

## **C. DESIGN GUIDELINES**

### **1. INTRODUCTION**

#### **a. Purpose and Intent**

The Design Guidelines have been developed as a method of achieving a high quality, cohesive design fabric for the community that shall develop within Gateway Center.

These guidelines express the desired character of future development for the project area, and address the issues of site planning, streetscapes, signage, lighting, architecture and landscaping. They are intended to be flexible and are illustrative in nature. Over time, they can respond to unanticipated conditions, such as changes in taste, community desires and the marketplace.

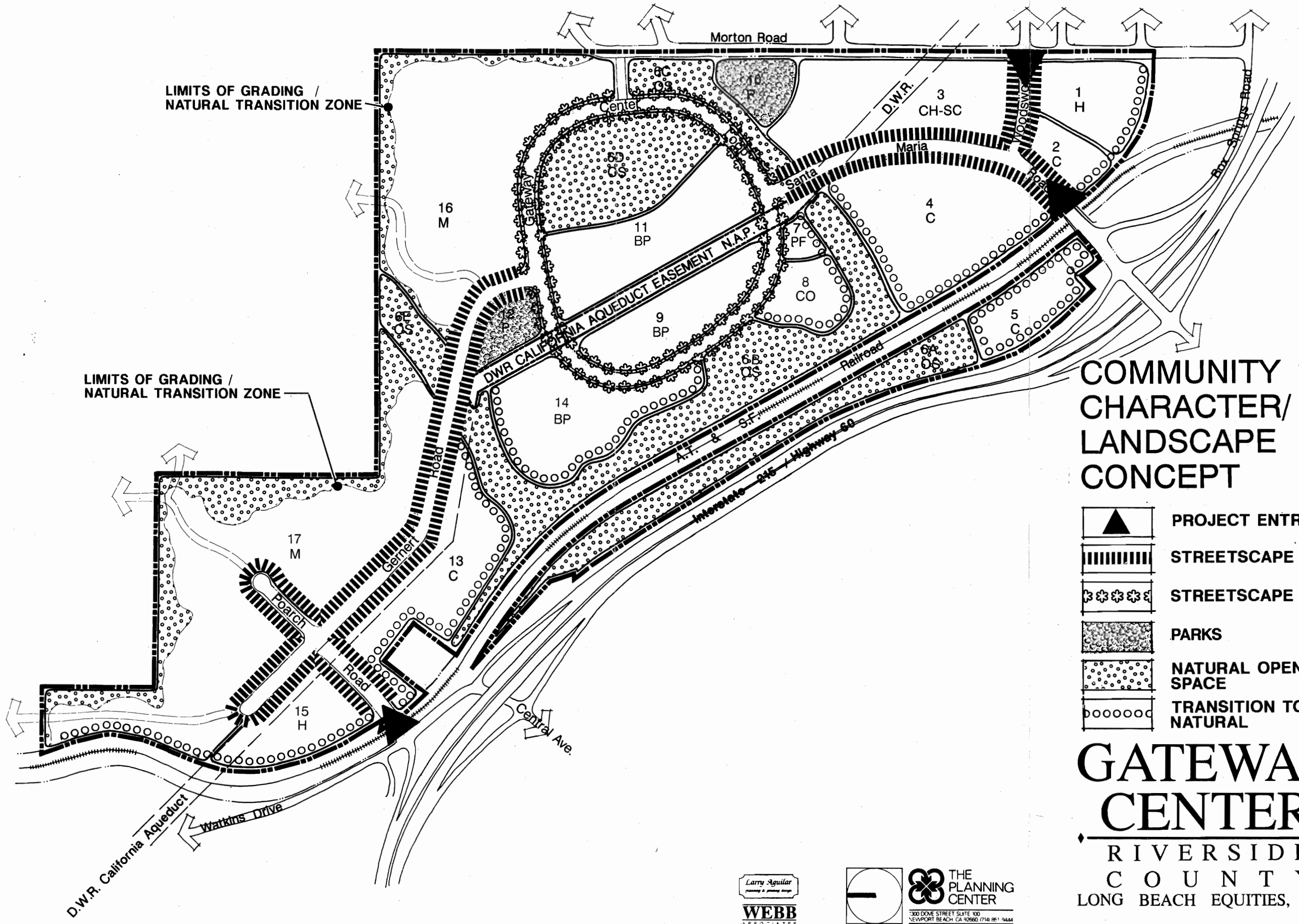
The objectives of these guidelines are to:

- Provide the County of Riverside with the necessary assurance that the Specific Plan area shall develop in accordance with the quality and character proposed herein;
- Serve as design criteria to developers, builders, engineers, architects, landscape architects, and other professionals in order to maintain the desired design quality;
- Lend guidance to County staff, the Planning commission and the Board of Supervisors in the review of future development projects in the Specific Plan area;
- Provide guidance in the formulation of Covenants, Conditions and Restrictions for the use of land in the Specific Plan area; and
- Set the framework for the formulation of precise development requirements for the various planning areas within the Specific Plan boundaries.


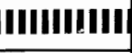
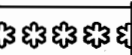

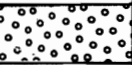
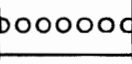
#### **b. Project Theme**

The conceptual design for Gateway Center attempts to capitalize on the natural site features as much as possible. The streetscape has been enhanced by careful positioning of the rights-of-way and sensitive development within the Box Springs Canyon to preserve riparian habitat and rock outcroppings. Entry statements and special intersection treatments add visual relief to roadways. Maintaining the integrity of these natural conditions throughout shall develop consistency within the Gateway Center community.

In residential areas the architectural and landscape elements should reflect a contemporary adaptation of the historic "California/Spanish Mission" style. This can be accomplished through the use of stucco, clay tile roofs, boulders, wood trim, wood details, and other features. It is



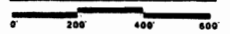
# COMMUNITY CHARACTER/ LANDSCAPE CONCEPT

-  PROJECT ENTRY
-  STREETScape ONE
-  STREETScape TWO
-  PARKS
-  NATURAL OPEN SPACE
-  TRANSITION TO NATURAL

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stressed that the architecture is reflective of the environment upon which it rests. This theme should be reinforced through the appropriate design of signage, walls, fences, landscaping, and other necessary community elements.

In commercial areas the complexity increases and architectural styles are assigned to various product types. Retail Developments should maintain a commitment to the historical "Californian/Spanish Mission" style, while Research and Development, office and hotel developments should be allowed to be more contemporary and modern. Varying architectural styles shall be allowed, if adequate buffers between styles are provided.

## **2. LANDSCAPE CONCEPT AND COMMUNITY ELEMENTS**

The key community elements shall form the dominant structure for Gateway Center. These components would include the project entries, planning area entries, special intersections, land use transitions, streetscapes and setbacks, open space, walls and fences, signage and lighting. The Community Character/Landscape Concept Plan shows the hierarchy between the entries, the community theme intersection, streetscapes, transition areas, and the natural open space areas. It should be noted that trees or street edge landscaping wraps around significant common roadside open space areas. This allows penetrating views into these special areas and provides visual relief from the roadway.

### **a. Project Entries and Intersections**

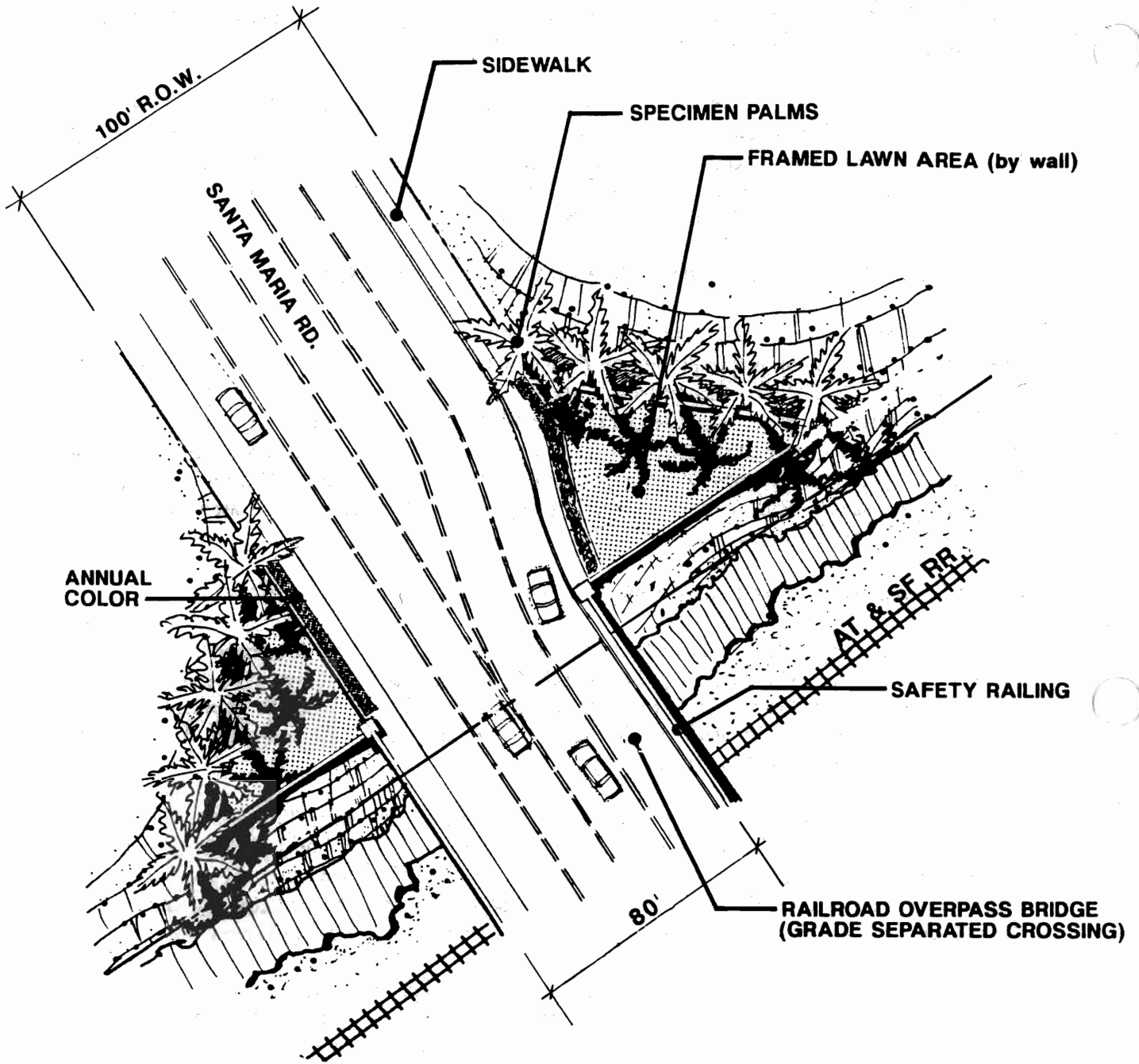
There are three major entries into Gateway Center, two primary and one secondary. The main entries occur at Santa Maria Road and at Poarch Road, and shall announce the transition into this unique project (Santa Maria Road Project Entry Exhibit and Poarch Road Project Entry Exhibit). Secondary entrance is located on Woodsworth Road where it intersects Morton Road (Woodsworth Road Project Entry Exhibit).

