

Orangecrest Specific Plan

ORIGINALLY ADOPTED ON 3 DECEMBER 1985
RESOLUTION NO. 15961

*Edited to include all Specific Plan Amendments as of
June 4, 2002 by the City of Riverside Planning Department*

SPECIFIC PLAN AMENDMENTS

<u>Case</u>	<u>Adoption Date</u>	<u>Resolution No.</u>
SP-001-978	7 October 1997	No.19175
SP-004-967	26 May 1998	No.19281
SP-005-012	4 June 2002	<u>No. 20241</u>



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I. INTRODUCTION

I. INTRODUCTION

A. Project Description

Orangecrest is a planned community integrating residential, commercial, and their support uses over an area comprising 1,457 acres, which forms the southeast corner of the corporate limits of the City of Riverside. (see Figure 1, *Regional Vicinity*).

Orangecrest is composed of residential densities, ranging from one to six units per acre and totaling 4,866 units over 1,457 acres. The plan provides for 49 acres of commercial, and 8 acres for office buildings. The project includes a school, with a possible second school, a 27.5-acre park, a 5-acre park and a 12.5-acre park. A library site and fire station site will also be provided. The total area committed to recreational, and institutional uses will be 56.5 acres.

Trautwein Road within the western portion of the project, and Van Buren Boulevard, located within the southern portion serve as the primary access routes to the site. Wood Road forms the western boundary of the project.

The project was originally to be developed in phases commencing in the southwest portion and extending east with provisions to provide all forms of necessary infrastructure and public services as needed.

B. Background

Orangecrest was adopted by the County Board of Supervisors in January, 1984 as Specific Plan No. 178. Prior to that time, numerous actions had been considered relating to the site which consisted of a withdrawal from an Agricultural Preserve, initial filing of a specific plan, a General Plan Amendment, adoption of a subsequent specific plan filing, and several implementing development applications.

The project site was annexed into the City of Riverside in 1985 under Annexation #57, and the Orangecrest Specific Plan was adopted by the City of Riverside on December 3, 1985. Since that approval, within the Specific Plan area, the majority of the Orangecrest residential units have received permits and are now occupied or are under construction; two park sites have been dedicated; and the Benjamin Franklin School and Fire Station have been constructed and are in operation. Additionally, 1,034 lots in Tracts 21709 and 22653 have been approved and a 15-acre commercial center was recently completed at the intersection of Van Buren Boulevard and Trautwein Road. All of the major infrastructure required by the Specific Plan has been installed and accepted.

The City of Riverside provides sewer service to the specific plan area. Further discussion is provided in Section V under Public Facilities.

C. General Location

Orangecrest encompasses approximately 1,457 acres in the southeastern portion of the City of Riverside. The westerly boundary of March Air Reserve Base borders the project site (see Figure 2, *Project Site*). Interstate 215 (I-215) is 1½ miles to the east via Van Buren Boulevard. The junction of State Highway 60 with I-215 East is about six miles by road to the northeast. State Highway 91 junctions with Van Buren Boulevard about nine miles west.

Major shopping facilities nearby include the Galleria at Tyler in the City of Riverside, located about ten miles to the west, and Riverside Plaza, located about seven miles northwest. The business center of Orange County is approximately 45 miles westerly of the proposed complex.

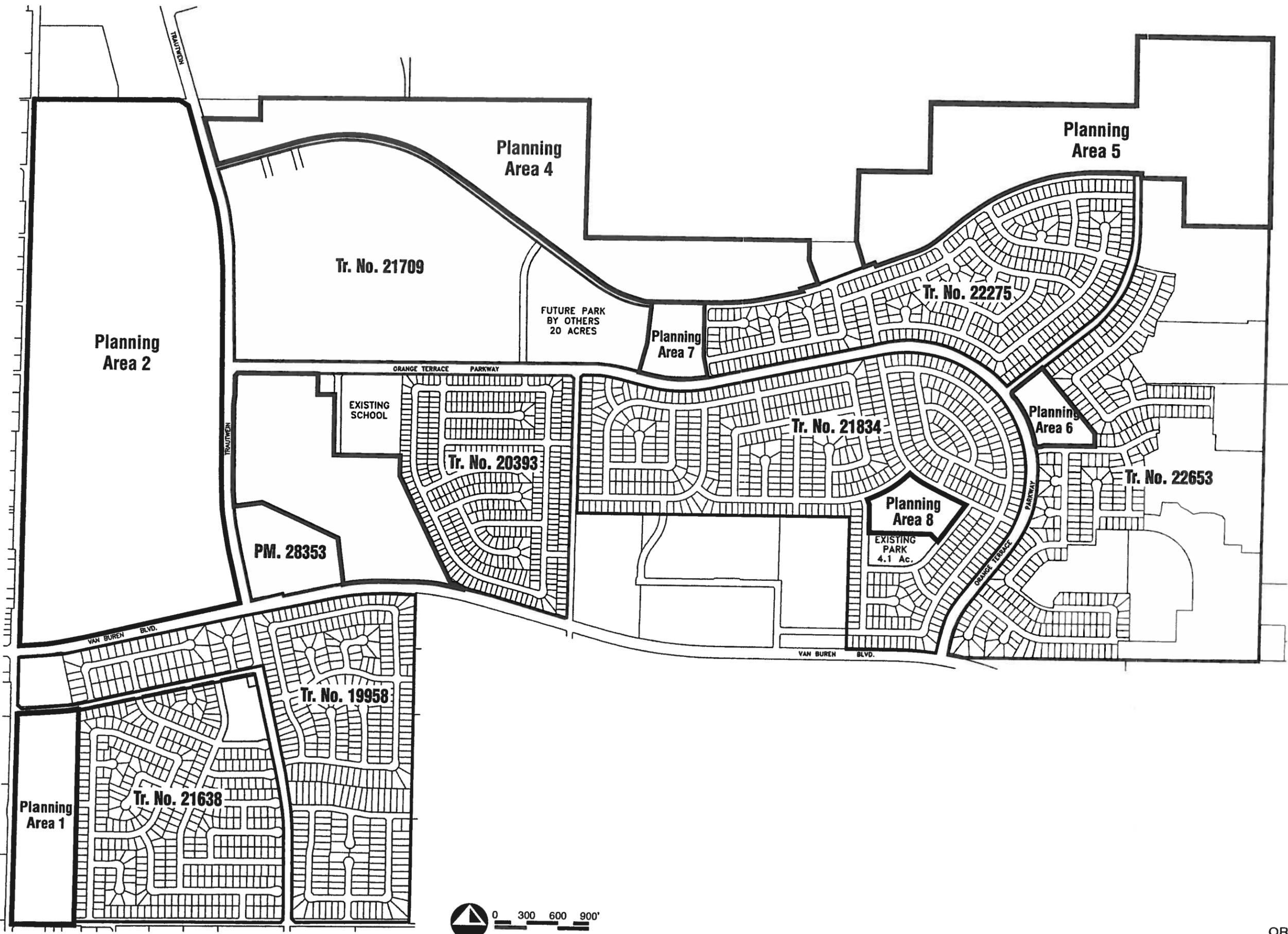
D. Specific Location

The Orangecrest project includes portions of Section 15, 20, 21, 22 and 29 in Township 3 South, Range 4 West, San Bernardino Base and Meridian. Generally the project is bounded on the west by Wood Road, on the north by the Mission Grove Specific Plan (formerly known as the Alessandro Heights Specific Plan) on the east by March Air Reserve Base, and on the south by Van Buren Boulevard to Barton Road and then along Krameria to Wood Road.

E. Area Development Setting

The property lies at the easterly edge of the community of Woodcrest. This community generally extends from Mockingbird Canyon Road on the west to March Air Reserve Base on the east and from the Riverside City limits on the north to Rancho El Sobrante on the south.

The community of Woodcrest is characterized by rural equestrian oriented lots generally one acre in size. This setting is further encouraged under the Riverside County Comprehensive General Plan. There has been substantial residential and commercial growth in the immediate area over the last several years as discussed further in this section. The transition from vacant and agricultural land to residential uses has occurred rapidly. Nearby development activity include the Sycamore Canyon Specific Plan and Sycamore Canyon Business Park Specific Plan. The Mission Grove Specific Plan extended primarily industrial development, as well as the city limits, to the northern boundary of Orangecrest.



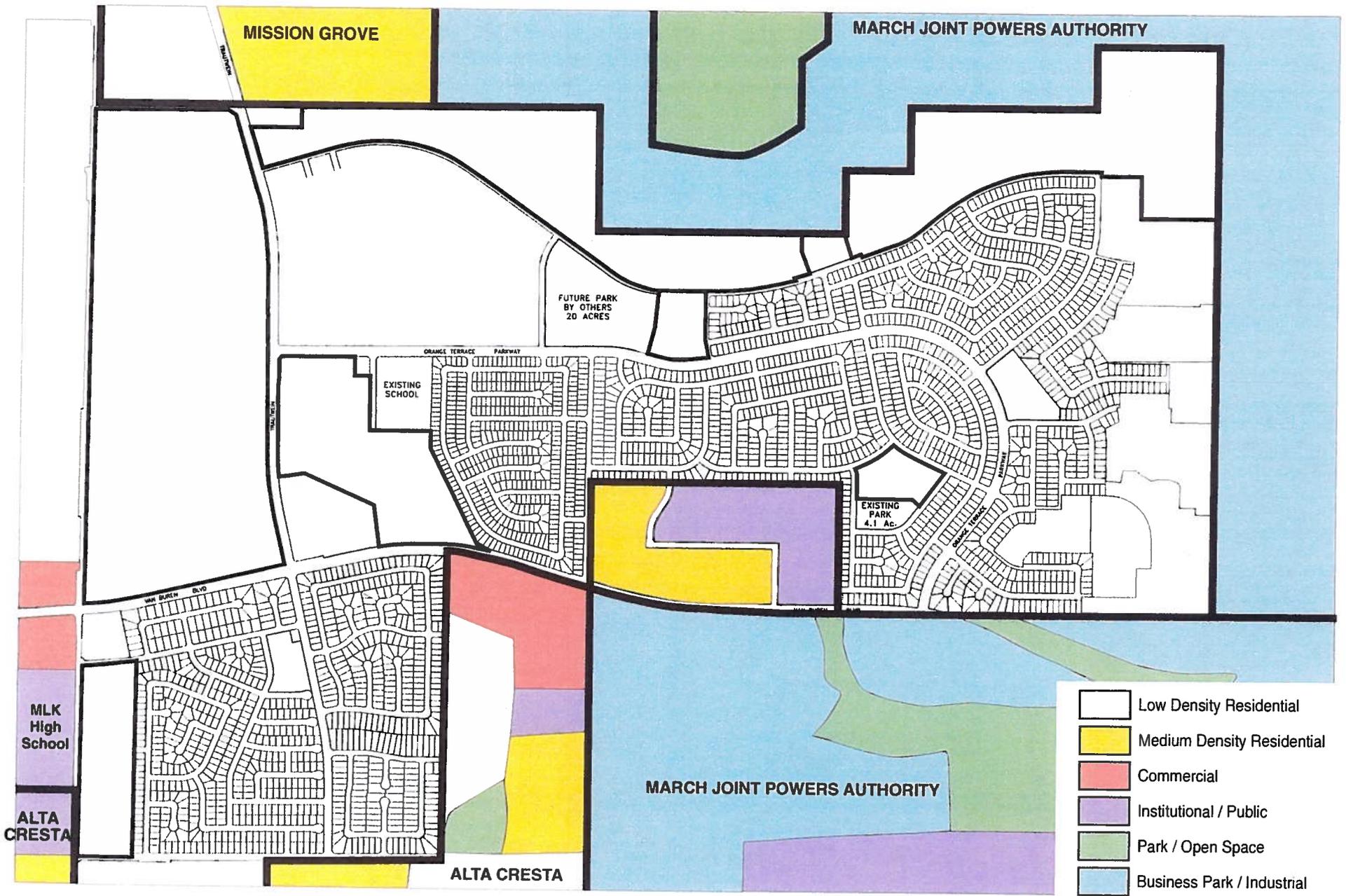
Commercial services for the Woodcrest community are provided by the shopping facilities located along Van Buren Boulevard in the vicinity of Washington Street. With the exception of two small neighborhood commercial centers, both located at Van Buren Boulevard and Washington Street, commercial development in the County has consisted of strip development along Van Buren from King to Wood Road. The development along Van Buren includes a mix of urban commercial uses, such as doctors offices, building supplies, fast-food convenience shopping and restaurants, along with rural oriented uses such as feed stores and farmer's markets.

A 56-acre retail commercial center was planned and is constructed at the southeast corner of Trautwein Road and Alessandro Boulevard within the Mission Grove project. That center, along with the 35-acre center proposed and partially constructed within Orangecrest would serve to establish commercial 'districts' situated at major traffic intersections similar in concept to the Canyon Crest Center.

The area surrounding the Specific Plan has undergone significant changes since the original approval of the Orangecrest Specific Plan in 1985.

- ❖ One elementary school and a middle school have been constructed adjacent to the site.
- ❖ A high school on the west side of Wood Road just south of Van Buren Boulevard is under construction.
- ❖ The Alta Cresta Specific Plan (approved by the Board of Supervisors in April, 1997), wraps around the southerly and westerly boundary of the site, and will change the character of that property from low density rural usage to suburban densities.
- ❖ To the north and east, March Air Force Base (AFB) is in the process of transitioning to a Reserve Base and is subject to a Reuse Plan that is close to being adopted. The mission has changed from a Strategic Air Command (SAC) base to a Supply Base and now a Reserve/National Guard Base. It is anticipated that March AFB will provide a large industrial base for the City of Riverside once in civilian use.
- ❖ The Mission Grove Specific Plan, immediately north of Orangecrest, is now 75% complete.

(see Figure 3, *Surrounding Land Uses*).



ORANGECREST SPECIFIC PLAN
Surrounding Land Uses

Figure 3

II. DEVELOPMENT PLAN

II. DEVELOPMENT PLAN

A. Land Use Plan

The Orangecrest Specific Plan proposes to create a community that meets the needs of its residents. The Plan provides for a variety of housing options with the public services necessary to support the community. Shopping opportunities will be available within walking distance to all residents, and employment opportunities will be readily available. Provisions will be made for schools, parks, and community facilities to meet the educational and recreational needs of the residents. A multi-tiered transportation system will be encouraged by the use of pedestrian walkways, bikeways, provisions for busses, and a developed street system. An equipped fire station has been constructed to serve the emergency needs of the community.

Existing land uses along the western project boundary include residential uses on 1-acre lots north of Van Buren Boulevard and citrus groves and a high school south of Van Buren Boulevard. Commercial and light manufacturing uses front onto Van Buren Boulevard to the west of the project. The Land Use Plan has been designed with consideration of these uses.

A specific plan amendment in 1998 modified land uses and densities within the Specific Plan to reflect changes that have occurred in the vicinity of the project and to reflect the current and anticipated market. The second amendment, approved in 2002 encompassed two planning areas: Planning Area 4 and 5 previously approved for manufacturing park uses and amended to residential uses. The resulting land use pattern is single-family residential in character, with supporting commercial, office, and park uses (see Table 1, *Land Use Summary*).

**Table II-1
Land Use Summary**

Land Use	Acres	Dwelling Units
Residential	1,344	4,866
Commercial	49	
Restricted Office	8	
Park	45	
Library	0.5	
Schools	10 *	
Fire Station	1	
Total	1,457.3**	4,866

* A 10-acre potential school site is included in the residential acreage.

** Acreage difference is due to more precise mapping.

The specific plan has been separated into eight Planning Areas and seven existing tracts as shown on Figure 2, *Project Site* and Figure 4 and 5, *Land Use Plan* and *Zoning Map*. The proposed land uses within areas are outlined in Table 2, *Land Use Statistics by Planning Area and Tract Map*. Planning Area 2 contains numerous land uses and has been broken down into subareas.

The following sections and exhibits outline the proposed uses, development criteria, and special conditions within each of the Planning Areas and tracts.

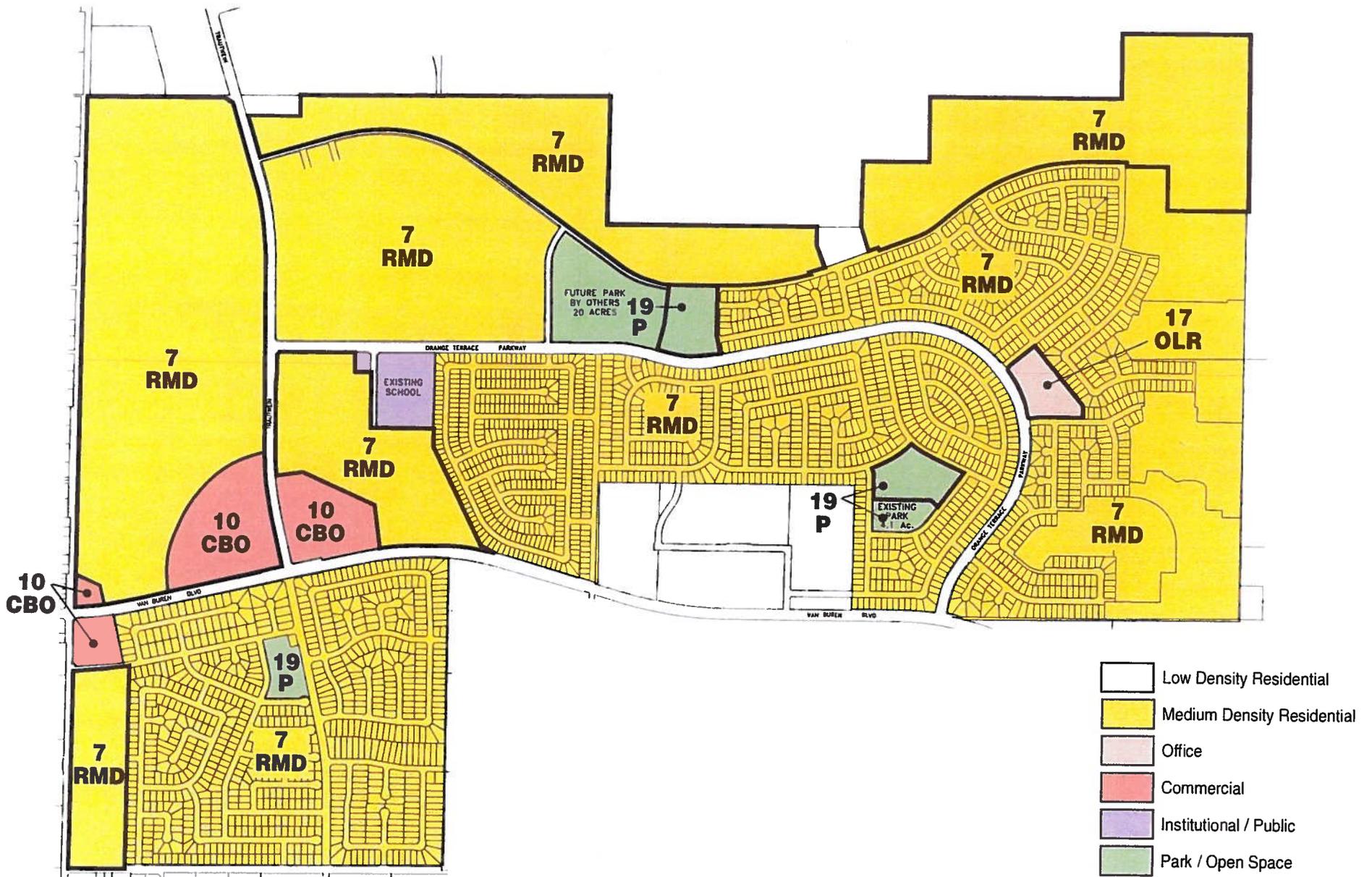
The Land Use Plan is designed for compatibility with all land uses, within and around the project to provide for an orderly pattern of development.

**Table II-2
Land Use Statistics by Planning Area**

Planning Area or Tract #	Zoning	Lot Size	Acres	Units
Planning Area 1	R-1-65	7,000 sf	27	95
Planning Area 2				
Subarea 2a	R-1-125	13,000 sf	49	95
Subarea 2b	R-1-100	10,500 sf	61	160
Subarea 2c	R-1-80	8,500 sf	31	100
Subarea 2d	R-1-65	7,000 sf	42	170
Subarea 2e	C-2/SPA	---	27	---
Subarea 2f	CL/SPA	---	2	---
Planning Area 3	R-1-65 PRD	6,000 sf	53	190
Planning Area 4			84.7	---
Subarea 4a	R-1-65	8,500 sf		36
Subarea 4b	R-1-65	8,500 sf	---	55
Subarea 4c	R-1-80	8,500 sf	2	170
Planning Area 5			100.1	
Subarea 5a	R-1-65	7,000 sf	---	141
Subarea 5b	R-1-80	8,500 sf	---	119
Planning Area 6	RO/SPA	---	8	---
Planning Area 7	Park Library	---	7.5 0.5	---
Planning Area 8	Park	---	8.5	---
T. 19958	C-2 R-1-65 Park	---	5 125 5	383 --- ---
T. 20393	R-1-65 School Fire Station	5,500 sf. --- ---	62 10 1	438 --- ---
T. 21638	R-1-65	7,000 sf.	107	412
T. 21709	R-1-65 Park	7,000 sf. ---	126 20	504 ---

Planning Area or Tract #	Zoning	Lot Size	Acres	Units
T. 21834	R-1-65 Park	7,000 sf. ---	163 4	600 ---
T.22653	R-1-65	7,000 sf.	187	815
T. 22275	R-1-65	7,000 sf.	126	383
PM 28353	C-2	---	15	---
Total			1,457.3	4,866

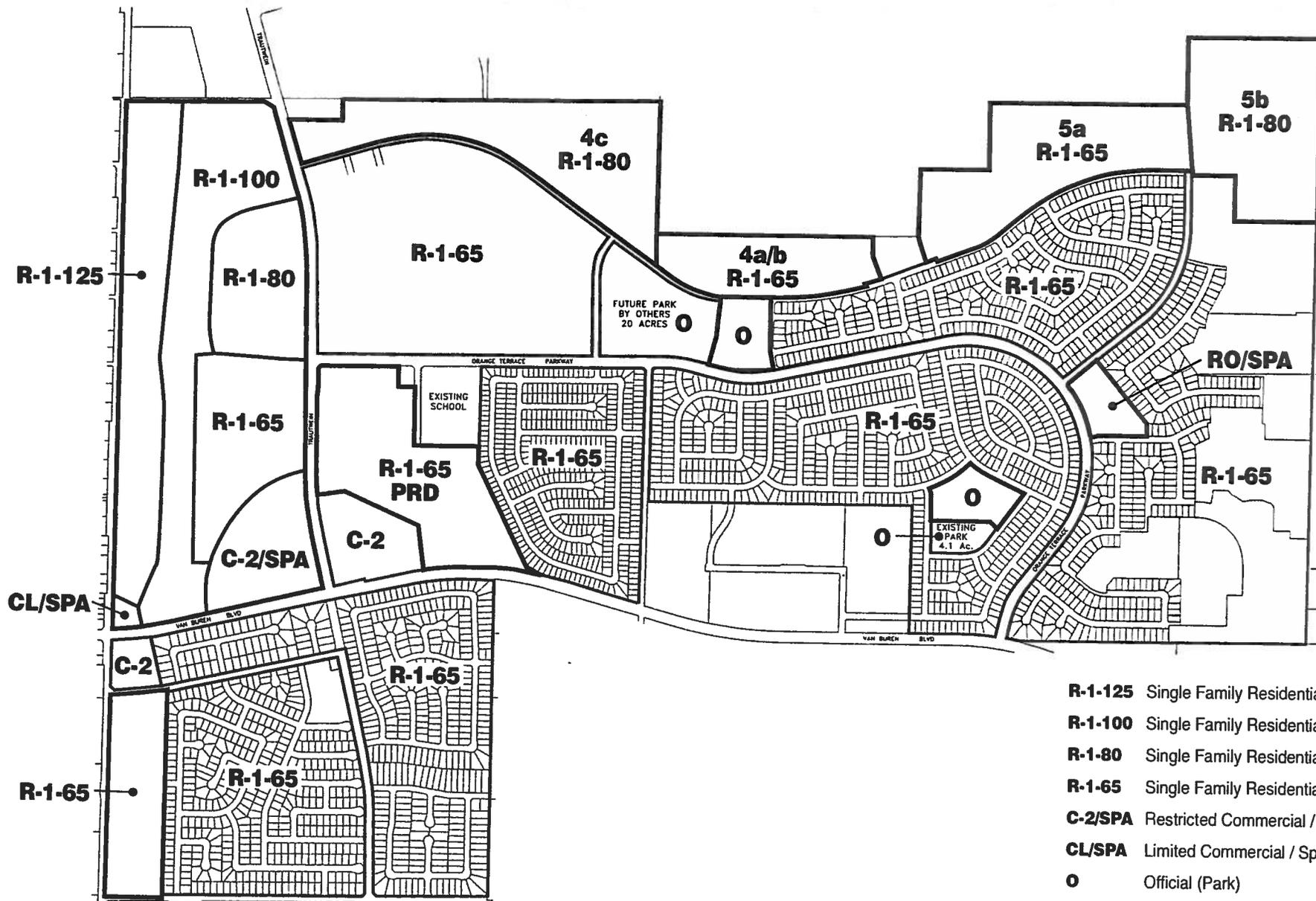




ORANGECREST SPECIFIC PLAN
Land Use Plan

Figure 4

As amended June 2002



- R-1-125** Single Family Residential, min. 13,000 sf.
- R-1-100** Single Family Residential, min. 10,500 sf.
- R-1-80** Single Family Residential, min. 8,500 sf.
- R-1-65** Single Family Residential, min. 7,000 sf.
- C-2/SPA** Restricted Commercial / Specific Plan
- CL/SPA** Limited Commercial / Specific Plan
- O** Official (Park)
- RO** Restricted Office / Specific Plan



ORANGECREST SPECIFIC PLAN
Zoning Map

Figure 5

As amended June 2002

B. Planning Area 1

This Planning Area is proposed to be developed with a maximum of 95 single-family lots in accordance with R-1-65 standards at 3.6 units per acre, yielding lots a minimum of 7,000 square feet. Access to Wood Road will be limited to a maximum of one location and shortcut traffic through the planning area shall be avoided through a circuitous street pattern. The project is planned to restrict direct lot access onto Wood Road and avoid the tunnel effect of backup walls through site design in which side yards adjoin the Wood Road frontage. A limited number of lots will back up to Wood Road; the majority will have side yards which adjoin Wood Road. The area adjoining Wood Road will have enhanced landscape treatment as shown on Figure 16, *Planning Area 1, Parkway Treatment*. Maintenance of this parkway shall be subject to City approval of a long-term funding mechanism. If this cannot be developed, lots shall side onto Wood Road. View fencing will be a combination of low blockwalls and any necessary acoustical panels or tubular steel as approved by the City (see Section III.A.1.a[6]) Treatment of Walls and Fences. In addition, the transition to existing homes will be facilitated through the following design criteria:

- ❖ lots adjacent to existing homes shall be developed to R-1-80 zoning standards, except as modified below:
- ❖ lots adjacent to existing homes shall be a minimum of 9,700 square feet with a minimum lot depth of 121' and with a rear yard setback of 40' (25' + an additional 15-foot-deep rear yard buffer area);
- ❖ every attempt shall be made to design the grading to place the new lots at the same grade or slightly lower than existing homes to protect the privacy of the existing homeowners, however, final grades and subdivision design shall be determined through the City of Riverside's normal subdivision map approval process.

