

# SPECIFIC PLAN 106 (DUTCH VILLAGE)

Amendment No. ~~16~~ 17

~~4th~~ 2nd Screencheck

Document ~~May 2017~~

June 2020

~~Project Sponsor: Richland Communities, Inc.  
3161 Michelson Drive, Suite 425  
Irvine, California 92612  
Contact Person: Mike Byer, Director of Acquisitions  
(949) 261-7010~~

**Project Sponsor:** JBL Investments and Soselu Trust  
1930 Alpha Avenue  
South Pasadena, CA 91030

Contact Person: Allen Su  
(951) 296-3466 x221  
[allensu@gmail.com](mailto:allensu@gmail.com)

**Lead Agency:** Riverside County Planning Department  
4080 Lemon Street, 9 12th Floor  
P.O. Box 1409  
Riverside, California 92502-1409

Contact Person: Russell Brady, Project Planner  
(951) 955-5719  
[rbrady@rivco.org](mailto:rbrady@rivco.org)

~~Prepared by: KWC Engineers  
1880 Compton Avenue, Suite 100  
Corona, California 92881  
Contact Person: Mike Taing, Sr. Project Manager  
(951) 734-2130~~

**Prepared by:** Matthew Fagan Consulting Services, Inc.  
42011 Avenida Vista Ladera  
Temecula, California 92591

Contact Person: Matthew Fagan, Owner  
(951) 265-5428  
[matthewfagan@roadrunner.com](mailto:matthewfagan@roadrunner.com)

This amendment modifies Specific Plan No. 106, which has been incorporated into the County's Comprehensive General Plan. Specific Plan No. 106 had previously been adopted by the Riverside County Board of Supervisors through Resolution No. 73-190 (dated June 6, 1973) and amended through the following resolutions:

Resolution No. 82-191 (dated June 1, 1982); Resolution No. 86-416 (dated October 14, 1986); Resolution No. 92-459 (dated October 20, 1992); Resolution No. 95-114 (dated May 9, 1995); Resolution No. 95-161 (dated September 19, 1995); Resolution No. 99-446 (dated December 21, 1999); Resolution No. 99-447 (dated December 21, 1999); Resolution No. 2001-326 dated (December 18, 2001); Resolution 2002-143 (dated May 7, 2002); Resolution No. 2004-057 (dated March 23, 2004); Resolution No. 2004-058 (dated March 23, 2004); Resolution 2005-046 (dated February 15, 2005); ~~and~~ Resolution 2004-172 (dated June 15, 2004); **and Resolution No. 2017-224 (dated October 11, 2017).**



## TABLE OF CONTENTS

TABLE OF CONTENTS.....	i
LIST OF FIGURES .....	ii
LIST OF TABLES .....	ii
I. INTRODUCTION .....	1
II. HISTORY OF THE DUTCH VILLAGE SPECIFIC PLAN.....	9
III. AMENDMENT NO. <b>16</b> <b>17</b> .....	23
A. Description of Amendment.....	23
B. Project Goals .....	27
C. Land Use .....	27
D. Access and Circulation .....	28
E. Grading .....	29
F. Drainage.....	30
G. Environmental Hazards & Resources.....	31
1. Flooding.....	31
2. Noise.....	31
3. Air Quality.....	31
4. Water Quality .....	31
5. Open Space.....	31
6. Biological Resources.....	32
H. Utilities/Public Facilities.....	32
1. Water.....	32
2. Sewage Disposal .....	32
3. Storm Drains.....	32
4. Gas/Electricity/Telephone.....	32
5. Sheriff Services .....	33
6. Fire Protection.....	33
7. Schools.....	33
8. Parks and Recreation.....	33
9. Airports.....	33
10. Solid Waste.....	33
I. Development Monitoring Program for Traffic Impacts for Specific Plan No. 106 (Dutch Village).....	34

---

## LIST OF FIGURES

Figure 1: Regional Map.....	5
Figure 2: Vicinity Map.....	6
Figure 3: SP 106 - Original Boundaries .....	17
Figure 4: SP 106 - Amendment No. 2 .....	18
Figure 5: SP 106 - Amendment No. 3 .....	19
Figure 6: SP 106 - Specific Plan Amendments (Through Amendment No. <del>16</del> 17).....	20
Figure <del>7</del> 8: Land Use Plan (Through Amendment No. <del>16</del> 17).....	21
Figure <del>8</del> 9: <b>Tentative Tract Map No. 37078</b> <del>Conceptual Development Plan</del> .....	25

## LIST OF TABLES

Table 1: Summary of Specific Plan Amendments.....	1
Table 2: Existing Land Use Designation Acreage .....	13
Table 3: Proposed Land Use Designation Acreage .....	15

## APPENDICES

Board of Supervisors Resolutions.....	Appendix A
Conditions of Approval.....	Appendix B
<b>Dutch Village Specific Plan No. 106, Amendment No. 17 Development Standards and Design Guidelines.....</b>	<b>Appendix C</b>

## I. INTRODUCTION

Specific Plan No. 106 (Dutch Village) is located in the French Valley area of southwest Riverside County (Figure 1: Regional Map). It is located on both sides of Winchester Road (State Route 79) north of the City of Temecula (Figure 2: Vicinity Map).

Specific Plan No. 106 (Dutch Village) was originally adopted by the Riverside County Board of Supervisors on June 6, 1973. The original goal of the Dutch Village Specific Plan was to provide housing and the support facilities needed to develop a tourist commercial center similar to the community of Solvang, in Santa Barbara County. Subsequent to that original approval, the Board of Supervisors has adopted numerous amendments to the Specific Plan. Additionally, the Board of Supervisors adopted Specific Plan No. 284 (Quinta Do Lago) on August 30, 1994. The Quinta Do Lago Specific Plan had the effect of superseding the land use designations on 470.1 acres of the Dutch Village Specific Plan. As a result of these amendments to the specific plan and the adoption of the Quinta Do Lago Specific Plan, the Dutch Village Specific Plan no longer retains its Dutch theme and is now being planned with mixed uses similar to those found in the nearby cities of Temecula and Murrieta.

These amendments are summarized below in Table 1: Summary of Specific Plan Amendments and described in more detail in Section II, History of the Dutch Village Specific Plan. A current land use plan that reflects all changes to the Dutch Village Specific Plan, as described in this document, is found as Figure 7: Land Use Plan (Through Amendment No. ~~16~~ 17).

**Table 1: Summary of Specific Plan Amendments**

AMENDMENT NO.	DATE ADOPTED	RESOLUTION NUMBER	SUMMARY OF REVISIONS
1	Withdrawn	N/A	
2	5/18/1982	82-191	Reduced Specific Plan's acreage to 1,248 acres and a total of 1,248 dwelling units. Under this Amendment, the 60 collective acres of property were designated Very Low-Density Residential (0 - 0.4-du/acre).
3	10/14/1986	86-416	Land use designations were revised. Residential land use designations consisted of: High Density Residential (5-6 du/acre); Medium Density Residential (3-5 du/acre); Low Density Residential (0-1 and 0-2 du/acre); and Very Low Density Residential (0-0.2 and 0-0.4 du/acre). A 25-acre school/park site was eliminated and a 10-acre Manufacturing-Service Commercial (M-SC) Zone was created as an off-site storage depot for the Dutch village. The acreage of Very Low and Low Density Residential land uses was reduced to 675 acres.

AMENDMENT NO.	DATE ADOPTED	RESOLUTION NUMBER	SUMMARY OF REVISIONS
Substantial Conformance No. 1	10/13/1987	N/A	Relocated 15 acres of open space from Planning Unit No. 4 to Planning Unit No. 17. Added Condition of Approval for Planning Unit No. 17 requiring 15 acres of open space to be distributed throughout the industrial area in the form of mini-parks, trails, and landscape buffer zones. Subsequent development proposals (Amendment No. 9 and related applications) have nullified the effect of this approval.
4	10/20/1992	92-459	Changed the designation on 28.8 acres from Low Density Residential to Scenic Highway Commercial, Office Commercial, Industrial Park and Open Space.
Specific Plan No. 248 (Quinta Do Lago)	8/30/1994		Reduced Specific Plan's acreage by 470.1 acres to 777.9 acres across five discontinuous areas
5	5/9/1995	95-114	Changed the land use designation on 30 acres from Low Density Residential to Industrial
6	9/19/1995	95-161	Changed the designation on a 30-acre site from Open Space and Residential 1 acre and 2.5 acre minimum to Commercial. The Open Space designation associated with a drainage area was retained.
7	12/21/1999	99-446	Changed the land use designation on 80 acres from Very Low Density Residential 5 acre, 2.5 acre and 1 acre minimum lot sizes and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC).
8	12/21/1999	99-447	Changed the land use designation on 60 acres from Very Low Density Residential 2.5 acre minimum, Low Density Residential 1 acre minimum, Medium Density Residential - 4 du/ac, and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC).
9	5/7/2002	2002-143	Changed the land use designation on 120 acres from Industrial, Industrial Park and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC). This amendment includes the acreage previously affected by Amendment No. 5.
10	12/18/01	2001-326	Changed the land use designation on 64 acres from Very Low Density Residential (2.5 acre minimum lot size), Low Density Residential (1 acre and 0.5 acre minimum lot sizes), and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC).
11	2/8/2005	2005-046	Amendment No. 11 proposed to change the land use designation on 20 acres from Very Low Density Residential (2.5 acre minimum lot size), Low Density Residential (1 acre minimum lot size), Open Space, and Low Density Residential (0.5 acre minimum lot size) to Commercial, Manufacturing - Service Commercial and Open Space. The land use designations adopted by the Board of Supervisors were "Light Industrial", "Commercial Retail" and "Open Space – Conservation".

AMENDMENT NO.	DATE ADOPTED	RESOLUTION NUMBER	SUMMARY OF REVISIONS
12	3/23/04	2004-057	Changed the land use designation on 20 acres from Very Low Density Residential (5 acre minimum lot size) to Medium Density Residential (3.0 - 5.0 DU/AC.)
13	3/30/04	2004-058	Changed the land use designation on 20 acres from Very Low Density Residential (5 acre minimum lot size) to Medium Density Residential (3.0 - 5.0 DU/AC.)
14	6/15/04	2004-172	Changed the land use designation on 29.3 acres from Industrial Park to Medium Density Residential (3.0 – 5.0 DU/AC.)
15	Withdrawn	N/A	
16	<del>Pending</del> <b>Approved</b>	<del>N/A</del> <b>2017-224</b>	Proposes to change the land use designation on 7.1 acres of Very Low Density Residential (5 acre minimum lot size) and 12.9 acres of Rural Residential (5 acre minimum lot size) to Low Density Residential (1.0 – 2.0 DU/AC.)
17	<b>Pending</b>	<b>N/A</b>	<b>Amendment No. 17 proposes the entire 30.62-acre site within APN 480-160-023 (PA18a) be modified from the existing Light Industrial (LI), Commercial Retail (CR), Commercial Office (CO), and Open-Space Conservation (OS-C) land use designations, to a Medium High Density Residential (MHDR, 5-8 dwelling units per acre) designation and provides guidelines which still reflect the original intent of SP 106.</b>

*This page left blank for pagination purposes.*

Figure 1: Regional Map

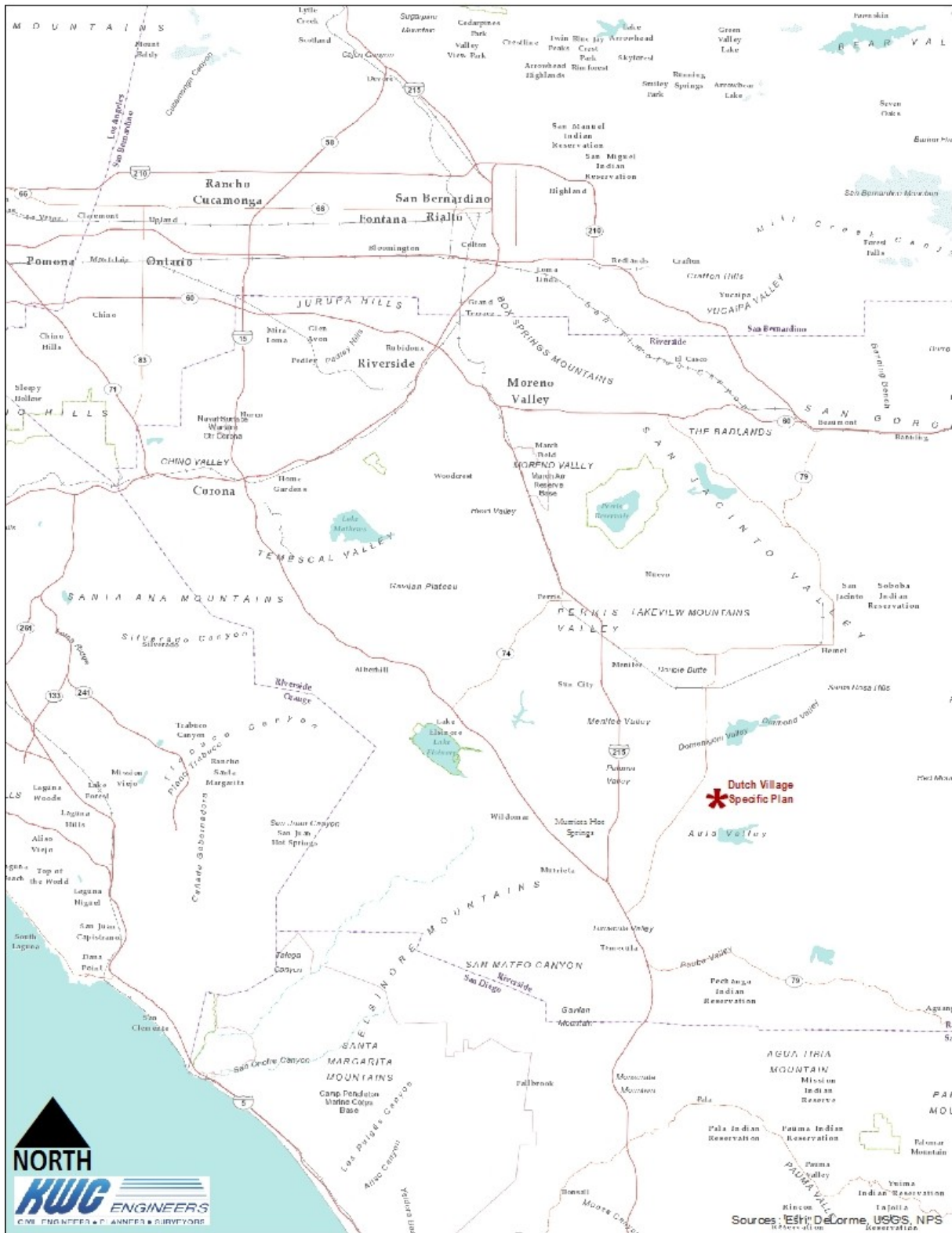
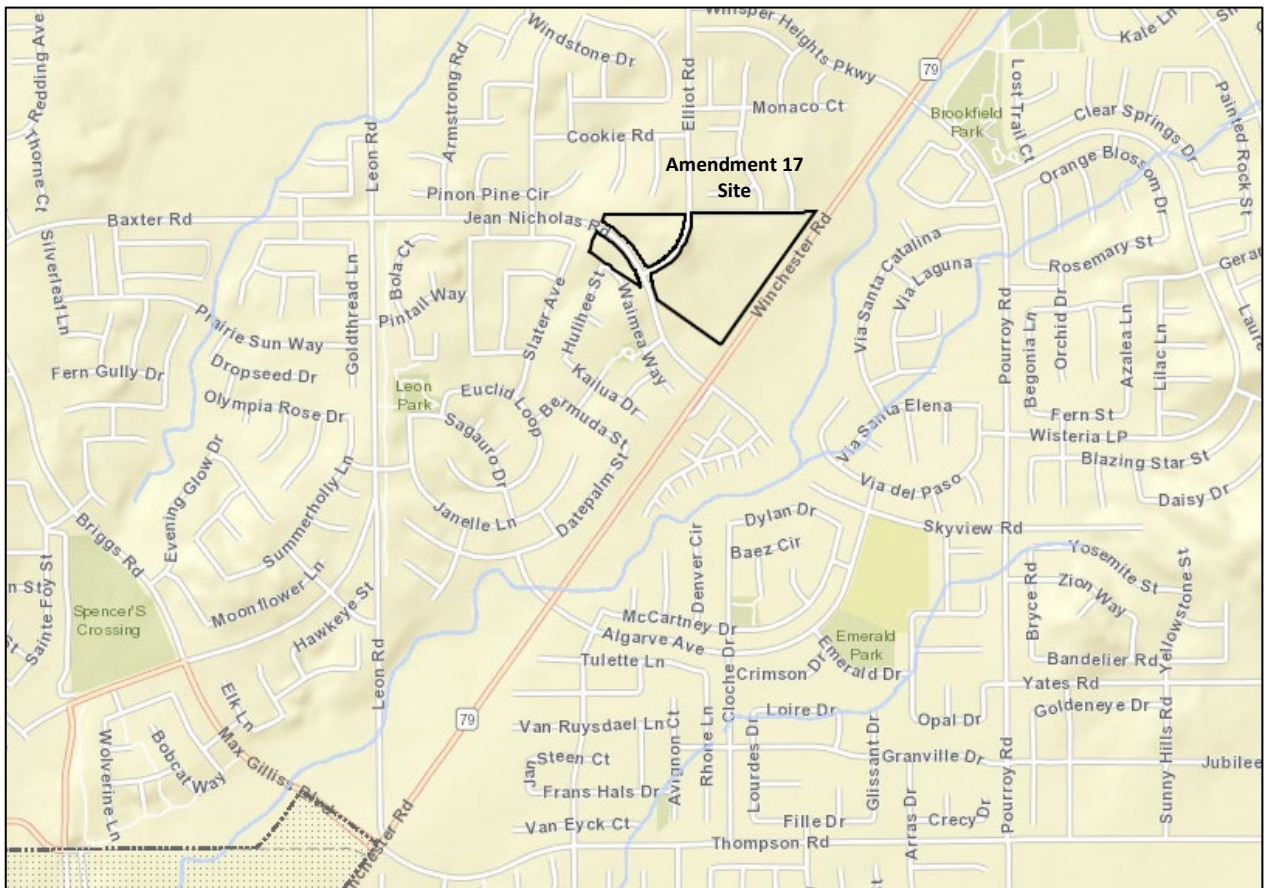
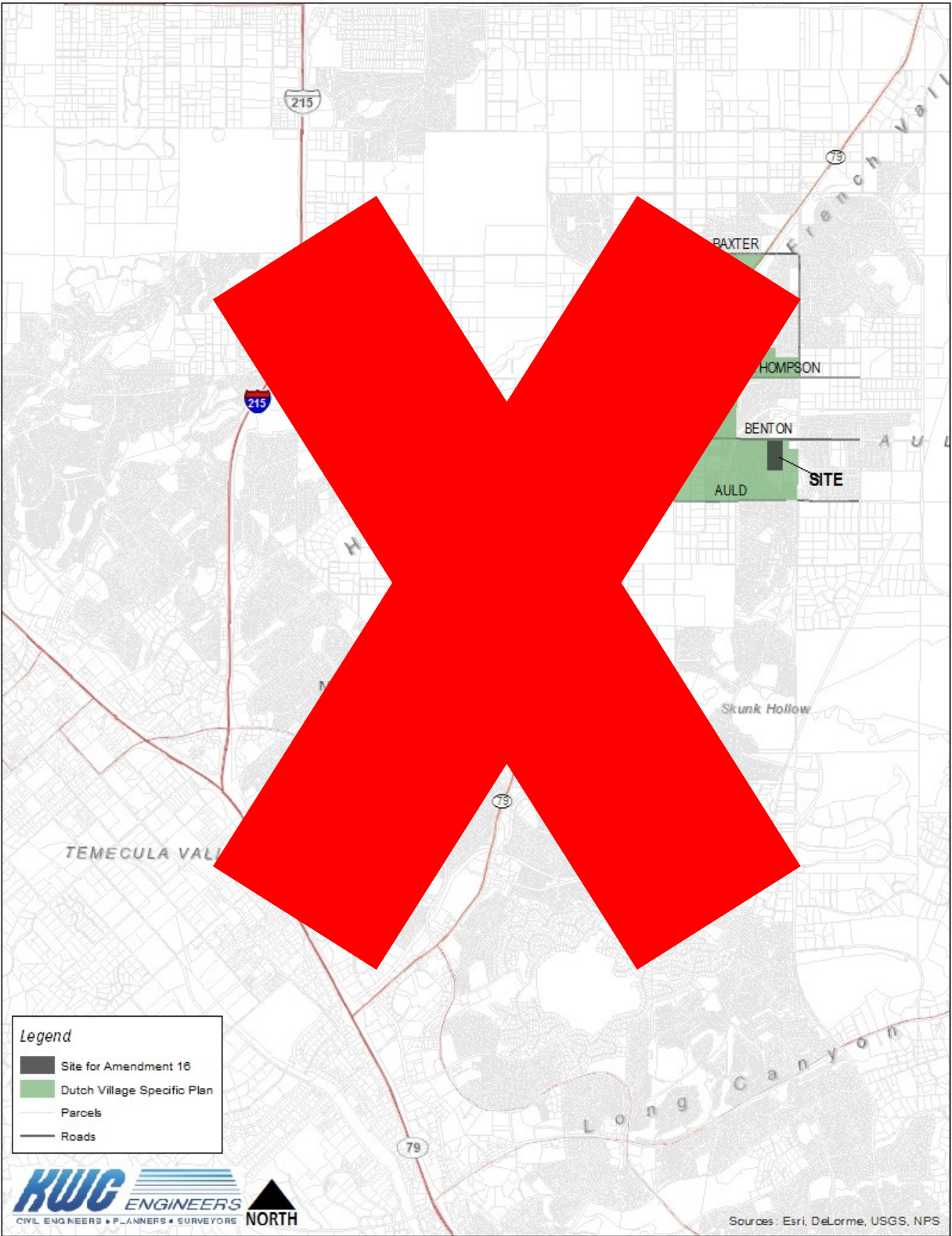


Figure 2: Vicinity Map







*This page left blank for pagination purposes.*

## II. HISTORY OF THE DUTCH VILLAGE SPECIFIC PLAN

Specific Plan No. 106 (Dutch Village), adopted by the Riverside County Board of Supervisors (Board) in June 1973, began as a 1,543-acre recreational commercial development with a Dutch village setting as its theme, and supporting land uses of residential, industrial, and open space. Proposed residential land uses would permit up to 2,253 dwelling units, ranging from 0.1 to 8 dwelling units per acre. However, the adopted Specific Plan Map extended beyond the boundaries of the original 1,543-acre project to encompass an additional 1,337 acres (2,880 acres total), which was referred to as the "study area" (Figure 3: SP 106 - Original Boundaries). The purpose of the study area was to establish a reasonable relationship of the ultimate land uses. The adopted specific plan provided for a maximum of 2,919 dwelling units.

The diversification of ownership of the Specific Plan's acreage together with changes in the economic market has resulted in multiple Specific Plan amendments and subsequent reductions of the acreage to be included. The boundaries of these amendments are shown on Figure 6: SP 106 - Specific Plan Amendments (Through Amendment No. ~~16~~ 17).

On March 31, 1982, the Riverside County Planning Commission (Commission) received public testimony, which resulted in a reduction of the Specific Plan boundaries. Testimony presented before the Commission concerned whether the property owners within the 2,880-acre study area wanted to be included in or excluded from Specific Plan No. 106. The Board on June 1, 1982, adopted Amendment No. 2 to the specific plan, which further reduced Specific Plan 106 to 1,248 acres and a total of 1,248 dwelling units (Figure 4: SP 106 - Amendment No. 2).

A significant revision to Specific Plan No. 106 occurred on October 14, 1986, when the Board adopted Amendment No. 3. The Specific Plan area remained unchanged at 1,248 acres; however, land use designations were revised to provide for more compatible zoning with the County adopted guidelines set for the interim influence areas of the French Valley Airport. Residential land use designations consisted of High Density Residential (5-6 du/acre); Medium Density Residential (3-5 du/acre); Low Density Residential (0-1 and 0-2 du/acre); and Very Low Density Residential (0-0.2 and 0-0.4 du/acre). A 25-acre school/park site was eliminated and a 10-acre Manufacturing-Service Commercial (M-SC) Zone was created as an off-site storage depot for the Dutch village. The acreage of Very Low and Low Density Residential land uses was reduced to 675 acres. However, the allowed overall specific plan density of 1,248 dwelling units on a total of 1,248 acres remained unchanged from Amendment No. 2 (Figure 5: SP 106 - Amendment No. 3).

On October 13, 1987, Substantial Conformance No. 1 to the specific plan was approved. This substantial conformance application was filed to relocate the fifteen acres of open space in Planning Unit No. 4 to Planning Unit No. 17. This had the effect of eliminating the natural watercourse and distributing the open space throughout the industrial development as mini-parks, trails, and landscaped buffers. However, subsequent development proposals (Amendment No. 9 and related applications) have retained the natural open space thus nullifying the effect of the Substantial Conformance No. 1 approval.

The Board adopted Specific Plan 106, Amendment No. 4 on October 20, 1992. This amendment changed the land use designation on 28.8 acres located in the extreme northerly portion of the specific plan area, adjacent to Baxter Road and Winchester Road (State Route 79), from Low Density Residential to Scenic Highway Commercial, Office Commercial, Industrial Park and Open Space.

#### Specific Plan No. 284 (Quinta Do Lago)

The Quinta Do Lago Specific Plan is located entirely within the boundaries of Specific Plan No. 106 (Dutch Village). Because this project represented a new mixed-use development plan, the Riverside County Planning Department requested the owners of the 470.1 acres within this project to process it as a new specific plan, rather than as an amendment to Specific Plan No. 106 (Dutch Village). The Board adopted Specific Plan No. 284 (Quinta Do Lago) on August 30, 1994. With the adoption of Specific Plan No. 284, the balance of Specific Plan No. 106 was fragmented into five discontinuous areas and reduced to its present 777.9 acres.

Winchester Road (State Route 79) is the northwesterly boundary of the Quinta Do Lago Specific Plan, and the French Valley Airport is southwest of the specific plan (Figure 6: SP 106 - Specific Plan Amendments (Through Amendment No. ~~16~~ 17)). The adoption of Specific Plan No. 284 resulted in a master planned urban community with a maximum of 1,318 dwelling units, an average overall density of 2.8 dwelling units per acre. The densities of this specific plan range from 3.8 to 16 dwelling units per acre.

Specific Plan No. 284 also provides for an expanded mix of commercial, industrial and office uses. Land located adjacent to the French Valley Airport, formerly designated as Very Low and Low Density Residential in Specific Plan No. 106, was revised in Specific Plan No. 284 to Industrial Park (38.8 acres) and Office/Industrial Park (12.2 acres). A 57-acre planned Commercial/Business and Industrial Park was planned from former planning areas of Specific Plan No. 106 previously designated for Commercial and Residential.

Amendment No. 5 to Specific Plan No. 106 (Dutch Village) concerned 30 acres of land located immediately west of the 28.8 acres included in Amendment No. 4. This amendment proposed changing the land use designation of the subject 30 acres from Low Density Residential to Industrial Park. The Board modified the amendment, during the public hearing process, to include a fifty foot wide open space strip along the northern boundary of the subject property. The modified amendment was adopted by the Board on May 9, 1995.

The Board adopted Specific Plan No. 106 (Dutch Village) Amendment No. 6 on September 19, 1995. Amendment No. 6 was concerned with the partially developed 30-acre site containing improvements of the "Hans Brinker Village" located along State Route 79, north of Benton Road and west of Leon Road. The proposal was to permit the relocation of the existing Dutch-theme improvements to a new 30-acre site located south of Benton Road, north of Auld Road, west of Van Gaale Lane, and east of Leon Road. The existing land use designations on the subject 30-acre site was Residential ½ acre minimum on the north, Open Space through the center and

Residential 1 acre and 2.5 acre minimum on the south. The adoption of Amendment No. 6 resulted in the revision of the residential land use designations to Commercial. The Board retained the Open Space designation associated with a drainage area; however, the amendment permitted this area to be utilized to promote a park-like atmosphere around the Dutch Village theme park as well as accommodating flood control measures.

On December 21, 1999, the Board adopted Amendment No. 7 to the Dutch Village Specific Plan. This amendment changed the land use designation on 80 acres north of Auld Road, west of Pourroy Road and south of Benton Road from Very Low Density Residential - 5 AC. Min. Parcel, Very Low Density Residential - 2½ Ac. Min, Low Density Residential - 1 Ac. Min. Parcel, and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC). This amendment was approved concurrently with Tentative Tract No. 28914, which divided the 80 acres into 240 residential lots, 3 detention basins and 1 open space lot.

The Board changed an additional 60 acres to Medium Density Residential (3.0 - 5.0 DU/AC) with the adoption of Amendment No. 8 on December 21, 1999. This amendment changed the land use designations on the subject 60 acres from Very Low Density Residential - 2½ Ac. Min, Low Density Residential - 1 Ac. Min. Parcel, Medium Density Residential - 4 du/ac and Open Space to the medium density designation. Tentative Tract No. 29174, which divided the 60 acres into 227 residential lots and two detention basins, was adopted concurrently.

Amendment No. 9 to the Dutch Village Specific Plan changed the land use designation on 120 acres from Industrial, Industrial Park and Open Space to Medium Density Residential (3.0 - 5.0 DU/AC). This amendment is accompanied by Tentative Tract No. 29202 and Tentative Tract No. 29675, which proposes a total of 380 single-family residential lots. Amendment No. 9 includes the 30 acres that comprised Amendment No. 5 to the specific plan. This amendment was adopted by the Board of Supervisors on May 7, 2002.

Adopted by the Board of Supervisors on December 18, 2001, Amendment No. 10 to Specific Plan No.106 (Dutch Village) changed the land use designation on 65.71 acres, located south of Benton Road, north of Auld Road, and east and west of Van Gaale Lane, from "Very Low Density Residential (2.5 acre minimum lot size)", "Low Density Residential (1 acre minimum lot size)", "Low Density Residential (½ acre minimum lot size)" and "Open Space" to "Residential - 3 to 5 dwelling units per acre". Tentative Tract No. 30097, which divided 20.04 acres into 67 single family residential lots, 1 detention basin and related streets, and Tentative Tract No. 30098, which divided 45.67 acres into 134 single-family residential lots, 2 detention basin lots, 1 open space lot and related streets, were adopted concurrently.

Amendment No. 11 to Specific Plan No. 106 (Dutch Village) changed the land use designation on approximately 20 acres from "Very Low Density Residential (2.5 acre minimum lot size)", "Low Density Residential (1 acre minimum lot size)", "Open Space", and "Low Density Residential (0.5 acre minimum lot size)" to "Commercial", "Manufacturing - Service Commercial" and "Open Space". This amendment accompanied Tentative Parcel Map No. 30790, which divided the site into 14 commercial lots, 5 manufacturing-service commercial lots,

1 detention basin, 1 open space lot and related streets; and Change of Zone No. 6745 which changed the site's zoning designation from R-A-1 (Residential Agricultural - 1 acre minimum lot size) and R-1-2 1/2 (Residential Agriculture - 2 1/2 acre minimum lot size) to C-P-S (Scenic Highway Commercial) and M-SC (Manufacturing - Service Commercial). The Board of Supervisors adopted Amendment No. 11 on February 15, 2005, but in order to be consistent with the land use designation utilized by the County General Plan, adopted "Light Industrial", "Commercial Retail" and "Open Space – Conservation" designations.

