



KELLER CROSSING

RIVERSIDE COUNTY
SPECIFIC PLAN



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Chapter 1

INTRODUCTION

- 1.1 DESIGN INSPIRATION AND GUIDING PRINCIPLES
- 1.2 SPECIFIC PLAN SETTING
- 1.3 OPPORTUNITIES & CONSTRAINTS
- 1.4 DOCUMENT PURPOSE

CHAPTER 1—Introduction

1.1 Design Inspiration and Guiding Principles

The creative vision for the Keller Crossing Specific Plan draws its inspiration from a set of guiding principles that primarily focus on allowing for a flexible development program, while also celebrating the uniqueness of the site. Six key guiding principles are listed as follows:

Craft a Flexible Master Plan. Provide a broad array of land uses that allows for flexible adaptation to market trends and conditions.

- Generate a dynamic array of residential, retail, office and mixed-use zoning.
- Provide for a spectrum of housing opportunities to support an aging population.

Create a Destination. Create a unique mixed-use master plan that is responsive to the future needs of the surrounding communities and sub-region by providing varying experiences to residents and visitors alike.

- Promote a balanced, yet flexible integration of land uses.
- Create a stand-alone destination master plan.
- Create meaningful spaces throughout site that are destinations in and of themselves.

Apply Contextual Design Principles. Respect the natural terrain and topography within and surrounding the site by designing a plan that is organic in form and function.

- Provide a creative and flexible land plan that minimizes impacts while providing a functional and dynamic sense of place.
- Maintain a strong connection to the open space and terrain that surrounds the site and developed areas.
- Design roadways, buildings and public spaces that are efficient, while also celebrating the uniqueness of the site.

Borrow from Local Heritage. Respect the heritage of the French Valley by implementing an agrarian theme that is rustic in character, but flexible enough to be applied to a variety of land use conditions.

- Develop design guidelines that are contextually appropriate and true in character and theme.
- Incorporate an agrarian landscape theme and palette.
- Incorporate a palette of colors and materials that are symbiotic with the site surroundings.

Respect Property Edges. Provide thoughtful edge condition treatments that respect surrounding land uses, enhance uses within the site, and add value to the master plan.

- Design sufficient buffers along edges shared with rural land uses utilizing a combination of landscape, open space, roadway and/or building design.
- Provide an adequate urban-wildlands interface and transition edge along habitat conservation areas.
- Create a visually appealing landscape buffer that protects the site from adverse highway effects, while also providing for a distinctive marketing window.

Consider the Environment. Create a mixed-use pedestrian-friendly community that is based on sustainability principles. These are highlighted throughout the document in the form of “Green Concepts” and are easily identified by the following symbol:



- Maintain ecological values and create opportunities to maximize future ecological functions.
- Establish strategies to reduce greenhouse gas emissions, enhance air quality, and promote the public health of the future and neighboring residents.
- Integrate green building practices to reduce energy use, improve indoor air quality and conserve natural resources.
- Increase the transportation system efficiency and decrease demand for gasoline powered vehicles.
- Protect adjacent open space and habitat through compatible landscape species and run-off control.
- Low level and shielded lighting to protect adjacent habitat and meet Dark Sky criteria.

1.2 Specific Plan Setting

The first step in the planning process involves identifying the Specific Plan Area's context within the surrounding community and region. This requires an analysis of the physical, cultural and political issues that affect the Specific Plan Area ("SP Area").

1.2.A Location and Jurisdiction

The 200-acre (approximately) Keller Crossing property is located in the French Valley Region of western Riverside County (see Exhibit 1-1, [Regional Map](#)) and falls within the Sphere of Influence (SOI) of the City of Murrieta. State Highway 79, otherwise known as Winchester Road, forms the eastern boundary of the property. The incorporated cities of Murrieta and Temecula lie just west and south of the project site and the City of Menifee lies to the north and west. Diamond Valley Lake, a Metropolitan Water District (MWD) reservoir and regional recreational amenity, is located approximately three miles north and east. The Skinner Reservoir and Lake Skinner Recreation Area lie approximately 3 miles south and east of the Specific Plan Area. Lake Skinner serves as an MWD reservoir and the land that surrounds it functions as a regional park with camp sites, hiking and fishing. Regional access to the site is provided by Interstate 215 (I-215), a north-south oriented, regional corridor that services the western Riverside County sub-region. Three major east-west oriented roadways connect the site to the I-215 corridor include: Domenigoni Parkway (4 miles) and Scott Road (0.5 miles) to the north and Murrieta Hot Springs Road (6 miles) to the south. The publicly owned French Valley Regional Airport is located four miles south of the Specific Plan Area.

The Specific Plan Area is bound on the south by Keller Road, on the west by Pourroy Road, on the north by rolling foothills and, as previously mentioned, on the east by State Highway 79 (see Exhibit 1-2, [Aerial Photograph](#)). At the time of Specific Plan approval, Keller Road and Pourroy Road existed as dirt roads that served various properties and residences that surround the site while State Highway 79 existed as a two-lane paved corridor providing regional north/south access through the French Valley.

The land that makes up the Specific Plan Area consists of flat to rolling terrain with several small, ephemeral drainage courses (see Exhibit 1-3, [Existing Topography Map](#)). The highest elevation on the site is 1,589 feet above sea level and consists of a knoll located in the northeast corner of the SP Area. The lowest elevation on the site is 1416 feet above sea level and is located in the southeast corner, near Keller Road. A majority of the storm water flows towards the south and east, passing via culverts under Highway 79; however a small amount does flow off-site to the west along Pourroy Road. Currently, most of the site (approximately 75%) is utilized for agricultural purposes.

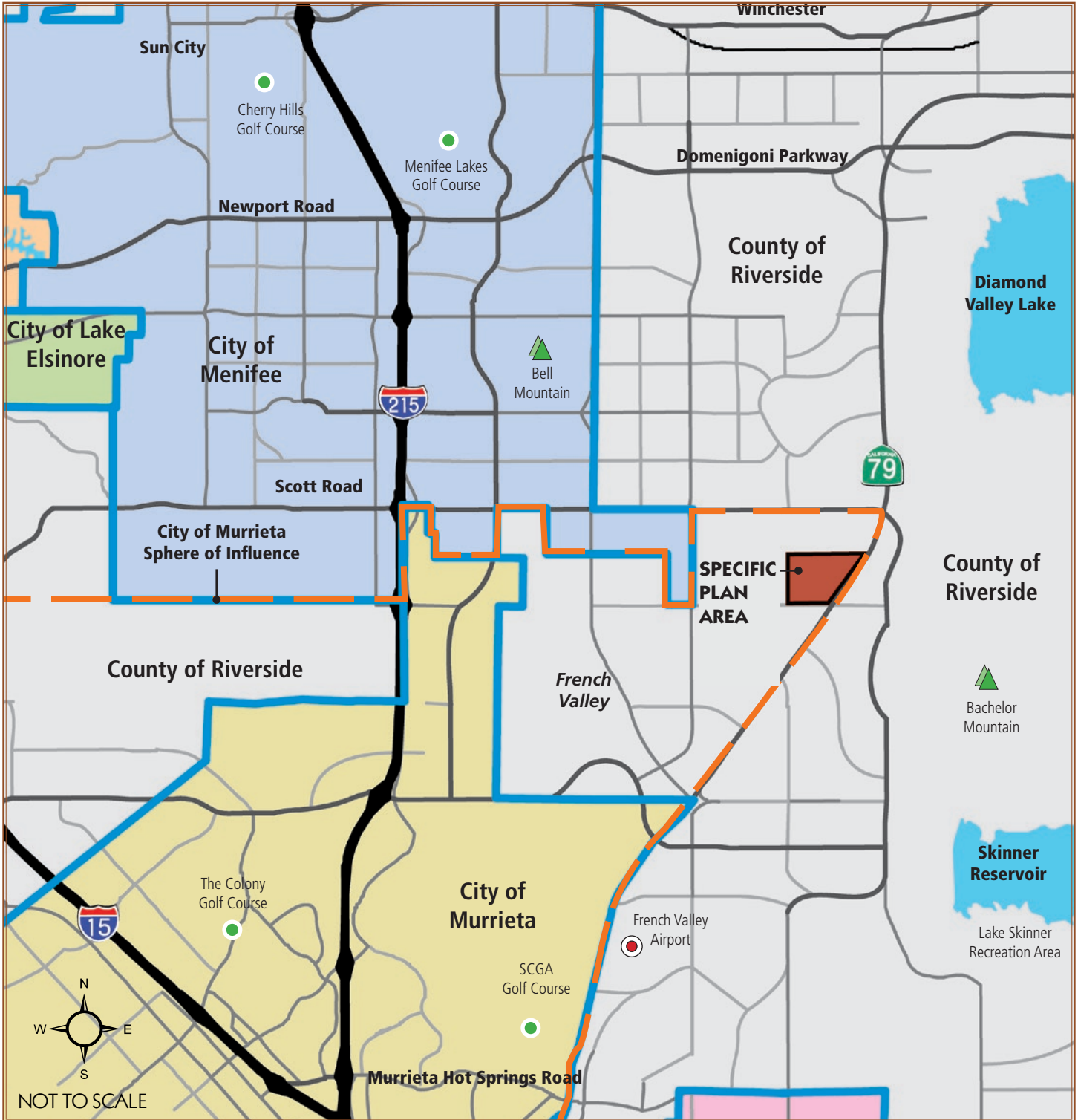


Exhibit 1-1: Regional Map

[\(Click for online map\)](#)

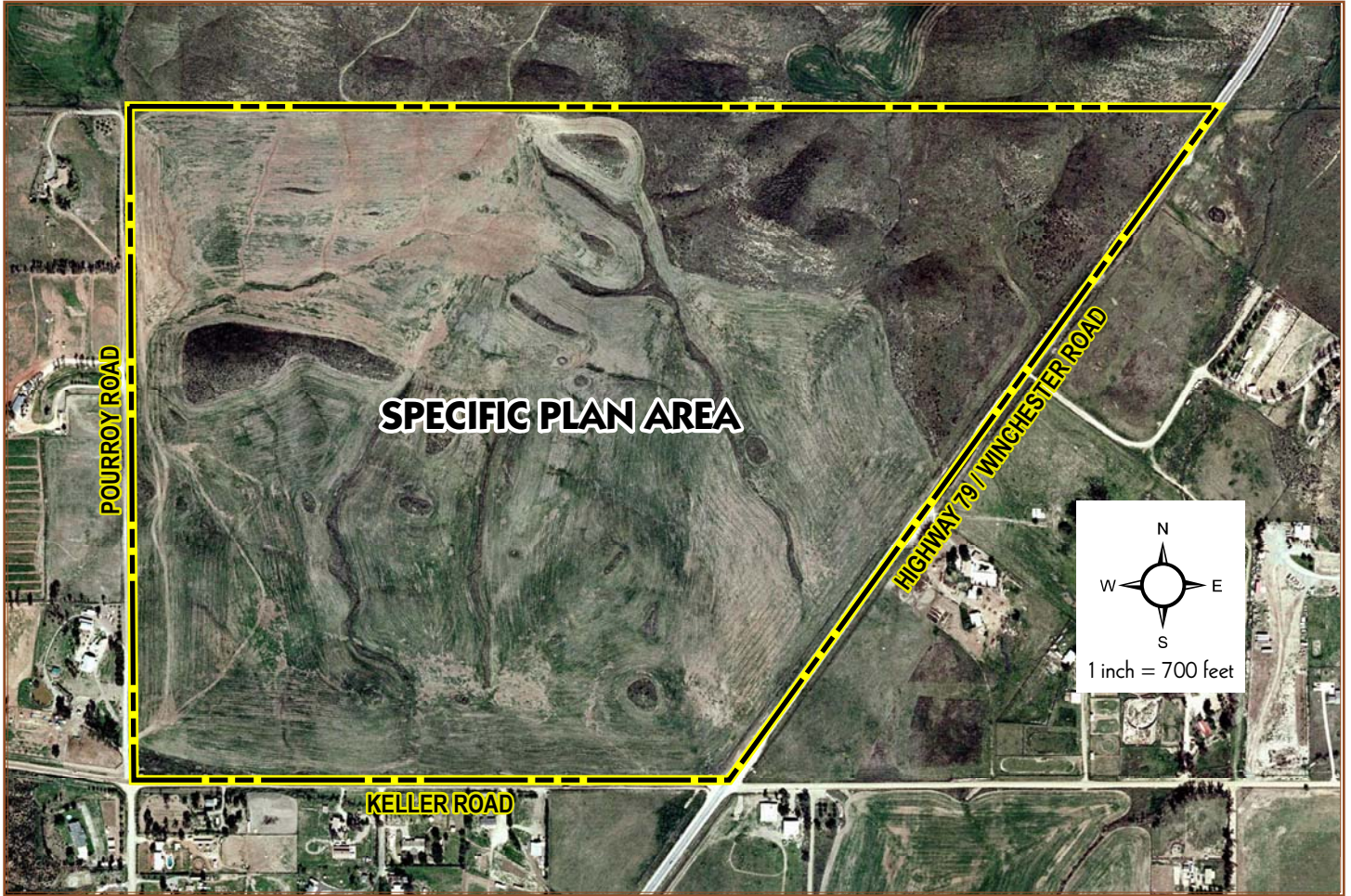


Exhibit 1-2: Aerial Photograph

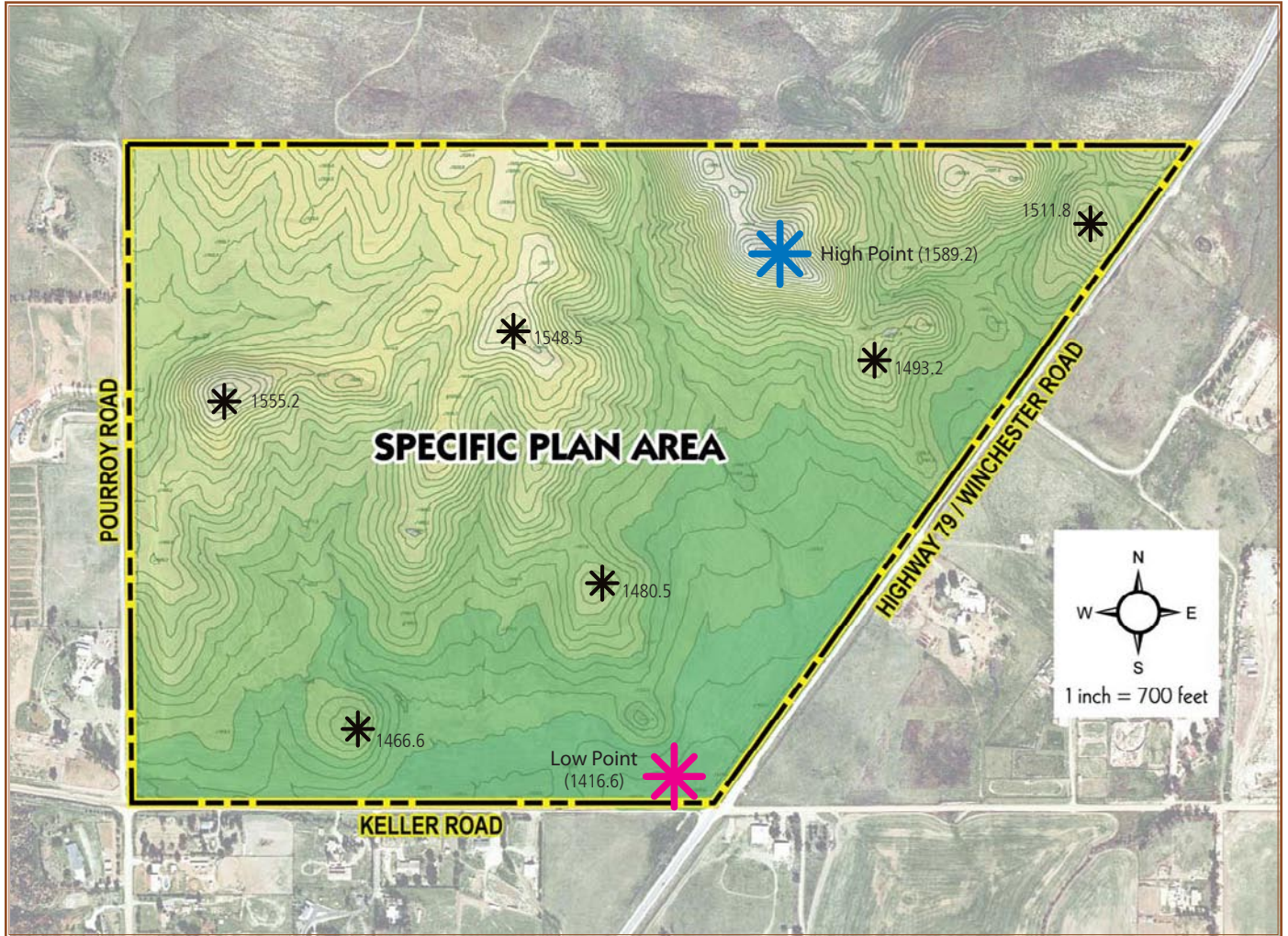


Exhibit 1-3: Existing Topography Map

The Specific Plan Area is immediately surrounded by rural residential homes with varying lot sizes, as well as significant plots of agriculture and open space lands (see Exhibit 1-4, [Surrounding Development Map](#)). However, suburban development in the form of residential tract homes and master planned communities exist within one-half mile to the south of the property.

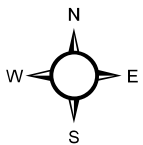
The Riverside County General Plan (adopted on October 7, 2003) governs the land uses planned for the Keller Crossing Specific Plan Area and the immediate vicinity that surrounds the site. Due to the large geographic scope of Riverside County, the General Plan is divided into smaller Area Plans. The Keller Crossing Specific Plan lies within the Southwest Area Plan (SWAP). The land uses designated near the Specific Plan Area include Rural Residential to the south, west and east and Community Development (Low Density Residential, Medium Density Residential, Medium High Density Residential, Very High Density Residential, Commercial Retail, Mixed Use) to the north, east and south (see Exhibit 1-5, [Surrounding Land Use Map](#)). The portion of land designated as Rural Residential to the east of the Specific Plan Area includes a Community Development Overlay. A Community Development Overlay allows Community Development land use designations to be applied through General Plan Amendments in the future while maintaining the underlying land use designations (Rural Residential in this case) until such time as the Community Development land uses are approved. Essentially, the Specific Plan Area is surrounded by Community Development land use designations in three directions (north, east and south).

A majority of the Community Development land uses surrounding the project site lie within approved Specific Plans. The 1,650-acre Winchester 1800 Specific Plan (SP 286) is located a half mile south of the Specific Plan Area and allows for the development of 4,695 residential dwelling units in varying densities, retail commercial, public facilities and recreation/open space uses. A majority of the residential units in SP 286 have been constructed. The 1,734-acre Domenigoni-Barton Properties Specific Plan (SP 310) is located immediately to the north of the Specific Plan Area and allows for the development of 4,186 residential units in varying densities, various commercial uses, two mixed use community centers, a golf course and various recreational/open space uses.

The Keller Crossing Specific Plan also falls within the jurisdiction of the Southern California Association of Governments (SCAG) and the Western Riverside Council of Governments (WRCOG). Together, these agencies are responsible for regional transportation planning and the implementation of California Assembly Bill No. 32 ([AB 32](#)) and Senate Bill No. 375 ([SB 375](#)). AB 32 requires a statewide reduction in greenhouse gas emissions by 2020 based on 1990 levels. SB 375 further implement AB 32 by requiring Metropolitan Planning Organizations (MPOs) such as SCAG/WRCOG to establish thresholds for greenhouse gas emissions in order to meet the statewide goals. These thresholds directly impact new development within local jurisdictions and will be a basis for future environmental review, pursuant to the California Environmental Quality Act ([CEQA](#)), for all new development in the region. At the time of this document's preparation, thresholds had not yet been determined for Western Riverside County; however, this Specific Plan provides sustainable design concepts and techniques to reduce the level of greenhouse gas emissions. It is anticipated that these concepts and techniques will result in compatibility with future SCAG/WRCOG plans.



Exhibit 1-4: Surrounding Development Map



NOT TO SCALE

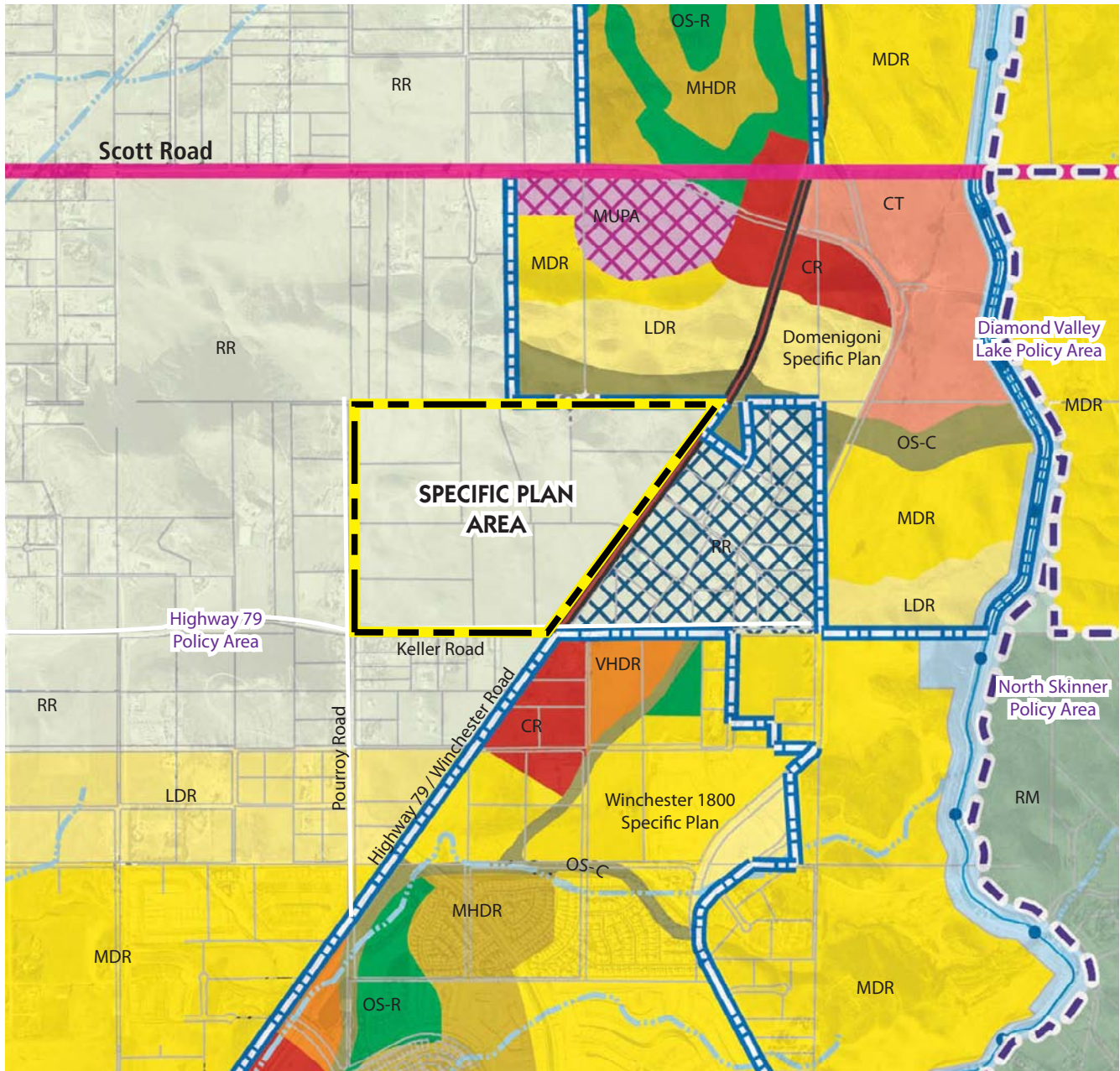
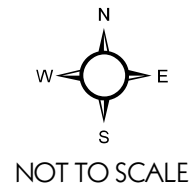


Exhibit 1-5: Surrounding Land Use Map

- COMMUNITY DEVELOPMENT**
- Low Density Residential
 - Medium Density Residential
 - Medium High Density Residential
 - Very High Density Residential
 - Commercial Retail
 - Commercial Tourist
 - Mixed Use Planning Area
- RURAL**
- Rural Residential
 - Rural Mountainous

- OPEN SPACE**
- Conservation
 - Open Space- Recreation
- OVERLAYS**
- Community Center
 - Community Development
 - Area Plan Boundaries
 - Specific Plan Boundary
 - Policy Area



1.2.B Responsible Agencies, Jurisdictions and Districts

The following table outlines the agencies, jurisdictions and districts for each of the primary elements that make up this Specific Plan. If you are viewing a digital version (PDF) of this document, an active link is provided for access to the listed web site.

SPECIFIC PLAN ELEMENT	NAME	ADDRESS	PHONE NUMBER	WEB ADDRESS
GOVERNMENT				
Local Government	Riverside County Board of Supervisors District 3	4080 Lemon Street Fifth Floor Riverside, CA 92501	951.955.1000	www.countyofriverside.us
Regional Government (COG)	Western Riverside Council of Governments (WRCOG)	4080 Lemon Street 3rd Floor Riverside, CA 92501	951.955.7985	www.wrcog.cog.ca.us
Regional Government (MPO)	Southern California Association of Governments (SCAG)	818 W. Seventh Street 12th Floor Los Angeles, CA 90017	213.236.1800	www.scag.ca.gov
State Government	State of California Office of Planning & Research (OPR)	1400 Tenth Street Sacramento, CA 95814	916.322.2318	www.opr.ca.gov
NATIVE AMERICAN TRIBES				
Cultural Resources - Archaeology	Pechanga Band of Luiseño Indians	Post Office Box 2183 Temecula, CA 92593	951.308.9295	www.pechanga-nsn.gov
Cultural Resources - Archaeology	Soboba Band of Luiseño Indians	Post Office Box 487 San Jacinto, CA 92581	951.654.5544	www.soboba-nsn.gov
LAND USE				
Land Use Planning	Riverside County Planning Department	4080 Lemon Street Ninth Floor Riverside, CA 92501	951.955.3200	www.rctlma.org/planning
TRANSPORTATION				
Local Transportation	Riverside County Transportation Department	4080 Lemon Street Ninth Floor Riverside, CA 92501	951.955.6880	www.rctlma.org/trans
Regional Transportation	Riverside County Transportation Commission	4080 Lemon Street 3rd Floor Riverside, CA 92502	951.787.7141	http://www.rctc.org/
State Transportation	California Department of Transportation - District 8	464 West 4th Street San Bernardino, CA 92401	909.393.4631	www.dot.ca.gov/dist8
Regional Air Transportation	French Valley Airport	37552 Winchester Road Murrieta, CA 92563	951.600.7297	rivcoeda.org/Default.aspx?tabid=522
Trails and Bikeways	Riverside County Regional Park & Open Space District	4600 Crestmore Road Riverside, CA 92509	800.234.7275	www.riversidecountyparks.org
Transit	Riverside Transit Agency	1825 Third Street Riverside, CA 92517	951.565.5000	www.riversidetransit.com

SPECIFIC PLAN ELEMENT	NAME	ADDRESS	PHONE NUMBER	WEB ADDRESS
OPEN SPACE & RESOURCES				
Open Space Parks	Valley-Wide Recreation & Park District	901 West Esplanade San Jacinto, CA 92582	951.654.1505	www.valleywiderecreation.org
Open Space Natural/MSHCP	Regional Conservation Authority Western Riverside County	3403 10th Street, Suite 320 Riverside, CA 92501	951.955.9700	www.wrc-rca.org
Natural Resources Local/Regional	Riverside County Environmental Programs Department	4080 Lemon Street 12th Floor Riverside, CA 92501	951.955.6892	www.rctlma.org/epd
Natural Resources State	California Department of Fish and Game - Inland Deserts Region	3602 Inland Empire Boulevard, Suite C-220 Ontario, CA 91764	909.484.0167	www.dfg.ca.gov/regions/6
Natural Resources Federal	U.S. Fish & Wildlife Service			
ECONOMIC DEVELOPMENT				
Facilities Operation and Maintenance	Economic Development Agency	1325 Spruce Street Suite 400 Riverside, CA 92507	951.955.8916	www.rivcoeda.org
PUBLIC FACILITIES & SERVICES				
Water System	Eastern Municipal Water District	2270 Trumble Road Perris, CA 92570	951.928.3777	www.emwd.org
Sewer System	Eastern Municipal Water District	2270 Trumble Road Perris, CA 92570	951.928.3777	www.emwd.org
Drainage & Flood Control	Riverside County Flood Control & Water Conservation District	1995 Market Street, Riverside, CA 92501	951.955.1200	www.rcflood.org
Regional Water Quality	San Diego Regional Water Quality Control Board	9174 Sky Park Court Suite 100 San Diego, CA 92123	858.467.2952	www.waterboards.ca.gov/sandiego
Law Enforcement	Riverside County Sheriff's Department	4095 Lemon Street Riverside, CA 92501	951.955.2400	www.riversidesheriff.org
Fire Department	Riverside County Fire Department	2300 Market St., Suite 150 Riverside, CA 92501	951.955.4886	www.rvcfire.org

Table 1-1: Responsible Agencies, Jurisdictions and Districts

1.3 Opportunities & Constraints

The first step in any planning process requires a comprehensive assessment of the environmental and jurisdictional constraints presented on the site. In addition various opportunities are also presented when evaluating the development feasibility of a particular site. The following is a list of the key opportunities and constraints that were encountered and played key roles in the land use plan design for the Keller Crossing Specific Plan. Additionally, Exhibit 1-6, [Opportunities & Constraints Map](#), highlights the key opportunities & constraints in graphical format. For a comprehensive analysis of all environmental factors that were evaluated for this Specific Plan, please review the accompanying Project EIR No. 525.

Biological Resources. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is one element of a comprehensive regional planning effort (Riverside County Integrated Project or “RCIP”) begun in 1999. Along with a transportation and general plan component, the MSHCP forms the nucleus of an open-space plan for the western part of Riverside County. The primary goal of the MSHCP is to enhance and maintain biological diversity and ecosystem processes while allowing for future economic growth and development. Ultimately, the MSHCP will result in an MSHCP Conservation Area in excess of 500,000 acres and focuses on Conservation of 146 species. The Western Riverside County Regional Conservation Authority (RCA) was established in 2004 as a Joint Powers Authority (JPA) that consists of 16 cities and the county and is charged with administering the Western MSHCP.

Similar to the General Plan, the MSCHP document is divided into Area Plans and the Keller Crossing Specific Plan lies within the Southwest Area Plan of the MSHCP. The Specific Plan Area contains two “Criteria Cells” that further outline the conservation measures required as mandated by the MSHCP. In summary, Criteria Cells # 5173 and 5169 require conservation that contributes to “Proposed Constrained Linkage 17”. Conservation is to be focused on grassland, chaparral habitat and coastal sage scrub habitat along the northern most portion of the Specific Plan Area. Essentially, Proposed Constrained Linkage 17 provides habitat for species and also provides for movement of species from Proposed Habitat Core 2 (Antelope Valley) to a Proposed Extension of Existing Core Habitat 6 (Lake Skinner and Johnson Ranch).

Prior to the approval of this Specific Plan, the property owner engaged in a Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and ultimately obtained approval by the RCA (documented as HANS No. 1995 and included in EIR No. 525).

In addition to the provisions for conservation, the MSHCP also outlines a process for protecting species associated with riparian/riverine areas and vernal pools.

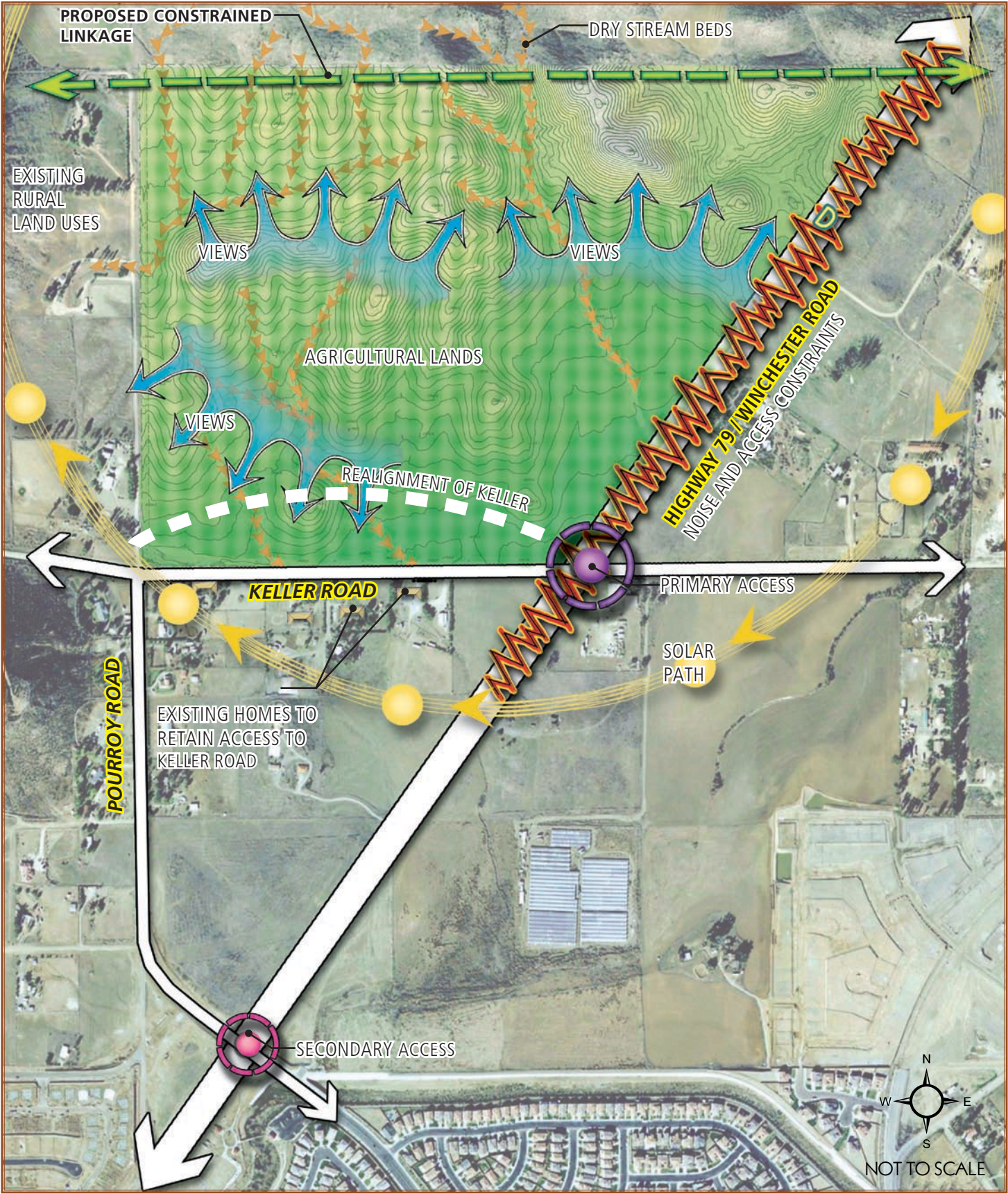


Exhibit 1-6: Opportunities & Constraints Map

A jurisdictional delineation report (included in EIR No. 525) was prepared and determined that no riparian/riverine habitat is present on the site.

GREEN CONCEPT

The design of the land use plan for Keller Crossing (further discussed in Section 2 of this document) includes conservation of over 30% of the SP Area as natural open space. This open space conservation area contains habitat targeted by the MSHCP for preservation and also contributes to a regional wildlife linkage for various animal species.

General Plan Roadways. Three General Plan Roadways are designated adjacent to and near the Specific Plan Area: 1) Highway 79 / Winchester Road, 2) Keller Road and 3) Pourroy Road. The following is a brief description of each roadway:

Highway 79 / Winchester Road. This roadway is designated as an Expressway with an ultimate right-of-way of 220 feet, accommodating up to eight lanes. Highway 79 is a regional north-south expressway that connects the cities of Temecula/Murrieta to the south with Banning/Beaumont to the north (see Exhibit 1-1, Regional Map). At the time of Specific Plan approval, the segment of roadway adjacent to the SP Area existed as two lanes; however, construction of two additional lanes (one Northbound and one Southbound) has begun near the Specific Plan Area.

The primary constraint presented by Highway 79 is that of access. Expressway designations prohibit direct access to adjacent property and therefore all primary access to the Specific Plan Area must be via Keller Road, with secondary access connections to Pourroy Road. Highway 79 also presents noise constraints that can be mitigated with building placement and landscape buffers.

A primary opportunity presented by Highway 79 is site visibility. Site visibility along a major regional expressway provides a major opportunity for commercial or office land uses along the eastern Specific Plan Area boundary. The northwest intersection of Highway 79 and Keller Road also provides for a highly visible “retail corner” development.

Keller Road. Keller Road is designated as a Secondary Highway with a right-of-way of 100 feet, two lanes of travel in each direction (4 lanes total) and no center median. Currently, Keller exists as a dirt road that parallels the southerly Specific Plan Area boundary in a west-east alignment. This presents a major constraint at the intersection of Highway 79 where Keller Road intersects at a less than desirable angle. As a result, Keller Road must be realigned through the Specific Plan Area in an effort to improve the intersection and bring it in-to conformance with Riverside County Transportation Department (RCTD) standards. RCTD standards require that Keller Road form a ninety degree angle (or as close to a ninety degree

angle as feasible) at its intersection with Highway 79. Until completion of a new connection of Keller Road to Highway 79 the existing unsurfaced Keller Road intersection will continue to be in use but will be closed from any access to Highway 79 when the permanent connection is in service.

Another constraint presented by Keller Road is that it serves as primary access to several residential homes and vacant properties adjacent to the southern boundary of the Specific Plan Area. Access to these properties must be maintained and incorporated as a result of the realignment of Keller Road.

Pourroy Road. Similar to Keller Road, Pourroy Road is designated as a Secondary Highway south of Highway 79 (approximately 0.60 miles south of the Specific Plan Area). The current General Plan does not provide a designation for Pourroy Road north of Highway 79. At the time of General Plan approval, Pourroy Road existed as a dirt road (60' row, public road) just north of Highway 79 that continued north of Keller Road along the Specific Plan boundary to provide driveway access for three homes to the west. The segment of Pourroy Road that lies north of Keller Road consisted of a 30' public right-of-way dedication west of the Specific Plan boundary and a 30' access easement east of the Specific Plan boundary.

Edge Conditions. The Specific Plan Area is bound by sensitive edge conditions along all four defining boundaries. As mentioned, Highway 79 parallels the eastern edge of the Specific Plan Area and is the most prominent edge of the developable portion of the Specific Plan Area. At build out, Highway 79 will be a major regional expressway consisting of six lanes. The obvious constraints from a roadway of this type are noise and air quality impacts. Design of the areas adjacent to Highway 79 must acknowledge these constraints by providing adequate building placement and landscape buffers that mitigate these impacts, while also preserving viewsheds into the developed area.

To the south and west lie rural residential land uses and vacant property. The interface between these land uses and the development within the Specific Plan Area must be sensitively designed in an effort to protect the long-term viability of uses both on and off-site. Sensitive design of these edge conditions may occur by utilizing creative landscape techniques, roadway design and building placement techniques.

GREEN CONCEPT

As previously mentioned, the MSCHP requires the preservation of land within the northern portions of the Specific Plan Area. The MSHCP provides guidelines pertaining to the "Urban/Wildlands Interface" where development abuts conserved open space lands. Essentially the guidelines provide design measures related to drainage, toxic chemicals, lighting, noise, invasive vegetation species, barriers and grading. Development along this edge must comply with the guidelines as outlined in Section 6.1.4 of the MSHCP document (attached as Appendix A of this Specific Plan).

Hydrology and Drainage. The Keller Crossing Specific Plan Area contains several ephemeral streambed drainages that convey surface water throughout the site. A majority of water conveyed within these streambeds traverses the site in a southeasterly fashion, ultimately passing through culverts placed under Highway 79. Based on hydrological studies prepared for this Specific Plan, many of these culverts are undersized based on natural drainage flows, resulting in ponding and periodic flooding west of Highway 79. As formerly mentioned, construction of the Highway 79 widening is underway, and these culverts will be increased in size to accommodate existing flows as a result.

GREEN CONCEPT {  }

Even with these planned size increases, storm water detention and water quality treatment basins must be incorporated into the development of the Specific Plan Area. The size and placement of the detention and water quality treatment basins present a notable constraint to the overall design and development of the Specific Plan Area. The basins must be landscaped with plants that are appropriate to be located adjacent to water.

GREEN CONCEPT {  }

Solar Exposure. Solar exposure is an important consideration in the design of any community and, more specifically, building orientation and placement. The climate and east-west orientation of the site provides excellent south-facing solar exposures, making the Specific Plan Area ideal for passive solar designs and the harnessing of solar energy. All of the developable portions of the Specific Plan Area consist of open grasslands with no trees, further enhancing opportunities for solar exposure. Any trees designed into the landscape will take into account desired solar exposure. Use of deciduous species will provide shading in the summer and exposure in the winter.

Topography and Soils. The topography of the Specific Plan Area ranges from 1416 to 1589 feet above sea level and consists primarily of land that has been utilized for agricultural purposes for the past several decades.

The Specific Plan Area consists primarily of grazing land and does not contain prime farmland, unique farmland, or farmland of State significance. Grazing land is not considered to include important soils as classified by the California Environmental Quality Act (CEQA) or the Farmland Protection Policy Act (FPPA). The Specific Plan Area is not within an agricultural preserve.

In addition, the Specific Plan Area is not located within a 100-year floodplain per criteria set forth by the Federal Emergency Management Agency.

As a part of the Specific Plan process, a series of geotechnical evaluations were conducted to determine the suitability of the Specific Plan Area for development. In general, the soils on-site are characterized as being underlain by Mesozoic-age, metasedimentary phyllite bedrock, mantled by relatively thin Very Old Alluvial Channel deposits. Additionally, unmapped young alluvial deposits intermittently occur in the natural drainages on-site. Due to agricultural uses, organic debris and other deleterious materials also exist on-site.

No known active faults cross the site and the site is not within an Alquist-Priolo Earthquake Fault Zone, nor is it within a liquefaction or subsidence zone established by the County of Riverside. However, regional seismic shaking, ranging from moderate to severe, may occur on the property associated with nearby and/or regional faults. Based on the relatively dense nature of the underlying bedrock materials, field sampling, laboratory testing and the geologist's general screening evaluation, the potential for liquefaction within the site is considered very low. Additionally, groundwater was not encountered in the geologist's subsurface investigation.

Additionally, a Phase 1 Environmental Site Assessment was prepared and concluded that the overall potential for significant hazardous materials/waste and/or petroleum contamination on-site is low.

Viewsheds. Three major viewsheds exist within the Specific Plan Area. All of the viewsheds provide view opportunities to on and off-site knolls and rolling hills that define the uniqueness of the site. Viewsheds can be preserved by focusing the alignment of roadways and/or trail systems on the subject of such view, while also ensuring the sensitive placement of landscaping and/or buildings so they do not hinder the view.

1.4 Document Purpose

The purpose of the Keller Crossing Specific Plan is to provide the land use framework for the development of the 200-acre site with a mix of commercial, office, residential and open space uses. Specifically, its purpose is to:

- Determine the appropriate location and intensity of development and mix of land uses within the Specific Plan Area.
- Guide the character of land planning to ensure that high-quality improvements are made to create a safe and inviting mixed-use community.
- Establish public and private sector implementation measures and responsibilities that adequately address both local and regional needs.
- Define the future location and dimensions of streets, rights-of-way and other access ways.
- Identify basic utilities, infrastructure, and public services necessary to support the community.
- Institute planning concepts, design guidelines, utility design, and building techniques that are environmentally responsible.

The Keller Crossing Specific Plan provides the County of Riverside, developers, community groups and service districts with a comprehensive set of plans, regulations, conditions and programs for guiding the systematic development of the Specific Plan Area. In addition to this Specific Plan, three other accompanying planning applications were concurrently submitted:

- General Plan Amendment No. 951 to amend the General Plan from Rural Residential (Rural Foundation Component) to a variety of Community Development land uses as outlined in this Specific Plan.
- Change of Zone No. 7723 to modify the existing zoning of R-R (Rural Residential) to a SP (Specific Plan).
- EIR No. 525 to disclose potential environmental impacts resulting from implementation of the Specific Plan, in accordance with the California Environmental Quality Act (CEQA).

The Keller Crossing Specific Plan has been prepared pursuant to the provisions of California Government Code § 65451, Article 8, authorizing local government agencies the authority to prepare specific plans of development for any area covered by a General Plan, for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §§ 65450-65456 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the agency's General Plan. According to § 65451, a Specific Plan shall include a text and a diagram or diagrams, which specify the following details:

- The distribution, location and extent of land uses, including open spaces within the area covered by the plan.
- The distribution, location, extent and intensity of major components of the public and private transportation, sewage, water, drainage and other essential facilities located within the area covered by the plan and which are necessary to support the land uses described in the plan.
- The standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the items listed above.

In response to government requirements, this Specific Plan has been prepared to provide the essential link between the policies and objectives of the County of Riverside General Plan, the Southwest Area Plan and the development plan of Keller Crossing. By functioning as a regulatory document, this Specific Plan provides a means to implement the County of Riverside's General Plan within the boundaries of the Specific Plan Area. In this regard, all future development plans and entitlements for the Keller Crossing shall be consistent with the regulations set forth in this document and applicable County regulations. This Specific Plan identifies site-specific design requirements applicable within Keller Crossing and, as such, adherence to this Specific Plan will ensure that new development meets or exceeds County standards for environmental safety, infrastructure and site planning while providing provisions for maintenance, aesthetic quality and community identity.

Please note that if you are viewing a digital version (PDF) of this document, certain references have been [highlighted](#) and provide active links to provide for easier document navigation. In addition, certain terms and references contain hyperlinks to web sites for further definition and reference.



CHAPTER 2

SPECIFIC PLAN

- 2.1 LAND USE PLAN
- 2.2 VEHICULAR CIRCULATION
- 2.3 TRAILS AND BIKEWAY PLAN
- 2.4 OPEN SPACE AND RECREATION PLAN
- 2.5 PUBLIC FACILITIES PLAN
- 2.6 GRADING PLAN
- 2.7 SUSTAINABILITY PLAN
- 2.8 IMPLEMENTATION & FINANCING



CHAPTER 2—Specific Plan

2.1 Land Use Plan

The Land Use Plan (see [Exhibit 2-1, Land Use Plan](#)) for Keller Crossing organizes the various land uses needed to serve and support the community. A complementary blend of land uses have been carefully organized to ensure a healthy and diverse community. This section identifies the basic concepts behind the organization of land uses within the Specific Plan Area, establishes a set of regulatory land use categories and regulates the types of uses that can occur within each category.

As mentioned in the previous Chapter (Introduction), the Land Use Plan for Keller Crossing was conceived from the following basic objectives:

- A focus on crafting a flexible master plan
- Creation of a destination for the nearby community and residents alike
- The application of contextual design principals
- A desire to borrow from the local heritage
- A commitment to respect property edges and adjacent land uses
- The use of sustainable principles in design

For reference purposes, areas of land use as outlined in this Specific Plan have been given a Planning Area (or “PA”) number. The following is a description of each the four primary land uses designated within this Specific Plan. The land uses are listed in descending order from those with the highest proportion of dedicated acreage to those with the lowest. [Table 2-1, Land Use Plan Summary](#), summarizes the statistics for each land use category designated within this Specific Plan. [Table 2-2, Planning Area Summary](#), summarizes the statistics for each planning area in this Specific Plan.

2.1.A Mixed Use Land Uses

Planning Area 5 (39.5 acres, 19.7% of SP Area) is designated as Mixed Use and is intended to provide for the development of residential, commercial office, and a Continuing Care Retirement Community (CCRC). The primary purpose of the Mixed-Use designation is to allow for the balanced integration of land uses that promote walkability, the creation of meaningful community spaces, and efficient use of land and other resources.

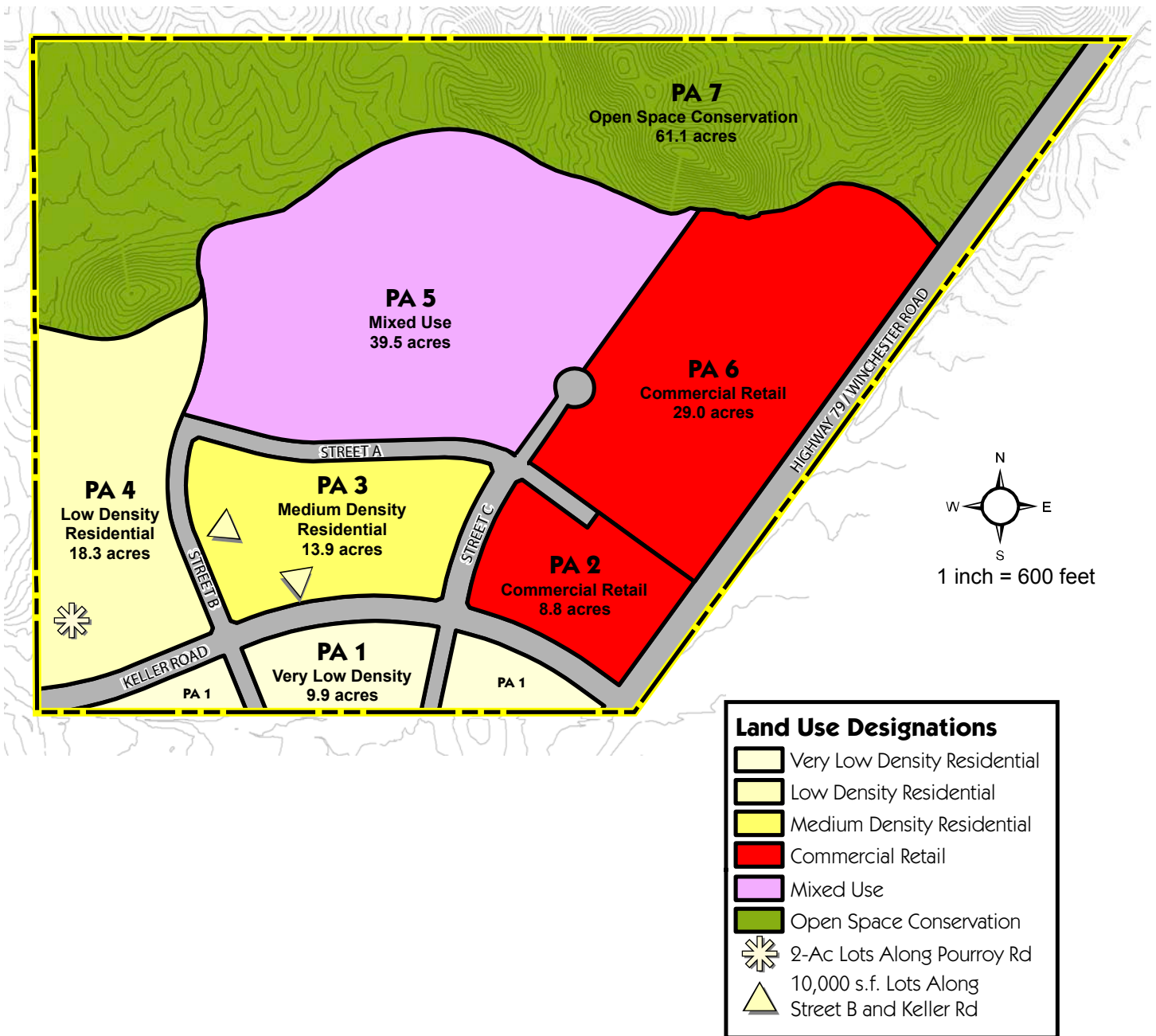


Exhibit 2-1: Specific Plan Land Use Plan

LAND USE	ACRES	RESIDENTIAL DENSITY	TARGET DWELLING UNITS	TARGET SQUARE FOOTAGE
Mixed Use (MU)	39.5	N/A	250	250,000 sf
Commercial Retail (CR)	37.8	N/A	N/A	400,000 sf
Very Low Density Residential (VLDR)	9.9	N/A	3	
Low Density Residential (LDR)	18.3	1.4 du/ac	25	N/A
Medium Density Residential (MDR)	13.9	3.5 du/ac	42	N/A
Open Space Conservation (OSC)	61.1	N/A	N/A	N/A
Master Plan Roadways (MPR)	20.6	N/A	N/A	N/A
Total	201.1	1.6 du/ac	320*	650,000 sf
NOTES: * INCLUDES UP TO 225 CCRC UNITS				

Table 2-1: Land Use Plan Summary

Planning Area	ACRES	RESIDENTIAL DENSITY	TARGET DWELLING UNITS	TARGET SQUARE FOOTAGE
1	9.9	0.3 du/ac	3	N/A
2	8.8	N/A	N/A	125,000 sf
3	13.9	3.0 du/ac	42	N/A
4	18.3	1.4 du/ac	25	N/A
5	39.5	6.3 du/ac	250	250,000 sf
6	29.0	N/A	N/A	275,000
7	61.1	N/A	N/A	N/A
MPR	20.6	N/A	N/A	N/A
Total	201.1	1.6 du/ac	320*	650,000 sf
NOTES: * INCLUDES UP TO 225 CCRC UNITS				

Table 2-2: Planning Area Summary

Due to proximity of PA5 to adjacent residential uses within PA3 and PA4, and the retail uses within PA6, PA5 is well suited for development as a contiguous office park. However, the planning area could be further divided into smaller parcels to accommodate smaller office complexes. A variety of commercial office uses including medical facilities, financial institutions, legal services, insurance services and other offices and services are envisioned to provide job opportunities and community services that support residential development in the Specific Plan Area.



Residential uses within Planning Area 5 are contemplated as higher density attached and detached homes including apartments, townhomes, attached and detached condominiums, clustered homes, and small lot single-family homes. These homes could provide suitable and convenient housing for workers for the adjacent office, retail and CCRC uses.



Table 2-3 outlines a targeted number of units and development square footage in an effort to determine a more specific scenario for implementation of uses within the Mixed Use Planning Area.

Acres	Gross Density ¹	Target Number of Units ²	Target Square Footage ²
39.5	6.3	250	250,000
1. GROSS DENSITY FOR THE OVERALL PLANNING AREA. RESIDENTIAL DENSITIES FOR INDIVIDUAL PROJECTS WITHIN THE PLANNING AREA WILL EXCEED THIS NUMBER. 2. MAY INCLUDE UP TO 225 CCRC UNITS			

Table 2-3: Mixed Use Planning Area Statistics

A portion of the target residential units may also consist of CCRC units. The Continuing Care Retirement Community (CCRC) use allows seniors to “age in place,” with flexible accommodations that are designed to meet their health and housing needs as these needs change over time. Typically, residents entering a CCRC sign a long-term contract that provides for housing, services and nursing care, usually all in one location, enabling seniors to remain in a familiar setting as they grow older.

If pursued, a CCRC may include one or more of the following “sub-uses” that make up the overall community:

- **Independent Living Units.** These units are for healthy, active seniors and may consist of apartments, cottages, townhouses, duplexes, cluster homes or single-family homes.
- **Assisted Living Units.** Assisted Living units are for those who need some assistance in daily living activities, but who also want to experience some independence. The units may be studio apartments and/or one-bedroom apartments with scaled down kitchens.

- **Skilled Nursing Facility.** Consists of accommodations for those who require skilled nursing care. These living units are furnished single rooms with a bathroom, usually shared with one or more other residents.
- **Memory Care Facility.** A Skilled Nursing Facility that focuses on residents with Alzheimer’s Disease or other forms of memory loss.

The following table outlines the maximum units and/or beds for each CCRC sub-use in Planning Area 5.

SUB-USE	UNITS	BEDS
Independent Living	125	--
Assisted Living	100	--
Skilled Nursing	--	100
Memory Care	--	50
Totals	225	150

Table 2-4: CCRC Sub-Use Statistics

Planning Area 5 is not required to develop as a Continuing Care Retirement Community. If a CCRC is not pursued, residential uses may developed instead. In accordance with the Riverside County General Plan, the intent of a Mixed Use designation is not to identify a particular mixture or intensity of land uses, but to designate an area where a mixture of residential, commercial, office, entertainment, educational and/or recreational uses can be developed. While this definition applies to the development of a CCRC, implementation of one or more of the formerly mentioned land uses shall be considered consistent with this Specific Plan so long as no additional environmental impacts result from such development.



2.1.B Commercial Retail Land Uses

A significant portion (37.8 acres, 18.8%) of the Keller Crossing Specific Plan Area is dedicated to Commercial Retail land use. Commercial Retail land uses are designated in two planning areas along the eastern portions of the Specific Plan Area.

Commercial Retail uses are designated along the Highway 79 corridor along the eastern edge of the Specific Plan within Planning Areas 2 and 6. The primary purpose for designation of Commercial Retail uses within these two planning areas is due to high visibility from the highway. Secondly, Planning Area 2 is situated at a major intersection (Highway 79 & Keller Road) providing for both high visibility and easy access along Keller Road.

The Commercial Retail designation allows for the development of commercial retail uses at a neighborhood, community or regional level, as well as for professional office. At 29.0 acres in size, Planning Area 6 is well suited for highway oriented commercial uses such as a regional medical center, shopping center, and or auto mall. Planning Area 2 (8.8 acres) is envisioned as a smaller scale, neighborhood sized shopping center that may include a grocery store, drug store and other locally serving shops.

This Specific Plan outlines a target square footage of commercial development in an effort to determine a more precise scenario for each commercially designated planning area. The following table highlights the development criteria for each commercially designated planning area in the Specific Plan.