Primary entrance area designs shall be triangular in shape and measure 70' on the sides and 100' along the hypotenuse. The 70' sides shall abut the right-of-way line. Within this extended landscaped area, specimen palms and monument signage shall be used to mark the entrance into Gateway Center. The architectural design of the bridge across the railroad corridor should reflect the unique community theme and blend into the surrounding natural environmental.

Secondary entrance area design shall be triangular in shape, measure 50' on the sides and 70' along the hypotenuse. The 50' sides shall abut the right-of-way line. Within this extended landscape area specimen palms backed by groundcover and evergreen trees shall be planted. Monument signage in front of the palms marking the entrance shall be framed by a lawn area and annuals located between the sidewalk and curb.

To frame primary and secondary entry areas, textured concrete walls and formal massing of trees and shrubs have been designed. In addition to recommended groundcover and flowers, turf may be used to accent the entry and complement the hardscape treatments. Creative grading techniques and low scale signage are encouraged. Sign letters should be simple, painted or glazed steel mounted on a natural stone background not exceeding four feet in height.

# SANTA MARIA ROAD PROJECT ENTRY



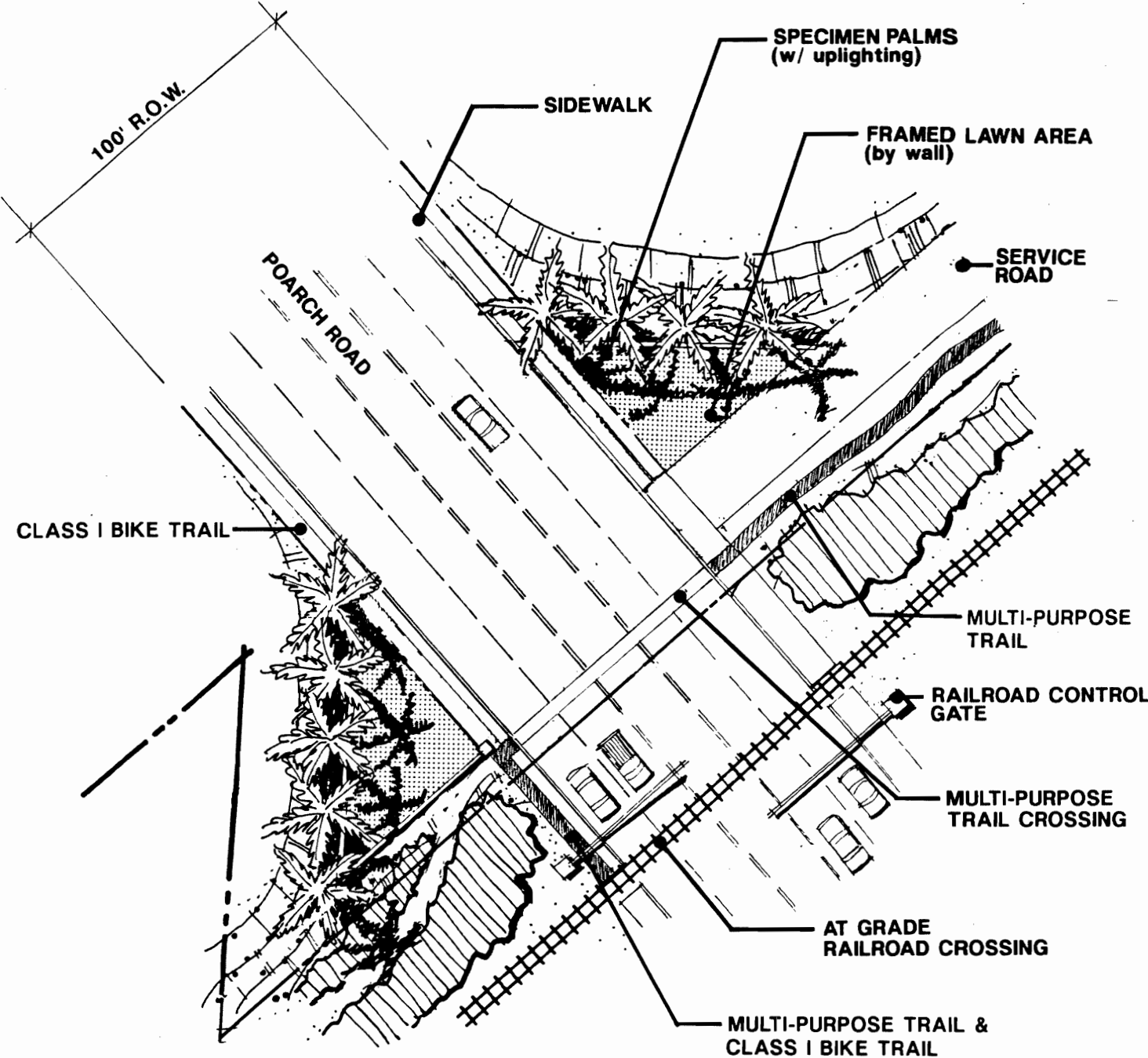
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# POARCH ROAD PROJECT ENTRY



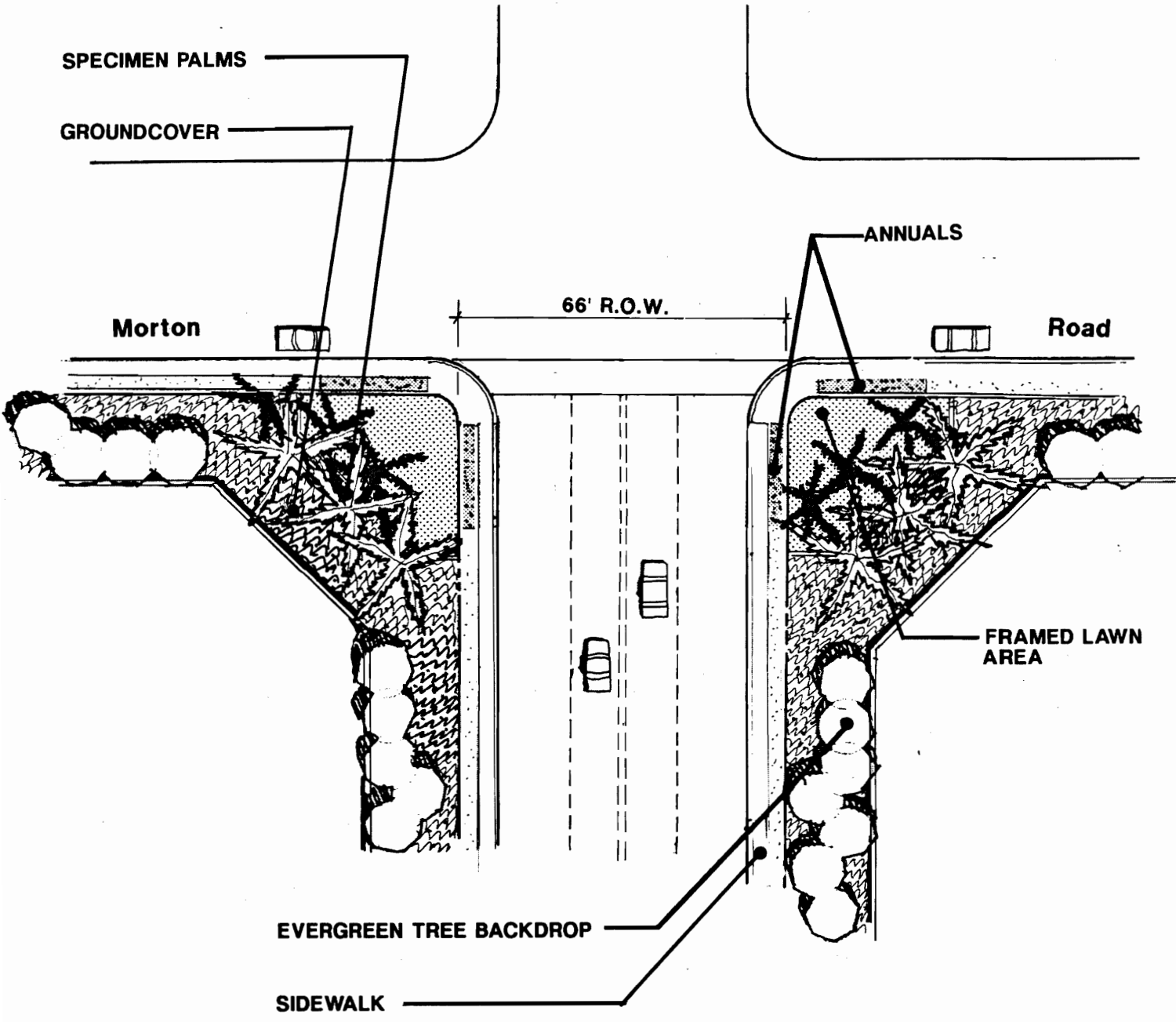
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# WOODSWORTH ROAD PROJECT ENTRY



