

15 SEP 14 PM 2: 58

September 14, 2015

VIA HAND-DELIVERY

Ms. Jane Halstead
City Clerk
City of Moreno Valley
Moreno Valley City Hall
14177 Frederick Street
Moreno Valley, California 92552

Re: Moreno Valley Jobs Initiative

Dear Ms. Halstead:

For your immediate attention, enclosed please find the following documents relating to an initiative titled the "Moreno Valley Jobs Initiative" (the "Initiative"):

- Notice of Intent to Circulate Petition (Elections Code § 9202);
- Text of the Initiative (Elections Code § 9202);
- Certification regarding use of signatures (Elections Code § 9608);
- Initiative proponent's authorization for the Nielsen Merksamer law firm to handle the filing of the Initiative petition, as well as any related actions and/or correspondence with elections officials relating to the Initiative (Elections Code § 9210); and
- A check in the amount of \$200 (Elections Code § 9202).

Pursuant to Elections Code § 9203(a), this letter shall serve as formal written request that a ballot title and summary of the measure be prepared by the City Attorney.

The name and address of the person proposing this measure (the "proponent") is:

Ms. Jane Halstead
City Clerk
City of Moreno Valley
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- Robert D. Harris
10440 Canyon Vista Road
Moreno Valley CA 92557
Tel: 951-259-9460

Please do not hesitate to contact me should you have any questions. Thank you for your assistance.

Sincerely,



Chris Skinnell

Attachments

Ms. Jane Halstead
City Clerk
City of Moreno Valley
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NOTICE OF INTENT TO CIRCULATE PETITION

Notice is hereby given by persons whose names appear hereon of their intention to circulate a petition within the City of Moreno Valley for the purpose of enacting land use approvals for the World Logistics Center project. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

The purpose of this Initiative is to protect and support the creation of job opportunities in Moreno Valley for the benefit of Moreno Valley and in support the City Council approval of the World Logistics Center projects.

The City's approval of the Project is being threatened with lawsuits by those who would like to prevent Moreno Valley from being competitive and therefore push the jobs and benefits to other cities by raising unproven environmental claims or stop the Project for their own interests and financial benefit to the detriment of Moreno Valley.

This initiative will allow the voters of Moreno Valley to reject the influence of these opponents and take control of the future of our city.

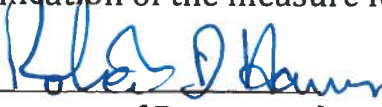


Robert D. Harris

Ms. Jane Halstead
City Clerk
City of Moreno Valley
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SIGNED STATEMENT OF PROPONENT
(Elec. Code § 9608)

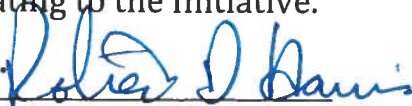
I, Robert D. Harris, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.


(Signature of Proponent)

Dated this 14th day of September 2015.

AUTHORIZATION FOR COUNSEL TO HANDLE PETITION FILING
(Elec. Code § 9210)

I, Robert D. Harris, the proponent of the Moreno Valley Jobs Initiative (the "Initiative"), hereby authorize our legal counsel, Chris Skinnell, Jason Kaune, and Jay Carson of the Nielsen Merksamer law firm, to handle the filing of the Initiative for title and summary, filing of the Initiative petition, and any other actions and/or correspondence with your office, or any other elections officials, relating to the Initiative.


(Signature of Proponent)

Dated this 14th day of September 2015.

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS 15 SEP 14 PM 3: 01

The people of the City of Moreno Valley do ordain as follows:

Section 1. Title.

This initiative measure (the “Initiative”) shall be known as the “Moreno Valley Jobs Initiative.”

Section 2. Purpose.

The purpose of this Initiative is to protect and support the creation of job opportunities in Moreno Valley for the benefit of Moreno Valley and in support the City Council approval of the World Logistics Center projects.

The City’s approval of the Project is being threatened with lawsuits by those who would like to prevent Moreno Valley from being competitive and therefore push the jobs and benefits to other cities by raising unproven environmental claims or stop the Project for their own interests and financial benefit to the detriment of Moreno Valley.

This initiative will allow the voters of Moreno Valley to reject the influence of these opponents and take control of the future of our city.

Section 3. Repeal of Ordinances and Resolutions

- A. Ordinance No. 900, enacted by the City Council on August 25, 2015, is repealed. A copy of the Ordinance is attached as Exhibit A-1.
- B. Resolution No. 2015-57, adopted by the City Council on August 19, 2015, is repealed. A copy of the Resolution is attached as Exhibit A-2.
- C. Resolution No. 2015-59, adopted by the City Council on August 19, 2015, is repealed. A copy of the Resolution is attached as Exhibit A-3.

Section 4. Amendments to the General Plan of the City of Moreno Valley.

The General Plan of the City of Moreno is hereby amended as follows (additions are shown as underlined and deletions are shown as ~~strikethroughs~~):

A. Community Development Element.

- 1. The Land Use Map, Figure 2-2, page 2-4, is amended as shown on Exhibit B-1. A copy of the Land Use Map prior to its amendment is shown, for informational purposes only, on Exhibit B-2.

2. Section 2.1.1, page 2-1, is amended as follows:

“Industrial development is located in the southwest corner of Moreno Valley between Kitching Street and Heacock Street. The area between Alessandro Boulevard and March Air Reserve Base contains industrial uses and several City of Moreno Valley facilities, including city hall, the public safety building and the animal shelter. A major logistics center is planned southerly of SR-60 between Redlands Boulevard and Gilman Springs Road. There are two full-service hospitals in Moreno Valley. The Moreno Valley Community Hospital is on the north side of Iris Avenue, west of Oliver Street. The Riverside County Medical Center is located on the northwest corner of Cactus Avenue and Nason Street.

3. Section 2.1.3, page 2-5, is amended as follows:

“In 2002, the California Department of Fish & Game Wildlife Conservation acquired approximately 1,000 acres in the southeast corner of Moreno Valley. The purchase expanded the San Jacinto Wildlife Area. The Sempra energy company purchased an additional 178 acres of land surrounding its gas compressor facility at the intersection of Virginia Street and Gato del Sol. ~~The acquisitions encompass about one third of the land within the Moreno Highlands Specific Plan.~~

~~“Neither of the aforementioned land purchases are likely to be developed as envisioned in the original specific plan and are likely to remain substantially vacant. In that the Moreno Highlands Specific Plan Development Agreement precludes the City from making unilateral changes to the specific plan land use plan, no changes were recommended for the Moreno Highlands Specific Plan as part of the General Plan Update.”~~

B. Parks, Recreation and Open Space Element.

1. The Opens Space map, Figure 4-1, page 4-2, is amended as shown on Exhibit B-3. A copy of the Open Space map prior to its amendment is attached Exhibit B-4 for informational purposes only.
2. The Future Park Land Acquisition Areas map, Figure 4-2, page 4-6, is amended as shown on Exhibit B-5. A copy of the Future Park Land Acquisition Areas map prior to its amendment is shown on Exhibit B-6 for informational purposes only.
3. The Master Plan of Trails map, Figure 4-3, page 4-13, is amended as shown on Exhibit B-7. A copy of Master Plan of Trails map prior to its amendment is attached as Exhibit B-8 for informational purposes only.

C. Circulation Element.

1. The Circulation Plan, Figure 9-1, page 9-26, is amended as shown on Exhibit B-9. A copy of the Circulation Plan prior to its amendment is shown on Exhibit B-10 for informational purposes only.
2. Section 5.3.2.2, page 5-7, is amended as follows:

“Industrial and business park development is concentrated in the southern part of the City, generally located south of Iris Avenue and north of San Michele Road to the Perris city limits, and in the eastern part of the City, generally between Redlands Boulevard and Gilman Springs Road. This development is an important component of the City land use pattern, providing significant local employment opportunities for Moreno Valley residents and municipal revenue to support high levels of public services and facilities To support this development, a sound network of arterial and collector streets is needed.”

D. Safety Element.

1. The Fire Station Map, Figure 6-1, page 6-8, is amended as shown on Exhibit B-11. A copy of the Fire Station Map prior to its amendment is attached as Exhibit B-12 for informational purposes only.
2. The Buildout Noise Contours Map, Figure 6-2, page 6-15, is amended as shown on Exhibit B-13. A copy of the Buildout Noise Contours Noise Map prior to its amendment is attached as Exhibit B-14 for informational purposes only.

E. Conservation Element.

The Major Scenic Resources Map, Figure 7-2, page 7-13, is amended as shown on Exhibit B-15. A copy of the Major Scenic Resources Map prior to its amendment is attached as Exhibit B-16 for informational purposes only.

F. Goals and Objectives.

1. The Circulation Plan, Figure 9-1, page 9-26, is amended as shown on Exhibit B-9. A copy of the Circulation Plan prior to its

amendment is attached as Exhibit B-10 for informational purposes only.

2. The LOS Standards, Figure 9-2, page 9-27, is amended as shown on Exhibit B-17. A copy of the LOS Standards prior to its amendment is attached as Exhibit B-18 for informational purposes only.
3. The Bikeway Plan, Figure 9-4, page 9-29, is amended as shown on Exhibit B-19. A copy of the Bikeway Plan prior to its amendment is attached as Exhibit B-20 for informational purposes only.

Section 5. Amendment of City of Moreno Valley Zoning Map.

The zoning map of the City of Moreno Valley is amended as shown on Exhibit C-1. A copy of the Zoning Map prior to its amendment is attached as Exhibit C-2 for informational purposes only.

Section 6. Repeal of the Moreno Highlands Specific Plan.

The Moreno Highlands Specific Plan is repealed. A copy of the Moreno Highlands Specific Plan is attached as Exhibit D for informational purposes only.

Section 7. Adoption of the World Logistics Center Specific Plan.

The World Logistics Center Specific Plan, Exhibit E, is adopted.

Section 8. Imposition of Project Conditions of Development.

The conditions of development shown on Exhibit F are adopted.

Section 9. Implementation of this Initiative.

- A. Upon the effective date of this Initiative, the City is directed to promptly take all appropriate actions needed to implement this Initiative. This Initiative is considered adopted and effective upon the earliest date legally possible.
- B. Upon the effective date of this Initiative, the provisions of Section 3 of this Initiative are hereby inserted into the General Plan; except that if the four amendments of the General Plan permitted by state law for any calendar year have already been utilized in the year in which this Initiative becomes effective, the General Plan amendments set forth in this Initiative shall be the first amendments inserted into the General Plan on January 1 of the next year.

- C. The General Plan in effect on the date of filing of the Notice of Intent to Circulate this Initiative (“Filing Date”) and the General Plan as amended by this Initiative compose an integrated, internally consistent and compatible statement of policies for the City. To ensure that the City’s General Plan remains an integrated, internally consistent and compatible statement of policies for the City, any provision of the General Plan that is adopted between the Filing Date and the effective date of the General Plan amendments adopted by this Initiative shall, to the extent that such interim-enacted provision is inconsistent with the General Plan amendments adopted by this Initiative, be amended as soon as possible and in the manner and time required by state law to ensure consistency between the provisions adopted by the Initiative and other elements of the General Plan.

Section 10. Effect of Other Measures on the Same Ballot.

In approving this Initiative, it is the voters’ intent to create a comprehensive regulatory plan to govern the future use and development of the Project and the Project site. To ensure that this intent is not frustrated, this Initiative is presented to the voters as an alternative to, and with the express intent that it will compete with, any and all voter initiatives or City-sponsored measures placed on the same ballot as this Initiative and which, if approved, would regulate the use or development of the Project or the Project site in any manner whatsoever (each, a “Conflicting Initiative”). In the event that this Initiative and one or more Conflicting Initiatives are adopted by the voters at the same election, then it is the voters’ intent that only that measure which receives the greatest number of affirmative votes shall control in its entirety and the other measure or measures shall be rendered void and without any legal effect. In no event shall this Initiative be interpreted in a manner that would permit its operation in conjunction with the non-conflicting provisions of any Conflicting Initiative. If this Initiative is approved by the voters but superseded by law in whole or in part by any other Conflicting Initiative approved by the voters at the same election, and such Conflicting Initiative is later held invalid, this Initiative shall be self-executing and given full force of law. Neither the Moreno Valley Workforce Training Initiative nor the WLC Land Benefit Initiative is a Conflicting Initiative.

Section 11. Interpretation and Severability.

- A. This Initiative must be interpreted so as to be consistent with all federal and state laws, rules, and regulations. If any section, sub-section, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this

Initiative. The voters declare that this Initiative, and each section, sub-section, sentence, clause, phrase, part, or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Initiative that can be given effect without the invalid application.

- B. If any portion of this Initiative is held by a court of competent jurisdiction to be invalid, we, the people of the City of Moreno Valley, indicate our strong desire that: (i) the City Council use its best efforts to sustain and reenact that portion, and (ii) the City Council implement this Initiative by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of this Initiative, including adopting or reenacting any such portion in a manner consistent with the intent of this Initiative.
- C. This Initiative must be broadly construed in order to achieve the purposes stated above. It is the intent of the voters that the provisions of this Initiative be interpreted or implemented by the City and others in a manner that facilitates the purpose set forth in this Initiative.

Section 12. Amendment.

If the City Council determines that it would be in the City's interest for additional complementary uses to be added to the World Logistics Center Specific Plan to diversify Moreno Valley's economy, then the City Council, pursuant to the City's Municipal Code, may amend the World Logistics Center Specific Plan, the General Plan, and the Zoning Map to permit uses allowed in the Industrial, Light Industrial, and Business Park zones.

Section 13. Exhibits

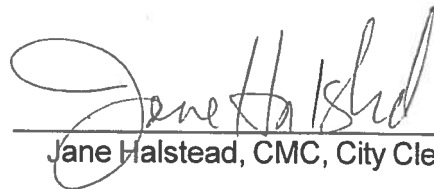
Each of the Exhibits attached to this Initiative is hereby incorporated by reference for all purposes related to this Initiative.

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, JANE HALSTEAD, City Clerk of the City of Moreno Valley, California, do hereby certify and attest the foregoing to be a true and correct copy of the original Ordinance No. 900 on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Moreno Valley, this 3rd day of September, 2015.


Jane Halstead, CMC, City Clerk

(SEAL)

MORENO VALLEY JOBS INITIATIVE
EXHIBIT A-1

ORDINANCE NO. 900

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING PA12-0012 (CHANGE OF ZONE), PA12-0013 (SPECIFIC PLAN) AND PA12-0014 (PRE-ZONING/ANNEXATION), WHICH INCLUDE THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN, A FULL REPEAL OF THE MORENO HIGHLANDS SPECIFIC PLAN NO. 212-1, PRE-ZONING/ANNEXATION FOR 85 ACRES AT NORTHWEST CORNER OF GILMAN SPRINGS ROAD AND ALESSANDRO BOULEVARD, CHANGE OF ZONE TO LOGISTICS DEVELOPMENT (LD), LIGHT LOGISTICS (LL) AND OPEN SPACE (OS) FOR AREAS WITHIN THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN BOUNDARY, AND A CHANGE OF ZONE TO OPEN SPACE (OS) FOR THOSE PROJECT AREAS OUTSIDE AND SOUTHERLY OF THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN BOUNDARY

The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1: RECITALS

1.1 Pursuant to the provisions of law, public hearings were held before the City of Moreno Valley Planning Commission on June 11, 25, and 30, 2015, and the City Council on July 15, 2015.

1.2 The matter was fully discussed and the public and other agencies presented testimony and documentation.

1.3 The revised Zoning Atlas map is attached hereto and incorporated herein as Exhibit A.

1.4 The pre-zoning map for the 85 acres subject to future annexation is attached hereto and incorporated herein as Exhibit B.

1.5 The Specific Plan is attached hereto and incorporated herein as Exhibit C.

SECTION 2: FINDINGS

2.1 Based upon substantial evidence presented to this City Council during the above-referenced meeting on July 15, 2015, including written and oral staff reports, and the record from the public hearing, this City Council hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed amendment to zoning, establishment of the World Logistics Center (WLC) Specific Plan, and related items are consistent with the General Plan, and its goals, objectives, policies and programs and with any applicable specific plan.

FACT: The proposed amendment to existing zoning classifications are consistent with the proposed General Plan amendments

proposed with the WLC Project including land use change to Business Park/Light industrial, all proposed zoning included in the WLC Specific Plan and areas lying outside and south of the WLC Specific Plan boundaries. Within the proposed WLC Specific Plan area (2,610 acres) 2,420 acres are proposed for logistics or industrial warehouse land uses, 74.3 acres for Open Space and 115.8 acres designated for roadway rights of way. Within the WLC Specific Plan area, up to 40.4 million square feet of future high-cube logistics uses are proposed in the Logistics Development land use designation, 200,000 square feet of warehouse and related uses are proposed in the Light Logistics land use designation. The proposed project by repeal of the Moreno Highlands Specific Plan will result in a reduction of residential zoning; however, the reduction of residential zoning is consistent with the 2014 updated General Plan Housing Element.

The proposed Pre-zoning/Annexation of an 85 acre portion of land currently in the County of Riverside into the City's boundaries by a subsequent separate action is consistent with the goals, objectives, policies and programs of the General Plan. The changes are consistent with Objective No. 42 of the City of Moreno General Plan which requires the City to maintain boundaries that are "logical in terms of service capabilities, economic development need, social and economic interdependencies, citizen desires and city costs and revenues." Policy 42.1 of the General Plan states that "the City will support and encourage the annexation of unincorporated areas within the General Plan study area for which benefits will be derived by the City upon annexation." The affected property is a logical extension of the city limits and Moreno Valley is the logical service provider. The area is currently included in the City's Sphere of Influence and additional annexation of approximately 85 acres would be within the City's service capacities.

2. **Health, Safety and Welfare** – The proposed amendment to zoning and related items will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: An Environmental Impact report (EIR) has been prepared for the overall project, including the proposed Change of Zone, General Plan amendment and WLC Specific Plan. The analysis presented in the EIR indicates that the proposed project will have certain significant unavoidable adverse impacts to Aesthetics, Air Quality Land Use, Noise, and Traffic/Circulation as described in detail within the document. All other environmental effects evaluated in the EIR are considered to be less than significant, or can be feasibly reduced with mitigation measures to less than

significant levels. A Mitigation Monitoring Program, which will ensure the completion of required mitigation measures for the project is included in the EIR.

A Statement of Overriding Considerations has been prepared in consideration of project impacts related to Aesthetics, Air Quality, Land Use, Noise, and Transportation/Traffic that cannot be mitigated to a less than significant level.

Of particular note, mitigation measures for air quality include measures such as the required inclusion of Tier 4 construction equipment, restriction of trucks that fall below 2010 engine emissions standards from entering project areas and limitation of truck idling to three (3) minutes, all in an effort to reduce air pollutant emissions. Mitigation measures for Noise include the reduction of short-term construction noise levels to include the requirement of a Noise Reduction Compliance Plan, restrictions on grading during nighttime hours, potential sound barriers, as well as measures for long term traffic and operation noise to include building specific noise studies required for individual plot plans, the potential for sound walls and maintenance of buffer areas.

3. The proposed amendment to zoning and related items are consistent with the purposes and intent of Title 9 of the City Municipal Code.

FACT: The proposed project conforms to applicable zoning regulations of the City and is consistent with modifications proposed to land use and zoning within the proposed General Plan Amendments, WLC Specific Plan, and other changes to zoning outside of the WLC Specific Plan area.

The WLC Specific Plan includes development regulations and design standards such as a circulation system that limits truck traffic access in the Plan area primarily through Theodore Street from Highway 60, and Gilman Springs Road from Alessandro Boulevard and a future street designated in the Plan as Street B, and thereby away from existing residential neighborhoods west of the project area. The Specific Plan provides special edge treatment areas surrounding the perimeter of the proposed WLC Specific Plan boundary which are consistent with aesthetic and quality community design objectives of the City.

The change of zone outside the WLC Specific Plan area includes a change to Open Space (OS) for areas to the south of the WLC Specific Plan boundary extending to the San Jacinto Wildlife Area. The change of zone is consistent with the California Department of

Fish and Wildlife land that is provided for habitat use and San Diego Gas and Electric properties which include utility uses and open space buffer areas around their property.

SECTION 3 - PREZONING

3.1 The City of Moreno Valley Official Zoning Atlas, as adopted by Ordinance No. 359, on April 14, 1992, and as amended thereafter from time to time by the City Council of the City of Moreno Valley, is further amended by placing in effect the intended zone or zone classification for the 85 acres of property at the northwest corner of Gilman Springs Road and Alessandra, as shown on the attached WLC Pre-Zoning map marked "Exhibit B" and included herein by reference, and which is contingent upon subsequent annexation action.

SECTION 4 AMENDMENT OF THE OFFICIAL ZONING ATLAS

4.1 **World Logistics Center Specific Plan** – Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas, in addition to as amended in Section 3, by including the property stated within this ordinance, and establishing a zoning classification of WLCSP-LD (World Logistics Center Specific Plan – Logistics Development) and WLCSP-LL (World Logistics Center Specific Plan – Light Logistics) for certain property as described on Exhibit A and C (included herein by reference, and on file in the office of the City Clerk).

4.2 **Areas located outside of the World Logistics Center Specific Plan** - Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas by including the property stated within this ordinance, and providing zoning classifications of OS (Open Space) for certain property as described on Exhibit A (included herein by reference, and on file in the office of the City Clerk).

4.3 **Pre-Zoning of 85 acre Annexation Site** - Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas by including the property stated within this ordinance into the City of Moreno Valley and the existing Sphere of Influence contingent upon a subsequent approval from the Riverside County Local Area Formation Commission (LAFCO), and establishing a zoning classification of WLCSP-LD (World Logistics Center Specific Plan – Logistics Development) for certain property as described in Exhibit B (included herein by reference, and on file in the office of the City Clerk).

SECTION 5: ADOPTION

5.1 Based on the foregoing recitals and findings, the City Council of the City of Moreno Valley does hereby adopt and approve the Zoning/Atlas Map, Pre-Zoning Map and Specific Plan attached hereto as Exhibits A, B and C and does hereby authorize the mayor to sign the ordinance on behalf of the City.

SECTION 6: EFFECT OF ENACTMENT:

6.1 Except as specifically provided herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council which addresses the same subject addressed herein.

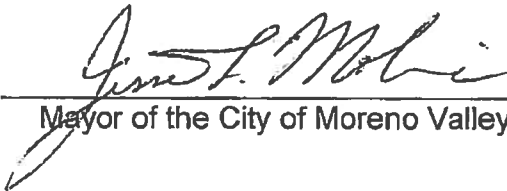
SECTION 7: NOTICE OF ADOPTION:

7.1 Within fifteen days after the date of adoption hereof, the City Clerk shall certify to the adoption of this ordinance and cause it to be posted in three public places within the city.

SECTION 8: EFFECTIVE DATE:

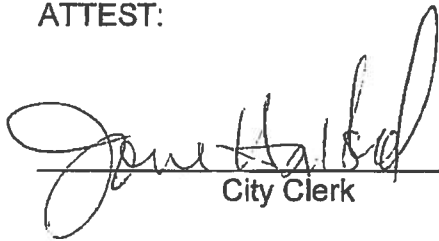
This ordinance shall take effect thirty days after the date of its adoption.

APPROVED AND ADOPTED this 25th day of August, 2015.



Mayor of the City of Moreno Valley

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

ORDINANCE JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 900 had its first reading on August 19, 2015 and had its second reading on August 25, 2015, and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 25th day of August, 2015, by the following vote:

AYES: Council Member Giba, Mayor Pro Tem Gutierrez, and Mayor Molina

NOES: Council Members Jempson and Price

ABSENT: None

ABSTAIN: None

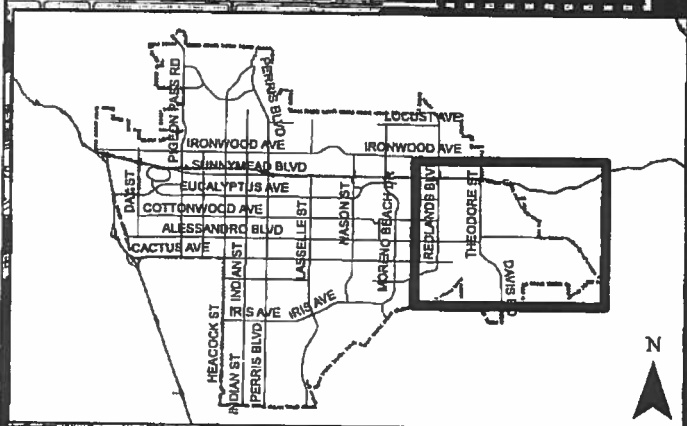
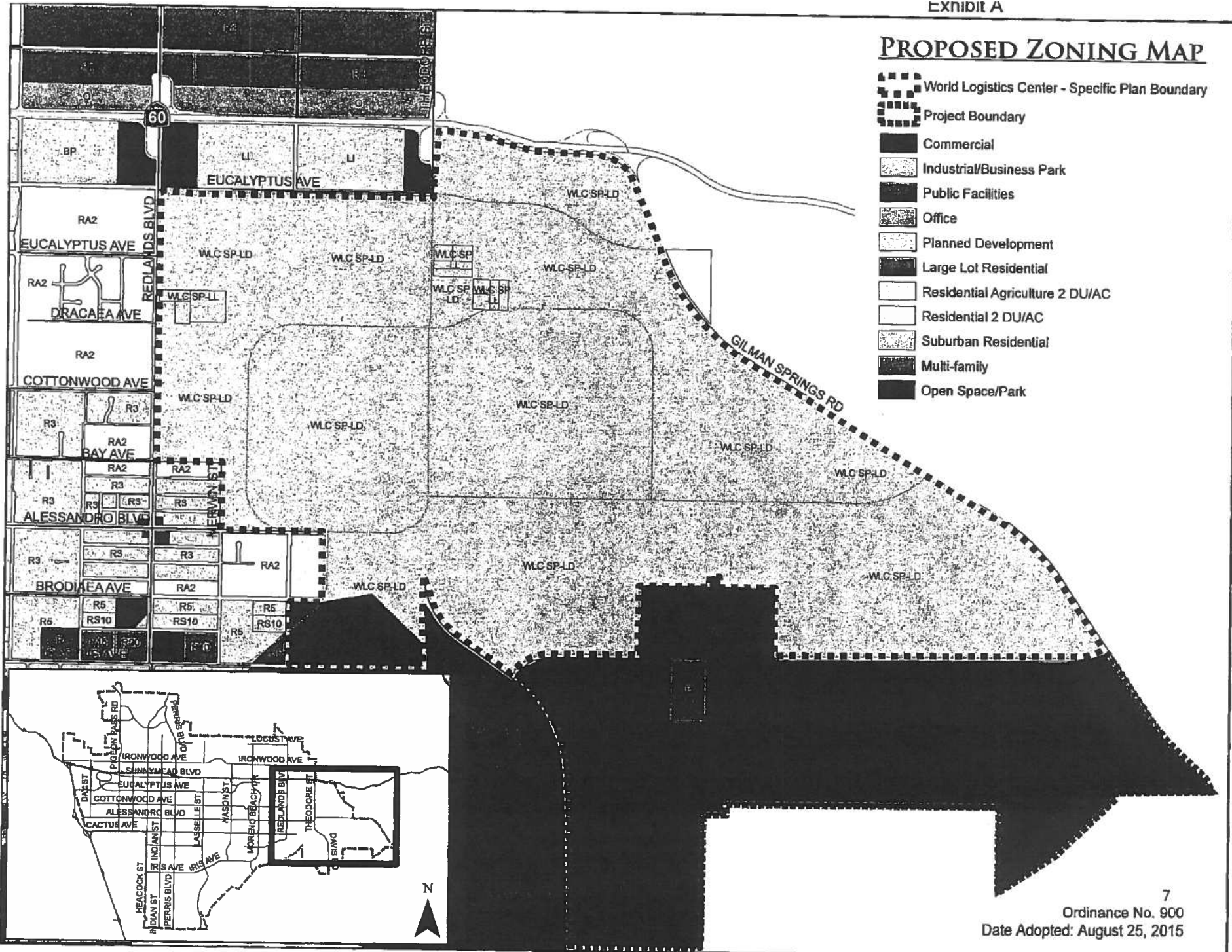


CITY CLERK

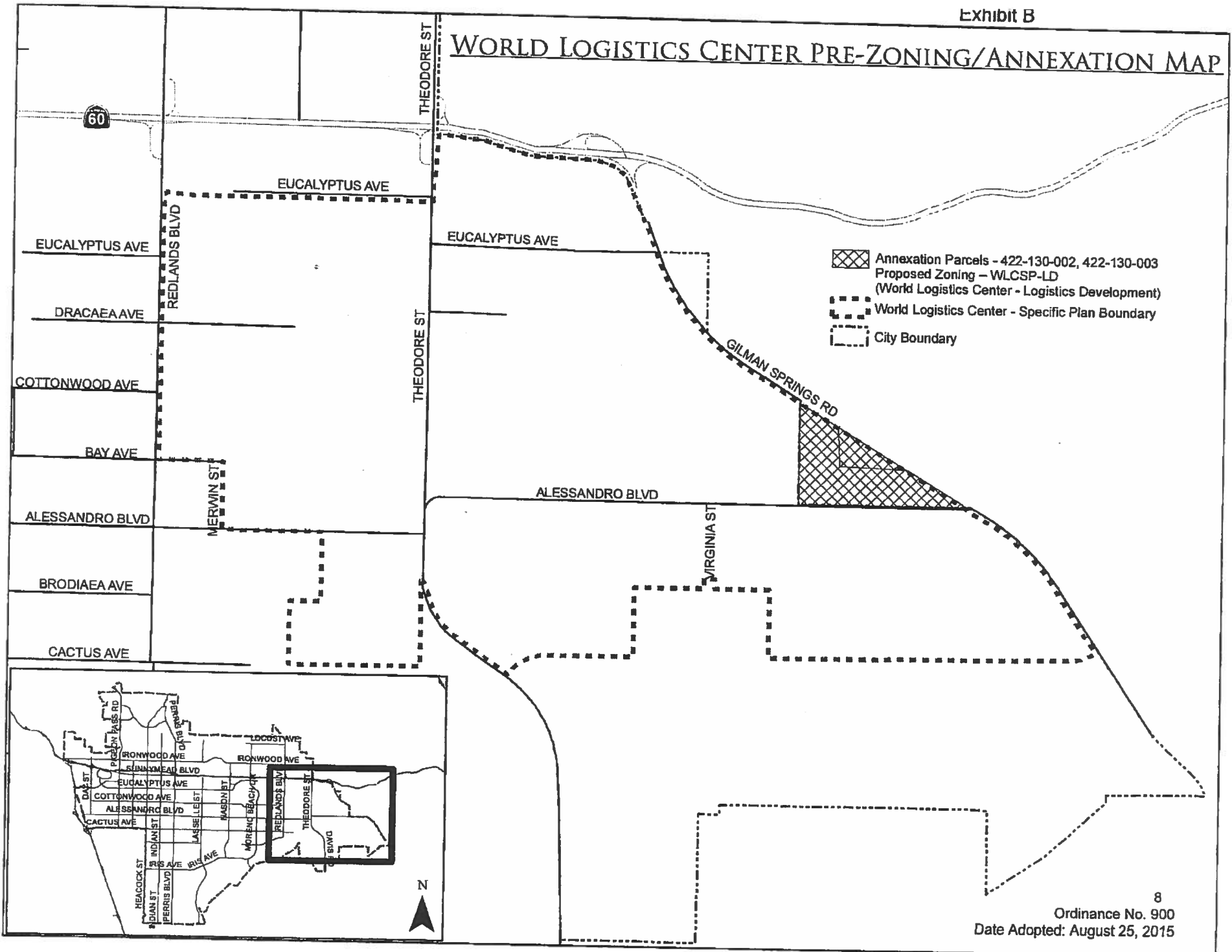
(SEAL)

PROPOSED ZONING MAP

-  World Logistics Center - Specific Plan Boundary
-  Project Boundary
-  Commercial
-  Industrial/Business Park
-  Public Facilities
-  Office
-  Planned Development
-  Large Lot Residential
-  Residential Agriculture 2 DU/AC
-  Residential 2 DU/AC
-  Suburban Residential
-  Multi-family
-  Open Space/Park



WORLD LOGISTICS CENTER PRE-ZONING/ANNEXATION MAP



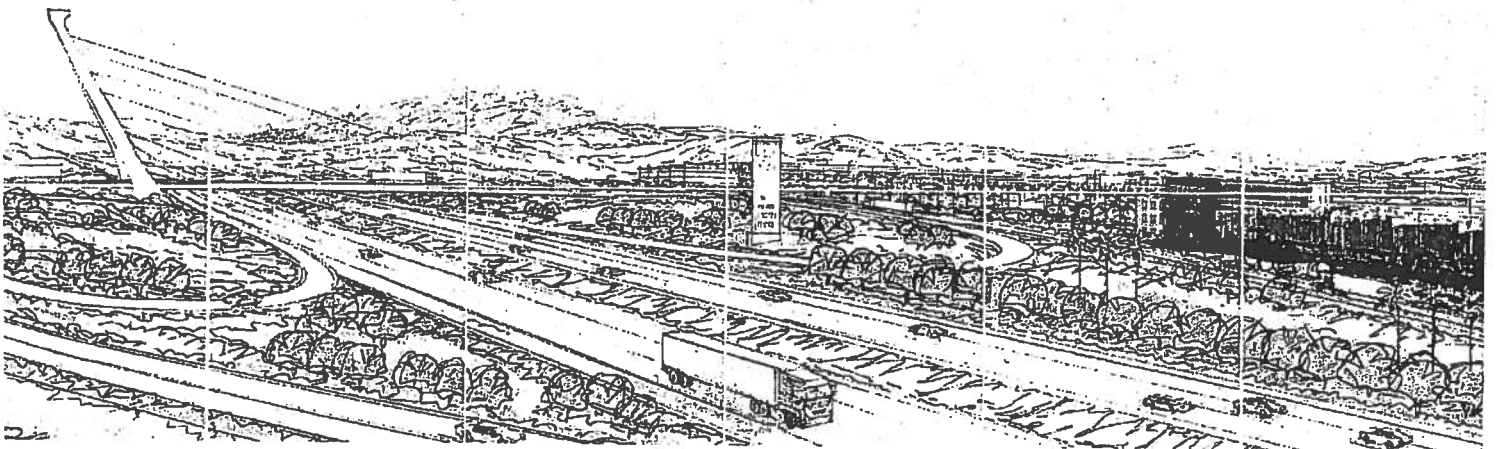


THE WORLD
LOGISTICS
CENTER TM ®

SPECIFIC PLAN

September 2014

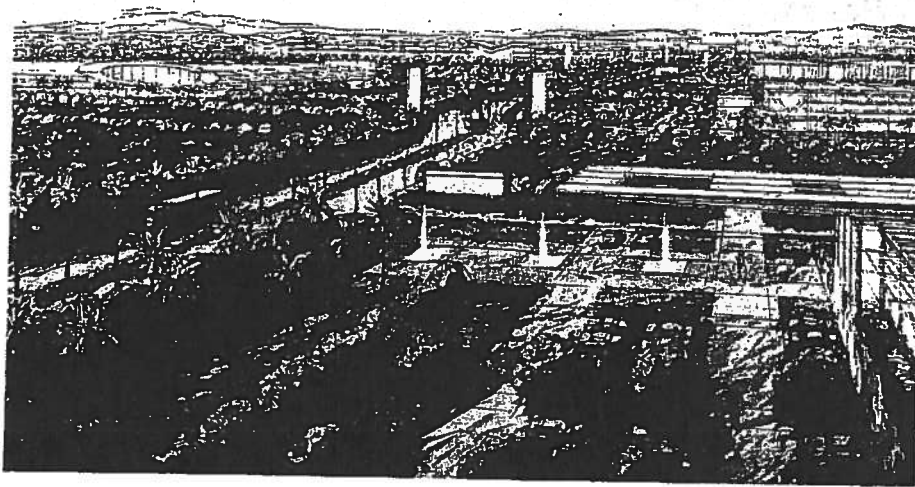
City of Moreno Valley
Riverside County, California



Adopted:

Date: _____

Ordinance # _____



Note: The renderings, photographs and illustrations contained herein present the general vision and intent for future development. As the project progresses to actual construction, precise plans and design specifications consistent with these illustrations will be submitted to the City of Moreno Valley for review and approval prior to the issuance of construction permits.



DISCLAIMER

10
Ordinance No. 900
Date Adopted: August 25, 2015

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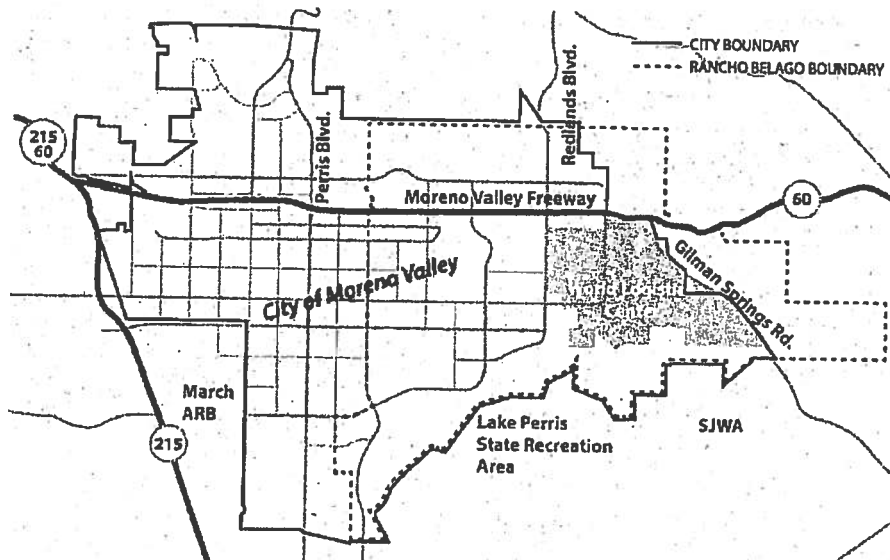
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1.0 INTRODUCTION

1.1 The World Logistics Center

The World Logistics Center is a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations in a quality business environment.

The World Logistics Center Specific Plan covers 2,610 acres in Rancho Belago California, the eastern portion of Moreno Valley, located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road northerly of the San Jacinto Wildlife Area (SJWA).



*Note All maps and illustrations are shown enlarged in the Appendix.

Exhibit 1-1 Regional Map

1.2 Specific Plan Overview

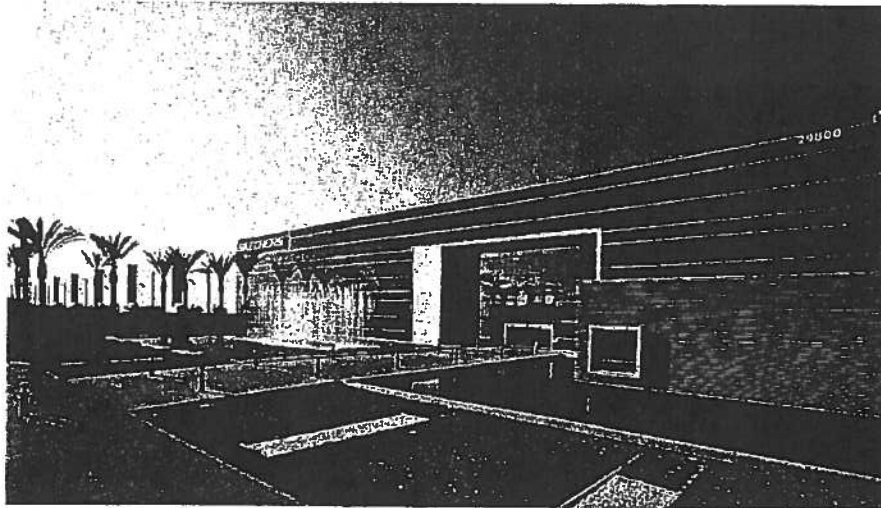
The World Logistics Center Specific Plan will guide the orderly development of the World Logistics Center project in carrying out the City's General Plan. Within the Specific Plan, land use designations are identified and design guidelines, regulations, conditions, and programs are included to direct the systematic development of the project. This Specific Plan implements all applicable elements of the General Plan and includes detailed information about the area's infrastructure improvements such as roads, water, sewer, utilities and flood control facilities.



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The World Logistics Center Specific Plan has been adopted pursuant to Government Code Section 65450 which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures.

The Specific Plan complies with the City of Moreno Valley's Municipal Code (Chapter 9.13) governing the content of specific plans and procedures for their adoption and enforcement.

1.3 Specific Plan Vision and Objectives

The vision for the World Logistics Center is to establish a world class corporate park environment specifically designed to support the unique logistics and operational needs of international companies and corporate users. The World Logistics Center features a clean and contemporary design aesthetic and an efficient, convenient circulation system to provide a highly functional logistics campus.

The objective of the Specific Plan is to establish the zoning criteria that will guide the orderly development of the World Logistics Center project and carry out the goals of the City's General Plan. Included are development standards for integrated site planning, architecture, and landscaping. These standards establish a consistent design concept that produces a clear image and a sense of prestige, efficiency and integrity for the World Logistics Center and each project within.





Exhibit 1-2 Specific Plan Area

1.3.1 Development Goals

The Specific Plan provides planning strategies and development standards created specifically for the property to incorporate its unique advantages, adapt to its constraints, meet the unique needs of a growing logistics industry, provide for the economic growth needs of the City, and create consistent and compatible land uses for the area in an environmentally responsible manner. Development of the World Logistics Center:

- Provides the land use designations and infrastructure plan necessary to support the City's Economic Development Action Plan,
- Establishes Moreno Valley as a prime location for the logistics industry,
- Creates a project that will provide a balanced approach to the City's responsibilities of fiscal viability, economic opportunity and environmental integrity,
- Provides thousands of ongoing employment opportunities,
- Provides thousands of construction job opportunities during the project's build-out phase,
- Establishes architectural and landscape design guidelines for the project, and
- Provides appropriate transition between the project and adjacent uses.



1.3.2 Green Building – Sustainable Development

Construction of the World Logistics Center will be in conformance with California's "Cal-Green" building regulations, the most stringent, environmentally-friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

To augment its environmentally responsible building design, the project will incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape Irrigation,
- Street designs that harvest and channel runoff into landscape areas instead of storm drains,
- Accommodate the use of alternative means of transportation,
- Use recycled building materials to the extent feasible,
- Use local sources of building materials to the extent feasible,
- Minimize the use of impervious paved surfaces throughout the project,
- Incorporate on-site storm water capture and infiltration within landscape areas,
- Support alternative fuel use through the provision of an on-site alternative fueling site, and
- Provide for the use of roof-mounted solar systems or other alternative power systems.



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Ordinance No. 900
Date Adopted: August 25, 2015

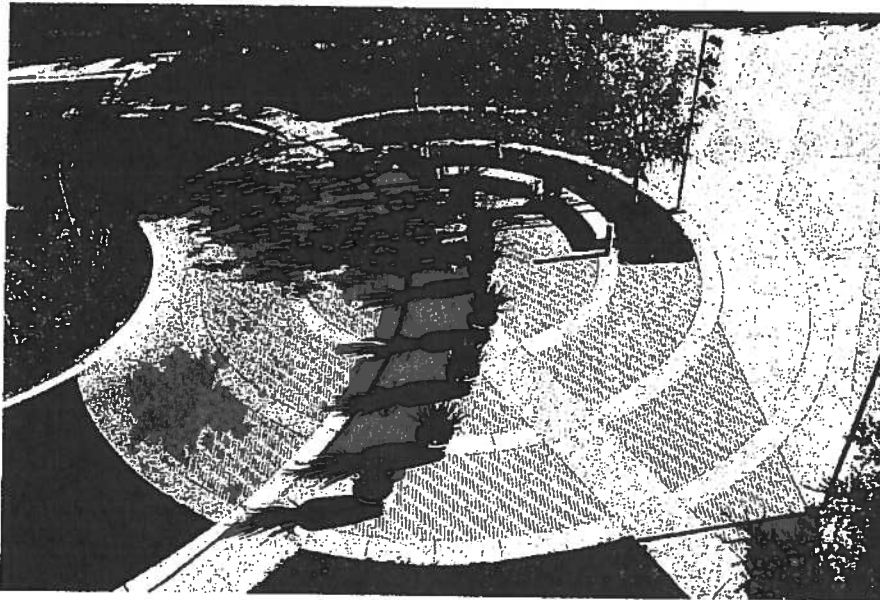
1.3.3 Sense of Place

The Specific Plan provides for the establishment of a strong and unique identity for the World Logistics Center. The Specific Plan guides the establishment of the project's sense of place by:

- Applying comprehensive, overall project design guidelines for architecture and project landscaping,
- Providing an efficient and simple circulation system specifically designed to accommodate truck circulation, and
- Using streetscapes, banners, entry monumentation, and architecture to strengthen the project identity.

1.3.4 Project Infrastructure

The Specific Plan identifies the backbone infrastructure systems needed to serve the project. Preliminary plans illustrate the proposed expansion of water, sewer, drainage and utility facilities. The infrastructure plan also provides for vehicular (car, truck and bus) and non-vehicular (bicycle and pedestrian) circulation, including a five-mile extension of the City's multi-use trail system.



The Specific Plan provides for the establishment of a strong and unique design identity for the World Logistics Center.



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1.4 Existing Setting

1.4.1 Existing Land Use

The World Logistics Center Specific Plan covers approximately 2,610 acres within Rancho Belago in eastern Moreno Valley in Riverside County, California. The project area is located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area. Existing uses include dry-farmed agricultural land, several scattered rural residential properties and a Metropolitan Water District (MWD) water distribution facility.

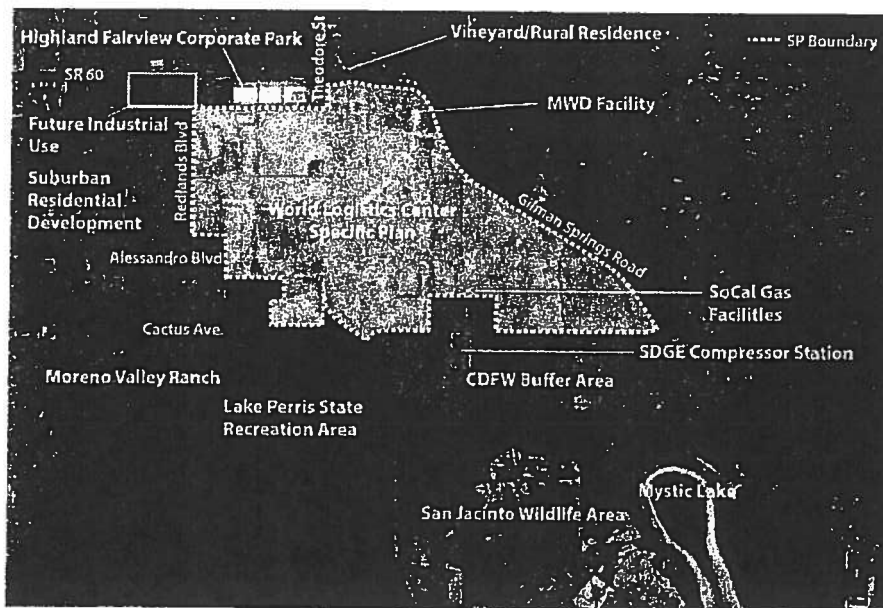


Exhibit 1-3 Surrounding Land Uses

Surrounding land uses include:

- North:** Highland Fairview Corporate Park (including Skechers), SR-60, vineyard and rural residential uses
- South:** Natural gas distribution facilities, San Jacinto Wildlife Area, Lake Perris State Recreation Area
- East:** Vacant hillside (Badlands), scattered residential uses
- West:** Suburban residential development, vacant land



1.4.2 Existing Fault Zones

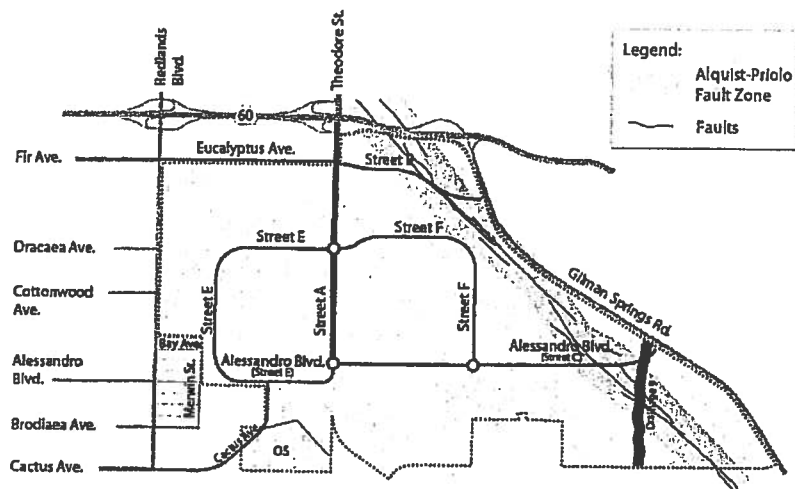


Exhibit 1-4 Existing Fault Zones

Based on preliminary geotechnical investigations conducted for the World Logistics Center property, a portion of the site is subject to geotechnical constraints that may affect the placement of future buildings on the property. Exhibit 1-4 "Existing Fault Zones" illustrates the location of the Alquist-Priolo Fault Zone on the site and shows where several concealed, inferred and known faults are believed to exist. Prior to the approval of all project-specific development proposals, detailed geotechnical investigation and analysis will be prepared and submitted to the City for review. The results of those studies will be incorporated into the detailed plans for each project.



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2.0 LAND USE PLAN

2.1 World Logistics Center Land Use Designations

The World Logistics Center Specific Plan provides for the development of a master-planned project specifically designed to support logistics uses by incorporating landscape and architectural standards, project-wide criteria for streets, drainage, public infrastructure, lighting and signage, and project features responsive to the needs of the logistics industry.

The Specific Plan includes a land use plan providing for three land use designations: Logistics Development (LD), Light Logistics (LL), and Open Space (OS).

A Circulation Plan provides a roadway network that moves cars and trucks into and through the World Logistics Center in a safe, efficient manner.

An Infrastructure Plan is included that addresses the current status of local infrastructure services such as water, sewer, storm drain, electricity and telephone/cable TV and outlines the backbone improvements necessary for these systems to serve the World Logistics Center project.

Guidelines for landscaping and architectural design are provided to ensure that a distinct consistent aesthetic theme is realized throughout the project.

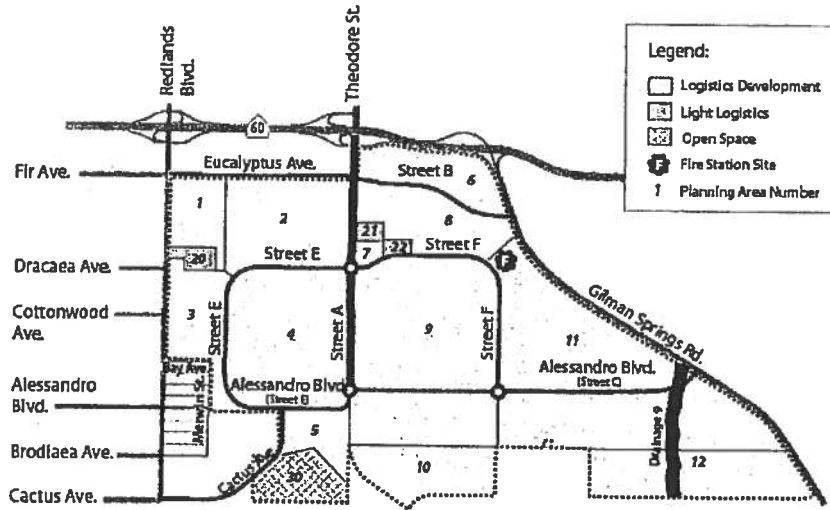
Additionally, the Plan establishes an implementation program that provides the processes and procedures for the review and approval of project-specific development proposals, carrying out the purpose and intent of the Specific Plan.

All of these elements function together to create a comprehensive development program to ensure that the World Logistics Center becomes the contemporary standard for logistics campus projects.



LAND USE PLAN

2-1



Planning Area (PA)	Land Use	Area	Building SF
Logistics Development			
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
ROW		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



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Exhibit 2-1 Land Use Plan

LAND USE PLAN

2-2

Land Use Designations:

Logistics Development - (LD)

The LD designation provides for high-cube logistics warehouse uses consisting of buildings of 500,000 square feet or greater. Warehousing and logistics activities consistent with the storage, assembly and processing of manufactured goods and materials prior to their distribution to other facilities are permitted within this category along with facilities for the outdoor storage of trucks, trailers and shipping containers. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LD category are included in Section 2.2 of this Specific Plan.

Light Logistics - (LL)

The LL designation provides for warehouse uses less than 500,000 square feet in size, self-storage and vehicle storage uses. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LL category are included in Section 2.3 of this Specific Plan.

Open Space - (OS)

The OS designation identifies a 74.3 acre area in the southwestern portion of the site which is a portion of Mt. Russell. The intent of the OS designation is to preserve this area as a permanent Open Space. This area shall comply with the City of Moreno Valley Open Space Standards and permitted uses.



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LAND USE PLAN

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2.2 Logistics Development (LD) Category



2.2.1 Purpose and Intent

The LD category is intended to provide for the development of large, high-cube logistics warehouse buildings.

2.2.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station (see Section 2.2.4)
- g. Logistics support (see Section 2.2.5)
- h. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.2.3 Development Standards (see Section 2.2.5 for standards applicable to logistics support)

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimensions – width – 200 feet
depth – 200 feet
- c. Minimum Building Size
 1. High-cube logistics uses: 500,000 square feet
 2. All other uses – no minimum



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LAND USE PLAN

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- d. Floor Area Ratio (FAR)
 - 1. High-cube logistics uses – no minimum; 1.0 FAR maximum.
- e. Building Height
 - 1. Vehicle/container storage uses – maximum 25 feet
 - 2. High-cube logistics uses – maximum 60 feet or 80 feet per Exhibit 5-3
 - 3. Cell towers – refer to Municipal Code.
- f. Building Setbacks (Minimum)
 - 1. From any public street: 60 feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From SJWA property: 400 feet (See Exhibit 4-16)
 - 5. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 6. From SDG&E Compressor Station buildings: No buildings shall be located less than 1000 feet from existing buildings at the SDG&E Compressor Station. (See Exhibit 4-16)
- g. Maximum Lot Coverage – None
- h. Landscape Coverage
 - 1. High-cube logistics uses – 10% minimum
 - 2. All other uses – no minimum
 - 3. Landscape buffer - 20 feet minimum from street
- i. Accessory Structure Size – no minimum, no maximum
- j. Accessory Structure Setbacks – same as primary buildings
- k. Legal nonconforming uses: the provisions of Municipal Code Section 9.02.180 “Legal nonconforming uses, improvements and parcels” shall apply.



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LAND USE PLAN

2-5

2.2.4 Fire Station Site

A 1.5-acre site for a future fire station will be provided in the easterly portion of the Specific Plan. The fire station will be built during Phase 1 (see Exhibit 8-1) and will be approximately 11,000 square feet in size. The exact location and configuration of the facility will be established in connection with the design and development of adjacent properties. The precise timing for the construction of a fire station will be determined by several factors, including the phasing of WLC development, the construction of other planned fire stations, and the location and size of WLC buildings. The Fire Department will review the need for a fire station with each site specific Plot Plan application.

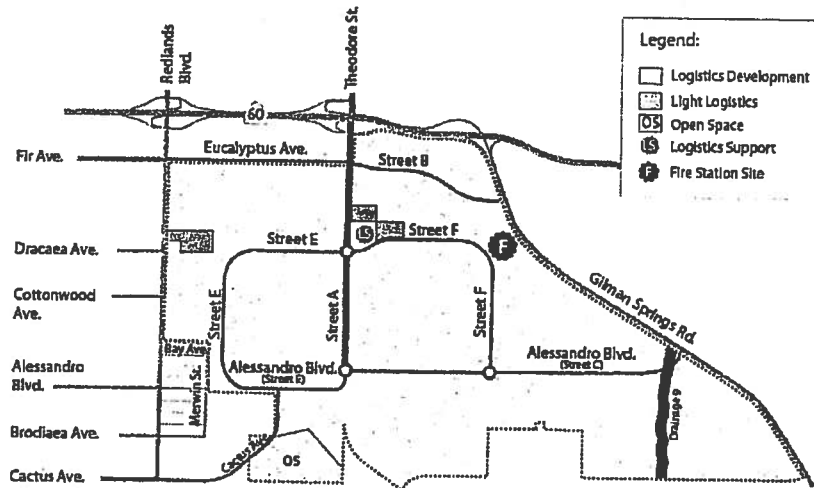
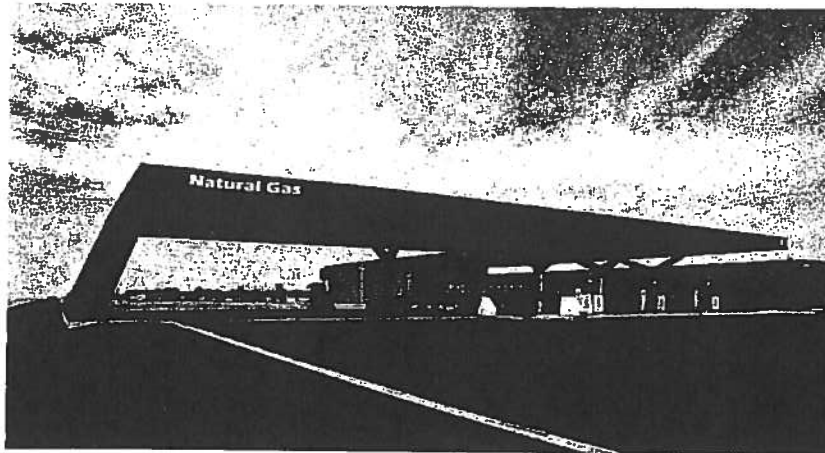


Exhibit 2-2 Fire Station Site



2.2.5 Logistics Support



2.2.5.1 Purpose and Intent

Logistics support sites shall be located on property within the LD category. Logistics support sites provide services within the WLC including fueling facilities (including alternative fuels such as, but not limited to, LNG, CNG, biofuel, etc.) and limited commercial uses oriented to truck operators serving the World Logistics Center.

2.2.5.2 Project Location

The exact locations and configurations of the facilities will be established in connection with the design and development of adjacent properties, subject to the following criteria. The sites shall be located:

- a) Within a LD designated area
- b) With frontage on an internal collector street
- c) On sites with adequate size, access, sight distance, and grades to safely accommodate large trucks as determined through the Plot Plan process.

2.2.5.3 Permitted Uses

- a. Motor fuel sales
 - a. Any Plot Plan application for fuel sales and/or fuel storage shall include a risk assessment evaluating potential health or safety risks from the operation of such uses at the proposed sites.
- b. Retail sales when operated in connection with a primary fuel sales use
- c. Construction yards within, or immediately adjacent to approved construction sites



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- d. Cellular transmission facilities and structures
- e. Public utility uses and structures

2.2.5.4 Prohibited Uses

- a. Vehicle service/maintenance/repairs/storage
- b. Drive-thru facilities
- c. Overnight truck parking
- d. Towing services

2.2.5.5 Development Standards

- a. Minimum Lot Size – 1.0 acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Building Size – no minimum, 3,000 sq. ft. maximum not including canopy area
- d. Floor Area Ratio
 - 1. No minimum; 1.0 FAR maximum.
- e. Building Height – 25 feet maximum
- f. Setbacks (Minimum):
 - 1. 20 feet from all property lines except adjacent to any residential property where buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 2. All fueling facilities shall be a minimum of 250 feet from any residentially occupied or zoned properties.
- g. Maximum Lot Coverage – None
- h. Landscape Coverage - no minimum
 - 1. Landscape Buffer – 20 feet minimum from street
- i. Canopies – Fueling areas shall be covered.
- j. Accessory Structure Size – no minimum, no maximum
- k. Accessory Structure Setbacks – same as primary buildings
- l. Prohibited Uses –
 - 1. Vehicle service/ maintenance/ repairs/ storage
 - 2. Drive-thru facilities
 - 3. Overnight truck parking
 - 4. Towing services

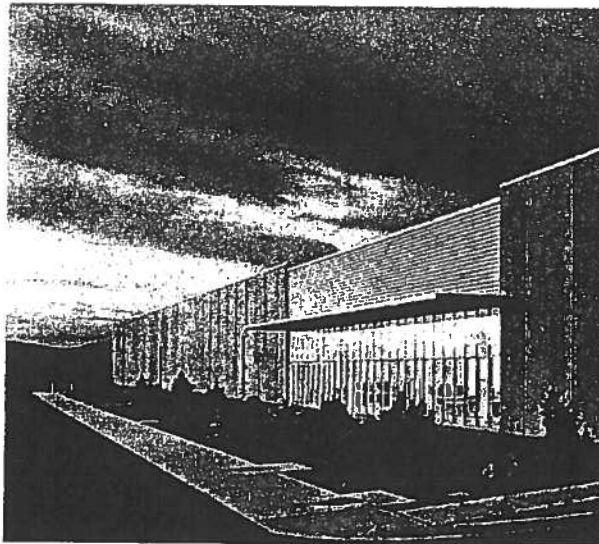


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2.3 Light Logistics (LL) Category



2.3.1 Purpose and Intent

The LL "Light Logistics" designation provides for warehouse buildings and other storage uses and buildings less than 500,000 square feet in size.

2.3.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station
- g. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.3.3 Development Standards

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Minimum Building Size– None
- d. Floor Area Ratio
 1. Warehouses – no minimum; 1.0 FAR maximum.
- e. Building Height – sixty feet maximum



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- f. **Building Setbacks (Minimum)**
 - 1. From any public street: twenty feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 5. Designated emergency access drives and employee/visitor parking are permitted in all setback areas.
- g. **Maximum Lot Coverage – None**
- h. **Landscape Coverage - No Minimum**
 - 1. Landscape buffer – 20 feet minimum from street
- i. **Accessory Structure Size – no minimum, no maximum**
- j. **Accessory Structure Setbacks – same as primary buildings**
- k. **Legal nonconforming uses - the provisions of Municipal Code Section 9.02.180 "Legal nonconforming uses, improvements and parcels" shall apply.**



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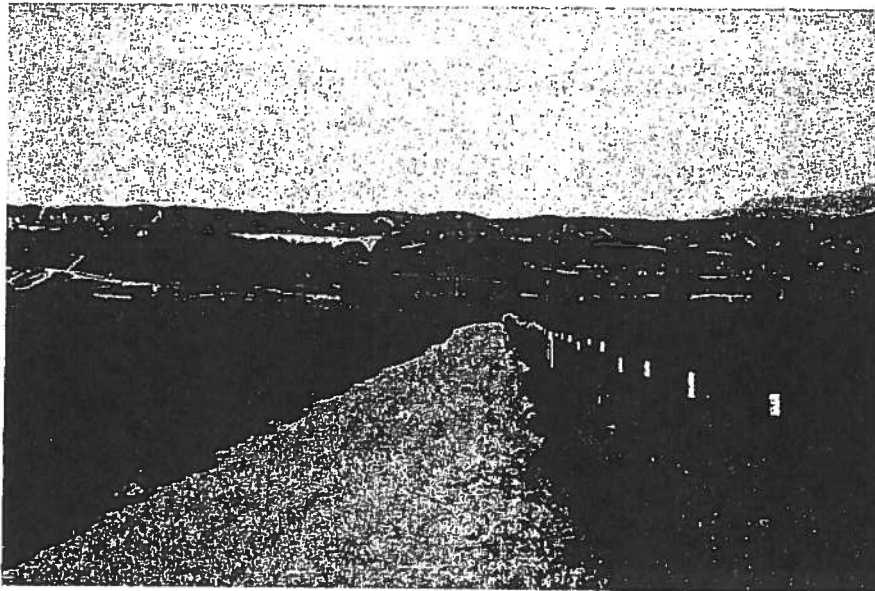
LAND USE PLAN

2-10

2.4 Standards and Guidelines for Open Space

All uses and development with the Open Space (OS) designation shall comply with the standards, guidelines and procedures contained in Section 9.06.030 of the Municipal Code.

The entirety of Planning Area 30 will be offered for dedication in fee to the State of California for expansion of its adjacent ownership. If the offer is not accepted, the land may be dedicated to a local conservation agency, a property owners' association or retained in private ownership.



LAND USE PLAN

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2.5 Special Edge Treatment Areas

The Specific Plan includes three designated areas where special setbacks, facilities, grading and landscaping will be provided to create special edge treatment areas between the World Logistics Center and adjacent, existing land uses. These edge areas are shown on Exhibit 2-3 and detailed cross sections are shown in Section 4.2.4.

2.5.1 Western Edge

The Western edge is adjacent to residentially-zoned property. This edge will feature a restricted use area in which no buildings, truck courts, loading areas, truck circulation areas, or truck or trailer storage uses are permitted. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted in this area. The restricted use area will be at least 250 feet from any residential zoning boundary.

2.5.2 SR-60 Edge

The SR-60 edge through the WLC will continue the general design established with the Highland Fairview Corporate Park project immediately to the west. Similar to the HFCP project, future development areas within the WLC will be lower than the freeway, with landscaped slopes providing screening of adjacent buildings and circulation areas. To ensure a consistent appearance of this edge, the landscape treatment of these slopes will continue the design and plant palette utilized at the HFCP project.

2.5.3 SJWA Edge

The San Jacinto Wildlife Area (SJWA) edge is along the southerly boundary of Planning Areas 10 and 12 (See Exhibit 2-1) and adjacent to state-owned open space currently in agricultural use. This edge will feature a restricted use area of at least 250 feet from these state-owned properties. No buildings, truck courts, loading areas, employee/visitor parking, truck circulation areas, or truck or trailer storage uses are permitted within this area. Emergency access, landscaping, drainage facilities, and property maintenance access are permitted. In addition to this 250 foot restricted use area, additional setback will be provided such that all buildings are a minimum of 400 feet from the SJWA boundary.

2.5.4 Gilman Springs Road Edge

The Gilman Springs Road edge will feature a restricted use area of at least 250 feet from any residential zoning boundary. No buildings, truck courts,



loading areas, truck circulation areas, or truck or trailer storage uses are permitted within this area. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted. This restricted use area may be reduced subject to the review of project-specific air quality and noise analyses.

2.5.5 Concept Plans

Prior to approval of any subdivision or Plot Plan including or adjacent to a Special Edge Treatment Area, a concept plan for that entire edge area shall be submitted to and approved by the Planning Official. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, lighting, signage, trails, vehicular / pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with these concept plans.

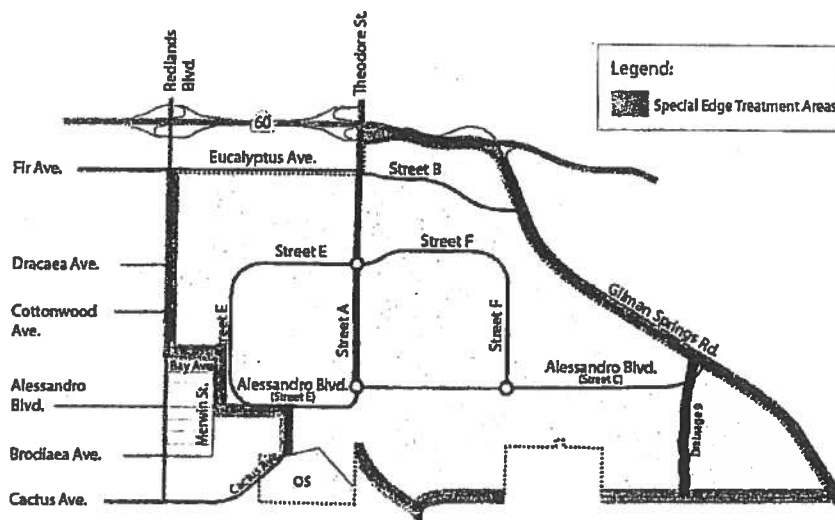


Exhibit 2-3 Special Edge Treatment Areas



3.0 INFRASTRUCTURE PLAN

The Infrastructure Plan serves as a guide for the development of detailed plans for roadways, domestic water, wastewater, storm water and utilities that will serve the Specific Plan area. The conceptual infrastructure plans generally identify the location of infrastructure facilities within the project. Subsequent subdivisions and site development plans will establish the exact size and location of all such facilities.

3.1 Circulation

The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the World Logistics Center, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). The Circulation Plan includes new streets and the extension of existing streets that will be renamed.

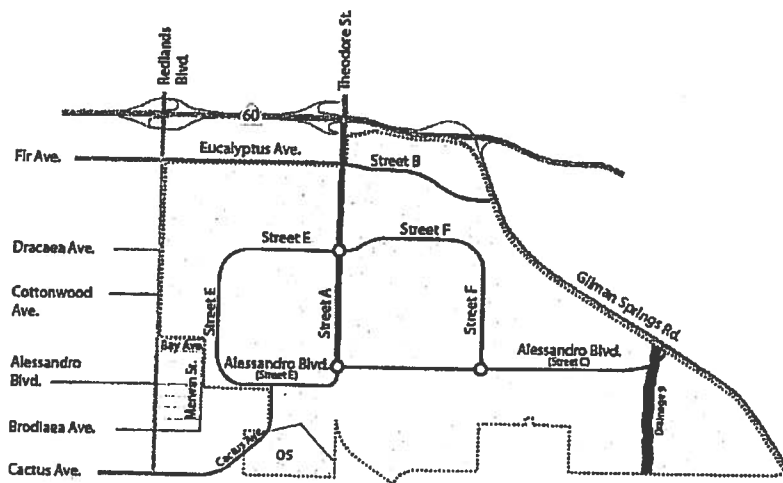


Exhibit 3-1 Circulation Plan

Five points of access bring vehicles into the World Logistics Center. The primary access to the project will be via Theodore Street, with additional accesses at Eucalyptus Avenue, Cactus Avenue and Gilman Springs Road.



3.2 Freeway

State Route 60 (SR-60) runs along the northerly border of the World Logistics Center. Existing interchanges adjacent to the project are located at Redlands Boulevard, Theodore Street and Gilman Springs Road. Theodore Street will be the primary connection to SR-60 for the World Logistics Center.

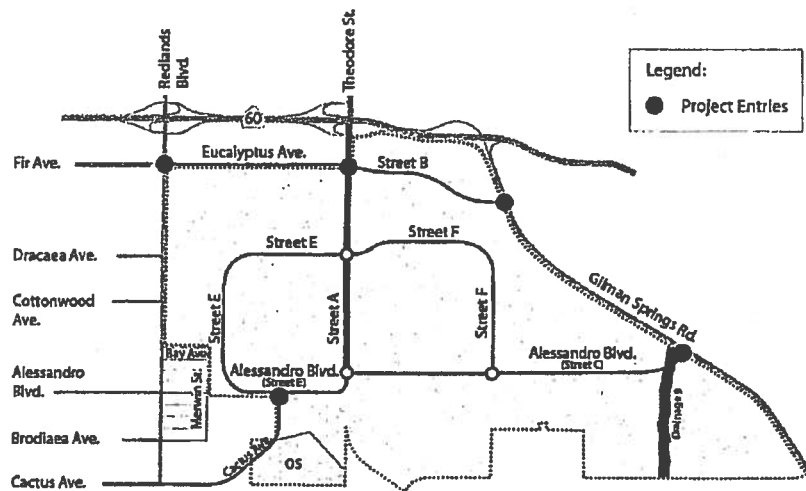


Exhibit 3-2 Project Entries

3.3 Vehicular Circulation

3.3.1 Passenger Car and Truck Circulation

The World Logistics Center is designed to provide easy vehicular access to the project via five access points around the site.

A major feature of the plan is a road system that directs all heavy truck traffic to and from SR60 and Gilman Springs Road eliminating the need to travel through residential areas to the west. Cactus Avenue and Redlands Boulevard south of Eucalyptus Avenue are not designated Truck Routes. Cactus Avenue will be designed and/or signed to prohibit use by heavy trucks.

The primary truck entry to the site is through the Theodore Street/SR60 interchange. Secondary truck access points are provided at Gilman Springs Road via intersections with Street B and Alessandro Boulevard.



Access for cars and light/medium trucks is provided via the extension of Cactus Avenue in the southwest portion of the project. No heavy trucks are allowed to use this access. Redlands Boulevard south of Eucalyptus Avenue allows only passenger vehicle and light/medium truck access as it is not a City-designated truck route.

Alessandro Boulevard is a historic roadway (per Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan.

3.3.2 Street Designations

A network of arterial and collector streets serve the World Logistics Center. Their primary function is to serve traffic within the project area, but some provide regional connectivity through the project. Street sections within the project are shown on the following pages. Specific design details of these roadways will be determined in subsequent subdivision and site development approvals. Additional rights-of-way may be required for turn lanes. Turn lanes are provided in the median of all arterial streets, subject to City approval.

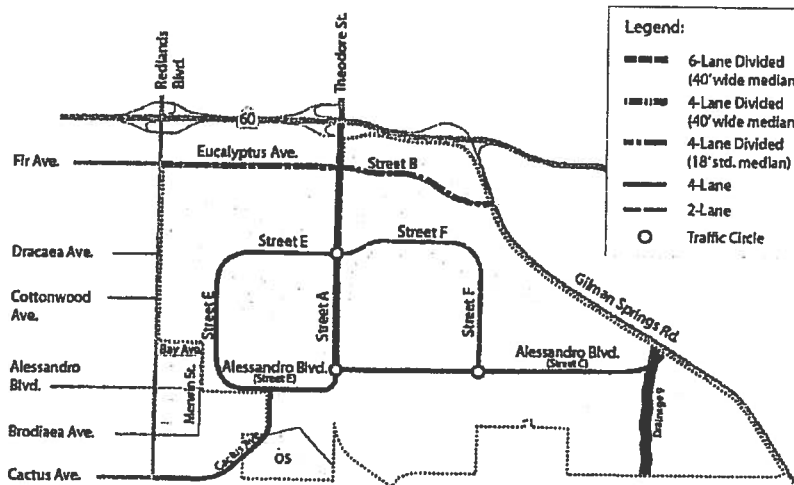


Exhibit 3-3 Street Configurations



Street A (Theodore Street)

Street A (Theodore Street) runs north-south through the World Logistics Center. It is a 6-lane and 4-lane divided arterial roadway as shown on Exhibit 3-3, with additional widening and lane improvements at its intersections with SR-60, Eucalyptus Avenue and local interior collector streets. These interior intersections will be upgraded with roundabouts, providing for more efficient traffic flow.

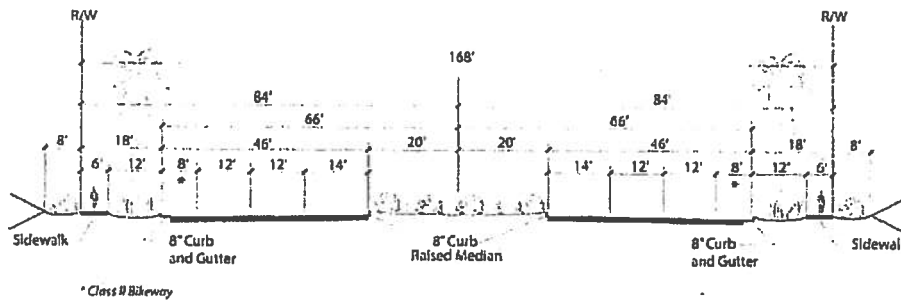


Exhibit 3-4a Street "A" (Theodore Street) North of Street "E"

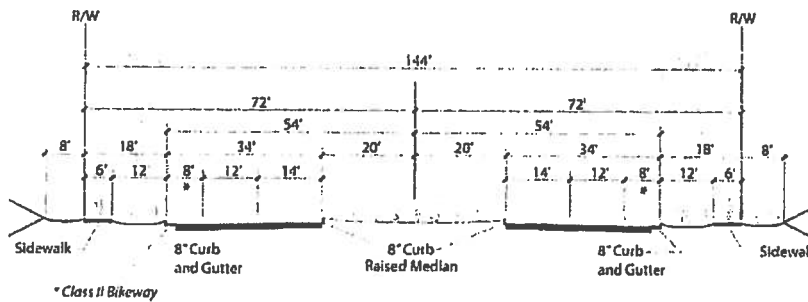


Exhibit 3-4b Street "A" (Theodore Street) South of Street "E"



Eucalyptus Avenue

Eucalyptus Avenue is a 4-lane divided arterial roadway running east-west northerly of the WLC Specific Plan area from Theodore Street on the east to Redlands Boulevard on the west. A portion of this street was constructed with the Highland Fairview Corporate Park project. The City's General Plan shows this street ultimately extending westerly across the City.

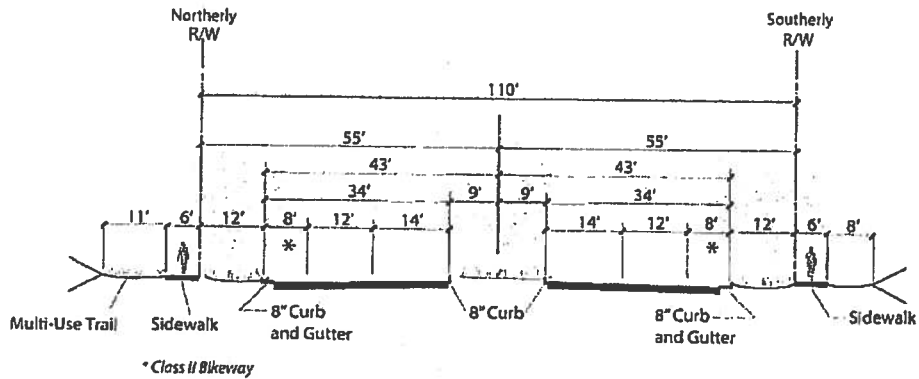


Exhibit 3-5 Eucalyptus Avenue

Street B (Eucalyptus Avenue Extension)

Street B (Eucalyptus Avenue Extension) is a 4-lane divided arterial roadway, running east-west through the northerly portion of the World Logistics Center from Gilman Springs Road on the east to existing Eucalyptus Avenue at Street A (Theodore Street) on the west. The City's General Plan shows this street ultimately extending westerly across the City.

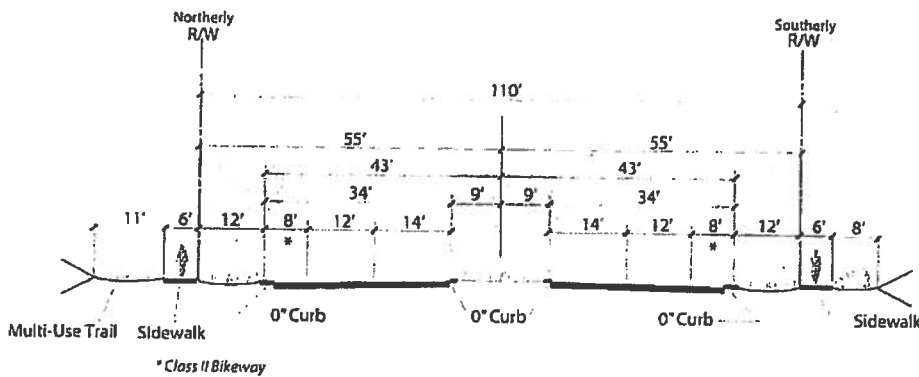


Exhibit 3-6 Street B (Eucalyptus Avenue Extension)

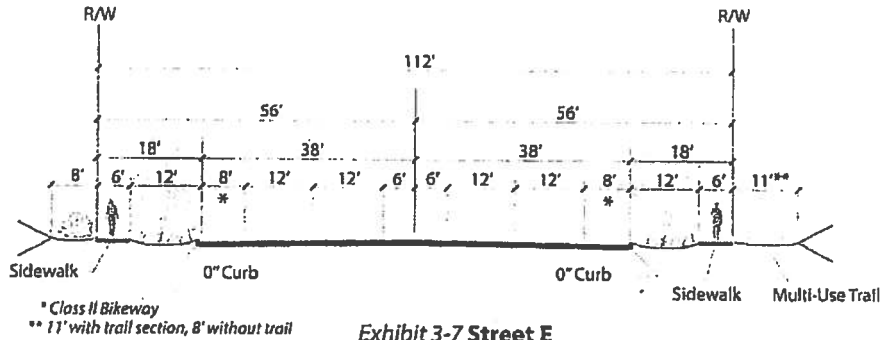


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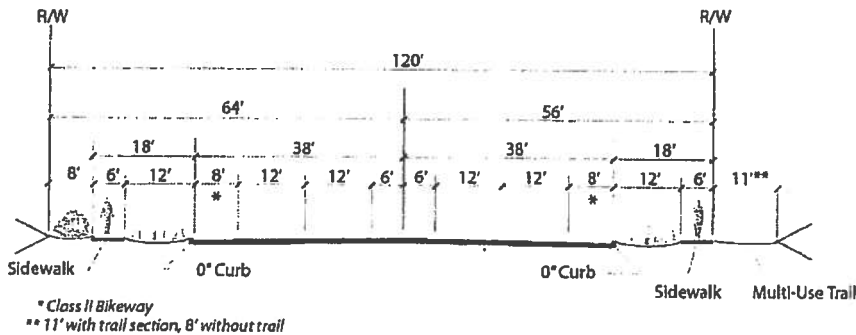
Street E

Street E is a 4-lane undivided arterial roadway providing direct access to development areas in the westerly portion of the project. A roundabout is planned at its intersection with Street A. Design details of this roadway will be determined by subsequent subdivision and site development approvals.



Alessandro Boulevard

Alessandro Boulevard is a 4-lane undivided roadway running east-west through the World Logistics Center, from Gilman Springs Road to Cactus Avenue. This roadway is a City-designated historic roadway (Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan. Vehicular access will be prohibited on a portion of Alessandro Boulevard, east of Merwin Street in order to reduce through traffic and associated impacts on the residential portion of Alessandro Boulevard. Roundabouts are planned with its intersection with Street A and Street F.



Note: See special regulations applicable to Alessandro Boulevard in Section 12.9 of the Specific Plan



Street F

Street F is a two-lane internal collector road providing direct access to development areas in the central portion of the project. It intersects with Street A (Theodore Street) at its northerly end and with Alessandro Boulevard at its southerly end. Both of these intersections will be roundabouts. Specific design details of this roadway will be determined by subsequent subdivision and site development approvals.

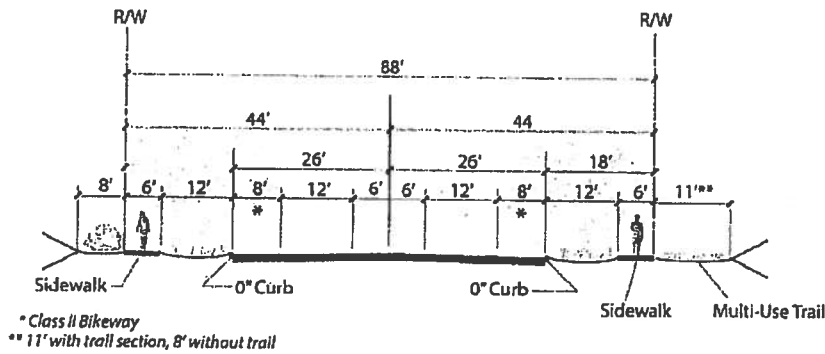


Exhibit 3-9 Street F

Cactus Avenue (Extension)

The extension of Cactus Avenue will be a 4-lane undivided minor arterial roadway connecting existing Cactus Avenue with Alessandro Boulevard and Street E. Heavy trucks will be prohibited from using Cactus Avenue to enter and exit the WLC. Special design (where possible) and signage will reinforce this restriction as established by the City.

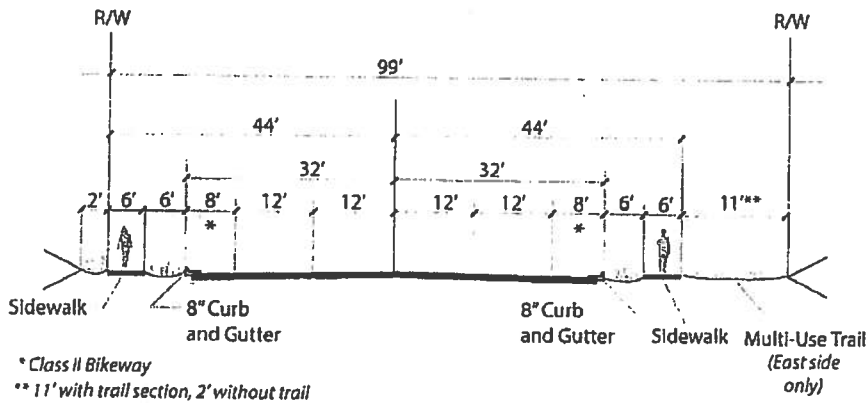


Exhibit 3-10 Cactus Avenue (Extension)



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3.3.3 Truck Circulation

The efficient, safe circulation of large commercial vehicles is a major component of the World Logistics Center. The circulation system is designed to move large vehicles between the regional highway system and the businesses of the World Logistics Center while directing heavy trucks away from nearby residential neighborhoods. The World Logistics Center plan directs all heavy truck traffic to SR-60 and Gilman Springs Road and away from Redlands Boulevard (south of Eucalyptus Avenue) and Cactus Avenue. These prohibitions are incorporated in the City's Truck Route Ordinance.

Signage or road design, as determined by the City, will prohibit heavy trucks from using Cactus Avenue to enter or exit the project. The City's Truck Route Ordinance will reinforce these prohibitions.

The interior roadways of the WLC will be City-designated Truck Routes.

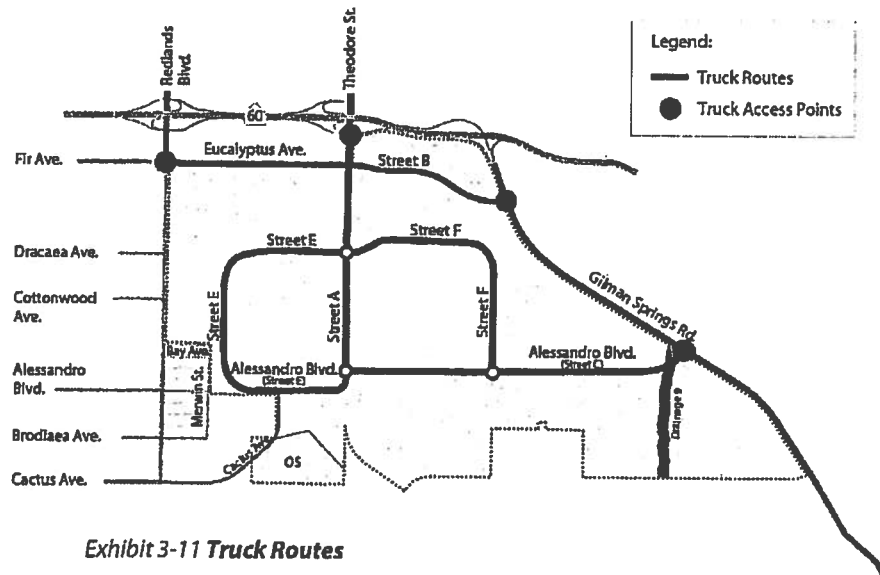


Exhibit 3-11 Truck Routes



The Plan includes three roundabouts for safe and efficient vehicular movement throughout the project. They are located at Street A (Theodore Street), Alessandro Boulevard, Street E, and Street F. The detailed design of these roundabouts will be reviewed by the City in connection with site specific design projects.

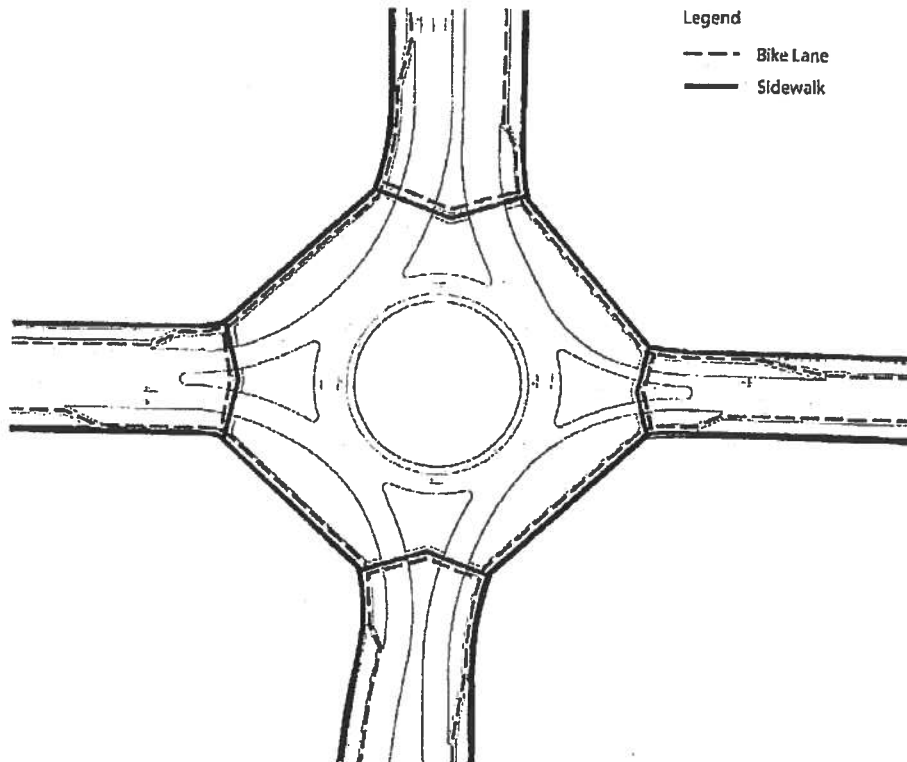
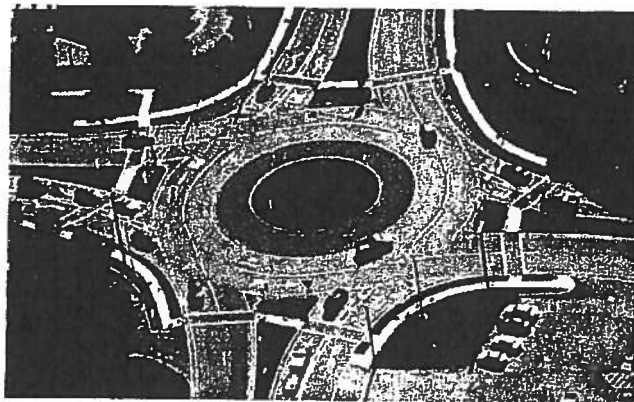


Exhibit 3-12 Roundabout Diagram



Example of Roundabout Circulation



INFRASTRUCTURE PLAN

The World Logistics Center Specific Plan prohibits parking on all streets except at designated truck parking lanes. These lanes provide parking areas for vehicles for a limited duration (no overnight parking) when access to project sites is not available. They are designed to be offset from the traffic lanes to allow for unobstructed thru-traffic and shall be located no closer than 200 feet from intersecting street curb returns. The locations and detailed designs will be reviewed in connection with subdivision and site development permits. No truck parking lanes will be located on Street A.

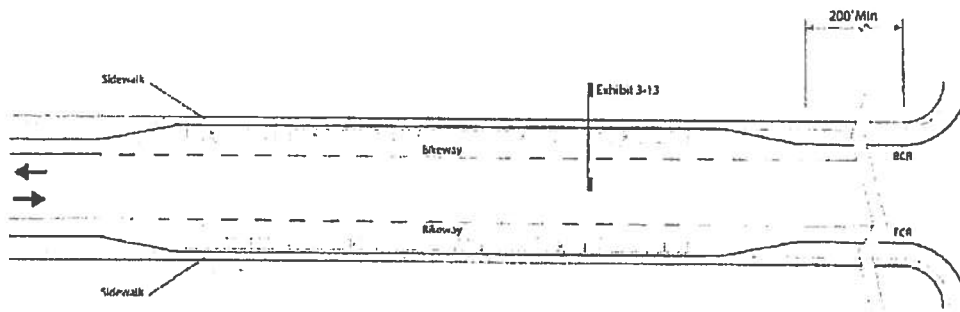


Exhibit 3-13 Truck Pullout Diagram

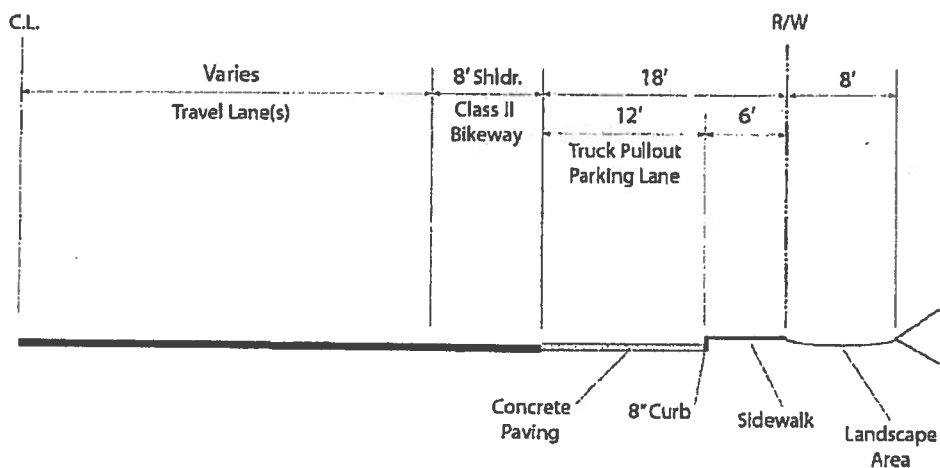


Exhibit 3-14 Truck Parking Lane Section



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3-10

3.3.5 Emergency Access

An emergency vehicular access connection will be provided from Street E to public roads to the west. This connection will also be designed to accommodate pedestrian and bicycle use to facilitate non-vehicular circulation within the WLC project. A conceptual design for an emergency access connection is shown in Figure 3-16.

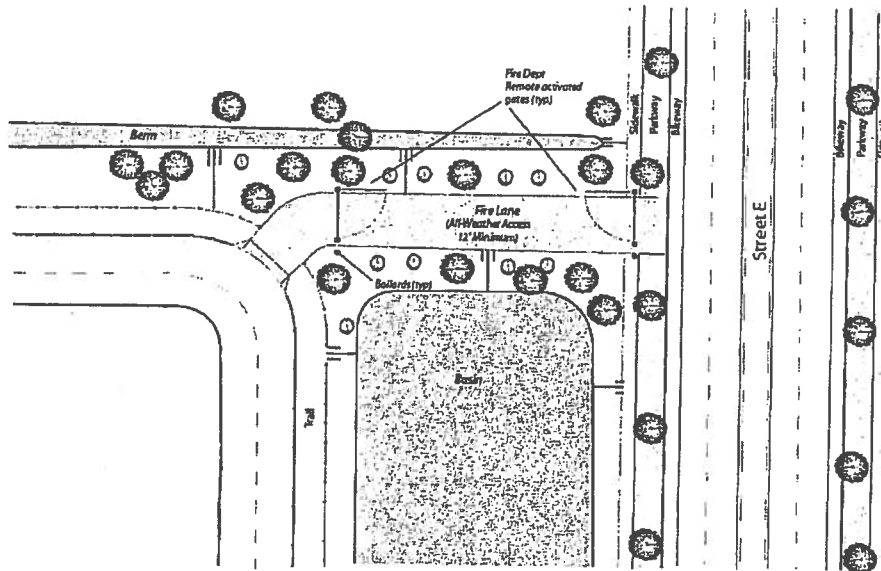


Exhibit 3-16 Emergency Access (Conceptual)

3.4 Non Vehicular Circulation

3.4.1 Pedestrian Circulation

The World Logistics Center provides a network of sidewalks on all project streets, as required to comply with ADA and other applicable codes, to connect all areas of the project to surrounding areas and to interconnect all buildings within the project. Details of these sidewalks will be reviewed and approved by the City in connection with subdivision and site development approvals.



3.4.2 Multi-Use Trails

To provide public trail access to the Lake Perris Recreational Area, an extension of the City's Redlands Boulevard multi-use trail will cross Redlands Boulevard at Cottonwood Avenue and continue southerly and easterly as shown on Exhibit 3-16.

The existing multi-use trail along the north side of Eucalyptus Avenue will be extended along Street B to Gilman Springs Road and then southerly to connect with the trail head as shown in Exhibit 3-16.

In the future a connection between the trail head and SJWA may be constructed by others.

Details of these trail alignments will be established with site-specific development proposals. The multi-use trails within the World Logistics Center will comply with existing city standards and will be constructed concurrently with adjacent development projects. Once constructed, the trails and trail head will be operated and maintained by the City and funded by a special financing district.

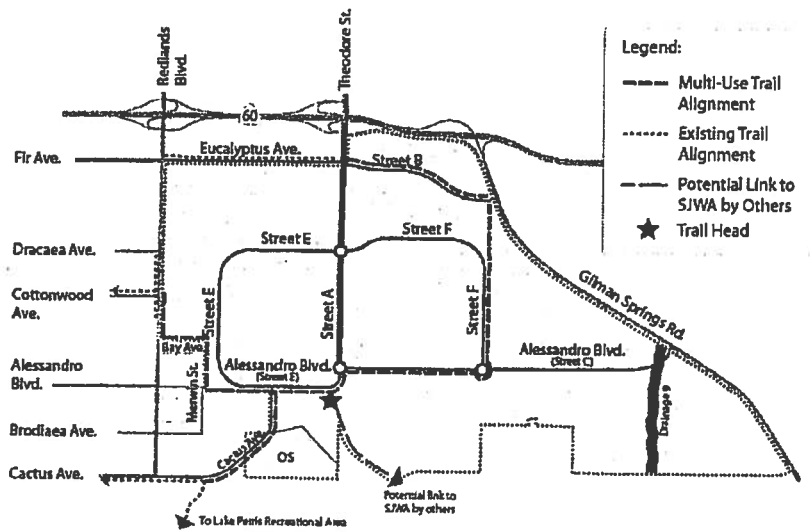


Exhibit 3-17 Multi-Use Trail Plan

INFRASTRUCTURE PLAN

3.4.3 Bicycle Circulation

Class II bikeways are provided along all roadways within the World Logistics Center. Details of these facilities will be established with subdivision and site development approvals. All street improvement plans will include these bikeways.

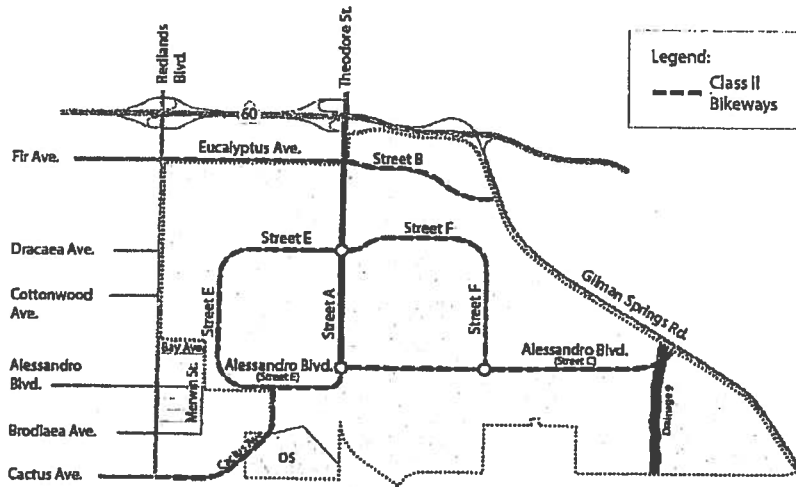


Exhibit 3-18 Bicycle Circulation Plan



3.5 Utilities

3.5.1 Water

Eastern Municipal Water District (EMWD) provides water service to the World Logistics Center, receiving its water from Metropolitan Water District (MWD) and local groundwater wells. The 2009 EMWD Water Facilities Master Plan (Master Plan) in conjunction with the Moreno Valley Water Pressure Zone Realignment Study (Realignment Study) evaluated the existing and future water needs and facilities required for the Moreno Valley Water System. The Master Plan and the Realignment Study analyzed the existing water system operating pressures and flows and recommended improvements to the system including realignment of the 1764 and 1900 pressure zones to 1764, 1860 and 1967 pressure zones. The area is currently served by existing pipelines in the 1764 and 1900 pressure zones that range in size from 8-inch to 21-inch diameter pipes.

The California Aqueduct/Metropolitan Water District (MWD) owns and operates a transmission line 145 inches in diameter, running north-south through the project area in Street A, and east-west in existing Eucalyptus Avenue, east of Street A.

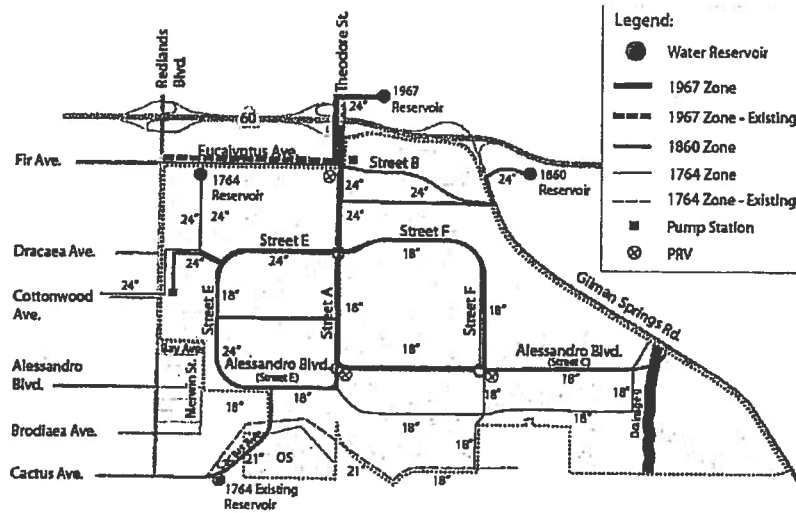


Exhibit 3-19 Water Facilities Master Plan

Development of the proposed project site will require three new water reservoirs to serve the respective water pressure zones (1967, 1860 and 1764). Two of the reservoirs are located outside of the Specific Plan boundary.

As development proceeds within the World Logistics Center, new waterlines, ranging in size from 12" to 24", will be constructed in the existing and proposed roadways to connect to future water tanks. The water system will require a new pump station. All water facilities will be constructed to EMWD standards and will be subject to a Plan of Service approval.



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Minimize water infrastructure through native and drought tolerant landscapes

3.5.2 Sewer

Eastern Municipal Water District (EMWD) provides wastewater service to the World Logistics Center area. Wastewater generated from the World Logistics Center area will be treated at EMWD's Moreno Valley Regional Water Reclamation Facility (MVRWRF). The MVRWRF, located in the southwestern portion of the City near Kitching Street and Mariposa Avenue, has the capacity to treat 16 million gallons per day (MGD) of wastewater, which will accommodate the needs of the WLC project. The primary trunk sewer line serving the World Logistics Center area is located in Redlands Boulevard. This trunk sewer line continues in a southerly direction in Cactus Avenue, JFK Drive, Iris Avenue and Lasselle Streets conveying wastewater to the MVRWRF.

The proposed sewer in Street A (Theodore Street) and all lines to the west of Theodore Street form a gravity system and run generally southwest to a point of connection at Brodiaea Avenue and Redlands Boulevard. As demand requires, the existing segment of sewer in Brodiaea Avenue and Wilmot Street, west of Redlands Boulevard, will be upsized from a 15" to a 33" and 36" line respectively.



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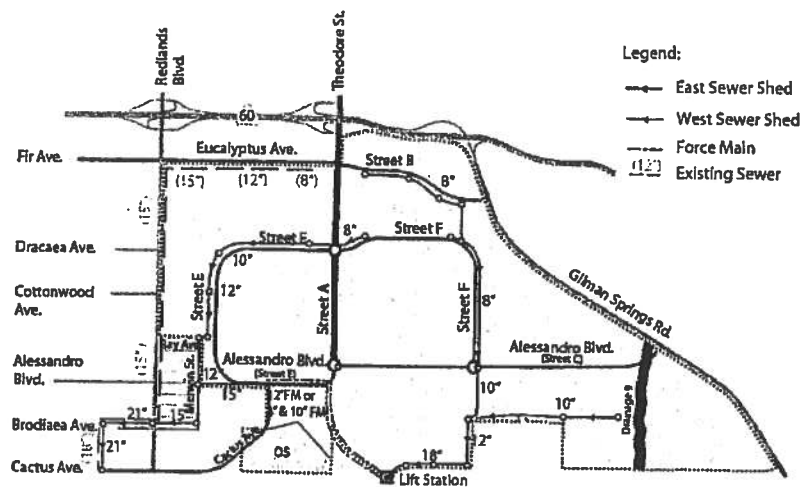


Exhibit 3-20 Wastewater Service Plan

The sewer system east of Street A (Theodore Street) will flow by gravity to a future sewer lift station at the southerly project boundary. From there, a force main will carry wastewater in a northwest direction, where it joins the gravity system west of Street A (Theodore Street) described above. Sewer lines will be located within public street rights-of-way to the greatest degree possible. Some of the buildings may require Individual (private) lift stations due to building lengths, location of buildings, and phasing of improvements.

Future sewer lines will range in size between 8" and 24", and will be constructed to EMWD standards and will be subject to a Plan of Service approval.

3.5.3 Recycled Water

As stated in EMWD's Water Supply Assessment for the World Logistics Center project, EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreation areas, greenbelts, open space common areas, commercial landscaping, and other water features. The proposed project is near an existing recycled water line and EMWD has indicated that in the future recycled water will be available for the project. No date has been established when recycled water will be available.



Recycled water will be used on the proposed project to the greatest extent practical. The availability, feasibility and reliability of recycled water use will be included in EMWD's evaluation of the plan of service for the project.

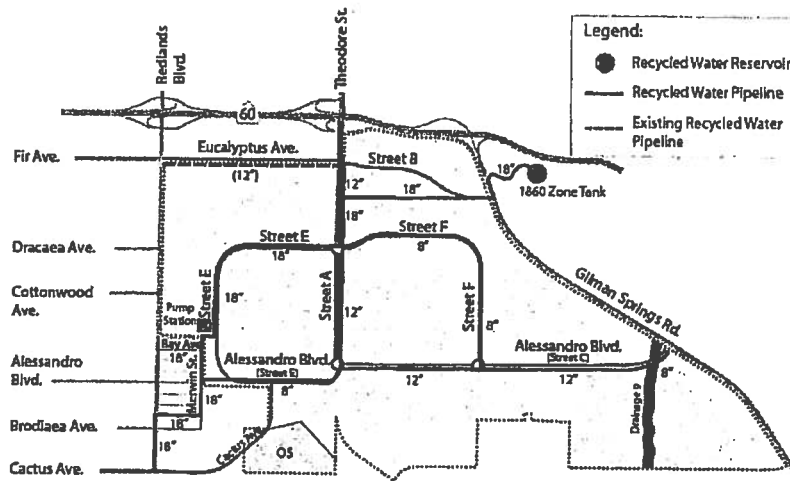


Exhibit 3-21 Recycled Water Plan

3.5.4 Storm Drain

The World Logistics Center Specific Plan area is within the San Jacinto River watershed which is part of the larger Santa Ana River watershed. The stormwater runoff from the project generally flows in a southerly direction to the San Jacinto River at an average gradient of 1 to 2 percent. A topographic divide located west of Street A (Theodore Street) separates stormwater flows to the San Jacinto River into two sub-areas. Runoff east of the divide flows to the San Jacinto Wildlife Area and the Gilman Hot Springs hydro-subarea. Runoff west of the divide is tributary to the Perris Valley Storm Drain and the Perris Valley hydro-subarea. Both hydro-subareas are tributary to the San Jacinto River, approximately 10 miles south of the project site.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the responsible agency for the project area's regional flood control system. The westerly portion of the project site is located within the Moreno Master Drainage Plan (MMDP). An existing 12-foot by 8-foot reinforced concrete box (RCB) owned by RCFCWCD is located east of Redlands Boulevard. This facility collects water passing under SR-60 and outlets south of Eucalyptus Avenue where it flows across agricultural land



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INFRASTRUCTURE PLAN

downstream. Further south, the agricultural land drains to a RCFCWCD earthen channel at Redlands Boulevard which flows to a greenbelt channel located north of Cactus Avenue and east of Redlands Boulevard and ultimately drains to the Perris Valley Storm Drain.

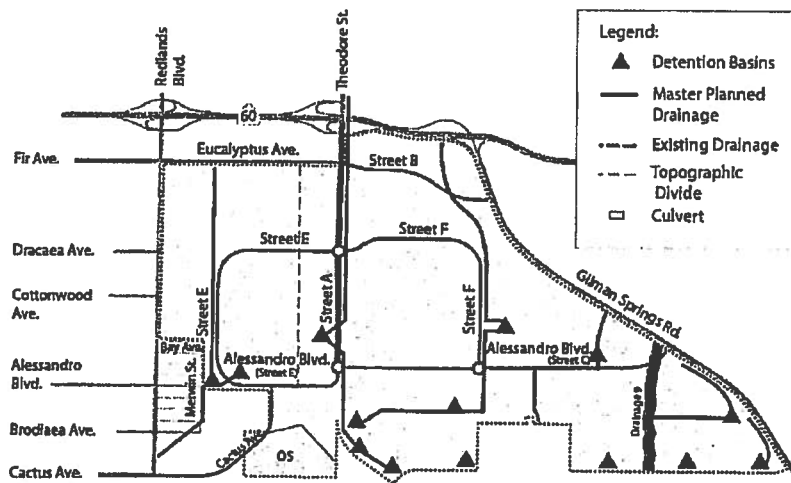


Exhibit 3-22 Storm Drain Plan

On the east side of the project site there is no master plan of drainage. The existing drainage facilities consist of open ditches along Theodore Street that convey runoff from adjacent areas and lands northerly of SR-60. A series of existing drainage culverts cross Gilman Springs Road conveying the offsite runoff from the Badlands through the World Logistics Center site.

One of these drainages is identified as Drainage 9. Its primary purpose is to convey water from the northern side of Gilman Springs Road to the SJWA on the south. Improvements will be added to enhance its drainage function. Prior to approval of any subdivision or Plot Plan including or adjacent to Drainage 9, a concept plan for the entire drainage feature shall be submitted to and approved by the City. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, signage, vehicular/pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with this concept plan.



INFRASTRUCTURE PLAN

Based on the latest Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA), the project site is not located within a 100-year floodplain.

A system of underground drainage lines and detention basins will convey the stormwater runoff and manage the increased flow due to the proposed development. At each stage of development, the peak flows at downstream discharge points at the southerly project boundary will not exceed the peak flows for the existing condition.

Along the boundary of the San Jacinto Wildlife Area, concentrated flows released from detention basins will be spread to mimic existing sheet flow patterns.

3.5.5 Utility Conditions

Existing Electrical Service

Moreno Valley Utility (MVU) is the electricity provider for the World Logistics Center. MVU has an existing underground electrical service at the intersection of Dracaea Avenue and Redlands Boulevard. An electrical substation is located west of the project area at the southwest corner of Moreno Beach Drive and Cottonwood Avenue. The substation has a current capacity to distribute 56 Megawatts (MW) of power (28MW primary facility and 28MW backup system). The substation was designed for future expansion to an ultimate capacity of 112 MW. The current peak load for this substation is 22 to 26 MW. There is currently a 4.5 MW surplus capacity available.

