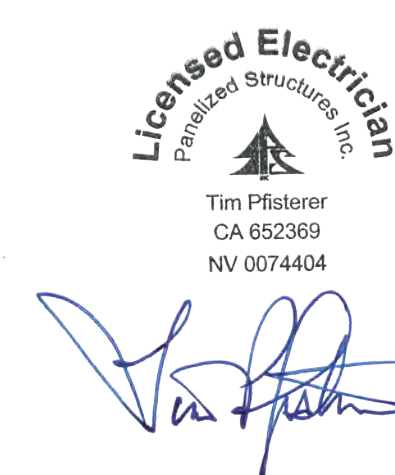
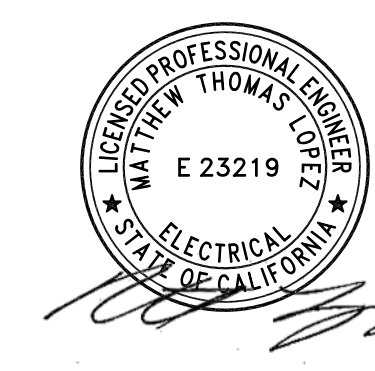
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# Three Phase Inverter with Synergy Technology

For the 277/480V Grid for North America

SE80KUS / SE100KUS / SE110KUS / SE120KUS



12-20 YEAR WARRANTY

INVERTERS

Powered by unique pre-commissioning process for rapid system installation

- Pre-commissioning feature for automated validation of system components and wiring during the site installation process and prior to grid connection
- Easy 2-person installation with lightweight, modular design (each inverter consists of 2 or 3 Synergy units and one Synergy Manager)
- Independent operation of each Synergy unit enables higher uptime and easy serviceability
- Built-in thermal sensors detect faulty wiring ensuring enhanced protection and safety
- Built-in arc fault protection and rapid shutdown
- Built-in PID mitigation for maximized system performance
- Monitored\* and field-replaceable surge protection devices, to better withstand surges caused by lightning or other events
- Built-in module-level monitoring with Ethernet or cellular communication for full system visibility

\*Applicable only for DC and AC SPDs

solaredge.com



# Power Optimizer For North America

P1101



25 YEAR WARRANTY

POWER OPTIMIZER

PV power optimization at the module level  
The most cost-effective solution for commercial and large field installations

- Specifically designed to work with SolarEdge inverters
- Up to 25% more energy
- Superior efficiency (99.5%)
- Balance of System cost reduction; 50% less cables, fuses, and combiner boxes; over 2x longer string lengths possible
- Fast installation with a single bolt
- Advanced maintenance with module-level monitoring
- Module-level voltage shutdown for installer and firefighter safety
- Meets NEC requirements for arc fault protection (AFCI) and Photovoltaic Rapid Shutdown System (PVRS)

solaredge.com



# Three Phase Inverter with Synergy Technology

For the 277/480V Grid for North America

SE80KUS / SE100KUS / SE110KUS / SE120KUS

Applicable to inverter with Part Numbers	SE80KUS	SE100KUS	SE110KUS	SE120KUS	
<b>OUTPUT</b>					
Rated AC Active Output Power	80000	100000	110000	120000	W
Maximum AC Apparent Output Power	80000	100000	120000	120000	VA
AC Output Line Connectors	3W + PE, 4W + PE				
Supported Grids	WYE TN-C, TN-S, TN-C-S, TT, IT, Delta, IT				
AC Output Voltage Minimum-Nominal-Maximum <sup>(1)</sup> (L-N)	244 - 277 - 335				
AC Output Voltage Minimum-Nominal-Maximum <sup>(1)</sup> (L-L)	423.5 - 480 - 529				
AC Frequency Min-Nom-Max <sup>(2)</sup>	59.5 - 60 - 60.5				
Maximum Continuous Output Current (per Phase, F1-F3)	96.5	120		145	A
GFD Threshold	1				
Utility Monitoring, Standby Protection, Configurable Power Factor, Country Configurable Thresholds	Yes				
Total Harmonic Distortion	≤ 3				
Power Factor Range	+/-0.2 to 1				
<b>INPUT</b>					
Maximum DC Power (Module STC) Inverter / Synergy Unit	120000 / 60000	150000 / 50000		180000 / 60000	W
Transformer-less, Ungrounded	Yes				
Maximum Input Voltage DC+ to DC-	1000				
Operating Voltage Range	850 - 1000				
Maximum Input Current	2 x 48.25	3 x 40		3 x 48.25	A
Reverse-Polarity Protection	Yes				
Ground-Fault/Isolation Detection	167G2 sensitivity per Synergy Unit <sup>(3)</sup>				
CDC Weighted Efficiency	99.5				
Nighttime Power Consumption	< 8	< 12			W
<b>ADDITIONAL FEATURES</b>					
Supported Communication Interface <sup>(4)</sup>	2x RS485, Ethernet, Wi-Fi (optional), Cellular (optional)				
Smart Energy Management	Export Limitation				
Inverter Commissioning	With the SetApp mobile application using built-in Wi-Fi access point for local connection				
Arc Fault Protection	Built-in, User Configurable (According to UL1699E)				
Photovoltaic Rapid Shutdown System	NEC 2014, 2017 and 2020, Built-in				
PID Rectifier	Nighttime, built-in				
RS485 Surge Protection (ports 1+2)	TypeII, field replaceable, integrated				
AC DC Surge Protection	TypeII, field replaceable, integrated				
DC Fuses (single pole)	25A, integrated				
<b>DC SAFETY SWITCH</b>					
DC Disconnect	Built-in				
<b>STANDARD COMPLIANCE</b>					
Safety	UL1998, UL1741, UL1741 SA, UL1998, CSA C22.2 107.1, Canadian AFCI according to ILL M-07				
Grid Connection Standards	IEEE 1547, Rule 21, Rule 14 (f)(g)				
Emissions	FCC part 15 class A				

(1) For other regional voltage please contact SolarEdge support  
 (2) Where permitted by local regulations  
 (3) For specifications of the optional communication options, visit <https://www.solaredge.com/resources/communication-of-the-resource-library>  
 (4) For details visit <https://www.solaredge.com/download/4> to download the relevant product datasheet

# Three Phase Inverter with Synergy Technology

For the 277/480V Grid for North America

SE80KUS / SE100KUS / SE110KUS / SE120KUS

Applicable to inverter with Part Numbers	SE80KUS	SE100KUS	SE110KUS	SE120KUS	
<b>INSTALLATION SPECIFICATIONS</b>					
Number of Synergy Units per Inverter	2		3		
AC Max Conduit Size	2 1/2"				
Max AWG Line / PE	4/0 / 1/0				
DC Max Conduit Size	1 x 3" / 2 x 2"				
DC Input Inverter / Synergy Unit	4 pairs 6-12 AWG		12 / 4 pairs 6-12 AWG		
Dimensions (H x W x D)	Synergy Unit: 22 x 12.9 x 10.75 / 358 x 328 x 273 Synergy Manager: 14.17 x 22.4 x 11.61 / 360 x 360 x 295				
Weight	Synergy Unit: 75.4 / 32 Synergy Manager: 33.6 / 18				
Operating Temperature Range	-40 to +40 / -40 to +100 <sup>(1)</sup>				
Cooling	Fan (user replaceable)				
Noise	< 67				
Protection Rating	NEMA 3R				
Mounting	Brackets provided				

(1) For power derating information refer to <https://www.solaredge.com/sites/default/files/temperature-derating-rectifier.pdf>

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CE RoHS

# Power Optimizer For North America

P1101

Power Optimizer Model (Typical Module Compatibility)	P1101 (for up to 2 x high power or bi-facial modules)	Units
<b>INPUT</b>		
Rated Input DC Power <sup>(1)</sup>	1100	W
Connection Method	Single input for series connected modules	
Absolute Maximum Input Voltage (Voc at lowest temperature)	125	VDC
MPP Operating Range	12.5 - 105	VDC
Maximum Short Circuit Current (Isc)	54.1	ADC
Maximum Short Circuit Current per Input (Isc)	-	ADC
Maximum Efficiency	99.5	%
Weighted Efficiency	99.6	%
Overvoltage Category	3	
<b>OUTPUT DURING OPERATION (POWER OPTIMIZER CONNECTED TO SOLAREEDGE INVERTER)</b>		
Maximum Output Current	18	ADC
Maximum Output Voltage	80	VDC
<b>OUTPUT DURING STANDBY (POWER OPTIMIZER DISCONNECTED FROM SOLAREEDGE INVERTER OR SOLAREEDGE INVERTER OFF)</b>		
Safety Output Voltage per Power Optimizer	1 ± 0.1	VDC
<b>STANDARD COMPLIANCE</b>		
Photovoltaic Rapid Shutdown System	Compliant with NEC 2014, 2017, 2020	
EMC	FCC Part 15 Class A, IEC61000-6-2, IEC61000-6-3	
Safety	IEC60709-1 class B safety, UL1741, UL3741	
Material	UL94 V-0, UV resistant	
Surge	Yes	
<b>INSTALLATION SPECIFICATIONS</b>		
Compatible SolarEdge Inverters	All commercial three phase inverters	
Maximum Allowed System Voltage	1000	VDC
Dimensions (W x L x H)	129 x 162 x 59 / 5.1 x 6.4 x 2.32	mm / in
Weight	185g / 2.34	g / lb
Input Connector	MC4P	
Input Wire Length Options	1, 2, 3	m / ft
Output Wire Type / Connector	Double-Insulated, MC4	
Output Wire Length	2.4 / 7.8	
Operating Temperature Range <sup>(2)</sup>	-40 to +85 / -40 to +185	
Protection Rating	IP65 / NEMA4P	
Relative Humidity	0 - 100	

(1) Rated power of the module at STC will not exceed the Power Optimizer "Rated Input DC Power". Modules with up to +5% power tolerance are allowed.  
 (2) For other connector types please refer to the [Power Optimizer Inverter Connector Compatibility Technical Note](#).  
 (3) For ambient temperatures above +10°C / +50°F, power derating is applied. Refer to [Power Optimizer Inverter Connector Compatibility Technical Note](#) for more details.

PV System Design Using a SolarEdge Inverter <sup>(1)</sup>	208V Grid 3L/1N	208V Grid 3L/1/1N	277/480V Grid 3L/1N	277/480V Grid 3L/1N/1
Compatible Power Optimizers	P1101			
Minimum String Length	8	10	14	14
Maximum String Length	15	19	27	27
Minimum String Length	30	30	30	30
Maximum String Length	60	60	60	60
Maximum Continuous Power per String	7200	8620	15300	15300
Maximum Allowed Connected Power per String <sup>(2)</sup>	1 string - 8820 2 strings or more - 9800	1 string - 10220 2 strings or more - 12000	1 string - 17550 2 strings or more - 20300	2 strings or less - 17550 3 strings or more - 20300
Parallel Strings of Different Lengths or Orientations	Yes			
Maximum Difference in Number of Power Optimizers Allowed Between the Shortest and Longest String Connected to the Same Inverter Unit <sup>(3)</sup>	5 Power Optimizers			

(1) The same wire gauge for strings with equivalent power ratings, that are part of the module Synergy Technology inverter.  
 (2) For each string, a Power Optimizer may be connected to a single PV module or to each Power Optimizer is connected to a single PV module or 2) is the only Power Optimizer connected to a single PV module in the string.  
 (3) Design with three phase 208V inverters is limited. Use the [SolarEdge Design](#) for verification.  
 (4) To connect more STC power per string, design your project using [SolarEdge Design](#).

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RoHS

Job: MAJESTIC FREEWAY BUSINESS CENTER BLDG 12  
 SOLAR SYSTEM  
 Location: 18512 HARVILL AVE., PERRIS, CA. - 92570  
 DATASHEETS

NO.	REVISION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

DWG DATE: \_\_\_\_\_

APPROVALS SENT DATE: \_\_\_\_\_

DRAWN BY: ESD

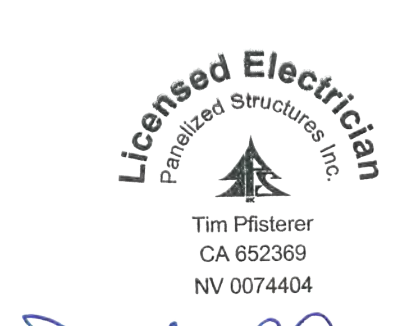
CHECKED BY: TP

SCALE: NONE

FINAL PLANS DATE: \_\_\_\_\_

JOB: \_\_\_\_\_

SHEET PV OF \_\_\_\_\_



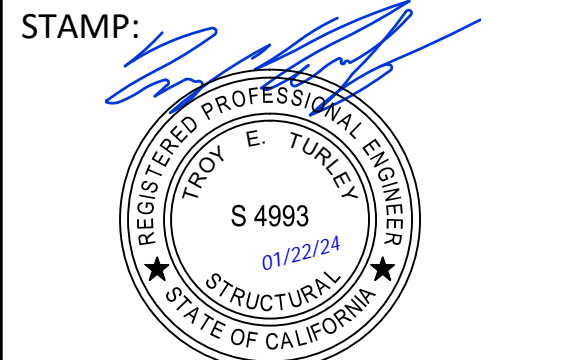


Site Design Criteria - Flat Roof PV System Basis of Design	
Roof Live Load (psf)	20(see footnote 1)
Ground Snow Pg (psf)	0
Flat Roof Snow Pf (psf)	0
Snow Importance Factor (Is)	1.0
<b>Wind Design Data</b>	
Basic Wind Speed (mph)	96
Risk Category	II
Wind Exposure	C
<b>Earthquake Design Data</b>	
Risk Category	II
Importance Factor (Ie)	1.00
Component Importance Factor (Ip)	1.0
Mapped Acceleration Parameter (Ss)	1.500
Mapped Acceleration Parameter(S1)	0.567
Seismic Site Class	D
Design Spectral Acceleration Parameter (Sds)	1.200
Design Spectral Acceleration Parameter (Sd1)	0.655
Seismic Design Category (SDC)	D
Basic seismic-force-resisting system(s)	roof anchors
Base Design Shear = Fp x W	0.58 W
Response Modification Factor (R)	2.5
Analysis Procedure	ASCE 7 sec. 13.3/4
Design Code (with local amendments)	2022 CBC
-	ASCE 7 - 16
<b>ALTERNATE DESIGN METHOD</b>	
-	SEAOC PV2
1. Roof Live Load only applicable to areas not covered by PV modules. Reference SEAOC Design Guidelines	

**GENERAL NOTES:**

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- ARRAY SETBACKS: ALL ARRAYS ARE REQUIRED TO BE SETBACK 4-FEET FROM ALL ROOF EDGES UNLESS OTHERWISE SPECIFIED AND CALLED OUT ON THE ARRAY DIAGRAMS ON THIS PAGE OR ON ADDITIONAL ARRAY BALLAST PAGES
- REFER TO THE SPECIFIC ARRAY BALLAST SHEETS FOR BALLASTING REQUIREMENTS BASED ON THE PROVIDED SITE INFORMATION
- SYSTEM PSF INCLUDES ALL PANELCLAW RACKING COMPONENTS, MECHANICAL ATTACHMENTS (IF APPLICABLE), PV MODULE AND BALLAST BLOCKS. FOR MAXIMUM SYSTEM POINT LOAD SUMMARY (PLS), REFER TO CALCULATIONS.
- PANELCLAW AND/OR PANELCLAW CONSULTING ENGINEERS ARE NOT RESPONSIBLE FOR DETERMINING THE ADEQUACY OF THE STRUCTURE TO SUPPORT LOADS IMPOSED BY THE ARRAY AND MOUNTING SYSTEM. SUPPORT STRUCTURE TO BE CHECKED BY OTHERS
- ALWAYS ALLOW 6" CLEARANCE BETWEEN NEIGHBORING SUBARRAYS, 6" BETWEEN SUBARRAYS AND ALL FIXED ROOF OBJECTS AND 4" BETWEEN SUBARRAYS AND ROOF EDGES. REFER TO LOCAL FIRE CODES AND ELECTRICAL CODES FOR ADDITIONAL REQUIREMENTS WHICH MAY GOVERN DESIGN. SUBARRAYS THAT USE A SEISMIC ANALYSIS METHOD OF DELTA MPV PER SEAOC OR ASCE 7-16 HAVE THEIR OWN CLEARANCE REQUIREMENTS. REFER TO THE BALLAST LAYOUT SHEETS WITHIN THIS DOCUMENT FOR DETAILS.
- BALLAST BLOCK DIMENSIONS MUST CONFORM TO THE FOLLOWING SPECIFICATIONS: 3-3/4" THICK MAX., 7-5/8" ± 1/8" WIDTH, 15-5/8" ± 1/8" LENGTH.
- IF AN ARRAY CLEARANCES TABLE APPEARS BELOW ON THIS PAGE, THE DESIGN UTILIZES THIRD PARTY SEISMIC NON-LINEAR RESPONSE ANALYSIS TO ESTIMATE MAXIMUM ARRAY SEISMIC DISPLACEMENT. THE PREDICTED MOVEMENT IS ONLY AN ESTIMATE. PANELCLAW IS NOT RESPONSIBLE OR LIABLE FOR ANY DAMAGES OR COSTS ASSOCIATED WITH PV ARRAY MOVEMENT INCLUDING MOVEMENT IN EXCESS OF THE CLEARANCES NOTED IN THIS DOCUMENT OR ANY REQUIREMENT TO REPOSITION THE ARRAYS IF MOVEMENT OCCURS.
- DEFLECTORS MUST BE INSTALLED WHEN WINDS ARE EXPECTED TO EXCEED APPROX. 25% OF WIND SPEED DOCUMENTED IN SITE DESIGN CRITERIA TABLE. DEFLECTORS ARE REQUIRED ON ALL MODULES UNLESS OTHERWISE NOTED ON BALLAST LAYOUT PAGES.

SHEET INDEX	
NO.	DESCRIPTION
PC-1	COVER SHEET
PC-2	PROJECT SUMMARY
PC-3	ARRAY SITE MAP
PC-4	TYPICAL ARRAY DIMENSIONS
PC-5	ASSEMBLIES
PC-6	RACKING COMPONENTS
PC-7	BALLAST LEGEND
PC-8 TO PC-10	BALLAST LAYOUT - 1 TO 3
PC-11	MECHANICAL ATTACHMENT DETAIL



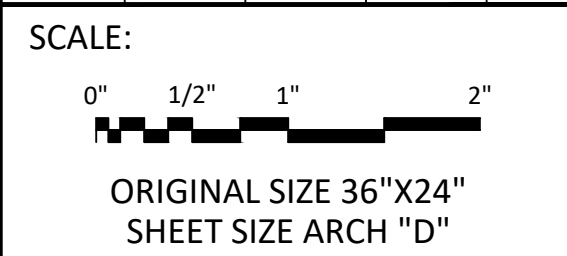
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 CTS PROJECT NUMBER 23-0242-2965



**RACKING CONSTRUCTION SET**  
 1600 OSGOOD ST. SUITE 2023  
 NORTH ANDOVER, MA 01845  
 TEL: 978.688.4900  
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REV	DESCRIPTION	DATE	CHECK	PREP
0	Initial Ballast Map Layout	2024-01-10		MM



PREPARED FOR:  
 Panelized Structures Inc

PROJECT:  
 Building 12 Majestic Freeway  
 Business Center

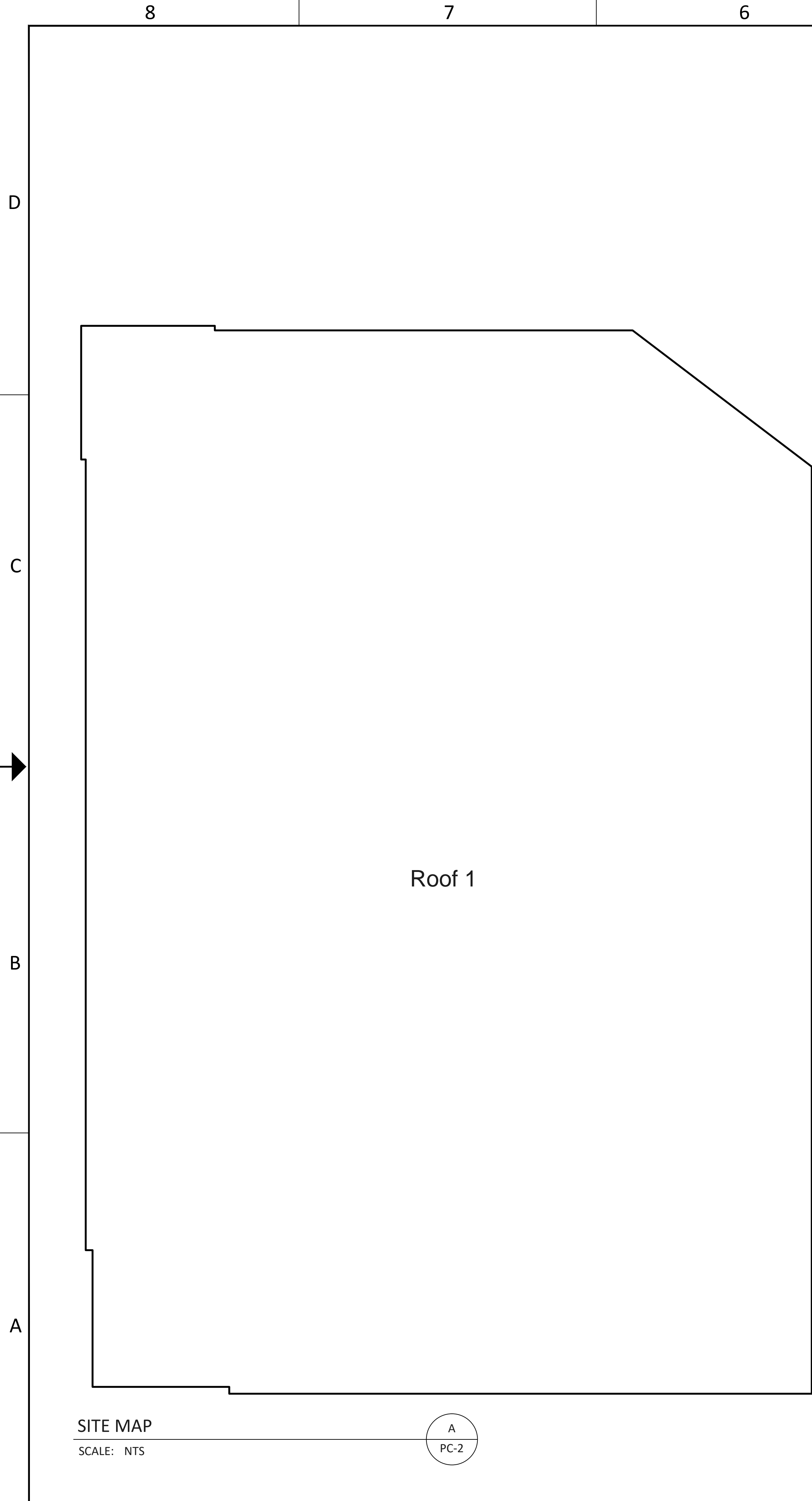
LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
 COVER SHEET

REVISION: 0 SHEET: PC-1

THIS CONSTRUCTION SET PROVIDES THE RACKING LAYOUT FOR ALL ARRAYS WITH NUMBER OF BALLAST BLOCKS AND/OR MECHANICAL ATTACHMENTS BASED ON THE APPROVED STRUCTURAL CALCULATIONS FOR THE COMPLETED INSTALLED CONDITION OF THE SOLAR ARRAY. THE INSTALLER IS RESPONSIBLE FOR THE SAFETY AND CARE OF THE ARRAY DURING ALL PHASES OF INSTALLATION. THEREFORE, THE INSTALLER MUST MONITOR THE WEATHER FORECAST AND TAKE NECESSARY PRECAUTIONS (SEE GENERAL NOTE #10) TO TEMPORARILY SHORE/BRACE ALL ARRAYS DURING CONSTRUCTION UNTIL INSTALLATION IS COMPLETED IN CONFORMANCE WITH THIS APPROVED CONSTRUCTION SET AND THE PRODUCT INSTALLATION MANUAL (SEE GENERAL NOTE #2). THE INSTALLER HAS SOLE RESPONSIBILITY FOR THE MEANS, METHODS, AND TECHNIQUES OF CONSTRUCTION OF THE SOLAR ARRAY FOR COMPLIANCE WITH LAWS, REGULATIONS, AND CODES, AND FOR THE SAFETY OF CONSTRUCTION APPLICABLE TO THIS WORK.

**APPROVED FOR CONSTRUCTION**



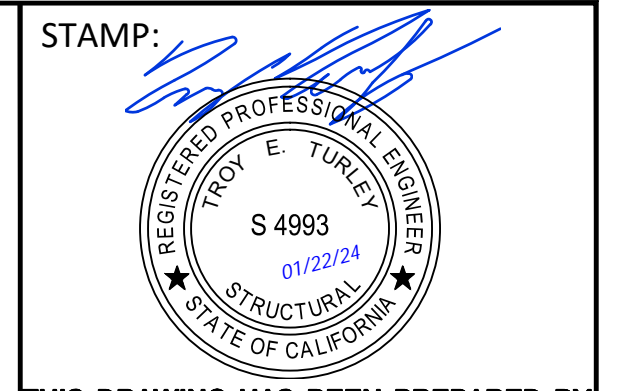
SITE MAP  
SCALE: NTS

PROJECT SUMMARY	
MODULE TYPE	JA SOLAR JAM72D30-545/MB
MODULE DIMENSIONS (IN.)	89.69 X 44.65 X 1.38
NUMBER OF MODULES	300
MODULE WATTAGE (W STC)	545
SYSTEM SIZE (kW STC)	163.5
SYSTEM WEIGHT (LB)	36688
SYSTEM AREA (SQ.FT.)	10825
AGGREGATE SYSTEM LOAD (PSF)	3.39
NUMBER OF ARRAYS	3
ARRAY TILT (DEG)	8.98

PROJECT PART QUANTITY		
ITEM	PART NUMBER	QTY
Base	500050203	676
BASE, 03, CFR		
Module Connector	500050704	600
MODULE CONNECTOR, 1150, 10D, CFR		
Rail	2000895	799
RAIL, 2500, CFR		
Cam	5000500	600
CAM, 10D, CFR		
Cam Claw	2000673	600
CAM CLAW, CFR		
Deflector	200088705	300
DEFLECTOR, 10D, 2300, CFR		
Bolt	2000697	3003
BLT, HEX FLG, TRI, M6X16, GR8.8, PATCH		
Base Pad	2000678	0
PAD, BASE, CFR		
CONCRETE MASONRY UNIT	N/A	329
BLOCK, CONCRETE, 32.6 LB - Xln x 8in x 16in NOMINAL, PARTNER SUPPLIED, SEE INSTALLATION MANUAL		

MECHANICAL ATTACHMENT PART QUANTITY		
ITEM	PART NUMBER	QTY
MA Hardware Kit	5000423	3
HW KIT, MA STRUT, 2500, CFR		
MA Strut	2000930	25
MA STRUT, 2500, CFR		
Mechanical Attachment	TBD	25
To Be Determined (U-Anchor 2600)		
TOTAL MECHANICAL ATTACHMENT COUNT		25

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GTS PROJECT NUMBER 23-0242-2965

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RACKING CONSTRUCTION SET  
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DATE	CHECK	PREP	DESCRIPTION	REV
2024-01-10			Initial Ballast Map Layout	0
		MM		

SCALE:  
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ORIGINAL SIZE 36"X24"  
SHEET SIZE ARCH "D"

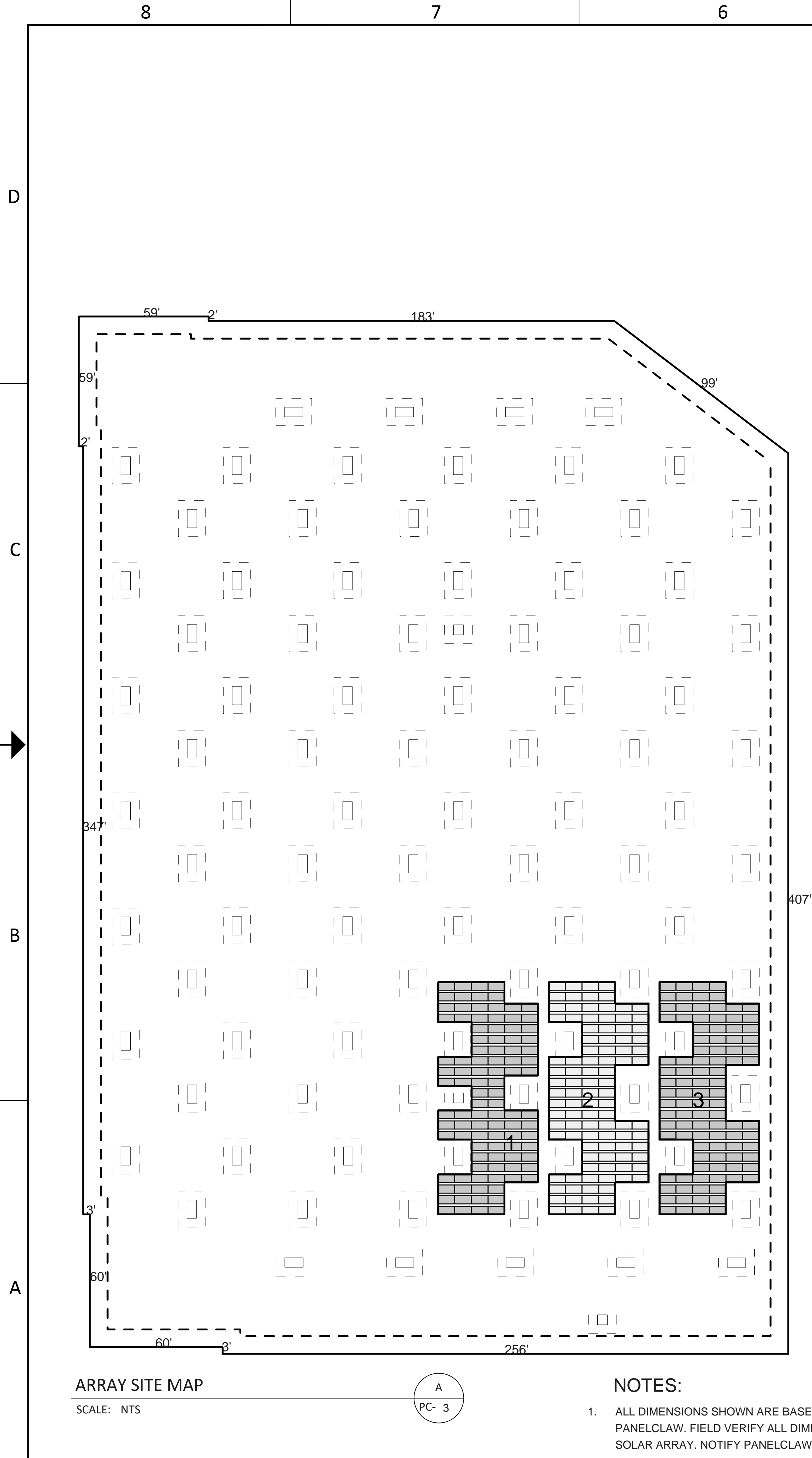
PREPARED FOR:  
Panelized Structures Inc

PROJECT:  
Building 12 Majestic Freeway  
Business Center

LOCATION:  
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CA, USA

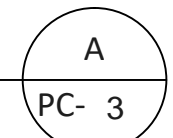
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PROJECT SUMMARY

REVISION: 0 SHEET: PC-2



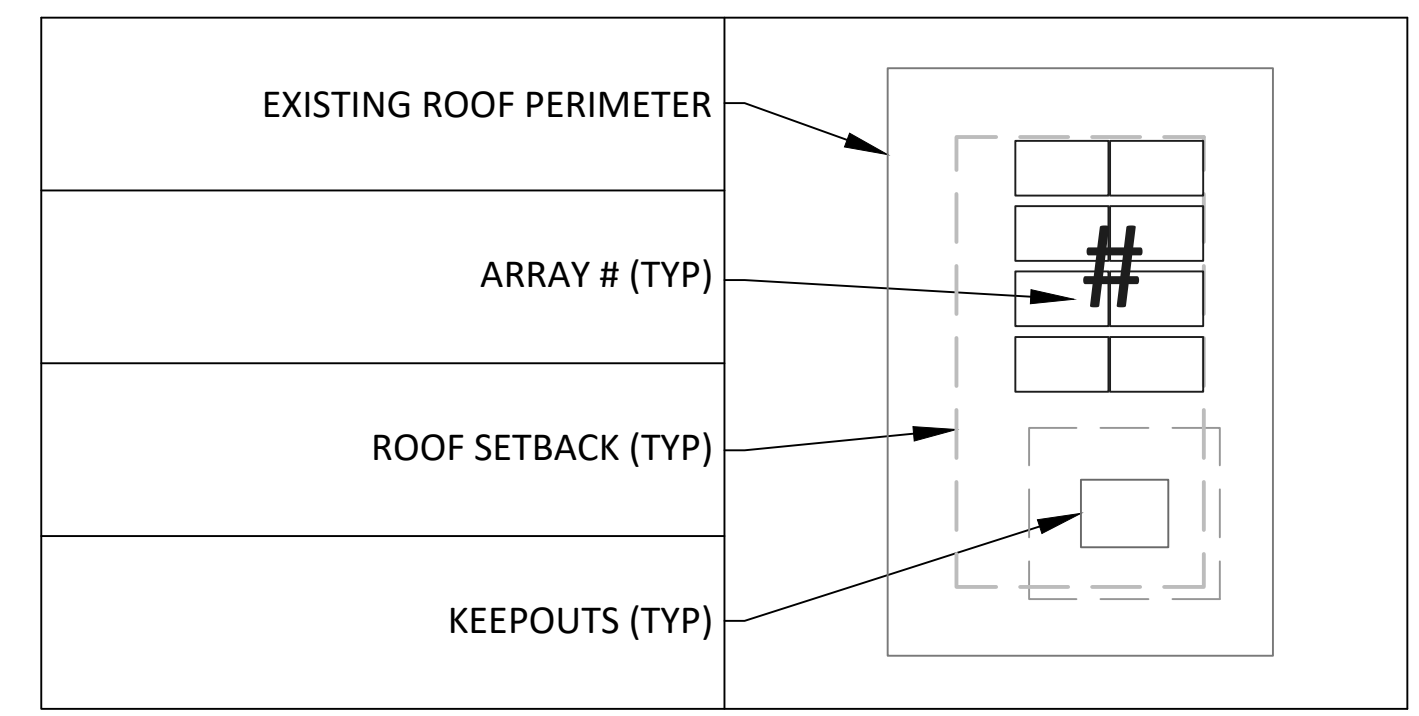
ARRAY SITE MAP

SCALE: NTS



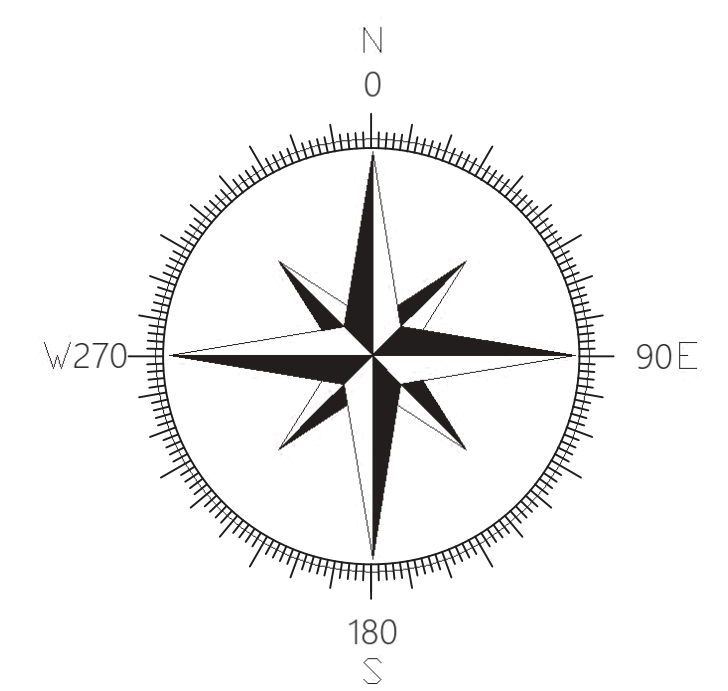
NOTES:

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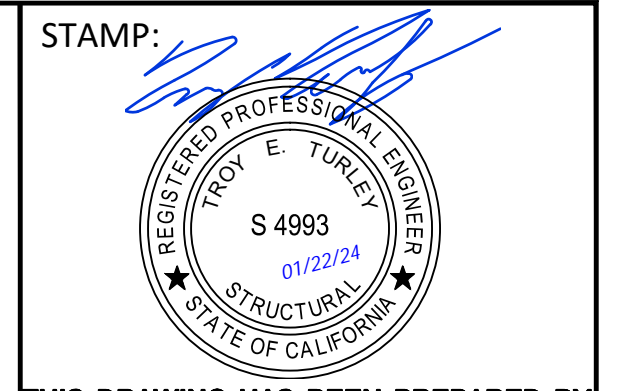


ROOF NAME	ROOF SETBACK (FT.)	ROOF HEIGHT (FT)	PARAPET HEIGHT (FT)	ROOF TILT (DEG)
Roof 1	8.00	41.00	4.0	2

KEEPOUT NAME	KEEPOUT CLEARANCE (FT.)	KEEPOUT HEIGHT (IN.)
Group 1	4	24



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REV	DESCRIPTION	DATE	CHECK	PREP
0	Initial Ballast Map Layout	2024-01-10		MM

SCALE:  
 0" 1/2" 1" 2"  
 ORIGINAL SIZE 36"X24"  
 SHEET SIZE ARCH "D"

PREPARED FOR:  
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 Building 12 Majestic Freeway Business Center

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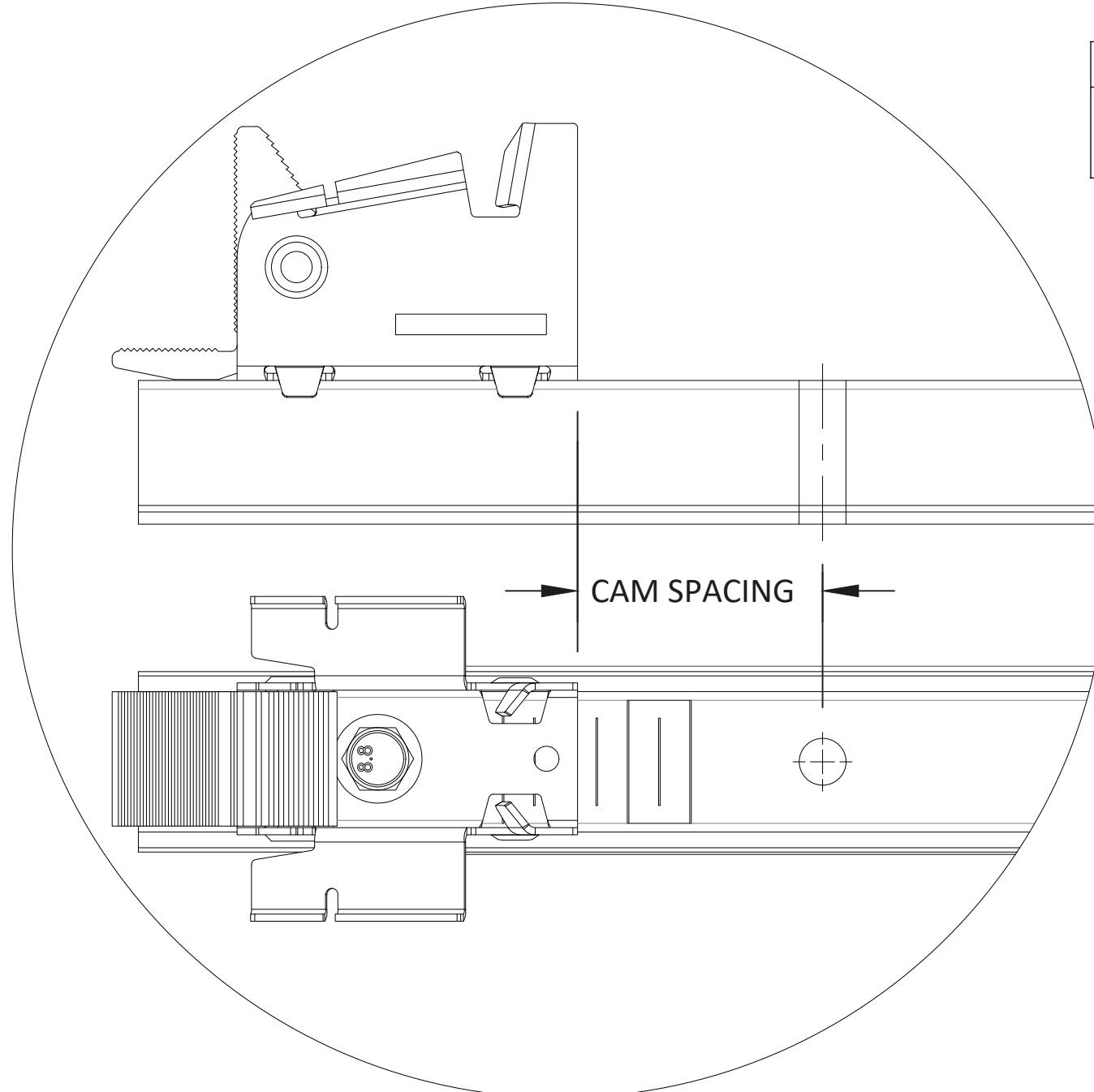
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 ARRAY SITE MAP

REVISION: 0 SHEET: PC-3





		CAM SPACING
UNITS	mm	60
	inches	2 3/8



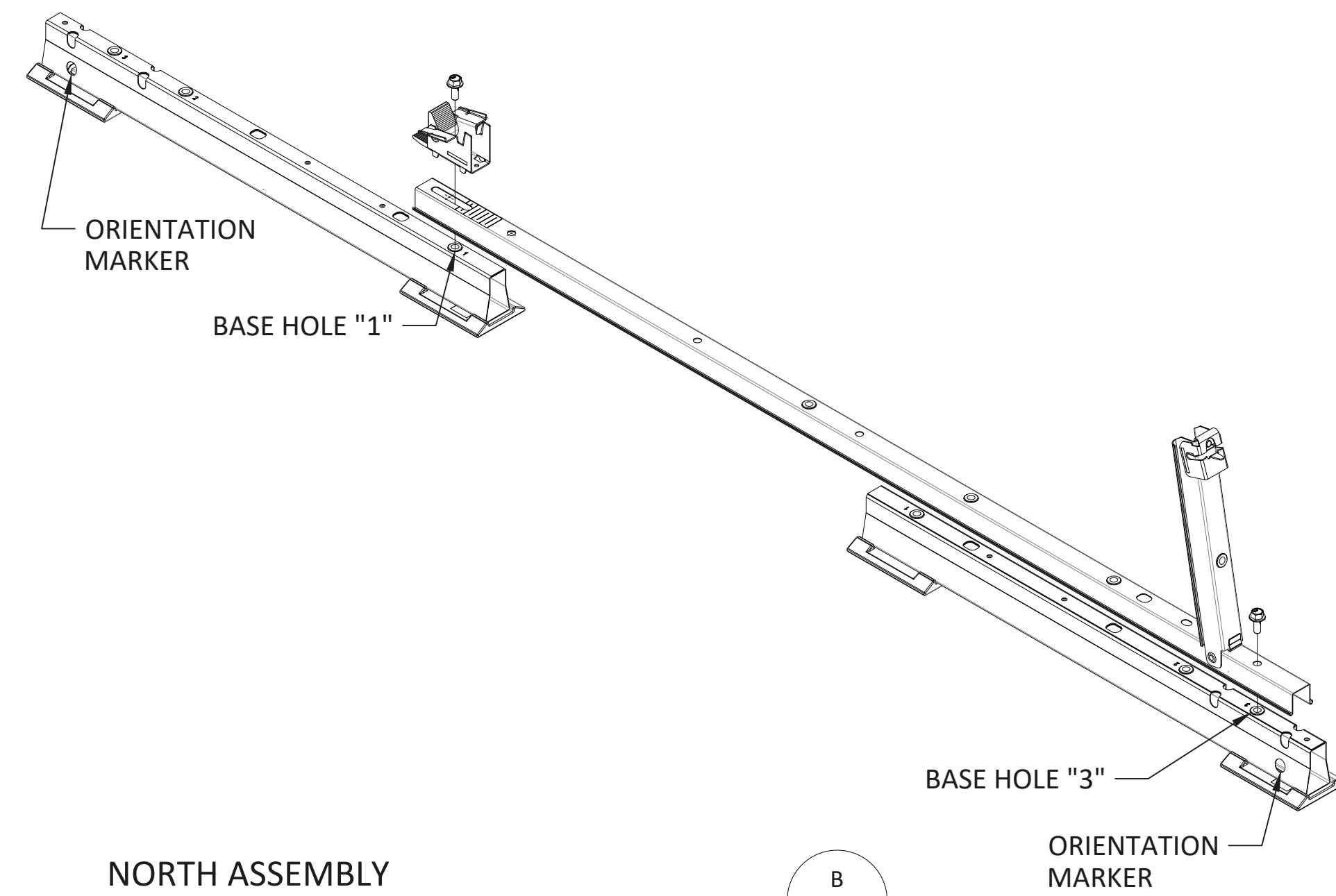
**CAM SPACING DETAIL**

SCALE: NTS

A  
PC-5

STANDARD ASSEMBLY QUANTITY	
NORTH ASSEMBLY	76
SOUTH ASSEMBLY	76
MIDDLE ASSEMBLY	448
NORTH SOUTH ASSEMBLY	0

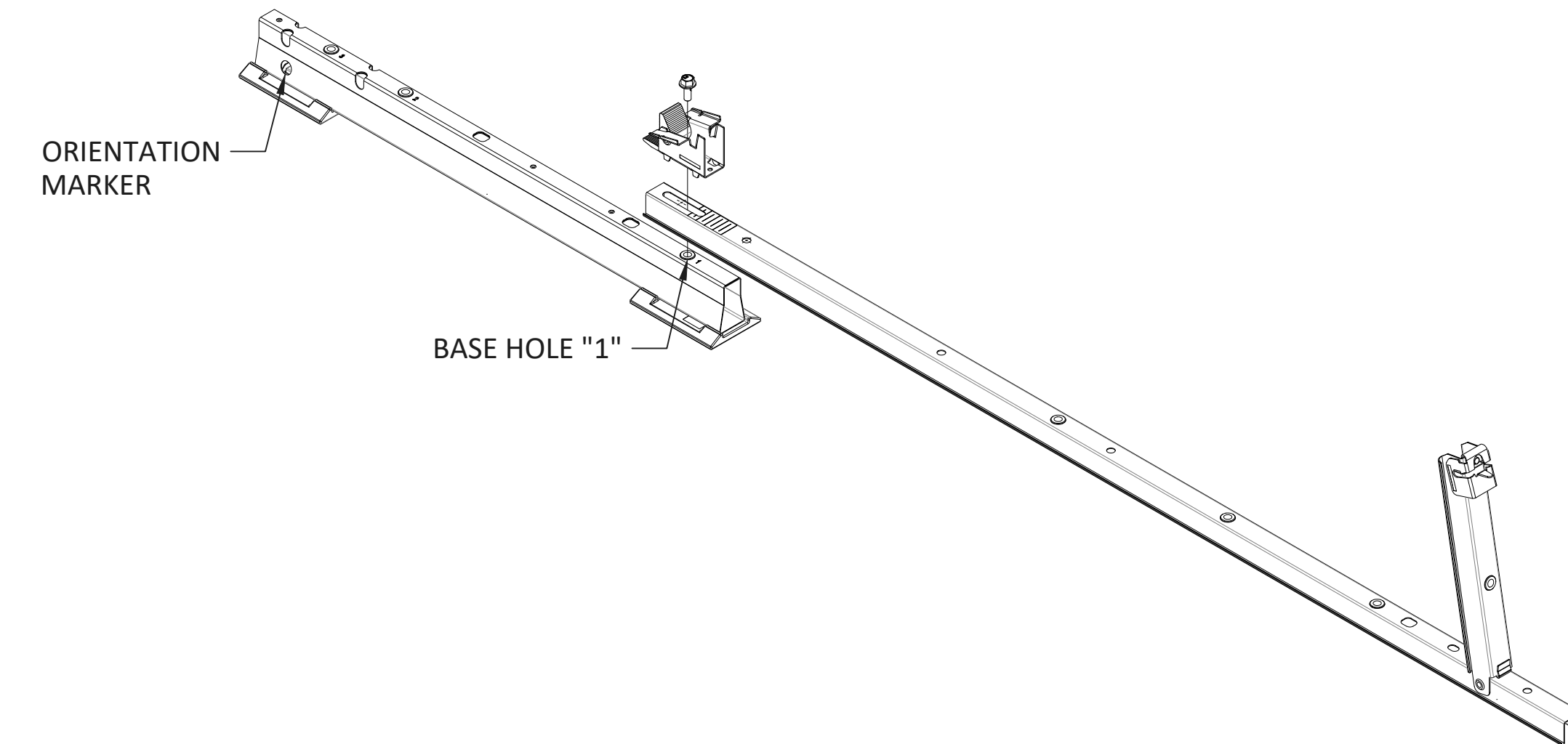
NOTE: ASSEMBLIES IN THIS TABLE USE THE STANDARD 2-PAD BASE



**NORTH ASSEMBLY**

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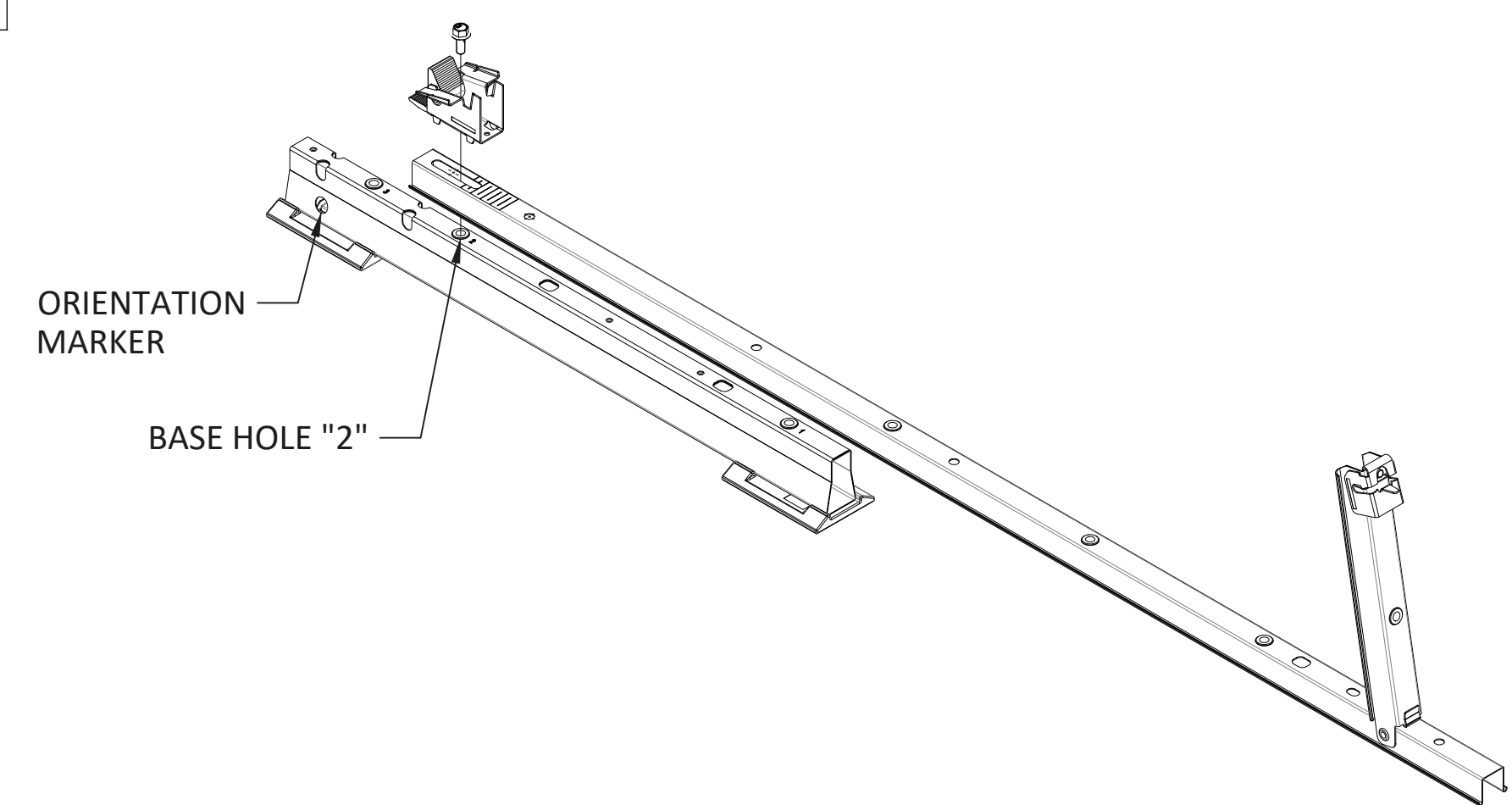
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PC-5



**MIDDLE ASSEMBLY**

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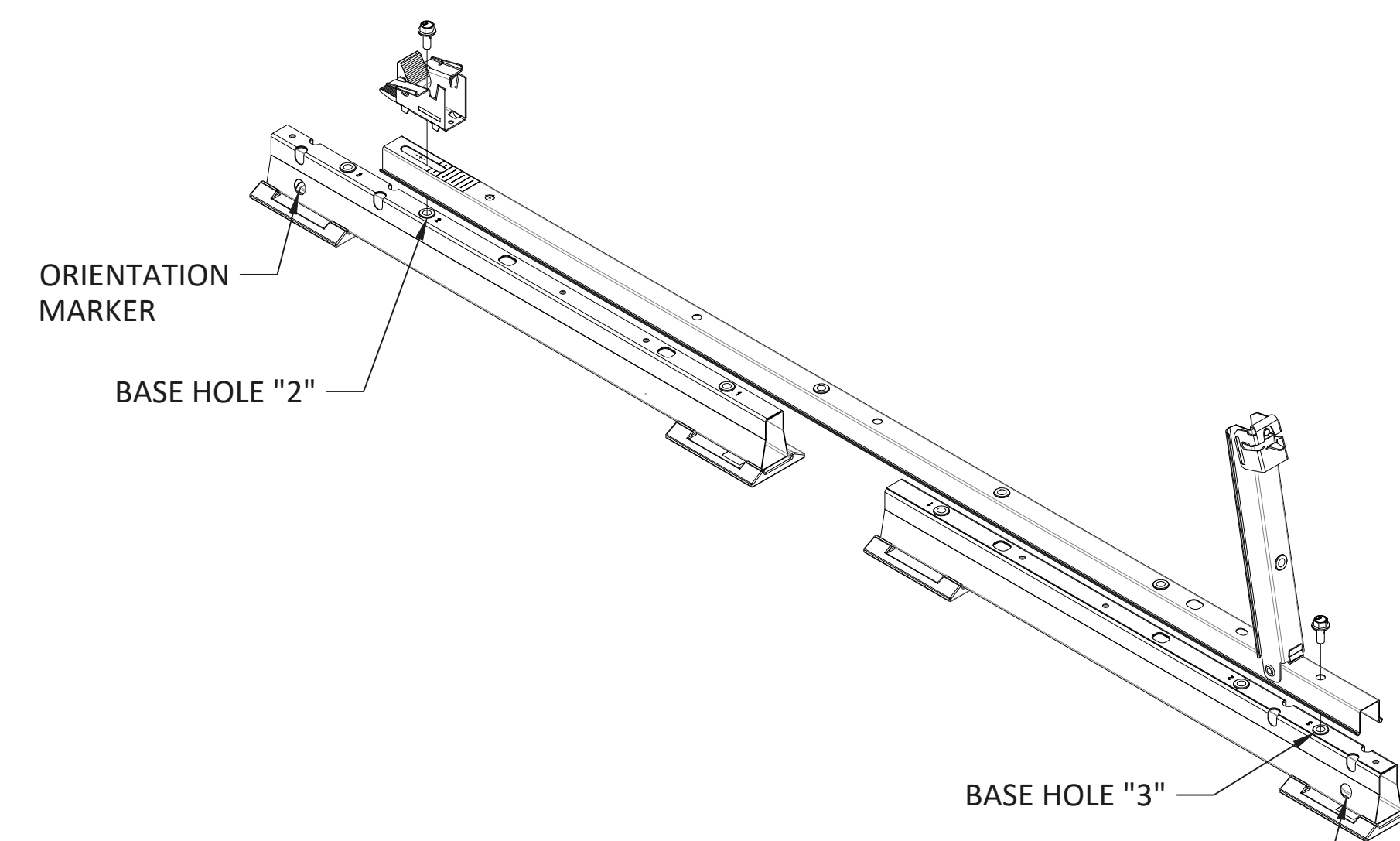
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PC-5



**SOUTH ASSEMBLY**

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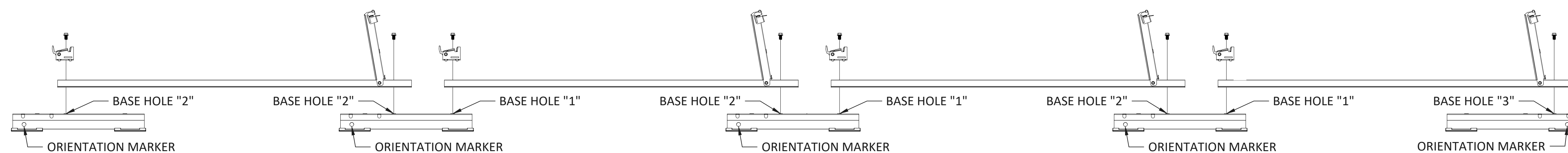
D  
PC-5



**NORTH SOUTH ASSEMBLY**

SCALE: NTS

E  
PC-5



**EXAMPLE ARRAY CONSTRUCTION**

SCALE: NTS

F  
PC-5



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REV	DESCRIPTION	DATE	CHECK	PREP
0	Initial Ballast Map Layout	2024-01-10		

SCALE:  
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 ORIGINAL SIZE 36"X24"  
 SHEET SIZE ARCH "D"

PREPARED FOR:  
 Panelized Structures Inc

PROJECT:  
 Building 12 Majestic Freeway  
 Business Center

LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
**ASSEMBLIES**

REVISION: 0  
 SHEET: PC-5

**APPROVED FOR CONSTRUCTION**



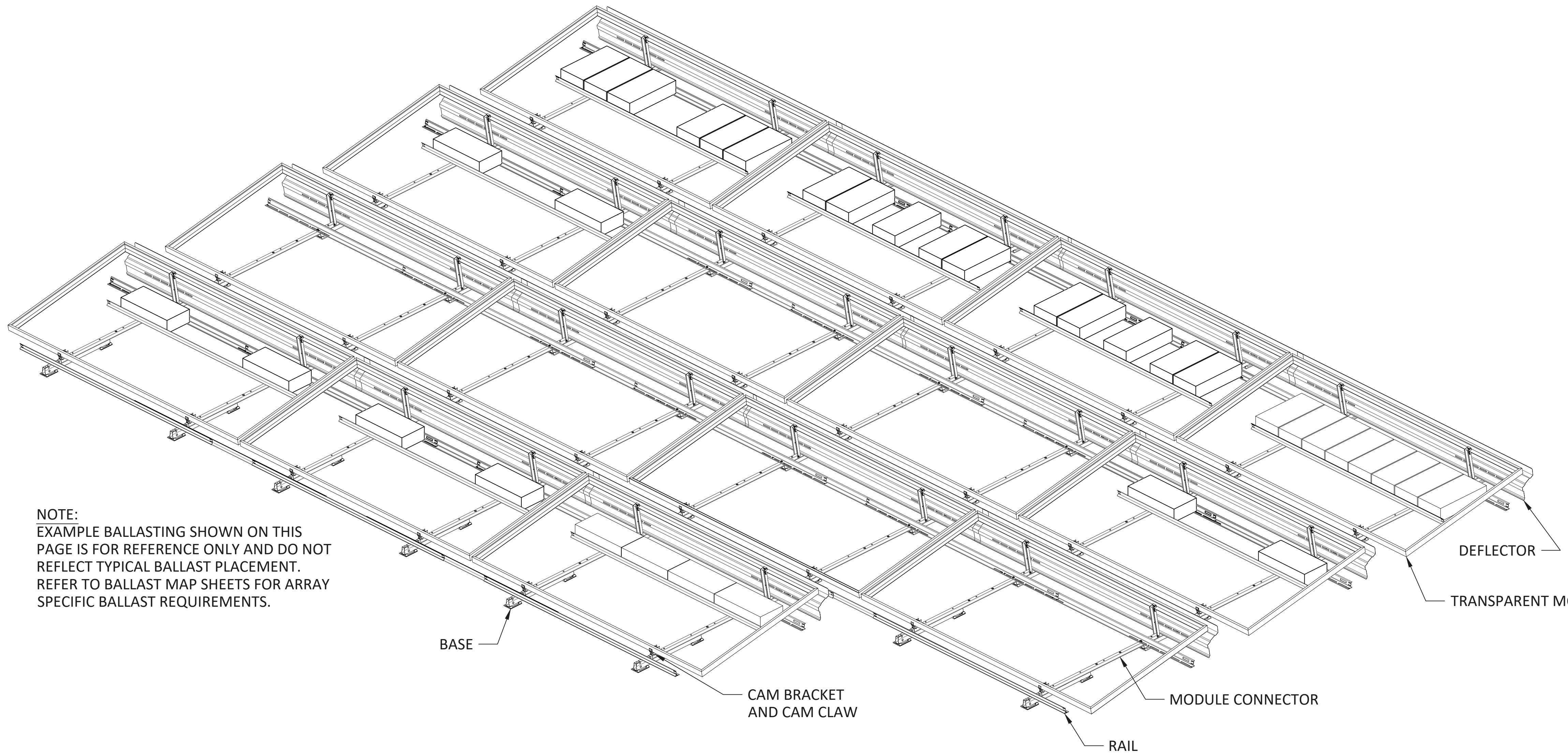
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D

C

B

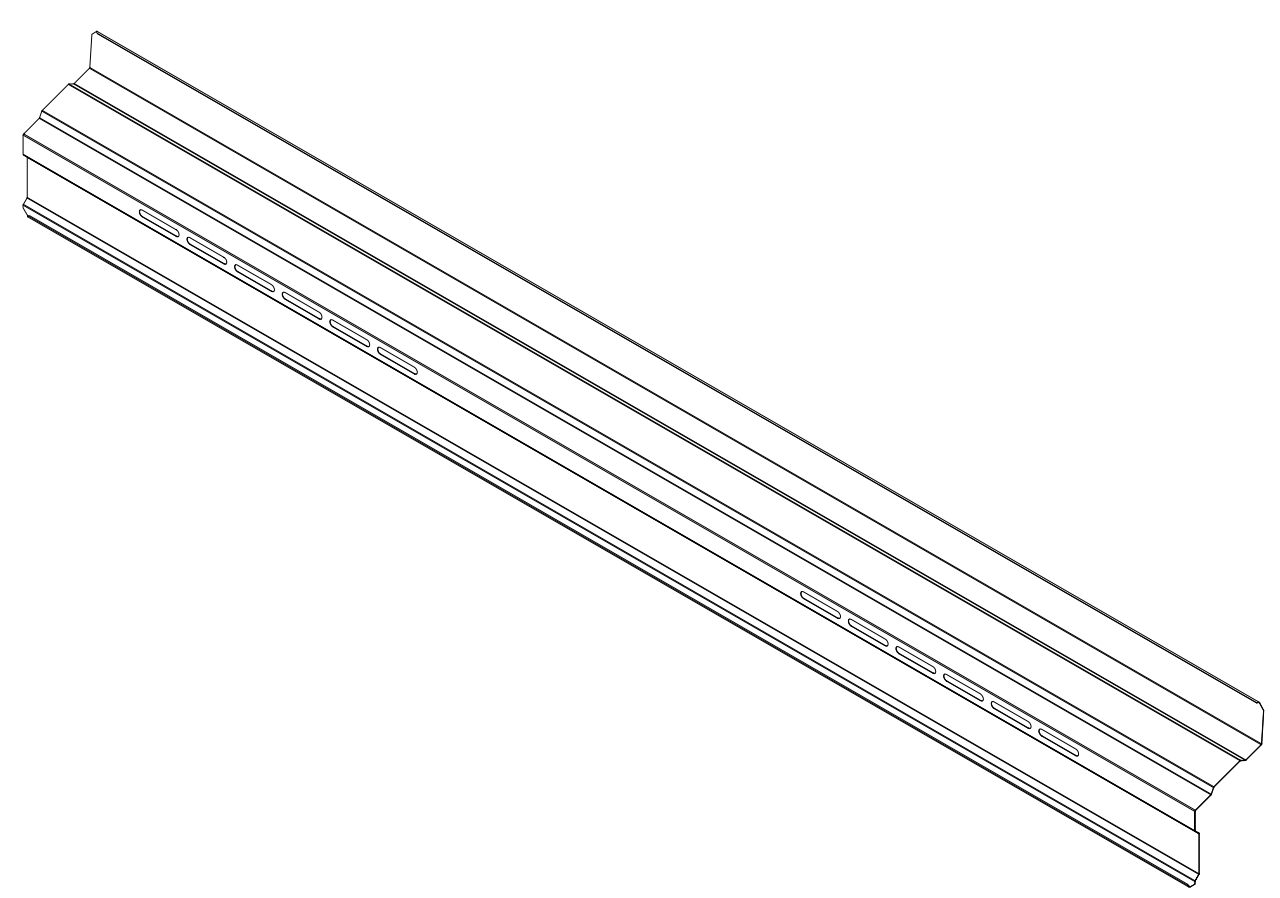
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NOTE:  
EXAMPLE BALLASTING SHOWN ON THIS PAGE IS FOR REFERENCE ONLY AND DO NOT REFLECT TYPICAL BALLAST PLACEMENT. REFER TO BALLAST MAP SHEETS FOR ARRAY SPECIFIC BALLAST REQUIREMENTS.