PLANNING AREA	DESIGNATION	ACRES	GP MINIMUM FAR	GP MAXIMUM FAR	TARGET SQUARE FOOTAGE
2	CR	8.8	0.20	0.35	125,000
6	CR	29.0	0.20	0.35	275,000
Total/Avg		37.8	--	--	400,000

Table 2-5: Commercial Planning Area Statistics



The target square footage of development in any of the commercially designated planning areas may be increased by up to 20% without an amendment to this Specific Plan, so long as the total square footage of commercial development within the Specific Plan Area does not exceed 650,000 square feet. A substantial conformance application will be required with a proposal to increase the target square footage within a planning area when the increase exceeds 20%.

2.1.C Residential Land Uses

Very Low Density Residential (VLDR). One planning area (PA1) is designated for Very Low Density Residential land uses. At 9.9 acres, Very Low Density Residential land uses make up 4.9% of the Specific Plan Area. This residential land use category targets the development of up to 3 single-family detached residential homes on two-acre minimum lots.



Planning Area 1 is located in the southern-most portion of the Specific Plan Area along Keller Road (a dirt roadway) and serves as a lower density land use buffer between the rural land uses that exist to the south and the higher intensity uses that are planned in the central and east portions of the Specific Plan Area.

Low Density Residential (LDR). One planning area (PA 4) is designated for Low Density Residential land uses. At 18.3 acres, Low Density Residential land uses make up 9.1% of the Specific Plan Area. This residential land use category allows for the development of up to 25 single-family, detached residential homes on 20,000 square foot minimum lots with the added requirement that all lots adjacent to Pourroy Road shall be two acres in size.



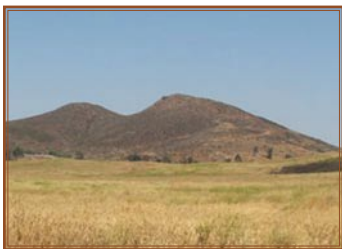
Planning Area 4 is located in the western most portion of the Specific Plan Area along Pourroy Road (a dirt driveway) and serves as a lower density land use buffer between the rural land uses that exist to the west and the higher intensity uses that are planned in the central and east portions of the Specific Plan Area.

Medium Density Residential (MDR). One planning area (PA 3) is designated for Medium Density Residential land uses. At 13.9 acres, Medium Density Residential land uses make up 6.9% of the Specific Plan area. This residential land use category allows for the development of up to 42 single family, detached residential homes on minimum 5,000 square foot lots. However, in order to provide a lower density land use buffer between the VLDR land use adjacent in PA1 and the LDR land use adjacent in PA4, and the rural uses that exist off-site, all lots adjacent to both Keller Road and Street B shall be 10,000 square feet in size.

Planning Area	Designation	Acres	Density	Target Number of Units
1	VLD	9.9	0.3	3
3	MDR	13.9	3.0	42
4	LDR	18.3	1.4	25

Table 2-6: Residential Planning Area Statistics

2.1.D Open Space Land Uses



GREEN CONCEPT { }

Open Space Conservation (OS-C). A total of 61.1 acres (30.4%) of the Specific Plan Area are designated as Open Space Conservation and are planned to remain as permanent natural open space. As previously mentioned in this document, Planning Area 7 contributes open space land to the Western Riverside County Multi-Species Habitat Conservation Preservation (MSHCP) plan. Combined with additional open space designations to the north and west in the Domenigoni-Barton Specific Plan (SP 310), Planning Area 7 contributes to formation of Proposed Constrained Linkage 17. Proposed Constrained Linkage 17 would provide a connection between core areas to the east and west of the Specific Plan Area. Areas preserved as a part of Planning Area 7 include non-native grassland, Riversidean sage scrub and agricultural lands.

Prior to the approval of this Specific Plan, the property owner engaged in a Property Owner Initiated Habitat Acquisition and Negotiation Strategy (HANS) and ultimately obtained approval by the RCA (documented as HANS No. 1995 and included in the EIR No. 525). The 61.1 acres identified as Open Space Conservation through the HANS process shall be conserved in perpetuity and maintained as open space by the conveying the land in fee title of via conservation easement to the Regional Conservation Authority (RCA).

2.1.E Master Plan Roadways

While not technically a land use, the master plan roadways (and associated rights-of-way, parkways and sidewalks) designated within this Specific Plan account for 20.6 acres (10.2%) of the Specific Plan Area. The Roadway Master Plan is outlined in the following section of this document (Section 2.2, Roadway Master Plan).



2.1.F Land Use Plan Development Standards

To ensure the orderly and sensitive development of land uses proposed for the Keller Crossing Specific Plan, development standards have been prepared for each planning area (as outlined in Chapter 3 of this document) which will assist in efficiently implementing the proposed development. In addition to the specific planning area standards, general development standards have also been prepared. These general standards are intended to complement the unique conditions of each planning area and are outlined as follows:




1. The Keller Crossing Specific Plan area shall be developed with a maximum of 650,000 square feet of commercial uses and 320 residential units on 201.1 acres, as illustrated on Exhibit 2-1, Specific Plan Land Use Plan.
2. General uses permitted include commercial, residential, mixed use and open space as described on the land use plan and in the individual planning area exhibits (Exhibits 3-1 through 3-6).
3. A targeted number of square feet is specified for each commercial planning area. The proposed targeted amount of square feet contained in any implementing subdivision application may exceed the targeted square feet without an amendment to this plan, provided that the an equal or greater number was unused in a previously or concurrently approved application within another planning area. In no case shall the commercially based development exceed 650,000 square feet.
4. Uses and development standards shall be in accordance with Riverside County Ordinance No. 348 and the Keller Crossing Specific Plan Zoning Ordinance and shall further be defined by the objectives of this Specific Plan, the Specific Plan Design Guidelines (as outlined in Chapter 4 of this document) and future detailed development proposals including subdivisions, plot plans, and/or conditional use permits. This Specific Plan conforms to California State laws.
5. Standards regarding signage, landscaping and other related design elements shall conform to Riverside County Ordinance No. 348 and this Specific Plan. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning ordinance requirements.
6. Development of implementing subdivisions shall be in accordance with the mandatory requirements of all Riverside County codes including Ordinance Nos. 348 and 460.

7. Except for the Specific Plan Zoning Ordinance adopted concurrently with this Specific Plan, no portion of the Specific Plan, which purports or proposes to change, waive, modify any ordinance or other legal requirement for the development, shall be considered to be a part of the adopted Specific Plan.
8. A review in compliance with the California Environmental Quality Act (CEQA) shall be conducted to determine potential environmental impacts resulting from each tract, change of zone, plot plan, specific plan amendment or any land use application required to implement this Specific Plan, unless said proposal is determined to be consistent with EIR No. 525 and does not require subsequent environmental documentation, or is exempt from the provisions of CEQA. The CEQA review shall be prepared as part of the review process for these implementing projects
9. For the security and safety of future residents, employees and guests, the applicant and/or developer shall incorporate the following design concepts within each individual tract:
 - a. Circulation for pedestrians, bicyclists, vehicles, police patrols and emergency response vehicles
 - b. Lighting of streets, service areas and walkways
 - c. Visibility of doors and windows from the street and between buildings, where practical
10. The following crime prevention measures shall be considered during site and building layout design, in addition to those above, for security and safety of future residents, employees and guests:
 - a. Addresses which light automatically at night
 - b. Special lighting requirements on any buildings that are grouped in such a way that individual addresses are difficult to read
 - c. Front doors into residences that front toward or are visible from the street and allow for easy drive-by surveillance by law enforcement professionals, where practical
11. Prior to issuance of building permits, improvement and irrigation plans for adjacent common areas shall be submitted for Planning Department approval. Irrigation plans shall be certified by a landscape architect.

2.2 Vehicular Circulation

Exhibit 2-2, Roadway Master Plan, highlights and classifies the primary roadways within the Specific Plan Area. The pages that follow provide descriptions, cross-sections and detailed information for each of the primary roadway types planned within the Specific Plan Area.

 Where possible rural lighting concepts should be used for roadways. Only the minimum lighting necessary for safety should be provided to protect the night sky.

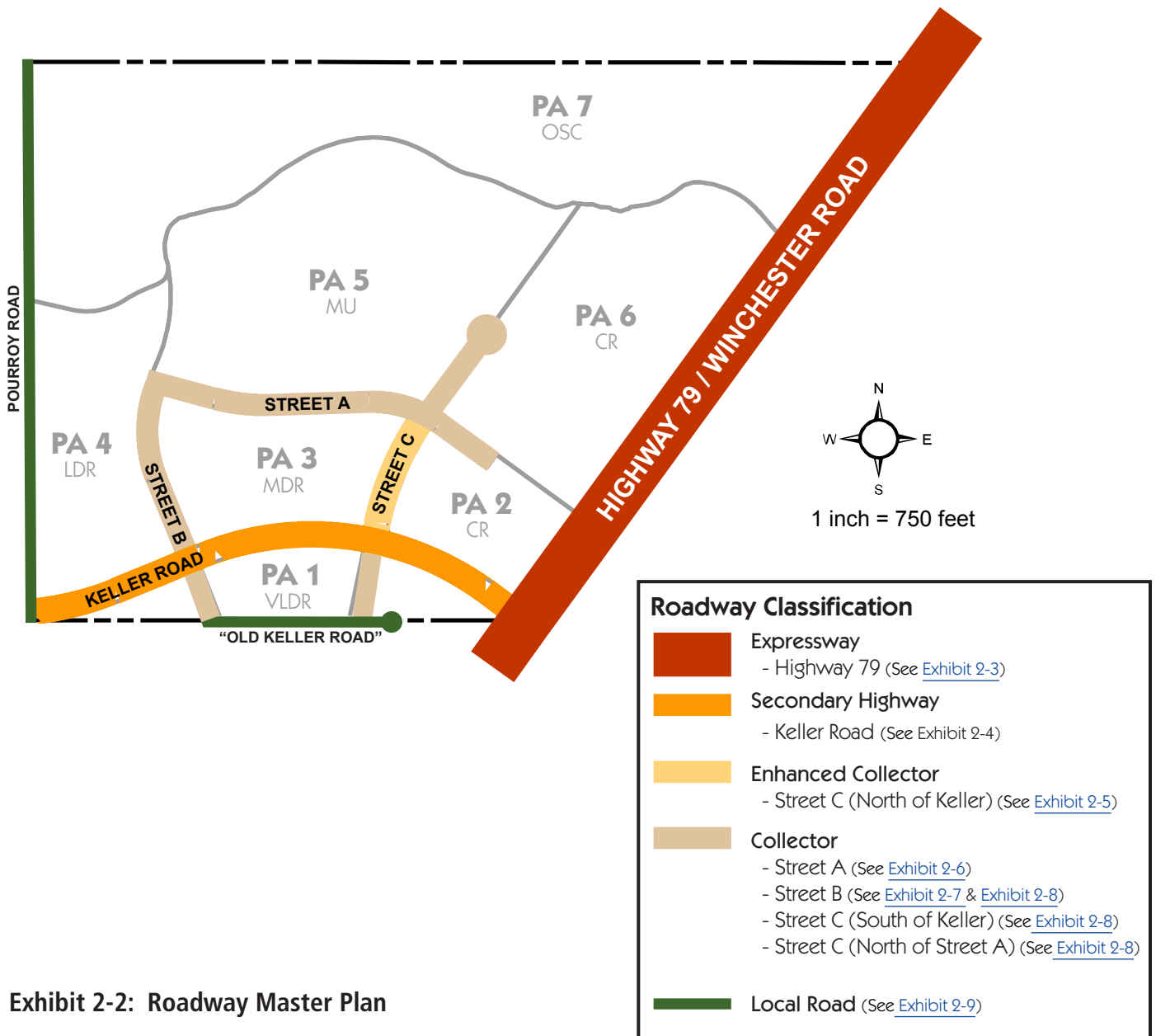


Exhibit 2-2: Roadway Master Plan

2.2.A - HIGHWAY 79 / WINCHESTER ROAD Expressway

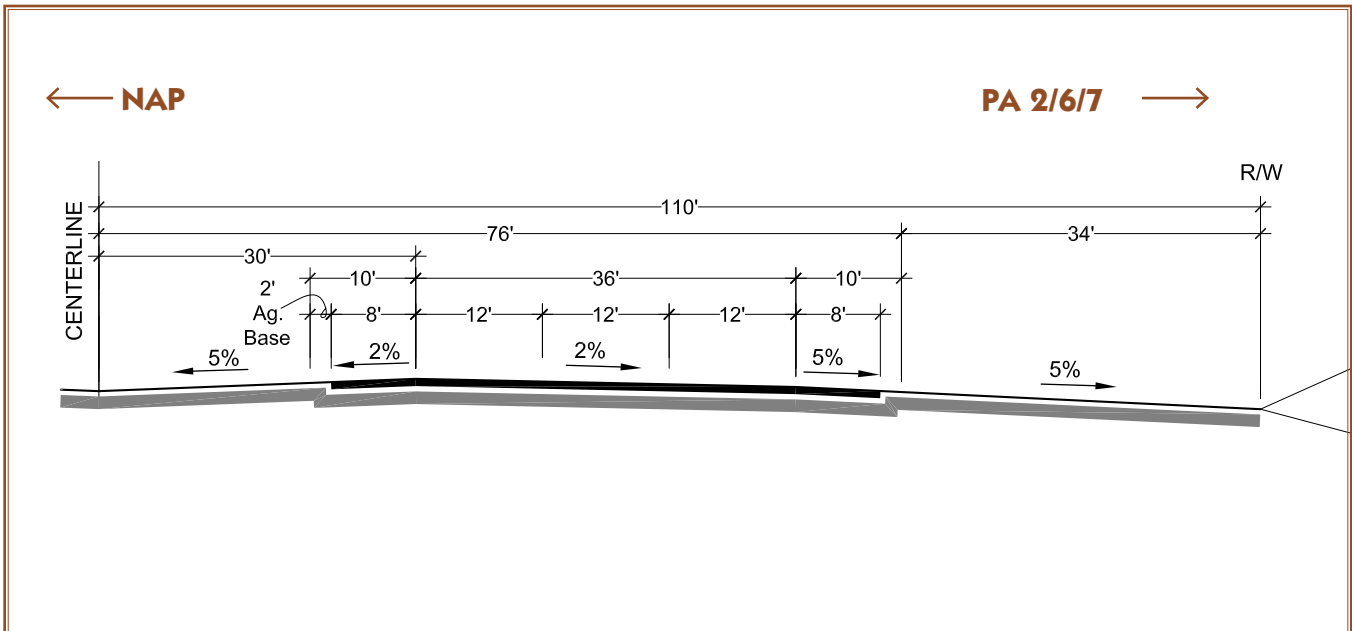


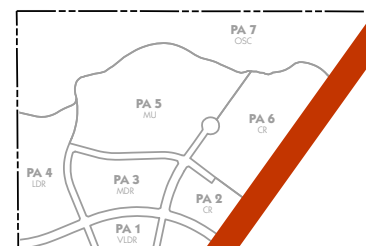
Exhibit 2-3: Highway 79 / Winchester Road Cross Section

ROW	220'
PAVEMENT WIDTH	148'
(including median)	
LANES	6
MEDIAN	Yes
WIDTH	60'
TYPE	Grade
PUBLIC PARKWAY	Yes
WIDTH	34'
SIDEWALK	No
WIDTH	N/A
TYPE	N/A
BIKE LANE	None

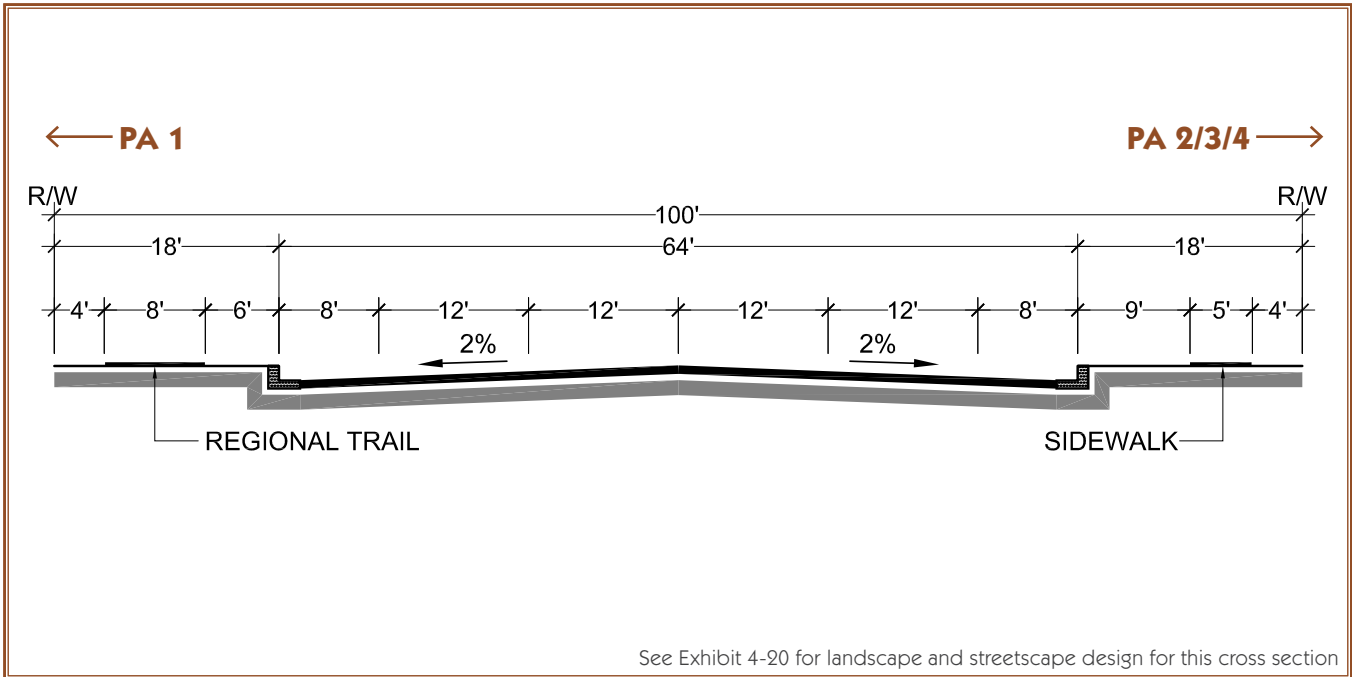
Highway 79 is a major north-south corridor in the Western Riverside County region, and at build out will connect the cities of Beaumont, San Jacinto, Hemet and Temecula. The roadway is planned for eight lanes in various segments throughout its alignment, but only six lanes are planned along the segment that parallels the Specific Plan Area. Direct access to the Specific Plan Area from Highway 79 is prohibited and may only be made via Keller Road.

At the time of Specific Plan approval, this roadway existed as two lanes; however a widening project was underway to increase the lanes to four from Domenigoni Parkway (north) to Thompson Road (south).

Direct access from Highway 79 is not permitted from any Planning Area and is only permitted via Keller Road.



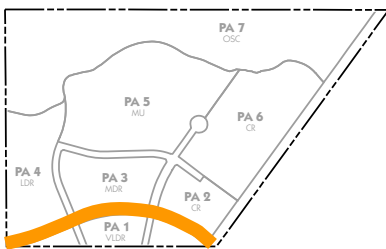
2.2.B - KELLER ROAD Secondary Highway



See Exhibit 4-20 for landscape and streetscape design for this cross section

Exhibit 2-4: Keller Road Cross Section

Keller Road serves as the primary roadway for accessing the Specific Plan Area. Keller Road intersects on the east with Highway 79 / Winchester Road and at General Plan build-out is expected to terminate at an intersection with Interstate 215 in the City of Murrieta to the west. At the time of Specific Plan approval, Keller Road existed as an unpaved dirt road (providing access to homes) and paralleled the southerly Specific Plan boundary.



Keller Road must be realigned through the Specific Plan Area in an effort to improve the intersection and bring it in to conformance with Riverside County Transportation Department (RCTD) standards.

ROW	100'
PAVEMENT WIDTH	64'
LANES	4
MEDIAN	None
WIDTH	N/A
TYPE	N/A
PUBLIC PARKWAY	Yes
WIDTH	18'
SIDEWALK	North ROW
WIDTH	5'
TYPE	Meandering
TRAIL	South ROW
WIDTH	8'
TYPE	Parallel SDG
BIKE LANE	8' (Class II)

2.2.C - STREET C (NORTH OF KELLER) Enhanced Collector

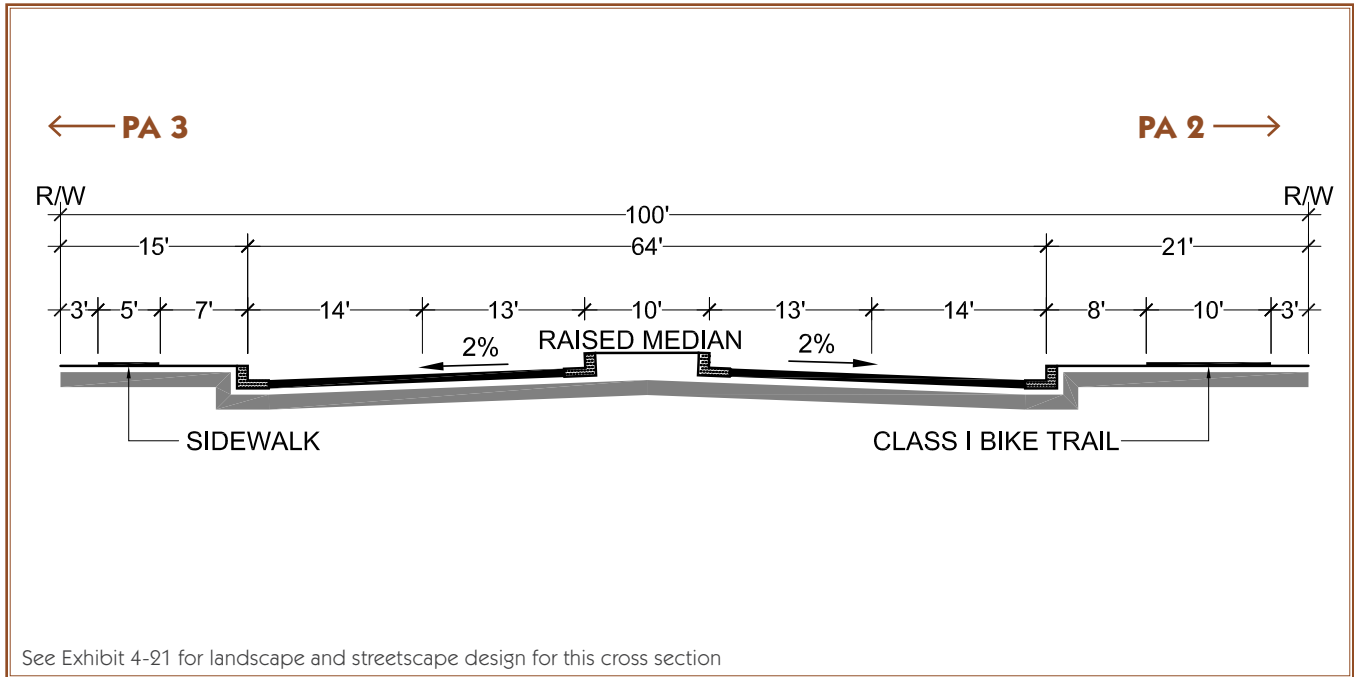
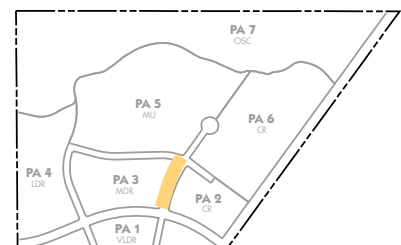


Exhibit 2-5: Street C Cross Section (North of Keller)

ROW	100'
PAVEMENT WIDTH	64'
LANES	4
MEDIAN	Yes
WIDTH	10'
TYPE	Raised
PUBLIC PARKWAY	Yes
WIDTH	15'/21'
SIDEWALK	Yes
WIDTH	5'
TYPE	Parallel
BIKE LANE	10' (Class I)

Street C serves as the primary entry road for the commercial and mixed uses within the Specific Plan Area. Street C consists of four travel lanes with a raised median. Street C begins at a signalized intersection with Keller Road and ends intersection with Street A (signal or roundabout). Primary access to Planning Area 1 is also provided at the Street C/Keller Road intersection.

On-street bike lanes are not provided on Street C; however, an off-street, Class I bike lane is provided along the eastern right of way. This segment is one of three in the overall Class I bike lane network planned that surrounds Planning Area 3.



2.2.D - STREET A Collector Road

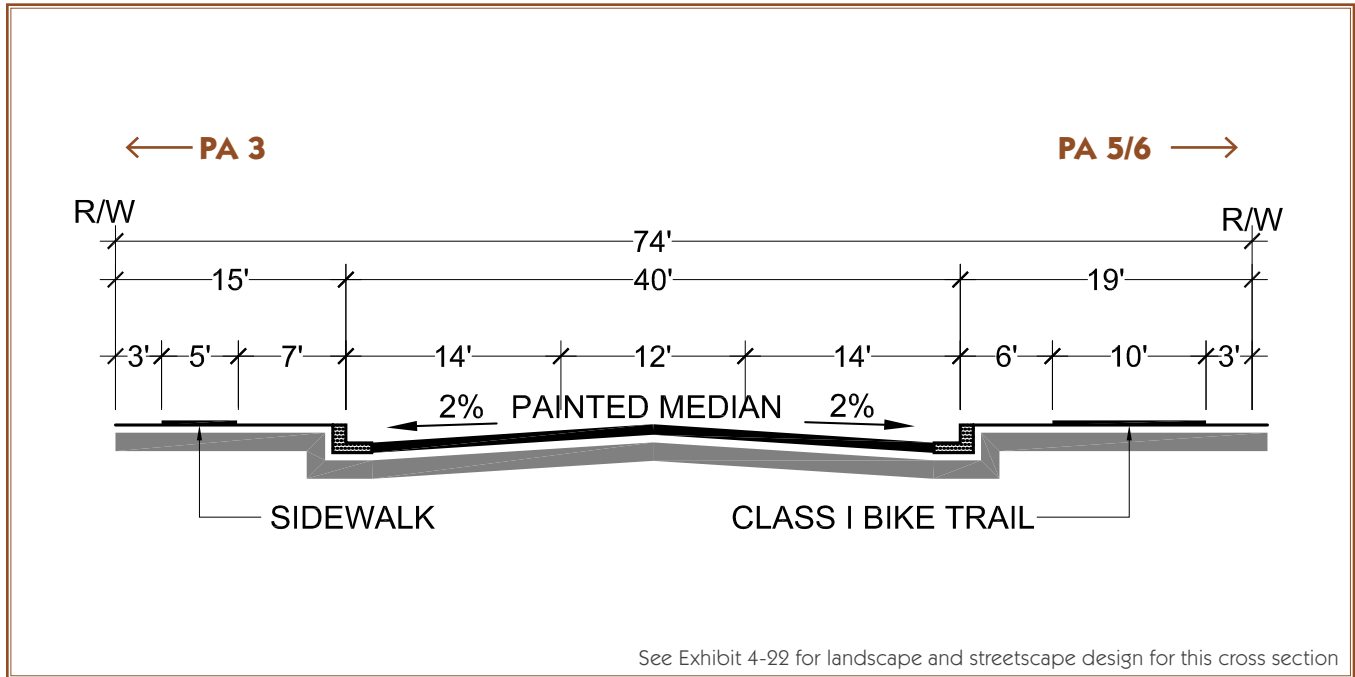
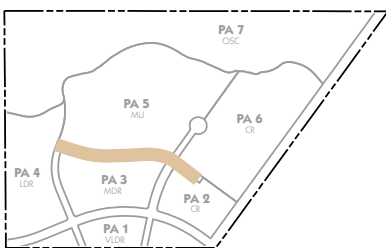


Exhibit 2-6: Street A Cross Section

Street A serves as the primary internal east-west roadway, linking Street B (secondary access to Specific Plan Area) to Street C (primary access to SP Area). This roadway is designed with two lanes of travel, separated by a painted median providing access to a majority of the planning areas. Vehicular controls at each roadway intersection with Street A may be controlled by traditional devices (signal/stop signs) or roundabouts.



While no bike lanes are planned within Street A, a Class I bike lane is planned along the northern right of way. This segment is one of three in the overall Class I bike lane network planned that surrounds Planning Area 3.

ROW	74'
PAVEMENT WIDTH	40'
LANES	2
MEDIAN	Yes
WIDTH	12'
TYPE	Painted
PUBLIC PARKWAY	Yes
WIDTH	15'/19'
SIDEWALK	Yes
WIDTH	5'
TYPE	Parallel
BIKE LANE	10' (Class I)

2.2.E - STREET B (NORTH OF KELLER) Collector Road

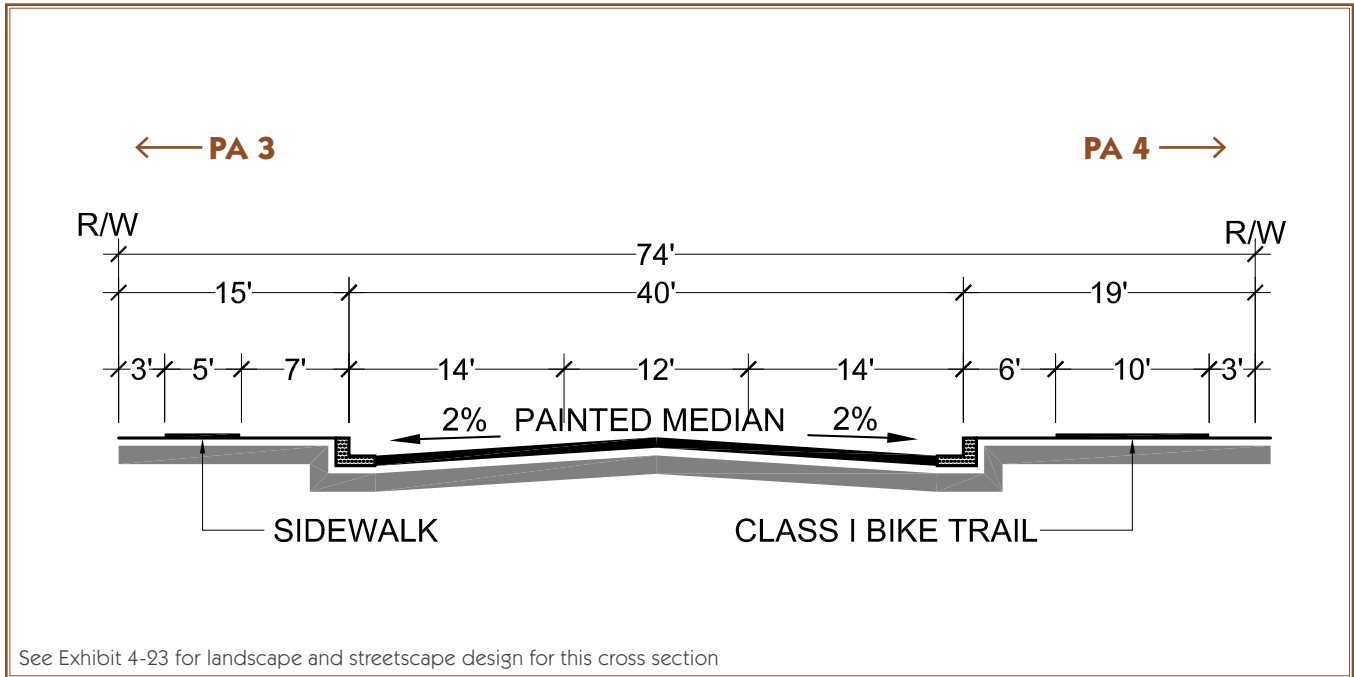
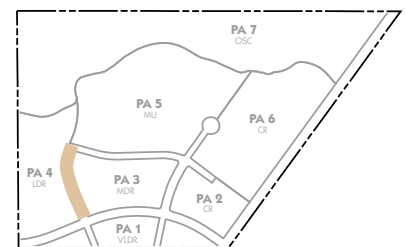


Exhibit 2-7: Street B Cross Section (North of Keller)

ROW	74'
PAVEMENT WIDTH	40'
LANES	2
MEDIAN	Yes
WIDTH	12'
TYPE	Painted
PUBLIC PARKWAY	Yes
WIDTH	15'/19'
SIDEWALK	Yes
WIDTH	5'
TYPE	Parallel
BIKE LANE	10' (Class I)

Street B serves as a secondary entry road for the Specific Plan Area. Street B consists of two travel lanes with a painted median to allow for turns into Planning Areas 3 or 4. Street B begins at an intersection with Keller Road and ends at the intersection with Street A. Access to Planning Area 1 may also be provided at the Street B/Keller Road intersection.

On-street bike lanes are not provided on Street B; however, an off-street, Class I bike lane is provided along the western right of way. This segment of bike lane is one of three that make a loop system around Planning Area 3.



2.2.F - STREETS B&C

Collector Road

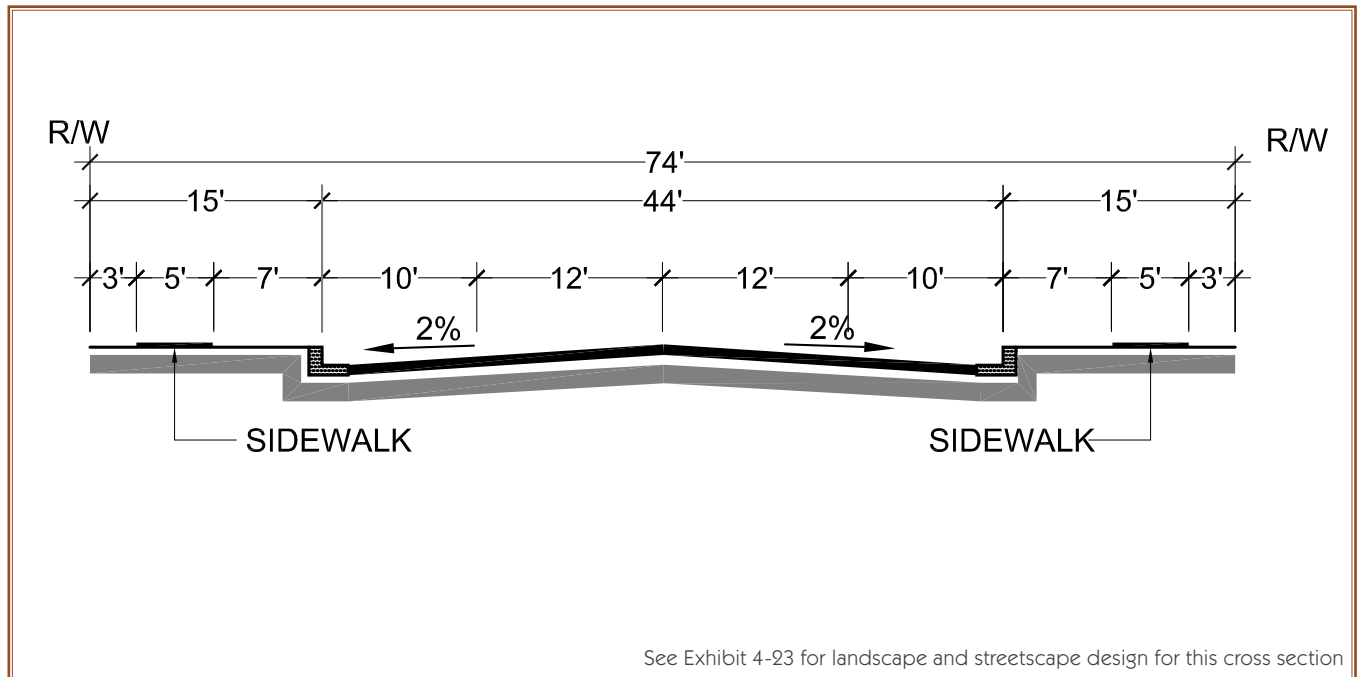
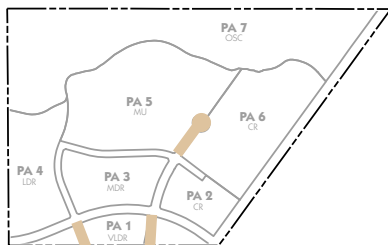


Exhibit 2-8: Streets B & C Cross Section

Portions of Street B and Street C are planned as 74' Collector Roads per Riverside County Transportation Standard No. 103. These segments of road begin south of Keller Road and terminate at the previous alignment of Keller Road (called out as "Old Keller Road" on Exhibit 2-2) and at the extension of Street C, North of Street A.

These segments of Street B and Street C are planned to provide access to Planning Areas 1, 6 and 5 to accommodate community development south of the Specific Plan Area. Additionally, these roadways serve as primary access points to all of the properties that reside along "Old Keller Road."



ROW	74'
PAVEMENT WIDTH	44'
LANES	2
MEDIAN	None
WIDTH	N/A
TYPE	N/A
PUBLIC PARKWAY	Yes
WIDTH	15'
SIDEWALK	Yes
WIDTH	5'
TYPE	Parallel
BIKE LANE	None

2.2.G - LOCAL ROAD

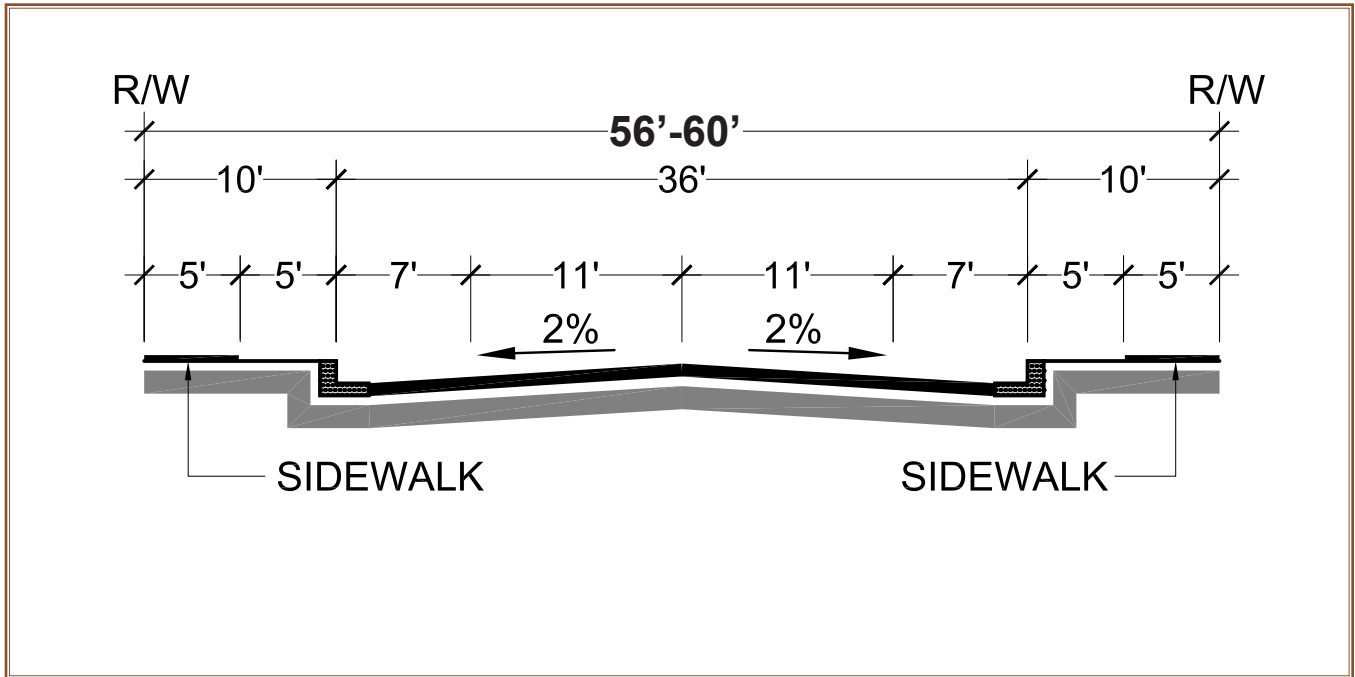


Exhibit 2-9: Local Road Cross Section

ROW	56/60'
PAVEMENT WIDTH	36/40'
LANES	2
MEDIAN	None
WIDTH	N/A
TYPE	N/A
PUBLIC PARKWAY	Yes
WIDTH	10'
SIDEWALK	Yes
WIDTH	5'
TYPE	Parallel
BIKE LANE	None

While this Specific Plan does not highlight all of the locations of local roadways, they will be constructed within each Planning Area to support the residential and commercial land uses.

It is assumed that the internal local roadways shall conform to that of Riverside County standards, as indicated on the cross-section above. However, these standards may be modified, depending upon the type of community developed.

A reduced street cross-section and elimination of one sidewalk may be allowed within Planning Areas 4 & 5. Modifications of local roadway design and configuration shall not require a Specific Plan Amendment.

2.2.H Circulation Plan Development Standards

1. The proposed Circulation Plan provides a roadway design that meets the needs of the master plan. Roadway improvements depicted on Exhibit 2-2, Roadway Master Plan, will be constructed in accordance with the Conceptual Phasing Plan, discussed further in this Chapter of the document.
2. Landscape requirements shall be in accordance with the roadway landscape treatments depicted in Chapter 4, Design Guidelines, Ordinance No. 859 and Ordinance No. 348.
3. All roads within the Specific Plan Area shall be constructed to appropriate full or half-width standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions subject to the approval of the Director of Transportation.
4. The project shall comply with the conditions and requirements set forth by the Riverside County Transportation Department.
5. All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461 or as approved by the Riverside County Transportation Department.
6. Mid-block crosswalks are prohibited.
7. Any landscaping within public road rights-of-way will require approval by the Riverside County Transportation Department and assurance of continuing maintenance through the establishment of or annexation into a landscape maintenance district or similar mechanism, as approved by the Riverside County Transportation Department.

8. No textured pavement accents will be allowed within the County right-of-way. Striping shall be used at pedestrian crossings to create a contrast and enhance safety.
9. Entry monuments and/or identification signs are not permitted within public rights-of-way.
10. Cul-de-sac streets shorter than 150 feet measured to the center of the bulb are not permitted. Also, no cul-de-sac streets longer than 1,320 feet measured to the center of the bulb are permitted.
11. If requested by the Riverside Transit Agency (RTA), bus turnouts shall be created within the County rights-of-way at locations specified by the RTA.
12. While Pourroy Road is shown on the Roadway Master Plan, it may not need to be constructed as a part of the Keller Crossing SP. If construction isn't warranted, right-of-way will be dedicated for future construction.

2.3 Trails and Bikeway Plan

GREEN CONCEPT { }

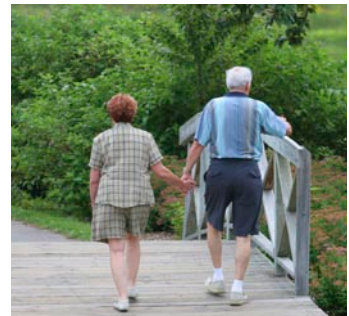
The primary goal of the trails and bikeway plan is to provide alternatives to vehicle travel by providing other transportation options. These alternative modes of transportation are intended to reduce vehicle emissions, clear air and provide for a healthier environment.

This Specific Plan considers a variety of alternative transportation options including walking, biking and public transit. [Exhibit 2-10, Trails and Bikeway Plan](#) highlights the primary alternative transportation routes within the Specific Plan Area. Each type of route and mode is described in further detail below.

2.3.A Pedestrians and Bicycles

GREEN CONCEPT { }

Pedestrian and bicycle connectivity is key to a healthy and livable environment. Visible and safe circulation routes will promote pedestrian and bicycle activity throughout the Specific Plan Area. To promote the use of these clean transportation modes, a comprehensive trail system is planned throughout the Specific Plan Area. This system consists of four types of routes: trails, sidewalks, off-street bike paths and on-street bike lanes. Additional trails may also be provided in scenic open space areas where appropriate.

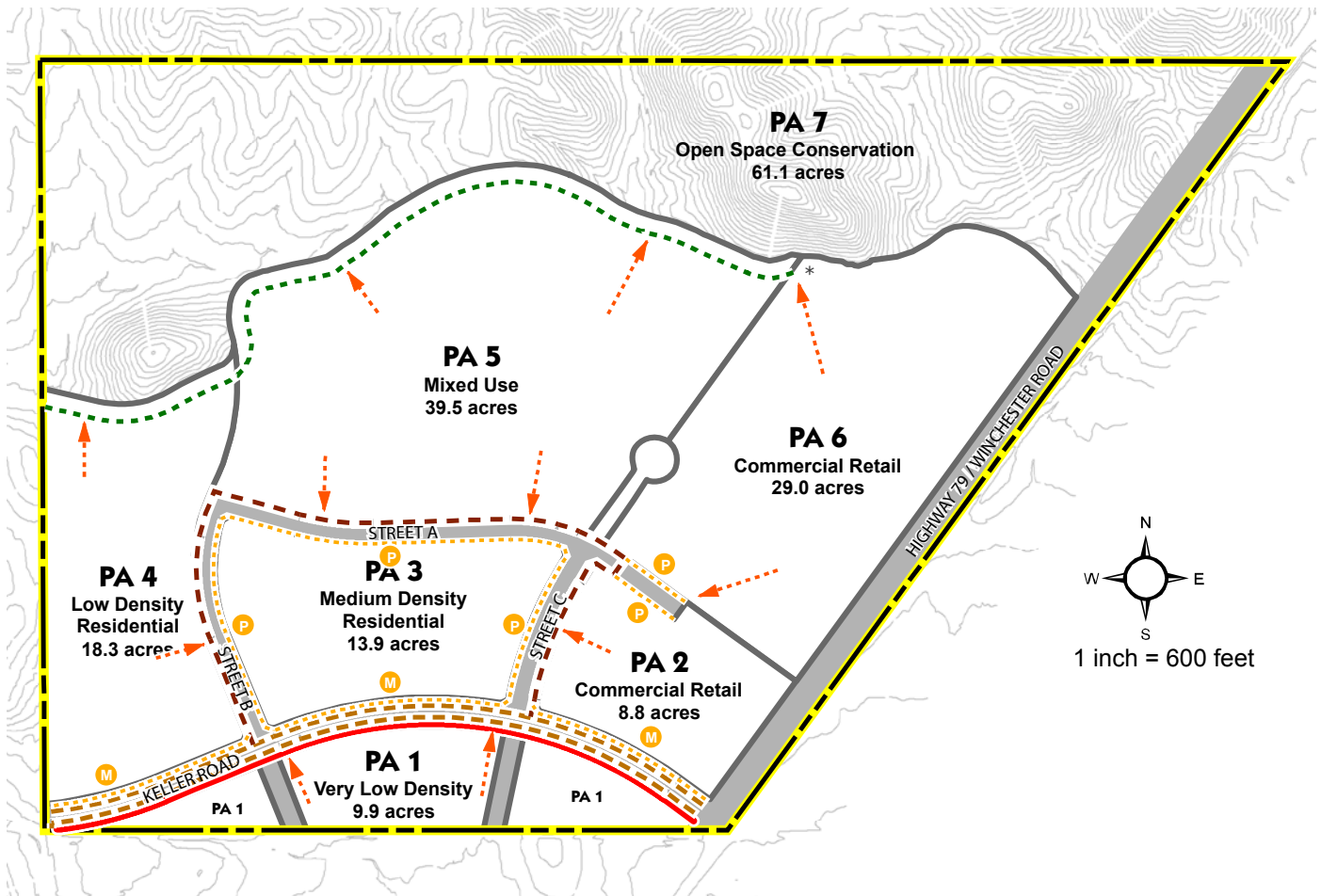










2.3.A.1 Trails

GREEN CONCEPT { }

A Regional Trail is planned within the southern right-of-way of Keller Road. This segment of Regional Trail consists of an 8-foot wide stabilized, decomposed granite (SDG) pathway that ultimately will connect to other planned Regional Trail segments outside of the SP Area. This SDG pathway shall be constructed in lieu of a sidewalk for this segment of Keller Road.

The Foothill Trail is planned as an 8-foot wide SDG pathway. This trail parallels the northern “urban/wildlands” edge and will secondarily serve as a vehicular maintenance road for required brush management. The Foothill Trail commences at Pourroy Road (a dirt road) on the west and terminates at a trail connection (explained later in this section) in Planning Area 6 on the east. This trail shall connect to a plaza or other pedestrian area within the commercial area.



	Regional Trail		Class I Bike Paths
	Foothill Trail*		Class II Bike Lanes
	Primary Sidewalks		Trail Connection**
	Meandering		
	Parallel		

* The Foothill Trail shall connect to a plaza or other pedestrian space within the commercial area
 ** Trail connections shown are conceptual. Final alignments to be determined during final mapping stages of SP implementation.

Exhibit 2-10: Trails & Bikeway Plan

2.3.A.2 Sidewalks

Sidewalks are planned throughout the Specific Plan Area, primarily within the rights-of-way of major roadways. Only the primary sidewalks that provide essential connectivity within the Specific Plan Area are highlighted on the Trails and Bikeway Plan. Secondary sidewalks and/or walkways shall be constructed within each Planning Area and are required to connect to the primary sidewalks and trails where appropriate (see “Trail Connections” on [Exhibit 2-10](#)). All of the primary sidewalks highlighted on the Trails and Bikeway plan shall be constructed at a minimum of width of five feet. The alignment for specific sidewalk segments is indicated on Exhibit 2-9 (“M” for meandering and “P” for parallel).

2.3.A.3 Off-Street Bike Paths

GREEN CONCEPT { }

A ten-foot wide, paved Class I Bike Path is planned on the exterior loop formed by Streets A, B & C. This bike path is planned to run parallel to the roadways and will be separated from the vehicular roadway by a planted parkway. The loop bike path will connect to Keller Road in two locations, offering connectivity to a striped on-street bike lane within Keller Road. The Class I Bike Path shall be constructed in lieu of a sidewalk and serve both pedestrian and bicyclist needs.



2.3.A.4 On-Street Bike Lanes

Striped, on-street bike lanes (Class II Bike Lanes) are planned along Keller Road. These eight-foot wide bike lanes connect to the Class I bike paths on Streets B & C and ultimately will connect to other on-street bike lanes planned outside of the SP Area.



2.3.A.5 Trail Connections

GREEN CONCEPT { }

The Trails and Bikeway Plan highlights conceptual Trail Connections throughout the SP Area. Trail Connections shall consist of sidewalks, walkways or other non-motorized paths and provide direct connection to the primary trails highlighted in the Trails and Bikeway Plan. Where Trail Connections cross internal vehicular drives or parking areas (specifically within Planning Areas 5 & 6), accented pavement shall be required to ensure continuous access for pedestrians or bicyclists. The final widths and alignments of Trail Connections shall be determined during final mapping stages of Specific Plan implementation.

2.3.B Transit Accommodation



GREEN CONCEPT { }

Bus stops may be provided along Keller Road (at the discretion of the Riverside Transit Agency). At the time of approval, the Specific Plan Area was generally served by Routes 79 and 215 which provide north-south regional access between Hemet and Temecula. Additional routes may be added as roadway networks are improved in the region.

Plans are currently underway to provide Metrolink commuter train service to the Perris Valley. The closest station planned along the “Perris Valley Line” to Keller Crossing is the “Southern Perris Station” located near the Ethanac interchange with Highway 74/Ethanac Road in the City of Perris (approximately 9.5 miles northwest of the Specific Plan Area). The Perris Valley Metrolink line will connect to additional lines at the Riverside Downtown Station, located 22 miles northwest of the Southern Perris Station.

2.3.C Trails and Bikeways Development Standards

1. The alignments of the Foothill Trail and all Trail Connections are conceptual and shall be determined during final mapping stages of Specific Plan implementation.
2. Sidewalks, bikeways or walkways planned within each planning area shall connect to the primary trails highlighted within this Specific Plan.
3. Should Planning Areas 4 and/or 5 develop as private and/or gated communities, at least one connection shall be maintained to adjacent primary trails highlighted within this Specific Plan.
4. Open ended cul-de-sacs are encouraged in residential planning areas, allowing for direct connections to adjacent trails or sidewalks.
5. Pavement accents are encouraged in areas of high pedestrian activity.
6. Internal trail or walkway alignments should link to open space amenities, plazas, courtyards, etc.
7. Trail and walkway design and alignments should take into account accessibility, safety, visibility, desired routes, seasonal comfort and aesthetic/scenic value.

2.4 Open Space and Recreation Plan

GREEN CONCEPT { }

A significant amount of the Keller Crossing Specific Plan is designated for Open Space and Recreation land uses. The Open Space and Recreation plan is simple in form and consists of the following elements:

1. Preservation of 61.1 acres of natural open space in Planning Area 7.
2. An activity center in either Planning Area 3 or Planning Area 5.
3. A plaza in the commercial area.

Additional detail is listed below and highlighted on [Exhibit 2-11, Open Space and Recreation Plan](#).



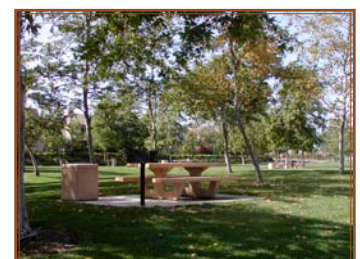
2.4.A Open Space Conservation

GREEN CONCEPT { }

As previously mentioned, the Keller Crossing Specific Plan lies within the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) area. Prior to the approval of this Specific Plan, the applicant engaged in a Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and ultimately obtained approval by the Western Riverside County Regional Conservation Authority (RCA) for the acreage set aside and defined development envelope for Keller Crossing (documented as HANS No. 1995 and included in the EIR that accompanies this Specific Plan).

Planning Area 7, designated as Open Space Conservation, provides for the preservation of 61.1 acres of natural open space that will be conveyed to the RCA as a part of the MSHCP. As there are no existing trails within Planning Area 7, hiking or biking access is not provided as a part of this Specific Plan.

The northern edge of Planning Areas 4, 5, and 6 that defines the northerly edge of development will consist of a transitional buffer zone that serves as an urban/wildlands interface and fuel modification zone. Section 4 of this document outlines the design parameters for this interface.



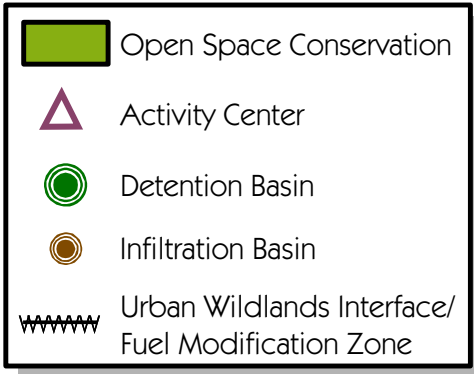
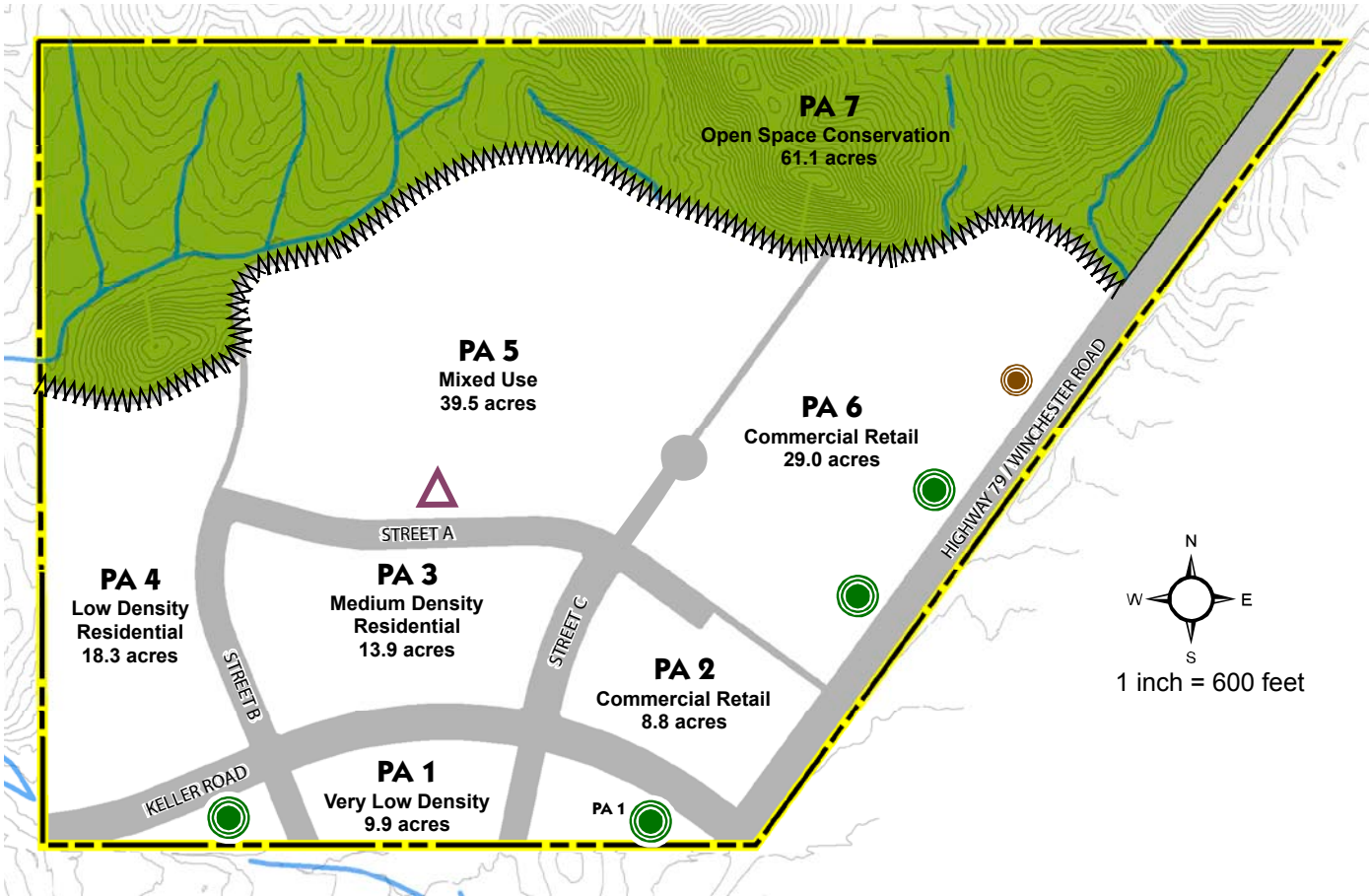


Exhibit 2-11: Open Space & Recreation Plan

2.4.B Activity Center

An activity center, planned for either Planning Area 3 or 5, provides residents of the Specific Plan Area an areas to gather and socialize. The activity center, shall be centrally located to serve as a focal point of the community and should consist of one or more defining elements. The size and program of amenities provided should be based upon the total number of residential units ultimately built within the Specific Plan Area.