SCE has existing 12 kV and 115 kV overhead power lines throughout the project area. The 115 kV power lines are located along Gilman Springs Road, Street B east of Street A, Street A north of Eucalyptus Avenue and along Brodiaea Avenue/Davis Road to the south. The 12 kV power lines are located along Gilman Springs Road, Theodore Street, Alessandro Boulevard, Eucalyptus Avenue east of Theodore Street and Redlands Boulevard.

Proposed Electrical Service

Based on electrical demands provided by MVU and data from other warehouse/distribution projects, the World Logistics Center has an



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PLAN

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estimated peak electrical demand of 68 MW. As development proceeds, the existing electrical substation located at the southwest corner of Moreno Beach Drive and Cottonwood Avenue will be expanded to its planned 112 MW capacity. A new substation will be built within the World Logistics Center area to meet the project's electrical demand at build-out. All MVU primary distribution conductors within the project will be installed in underground conduit and vaults in the public street right-of-way or easements as a joint trench with telephone, cable TV and natural gas.

Any SCE overhead power pole lines, less than 115kV, that need to be relocated to develop the project will be placed in underground conduits and vaults. SCE facilities 115kV or greater will remain as overhead lines.

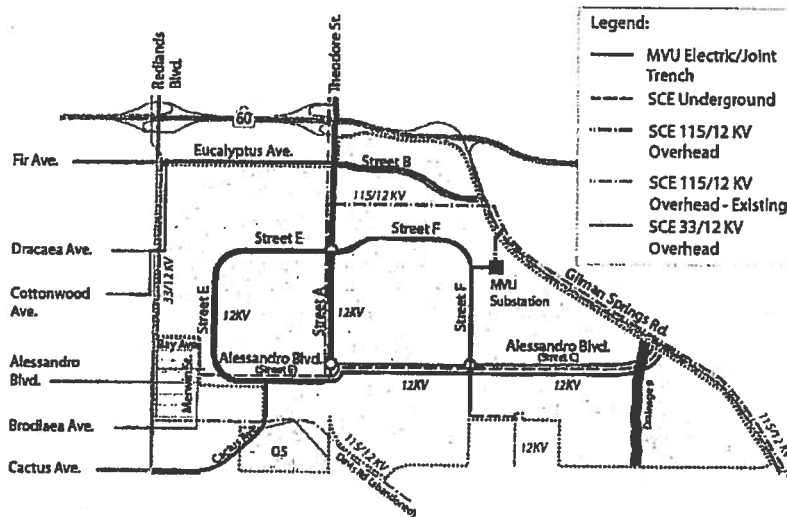


Exhibit 3-23 Electrical Utility Plan

Existing Natural Gas

Southern California Gas Company (SCGC) is the natural gas provider for the World Logistics Center. A 4" medium pressure service line runs in Redlands Boulevard. Low pressure facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue.

Throughout the World Logistics Center, natural gas is transmitted through SDG&E underground pipelines serving the Southern California region that range in size from 16 inches to 36 inches. Two 30" diameter transmission pipelines that run in an east-west direction are located north and south of



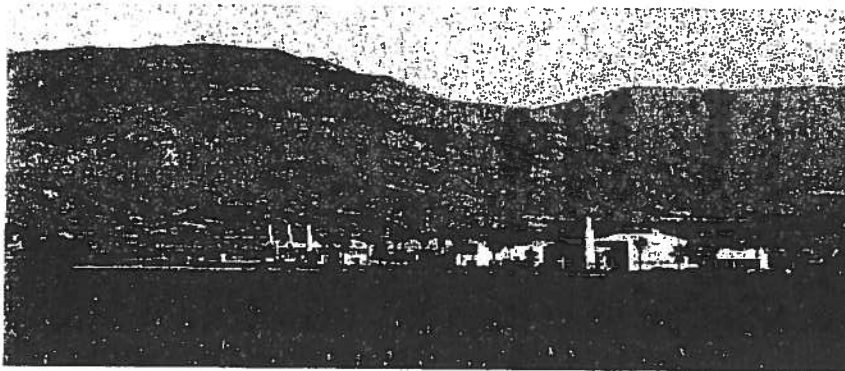
INFRASTRUCTURE PLAN

Alessandro Boulevard. Three transmission pipelines, 16", 24" and 36" diameters run in a north-south direction along Virginia Street, south of Alessandro Boulevard. The 36" diameter line also extends east from Virginia Street parallel with the 30" line that runs south of Alessandro Boulevard.

SCGC transmission facilities within the World Logistics Center include a gas line blow-down facility and flow metering station at Alessandro Boulevard and Virginia Street.

Further south on Virginia Street, San Diego Gas & Electric (SDG&E) operates a natural gas compression station, known as the Moreno Compressor Station. It supplies gas to San Diego via 16", 30" and 36" transmission pipelines.

Questar has a 16" natural gas transmission line that runs in Alessandro Boulevard from Gilman Springs Road to Theodore Street, where it turns south to Maltby Avenue, and then turns west to Redlands Boulevard.



San Diego Gas & Electric Natural Gas Compression Station

Proposed Natural Gas Service

SCGC has indicated the 4" medium pressure service line that runs in Redlands Boulevard will be extended into the World Logistics Center to service the development. Gas service will be installed in the public street right-of-way or easements as a joint trench with telephone, cable TV and electrical services.



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PLAN**

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In connection with the development of the property, relocation of some natural gas transmission lines into public street right-of-way or easements will be necessary. SDG&E's Moreno Compressor Station will remain in place.

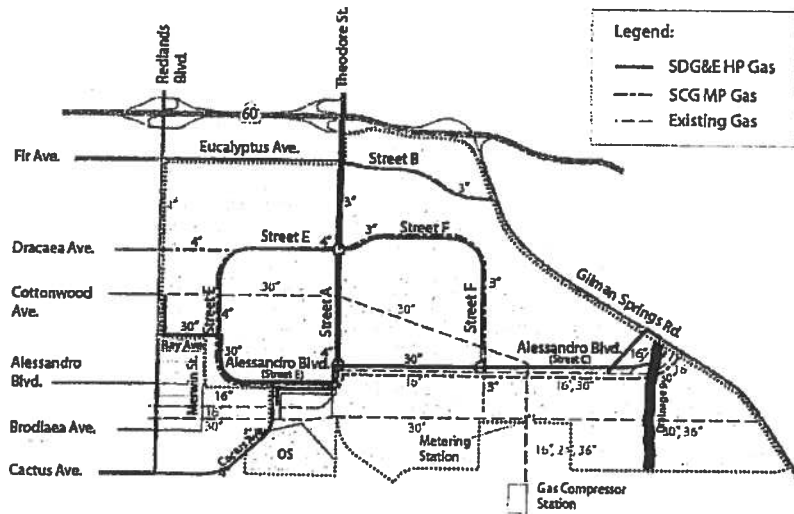


Exhibit 3-24 Gas Utility Plan

Existing Cable and Telecommunications

Telecommunications

Verizon provides telephone services to the World Logistics Center area. Underground telephone facilities are located throughout the project area and run along Alessandro Boulevard and Theodore Street. Four existing telecommunication cabinets are located northeast of the intersection of Alessandro Boulevard and Virginia Street. Overhead telecommunication lines run along Redlands Boulevard. Facilities for telephone service will be provided in every public street.

Cable Television

Time Warner Cable currently provides cable television to the World Logistics Center and vicinity. Existing overhead cable television facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue. Within the World Logistics Center underground cable television facilities run along Alessandro Boulevard from Merwin Street to Theodore Street and overhead on Theodore Street to



Eucalyptus Avenue. Facilities for cable will be made available to all providers.

Proposed Cable and Telecommunications

As development proceeds, cable and telecommunications facilities located west of Redlands Boulevard will be extended to serve the World Logistics Center project. These facilities will be underground and may be provided by a number of service franchises.



Telecommunication infrastructure is a vital component in supporting global connectivity.



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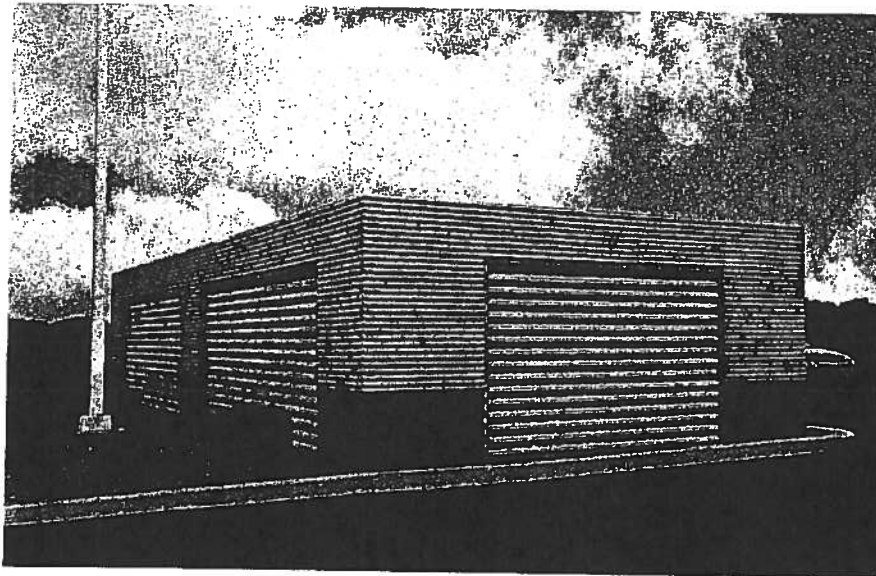
**INFRASTRUCTURE
PLAN**

3-24

4.0 OFF-SITE DESIGN STANDARDS

These standards shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc.

4.1 Off-site Architecture



4.1.1 Objectives

Off-site architecture includes buildings that house infrastructure or public use facilities that serve the WLC. Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. In order to establish a clear, unified image throughout the World Logistics Center, these structures shall follow the guidelines set forth in Section 5.0 of this Specific Plan. These support buildings shall be designed in an understated and supporting fashion for the World Logistics Center.

4.1.2 Ground-mounted Equipment

All exterior ground-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes shall be screened from public view from adjacent streets. Wall-mounted equipment is not allowed.

4.1.3 Roof-mounted Equipment

All roof-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone

**OFF-SITE DESIGN
STANDARDS**

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facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

4.2 Off-site Landscaping

4.2.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway, and surface streets to compliment the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance,
- Ensuring off-site landscaping design continuity among individual development sites within the World Logistics Center, and
- Minimizing long term maintenance.

The following guidelines present parameters for general landscape design, water conservation, and streetscapes. On-site landscaping guidelines are addressed in Section 5.4 of this Specific Plan.

4.2.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned



**OFF-SITE DESIGN
STANDARDS**

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logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species



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**OFF-SITE DESIGN
STANDARDS**

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- Select plant palettes tolerant of periodic inundation from storm water runoff
- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow



**OFF-SITE DESIGN
STANDARDS**

preventers, pressure reducing valves and precipitation-rated sprinkler heads,

- Use gate valves to isolate and shut down mainline breaks,
- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

All landscape plans shall be reviewed by Eastern Municipal Water District and the City of Moreno Valley.

4.2.3 Streetscapes

Landscaping along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within the World Logistics Center.

4.2.3.1 General Design Criteria

All landscape design and maintenance within the World Logistics Center shall comply with the Landscape and Water Efficiency Requirements contained in the Municipal Code or these guidelines, whichever imposes a higher design or performance standard.

1. Trees are required along all street frontages according to the criteria for streetscapes given in the following sections.
2. All street trees are to be 24" box within street right of way, unless otherwise noted. Trees in other areas shall be 15 gallon minimum in size but 25% shall be minimum 24" box.
3. Landscaping berms along street frontages may be utilized. Maximum slopes may not exceed 2:1. City maintained areas shall not exceed 3:1.



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**OFF-SITE DESIGN
STANDARDS**

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Ordinance No. 900
Date Adopted: August 25, 2015

4. Shrubs along street frontages are to be utilized where possible.
(Minimum size at installation is 1 gallon. Minimum size at installation for grasses is 1 gallon.)

4.2.4 Special Edge Treatment Areas Design Criteria

There are four discrete edge treatment plans in and around the project. The areas are indicated below:

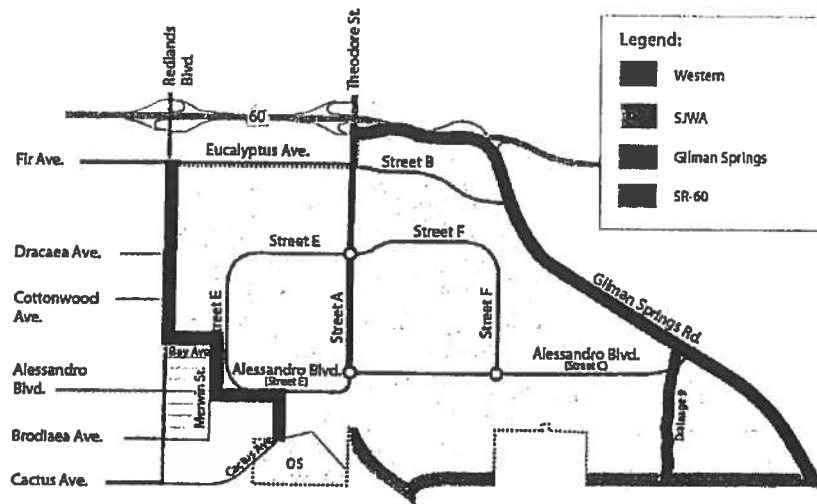


Exhibit 4-1 Special Edge Treatment Areas Design Criteria

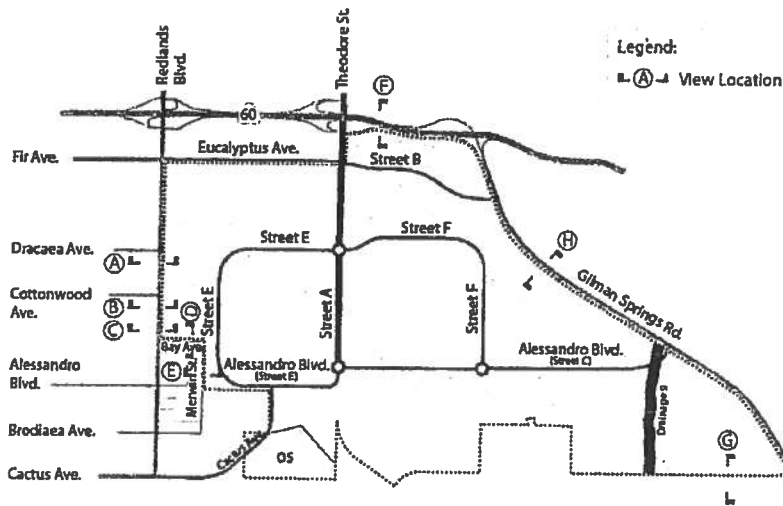


Exhibit 4-2 Edge Exhibit Map (Key map for following exhibits)



OFF-SITE DESIGN STANDARDS

4.2.4.1 Western Edge

When viewed from the sidewalk on the western side of Redlands and Merwin and the southern side of Bay, all but 15 feet of future buildings shall be screened by walls, berms, and/or landscaping.

Redlands Boulevard

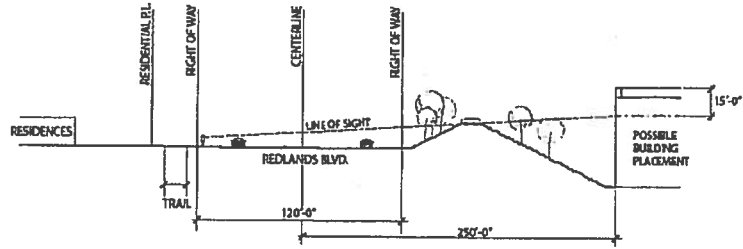


Exhibit 4-3 Redlands Blvd. Section A

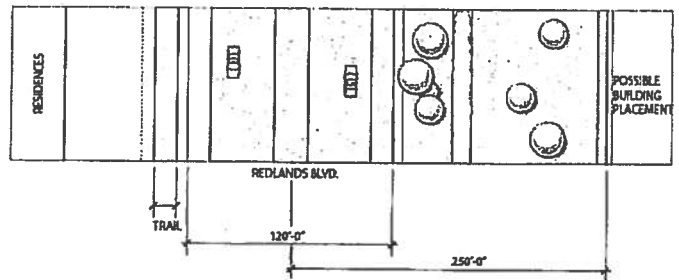


Exhibit 4-4 Redlands Blvd. Plan View A

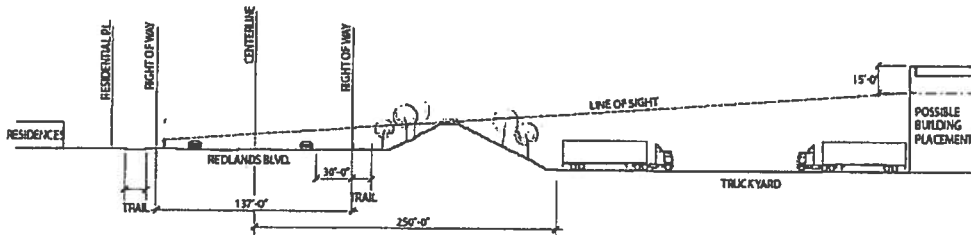


Exhibit 4-5 Redlands Blvd. Section B

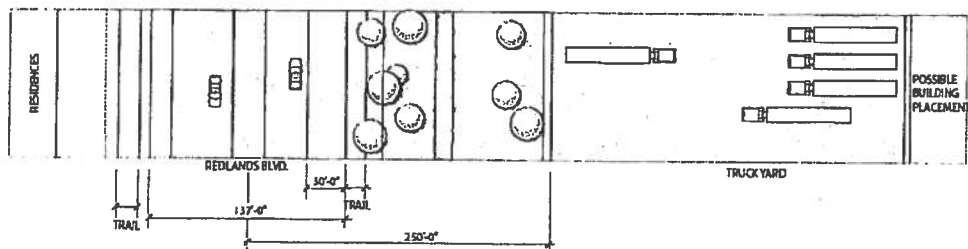


Exhibit 4-6 Redlands Blvd. Plan View B

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

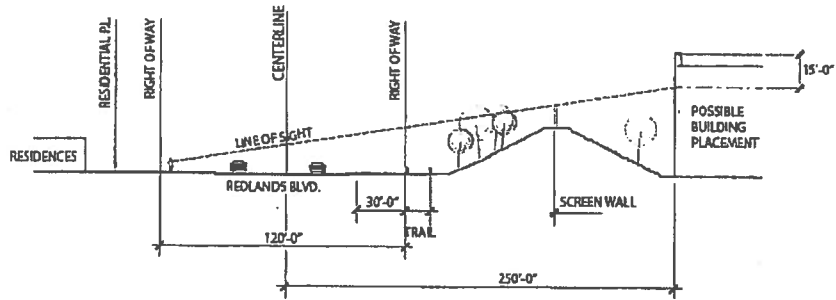


Exhibit 4-7 Redlands Blvd. Section C

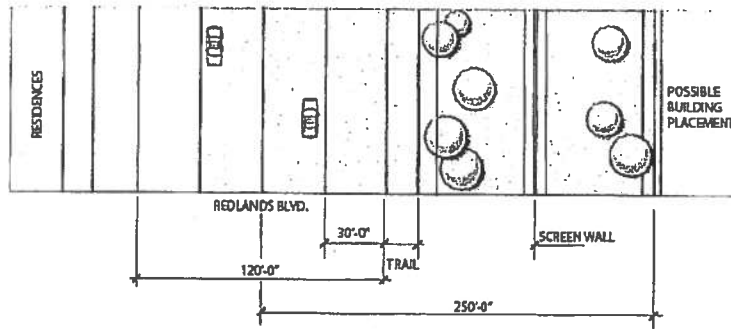


Exhibit 4-8 Redlands Blvd. Plan View C

Bay Avenue

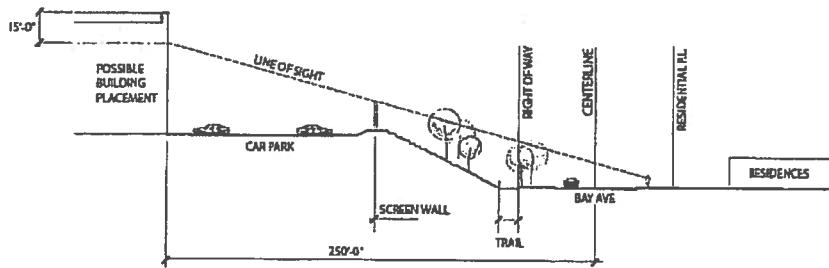


Exhibit 4-9 Bay Ave. Section D

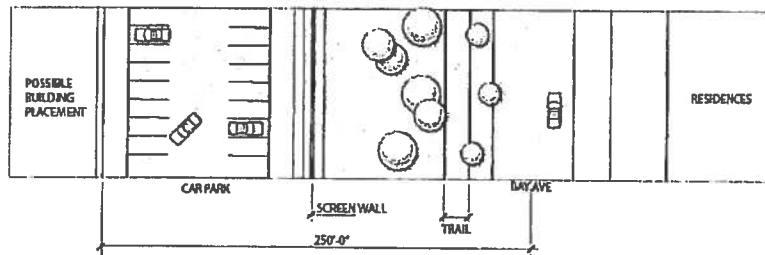


Exhibit 4-10 Bay Ave. Plan View D

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

Merwin Street

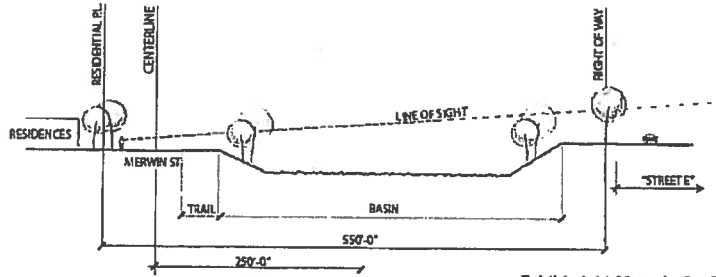


Exhibit 4-11 Merwin St. Section E

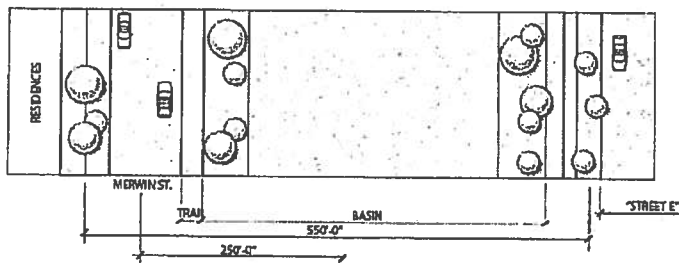


Exhibit 4-12 Merwin St. Plan View E

4.2.4.2 SR-60 Edge

SR-60 screening criteria is to screen buildings and trucking areas in a similar manner as the area south of SR60 between Redlands Blvd. and Theodore Street (Highland Fairview Corporate Park).

SR-60 between Theodore and Gilman Springs Road

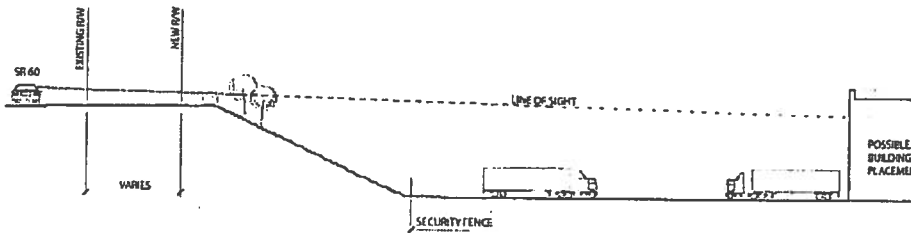


Exhibit 4-13 SR-60 Section F

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

4.2.4.3 SJWA Edge

When viewed from the southerly property line, all trucks and truck dock doors are to be screened by walls and/or landscaping.

SJWA

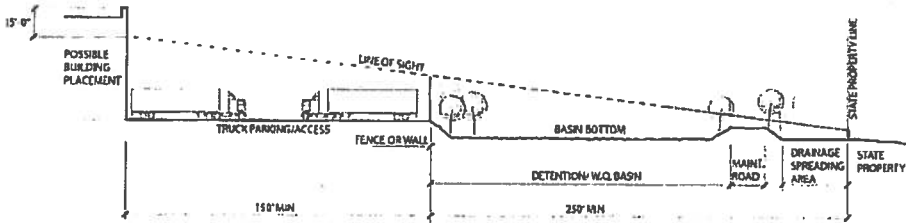


Exhibit 4-14 SJWA Section G

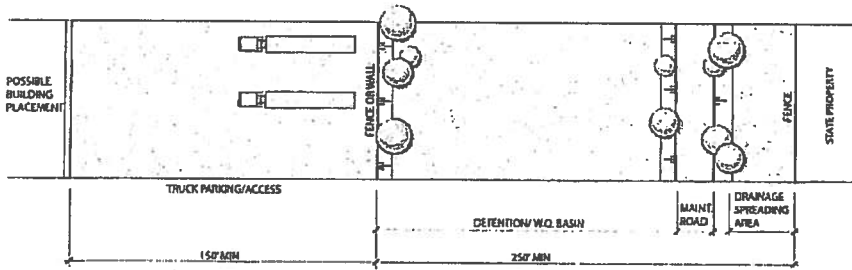
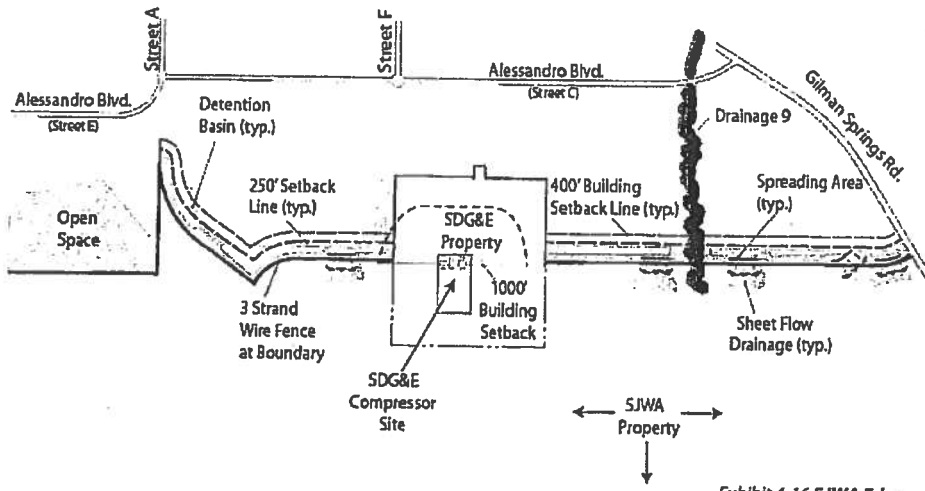


Exhibit 4-15 SJWA Plan View G

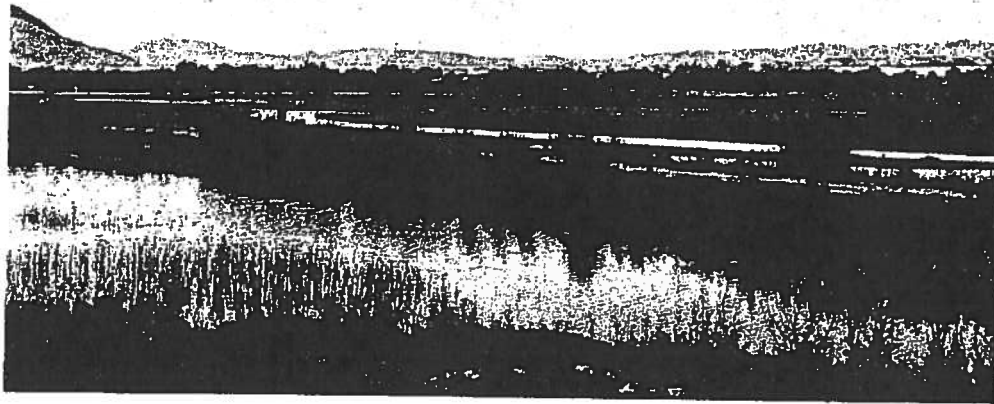
These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.





This is a graphic representation of the potential development of property along the project's southerly property line, adjacent to the San Jacinto Wildlife Area (SJWA). The location, configuration, and size of improvements shown are conceptual and will be refined in connection with detailed engineering plans as the project proceeds.

See Section 2.6 of the Specific Plan regarding requirements for the review and approval of a concept plan for the SJWA Edge Treatment Area.



SJWA- View Simulation from SJWA Visitor's Center



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STANDARDS**

4-11

4.2.4.4 Gilman Springs Road Edge

A combination of landscaping, walls, and fences will serve to screen the view from Gilman Springs Road.

Gilman Springs Road

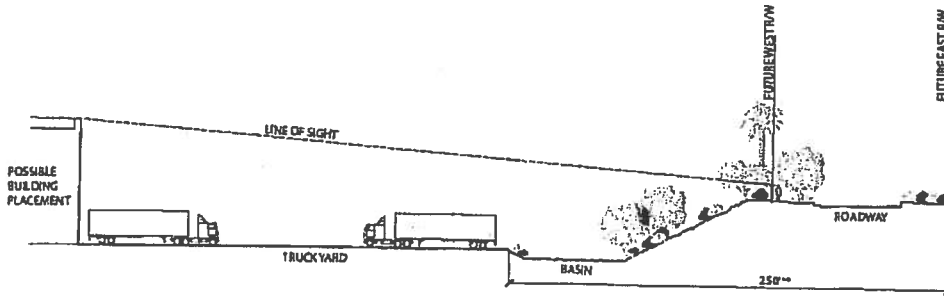


Exhibit 4-17 Gilman Springs Road Section, Downhill

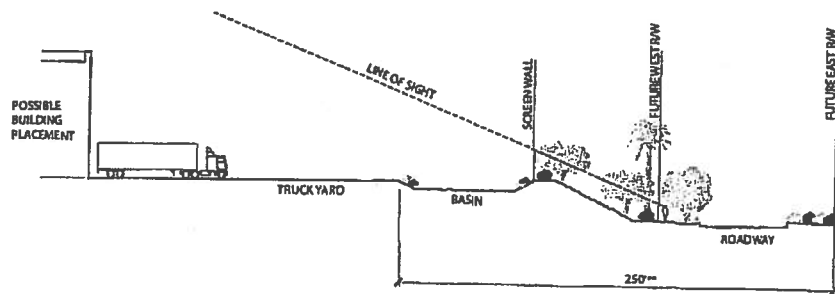


Exhibit 4-18 Gilman Springs Road Section, Uphill

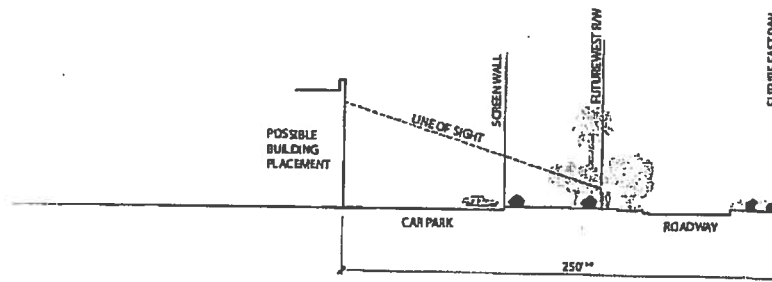


Exhibit 4-19 Gilman Springs Road Section, Flat

****Required setback to truck activity areas. A shorter setback is permitted subject to air quality and noise analyses.**

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

4.2.5 Screening Criteria for All Interior Roadways

From the adjacent sidewalk, all trucks and truck dock doors are to be screened by walls and/or landscaping.

All Interior Roadways

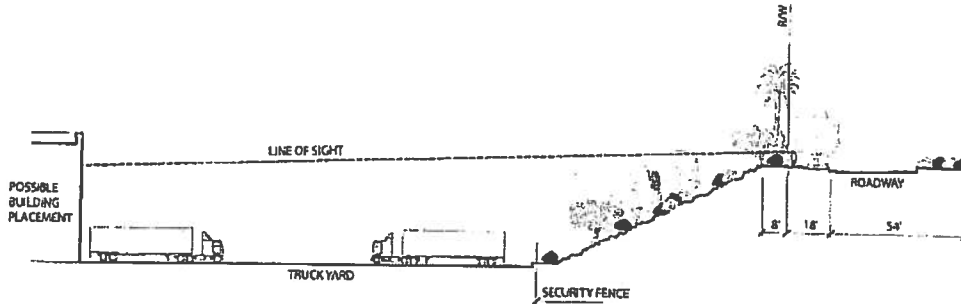


Exhibit 4-20 Section, Downhill

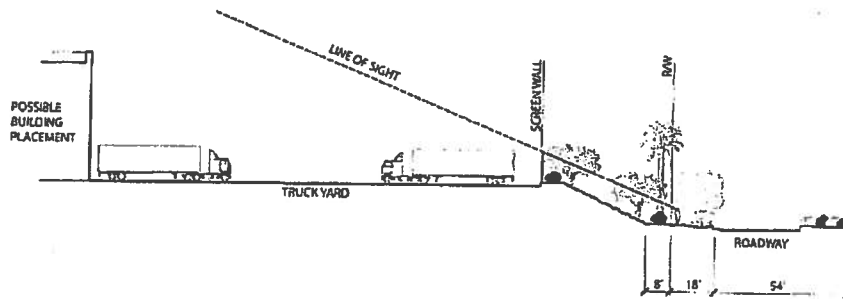


Exhibit 4-21 Section, Uphill

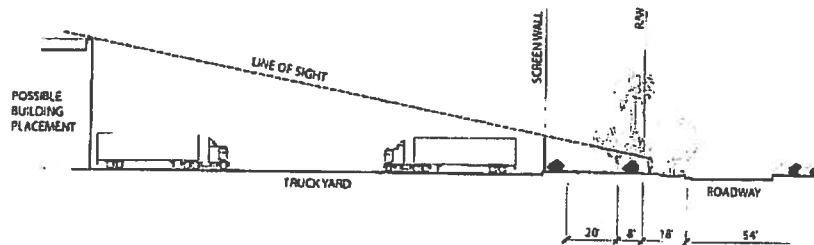


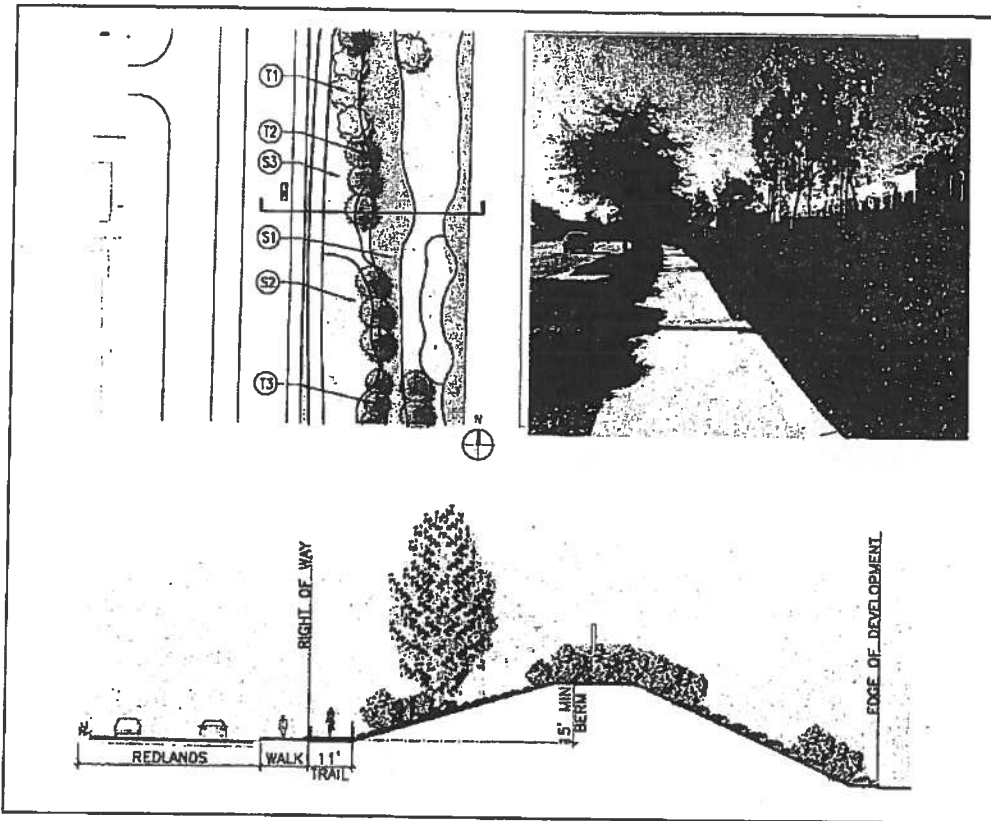
Exhibit 4-22 Section, Flat

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

Redlands Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (24" box minimum)

- T1. *Cercidium* 'Desert Museum': Desert Museum Palo Verde
- T2. *Pinus eldarica*: Afghan Pine or *Pinus halepensis*: Aleppo Pine or *Schinus molle*: California Pepper
- T3. *Acacia farnesiana*: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

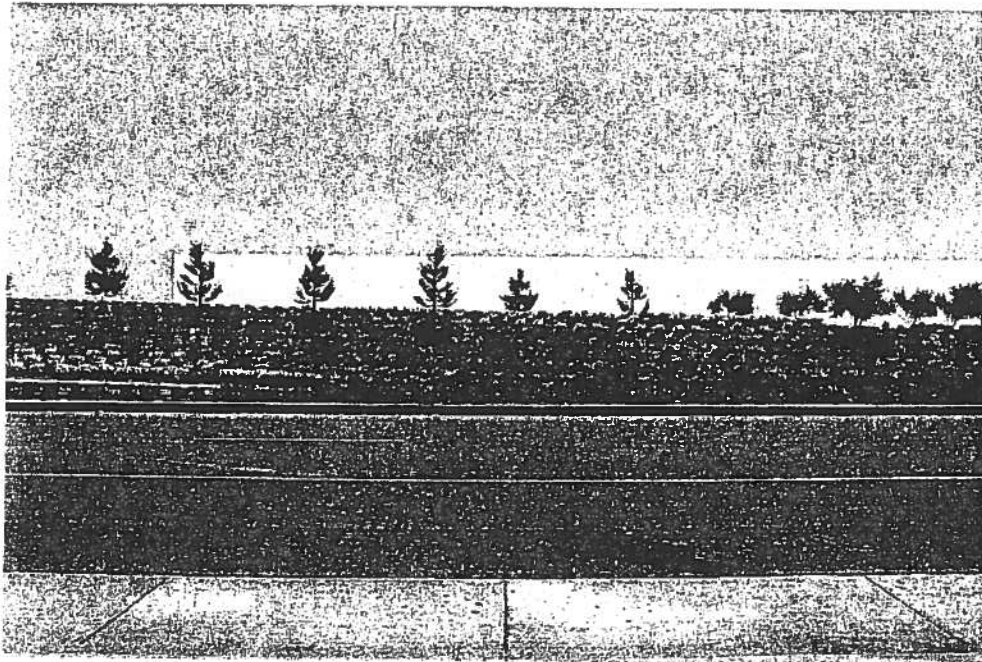
- S1. *Leucophyllum texanum*: Texas Ranger
Eleagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. *Fallugia paradoxa*: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. *Acacia redolens* 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum
Rosmarinus "Huntington Carpet": Rosemary



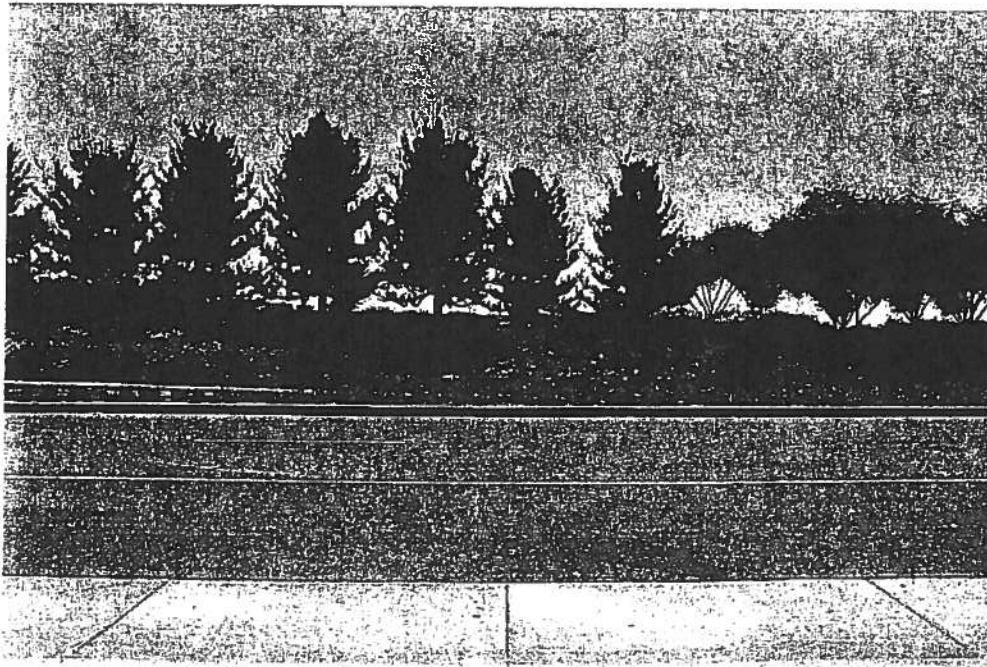
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Redlands Blvd. View 1 at Installation



Redlands Blvd. View 1 at Maturity

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



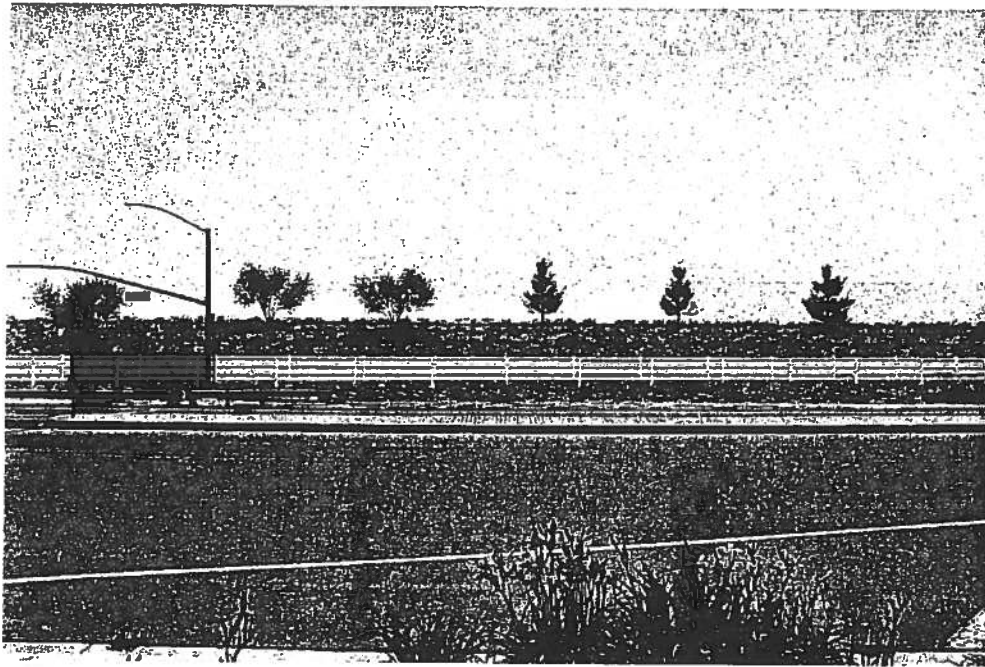
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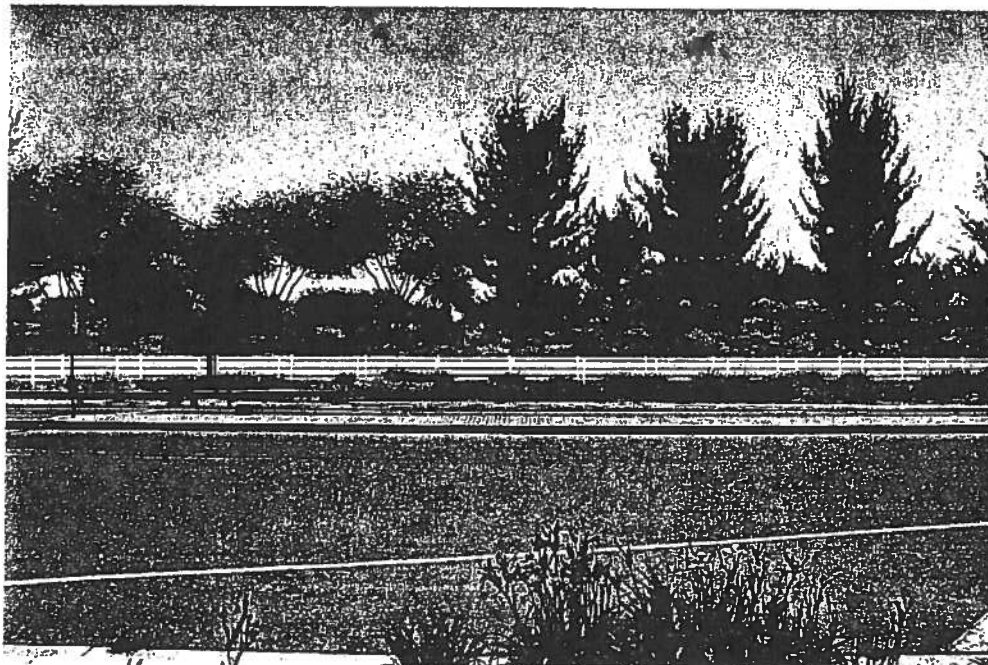
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Ordinance No. 900
Date Adopted: August 25, 2015



Redlands Blvd. View 2 at Installation



Redlands Blvd. View 2 at Maturity

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



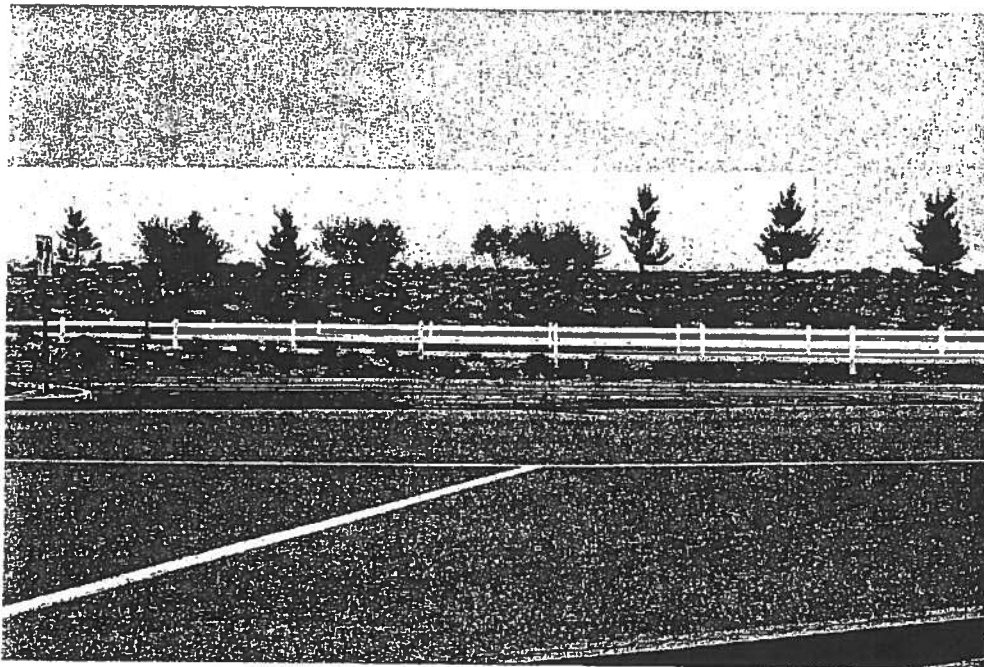
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STANDARDS**

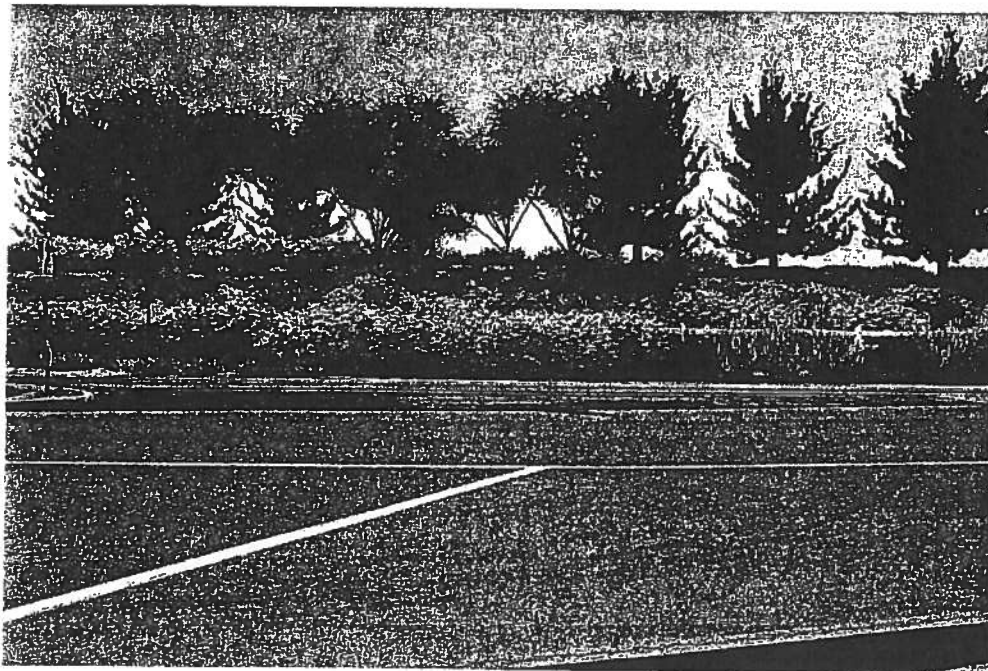
4-17

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Ordinance No. 900
Date Adopted: August 25, 2015



Redlands Blvd. View 3 at Installation



Redlands Blvd. View 3 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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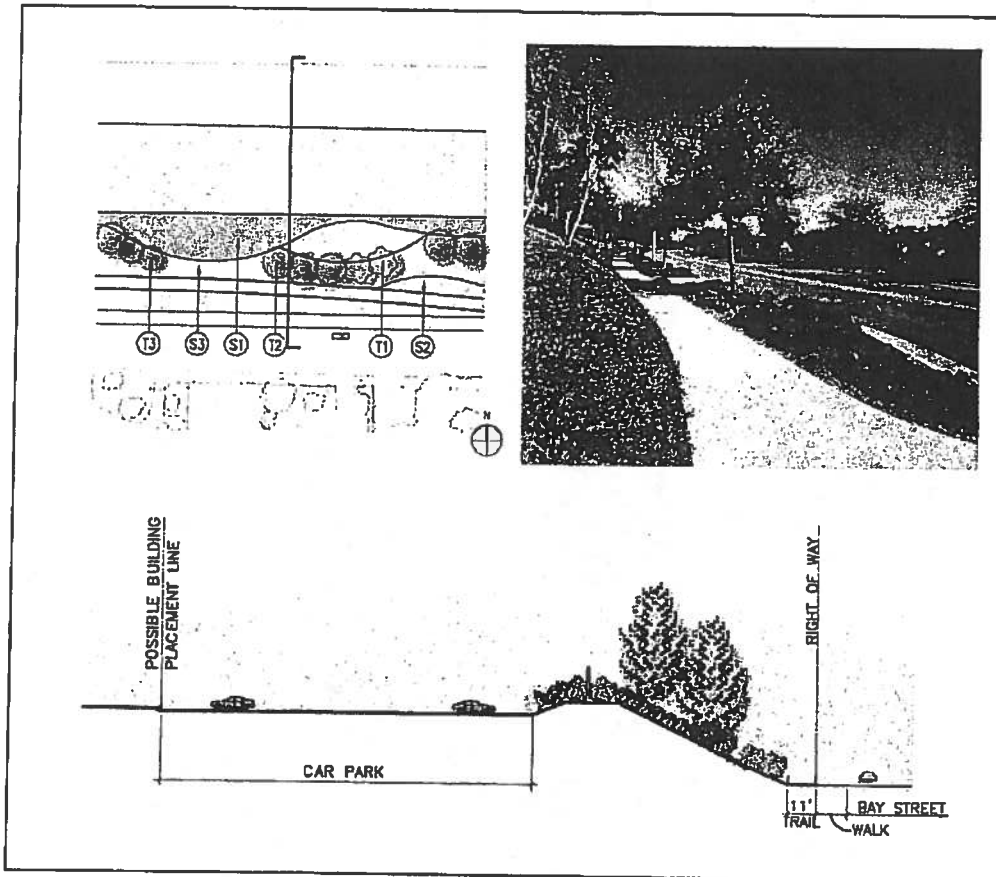
**OFF-SITE DESIGN
STANDARDS**

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Ordinance No. 900
Date Adopted: August 25, 2015

Bay Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Pinus halepensis: Aleppo Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

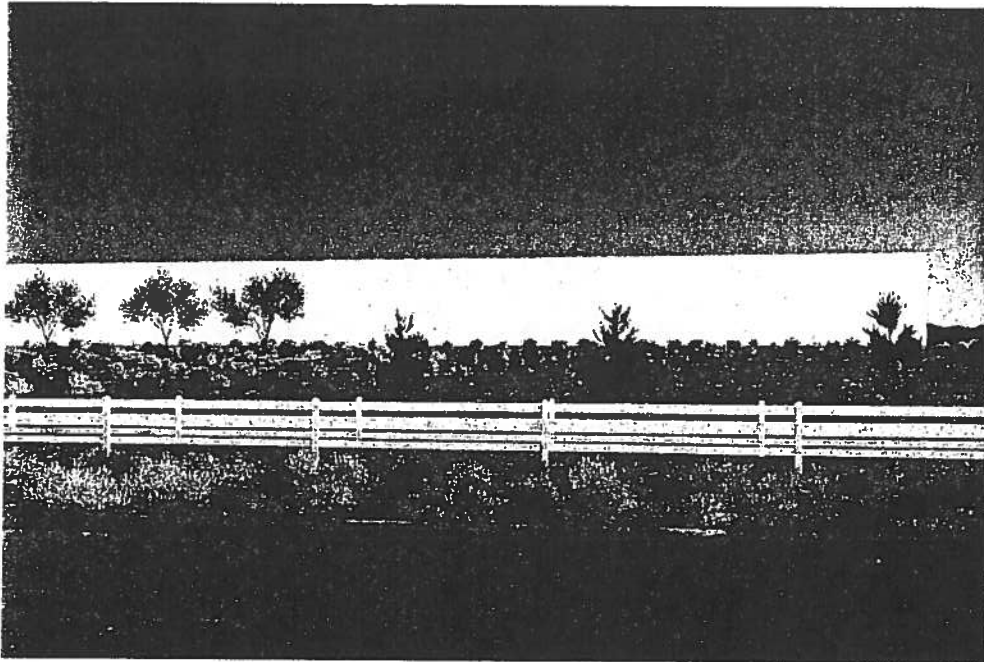
- S1. Leucophyllum texanum: Texas Ranger Elaeagnus
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum



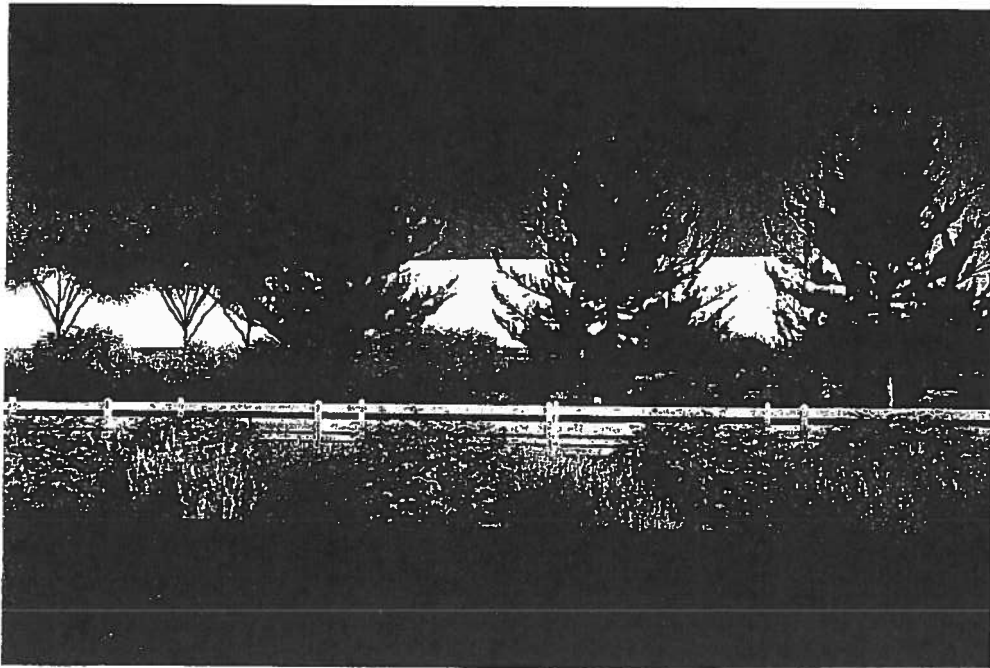
OFF-SITE DESIGN
STANDARDS

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Date Adopted: August 25, 2015



Bay Avenue View 4 at Installation



Bay Avenue View 4 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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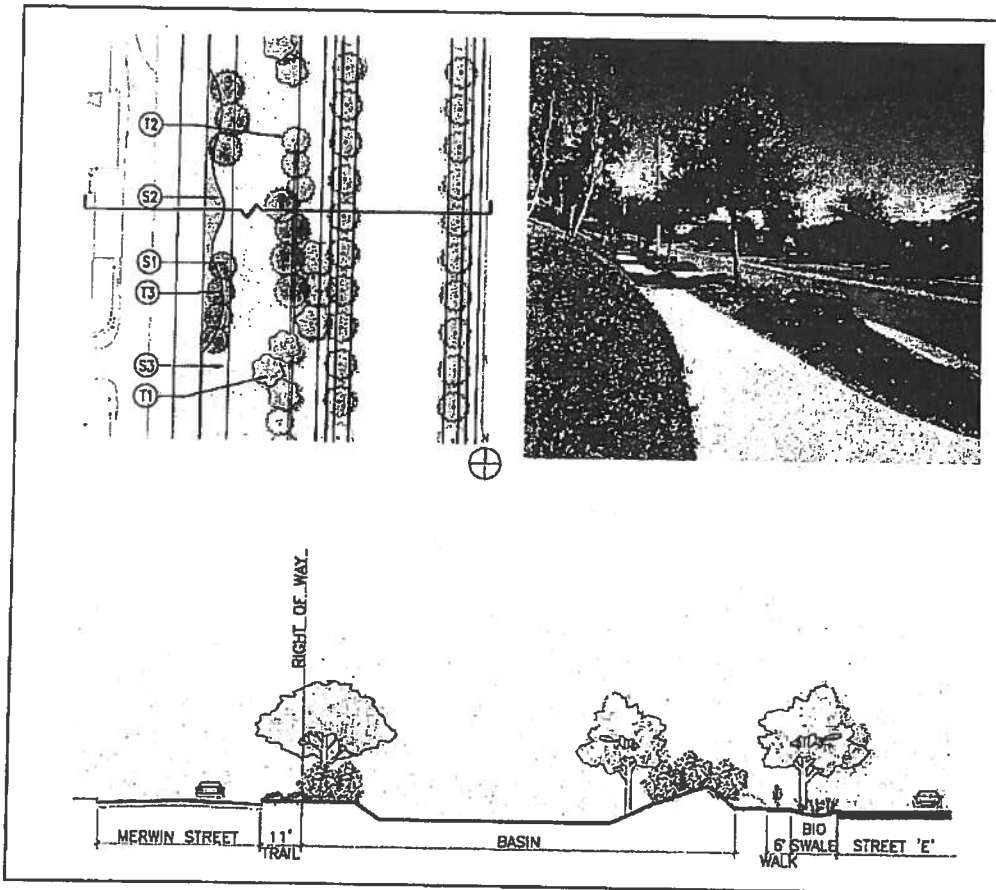
**OFF-SITE DESIGN
STANDARDS**

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Ordinance No. 900
Date Adopted: August 25, 2015

Merwin Street



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. *Cercidium 'Desert Museum'*: Desert Museum Palo Verde
- T2. *Pinus eldarica*: Afghan Pine or *Schinus molle*: California Pepper
- T3. *Acacia farnesiana*: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

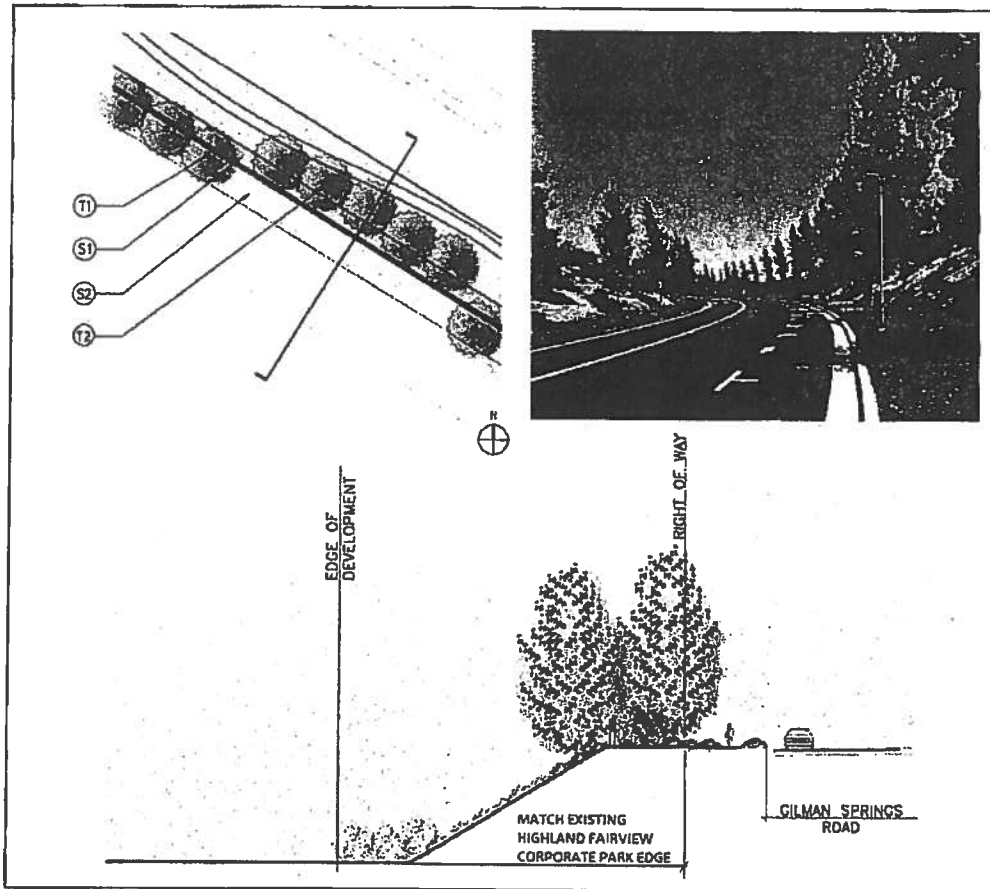
- S1. *Leucophyllum texanum*: Texas Ranger
Eleagnus pungens 'Fruitlandli': Fruitland Silverberry
- S2. *Fallugia paradoxa*: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. *Acacia redolens 'Desert Carpet'*: Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum
Rosmarinus "Huntington Carpet": Rosemary



OFF-SITE DESIGN STANDARDS

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Gilman Springs Road



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. Pinus eldarica: Afghan Pine
- T2. Washington Robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Rhus ovata: Sugar Bush
- S2. Rosmarinus officinalis 'Prostratus': Creeping Rosemary

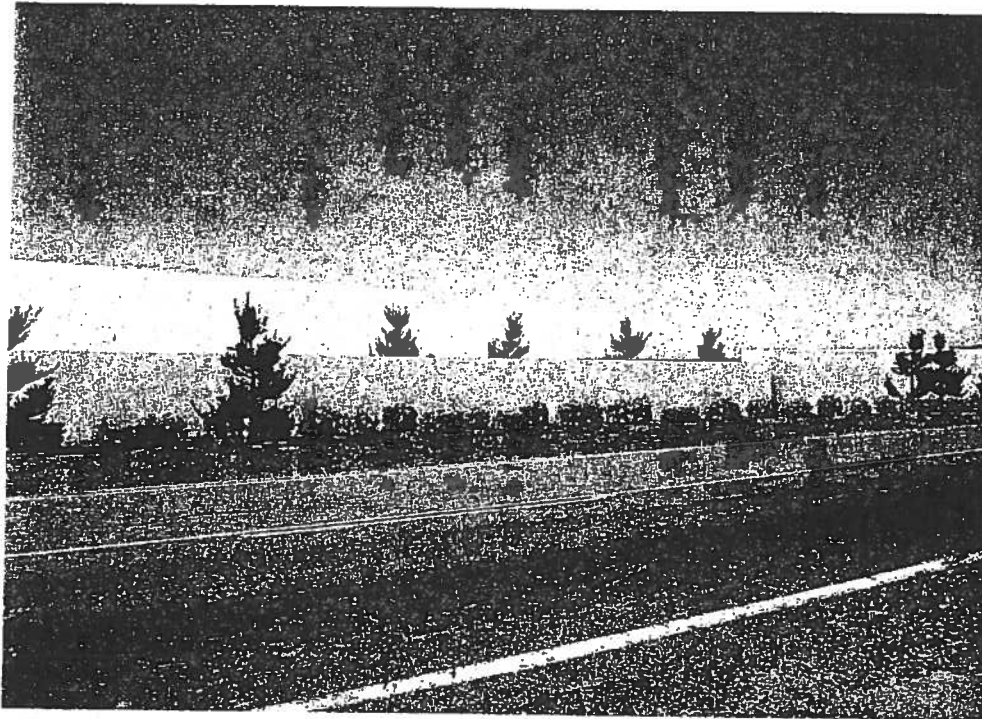


OFF-SITE DESIGN
STANDARDS

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Ordinance No. 900
Date Adopted: August 25, 2015



Gilman Springs Rd. View 5 at Installation



Gilman Springs Rd. View 5 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



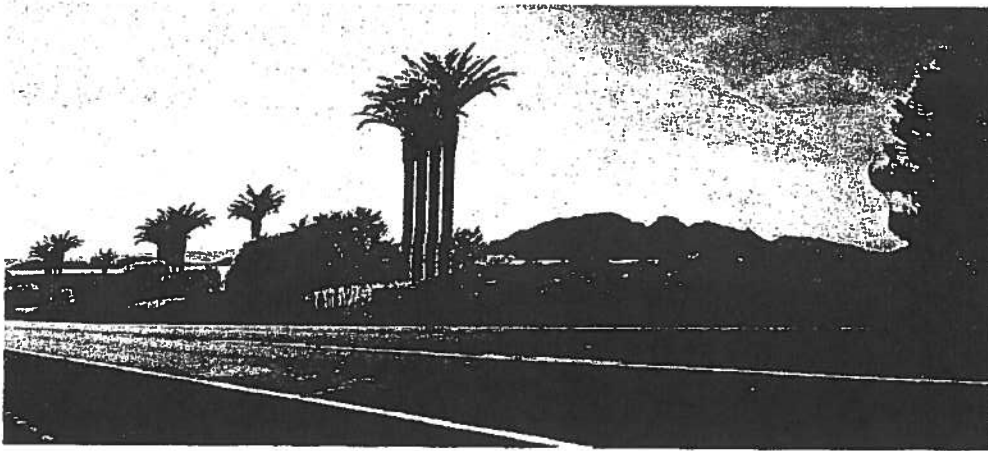
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Ordinance No. 900
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Gilman Springs Rd. Panoramic View at Maturity



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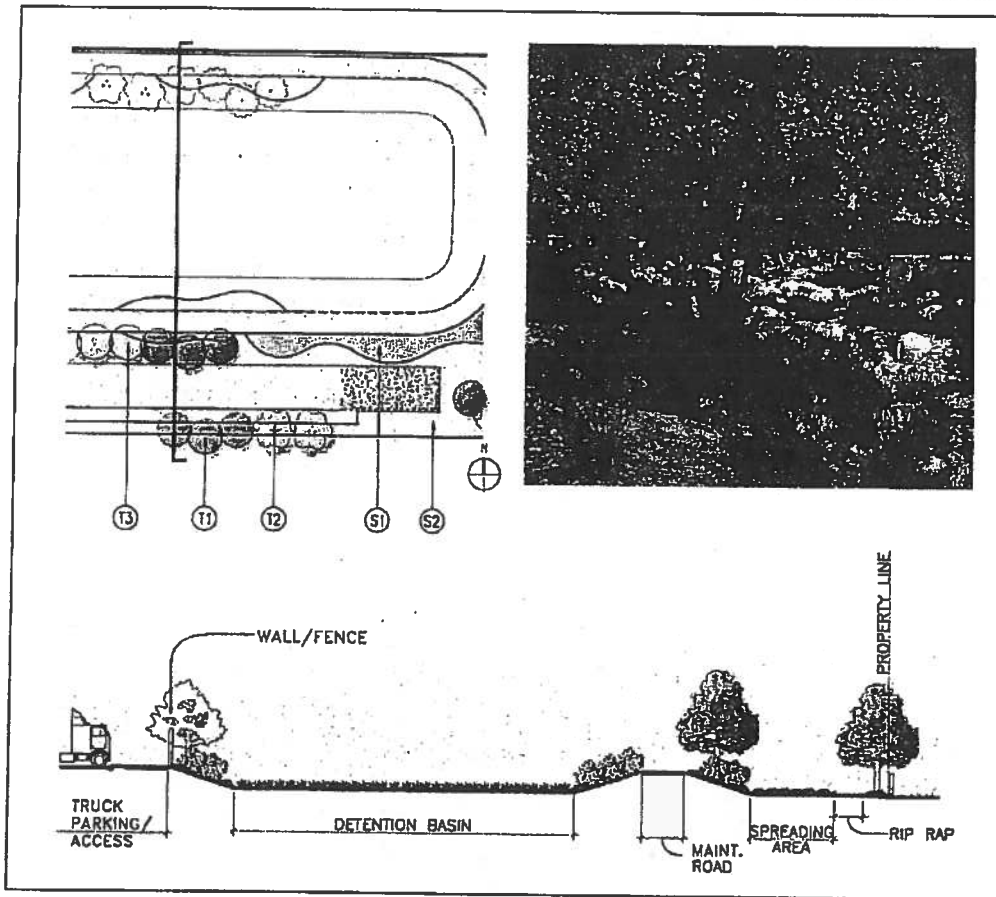
**OFF-SITE DESIGN
STANDARDS**

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Ordinance No. 900
Date Adopted: August 25, 2015

SJWA (San Jacinto Wildlife Area)



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. *Tristania conferta*: Brisbane box
- T2. *Chilopsis linearis*: Desert Willow
- T3. *Platanus racemosa*: California Sycamore
- Populus Fremontii*: Cottonwood (Planted at detention basins / Well adapted to riparian regions of Moreno Valley)

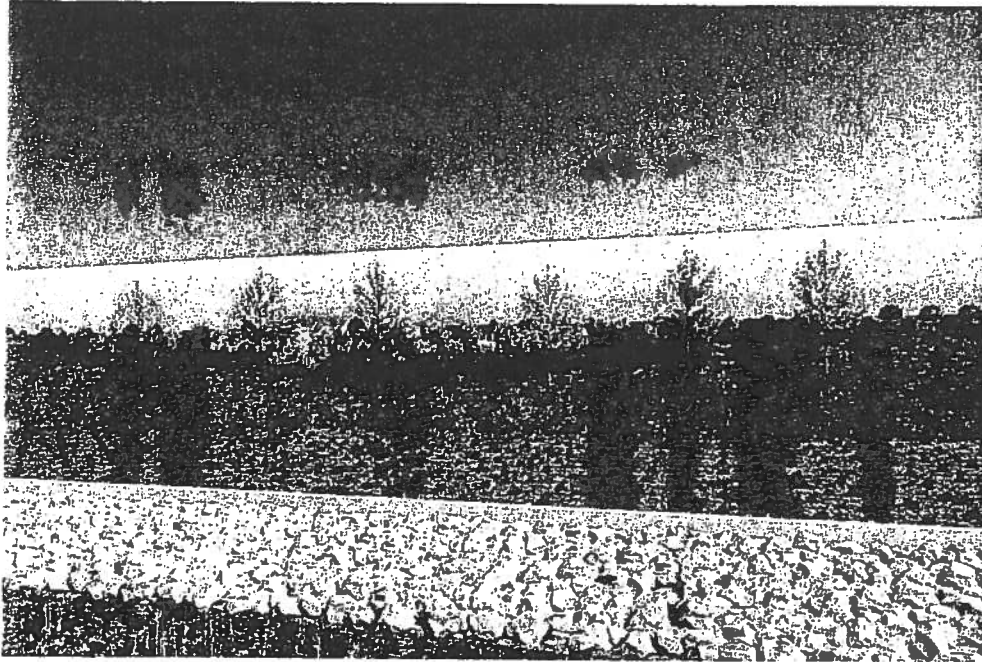
Shrubs / Ground Cover (1 gallon minimum)

- S1. *Baccharis sarathroides*: Desert Broom
- Leucophyllum texanum*: Texas Ranger
- Simmondsia chinensis*: Jojoba
- Lycium andersonii*: Anderson Thornbush
- Celtis pallida*: Desert Hackberry
- S2. *Rosmarinus officinalis* 'Prostratus': Creeping Rosemary

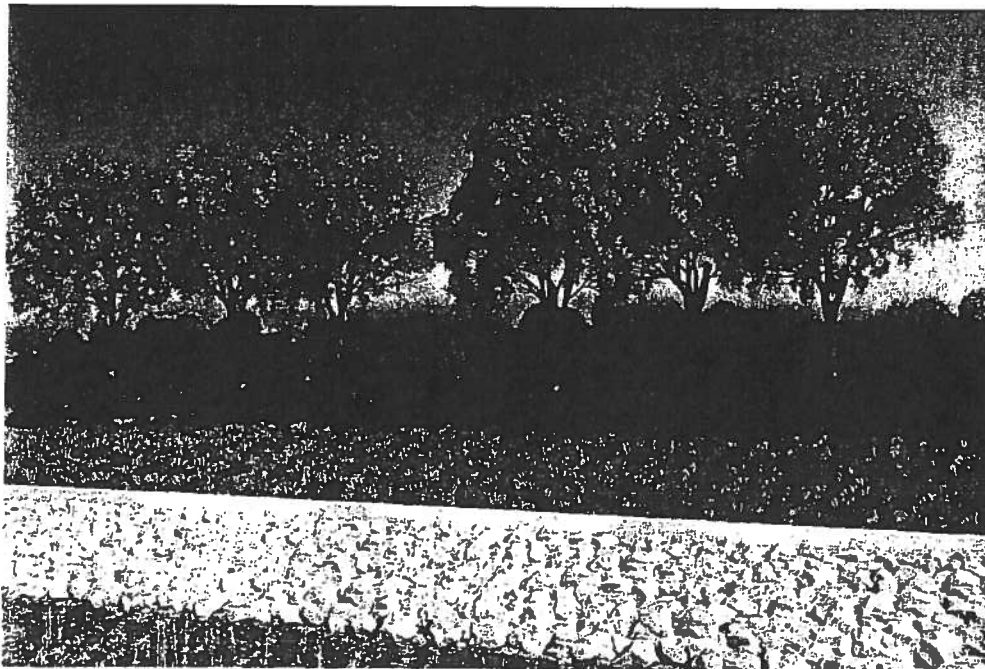


OFF-SITE DESIGN
STANDARDS

4-25



SJWA (San Jacinto Wildlife Area) View 6 at Installation



SJWA (San Jacinto Wildlife Area) View 6 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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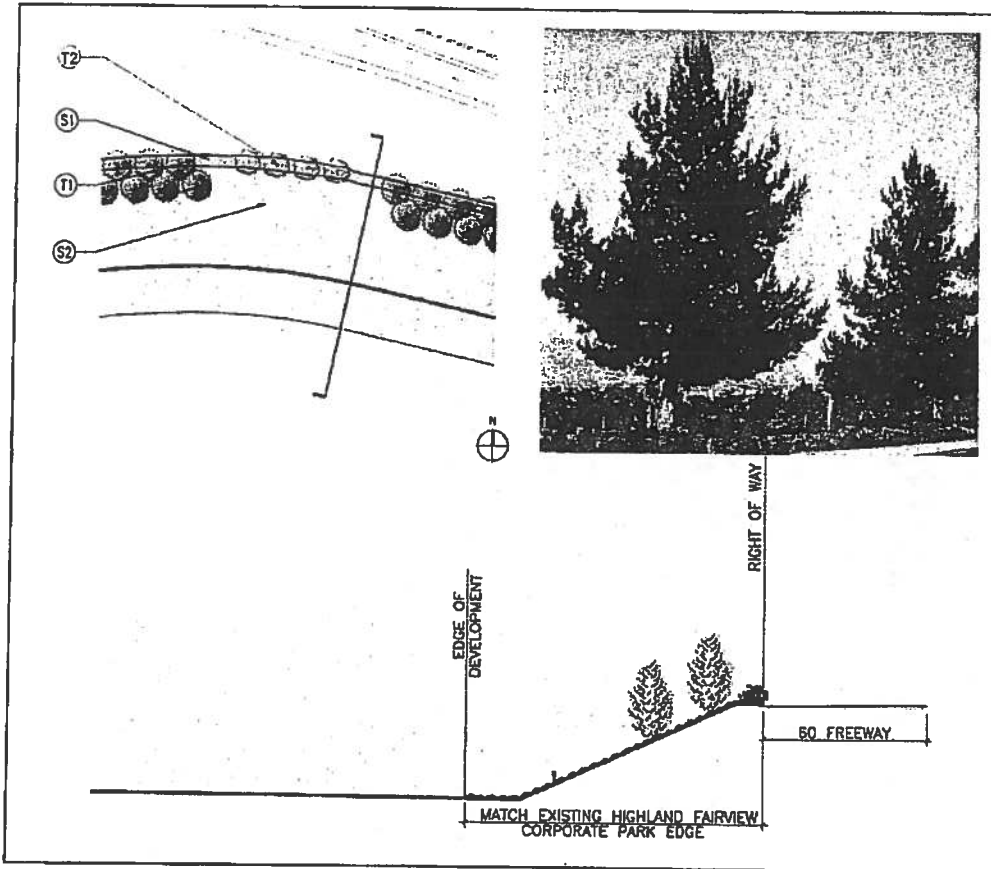
**OFF-SITE DESIGN
STANDARDS**

4-26

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Ordinance No. 900
Date Adopted: August 25, 2015

60 Freeway



Not to scale | *This exhibit is a graphic representation of a conceptual design at maturity*

Trees (Palms – 25' brown trunk height, all other trees – 36" box min. – all matching)

- T1. *Pinus eldarica*: Afghan Pine
- T2. *Washington robusta*: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Cotoneaster lacteus*: Cotoneaster
- S2. *Acacia redolens* 'Desert Carpet': Spreading Acacia
- Rosmarinus* "Huntington Carpet": Rosemary

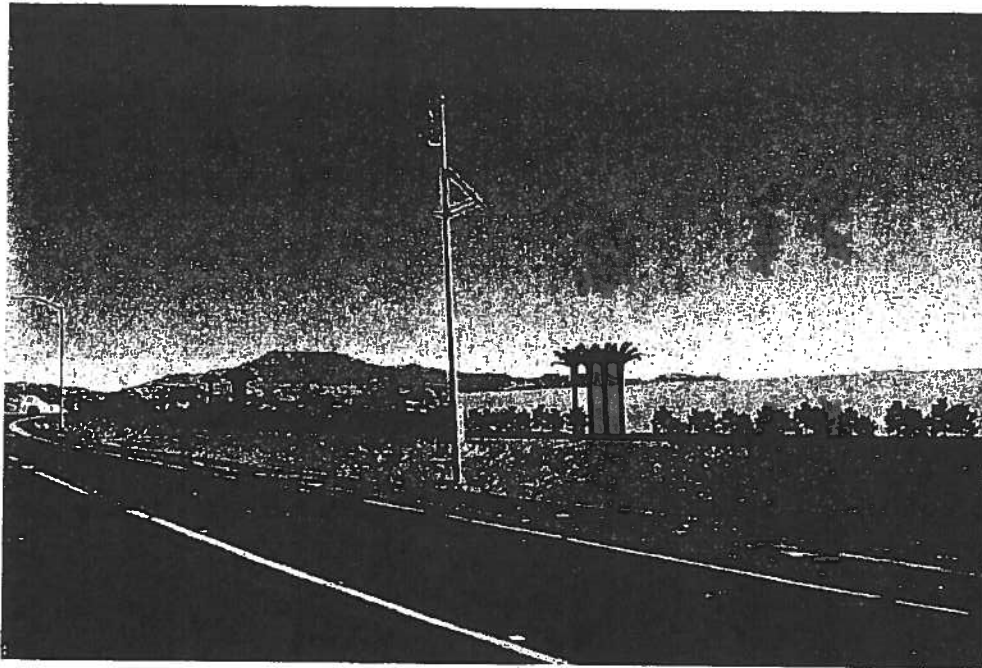


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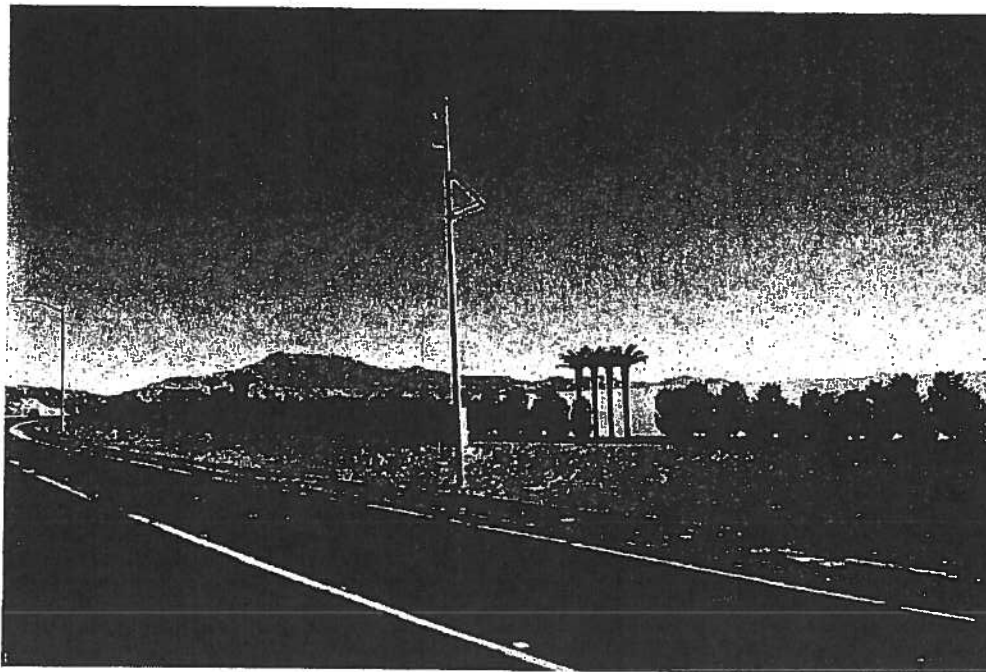
4-27

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Date Adopted: August 25, 2015



60 Freeway View 7 at Installation



60 Freeway View 7 at Maturity (15 years)

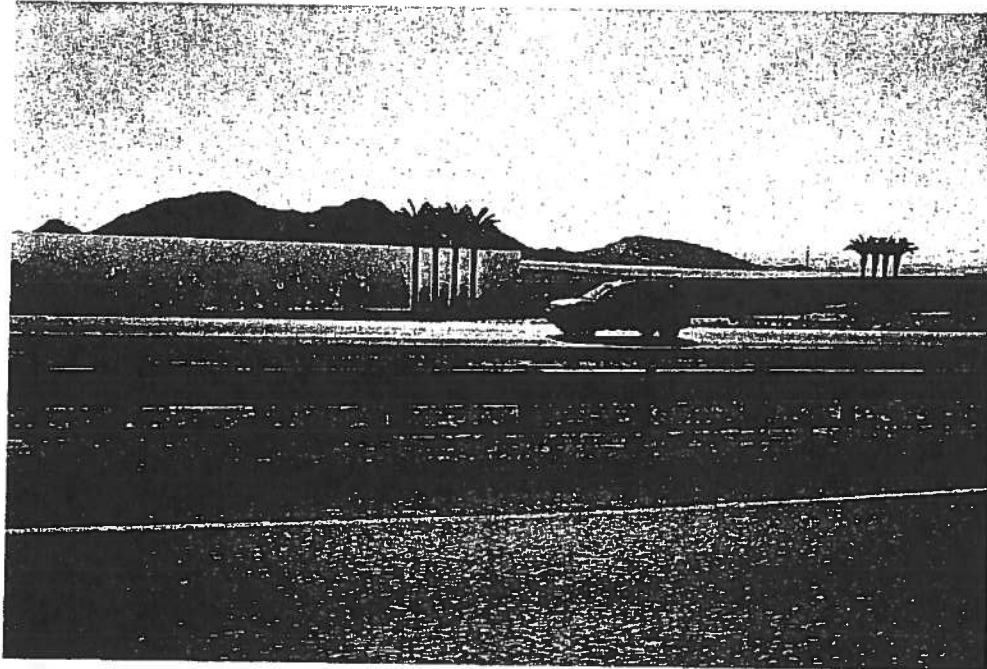
- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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60 Freeway View 8 at Installation



60 Freeway View 8 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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STANDARDS**

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4.2.7 Roundabout & Entry



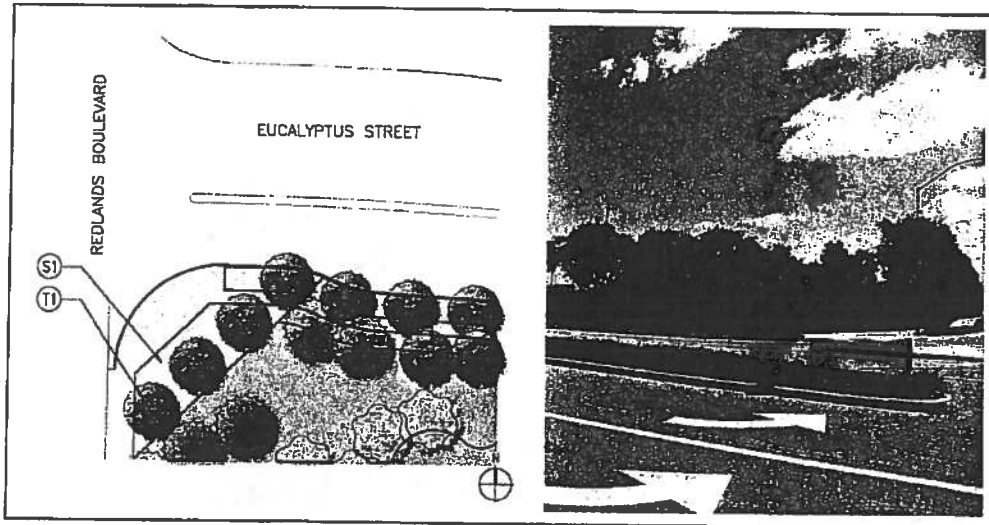
Exhibit 4-24 Roundabout & Entry Map (see pages 4-31 to 4-36)



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OFF-SITE DESIGN STANDARDS

Project Entry West (Eucalyptus)



Not to scale This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Tristania conferta*: Brisbane box

Shrubs / Ground Cover (1 gallon minimum)

S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush



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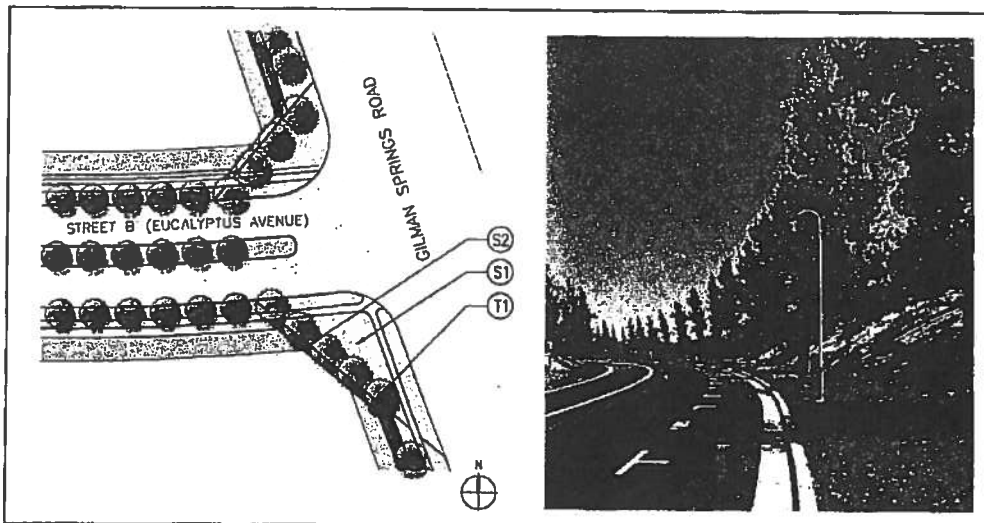
**OFF-SITE DESIGN
STANDARDS**

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Ordinance No. 900
Date Adopted: August 25, 2015

Project Entry East (Gilman Springs Road)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

- T1. *Pinus eldarica*: Afghan Pine

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush
- S2. *Cotoneaster lacteus*: Cotoneaster



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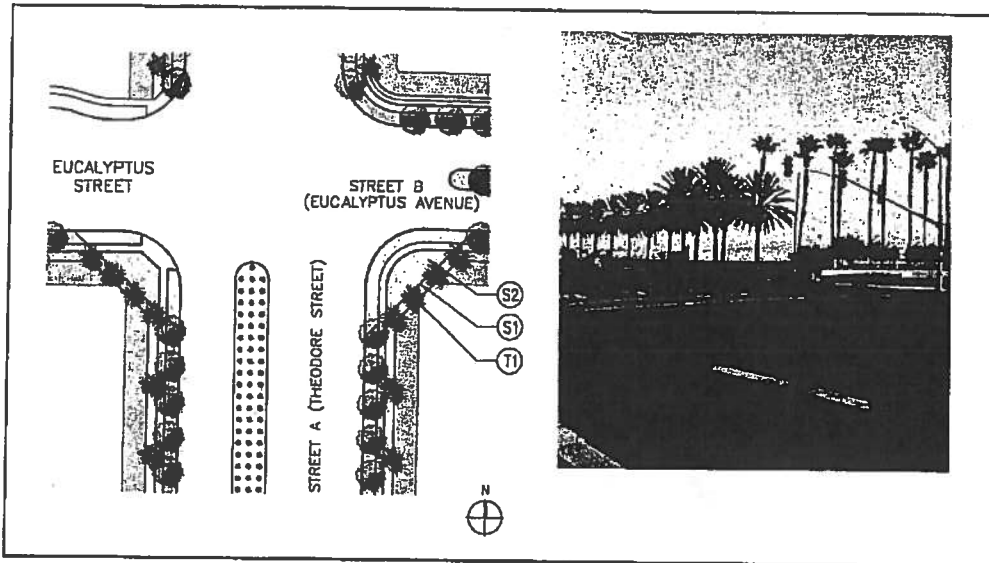
OFF-SITE DESIGN
STANDARDS

4-32

93

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Date Adopted: August 25, 2015

Project Entry North (Street A – Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (25' brown-trunk height—all matching)

- T1. *Washingtonia robusta*: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Baccharis 'Starn'*: Coyote Bush
- S2. *Lomandra longifolia*: 'Breeze': Dwarf Mat Rush



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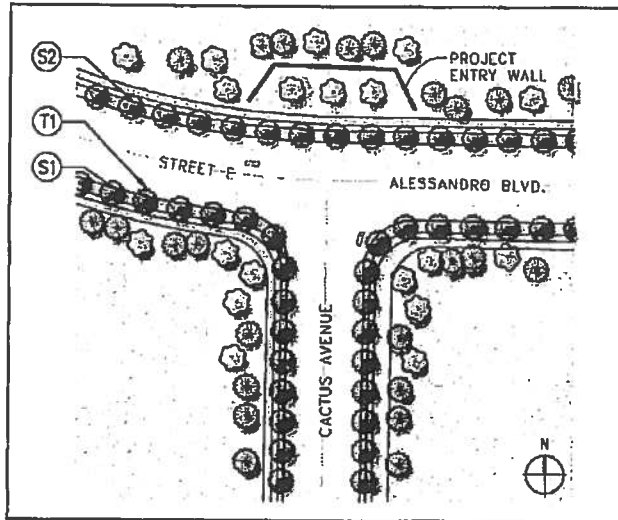
OFF-SITE DESIGN
STANDARDS

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Ordinance No. 900
Date Adopted: August 25, 2015

Project Entry South (Cactus Avenue)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-40)



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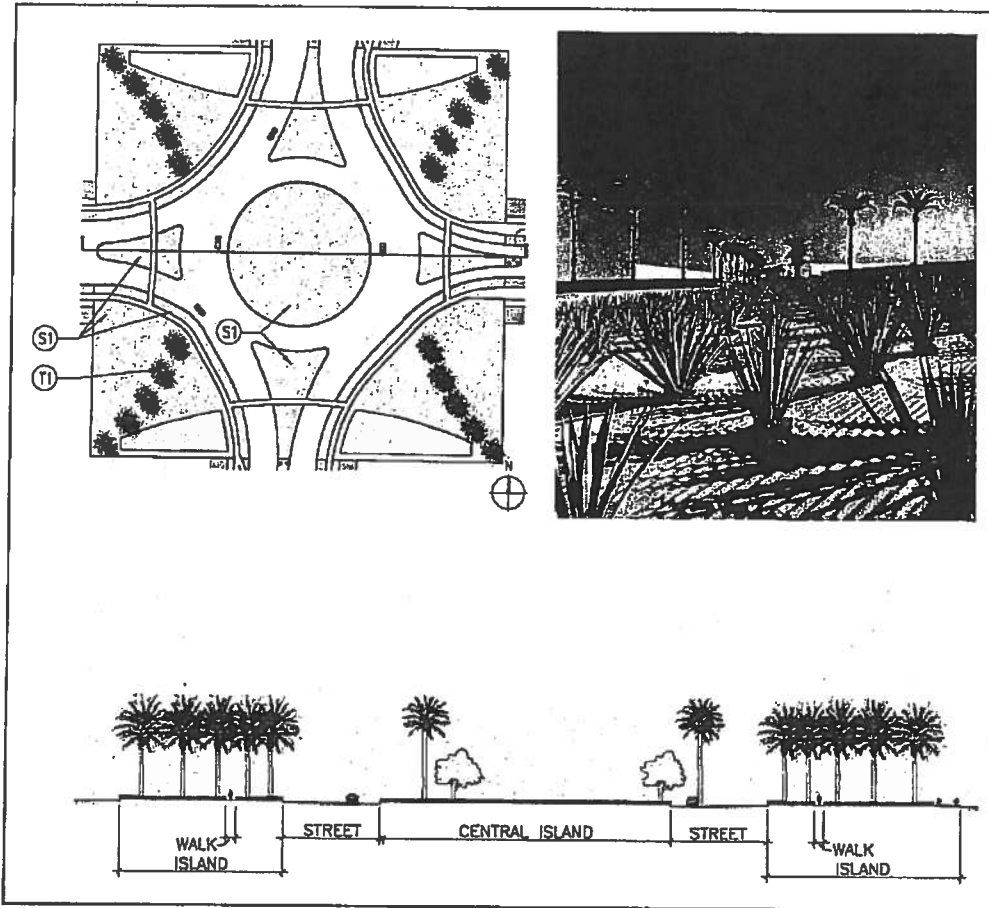
OFF-SITE DESIGN
STANDARDS

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Date Adopted: August 25, 2015

North Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans.

Trees (25' brown-trunk height—all matching)

T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, in City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

S1. Lomandara longifolia 'Breeze': Dwarf Mat Rush



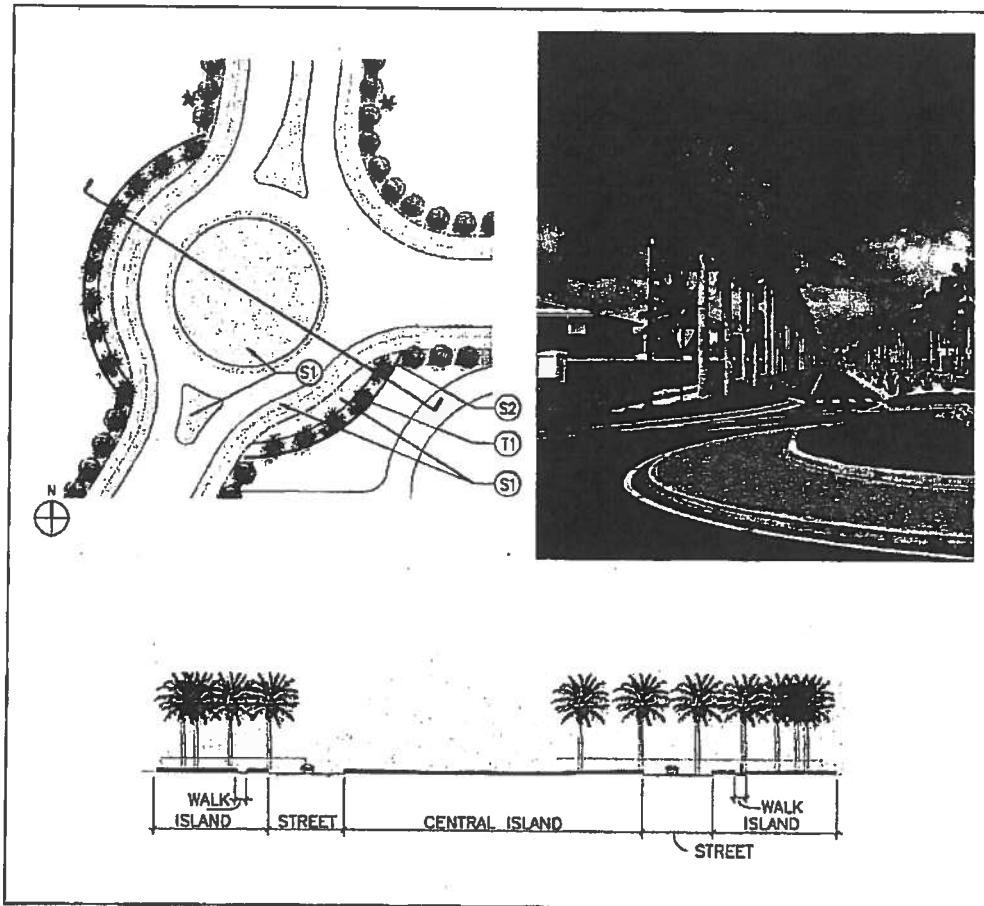
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STANDARDS

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Ordinance No. 900
Date Adopted: August 25, 2015

South Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans. Walls illustrated may or may not be a part of these plans.

Trees (25' brown-trunk height—all matching)

T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, in City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

S1. Lomandra longifolia 'Breeze': Dwarf Mat Rush
 S2. Baccharis 'Starn': Coyote Bush



OFF-SITE DESIGN
STANDARDS

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4.2.8 Streetscape Planting

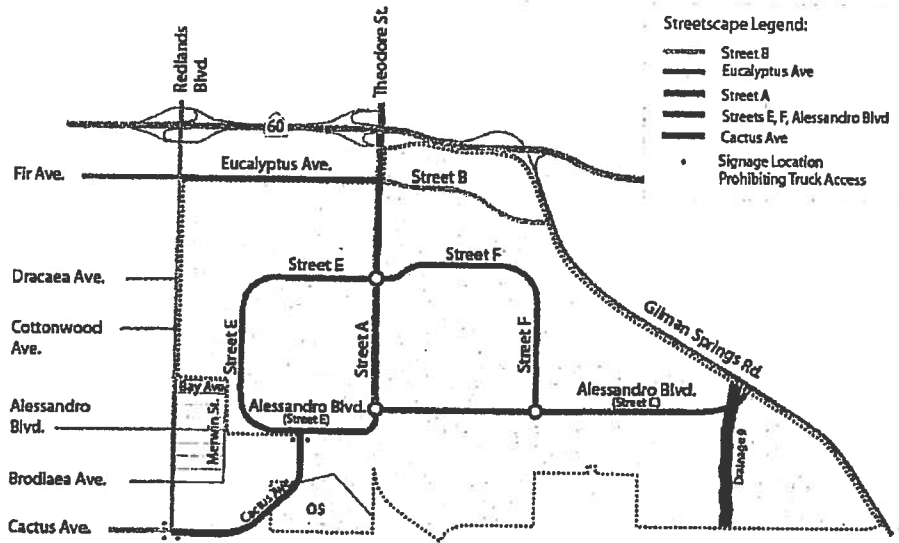


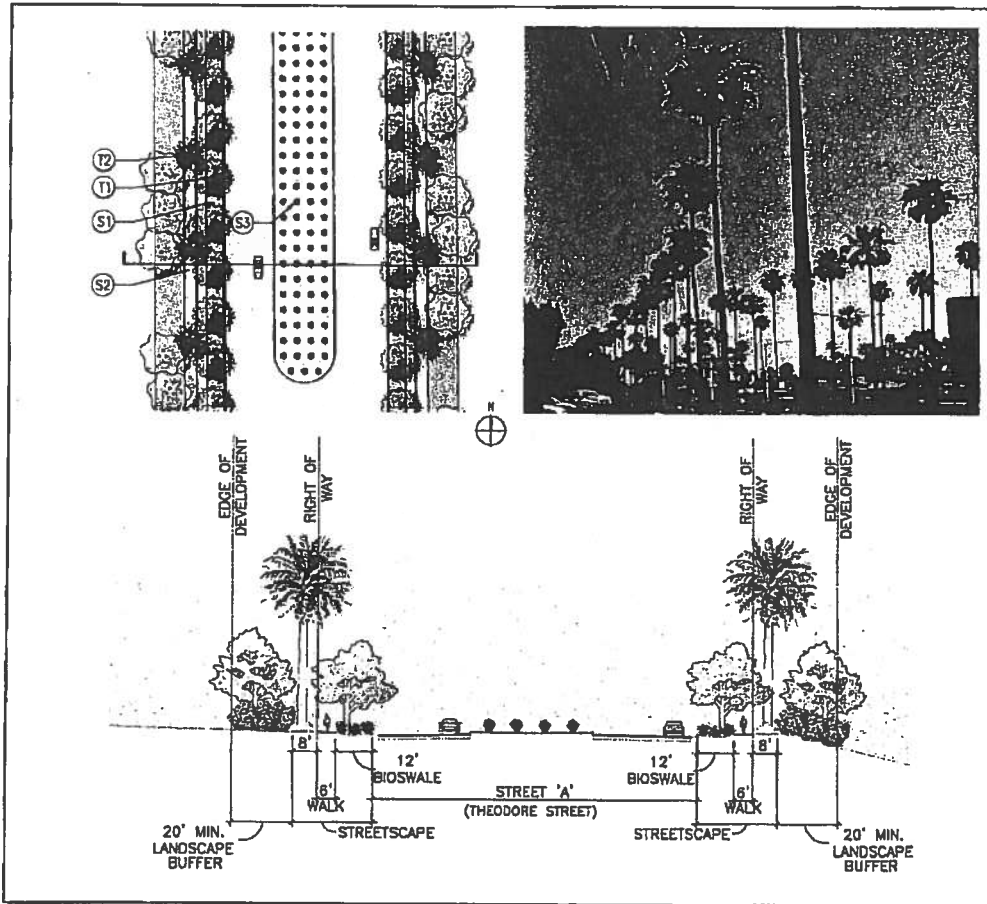
Exhibit 4-25 Streetscape Planting Map (see pages 4-38 to 4-42)



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OFF-SITE DESIGN STANDARDS

Street A (Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. Prosopis chilensis: Chilean Mesquite
- T2. Washingtonia robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Muhlenbergia rigens: Deer Grass
- S2. Baccharis 'Starn': Coyote Bush
- S3. Aloe vera: Aloe

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



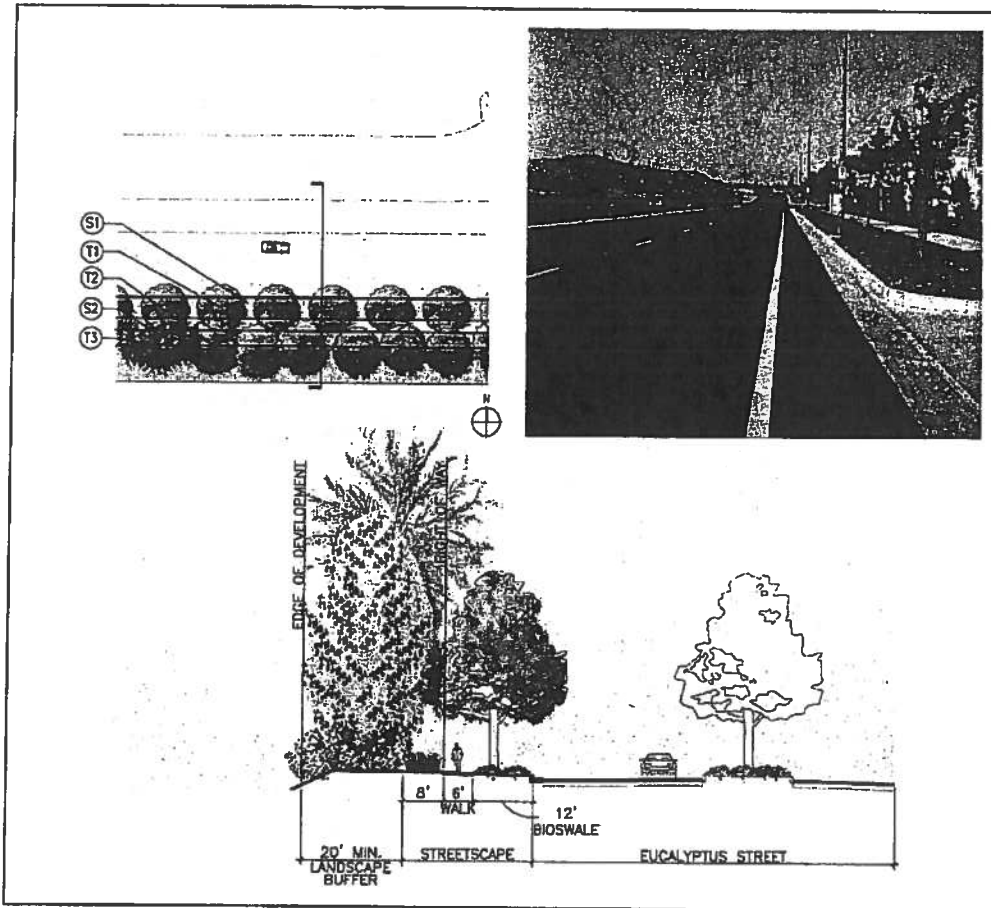
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Date Adopted: August 25, 2015

Eucalyptus Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. *Tristania conferta*: Brisbane Box
- T2. *Pinus eldarica*: Afghan Pine
- T3. *Phoenix dactylifera*: Date Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Myoporum parvifolium* 'Putah Creek': Creeping Myoporum
- S2. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush

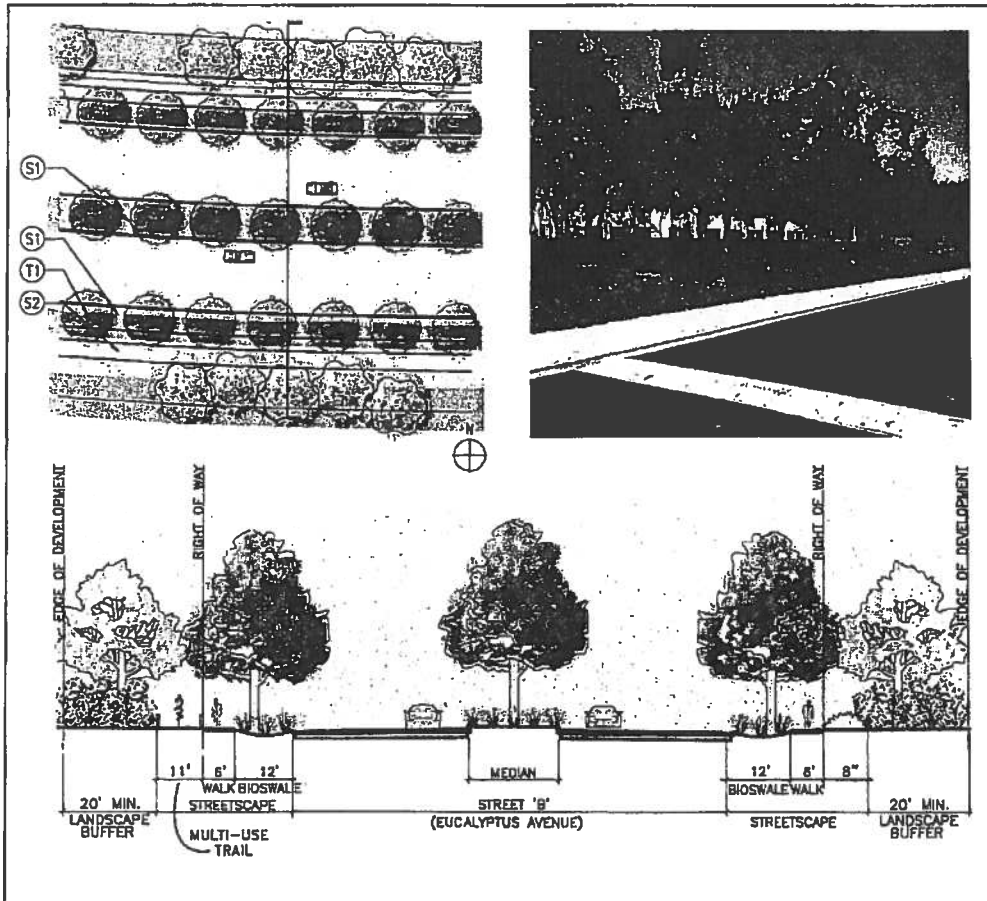
Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



OFF-SITE DESIGN
STANDARDS

Street B (Eucalyptus Avenue Extension)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Tristania conferta*: Brisbane Box

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

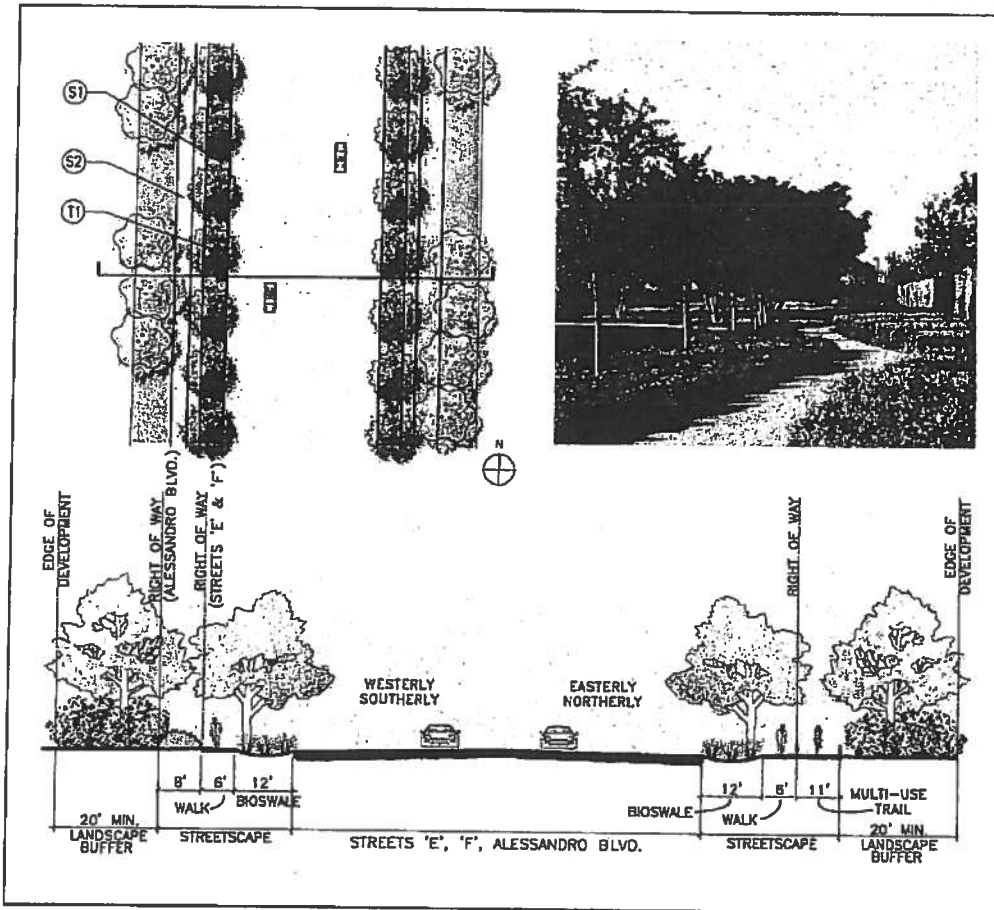
See Section 4.2.9 for Plant Palette (page 4-41)



OFF-SITE DESIGN
STANDARDS

4-40

Street E, F and Alessandro Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



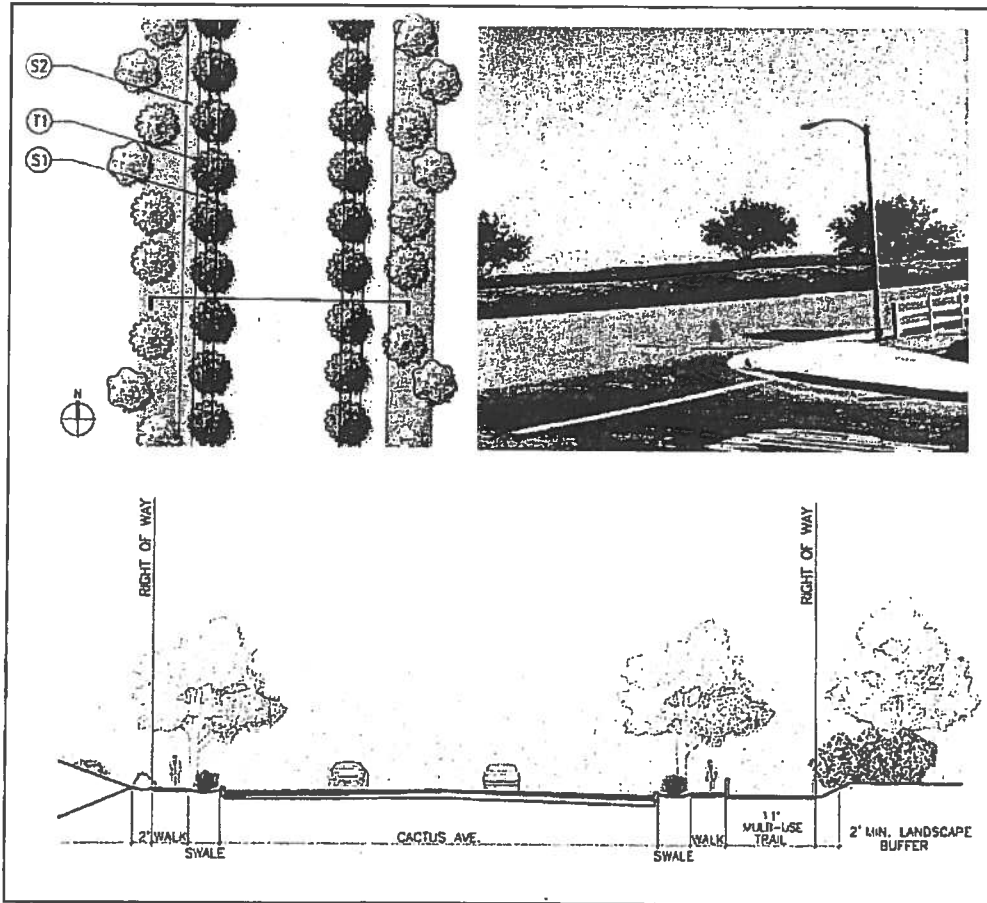
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Cactus Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)

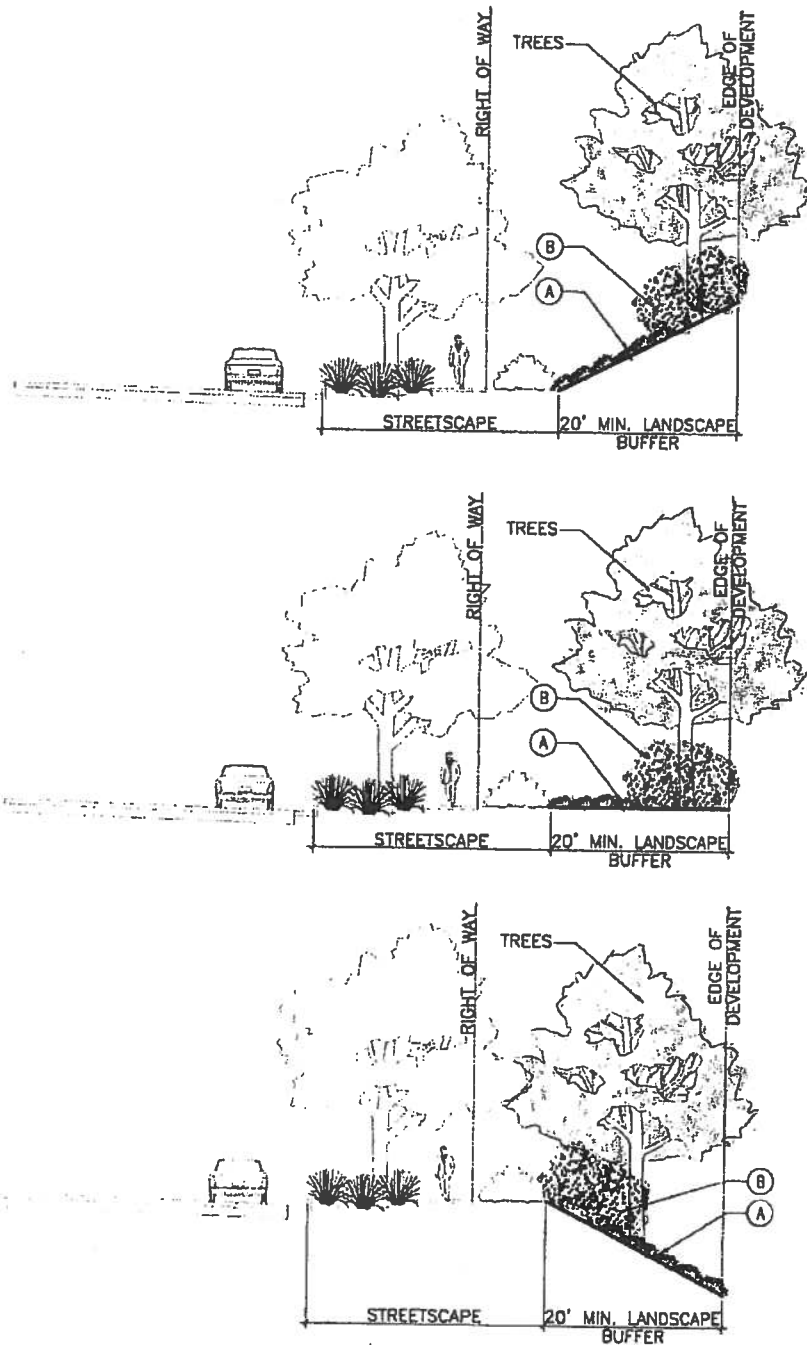


OFF-SITE DESIGN
STANDARDS

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4.2.9 Offsite Plant Selection

These plant selections shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc. All trees are to be 15 gallon (minimum) unless otherwise noted.