The imminent construction of a new high school and the recently adopted Alta Cresta Specific Plan change the character of the area from rural to suburban development, across Wood Road from this Planning Area. Figure 6, *Planning Area 1*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject.

C. Planning Area 2

This Planning Area is comprised of approximately 212 acres and is proposed to contain 29 acres of commercial/office and 525 residential units. A 27-acre commercial/office site is situated at the northwest corner of Van Buren Boulevard and Trautwein Road and is configured to focus on the intersection. The balance of the commercial acreage, approximately 2 acres in size, is located at the northeast corner of Van Buren Boulevard and Wood Road.

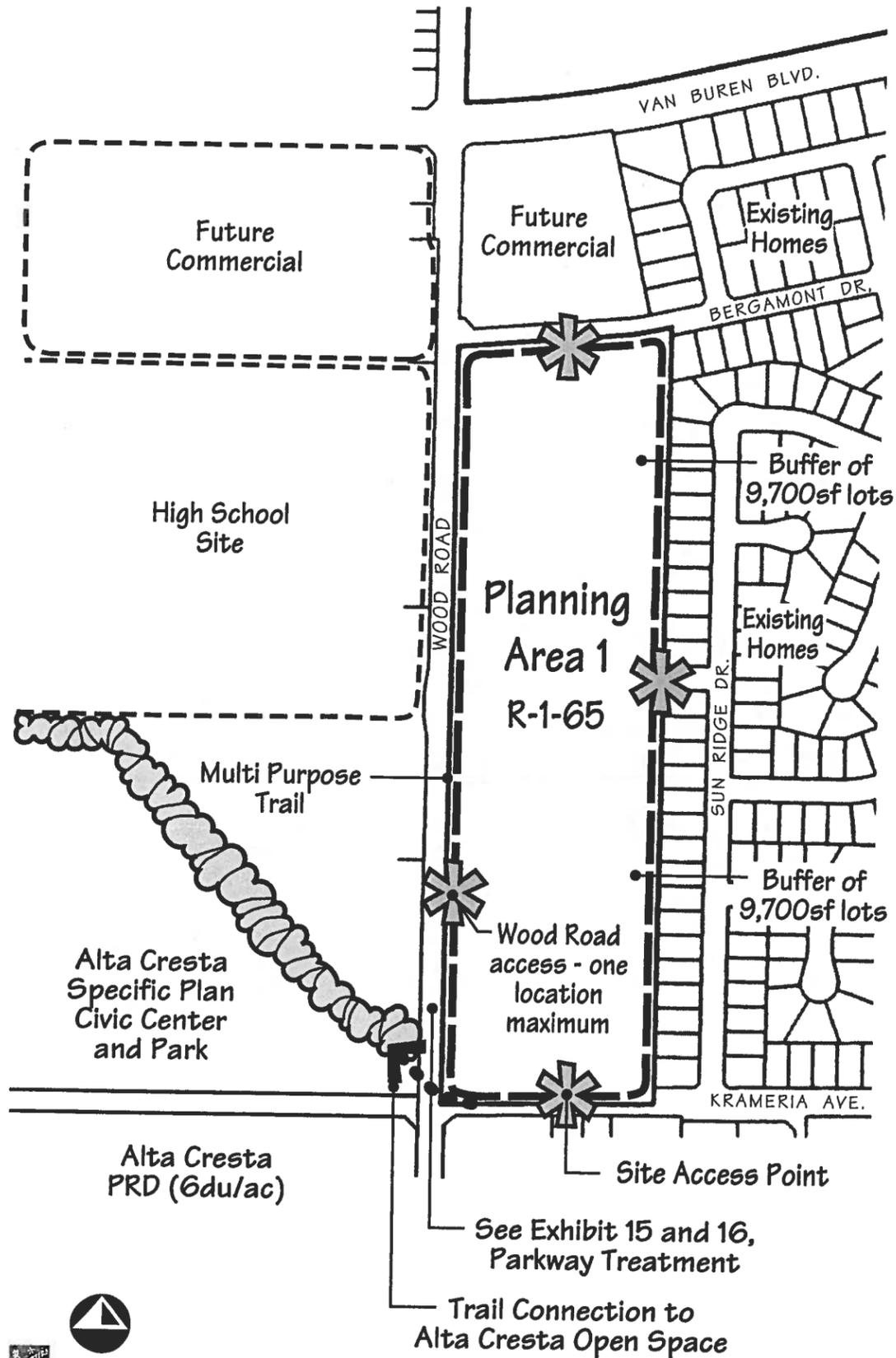
A variety of residential lots are planned for the balance of this Planning Area, with an average density of 2.4 units per acre (excluding the commercial acreage). Up to 95 R-1-125 lots (13,000 s.f. minimum) are planned to back on to Wood Road to provide a buffer across from the larger lots on the west side of the street; two tiers of R-1-100 (10,500 s.f. minimum) lots buffer the R-1-125 lots from the R-1-65 lots with the remainder of the 160 R-1-100 lots proposed in the northern portion of the Planning Area along with 100 R-1-80 units (8,500 s.f. minimum) proposed in the northern portion; and 170 R-1-65 lots (7,000 s.f. minimum) are proposed to wrap around the commercial area and then extend north. A circuitous street pattern will be designed to discourage shortcut traffic patterns through neighborhoods from Trautwein Road to Wood Road.

Wood Road in this Planning Area is proposed to be enhanced with an additional landscape setback varying between 14 and 20 feet, averaging 17 feet, that will allow a meandering multipurpose trail and enhanced landscaping (see Figure 15, Parkway Treatment). Maintenance of this parkway area will be provided through a Homeowner's Association or funded through non-public means subject to approval of the City of Riverside.

A 10-acre net usable future school site within Planning Area 2 will be reserved for Riverside Unified School District. If the school site is not required it may be subdivided into residential parcels consistent with the underlying residential zone without amendment to the Plan. Prior to submittal of a subdivision map within Planning Area 2, the school site shall be identified to the satisfaction of the Planning Department and RUSD. This preliminary submittal shall further show how the 10-acre school site can be developed with residential parcels in the event the school site is not required. As a condition of the future subdivision map for Planning Area 2, the school site shall be reserved for 2 years from the date of map recordation. Details regarding the conveyance of the school site shall be subject to separate agreement between the developer and RUSD.

Pedestrian linkages and entrances from the residential area will be created to connect the homes in this Planning Area with the commercial uses. The commercial center is intended as a pedestrian friendly community focal point as explained in the Design Guidelines in Section III. B. Commercial Guidelines. The commercial center will be designed such that buildings face Trautwein Road, Van Buren Boulevard, and the residential neighborhoods.

Figures 7 and 8, *Planning Area 2 (Residential)* and *Planning Area 2 (Commercial)*, identify the significant features of this Planning Area and outlines the Development Criteria to which it is subject. Plot plan review and approval by Planning Commission of the commercial area will take place prior to or concurrent with the review of the adjacent residential subdivision.



A. Location

Planning Area 1 is located at the northeast corner of Wood Road and Krameria Avenue, in the extreme southwestern corner of the Specific Plan area.

B. Land Use

Acreage:	26.7 acres
Land Use Designation:	RMD
Zoning Designation:	R-1-65
Units (Maximum)	95
Density	3.6 units/acre

C. Access

Access to Planning Area 1 will be taken from four locations: Wood Road, Krameria Avenue, Bergamont Drive, and Bach Way. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria

Uses Permitted

Uses permitted in Planning Area 1 shall conform to the provisions of the City Zoning Code Section 19.10.020 for residential uses. The intended character is single family residential.

Site Development Standards

Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

Minimum Lot Size: 7,000 sq. ft./60' x 100'

Setbacks: 20' (Front)
7.5'/ 10' (Side)
25' (Rear)

Height: 35 feet (2 stories)

Maximum Coverage: 40%

E. Lots Adjacent to Existing Homes

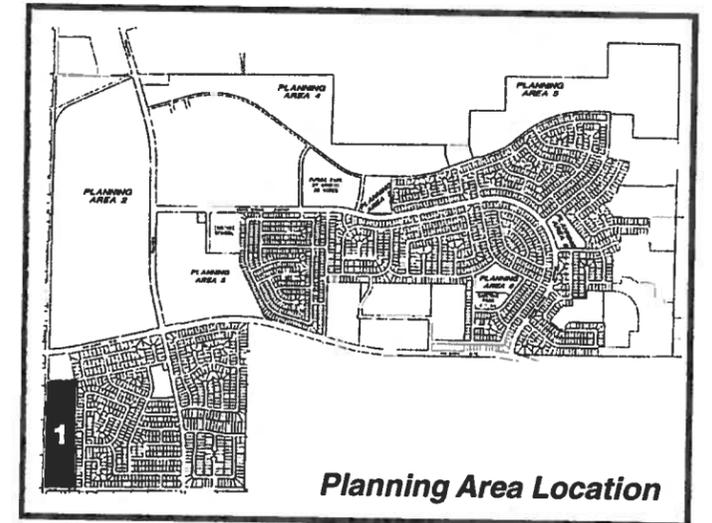
Lots adjacent to existing homes shall be developed to R-1-80 standards except as modified below:

Minimum Lot Size: 9,700 sq. ft.

Minimum Lot Depth: 121 feet

Minimum Rear Yard: 40 feet
Adjacent to existing residences

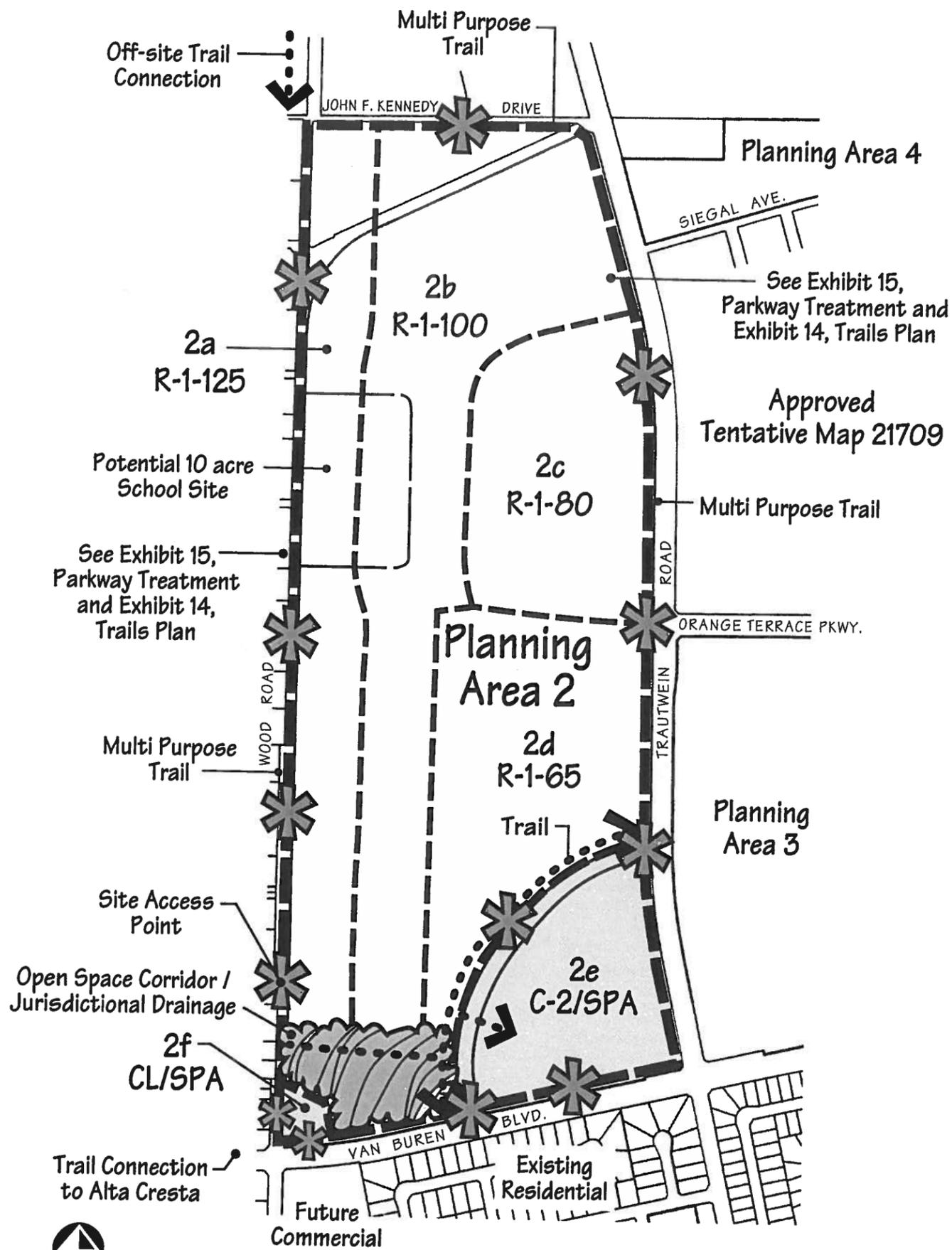
To the extent feasible grading shall be designed such that new lots are at the same grade or lower than existing homes. Final grades shall be determined through the City's subdivision approval process.



ORANGECREST SPECIFIC PLAN
Planning Area 1

Figure 6





A. Location

Planning Area 2 is located at the northeast corner of Wood Road and Van Buren Boulevard, on the extreme western edge of the Specific Plan area. The Planning Area is made up of two subareas: Residential (Subareas 2a through 2d); and Commercial (Subareas 2e and 2f).

B. Land Use

	Area 2a	Area 2b	Area 2c	Area 2d
Acres	49 ac.*	61 ac.	31 ac.	42 ac.
Land Use Designation	RMD	RMD	RMD	RMD
Zoning Designation	R-1-125	R-1-100	R-1-80	R-1-65
Units (max.)	95	160	100	170
Density (max.)	2.3 du/ac.	2.6 du/ac.	3.2 du/ac.	4.0 du/ac.

* Includes 7± acres of open space

C. Access

Access to subareas 2a-2d will be taken from seven locations on Wood Road, Trautwein Road, and JFK Drive. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria

Uses Permitted

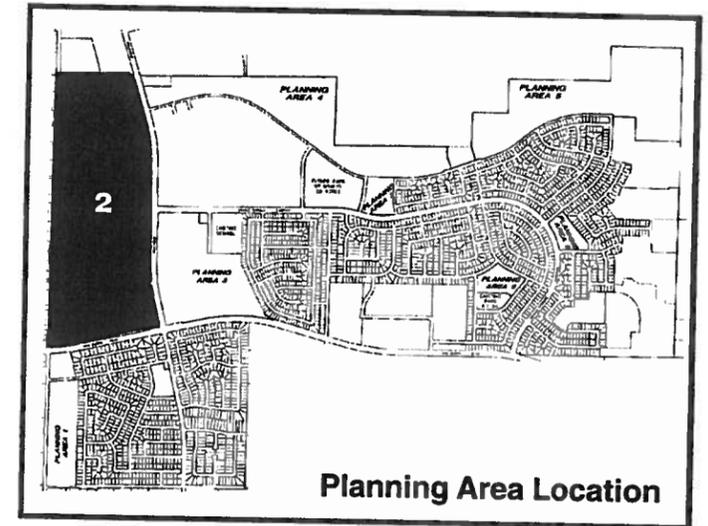
Uses permitted in Planning Area 2 shall conform to the provisions of the City Zoning Code Section 19.10.020 for residential uses. The intended character is single family residential.

Site Development Standards

Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

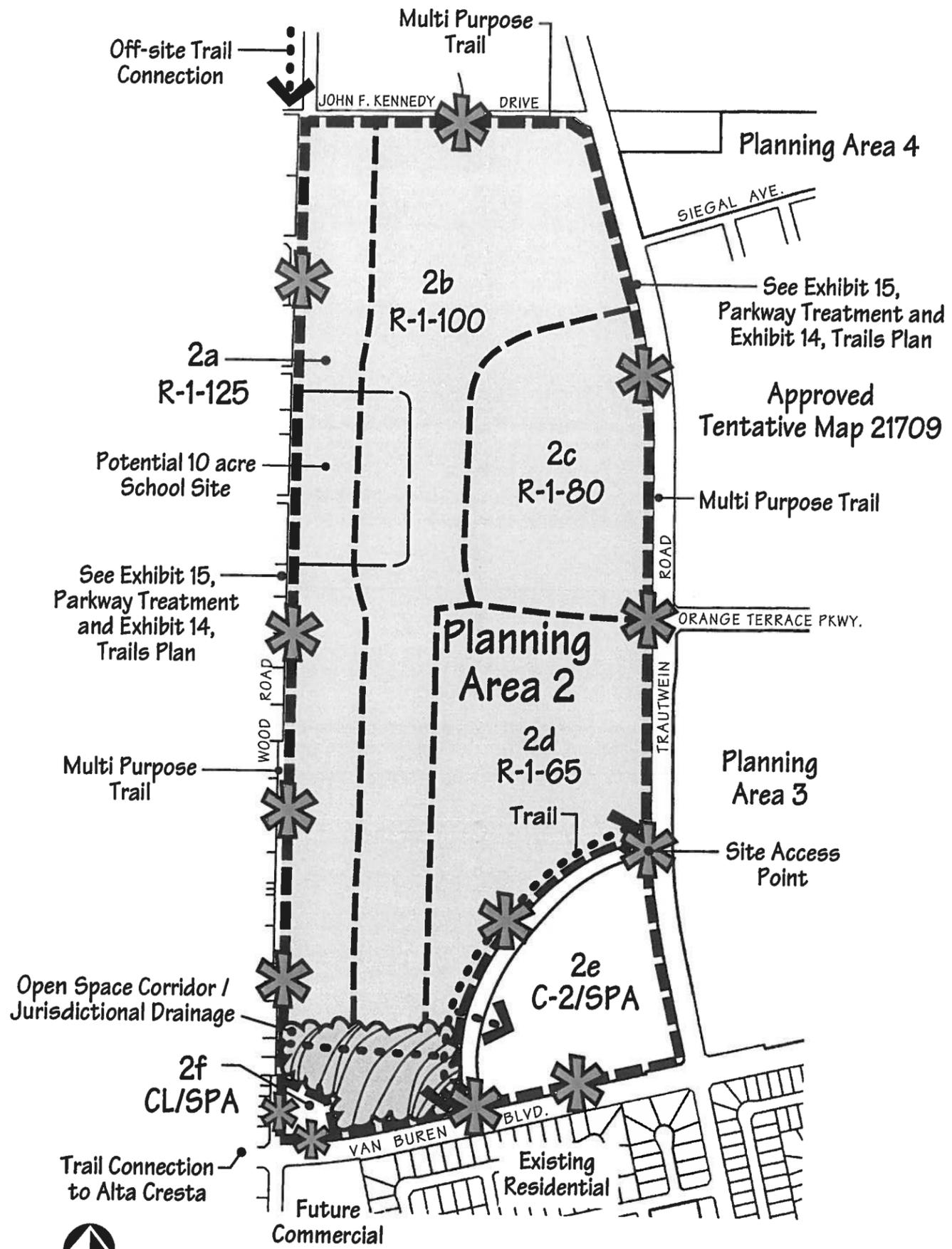
	Area 2a	Area 2b	Area 2c	Area 2d
Minimum Lot Size:	13,000s.f. 100' x 110'	10,500 s.f. 90' x 110'	8,500 s.f. 80' x 100'	7,000 s.f. 60' x 100'
Setbacks:				
Front:	25'	25'	25'	20'
Side:	15'	10'/15'	7.5'/ 12.5'	7.5' /10'
Rear:	30'	25'	25'	25'
	30'*	30'*	30'*	30'*
Maximum Coverage:	30%	35%	35%	40%
Height:	35 feet (2 stories)			

* Rear setback at Wood Road, Trautwein Road and John F. Kennedy Drive for reverse-frontage lots



E. Open Space

A wetland corridor is present within the R-1-100 area of the Planning Area, which has been included within the project design as a ±7.5 acre open space corridor. Once development plans have been prepared, appropriate streambed alteration permits will be obtained, if required. Eventually, the retained water course will be placed in a WC Zone.



A. Location

The commercial portion of Planning Area 2 is located at the southern edge of Planning Area 2. This area is made up of Subareas 2e and 2f.

B. Land Use

	2e	2f
Acreege:	27 acres	2 acres
Land Use Designation:	CBO	CBO
Zoning Designation:	C-2/SPA	CL/SPA
Units (Maximum)	N/A	N/A
Density	N/A	N/A

C. Access

Access to Planning Area 2e will be taken from Trautwein Road and Van Buren Blvd. with access provided from area 2d also. Planning Area 2f will take access from Wood Road and Van Buren Blvd. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria

Planning Area 2e - Uses Permitted

Uses permitted in Subarea 2e shall conform to the provisions of the City Zoning Code Restricted Commercial (C-2) Zone Section 19.34.020, Restricted Commercial Zones are intended for retail businesses. The City Zoning Code allows for any use permitted in the RO, P, C-1-A, and C-1 zones to be a permitted use in a Restricted Commercial Zone.

- Prohibited Uses: The following uses are restricted from use in Subarea 2e:
- (1) Beverage container recycling facility, and;
 - (2) Automobile storage garage, this does not exclude a parking garage.

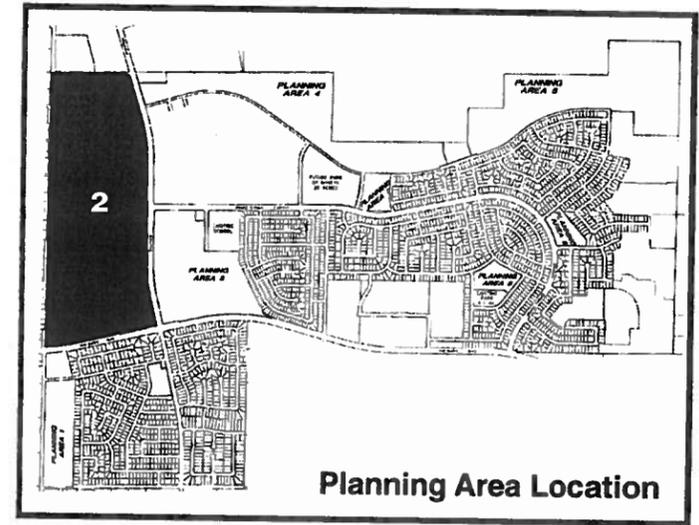
Planning Area 2f - Uses Permitted

Uses permitted in Subarea 2f shall conform to the provisions of the City Zoning Code Commercial Limited (CL) Zone Section 19.32.020. Commercial Limited Zones are intended for offices, limited indoor commercial uses and non-highway-oriented indoor commercial uses. Non-highway oriented special uses are also permitted subject to the granting of a conditional use permit.