Should a Continuing Care Retirement Community be developed, facilities should be designed to meet both the desires and needs of a the specific population keeping in mind various ability levels when it comes to active amenities or activities.



2.4.C Detention Basins

GREEN CONCEPT { }

As previously mentioned, detention basins are planned within Keller Crossing. While the primary function of these basins is to temporarily hold storm water flows in a major storm event, they will also serve as an aesthetic open space element within the master plan. In addition, the detention basins provide water quality treatment will allows particles and associated pollutants to settle out over time. Section 4, Design Guidelines, outlines the design standards for ensuring basin design.



2.4.D Plazas, Courtyards and People Gathering Spaces

Throughout the commercial and mixed use planning areas, plazas, courtyards and similar “People Gathering Places” are to be dispersed to provide both open space and density relief. People Gathering Places are spaces designed to meet the needs for small gatherings, outdoor dining, community events, farmer’s markets, etc.

Courtyards are to be dispersed throughout commercial uses and provide open space relief. These outdoor spaces are to be designed to provide a strong sense of entry to commercial building clusters and provide intimate spaces for conversation, outdoor dining, seating, etc.



Plazas are to be larger than courtyards in scale and situated so they provide visual focal elements and a sense of entry for pedestrians.



2.4.E Open Space and Recreation Development Standards

1. Planning Area 7 shall be designated as Open Space Conservation, and conveyed to the RCA as a part of the MSHCP.
2. A buffer zone shall be provided along the northern edge of Planning Areas 4, 5, and 6 that serves as an urban/wildlands interface and fuel modification zone. This zone shall be planted and maintained in accordance with the standards established in Chapter 4 and Riverside County Fire Department fuel modification requirements.
3. At least one Activity Center shall be provided in either Planning Area 3 or Planning are 5 and shall provide at least one of the following defining element:
 - A community garden
 - Picnic tables and barbecues
 - Dog park
 - Covered play area or tot lot
 - Shade structures
 - Play fields or sports courts
4. Detention basins shall be designed to be functional and provide required stormwater treatment while still serving as an aesthtic open space feature.
5. At least one plaza shall be provided in the commercial area.

2.5 Public Facilities Plan

2.5.A Domestic Water Plan

The Keller Crossing Specific Plan lies within a portion of the Eastern Municipal Water District (EMWD) Assessment District No. 6. However, Assessment District No. 6 facilities are not fully designed or constructed to service the Specific Plan Area.

As illustrated on [Exhibit 2-12, Domestic Water Plan](#), the site is located within EMWD's 1627 Pressure Zone. The nearest existing facilities are located off-site: (1) an existing 18-inch diameter pipe located approximately 2,000 linear feet south of the SP Area along Pourroy Road at Ruft Road and (2) an existing 8-inch diameter pipe located approximately 2,900 linear feet southeasterly of the SP Area at Koon Street and Woodshire Drive.

1. Off-site improvements and facilities required to serve Keller Crossing include the following:
 - a. A proposed 18-inch water main connects to the existing pipe at Ruft Road and provides the primary source of domestic water.
 - b. A 12-inch pipe provides a secondary source and connects to the existing 8-inch water main at Woodshire Drive.
 - c. All improvements will be constructed within the existing road right-of-ways.
2. The required on-site domestic water facilities include the following:
 - a. A 12-inch water main in Streets A, B, C, and Old Keller Road, creating two loops from Keller Road.
 - b. Additionally a 12-inch pipeline is routed from the intersection of Pourroy Road and Keller Road northerly along Pourroy Road to the westerly extension of the Street A 12-inch main.
 - c. A secondary 12-inch source water main is extended within existing rights-of-way to an existing 8-inch main at the intersection of Koon Street and Woodshire Street.
 - d. This infrastructure will provide domestic water to each planning area, each of which are planned to consist of 8-inch loops.
3. The average daily demand for the project site is estimated to be 270,100 gallons per day (gpd). The commercial retail and office planning areas consist of approximately 62 acres with over 124,200 gpd, while the residential and mixed use planning areas consist of approximately 73 acres with 145,900 gpd. Maximum daily demand for the project is estimated to be 522,000 gpd, or 363 gallons per minute (gpm). Peak hour demands are estimated to be 670 gpm.
4. The minimum static pressures for the master plan are about 51 pounds per square inch (psi) and the minimum peak hour demand pressures are approximately 43 psi for the higher elevations of the site (1,490 feet). Adequate fire flow pressure will need to be verified. Based

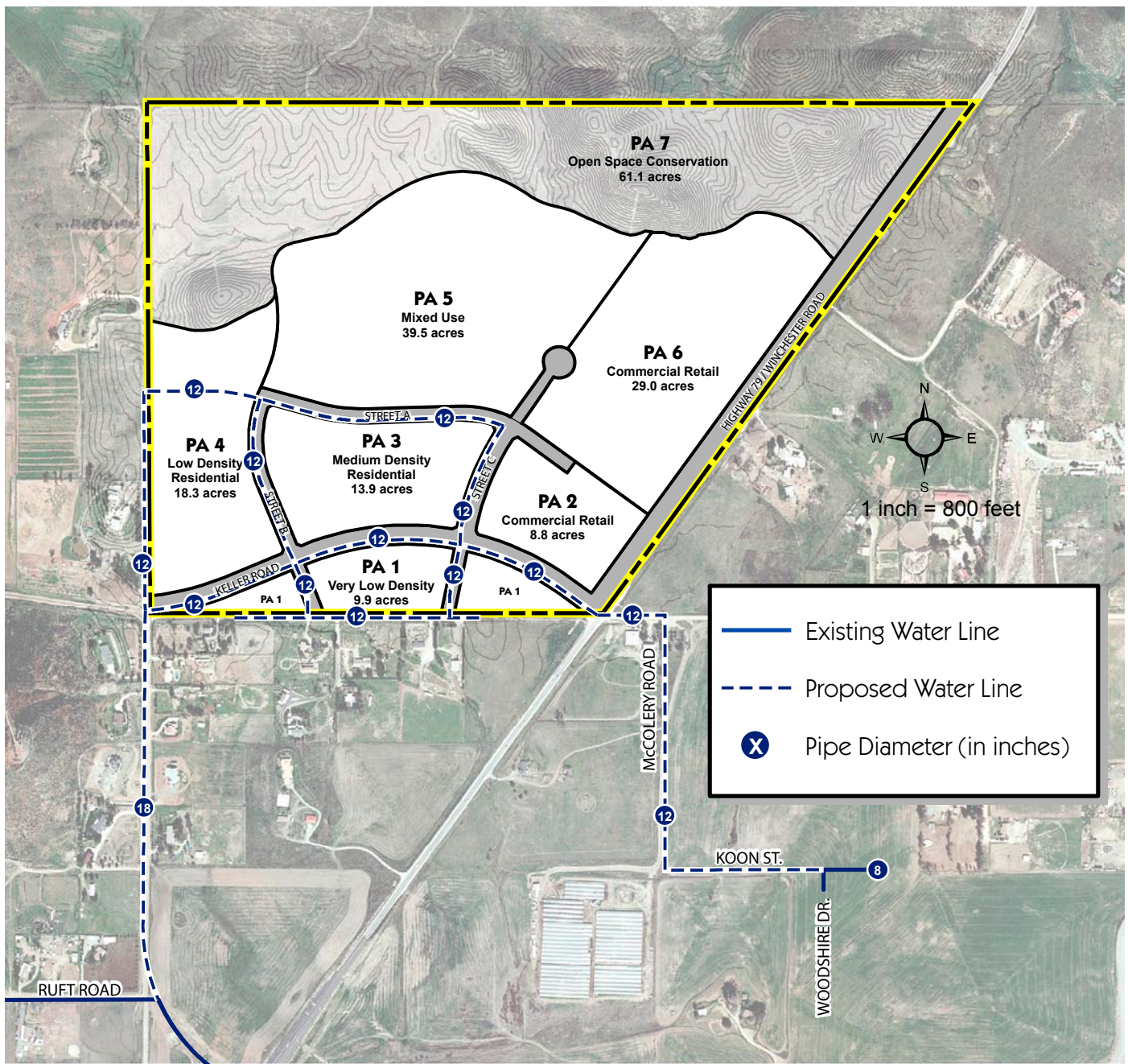


Exhibit 2-12: Domestic Water Plan

on EMWD criteria to meet the fire flow requirements, the residential areas will require 1,000 gpm with a residual pressure of 20 psi, and the commercial and mixed use areas will require a maximum of 4,000 gpm with a residual pressure of 20 psi. Preliminary results indicate that the proposed system will be able to provide adequate fire protection in accordance with the criteria. Presumably, the existing 18-inch water main at Pourroy Road and Ruft Road will have adequate capacity from the existing water system facilities. If capacity is determined to not be adequate, then alternative fire protection facilities will need to be provided.

2.5.B Recycled Water Plan

GREEN CONCEPT

The Keller Crossing Specific Plan lies within a portion of the Eastern Municipal Water District (EMWD) Assessment District No. 6. However, Assessment District No. 6 facilities are not fully designed or constructed to service the Specific Plan Area.

The nearest recycled water supply source is located within the Leon Road right-of-way, approximately one mile west of SP Area. It is designed to provide recycled water for the 1,627 pressure zone using a series of pump stations that boost water from lower to higher zones. Further studies may be required to determine adequate pressure and capacity since there is questionable information from EMWD as to the actual pressure within the Leon Road line.

As illustrated on [Exhibit 2-13, Recycled Water Plan](#), the following shall be provided:

1. An 12-inch recycled water line is proposed to connect to the existing line at Leon Road. The proposed line is planned to be constructed within the existing right-of-way for Keller Road.
2. On-site improvements consist of a 8-inch loop system that supplies recycled water to all planning areas.
3. Additionally, a 12-inch segment of recycled water line shall be constructed within the Keller Road right-of-way from Street C east to Highway 79. The purpose of this segment is to provide a connection point to future water lines that parallel Highway 79 and ultimately connect properties north of the SP Area.

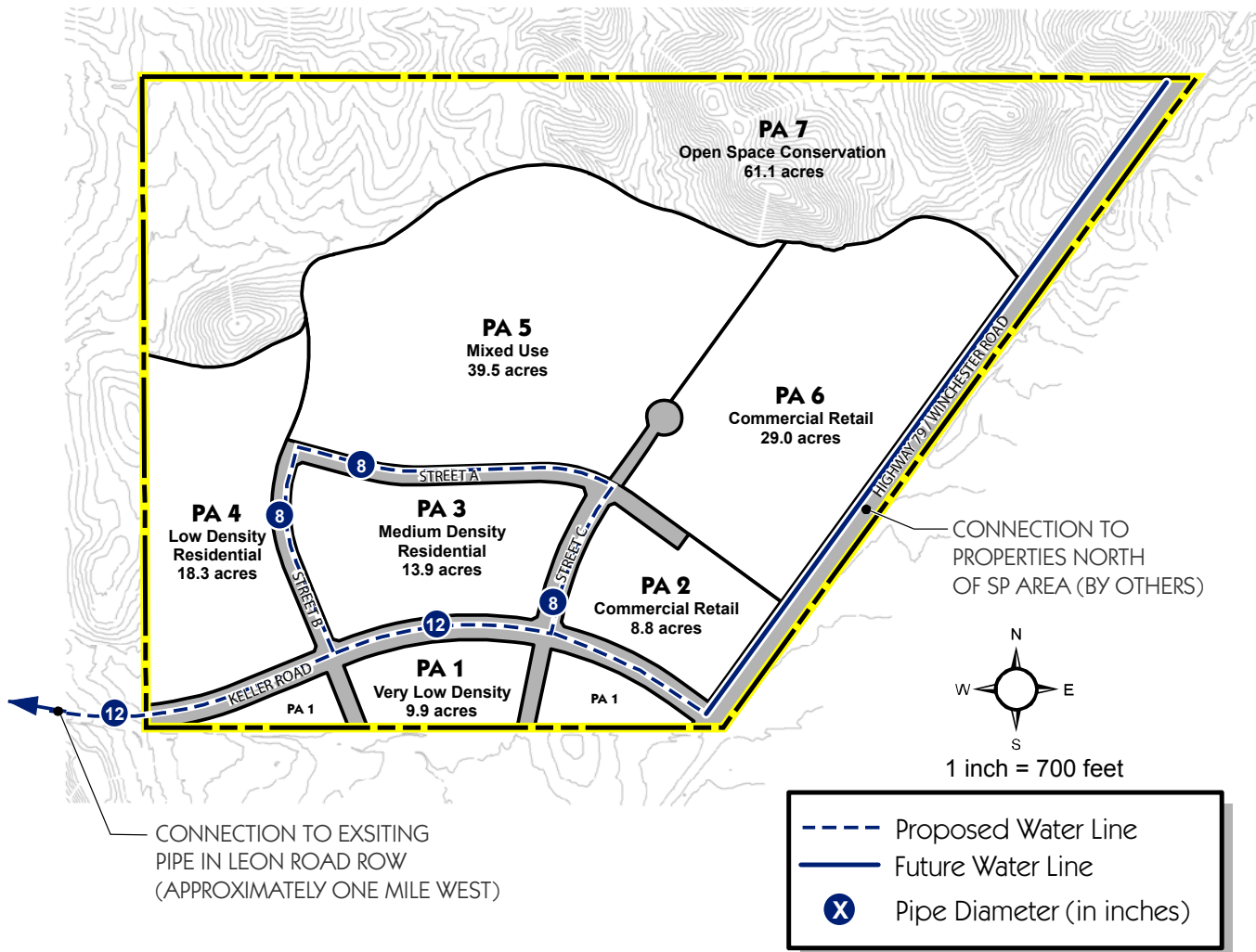


Exhibit 2-13: Recycled Water Plan

4. Any recycled water lines beyond those which are required to serve the landscape irrigation demand for the SP Area (as approved by the EMWD) shall not be the responsibility of the developer of Keller Crossing.

2.5.C Sewer Plan

The Keller Crossing Specific Plan lies within a portion of the Eastern Municipal Water District (EMWD) Assessment District No. 6. However, Assessment District No. 6 facilities are not fully designed or constructed to service the Specific Plan Area. Additionally, the SP Area lies within the Temecula Valley Regional Water Reclamation Facility tributary.

As illustrated in [Exhibit 2-14, Sewer Plan](#), the Specific Plan Area is located upstream and north of exiting sewer facilities and will require the following off-site improvements:

1. The existing terrain and the proposed grading plan provide a general elevation change from high elevations in the north to low elevations in the south. As a result, the sewer system for the Keller Crossing Specific Plan consists of a gravity fed system that conveys flows in a similar north to south direction.
2. The alignment within the SP Area consist of a network of 8-inch pipes that convey sewer flows from individual planning areas to the southeast corner of the SP Area.
3. The off-site alignment of the sewer lines connect to on-site alignments near the intersection of Keller Road and Highway 79. The effluent flows are then conveyed to the east, south and west through a series of 15-inch sewer lines located within the rights of way of Keller Road and McCoolery Road (within the alignment approved per TR32151). Connection to an existing 18-inch pipe occurs in Abelia Street.

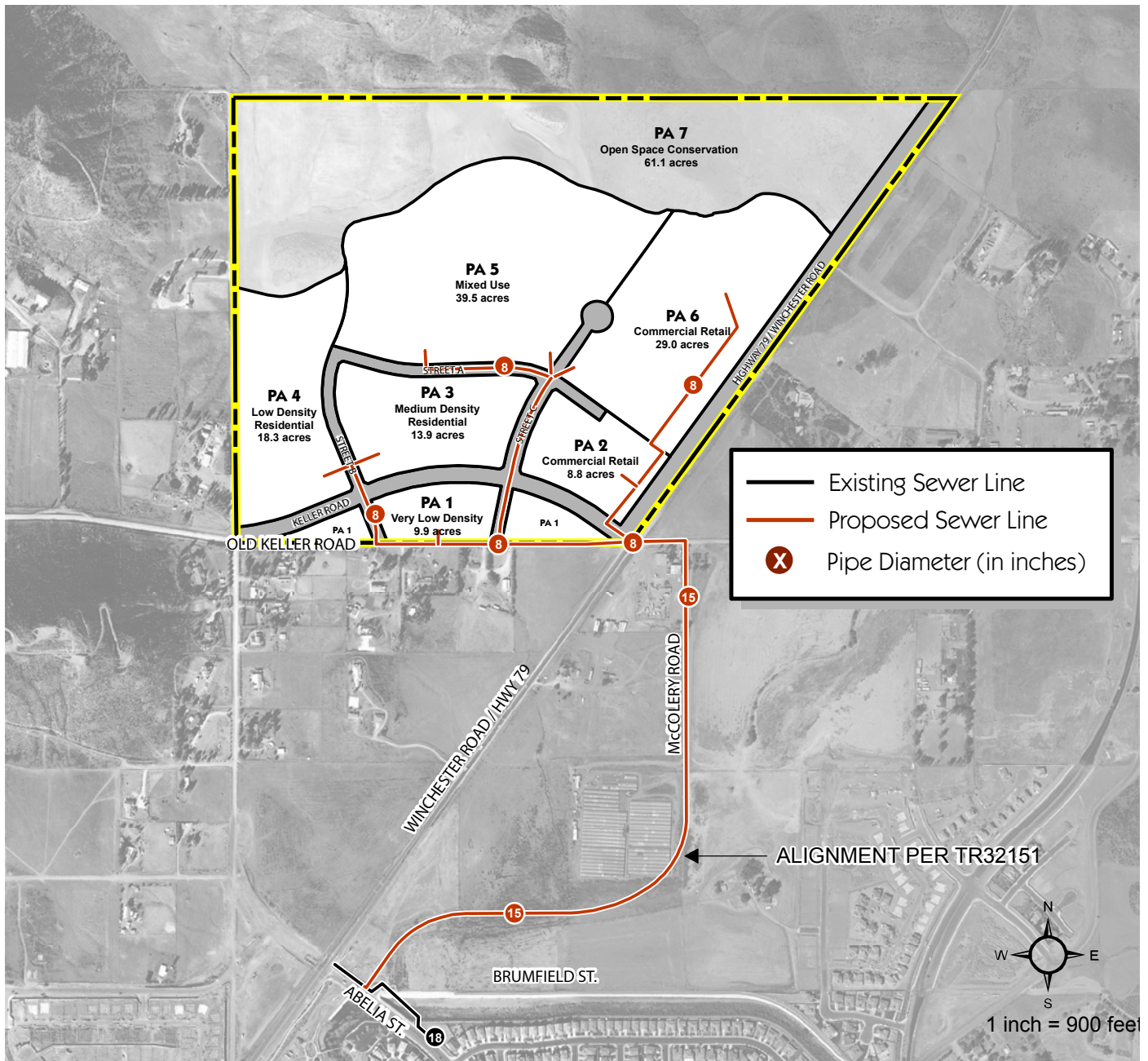


Exhibit 2-14: Sewer Plan

2.5.D Drainage Plan

The existing undeveloped site, along with the surrounding areas, basically slope from northwest to southeast. The study area tributary to Highway 79 begins approximately 1,000 feet northerly and extends approximately 2,000 feet to the west consisting of approximately 475 acres. The easterly edge of the Specific Plan Area is bound by Highway 79 which provides numerous existing culvert under-crossings. All of the flows eventually find their way to a large, improved flood control channel located within the Winchester 1800 Specific Plan approximately one half of a mile to the south.

In its undeveloped condition, the westerly half of the SP Area and the area-wide tributary drain through existing channels across the site to a dirt road (Keller Road). These flows are then conveyed either through undersized culverts or surface flows across Keller Road and through existing residential parcels. Ultimately flows are conveyed to an existing culvert located south of Keller Road and under Highway 79.

At the time of Specific Plan approval, Highway 79 was a 2-lane road and construction of two additional lanes had begun. The Highway 79 widening project, a Riverside County Transportation Commission (RCTC) project, also proposed to extend existing culverts and, where undersized, upsize them to accommodate existing storm water flows.

The existing flows for the westerly half of the SP Area generate approximately 630 cubic feet per second (cfs) during a 100-year flood event. As a part of the Highway 79 widening project, the RCTC is proposing to construct a double 4-foot x 8-foot reinforced concrete box south of Keller Road that would adequately handle the existing storm water flows in an undeveloped condition. The easterly half of the project has multiple smaller tributaries that convey approximately 390 cfs to six culverts that pass below Highway 79. Where necessary, these culverts are also planned to be upsized (per the RCTC widening project) to adequately convey existing condition storm water flows.

As illustrated in [Exhibit 2-15, Drainage Plan](#), the proposed drainage system intends to convey the developed flows in a similar direction and mitigate increased runoff utilizing four detention basins. The drainage commencing in the westerly half of the SP Area is conveyed into two separate detention basins (labeled "A" and "B") located between Keller Road and the southern boundary. After detainment, the released water flows into a storm drain system within the "Old Keller Road" right-of-way. These flows head east and then turn south and outlet into the historical flowline. Two alignments for this segment of drainage are highlighted on the drainage plan exhibit ("P" for Preferred and "A" for Alternate).

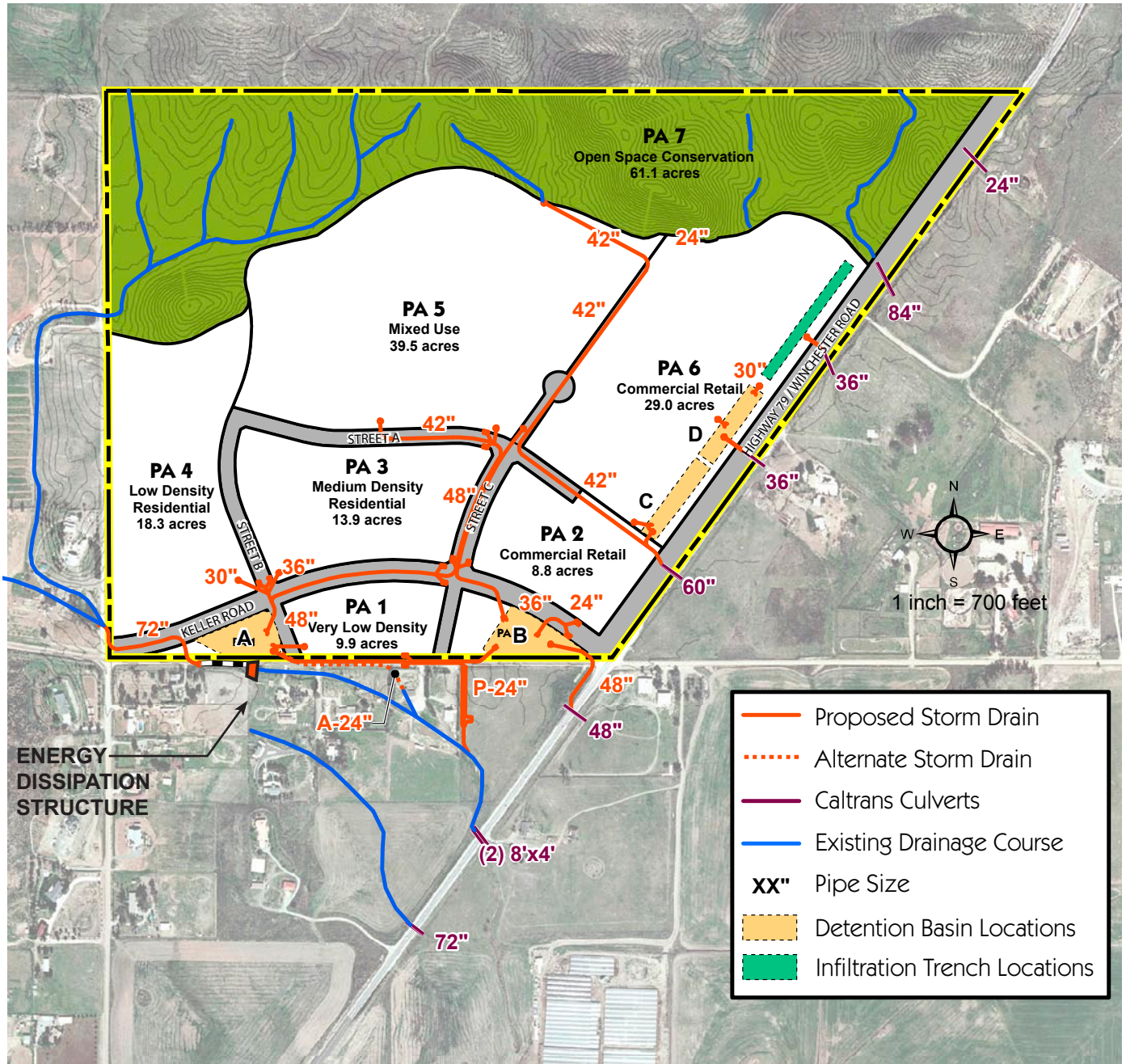


Exhibit 2-15: Drainage Plan

The drainage requirements are as follows:

1. In Drainage Area “A”, the proposed Keller Crossing drainage system provides not only detention to mitigate increased runoff, it also provides a bypass storm drain system which diverts the project’s developed flows around and downstream of the existing residential development along the southerly side of Old Keller Road (between Pourroy & SR-79). Permission from affected property owners for the construction of offsite drainage facilities or for the discharge of concentrated flows may be required.
2. The flows commencing in the easterly half of the SP Area are conveyed into two linear detention basins (labeled “C” and “D”) located adjacent to Highway 79 and the easterly boundary. After detainment, the flows are directed to several of the culverts that pass below Highway 79. Due to the insufficiency of the existing drainage facilities under Highway 79, Caltrans proposes to upgrade and extend their facilities in order to handle the 100-year runoff under Highway 79 for the undeveloped condition. The Caltrans project is approved and construction has begun. The upgraded culverts range in size from 24” diameter pipe to 8’ x 4’ RCB.
3. Should development of Keller Crossing proceed prior to the Highway 79 widening effort, the project shall only release storm drain runoff to the capacity of the existing culverts. In any case, flow rates shall not exceed Caltrans design flow rates.
4. The general intent of the detention basin system is to mitigate the developed flows back to the undeveloped volumes that are consistent with the historical flow volumes and patterns.
5. The drainage plan for Keller Crossing intends to capture off-site flows through a pick-up and release system (proper inlet and outlet facilities) designed so that off-site flows are not commingled with untreated on-site storm water.
6. Additionally, the system will reduce velocities at the outlets to existing conditions (via rip-rap or another similar, approved method).
7. All Keller Crossing development will develop and maintain a Storm Water Pollution Prevention Plan (SWPPP) that develops Best Management Practices (BMP) to treat storm water runoff for pollutants as well as conduct construction activities in a manner that reduces potential pollution. It is anticipated that during the construction process standard temporary pollution prevention practices will be implemented to meet these requirements.

8. The post-construction water quality plan for the Keller Crossing site is based on permanent on-site treatment facilities and devices for each planning area (detention basins and infiltration trenches). Additionally, the four permanent detention basins on-site provide for a combination of water quality and detention functionality, furthering the water quality treatment for the overall development.
9. In addition to the point source treatment mentioned above, progressive site planning will also incorporate other BMP practices to reduce the pollutant loading. Together, the treatment devices and smart planning will provide water quality treatment required to meet local agency and federal standards.

2.6 Grading Plan

Development of the proposed Keller Crossing Specific Plan will consist of superpads for each of the planning areas shown on the land use plan and as illustrated on [Exhibit 2-16, Conceptual Grading Plan](#). The resulting development will consist of five improved roadways, two commercial pads, one mixed use pad, three residential pads and three detention basins.

The existing terrain generally falls from north to south. The proposed grading generally conforms to the existing terrain utilizing a “stepped-down” concept whereby each pad is graded somewhat flat (with a 1% to 3% cross-fall) sloping downward towards the roadways then stepping down to the next pad.

It is estimated that the raw earthwork cut quantity is 1.4 million cubic yards. Per the preliminary soil analysis, alluvial removal and over-excavation add another 700,000 cubic yards that will be turned and remain on-site. When soils data adjustment factors are incorporated (shrinkage, bulking, subsidence), the overall volume of grading earthwork will be approximately 2.4 million yards. The overall earthwork and grading needed to develop the Keller Crossing Specific Plan is intended to balance, eliminating the need to import or export material.

Due to the existing site conditions, it is anticipated that the grading operation will encounter large amounts of rock and, as such, will plan to bury most of it within the deeper fill areas (per the soil engineer recommendations or County standards). Consequentially, heavy ripping and blasting are expected to occur while grading the site. Potentially, some rock may need to be exported if suitable locations to bury are not adequate.

Development and grading are planned to avoid an existing natural drainage channel located in the northern part of Planning Area 5. In addition, the grading plan intends

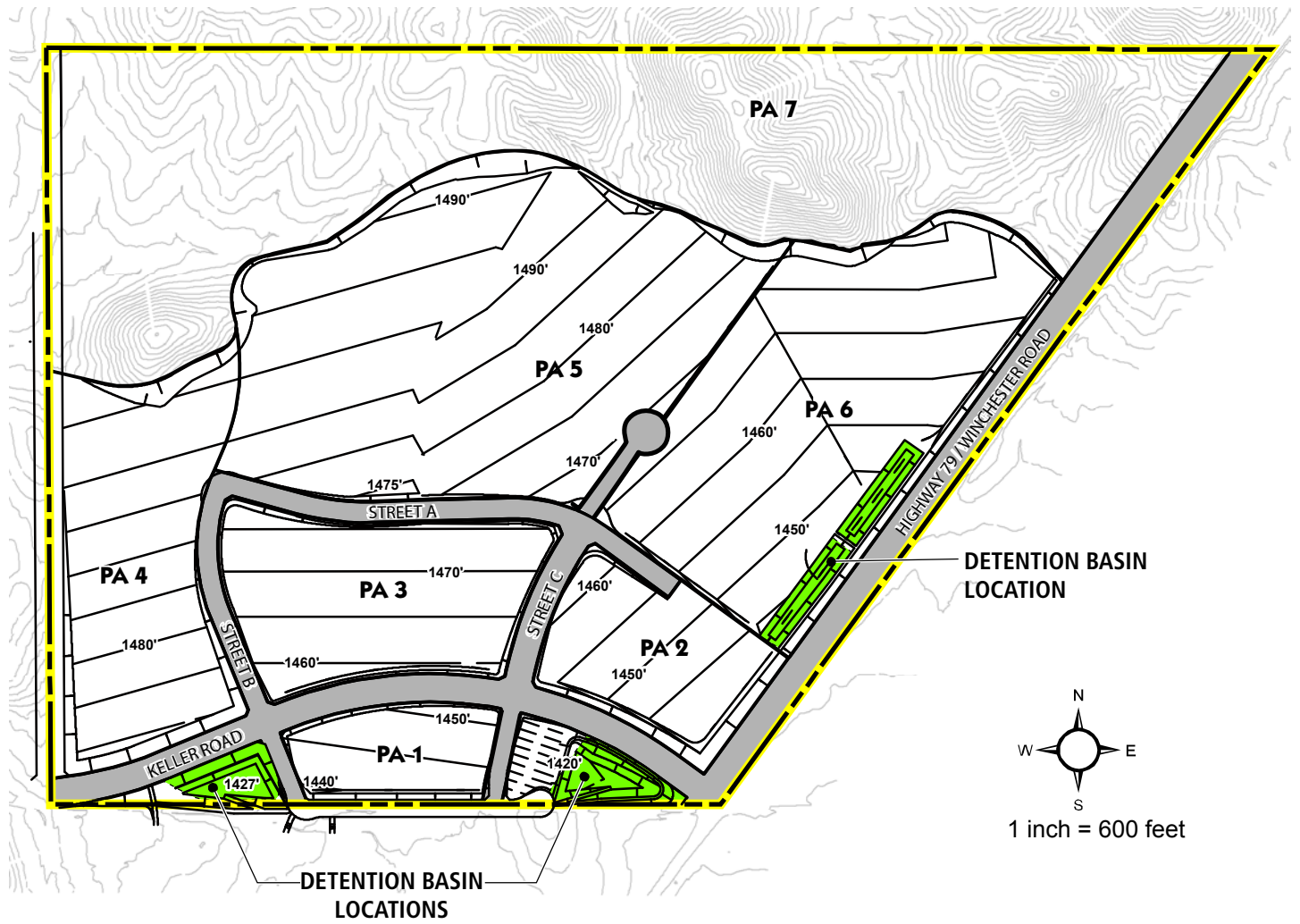


Exhibit 2-16: Conceptual Grading Plan

to avoid the more rugged steeper terrain to the north which is being preserved as an MSHCP conservation area (Planning Area 7).


All grading shall conform to:

1. Riverside County Standards and shall meet the requirements of the California Building Code, Riverside County General Plan, Riverside County Ordinance 457 and all other laws, rules and regulations governing grading in Riverside County.
2. Riverside County regulations. If Riverside County requirements conflict with the Conceptual Grading Plan, the Riverside County regulations shall take precedence.

2.7 Sustainability Plan

GREEN CONCEPT { }

Design of Keller Crossing was based on sustainable principles and where feasible, environmentally preferable choices have been or will be selected. While there is no agreed upon term for sustainability, one of the most universally accepted definitions considers a sustainable development as those that “meet present needs without compromising the ability of future generations to meet their needs.” Sustainable development involves the simultaneous pursuit of economic prosperity, environmental quality and social equity also known as the “triple bottom line” in a continually evolving process. The process of achieving sustainability is vitally important but only as a means of getting to the “destination” of a desired future state. The desired future state is not a “fixed place” but a set of wishful characteristics of a future system. While sometimes environmental quality is prioritized over economic prosperity and social equity considerations, treating one element over the other is by definition not sustainable.

Sustainability requires an integrated approach; individual environmental measures do not achieve the goal of sustainability unless they are considered within the scope of the larger system. Therefore, sustainable features of the land plan have been integrated throughout this document and can be easily identified by the GREEN CONCEPT {  } symbol.

This section summarizes additional sustainable techniques that shall be implemented at Keller Crossing. Since sustainability is also about balance,

additional sustainability techniques will be found in the design guidelines section where sustainable choices are allowed. For example, west and east-facing views inspire the preference to maximize window area, however from an energy efficiency standpoint this should be avoided, or more sophisticated window systems and generous overhangs should be considered. For landscapes, water dependent vegetable and herb gardens are not necessarily drought tolerant, but local food production would reduce fuel dependency. Buyer preferences for various “green” finish materials, such as rapidly renewable sources like bamboo floors or recycled-content carpets should continue to be a buyer choice and not a mandated feature.

As previously discussed, the pedestrian-friendly Keller Crossing master plan was based on sustainable principles:

- Maintain ecological values and create opportunities to maximize future ecological functions.
- Establish strategies to reduce greenhouse gas emissions, enhance air quality and promote the public health.
- Integrate green building practices to reduce energy use, improve indoor air quality and conserve natural resources.
- Increase the transportation system efficiency and decrease demand for gasoline-powered vehicles.

The land use plan reflects these sustainable concepts through the preservation of open space, the location of the commercial uses, the pedestrian-friendly circulation systems and transit accommodation reducing the residents’ reliance on the automobile.

2.7.A Sustainable Non-residential Building Features

Non-residential buildings within Keller Crossing shall incorporate green building practices to reduce water use, exceed energy efficiency standards, minimize the use of construction materials, minimize construction waste diverted to the landfill and improve indoor air quality. The following sections describe the non-residential sustainable techniques that shall be implemented in Keller Crossing.

2.7.A.1 Reduce the Use of the Automobile

All non-residential development shall:

1. Create travel routes from the building entrances to the community trail system.
2. Provide secure bicycle parking within 50 feet of the building entrances.
3. Provide changing/shower facilities for buildings with over 10 tenant occupants.
4. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles.

2.7.A.2 Improve Energy Efficiency

Non-residential development shall employ design techniques that reduce the use of energy for the life of the building. The intent is to reduce the building's carbon footprint. The following elements are required for all-non residential buildings:

1. Design the buildings to be 15% above Title 24 requirements.
2. Include light colored or cool roofs that reduce the heat island effect and moderate building temperature.
3. Provide building commissioning and plans for buildings greater than 10,000 square feet. The commissioning shall be performed for the following building systems:
 - a. Heating, ventilation, air conditioning (HVAC) system and controls
 - b. Indoor lighting system and controls
 - c. Water heating system
 - d. Renewable energy systems
 - e. Landscape Irrigation systems
 - f. Water reuse systems
4. Install efficient lighting and lighting control systems.
5. Install energy efficient heating and cooling systems, appliances and equipment and control systems.
6. Create an operation and maintenance manual for all sustainable elements.

2.7.A.3 Reduce Water Use

Non-residential development within Keller Crossing shall reduce the generation of waste water and the demand for potable water by installing high efficiency water conserving fixtures such as toilets, urinals and faucets and sustainable designed outdoor landscape. If recycled water is available at the time of construction, it should be utilized.

1. Indoor requirements

- a. A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 20% shall be provided using water use worksheets required by the California Green Building Code.
- b. All buildings in excess of 50,000 square feet shall provide separate water meters for each tenant space projected to consume more than 100 gallons per day.

2. Outdoor requirements

- a. All landscape plans shall be in conformance with County of Riverside water-efficient landscape requirements.
- b. Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and their relationship to the buildings. Plants with different water needs shall be irrigated separately. Plants with the following classifications shall be grouped accordingly: high and moderate, moderate and low, low and very low. Deviation from these groupings shall not be permitted.
- c. All irrigation systems shall be designed to prevent runoff, overspray, low-head drainage and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed and maintained to achieve as high an overall efficiency as possible.
- d. All irrigation controllers shall be either weather- or soil moisture-based and automatically adjust irrigation in response to changes in plants' needs as weather conditions change.
- e. All controllers for common areas maintained by an HOA shall be on a centralized system.
- f. Prevent irrigation spray on structures.

2.7.A.4 Reduce Materials and Waste

1. All buildings shall provide readily accessible recycling areas that serve the entire building.

2.7.A.5 Reduce Light Pollution

Design outdoor lighting to minimize glare and light pollution. Except for emergency lighting, all non-residential exterior lighting shall meet the following requirements:

1. Provide fully shielded luminaires or luminaire cutoffs.
2. Contain all lighting within property boundaries.
3. Automatically control light levels to turn off or lower during inactive periods and from dusk to dawn (parking lots, walkways and security excepted).

2.7.A.6 Improve Indoor Environmental Quality

The following techniques will improve the indoor air quality providing healthier environments:

1. Air out the building prior to occupancy.
2. Cover the duct openings during construction to reduce the amount of dust which may collect within the system.
3. Use low Volatile Organic Compound (VOC) adhesives and sealants.
4. Use low VOC paints and coatings.
5. Meet the requirements of Carpet and Rug Institute's Green Label Plus program or its equivalent for all installed carpet systems.
6. Use composite wood products with reduced formaldehyde emissions.
7. Use resilient flooring systems with low VOCs certified under the FloorScore program of the resilient Floor Covering Institute or its equivalent.
8. Use filters with at least a minimum efficiency reporting value (MERV) of 8 for all mechanically ventilated buildings.
9. Prohibit smoking within 25 feet of building entries, outdoor air intakes and operable windows.
10. Provide carbon dioxide (CO₂) sensors.
11. Use wall assemblies with a sound transmission coefficient (STC) of at least 40 to separate tenant spaces.

2.7.A.7 Improve Outdoor Air Quality

To improve the outdoor air quality the following are required:

1. Prohibit Chlorofluorocarbons (CFCs) in HVAC and refrigeration equipment.
2. Prohibit halons in any fire suppression equipment.

2.7.B Sustainable Residential Building Features

GREEN CONCEPT { }

Residential buildings within Keller crossing shall incorporate green building practices to reduce water use, exceed energy efficiency standards, minimize the use of construction materials, minimize construction waste diverted to the landfill and improve indoor air quality. The following sections describe the sustainable techniques that shall be implemented in Keller Crossing.

2.7.B.1 Improve Energy Efficiency

Residential development shall employ the following design techniques that reduce the use of energy:

1. Design homes to be 15% above Title 24 requirements.
2. Install efficient lighting and lighting control systems.
3. Install energy efficient heating and cooling systems, appliances and equipment and control systems.
4. Select duct systems and equipment that are right sized and designed according to Air Conditioning Contractors of America (ACCA) Manuals J, D or S or equivalent.
5. Create a resident operation and maintenance manual for all sustainable elements.

2.7.B.2 Reduce Water Use

Residential development shall reduce indoor water use by at least 20% by installing high efficiency water-conserving fixtures such as toilets, shower heads and faucets.

1. Any builder-installed landscaping shall be in conformance with County of Riverside water-efficient landscape requirements.
2. All irrigation systems shall be designed to prevent runoff, over-spray, low-head drainage and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walks, roadways,

or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible.

3. All irrigation controllers shall be either weather- or soil moisture-based and automatically adjust irrigation in response to changes in plants' needs as weather conditions change.
4. All controllers for common areas maintained by a homeowners association (HOA) shall be on a centralized system.

2.7.B.3 Reduce Materials and Waste

1. All homes or residential buildings shall provide accessible areas for recyclable storage.

2.7.B.4 Improve Indoor quality

The following techniques will improve the indoor air quality providing healthier environments:

1. Air out the building prior to occupancy.
2. Cover the duct openings during construction to reduce the amount of dust which may collect within the system.
3. Direct-vent or provide sealed-combustion gas, or a sealed wood-burning fireplace or a sealed woodstove, if installed.
4. Use low or no VOC adhesives, sealants and caulks.
5. Use low or no VOC paints, stains and other coatings.
6. Use low or no VOC carpets.
7. Use low formaldehyde emission composite wood products.
8. Check the moisture content of the framing materials before enclosing.
9. Terminate all bathroom exhaust fans to the exterior.
10. Protect all openings in exterior walls from rodent access.

2.7.B.5 Reduce Light Pollution

Design outdoor lighting to minimize glare and light pollution.

1. All residential exterior lighting shall be fully shielded.

2.7.C Sustainable Construction Management

GREEN CONCEPT { }

All development shall insure that the water and air quality are not impacted during construction. The use of construction materials shall be reduced through the following:

2.7.C.1 Reduce Construction Waste

1. Establish a construction waste management plan to meet or exceed regulatory requirements in conjunction with the recycling and/or salvage reuse of non-hazardous construction waste, not including excavated soil and land clearing debris.

2.7.C.2 Reduce Air Quality Impacts

1. Limit construction vehicles idling time.
2. Prevent “track-out” from sweepers or water trucks at public street access points.
3. Apply water at least 3 times per day during grading activities.
4. Stabilize dirt storage piles by chemical binders, tarps, fencing, or other erosion control and suppression measures.
5. Terminate grading if winds exceed 25 miles per hour (mph) in accordance with South Coast Air Quality Management District (AQMD) rule 403.
6. Hydroseed lots if not developed soon after grading.

2.7.C.3 Noise

1. If required, do not use blasting charges that exceed 16 pounds with a minimum 8 millisecond delay at 200 feet from an occupied property line and do not blast more than twice a day.
2. Use chemical rock-breaking agents instead of blasting where off-site uses are located within 200 feet of removed bedrock.
3. Locate the breaking of rocks post-blasting and chemical breaking 300 or more feet from the western or southern property boundaries.

2.8 Implementation and Financing

The Implementation and Financing Chapter provides a summary of the implementation and approval of the Specific Plan and all future development within the Specific Plan Area, establishes phasing for development of the Specific Plan, and identifies financing mechanisms for all major capital improvements and future maintenance and operating costs.

2.8.A Administration

Implementation and administration of the Keller Crossing Specific Plan includes the review and processing of the Specific Plan document as well as all subsequent entitlements necessary to allow construction of individual projects within the Specific Plan Area. The Specific Plan and related documents shall be approved consistent with the provisions of Article 8, Sections 65450 through 65457 of Title 7 Planning and Land Use Law, California Government Code. The Keller Crossing Specific Plan and subsequent entitlements shall be subject to the California Environmental Quality Act (CEQA) and all other applicable state and local laws.

2.8.A.1 Authority

Riverside County is the public agency responsible for the adoption and administration of the Specific Plan and subsequent land use entitlements, Specific Plan standards, design guidelines, phasing, infrastructure development and construction. The Keller Crossing Specific Plan shall be implemented consistent with the Specific Plan goals, policies, and standards in combination with applicable County rules, regulations, and policies. Whenever provisions and development standards contained herein conflict with those of Riverside County's development codes, the provisions of the Specific Plan shall prevail. In the event that the Specific Plan remains silent on an issue, the Riverside County Code shall prevail. If any ambiguity concerning the content or application of the Specific Plan exists, the Director of the Riverside County Planning Department or his/her designee shall resolve the conflict in a manner consistent with the goals, policies, purpose and intent established in the Specific Plan.

2.8.A.2 Applicability

All development proposals within the Specific Plan Area shall be subject to design review and approval by both the Master Developer and Riverside County. All Tentative Subdivision and Parcel Maps shall be reviewed and approved by the Master Developer and Riverside County pursuant to applicable provisions of the Specific Plan, the Subdivision Map Act, CEQA and Riverside County Codes. Landscape and Architectural Plans shall also be subject to review and approval by the Master Developer in accordance with the design guidelines contained herein.

2.8.A.3 Severability

If any portion of the Keller Crossing Specific Plan contained herein is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions of the plan. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

2.8.A.4 Specific Plan Modifications

The Keller Crossing Specific Plan is intended to be flexible to respond to changing conditions and expectations during the course of its implementation. During the long term build out of Keller Crossing, amendments to the adopted Specific Plan may be necessary to respond to changing circumstances or to adapt certain design guidelines or standards to special conditions on a particular site. To address this intent, whenever an application for an implementing project varies from but is in substantial conformance with the adopted specific plan, a determination of substantial conformance shall be issued as provided in Riverside County [Ordinance No. 348, Section 2.11](#) prior to the approval of the implementing project.

The term “substantial conformance” shall mean a non-substantial modification of a condition of approval, diagram, or text of this specific plan that does not change the basic design or improvements required and is consistent with the original resolution adopting the specific plan, the conditions of approval, and the specific plan text. These modifications shall be considered in substantial conformance with this Specific Plan and shall not require a specific plan amendment. Substantial conformance may include the following:

1. Modification or deletion of a condition which will not substantially or adversely affect the underlying purpose for which the condition was initially required.
2. Construction of an implementing project out of phase so long as all infrastructure and public facilities required for the intervening phases are provided.
3. Modification of the project design which improves circulation, protects topographic features, minimizes grading, improves drainage or improves infrastructure.

Any modification to a condition of approval, diagram, or text of this specific plan that does not meet the requirements for substantial conformance, as described above, shall be required to process a specific plan amendment pursuant to the provisions of Riverside County [Ordinance No. 348, Section 2.9](#) prior to the approval of the implementing project.

2.8.B Phasing

The phasing plan for the Keller Crossing Specific Plan provides for the orderly development of a planned infrastructure system that coordinates the construction of new facilities so that each phase of development provides the infrastructure necessary to meet the demands of the new development. The phasing plan will establish an orderly pattern of development and will minimize construction impacts on the adjacent community. It is likely that the entire Specific Plan Area may need to be graded at once. This Phasing Plan reflects development within particular planning areas and roadway construction.

The Keller Crossing Specific Plan land uses will be developed using a phased approach. [Exhibit 2-17, Phasing Plan](#), illustrates the proposed phasing of development. Phase 1 of the Keller Crossing Specific Plan proposes development of Planning Areas 1, 2 and 3 and is anticipated to occur over a period of two years. In addition to the planning areas, the segment of Keller Road east of Street B shall be constructed in Phase 1. Portions of Street A, Street B and Street C shall also be constructed in Phase 1.

Phase 2 consists of development of Planning Areas 4, 5, and 6 and is likely to occur over a 3-5 year period. Roadways or portions of roadways not constructed in Phase 1 shall be completed as a part of Phase 2.

Planning Area	ACRES	RESIDENTIAL DENSITY	TARGET DWELLING UNITS	TARGET SQUARE FOOTAGE
PHASE 1				
1	9.9	0.3 du/ac	3	N/A
2	8.8	N/A	N/A	125,000 sf
3	13.9	3.0 du/ac	42	N/A
MPR	10.4	N/A	N/A	N/A
Phase 1 Totals	43.0	N/A	45	125,000
PHASE 2				
4	18.3	1.4 du/ac	25	N/A
5	39.5	6.3 du/ac	250	250,000
6	29.0	N/A	N/A	275,000
MPR	2.0	N/A	N/A	N/A
Phase 2 Totals	88.7	--	275	525,000
NOT PHASED				
7	61.1	--	--	--
MPR/Hwy 79	8.2	--	--	--
Project Totals	201.1	1.6	320	650,000

Table 2-7: Phasing Summary

It should be noted that Highway 79 / Winchester Road is not shown within any phase of development as construction of the ultimate right-of-way of this roadway is independent of development of the Keller Crossing Specific Plan.

Table 2-6, Phasing Summary, outlines the statistics by Planning Area for each phase of development.

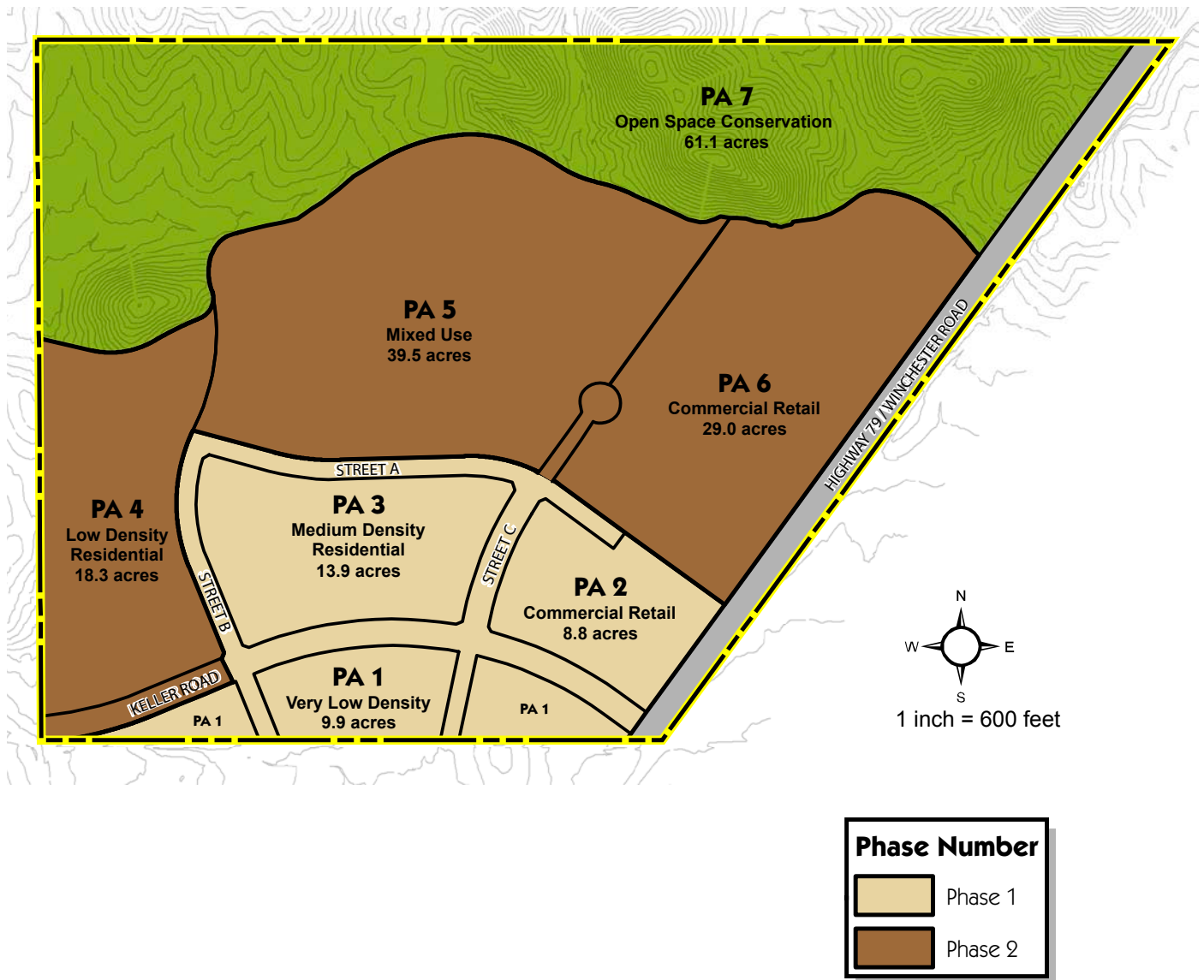


Exhibit 2-17: Phasing Plan

2.8.C Financing

This section identifies the financing obligations of the Keller Crossing Specific Plan. It provides a set of principles and policies regarding how these obligations should be met, identifies available financing mechanisms, and describes how a more detailed Financing Plan will be prepared to implement the preferred financing approach.

2.8.C.1 Infrastructure and Public Facilities

The infrastructure requirements for the Keller Crossing Specific Plan are composed of a variety of backbone infrastructure projects including roadways, sewer, storm drains, dry utilities, water and various other public facilities. [Table 2-8, List of Infrastructure and Public Facilities](#), provides a preliminary summary of the backbone infrastructure and other public facilities that the master plan will require.

DESCRIPTION	RESPONSIBLE AGENCY
INFRASTRUCTURE	
Roadways	Riverside County Transportation Department
Potable Water	Eastern Municipal Water District
Recycled Water	Eastern Municipal Water District
Sewer System	Eastern Municipal Water District
Drainage Facilities	Riverside County Flood Control & Water Conservation District
FACILITIES	
Parks	Valley-Wide Recreation & Park District
Fire Facilities	Riverside County Fire Department
Public Safety Facilities	Riverside County Sheriff's Department
MSHCP/Open Space	Regional Conservation Authority
Transit Facilities	Riverside Transportation Agency

Table 2-8: List of Infrastructure and Public Facilities

2.8.C.2 Financing Mechanisms and Resources

Several financing mechanisms may be used to fund the backbone infrastructure and other public facilities associated with the Keller Crossing Specific Plan. [Table 2-9, Financing Resources](#), provides a conceptual summary of possible funding sources and mechanisms. The ultimate mix of financing mechanisms will be determined during the implementation process, based on final technical analyses of costs, benefits and burdens, and negotiations between County staff, property owners, developers, elected officials, bond counsel, underwriters, and public finance experts.

DESCRIPTION	DEVELOPER/ DEBT FINANCING	COUNTY FEE PROGRAMS	OTHER
INFRASTRUCTURE			
Roadways	✓	✓	
Potable Water	✓	✓	
Recycled Water	✓	✓	
Sewer System	✓	✓	
Drainage Facilities			
- Related to major transportation improvements	✓	✓	
- All others	✓		
FACILITIES			
Parks	✓	✓	✓
Fire Facilities	✓	✓	
Public Safety Facilities	✓	✓	
MSHCP/Open Space	✓	✓	✓
Transit Facilities		✓	

Table 2-9: Financing Resources

This section describes the key features of the funding mechanisms available to finance Keller Crossing Specific Plan backbone infrastructure and other public facilities. The mechanisms presented fall into three distinct categories:

1. Area-specific fees, dedications, and exactions;
2. Assessment and special tax-secured financing; and
3. County-wide sources.

Fees. Fee proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties. Benefiting properties may be given the option to finance the fees by entering into an Assessment District (AD) or Community Facilities District (CFD).

Dedications and Exactions. Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for backbone infrastructure and other public facilities required or affected by their project, e.g., road right-of-way fronting individual properties. Dedications typically are made for road and utility rights-of-way, and land for other public facilities. Cash contributions are made for other public facilities that are directly required by their projects, e.g., payments for a traffic signal.

Development Agreements. A Development Agreement has not been implemented as part of this specific plan but one or more may be implemented as part of future development projects within the specific plan area. A Development Agreement is a contract between a public agency and a developer that provides developers with assurances that the land use entitlements for a project will not be changed in the future and that specifies public sector commitments to financing, phasing, and other elements of project implementation. Terms will be negotiated between the County and developer. Development Agreements need not be complicated documents. They can be drafted as standard agreements that can be modified to meet project-specific problems or objectives.

ASSESSMENT AND SPECIAL TAX-SECURED FINANCING

Special Assessment Districts (SADs). California law provides procedures to levy assessments against benefiting properties and to issue tax-exempt bonds to finance backbone infrastructure improvements and other public facilities. SADs, also known as improvement districts, are initiated by the legislative body, e.g., Board of Supervisors, subject to a majority protest of property owners. Assessments are distributed in proportion to the benefits received by each property as determined by an engineering analysis and act as a lien against the property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner.

Community Facilities Districts (CFDs). Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Special taxes are collected annually with property taxes and may be prepaid if prepayment provisions are specified in the tax formula. The special tax acts as a lien against the property. CFD special taxes are not required to be apportioned on the basis of direct benefit. As a result, Mello-Roos levies may be used to fund improvements of general benefit such as schools, fire and public safety facilities, libraries and parks, as well as improvements that benefit specific properties. The provisions under Mello-Roos also allow for levies to be set and infrastructure costs to be allocated in a manner that alleviates the cost burden for specific classes of development.