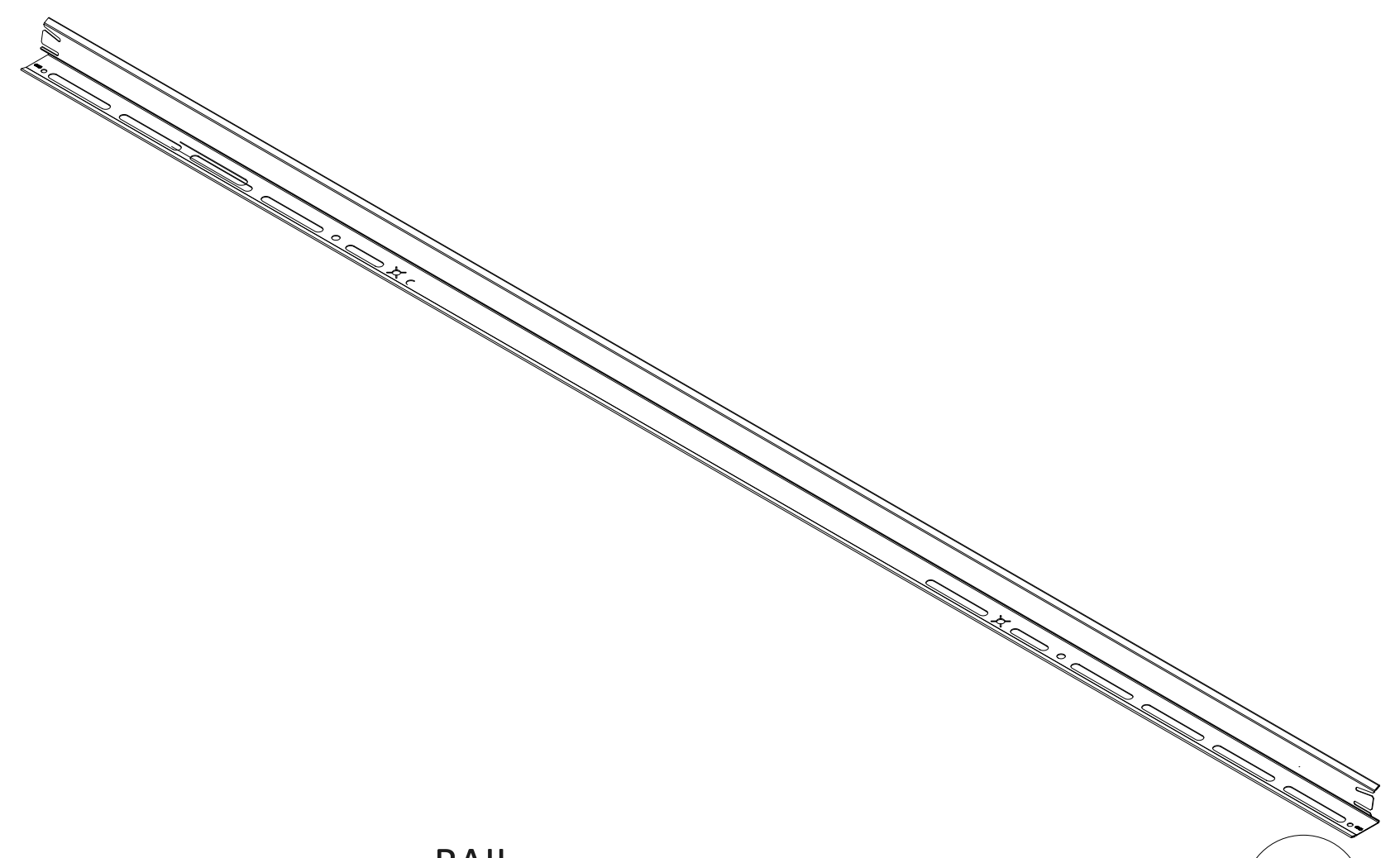
**EXAMPLE RAIL AND BLOCK CONFIGURATION**  
SCALE: NTS

A  
PC-6



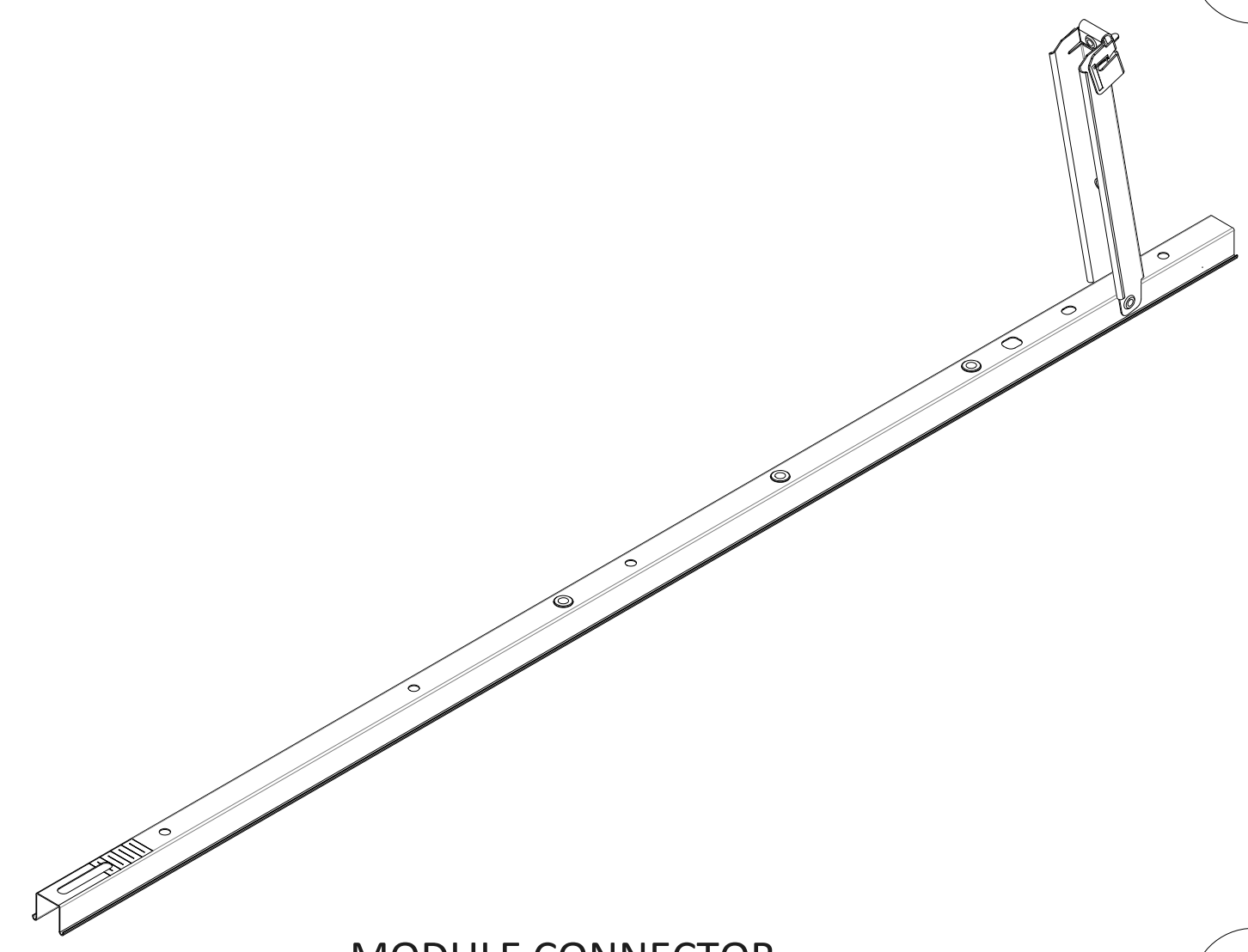
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SCALE: NTS

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PC-6



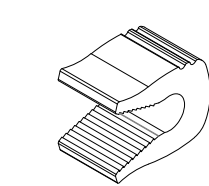
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SCALE: NTS

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PC-6



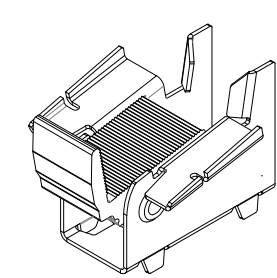
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PC-6



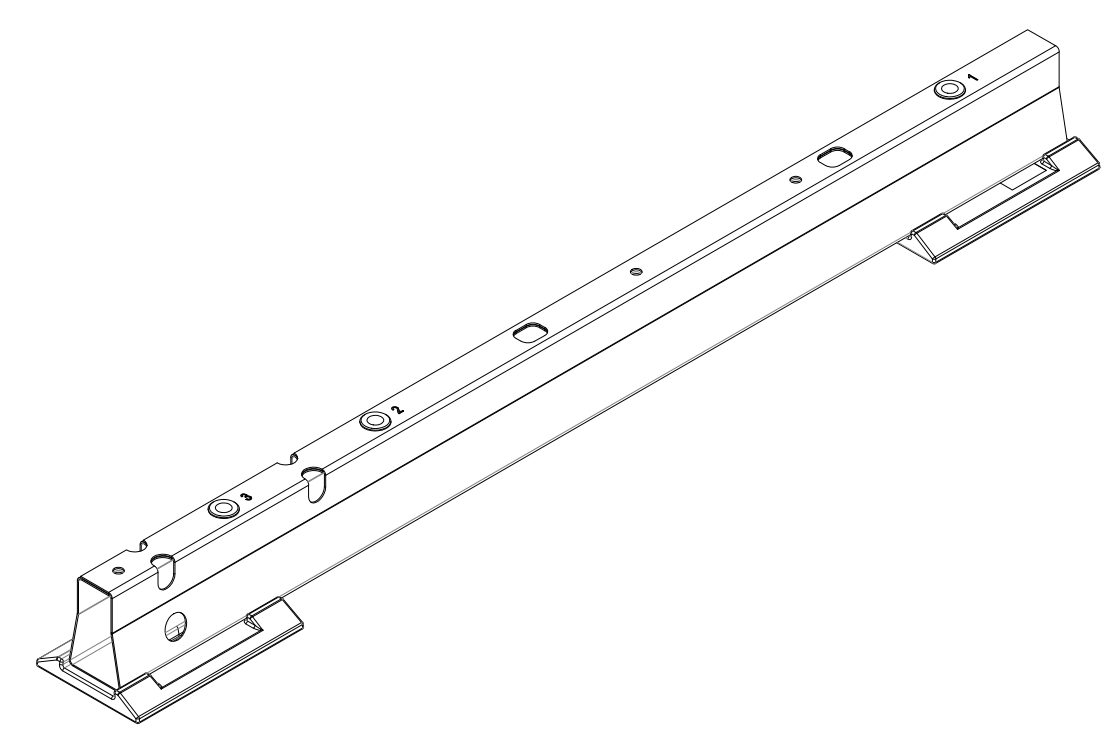
**CAM CLAW**  
SCALE: NTS

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PC-6



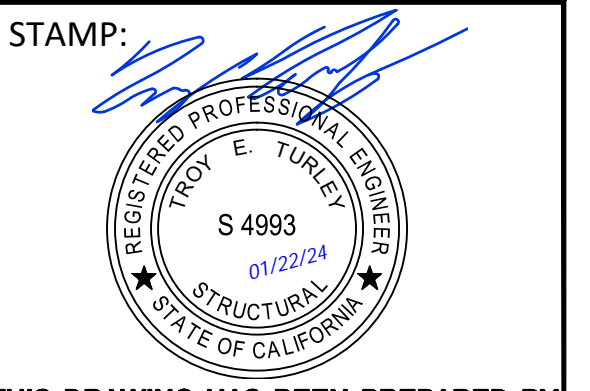
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SCALE: NTS

C  
PC-6



**BASE**  
SCALE: NTS

D  
PC-6



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0	Initial Ballast Map Layout	2024-01-10	MM	

SCALE:  
0" 1/2" 1" 2"  
ORIGINAL SIZE 36"X24"  
SHEET SIZE ARCH "D"

PREPARED FOR:  
Panelized Structures Inc

PROJECT:  
Building 12 Majestic Freeway  
Business Center

LOCATION:  
18512 Harvill Avenue, Perris,  
CA, USA

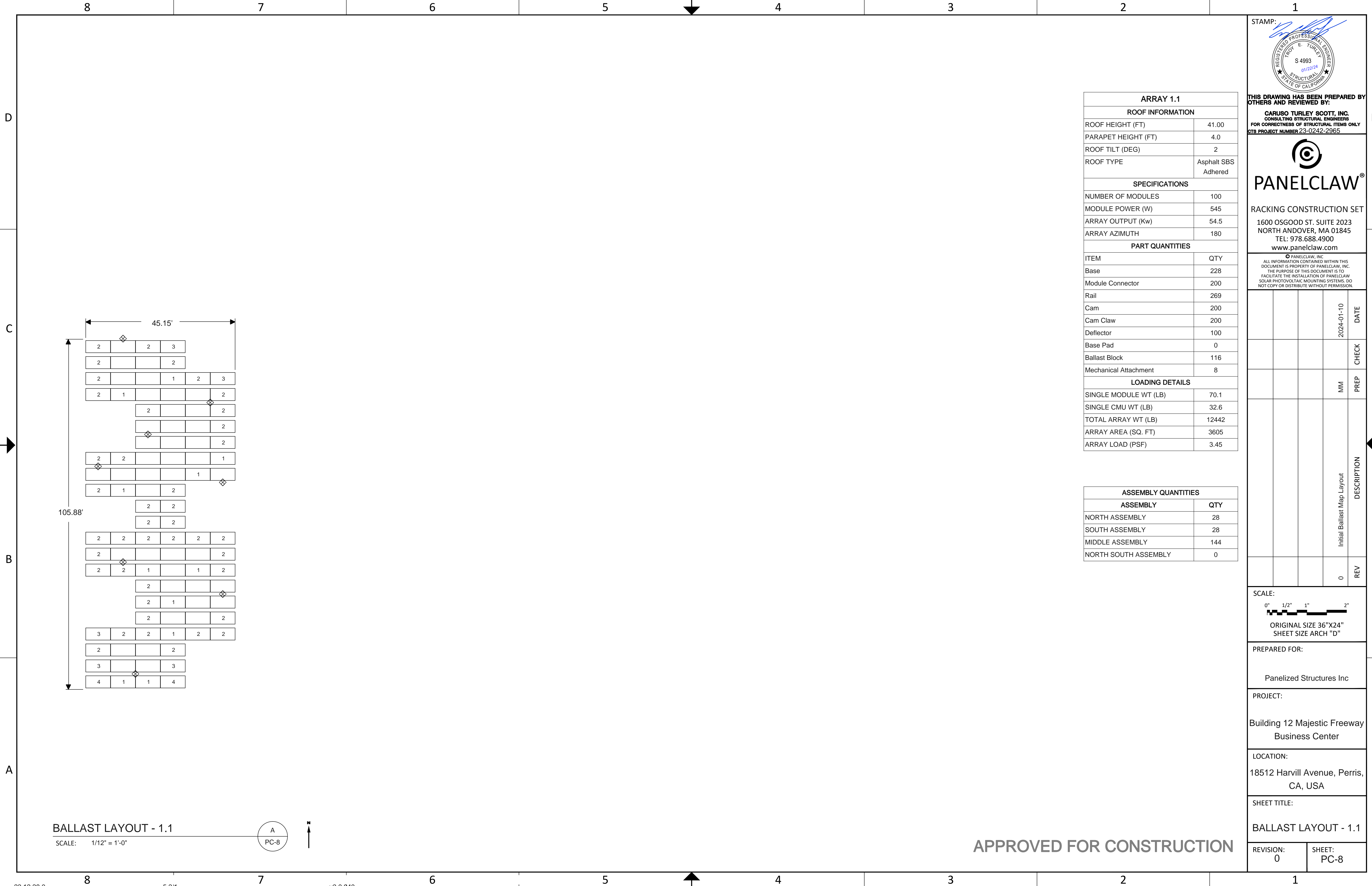
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**RACKING  
COMPONENTS**

REVISION: 0  
SHEET: PC-6

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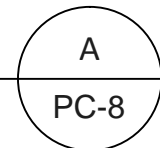






**BALLAST LAYOUT - 1.1**

SCALE: 1/12" = 1'-0"



ARRAY 1.1	
ROOF INFORMATION	
ROOF HEIGHT (FT)	41.00
PARAPET HEIGHT (FT)	4.0
ROOF TILT (DEG)	2
ROOF TYPE	Asphalt SBS Adhered
SPECIFICATIONS	
NUMBER OF MODULES	100
MODULE POWER (W)	545
ARRAY OUTPUT (Kw)	54.5
ARRAY AZIMUTH	180
PART QUANTITIES	
ITEM	QTY
Base	228
Module Connector	200
Rail	269
Cam	200
Cam Claw	200
Deflector	100
Base Pad	0
Ballast Block	116
Mechanical Attachment	8
LOADING DETAILS	
SINGLE MODULE WT (LB)	70.1
SINGLE CMU WT (LB)	32.6
TOTAL ARRAY WT (LB)	12442
ARRAY AREA (SQ. FT)	3605
ARRAY LOAD (PSF)	3.45

ASSEMBLY QUANTITIES	
ASSEMBLY	QTY
NORTH ASSEMBLY	28
SOUTH ASSEMBLY	28
MIDDLE ASSEMBLY	144
NORTH SOUTH ASSEMBLY	0

STAMP:  
  
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0	Initial Ballast Map Layout	2024-01-10		MM

SCALE:  
  
 ORIGINAL SIZE 36"X24"  
 SHEET SIZE ARCH "D"

PREPARED FOR:  
 Panelized Structures Inc

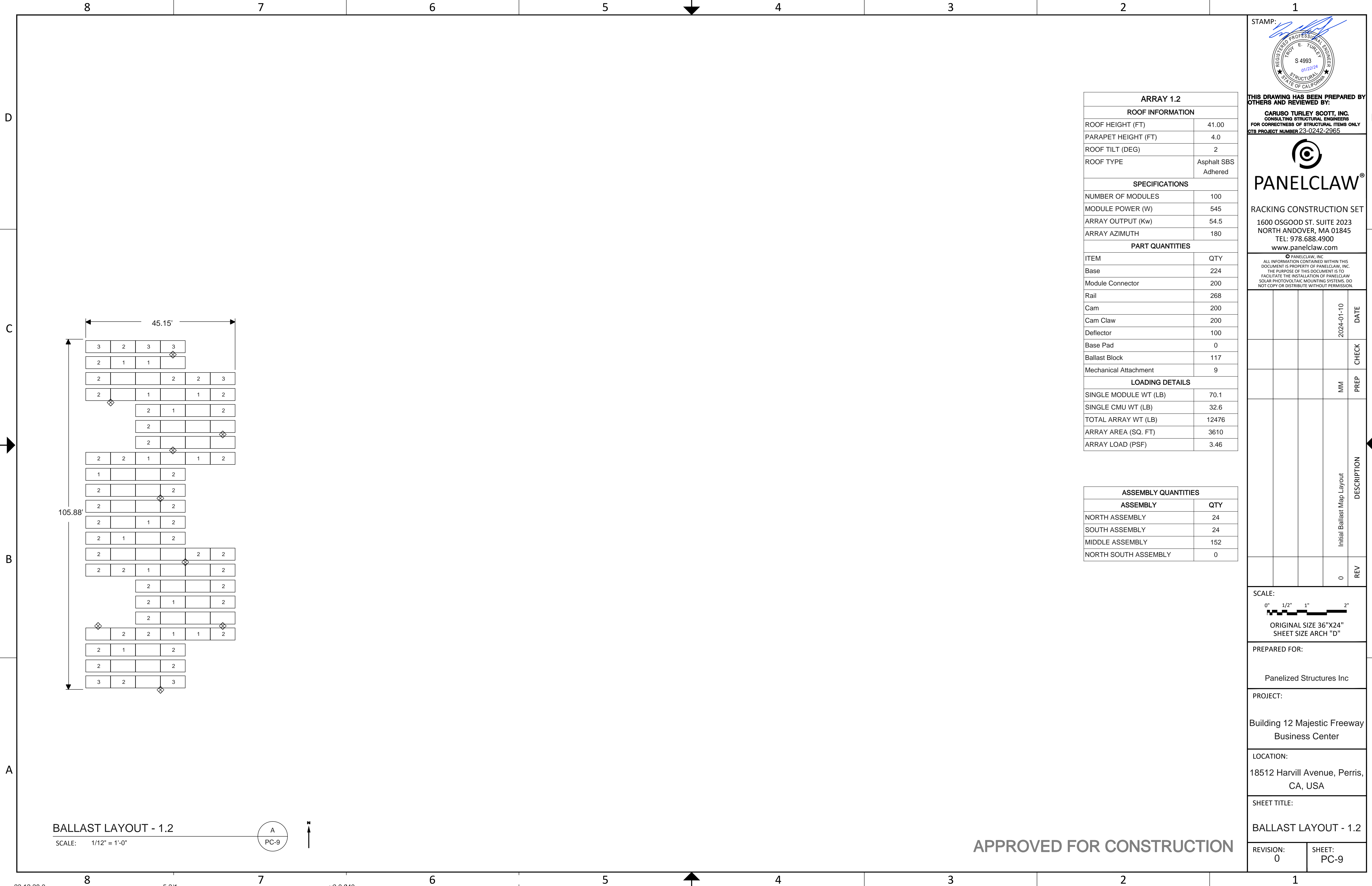
PROJECT:  
 Building 12 Majestic Freeway  
 Business Center

LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
 BALLAST LAYOUT - 1.1

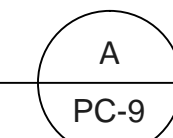
REVISION: 0  
 SHEET: PC-8

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**BALLAST LAYOUT - 1.2**

SCALE: 1/12" = 1'-0"



ARRAY 1.2	
ROOF INFORMATION	
ROOF HEIGHT (FT)	41.00
PARAPET HEIGHT (FT)	4.0
ROOF TILT (DEG)	2
ROOF TYPE	Asphalt SBS Adhered
SPECIFICATIONS	
NUMBER OF MODULES	100
MODULE POWER (W)	545
ARRAY OUTPUT (Kw)	54.5
ARRAY AZIMUTH	180
PART QUANTITIES	
ITEM	QTY
Base	224
Module Connector	200
Rail	268
Cam	200
Cam Claw	200
Deflector	100
Base Pad	0
Ballast Block	117
Mechanical Attachment	9
LOADING DETAILS	
SINGLE MODULE WT (LB)	70.1
SINGLE CMU WT (LB)	32.6
TOTAL ARRAY WT (LB)	12476
ARRAY AREA (SQ. FT)	3610
ARRAY LOAD (PSF)	3.46

ASSEMBLY QUANTITIES	
ASSEMBLY	QTY
NORTH ASSEMBLY	24
SOUTH ASSEMBLY	24
MIDDLE ASSEMBLY	152
NORTH SOUTH ASSEMBLY	0

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SCALE:  
  
 ORIGINAL SIZE 36"X24"  
 SHEET SIZE ARCH "D"

PREPARED FOR:  
 Panelized Structures Inc

PROJECT:  
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 Business Center

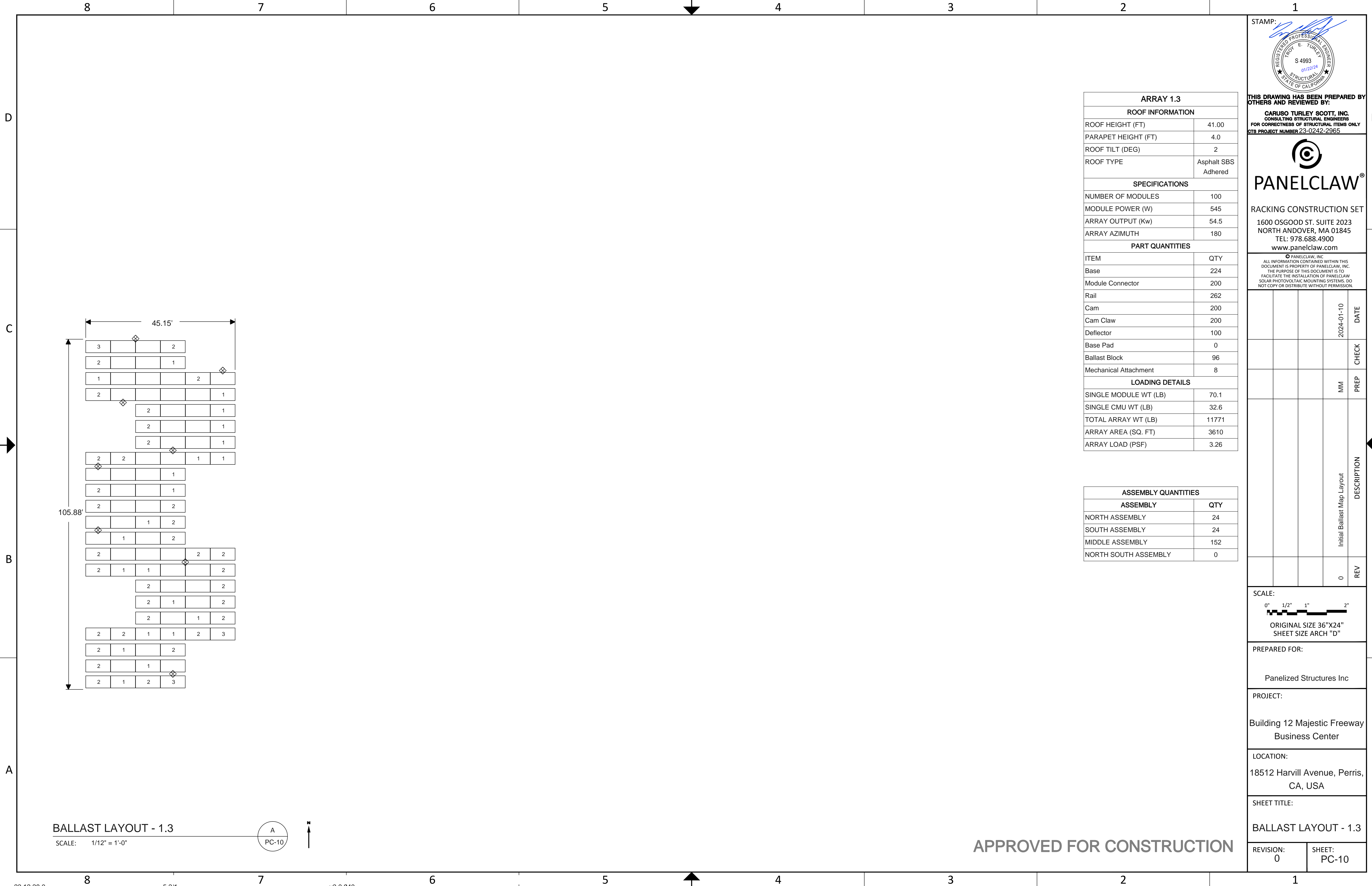
LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
 BALLAST LAYOUT - 1.2

REVISION: 0 SHEET: PC-9

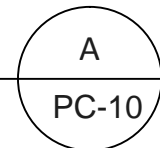
**APPROVED FOR CONSTRUCTION**





**BALLAST LAYOUT - 1.3**

SCALE: 1/12" = 1'-0"



ARRAY 1.3	
ROOF INFORMATION	
ROOF HEIGHT (FT)	41.00
PARAPET HEIGHT (FT)	4.0
ROOF TILT (DEG)	2
ROOF TYPE	Asphalt SBS Adhered
SPECIFICATIONS	
NUMBER OF MODULES	100
MODULE POWER (W)	545
ARRAY OUTPUT (Kw)	54.5
ARRAY AZIMUTH	180
PART QUANTITIES	
ITEM	QTY
Base	224
Module Connector	200
Rail	262
Cam	200
Cam Claw	200
Deflector	100
Base Pad	0
Ballast Block	96
Mechanical Attachment	8
LOADING DETAILS	
SINGLE MODULE WT (LB)	70.1
SINGLE CMU WT (LB)	32.6
TOTAL ARRAY WT (LB)	11771
ARRAY AREA (SQ. FT)	3610
ARRAY LOAD (PSF)	3.26

ASSEMBLY QUANTITIES	
ASSEMBLY	QTY
NORTH ASSEMBLY	24
SOUTH ASSEMBLY	24
MIDDLE ASSEMBLY	152
NORTH SOUTH ASSEMBLY	0

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0	Initial Ballast Map Layout	2024-01-10		MM

SCALE:  
  
 ORIGINAL SIZE 36"X24"  
 SHEET SIZE ARCH "D"

PREPARED FOR:  
 Panelized Structures Inc

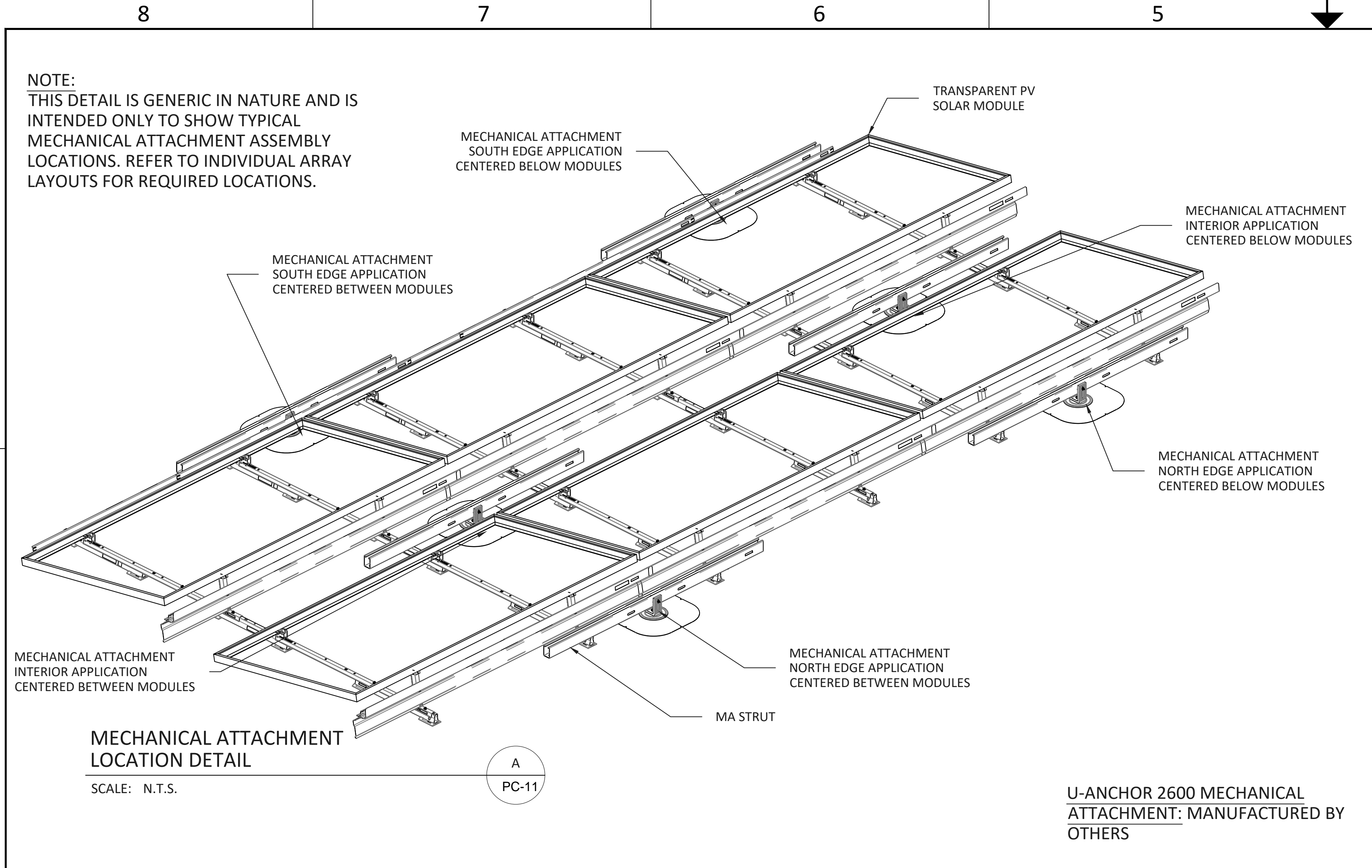
PROJECT:  
 Building 12 Majestic Freeway  
 Business Center

LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
 BALLAST LAYOUT - 1.3

REVISION: 0 SHEET: PC-10

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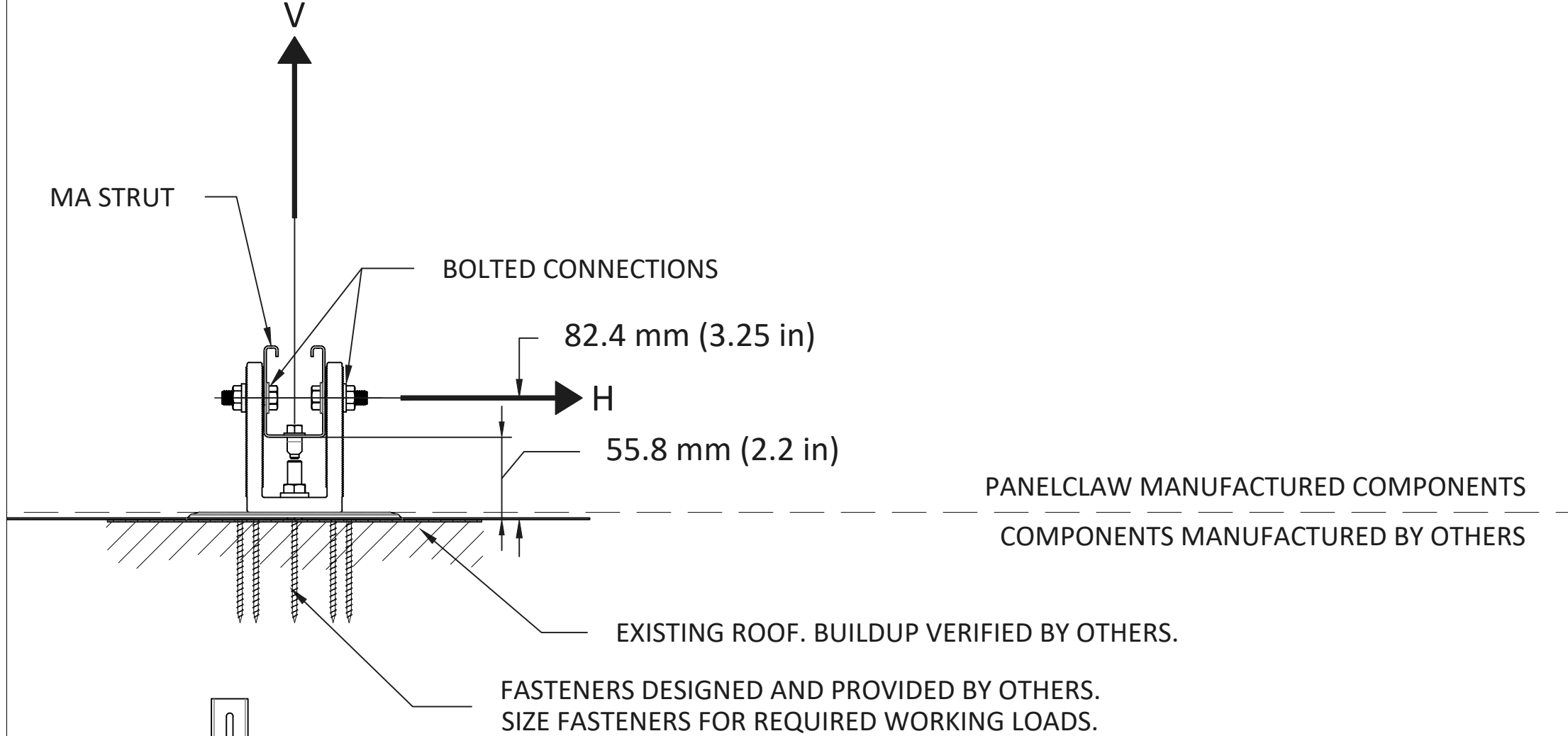


**MECHANICAL ATTACHMENT LOCATION DETAIL**

SCALE: N.T.S.

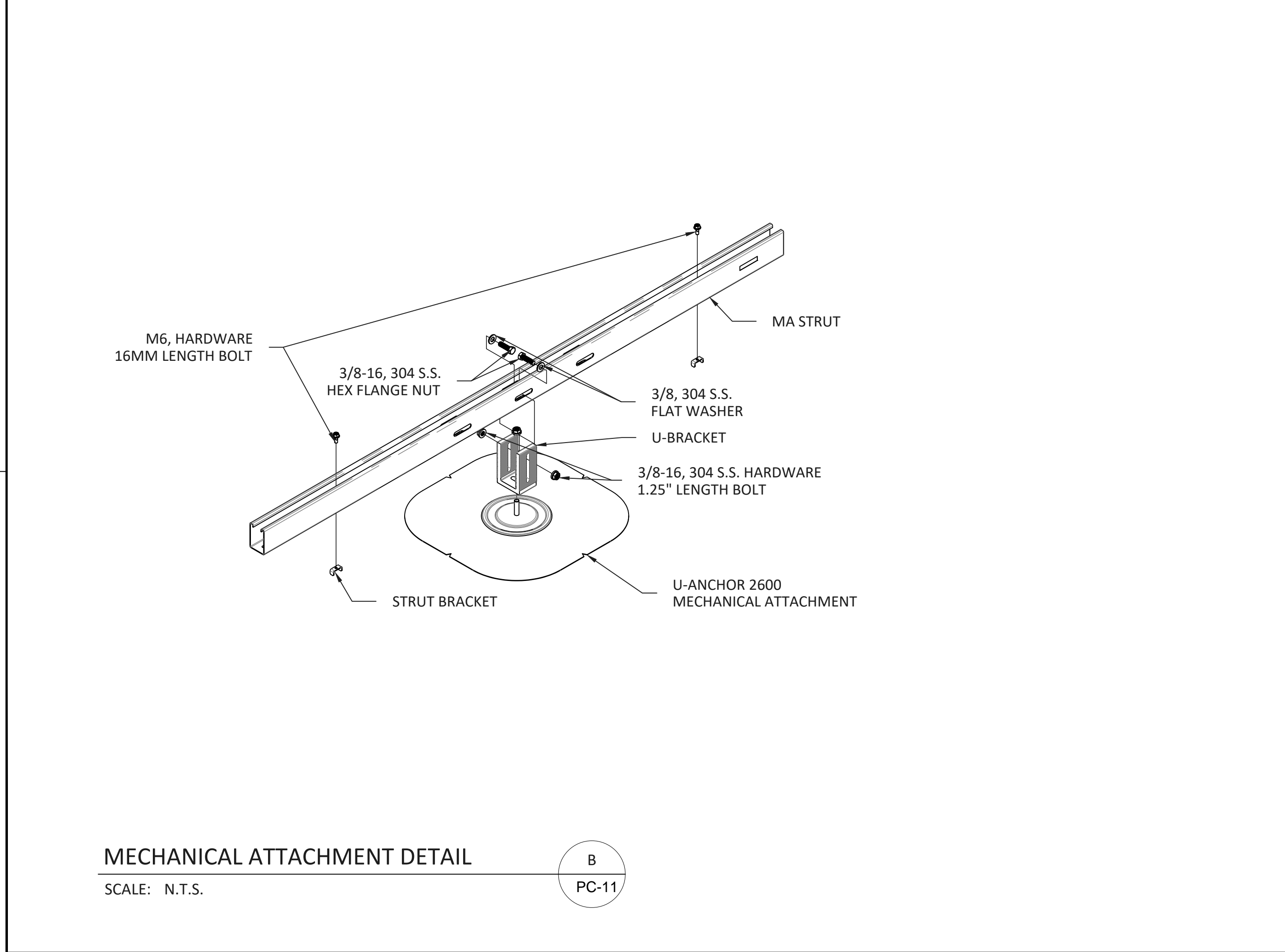
A  
PC-11

U-ANCHOR 2600 MECHANICAL ATTACHMENT: MANUFACTURED BY OTHERS



MECHANICAL ATTACHMENT		
WORST-CASE SERVICE LOAD (LB)		
HORIZONTAL (H)		VERTICAL (V)
WIND	SEISMIC	WIND
0	628	83
MAXIMUM ALLOWABLE LOAD (LB)		
HORIZONTAL (H)		VERTICAL (V)
650		525

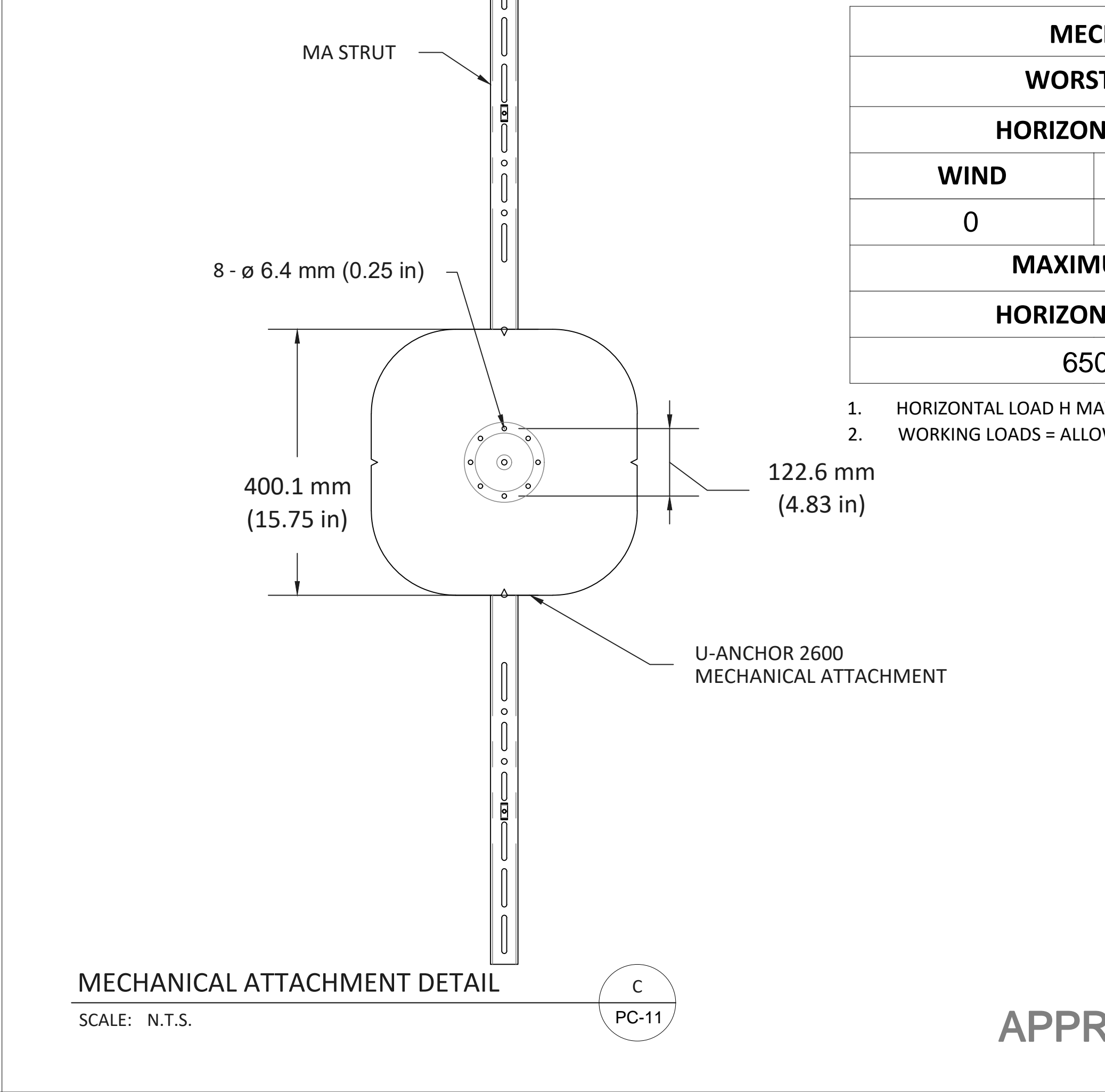
- HORIZONTAL LOAD H MAY ACT IN ANY DIRECTION
- WORKING LOADS = ALLOWABLE LOADS (i.e. NON-FACTORED)



**MECHANICAL ATTACHMENT DETAIL**

SCALE: N.T.S.

B  
PC-11



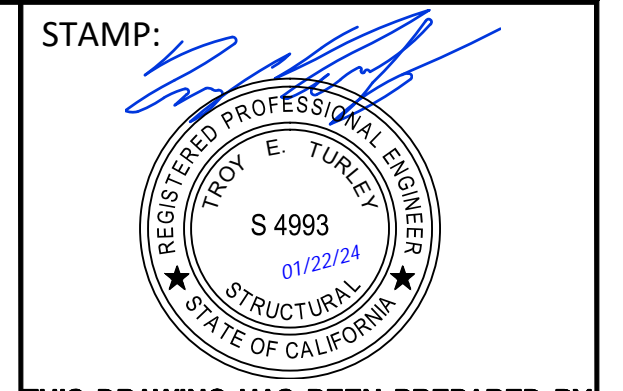
**MECHANICAL ATTACHMENT DETAIL**

SCALE: N.T.S.

C  
PC-11

NOTE: MECHANICAL ATTACHMENT COMPONENT DIMENSIONS ARE PROVIDED FOR REFERENCE ONLY AND SHOULD BE VERIFIED WITH ATTACHMENT MANUFACTURER PRIOR TO FASTENER DESIGN.

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2024-01-10		MM	Initial Ballast Map Layout
		0	REV

SCALE:  
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 SHEET SIZE ARCH "D"

PREPARED FOR:  
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PROJECT:  
 Building 12 Majestic Freeway  
 Business Center

LOCATION:  
 18512 Harvill Avenue, Perris,  
 CA, USA

SHEET TITLE:  
**MECHANICAL ATTACHMENT DETAIL**

REVISION: 0 SHEET: PC-11



# Technical Memorandum



To: Brett Anderson, Commerce Construction Co., L.P.  
From: Nick Johnson, Johnson Aviation, Inc.  
Date: January 16, 2024

Subject: Solar Glare Analysis – Solar Photovoltaic (PV) Installation, Majestic Freeway Business Center – Building 12

## 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 the roof of the Majestic Freeway Business Center – Building 12 Project (Project). The Project site is located at 18512 Harvill Avenue, Perris, CA. The site is east of Harvill Avenue, south of Markham Street, and north of Commerce Center Drive in the City of Perris (City) 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 City, Riverside County Airport Land Use Commission (ALUC) and the March ARB staff.

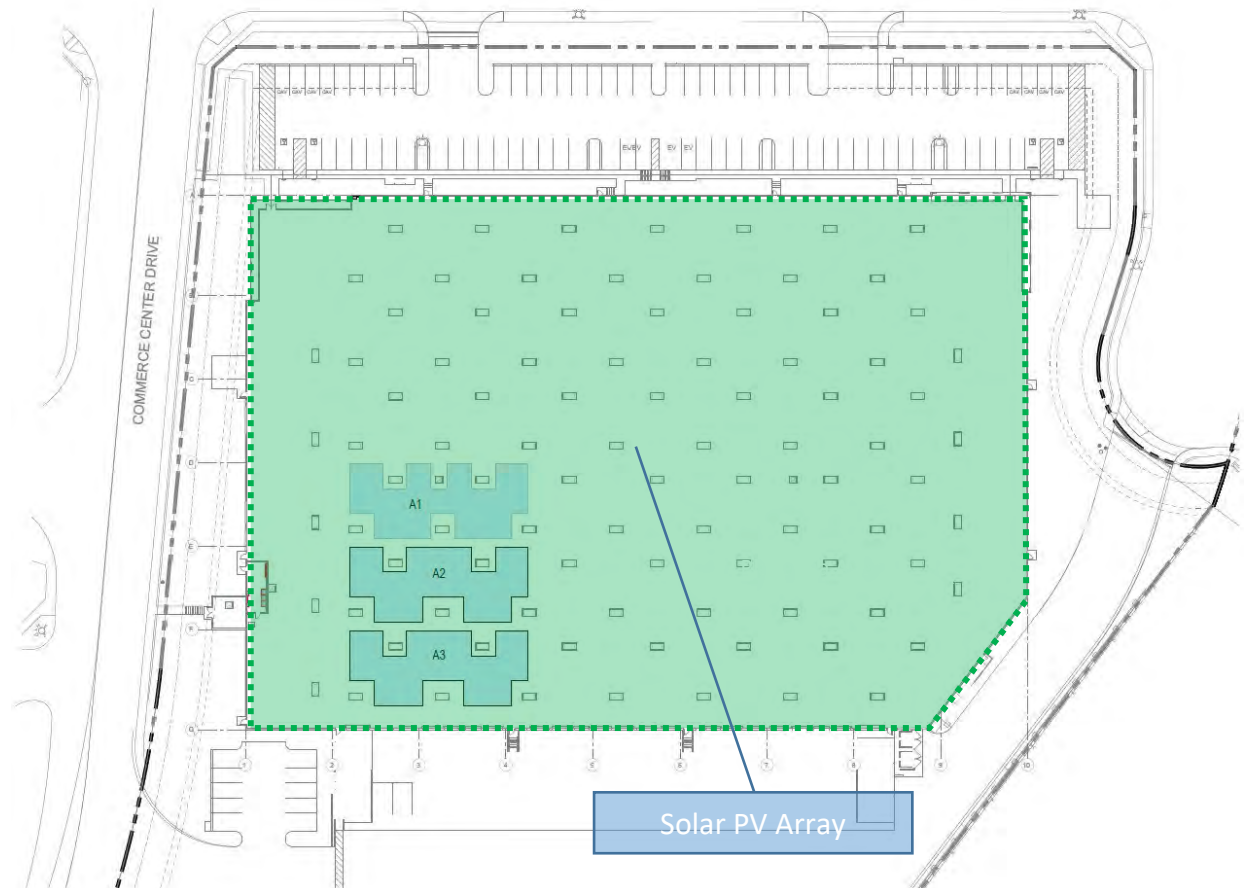
Figure 1: Project Location



## C. Project Description

Majestic Freeway Business Center – Building 12, the Project Owner, is planning to develop a roof-top solar PV installation on the Project site. The building is planned for a total of 147,249 square feet. The potential solar PV installation is studied to cover the entire roof area of approximately 147,000 square feet (See Figure 2).

Figure 2: Majestic Freeway Business Center – Building 12 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 airport or base property. Both entities encourage collaboration with local land use jurisdictions like the ALUC and the City.

---

<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. **Final approach and overflight areas no longer require glare analysis study to meet the FAA Policy.** Initially, FAA believed that solar energy systems could introduce a novel glint and glare effect to pilots on final approach. FAA has subsequently concluded that in most

---

cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features.

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 (provided for full disclosure despite no longer being required by the FAA) 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: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-All Final Approaches**

Analysis conducted by Nick Johnson (nick.johnson@johnson-aviation.com) at 16:23 on 16 Jan, 2024.

## 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: 109810.19011  
 Methodology: V2



## PV Array(s)

**Name:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## 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	1500.00	50.00	1550.00
Two-mile	33.898508	-117.270608	1500.00	1300.00	2800.00

**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	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

**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	1500.00	50.00	1550.00
Two-mile	33.876069	-117.243611	1500.00	1300.00	2800.00

**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	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

### Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



# GLARE ANALYSIS RESULTS

## Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
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: 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: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-All Final Approaches**

Client: Commerce Construction Co., LP

Created 16 Jan, 2024

Updated 16 Jan, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

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

Site ID 109810.19011

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis 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:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

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
	°	°	min	hr	min	hr	kWh
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: Rooftop Solar PV

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

## 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 automatically 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: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-MARB Runway 12-30 GA Analysis**

Client: Commerce Construction Co., LP

Created 16 Jan, 2024

Updated 16 Jan, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

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

Category 500 kW to 1 MW

(1,000 kW / 8 acre limit)

Site ID 109813.19011

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis methodology V2



## Summary of Results No glare predicted

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

Total 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:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## 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	1500.00	50.00	1550.00
2	33.876069	-117.243611	1500.00	1300.00	2800.00
3	33.876081	-117.235119	1500.00	1300.00	2800.00
4	33.880814	-117.229467	1500.00	1300.00	2800.00
5	33.887897	-117.229483	1500.00	1300.00	2800.00
6	33.910333	-117.256469	1500.00	1300.00	2800.00
7	33.910322	-117.264967	1500.00	1300.00	2800.00
8	33.905592	-117.270622	1500.00	1300.00	2800.00
9	33.898508	-117.270608	1500.00	1300.00	2800.00
10	33.890258	-117.260681	1500.00	50.00	1550.00

**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	1500.00	50.00	1550.00
2	33.898508	-117.270608	1500.00	1300.00	2800.00
3	33.905592	-117.270622	1500.00	1300.00	2800.00
4	33.910322	-117.264967	1500.00	1300.00	2800.00
5	33.910333	-117.256469	1500.00	1300.00	2800.00
6	33.887897	-117.229483	1500.00	1300.00	2800.00
7	33.880814	-117.229467	1500.00	1300.00	2800.00
8	33.876081	-117.235119	1500.00	1300.00	2800.00
9	33.876069	-117.243611	1500.00	1300.00	2800.00
10	33.884319	-117.253536	1500.00	50.00	1550.00

## 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	1500.00	50.00	1550.00
Two-mile	33.898508	-117.270608	1500.00	1300.00	2800.00

**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	1500.00	50.00	1550.00
Two-mile	33.876069	-117.243611	1500.00	1300.00	2800.00

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

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
	°	°	min	hr	min	hr	kWh
Rooftop Solar PV	10.0	180.0	0	0.0	0	0.0	-

Total 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: 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

### Rooftop Solar PV and Route: RWY 12 GA Pattern Route

No glare found

### Rooftop Solar PV and Route: RWY 30 GA Pattern Route

No glare found

### Rooftop Solar PV and FP: RWY 12 Final

No glare found

## Rooftop Solar PV and FP: RWY 30 Final

No glare found

## Rooftop Solar PV and 1-ATCT

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 automatically 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





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

# FORGESOLAR GLARE ANALYSIS

Project: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-MARB Runway 14-32 GA Analysis**

Client: Commerce Construction Co., LP

Created 16 Jan, 2024

Updated 16 Jan, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

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

Category 500 kW to 1 MW

(1,000 kW / 8 acre limit)

Site ID 109814.19011

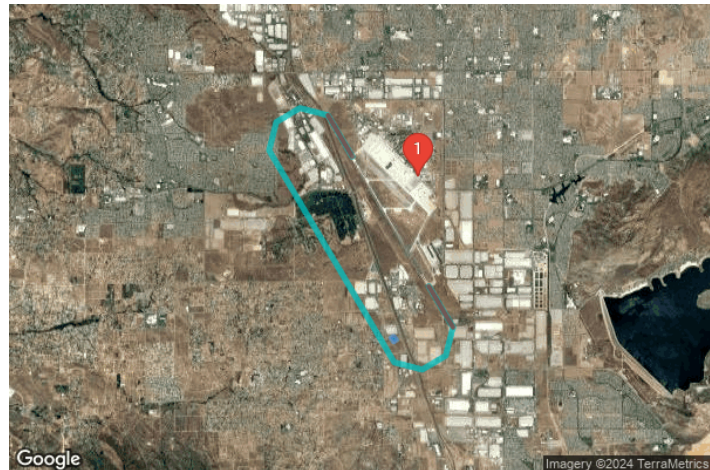
Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis 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	
Rooftop Solar PV	10.0	180.0	13,809	230.2	0	0.0	-

Total 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	2,784	46.4	0	0.0
RWY 32 GA Pattern Route	11,025	183.8	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:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## 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	1500.00	50.00	1550.00
2	33.854942	-117.241136	1500.00	1500.00	3000.00
3	33.848078	-117.243236	1500.00	1500.00	3000.00
4	33.844669	-117.250119	1500.00	1500.00	3000.00
5	33.846422	-117.258344	1500.00	1500.00	3000.00
6	33.897972	-117.295011	1500.00	1500.00	3000.00
7	33.904833	-117.292903	1500.00	1500.00	3000.00
8	33.908242	-117.286017	1500.00	1500.00	3000.00
9	33.906486	-117.277783	1500.00	1500.00	3000.00
10	33.896431	-117.270636	1500.00	50.00	1550.00

**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	1500.00	50.00	1550.00
2	33.906486	-117.277783	1500.00	1500.00	3000.00
3	33.908242	-117.286017	1500.00	1500.00	3000.00
4	33.904833	-117.292903	1500.00	1500.00	3000.00
5	33.897972	-117.295011	1500.00	1500.00	3000.00
6	33.846422	-117.258344	1500.00	1500.00	3000.00
7	33.844669	-117.250119	1500.00	1500.00	3000.00
8	33.848078	-117.243236	1500.00	1500.00	3000.00
9	33.854942	-117.241136	1500.00	1500.00	3000.00
10	33.864994	-117.248281	1500.00	50.00	1550.00

## 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	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00



**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	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

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
Rooftop Solar PV	10.0	180.0	13,809	230.2	0	0.0	-

Total 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	2,784	46.4	0	0.0
RWY 32 GA Pattern Route	11,025	183.8	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

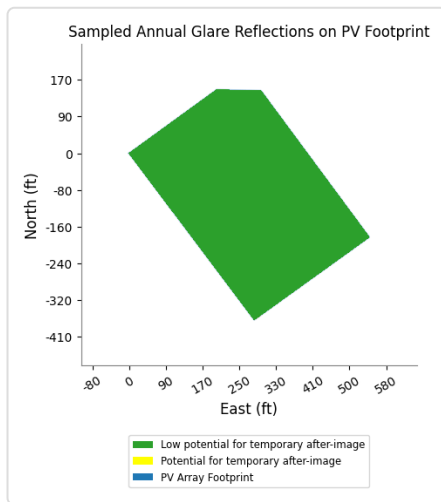
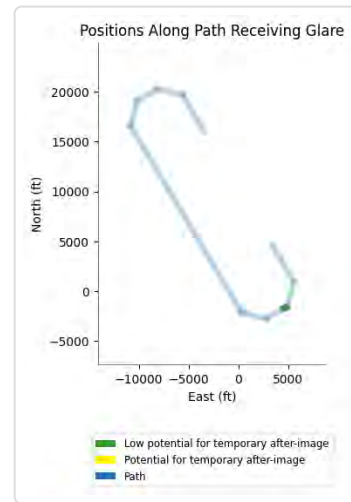
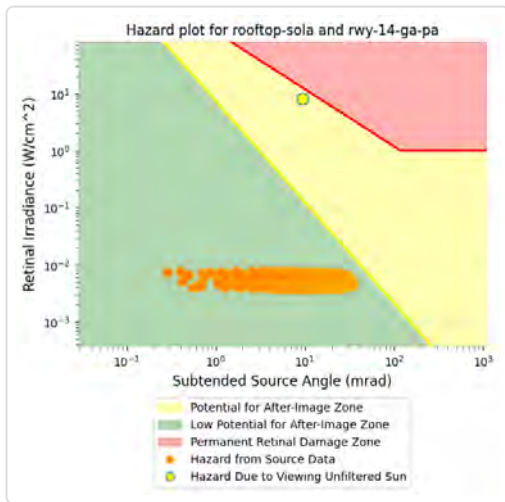
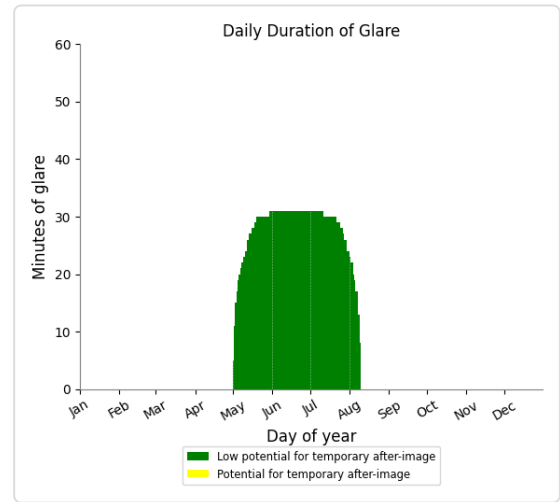
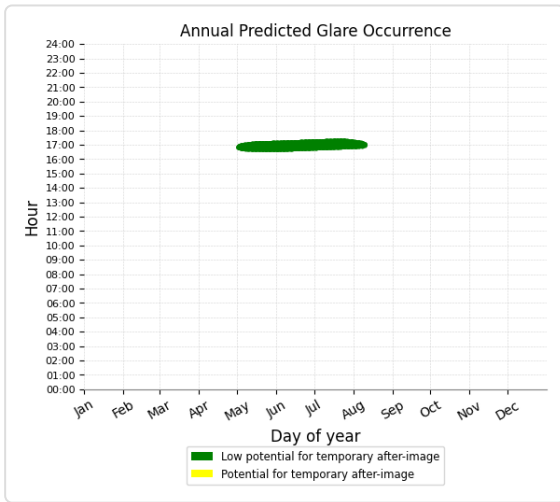
## PV: Rooftop Solar PV low potential for temporary after-image

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 GA Pattern Route	2,784	46.4	0	0.0
RWY 32 GA Pattern Route	11,025	183.8	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

# Rooftop Solar PV and Route: RWY 14 GA Pattern Route

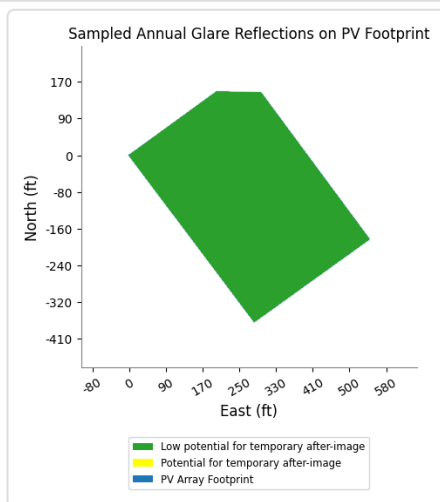
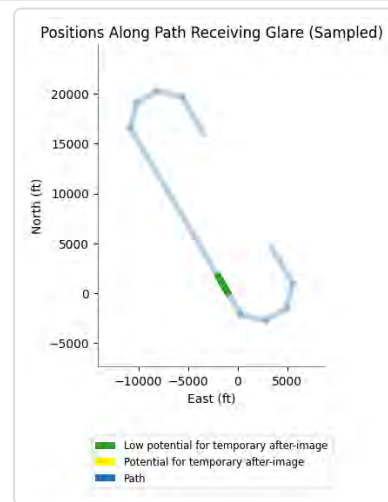
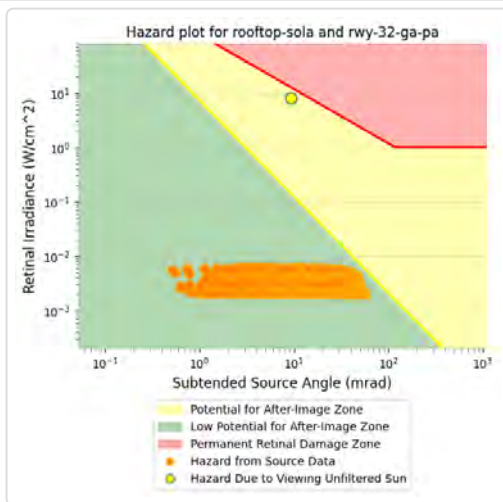
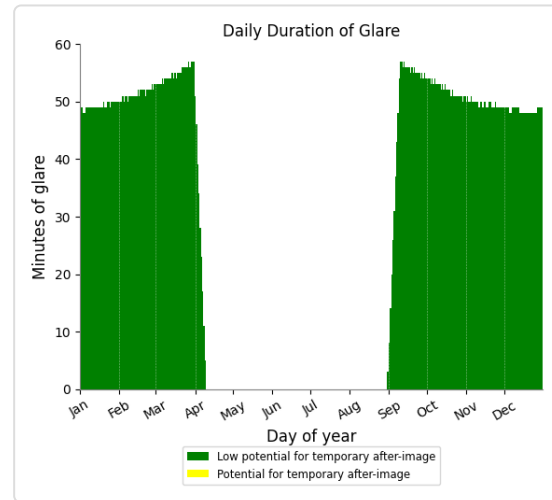
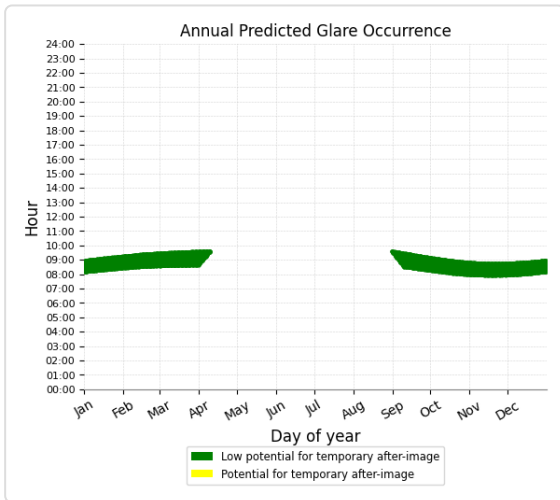
Yellow glare: none  
 Green glare: 2,784 min.



## Rooftop Solar PV and Route: RWY 32 GA Pattern Route

Yellow glare: none

Green glare: 11,025 min.



## Rooftop Solar PV and FP: RWY 14 Final

No glare found



## Rooftop Solar PV and FP: RWY 32 Final

No glare found

## Rooftop Solar PV and 1-ATCT

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 automatically 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



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

# FORGESOLAR GLARE ANALYSIS

Project: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-MARB RWY 14-32 C-17 Analysis**

Client: Commerce Construction Co., LP

Created 16 Jan, 2024

Updated 16 Jan, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

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

Category 500 kW to 1 MW

(1,000 kW / 8 acre limit)

Site ID 109816.19011



Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis 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
Rooftop Solar PV	10.0	180.0	5,193	86.5	0	0.0	-

Total 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	5,193	86.5	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:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## 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	1500.00	50.00	1550.00
2	33.836269	-117.227869	1500.00	1500.00	3000.00
3	33.821961	-117.228367	1500.00	1500.00	3000.00
4	33.813147	-117.244350	1500.00	1500.00	3000.00
5	33.819225	-117.262269	1500.00	1500.00	3000.00
6	33.908131	-117.325528	1500.00	1500.00	3000.00
7	33.922394	-117.325047	1500.00	1500.00	3000.00
8	33.931244	-117.309014	1500.00	1500.00	3000.00
9	33.925156	-117.291061	1500.00	1500.00	3000.00
10	33.896431	-117.270636	1500.00	50.00	1550.00

**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	1500.00	50.00	1550.00
2	33.925156	-117.291061	1500.00	1500.00	3000.00
3	33.931244	-117.309014	1500.00	1500.00	3000.00
4	33.922394	-117.325047	1500.00	1500.00	3000.00
5	33.908131	-117.325528	1500.00	1500.00	3000.00
6	33.819225	-117.262269	1500.00	1500.00	3000.00
7	33.813147	-117.244350	1500.00	1500.00	3000.00
8	33.821961	-117.228367	1500.00	1500.00	3000.00
9	33.836269	-117.227869	1500.00	1500.00	3000.00
10	33.864994	-117.248281	1500.00	50.00	1550.00

## 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	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

**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	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

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
Rooftop Solar PV	10.0	180.0	5,193	86.5	0	0.0	-

Total 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	5,193	86.5	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: Rooftop Solar PV low potential for temporary after-image

Receptor results ordered by category of glare

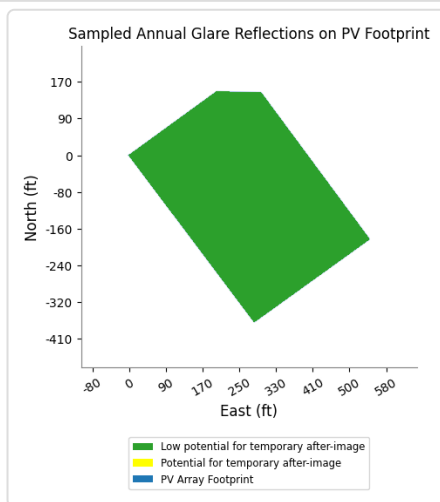
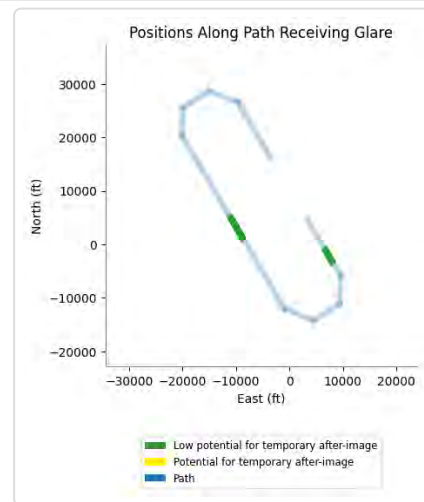
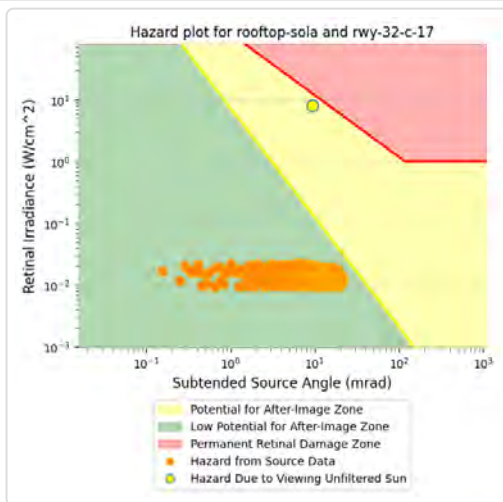
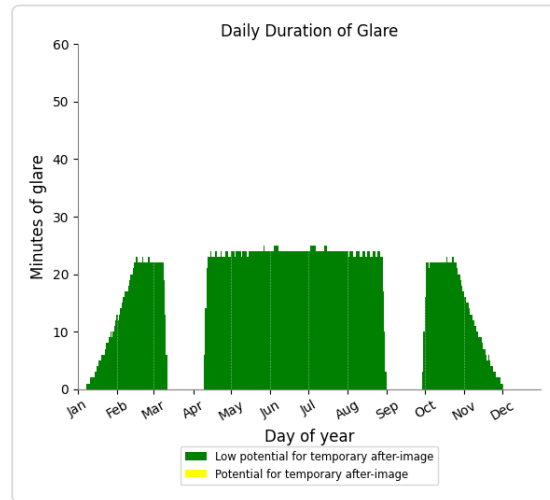
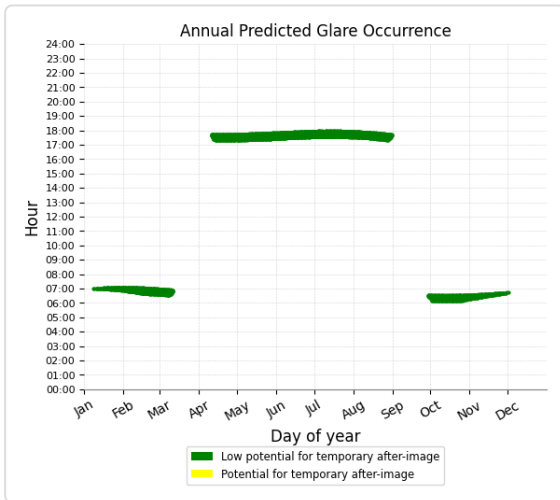
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 32 C-17 - KC-135 Pattern Route	5,193	86.5	0	0.0
RWY 14 C-17 - KC-135 Pattern Route	0	0.0	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0



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

Yellow glare: none

Green glare: 5,193 min.