Site Development Standards

The following setbacks are required for non-residential properties on Trautwein Road and Van Buren Boulevard, unless a larger setback is required by the underlying zone.

- Minimum Building Setback:** 25 feet
- Minimum Landscape Setback:** 15 feet



The riparian areas set aside as open space in Planning Area 2 shall be incorporated into the residential areas or commercial areas as discussed in Section III A 1 a (5). They will be placed in the WC - Water Course Zone with a conservation easement. These areas will be enhanced with additional plantings and requirements of the US Army Corps of Engineers and the California Department of Fish and Game. In addition to the enhancements required by the agencies, a trail system approved by the City of Riverside Parks Department and consistent with the City of Riverside Trails Master Plan will be integrated into the open space areas. Trail design will be in accordance with Sections S-1, S-2, and S-3 shown in the Trails Master Plan. Exact design of these trails will be reviewed and approved with the City Parks Department at the time of subdivision mapping.

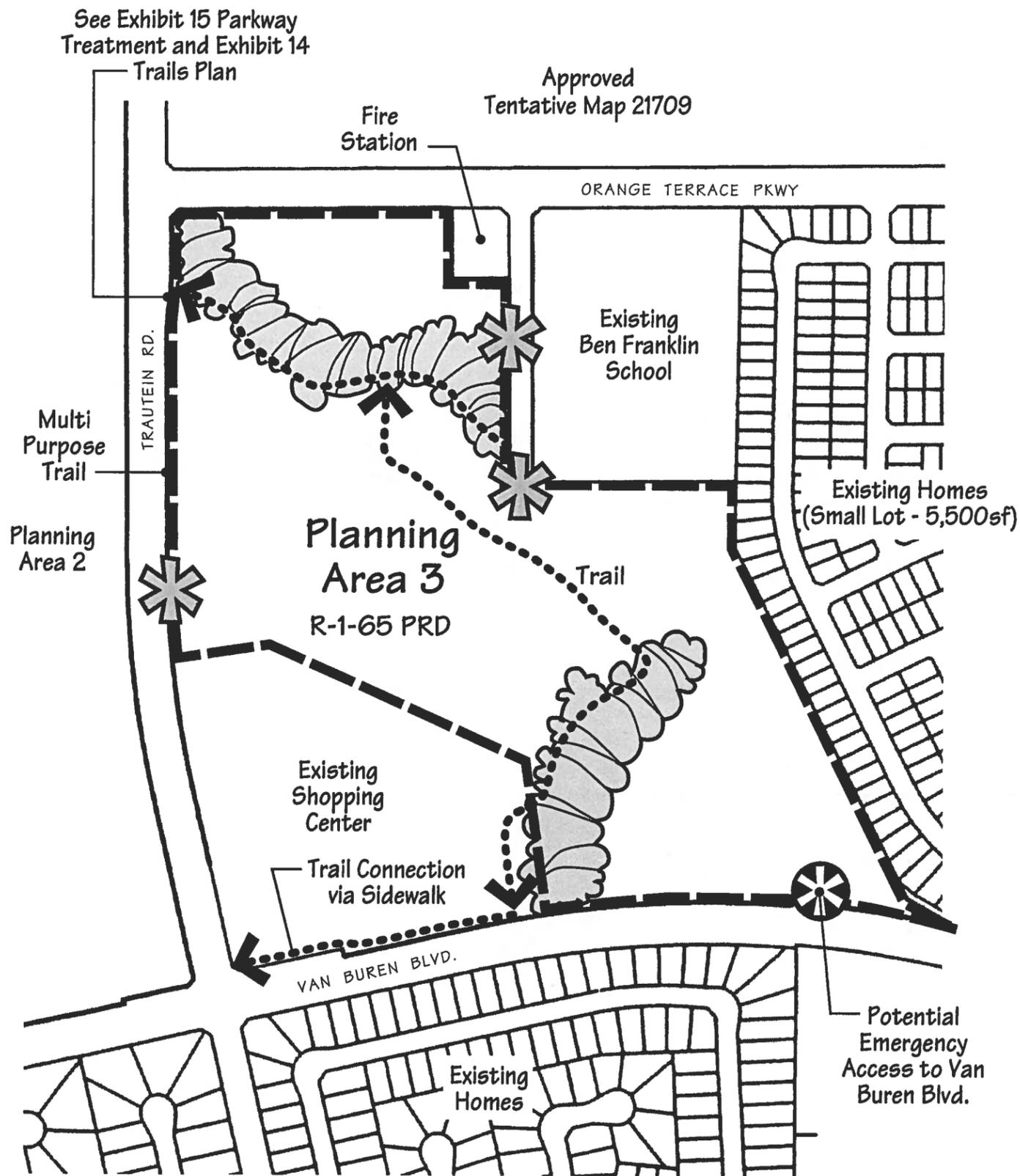
D. Planning Area 3

This Planning Area is proposed to be developed as a Planned Residential Development (PRD) with up to 190 units on the 53-acre site. Common open space and recreational areas shall be developed in accordance with the requirements of Section 19.65.060 of the Riverside Zoning Code and the design guidelines for this Planning Area contained in this document (see Section III, *Community Design*). This common open space will include recreation areas such as tot lots, picnic areas, possible tennis facilities or pool areas, lawn and landscaped areas, as well as the streambed retained in the Planning Area. Open space will be provided for the private use by Planning Area residents, with maintenance provided by a Homeowner's Association. Development in this Planning Area will be subject to Design Review by the City.

Trautwein Road in this Planning Area is proposed to be enhanced with an additional landscape setback of 14 feet, that will allow a meandering multipurpose trail and enhanced landscaping (see Exhibit 15, *Parkway Treatment*). Maintenance of this parkway area will be provided through a Homeowner's Association or funded through non-public means subject to approval of the City of Riverside.

Zoning will be R-1-65 to reflect a reduced density concept with 6,000 square foot minimum lots subject to approval of a Planned Residential Development (PRD). Figure 9, *Planning Area 3*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject. This Planning Area is located between an existing small lot (5,500 sq. ft.) development to the east, and a commercial center to the southwest.





A. Location

Planning Area 3 is located at the northeast corner of Trautwein Road and Van Buren Boulevard in the eastern portion of the Specific Plan area. An existing school and Fire Station are located on the Planning Area's northeastern corner and an existing shopping center on its southwest corner.

B. Land Use

Acreage:	53 acres
Land Use Designation:	RMD
Zoning Designation:	R-1-65 PRD
Units (Maximum)	190
Density	3.6 units/acre*

* Up to 7.3 units/acre are permitted in this zone by the PRD regulations.

C. Access

Access to Planning Area 3 will be taken from three locations: Trautwein Road, and two locations on Silk Oak Drive. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria

Uses Permitted

Uses permitted in Planning Area 3 shall conform to the provisions of the City Zoning Code Section 19.10.020 for residential uses, and Chapter 19.65 for Planned Residential uses. The intended character is single family residential.

Site Development Standards

Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

Minimum Lot Size: 6,000 sq. ft. (60' x 100')

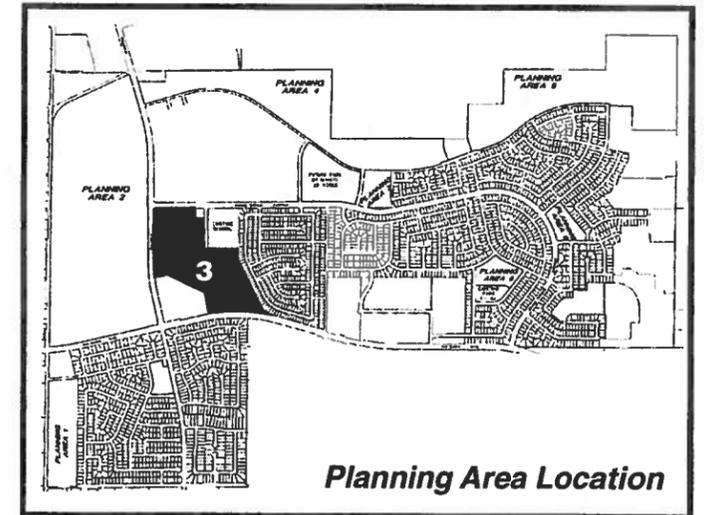
Setbacks: 20' (Front)
7.5'/10' (Side)
25' (Rear)
30' (Rear at Trautwein Rd. and Van Buren Blvd.)

Height: 35 feet (2 stories)

Maximum Coverage: 40%

E. Open Space

Two wetland corridors (totaling approximately 6 acres) are present within the Planning Area, which have been included within the project design as enhanced open space corridors with trails connecting with Trautwein Road and Van Buren Boulevard.



ORANGECREST SPECIFIC PLAN
Planning Area 3

Figure 9



E. Planning Area 4

This 84.7-acre planning area was originally approved as manufacturing park, but was amended to residential uses.

This ±86 acre Planning Area will be developed in accordance with R-1-80 and R-1-65 residential standards. The Planning Area will be developed with a maximum of 261 units on approximately 84.7 acres (density is 3 units per gross acre) yielding lots a minimum of 8,500 square feet in Subareas 4a, b, and c.

The Planning Area is bordered on the north by the approved residential portion of Mission Grove and on the south by approved Tract 21709 containing 532 R-1-65 lots and a 20+ acre community park. An electrical substation is at the northwest corner of the Planning Area. Figure 10, *Planning Area 4*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject.

F. Planning Area 5

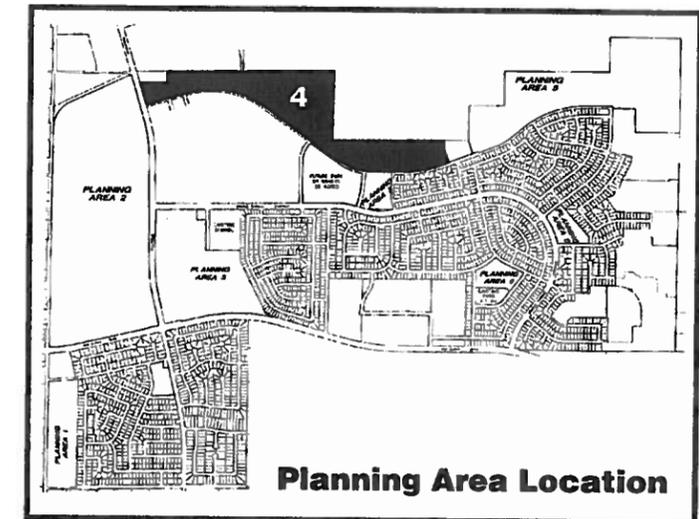
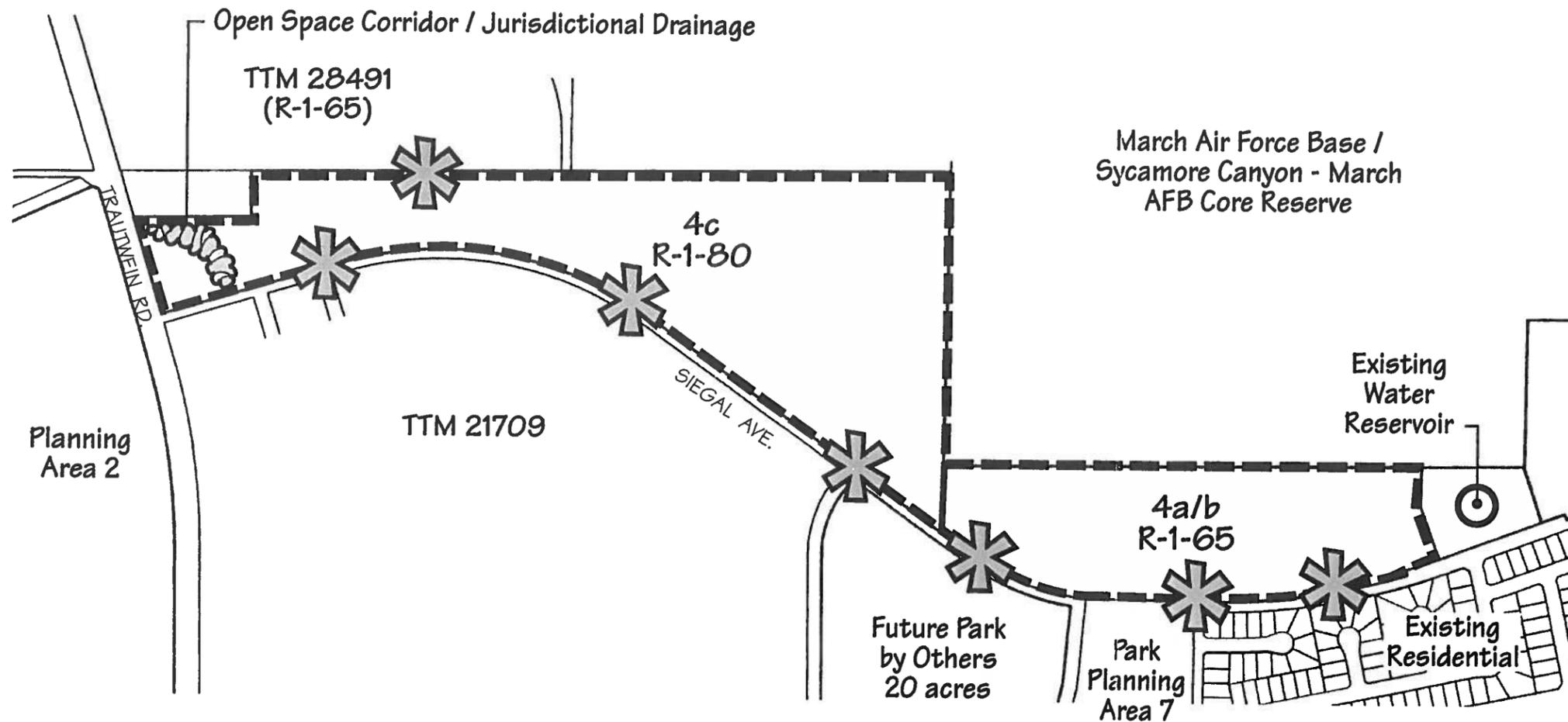
This 100-acre Planning Area was originally approved as manufacturing park, but was amended to residential in 2002.

This ±100.1 acre Planning Area will be developed in accordance with R-1-80 and R-1-65 residential standards. The Planning Area will be developed with a maximum of 260 units on approximately 100.1 acres (density is 2.6 units per gross acre) yielding lots a minimum of 7,000 square feet in Subarea 5a and 8,500 square feet in Subarea 5b. The Planning Area is bordered on the north by March AFB and on the south by existing (Tract 22275 and Tract 22653) residential developments.

Siegal Avenue, the southerly boundary of Planning Areas 4 and 5, is presently planned for special treatment due to the previous industrial designation of those Planning Areas. Tract 21709, an approved tentative map and Tract 22275 which is constructed, backup to Siegal Avenue. The amended plan provides that lots will front or side on Siegal Avenue. Alternatively, lots will be allowed to back up to the street if a Homeowner's Association is formed for the maintenance of the backup area.

Previously, this Planning Area was designated for industrial use. The designation was provided as a buffer from the weapons storage area of March AFB. With the change in mission several years ago and the recent base conversion, that buffer is no longer necessary. Figure 11, *Planning Area 5*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject.





A. Location

Planning Area 4 is located north of Siegal Avenue and east of Trautwein Road, in the extreme northern portion of the Specific Plan area. March Air Force Base is located to the north and east.

B. Land Use

Acres: 84.7 acres
Land Use Designation: RMD
Zoning Designation: R-1-80 / R-1-65
Units (Maximum): 261
Density: 3 units/acre

C. Access

Access to Planning Area 4 will be taken from seven locations along Siegal Avenue and to the tract to the north. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria - Residential

Uses Permitted

Uses permitted in Planning Area 4 shall conform to the provisions of the City Zoning Code Section 19.10.020 for residential uses. The intended character is single family residential.

Site Development Standards

Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

Minimum Lot Size:
 Planning Area 4a/b (R-1-65): 8,500 sq. ft./80' x 100'
 Planning Areas 4c (R-1-80): 8,500 sq. ft./80' x 100'

Setbacks: 20' (Front)
 7.5'/10' (Side)
 25' (Rear)

Height: 35 feet (2 stories)

Maximum Coverage: 40%

E. Open Space

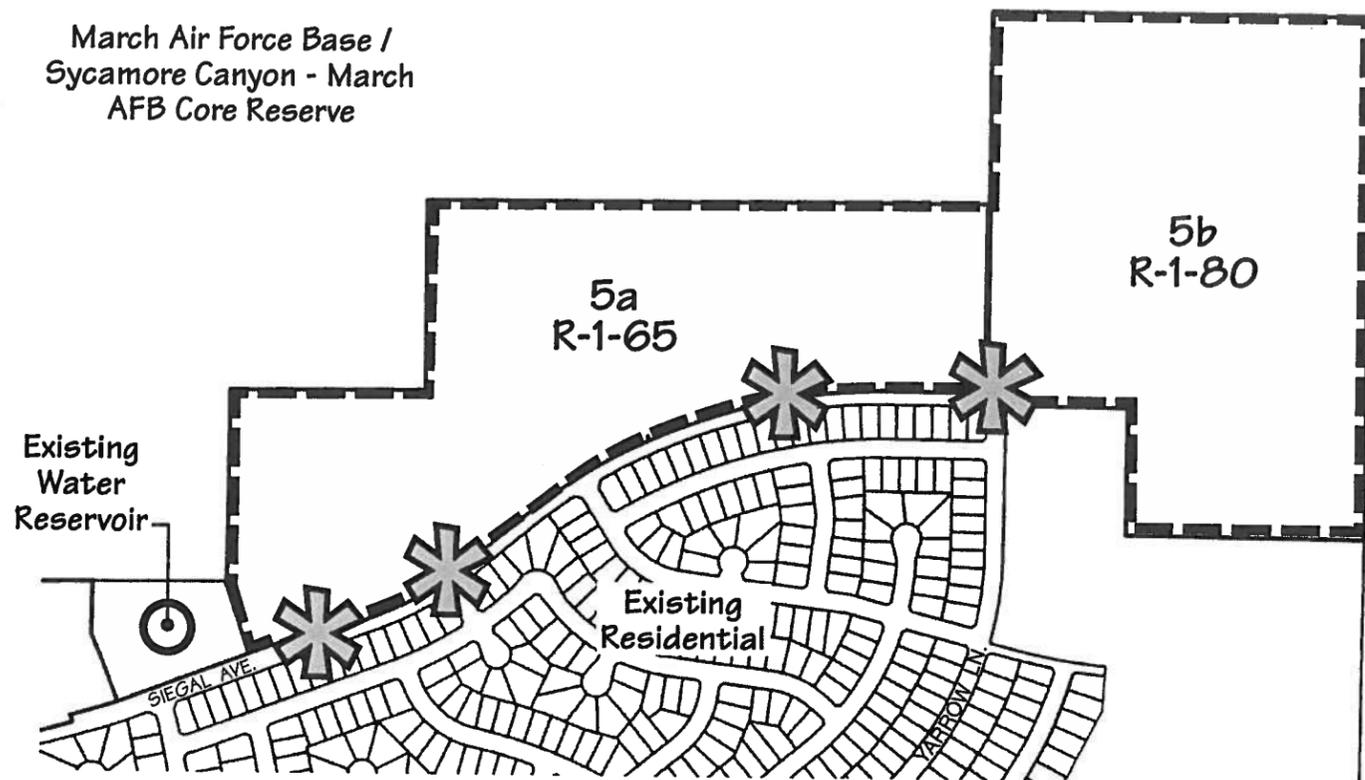
A 0.56 acre open space/wetland corridor is present within Planning Area 4c, planned for R-1-80 residential uses. Permits have been obtained from regulatory agencies for this drainage, and any development within this area must be in accordance with the terms and conditions of these permits.

As amended June 2002



6-03 JN 10-101524-10330

March Air Force Base /
Sycamore Canyon - March
AFB Core Reserve



A. Location

Planning Area 5 is located north of Siegal Avenue, in the extreme northern portion of the Specific Plan area. March Air Force Base is located to the north and west.

B. Land Use

Acres: 100.1 acres
Land Use Designation: RMD
Zoning Designation: R-1-80 / R-1-65
Units (Maximum): 260
Density: 2.7 units/acre

C. Access

Access to Planning Area 5 will be taken from four locations on Siegal Avenue. The symbols depicting Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the subdivision stage.

D. Development Criteria

Uses Permitted

Uses permitted in Planning Area 5 shall conform to the provisions of the City Zoning Code Section 19.10.020 for residential uses. The intended character is single family residential.

Site Development Standards

Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

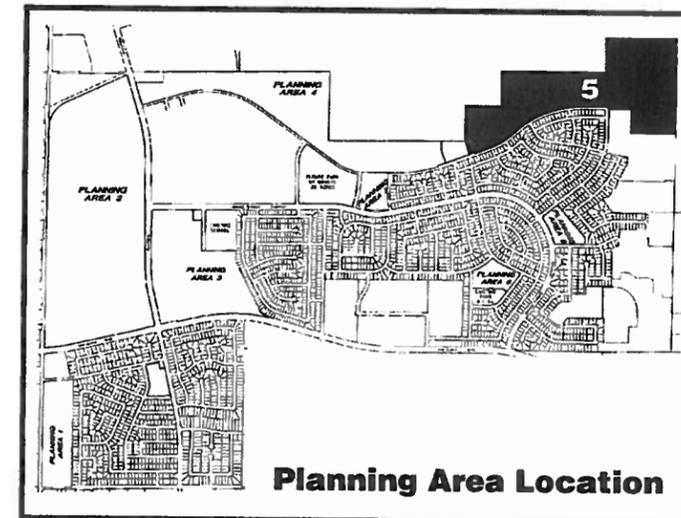
Minimum Lot Size:

Planning Area 5a (R-1-65): 7,000 sq. ft./60' x 100'
 Planning Area 5b (R-1-80): 8,500 sq. ft./80' x 100'

Setbacks: 20' (Front)
 7.5'/10' (Side)
 25' (Rear)

Height: 35 feet (2 stories)

Maximum Coverage: 40%



As amended June 2002



6-03 JN 10-101524-10336

02-2879
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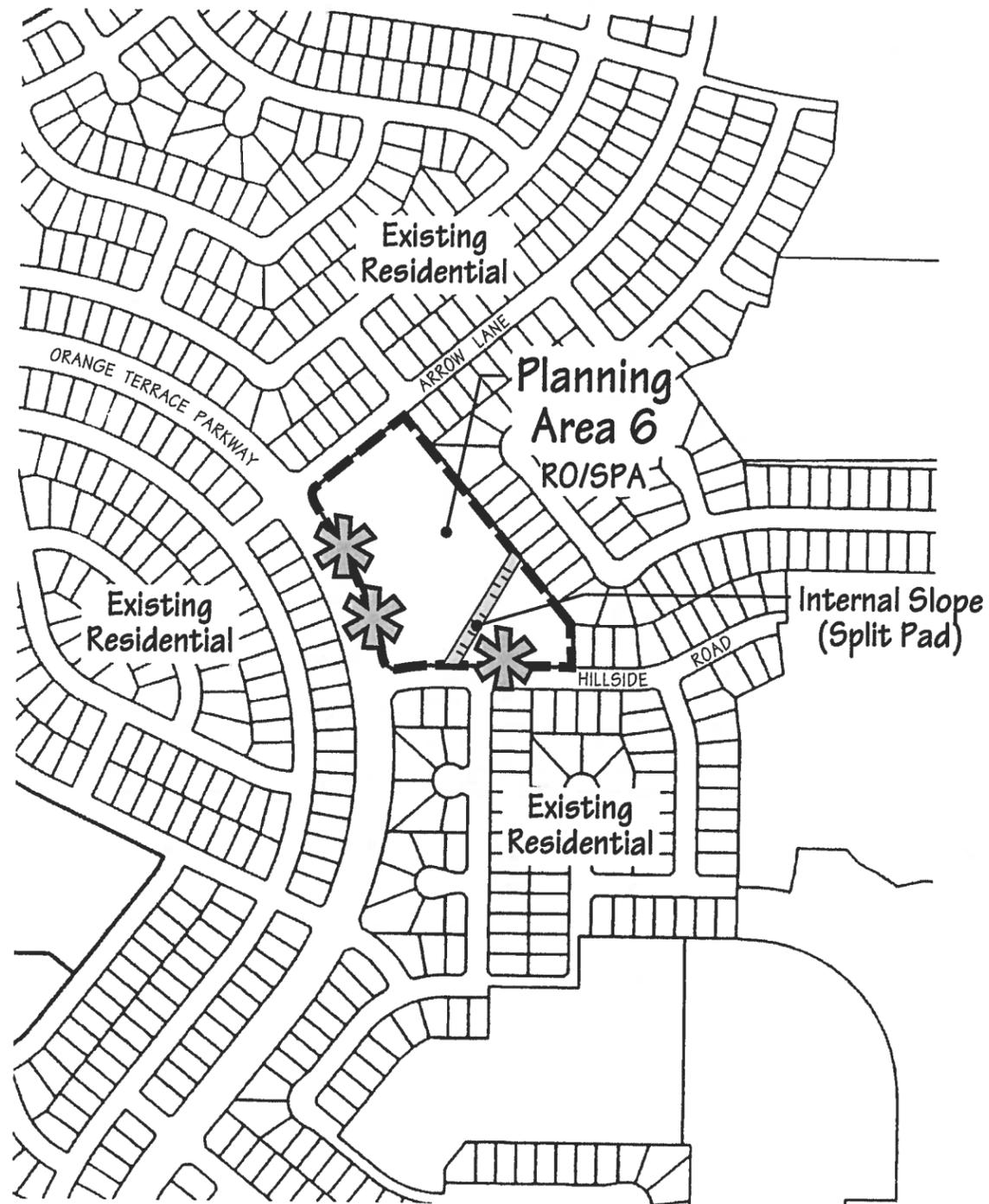
G. Planning Area 6

Planning Area 6 was originally approved as a commercial site (C-1), with a potential mini-market and gas station, but was amended in 1998 to change this use to Restricted Office/Specific Plan (RO/SPA) to provide uses which are more compatible with the surrounding neighborhoods. These uses could include day care, churches, private schools, convalescent care, or restricted office, such as professional or medical offices. No building elevation within this Planning Area shall exceed 1,759' above mean sea level, except that architectural projections shall be allowed to exceed this by five feet. Uses permitted in this Planning Area will conform to the provisions of the City Zoning Code Restricted Office Zone (Section 19.20.020). Figure 12, *Planning Area 6*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject. This zone is intended for professional offices. The following uses shall be prohibited in this Planning Area:

- ❖ Restaurants, including the sale of alcoholic beverages;
- ❖ Heliports and helistops; and
- ❖ Commercial radio and television transmitting and/or receiving stations.