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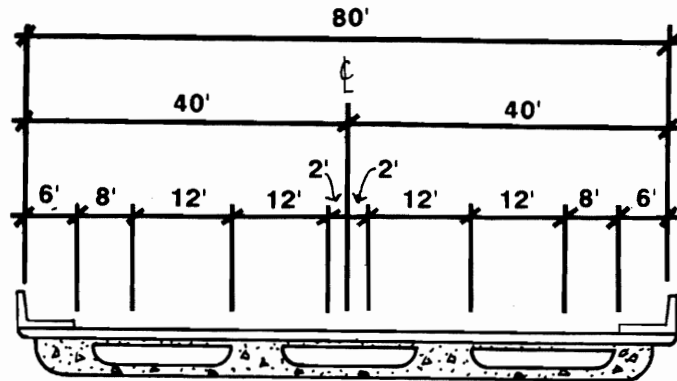
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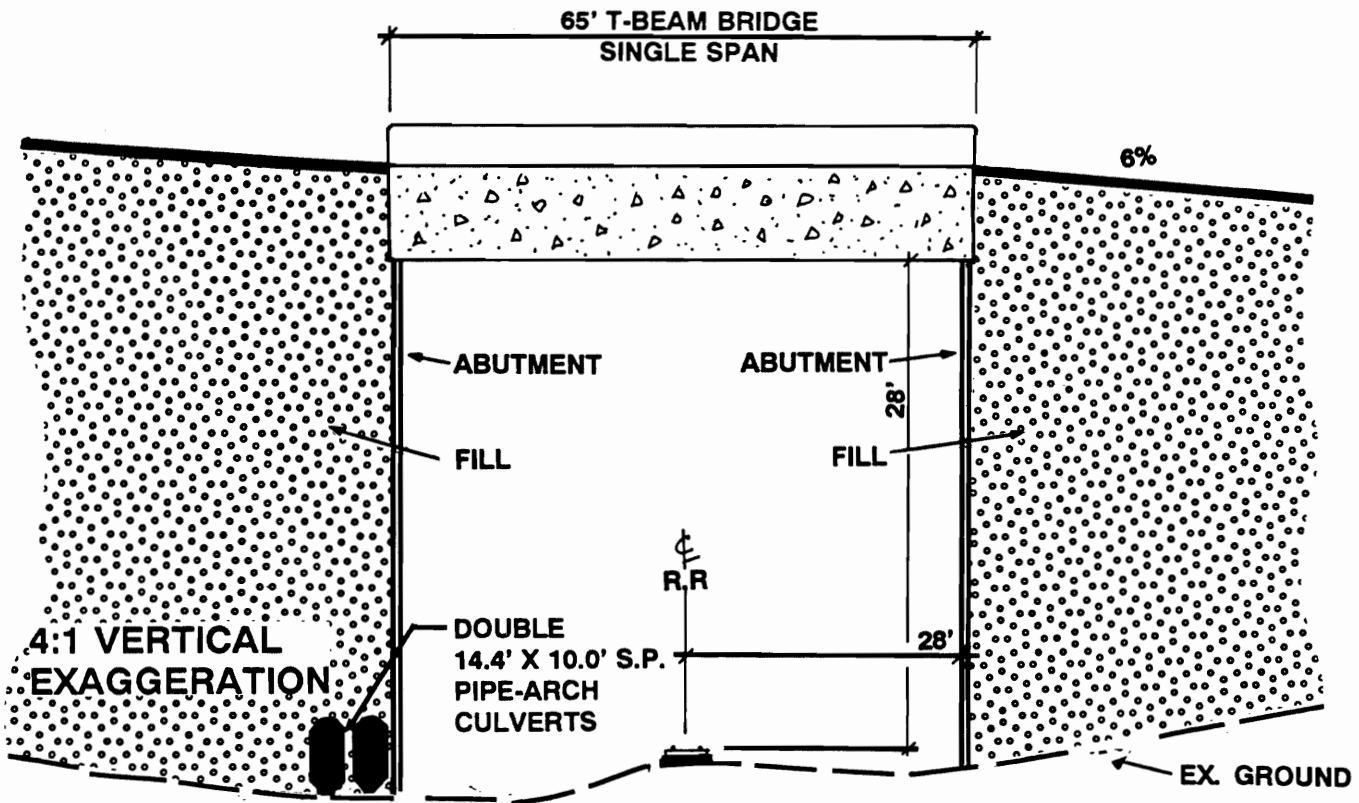
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# RAILROAD OVERPASS BRIDGE



BRIDGE SECTION



BRIDGE ELEVATION

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At the Santa Maria Road project entry, a bridge shall be used to create a grade separation for the AT&SF railroad tracks. The dimensions at the bridge shall be approximately 65-feet in length, 60'-feet in width. A single-span bridge with a reinforced concrete T-beam is proposed. The bridge shall provide four travel lanes and a 6-foot-wide sidewalk, and serve as the main entrance of this project. Certain vertical and horizontal clearances shall be provided to allow normal railroad operation. The facade treatment of the bridge shall be consistent with the project's architectural theme (refer to the Railroad Overpass Bridge exhibit).

**b. Planning Area Entries**

The entries into the various residential and commercial planning areas within Gateway Center should be identified with signage and accent landscaping to provide continuity throughout the Specific Plan area yet allow for individuality between neighborhoods.

Signage identifying particular neighborhoods may be wall mounted. No additional setback area other than the required landscape setback from the right-of-way line is necessary.

**c. Land Use Transitions and Buffers**

To contribute towards an environmentally sensitive and aesthetically pleasing community, different types of land use buffers shall be employed using existing or man-made conditions to separate and buffer dissimilar uses.

The recommended locations for each of these land use buffers are detailed in the individual Planning Area Development Standards. A brief description of each treatment follows:

**1. Residential to Open Space**

Dwelling units located adjacent to the natural open space (Planning Areas 6C and 6E) shall be buffered from view with increased landscaping and a twenty (20) foot building setback. The intent is to provide a smooth transition to open space areas.

Where walkways are provided along open space areas, the landscaped area on the residential side of the walkway should provide one tree for every 30 linear feet of lot frontage. These trees may be clustered to accent natural features; in no case should groupings be further apart than 150 feet. Even where there are no walkways, this buffer area should extend from 20 feet into residential area from the Planning Area boundary.

This area shall be irrigated, and shall provide a fire break zone along natural open space areas. At the property line abutting open space areas, where privacy is not an issue, an open view fence is recommended.

**2. Residential to Commercial**

The commercial sites of this project shall be buffered from the adjacent residential areas with rear yard building setbacks of 50 feet. In addition, a ten-foot landscaped area planted with evergreen trees (see plant list) shall be provided along the rear commercial



property line. These must be spaced an average of every 20 feet with separations of no greater than 40 feet between trees. In addition, a 35 foot minimum buffer zone shall be established between the rear yard of the residential homes and commercial structures.

An acoustical study required at the tract map level shall determine which lots can use view fences. Building pads impacted by noise shall be screened with walls. Pads not affected by freeway or rail noise shall have view fences. A four-foot wall with a two-foot ornamental or painted iron view fence shall be proposed. The intent of this measure is to protect the privacy of residences yet allow views of the surrounding area.

### 3. Commercial, Commercial/Office and Business Park to Open Space

Commercial structures located adjacent to Open Space areas shall be buffered from view with increased landscaping. The intent is to soften the appearance of the commercial structures as viewed from the open spaces while preserving commercial site overviews and freeway visibility. Setback requirements are defined in the Commercial Guidelines (Section IV). These standards require a thirty-five (35') foot building setback measured from the planning area property line. In addition, the requirements include a ten (10) foot landscaped buffer within the commercial area, adjacent to the property line.

Where walkways or trails are provided along open space areas, the landscaped area on the commercial side of the walkway should provide one tree for every 30 linear feet of lot frontage. These trees may be clustered to accent natural features; in no case should groupings be further apart than 150 feet. Even where there are no walkways, this buffer area should extend on average 20 feet from the property line. This area shall be irrigated, and shall provide a fire break zone along natural open space areas. Where commercial areas abut the multi-purpose trail, a horse fence shall be constructed for security and safety.

#### d. Streetscapes

A hierarchy of roadway treatments has been established for Gateway Center. The locations of these treatments are depicted on the Landscape Concept Plan and on the appropriate individual Planning Areas.

Landscape treatments at key intersections shall announce the arrival into the community of Gateway Center and its various developments.

1. Major Highways: Gateway Center Loop, Gernert, Santa Maria and Poarch Road West of Gernert (100' ROW)

The four major highway roads that service the site are Gateway Center Loop, Santa Maria Road, Poarch Road and Gernert Road west of Gernert. These streets are critical in setting Gateway Center apart from its neighbors.

A ten (10) foot landscape setback from the street ROW line shall provide a generous area for additional landscaping. The Major Highway Edge Landscaping Exhibit depicts the 100' ROW cross-section.