## Rooftop Solar PV and Route: RWY 14 C-17 - KC-135 Pattern Route

No glare found

## **Rooftop Solar PV and FP: RWY 14 Final**

No glare found

## **Rooftop Solar PV and FP: RWY 32 Final**

No glare found

## **Rooftop Solar PV and 1-ATCT**

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 automatically 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: **Majestic Freeway Business Center - Building 12**

Rooftop solar PV system for proposed project located at 18512 Harvill Avenue, Perris, CA 92570

Site configuration: **MFBC Bldg 12-MARB RWY 14-32 Overhead Analysis**

Client: Commerce Construction Co., LP

Created 16 Jan, 2024

Updated 16 Jan, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

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

Category 500 kW to 1 MW

(1,000 kW / 8 acre limit)

Site ID 109817.19011

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis 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
Rooftop Solar PV	10.0	180.0	8,618	143.6	0	0.0	-

Total 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	8,618	143.6	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:** Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass without 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	33.852381	-117.259378	1521.00	42.00	1563.00
2	33.852771	-117.258734	1521.00	42.00	1563.00
3	33.852765	-117.258409	1521.00	42.00	1563.00
4	33.851866	-117.257612	1521.00	42.00	1563.00
5	33.851359	-117.258458	1521.00	42.00	1563.00

## 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	1500.00	2000.00	3500.00
2	33.880706	-117.259453	1500.00	2000.00	3500.00
3	33.863564	-117.293808	1500.00	2000.00	3500.00
4	33.908131	-117.325528	1500.00	2000.00	3500.00
5	33.925156	-117.291061	1500.00	2000.00	3500.00
6	33.896431	-117.270636	1500.00	50.00	1550.00

**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	1500.00	2000.00	3500.00
2	33.880706	-117.259453	1500.00	2000.00	3500.00
3	33.863564	-117.293808	1500.00	2000.00	3500.00
4	33.819225	-117.262269	1500.00	2000.00	3500.00
5	33.836269	-117.227869	1500.00	2000.00	3500.00
6	33.864994	-117.248281	1500.00	50.00	1550.00

## 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	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	2000.00	3500.00

**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	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	2000.00	3500.00

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

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
Rooftop Solar PV	10.0	180.0	8,618	143.6	0	0.0	-

Total 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	8,618	143.6	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: Rooftop Solar PV low potential for temporary after-image

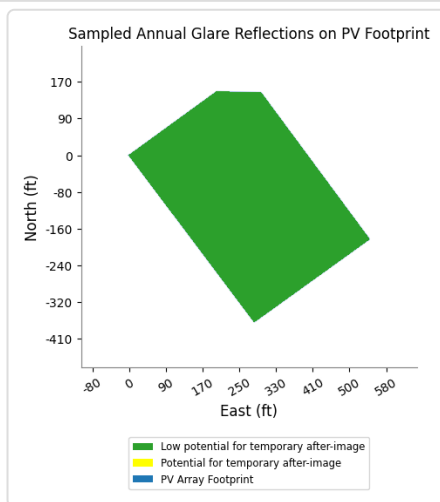
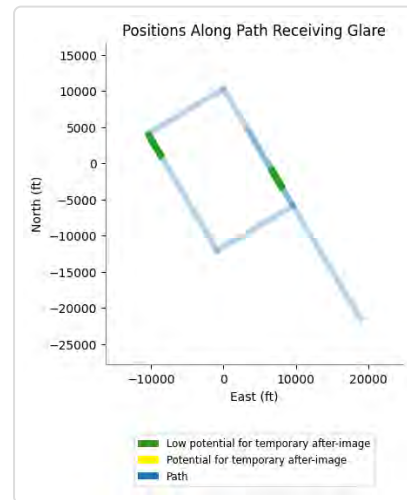
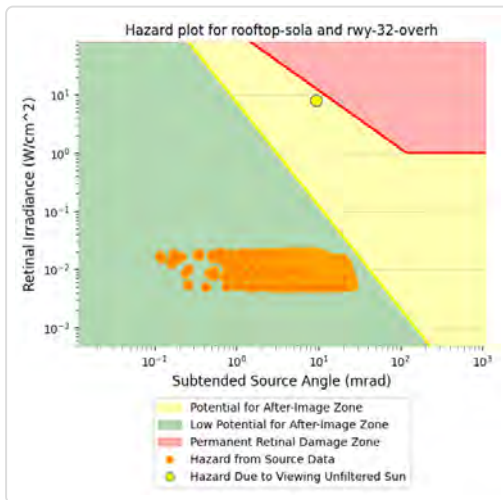
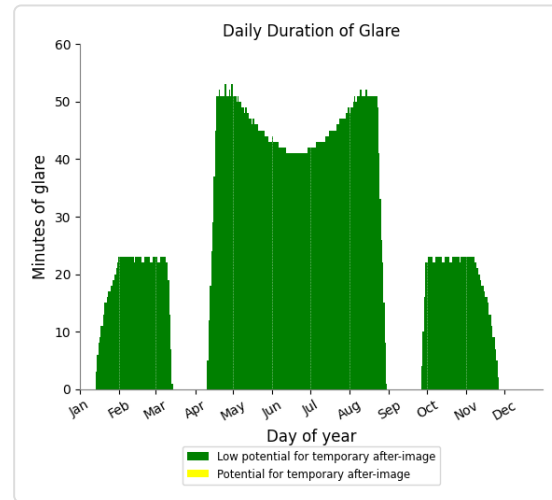
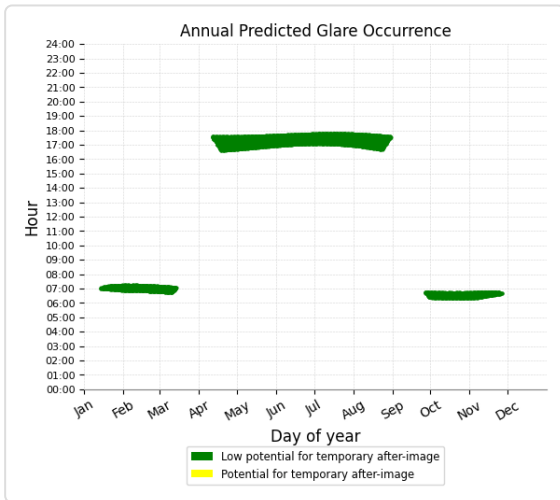
Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 32 Overhead Route	8,618	143.6	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

## Rooftop Solar PV and Route: RWY 32 Overhead Route

Yellow glare: none

Green glare: 8,618 min.



## Rooftop Solar PV and Route: RWY 14 Overhead Route

No glare found

## **Rooftop Solar PV and FP: RWY 14 Final**

No glare found

## **Rooftop Solar PV and FP: RWY 32 Final**

No glare found

## **Rooftop Solar PV and 1-ATCT**

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 automatically 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 Marcos Garcia at 951-955-4633.

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:** April 11, 2024

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

**CASE DESCRIPTION:**

ZAP1597MA24 – Commerce Construction Co. L.P. (Representative: T&B Planning) – County of Riverside Case No. OAPT2400550 (Building Permit). A proposal to construct a 147,000 square foot rooftop solar panel system on an industrial building on 8.45 acres, located on the northeast corner of Commerce Center Drive and Harvill 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: ZAP1597MA24

Date Submitted: 2/23/24

AIA:  
March

Zone: C2

Public Hearing  Staff Review

### Applicant

Applicant Full Name: Brett Anderson, Commerce Construction Co., L.P.

Applicant Address: 13191 Crossroads Parkway North, 6th Floor, City of Industry, CA 91746

Phone: 562-948-4356 Email: banderson@commercelp.com

### Representative/ Property Owner Contact Information

Representative: Tina Prater Email: tprater@tbplanning.com  
T&B Planning Phone: 714-757-8462

Address: 3200 El Camino Real, Irvine, CA 92602

Property Owner: Majestic Freeway Business Center, LLC Email: banderson@commercelp.com  
Phone: 562-948-4356

Address: 13191 Crossroads Parkway North, 6th Floor, City of Industry, CA 91746

### Local Jurisdiction Agency

Agency Name: County of Riverside Phone: 951-955-4633  
Staff Contact: Marcos Garcia Email: mgarcia@rivco.org

Address: 4080 Lemon Street, Riverside, CA

Local Agency Case No.: OAPT2400550 ALUC reference ZAP1346MA18

### Project Location

Street Address: 18512 Harvill Ave, Perris, CA 92570 Gross Parcel Size: 8.45 acres

Assessor's Parcel No.: 314260019, 314110073

### 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) 1521

Height of Building or structures: 42

What type of drainage basins are being proposed and the square footage: dry bottom, meets drainage requirement

## 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:** 3.2

**HEARING DATE:** April 11, 2024

**CASE NUMBER:** ZAP1599MA24 – Rodrigo Esquivel (Representative: Maria Jauregui)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** TPM38770 (Tentative Parcel Map)

**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: Zone C2

Noise Levels: Below 60 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Tentative Parcel Map **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal for a Schedule “H” subdivision of one 2.08 acre parcel into two 1.0 acre single-family lots.

**PROJECT LOCATION:** The site is located southerly of Oleander Avenue and easterly of Brown Street, approximately 13,774 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

### **BACKGROUND:**

Residential Density: 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, which limits residential density to below 6.0 dwelling units per acre. The project proposes to divide 2.08 acres into two separate parcels, resulting in a density of 0.96 dwelling units per acre, which is consistent with Zone C2 criterion of a maximum 6.0 dwelling units per acre.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site below 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 13,774 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 1,626 feet AMSL. The site's finished floor elevation is 1,681 feet AMSL. A condition has been included stating that FAA OES review and issuance of a "Determination of No Hazard to Air Navigation" letter will be required prior to building permit issuance for new structures that exceed an elevation above 1,626 feet AMSL.

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 13,774 feet from the runway, and therefore would not be subject to the above requirement.

#### **CONDITIONS:**

1. Any outdoor lighting 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 climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
  - (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) 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. Any other proposed basin would require review and approval by the ALUC. 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.

6. The project has been evaluated for a Schedule "H" subdivision of one 2.08-acre parcel into two 1.0-acre single-family lots. 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. Prior to building permit issuance for any additional (new) buildings with a top point elevation exceeding 1,627 feet above mean sea level, the permittee shall have submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service and shall have received a "Determination of No Hazard to Air Navigation" letter pertaining to that structure.

# 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**

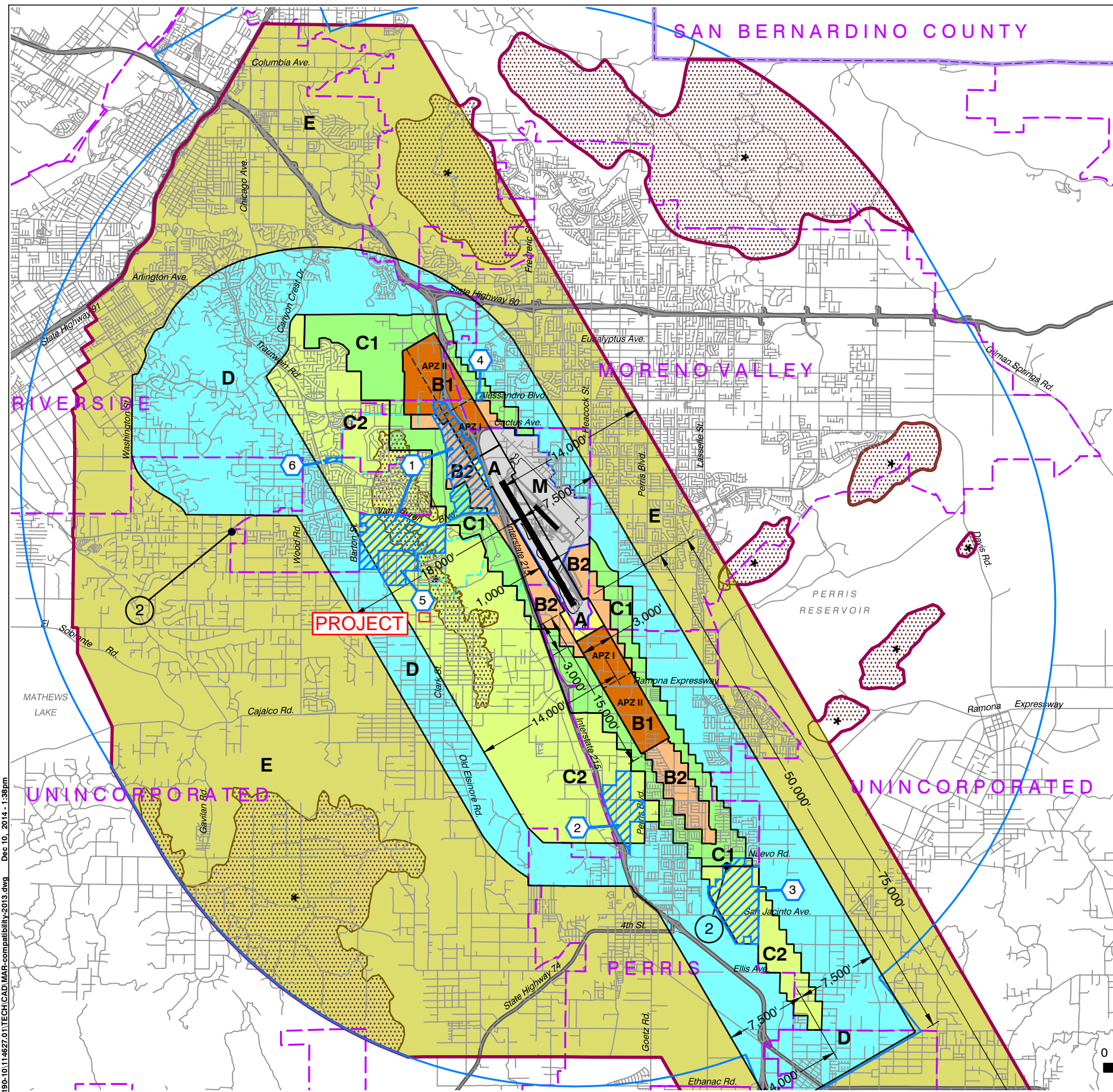
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



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

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

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



**LEGEND**

**Compatibility Zones**

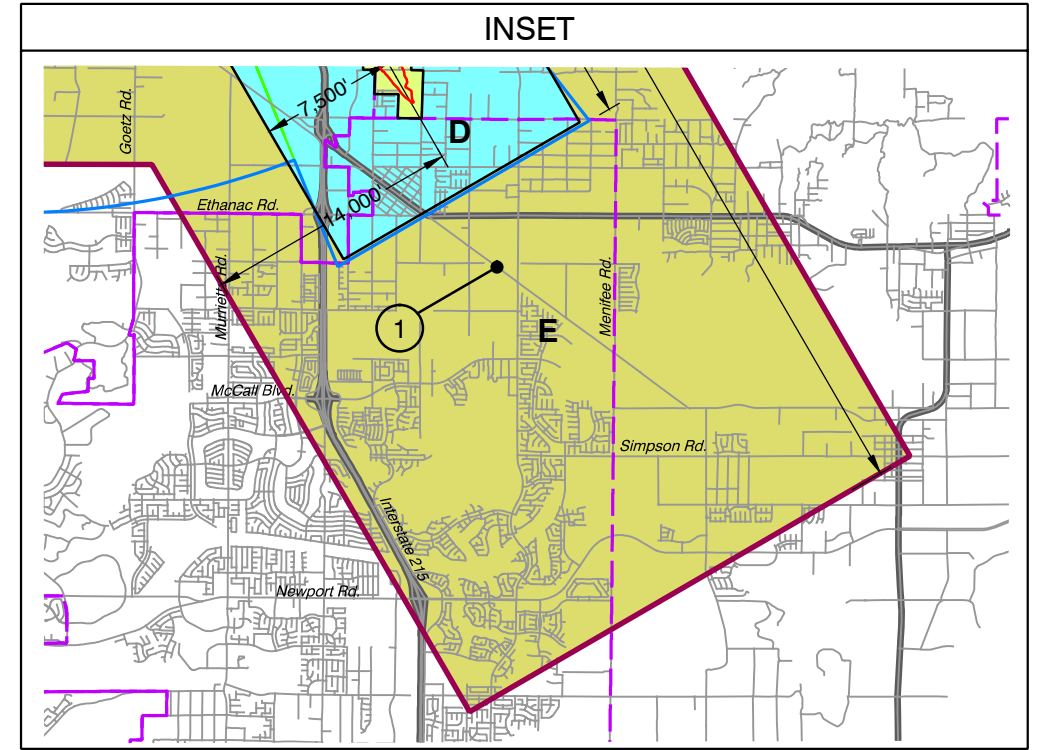
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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)

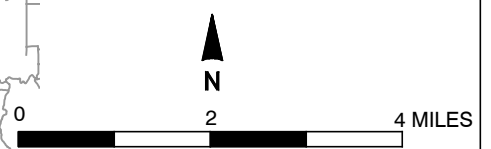
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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)

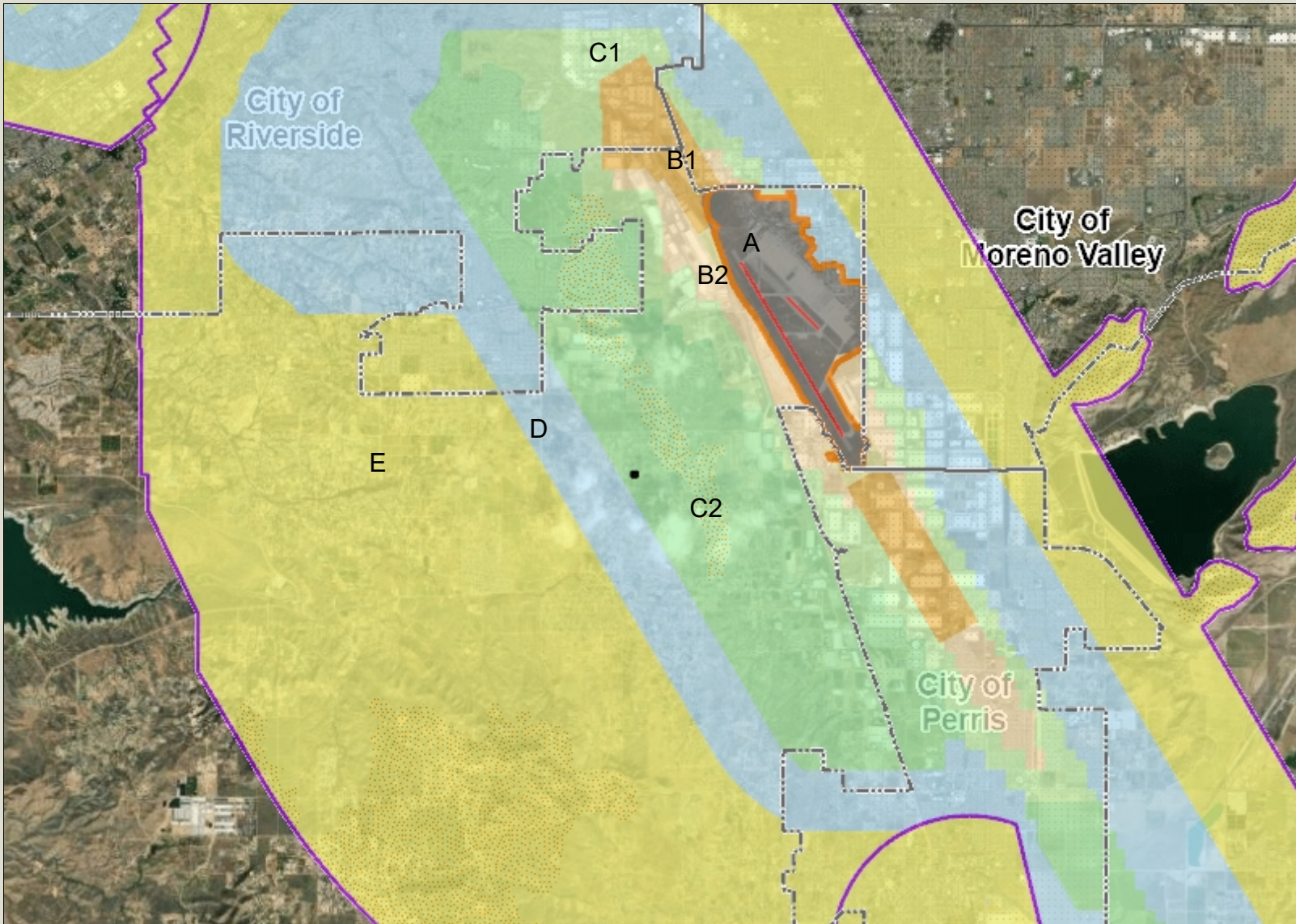
SEE INSET AT RIGHT

Map MA-1

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



# Map My County Map



## Legend

- County Boundary
  - City Boundaries
  - Runways
  - Airports
  - Airport Influence Areas
- Airport Compatibility Zones**
- 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



**\*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.



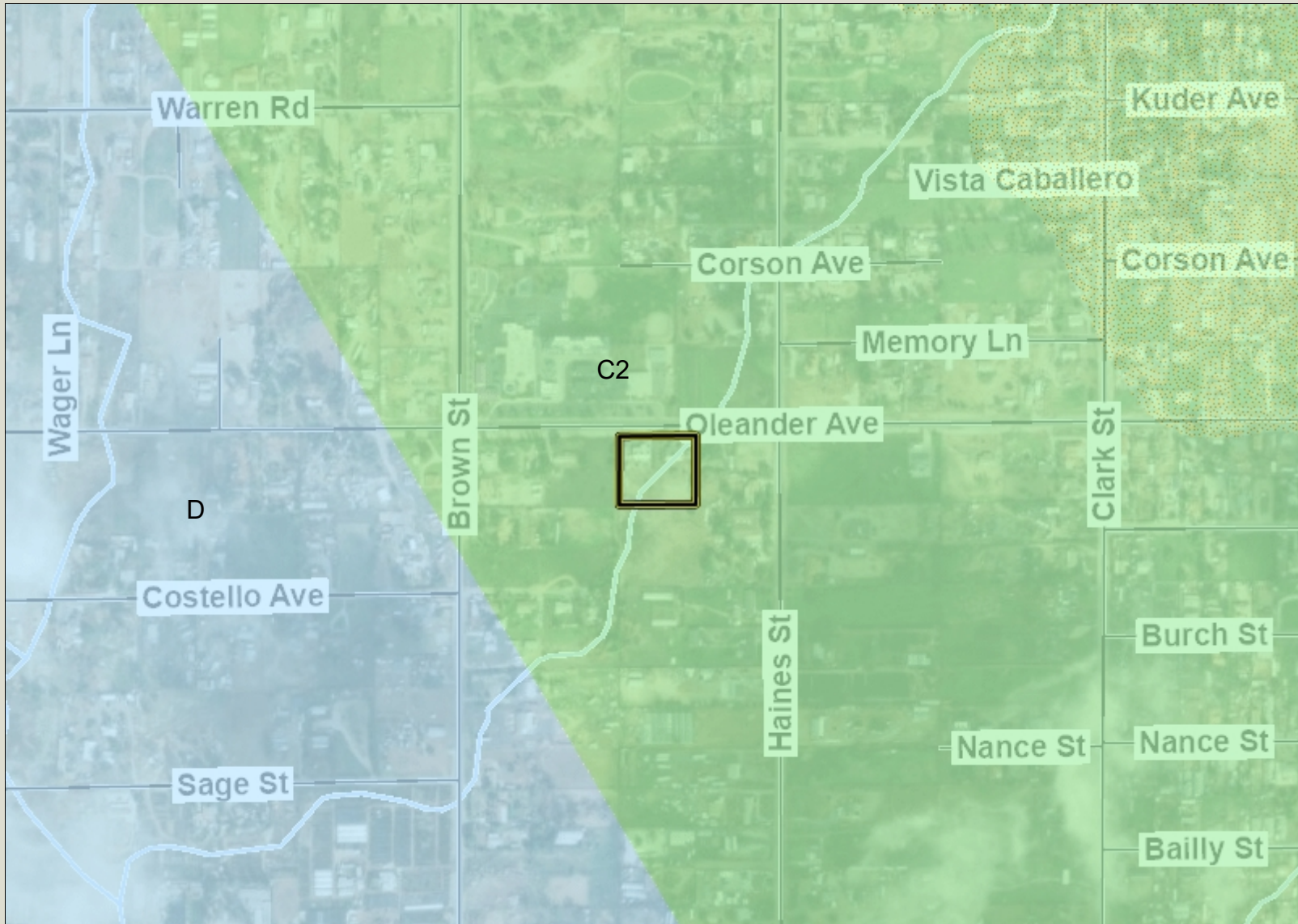
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## Notes



# Map My County Map



## Legend

- County Boundary
  - City Boundaries
  - Runways
  - Airports
  - Airport Influence Areas
- Airport Compatibility Zones**
- 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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0 770 1,539 Feet

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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas



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0 770 1,539 Feet

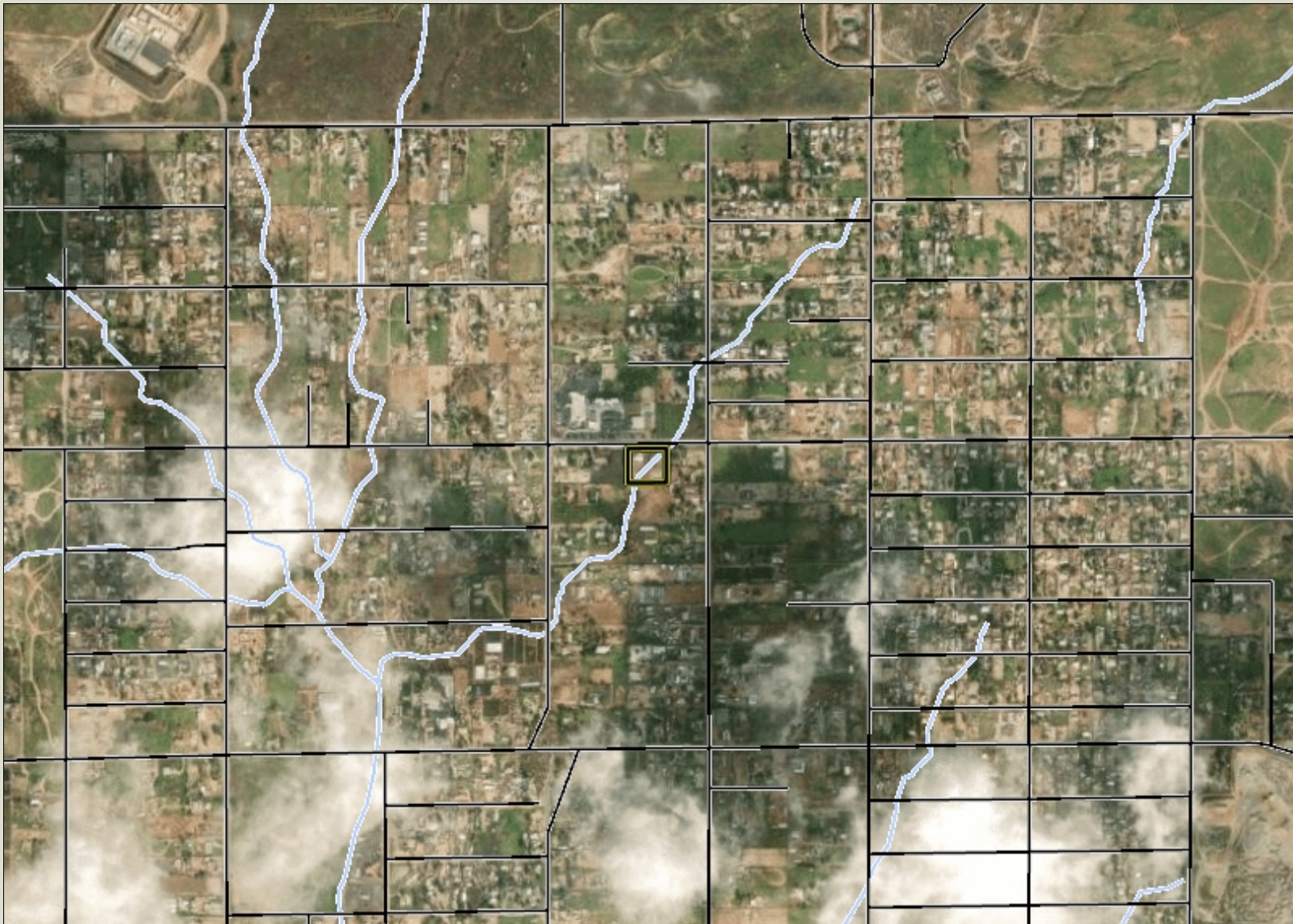
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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas



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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas



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


## Notes



# Map My County Map



## Legend

-  County Boundary
-  City Boundaries
-  Blueline Streams
-  City Areas



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## Notes







**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 JoseLuis Aparicio at 951-355-6035.

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:** April 11, 2024

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

**CASE DESCRIPTION:**

ZAP1599MA24 – Rodrigo Esquivel (Representative: Maria Jauregui) – County of Riverside Case No. TPM38770 (Tentative Parcel Map). A proposal for a Schedule “H” subdivision of one 2.08-acre parcel into two 1.0 acre single-family lots, located southerly of Oleander Avenue and easterly of Brown Street. (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: ZAP1599MA24

Date Submitted: 3/7/24

AIA: March

Zone: C2

Public Hearing

Staff Review

### Applicant

Applicant Full Name: RODRIGO ESQUIVEL

Applicant Address: 21161 OLEANDER AVE, PERRIS, CA. 92570

Phone: 951-206-5732

Email: ESQUIVEL.RODRIGO.A@GMAIL.COM

### Representative/ Property Owner Contact Information

Representative: MARIA JAUREGUI

Email: MJAUREGUIPERMITS@GMAIL.COM

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

Address: 21159 OLEANDER AVE, PERRIS, CA. 92570

Property Owner: RODRIGO ESQUIVEL

Email: ESQUIVEL.RODRIGO.A@GMAIL.COM

Phone: 951-205-5732

Address: 21161 OLEANDER AVE., PERRIS, CA. 92570

### Local Jurisdiction Agency

Agency Name: COUNTY OF RIVERSIDE

Phone: 951-355-6035

Staff Contact: JOSELUIS APARICIO

Email: JLAparicio@rivco.org

Address: 4080 LEMON STREET, 12TH FLOOR, RIVERSIDE, CA. 92501

Local Agency Case No.: TPM38770

### Project Location

Street Address: 21161 OLEANDER AVE., PERRIS, CA. 92570

Gross Parcel Size: 2.08

Assessor's Parcel No.: 315110014

### 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) NO STRUCTURES ARE BEING PROPOSED.

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 current 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:** April 11, 2024

**CASE NUMBER:** ZAP1115RI24 – City of Jurupa Valley Community Development Department (Representative: Tamara Campbell)

**APPROVING JURISDICTION:** City of Jurupa Valley

**JURISDICTION CASE NO:** MA23100 [ GPA23003 (General Plan Amendment), CZ23005 (Change of Zone)]

**LAND USE PLAN:** 2005 Riverside Municipal Airport Land Use Compatibility Plan

Airport Influence Area: Riverside Municipal Airport

Land Use Policy: Airport Compatibility Zone E

Noise Levels: Below 55 CNEL contour from aircraft noise

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the General Plan Amendment and Change of Zone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan.

**PROJECT DESCRIPTION:** A proposal to amend the sites General Plan Land Use designation from Business Park to Commercial Retail and Open Space for conservation habitat of the Anza Market Place on 21 acres. The applicant also proposes to change a portion of the sites zoning from M-SC (Manufacturing-Service Commercial) to C-P-S (scenic Highway Commercial) and a portion of the site from C-P-S (scenic Highway Commercial) and M-SC (Manufacturing-Service Commercial) to OW-1 (Watercourse, Watershed and Conservation Areas).

**PROJECT LOCATION:** The site is located on the southeast corner of Limonite Avenue and Baldwin Avenue, approximately 8,399 feet northwesterly of the northerly terminus of Runway 9-27 at Riverside Municipal Airport.

### BACKGROUND:

Non-Residential Intensity/Residential Density: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, where residential density and non-residential intensity is not restricted. No development is proposed at this time.

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

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

Part 77: The elevation of Runway 9-27 at its northerly terminus is 771 feet above mean sea level (AMSL). At a distance of approximately 8,399 feet from the project to the nearest point of the runway, Federal Aviation Administration (FAA) review would be required for any structures with a top of roof exceeding 855 feet AMSL. However, no development is proposed at this time, and therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required at this time.

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 8,399 feet from the runway, and therefore would be subject to the above requirement, however, no development is proposed at this time.

General Plan Amendment/Change of Zone: The applicant proposes to change the sites General Plan Land Use designation from Business Park to Commercial Retail and Open Space for conservation habitat of the Anza Market Place on 21 acres. The applicant also proposes to change a portion of the sites zoning from M-SC (Manufacturing-Service Commercial) to C-P-S (scenic Highway Commercial) and a portion of the site from C-P-S (scenic Highway Commercial) and M-SC (Manufacturing-Service Commercial) to OW-1 (Watercourse, Watershed and Conservation Areas). The amendments would be as, or more consistent with the Compatibility Plan as the compatibility zone does not have any restrictions in terms of residential density and non-residential intensity.

# 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**

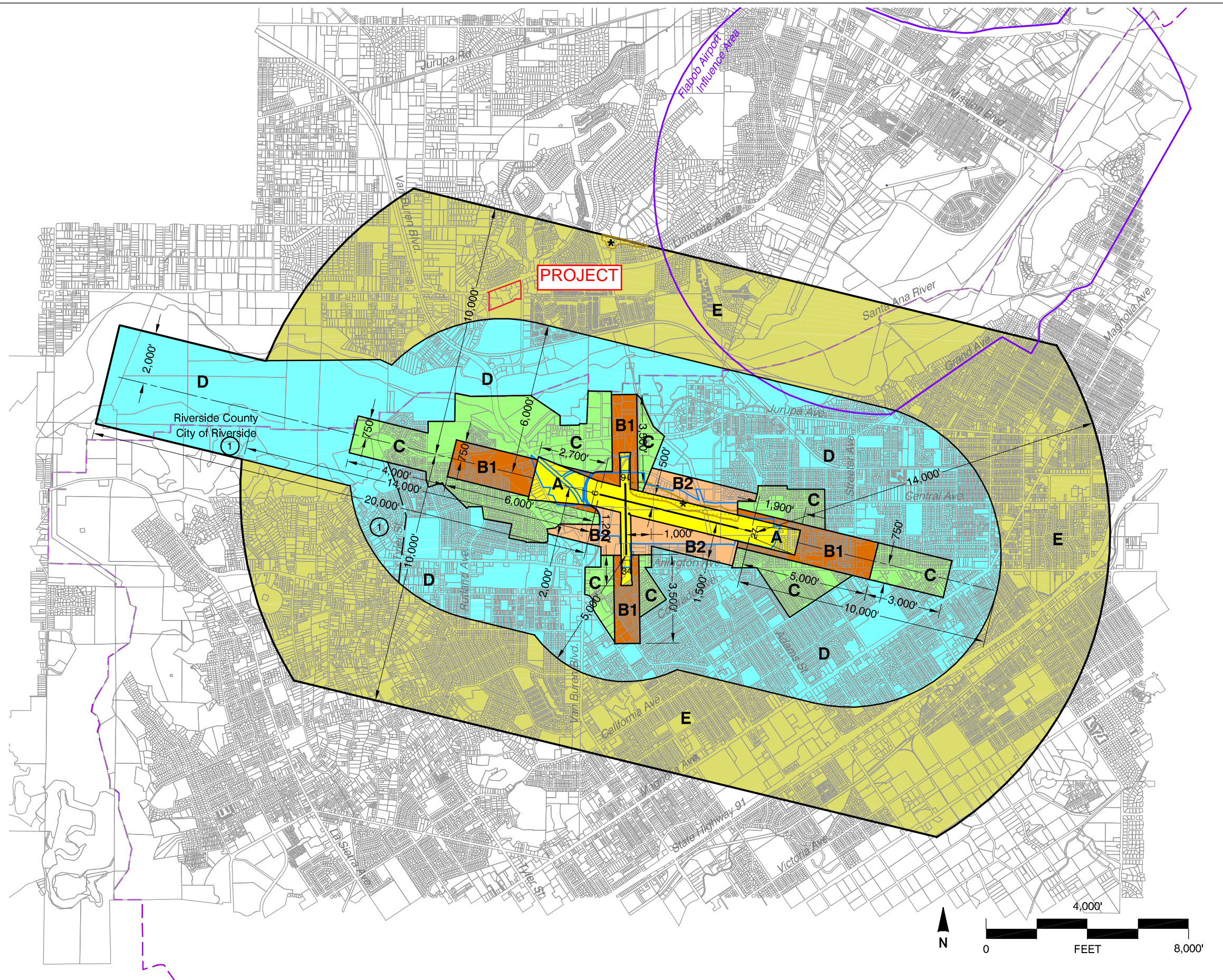


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**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. See Section RI.2 for special exceptions to the Table 2A criteria.

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

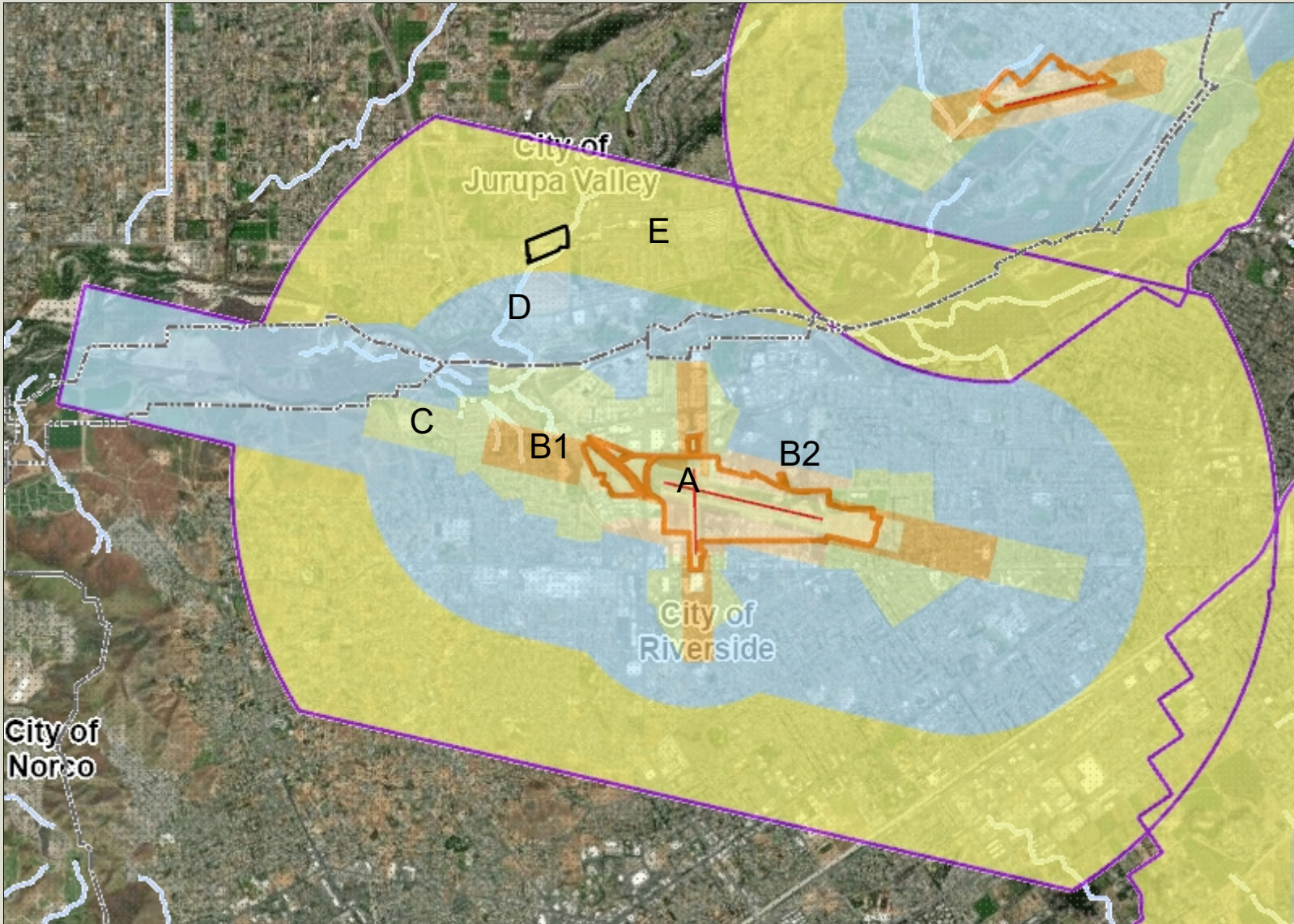
Map RI-1

**Compatibility Map**  
**Riverside Municipal Airport**





# Map My County Map



### Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas

#### Airport Compatibility Zones

- 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



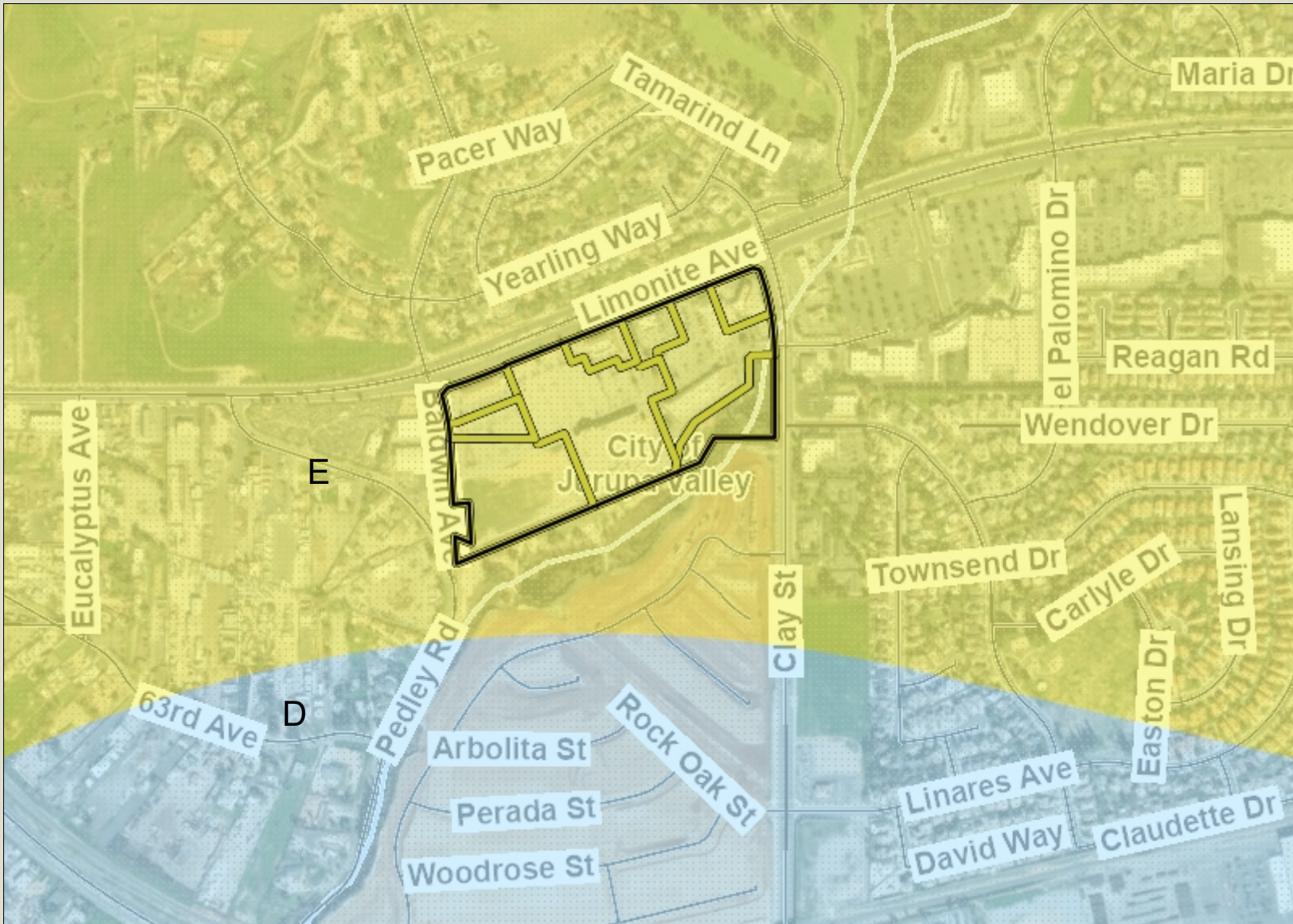
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### Notes





# Map My County Map



### Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas

#### Airport Compatibility Zones

- 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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### Notes



# Map My County Map



## Legend

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



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## Notes

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## Notes

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# Map My County Map



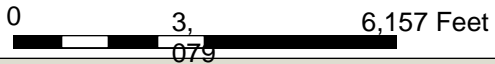
## Legend

-  County Boundary
-  City Boundaries
-  Blueline Streams
-  City Areas
-  World Street Map



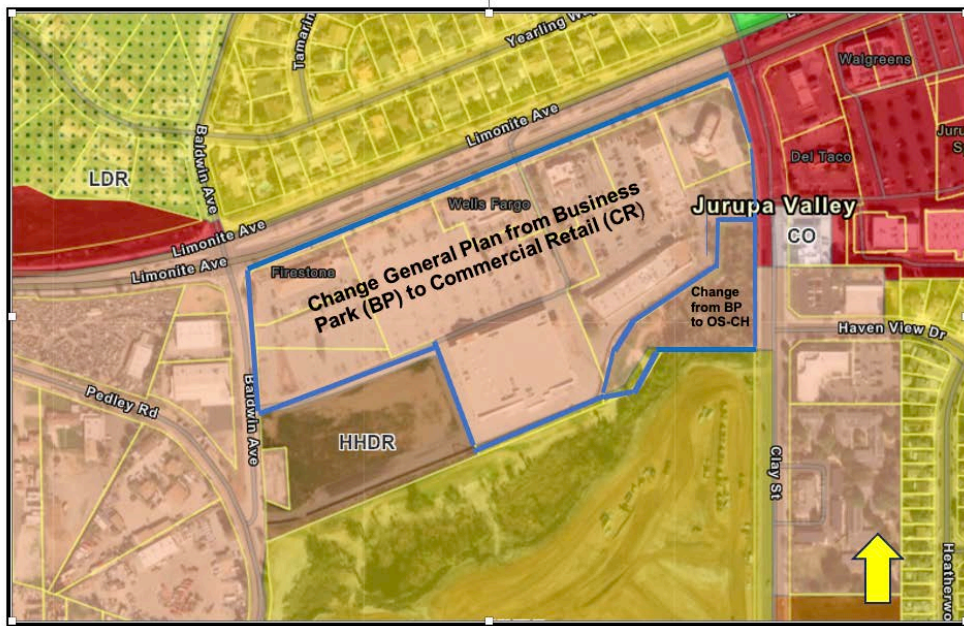
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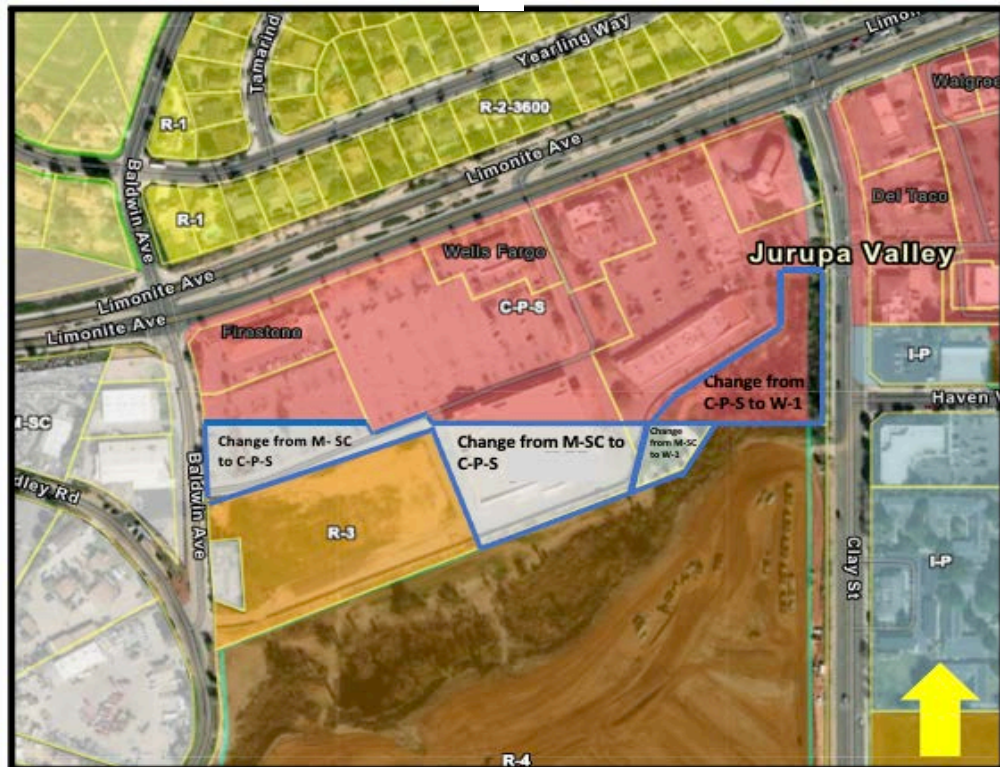




**EXHIBIT A. GENERAL PLAN LAND USE MAP AND PROPOSED CHANGES**



**EXHIBIT B. ZONING MAP WITH PROPOSED CHANGES**





**TABLE 1. GENERAL PROJECT INFORMATION**

<b>ASSESSOR PARCEL NO.</b>	<b>EXISTING GP</b>	<b>PROPOSED GP</b>	<b>EXISTING ZONING</b>	<b>PROPOSED ZONING</b>	<b>Acres</b>
163-400-036	Business Park (BP)	Open Space - Conservation Habitat (OS- CH)	Scenic Highway Commercial (C- P-S)	W-1	1.89
163-400-037	BP	Commercial Retail (CR) and OS-CH	C-P-S & M-SC	C-P-S and M- SC zoned area to W-1	3.73
163-400-038	BP	CR	C-P-S	No Change	0.89
163-400-040	BP	CR	M-SC	C-P-S	6.03
163-400-041	BP	CR	C-P-S	No Change	0.79
163-400-042	BP & HHDR*	BP area to CR	M-SC & R-3	M-SC zoned area to C-P-S	4.00
163-400-043	BP	CR	C-P-S	No change	1.00
163-400-044	BP	CR	C-P-S	No change	0.90
163-400-045	BP	CR	C-P-S	No change	1.56

\* HHDR - Highest Density Residential

To comply with State of California Planning and Zoning laws, it is necessary for the City to make its zoning consistent with its General Plan. Moreover, since the site is fully developed as a shopping center, it is unlikely that a business park will be built.

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The City of Jurupa Valley Community Development Department should be contacted on non-ALUC issues. For more information, please contact City of Jurupa Valley Planner Tamara Campbell 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 [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:**                    **April 11, 2024**

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

**CASE DESCRIPTION:**

ZAP1115RI24 – City of Jurupa Valley (Representative: Tamara Campbell) City of Jurupa Valley Case No. MA23100 [GPA23003 (General Plan Amendment), CZ23005 (Change of Zone)]. A proposal to amend the sites General Plan Land Use designation from Business Park to Commercial Retail and Open Space for conservation habitat of the Anza Market Place on 21 acres, located on the southeast corner of Limonite Avenue and Baldwin Avenue. The applicant also proposes to change a portion of the sites zoning from M-SC (Manufacturing-Service Commercial) to C-P-S (scenic Highway Commercial) and a portion of the site from C-P-S (scenic Highway Commercial) and M-SC (Manufacturing-Service Commercial) to W-1 (Watercourse, Watershed and Conservation Areas) (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

### ALUC STAFF ONLY

ALUC Case Number: ZAP1115RI24

Date Submitted: 3/19/24

AIA: Riverside Municipal

Zone: E

Public Hearing  Staff Review

### Applicant

Applicant Full Name: City of Jurupa Valley Community Development Department

Applicant Address: 8930 Limonite Ave. Jurupa Valley, CA

Phone: 951.332-6464 or 949.489.1442 Email: tcampbell@jurupavalley.org

### Representative/ Property Owner Contact Information

Representative: Tamara Campbell, Principal Planner

Email: See above

Phone: See above

Address: See above

Property Owner: Multiple

Email:

Phone:

Address: 8304-8380 Limonite Ave and 6105 Clay St. Jurupa Valley

### Local Jurisdiction Agency

Agency Name: See above

Phone: See above

Staff Contact:

Email: See aboveG

Address: See above

Local Agency Case No.:

MA23100/GPA 23003/CZ23005

### Project Location

Street Address: See Above

Gross Parcel Size: Approx. 21 acres

Assessor's Parcel No.: 163-400-036, -037, -038,-040, -041, -042, -043,-044, -045

### 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) N/A

Height of Building or structures: N/A

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 current 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 February 16, 2024, through March 15, 2024, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution No. 2020-01, ALUC Director Paul Rull reviewed one legislative case in Zone E within March Air Reserve Base/Inland Port Airport Influence Area and issued a determination of consistency.

ZAP1598MA24 (Zone E) pertains to County of Riverside Nos. SP00293S09 (Specific Plan) and TTM38586 (Tentative Tract Map), a proposal for Schedule "A" subdivision of a 14.43-acre parcel into 77 Single Family Residential Lots, and one open space lot, located southerly of Camino De Las Flores, easterly of Via De Manzana, and westerly of Avenida Belleza. The applicant also proposes a Specific Plan Substantial Conformance to utilize the current Specific Plan provisions for Planning Area 12 designated as a school site for the backup purposes of residential development, but to allocate additional units from other Planning Areas in the Specific Plan while maintaining the total number of units for the Specific Plan as 5,354. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density and non-residential intensity. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 5-23 at Hemet-Ryan Airport. The elevation of Runway 5-23 at Hemet-Ryan Airport is approximately 1,499 feet above mean sea level (AMSL) at its westerly terminus. At a distance of 30,826 square 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 1,807 feet AMSL. The maximum finished floor elevation is 1,445 feet AMSL and the maximum building height is 35 feet, resulting in a top point elevation of 1,480 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on March 7, 2024.

- 5.2 Update March Air Reserve Base Compatibility Use Study (CUS)  
Presentation by Project Director Simon Housman or his designee.

- 5.3 Election of Chair/Vice Chair  
Presentation by ALUC Director Paul Rull or his designee.

X:\ALUC Administrative Items\Admin. 2024\Admin Item 4-11-24.doc

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



March 7, 2024

Russell Brady, Contract 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

John Lyon  
Riverside

Richard Stewart  
Moreno Valley

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Michael Geller  
Riverside

Vernon Poole  
Murrieta

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[www.rcaluc.org](http://www.rcaluc.org)

## RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1598MA24  
Related File No.: SP00293S09 (Specific Plan), TTM38586 (Tentative Tract Map)  
APN: 461-482-002  
Airport Zone: Zone E

Dear Mr. Brady:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2015-01 (as extended by Resolution No. 2020-01) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Nos. SP00293S09 (Specific Plan) and TTM38586 (Tentative Tract Map), a proposal for Schedule “A” subdivision of a 14.43-acre parcel into 77 Single Family Residential Lots, and one open space lot, located southerly of Camino De Las Flores, easterly of Via De Manzana, and westerly of Avenida Belleza. The applicant also proposes a Specific Plan Substantial Conformance to utilize the current Specific Plan provisions for Planning Area 12 designated as a school site for the backup purposes of residential development, but to allocate additional units from other Planning Areas in the Specific Plan while maintaining the total number of units for the Specific Plan as 5,354.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density and non-residential intensity.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 5-23 at Hemet-Ryan Airport. The elevation of Runway 5-23 at Hemet-Ryan Airport is approximately 1,499 feet above mean sea level (AMSL) at its westerly terminus. At a distance of 30,826 square 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 1,807 feet AMSL. The maximum finished floor elevation is 1,445 feet AMSL and the maximum building height is 35 feet, resulting in a top point elevation of 1,480 feet AMSL. Therefore, FAA OES review for height/elevation reasons 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, 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.
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



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: DR Horton (applicant)  
T&B Planning (representative)  
La Ventana 242 (property owner)  
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\ZAP1598MA24\ZAP1598MA24.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**

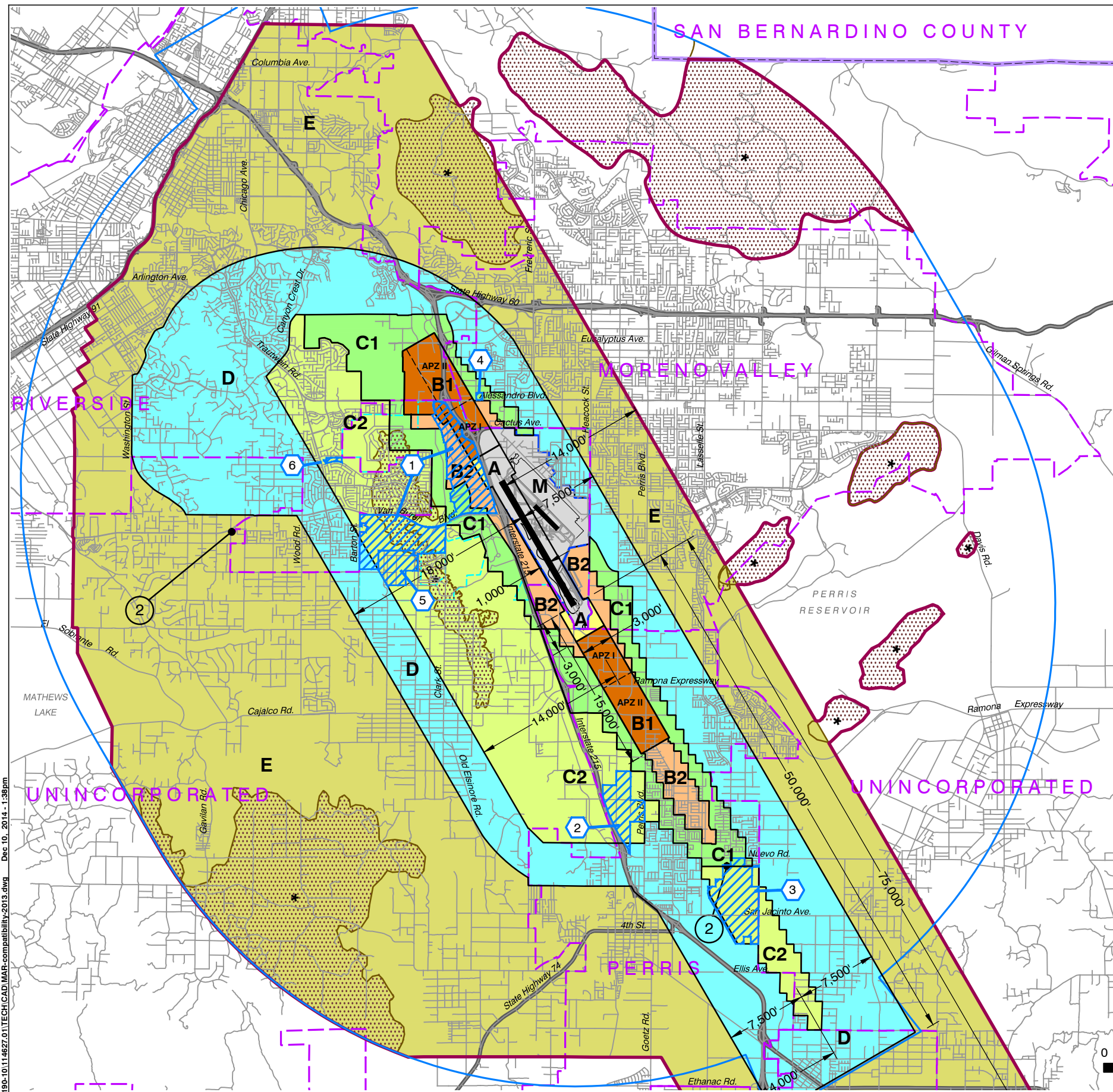
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



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

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

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



**LEGEND**

**Compatibility Zones**

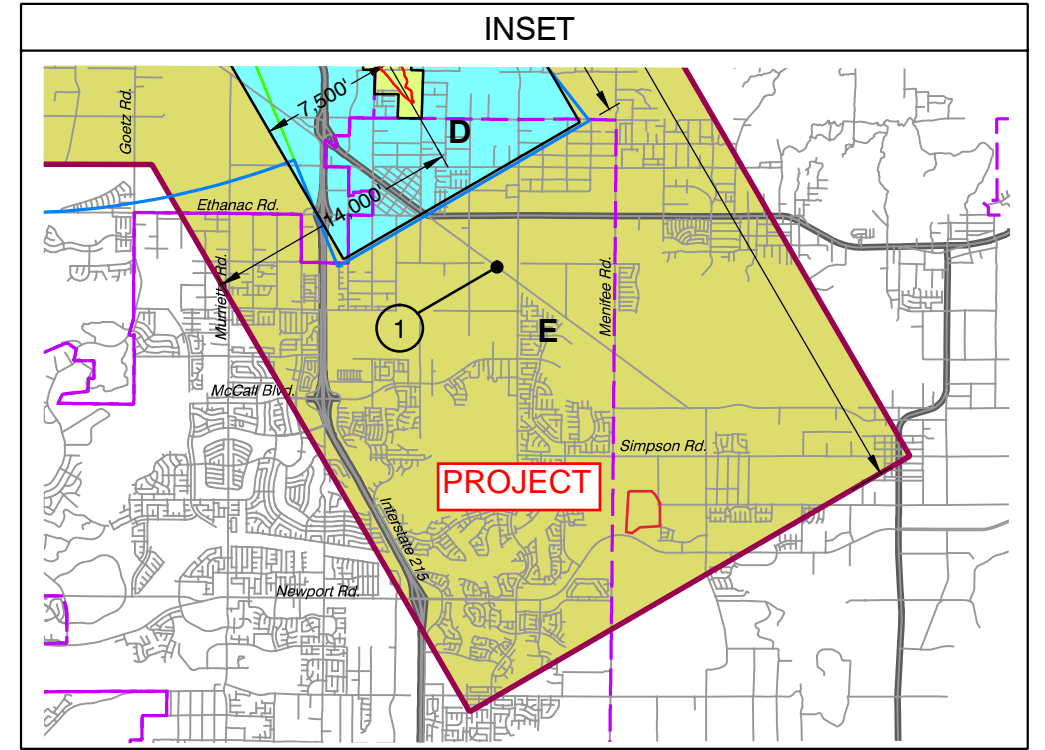
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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)

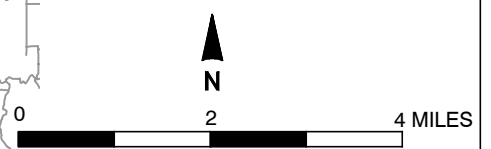
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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

SEE INSET AT RIGHT

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

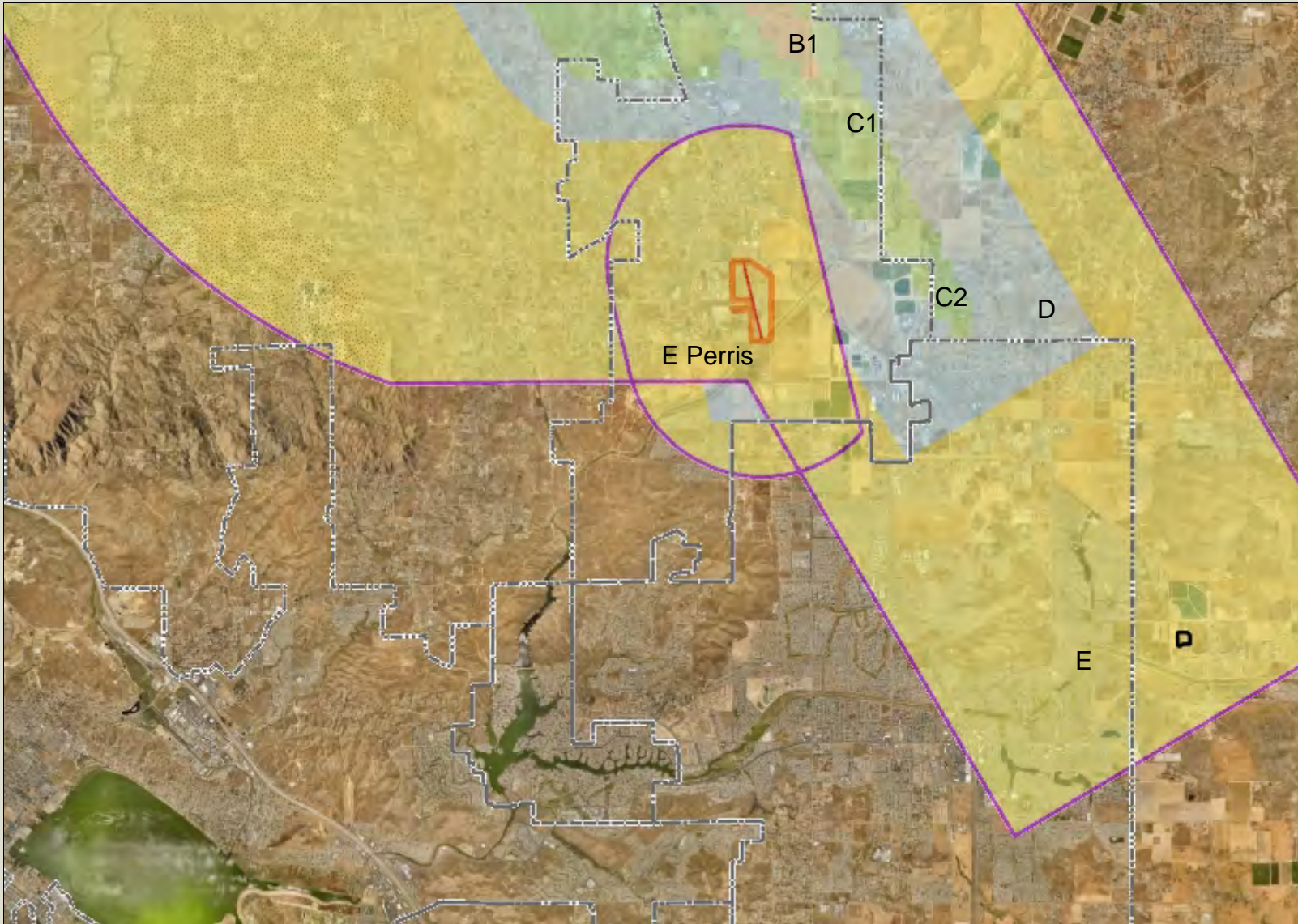
Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