H. Planning Area 7

This Planning Area is proposed as a 7.5-acre park site and 0.5-acre library site. This planning area was originally proposed to contain a school site. The proximity of two recently constructed elementary schools has reduced the need for an additional school site and the District has decided that this area should not be reserved for a school site. Figure 13, *Planning Area 7 and 8*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject.



A. Location

Planning Area 6 is located east of Orange Terrace Parkway in the eastern portion of the Specific Plan area.

B. Land Use

Acres: 8.0 acres
Land Use Designation: Low Rise Office (17 / OLR)
Zoning Designation: RO / SPA

C. Access

Access to Planning Area 6 will be taken from three locations: two locations on Orange Terrace Drive and one on Hillside Road. The access arrows depiction Planning Area entrances are conceptual in nature. The actual location and number of access points will be subject to City review and approval at the site plan stage.

D. Development Criteria

Uses Permitted

Uses permitted in Planning Area 6 shall conform to the provisions of the City Zoning Code Section 19.20.020 for Restricted Offices uses, as further defined below. Uses could include daycare, churches, private schools, convalescent care, or restricted office uses such as professional or medical offices.

The following uses shall be prohibited in this Planning Area:

1. Restaurants, including the sale of alcoholic beverages;
2. Heliports and helistops; and
3. Commercial radio and television transmitting and/or receiving stations.

Site Development Standards

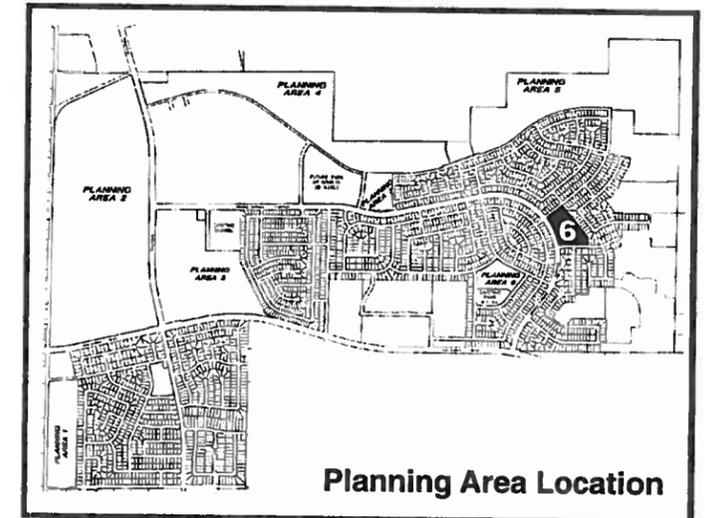
Except where noted, the following standards are those defined by the City Zoning Code. Please refer to the Zoning Code for full requirements.

Minimum Lot Size: 8,000 sq. ft./65' x 100'

Setbacks: 15' (Front)
 5' (Side); 10' (Side at Street)
 10' (Rear)

Height: Height shall not exceed elevation 1,759' (measured from mean sea level). Architectural projections may exceed this height limitation by 5 feet.

Maximum Coverage: 60%



Planning Area Location

Grading: Prior to issuance of the necessary grading permit, the following shall be required:

1. The grading plan be revised to indicate 3:1 slopes for the on-site rear yard slopes adjacent to Lots 1 and 41 through 49 and 92. (2.5:1 slope ratio will be acceptable for the rear yard slopes in the event that buried rock conditions prevent 3:1 slopes.)
2. The grading plan be revised subject to Planning Department review and approval to indicate a 6-foot-high solid block wall along the easterly property line.
3. The applicant shall submit landscaping and irrigation plans for the rear yard slopes proposed on adjoining Lots 41-49 for Planning Department review and approval.
4. The applicant shall submit an enhanced interim erosion control program for Public Works Department review and approval.



I. Planning Area 8

This Planning Area is proposed as a public park site on approximately 8.5 acres. This Planning Area, which adjoins Thundersky Park to the south, was originally planned as a school site. The School District elected to purchase land and build the Rivera Elementary School just to the west of the Planning Area. The District has indicated that the Planning Area 8 is no longer needed for school purposes. Figure 13, *Planning Area 7 and 8*, identifies the significant features of this Planning Area and outlines the Development Criteria to which it is subject.

J. Tract 19958

The first phase of the Specific Plan was completed under Tract 19958, consisting of 383 single-family units located southerly of Van Buren Boulevard and easterly of Wood Road. This phase also includes a 5-acre park site which has been completed and dedicated to the City. Cole Road was constructed southerly from Van Buren Boulevard to connect with Krameria Avenue. Full street improvements were installed for Cole Road from Van Buren Boulevard to the southern boundary of the park site and half-street improvements from the park site to the southern project boundary. Half street improvements will be accomplished for Krameria Avenue from Cole Road to the east boundary of Phase 1 and for Van Buren Boulevard, westerly, from Wood Road to the east boundary of Phase 1.

All necessary infrastructure was installed in conjunction with tract construction.

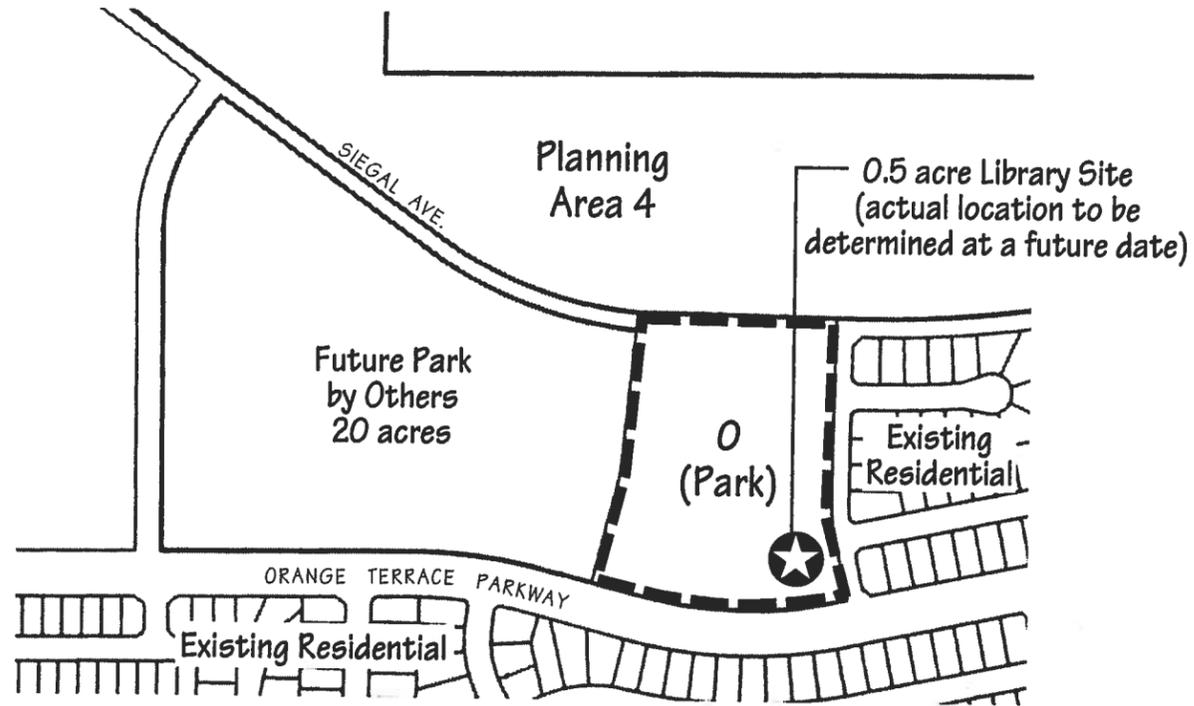
K. Tract 20393

The second phase was contained within Tract 20393 of 438 residential units. These units are single family detached units on 5,000 square foot lots.

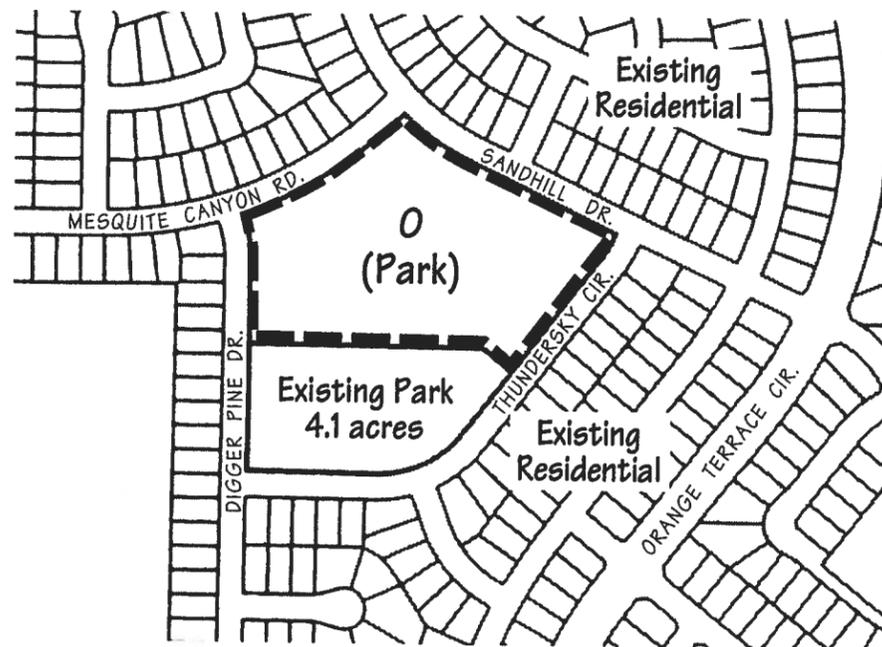
All interior streets and utilities were fully constructed within the subdivision. Half street improvements were installed on Barton Street north from Van Buren Boulevard to Orange Terrace Parkway.

Half street improvement were completed for Orange Terrace Parkway from Trautwein Road easterly to Barton Street, and for Van Buren Boulevard, easterly from Phase 1 to Barton Street.

A traffic signal was constructed at the intersection of Barton Street and Van Buren Boulevard during this phase. The fire station site was dedicated at this time. Dedication and improvements of the 10-acre school site was also completed at this time.



Planning Area 7



Planning Area 8

A. Location

Planning Area 7 is located north of Orange Terrace Parkway in the northern portion of the Specific Plan area. Planning Area 8 is located internal to the built-out residential portion of the Specific Plan Area, to the west of Orange Terrace Parkway.

B. Land Use

	PA 7	PA 8
<i>Acreage:</i>	8.0 acres	8.5 acres
<i>Land Use Designation:</i>	Public Park	Public Park
<i>Zoning Designation:</i>	0 (Official)	0 (Official)
<i>Units (Maximum)</i>	N/A	N/A
<i>Density</i>	N/A	N/A

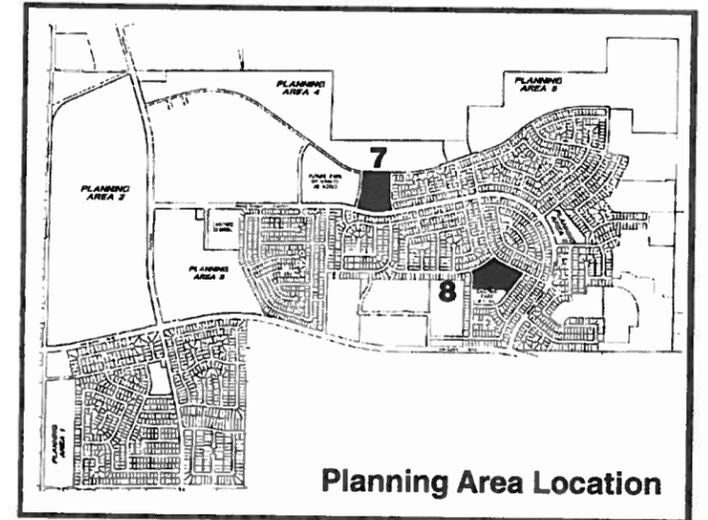
C. Access

Access to Planning Areas 7 and 8 will be taken from adjacent streets.

D. Development Criteria

Uses Permitted

Uses permitted in Planning Area 7 and 8 shall conform to the provisions of the City Zoning Code Section 19.60.020 for Official uses. The intended character is neighborhood park.



L. Tract 21638

This map extended the project southwesterly, and included lots that were 7,000 square feet in size.

This map completed the development of the project south of Van Buren Boulevard except for Planning Area 1 and a commercial site at the corner of Van Buren Boulevard and Wood Road. Extension of water, sewer and road facilities to accommodate this development was necessary.

Street improvements for Tract 21638 included completion of half street improvements on Krameria Avenue, half street improvements on Cole Road between Krameria and Van Buren Boulevard, complete improvements on Bergamont inside the tract and half street improvements on Bergamont from the tract boundary to Wood Road.

M. Tract 21709

This map proposes a residential density of 3-5 units per acre totaling 504 lots. The 20-acre community park site will be dedicated and initial construction shall begin during this phase. It is anticipated that the first phase of the 20-acre park will be completed prior to June, 2000. In addition to full improvements to all interior streets, Orange Terrace Parkway is now completed from the eastern park boundary to Trautwein Road, a half width of a 66 foot industrial street will be constructed along the northern boundary of the phase between the eastern park boundary and Trautwein Road, and a half-width of Trautwein Road will be constructed between Orange Terrace Parkway and the northern project boundary. Further widening of Trautwein Road may become necessary with latter development. The extent of any additional improvements to Trautwein Road, beyond half-width improvement, will be evaluated with each phase of development.

N. Tract 21834

This map is located easterly of the previous development. A 4-acre park facility was completed and dedicated.

A total of 600 single-family lots were constructed for this tract. Product types within this phase are single-family detached units on 7,000 square foot lots.

Traffic signalization at the Van Buren/Orange Terrace Parkway and Van Buren/"B" Street intersections was accomplished. Off-site street improvements on Trautwein to Alessandro Boulevard, and the signalization of that intersection was completed during this phase. "B" Street and Barton Street improvements was also completed during this phase between Orange Terrace Parkway and Van Buren Boulevard.

Half-width improvements were made to Orange Terrace Parkway linking Trautwein Road and Van Buren Boulevard through the project.

O. Tract 22653

This map, located at the easterly project boundary, is totally devoted to single-family residences in conformance with conventional R-1-65 standards. There are 720 single-family lots proposed under this map.

Completion of sewer transmission mains, lift station and force mains will be accomplished as needed.

P. Tract 22275

This map includes 536 lots designed to meet R-1-65 zoning standards. Also, all street improvements for Orange Terrace Parkway, were completed under this map.

Q. PM 28353

This is an approximately 15-acre site at the northeasterly corner of Van Buren Boulevard and Trautwein Road. It involves an approximately 120,000 square foot commercial center anchored by a grocery store with other neighborhood-oriented uses.



III. COMMUNITY DESIGN

III. COMMUNITY DESIGN

A. Residential Guidelines - Planning Areas 1, 2, 3, 4 and 5

The Orangecrest Design Guidelines have been prepared to articulate the intended character of the Orangecrest Specific Plan and to respond to the requirements of the City of Riverside Zoning Code and General Plan.

The purpose of the guidelines is to establish a flexible design framework and criteria which developers and designers of the community will use as a guide to new development. These guidelines will assure developers within the Orangecrest Specific Plan area and the City of Riverside that individual improvements will conform to a high standard of design, ensure compatibility with the surrounding community, and enhance the overall image of the City of Riverside.

The guidelines consist of two sections:

- ❖ General Residential Guidelines; and
- ❖ Planned Residential Development (PRD) Guidelines.

Incorporation of elements of each of the guideline sections will promote attractive stable residential neighborhoods and inviting business park/commercial land use plans. The following guidelines are not intended to be used as a checklist, but much like a plant palette where there are a range of possibilities and combinations, which could vary widely. If variation from the following guidelines is requested, it should be considered appropriate and acceptable when it contributes to the overall enhancement of the community.

The Orangecrest Design Guidelines will be implemented by the Master Developer through a Master Homeowners Association. City Design Review staff review of single-family residential developments is required to assure consistency with the project Design Guidelines.

1. General Residential Guidelines - Planning Areas 1, 2, 3, 4, and 5
 - a. Site Planning Guidelines - Site planning should consider buildings, roads, neighborhood entries and parking lot locations with respect to the community design elements. The successful integration of the community design elements and individual neighborhoods will enhance the visual experience, promote a sense of place and improve the quality of life for its residents. The following guidelines pertain to the site planning of the project's residential neighborhoods.

The Orangecrest community provides a variety of housing types and densities which relate to the physical conditions of the site. The overall character of residential development within Orangecrest is predominantly single-family. It is intended that design and structures be compatible with surrounding natural and man-made features.

(1) Mix and Placement of Lots

The existing Orangecrest subdivision contains lots which range from 5,500 sf minimum lots up to 12,000 sf lots. Orangecrest Specific Plan Amendment No. 2 will provide additional homes consistent with the existing lot mix. These lot sizes will exist in groupings of individual neighborhoods throughout the project.

(2) Preservation of Existing Mature Trees

Preservation of existing mature trees should be considered during development of the project. The mature native trees in some of the existing drainage areas will be retained to the extent feasible, and additional native trees added as part of any enhancement landscape program.

(3) Placement of Dwelling Units on Individual Lots

Dwelling units should be placed on individual lots. All homes in Orangecrest are on individual lots for fee simple ownership.

(4) Provision of Neighborhood Amenities

The development should provide neighborhood amenities (neighborhood entrance treatments, landscaping, and passive open spaces). These amenities will be maintained privately, through a Homeowners' Association. Guidelines to this effect are as follows:

- ❖ An entry monument shall be provided at primary community entries and may include community theme walls, signage and accent landscaping, and lighting. All signage is subject to the City's sign permit requirements (Chapter 19.76 of the City Zoning Code) and the City's Design Review requirements.

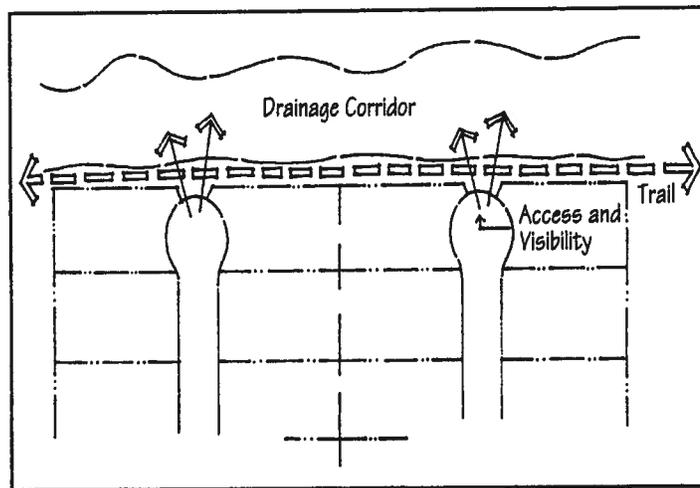


- ❖ A varied streetscape is desirable. This can be achieved by using several different floor plans, and varied locations of garage and unit entry.
- ❖ Major neighborhood entries shall include expanded areas of landscaping.

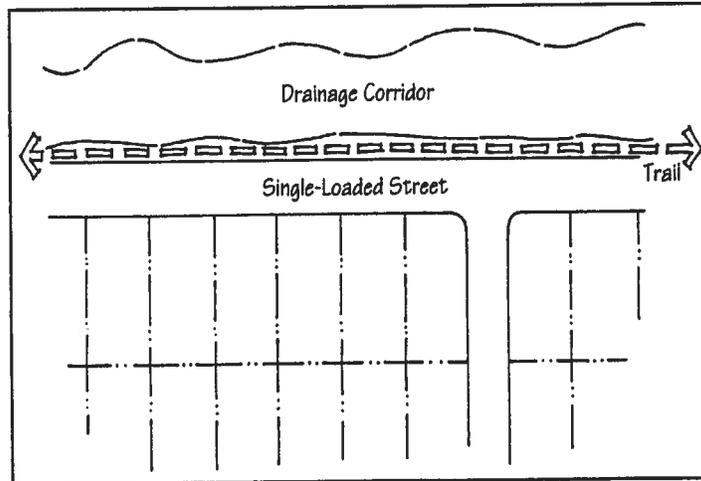
(5) Treatment of Drainage Courses and Drainage Structures

Some drainage courses located throughout the project have been retained in natural open space. The riparian areas set aside as open space will be separate lots and placed in a WC - Water Course Zone with a conservation easement. These areas will be enhanced with additional plantings and requirements of the US Army Corps of Engineers and the California Department of Fish and Game. Maintenance of these areas will be provided through a Homeowner's Association or funded through non-public means subject to approval of the City of Riverside. The interface of these open space areas and residential subdivisions will be designed to maximize surveillance and visibility. Ways of designing safe transitions to open space include:

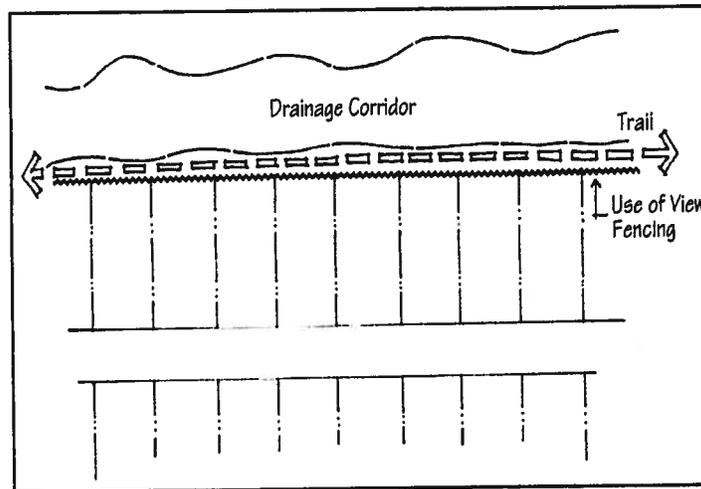
- ❖ Use of cul-de-sacs which open onto open space areas for access and surveillance;



- ❖ Use of single-loaded streets to allow an open edge to the open space; and



- ❖ Use of view fencing at rear yards to increase visibility.