On Gernert, Santa Maria and Poarch Road, trees should be informally arranged in large groupings of evergreen and deciduous trees. The spacing should be one tree for every twenty lineal feet on average, with groupings no further apart than 80 feet. This shall provide for occasional views into commercial centers.

Gateway Center Loop is a part of the main circulation route within the project area. This road should be very formal looking, with the same broadleaf evergreen or deciduous tree evenly spaced in opposing single rows. The spacing of these trees should be 1 tree for every 20 lineal feet. This shall provide a structured and formal appearance, reinforcing that this is the heart of Gateway Center Loop.

Groundcover and shrubs are recommended which would provide low maintenance and low water consumption. Turf should be discouraged except in large "pocket" areas.

Adjacent residential areas, walls or view fences should be placed at the top of sloped banks to provide privacy while allowing for views of the surrounding area.

## 2. Morton Road, Woodsworth and Poarch Road East of Gernert (66' ROW)

These roads provide access to Planning Access away from the commercial core of the site. A ten (10) foot landscape setback from the street ROW line shall provide a generous area for additional landscaping.

Tree spacing should be one tree for every twenty lined feet on average, with no groupings farther apart than 80 feet. This will allow for view penetration into commercial planning areas and accent around rock outcroppings.

Ground cover and shrubs are recommended which would require low maintenance and water consumption. Turf should be discouraged except in large "pocket" areas.

A ten (10) foot landscape setback from the street ROW line shall provide a generous area for additional greenspace. The Collector Highway Edge Landscaping Exhibit depicts the 66' ROW cross-section.

Groundcover and shrubs are recommended which would provide low maintenance and low water consumption behind the sidewalk. Turf should be discouraged except at entry or special intersection areas between the sidewalk and the street.

## 3. Internal Residential Streets: (60' R.O.W.)

Local Residential Streets within Gateway Center shall have sidewalks adjacent to the curb. The landscape treatment here shall also use low maintenance, low water consumptive plant materials (Local Residential Streets Exhibit).

It is suggested here that a four and one-half (4-1/2) foot sidewalk be adjacent to the curb (plus a 6 inch curb), allowing the five (5) foot planting area within the street ROW to be adjacent to the lot line. This shall serve to define where the ROW ends and private yards begin.

# MAJOR HIGHWAY EDGE LANDSCAPING

DROUGHT TOLERANT TREES AND GROUNDCOVERS

SIDEWALK

15' O.C. MIN.

R.O.W. LINE

PROPERTY LINE

VINE OR HEDGE

(100' R.O.W.)

6'

6'

6'

6'

10' MIN.

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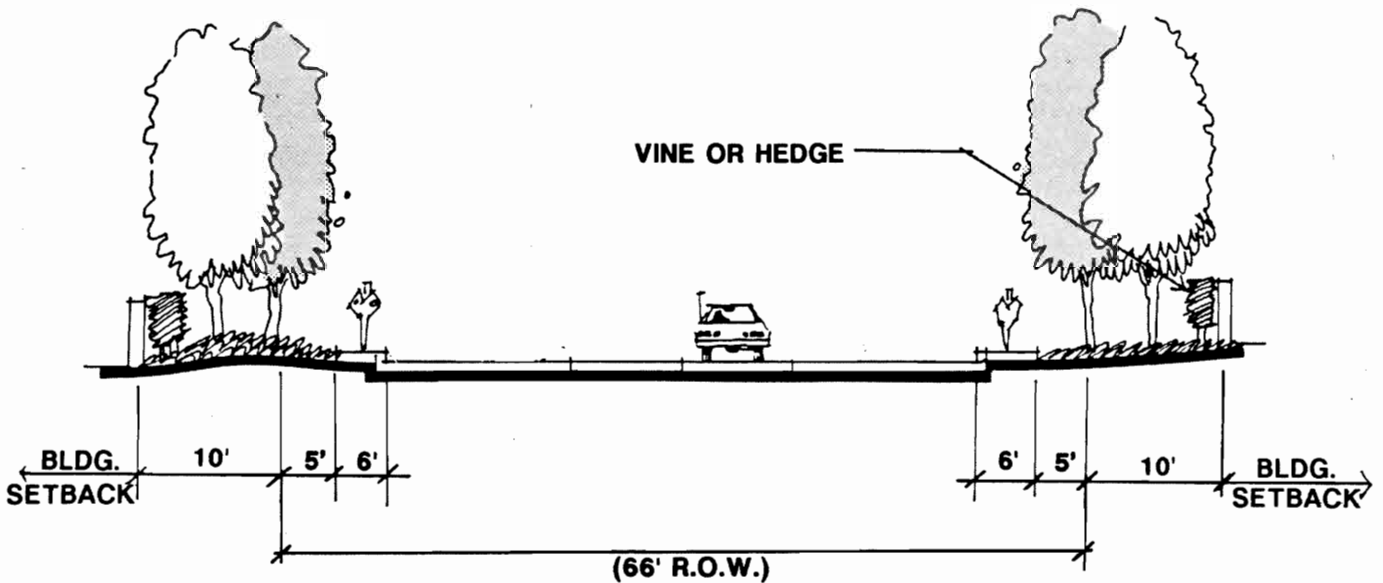
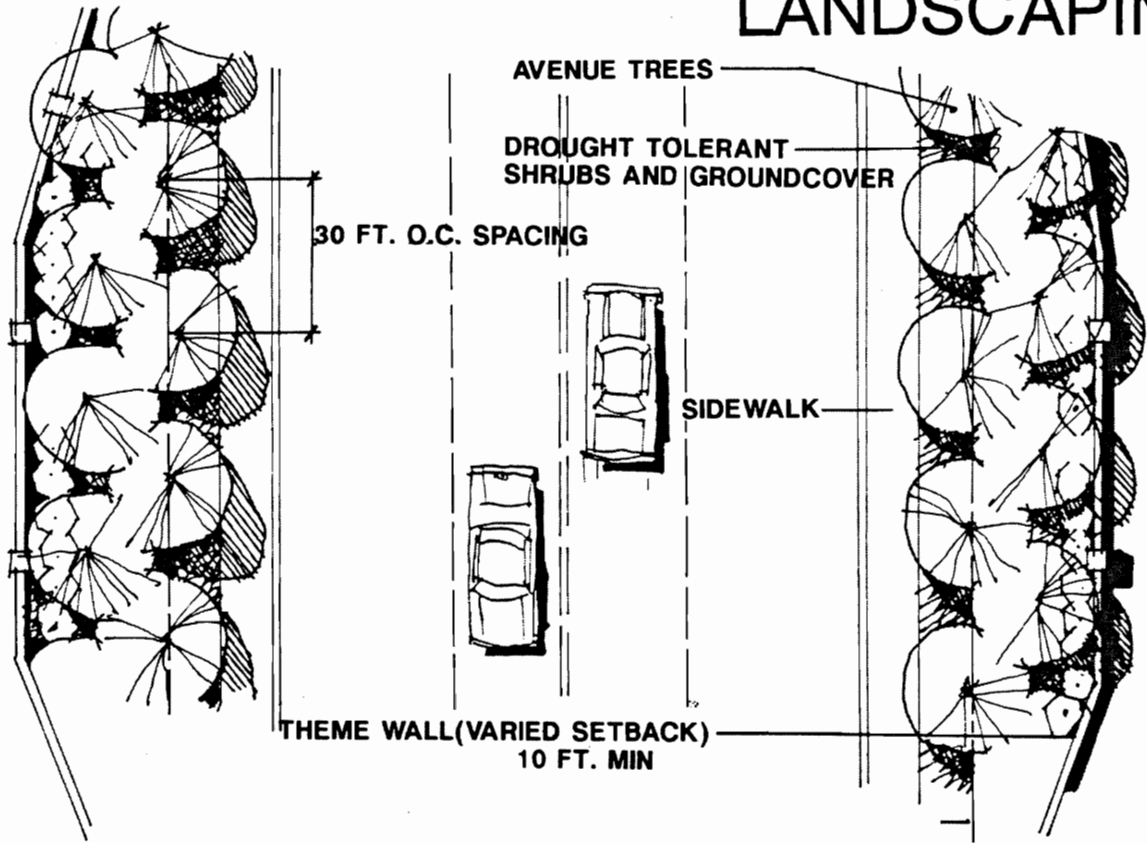
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# COLLECTOR HIGHWAY EDGE LANDSCAPING



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By using different street trees for individual neighborhoods (but the same trees as a unifying element within each neighborhood), separate identities can be provided for each roadway. One tree is required for every lot or 45 lineal feet on average. This canopy over sidewalks shall create a more pleasant pedestrian environment. (See Tables 4 through 7, Plant Use Matrix).

4. Emergency Access Road: (60' R.O.W.)

A 20' paved emergency access road located between Planning Area 6C and 16 will provide emergency access between Morton Road and Gateway Center Loop. A crash gate will be located at each terminus to discourage non-emergency vehicles.