OFF-SITE DESIGN STANDARDS

Exhibit 4-26 Slope Planting Guideline (From Top: Up-slope, Flat-slope, Down-slope)

Landscape Buffer, Interior Slopes, and Detention Basins Plant List

Trees (15 gallon minimum)

- | | |
|---------------------------------------|--------------------------------|
| <i>Celtis occidentalis</i> | Common Hackberry |
| <i>Cupressus sempervirens</i> | Italian Cypress |
| <i>Ebenopsis ebano</i> | Texas Ebony |
| <i>Olea europea</i> | Olive Tree |
| <i>Pinus halepensis</i> | Aleppo Pine |
| <i>Populus Fremontii</i> | Cottonwood |
| <i>Prosopis chilensis</i> | Chilean Mesquite |
| <i>Prosopis glandulosa</i> 'Maverick' | Thornless Texas Honey Mesquite |
| <i>Schinus molle</i> | California Pepper |
| <i>Washington robusta</i> | Mexican Fan Palm |

(A) Groundcover (1 gallon minimum)

- | | |
|-------------------------------------------|----------------------------------|
| <i>Acacia redolens</i> 'Desert Carpet' | Spreading Acacia 'Desert Carpet' |
| <i>Baccharis</i> 'Starr' | Coyote Bush |
| <i>Myoporum parvifolium</i> 'Putah Creek' | Creeping Myoporum |

(B) Shrubs (1 gallon minimum)

- | | |
|----------------------------------------|-----------------------|
| <i>Atriplex canescens</i> | Four Wing Saltbush |
| <i>Atriplex lentiformis</i> | Quail Brush |
| <i>Baccharis sarothroides</i> | Desert Broom |
| <i>Celtis pallida</i> | Desert Hackberry |
| <i>Cordia boissieri</i> | Texas Olive |
| <i>Dasyliion wheeleri</i> | Desert Spoon |
| <i>Elaeagnus Pungens</i> 'Fruitlandii' | Fruitland Silverberry |
| <i>Eriogonum fasciculatum</i> | Common Buckwheat |
| <i>Fallugia paradoxa</i> | Apache Plume |
| <i>Lycium andersonii</i> | Anderson Lycium |
| <i>Muhlenbergia rigens</i> | Deergrass |
| <i>Rhus ovata</i> | Sugar Bush |
| <i>Simmondsia chinensis</i> | Jojoba |



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4.2.10 Off-site Maintenance

Public streets (curb-to-curb), sidewalks, and trails will be maintained by the City. If the City is responsible for maintaining medians and/or curb separated parkways, funding of the maintenance will require a special financing district. These details to be established with each site specific Plot Plan application or Tentative Map.

Parkways, slopes, drainage facilities, and common areas will be maintained by a property owners' association.

4.3 Off-site Lighting

4.3.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a night time character that reinforces the image of the World Logistics Center as a quality business location.

Lighting is an important element contributing to the identity and unity of the World Logistics Center.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site and compatible throughout the World Logistics Center.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

Street lighting on public streets shall meet the requirements of the City Standard Plans.

4.4 Off-site Utilities

4.4.1 Telephone, CATV and Similar Service Wires and Cables

All telephone, CATV and similar service wires and cables shall be installed underground.

4.4.2 Electrical Transmission Lines

Electrical transmission lines less than 115kV shall be installed underground.



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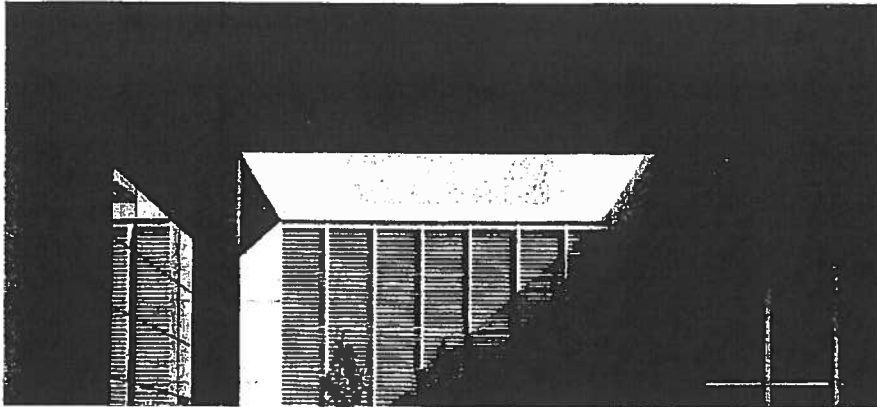
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Ordinance No. 900
Date Adopted: August 25, 2015

5.0 ON-SITE DESIGN STANDARDS



5.1 On-site Design Standards And Guidelines

In order to manage the orderly and consistent development of the World Logistics Center, the following design standards and guidelines will be applied to all development in the Specific Plan area.

These Design Standards and Guidelines serve to create an eco-friendly, high-quality development and establish a distinctive character for the World Logistics Center project. In reviewing development proposals, these guidelines will be the primary tool used to evaluate proposed site design, architecture, landscaping, and other project features such as lighting and site amenities.

5.1.1 General Purpose

On-site design standards and guidelines are set forth to guide the design, construction, review and approval of all buildings within the World Logistics Center. The goal is to attain the best possible design for each site within the World Logistics Center.

5.1.2 Uses Shall Be Developed In Accordance with the Specific Plan

All properties within the World Logistics Center shall be developed in conformance with this Specific Plan.

5.1.3 Uses Shall Be Developed In Accordance With City of Moreno Valley Municipal Codes

All development will be consistent with the Specific Plan objectives and design guidelines. Details of specific development projects will be determined by subdivisions and site development plans. In the event of a



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conflict between the Specific Plan and the City of Moreno Valley Municipal Code, the Specific Plan will prevail. If the Specific Plan is silent on a particular subject, the Municipal Code will apply.

5.1.4 Subdivision Map Act

Lots created within the World Logistics Center Specific Plan area shall comply with the Subdivision Map Act and be in conformance with the Specific Plan.

5.1.5 Water Quality Management Plan

All development within the World Logistics Center shall be subject to applicable laws of the State of California regarding water quality.

5.1.6 Trash and Recyclable Materials

All development within the World Logistics Center shall provide enclosures (or compactors) for collection of trash and recyclable materials subject to water quality standards and best management practices.

5.1.7 Waste Hauling

Construction and other waste disposal shall be hauled to a city-approved facility.

5.1.8 Water Quality Site Design

5.1.8.1 General Standards

Refer to the National Pollution Discharge Elimination System (NPDES) Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the State Water Resource Control Board website at www.swrcb.ca.gov.

5.1.8.2 Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012. Projects identified as a 'Priority Development project' are required to prepare a Project-Specific WQMP. The MS4 Permit mandates a Low Impact Development (LID) approach to stormwater treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain

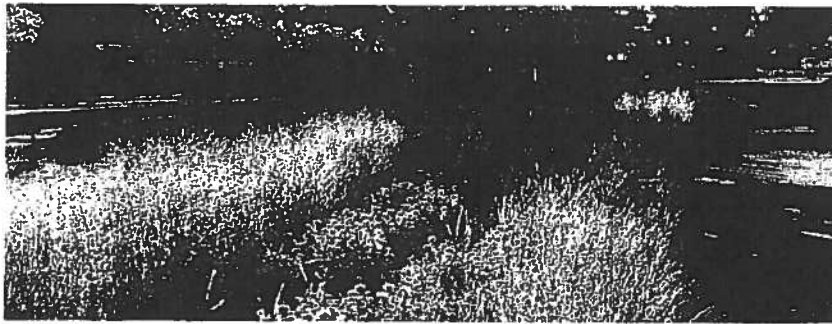


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runoff, and infiltrate, reuse or evapotranspire runoff where feasible. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspire, harvest and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices. The project should also ensure that runoff does not create a hydrologic condition of concern. The Regional Water Quality Control Board continuously updates impairments as studies are completed. The most current version of impairment data should be reviewed prior to preparation of the Preliminary and Final Project-Specific WQMP.



Example of Water Quality Feature



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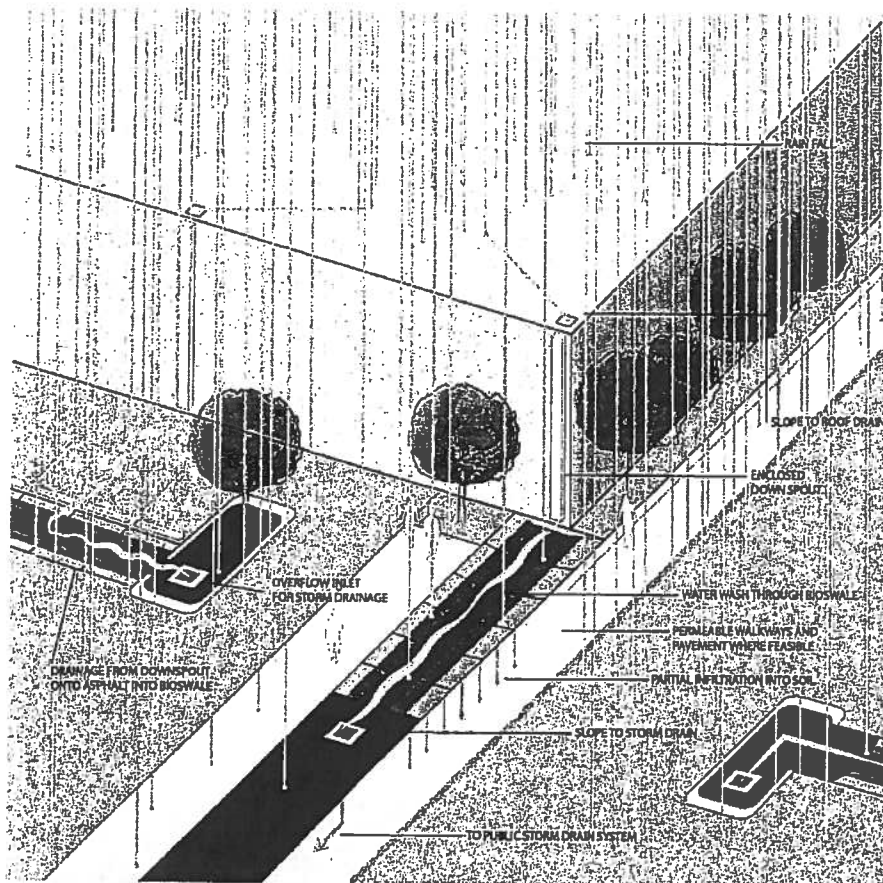


Exhibit 5-1 Water Quality Management Diagram



5.1.8.3 Site Design BMPs

Site Design BMPs are intended to create a hydrologically functional project design that attempts to mimic the natural hydrologic regime. In accordance with the Riverside County WQMP, project proponents shall implement Site Design concepts that achieve each of the following:

- Minimize Urban Runoff
- Minimize Impervious Footprint
- Conserve Natural Areas
- Minimize Directly Connected Impervious Areas (DCIAs)

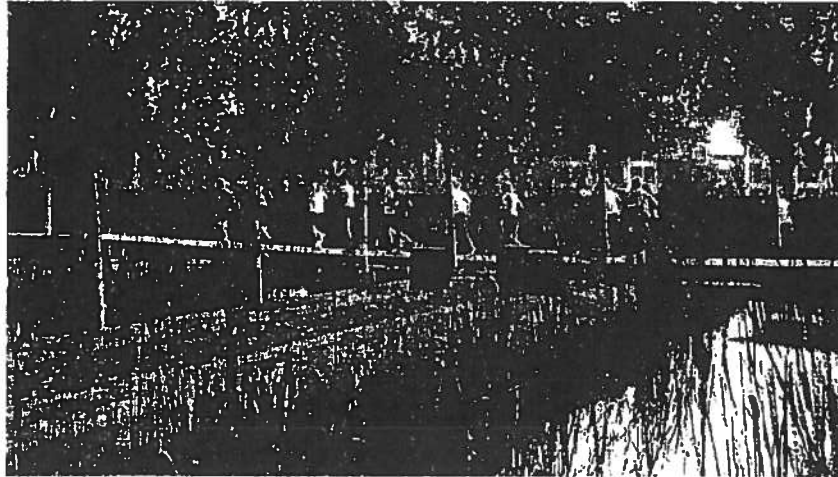
Methods of accomplishing the Site Design concepts include:

- Maximize the permeable area.
- Incorporate landscape buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought tolerant trees and large shrubs.

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- Use natural drainage systems.
- Where soil and conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Sites must be designed to contain and infiltrate roof runoff, or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Parking areas may be paved with a permeable surface, or designed to drain into landscaping prior to discharging to the MS4.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.



Example of Water Quality Feature



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5.1.8.4 Source Control BMPs

Source Control BMPs are also required to be implemented for each project as part of the Final WQMP. Source Control BMPs are those measures which can be taken to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural.

Non-structural Source Control BMPs include:

- Education for property owners, operators, tenants, occupants, or employees
- Activity restrictions
- Irrigation system and landscape maintenance
- Common area litter control
- Street sweeping private streets and parking lots
- Drainage facility inspection and maintenance

Structural Source Control BMPs include:

- Stenciling and signage
- Landscape and irrigation system design
- Protect slopes and channels
- Properly design fueling areas, trash storage areas, loading docks, and outdoor material storage areas

5.1.8.5 Treatment Control BMPs

The Treatment Control BMP strategy for the project is to select Low Impact Development (LID) BMPs that promote infiltration and evapotranspiration, including infiltration basins, bioretention facilities, and extended detention basins. Generally infiltration BMPs have advantages over other types of BMPs, including reduction of the volume and rate of runoff, as well as full treatment of all potential pollutants potentially contained in the stormwater runoff. It is recognized however that infiltration may not be feasible on sites with low infiltration rates, or located on compacted engineered fill. If the BMP is considered in a fill condition, and the infiltration surface of the BMP cannot extend down into native soils, or if the BMP is considered in a cut condition, and there is no practicable way to verify infiltration rates at the final BMP elevation, infiltration BMPs will not be used. Prior to final design, infiltration tests shall be performed within the boundaries of the proposed infiltration BMP and at the bottom elevation (infiltration surface) of the proposed infiltration BMP to



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confirm the suitability of infiltration. In situations where infiltration BMPs are not appropriate, bioretention and/or biotreatment BMPs (including extended detention basins, bioswales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration will be considered. Harvest and use BMPs will also be considered as a Treatment Control BMP to store runoff for later non-potable uses. Ponds may be used to collect stormwater runoff for harvest and use.

5.1.8.6 Infiltration Basin

An infiltration basin is a flat earthen basin designed to capture the design capture volume. The stormwater infiltrates through the bottom of the basin into the underlying soil over a 72 hour drawdown period. Flows exceeding the design capture volume must discharge to a downstream conveyance system. Infiltration basins are highly effective in removing all targeted pollutants from stormwater runoff. The use of infiltration basins may be restricted by concerns over groundwater contamination, soil permeability, and clogging at the site. Where this BMP is being used, the soil beneath the basin must be thoroughly evaluated in a geotechnical report since the underlying soils are critical to the basin's long term performance. To protect the basin from erosion, the sides and bottom of the basin must be vegetated, preferably with native or low water use plant species.

In addition, these basins may not be appropriate for the following site conditions:

- Industrial sites or locations where spills may occur
- Sites with very low soil infiltration rates
- Sites with high groundwater tables or excessively high infiltration rates, where pollutants can affect groundwater quality
- Sites with unstabilized soil or construction activity upstream
- On steeply sloping terrain

5.1.8.7 Bioretention Facility

Bioretention facilities are shallow, vegetated basins underlain by an engineered soil media. Healthy plant and biological activity in the root zone maintain and renew the macro-pore space in the soil and maximize plant uptake of pollutants and runoff. This keeps the BMP from becoming clogged and allows more of the soil column to function as both a sponge (retaining water) and a highly effective and self-maintaining biofilter. In most cases, the bottom of a bioretention



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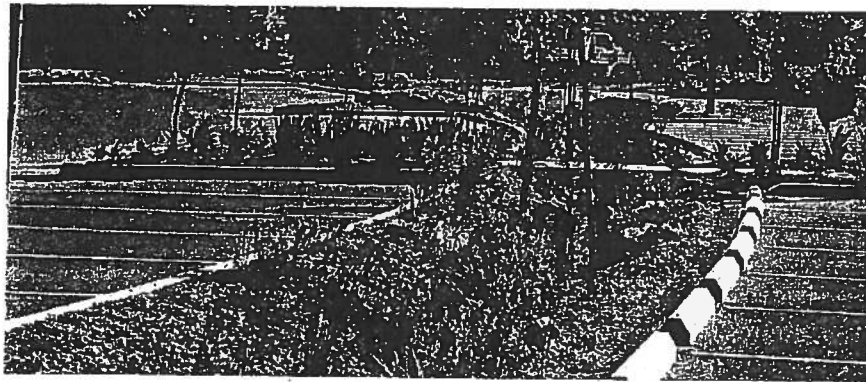
**ON-SITE DESIGN
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facility is unlined, which also provides an opportunity for infiltration to the extent that the underlying onsite soil can accommodate it. When the infiltration rate of the underlying soil is exceeded, fully biotreated flows are discharged via underdrains. Bioretention facilities therefore will inherently achieve the maximum feasible level of infiltration and evapotranspiration and achieve the minimum feasible (but highly biotreated) discharge to the storm drain system.

These facilities work best when they are designed in a relatively level area. Unlike other BMPs, bioretention facilities can be used in smaller landscape spaces on the site, such as:

- Parking islands
- Medians
- Site entrances



Example of Water Quality Feature

Landscape areas on the site can often be designed as bioretention facilities. This can be accomplished by:

- Depressing landscape areas below adjacent impervious surfaces, rather than elevating those areas
- Grading the site to direct runoff from those impervious surfaces into the bioretention facility, rather than away from the landscaping
- Sizing and designing the depressed landscape area as a bioretention facility as described in the Riverside County Low Impact Development BMP Design Handbook



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Example of Water Quality Feature

5.1.8.8 Extended Detention Basin

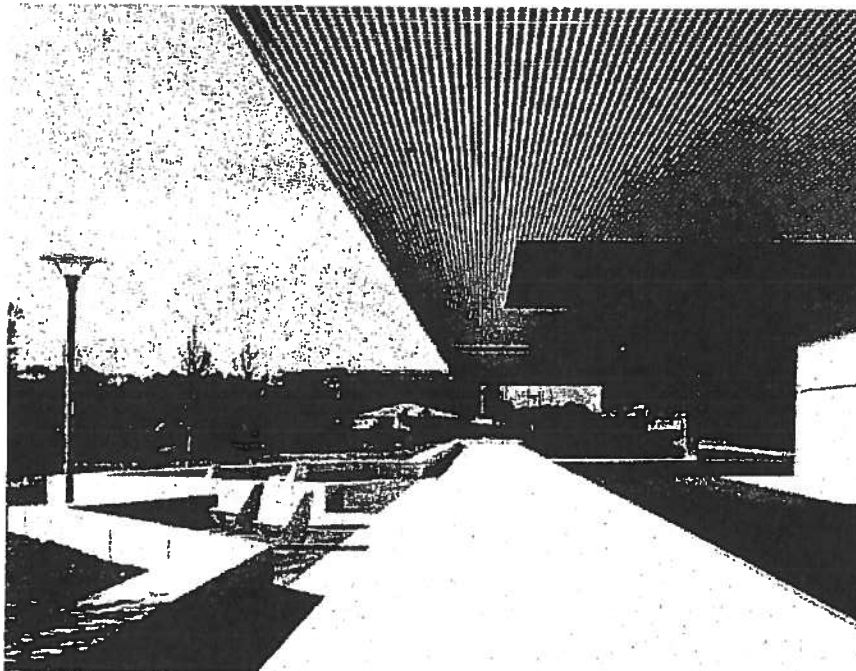
The extended detention basin is designed to detain the design volume of stormwater and maximize opportunities for volume losses through infiltration, evaporation, evapotranspiration, and surface wetting. Additional pollutant removal is provided through sedimentation, in which pollutants can attach to sediment accumulated in the basin through the process of settling. Stormwater enters the basin through a forebay where any trash, debris, and sediment accumulate for easy removal. Flows from the forebay enter the top stage of the basin which is vegetated with native grasses and interspersed with gravel-filled trenches which together enhance evapotranspiration and infiltration. Water that does not get infiltrated or evapotranspired is conveyed to the bottom stage of the basin. At the bottom stage of the basin, low or incidental dry weather flows will be treated through a media filter and collected in a subdrain structure. Any additional flows will be detained in the basin for an extended period by incorporating an outlet structure that is more restrictive than a traditional detention basin outlet. The restrictive outlet extends the drawdown time of the basin which further allows particles and associated pollutants to settle out before exiting the basin, while maximizing opportunities for additional incidental value losses.



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5.2 Site Planning Guidelines

5.2.1 Overview

The World Logistics Center Specific Plan has an overall, coordinated design character that emphasizes a clean, contemporary, straightforward, quality image. This image is expressed in site planning, architecture, landscaping, and lighting.

Architectural design is to be compatible in character, massing and materials throughout The World Logistics Center, while allowing for individual identity and creativity in each project. Landscaping, building design, lighting, and utilities are to be closely coordinated along roadways. Criteria for occupancy, building heights, site planning, architecture, landscaping, and lighting are given in further detail in the following sections.

5.2.2 Design Objectives

The objective of the guidelines is to promote the planned image of a quality business and logistics center. Each site will be developed in a manner that emphasizes a clean, pleasant and contemporary environment, and produces an effect that is consistent and compatible with adjacent sites and development throughout the World Logistics Center.



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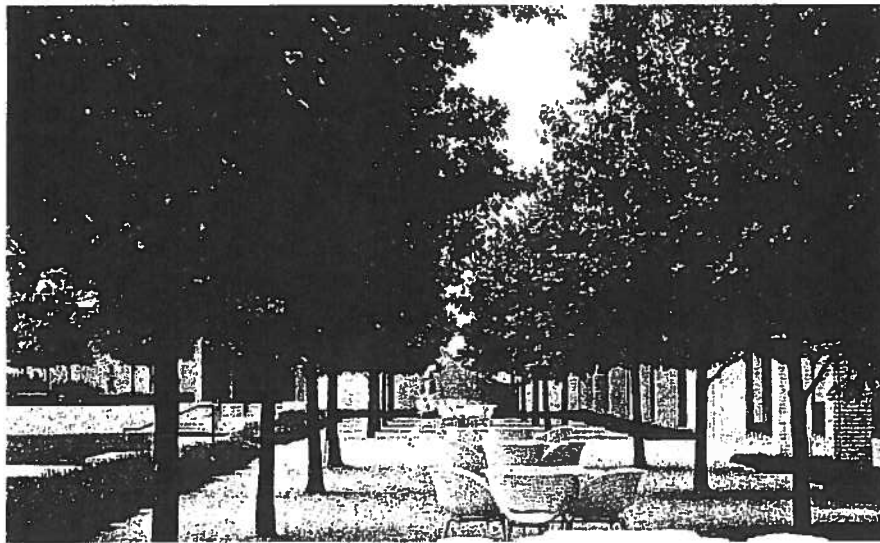
5.2.3 Sustainable Design

Building in an ecological and resource-efficient manner has many advantages for the environment as well as for building users. Sustainable design reduces pollution and conserves natural resources. The architects and engineers that make contributions to the WLC must understand this and strive to lessen the impact their designs have on the environment.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

The following sustainability goals have been set for buildings at the WLC:

- Design buildings to accommodate renewable energy systems where feasible
- Create building forms and landscape that protect patrons and employees from unpleasant climate conditions
- Use water resources responsibly with a constant effort to minimize the use of potable water
- Incorporate life cycle planning and decision making



The design of each building at the World Logistics Center will pursue these goals, by incorporating design features such as, but not limited to, the following:



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Water conservation:

- Low flow faucets and fixtures
- Rain water collection (where practical)
- Native landscape
- Direct and capture low-use irrigation and rainfall runoff to landscape areas

Energy conservation:

- Building orientation
- Glazing, overhangs, and landscaping to capture and control natural daylight
- High performance glazing
- Use of atriums, skylights and internal courtyards to provide additional daylighting

Natural resource conservation:

- Use of renewable materials where feasible
- The use of building materials with recycled content where feasible



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5.2.4 Building Location

Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the World Logistics Center.

5.2.4.1 Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.

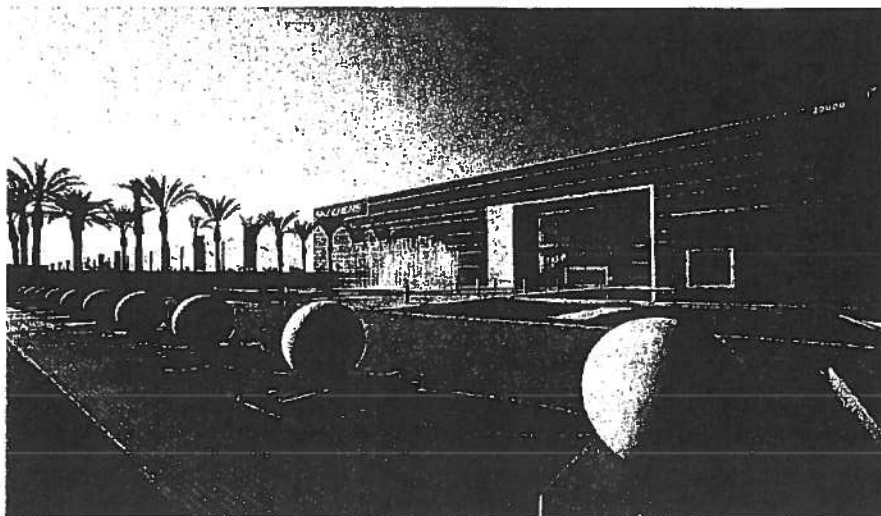
5.2.4.2 Buildings shall be oriented so that loading and service areas are screened from view from streets and public areas.

5.2.4.3 Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.

5.2.4.4 Buildings shall be arranged to provide landscape outdoor plazas or entries.

5.2.4.5 Visitor parking shall be convenient to public building entries, as shown below.

5.2.4.6 Indoor and outdoor break areas shall be provided convenient to major office areas.



Example of Plaza Entry



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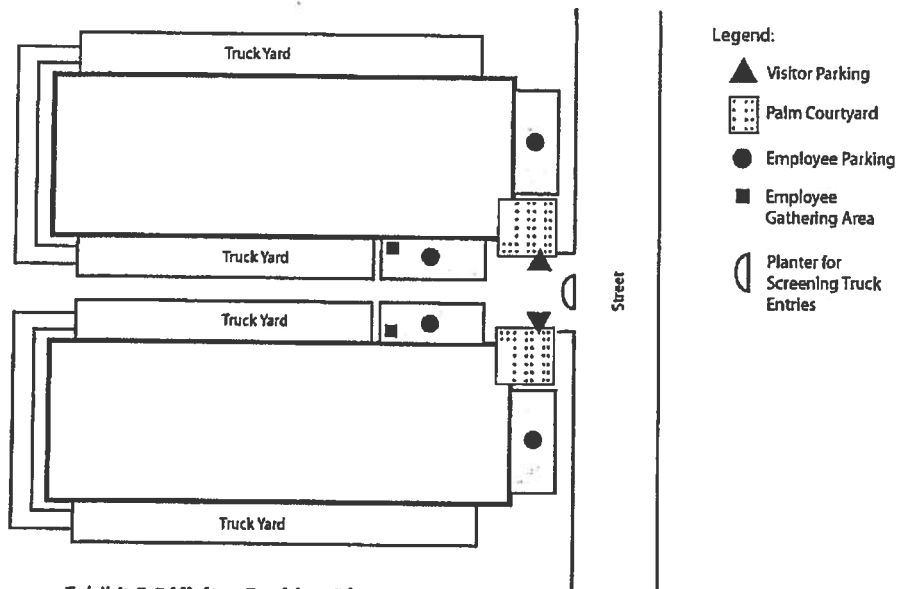


Exhibit 5-2 Visitor Parking Plan

5.2.5 Site Access

Vehicular access to individual sites is limited to minimize disruption of traffic flow. All access to public streets is subject to approval by the City of Moreno Valley.

5.2.6 Vehicular Circulation

Onsite vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided.

5.2.7 Parking

5.2.7.1 Off-street parking shall be provided in accordance with the Municipal Code.

5.2.7.2 Off-street parking shall be provided to accommodate all vehicles associated with the permitted use of each site. On-street parking is prohibited, except in designated truck parking areas.

5.2.7.3 Designated spaces must be provided in convenient locations for handicap, carpool, alternate fuel vehicles, motorcycles and bicycles as required by the State of California and the City of Moreno Valley.



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- 5.2.7.4 Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking. Bicycle parking areas are to be provided with racks and locking capabilities.
- 5.2.7.5 The view of parking areas from public streets shall be softened by means of grading and/or landscaping.
- 5.2.7.6 Parking is prohibited in any required landscape areas.
- 5.2.7.7 Vehicle parking areas are to be landscaped to provide a shade canopy (50% coverage at maturity) and pleasant appearance. Planters must be large enough to avoid crowding of plant material and damage by vehicles.
- 5.2.7.8 Parking lots shall comply with the accessible parking standards required by the City of Moreno Valley.

5.2.8 Pedestrian Circulation

Safe, clear pedestrian circulation must be provided between buildings, parking areas and entries on all sites. Where a pedestrian walkway into the site from the public sidewalk is provided, it should be located at a driveway and in conformance with the street tree interval.



Example of Pedestrian Walkway

5.2.9 Truck Parking

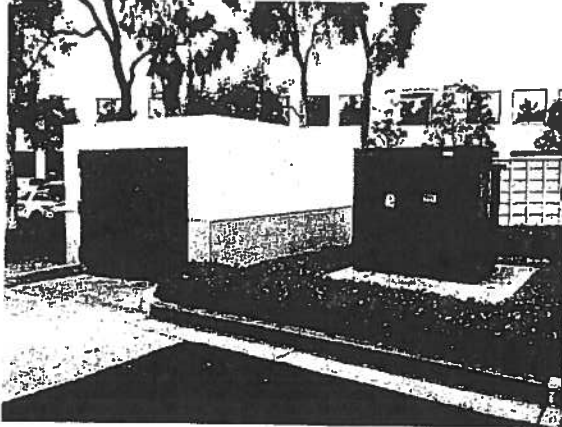
All truck yards shall be screened from public view from adjacent streets per this Specific Plan.

5.2.10 Service Areas

Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites, or screened by architectural barriers.



ON-SITE DESIGN STANDARDS



Example of Service Structure

Service areas may not extend into required building and landscape setback zones.

Service areas should be located and designed so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.

5.2.11 Grading and Drainage

All project grading shall conform to the Municipal Code. Site grading and drainage shall be designed so that surface drainage is collected and treated before leaving the site.

Site grading shall be designed to be compatible with streetscape grades and to minimize the need for handrails or pedestrian ramps within the site.

Concrete swales in parking lots should be located at the edge of parking spaces and/or curb. Swales are prohibited in the middle of drive aisles. Directing drainage to curb and gutters is preferred over concrete swales.

Run-off from roofs, site, and impervious areas shall be directed to planter areas to minimize run-off.



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5.2.12 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept.

Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan (see Section 2.5). Along the SJWA boundary special fencing shall be used to restrict animals from passing between the SJWA property and the project site. This fencing shall be of a durable material (metal or plastic) and shall be partially buried to resist burrowing animals.

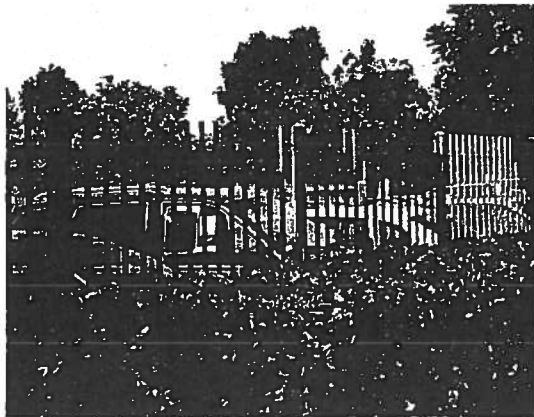
Plot Plans shall include all site fencing details.

Materials

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete. Fences shall be wrought iron or tubular steel. Chain link fencing is permitted only where not visible from streets, sidewalks, public parking areas or public building entries.

Design features may include:

- Varied heights, wall plane offsets, and angles.
- Pilasters or distinctive elements.
- Trim, reveals.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets.



Example of Security Fence



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Walls within Streetside Landscape Setback

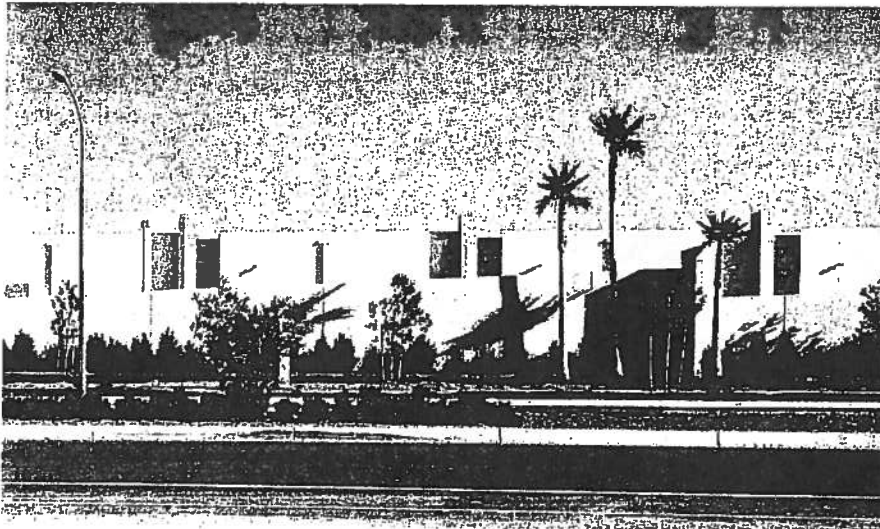
Low-profile parking lot screen walls or garden walls are permitted in street-side landscape area.

Height

Screen walls shall not exceed the height necessary to screen trucks and dock doors. Pilasters and distinctive elements may exceed this maximum.

Walls or fences in the streetside landscaping area visible from the street and not intended for screening purposes shall be limited to a height of 3' 0".

Refuse enclosures shall have walls not less than 6'-0" high. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures.



Gates Visible From Public Areas

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

Prohibited Materials

Barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic vinyl, concrete/PCC fences are prohibited.



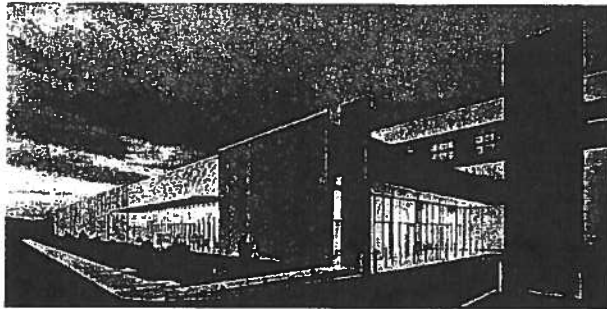
**ON-SITE DESIGN
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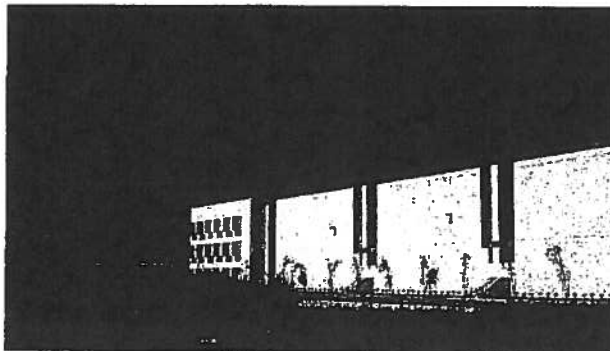
5.3 On-site Architecture

5.3.1 Objectives

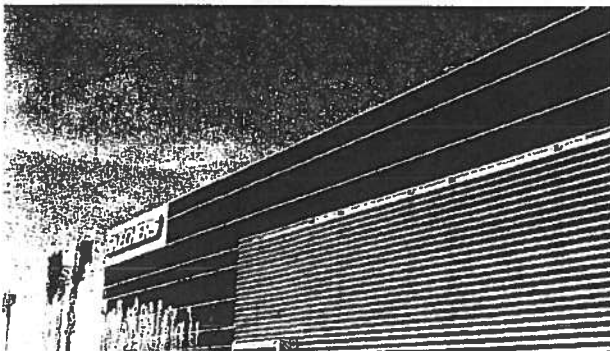
Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout the World Logistics Center.



Simple Form



Progressive and Enduring



Creativity and Identity



ON-SITE DESIGN STANDARDS

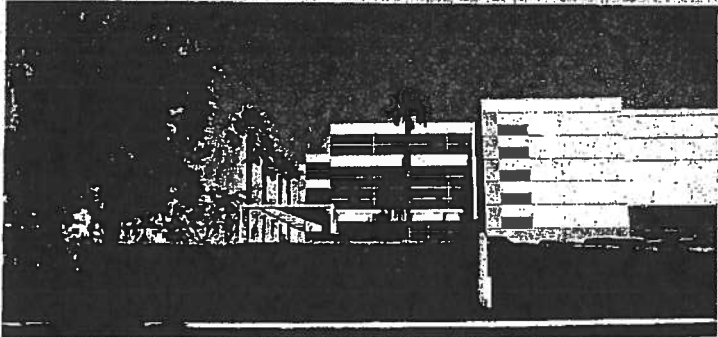
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5.3.2 Architectural Character

Architectural character should portray a high quality image in a manner that is both progressive and timeless.

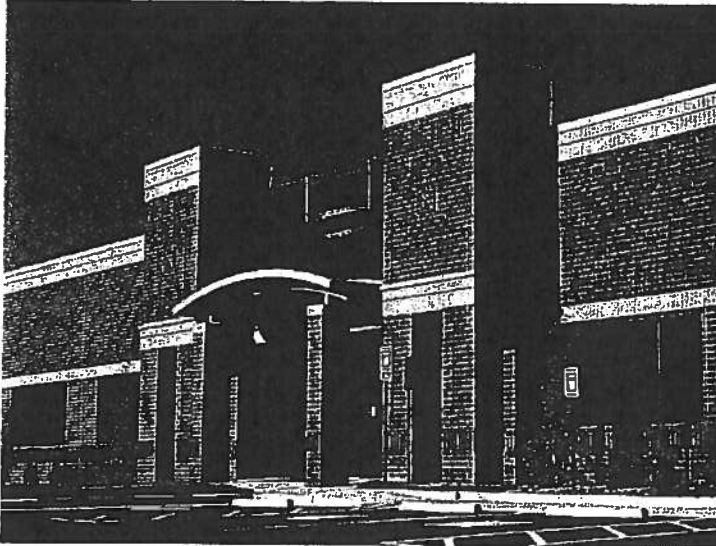
Appropriate Characteristics

- Contemporary, classic, technical style
- Clean, smooth, efficient lines
- Distinctive, but compatible image



Inappropriate Characteristics

- Trendy, historical, residential styles
- Tricky, complicated, arbitrary forms
- Sharp contrast with surroundings



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5.3.3 Building Heights

To maintain consistent and compatible building mass relationships, building heights are limited to the following (unless otherwise approved):

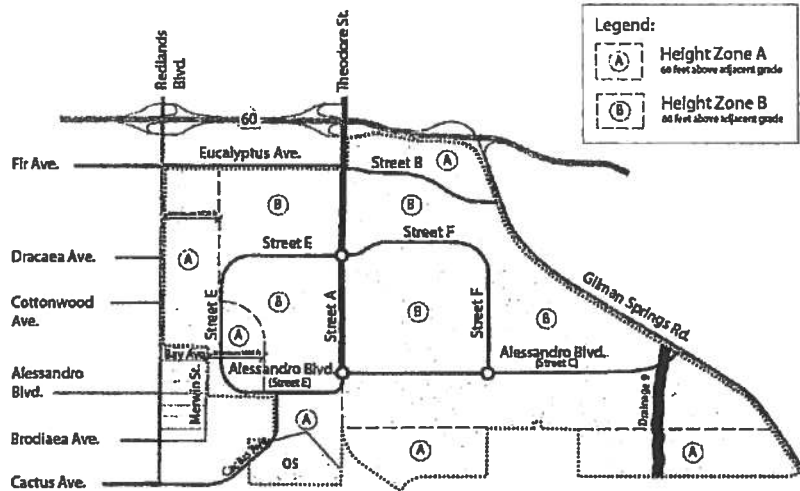


Exhibit 5-3 Building Height Plan

Area A: 60 feet above adjacent grade, including parapets, screens, and architectural features

Area B: 80 feet above adjacent grade, including parapets, screens, and architectural features

Height exceptions may be approved by the Planning Official. Exceptions up to 10 additional feet in height may be approved to accommodate special interior uses or screening of special mechanical equipment unique to these facilities. In such cases, up to twenty percent of the building footprint may exceed the height limit.



**ON-SITE DESIGN
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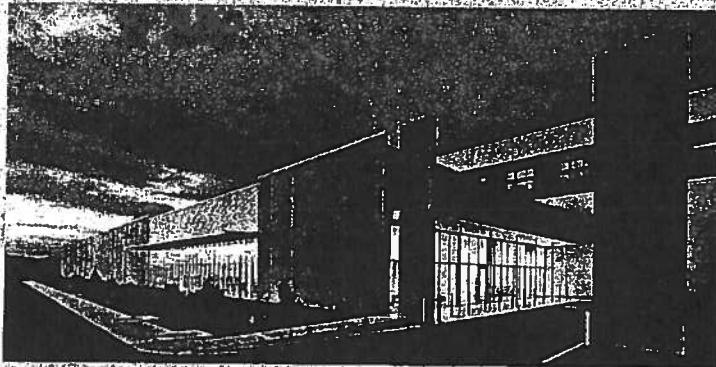
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5.3.4 Building Form and Massing

Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale and interest.

Appropriate Treatment

- Straightforward geometry
- Unified composition
- Expression of floor levels and structure
- Solid parapets



Inappropriate Treatment

- Complicated forms
- Arbitrary, inconsistent composition



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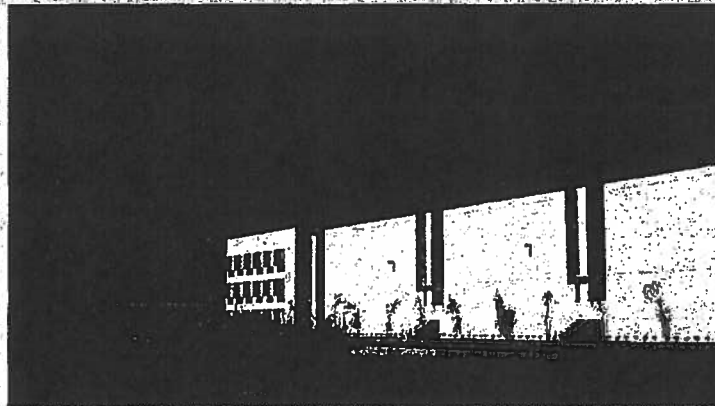
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5.3.5 Facades

Facades should reflect a coordinated design concept, including expression of building function, structure and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.

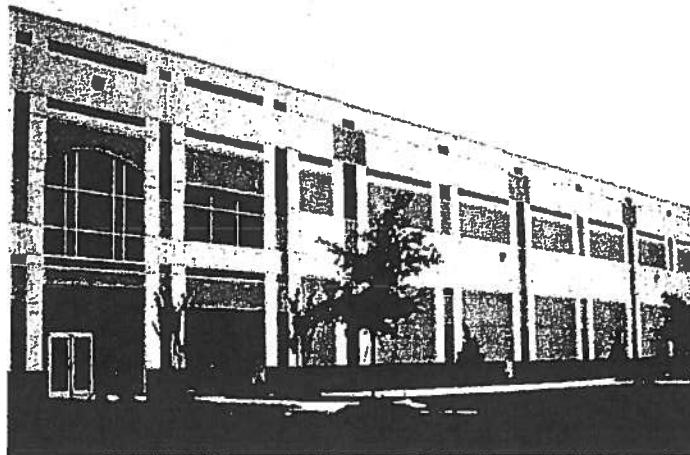
Appropriate Treatment

- Straightforward, functional design
- Expression of structure
- Unity & scale reinforced through an integrated grid module



Inappropriate Treatment

- Arbitrary, inconsistent forms and decoration
- Uninterrupted, floating horizontals
- Wall-mounted



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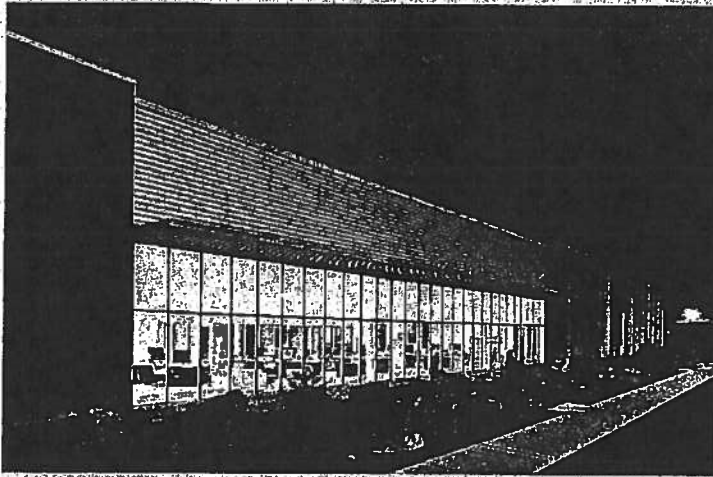
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5.3.6 Fenestration

Fenestration should be defined by function and structure, and should be consistent in form, pattern and color.

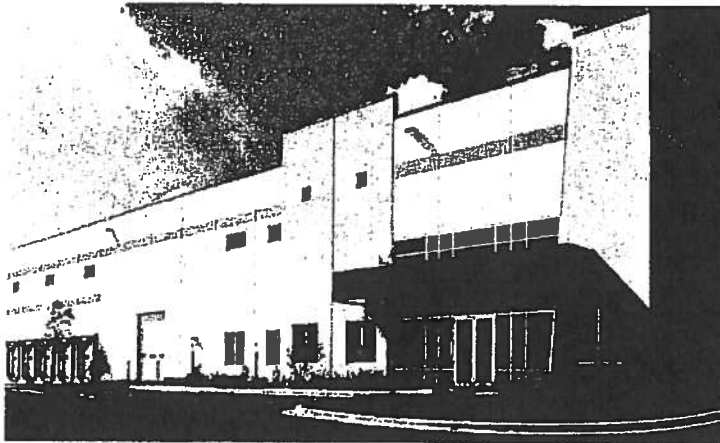
Appropriate Treatment

- Functional glass use and patterns
- Glazing delineation by mullions and structure
- Balance of wall and glazed surfaces
- Tinted or lightly reflecting glazing



Inappropriate Treatment

- Arbitrary, decorative glass patterns
- Uninterrupted horizontal glazing
- Highly reflective glass



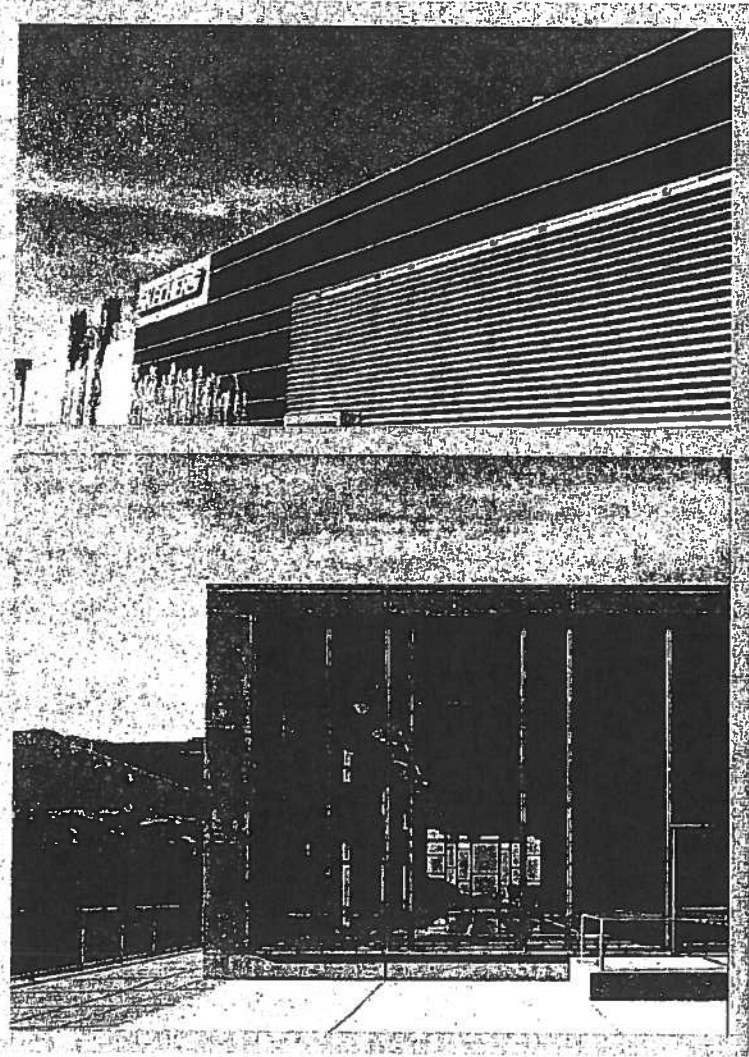
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Glazing Colors

Preferred:	Silver, bronze, blue, green, blue-green ranges
Prohibited:	Black, gold, copper ranges
Other:	Requires specific approval



**ON-SITE DESIGN
STANDARDS**

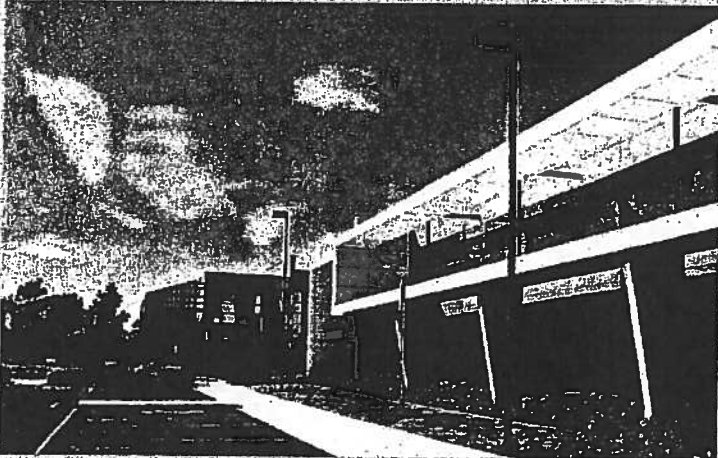
5-25

5.3.7 Structure

Structure should be expressed clearly and consistently.

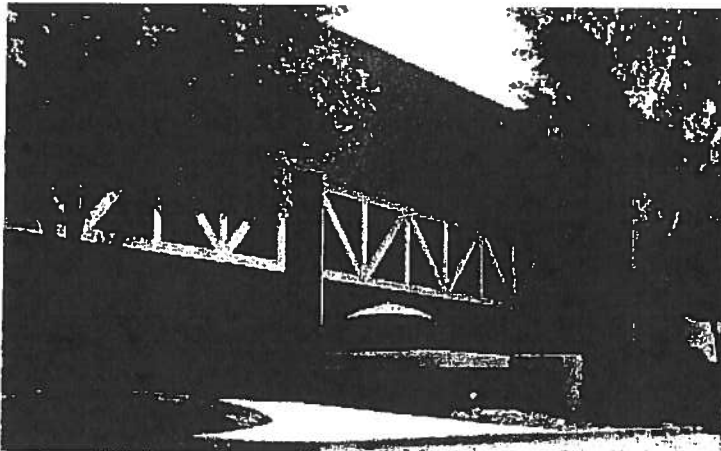
Appropriate Treatment

- Visible vertical support
- Visible structural base
- Functional, straight-forward elements
- Columns integrated into the facade
- Proper structural scale



Inappropriate Treatment

- Floating horizontal levels
- False, decorative structure
- Undersized or oversized structural components



ON-SITE DESIGN
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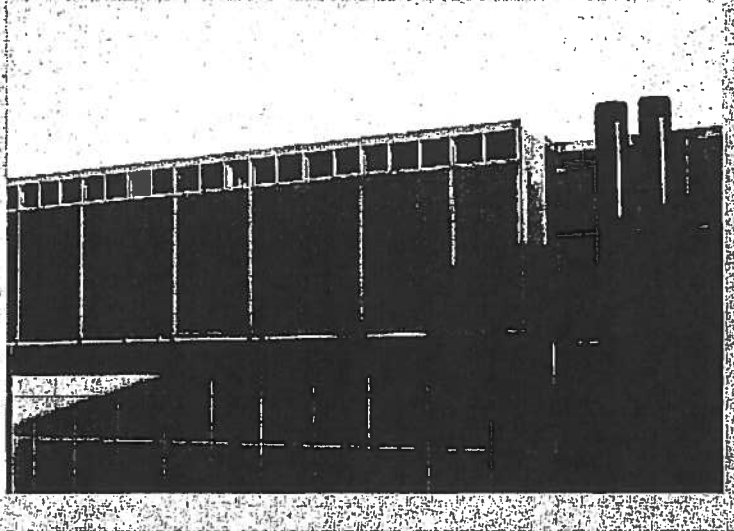
5-26

5.3.8 Roofs

Rooflines should be horizontal.

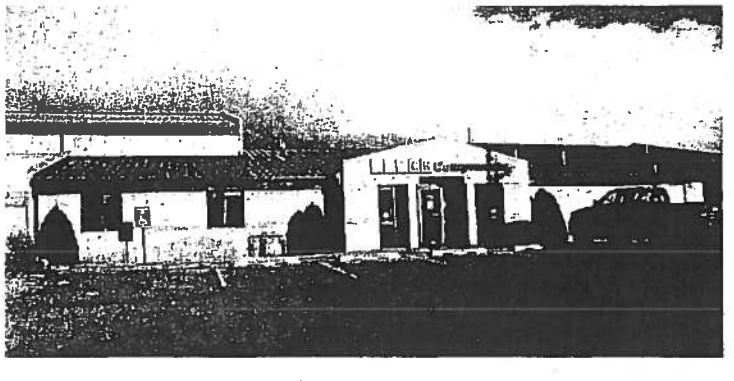
Appropriate Treatment

- Visible vertical support
- Horizontal planes and parapets
- Varied but proportional parapet height
- Roofing materials hidden from off-site view



Inappropriate Treatment

- Gable, hip and mansard roof forms
- Metal, tile, shingle and shake roofing
- Arbitrary decoration



ON-SITE DESIGN
STANDARDS

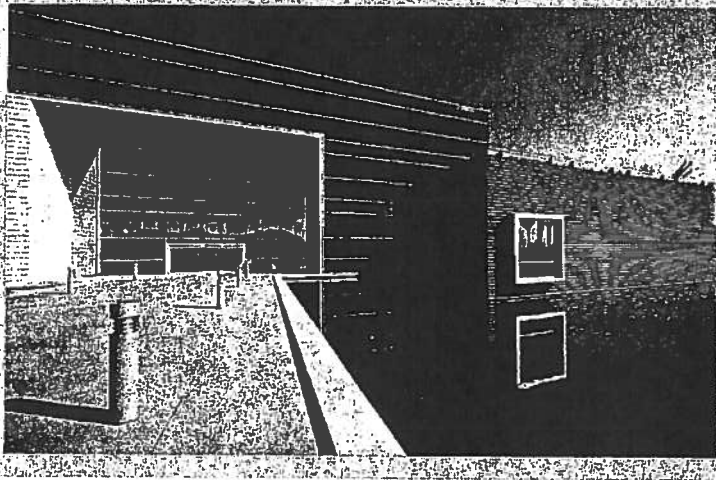
5-27

5.3.9 Entrances

Entrances should be clearly defined and inviting.

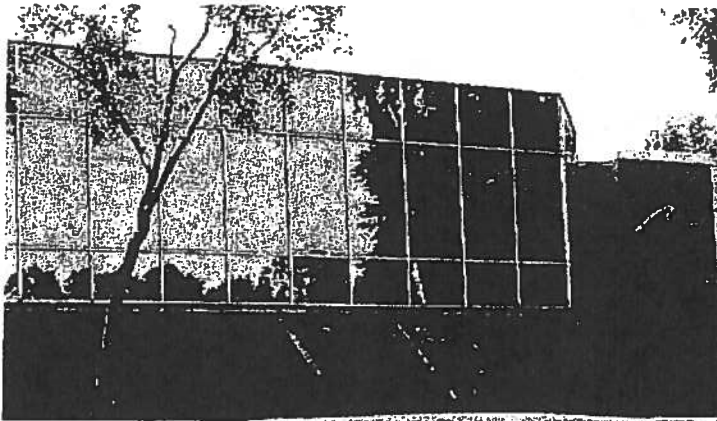
Appropriate Treatment

- Articulation and color for identity and interest
- Light, open, inviting aspect
- Entry space sequence
- Recessed, protected doorway
- Integration with overall building form
- Coordinated landscaping



Inappropriate Treatment

- Exaggerated forms and color
- Dark, confined appearance
- Abrupt entry. Flush doorways. Tacked-on entry alcove



ON-SITE DESIGN
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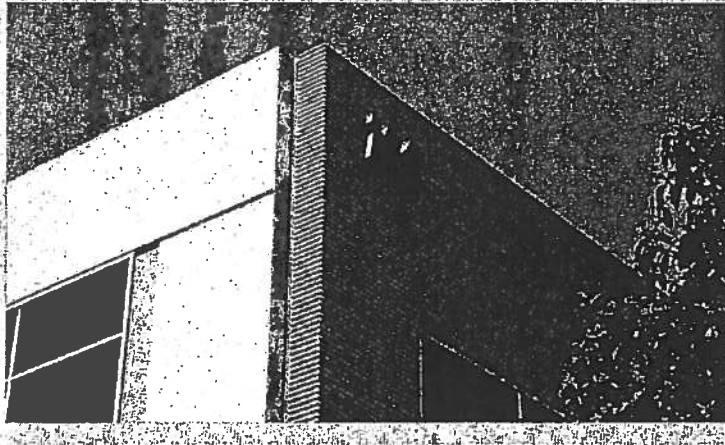
5-28

5.3.10 Materials

Exterior building materials should be smooth, clean and efficient, with an appearance that is contemporary and technical.

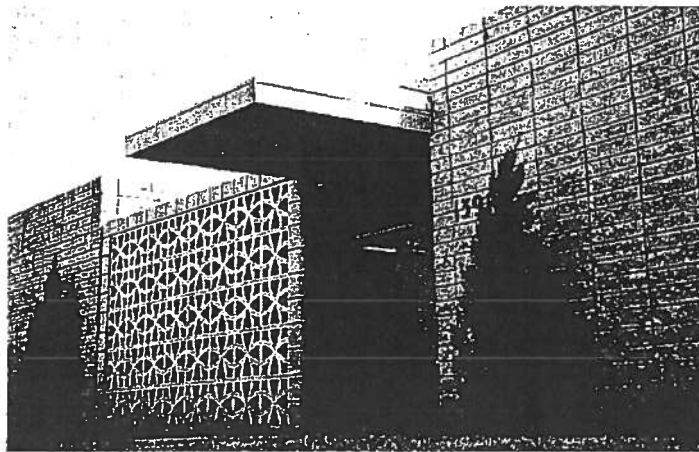
Appropriate Materials

- Smooth, precast or tilt-up concrete
- Smooth metal panel systems
- Tinted or lightly reflective glass



Inappropriate Treatment

- Wood beams and siding, brick, Spanish tile, corrugated metal, rough concrete, or highly reflective glass
- Stucco (unless limited in use, with a smooth troweled surface detailed like concrete)



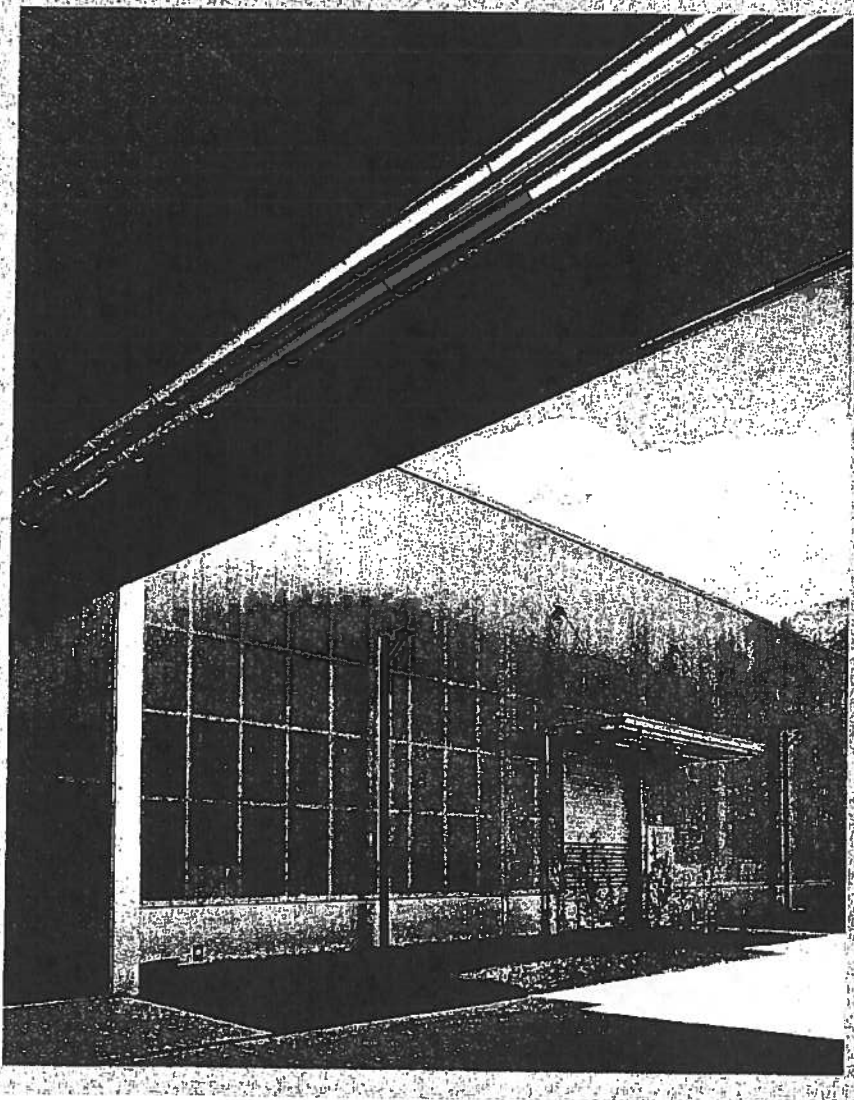
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5.3.11 Other Materials

All other materials, including Drivit[®], concrete masonry, wall tile, glass fiber reinforced concrete and new technology materials must be approved through the Plot Plan process.



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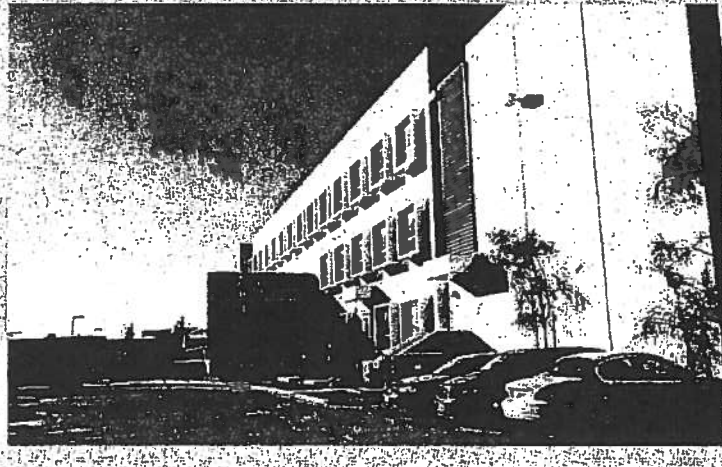
5-30

5.3.12 Exterior Colors

Exterior building colors are to be selected from the palettes below to maintain compatibility within the World Logistics Center.

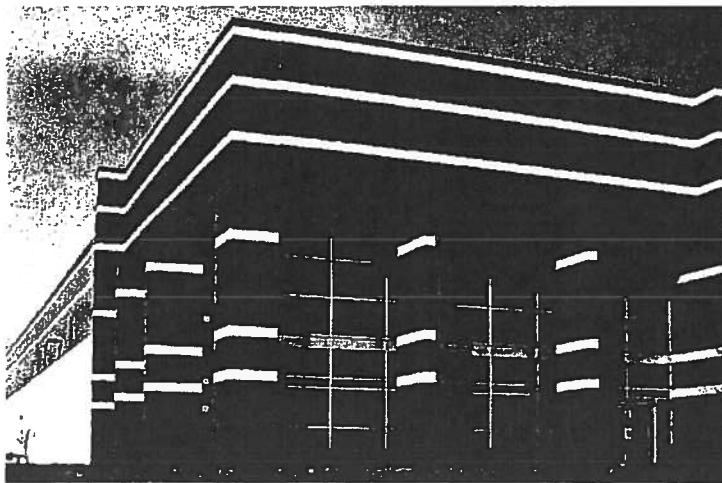
Appropriate Treatment

- Concrete or stone should have light, natural finish
- Painted wall surfaces directly facing streets or public areas are to be primarily off-white or light warm shades
- Other colors are permitted on recessed or interior facing wall surfaces, or on special features, reveals or mullions
- Service doors and mechanical screens are to be the same color as the wall



Inappropriate Treatment

- Arbitrary patterns, stripes
- Garish use of color



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Primary Wall Colors

Colors for primary exterior walls are to be within the range of colors represented by the following list:

Warm Whites

Lorette	Pantone Warm Grey 1C
Trotting	Pantone 4685C
Tracing Paper	Pantone Warm Grey 2U
Slinky	Pantone Warm Grey 1U

Cool Whites

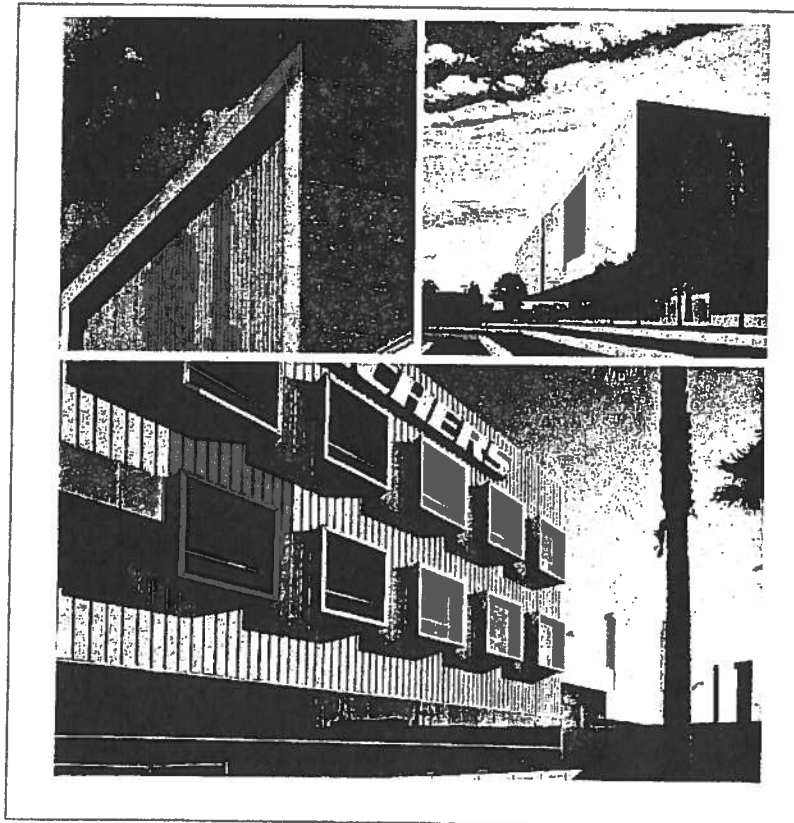
A La Mode	Pantone 427C
Windblown	Pantone 428C
Chain Link	Pantone 434C
Carbon	Pantone 434C

Others

TBD	Pantone 7501C San Jacinto Wildlife Area Edge
-----	----------------------------------------------



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5.3.13 Design Details

Detailing should be clean, clear and straightforward. Details should reinforce overall design unity, interest and scale.

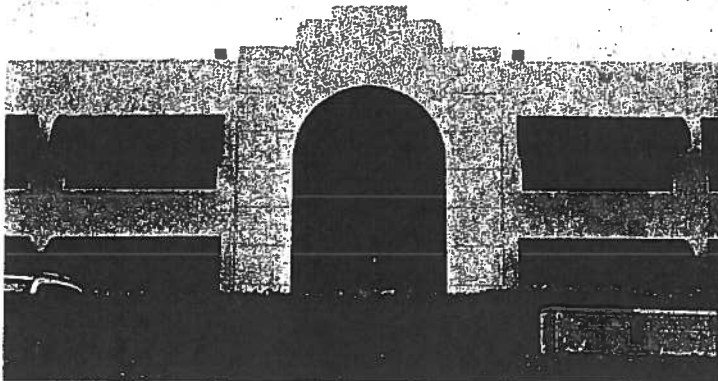
Appropriate Treatment

- Coordinated mullions and details
- Expression and alignment of structural connections
- Finishes commensurate with building materials
- Coordinated entry spaces and landscaping



Inappropriate Treatment

- Insufficient or excessive detailing
- Inadequate interface between materials
- No indication of scale
- Lack of interest



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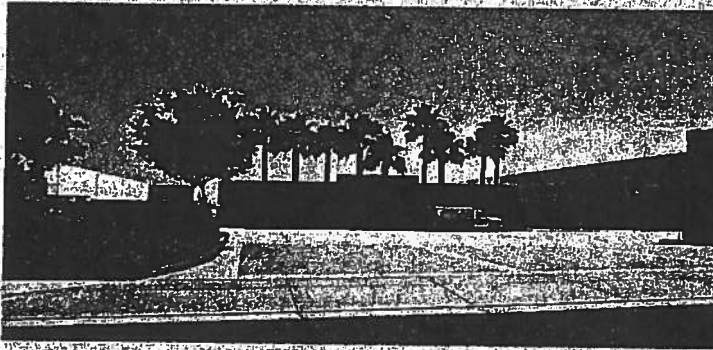
Ordinance No. 900
Date Adopted: August 25, 2015

5.3.14 Ground-mounted Equipment

All exterior ground-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

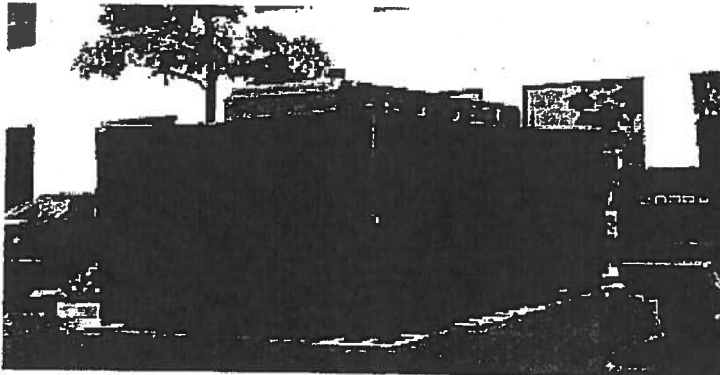
Appropriate Treatment

- Ground equipment hidden by screen walls or landscaping
- Screen walls of same or similar material as building walls
- Vines, shrubs, trees on rear and sides of enclosure



Inappropriate Treatment

- Screen material contrasting with adjacent surfaces
- Wood or chain link fencing
- No planting areas for vines, shrubs, and trees, at the rear or sides of walled enclosures



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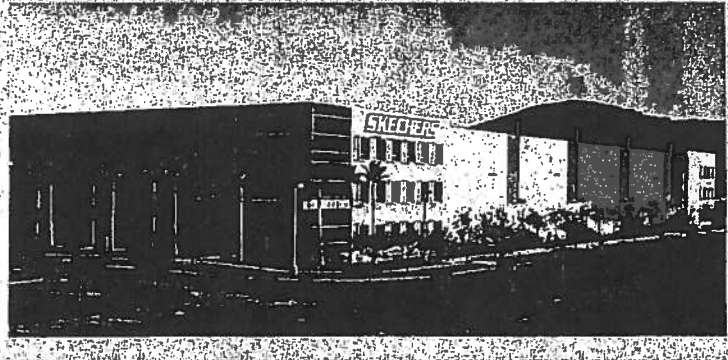
5-34

5.3.15 Roof-mounted Equipment

All roof-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

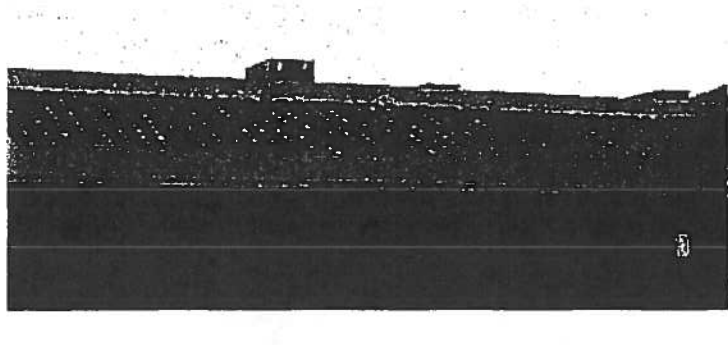
Appropriate Treatment

- Rooftop equipment hidden from off-site view by building parapet or equipment screen
- Rooftop screens fully integrated into architecture



Inappropriate Treatment

- Rooftop equipment extending above parapet or screen
- One-sided rooftop screens that do not hide the equipment from view from secondary streets or from adjacent sites
- Rooftop screens too close to parapet
- Rooftop screens not related to building geometry
- Wood rooftop screens



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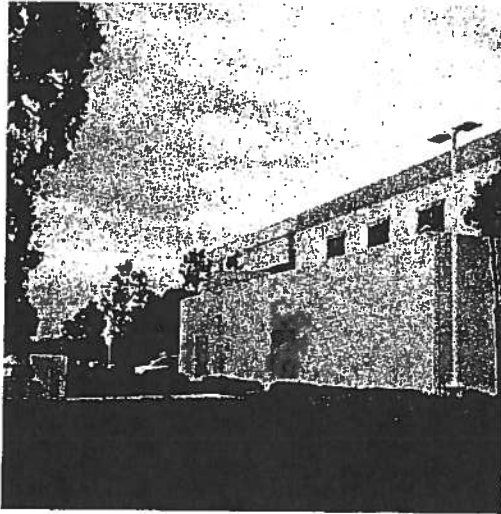
Ordinance No. 900
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5.3.16 Ancillary Structures

On a case by case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on site, or use they contain.

5.3.17 Building Appurtenances

On a case by case basis, the proper functioning of a facility may require a piece of equipment, ductwork, shaft, conveyance mechanism, etc. to be physically added to the side of the main building. These appurtenances must comply with the guidelines stated herein to allow for aesthetic continuity.



*Example of a
Building
Appurtenance*

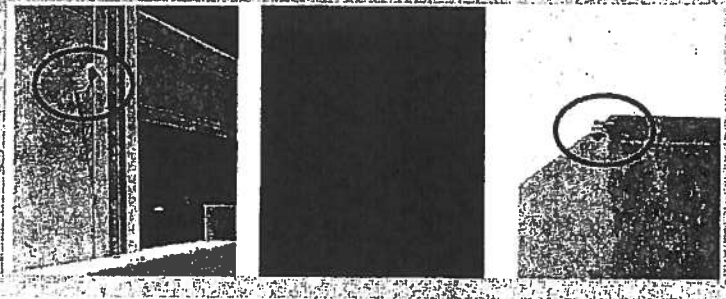


5.3.18 Cameras

The location, appearance, and installation of exterior security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet, screened from view from the ground. Parapet-mounted cameras are not allowed. Exposed wires are not allowed. The color of the camera housing must match the color of the poles or the building wall. The color of the camera globe must be clear.

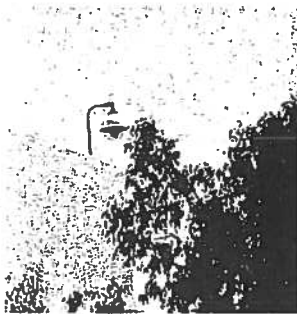
Appropriate Treatment

- Cameras mounted on poles in parking lot (preferred)
- Cameras suspended from soffits (second choice)
- Cameras mounted on building walls with the top of the camera below the top of the parapet (third choice)



Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Black camera globes
- Exposed wires
- Parapet-mounted cameras
- Roof-mounted cameras visible from the ground
- Cameras mounted in spheres on arms projecting from building walls.



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5.4 On-site Landscaping

5.4.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive, corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured urban design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway and surface streets to emphasize the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance, and
- Coordinating on-site landscaping design continuity among individual development sites within the World Logistics Center.

The following guidelines present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

5.4.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will



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require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species
- Select plant palettes tolerant of periodic inundation from storm water runoff



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- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow preventers, pressure reducing valves and precipitation-rated sprinkler heads,
- Use gate valves to isolate and shut down mainline breaks,



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- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict Irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

5.4.3 Landscape Criteria

Onsite landscaping is to be coordinated in a manner that enhances overall continuity of development in the World Logistics Center, while providing for the individual identity and needs of each project within. The design must address the following criteria.

- Landscaping should be used to reinforce site planning principles, such as using trees to define parking lots and drive aisles.
- Plant materials for on-site landscaping are to be selected from the Plant Selection List, Section 5.4.4.
- Flexibility in the choice of plant materials is limited along street frontages and site perimeters to enhance landscaping coordination along common frontages, but increases toward the site interior to accommodate individual design.
- Landscaping in parking areas shall comply with the standards contained in the Municipal Code.
- Planting areas for vines, shrubs, and trees is required at the rear and sides of walled enclosures, including trash enclosures.
- Comprehensive planting, including trees, is required along all screen walls, buildings and site perimeters.
- All projects which include designated truck loading areas shall screen such areas from view from adjacent public streets and from onsite visitor parking and building entry areas (palm courts). Such screening shall be accomplished with solid block walls and opaque metal gates.

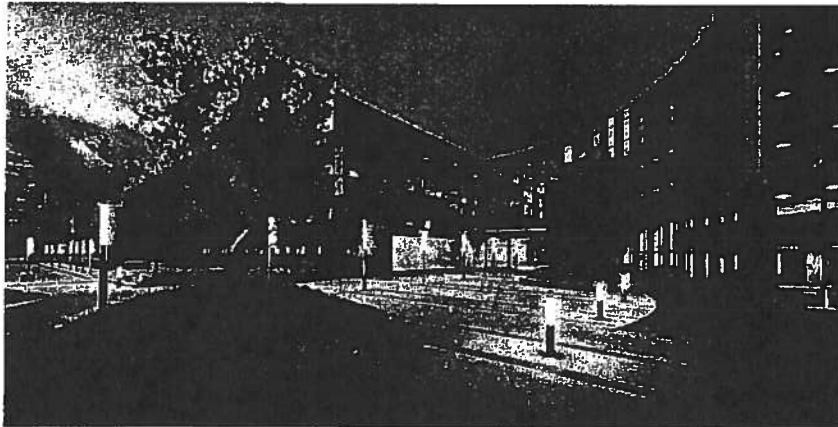


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- Landscaping within truck loading areas, not visible from public view, shall be designed to be sustainable without artificial irrigation, relying on rainfall and runoff from adjacent impervious surfaces (i.e. truck yards and building roofs). The landscape design shall also incorporate sustainable techniques to capture and direct rainfall runoff to these landscape areas. These areas may include slopes, water quality basins and drainage facilities. Rock or organic mulch shall be placed between plantings to provide coverage and erosion protection.
- Landscaping in visitor parking areas, palm courts and any other areas visible from public view shall have a higher level of landscape treatment and shall utilize an automatic irrigation system to maintain the desired level of landscape appearance. The landscape design shall incorporate sustainable design techniques to capture and direct rainfall runoff to landscape areas, reducing the need for supplemental irrigation.

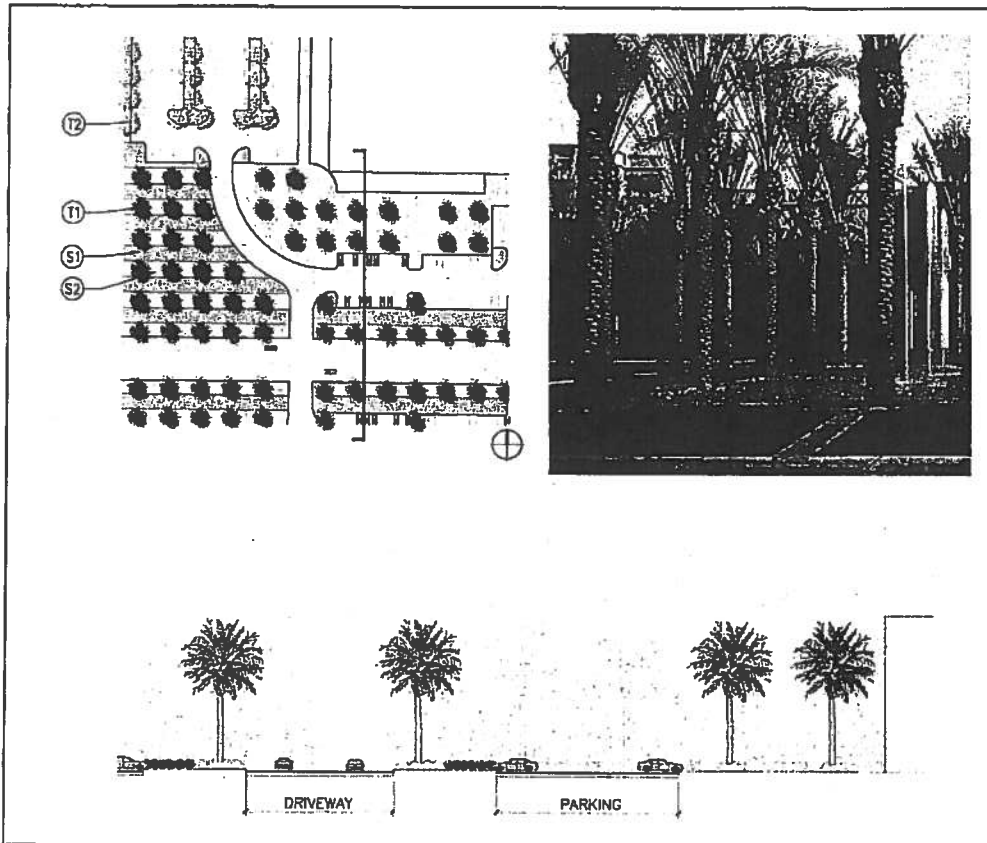


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Palm Court



Not to scale | *This exhibit is a graphic representation of a conceptual design at maturity.*

Trees (Palms – 25' brown trunk height / All other trees – 24" box minimum)

T1. *Phoenix dactylifera*: Date Palm

T2. See section 5.4.4 for plant list

Shrubs / Groundcover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. See section 5.4.4 for plant list



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5.4.4 On-site Landscape Planting

All trees to be 15 gallon, minimum, unless otherwise noted.

Trees

Acacia aneura	Mulga
Acacia farnesiana	Sweet Acacia
Caesalpinia cacalaco	Cascalote
Celtis occidentalis	Common Hackberry
Cercidium 'Desert Museum'	Desert Museum Palo Verde
Chilopsis linearis	Desert Willow
Cupressus sempervirens	Italian Cypress
Ebenopsis ebano	Texas Ebony
Olea europaea	Olive
Phoenix dactylifera	Date Palm
Pinus brutia var. Eldarica	Afgan Pine
Pinus halepensis	Aleppo Pine
Populus Fremontii	Cottonweed Tree
Prosopis alba	Argentine Mesquite
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa	Texas Honey Mesquite
Prosopis glandulosa 'Maverick'	Thornless Texas Honey Mesquite
Schinus molle	California Pepper
Tristania conferta	Brisbane Box
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm

Shrubs / Groundcover

Abutilon palmeri	Indian Mallow
Acacia greggii	Catclaw Acacia
Acacia redolens 'Desert Carpet'	Spreading Acacia 'Desert Carpet'
Aloe spp.	Aloe
Atriplex canescens	Four Wing Saltbush
Atriplex lentiformis	Quail Bush
Baccharis sarothroides	Desert Broom
Baccharis 'Starr'	Coyote Bush
Caesalpinia pulcherrima	Redbird of Paradise
Calliandra californica	Baja Fairy Duster
Celtis pallida	Desert Hackberry
Cordia boissieri	Texas Olive
Dasyllirion wheeleri	Desert Spoon
Encelia farinosa	Desert Encelia
Fallugia paradoxa	Apache Plume
Hyptis emoryi	Desert Lavender
Isomeris arborea	Bladderpod
Justicia californica	Chuparosa
Leucophyllum texanum	Texas Ranger
Lycium andersonii	Anderson Lycium



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Rhus ovata
Salvia greggii
Senna nemophila
Senna phyllodinea
Simmondsia chinensis

Perennials and Grasses

Asclepias subulata
Baileya multiradiata
Eriogonum fasciculatum
Penstemon eatoni
Penstemon parryi
Sphaeralcea ambigua
Muhlenbergia rigens
Nolina parryi

Sugar Bush
Autumn Sage
Desert Cassia
Silver Cassia
Jojoba

Desert Milkweed
Desert Marigold
Common Buckwheat
Firecracker Penstemon
Parry Penstemon
Desert Globe Mallow
Deer Grass
Parry Beargrass



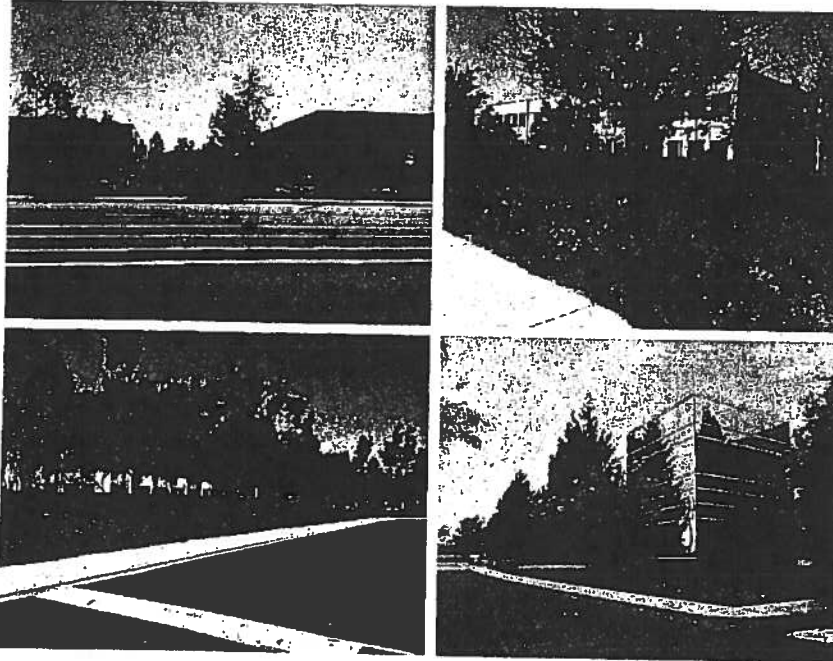
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5.4.5 Minimum Landscape Areas

If parking or access drives are located between any building and a public street frontage, a 15-foot minimum landscaping area is required between the parking or drive aisle and the building. On other sides of the building, a 10-foot minimum landscaping area is required between the parking or drive aisle and the building, except in loading areas.



1. A minimum landscape zone 15 feet is required along building perimeters facing a roadway frontage.
2. A minimum landscape zone of 10 feet is required along all other building perimeters except loading areas.
3. A minimum landscape zone of 5 feet is required along all internal property lines.
4. A minimum flat landscape zone of 8 feet is required next to screen walls facing the street.

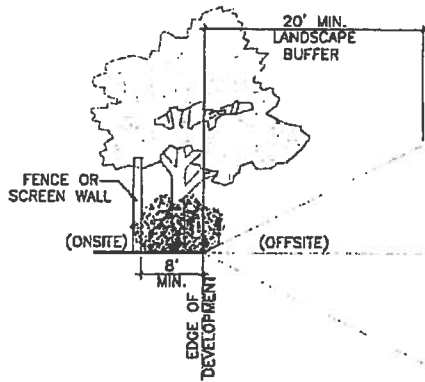
Note: If perpendicular parking spaces are located adjacent to the minimum landscape zone, then a 2'-6" minimum parking overhang is required in addition to the above measurements (17'-6", 12'-6" and 7'-6" respectively).

Trees along screen walls, buildings and site perimeters are required at a minimum average spacing of 1 tree per 30 linear feet of perimeter, planted at 15 feet or half (1/2) the tree canopy spread from the face of building.

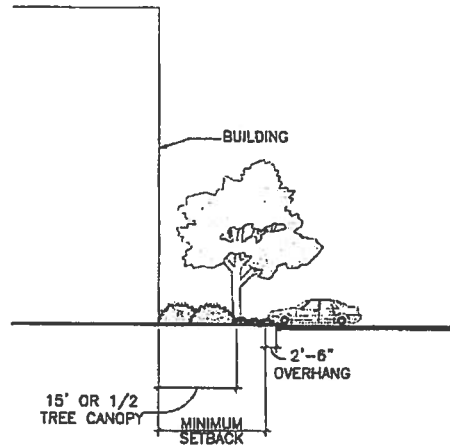


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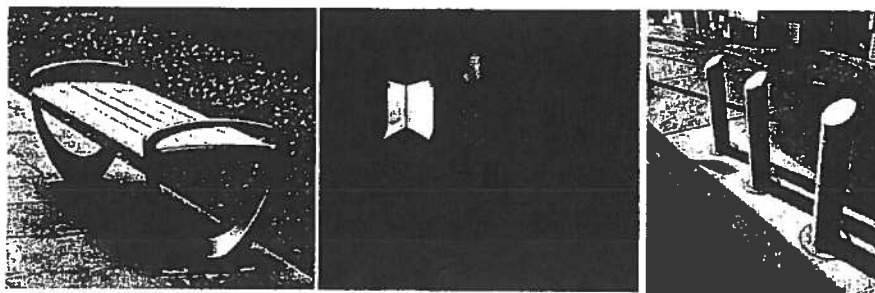
Left: Landscape Setbacks on Slopes
 Right: Landscape Setbacks from Face of Building.



5.4.6 Furnishings

Site Furnishings

Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed at building entrances, open spaces and other pedestrian areas to create a pedestrian friendly environment. Site furnishings should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather-resistant materials.



Example of Site Furniture



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5.5 On-site Lighting

5.5.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a nighttime character that contributes to the identity and unity of the World Logistics Center as a quality business location.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

5.5.2 General On-site Lighting Parameters

To ensure consistency throughout the World Logistics Center, on-site lighting must conform to the overall lighting parameters for the World Logistics Center, including the following:

- 5.5.2.1 Onsite lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security and special effects.
- 5.5.2.2 All exterior on-site lighting must be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- 5.5.2.3 Lighting fixtures are to be of clean, contemporary design.
- 5.5.2.4 Lighting must meet all requirements of the City of Moreno Valley.
- 5.5.2.5 Tilted wall fixtures (i.e. light fixtures which are not 90 degrees from vertical) are not permitted. Lights mounted to the roof parapet are not permitted. Wall-mounted light fixtures used to illuminate vehicular parking lots are not permitted.



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**ON-SITE DESIGN
STANDARDS**

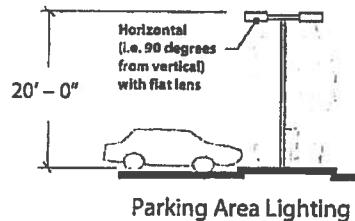
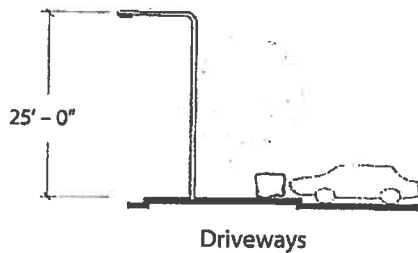
5-48

5.5.2.6 Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" lights are preferred.

5.5.3 Driveways and Parking Area Lighting

5.5.3.1 All driveways and parking lot lighting shall utilize cut-off fixtures (i.e. the lens is not visible from an angle). Pole height for typical lots shall be as follows:

• Driveways	25' Maximum
• Parking Area	20' Maximum



5.5.3.2 Pole bases in paved areas shall be above grade. They may be round or square. Pole bases in planting areas may be no higher than 6 inches above grade.

5.5.3.3 Both luminaires and poles are to be white.

5.5.3.4 All luminaires shall be metal halide or L.E.D.

5.5.4 Pedestrian Circulation Lighting

5.5.4.1 Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

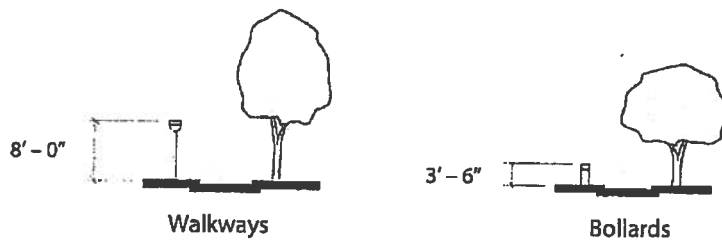
5.5.4.2 Walkway lighting must have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.



ON-SITE DESIGN STANDARDS

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5.5.4.3 Building entries may be lit with soffit, bollard, step or comparable lighting.



5.5.4.4 Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.

5.5.4.5 Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.

5.5.4.6 Courtyards, arcades and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

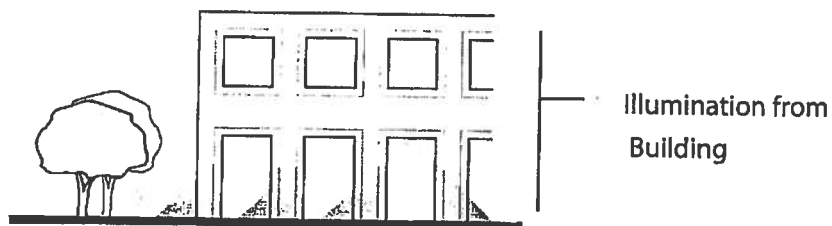
5.5.4.7 Pedestrian lighting shall be subdued warm-white Mercury or incandescent lamps.

5.5.5 Architectural Lighting

Architectural lighting effects are encouraged to promote nighttime identity and character.

5.5.5.1 All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.

5.5.5.2 Building entry areas should be lit so as to provide a safe and inviting environment.

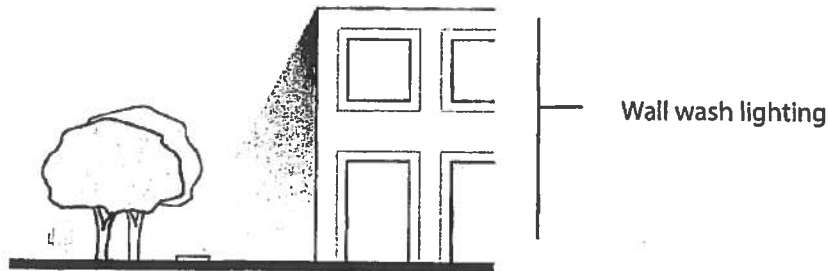


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ON-SITE DESIGN
STANDARDS

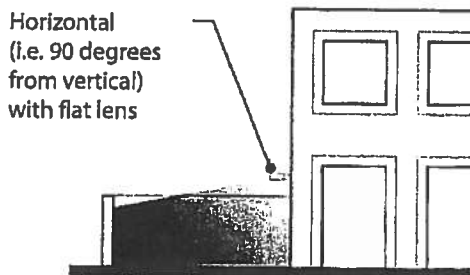
5-50

5.5.5.3 All building exteriors facing a freeway must have lighting levels that vary to accent the structure, texture, relief, and/or the color of the building. Lighting levels may not be flat or uniform.



5.5.6 Service Area Lighting

Service area and security lighting must be visible only within the limits of the service area.



Lighting contained within service area

5.5.6.1 Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.

5.5.6.2 Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting.

5.5.6.3 Freestanding fixtures shall be painted the same as parking area fixtures. Any wall-mounted fixtures should be compatible with the wall.

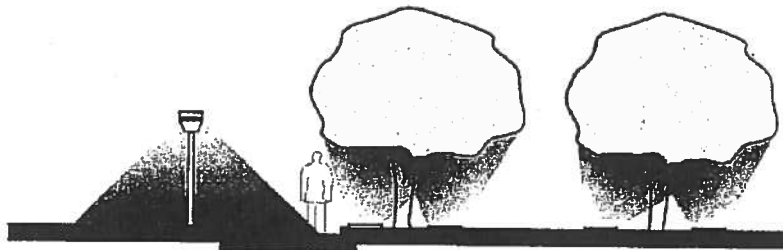
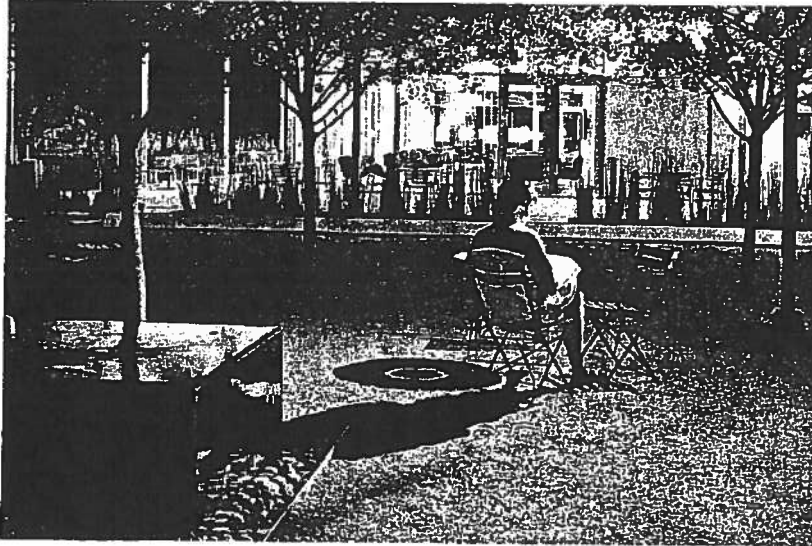


ON-SITE DESIGN
STANDARDS

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5.5.7 Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as Metal Halide, Quartz or L.E.D in order to accurately render plants, vegetation, and skin colors.



Landscape Lighting



**ON-SITE DESIGN
STANDARDS**

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5.6 On-site Utilities

5.6.1 Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where required by the utility. Utility connections should be integrated into the building or screened by landscape.

5.6.2 Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, wherever possible.

5.6.3 All Equipment Shall be Internal to Buildings

All equipment shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not prominently visible from public rights-of-way.

5.6.4 Utilities (including backflow preventers, detector check assemblies, transformers, etc.)

All utilities are to be installed underground. Easements for underground utilities that preclude the planting of trees may not be located where the design guidelines require the planting of trees.

Any necessary above ground equipment such as detector check assemblies, backflow preventers, transformers, etc., shall be screened from view from public areas by landscaping.

Domestic water service shall be extended through development sites in an easement to EMWD. The water line and easement shall be placed in easily accessible locations, such as drive aisles. Fire service and domestic water services and meters shall tie into this line. This line may become part of a loop system and the property owner may need to tie into the public mainline to provide a loop water system to provide adequate water volumes to fire hydrants.



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**ON-SITE DESIGN
STANDARDS**

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6.0 SUSTAINABILITY

It is the intent for this development to be a model of sustainability. While this goal is measured in many different ways and the elements of sustainability are constantly evolving, it remains the intent of the WLC to be on the forefront of environmentally sensitive development.

The following are some ways individual projects can incorporate elements of sustainability:

1. Accommodate alternate forms of transportation including, public transportation (bus), charging stations for electric cars, carpooling, and bicycles.
2. Promote the riding of bicycles, through the provision of bike racks / storage, showers and changing rooms.
3. Meet the most current storm water management programs, including on-site water capture methodologies.
4. Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
5. Employ adequate shielding features to ensure zero light spill off-site.

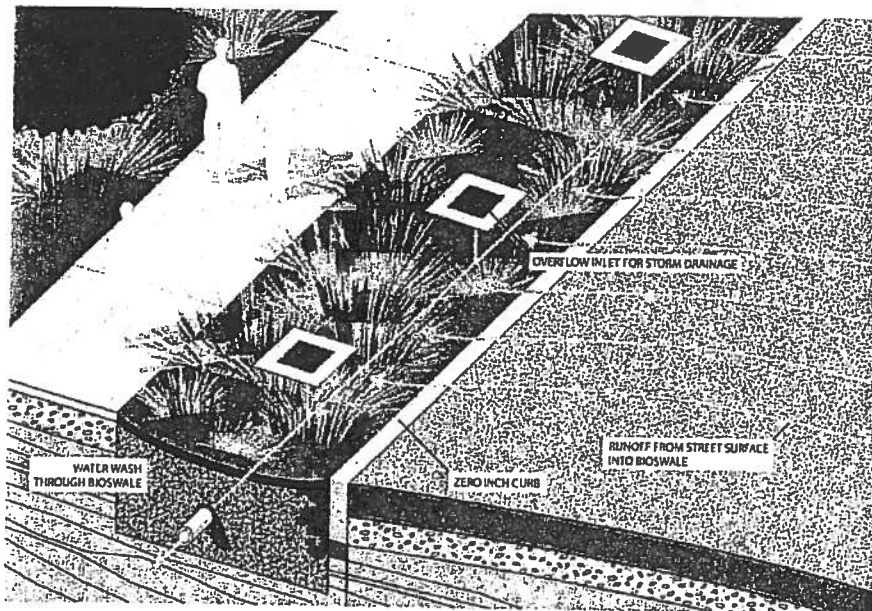


Exhibit 6-1 Off-site Water Management Plan

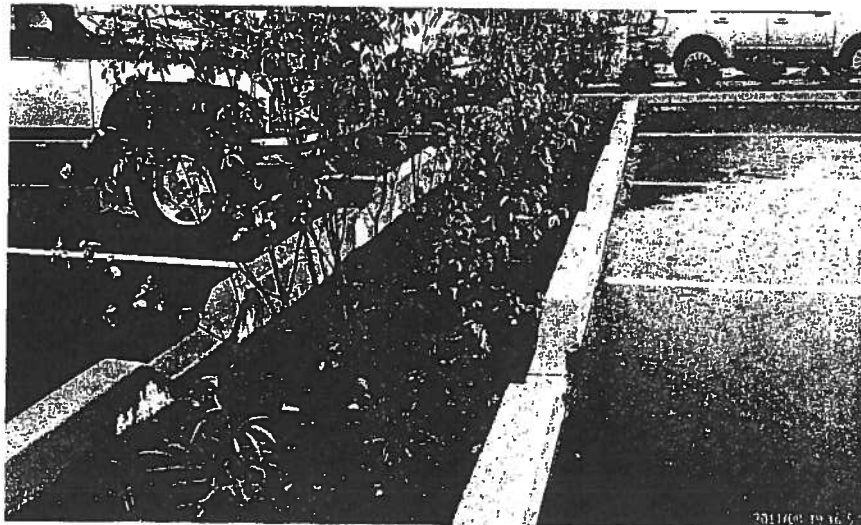


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SUSTAINABILITY

6-1

6. Incorporate drought tolerant plant materials throughout.
7. Minimize water use in restrooms.
8. Go beyond code-required commissioning in order to ensure all mechanical and electrical equipment are operating efficiently and are not wasting energy.
9. Incorporate on-site renewable energy.
10. Employ a recycling program.
11. Divert construction waste from landfills.
12. Incorporate recycled materials where feasible.
13. Ensure high indoor air quality standards.
14. Incorporate low-emitting adhesives, paints, coatings, and flooring systems.
15. Increase the amount of day-light into the interior spaces.
16. Increase the amount of interior space with exterior views.
17. Incorporate the best available technologies or best management practices where feasible.
18. Limit idling of engines to three minutes.
19. Utilize onsite electric power sources as much as possible to minimize the use of portable, mobile power generators.