Amendment No. 12 to Specific Plan No. 106 (Dutch Village) changed the land use designation on approximately 20 acres from "Very Low Density Residential (5 acre minimum lot size)" to "Medium Density Residential (3 - 5 DU/AC)". This amendment was accompanied by Tentative Tract No. 30791, which divided the site into 59 single-family residential lots, 1 park site, 1 open space lot and related streets, and Change of Zone No. 6751, which changed the zoning of the site underlying Tentative Tract No. 30791 from R-A-5 (Residential Agricultural – 5 acre minimum lot size) to R-1 (One-Family Dwelling). This amendment was adopted by the Board of Supervisors on March 23, 2004.

Amendment No. 13 to Specific Plan No. 106 (Dutch Village) changed the land use designation on approximately 20 acres from "Very Low Density Residential (5 acre minimum lot size)" to "Medium Density Residential (3 - 5 DU/AC)". This amendment was accompanied by Tentative Tract No. 31119, which divided the site into 31 single-family residential lots, 1 lot for a detention basin and related streets, and Change of Zone No. 6804, which changed the zoning on the site underlying Tentative Tract No. 31119 from R-A-5 (Residential Agricultural – 5 acre minimum lot size) to R-1 (One-Family Dwelling). This amendment was adopted by the Board of Supervisors on March 23, 2004.

Amendment No. 14 to Specific Plan No. 106 (Dutch Village) changed the land use designation on approximately 29.3 acres from "Industrial Park" to "Medium Density Residential (2 – 5 DU/AC)". This amendment was accompanied by Tentative Tract No. 31330, which divided the site into 86 single-family residential lots, a neighborhood park, a 3-acre industrial park lot and 2 transportation corridor lots, and Change of Zone No. 6814, which changed the zoning on a portion of the site underlying Tentative Tract No. from R-5 (C2 5000) and Industrial Park (C2 5000) to R-1 (One-Family Dwelling, 7,200 square foot minimum lot size).

Amendment No. 15 to Specific Plan No. 106 (Dutch Village) has since been withdrawn.

**Amendment No. 16 to Specific Plan 106 changed 13.8 acres of APN 963-010-006 from VLDR (Very-Low Density Residential, 1 acre minimum lot size) to MDR (Medium Density Residential, 2.0 – 5.0 d.u./acre) and 11.09 acres of APN 963-010-010 from MDR (Medium Density Residential, 2.0 – 5.0 d.u./acre) to R-R (Rural Residential, 5-acre minimum lot size). Amendment No. 16 to Specific Plan 106 was accompanied by Tentative Tract Map No. 32323, which resulted in the subdivision and grading of approximately 20 acres into 38 single-family residential lots. Change of Zone No. 7214 changed the zoning of the site underlying Tentative Tract Map No. 32323 from R-A-1 (Residential Agricultural, 1 acre minimum lot size) to R-1 (One-family dwellings, 7,200 square foot minimum lot size).**

The existing Land Use Designation Acreage through Amendment No. ~~15~~ **16** based on current County GIS data is compiled in Table 2 below.

**Table 2: Existing Land Use Designation Acreage**

LAND USE DESIGNATION	AREA [acres]	PERCENT OF TOTAL
Estate Residential (EDR) (2 acre minimum lot size)	5.25	0.7%
Very Low Density Residential (VLDR) (1 acre minimum lot size)	23.80	3.3%
Low Density Residential (MDR) (1 - 2 Dwelling Units per Acre)	20.03	2.7%
Medium Density Residential (MDR) (2 - 5 Dwelling Units per Acre)	409.19	56.0%
Medium High Density Residential (MHDR) (5 - 8 Dwelling Units per Acre)	54.67	7.5%
Rural Residential (RR) (5 acre minimum lot size)	12.83	1.7%
Commercial Retail (CR) (0.20 – 0.35 FAR)	89.17	12.2%
Commercial Office (CO) (0.35 – 1.0 FAR)	5.90	0.8%
Light Industrial (LI) (0.25 – 0.60 FAR)	76.44	10.5%
Public Facilities (PF) (≤ 0.60 FAR)	2.61	0.4%
Open Space - Conservation (OS-C)	30.74	4.2%
<b>Total</b>	<b>730.63</b>	<b>100.0%</b>

<b>LAND-USE DESIGNATION</b>	<b>AREA {acres}</b>	<b>PERCENT OF TOTAL</b>
<del>Estate Residential (EDR) (2-acre minimum lot size)</del>	<del>5.25</del>	<del>0.7%</del>
<del>Very Low Density Residential (VLDR) (1-acre minimum lot size)</del>	<del>30.93</del>	<del>4.2%</del>
<del>Medium Density Residential (MDR) (2–5 Dwelling Units per Acre)</del>	<del>409.19</del>	<del>56.0%</del>
<del>Medium High Density Residential (MHDR) (5–8 Dwelling Units per Acre)</del>	<del>54.67</del>	<del>7.5%</del>
<del>Rural Residential (RR) (5-acre minimum lot size)</del>	<del>25.73</del>	<del>3.5%</del>
<del>Commercial Retail (CR) (0.20–0.35 FAR)</del>	<del>89.17</del>	<del>12.2%</del>
<del>Commercial Office (CO) (0.35–1.0 FAR)</del>	<del>5.90</del>	<del>0.8%</del>
<del>Light Industrial (LI) (0.25–0.60 FAR)</del>	<del>76.44</del>	<del>10.5%</del>
<del>Public Facilities (PF) (≤0.60 FAR)</del>	<del>2.61</del>	<del>0.4%</del>
<del>Open Space–Conservation (OS-C)</del>	<del>30.74</del>	<del>4.2%</del>
<del>Total</del>	<del>730.63</del>	<del>100.0%</del>



The current project is the ~~16<sup>th</sup>~~ 17<sup>th</sup> Amendment to Specific Plan No. 106 (Dutch Village). **Amendment No. 17 proposes the entire 30.62-acre site within APN 480-160-023 (PA18a) be modified from the existing Light Industrial (LI), Commercial Retail (CR), Commercial Office (CO), and Open-Space Conservation (OS-C) land use designations, to a Medium High Density Residential (MHDR, 5-8 units per acre) designation and provides guidelines which still reflect the original intent of SP 106.** Table 3 identifies a breakdown of the proposed Land Use Designation Acreage post SP 106 Amendment No. ~~16~~ 17. Additional information is provided and described in detail in Section III below.

**Table 3: Proposed Land Use Designation Acreage**

LAND USE DESIGNATION	AREA [acres]	PERCENT OF TOTAL
Estate Residential (EDR) (2 acre minimum lot size)	5.25	0.7%
Very Low Density Residential (VLDR) (1 acre minimum lot size)	23.80	3.3%
Low Density Residential (MDR) (1 - 2 Dwelling Units per Acre)	20.03	2.7%
Medium Density Residential (MDR) (2 - 5 Dwelling Units per Acre)	409.19	56.0%
Medium High Density Residential (MHDR) (5 - 8 Dwelling Units per Acre)	<del>54.67</del> <b>85.29</b>	<del>7.5%</del> <b>11.7%</b>
Rural Residential (RR) (5 acre minimum lot size)	12.83	1.7%
Commercial Retail (CR) (0.20 – 0.35 FAR)	<del>89.17</del> <b>79.35</b>	<del>12.2%</del> <b>10.9%</b>
Commercial Office (CO) (0.35 – 1.0 FAR)	<del>5.90</del> <b>0.00</b>	<del>0.8%</del> <b>0.0%</b>
Light Industrial (LI) (0.25 – 0.60 FAR)	<del>76.44</del> <b>65.91</b>	<del>10.5%</del> <b>9.0%</b>
Public Facilities (PF) (≤ 0.60 FAR)	2.61	0.4%
Open Space - Conservation (OS-C)	<del>30.74</del> <b>26.33</b>	<del>4.2%</del> <b>3.6%</b>
Total	730.63	100.0%

*This page left blank for pagination purposes.*

Figure 3: SP 106 - Original Boundaries

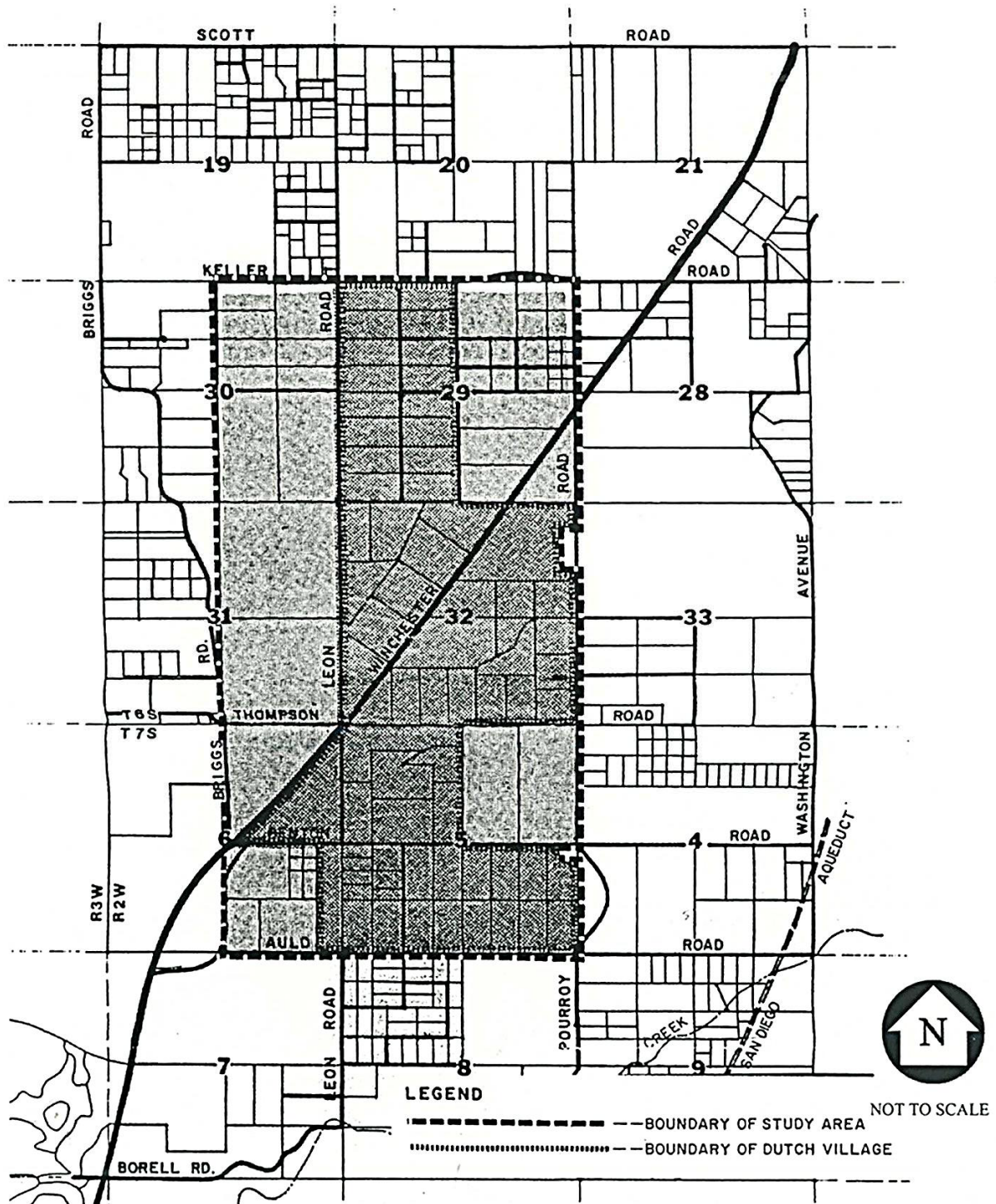


Figure 4: SP 106 - Amendment No. 2

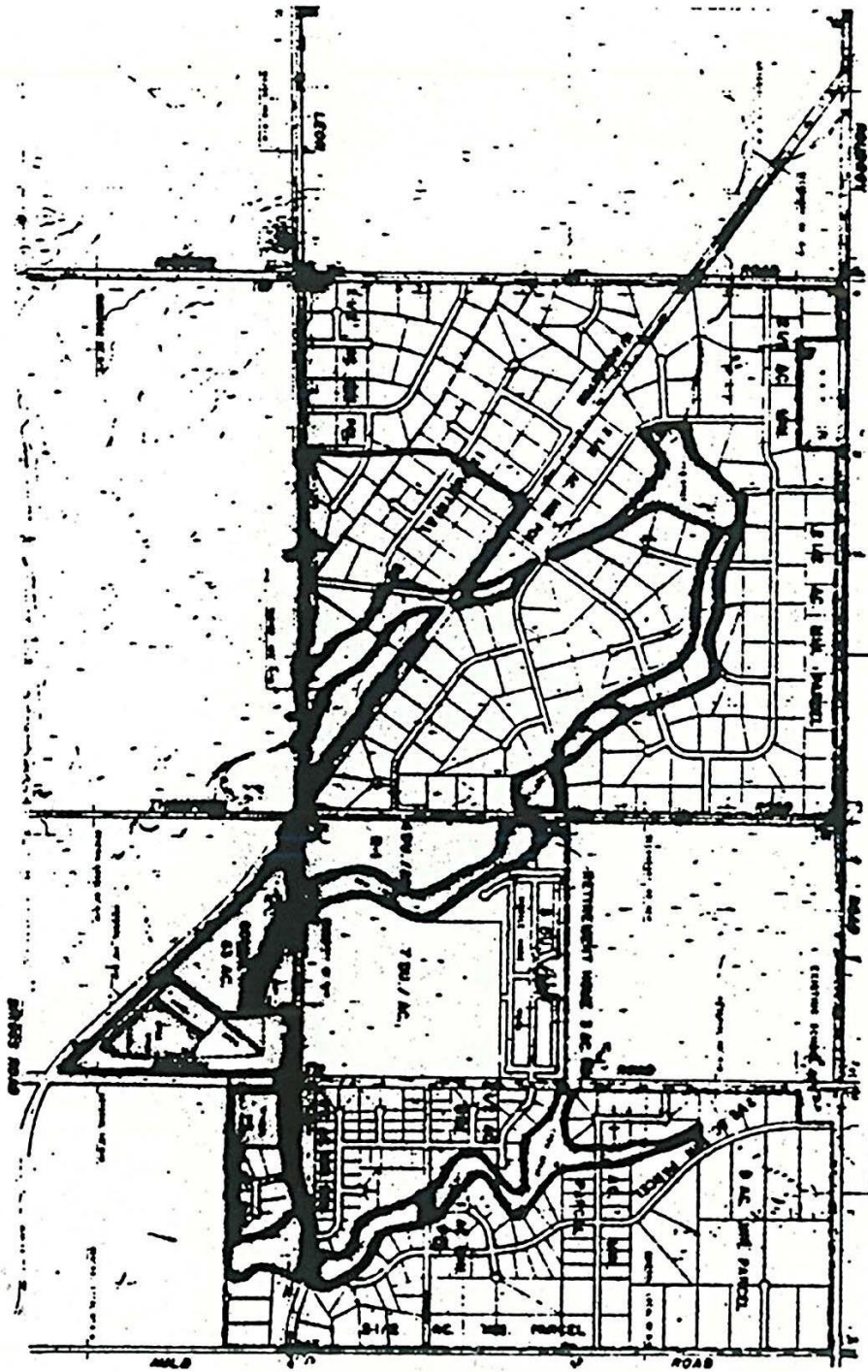
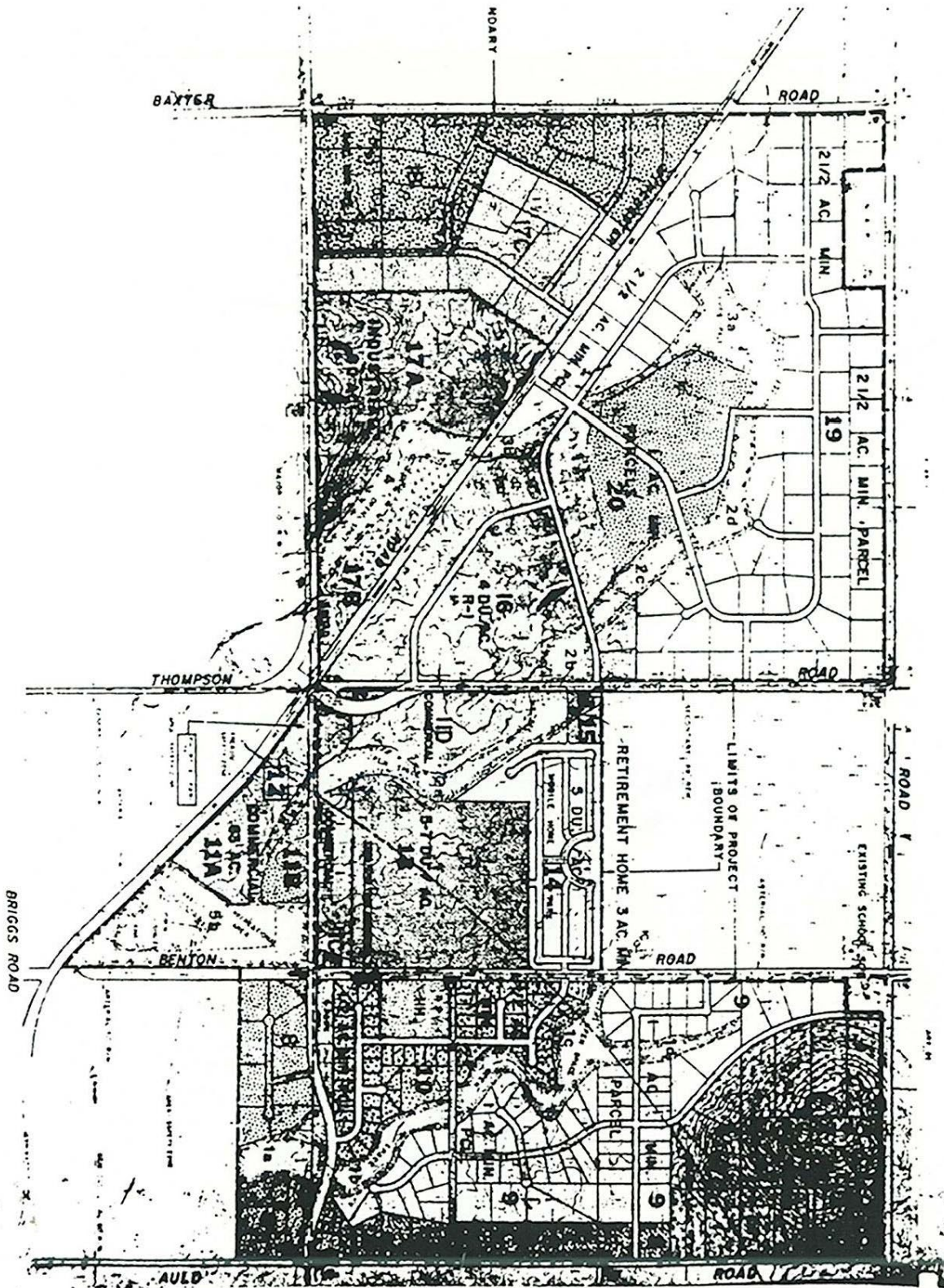
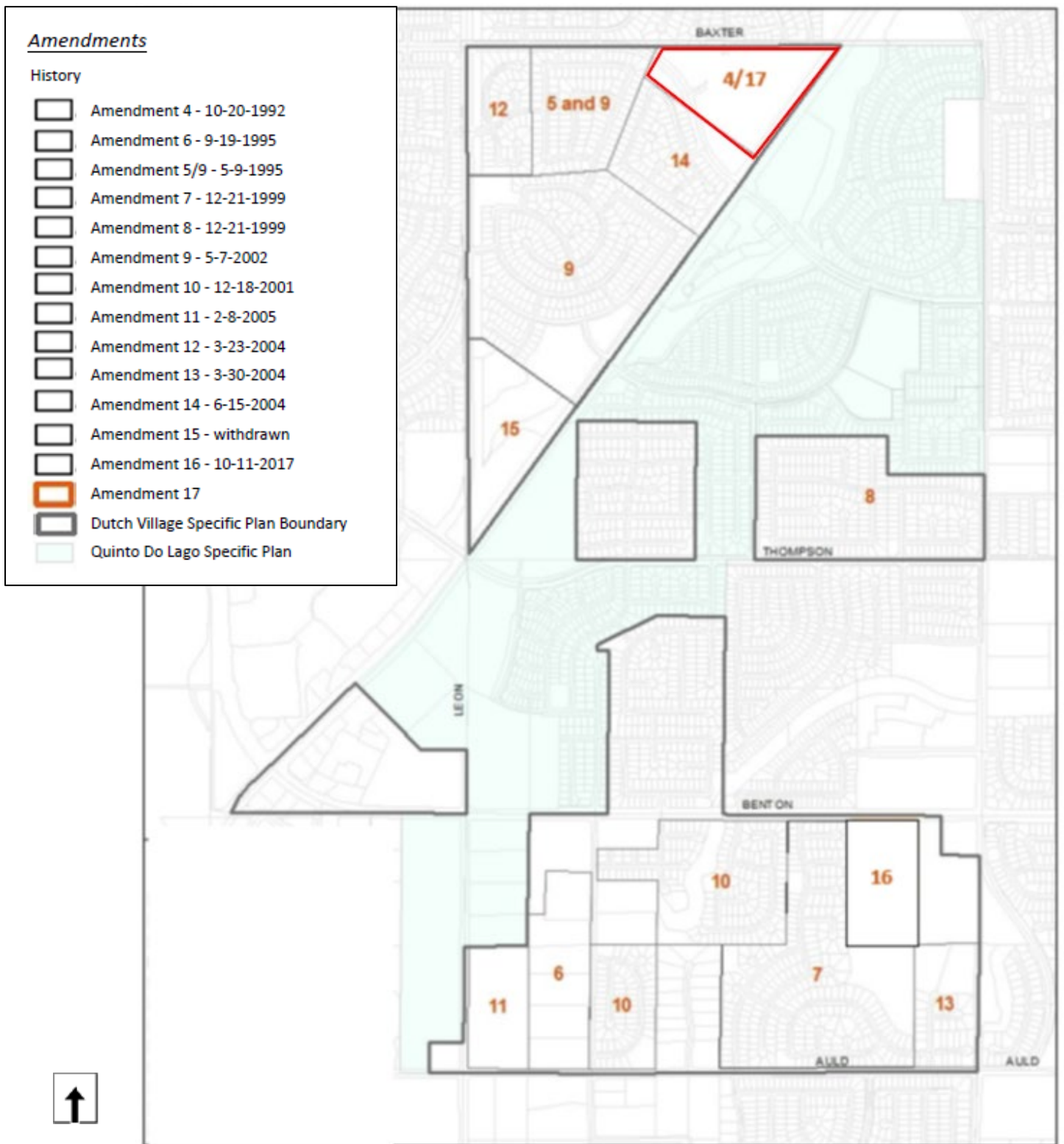




Figure 5: SP 106 - Amendment No. 3

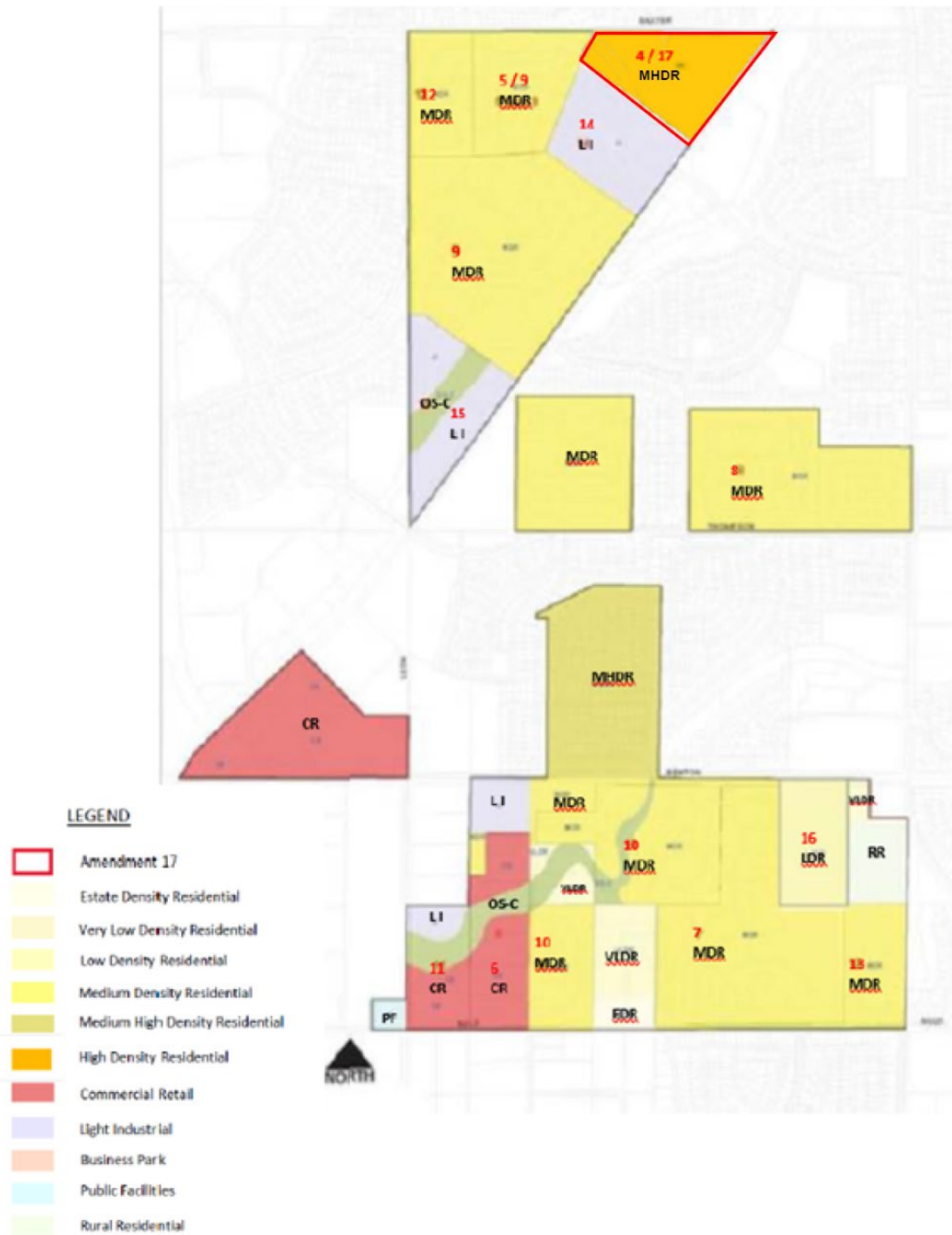


**Figure 6: SP 106 - Specific Plan Amendments (Through Amendment No. 16 17)**





**Figure 7 8: Land Use Plan (Through Amendment No. 16 17)**



*This page left blank for pagination purposes.*



### III. AMENDMENT NO. ~~16~~ 17

#### A. DESCRIPTION OF AMENDMENT

The project site is located on the south side of Benton Road, north of Auld Road, east of Leon Road, and west of Pourroy Road (Figure 6: SP 106 - Specific Plan Amendments [Through Amendment No. ~~16~~ 17]). ~~Amendment No. 16 to Specific Plan No. 106 (Dutch Village) changes the site's land use designation from "Very Low Density Residential (5 acre minimum lot size)" and "Rural Residential (5 acre minimum lot size)" to "Low Density Residential (1 to 2 Dwelling Units per Acre)". Approximately 7.13 acres of VLDR and 12.90 acres of RR will be amended to reflect a proposed development plan for 20.03 acres of LDR designation.~~ Amendment No. 17 proposes the entire 30.62-acre site within APN 480-160-023 (PA18a) be modified from the existing Light Industrial (LI), Commercial Retail (CR), Commercial Office (CO), and Open-Space Conservation (OS-C) land use designations, to a Medium High Density Residential (MHDR, 5-8 units per acre) designation and provides guidelines which still reflect the original intent of SP 106. The proposed development plan for this amendment is described below:

##### *Conceptual Development Plans*

Tentative Tract Map No. 37078, a three (3) parcel residential map (for condominium purposes), has been submitted concurrently with Specific Plan 106, Amendment No. 17. Plot Plan 170003 accompanies Tentative Tract Map No. 37078 and proposes a development plan for a total of 163 single-family detached condominium units, 326 garage parking spaces, a minimum of 138 guest / street parking spaces and 0.89 acres of recreation areas on the entire 30.62-acre project site.

~~The proposed Conceptual Development Plan as depicted in Figure 9 proposes to subdivide approximately 20.03 acres into 34 single family residential lots, a lot for a detention/WQMP basin, and related streets and open space. The site will be developed and graded in one phase while preserving a majority of the existing earthen drainage channel that migrates across the central part of the property. The development will consist of improving the south side of Benton Road along the project frontage and other roadway and infrastructure improvements necessary to support the project development. Two points of access will be provided to the development off of Benton Road. The southerly portion of the property will remain natural open space.~~

##### *Change of Zone No. 7347 ~~Change of Zone No. 7214~~*

Change of Zone No. 7347 proposed to change the zoning of the entire 30.62-acre site from C-O (Commercial Office), R-5 (Open Area Combining Zone – Residential Developments), C-P-S (Scenic Highway Commercial), and I-P (Industrial Park), to R-3 (General Residential). ~~Change of Zone No. 7214 changing the zoning of the 20.03 acre site from R-A-1 (Residential Agricultural – 1 acre minimum lot size) and R-A-5 (Residential Agricultural – 5 acre minimum lot size) to R-1~~

~~(Single-Family Dwelling). The R-1 Zone allows for 7,200-sf minimum lots to be constructed. Approximately 7.13 acres of R-A-1 Zone and 12.90 acres of R-A-5 Zone will be amended to reflect a proposed development plan for 20.03 acres of R-1 Zone.~~

***General Plan Amendment No. 170001***

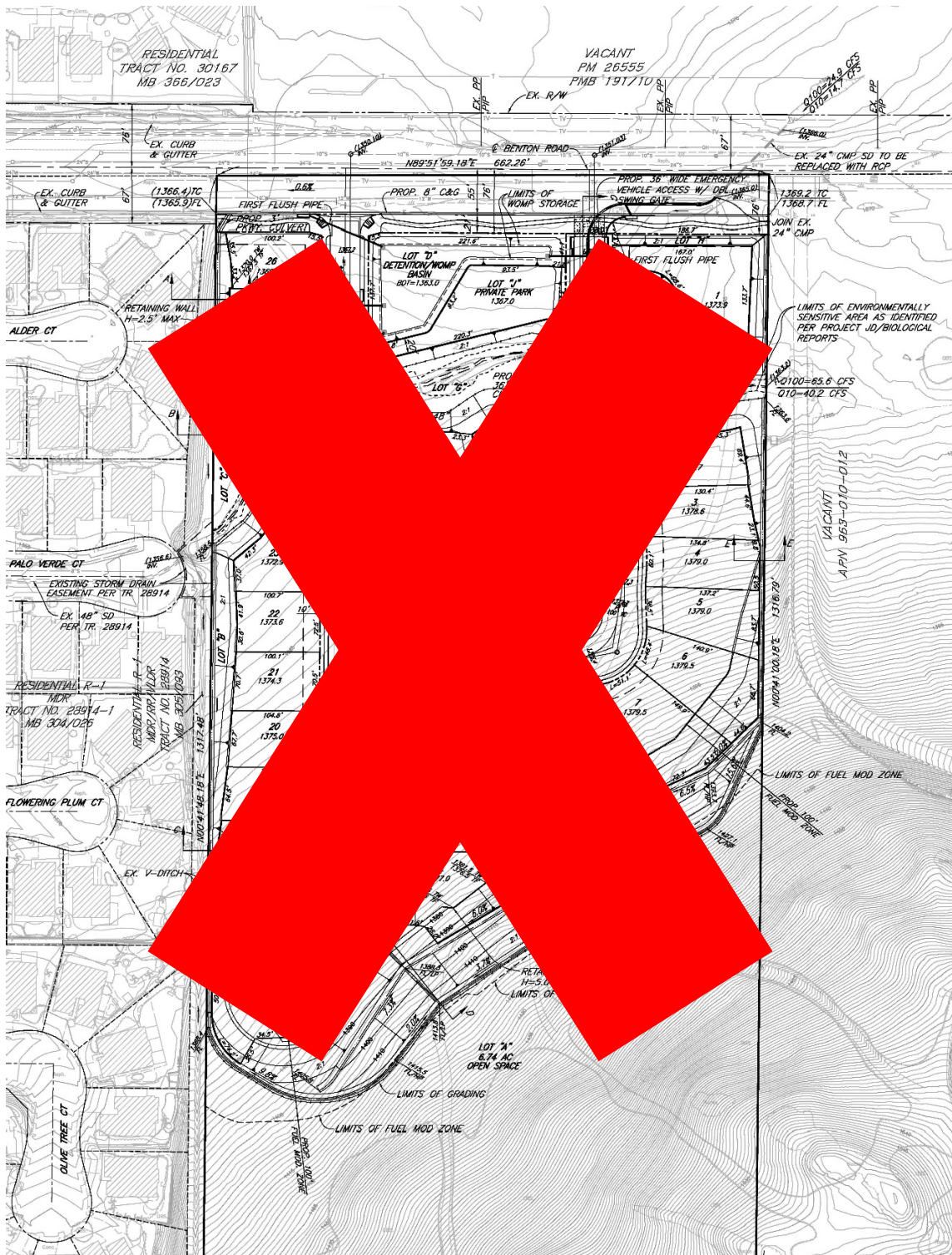
General Plan Amendment No. 170001 proposes to change the land use designation from a mix of Light Industrial (LI), Commercial Retail (CR), Commercial Office (CO), and Open-Space Conservation (OS-C) land use designations, to a Medium High Density Residential (MHDR), as reflected in Figure 7.