Landscaping planting along the buffer between Planning Areas 6C and 16 will provide sufficient screening of the emergency road.

e. **Bike Trail/Community Trails and Open Space System**

1. Open Space Corridor

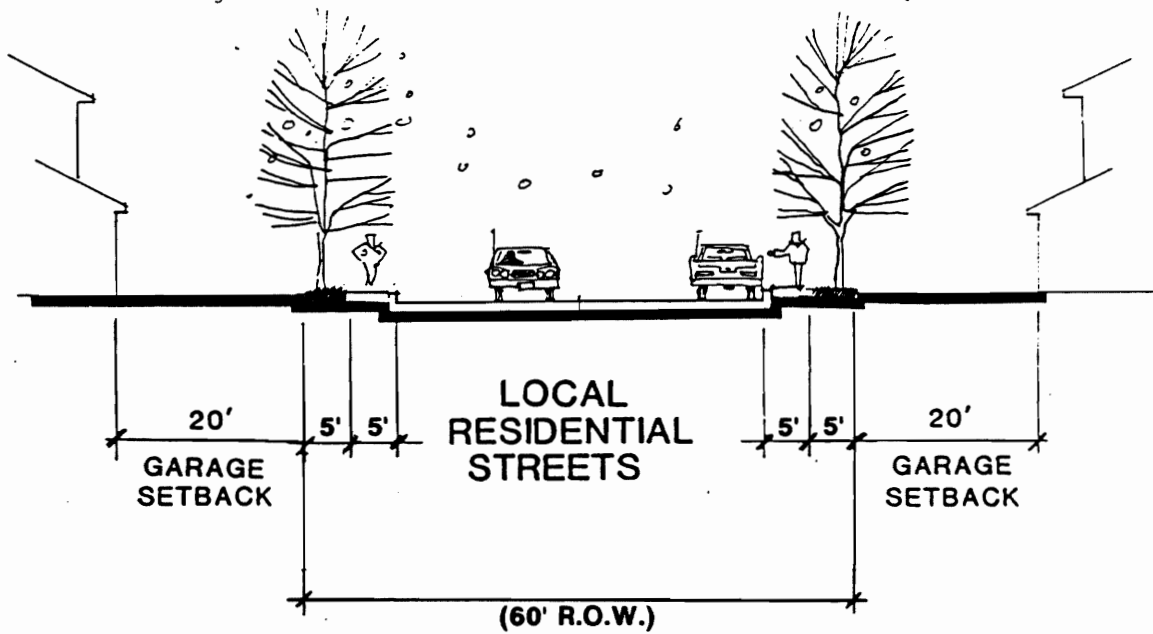
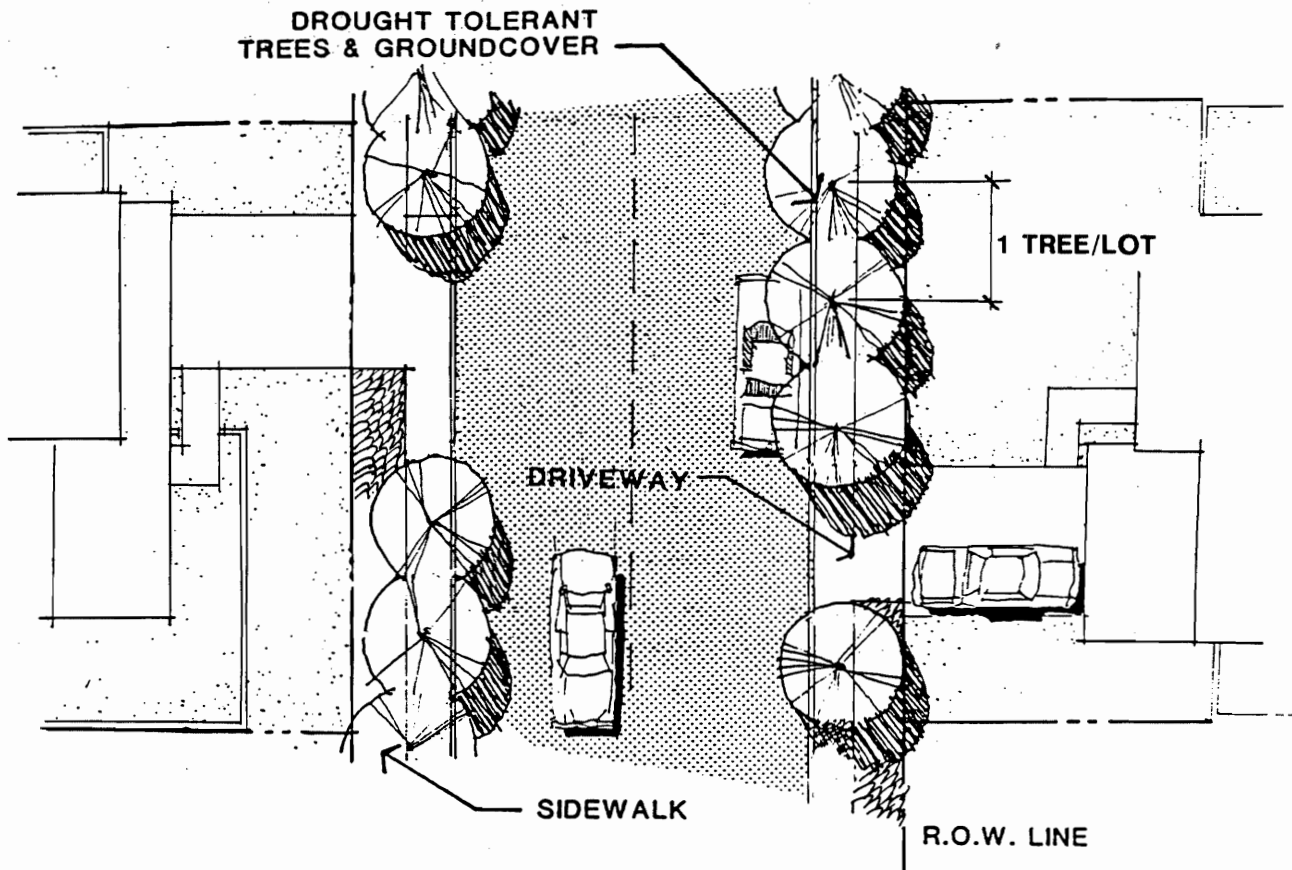
The open space areas are largely planned as passive, natural open space areas. They are sloping but shall provide opportunities for pedestrian, cycling and equestrian use. Open space areas soften views of development without completely obscuring freeway visibility and site overviews. Preservation of these unique areas provides a natural amenity for the site, facilitates drainage from Box Springs Canyon and serves as a framework for the multi-purpose trail system and wildlife corridors (Community Trails and Open Space System Exhibit).

2. Community Trails

Based on research and conversations with the Box Springs Mountains Conservation Association, the multi-purpose community trails and open space system is intended to provide a potential link between the Box Mountain loop trail and a portion of the Riverside City equestrian trail system currently being designed. A meandering multi-purpose (pedestrian/bike/ equestrian) trail will be surfaced with decomposed granite and will cross the freeway at Central Avenue, follow the west and south sides of the open space corridor and continue through the open space corridor in Moreno Valley east of the site. This branch of the trail shall bisect Planning area 6B and 6C and serve as a link toward the Box Springs Mountain Area loop trail. A second open space corridor and multi-purpose trail will tie into the trail which bisects Planning Area 6B and will run between Planning Areas 16 and 17 to link with other Riverside trails. A typical equestrian trail-street crossing is depicted in the Equestrian Trail Street Crossing Exhibit.


A class I bicycle trail is incorporated into the Project (Community Trails and Open Space System Exhibit). This trail shall be linked to the Riverside City and Moreno Valley Bicycle Trail Systems. The bike trail shall be constructed in accordance with Transportation Department multi-purpose trail requirements, which calls for an 8' trail located within a 12' easement.

# LOCAL RESIDENTIAL STREETS



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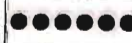

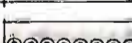


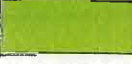
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# BIKE TRAIL/ COMMUNITY TRAILS & OPEN SPACE SYSTEM

-  CLASS I BIKE TRAIL
-  EXISTING BIKE TRAIL
-  15' OPEN SPACE  
EASEMENT / MULTI-  
PURPOSE TRAIL
-  PARKS
-  OPEN SPACE/CORRIDOR  
/ TRANSITION ZONE
-  EASEMENTS/CORRIDOR

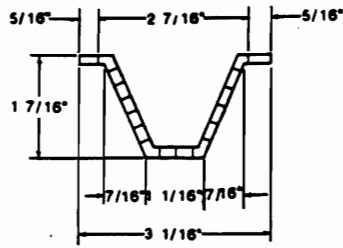
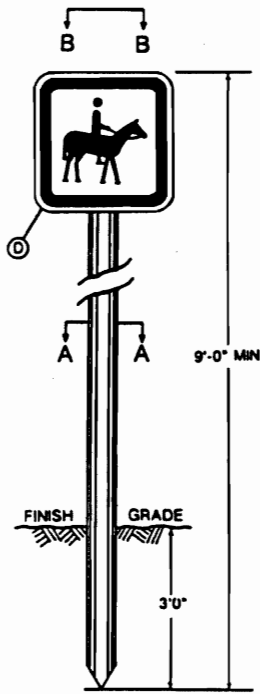
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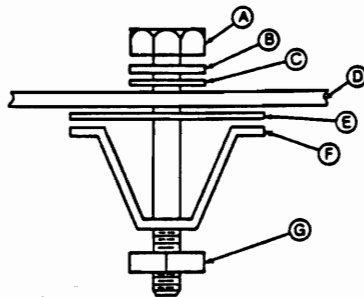
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# EQUESTRIAN TRAIL STREET CROSSING