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



# Map My County Map



## Legend

- County Boundary
  - City Boundaries
  - Runways
  - Airports
  - Airport Influence Areas
- Airport Compatibility Zones**
- 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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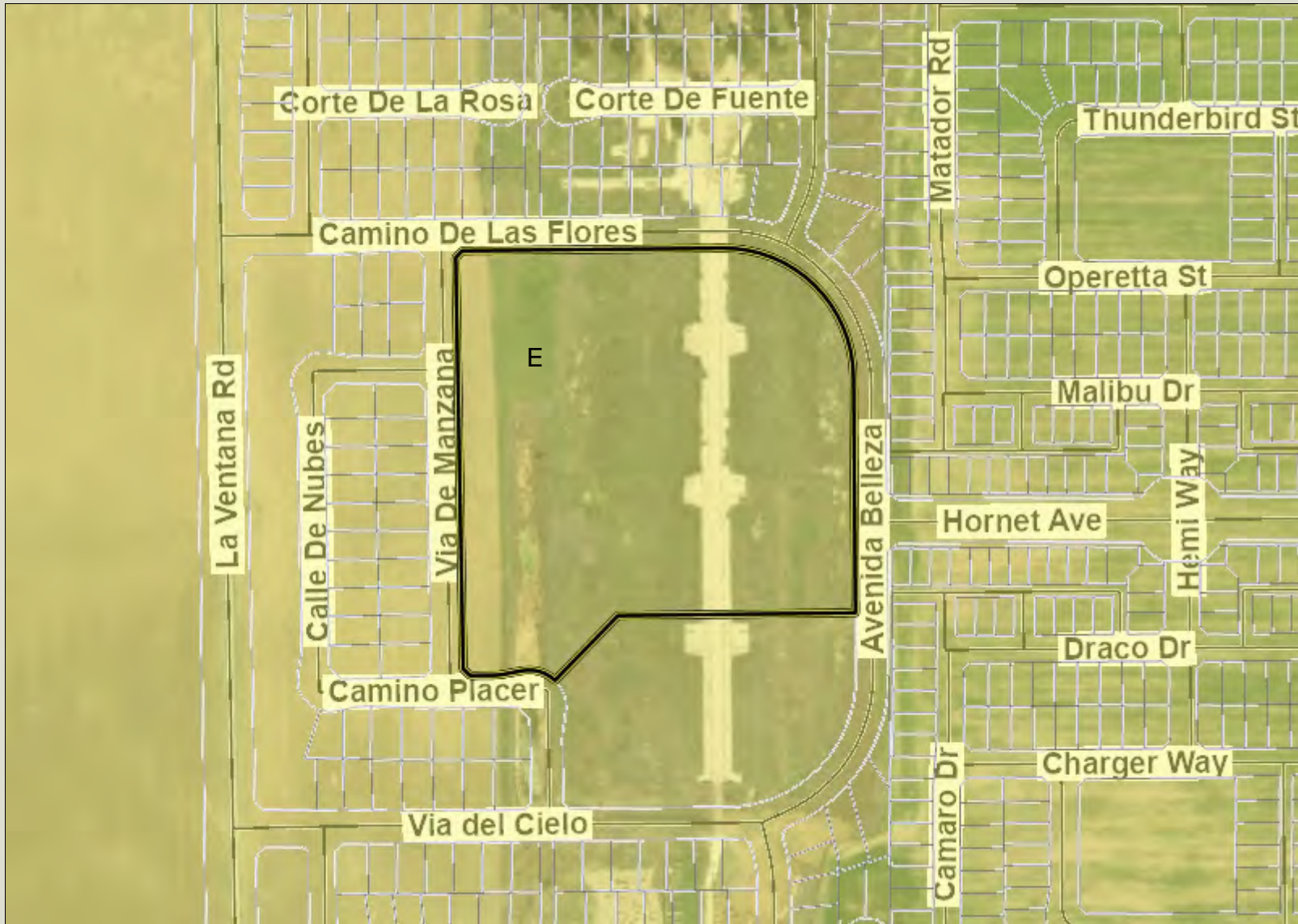
REPORT PRINTED ON... 2/27/2024 11:49:27 AM

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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- 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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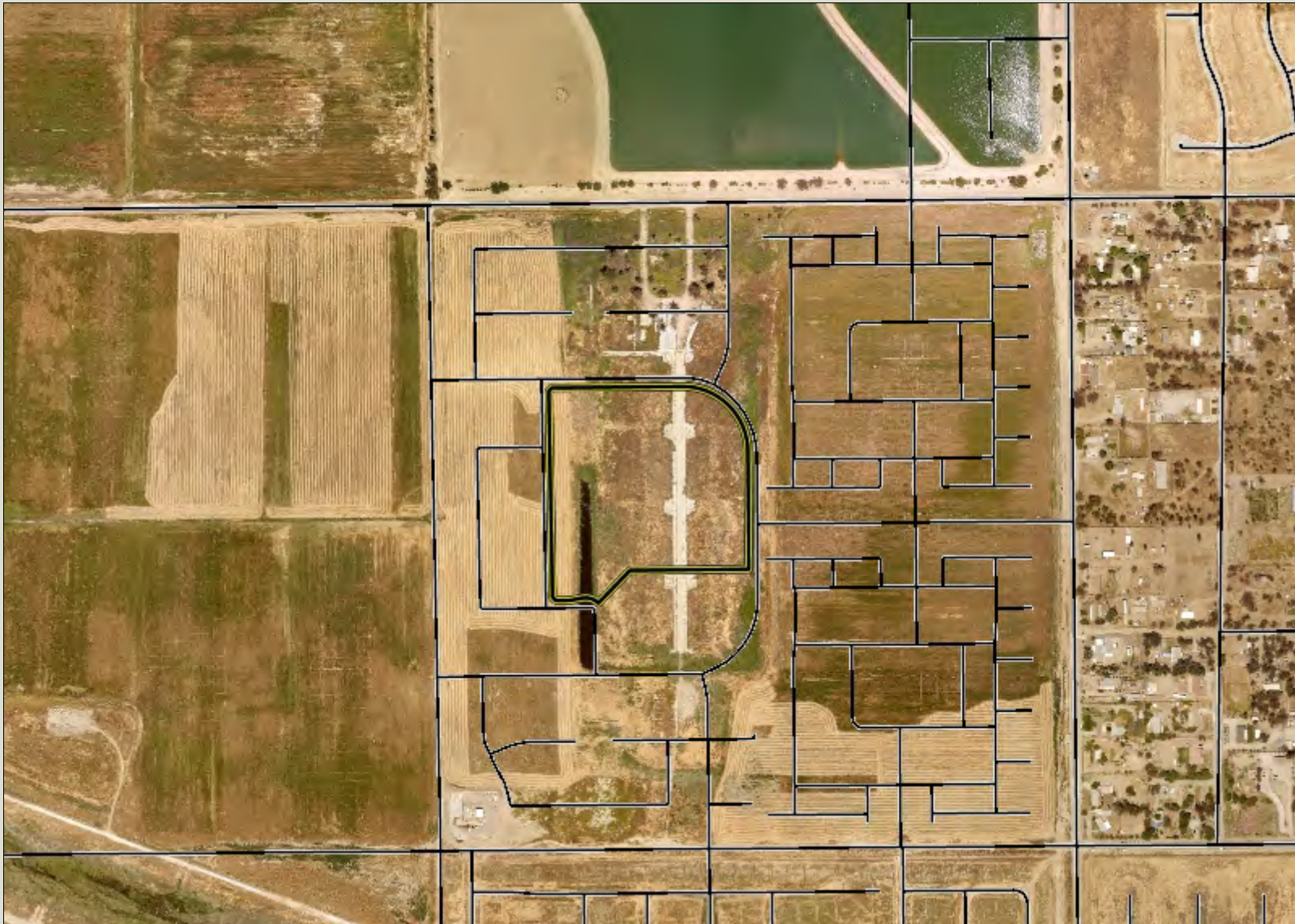
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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- County Centerlines
- World Street Map



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0 770 1,539 Feet

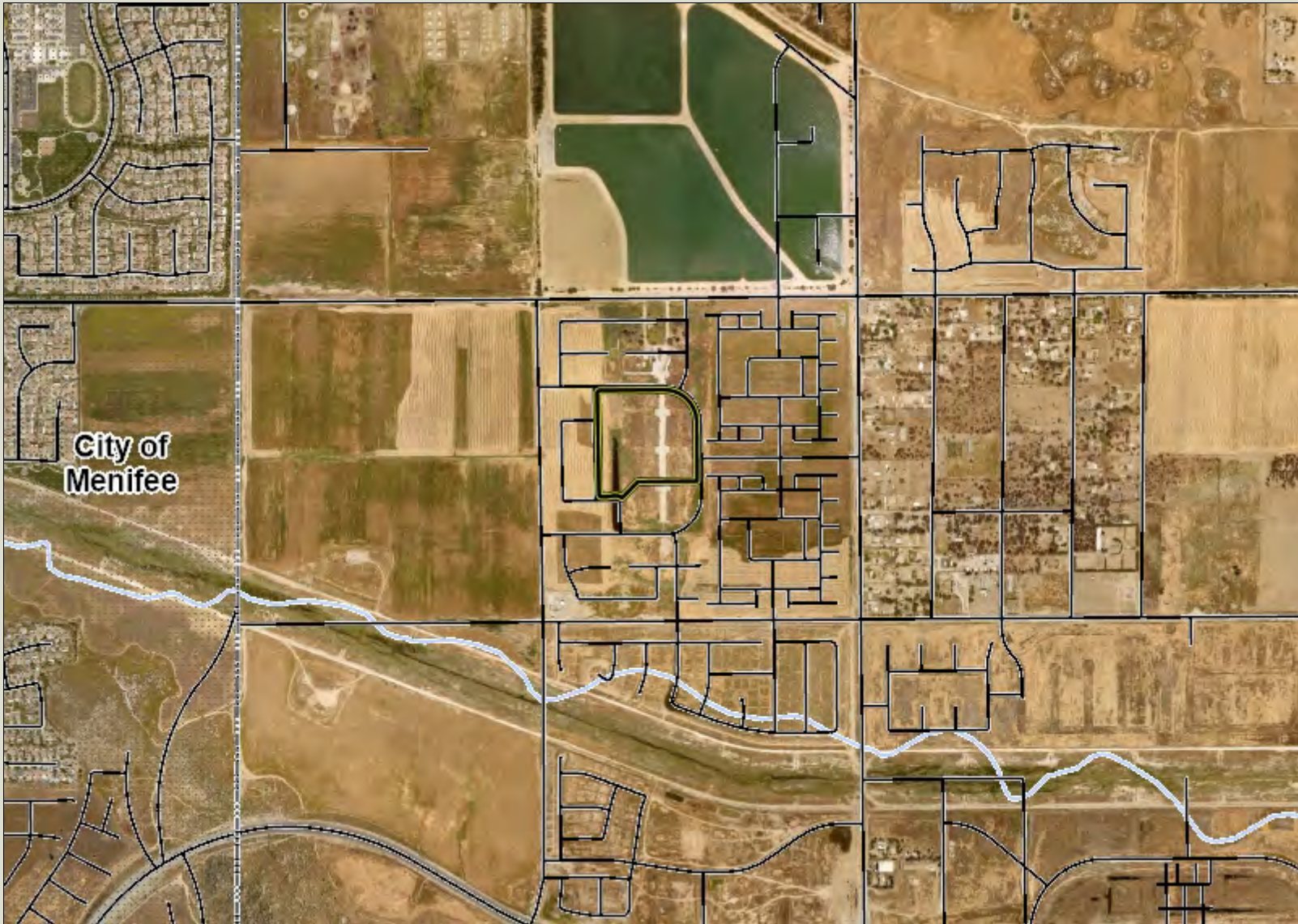
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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



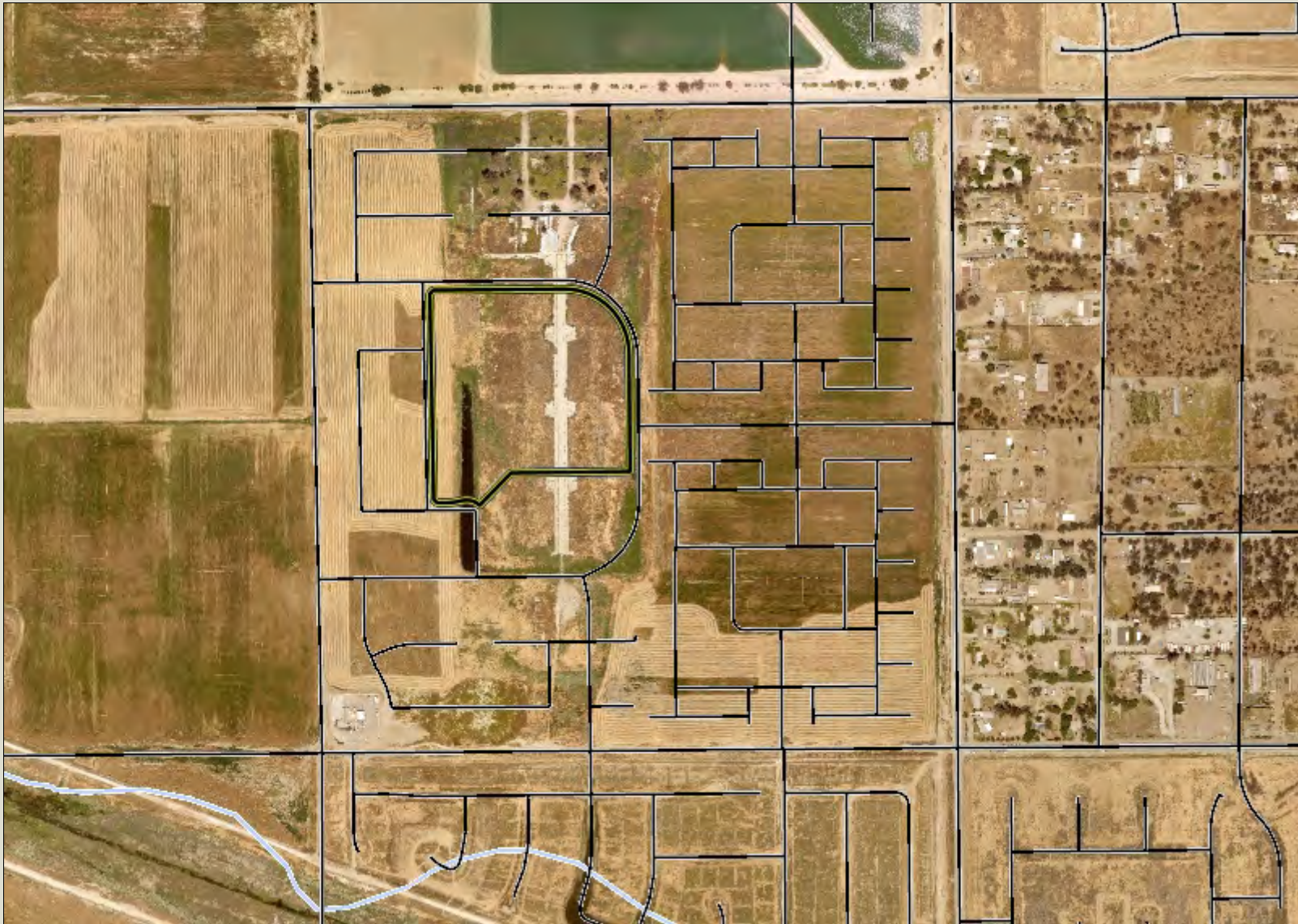
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## Notes





# Map My County Map



## Legend

-  County Boundary
-  City Boundaries
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 770 1,539 Feet

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## Notes



# Map My County Map



## Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map



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## Notes

# WINCHESTER HILLS

## Specific Plan No. 293, Amendment No. 5

Substantial Conformance No. 9

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**FIFTH DRAFT SCREENCHECK**

**CLEAN Version**

**February 2024**



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## SUMMARY OF CHANGES

Substantial Conformance No. 9 to the WINCHESTER HILLS Specific Plan No. 293 (SP293-A5-SC9) proposes to re-allocate 42 excess residential units from Planning Areas (PA) 7, 8a, 8b, 9b, 27, 35, and 45b (owned by the Applicant) to PA 12 designated as School (Public Facility)/Medium Density Residential. The 42 excess units include 35 excess residential units from the approved 885 Medium Density Residential (MDR) units within PAs 7, 27, 35, and 45b, and seven (7) excess units from the approved 313 Medium-High Density Residential (MHDR) units within PAs 8a, 8b, and 9b.

SP293-A5-SC9 accommodates the 42 excess units into PA 12, which proposes to increase the number of units within PA 12 by 42 units, from 35 units to 77 units with a density of 4.7 du/ac on 16.4 acres, while reducing the dwelling unit counts of PAs 7, 8a, 8b, 9b, 27, 35, and 45b to be consistent with the recorded maps established in those Planning Areas.

It is important to note that the reallocation of units proposed by Substantial Conformance No. 9 would not exceed the maximum units permitted for each Planning Area by the approved Land Use Designation, would not exceed the approved total target number of units (980) for Planning Areas 7, 8a, 8b, 9b, 27, 35, and 45b, and would not increase the total number of approved dwelling units (5,354) within the Specific Plan. No modifications to the configuration, total acreage, Land Use Designation, Zoning, or total unit count, are proposed by SP293-A5-SC9.

Furthermore, the approved Specific Plan identified PA 12 as a potential school site, however, the Romoland and Perris Union High School District has elected not to utilize the site, and therefore, PA 12 may be developed with residential units.

A detailed summary of each proposed modification within SP293-A5-SC9 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-SC9 would transfer 42 excess residential units from Planning Areas 7, 8b, 27, 35, and 45b, to Planning Area 12, as provided on Table i-1, *Substantial Conformance No. 9 - Summary of Changes*, and as follows:

- a. Planning Area 12 (School/MDR 2-5 du/ac): Increase the acreage by 2.0 acres, from 14.4 acres to 16.4 acres, to reflect the gross acreage of TR31100 within adjacent Planning Area 7; and, increase of 42 units, from 35 units to 77 units, which increases the density from 2.4 du/ac to 5.0 du/ac.
- b. Planning Area 7 (MDR 2-5 du/ac): Decrease the acreage by 2.0 acres, from 58.1 acres to 56.1 acres, to reflect the gross acreage of TR31100; and, transfer of 22 excess units from the approved 243 units, to reflect the recorded 221 units, which decreases the density from 4.2 du/ac to 3.9 du/ac.
- c. Planning Area 8a (MHDR 5-8 du/ac): Transfer of three (3) excess units from the approved 99 units, to reflect the recorded 96 units, which decreases the density from 6.2 du/ac to 6.0 du/ac on 15.9 acres.
- d. Planning Area 8b (MHDR 5-8 du/ac): Transfer of two (2) excess units from the approved 95 units, to reflect the recorded 93 units, which decreases the density from 5.8 du/ac to 5.7 du/ac on 16.3 acres.



- e. Planning Area 9b (MHDR 5-8 du/ac): Transfer of two (2) excess units from the approved 119 units, to reflect the recorded 117 units, which decreases the density from 7.6 du/ac to 7.5 du/ac on 15.7 acres.
- f. Planning Area 27 (MDR 2-5 du/ac): Transfer of two (2) units from the approved 379 units, to reflect the recorded 377 units on 114.9 acres, with no change to the density of 3.3 du/ac.
- g. Planning Area 35: (MDR 2-5 du/ac): Transfer of four (4) units from the approved 127 units, to reflect the recorded 123 units, which decreases the density from 4.6 du/ac to 4.5 du/ac on 27.5 acres.
- h. Planning Area 45b (MDR 2-5 du/ac): Transfer of seven (7) units from the approved 136 units, to reflect the recorded 129 units, which decreases the density from 4.3 du/ac to 4.1 du/ac on 31.3 acres.

Additionally, SP293-A5-SC9 makes other non-substantive corrections throughout the document to accommodate the proposed substantive modifications.

Table i-1  
SUBSTANTIAL CONFORMANCE NO.9 – SUMMARY OF CHANGES

Land Use	Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 8			Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 9		
	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>	856.6	3.9	3,365	856.6	3.9	3,330 <sup>(3)</sup>
Medium High Density Residential (5-8 du/ac) <sup>(3)</sup>	69.4	6.3	435	69.4	6.3	433 <sup>(4)</sup>
High Density Residential (8-14 du/ac)	109.6	11.1	1,214	109.6	11.1	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>1,067.1</b>	<b>4.9</b>	<b>5,245<sup>(1)</sup></b>	<b>1,067.1</b>	<b>4.9</b>	<b>5,208<sup>(1)(2)</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>(2)</sup>	22.2	--	--	22.2	--	--
Public Facilities/MDR 2-5 du/ac <sup>(2)</sup>	14.4	2.4	35	14.4	5.0	72
School (PF)/MHDR 5-8 du/ac <sup>(2)</sup>	12.4	6.0	74	12.4	6.0	74
NAP	739.8	--	--	739.8	--	--
Roadways	182.8	--	--	182.8	--	--
<b>Non-Residential Subtotals</b>	<b>1,773.6</b>	<b>--</b>	<b>--</b>	<b>1,773.6</b>	<b>--</b>	<b>--</b>
<b>PROJECT TOTALS</b>	<b>2,840.7</b>	<b>--</b>	<b>5,354<sup>(1)</sup></b>	<b>2840.7</b>	<b>--</b>	<b>5,354<sup>(1)</sup></b>

(1) The maximum number of units is 5,354.

(2) Planning Areas 12 and 19 are designated as school sites, but shall be developed with residential uses. Units allocated to PA 12 (77 units) shall be designated MDR, and units allocated to Planning Area 19 (74 units) shall be designated MHDR.

(3) The total number of residential units designated Medium Density Residential (MDR 2-5 du/ac) reflects the actual recorded units for the implementing projects in Planning Areas 7 (TR 31100), 27 (TR31892), 35 (TR30809), and 45b (TR31633), which decreases the total number of MDR units by 35 units. The total number of MDR units does not increase and the total number of project units (5,354) remains unchanged.

(4) The total number of residential units designated Medium High Density Residential (MHDR 5-8 du/ac) reflects the actual recorded units for the implementing projects in Planning Areas 8a (TR 34677), 8b (TR 34677), and 9b (TR 34677) which decreases the total number of MHDR units by 7 units. The total number of MHDR units does not increase and the total number of project units (5,354) remains unchanged.

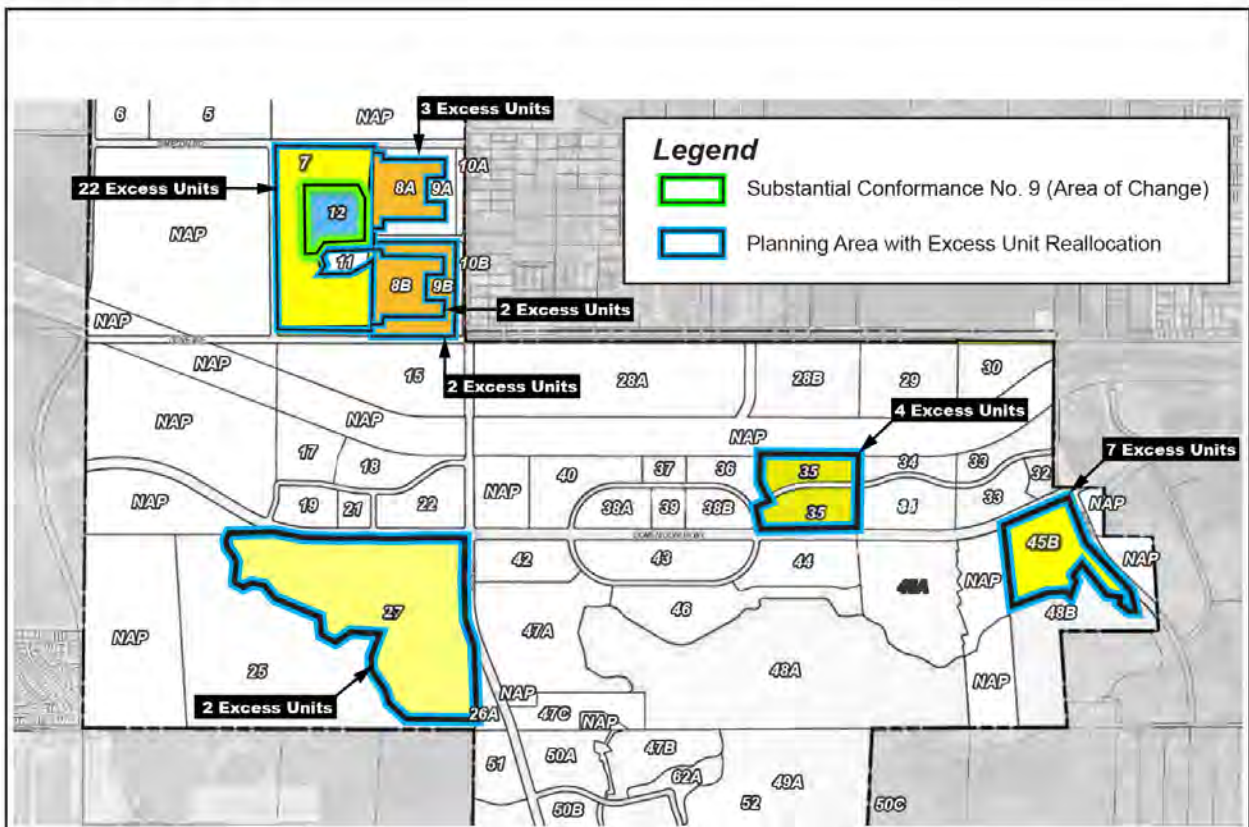
NOTE: Any development above 5,354 dwelling units will require a Supplemental Environmental Impact Report, and a modification to the Specific Plan.

Table i-2

PLANNING AREA MODIFICATIONS – STATISTICAL COMPARISON

ADOPTED Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 8					PROPOSED Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 9				
PA	LAND USE	ACRES	TARGET DU'S	DENSITY (Du/AC)	PA	LAND USE	ACRES	TARGET DU'S	DENSITY (Du/AC)
12	Public Facilities (PF)/ Medium Density Residential (2-5 du/ac)	14.4	35	2.4	12	Public Facilities (PF)/ Medium Density Residential (2-5 du/ac)	16.4	77	4.7
7	Medium Density Residential (2-5 du/ac)	58.1	243	4.2	7	Medium Density Residential (2-5 du/ac)	56.1	221	3.9
8a	Medium High Density Residential (5-8 du/ac)	15.9	99	6.2	8a	Medium High Density Residential (5-8 du/ac)	15.9	96	6.0
8b	Medium High Density Residential (5-8 du/ac)	16.3	95	5.8	8b	Medium High Density Residential (5-8 du/ac)	16.3	93	5.7
9b	Medium High Density Residential (5-8 du/ac)	15.7	119	7.6	9b	Medium High Density Residential (5-8 du/ac)	15.7	117	7.5
27	Medium Density Residential (2-5 du/ac)	114.9	379	3.3	27	Medium Density Residential (2-5 du/ac)	114.9	377	3.3
35	Medium Density Residential (2-5 du/ac)	27.5	127	4.6	35	Medium Density Residential (2-5 du/ac)	27.5	123	4.5
45b	Medium Density Residential (2-5 du/ac)	31.3	136	4.3	45b	Medium Density Residential (2-5 du/ac)	31.3	129	4.1



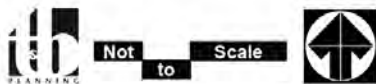


Approved Substantial Conformance No. 8					Proposed Substantial Conformance No. 9						
PA	Land Use Designation	Units	Acres	Density	PA	Land Use Designation	Units	Acres	Density		
7	Medium Density Residential (MDR 2-5 du/ac)	243	58.1	4.2	7 <sup>(1)</sup>	Medium Density Residential (MDR 2-5 du/ac)	221	56.1	3.9		
8a	Medium High Density Residential (MHDR 5-8 du/ac)	99	15.9	6.2	8a <sup>(2)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	96	15.9	6		
8b	Medium High Density Residential (MHDR 5-8 du/ac)	95	16.3	5.8	8b <sup>(3)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	93	16.3	5.7		
9b	Medium High Density Residential (MHDR 5-8 du/ac)	119	15.7	7.6	9b <sup>(4)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	117	15.7	7.5		
12	School (PF)/Medium Density Residential (MDR 2-5 du/ac)	35	14.4	2.4	12	School (PF)/Medium Density Residential (MDR 2-5 du/ac)	77	16.4	4.7		
27	Medium Density Residential (MDR 2-5 du/ac)	379	114.9	3.3	27 <sup>(5)</sup>	Medium Density Residential (MDR 2-5 du/ac)	377	114.9	3.3		
35	Medium Density Residential (MDR 2-5 du/ac)	127	27.5	4.6	35 <sup>(6)</sup>	Medium Density Residential (MDR 2-5 du/ac)	123	27.5	4.5		
45b	Medium Density Residential (MDR 2-5 du/ac)	136	31.3	4.3	45b <sup>(7)</sup>	Medium Density Residential (MDR 2-5 du/ac)	129	31.3	4.1		
		<b>Total</b>	<b>1233</b>	<b>294.1</b>	--			<b>Total</b>	<b>1233</b>	<b>294.1</b>	--

Notes:

- (1) TR31100 was recorded with 221 units within Planning Area 7, and resulted in 22 excess units, which will be reallocated into PA 12.
- (2) TR34677 was recorded with 96 units within Planning Area 8a, and resulted in 3 excess units, which will be reallocated into PA 12.
- (3) TR34677 was recorded with 93 units within Planning Area 8b, and resulted in 2 excess units, which will be reallocated into PA 12.
- (4) TR34677 was recorded with 117 units within Planning Area 9b, and resulted in 2 excess units, which will be reallocated into PA 12.
- (5) TR31892 was recorded with 377 units within Planning Area 27, and resulted in 2 excess units, which will be reallocated into PA 12.
- (6) TR30809 was recorded with 123 units within Planning Area 35, and resulted in 4 excess units, which will be reallocated into PA 12.
- (7) TR31633 was recorded with 129 units within Planning Area 45b, and resulted in 7 excess units, which will be reallocated into PA 12.

Figure i-1



## 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 nine (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 nine (9) 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.

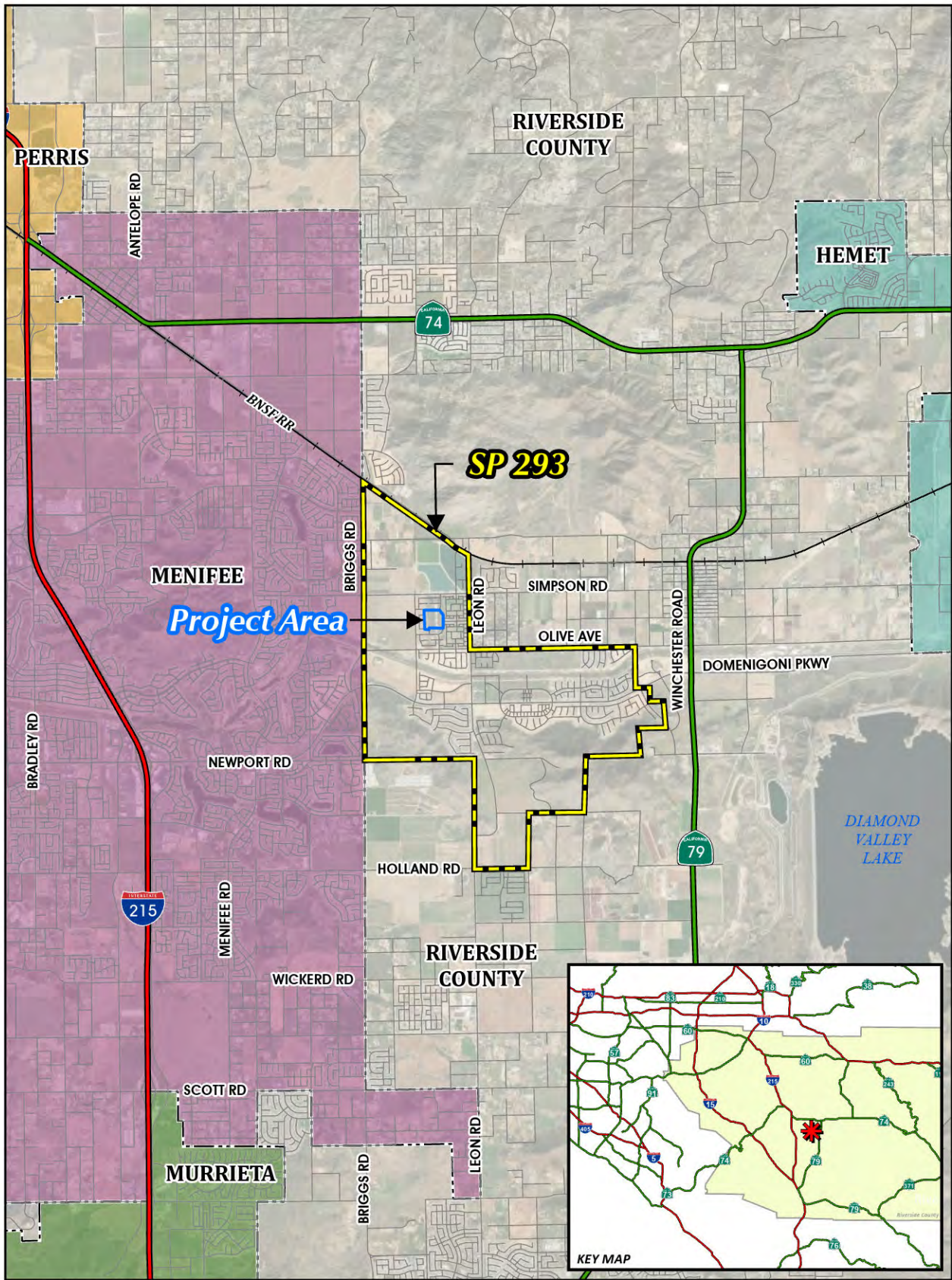
The seventh modification, Substantial Conformance No. 6, which consolidated Planning Areas 15 and 16 into one Planning Area 15 and updated the terminology of the land use designation within the Specific Plan to reflect the Riverside County General Plan, occurred in 2012. These modifications served to 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 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.

The ninth and most recent modification was approved in August 2022 via Substantial Conformance No. 8, which redistributed 27 of the approved 493 units within Planning Areas 38A, 38B, 39, and 40. 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, were proposed.

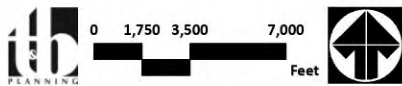
This Substantial Conformance No. 9 (SP293-A5-SC9), reallocates a total of 42 excess residential units, which include 35 excess units from the approved 885 Medium Density Residential (MDR) units within Planning Areas 7, 27, 35, and 45b, and seven (7) excess units from the approved 313 Medium-High Density Residential (MHDR) units within Planning Areas 8a, 8b, and 9b, into Planning Area 12 designated as Public Facility/Medium Density Residential. SP293-A5-SC9 increases the number of residential units in PA 12 by 42 units, from 35 units to 77 units, with a density of 4.7 du/ac on 16.4 acres, while reducing the dwelling unit counts of PAs 7, 8a, 8b, 9b, 27, 35, and 45b to be consistent with the recorded maps established in those Planning Areas. The proposed reallocation of units would not exceed the maximum units permitted for each Planning Area by the approved Land Use Designation, would not exceed the approved total target number of units (1,198) for Planning Areas 7, 8a, 8b, 9b, 27, 35, and 45b, and would not increase the total number of approved dwelling units (5,354) within the Specific Plan. No modifications to the configuration, Land Use Designation, Zoning or total unit count, are proposed by SP293-A5-SC9. A detailed discussion of the proposed modifications is included in the *Summary of Changes*.





Source(s): ESRI, RCIT (2024)

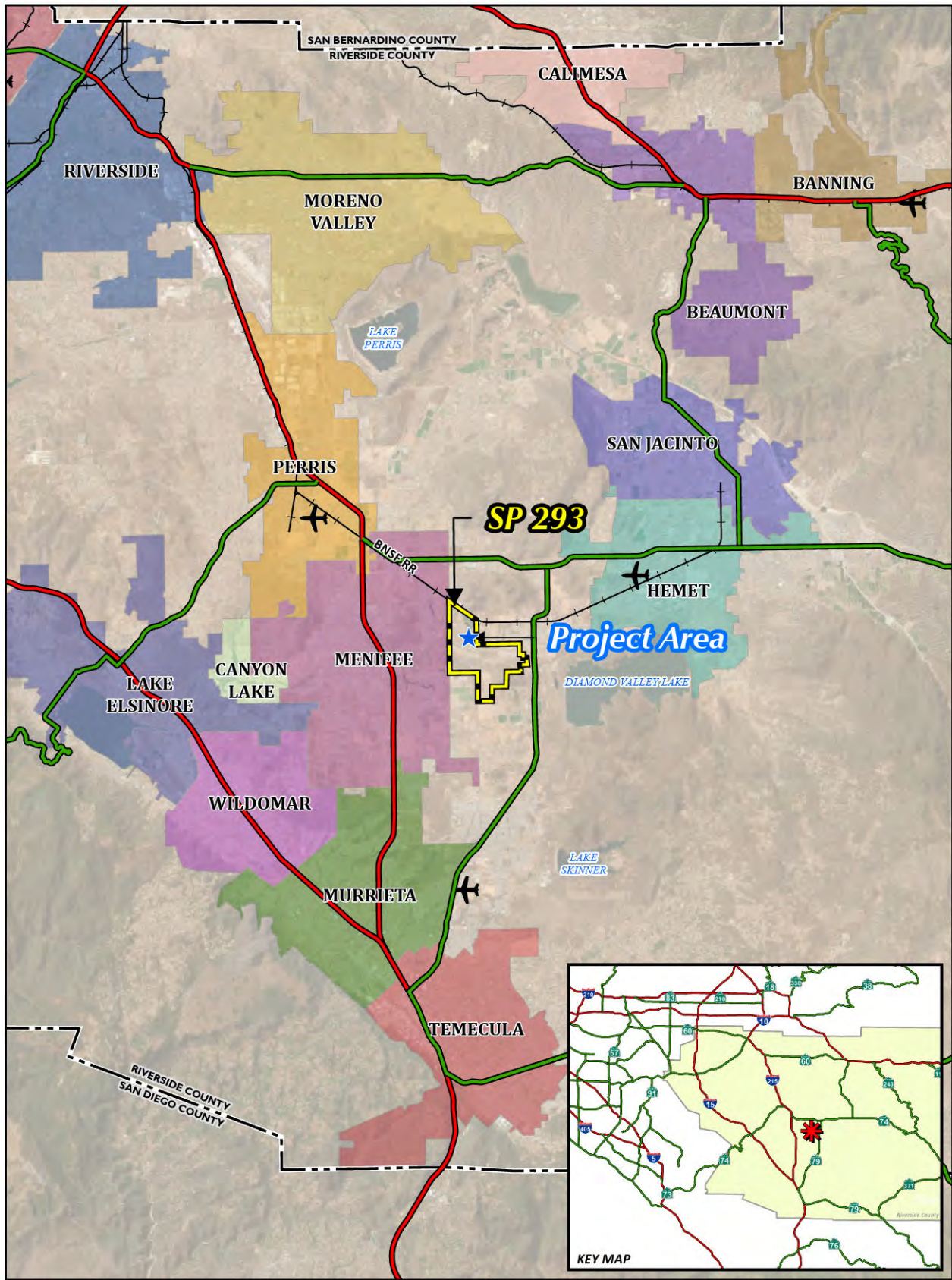
Figure I-1



Vicinity Map



WINCHESTER HILLS



Source(s): ESRI, RCIT (2024)

Figure I-2



Regional Map

## 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, two (2) elementary schools on 22.2 acres, eight parks totaling 75.8 acres, and 458 acres of open space.

The residential component of the Specific Plan Amendment provides for a maximum of 5,354 units with density of 4.9 dwelling units per acre (du/ac) on 1,093.9 acres. The approved Specific Plan identified Planning Areas 12 and 19 as potential school sites, however, the Romoland and Perris Union High School District has elected not to utilize these sites, and therefore, both Planning Areas may be developed with a total of 151 dwelling units (included as part of the maximum number of units within the WINCHESTER Hills Specific Plan). Planning Area 12 may be developed with 77 residential units designated Medium Density Residential (MDR) and Planning Area 19 may be developed with 74 residential units designated Medium-High Density Residential (MHDR). 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*.

SP293-A5-SC9 requests to reallocate 42 excess units within Planning Areas 7, 8a, 8b, 9b, 27, 35, and 45b, into Planning Area 12. Planning Area 12 will be developed with 77 units designated Medium Density Residential. SP293-A5-SC9 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 3,330 dwelling units on 856.6 acres are designated Medium Density Residential. The residential use option for Planning Area 12 provides 77 residential uses designated MDR, which increases the MDR land use by 77 units and 16.4 acres for a total of 3,407 MDR units on 873 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 433 dwelling units on 69.4 acres are designated Medium High Density Residential. Planning Area 19 provides an additional 74 residential uses designated MHDR, which increases the MHDR land use by 74 units and 12.4 acres for a total of 507 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 1,214 dwelling units on 109.6 acres are designated High Density Residential.
- ❑ **Very High Density Residential:** A target of 225 dwelling units on 15.2 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:** 75.8 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:** 458.0 acres of the Specific Plan is designated for open space land uses.
- ❑ **School:** There are two (2) school sites within the Specific Plan. In total, 22.2 acres of the Specific Plan is designated for elementary school land uses. Planning Areas 12 and 19 are designated as MDR/School and MHDR/School respectively, however, the Romoland Unified School District has elected not to utilize these two (2) sites, and therefore, may be developed with residential 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 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. 9 seeks to reallocate 42 excess units within Planning Areas 7, 8a, 8b, 9b, 27, 35, 45b, into Planning Area 12. Planning Area 12 will be developed with 77 units designated Medium Density Residential.

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**

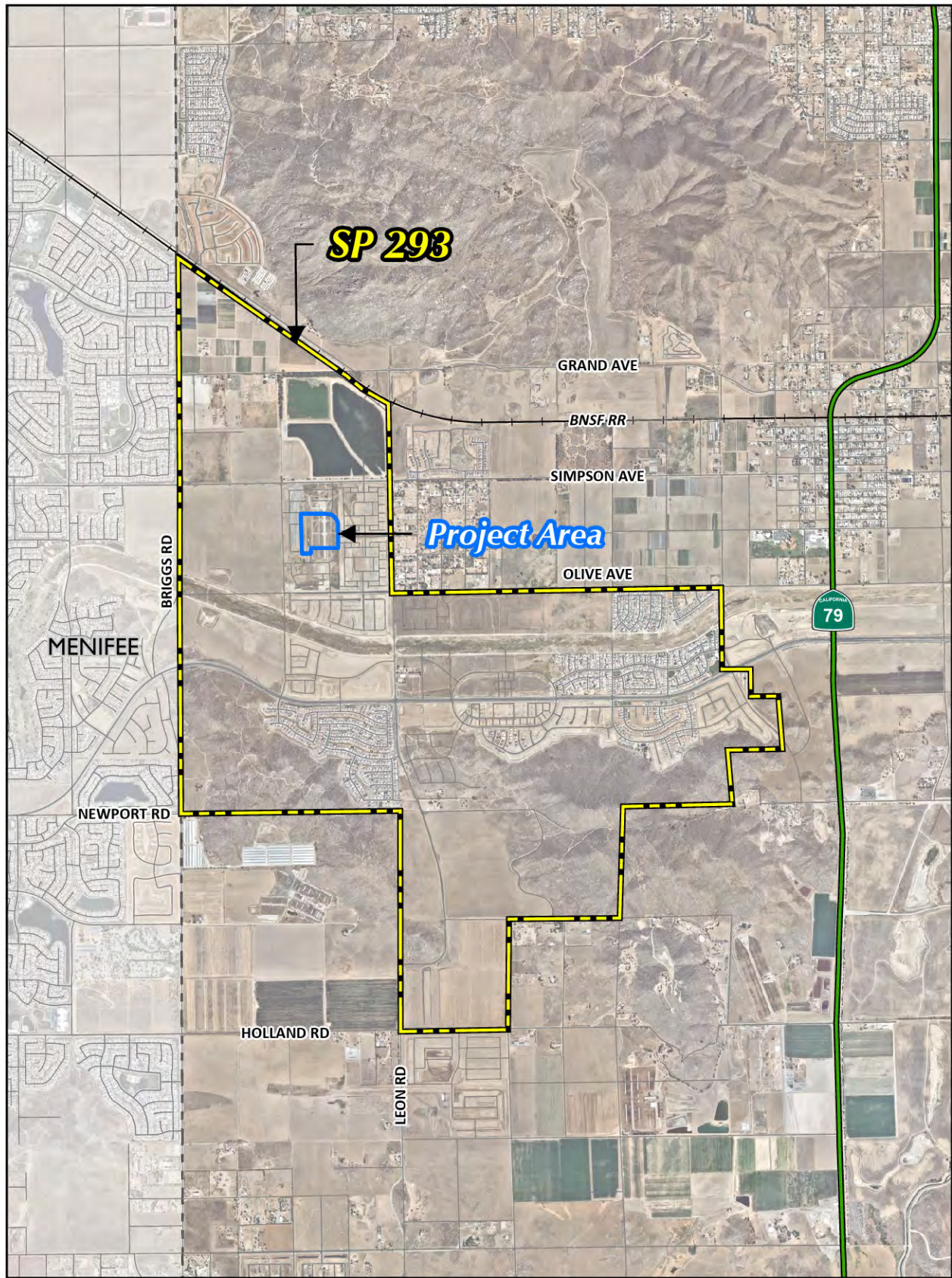
The project lies in an urbanizing area of western Riverside County, north of the City of Menifee, east of the City of Perris, and west of the City of Hemet. The Winchester community is to the east of the project and the Sun City community is to the west. The project area is primarily surrounded by undeveloped land, agricultural land uses, and residential land uses. Although a substantial portion of the land surrounding the property remains undeveloped, 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).

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 Meniffee North Specific Plan. Residents of WINCHESTER HILLS will benefit from living within close proximity to these multi-functional centers.

#### **D. EXISTING SITE CHARACTERISTICS**

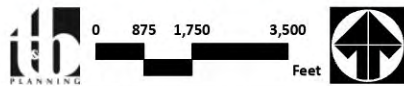
WINCHESTER RANCH includes land in various stages of development as well as vacant and agricultural land (see Figure I-3, *Aerial Photograph*). Historically, most of the property has been used for agricultural purposes such as dry farming. The site contains varied terrain consisting of a flat valley floor, 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): ESRI, Nearmap (2022), RCIT (2024)

Figure I-3



**E. PROJECT OBJECTIVES**

WINCHESTER HILLS Specific Plan No. 293, Amendment No. 5 (Substantial Conformance No. 9) 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:

- Provides land uses consistent with those provided in the Harvest Valley/Winchester Area Plan.
- Provides for a long-range comprehensive planning approach to development which cannot be accomplished on a parcel-by-parcel basis.
- 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.
- 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.
- 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.
- 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.
- Establishes a project-wide circulation system that meets regional and local transportation needs and accommodates a variety of transportation modes.
- Encourages mobility options by providing an extensive network of sidewalks and/or bicycle paths within expanded landscaped parkways adjacent to all major project roads.
- Provides a system of public and community facilities, including four elementary school sites, open space/recreation, and eight parks to support development in an efficient and timely manner as well as meet the needs of project residents and residents of surrounding communities.
- Establishes commercial centers for shopping, schools, and parks within walking distance of residential neighborhoods.
- Reinforces the community identity through articulation of design elements such as architecture, landscaping, streetscapes, walls, fencing, signage, and entry monumentation.
- Uses creative site planning concepts to provide variety and quality in community streetscenes.
- Incorporates native and drought tolerant plant materials in landscaping whenever possible to conserve water resources.

- 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. 9), under whose authority this Specific Plan 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. 9, by Planning Commission action.

**2. RIVERSIDE COUNTY PLANNING COMMISSION**

- Approval of Specific Plan No. 293, Substantial Conformance No. 9 via 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, 5,354 dwelling units (including Planning Areas 12 and 19) 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.

Planning Areas 12 and 19, which are designated Public Facilities (school sites) or Residential within the Specific Plan, were released by the Romoland and Perris Union High School District, and therefore, may be developed as residential uses. Planning Area 12 provides 77 units designated Medium Density Residential (MDR) with a density of 4.7 du/ac on 16.4 acres. Planning Area 19 provides 74 units designated Medium High Density Residential (MHDR) with a density of 6.0 du/ac on 12.4 acres.

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.

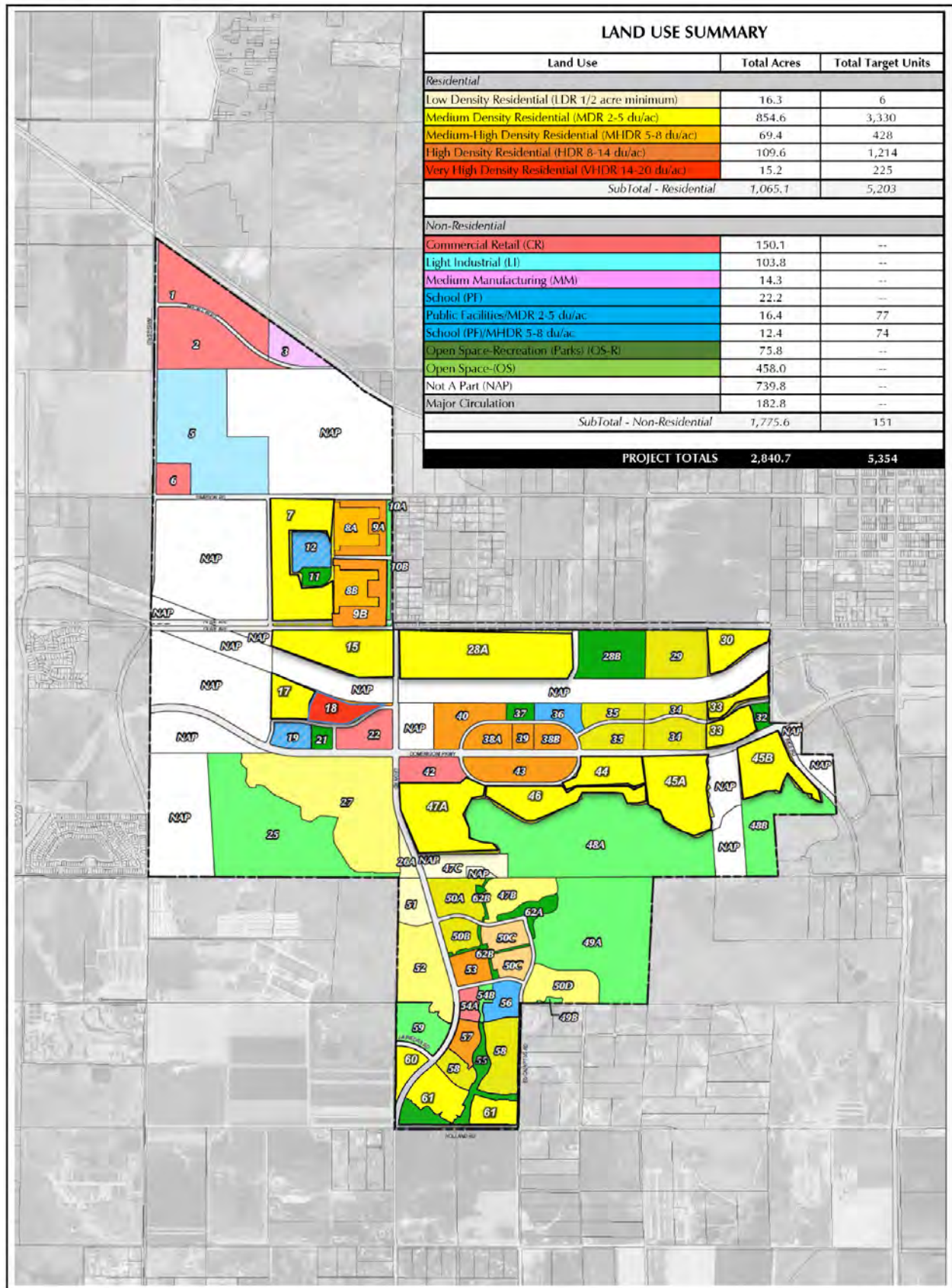
The proposed land uses within WINCHESTER HILLS are as follows:

☐ **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 1,067.1 acres of the project, containing 5,208 dwelling units. An additional 146 dwelling units on 26.8 acres are situated within Planning Area 19 (MHDR/School) and Planning Area 12 (MDR/School) planning areas. The housing mix falls within five 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 3,330 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. An additional 77 residential units (within Planning Area 12) are incorporated in the MDR designation for a total of 3,407 MDR units on 873.0 acres.
- **Medium High Density Residential (5 – 8 dwelling units per acre)** consist of 433 dwelling units on a total of 69.4 acres. These units are proposed for Planning Areas 8a, 8b, 9b, and 50c. An additional 74 residential units (within Planning Area 19) are incorporated in the MHDR designation, for a total of 507 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.

# WINCHESTER HILLS



Source(s): Pangaea Land Consultants (06-12-2009)

Figure II-1

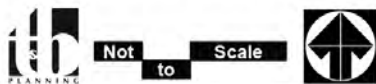




TABLE II-1 DETAILED LAND USE SUMMARY

Planning Area	Land Use Designation	Density	Acreages	Min DUs in PA	Target Units	Max DUs in PA
<b>Residential Land Uses</b>						
7 <sup>(1)</sup>	Medium Density Residential	2-5 du/ac	56.1	116	221	280
8a	Medium High Density Residential	5-8 du/ac	15.9	80	96	127
8b <sup>(2)</sup>	Medium High Density Residential	5-8 du/ac	16.3	82	93	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	117	126
12	Medium Density Residential/School	2-5 du/ac	16.4	29	77	82
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	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 <sup>(3)</sup>	Medium Density Residential	2-5 du/ac	114.9	230	377	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 <sup>(4)</sup>	Medium Density Residential	2-5 du/ac	27.5	55	123	138
38a	High Density Residential	8-14 du/ac	11.7	94	127	164
38b	High Density Residential	8-14 du/ac	10.2	82	112	143
39	High Density Residential	8-14 du/ac	5.4	43	68	76
40	High Density Residential	8-14 du/ac	22.4	179	186	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 <sup>(5)</sup>	Medium Density Residential	2-5 du/ac	31.3	63	129	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</b>	<b>--</b>	<b>5,354</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</b>	<b>--</b>	<b>5,354</b>	<b>--</b>
<b>PROJECT TOTALS <sup>1</sup></b>			<b>2,840.7</b>	<b>--</b>	<b>5,354</b>	<b>--</b>

1. TR31100 was recorded with 221 units within PA 7, and resulted in 22 excess units, which will be reallocated to PA 12.
2. TR34677 was recorded with 96 units within PA 8a, and resulted in 3 excess units, which will be reallocated into PA 12.
3. TR34677 was recorded with 93 units within PA 8b, and resulted in 2 excess units, which will be reallocated into PA 12.
4. TR34677 was recorded with 117 units within PA 9b, and resulted in 2 excess units, which will be reallocated into PA 12.
5. TR31892 was recorded with 377 units within PA 27, and resulted in 2 excess units, which will be reallocated to PA 12.
6. TR30809 was recorded with 123 units within PA 35, and resulted in 4 excess units, which will be reallocated to PA 12.
7. TR31633 was recorded with 129 units within PA 45b, and resulted in 7 excess units, which will be reallocated to PA 12.

**Commercial**

A total of 150.1 acres (Planning Areas 1, 2, 6, 22, 42, and 54a) of the WINCHESTER HILLS community is dedicated to commercial land uses. Community retail land uses shall be located in Planning Areas 1 and 2; neighborhood centers are located in Planning Areas 6, 22, and 42; and Planning Area 54a may be developed with convenience commercial land uses.

 **Manufacturing**

Both Light Industrial and Medium Manufacturing zoning is allocated in Planning Areas 5 and 3, respectively, for a total of 118.1 acres. Light Industrial and Manufacturing land uses shall occur on 103.8 acres, and Medium Manufacturing land uses shall occur on 14.3 acres.

 **Schools**

Elementary school sites occupy a total of 22.2 acres in WINCHESTER HILLS. Two elementary schools, comprising 22.2 acres, are planned in Planning Areas 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.

Two other elementary schools sites were planned in Planning Areas 12 and 19, comprising 26.8 acres; however, subsequent to Substantial Conformance No. 6, the potential school site in Planning Area 19 was approved for Medium High Density Residential with 74 units on 12.4 acres. Additionally, the Romoland School District has elected not to develop a school site in Planning Area 12, and this Planning Area will accommodate Medium Density Residential uses with 77 units on 16.4 acres.

 **Parks**

Eight parks, totaling 75.8 acres are provided in Planning Areas 11, 21, 28b, 32, 37, 55, 62a and 62b. The parks offer a variety of active and passive recreational opportunities to serve the residents of WINCHESTER HILLS. For Planning Area 11, a 5.0-acre park is proposed adjacent to the elementary school in Planning Area 12. In Planning Area 21, a 4.9 acre park is located contiguous to the elementary school in Planning Area 19 (now approved for medium high density homes). Planning Area 28b provides a 32.9 acre park adjacent to medium density homes in Planning Area 29. In Planning Area 37, a 5.0-acre park is proposed next to the elementary school in Planning Area 36. Planning Area 32 provides for a 4.4-acre park adjacent to the medium density homes in Planning Area 33. In Planning Area 62a, an 8.8 acre park is proposed adjacent to open space in Planning Area 49. Planning Area 62b is a 6.4-acre park which will provide trails within landscaped greenbelts, connecting adjacent land uses. Wider portions may contain amenities such as tot lots, playing courts, or sitting areas. Lastly, for Planning Area 55, a 20.0-acre park consisting of active and passive areas along with paseos, trails and circulation is proposed between the residential uses in Planning Areas 57, 58 and 61. Parks are discussed in detail in Section IV, *Design Guidelines*.

 **Open Space**

A total of 458.0 acres of open space is provided within WINCHESTER HILLS. In these areas, trails and other passive recreational uses may be provided. Information will be provided on these areas in detail in Section IV, *Design Guidelines*.

 **Major Roads**



WINCHESTER HILLS includes the construction of 182.8 acres of major roadways. The Riverside County Master Plan of Streets and Highways as modified by the WINCHESTER HILLS Specific Plan Amendment No. 5 will adequately serve future traffic volumes for the region. On-site traffic is conveyed by a hierarchical circulation system consisting of an urban arterial (152' R.O.W.), modified arterial (130.5' R.O.W.), major (118' R.O.W.), secondary (100' R.O.W.), collector (74' R.O.W.), enhanced local (66' R.O.W.), and local roads (56' R.O.W.). Rights-of-way will range in width from 152 feet to 56 feet.

## 2. LAND USE DEVELOPMENT STANDARDS

In order to ensure the orderly and sensitive development of the land uses proposed within WINCHESTER HILLS, mitigation measures and procedures have been created for each planning area. Specific planning area standards, discussed in detail in Section III, will assist in accommodating the proposed development and provide adequate transitions among the neighboring uses.

In addition to these planning area guidelines, project-wide development standards have also 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 5,354 dwelling units on 2,840.7 acres, as illustrated on Figure II-1, *Specific Plan Land Use Plan*. General permitted uses will include residential, commercial, manufacturing, 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-13). 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 maximum units specified in any one planning area, as long as the residential density range has not been exceeded. In no case shall the total number of dwelling units within WINCHESTER HILLS exceed 5,354.

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 5,354 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 ten 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. Uses and development standards will be in accordance with Riverside County Ordinance No. 348 and the WINCHESTER HILLS Specific Plan Amendment No. 5 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.
3. 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.
4. All project lighting shall be in accordance with applicable Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.
5. 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.
6. Except for the Specific Plan Zone Ordinance adopted concurrently with 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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).
13. 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.
14. 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.
15. 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.
16. Dedication of park land acreage within the Specific Plan will be based on the thresholds negotiated



- between the County of Riverside, Valley-Wide Recreation & Park District, and a majority of the property owners within the Specific Plan. Thresholds for parks have been established for seven (7) Planning Area Groups (PAGs) that will satisfy both County and State requirements for park land at a ratio of 4.65 acres per 1,000 residents. Details of the thresholds are described in Section II. C. 3. Conditions of Approval and Permit Thresholds.
17. 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.
  18. 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.
  19. 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.
  20. Development within the project shall conform to Title 24, Chapter 2-71, of the California Administrative Code to ensure accessibility to individuals with disabilities.
  21. 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.
  22. 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.
  23. 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.
  24. 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 gpm shall be for three (3) hours duration.

25. All buildings shall be constructed with fire-retardant roofing material, as described in Section 1503 of the Uniform Building Code.
26. Flag lots shall not be permitted within WINCHESTER HILLS unless approved by the Planning Director and the Fire Department.
27. 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, making sure 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, and Rice Road. An efficient on-site roadway network has been designed to accommodate circulation through the project area. Primary north-south circulation through WINCHESTER HILLS is provided by Leon Road. Primary east-west circulation is provided by McCall Boulevard, Olive Avenue, Domenigoni Parkway/Patton Avenue, and Simpson Road.

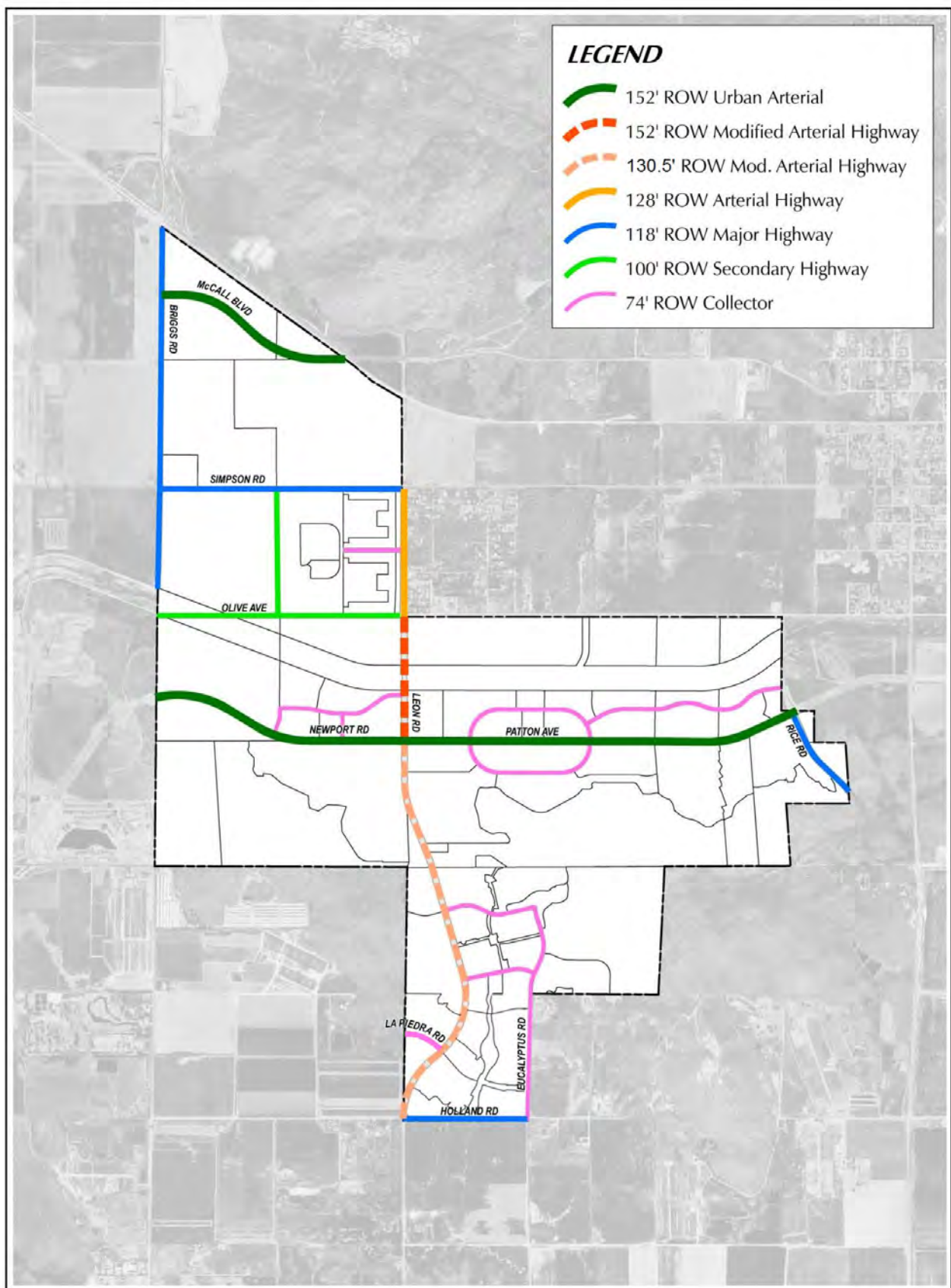
The main objective of the Circulation Plan is to provide direct and convenient access to individual residential neighborhoods, commercial sites, manufacturing sites, schools, and parks through a safe and efficient network of roadways. A hierarchical system of roadway classifications has been established within the Circulation Plan in accordance with the RCIP Circulation Element. Roadway classifications consist of: expressway corridor, 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 RCIP 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. 5 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.