Infrastructure Financing Districts (IFDs). An Infrastructure Financing District allocates a portion of new property taxes to pay for capital improvements. It is similar to “tax-increment financing,” which is used by redevelopment agencies. Essentially, when tax-increment financing is developed, subsequent increases in tax revenues are set aside for the use of the financing district. IFDs are only allowed in areas that are substantially underdeveloped. Formation of an IFD and issuance of bonds are contingent on receiving two-thirds approval from the registered voters or property owners in the area.

The following facilities are eligible for financing through an IFD according to Government Code Section 53395.3:

- Highway interchanges, bridges, arterial streets, parking facilities, and transit facilities.
- Sewage treatment and water reclamation plants and interceptor lines.
- Water collection and treatment facilities for urban use.
- Flood control structures.
- Child care facilities.
- Libraries (if proposed).
- Parks, recreational facilities, and open space.
- Solid waste transfer and disposal facilities.

Landscape and Lighting Maintenance Districts (LLMDs). Landscaping and lighting maintenance districts (LLMDs) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLMDs also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from General Fund revenues.

COUNTY-WIDE SOURCES

The County has existing impact fees that it collects for itself or other special districts. These fees are not expected to provide significant funding to offset the costs of developing backbone infrastructure in the Keller Crossing Specific Plan. Further investigation will be needed to determine the amount of county-wide funds that may be committed to Keller Crossing Specific Plan infrastructure costs. In addition, it may be appropriate for the County to provide fee credits to Keller Crossing Specific Plan developers to the extent that Keller Crossing Specific Plan developer-constructed improvements and public facilities provide county-wide benefits.

Impact Fees and Connection Charges. Impact fees or “connection charges” may be adopted by local legislative bodies and levied against new development at the permit stage to offset the costs for a wide variety of backbone infrastructure and other public facilities. The conditions for imposing impact fees were formalized by the passage of Assembly Bill 1600 (Government Code Section 66000), which institutionalized prior case law on the subject (e.g., Nollan). Although not limited to the stricter definition of benefit applied to AD’s, the impact fees must be shown to have a rational nexus or relationship between costs and the impact or demand caused by the new development.

A major disadvantage of impact fees and connection charges is that they are typically collected over time as development occurs. To the extent that funding is needed “up front” for a particular facility, fee funding is not sufficient. In addition, when programmed or expected development does not occur as expected or never occurs, this problem is exacerbated.

Transportation Uniform Mitigation Fee (TUMF). Implemented in 2003, TUMF divides Western Riverside County into five zones. The TUMF is structured so that 48.7% of funds generated in each zone go back into that zone to be programmed for projects. Another 48.7% is allocated to regional inter-zone projects programmed by the Riverside County Transportation Commission (RCTC), and 2.6% is allocated for regional transit projects programmed by the Riverside Transit Agency. TUMF is administered by the Western Riverside Council of Governments (WRCOG) which receives all the fees generated from fees collected by the local jurisdictions.

County Service Areas (CSAs). CSAs are an alternative method of providing governmental services by the County within unincorporated areas to provide extended services such as sheriff protection, fire protection, local park maintenance services, water and sewer services, ambulance services, streetlight energy services, landscape services and street sweeping.

The governing body, which is established by law to administer the operation of county service areas is the Board of Supervisors. The original intent of the CSA law was to give an alternative method of providing governmental services by counties within unincorporated areas, many of which have had large population growth and commercial and industrial development.

The Economic Development Agency (EDA) assumed control of County Service Area’s (CSAs) in July of 2002. The Community Services Division annually levies and collects special charges in order to continue services and maintain improvements around the county. The CSAs budgets are designed to accumulate for current and future operations and maintenance, capital improvement projects, as well as to provide for sufficient funds to be carried over year to year to assure adequate cash flow during the period between July and December, in which assessments become available each January.

FEDERAL AND STATE GRANTS

In the past, some certain jurisdictions have received funding for public facilities from other levels of government, including the state and federal government. Currently, these funding sources are less available. However, several sources of grant funding still remain, and several new programs recently have been established. Further investigation of potential grant funding sources will be appropriate. However, because the availability of funding from these sources is unknown, it has not been assumed that these sources would be available for development financing.

OTHER FUNDING SOURCES

Other funding sources include a combination of public and private funding sources that may be used to fund a variety of backbone infrastructure and other public facilities. These include the following:

General Obligation Bonds. In 1986, with the passage of Proposition 46, cities, counties, and school districts were empowered with the right to issue general obligation bonds. General obligation bonds, which are repaid with revenues from increased property taxes, may be used to finance land acquisition and construction of capital improvements. A general obligation bond requires a two-thirds voter approval.

Revenue Bonds. Cities, counties, and some special districts can issue bonds to finance facilities for revenue-producing enterprises such as water and sewer improvements, golf courses, or harbors. The bonds are repaid solely from the revenues generated by the financed facility. Revenue bond issuance may require voter authorization.

Private Funding. Developer advances will likely be required in every phase of the development of the Specific Plan Area. The main sources of private financing for the project are anticipated to be private equity or debt financing and pay-as-you-go funding advances. These advances will likely provide for a reimbursement of these costs through the reimbursement agreement or credits against impact fees or from benefitting land owners via a deferred participation agreement.

2.8.D Maintenance

In addition to the capital cost of backbone infrastructure and other public facility costs, the County will also seek to ensure that adequate funding is in place for the ongoing operation and maintenance costs of such facilities. Potential funding mechanisms that may be used to fund operation and maintenance of backbone infrastructure and other public facilities include the following:

1. User fees (e.g., sewer, water, electricity rates, park and recreation fees)
2. Special taxes and assessments (CFDs or LLMDs)
3. County Service Areas (CSAs)
4. Homeowner Associations (HOA)
5. Commercial Maintenance Associations (CMA)
6. Property taxes

Table 2-10, *Maintenance Responsibility*, outlines specific elements of development within the Keller Crossing Specific Plan and the entities responsible for maintenance.

SPECIFIC PLAN ELEMENT	ENTITY
ROADWAY ELEMENTS	
Public Streets	Riverside County Transportation
Public Sidewalks	Riverside County Transportation
Street Lighting	Riverside County Transportation, LLMD or CSA
Street Medians	Riverside County Transportation, LLMD or CSA
LANDSCAPE ELEMENTS	
Commercial Monuments and Signs	Commercial Maintenance Association
Residential Monuments and Signs	Homeowner's Association
Residential Theme Fencing	Homeowner's Association
Parkways	Riverside County Transportation, LLMD or CSA
Slope Landscaping	Commercial Maintenance Association, Homeowner's Association, LLMD or CSA
Community Garden	Homeowner's Association
OPEN SPACE	
MSHCP Open Space	Regional Conservation Authority (RCA)
Fuel Modification	Homeowners, Homeowner's Association or Commercial Maintenance Association
PUBLIC FACILITIES	
Detention Basins	Riverside County Flood Control and Water Conservation District

Table 2-10: Maintenance Responsibility

2.8.E Implementation and Financing Development Standards

1. Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.
2. Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of this Specific Plan zone herein applied to the property.
3. Development applications which incorporate common areas shall be accompanied by design plans for common areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular and pedestrian).
4. If necessary, roadways, infrastructure and facilities may be coordinated by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance and management.
5. Final development intensities for each planning area shall be determined through the appropriate development application up to the maximum density and/or square footages identified in the Keller Crossing Specific Plan, based upon, but not limited to, the following:
 - a. Adequate availability of services;
 - b. Adequate access and circulation;
 - c. Innovation in building types and design;
 - d. Sensitivity to landforms;
 - e. Minimum lot sizes for residential neighborhoods



CHAPTER 3

PLANNING AREA DETAILS

- 3.1 PLANNING AREA 1
- 3.2 PLANNING AREA 2
- 3.3 PLANNING AREA 3
- 3.4 PLANNING AREA 4
- 3.5 PLANNING AREA 5
- 3.6 PLANNING AREA 6
- 3.7 PLANNING AREA 7

3.1 Planning Area 1

a. Descriptive Summary

Planning Area 1 (PA 1), as illustrated in Exhibit 3-1: Planning Area 1, for very low density residential and consists of the following:

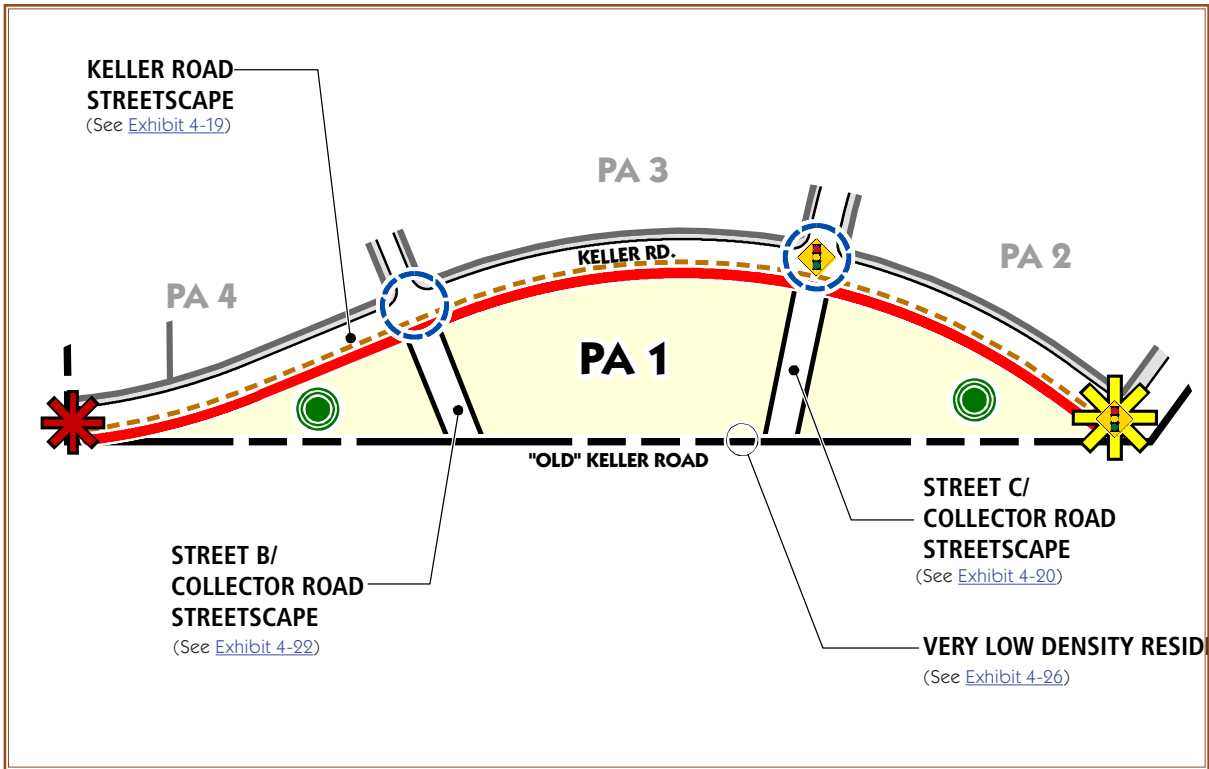
Very Low Density Residential (VLDR)		
ACRES	DENSITY	Target DUs (Dwelling Units)
9.9	0.3	3


b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. Each lot within Planning Area 1 shall be a minimum of 2 acres in size and shall form a rural-residential buffer between existing uses south of Old Keller Road and the proposed uses north of relocated Keller Road.
2. Primary and secondary vehicular access to Planning Area 1 is achieved via the extensions of Streets B & C south of Keller Road. The intersection of Street “C” and Keller Road is planned to be signalized and provides adequate primary vehicular ingress and egress points for Planning Area 1. The intersection of Street “B” and Keller Road is not planned to be signalized and provides secondary vehicular ingress and egress for Planning Area 1.
3. While the overall acreage of Planning Area 1 is sufficient to accommodate as many as four 2-acre minimum lots, the need for two detention basins in this planning area reduces the amount available for development. Detention basins are planned along the southern Specific Plan boundary at the western-most and eastern-most ends of the planning area and play a major role in the drainage plan for the entire Specific Plan Area.
4. Due to the realignment of Keller Road away from the southerly property line, development of Planning Area 1 (or construction of Keller Road should it proceed ahead of Specific Plan development) must provide adequate access for the residential homes south of the Specific Plan Area. Furthermore, development within Planning Area 1 shall take into consideration the existing, off-site residential homes located south of the Specific Plan Area.
5. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan



-  **Primary Entry**
(See Exhibits 4-11A and 4-11B)
-  **Primary Entry**
(See Exhibits 4-13A and 4-13B)
-  **Primary Intersection**
(See Exhibits 4-12A and 4-12B)
-  **Detention Basin Location**
-  **Signalized Intersection**
-  **Regional Trail**
-  **Class II Bike Lane**

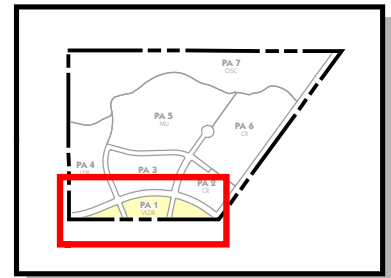
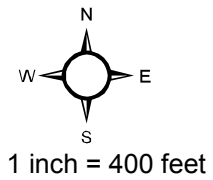


Exhibit 3-1: Planning Area 1

3.2 Planning Area 2

a. Descriptive Summary

Due to its prominent location at the intersection of Keller Road and Highway 79, Planning Area 2 is ideally situated to accommodate the development of a commercial retail shopping center. Planning Area 2 (PA 2), as illustrated in Exhibit 3-2: Planning Area 2, consists of the following:

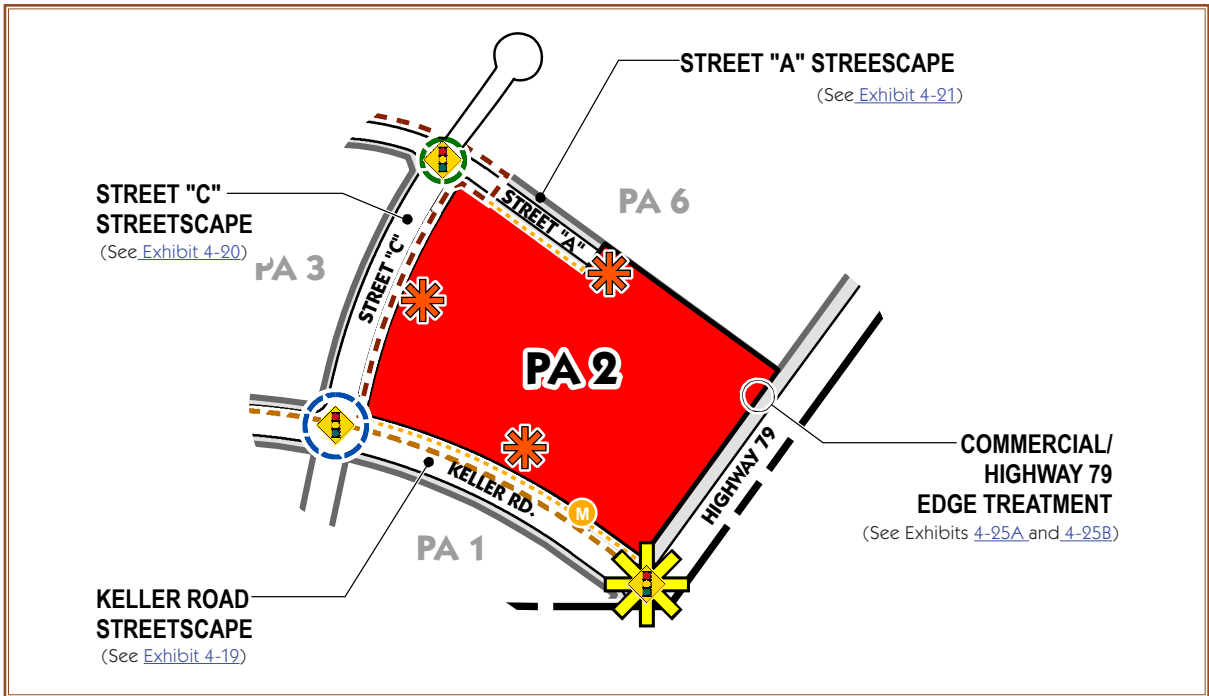
COMMERCIAL RETAIL (CR)	
ACRES	TARGET DEVELOPABLE SQUARE FEET
8.8	125,000


b. Land Use and Development Standards

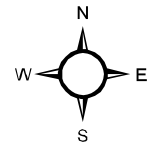
Please refer to Ordinance No. 348.4767

c. Planning Standards

1. Primary right-in/right-out vehicular access to Planning Area 2 is achieved via Keller Road, while secondary vehicular access points may occur at Street A and Street C. No vehicular access points are permitted from Highway 79. Service and loading access shall occur in areas that are not highly visible from vehicular and pedestrian traffic.
2. The intersections of Keller Road/Winchester Road (Highway 79) and Keller Road/Street C are highly visible and provide strong opportunities for master plan signage, identification and monumentation. Both of these intersections warrant a traffic signal to control vehicular traffic.
3. The intersection of Street A/Street C is also prominent and provides secondary opportunities for signage, identification and monumentation. This intersection may be controlled by traffic signal or a roundabout.
4. A Class I Bike Path is located along the western boundary of Planning Area 2 and provides non-vehicular access to other planning areas within the Specific Plan and a Class II Bike Lane along Keller Road. Pedestrian paths within Planning Area 2 should directly connect to the Class I Bike Path and adjacent sidewalks where feasible.
5. Edge treatments for the eastern edge of Planning Area 2 are outlined in the Design Guidelines section of this document.
6. All non-residential developments shall have enhanced entry statements, arrival features and people gathering places for each parcel as a focal point. The entry sequence shall consist of:
 - The Primary Entry shall be identified with an enhanced landscape area and community theme monument wall with signage.



-  **Primary Entry**
(See Exhibits [4-11A](#) and [4-11B](#))
-  **Primary Entry**
(See Exhibits [4-13A](#) and [4-13B](#))
-  **Primary Intersection**
(See Exhibits [4-12A](#) and [4-12B](#))
-  **Detention Basin Location**
-  **Signalized Intersection**
-  **Regional Trail**
-  **Class II Bike Lane**



1 inch = 400 feet

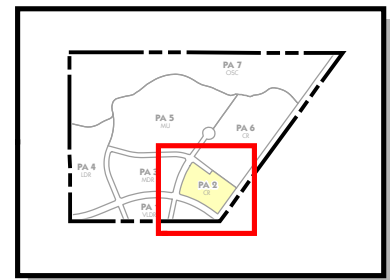


Exhibit 3-2: Planning Area 2

- A Drive Connection to the parking area shall have minimal direct parking conflicts and should be bounded by an enhanced landscape area.
 - An Arrival Feature shall be adjacent to each building entry.
 - A People Gathering Place shall be located adjacent to each cluster of buildings and shall be defined spatially by the building mass to the extent possible. The size and configuration of the People Gathering Places shall be sufficient to function as a building entry, sitting area, and usable plaza/open space. People Gathering Places should provide shade that may be accomplished with the use of overhangs, arbors, trellises and freestanding shade structures. Enhanced paving should be used to identify special activity and circulation areas.
7. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
- 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan

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3.3 Planning Area 3

a. Descriptive Summary

Planning Area 3 (PA 3), as illustrated in Exhibit 3-3: Planning Area 3, is a residential area designed to provide a transition from less intense residential uses in Planning Areas 1 and 4, and consists of the following:

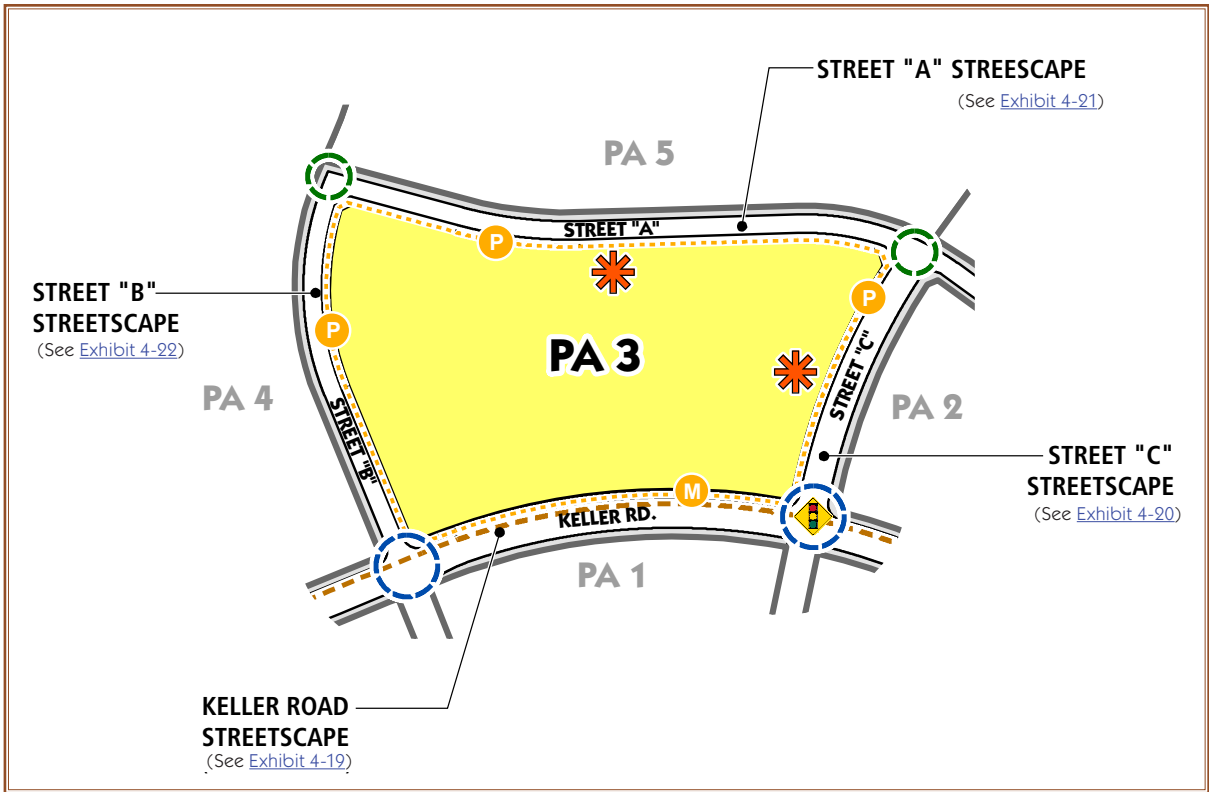
MEDIUM DENSITY RESIDENTIAL (MDR)		
ACRES	DENSITY	Target DUs (Dwelling Units)
13.9	3.0	42

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. The minimum lot size shall be 5,000 square feet, except along the southern and western boundaries (adjacent to Keller Road and Street B) where the minimum lot size shall be 10,000 square feet.
2. Primary and secondary vehicular access may occur via Street A, Street B and/or Street C. In addition, right-in/right-out vehicular access may be allowed along Keller Road.
3. The Keller Road/Street C intersection warrants a traffic signal to control vehicular traffic, while the Keller Road/Street B intersection requires a stop sign for traffic control.
4. The intersections of Street A/Street B and Street A/Street C are also prominent and provide secondary opportunities for signage, identification and monumentation. Both intersections may be controlled by traditional traffic control measures or roundabouts.
5. An activity center shall be provided in Planning Area 3 or Planning Area 5. Please refer to section 2.4.B
6. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan.



-  **Primary Entry**
(See Exhibits [4-11A](#) and [4-11B](#))
-  **Primary Entry**
(See Exhibits [4-13A](#) and [4-13B](#))
-  **Primary Intersection**
(See Exhibits [4-12A](#) and [4-12B](#))
-  **Detention Basin Location**
-  **Signalized Intersection**
-  **Regional Trail**
-  **Class II Bike Lane**

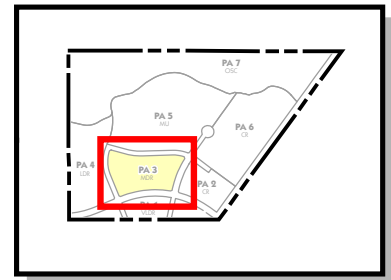
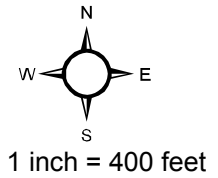


Exhibit 3-3: Planning Area 3

3.4 Planning Area 4

a. Descriptive Summary

Planning Area 4 (PA 4), as illustrated in Exhibit 3-4: Planning Area 4, encourages the development of larger lots and serves as a land use transition/buffer between the rural uses west of Pourroy Road and the more intensive land uses planned east of the planning area and consists of the following:

LOW DENSITY RESIDENTIAL (LDR)		
ACRES	DENSITY	Target DUs (DWELLING UNITS)
18.3	1.4 du/ac	25

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. As outlined in the Riverside County General Plan, the Low Density Residential (LDR) land use designation provides for the development of detached single-family residential dwelling units and ancillary structures on large parcels. As outlined in the Riverside County zoning ordinance, intensive animal-keeping uses are discouraged and shall be limited to ensure compatibility between the LDR designation and other, more intense residential and commercial uses located east of Planning Area 4.
2. Limited agriculture is permitted within this designation. The minimum lot size in the LDR designation, based on the zoning ordinance shall be 20,000 square feet, except that all lots adjacent to Pourroy Road shall be 2 acres in size.
3. Vehicular access to Planning Area 4 may be provided from Street A or Street B. At the time of this document’s approval, Pourroy Road existed as a dirt road/driveway with a thirty-foot dedicated right-of-way. Additionally, a thirty-foot easement existed east of the Specific Plan boundary, providing access for properties east and north of the Specific Plan Area. No access is planned or permitted via Pourroy Road to Planning Area 4.
4. The intersections of Keller Road/Pourroy Road and Keller Road/Street B are highly visible and provide strong opportunities for master plan signage, identification and monumentation. Both of these intersections require a stop sign for traffic control.
5. The minimum width for lots adjacent to Pourroy Road shall be 100’. Additional buffer treatments shall be implemented along this edge and must include one or more of the following items:
 - Increased and/or enhanced landscaping;
 - Open space buffers;
 - Increased building setbacks;
 - Single story homes; or
 - Larger lot sizes.

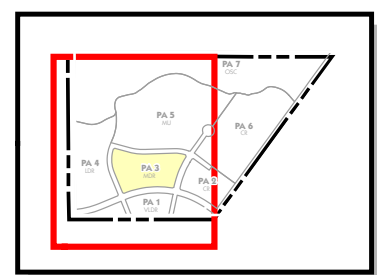
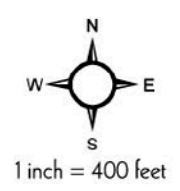
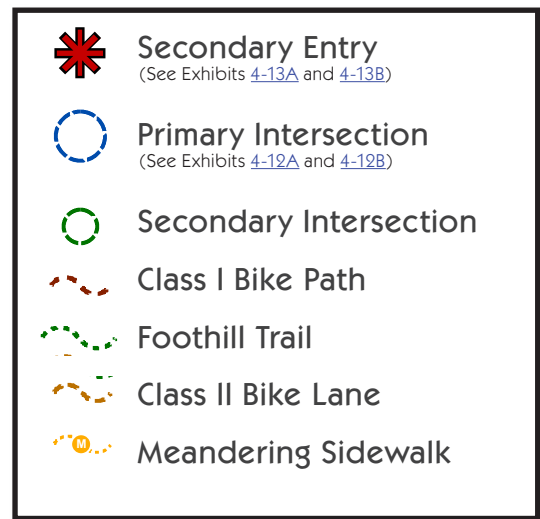
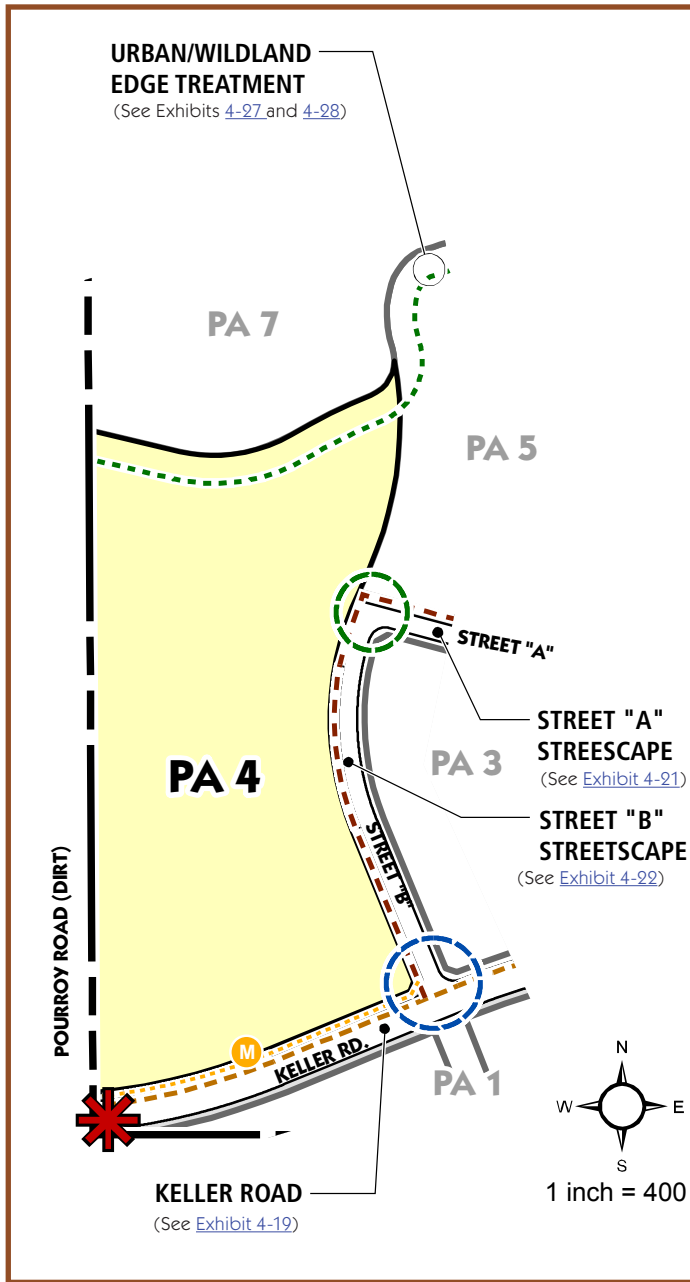


Exhibit 3-4: Planning Area 4

6. Non-vehicular access to Planning Areas 4 is provided via a Class I Bike Path that runs parallel to Street A and Street B and links residents to the uses planned within other planning areas in the Specific Plan. In addition the Foothill Trail is also located within Planning Area 4 and provides additional non-vehicular access to adjacent uses. The Foothill Trail also serves as an access road for fuel modification and maintenance along the urban/wildland edge.
7. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan.

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3.5 Planning Area 5

a. Descriptive Summary

Planning Area 5 (PA 5), as illustrated in Exhibit 3-5: Planning Area 5 provides for the development of commercial office, multi-family, small lot single-family residential and a potential Continuing Care Retirement Community (CCRC) and consists of the following:

MIXED USE (MU)			
ACRES	GROSS DENSITY	Targeted DUs (Dwelling Units)	Target Developable Square Feet (Commercial Office)
39.5	6.4 du/ac	250*	250,000
<small>NOTES: * INCLUDE UP TO 225 CCRC UNITS</small>			

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. Planning Area 5 has a maximum development of up to 250,000 square feet of commercial office land uses in Phase 2. More specifically, Planning Area 5 is well suited to accommodate the following uses:
 - Administrative and professional offices, including but not limited to business, law, medical, dental, chiropractic, architectural, engineering and real estate offices;
 - Health and exercise centers or gyms;
 - Hotels and motels;
 - Restaurants;
 - Banks and financial institutions;
 - Day care centers;
 - Churches, temples and other places of religious worship.
2. In addition to Commercial uses, Planning Area 5 (PA 5) is targeted for the development of up to 250 dwelling units in Phase 2. As outlined in the Riverside County General Plan, the Planned Residential land use designation provides for the development of high density single-family and multi-family residential dwelling units. Housing types may include small lot and clustered single-family, detached and attached condos, townhomes and apartments. Vehicular access to Planning Area 5 may be provided from Street A or Street B.
3. Planning Area 5 allows for a portion of the allocated dwelling units (up to 225) to be developed as a Continuing Care Residential Community.

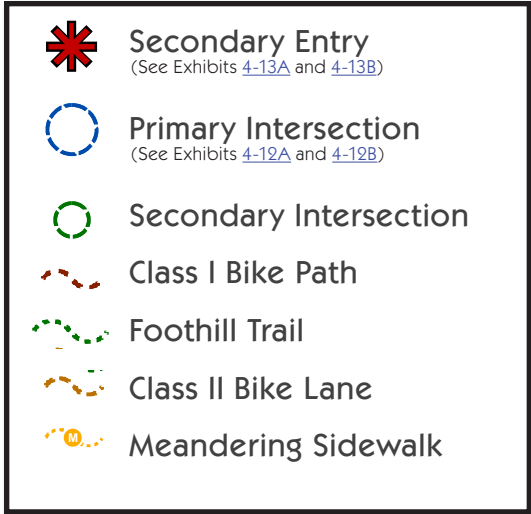
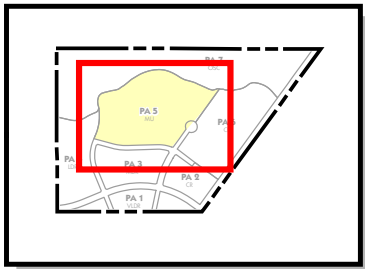
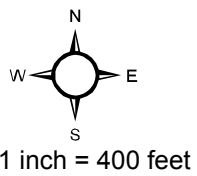
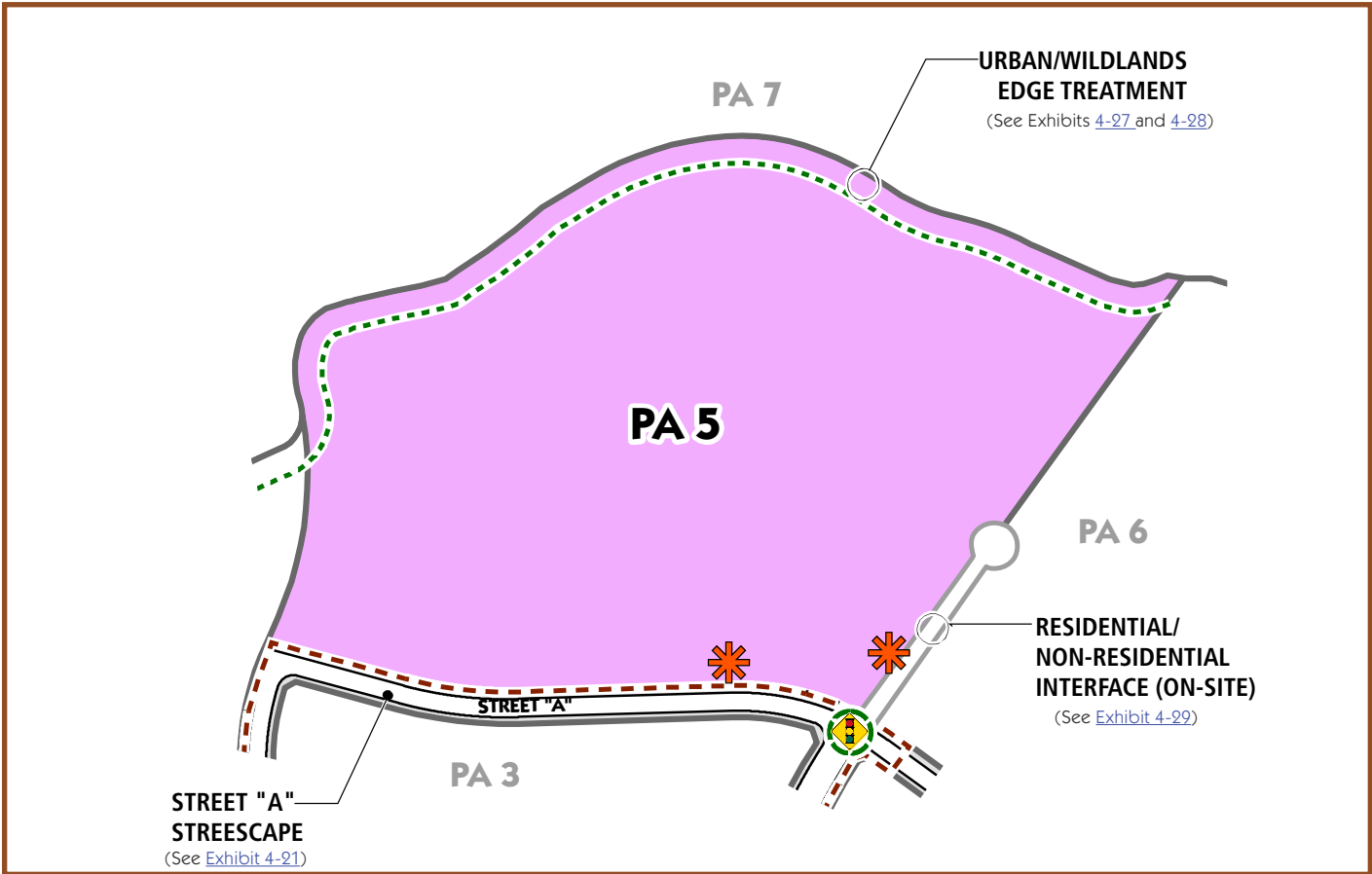


Exhibit 3-5: Planning Area 5

4. A CCRC may include one or more of the following “sub-uses” that make up the overall community:
 - Independent Living Units
 - Assisted Living Units
 - Skilled Nursing Facility
 - Memory Care Facility
5. If implemented, the following table highlights the target breakdown of sub-uses within Planning Area 5, should it be developed as a CCRC.

SUB-USE	UNITS	BEDS
Independent Living	125	--
Assisted Living	100	--
Skilled Nursing	--	100
Memory Care	--	50
Totals	225	150

6. Should Planning Area 5 not be developed with a CCRC, other residential land uses may be developed so long they are compatible with the adjacent planning areas. Residential development may consist of densities as permitted in the High, Very High or Highest Density land uses outlined in the Riverside County General Plan.
7. An activity center shall be provided in either Planning Area 5 or Planning Area 3. Please refer to section 2.4.B.
8. Primary and secondary vehicular access occurs via Street A and Street C. The intersection of Street A/Street B is prominent and provides secondary opportunities for signage, identification and monumentation. This intersection may be controlled by traditional traffic control measures or roundabouts.
9. Non-vehicular access to Planning Areas 5 is provided via a Class I Bike Path that runs parallel to Street A and Street B and links residents to the uses planned within other planning areas in the Specific Plan. In addition the Foothill Trail is also located within Planning Area 5 and provides additional non-vehicular access to adjacent uses. The Foothill Trail also serves as an access road for fuel modification and maintenance along the urban/wildland edge.

10. Sensitive edge treatments are needed along the northern and eastern boundaries of Planning Area 5. Details for each of these conditions are highlighted in the Design Guidelines section of this document.
11. All non-residential developments shall have enhanced entry statements, arrival features and people gathering places for each parcel as a focal point. The entry sequence shall consist of:
 - The Primary Entry shall be identified with an enhanced landscape area and community theme monument wall with signage.
 - A Drive Connection to the parking area shall have minimal direct parking conflicts and should be bounded by an enhanced landscape area.
 - An Arrival Feature shall be adjacent to each building entry.
 - A People Gathering Place shall be located adjacent to each cluster of buildings and shall be defined spatially by the building mass to the extent possible. The size and configuration of the People Gathering Places shall be sufficient to function as a building entry, sitting area, and usable plaza/open space. People Gathering Places should provide shade that may be accomplished with the use of overhangs, arbors, trellises and freestanding shade structures. Enhanced paving should be used to identify special activity and circulation areas.
12. Parking for the CCRC facility shall be as required by Ordinance 348 Section 12.12 medical uses for the aged or as required by a parking study provided by the applicant and approved by the County.
13. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan.

3.6 Planning Area 6

a. Descriptive Summary

Planning Area 6 (PA 6), as illustrated in Exhibit 3-6: Planning Area 6 provides for the development of commercial retail land uses. Due to its prominent location along Highway 79, Planning area 6 is ideally situated for the development at a community or regional level, as well as for professional office uses. Development consists of the following:

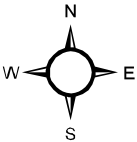
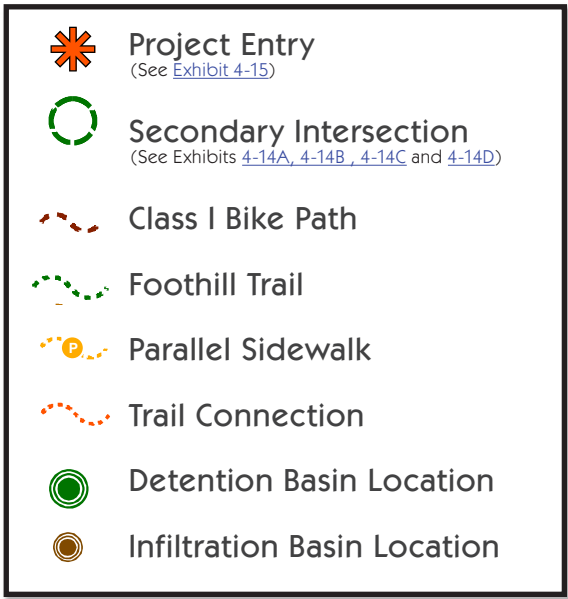
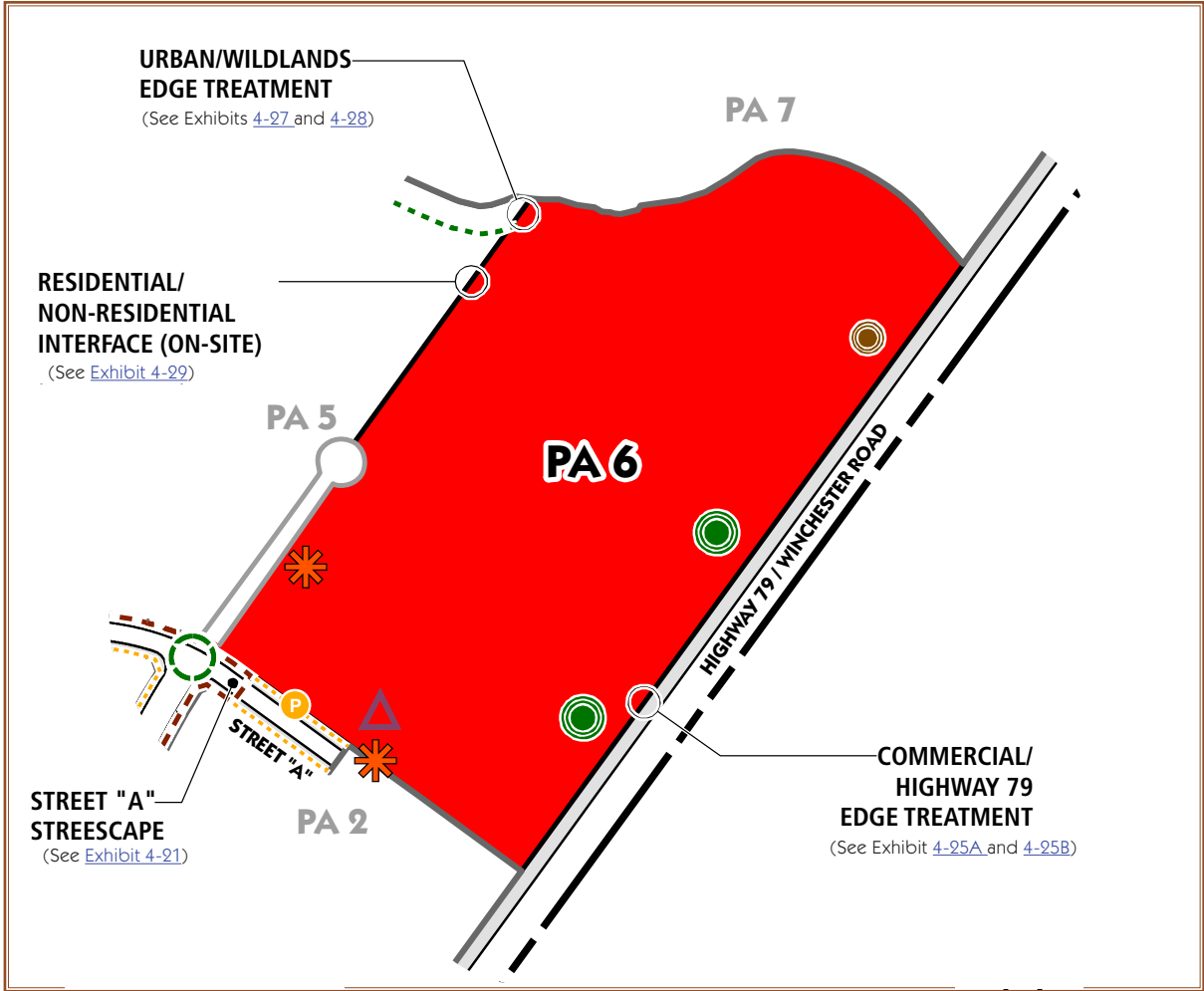
COMMERCIAL RETAIL (CR)	
ACRES	TARGET DEVELOPABLE SQUARE FEET
29.0	275,000

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. Primary and secondary vehicular access occurs via Street C and Street A.
2. Non-vehicular access occurs via a Class I Bike Path along Street A and via the Foothill Trail located on the northern edge of the planning area. Trail connections are required from within Planning Area 6 to the primary sidewalk adjacent to Street A and to the Foothill Trail. This connection shall consist of a dedicated sidewalk, walkway or trail through commercial uses within Planning Area 6. Where this connection crosses internal vehicular drives or parking areas, accented pavement shall be required to ensure safe and continuous access for pedestrians or bicyclists.
3. Sensitive edge treatments are required along the northern and eastern boundaries of Planning Area 6. Details for each of these conditions are highlighted in the Design Guidelines section of this document.
4. A series of linear detention/infiltration basins (or series of basins) are planned along the eastern perimeter of Planning Area 6 along Highway 79 and will play a major role in storm water management in the Specific Plan Area. The landscaping within and around this basin is highly visible from the highway corridor and design shall be sensitive to the on-site commercial uses and off-site aesthetic appeal.



1 inch = 400 feet

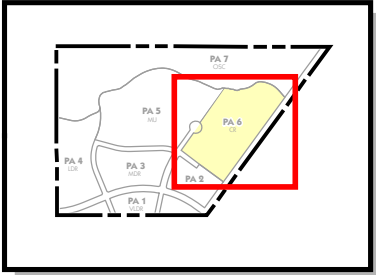


Exhibit 3-6: Planning Area 6

6. All non-residential developments shall have enhanced entry statements, arrival features and people gathering places for each parcel as a focal point. The entry sequence shall consist of:
 - The Primary Entry shall be identified with an enhanced landscape area and community theme monument wall with signage.
 - A Drive Connection to the parking area shall have minimal direct parking conflicts and should be bounded by an enhanced landscape area.
 - An Arrival Feature shall be adjacent to each building entry.
 - A People Gathering Place shall be located adjacent to each cluster of buildings and shall be defined spatially by the building mass to the extent possible. The size and configuration of the People Gathering Places shall be sufficient to function as a building entry, sitting area, and usable plaza/open space. People Gathering Places should provide shade that may be accomplished with the use of overhangs, arbors, trellises and freestanding shade structures. Enhanced paving should be used to identify special activity and circulation areas.
7. Please refer to Section 2 for the following Development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan.

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3.7 Planning Area 7

a. Descriptive Summary

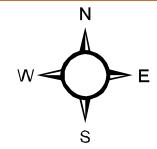
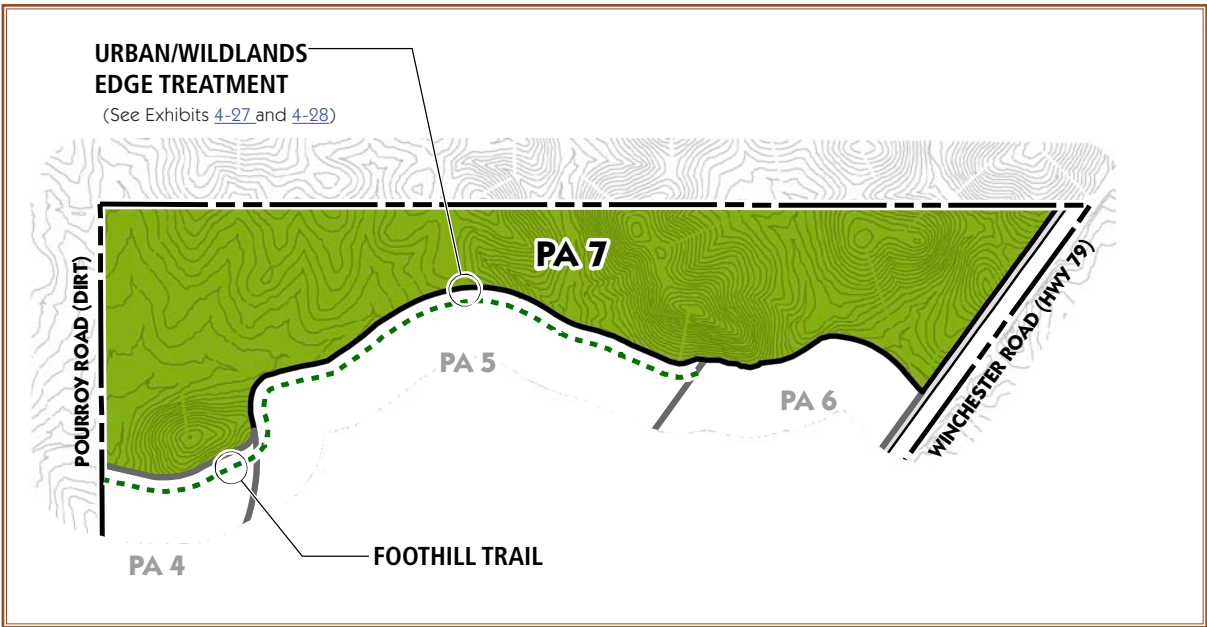
Planning Area 7 (PA 7), as illustrated in Exhibit 3-7: Planning Area 7 designated as Open Space Conservation (OS-C). A total of 61.1 acres (30.4%) of the Specific Plan Area are designated as Open Space Conservation and are planned to remain as permanent natural open space. Planning Area 7 contributes open space land to the Western Riverside County Multi-Species Habitat Conservation Preservation (MSHCP) plan. Combined with additional open space designations to the north and west in the Domenigoni-Barton Specific Plan (SP 310), Planning Area 7 contributes to formation of Proposed Constrained Linkage 17. Proposed Constrained Linkage 17 provides a connection between core areas to the east and west of the Specific Plan Area. Areas preserved as a part of Planning Area 7 include non-native grassland, Riversidean sage scrub and agricultural lands.

b. Land Use and Development Standards

Please refer to Ordinance No. 348.4767

c. Planning Standards

1. Since Planning Area 7 is designated as open space there are no planned direct vehicular access points from major roadways within the SP Area.
2. The Foothill Trail, which parallels the southern boundary of PA 7 and runs from Pourroy Road (a dirt road) to Planning Area 6, provides access for maintenance vehicles, pedestrians and bicyclists. The Foothill Trail is planned as an 8-foot wide stabilized, decomposed granite trail and also plays a role in brush management and urban/wildland edge treatment. The developed planning areas south of PA 7 will provide various access points to the Foothill Trail; however, no access points are planned to PA 7 as a part of this Specific Plan.
3. The urban/wildland edge treatment is outlined in Section 4 and provides a transitional buffer zone between developed and natural open space lands.
4. Please refer to Section 2 for the following development Plans and Standards that apply site-wide:
 - 2.1 Land Use Plan
 - 2.2 Vehicular circulation
 - 2.3 Trails and Bikeway Plan
 - 2.4 Open Space and Recreation Plan
 - 2.6 Grading Plan
 - 2.7 Sustainability Plan
 - 2.8 Implementing Plan.



1 inch = 400 feet

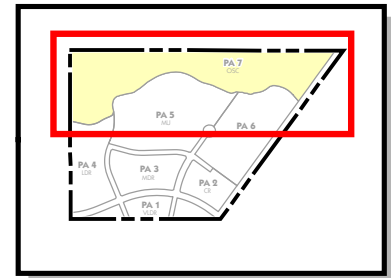


Exhibit 3-7: Planning Area 7

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CHAPTER 4


DESIGN GUIDELINES

- 4.1 PURPOSE AND INTENT
- 4.2 GUIDING PRINCIPLES
- 4.3 NON-RESIDENTIAL GUIDELINES
- 4.4 RESIDENTIAL GUIDELINES
- 4.5 RESIDENTIAL ARCHITECTURAL STYLES
- 4.6 LANDSCAPE GUIDELINES

4.1 Purpose and Intent

These Design Guidelines provide a design framework for landscape, streets and buildings to convey a cohesive master plan identity. They establish the pattern and intensity of development for Keller Crossing to ensure a high-quality and aesthetically cohesive environment. While these guidelines also establish the quality of the architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

4.2 Guiding Principles

- To provide clear direction to decision makers on the intent of the Specific Plan;
 - To create livable neighborhoods rather than subdivisions;
 - Reinforce the community's intended theme with appropriate architectural styles;
 - Establish a strong sense of community with shared community spaces, a trail system, monumentation and quality architectural designs; and
 - Provide climate-appropriate landscape and buildings.
-  • Reinforce and protect the existing open space and habitat through a thoughtful landscape design that incorporates a selective landscape palette.

These Design Guidelines are also intended to be flexible and are, therefore, illustrative in nature. As a flexible document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires and the marketplace.

GREEN CONCEPT

The landscape and architectural guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment and a sense of identity.



4.3 Non-Residential Guidelines

Non-residential areas are to be visually attractive and cohesive with the surrounding residential and natural environment. The successful creation of pedestrian-friendly, non-intrusive development within Keller Crossing can be achieved by implementing the following goals:

- Non-residential buildings should be designed as complementary additions to the overall theme established throughout the community. Dramatic departures in form, scale, and style are not permitted.
- Buildings should be designed to create smooth transitions in scale through the use of low and mid-rise building forms or through the use of terraced elevations.
- Long, uniform facades should be avoided by creating visual interest through the use of courtyards, varied building setbacks, arcades, windows and towers.
- Rear and side architectural details should be incorporated along visible edges.
- Outdoor uses are strongly encouraged along pedestrian walkways.
- Arcades, canopies, awnings and trellises are encouraged to define pedestrian pathways and to offer protection from the elements.
- Building and paving materials and colors should be selected to reinforce the sites architectural character and enhance the pedestrian experience.

4.3.A Site Planning

4.3.A.1. Orientation

- Buildings should be oriented for the best visibility from the surrounding roadways.
- Buildings should be located along the street or along an internal private street within a parcel to provide access and visibility.
- Buildings shall be arranged to provide convenient access to entrances and to facilitate efficient on-site circulation for vehicles and pedestrians. The orientation of multiple buildings on a single parcel should be clearly coordinated so that service areas are separate and distinct from public spaces. Additionally placement of buildings should consider visibility from internal and off-site roadways.






4.3.A.2 Gathering Spaces

Courtyards and plazas within a community promote outdoor living and social gathering. These spaces should be located and sized to meet the intended use of each space. Designs should include:

- Enhanced paving materials that reflect the architectural style of the site;
- Landscaping that provides a garden setting and adds to the comfort and visual aesthetics of the space;
- Site amenities including benches, trash receptacles, bike racks, chairs and tables;
- Overhead shade structures to define spaces and provide shelter;
- Spaces exclusively for outdoor dining and group entertainment;
- Lighting for both safety and function;
- Utility needs for power, sound and internet connection; and
- Visual features such as fountains, public art, potted plants.



4.3.A.3 Pedestrian Circulation


{  } Pedestrian links to on-site amenities can provide easy access to adjoining uses and open spaces. Designs should include the following:

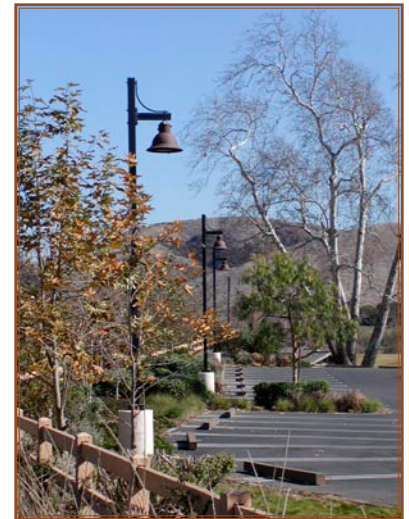
- Walkways that support both pedestrian and bicycle circulation where appropriate;
- Walkways and trails that are well defined by landscaping, directional signage and lighting;
- Shade trees, structures and site furnishings at convenient intervals to provide for pedestrian comfort;
- Adjacent landscaping that is substantial and garden like while still allowing for visual penetration for safety;
- Bollards and decorative paving that separates vehicular circulation from pedestrian;
- Where sidewalks cross roadways or drives, paving materials or raised paths of travel to alert drivers;
- Sidewalks immediately adjacent to buildings are adequate in width to accommodate circulation, outdoor dining, displays and entertainment;
- A safe and pleasant environment is provided through the use of potted plants, raised planters, site furnishings and lighting;
- Bicycle parking facilities are provided at key points within the site.



4.3.A.4 Site Accessories



Site accessories such as benches, chairs, tables, pots, trash receptacles, lights, tree grates, mailboxes, bicycle facilities and water features, should be selected for their ability to provide an aesthetic value, comfort, and reinforce the architectural style of the site. The following considerations should take place when selecting furnishings:

- Materials represent renewable resources produced by manufacturers that support and incorporate sustainable practices;
- {  • Durability and long term maintenance;
- Colors, materials and detailing that convey quality and a cohesive palette;
- Lighting that reflects a hierarchy of fixtures and addresses the scale of the space and lighting needs;
- Pole fixtures don't exceed 15' in height and light sources are shielded and directed downwards.
- Bollards or pathway lights are used to illuminate pedestrian pathways.