SOURCE: MORENO VALLEY  
GENERAL PLAN



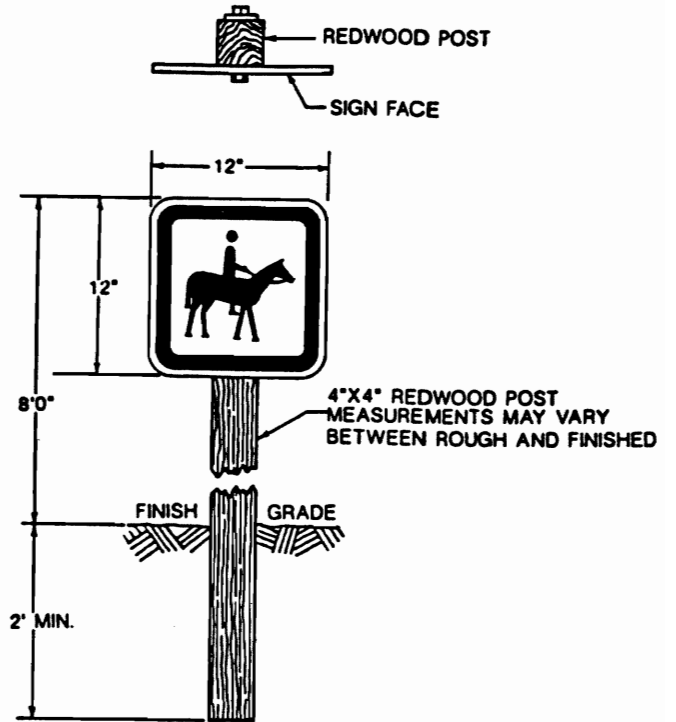
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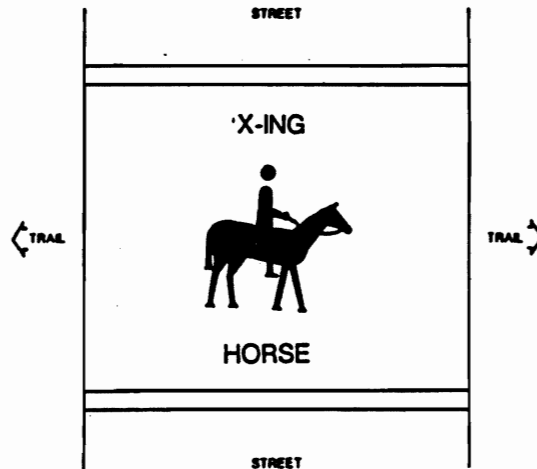
SECTION B - B

A	5/16" X 2 1/2" HEX HEAD BOLT	E	3 1/4" X 2 1/2" 0.080 ALUM. SPACER
B	WASHER	F	1/2" CHANNEL POST
C	FIBER WASHER	G	5/16" NUT
D	SIGN, RS-064, HORSE TRAIL SIGN, 12" X 12" OR 8" X 8"		

METAL SIGN POST



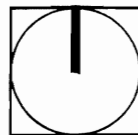
WOOD POST



STREET CROSSING TREATMENT

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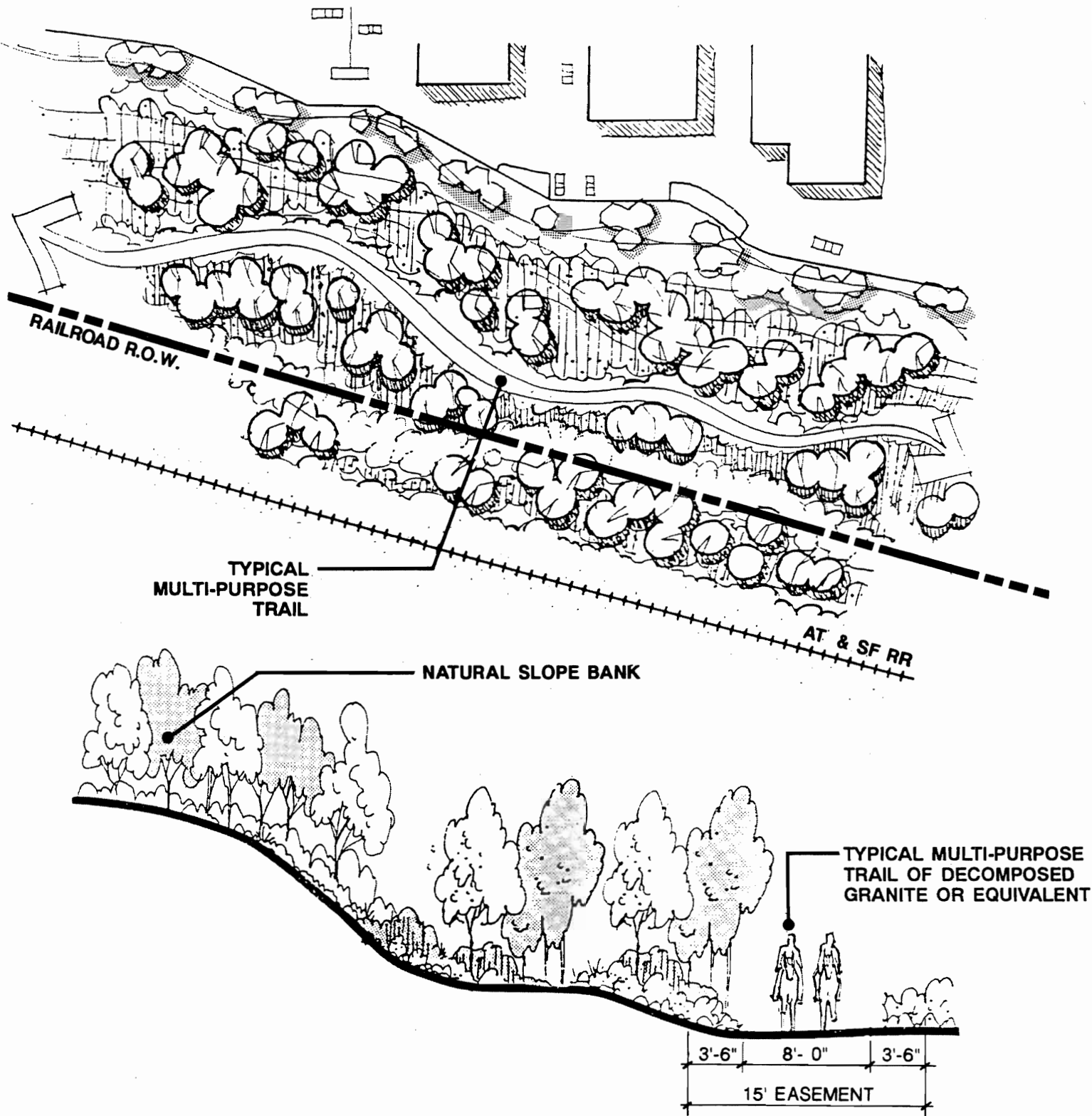
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# MULTI-PURPOSE TRAIL



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### 3. Fuel Modification of Natural Open Space Areas

Fuel modification zones represent a physical separation between development and natural open space areas. The purpose of this zone is to provide a natural and visual transition between developed areas and open space and to reduce fire hazards (Fuel Modification Zone Exhibit).

The Gateway Center project site is located in rolling countryside. The proposed development shall virtually eliminate natural fire hazard; however, there are a few areas of open space that could pose some threat of fire hazard. It is envisioned that the fuel modification zone shall extend along the property boundary from the north west corner due east along the transition zone/natural open space buffer in Planning Areas 16 and 17 and terminate at the railroad tracks. The cleared portion of the fuel modification zone shall occur on-site. This fuel modification zone supercedes other setbacks.

As a preventative measure to protect commercial and residential developments from fires, open space parcels with upslopes toward offices and homes should be required to have a fuel modification zone. The primary criteria for achieving a fire-safe buffer in this zone requires that fuel sources be lessened and the moisture content of the vegetative biomass be increased.

#### Guidelines

- A landscape maintenance program must be established to remove dried and dead fuel and other combustible material from within seventy feet of any inhabited building and thirty feet from all view fences.
- A year round irrigation system must be used to increase moisture content of the living fuel within thirty feet of any structure or view fence.
- Paved parking areas can provide the required fuel buffer to buildings.