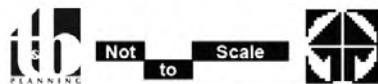


WINCHESTER HILLS

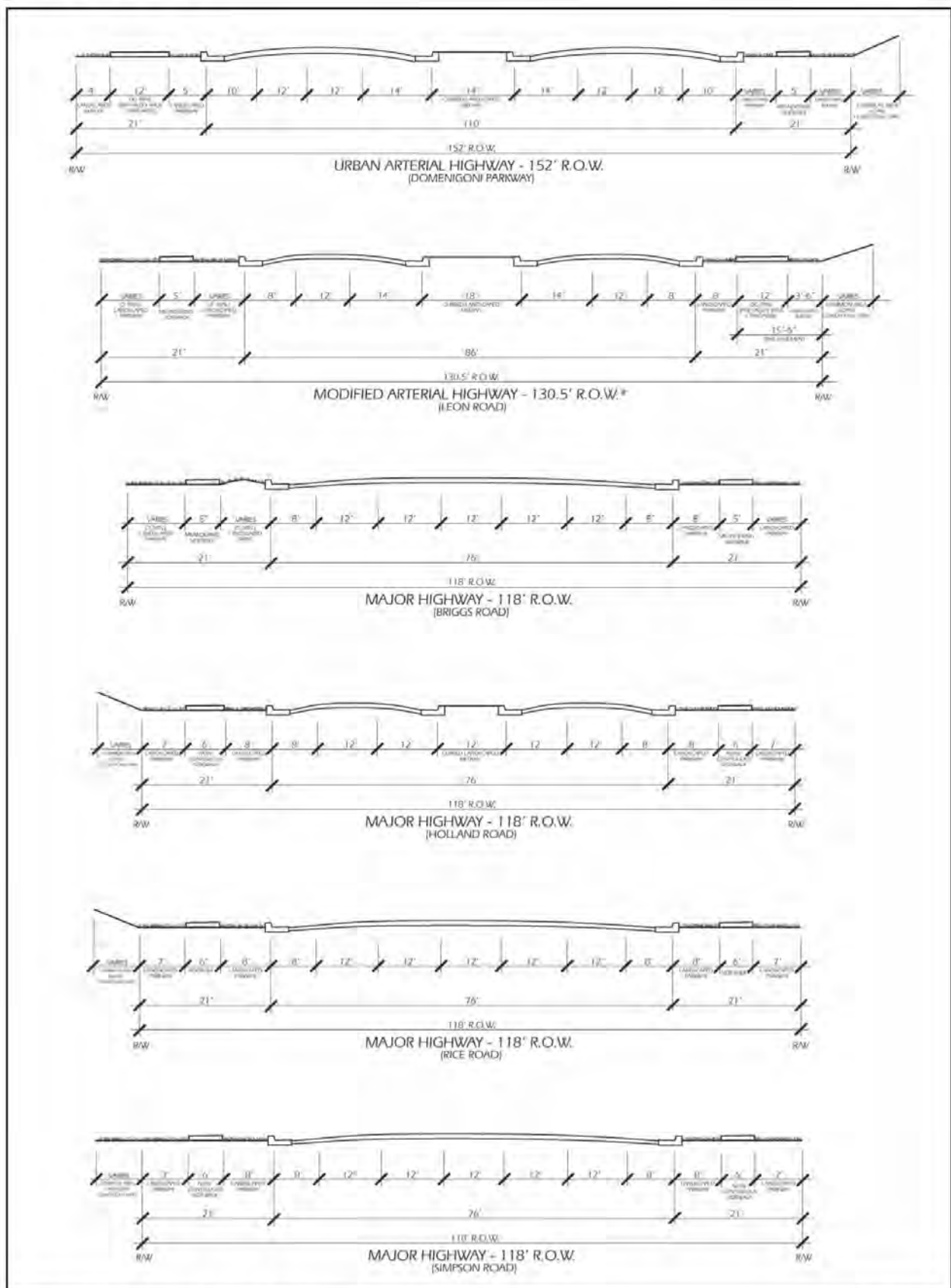


Source(s): Pangaea Land Consultants (10-20-2015)

Figure II-2

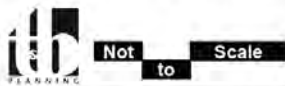


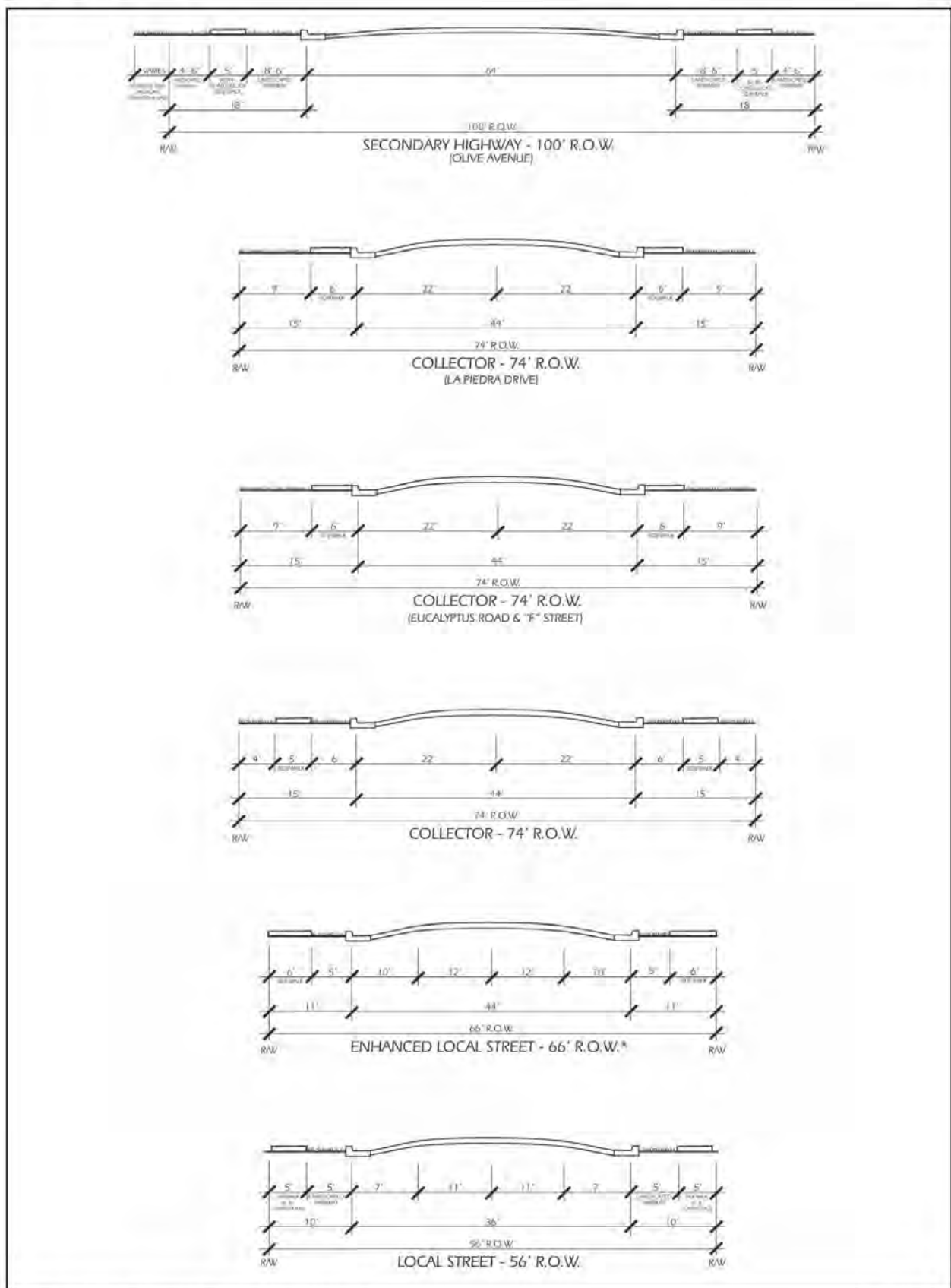
WINCHESTER HILLS



Source(s): Van Dyke LLP, Webb & Associates (Leon Road) (10-20-2015)

Figure II-3





Source(s): Van Dyke LLP, Webb & Associates (74' & 66' ROW) (10-20-2015)

Figure II-4

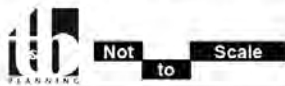




TABLE II-2 PROPOSED CHANGES TO COUNTY GENERAL PLAN ROADWAYS

ROADWAY NAME	GENERAL PLAN CIRCULATION ELEMENT CLASSIFICATION	WINCHESTER HILLS SPECIFIC PLAN NO. 293 AMENDMENT NO. 5 PROPOSED CLASSIFICATION
Leon Road (from Holland Road to Simpson Road)	Arterial Highway - 128' ROW	Modified Arterial Highway – 130.5' ROW

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
- Rice Road – construct from Olive Avenue south to realigned Domenigoni Parkway
- 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

**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. Arterial Highway (128-foot R.O.W.)
  - d. Major Highway (118-foot R.O.W.)
  - e. Secondary Highway (100-foot R.O.W.)
  - f. Collector (74-foot R.O.W.)
  - g. Enhanced Local (66-foot R.O.W.)
  - h. Local (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 461.11 from the four-lane roadway to the nearest intersection.
4. All typical sections shall be per Ordinance 461.11, or as approved by the Transportation Department.
5. All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461.11, 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, *Roadway Cross Sections*.
13. All bike trails developed as part of this Specific Plan should be designated as Class II bikeways, located within roadway 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 smaller 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 461.11 as a requirement of the implementing subdivisions for the Specific Plan, subject to approval by the Director of Transportation.
20. The project proponent shall be in accordance with the County of Riverside Development Impact Fee Program, set forth by Ordinance No. 659.
21. The project shall comply with the conditions and requirements set forth by the County Transportation Department.
22. Traffic impact study reports and VMT analysis 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.
27. Sight distance shall be reviewed in compliance with Standard No. 821, Ordinance No. 461.11, and by the Riverside County Transportation Department in conjunction with the preparation of grading, landscaping, and street improvement plans. This review shall ensure that setbacks allow for clear unobstructed sight distances at intersections.



## C. OPEN SPACE AND PARKS PLAN

### 1. DESCRIPTION

An important element of the WINCHESTER HILLS Specific Plan Amendment is the Open Space and Parks Plan. The plan provides a variety of recreational opportunities which all residents of the Winchester Hills community may enjoy. The project proposes areas for active and passive recreational opportunities, including 458.0 acres of open space, eight parks totaling 75.8 acres, detention areas, landscaped greenbelts, paseos and open space. In all, 533.8 acres of the community have been set aside for open space and park uses. The parks are included in Table II-3, Project Phasing Plan located under Section G. Project Phasing.

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

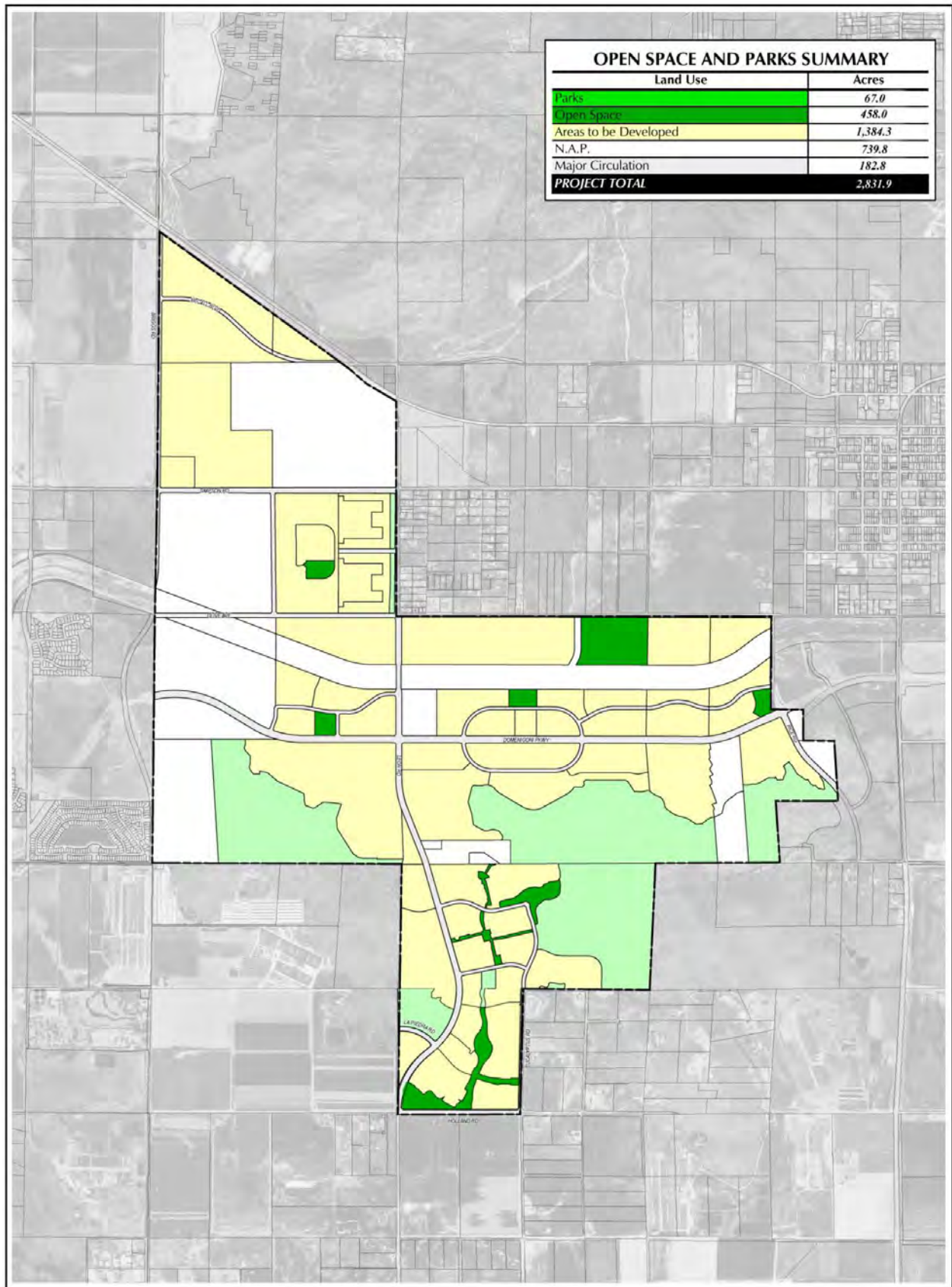
Eight parks totaling 75.8 acres are planned for Planning Areas 11, 21, 28b, 32, 37, 55, 62a, and 62b. The parks will offer a variety of active and passive recreational opportunities. A variety of park types and uses are planned so as to accommodate project residents and surrounding communities. These consist of a sports park in Planning Area 28b, a community park in Planning Area 62a, and neighborhood parks in Planning Areas 11, 21, 32, 37, 55 and 62b. Exact 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 should include 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 (sports park only)
- Shade tree plantings and rolling turf areas

Preliminary designs have been prepared for each park based on Valley-wide Recreation and Park District criteria and input. Specific specialty sports provided for in the sports park in 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. All the parks are discussed in further detail in Section IV, *Design Guidelines*.

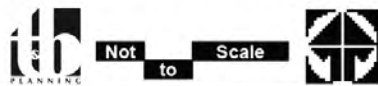
Parks may also be provided within planning areas designated for residential land uses. These parks will be evaluated on an individual basis by Riverside County, Valley-wide Recreation and Park District, CSA, CSD, or any other necessary public entity and the conditions of approval will be determined at the time that the implementing development applications are submitted to the County.

# WINCHESTER HILLS



Source(s): Pangaea Land Consultants (11-19-2015)

Figure II-5



The Specific Plan has been through many changes, each altering the park requirements creating trigger points that were complicated and often contradictory. In an attempt to address this concern, the Valley-Wide lead a series of meetings between property owners, the District, and the County to find an equitable, logical, and enforceable way to assure parks are constructed. An accord was reached through negotiations between the County of Riverside, Valley-Wide, and a majority of the Specific Plan property owners.

SP 293 has been revised a number of times; the area that it covers has had a number of property owners and several tentative tract maps have been approved under SP293 with different, and sometimes conflicting, park conditions. Ultimately, implementation of the park conditions is overseen by Valley-Wide. Valley-Wide is the responsible agency for parks in the SP293 area and has expertise in the design and maintenance of parks and recreation facilities.

For these reasons, to clear any park condition of approval on any of the tentative tract maps approved under SP293, the County will now require a clearance letter from Valley-Wide indicating that the intent of the condition has been met. Valley-Wide determines how the park conditions for SP293 and the implementing maps are best carried out and if those conditions have been satisfied. To be accepted by the County, a clearance letter from Valley-Wide should indicate how the specific plan and implementing map conditions have met the satisfaction of Valley-Wide. Clarifying Valley-Wide's authority in this matter should help avoid confusion and miscommunication regarding park conditions on SP293 projects going forward.

The Specific Plan serves as a basis for all tracts within SP 293 to satisfy the SP Park Requirements, provides general park designs for the proposed parks regardless of previous conceptual plans, and serves as the initial step for preparing a Quimby Agreement for the 32.9 acre sports park in PA 28b and all of the smaller SP 293 parks located in Planning Areas 11, 21, 32, 37, 55, 62a, and 62b.

The dedication of park acreage within the Specific Plan will be based on the thresholds established for seven (7) Planning Area Groups (PAGs). All park dedication and construction will satisfy both County and State requirements for park land at a ratio of 4.65 acres per 1,000 residents.

Valley-Wide will provide the applicant with a clearance letter. The applicant will provide said letter to the County of Riverside for the issuance of Building Permits for any Planning Area as referenced in the conditions of approval for Planning Area Park Obligations within their PAG. In order to pull their individual Building Permits, the Planning Area must demonstrate they have satisfied their park obligation to the satisfaction of Valley-Wide Recreation and Park District.

#### **Open Space**

A total of 458.0 acres is proposed as open space within WINCHESTER HILLS. Open space areas are classified as natural open space, open space/meadows, greenbelts, and roadway paseos. Open space is planned for Planning Areas 10a, 10b, 25, 48a, 48b, 49a, 49b, 54b, and 59. Planning Areas 10a and 10b both consist of a 2.8-acre narrow strip of land on 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 project site to preserve the steep terrain in this area. In Planning Areas 48a, 49a, and 49b, open space is proposed to preserve the steep terrain of the area consisting of 153.1, 118.6 and 1.2 acres, respectively. Within Planning Area 48b, 39.9 acres of open space is planned along the eastern boundary of WINCHESTER HILLS. Planning Area 59 provides for 20.2 acres of open space along the western boundary of the community in the southern portion of the Project site. Finally, Planning Area 54B provides for 2.6 acres of open space separating commercial and school uses. Open space areas may remain in a natural state to preserve the natural aesthetic resources



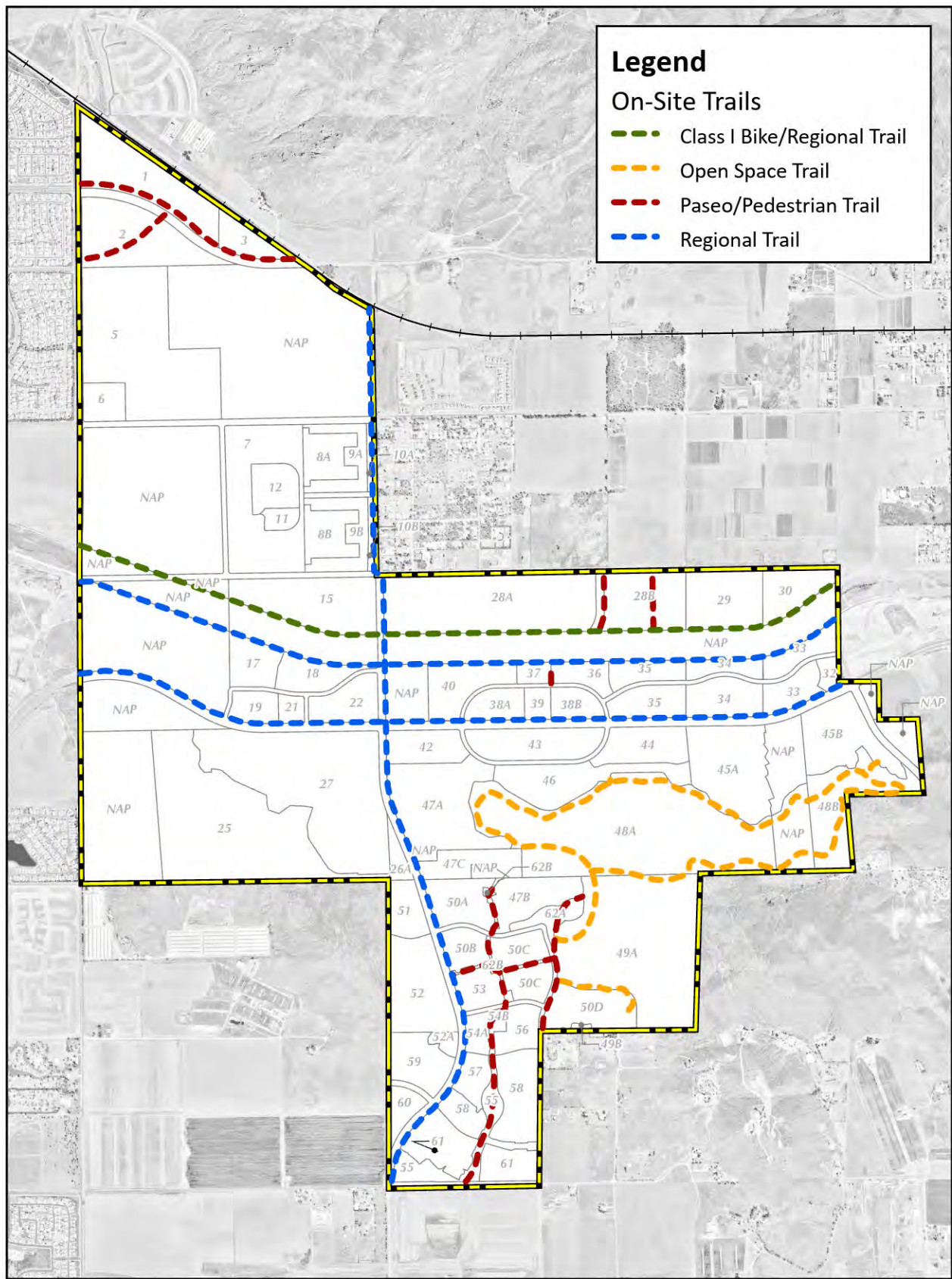
of the community, or be developed with passive recreational uses such as trails and paseos. Trails and paseos are graphically depicted in Figure II-6, *Non-Vehicular Circulation Plan*. All open space areas are discussed further in Section IV, Design Guidelines.

## **2. DEVELOPMENT STANDARDS**

1. All property within the WINCHESTER HILLS Specific Plan area is located within County Service Area (CSA) 146 and 152; however, the property may be annexed into the Valley-wide Recreation and Park District.
2. 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 'the Valley-wide Recreation and Park District.
3. All parks within WINCHESTER HILLS shall be developed by the Master Developer or a merchant builder.
4. 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.
5. All recreational facilities will provide parking in accordance with Riverside County and Valley-wide Recreation and Park District standards.
6. 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.
7. A Quimby Agreement is required for all projects within SP293.
8. Development applications which incorporate common areas shall be reviewed with conceptual design plans for the common area. Such plans shall specify the location and extent of landscaping, structures, and circulation (vehicular or pedestrian), and shall indicate areas that will be irrigated.

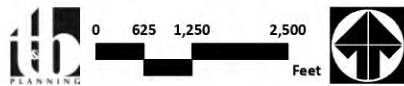
## **3. Permit Thresholds**

1. Parks within the Specific Plan shall be constructed according to the Conditions of Approval and associated permit thresholds.



Source(s): ESRI, Nemap Imagery (2022), RCIT (2024)

Figure II-6



## 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

Line A, which follows Adams Street with 1,591 cfs as shown in Figure II-7, *Master Drainage Plan*, 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 Storm Drain facilities will be constructed between Briggs Road and Leon Road, north of Simpson Road and south of Case Road. Line A and these additional Storm Drain facilities may be privately funded, or they may be funded with a CFD. 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.

Storm drains are proposed in the northwestern portion of the project site in Briggs Road and are aligned between Planning Areas 1 and 2, conveying storm water flows south towards Simpson Road and the Salt Creek Drainage 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 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 (larger than 36" diameter) and flood control facilities provided they meet District design, construction and maintenance standards. Drainage facilities (36" in diameter or smaller) within public streets and common open space will be maintained either by Riverside County Transportation Department or a Homeowners Association, subject to the proper agreements, subject to proper agreements. 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 facilities that are not maintained by public agencies.

## **Drainage Plan Alternatives**

### **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 open channel or reinforced concrete box (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. A proposed outlet conveyance system (open channel, pipe, or reinforced concrete box) 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**

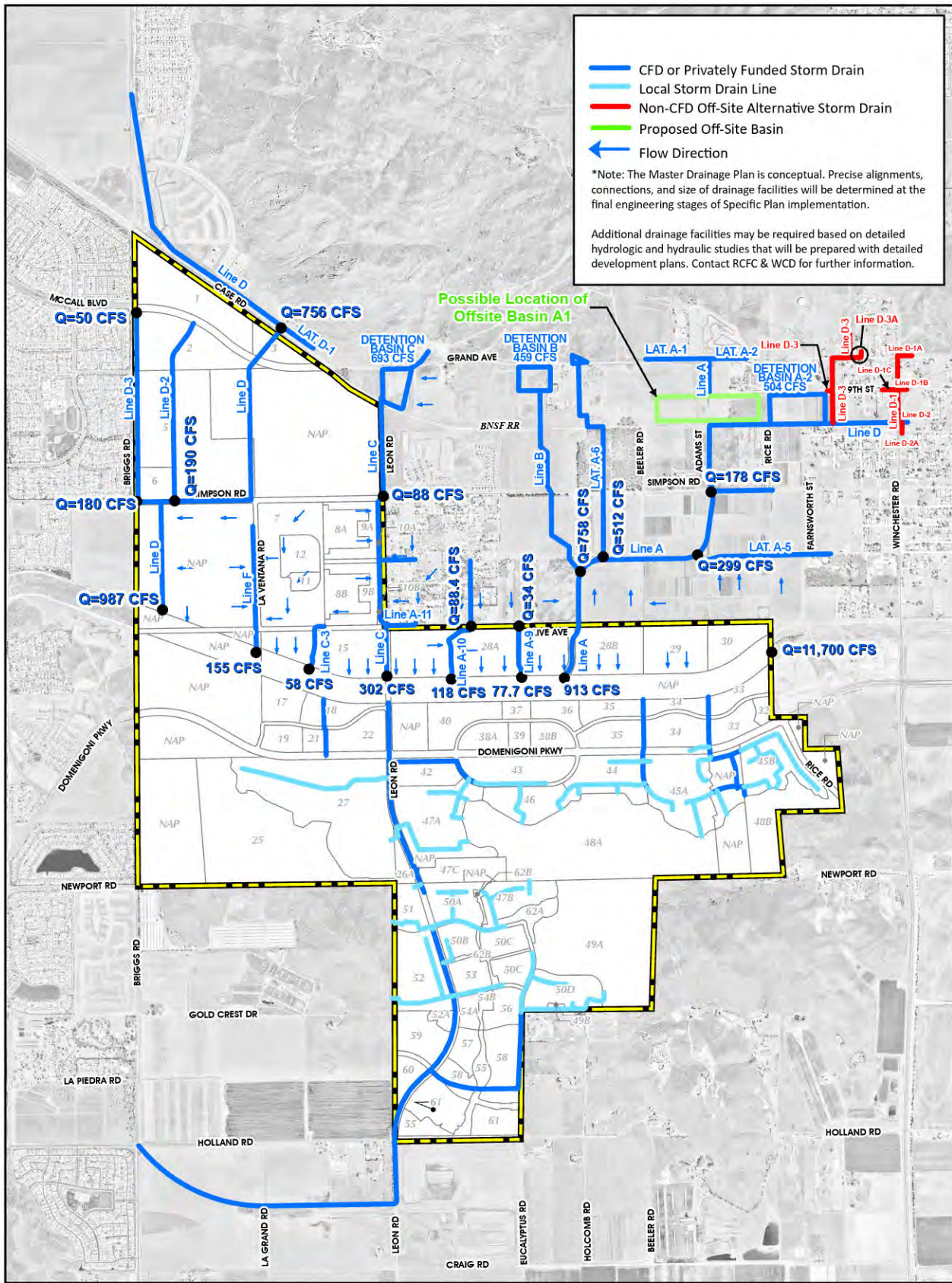
The Winchester Hills Specific Plan is subject to comply with the Santa Ana Watershed Protection Program, and a Water Quality Management Plan (WQMP) will need to be completed with each implementing project. Early planning to implement requirements for a WQMP is critical and is recommended during conceptual 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.

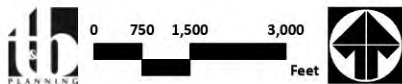
### **3. DEVELOPMENT STANDARDS**

1. All storm drain facilities will be designed in accordance with Riverside County Flood Control and Water Conservation 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. Fess 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 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.

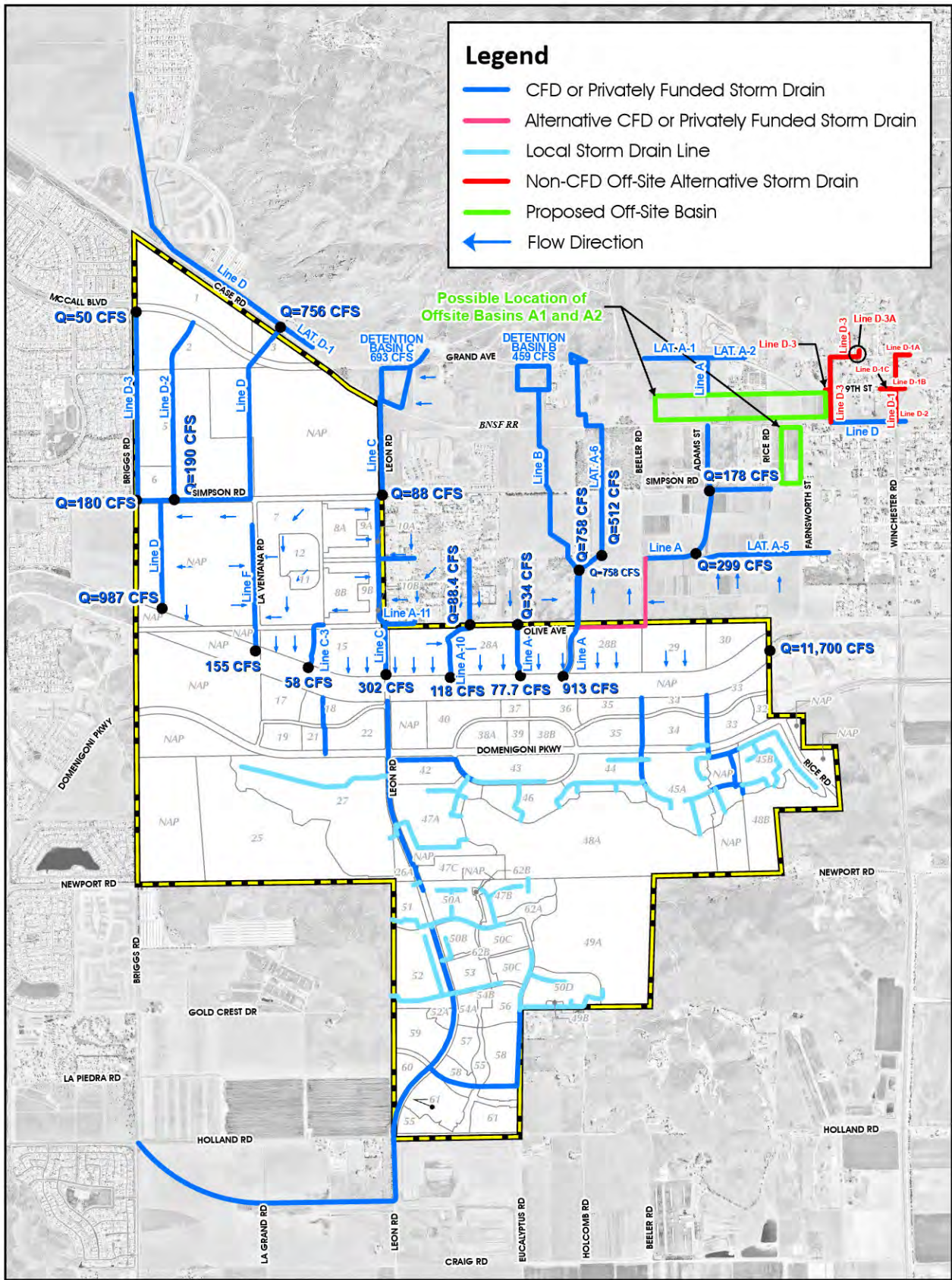


Source(s): ESRI, NearMap Imagery (2022), RCIT (2024)

Figure II-7

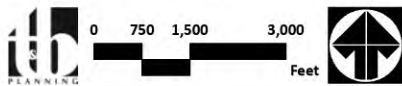






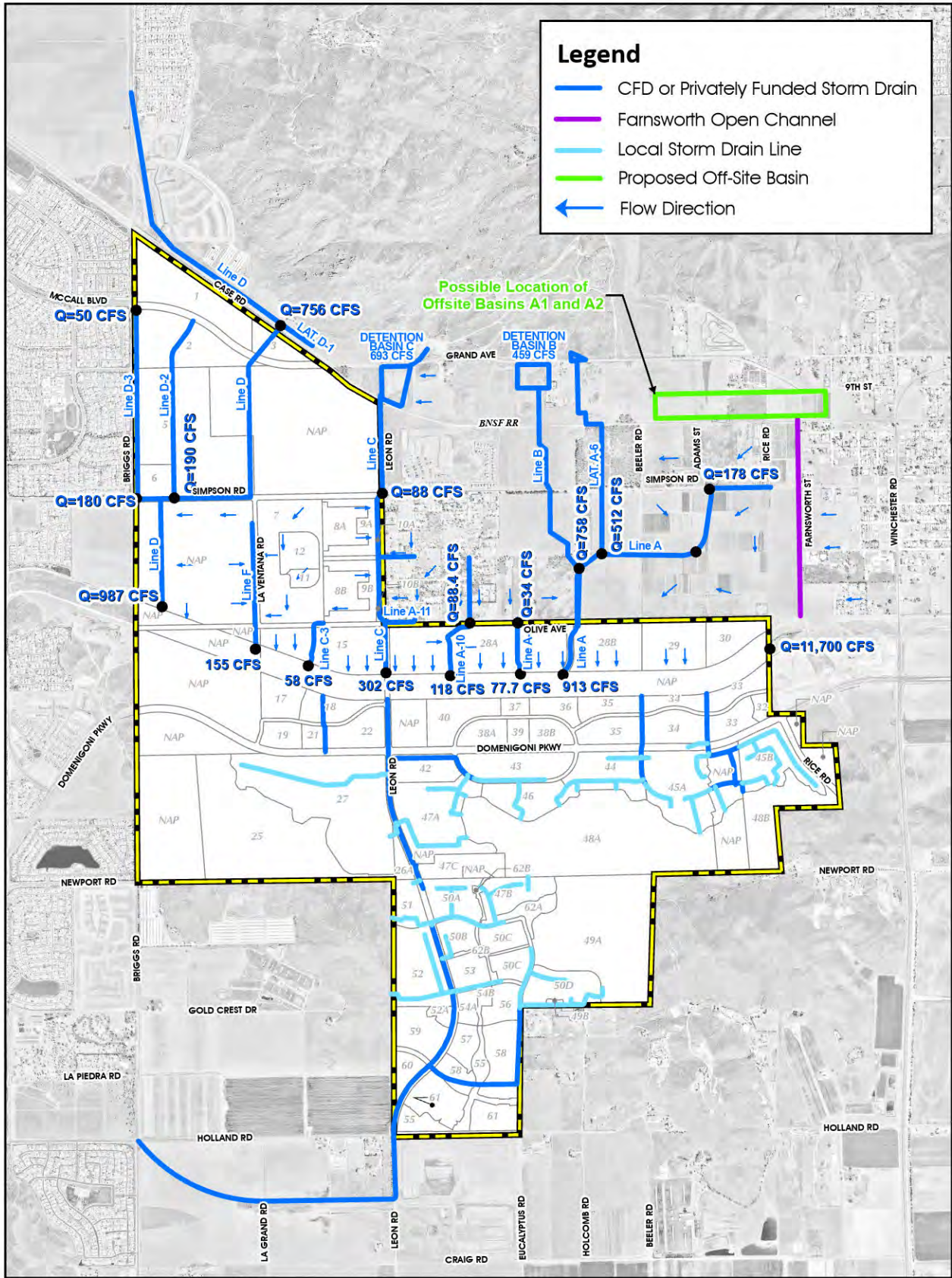
Source(s): ESRI, Nearmap Imagery (2022), RCIT (2024)

Figure II-7A



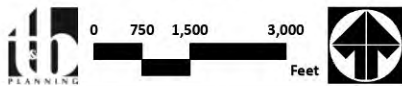
Master Drainage Plan (Alternative A)





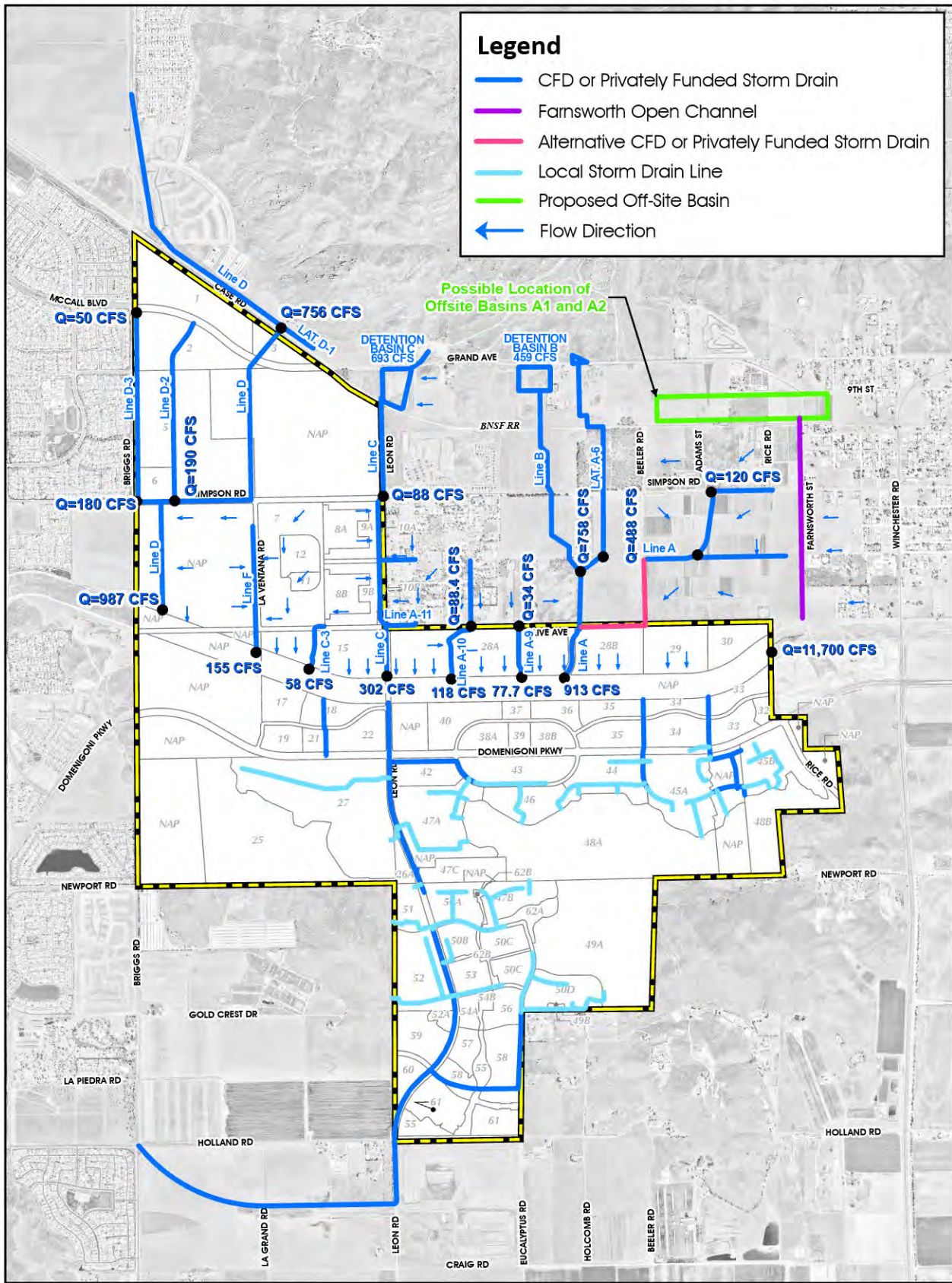
Source(s): ESRI, Nearmap Imagery (2022), RCIT (2024)

Figure II-7B



Master Drainage Plan (Alternative B)



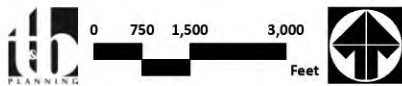


**Legend**

- CFD or Privately Funded Storm Drain
- Farnsworth Open Channel
- Alternative CFD or Privately Funded Storm Drain
- Local Storm Drain Line
- Proposed Off-Site Basin
- ↔ Flow Direction

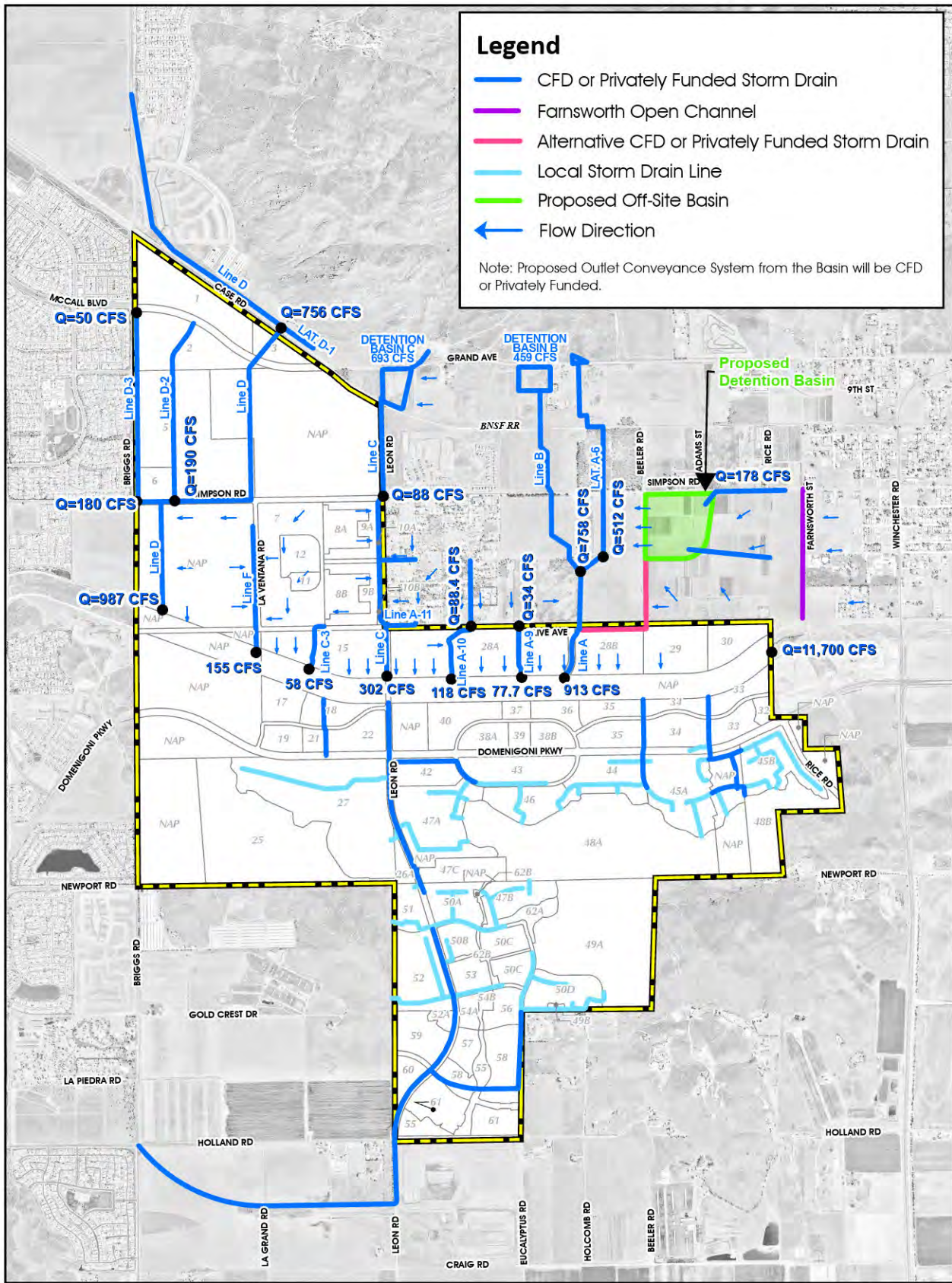
Source(s): ESRI, Nearmap Imagery (2022), RCIT (2024)

Figure II-7C



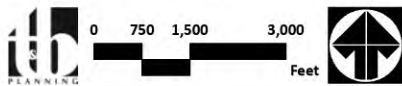
Master Drainage Plan (Alternative C)





Source(s): ESRI, Nearmap Imagery (2022), RCIT (2024)

Figure II-7D



Master Drainage Plan (Alternative D)

**E. WATER AND SEWER PLAN**

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 Project 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 Leon Road from Patton Road to Grand Avenue north of the Project; a 12" line in Briggs Road north of Simpson Road; a 12" line in the right-of-way of La Ventana Road between Simpson Road and Grand Avenue, and a 24" line in the right-of-way of Simpson Road between Briggs Road and Rice Road, where the line becomes a 36" line. Area residents are currently served by the Menifee reservoir (#77) and the Cawston Reservoir (#79).

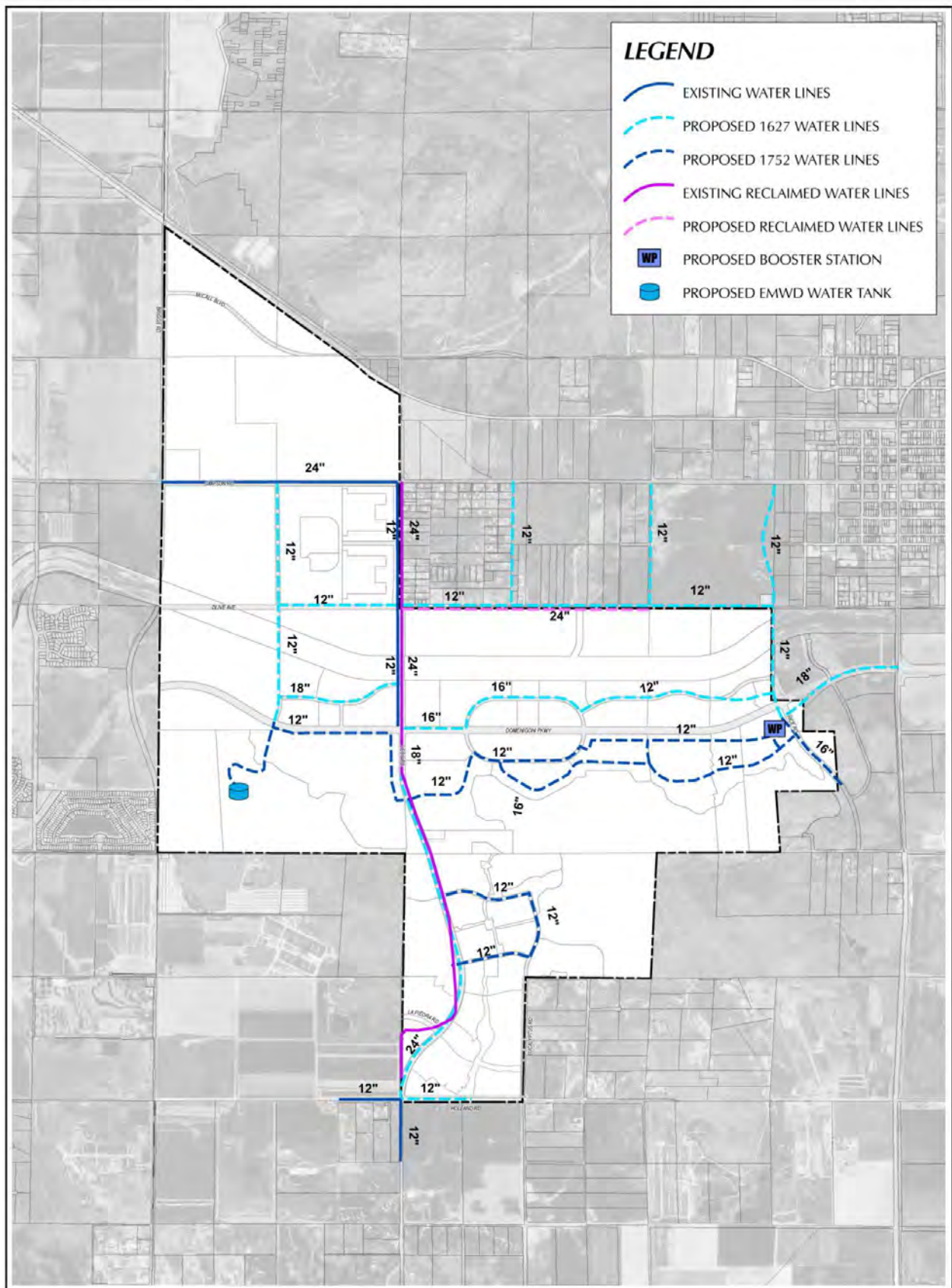
The proposed on-site lines, shown on Figure II-8, *Master Water Plan*, include 18", 16" and 12" lines connecting to the individual planning areas to existing on-site and off-site water lines. Most in-tract systems will utilize eight-inch pipelines forming looped systems to insure service integrity. All 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 the park in Planning Area 32 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).

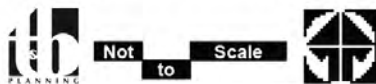
Reclaimed water will be provided to the site by the existing 24" line in the right-of-way of Leon Road. A 24" reclaimed water line will be provided in the Olive Avenue right-of-way between Leon Road and Adams Avenue.





Source(s): Pangaea Land Consultants (11-19-2015)

Figure II-8





**2. SEWER PLAN DESCRIPTION**

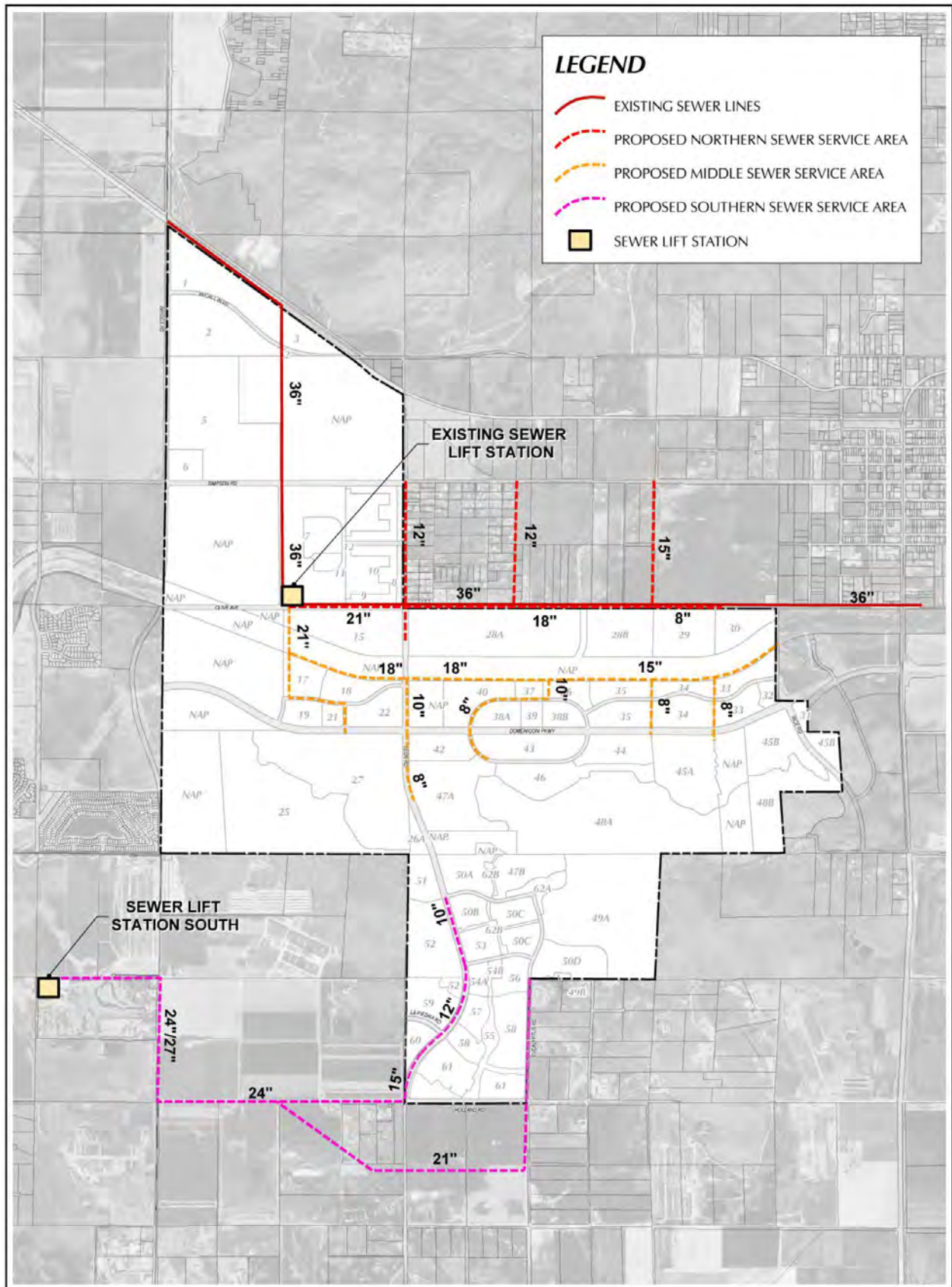
On- and off-site improvements are necessary prior to providing adequate service to the project site. WINCHESTER HILLS is located within the Winchester Regional Water Reclamation Facility (WRWRF) waste watershed area. Sewage generated from the project site will be conveyed to the Winchester Regional Water Reclamation Facility. The facility will treat water from the Project area 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, *Master Sewer Plan*, include a 36" main line in La Ventana Road from the northern boundary of the Project site to Olive Avenue which connects to a 36" main line in Olive Avenue that extends offsite in an easterly direction. A sewer lift station exists at the intersection of La Ventana Road and Simpson Road.

The Project site directs flows in the northern portions of the Project site toward the Olive Road sewer line using 8" to 18" gravity lines. Flows are then directed to offsite to the east of the Project site. The southern portion of the Project site will direct flows to a proposed offsite sewer lift station east of the Project site using 10" to 27" gravity lines.

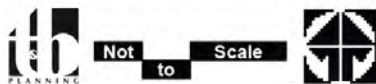
**3. WATER AND SEWER PLAN DEVELOPMENT STANDARDS**

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.



Source(s): Pangaea Land Consultants (11-19-2015)

Figure II-9



**F. GRADING PLAN****1. DESCRIPTION**

Grading within WINCHESTER HILLS is tailored to the existing topography of the project site. The flat and gently sloping area of the Project 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 will require minimum grading to join the existing contours on the west, north and east sides while the south portion of this area will be raised to join the grading in the Salt Creek Flood Plain. 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 be contained in the open space areas to maintain the natural features and to eliminate potential drainage problems from 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 grading.
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.

## 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>1,030</b>
<b>Phase II</b>				
27	MDR	2-5 du/ac	114.9	377
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	123
36	School	--	10.2	--
38a	HDR	8-14 du/ac	11.7	127
38b	HDR	8-14 du/ac	10.2	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	129
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>2,139</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	56.1	221
8a	MHDR	5-8 du/ac	15.9	96
8b	MHDR	5-8 du/ac	16.3	93

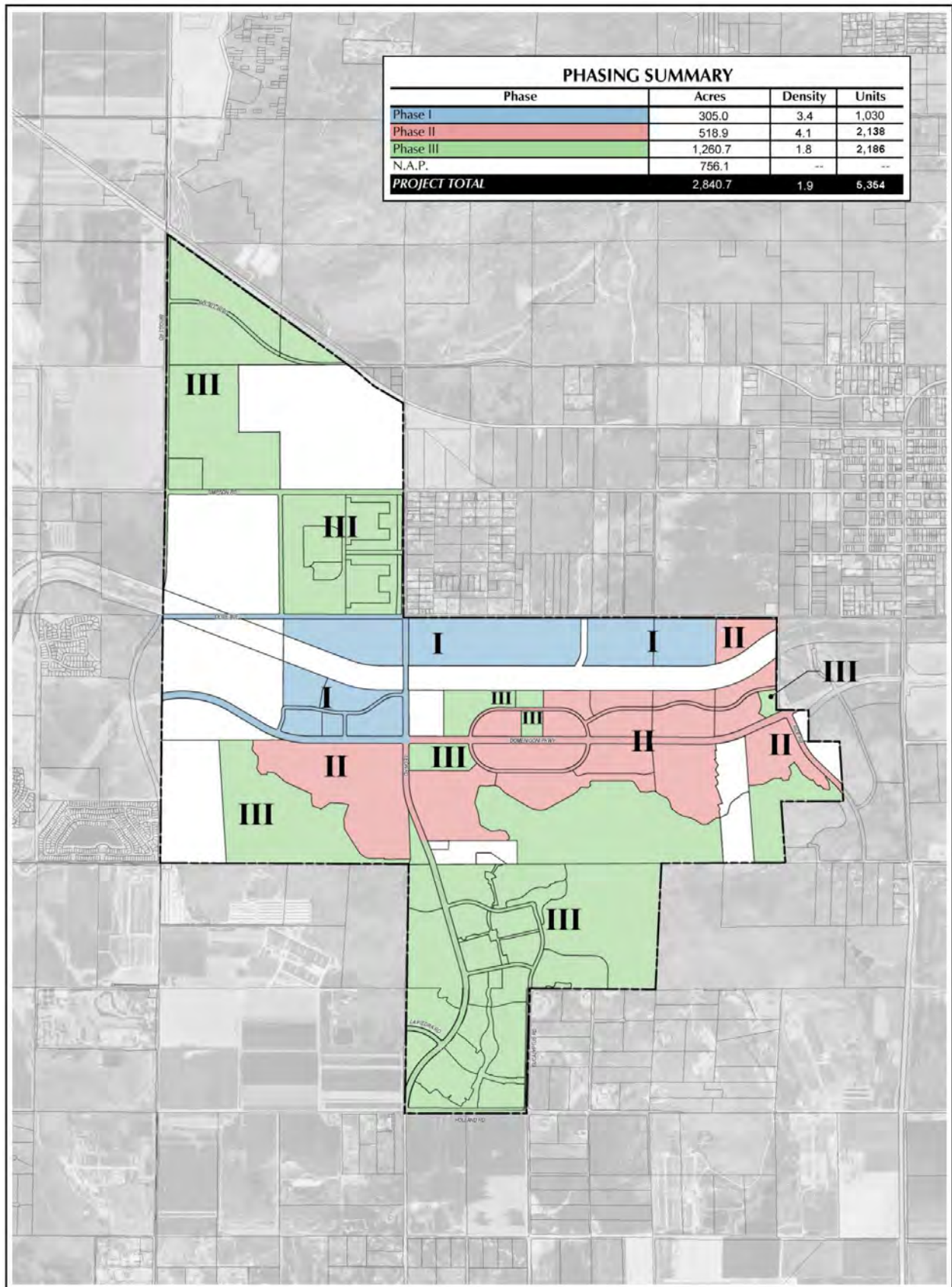
PLANNING AREA	LAND USE	DENSITY	ACREAGE	DUs
9a	HDR	8-14 du/ac	13.7	118
9b	MHDR	5-8 du/ac	15.7	117
10a	Open Space	--	2.8	--
10b	Open Space	--	2.8	--
11	Park	--	5.0	--
12	School/MDR	2-5 du/ac	16.4	77
25	Open Space	--	116.8	--
26a	MDR	2-5 du/ac	5.6	14
37	Park	--	5.0	--
39	HDR	8-14 du/ac	5.4	68
40	HDR	8-14 du/ac	22.4	186
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>2,185</b>
--	NAP	--	739.8	--
<b>PROJECT TOTAL</b>			<b>2,840.7</b>	<b>5,354</b>



**2. PHASING STANDARDS**

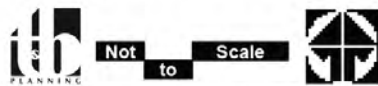
1. Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas shall be submitted to the County Planning Department for approval. The improvement plans shall include:
  - Final Grading Plan
  - Irrigation Plans (certified by a landscape architect)
  - Fence 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 permitted hereby, including recordation of final sub-division maps, may be done 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 and further provided that such phase of development conforms 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.

# WINCHESTER HILLS



Source(s): Pangaea Land Consultants, Webb & Associates (11-19-2015)

Figure II-10



## H. LANDSCAPING PLAN

### 1. DESCRIPTION

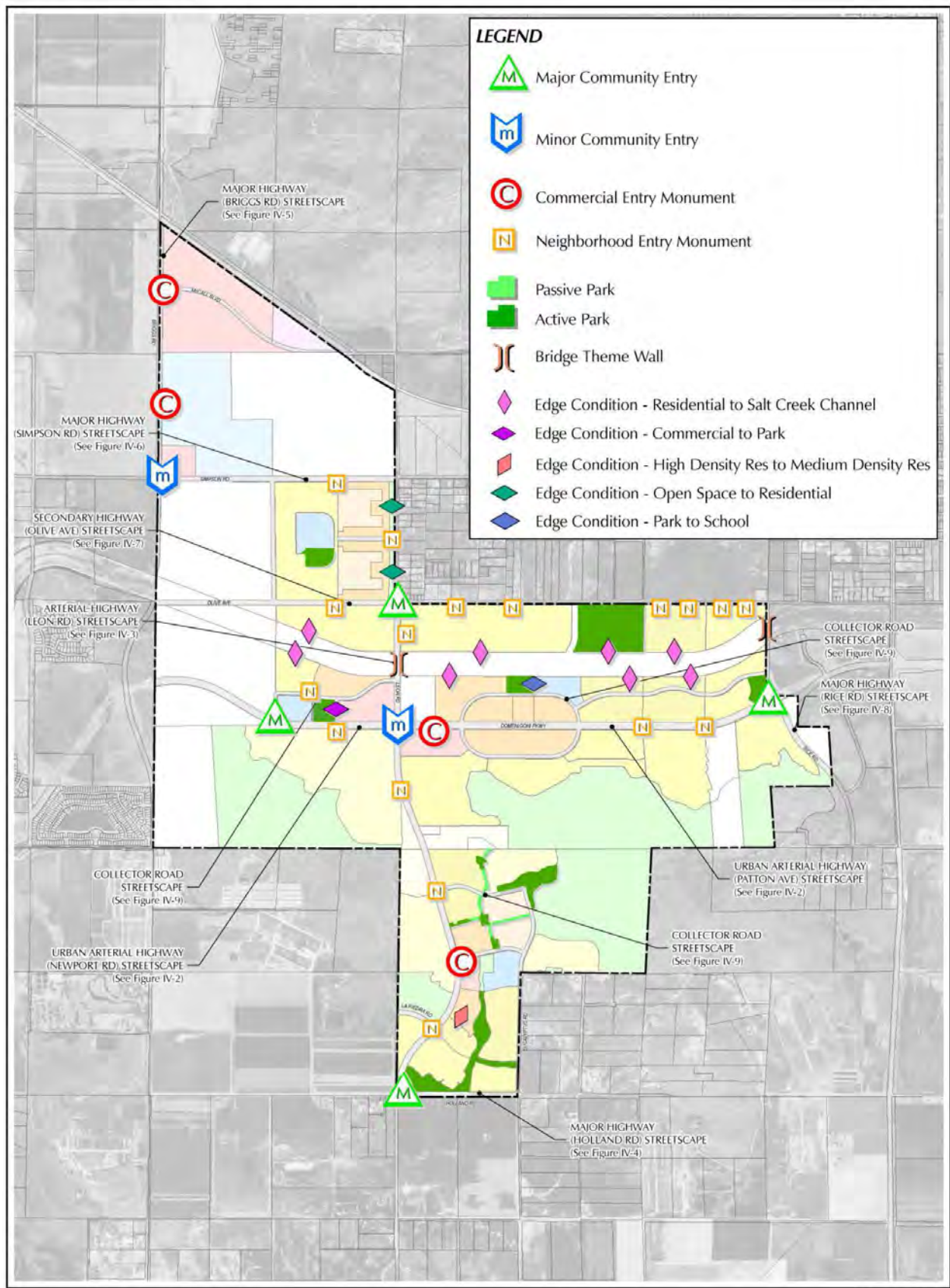
The landscaping plan provides a general description and development standards for the landscaping concept for WINCHESTER HILLS. A more detailed description of the landscaping concept is provided in Section IV, Design Guidelines. The Landscaping Plans, illustrated on Figure II-11, *Conceptual Landscaping 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 surrounds.

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 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

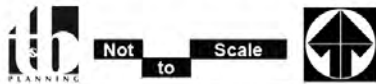
1. Prior to construction, all landscaping programs for planting areas and roadways will be prepared by a qualified landscape architect in accordance with this section and with Section IV.C., "Landscape Design Guidelines", with sufficient detail to allow review by County decision-making departments.
2. 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 outside 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 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".





Source(s): Pangaea Land Consultants (11-19-2015)

Figure II-11



**I. COMPREHENSIVE MAINTENANCE PLAN**

Successful operation of maintenance districts and associations is important in maintaining quality in a project 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-5 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 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, Valley-wide Park and Recreation District, a Master Homeowners' 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:

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:



- 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 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.
- 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) 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 an 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."

- e. 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. PLANNING AREA DEVELOPMENT STANDARDS

Development standards and zoning regulations for WINCHESTER HILLS have been established at three levels: Specific Plan, which were addressed in Section II; Design Guidelines, which are provided in Section IV; and Planning Area Development Standards, to which this section is devoted.

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, relationship to adjoining product, 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 planned for 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 planning standards for each respective planning area.

**A. PLANNING AREA 1: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 1, as depicted in Figure III-1, *Planning Areas 1 through 3, 5, and 6*, provides for the development of a 46.3-acre commercial center at the northeast corner of the intersection of Briggs Road and McCall Boulevard.

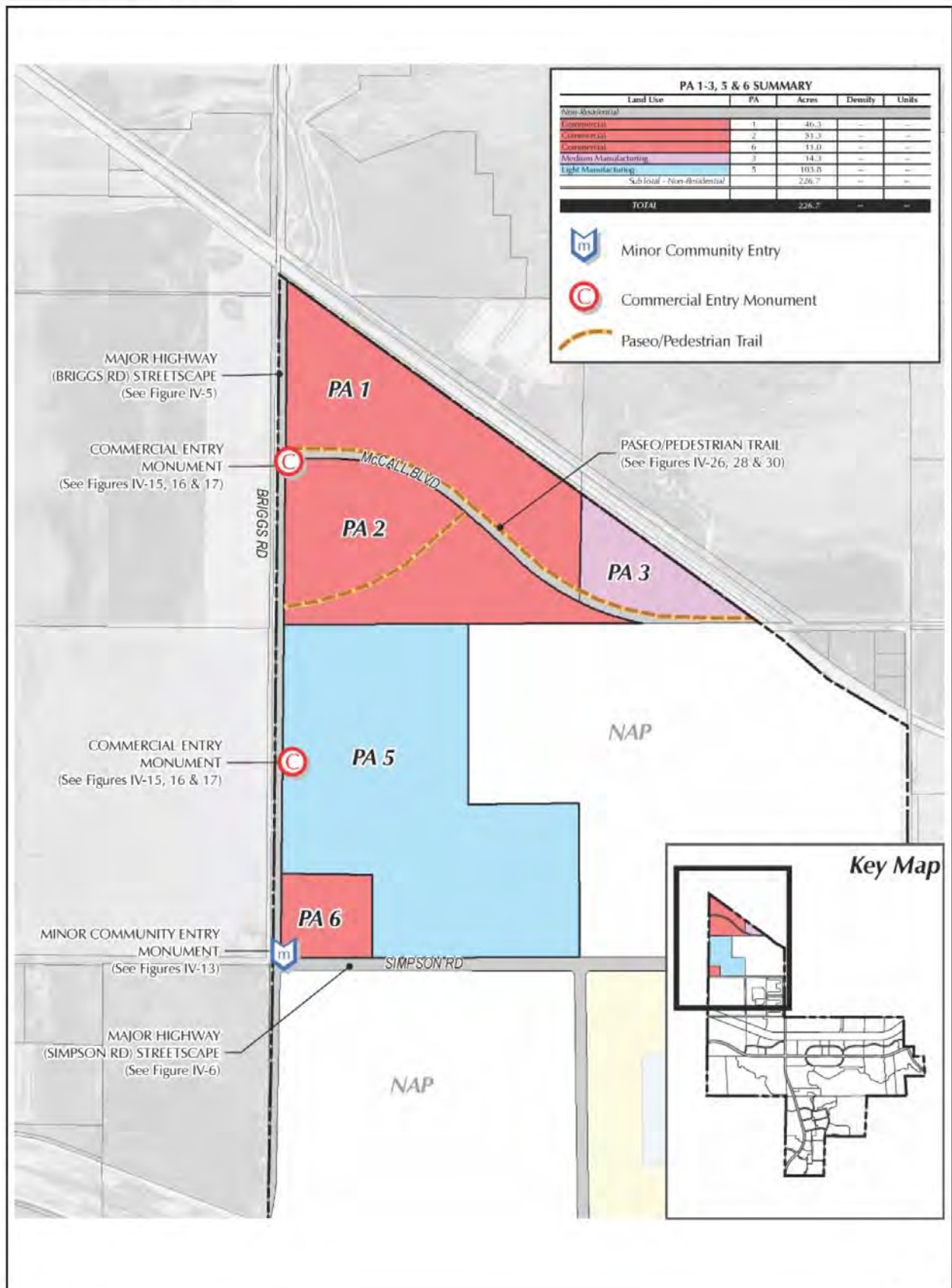
**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

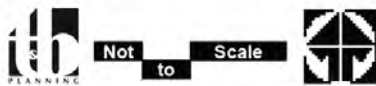
- 1) Primary access to Planning Area 1 shall be provided from McCall Boulevard and Briggs Road. Limited access will occur within minimum distances from the major intersections adjacent to the Planning Area, as required by the Transportation Department.
- 2) Development in Planning Area 1 shall take note of the easement required by EMWD for an underground sewer trunkline 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.
- 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 Figure IV-5, *Major Highway (Briggs Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 5) 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*.
- 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) 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



Source(s): Kiefer Consulting (11-19-2015)

Figure III-1





**B. PLANNING AREA 2: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 2, as depicted in Figure III-1, *Planning Areas 1 through 3, 5, and 6*, provides for the development of a 51.3-acre commercial center at the southeast corner of the intersection of Briggs Road and McCall Boulevard.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Primary access to Planning Area 2 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 shall take note of the easement required by EMWD for an underground sewer trunkline located just south of the existing railroad tracks. All restrictions placed by EMWD for such easements shall be enforced, and it shall be the responsibility of the development interest to abide by same.
- 3) Integration of mixed uses is encouraged within Planning Area 2. 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 Figure IV-5, *Major Highway (Briggs Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 5) 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*.
- 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

## C. PLANNING AREA 3: MEDIUM MANUFACTURING

### 1. DESCRIPTIVE SUMMARY

Planning Area 3, as depicted in Figure III-1, *Planning Areas 1 through 3, 5, and 6*, provides for the development of 14.3 acres of medium manufacturing land uses, located north of McCall Boulevard in the northwest portion of the community. 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.\_\_\_\_\_ (See Specific Plan Zone Ordinance Tab).