**Figure 8 9: Tentative Tract Map No. 37078**





### Conceptual Development Plan



## B. PROJECT GOALS

Specific Plan No. 106, Amendment No. ~~16~~ 17, will be implemented by approving **General Plan Amendment No. 170001** and Change of Zone No. ~~7214~~ 7347 to change the zoning of the entire 30.62-acre site from C-O (Commercial Office), R-5 (Open Area Combining Zone – Residential Developments), C-P-S (Scenic Highway Commercial), and I-P (Industrial Park), to permit ~~higher~~ residential densities within the **General Plan Community Development: Medium High Density Residential Land Use Designation (5-8 dwelling units/acre)**.

Plot Plan 170003 accompanies Tentative Tract Map No. 37078 and proposes a development plan for a total of 163 single-family detached condominium units, 326 garage parking spaces, a minimum of 138 guest / street parking spaces, and 0.89 total acres of recreation areas on the Project site.

~~The development plan for the site envisions the construction of a typical single-family residential tract consisting of 34 residences on lots ranging from a 7,220 square foot minimum to 14,591 square feet.~~

The proposed Project, when fully developed, will provide an opportunity for families to live in the beautiful French Valley area of southwest Riverside County. For this reason, it should appeal to the active retiree, recreationalist and to the young and growing family as an ideal human environment in which to raise a family.

~~Residential lots and road alignment concepts create a sense of privacy while still providing for a free flow of pedestrian and vehicle traffic and preserving the hilly topography as much as possible. Mass grading is restricted to the flatter and moderate sloping hillside terrain, which is more conducive to its use. In the hillside terrain, individual home sites will be manufactured utilizing cut and fill slopes.~~

## C. LAND USE

The project consists of approximately ~~20.03~~ 30.62 acres with residential uses assigned to approximately ~~7.16~~ 21.11 acres. ~~A 0.28~~ There are 0.86 acres of private recreation area ~~park proposed~~. There are 2.38 acres proposed for detention/WQMP basins ~~is approximately 0.41 acres (17,716 square feet) in size. Within the project development, approximately 6.17 acres of open space will be undisturbed and remain undeveloped including the existing streambed. The remaining 6.01 acres will be utilized for street and slope/open space purposes.~~ The proposed project residential densities are compatible with surrounding properties under recently adopted specific plans and approved subdivisions. This project is planned as a conventional home development with a choice of living environments that is typical of southwest Riverside County. ~~Lot sizes of a minimum of 7,200 square feet are to be intermixed with larger lot sizes ranging up to 14,591 square feet.~~

## D. ACCESS AND CIRCULATION

The ~~20.03~~ 30.62-acre property is currently vacant and does not generate traffic.

~~The Conceptual Development Plan~~ Tentative Tract Map 37078 depicts the site having primary access from ~~Benton~~ Jean Nicholas Road. Jean Nicholas Road is a designated Secondary Roadway consisting of four travel lanes within a 100-foot wide public right-of-way. The Jean Nicholas Roadway was partially improved (asphalt paving, concrete curb and gutter, and street lights are in-place) and fully dedicated to its ultimate width in conjunction with the previous master planned single-family residential development located adjacent to the Project site. Additional street improvements (sidewalks) along the Project site frontage will be constructed as part of the proposed Project development. The Jean Nicholas Road improvements will be completed in compliance with Riverside County Ordinance No. 461, Standard No. 94. ~~Benton Road is planned as an Urban Arterial Roadway with a 152-foot right-of-way. That portion of Benton Road, which lies within the project limits, will be improved to comply with Riverside County Ordinance No. 461, Standard No. 91. For secondary, an Emergency Vehicle Access (EVA) is also proposed from Benton Road. This EVA access will be gated and will be used for vehicular ingress/egress only in case of emergency.~~ Additional access into the site will be taken from Elliot Road and Ron Roberts Way. Ron Roberts Way is a partially improved public street with half-width street improvements in place along the north half of the street. Amendment No. 17 will provide the required half-width street dedication and street improvements along the south half of the street pursuant to Riverside County Ordinance 461, Standard 104 (undivided 2-lane roadway within a 76-foot wide public right-of-way). Ron Roberts Way is a partially improved public street with half-width street improvements in place along the north half of the street. Amendment No. 17 will provide the required half-width street dedication and street improvements along the south half of the street pursuant to Riverside County Ordinance 461, Standard 104 (undivided 2-lane roadway within a 76-foot wide public right-of-way). The interior street network will be comprised of private driveways with a 36-foot curb to curb design width, modified standard 105 (Local Street). Further access to the residential units will be provided via 20-foot wide asphalt paved private alley ways. ~~classified as general local streets. These streets will be constructed within a 56-foot right-of-way per Riverside County Ordinance No. 461, Modified Standard No. 105. Two points of access will be provided to Benton from the project development. All streets will be dedicated to the County of Riverside for public maintenance.~~ Streets will be maintained by the County under a Community Facilities District (CFD).

### Circulation Plan Development Standards

- 1) Any application for any subdivision within the specific plan boundary (including a Schedule I Parcel Map) shall cause the design 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. Specific Plan Schedule I Parcel Maps shall design the street system shown thereon.

- 2) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project.
- 3) All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- 4) All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
- 5) No textured pavement accents will be allowed within County right-of-way.
- 6) All projects, including subdivisions within the specific plan boundary, shall be subject to the Development Monitoring Program as described in Section V.I. of this document.
- 7) Mid-block crosswalks are not allowed.
- 8) No driveways or access points as shown in the specific plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the streets' classifications.
- 9) This specific plan proposes no facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or be Flood Control District facilities.
- 10) Commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways.
- 11) The Transportation Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66' 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.
- 13) All bike trails developed as part of this specific plan shall be approved by the Transportation Department.

## **E. GRADING**

**The project rough grading will involve approximately 75,000 cubic yards (CY) of cut and 95,000 CY of fill. Lot spoil dirt from house foundations, wall footings, driveways, streets, sidewalks and utilities will generate approximately 13,200 CY of cut. Excavation to widen Winchester Road/Highway 79 will generate the remaining 6,800 CY of cut needed to balance**

the site.

The site currently ranges in elevation from approximately 1,429 feet above mean sea level (AMSL) on the northwestern side of the Project site to 1,383 AMSL in the north eastern corner of the site.

When graded, the project will range in elevation from a high of 1,429 AMSL at the top of the northwestern slope of the site to a low elevation of 1,378 AMSL at the bottom of the eastern water quality basin. This demonstrates that the range of site elevation variations will widen from 46' to 51' to facilitate the development of the project. Perimeter slopes on all sides will match the grade of surrounding properties and projects.

The project will also require off-site grading for the widening of Winchester Road/Highway 79. Off-site grading associated with street improvements will involve minor street grading (cut or fill thicknesses less than 2') for a graded area of 74,700 square feet or 1.71 acres. Overall earthwork volume is estimated to be 6,800 CY of cut, which will be lost on the project site.

~~The site ranges in elevation from a low of approximately 1,357 feet above sea level to a high of approximately 1,460 feet. Topography generally slopes from the southeastern boundary of the project site upward to the northwestern portion of the site.~~

~~The object of these development plans will be to implement a grading program that will minimize cut and fill slopes. The major portion of grading activity will be concentrated in the construction of roadways and lots. Manufactured slopes will be rounded to blend into the natural terrain, unless otherwise dictated by unusual soils and/or geologic conditions. Particular care will be given to the landscaping of manufactured slopes in order to create natural, attractive appearances.~~

## F. DRAINAGE

All projects proposing construction activities including clearing, grading, or excavation that results in the disturbance of at least one acre total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate National Pollutant Discharge Elimination System (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.



## G. ENVIRONMENTAL HAZARDS & RESOURCES

### 1. FLOODING

The site consists of slopes rising from the south to the northwest. The Flood Insurance Rate Map (FIRM), Panel 06065C2730G, places this area in Zone D, defined as an area of undetermined but possible flooding. This site would also be improved with planned and engineered drainage improvements.

### 2. NOISE

The dominant noise source in the area consists of aircraft taking off or landing from the French Valley Airport. The project site is not within the currently projected 55 dB CNEL noise contour for the French Valley Airport. The Riverside County Comprehensive General Plan established the requirement that exterior noise levels in residential developments be 65 dB CNEL or lower. The anticipated noise levels from the French Valley Airport are less than 65 dB CNEL and therefore the potential impact from airport noise is less than significant. The project site is not within the vicinity of a private airstrip.

### 3. AIR QUALITY

The implementation of Amendment No. ~~16~~ 17 would result in emissions generated from both the construction and long-term operations phases of the project. Temporary pollutant emissions associated with construction activity are generated by equipment exhaust and dust generation. The long-term operation phase of the tract will result in stationary source emissions from the consumption of natural gas, electricity and emissions resulting from landscape maintenance, as well as mobile source emissions from vehicles traveling to and from residences.

### 4. WATER QUALITY

The proposed development plan will alter surface drainage patterns and amount of surface runoff through grading of the site, construction of impervious surfaces, and landscape irrigation. A storm drain system will be constructed to serve the project site consisting of storm drains, curbs and gutters and a detention basin. The project will comply with established programs requiring control of erosion at construction sites (State General NPDES Permit). Therefore, alteration of the existing drainage pattern of the site is not expected to result in increased erosion or siltation.

Implementation of the proposed project will result in an increase in surface runoff. The runoff may contain minor amount of pollutants typical of urban use. Diversion of stormwater and runoff into the detention basin and compliance with the State General NPDES Permit requirements is expected to reduce the amount of pollutants and sedimentation.

### 5. OPEN SPACE

The land encompassed within the site is vacant and ~~currently natural open space~~ **has been disturbed by grading and road construction activities**. Land use is governed under Specific Plan

No 106 (Dutch Village).

## 6. BIOLOGICAL RESOURCES

The project site is within the plan area for the Riverside County Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP), but is outside of the plan's reserves. The SKR HCP, which was adopted pursuant to Section 10(a) of the Endangered Species Act, the related Section 10(a) permit, and Riverside County Ordinance No. 663, permits the incidental take of the Stephen's kangaroo rat (SKR) on properties within the HCP area outside of the established SKR reserves. Pursuant to provisions of the HCP and Ordinance No. 663, the project is subject to fees used to fund habitat acquisitions and management of the SKR preserves. The project site is not located within the boundaries of any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

## H. UTILITIES/PUBLIC FACILITIES

### 1. WATER

The project will be served by the Eastern Municipal Water District (EMWD). Water service will be provided by connecting to an existing water line located along the eastern boundary of the project site. The project can be served through the existing service capability of the District.

### 2. SEWAGE DISPOSAL

The project will be served by the Eastern Municipal Water District. Residential structures within the vicinity of the project site receive sewage service through both the District and through subsurface sewage disposal systems (septic systems). The project will connect to an existing sewer line located on the project's northern boundary in Benton Road. The project can be served through the District's existing service capability.

### 3. STORM DRAINS

The proposed project will alter surface drainage patterns and amount of surface runoff through grading of the site, construction of impervious surfaces, and landscape irrigation. A storm drain system will be constructed to serve the project site consisting of storm drains, curbs and gutters and a detention basin. The project will comply with established programs requiring control of erosion at construction sites (State General NPDES Permit). Therefore, alteration of the existing drainage pattern of the site is not expected to result in increased erosion or siltation.

### 4. GAS/ELECTRICITY/TELEPHONE

The Southern California Gas Company, the Southern California Edison Company, and Verizon currently serve the project area. Where needed, the necessary extension of facilities will occur by the developer as each property is developed and will continue in this manner to final build-out.

## 5. SHERIFF SERVICES

The Southwest Station of the Riverside County Sheriff's Department, located on 30755A Auld Road, provides police protection to the unincorporated southwest portion of the County and is also contracted by the Cities of Murrieta and Temecula. The desired service level is 1.5 officers per 1,000 people.

## 6. FIRE PROTECTION

This area is currently serviced by Fire Station No. 83, located at 37480 Winchester Road (State Route 79) at the French Valley Airport, approximately two miles from the proposed project. Response time from the fire station to the project site is approximately four to five minutes.

## 7. SCHOOLS

The proposed project is located within the ~~Temecula Valley~~ **Murrieta Valley** Unified School District. Impacts to the District will be mitigated in accordance with California State Law.

## 8. PARKS AND RECREATION

The nearest existing recreational park to the project sites is at Lake Skinner, which is located approximately 3.5 miles to the east of the project site. This facility, operated by Riverside County, provides fishing, swimming, camping and special events.

## 9. AIRPORTS

The property is located within of the Airport Influence Area of the French Valley Airport. The site is located outside of the inner and outer safety zones for the French Valley Airport and the Airport's Traffic Pattern Zone (TPZ). The project is not expected to result in a safety hazard for people residing or working in the project area.

## 10. SOLID WASTE

Solid waste services will be managed by the Riverside County Waste Management Department, and solid waste from the site is expected to be disposed of one of ~~three~~ **two** regional landfills that are operated in western Riverside County. ~~All three~~ **Both** facilities are Class III, municipal solid waste landfills. These are the El Sobrante Landfill located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road; **and** the Lamb Canyon Landfill located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), with Interstate 10 to the north and Highway 74 to the south; ~~and the Badlands Landfill located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue.~~

~~Using a waste generation factor of 0.41 tons per residence, per year, the estimated waste generation for this project is approximately 13.94 tons per year. This represents approximately 0.0004% of the yearly waste stream at the three landfills. This total will not significantly impact~~

~~the landfill.~~

The County evaluates solid waste generation based on a per capita generation rate. A residential solid waste generation rate of 13 lbs./residential unit per day was selected to forecast the daily and annual capacity of solid waste generation at full development, 164 detached single-family residential condominium units. Average daily solid waste generation would be approximately 2,132 lbs. per day (1.07 tons). Annual average solid waste generation would be approximately 778,180 lbs. or 389 tons per year. Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be approximately 0.535 tons per day for disposal at either the El Sobrante Landfill or the Lamb Canyon Landfill. This is an approximate increase in solid waste disposal of about 0.024% at either landfill.

## **I. DEVELOPMENT MONITORING PROGRAM FOR TRAFFIC IMPACTS FOR SPECIFIC PLAN NO. 106 (DUTCH VILLAGE)**

Specific Plan No. 106 (Dutch Village) will be subject to a Development Monitoring Program for traffic impacts. The Development Monitoring Program offers a method by which the Riverside County Transportation Department can collect and assimilate data regarding development of Specific Plan No. 106 (Dutch Village). The program will remain in force until full build-out of the Specific Plan occurs or may terminate sooner if the Director of Transportation determines it is no longer necessary. The parties who will be involved in the development monitoring program will be:

- 1) The Riverside County Transportation Department, who will maintain current records and information during the program. The County will collect data normally obtained by County forces and will make this information available to all participants of the program on request.
- 2) Any entity, public or private, which from time to time proposes to develop any portion of the property included under the jurisdiction of Specific Plan No. 106 (Dutch Village). The extent of the involvement of the developer entities shall be limited to those occasions identified in these procedures and shall be occasioned only by the presentation of an active development plan to Riverside County, in which case the developer shall be responsible for preparing and submitting to the Riverside County Transportation Department the information specific in these procedures.

The Development Monitoring Program will accomplish its intended purpose with regards to traffic impacts by including the requirement that each development proposal within the Specific Plan boundary, meeting County traffic study thresholds, shall be accompanied by a traffic impact study. The traffic impact study will provide information regarding the type of development as well as specific data sufficient for the Transportation Department to readily evaluate the cumulative impact of the proposal. In addition to the following, the study will clarify the proposal's conformance to the Specific Plan and whether the proposed traffic facilities are in substantial conformance with the pertinent elements of the Specific Plan

approved for the area. In general, the traffic impact study should compile as much information as possible regarding the facilities within the development proposal, including an analysis of the impact on regional transportation facilities in the area. An important part of the traffic impact study will be the applicant's determination of the following:

- 1) The cumulative existing and committed traffic impact and levels of service at all intersections, prior to consideration of the development increment in question. The cumulative impact will include all those developments, which have received approval for development.
- 2) The cumulative existing traffic impact and levels of service at all affected intersections including the proposed development added to existing conditions as defined above. This will present the actual effect of the subject development and reflect an accurate determination of the traffic impact.
- 3) The inputs to the process shall consist of:
  - A Traffic Impact Study Report to be filed on each increment of development at a time any activity requiring subsequent County approval is initiated, i.e. tentative tract map or land use approvals.
  - The Riverside County Transportation Department will maintain information relating to traffic improvements within the Specific Plan area, whether public or private, on file. This information will be available to participants of the monitoring program.
- 4) The outputs from the process will consist of:
  - A composite plan of the Specific Plan area will be maintained by the Transportation Department to identify which portions of land have been processed through the monitoring program. A copy of this plan will be available to participants of the program when initiating a new development proposal.
  - The composite plan will be initially supplied to the Transportation Department by the property owner at 1" = 200' scale, and will accurately show the following items as identified in the Specific Plan:
    - Proposed street locations, including right-of-way widths.
    - Drainage facilities (existing and proposed).
    - Existing street improvements.
    - Street facilities as required by the Specific Plan.
    - Street facilities which are already required by other development proposals, but construction is not yet guaranteed.

- Street facilities to be built by the proposed development submittal.

5) The cycle of activity in the traffic impact monitoring process is as follows:

- As a project or development proposal within the Specific Plan area is initiated, the Transportation Department will make the determination as to whether or not the formal monitoring process is applicable. If it is, then the following steps will proceed:
- The Transportation Department provides the applicant with the printed guidelines for the monitoring program with one (1) copy of the composite map and the required standard impact report forms for traffic studies.
- The applicant completes the appropriate reports with professional engineering input to identify all pertinent aspects of the development proposal. This draft report, accompanied by supporting technical data is submitted for review to the County.
- The Transportation Department reviews the draft for completeness and content and returns comments to the applicant. At this point, the Transportation Department can only be preliminary, and conformance with the comments returned will establish only approval of the concept proposed by the applicant. The Transportation Department's comments may very well contain a request to gather further information or to more specifically identify mitigation to a known deficiency, in which case, an amended draft review would be required.
- After the applicant has received comments from the Transportation Department on the scope of improvements to be included within the development proposal, the Transportation Department will issue a letter identifying such and the applicant will proceed with the development review process in the normal manner.
- As an attachment to the subsequent development plan submittal to the County, the applicant will supply a final traffic impact report, which will reflect the precise character of the development proposal as approved.

It should be noted that the monitoring process is intended to enhance communication with the County during development phasing within the Specific Plan area. The applicant's statements contained in the traffic impact reports, as well as the County's letter of concurrence, both are to be regarded as intention rather than binding commitments. The final traffic impact report will arrive at the Transportation Department at the same time as the detailed development plan submittal. Only then will all the required information be available for Transportation Department review on the development, which may lead to modifications of subjects covered in the preliminary impact reports.

- Upon approval of the development proposal, the applicant will update the composite map to reflect the area being developed, identifying which street facility improvements are planned, which improvements are required by conditions of



approval imposed on various projects, which improvements are guaranteed by bonding or other forms of security, and which have already been constructed.

*This page left blank for pagination purposes.*

**APPENDIX A**

**BOARD OF SUPERVISORS RESOLUTIONS**

**APPENDIX B**

**CONDITIONS OF APPROVAL**

## **APPENDIX C**

### **DUTCH VILLAGE SPECIFIC PLAN NO. 106, AMENDMENT NO. 17**

#### **DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

**(Note: The following text is all an addition to this document and is not presented in all bold to indicate an addition, as is the formatting presented elsewhere in this document.)**

*This page left blank for pagination purposes.*



---

## TABLE OF CONTENTS

A. AMENDMENT NO. 17 DEVELOPMENT STANDARDS.....	C-5
B. AMENDMENT NO. 17 DESIGN GUIDELINES .....	C-15
1. Introduction .....	C-15
2. Residential .....	C-15
a. Site Layout and Access & Building Orientation.....	C-15
i. Site Layout and Access.....	C-15
ii. Building Orientation.....	C-16
b. Building Design.....	C-16
i. Architectural Styles .....	C-16
c. Residential Criteria .....	C-33
i. Building Mass and Scale.....	C-33
ii. Building Materials and Colors .....	C-34
iii. Windows and Doors.....	C-35
iv. Porches and Balconies .....	C-35
v. Columns and Posts.....	C-36
vi. Garages.....	C-36
vii. Rear and Side Articulation/Façade Treatment.....	C-37
viii. Roof Materials and Colors .....	C-38
d. Landscape Criteria .....	C-38
i. Purpose and Intent .....	C-38
ii. Streetscenes .....	C-43
iii. Edge Conditions .....	C-53
iv. Plant Palette .....	C-59
v. Walls, Fences, and Monumentation .....	C-59
vi. Recreational Amenities.....	C-71
vii. General Landscape Requirements .....	C-79
viii. Irrigation .....	C-80
ix. Maintenance Responsibility.....	C-80
x. Lighting .....	C-80
xi. Mailboxes .....	C-80
xii. Water Quality .....	C-83

## LIST OF FIGURES

Figure C-1	Single-Family Detached: Paired.....	C-7
Figure C-2	Single-Family Detached: Rear-Cluster (Garden Court) .....	C-8
Figure C-3	Single-Family Detached: Cluster (Motor Court) .....	C-9
Figure C-4	Single-Family Detached: Rear-Loaded.....	C-10
Figure C-5	Single-Family Detached: Rear-Cluster (Motor Court - 6 Plex) .....	C-11
Figure C-6	Single-Family Detached: Rear-Cluster (Motor Court - 8-Plex) .....	C-12
Figure C-7	Multi-Family Attached: Duplex/Triplex .....	C-13
Figure C-8	Multi-Family Attached: Townhomes .....	C-14
Figure C-9a	Spanish Colonial Architectural Style.....	C-19
Figure C-9b	Spanish Colonial Architectural Details.....	C-20
Figure C-10a	Formal Spanish Architectural Style .....	C-23
Figure C-10b	Formal Spanish Architectural Details .....	C-24
Figure C-11a	Andalusian Architectural Style .....	C-27
Figure C-11b	Andalusian Architectural Details .....	C-28
Figure C-12a	Adobe Ranch Architectural Style.....	C-30
Figure C-12b	Adobe Ranch Architectural Details.....	C-32
Figure C-13	Conceptual Landscape Plan.....	C-41
Figure C-14	Winchester Road Streetscene .....	C-45
Figure C-15	Ron Roberts Way Streetscene.....	C-46
Figure C-16	Jean Nicholas Road Streetscene.....	C-47
Figure C-17	Elliot Road Streetscene .....	C-48
Figure C-18	Alley Ways.....	C-49
Figure C-19	Streets A - F Streetscene .....	C-50
Figure C-20	Roundabout .....	C-51
Figure C-21	Typical Edge Condition along Ron Roberts Way.....	C-55
Figure C-22	Typical Edge Condition along Winchester Road .....	C-56
Figure C-23	Existing Edge Condition Northwest .....	C-57
Figure C-24	Existing Edge Condition Southwest .....	C-58
Figure C-25	Typical Slope Planting Plan.....	C-60
Figure C-26	Plant Palette.....	C-62
Figure C-27a	Wall and Fence Plan .....	C-63
Figure C-27b	Wall and Fence Details.....	C-64
Figure C-28	Block Wall with Vines .....	C-67
Figure C-29	Slumpstone Block Pilaster .....	C-68
Figure C-30	Tubular Steel Fencing.....	C-69
Figure C-31	Yard Fencing.....	C-70
Figure C-32a	Entry Monumentation.....	C-73
Figure C-32b	Directional Monumentation.....	C-74
Figure C-33	Stamped Concrete Examples.....	C-75
Figure C-34a	Typical Recreation Area Amenities - Park .....	C-76
Figure C-34b	Typical Recreation Area Amenities – Recreation Area .....	C-77
Figure C-35	Sidewalk Plan .....	C-78
Figure C-36	Typical Lighting Fixtures .....	C-80
Figure C-37	Typical Mailboxes.....	C-82
Figure C-38	Typical Basin .....	C-85

## **A. AMENDMENT NO. 17 DEVELOPMENT STANDARDS**

Design of residential sites within the Amendment No. 17 portion of Specific Plan 106 (SP106, A17) is an essential component of the land use plan. Specific standards and criteria are provided for SP106, A17, to address setbacks, pad sizes, lot coverage, and encroachments. **Figures C-1 through C-8** illustrates these concepts and offer information regarding placement of residences within the community. Each figure contains a detail of the typical lot for each product type with a corresponding table that lists specific development standards for that lot.

Single-family detached homes shall be developed in accordance to the standards provided on the following:

- **Figure C-1, *Single-Family Detached: Paired*;**
- **Figure C-2, *Single-Family Detached: Rear-Cluster (Garden Court)*;**
- **Figure C-3, *Single-Family Detached: Cluster (Motor Court)*;**
- **Figure C-4, *Single-Family Detached: Rear-Loaded*;**
- **Figure C-5, *Single-Family Detached: Rear-Cluster (Motor Court – 6-Plex)*;** and
- **Figure C-6, *Single-Family Detached: Rear-Cluster (Motor Court – 8-Plex)*.**

Multi-family attached homes shall be developed in accordance to the standards provided on the following:

- **Figure C-7, *Multi-Family Attached: Duplex/Triplex*;** and
- **Figure C-8, *Multi-Family Attached: Townhomes*.**

It should be noted that SPA106, A17 only applies to Planning Area 18a of Specific Plan 106.

*This page left blank for pagination purposes.*



- Dwelling Space
- Garage
- Porch/Patio
- Yard
- Private Yard
- Minimum Required Private Open Space
- Roadway
- Sidewalk/Walkway/Driveway

<b>Single-Family Detached: Paired</b>	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Paired
<b>Lot Dimensions</b>	
Minimum Lot Width	25'
Minimum Frontage on cul-de-sac	20'
<b>Setbacks</b>	
Front Facing Street	10'
Front-Entry Garage	20'
Side-Entry Garage	15'
Street Side	4'
Interior Side	4'
Rear	5' <sup>1</sup>
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	400 sq ft Minimum 15' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>2</sup>
Off Street Parking Requirements per DU	2 spaces/du

<sup>1</sup> Deep recessed garage may encroach 3'

<sup>2</sup> At least one side must have 5' clear

As reflected in the Zoning Ordinance.

**SINGLE-FAMILY DETACHED:  
PAIRED - FIGURE C-1**



- Dwelling Space
- Garage
- Porch/Patio
- Yard
- Private Yard
- Minimum Required Private Open Space
- Roadway
- Sidewalk/Walkway/Driveway

Private drives shall be a minimum of 30' wide; however, a minimum of 24' wide may be permitted provided that the drive is less than 150' in length and connects at one end to a circulating road; or the drive is less than 300' in length and connects at both ends to a circulating road, or as approved by Fire Department.

<b>Single-Family Detached: Rear- Cluster (Garden Court)</b>	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Rear- Cluster (Garden Court)
<b>Lot Dimensions</b>	
Minimum Lot Width	31'
<b>Setbacks</b>	
Minimum Front Yard – to main structure	5' from walkway
Minimum Front Yard – to porch	5' from walkway
Minimum Corner Side Yard	5'
Minimum Interior Side Yard	4' or 8' between structures
Minimum Rear Yard	5'
Garage Setbacks	2' max
Front to Side: Between Structures	20'
Side to Side: Between Structures	10'
Rear to Rear: Between Structures	15'
Rear to Rear Across Alley or Motor Court	30'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	180 sq ft Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>

1 At least one side must have 5' clear

As reflected in the Zoning Ordinance.

## SINGLE-FAMILY DETACHED: REAR-CLUSTER (GARDEN COURT) - FIGURE C-2





- Dwelling Space
- Garage
- Porch/Patio
- Yard
- Private Yard
- Minimum Required Private Open Space
- Roadway
- Sidewalk/Walkway/Driveway

Private drives shall be a minimum of 30' wide; however, a minimum of 24' wide may be permitted provided that the drive is less than 150' in length and connects at one end to a circulating road; or the drive is less than 300' in length and connects at both ends to a circulating road, or as approved by Fire Department.

<b>Single-Family Detached: Cluster (Motor Court)</b>	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Cluster (Motor Court)
<b>Lot Dimensions</b>	
Minimum Lot Width	31'
<b>Setbacks</b>	
Minimum Front Yard – to main structure	5' from walkway
Minimum Front Yard – to porch	5' from walkway
Minimum Corner Side Yard	4'
Minimum Interior Side Yard	4' or 8' between structures
Minimum Rear Yard	8'
Garage Setbacks	2' max
Front to Side: Between Structures	20'
Side to Side: Between Structures	10'
Rear to Rear: Between Structures	15'
Rear to Rear Across Alley or Motor Court	30'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	180 sq ft Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>

1 At least one side must have 5' clear

As reflected in the Zoning Ordinance.