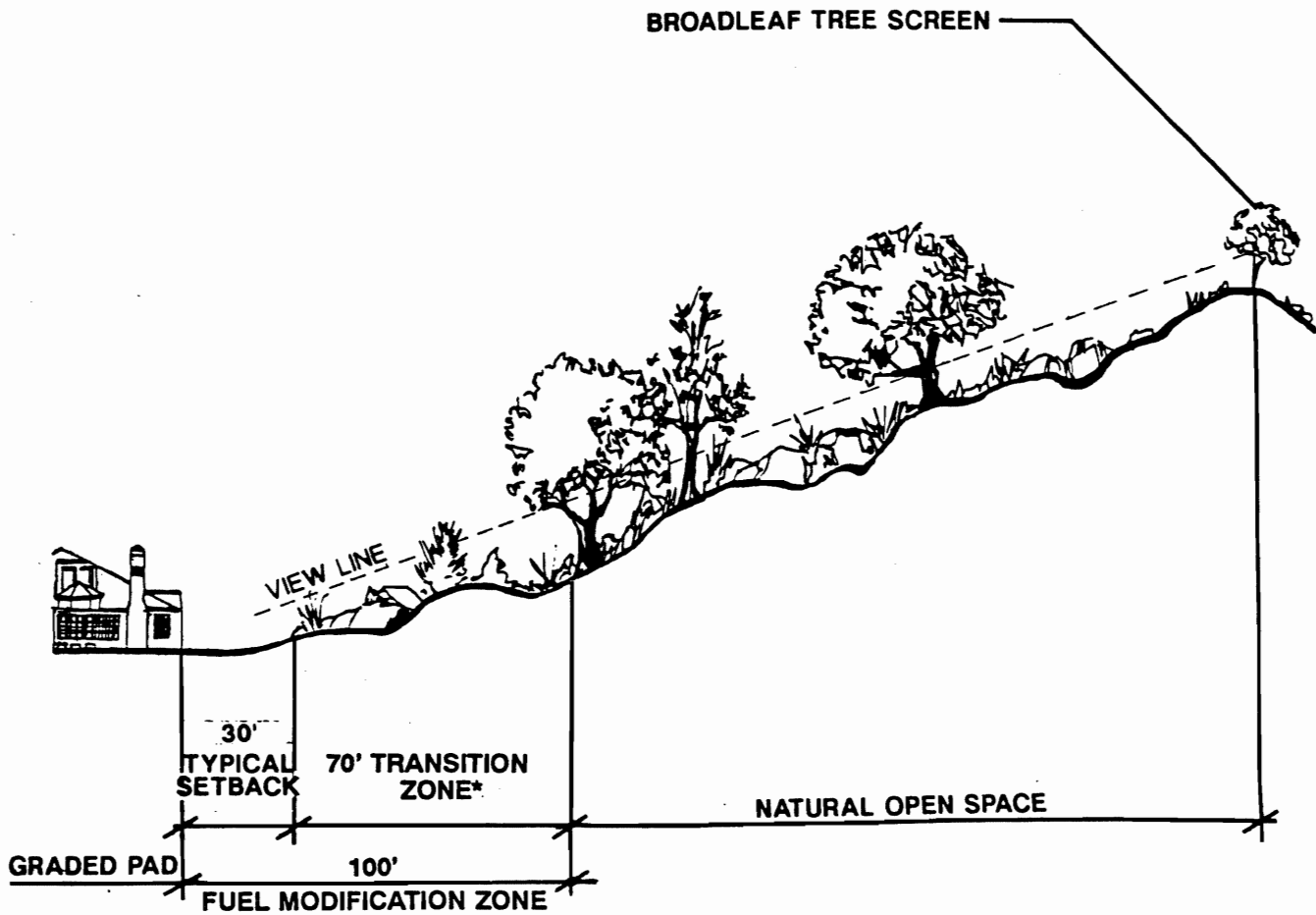
### f. Community Walls and Fences

The walls and fences in Gateway Center shall help set the theme for the project. Where such elements face public streets or view corridors, or are constructed around public facilities, they should appear consistent and act as a unifying element throughout the community (Community Walls and Fences Exhibit).

**Entry Walls** have been located at each project entry and community intersections. They are to be constructed of textured concrete.

**Solid walls** along major public roads shall be six (6) feet in height, and must be planted with vines or screened with other plant materials to reduce their visual impact, subject to County approval. This shall help contribute to the shade and pedestrian environment created by overstory


# FUEL MODIFICATION ZONE

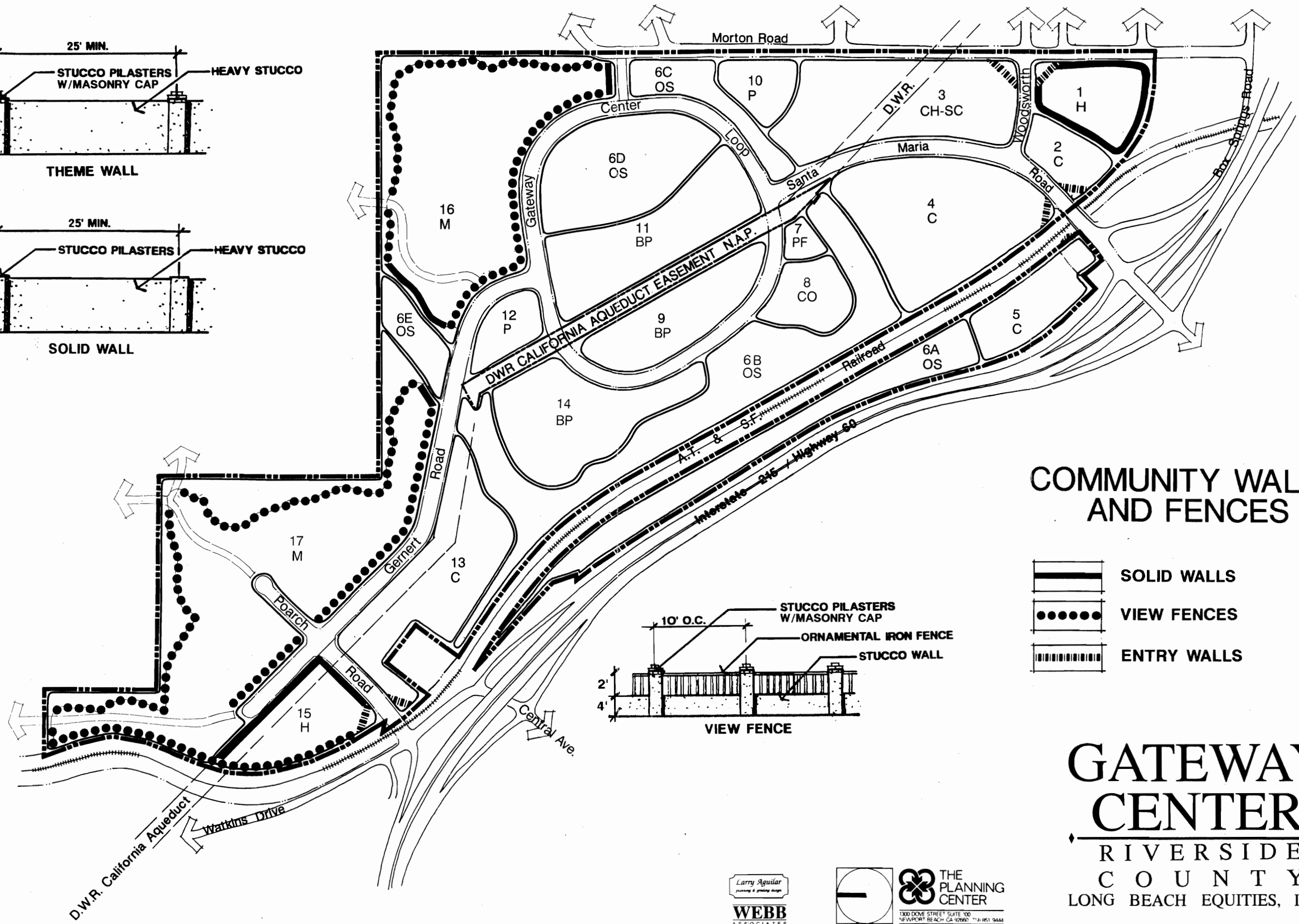
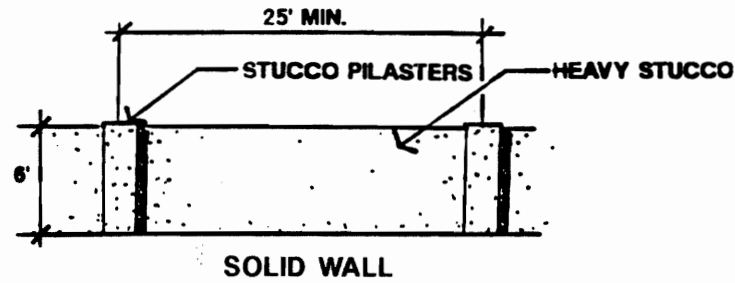
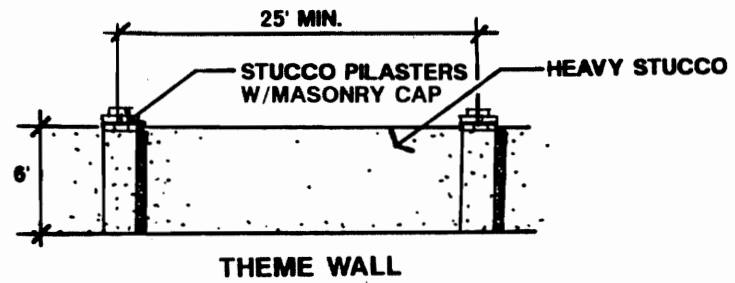


\*Nothing in this zone should be over 18' high, and a regular program of watering and weed control is necessary.

SOURCE: RIVERSIDE COUNTY FIRE DEPARTMENT

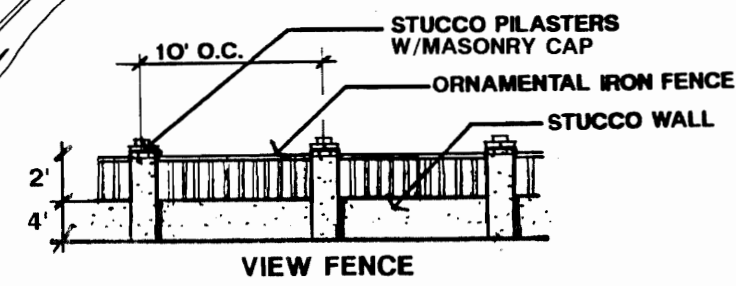
NOTE: Property line varies within transition zone and natural open space

<p>Larry Aguilar planning &amp; grading design</p> <p><b>WEBB</b> ASSOCIATES ENGINEERING CONSULTANTS</p>	<p> THE PLANNING CENTER</p> <p>1300 DOVE STREET SUITE 100 NEWPORT BEACH CA 92660 (714) 851-9444</p> <p><b>NOT TO SCALE</b></p>	<p><b>GATEWAY CENTER</b> RIVERSIDE COUNTY LONG BEACH EQUITIES, INC.</p>
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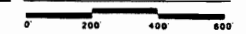
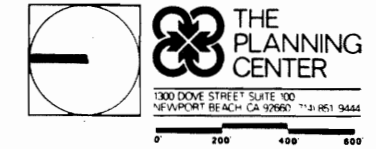


### COMMUNITY WALLS AND FENCES

- SOLID WALLS
- VIEW FENCES
- ENTRY WALLS



**GATEWAY CENTER**  
RIVERSIDE COUNTY  
LONG BEACH EQUITIES, INC.



trees along streets. The wall materials should consist of simple concrete block construction finished with a light colored stucco. A stone cap may be provided along the entire length of the wall to add some detail. Pilasters shall occur at each corner, and at each property line where it intersects the wall.