4.3.A.5 Vehicular Circulation and Parking

Landscaping can assist in defining vehicular circulation on a site. The following criteria shall be applied to all parking lot designs:

- Trees, shrubs and ground covers are provided along drives and at the end of internal parking bays;
- Parking lots are designed to facilitate an orchard type tree setting;
- {  • Tree densities adequately disrupt the expanse of paved areas and reduce the heat island effect;
- Tree placements take into account visibility of building entries and signage;
- Specimen trees and accent landscaping are placed at the end of drives to provide focal points throughout the site;
- Landscape and tree placements take into account visibility of entries and signage;
- {  • Run-off retention and bio-filtration are an integral part of all parking lot layout and landscape design;
- Pathways are incorporated into parking areas and along drives to allow for safe pedestrian circulation.





4.3.A.6 Driveways

The site will be provided with a limited number of driveways to reduce traffic impact. Sidewalks should be located along natural travel paths for pedestrians. Sidewalks should be a minimum of 5 feet wide along pedestrian pathways and minimum of 8 feet wide along more heavily traveled commercial areas.

4.3.A.7 Parking Lots

Parking lots should generally be placed away from streets. No street frontage should consist of a continuous parking lot, but should be broken up with buildings, landscaping, plazas and other pedestrian features. Continuous parking stalls should be interrupted by landscape islands, no more than ten stalls apart. Consider the use of green striping.



4.3.A.8 Refuse Containers, Utility and Mechanical Equipment

Refuse containers and equipment should be easily accessed by service vehicles but screened from view of the streets, parking lots, and connecting walkways through roof forms, trellises, walls and/or landscaping. Screening details should incorporate elements that are compatible with the architectural style of the building. Equipment and enclosures shall not be located near pedestrian pathways.



4.3.B Architectural Guidelines

Variety in massing of non-residential development will foster the vertical and horizontal mixed-use nature of the project to provide a range of neighborhood serving retail, commercial, office, and community oriented uses. The physical and visual integration of these elements will activate the mixed-use character of Keller Crossing.

Image, character, quality and the aesthetic interest of a place is solidified by the architectural design of the building as an individual entity and as an element in the community composition. Architectural design of non-residential development at Keller Crossing should be based on regional examples of quality architecture of enduring character.

Building design should:

- Respect the rules of historic regional examples within the parameters of modern construction practices and materials;
- Be scaled appropriately and authentic to the location and use of the building;
- Present a unified development character without creating repetitious or redundant forms or design.



All non-residential buildings should be designed to complement the quality and design vocabulary of Keller Crossing.

GREEN CONCEPT { }

Consideration should be given to the use of local, recycled and/or rapidly renewable building materials where appropriate to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials.



4.3.B.1 Building Form

Building forms should be aesthetically designed and well-proportioned resulting in a balanced composition of elements:


- The scale of the buildings shall relate to adjacent plazas, pedestrian corridors and other surrounding buildings;
- Building massing should consist of a mix of heights, within or between buildings, to provide visual interest to the site;
- Modulation and variation of building masses between adjacent buildings is encouraged;
- Buildings featuring heightened aesthetic architectural design require less massing and height variation;
- Layering of wall planes and volumes should provide a rhythm of dynamic building forms and shadows;
- Massing at corners or at project entries should:
 - Provide a built-out and simple unified design statement to the building; or
 - Increase massing as a prominent design element(s) or tower(s) to engage corridor views; or
 - Step down massing elements to interface with the streetscape.
- Prominent massing features should be designed to function as:
 - Announcement of project entries; or
 - Highlight building entries.



4.3.B.2 Roof Considerations

Roofs should be designed for functionality and enhance/complement the overall architectural design of the building including:

- Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged;
- Form and materials that are integrated with the overall design vocabulary of the development;

- Fascia elements that are consistent with the primary design;
 - Parapet, when used, that are contiguous and incorporate side/rear elevation returns to eliminate false front/unfinished appearance.
- {  • Design roofs for maximum solar exposure for the potential installation of photovoltaics.
- Select durable, light colored roofing materials to minimize the creation of heat islands, moderate indoor air temperatures and maximize the life of the roof.



4.3.B.3 Facade Treatments

Building should have articulation along vehicular and pedestrian corridors to generate pedestrian scaling and visual interest along the streetscape including:

- Avoidance of blank walls, especially along adjacent streets or walkways;
- Inclusion of additional architectural detailing such as massing offset and articulation, variation in texture and color and banding on buildings comprised of one building material;
- Use of projections, overhangs and recesses to provide shadow articulation and scale to building elevations;
- Incorporation of comparable architectural treatment on building elevations exposed to streets or major pedestrian connections.




4.3.B.4 Entry Design

Building entries should be prominent and easily identified:

- Various elements that enhance the entry features including massing variation, materials and color change, change in roof form and awnings;
- Arcades, awnings and simple signage when smaller retail buildings are a part of a cluster.

4.3.B.5 Arcades, Trellises and Awnings

Overhead structures along store fronts are encouraged over pedestrian walkways:

- Arcades that connect separate buildings, or to provide a more pleasing experience for pedestrians;
- {  • Trellises or awnings that create a cover walkway to protect pedestrians from the sun and rain.





4.3.C Offices

Office development requires well-designed buildings with a focus on image and corporate identity. Strong entrance treatments, adequate visitor access, attractive landscaping and clear graphics and signage are important elements to further enhance the aesthetic quality of the office development.

Guidelines:

- Avoid monolithic masses of singular form, height, wall plane or material;
- Articulate entry statements for pedestrian/user identification;
- Articulate forms with layered wall planes, banding, architectural details and/or materials;
- Refrain from the use of highly reflective glass.
- At least two of the following techniques should be used to enhance building architecture and reduce overall mass:
 - Color variation
 - At least two different materials
 - Change in texture
 - Vertical/horizontal wall plane projections/recesses (minimum 2-foot offset)
 - Variation of roof line (height or form)
 - Revealed pilasters
 - Architectural elements significantly different from main building in mass or height
 - Trellis or awning element (proportional to massing of building)
 - Balconies
 - Aesthetic window groupings or treatments

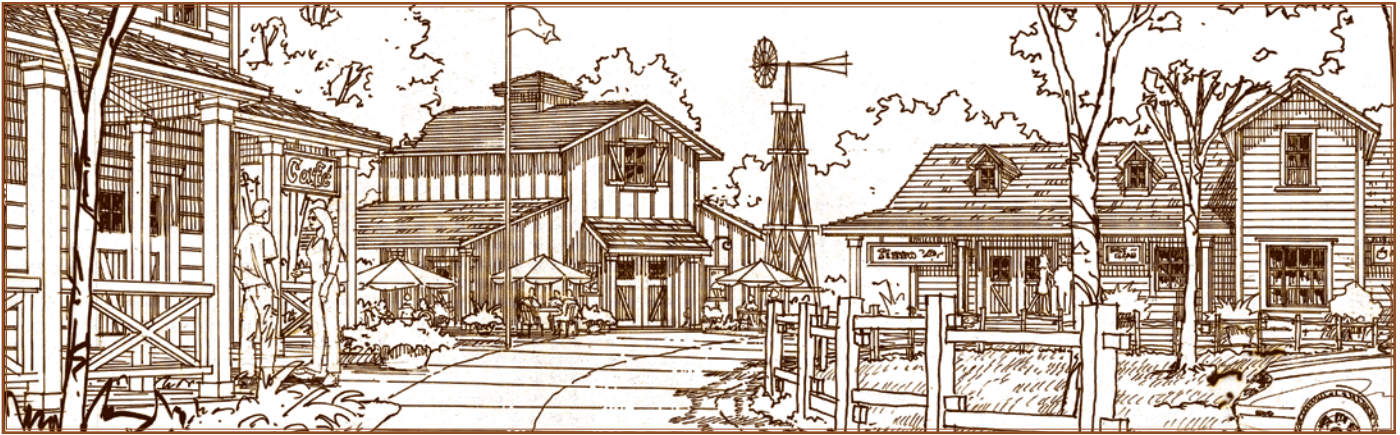
4.3.D CCRC

A Continuing Care Retirement Community (CCRC) is planned for the Mixed-Use zone to provide a variety of living situations to serve the needs of an age-qualified population. CCRC developments include living units, in attached or detached configurations, with congregate eating facilities and other service facilities.

Guidelines:

- The main entrance and parking area shall be visible from the street;
- Loading and service areas shall be located away from the street frontage or be shielded from view in a manner consistent with the architecture of the complex;
- Elevations and massing shall be residential in character.
- Massing shall be stepped with one-story elements on all four sides.
- Outdoor seating areas shall be provided.
- Recreational facilities (indoor or outdoor) such as pools, work-out areas, and community rooms shall be provided.





4.3.E Commercial

The daily needs of residents both within and adjacent to Keller Crossing will be met by businesses and services located within a well designed commercial retail shopping center. The commercial spaces will be of a pedestrian scale and may include such diverse businesses as grocers, pharmacies, florists, personal services, food services, laundries, and independent businesses. Accessibility, pedestrian scale and site/building design are of great importance to the success and suitability of the commercial retail shopping center.

Guidelines:

- Buildings should generally appear as a collection of individual small buildings rather than a single uninterrupted large building including:
 - » Forms that appear to be a on a tenant-by-tenant basis, having varied facade treatments of facades with unified design, materials and color palettes with varied massing.
 - » Designs that are compatible and create an understandable and intuitive development.
- Building/tenant entries should be articulated.
- Pedestrian-scale windows, architectural features and articulated massing should be incorporated.
- Wall plane offsets are encouraged.
- Materials and/or color variation is encouraged.
- Multiple building heights and parapet/fascia treatments are encouraged.
- Parapets, when used, should be contiguous and wrap building sides to reduce a “false front’ appearance.





4.4 Residential Guidelines

The most authentic expression of a style is achieved through simple massing and roof form. This concept suggests that cost effective design solutions result from using a simple palette of well-proportioned building blocks and roof forms that are composed in an organized and disciplined manner. This balanced composition of basic elements is essential in achieving authentic architectural styles and quality streetscenes.

4.4.A Massing and Form

The homes at Keller Crossing will reflect the rural nature of the surrounding community. In order for the homes to achieve the desired architectural character, it is important for homes to use massing and form characteristic of their architectural style, not expand to the maximum building setbacks.

Composition and balance of roof forms is as important to the streetscape as the street trees, massing or architectural character. Roof form and design should be comprised of a variety of roof lines, pitches ridgelines and ridge heights to create an authentic and balanced form to the architecture. As such, the following guidelines apply:

- Well-articulated massing and volumes consistent with the selected architectural style is required.
- All building forms shall be of substantial massing to appear consistent with the size and construction of the home.
- The main ridgeline height of a one-story home should be of a substantial mass, not to be dwarfed by a two-story home next door.

4.4.A.1 Front Elevations

Front elevations shall be detailed to avoid uninteresting buildings and to achieve a rural streetscene. Each front elevation shall require a Feature Window treatment (see Feature Window requirements below). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches and similar architectural features.
- Create recessed alcoves and/or bump out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that incorporate features such as porches, courtyards, large recessed entry alcoves or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.
- Avoid visual monotony and create interesting roof lines by incorporating at least one of the following techniques into the design of the roof:
 - Eave treatment
 - Mix of gable and hip roofs along the streetscene
 - Mix of single and two stories homes along the streetscene
 - Offset roof planes, eave heights and ridge line
 - Incorporate dormers
- Emphasize the living space of the dwelling and de-emphasize the garage.
- Provide well-detailed garage doors, consistent with the architecture of the dwelling, to reduce the overall visual mass of the garage.



4.4.A.2 Feature Windows

All front and short-range visible edge elevations shall require one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape
- Picture window
- A bay window projecting a minimum of 24 inches, or a 12-inch pop-out surround
- A window with a substantial surround matching or contrasting the primary color of the home
- A window recess a minimum of 2 inches
- Decorative iron window grilles
- Decorative window shelves or sill treatments
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim
- A Juliet balcony with style-inspired materials
- Window shutters
- Trellis protruding a minimum of 12 inches from the wall plan of the window



{ } 4.4.A.3 Windows

- Windows should be maximized on south-facing exposures to the greatest extent possible to maximizing light and heat entering the home in the winter and minimizing light and heat entering in the summer.
- West facing windows should be minimized or shaded where feasible to avoid the over heating of the homes.

{ } 4.4.A.4 Roofs

- Design roofs for maximum solar exposure for the potential installation of photovoltaics.
- Consider light colored rooftops with a high solar reflectance to reduce the creation of a heat island effect and to maintain comfortable indoor air temperatures.
- Consider deep overhangs as appropriate to the style to provide additional shade and interior cooling.



4.4.B Edge Conditions

Elevations visible from community elements and edge conditions shall be treated in a manner respectful of their surroundings. Whether being viewed from a distance or at close-range, silhouettes and massing of homes along edges will require design sensitivity. A row of homes with a single front facing gable are prohibited. The following elements shall be considered, and at least one element incorporated, in the design of side and rear elevations along edge conditions:

- A balance of hip and gable roof forms
- Single-story elements on two-story homes
- Offset massing or wall planes (on individual plans or between plans)
- Roof plane breaks (on individual plans or between plans)
- Special window treatment or fully trimmed windows
- Detail elements similar to the front elevation


4.4.B.1 Corner Lots

Corner lots have a high-level of visibility and impact on the neighborhood as a whole. These lots serve as an introduction to the architectural style and individualized character of a neighborhood.

- Homes on corner lots should be designed for a two-side corner exposure.
- These homes are traditionally larger and should include one and two-story articulation on both the front and the side facing the corner.
- Corner-side elevations should be articulated with the same level of enhanced architectural features as the front elevation.

4.4.C Plotting Requirements

Composition of the streetscape will be greatly impacted by the plotting of plans, elevations and color schemes. The following plotting requirements shall apply:

- The same plan shall not be plotted more than two in a row; elevations and color schemes shall be different;
- Garages should be plotted to best suit the individual lot and grading conditions. However, where feasible garages should be plotted adjacent to each other to prevent repetition in the streetscene.
- {  • Where possible orient buildings to maximize solar exposure and take advantage of solar cooling and heating reducing energy use.

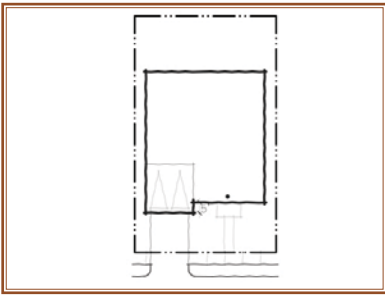


4.4.D Garages

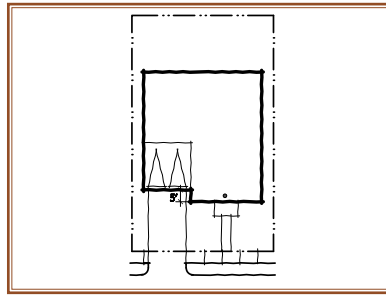
The focus of the front elevations should be on the living spaces of the home. Garage placement should vary between building plans and may include forward, recessed, mid recessed, deep-recessed, swing-in and side entry. The following are permitted garage layouts:

- **Forward Garage**—The garage plan extends at least 5' beyond the front living space wall plane.
- **Recessed Garage** – The garage plan is set back behind the front living space wall plane by at least 5 feet.
- **Mid-Recessed Garage** – The garage plan is set back behind the front living space wall plane by at least 10 feet.
- **Deep-Recessed Garage** – The garage plan is set toward the back of the lot at least 20' behind the front living space wall plane.
- **Swing-in Garage** – The garage plane faces the side lot line. The street-facing elevation of the garage should be articulated with the same level of detail as the front façade of the home.
- **Side Entry Garage** – Typically on a corner lot, the front entry of the building faces one street and the garage faces the other street.
- **Detached Garage** – The garage is located at least 10 feet from the primary structure.

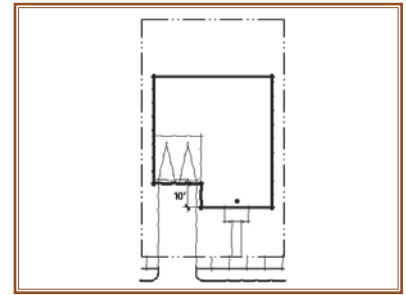




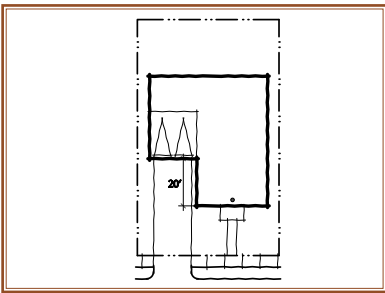
Forward Garage



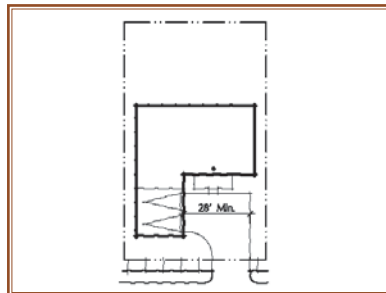
Recessed Garage



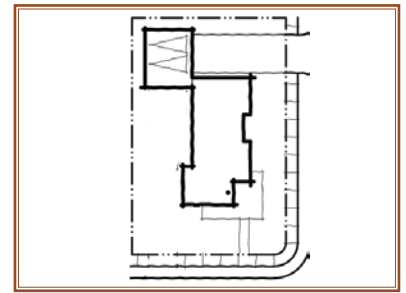
Mid-Recessed Garage



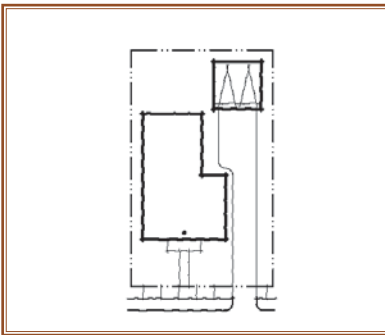
Deep-Recessed Garage



Swing-in Garage



Side Entry Garage



Detached Garage

Appropriate treatment of garage doors will further enhance the elevation and decrease the utility appearance of the garage. Various garage door patterns, windows and/or color schemes should be utilized as appropriate to individual architectural styles.

- Garage doors shall be recessed from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- Single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.

4.4.E Outdoor Living Spaces

Outdoor living spaces, including porches, courtyards and balconies, activate the streetscene and promote neighbor interaction. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality.





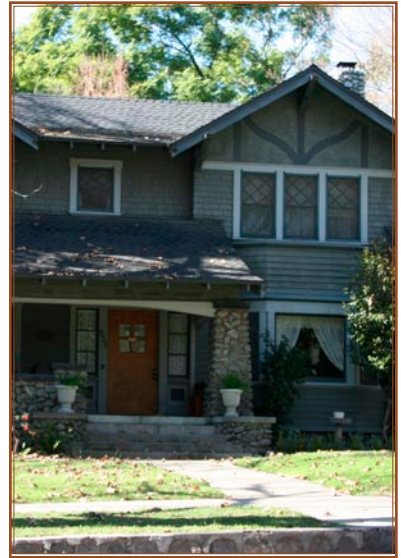
4.4.F Accessory Structures

Accessory structures should conform to the design standards, setbacks and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.



4.4.G Materials

The choice and use of materials has an important impact on the character of the neighborhood. Wood is a material reflective of many architectural styles. However, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make use of real wood elements undesirable. Where “wood” is referred to in these Guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. In addition, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Similarly, pre-cast elements can be satisfied by high-density foam or other similar materials in a style-appropriate finish.

- Wood, brick and stone cladding should appear as structural materials, not as applied veneers.
 - Refrain from concentrating materials only on the front elevation.
 - Material changes should occur at inside corners.
 - Materials applied to any elevation shall turn the corner of the building, ending at a logical termination point related to the roof line or building massing, or a minimum of 2 feet.
 - Columns, tower elements and pilasters should be wrapped in the entirety.
 - Siding is permitted to terminate at an outside corner where miter boards are used.
 - Material breaks at garage corners shall have a return dimension equal to or greater than the width of the material on the garage plane elevation.
- {  } • Use durable roofing and siding materials to reduce the need for replacement.
- {  } • Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials.



4.4.H Lighting

- Appropriate lighting is essential in creating an inviting evening atmosphere for Keller Crossing. All lighting shall be aesthetically pleasing and non-obtrusive.
 - All exterior lighting shall be limited to the minimum necessary for safety.
- {  } • All exterior lighting shall be shielded to conceal the light source, lamp or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry.
- {  } • Lighting should be on photocells or timers.
- Low voltage lighting should be used whenever possible

4.4.I Utility & Mechanical Equipment

All utility and mechanical equipment shall be located in the side or rear yards.

4.4.J Address Numbers

Address numbers shall be lighted or reflective and easily visible from the street to facilitate resident, visitor and safety response access for the village.

4.5 Residential Architectural Styles

Authentic architecture styles have been chosen to promote compositional variety along the streetscape. Keller Crossing architectural styles are based on both regionally influenced and historical precedents to promote quality design and enhancement of the local character. The style elements of this Section provide a foundation for direction and vision in creating appealing residential spaces. These styles are associated with a specific time in history and the details related to each style should be maintained.

This collection represents traditional American styles found throughout the Country. The architectural form and elements of these styles descend from the first homes built in the New England colonies in the 17th century. Their American influence and popularity became entwined in the California architectural culture as materials and moved westward. Second stories with overhangs, dormers and gabled roof forms are classic elements of these traditional American styles. Wood shutters and white picket fences were the finishing details for an otherwise simple and functional form.



4.5.A American Traditional

Style Characteristics

The American Traditional style is a combination of the early English and Dutch houses found on the Atlantic coast. Their origins were sampled from the Adams and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial detailing to differentiate it from the strict colonial styles.

Typical features include highly detailed entries having decorative pediments extended and supported by columns and detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.



Exhibit 4-1: Conceptual American Traditional Perspective



Classic Columns and Railing



Boxed Eaves and Pedimented Window



Materials Detail Simple Plan Form



Simple Columns and Use Of Materials



Gable End Eave Detail

American Traditional Style Elements

- Plan form is typically asymmetric “L”-shaped.
- Roofs are typically of moderate to steeper pitch with shingles or flat concrete tile roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or shingle or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is typically used on front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized by dentils or decorative molding.
- Decorative or pedimented head and sill trim is typical.

4.5.B Foursquare

Style Characteristics

More accurately a house form than a style, Foursquare architecture relies on a simple square plan. Generally as tall as they are wide, the Foursquare is crowned with a moderately steep-pitched hip roof and a centered singular hipped dormer. The minimal detailing of this form driven style was a reaction to the more ornate and overly decorative styles of Greek Revival and Victorian. The broad front porch with simple railing and Craftsman-like siding and window trimming completed the overall look of this style.

A popular style for mail-order homes, this style became prominent in towns near rail-lines throughout the United States.



Exhibit 4-2: Conceptual Foursquare Perspective



Siding, Columns and Brackets



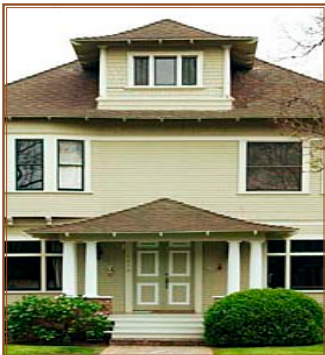
Traditional Form: Simple Hip Box Plan with Single Hip Dormer



Iconic Form, Porch and Materials



Broad Porch with Columns



Porch Under Hip Roof



Gable Porch with Columns as Main Elevation Feature; Simple Brackets

Foursquare Style Elements

- Plan form is typically a two-story box with no offsets.
- Roofs are typically of moderate pitch with shingles or flat concrete tiles.
- Roof forms are typically a single full hip with exaggerated overhangs; closed soffits or flared eaves are sometimes used.
- A single hip-roofed dormer is typically the main feature of the elevation.
- Porches are typically sheltered under the main hip, or under a separate hip or shed element.
- Brackets under eaves are typical, or simple cornice trim.
- Wall materials may include horizontal siding or stucco; front elevation is typically a single material.
- Roofs are typically articulated by a single hip dormer; centered or offset is appropriate.
- A front porch typically shelters the main entry with simple columns and railings.
- Windows are typically fully trimmed with cap molding head trim.

4.5.C Farmhouse

Style Characteristics

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to availability of materials and technological advancements such as balloon framing.

Large wrapping front porches with a variety of wood columns and railings are the predominant feature of the style. Two story massing, dormers and a casual cottage look, with a more decorated appearance, is typical of the Farmhouse adaptations that spread through the West and California.



Exhibit 4-3: Conceptual Farmhouse Perspective



Porch, Posts, Materials and Roof Form



Porch and Gables



Porch Form Accented by Dormer Windows



Contrasting Wood Trim Around Doors

Farmhouse Style Elements

- Plan form is typically simple.
- Roofs are typically of steeper pitch with shingles or flat concrete tiles.
- Roof forms are typically a gable roof with front facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built up head and sill trim is typical.
- Shaped porch columns typically have knee braces.



Classic Form with Standing-seam Accent Roof

4.5.D Craftsman

Style Characteristics

Influenced by the English Arts and Crafts Movement of the late 19th century and stylized by California architects such as Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and “artful” attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches and broad overhanging eaves. The style was quickly spread across the state, and throughout the country, by pattern books, mail-order catalogues and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves rustic-textured building materials. The overall effect was the creation of a natural, warm and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces make a Craftsman distinctly more Maybeck.



Exhibit 4-4: Conceptual Craftsman Perspective



Exposed Rafter Tails and Materials



Clean Form and Details of Craftsman Porch



Porch Details



Form, Details and Piers

Craftsman Style Elements

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with shingles or flat concrete tiles and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with laminated shingles or flat concrete tiles.
- Wall materials may include stucco, horizontal or shingle siding and stone.
- Exposed rafter tails are typical under eaves.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Porch columns can be done in a variety of distinctive ways. The following three options are typical of the Craftsman style:
 - » Battered tapered columns (Stucco, brick or stone are typical)
 - » Battered columns resting on brick or stone piers (either or both elements are tapered)
 - » Simpler porch supports of double square post resting on piers (Stucco, brick or stone are typical); piers may be square or tapered
- Windows are typically fully trimmed.
- Window accents typically include dormers or ganged windows with continuous head or sill trim.



Double Posts on Piers

4.5.E Ranch House

Style Characteristics

A building form rather than an architectural style, the Ranch House is primarily a one-story rambling home with strong horizontal lines and connection between indoor and outdoor spaces. The “U” or “L”-shaped open floor plan focused windows, doors and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch House. The applied materials, style and character applied to the Ranch have been varied, adapted, interpreted and modernized based on function, location, era and popularity.

This single-story family oriented home became the “American Dream” with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch house was done in a variety of styles. Spanish stylings with rusticated exposed wood beams, rafter tails under broad front porches and elegantly simple recessed windows were just as appropriate on the Ranch Home as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch House should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing lends a modern Prairie feel while all stucco, recessed windows and exposed rusticated wood evokes a Hacienda Ranch.



Exhibit 4-5: Conceptual Ranch Perspective



Beam Details



Porch as Feature of Elevation, Siding Lends "Rustic" Look



Rectangular Massing

Ranch House Style Elements

- Plan form is typically one-story of strong horizontal design.
- Roofs are typically shallow pitched with "S" tile, barrel tile, shingles or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials typically consist of stucco, siding or brick.
- A porch, terrace or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is typically detailed by simple posts/beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch or portico.
- Windows are typically broad and accented with window head and sill trim, shutters or recessed.
- A strong indoor/outdoor relationship joined by sliding or french doors or bay windows is typical.



"Rustic" Details for a Spanish Ranch

4.5.F Colonial Monterey

Style Characteristics

First built in Monterey, California by Thomas Larkin in 1835, the Colonial Monterey style introduces two-story residential construction and shingle roofs to California. The style was popularized by the use of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas and porches were integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding materials, typically with siding above and stucco and a brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. The composition of Spanish Colonial, Anglo and Greek Revival elements create a distinctly local flavor to a style that has been adapted and evolved throughout the United States. Siding, steeper pitched flat tile roofing and the cantilevered balcony elements on the Spanish Colonial house define this native California style.



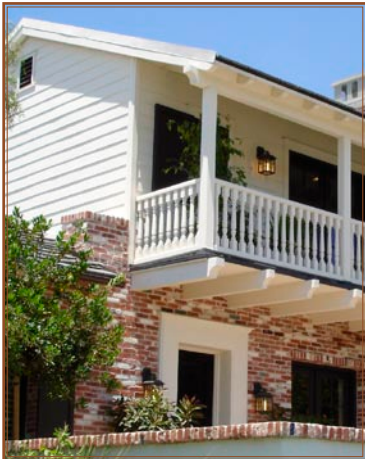
Exhibit 4-6: Conceptual Colonial Monterey Perspective



Rectilinear form punctuated by cantilevered balcony and siding



Brick on first floor, siding or stucco on second floor



Elevation variation created by materials and cantilever



Colonial-style detailed chimney

Colonial Monterey Style Elements

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with shingles or flat concrete tile; “S” tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials typically consist of stucco, brick or siding.
- Materials typically contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation, two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more “rustic” details and sometimes toward more “Colonial” details.

4.5.G California Hacienda

Style Characteristics

In the mid 1900s, California western living was exemplified by the designs of architect Cliff May. The style represents livability in an informal, relaxed way that optimizes the enjoyment of the climate of Southern California.

Inspired by the simplicity of traditional adobe rancheros, the California Hacienda style is fashioned around an informal, central courtyard. Wide floor to ceiling window walls provide sunlight and cross ventilation. Sliding glass doors leading to landscaped courtyards visually eliminate the boundary between house and garden, expanding the scale and functions of outdoor spaces. Post and beam construction with wide roof expanses and simple detailing gave the California Hacienda a modern aesthetic and appeal. The California Hacienda is primarily a one-story home with courtyard configuration.



Exhibit 4-7: Conceptual California Hacienda Perspective



Mix of materials with simple repetitive forms



Private courtyard defined by walls and paving



Courtyard as front or rear indoor/
outdoor space



Gable roof forms and use of
materials



"Rustic" wood and paving
defining loggia space

California Hacienda Style Elements

- Plan form is simple, rectangular or "L"- or "U"-shaped with strong horizontal emphasis.
- Massing is one-story or one-story dominant.
- Roofs are typically shallow pitches with "S" tile barrel tile, shingles or flat concrete tile.
- Roof forms include a main front-to-back or side-to-side gable roof, with intersecting gables.
- A porch is typically the prominent feature of the elevation.
- The plan is oriented around a courtyards or patio.
- Exposed rafter tails are typical.
- The main entry door is typically wood, with wrought iron accents.
- Wall materials typically consist of stucco, sometimes with stone accents.

4.6 Landscape Guidelines

The French Valley is characterized by three distinct landscapes. Most evident is the open space nature of the valley. Views of the surrounding mountains and hillside are prevalent in all directions. Existing grasslands provide and dominate the open space character dotted with natural rock outcroppings and trees. The rich agricultural history provides an overlay to the landscape with the introduction of orchards and vineyards.

The landscape of Keller Crossing will complement this open space character while reinforcing the agrarian heritage of the valley. Tree species have been selected to reflect the vertical characteristics of the wind rows, the focal aspects of the native oaks and uniform massings of the orchards. Informality will surround the community, define its primary streets and drift into the residential neighborhoods. Formality will reinforce the density of the Commercial Retail and Commercial Office parcels.

Landscape materials have been selected based upon two essential attributes. One being the ability to thrive in a climate that can reach seasonal extremes with minimum water requirements. The second being colors, textures and forms that reinforce the natural characteristics of the surrounding open space.

Landscape is to play a dominate role in Keller Crossing. Streetscapes, activity centers, gardens, plazas, courtyards and open space will provide opportunities for landscape enhancements throughout the community. Selective plantings of trees will reinforce the scale of streetscapes, neighborhoods and pedestrian spaces. Strategic locations of trees and shrubs will define community focal points and soften architectural massings. Orchards, vineyards and gardens will provide an additional dimension to the landscape by providing seasonal color and opportunities to participate and produce a tangible benefit to the residents.

GREEN CONCEPT

The landscape will also assist in managing the energy use of buildings within the community. Deciduous trees have been chosen to provide shade in the summer months and allow for solar penetration in the winter. Strategic placement will assist in providing comfort for homes, structures and pedestrian spaces.

On-site landscape will address the scale of the site and structures. Trees will reflect an 80% evergreen palette with 20% deciduous/flowering species used as accents and around buildings for shading and scenery. All shrubs, vines and ground covers will be evergreen.

Special landscape features, including specimen trees, shall be provided at major focal points such as project entries, gathering spaces and recreational facilities.

Hardscape materials will reflect the character of the adjacent architecture. Decorative paving is encouraged to emphasize motor courts, plazas, pedestrian areas, crosswalks and major intersections.

This section of the Specific Plan document outlines the overall master plan The landscape theme and guidelines.

Development of the master plan shall also conform to Ordinance 859.2 and the County of Riverside Guide to California Friendly Landscaping.

GREEN CONCEPT { }

Vegetated bioswales and detention basins provide opportunities for individual parcel water quality management. By incorporating these practices into parkways, medians, parking lots and open space areas, run-off may be collected and treated to provide clean delivery to storm drain facilities. By retaining and cleansing, this captured resource may be used for irrigation purposes to supplement the Master Plan's landscape water needs.

Orchards, vineyards and gardens provide an opportunity for residents to grow and harvest their own flowers and crops. Recreational amenities, activity centers and open spaces provide spaces for these activities. These residual spaces are an integral part of the overall Master Plan and an important part of the intended social fabric of Keller Crossing.

All landscape areas shall be irrigated with an automatic system representing state of the art equipment that is centrally controlled and tied into a local weather station.



Exhibit 4-8: Master Plan Landscape Concept

4.6.A Identification, Entries and Key Intersections

The design intent for Keller Crossing is to introduce a unique mixed use Master Plan into the French Valley. Capitalizing on its open space character and agrarian history; landscape, hardscape and architectural features along the perimeter, at intersections and entries shall be designed and detailed to complement the character of the land. The following pages contain descriptions of these key features along with an elevation depicting a design concept for each.

This section and the pages that follow highlight the following elements of the landscape concept and theme:

- Master Plan Identification
- Primary Entry
- Primary Intersection
- Secondary Entry
- Secondary Intersection
- Project Entry
- Residential Neighborhood Entry

A key map, elevation and plan view is provided to further aid in defining the guidelines for each element discussed.

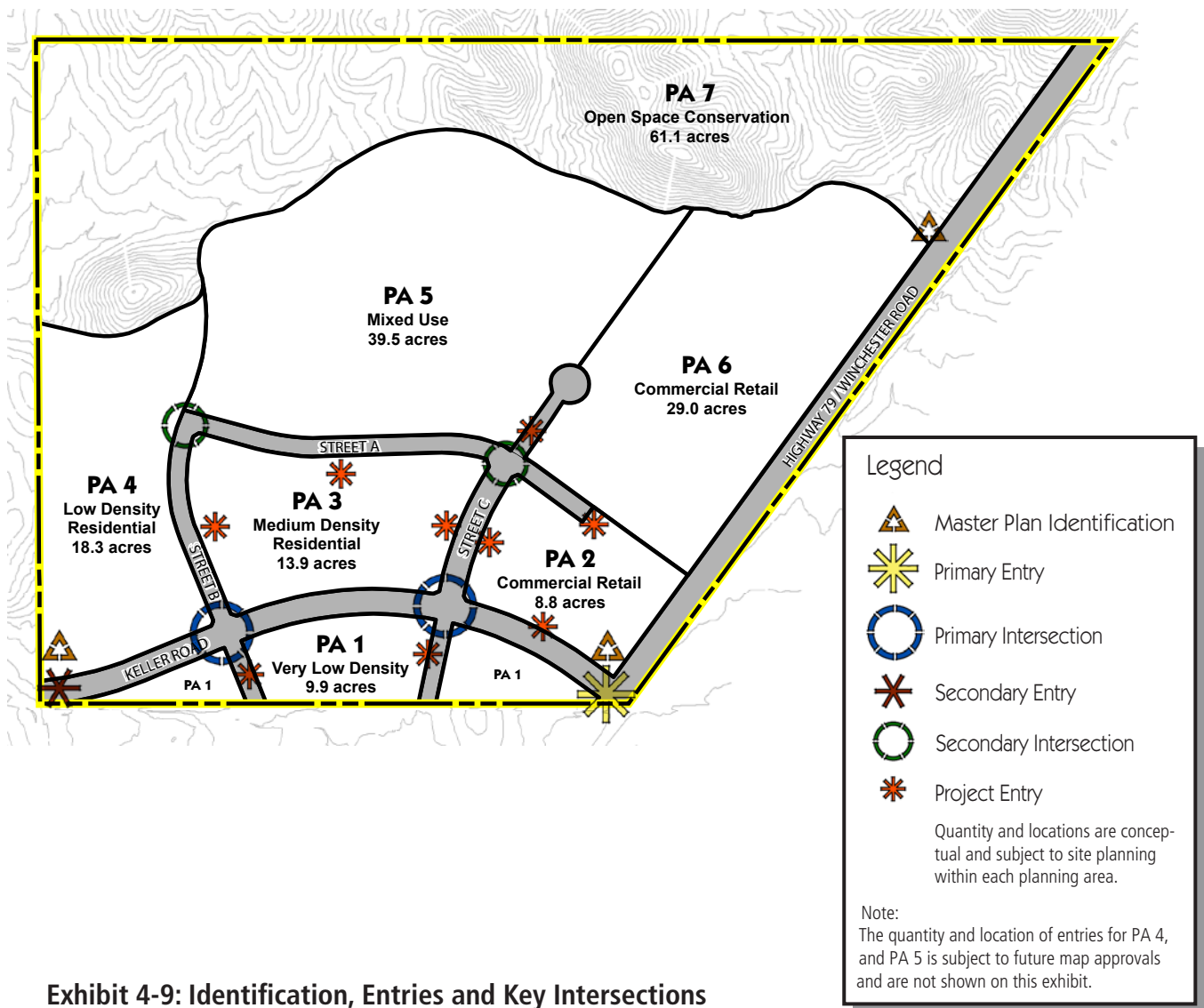
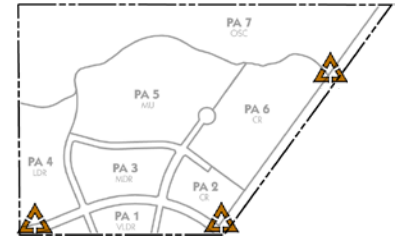


Exhibit 4-9: Identification, Entries and Key Intersections

4.6.A.1 Master Plan Identification

Identification for the Master Plan shall occur at each exposed corner of development along Highway 79 / Winchester Road and along Keller Road. This occurs through the use of hardscape materials, landscape and signage incorporated into monuments throughout the Master Plan. The following design criteria shall be implemented at each location to ensure a consistent theme:

- An expanded open space shall be provided where street corners occur.
- Substantial landscaping including specimen trees, shrubs and ground cover shall be provided.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- Monumentation, hardscape and thematic fencing shall reflect the Valley’s natural character and agrarian architecture through its materials, details and colors.
- Accent lighting shall be provided for monuments, signage and landscaping.



Key Map

[Exhibit 4-10, Master Plan Identification](#), illustrates a typical Master Plan identification scenario at the northeastern corner of the developed area along Highway 79/Winchester Road. Other locations as indicated on the key map above shall include similar features and elements but the design may be modified to address specific site conditions and constraints.

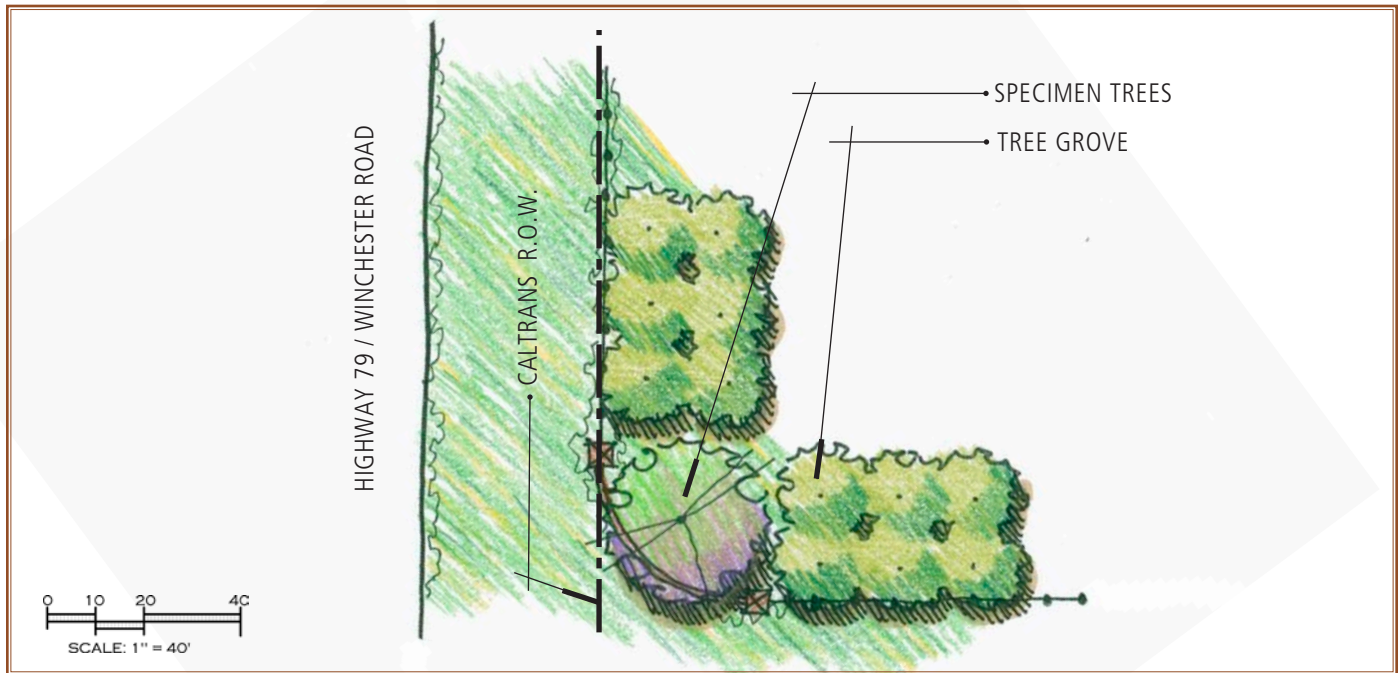
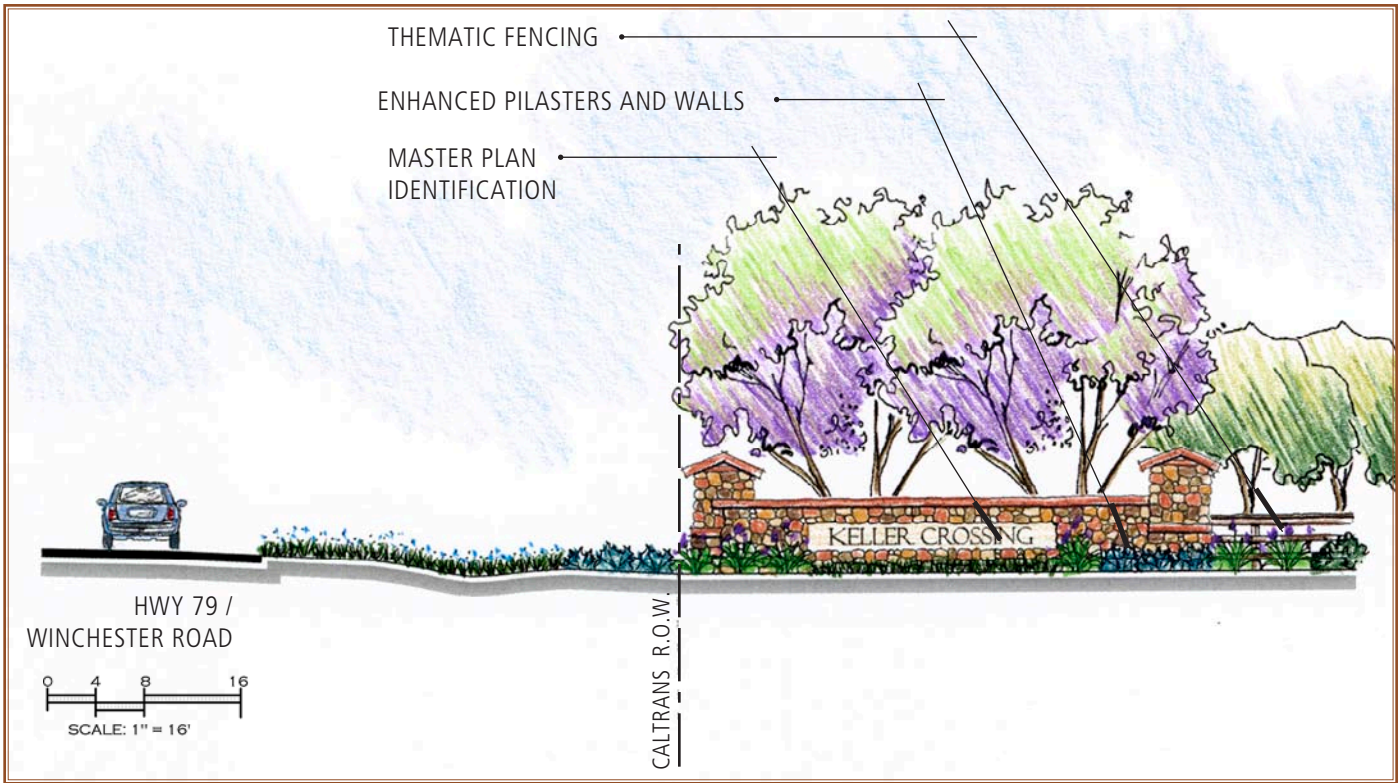


Exhibit 4-10: Master Plan Identification

4.6.A.2 Primary Entry

The Primary Entry is located at the intersection of Highway 79 / Winchester Road, (a prominent, highly travelled highway) and Keller Road. It is important at this location that a first impression is made that reflects the quality and character of the Master Plan. Monument design, signage, hardscape materials, landscape and lighting all play an important role in identifying the front door to Keller Crossing. The following design criteria shall be implemented when developing this entry:

- An expanded open space shall be provided at each corner.
- Substantial landscaping including specimen trees, shrubs and ground cover shall be provided.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- Monumentation, hardscape and thematic fencing shall reflect the French Valley’s natural character and agrarian architecture through its materials, details and colors.
- Identification of the Master Plan through signage shall be incorporated into the monument design.
- Accent lighting shall be provided for monuments, signage and landscaping.

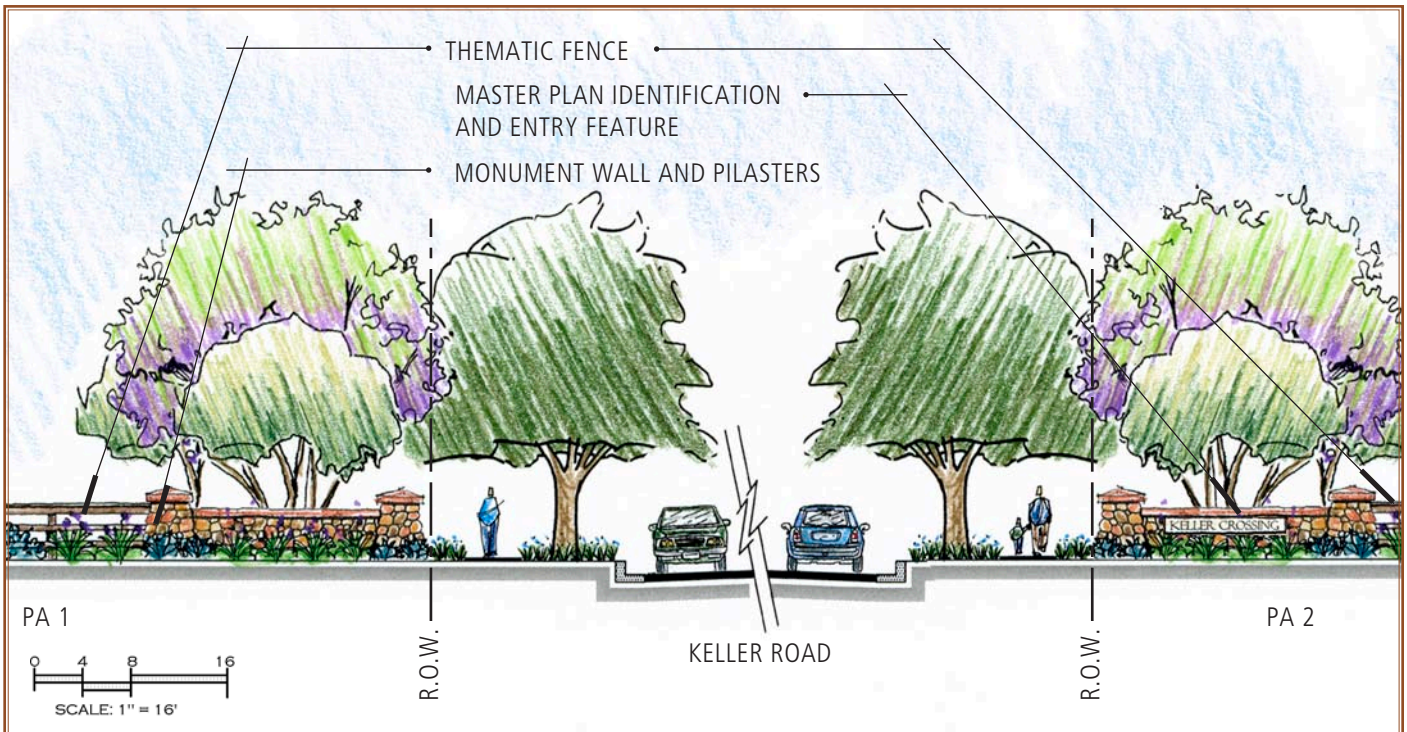
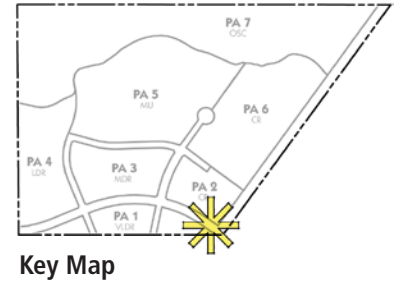


Exhibit 4-11A: Primary Entry - Elevation

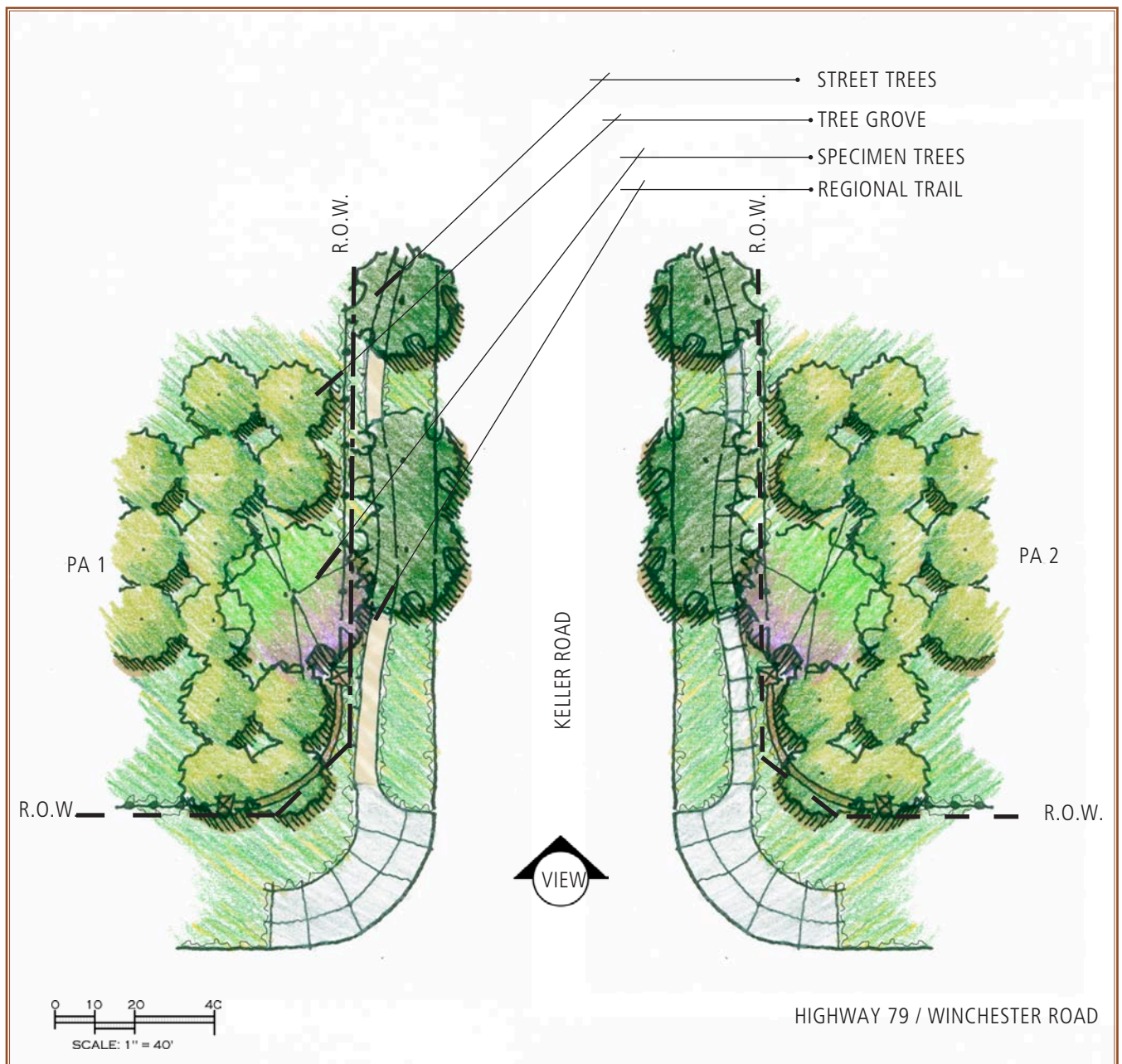
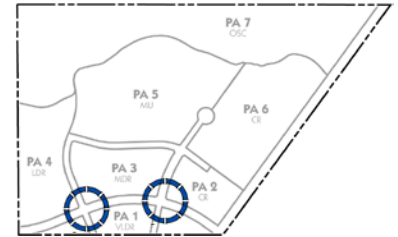


Exhibit 4-11B: Primary Entry - Plan View

4.6.A.3 Primary Intersection

Primary Intersections along Keller Road will assist in defining the Master Plan along with its adjacent commercial and residential planning areas. The following features shall be implemented when designing and landscaping these spaces:

- An expanded open space shall be provided on each corner.
- Substantial landscaping including specimen trees, shrubs and ground cover shall be provided.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- Walls or monumentation shall reflect the Master Plan's theme and site's architectural character through materials, details and colors.
- Signage shall be provided for identification of the Master Plan and user's identification for Parcel Areas 1, 2 and 3.
- Accent lighting shall be provided for walls, signage and landscape.



