

sensitivity to neighborhood design through lot and street layouts; f) lot sizes as proposed by this Specific Plan g) S.P. Zoning Ordinance.

- o) Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction or other development activity that would conflict with such open space.
- p) Designation and/or dedication of park land, necessary to satisfy both County and State requirements, is based on the final number of dwelling units within the Renaissance Ranch Specific Plan as adopted by the Riverside County Board of Supervisors, unless otherwise amended.
- q) For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:
 - 1. Circulation for pedestrians, vehicles and public safety patrols.
 - 2. Lighting of streets, walkways and bikeways.
 - 3. Visibility of doors and windows from the street and between buildings, where practical.
 - 4. Fencing heights and materials which are developer's responsibility.

Crime Prevention

The following crime prevention measures shall be considered during site and building layout design, in addition to those above, for the security and safety of future residents:

- 1. Address displays which light automatically at night.
- 2. Installation of burglar alarms in all commercial and recreational buildings.

B. Circulation Plan

1. Circulation Plan Description

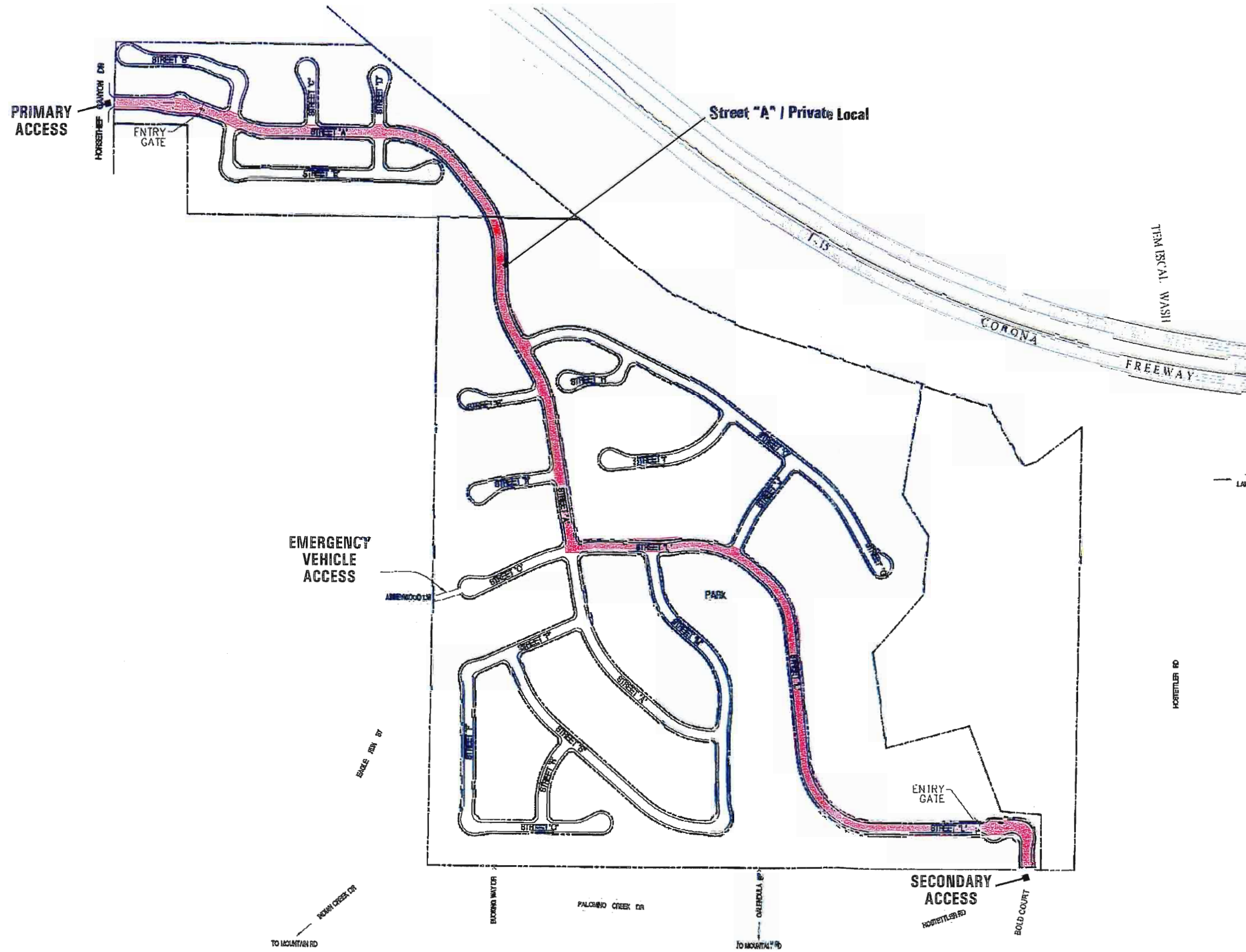
A project roadway concept has been developed for Renaissance Ranch as illustrated in the Vehicular Circulation Plan (Exhibit III.6).