Example of Bio-swale



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SUSTAINABILITY

6-2

7.0 SIGNAGE

All signage in this Specific Plan shall conform to an approved Sign Program on file with the City of Moreno Valley.

7.1 Regulatory Signage

All regulatory signage (traffic control, public safety, etc.) shall comply with city standards.



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SIGNAGE

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8.0 PROJECT PHASING

8.1 Overall Project Phases

The project is expected to be developed in two phases. Phase 1 includes the western portion of the project area extending from Redlands Boulevard to Street F and from Eucalyptus Avenue to south of Alessandro Boulevard. Phase 2 includes the portions of the project along SR60, Gilman Springs Road and the southerly site boundary.

Development will occur as dictated by market and other conditions as determined by the developer. Notwithstanding this phasing projection, any portion of the property may be developed at any time at the owner's discretion subject to the development of infrastructure to support it. Infrastructure needs and timing will be evaluated along with subsequent development proposals.

8.2 Infrastructure Phasing

Each project within the World Logistics Center will be supported by the requisite infrastructure as needed, subject to federal, state and local codes.

Each plot plan will include proposals for specific infrastructure improvements needed to support each proposed building.

These improvements shall be consistent with the overall infrastructure plans serving the World Logistics Center.

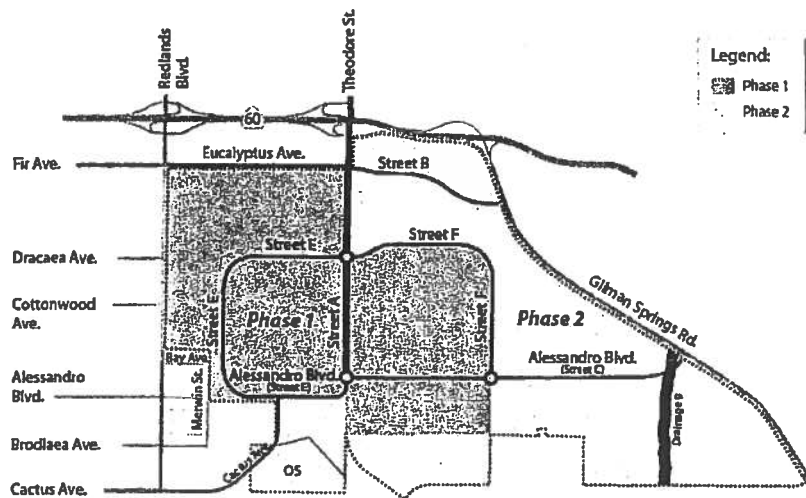


Exhibit 8-1 Phasing Plan



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PROJECT
PHASING

8-1

9.0 PROPERTY MAINTENANCE

9.1 On-site Improvements

On-site improvements shall be maintained by the property owner or tenant, pursuant to private contractual terms.

9.2 Common Area Improvements

Major slopes, landscape areas, community entries, community signage, etc., shall be maintained by a property owners' association.

9.3 Parkways

Parkways within public rights-of-way shall be maintained by a property owners' association or by a maintenance district.

9.4 Streets

Public streets (curb-to-curb), public sidewalks, and public trails shall be maintained by the City of Moreno Valley.



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**PROPERTY
MAINTENANCE**

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Ordinance No. 900
Date Adopted: August 25, 2015

10.0 FINANCING OF IMPROVEMENTS

A facilities financing program is important for implementation of the Specific Plan. The financing program needs to assure the timely financing of public streets, utilities, and other necessary capital improvements.

Financing for infrastructure improvements encompasses a variety of different mechanisms, processes, and costs that vary based on the type and purpose of an improvement, financial market conditions, debt service considerations, and agency capabilities and policies.

10.1 Capital Financing

Major infrastructure, such as water, sewers, storm drains and roads, may be financed by a special tax established through the formation of a community facilities district (CFD). Another approach may be to create a bond assessment district. Both types of financing districts require tax liens to be placed on participating properties to underwrite the sale of bonds to finance specified improvements. These mechanisms require that the facility to be financed be a public improvement and that participating properties receive a benefit from that improvement. The form of financing selected, if any, will be determined based on the type of uses and pace of development that occurs within the project. Examples include:

1. Community Facility District
2. Other forms of Assessment Districts
3. Facilities Benefit Assessment
4. City/ county direct investment
5. Reimbursement Agreements
6. State and/or federal grants and loans

The developer may elect to use private capital to finance major infrastructure improvements, as well as in-tract improvements to avoid long-term debt assessment upon buyers of improved land.



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**FINANCING OF
IMPROVEMENTS**

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Ordinance No. 900
Date Adopted: August 25, 2015

10.2 Capital Funding

The method of infrastructure funding will be determined during the engineering review of implementation development plans and in conjunction with the phasing of the infrastructure. Some possible funding mechanisms for the Specific Plan public improvements are listed below:

1. Development Impact fees
2. Transportation fees (e.g. TUMF)
3. Special taxes
4. Connection fees

10.3 Funding of Maintenance

Funding for on-going maintenance for common areas and other public improvements which may be a condition of development, such as street lights, parkway and median landscaping, other right of way improvements will be funded privately through a Property Owners' Association (POA) or publicly through the Community Services Districts (CSD) or structured as a Landscape and Lighting Maintenance District, Community Facilities District or other financing mechanism.

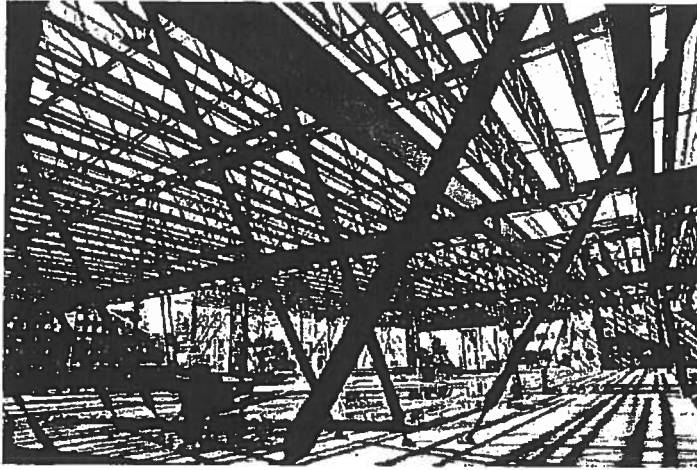


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FINANCING OF
IMPROVEMENTS

10-2

11.0 IMPLEMENTATION



11.1 Purpose and Intent

This section contains the procedures for the processing of discretionary development applications to implement the terms of the World Logistics Center Specific Plan. The City will review all development within the project to ensure compliance with the provisions of the Specific Plan.

11.2 Approvals Required

All development within the World Logistics Center is subject to the approval of a Plot Plan in conformance with these procedures.

Modifications to the development standards contained in the Specific Plan may be requested by any property owner and may be approved by the City through the variance processes described in Section 11.3.3 herein.

11.3 Development Review Process

11.3.1 Subdivisions

All proposed subdivisions within the World Logistics Center shall be processed in accordance with the provisions of the state Subdivision Map Act and the Municipal Code.

11.3.2 Plot Plans

- a. All development proposals within the World Logistics Center shall be subject to the approval of a Plot Plan as described herein. Property and building maintenance activities such as painting, site or building repairs,



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parking lot resurfacing/restriping, and landscape maintenance and repair, etc. are exempt from these regulations.

b. The Plot Plan process is intended to ensure that all development proposals comply with all applicable standards and guidelines contained in this Specific Plan and are not detrimental to public health, safety or welfare.

c. Plot Plan applications shall be submitted to the City in conformance with the procedures contained in the Municipal Code .

d. The Community Development Director may approve, conditionally approve, or disapprove a Plot Plan application as provided for in the Municipal Code or may elevate the application to the Planning Commission for review and action. Considerations for Planning Commission review of a plot plan application may include but are not limited to:

1. The need for preparation of a Supplemental Environmental Impact Report or other appropriate environmental document due to new circumstances that become present and constitute potential for significant impacts which were unknown and could not have been known at the time of the approval of this Specific Plan

2. If any buildings greater than 500,000 square feet cannot meet LEED Certified Building Standards and/or buildings are not consistent with Specific Plan energy efficiency standards

3. Building elevations not consistent with the Specific Plan design guidelines

4. Future modification to any state or federal regulations requiring review of such Specific Plan permitted development

e. Project comments received from the Architectural Review Committee of the World Logistics Center Property Owners' Association shall receive consideration in the review process.

f. Public noticing shall be in compliance with the Municipal Code

g. A Plot Plan may be approved if all of the following findings are made:



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IMPLEMENTATION

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1. The proposed project is consistent with the goals, objectives and policies of the General Plan,
 2. The proposed project complies with this Specific Plan and other applicable regulations, and
 3. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity,
- h. Reasonable conditions of approval may be imposed to ensure compliance with applicable laws, regulations and standards or to enable the required findings to be made.

11.3.3 Variances

Alternatives to development standards and regulations contained herein may be approved through the following variance procedures. Variance applications may be processed along with Plot Plan applications, or as separate applications.

11.3.3.1 Administrative Variances

- a. The purpose of an administrative variance is to provide an administrative procedure for adjustments to certain regulations in this Specific Plan in order to prevent hardships that might result from a strict or literal interpretation and enforcement of those regulations.
- b. The standards and procedures for the submittal, review and approval of an Administrative Variance shall be as contained in Section 9.02.090 of the Municipal Code.

11.3.3.2 Other Variances

- a. All other variance applications shall be processed in accordance with Section 9.02.100 of the Municipal Code

11.3.4 Appeals

- a. Any interested party may appeal any administrative decision to the Planning Commission subject to the provisions of Section 9.02.240 of the Municipal Code.
- b. Any interested party may appeal any decision of the Planning Commission to the City Council subject to the provisions of Section 9.02.240 of the Municipal Code.
- c. The decision of the City Council is final.



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11.4 Covenants, Conditions, and Restrictions (CC&Rs)

The WLC property will be subject to CC&Rs that address issues such as common area improvements, maintenance, community signage, architectural guidelines, etc. The City will review the CC&Rs to insure that they contain the necessary provisions for property maintenance. Prior to the recordation of any final map within the WLC (excluding finance maps), said CC&Rs shall be recorded.

11.5 Other Uses

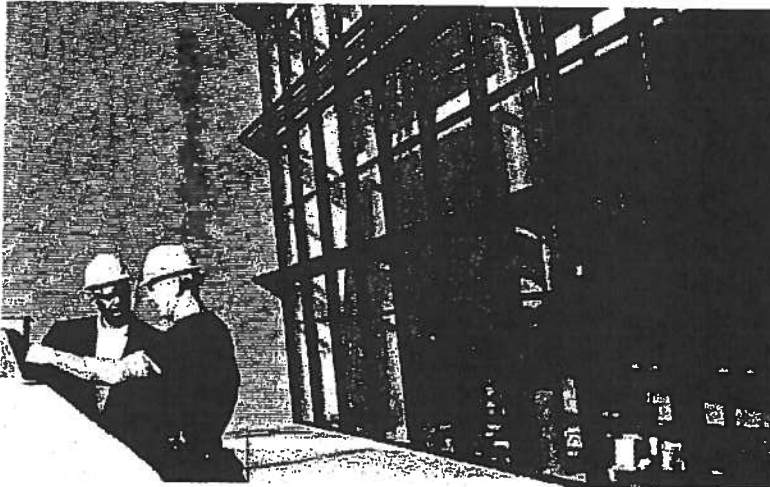
All uses established within the WLC shall be consistent with the General Plan and this Specific Plan. The Community Development Director shall be responsible for all consistency determinations pursuant to Section 9.01 of the Municipal Code.

11.6 Additional Items

Any Items not addressed in the Specific Plan shall be subject to the regulations of the Municipal Code.

11.7 Specific Plan Amendments

Any proposal to amend this Specific Plan shall be processed in the same manner as the original approval subject to the provisions of Chapter 9.13 of the Municipal Code.



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IMPLEMENTATION

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12.0 SPECIAL REGULATIONS

The following regulations apply to all development within the World Logistics Center. These restrictions shall be imposed on all discretionary permits for new development projects, as applicable.

12.1 Secure Trucking Areas

All truck areas shall be secured with manned gates during building operation.

12.2 Engine Restrictions

All trucks with a gross vehicle weight of 15,000 pounds or more entering any warehouse facility must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other non-diesel fuel source. Facility operators shall maintain a log of all trucks entering a warehouse site to document that this requirement is met. This log shall be available for inspection by the City at any time.

12.3 On-site Service Vehicles

The use of diesel-powered service yard vehicles (yard goats, etc.) is prohibited at all times within the Specific Plan area. Pallet jacks, forklifts, and other onsite equipment used during building operation (indoors or outdoors) shall be powered by electricity, natural gas, propane, or other non-diesel fuel.

12.4 Property Maintenance Equipment

Electrical power sources will be provided both indoors and outdoors to accommodate the use of electric property maintenance equipment.

12.5 Continued Agricultural Activities (Right-to-Farm)

As the World Logistics Center develops, logistics land uses will begin to locate in proximity to existing agricultural activities. Where non-agricultural uses locate near agricultural uses, there is the potential for conflict. These potential conflicts result from the inherent attributes of agricultural operations, including noise, odor, dust, smoke, operation of machinery (including aircraft), crop dusting, storage and disposal of manure, flies, rodents, chemical fertilizers, soil amendments, herbicides, pesticides and the hours of operation. As a result, such agricultural operations can become the subject of nuisance complaints and could be pressured to cease or curtail operations or may be discouraged from making farm improvements.



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**SPECIAL
REGULATIONS**

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To protect the continued viability of agricultural operations within the World Logistics Center, it is the intent of this Specific Plan to limit the circumstances under which pre-existing agricultural operations may be deemed to constitute a nuisance. The intent of this policy of the Specific Plan is to balance the rights of farmers to produce agricultural commodities with the rights of non-farmers who own, occupy or use land adjacent to agricultural property. This right-to-farm policy applies to all legally established agricultural operations existing at the time of the effective date of the World Logistics Center Specific Plan.

12.6 Air Quality and Noise Assessment

To address the relationship between development areas and adjacent residential areas, all site development permit applications for properties adjacent to residentially occupied or zoned properties shall include detailed air quality and noise assessments to determine appropriate project design features to meet the performance requirements of the WLC project Environmental Impact Report.

12.7 Solar Commitment

All logistics buildings within the LD and LL categories shall provide rooftop solar energy systems sized to offset the power demands of office space contained in the building.

12.8 LEED Standards

All buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed LEED Certified status in accordance with LEED standards and criteria in effect as of the date of approval of this Specific Plan. Such standards and criteria are contained in the following documents:

- LEED Reference Guide for Green Building Design and Construction – LEED 2009
- Green Building and LEED Core Concepts Guide – Second Edition
- LEED for New Construction 2009 Reference Guide – LEED v2.2, Third edition
- LEED for Core and Shell 2009 Reference Guide
- LEED Reference Guide for Green Interior Design and Construction – LEED 2009
- LEED for Commercial Interiors 2009 Reference Guide
- Advanced Energy Modeling for LEED: Technical Manual v1.0



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**SPECIAL
REGULATIONS**

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- LEED Reference Guide for Green Building Operations and Maintenance – LEED 2009

12.9 Alessandro Boulevard – Historical Landmark

A portion of the alignment of historic Alessandro Boulevard, as established by Resolution CPAB 88-2, runs through the WLC area. The Specific Plan recognizes the landmark status of this roadway and provides for the preservation of its entire 120-foot right-of-way through the project.

Most of this historic right-of-way is included within Alessandro Boulevard as shown on the Specific Plan exhibits. As the WLC is developed, Alessandro Boulevard will be built to modern roadway standards within the historic alignment. In order to meet these standards, very minor portions of this roadway MAY fall outside of the historic right-of-way. In those instances, the historic right-of-way will be retained and may be improved with walks, trails, landscaping or similar compatible improvements.

In the southwestern portion of the WLC, vehicular traffic will be prohibited on a short reach of historic Alessandro Boulevard. The purpose of this restriction is to reduce through traffic and associated impacts on the existing residential portion of Alessandro Boulevard. This right-of-way will be retained and will be available for use for a future multi-use trail, pedestrian access, emergency access, and monuments, signs or other displays recognizing Moreno Valley’s rich history.

Prior to approval of any development including or adjacent to the historic Alessandro Boulevard right-of-way, a concept plan for its entire length shall be submitted to and approved by the Planning Commission.



**SPECIAL
REGULATIONS**

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13.0 DEFINITIONS

12kV/115 kV overhead power lines Power lines that distribute electrical power into and through the World Logistics Center project. While 12kV lines are generally placed underground, 115kV lines must remain aboveground due to the heat generated by the flow of electrical energy in the lines.

Accessory Structure A separate building, the use of which is incidental to that of the main building on the same lot or premises, and which is used exclusively by the occupant of the main building.

Ancillary Structures See accessory structure

Arterial Streets A highway intended to serve through traffic where access rights are restricted and intersections with other streets or highways are limited

Badlands A rugged, mountainous area located easterly of the City of Moreno Valley, east of Gilman Springs Road in Riverside County.

Bioretention Facilities Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants.

Building height The vertical distance from the adjacent grade to the highest point of a building exclusive of vents, air conditioners, or other such incidental appurtenances.

Class II bikeways A striped lane located along the right shoulder of a roadway designated for use by bicyclists.

CNG/LNG Abbreviation for Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG).

Collector Roads A street intended to convey traffic into and through an area from local roads to arterial streets

Cut-off fixtures A lighting fixture designed to eliminate light rays from escaping above a horizontal plane.

Detention basins A drainage feature that has been designed to allow large flows of water to enter but limits the outflow by having a small opening at the lowest point of the outlet structure.

Drainage 9 Refers to an existing ephemeral drainage located in the eastern area of the Specific Plan from Gilman Springs Road flowing south to the SJWA as shown on Exhibit 1-2. This watercourse is referred to as Line E in the drainage studies



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DEFINITIONS

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contained in the DEIR. Line E collects water under Gilman Springs Road at Culvert 5.

Eastern Municipal Water District (EMWD) The water district which provides potable water, recycled water and wastewater treatment for the World Logistics Center project.

Facades An exterior side of a building, usually, but not always, the front.

Fenestration The design of openings in a building or wall, generally including windows, doors, louvers, vents, openings, skylights, storefronts, etc.

Floor area ratio A measure of the intensity of development of a particular site. The ratio is calculated by dividing the building area by the parcel area, using the same unit of measure (acres, square feet, etc.)

Heavy truck A truck having four axles or more.

High-cube warehouse A building used for the storage and/or consolidation of manufactured goods prior to distribution to secondary retail outlets, generally 500,000 square feet or more, often divided for multiple tenants. High-cube warehouse and logistics facilities include ancillary office and maintenance space along with the outdoor storage of trucks, trailers, and shipping containers.

High-cube logistics warehouses are generally constructed with vertical-lift dock-high roll up doors to allow access for the loading and unloading of products from truck/trailers. Building interiors are typically large and open to accommodate the temporary storage and consolidation of the products to be distributed.

Highland Fairview Corporate Park A mixed use business park made up of logistics and commercial land uses located between Redlands Blvd and Theodore Street, southerly of SR60.

Impervious paved surface Artificial surfaces such as pavement (roads, sidewalks, driveways and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick, and stone. Also includes building rooftops and other structures that prevent water from penetrating into the ground surface.

Infiltration Basin A shallow impoundment that is designed to infiltrate stormwater. Infiltration basins use the natural filtering ability of the soil to remove pollutants in stormwater runoff.

Jobs/housing balance The ratio between the number of housing units and the number of full-time jobs in an identified geographic area. The ratio is calculated by dividing the number of full-time jobs by the number of housing units.



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DEFINITIONS

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Lake Perris State Recreation Area A 6,675-acre state-owned recreation area including Lake Perris located southerly of the City of Moreno Valley.

Logistics The management of the flow of resources between a point of origin and a point of destination including the importation, warehousing, consolidation, repackaging and shipping of goods and materials.

Luminaire A light fixture generally affixed to a pole used in exterior areas to illuminate streets, driveways, walkways, and parking areas.

Medium trucks Trucks having three axles

Multi-Use Trails A planned city-wide system of trails that accommodate pedestrian, equestrian and bicycle users. See the Parks, Recreation and Open Space Element of the City's General Plan

Native landscape The use of plant materials found to grow naturally in an area that are adapted to a particular environment and are able to live on natural rainfall, thereby reducing the need for mechanical irrigation

Off-project Refers to areas outside of the World Logistics Center. Generally applies to infrastructure improvements needed to implement the WLC project that will extend beyond the WLC boundary.

Off-site Refers to those portions of the property that are not within building sites, including common areas, open space, public areas, streetscapes, etc.

On-site Refers to individual building sites within the World Logistics Center

San Jacinto Wildlife Area (SJWA) A 9,000-acre area owned and managed by the California Department of Fish and Wildlife open to the public. Approximately 1,100 acres of the northerly portion of the SJWA is within the City of Moreno Valley.

Specific Plan Refers to the World Logistics Center Specific Plan which covers 2,610 acres of land in eastern Moreno Valley and functions as the land use regulations for the development of a master planned logistics campus.

Subdivision Map Act The body of law (Government Code Section 66410-66499.58) that regulates the subdivision of land in California.

Truck Routes/Truck Route Ordinance Streets that have been officially designated by for use by vehicles with a gross vehicle weight of three tons or more. See Chapter 12.36 of the Municipal Code.

World Logistics Center The project name for the development to be established under the World Logistics Center Specific Plan



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DEFINITIONS

13-3

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EXHIBITS

Enlargements of Exhibits contained within the Specific Plan



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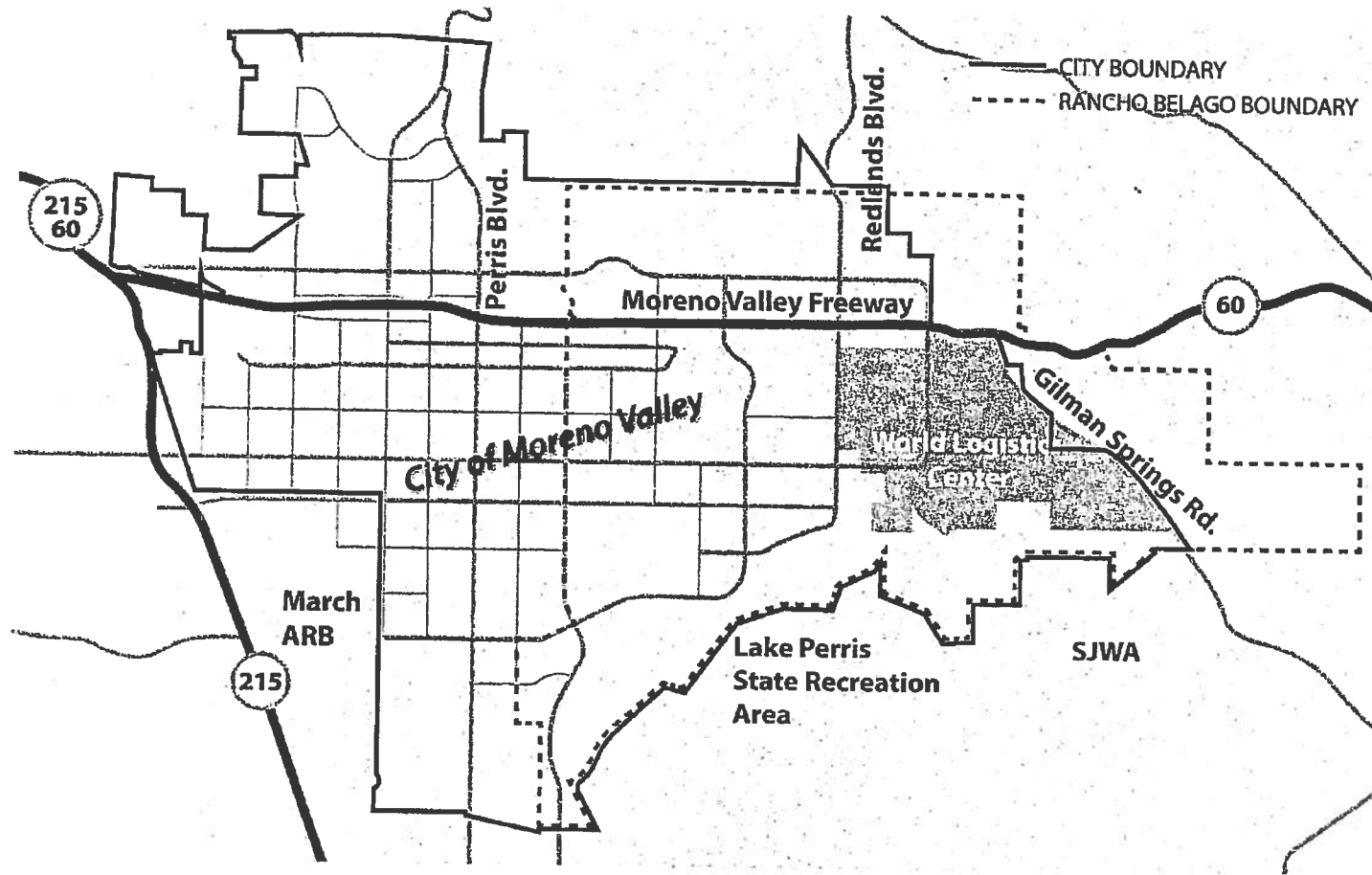
EXHIBITS

E-1 177

Ordinance No. 900

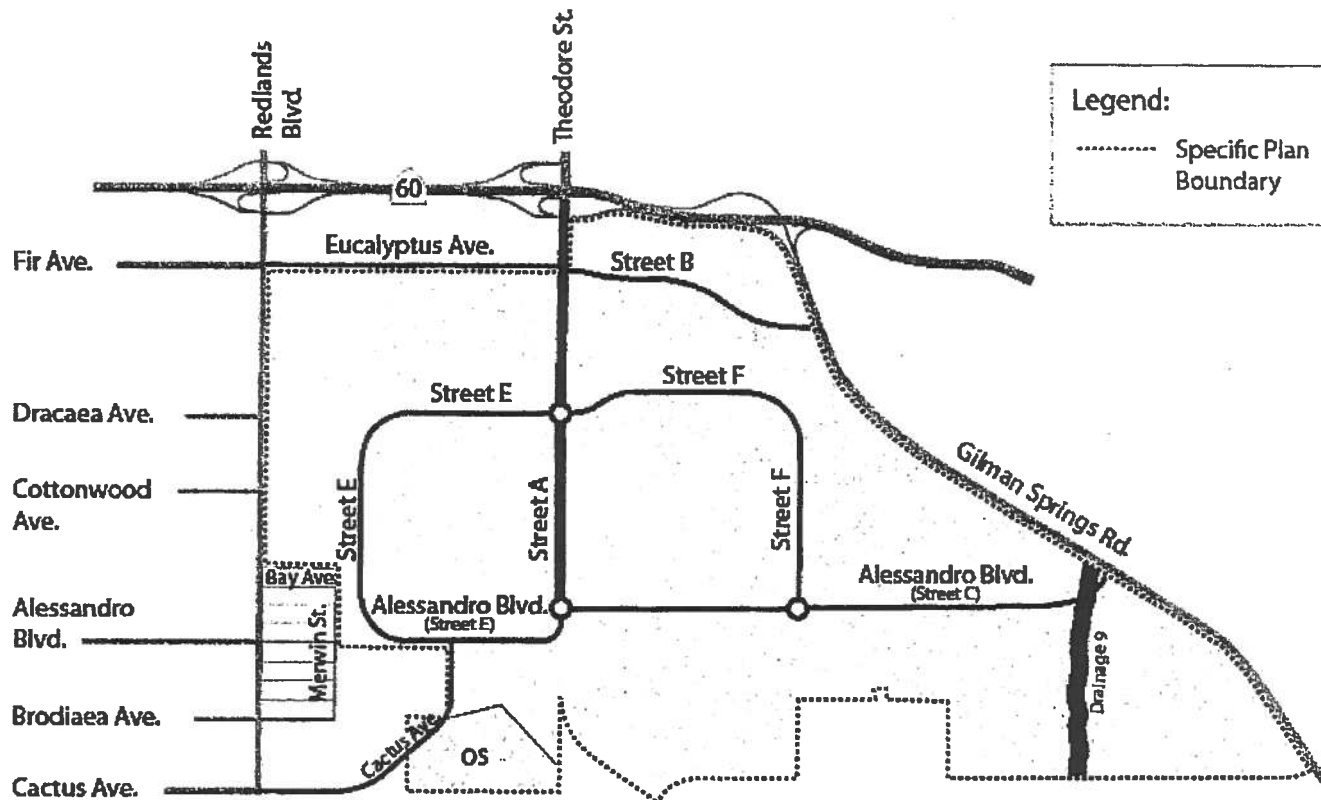
Date Adopted: August 25, 2015

Exhibit 1-1 Moreno Valley Regional Map (pg.1-1)



EXHIBITS

Exhibit 1-2 Specific Plan Area (pg.1-3)

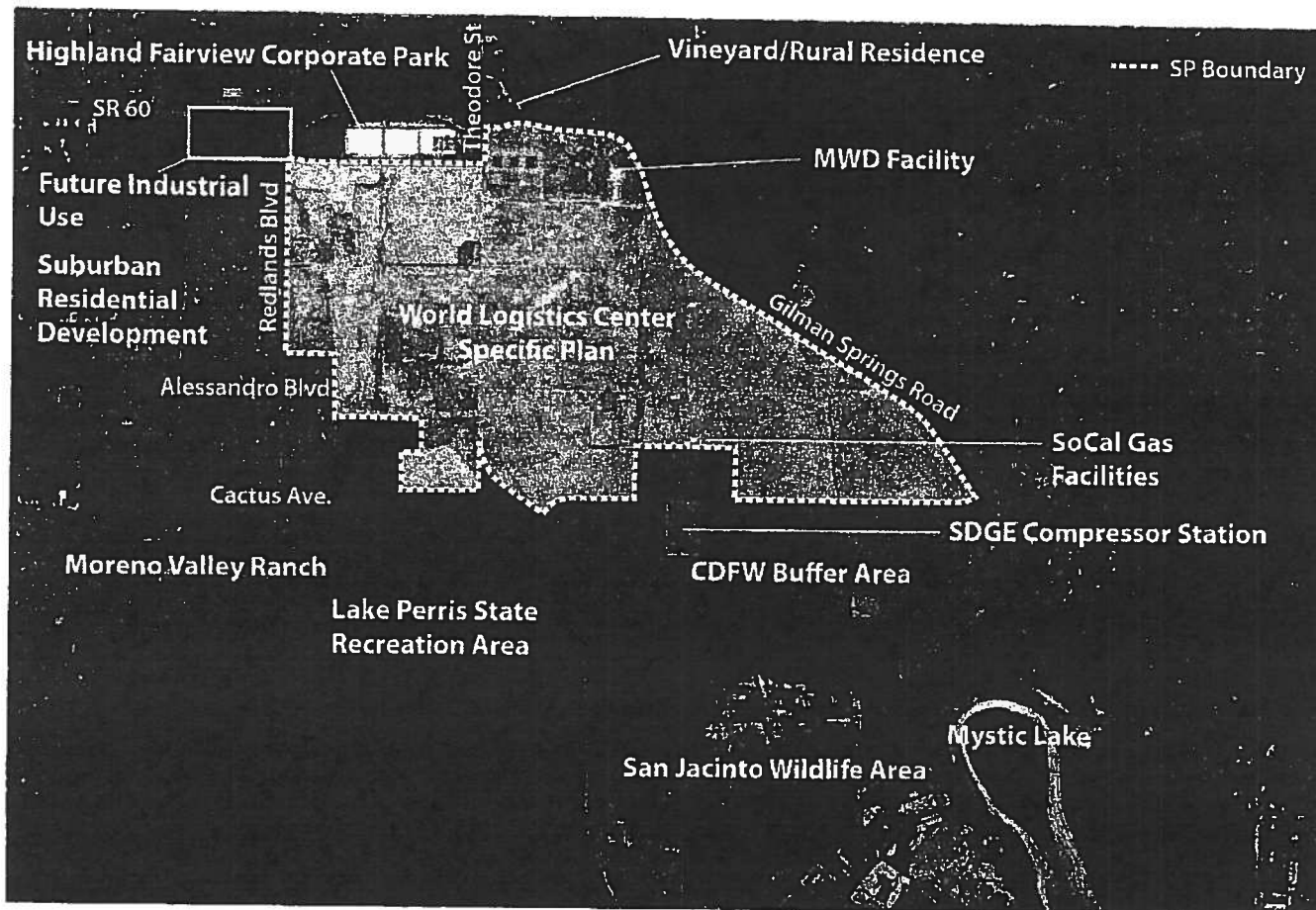


Legend:
----- Specific Plan Boundary



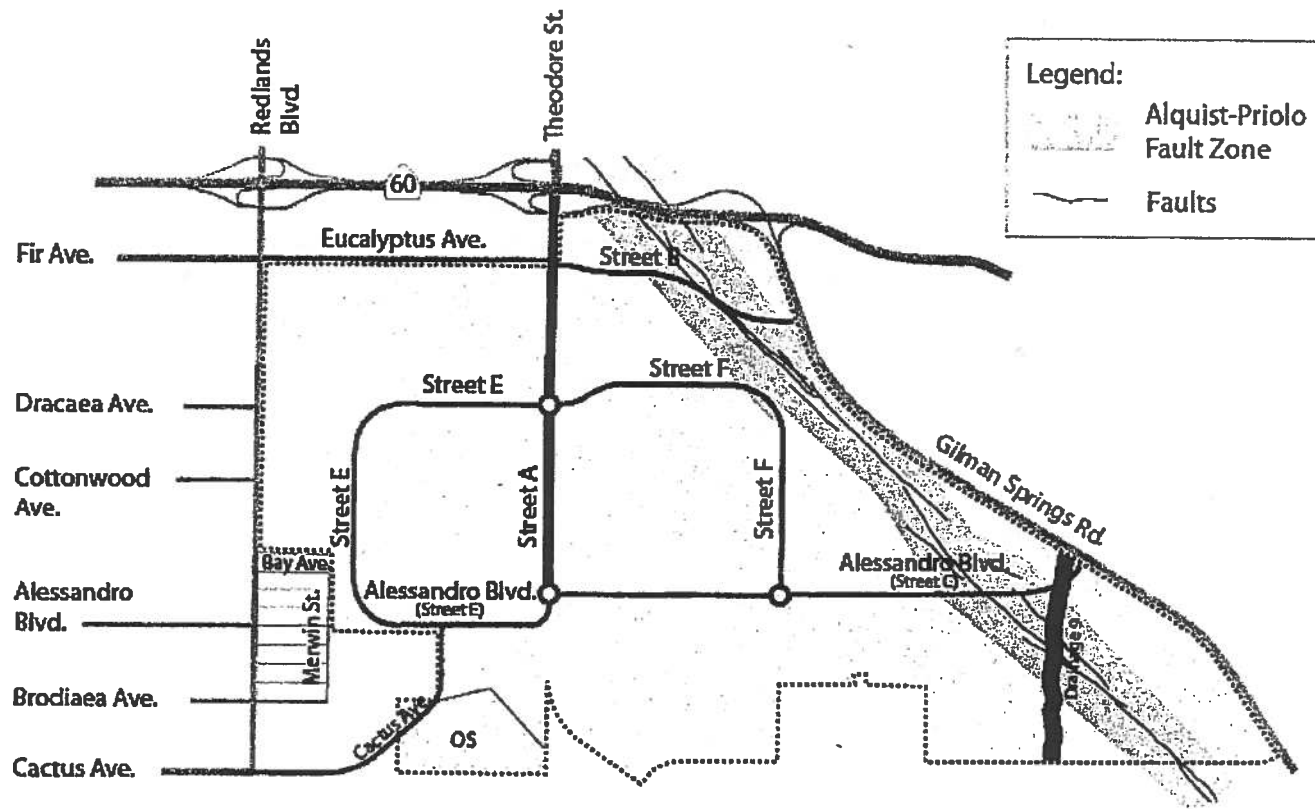
EXHIBITS

Exhibit 1-3 Surrounding Land Uses (pg.1-6)



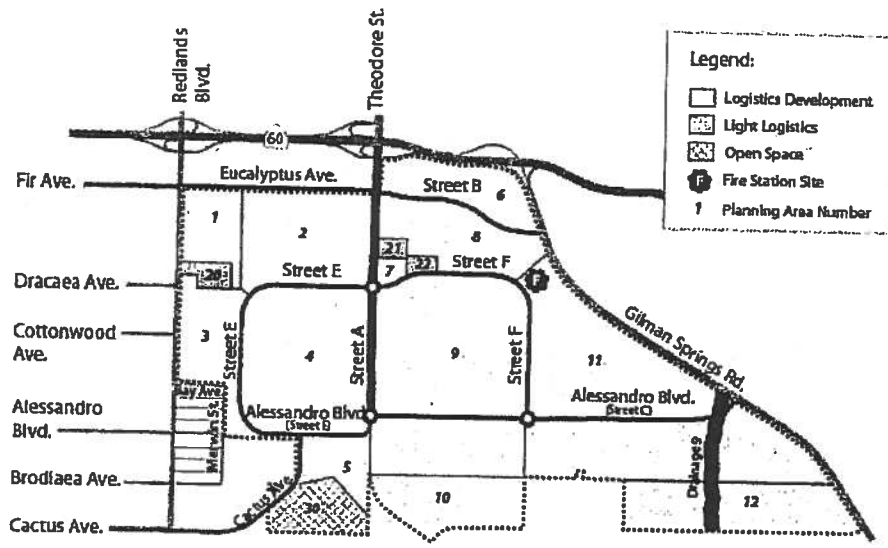
EXHIBITS

Exhibit 1-4 Existing Fault Zones (pg.1-7)



EXHIBITS

Exhibit 2-1 Land Use Plan (pg.2-2)

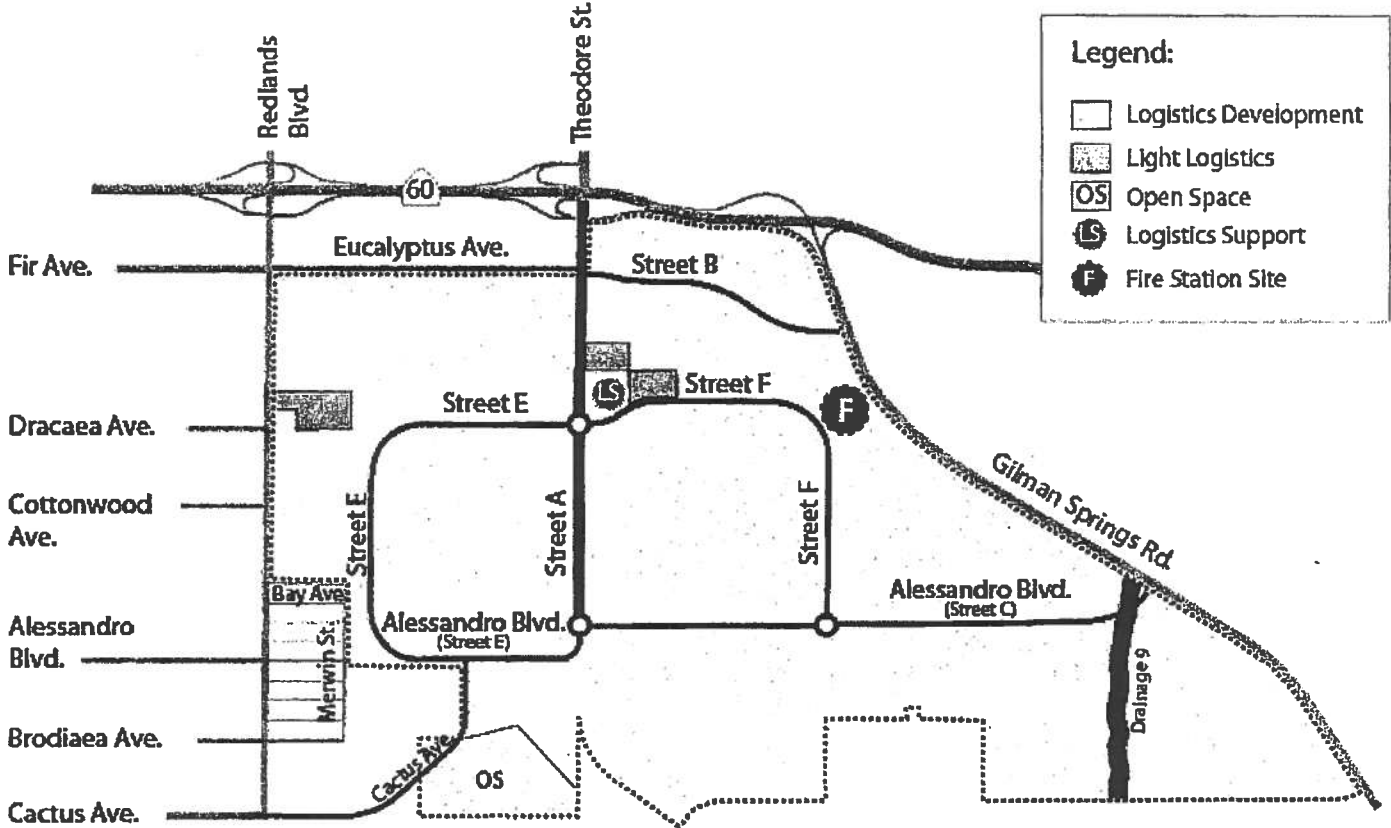


Planning Area (PA)	Land Use	Area	Building SF
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



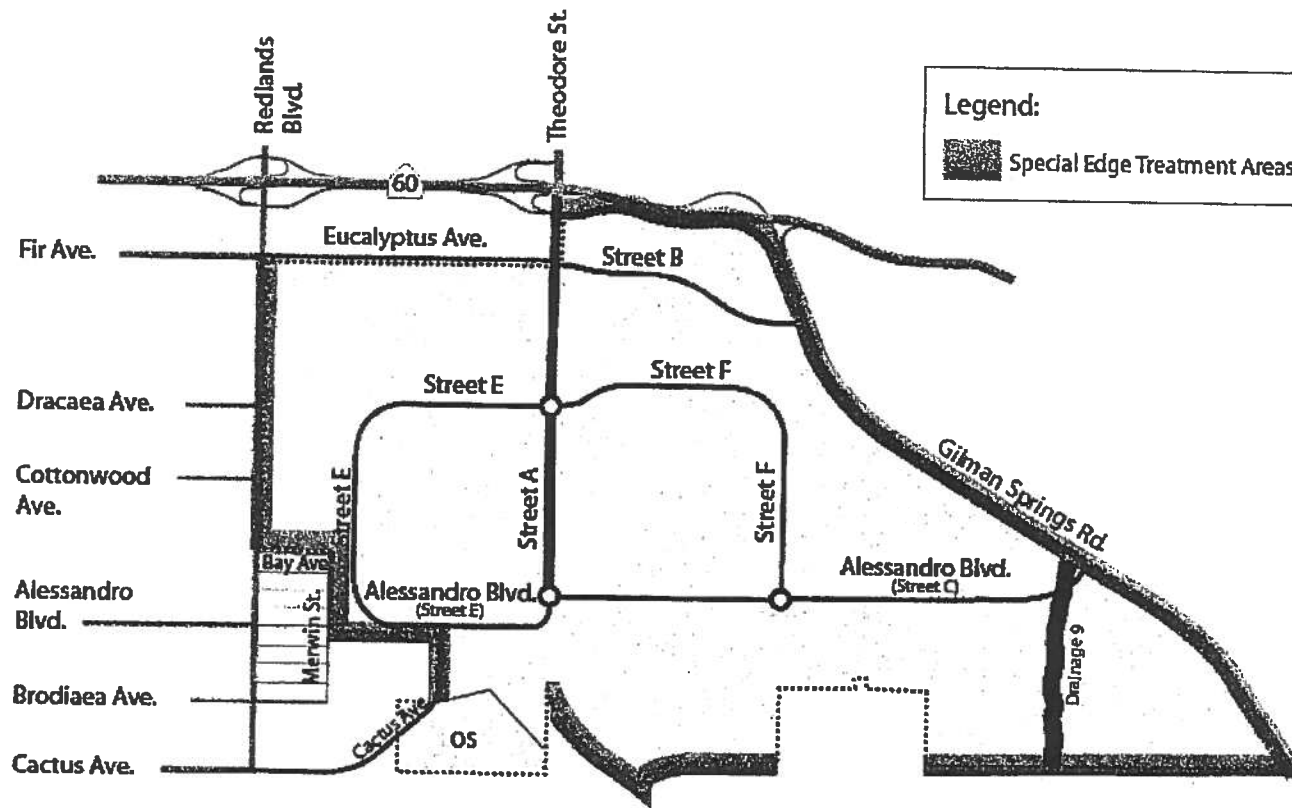
EXHIBITS

Exhibit 2-2 Fire Station Site (pg.2-6)



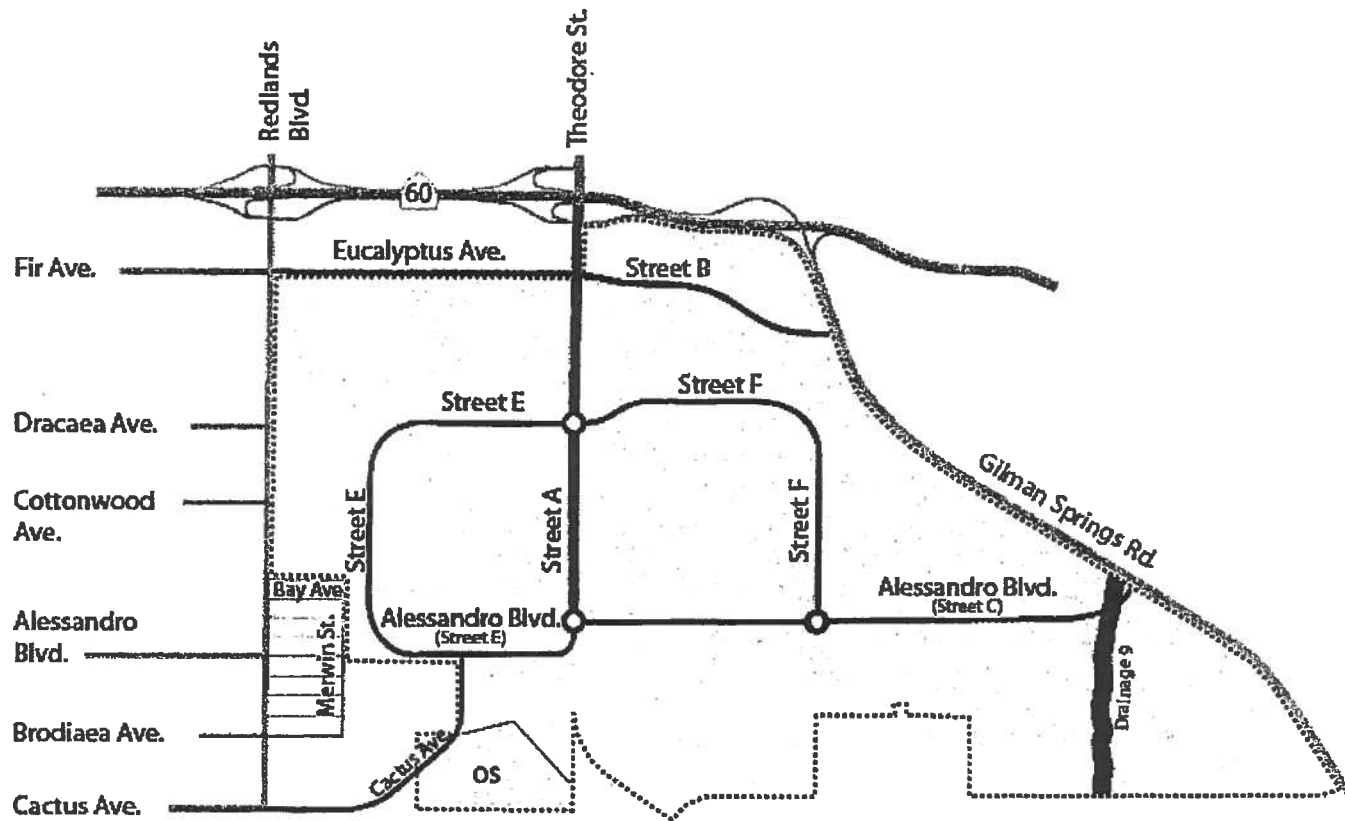
EXHIBITS

Exhibit 2-3 Special Edge Treatment Areas Map (pg.2-13)



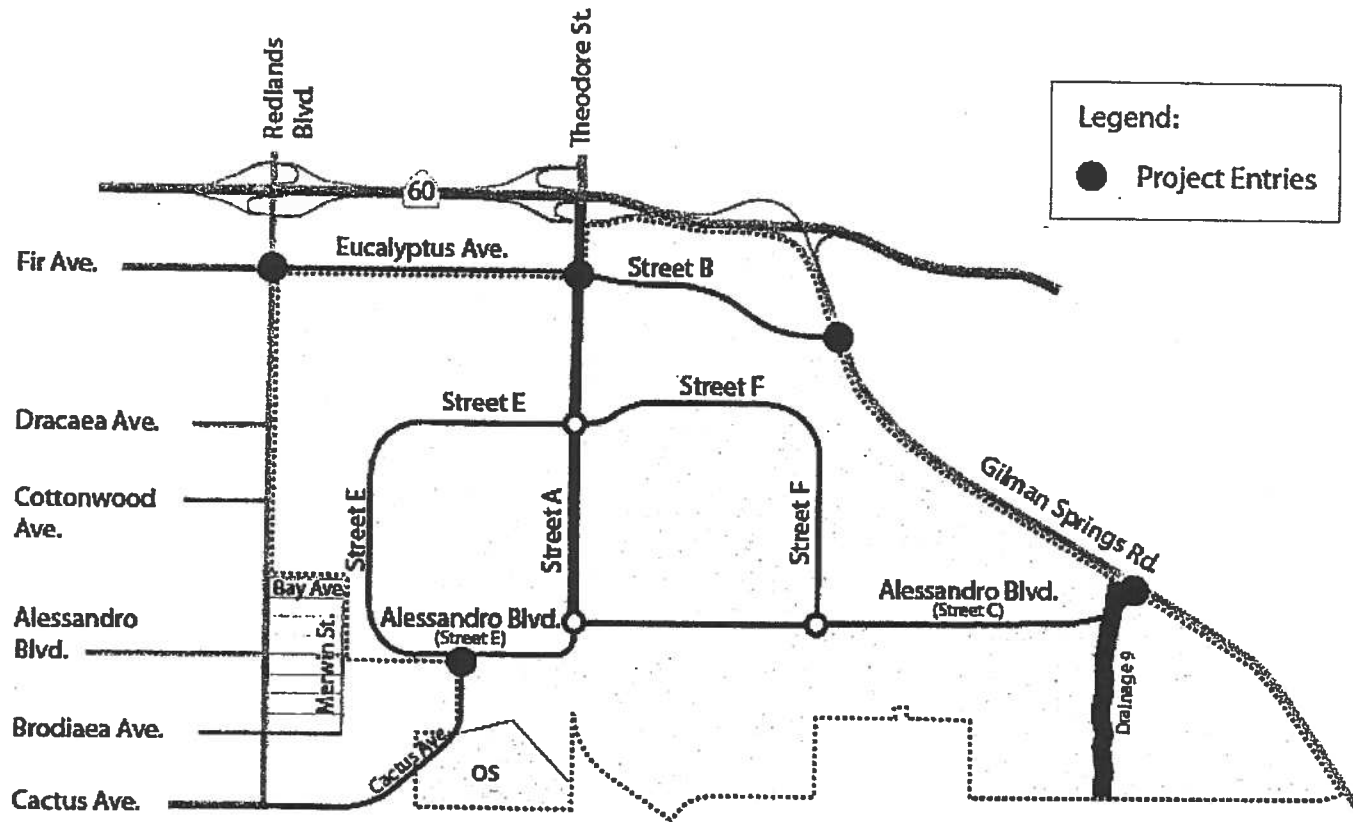
EXHIBITS

Exhibit 3-1 Circulation Plan (pg.3-1)



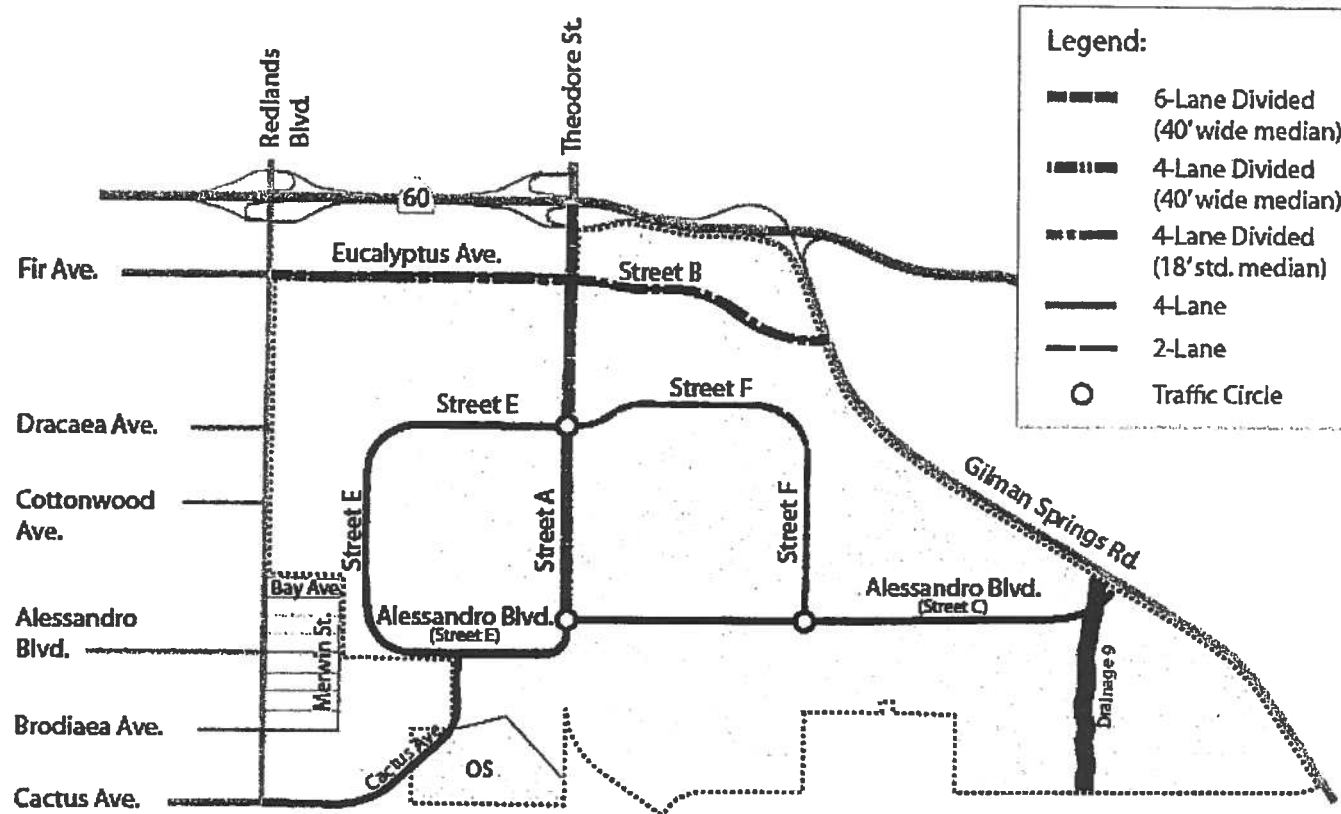
EXHIBITS

Exhibit 3-2 Project Entries (pg.3-2)



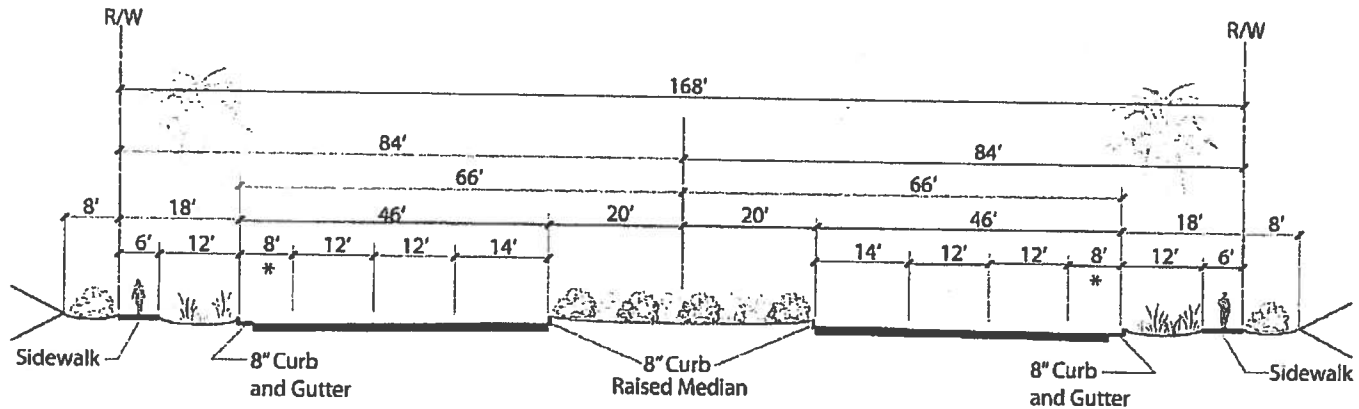
EXHIBITS

Exhibit 3-3 Street Configurations (pg.3-3)



EXHIBITS

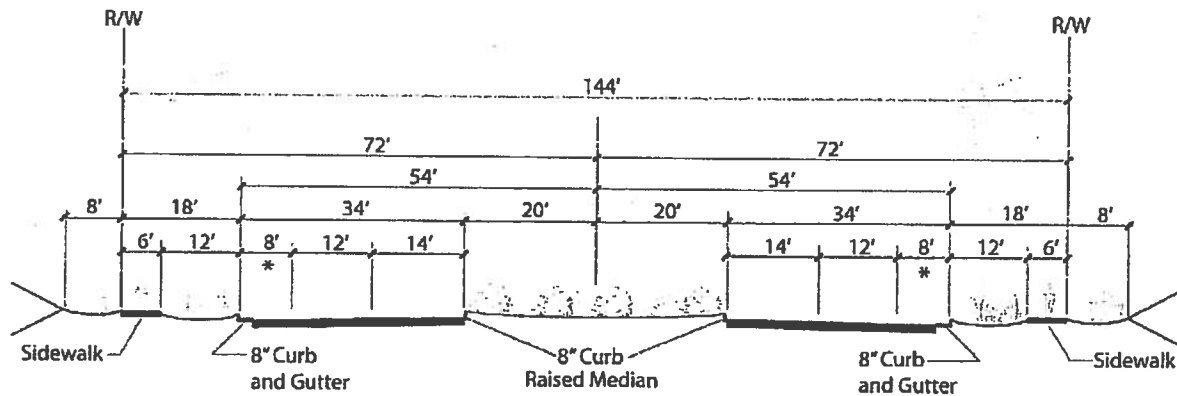
Exhibit 3-4a Street "A" (Theodore Street) North of Street "E" (pg.3-4)



* Class II Bikeway

Street "A" (Theodore Street) North of Street "E"

Exhibit 3-4b Street "A" (Theodore Street) South of Street "E" (pg.3-4)



* Class II Bikeway

Street "A" (Theodore Street) South of Street "E"



EXHIBITS

Exhibit 3-5 Eucalyptus Avenue (pg.3-5)

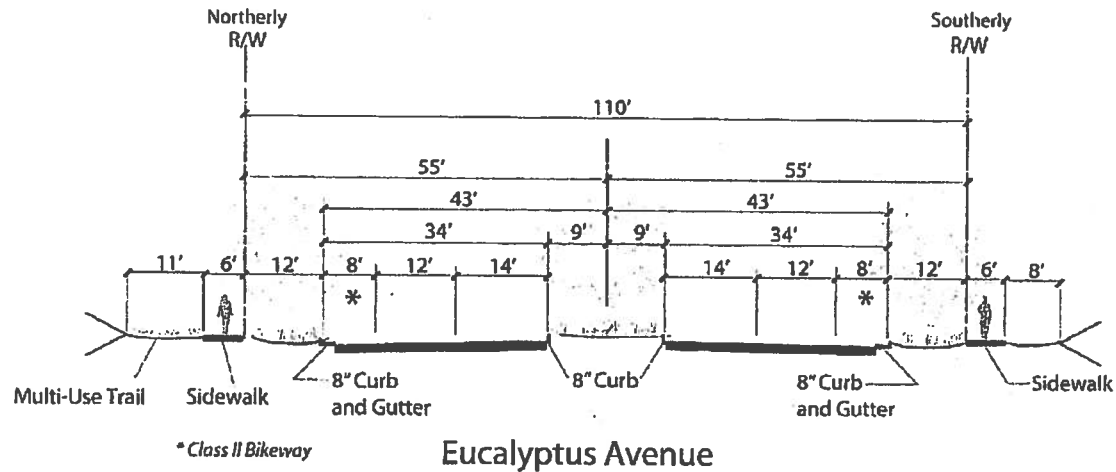
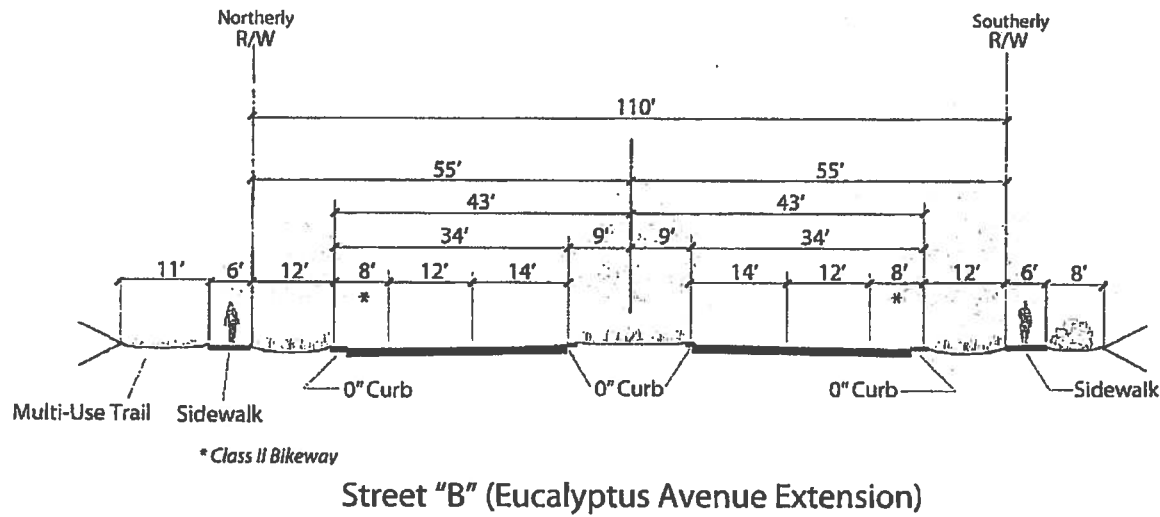


Exhibit 3-6 Street "B" (Eucalyptus Avenue Extension) (pg.3-5)



EXHIBITS

Exhibit 3-7 Street "E" (pg.3-6)

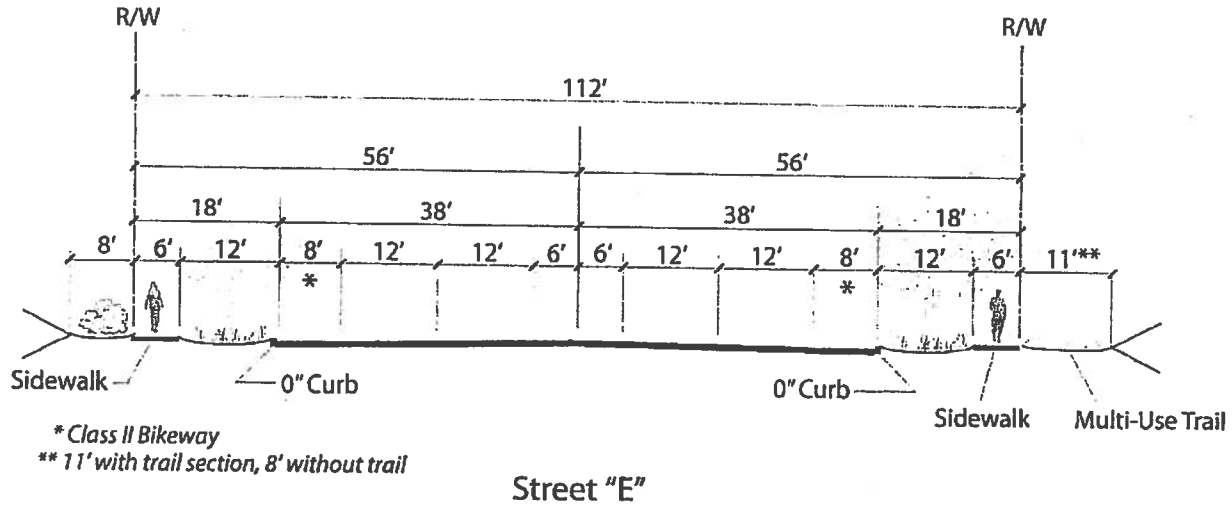
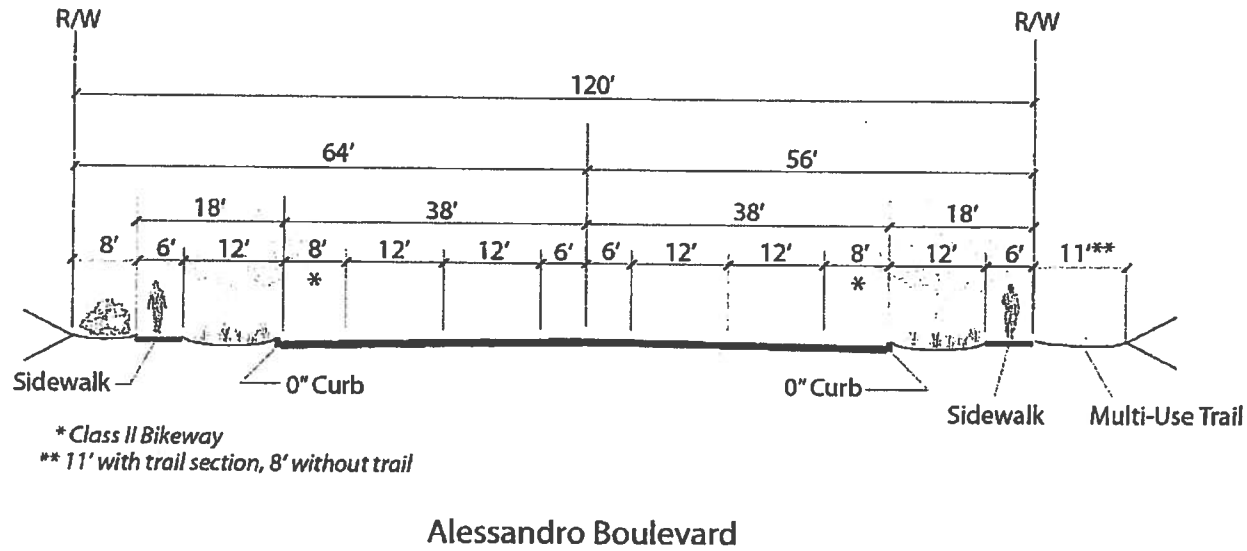
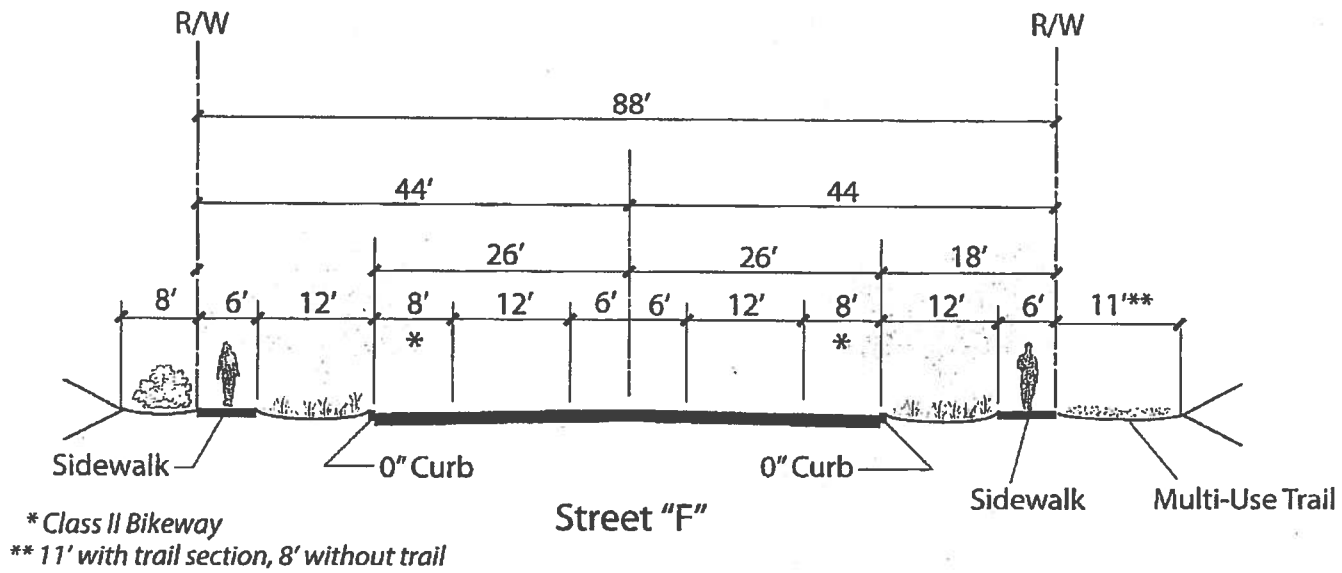


Exhibit 3-8 Alessandro Boulevard (pg 3-6)

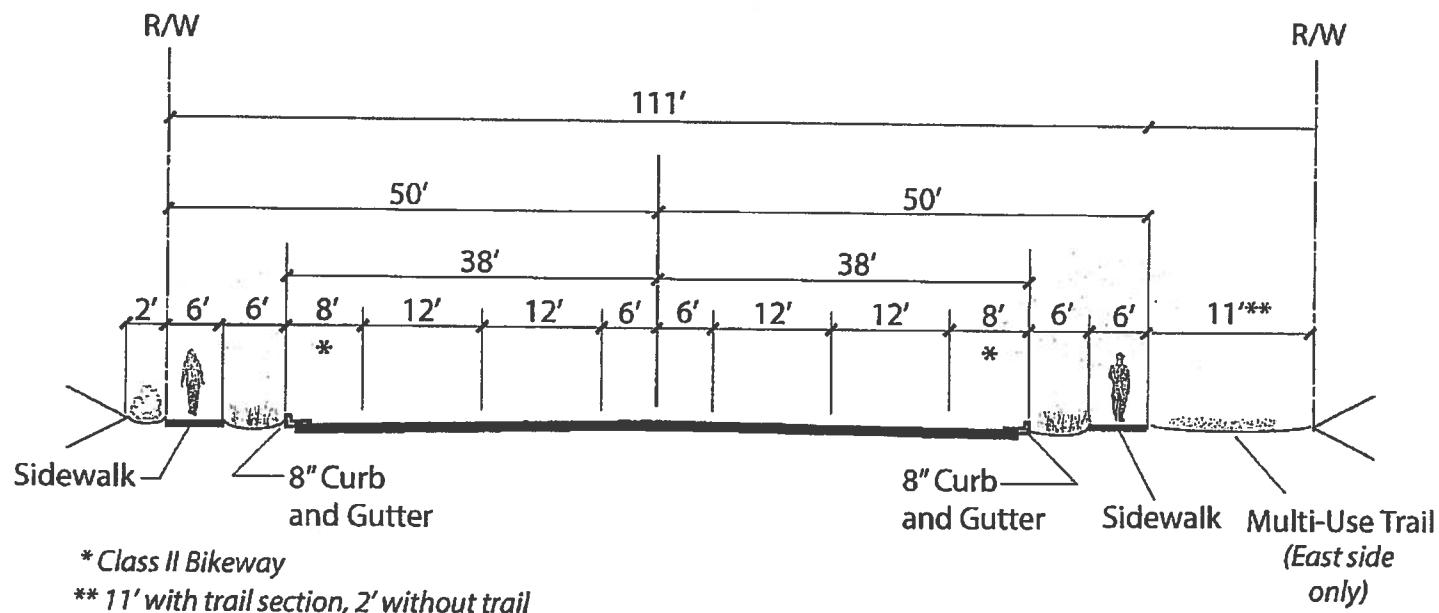


EXHIBITS

Exhibit 3-9 Street "F" (pg.3-7)



EXHIBITS

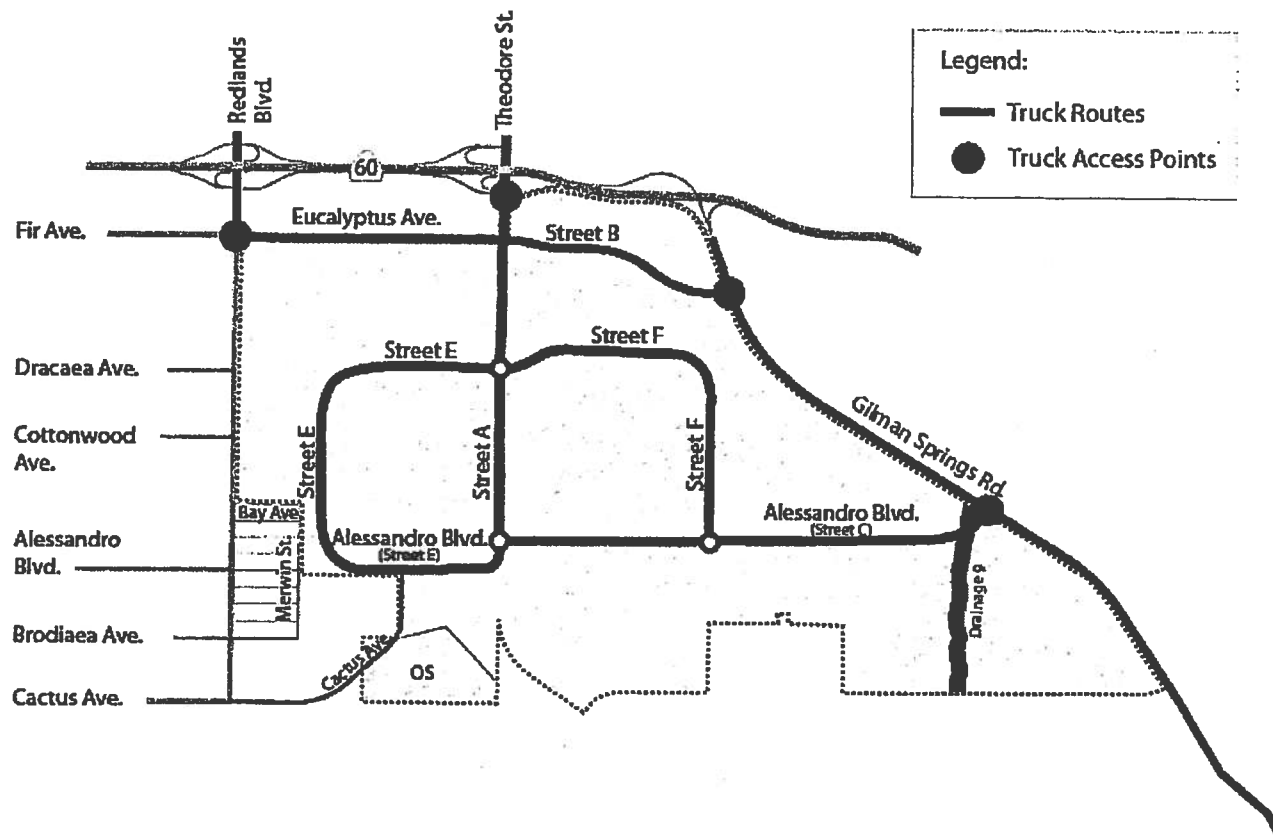


Cactus Avenue (Extension)



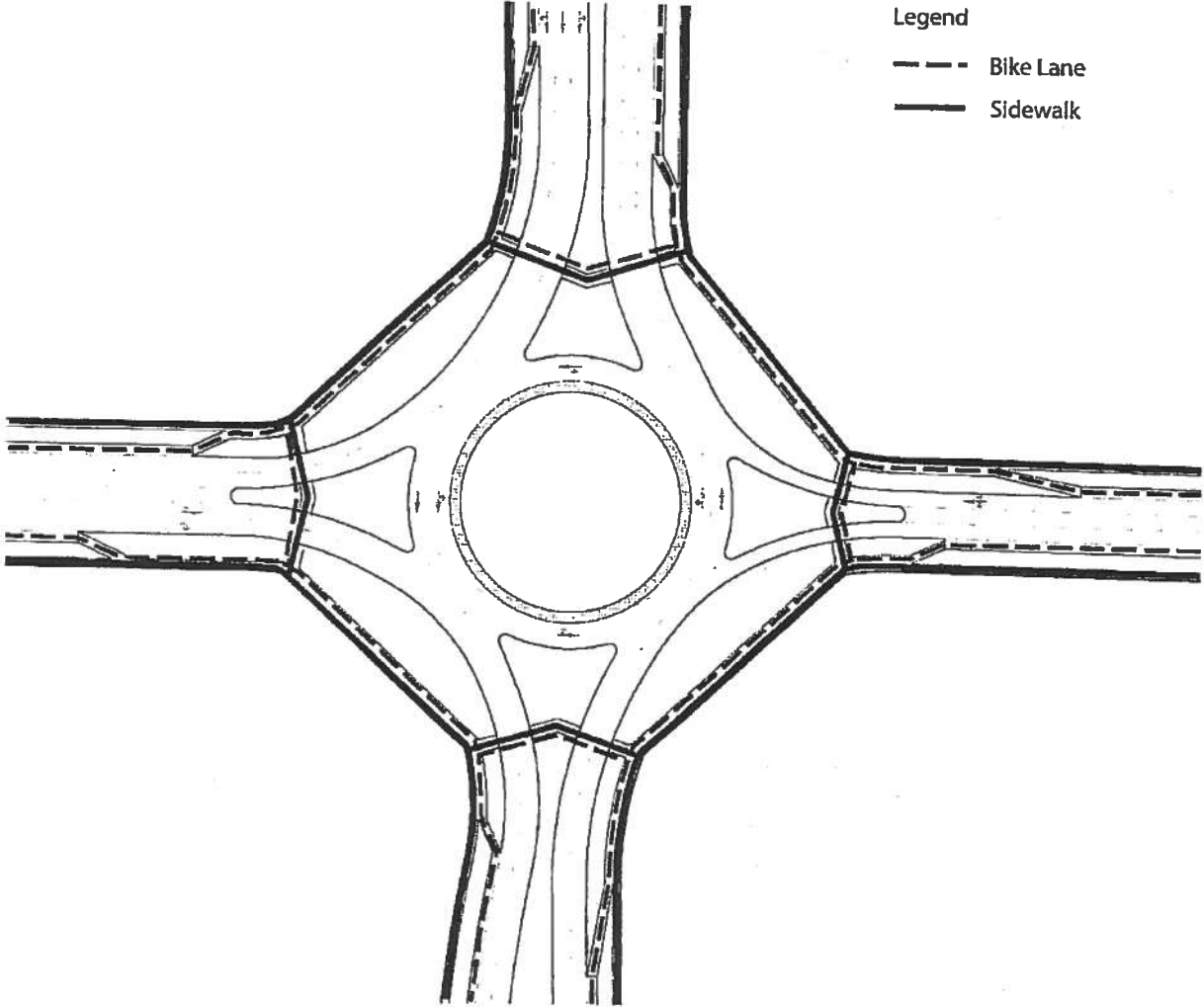
EXHIBITS

Exhibit 3-11 Truck Routes (pg.3-8)



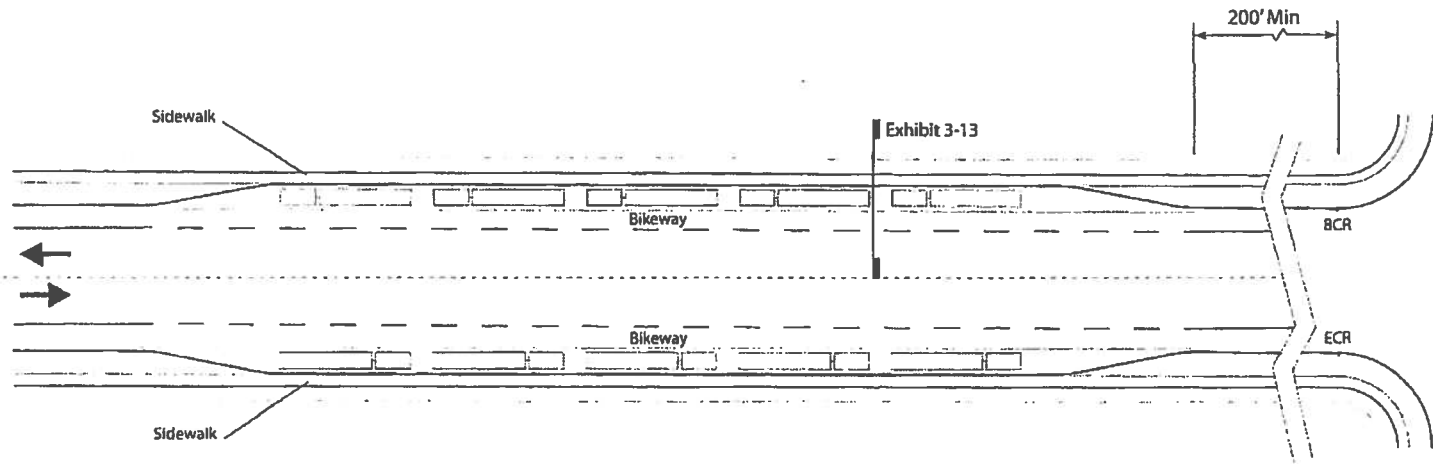
EXHIBITS

Exhibit 3-12 Roundabout Diagram (pg.3-9)



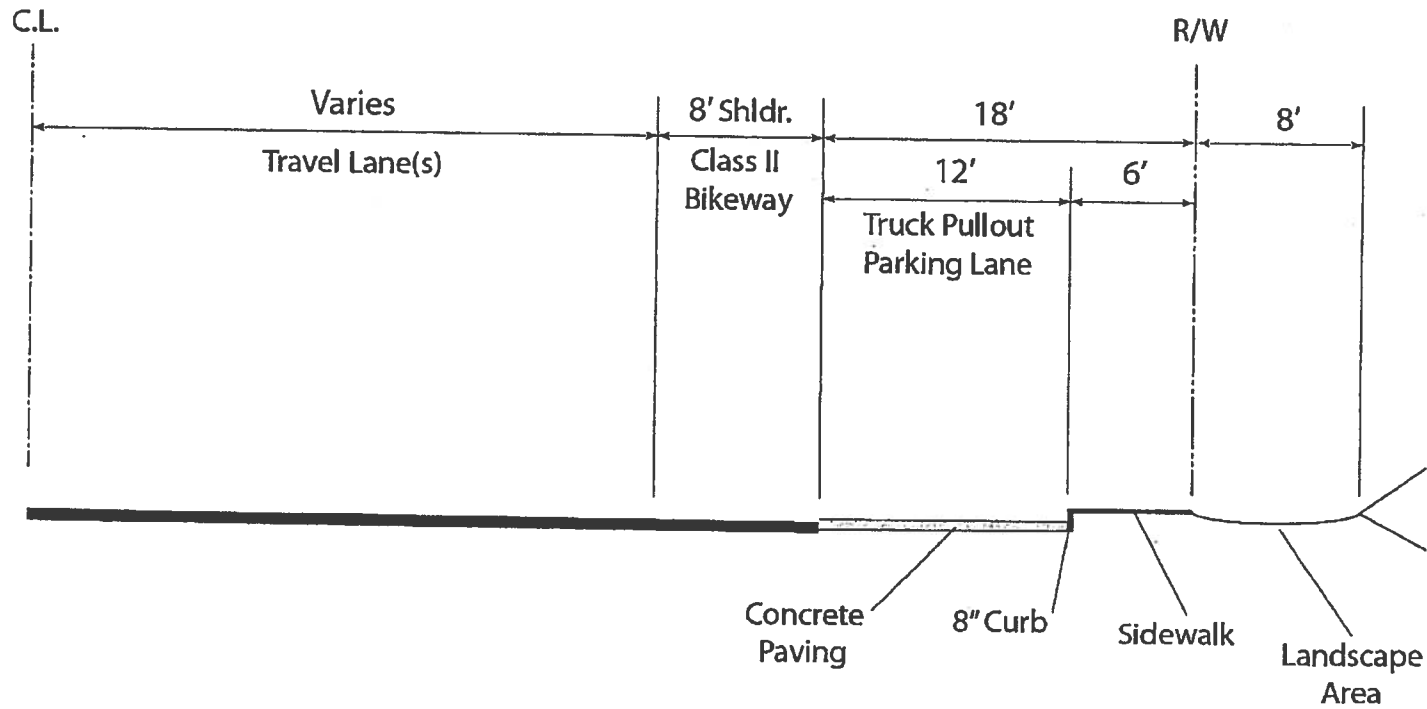
EXHIBITS

Exhibit 3-13 Truck Pullout Diagram (pg.3-10)



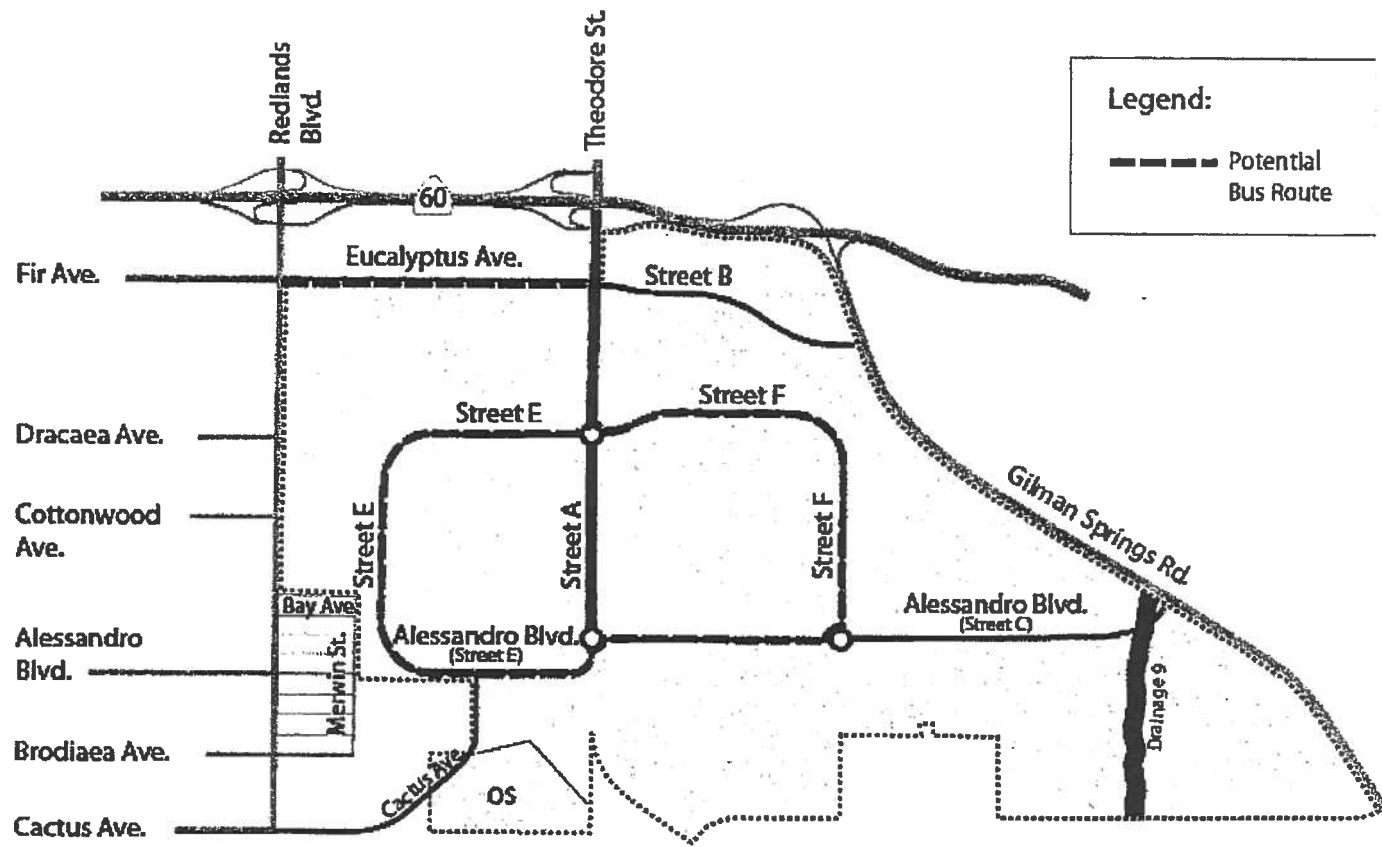
EXHIBITS

Exhibit 3-14 Truck Parking Lane Section (pg.3-10)



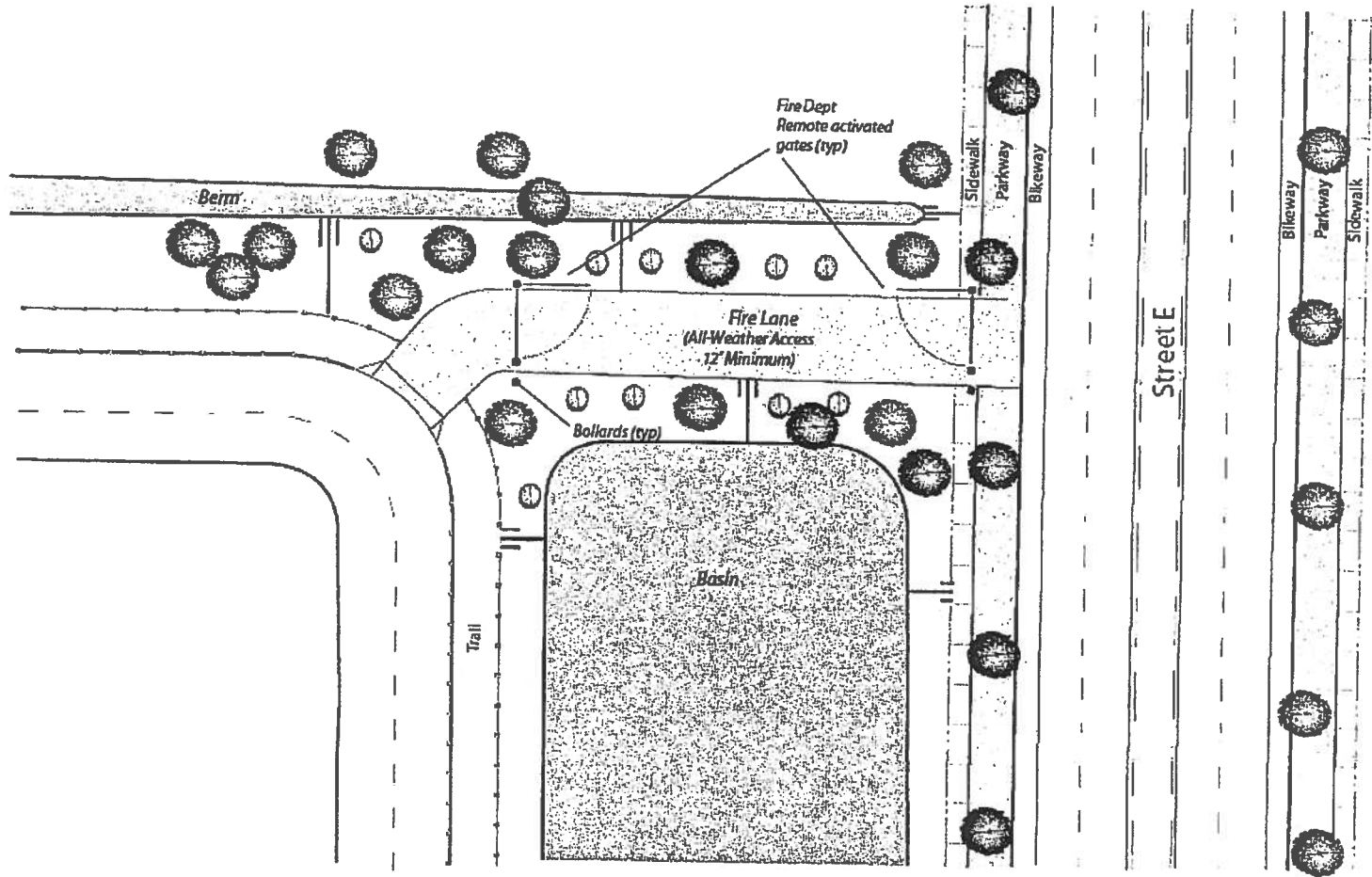
EXHIBITS

Exhibit 3-15 Potential Bus Route (pg.3-11)



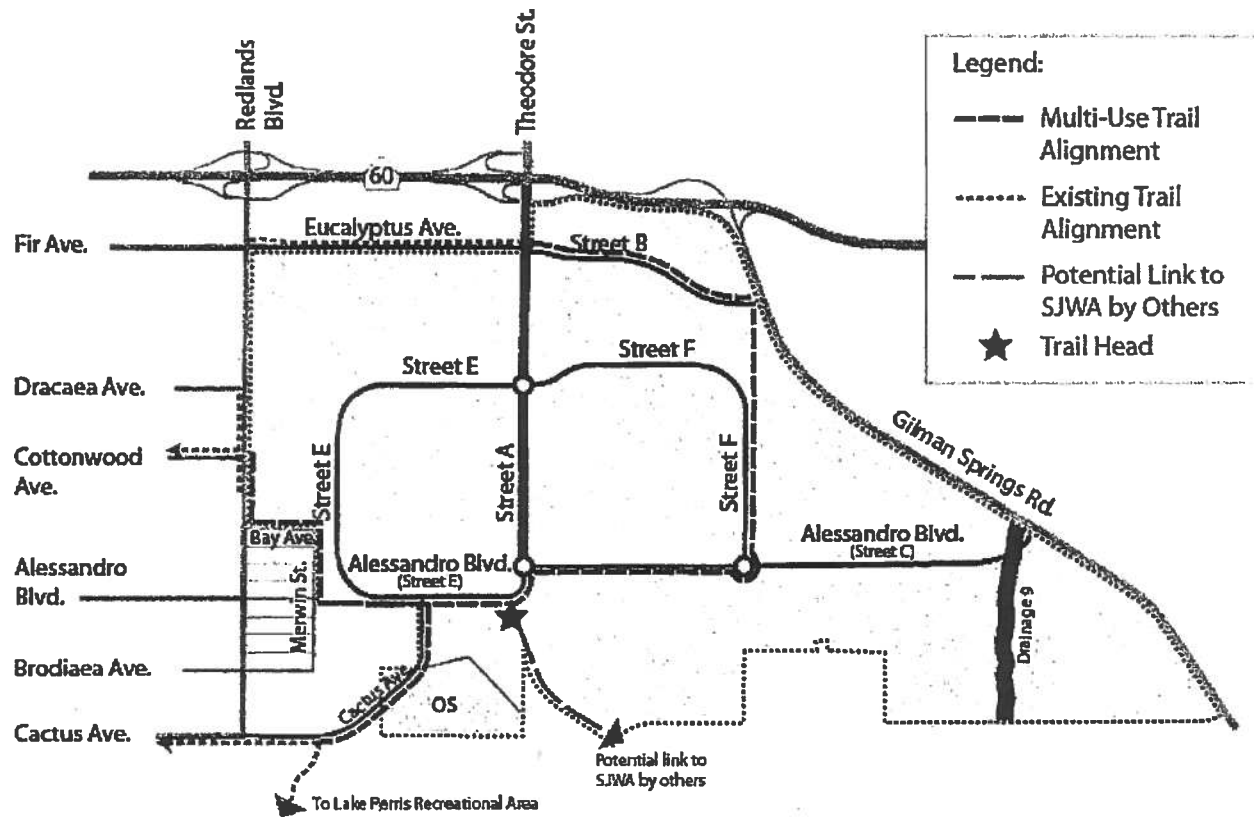
EXHIBITS

Exhibit 3-16 Emergency Access (Conceptual) (pg.3-12)



EXHIBITS

Exhibit 3-17 Multi-Use Trail Plan (pg.3-13)



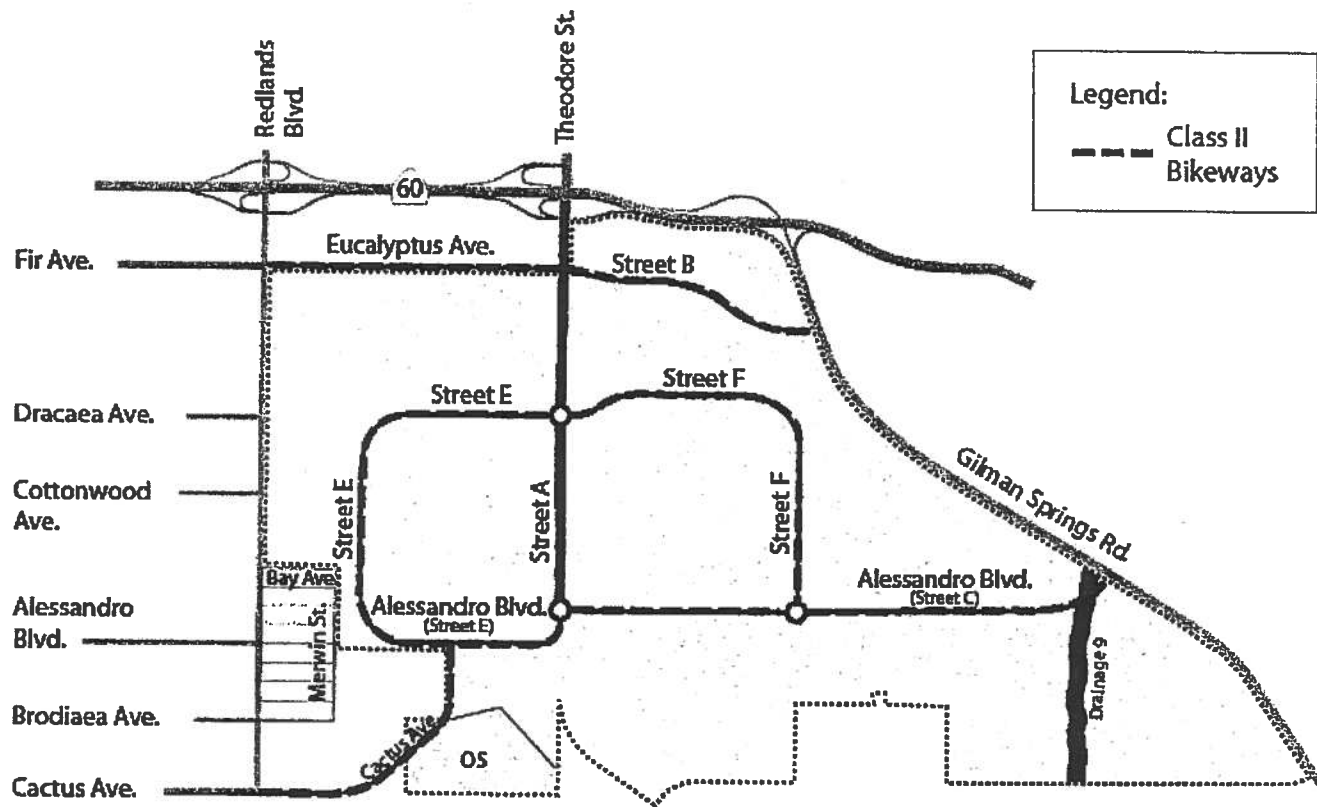
Legend:

- Multi-Use Trail Alignment
- Existing Trail Alignment
- Potential Link to SJWA by Others
- ★ Trail Head



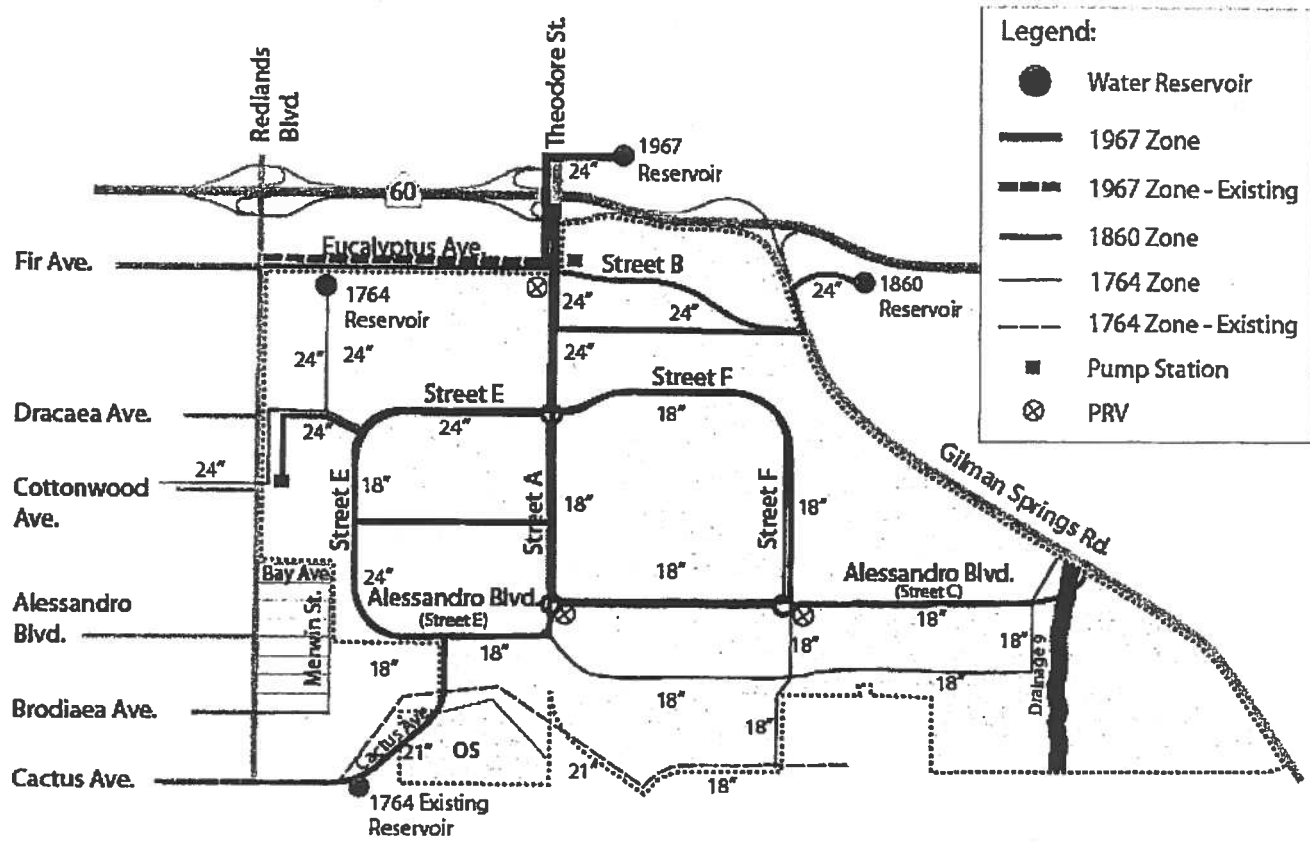
EXHIBITS

Exhibit 3-18 Bicycle Circulation Plan (pg.3-14)



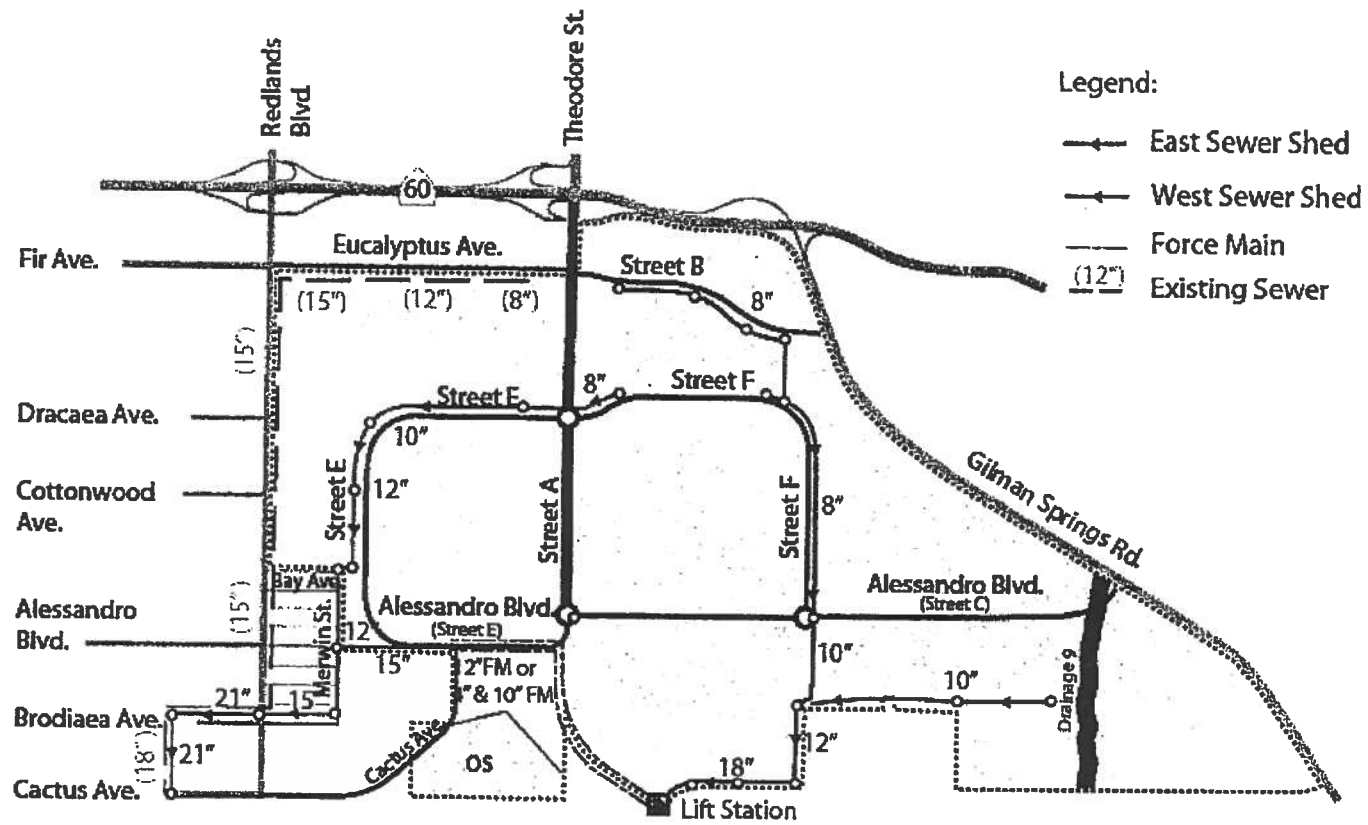
EXHIBITS

Exhibit 3-19 Water Facilities Master Plan (pg.3-15)



EXHIBITS

Exhibit 3-20 Wastewater Service Plan (pg.3-17)

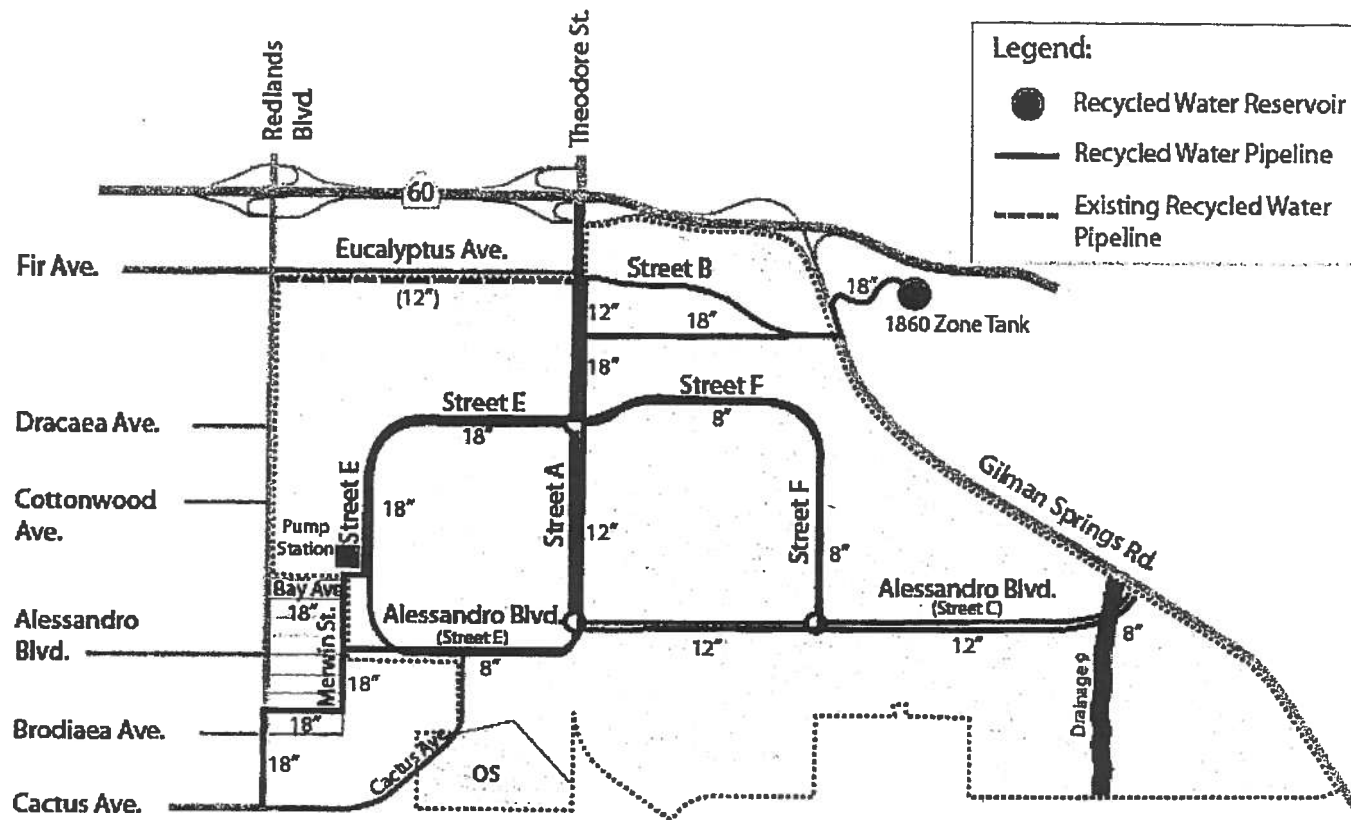


- Legend:
- ← East Sewer Shed
 - ← West Sewer Shed
 - Force Main
 - - - Existing Sewer