Key Map

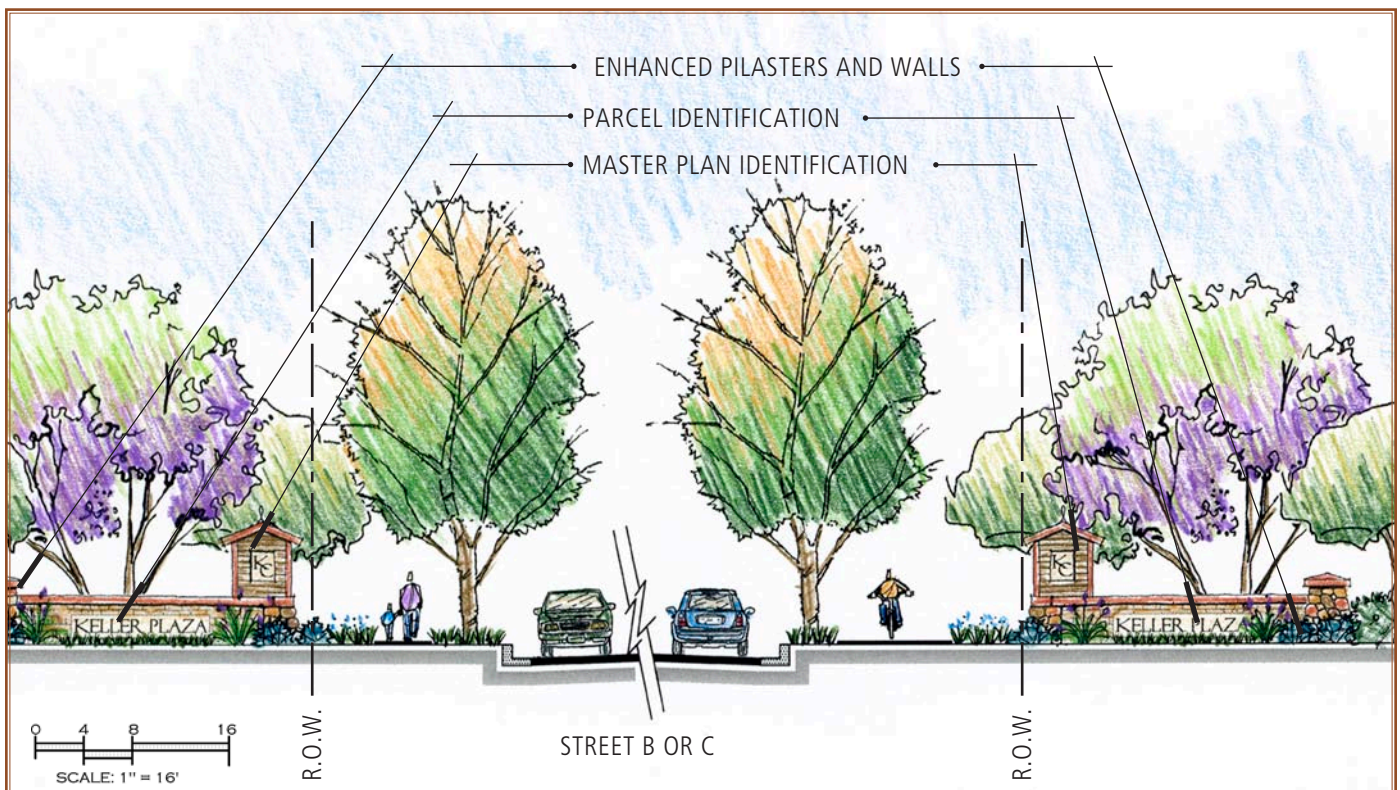


Exhibit 4-12A: Primary Intersection - Elevation

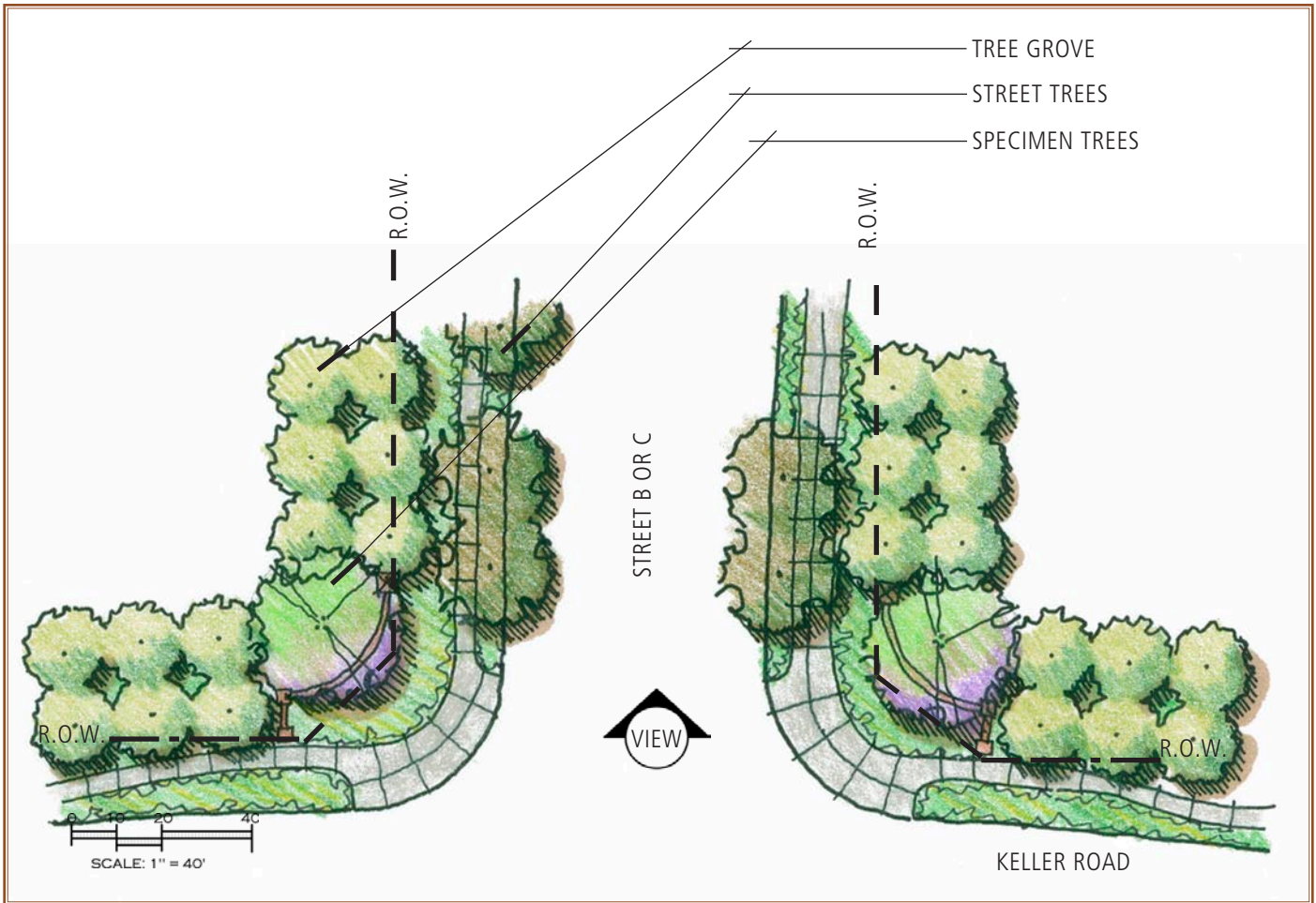
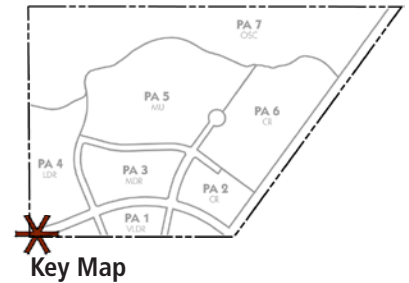


Exhibit 4-12B: Primary Intersection - Plan View

4.6.A.4 Secondary Entry

A Secondary Entry is planned for Keller Crossing and provides for transition while also providing an entry point into the Master Plan from the surrounding residential neighborhoods and vehicular travellers from the west. Through walls, signage and landscaping, the character and quality of Keller Crossing will be reflected. Additionally, identification of the overall Master Plan shall be provided at the Secondary Entry (on the north side of Keller Road). The following design criteria shall be implemented when developing these important features:



- Substantial landscaping including specimen trees, shrubs and ground covers shall be provided.
- An expanded open space shall be provided on each corner.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- Walls or monumentation shall reflect the Master Plan’s theme and architectural character of Planning Areas 4, 5 and 6 through materials, details and colors.
- Signage shall provide for identification of the Master Plan.
- Accent lighting will be provided for walls, signage and landscape.

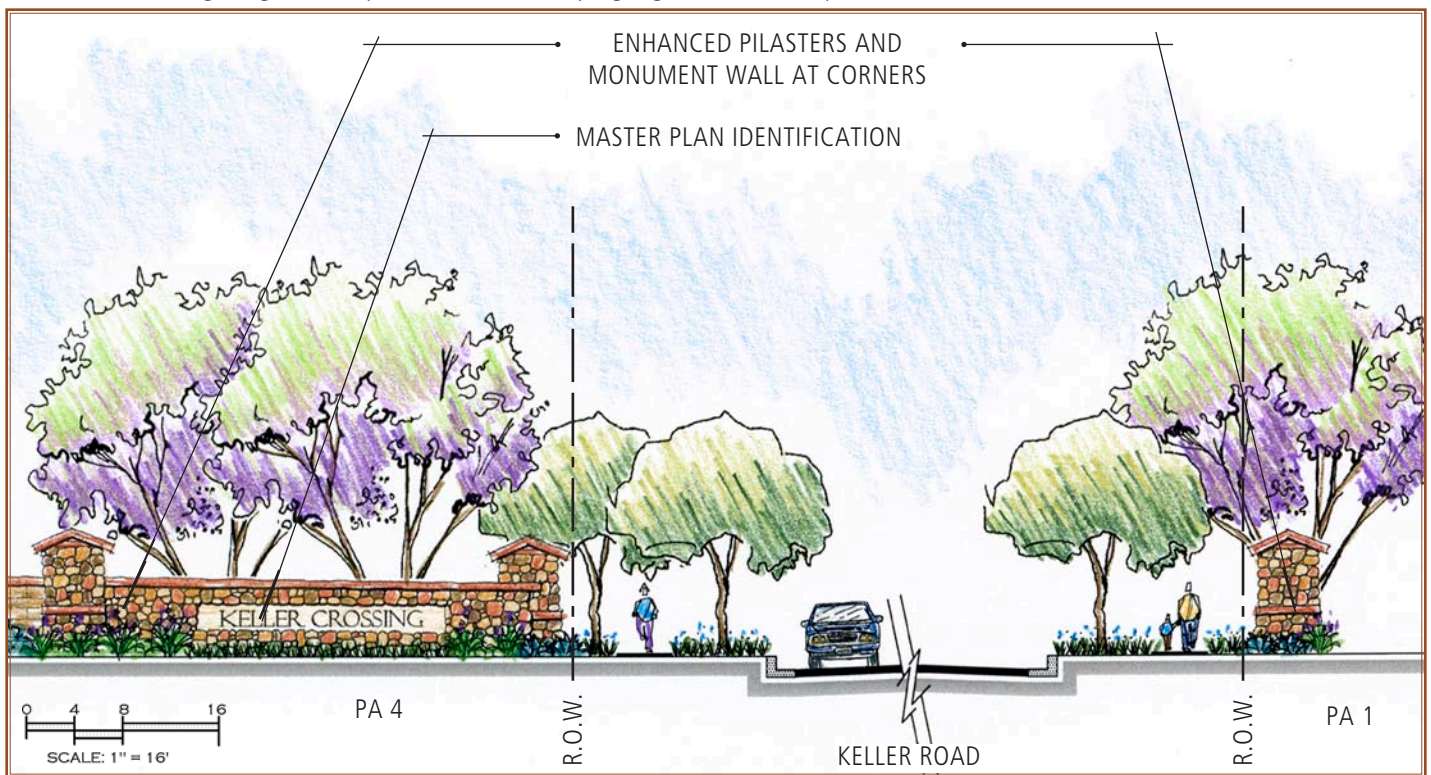


Exhibit 4-13A: Secondary Entry - Elevation

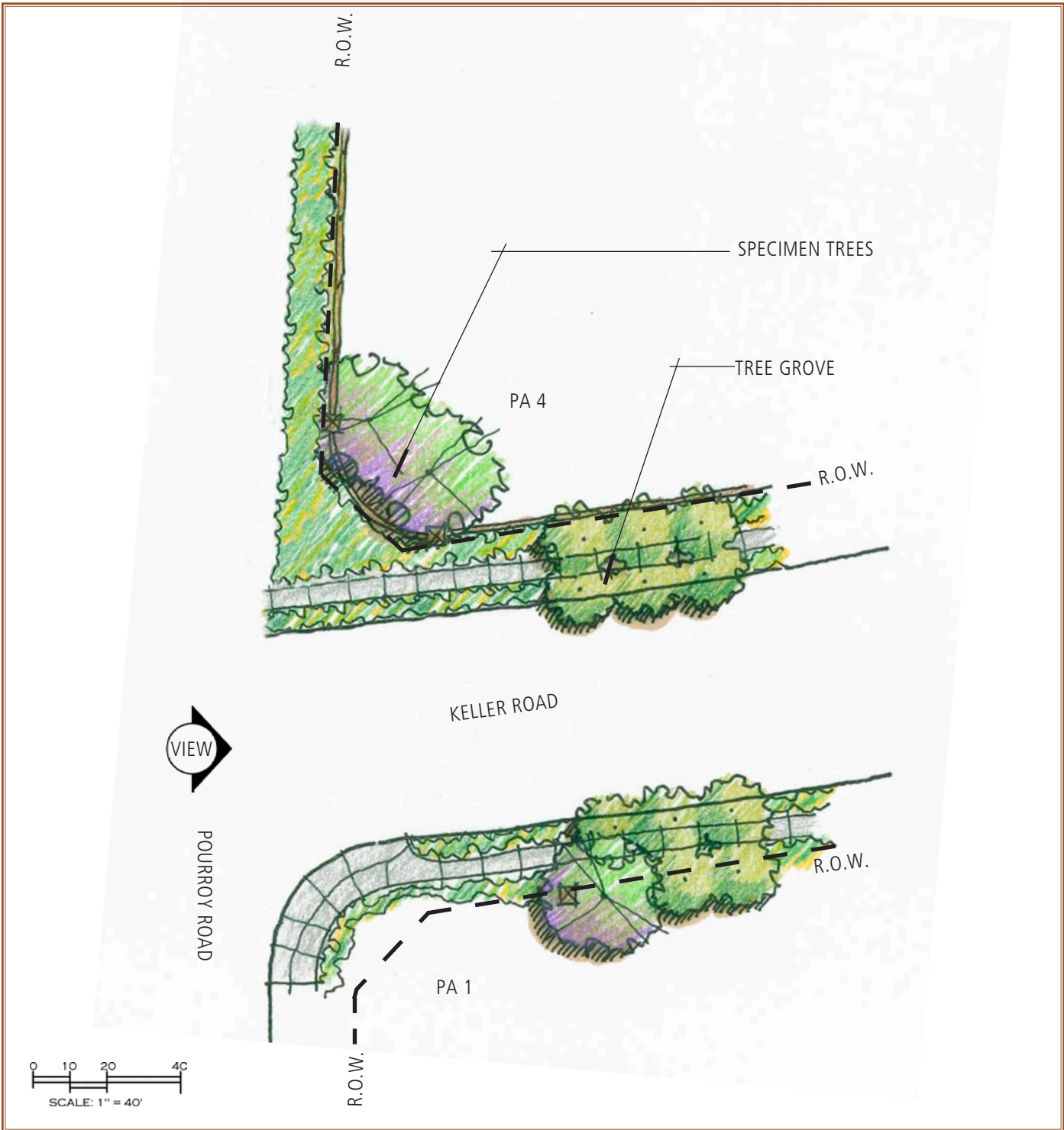


Exhibit 4-13B: Secondary Entry - Plan View

4.6.A.5 Secondary Intersection

Landscape treatment of Secondary intersections within the Master Plan are provided with two alternatives. The first alternative provides the option of treating the intersection with a roundabout. The second alternative includes a traditionally controlled intersection with treatments occurring along the corners.

In either alternative, corners provide opportunities for identification of for the adjacent planning areas through signage incorporated into low walls. An entry opportunity for Residential Planning Area 6 also occurs at one of the intersections. The following design features shall be implemented at each intersection:

- Large, majestic trees and substantial landscaping shall be provided within the roundabout and surrounding corners.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- An expanded open space shall be provided on each corner.

The exhibits that follow show each alternative (roundabout and traditional intersection) and two intersection configurations (three and four way) for Alternative 2.

- Walls or monumentation will reflect the Master Plan’s theme and architectural character of adjacent Planning Areas through materials, details and colors.
- Accent lighting will be provided for walls, signage and landscape.



Key Map



Exhibit 4-14A: Secondary Intersection - Alternative 1 Elevation

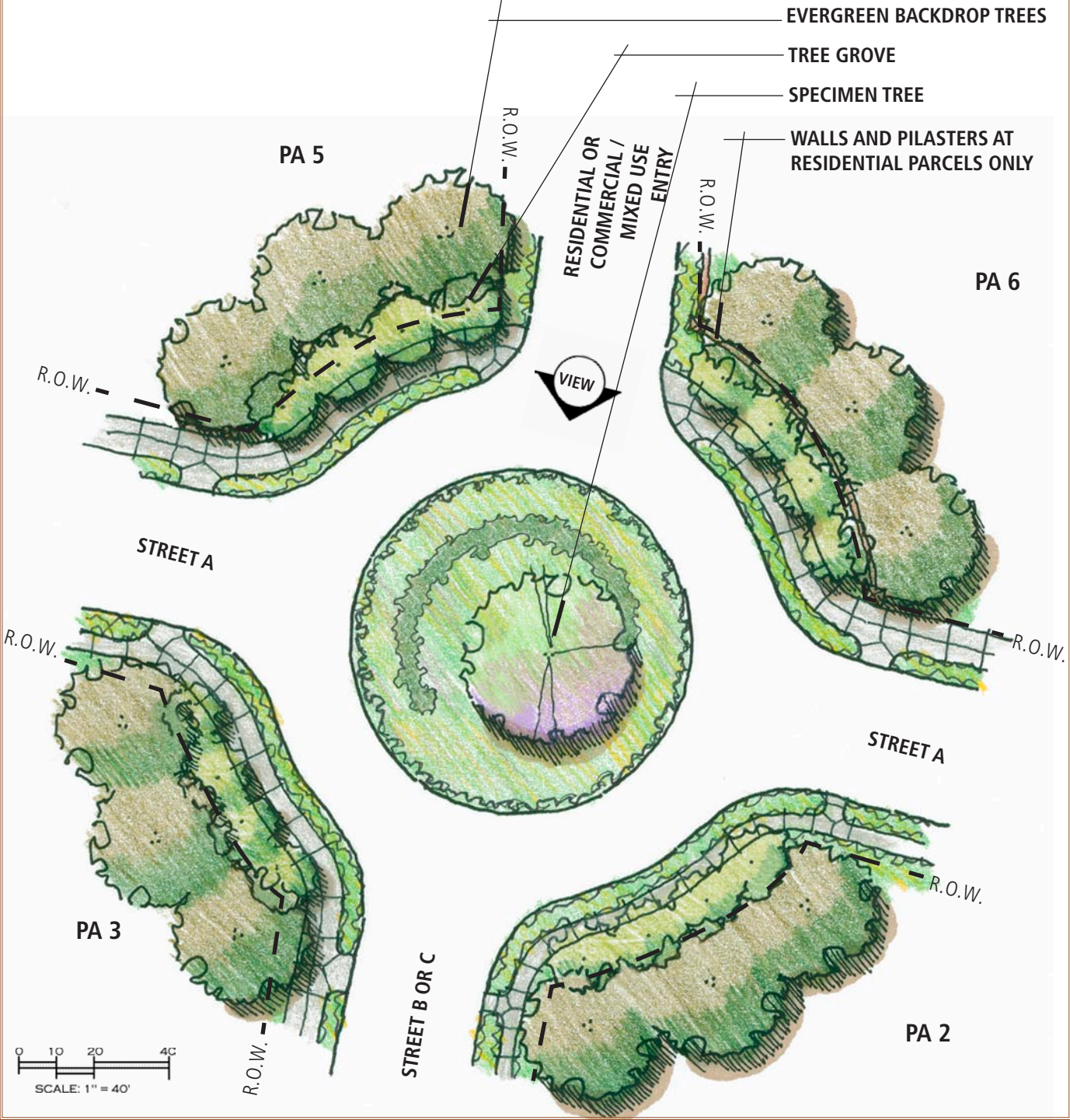


Exhibit 4-14B: Secondary Intersection - Alternative 1 Plan View

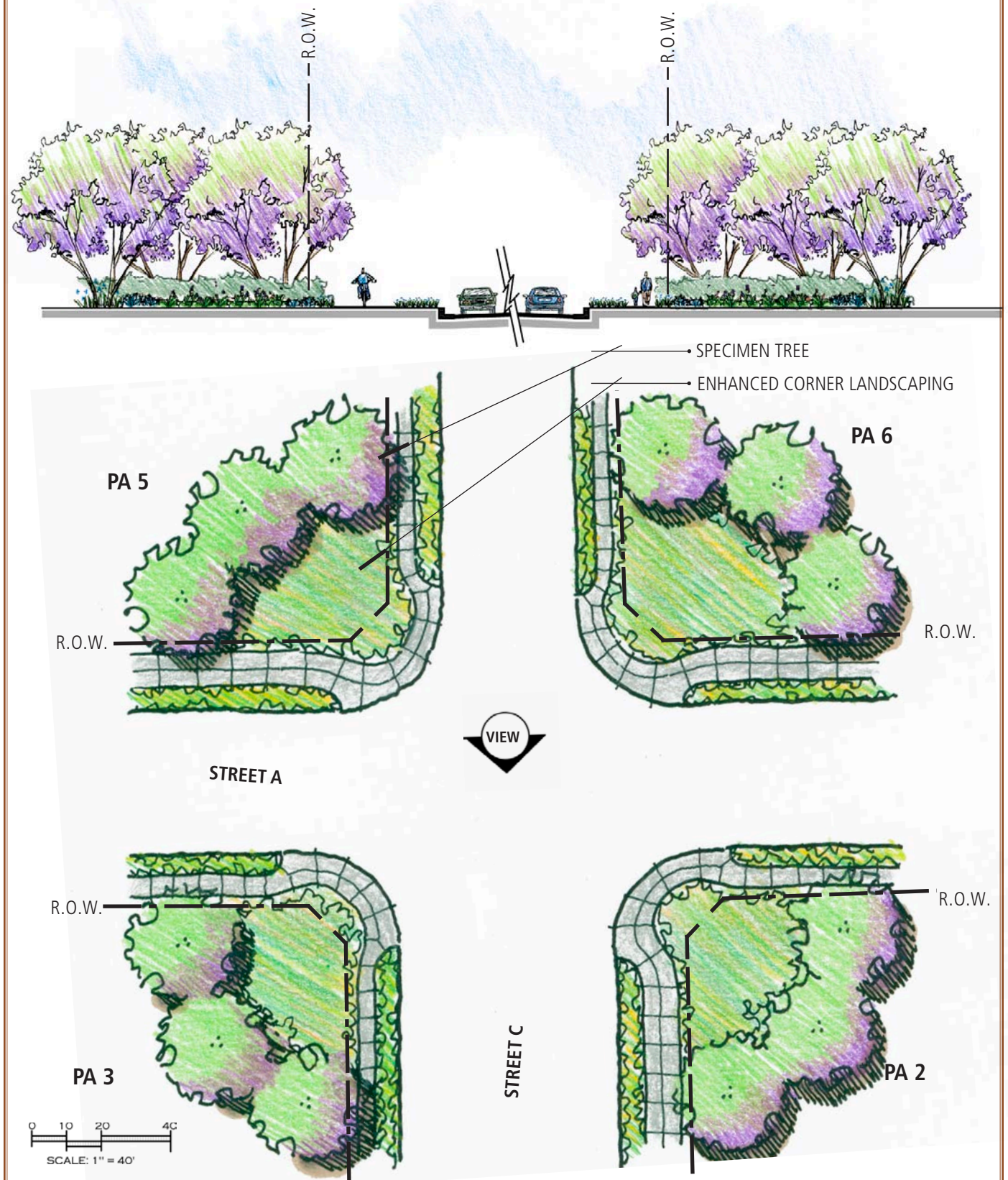


Exhibit 4-14C: Secondary Intersection - Alternative 2 (Four Way)

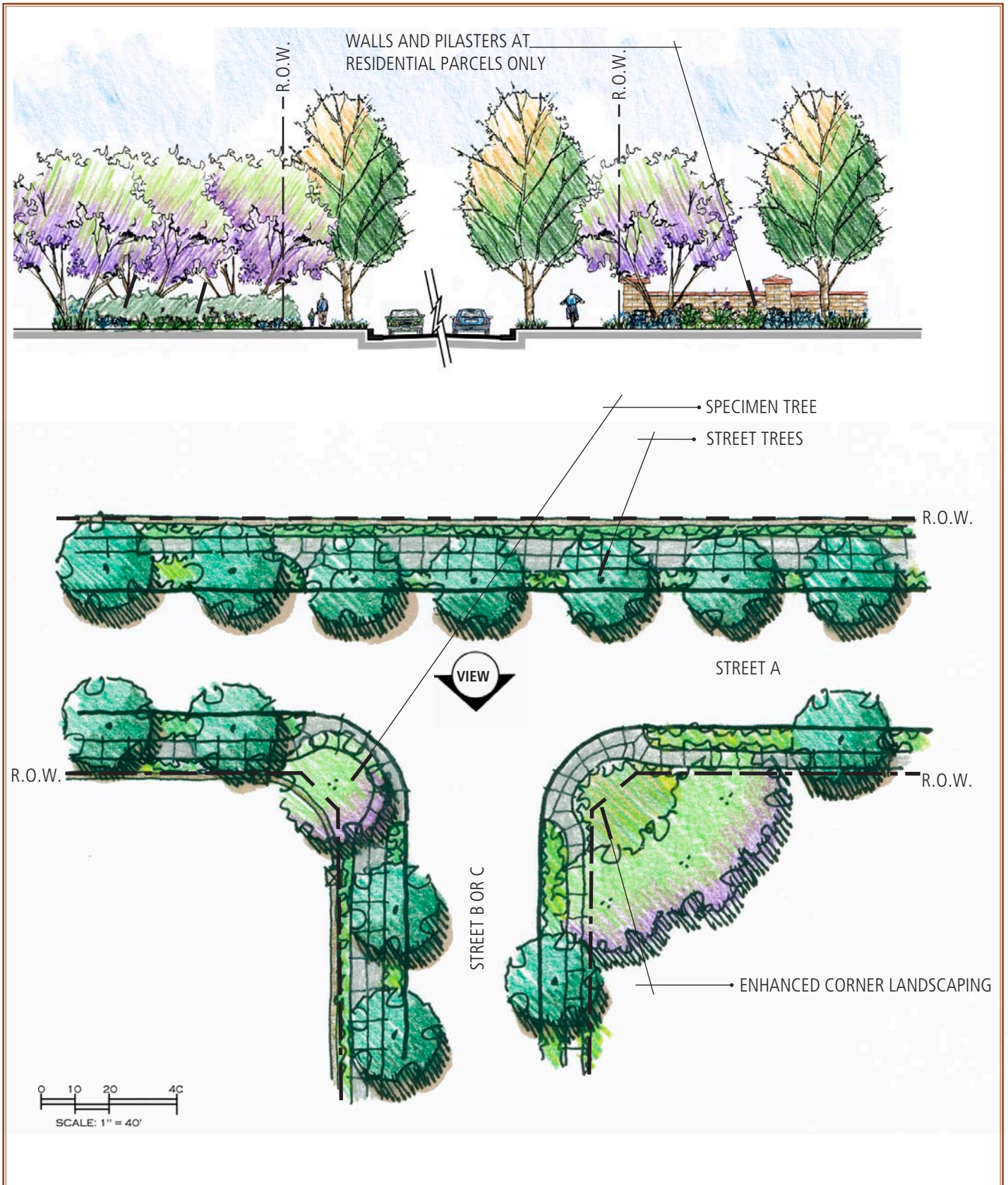


Exhibit 4-14D: Secondary Intersection - Alternative 2 (Three Way)

4.6.A.6 Project Entry

Commercial Retail, Commercial Office and Mixed Use entries provide opportunities to identify each planning area. The locations that are shown on the adjacent key map (and on [Exhibit 4-9](#)) are conceptual and subject to the site planning process within each planning area. Separate signage along the perimeter wall for each planning area provides opportunities to identify individual businesses. The following features shall be implemented when designing and landscaping each Project Entry:

- Substantial landscaping including specimen trees, shrubs and ground cover shall assist in defining each entry.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- An expanded open space shall be provided on each corner.
- Walls or monumentation shall reflect the Master Plan theme and complement the architectural character of Planning Areas 1, 2, 3, and 7 through materials, details and colors.
- Signage shall be provide for parcel identification.
- Accent lighting shall be provided for walls, signage and landscape.



Key Map

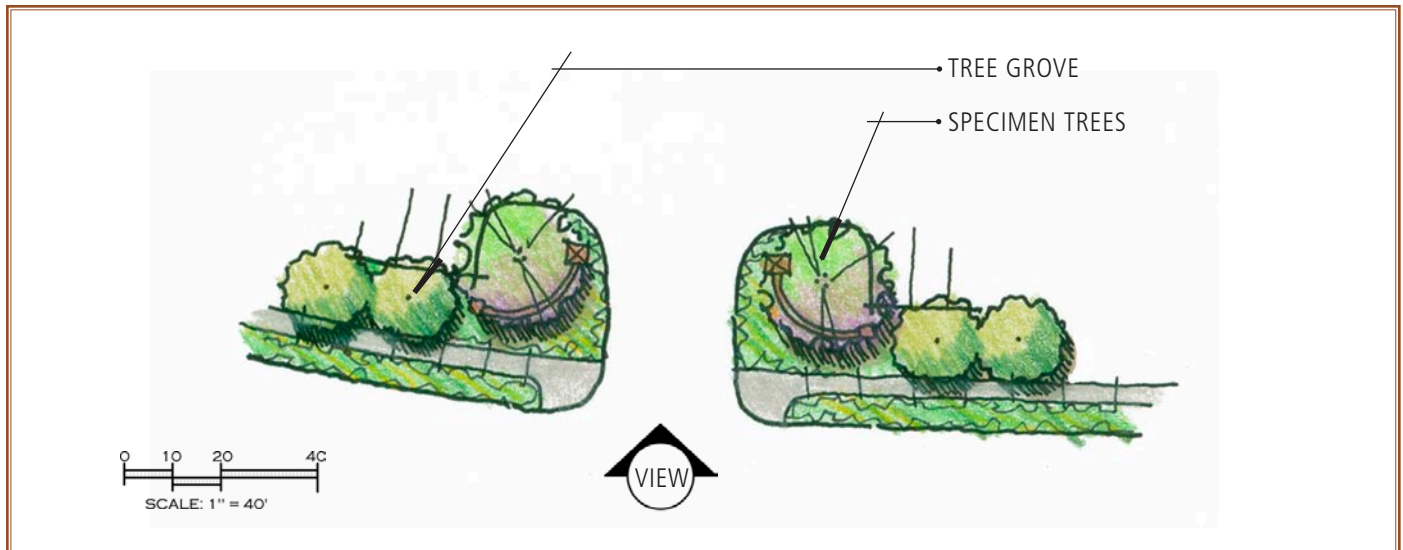
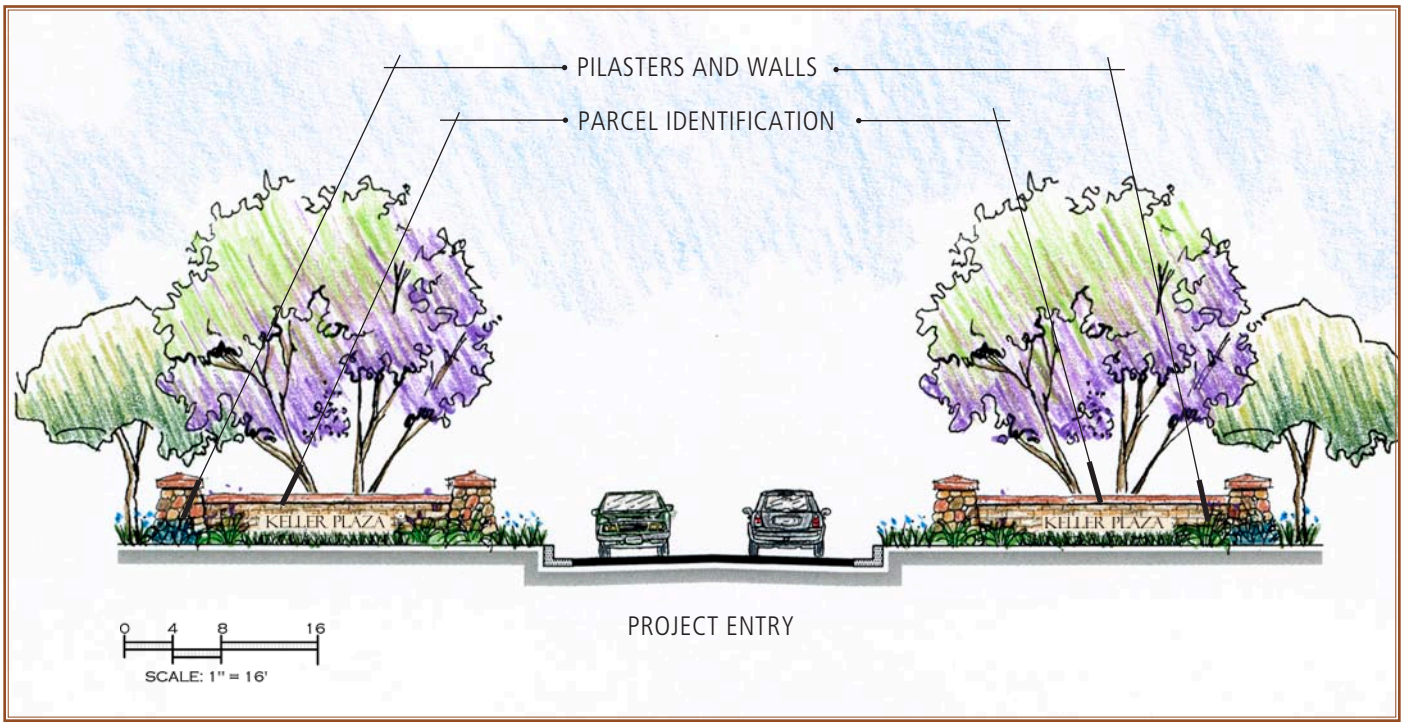


Exhibit 4-15: Project Entry

4.6.A.7 Residential Neighborhood Entry

Residential neighborhoods may be identified by entry monumentation and enhanced landscape. Opportunities for gated entries may be provided as well. The quantity and final locations for each entry will be subject to the final map design. The following features shall be implemented when designing and landscaping each entry:

- Substantial landscaping including specimen trees, shrubs and ground cover shall be used to define each entry.
- Seasonal color and foliage accents shall be incorporated into the plant palette.
- An expanded open space shall be provided on each corner.
- Hardscape, walls and gates shall reflect the Master Plan theme and reinforce the architectural character of adjacent Planning Areas through materials, details and colors as appropriate.
- Signage may be provided for marketing purposes.
- Accent lighting shall be provided for walls, signage and landscape.

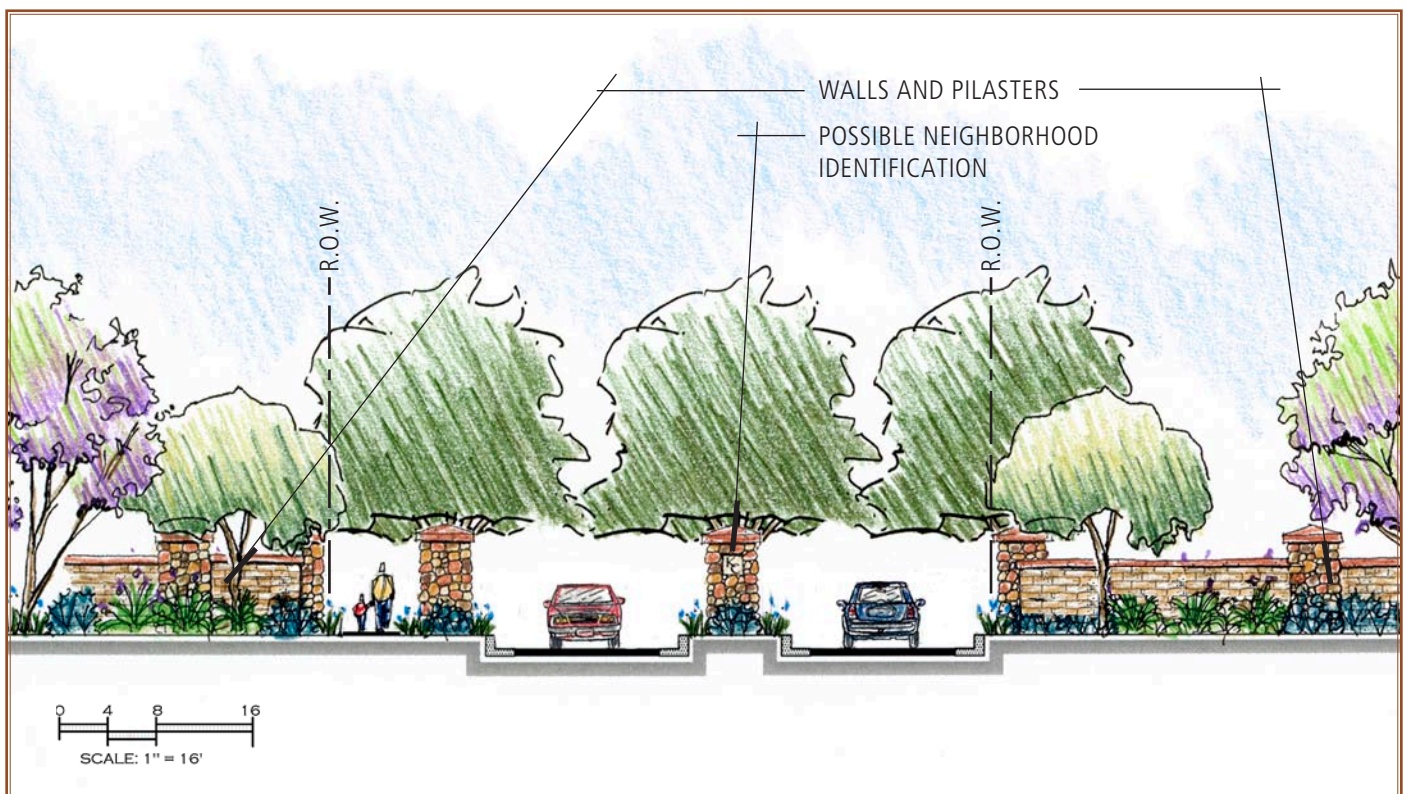


Exhibit 4-16A: Neighborhood Entry - Elevation

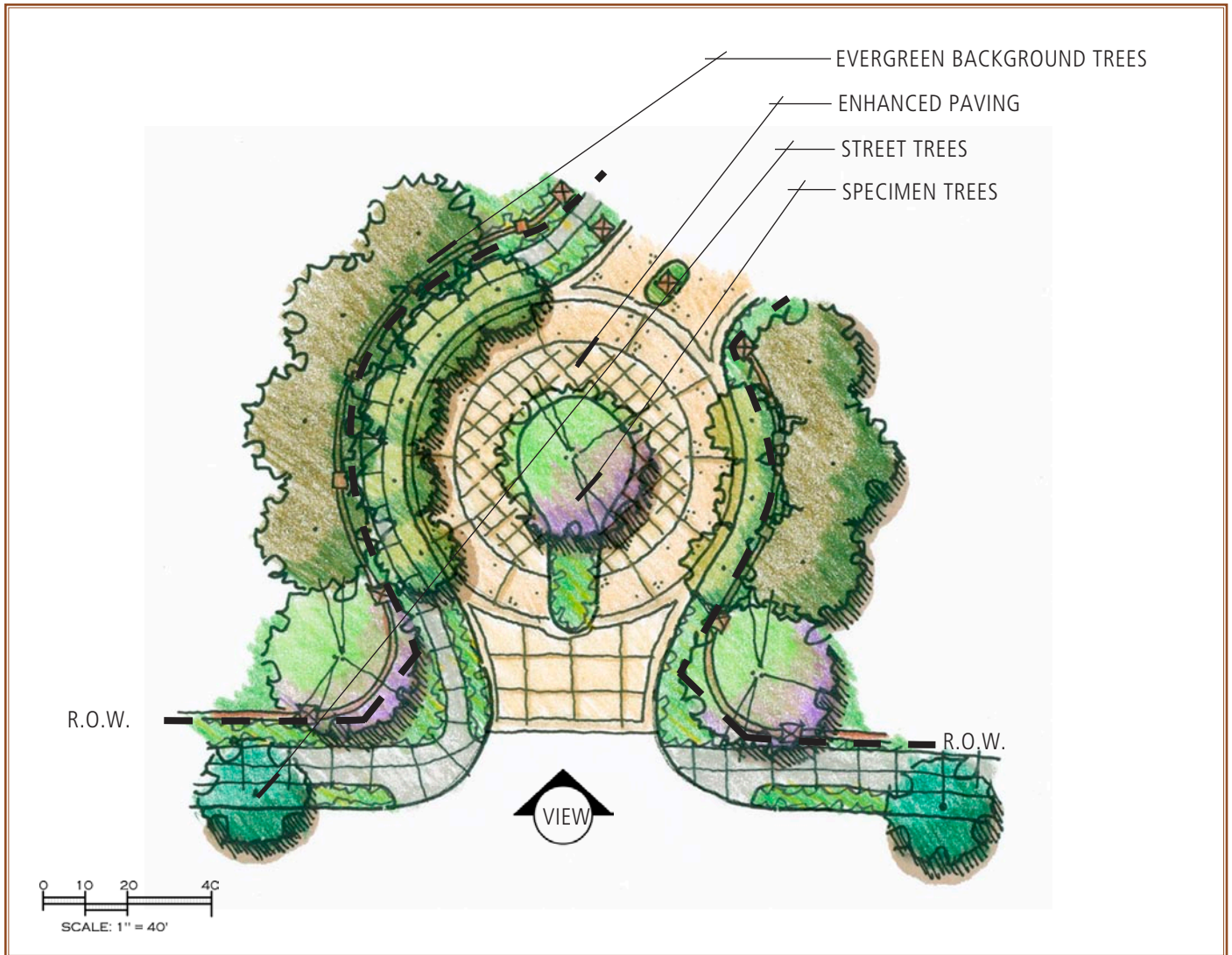


Exhibit 4-16B: Neighborhood Entry - Plan View

4.6.B Streetscapes

The streetscapes for Keller Crossing play an important role in defining the overall character of the Master Plan. Tree and shrub species along with planting patterns will reinforce the character, densities and uses of each planning area. The landscaping will also provide aesthetic value thorough colors, textures and seasonal changes while assisting in screening and buffering where desired. Sidewalks and bike paths will allow for safe and comfortable internal pedestrian circulation along the streets. Thematic fencing and perimeter walls will further reinforce the quality and character of the Master Plan while providing security and additional screening/buffering.

This section and the pages that follow highlight the streetscapes for the following roadways and road types:

- Highway 79 / Winchester Road
- Keller Road
- Street C
- Street A
- Street B
- Local Roads
- Commercial/Private Drive

A key map, elevation and plan view is provided to further aid in defining the guidelines for each streetscape discussed.

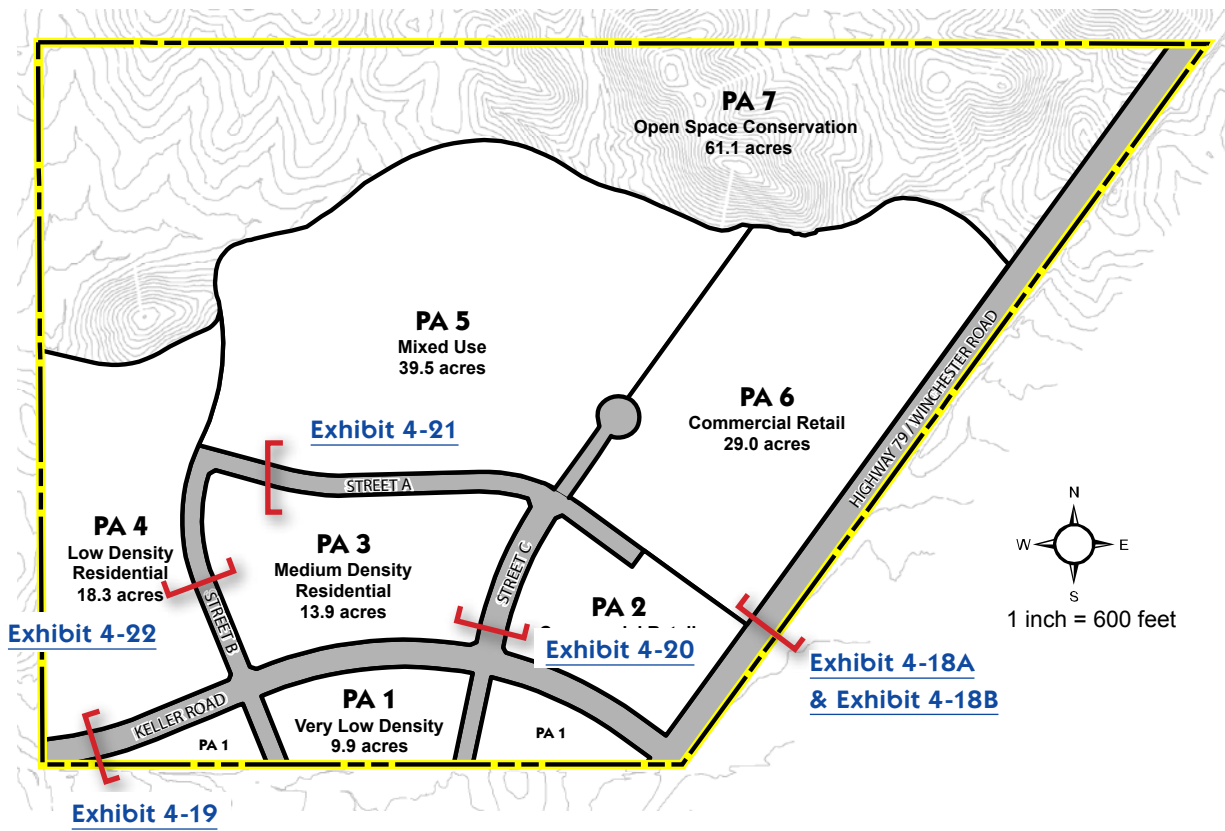
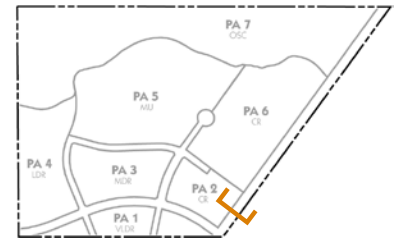


Exhibit 4-17: Key to Streetscapes

4.6.B.1 Highway 79 / Winchester Road Streetscape

The landscaping of Highway 79/Winchester Road shall reflect the rural character of the surrounding area. The expanded parkway on the west side is included in Caltrans right-of-way and will be landscaped per Caltrans standards. For any landscaping beyond the right-of-way, the following design criteria shall be implemented when developing the streetscene along Highway 79/Winchester Road:

- Trees, shrubs and ground covers shall be planted in informal patterns.
- Trees shall be planted on the back side of the thematic fencing in a random pattern allowing visible penetration into the Commercial Retail planning areas. Tree spacing shall range from 30 feet minimum to 50 feet maximum, trunk to trunk.
- Evergreen backdrop trees shall provide softening of architectural massing where it occurs.
- Shrubbery shall be low in nature to complement the thematic fencing and provide optimum visibility into Planning Areas 2 and 6.
- If architecture is present, shrubs species shall be selected for their ability to soften massing and are preferred over the use of vines.
- Where parking occurs, shrubs shall be selected for their ability to screen cars.
- Where space allows, a combination of earthen berms and shrubs shall be used.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Street trees shall be planted above the flowline of the bio-swale.



Key Map

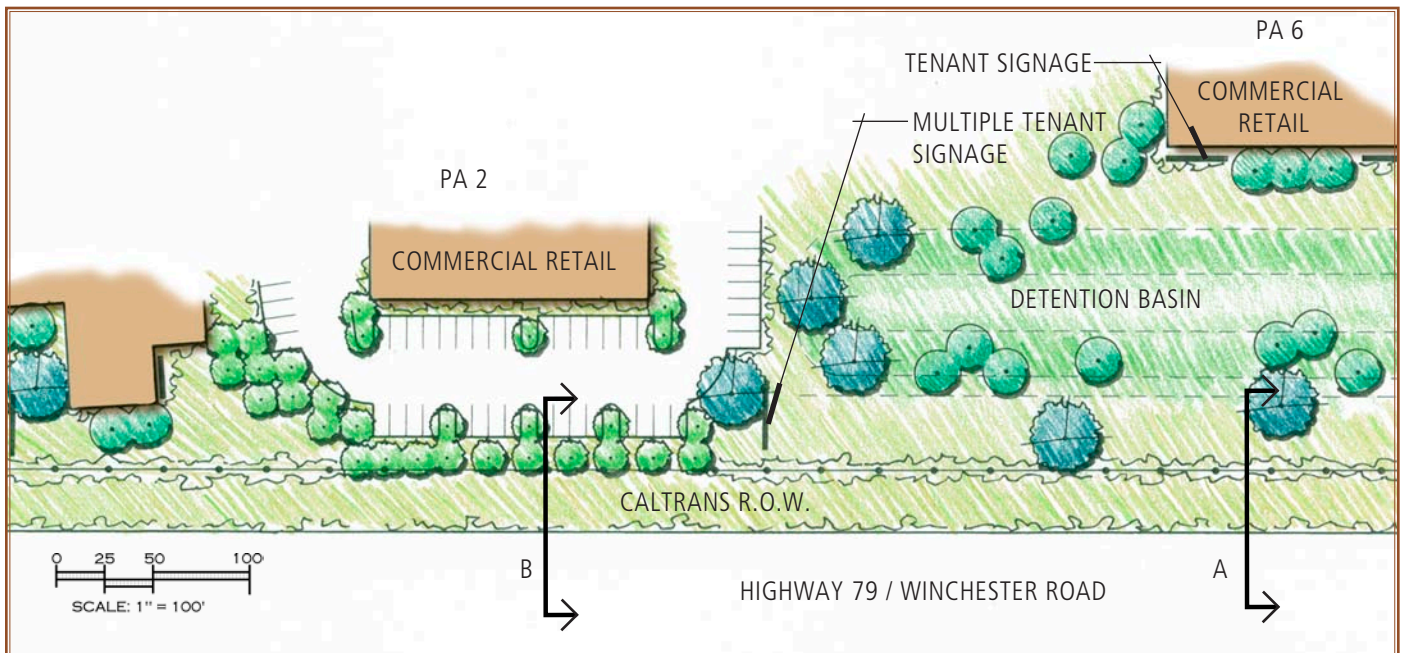


Exhibit 4-18A: Highway 79 / Winchester Road Streetscape - Plan View

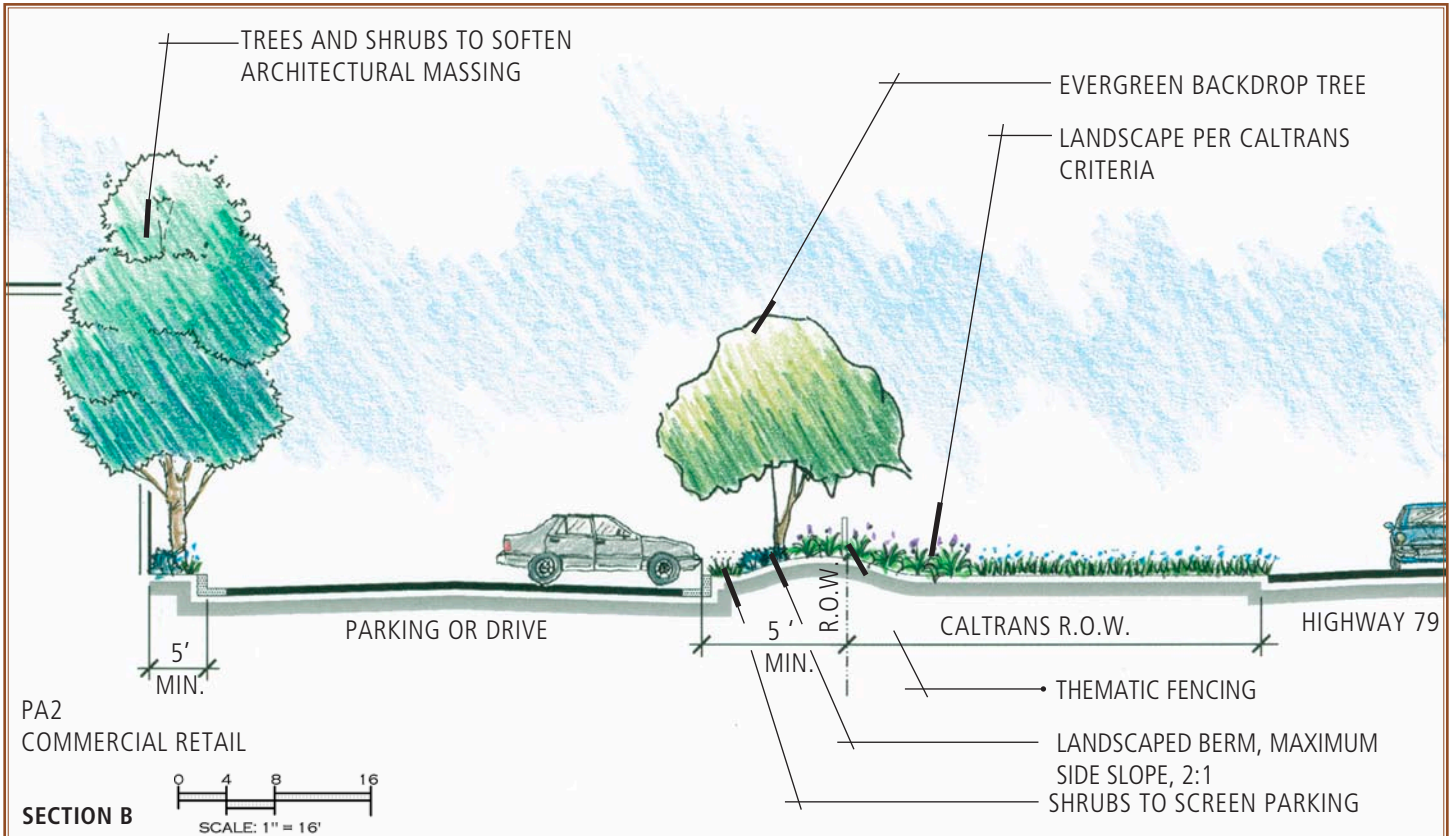
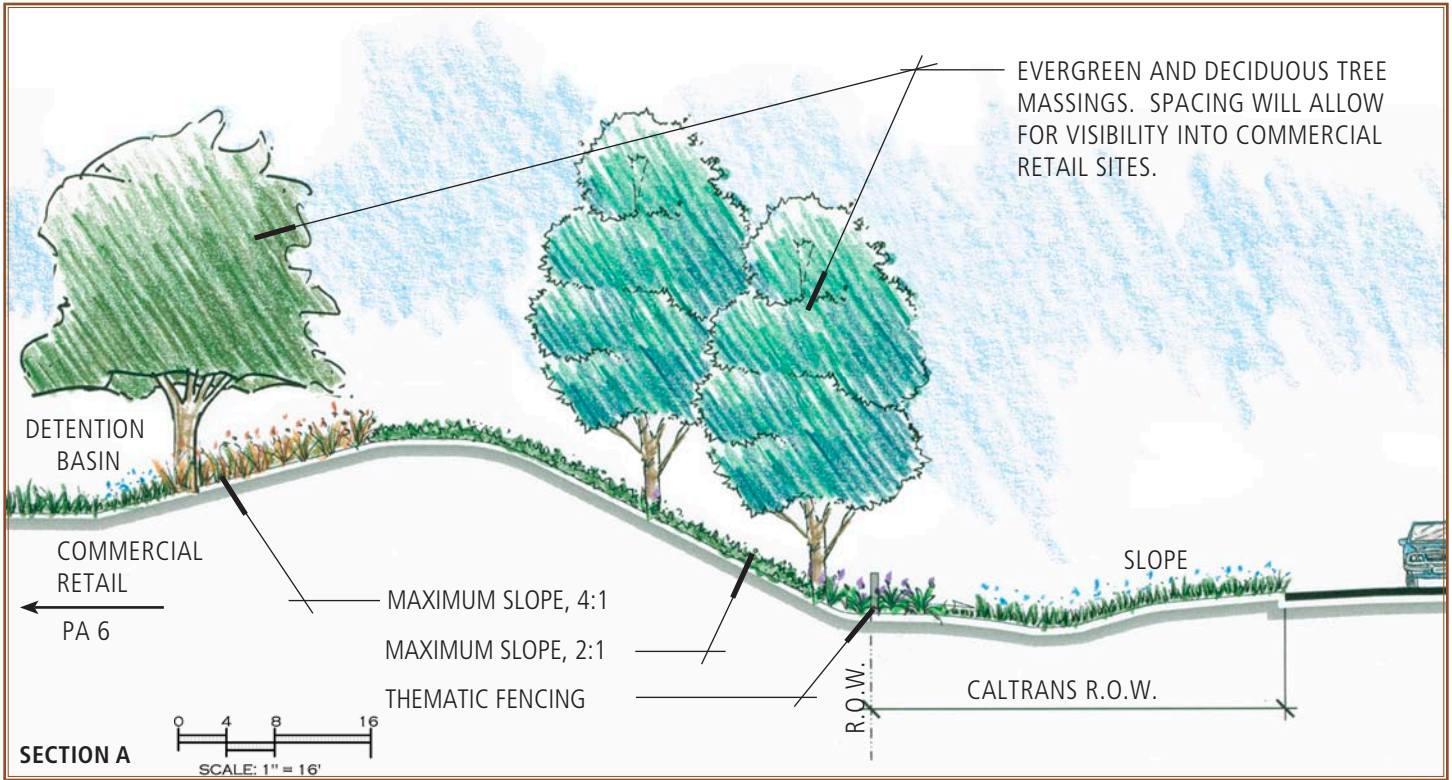


Exhibit 4-18B: Highway 79 / Winchester Road Streetscape - Elevations

4.6.B.2 Keller Road - Streetscape

The landscaping for Keller Road is intended to be informal in nature to reflect the surrounding rural character. As the primary connection from Highway 79/ Winchester Road to the existing neighborhoods, this streetscene plays an important role in defining the Master Plan’s landscape character and providing a transitional experience. The following criteria shall be implemented for the design of this streetscene:

- Street trees shall be planted in random patterns on both sides of the meandering sidewalk.
- Tree spacing shall range from 30 feet minimum to 50 feet maximum, trunk to trunk to allow for visible penetration into detention basins and Commercial Retail development in Planning Area 2.
- Vertical, evergreen backdrop trees shall be planted on the back side of the meandering sidewalks to soften adjacent architectural massing where it occurs.
- In areas planned for residential use (Planning Areas 1, 3 and 4) or parking in Planning Areas 2, 6 and 5, a tighter density of both street trees and evergreen backdrop trees shall be provided for both screening and buffering purposes.
- Shrubbery shall occur on both sides of the sidewalk and reinforce the informality of the tree patterns.
- Parkways shall be planted with low shrubbery or ground cover. Where parking is permitted along the street, turf grass may be used in the parkway.
- Where space allows, tall shrubs shall be planted along the perimeter walls and adjacent to buildings, utilities and parking areas with low profile planting provided adjacent to the back of the sidewalk.
- Where thematic fencing is adjacent to detention basins, low profile shrub species shall be used.
- Shrubs shall be used instead of vines for screening service areas, utilities, walls, parking areas and architecture.
- Where space allows, a combination of earthen berms and shrubs should be used as well for screening.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Street trees shall be planted above the flowline of the bioswale.