## SINGLE-FAMILY DETACHED: CLUSTER (MOTOR COURT) - FIGURE C-3



- Residential Living Space
- Front Door
- Garage
- Porch/Patio/Balcony
- Private Yard - Exclusive Use Area
- Common Open Space
- Parkway
- Sidewalk
- Driveway
- Street/Private Drive

Studio or single-bedroom units shall provide 1.25 spaces per unit ; two-bedroom units shall provide 2.25 spaces per unit; three or more bedroom units shall provide 2.75 spaces per unit plus 1 space per employee.

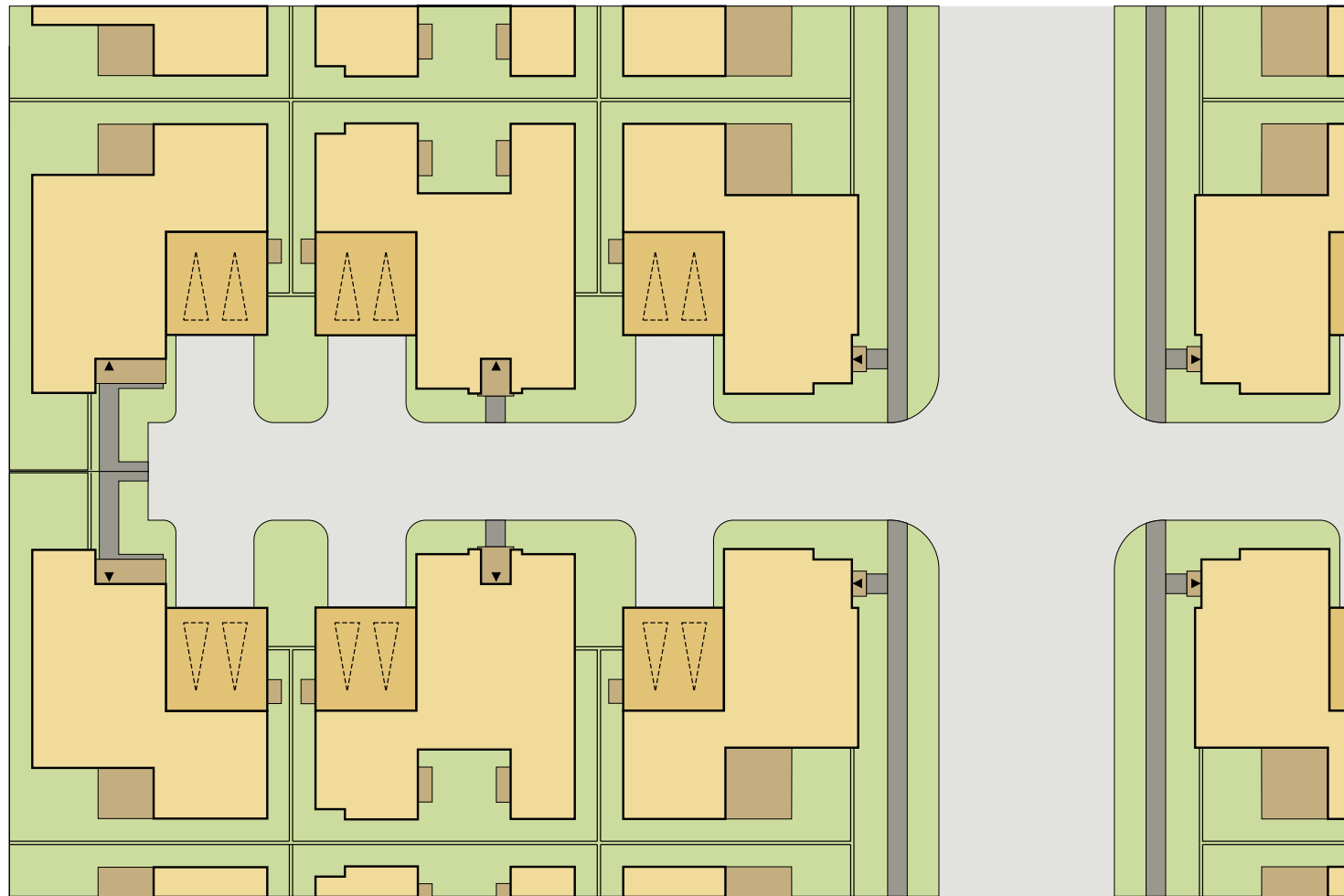
Private drives shall be a minimum of 30' wide; however, a minimum of 24' wide may be permitted provided that the drive is less than 150' in length and connects at one end to a circulating road; or the drive is less than 300' in length and connects at both ends to a circulating road, or as approved by Fire Department.

<b>Single-Family Detached: Rear-Loaded</b>	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Rear-Loaded
<b>Lot Dimensions</b>	
Minimum Lot Width	31'
<b>Setbacks</b>	
Front Elevation Facing Street	10'
Front Elevation Facing Green Court	10'
Street Side Elevation	5'
Interior Side Elevation	5'
Rear Elevation	10'
Rear-Entry Garage	3'-5' or 18' min.
Front to Front Across Green Court	20'
Front to Front Across Alley or Motor Court	30'
Front to Side	10'
Side to Side	10'
Rear to Rear Across Alley or Motor Court	30'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	180 sq ft Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>

1 At least one side must have 5' clear

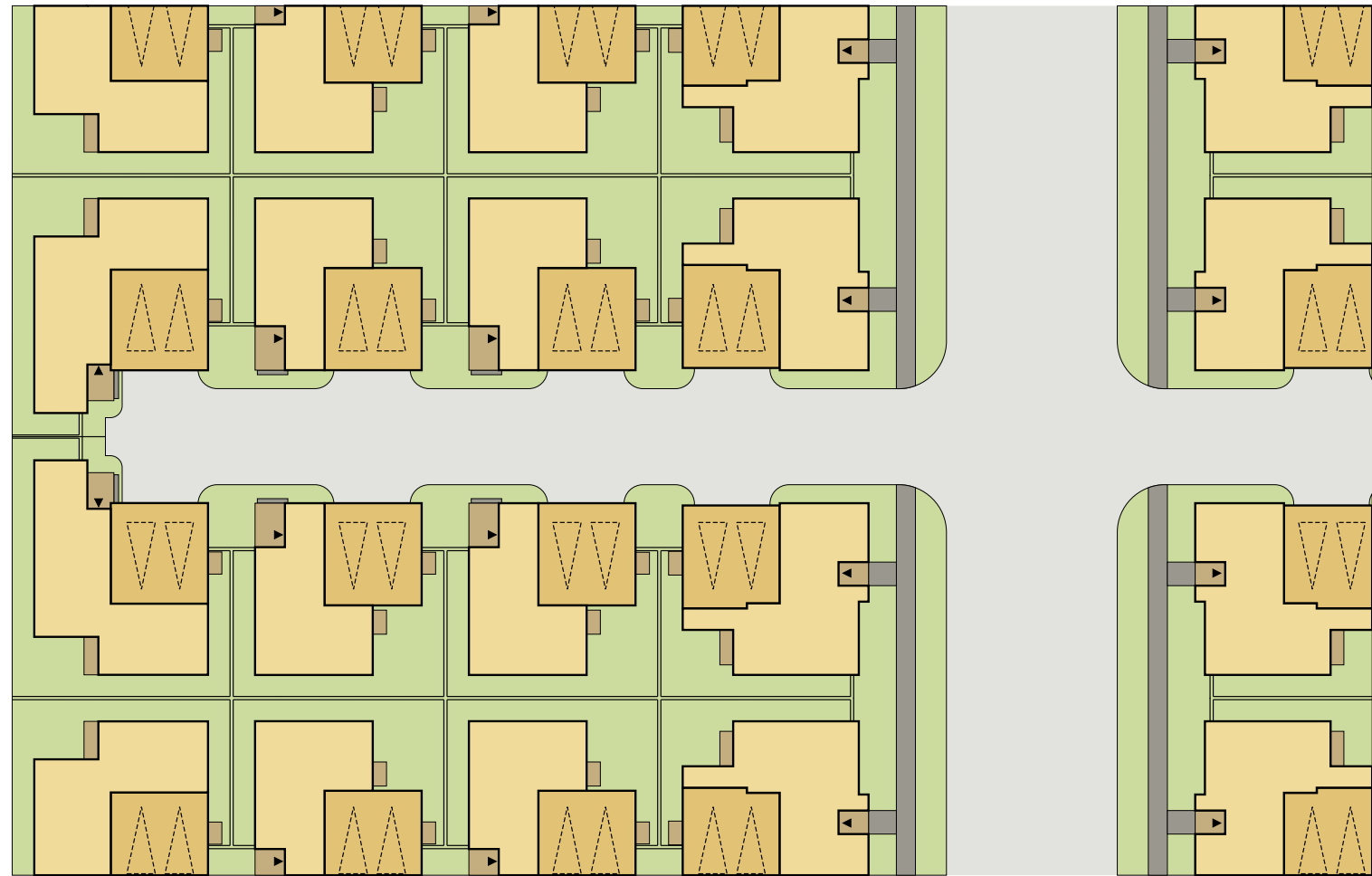
As reflected in the Zoning Ordinance.

## SINGLE-FAMILY DETACHED: REAR-LOADED - FIGURE C-4



Single-Family Detached: Rear-Cluster (Motor Court – 6 Plex)	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Rear-Cluster (Motor Court 6-Plex)
<b>Lot Dimensions</b>	
Minimum Lot Width	50'
<b>Setbacks (minimums)</b>	
Front Yard – to main structure	4' from walkway/curb
Front Yard – to porch	4' from walkway/curb
Corner Side Yard	5'
Interior Side Yard	5' or 10' between structures
Rear Yard	5'
Garage Setbacks	18'
Side to Side: Between Structures	10'
Rear to Rear: Between Structures	10'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	180 sq. ft. Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>

**SINGLE-FAMILY DETACHED: REAR-CLUSTER  
(MOTOR COURT - 6 PLEX) - FIGURE C-5**



Single-Family Detached: Rear-Cluster (Motor Court – 8 Plex)	
<b>Development Standards</b>	
Designation/ Use	Single-Family Detached: Rear-Cluster (Motor Court 8-Plex)
<b>Lot Dimensions</b>	
Minimum Lot Width	40'
<b>Setbacks (minimums)</b>	
Front Yard – to main structure	4' from walkway/curb
Front Yard – to porch	4' from walkway/curb
Corner Side Yard	5'
Interior Side Yard	5' or 10' between structures
Rear Yard	5'
Garage Setbacks	4'
Side to Side: Between Structures	10'
Rear to Rear: Between Structures	10'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	180 sq. ft. Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>

**SINGLE-FAMILY DETACHED: REAR-CLUSTER  
(MOTOR COURT - 8 PLEX) - FIGURE C-6**





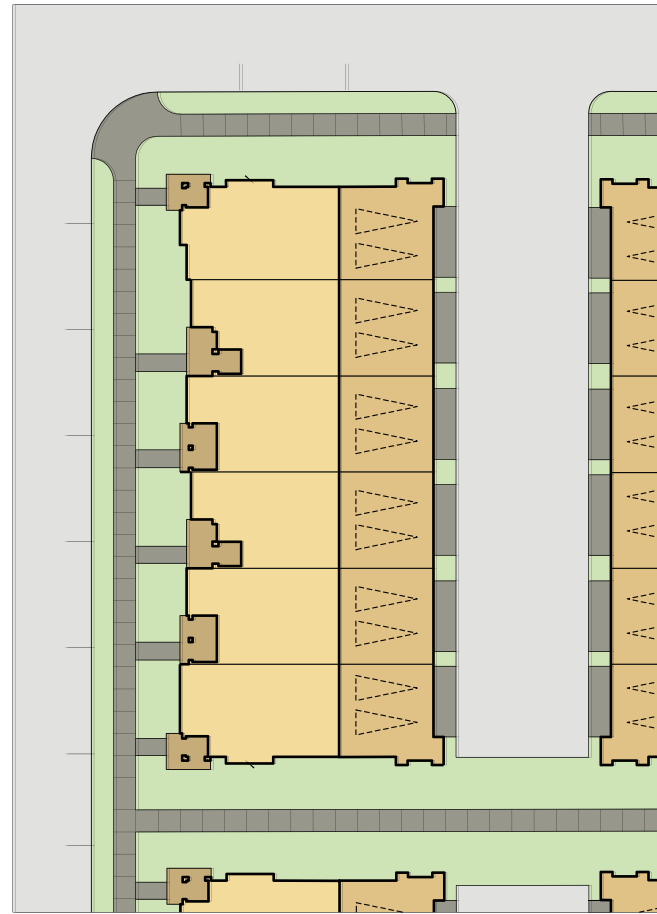
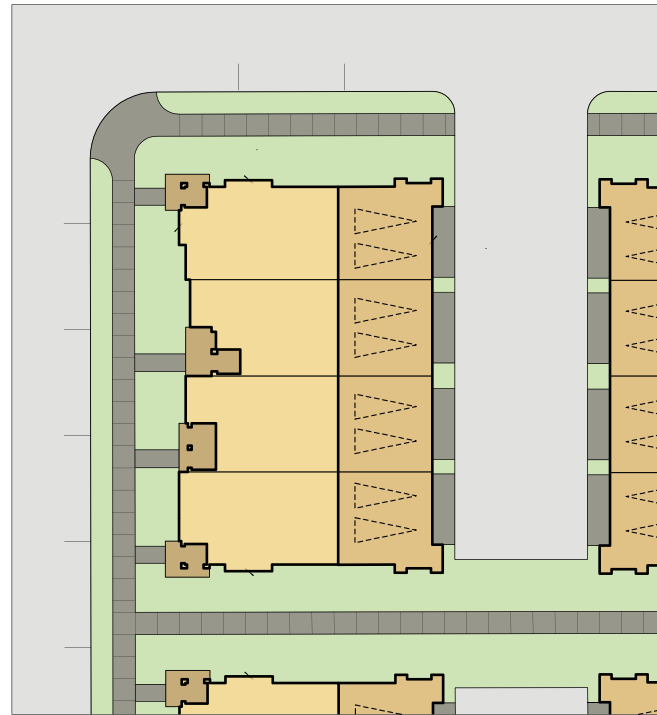
- Dwelling Space
- Garage
- Porch/Patio
- Yard
- Private Yard
- Roadway
- Sidewalk/Walkway/Driveway

<b>Multi-Family Attached: Duplex/Triplex</b>	
<b>Development Standards</b>	
Designation/ Use	Multi-Family Attached: Duplex/Triplex
<b>Lot Dimensions</b>	
Lot Width	31'
<b>Setbacks</b>	
Front Facing Street	8'
Front Facing Green Court	10'
Front-Entry Garage	20'
Street Side	5'
Interior Side	5'
Encroachments	2'
Rear	8'
Rear Entry Garage	2' max
Encroachments	4'
Front to Side: Between Structures	20'
Side to Side: Between Structures	10'
Rear to Rear: Between Structures	15'
Rear to Rear Across Alley or Motor Court	30'
<b>Other</b>	
Maximum Structural Height	40'
Minimum Private Open Space	200 SF
Encroachments (fireplaces, AC units, media centers)	2' <sup>1</sup>
Off Street Parking Requirements per DU	2 spaces/du

1 - At least one side must have 5' clear

As reflected in the Zoning Ordinance.

**MULTI-FAMILY ATTACHED:  
DUPLEX/TRIPLEX - FIGURE C-7**



- Dwelling Space
- Garage
- Porch/Patio
- Yard
- Roadway
- Sidewalk/Walkway/Driveway

<b>Multi-Family Attached: Townhomes</b>	
<b>Development Standards</b>	
Designation/ Use	Multi-Family Attached: Townhomes
<b>Lot Dimensions</b>	
Minimum Lot Width	60'
<b>Setbacks</b>	
Minimum Front Yard – to main structure	10' from walkway
Minimum Front Yard – to porch	5'
Minimum Corner Side Yard	10' <sup>1</sup>
Minimum Interior Side Yard	10' from walkway 25' between structures
Minimum Rear Yard	20' between structures
Garage Setbacks	2' max
<b>Other</b>	
Maximum Structural Height	48'
Minimum Private Open Space	100 sq ft Minimum 12' dimension
Encroachments (fireplaces, AC units, media centers)	2' <sup>2</sup>

- 1 5' public, 5' private
- 2 At least one side must have 5' clear

As reflected in the Zoning Ordinance.

Private drives shall be a minimum of 30' wide; however, a minimum of 24' wide may be permitted provided that the drive is less than 150' in length and connects at one end to a circulating road; or the drive is less than 300' in length and connects at both ends to a circulating road, or as approved by Fire Department.

## MULTI-FAMILY ATTACHED: TOWNHOMES - FIGURE C-8

## **B. AMENDMENT NO. 17 DESIGN GUIDELINES**

### **1. Introduction**

The intent of these Design Guidelines is to create project specific site, design, and landscape architecture design criteria, which will guide the future development within SP 106, A17. These Guidelines are intended to assist in providing the continuity and overall image that will make SP106, A17 a unique and special community while encouraging creative design and individuality. These criteria are not intended to provide a rigid or inflexible framework for future development; variations based upon changes to site layout, specific site conditions, as well as the visions of individual architects and landscape architects are anticipated. It should be noted that these Design Guidelines developed for SPA106, A17 only apply to Planning Area 18a of Specific Plan 106.

All developments within SPA106, A17 shall be designed to comply with these criteria.

### **2. Residential**

The purpose of the residential Design Guidelines is to guide the layout and design of future residential developments with SP 106, A17. These guidelines, working in conjunction with the MHDR (Medium High Density Residential, 5-8 units per acre) requirements of Article VIII, R-3 Zone (General Residential) of Ordinance No. 348, shall determine the character and scale of all future development in SP106, A17.

#### *a) Site Layout and Access and & Building Orientation*

The layout of a residential area is the first step in creating a viable neighborhood. A properly planned neighborhood should contain both community-wide and private amenities and encourage safe travel for pedestrians and motor vehicles.

##### *i. Site Layout and Access*

- Neighborhood access points should be logically and functionally located to facilitate safe access for pedestrians and vehicles.
- Enhanced landscaping shall occur at the entries to identify the points of entry and set the tone for the project development.
- Safe travel paths should be provided between all areas within the neighborhood as well as the streets and sidewalks in the surrounding area.
- Public open spaces should be located in areas that are easily accessible to the majority of the surrounding units.
- Varied building setbacks, variations in building façade, varied massing of porch sizes and widths, offsets from the front building setback shall be used to create visual interest and variety along street scene. The use of architectural style variation, as well as massing and color shall be utilized. Please refer to the Development Standards in Section F.A. AMENDMENT NO. 17, DEVELOPMENT STANDARDS, which call for minimum setback requirements, which will allow for the variation required.
- Pedestrian walkways should be incorporated into the overall layout of the site in a logical manner.



ii. Building Orientation

- Buildings should be composed of simple yet varied plans to assure compatibility and variety of the overall building form.
- Buildings on corner lot parcels should be oriented in such a manner as to open space areas, and/or porches.
- Buildings should be oriented to minimize instances where the primary living spaces of one structure face the primary living spaces of an adjacent unit. Garage locations shall be plotted on the left and right sides of lots, thereby creating multiple conditions and variations for living spaces to be off-set. This shall be accomplished at the precise grading plan and residential product review phases of development.

b) *Building Design*

i. Architectural Styles

The architectural styles within SP106, A17 are intended to complement and reinforce its overall community image. A variety of architectural styles are pivotal to creating a high-quality community image. No specific community theme is proposed; however, the community image will be reinforced through quality residential and landscape architectural designs, a hierarchy of monumentation, and consistent use and application of landscape and hardscape elements.

SP106, A17 will feature four (4) unique architectural styles that adhere to the overall community theme. The architectural styles include, but are not limited to: Spanish Colonial, Formal Spanish, Andalusian, and Adobe Ranch. These architectural styles were selected based on their variety, compatibility and visual interest they would provide. Other architectural styles shall be allowed, in addition to or in-lieu of, provided they meet the intent of these guidelines and are demonstrated to be compatible. Such variations shall require the approval of the Director of Planning.

Developers, builders, engineers, architects, landscape architects and other design professionals will be required to use the guidelines in order to maintain design continuity, create an identifiable image, and develop a cohesive community. The following descriptions and referenced graphics provide an overview of the general architectural styles desired for SP106, A17.

Again, it should be emphasized that individual character and interpretation are encouraged, and it is not the intent that all of the following represented design components be incorporated into the design proposals. These examples are only conceptual in nature and do not necessarily depict the actual final design. Finalized floor plans and elevations will be determined at a later stage of development. Conceptual plans developed for housing programs are required to be submitted for review by the design review team administered by the master developer after approval of the Specific Plan. Upon approval of the conceptual plans by the master developer, designs will be reviewed by the County using the standards contained within SP106, A17 prior to approval of the design drawings and construction documents.

At a minimum, there should be at least three (3) different floor plans, per product type. If phasing is proposed, then a phasing plan shall be submitted to assure that the requirements for the number of floor plans is being met. In addition, each floor plan shall have at least four (4) distinct elevations. One (1) elevation shall not be repeated more than each fourth (4<sup>th</sup>) house.

### Spanish Colonial Architectural Style

Spanish Colonial is an adaptation of Mission Revival enriched with additional Latin American details and elements. The style attained widespread popularity after its use in the Panama-California Exposition of 1915. This historic style is embodied by simple forms, massing and details, along with contrast of materials and textures. Further architectural distinction is established through the use of tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork.

Examples of how the Spanish Colonial architectural style may be applied to the multi-family residential homes within SP106, A17 are provided on **Figure C-9a, Spanish Colonial Architectural Style** and **Figure C-9b, Spanish Colonial Architectural Details** (refer to pages C-27 and C-28). The visual graphic examples and accompanying descriptive text on **Figure C-9a** and **Figure C-9b** are the required elements that shall be provided on the Spanish Colonial residential development constructed in SP106, A17. While these elements are required, some additional latitude may be provided to the developer, at the discretion of the Director of Planning, provided that they demonstrate that any other elements utilized are consistent with the Spanish Colonial architectural style.

Section F.B.2.c of this SP106, A17 (*Residential Criteria*) discusses building mass and scale, building materials and colors, windows and doors, porches and balconies, columns and posts, garages, rear and side articulation/facade treatment, and roof materials and colors in an overall sense as it pertains to the residential development within SP106, A17. These criteria will also apply to the Spanish Colonial architectural style.

However, additional essential elements specific to the Spanish Colonial architectural style are listed below, and are contained in **Figure C-9a, Spanish Colonial Architectural Style** and **Figure C-9b, Spanish Colonial Architectural Details**. These elements shall be utilized for this style, and it will be up to the designer to implement these properly to achieve the greatest design possible.

#### Essential elements:

- Stucco walls;
- Shallow sloped 'S' tile roofs;
- Recessed openings, door, windows at exposed elevations;
- Decorative iron work;
- Simple trim detailing;
- Arched openings where possible;
- Simple uncomplicated gable roofs; and
- Stucco cornices.

*This page left intentionally blank for pagination purposes.*





- CONCRETE S-TILE
- RECESSED FALSE VENT
- STUCCO O/ FOAM EAVE
- STUCCO
- DECORATIVE LIGHT
- RECESSED WINDOWS
- FOAM SILL



- RECESSED FALSE VENT
- CONCRETE S-TILE
- FRENCH DOORS
- WROUGHT IRON JULIET BALCONY
- DECORATIVE LIGHT
- STUCCO
- RECESSED WINDOWS
- FOAM SILL



- CONCRETE S-TILE
- STUCCO O/ FOAM EAVE
- RECESSED WINDOWS
- RECESSED FALSE VENT
- STUCCO
- DECORATIVE LIGHT
- WROUGHT IRON WINDOW GRILL
- FOAM SILL



- CHIMNEY CAP
- CONCRETE S-TILE
- STUCCO O/ FOAM EAVE
- STUCCO
- FRENCH DOORS
- RECESSED WINDOWS
- FOAM SILL

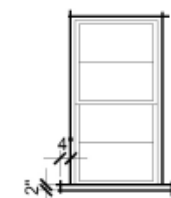
Spanish Colonial style is embodied by simple forms, massing and details, along with contrast of materials and textures. Further architectural distinction is established through the use of tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork.

## SPANISH COLONIAL ARCHITECTURAL STYLE - FIGURE C-9a





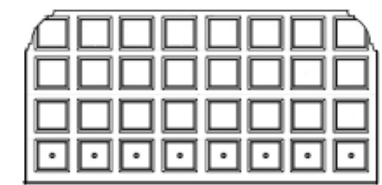
Eave



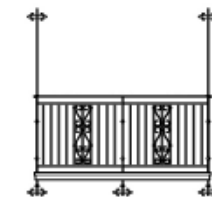
Window and Trim



Gable End Vent



Garage Door and Trim



Juliet Balcony



Entry Door and Trim



Chimney Shroud

# SPANISH COLONIAL ARCHITECTURAL DETAILS - FIGURE C-9b

### Formal Spanish Architectural Style

Formal Spanish is an eclectic style that borrows from numerous Mediterranean sources. Simple geometric shapes with predominately stucco exteriors along with focused details define the style. Architectural elements include gable end details, pediment entries, as well as wrought iron Juliet balconies. This style is further characterized by the use of deeply recessed windows and decorative iron grill work.

Examples of how the Formal Spanish architectural style may be applied to the multi-family residential homes within SP106, A17 are provided on Figures **C-10a, *Formal Spanish Architectural Style*** and **C-10b, *Formal Spanish Architectural Details***. The visual graphic examples and accompanying descriptive text on **Figure C-10a** and **Figure C-10b** are the required elements that shall be provided on the Formal Spanish residential development constructed in SP106, A17. While these elements are required, some additional latitude may be provided to the developer, at the discretion of the Director of Planning, provided that they demonstrate that any other elements utilized are consistent with the Formal Spanish architectural style.

Section F.B.2.c of this SP106, A17 (*Residential Criteria*) discusses building mass and scale, building materials and colors, windows and doors, porches and balconies, columns and posts, garages, rear and side articulation/facade treatment, and roof materials and colors in an overall sense as it pertains to the residential development within SP106, A17. These criteria will also apply to the Formal Spanish architectural style.

However, additional essential elements specific to the Formal Spanish architectural style are listed below, and are contained Figures **C-10a, *Formal Spanish Architectural Style*** and **Figure C-10b, *Formal Spanish Architectural Details***. These elements shall be utilized for this style, and it will be up to the designer to implement these properly to achieve the greatest design possible.

Essential elements:

- Stucco walls;
- Shallow sloped 'S' tile roofs;
- Recessed openings, door, windows at exposed elevations;
- Decorative iron work;
- Simple trim detailing;
- Enhanced/detailed primary openings;
- Simple geometric shapes; and
- Stucco cornices.

*This page left intentionally blank for pagination purposes.*

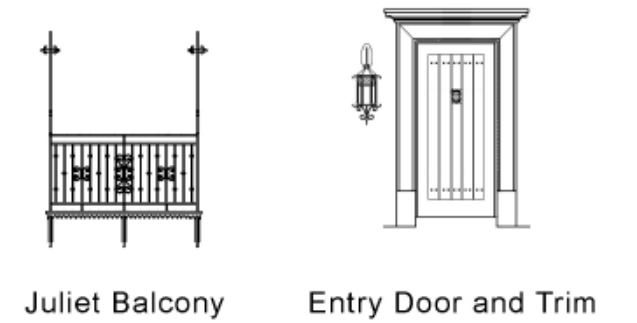
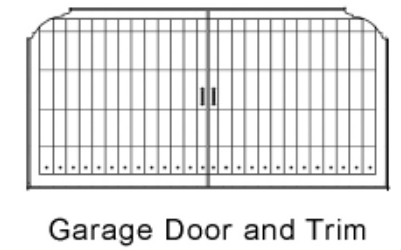
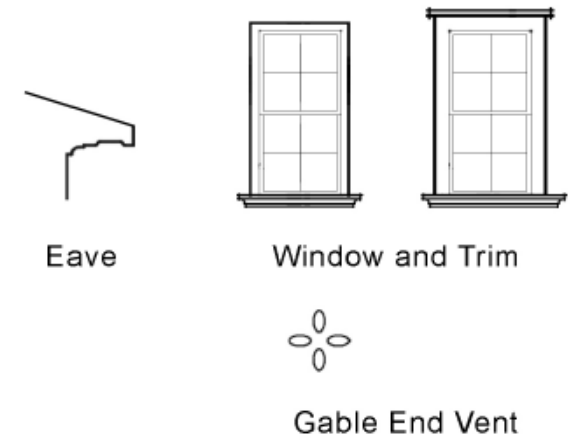




Formal Spanish is an eclectic style that borrows from numerous Mediterranean sources. Simple geometric shapes with predominately stucco exteriors along with focused details define the style. Architectural elements include gable end details, pediment entries, as well as wrought iron Juliet balconies. This style is further characterized by the use of deeply recessed windows and decorative iron grill work.

**FORMAL SPANISH ARCHITECTURAL  
STYLE - FIGURE C-10a**





**FORMAL SPANISH ARCHITECTURAL  
DETAILS - FIGURE C-10b**

### Andalusian Architectural Style

Andalusian refers to the richness of the detailing commonly prevalent in the area South of Spain. Because Southern California has deep Spanish roots, and with its climate strikingly similar to the Andalusian region, the style was seen as an appropriate architectural expression for the area. Identifying features are low-pitched 'S' tile roofs, pedimented entry doors and shaped cornice detailing. Further architectural distinction is established through slump block elements as well as decorative ironwork.

Examples of how the Andalusian architectural style may be applied to the multi-family residential homes within SP106, A17 are provided on **Figure C-11a, *Andalusian Architectural Style*** and **Figure C-11b, *Andalusian Architectural Details***. The visual graphic examples and accompanying descriptive text on **Figure C-11a** and **Figure C-11b** are the required elements that shall be provided on the Andalusian residential development constructed in SP106, A17. While these elements are required, some additional latitude may be provided to the developer, at the discretion of the Director of Planning, provided that they demonstrate that any other elements utilized are consistent with the Andalusian architectural style.

Section F.B.2.c of this SP106, A17 (*Residential Criteria*) discusses building mass and scale, building materials and colors, windows and doors, porches and balconies, columns and posts, garages, rear and side articulation/facade treatment, and roof materials and colors in an overall sense as it pertains to the residential development within SP106, A17. These criteria will also apply to the Andalusian architectural style.

However, additional essential elements specific to the Andalusian architectural style are listed below, and are contained **Figure C-11a, *Andalusian Architectural Style*** and **Figure C-11b, *Andalusian Architectural Details***. These elements shall be utilized for this style, and it will be up to the designer to implement these properly to achieve the greatest design possible.

#### Essential elements:

- Predominantly stucco walls;
- Brick enhancements;
- Shallow sloped 'S' tile roofs;
- Cornice eaves or wood rafter tail open eaves at enhanced wall materials;
- Recessed openings, door, windows at exposed elevations;
- Simple trim detailing;
- Simple geometric shapes; and
- Decorative iron work.

*This page left intentionally blank for pagination purposes.*





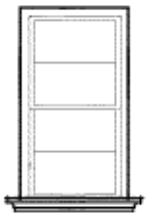
Andalusian refers to the richness of the detailing commonly prevalent in the area South of Spain. Because Southern California has deep Spanish roots, and with its climate strikingly similar to the Andalusian region, the style was seen as an appropriate architectural expression for the area. Identifying features are low-pitched 'S' tile roofs, pedimented entry doors and shaped cornice detailing. Further architectural distinction is established through slump block elements as well as decorative ironwork.