### 3. PLANNING STANDARDS

- 1) Primary access to Planning Area 3 shall be provided from McCall Boulevard and Matthews Road. Limited access will occur within minimum distances from the major intersections adjacent to the Planning Area, as required by Transportation Department.
- 2) Streetscapes shall be provided as depicted in 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

**D. PLANNING AREA 5: LIGHT MANUFACTURING****1. DESCRIPTIVE SUMMARY**

Planning Area 5, as depicted in Figure III-1, *Planning Areas 1 through 3, 5, and 6*, provides for the development of 103.8 acres of light manufacturing land uses, located north of Simpson Road and east of Briggs Road in the northwest portion of the community. The Planning Area will provide employment opportunities for residents of WINCHESTER HILLS and surrounding communities. Typical uses will include: manufacturing, fabrication, assembly, offices, warehousing, and research and development services.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ (See Specific Plan Zone Ordinance Tab).

**3. PLANNING STANDARDS**

- 1) Primary access to Planning Area 5 shall be provided from Briggs Road and Simpson Road. 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 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) 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



**E. PLANNING AREA 6: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 6, as depicted in Figure III-1, *Planning Areas 1 through 3, 5, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 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

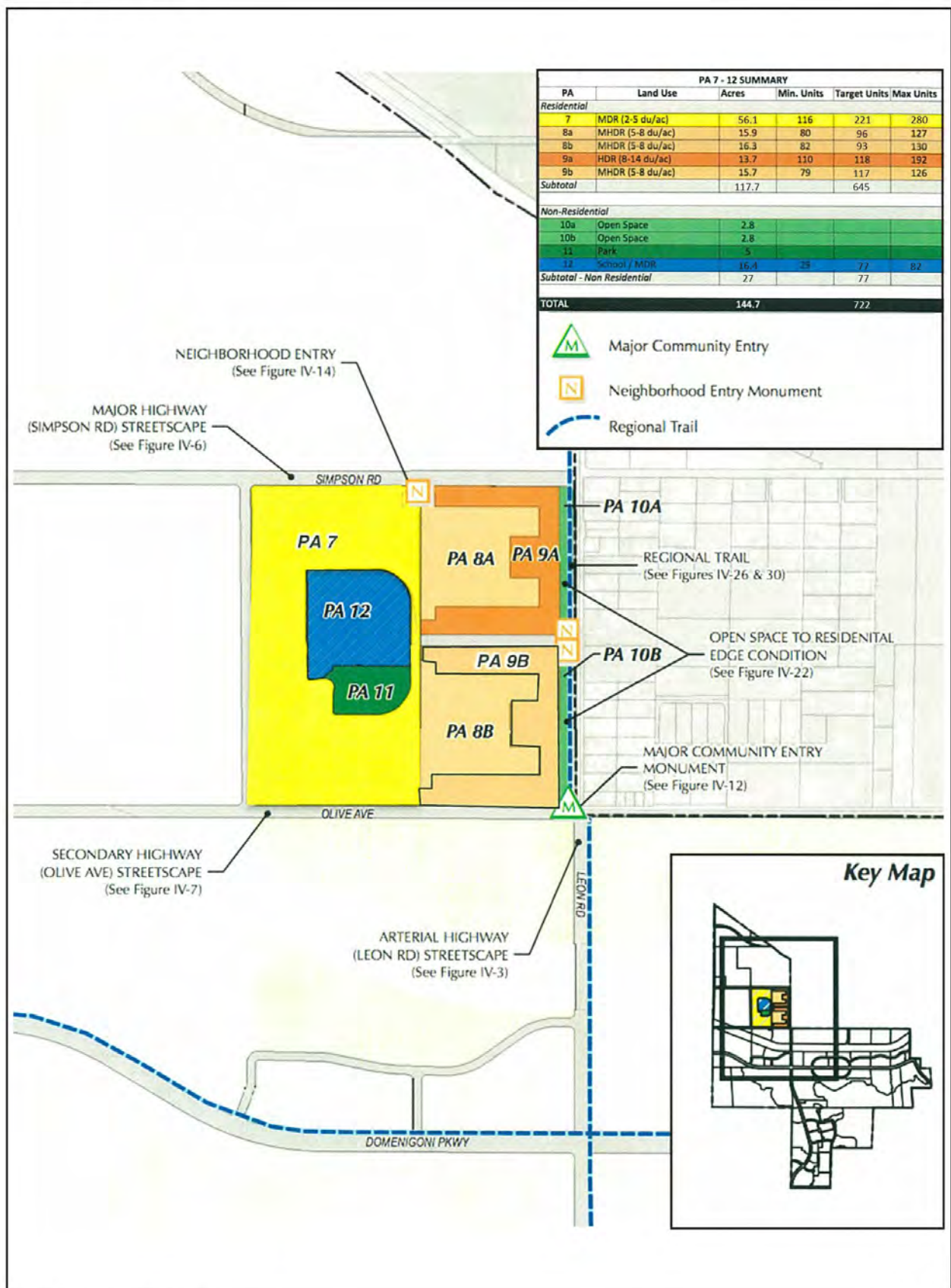
II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

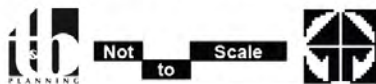
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Keefer Consulting (11-19-2015)

Figure III-2



**F. PLANNING AREA 7: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 7, as depicted on Figure III-2, *Planning Areas 7 through 12*, provides for the development of 56.1 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area consist of single family units on minimum lot sizes of 6,000 square feet. This planning area accommodates 221 dwelling units at a target density of 3.9 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 7 shall be provided from Simpson Road, La Ventana Road, and Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Major Highway (Simpson Road) Streetscape*, Figure IV-7, *Secondary Highway (Olive 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

**G. PLANNING AREA 8A: MEDIUM HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 8a, as depicted on Figure III-2, *Planning Areas 7 through 12*, provides for the development of 15.9 acres devoted to Medium High Density Residential (5-8 du/ac) land uses. Homes within this planning area are single family units on minimum lot sizes of 4,500 square feet. This planning area will contain a target of 96 dwelling units at a target density of 6.0 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 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-7, *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-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



**H. PLANNING AREA 8B: MEDIUM HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 8b, as depicted on Figure III-2, *Planning Areas 7 through 12*, provides for the development of 16.3 acres devoted to Medium High Density Residential (5-8 du/ac) land uses. Homes within this planning area are single family units on minimum lot sizes of 4,500 square feet. This planning area will contain a target of 93 dwelling units at a target density of 5.7 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 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 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

## I. PLANNING AREA 9A: HIGH DENSITY RESIDENTIAL

### 1. DESCRIPTIVE SUMMARY

Planning Area 9a, as depicted on Figure II-2, *Planning Areas 7 through 12*, provides for the development of 13.7 acres devoted to 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 target of 118 dwelling units at a target density of 8.4 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 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 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

**J. PLANNING AREA 9B: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 9b, as depicted on Figure II-2, *Planning Areas 7 through 12*, provides for the development of 15.7 acres devoted to High Density Residential (5-8 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 target of 117 dwelling units at a target density of 7.5 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 9b shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Avenue) 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*.
- 6) 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*.
- 7) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 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

**K. PLANNING AREA 10A: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 10a, as depicted in Figure III.B-2, *Planning Areas 7 through 12*, provides for 2.8 acres to remain as open space, which will support flood control channel uses and feature regional trails. This area is a narrow strip of land sited adjacent to the eastern portion of Planning Area 9a on the eastern boundary of the Project.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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-7, *Secondary Highway (Olive Avenue) 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.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 10B: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 10b, as depicted in Figure III-2, *Planning Areas 7 through 12*, provides for 2.8- acres to remain as open space, which will support flood control channel uses and feature regional trails. This area is a narrow strip of land sited adjacent to the eastern portion of Planning Area 9b on the eastern boundary of the Project.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 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

**M. PLANNING AREA 11: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 11, as depicted in Figure III-2, *Planning Areas 7 through 12*, provides for the development of a 5.0-acre park. This area 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 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.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 12: MEDIUM DENSITY RESIDENTIAL/SCHOOL****1. DESCRIPTIVE SUMMARY**

Planning Area 12, as depicted in Figure III-2, *Planning Areas 7 through 12*, provides for the development of 16.4 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 4,500 s.f. This planning area will contain a target of 77 dwelling units at a target density of 4.7 du/ac.

Please note that Planning Area 12, which is designated Public Facilities (school sites) or Residential within the Specific Plan, was released by the Romoland and Perris Union High School District, and therefore, may be developed as residential uses. The Specific Plan provided an alternative option for residential uses within Planning Area 12 if the School District declined to accept conveyance of this site for development of a school within 2 years of approval of the final map for this Planning Area.

**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 12 shall be provided from local streets. Roadway treatments for local streets are illustrated in Figure IV-10.
- 2) Streetscapes shall be provided as depicted in 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) Adequate sight distance shall be provided per Chapter 2.B.27. of this Specific Plan.
- 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

**O. PLANNING AREA 15: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 15, as depicted on Figure III-3, *Planning Areas 15 through 19, 21, and 22*, provides for the development of 51.4 acres devoted to 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 target of 245 dwelling units at a target density of 4.7 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 15 shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Avenue) 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) 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) 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*.
- 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

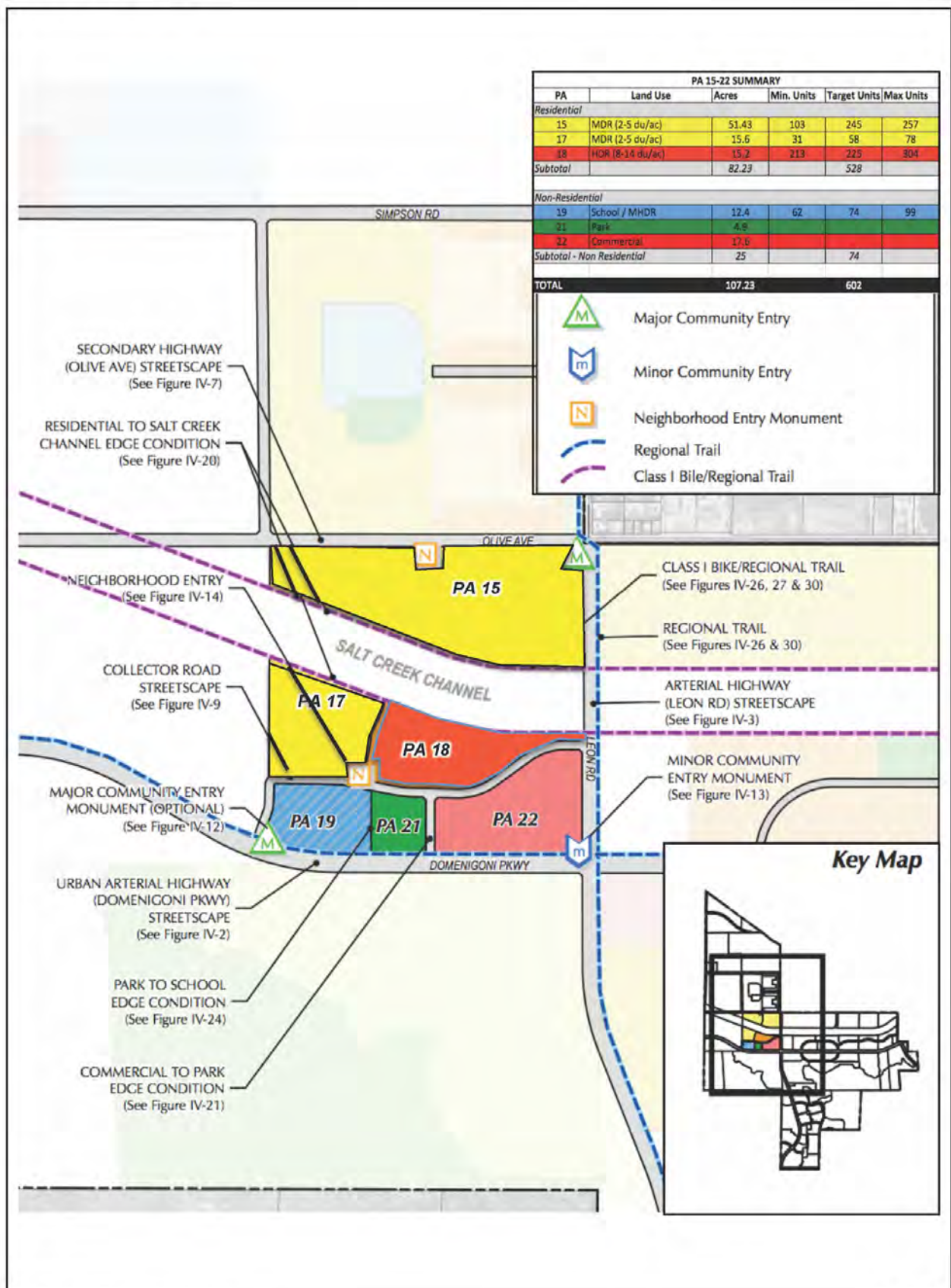
II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

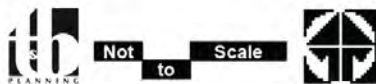


WINCHESTER HILLS



Source(s): Keefer Consulting (11-19-2015)

Figure III-3



Planning Areas 15 through 19, 21, and 22

Specific Plan No. 293, Amendment No. 5  
Substantial Conformance No. 9

**P. PLANNING AREA 17: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 17, as depicted on Figure III-3, *Planning Areas 15 through 19, 21, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 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

**Q. PLANNING AREA 18: VERY HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 18, as depicted on Figure III-3, *Planning Areas 15 through 19, 21, and 22*, provides for the development of 26.5 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**R. PLANNING AREA 19: MEDIUM HIGH DENSITY RESIDENTIAL/SCHOOL****1. DESCRIPTIVE SUMMARY**

Planning Area 19, as depicted in Figure III-3, *Planning Areas 15 through 19, 21, and 22*, 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 an average density of 6.0 du/ac.

Please note that Planning Area 19, which is designated Public Facilities (school sites) or Residential within the Specific Plan, was released by the School District, and therefore, may be developed as residential uses. The Specific Plan provided an alternative option for residential uses within Planning Area 19 if the School District declined to accept conveyance of this site for development of a school within 2 years of approval of the final map for this Planning Area.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) 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*.
- 2) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 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



**S. PLANNING AREA 21: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 21, as depicted in Figure III-3, *Planning Areas 15 through 19, 21, and 22*, provides for the development of a 4.9-acre park. This area is sited adjacent to the school site proposed in Planning Area 19.

**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 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) 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.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 22: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 22, as depicted in Figure III-3, *Planning Areas 15 through 19, 21, and 22*, provides for the development of a 17.6-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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**U. PLANNING AREA 25: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 25, as depicted in Figure III-4, *Planning Areas 25, 26a, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

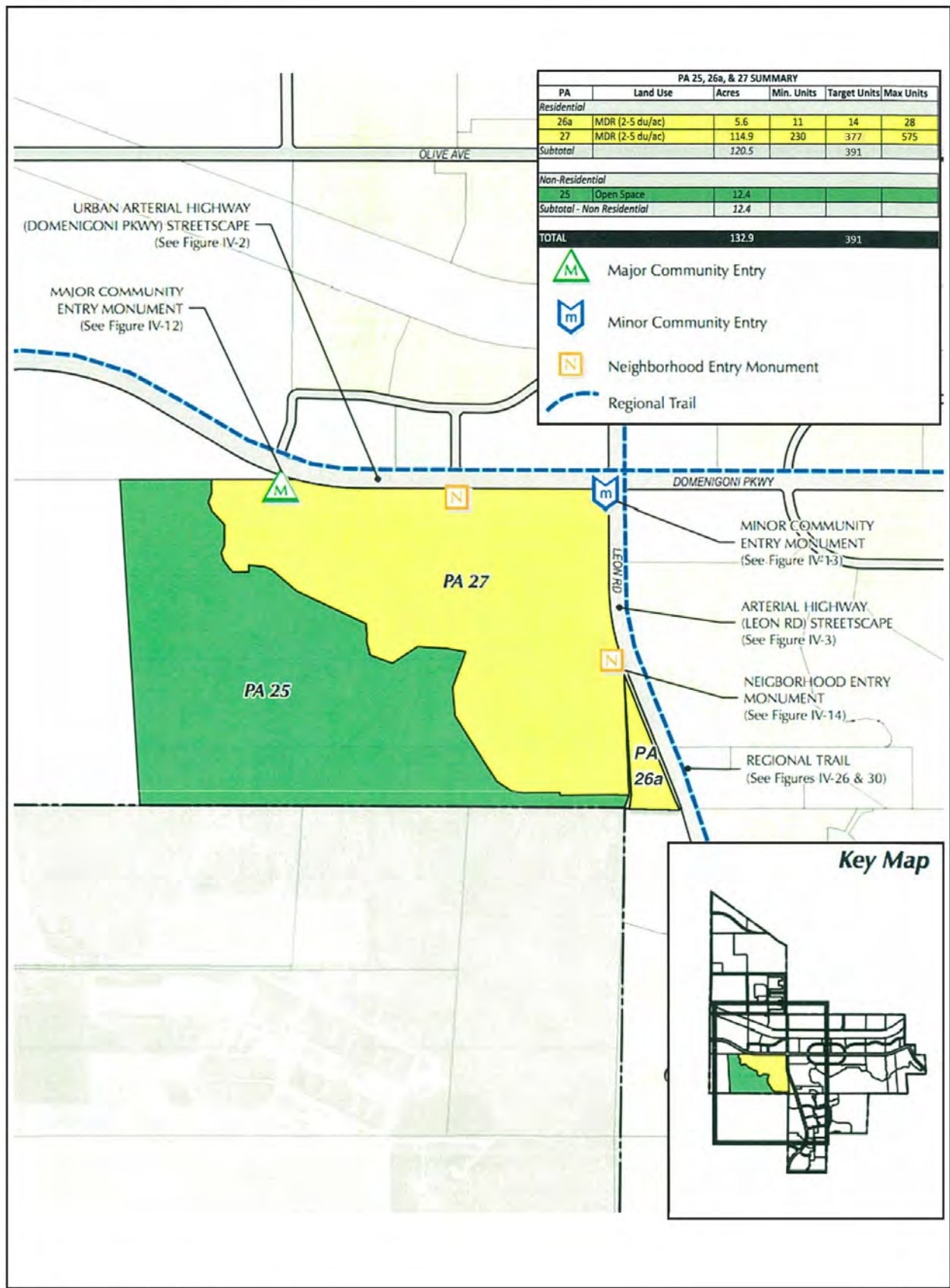
II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

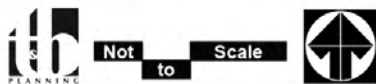
II.I: Comprehensive Maintenance Plan

WINCHESTER HILLS



Source(s): Keefer Consulting (11-19-2015)

Figure III-4





## V. PLANNING AREA 26A: MEDIUM DENSITY RESIDENTIAL

### 1. DESCRIPTIVE SUMMARY

Planning Area 26a, as depicted on Figure III-4, *Planning Areas 25, 26a, and 27*, provides for the development of 5.6 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 with a target density of 2.5 du/ac. This planning area will contain a target of 14 dwelling units.

### 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 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.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

**W. PLANNING AREA 27: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 27, as depicted on Figure III-4, *Planning Areas 25, 26a, and 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 target of 377 dwelling units at a target density of 3.3 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 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

**X. PLANNING AREA 28A: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 28a, as depicted on Figure III-5, *Planning Areas 28a, 28b, 29, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 Avenue) 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.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

**Y. PLANNING AREA 28B: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 28b, as depicted in Figure III-5, *Planning Areas 28a, 28b, 29, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 Avenue) 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
- 8) Detailed Park Plans shall be submitted to and approved by the Planning Department and the Valley-wide Recreation and Parks District (VWRPD) or other entity set forth in the Planning Department's condition entitled "*SP – Common Area Maintenance*" prior to the issuing of the 500<sup>th</sup> building permit within the Specific Plan. The park plans need not be working drawings, but shall include landscape and irrigation plans, descriptions and placement of recreational facilities and documentation evidencing a permanent maintenance mechanism for the park and its facilities.

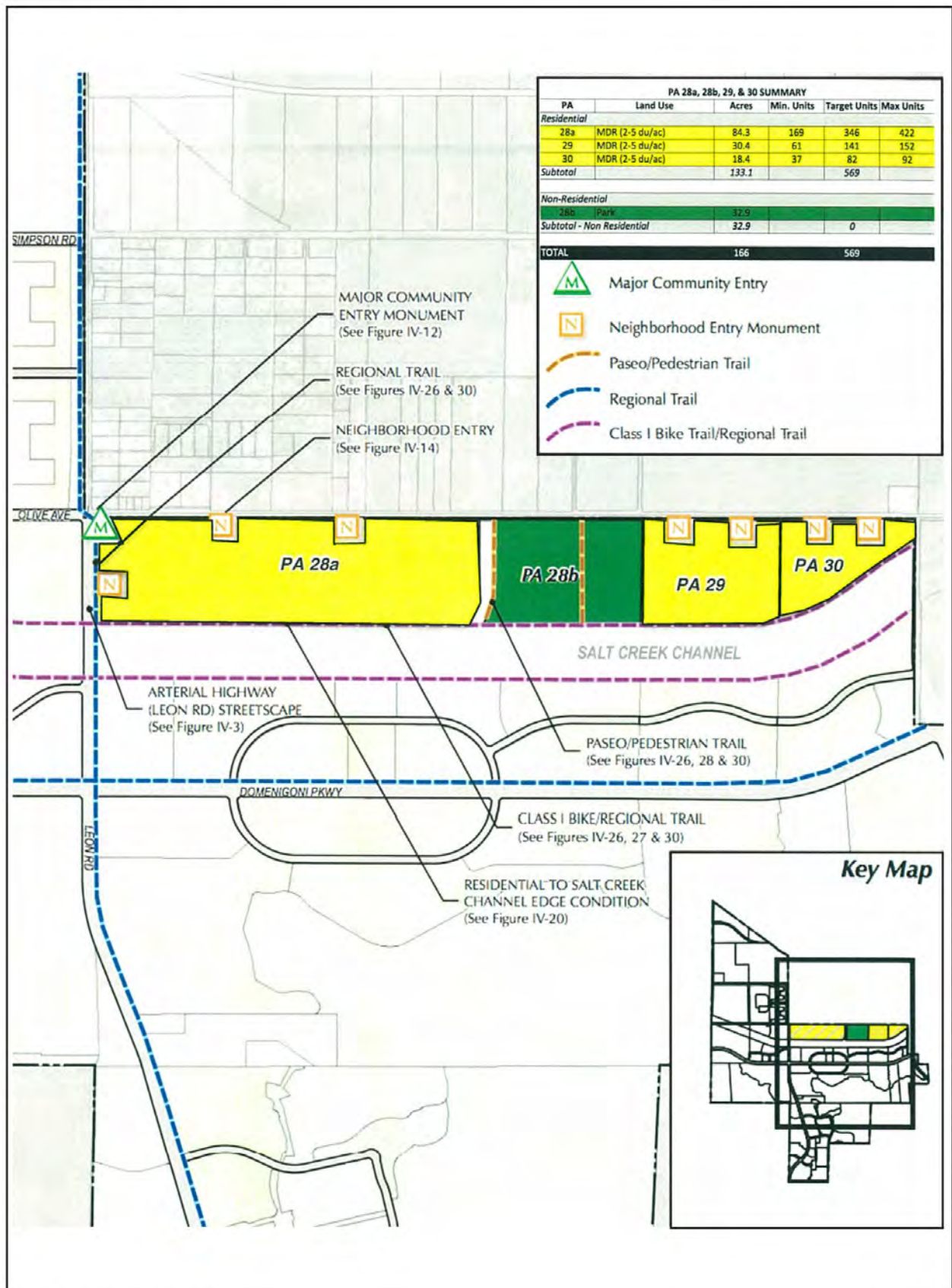
The Specific Plan requires that approximately 32.9 acres of real property (Planning Area 28b) located on Olive Avenue within the Winchester Ranch and incorporated herein, be



delivered to VWRPD as a Regional Park, as more specifically described therein as Condition 100.PLANNING 004 or as described within **Specific Plan 293A5, Section II, Page 38, item number 4**. The Regional Park Property is currently owned by Community Park 124, LLC, a California limited liability company (“CP124”), which will be a Party to the Agreement. The Property Owners desire to share the burden of satisfying the Specific Plan Condition by spreading the costs of satisfying said condition over all of the Permits being issued within the Specific Plan.

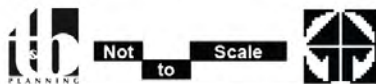
The Property Owners within Specific Plan 293 shall agree to execute an Agreement for (i) the process by which the Parties will cooperate with each other to pay the Park Fees, (ii) the process by which the Parties will request the issuance of Permits within the Specific Plan, (iii) the process by which CP124 will convey title to the Regional Park to VWRPD and (iv) the process by which a Programs Manager will coordinate the release of the Park Fees to VWRPD, and (v) the process by which VWRPD will cause the County to issue Permits. VWRPD has agreed to cooperate and cause the requirements of the Specific Plan to be modified as shall be set forth in the Agreement.

It is the Property Owners intent to retain a mutual Programs Manager to collect the Park Fees, keep records, notify VWRPD regarding the status of payment of Park Fees by each Owner, and make the First Payment and the Final Payment to VWRPD on behalf of the Property Owners.



Source(s): Keefer Consulting (11-19-2015)

Figure III-5



## **Z. PLANNING AREA 29: MEDIUM DENSITY RESIDENTIAL**

### **1. DESCRIPTIVE SUMMARY**

Planning Area 29, as depicted on Figure III-5, *Planning Areas 28a, 28b, 29, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

### **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 Avenue) 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

**AA. PLANNING AREA 30: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 30, as depicted on Figure III-5, *Planning Areas 28a, 28b, 29, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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 Avenue) 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



**BB. PLANNING AREA 32: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 32, as depicted in Figure III-6, *Planning Areas 32, 33, 45b, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

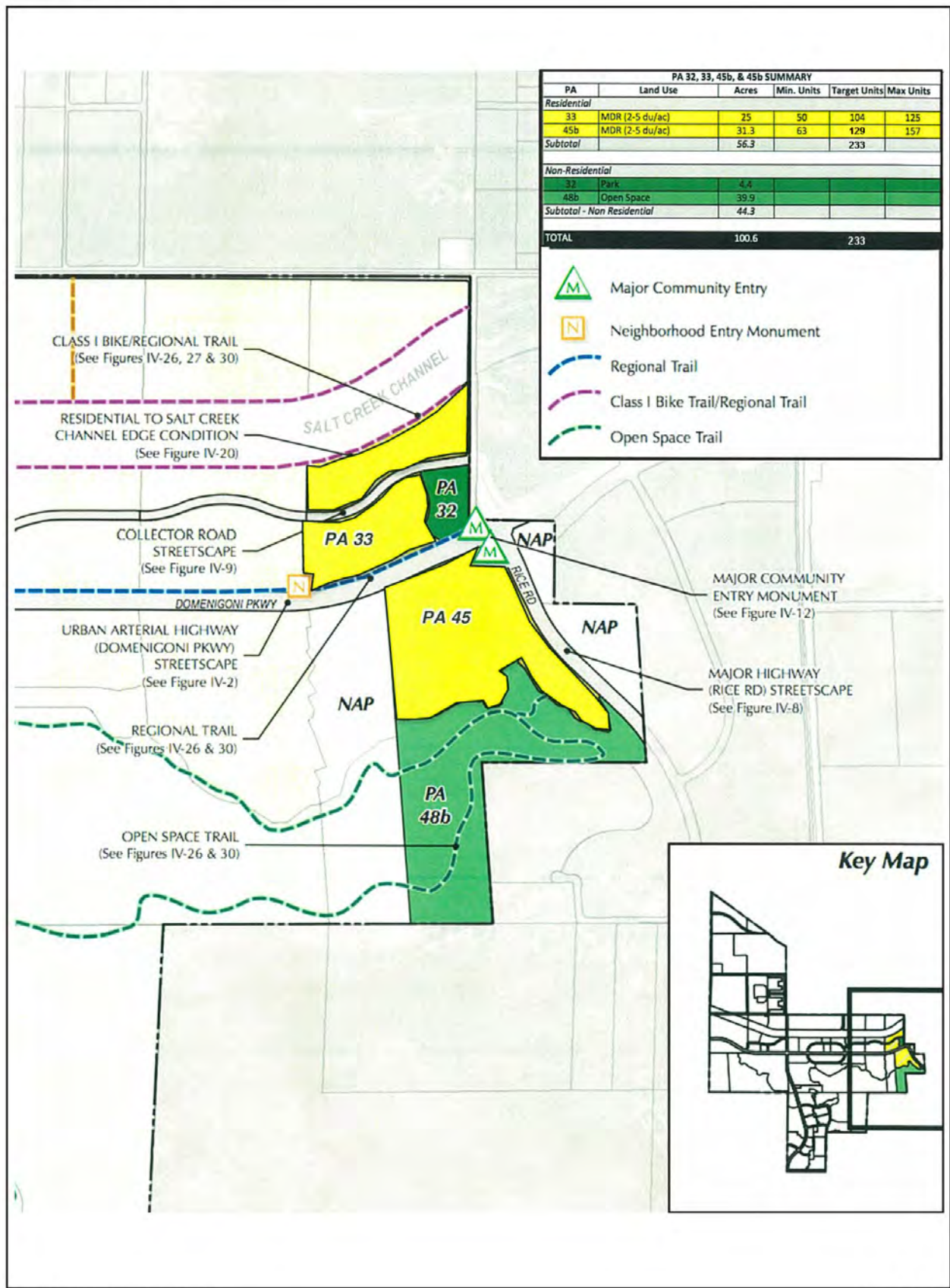
II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

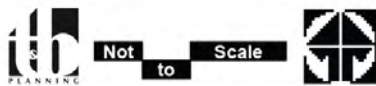
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Keefer Consulting (11-19-2015)

Figure III-6



**CC. PLANNING AREA 33: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 33, as depicted on Figure III.B-6, *Planning Areas 32, 33, 45b, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**DD. PLANNING AREA 34: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 34, as depicted on Figure III-7, *Planning Areas 34, 35, 44, 45a, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

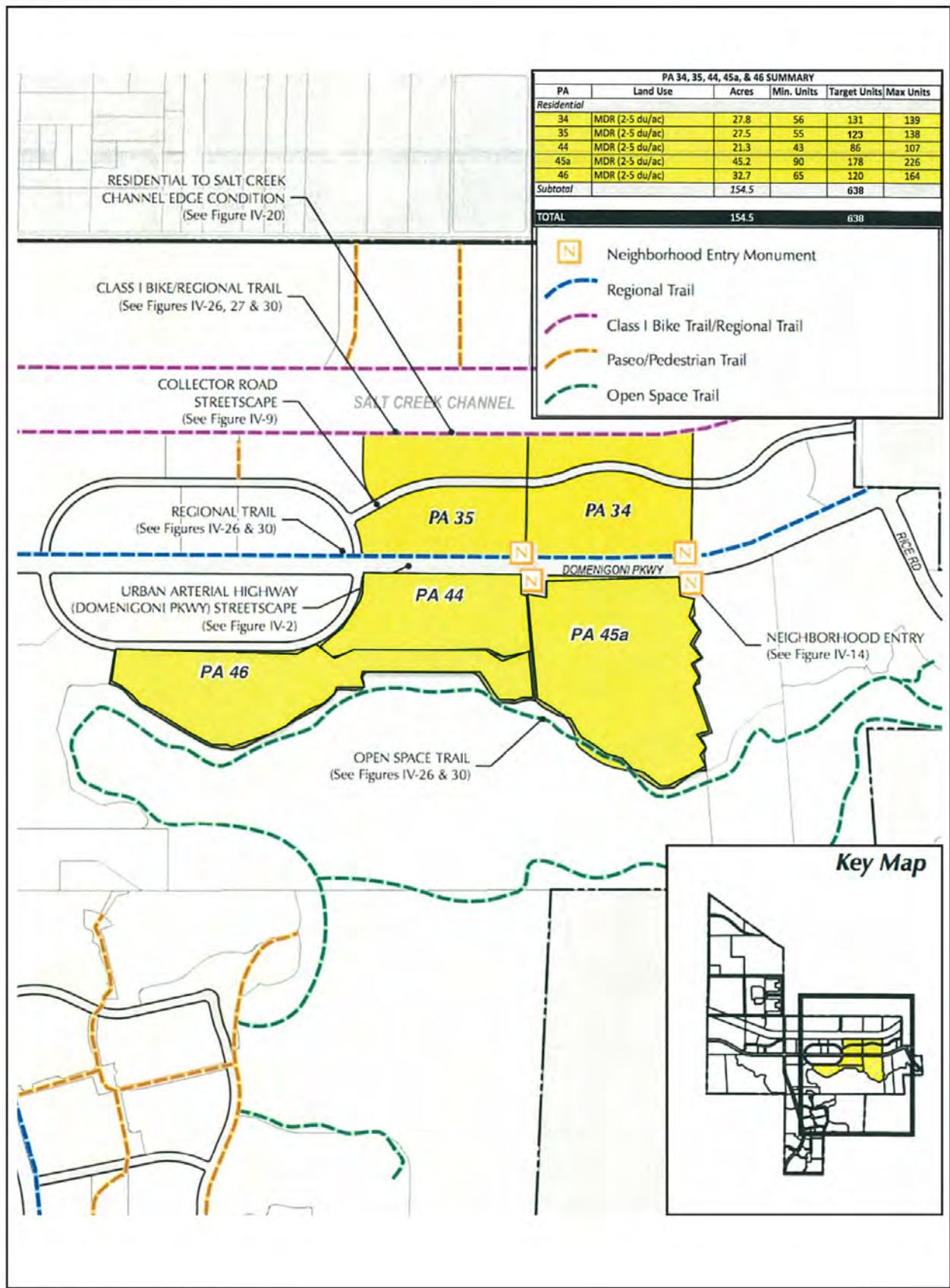
II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

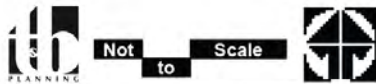


WINCHESTER HILLS



Source(s): Keefer Consulting (11-19-2015)

Figure III-7



Planning Areas 34, 35, 44, 45a, and 46

**EE. PLANNING AREA 35: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 35, as depicted on Figure III-7, *Planning Areas 34, 35, 44, 45a, and 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 target of 123 dwelling units at a target density of 4.5 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 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

**FF. PLANNING AREA 36: SCHOOL****1. DESCRIPTIVE SUMMARY**

Planning Area 36, as depicted in Figure III-8, *Planning Areas 36 through 40 and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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) If the School District does not elect to acquire all or a portion of Planning Area 36 for school purposes, then the developer has the option to develop the planning area with Medium High Density Residential land uses with a maximum of 61 units.
- 4) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 5) 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*.
- 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

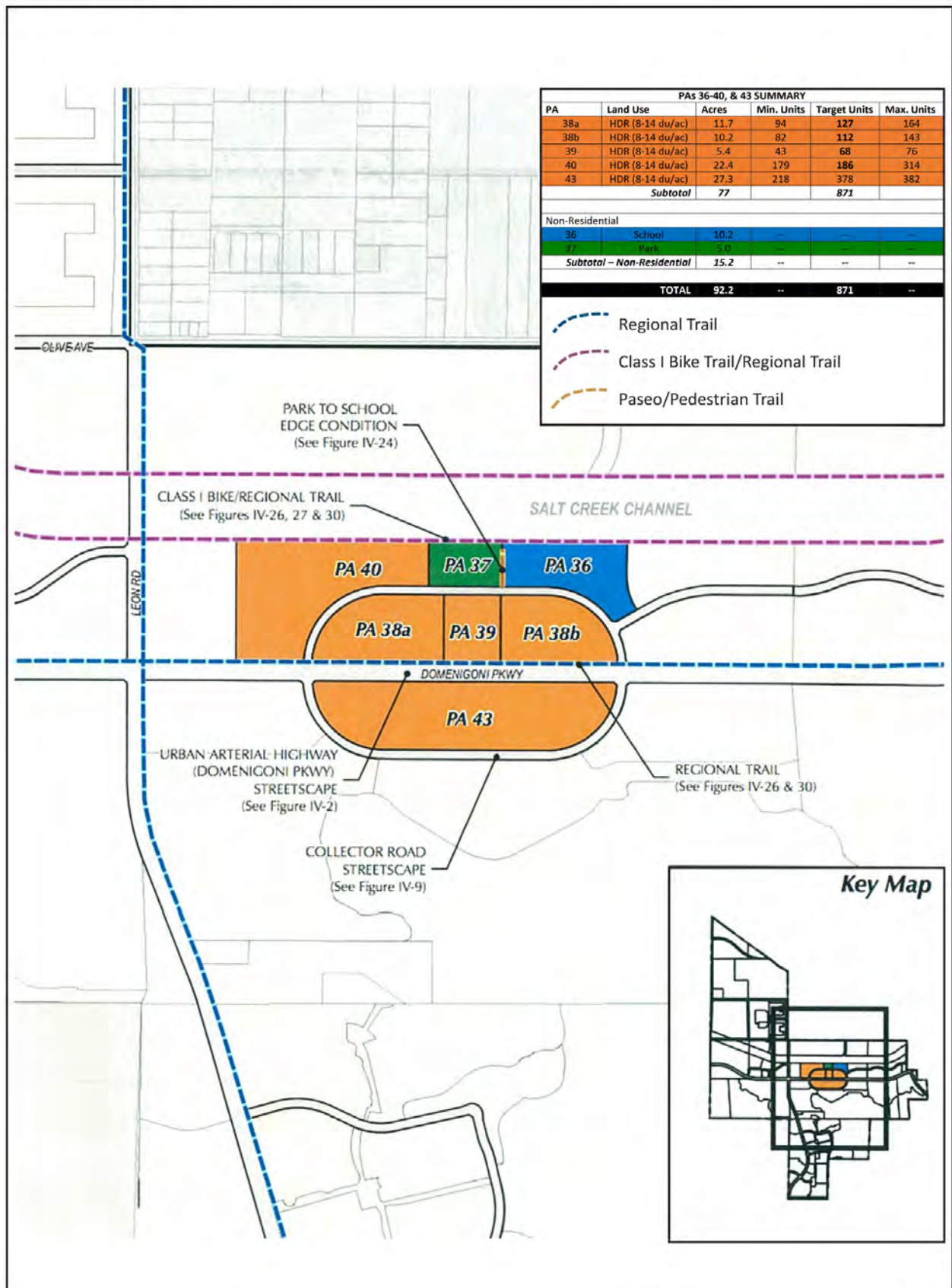
II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

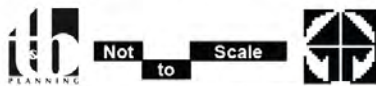
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Keefer Consulting (11-19-2015)

Figure III-8





**GG. PLANNING AREA 37: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 37, as depicted in Figure III-8, *Planning Areas 36 through 40 and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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

**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 127 dwelling units at a target density of 10.9 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 112 dwelling units at a target density of 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 68 dwelling units at a target density of 12.6 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 186 dwelling units at a target density of 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

**LL. PLANNING AREA 42: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 42, as depicted in Figure III-9, *Planning Areas 42, 47a, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

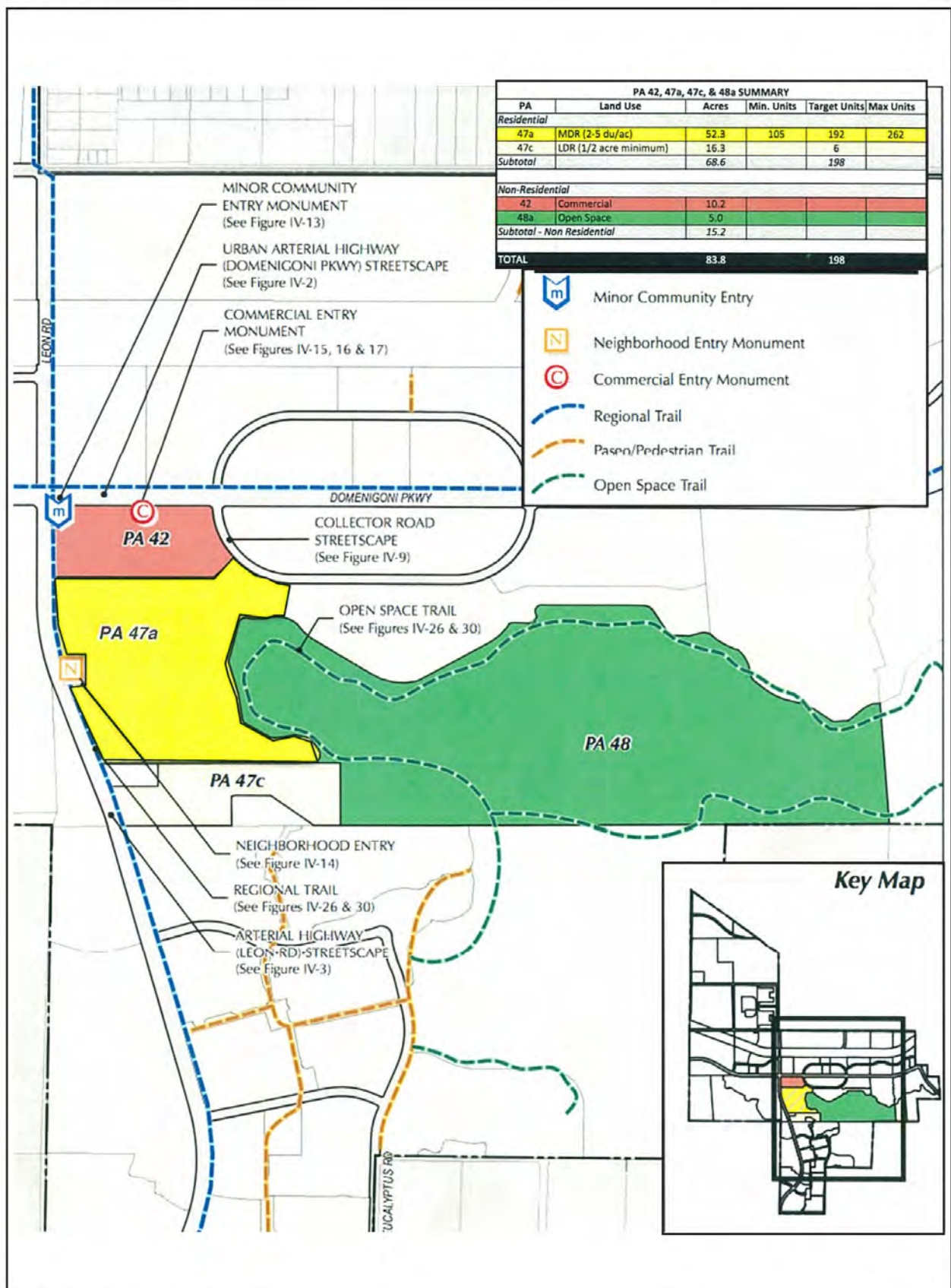
II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

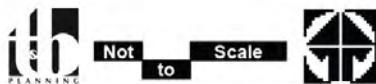
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Keefer Consulting (11-19-2015)

Figure III-9



**MM. PLANNING AREA 43: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 43, as depicted on Figure III-8, *Planning Areas 36 through 40 and 43*, provides for the development of 27.3 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 378 dwelling units at a target density of 13.8 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 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



**NN. PLANNING AREA 44: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 44, as depicted on Figure III-7, *Planning Areas 34, 35, 44, 45a, and 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**OO. PLANNING AREA 45A: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 45a, as depicted on Figure III-7, *Planning Areas 34, 35, 44, 45a, and 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**PP. PLANNING AREA 45B: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 45b, as depicted on Figure III-6, *Planning Areas 32, 33, 45b, and 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 target of 129 dwelling units at a target density of 4.1 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 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.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

**QQ. PLANNING AREA 46: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 46, as depicted on Figure III-7, *Planning Areas 34, 35, 44, 45a, and 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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



**RR. PLANNING AREA 47A: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 47a, as depicted on Figure III-9, *Planning Areas 42, 47a, and 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**SS. PLANNING AREA 47B: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 47b, as depicted on Figure III-10, *Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 62b*, 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 target 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**TT. PLANNING AREA 47C: LOW DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 47c, as depicted on Figure III-10, *Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 62b*, provides for the development of 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. This planning area will contain a target of 6 dwelling units at a target density of 0.4 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 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.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

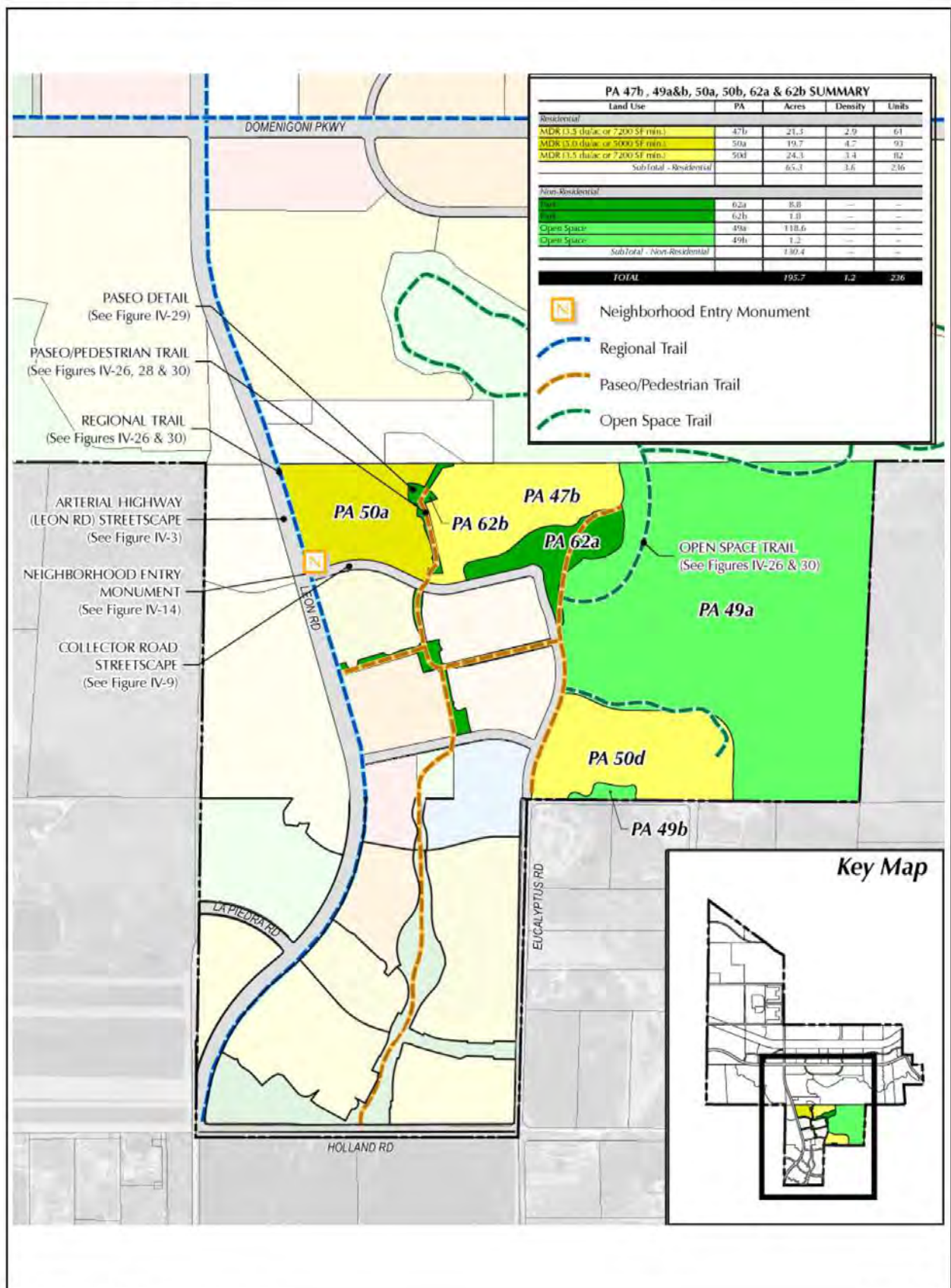
II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

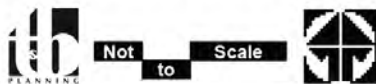
II.I: Comprehensive Maintenance Plan

WINCHESTER HILLS



Source(s): Pangaea Land Consultants (11-19-2015)

Figure III-10



Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 62b



**UU. PLANNING AREA 48A: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 48A, as depicted in Figure III-9, *Planning Areas 42, 47a, and 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

## VV. PLANNING AREA 48B: OPEN SPACE

### 1. DESCRIPTIVE SUMMARY

Planning Area 48b, as depicted in Figure III-6, *Planning Areas 32, 33, 45b, and 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

### 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

**WW. PLANNING AREA 49A: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 49a, as depicted in Figure III-10, *Planning Areas 47b, 49a, 49b, 50a, 50d, 62a, and 62b*, 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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

**XX. PLANNING AREA 49B: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 49b, as depicted in Figure III-10, *Planning Areas 47b, 49a, 49b, 50a, 50d, 62a, and 62b*, 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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



**YY. PLANNING AREA 50A: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 50a, as depicted on Figure III-10, *Planning Areas 47b, 49a, 49b, 50a, 50d, 62a, and 62b* provides for the development of 19.7 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

**ZZ. PLANNING AREA 50B: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 50b, as depicted on Figure III-11, *Planning Areas 50b, 50c, 53, and 62B*, 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

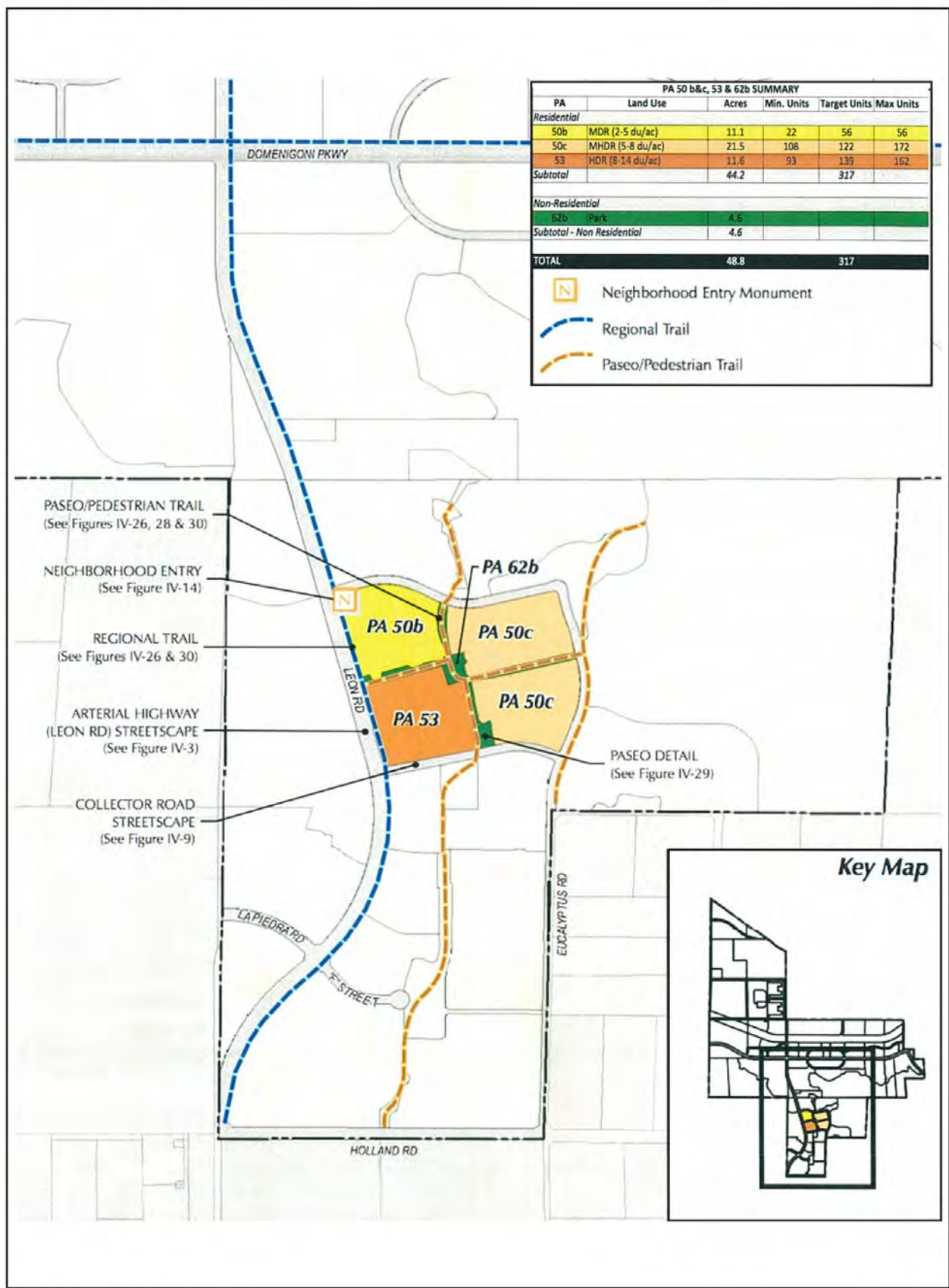
II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

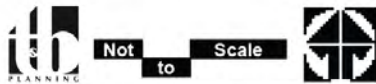
II.I: Comprehensive Maintenance Plan

WINCHESTER HILLS



Source(s): Keefe Consulting (11-19-2015)

Figure III-11



**AAA. PLANNING AREA 50C: MEDIUM HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 50c, as depicted on Figure III-11, *Planning Areas 50b, 50c, 53, and 62B*, 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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



**BBB. PLANNING AREA 50D: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 50d, as depicted on Figure III-10, *Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 62b*, provides for the development of 24.3 acres of 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 target of 82 dwelling units a target density of 3.4 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 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.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

**CCC. PLANNING AREA 51: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 51, as depicted on Figure III-12, *Planning Areas 51, 52, 59, and 60*, provides for the development of 13.3 acres of 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

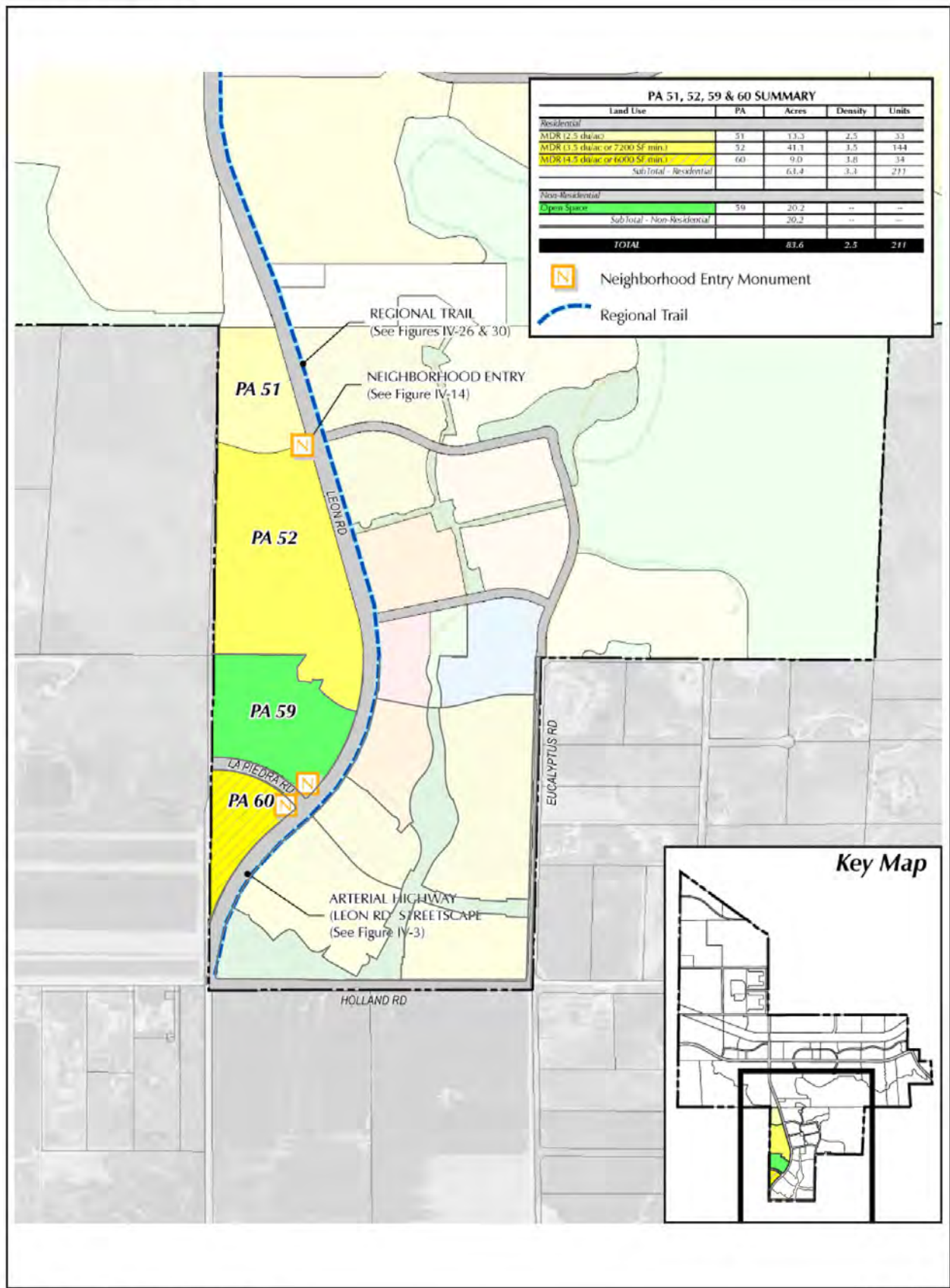
II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

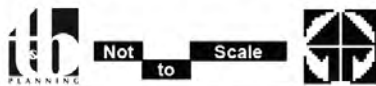
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Pangaea Land Consultants (11-19-2015)

Figure III-12



Planning Areas 51, 52, 59, and 60

**DDD. PLANNING AREA 52: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 52, as depicted on Figure III-12, *Planning Areas 51, 52, 59, and 60*, provides for the development of 41.1 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 target of 144 dwelling units at a target density of 3.5 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 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



**EEE. PLANNING AREA 53: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 53, as depicted on Figure III-11, *Planning Areas 50b, 50c, 53, and 62b*, 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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 54A: COMMERCIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 54a, as depicted in Figure III-13, *Planning Areas 54a through 58 and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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

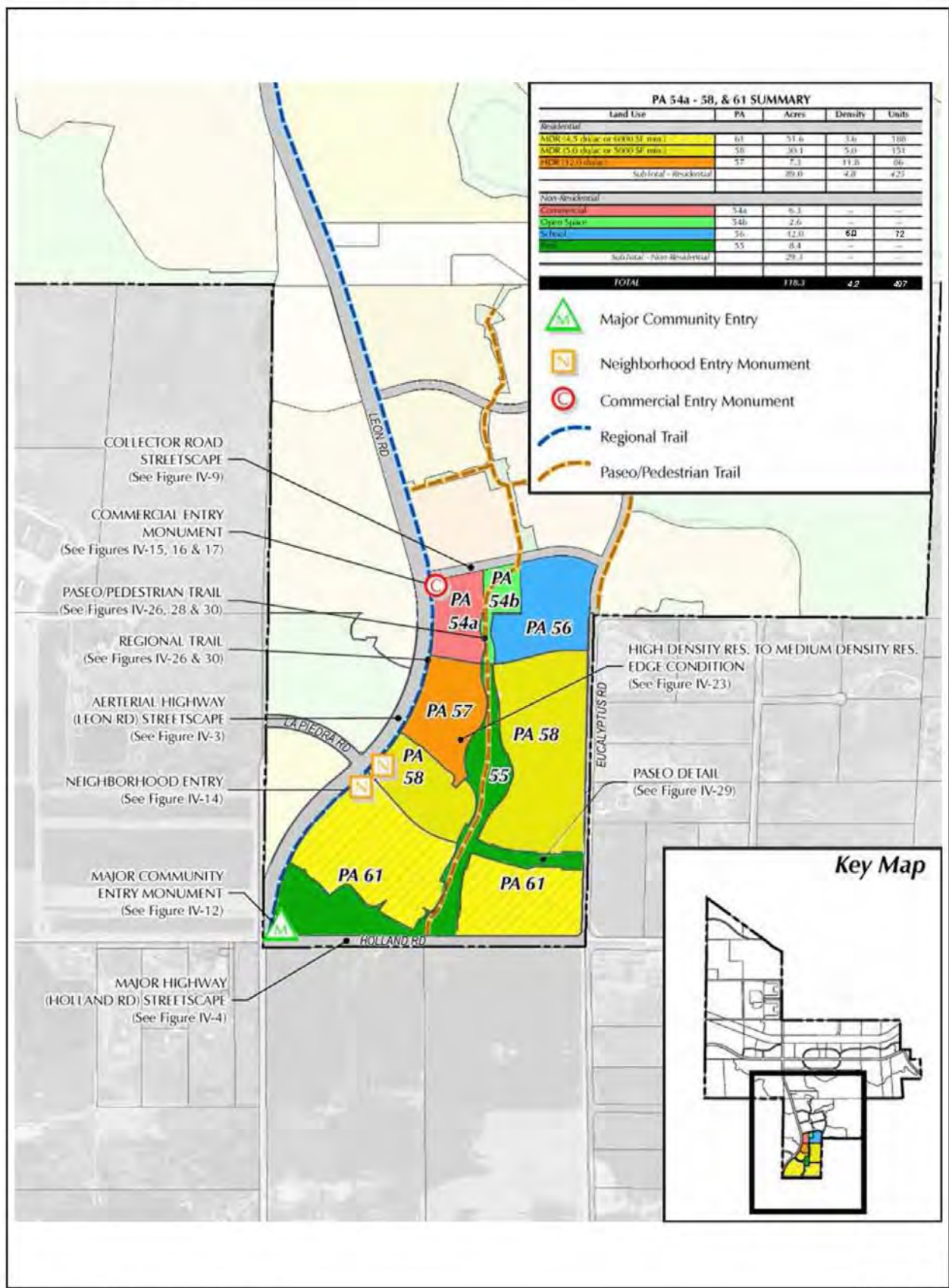
II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

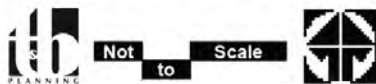
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Pangaea Land Consultants (11-19-2015)

Figure III-13



**GGG. PLANNING AREA 54B: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 54b, as depicted in Figure III-13, *Planning Areas 54a through 58 and 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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



**HHH. PLANNING AREA 55: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 55, as depicted in Figure III-13, *Planning Areas 54a through 58 and 61*, provides for the development of a 20.0-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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 55 is provided from Leon Road, Holland Road, and Eucalyptus Road via internal roads.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, Figure IV-10, *Typical Local Street Streetscape*, and Figure IV-10A, *Modified Local Street with Median*.
- 3) Paseos shall be constructed as depicted in Figure IV-29A, *Modified Paseo and Circulation 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

### III. PLANNING AREA 56: SCHOOL

#### 1. DESCRIPTIVE SUMMARY

Planning Area 56, as depicted in Figure III-13, *Planning Areas 54a through 58 and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

#### 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

**JJJ. PLANNING AREA 57: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 57, as depicted on Figure III-13, *Planning Areas 54a through 58 and 61*, provides for the development of 9.7 acres of High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family (attached or detached) units. This planning area will contain a target of 93 dwelling units at a target density of 9.6 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 57 shall be provided from Leon Road via a local road between Planning Areas 57 and 54a.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-10, *Typical Local Street Streetscape*, and Figure IV-10A, *Modified Local Street with Median*.
- 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) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail* and Figure IV-29A, *Modified Paseo and Circulation Detail*.
- 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) Buildings shall be oriented to internal paseos and the park paseo, (Planning Area 55). Buildings shall avoid fronting or backing onto Leon Road and the use of walls and fences along Leon Road shall be required for noise attenuation.
- 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

**KKK. PLANNING AREA 58: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 58, as depicted on Figure III-13, *Planning Areas 54a through 58 and 61*, provides for the development of 34.7 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 target of 165 dwelling units at a target density of 4.8 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 58 shall be provided via a local road between Leon Road and Eucalyptus Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-10, *Typical Local Street Streetscape*, and Figure IV-10A, *Modified Local Street with Median*.
- 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) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail* and Figure IV-29A, *Modified Paseo and Circulation 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 59: OPEN SPACE****1. DESCRIPTIVE SUMMARY**

Planning Area 59, as depicted in Figure III-12, *Planning Areas 51, 52, 59, and 60*, provides for 22.2 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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*, 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 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.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

**MMM. PLANNING AREA 60: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 60, as depicted on Figure III-12, *Planning Areas 51, 52, 59, and 60*, provides for the development of 9.7 acres of 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 60 shall be provided from Leon Road and La Piedra 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 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

**NNN. PLANNING AREA 61: MEDIUM DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 61, as depicted on Figure III-13, *Planning Areas 54a through 58 and 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 target 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. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 61 shall be provided via local road which connect to 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*, Figure IV-10, *Typical Local Street Streetscape*, and Figure IV-10A, *Modified Local Street with Median*.
- 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) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail* and Figure IV-29A, *Modified Paseo and Circulation 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

**OOO. PLANNING AREA 62A: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 62a, as depicted in Figure III-10, *Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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 62B: PARK****1. DESCRIPTIVE SUMMARY**

Planning Area 62b, as depicted in Figure III-10, *Planning Areas 47b, 47c, 49a, 49b, 50a, 50d, 62a, and 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.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**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.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

## 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 Amendment 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 Amendment 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 Amendment 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-I, 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 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 (Newport Rd 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.
- 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 Figure IV-3, 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 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 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 Avenue) 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 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.

**i. Typical Collector Roads Right-of-way and Landscape Zone**

The landscape concept associated with the Specific Plan roadway 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.

**j. Typical Local Streets**

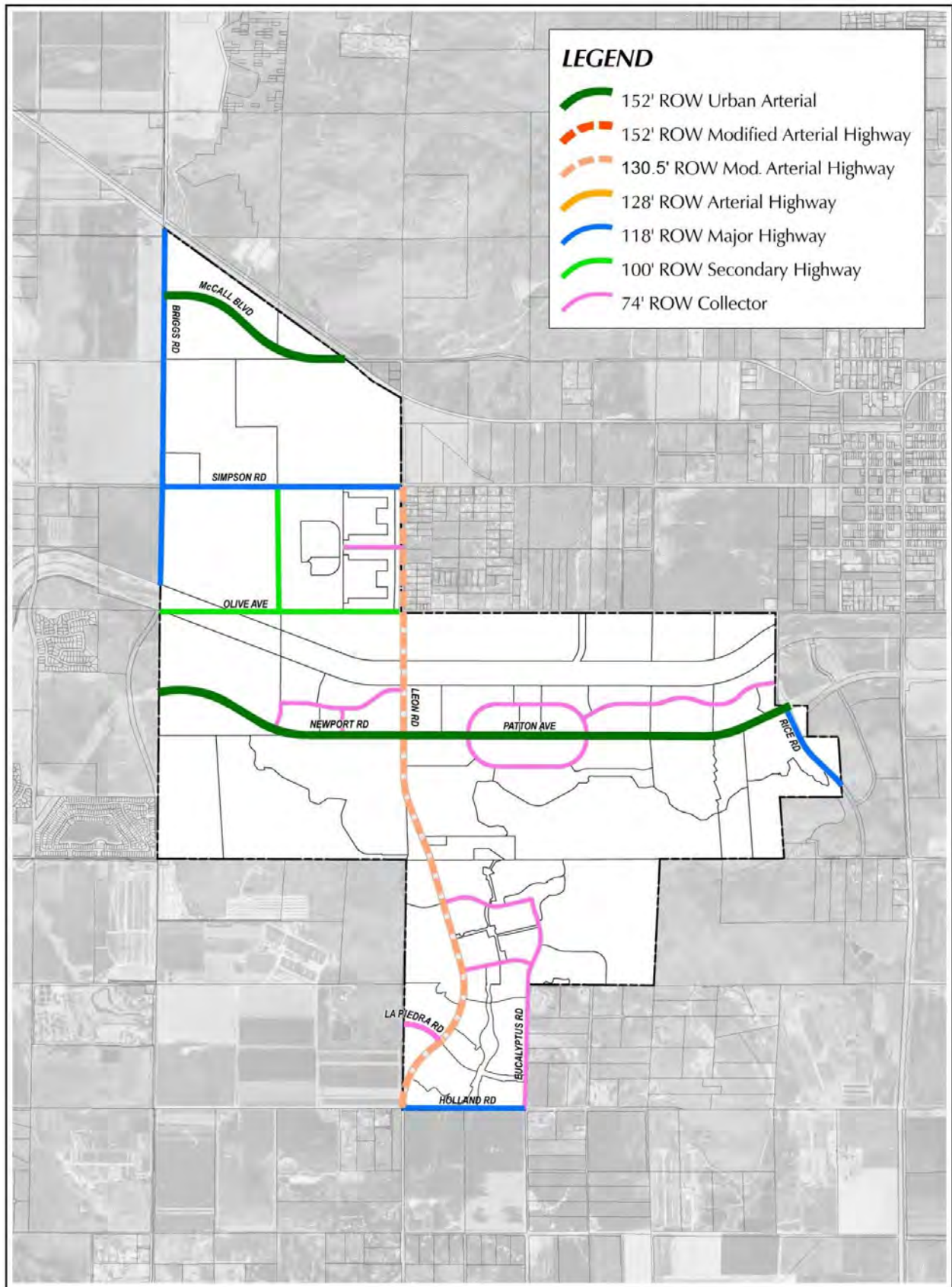
The landscape program associated with the Specific Plan roadways along the local streets has been designed to provide for continuity with the design of the arterial roadways within the Specific Plan. The local streets are proposed 56-foot rights-of-way, and are planned to serve the activity of the residential 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.