EXHIBITS

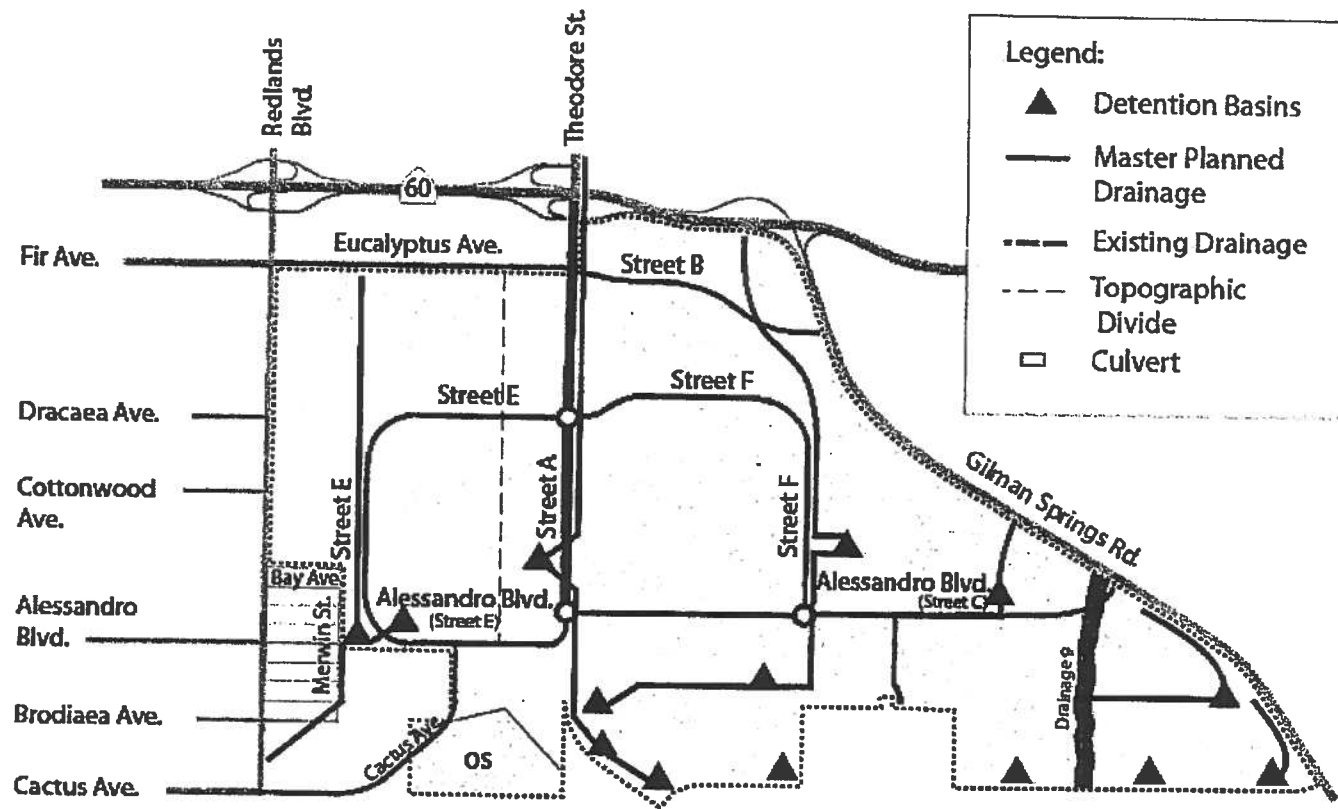
Exhibit 3-21 Recycled Water Plan (pg.3-18)



EXHIBITS

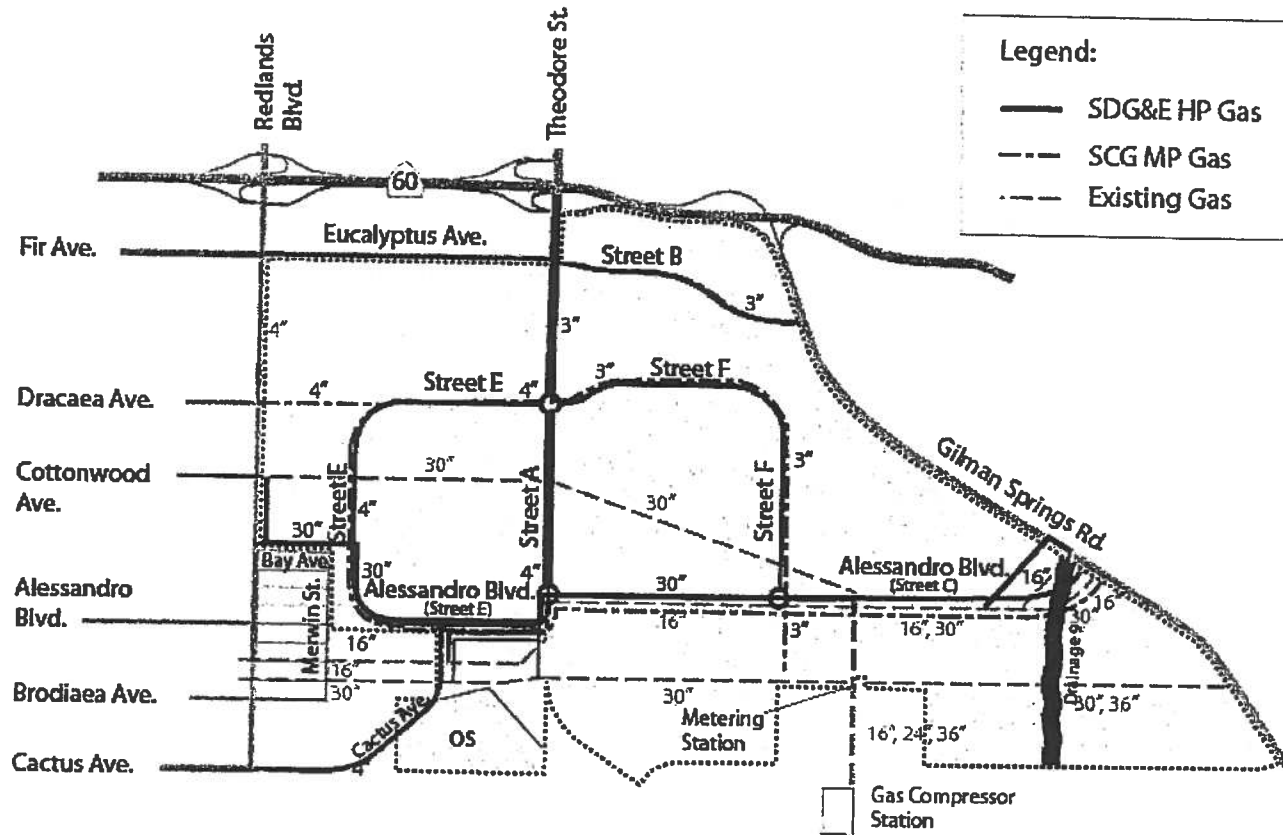
E-27 203
 Ordinance No. 900
 Date Adopted: August 25, 2015

Exhibit 3-22 Storm Drain Plan (pg.3-19)



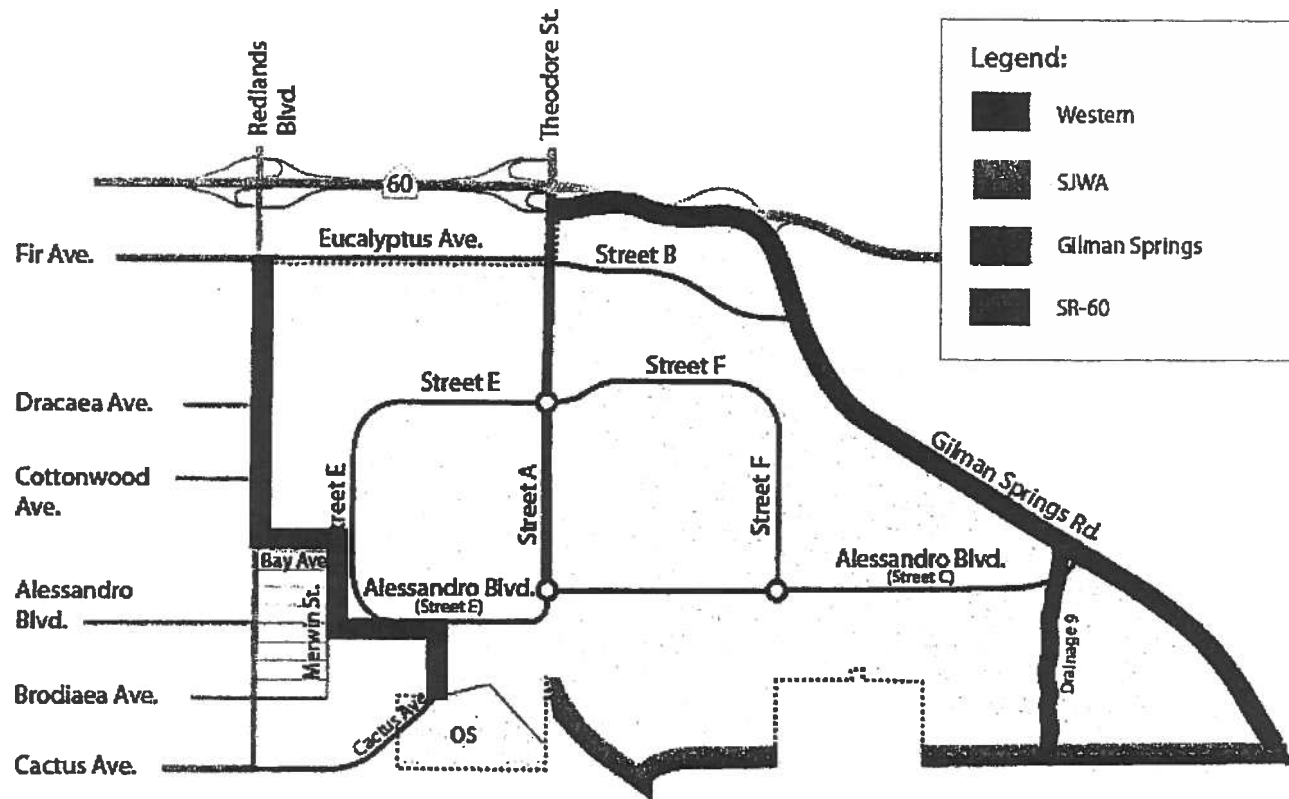
EXHIBITS

Exhibit 3-24 Gas Utility Plan (pg.3-23)



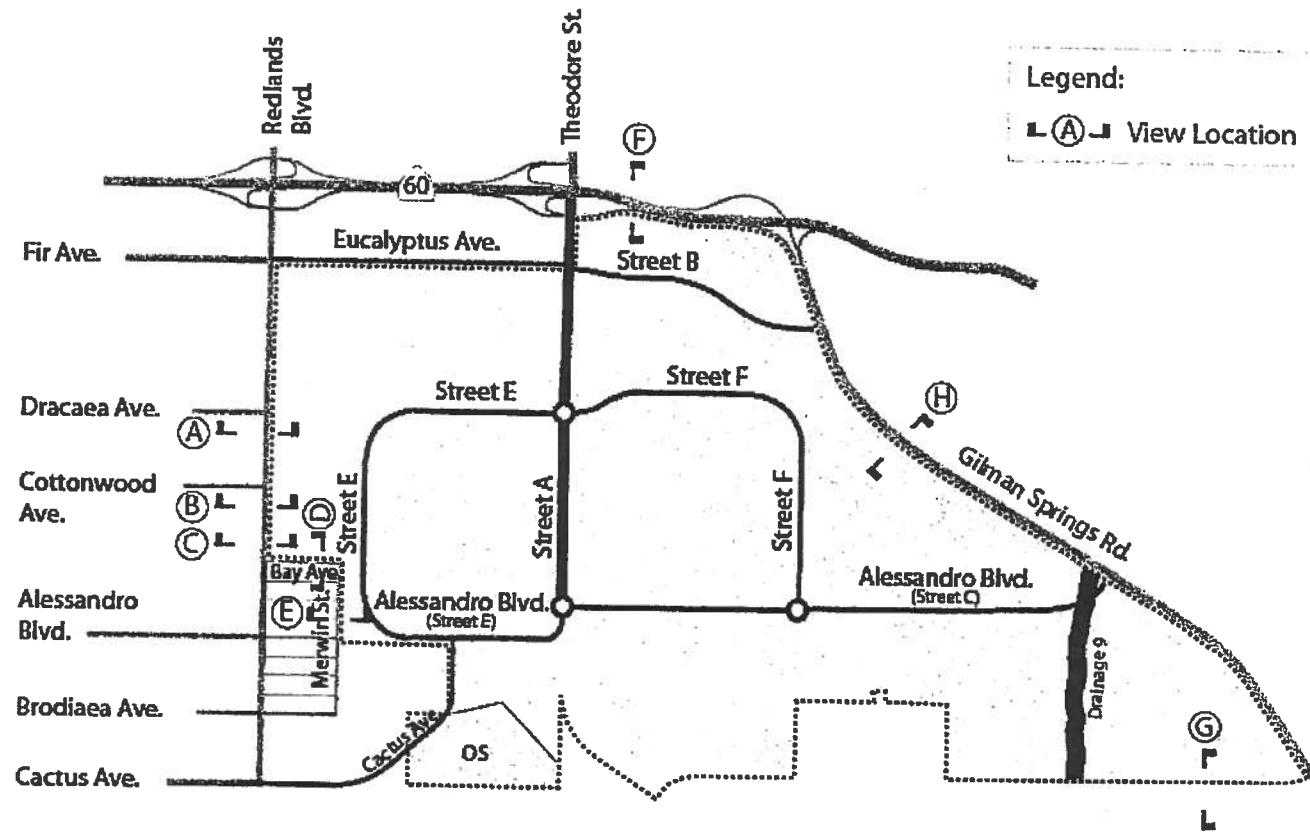
EXHIBITS

Exhibit 4-1 Special Edge Treatment Areas Design Criteria (pg.4-6)

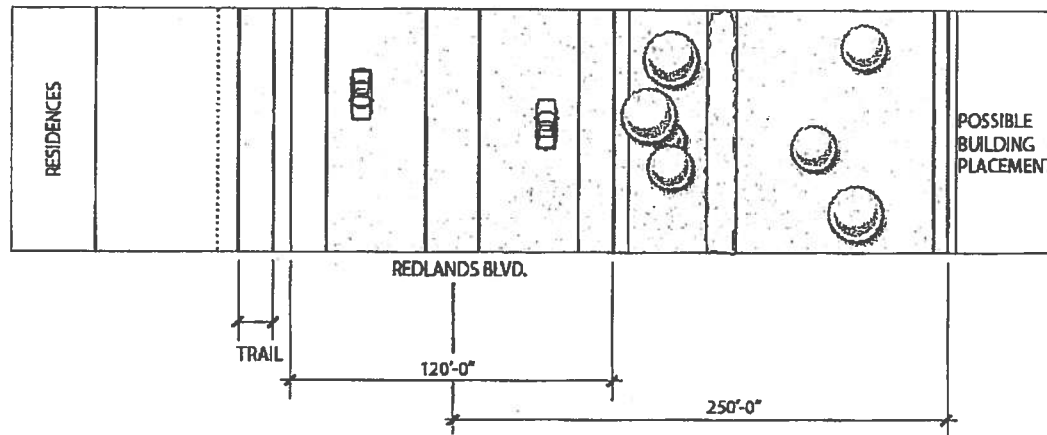
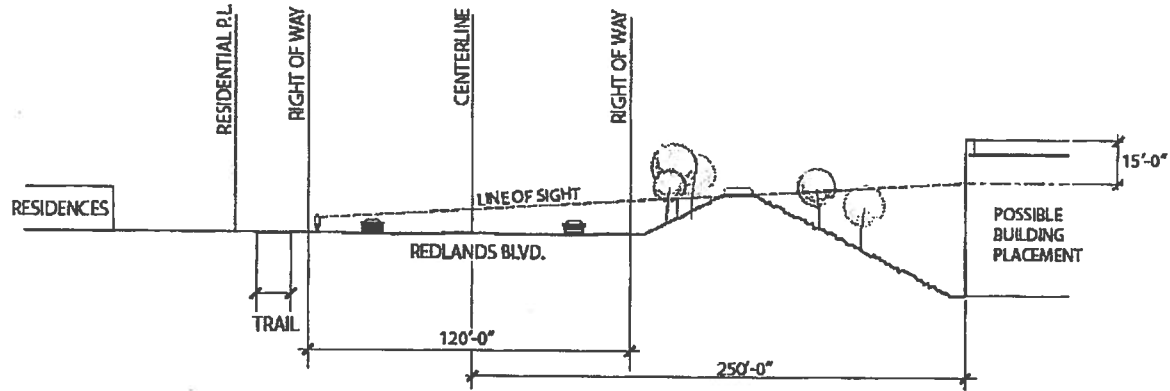


EXHIBITS

Exhibit 4-2 Edge Exhibit Map (pg.4-6)



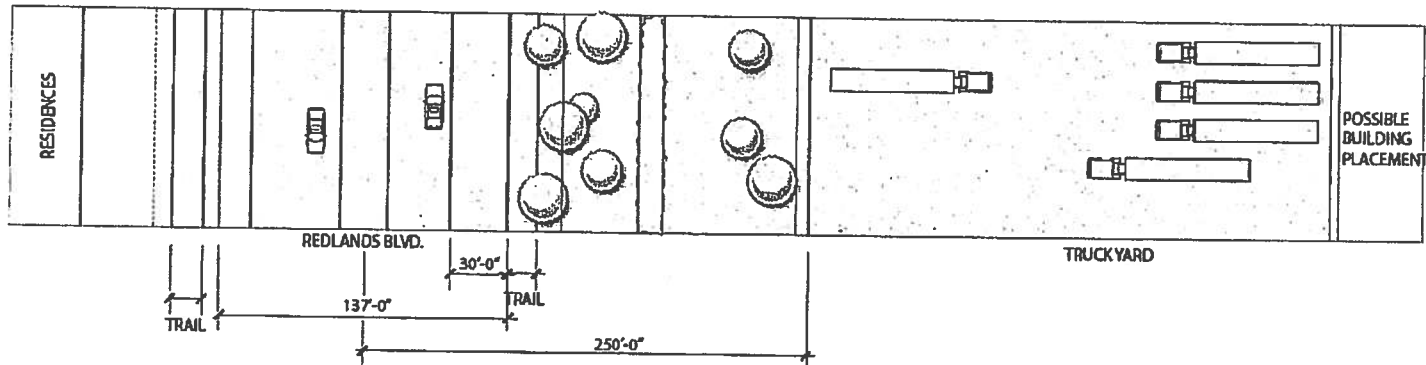
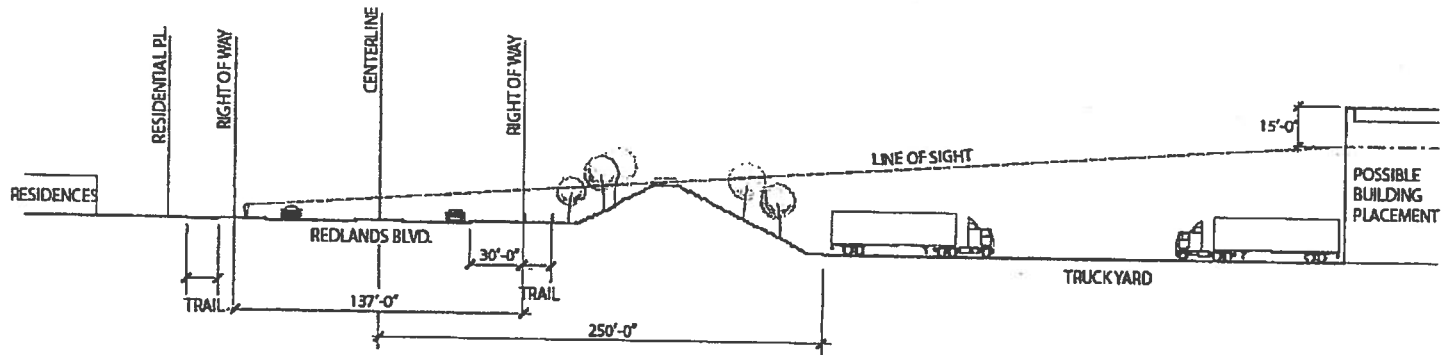
EXHIBITS



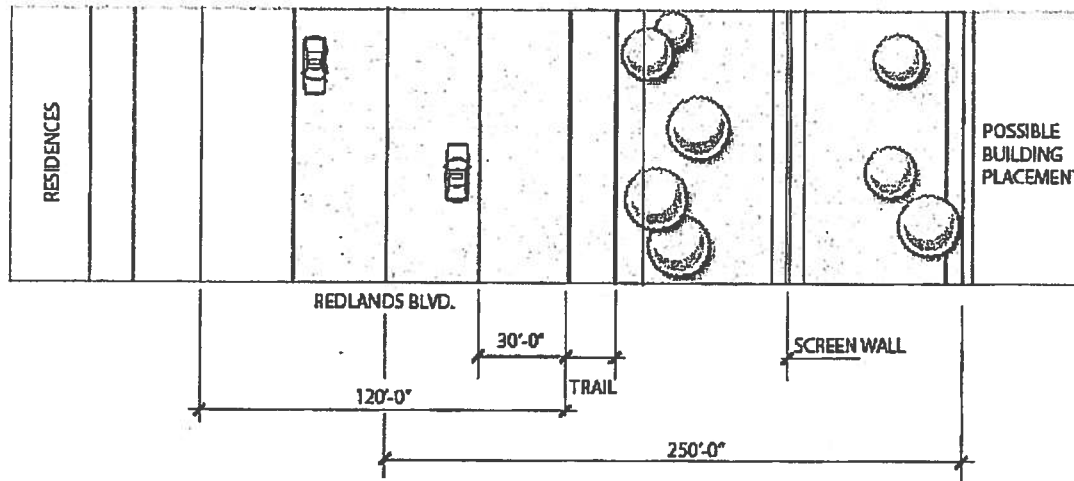
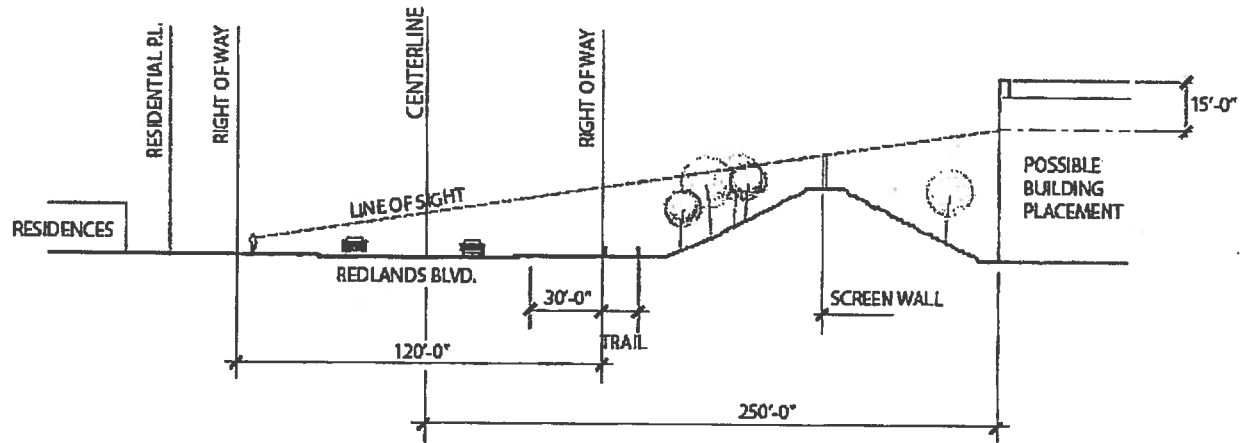
EXHIBITS

Exhibit 4-5, 4-6

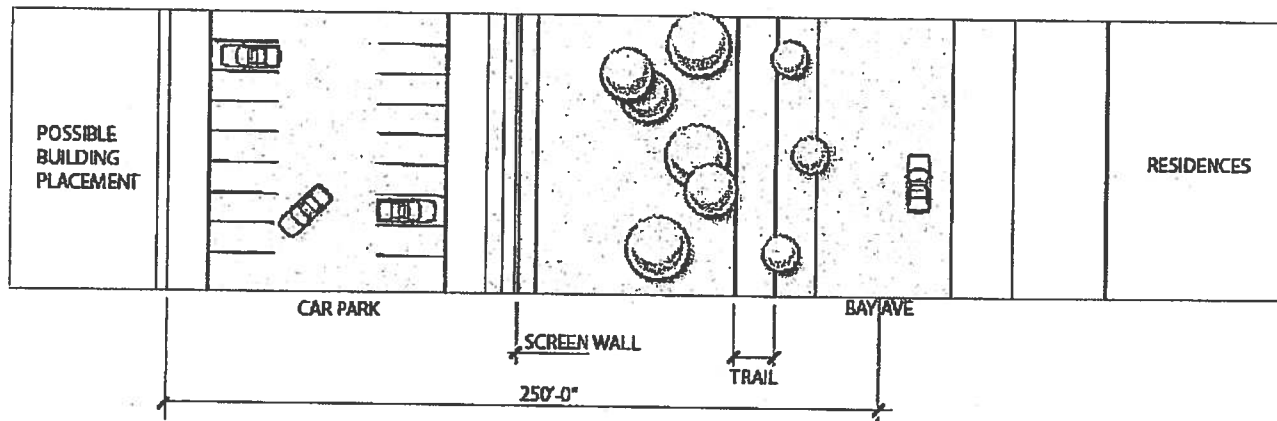
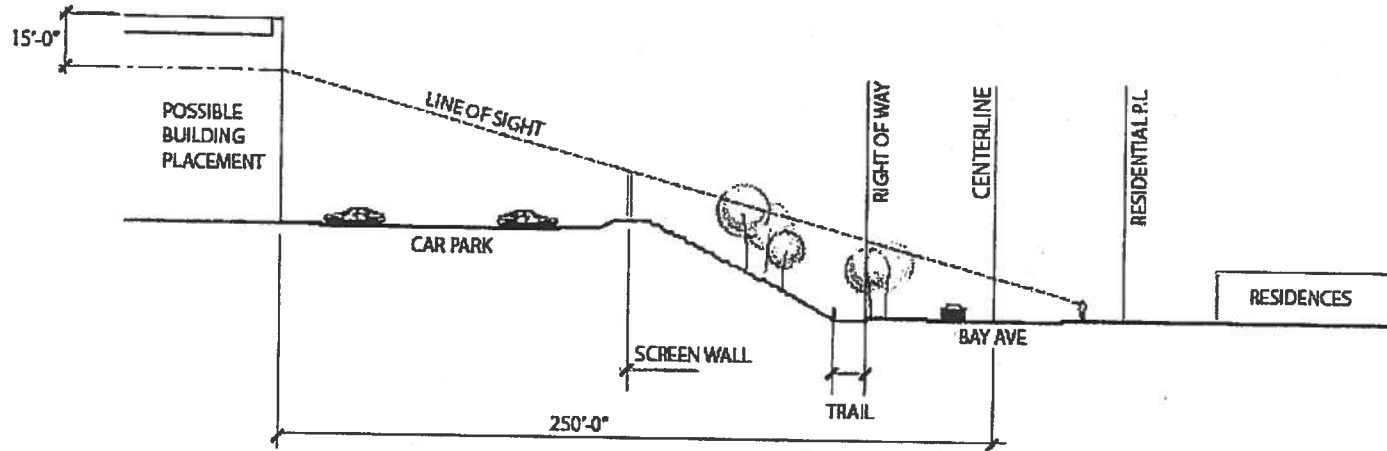
Redlands Blvd. Section B and Plan View B (pg.4-7)



EXHIBITS

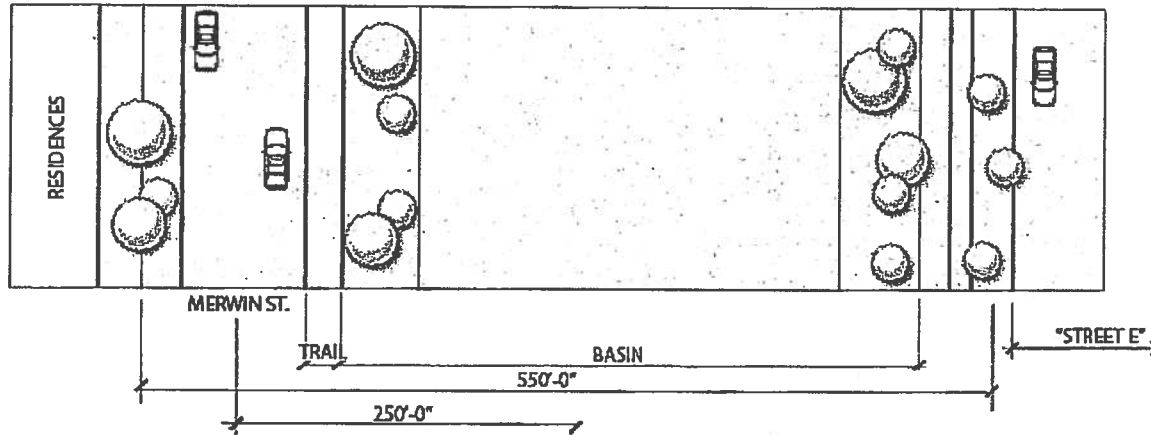
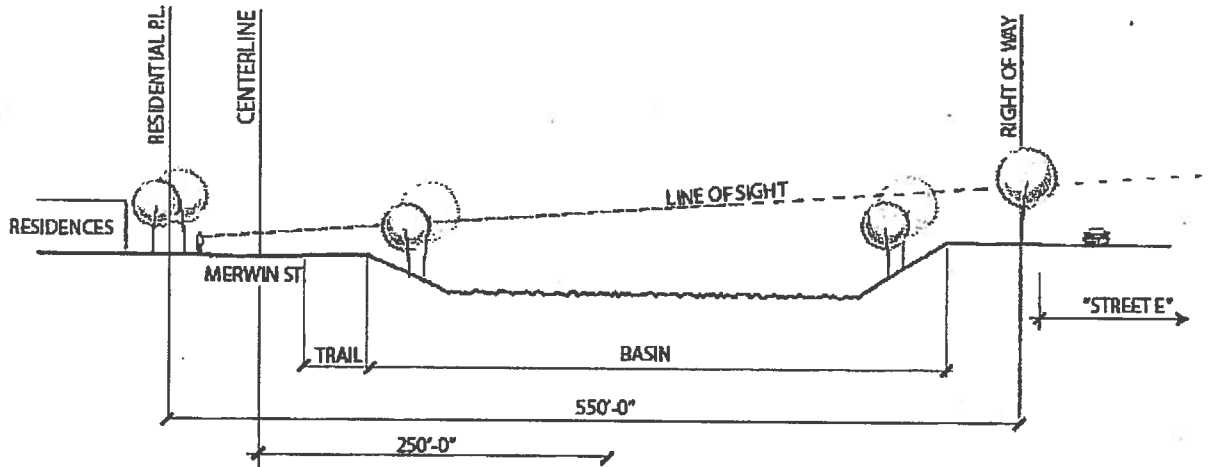


EXHIBITS



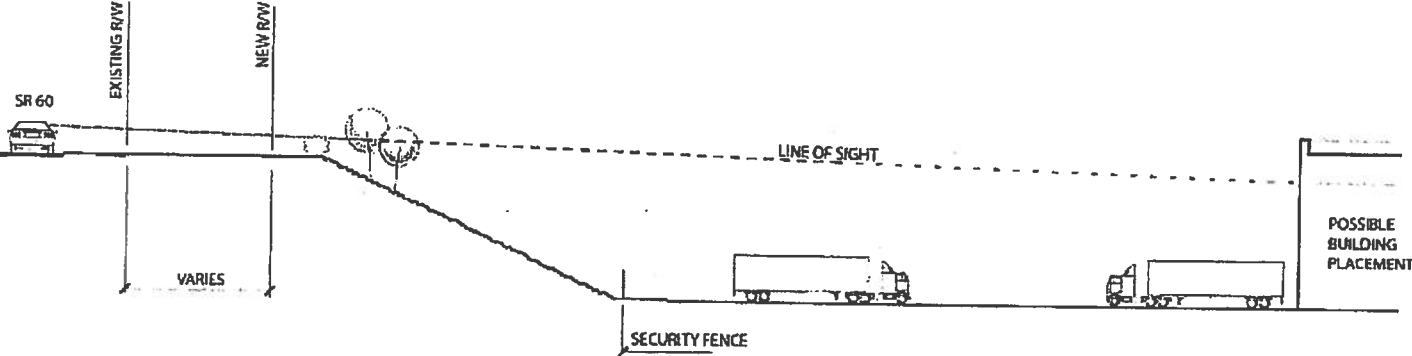
EXHIBITS

Exhibit 4-11, 4-12 Merwin Street Section E and Plan View E (pg.4-9)



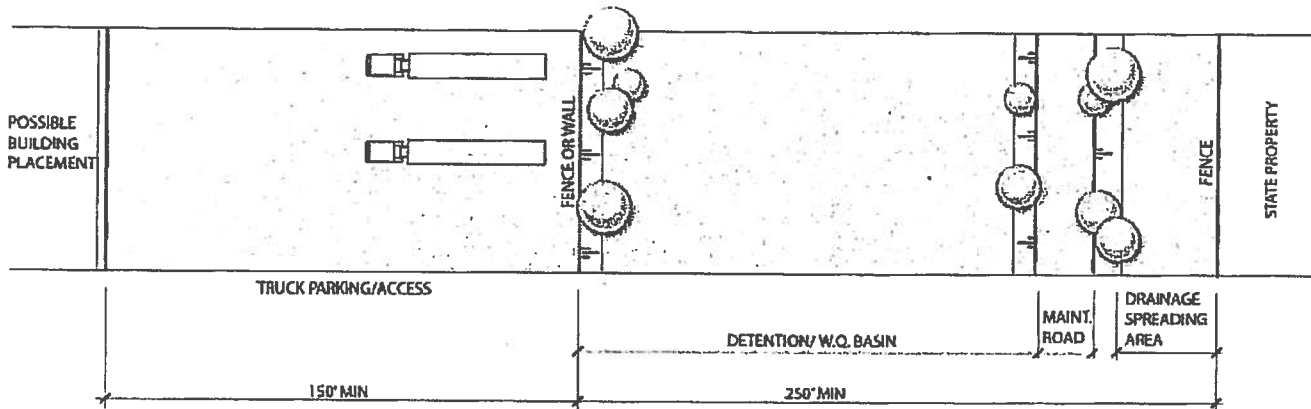
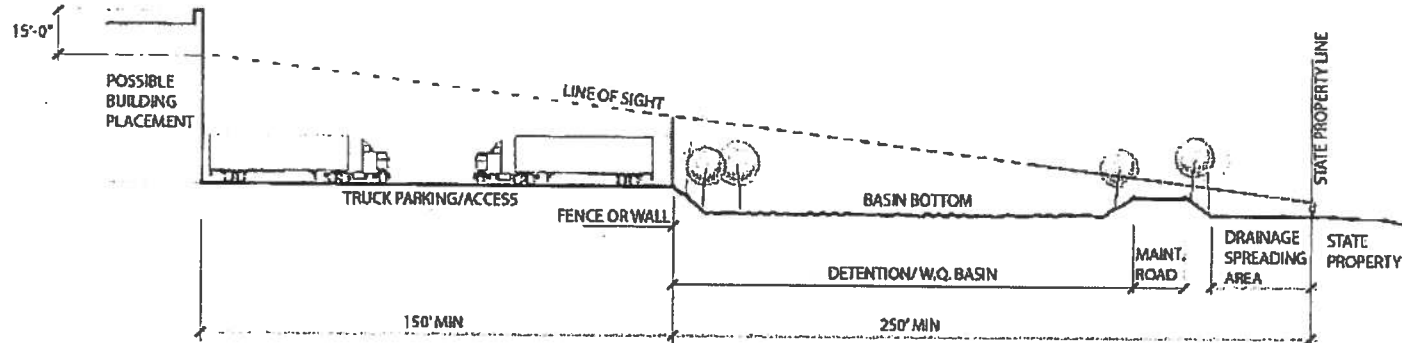
EXHIBITS

Exhibit 4-13 SR-60 between Theodore and Gilman Springs Rd. Section F (pg.4-9)

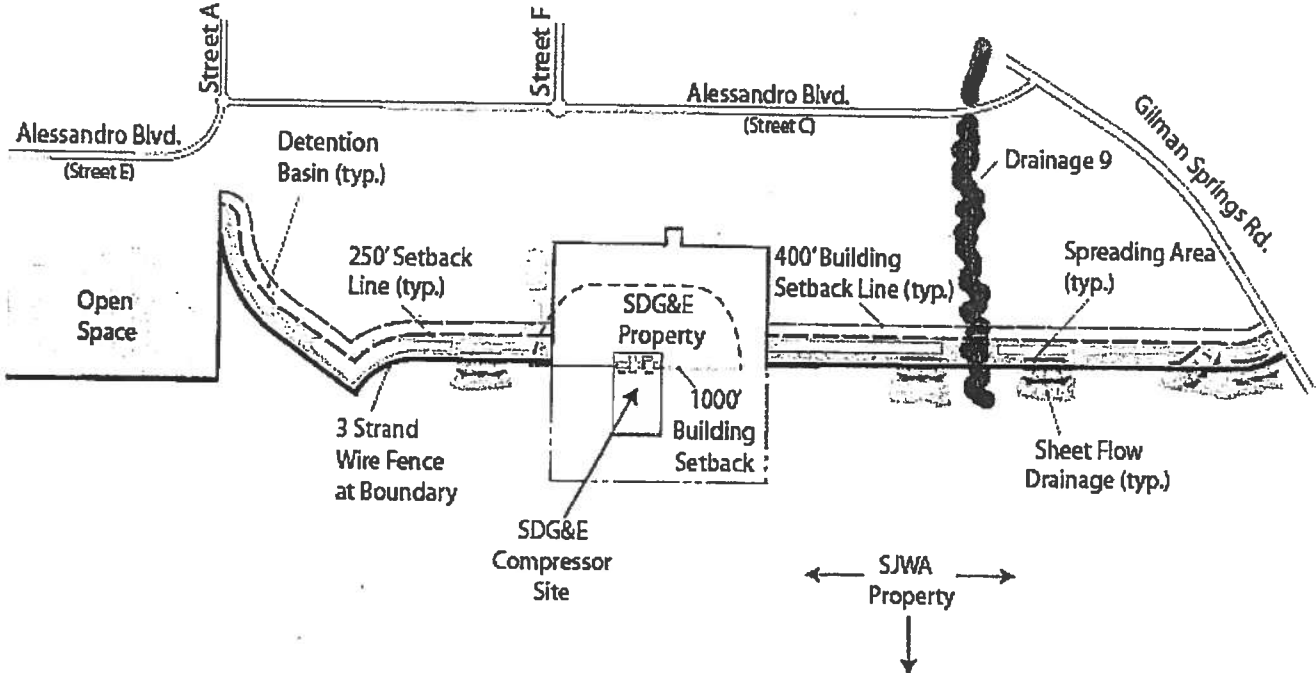


EXHIBITS

Exhibit 4-14, 4-15 SJWA Section G and Plan View G (pg.4-10)



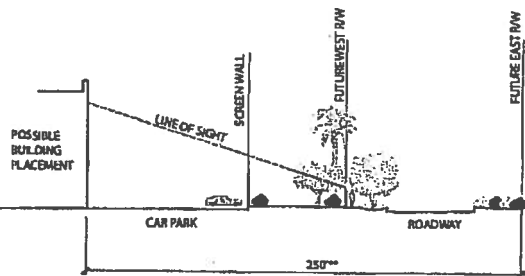
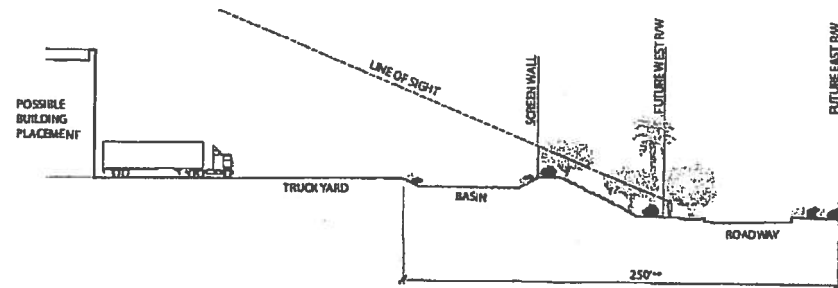
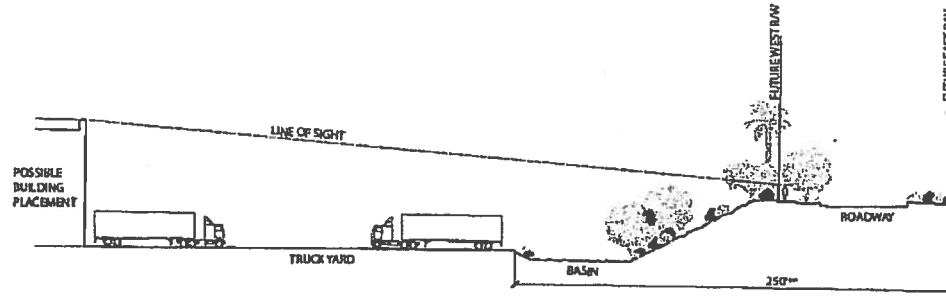
EXHIBITS



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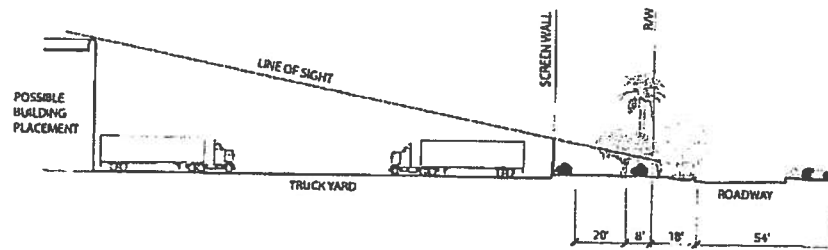
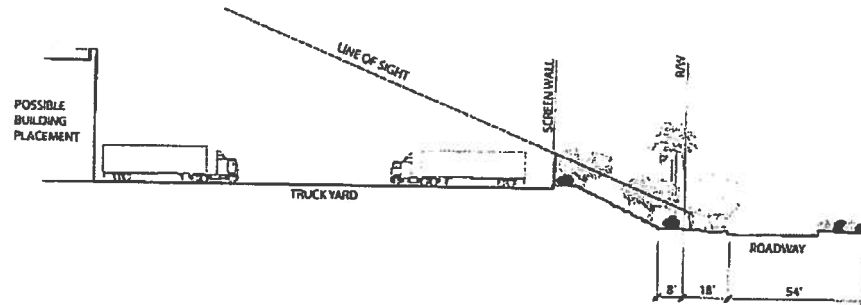
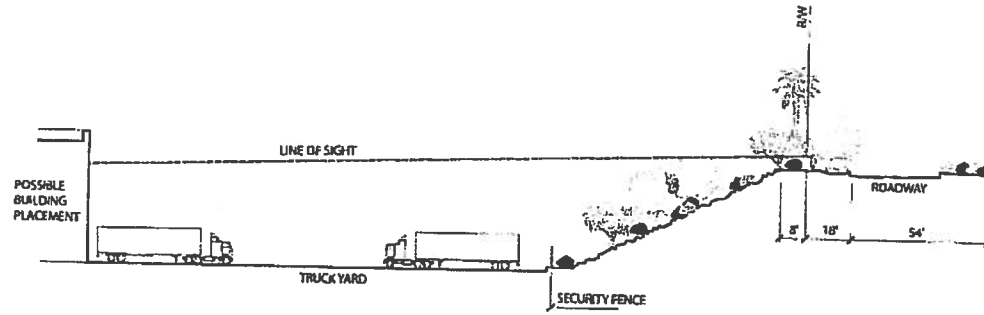
EXHIBITS

Gilman Springs Road Sections Downhill, Uphill, and Flat (pg.4-12)



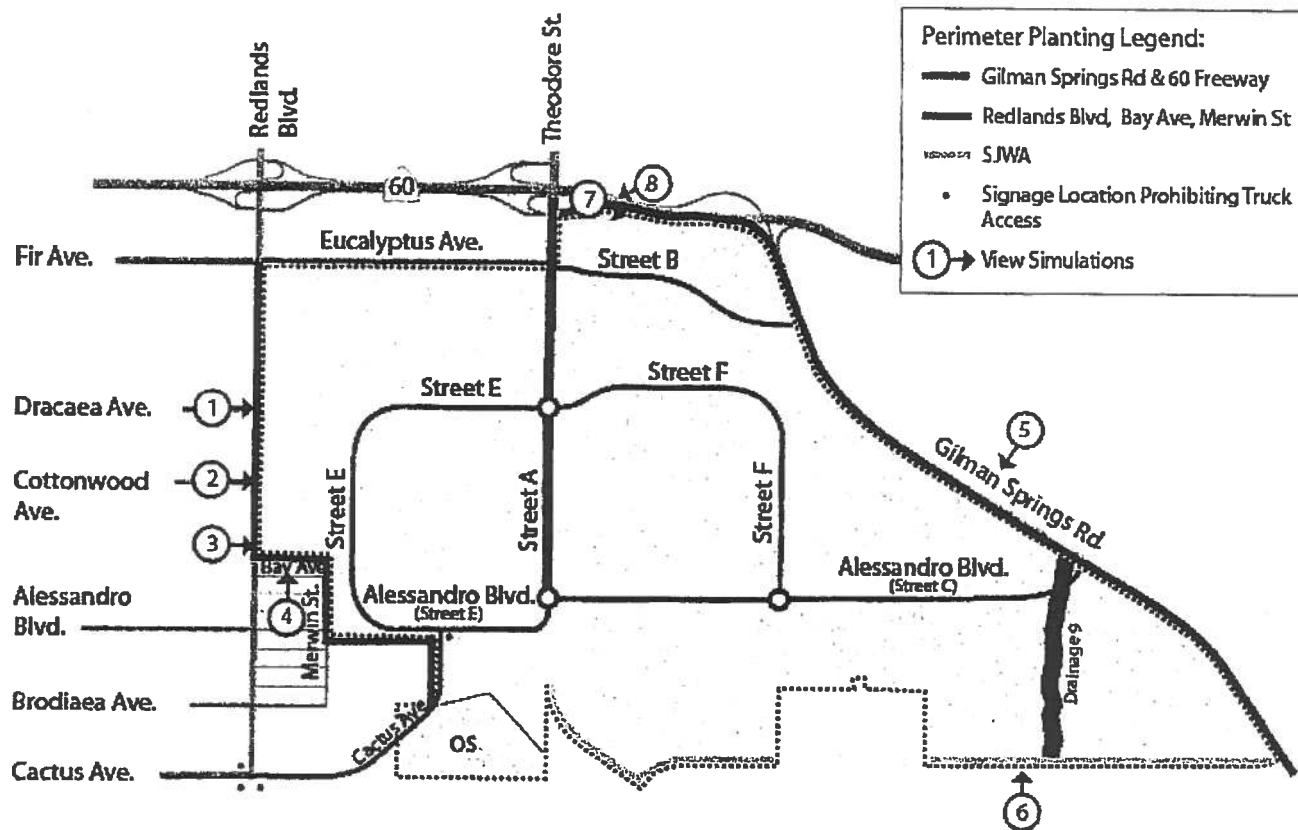
EXHIBITS

All Interior Roadways Sections Downhill, Uphill, and Flat (pg.4-13)



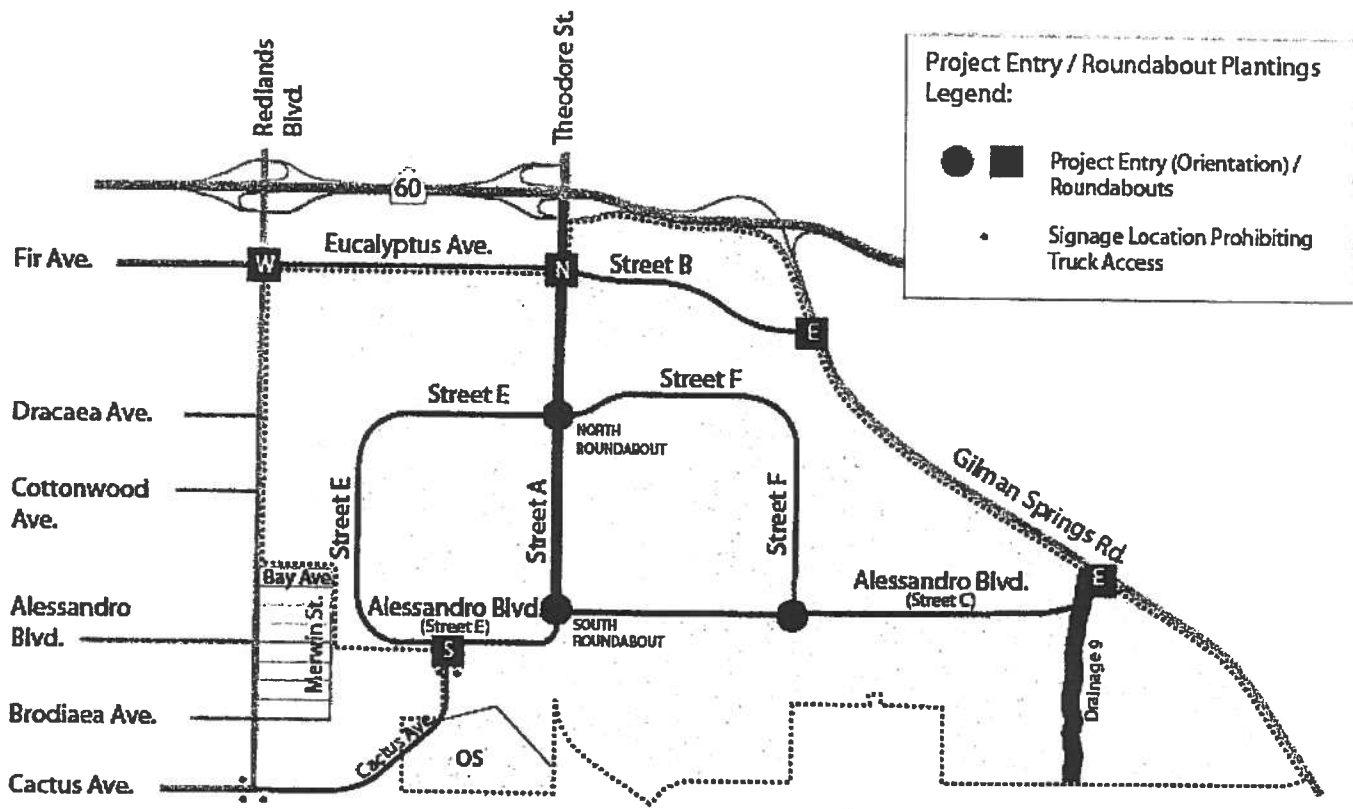
EXHIBITS

Exhibit 4-23 Perimeter Planting Map (pg.4-14)
 (See simulations on pages 4-15 to 4-29)



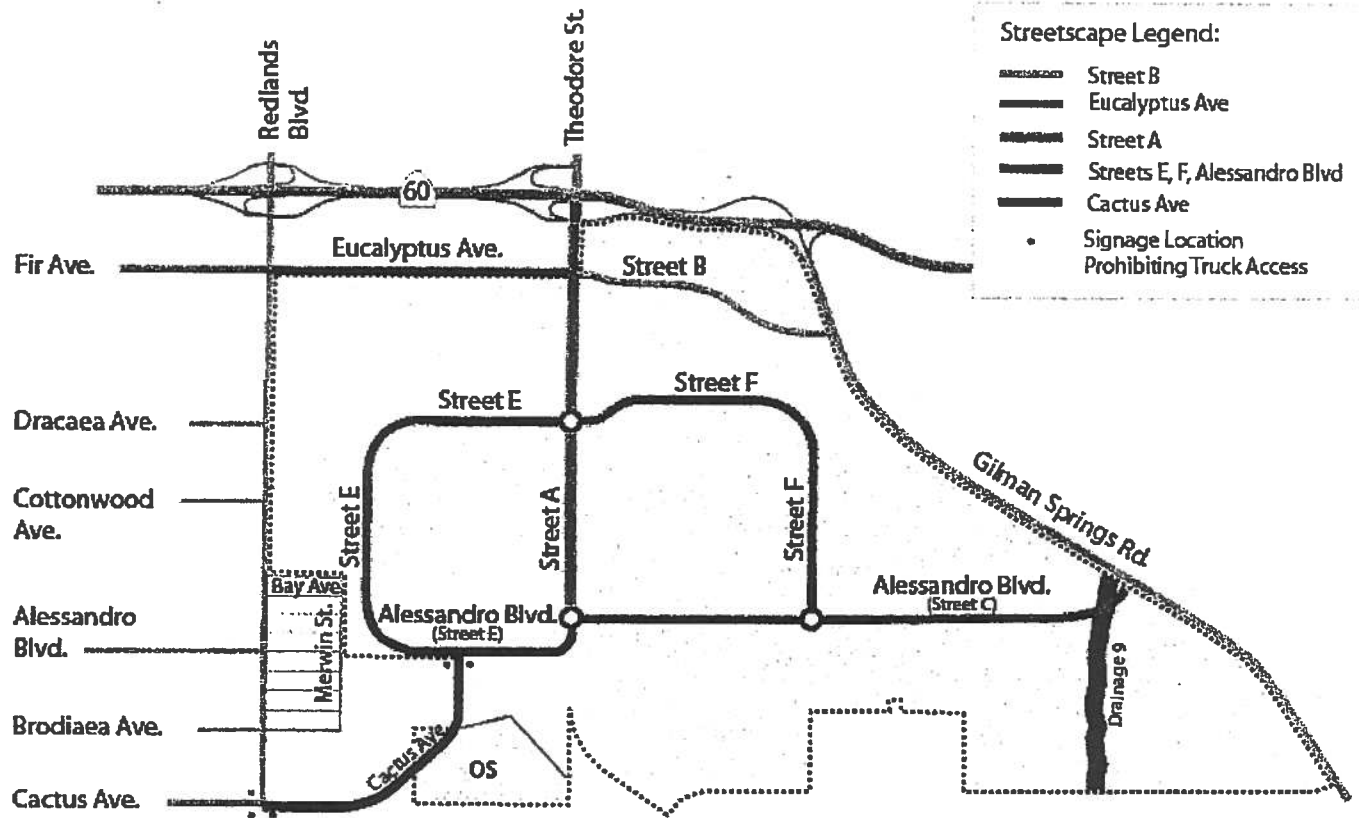
EXHIBITS

Exhibit 4-24 Roundabout & Entry Map (pg.4-30)
 (See simulations on pages 4-31 to 4-36)



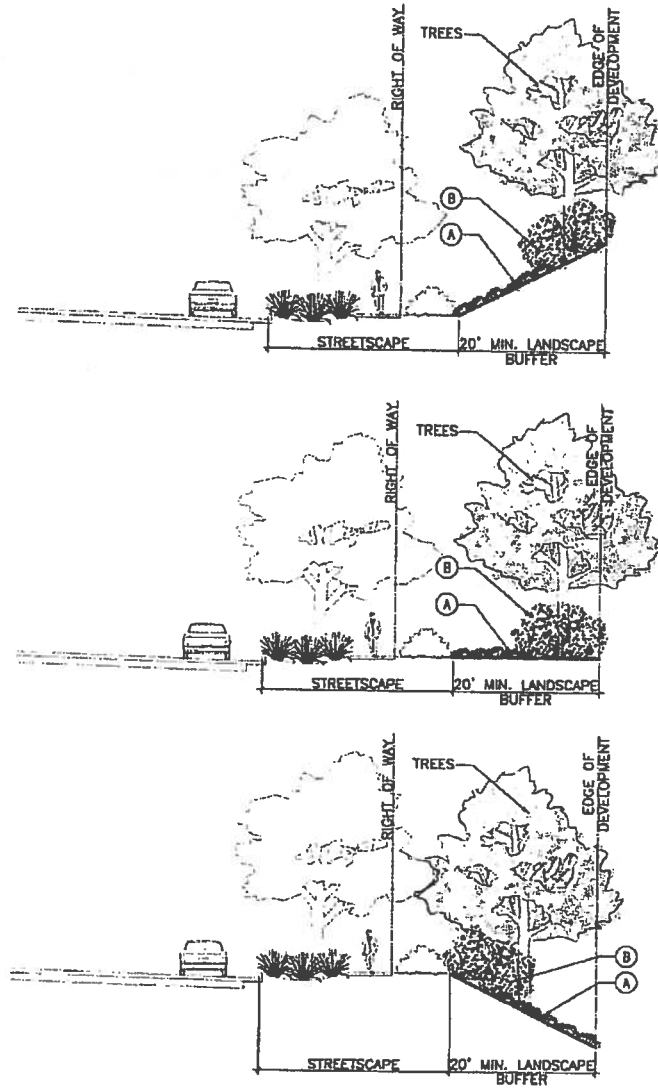
EXHIBITS

Exhibit 4-25 Streetscape Planting Map (pg.4-37)
 (See simulations on pages 4-38 to 4-42)



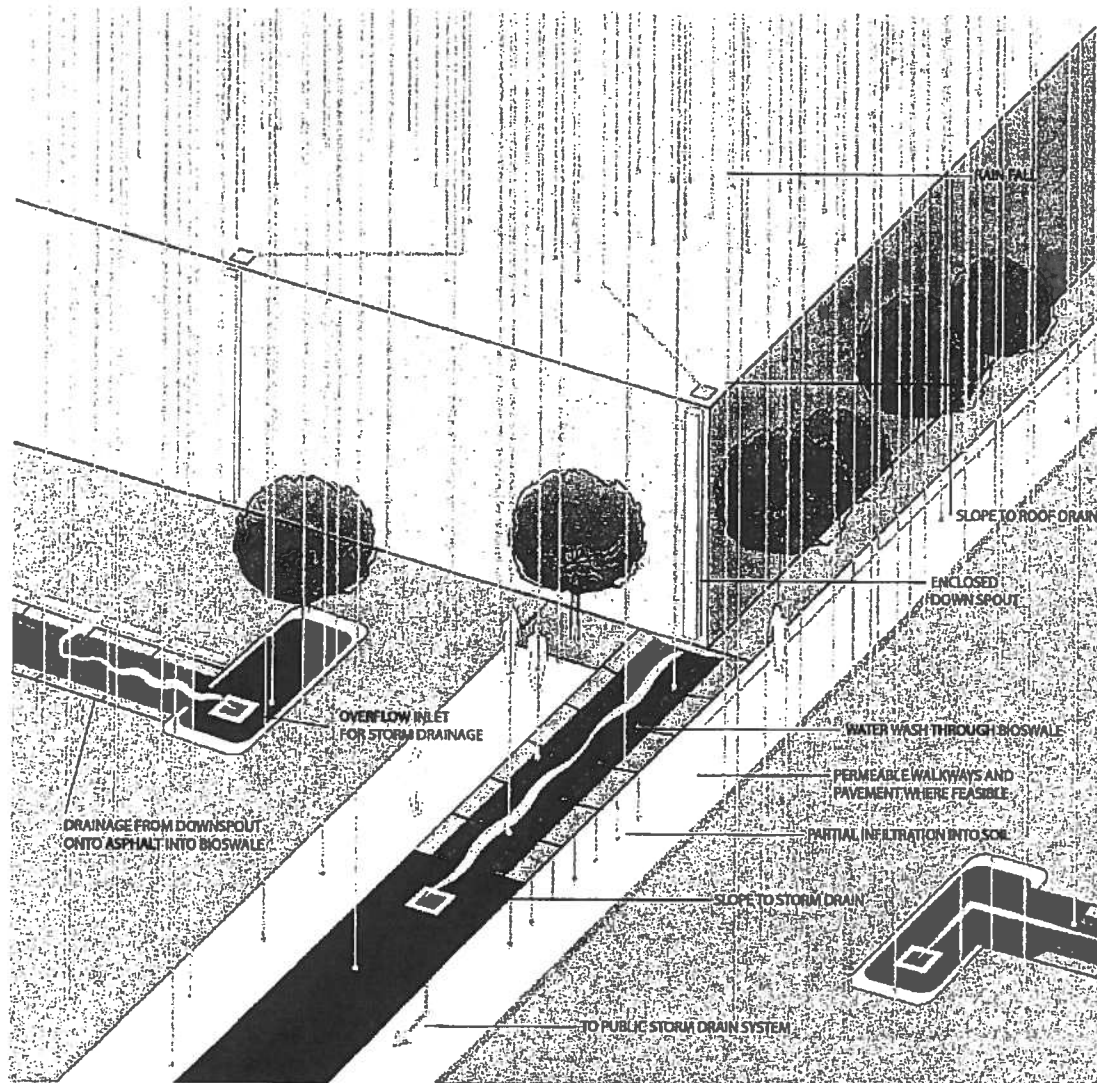
EXHIBITS

Exhibit 4-26 Slope Planting Guideline (pg.4-43)



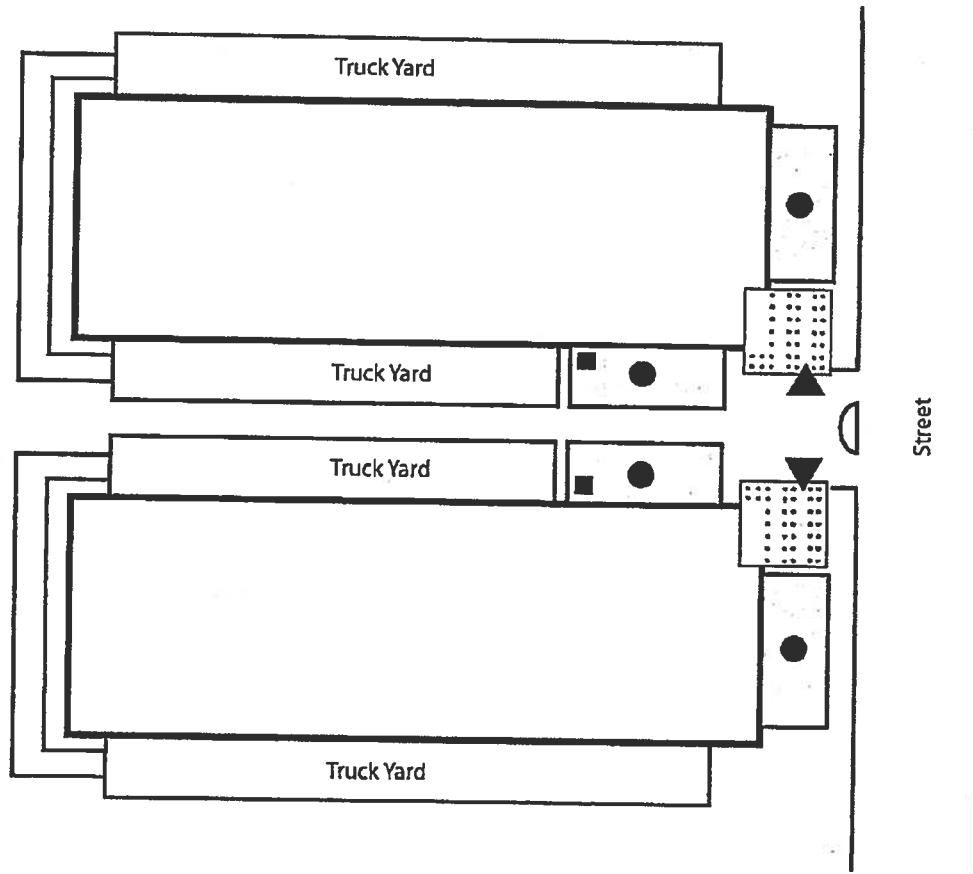
EXHIBITS

Exhibit 5-1 Water Quality Management Diagram (pg.5-4)








EXHIBITS

Exhibit 5-2 Visitor Parking Plan (pg.5-14)



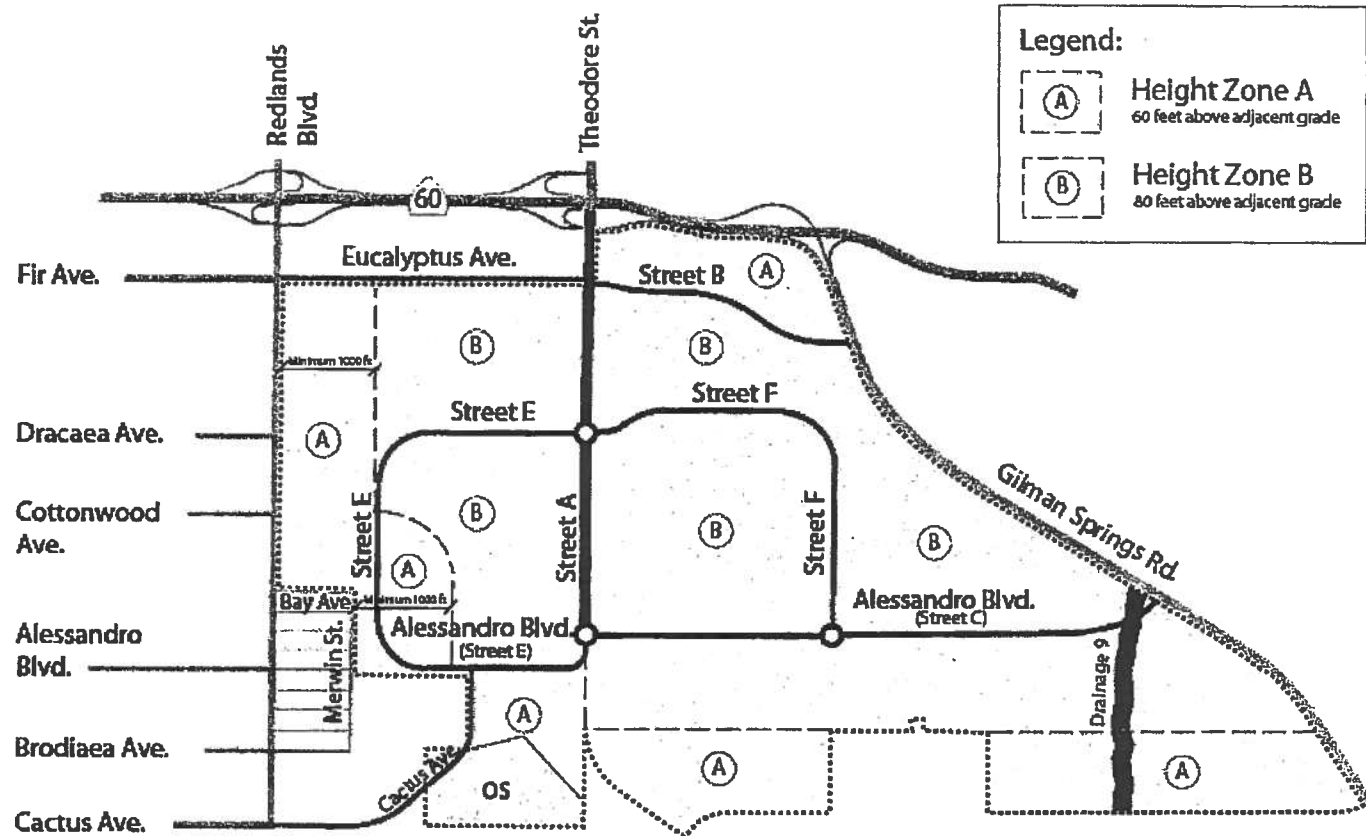
Legend:

-  Visitor Parking
-  Palm Courtyard
-  Employee Parking
-  Employee Gathering Area
-  Planter for Screening Truck Entries



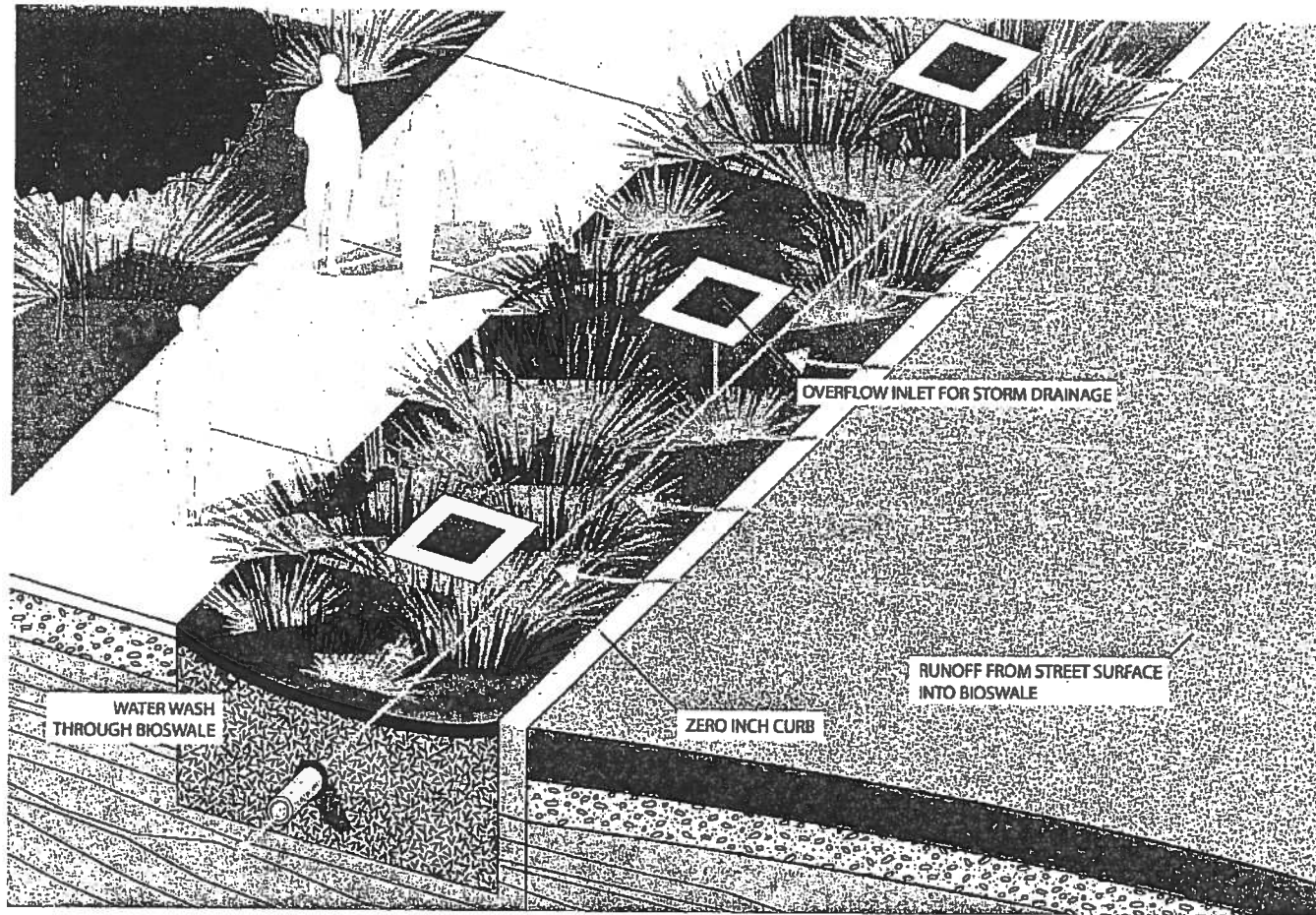
EXHIBITS

Exhibit 5-3 Building Height Plan (pg.5-21)



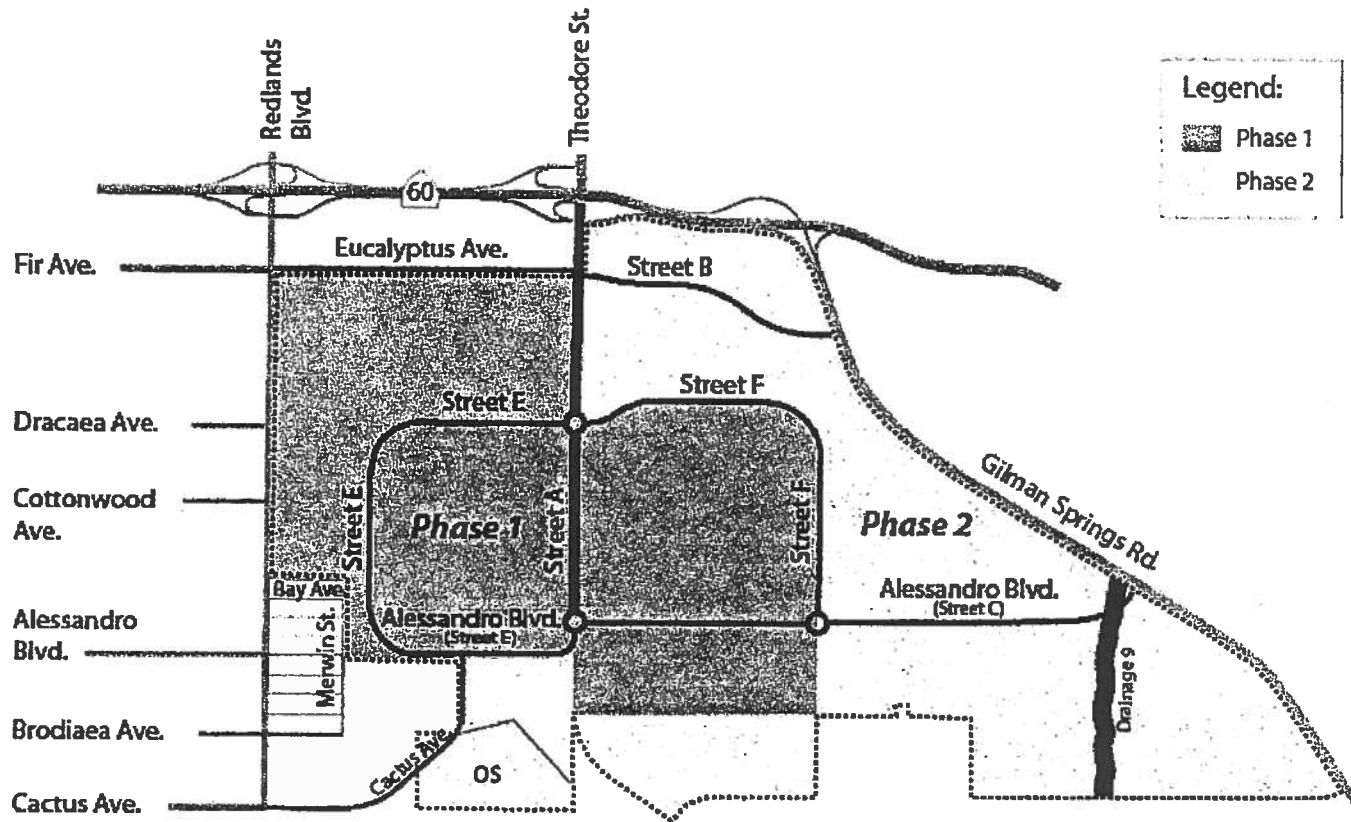
EXHIBITS

Exhibit 6-1 Off-site Water Management Plan (pg.6-1)



EXHIBITS

Exhibit 8-1 Phasing Plan (pg.8-1)



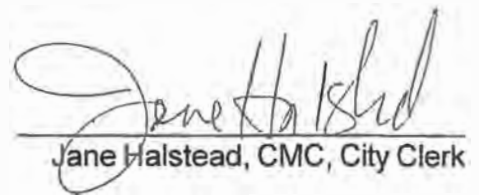
EXHIBITS

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, JANE HALSTEAD, City Clerk of the City of Moreno Valley, California, do hereby certify and attest the foregoing to be a true and correct copy of the original Ordinance No. 900 on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Moreno Valley, this 3rd day of September, 2015.



Jane Halstead, CMC, City Clerk

(SEAL)

MORENO VALLEY JOBS INITIATIVE
EXHIBIT A-1

ORDINANCE NO. 900

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING PA12-0012 (CHANGE OF ZONE), PA12-0013 (SPECIFIC PLAN) AND PA12-0014 (PRE-ZONING/ANNEXATION), WHICH INCLUDE THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN, A FULL REPEAL OF THE MORENO HIGHLANDS SPECIFIC PLAN NO. 212-1, PRE-ZONING/ANNEXATION FOR 85 ACRES AT NORTHWEST CORNER OF GILMAN SPRINGS ROAD AND ALESSANDRO BOULEVARD, CHANGE OF ZONE TO LOGISTICS DEVELOPMENT (LD), LIGHT LOGISTICS (LL) AND OPEN SPACE (OS) FOR AREAS WITHIN THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN BOUNDARY, AND A CHANGE OF ZONE TO OPEN SPACE (OS) FOR THOSE PROJECT AREAS OUTSIDE AND SOUTHERLY OF THE PROPOSED WORLD LOGISTICS CENTER SPECIFIC PLAN BOUNDARY

The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1: RECITALS

1.1 Pursuant to the provisions of law, public hearings were held before the City of Moreno Valley Planning Commission on June 11, 25, and 30, 2015, and the City Council on July 15, 2015.

1.2 The matter was fully discussed and the public and other agencies presented testimony and documentation.

1.3 The revised Zoning Atlas map is attached hereto and incorporated herein as Exhibit A.

1.4 The pre-zoning map for the 85 acres subject to future annexation is attached hereto and incorporated herein as Exhibit B.

1.5 The Specific Plan is attached hereto and incorporated herein as Exhibit C.

SECTION 2: FINDINGS

2.1 Based upon substantial evidence presented to this City Council during the above-referenced meeting on July 15, 2015, including written and oral staff reports, and the record from the public hearing, this City Council hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed amendment to zoning, establishment of the World Logistics Center (WLC) Specific Plan, and related items are consistent with the General Plan, and its goals, objectives, policies and programs and with any applicable specific plan.

FACT: The proposed amendment to existing zoning classifications are consistent with the proposed General Plan amendments

proposed with the WLC Project including land use change to Business Park/Light industrial, all proposed zoning included in the WLC Specific Plan and areas lying outside and south of the WLC Specific Plan boundaries. Within the proposed WLC Specific Plan area (2,610 acres) 2,420 acres are proposed for logistics or industrial warehouse land uses, 74.3 acres for Open Space and 115.8 acres designated for roadway rights of way. Within the WLC Specific Plan area, up to 40.4 million square feet of future high-cube logistics uses are proposed in the Logistics Development land use designation, 200,000 square feet of warehouse and related uses are proposed in the Light Logistics land use designation. The proposed project by repeal of the Moreno Highlands Specific Plan will result in a reduction of residential zoning; however, the reduction of residential zoning is consistent with the 2014 updated General Plan Housing Element.

The proposed Pre-zoning/Annexation of an 85 acre portion of land currently in the County of Riverside into the City's boundaries by a subsequent separate action is consistent with the goals, objectives, policies and programs of the General Plan. The changes are consistent with Objective No. 42 of the City of Moreno General Plan which requires the City to maintain boundaries that are "logical in terms of service capabilities, economic development need, social and economic interdependencies, citizen desires and city costs and revenues." Policy 42.1 of the General Plan states that "the City will support and encourage the annexation of unincorporated areas within the General Plan study area for which benefits will be derived by the City upon annexation." The affected property is a logical extension of the city limits and Moreno Valley is the logical service provider. The area is currently included in the City's Sphere of Influence and additional annexation of approximately 85 acres would be within the City's service capacities.

2. **Health, Safety and Welfare** – The proposed amendment to zoning and related items will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: An Environmental Impact report (EIR) has been prepared for the overall project, including the proposed Change of Zone, General Plan amendment and WLC Specific Plan. The analysis presented in the EIR indicates that the proposed project will have certain significant unavoidable adverse impacts to Aesthetics, Air Quality Land Use, Noise, and Traffic/Circulation as described in detail within the document. All other environmental effects evaluated in the EIR are considered to be less than significant, or can be feasibly reduced with mitigation measures to less than

significant levels. A Mitigation Monitoring Program, which will ensure the completion of required mitigation measures for the project is included in the EIR.

A Statement of Overriding Considerations has been prepared in consideration of project impacts related to Aesthetics, Air Quality, Land Use, Noise, and Transportation/Traffic that cannot be mitigated to a less than significant level.

Of particular note, mitigation measures for air quality include measures such as the required inclusion of Tier 4 construction equipment, restriction of trucks that fall below 2010 engine emissions standards from entering project areas and limitation of truck idling to three (3) minutes, all in an effort to reduce air pollutant emissions. Mitigation measures for Noise include the reduction of short-term construction noise levels to include the requirement of a Noise Reduction Compliance Plan, restrictions on grading during nighttime hours, potential sound barriers, as well as measures for long term traffic and operation noise to include building specific noise studies required for individual plot plans, the potential for sound walls and maintenance of buffer areas.

3. The proposed amendment to zoning and related items are consistent with the purposes and intent of Title 9 of the City Municipal Code.

FACT: The proposed project conforms to applicable zoning regulations of the City and is consistent with modifications proposed to land use and zoning within the proposed General Plan Amendments, WLC Specific Plan, and other changes to zoning outside of the WLC Specific Plan area.

The WLC Specific Plan includes development regulations and design standards such as a circulation system that limits truck traffic access in the Plan area primarily through Theodore Street from Highway 60, and Gilman Springs Road from Alessandro Boulevard and a future street designated in the Plan as Street B, and thereby away from existing residential neighborhoods west of the project area. The Specific Plan provides special edge treatment areas surrounding the perimeter of the proposed WLC Specific Plan boundary which are consistent with aesthetic and quality community design objectives of the City.

The change of zone outside the WLC Specific Plan area includes a change to Open Space (OS) for areas to the south of the WLC Specific Plan boundary extending to the San Jacinto Wildlife Area. The change of zone is consistent with the California Department of

Fish and Wildlife land that is provided for habitat use and San Diego Gas and Electric properties which include utility uses and open space buffer areas around their property.

SECTION 3 - PREZONING

3.1 The City of Moreno Valley Official Zoning Atlas, as adopted by Ordinance No. 359, on April 14, 1992, and as amended thereafter from time to time by the City Council of the City of Moreno Valley, is further amended by placing in effect the intended zone or zone classification for the 85 acres of property at the northwest corner of Gilman Springs Road and Alessandra, as shown on the attached WLC Pre-Zoning map marked "Exhibit B" and included herein by reference, and which is contingent upon subsequent annexation action.

SECTION 4 AMENDMENT OF THE OFFICIAL ZONING ATLAS

4.1 **World Logistics Center Specific Plan** – Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas, in addition to as amended in Section 3, by including the property stated within this ordinance, and establishing a zoning classification of WLCSP-LD (World Logistics Center Specific Plan – Logistics Development) and WLCSP-LL (World Logistics Center Specific Plan – Light Logistics) for certain property as described on Exhibit A and C (included herein by reference, and on file in the office of the City Clerk).

4.2 **Areas located outside of the World Logistics Center Specific Plan** - Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas by including the property stated within this ordinance, and providing zoning classifications of OS (Open Space) for certain property as described on Exhibit A (included herein by reference, and on file in the office of the City Clerk).

4.3 **Pre-Zoning of 85 acre Annexation Site** - Based on the findings contained in this ordinance, the City Council hereby amends the Official Zoning Atlas by including the property stated within this ordinance into the City of Moreno Valley and the existing Sphere of Influence contingent upon a subsequent approval from the Riverside County Local Area Formation Commission (LAFCO), and establishing a zoning classification of WLCSP-LD (World Logistics Center Specific Plan – Logistics Development) for certain property as described in Exhibit B (included herein by reference, and on file in the office of the City Clerk).

SECTION 5: ADOPTION

5.1 Based on the foregoing recitals and findings, the City Council of the City of Moreno Valley does hereby adopt and approve the Zoning/Atlas Map, Pre-Zoning Map and Specific Plan attached hereto as Exhibits A, B and C and does hereby authorize the mayor to sign the ordinance on behalf of the City.

SECTION 6: EFFECT OF ENACTMENT:

6.1 Except as specifically provided herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council which addresses the same subject addressed herein.

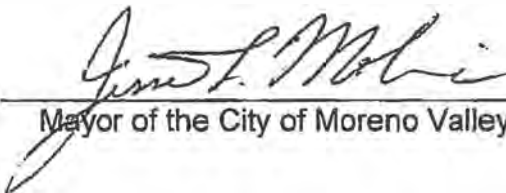
SECTION 7: NOTICE OF ADOPTION:

7.1 Within fifteen days after the date of adoption hereof, the City Clerk shall certify to the adoption of this ordinance and cause it to be posted in three public places within the city.

SECTION 8: EFFECTIVE DATE:

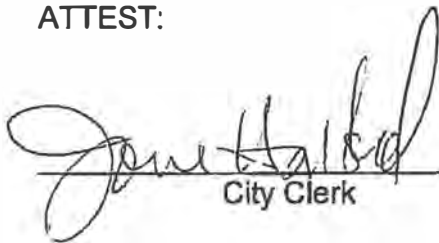
This ordinance shall take effect thirty days after the date of its adoption.

APPROVED AND ADOPTED this 25th day of August, 2015.



Mayor of the City of Moreno Valley

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

ORDINANCE JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 900 had its first reading on August 19, 2015 and had its second reading on August 25, 2015, and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 25th day of August, 2015, by the following vote:

- AYES: Council Member Giba, Mayor Pro Tem Gutierrez, and Mayor Molina

- NOES: Council Members Jempson and Price

- ABSENT: None

- ABSTAIN: None

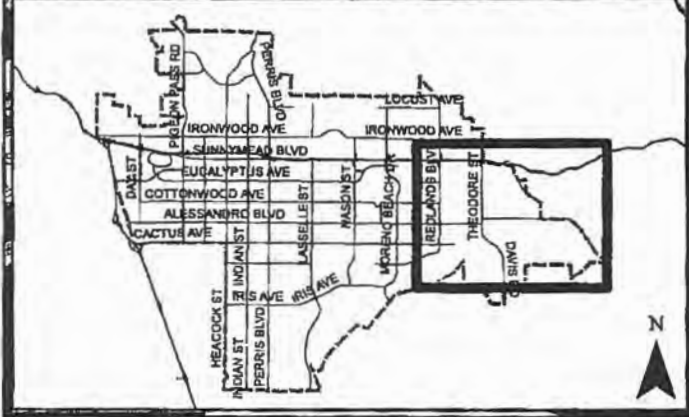
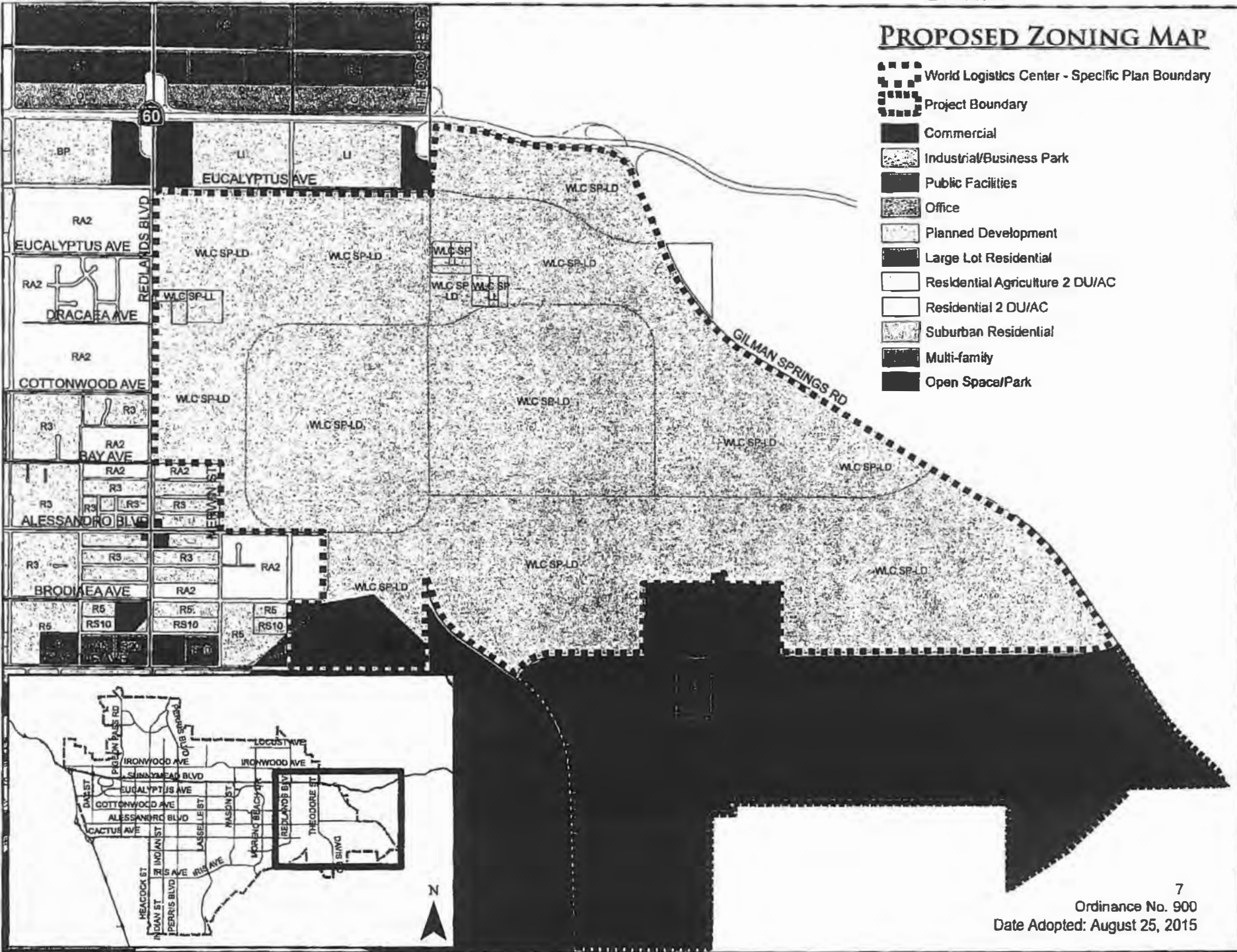


CITY CLERK

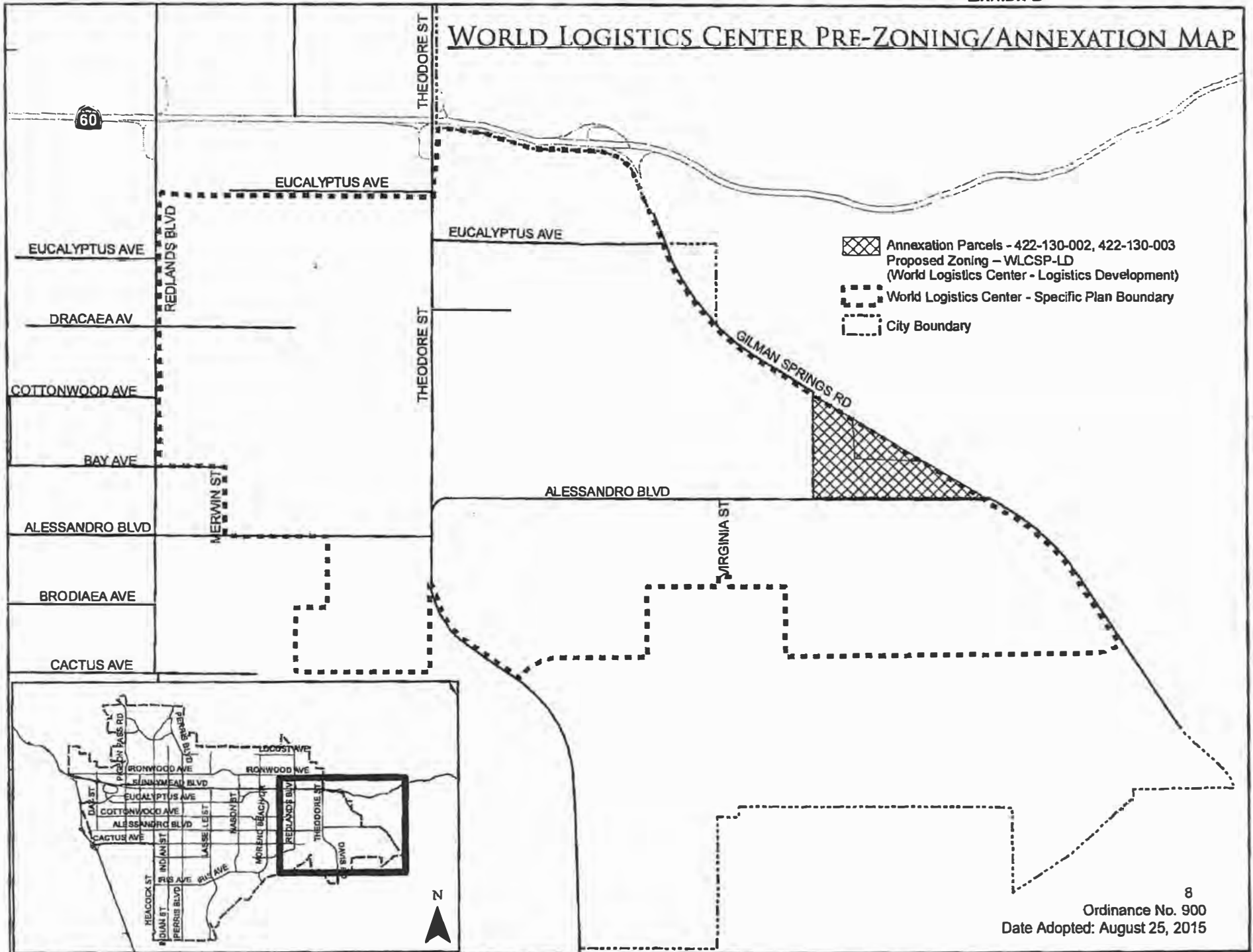
(SEAL)

PROPOSED ZONING MAP

- World Logistics Center - Specific Plan Boundary
- Project Boundary
- Commercial
- Industrial/Business Park
- Public Facilities
- Office
- Planned Development
- Large Lot Residential
- Residential Agriculture 2 DU/AC
- Residential 2 DU/AC
- Suburban Residential
- Multi-family
- Open Space/Park



WORLD LOGISTICS CENTER PRE-ZONING/ANNEXATION MAP



-  Annexation Parcels - 422-130-002, 422-130-003
-  Proposed Zoning - WLCSP-LD
(World Logistics Center - Logistics Development)
-  World Logistics Center - Specific Plan Boundary
-  City Boundary

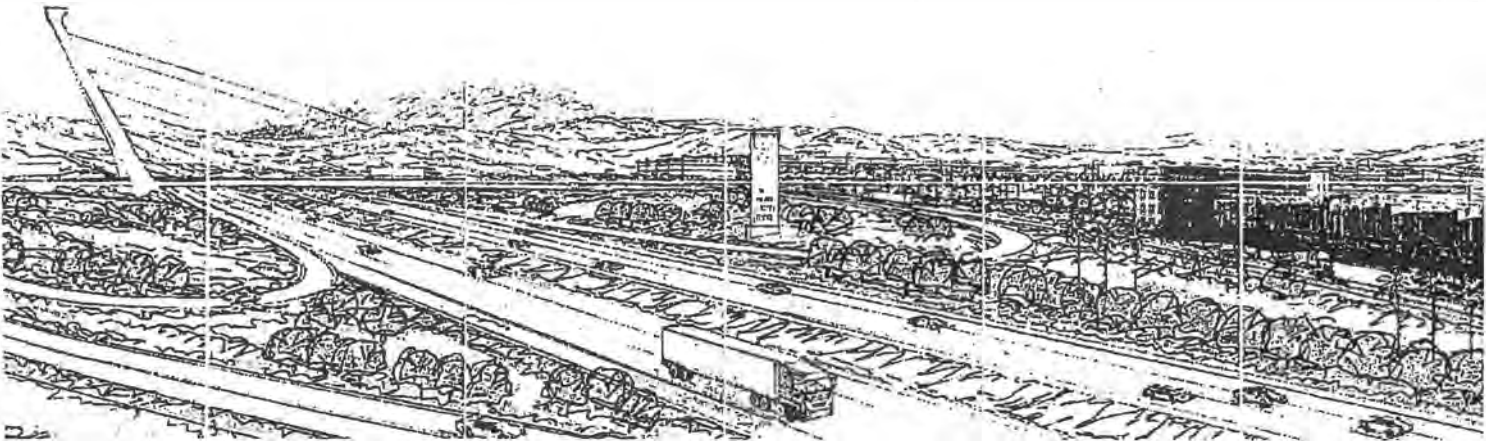


THE WORLD
LOGISTICS
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SPECIFIC PLAN

September 2014

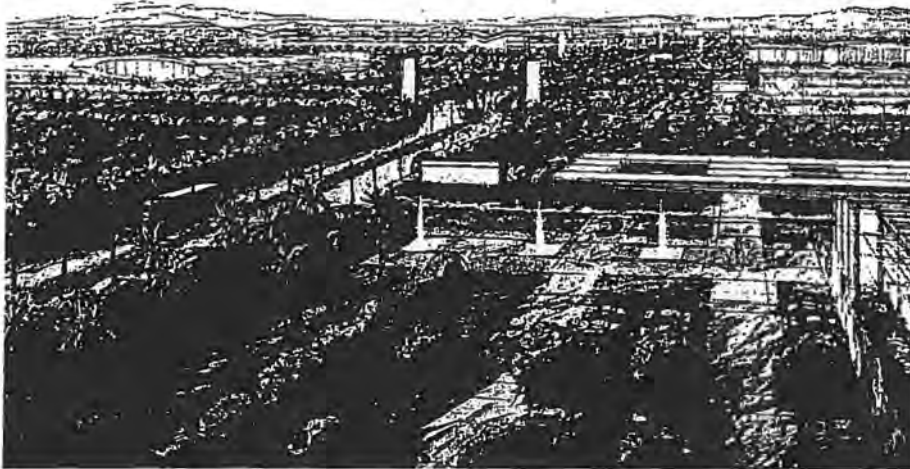
City of Moreno Valley
Riverside County, California



Adopted:

Date: _____

Ordinance # _____



Note: The renderings, photographs and illustrations contained herein present the general vision and intent for future development. As the project progresses to actual construction, precise plans and design specifications consistent with these illustrations will be submitted to the City of Moreno Valley for review and approval prior to the issuance of construction permits.



DISCLAIMER

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Ordinance No. 900
Date Adopted: August 25, 2015

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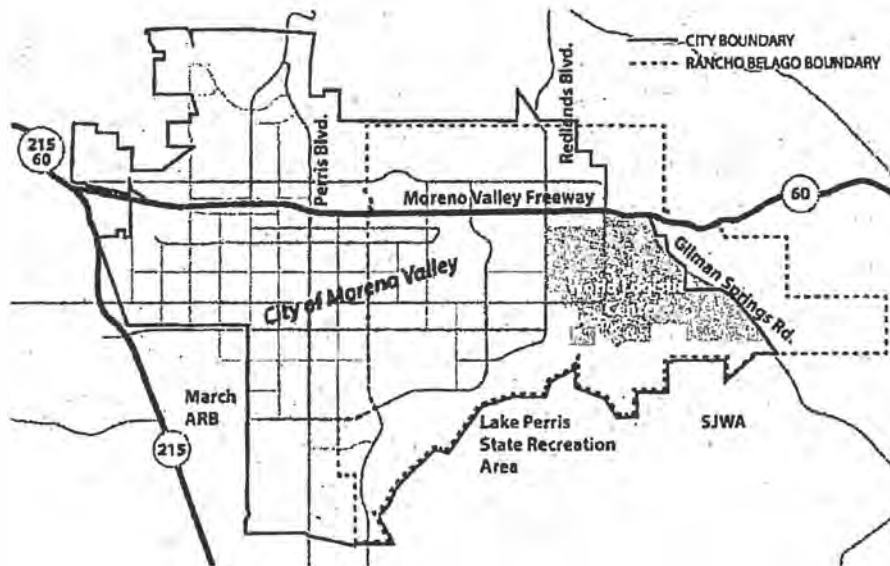
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1.0 INTRODUCTION

1.1 The World Logistics Center

The World Logistics Center is a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations in a quality business environment.

The World Logistics Center Specific Plan covers 2,610 acres in Rancho Belago California, the eastern portion of Moreno Valley, located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road northerly of the San Jacinto Wildlife Area (SJWA).



*Note All maps and illustrations are shown enlarged in the Appendix.

Exhibit 1-1 Regional Map

1.2 Specific Plan Overview

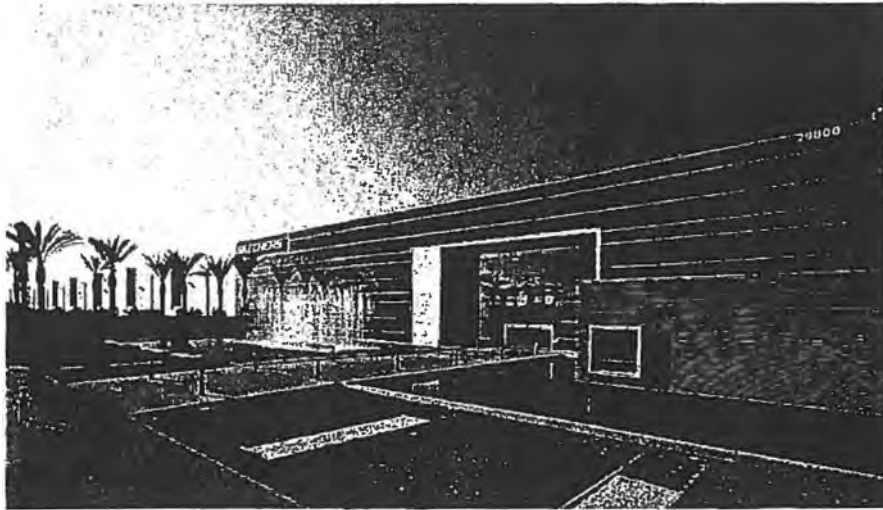
The World Logistics Center Specific Plan will guide the orderly development of the World Logistics Center project in carrying out the City's General Plan. Within the Specific Plan, land use designations are identified and design guidelines, regulations, conditions, and programs are included to direct the systematic development of the project. This Specific Plan implements all applicable elements of the General Plan and includes detailed information about the area's infrastructure improvements such as roads, water, sewer, utilities and flood control facilities.



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The World Logistics Center Specific Plan has been adopted pursuant to Government Code Section 65450 which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures.

The Specific Plan complies with the City of Moreno Valley's Municipal Code (Chapter 9.13) governing the content of specific plans and procedures for their adoption and enforcement.

1.3 Specific Plan Vision and Objectives

The vision for the World Logistics Center is to establish a world class corporate park environment specifically designed to support the unique logistics and operational needs of international companies and corporate users. The World Logistics Center features a clean and contemporary design aesthetic and an efficient, convenient circulation system to provide a highly functional logistics campus.

The objective of the Specific Plan is to establish the zoning criteria that will guide the orderly development of the World Logistics Center project and carry out the goals of the City's General Plan. Included are development standards for integrated site planning, architecture, and landscaping. These standards establish a consistent design concept that produces a clear image and a sense of prestige, efficiency and integrity for the World Logistics Center and each project within.



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Exhibit 1-2 Specific Plan Area

1.3.1 Development Goals

The Specific Plan provides planning strategies and development standards created specifically for the property to incorporate its unique advantages, adapt to its constraints, meet the unique needs of a growing logistics industry, provide for the economic growth needs of the City, and create consistent and compatible land uses for the area in an environmentally responsible manner. Development of the World Logistics Center:

- Provides the land use designations and infrastructure plan necessary to support the City’s Economic Development Action Plan,
- Establishes Moreno Valley as a prime location for the logistics industry,
- Creates a project that will provide a balanced approach to the City’s responsibilities of fiscal viability, economic opportunity and environmental integrity,
- Provides thousands of ongoing employment opportunities,
- Provides thousands of construction job opportunities during the project’s build-out phase,
- Establishes architectural and landscape design guidelines for the project, and
- Provides appropriate transition between the project and adjacent uses.



1.3.2 Green Building – Sustainable Development

Construction of the World Logistics Center will be in conformance with California’s “Cal-Green” building regulations, the most stringent, environmentally-friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

To augment its environmentally responsible building design, the project will incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation,
- Street designs that harvest and channel runoff into landscape areas instead of storm drains,
- Accommodate the use of alternative means of transportation,
- Use recycled building materials to the extent feasible,
- Use local sources of building materials to the extent feasible,
- Minimize the use of impervious paved surfaces throughout the project,
- Incorporate on-site storm water capture and infiltration within landscape areas,
- Support alternative fuel use through the provision of an on-site alternative fueling site, and
- Provide for the use of roof-mounted solar systems or other alternative power systems.



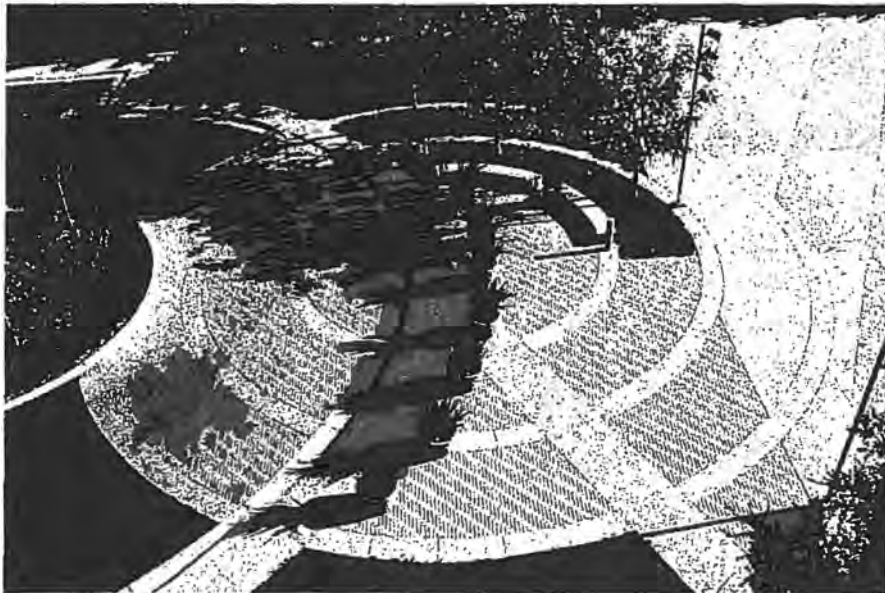
1.3.3 Sense of Place

The Specific Plan provides for the establishment of a strong and unique identity for the World Logistics Center. The Specific Plan guides the establishment of the project's sense of place by:

- Applying comprehensive, overall project design guidelines for architecture and project landscaping,
- Providing an efficient and simple circulation system specifically designed to accommodate truck circulation, and
- Using streetscapes, banners, entry monumentation, and architecture to strengthen the project identity.

1.3.4 Project Infrastructure

The Specific Plan identifies the backbone infrastructure systems needed to serve the project. Preliminary plans illustrate the proposed expansion of water, sewer, drainage and utility facilities. The infrastructure plan also provides for vehicular (car, truck and bus) and non-vehicular (bicycle and pedestrian) circulation, including a five-mile extension of the City's multi-use trail system.



The Specific Plan provides for the establishment of a strong and unique design identity for the World Logistics Center.



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1.4 Existing Setting

1.4.1 Existing Land Use

The World Logistics Center Specific Plan covers approximately 2,610 acres within Rancho Belago in eastern Moreno Valley in Riverside County, California. The project area is located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area. Existing uses include dry-farmed agricultural land, several scattered rural residential properties and a Metropolitan Water District (MWD) water distribution facility.



Exhibit 1-3 Surrounding Land Uses

Surrounding land uses include:

- North:** Highland Fairview Corporate Park (including Skechers), SR-60, vineyard and rural residential uses
- South:** Natural gas distribution facilities, San Jacinto Wildlife Area, Lake Perris State Recreation Area
- East:** Vacant hillside (Badlands), scattered residential uses
- West:** Suburban residential development, vacant land



1.4.2 Existing Fault Zones



Exhibit 1-4 Existing Fault Zones

Based on preliminary geotechnical investigations conducted for the World Logistics Center property, a portion of the site is subject to geotechnical constraints that may affect the placement of future buildings on the property. Exhibit 1-4 "Existing Fault Zones" illustrates the location of the Alquist-Priolo Fault Zone on the site and shows where several concealed, inferred and known faults are believed to exist. Prior to the approval of all project-specific development proposals, detailed geotechnical investigation and analysis will be prepared and submitted to the City for review. The results of those studies will be incorporated into the detailed plans for each project.



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2.0 LAND USE PLAN

2.1 World Logistics Center Land Use Designations

The World Logistics Center Specific Plan provides for the development of a master-planned project specifically designed to support logistics uses by incorporating landscape and architectural standards, project-wide criteria for streets, drainage, public infrastructure, lighting and signage, and project features responsive to the needs of the logistics industry.

The Specific Plan includes a land use plan providing for three land use designations: Logistics Development (LD), Light Logistics (LL), and Open Space (OS).

A Circulation Plan provides a roadway network that moves cars and trucks into and through the World Logistics Center in a safe, efficient manner.

An Infrastructure Plan is included that addresses the current status of local infrastructure services such as water, sewer, storm drain, electricity and telephone/cable TV and outlines the backbone improvements necessary for these systems to serve the World Logistics Center project.

Guidelines for landscaping and architectural design are provided to ensure that a distinct consistent aesthetic theme is realized throughout the project.

Additionally, the Plan establishes an implementation program that provides the processes and procedures for the review and approval of project-specific development proposals, carrying out the purpose and intent of the Specific Plan.

All of these elements function together to create a comprehensive development program to ensure that the World Logistics Center becomes the contemporary standard for logistics campus projects.



LAND USE PLAN

2-1



Planning Area (PA)	Land Use	Area	Building SF
Logistics Development			
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
ROW		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



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Exhibit 2-1 Land Use Plan

LAND USE PLAN

2-2

Land Use Designations:

Logistics Development - (LD)

The LD designation provides for high-cube logistics warehouse uses consisting of buildings of 500,000 square feet or greater. Warehousing and logistics activities consistent with the storage, assembly and processing of manufactured goods and materials prior to their distribution to other facilities are permitted within this category along with facilities for the outdoor storage of trucks, trailers and shipping containers. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LD category are included in Section 2.2 of this Specific Plan.

Light Logistics - (LL)

The LL designation provides for warehouse uses less than 500,000 square feet in size, self-storage and vehicle storage uses. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LL category are included in Section 2.3 of this Specific Plan.