Primary access to the project site will be achieved via Horsethief Canyon Drive which borders the west side of the site. Secondary access to the site is provided via an extension of one existing local street in Horsethief Canyon, (Bold Court 60' on the southern project edge). Additional emergency only access will be provided via Abbeywood Drive. Circulation through the site will be carried via a series of 60' wide local roadways and 56' wide local streets. An efficient roadway network has been designed to accommodate on-site circulation.

The main objective of the Circulation Plan is to provide direct and convenient access to individual residential neighborhoods and recreational land uses through a safe and efficient network of roadways. Roadway cross sections are depicted on Exhibit III.7, Typical Street Cross Sections.

In addition to the vehicular circulation plan proposed for the project, a pedestrian circulation system is envisioned for the Renaissance Ranch community. The pedestrian circulation system will promote pedestrian-oriented, non-vehicular usage throughout the project. All project roadways, including collector and local streets, will include 5' wide pedestrian sidewalks on both sides of the street.

Exhibit III.6 Circulation Plan (Vehicular)



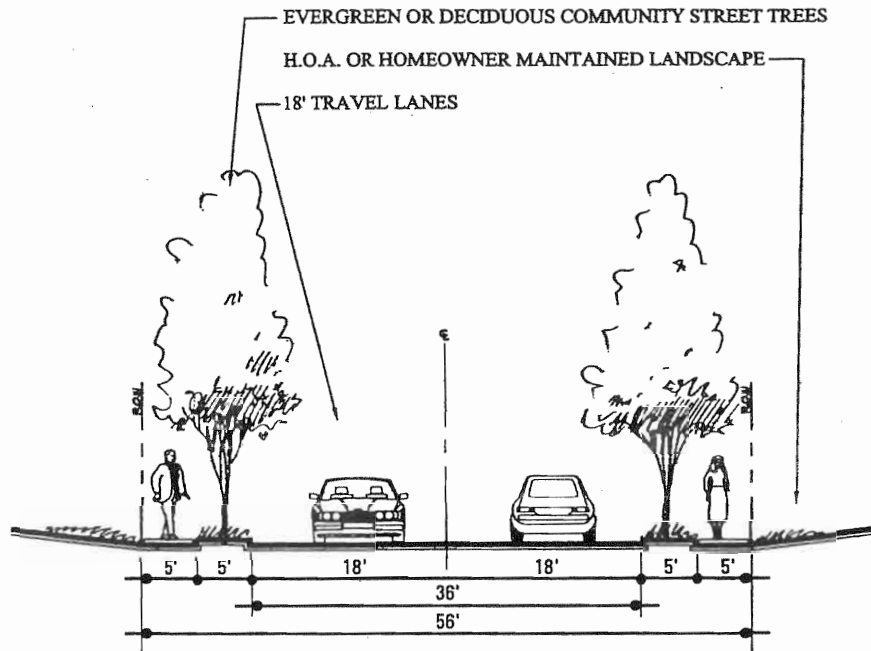
Legend

Horsethief Canyon Drive
 • Arterial
 • 100' R.O.W.