- ❖ Access to the open space areas via multi purpose trail system.

(6) Treatment of Walls and Fences

- ❖ Walls of consistent material and design should be used along the perimeter of the residential area. Variety is encouraged for private walls located in interior lots. All wall designs should be compatible with adjacent architecture;
- ❖ Walls without material texture and interest are discouraged.

- ❖ Plaster or stone masonry are encouraged with careful consideration to color, texture and joining of the stone. High quality wood fencing may be provided between residential lots;
- ❖ Walls adjacent to any public streets should be of solid masonry construction, should compliment the architecture it adjoins in form, materials and color. In addition, walls shall incorporate wall caps, columns and shadow blocks to add interest and relief. Long continuous flat walls are not permitted;
- ❖ The use of landscaping should be encouraged to “break up” the walls; and
- ❖ Where cul-de-sacs create the opportunity for views, open view fencing with low masonry walls will be encouraged.

(7) Provision of Parking for Visitors

- ❖ Provision of parking for visitors will be provided on private driveways or on the public streets within the project area.

(8) Other Amenities Unique to the Project

- ❖ Pedestrian access around and through the project is encouraged. The project has been planned to link to the City and County trail system. Pedestrian access to the trail system is provided from the residential neighborhoods;
- ❖ A multipurpose trail system has been designed throughout the project. These trails will be designed in accordance with the City of Riverside Trails Master Plan Sections S-1, S-2, and S-3.

- b. Dwelling Unit Placement Guidelines - Sensitive placement of residential units contributes to the overall quality and livability of the development. The following guidelines address this unit placement. Section D, Building Architectural Form, also addresses some of these issues.

(1) Varied Streetscape

- ❖ Front elevations for dwelling units should be varied to create an interesting streetscape;
- ❖ Long continuous rows of identical houses shall be minimized; and
- ❖ Garage facades will be varied to minimize their monotony.

(2) Interruption of Straight Streets

The use of cul-de-sacs and loop streets are encouraged to create small neighborhoods within the community of Orangecrest.

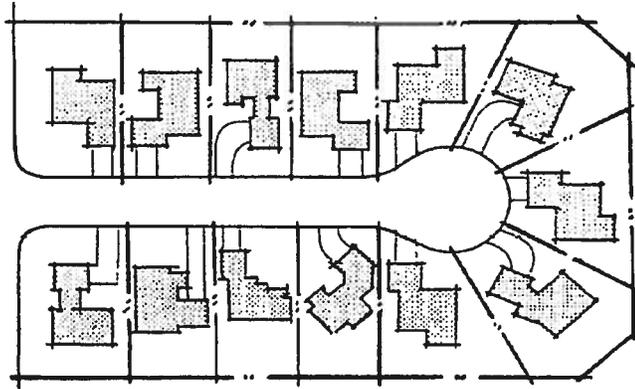
(3) Orientation of Dwelling Units

Orientation of dwelling units on lots to maximize sunlight on each unit. Generally, houses will be sited in a manner that will:

- ❖ Maximize outward views from each unit's living spaces;
- ❖ Retain or enhance vistas, particularly those as seen from public places;
- ❖ Use landscape plant materials as a backdrop for structures; and
- ❖ Maximize the sunlight on each unit. A variety of residential building orientations will be provided, giving home buyer the option of choosing north/south or east/west home orientation.

(4) Varied Garage Placement

Varied garage placement to encourage side entry garages should be accommodated where feasible. The Orangecrest residential types are based upon a lot width which could in most areas accommodate side entry garages. Garage facades will be varied to minimize their impact.



Varied Garage Placement and Orientation

(5) Orientation of Homes

- ❖ Houses should be oriented towards views of open space and away from views of adjoining land uses where feasible.
- ❖ Houses should be oriented to maximize privacy between neighbors.

c. Landscape Architecture/Site Amenity Guidelines

(1) Streetscape Landscaping

- ❖ Streetscape landscaping should be provided which enhances the residential neighborhoods.

(2) Wall and Fence Treatments

- ❖ Planting strips should be encouraged along frontal structural walls, starting from the entry way and leading into the side yard;
- ❖ Low shrubbery should be encouraged in certain areas as a screen for man-made elements such as walls, parts of fences, and front yard utility boxes; and
- ❖ Low and high walls should be used to define courtyards, patios and entries;

d. Building Architectural Form

(1) Facade and Roof Articulation

- ❖ Each neighborhood shall feature a mixture of roof orientations, consisting of either the gable side facing the street or the gable side facing an adjacent lot;
- ❖ Home frontages should feature varying degrees of building articulation, such as nooks, entry ways, garage protrusion, overhangs, and roof planes;
- ❖ The front, side, and rear elevations of homes visible from major circulation corridors should be carefully detailed;
- ❖ Multiple facades, roof lines and/or materials treatments should occur along individual streets; and
- ❖ Individual neighborhoods within Orangecrest should employ the use of roof and facade articulation techniques to create visual interest and scale. This is particularly important for structures located adjacent to major circulation corridors or the trails system in order to present interesting views along these publicly utilized areas.
- ❖ The following “menu” of techniques can be used to accomplish facade articulation:
 - Varied building facades;
 - Varied roof planes;
 - Entry and window insets;
 - Architectural projections;
 - Addition of window and door trim systems;
 - Second story step-backs and/or decks;
 - Creation of multiple roof planes;
 - Contrasting facade materials;
 - Garden walls; and
 - Yard trees.
- ❖ The following Roofscape Elements can be used to add interest to roof elements:
 - Simple gable; hip or shell roofs;
 - Deep roof overhangs especially at openings;

- Variation in ridgeline heights and offset roof planes create an interesting roofscape;
- Use of architectural elements such as chimneys accentuate roof forms;
- Roof materials should be clay tile, concrete tile, or slate;
- Roof colors should be subdued with low key colors; and
- Exposed heavy roof support beams should be carved or softened.

(2) Variety of House Designs and Elevations

- ❖ Entries, entry yards, walks, entry walls and other hardscape elements can be used to vary the appearance of a structure as viewed from the street;
- ❖ Variations and distinct features in building facades can create both visual interest and facilitate homeowner's recognition of their own home and street.
- ❖ Balconies and porches are strongly encouraged to articulate and reduce mass, and provide shadow relief;
- ❖ Any projections should be simple and bold;
- ❖ Cylindrical or square columns are encouraged; and
- ❖ Arch or column supports of balconies can be used as entry elements where possible.

(3) Mix of One- and Two-Story Structures

- ❖ Where possible, a mixture of one- and two-story homes is encouraged.

(4) Building Materials

- ❖ Exterior finishes of dwelling units and structures should blend in with natural surroundings;



- ❖ Several color schemes should be provided for similar elevations to provide variations and interest;
- ❖ Clay and concrete tile from buff to terra cotta color are encouraged;
- ❖ Wrought iron and rough sawn wood may be used for accent;
- ❖ Brick, tile and stone are encouraged as paving and wall accents; and
- ❖ Patio trellises, pergolas and other wood trim are encouraged;
- ❖ Wood fences shall not be allowed along street frontages.

(5) Screening of Air Conditioners and Other Equipment

- ❖ Mechanical equipment such as gas meters, air conditioning and heating equipment shall be screened from view, in compliance with uniform mechanical code;
- ❖ All antennas are restricted to the attic or interior of the residences with the exception of ground mounted satellite dish antennas. No ground mounted antennae are permitted in the front yards of residences. (note: ground mounted antennae are permitted in the side and rear yards subject to the approval of a Conditional Use Permit); and
- ❖ Solar panels should be integrated into the roof form and flush with roof slope.

(6) Treatment of Garage Doors

The home and the yards should be the primary emphasis of the view of a home as seen from the street, rather than the garage. A range of potential design techniques to reduce the emphasis on the garage may include:

- ❖ Periodic use of windows to vary garage doors;

- ❖ Setting back garage doors farther than the front of the home;
- ❖ Locating detached garages at the rear of the property;
- ❖ The garage door should be consistently detailed with the architecture of the house. The design treatment of the door should strive to reduce the overall visual mass of the garage;
- ❖ Architectural forms should de-emphasize the garage by highlighting other parts of the home; and
- ❖ Use of shadow lines or overhangs to de-emphasize the garage.

(7) Treatment of Windows

The following window and door elements are encouraged:

- ❖ Window pediments, small roof elements, and overhangs and projections over windows, doors and garage doors;
- ❖ Deep set windows and doors;
- ❖ Corner windows;
- ❖ The use of casement windows;
- ❖ The use of balconies and porches is strongly encouraged;
- ❖ Window details are encouraged; and
- ❖ Plant shelves, pilasters and brick and tile accents are encouraged around doors, windows and entries;

(8) Architectural Details

- ❖ Utility boxes shall be incorporated as part of the residential structure where feasible;

- ❖ Chimneys should be simple, well scaled elements made of brick, stucco or similar materials, and appropriately trimmed to match architecture.

2. PRD Guidelines (Planning Area 3 only)

The Riverside Zoning Code establishes a Planned Residential Development procedure for use in situations which would benefit from a comprehensive approach. Planned Residential Developments are intended to provide greater flexibility in the design of residential properties, to promote a more desirable living environment, and to encourage:

- ❖ A more creative approach in land development;
- ❖ A variety of housing types and environments;
- ❖ A more efficient use of the land;
- ❖ The provision of greater amounts of open space and amenities for recreational and visual enjoyment; and
- ❖ The preservation and enhancement of valuable natural areas.

Planning Area 3 is proposed for a PRD concept, which means that it will be comprehensively developed in accordance with the requirements of the Zoning Code Section 19.65. The primary reason for the use of the PRD designation in this area is to permit the use of a smaller lot size (6,000 square foot, minimum) than typically permitted within a community which will be designed around open space and recreational amenities. This is appropriate and compatible with the adjacent existing land uses, which include adjacent 5,500 square foot lots to the east, and an existing commercial center to the southwest.

Amenities unique to the Project include:

- ❖ The Planning Area 3 PRD is conveniently located next to an existing neighborhood shopping center and elementary school. The site has good access to Orange Terrace Parkway and Trautwein Road.
- ❖ Two drainage courses located along the project's northern and southern boundary, have been retained in natural open space. Pedestrian links to the shopping center and school will be provided through these open space areas. The integration of the drainage courses within the development will be consistent with the guidelines set forth in the General Residential Guidelines of this document,

which address the treatment of drainage courses (see page III-3 of this document).

- ❖ An interior trail system is provided in the Planning Area 3. Park benches will be provided along this interior trail system. Visual and pedestrian access to the interior trail is encouraged. The following guidelines are provided in addition to the requirements of the Zoning code, which require that the development be designed to include common usable open space and private usable open space and recreational area in a comprehensively designed community. As required by the Zoning Code, PRD developments are subject to design review.

In addition to the guidelines set forth in the General Residential Guidelines, Section III.A.1. above, the following PRD guidelines have been established for the Orangecrest Amended Specific Plan Planning Area 3.

The PRD guidelines include Site Planning, Unit Placement, Landscape Architectural/Site Amenity, and Single Family Architectural guidelines.

- a. Site Planning Guidelines - Within the PRD, the following site planning guidelines are strongly encouraged:
 - ❖ Varied placement of buildings to relate to the natural topographic features of the site;
 - ❖ Retention of the two drainage areas within the site planning concept as common open space;
 - ❖ Provision of trail linkages through the drainage areas;
 - ❖ Site planning which maximizes safe use of the retained drainage areas (see guidelines related to treatment of drainage courses in the general residential design guidelines). Where feasible and consistent with resource agency requirements, active recreation amenities will be integrated with these retained natural features.
 - ❖ Provision of an active recreational area in accordance with Section 19.65.060 of the Riverside Zoning Code;
 - ❖ Design of units to maximize access to common usable open space; and

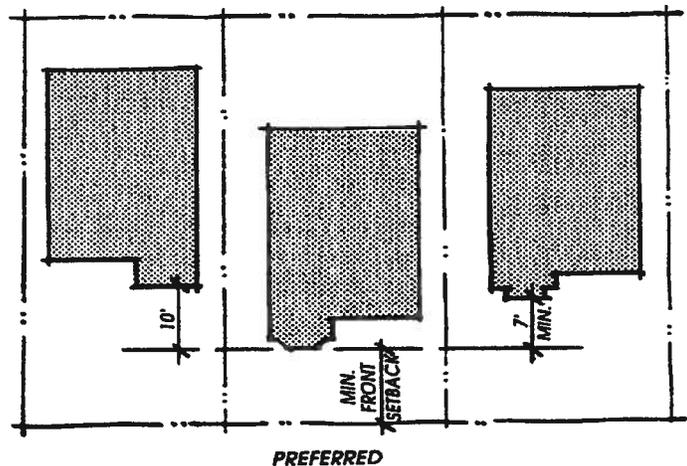
❖ An efficient internal circulation system.

b. Dwelling Unit Placement Guidelines - Varied placement of residential units contributes to the overall quality and livability of the development. House and yard design can encourage the shift in social life from the seclusion of backyards into neighbor-friendly front porches and sidewalks. The following guidelines address this unit placement. Section D, Building Architectural Form, also addresses some of these issues.

(1) Varied Front Setbacks

❖ Front setbacks for dwelling units should be varied to create an interesting streetscape and break up the monotony of garage fronts. No more than three units will have identical front structure setbacks;

- Varied front yard/garage setbacks can be used to create an interesting street scene;
- Long continuous rows of identical houses shall be minimized; and
- Front setbacks should be varied where possible. An interesting and more desirable neighborhood texture is achieved with staggered or jogged building setbacks and various widths of building separation.

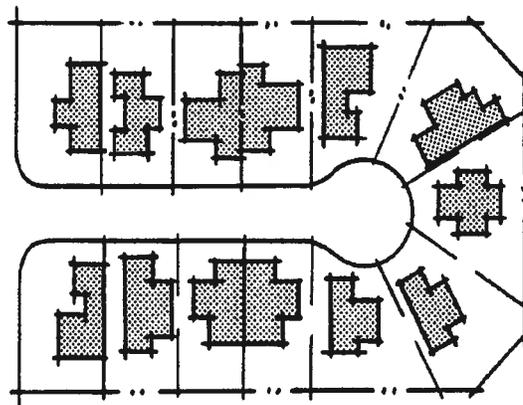


(2) Varied Sideyard Setbacks

- ❖ Setbacks will depend upon the lot size and configuration. Combinations of side yard setbacks can be used but in no case will the side yard setback be less than 3 feet with a combination of 10 feet between buildings.

- or -

- ❖ Zero lot line configurations can be used if the garage placement is designed to be at the rear of the lot.



Varied Side Yard Setbacks

(3) Interruption of Straight Streets

- ❖ The use of cul-de-sacs and loop streets are encouraged to create small clusters of homes.
- ❖ Streets will be designed to meander if possible.

(4) Varied Garage Placement

- ❖ Varied garage placement to enhance the streetscape should be accommodated where feasible. The goal in controlling the garage placement is to reduce the visual impact of the garage front and allow the front of the house to dominate the street.
- ❖ The Orangecrest planned residential development is based upon a lot width which is not expected to accommodate side entry garages.

- ❖ Garage facades will be varied to minimize their appearance.
- ❖ Special garage configurations for corner lots will be allowed including alternative attached garage locations and side yard entrances into garages.
- ❖ “Hollywood” driveways will be considered. These will consist of two hard paved tire paths, 2’0” to 3’0” wide separated by a planted strip at least 2’6” wide.

(5) Cul-de-Sac Treatments to Allow Pedestrian Circulation

Cul-de-sac treatments including use of passages at the ends of cul-de-sacs to allow pedestrian circulation, or other methods of encouraging pedestrian circulation are encouraged where safe and feasible.

- ❖ Entries from the end of cul-de-sacs to the trail are encouraged, and provided in several locations;
- ❖ Direct pedestrian connections should be provided to the project’s open space amenities. These are provided via internal pedestrian connections to the trail system.
- ❖ Provide a trail system which links the residential areas, open space, and shopping center.

c. Landscape Architecture/Site Amenity Guidelines

(1) Front yard Landscaping for Individual Dwelling Units

- ❖ Builder-installed front yard landscaping is required on all lots;
- ❖ Lawn spaces should be configured differently, according to differing entry area and walkway designs;
- ❖ Each front yard shall feature a minimum of one tree. Selected lots throughout the street should feature a minimum of two trees;

- ❖ 25 to 50 percent of all lots should feature smaller accent trees planted adjacent to frontal structural walls; and
- ❖ No less than 50 percent of all lots should feature accent landscaping around entry ways;

(2) Streetscape Landscaping

- ❖ Streetscape landscaping should be provided which enhances the residential neighborhood.
 - Along the interior trail linkage, a meandering sidewalk will be provided with benches and street trees which will provide a heavy canopy over the sidewalk edge.
 - A two foot wide minimum planting strip between the driveway and property line should be featured on various lots throughout the neighborhood.
 - Where the above condition exists, an adjacent two foot wide minimum planting strip on the adjacent property should be encouraged;

d. Building Architectural Form

(1) Porches

- ❖ Porches are encouraged and are anticipated to be provided in approximately 30 percent of the houses in the PRD.
 - The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It will also create a type of community where families gather on the front porch and greet passersby on their way to the corner store.
 - The porch can be designed to provide balconies, and various types of roof supports are encouraged.

B. Residential Development Standards-Tracts 19958, 20393, 21638, 21709, 21834, 22653, and 22275

1. Medium Density Residential

- a. 7,000 Square Foot Lot Development - This category reflects the predominant residential land use within the Specific Plan, having an average density of 4.0 dwelling units per acre. Development generally conforms to the standards of the R-1-65 (Single Family Residential) Zone. Residential development of this density and greater will have the level of improvements typically found in an urbanized area. These densities are situated in close proximity to shopping and within walking distance of school and recreational facilities.

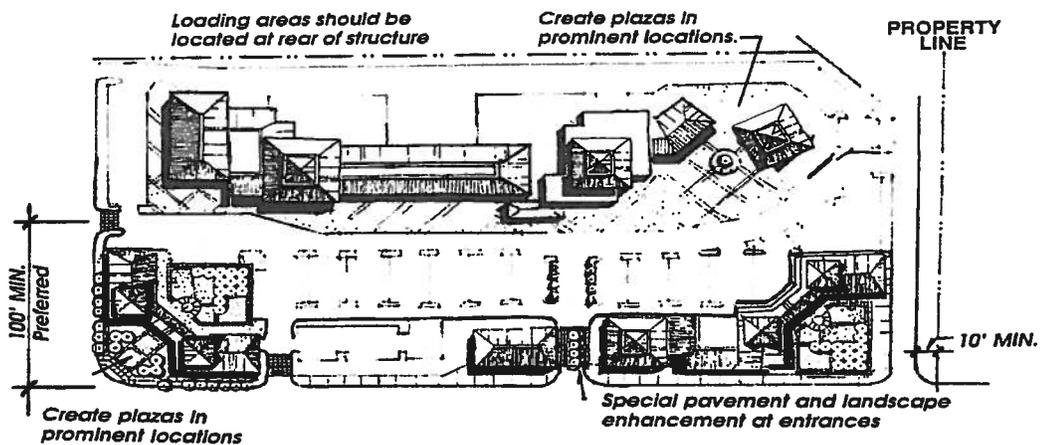
- b. 5,000 Square Foot Lot Development - This density category is contained within Tract 20393. This area is zoned R-1-65. This development was conceived under the County's (Restricted Single Family Residential) zone which promotes excellence in design by integrating site planning, subdivision design and housing development. In essence, it requires that lot design and grading be based on a developed product design, which in turn will govern the lot size. Special emphasis is placed on usable yard area in individual lots. The elements of the subdivision were subject to approval by the Design Review Board.

C. Commercial Guidelines for Planning Area 2

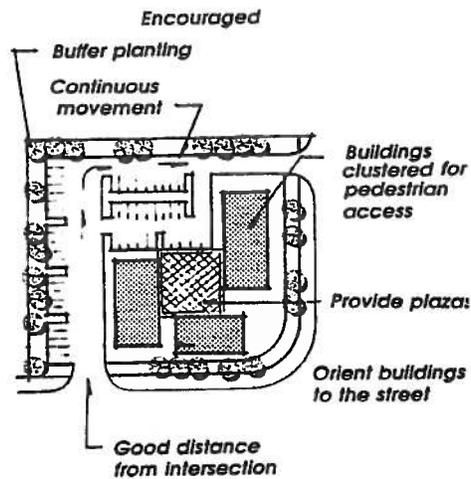
Planning Area 2 contains a large (27-acre) commercial site. Because of its size and location at a prominent intersection, the following guidelines have been developed to provide developers with design direction

1. Site Planning and Building Orientation

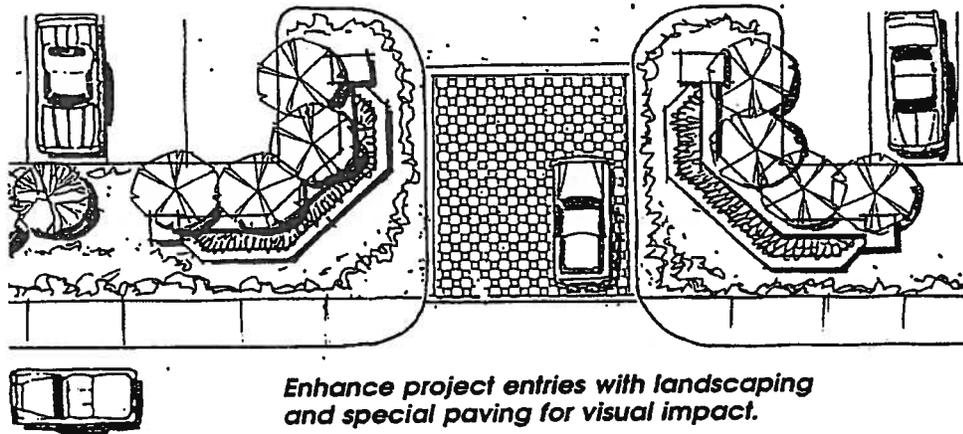
- ❖ Commercial entries should be enhanced with special paving (on private property), lighting, signage and street furniture where appropriate, to clearly define the entry to the site. Vehicular intersections shall include pedestrian crosswalks as well;
- ❖ Street furniture, such as signage, benches, bicycle racks, light bollards, newspaper machines, pay telephones, trash receptacles, drinking fountains, tree guards and tree grates, are encouraged within commercial centers and entries. The materials and design of street furniture should be consistent with and complement the intended architectural character of the community;



- ❖ To encourage human scale and energy conservation, commercial buildings should be readily accessible to pedestrians and to pedestrian walkway systems;



- ❖ Fountains and other central features are encouraged where feasible as a focal point or center of confluence for several buildings grouped together; and



- ❖ Bicycle access should be provided at major project entry points. Adequate bicycle parking should be provided.

1. Building Architectural Form, Mass, and Scale

Building facades facing public view should be architecturally articulated through the introduction of interest-creating building mass, forms, textures and/or colors. Landscaping can also be used to create interest, soften building facades and break down mass.

- ❖ Pedestrian and ground level entries into buildings can be recessed or covered by architectural projections, roofs or arcades to provide pedestrians with shelter from the sun and rain.
- ❖ Buildings of similar or varying external architectural form and/or scale can be grouped or clustered to create a visible focus of interest; and
- ❖ Building heights, massing, placement, and coloration should compliment existing neighboring structures.

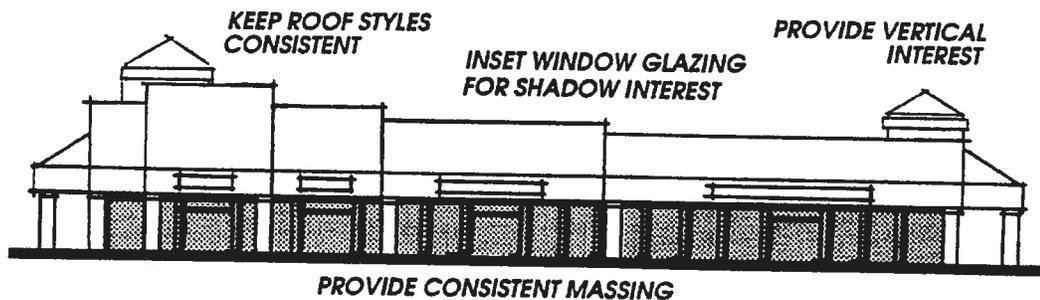
2. Building Elements

a. Roofscape

- ❖ Concrete, clay tile or slate roof coverings are recommended; and
- ❖ Roof colors may range from light brown to dark reddish brown.