## ANDALUSIAN ARCHITECTURAL STYLE - FIGURE C-11a





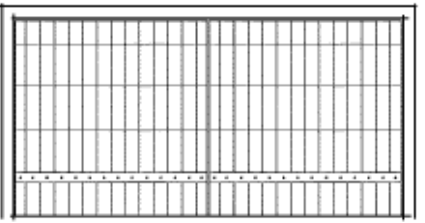
Eave



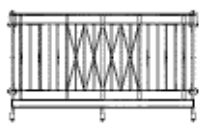
Window and Trim



Gable End Vent



Garage Door and Trim



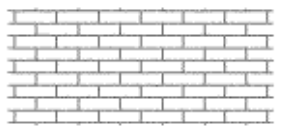
Juliet Balcony



Entry Door and Trim



Chimney Shroud



Painted Brick

**ANDALUSIAN ARCHITECTURAL  
DETAILS - FIGURE C-11b**

### Adobe Ranch

Adobe Ranch had a long and deeply rooted history in California. The style is derived from the original Spanish Missions, which were well suited for the mild Southern California climate. Simple, uncomplicated gable roofs, with vertically proportioned exterior openings and covered outdoor spaces defined the traditional massing. Architectural elements include header trim at all windows, as well as recessed entry doors and introducing brick elements.

Examples of how the Adobe Ranch architectural style may be applied to the multi-family residential homes within SP106, A17 are provided on **Figure C-12a, Adobe Ranch Architectural Style** and **C-12b, Adobe Ranch Architectural Details**. The visual graphic examples and accompanying descriptive text on **Figure C-12a** and **Figure C-12b** are the required elements that shall be provided on the Adobe Ranch residential development constructed in SP106, A17. While these elements are required, some additional latitude may be provided to the developer, at the discretion of the Director of Planning, provided that they demonstrate that any other elements utilized are consistent with the Adobe Ranch architectural style.

Section F.B.2.c of this SP106, A17 (*Residential Criteria*) discusses building mass and scale, building materials and colors, windows and doors, porches and balconies, columns and posts, garages, rear and side articulation/facade treatment, and roof materials and colors in an overall sense as it pertains to the residential development within SP106, A17. These criteria will also apply to the Adobe Ranch architectural style.

However, additional essential elements specific to the Adobe Ranch architectural style are listed below, and are contained on **Figure C-12a, Adobe Ranch Architectural Style** and **Figure C-12b, Adobe Ranch Architectural Details**. These elements shall be utilized for this style, and it will be up to the designer to implement these properly to achieve the greatest design possible.

#### Essential Elements:

- Predominantly stucco walls;
- Slump block enhancements;
- Shallow sloped 'S' tile roofs;
- Cornice eaves or wood rafter tail open eaves at enhanced wall materials;
- Recessed openings, door, windows at exposed elevations;
- Header and/or sill trim at all doors and windows; and
- Simple geometric shapes.



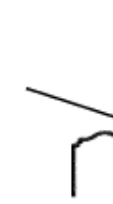
*This page left intentionally blank for pagination purposes.*



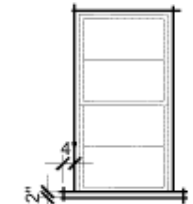
Adobe Ranch had a long and deeply rooted history in California. The style is derived from the original Spanish Missions, which were well suited for the mild Southern California climate. Simple, uncomplicated gable roofs, with vertically proportioned exterior openings and covered outdoor spaces defined the traditional massing. Architectural elements include header trim at all windows, as well as recessed entry doors and introducing brick elements.

## ADOBE RANCH ARCHITECTURAL STYLE - FIGURE C-12a

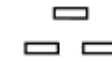




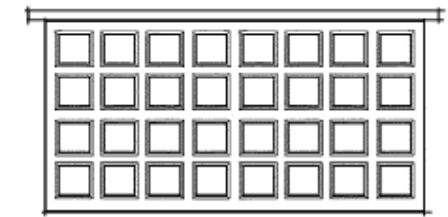
Eave



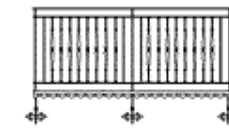
Window and Trim



Gable End Vent



Garage Door and Trim



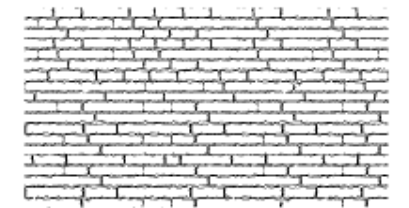
Juliet Balcony



Entry Door and Trim



Chimney Shroud



Slump Block

# ADOBE RANCH ARCHITECTURAL DETAILS - FIGURE C-12b



c) *Residential Criteria*

i. Building Mass and Scale

Building mass and scale are two of the primary design components used to establish appealing communities and personable neighborhoods. Controlling the mass of a building through design articulation of the building façades, rooflines, and vertical and horizontal planes effectively reduces the visual mass of a building. Mass and scale are important design considerations during the development of street friendly and pedestrian scale architecture, which will be used throughout SP106, A17. Attention to setbacks, building types, and architectural styles will help to provide variation in the mass and scale of buildings. Every opportunity should be considered to improve the visual relationship between adjacent buildings.

Single story elements are encouraged on lots of all sizes, where possible. Where there are smaller lots (i.e., 4,500 square foot), porches and projections at the first-floor level shall be considered part of the “single-story elements” listed and depicted below.

All primary residential structures shall provide 360-degree (360°) architecture. This shall be defined as having articulation on all four sides of the building, consistent with the architectural style. The amount of detailing shall be appropriate to the side of the structure (i.e., it is anticipated that the front of the building will contain the most amount of articulation and detailing, with less on the sides and rear).

- The development of one-story elements along neighborhood streets and at street corners shall be designed to allow the residence to step back from a given edge and provides for a manageable scale.
- A single-story architectural element within a two-story building shall be used to lessen the appearance of the building mass.
- Units located at street corners shall have the single-story portions of their mass plotted towards the exterior side yard. The offsetting of second story elements away from the property line is required, which improves the appearance of the front and side yards. To achieve this desired effect, the second-story shall be set back in relation to the garage face below it.

**Example of Building Mass and Scale for SP106, A17**





ii. Building Materials and Colors

Building materials and colors are important elements when used to achieve a true representation of a specific architectural style as depicted in **Figures C-9b through C-12b, *Architectural Details***. The use of building materials and colors play a key role in developing community character and ambiance. The character and personality of a residential neighborhood is significantly affected by the composition of the materials and colors of the homes within it. Consideration must be given to selecting a variety of complimentary color and material palettes along any given street. A scheme of color values on all exterior elements shall be distinct from one house to the next, with deeper tones encouraged to promote variations. The selected architectural styles for SP106, A17 allow for a diversity of colors and materials.

- Colors shall be as authentic to the style as possible when compared to the traditional color palette of the selected style.
- Consideration shall also be given to colors available in the contemporary market. In addition to the colors suggested for the particular architectural style, acceptable materials and colors include:

- Earth-toned colors.
- Colors that appear indigenous to the environment.
- Materials should also be indigenous in appearance to the environment, such as stone or stucco.
- Material breaks, transitions, and termination shall produce complementary and clear definitions of separation, while maintaining a prescribed color and materials theme. This is especially important in changing from stucco and/or siding to masonry veneers.
- On contiguous lots, structures with the same or similar colors of stucco will not be permitted. This will avoid a monotonous appearance of multiple buildings of the same colors and tones. This shall be accomplished at the precise grading plan and residential product review phases of development. Review of plotting at the precise grading plan stage will assure that there is variety in terms of architectural styles. At the architectural review stage, elevations, along with colors and materials shall be provided to ensure that the desired streetscene is obtained. There is no hard and fast formula (i.e., %'s) to achieve this goal. The ultimate plan for diversity shall be a fluid process administered by the County.

iii. Windows and Doors

As shown in **Figures C-9b through C-12b, *Architectural Details***, window and door details are architectural components that carry a strong visual impact through their placement and design. The proportion of the windows and doors to the wall massing varies according to the architectural style chosen.

- Entrances shall be clearly defined and inviting.
- Window glass shall be inset from the exterior wall surface and/or provided with dimensional trim to provide a sense of depth.
- The placement of windows is especially important on higher-density residences, and the privacy of adjacent residences should be considered when locating windows. Windows shall be staggered on adjacent homes to create a greater sense of privacy.
- Window frames, mullions, awnings, and door frames are encouraged and should be color coordinated with the rest of a building. Architectural projections and recesses, such as pop-out windows and doors, shutters, and pot shelves, shall be used to achieve articulation and shadowing effects.
- Front entries shall be articulated through the use of roof elements, porches, columns, arches or other architectural features.
- Window details create an opportunity to provide contrasting trim colors. Multi-lite windows, clerestories, paned/side-lite doors, and shutters are encouraged where appropriate to the architectural style of the home.

iv. Porches and Balconies

Porches and balconies, when utilized, integrate indoor and outdoor living spaces, allow for elevated garden locations that provide light and air to the interior, and provide shelter. Porches and balconies can be used to break up large wall masses and reduce the scale of the house at the street and sidewalk edge. Along neighborhood streets, front porches can add an element of personal scale and ambiance, where neighbors can socialize with one another.

- The use of front porches, when utilized, with a minimum usable width of 5.0 to 6.0 feet, is strongly encouraged along local and residential streets. This is an important design feature that is appropriate and shall be in proportion to the particular architectural style utilized.
- A porch rail, if utilized, should be included to define the space and add architectural detail to the porch and the front elevation of the house. Railing shall be provided in accordance with the authenticity of the particular architectural style, as depicted on **Figures C-9b through C-12b, Architectural Details**.

v. Columns and Posts

Columns and posts, when utilized, are another important design components in many of the suggested architectural styles for SP106, A17, and are often signature elements of a particular style. Columns and posts, as appropriate to the respective architectural styles, are depicted on **Figures C-9b through C-12b, Architectural Details**.

- These elements, when utilized, shall be incorporated as structural and aesthetic design elements and shall be dimensioned appropriately so that a solid and durable image is conveyed.
- The scale and dimension of these elements will vary depending upon the architectural style and shall reflect the selected style when they are introduced in the design proposals.

vi. Garages

In a society geared toward the automobile, the automobile's housing needs have come to be the predominant architectural element in many neighborhoods. To avoid this, SP106, A17 requires that garages do not detract from the overall appearance of the residence. To achieve an attractive streetscene, particular attention shall be given to the design, placement and orientation of garages in all residential neighborhoods, as shown in **Figures C-9b through C-12b, Architectural Details**. While maintaining an awareness of the contemporary market and the targeted market segment, every effort is expected to minimize the impact of the garage on the residential neighborhood. When accompanied by the development standards in F.A. AMENDMENT NO. 17 DEVELOPMENT STANDARDS, garage placement shall be in harmony with the overall desired streetscene.

- Depending upon lot size, the following methods shall be utilized, to include, but not be limited to:
  - Side loaded, or rear-loaded orientations.
  - Garage setbacks greater than the front yard living area setback.
  - Rear of lot garage placement with driveway access from the front of the lot.
  - Tandem garages.
  - Garage door design considerations that include recessed doors, creative panel design, windows, and color.
  - A porte-cochere architectural element.
- Accent colors should be used to compliment the architecture and provide visual variety along the streetscape.
- Where provided, garage door windows should correspond to the window forms of the house.



vii. Rear and Side Articulation/Facade Treatment

The design consideration and treatment of the rear and side facades of residential buildings has become recognized as an important element in the success of a community's visual character and environment.

- For interior and side yards, it is desirable to create the appearance of increased building separation whenever possible. Problems occur when setbacks are not varied or when second story elements are not offset. These conditions allow little light to penetrate between buildings and create the effect of a “canyon” within the side yards. In many cases, side yard slopes result in both vertical and horizontal separation that is sufficient to mitigate this concern. Where side yard slopes do not exist, one or more of the following solutions shall include, but not be limited to:
  - Side elevations should be varied by stepping back the second-story at the side yard, consistent with the architectural style. This allows more light to penetrate and gives architectural interest and variety to yards. This can also be achieved by offsetting the garage in relationship to the balance of the unit.
  - By providing single-story elements in the side-yard, such as a breezeway, porch, or single-story room off to the side of the structure that is only one-story in height, you create relief of the second-story massing.
  - Reducing the roof height over an interior volume will increase variety and light penetration to the side yards. On the interior, this could be a cathedral ceiling, which would enhance the interior as well.
- All rear and side elevations are required to have several enhancements to avoid the repetitious effect and avoid a monotonous visual appearance. Potential solutions to this issue are outlined below:
  - The overall look of an extensive row of residences shall be modified by enhancing elevation window trim and placement. Giving variety to the windows on the facades gives variety to the overall streetscape.
  - It is required to vary roof conditions from one building to the next through use of varied roof pitches and forms, different architectural styles, and varied lot setbacks.
  - By articulating the rear elevation plan form, variety is given to the overall appearance. Architectural projections, balconies and trellises, and varied elevations contribute to the articulation of the form.
  - Two-story homes that back to major roads shall have visible elements such as window trims, varied stucco applications, shutters and enhanced details.
- All residential buildings that face an adjacent street should have articulated elevations. Articulation should be achieved with porches, balconies, or bay windows, or other features appropriate to the architectural style of the building. Street facing elevations on attached products shall have additive or subtractive architectural elements to help break up the mass of the building facade. Examples of additive elements include dormer windows, porches, bay windows, exterior stairs and similar features. Examples of subtractive elements include carved openings, niches, recessed windows and doors and similar architectural design features.
- In addition, two story homes shall include both one- and two-story elements as a part of their architectural design. For each floor plan, varying elevations shall be provided to create visual interest and a varied neighborhood street scene. Where similar floor plans of the same unit are located on adjacent lots, one shall be a reverse plan and different in elevation from the other of the same plan.

viii. Roof Materials and Colors

As shown in **Figures C-9b** through **C-12b**, *Architectural Details*, the roofline of a house is a significant

component of a building's composition when used to define a particular architectural style. It is important to choose the appropriate roof pitch, characteristics, and materials that are consistent and true to the selected architectural style.

- a) A roof's composition shall allow for a clean interface with the building and the building façade.
- b) The two elements should not be overbearing nor give the appearance of being disjointed or cut-up.
- c) Varying roof pitches on the same building should be avoided unless they are integral to the architectural style or extending over porches and balconies.
- d) Roof materials and colors selected for an architectural style must reflect the elements that are typically used in that style. Roof colors should be soft and warm rather than bright and bold, thus avoiding an overpowering visual intrusion to the community's appearance and character.
- e) Concrete tiles are to be blended in combination with brown and beige colors. No pure red or clay tiles are permitted.
- f) Roof colors shall vary from one house to the next, and roofing materials shall be non-combustible.

d) *Landscape Criteria*

i. Purpose and Intent

The purpose and intent of the Landscaping Guidelines are to use only California native plants in all detention areas, along slopes, other areas of open space, and to provide direction to the design and construction of homeowner association-maintained landscape areas and to provide a reference on yard landscaping for individual homeowners.

The use of these Landscaping Guidelines for individual homeowners and for areas within the rear and side areas is optional. Landscape plans for areas with native and naturally occurring vegetation do not require the submittal of a landscape plan when the native vegetation is being retained. An overall Conceptual Landscape Plan, which calls out edge conditions, street scenes and entry monumentation, is provided on **Figure C-13, Conceptual Landscape Plan**. All future plans, including construction documents, will need to draw inspiration from that plan, and the detailed plans referenced on the Plan, and remain consistent with the overall image developed for SP106, A17, as discussed above in Section 2.b.i.

The following are general guidelines that will apply to landscaping within SP106, A17:

- Landscape plans should include a combination of trees, shrubs, and ground cover.
- Specimen trees should be strategically planted to assist new development in looking "established" as quickly as possible.
- Trees and shrubs should be located and spaced to allow for mature and long-term growth.
- Trees and larger shrubs should be selected and planted in locations, which will minimize future root problems.
- Deciduous trees can be used to provide solar control during summer and winter, provide fall color, seasonal flower, and other desired effects.
- Drought tolerant landscaping should be incorporated into landscape plans wherever possible.
- Appropriate water conservation techniques should be incorporated into all landscape designs.
- All landscaped areas should incorporate automatic irrigation systems.
- Irrigation systems should be designed to prevent overspray onto walkways, parking areas, buildings, and fences.

- Landscaping shall not impact sight distance.
- County maintained areas are to comply with County planting requirements.

*This page left intentionally blank for pagination purposes.*



**EDGE CONDITIONS**

- 1 NORTH TO RESIDENTIAL
- 2 BASIN TO RESIDENTIAL
- 3 RON ROBERTS WAY
- 4 WINCHESTER ROAD
- 5 EXISTING TO SOUTHWEST

**STREETSCAPES**

- WINCHESTER ROAD
- RON ROBERTS WAY
- ELLIOT ROAD
- JEAN NICHOLAS ROAD
- STREETS A-F
- ALLEYWAYS
- ROUNABOUT
- SLOPES

- 1 ENTRY MONUMENTATION
- 2 TYP. AMENITY AREA-PARK
- 3 TYP. AMENITY AREA-RECREATION AREA

**CONCEPTUAL LANDSCAPE  
PLAN FIGURE C-13**

*This page left intentionally blank for pagination purposes.*



ii. Streetscenes

Four (4) specific streetscenes have been highlighted in this Section of the Design Guidelines, as they are the most common occurrences within and/or around SP106, A17. The four (4) streetscenes are Winchester Road, Ron Roberts Way, Elliot Road, and Jean Nicholas Road. Additionally, the Project will have private alley ways, driveways, and a roundabout. These streetscapes and internal circulation elements are described below.

Winchester Road

Winchester Road is the main arterial within SP106, A17, as it is the easterly edge of SP106, A17. **Figure C-14, *Winchester Road Streetscene***, depicts a typical plan and section for Winchester Road. Winchester Road has a 184' right-of-way (ROW). This ROW consists of 110' of pavement, with a 37' wide parkway on both sides of the paved section. This parkway is defined by having a 20' wide landscaped area adjacent to the roadway pavement, a 5' wide curb-separated sidewalk, and an additional 12' feet of landscaping. All landscaping within the ROW will be landscaped with trees, shrubs and groundcover, consistent with the County's requirements. The County will maintain all landscaping within the ROW. All other landscaping, along this Streetscene, and located outside of the ROW, will be maintained by the SP106, A17 Homeowner's Association (HOA).

Ron Roberts Way

Ron Roberts Way is an east-west local street that connects Winchester Road to Elliot Road. **Figure F-15, *Ron Roberts Way Streetscene*** depicts a typical plan and section for Ron Roberts Way. Ron Roberts Way has a 60' ROW. This ROW consists of 40' of pavement, with a 10' wide parkway on both sides of the paved section. This parkway is defined by having a 5' wide landscaped area adjacent to the roadway pavement, a 5' wide curb-separated sidewalk. The HOA will maintain all landscaping within the ROW.

Jean Nicholas Road

Jean Nicholas Road is a southeasterly-northwesterly trending that defines the southwesterly border of SP106, A17. Jean Nicholas Road connects Winchester Road development westerly of SP106, A17. **Figure C-16, *Jean Nicholas Road Streetscene*** depicts a typical plan and section for the Jean Nicholas Road. Jean Nicholas Road has a 100' ROW. This ROW consists of 64' of pavement, with an 18' wide parkway on both sides of the paved section. This parkway is defined by having an 8.5' wide landscaped area adjacent to the roadway pavement, a 5' wide curb-separated sidewalk, and an additional 4.5' feet of landscaping. All landscaping within the ROW will be landscaped with trees, shrubs and groundcover, consistent with the County's requirements. The County will maintain all landscaping within the ROW. All other landscaping, along this Streetscene, and located outside of the ROW, will be maintained by the SP106, A17 HOA.

Elliot Road

Elliot Road is a north-south local street that connects Ron Roberts Way to Jean Nicholas Road. **Figure C-17, *Elliot Road Streetscene*** depicts a typical plan and section for the Elliot Road. Elliot Road has a 60' ROW. This ROW consists of 40' of pavement, with a 10' wide parkway on both sides of the paved section. This parkway is defined by having a 6' wide landscaped area adjacent to the roadway pavement, and a 4' wide curb-separated sidewalk. All landscaping within the ROW will be landscaped with trees, shrubs and groundcover, consistent with the County's requirements. The HOA will maintain all landscaping within the

ROW.

#### Alley Ways

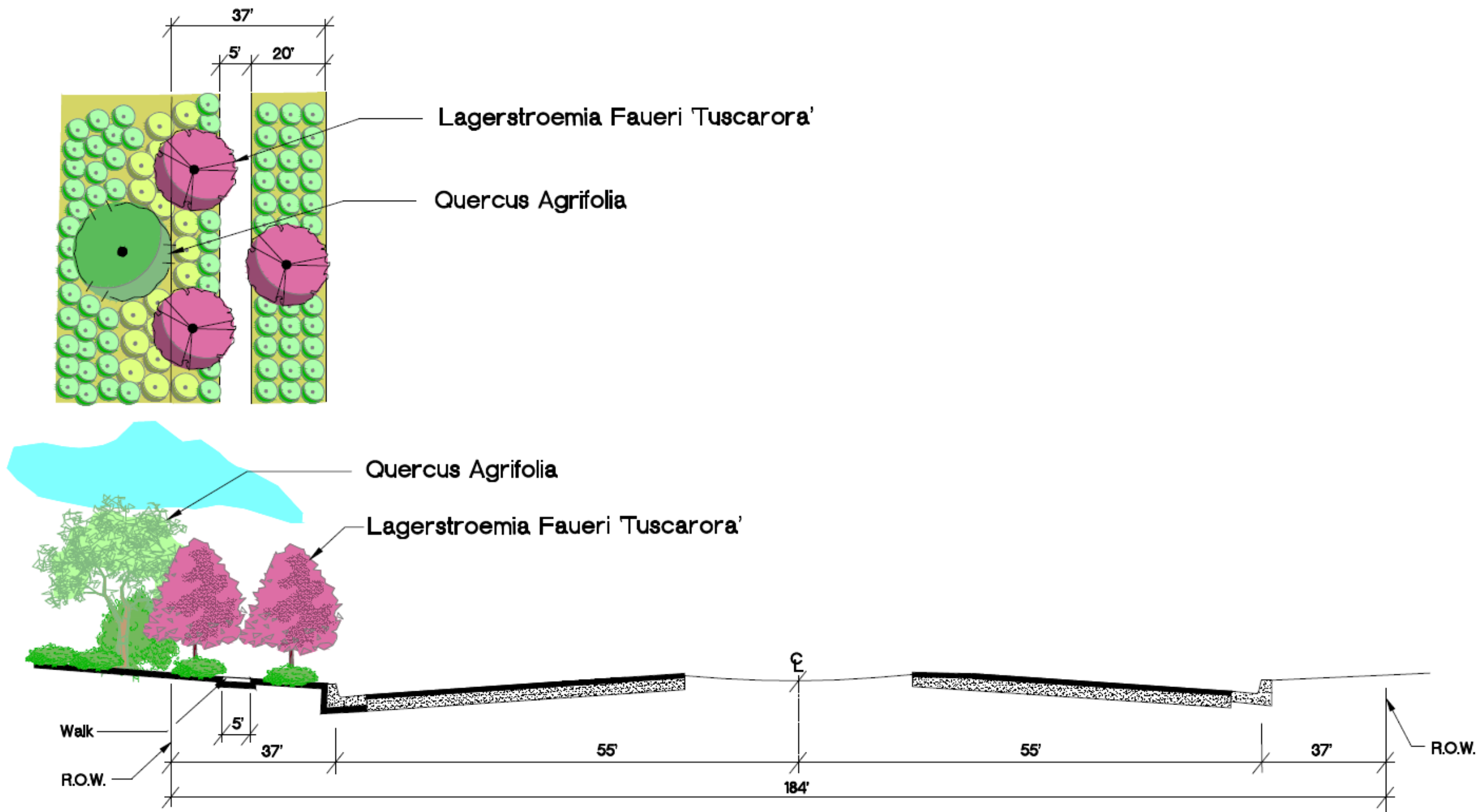
**Figure C-18, *Alley Ways*** depicts a typical plan and section for alley ways that connect to the units. Typical alley ways will have a 20' wide section. This section will consist of two 10' wide drive lanes.

#### Drives A - F

**Figure C-19, *Drives A - F Streetscene*** depicts a typical plan and section for interior driveways. Drives A - F will have a 58' wide section. This section will consist of 36' of pavement, with an 11' wide parkway on both sides of the paved section. This parkway is defined by having a 6' wide landscaped area adjacent to the roadway pavement, a 5' wide curb-separated sidewalk. All landscaping within the ROW will be landscaped with trees, shrubs and groundcover, consistent with the County's requirements. The HOA will maintain all landscaping within the ROW.

#### Roundabout

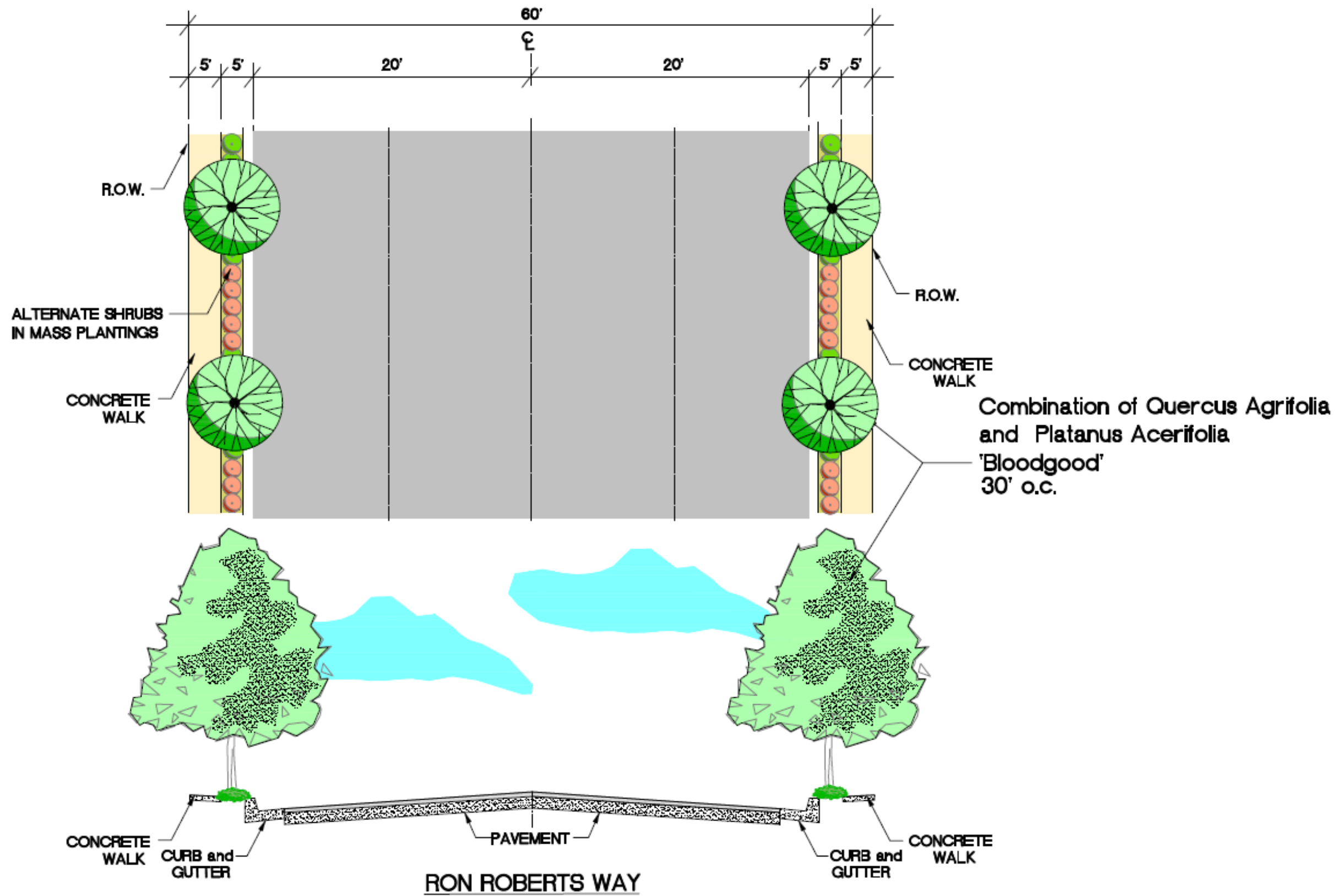
**Figure C-20, *Roundabout*** depicts a typical plan for this feature. The roundabout will have a 17' internal radius and a 39' exterior radius. The roundabout will be landscaped with trees, shrubs and groundcover, consistent with the County's requirements. The HOA will maintain all landscaping within the roundabout.



Notes: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

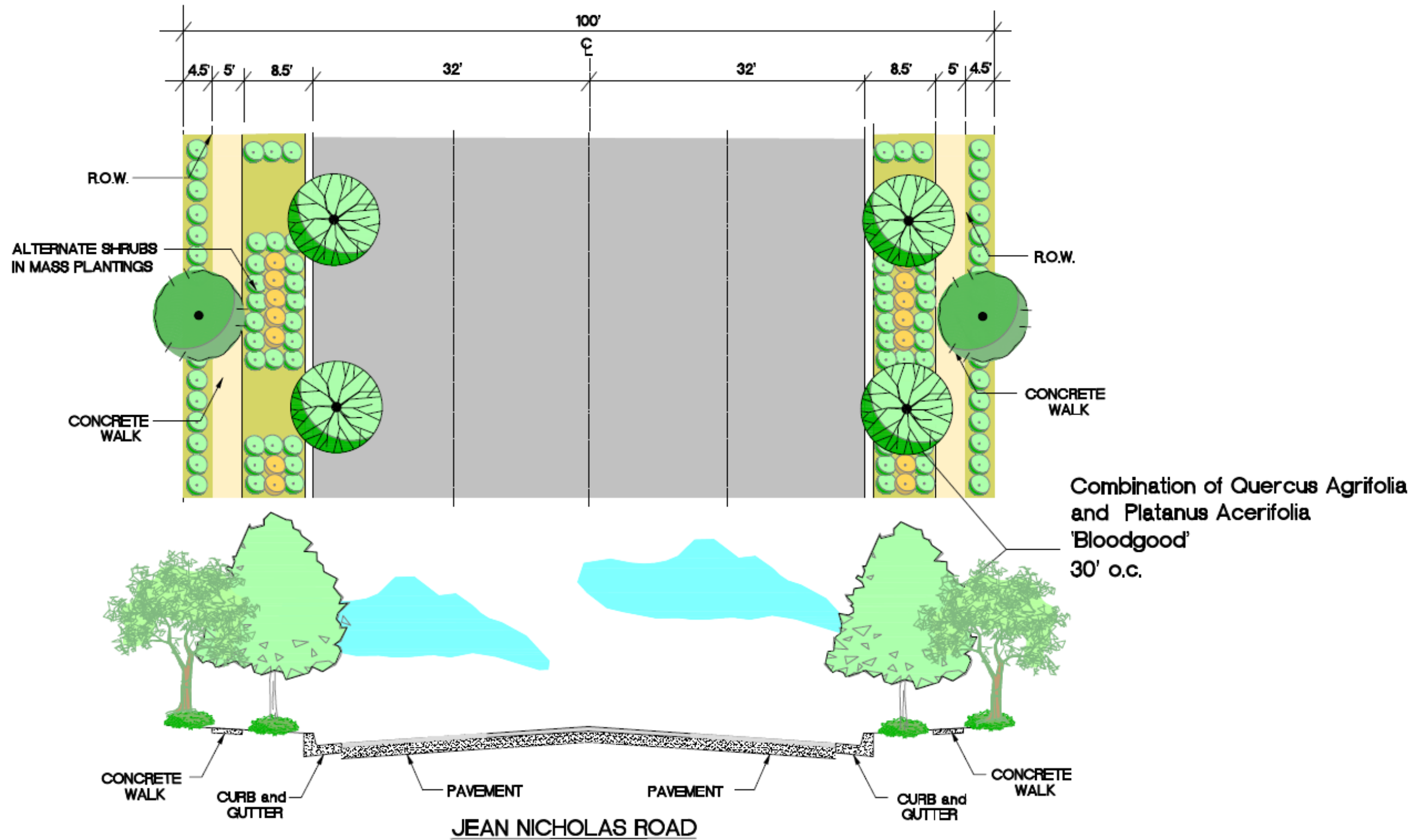
All planting for SR 79 shall conform to Caltrans Planting Requirements.