Open Space - (OS)

The OS designation identifies a 74.3 acre area in the southwestern portion of the site which is a portion of Mt. Russell. The intent of the OS designation is to preserve this area as a permanent Open Space. This area shall comply with the City of Moreno Valley Open Space Standards and permitted uses.



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LAND USE PLAN

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2.2 Logistics Development (LD) Category



2.2.1 Purpose and Intent

The LD category is intended to provide for the development of large, high-cube logistics warehouse buildings.

2.2.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station (see Section 2.2.4)
- g. Logistics support (see Section 2.2.5)
- h. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.2.3 Development Standards (see Section 2.2.5 for standards applicable to logistics support)

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimensions – width – 200 feet
depth – 200 feet
- c. Minimum Building Size
 1. High-cube logistics uses: 500,000 square feet
 2. All other uses – no minimum



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LAND USE PLAN

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- d. Floor Area Ratio (FAR)
 - 1. High-cube logistics uses – no minimum; 1.0 FAR maximum.
- e. Building Height
 - 1. Vehicle/container storage uses – maximum 25 feet
 - 2. High-cube logistics uses – maximum 60 feet or 80 feet per Exhibit 5-3
 - 3. Cell towers – refer to Municipal Code.
- f. Building Setbacks (Minimum)
 - 1. From any public street: 60 feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From SJWA property: 400 feet (See Exhibit 4-16)
 - 5. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 6. From SDG&E Compressor Station buildings: No buildings shall be located less than 1000 feet from existing buildings at the SDG&E Compressor Station. (See Exhibit 4-16)
- g. Maximum Lot Coverage – None
- h. Landscape Coverage
 - 1. High-cube logistics uses – 10% minimum
 - 2. All other uses – no minimum
 - 3. Landscape buffer - 20 feet minimum from street
- i. Accessory Structure Size – no minimum, no maximum
- j. Accessory Structure Setbacks – same as primary buildings
- k. Legal nonconforming uses: the provisions of Municipal Code Section 9.02.180 “Legal nonconforming uses, improvements and parcels” shall apply.



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LAND USE PLAN

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2.2.4 Fire Station Site

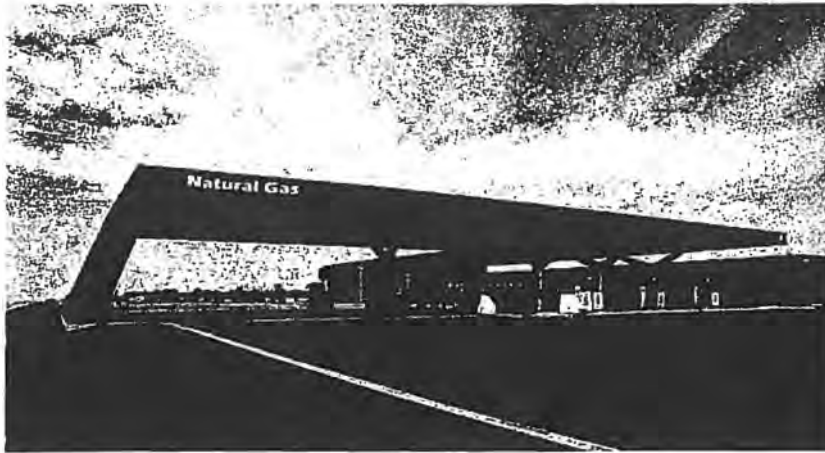
A 1.5-acre site for a future fire station will be provided in the easterly portion of the Specific Plan. The fire station will be built during Phase 1 (see Exhibit 8-1) and will be approximately 11,000 square feet in size. The exact location and configuration of the facility will be established in connection with the design and development of adjacent properties. The precise timing for the construction of a fire station will be determined by several factors, including the phasing of WLC development, the construction of other planned fire stations, and the location and size of WLC buildings. The Fire Department will review the need for a fire station with each site specific Plot Plan application.



Exhibit 2-2 Fire Station Site



2.2.5 Logistics Support



2.2.5.1 Purpose and Intent

Logistics support sites shall be located on property within the LD category. Logistics support sites provide services within the WLC including fueling facilities (including alternative fuels such as, but not limited to, LNG, CNG, biofuel, etc.) and limited commercial uses oriented to truck operators serving the World Logistics Center.

2.2.5.2 Project Location

The exact locations and configurations of the facilities will be established in connection with the design and development of adjacent properties, subject to the following criteria. The sites shall be located:

- a) Within a LD designated area
- b) With frontage on an internal collector street
- c) On sites with adequate size, access, sight distance, and grades to safely accommodate large trucks as determined through the Plot Plan process.

2.2.5.3 Permitted Uses

- a. Motor fuel sales
 - a. Any Plot Plan application for fuel sales and/or fuel storage shall include a risk assessment evaluating potential health or safety risks from the operation of such uses at the proposed sites.
- b. Retail sales when operated in connection with a primary fuel sales use
- c. Construction yards within, or immediately adjacent to approved construction sites



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LAND USE PLAN

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- d. Cellular transmission facilities and structures
- e. Public utility uses and structures

2.2.5.4 Prohibited Uses

- a. Vehicle service/maintenance/repairs/storage
- b. Drive-thru facilities
- c. Overnight truck parking
- d. Towing services

2.2.5.5 Development Standards

- a. Minimum Lot Size – 1.0 acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Building Size – no minimum, 3,000 sq. ft. maximum not including canopy area
- d. Floor Area Ratio
 - 1. No minimum; 1.0 FAR maximum.
- e. Building Height – 25 feet maximum
- f. Setbacks (Minimum):
 - 1. 20 feet from all property lines except adjacent to any residential property where buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 2. All fueling facilities shall be a minimum of 250 feet from any residentially occupied or zoned properties.
- g. Maximum Lot Coverage – None
- h. Landscape Coverage - no minimum
 - 1. Landscape Buffer – 20 feet minimum from street
- i. Canopies – Fueling areas shall be covered.
- j. Accessory Structure Size – no minimum, no maximum
- k. Accessory Structure Setbacks – same as primary buildings
- l. Prohibited Uses –
 - 1. Vehicle service/ maintenance/ repairs/ storage
 - 2. Drive-thru facilities
 - 3. Overnight truck parking
 - 4. Towing services

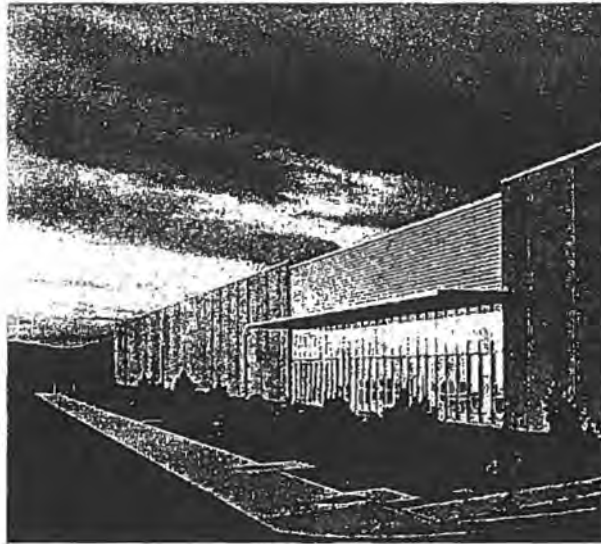


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LAND USE PLAN

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2.3 Light Logistics (LL) Category



2.3.1 Purpose and Intent

The LL "Light Logistics" designation provides for warehouse buildings and other storage uses and buildings less than 500,000 square feet in size.

2.3.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station
- g. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.3.3 Development Standards

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Minimum Building Size– None
- d. Floor Area Ratio
 1. Warehouses – no minimum; 1.0 FAR maximum.
- e. Building Height – sixty feet maximum



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LAND USE PLAN

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- f. Building Setbacks (Minimum)
 - 1. From any public street: twenty feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 5. Designated emergency access drives and employee/visitor parking are permitted in all setback areas.
- g. Maximum Lot Coverage – None
- h. Landscape Coverage - No Minimum
 - 1. Landscape buffer – 20 feet minimum from street
- i. Accessory Structure Size – no minimum, no maximum
- j. Accessory Structure Setbacks – same as primary buildings
- k. Legal nonconforming uses - the provisions of Municipal Code Section 9.02.180 "Legal nonconforming uses, improvements and parcels" shall apply.



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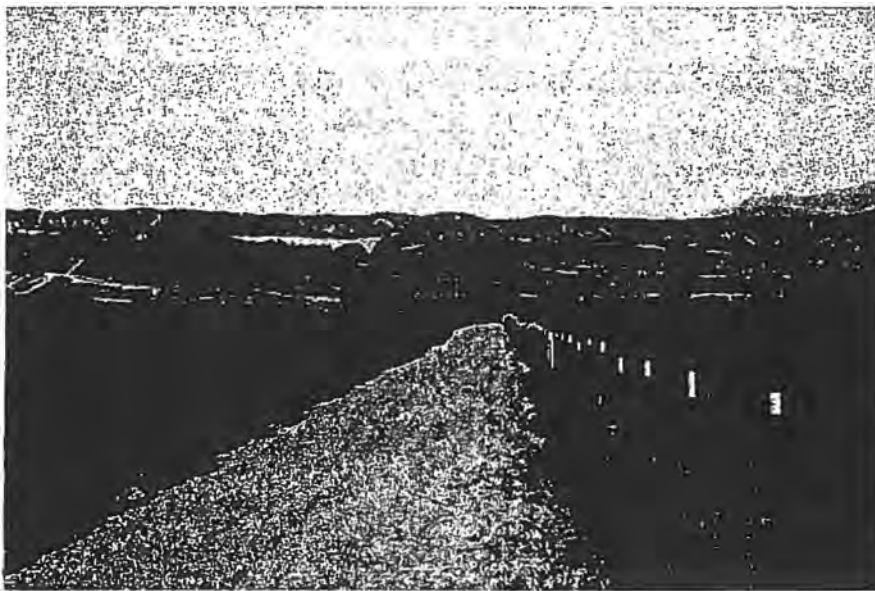
LAND USE PLAN

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2.4 Standards and Guidelines for Open Space

All uses and development with the Open Space (OS) designation shall comply with the standards, guidelines and procedures contained in Section 9.06.030 of the Municipal Code.

The entirety of Planning Area 30 will be offered for dedication in fee to the State of California for expansion of its adjacent ownership. If the offer is not accepted, the land may be dedicated to a local conservation agency, a property owners' association or retained in private ownership.



LAND USE PLAN

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2.5 Special Edge Treatment Areas

The Specific Plan includes three designated areas where special setbacks, facilities, grading and landscaping will be provided to create special edge treatment areas between the World Logistics Center and adjacent, existing land uses. These edge areas are shown on Exhibit 2-3 and detailed cross sections are shown in Section 4.2.4.

2.5.1 Western Edge

The Western edge is adjacent to residentially-zoned property. This edge will feature a restricted use area in which no buildings, truck courts, loading areas, truck circulation areas, or truck or trailer storage uses are permitted. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted in this area. The restricted use area will be at least 250 feet from any residential zoning boundary.

2.5.2 SR-60 Edge

The SR-60 edge through the WLC will continue the general design established with the Highland Fairview Corporate Park project immediately to the west. Similar to the HFCP project, future development areas within the WLC will be lower than the freeway, with landscaped slopes providing screening of adjacent buildings and circulation areas. To ensure a consistent appearance of this edge, the landscape treatment of these slopes will continue the design and plant palette utilized at the HFCP project.

2.5.3 SJWA Edge

The San Jacinto Wildlife Area (SJWA) edge is along the southerly boundary of Planning Areas 10 and 12 (See Exhibit 2-1) and adjacent to state-owned open space currently in agricultural use. This edge will feature a restricted use area of at least 250 feet from these state-owned properties. No buildings, truck courts, loading areas, employee/visitor parking, truck circulation areas, or truck or trailer storage uses are permitted within this area. Emergency access, landscaping, drainage facilities, and property maintenance access are permitted. In addition to this 250 foot restricted use area, additional setback will be provided such that all buildings are a minimum of 400 feet from the SJWA boundary.

2.5.4 Gilman Springs Road Edge

The Gilman Springs Road edge will feature a restricted use area of at least 250 feet from any residential zoning boundary. No buildings, truck courts,



LAND USE PLAN

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loading areas, truck circulation areas, or truck or trailer storage uses are permitted within this area. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted. This restricted use area may be reduced subject to the review of project-specific air quality and noise analyses.

2.5.5 Concept Plans

Prior to approval of any subdivision or Plot Plan including or adjacent to a Special Edge Treatment Area, a concept plan for that entire edge area shall be submitted to and approved by the Planning Official. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, lighting, signage, trails, vehicular / pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with these concept plans.



Exhibit 2-3 Special Edge Treatment Areas



3.0 INFRASTRUCTURE PLAN

The Infrastructure Plan serves as a guide for the development of detailed plans for roadways, domestic water, wastewater, storm water and utilities that will serve the Specific Plan area. The conceptual infrastructure plans generally identify the location of infrastructure facilities within the project. Subsequent subdivisions and site development plans will establish the exact size and location of all such facilities.

3.1 Circulation

The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the World Logistics Center, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). The Circulation Plan includes new streets and the extension of existing streets that will be renamed.



Exhibit 3-1 Circulation Plan

Five points of access bring vehicles into the World Logistics Center. The primary access to the project will be via Theodore Street, with additional accesses at Eucalyptus Avenue, Cactus Avenue and Gilman Springs Road.



3.2 Freeway

State Route 60 (SR-60) runs along the northerly border of the World Logistics Center. Existing interchanges adjacent to the project are located at Redlands Boulevard, Theodore Street and Gilman Springs Road. Theodore Street will be the primary connection to SR-60 for the World Logistics Center.



Exhibit 3-2 Project Entries

3.3 Vehicular Circulation

3.3.1 Passenger Car and Truck Circulation

The World Logistics Center is designed to provide easy vehicular access to the project via five access points around the site.

A major feature of the plan is a road system that directs all heavy truck traffic to and from SR60 and Gilman Springs Road eliminating the need to travel through residential areas to the west. Cactus Avenue and Redlands Boulevard south of Eucalyptus Avenue are not designated Truck Routes. Cactus Avenue will be designed and/or signed to prohibit use by heavy trucks.

The primary truck entry to the site is through the Theodore Street/SR60 interchange. Secondary truck access points are provided at Gilman Springs Road via intersections with Street B and Alessandro Boulevard.



Access for cars and light/medium trucks is provided via the extension of Cactus Avenue in the southwest portion of the project. No heavy trucks are allowed to use this access. Redlands Boulevard south of Eucalyptus Avenue allows only passenger vehicle and light/medium truck access as it is not a City-designated truck route.

Alessandro Boulevard is a historic roadway (per Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan.

3.3.2 Street Designations

A network of arterial and collector streets serve the World Logistics Center. Their primary function is to serve traffic within the project area, but some provide regional connectivity through the project. Street sections within the project are shown on the following pages. Specific design details of these roadways will be determined in subsequent subdivision and site development approvals. Additional rights-of-way may be required for turn lanes. Turn lanes are provided in the median of all arterial streets, subject to City approval.



Exhibit 3-3 Street Configurations



Street A (Theodore Street)

Street A (Theodore Street) runs north-south through the World Logistics Center. It is a 6-lane and 4-lane divided arterial roadway as shown on Exhibit 3-3, with additional widening and lane improvements at its intersections with SR-60, Eucalyptus Avenue and local interior collector streets. These interior intersections will be upgraded with roundabouts, providing for more efficient traffic flow.

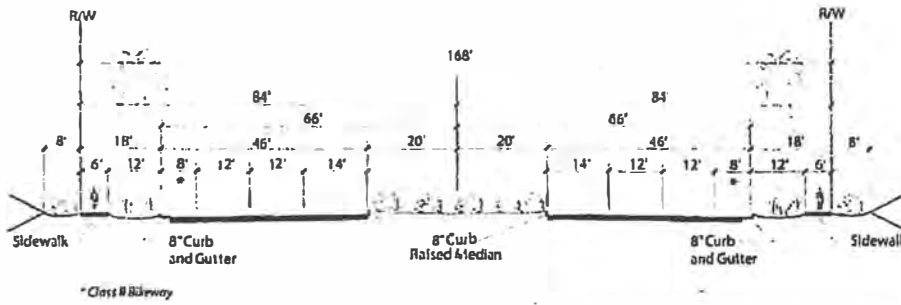


Exhibit 3-4a Street "A" (Theodore Street) North of Street "E"

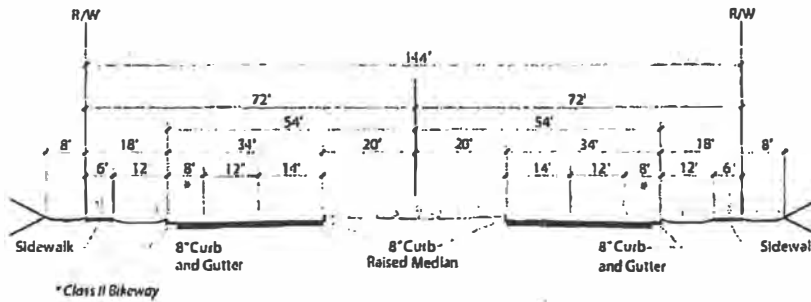


Exhibit 3-4b Street "A" (Theodore Street) South of Street "E"



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Eucalyptus Avenue

Eucalyptus Avenue is a 4-lane divided arterial roadway running east-west northerly of the WLC Specific Plan area from Theodore Street on the east to Redlands Boulevard on the west. A portion of this street was constructed with the Highland Fairview Corporate Park project. The City's General Plan shows this street ultimately extending westerly across the City.

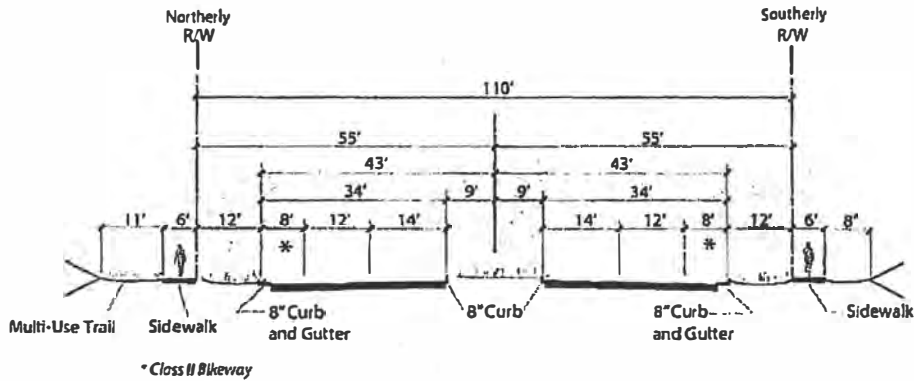


Exhibit 3-5 Eucalyptus Avenue

Street B (Eucalyptus Avenue Extension)

Street B (Eucalyptus Avenue Extension) is a 4-lane divided arterial roadway, running east-west through the northerly portion of the World Logistics Center from Gilman Springs Road on the east to existing Eucalyptus Avenue at Street A (Theodore Street) on the west. The City's General Plan shows this street ultimately extending westerly across the City.

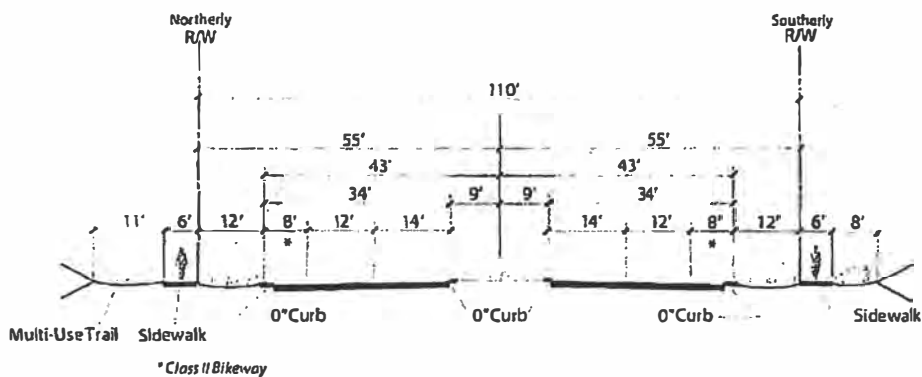


Exhibit 3-6 Street B (Eucalyptus Avenue Extension)

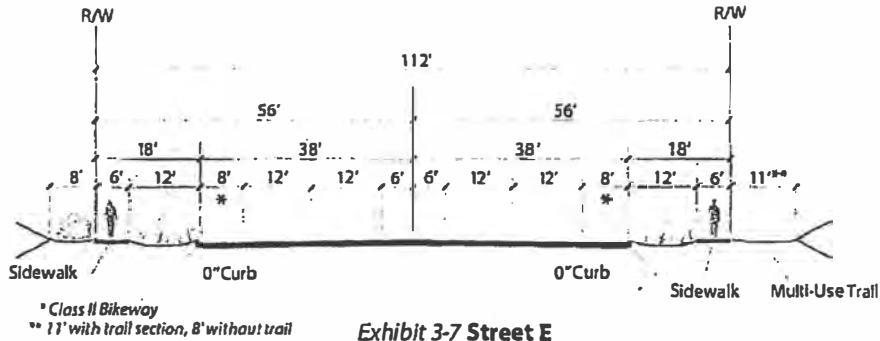


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INFRASTRUCTURE PLAN

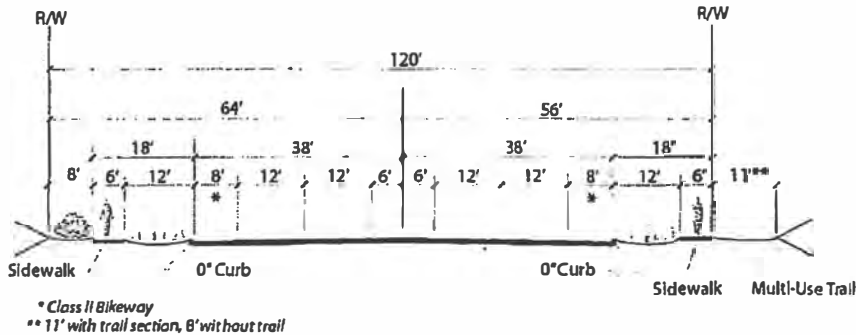
Street E

Street E is a 4-lane undivided arterial roadway providing direct access to development areas in the westerly portion of the project. A roundabout is planned at its intersection with Street A. Design details of this roadway will be determined by subsequent subdivision and site development approvals.



Alessandro Boulevard

Alessandro Boulevard is a 4-lane undivided roadway running east-west through the World Logistics Center, from Gilman Springs Road to Cactus Avenue. This roadway is a City-designated historic roadway (Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan. Vehicular access will be prohibited on a portion of Alessandro Boulevard, east of Merwin Street in order to reduce through traffic and associated impacts on the residential portion of Alessandro Boulevard. Roundabouts are planned with its intersection with Street A and Street F.



Note: See special regulations applicable to Alessandro Boulevard in Section 12.9 of the Specific Plan



Street F

Street F is a two-lane internal collector road providing direct access to development areas in the central portion of the project. It intersects with Street A (Theodore Street) at its northerly end and with Alessandro Boulevard at its southerly end. Both of these intersections will be roundabouts. Specific design details of this roadway will be determined by subsequent subdivision and site development approvals.

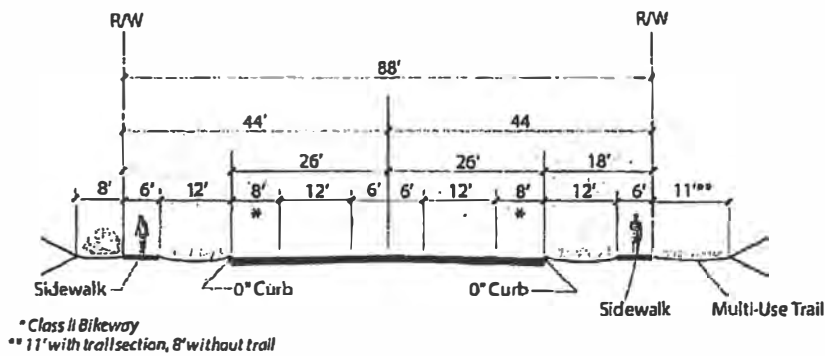


Exhibit 3-9 Street F

Cactus Avenue (Extension)

The extension of Cactus Avenue will be a 4-lane undivided minor arterial roadway connecting existing Cactus Avenue with Alessandro Boulevard and Street E. Heavy trucks will be prohibited from using Cactus Avenue to enter and exit the WLC. Special design (where possible) and signage will reinforce this restriction as established by the City.

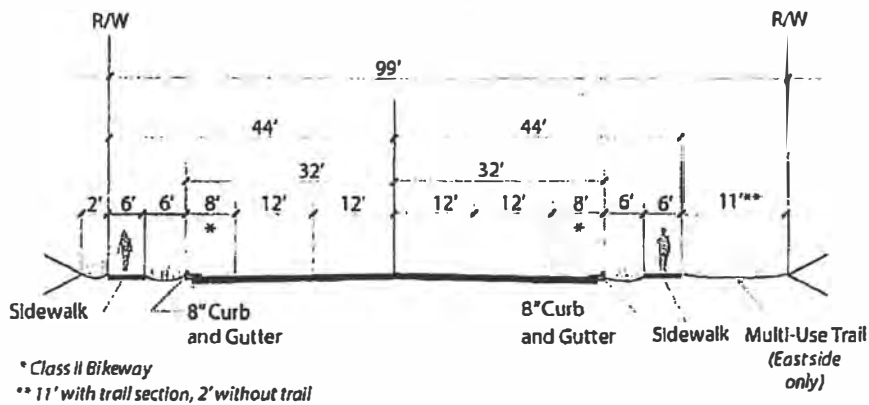


Exhibit 3-10 Cactus Avenue (Extension)



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INFRASTRUCTURE PLAN

3.3.3 Truck Circulation

The efficient, safe circulation of large commercial vehicles is a major component of the World Logistics Center. The circulation system is designed to move large vehicles between the regional highway system and the businesses of the World Logistics Center while directing heavy trucks away from nearby residential neighborhoods. The World Logistics Center plan directs all heavy truck traffic to SR-60 and Gilman Springs Road and away from Redlands Boulevard (south of Eucalyptus Avenue) and Cactus Avenue. These prohibitions are incorporated in the City's Truck Route Ordinance.

Signage or road design, as determined by the City, will prohibit heavy trucks from using Cactus Avenue to enter or exit the project. The City's Truck Route Ordinance will reinforce these prohibitions.

The interior roadways of the WLC will be City-designated Truck Routes.

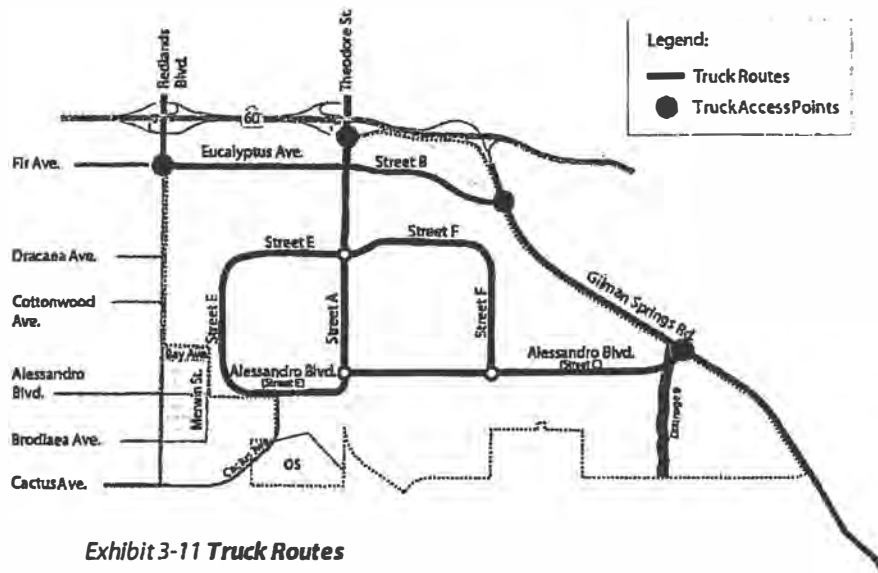


Exhibit 3-11 Truck Routes



The Plan includes three roundabouts for safe and efficient vehicular movement throughout the project. They are located at Street A (Theodore Street), Alessandro Boulevard, Street E, and Street F. The detailed design of these roundabouts will be reviewed by the City in connection with site specific design projects.

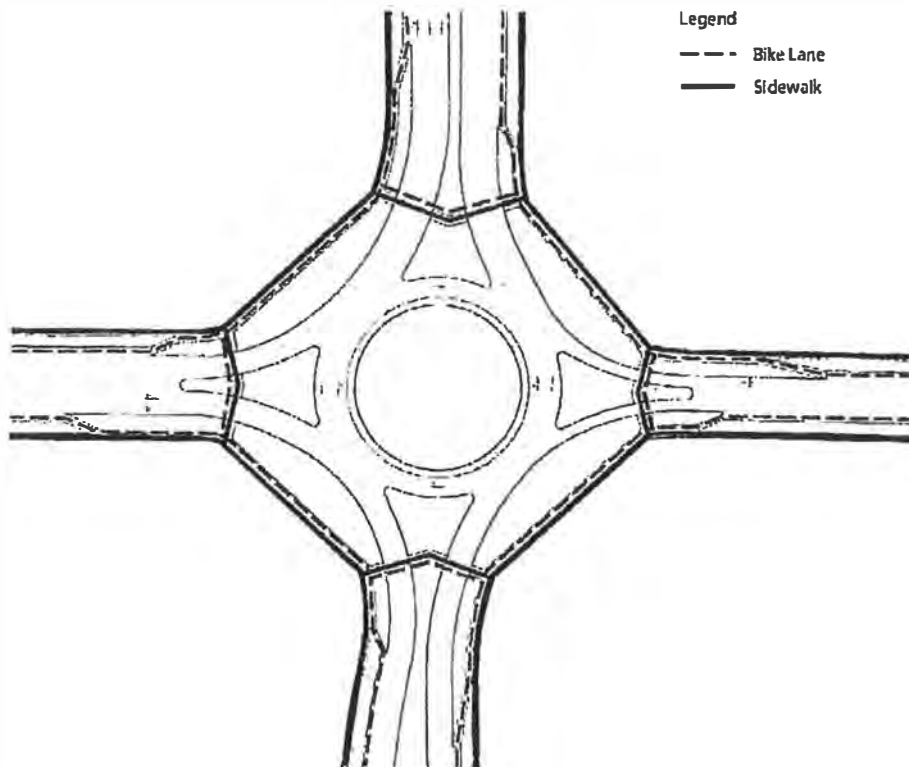


Exhibit 3-12 Roundabout Diagram



Example of Roundabout Circulation



The World Logistics Center Specific Plan prohibits parking on all streets except at designated truck parking lanes. These lanes provide parking areas for vehicles for a limited duration (no overnight parking) when access to project sites is not available. They are designed to be offset from the traffic lanes to allow for unobstructed thru-traffic and shall be located no closer than 200 feet from intersecting street curb returns. The locations and detailed designs will be reviewed in connection with subdivision and site development permits. No truck parking lanes will be located on Street A.

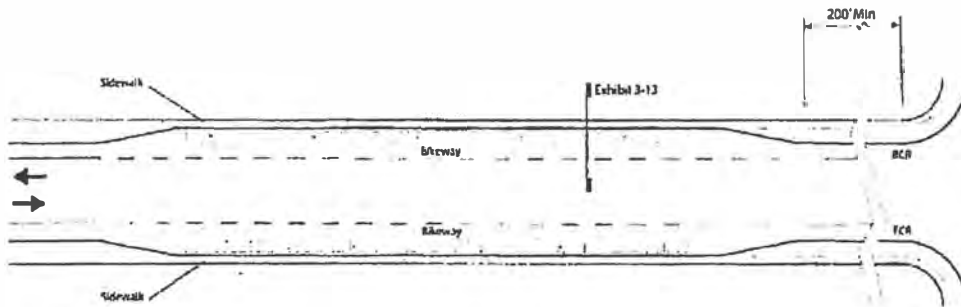


Exhibit 3-13 Truck Pullout Diagram

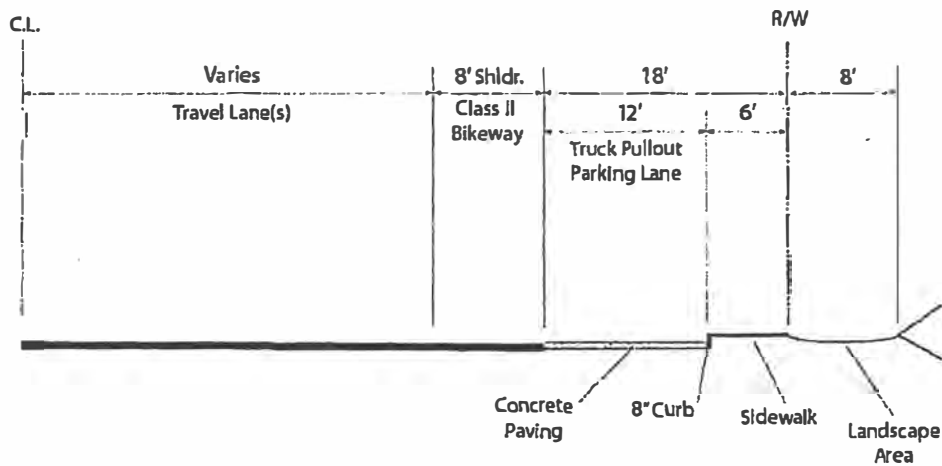


Exhibit 3-14 Truck Parking Lane Section



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3.3.4 Mass Transit Circulation

All streets in the World Logistics Center are designed to accommodate bus service. Regional bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA), however they do not currently operate any routes in the immediate vicinity of the World Logistics Center. RTA will determine if and when bus service will be provided. Facilities to support future bus service to the project pursuant to RTA’s “Design Guidelines for Bus Transit” will be incorporated, as needed, into street design in connection with site-specific development proposals. Covered shelters shall be provided when bus routes are activated. A standard design for shelters shall be reviewed and approved by RTA and the City prior to installation of the first shelter.



Exhibit 3-15 Potential Bus Route

Exhibit 3-14 illustrates a potential bus route that would conveniently serve the majority of building areas within the WLC. This is only a conceptual route. The RTA will determine if and when bus service will be extended to the WLC area and its route.



3.3.5 Emergency Access

An emergency vehicular access connection will be provided from Street E to public roads to the west. This connection will also be designed to accommodate pedestrian and bicycle use to facilitate non-vehicular circulation within the WLC project. A conceptual design for an emergency access connection is shown in Figure 3-16.

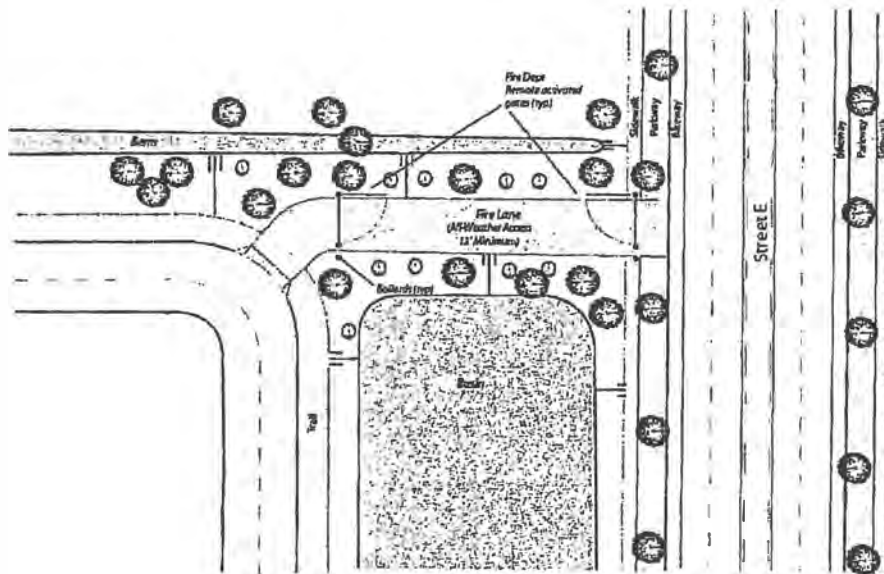


Exhibit 3-16 Emergency Access (Conceptual)

3.4 Non Vehicular Circulation

3.4.1 Pedestrian Circulation

The World Logistics Center provides a network of sidewalks on all project streets, as required to comply with ADA and other applicable codes, to connect all areas of the project to surrounding areas and to interconnect all buildings within the project. Details of these sidewalks will be reviewed and approved by the City in connection with subdivision and site development approvals.



3.4.2 Multi-Use Trails

To provide public trail access to the Lake Perris Recreational Area, an extension of the City's Redlands Boulevard multi-use trail will cross Redlands Boulevard at Cottonwood Avenue and continue southerly and easterly as shown on Exhibit 3-16.

The existing multi-use trail along the north side of Eucalyptus Avenue will be extended along Street B to Gilman Springs Road and then southerly to connect with the trail head as shown in Exhibit 3-16.

In the future a connection between the trail head and SJWA may be constructed by others.

Details of these trail alignments will be established with site-specific development proposals. The multi-use trails within the World Logistics Center will comply with existing city standards and will be constructed concurrently with adjacent development projects. Once constructed, the trails and trail head will be operated and maintained by the City and funded by a special financing district.

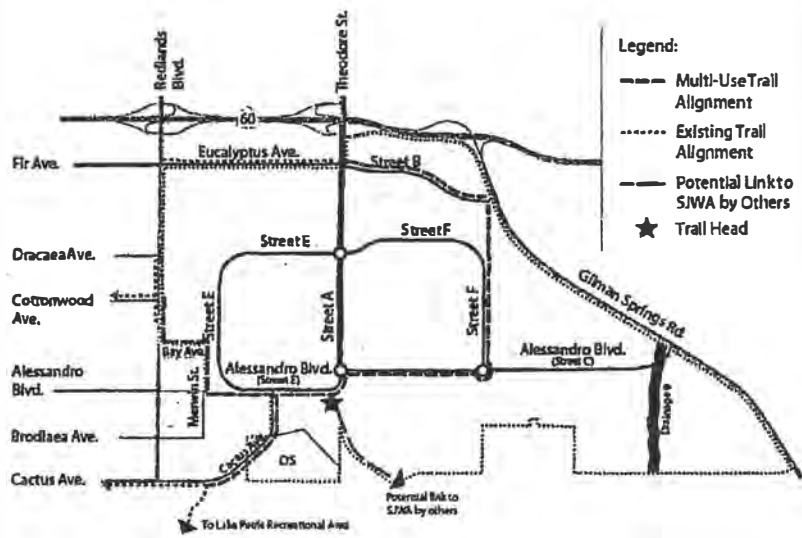


Exhibit 3-17 Multi-Use Trail Plan

INFRASTRUCTURE PLAN

The California Aqueduct/Metropolitan Water District (MWD) owns and operates a transmission line 145 inches in diameter, running north-south through the project area in Street A, and east-west in existing Eucalyptus Avenue, east of Street A.

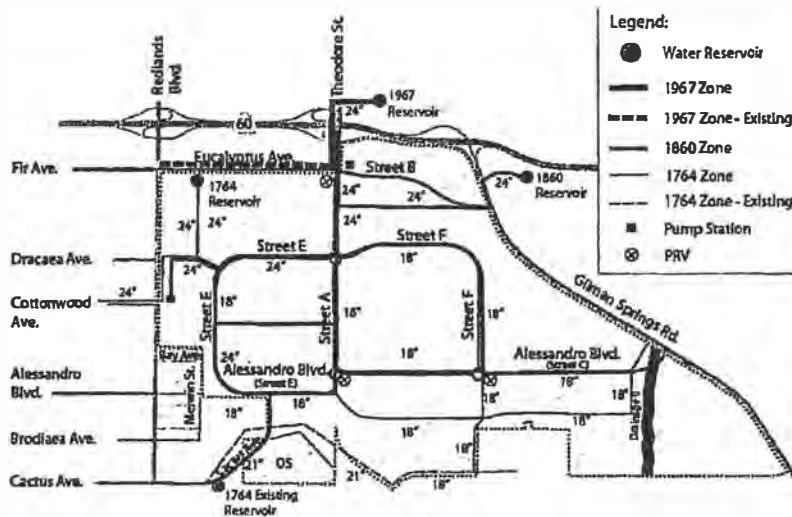


Exhibit 3-19 Water Facilities Master Plan

Development of the proposed project site will require three new water reservoirs to serve the respective water pressure zones (1967, 1860 and 1764). Two of the reservoirs are located outside of the Specific Plan boundary.

As development proceeds within the World Logistics Center, new waterlines, ranging in size from 12" to 24", will be constructed in the existing and proposed roadways to connect to future water tanks. The water system will require a new pump station. All water facilities will be constructed to EMWD standards and will be subject to a Plan of Service approval.



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Minimize water infrastructure through native and drought tolerant landscapes

3.5.2 Sewer

Eastern Municipal Water District (EMWD) provides wastewater service to the World Logistics Center area. Wastewater generated from the World Logistics Center area will be treated at EMWD's Moreno Valley Regional Water Reclamation Facility (MVRWRF). The MVRWRF, located in the southwestern portion of the City near Kitching Street and Mariposa Avenue, has the capacity to treat 16 million gallons per day (MGD) of wastewater, which will accommodate the needs of the WLC project. The primary trunk sewer line serving the World Logistics Center area is located in Redlands Boulevard. This trunk sewer line continues in a southerly direction in Cactus Avenue, JFK Drive, Iris Avenue and Lasselle Streets conveying wastewater to the MVRWRF.

The proposed sewer in Street A (Theodore Street) and all lines to the west of Theodore Street form a gravity system and run generally southwest to a point of connection at Brodiaea Avenue and Redlands Boulevard. As demand requires, the existing segment of sewer in Brodiaea Avenue and Wilmot Street, west of Redlands Boulevard, will be upsized from a 15" to a 33" and 36" line respectively.



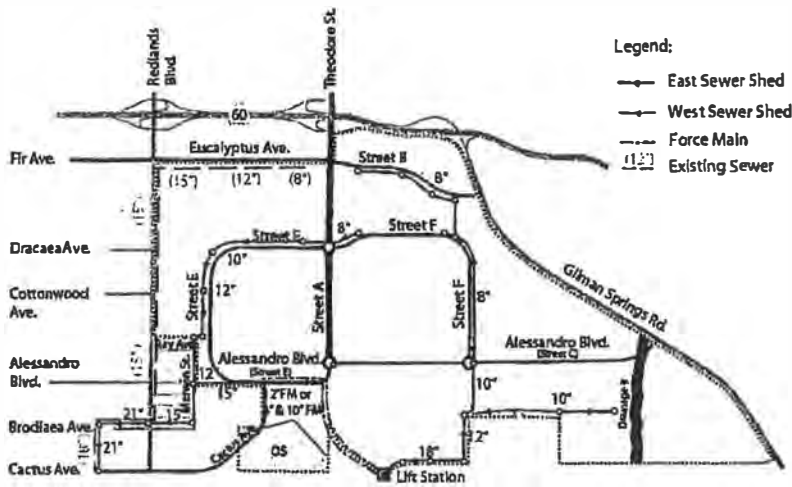


Exhibit 3-20 Wastewater Service Plan

The sewer system east of Street A (Theodore Street) will flow by gravity to a future sewer lift station at the southerly project boundary. From there, a force main will carry wastewater in a northwest direction, where it joins the gravity system west of Street A (Theodore Street) described above. Sewer lines will be located within public street rights-of-way to the greatest degree possible. Some of the buildings may require individual (private) lift stations due to building lengths, location of buildings, and phasing of improvements.

Future sewer lines will range in size between 8" and 24", and will be constructed to EMWD standards and will be subject to a Plan of Service approval.

3.5.3 Recycled Water

As stated in EMWD's Water Supply Assessment for the World Logistics Center project, EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreation areas, greenbelts, open space common areas, commercial landscaping, and other water features. The proposed project is near an existing recycled water line and EMWD has indicated that in the future recycled water will be available for the project. No date has been established when recycled water will be available.



Recycled water will be used on the proposed project to the greatest extent practical. The availability, feasibility and reliability of recycled water use will be included in EMWD's evaluation of the plan of service for the project.



Exhibit 3-21 Recycled Water Plan

3.5.4 Storm Drain

The World Logistics Center Specific Plan area is within the San Jacinto River watershed which is part of the larger Santa Ana River watershed. The stormwater runoff from the project generally flows in a southerly direction to the San Jacinto River at an average gradient of 1 to 2 percent. A topographic divide located west of Street A (Theodore Street) separates stormwater flows to the San Jacinto River into two sub-areas. Runoff east of the divide flows to the San Jacinto Wildlife Area and the Gilman Hot Springs hydro-subarea. Runoff west of the divide is tributary to the Perris Valley Storm Drain and the Perris Valley hydro-subarea. Both hydro-subareas are tributary to the San Jacinto River, approximately 10 miles south of the project site.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the responsible agency for the project area's regional flood control system. The westerly portion of the project site is located within the Moreno Master Drainage Plan (MMDP). An existing 12-foot by 8-foot reinforced concrete box (RCB) owned by RCFCWCD is located east of Redlands Boulevard. This facility collects water passing under SR-60 and outlets south of Eucalyptus Avenue where it flows across agricultural land



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downstream. Further south, the agricultural land drains to a RCFCWCD earthen channel at Redlands Boulevard which flows to a greenbelt channel located north of Cactus Avenue and east of Redlands Boulevard and ultimately drains to the Perris Valley Storm Drain.

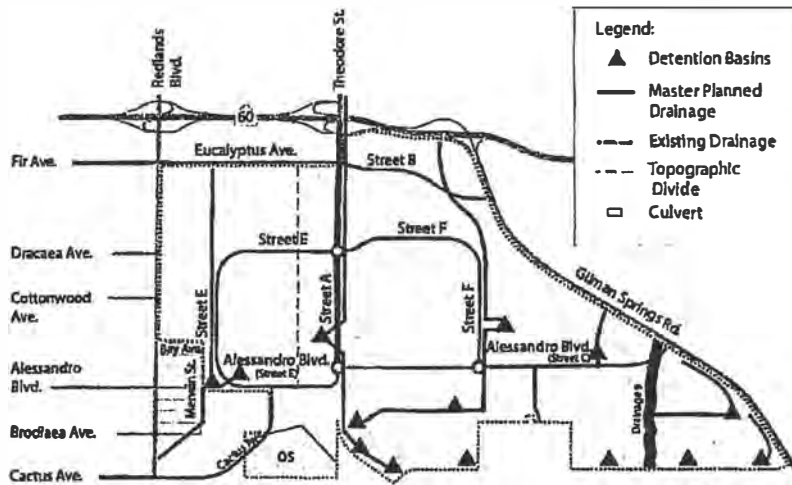


Exhibit 3-22 Storm Drain Plan

On the east side of the project site there is no master plan of drainage. The existing drainage facilities consist of open ditches along Theodore Street that convey runoff from adjacent areas and lands northerly of SR-60. A series of existing drainage culverts cross Gilman Springs Road conveying the offsite runoff from the Badlands through the World Logistics Center site.

One of these drainages is identified as Drainage 9. Its primary purpose is to convey water from the northern side of Gilman Springs Road to the SJWA on the south. Improvements will be added to enhance its drainage function. Prior to approval of any subdivision or Plot Plan including or adjacent to Drainage 9, a concept plan for the entire drainage feature shall be submitted to and approved by the City. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, signage, vehicular/pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with this concept plan.



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Based on the latest Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA), the project site is not located within a 100-year floodplain.

A system of underground drainage lines and detention basins will convey the stormwater runoff and manage the increased flow due to the proposed development. At each stage of development, the peak flows at downstream discharge points at the southerly project boundary will not exceed the peak flows for the existing condition.

Along the boundary of the San Jacinto Wildlife Area, concentrated flows released from detention basins will be spread to mimic existing sheet flow patterns.

3.5.5 Utility Conditions

Existing Electrical Service

Moreno Valley Utility (MVU) is the electricity provider for the World Logistics Center. MVU has an existing underground electrical service at the intersection of Dracaea Avenue and Redlands Boulevard. An electrical substation is located west of the project area at the southwest corner of Moreno Beach Drive and Cottonwood Avenue. The substation has a current capacity to distribute 56 Megawatts (MW) of power (28MW primary facility and 28MW backup system). The substation was designed for future expansion to an ultimate capacity of 112 MW. The current peak load for this substation is 22 to 26 MW. There is currently a 4.5 MW surplus capacity available.

SCE has existing 12 kV and 115 kV overhead power lines throughout the project area. The 115 kV power lines are located along Gilman Springs Road, Street B east of Street A, Street A north of Eucalyptus Avenue and along Brodiaea Avenue/Davis Road to the south. The 12 kV power lines are located along Gilman Springs Road, Theodore Street, Alessandro Boulevard, Eucalyptus Avenue east of Theodore Street and Redlands Boulevard.

Proposed Electrical Service

Based on electrical demands provided by MVU and data from other warehouse/distribution projects, the World Logistics Center has an



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estimated peak electrical demand of 68 MW. As development proceeds, the existing electrical substation located at the southwest corner of Moreno Beach Drive and Cottonwood Avenue will be expanded to its planned 112 MW capacity. A new substation will be built within the World Logistics Center area to meet the project's electrical demand at build-out. All MVU primary distribution conductors within the project will be installed in underground conduit and vaults in the public street right-of-way or easements as a joint trench with telephone, cable TV and natural gas.

Any SCE overhead power pole lines, less than 115kV, that need to be relocated to develop the project will be placed in underground conduits and vaults. SCE facilities 115kv or greater will remain as overhead lines.



Exhibit 3-23 Electrical Utility Plan

Existing Natural Gas

Southern California Gas Company (SCGC) is the natural gas provider for the World Logistics Center. A 4" medium pressure service line runs in Redlands Boulevard. Low pressure facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue.

Throughout the World Logistics Center, natural gas is transmitted through SDG&E underground pipelines serving the Southern California region that range in size from 16 inches to 36 inches. Two 30" diameter transmission pipelines that run in an east-west direction are located north and south of

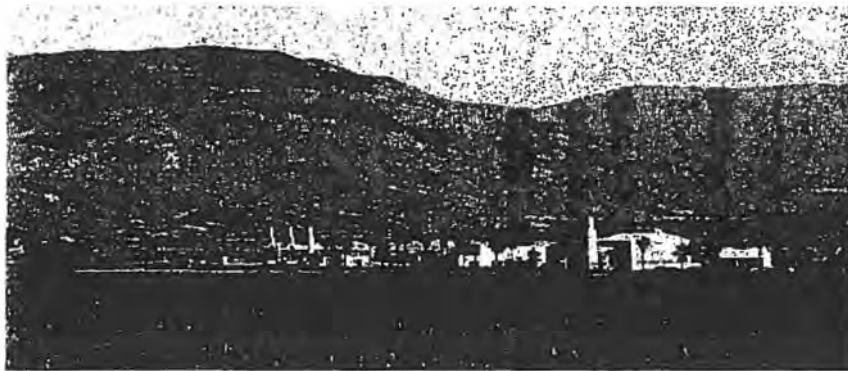


Alessandro Boulevard. Three transmission pipelines, 16", 24" and 36" diameters run in a north-south direction along Virginia Street, south of Alessandro Boulevard. The 36" diameter line also extends east from Virginia Street parallel with the 30" line that runs south of Alessandro Boulevard.

SCGC transmission facilities within the World Logistics Center include a gas line blow-down facility and flow metering station at Alessandro Boulevard and Virginia Street.

Further south on Virginia Street, San Diego Gas & Electric (SDG&E) operates a natural gas compression station, known as the Moreno Compressor Station. It supplies gas to San Diego via 16", 30" and 36" transmission pipelines.

Questar has a 16" natural gas transmission line that runs in Alessandro Boulevard from Gilman Springs Road to Theodore Street, where it turns south to Maltby Avenue, and then turns west to Redlands Boulevard.



San Diego Gas & Electric Natural Gas Compression Station

Proposed Natural Gas Service

SCGC has indicated the 4" medium pressure service line that runs in Redlands Boulevard will be extended into the World Logistics Center to service the development. Gas service will be installed in the public street right-of-way or easements as a joint trench with telephone, cable TV and electrical services.



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Ordinance No. 900
Date Adopted: August 25, 2015

In connection with the development of the property, relocation of some natural gas transmission lines into public street right-of-way or easements will be necessary. SDG&E's Moreno Compressor Station will remain in place.

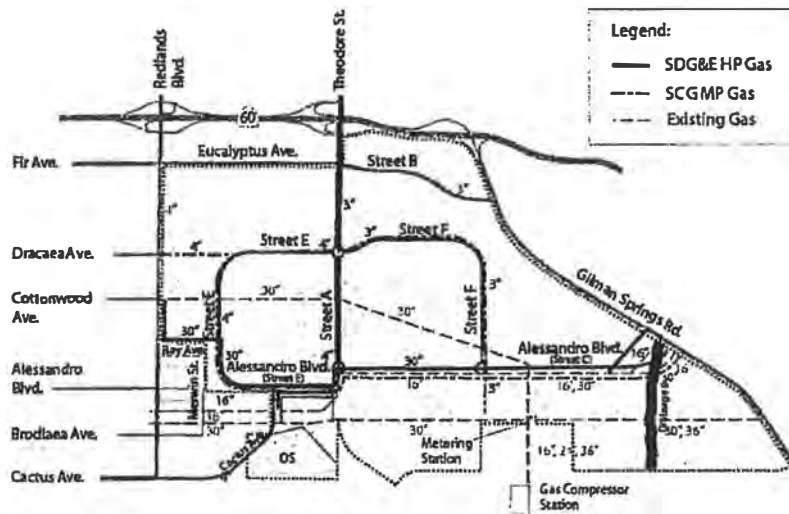


Exhibit 3-24 Gas Utility Plan

Existing Cable and Telecommunications

Telecommunications

Verizon provides telephone services to the World Logistics Center area. Underground telephone facilities are located throughout the project area and run along Alessandro Boulevard and Theodore Street. Four existing telecommunication cabinets are located northeast of the intersection of Alessandro Boulevard and Virginia Street. Overhead telecommunication lines run along Redlands Boulevard. Facilities for telephone service will be provided in every public street.

Cable Television

Time Warner Cable currently provides cable television to the World Logistics Center and vicinity. Existing overhead cable television facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue. Within the World Logistics Center underground cable television facilities run along Alessandro Boulevard from Merwin Street to Theodore Street and overhead on Theodore Street to



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Eucalyptus Avenue. Facilities for cable will be made available to all providers.

Proposed Cable and Telecommunications

As development proceeds, cable and telecommunications facilities located west of Redlands Boulevard will be extended to serve the World Logistics Center project. These facilities will be underground and may be provided by a number of service franchises.



Telecommunication infrastructure is a vital component in supporting global connectivity.



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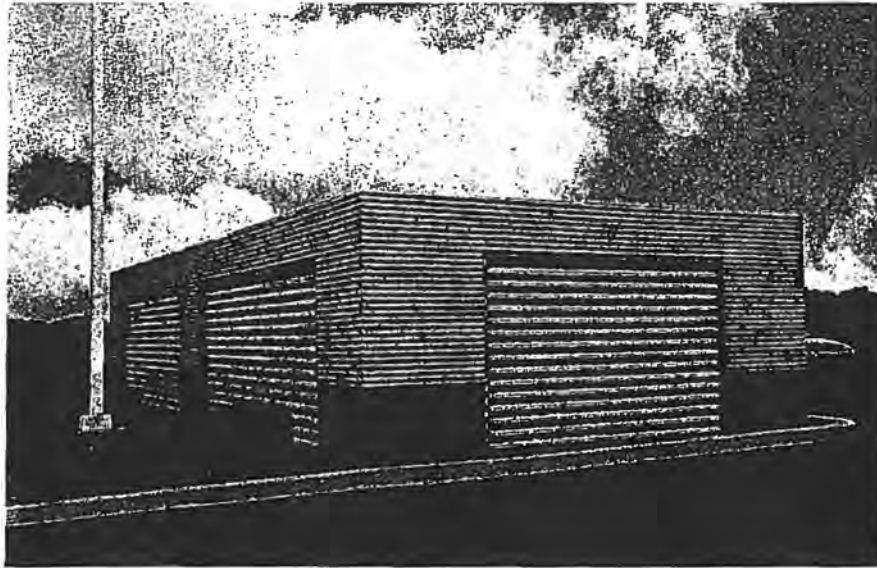
**INFRASTRUCTURE
PLAN**

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4.0 OFF-SITE DESIGN STANDARDS

These standards shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc.

4.1 Off-site Architecture



4.1.1 Objectives

Off-site architecture includes buildings that house infrastructure or public use facilities that serve the WLC. Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. In order to establish a clear, unified Image throughout the World Logistics Center, these structures shall follow the guidelines set forth in Section 5.0 of this Specific Plan. These support buildings shall be designed in an understated and supporting fashion for the World Logistics Center.

4.1.2 Ground-mounted Equipment

All exterior ground-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes shall be screened from public view from adjacent streets. Wall-mounted equipment is not allowed.

4.1.3 Roof-mounted Equipment

All roof-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone

**OFF-SITE DESIGN
STANDARDS**

facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

4.2 Off-site Landscaping

4.2.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway, and surface streets to compliment the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance,
- Ensuring off-site landscaping design continuity among individual development sites within the World Logistics Center, and
- Minimizing long term maintenance.

The following guidelines present parameters for general landscape design, water conservation, and streetscapes. On-site landscaping guidelines are addressed in Section 5.4 of this Specific Plan.

4.2.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned



**OFF-SITE DESIGN
STANDARDS**

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logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species



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**OFF-SITE DESIGN
STANDARDS**

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- Select plant palettes tolerant of periodic inundation from storm water runoff
- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow



preventers, pressure reducing valves and precipitation-rated sprinkler heads,

- Use gate valves to isolate and shut down mainline breaks,
- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

All landscape plans shall be reviewed by Eastern Municipal Water District and the City of Moreno Valley.

4.2.3 Streetscapes

Landscaping along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within the World Logistics Center.

4.2.3.1 General Design Criteria

All landscape design and maintenance within the World Logistics Center shall comply with the Landscape and Water Efficiency Requirements contained in the Municipal Code or these guidelines, whichever imposes a higher design or performance standard.

1. Trees are required along all street frontages according to the criteria for streetscapes given in the following sections.
2. All street trees are to be 24" box within street right of way, unless otherwise noted. Trees in other areas shall be 15 gallon minimum in size but 25% shall be minimum 24" box.
3. Landscaping berms along street frontages may be utilized. Maximum slopes may not exceed 2:1. City maintained areas shall not exceed 3:1.



**OFF-SITE DESIGN
STANDARDS**

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4. Shrubs along street frontages are to be utilized where possible.
(Minimum size at installation is 1 gallon. Minimum size at installation for grasses is 1 gallon.)

4.2.4 Special Edge Treatment Areas Design Criteria

There are four discrete edge treatment plans in and around the project. The areas are indicated below:

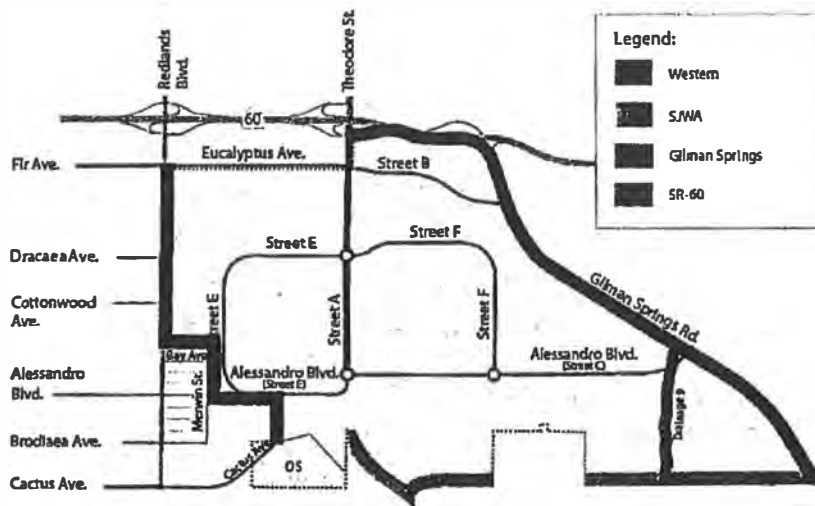


Exhibit 4-1 Special Edge Treatment Areas Design Criteria

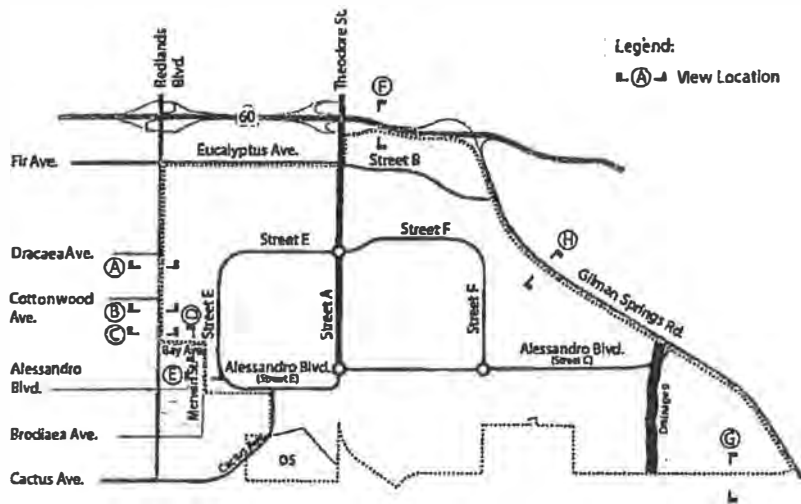


Exhibit 4-2 Edge Exhibit Map (Key map for following exhibits)



OFF-SITE DESIGN STANDARDS

4.2.4.1 Western Edge

When viewed from the sidewalk on the western side of Redlands and Merwin and the southern side of Bay, all but 15 feet of future buildings shall be screened by walls, berms, and/or landscaping.

Redlands Boulevard

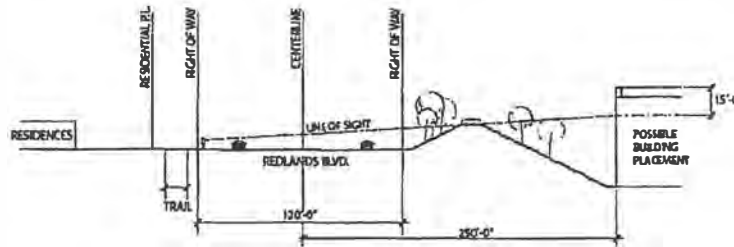


Exhibit 4-3 Redlands Blvd. Section A

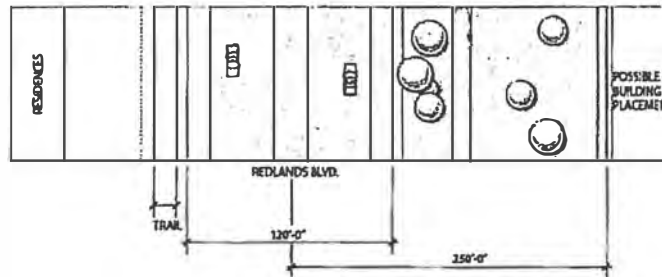


Exhibit 4-4 Redlands Blvd. Plan View A

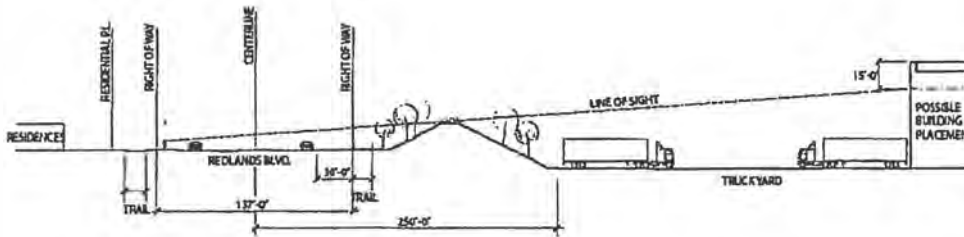


Exhibit 4-5 Redlands Blvd. Section B

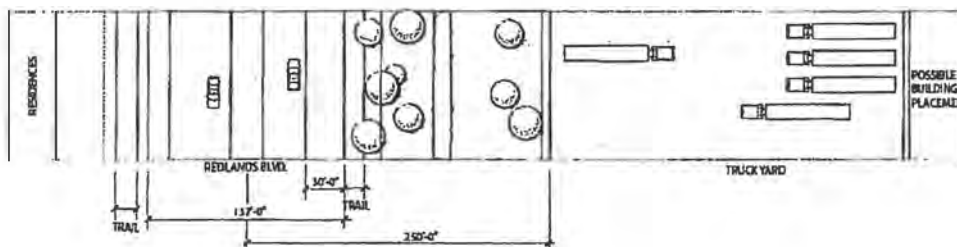


Exhibit 4-6 Redlands Blvd. Plan View B

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

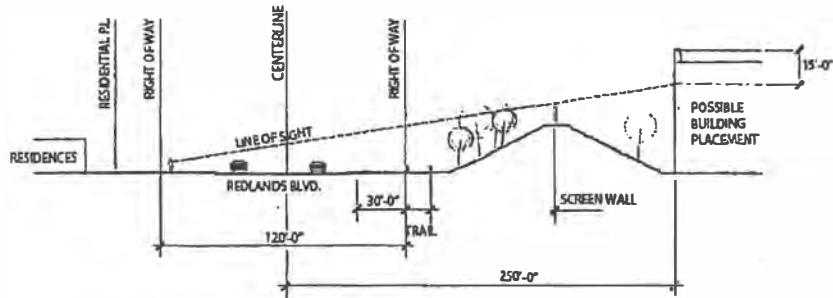


Exhibit 4-7 Redlands Blvd. Section C

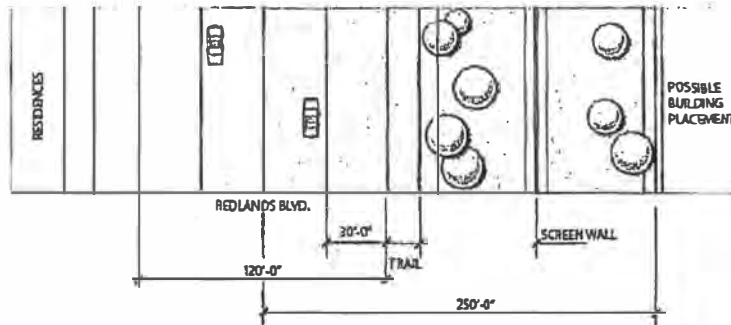


Exhibit 4-8 Redlands Blvd. Plan View C

Bay Avenue

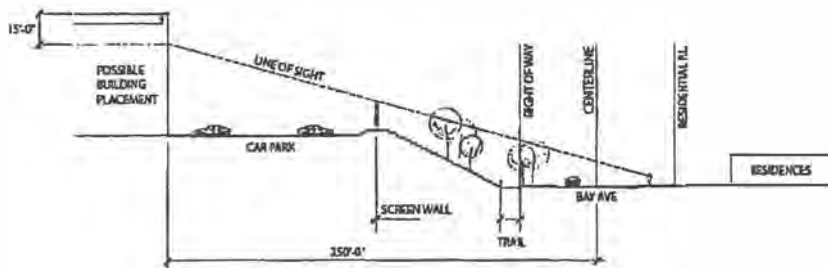


Exhibit 4-9 Bay Ave. Section D

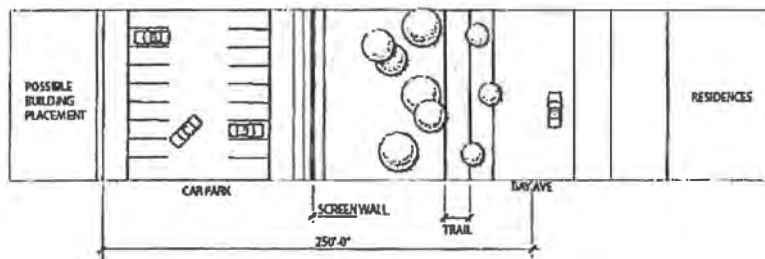


Exhibit 4-10 Bay Ave. Plan View D

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

Merwin Street

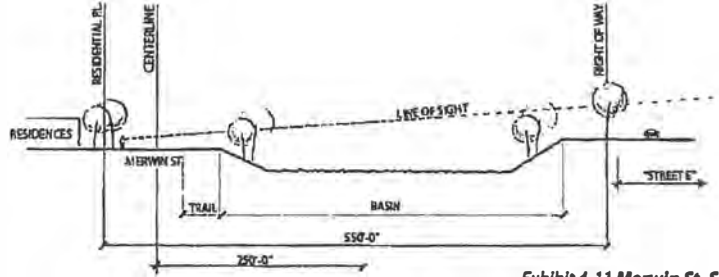


Exhibit 4-11 Merwin St. Section E

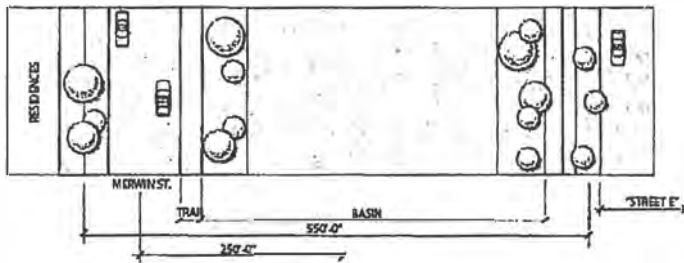


Exhibit 4-12 Merwin St. Plan View E

4.2.4.2 SR-60 Edge

SR-60 screening criteria is to screen buildings and trucking areas in a similar manner as the area south of SR60 between Redlands Blvd. and Theodore Street (Highland Fairview Corporate Park).

SR-60 between Theodore and Gilman Springs Road

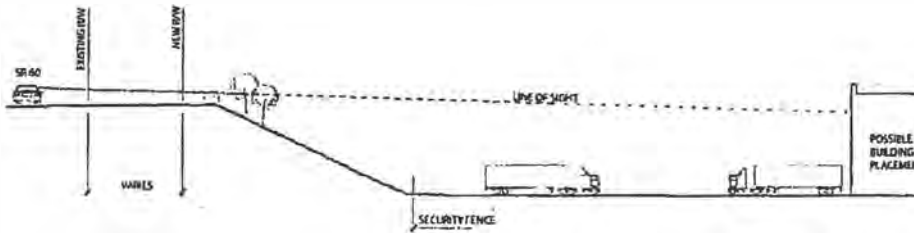


Exhibit 4-13 SR-60 Section F

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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4.2.4.3 SJWA Edge

When viewed from the southerly property line, all trucks and truck dock doors are to be screened by walls and/or landscaping.

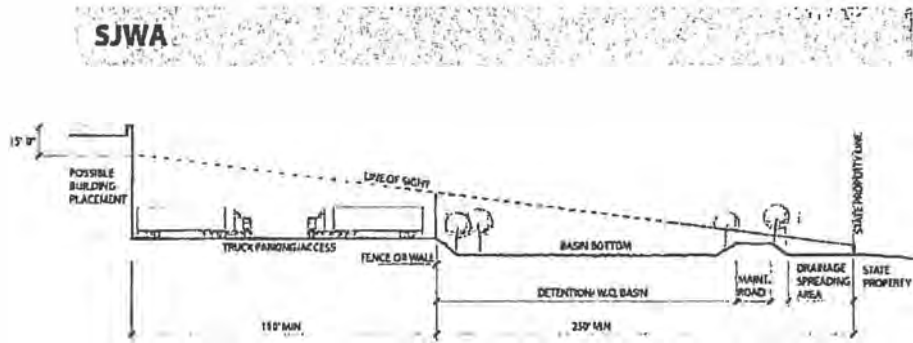


Exhibit 4-14 SJWA Section G

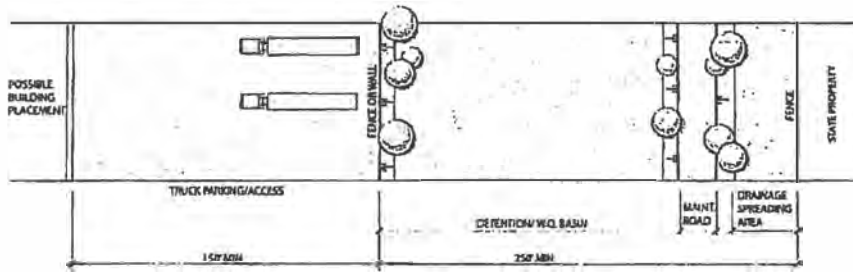


Exhibit 4-15 SJWA Plan View G

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



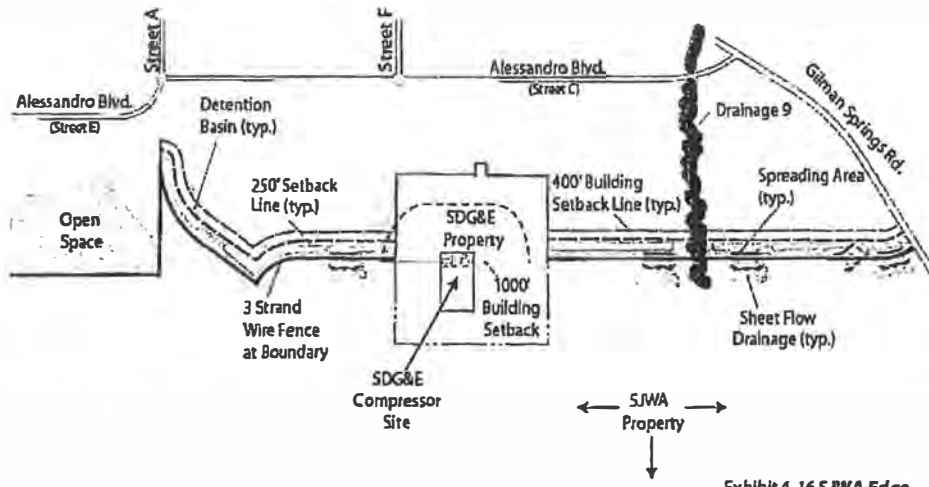
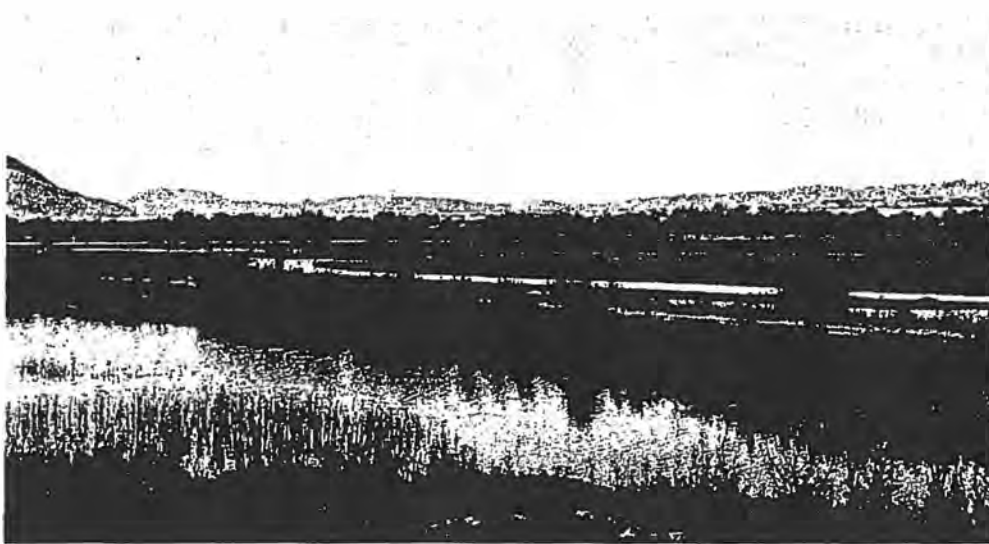


Exhibit 4-16 SJWA Edge

This is a graphic representation of the potential development of property along the project's southerly property line, adjacent to the San Jacinto Wildlife Area (SJWA). The location, configuration, and size of Improvements shown are conceptual and will be refined in connection with detailed engineering plans as the project proceeds.

See Section 2.6 of the Specific Plan regarding requirements for the review and approval of a concept plan for the SJWA Edge Treatment Area.



SJWA- View Simulation from SJWA Visitor's Center



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4.2.4.4 Gilman Springs Road Edge

A combination of landscaping, walls, and fences will serve to screen the view from Gilman Springs Road.

Gilman Springs Road

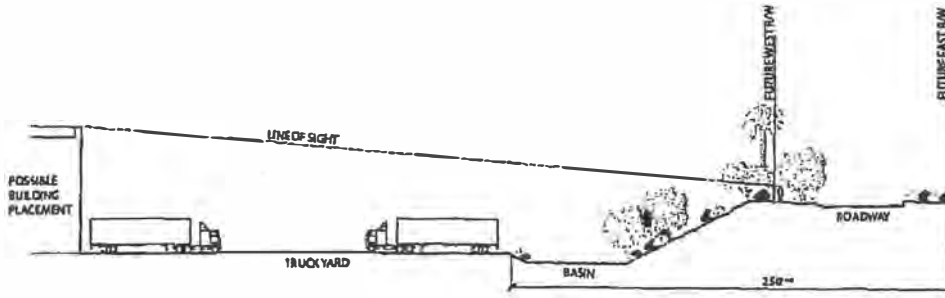


Exhibit 4-17 Gilman Springs Road Section, Downhill



Exhibit 4-18 Gilman Springs Road Section, Uphill

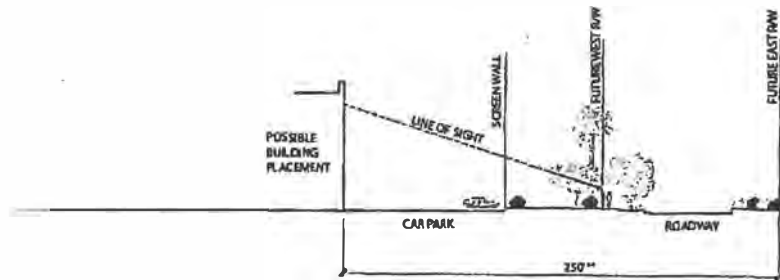


Exhibit 4-19 Gilman Springs Road Section, Flat

****Required setback to truck activity areas. A shorter setback is permitted subject to air quality and noise analyses.**

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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4.2.5 Screening Criteria for All Interior Roadways

From the adjacent sidewalk, all trucks and truck dock doors are to be screened by walls and/or landscaping.

All Interior Roadways

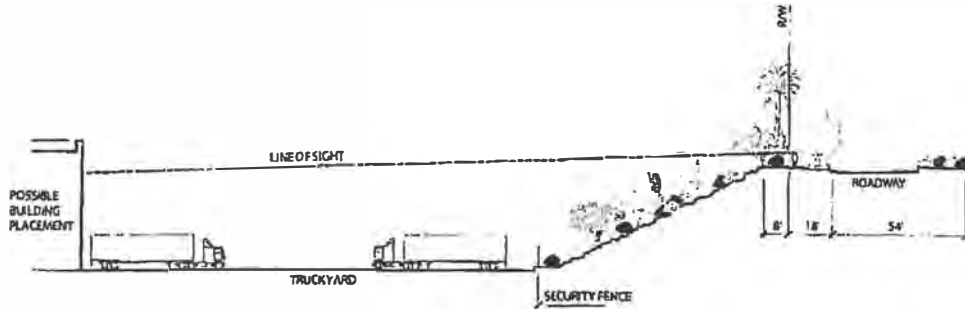


Exhibit 4-20 Section, Downhill

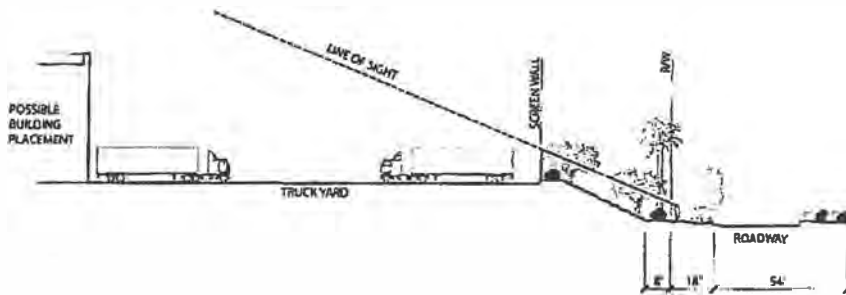


Exhibit 4-21 Section, Uphill

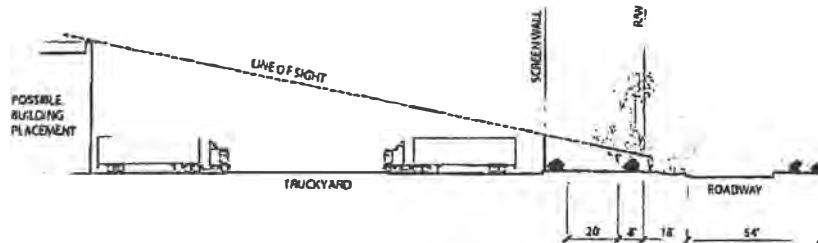


Exhibit 4-22 Section, Flat

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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4.2.6 Perimeter Planting

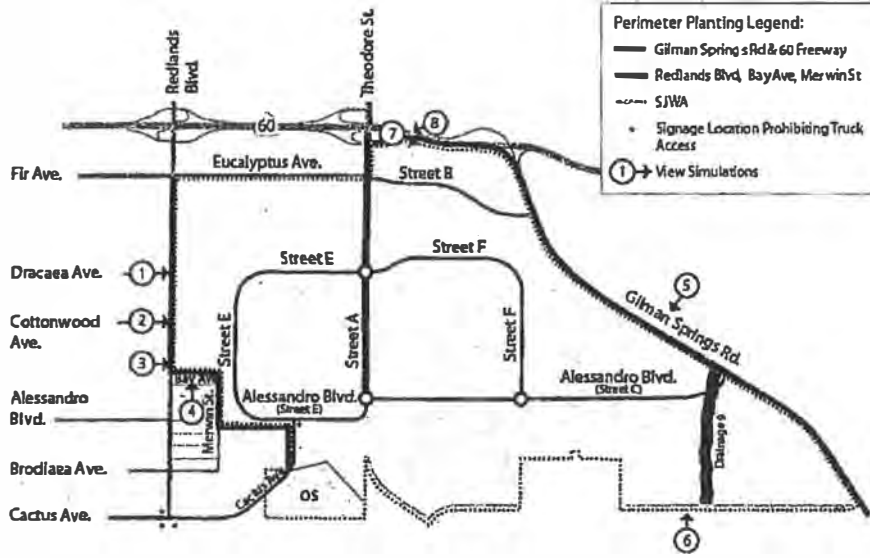


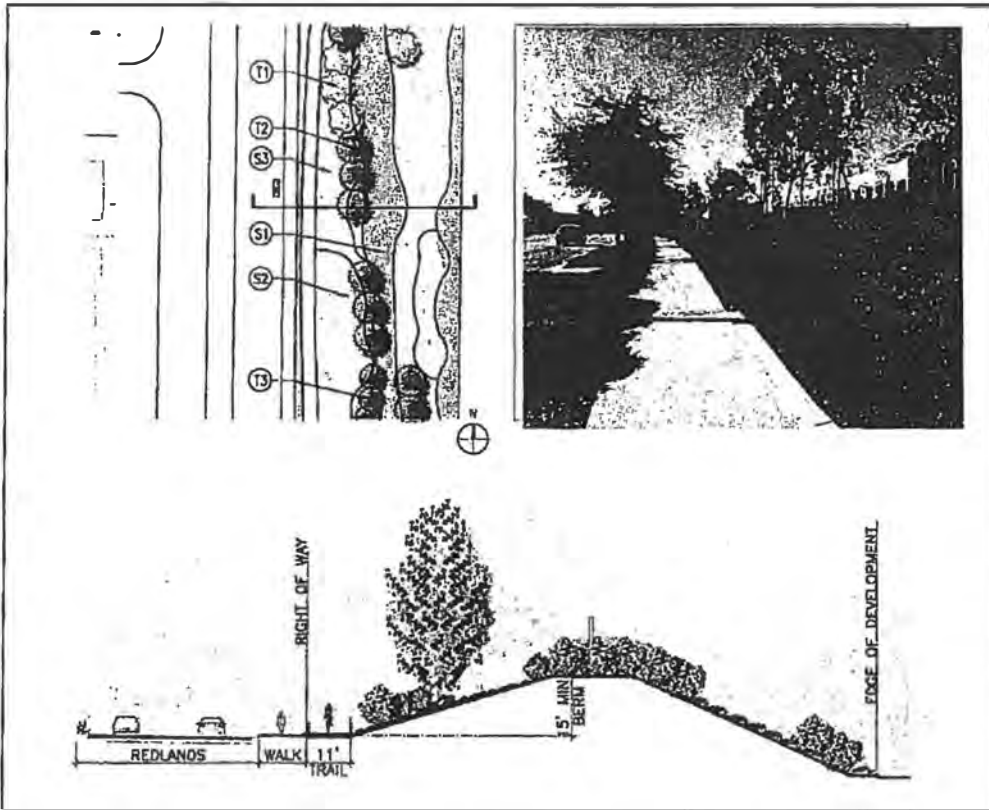
Exhibit 4-23 Perimeter Planting Map (see pages 4-15 to 4-29)



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Redlands Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (24" box minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Pinus halepensis: Aleppo Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

- S1. Leucophyllum texanum: Texas Ranger
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum
Rosmarinus "Huntington Carpet": Rosemary

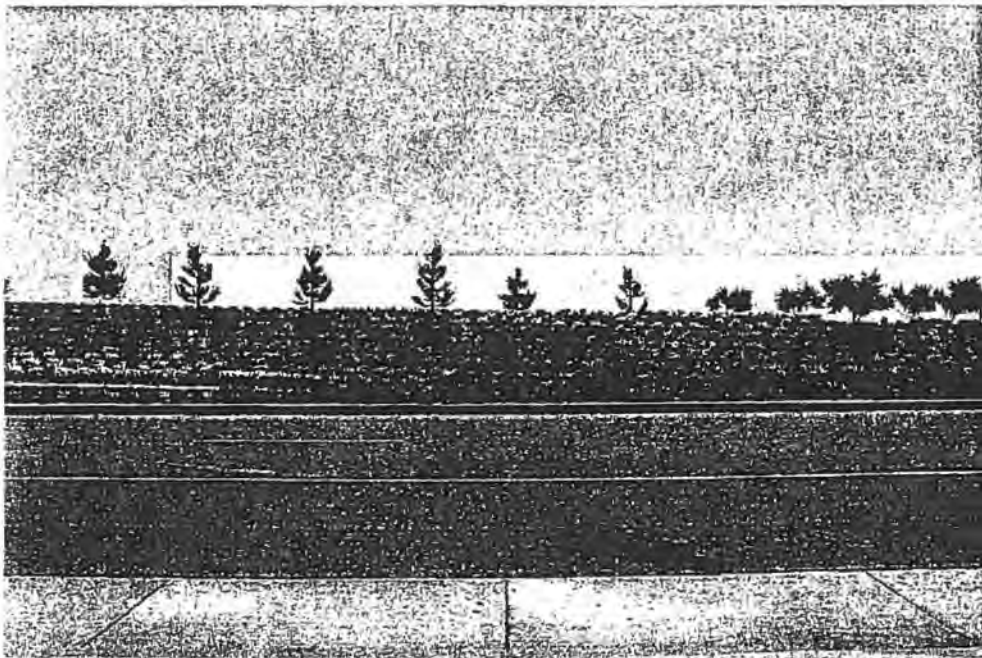


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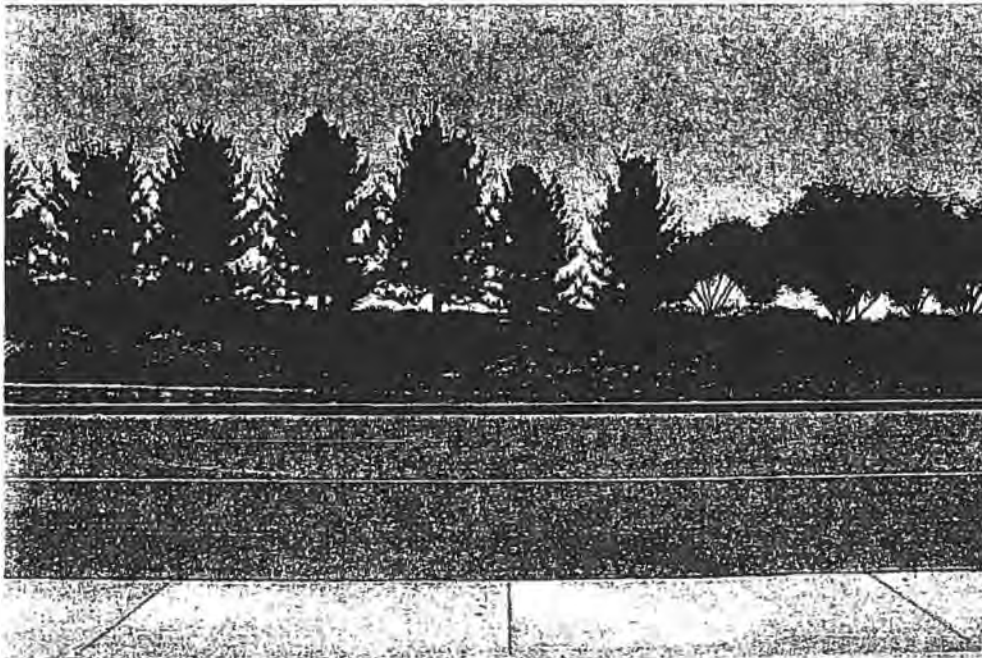
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Redlands Blvd. View 1 at Installation



Redlands Blvd. View 1 at Maturity

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



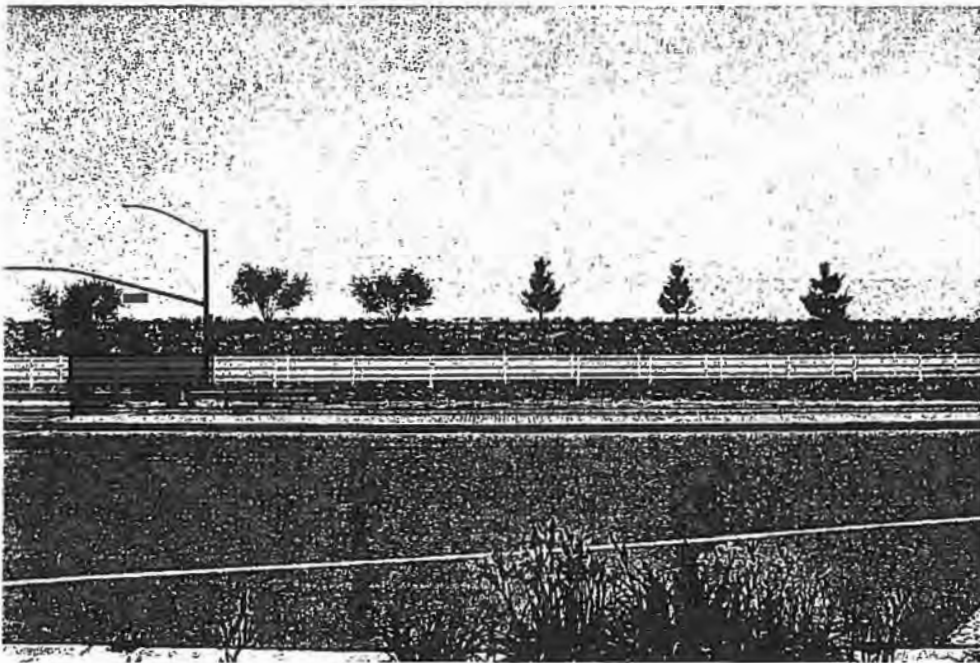
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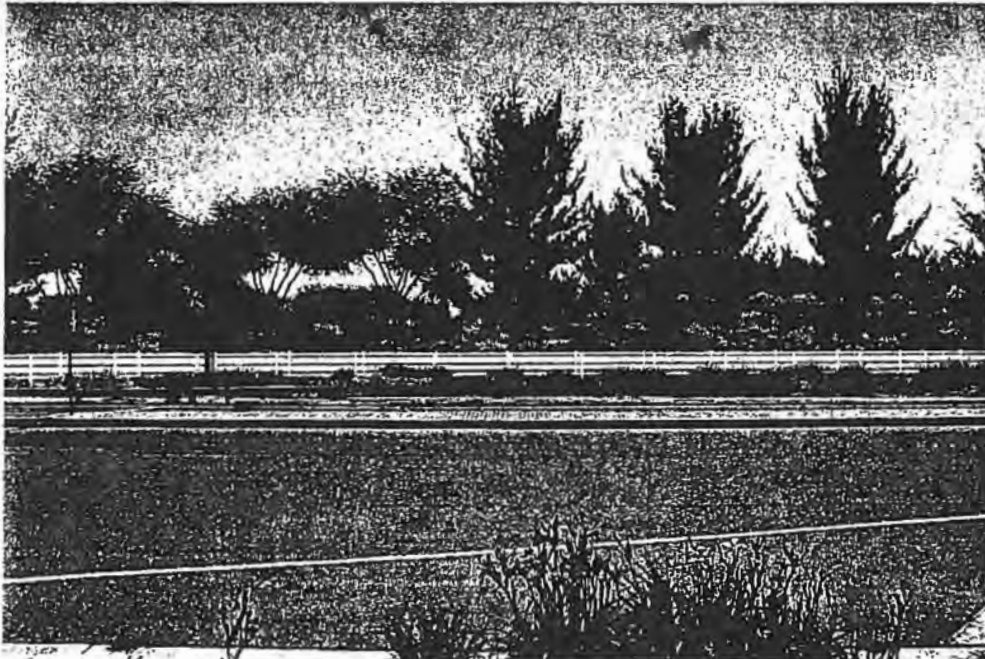
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Redlands Blvd. View 2 at Installation



Redlands Blvd. View 2 at Maturity

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



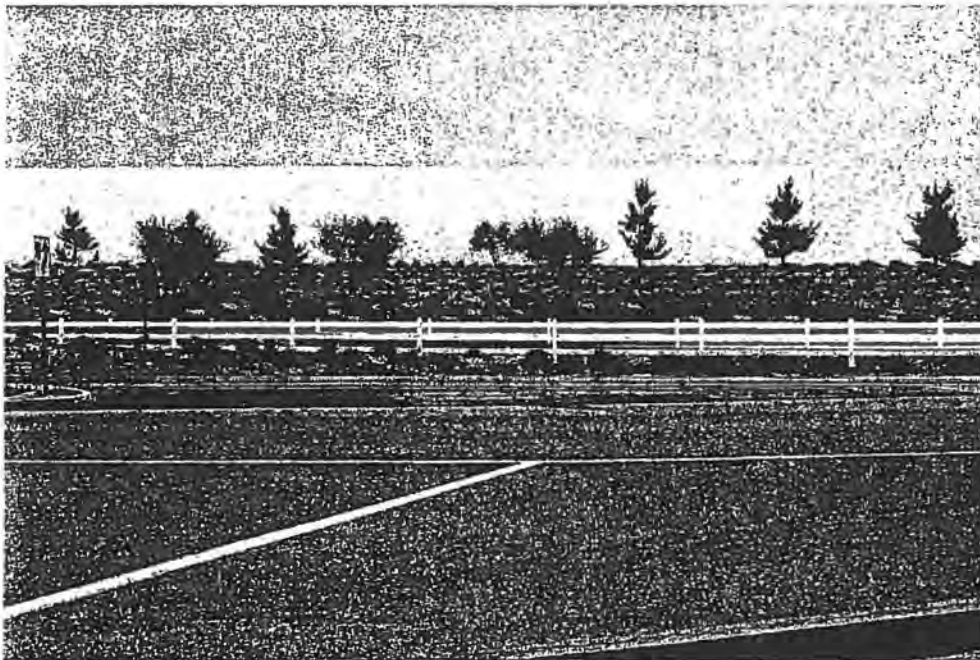
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Redlands Blvd. View 3 at Installation



Redlands Blvd. View 3 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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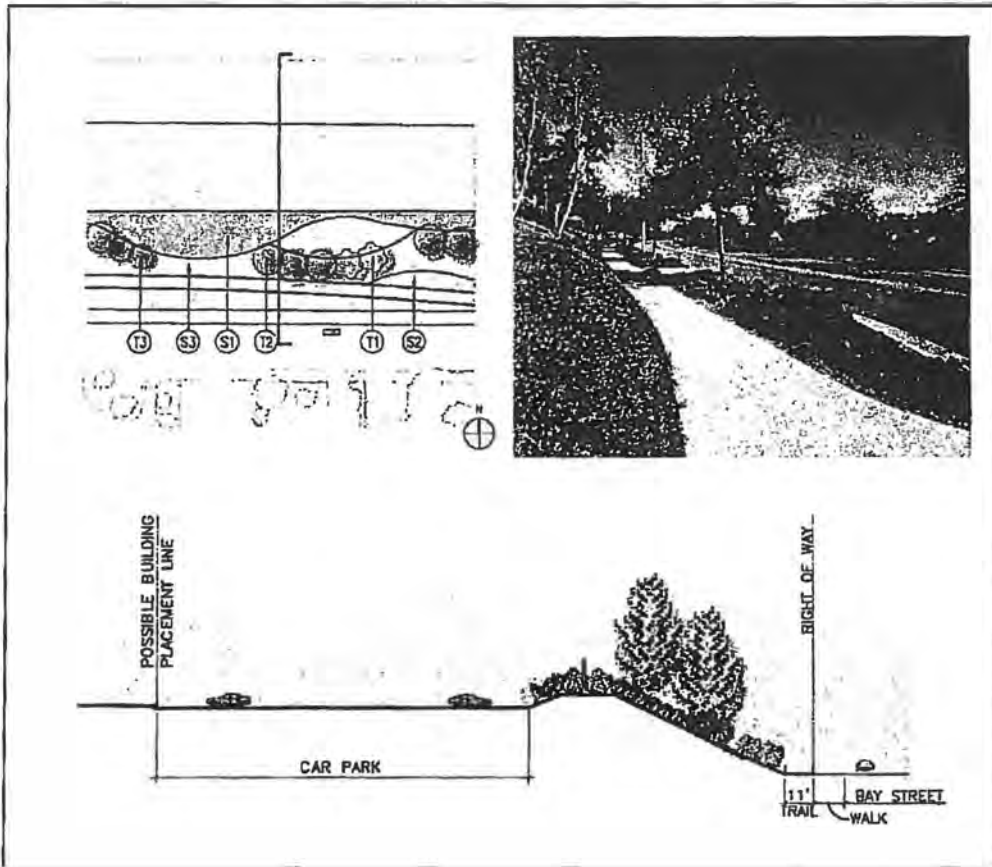
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Bay Avenue



Not to scale | This exhibits a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Pinus halepensis: Aleppo Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

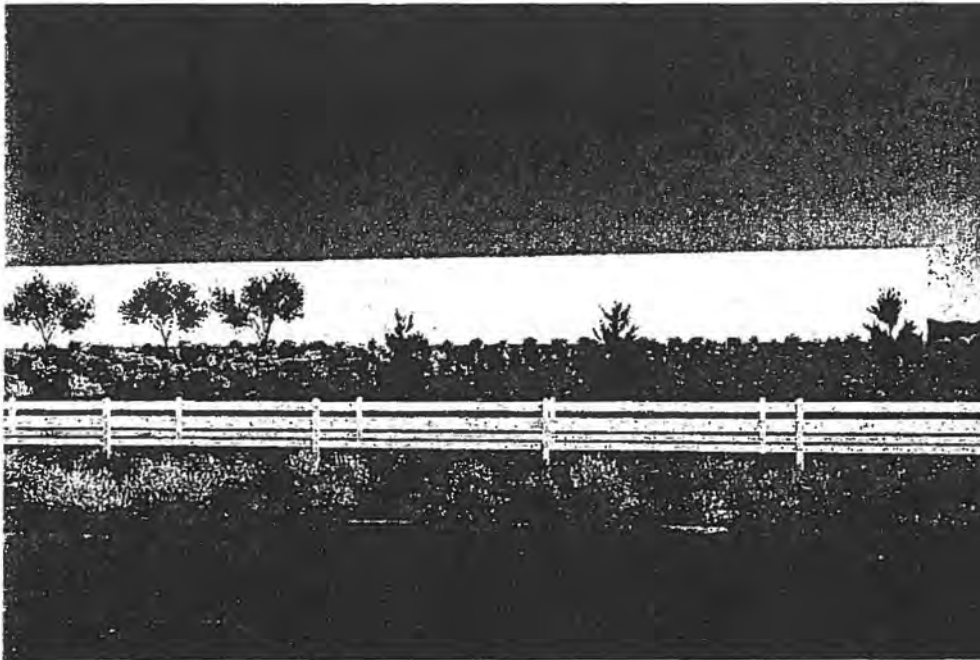
Shrubs / Ground Cover (1 gallon minimum)

- S1. Leucophyllum texanum: Texas Ranger Elaeagnus
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum



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Bay Avenue View 4 at Installation



Bay Avenue View 4 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



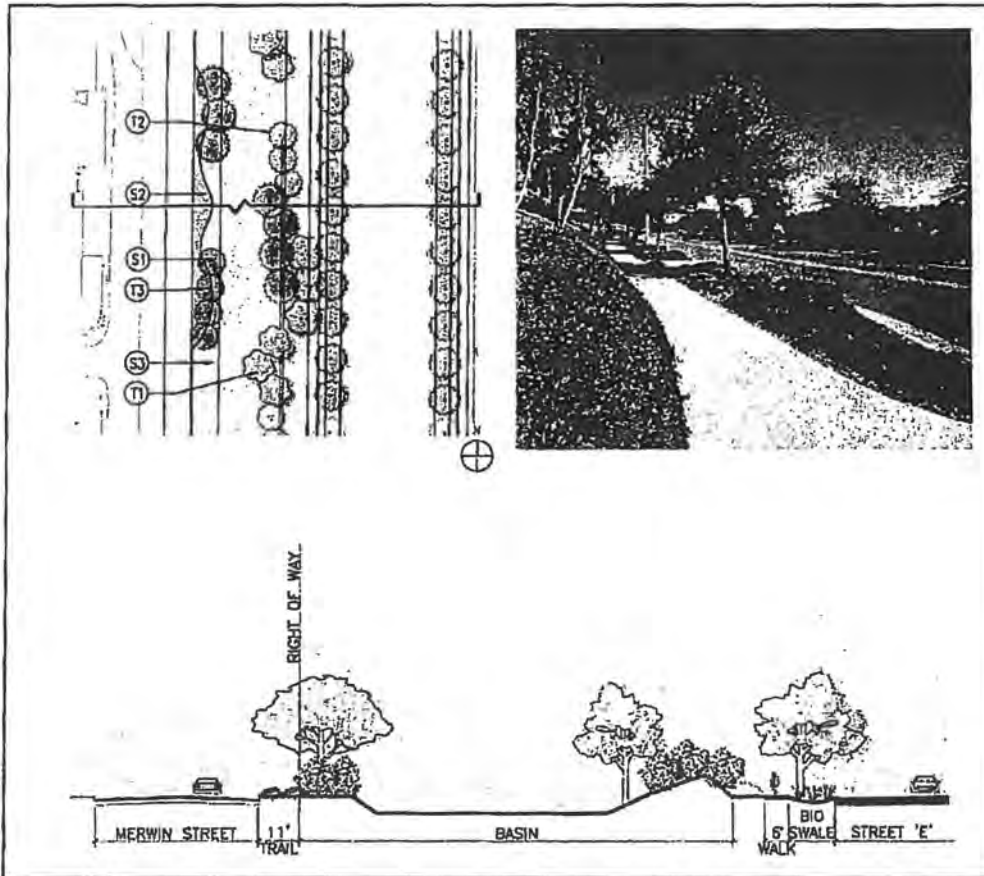
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Merwin Street



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

- S1. Leucophyllum texanum: Texas Ranger
 Eleagnus pungens 'Fruitlandli': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
 Justicia californica: Chuparosa
 Senna phyllodinea: Silver Cassia
 Simmondsia chinensis: Jojoba
 Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
 Baccharis 'Starn': Coyote Bush
 Myoporum parvifolium 'Putah Creek': Creeping Myoporum
 Rosmarinus "Huntington Carpet": Rosemary

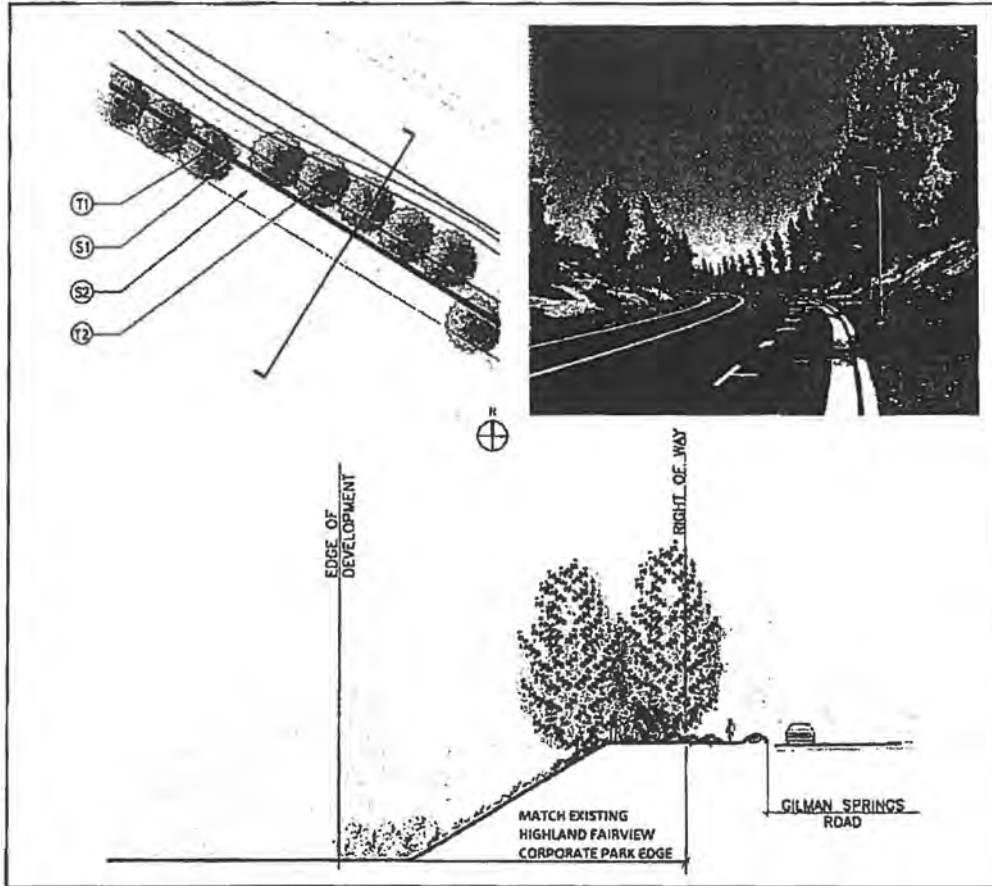


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Gilman Springs Road



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. Pinus eldarica: Afghan Pine
- T2. Washington Robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Rhus ovata: Sugar Bush
- S2. Rosmarinus officinalis 'Prostratus': Creeping Rosemary

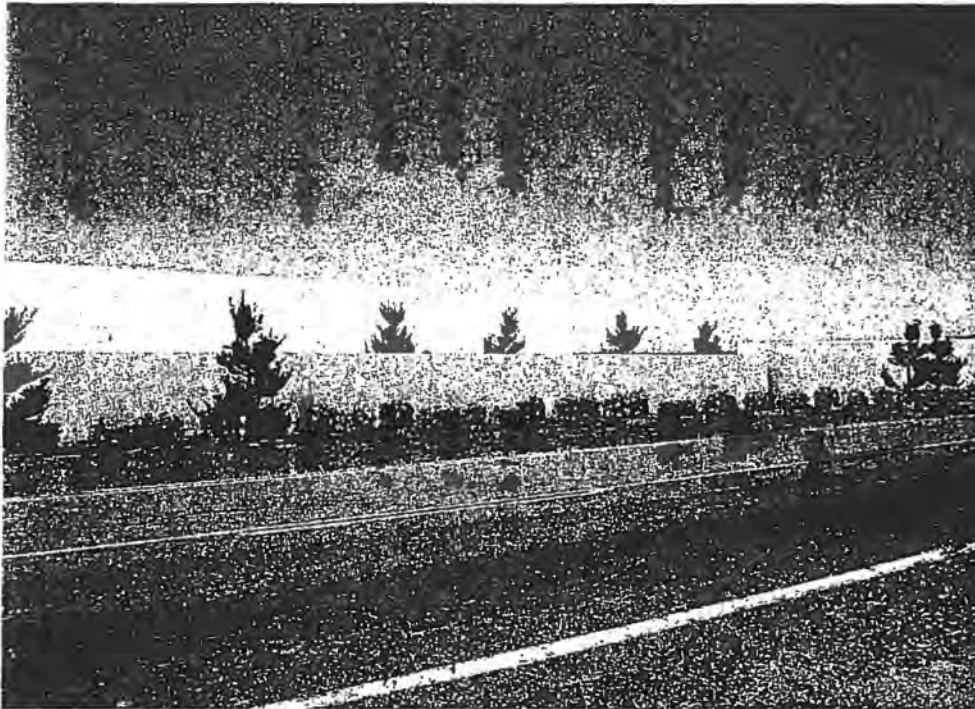


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Gilman Springs Rd. View 5 at Installation



Gilman Springs Rd. View 5 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 yrs estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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Gilman Springs Rd. Panoramic View at Maturity



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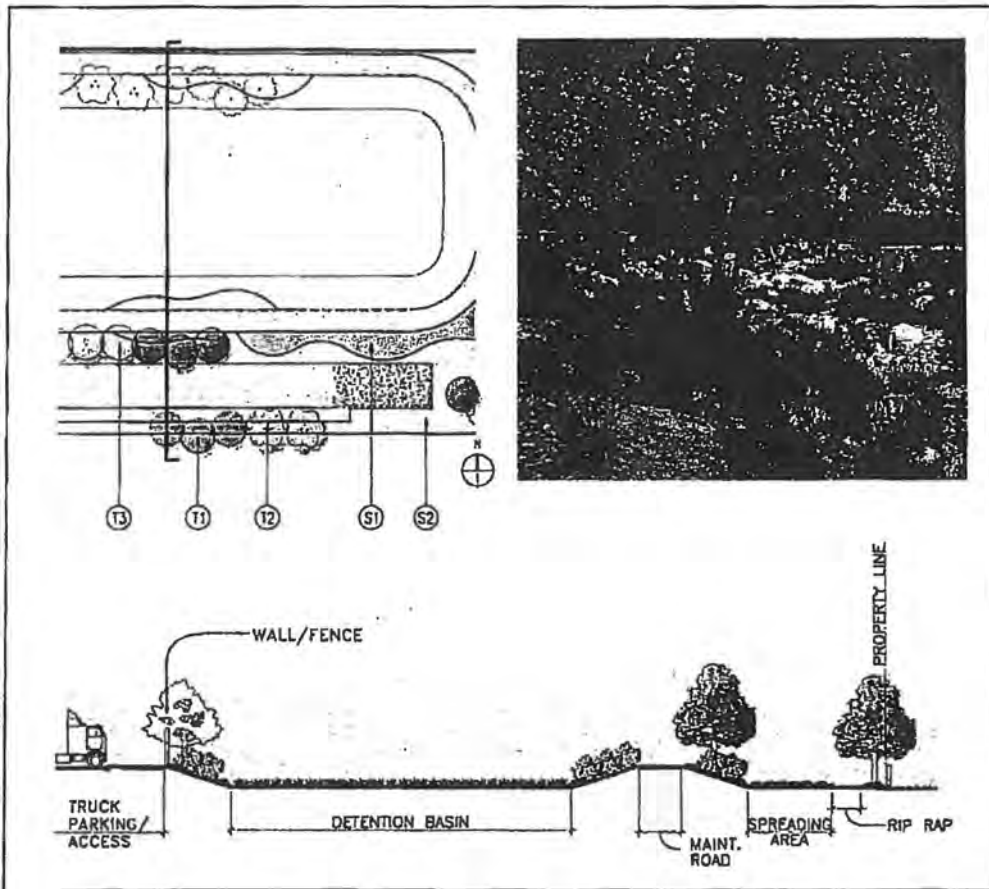
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SJWA (San Jacinto Wildlife Area)