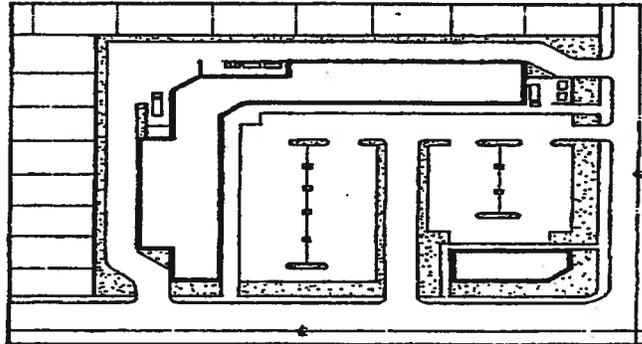
b. Windows and Doors

- ❖ Building exterior openings such as doors or windows can be used in a repetitive pattern to create rhythm.



c. Details

- ❖ To aid pedestrian movement, pedestrian walks (not in public right-of-way) should be visually demarcated through the use of special pavement, consistent landscaping, and lighting;
- ❖ Utility, trash, and mailbox areas should be screened from public view by placement of walls and fences consistent with the architectural style and treatment of adjacent buildings;
- ❖ Architectural screens, fences and accessory structures should be compatible in material, color and texture to the main buildings;
- ❖ Service, utility and trash collection areas shall be screened from public view (public streets, parking areas, pedestrian walks, etc.) by permanent walls and landscaping. Screening walls and landscaping shall be integrated with respect to forms and materials with the surrounding architecture and landscaping of parent buildings;



- ❖ Loading docks located to limit the exposure of truck circulation and service activities to adjacent residential properties.
- ❖ Exterior building lighting should be indirect and shielded to prevent spill over onto adjacent lots and street;

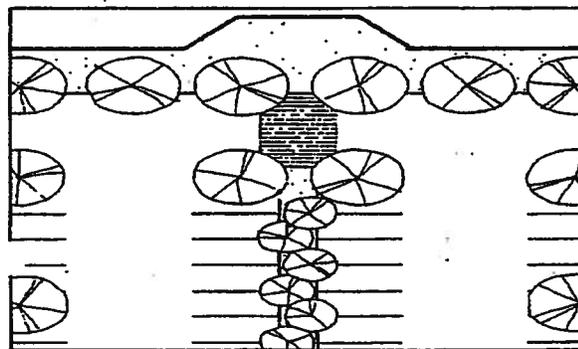
- ❖ Cornices and relief moldings can be used to create horizontal interest and unity on a building face; columns, half columns and vertical relief moldings can create vertical interest and unity on building faces; and
- ❖ Insets, columns, projections and/or exterior material changes can be used to architecturally demarcate and create interesting building entries.

d. Color and Materials

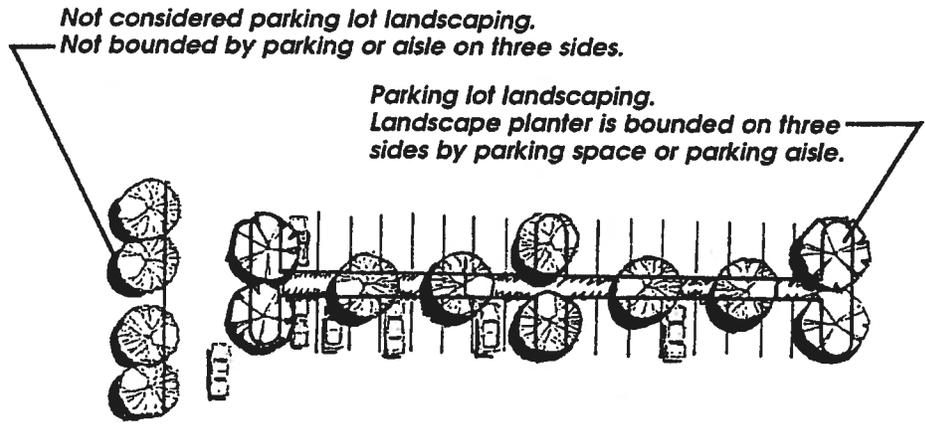
- ❖ Accent building face areas or accent bands of contrasting materials, patterns texture or color can be used to create interest, focus and/or unity;
- ❖ Exterior wall colors should be earth tone or other natural color. Masonry and other material should conform to the same color parameters; and
- ❖ Exterior materials and treatment should have the appearance of plaster, stucco, concrete, masonry or wood.

e. Parking Lot Design

- ❖ Provide significant pedestrian design elements with connections to buildings.
- ❖ Canopy shade trees should be located throughout the parking lot to eliminate a “sea” of asphalt.



- ❖ On-site lighting for the commercial area shall be provided in accordance with City code, at an intensity of one foot-candle throughout parking areas. Lighting shall be directed away from adjacent properties and public rights-of-way.
- ❖ Light poles shall not exceed twenty (20) feet in height.



D. Office and Existing Commercial Development Standards

1. Office

All office development will be subject to review and approval by the City Design Review Board. This category will be developed for professional offices and services in conformance with the RO (Restricted Office) zone.

2. Existing Commercial Center

This category would consist of the commercial area on the east side of Trautwein Road, north of Van Buren Boulevard. This area would be developed in conformance with the C-2 (Restricted Commercial) zone. The development will be subject to plot plan approval for all proposed uses including special landscape treatment along Trautwein and Van Buren Boulevard.

The center consists of diverse uses anchored by a supermarket. The center serves Orangecrest residents and the Woodcrest community. The citrus theme would be extended through parkway plantings and parking lot landscaping. A tenants association would be formed to manage the buildings and grounds of the center. The center will incorporate facilities to accommodate non-vehicular forms of transportation. The Wood Road sites would be oriented toward the traveler consisting of service stations and franchise restaurants.

E. Support Uses

The specific plan will include a 27.5-acre park, a 12.5-acre park site, up to two 10-acre school sites, and a 5-acre park. The total park area will be at least 45 acres. The City Department of Parks & Recreation will operate the park facilities under the terms outlined under land use mitigation.

The project will also include a fire station and a library facility to serve the overall area. These facilities will be located in the area shown on the Land Use Plan and will be improved as outlined under Land Use Mitigation.

IV. ENVIRONMENTAL

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A. Environmental Data

A number of documents have been filed on this property over the past several years that ultimately led to the conversion of the site from an agricultural preserve to a multi-use master planned community.

The initial action on the property was the adoption of Agricultural Preserve Withdrawal No. 521 by the Board of Supervisors. County Environmental Impact Report No. 113 was prepared to assess the impacts resulting from the loss of property. The EIR was supplemented by a study titled "Agricultural Suitability and Economic Feasibility Investigation for Woodcrest Agricultural Preserve, No. 6." The study concluded that based on atmosphere, economical, and irrigational capacity considerations in the area the property should not continue in agricultural production.

County Specific Plan of Land Use No. 160, (Woodcrest Specific Plan), and Environmental Impact Report No. 144 were subsequently filed on the property as the first development proposal. However, the Specific Plan was found inconsistent with the General Plan and the proposal was not processed.

County General Plan Amendment No. 244-L-84 was then filed to establish densities that would accommodate a master planned community. Environmental Impact Report No. 164 was filed in conjunction with the plan amendment to assess impacts resulting from densities being proposed under GPA 244-L-84. The plan amendment established the parameters of a maximum 4,425 dwelling units, 130 acres of industrial use, and 35 acres of commercial. Although EIR 164 was certified, several issues were identified as needing further study once a new specific plan proposal was prepared.

County Specific Plan of Land Use No. 178 was filed to conform to the densities established under GPA 164-L-84. Environmental Impact Report No. 176 focused on those issues identified under EIR 164 as needing further study. The Riverside County Board of Supervisors recertified EIR 164, certified EIR 176 and approved Specific Plan 178 (Orangecrest) in January 1984.

All Environmental considerations generally remain unchanged from the conditions under which they were evaluated in previous Environmental Impact Reports. Some impacts have been reduced in the level of significance which shall be updated in the following sections.

B. Open Space

In addition to the 45 acres of parkland provided by the Specific Plan land use plan, approximately 14 acres of open space corridor area will be provided within the Orangecrest community. These areas are comprised of drainage courses located within Planning Areas 2, 3, and 4.

1. Biological Assessment

A biological assessment was prepared for the Orange Crest Specific Plan amendment by Michael Brandman Associates (May 20, 1997). The assessment included a records search and focused surveys. Based upon the results of the assessment (under separate cover), the entire site has been disturbed by past agricultural activities. The majority of the on-site plants and wildlife species are locally common species found in Ruderal/Disturbed areas of Riverside. A few species, characteristic of highly disturbed but native Southern Willow Scrub habitat, occurs on-site along several drainages of the plan area. No evidence of wildlife breeding activities was observed, and no listed or candidate species were observed on-site during 1996 or 1997 surveys, although the site is located within a fee area for the Stephens' Kangaroo Rat (SKR), and SKR have a high likelihood of occurrence in Planning Areas 4 and 5. No sensitive plant communities occur within the boundaries of the Specific Plan.

Due to the project's location in the Stephens' Kangaroo Rat fee area, the project developer will pay appropriate City required fees prior to grading permit issuance.

2. Streambed Alteration

Several jurisdictional drainages occur on-site, in Planning Areas 1, 2, 3, and 4. Jurisdictional drainages include areas of either wetlands and/or tributaries to navigable waters of the United States where the degradation or destruction could affect interstate or foreign commerce. These are the jurisdictional areas where permits are required for the discharge of dredged or fill material pursuant to Section 404 of the Clean Water Act. Prior to development, the appropriate agencies will be notified and streambed alteration permits (if required) will be obtained from the California Department of Fish and Game (1603 agreement); State Water Resources Department (401 Permit or Waiver); and the U.S. Army Corps of Engineers (404 Permit). A mitigation plan will be prepared based upon a wetland delineation of on-site streambeds once development plans are finalized, and prior to grading permit issuance.

3. Residential Interface

Several Planning Areas incorporate drainage areas as open space (subject to the final negotiations with appropriate permitting agencies), adjacent to residential areas. This occurs in Planning Areas 2, 3, and 4a. The design of the interface between these open space areas and residential neighborhoods is an important design element which will be detailed during the site planning process. Ease of use for residents, connections to proposed trails, visibility from both residences and adjacent roadways for security purposes, and access for maintenance are elements which must be incorporated into detailed site planning during the subdivision process. The Community Design section of this document (Section III, pages 3 and 4) includes a number of guidelines for treatment of these drainage courses to facilitate their use and maximize their safety.

C. Noise

The Orangecrest site has been exposed to high noise levels generated by aircraft from March Air Reserve Base. The impact of aircraft noise is evaluated based on information contained in the Air Installation Compatible Use Zone (AICUZ) report prepared by March ARB. Due to changes in the March ARB mission, and corresponding changes in the type of aircraft used, the AICUZ report has been amended since the Specific Plan was adopted in 1984.

Previously the northwest and eastern portions of the project were subject to noise levels of 65 dBA and greater. Based on the 1984 AICUZ report, reflected in Exhibit 9, only the extreme northeast portion of the site is exposed to noise as high as 65 dBA. The reduction of noise has resulted from the elimination of B-52 aircraft and the addition of KC-10 aircraft to implement the March ARB mission.

Noise attenuation measures are recommended in the construction of buildings located within the 65 dBA noise level area (see Figure 19: *Noise Map*).

D. Wastewater

Orangecrest was approved by the County of Riverside under the concept of locating a wastewater treatment land facility on the site. Orangecrest is provided sewer service by the City of Riverside pursuant to their terms and conditions. By avoiding an on-site treatment plant, the problem of disposing treated effluent is resolved.

V. PUBLIC FACILITIES

V. PUBLIC FACILITIES

The developer is examining options for financing certain public facilities within the project. The Riverside Unified School District has established a Mello-Roos district for financing future school facilities. In June 1987 the City of Riverside issued bonds to establish a Community Facilities District (CFD-86-1) to provide street improvements, sewer system facilities, fire protection facilities and an elementary school. Prior to the recordation of any maps within Planning Areas 1 through 8, the revised special tax formula for CFD 86-1 shall be recorded.

A. Water

Services will be provided by Western Municipal Water District (WMWD). The Water District currently provided service to the site and adjacent City and County areas, and will continue to do so through agreements with the City of Riverside. The project is located within the WMWD Improvement District No. 3. Western has 12-inch and 24-inch transmission facilities in Wood Road extending north along Trautwein Road. An 8-inch waterline exists within Krameria Avenue. Water service to the development is contingent upon the developer buying into these facilities, providing rights-of-way and construction additional facilities onsite, and paying standard District fees associated therewith.

Estimated Water Consumption			
Land Use	Generation Factor	Dwelling Unit/ Employees	Estimated Consumption (gal/day)
Residential ¹	600 gal/du	4,866	2,919,600
Retail Comm/Office ²	100 gal/employee	3,852	385,245
Total			3,304,845
1	Assumes 200 gallon per day per person at 3.0 persons per dwelling unit.		
2	Based on 963,112 square feet at 1 employee per 250 square feet.		
Source: Factors derived from the Los Angeles "EIR" Manual for Private Project."			

Table V — 1: Estimated Water Consumption

The project will require construction of on and off site water mains together with two reservoirs. Although the project will consume almost 3.5 million gallons of water per day at buildout, this will actually result in a decrease use of water that is consumed for irrigating citrus groves. The District indicates that an adequate source of water exists to service this project.

B. Wastewater

Sewage collection and treatment is provided by the City of Riverside. The developer will be responsible for financing the extension of sewer lines and the installation of all pumping and support facilities necessary to serve the site. Actual construction of the facilities will be coordinated with the City of Riverside. The City will designate the contractor or agency that will perform the actual installation of the facilities. The City will be responsible for long term maintenance of sewer pumping stations.

The project will generate wastewater as follows:

Estimated Wastewater Flows				
Land Use	Generation Factor	Units/Acres	Avg. Flow Gal/Day	Peak Flow Gal/Day
Residential ¹	270 gal/du	4,866	1,313,820	1,970,730
Retail Commercial Office ²	2,100 gal/ac	57	119,700	359,100
Total			1,433,520	2,329,830
¹	Assumes 100 gallons per day per person at 2.7 persons per dwelling unit. Peaking Factor = 1.5.			
²	Peaking Factor = 3.0.			
Source: Factors derived from the Los Angeles "EIR Manual for Private Projects"				

Table V-2: Estimated Wastewater Flows

C. Fire Protection

The project site will be served by the City of Riverside Fire Department. Primary fire protection is provided by the City Fire station #9 which is located on Alessandro Boulevard near Via Vista Drive. This station provides a three full-time staffed engine company. Back-up fire protection for the general area is provided by City Fire station #3 at 5395 Riverside Drive. Station #3 provides a seven member full-time

staffed engine company and a ladder company. Both stations have industrial and residential fire protection capability.

The project will result in the ultimate development of a new community composed of residential commercial, industrial and support land uses. Response time from Fire Station #9 to the furthest point of the project site is five to seven minutes. Response time of less than five minutes are generally considered adequate for urban fire protection. Therefore, an additional fire station will be necessary within Orangecrest. The specific plan was approved by the County of Riverside with provisions for the siting, equipment and financing of a fire station within the development. Tract 20393 includes a fire station site. However, the proposed location is along what would be the future southern City limits boundary.

The developer has provided a ¾-acre fire station site on Orange Terrace Parkway, west of the proposed 10-acre school site. The developer will also grade the site and provide adjacent street improvements for a structure which will house two apparatus bays. The developer will also donate one 1500 gallon pumper truck for the facility.

Construction was originally required to commence on the facility prior to the issuance of the 401st building permit and shall be finished prior to the issuance of the 550th building permit. This station, (Station #11) was completed and became operational in October 1990.

D. Police Protection

Police protection is provided by the Riverside City Police Department. When the Specific Plan was originally prepared, there were 99 Patrol Officers, 12 Sergeants, and 11 Special Agents within the Patrol Division. There are 34 Special Agents within the Investigation Division. The Department anticipates that an additional 15-man beat area would be necessary to serve the Trautwein, Box Springs, Alessandro Heights, and Sycamore Canyon developments. The Department employs a dispatch system with four levels of priority. Priority 1 calls, (those in progress), generally have a 4 to 5 minute response time. The Department responds to 85% of all priority 1 calls within 7 minutes. The Department also employs helicopter patrol service that has the capability of traversing the City in 3 minutes. The Department anticipates that the proposed project will not deviate from that time frame, nor impact the existing level of service for other areas in the City.

The project internal street system and structure orientation has been planned in a manner to provide for good visibility and access for routine patrols or in emergency situations. The project will incorporate lighting within parks, along streets, and around commercial and industrial buildings.

E. Schools

This project is served by Riverside Unified School District. School enrollment was originally projected to be 1699 elementary school students, 513 middle school students and 797 High School students.

At the present time Taft, Ben Franklin and Thomas Rivera Elementary Schools serves the Specific Plan Area along with University Heights and Amelia Earhardt Middle Schools and John North High School. Martin Luther King Jr. High School is located across from Planning Area 1. In order to minimize the impact on the various school districts, two school sites are provided on site.

F. Traffic, Circulation and Public Transportation

Two traffic studies have been completed for this project. The first study for the original project proposal was prepared for EIR 164 and supplemented by interim preliminary discussions pertaining to the reduced densities and reduction in commercial areas. A new report, "Traffic Impact Report Woodcrest Specific Plan", December 1982, was prepared by Linscott, Law and Greenspan, Inc. after discussion with Riverside County Road Department to determine distribution factors, growth patterns and generation. The following discussion is summarized from that report. The recommended mitigation measures from that report remain valid for the proposed project. Supplemental traffic analyses provided for the two Specific Plan Amendments confirmed that no additional mitigation is required.

G. Traffic

The daily and PM peak hour traffic generated by the recently approved Specific Plan Amendment would be reduced when compared to the trips anticipated from the original 1985 land use plan for the site and the 1998 Amendment. As such, it can also be presumed that the intersection levels of service for the surrounding intersections affected by project traffic (shown on Table 11 of the Specific Plan EIR) would not be worsened with implementation of the proposed Specific Plan Amendment.

Overall Trip Generation: Buildout of the originally approved Specific Plan land use plan on the 502-acre project site would have generated approximately 43,478 average daily trips (ADT).

The first Specific Plan Amendment would generate approximately 37,767 ADT; a substantial trip reduction of nearly 29 percent when compared to the approved land use plan for the site. The second amendment reduced the total trips to 34,977 trips, a further reduction.

Peak Hour Traffic Generation: As the recent Specific Plan Amendment proposed replacement of industrial uses with residential land uses, the peak hour traffic movements would be different than those previously anticipated. As indicated on the attached tables, the Specific Plan as amended results in a reduction of PM peak hour trips when compared to the previous land use plan (a reduction of 986 trips or approximately 20 percent).

External vs. Internal Trips. When replacing manufacturing uses with residential, the rate of internal trip capture would be changed (non-residential uses would typically capture (attract) trips generated from within the Specific Plan area while residential uses, by nature, typically generate external trips rather than capture internal trips). When comparing the results of the attached tables entitled “1985 Specific Plan Vehicle Trip Summary” and “Specific Plan Amendment Vehicle Trip Summary”, both external and internal trips would be reduced with implementation of the proposed SPA, when compared to the approved land use plan for the site.



**TABLE V-3
1985 SPECIFIC PLAN: TOTAL TRIPS BY PLANNING AREA**

Planning Area	PM Peak Hour			24-Hour 2-Way
	Inbound	Outbound	Total	
PA 1 • RA (23 DU-1 AC)	15.2	8.2	23.4	219.7
PA 2 • RA (115 DU-1 AC) • R-1-25 (246 DU-13,000 SF lots) • Commercial-2 (20 AC and 348,480 SF) • Commercial-2 (5 AC and 87,120 SF) • Restricted Office (15 AC and 196,020 SF)	76.2 163.1 1,045.0 261.6 69.0	41.1 87.8 1,004.0 251.0 362.2	117.3 250.9 2,049.0 512.6 431.2	1,098.3 2,349.3 1,6312.3 6,156.8 2,411.0
PA 3 • R-3-40 (530 DU - 4,000 SF)	344.7	185.6	530.3	4,966.0
PA 4 • Manufacturing Park (100 AC and 1,089,000 SF)	392.0	424.7	816.7	4,192.7
PA 5 • Manufacturing Park (107 AC and 1,165,230 SF)	419.5	454.4	873.9	4,486.1
PA 6 • Commercial - 1 (8 AC - 139,392 SF)	418.0	401.6	819.6	9,850.9
PA 7 • School (8 AC and 590 students)	82.6	64.9	147.5	643.10
PA 8 • School (12 AC and 590 students)	82.6	64.9	147.5	643.1
Totals	1830.8163	3,350.4	6,719.9	53,329.3

Notes:

- Trip generation factors for residential (210), commercial (820), and manufacturing (140) uses based on the Trip Generation Manual, Institute of Transportation Engineers, 5th Edition.
- Commercial use FARs based on Commercial Center Category of .40 typical FAR per City General Plan, Exhibit 44.
- Trip generation rates for Restricted Office Zone based on Table 7 of the Orangecrest Specific Plan EIR dated July 1983 and calculated with an FAR of .30 per the City General Plan, Exhibit 44.
- Manufacturing Park zone trip generation based on FAR of 0.25 (General Industrial), per City General Plan, Exhibit 44.
- The number of school students was based on total of 1,770 students for three school sites as cited in the Orangecrest Specific Plan EIR (Table 9), multiplied by 66% (2 of 3 school sites included in proposed SPA area), assuming elementary school use.

PA = Planning Area

SF = Square Foot (feet)

DU = Dwelling Units



**TABLE V-4
1985 SPECIFIC PLAN: TOTAL TRIPS BY LAND USE TYPE**

Planning Area	PM Peak Hour			24-Hour 2-Way
	Inbound	Outbound	Total	
Residential	599.2	322.7	921.9	8,633.3
Commercial	1,724.6	1,656.6	3,381.2	32,320.0
Office	69.0	362.2	431.2	2,411.0
Industrial	811.5	879.1	1,690.6	8,678.8
Schools	165.2	129.8	295.0	1,286.2
TOTALS	3,369.5	3,350.4	6,719.9	53,329.3

**TABLE V-5
1985 SPECIFIC PLAN: VEHICLE TRIP SUMMARY**

Planning Area	Daily % VPD	PM Peak Hour			24-Hour 2-Way
		Inbound	Outbound	Total	
External Trips:					
Residential Based	66%	395	213	608	5,698
Commercial Based	57.5%	992	952	1,944	18,584
Office Based	90%	63	325	388	2,170
Industrial Based	90%	730	791	1,521	7,811
Sub-Total	-	2,180	2,281	4,461	34,263
Internal Trips:					
Intra-residential	5%	30	16	46	432
Commercial to Home	42.5%	733	704	1,437	13,736
Office to Office	10%	7	36	43	241
Industrial to Home	10%	81	88	169	868
School to Home	100%	165	130	295	1,286
Sub-Total	-	1,016	974	1,990	16,563
Total Trips		3,196	3,255	6,451	50,826
Total Trip End		3,371	3,349	6,720	53,329

VPD = Vehicles per day



**TABLE V-6
1998 SPECIFIC PLAN AMENDMENT: TOTAL TRIPS BY PLANNING AREA**

Planning Area	PM Peak Hour			24-Hour 2-Way
	Inbound	Outbound	Total	
PA 1 • R-1-65 (85 DU - 7,000 sf lots)	63.0	33.9	96.9	907.3
PA 2 • R-1-25 (85 DU-13,000 SF lots) • R-1-100 (165 DU - 10,500 SF lots) • R-1-80 (100 DU -8,500 SF lots) • R-1-65 (150 DU - 7,000 SF lots) • Commercial-2 (27 AC/470,448 SF) • Commercial-2 (2.0 AC and 34,848 SF)	56.4 109.4 66.3 99.5 1,410.8 145.6	30.3 58.9 35.7 53.6 1,355.4 145.6	86.7 168.3 102.0 153.1 2,766.2 291.2	811.8 1,575.8 955.0 1,432.5 18,182.8 2,912.4
PA 3 • R-1-65 (190 DU - 6,000 SF)	126.0	67.8	193.8	1,814.5
PA 4 • Manufacturing Park (85.7 AC and 933,273 SF)	336.0	364.0	700.0	3,593.1
PA 5 • Manufacturing Park (100.1 AC - 1,090,089 SF)	392.4	425.2	817.6	4,196.8
PA 6 • Restricted Office (8 AC - 104,544 SF)	36.8	193.2	230.0	1,285.9
PA 7 • Park (8 AC)	4.3	6.3	10.6	48.0
PA 8 Park (8.5 AC)	4.6	6.7	11.3	51.0
TOTALS	2,851.1	2,776.6	5,627.7	37,766.9

Notes:

- Trip generation factors for residential (210), commercial (820), manufacturing (140) and service station with convenience market and car wash (846) based on the Trip Generation Manual, Institute of Transportation Engineers, 5th Edition.
- Commercial uses calculated with FAR of 0.40 (typical FAR for Commercial Center Category) per City General Plan, Exhibit 44.
- Manufacturing Park uses calculated with FAR of 0.25 (General Industrial), per City General Plan, Exhibit 44.
- Restricted Office uses calculated with FAR of .30 per City General Plan, Exhibit 44 and trip rates from Table 7 of the Orangecrest Specific Plan EIR, dated July 1983.
- Trip generation factors for park uses based on park generation factors obtained from the Orangecrest Specific Plan EIR, Table 7.