**WINCHESTER ROAD  
STREETSCENE - FIGURE C-14**



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

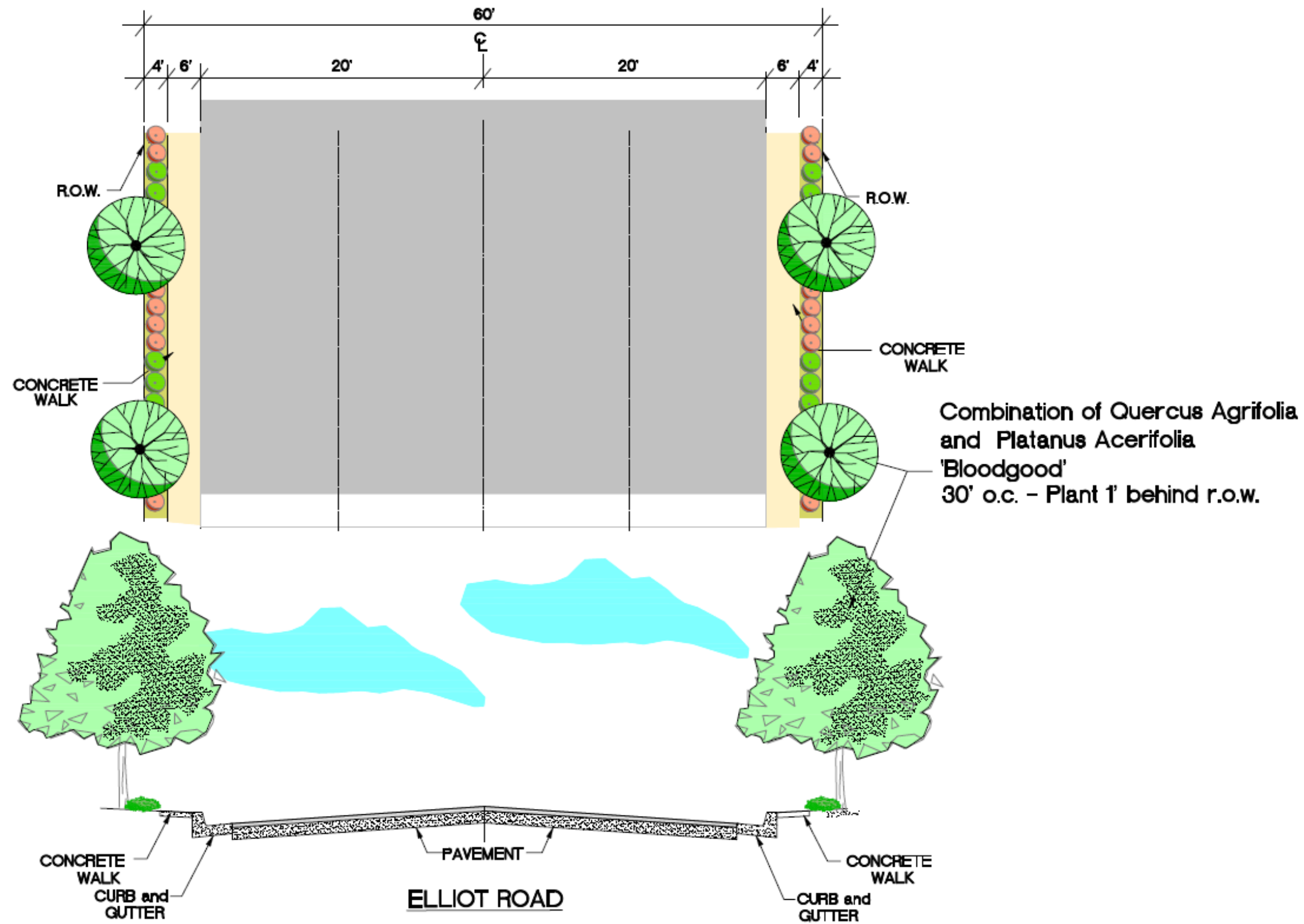
**RON ROBERTS ROAD  
STREETSCENE - FIGURE C-15**



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

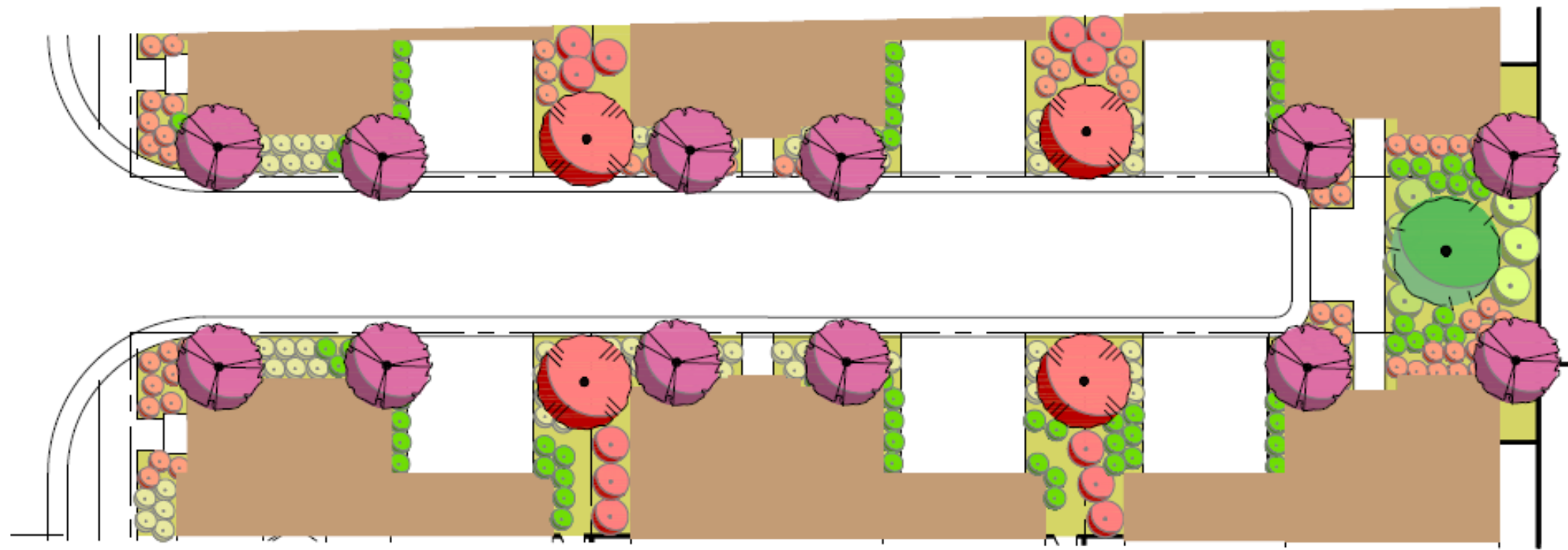
**JEAN NICHOLAS ROAD  
STREETSCENE - FIGURE C-16**





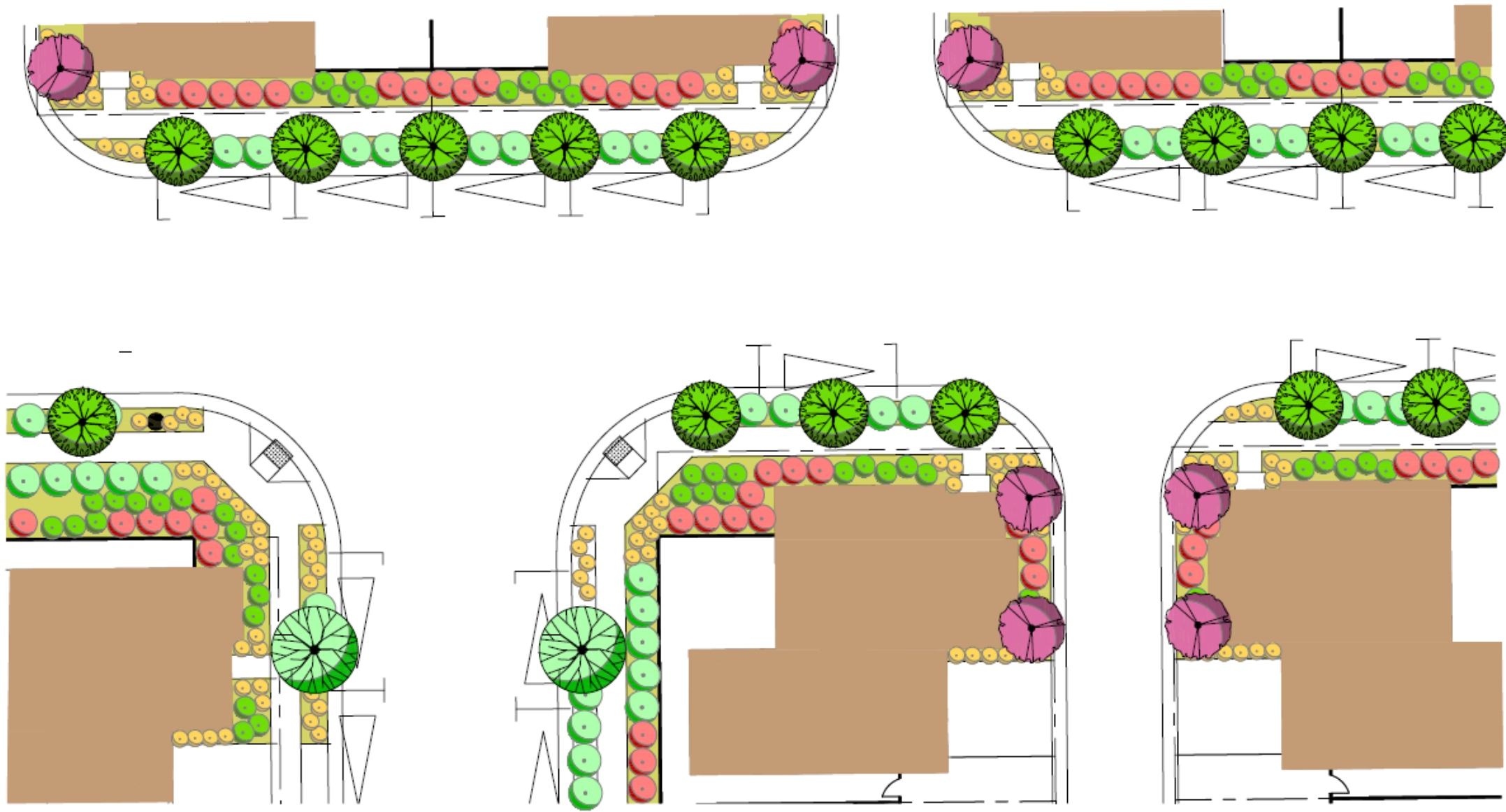
Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**ELLIOT ROAD STREETSCENE -  
FIGURE C-17**



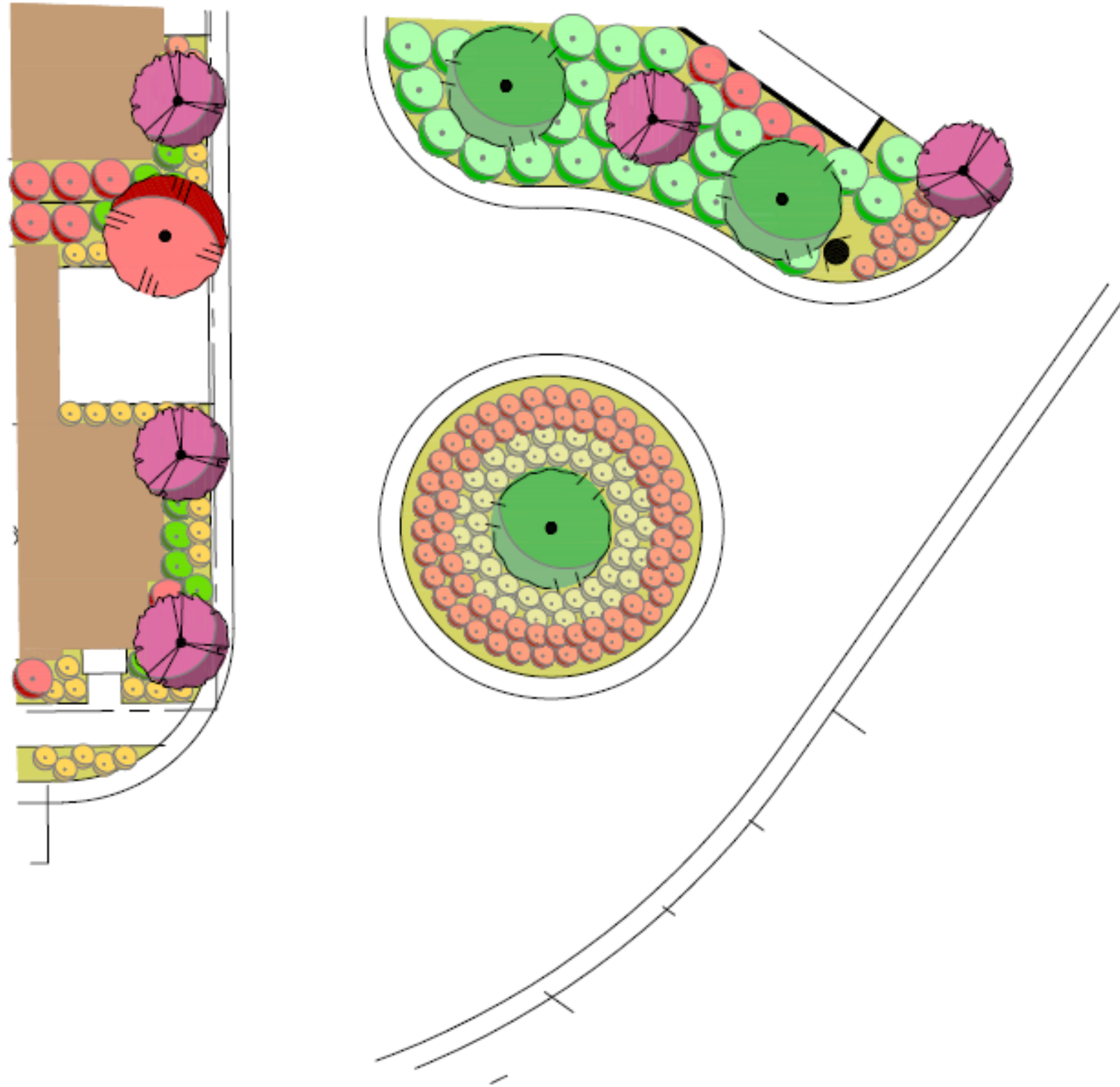
Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**ALLEY WAYS  
FIGURE C-18**



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**STREETS A-F STREETSCENE  
FIGURE C-19**



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**ROUNDABOUT  
FIGURE C-20**

*This page left intentionally blank for pagination purposes.*



iii. Edge Conditions

There is existing residential development adjacent to SP106, A17. These areas, which are located to the north and southwest of SP106, A17 will require special treatment based on the future interface between the existing residences and the future residences within SP106, A17. Additionally, careful thought has been given to the internal edge conditions between Sub Areas, as well as between the Sub Areas and adjacent roadways. These edge conditions have been identified on **Figure C-13, Conceptual Landscape Plan**, and are described in greater detail below.

Typical Edge Condition along Ron Roberts Way

Instances where SP106, A17 abuts Ron Roberts Way and adjacent development to the north are depicted in **Figure C-21, Typical Edge Condition along Ron Roberts Way**. A more than adequate buffer has been provided as a result of a slope, which will provide a change in elevation between the two uses, and a slope trees to further soften and screen the interface between the two different uses. There is an existing block wall that will provide security and privacy to the residents. Landscaping shall include trees, shrubs and groundcover.

Typical Edge Condition along Winchester Road

Instances where Sub Area 1 of SP106, A17 abuts Winchester Road are depicted in **Figure C-22, Typical Edge Condition along Winchester Road**. A more than adequate buffer has been provided as an extended 37' ROW and additional landscaping between the ROW and any residential walls. Landscaping shall include trees, shrubs and groundcover.

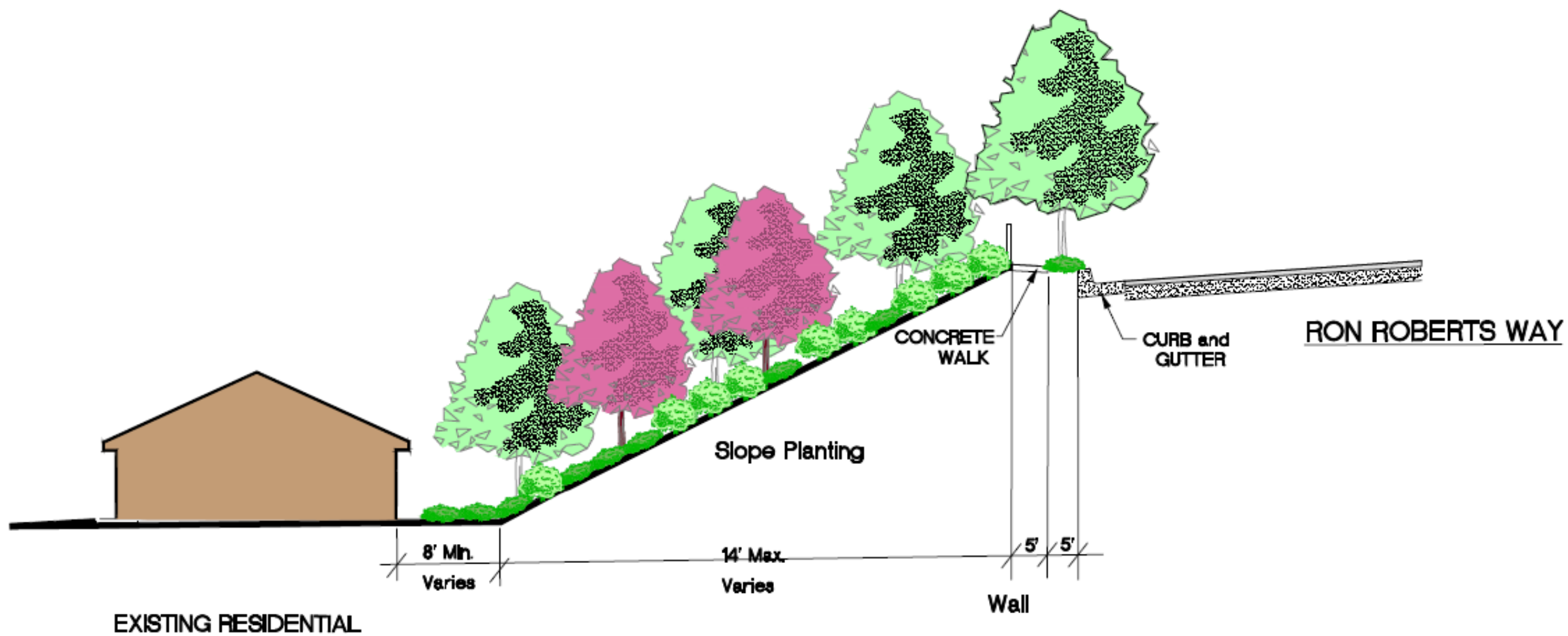
Existing Edge Condition North

Instances where SP106, A17 abuts adjacent development to the northwest are depicted in **Figure C-23, Existing Edge Condition Northwest**. A more than adequate buffer has been provided as a result of a slope, which will provide a change in elevation between the two uses, and a slope trees to further soften and screen the interface between the two different uses. There is an existing block wall that will provide security and privacy to the residents. Landscaping shall include trees, shrubs and groundcover.

Existing Edge Condition Southwest

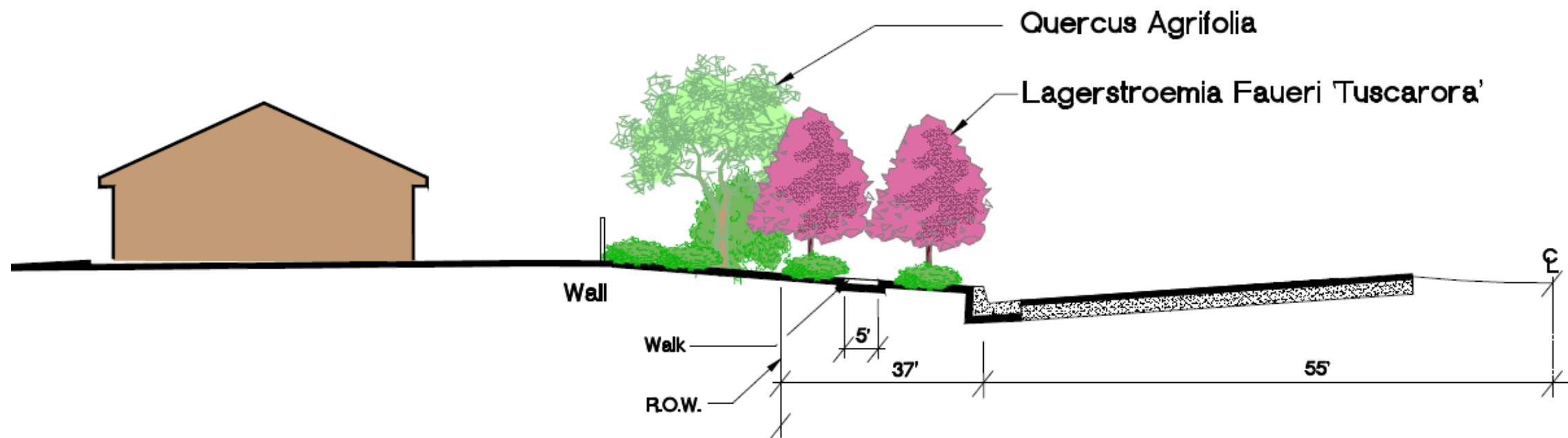
Instances where SP106, A17 abuts adjacent Jean Nicholas Road to the southwest are depicted in **Figure C-24, Existing Edge Condition Southwest**. This Section depicts a landscaped parkway adjacent to Jean Nicholas Road, a curb separated sidewalk, and additional landscaping which will be adjacent to a block wall that will provide security and privacy to the residents. Landscaping shall include trees, shrubs and groundcover.

*This page left intentionally blank for pagination purposes.*



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

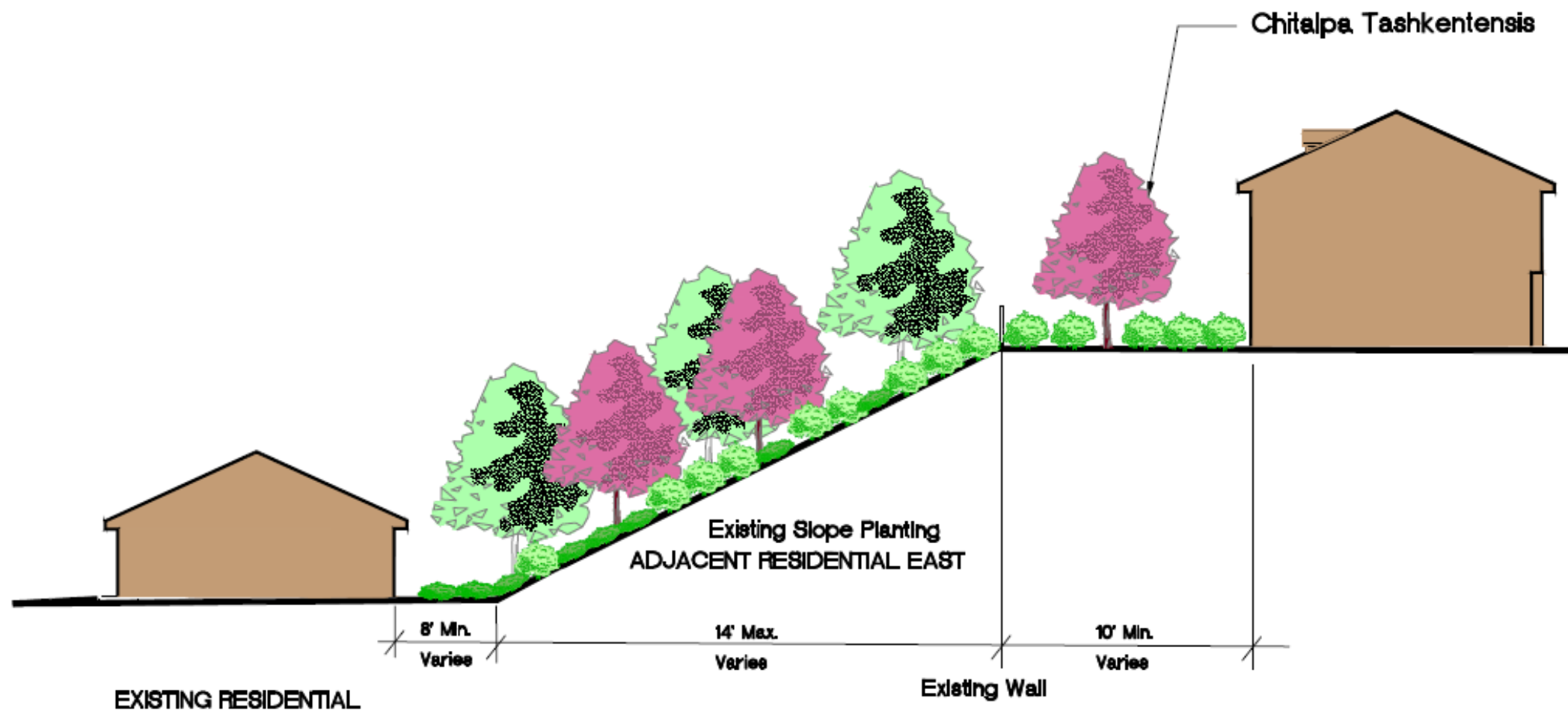
**TYPICAL EDGE CONDITION ALONG  
RON ROBERTS WAY- FIGURE C-21**



Notes: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

All planting for SR 79 shall conform to Caltrans Planting Requirements.

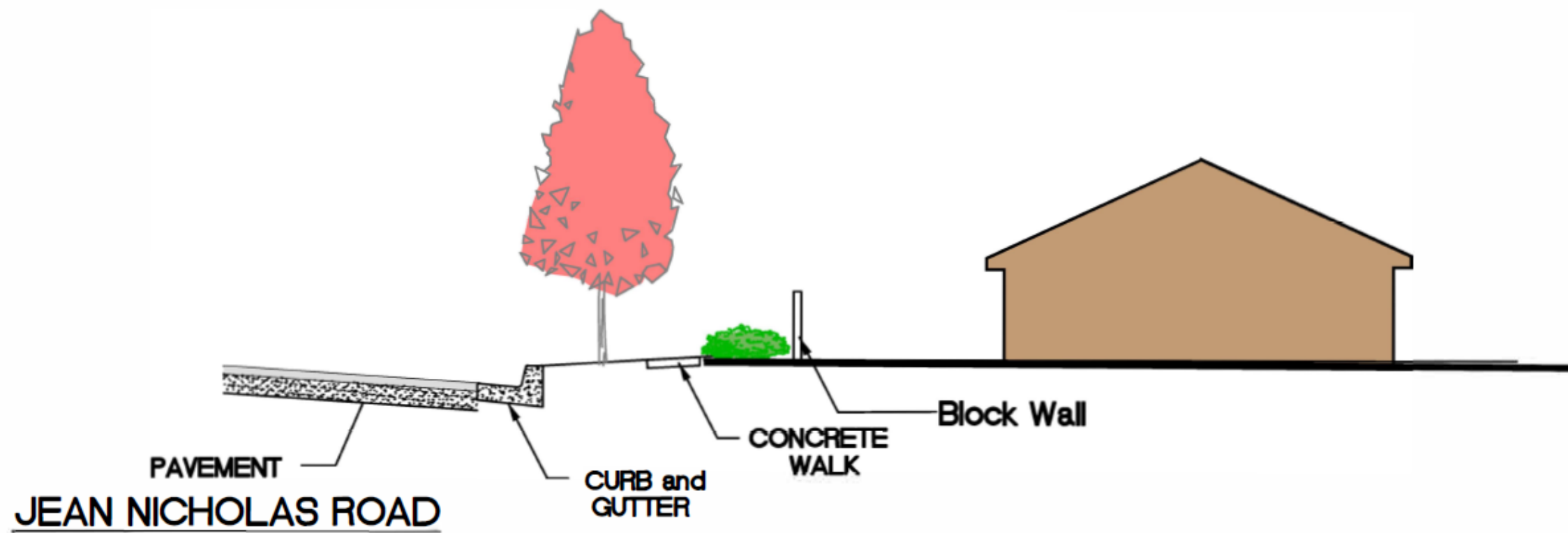
**TYPICAL EDGE CONDITION ALONG WINCHESTER ROAD- FIGURE C-22**



Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**EXISTING EDGE CONDITION NORTH**  
**FIGURE C-23**





Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**EXISTING EDGE CONDITION  
SOUTHWEST - FIGURE C-24**

### Abutting Adjacent Development

Additional attention must be paid to these areas, to ensure that grading and ultimate development of the Project will be sensitive to the existing drainage and privacy enjoyed by these existing residences. The County shall review the mass and precise grading plans to ensure that interface issues are addressed properly. In addition, the County shall review landscape plans to ensure that adequate screening is provided where necessary. Lastly, attention should be paid to plotting of new homes to ensure that visual encroachment is not an issue.

### Landscaping of Slopes

All slopes 3 to 1 and steeper, and 3' in vertical height or greater, shall be planted with groundcover and shrubs. All slopes 10' in vertical height shall be planted with a combination of trees, shrubs and groundcover shrubs, please see **Figure C-25, Typical Slope Planting Plan**. All plant material shall be selected from **Figure C-26, Plant Palette**.

#### iv. Plant Palette

The intent of these guidelines is to provide a simple plant palette that creates, complements, and enhances the overall thematic setting/image for SP106, A17. In addition, this plant palette has been selected for the plants' appropriateness to climatic conditions, soil conditions, surrounding natural environment conditions and concern for maintenance and water conservation.

Plant selection for specific areas of the community shall have similar cultural requirements so that irrigation can be designed to minimize water use and plant material can thrive under optimal conditions. This plant palette is derived from the Riverside County California Friendly Plant List. Landscaping is used to frame and soften structures, define site functions, enhance the quality of the environment, accent selected portion of the site, and create desirable places for people to live. **Figure C-26, Plant Palette** has been prepared for SP106, A17 to achieve these desired goals.