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. *Tristania conferta*: Brisbane box
- T2. *Chilopsis linearis*: Desert Willow
- T3. *Platanus racemosa*: California Sycamore
- Populus Fremontii*: Cottonwood (Planted at detention basins / Well adapted to riparian regions of Moreno Valley)

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Baccharis sarathroides*: Desert Broom
- Leucophyllum texanum*: Texas Ranger
- Simmondsia chinensis*: Jojoba
- Lycium andersonii*: Anderson Thornbush
- Celtis pallida*: Desert Hackberry
- S2. *Rosmarinus officinalis* 'Prostratus': Creeping Rosemary

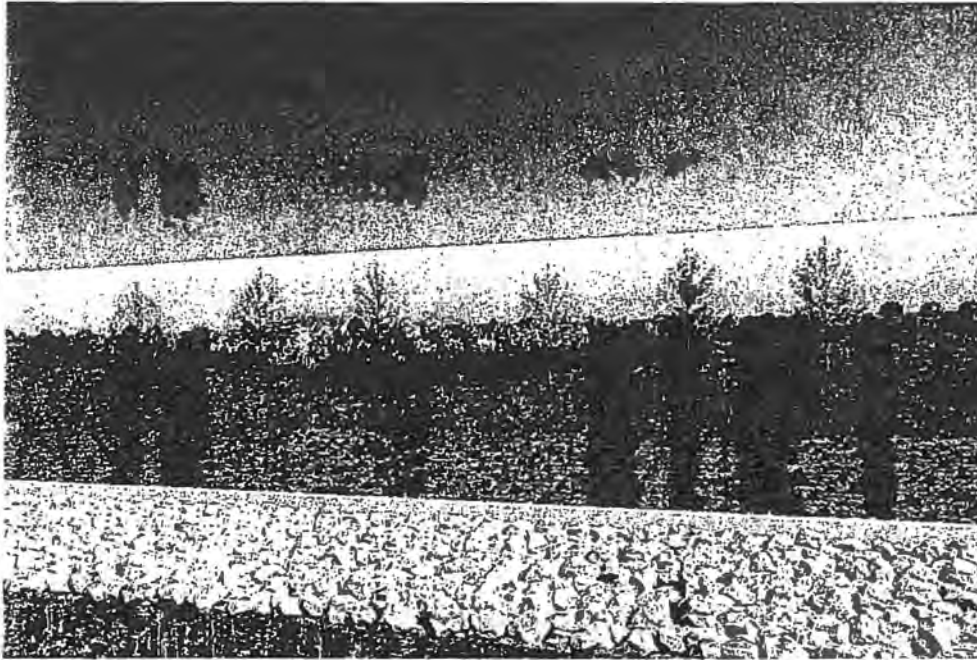


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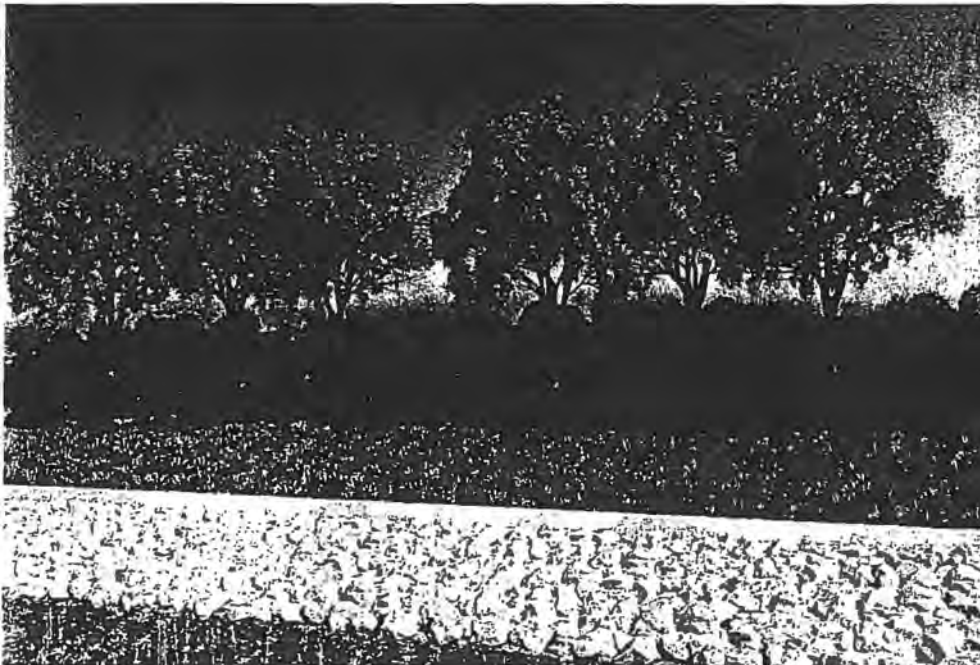
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SJWA (San Jacinto Wildlife Area) View 6 at Installation



SJWA (San Jacinto Wildlife Area) View 6 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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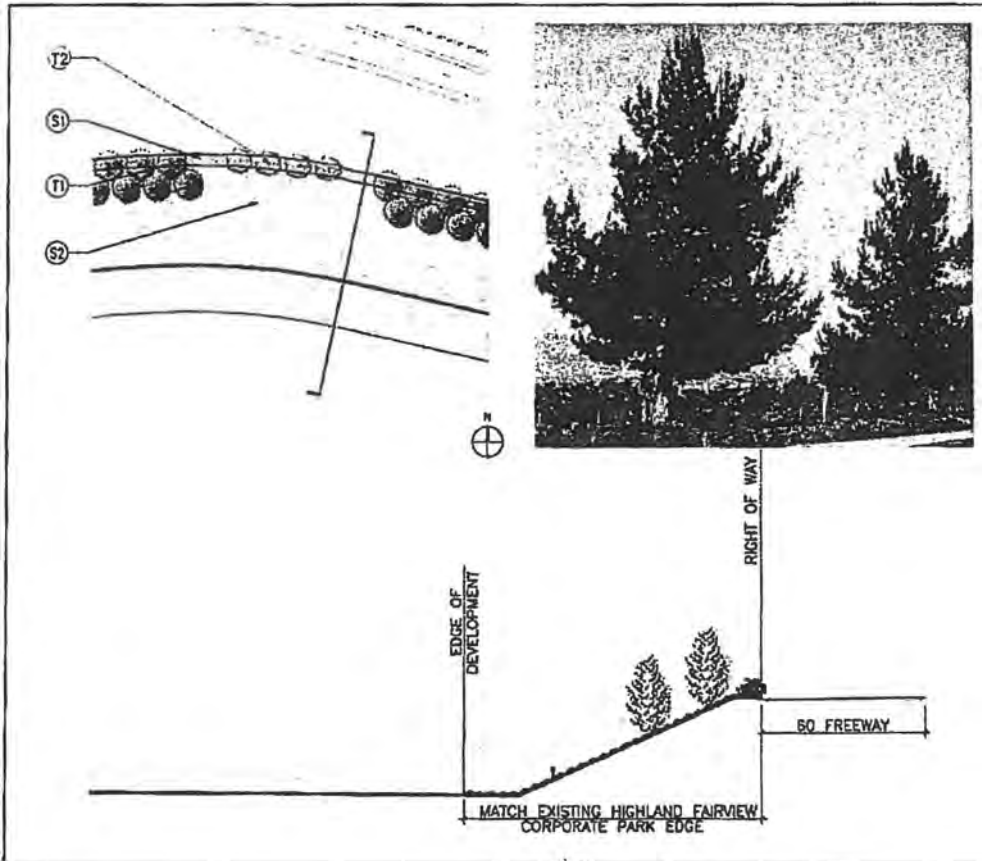
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60 Freeway



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (Palms – 25' brown trunk height, all other trees – 36" box min. – all matching)

- T1. Pinus eldarica: Afghan Pine
- T2. Washington robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Cotoneaster lacteus: Cotoneaster
- S2. Acacia redolens 'Desert Carpet': Spreading Acacia
- Rosmarinus "Huntington Carpet": Rosemary

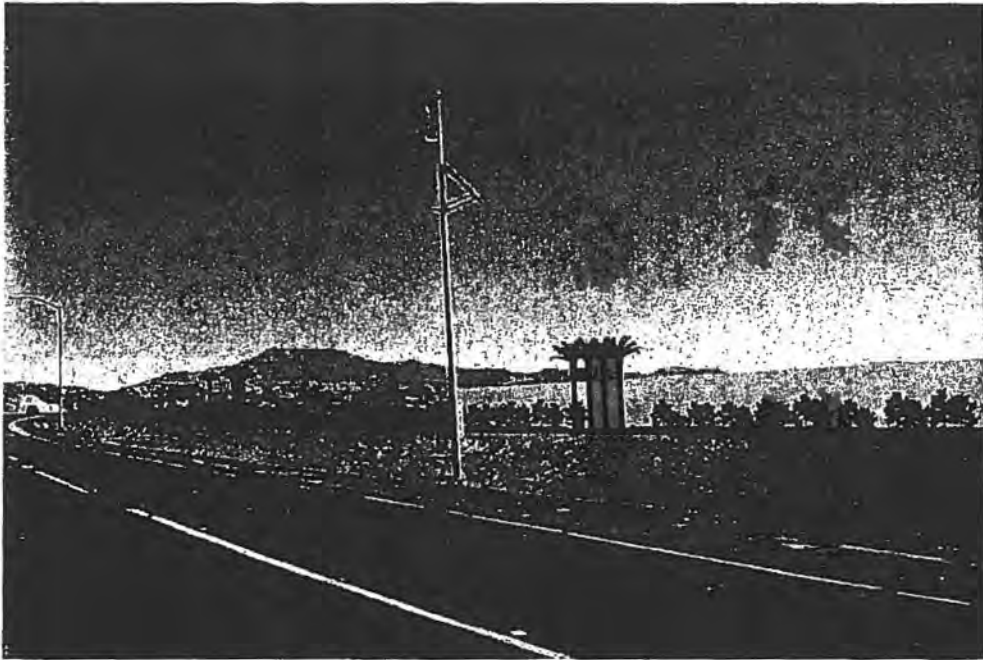


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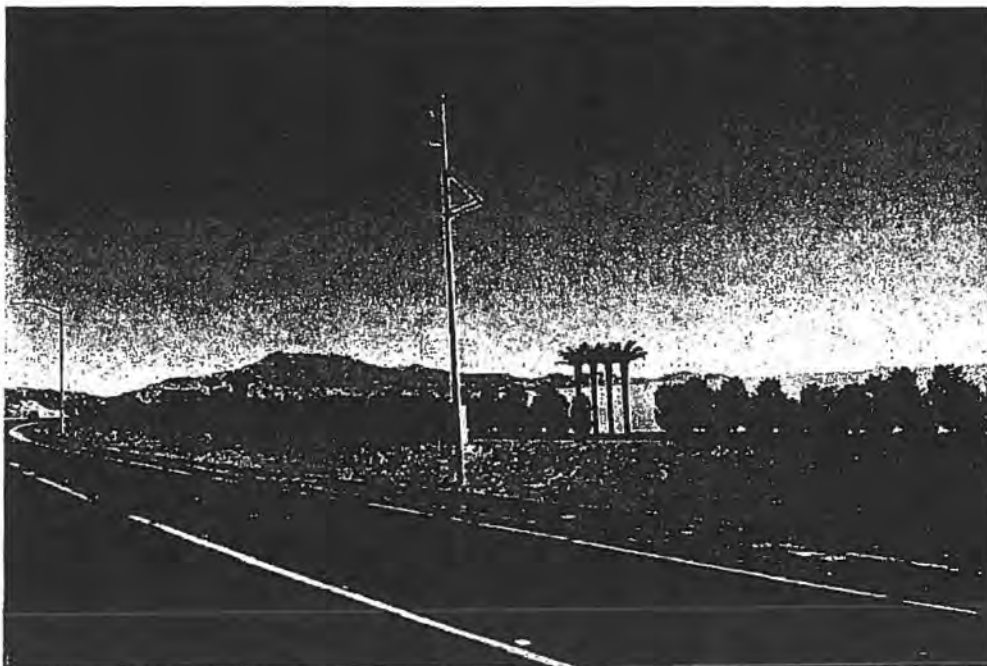
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60 Freeway View 7 at Installation



60 Freeway View 7 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



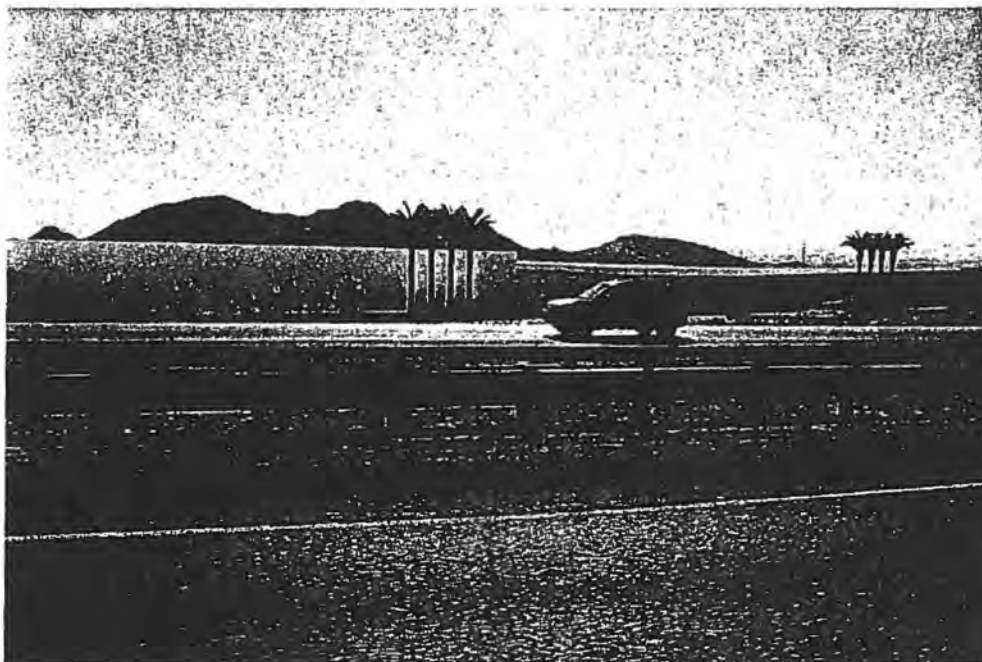
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60 Freeway View 8 at Installation



60 Freeway View 8 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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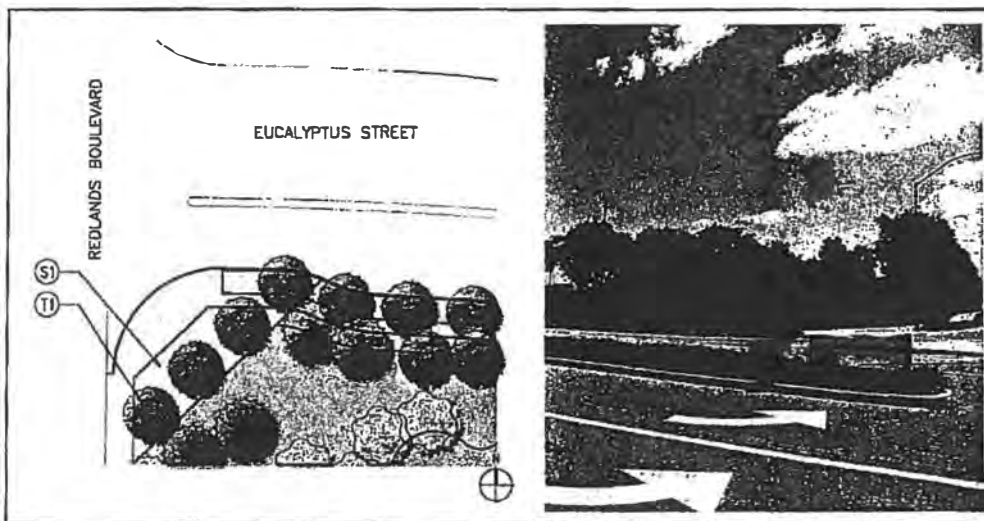
4.2.7 Roundabout & Entry



Exhibit 4-24 Roundabout & Entry Map (see pages 4-31 to 4-36)



Project Entry West (Eucalyptus)



Not to scale This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum--all matching)

T1. *Tristania conferta*: Brisbane box

Shrubs / Ground Cover (1 gallon minimum)

S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush



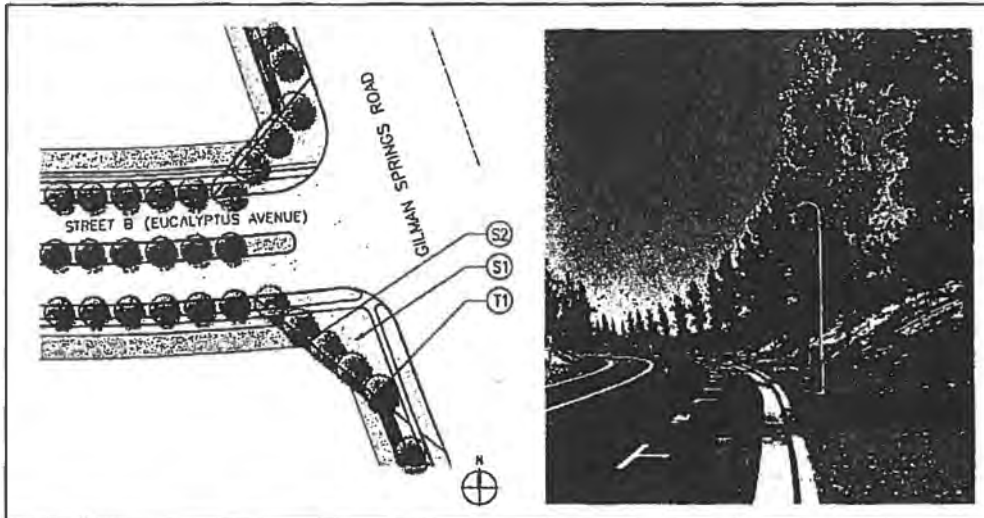
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Project Entry East (Gilman Springs Road)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Pinus eldarica*: Afghan Pine

Shrubs / Ground Cover (1 gallon minimum)

S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush

S2. *Cotoneaster lacteus*: Cotoneaster



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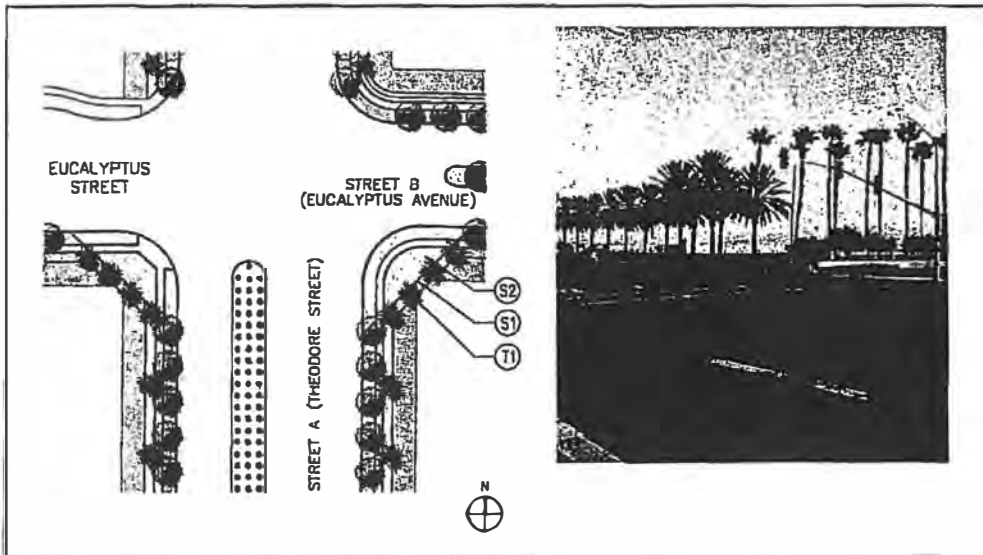
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Project Entry North (Street A – Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (25' brown-trunk height—all matching)

- T1. Washingtonia robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Baccharis 'Starn': Coyote Bush
- S2. Lomandra longifolia: 'Breeze': Dwarf Mat Rush

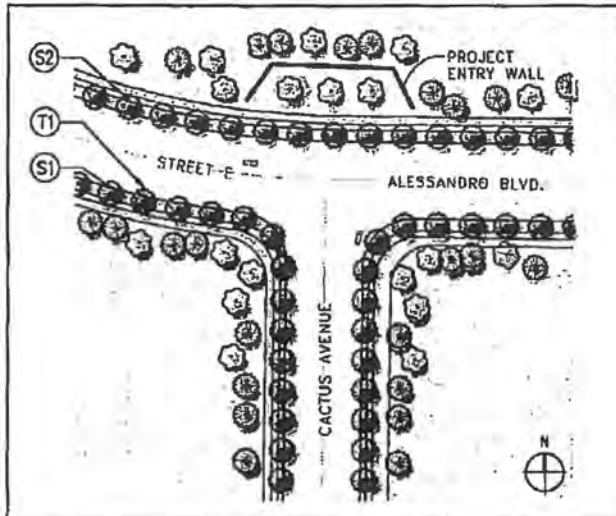


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Project Entry South (Cactus Avenue)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-40)



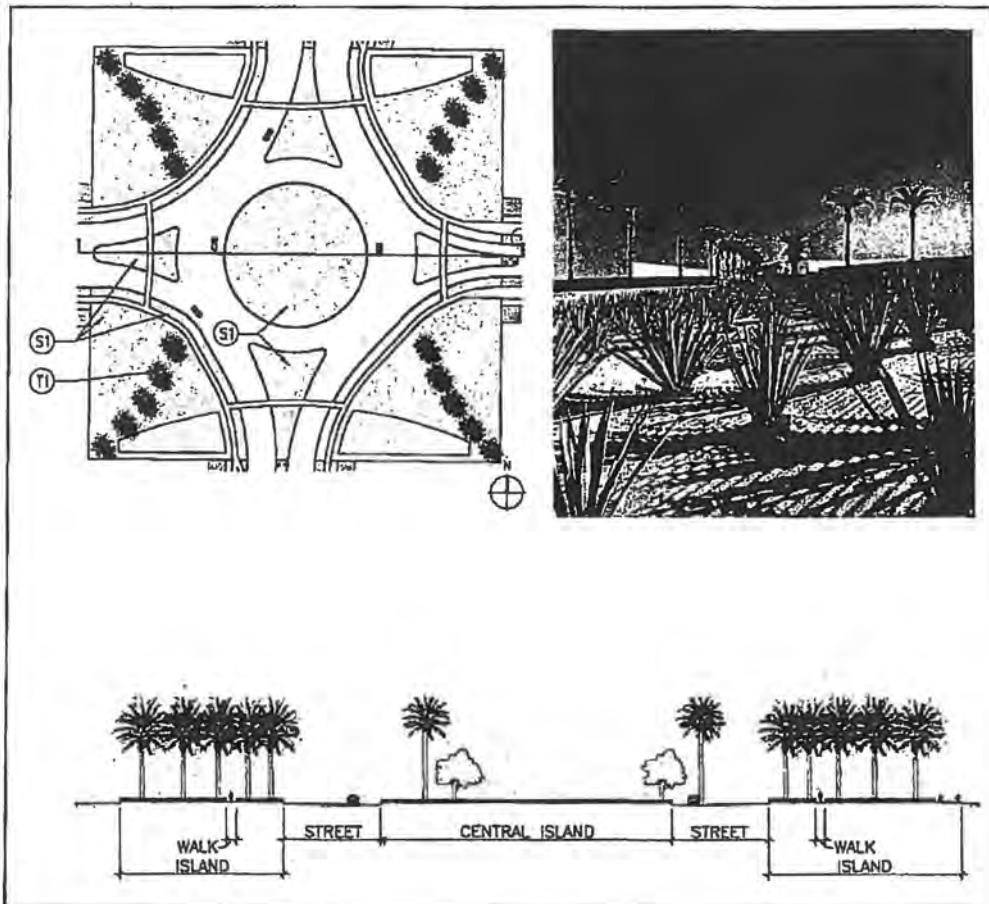
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North Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans.

Trees (25' brown-trunk height—all matching)

- T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, in City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

- S1. Lomandara longifolia 'Breeze': Dwarf Mat Rush



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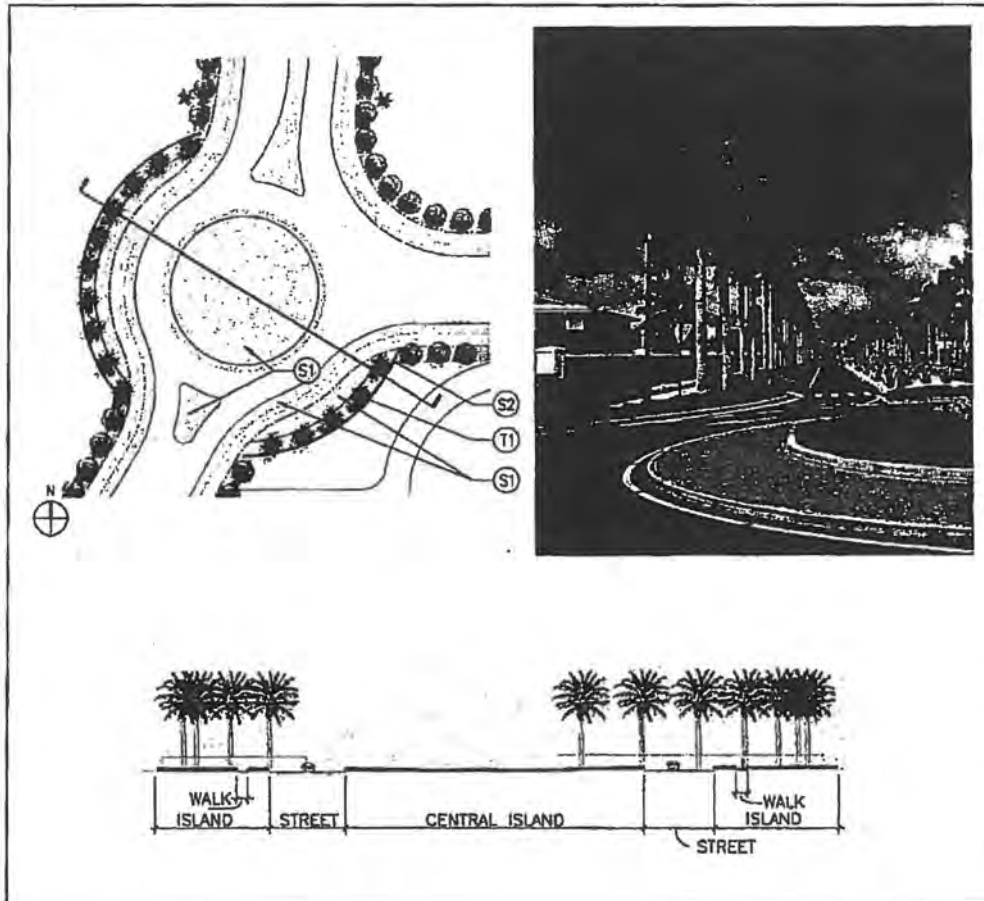
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South Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans. Walls illustrated may or may not be a part of these plans.

Trees (25' brown-trunk height—all matching)

T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, In City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

S1. Lomandra longifolia 'Breeze': Dwarf Mat Rush
 S2. Baccharis 'Starn': Coyote Bush



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4.2.8 Streetscape Planting



Exhibit 4-25 Streetscape Planting Map (see pages 4-38 to 4-42)

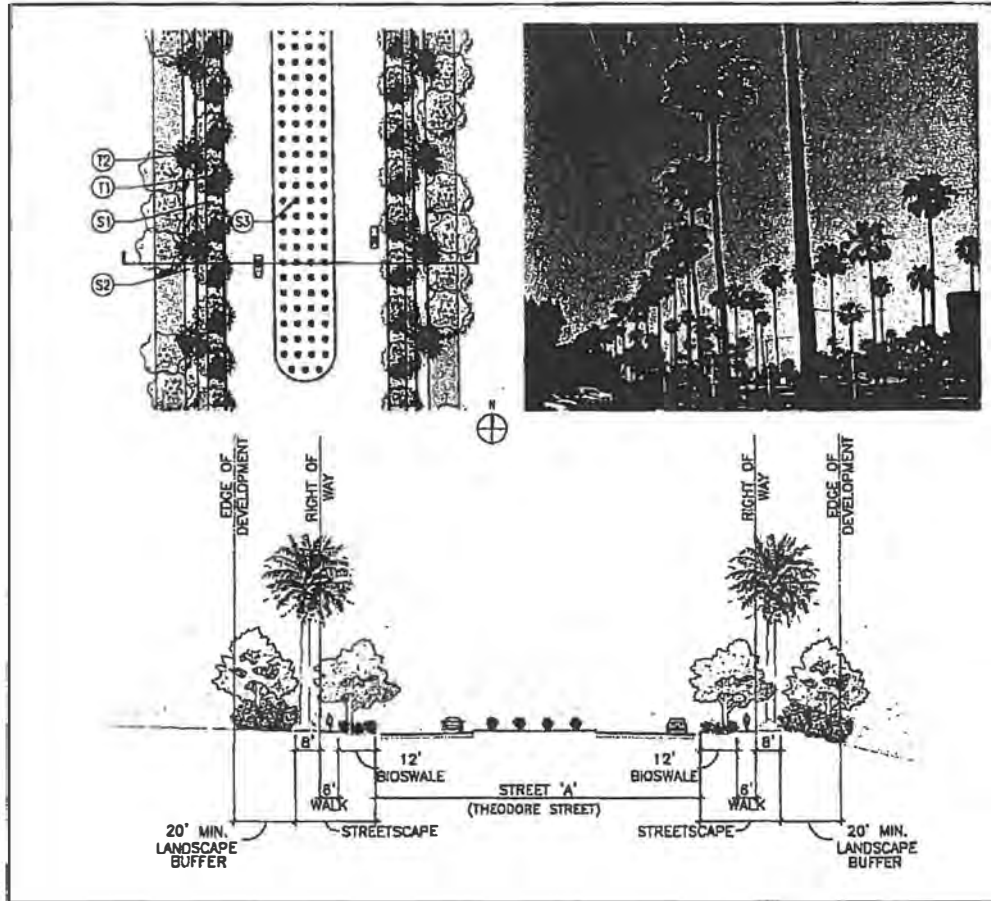


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Street A (Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. *Prosopis chilensis*: Chilean Mesquite
- T2. *Washingtonia robusta*: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Muhlenbergia rigens*: Deer Grass
- S2. *Baccharis 'Starn'*: Coyote Bush
- S3. *Aloe vera*: Aloe

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



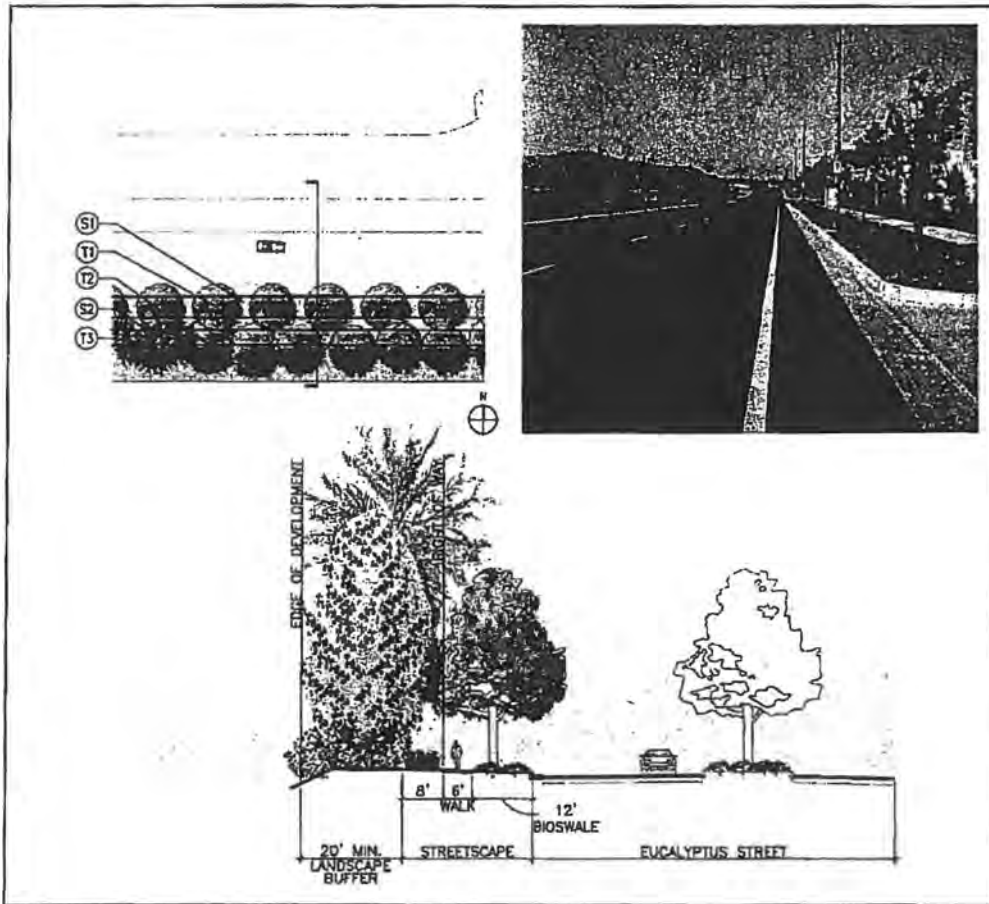
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Eucalyptus Avenue



Nottoscale | *This exhibit is a graphic representation of a conceptual design.*

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. *Tristania conferta*: Brisbane Box
- T2. *Pinus eldarica*: Afghan Pine
- T3. *Phoenix dactylifera*: Date Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Myoporum parvifolium* 'Putah Creek': Creeping Myoporum
- S2. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush

Landscape Buffer

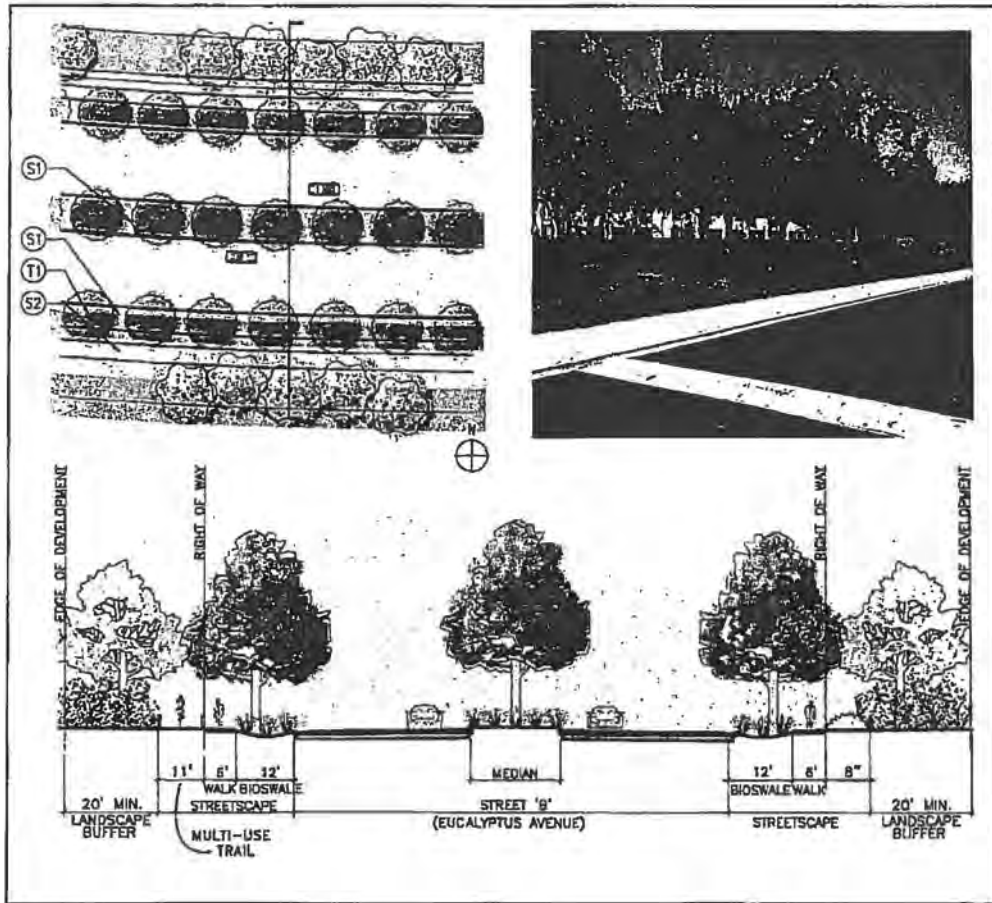
See Section 4.2.9 for Plant Palette (page 4-41)



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Street B (Eucalyptus Avenue Extension)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Tristania conferta*: Brisbane Box

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)

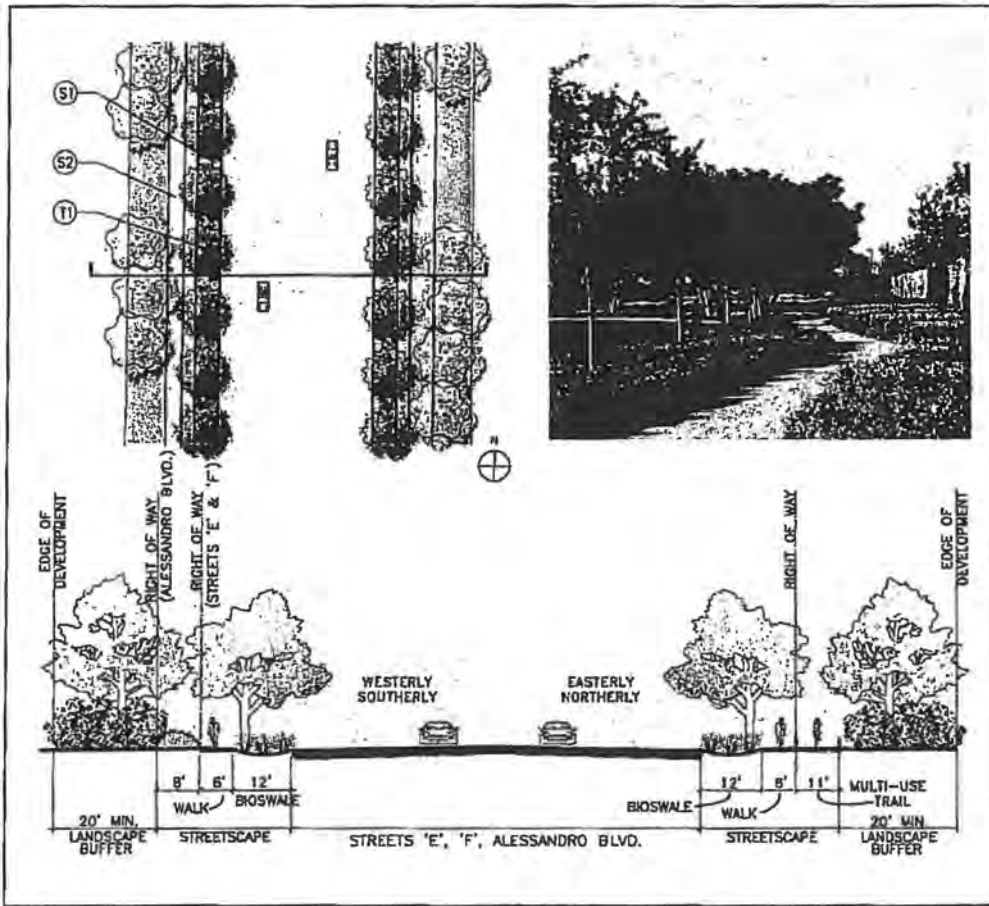


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Street E, F and Alessandro Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



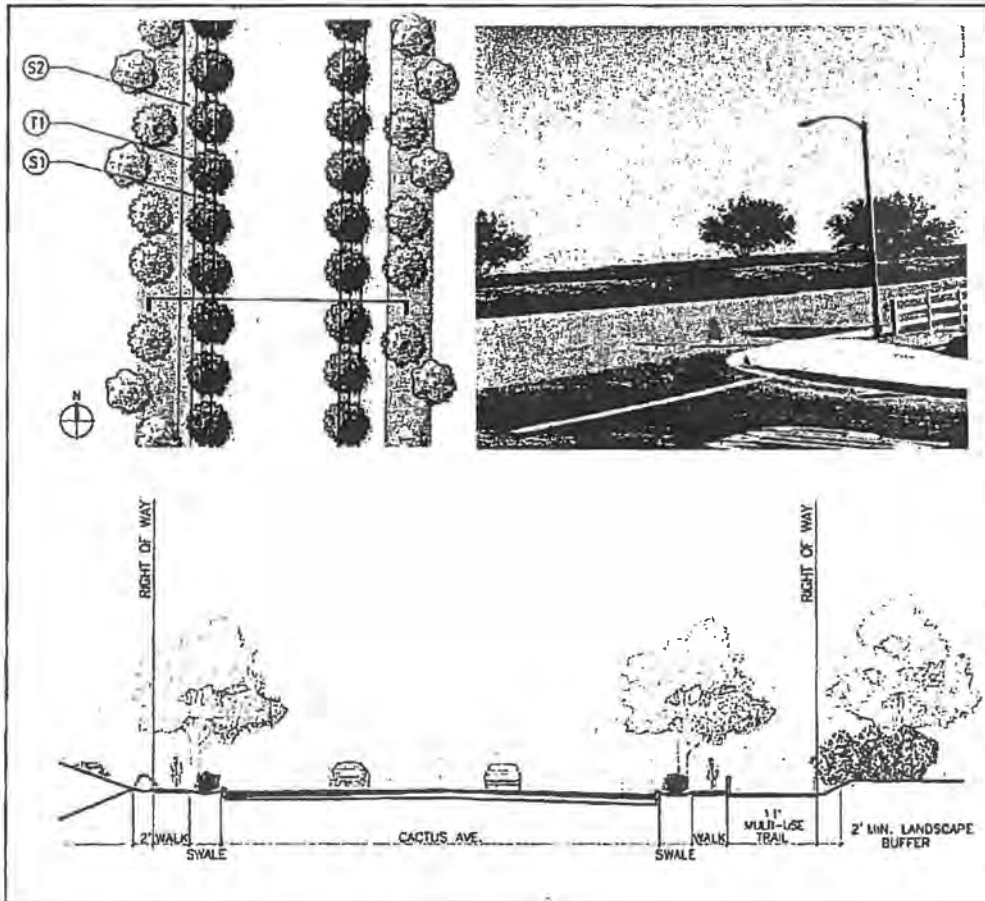
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Cactus Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



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4.2.9 Offsite Plant Selection

These plant selections shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc. All trees are to be 15 gallon (minimum) unless otherwise noted.

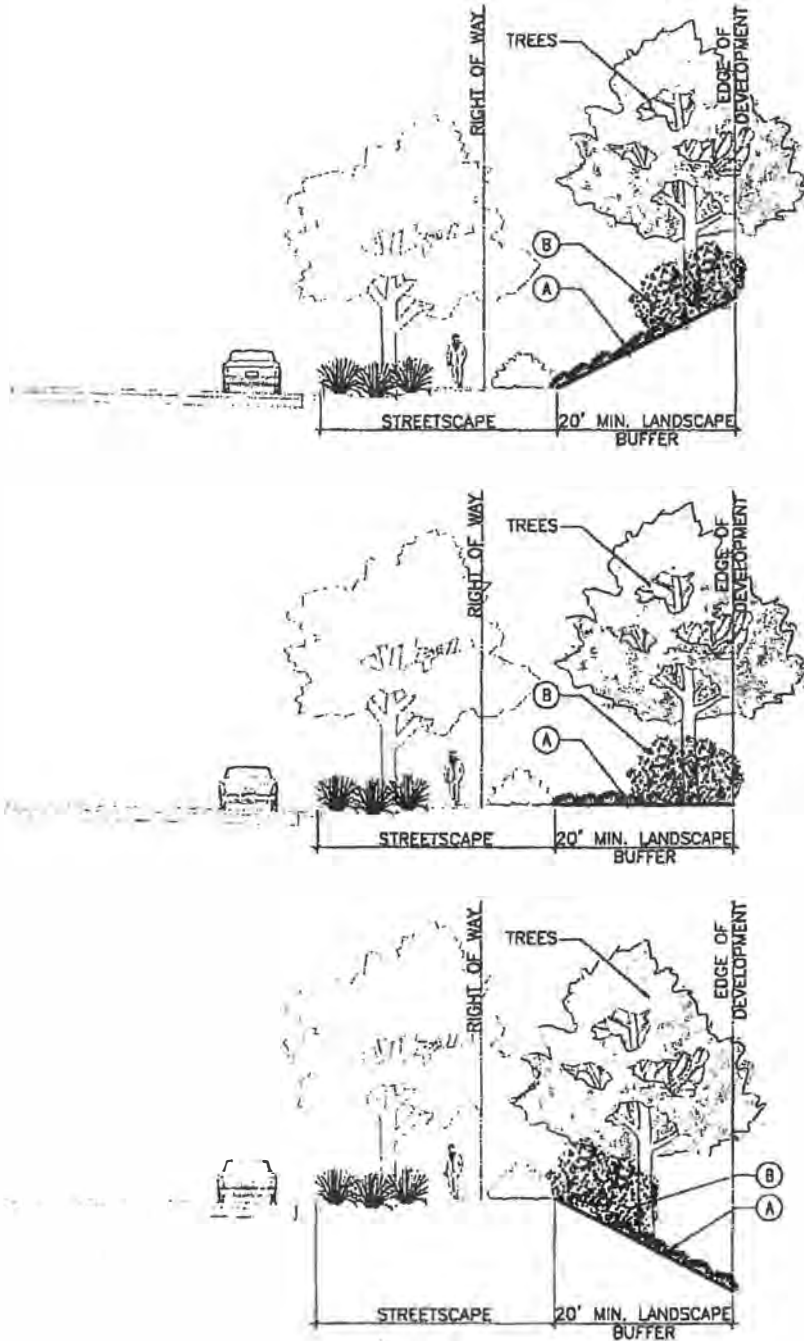


Exhibit 4-26 Slope Planting Guideline (From Top: Up-slope, Flat-slope, Down-slope)



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Landscape Buffer, Interior Slopes, and Detention Basins Plant List

Trees (15 gallon minimum)

<i>Celtis occidentalis</i>	Common Hackberry
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Ebenopsis ebano</i>	Texas Ebony
<i>Olea europea</i>	Olive Tree
<i>Pinus halepensis</i>	Aleppo Pine
<i>Populus fremontii</i>	Cottonwood
<i>Prosopis chilensis</i>	Chilean Mesquite
<i>Prosopis glandulosa</i> 'Maverick'	Thornless Texas Honey Mesquite
<i>Schinus molle</i>	California Pepper
<i>Washingtonia robusta</i>	Mexican Fan Palm

(A) Groundcover (1 gallon minimum)

<i>Acacia redolens</i> 'Desert Carpet'	Spreading Acacia 'Desert Carpet'
<i>Baccharis</i> 'Stam'	Coyote Bush
<i>Myoporum parvifolium</i> 'Putah Creek'	Creeping Myoporum

(B) Shrubs (1 gallon minimum)

<i>Atriplex canescens</i>	Four Wing Saltbush
<i>Atriplex lentiformis</i>	Quail Brush
<i>Baccharis sarothroides</i>	Desert Broom
<i>Celtis pallida</i>	Desert Hackberry
<i>Cordia boissieri</i>	Texas Olive
<i>Dasyliion wheeleri</i>	Desert Spoon
<i>Elaeagnus pungens</i> 'Fruitlandii'	Fruitland Silverberry
<i>Eriogonum fasciculatum</i>	Common Buckwheat
<i>Fallugia paradoxa</i>	Apache Plume
<i>Lycium andersonii</i>	Anderson Lycium
<i>Muhlenbergia rigens</i>	Deergrass
<i>Rhus ovata</i>	Sugar Bush
<i>Simmondsia chinensis</i>	Jojoba



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4.2.10 Off-site Maintenance

Public streets (curb-to-curb), sidewalks, and trails will be maintained by the City. If the City is responsible for maintaining medians and/or curb separated parkways, funding of the maintenance will require a special financing district. These details to be established with each site specific Plot Plan application or Tentative Map.

Parkways, slopes, drainage facilities, and common areas will be maintained by a property owners' association.

4.3 Off-site Lighting

4.3.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a night time character that reinforces the image of the World Logistics Center as a quality business location.

Lighting is an important element contributing to the identity and unity of the World Logistics Center.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site and compatible throughout the World Logistics Center.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

Street lighting on public streets shall meet the requirements of the City Standard Plans.

4.4 Off-site Utilities

4.4.1 Telephone, CATV and Similar Service Wires and Cables

All telephone, CATV and similar service wires and cables shall be installed underground.

4.4.2 Electrical Transmission Lines

Electrical transmission lines less than 115kV shall be installed underground.



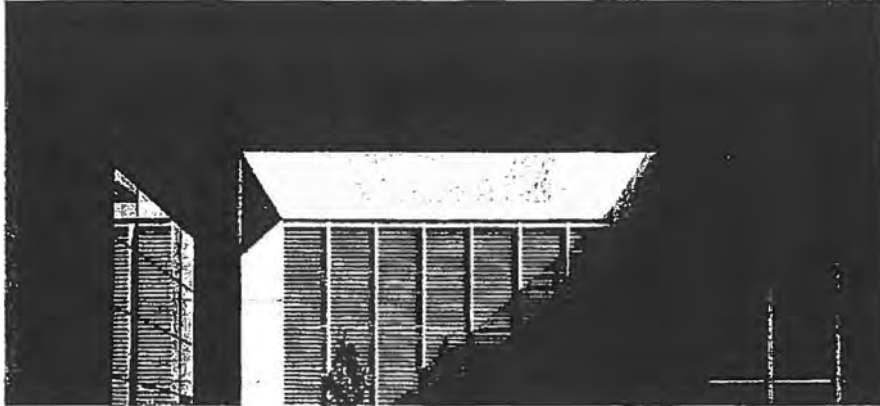
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5.0 ON-SITE DESIGN STANDARDS



5.1 On-site Design Standards And Guidelines

In order to manage the orderly and consistent development of the World Logistics Center, the following design standards and guidelines will be applied to all development in the Specific Plan area.

These Design Standards and Guidelines serve to create an eco-friendly, high-quality development and establish a distinctive character for the World Logistics Center project. In reviewing development proposals, these guidelines will be the primary tool used to evaluate proposed site design, architecture, landscaping, and other project features such as lighting and site amenities.

5.1.1 General Purpose

On-site design standards and guidelines are set forth to guide the design, construction, review and approval of all buildings within the World Logistics Center. The goal is to attain the best possible design for each site within the World Logistics Center.

5.1.2 Uses Shall Be Developed In Accordance with the Specific Plan

All properties within the World Logistics Center shall be developed in conformance with this Specific Plan.

5.1.3 Uses Shall Be Developed In Accordance With City of Moreno Valley Municipal Codes

All development will be consistent with the Specific Plan objectives and design guidelines. Details of specific development projects will be determined by subdivisions and site development plans. In the event of a



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conflict between the Specific Plan and the City of Moreno Valley Municipal Code, the Specific Plan will prevail. If the Specific Plan is silent on a particular subject, the Municipal Code will apply.

5.1.4 Subdivision Map Act

Lots created within the World Logistics Center Specific Plan area shall comply with the Subdivision Map Act and be in conformance with the Specific Plan.

5.1.5 Water Quality Management Plan

All development within the World Logistics Center shall be subject to applicable laws of the State of California regarding water quality.

5.1.6 Trash and Recyclable Materials

All development within the World Logistics Center shall provide enclosures (or compactors) for collection of trash and recyclable materials subject to water quality standards and best management practices.

5.1.7 Waste Hauling

Construction and other waste disposal shall be hauled to a city-approved facility.

5.1.8 Water Quality Site Design

5.1.8.1 General Standards

Refer to the National Pollution Discharge Elimination System (NPDES) Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the State Water Resource Control Board website at www.swrcb.ca.gov.

5.1.8.2 Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012. Projects identified as a 'Priority Development project' are required to prepare a Project-Specific WQMP. The MS4 Permit mandates a Low Impact Development (LID) approach to stormwater treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain

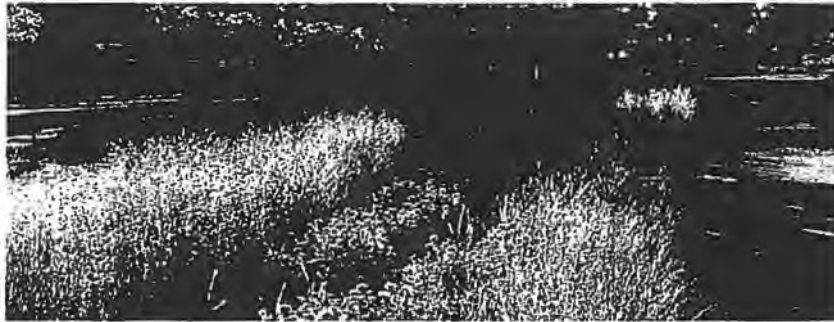


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runoff, and infiltrate, reuse or evapotranspire runoff where feasible. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspire, harvest and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices. The project should also ensure that runoff does not create a hydrologic condition of concern. The Regional Water Quality Control Board continuously updates impairments as studies are completed. The most current version of impairment data should be reviewed prior to preparation of the Preliminary and Final Project-Specific WQMP.



Example of Water Quality Feature



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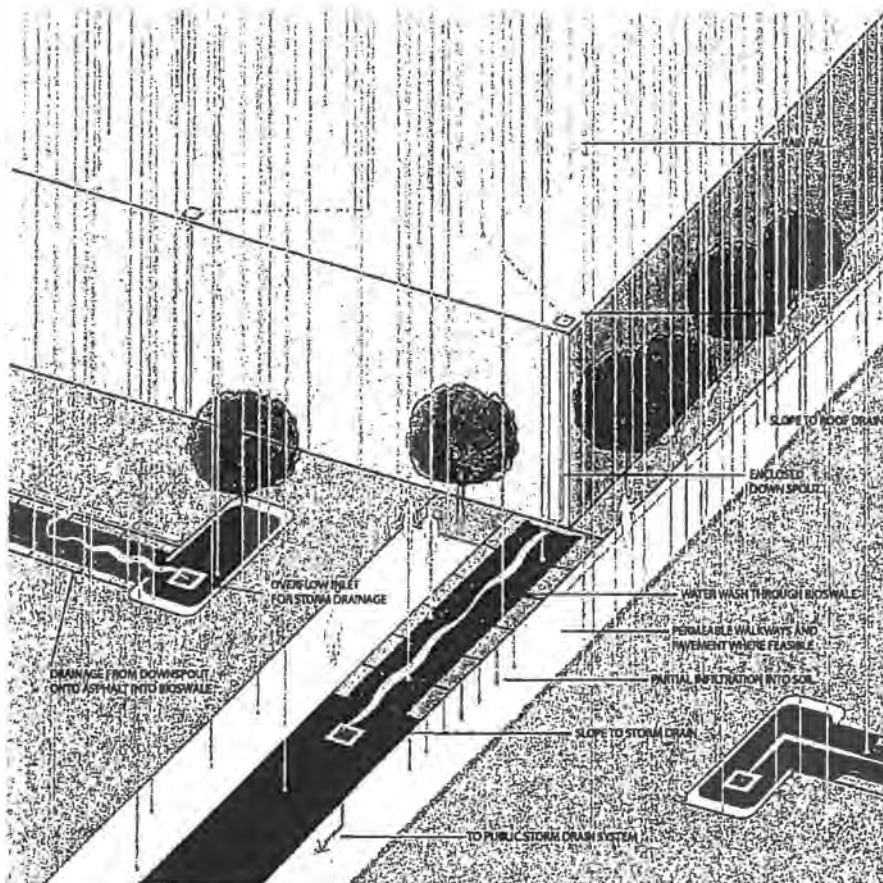


Exhibit 5-1 Water Quality Management Diagram



5.1.8.3 Site Design BMPs

Site Design BMPs are intended to create a hydrologically functional project design that attempts to mimic the natural hydrologic regime. In accordance with the Riverside County WQMP, project proponents shall implement Site Design concepts that achieve each of the following:

- Minimize Urban Runoff
- Minimize Impervious Footprint
- Conserve Natural Areas
- Minimize Directly Connected Impervious Areas (DCIAs)

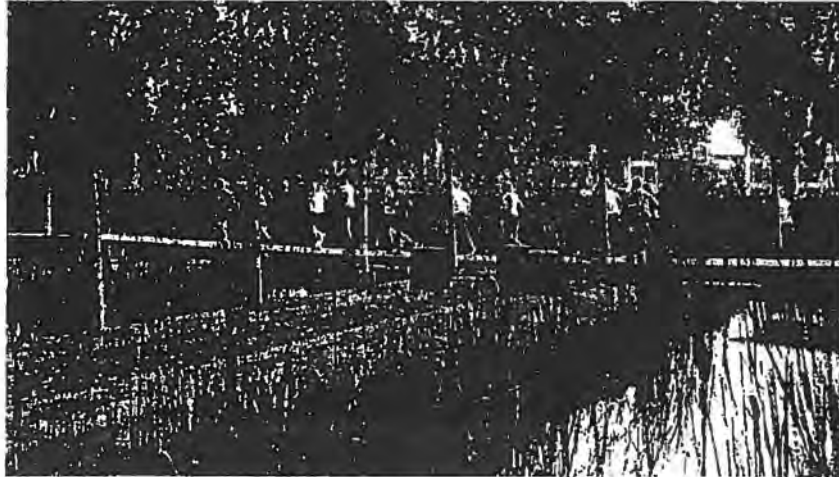
Methods of accomplishing the Site Design concepts include:

- Maximize the permeable area.
- Incorporate landscape buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought tolerant trees and large shrubs.

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- Use natural drainage systems.
- Where soil and conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Sites must be designed to contain and infiltrate roof runoff, or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Parking areas may be paved with a permeable surface, or designed to drain into landscaping prior to discharging to the MS4.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.



Example of Water Quality Feature



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5.1.8.4 Source Control BMPs

Source Control BMPs are also required to be implemented for each project as part of the Final WQMP. Source Control BMPs are those measures which can be taken to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural.

Non-structural Source Control BMPs include:

- Education for property owners, operators, tenants, occupants, or employees
- Activity restrictions
- Irrigation system and landscape maintenance
- Common area litter control
- Street sweeping private streets and parking lots
- Drainage facility inspection and maintenance

Structural Source Control BMPs include:

- Stenciling and signage
- Landscape and irrigation system design
- Protect slopes and channels
- Properly design fueling areas, trash storage areas, loading docks, and outdoor material storage areas

5.1.8.5 Treatment Control BMPs

The Treatment Control BMP strategy for the project is to select Low Impact Development (LID) BMPs that promote Infiltration and evapotranspiration, including infiltration basins, bioretention facilities, and extended detention basins. Generally infiltration BMPs have advantages over other types of BMPs, including reduction of the volume and rate of runoff, as well as full treatment of all potential pollutants potentially contained in the stormwater runoff. It is recognized however that infiltration may not be feasible on sites with low infiltration rates, or located on compacted engineered fill. If the BMP is considered in a fill condition, and the infiltration surface of the BMP cannot extend down into native soils, or if the BMP is considered in a cut condition, and there is no practicable way to verify infiltration rates at the final BMP elevation, infiltration BMPs will not be used. Prior to final design, infiltration tests shall be performed within the boundaries of the proposed infiltration BMP and at the bottom elevation (infiltration surface) of the proposed Infiltration BMP to



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confirm the suitability of infiltration. In situations where infiltration BMPs are not appropriate, bioretention and/or biotreatment BMPs (including extended detention basins, bioswales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration will be considered. Harvest and use BMPs will also be considered as a Treatment Control BMP to store runoff for later non-potable uses. Ponds may be used to collect stormwater runoff for harvest and use.

5.1.8.6 Infiltration Basin

An infiltration basin is a flat earthen basin designed to capture the design capture volume. The stormwater infiltrates through the bottom of the basin into the underlying soil over a 72 hour drawdown period. Flows exceeding the design capture volume must discharge to a downstream conveyance system. Infiltration basins are highly effective in removing all targeted pollutants from stormwater runoff. The use of infiltration basins may be restricted by concerns over groundwater contamination, soil permeability, and clogging at the site. Where this BMP is being used, the soil beneath the basin must be thoroughly evaluated in a geotechnical report since the underlying soils are critical to the basin's long term performance. To protect the basin from erosion, the sides and bottom of the basin must be vegetated, preferably with native or low water use plant species.

In addition, these basins may not be appropriate for the following site conditions:

- Industrial sites or locations where spills may occur
- Sites with very low soil infiltration rates
- Sites with high groundwater tables or excessively high infiltration rates, where pollutants can affect groundwater quality
- Sites with unstabilized soil or construction activity upstream
- On steeply sloping terrain

5.1.8.7 Bioretention Facility

Bioretention facilities are shallow, vegetated basins underlain by an engineered soil media. Healthy plant and biological activity in the root zone maintain and renew the macro-pore space in the soil and maximize plant uptake of pollutants and runoff. This keeps the BMP from becoming clogged and allows more of the soil column to function as both a sponge (retaining water) and a highly effective and self-maintaining biofilter. In most cases, the bottom of a bioretention



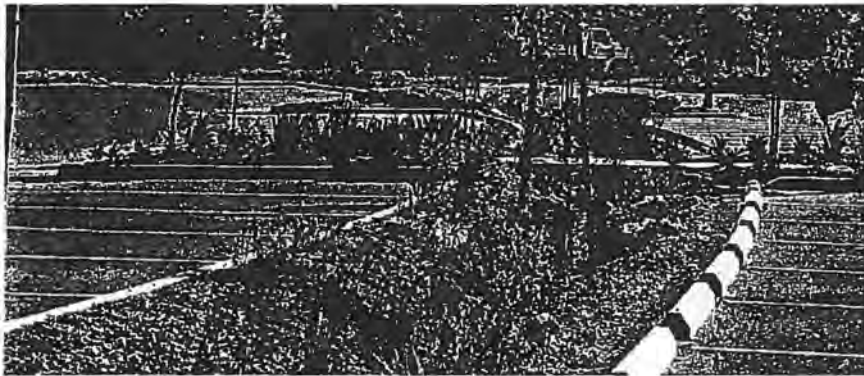
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facility is unlined, which also provides an opportunity for infiltration to the extent that the underlying onsite soil can accommodate it. When the infiltration rate of the underlying soil is exceeded, fully biotreated flows are discharged via underdrains. Bioretention facilities therefore will inherently achieve the maximum feasible level of infiltration and evapotranspiration and achieve the minimum feasible (but highly biotreated) discharge to the storm drain system.

These facilities work best when they are designed in a relatively level area. Unlike other BMPs, bioretention facilities can be used in smaller landscape spaces on the site, such as:

- o Parking islands
- o Medians
- o Site entrances



Example of Water Quality Feature

Landscape areas on the site can often be designed as bioretention facilities. This can be accomplished by:

- Depressing landscape areas below adjacent impervious surfaces, rather than elevating those areas
- Grading the site to direct runoff from those impervious surfaces into the bioretention facility, rather than away from the landscaping
- Sizing and designing the depressed landscape area as a bioretention facility as described in the Riverside County Low Impact Development BMP Design Handbook



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Example of Water Quality Feature

5.1.8.8 Extended Detention Basin

The extended detention basin is designed to detain the design volume of stormwater and maximize opportunities for volume losses through infiltration, evaporation, evapotranspiration, and surface wetting. Additional pollutant removal is provided through sedimentation, in which pollutants can attach to sediment accumulated in the basin through the process of settling. Stormwater enters the basin through a forebay where any trash, debris, and sediment accumulate for easy removal. Flows from the forebay enter the top stage of the basin which is vegetated with native grasses and interspersed with gravel-filled trenches which together enhance evapotranspiration and infiltration. Water that does not get infiltrated or evapotranspired is conveyed to the bottom stage of the basin. At the bottom stage of the basin, low or incidental dry weather flows will be treated through a media filter and collected in a subdrain structure. Any additional flows will be detained in the basin for an extended period by incorporating an outlet structure that is more restrictive than a traditional detention basin outlet. The restrictive outlet extends the drawdown time of the basin which further allows particles and associated pollutants to settle out before exiting the basin, while maximizing opportunities for additional incidental value losses.



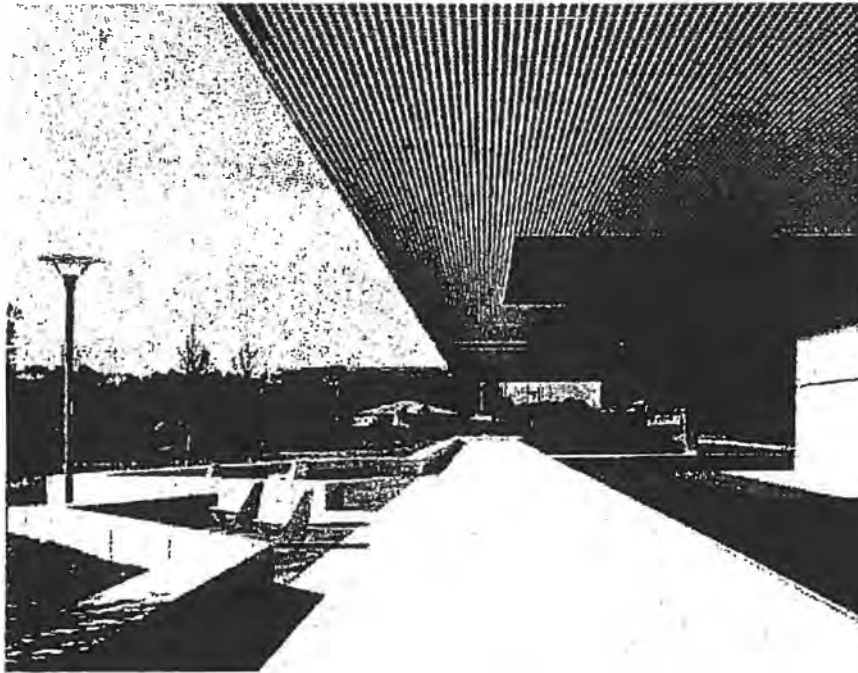
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5.2 Site Planning Guidelines

5.2.1 Overview

The World Logistics Center Specific Plan has an overall, coordinated design character that emphasizes a clean, contemporary, straightforward, quality image. This image is expressed in site planning, architecture, landscaping, and lighting.

Architectural design is to be compatible in character, massing and materials throughout The World Logistics Center, while allowing for individual identity and creativity in each project. Landscaping, building design, lighting, and utilities are to be closely coordinated along roadways. Criteria for occupancy, building heights, site planning, architecture, landscaping, and lighting are given in further detail in the following sections.

5.2.2 Design Objectives

The objective of the guidelines is to promote the planned image of a quality business and logistics center. Each site will be developed in a manner that emphasizes a clean, pleasant and contemporary environment, and produces an effect that is consistent and compatible with adjacent sites and development throughout the World Logistics Center.



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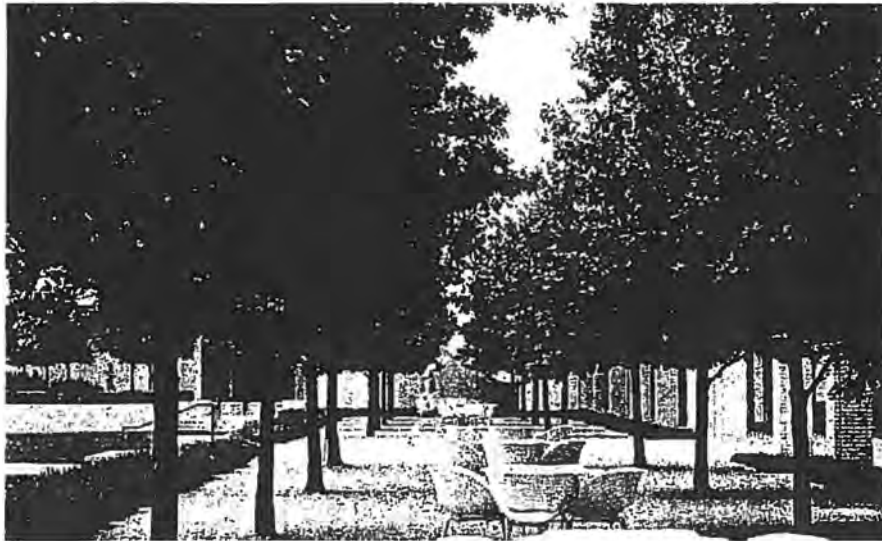
5.2.3 Sustainable Design

Building in an ecological and resource-efficient manner has many advantages for the environment as well as for building users. Sustainable design reduces pollution and conserves natural resources. The architects and engineers that make contributions to the WLC must understand this and strive to lessen the impact their designs have on the environment.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

The following sustainability goals have been set for buildings at the WLC:

- Design buildings to accommodate renewable energy systems where feasible
- Create building forms and landscape that protect patrons and employees from unpleasant climate conditions
- Use water resources responsibly with a constant effort to minimize the use of potable water
- Incorporate life cycle planning and decision making



The design of each building at the World Logistics Center will pursue these goals, by incorporating design features such as, but not limited to, the following:



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Water conservation:

- Low flow faucets and fixtures
- Rain water collection (where practical)
- Native landscape
- Direct and capture low-use irrigation and rainfall runoff to landscape areas

Energy conservation:

- Building orientation
- Glazing, overhangs, and landscaping to capture and control natural daylight
- High performance glazing
- Use of atriums, skylights and internal courtyards to provide additional daylighting

Natural resource conservation:

- Use of renewable materials where feasible
- The use of building materials with recycled content where feasible



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5.2.4 Building Location

Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the World Logistics Center.

5.2.4.1 Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.

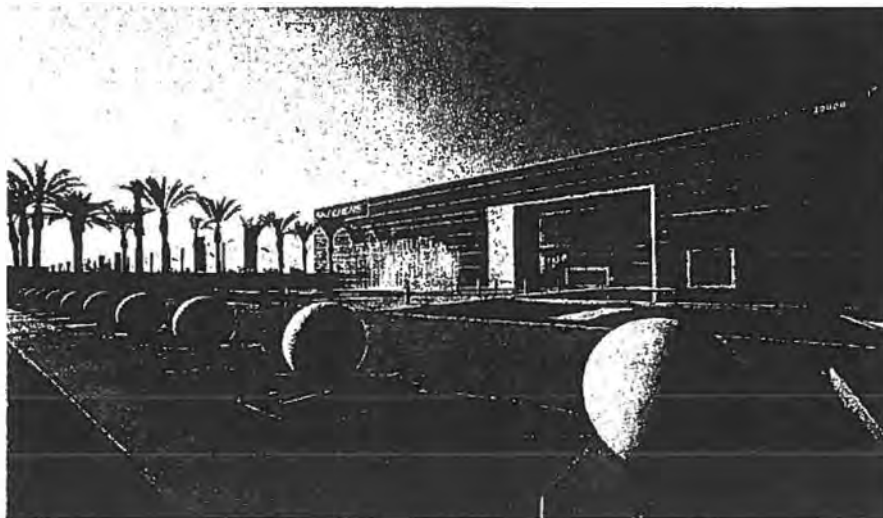
5.2.4.2 Buildings shall be oriented so that loading and service areas are screened from view from streets and public areas.

5.2.4.3 Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.

5.2.4.4 Buildings shall be arranged to provide landscape outdoor plazas or entries.

5.2.4.5 Visitor parking shall be convenient to public building entries, as shown below.

5.2.4.6 Indoor and outdoor break areas shall be provided convenient to major office areas.



Example of Plaza Entry

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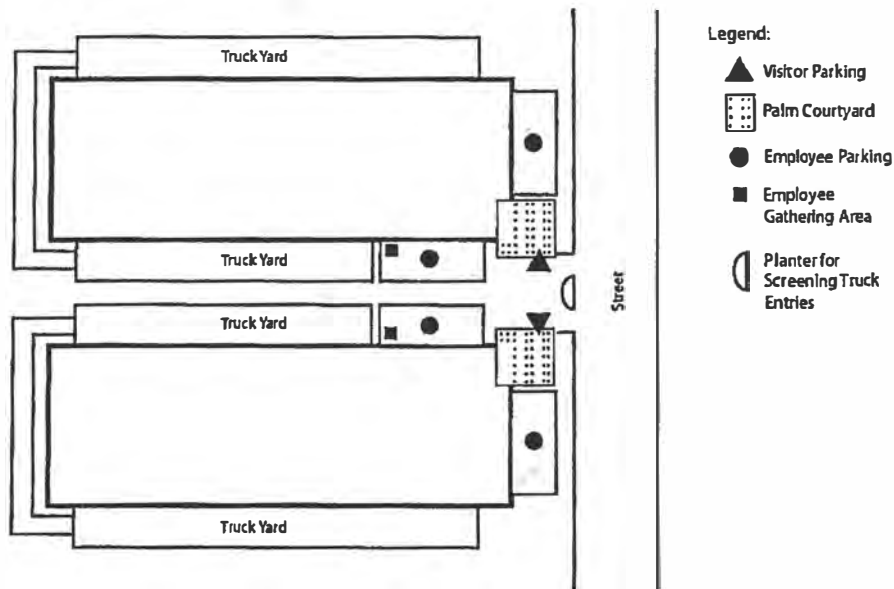


Exhibit 5-2 Visitor Parking Plan

5.2.5 Site Access

Vehicular access to individual sites is limited to minimize disruption of traffic flow. All access to public streets is subject to approval by the City of Moreno Valley.

5.2.6 Vehicular Circulation

Onsite vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided.

5.2.7 Parking

5.2.7.1 Off-street parking shall be provided in accordance with the Municipal Code.

5.2.7.2 Off-street parking shall be provided to accommodate all vehicles associated with the permitted use of each site. On-street parking is prohibited, except in designated truck parking areas.

5.2.7.3 Designated spaces must be provided in convenient locations for handicap, carpool, alternate fuel vehicles, motorcycles and bicycles as required by the State of California and the City of Moreno Valley.



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- 5.2.7.4 Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking. Bicycle parking areas are to be provided with racks and locking capabilities.
- 5.2.7.5 The view of parking areas from public streets shall be softened by means of grading and/or landscaping.
- 5.2.7.6 Parking is prohibited in any required landscape areas.
- 5.2.7.7 Vehicle parking areas are to be landscaped to provide a shade canopy (50% coverage at maturity) and pleasant appearance. Planters must be large enough to avoid crowding of plant material and damage by vehicles.
- 5.2.7.8 Parking lots shall comply with the accessible parking standards required by the City of Moreno Valley.

5.2.8 Pedestrian Circulation

Safe, clear pedestrian circulation must be provided between buildings, parking areas and entries on all sites. Where a pedestrian walkway into the site from the public sidewalk is provided, it should be located at a driveway and in conformance with the street tree interval.



Example of Pedestrian Walkway

5.2.9 Truck Parking

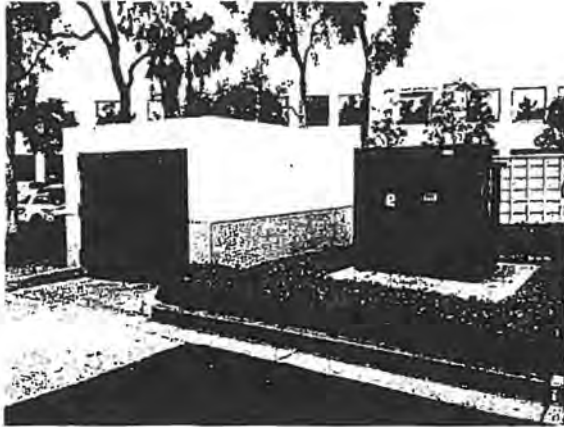
All truck yards shall be screened from public view from adjacent streets per this Specific Plan.

5.2.10 Service Areas

Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites, or screened by architectural barriers.



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Example of Service Structure

Service areas may not extend into required building and landscape setback zones.

Service areas should be located and designed so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.

5.2.11 Grading and Drainage

All project grading shall conform to the Municipal Code. Site grading and drainage shall be designed so that surface drainage is collected and treated before leaving the site.

Site grading shall be designed to be compatible with streetscape grades and to minimize the need for handrails or pedestrian ramps within the site.

Concrete swales in parking lots should be located at the edge of parking spaces and/or curb. Swales are prohibited in the middle of drive aisles. Directing drainage to curb and gutters is preferred over concrete swales.

Run-off from roofs, site, and impervious areas shall be directed to planter areas to minimize run-off.



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5.2.12 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept.

Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan (see Section 2.5). Along the SJWA boundary special fencing shall be used to restrict animals from passing between the SJWA property and the project site. This fencing shall be of a durable material (metal or plastic) and shall be partially buried to resist burrowing animals.

Plot Plans shall include all site fencing details.

Materials

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete. Fences shall be wrought iron or tubular steel. Chain link fencing is permitted only where not visible from streets, sidewalks, public parking areas or public building entries.

Design features may include:

- Varied heights, wall plane offsets, and angles.
- Pilasters or distinctive elements.
- Trim, reveals.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets.



Example of Security Fence



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Walls within Streetside Landscape Setback

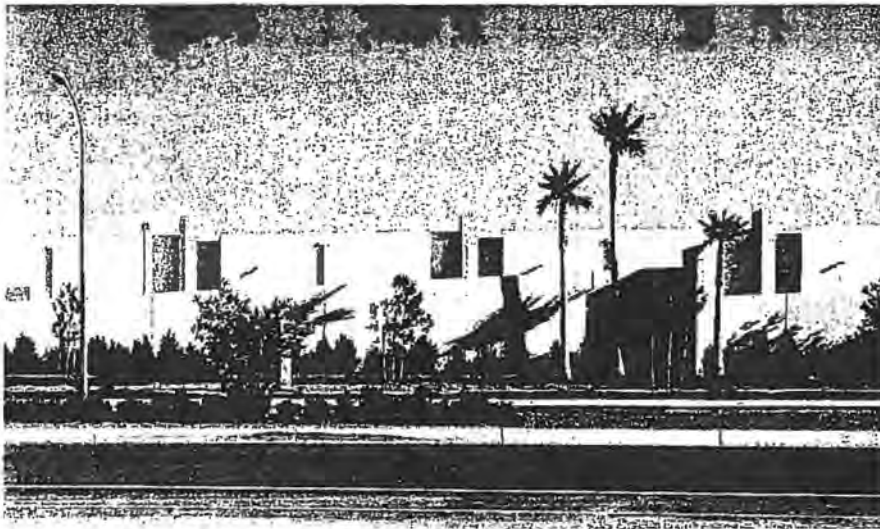
Low-profile parking lot screen walls or garden walls are permitted in street-side landscape area.

Height

Screen walls shall not exceed the height necessary to screen trucks and dock doors. Pilasters and distinctive elements may exceed this maximum.

Walls or fences in the streetside landscaping area visible from the street and not intended for screening purposes shall be limited to a height of 3' 0".

Refuse enclosures shall have walls not less than 6'-0" high. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures.



Gates Visible From Public Areas

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

Prohibited Materials

Barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic vinyl, concrete/PCC fences are prohibited.

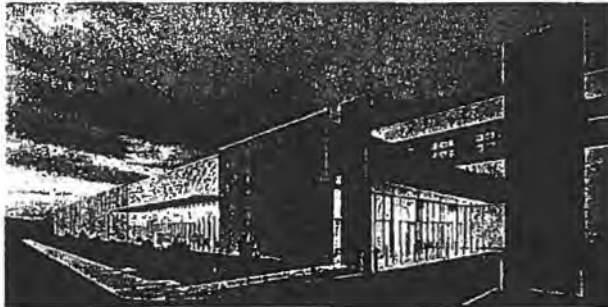


**ON-SITE DESIGN
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5.3 On-site Architecture

5.3.1 Objectives

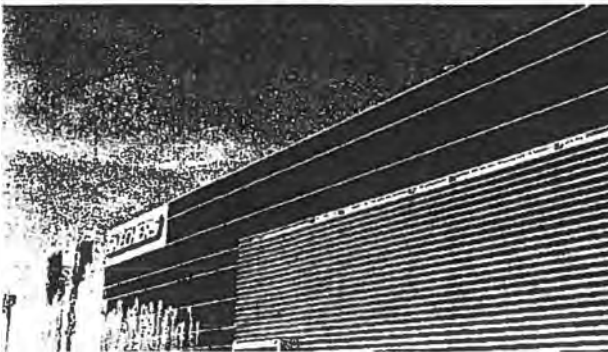
Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout the World Logistics Center.



Simple Form



Progressive and Enduring



Creativity and Identity



ON-SITE DESIGN STANDARDS

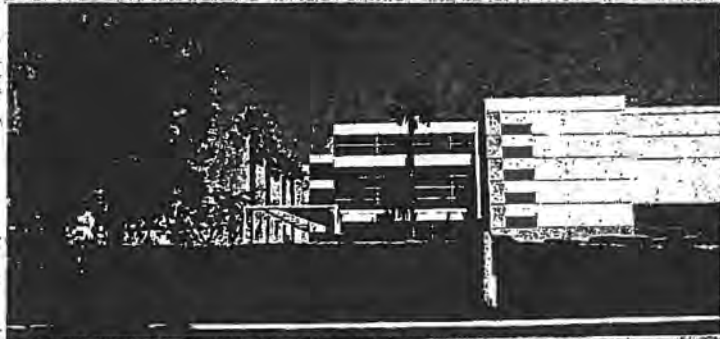
5-19

5.3.2 Architectural Character

Architectural character should portray a high quality image in a manner that is both progressive and timeless.

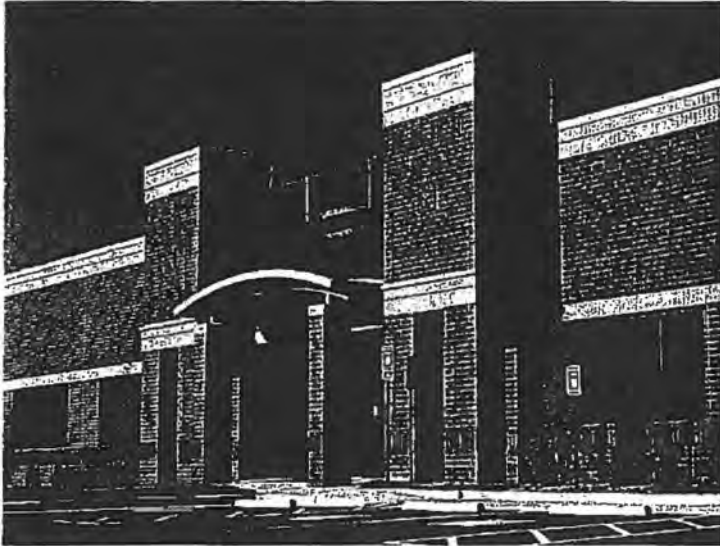
Appropriate Characteristics

- Contemporary, classic, technical style
- Clean, smooth, efficient lines
- Distinctive, but compatible image



Inappropriate Characteristics

- Trendy, historical, residential styles
- Tricky, complicated, arbitrary forms
- Sharp contrast with surroundings



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5.3.3 Building Heights

To maintain consistent and compatible building mass relationships, building heights are limited to the following (unless otherwise approved):

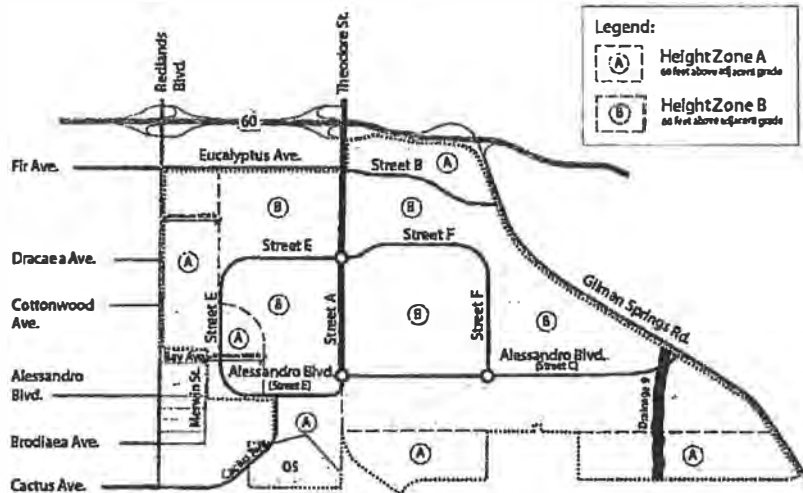


Exhibit 5-3 Building Height Plan

Area A: 60 feet above adjacent grade, including parapets, screens, and architectural features

Area B: 80 feet above adjacent grade, including parapets, screens, and architectural features

Height exceptions may be approved by the Planning Official. Exceptions up to 10 additional feet in height may be approved to accommodate special interior uses or screening of special mechanical equipment unique to these facilities. In such cases, up to twenty percent of the building footprint may exceed the height limit.



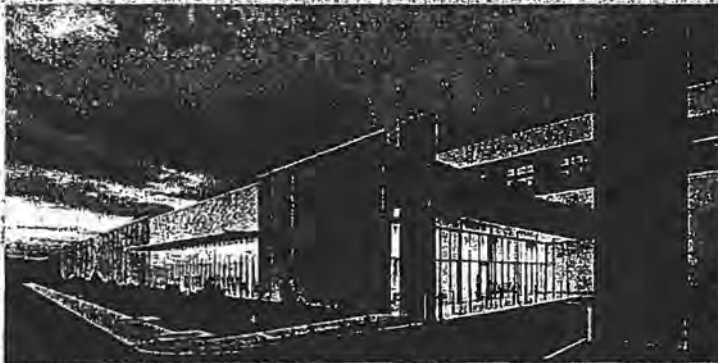
ON-SITE DESIGN STANDARDS

5.3.4 Building Form and Massing

Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale and interest.

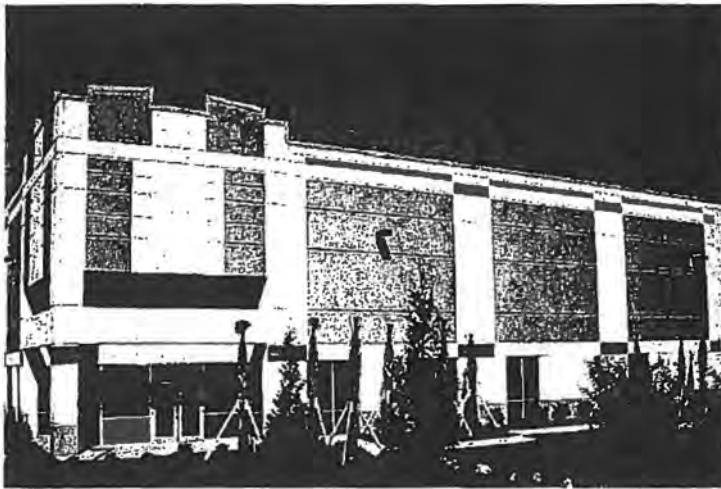
Appropriate Treatment

- Straightforward geometry
- Unified composition
- Expression of floor levels and structure
- Solid parapets



Inappropriate Treatment

- Complicated forms
- Arbitrary, inconsistent composition



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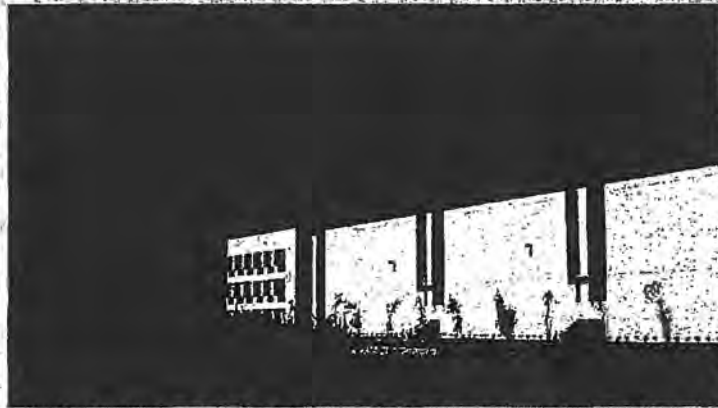
5-22

5.3.5 Facades

Facades should reflect a coordinated design concept, including expression of building function, structure and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.

Appropriate Treatment

- Straightforward, functional design
- Expression of structure
- Unity & scale reinforced through an integrated grid module



Inappropriate Treatment

- Arbitrary, inconsistent forms and decoration
- Uninterrupted, floating horizontals
- Wall-mounted



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5.3.6 Fenestration

Fenestration should be defined by function and structure, and should be consistent in form, pattern and color.

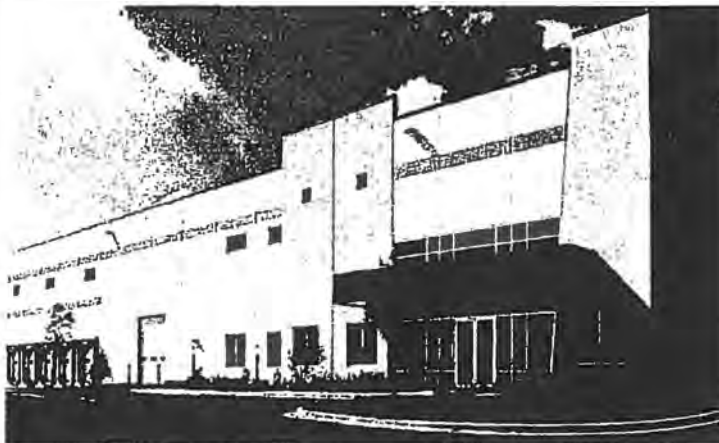
Appropriate Treatment

- Functional glass use and patterns
- Glazing delineation by mullions and structure
- Balance of wall and glazed surfaces
- Tinted or lightly reflecting glazing



Inappropriate Treatment

- Arbitrary, decorative glass patterns
- Uninterrupted horizontal glazing
- Highly reflective glass



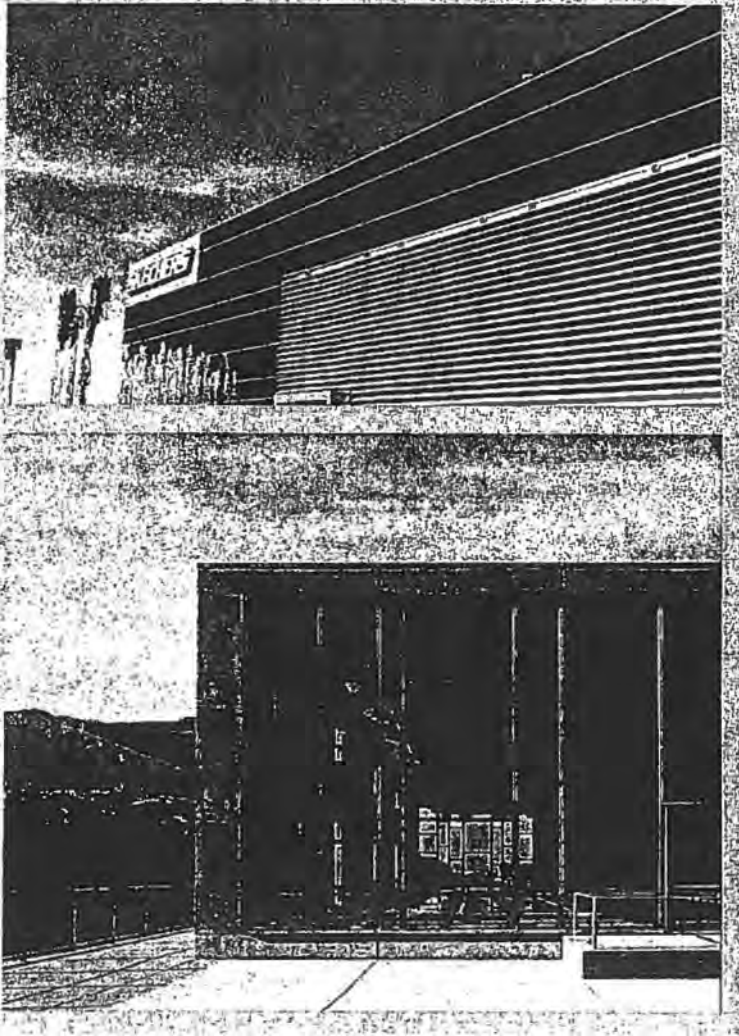
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Glazing Colors

Preferred:	Silver, bronze, blue, green, blue-green ranges
Prohibited:	Black, gold, copper ranges
Other:	Requires specific approval



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5.3.7 Structure

Structure should be expressed clearly and consistently.

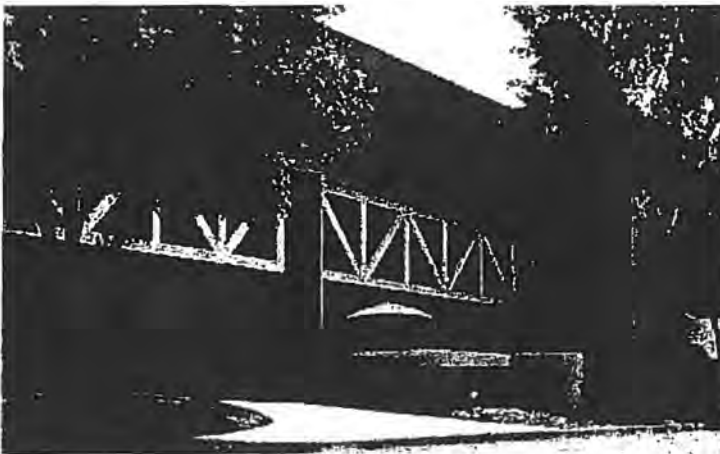
Appropriate Treatment

- Visible vertical support
- Visible structural base
- Functional, straight-forward elements
- Columns integrated into the facade
- Proper structural scale



Inappropriate Treatment

- Floating horizontal levels
- False, decorative structure
- Undersized or oversized structural components



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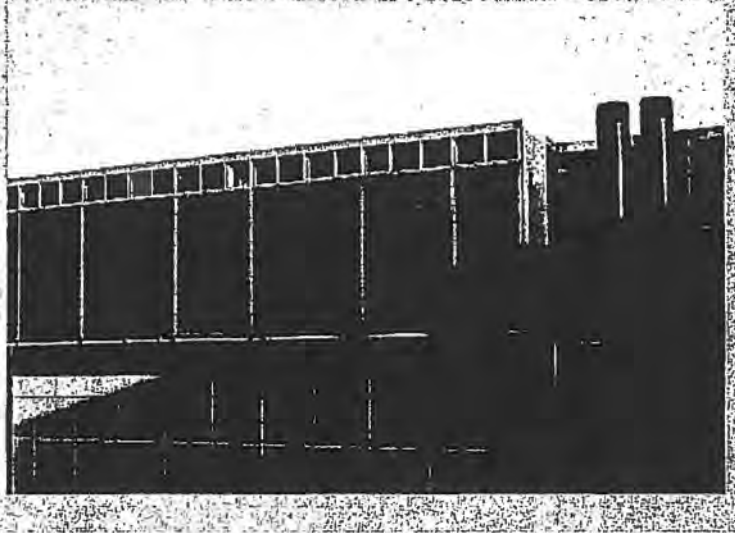
5-26

5.3.8 Roofs

Rooflines should be horizontal.

Appropriate Treatment

- Visible vertical support
- Horizontal planes and parapets
- Varied but proportional parapet height
- Roofing materials hidden from off-site view



Inappropriate Treatment

- Gable, hip and mansard roofforms
- Metal, tile, shingle and shake roofing
- Arbitrary decoration



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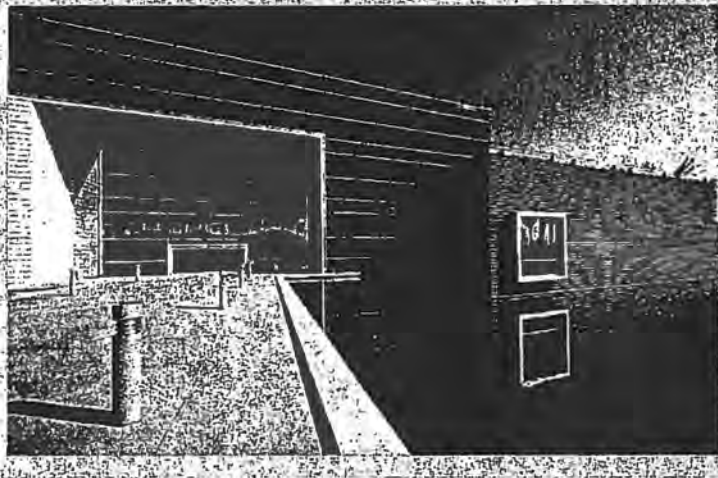
5-27

5.3.9 Entrances

Entrances should be clearly defined and inviting.

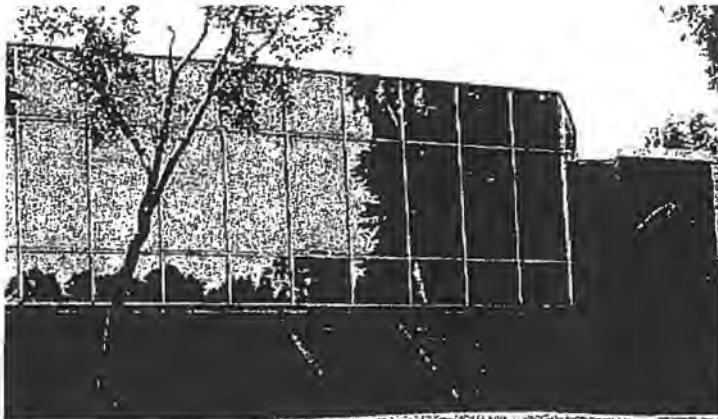
Appropriate Treatment

- Articulation and color for identity and interest
- Light, open, inviting aspect
- Entry space sequence
- Recessed, protected doorway
- Integration with overall building form
- Coordinated landscaping



Inappropriate Treatment

- Exaggerated forms and color
- Dark, confined appearance
- Abrupt entry. Flush doorways. Tacked-on entry alcove



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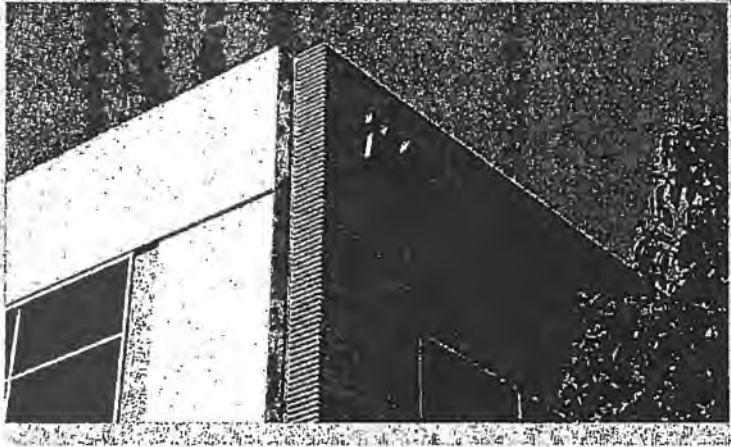
5-28

5.3.10 Materials

Exterior building materials should be smooth, clean and efficient, with an appearance that is contemporary and technical.

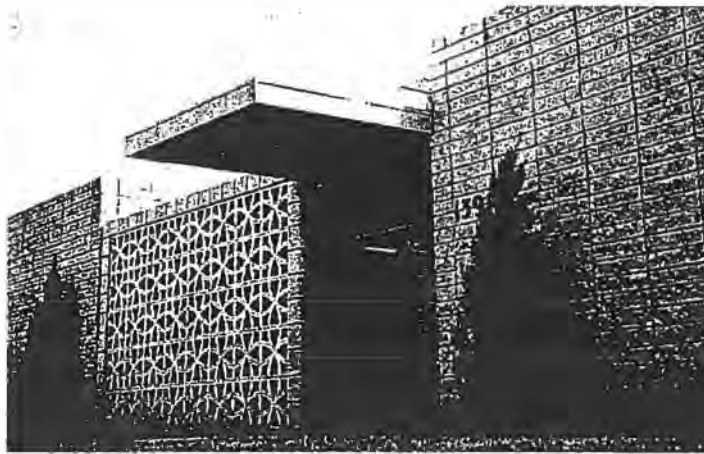
Appropriate Materials

- Smooth, precast or tilt-up concrete
- Smooth metal panel systems
- Tinted or lightly reflective glass



Inappropriate Treatment

- Wood beams and siding, brick, Spanish tile, corrugated metal, rough concrete, or highly reflective glass
- Stucco (unless limited in use, with a smooth troweled surface detailed like concrete)



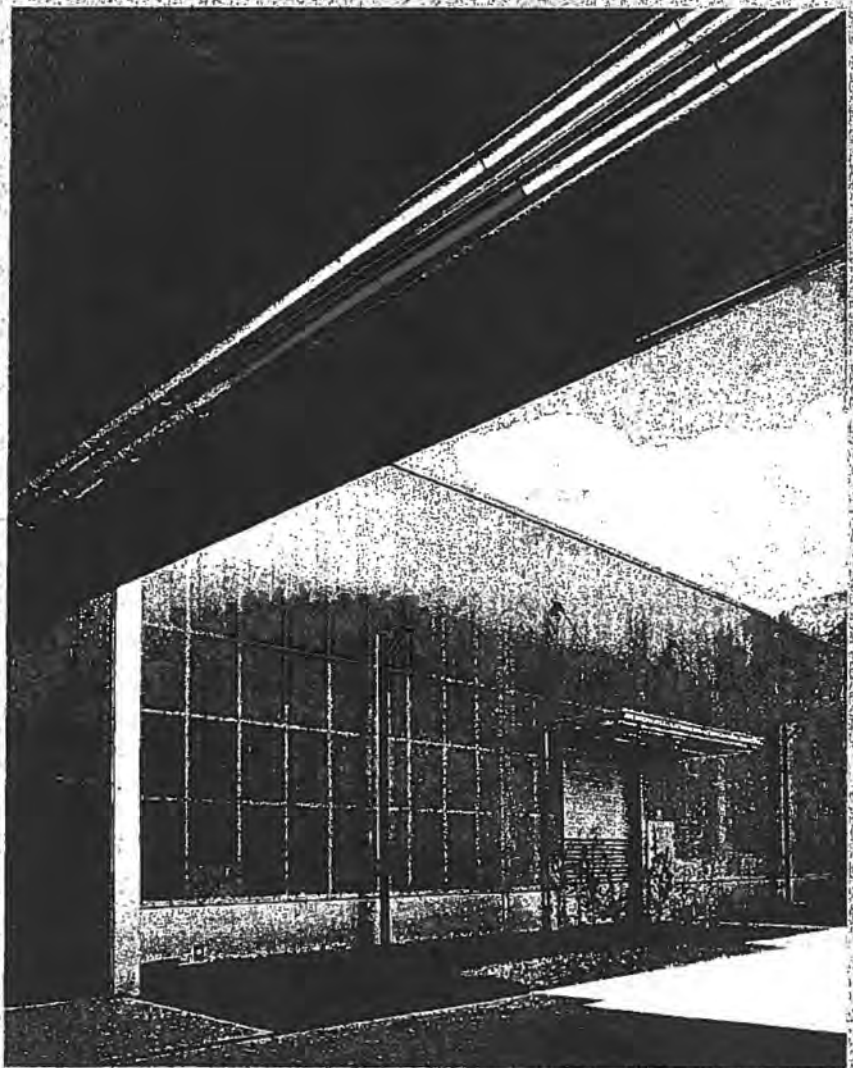
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5.3.11 Other Materials

All other materials, including Drivit[®], concrete masonry, wall tile, glass fiber reinforced concrete and new technology materials must be approved through the Plot Plan process.



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5.3.12 Exterior Colors

Exterior building colors are to be selected from the palettes below to maintain compatibility within the World Logistics Center.

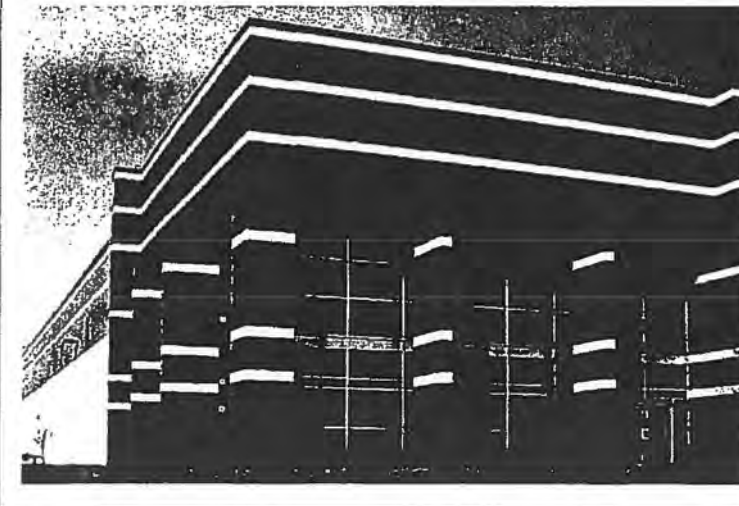
Appropriate Treatment

- Concrete or stone should have light, natural finish
- Painted wall surfaces directly facing streets or public areas are to be primarily off-white or light warm shades
- Other colors are permitted on recessed or interior facing wall surfaces, or on special features, reveals or mullions
- Service doors and mechanical screens are to be the same color as the wall



Inappropriate Treatment

- Arbitrary patterns, stripes
- Garish use of color



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Primary Wall Colors

Colors for primary exterior walls are to be within the range of colors represented by the following list:

Warm Whites

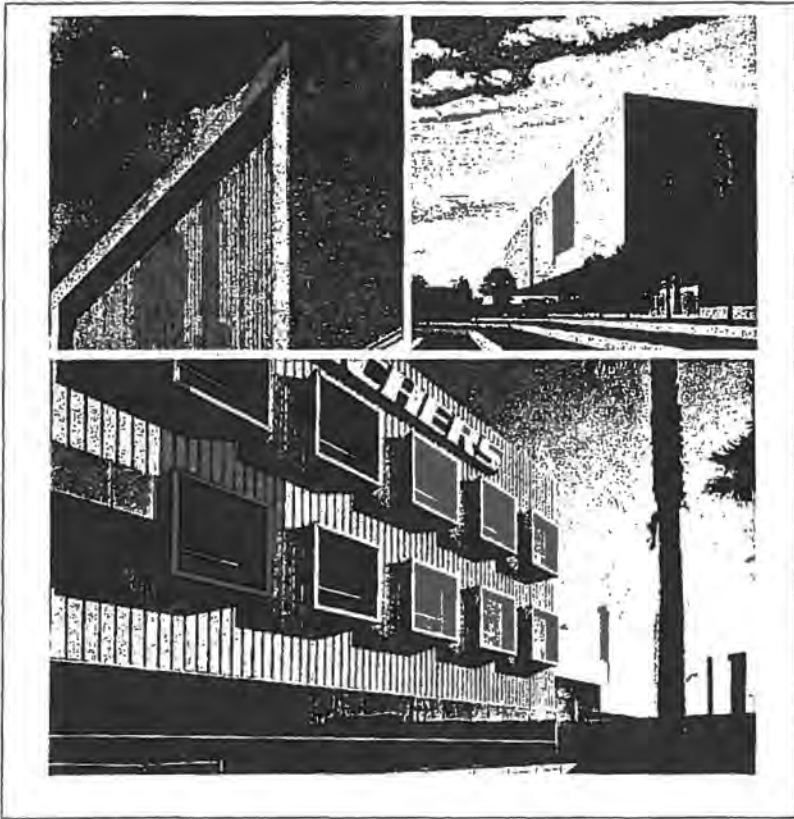
Lorette	Pantone Warm Grey 1C
Trotting	Pantone 4685C
Tracing Paper	Pantone Warm Grey 2U
Slinky	Pantone Warm Grey 1U

Cool Whites

A La Mode	Pantone 427C
Windblown	Pantone 428C
Chain Link	Pantone 434C
Carbon	Pantone 434C

Others

TBD	Pantone 7501C San Jacinto Wildlife Area Edge
-----	----------------------------------------------



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5.3.13 Design Details

Detailing should be clean, clear and straightforward. Details should reinforce overall design unity, interest and scale.