Key Map



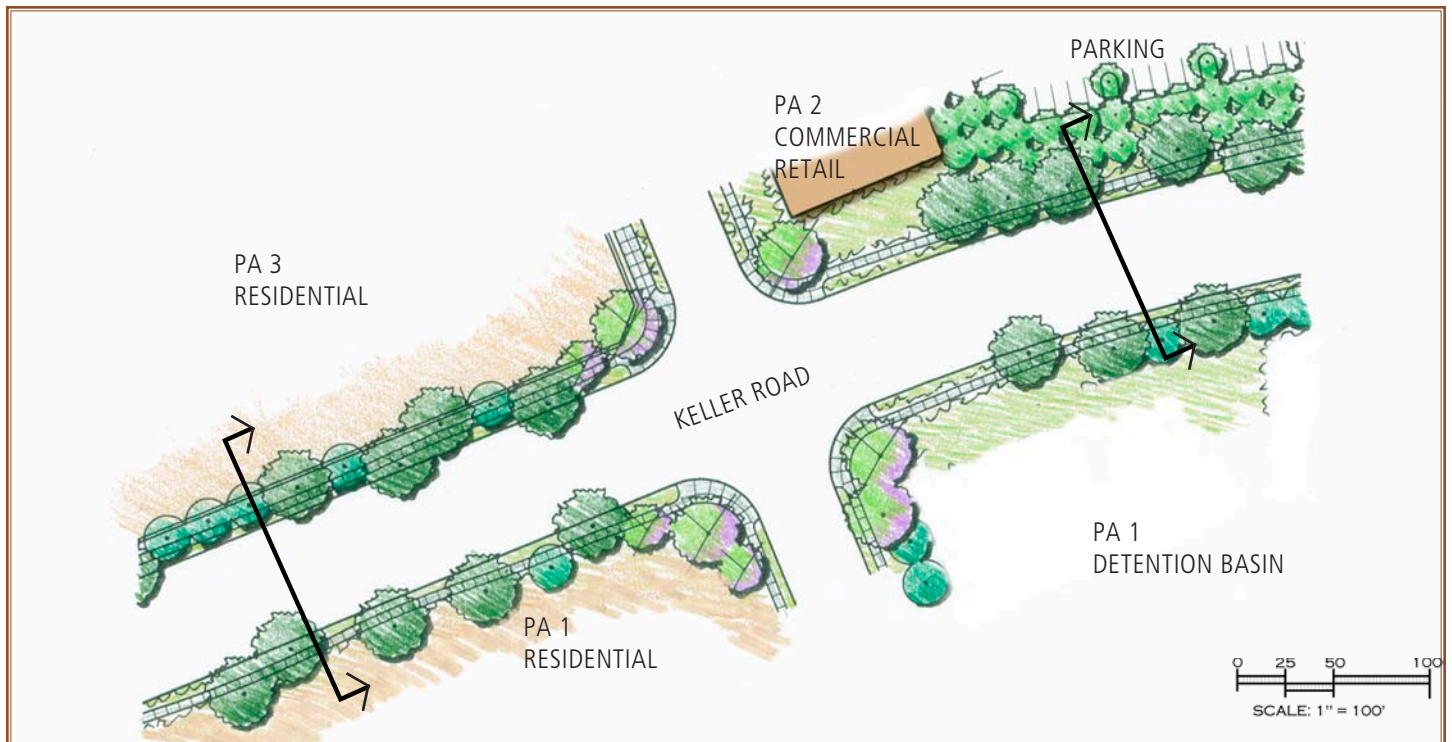
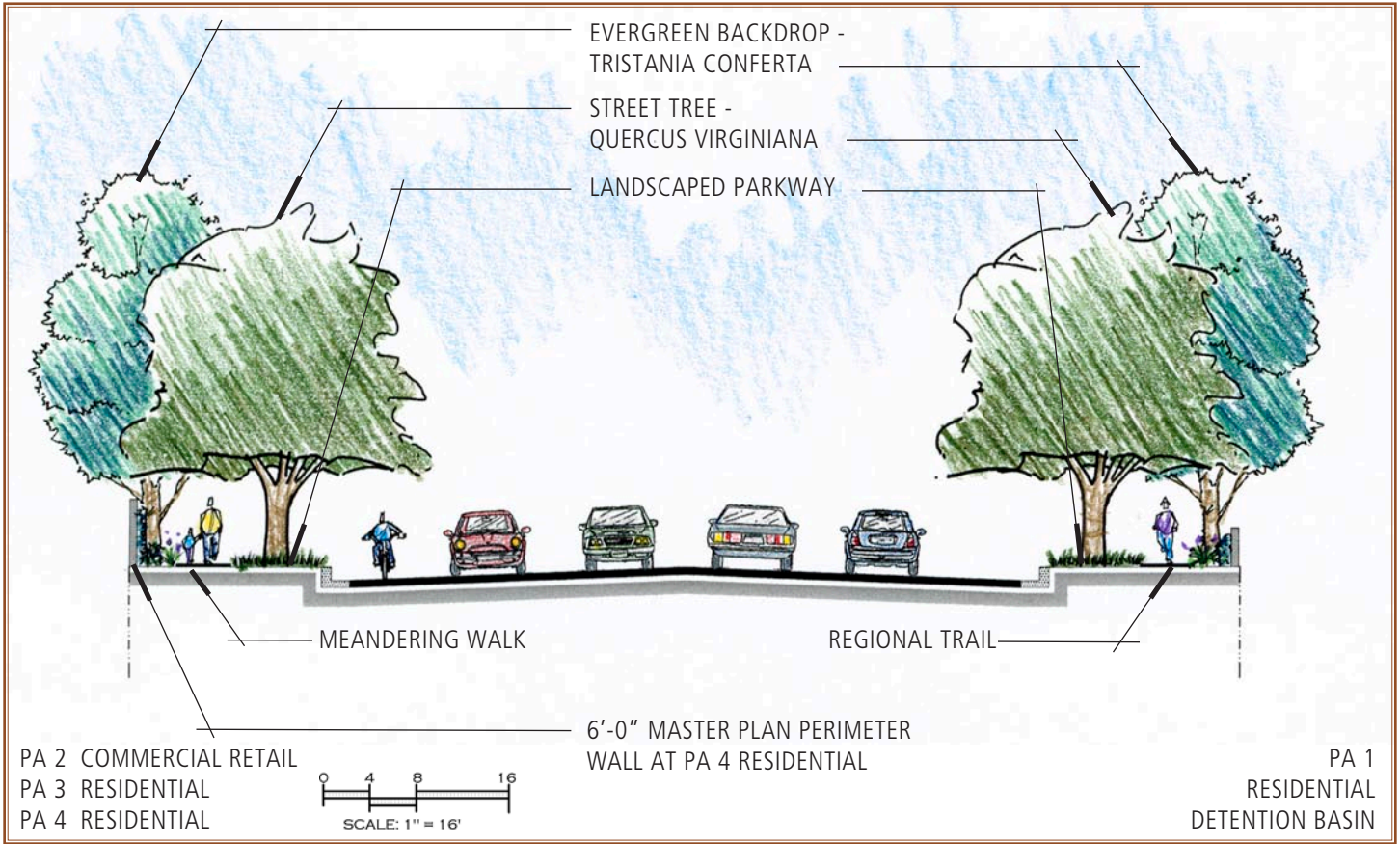


Exhibit 4-19: Keller Road Streetscape

4.6.B.3 Street C Streetscape

The landscaping for Street C is intended to reflect a combination of urban and rural patterns. Flanked by commercial land uses on the east side, plant species shall have an informal character but be planted in more formal patterns. The following design criteria shall be implemented when developing this streetscene:

- Street trees shall be planted in a linear pattern on both sides of the curb parallel sidewalk and bike path.
- Evergreen backdrop trees shall be planted to soften architectural massing and parking areas where they occur.
- Where visual penetration of a planning area is desired, street tree patterns shall be broken for a short distance.
- Tree spacing shall range from 30 feet minimum to 50 feet maximum, trunk to trunk.
- Shrubbery shall occur on both sides of the sidewalk or bike path and reinforce the formality of the tree patterns.
- Parkways shall be planted with low shrubbery or ground cover. Where parking is permitted along the street, turf grass may be used in the parkway.
- Where space allows, tall shrubs shall be planted along the perimeter walls and adjacent to buildings, utilities and parking areas with low profile planting provided adjacent to the back of the sidewalk.
- Shrubs shall be used instead of vines for screening service areas, utilities, walls, parking areas and architecture.
- Where space allows, a combination of earthen berms and shrubs shall be used as well for screening.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Street trees shall be planted above the flowline of the bioswale.



Key Map

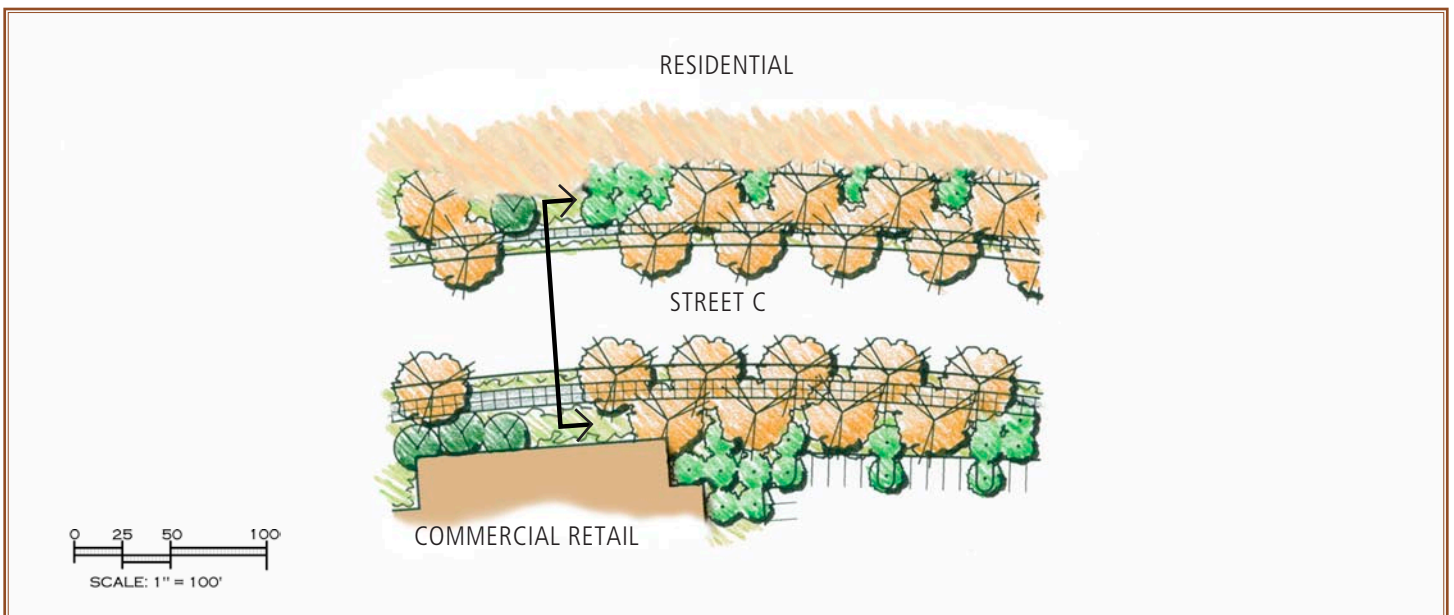
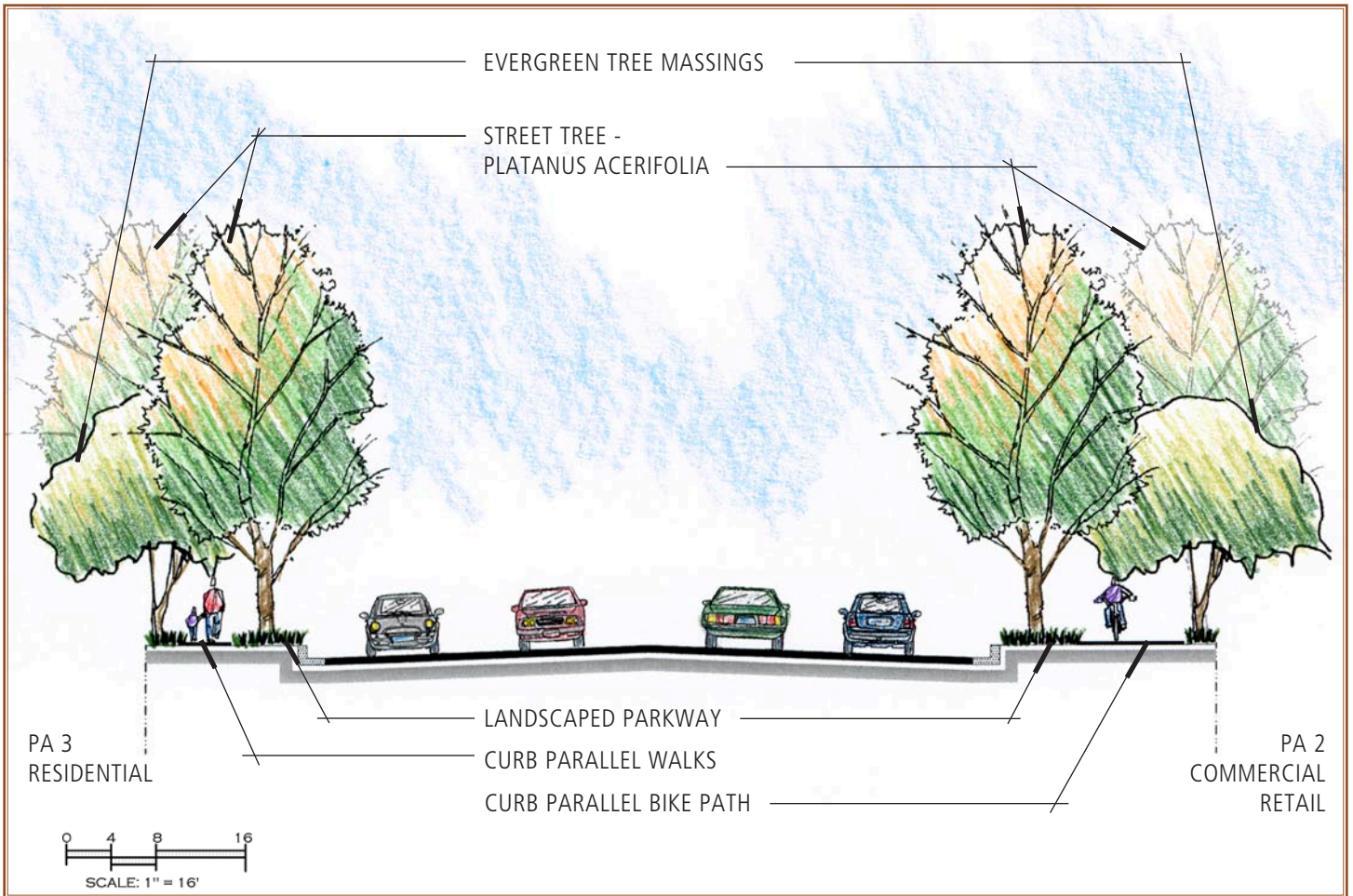


Exhibit 4-20: Street C Streetscape

4.6.B.4 Street A Streetscape

The landscaping for Street A, where adjacent to residential land uses, is intended to reflect a more rural appearance. Plant species planted in massings shall reflect an informal character. Where mixed use and commercial uses occur, plant species shall still have an informal character but transition into more formal planting patterns to reflect an urban character. The following design criteria shall be implemented when developing this streetscene:

- Street trees shall be planted in a linear pattern on both sides of the curb parallel bike path and sidewalk where they occur.
- Where meandering sidewalks occur, street trees shall be planted in random patterns on both sides of the walk.
- Evergreen backdrop trees shall be planted to soften architectural massing, parking areas and perimeter walls.
- Where visual penetration of the planning area is desired, street tree patterns shall be broken for a short distance.
- Tree spacing shall range from 30 feet minimum to 50 feet maximum, trunk to trunk.
- A tighter density of both street trees and evergreen backdrop trees shall be provided where a buffer for the residential planning areas is desired.
- Shrubbery shall occur on both sides of the sidewalk or bike path and reinforce a formal or informal character depending on the tree patterns.
- Parkways shall be planted with low shrubbery or ground cover. Where parking is permitted along the street, turf grass may be used in the parkway.
- Where space allows, tall shrubs shall be planted along the perimeter walls and adjacent to buildings, utilities and parking areas with low profile planting provided adjacent to the back of the sidewalk and bike path.
- Shrubs shall be used instead of vines for screening service areas, utilities, walls, parking areas and architecture.
- Where space allows, a combination of earthen berms and shrubs shall be used as well for screening.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Street trees shall be planted above the flowline of the bioswale.



Key Map



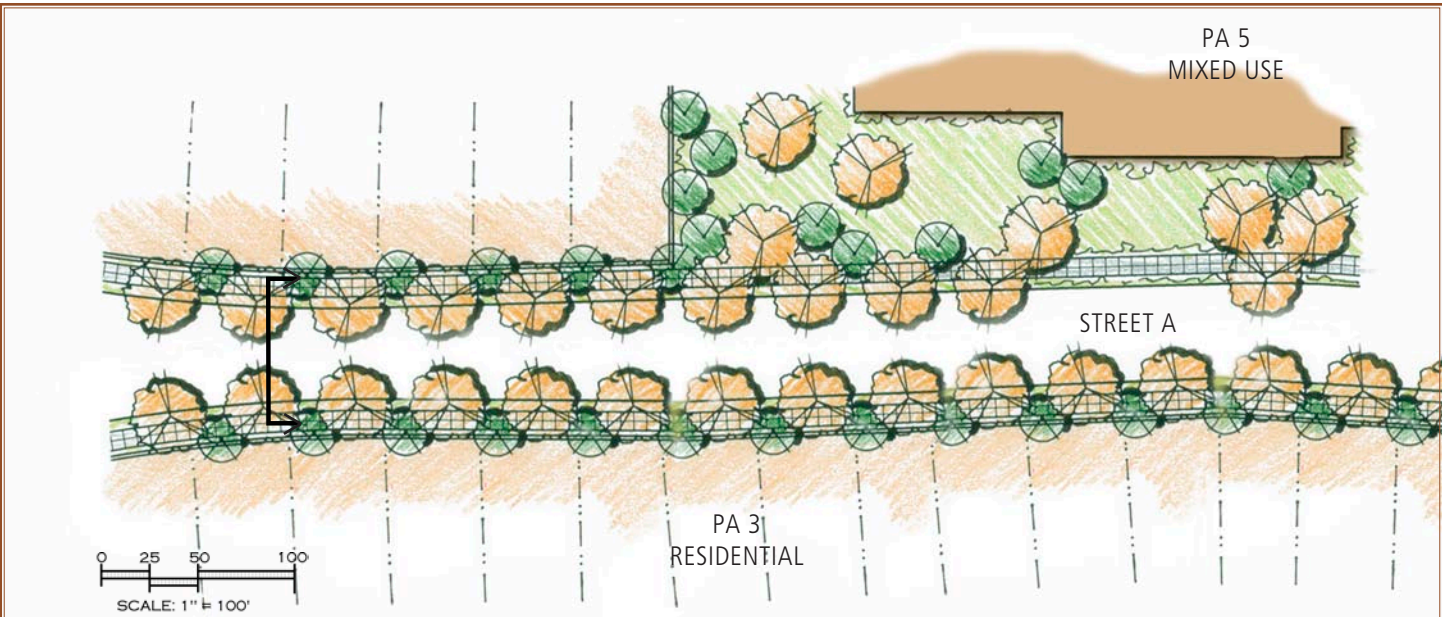
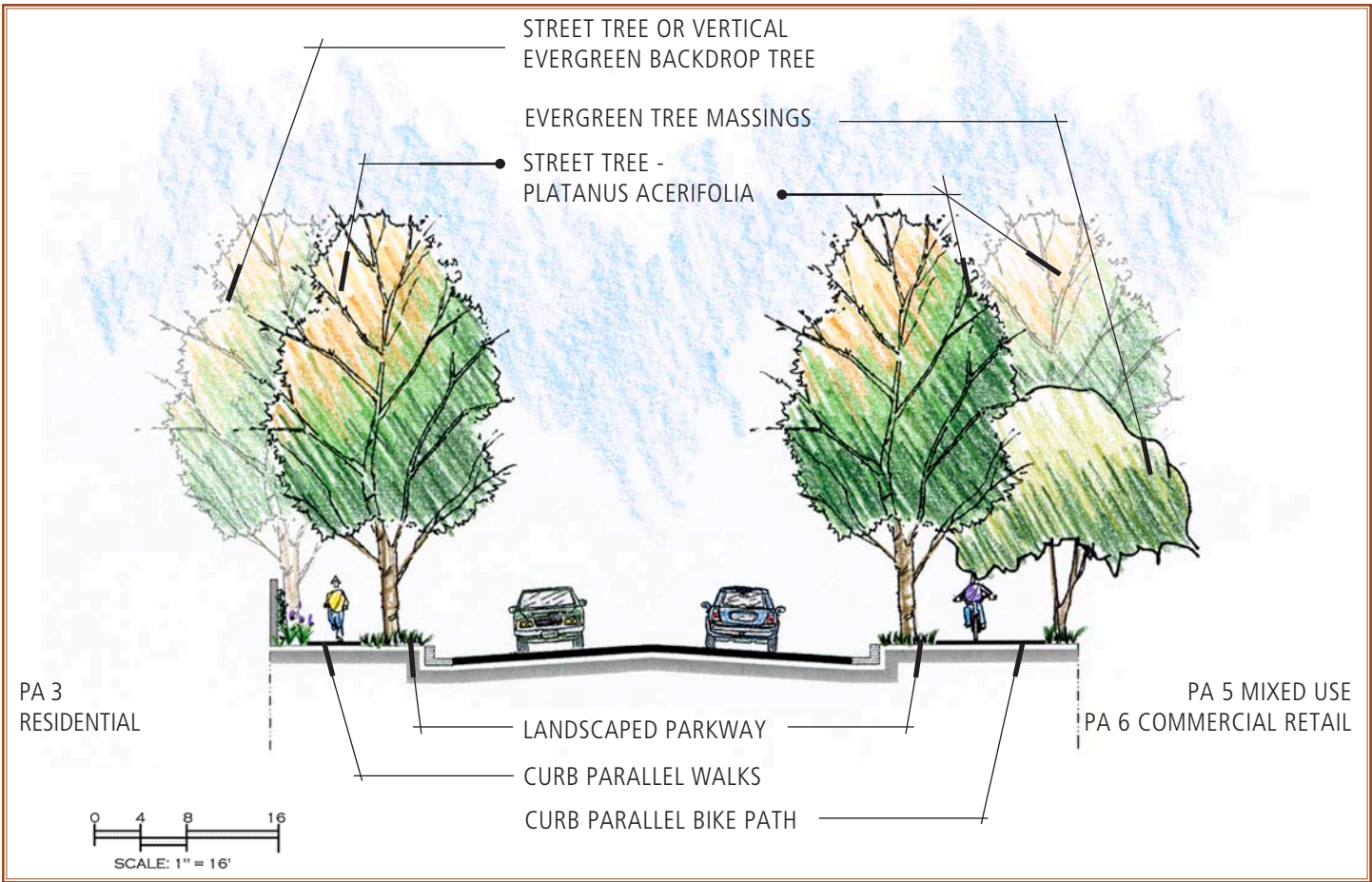


Exhibit 4-21: Street A Streetscape

4.6.B.5 Street B/Collector Streetscape

Flanked by residential uses on both sides, the street parkway landscaping for Street B will continue to reflect a more rural appearance via an informal pattern. The following design criteria shall be implemented when developing this streetscene:

- Street trees shall be planted in a linear pattern within the parkway on both sides of the street.
- Street and evergreen backdrop trees shall be planted in informal patterns behind the bike path along the residential parcel to soften architectural massing and perimeter walls.
- Street and evergreen backdrop trees shall be planted in formal patterns behind the sidewalk along the commercial parcel to soften architectural massing and parking areas.
- Where visual penetration of the site is desired, street tree patterns shall be broken for a short distance.
- Tree spacing shall range from 30 feet minimum to 50 feet maximum, trunk to trunk.
- A tighter density of both street trees and evergreen backdrop trees shall be provided where a buffer for the residential planning area is desired.
- Shrubbery shall occur on both sides of the sidewalk or bike path and reinforce an informal character depending on the tree patterns.
- Parkway shall be planted with low shrubbery or ground cover. Where parking is permitted along the street, turf grass may be used in the parkway.
- Where space allows, tall shrubs shall be planted along the perimeter walls and adjacent to buildings, utilities and parking areas with low profile planting provided adjacent to the back of the sidewalk and bike path.
- Shrubs shall be used instead of vines for screening service areas, utilities, walls, parking areas and architecture.
- Where space allows, a combination of earthen berms and shrubs shall be used as well for screening.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material will be selected based upon its ability to handle both seasonal and daily flows.
- Street trees will be planted above the flowline of the bioswale.



Key Map



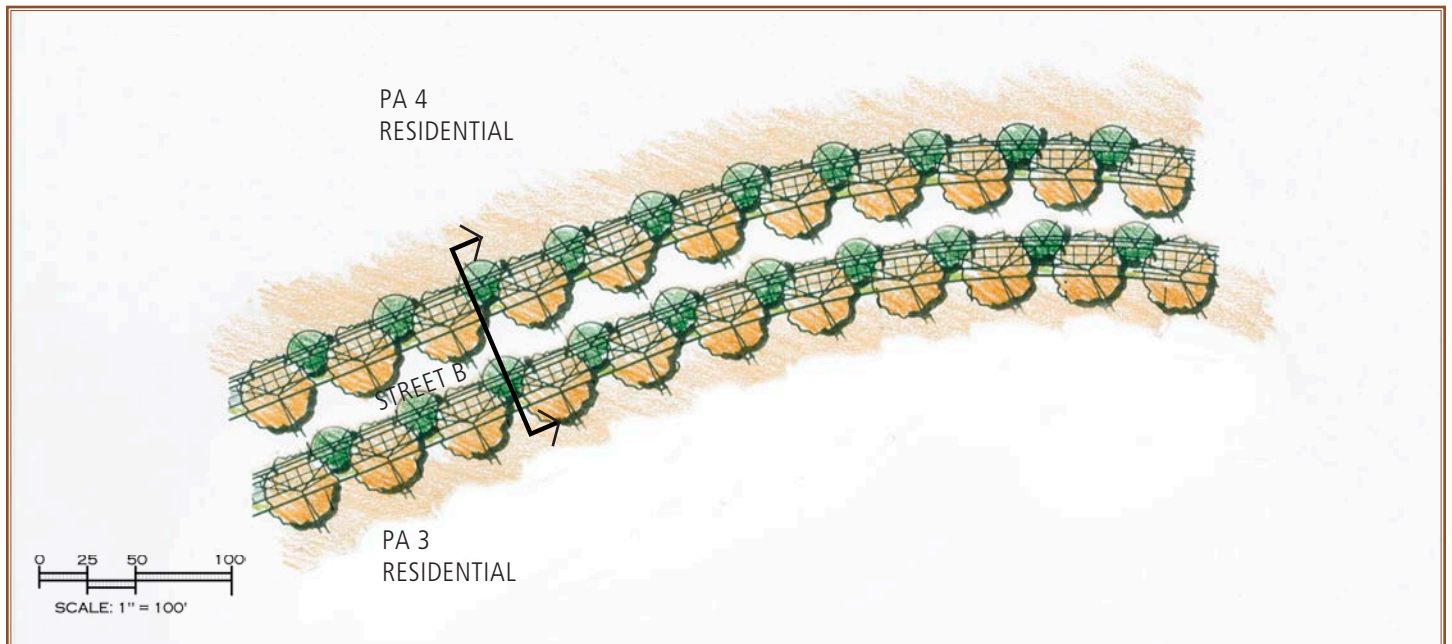
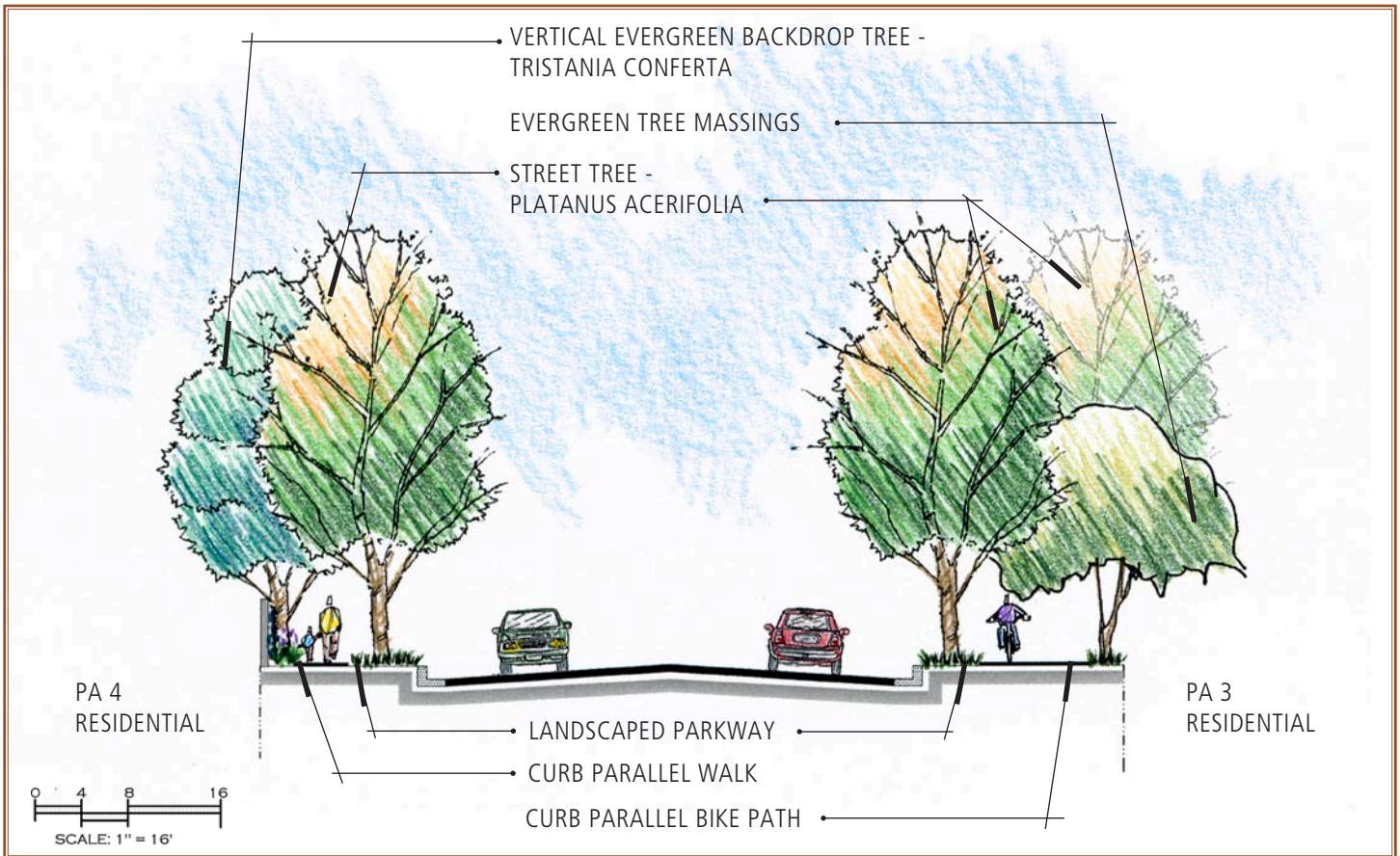
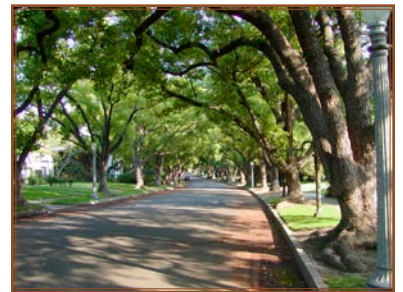


Exhibit 4-22: Street B/Collector Streetscape

4.6.B.6 Local Road Streetscape

Within residential neighborhoods, streetscapes shall be established with an emphasis on landscaping that reflects the aesthetic quality of each neighborhood. Street tree placement shall provide an evident pattern with species that reflect the scale and densities found along the streetscene. Parkway shall be developed by individual lot owners with landscaping that reinforces the architectural character of their home. The following design criteria shall be implemented for these streetscenes:

- If sidewalks are to occur, they shall be separated a minimum of 5 feet from the curb.
- Trees shall be selected from the approved plant palette.
- Street trees shall be planted in informal patterns with spacings ranging from 30 feet minimum to 50 feet maximum, trunk to trunk.
- Parkway shall be planted with low shrubbery and/or ground cover. Where parking is allowed along the street, turf grass may be used in the parkway.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Street trees shall be planted above the flowline of the bioswale.



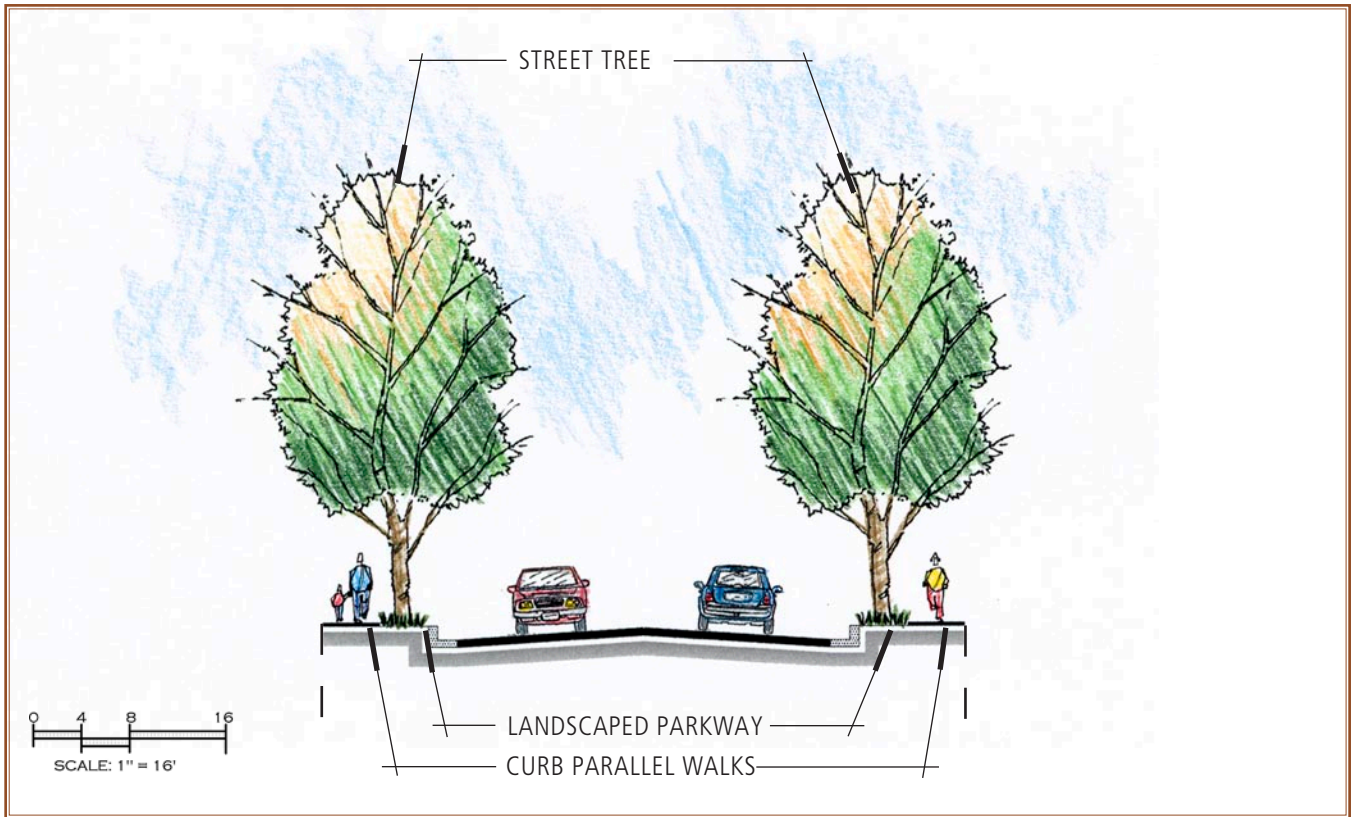


Exhibit 4-23: Local Road Streetscape

4.6.B.7 Commercial/Private Drive Streetscape

Landscaping in commercial areas will be substantial and assist in directing vehicular traffic, softening architectural massing and adding aesthetic value while complementing the architecture of each parcel. When developing landscaping, the following criteria shall be implemented:



- Trees, shrubs and ground covers shall be planted on each side of site drives.
- Where space allows, a center median should also be provided.
- A continuous canopy of trees shall be provided along drives except where visibility to signage is desired.
- Landscaping shall provide screening of parking areas, walls and utilities.
- Shrubs shall be used instead of vines for screening purposes.
- A 5-foot minimum wide landscape buffer shall be provided between the edge of a drive and sidewalk, building, wall or property line.
- An additional 3-foot minimum planting area shall be provided between sidewalks and parking areas.
- Parkway shall be planted with low shrubbery and/or ground cover between the walk and curb.
- Where parking occurs along drives, shrubbery and evergreen backdrop trees shall be selected for their ability to provide an adequate screen and shall be planted within the parkway or between the walkway and parking lot.
- An acceptable alternative shall be trees within metal grates and potted plants where building frontages occur.
- If bioswales are incorporated into the landscape areas to assist in water quality management, plant material shall be selected based upon its ability to handle both seasonal and daily flows.
- Trees shall be planted above the flowline of the bioswale.



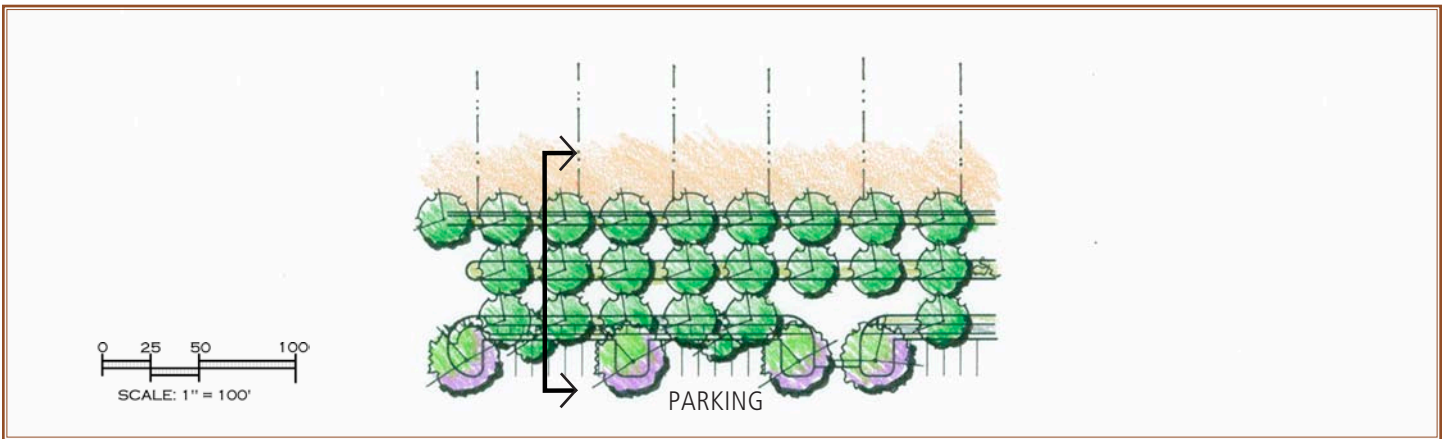
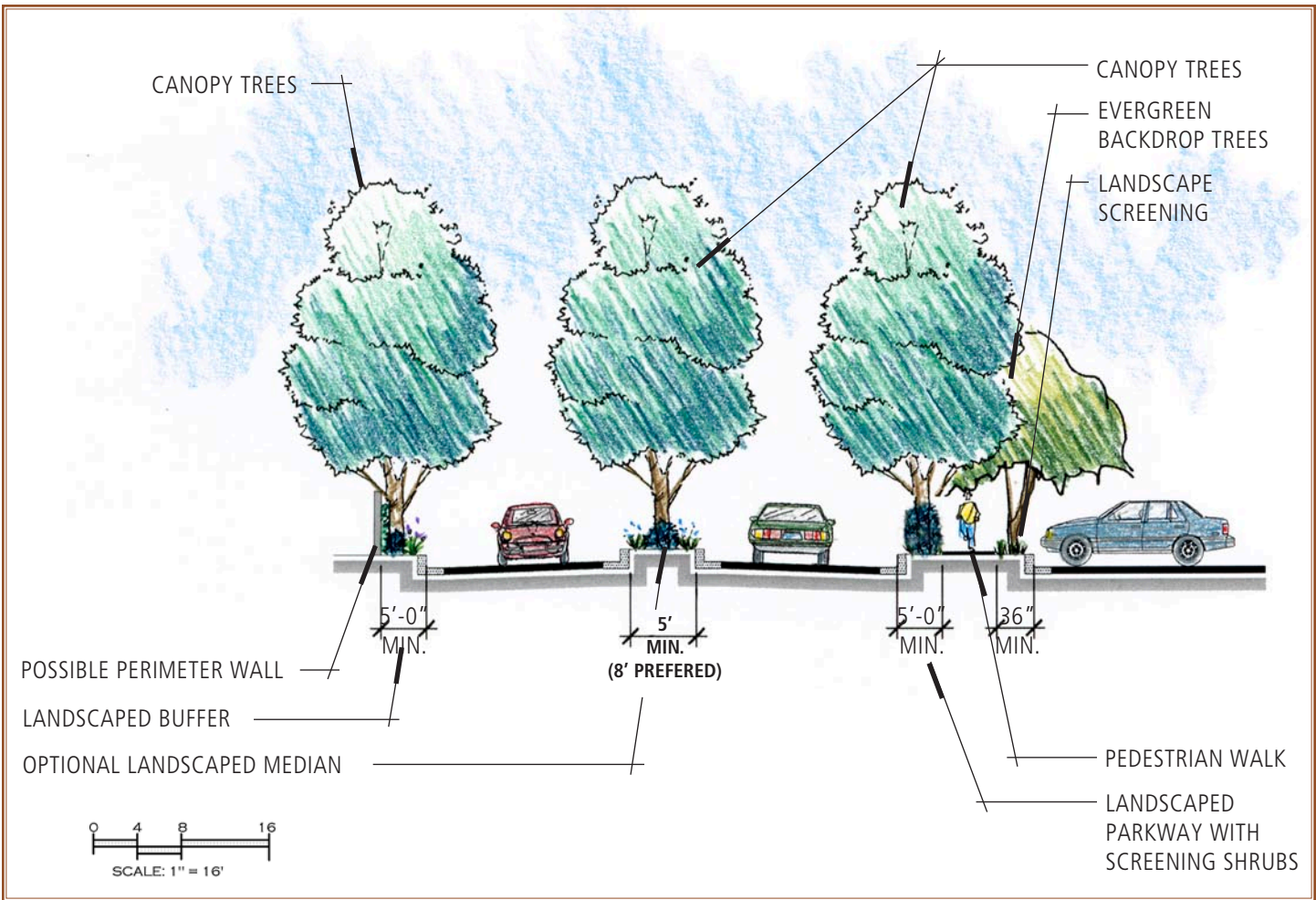


Exhibit 4-24: Commercial/Private Drive Streetscape

4.6.C Edge Treatments

Throughout the community, a variety of land uses occur adjacent to one another. Vehicular traffic, architectural massing and various levels of activity will all require some form of buffer or screening. Landscape design and materials will assist in mitigating undesirable views and noise.

4.6.C.1 Commercial / Highway 79 Edge Treatment

The frontage along Highway 79 / Winchester Road at PA 2 and PA 7 is defined by a 34-foot wide Caltrans right-of-way. In a portion of PA 6, a detention basin may provide an additional expanded open space. Softening of architectural massing while providing visibility into the commercial parcels along this edge is a primary external design goal. Buffering of the vehicular traffic noise is a primary internal design goal. Both of these goals may be met through the following design criteria:

- Massings of trees are to be planted behind the thematic fencing in random patterns.
- Physical barriers such as berms, walls, trellises and glass walls are encouraged.
- Evergreen backdrop trees and shrubs are to be planted to soften architecture and assist in absorbing traffic noise.
- Trees and shrubbery are to be planted to screen parking areas.
- A minimum 5-foot wide planting area is to be provided adjacent to structures.
- Possible seasonal crop planting or community garden may be considered for planting in the detention basin.
- Gaps or windows in tree massings are to be provided to allow for visibility into commercial parcels.

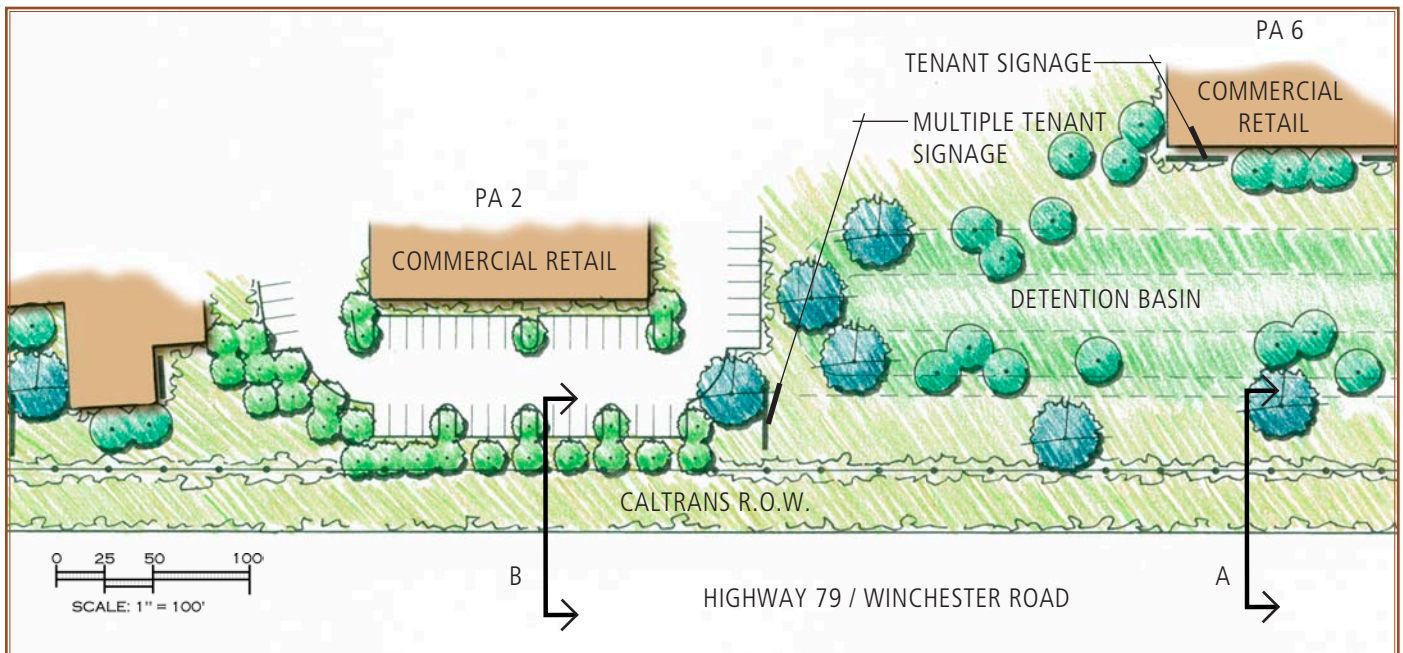


Exhibit 4-25A: Commercial / Highway 79 Edge Treatment - Plan View

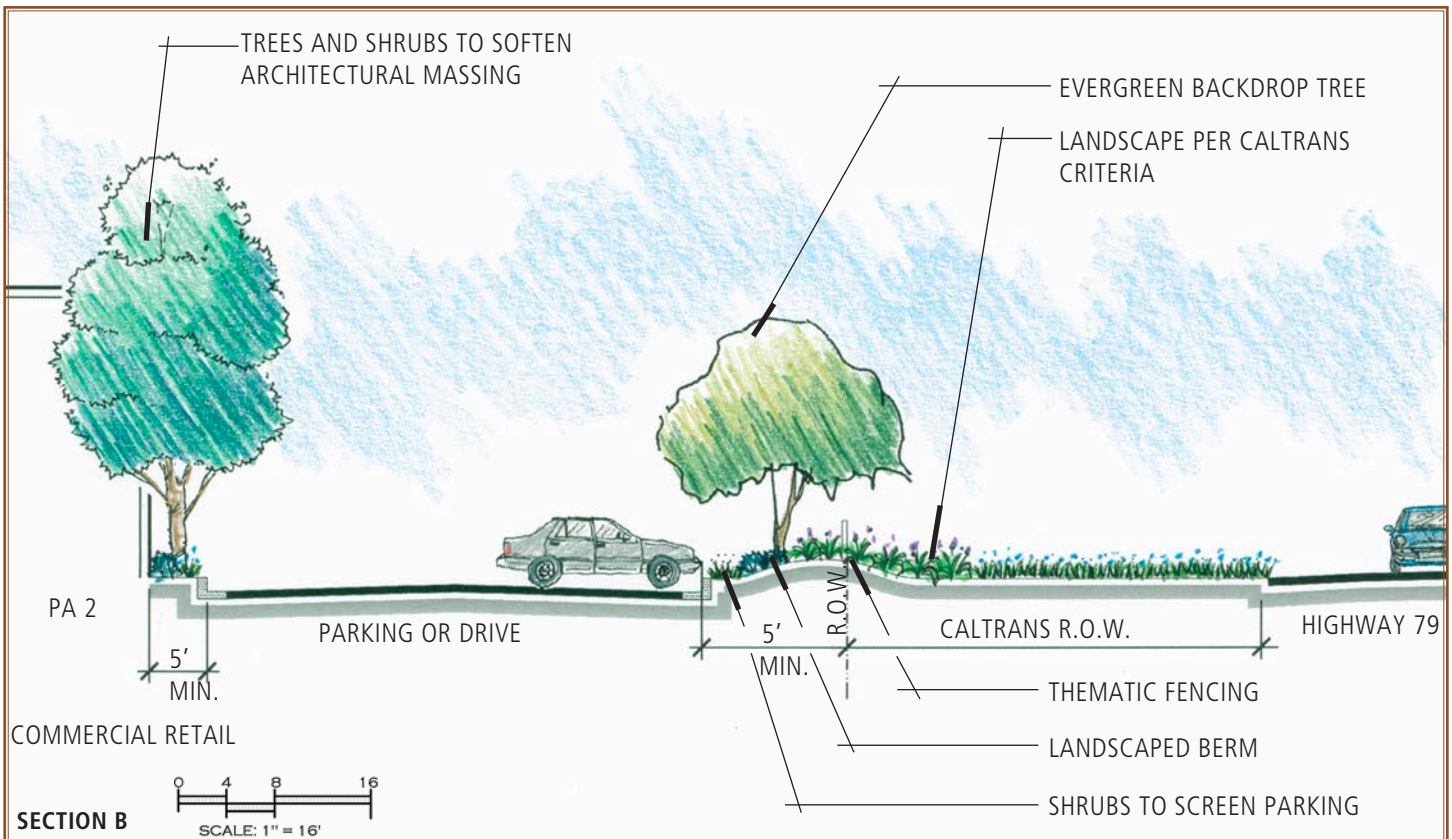
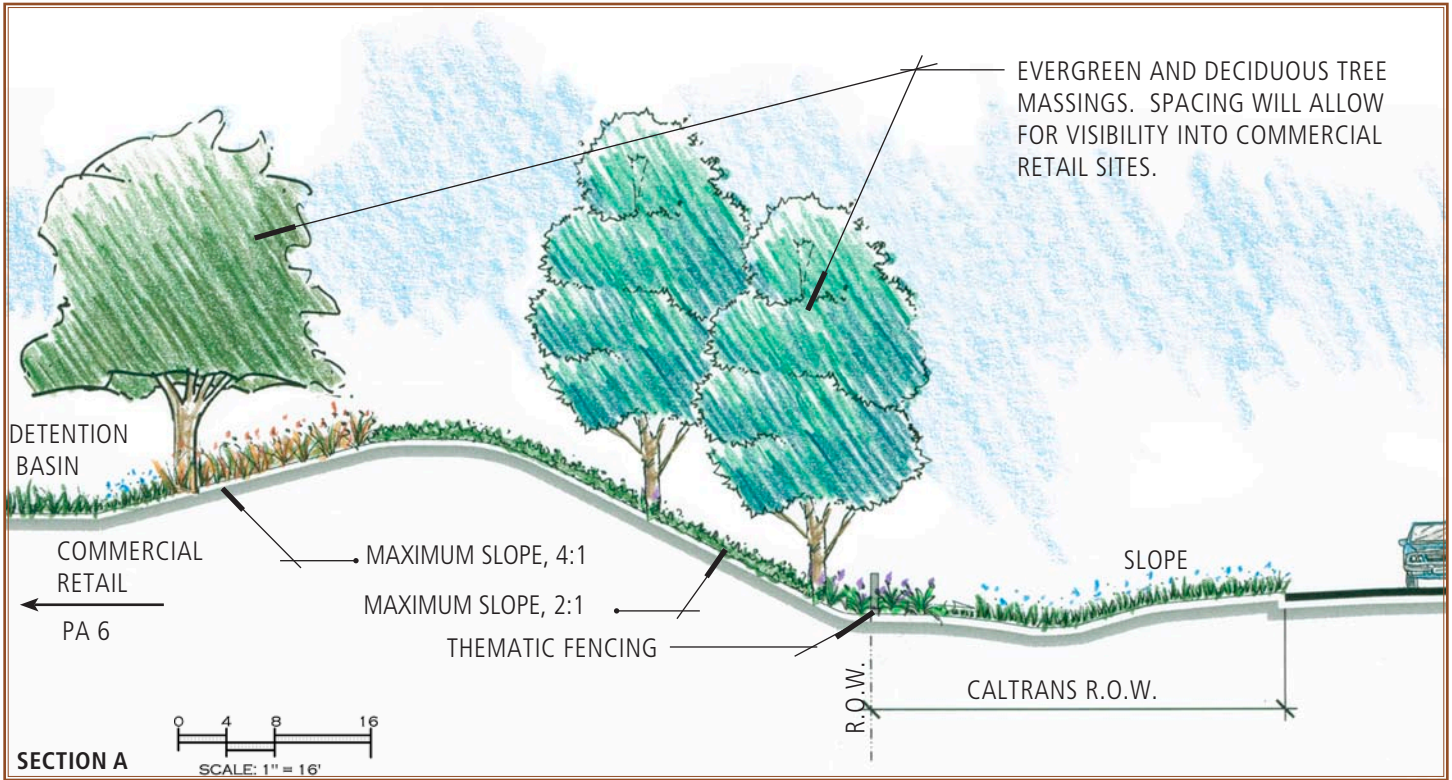


Exhibit 4-25B: Commercial / Highway 79 Edge Treatment - Elevations

4.6.C.2 Developed / Wildland Interface Edge Treatment & Fuel Modification Plan

GREEN CONCEPT {  }

The natural open space to the north of the project site is regulated by the Multiple Species Habitat Conservation Plan (MSHCP) and County of Riverside Fire Authority design guidelines. The following site and landscape features must meet the criteria set forth in the guidelines:

- All lighting is to be directed away from the Conservation Area.
- Where possible a wall or landscaping is to be provided to mitigate noise.
- When selecting plant material, the invasive, non-native plant species listed in the MSHCP guidelines shall be considered.
- Barriers are to be provided to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the Conservation Area. Barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.
- All landscaping, barriers and structures must meet the County of Riverside’s Fire Protection Plan setbacks and requirements.