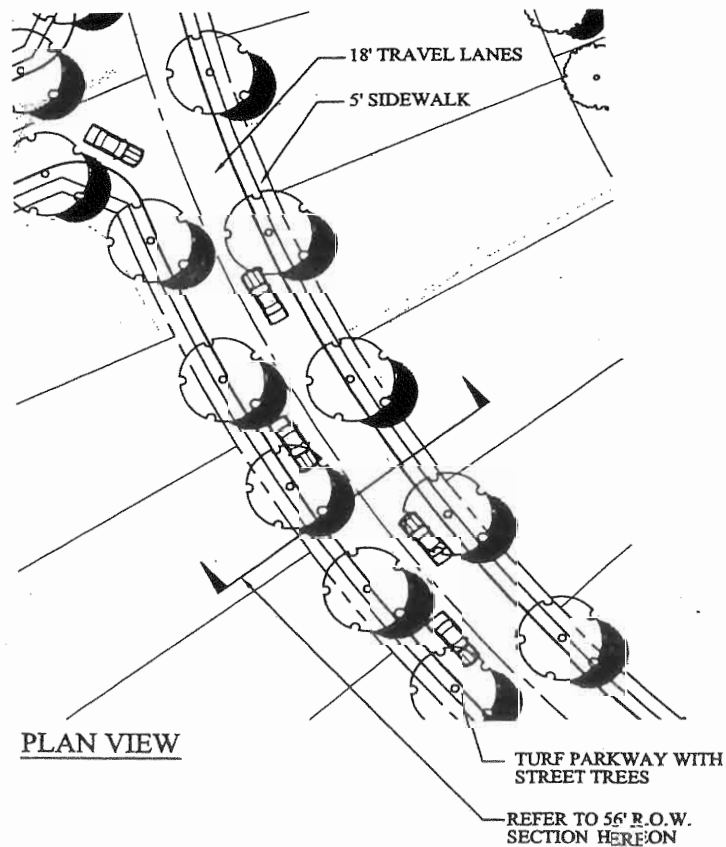
Street "A"/Street "L"
 • private local
 • 60' R.O.W.

All Other Streets
 • private local street
 • 60' R.O.W.

Exhibit III.7 Typical Street Cross-Sections

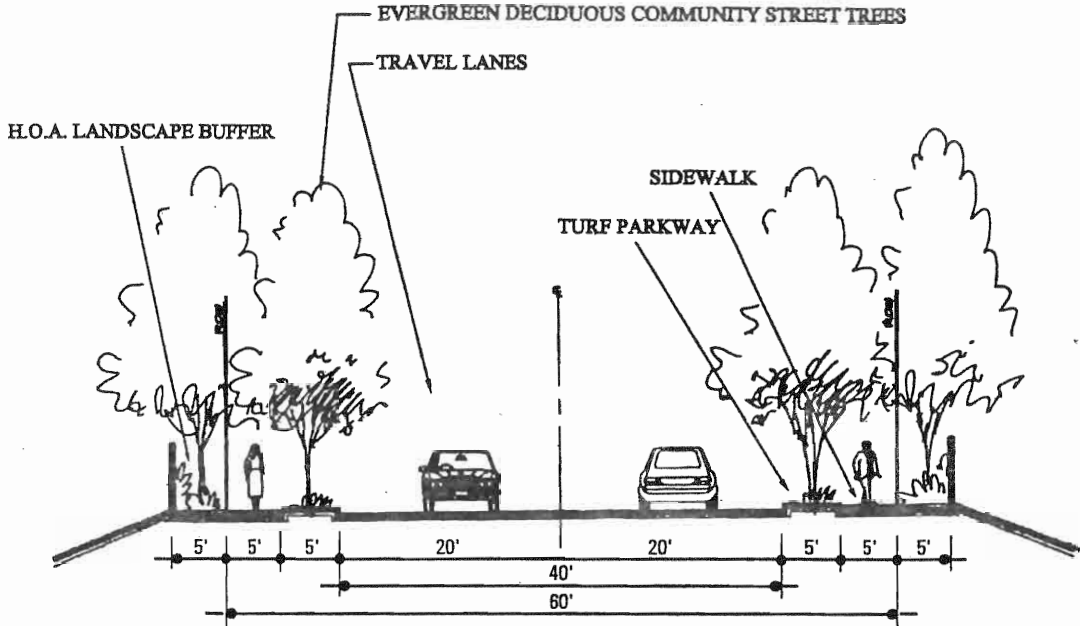


**56' Right of Way
 Local Private Road**



PLAN VIEW

Exhibit III.7 Typical Street Cross-Sections (cont.)