PA = Planning Area

SF = Square Foot (feet)

DU = Dwelling Units



TABLE V-7
1998 SPECIFIC PLAN AMENDMENT: TOTAL TRIPS BY LAND USE TYPE

Planning Area	PM Peak Hour			24-Hour 2-Way
	Inbound	Outbound	Total	
Residential	520.6	280.2	800.8	7,496.9
Commercial	1,556.4	1,501.0	3,057.4	21,095.2
Office	36.8	193.2	230.0	1,285.9
Manufacturing Park	728.4	789.2	1,517.6	7,789.9
Park	8.9	13.0	21.9	99.0
TOTALS	2,851.1	2,776.6	5,627.7	37,766.9

TABLE V-8
1998 SPECIFIC PLAN AMENDMENT: VEHICLE TRIP SUMMARY

Planning Area	Daily % VPD	PM Peak Hour			24-Hour 2-Way
		Inbound	Outbound	Total	
External Trips:					
Residential Based	66%	344	185	529	4,948
Commercial Based	57.5%	895	863	1,758	12,130
Office Based	90%	33	174	207	1,157
Industrial Based	90%	656	710	1,366	7,011
Sub-Total	-	1,928	1,932	3,860	25,246
Internal Trips:					
Intra-residential	5%	26	14	40	375
Commercial to Home	42.5%	661	638	1,299	8,965
Office to Office	10%	4	19	23	129
Industrial to Home	10%	73	79	152	779
Parks to Home	100%	9	13	22	99
Sub-Total	-	773	763	1,536	10,347
Total Trips	-	2,701	2,695	5,396	35,593
Total Trip End	-	2,851	2,777	5,628	37,767

VPD = Vehicles per day

**TABLE V-9
2002 SPECIFIC PLAN AMENDMENT: TOTAL TRIPS BY PLANNING AREA**

Planning Area	PM Peak Hour			24-Hr. 2-Way
	Inbound	Outbound	Total	
PA 1 • R-1-65 (95 DU-7,000 sf lots)	63.0	33.9	96.9	907.3
PA 2 • R-1-125 (85 DU-13,000 SF lots) • R-1-100 (165 DU-10,500 SF lots) • R-1-80 (100 DU-8,500 SF lots) • R-1-65 (150 DU-7,000 SF lots) • Commercial-2 (27 AC/470,448 SF) • Commercial-2 (2.0 AC and 34,848 SF)	56.4 109.4 66.3 99.5 1,410.8 145.6	30.3 58.9 35.7 53.6 1,355.4 145.6	86.7 168.3 102.0 153.1 2,766.2 291.2	811.8 1,575.8 955.0 1,432.5 18,182.8 2,912.4
PA 3 • R-1-65 (190 DU-6,000 SF lots)	126.0	67.8	193.8	1,814.5
PA 4 • R-1-80 (119 DU-8,500 SF lots) • R-1-65 (141 DU-7,000 SF lots)	134 36	72 19	210 56	1,967 526
PA 5 • R-1-80 (206 DU-8,500 SF lots) • R-1-65 (55 DU-7,000 SF lots)	77 92	42 49	121 144	1,136 1,347
PA 6 • Restricted Office (8.0 AC - 104,544 SF)	36.8	193.2	230.0	1,285.9
PA 7 • Park (8.0 AC)	4.3	6.3	10.6	48.0
PA 8 • Park (8.5 AC)	4.6	6.7	11.3	51.0
TOTALS	2,462	2,169	4,642	34,977

Notes:

- Trip generation factors for residential (210), commercial (820), Manufacturing (140) and service station with convenience market and car wash (846) based on the Trip Generation Manual, Institute of Transportation Engineers, 5th Edition.
 - Commercial uses calculated with FAR of .40 (typical FAR for Commercial Center Category) per City General Plan, Exhibit 44.
 - Restricted Office uses calculated with FAR of .30 per City General Plan, Exhibit 44 and trip rates from Table 7 of the Orangecrest Specific Plan EIR, dated July 1983.
 - Trip generation factors for park uses based on park generation factors obtained from the Orangecrest Specific Plan EIR, Table 7.
- PA = Planning Area SF = Square Foot (feet) DU = Dwelling Units

TABLE V-10
2002 SPECIFIC PLAN AMENDMENT: VEHICLE TRIPS BY LAND USE TYPE

Land Use	PM Peak Hour			24-Hour 2-Way
	Inbound	Outbound	Total	
Residential	860.0	462.0	1,333.0	12,473.0
Commercial	1,556.4	1,501.0	3,057.4	21,095.2
Office	36.8	193.2	230.0	1,285.9
Manufacturing Park	0.0	0.0	0.0	70.0
Park	8.9	13.0	21.9	99.0
TOTALS	2,462.0	2,169.0	4,642.0	34,977.0

**TABLE V-11
2002 SPECIFIC PLAN AMENDMENT: VEHICLE TRIP SUMMARY**

Description	Daily % VPD	PM Peak Hour			24-Hour 2-Way
		Inbound	Outbound	Total	
External Trips:					
Residential Based	66%	567	305	880	8,232
Commercial Based	57.5%	895	863	1,758	12,130
Office Based	90%	33	174	207	1,157
Industrial Based	90%	0	0	0	0
Sub-Total	-	1,495	1,342	2,845	21,519
Internal Trips:					
Intra-Residential	5%	43	23	67	624
Commercial to Home	42.5%	661	638	1,299	8,965
Office to Office	10%	4	19	23	129
Industrial to Home	10%	0	0	0	0
School to Home	100%	9	13	22	99
Sub-total		717	693	1,411	9,816
TOTAL TRIPS		2,212	2,035	4,255	31,336
TOTAL TRIP END		2,462	2,169	4,642	34,977

VPD = Vehicles per day

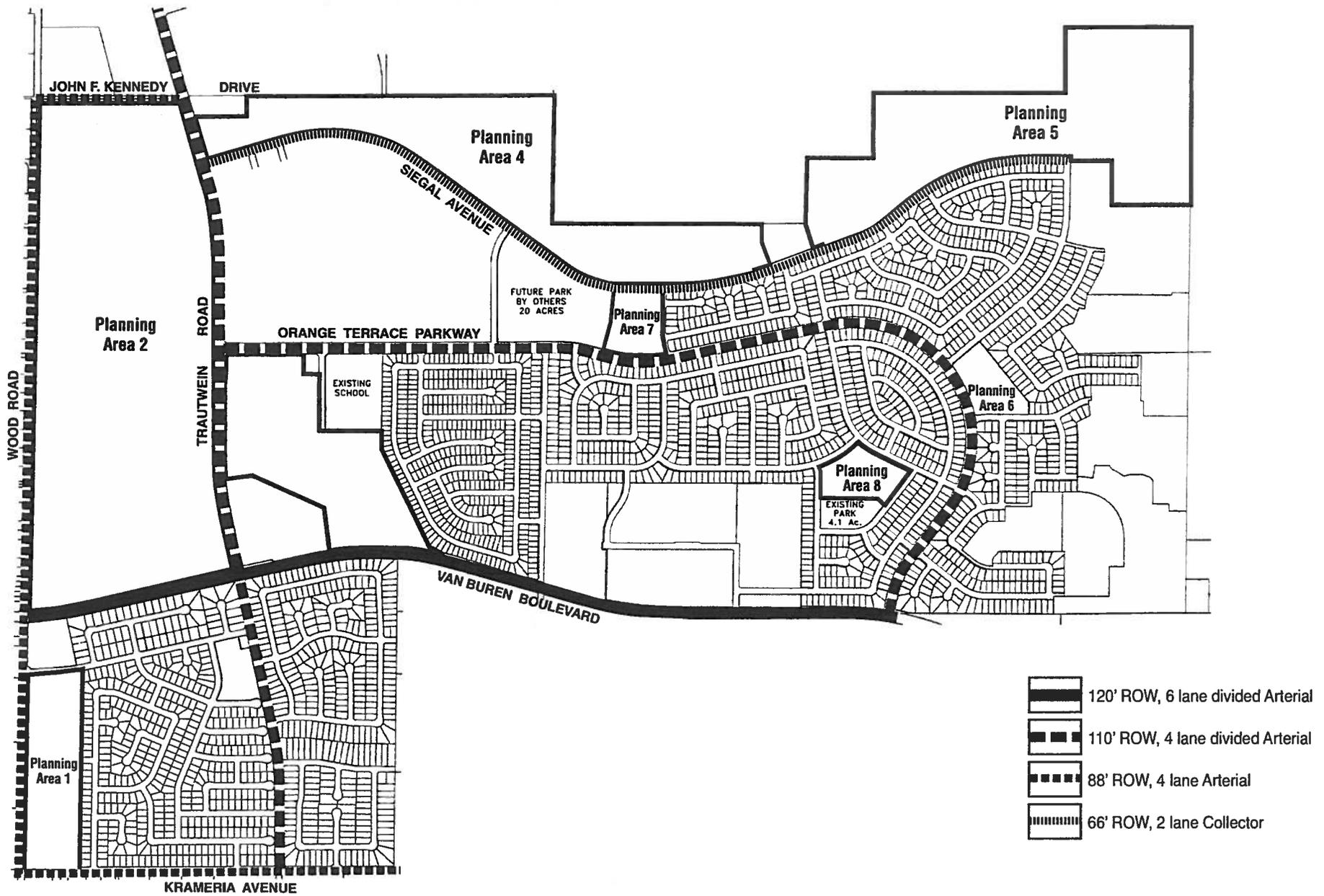
Orangecrest is bisected by Van Buren Boulevard and Trautwein Roads. Wood Road forms the western boundary of the project and I-215 is 1.25 miles east. A comprehensive circulation network will provide access to and within the residential and commercial uses of the Specific Plan area (see Figure, 14, *Circulation Plan*).

Van Buren Boulevard in an improved four lane highway from I-215 on the east, to Highway 91 on the west. Trautwein Road is an existing two lane, planned four lane, divided road terminating at Trautwein on the north and Cajalco Road on the south. Other roadways that may be impacted by the project include Alessandro Boulevard, a divided four lane road two miles north of Van Buren Boulevard; I-215, a four lane highway 1.25 miles east of the project; Arlington Avenue, a four lane street in the City of Riverside; and Central Avenue, a four lane street in the City of Riverside. Also of importance is the impact of the project on Washington Street, a two lane roadway located approximately two miles west of the project. Figure 11 shows the streets discussed above with existing volumes.

Vehicular. Trautwein Road, within the development, will be constructed north of Van Buren Boulevard to proposed City 110 foot right-of-way. Prior to constructing more than 1,900 units the developer will participate in the widening of Trautwein Road north to Alessandro Boulevard to provide for four lanes of traffic. Additional right-of-way to accommodate a 110 foot major street will be provided in this reach to achieve the proposed widening. (Note: Trautwein Road has been improved to its full right-of-way within both the Orangecrest and Alessandro Heights Specific Plan Areas).

Van Buren Boulevard, shown as a 100 foot right-of-way with 76 foot curb separation on the Circulation Element, will be increased to 120 feet right-of-way to allow for future widening. This additional right-of-way permits a greater setback from the roadway. Cole Avenue south of Van Buren, shown as an 88 foot right-of-way, will be adequate with a 66 foot right-of-way. Orange Terrace Parkway, providing major east/west access through the center of the project will be designed as a major roadway 110 feet of right-of-way and (86 foot curb separation). Wood Road adjacent to the development will be widened to provide for 44 feet of right-of-way from centerline with curb and gutter 32 feet from centerline.

With this project and cumulative development, a need may exist to provide a dual left turn from south bound Washington onto Van Buren. There is adequate existing paved area to accomplish this at the present time. In like manner, a dual right turn at Van Buren and the Riverside Freeway may be required. Adequate paving area exists for this purpose. If these needs arise due to the development of this project, the project will fund the cost of this improvement. Actual signal installation will occur at the project site as required by the City Public Works Department



ORANGECREST SPECIFIC PLAN
Circulation Plan

Figure 14

Pedestrian/Bicycle

Pedestrian sidewalks will be provided adjacent to the curb of all project roadways, in accordance with City standards (see Figure 15, *Road Cross Sections*). In addition, trails will be provided adjacent to the open space corridors within several of the Planning Areas, and in several locations, linkages are made with regional trails (see individual Planning Area exhibits and Figure 16, *Trails Plan*), and a 10 foot meandering multi-purpose trail will be provided within dedicated open space adjacent to Wood Road, Trautwein Road, and John F. Kennedy Drive (see Figures 17 and 18, *Parkway Treatment*). All trails will be public facilities, maintained through non-public means subject to the approval of the City of Riverside. Trails will be designed in accordance with the City of Riverside Trails Master Plan Sections S-1, S-2 and S-3. The Orangecrest Specific Plan Trails systems will include the following goals of the Recreational Trail Standards.

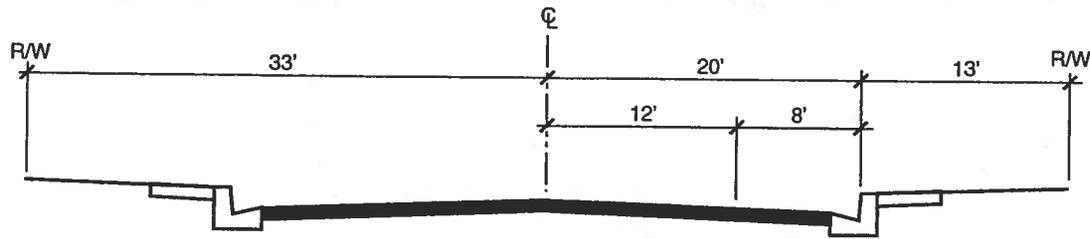
The goals of the Recreational Trail Standards are:

- ❖ Ensure trail safety by:
 - minimizing trail hazards;
 - minimizing trail deterioration; and
 - providing for adequate surveillance to reduce crime and vandalism.
- ❖ Protect the rights of adjacent landowners, thus making the trail a sought after amenity.
- ❖ Minimize maintenance costs.
- ❖ Provide for a consistent trail identity.
- ❖ Produce minimum disturbance to the natural environment.
- ❖ Maximize the enjoyment of users through a diversity of experiences.
- ❖ Reduce liability exposure to the City of Riverside.

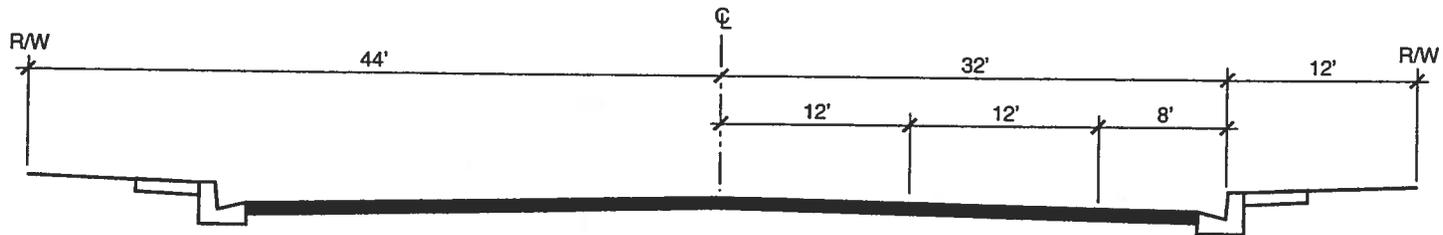
Final design of the trails will take place during the subdivision process and will be subject to City review.

All of the Specific Plan roadways are present, although those along the frontages of Planning Areas 4 and 5 are not constructed to their full widths. As part of the development of the Planning Areas, half-width improvements will be constructed along the project side of roads adjacent to each Planning Area.

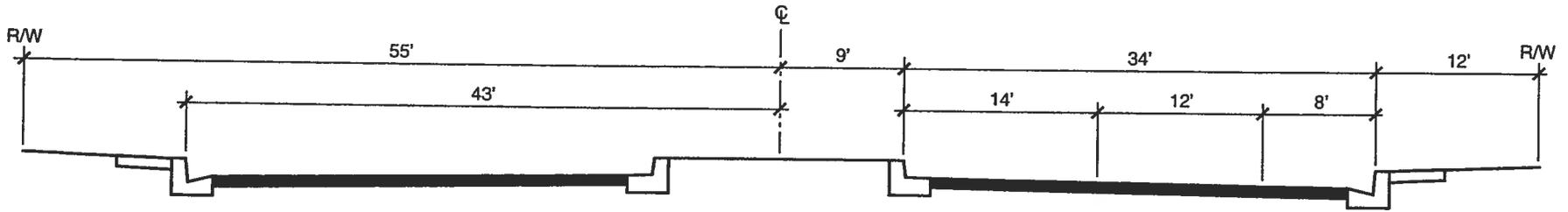
Bicycle lanes, prohibiting vehicle parking, will be provided along all major streets, which include Wood Road, Trautwein Road, Van Buren Boulevard (between Wood Road and Barton Street), Krameria Avenue and Orange Terrace Parkway. Interior bike and pedestrian ways will be created to provide access to the parks, open space and public facilities proposed.



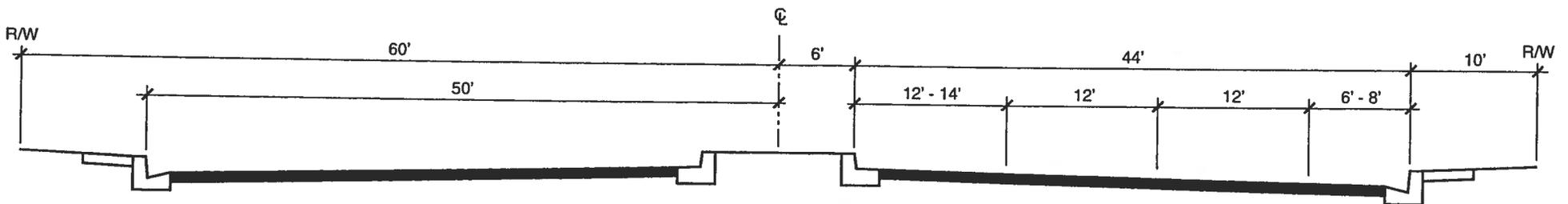
66' Secondary or Collector



88' Major



110' Major



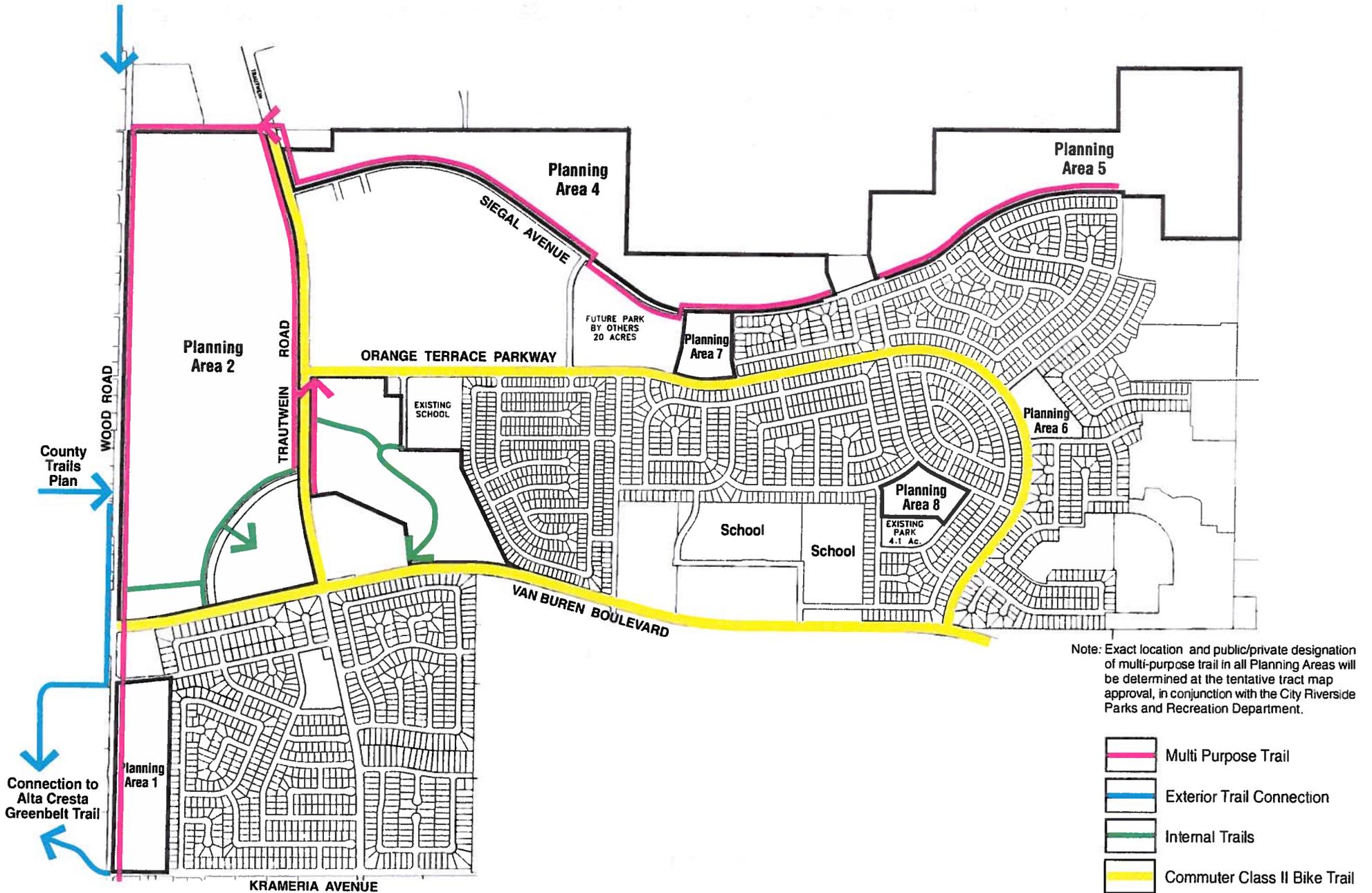
120' Major

ORANGECREST SPECIFIC PLAN
Street Cross Sections



10-03 JN 10-101524 10336

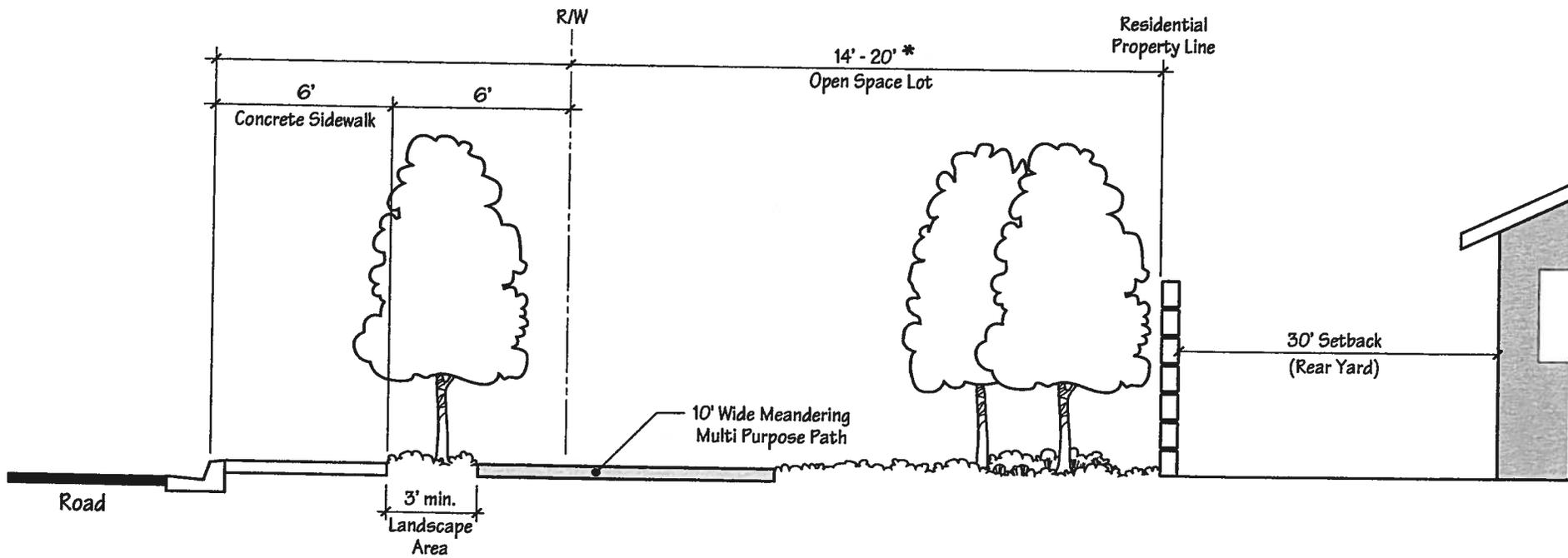
Figure 15



ORANGECREST SPECIFIC PLAN
Trails Plan

Figure 16

As amended June 2002



*** Locations of Parkway Treatment**

Wood Road: 14-20'