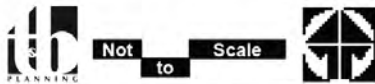
Local roads will be separated into three landscape classifications: Leafy Green, Natural or Flowering. The parkways of these roads will be landscaped with the selected plant materials for each designation in accordance with the project Plant Palette.

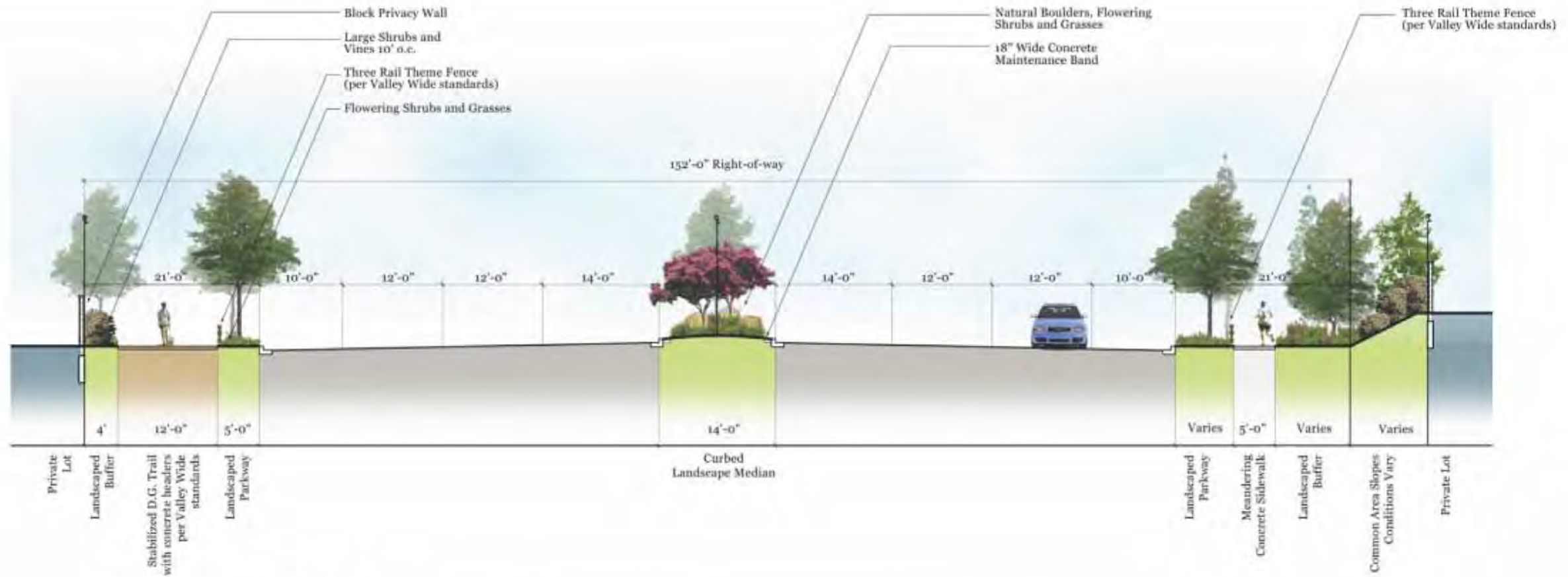
WINCHESTER HILLS



Source(s): Pangaea Land Consultants (10-20-2015)

Figure IV-1





Newport Road: 152' Right-of-way

**Arterial Urban Highway: Rural Windrow**

- Street Trees** (All 36" Box)  
 Fraxinus oxycarpa 'Raywood' – Raywood Ash  
 Platanus acerifolia 'Bloodgood' – London Plane Tree 'Bloodgood'  
 Arbutus unedo – Strawberry Tree
- Large Shrubs** (All 5 Gallon) Border along Tract Walls  
 Photinia fraseri – Fraser's Photinia 33%  
 Podocarpus macrophyllus 'maki' – Shrubby Yew Pine 33%  
 Ligustrum japonicum 'Texanum' – Texas Privet 33%
- Small Shrubs / Groundcovers** (3' O.C.)  
 Rhamphiolepis indica 'Ballernia' – Indian Hawthorn 'Ballerina' 5 Gal  
 Ceanothus griseus 'Carmel Creeper' – Carmel Creeper 5 Gal  
 Rosmarinus officinalis 'Prostratus' – Prostrate Rosemary 1 Gal  
 Cistus purpureus – Orchid Rockrose 5 Gal  
 Convolvulus mauritanicus – Ground Morning Glory 1 Gal

- Accents** (All 2' O.C.)  
 Hesperaloe parviflora – Red Yucca 5 Gal 33%  
 Muhlenbergia rigida – Purple Muhly Deer Grass 5 Gal 33%  
 Helictotrichon sempervirens – Blue Oat Grass 1 Gal 33%

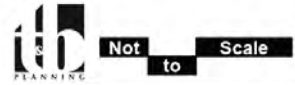
- Vines** (All 10' O.C.) (All 1 Gallon) along Tract Walls  
 Ficus pumilia – Creeping Fig Vine 50%  
 Parthenocissus tricuspidata – Boston Ivy 50%

- Median and Slope Trees** (All 24" Box)  
 Arbutus unedo – Strawberry Tree  
 Callistemon viminalis - Weeping Bottlebrush  
 Lagerstroemia indica - Crape Myrtle (red or purple)  
 Pistacia chinensis - Chinese Pistache  
 Prunus species - Flowering Plum  
 Rhus lancea - African Sumac
- \* Plant Material subject to Valley-Wide review during final design

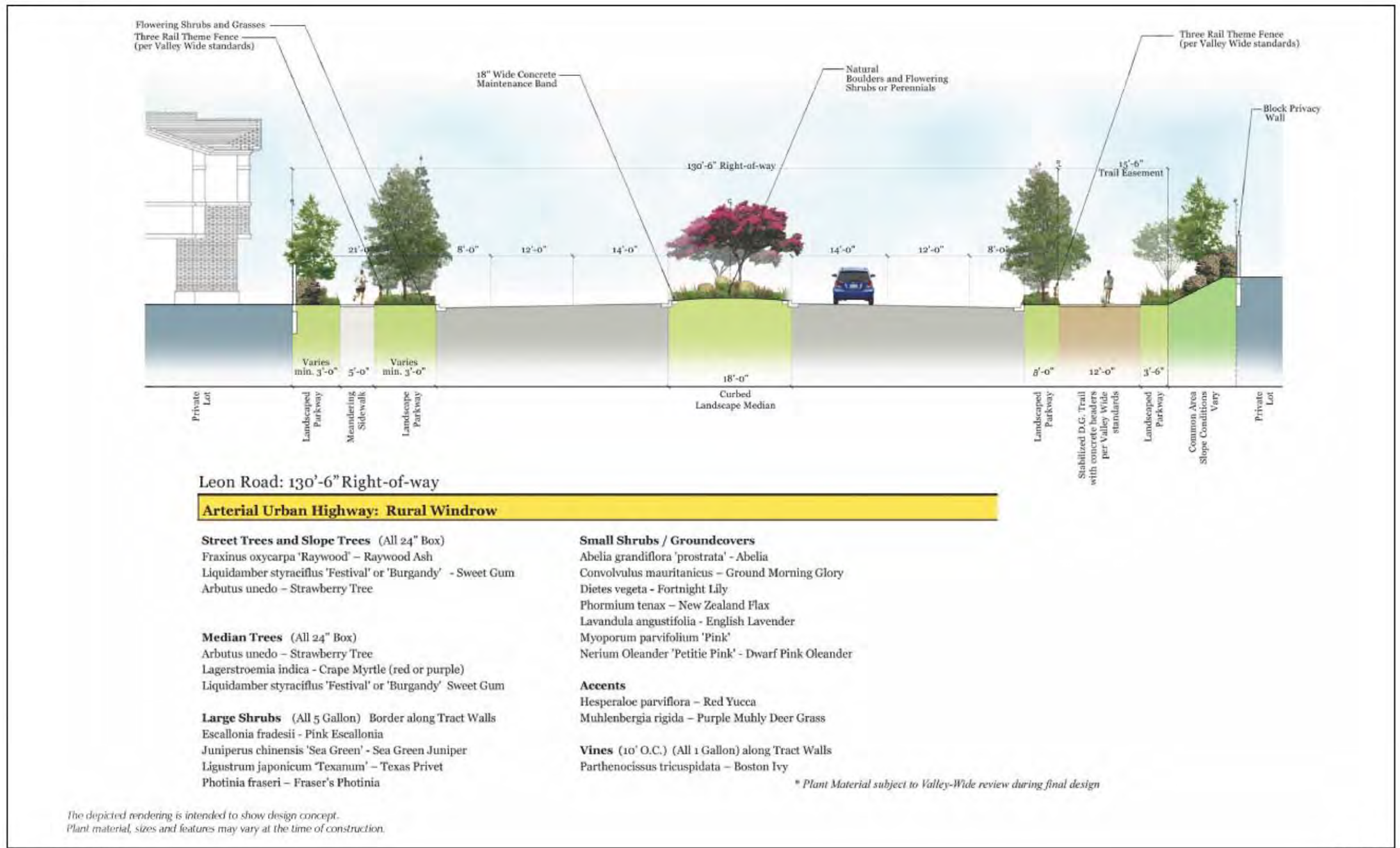
The depicted rendering is intended to show design concept.  
 Plant material, sizes and features may vary at the time of construction.

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-2





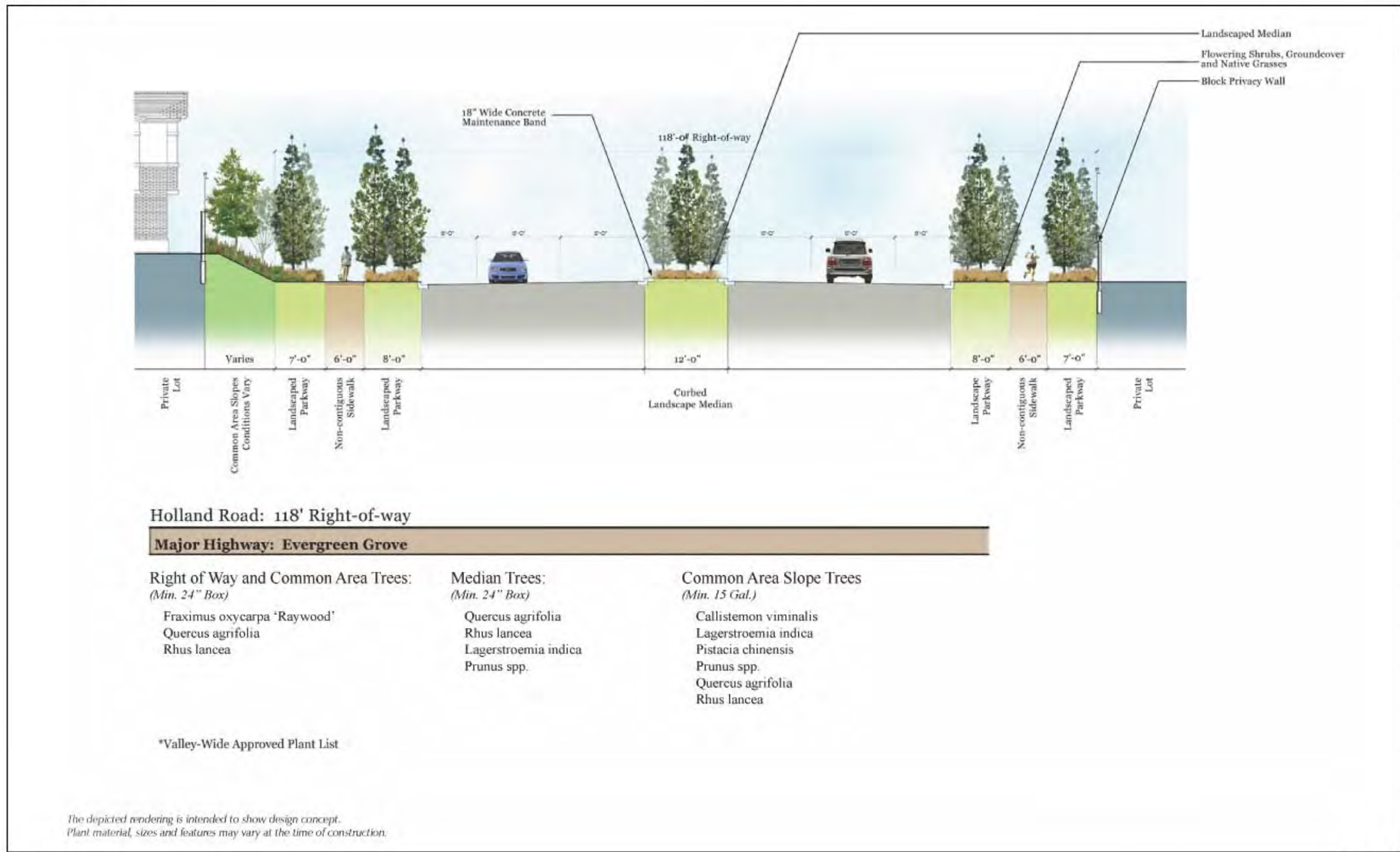


Source(s): Van Dyke LLC (11-19-2015)

Figure IV-3

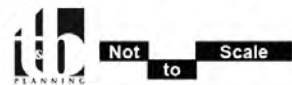


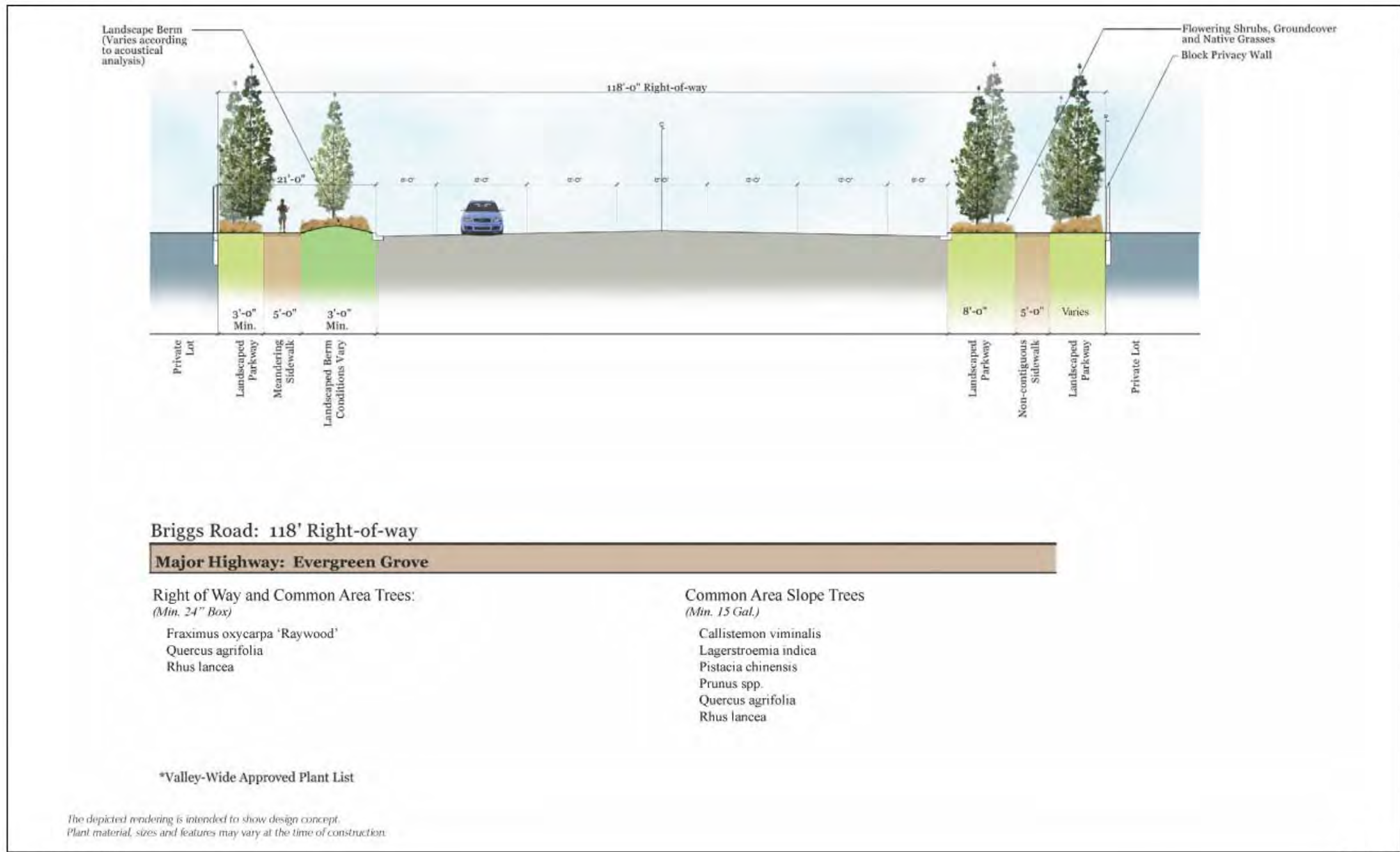




Source(s): Van Dyke LLC (11-19-2015)

Figure IV-4



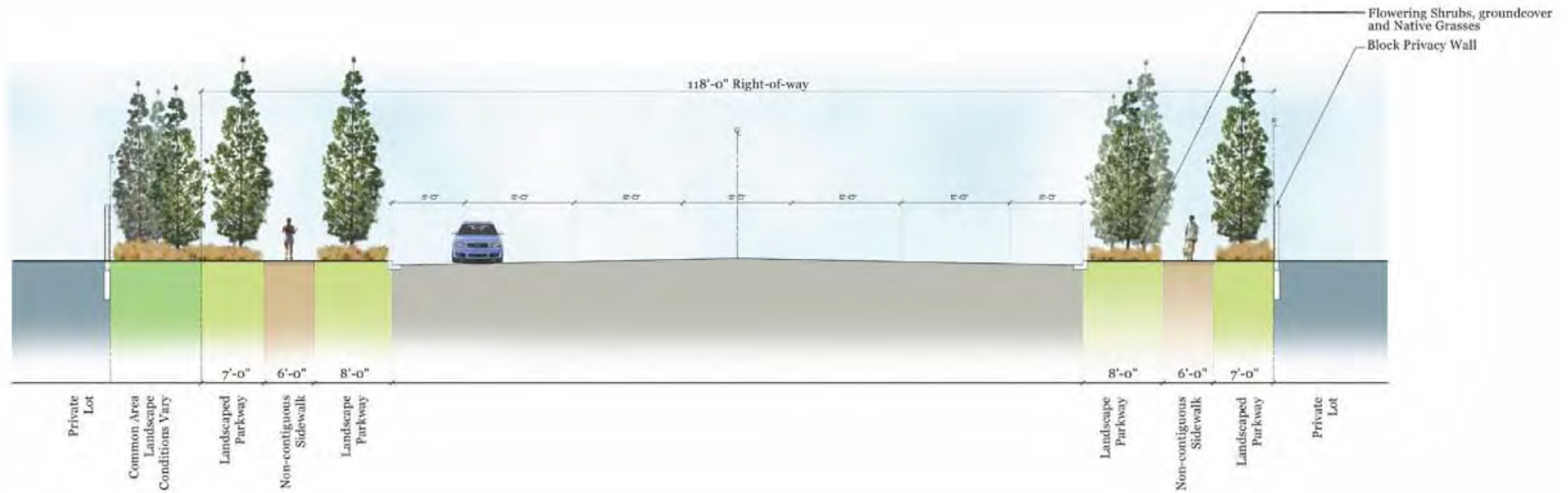


Source(s): Van Dyke LLC (11-19-2015)

Figure IV-5







Simpson 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

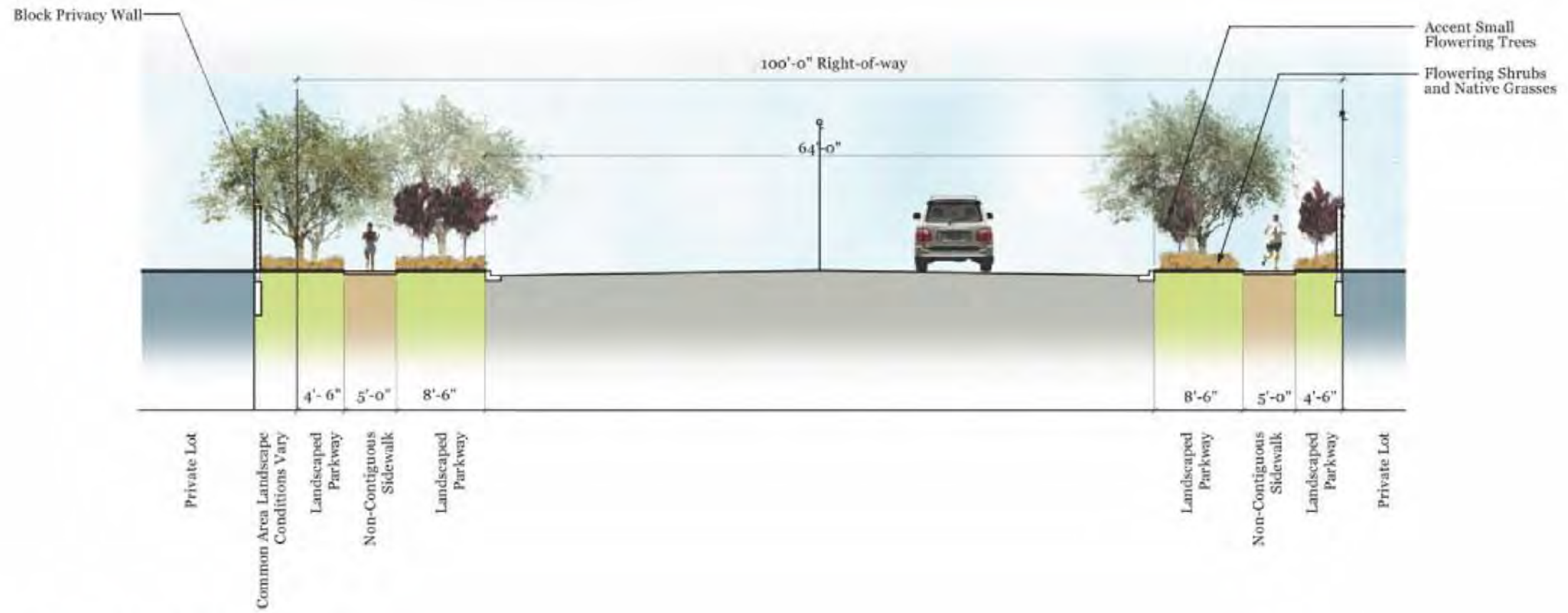
\*Valley-Wide Approved Plant List

*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 LLC (11-19-2015)

Figure IV-6





Olive Road: 100' Right-of-way

**Secondary Highway: Rustic Orchard**

Right of Way and Common Area Trees:  
(Min. 24" Box)

- Olea europaea* 'Swan Hill'
- Cinnamom camphora*
- Pistacia chinensis*
- Quercus agrifolia*

Accent Small Flowering Trees  
(Min. 15 Gal.)

- Prunus cerasifera* 'Autropurpurea'

\*Valley-Wide Approved Plant List  
\*Valley-Wide Approved Theme Trees

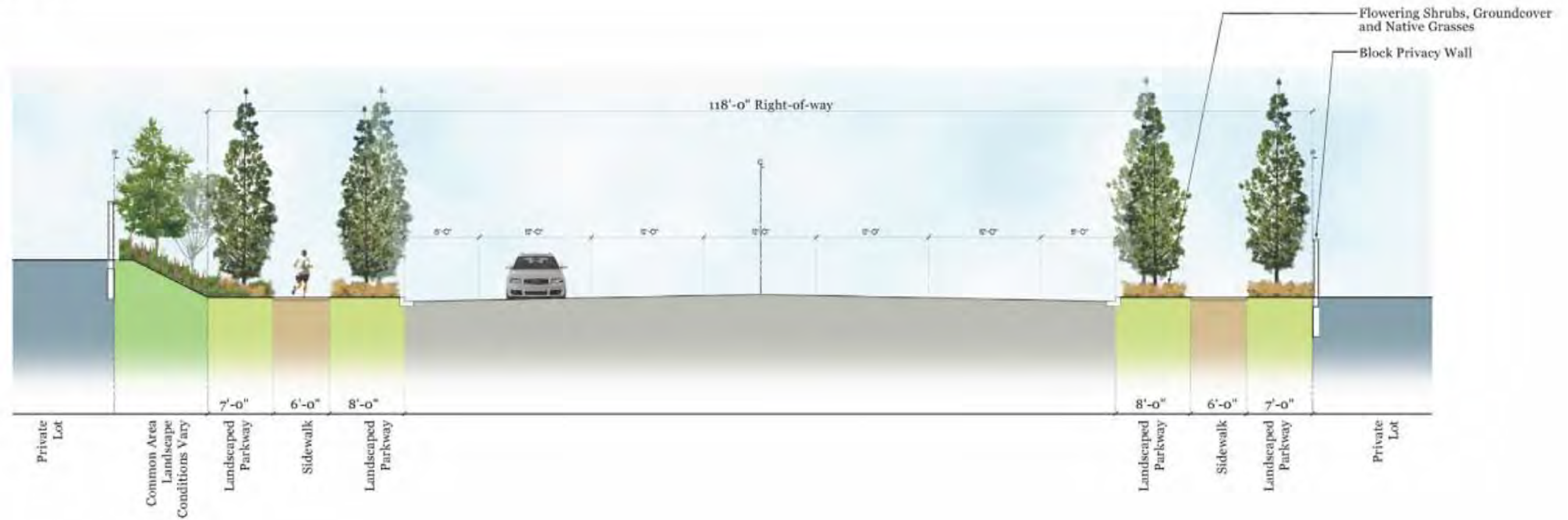
*The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.*

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-7







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

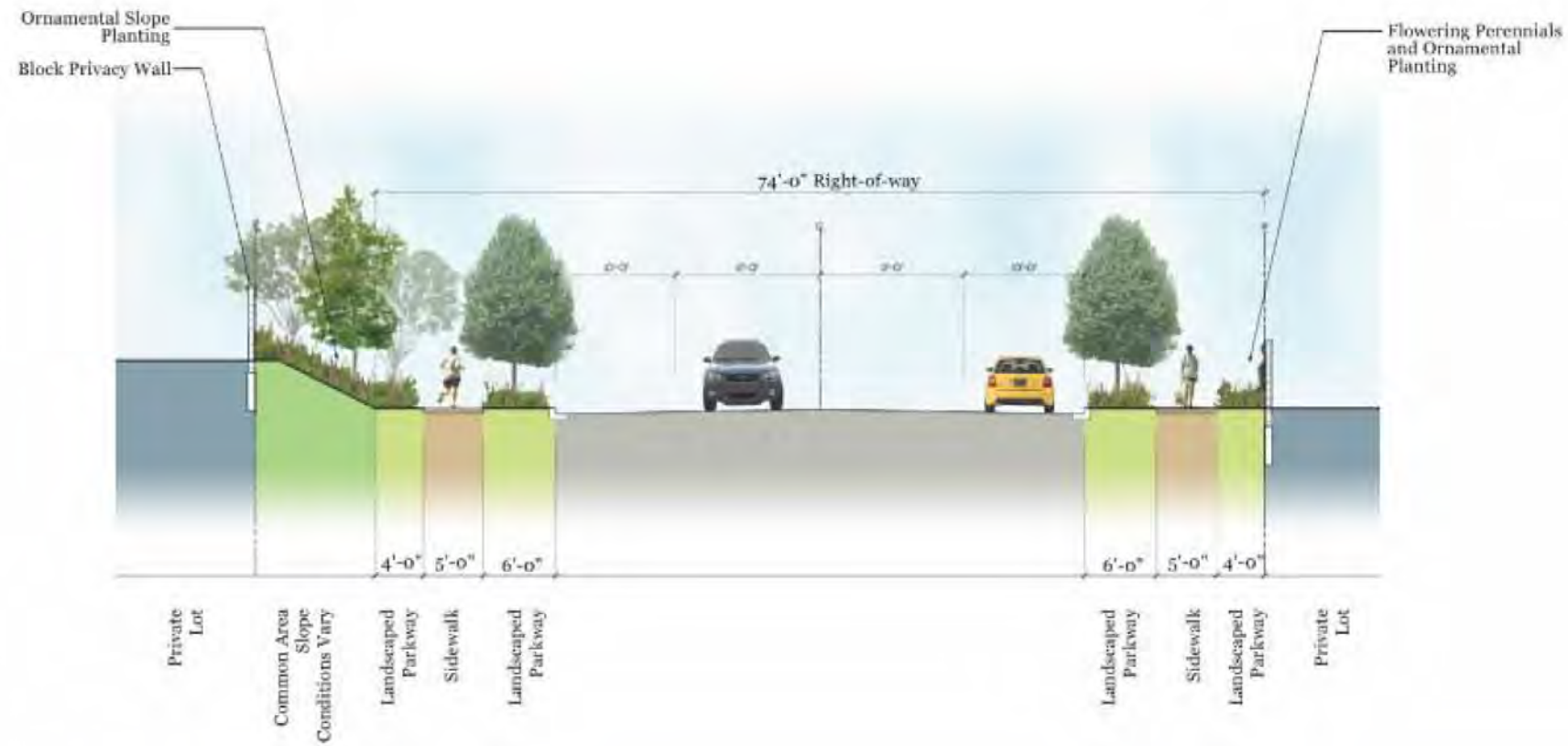
\*Valley-Wide Approved Plant List

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 LLC (11-19-2015)

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.)

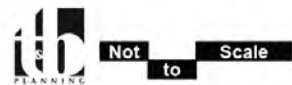
- Fraxinus oxycarpa 'Raywood'
- Platinus acerifolia 'Bloodgood'
- Liquidambar styraciflua 'Festival' or 'Burgandy'
- Brachychiton populneus
- Pyrus kawakami
- Olea europaea* 'Swan Hill'
- Arbutus unedo*

\*Valley-Wide Approved Plant List  
\*Valley-Wide Approved Theme Trees

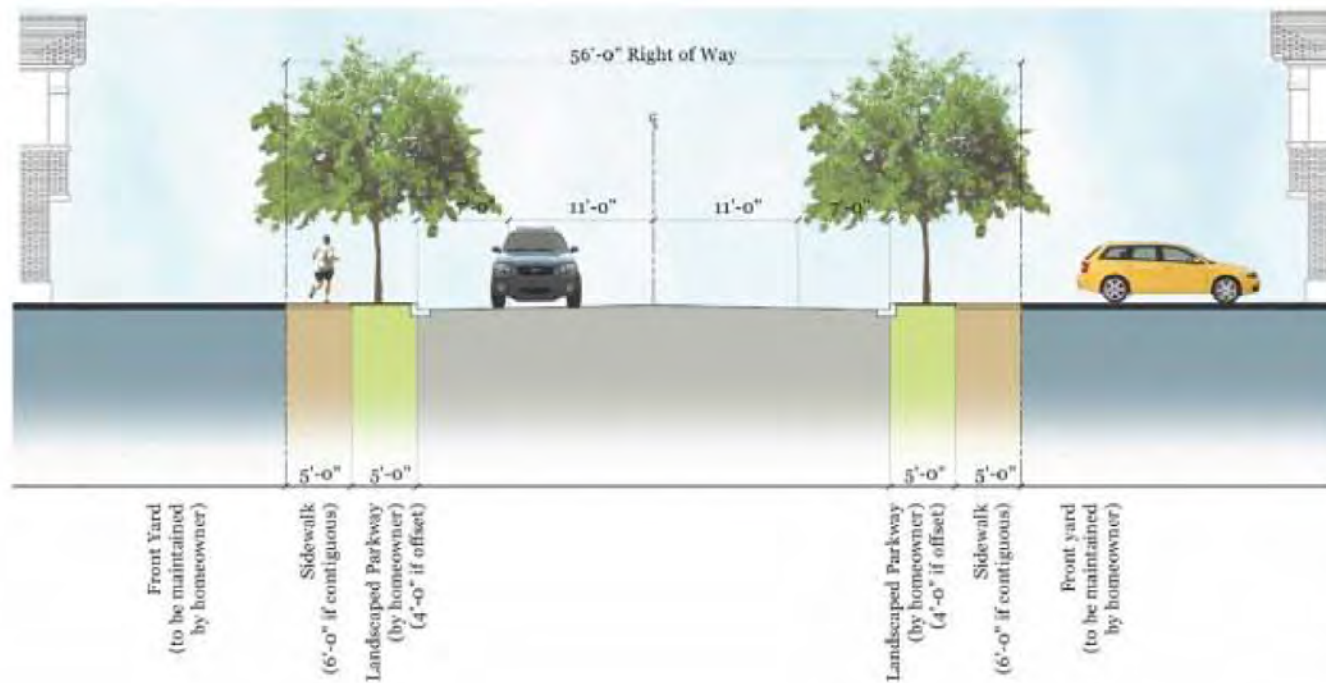
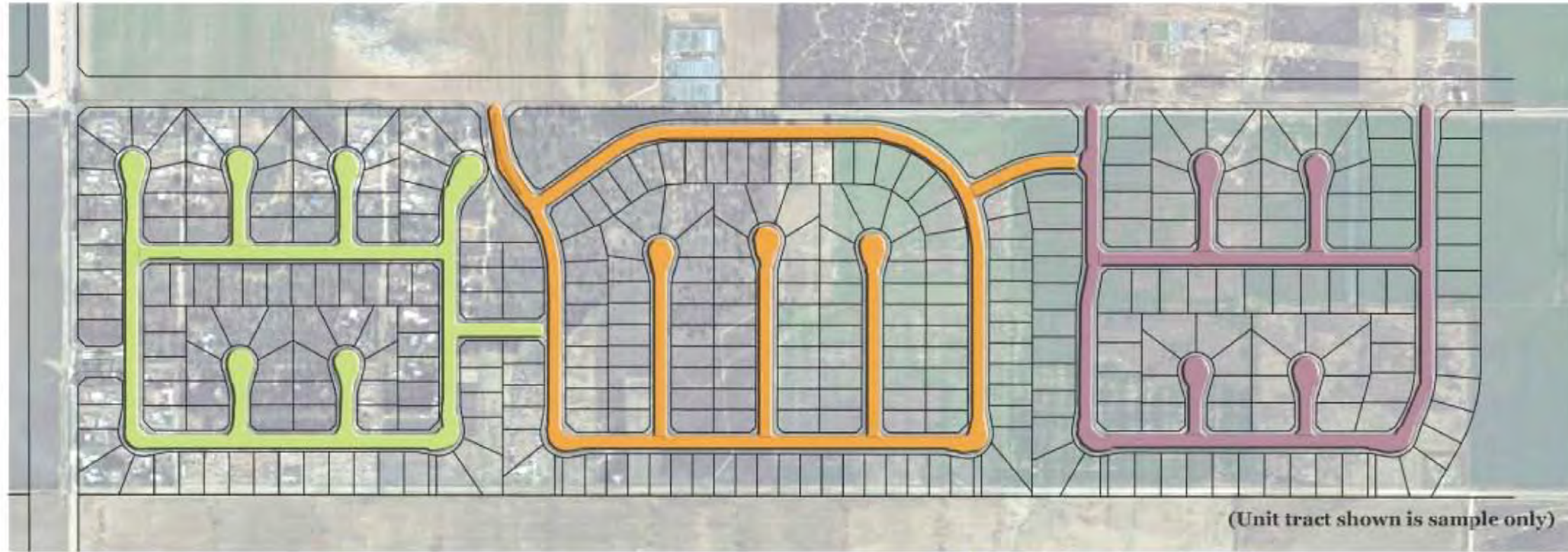
*The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.*

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-9







**Local Road A: Leafy Green** (Min. 24" Box)

- Cinnamomum camphora
- Magnolia grandiflora
- Liquidambar styraciflua 'Burgundy'
- Fraxinus uhdei

**Local Road B: Natural** (Min. 24" Box)

- Fraxinus oxycarpa 'Raywood'
- Geijera parvifolia
- Rhus lancea
- Pistacia chinensis
- Olea europea 'Swan Hill'

**Local Road C: Flowering** (Min. 24" Box)

- Callistemon viminalis
- Prunus cerasifera
- Lagerstroemia indica (Red or Purple)
- Magnolia grandiflora

Note:  
Unit Tracts may be one of three lists  
or a combination of each 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 LLC (11-19-2015)

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-I, 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

### **b. 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 façade
- Rustic planting around stone walls with decorative boulders
- 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.)

### **c. 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 façade
- 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.

**d. 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:

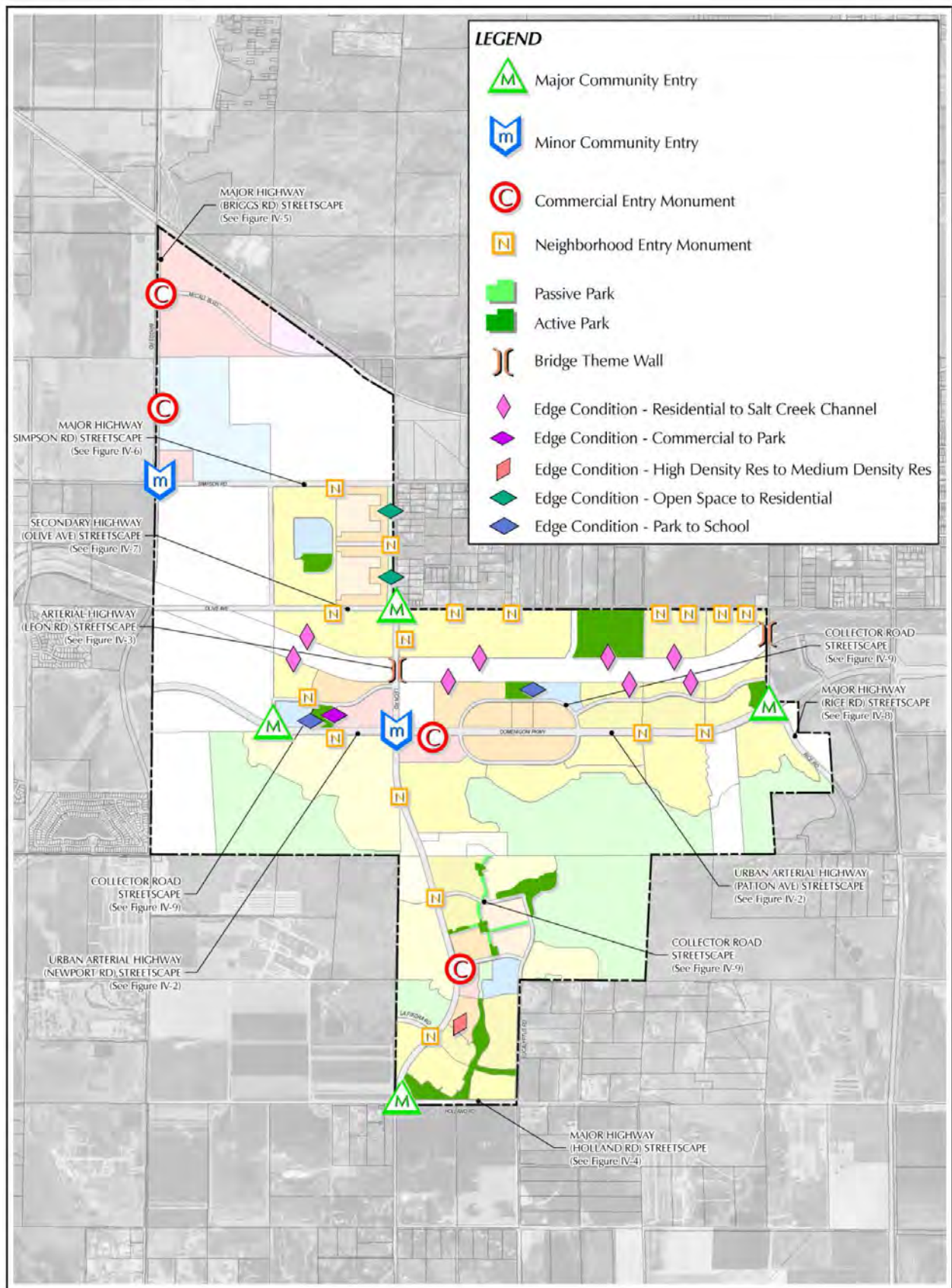
- 4-foot high masonry wall with manufactured stone veneer
- Concrete cap with light sandblast finish
- Rustic wrought iron style neighborhood signage anchored to stone wall façade
- Wagon wheel attached to stone wall or footing
- Weathered steel (style) Winchester Ranch logo set in cap

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

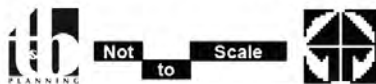
Option 3:

- 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

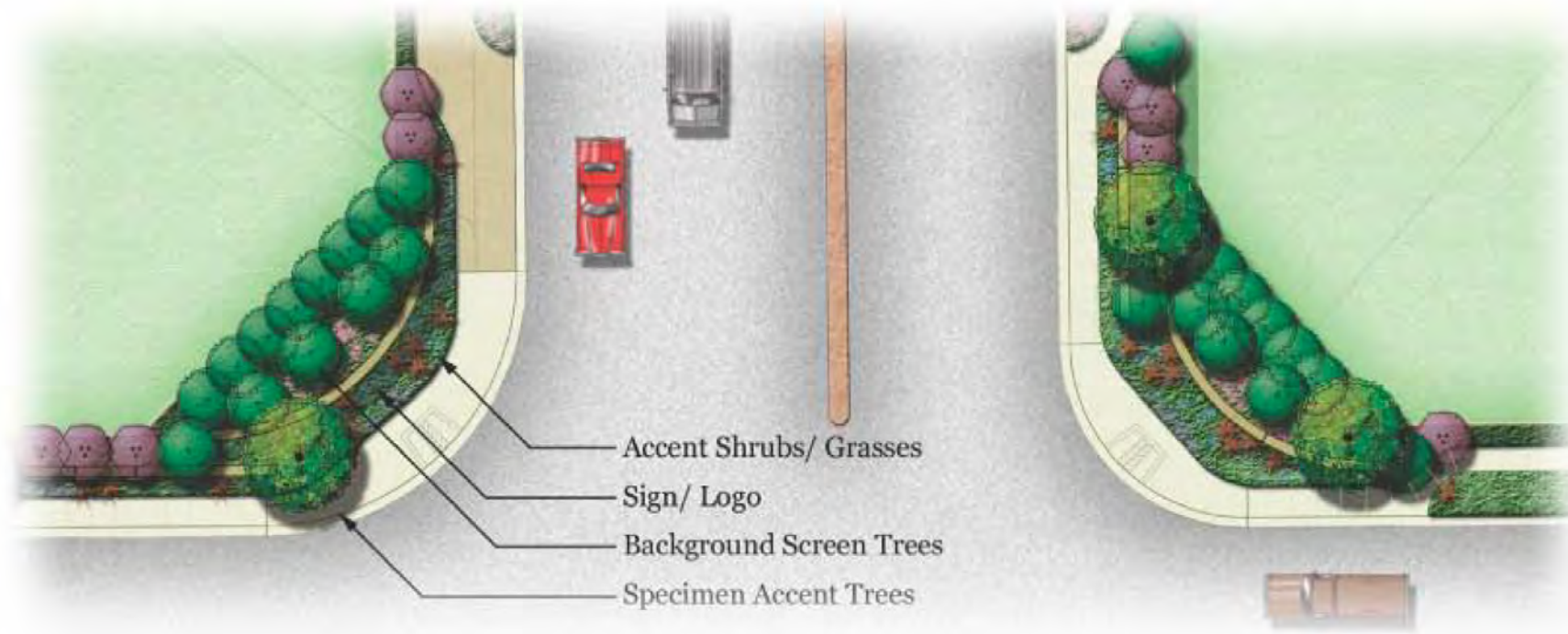


Source(s): Pangaea Land Consultants (11-19-2015)

Figure IV-11







Major Community Entry Monument:

- Masonry walls with manufactured stone veneer
- Rustic wrought iron style logo
- Rustic planting around stone walls
- Large specimen trees
- Accent Boulders



*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 LLC (11-19-2015)

Figure IV-12





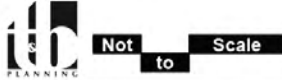
**Minor Community Entry Monument**  
Masonry walls with manufactured stone veneer in gently sloped landscape  
Rustic wrought iron style logo mounted to the stone facade  
Rustic planting around stone walls with decorative boulders  
Large specimen trees arranged around stone walls



*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 LLC (11-19-2015)

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

*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 LLC (11-19-2015)

Figure IV-14



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

**e. 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-1 I, 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
- 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

Option 5 depicted in Figure IV-16, Commercial Entry Monument Options 4-6:

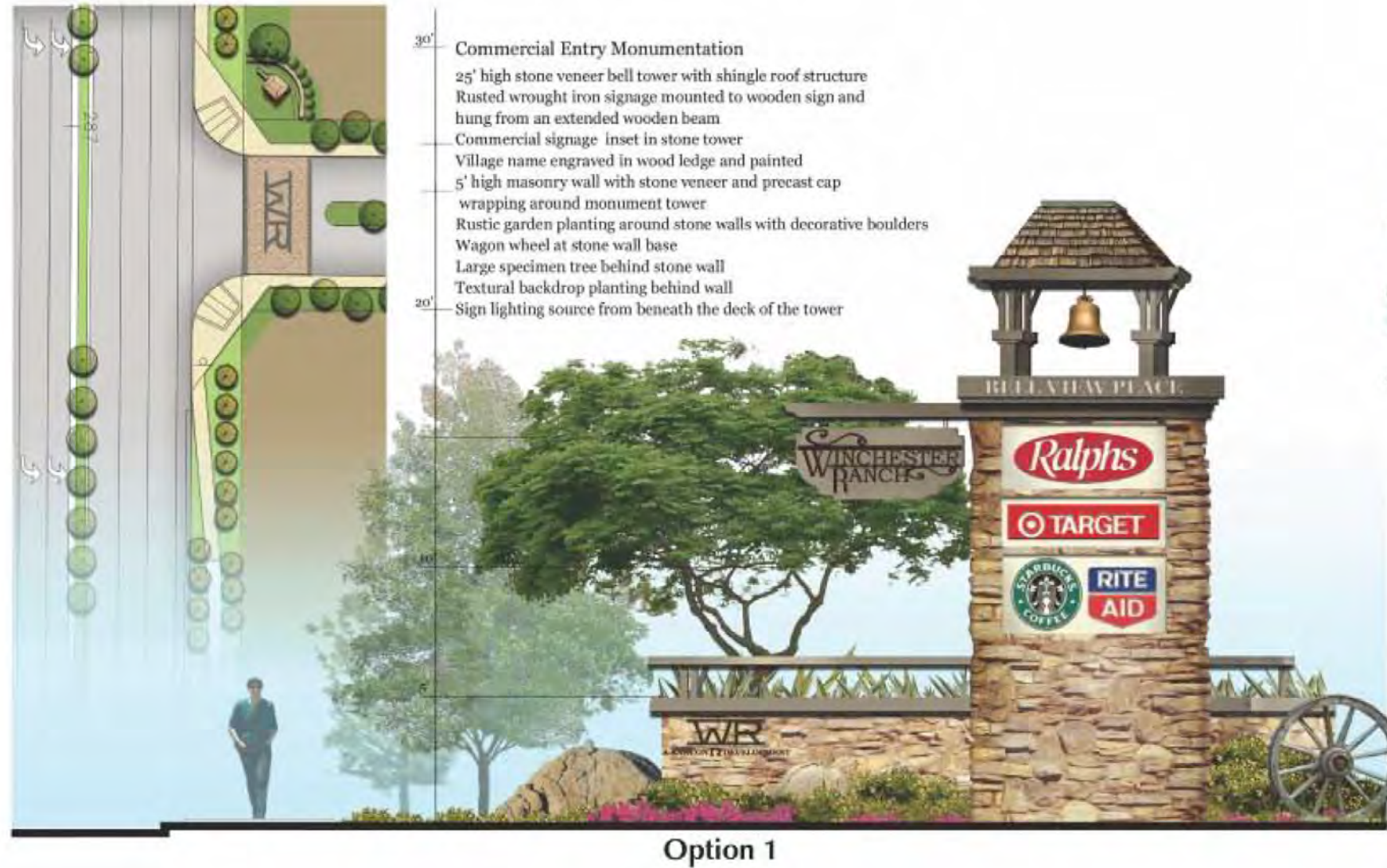
- 28-foot high water tower with rusted wrought iron signage hung from tower roof
- Commercial signage anchored to tower structure
- 5-foot high stone wall wrapping around monument tower
- Rustic garden planting around stone walls with decorative boulders
- Woodcrete wagon wheel at stone wall base
- Large 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.

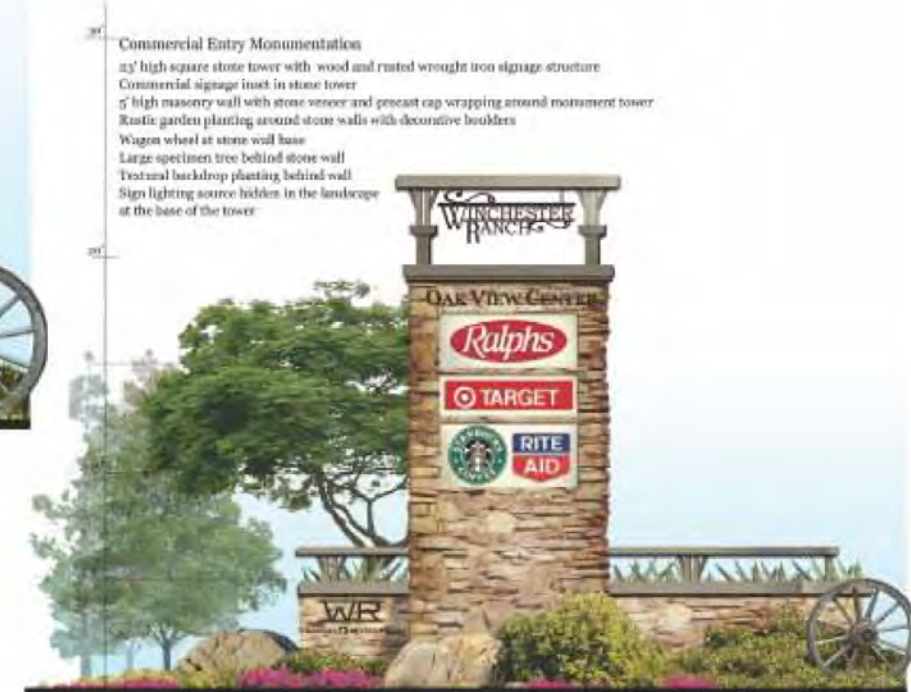




Option 1



Option 2



Option 3

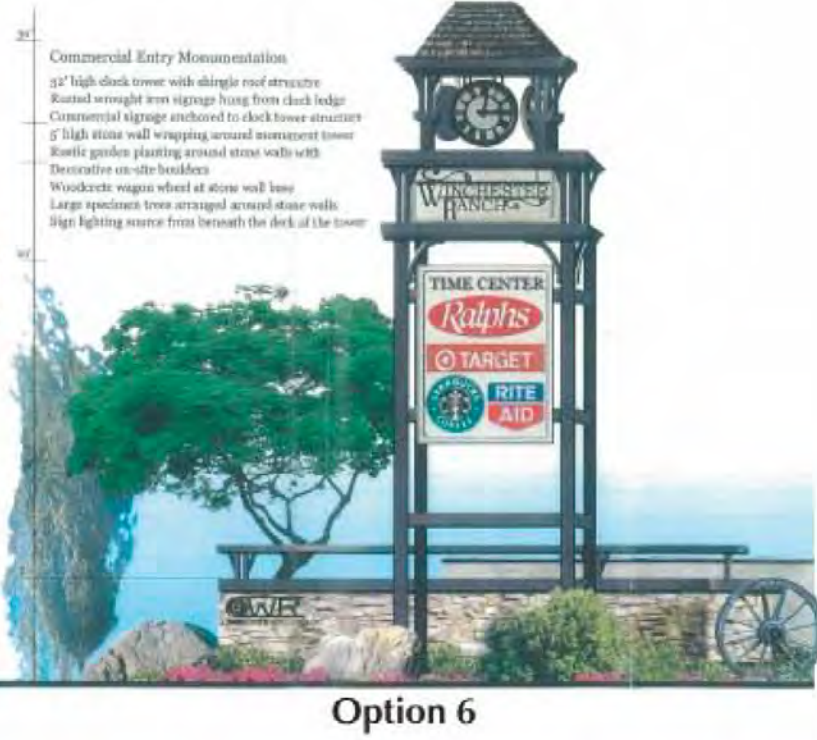
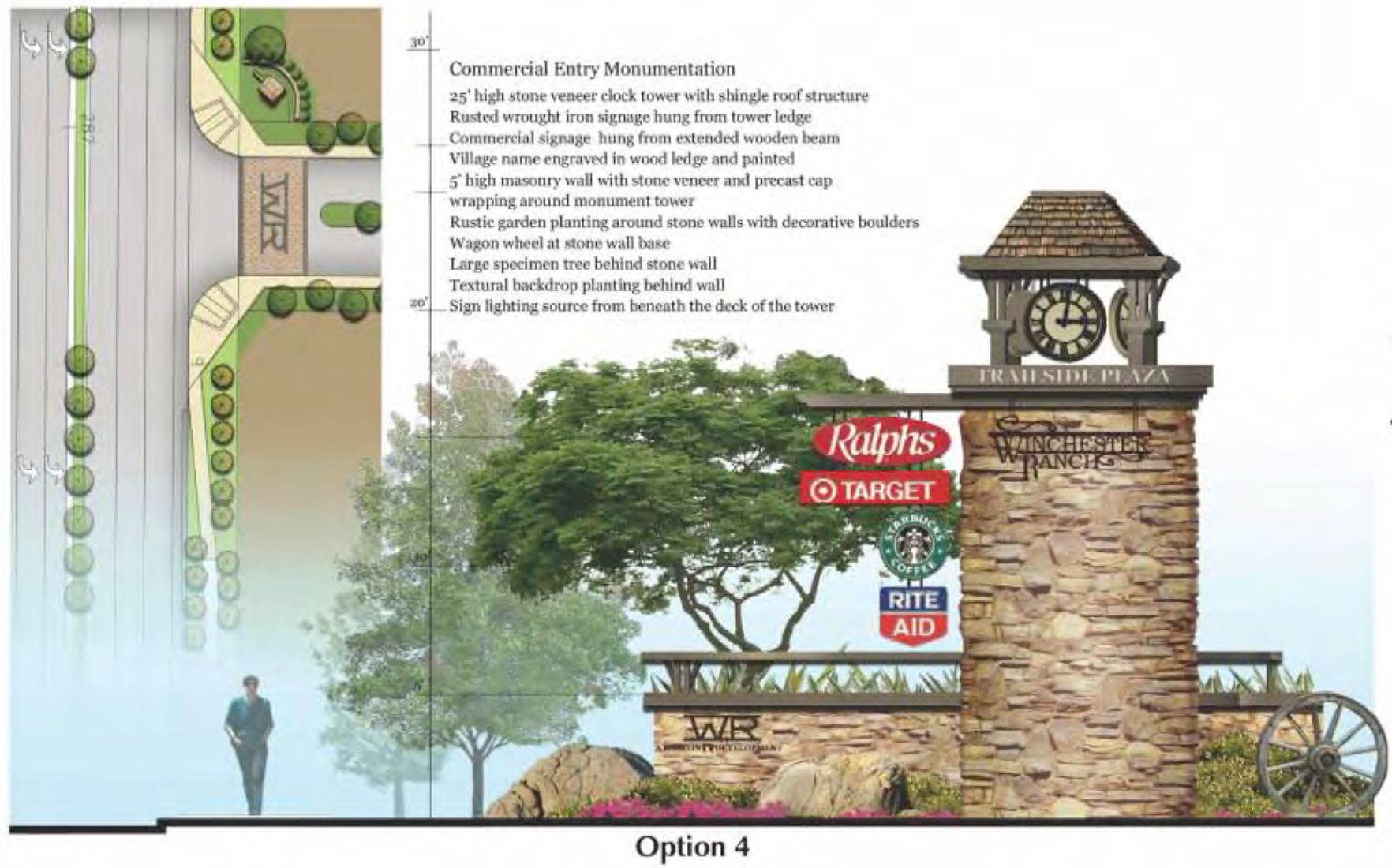
The depicted rendering is intended to show design concept.  
 Plant material, sizes and features may vary at the time of construction.

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-15







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 LLC (11-19-2015)

Figure IV-16



**f. 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

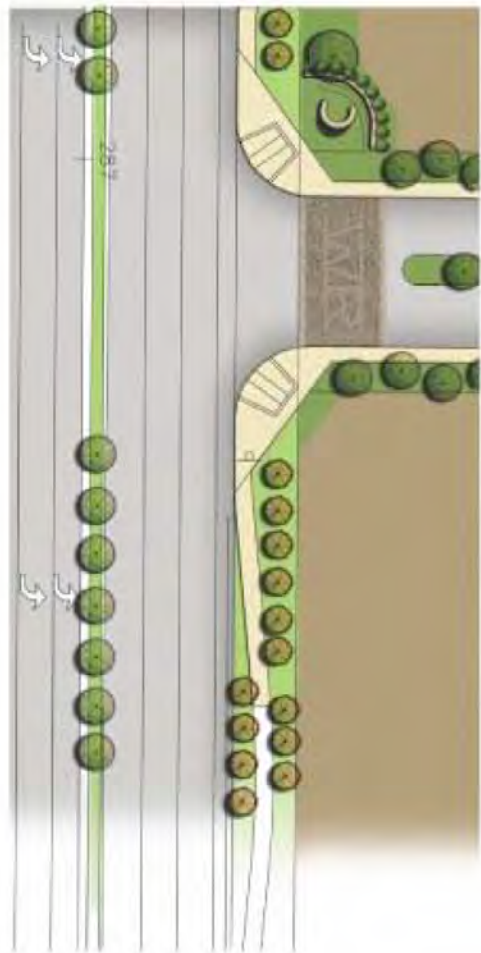
**Option 3:**

- 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





**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**

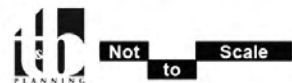
Tumbled brick with running bond pattern at entry.  
 Winchester Ranch logo in dark tumbled brick, running bond pattern.  
 Entry pavement edged with tumbled brick in soldier course pattern to match logo.



**Option 4**

Source[s]: Van Dyke LLC (11-19-2015)

Figure IV-17



### 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 for 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.

#### 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

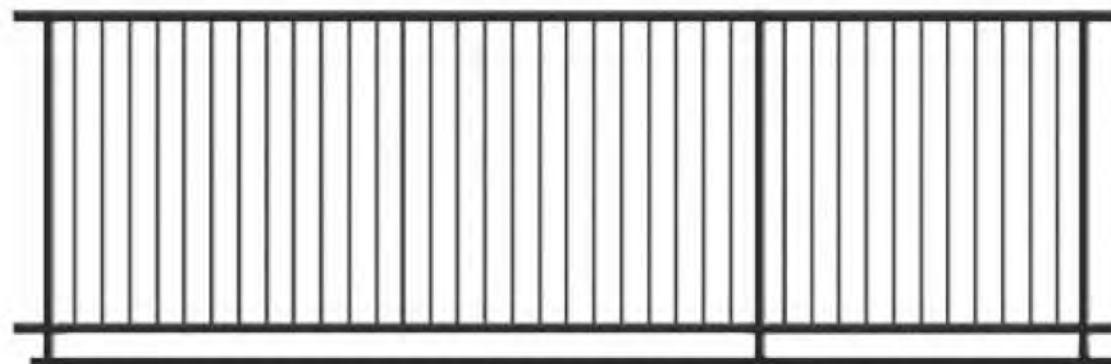
**d. 3-Rail Vinyl Theme Fences**

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- I 9, 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.



**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 LLC (11-19-2015)

Figure IV-18







**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 adjoin 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 IOA and 108 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 buffer for 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.



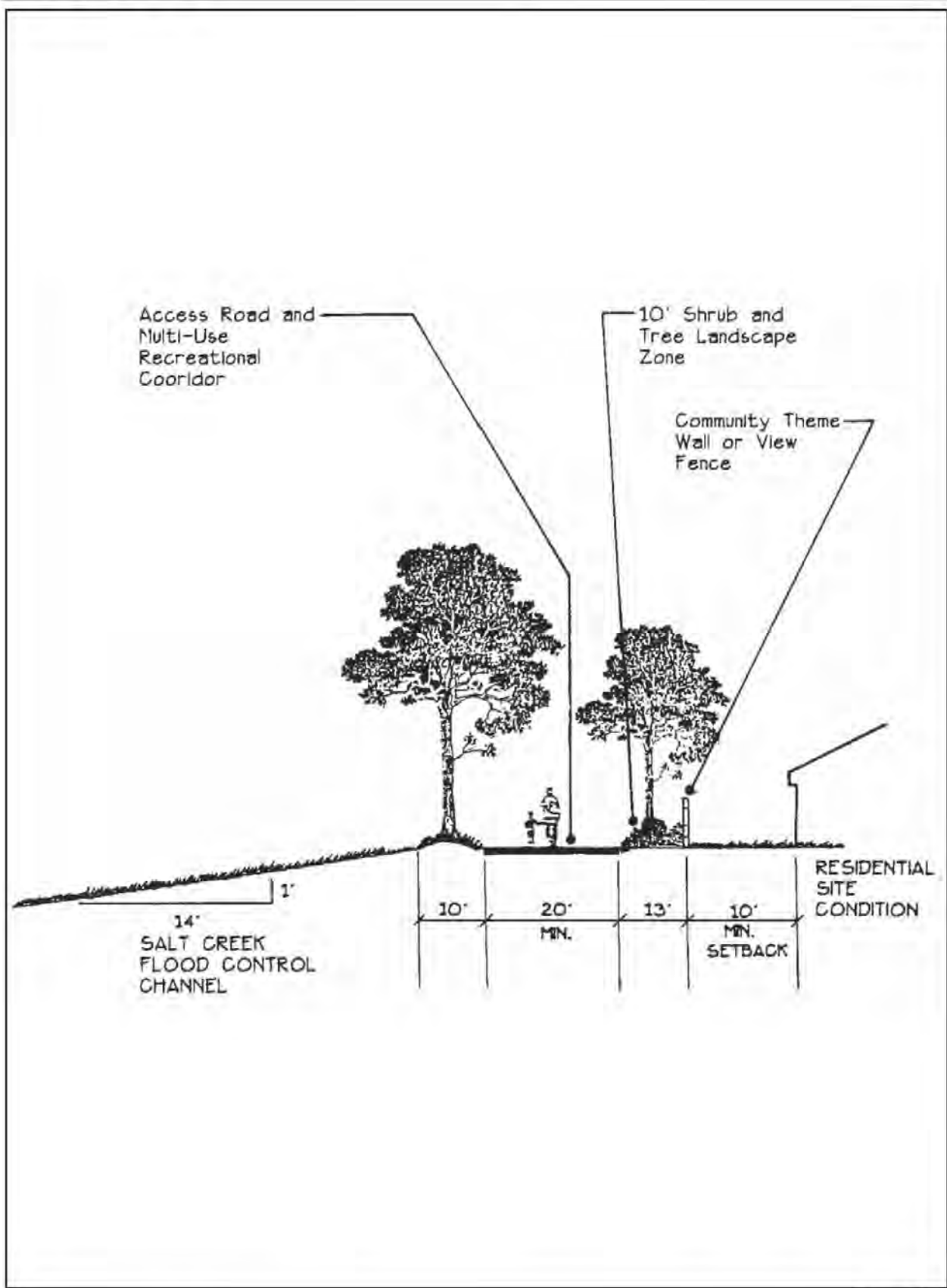
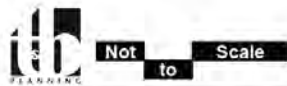


Figure IV-20



Edge Condition – Residential to Salt Creek

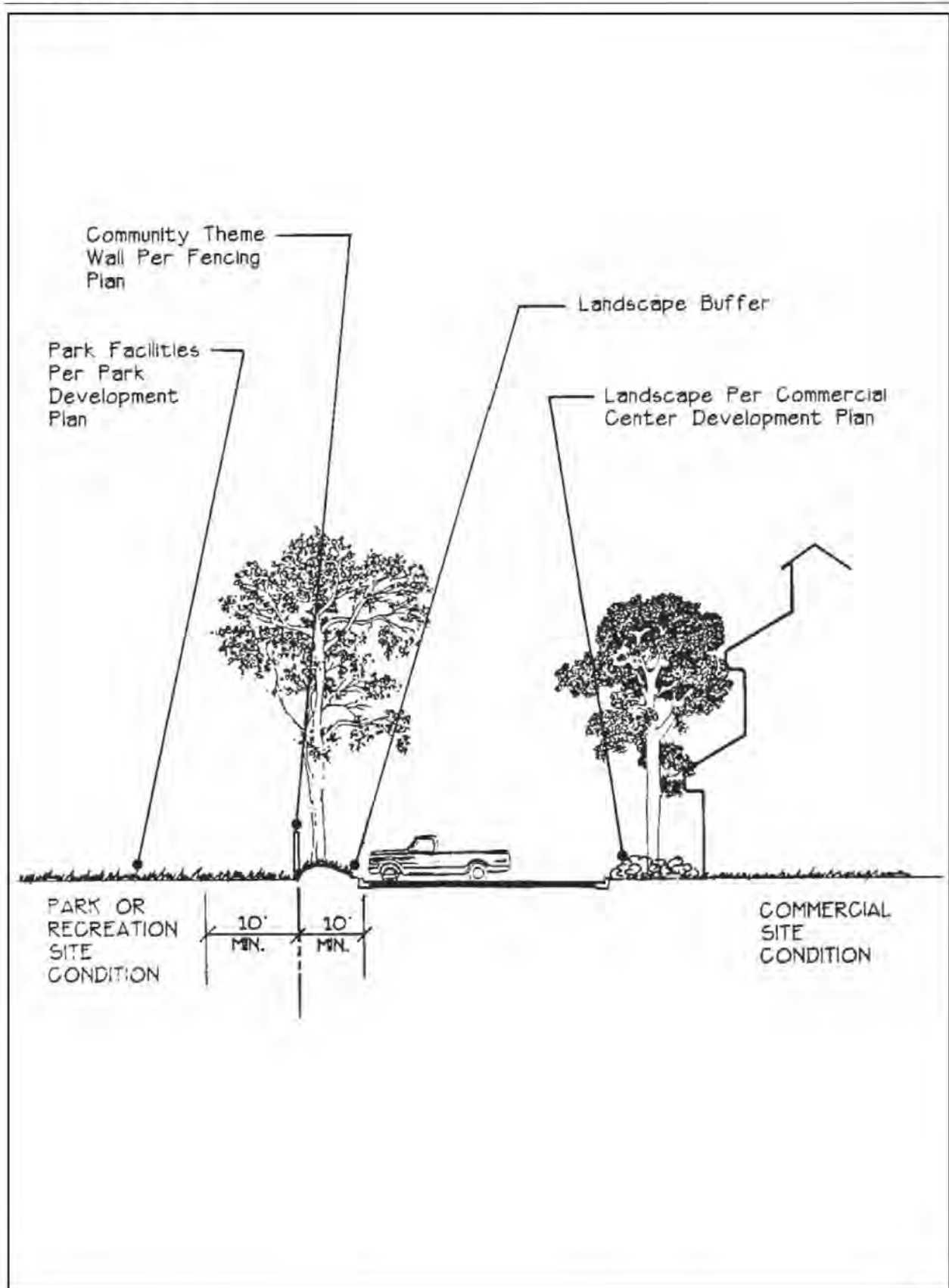
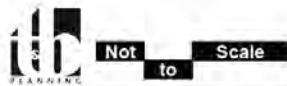
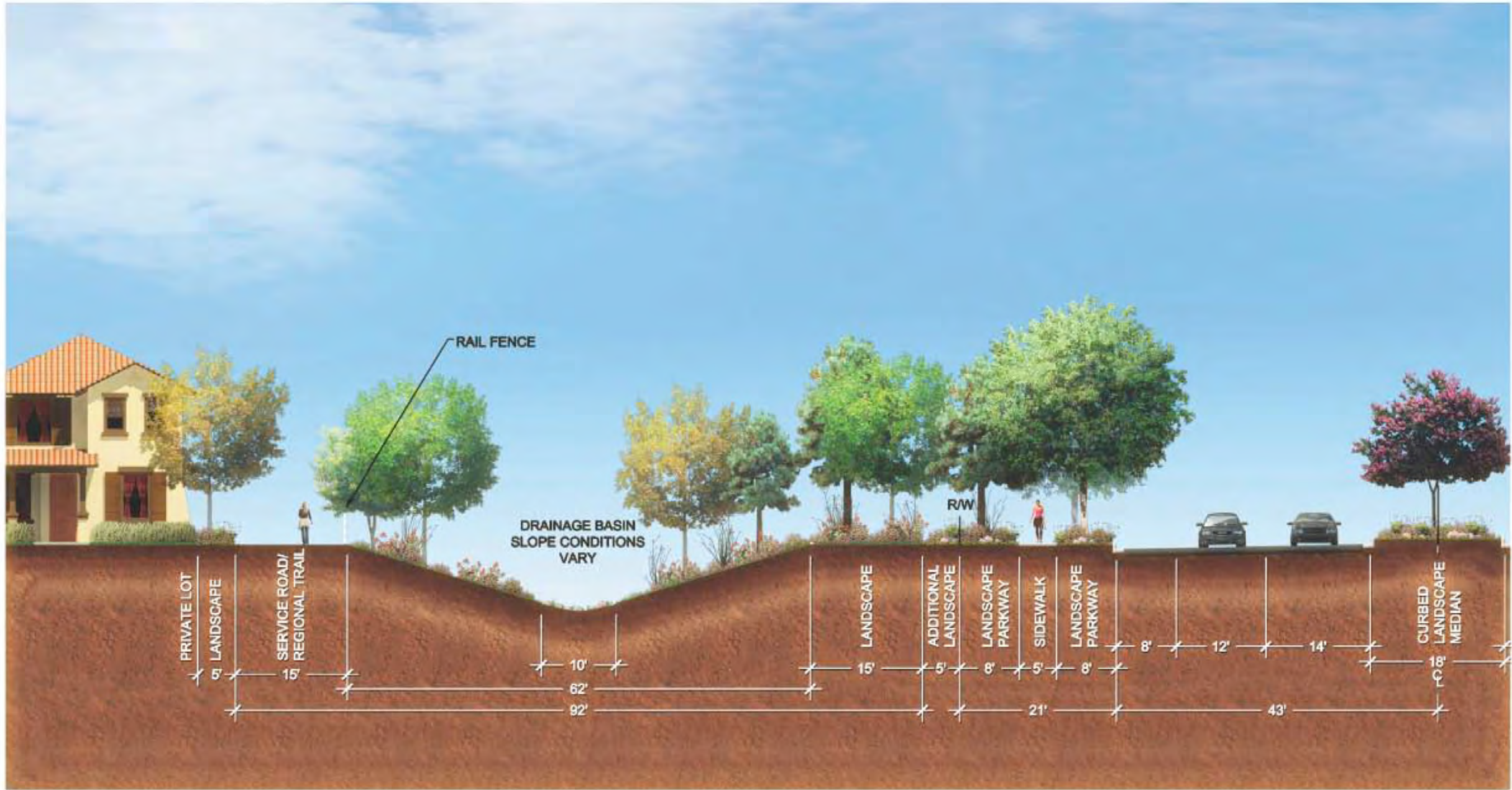


Figure IV-21

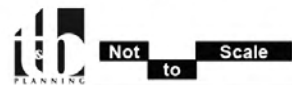




The depicted rendering is intended to show design concept.  
 Plant material, sizes and features may vary at the time of construction.