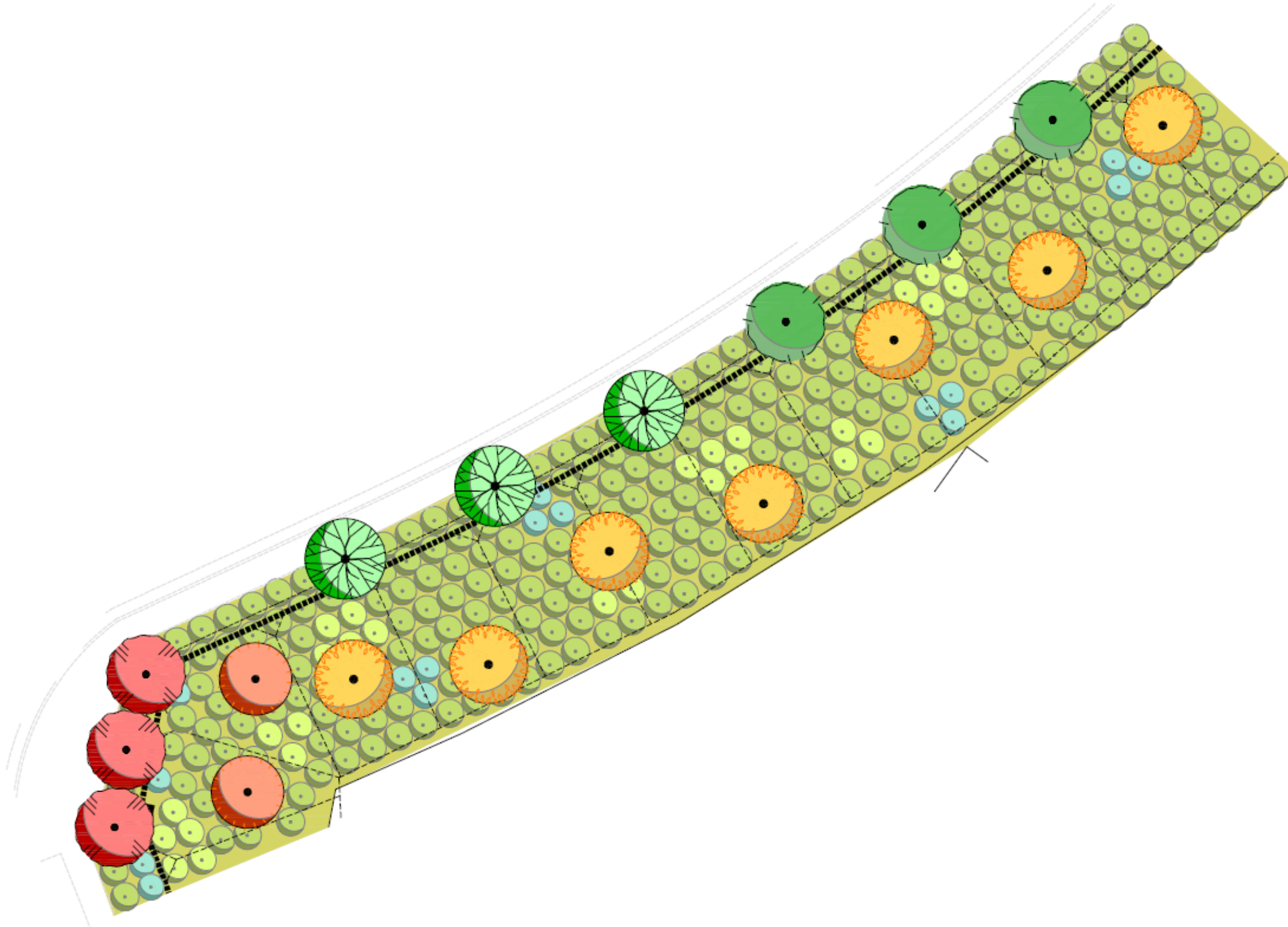
#### v. Walls, Fences, and Monumentation

### Overall Plan

The Wall and Fence Plan is included as **Figure C-27a, Wall and Fence Plan** and **Figure C-27b, Wall and Fence Details**. Where fencing and walls are essential, these elements should be designed to complement the architecture of the Project. The following general guidelines shall apply to fencing that is visible within SP106, A17:



















- Fence and wall materials and colors should be designed to complement the architecture of the adjacent buildings.
- Fences and walls adjacent to arterial streets should be constructed as low as possible consistent with their screening, noise attenuation, and security functions.
- The materials and colors of any walls adjacent to arterial streets should be compatible and complementary with the existing walls near the property.
- Fencing is preferred over walls and should be encouraged wherever possible.
- Solid walls in sloping terrain should be "stepped" to follow the terrain.

- Double fencing (i.e., existing fencing abutting proposed fencing) on a property is strongly discouraged.
- Locations of walls and fences shall not interfere with sight distance.
- County will only maintain standard sound walls; all other walls and fences shall be privately maintained.



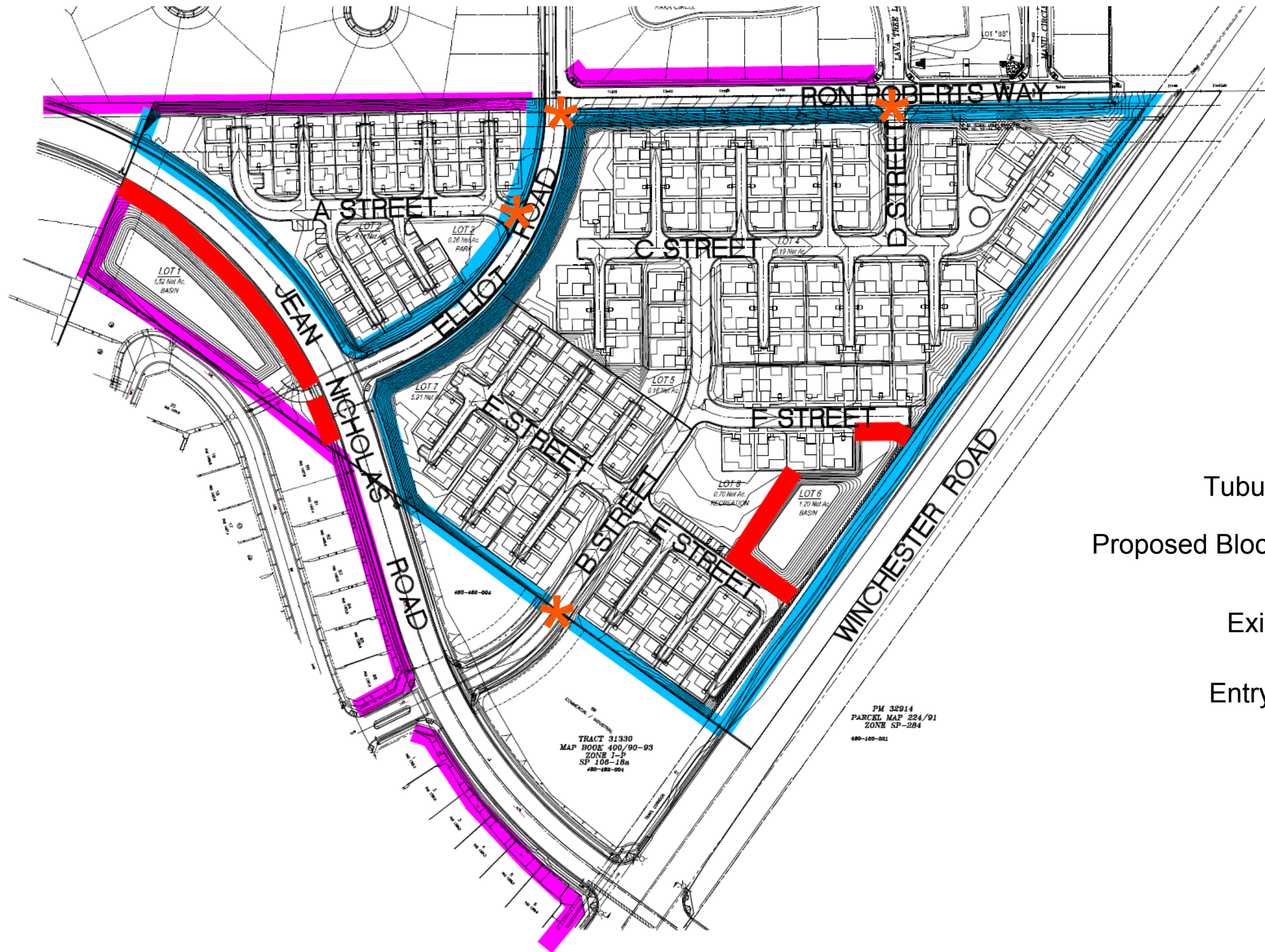
Note: Shrub and groundcover species shall be selected from the approved Plant Palette, Figure C-26, as derived from the Riverside County California Friendly Plant List.

**TYPICAL SLOPE PLANTING  
PLAN - FIGURE C-25**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WUCOLS IV
	TREES:					
	ACACIA STENOPHYLLA	SHOESTRING ACACIA	15 GAL.	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	ARBUTUS MARINA	ARBUTUS	24" BOX	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	CHITALPA TASHKENTENSIS	FLOWERING CHITALPA	15 GAL.	–	PLANT PER DETAIL – 36" BOX SIZE EQUIVILANT	L
	LAGERSTROEMIA FAUERI 'TUSCARORA'	RED CRAPE MYRTLE	24" BOX	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE	24" BOX	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	CERCIS CANADENSIS	FOREST PANSY REDBUD	24" BOX	–	DOUBLE STAKE / HEIGHT 7–8' , SPREAD 2'–3' MIN.	L
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	–	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	ARECASTRUM ROMANZOFFIANUM	QUEEN PALMS	10' B.T.H.	–	PLANT PER SPECIFICATION	L
	SHRUBS:					
	BACCHARIS PILULARIS 'PIDGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	–	FULL & BUSHY @ 5' O.C.	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	–	FULL & BUSHY @ 3' O.C.	L
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	–	FULL & BUSHY @ 5' O.C.	L
	DIANELLA REVOLUTA	FLAX LILLY	1 GAL	–	FULL & BUSHY @ 3' O.C.	L
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL.	–	TRIANGULAR SPACING @ 4' O.C. IN SIGHT DISTANCE AREAS	L
	LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER	5 GAL	–	FULL & BUSHY @ 3' O.C.	L
	WESTRINGIA FRUTICOSA	COASTAL ROSEMARY	5 GAL	–	FULL & BUSHY @ 5' O.C.	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	–	FULL & BUSHY @ 3' O.C.	L
	WESTRINGIA FRUTICOSA 'MUNDII'	PROSTRATE COASTAL ROSEMARY	5 GAL	–	FULL & BUSHY @ 5' O.C.	L
	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS SAGE	5 GAL	–	FULL & BUSHY @ 3' O.C.	L
	RHUS OVATA	SUGAR BUSH	5 GAL	–	FULL & BUSHY @ 5' O.C.	L
	BASINS:					
	LOMANDRA LONGIFOLIA	MAT RUSH	1 GAL	–	IN BASIN BOTTOMS ONLY	L
	VINES:					
	TECOMA ALATA	TECOMA STANS 'ORANGE'	5 GAL	–	ATTACH TO WALL	L
	LAWN:					
	FESTUCA ARUNDIACEA	WATERSAVER 2 FESCUE	SOD	AS REQ'D.	INSTALL PER SPECIFICATIONS	H
	MULCH & GROUNDCOVER:					
	FOREST BLEND WOOD MULCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP – INSTALLED IN ALL SHRUB PLANTING AREAS TYP.	

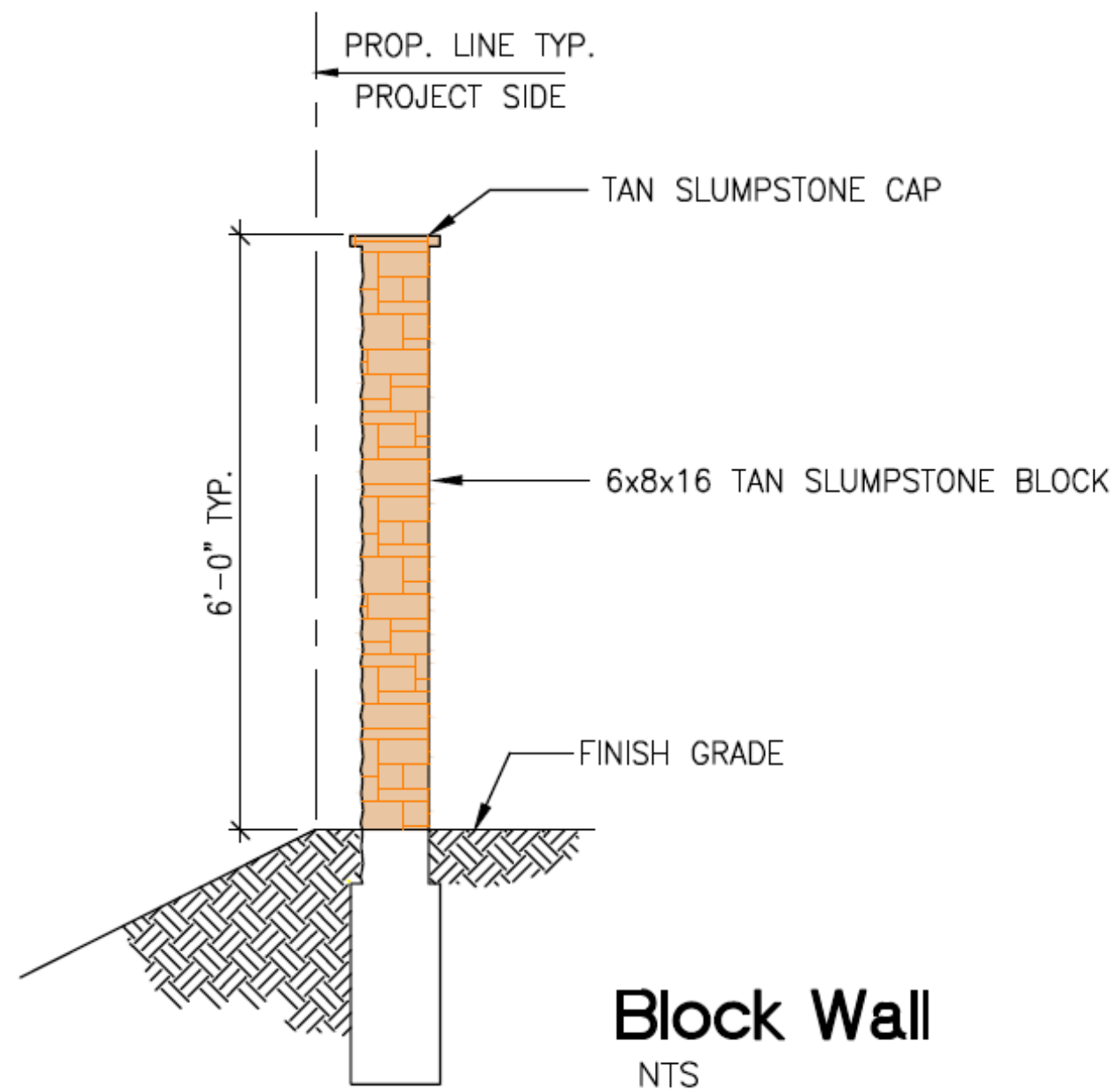
**PLANT PALETTE  
FIGURE C-26**





- Tubular Steel Fence
- Proposed Block Wall w/ Vines
- Existing Block Wall
- Entry Monumentation \*

**WALL AND FENCE  
PLAN FIGURE C-27a**



**WALL AND FENCE DETAILS**  
**FIGURE C-27b**

## Walls and Fencing

### Block Wall with Vines

Where required for privacy, or as required for noise attenuation, a decorative block wall will be permitted. The approximate location for these walls is depicted on **Figure C-27a, Wall and Fence Plan** and **Figure C-27b, Wall and Fence Details**; however, the final location may be adjusted based on field conditions, and the recommendations contained in the Project's Noise Analysis. It is intended that these walls will be planted with a growing vine that will soften the appearance of the wall and serve as a deterrent to any type of graffiti vandalism. Block walls with vines shall be required at all side yard conditions on local streets. Walls shall be maintained by the HOA. A detail for the walls is contained in **Figure C-28, Block Wall with Vines**.

### Slumpstone Block Pilaster

A slumpstone block pilaster will be required approximately every 100' in length for block wall or view fencing. The exact location of the slumpstone block pilaster will be determined at the precise grading plan stage of development; however, at a minimum it will occur at property corners and where there is a change of wall/fencing materials. A detail for the slumpstone block pilaster is contained in **Figure C-29, Slumpstone Block Pilaster**. It is comprised of tan slumpblock pilaster, concrete cap, and concrete footing.

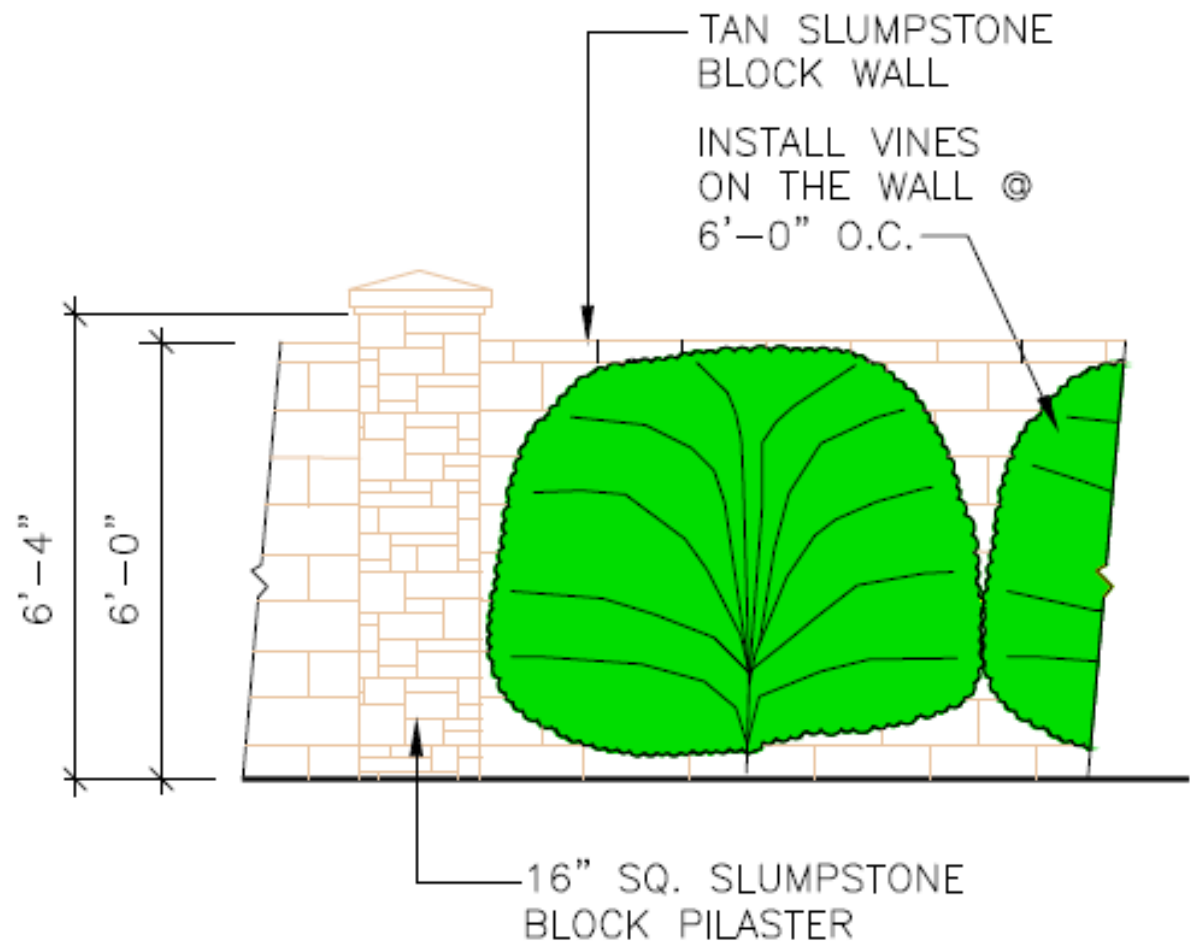
### View Fencing

View fencing will be installed in instances where rear and side views from residential lots are desired and feasible. Special consideration shall be paid when locating view fencing in terms of privacy both on-and off-site of the residential lot. Also, view fencing should not be allowed where noise attenuation is required, unless otherwise permitted by the Director of Planning. The approximate location for view fencing is depicted on **Figure C-27a, Wall and Fence Plan**; however, the final location may be adjusted based on field conditions and the recommendations contained in the Project's Noise Analysis. View fencing will be approximately 5' in height and comprised of tubular steel fence panels and posts as depicted on **Figure C-30, Tubular Steel Fencing**.

### Yard Fencing

Fencing between adjacent residential lots is depicted on **Figure C-31, Yard Fencing**. The fencing may be a vinyl material which is typically a shade of white. Other colors may be allowed by the Planning Director. As shown on **Figure C-31**, the fence shall return to the house via a block wall which includes a wooden gate. The location of this return shall be where the wrap around front elevation architecture of the house transitions to the less articulated side yard. Fences shall be located on the side and rear property lines, and at the top of slope under slope conditions.

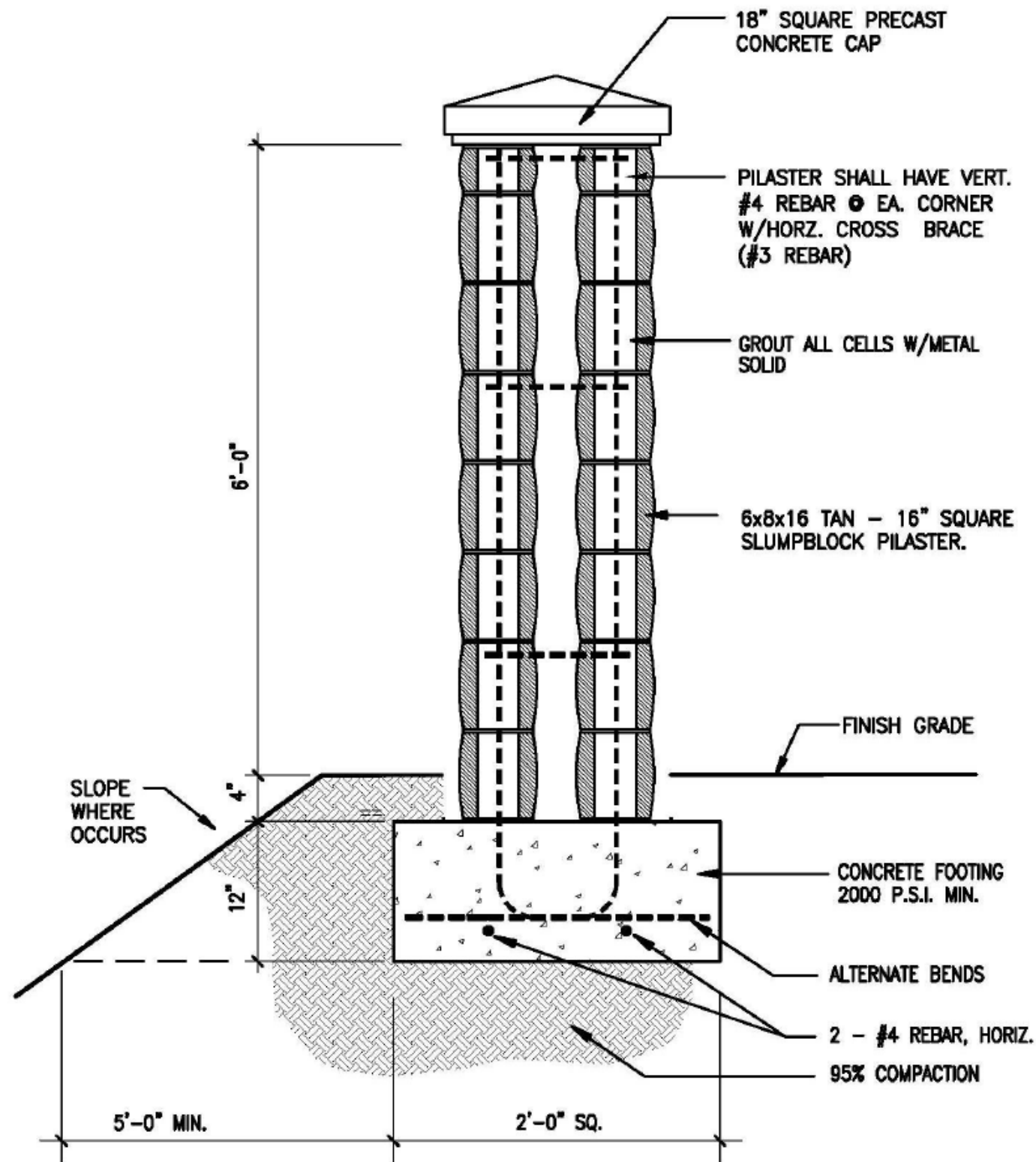
*This page left intentionally blank for pagination purposes.*



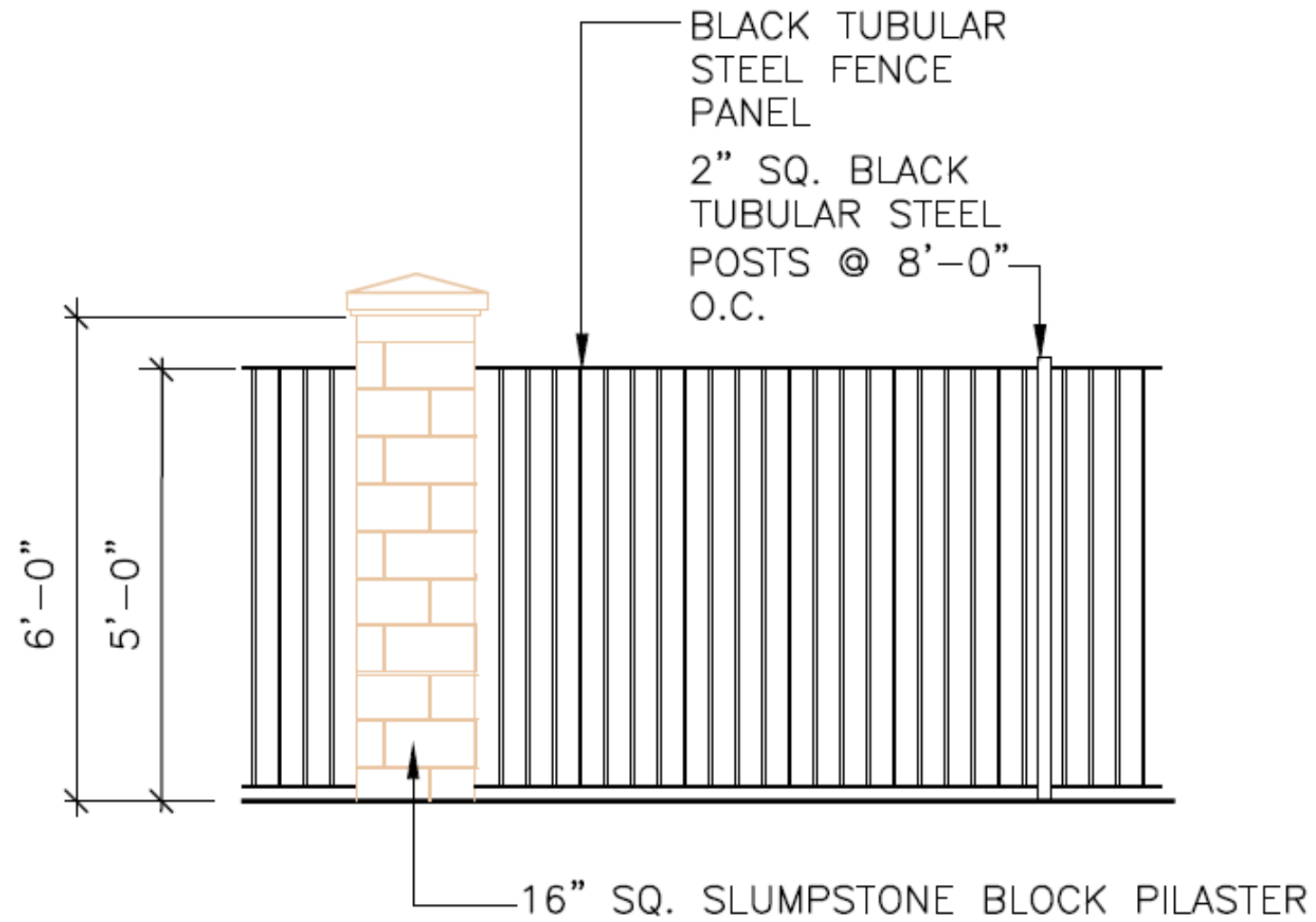
NOTE: PILASTERS TO OCCUR AT PROPERTY  
CORNERS AND CHANGES OF MATERIAL.  
SEE FENCE AND WALL PLAN FOR LOCATIONS