**View fences** shall be provided where residential lots abut open space areas. This type of fence should be used with discretion to avoid views from highly used public areas or streets into residential rear yard areas. This situation can be alleviated through the appropriate use of creative grading techniques. Stucco pilasters (similar to theme solid walls) should be provided at the lot lines. Wrought iron pickets a minimum of a half (1/2") inch thick must be used. The wrought fencing should be painted brown or some other dark color to decrease visibility. The recommended height for view fences is six (6) feet. The solid portion of the view fence is four (4) feet. View fence design shall comply with County safety standards.

**Interior fences** (such as between lots) within residential neighborhoods may vary, but shall complement the architectural style of the residences. These fences and walls shall be a minimum of six (6) feet in height, and shall meet the appropriate state and county requirements for pool fencing.

**g. Signage**

The Gateway Recreation Center - Riverside community has a mixture of residential, commercial, commercial/office, business park, church/school, recreation, and open space uses. The type of signage discussed below shall be required and is desirable on a community-wide basis. Signage development standards shall be controlled through the Specific Plan Zoning Ordinance and Design Guidelines.

1. General Intent

- Signage shall be attractive and subdued in keeping with the character of a contemporary urban environment.
- Signs shall be limited to community identification, neighborhood identification, direction, and building or company identification only.
- Residential signs should be coordinated and integrated with the neighborhoods in which they are erected. Commercial signs should relate to the architectural style of the development.
- All signs should be well integrated into site landscaping.
- All signs shall be compatible with the overall theme of the Gateway Center Specific Plan area.
- All signs shall be of professional quality.
- More specific Design Standards, including dimensional and locational criteria, should be formulated as part of the implementation of the Specific plan, through the CC&Rs and as conditions of approval for the tract maps.

- Signage design and schematics, showing location, size, dimensions, type style and colors, shall be submitted with the required plot plan for the commercial site. Residential signage shall be controlled through CC&Rs or through appropriate mechanisms.
2. Community/Project Entry Monuments
- Signage for community/project entry monuments is designated for the three entry points into Gateway Center. All monuments shall be a maximum of six feet in height when measured from the finished grade (including berm height).
  - Design of such monuments shall be coordinated with street landscaping. Monuments should inform the viewer, through written and symbolic graphics, that they have arrived (Community Walls and Fences Exhibit).
  - Monuments should be compatible with the design theme of the Gateway Center Specific Plan and the developments they identify.
  - Entry monuments should establish the community design theme. Logo, logotype and color schemes shall be consistent throughout the area being identified, and compatible throughout Gateway Center.
  - Entry monuments may be illuminated externally if they are consistent with the Gateway Center Specific Plan design theme. However, glare must be controlled, and lighting sources concealed.
  - The use of permanent, low maintenance materials, such as stucco, or textured concrete is strongly encouraged.
3. Planning Area/Neighborhood Entry Signs
- Monument signs shall be set back a minimum of twenty (20) feet minimum from face of curb. All signs shall be set back a minimum of five (5) feet from any R.O.W. line or property line and fifteen (15) feet from any driveway.
  - Only one monument sign shall be allowed for each street frontage, with never more than two signs allowed for identification of a commercial complex.
  - Monument signs should have a concrete or natural stone/masonry base, and should be consistent with the Gateway Center design theme.
  - Double-sided monument signs are not allowed.
  - Monument sign lighting is allowed, but internal or "canned" lighting is prohibited. External lighting is acceptable (to avoid glare) so long as the lighting source is well concealed and consistent with the planning area design objectives.

4. **Building Mounted Signs: Commercial, Commercial/Office and Business Park Buildings**
  - Signage shall not be allowed on building above the roofline.
  - Multi-tenant commercial buildings within areas zoned for commercial land use should have only one sign for each tenant. Individual monument signs for each tenant shall not be allowed.
  - Tenant signage should be well integrated into the building design, with colors and themes consistent with the architecture.
  - Business signs should be compatible with the building they identify.
  - Multi-tenant commercial facilities shall have a cohesive, well integrated signage program. The combined impact and interrelationship of all tenant signage shall be considered in signage program design, review and approval.
5. **Directional Signage**
  - Directional signage, to identify and direct vehicular and pedestrian traffic to various on-site destinations shall be provided along roadways and within developments.
  - Directional signage should be of consistent design throughout the project. Signage should be fabricated from the same materials, with a consistent color palette and a common graphic theme. The use of natural stone and wood is encouraged to stay consistent with Gateway Center design theme.
  - Directional signs shall be a maximum of three (3) feet in height, and the surface area of the sign shall not exceed six (6) square feet.
  - Directional signage should also be compatible with the architectural design of each project and its corresponding area.
6. **Temporary Signage**
  - Signage identifying uses or activities temporary in nature, such as real estate sales and leasing, subdivision signage, contractors, design firms and developer signage associated with development or construction of buildings are allowed if consistent with the plan area design character.
  - Temporary signage shall be located on the property of the identified use.

### Commercial Construction and Leasing Signs

- These signs are intended to provide information about new buildings and leasing opportunities, opening dates and builder names and telephone numbers on wood banners.
- Wood construction with a painted sign surface is permitted.
- One sign per parcel is allowed, located ten (10) feet from the R.O.W. line within or adjacent to the development.



- The Maximum sign dimensions shall be five (5) feet in height by four (4) feet in length, with the message area not exceeding four (4) feet in height.
- An architectural rendering or sketch of the proposed use is permitted.
- Sign removal shall occur after 75% occupancy or lease out.

#### Residential Sales Signs

- These signs are intended to provide information about new homes, opening dates, builder names and telephone numbers on wood banners.
- Wood construction with a painted sign surface is permitted.
- The Maximum sign dimensions shall be six (6) feet in height by four (4) feet in length, with the message area not exceeding four and one half (4-1/2) feet in height.
- An architectural rendering, sketch, number and type of rooms or floor plan of the dwelling is permitted.
- Sign removal shall occur after 75% occupancy or lease out.

#### **h. Lighting**

The level of on-site lighting as well as lighting fixtures, shall comply with any and all applicable requirements and policies of the County of Riverside. Energy conservation, safety, and security should be emphasized when designing any lighting system.

##### 1. Lighting

Exterior lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel. No lighting shall blink, flash, or be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use it is serving.

Lighting shall be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. Light standards shall not exceed 10 feet in height or the height of the building, whichever is less.

Light quality must be geared to the specific use of the area. A new development area requires a warm, simple lighting geared to its distinctive character. Each light must also be attractive to look at during the day when the pole, base and light add another dimension to the urban scene.

The public sidewalks, plazas and alleys, exteriors, roofs, outer walls and fences of buildings and other constructions and signs visible from any public street, place or position in the Specific Plan area shall not be illuminated by privately controlled lights or any other illumination except as permitted herein.

Building or roof outline tube lighting are subject to Planning Department review.

Use of luminescent or reflective wall surfaces shall not be acceptable, unless approved by the Planning Department.

Building or wall lighting shall be indirect. A limited number of lights may be used to create shadow, relief or outline effects when such lighting is concealed or indirect.

Concealed light sources are recommended.

It is encouraged that interior building lighting shall be left on at night (to the extent that energy use is justifiable) to enhance pedestrian activity on the street.

The lighting system shall be architecturally compatible with the surrounding building and express the unique character of the Gateway Center Specific Plan. Do not use mercury vapor, exposed fluorescent, or exposed high intensity lights.

Building and landscape accent uplighting is encouraged.

## 2. Glare

No glare incidental to any use shall be visible beyond any boundary line of the parcel.

## 3. Building Exterior Lighting

The exterior lighting of public use buildings is intended to give full time visual appreciation and to attract attention to these buildings during the night hours as well as during daylight hours. The lighting of these buildings is often a subtle and dignified, yet highly effective, form of advertising.

Lighting is part of the architecture vocabulary and as such can be utilized to help create and dramatize a nighttime image of a structure, sculpture, or garden thereby extending the hours of their usefulness. Public buildings, churches, and monuments are generally lighted as an expression of civic pride.

#### 4. Street Lighting

Street lighting in the Specific Plan area shall require full shielding of most outdoor lighting and prohibit uplighting on street lights.

Streets and intersections, however, shall be well lighted. The minimum height of street lights, with the exception of safety lights at intersections, should be approximately 25 feet. Intersections might have increased wattage for definition and to alleviate automobile/pedestrian conflicts. The effect would be one of varying-size pools of light. Either gas or electric lights would be suitable.

#### 5. Parking Areas

Parking areas should be illuminated with soft light from numerous small fixtures or lights from hidden sources. In order to promote a pedestrian environment, the elevation of lighting standards in parking areas or its periphery shall not exceed 20 feet in height. The lot illumination level shall achieve a uniformity ratio of 3 to 1 (max. to min. foot candles).

#### 6. Walkway Lighting

Low "pedestrian" level lighting shall be installed at selected intersections along walkways. Bollard lighting (3' high) is recommended along sidewalks.

The lamp elements should not become an important sculptural element on the landscape. Fixtures should be uniform and unobtrusive. Plastic styles are not permitted. Shielded fixture are required to prohibit uplighting.

### 3. RESIDENTIAL GUIDELINES

#### a. Medium Density Residential

1. Refer to the Zoning Ordinance, Section III for setbacks, heights and lotting standards.
2. Grading

The project site has been graded to conform as much as possible to the natural contours. Tops and toes of slopes shall be rounded during initial grading. Graded slopes shall blend into natural open space terrain. Manufactured slope banks have been limited to a 2:1 gradient. Where possible, viewsheds have been maintained for residential development. A revegetation and dust control program shall be implemented to control erosion during the time between initial grading and installation of permanent landscaping.

#### 3. Architectural Style

Though the architecture of Gateway Center should be perceived as a community, no single style is to be applied to the various uses within the specific plan. A framework