60' Right of Way (Slope Edge)
Local Private Road
(Street A)

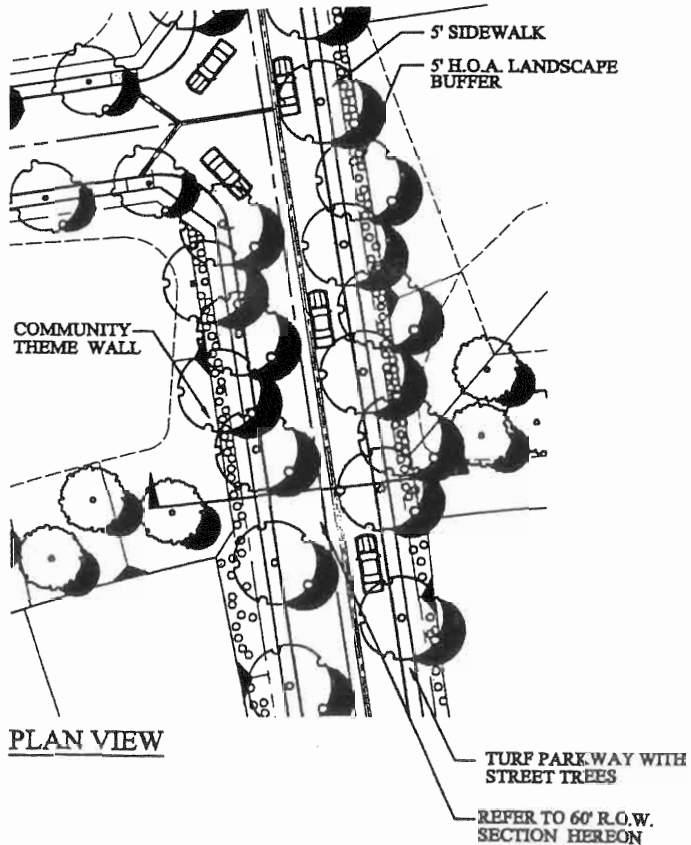
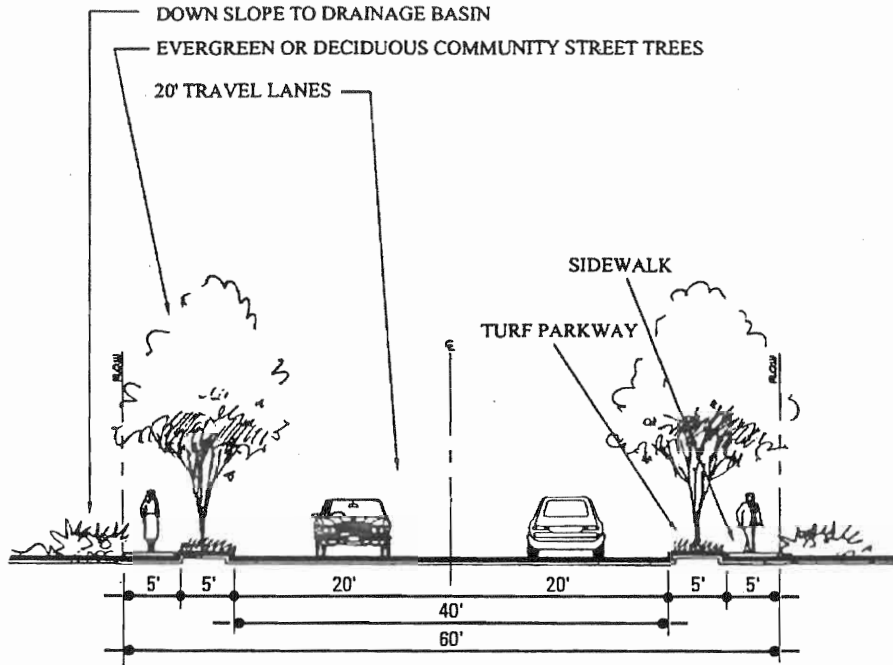
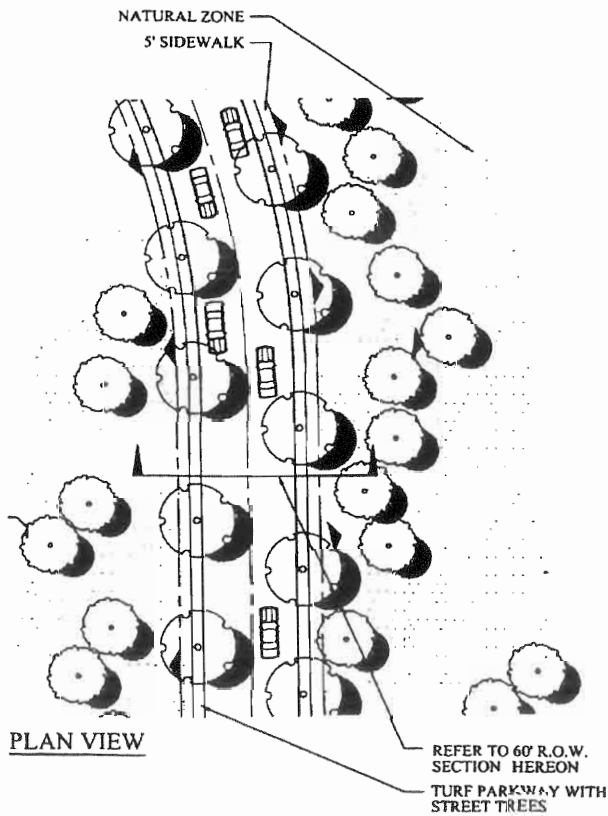