Source(s): PDS West (11-19-2015)

Figure IV-22





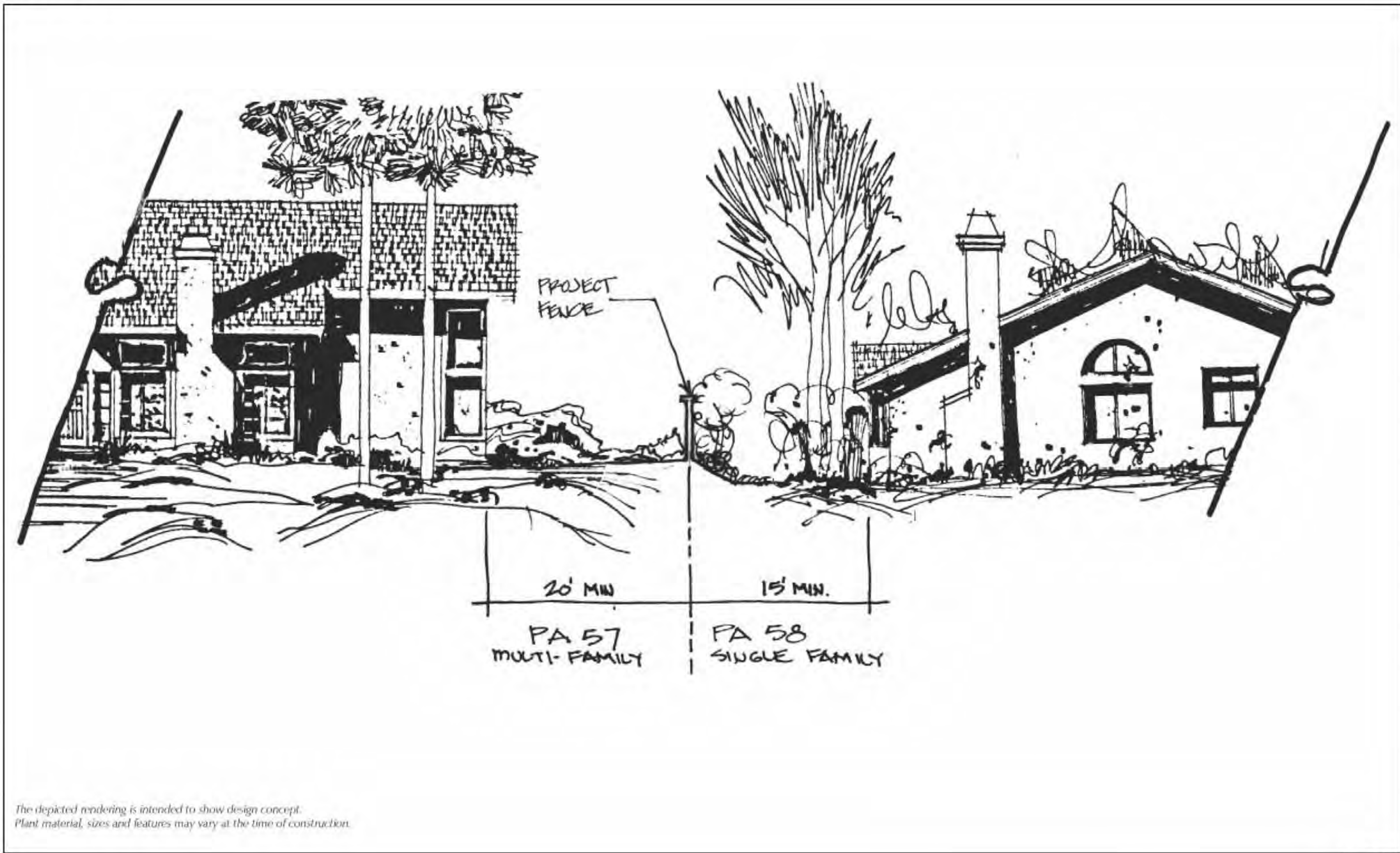
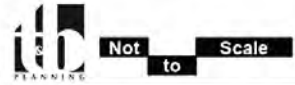


Figure IV-23





**f. 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.

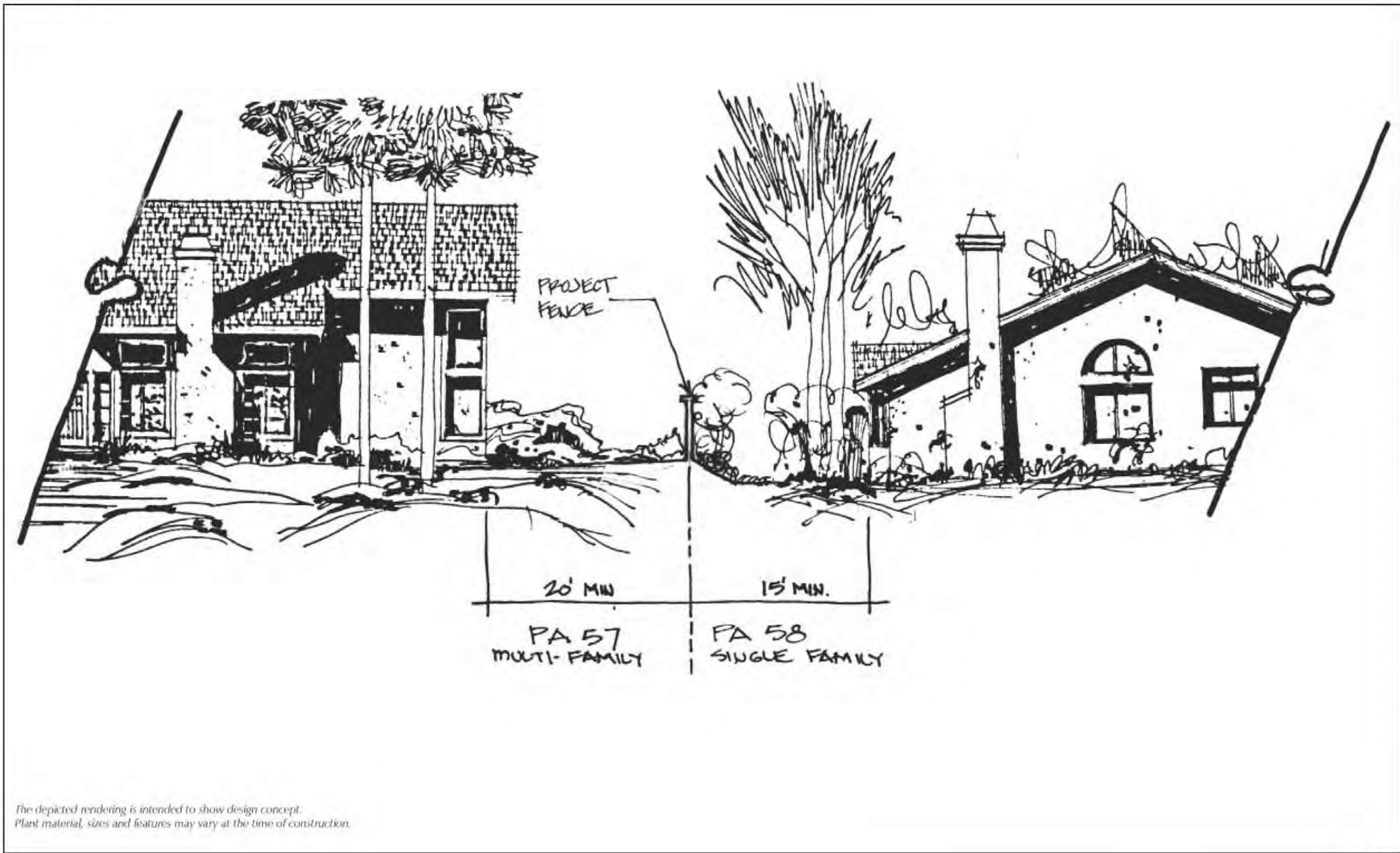
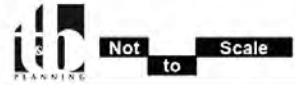
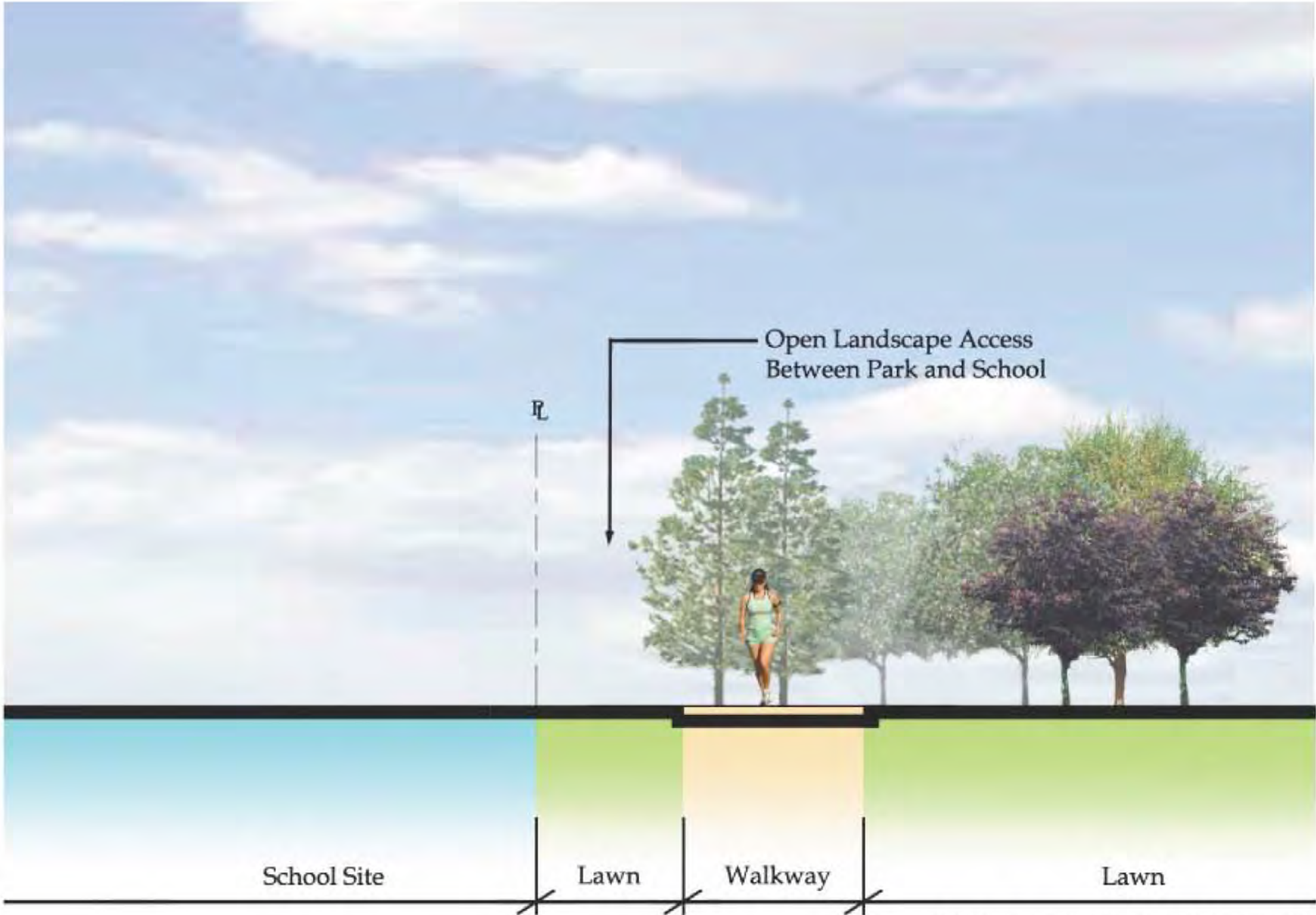


Figure IV-23





**NOTE:** Fencing at school boundary at the discretion of the school district and to conform to school district standards.

*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 LLC (11-19-2015)

Figure IV-24



**f. 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.



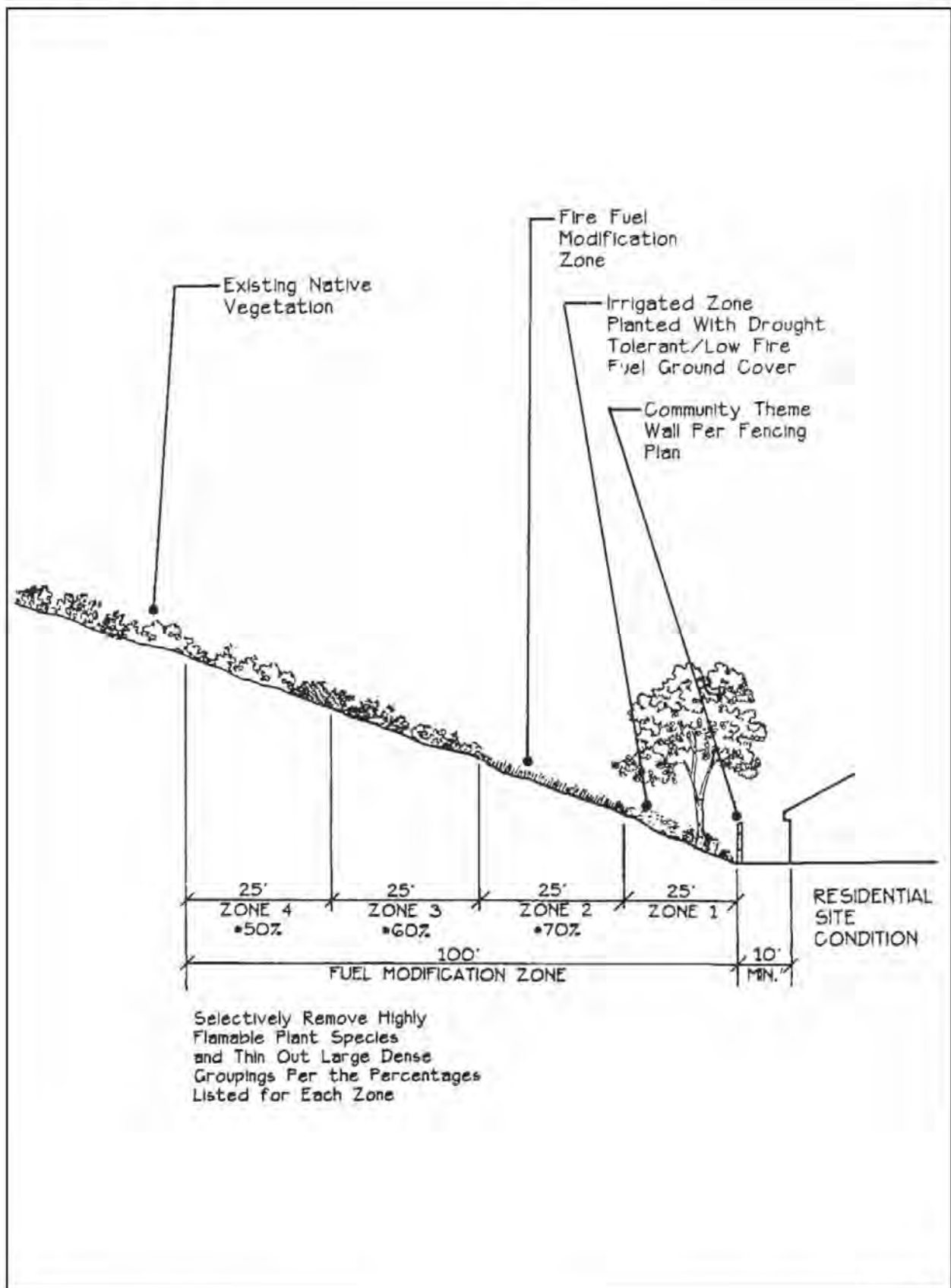


Figure IV-25

**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 foot 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.

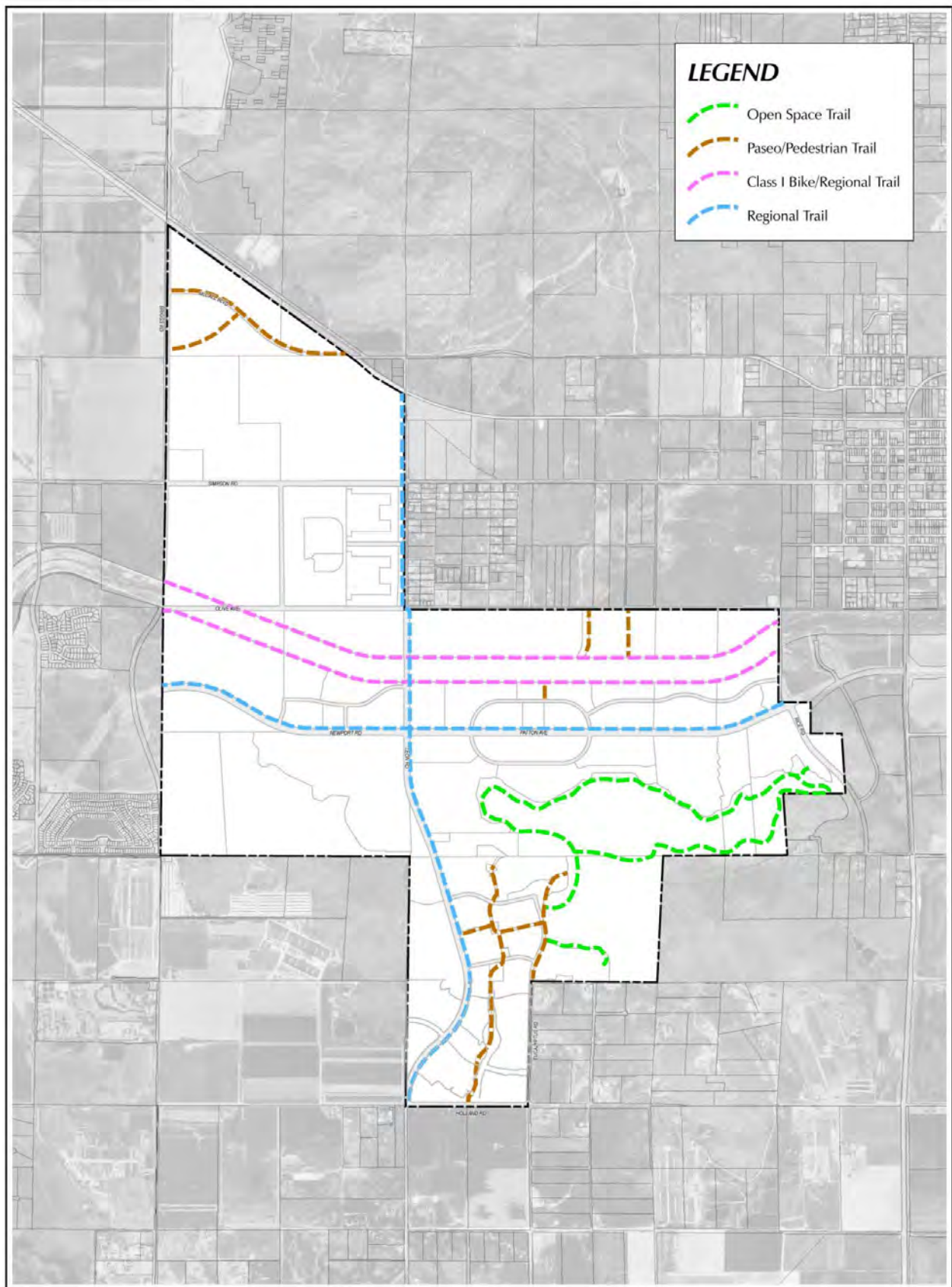
**d. Paseo Pedestrian Trail**

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-29, Paseo Detail, these trails will occur in the rights-of-way alongside 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.

**e. Open Space Trail**

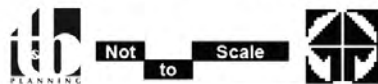
The open space trails shall be 8 to 10-foot wide, stabilized native soil within natural open space areas within or adjacent to the community. Trail user groups shall be determined by the County of Riverside.

# WINCHESTER HILLS

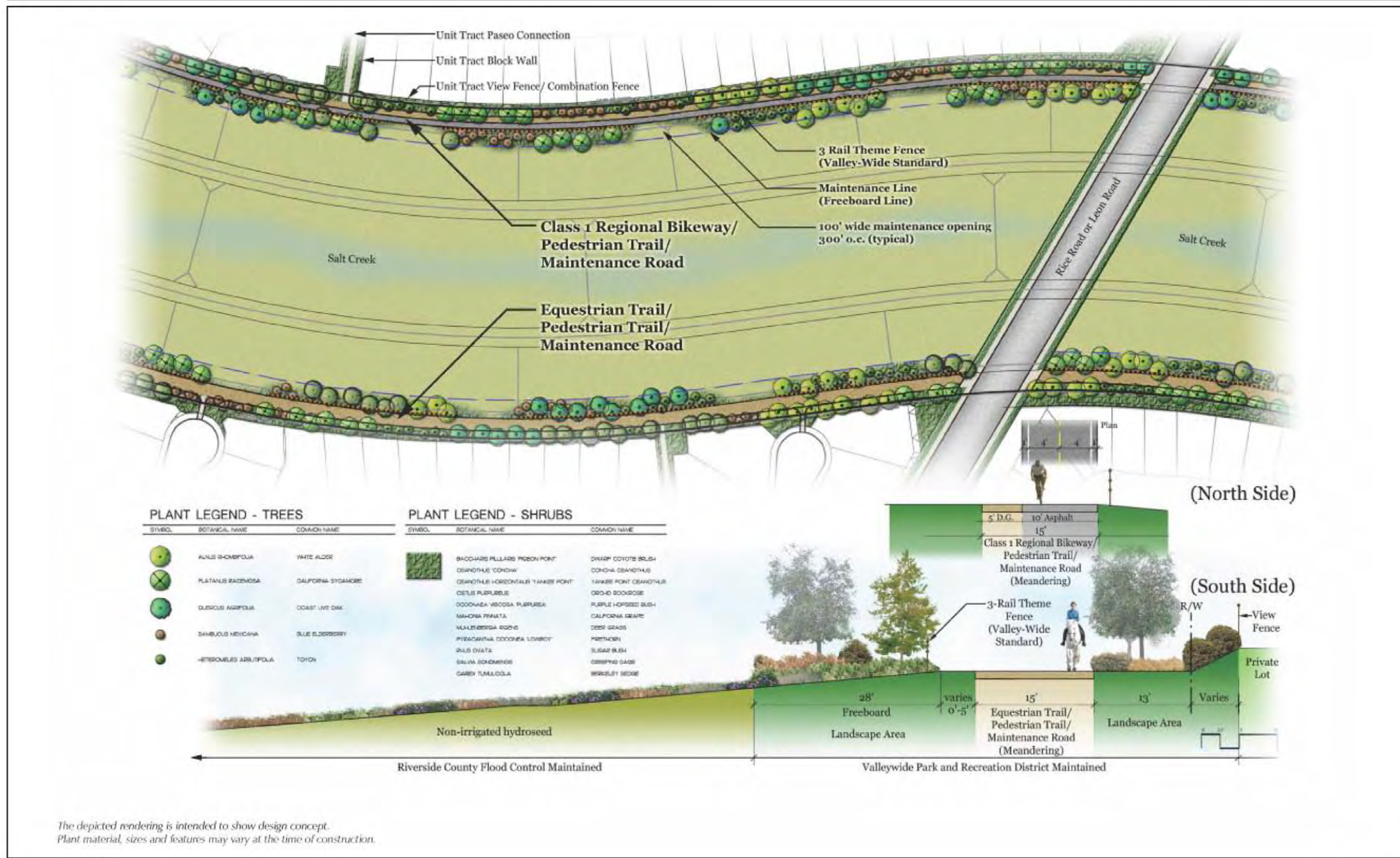


Source(s): Pangaea Land Consultants (11-19-2015)

Figure IV-26







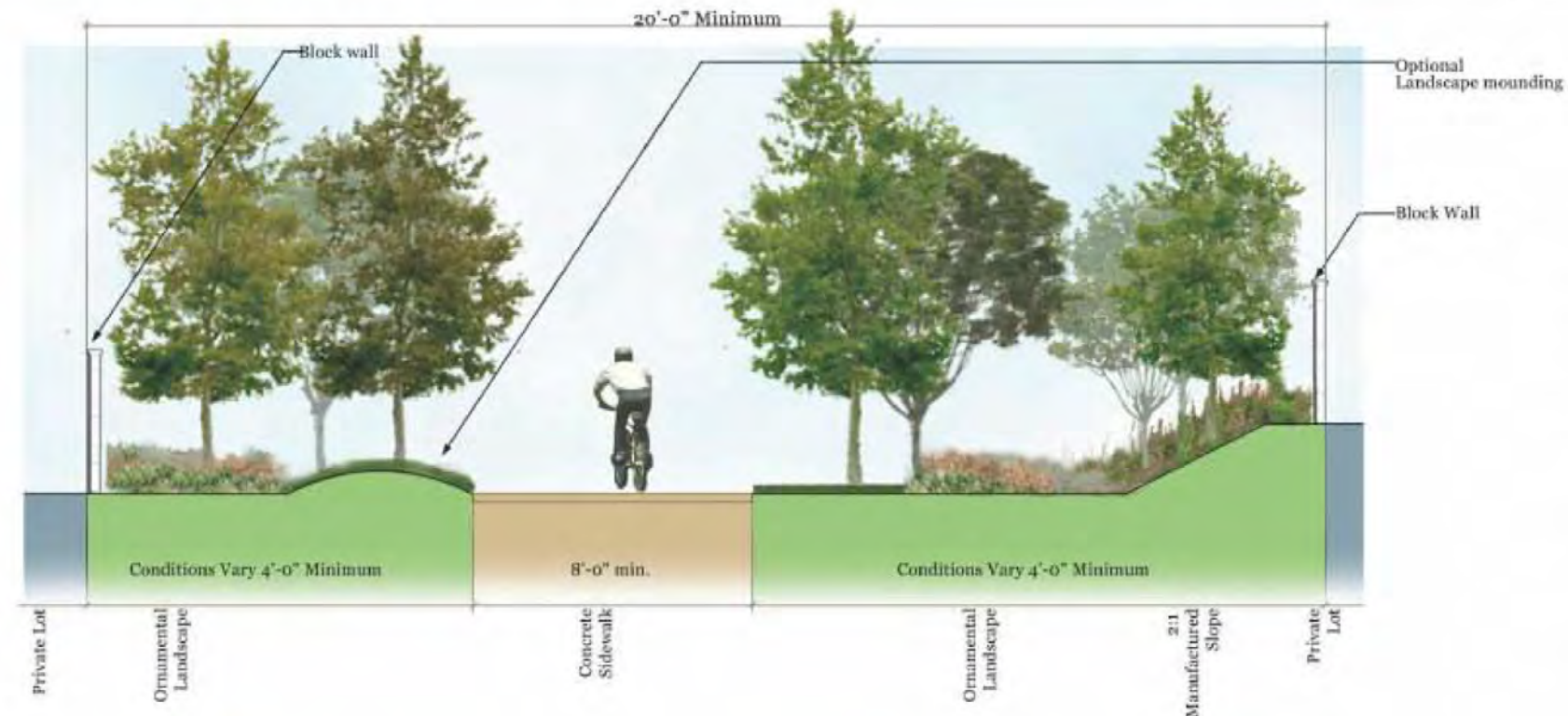
The depicted rendering is intended to show design concept. Plant material, sizes and features may vary at the time of construction.

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-27

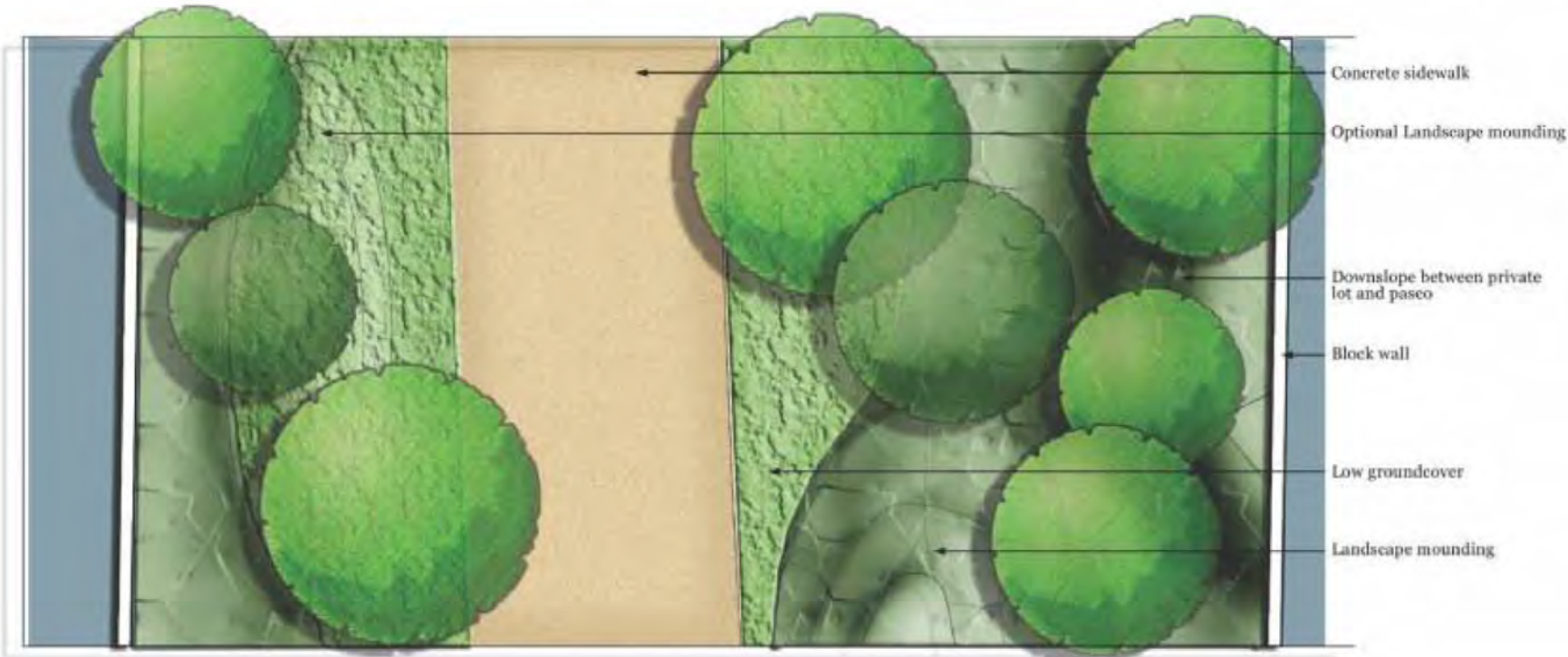






**Pedestrian Paseo**

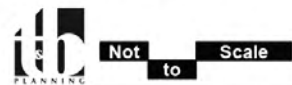
- Open Space Lot Width:
  - 20' minimum width
- Concrete Walk:
  - 8' minimum width for pedestrian use
- Landscape Conditions:
  - A 4' minimum landscape area is required on either side of the concrete path
  - Landscape areas in paseos will include a combination of shrubs, trees, and groundcover
- Walls:
  - A block wall shall separate the paseo from private lots



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 LLC (11-19-2015)

Figure IV-28

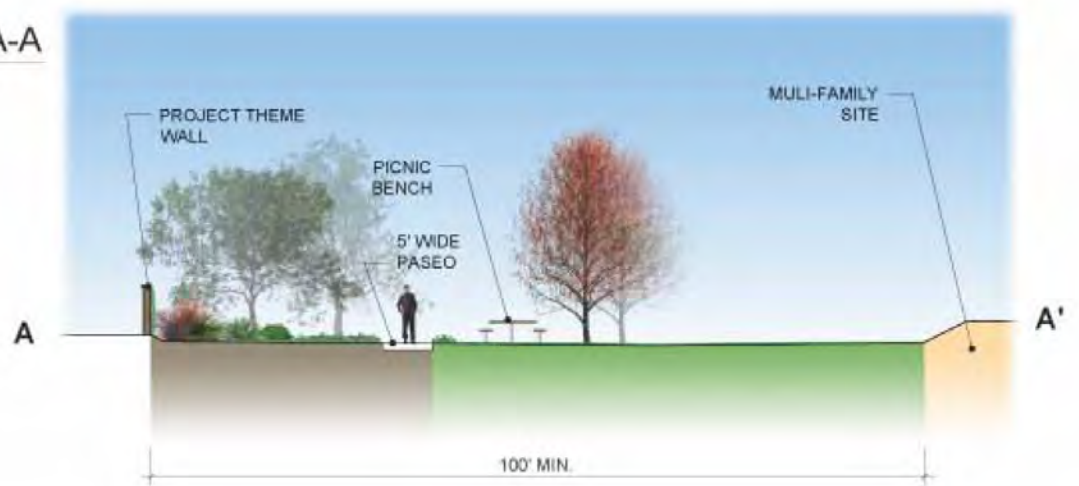






PLAN VIEW

SECTION A-A



The depicted rendering is intended to show design concept. Plant material, sizes and features may vary at the time of construction.

Source(s): Van Dyke LLC (11-19-2015)

Figure IV-29



**6. TRAIL MONUMENTATION**

Trail Monumentation will occur at designated intervals along trails throughout the project. As illustrated on Figure IV-30, 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.

**7. PARKS**

Eight parks totaling 75.8 acres are planned for Planning Areas 11, 21, 28b, 32, 37, 55, 62a, and 62b. The parks will offer a variety of active and passive recreational opportunities. A variety of park types and uses are planned so as to accommodate project residents and surrounding communities. These consist of a sports park in Planning Area 28b, a community park in Planning Area 62a, and neighborhood parks in Planning Areas 11, 21, 32, 37, 55 and 62b. Exact 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 should include facilities such as: Athletic fields (baseball, softball and soccer), Sand volleyball courts, Picnic Facilities, Basketball courts, Onsite parking, Tot lots, Night sports lighting (sports park only), Restrooms (sports park only), Shade tree plantings and rolling turf areas. 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.

Preliminary designs have been prepared for each park based on Valley-wide Recreation and Park District criteria and input. Specific specialty sports provided for in the sports park in 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. These preliminary designs are depicted in Exhibits E through K2 in this section.

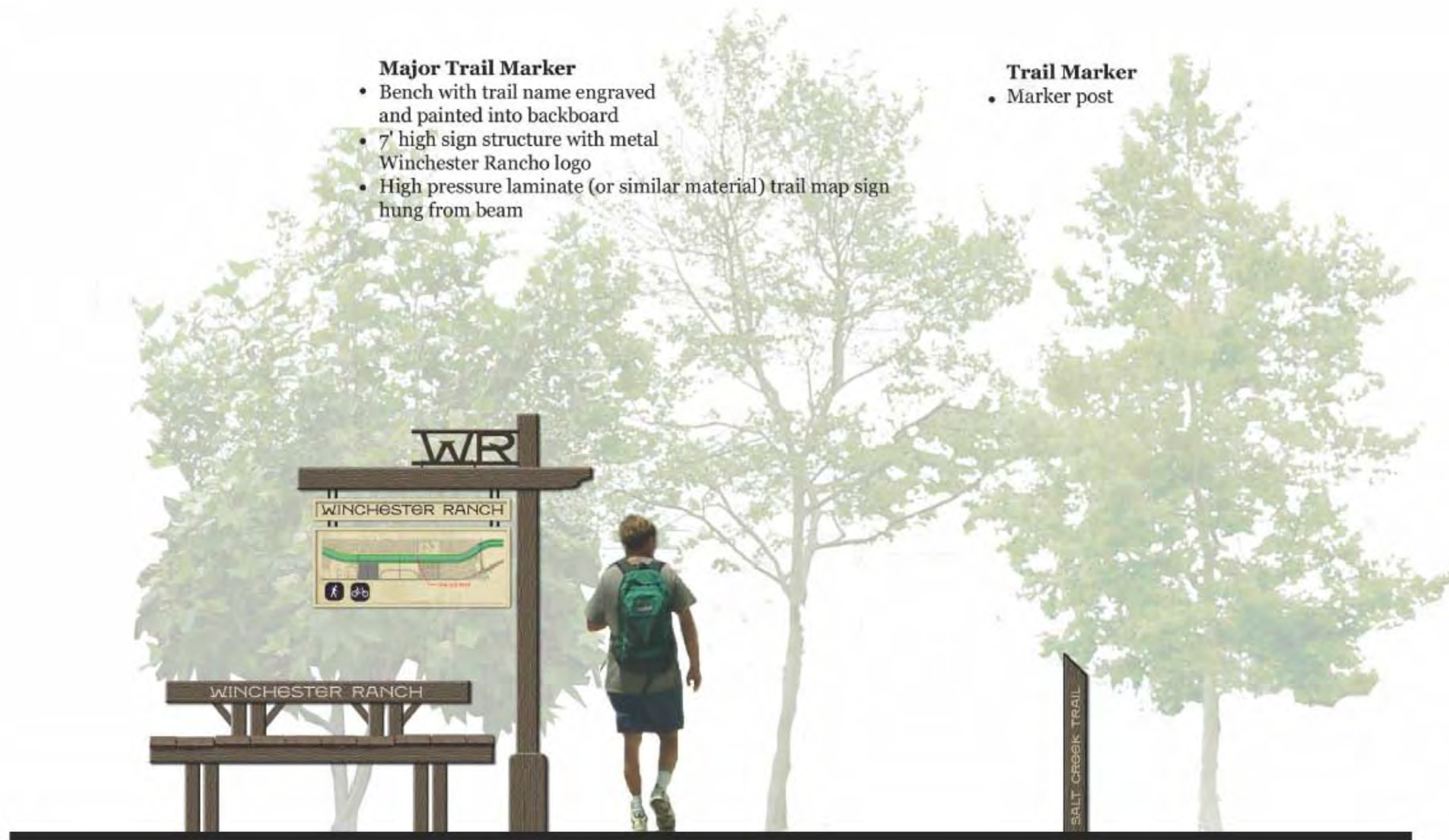


**Major Trail Marker**

- 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 LLC (11-19-2015)

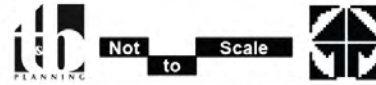
Figure IV-30







Exhibit E



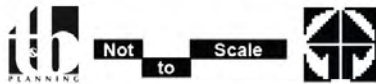


WINCHESTER HILLS



Source(s): The Rancon Group (2016)

Exhibit F

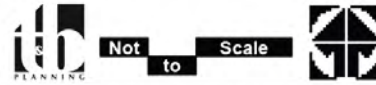






Source(s): The Rancan Group (2016)

Exhibit G

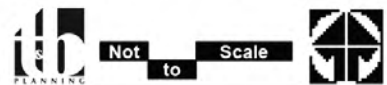




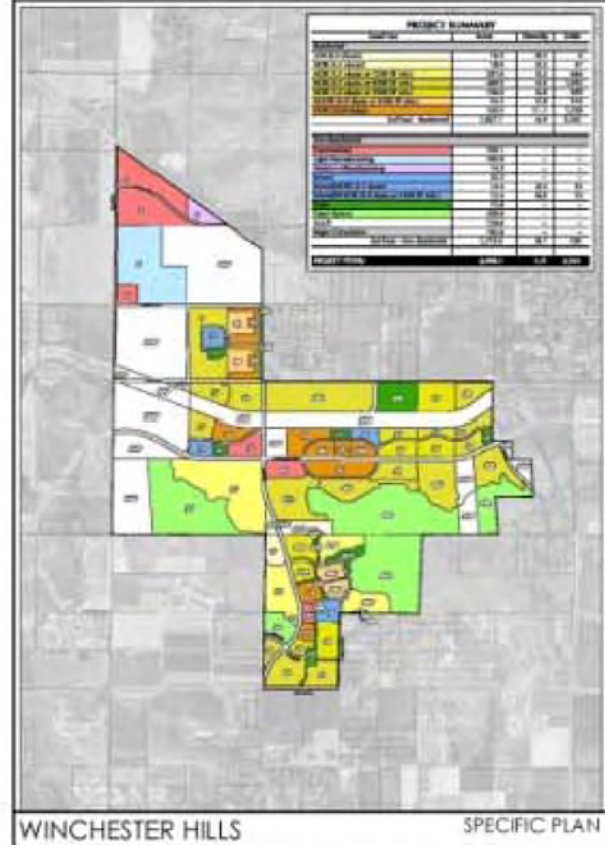


Source(s): The Rancon Group (2016)

Exhibit H

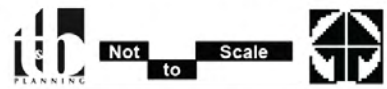






Source(s): David Neault Associates (2016)

Exhibit I

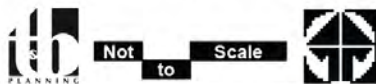




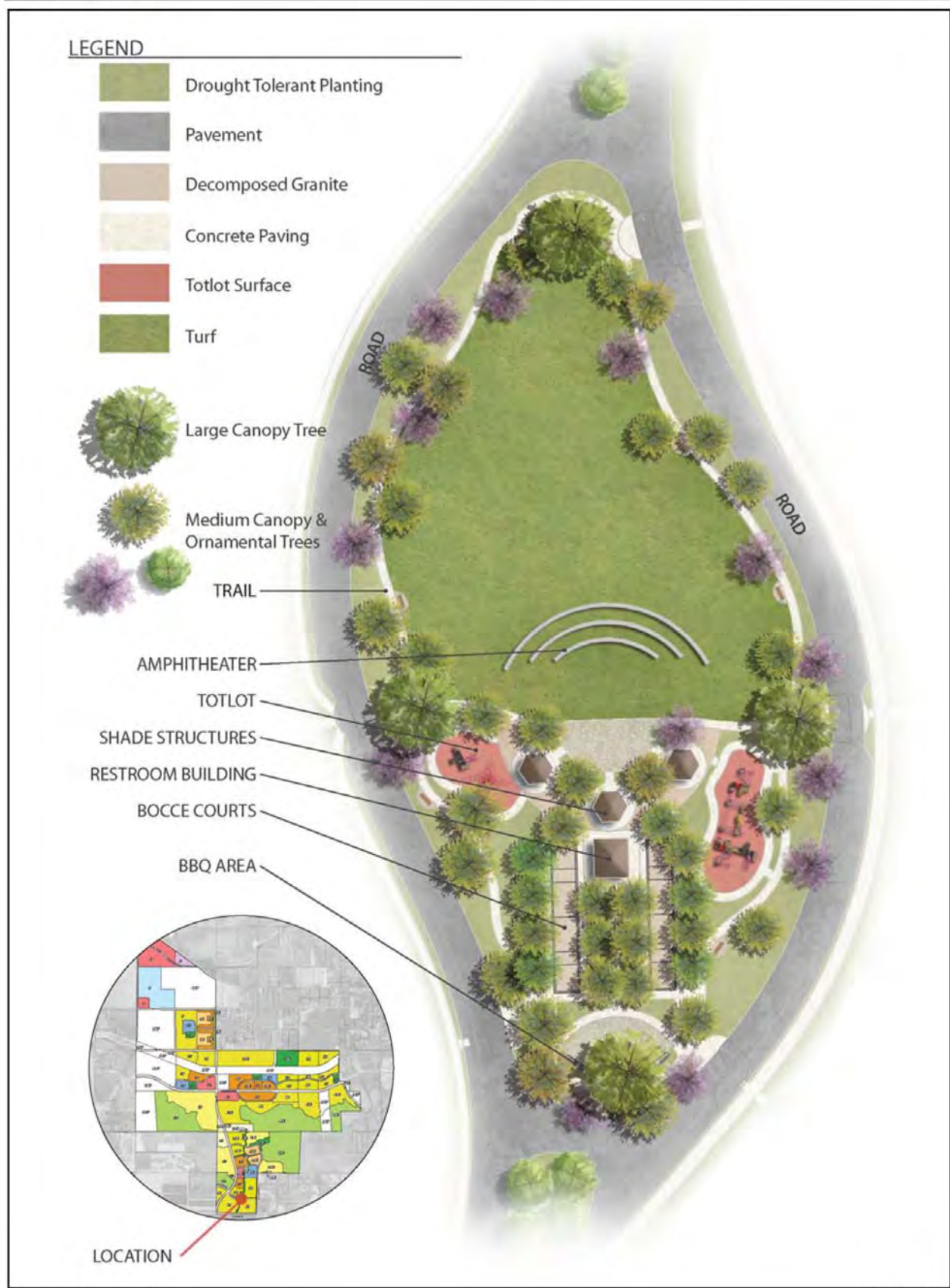


Source(s): The Rancon Group (2016)

Exhibit J

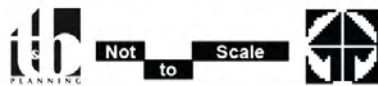


# WINCHESTER HILLS



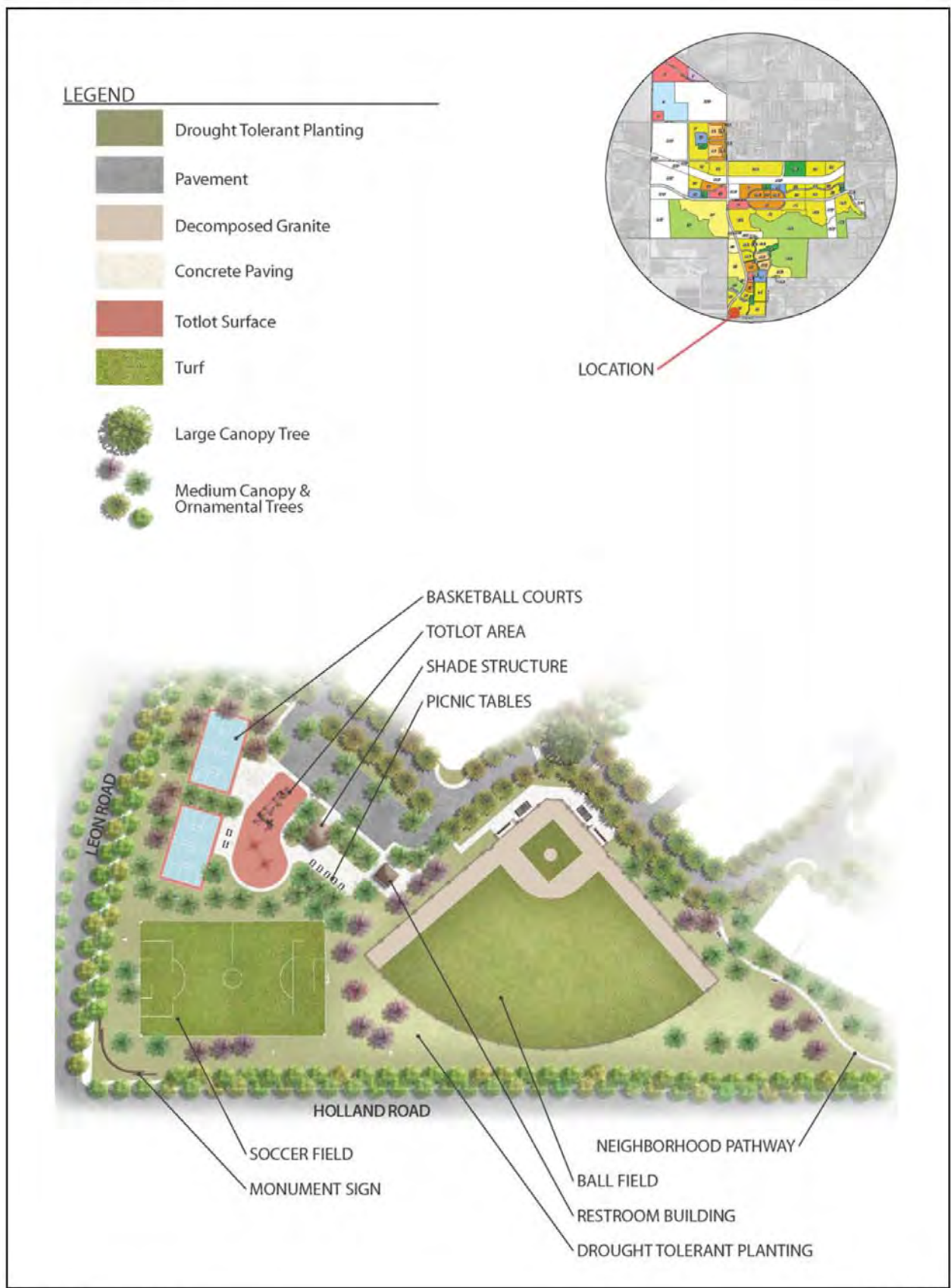
Source(s): The Rancon Group (2016)

Exhibit K-1



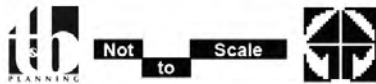


**WINCHESTER HILLS**



Source(s): The Rancon Group (2016)

Exhibit K-2





**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 master planned 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 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-31, 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-32, 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-33, 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-34, 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-31







Figure IV-32







Figure IV-33

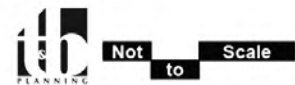
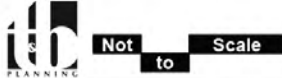






Figure IV-34



**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
- Varied 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 horse trails
- 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 mini-plazas 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) 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 ground-scape 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**

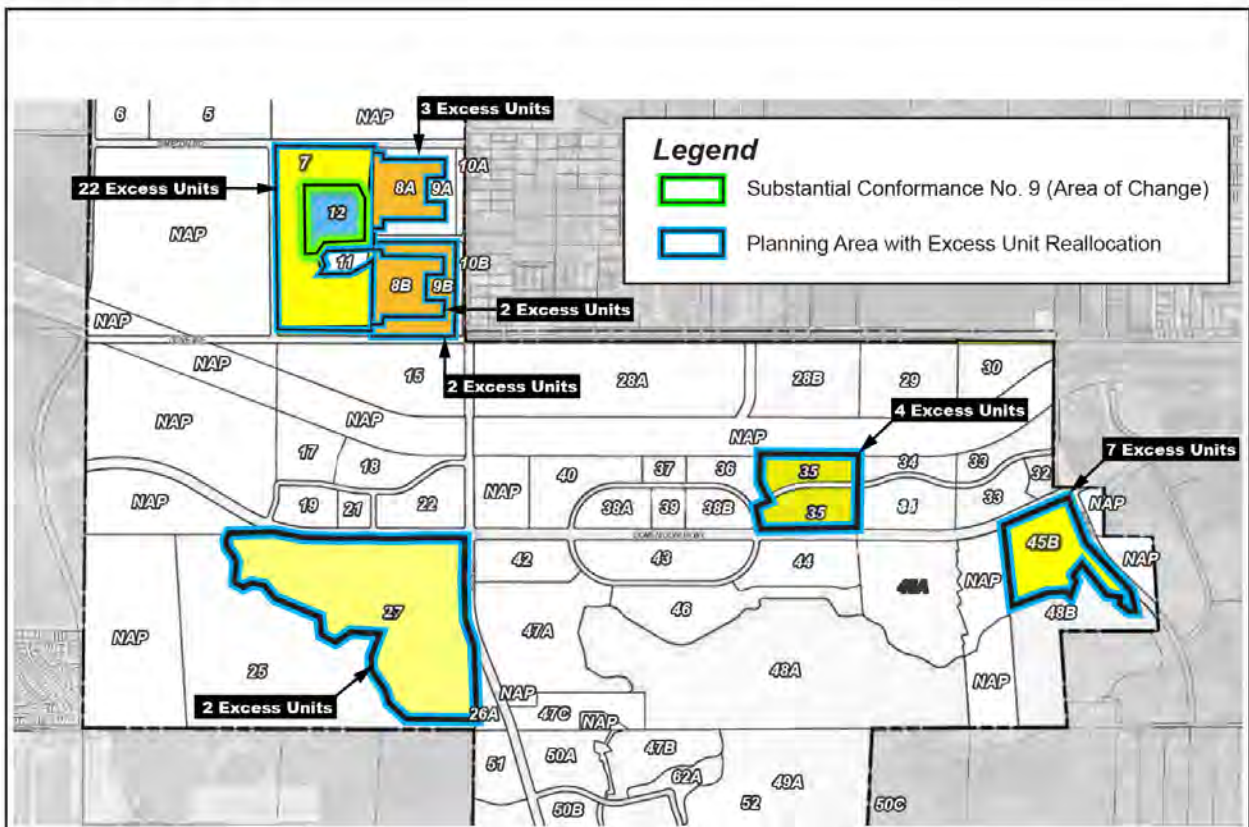
**A. ARCHITECTURAL STYLES - COMMERCIAL**

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.

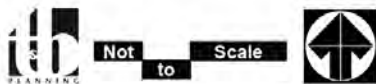


Approved Substantial Conformance No. 8					Proposed Substantial Conformance No. 9						
PA	Land Use Designation	Units	Acres	Density	PA	Land Use Designation	Units	Acres	Density		
7	Medium Density Residential (MDR 2-5 du/ac)	243	58.1	4.2	7 <sup>(1)</sup>	Medium Density Residential (MDR 2-5 du/ac)	221	56.1	3.9		
8a	Medium High Density Residential (MHDR 5-8 du/ac)	99	15.9	6.2	8a <sup>(2)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	96	15.9	6		
8b	Medium High Density Residential (MHDR 5-8 du/ac)	95	16.3	5.8	8b <sup>(3)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	93	16.3	5.7		
9b	Medium High Density Residential (MHDR 5-8 du/ac)	119	15.7	7.6	9b <sup>(4)</sup>	Medium High Density Residential (MHDR 5-8 du/ac)	117	15.7	7.5		
12	School (PF)/Medium Density Residential (MDR 2-5 du/ac)	35	14.4	2.4	12	School (PF)/Medium Density Residential (MDR 2-5 du/ac)	77	16.4	4.7		
27	Medium Density Residential (MDR 2-5 du/ac)	379	114.9	3.3	27 <sup>(5)</sup>	Medium Density Residential (MDR 2-5 du/ac)	377	114.9	3.3		
35	Medium Density Residential (MDR 2-5 du/ac)	127	27.5	4.6	35 <sup>(6)</sup>	Medium Density Residential (MDR 2-5 du/ac)	123	27.5	4.5		
45b	Medium Density Residential (MDR 2-5 du/ac)	136	31.3	4.3	45b <sup>(7)</sup>	Medium Density Residential (MDR 2-5 du/ac)	129	31.3	4.1		
		<b>Total</b>	<b>1233</b>	<b>294.1</b>	--			<b>Total</b>	<b>1233</b>	<b>294.1</b>	--

Notes:

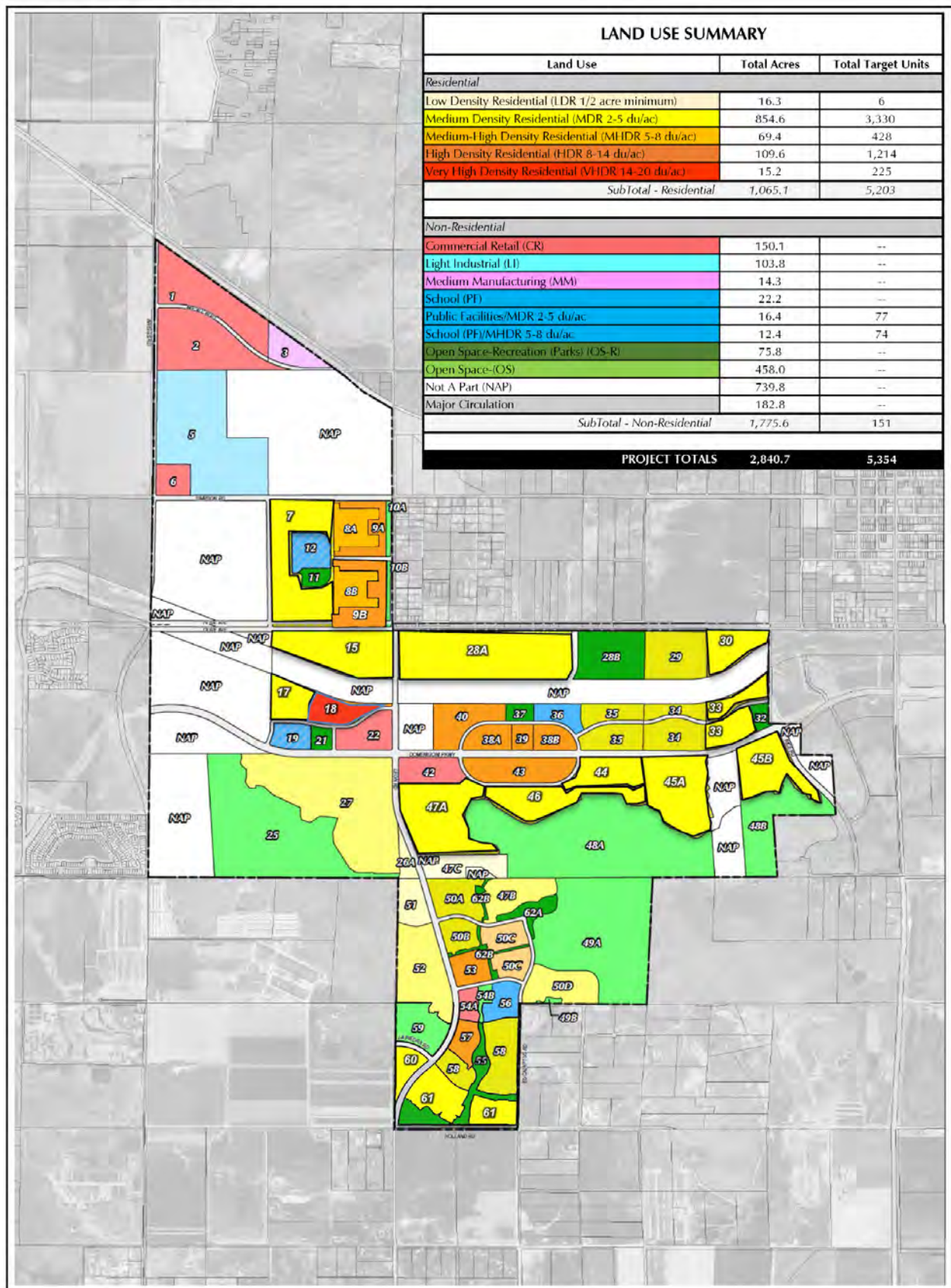
- (1) TR31100 was recorded with 221 units within Planning Area 7, and resulted in 22 excess units, which will be reallocated into PA 12.
- (2) TR34677 was recorded with 96 units within Planning Area 8a, and resulted in 3 excess units, which will be reallocated into PA 12.
- (3) TR34677 was recorded with 93 units within Planning Area 8b, and resulted in 2 excess units, which will be reallocated into PA 12.
- (4) TR34677 was recorded with 117 units within Planning Area 9b, and resulted in 2 excess units, which will be reallocated into PA 12.
- (5) TR31892 was recorded with 377 units within Planning Area 27, and resulted in 2 excess units, which will be reallocated into PA 12.
- (6) TR30809 was recorded with 123 units within Planning Area 35, and resulted in 4 excess units, which will be reallocated into PA 12.
- (7) TR31633 was recorded with 129 units within Planning Area 45b, and resulted in 7 excess units, which will be reallocated into PA 12.

Figure i-1



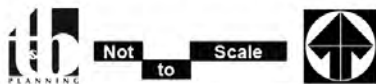


# WINCHESTER HILLS



Source(s): Pangaea Land Consultants (06-12-2009)

Figure II-1











**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
March 14, 2024**

**DRAFT**

3-18-24

**COMMISSIONERS PRESENT:** Russell Betts, Steve Manos, Vernon Poole, Maartin Rossouw (alternate for Michael Geller), Beth Larock (alternate for John Lyon), Michael Lewis (alternate for Steven Stewart), Larry Froehlich (alternate for Richard Stewart)

**COMMISSIONERS ABSENT:** Michael Geller, John Lyon, Steven Stewart, Richard Stewart

**2.0 PUBLIC HEARING: CONTINUED ITEMS**  
None

**3.0 PUBLIC HEARING: NEW CASES**

3.1 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 7-0)**  
**Motion: Michael Lewis**  
**Second: Maartin Rossouw**

ZAP1103PS23 – NCP Verona LLC (Representative: EPD Solutions)  
Cathedral City Case Nos. SPA97-55D (Specific Plan Amendment), TTM38709 (Tentative Tract Map), TTM38710 (Tentative Tract Map), TTM38711 (Tentative Tract Map), TTM38712 (Tentative Tract Map), TTM38713 (Tentative Tract Map). A proposal to construct 459 single-family residential lots and 375 multi-family residential condominiums, with parking, landscape and park areas on 157.9 acres, located northerly of Verona Road. The applicant also proposes to amend the Rio Vista Village Specific Plan (RVVSP) to amend a series of text to provide a variety of home sizes and plans to suit the needs of different life stages and market segments, which allow for individual homeownership and rental opportunities in a higher density setting. Homes may be located on fee simple lots, in condominium arrangements or in rental accommodations. The amendment will also change the allowed landscaping, circulation plan to provide additional egress to Verona Road, modifying location and size of neighborhood parks, removing the requirement for alley loaded units along Rio Vista drive, modifying the recreation center by removing the “Beach Club and Water Park” and adding pools and sport courts, and amending section 6.0 to provide updated information pertaining to the CEQA mitigation measures. (Airport Compatibility Zone E of the Palm Springs Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at [javega@rivco.org](mailto:javega@rivco.org)

**VIDEO:**

1

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)

**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
March 14, 2024**

- 3.2 Staff report recommended: ZAP1596MA24 – Industrial VI Enterprises, LLC (Representative: Albert A. Webb Associates) – County of Riverside Case No. GPA240005 (General Plan Amendment). A proposal to change the sites general plan land use designation from Commercial Retail and Very Low Density Residential to Light Industrial and Open Space-Recreation on 44.84 acres, located on the southwest corner of Cajalco Road and Seaton Avenue. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at [javega@rivco.org](mailto:javega@rivco.org)
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 7-0)**
- Motion: Michael Lewis**  
**Second: Maartin Rossouw**

4.0 **PUBLIC HEARING: MISCELLANEOUS ITEMS**

- 4.1 Staff report recommended: Consideration of adopting ALUC Resolution No. 2024-01 Concerning Airport Land Use Commission Development Review Fees and establishing a new Schedule of Development Review Fees, as required by Government Code section 66016. All interested parties are invited to attend and comment upon any proposed fee increases. A copy of the proposed budget and data relied upon to calculate reasonable fees based on the cost of providing ALUC services is available for review at ALUC’s office located at the Riverside County Administrative Center on the 14<sup>th</sup> floor by a prescheduled appointment during business hours. Contact Barbara Santos at (951) 955-5132 to schedule an appointment.
- ADOPTION** of Resolution No. 2024-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code.
- Staff recommended at hearing: **ADOPTION** of Resolution No. 2024-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code.
- ALUC Commission Action: **ADOPTED** Resolution No. 2024-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code **and this similar item be brought back to the Commission one year from now. (Vote 7-0)**
- Motion: Russell Betts**  
**Second: Michael Lewis**

**VIDEO:**



**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
March 14, 2024**

**5.0 ADMINISTRATIVE ITEMS**

5.1 Director's Approvals – Information Only

5.2 Update March Air Reserve Base Compatible Use Study (CUS)

Simon Housman, Project Director for the MCUS informed the Commission that the March Joint Powers Authority Commission accepted and received the MCUS. Next steps are to go to the other jurisdictions and make a similar request that they accept and receive it and ask any questions they want to have. ALUC staff is also working to get the website setup moving the entire MCUS and all appendices and sub-studies over to the ALUC website.

5.3 Reminder for April Hearing: Election of Chair/Vice Chair; Reappointment of County Representative (Poole) and City Representative (Manos)

Paul Rull, ALUC Director reminded the Commission that at the April hearing we are going to have the election of the Chair and Vice Chair. Also, for the reappointment of the County and City representatives that will take its own individual process.

**6.0 APPROVAL OF MINUTES**

Commissioner Michael Lewis motioned to approve the February 8, 2024 minutes. Seconded by Commissioner Rossouw. (Vote 7-0)

**7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

None

**8.0 COMMISSIONER'S COMMENTS**

None

**9.0 ADJOURNMENT**

Steve Manos, Chair adjourned the meeting at 10:08 a.m.

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**VIDEO:**

3

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