**BLOCK WALL WITH VINES  
FIGURE C-28**



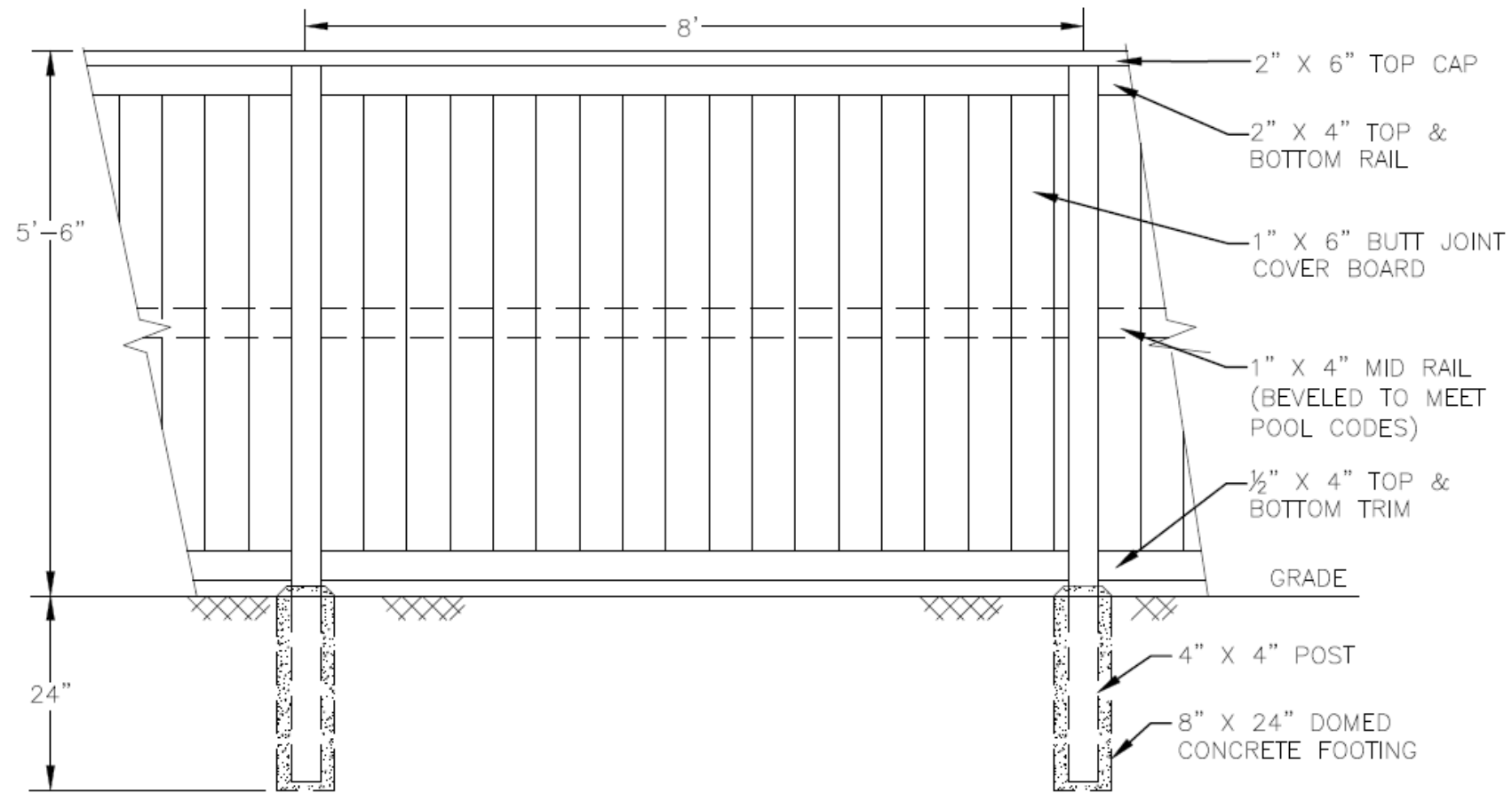


**SLUMPSTONE BLOCK  
PILASTER - FIGURE C-29**

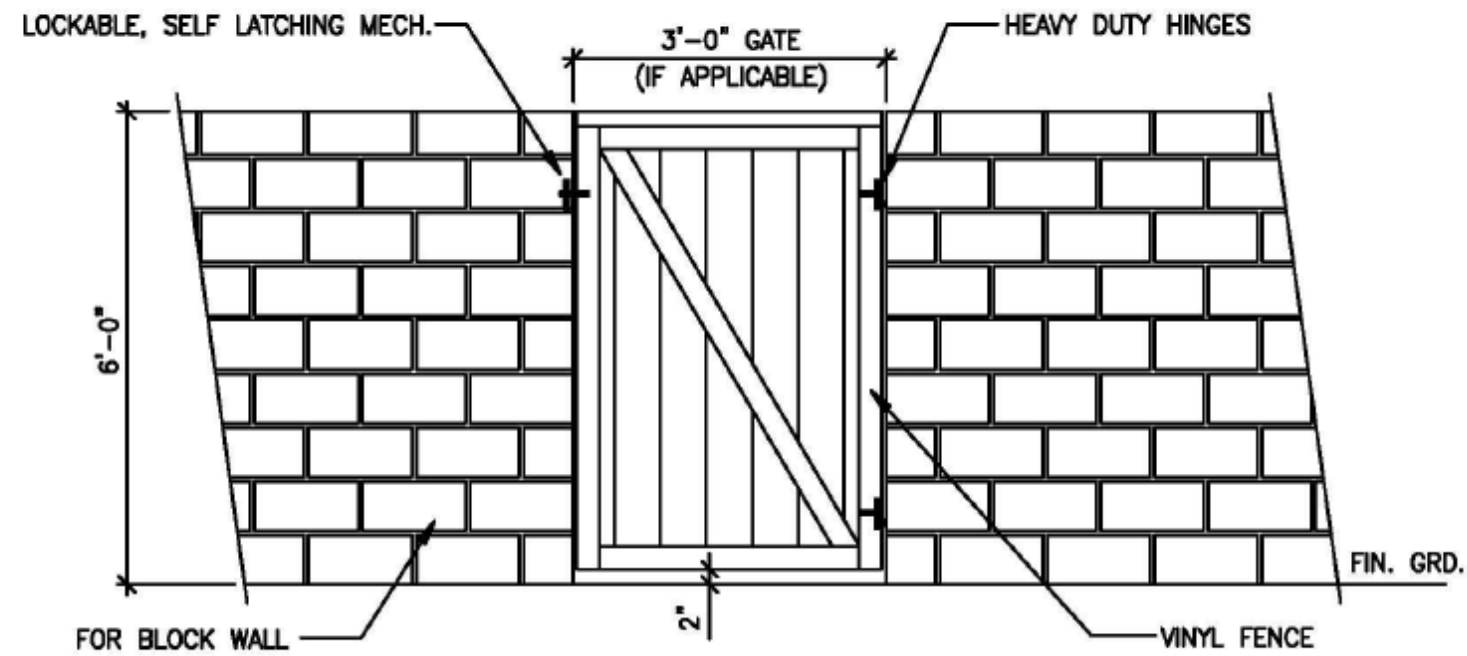


NOTE: PILASTERS TO OCCUR AT PROPERTY  
CORNERS AND CHANGES OF MATERIAL.  
SEE FENCE AND WALL PLAN FOR LOCATIONS

**TUBULAR STEEL FENCING  
FIGURE C-30**



## VINYL FENCE



## VINYL GATE

(ON BLOCK WALL) N.T.S.

## YARD FENCING

### FIGURE C-31

### Monumentation

The design theme for the entries draws from the natural and existing settings adjacent to SP106, A17. Entries all share the same relative scale and mass to provide a constant element in their design. All Monumentation shall comply with the following general guidelines:

- A combination of the following accent features can be incorporated into the Project entry: ornamental landscaping, architectural monuments, decorative walls, and/or signs.
- Project entry features shall reflect the overall architectural identity and character of the Project. This character is defined by the use of ledgerstone, slumpstone, precast concrete, plastic logo (if applicable) and lettering which will compliment to natural and built environment.
- Colored, textured, and permeable paving treatment at entry drives is encouraged to complement the monumentation.
- Project icons, thematic pilasters, special paving treatments, and specialty landscaping should be used to unify a project.
- All monumentation shall be constructed of high quality materials.
- The location of any/all monumentation shall not impact sight distance, (as determined by the County Engineer).

Monumentation shall be classified as either Project Entry or Directional. Entry monumentation signs will be located at the main entry driveways to the Project. **Figure C-32a, Entry Monumentation** and **Figure C-32b, Directional Monumentation** show elevations of the Entry and Directional Monumentation, respectively.

Stamped concrete or paving stones shall be incorporated at major entries as depicted on **Figure C-33, Stamped Concrete Examples**.

### Retaining Walls

Due to the topography in SP106, A17, retaining walls are anticipated to be used when practical. A variety of retaining wall techniques are available to the developer. Any and all of these techniques may be employed by developer; the exact type, height and location to be determined at the grading stage of development, ultimately to be approved by the Planning Director and Building Official. When retaining walls are visible from the public view, the developer shall utilize some form of vegetated retaining wall.

#### vi. Recreational Amenities

A private recreation center and a park will be located in SP 106, A17, and will serve the residents of SP106, A17. These areas may contain the following amenities: pool complex including covered seating areas, covered BBQ area, and restrooms, active and passive play areas, basketball ½ courts with seating and lawn areas, shaded tot lots and picnic areas with seating and lawns, as shown on **Figure C-34a, Typical Recreation Area Amenities - Park** and **Figure C-34b, Typical Recreation Area Amenities – Recreation Area**.

Sidewalks are provided along roadways and connect to the various areas of SP 106, A17. Planning Areas. Sidewalks are typically 5 feet in width and consist of hard surface trail material or concrete surfaces for pedestrian use. Sidewalk locations are shown on **Figure C-35, Sidewalk Plan**.

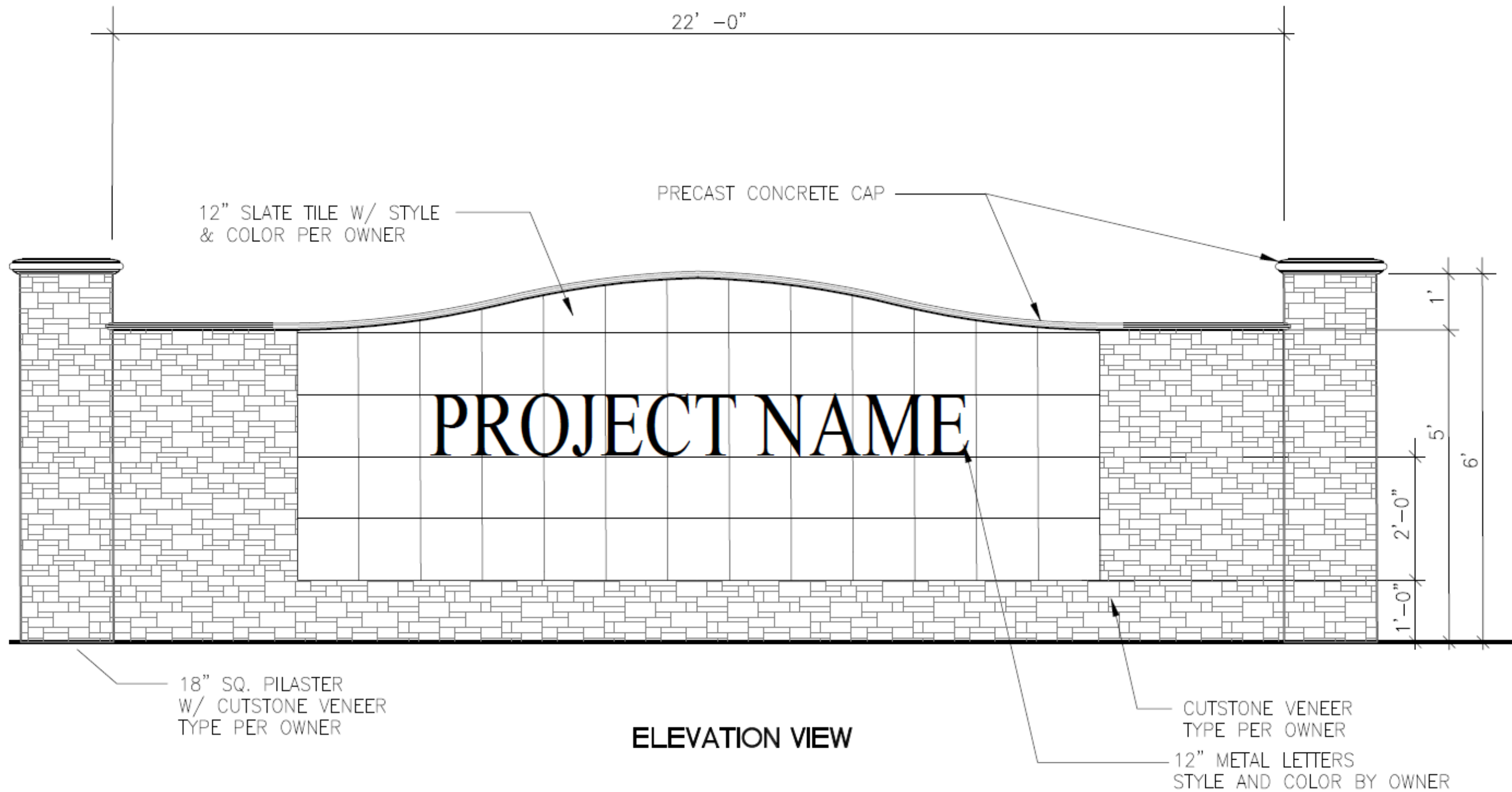


Typical basketball court and open recreational area

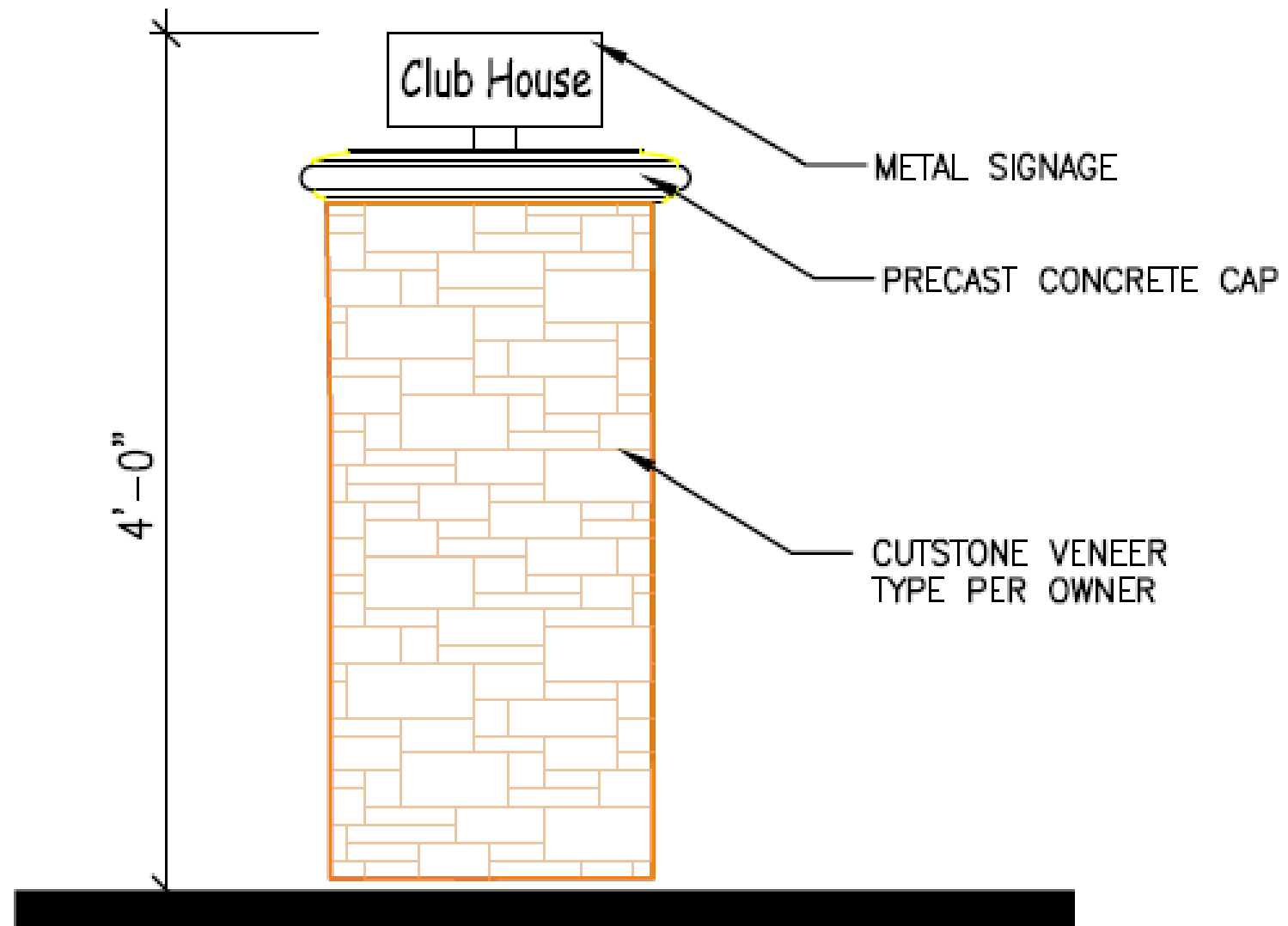


Typical tot lot and open recreational area





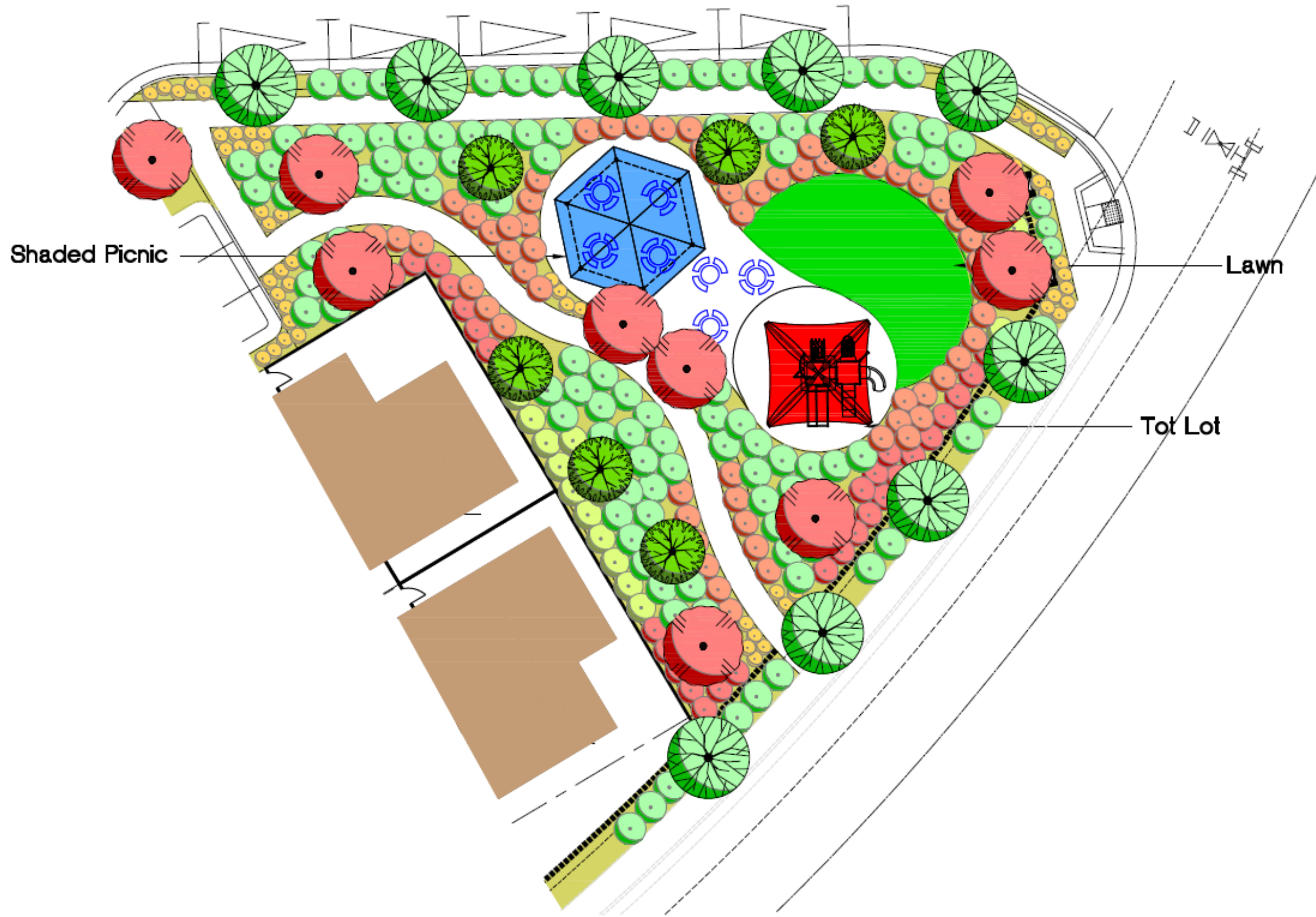
**ENTRY MONUMENTATION  
FIGURE C-32a**





**STAMPED CONCRETE  
EXAMPLES - FIGURE C-33**



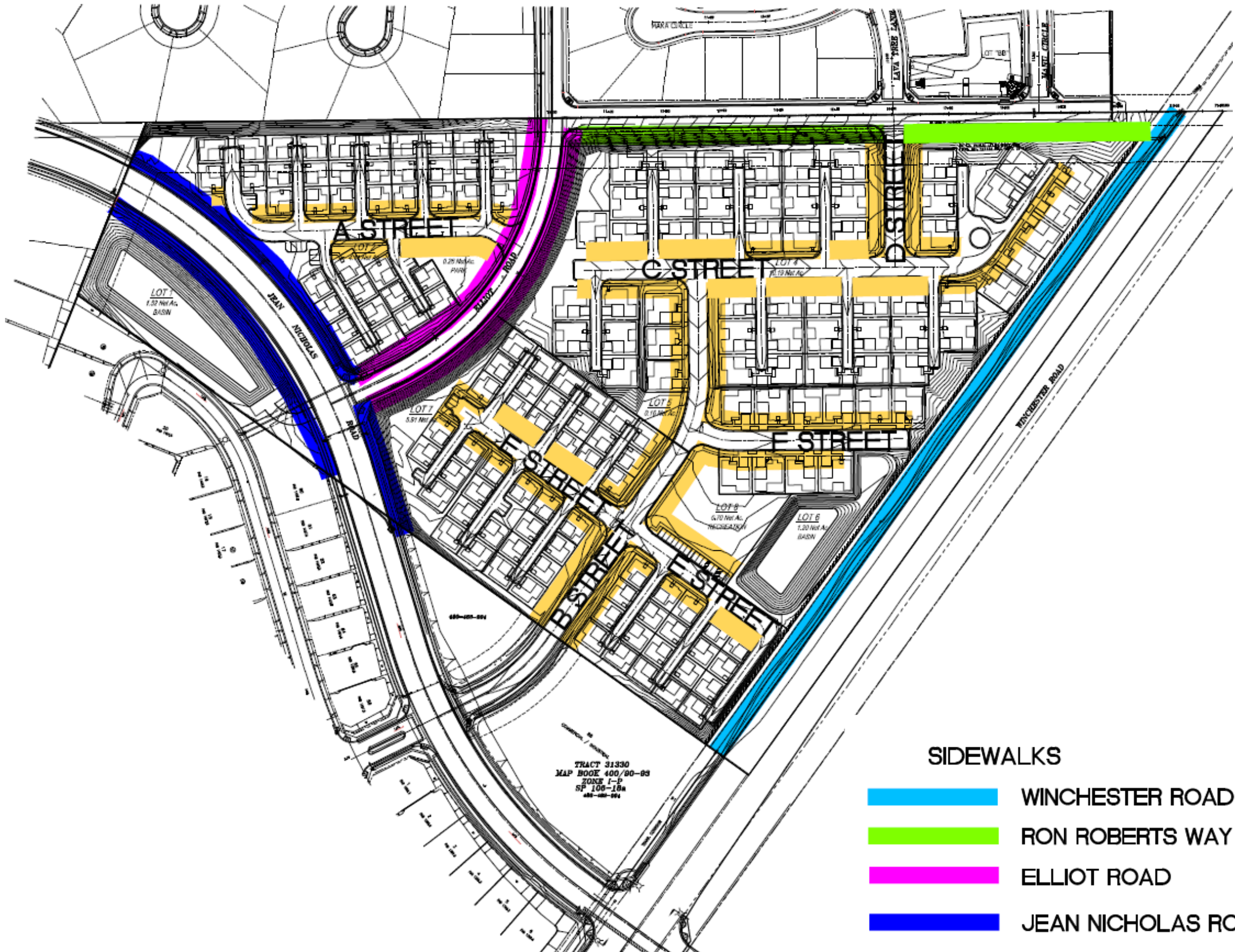


**TYPICAL RECREATION AREA  
AMENITIES - PARK - FIGURE C-34a**



**TYPICAL RECREATION AREA AMENITIES  
- RECREATION AREA - FIGURE C-34b**





**SIDEWALKS**

- WINCHESTER ROAD
- RON ROBERTS WAY
- ELLIOT ROAD
- JEAN NICHOLAS ROAD
- INTERIOR WALKS

**SIDEWALK PLAN  
 FIGURE C-35**

vii. General Landscape Requirements

The following general landscape requirements and goals shall apply to the SP106, A17 development to maximize energy efficiency and maximize water quality and conservation.

This section of the Design Guidelines serves to highlight elements in the site planning, design, and construction phases of SP106, A17 that can be implemented to achieve a standard of energy efficient performance which is both desirable for the homeowner, the environment, and builder/developer as it relates to landscaping.

The following have been selected based on their ease of applicability and implementation during the design, and construction phases, marketability and/or desirability potential to the home buyer, and cost incentive factors to both the builder and homeowner in order to maximize energy efficiency and maximize water quality and conservation.

Goal #1: Maximize Energy Efficiency

*During Landscaping*

During the summer months, tall deciduous trees sited along the southwest and west of a residence provide shade and protect the home from solar heat gain keeping the outdoor surroundings cool. During winter, leaves drop off allowing winter sun to shine through to heat the home passively. The result is less reliance on mechanical heating and cooling systems. The following shall be implemented throughout the Project:

- Where practical, place tall, deciduous trees to the southwest and west (as well as east) sides of the house to block hot afternoon summer sun.

Non-permeable materials used as ground covering absorb and trap the sun's heat, contributing to the increase in the average daily temperature surrounding the home. Permeable materials cut down on the amount of heat absorbed and re-radiated from the surface. Use of permeable materials prevents additional solar heat gain surrounding the home and reduces reliance on mechanical cooling systems. The following shall be implemented throughout the Project:

- Reduce the amount of non-permeable surface on each lot to the maximum extent possible.

Goal #2: Maximize Water Quality and Conservation

*Landscape Considerations*

Drought tolerant and native plants are required as part of the plant palette.

Different types of plants have different watering and maintenance needs. A zoned irrigation system delivers the appropriate amount of water to the appropriate landscaping zone as needed. Use a drip irrigation system and/or zoned irrigation system with a rain sensor shut-off feature. The shut-off feature prevents unnecessary irrigation during rainy periods.

Consider landscape treatments instead of lawns. Where lawns or gardens are proposed, incorporate

retention grading and/or construct as a swale to allow for maximum retention and control of stormwater flows.

viii. Irrigation

Irrigation Point of Connection Master Plans will begin to be created during the tentative map process as grading, lot configuration and maintenance responsibility begins to be more precise and will act as coordination mechanisms between the landscape architect, civil engineer, dry utility consultant, utility provider, and water district through the construction document process.

All common irrigation areas shall be capable of being operated by a computerized irrigation system which includes an onsite weather station/ET gage capable of reading current weather data and making automatic adjustments to independent program run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failures due to mainline breaks and eliminating over watering and flooding due to pipe and/or head breaks. All landscaped areas shall be watered with a permanent underground irrigation system.

ix. Maintenance Responsibility

The majority of the common site landscaping within SP106, A17 will be maintained by the HOA. All landscape areas shall be maintained in accordance with the best industry standards for professional landscape maintenance. Such maintenance shall include watering, fertilization, mowing, edging, pruning, trimming, herbicide programming, pesticide programming, clean-up and other on-going seasonal programmed maintenance functions. Replacement of dead or diseased plant materials originally approved shall be accomplished on a routine basis. Irrigation systems shall be routinely inspected, repaired and maintained in an operating condition at all times. All walks shall be kept routinely free of litter and debris.

x. Lighting

Lighting fixtures should be selected to complement the architecture and layout of the Project. The quantity and quality of light, as measured in foot-candles, should be consistent with the Mount Palomar Lighting Ordinance (Ordinance No. 655). Lighting levels should not be so intense as to draw attention to the glow or glare of the Project site. See **Figure C-36, Typical Lighting Fixtures**.

- All light fixtures shall be shielded to minimize glare and the illumination upon neighboring properties and open space areas.
- Light fixtures should be architecturally compatible with building design when prominently visible.
- Lighting systems should incorporate timers and sensors to avoid unnecessary illumination and to conserve energy.
- Any lights that are considered “non-standard” by the County shall be maintained by the HOA.

xi. Mailboxes

Once construction documents are underway, a mailbox master plan will be created and coordinated with the United States Postal Service, identifying type and location of mailbox structures. See **Figure C-37, Typical Mail Boxes**.





**TYPICAL LIGHTING  
FIXTURES - FIGURE C-36**





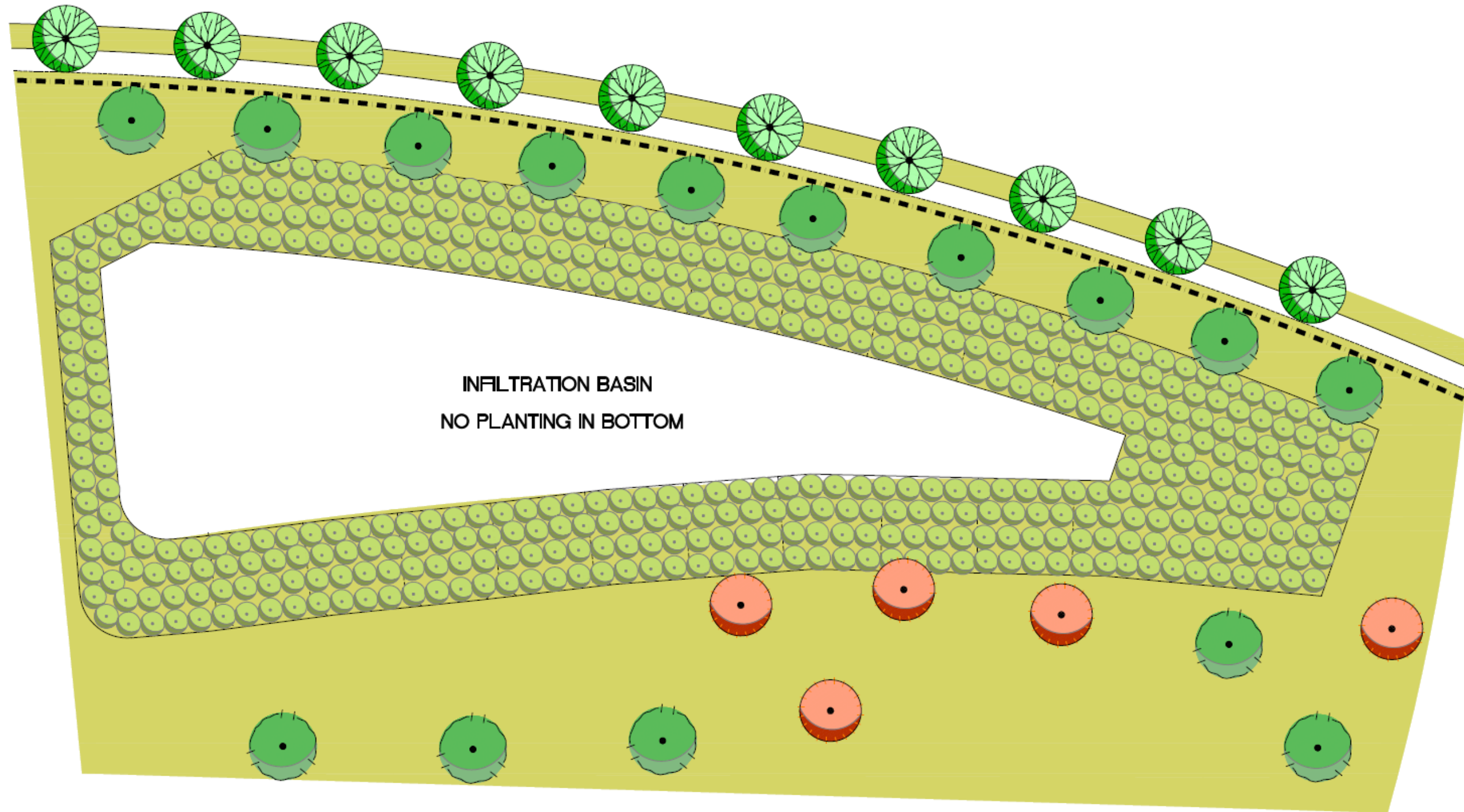
**TYPICAL MAILBOXES  
FIGURE C-37**



xii. Water Quality

It is anticipated that detention/water quality basins will be located within SP106, A17. These basins will be strategically located within the Project in order to adequately convey, retain and treat Project run-off before discharging the run-off off-site. These basins are not intended for any dual use (i.e., recreational use). The basins shall be designed to Riverside County Flood Control and Water Conservation District requirements and specification. These basins shall be maintained by the HOA. See **Figure C-38, Typical Basin**.

*This page left intentionally blank for pagination purposes.*



**TYPICAL BASIN**  
**FIGURE C-38**