Trautwein Road: 14'

John F. Kennedy Drive: 14'



6-03 JN 10 101524 10336

Figure 17

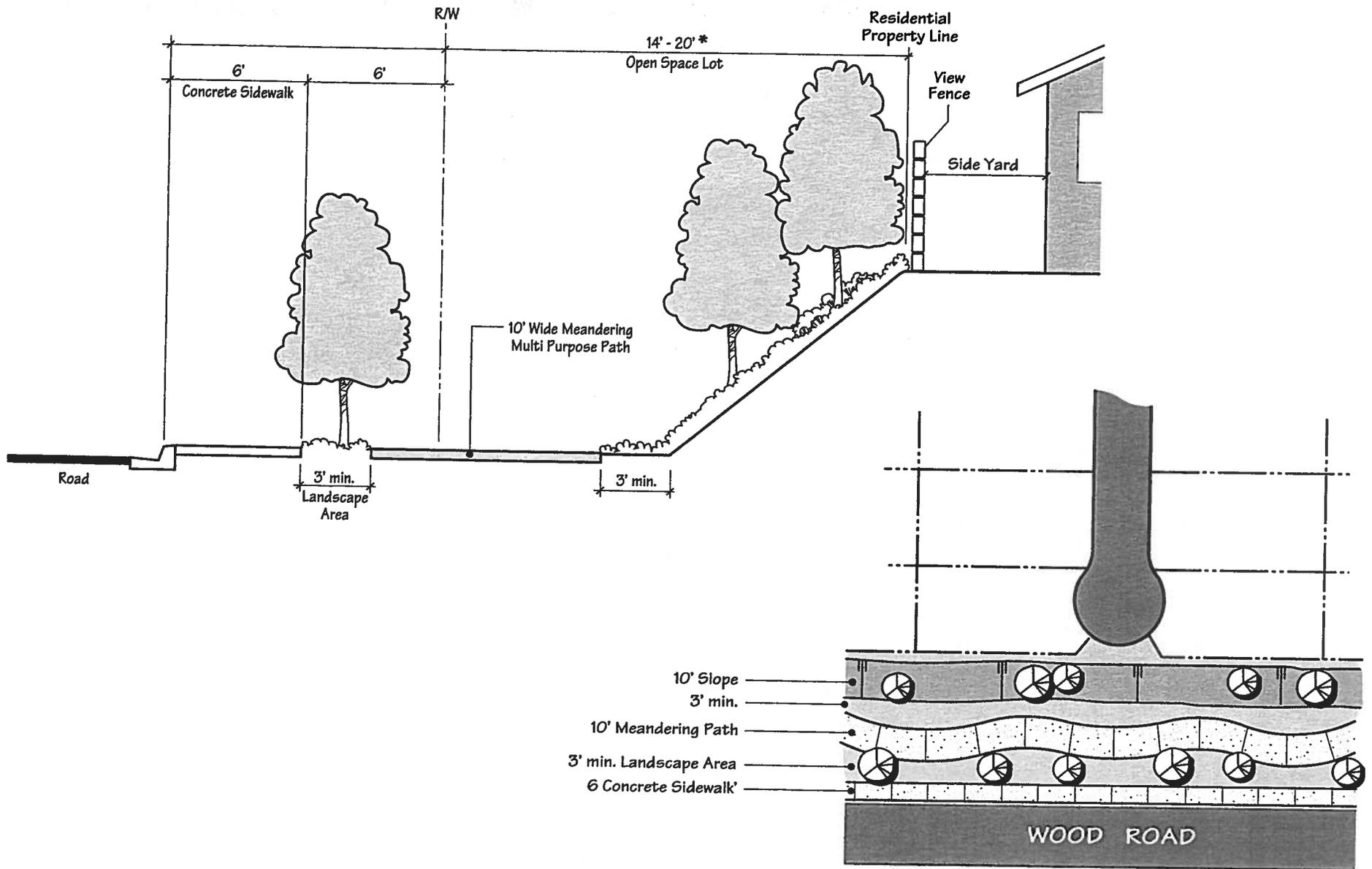
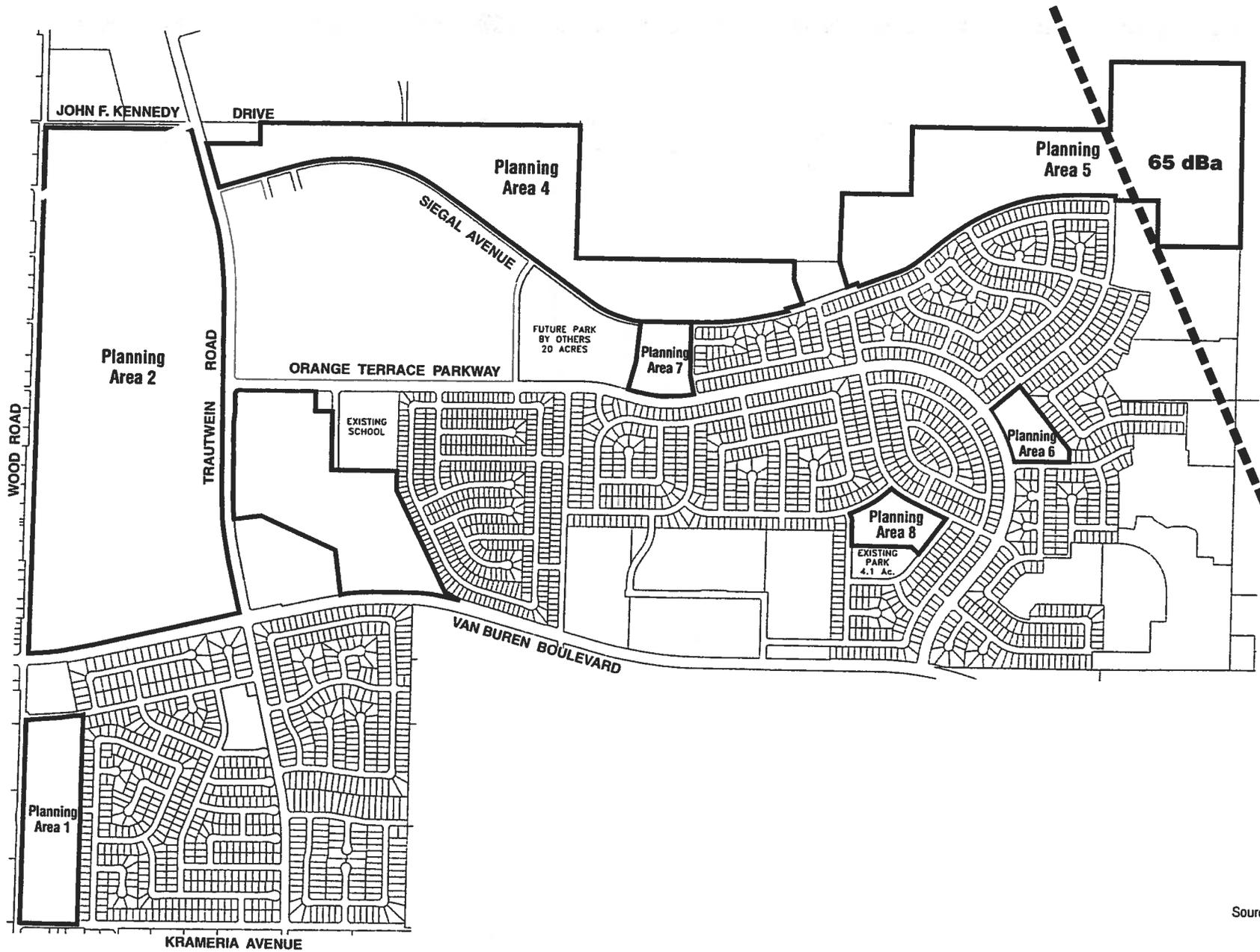


Figure 18



Source: J.F. Davidson

ORANGECREST SPECIFIC PLAN
Noise Map



6-03 JN 10-101524-10336

Figure 19

H. Parks and Recreation

The recreational needs of project residents are met by provision of a 28-acre community park, a 5-acre neighborhood park, and a 12.5-acre park facility. Park improvements will be provided per the "Agreement for Park Improvements, Thundersky Park Additions, Orange Terrace Community Park Addition".

The 28-acre park facility will be located along Orange Terrace Parkway at Barton Street. It is envisioned to provide typical community park facilities that include a community center, lighted ball fields, multi-purpose courts, restrooms, group and family picnic areas and attendant lighting, parking, and landscaping. Due to the terrain of the site, the developer will be required to convey to the City concurrently with development of Tract 21709 and Planning Area 4 of the specific plan. The park site will be designed with street frontage on all sides to be improved by the developer.

A 5-acre park site has been constructed as part of Tract 19958 within that portion of the project located south of Van Buren Boulevard. This site serves as a neighborhood park facility. This City Department of Parks and Recreation is concerned over the siting of a neighborhood park along Trautwein Road due to traffic volume and speed. The park site may be shifted westerly into the area encompassing Phase 3 of the specific plan lying southerly of Van Buren Boulevard, at the direction of the Department of Parks and Recreation. A 12.5-acre park facility is situated within the eastern portion of the project. Four acres of this 12-acre park has been completed with the remaining 8.5 acres to be constructed by January 1, 2000.

Commercial areas will carry out the citrus theme while blending into compatible landscaping that is easily maintained. Landscaping will be selected to soften the intensive use of these areas.

It is unlikely that slopes will be created that will be visible once a house is constructed. However, any slope in excess of five feet in height will require a landscape and irrigation plan prior to obtaining any building permit. All landscaping and irrigation will be installed prior to occupancy. All manufactured slopes that may erode or that are five feet in height or more, will be landscaped in native ground cover at the conclusion of grading to prevent erosion while providing interior visual relief.

It is desirable that this project obtain a finished appearance as soon as possible after construction. Therefore, the front yards of all single family residences on lots of 7,200 square feet and smaller, will be landscaped as part of the unit package. In order to maintain the theme of the project, individual lots, except large lots 18,000 square feet plus, will be fenced as part of the sales package.

The use of citrus will unify the community around one theme. Hardscape and entry signs to each community will vary to allow individual community identity within the overall project goals.

The developer of the Orangecrest Specific Plan has agreed to dedicate each of the proposed park sites to the City concurrently with adjacent development. The developer will also grade these sites, at his expense, and install all necessary street improvements to City standards. Park development fees will be collected by the City at the time building permits are issued.

Due to the scope of the proposed development within the annexation area, a considerable amount of parkway and other landscape maintenance would be required. The maintenance of developed public park facilities would be the responsibility of the City. If any of the proposed reverse frontage areas exceed City standards for right-of-way widths, this will be maintained by a Homeowner's Association. The first year of maintenance for landscaped medians and reverse frontage areas which meet City standards will be the responsibility of the developer. After acceptance by the City, the costs for maintenance of landscaping within these areas would be the responsibility of the City.

I. Solid Waste

Solid Waste generated by the proposed project will be disposed of at the Mead Valley disposal Site. The Mead Valley site has a life expectancy of approximately 20 years. Presently, the disposal site receives 150 tons of solid waste per day. At peak development, the proposed project will contribute approximately 25 tons of solid waste per day. This addition is being phased in over a 20 year period, reducing the impacts to the site. Additional disposal sites in the area will be necessary to provide for the solid wasters of this project, existing development, and other projects in the service area.

J. Public Utilities

Telephone service is provided by Pacific Telephone on the western third of the site and General Telephone on the balance of the site. Both companies have facilities in the project area. Both companies have indicated that new underground facilities will be necessary to serve the site.

Natural gas is provided by the Southern California Gas Company. A six inch gas main presently exists at the intersection of Wood Road and Trautwein that will serve the project. Natural gas consumption is estimated at 134 million cubic feet per month. This use will not have a significant impact on the ability of Southern California Gas Company to provide service.

Electrical service will be provided by the City of Riverside, Public Utility Department. Currently, the City does not have any electric distribution facilities to serve the subject increment. A substation and major transmission lines will ultimately be necessary to serve the site and the Alessandro Heights Specific Plan area (Annexation No. 54 - Trautwein). The site for the substation will be determined as development occurs in the vicinity. The extension of additional power lines to serve all parts of the project site will be coordinated between the developer and the City Public Utility Division. Prior to installation of additional power lines, the developer will make all necessary agreements with the City for financing of the line extensions. Electrical hookup fees will be the responsibility of individual project developers and businesses.

Electrical Consumption					
Land Use	Units/Sq. Ft.	Consumption Factor (KW/h/ft/yr)	Annual Consumption	Demand Factor	Peak Consumption (KW)
Single Family Residential	4,866	5,838	28,407,708	5KW	24,330
Retail Comm/Office	963,112	12.3	11,846,278	7KW	6,741,784
Total			40,253,986	KW	6.77 MW

Table V-12: Electrical Consumption

K. Library Services

The nearest facility of the Riverside Library system is the Arlington Branch, located approximately six miles west of the site, on Magnolia Avenue in the City of Riverside. A book mobile service is available to the Woodcrest community bi-weekly for 1-1/2 hours on Saturdays. The Arlington branch library would not be adequate to serve the additional demand created from this project, as noted in EIR 164.

The design of the original Orangecrest Specific Plan included a 0.5-acre library site located at the northeast corner of Wood Road and Van Buren Boulevard. The Orangecrest project as amended in 1998 relocated the library site to Planning Area 7, which is planned as a park site. As with the original Specific Plan, the site will be dedicated to the City.

VI. APPROVED MITIGATION MEASURES

VI. APPROVED MITIGATION MEASURES

A. Land Use

Residential

1. The keeping of horses, cows, or other farm animals on any residential lot shall be prohibited.
2. Area within the project that are adjacent to large equestrian-oriented parcels shall perpetuate that lifestyle by means of lot size, and level of improvements.
3. Facilities and services that would tend to attract people into the area lying adjacent to March Air Reserve Base property shall be prohibited. Access onto Base property shall also be prohibited.
4. Development within Tract 20393 shall be subject to Design Review Board Approval.

Non-Residential

1. Parkway and setback treatments for industrial uses along Trautwein Road shall be compatible with similar treatment within the Alessandro Heights project.
2. All non-residential development shall be subject to Plot Plan review and approval by the City of Riverside under established City review procedures.
3. Prior to issuance of building permits for projects resulting in over 250 employees (multiple employers) the City's TDM requirements set forth in Chapter 19.79 of the Zoning Ordinance shall be met.

B. Noise

1. Construction activities will take place only during those days and hours specified in the City Noise Ordinance to reduce noise impacts during more sensitive time periods.
2. The use and proper maintenance of noise reducing devices on construction equipment will minimize construction-related noise.
3. Specific acoustic analyses, performed at more detailed levels on planning, will insure compliance with residential acoustic attenuation requirements of City Ordinance No. 4168 and 4512.

4. A clause be added to the Conditions, Covenants and Restrictions (CC&R's) to be recorded on the property that the developer shall notify the purchaser of residential lots in writing that March Air Reserve Base flight paths cross this area.

C. Water

1. A comprehensive water distribution system for the project site will be designed, constructed, and all fees paid in accordance with Western Municipal Water District requirements.
2. The developer will work with Western Municipal Water District and City staff to determine appropriate line sizes, the need for pump stations, storage facilities, and service hookup charges.

D. Wastewater

1. Connection to a sanitary sewer system will serve to mitigate all impacts that would have prevailed from the siting and use of an on-site wastewater treatment plant, its attendant facilities, and effects of discharging treated effluent. Connection to the existing City of Riverside sewer system is also the most economical sewerage system alternative available. The existing City treatment plant and interceptor lines possess adequate capacity and no significant adverse impacts will be experienced.
2. Sewer lines will be extended to the site within the alignments of Alessandro Boulevard and Trautwein Road at the developers expense. Should an alternative sewer alignment be selected during the design phase, it shall be subject to a subsequent environmental review and approval to address any potential impacts.

E. Fire Protection

1. Fire hydrants shall be designed and located in accordance with City of Riverside Fire Department Standards and will be installed throughout the project.
2. Fire flow needs shall be determined by the Riverside Fire Department based on building design and occupancy, building separation, and use of the fire control systems.
3. All structures will be provided with acceptable fire prevention and control systems, including smoke detectors, sprinklers systems and other control systems as determined necessary by the City of Riverside Fire Department and in accordance with applicable City Fire Ordinances.

4. Fire retardant construction materials will be used throughout the project.
5. The developer shall dedicate, grade and provide adjacent street improvements for a 3/4-acre fire station facility at the location shown on the Specific Plan. Completed.
6. The developer shall commence construction at his expense, a two-bay fire station facility to Fire Department Specifications, prior to the issuance of the 401st building permit. The design and layout of the fire station shall be subject to City review and approval under the City's established Conditional Use Permit process. Completed.
7. The fire station shall be completed and ready for occupancy prior to the issuance of the 550th building permit. Completed.
8. The developer shall contribute one 1500 gallon fire truck apparatus upon completion of the fire station facility. Completed.

F. Police Protection

1. The developer shall work with the City Police Department in the design of internal street systems and structures in a manner which assists in crime prevention.
2. Adequate street lighting will be provided throughout the project to increase traffic and pedestrian safety and for crime prevention.
3. The installation of high grade on-site security systems will be encouraged for all future office, commercial, and industrial developments within the project.

G. Schools

1. Prior to building permit issuance, the developer shall show evidence of mitigation from RUSD to mitigate all school impacts generated by this project.
2. The City of Riverside shall work with the Riverside Unified School District to incorporate all of the project site into the Riverside Unified School District. Completed.
3. In lieu of mitigation fees, Developer shall provide school facilities to the Riverside Unified School District pursuant to the following:
 - i. Memorandum of Understanding between SIC Corporation, developers of Orangecrest Specific plan, and the Riverside Unified School District dated September 23, 1985;

- ii. Agreement between SIC Corporation and the Riverside Unified School District dated May 7, 1986;
- iii. Assigning and Amending Agreement between SIC Corporation, the Riverside Unified School District and A.S.D., a California Limited Partnership, dated April 17, 1989;
- iv. Memorandum of Understanding between SIC Corporation, the Riverside Unified School District and A.S.D., a California Limited Partnership, dated August 29, 1989;
- v. Any and all other implementing documents between the property owner and the Riverside Unified School District.

H. Traffic, Circulation and Public Transportation Mitigation

Alessandro Boulevard and Trautwein Road

Alessandro Boulevard:

- No improvements required other than those to accommodate necessary future improvements to Trautwein Road.

Trautwein Road:¹

- Improve northbound approach.
- Provide dual northbound left-turn and single northbound right-turn lanes.

On-Site Intersections²

Trautwein Road and Wood Road

Trautwein Road:

- Install single northbound left-turn lane.
- Widen north leg to provide for exclusive southbound right-turn lane.

Wood Road:

- Provide exclusive eastbound left-turn and optional left-right-turn lane.

Trautwein Road and Orange Terrace Parkway

Trautwein Road:

¹ Projected improvement would coincide with completion of the third phase (approximately 1,211 dwelling units).

² The following on-site measures would be incorporated within project construction format.

- Install exclusive southbound left-turn lane.
- Widen to provide for exclusive northbound right-turn lane.

Orange Terrace Parkway:

- Install exclusive westbound left turn lane.
- Widen to provide for exclusive northbound right-turn lane.

Van Buren Boulevard and Trautwein Road

Van Buren Boulevard:

- Widen both approaches to Trautwein Road.
- Provide west leg with dual left-turn and single right-turn lane.
- Provide east leg with exclusive left-turn and right-turn lanes

Trautwein Road:

- Realign Trautwein Road to intersect Van Buren Boulevard at 90 degrees.
- Install dual southbound left-turn lanes.
- Install single southbound left-turn lane

Van Buren and Barton Street

Van Buren Boulevard:

- Install single-left-turn lanes for eastbound and westbound approaches.
- Widen east leg to provide for an exclusive westbound right-turn lane.

Barton Street:

- Install single southbound left-turn lane.

Van Buren and Barton Street

Van Buren Boulevard:

- Install single left-turn for eastbound traffic.

- Widen east leg to accommodate a single westbound right-turn lane.

Barton Street:

- Install single southbound left-turn lane.

Van Buren Boulevard and Orange Terrace Parkway

Van Buren Boulevard:

- Widen both approaches to provide dual eastbound left-turn lanes and an exclusive westbound right-turn lane.

Orange Terrace Parkway:

- Widen southbound approach to provide dual left-turn and dual right-turn lanes.

General Mitigation Measures:

Install traffic signals at the following locations when warranted.

- Van Buren Boulevard at Trautwein Road
- Van Buren Boulevard at Barton Street
- Van Buren Boulevard at Orange Terrace Parkway
- Trautwein Road at Alessandro Boulevard³
- At completion of the third phase (approximately 1,211 dwelling units), widen Trautwein Road at 52 feet (between Van Buren and Alessandro Boulevard).
- Provide localized six-lane roadway section on Van Buren Boulevard between Barton Street and Orange Terrace Parkway.

In addition to the preceding improvements, the following measures are recommended to mitigate cumulative traffic conditions.

Off-Site Intersections

Washington Street and Van Buren Boulevard

Washington Street:

³ Traffic signal warranted prior to addition of project traffic volumes (warrant fulfilled by existing volumes).

- Modify striping on north leg to provide for dual southbound left-turn lane.

Van Buren Boulevard:

- No improvements required

91 Freeway @ Van Buren Boulevard (E/B on/off-ramp)

E/B Off-Ramp:

- Modify striping to provide for dual eastbound right-turn lanes.

Van Buren Boulevard:

- No improvements required

Arlington Avenue and S/B 91 Freeway On/Off-Ramps

- Investigate feasibility of improving Arlington Avenue and/or Riverside Avenue as described in text.

I. Parks

1. The developer shall dedicate to the City all park sites and be responsible for grading the sites, and providing adjacent street improvements in accordance with City standards concurrently with adjacent development.
2. At the City's option, either the City or developer shall construct all park facilities. All park facilities shall be maintained by the City.
3. The project shall contribute the standard park development fee in force at the time of development, unless alternate arrangements are approved by the City Council.
4. All street parkways shall be planted by the developer using the 70:30 landscape/hardscape ratio, and shall be maintained by the City, pursuant to City approval. Any of the proposed reverse frontage areas exceeding City standards for right-of-way widths will be maintained by a Homeowners Association.
5. All landscaping, hardscaping, and signing shall be oriented toward a compatible theme to promote the overall project identity. All reverse frontage landscaping and median landscaping will be subject to approval of the Park and Recreation Department.



6. All proposed trails shall be consistent with the City's Trails Master Plan and approved by the Parks and Recreation Department.

J. Solid Waste

1. Waste reduction and recycling programs emphasizing convenient collection centers will be encouraged for all residential, commercial, and industrial development in the project site.

K. Public Utilities

1. As development occurs, the developer will work with City staff and individual utility companies to determine line sizes, support facilities, and a program of payment for on-site services.
2. Structures and other facilities (e.g., street lights) will be designed in a manner which is energy efficient.

L. Library Services

1. The developer shall provide a ½-acre rough graded library site with all improvements within Planning Area 7 at a time and in a manner mutually acceptable to the developer and the City.

M. Air Quality

1. Industrial uses should be limited to clean uses that would not emit large amounts of air pollutants.
2. Normal wetting procedures should be followed during the site grading operations to reduce dust emissions.
3. Future public transportation concepts should be considered in project site plan development.
4. Solar assisted heating systems should be considered to reduce on-site use of nature gas and off-site generation of electricity.
5. Solar orientation access and passive solar techniques should be considered in the site planning and architectural design.
6. Bicycle racks should be installed at all commercial sites to encourage the use of bicycles instead of automobiles.

N. Environmental

1. Prior to the issuance of grading permits completed DPR forms for the 17 prehistoric archaeological sites shall be submitted in a form compatible with the City's Cultural Resource Inventory data base, as approved by the Planning Director.
2. Streambed alteration approvals from the Department of Fish and Game and U. S. Army Corps of Engineers will be required before any development or grading activities impacting wetland and riparian areas will be allowed.
3. Prior to development or grading the applicant shall comply with the long term Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) and the City's policies for implementing the HCP.