Exhibit III.7 Typical Street Cross-Sections (cont.)




60' Right of Way (At grade)
Local Private Road
(Street A)



2. Circulation Plan Development Standards

- a) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the project. The on-site system depicted on the Vehicular Circulation Plan (Exhibit III.6) has been prepared by Hall and Foreman, Inc. and will serve as the composite Circulation Plan for the Specific Plan. The illustrated, on-site private roadway improvements will be phased in accordance with the project phasing plan.
- b) On-site roads will be constructed as follows:
- Local Street (60' R.O.W.)
 - Local Streets (56' R.O.W.)
- c) Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section V, Design Guidelines.
- d) Private roadway improvements may be financed through an assessment district, community facilities district, or similar mechanism.
- e) All private roads within the Specific Plan project boundary shall be constructed to appropriate County standards in accordance with SP #333.
- f) The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.
- g) The project shall comply with the conditions of approval and requirements set forth by the County Transportation Department.
- h) Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district, private maintenance organization or similar mechanism as approved by the Transportation Department.
- i) All intersection spacing and/or access openings shall be per Ordinance 461, or as approved by the Transportation Department.
- j) All access points, as shown in this Specific Plan, shall conform to Transportation Department standard access spacing, depending upon the street's classification.

- k) Any application for any final subdivision within the Specific Plan boundary (excluding a Schedule I Parcel Map) shall cause the design of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section in accordance with Ordinance 460.
- l) All projects, including subdivisions and plot plans within the Specific Plan boundary, shall be subject to the Development Monitoring Program as described in the Draft Environmental Impact Report (EIR).
- m) The driveways or access points as shown in this Specific Plan area are conceptual only. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification as approved by implementing tentative tract maps.
- n) All roadways intersecting four-lane facilities or greater shall be a minimum of 60 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 (or as approved by the Transportation Department) from the four-lane facility to the nearest intersection.
- o) Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the DEIR or subsequent traffic studies.
- p) All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
- q) Textured pavement accents are allowed within any non County right-of-way streets.
-  r) Mid-block crosswalks are not allowed.

C. Drainage Plan

1. Drainage Plan Description

a) Existing Watershed Location

The Renaissance Ranch Development is a 156.9-acre residential project, TTM No. 31210 and TTM No. 31485, located in the vicinity of Horsethief Canyon Road in an unincorporated area of the County of Riverside. The project is located along the south side of Interstate 15 freeway between Horsethief Canyon Road and the Temescal Wash crossing of I-15. The stream north of I-15 is named Temescal Wash, and the southerly reach is named Alberhill Creek.

Temescal Wash/Alberhill Creek is a "blue line" stream as indicated on the USGS topographic map. Another "blue line" stream draining to Temescal Wash crosses the northwesterly corner of the project site, and runoff is conveyed to the other side of the I-15 freeway through a 72" culvert.