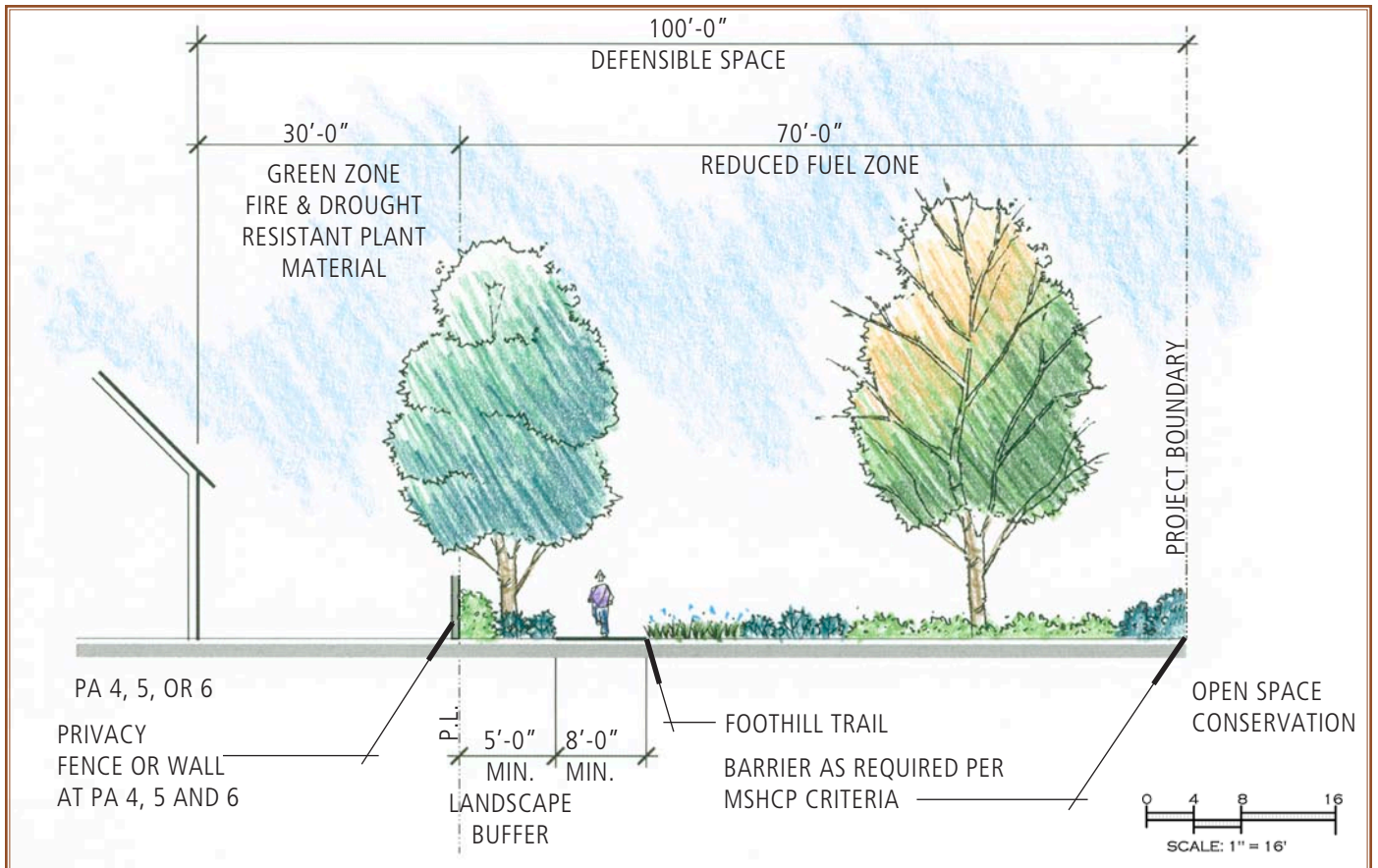
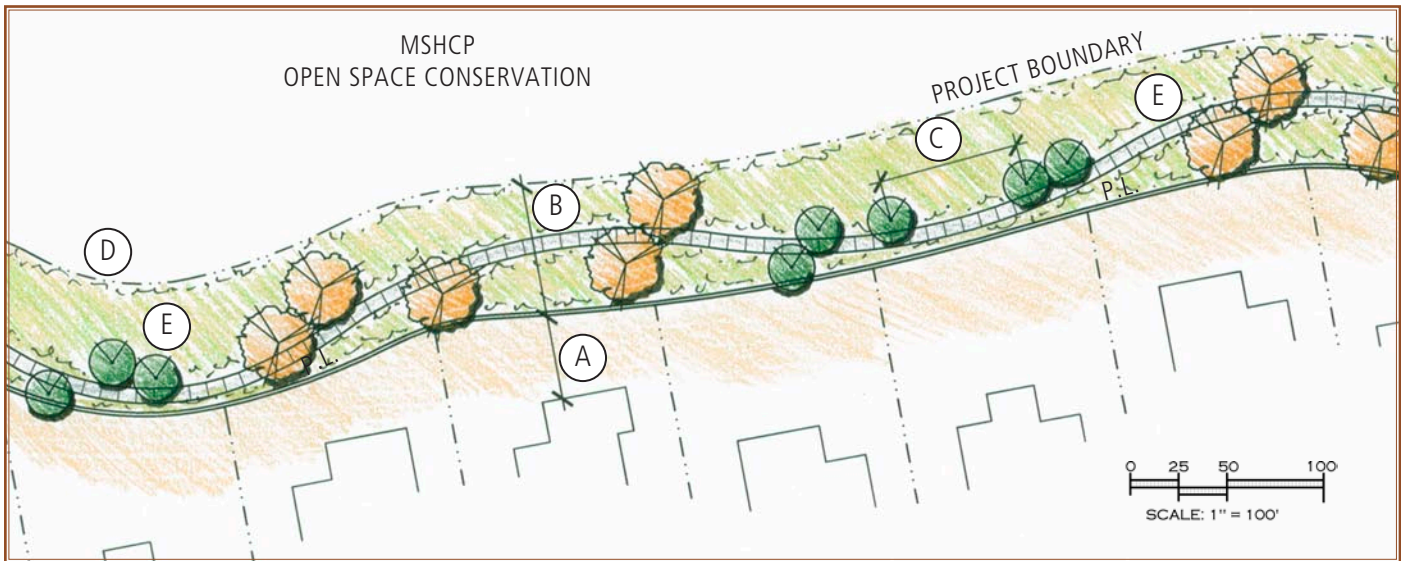


Exhibit 4-26: Developed / Wildland Interface / Fuel Modification Plan




- (A) Lean, Clean and Green Zone
- The A Zone falls within private property.
 - 30-foot minimum clearing area immediately surrounds structures.
 - Fire and drought resistant plant material permitted only.
 - Space trees and native plant material over 18 inches high at least 10 feet apart.
 - Trim trees at least 10 feet from chimney and building.
 - Zone shall be a permanently irrigated zone.
 - Removal of undesired plants found in “Undesirable Plants Listing,” issued by Riverside County Fire Department Planning and Protection is required.
 - Openings along the trail shall be provided for emergency vehicle, pedestrian and maintenance access as well as public visibility/security in locations determined by the site plans for each development project.
- (B) Reduced Fuel Zone
- A minimum 70 feet of defensible space (or to master plan property line is required).
 - For trees taller than 18 feet, remove lower branches within 4 - 6 feet of the ground.
 - Remove understory plants 18 inches or taller directly beneath tree canopy.
 - Eliminate vertical “fire ladder”.
 - Removal of undesired plants found in “Undesirable Plants Listing,” issued by Riverside County Fire Department Planning and Protection is required.
 - All areas shall be mulched.
- (C) Trees and tree form shrubs should be maintained to provide clearance of three times the height of the understory plants measured from ultimate dripline of canopy or 10 feet, whichever is greater. Maximum grouping of three trees shall be allowed.
- (D) MSHCP Barrier -
May consist of one or more of the following:
- Native landscaping,
 - Rocks/Boulders,
 - Fencing/Walls, or
 - Signage.
- (E) All plant material must be selected from the Keller Crossing Fuel Modification Plant Palette.
*ALL LANDSCAPE MUST MEET THE STANDARDS SET FORTH IN THE MSHCP GUIDELINES.

*ALL LANDSCAPE MUST MEET THE RIVERSIDE COUNTY FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENTS.

Exhibit 4-27: Developed / Wildland Interface Edge Treatment & Fuel Modification Plan

4.6.C.3 Residential / Non-Residential Edge Treatment (On-Site)

Where, residential uses occur adjacent to non-residential uses, massings of multi-story architecture, parking and a variety of on-site activities will have an impact on those who reside in the residential neighborhood. The following design and landscape features will assist in providing an appropriate interface between these uses:

- Massings of evergreen trees are to be planted along parcel boundaries.
- A minimum 6-foot high thematic, masonry wall shall be provided where necessary to protect residential uses from noise, light spillage and other nuisances.
- A minimum 5-foot wide landscape area shall be provided between the property line and any wall, parking area or building.
- Elements such as utilities and delivery entries, shall be located away from adjacent homes and screened with walls and/or landscaping.
- Massings of evergreen trees and shrubs shall be provided on site to soften architecture, walls and screen parking areas.
- Landscaped earthen berms should be provided where space allows.
-  • All site lighting shall be shielded and directed down and away from adjacent homes.

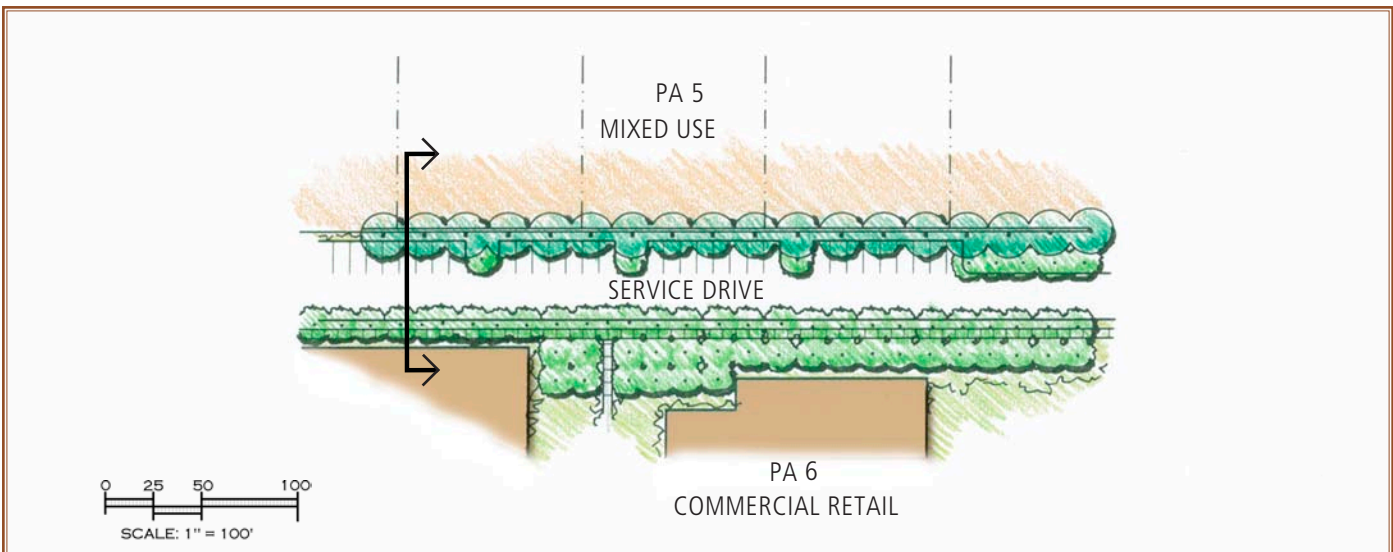
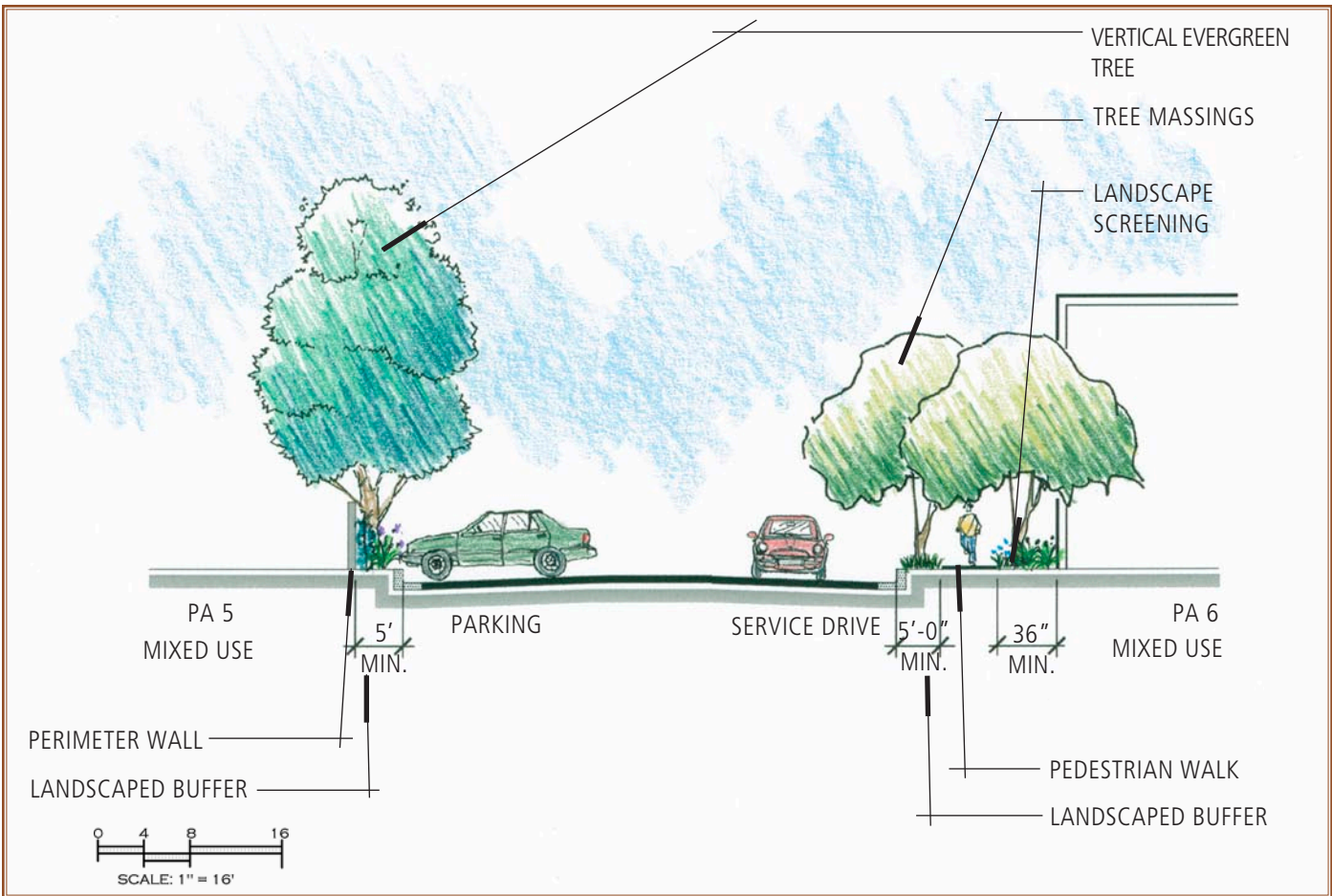


Exhibit 4-28: Residential / Non-Residential Edge Treatment (On-Site)

4.6.D Open Space and Recreation Plan

Open space and/or recreational amenities will be integrally designed into each parcel within the Master Plan. Amenities may include but not be limited to the following:

- Open space for free play
- Plazas and courtyards
- Trails and pathways
- Sunning, seating and picnic areas
- Gardens, orchards or vineyards
- Benches, tables, barbecues, trash receptacles and lighting
- Spa or swimming where higher density, mixed use neighborhoods occur

Through location, design and amenities, recreational needs will be provided for all ages and capabilities.

4.6.D.1 Natural Open Space / MSHCP

The natural open space to the north of the project site is regulated by the Multiple Species Habitat Conservation Plan (MSHCP). The following site and landscape features must meet the criteria set forth in the guidelines:

- Natural detention basins or vegetated swales must be provided to avoid run-off into the Open Space.
- All lighting is to be directed away from the Conservation Area.
- Where possible a wall or landscaping is to be provided to mitigate noise.
- When selecting plant material, the invasive, non-native plant species listed in the guidelines shall be considered.
- Barriers are to be provided to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the Conservation Area. Barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.



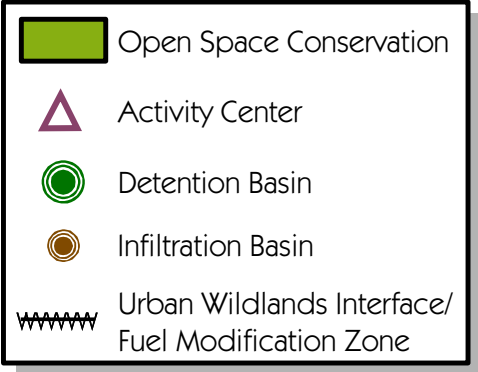
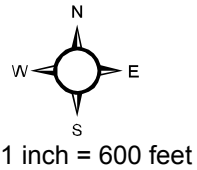
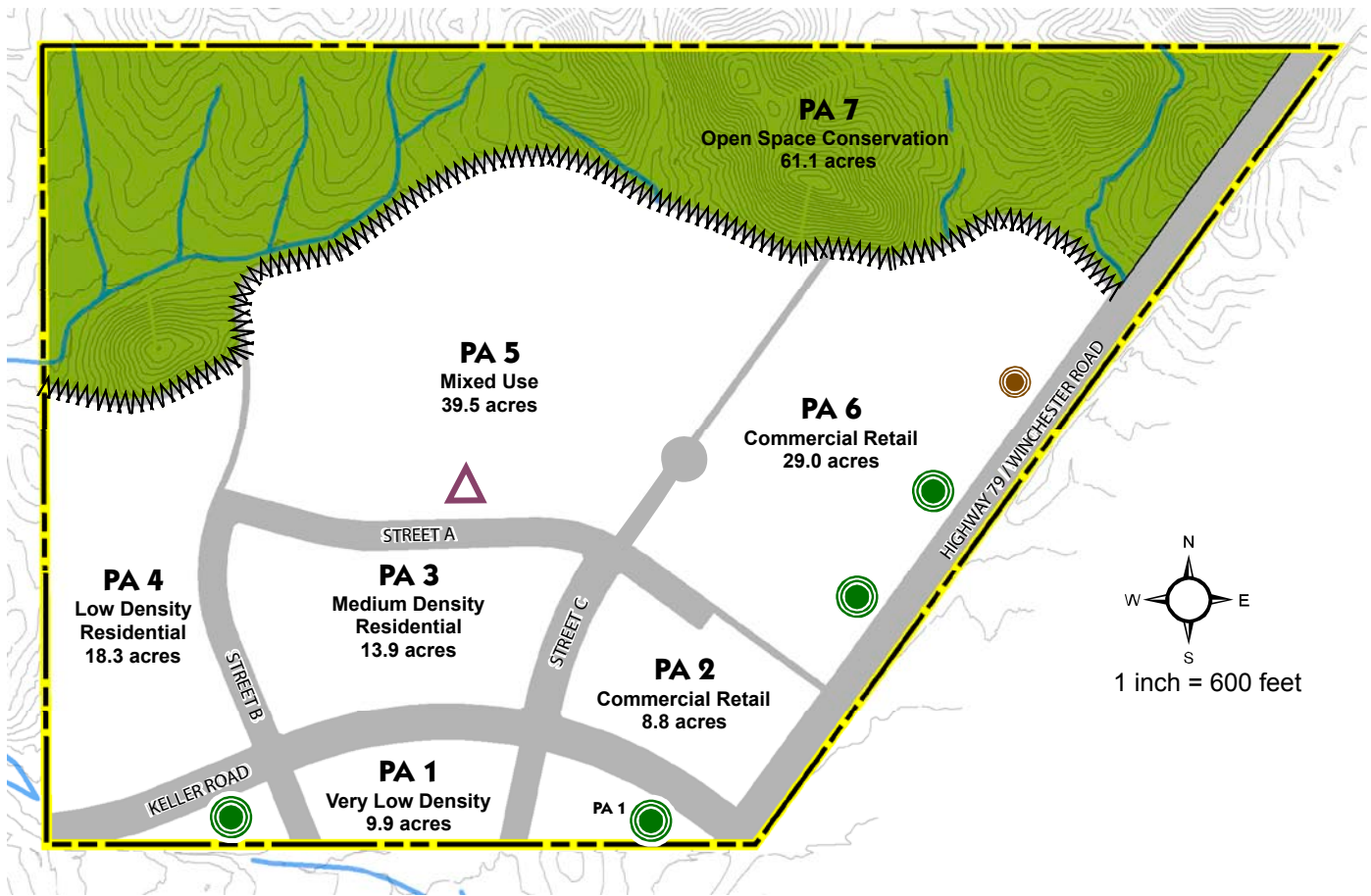



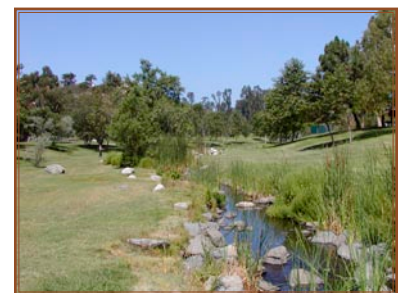


Exhibit 4-29: Open Space Plan

4.6.D.2 Activity Center

Activity Center in Planning Area 3 or 5 should it be developed to support all residential development in the Specific Plan Area. Amenities provided should be based upon the number and type of residential units ultimately provided and the anticipated demographic. See also section 2.4.B. The design of these amenities will promote an active, outdoor lifestyle. The following design considerations ensure that these facilities meet the needs of the residents:

- Design open space turf areas for both passive and active use. Turf areas should be kept to the minimum needed.
- Provide shade structures for small gatherings and personal spaces.
- Consider landscaping that is more garden-like in appearance with canopy trees that provide seasonal shade.
- {  • Where detention basins occur, locate activities and amenities that are compatible with seasonal intrusion and detention of urban run-off.
- {  • Consider community gardens to allow for growing and harvesting seasonal crops.
- {  • If provided, design pools to allow for a variety of uses from recreational and lap swimming to water fitness. Easy access for residents of all physical capabilities shall be considered.
- Utilize alternative sources for heating pools such as solar panels and covers.
- Minimize pool depths when possible.
- If provided, design and locate spas for both therapeutic and recreational use.
- Provide shade structures within close proximity to a pool with lounge chairs, tables and chairs.
- Provide ample decking that allows space for deck chairs and pool side activities.
- Design small social areas with amenities such as a fireplace or pit, outdoor kitchen, overhead structures and a variety of seating and tables.
- Design perimeter spaces for multiple uses from small gatherings to large, resident functions.
- Landscape in and around these facilities, taking into account the level of activities that will occur.
- Cover all tot lots.
- Locate tees to take into consideration shade patterns and seasonal characteristics.
- Select a plant palette that is easily maintained and fairly sturdy.
- Avoid plant material that attracts bees immediately adjacent to seating and lounging areas.
- Design structures, hardscape materials and site furnishings that complement the adjacent architectural style.
- Select paving materials and finishes that minimize reflective glare.
- Vary lighting levels based upon intended nighttime activities with safety being the primary concern.



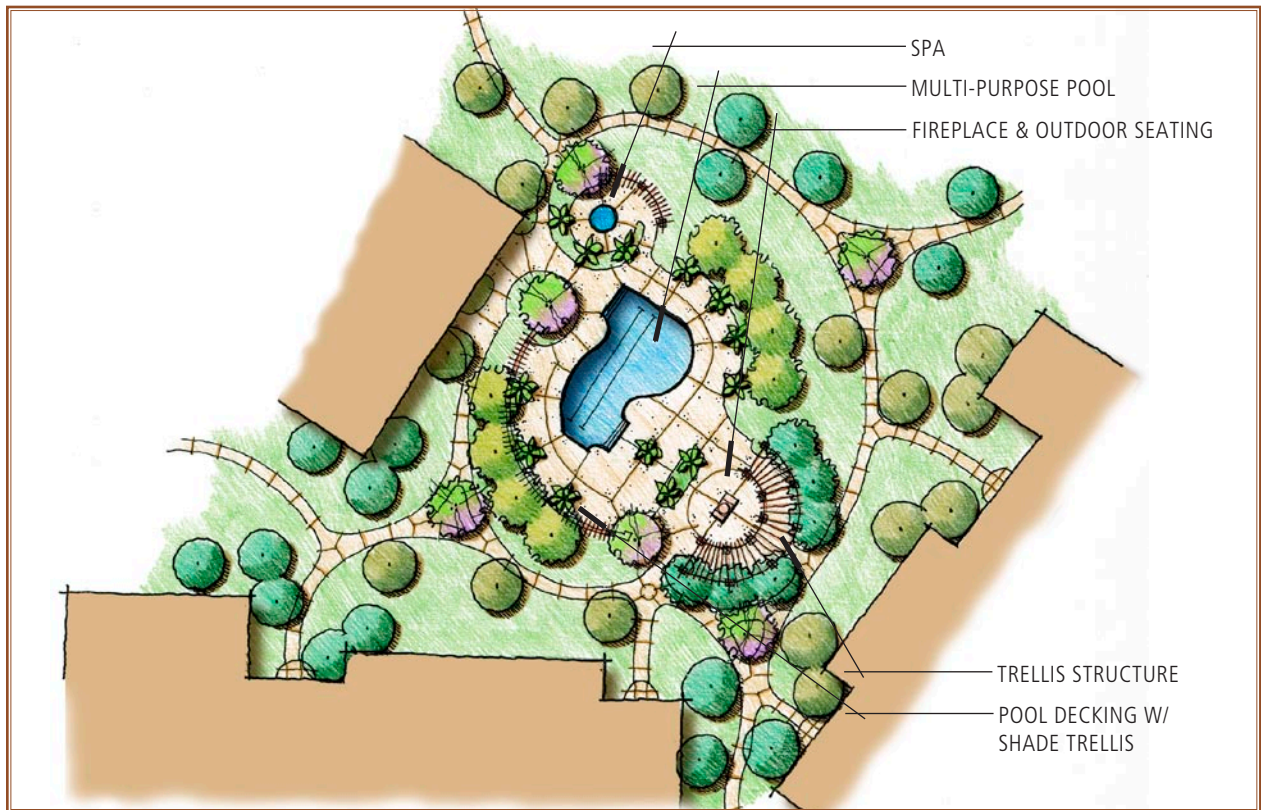
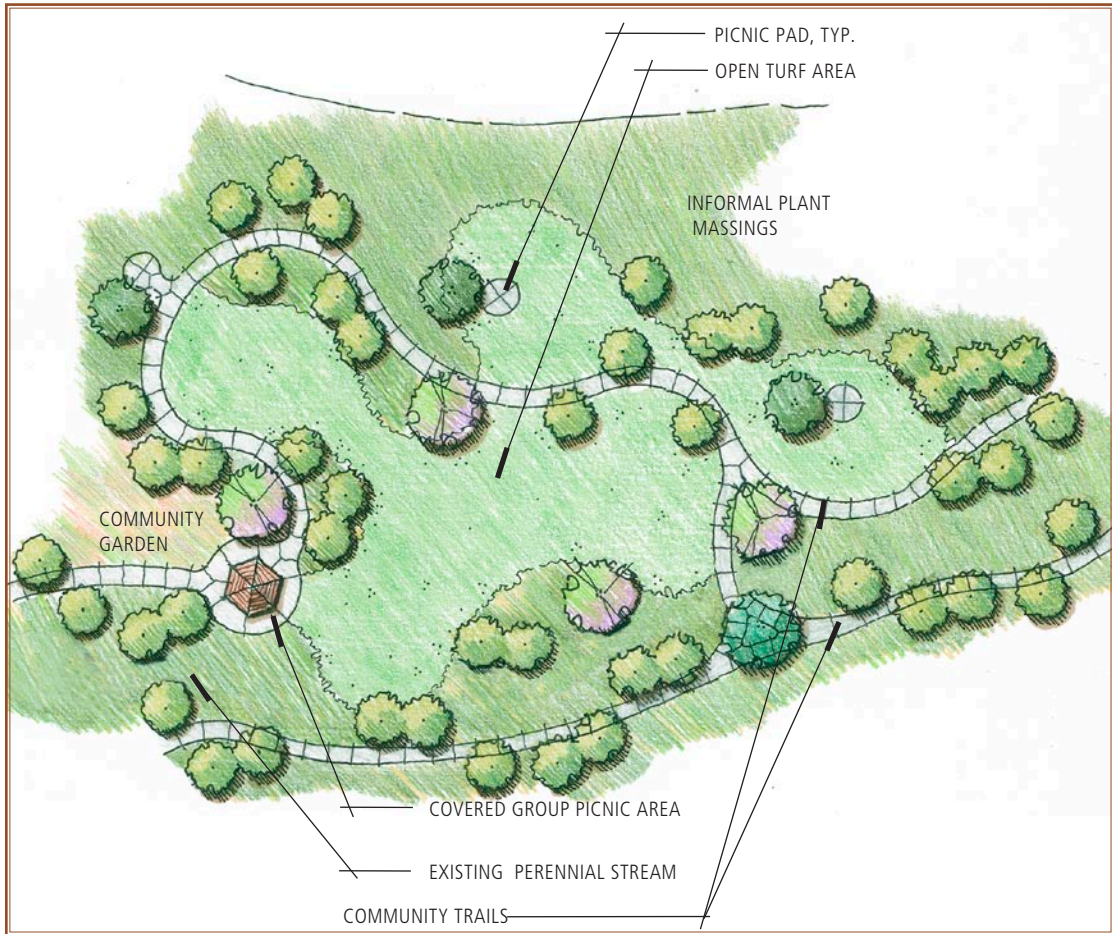


Exhibit 4-30: Conceptual Activity Center

4.6.D.3 Plazas and Courtyards

At least one plaza is required within the Mixed Use and Commercial Retail planning areas to provide visual focal points. Often situated adjacent to primary structures, these spaces are typically larger in scale and are intended to provide space for pedestrian circulation and small gatherings.

Courtyards are typically smaller in size and shall provide additional focal spaces for the commercial areas. These outdoor spaces shall provide intimate seating and transitions from outdoor to indoor space

The following shall be considered when designing these pedestrian oriented spaces:

- Adequate space and amenities shall be provided for a variety of outdoor uses including a Farmers Market, seating, dining, demonstrations or displays, etc.
- Hardscape materials and site furnishings shall be used that complement the architectural style of the site.
- Landscaping shall be designed to enhance the space, complement the adjacent architecture and provide comfort for the intended users.
- Paving materials and concrete finishes shall be selected for their ability to minimize reflective glare.
- Accent features such as low volume water features, public art, and potted plants shall be an integral part of each of these outdoor spaces.
- Lighting levels shall vary based upon intended nighttime activities with safety being the number one concern.



- Outdoor space design should take into account seasonal solar orientation and site wind patterns.



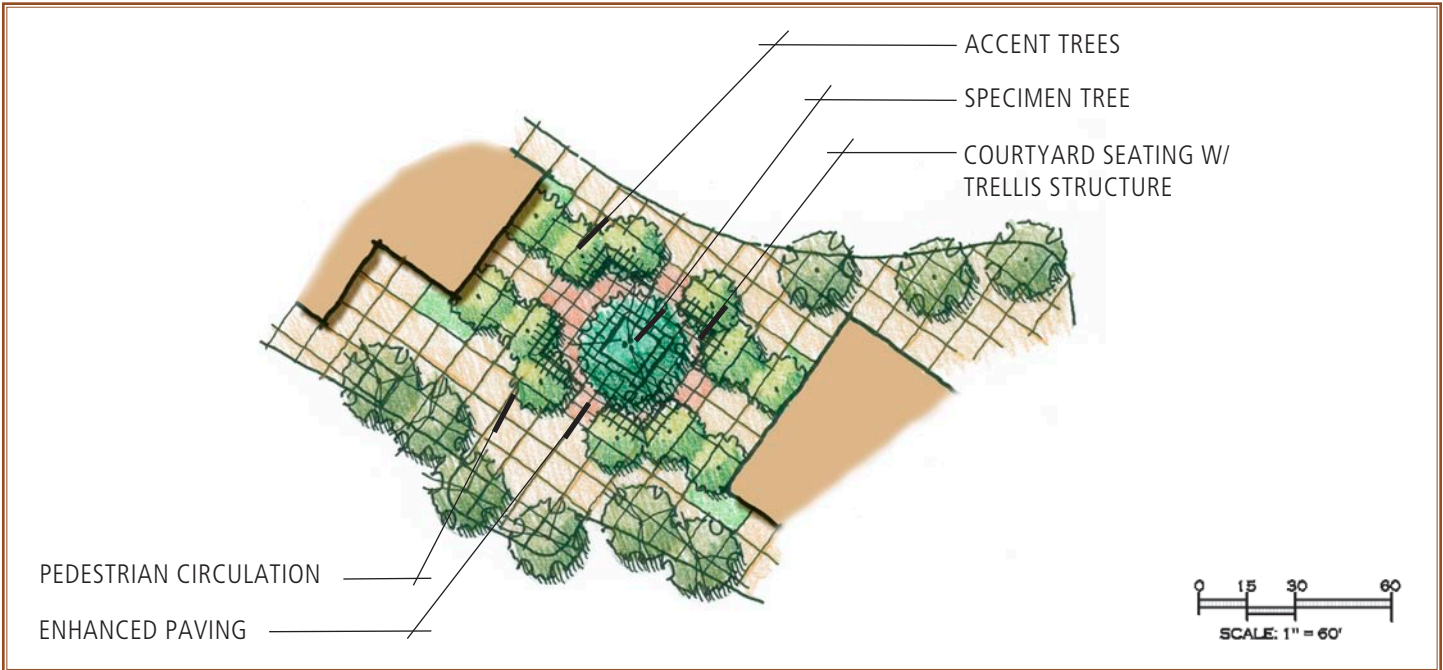
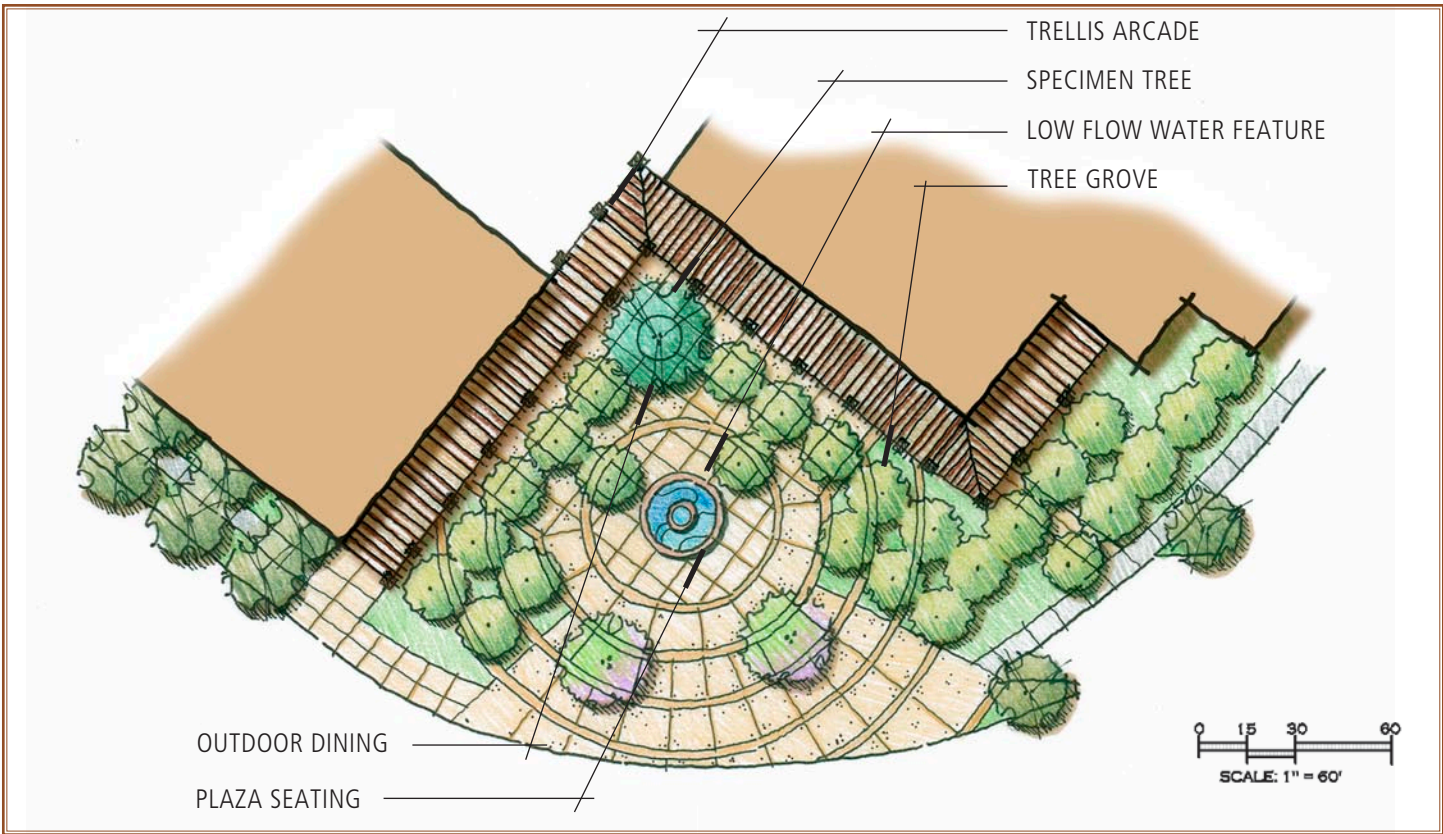


Exhibit 4-31: Conceptual Plazas and Courtyards

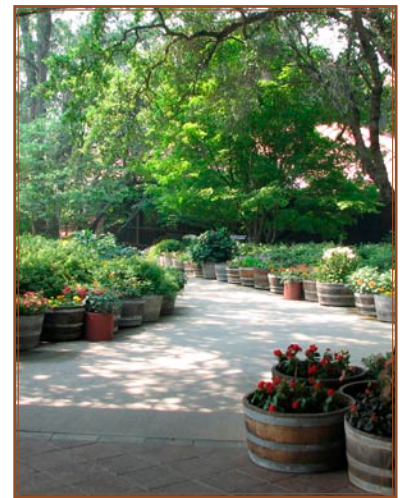
4.6.D.4 Gardens, Orchards and Vineyards

GREEN CONCEPT { }

The overall Master Plan shall have the appearance of a well maintained natural garden. Specialized gardens are encouraged throughout the master plan in public spaces and encouraged on private property. Through the selection of deciduous plant species and flowers, color variations shall be provided throughout the seasons.

Kitchen, vegetable and floral gardens are also encouraged in public open spaces (or activity centers) within the residential neighborhoods. These gardens provide opportunities for both personal and organized communal use.

Maintaining the agrarian quality of the surrounding area is an important Master Plan design goal. Orchards and/or vineyard patterns shall be incorporated into open space areas, where feasible. Parking lot layouts may also accommodate tree species and patterns to reinforce an orchard theme.





The following design criteria is encouraged:

- Fencing and screening shall be constructed with substantial materials that complement the planning area's adjacent architectural character or the Master Plan theme.
- Selection of orchard or vineyard crops shall take into account the site's climate and ease of maintenance. Pest control requirements shall be considered when located near residential units.
- Parking lot tree species shall be selected for their ability to reinforce an orchard's visual character and not for their ability to produce a crop.
- Pedestrian access shall take into account various levels of physical capabilities and needs for public harvesting.
- Shade structures, seating, sheds, etc. shall provide for the comfort and convenience of the users. Design and materials for these amenities shall complement the adjacent architectural character or the Master Plan's theme.



4.6.E Fencing, Walls and Screening

Fencing and walls play an integral part in providing privacy, screening and buffers from undesirable views and activities. A common design and palette of materials and colors will ensure that these structures complement the Master Plan’s theme and provide a long term benefit. The following design criteria shall be considered when developing the fence and wall program:



- Fences and walls may be used for sound attenuation, privacy or screening.
- Design, materials and colors are to reinforce the indigenous character of the surrounding landscape.
- Design and materials are to address long-term durability and reflect adjacent architecture or the Master Plan’s theme.
- All wood and metal fences are to be primed and painted.
- Enhancements of walls such as upgraded block, stucco, stone, brick or other surface treatments shall be encouraged.
- Glass or tubular steel fencing shall be used where view preservation is desired.
- Trellises or other means of support shall be provided for vines and espaliers when used for softening fencing or walls.
- When possible and feasible, landscaping and / or berms shall be used in-lieu of fences or walls.



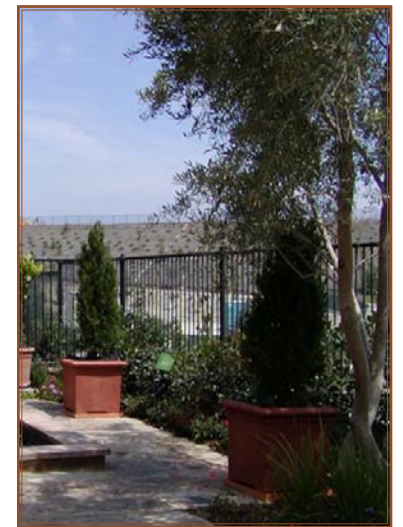
Community Perimeter Wall



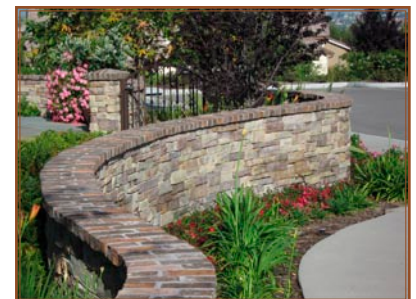
Possible Wall Enhancements



Optional Thematic Fence



Tubular Steel View Fencing



Possible Low Wall Enhancements

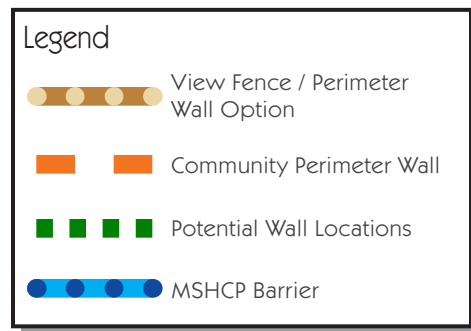
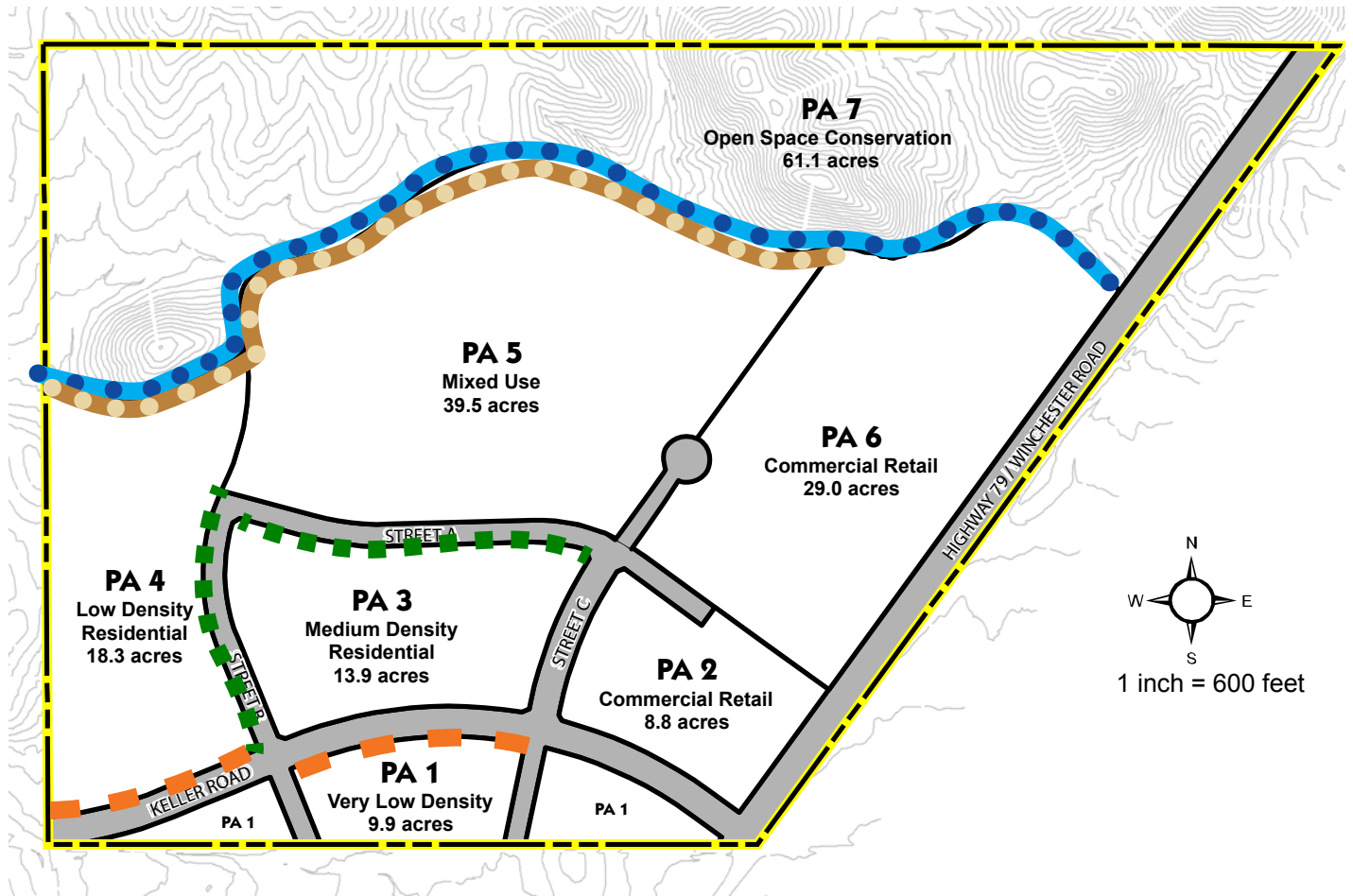


Exhibit 4-32: Fence and Wall Plan

4.6.E.1 Detention Basins & Bioswales

GREEN CONCEPT {  }

On site detention basins and bioswales allow for collection, cleansing and short-term storage of storm water and daily urban run-off. The design intent is to incorporate these facilities into each parcel so that they are aesthetically appealing, blend with the overall fabric of the Master Plan and possibly provide habitat for wildlife. The following criteria shall ensure that these design goals are met:

- Landscaped street parkways, medians, parking lot areas and open space shall be considered for water quality mechanisms.
- Selection of plant species shall be based upon their ability to reduce flows, velocities, absorb toxins and survive in intermittent wet conditions.
- When possible, larger detention facilities should be designed for recreational or agricultural uses during the drier seasons.
- Barriers or fencing with access gates shall be provided where water depths may be a possible hazard and/or protection of habitat is desirable.
- Possible collection and cleansing of urban run-off to supplement the landscape irrigation needs of the community should be considered.



Detention basin provides recreation area



Typical bioswale

4.6.E.2 Landscape Screening

Whenever possible, landscape solutions should be applied for screening and buffering of architectural massing, service areas and roadways. The following landscape solutions shall be applied to the various planning areas:

- Evergreen trees and shrub massings shall be planted at a density that provides an affective barrier.
- If seasonal shading or solar penetration is desired, strategic plantings of deciduous trees should be incorporated into any landscape screening.
- Where space allows, landscaped earthen berms should be considered to provide additional height to screening.
- Trellises or other means of support shall be provided for vines and espaliers when used for softening fences or walls.



Landscape screens buildings





"Water Wise" plant species



Drought tolerant plant material & colored paving



Surface mulching

4.6.F Sustainable Elements

GREEN CONCEPT { } { }

Sustainable practices will ensure a long-term, successful Master Plan landscape with reduced impacts on the environment and our natural resources. Throughout each streetscene, planning area and recreational amenity, sustainability will be an overriding design feature. The following practices will be implemented:

- All plant material will be selected from an approved palette with a focus on minimal water requirements.
- Plant groupings will be designed and installed based upon water, soils and micro climate needs.
- Surface mulch and soil amendments will be specified and used to ensure the long term health of the Master Plan's landscape.
- Where possible, plants that provide sensory qualities to the landscape such as fragrance or touch will be provided.
- Edible plant material will be included in parks, gardens and private spaces.
- Turf will be limited to active play areas and parkways along streets where parking is permitted.
- Outdoor living will be promoted through the placement of trees, vines and shrubs that provide shading in the summer and allow for solar penetration in the winter.
- Vegetated bioswales and detention basins will be an integral part of each parcel design to assist in the treatment of run-off.



Edible plant material

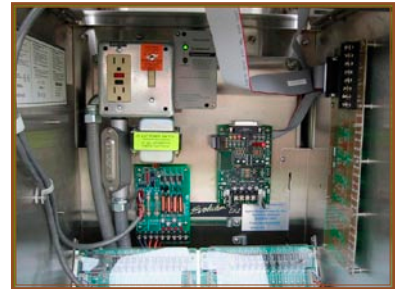


Vegetated bioswales

- Hardscape elements will be constructed with renewable materials. Natural materials will be used when possible.
- Paving will be colored and /or finished to reduce glare. Natural materials will be used when possible.
- Site furnishings will be manufactured with renewable or recycled materials.
- All water features will be low volume, recirculating and controlled by a timer.
- All site irrigation will reflect state of the art equipment with a central control system tied into a local weather station.
- Use of soil amendments and mulch will be specified for all landscape areas.
- All outdoor lighting will be designed with minimum wattage to provide security and safety. All lighting will be controlled by a photocell or timer. Light sources will be shielded and directed away from adjacent Conservation Areas.
- Solar panels or photovoltaics will be considered for incorporation into landscape structures to off-set energy needs for lighting, irrigation controllers, pool equipment, etc.
- All landscape material and site furnishings will be purchased from local suppliers and manufacturers when possible.



Low flow water features



State of the art equipment



Efficient Irrigation Design

4.6.G Master Plan Plant Palette

4.6.H.1 Trees

Botanical name

Arbutus unedo
Bauhinia variegata (purplea)
Cinnamomum camphora
Cananiopsis anacardioides
Eucalyptus polyanthemos
Eucalyptus torquata
Geijera parviflora
Gleditsia triacanthos
Jacaranda mimosifolia
Koelreuteria bipinnata
Lagerstroemia indica
Laurus nobilis
Liquidambar styraciflua (seedless variety)
Olea europaea 'Swan Hill'
Pinus eldarica
Pinus halepensis
Platanus acerifolia
Platanus racemosa
Podocarpus gracilior
Prunus ceracifera 'Krauter Vesuvius'
Pyrus calleryana 'Bradford'
Quercus agrifolia
Quercus virginiana
Rhus lancea
Tristania conferta

Common Name

Strawberry Tree
Purple Orchid Tree
Camphor Tree
Carrot Wood
Silver Dollar Gum
Coral Gum
Australian Willow
Honey Locust
Jacaranda
Chinese Flame Tree
Crape Myrtle
Sweet Bay
Sweet Gum
Fruitless Olive
Afghan Pine
Aleppo Pine
London Plane
California Sycamore
Fern Pine
Purple Leaf Plum
Bradford Pear
Coast Live Oak
Southern Live Oak
African Sumac
Brisbane Box

4.6.G.2 Shrubs

Botanical name

Baccharis pilularis
Buxus microphylla japonica
Ceanothus spp.
Convolvulus cneorum
Echium fastuosum
Escallonia ‘Compacta’
Escallonia fradesii
Euonymus japonicus spp.
Feijoa sellowiana
Grewia occidentalis
Ilex cornuta ‘Burfordii’
Juniperus chinensis X *pfitzera*
Juniperus chinensis ‘Torulosa’
Lantana camara
Lantana montevidensis (gold cultivars)
Lavandula stoechas
Lavatera assurgentiflora
Leptospermum laevigatum
Ligustrum japonicum ‘Texanum’
Melaleuca nesophila
Nandina domestica species
Photinia x fraseri
Pittosporum tobira and hybrids
Plumbago auriculata
Prunus caroliniana ‘Bright n Tight’
Pyracantha species
Raphiolepis indica species
Rhus laurina
Rosmarinus officinalis ‘Tuscan Blue’
Viburnum japonicum
Xylosma congestum

Common Name

Coyote Brush
 Japanese Boxwood
 California Wild Lilac
 Bush Morning Glory
 Pride of Madeira
 Compact Escallonia
 Escallonia
 Euonymus
 Pineapple Guava
 Lavender Star Flower
 Burford Holly
 Pfitzer Juniper
 Hollywood Juniper
 Bush Lantana
 Trailing Lantana
 Spanish Lavender
 Tree Mallow
 Australian Tea Tree
 Texas Privet
 Pink Melaleuca
 Heavenly Bamboo
 Fraser’s Photinia
 Tobira / Japanese Mock Orange
 Cape Plumbago
 Dwarf Caroliana Laurel Cherry
 Firethorn
 Indian Hawthorne
 Laurel Sumac
 Tuscan Blue Rosemary
 Viburnum
 Shiny Xylosma

4.6.G.3 Accents / Grasses

Botanical name

Agave attenuata
Aloe species
Anigozanthos cultivars
Dianella tasmaica
Dietes bicolor
Festuca (ovina) glauca
Festuca idahoensis
Festuca mairei
Hemerocallis hybrids
Liriope muscari
Miscanthus transmorrisonensis
Muhlenbergia capillaris
Muhlenbergia rigens
Opuntia acicularis
Phormium hybrids
Phormium tenax
Scirpus maritimus
Sedum x rubrotinctum
Senecio mandraliscae
Yucca whipplei

Common Name

Nova Agave
Aloe
Kangaroo Paw
Tasred
Fortnight Lily
Blue Fescue
Fescue
Marie's Fescue
Day Lily
Big Blue Lilyturf
Evergreen Miscanthus
Pink Muhly
Deer Grass
Bristly Prickly Pear
New Zealand Flax Hybrids
New Zealand Flax
Bulrush
Pork and Beans
Blue Chalk Sticks
Our Lord's Candle

4.6.G.4 Groundcovers

Botanical Name

Baccharis pilularis 'Twin Peaks'
Baccharis pilularis 'Pigeon Point'
Ceanothus griseus var. *horizontalis*
Convolvulus sabatius
Juniperus horizontalis 'Wiltonii'
Juniperus sabina 'Tamariscifolia'
Pyracantha hybrid 'Ruby Mound'
Rosmarinus officinallis 'Huntington Carpet'
Rosmarinus officinallis 'Prostratus'
Trachelospermum jasminoides

Common Name

Dwarf Coyote Bush
Dwarf Coyote Bush
Carmel Ceanothus
Ground Morning Glory
Blue Carpet Juniper
Tamarix Juniper
Firethorn species
Rosemary
Prostrate Rosemary
Star Jasmine

4.6.G.5 Vines

Botanical Name

Distictus buccinatoria
Ficus pumila
Gelsemium sempervirens
Pandorea jasminoides
Parthenocissus tricuspidata
Rosa banksiae

Common Name

Blood Red Trumpet Vine
Creeping Fig
Carolina Jasmine
Bower Vine
Boston Ivy
Lady Bank's Rose

4.6.G.6 Turf

Botanical Name

Paspalum vaginatum
Pennisetum clandestinum
Stenotaphrum secundatum

Common Name

Excalibre-seashore Paspalum
Kikuyu Grass
Saint Augustine

4.6.H Fuel Modification Plant Palette

4.6.H.1 Trees

Botanical name

Arbutus unedo

Lagerstroemia indica

Liquidambar styraciflua (seedless variety)

Platanus acerifolia

Platanus racemosa

Prunus caroliniana

Quercus agrifolia

Quercus virginiana

Rhus lancea

Sambucus mexicana

Common Name

Strawberry Tree

Crape Myrtle

Sweet Gum

London Plane

California Sycamore

Carolina Laurel Cherry

Coast Live Oak

Southern Live Oak

African Sumac

Mexican Elderberry

4.6.H.2 Shrubs

Botanical name

Baccharis pilularis
Ceanothus spp.
Convolvulus cneorum
Encelia californica
Escallonia ‘Compacta’
Escallonia fradesii
Euonymus fortunei
Feijoa sellowiana
Fremontodendron californicum
Grewia occidentalis
Heteromeles arbutifolia
Lavandula dentata
Leptospermum laevigatum
Ligustrum japonicum ‘Texanum’
Melaleuca nesophila
Mimulus aurantiacus
Photinia x fraseri
Pyracantha species
Rhaphiolepis indica species
Rhus integrifolia
Rhus ovata
Romneya coulteri
Rosmarinus officinalis ‘Tuscan Blue’
Salvia greggii
Xylosma congestum

Common Name

Coyote Brush
 California Wild Lilac
 Bush Morning Glory
 California Encelia
 Compact Escallonia
 Escallonia
 Winter Creeper Euonymus
 Pineapple Guava
 California Flannelbush
 Lavender Star Flower
 Toyon
 French Lavender
 Australian Tea Tree
 Texas Privet
 Pink Melaleuca
 Sticky Monkey Flower
 Fraser’s Photinia
 Firethorn
 Indian Hawthorne
 Lemonade Berry
 Sugar Bush
 Matilija Poppy
 Tuscan Blue Rosemary
 Autumn Sage
 Shiny Xylosma

4.6.H.3 Accents / Grasses

Botanical name

Agave attenuata

Aloe species

Anigozanthos cultivars

Opuntia acicularis

Scirpus maritimus

Sedum x rubrotinctum

Senecio mandraliscae

Yucca whipplei

Common Name

Nova Agave

Aloe

Kangaroo Paw

Bristly Prickly Pear

Bulrush

Pork and Beans

Blue Chalk Sticks

Our Lord's Candle

4.6.G.4 Groundcovers

Botanical Name

Baccharis pilularis 'Twin Peaks'
Ceanothus griseus var. *horizontalis*
Iva hayesiana
Pyracantha hybrid 'Ruby Mound'
Rosmarinus officinallis 'Prostratus'
Trachelospermum jasminoides

Common Name

Dwarf Coyote Bush
Carmel Ceanothus
Poverty Weed
Firethorn species
Prostrate Rosemary
Star Jasmine

4.6.G.5 Vines

Botanical Name

Distictus buccinatoria

Common Name

Blood Red Trumpet Vine

4.6.G.6 Mowed Meadow Grass

Botanical Name

Eriophyllum confertiflorum
Lupinus bicolor

Common Name

Golden Yarrow
Pigmy Leaved Lupine

4.6.1 Bioswale Plant Palette

4.6.1.1 Trees

Botanical name

Platanus racemosa

Common Name

California Sycamore

4.6.1.2 Shrubs

Botanical name

Juncus acutus

Juncus patens

Leymus triticoides

Muhlenbergia rigens

Common Name

Spiny Rush

California Gray Rush

Beardless Wildrye

Deer Grass

4.6.J Detention Basin Plant Palette

4.6.J.1 Trees

Botanical name

Platanus racemosa

Common Name

California Sycamore

4.6.J.2 Side Slope Shrubs

Botanical name

Baccharis pilularis 'Pigeon Point'

Dietes bicolor

Iva hayesiana

Muhlenbergia rigens

Rosmarinus officinallis 'Huntington Carpet'

Trachelospermum jasminoides

Common Name

Dwarf Coyote Bush

Fortnight Lily

Poverty Weed

Deer Grass

Rosemary

Star Jasmine

4.6.J.3 Basin Floor Shrubs

Botanical name

Anemopsis californica

Juncus rugulosus

Juncus xiphiodes

Scirpus californicus

Common Name

Yerba Mansa

Rush

Iris-Leaved Rush

California Bulrush