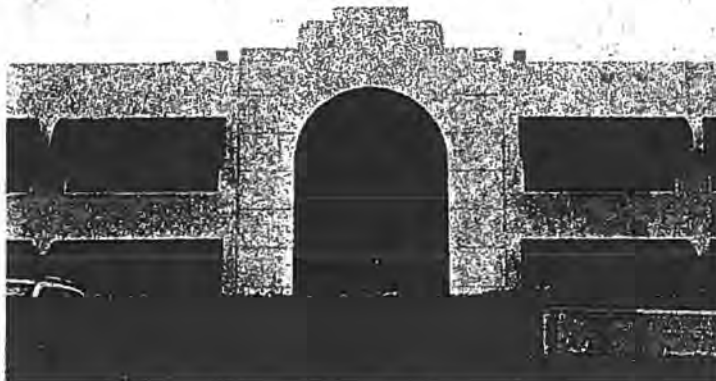
Appropriate Treatment

- Coordinated mullions and details
- Expression and alignment of structural connections
- Finishes commensurate with building materials
- Coordinated entry spaces and landscaping



Inappropriate Treatment

- Insufficient or excessive detailing
- Inadequate interface between materials
- No indication of scale
- Lack of interest



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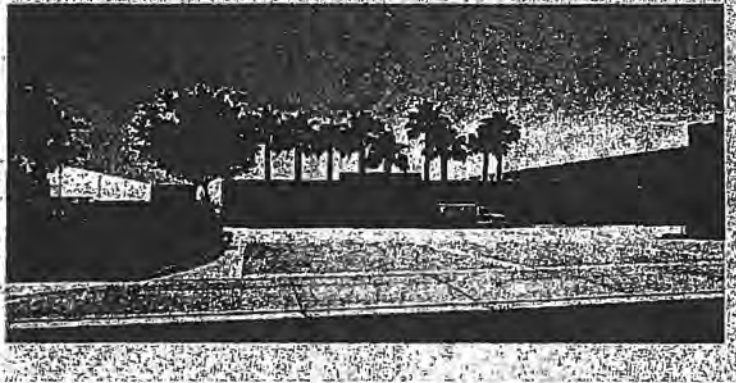
5-33

5.3.14 Ground-mounted Equipment

All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

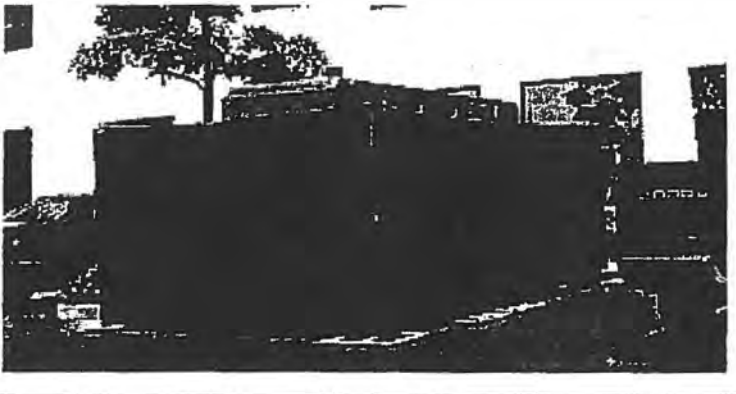
Appropriate Treatment

- Ground equipment hidden by screen walls or landscaping
- Screen walls of same or similar material as building walls
- Vines, shrubs, trees on rear and sides of enclosure



Inappropriate Treatment

- Screen material contrasting with adjacent surfaces
- Wood or chain link fencing
- No planting areas for vines, shrubs, and trees, at the rear or sides of walled enclosures



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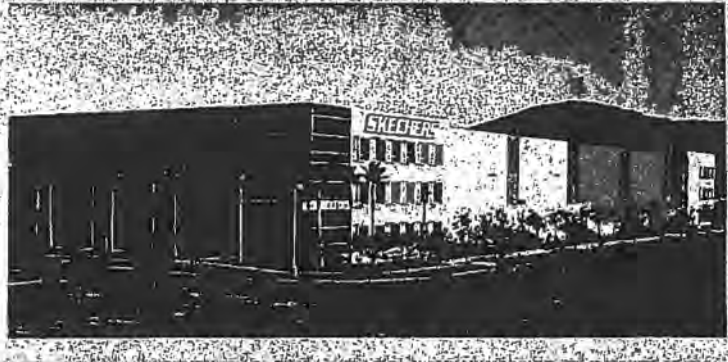
5-34

5.3.15 Roof-mounted Equipment

All roof-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

Appropriate Treatment

- Rooftop equipment hidden from off-site view by building parapet or equipment screen
- Rooftop screens fully integrated into architecture



Inappropriate Treatment

- Rooftop equipment extending above parapet or screen
- One-sided rooftop screens that do not hide the equipment from view from secondary streets or from adjacent sites
- Rooftop screens too close to parapet
- Rooftop screens not related to building geometry
- Wood rooftop screens



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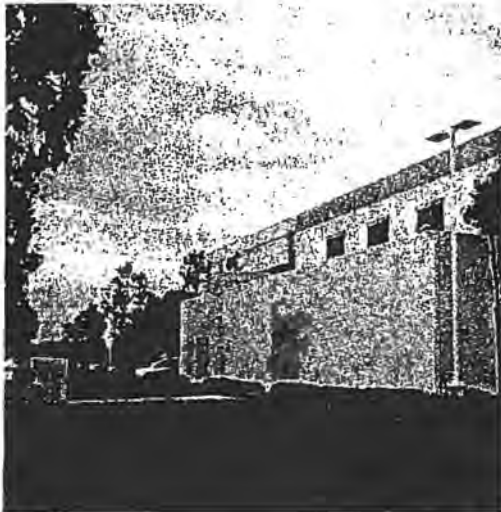
Ordinance No. 900
Date Adopted: August 25, 2015

5.3.16 Ancillary Structures

On a case by case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on site, or use they contain.

5.3.17 Building Appurtenances

On a case by case basis, the proper functioning of a facility may require a piece of equipment, ductwork, shaft, conveyance mechanism, etc. to be physically added to the side of the main building. These appurtenances must comply with the guidelines stated herein to allow for aesthetic continuity.



*Example of a
Building
Appurtenance*



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5.3.18 Cameras

The location, appearance, and installation of exterior security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet, screened from view from the ground. Parapet-mounted cameras are not allowed. Exposed wires are not allowed. The color of the camera housing must match the color of the poles or the building wall. The color of the camera globe must be clear.

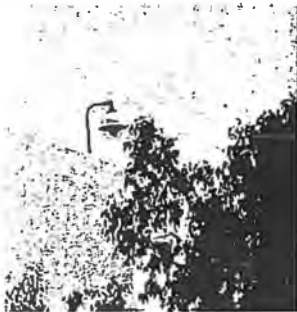
Appropriate Treatment

- Cameras mounted on poles in parking lot (preferred)
- Cameras suspended from soffits (second choice)
- Cameras mounted on building walls with the top of the camera below the top of the parapet (third choice)



Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Black camera globes
- Exposed wires
- Parapet-mounted cameras
- Roof-mounted cameras visible from the ground
- Cameras mounted in spheres on arms projecting from building walls.



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5.4 On-site Landscaping

5.4.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive, corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured urban design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway and surface streets to emphasize the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance, and
- Coordinating on-site landscaping design continuity among individual development sites within the World Logistics Center.

The following guidelines present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

5.4.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will



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require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species
- Select plant palettes tolerant of periodic inundation from storm water runoff



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- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow preventers, pressure reducing valves and precipitation-rated sprinkler heads,
- Use gate valves to isolate and shut down mainline breaks,



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- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

5.4.3 Landscape Criteria

Onsite landscaping is to be coordinated in a manner that enhances overall continuity of development in the World Logistics Center, while providing for the individual identity and needs of each project within. The design must address the following criteria.

- Landscaping should be used to reinforce site planning principles, such as using trees to define parking lots and drive aisles.
- Plant materials for on-site landscaping are to be selected from the Plant Selection List, Section 5.4.4.
- Flexibility in the choice of plant materials is limited along street frontages and site perimeters to enhance landscaping coordination along common frontages, but increases toward the site interior to accommodate individual design.
- Landscaping in parking areas shall comply with the standards contained in the Municipal Code.
- Planting areas for vines, shrubs, and trees is required at the rear and sides of walled enclosures, including trash enclosures.
- Comprehensive planting, including trees, is required along all screen walls, buildings and site perimeters.
- All projects which include designated truck loading areas shall screen such areas from view from adjacent public streets and from onsite visitor parking and building entry areas (palm courts). Such screening shall be accomplished with solid block walls and opaque metal gates.



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- Landscaping within truck loading areas, not visible from public view, shall be designed to be sustainable without artificial irrigation, relying on rainfall and runoff from adjacent impervious surfaces (i.e. truck yards and building roofs). The landscape design shall also incorporate sustainable techniques to capture and direct rainfall runoff to these landscape areas. These areas may include slopes, water quality basins and drainage facilities. Rock or organic mulch shall be placed between plantings to provide coverage and erosion protection.
- Landscaping in visitor parking areas, palm courts and any other areas visible from public view shall have a higher level of landscape treatment and shall utilize an automatic irrigation system to maintain the desired level of landscape appearance. The landscape design shall incorporate sustainable design techniques to capture and direct rainfall runoff to landscape areas, reducing the need for supplemental irrigation.



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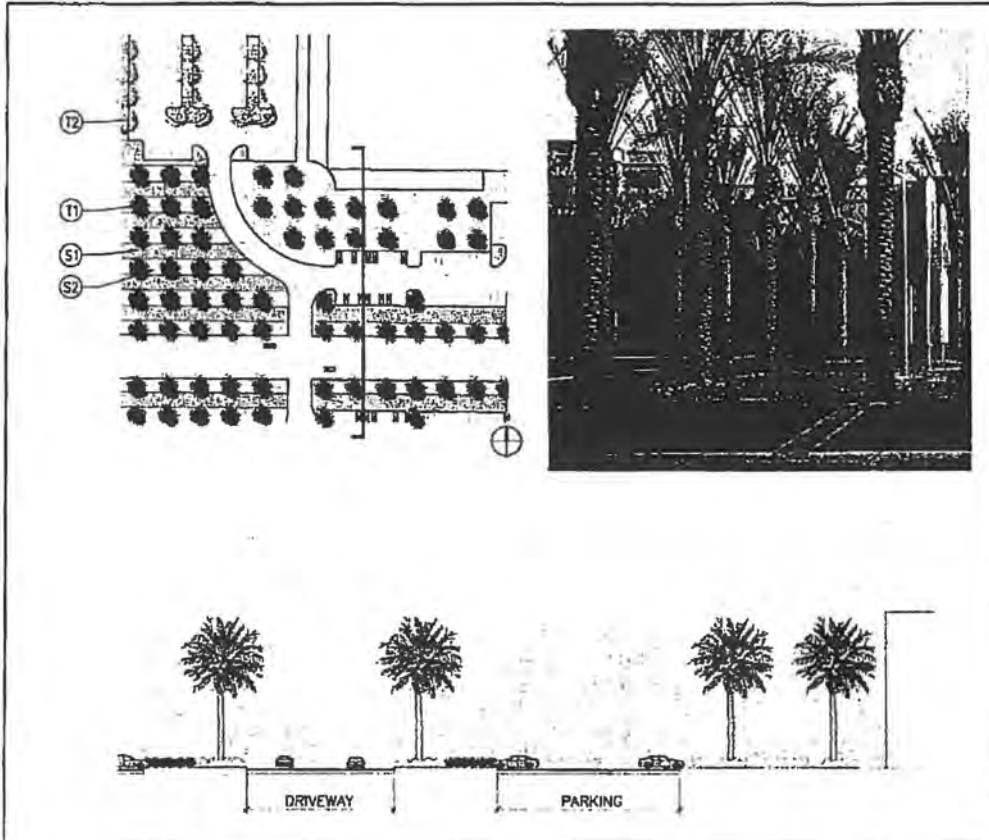
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Palm Court



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity.

Trees (Palms – 25' brown trunk height / All other trees – 24" box minimum)

T1. Phoenix dactylifera: Date Palm

T2. See section 5.4.4 for plant list

Shrubs / Groundcover (1 gallon minimum)

S1. Muhlenbergia rigens: Deer Grass

S2. See section 5.4.4 for plant list



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STANDARDS

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5.4.4 On-site Landscape Planting

All trees to be 15 gallon, minimum, unless otherwise noted.

Trees

Acacia aneura	Mulga
Acacia farnesiana	Sweet Acacia
Caesalpinia cacalaco	Cascalote
Celtis occidentalis	Common Hackberry
Cercidium 'Desert Museum'	Desert Museum Palo Verde
Chilopsis linearis	Desert Willow
Cupressus sempervirens	Italian Cypress
Ebenopsis ebano	Texas Ebony
Olea europaea	Olive
Phoenix dactylifera	Date Palm
Pinus brutia var. Eldarica	Afgan Pine
Pinus halepensis	Aleppo Pine
Populus Fremontii	Cottonweed Tree
Prosopis alba	Argentine Mesquite
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa	Texas Honey Mesquite
Prosopis glandulosa 'Maverick'	Thomless Texas Honey Mesquite
Schinus molle	California Pepper
Tristania conferta	Brisbane Box
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm

Shrubs / Groundcover

Abutilon palmeri	Indian Mallow
Acacia greggii	Catclaw Acacia
Acacia redolens 'Desert Carpet'	Spreading Acacia 'Desert Carpet'
Aloespp.	Aloe
Atriplex canescens	Four Wing Saltbush
Atriplex lentiformis	Quail Bush
Baccharis sarothroides	Desert Broom
Baccharis 'Stam'	Coyote Bush
Caesalpinia pulcherrima	Redbird of Paradise
Calliandra californica	Baja Fairy Duster
Celtis pallida	Desert Hackberry
Cordia boissieri	Texas Olive
Dasyllirion wheeleri	Desert Spoon
Encelia farinosa	Desert Encelia
Fallugia paradoxa	Apache Plume
Hyptis emoryi	Desert Lavender
Isomeris arborea	Bladderpod
Justicia californica	Chuparosa
Leucophyllum texanum	Texas Ranger
Lycium andersonii	Anderson Lycium



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Rhus ovata
Salvia greggii
Senna nemophila
Senna phyllodinea
Simmondsia chinensis

Perennials and Grasses

Asclepias subulata
Baileya multiradiata
Eriogonum fasciculatum
Penstemon eatoni
Penstemon parryi
Sphaeralcea ambigua
Muhlenbergia rigens
Nolina parryi

Sugar Bush
Autumn Sage
Desert Cassia
Silver Cassia
Jojoba

Desert Milkweed
Desert Marigold
Common Buckwheat
Firecracker Penstemon
Pany Penstemon
Desert Globe Mallow
Deer Grass
Parry Beargrass



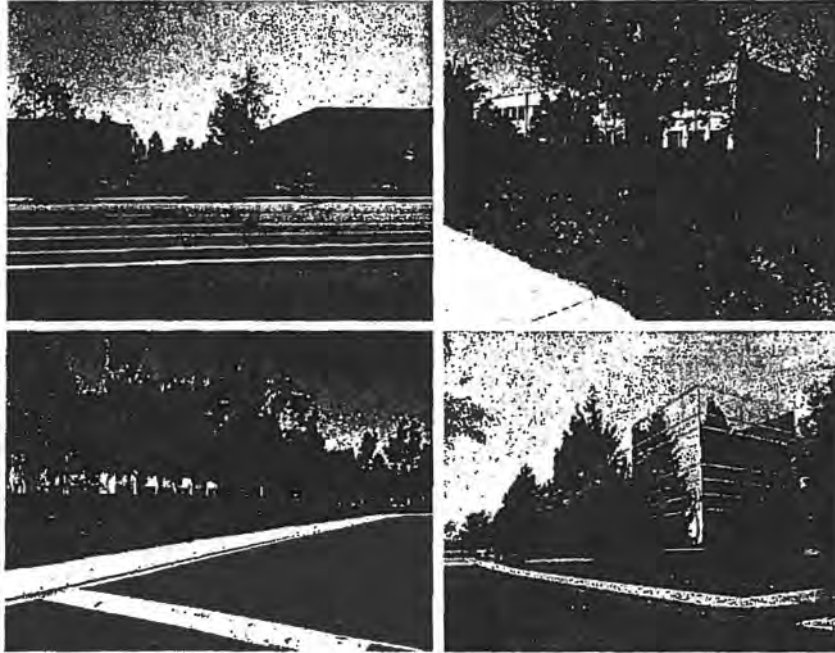
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**ON-SITE DESIGN
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5.4.5 Minimum Landscape Areas

If parking or access drives are located between any building and a public street frontage, a 15-foot minimum landscaping area is required between the parking or drive aisle and the building. On other sides of the building, a 10-foot minimum landscaping area is required between the parking or drive aisle and the building, except in loading areas.



1. A minimum landscape zone 15 feet is required along building perimeters facing a roadway frontage.
2. A minimum landscape zone of 10 feet is required along all other building perimeters except loading areas.
3. A minimum landscape zone of 5 feet is required along all internal property lines.
4. A minimum flat landscape zone of 8 feet is required next to screen walls facing the street.

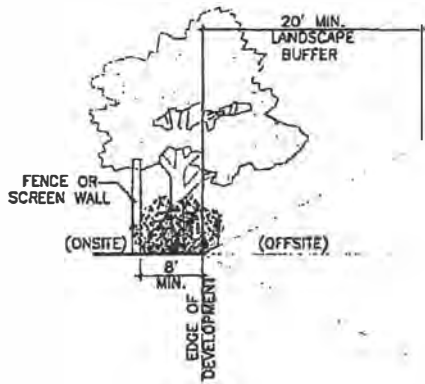
Note: If perpendicular parking spaces are located adjacent to the minimum landscape zone, then a 2'-6" minimum parking overhang is required in addition to the above measurements (17' 6", 12'-6" and 7'-6" respectively).

Trees along screen walls, buildings and site perimeters are required at a minimum average spacing of 1 tree per 30 linear feet of perimeter, planted at 15 feet or half (1/2) the tree canopy spread from the face of building.

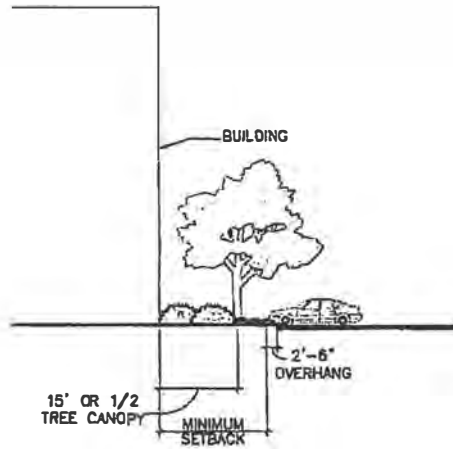


**ON-SITE DESIGN
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Left: Landscape Setbacks on Slopes
 Right: Landscape Setbacks from Face of Building.



5.4.6 Furnishings

Site Furnishings

Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed at building entrances, open spaces and other pedestrian areas to create a pedestrian friendly environment. Site furnishings should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather-resistant materials.



Example of Site Furniture



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ON-SITE DESIGN
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5.5 On-site Lighting

5.5.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a nighttime character that contributes to the identity and unity of the World Logistics Center as a quality business location.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

5.5.2 General On-site Lighting Parameters

To ensure consistency throughout the World Logistics Center, on-site lighting must conform to the overall lighting parameters for the World Logistics Center, including the following:

- 5.5.2.1 Onsite lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security and special effects.
- 5.5.2.2 All exterior on-site lighting must be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- 5.5.2.3 Lighting fixtures are to be of clean, contemporary design.
- 5.5.2.4 Lighting must meet all requirements of the City of Moreno Valley.
- 5.5.2.5 Tilted wall fixtures (i.e. light fixtures which are not 90 degrees from vertical) are not permitted. Lights mounted to the roof parapet are not permitted. Wall-mounted light fixtures used to illuminate vehicular parking lots are not permitted.



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**ON-SITE DESIGN
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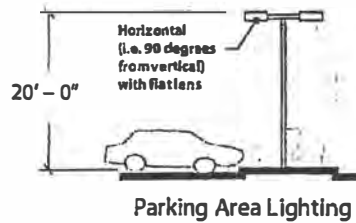
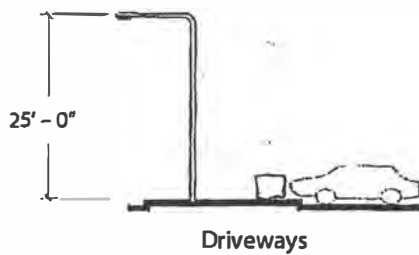

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5.5.2.6 Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" lights are preferred.

5.5.3 Driveways and Parking Area Lighting

5.5.3.1 All driveways and parking lot lighting shall utilize cut-off fixtures (i.e. the lens is not visible from an angle). Pole height for typical lots shall be as follows:

• Driveways	25' Maximum
• Parking Area	20' Maximum



5.5.3.2 Pole bases in paved areas shall be above grade. They may be round or square. Pole bases in planting areas may be no higher than 6 inches above grade.

5.5.3.3 Both luminaires and poles are to be white.

5.5.3.4 All luminaires shall be metal halide or L.E.D.

5.5.4 Pedestrian Circulation Lighting

5.5.4.1 Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

5.5.4.2 Walkway lighting must have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.

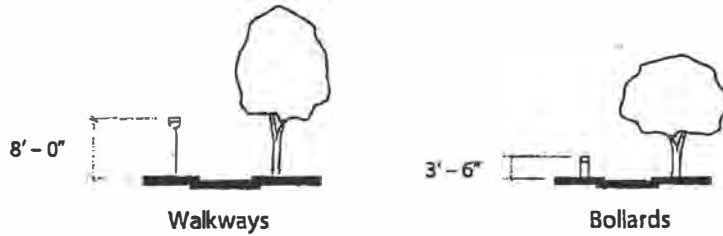


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5.5.4.3 Building entries may be lit with soffit, bollard, step or comparable lighting.



5.5.4.4 Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.

5.5.4.5 Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.

5.5.4.6 Courtyards, arcades and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

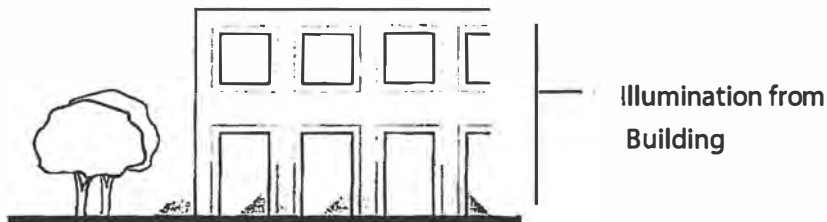
5.5.4.7 Pedestrian lighting shall be subdued warm-white Mercury or incandescent lamps.

5.5.5 Architectural Lighting

Architectural lighting effects are encouraged to promote nighttime identity and character.

5.5.5.1 All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.

5.5.5.2 Building entry areas should be lit so as to provide a safe and inviting environment.

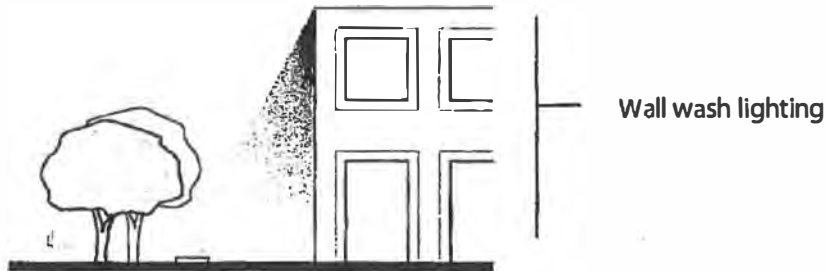


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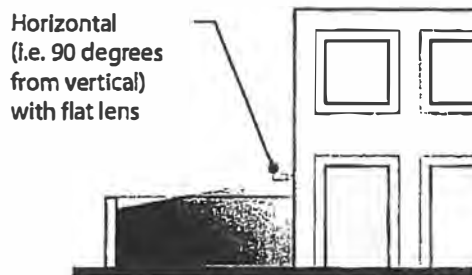
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5.5.5.3 All building exteriors facing a freeway must have lighting levels that vary to accent the structure, texture, relief, and/or the color of the building. Lighting levels may not be flat or uniform.



5.5.6 Service Area Lighting

Service area and security lighting must be visible only within the limits of the service area.



Lighting contained within service area

5.5.6.1 Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.

5.5.6.2 Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting.

5.5.6.3 Freestanding fixtures shall be painted the same as parking area fixtures. Any wall-mounted fixtures should be compatible with the wall.



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5.5.7 Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as Metal Halide, Quartz or L.E.D in order to accurately render plants, vegetation, and skin colors.



Landscape Lighting



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**ON-SITE DESIGN
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5.6 On-site Utilities

5.6.1 Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where required by the utility. Utility connections should be integrated into the building or screened by landscape.

5.6.2 Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, wherever possible.

5.6.3 All Equipment Shall be Internal to Buildings

All equipment shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not prominently visible from public rights-of-way.

5.6.4 Utilities (including backflow preventers, detector check assemblies, transformers, etc.)

All utilities are to be installed underground. Easements for underground utilities that preclude the planting of trees may not be located where the design guidelines require the planting of trees.

Any necessary above ground equipment such as detector check assemblies, backflow preventers, transformers, etc., shall be screened from view from public areas by landscaping.

Domestic water service shall be extended through development sites in an easement to EMWD. The water line and easement shall be placed in easily accessible locations, such as drive aisles. Fire service and domestic water services and meters shall tie into this line. This line may become part of a loop system and the property owner may need to tie into the public mainline to provide a loop water system to provide adequate water volumes to fire hydrants.



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6.0 SUSTAINABILITY

It is the intent for this development to be a model of sustainability. While this goal is measured in many different ways and the elements of sustainability are constantly evolving, it remains the intent of the WLC to be on the forefront of environmentally sensitive development.

The following are some ways individual projects can incorporate elements of sustainability:

1. Accommodate alternate forms of transportation including, public transportation (bus), charging stations for electric cars, carpooling, and bicycles.
2. Promote the riding of bicycles, through the provision of bike racks / storage, showers and changing rooms.
3. Meet the most current storm water management programs, including on-site water capture methodologies.
4. Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
5. Employ adequate shielding features to ensure zero light spill off-site.

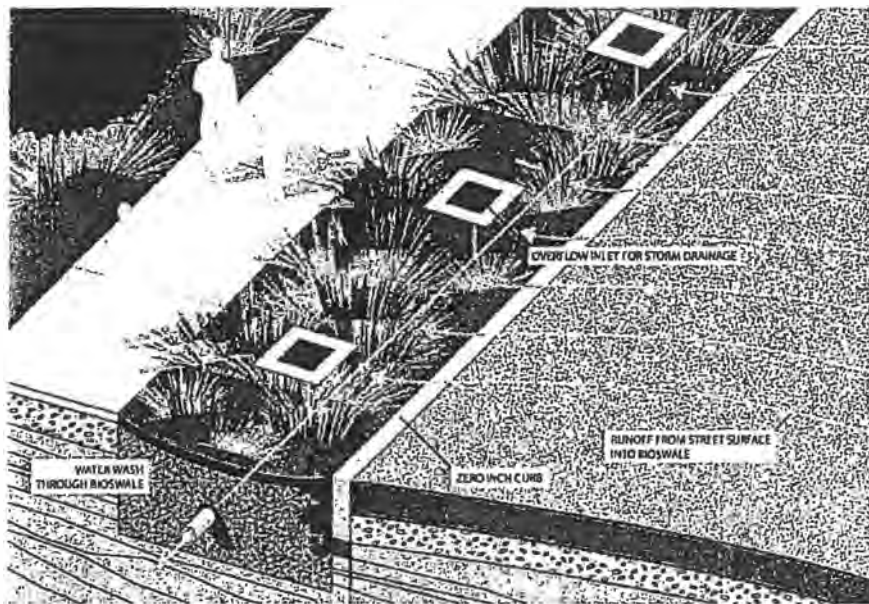


Exhibit 6-1 Off-site Water Management Plan

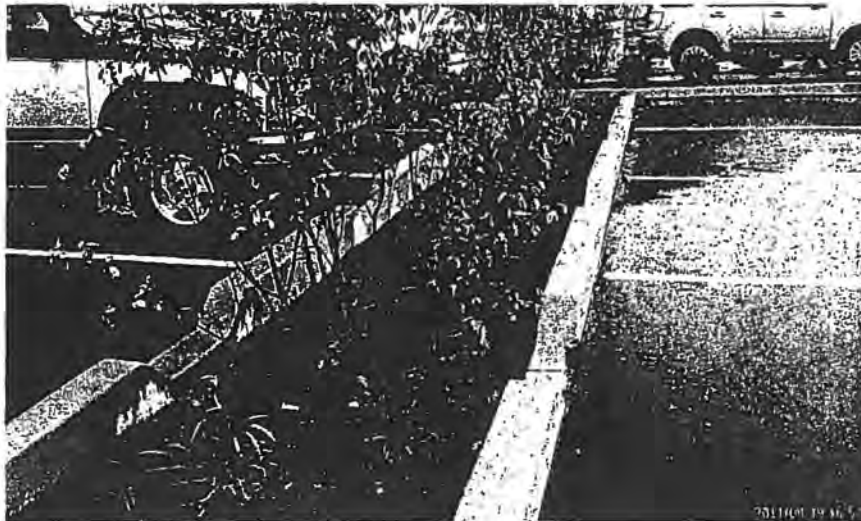


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SUSTAINABILITY

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6. Incorporate drought tolerant plant materials throughout.
7. Minimize water use in restrooms.
8. Go beyond code-required commissioning in order to ensure all mechanical and electrical equipment are operating efficiently and are not wasting energy.
9. Incorporate on-site renewable energy.
10. Employ a recycling program.
11. Divert construction waste from landfills.
12. Incorporate recycled materials where feasible.
13. Ensure high indoor air quality standards.
14. Incorporate low-emitting adhesives, paints, coatings, and flooring systems.
15. Increase the amount of day-light into the interior spaces.
16. Increase the amount of interior space with exterior views.
17. Incorporate the best available technologies or best management practices where feasible.
18. Limit idling of engines to three minutes.
19. Utilize onsite electric power sources as much as possible to minimize the use of portable, mobile power generators.



Example of Bio-swale



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SUSTAINABILITY

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7.0 SIGNAGE

All signage in this Specific Plan shall conform to an approved Sign Program on file with the City of Moreno Valley.

7.1 Regulatory Signage

All regulatory signage (traffic control, public safety, etc.) shall comply with city standards.



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SIGNAGE

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8.0 PROJECT PHASING

8.1 Overall Project Phases

The project is expected to be developed in two phases. Phase 1 includes the western portion of the project area extending from Redlands Boulevard to Street F and from Eucalyptus Avenue to south of Alessandro Boulevard. Phase 2 includes the portions of the project along SR60, Gilman Springs Road and the southerly site boundary.

Development will occur as dictated by market and other condition as determined by the developer. Notwithstanding this phasing projection, any portion of the property may be developed at any time at the owner's discretion subject to the development of Infrastructure to support it. Infrastructure needs and timing will be evaluated along with subsequent development proposals.

8.2 Infrastructure Phasing

Each project within the World Logistics Center will be supported by the requisite infrastructure as needed, subject to federal, state and local codes.

Each plot plan will include proposals for specific infrastructure improvements needed to support each proposed building.

These improvements shall be consistent with the overall infrastructure plans serving the World Logistics Center.

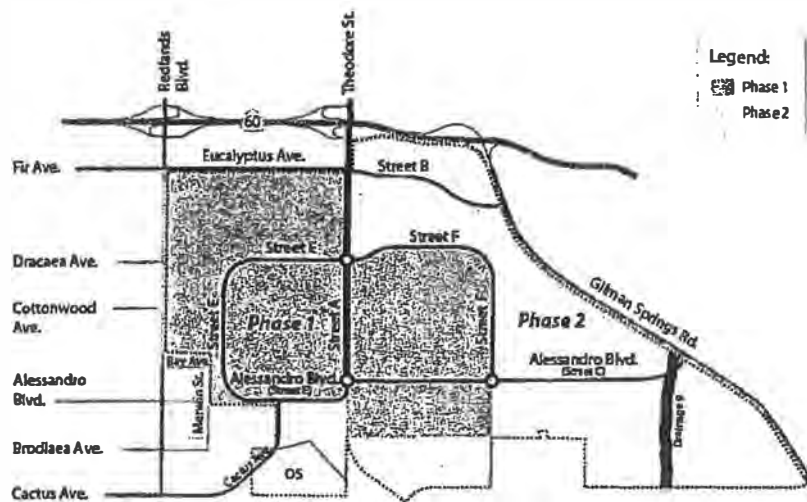


Exhibit 8-1 Phasing Plan



PROJECT PHASING

9.0 PROPERTY MAINTENANCE

9.1 On-site Improvements

On-site improvements shall be maintained by the property owner or tenant, pursuant to private contractual terms.

9.2 Common Area Improvements

Major slopes, landscape areas, community entries, community signage, etc., shall be maintained by a property owners' association.

9.3 Parkways

Parkways within public rights-of-way shall be maintained by a property owners' association or by a maintenance district.

9.4 Streets

Public streets (curb-to-curb), public sidewalks, and public trails shall be maintained by the City of Moreno Valley.



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**PROPERTY
MAINTENANCE**

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10.0 FINANCING OF IMPROVEMENTS

A facilities financing program is important for implementation of the Specific Plan. The financing program needs to assure the timely financing of public streets, utilities, and other necessary capital improvements.

Financing for infrastructure improvements encompasses a variety of different mechanisms, processes, and costs that vary based on the type and purpose of an improvement, financial market conditions, debt service considerations, and agency capabilities and policies.

10.1 Capital Financing

Major infrastructure, such as water, sewers, storm drains and roads, may be financed by a special tax established through the formation of a community facilities district (CFD). Another approach may be to create a bond assessment district. Both types of financing districts require tax liens to be placed on participating properties to underwrite the sale of bonds to finance specified improvements. These mechanisms require that the facility to be financed be a public improvement and that participating properties receive a benefit from that improvement. The form of financing selected, if any, will be determined based on the type of uses and pace of development that occurs within the project. Examples include:

1. Community Facility District
2. Other forms of Assessment Districts
3. Facilities Benefit Assessment
4. City/ county direct Investment
5. Reimbursement Agreements
6. State and/or federal grants and loans

The developer may elect to use private capital to finance major infrastructure improvements, as well as in-tract improvements to avoid long-term debt assessment upon buyers of improved land.



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**FINANCING OF
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10.2 Capital Funding

The method of infrastructure funding will be determined during the engineering review of implementation development plans and in conjunction with the phasing of the infrastructure. Some possible funding mechanisms for the Specific Plan public improvements are listed below:

1. Development Impact fees
2. Transportation fees (e.g. TUMF)
3. Special taxes
4. Connection fees

10.3 Funding of Maintenance

Funding for on-going maintenance for common areas and other public improvements which may be a condition of development, such as street lights, parkway and median landscaping, other right of way improvements will be funded privately through a Property Owners' Association (POA) or publicly through the Community Services Districts (CSD) or structured as a Landscape and Lighting Maintenance District, Community Facilities District or other financing mechanism.



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FINANCING OF
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11.0 IMPLEMENTATION



11.1 Purpose and Intent

This section contains the procedures for the processing of discretionary development applications to implement the terms of the World Logistics Center Specific Plan. The City will review all development within the project to ensure compliance with the provisions of the Specific Plan.

11.2 Approvals Required

All development within the World Logistics Center is subject to the approval of a Plot Plan in conformance with these procedures.

Modifications to the development standards contained in the Specific Plan may be requested by any property owner and may be approved by the City through the variance processes described in Section 11.3.3 herein.

11.3 Development Review Process

11.3.1 Subdivisions

All proposed subdivisions within the World Logistics Center shall be processed in accordance with the provisions of the state Subdivision Map Act and the Municipal Code.

11.3.2 Plot Plans

- a. All development proposals within the World Logistics Center shall be subject to the approval of a Plot Plan as described herein. Property and building maintenance activities such as painting, site or building repairs,



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parking lot resurfacing/restriping, and landscape maintenance and repair, etc. are exempt from these regulations.

b. The Plot Plan process is intended to ensure that all development proposals comply with all applicable standards and guidelines contained in this Specific Plan and are not detrimental to public health, safety or welfare.

c. Plot Plan applications shall be submitted to the City in conformance with the procedures contained in the Municipal Code .

d. The Community Development Director may approve, conditionally approve, or disapprove a Plot Plan application as provided for in the Municipal Code or may elevate the application to the Planning Commission for review and action. Considerations for Planning Commission review of a plot plan application may include but are not limited to:

1. The need for preparation of a Supplemental Environmental Impact Report or other appropriate environmental document due to new circumstances that become present and constitute potential for significant impacts which were unknown and could not have been known at the time of the approval of this Specific Plan

2. If any buildings greater than 500,000 square feet cannot meet LEED Certified Building Standards and/or buildings are not consistent with Specific Plan energy efficiency standards

3. Building elevations not consistent with the Specific Plan design guidelines

4. Future modification to any state or federal regulations requiring review of such Specific Plan permitted development

e. Project comments received from the Architectural Review Committee of the World Logistics Center Property Owners' Association shall receive consideration in the review process.

f. Public noticing shall be in compliance with the Municipal Code

g. A Plot Plan may be approved if all of the following findings are made:



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1. The proposed project is consistent with the goals, objectives and policies of the General Plan,
 2. The proposed project complies with this Specific Plan and other applicable regulations, and
 3. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity,
- h. Reasonable conditions of approval may be imposed to ensure compliance with applicable laws, regulations and standards or to enable the required findings to be made.

11.3.3 Variances

Alternatives to development standards and regulations contained herein may be approved through the following variance procedures. Variance applications may be processed along with Plot Plan applications, or as separate applications.

11.3.3.1 Administrative Variances

- a. The purpose of an administrative variance is to provide an administrative procedure for adjustments to certain regulations in this Specific Plan in order to prevent hardships that might result from a strict or literal interpretation and enforcement of those regulations.
- b. The standards and procedures for the submittal, review and approval of an Administrative Variance shall be as contained in Section 9.02.090 of the Municipal Code.

11.3.3.2 Other Variances

- a. All other variance applications shall be processed in accordance with Section 9.02.100 of the Municipal Code

11.3.4 Appeals

- a. Any interested party may appeal any administrative decision to the Planning Commission subject to the provisions of Section 9.02.240 of the Municipal Code.
- b. Any interested party may appeal any decision of the Planning Commission to the City Council subject to the provisions of Section 9.02.240 of the Municipal Code.
- c. The decision of the City Council is final.



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11.4 Covenants, Conditions, and Restrictions (CC&Rs)

The WLC property will be subject to CC&Rs that address issues such as common area improvements, maintenance, community signage, architectural guidelines, etc. The City will review the CC&Rs to insure that they contain the necessary provisions for property maintenance. Prior to the recordation of any final map within the WLC (excluding finance maps), said CC&Rs shall be recorded.

11.5 Other Uses

All uses established within the WLC shall be consistent with the General Plan and this Specific Plan. The Community Development Director shall be responsible for all consistency determinations pursuant to Section 9.01 of the Municipal Code.

11.6 Additional Items

Any Items not addressed in the Specific Plan shall be subject to the regulations of the Municipal Code.

11.7 Specific Plan Amendments

Any proposal to amend this Specific Plan shall be processed in the same manner as the original approval subject to the provisions of Chapter 9.13 of the Municipal Code.



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12.0 SPECIAL REGULATIONS

The following regulations apply to all development within the World Logistics Center. These restrictions shall be imposed on all discretionary permits for new development projects, as applicable.

12.1 Secure Trucking Areas

All truck areas shall be secured with manned gates during building operation.

12.2 Engine Restrictions

All trucks with a gross vehicle weight of 15,000 pounds or more entering any warehouse facility must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other non-diesel fuel source. Facility operators shall maintain a log of all trucks entering a warehouse site to document that this requirement is met. This log shall be available for inspection by the City at any time.

12.3 On-site Service Vehicles

The use of diesel-powered service yard vehicles (yard goats, etc.) is prohibited at all times within the Specific Plan area. Pallet jacks, forklifts, and other onsite equipment used during building operation (indoors or outdoors) shall be powered by electricity, natural gas, propane, or other non-diesel fuel.

12.4 Property Maintenance Equipment

Electrical power sources will be provided both indoors and outdoors to accommodate the use of electric property maintenance equipment.

12.5 Continued Agricultural Activities (Right-to-Farm)

As the World Logistics Center develops, logistics land uses will begin to locate in proximity to existing agricultural activities. Where non-agricultural uses locate near agricultural uses, there is the potential for conflict. These potential conflicts result from the inherent attributes of agricultural operations, including noise, odor, dust, smoke, operation of machinery (including aircraft), crop dusting, storage and disposal of manure, flies, rodents, chemical fertilizers, soil amendments, herbicides, pesticides and the hours of operation. As a result, such agricultural operations can become the subject of nuisance complaints and could be pressured to cease or curtail operations or may be discouraged from making farm improvements.



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To protect the continued viability of agricultural operations within the World Logistics Center, it is the intent of this Specific Plan to limit the circumstances under which pre-existing agricultural operations may be deemed to constitute a nuisance. The intent of this policy of the Specific Plan is to balance the rights of farmers to produce agricultural commodities with the rights of non-farmers who own, occupy or use land adjacent to agricultural property. This right-to-farm policy applies to all legally established agricultural operations existing at the time of the effective date of the World Logistics Center Specific Plan.

12.6 Air Quality and Noise Assessment

To address the relationship between development areas and adjacent residential areas, all site development permit applications for properties adjacent to residentially occupied or zoned properties shall include detailed air quality and noise assessments to determine appropriate project design features to meet the performance requirements of the WLC project Environmental Impact Report.

12.7 Solar Commitment

All logistics buildings within the LD and LL categories shall provide rooftop solar energy systems sized to offset the power demands of office space contained in the building.

12.8 LEED Standards

All buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed LEED Certified status in accordance with LEED standards and criteria in effect as of the date of approval of this Specific Plan. Such standards and criteria are contained in the following documents:

- LEED Reference Guide for Green Building Design and Construction – LEED 2009
- Green Building and LEED Core Concepts Guide – Second Edition
- LEED for New Construction 2009 Reference Guide – LEED v2.2, Third edition
- LEED for Core and Shell 2009 Reference Guide
- LEED Reference Guide for Green Interior Design and Construction – LEED 2009
- LEED for Commercial Interiors 2009 Reference Guide
- Advanced Energy Modeling for LEED: Technical Manual v1.0



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- LEED Reference Guide for Green Building Operations and Maintenance – LEED 2009

12.9 Alessandro Boulevard – Historical Landmark

A portion of the alignment of historic Alessandro Boulevard, as established by Resolution CPAB 88-2, runs through the WLC area. The Specific Plan recognizes the landmark status of this roadway and provides for the preservation of its entire 120-foot right-of-way through the project.

Most of this historic right-of-way is included within Alessandro Boulevard as shown on the Specific Plan exhibits. As the WLC is developed, Alessandro Boulevard will be built to modern roadway standards within the historic alignment. In order to meet these standards, very minor portions of this roadway MAY fall outside of the historic right-of-way. In those instances, the historic right-of-way will be retained and may be improved with walks, trails, landscaping or similar compatible improvements.

In the southwestern portion of the WLC, vehicular traffic will be prohibited on a short reach of historic Alessandro Boulevard. The purpose of this restriction is to reduce through traffic and associated impacts on the existing residential portion of Alessandro Boulevard. This right-of-way will be retained and will be available for use for a future multi-use trail, pedestrian access, emergency access, and monuments, signs or other displays recognizing Moreno Valley's rich history.

Prior to approval of any development including or adjacent to the historic Alessandro Boulevard right-of-way, a concept plan for its entire length shall be submitted to and approved by the Planning Commission.



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**SPECIAL
REGULATIONS**

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13.0 DEFINITIONS

12kV/115 kV overhead power lines Power lines that distribute electrical power into and through the World Logistics Center project. While 12kV lines are generally placed underground, 115kV lines must remain aboveground due to the heat generated by the flow of electrical energy in the lines.

Accessory Structure A separate building, the use of which is incidental to that of the main building on the same lot or premises, and which is used exclusively by the occupant of the main building.

Ancillary Structures See accessory structure

Arterial Streets A highway intended to serve through traffic where access rights are restricted and intersections with other streets or highways are limited

Badlands A rugged, mountainous area located easterly of the City of Moreno Valley, east of Gilman Springs Road in Riverside County.

Bioretention Facilities Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants.

Building height The vertical distance from the adjacent grade to the highest point of a building exclusive of vents, air conditioners, or other such incidental appurtenances.

Class II bikeways A striped lane located along the right shoulder of a roadway designated for use by bicyclists.

CNG/LNG Abbreviation for Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG).

Collector Roads A street intended to convey traffic into and through an area from local roads to arterial streets

Cut-off fixtures A lighting fixture designed to eliminate light rays from escaping above a horizontal plane.

Detention basins A drainage feature that has been designed to allow large flows of water to enter but limits the outflow by having a small opening at the lowest point of the outlet structure.

Drainage 9 Refers to an existing ephemeral drainage located in the eastern area of the Specific Plan from Gilman Springs Road flowing south to the SJWA as shown on Exhibit 1-2. This watercourse is referred to as Line E in the drainage studies



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contained in the DEIR. Line E collects water under Gilman Springs Road at Culvert 5.

Eastern Municipal Water District (EMWD) The water district which provides potable water, recycled water and wastewater treatment for the World Logistics Center project.

Facades An exterior side of a building, usually, but not always, the front.

Fenestration The design of openings in a building or wall, generally including windows, doors, louvers, vents, openings, skylights, storefronts, etc.

Floor area ratio A measure of the intensity of development of a particular site. The ratio is calculated by dividing the building area by the parcel area, using the same unit of measure (acres, square feet, etc.)

Heavy truck A truck having four axles or more.

High-cube warehouse A building used for the storage and/or consolidation of manufactured goods prior to distribution to secondary retail outlets, generally 500,000 square feet or more, often divided for multiple tenants. High-cube warehouse and logistics facilities include ancillary office and maintenance space along with the outdoor storage of trucks, trailers, and shipping containers.

High-cube logistics warehouses are generally constructed with vertical-lift dock-high roll up doors to allow access for the loading and unloading of products from truck/trailers. Building interiors are typically large and open to accommodate the temporary storage and consolidation of the products to be distributed.

Highland Fairview Corporate Park A mixed use business park made up of logistics and commercial land uses located between Redlands Blvd and Theodore Street, southerly of SR60.

Impervious paved surface Artificial surfaces such as pavement (roads, sidewalks, driveways and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick, and stone. Also includes building rooftops and other structures that prevent water from penetrating into the ground surface.

Infiltration Basin A shallow impoundment that is designed to infiltrate stormwater. Infiltration basins use the natural filtering ability of the soil to remove pollutants in stormwater runoff.

Jobs/housing balance The ratio between the number of housing units and the number of full-time jobs in an identified geographic area. The ratio is calculated by dividing the number of full-time jobs by the number of housing units.



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Lake Perris State Recreation Area A 6,675-acre state-owned recreation area including Lake Perris located southerly of the City of Moreno Valley.

Logistics The management of the flow of resources between a point of origin and a point of destination including the importation, warehousing, consolidation, repackaging and shipping of goods and materials.

Luminaire A light fixture generally affixed to a pole used in exterior areas to illuminate streets, driveways, walkways, and parking areas.

Medium trucks Trucks having three axles

Multi-Use Trails A planned city-wide system of trails that accommodate pedestrian, equestrian and bicycle users. See the Parks, Recreation and Open Space Element of the City's General Plan

Native landscape The use of plant materials found to grow naturally in an area that are adapted to a particular environment and are able to live on natural rainfall, thereby reducing the need for mechanical irrigation

Off-project Refers to areas outside of the World Logistics Center. Generally applies to infrastructure improvements needed to implement the WLC project that will extend beyond the WLC boundary.

Off-site Refers to those portions of the property that are not within building sites, including common areas, open space, public areas, streetscapes, etc.

On-site Refers to individual building sites within the World Logistics Center

San Jacinto Wildlife Area (SJWA) A 9,000-acre area owned and managed by the California Department of Fish and Wildlife open to the public. Approximately 1,100 acres of the northerly portion of the SJWA is within the City of Moreno Valley.

Specific Plan Refers to the World Logistics Center Specific Plan which covers 2,610 acres of land in eastern Moreno Valley and functions as the land use regulations for the development of a master planned logistics campus.

Subdivision Map Act The body of law (Government Code Section 66410-66499.58) that regulates the subdivision of land in California.

Truck Routes/Truck Route Ordinance Streets that have been officially designated by for use by vehicles with a gross vehicle weight of three tons or more. See Chapter 12.36 of the Municipal Code.

World Logistics Center The project name for the development to be established under the World Logistics Center Specific Plan



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DEFINITIONS

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Ordinance No. 900

Date Adopted: August 25, 2015

EXHIBITS

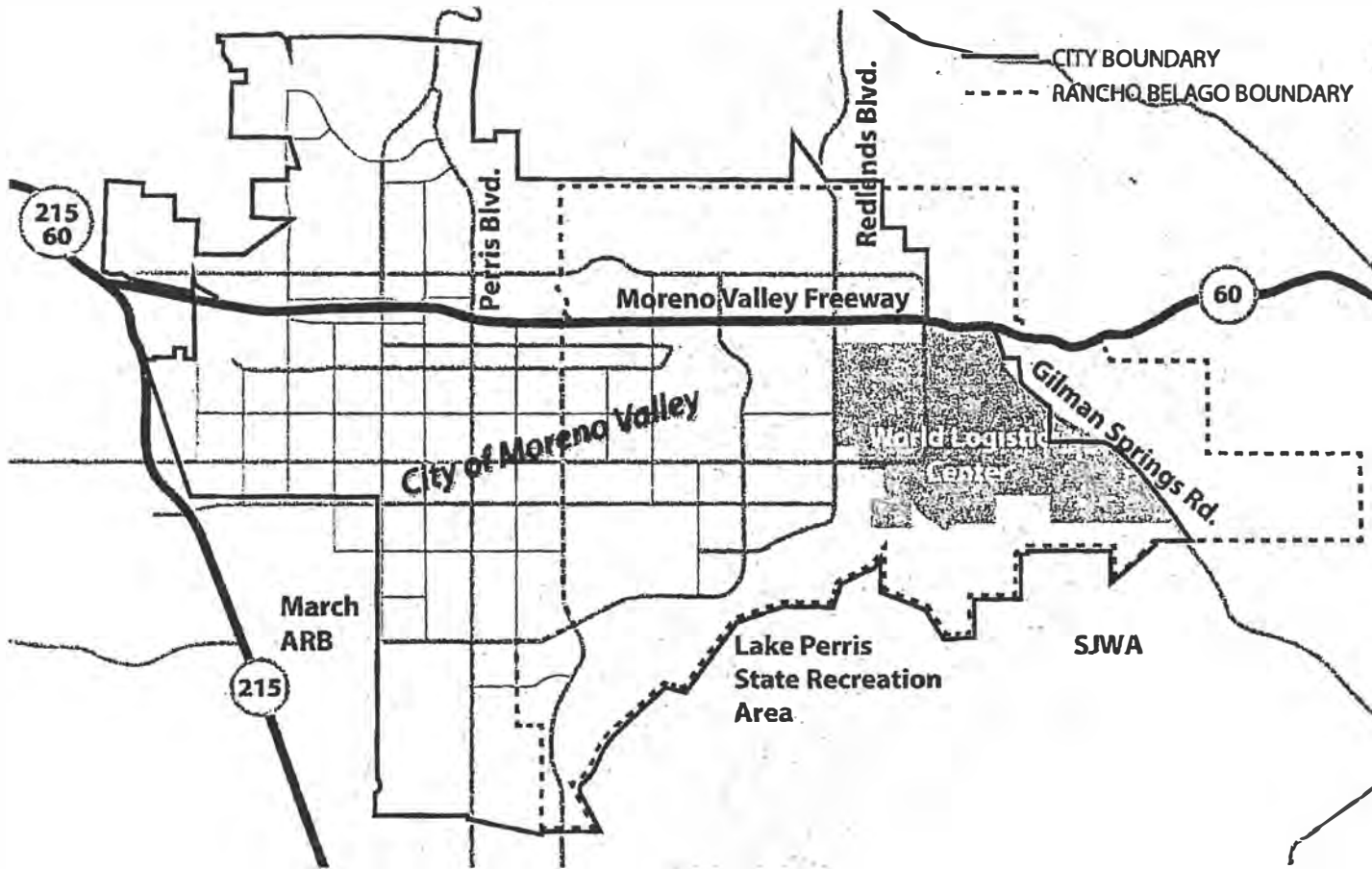
Enlargements of Exhibits contained within the Specific Plan



EXHIBITS

E-1 177
Ordinance No. 900
Date Adopted: August 25, 2015

Exhibit 1-1 Moreno Valley Regional Map (pg.1-1)



EXHIBITS

Exhibit 1-2 Specific Plan Area (pg.1-3)



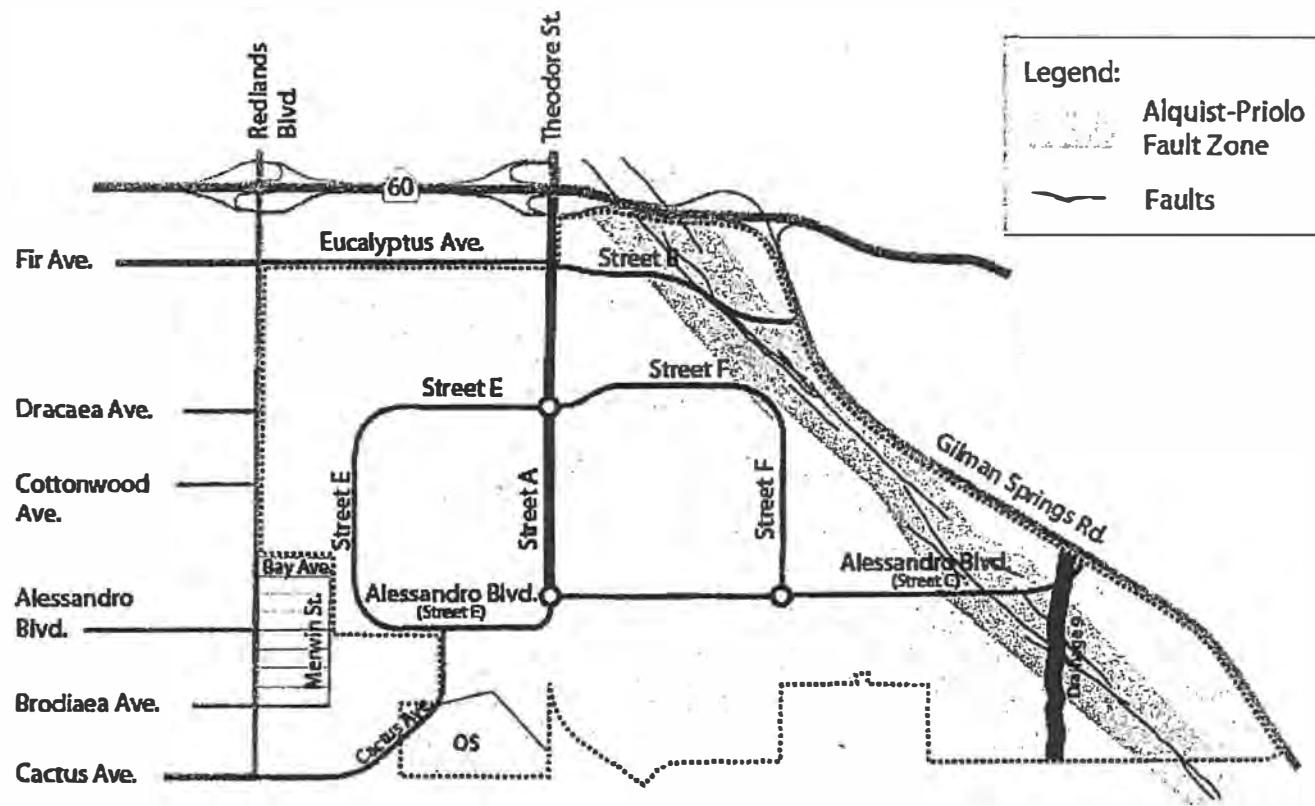
EXHIBITS

Exhibit 1-3 Surrounding Land Uses (pg.1-6)



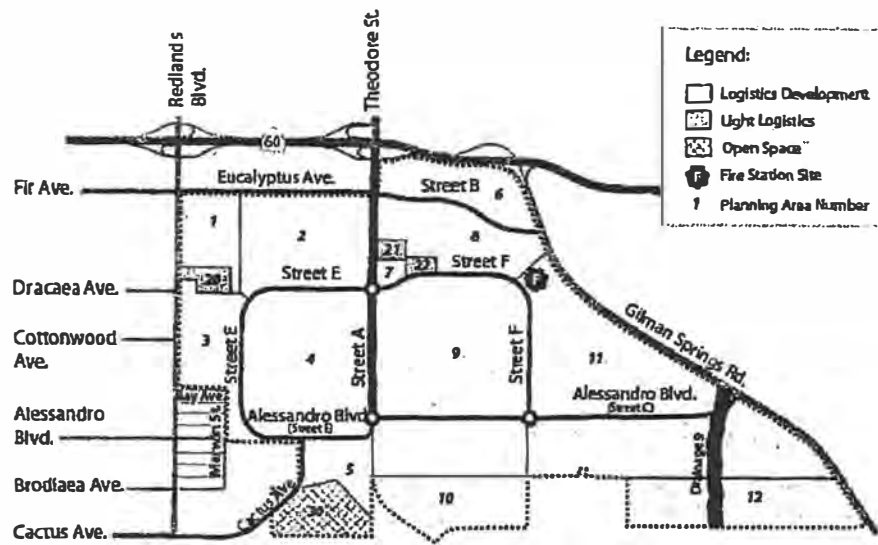
EXHIBITS

Exhibit 1-4 Existing Fault Zones (pg.1-7)



EXHIBITS

Exhibit 2-1 Land Use Plan (pg.2-2)

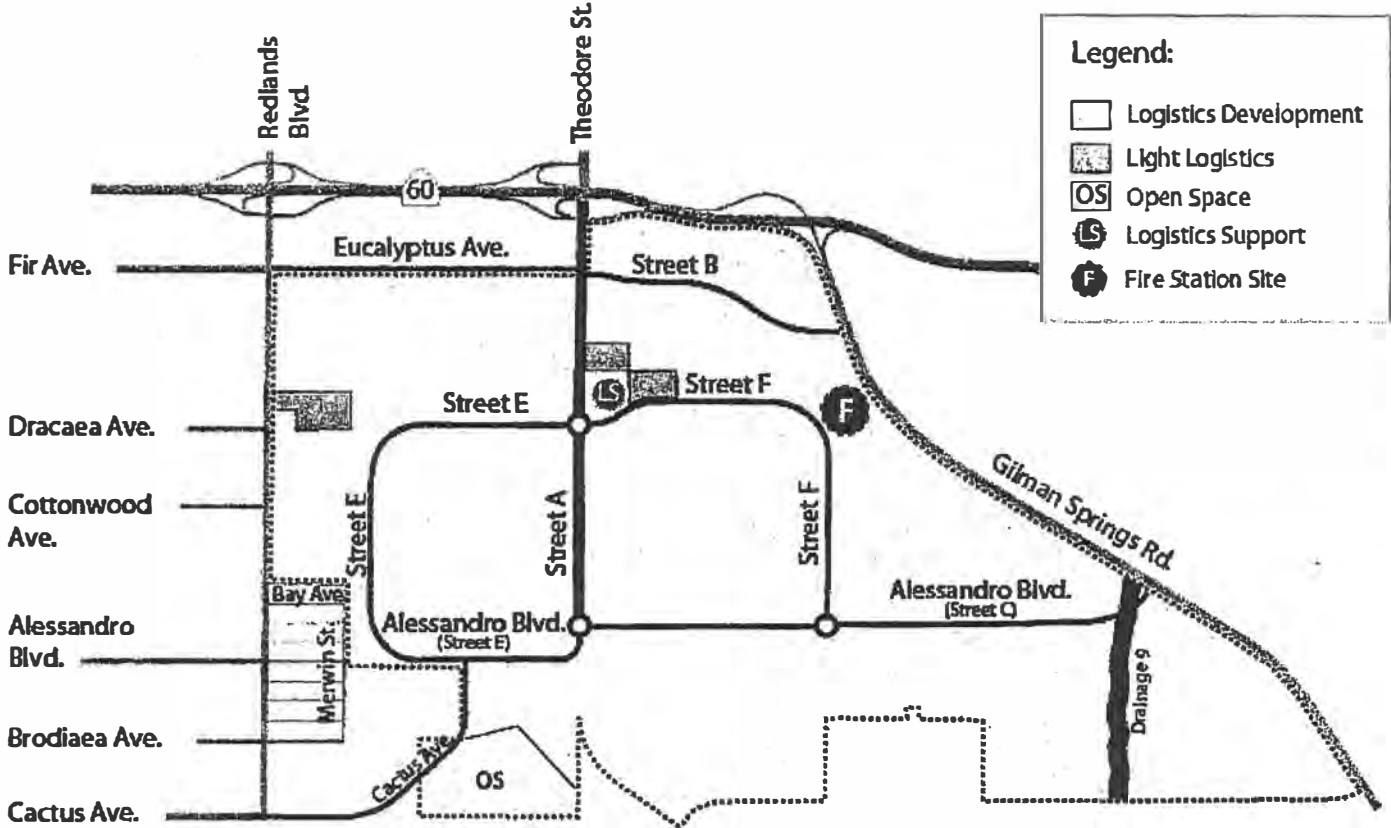


Planning Area (PA)	Land Use	Area	Building SF
Logistics Development			
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
ROW		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



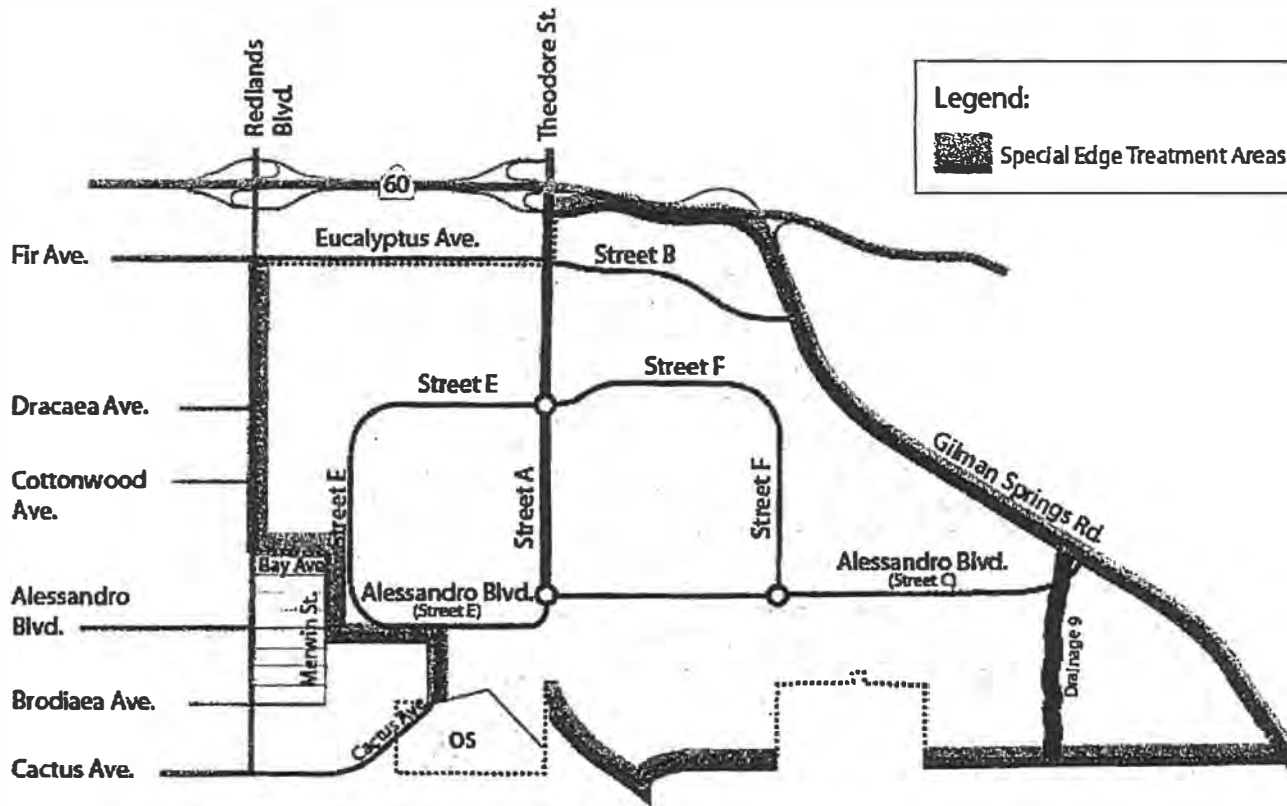
EXHIBITS

Exhibit 2-2 Fire Station Site (pg.2-6)



EXHIBITS

Exhibit 2-3 Special Edge Treatment Areas Map (pg.2-13)



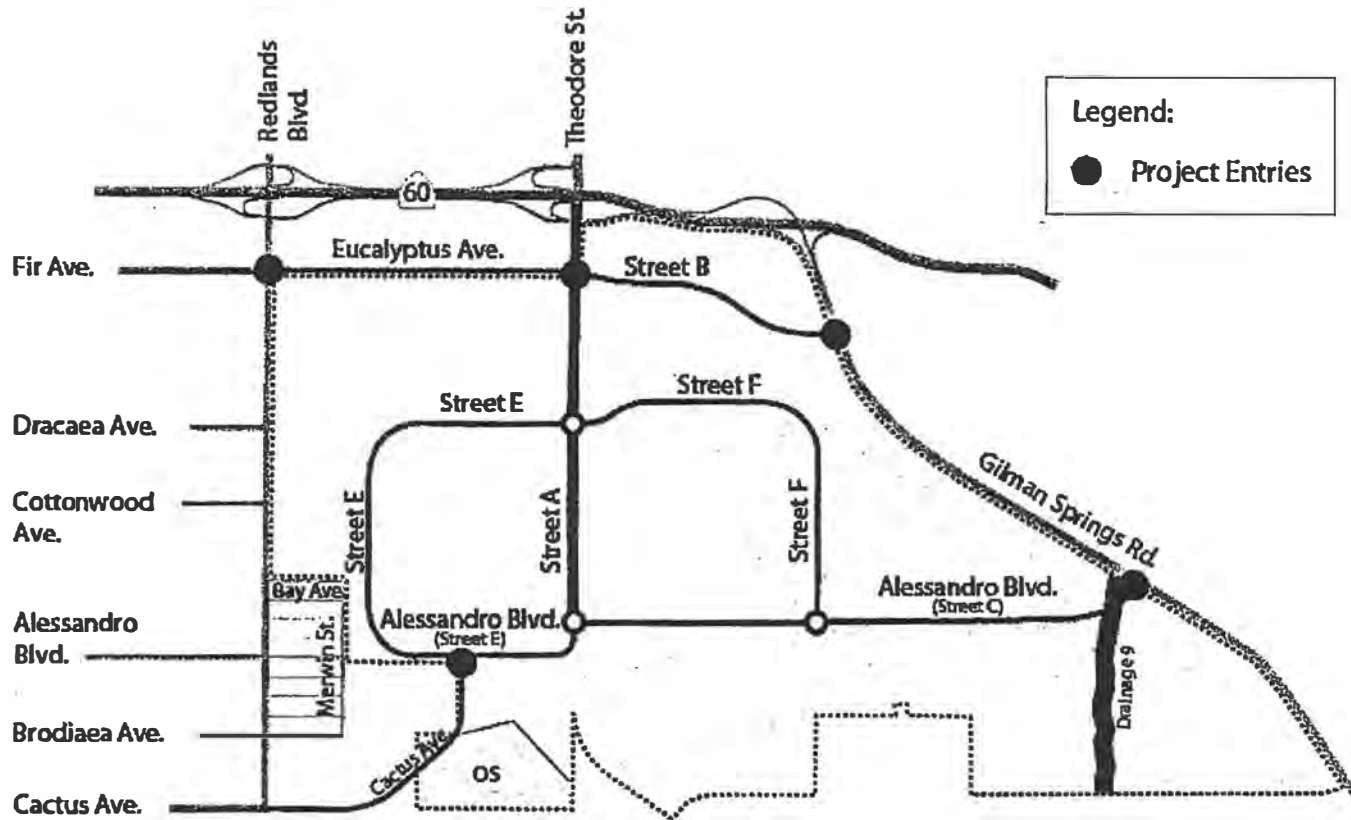
EXHIBITS

Exhibit 3-1 Circulation Plan (pg.3-1)



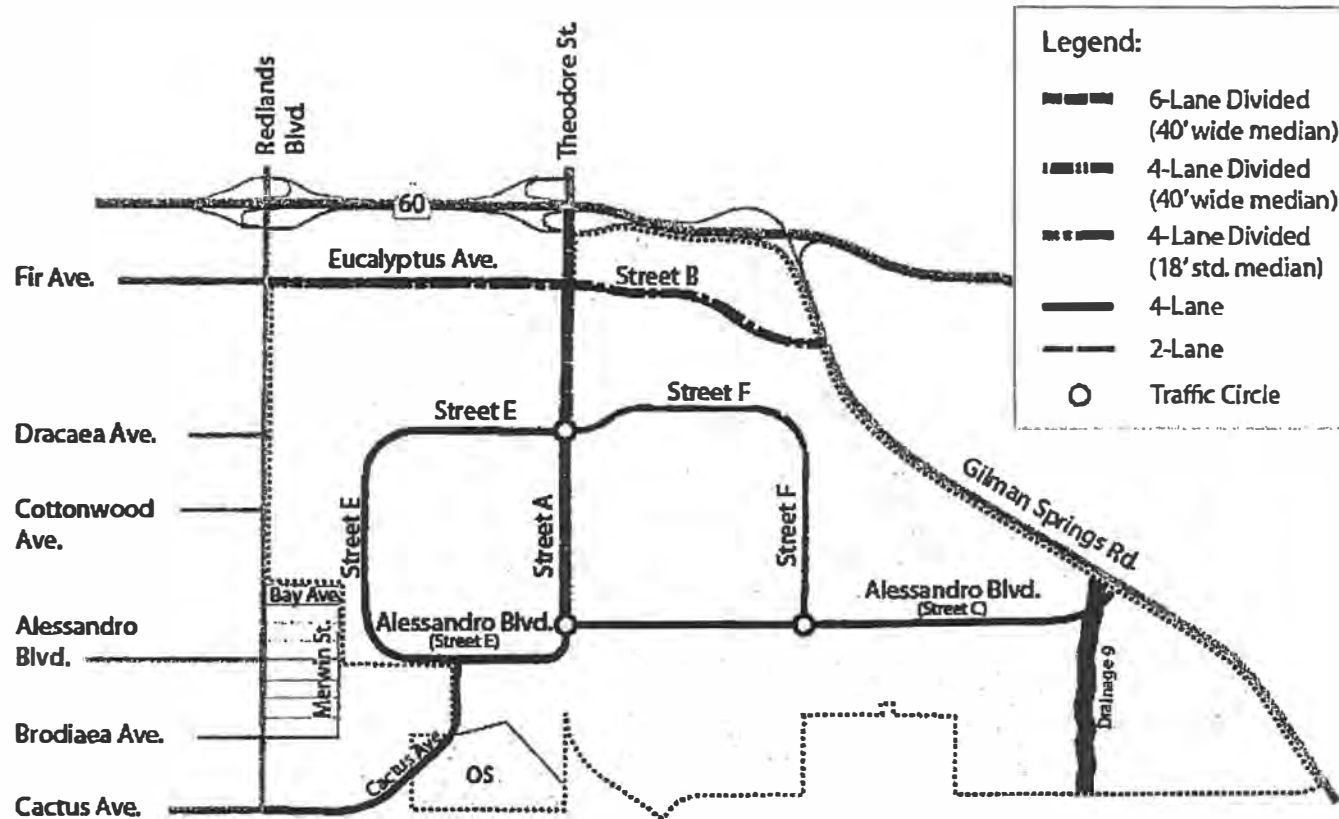
EXHIBITS

Exhibit 3-2 Project Entries (pg.3-2)



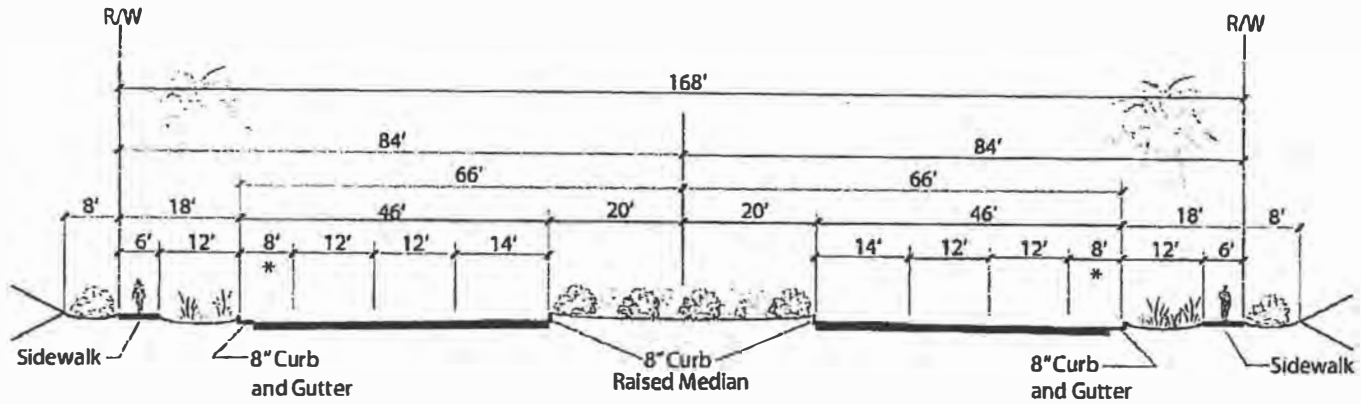
EXHIBITS

Exhibit 3-3 Street Configurations (pg.3-3)



EXHIBITS

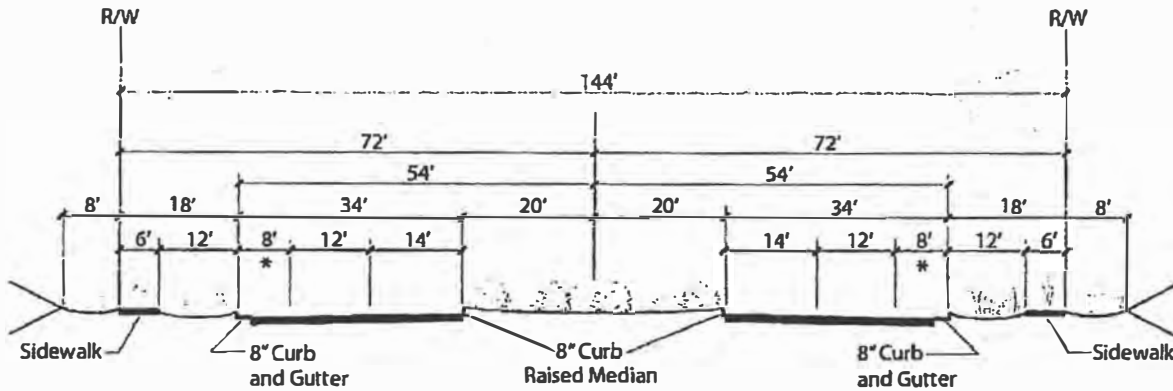
Exhibit 3-4a Street "A" (Theodore Street) North of Street "E" (pg.3-4)



*Class II Bikeway

Street "A" (Theodore Street) North of Street "E"

Exhibit 3-4b Street "A" (Theodore Street) South of Street "E" (pg.3-4)



*Class II Bikeway

Street "A" (Theodore Street) South of Street "E"



EXHIBITS

Exhibit 3-5 Eucalyptus Avenue (pg.3-5)

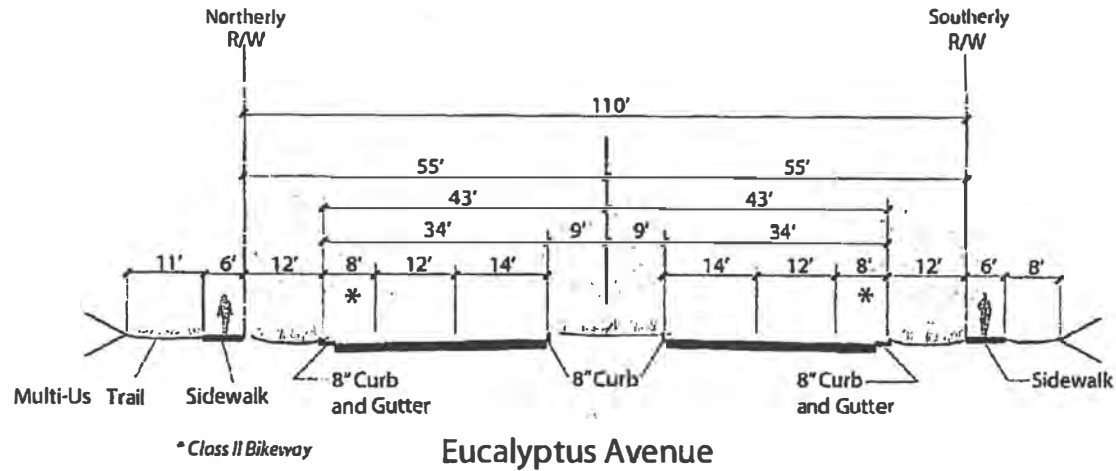
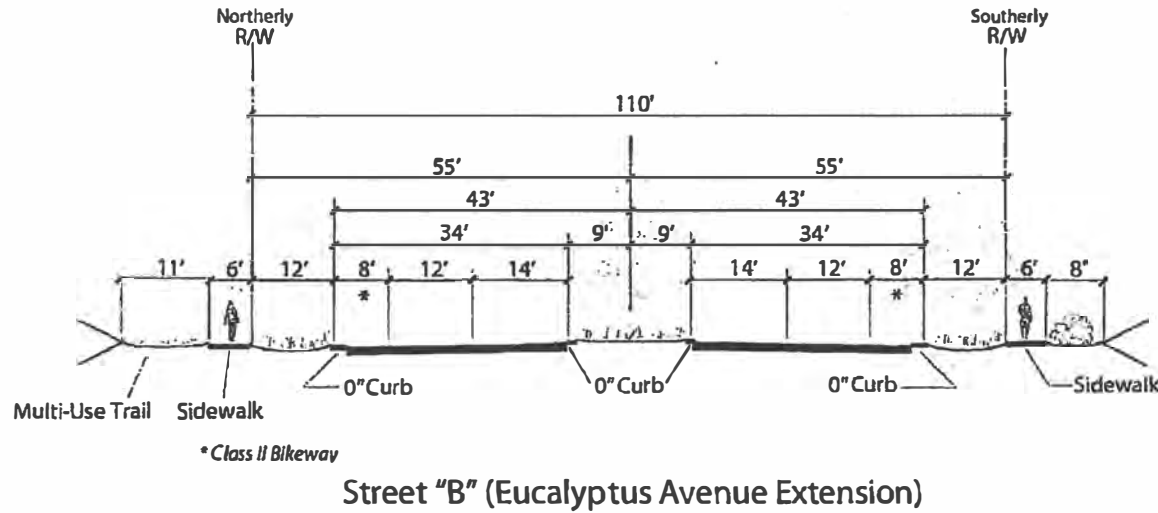
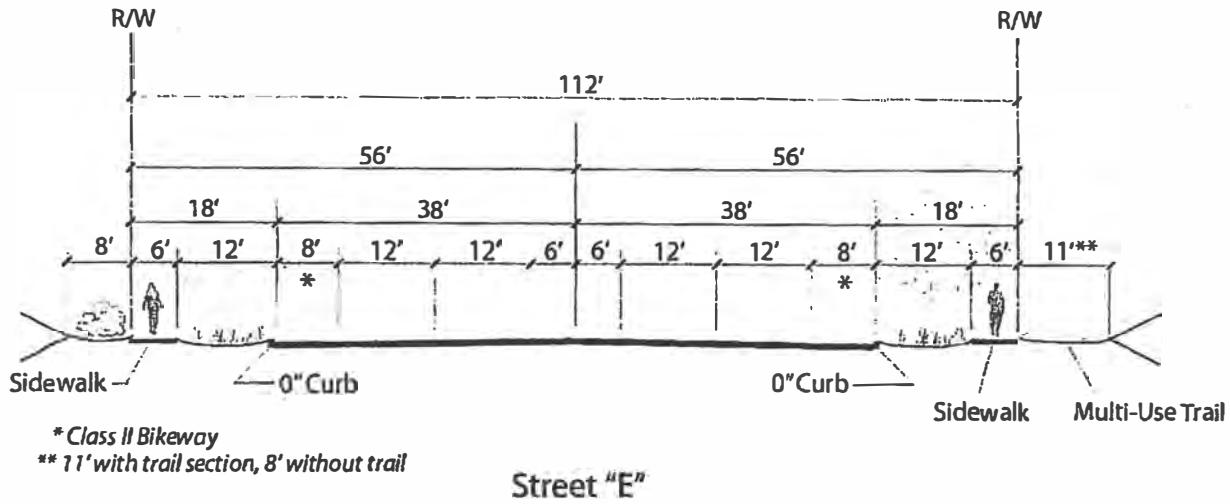


Exhibit 3-6 Street "B" (Eucalyptus Avenue Extension) (pg.3-5)



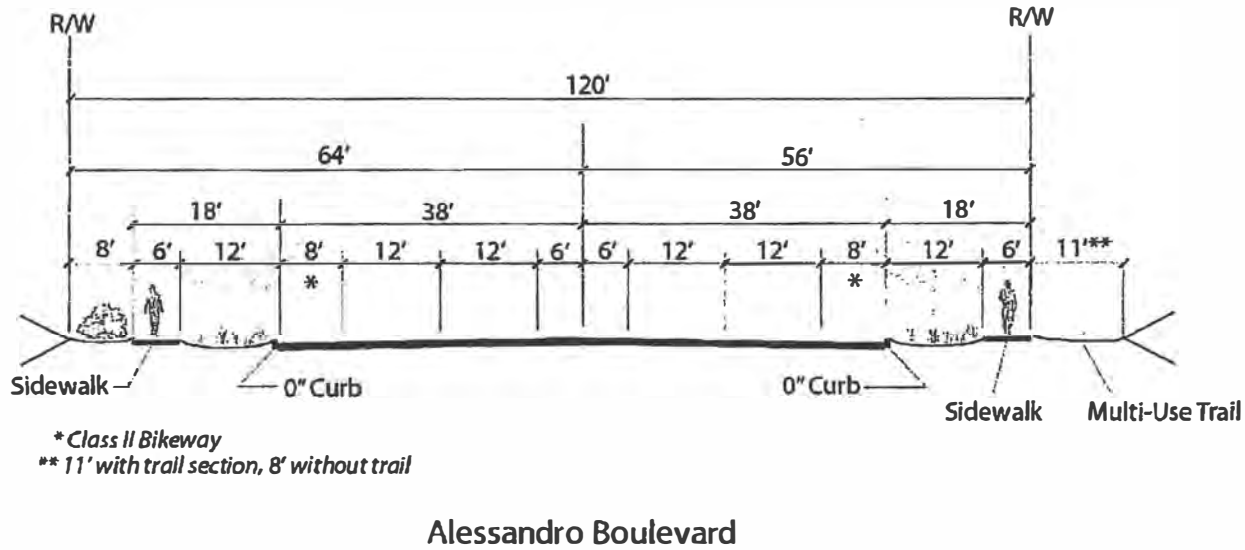
EXHIBITS

Exhibit 3-7 Street "E" (pg.3-6)



* Class II Bikeway
 ** 11' with trail section, 8' without trail

Exhibit 3-8 Alessandro Boulevard (pg 3-6)

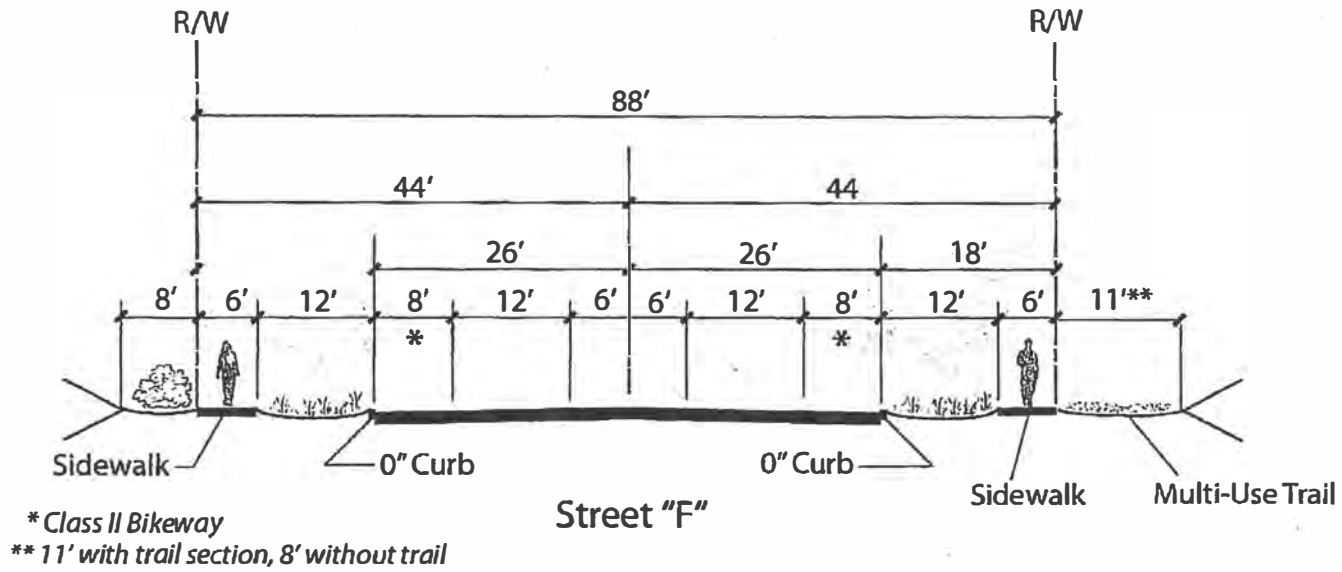


* Class II Bikeway
 ** 11' with trail section, 8' without trail

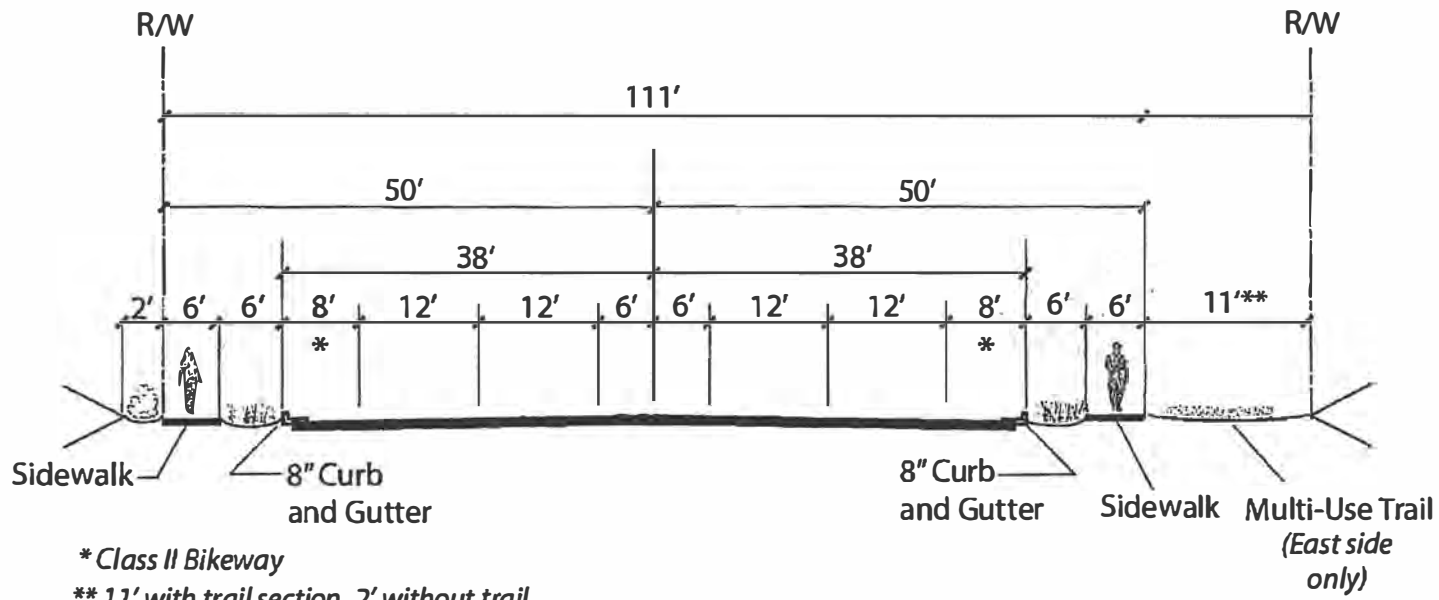


EXHIBITS

Exhibit 3-9 Street "F" (pg.3-7)



EXHIBITS

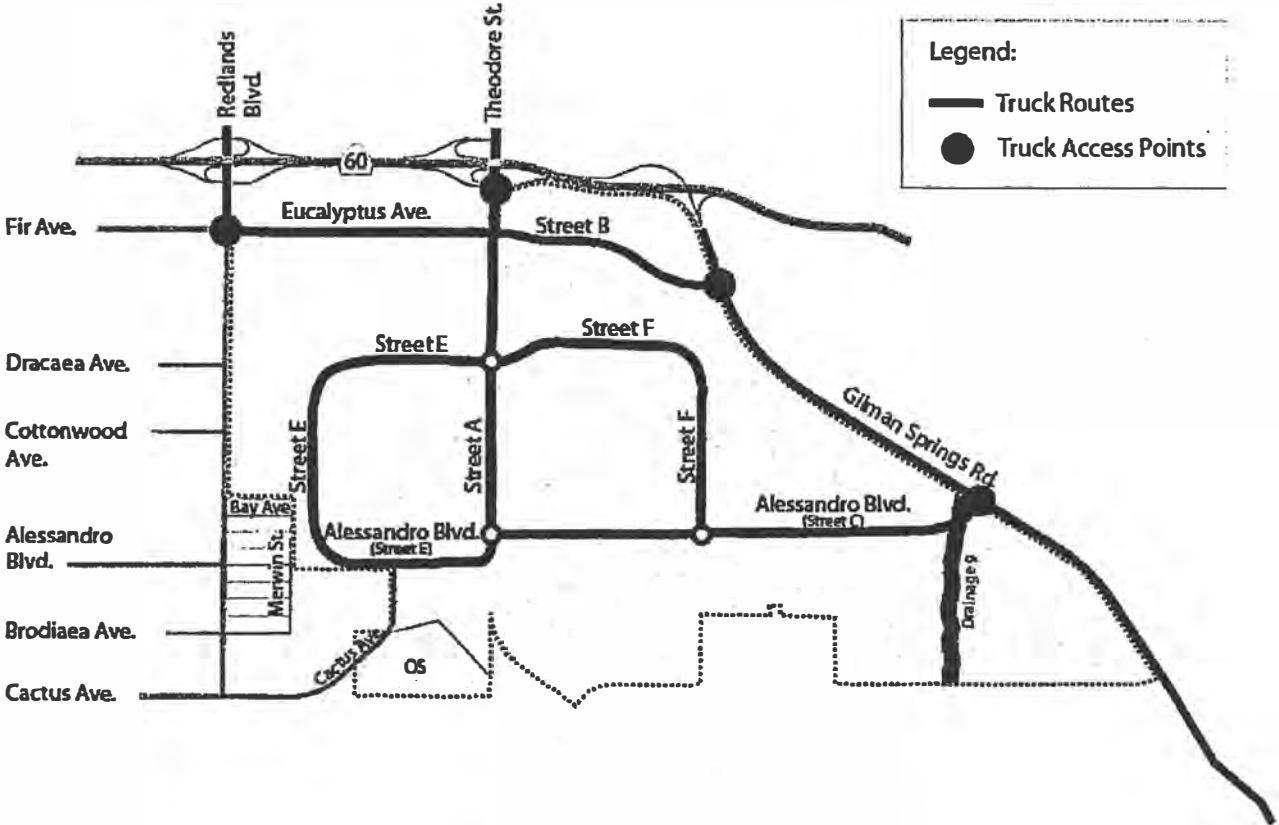


Cactus Avenue (Extension)



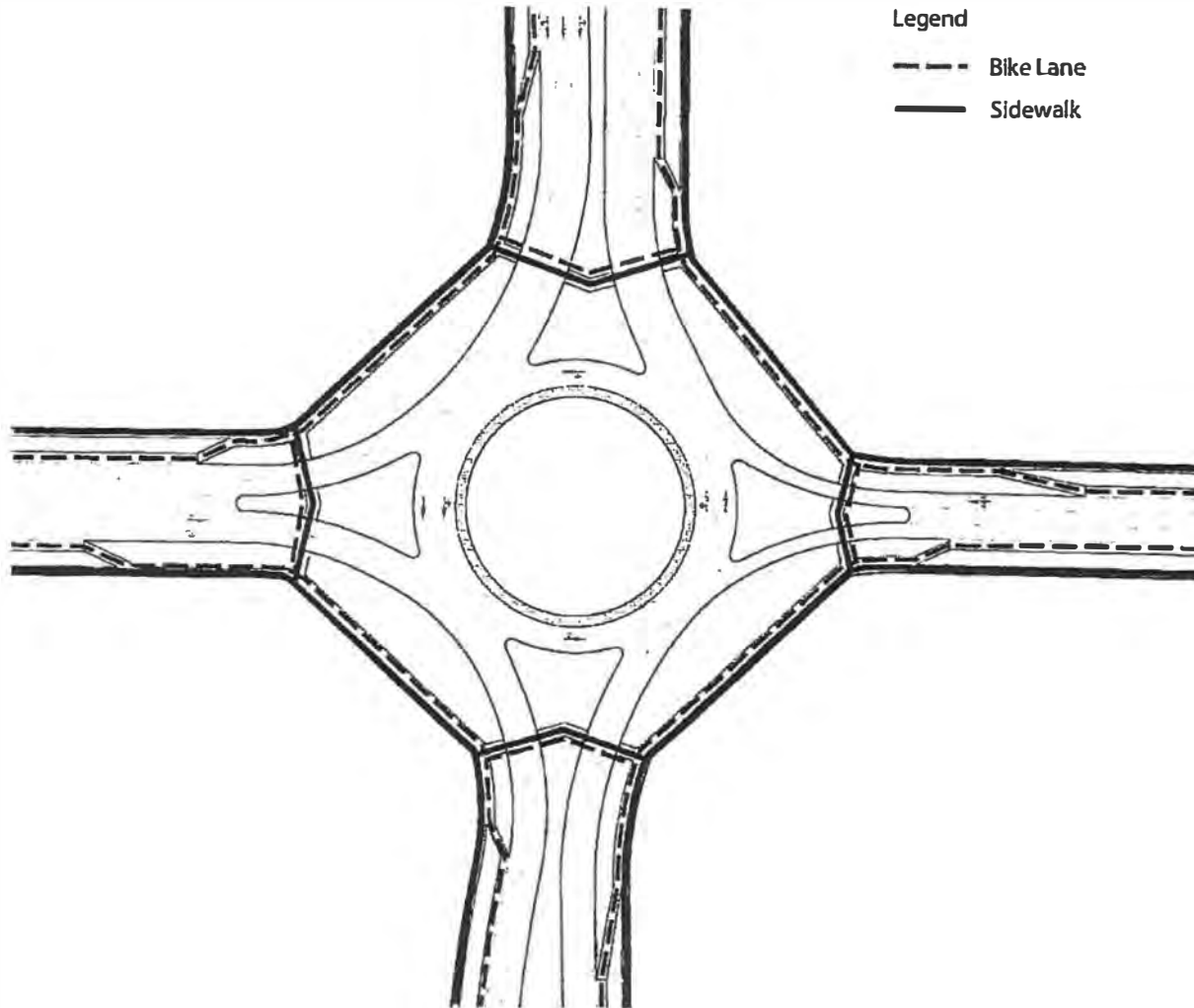
EXHIBITS

Exhibit 3-11 Truck Routes (pg.3-8)



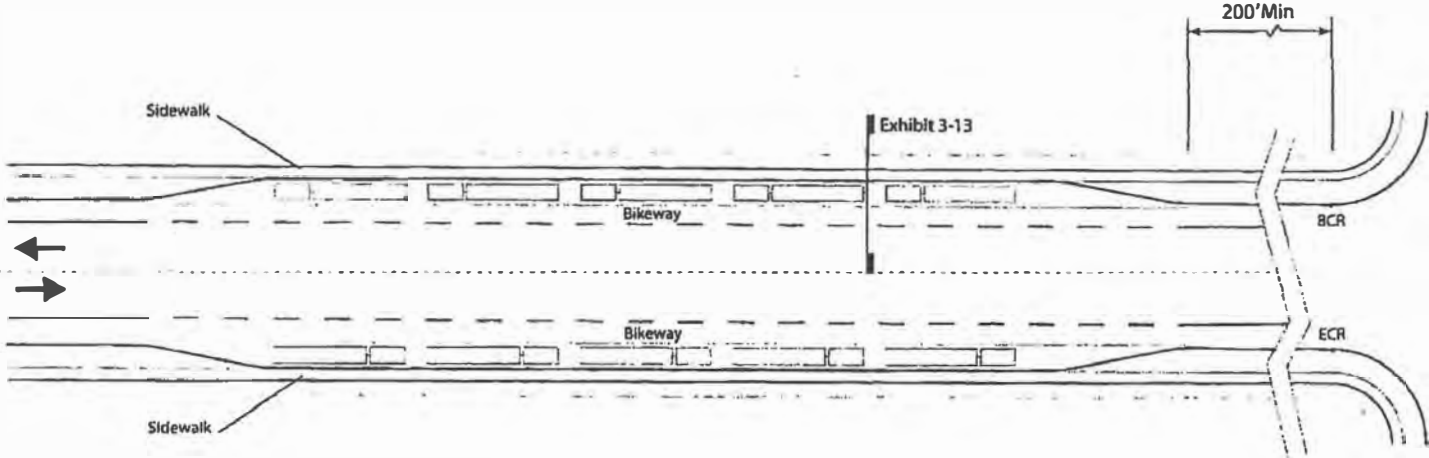
EXHIBITS

Exhibit 3-12 Roundabout Diagram (pg.3-9)



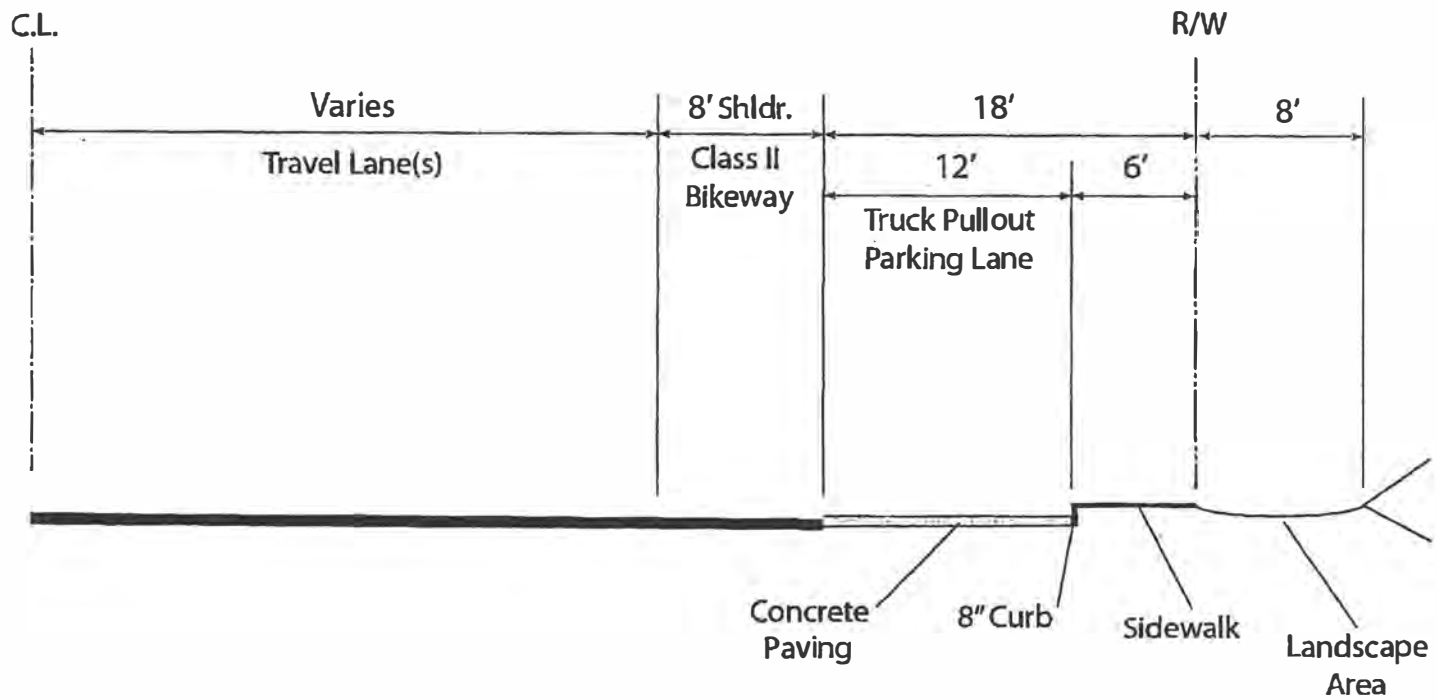
EXHIBITS

Exhibit 3-13 Truck Pullout Diagram (pg.3-10)



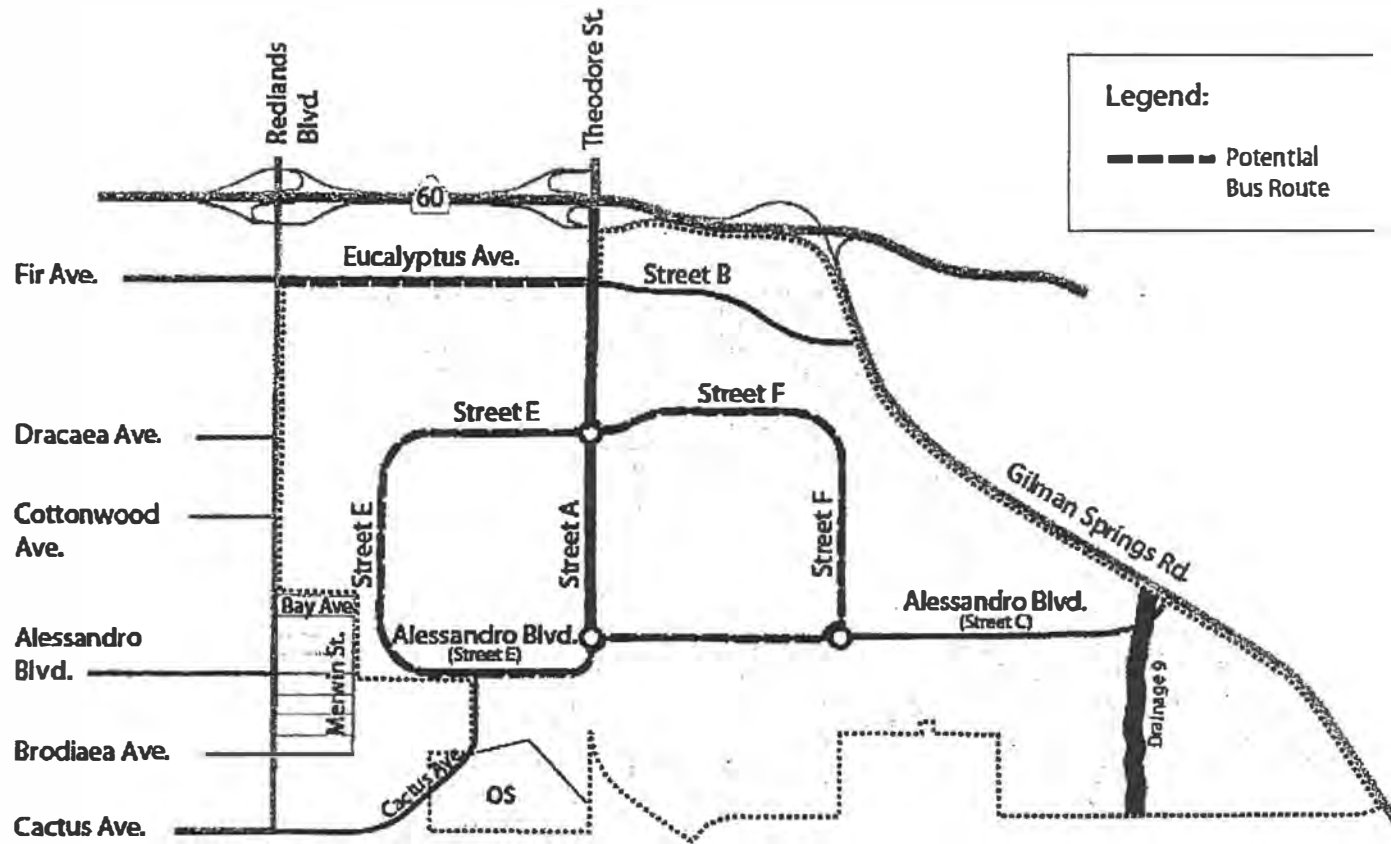
EXHIBITS

Exhibit 3-14 Truck Parking Lane Section (pg.3-10)



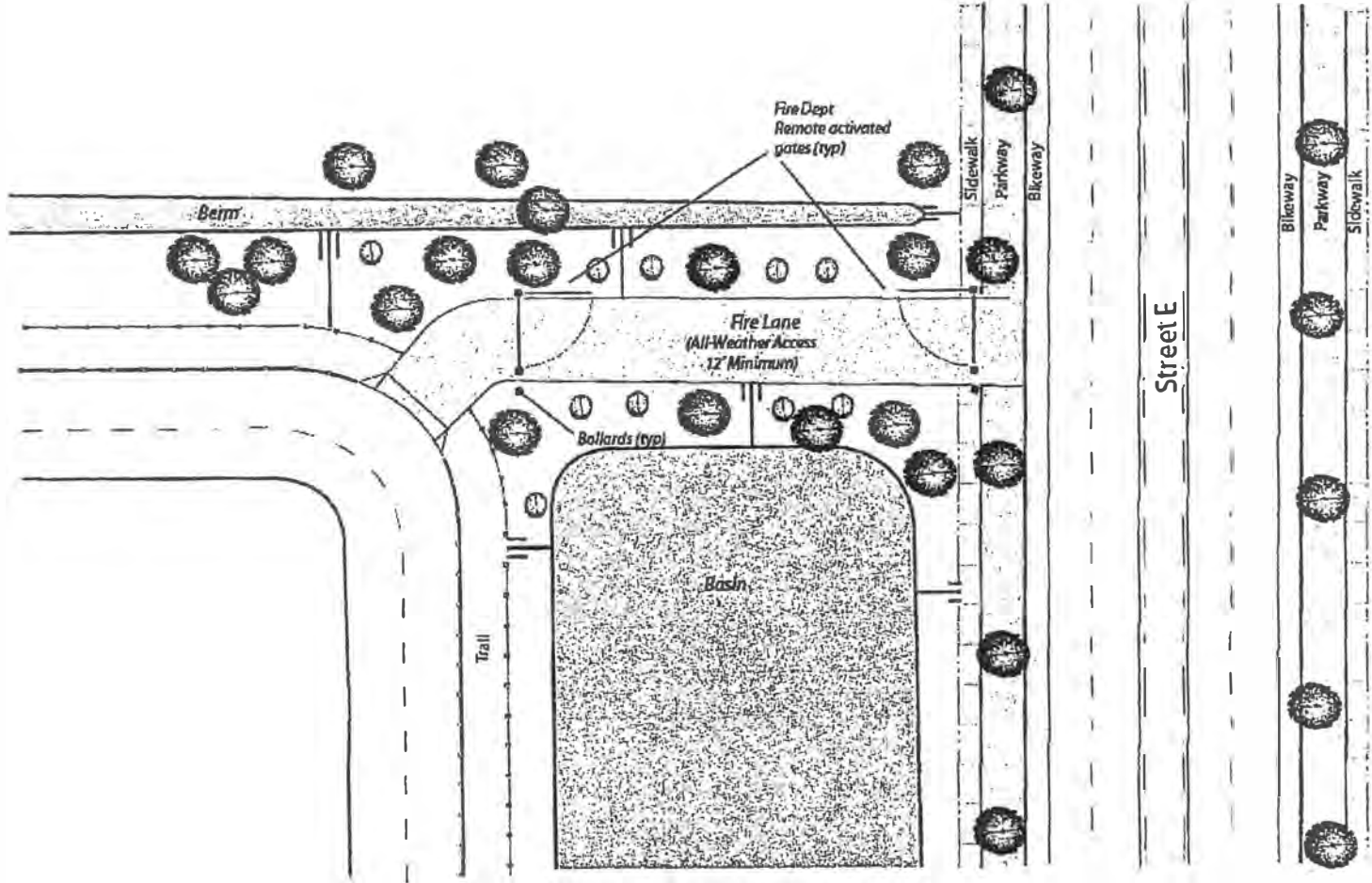
EXHIBITS

Exhibit 3-15 Potential Bus Route (pg.3-11)



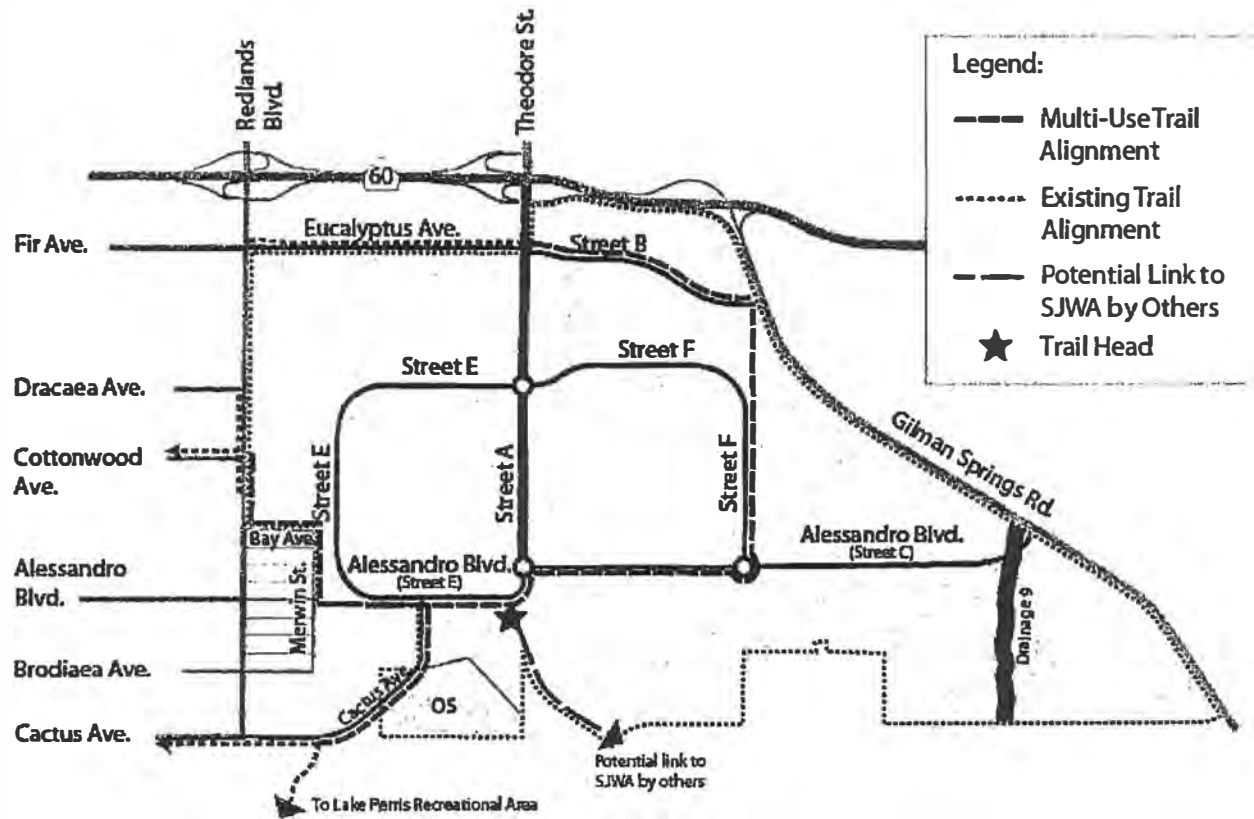
EXHIBITS

Exhibit 3-16 Emergency Access (Conceptual) (pg.3-12)



EXHIBITS

Exhibit 3-17 Multi-Use Trail Plan (pg.3-13)



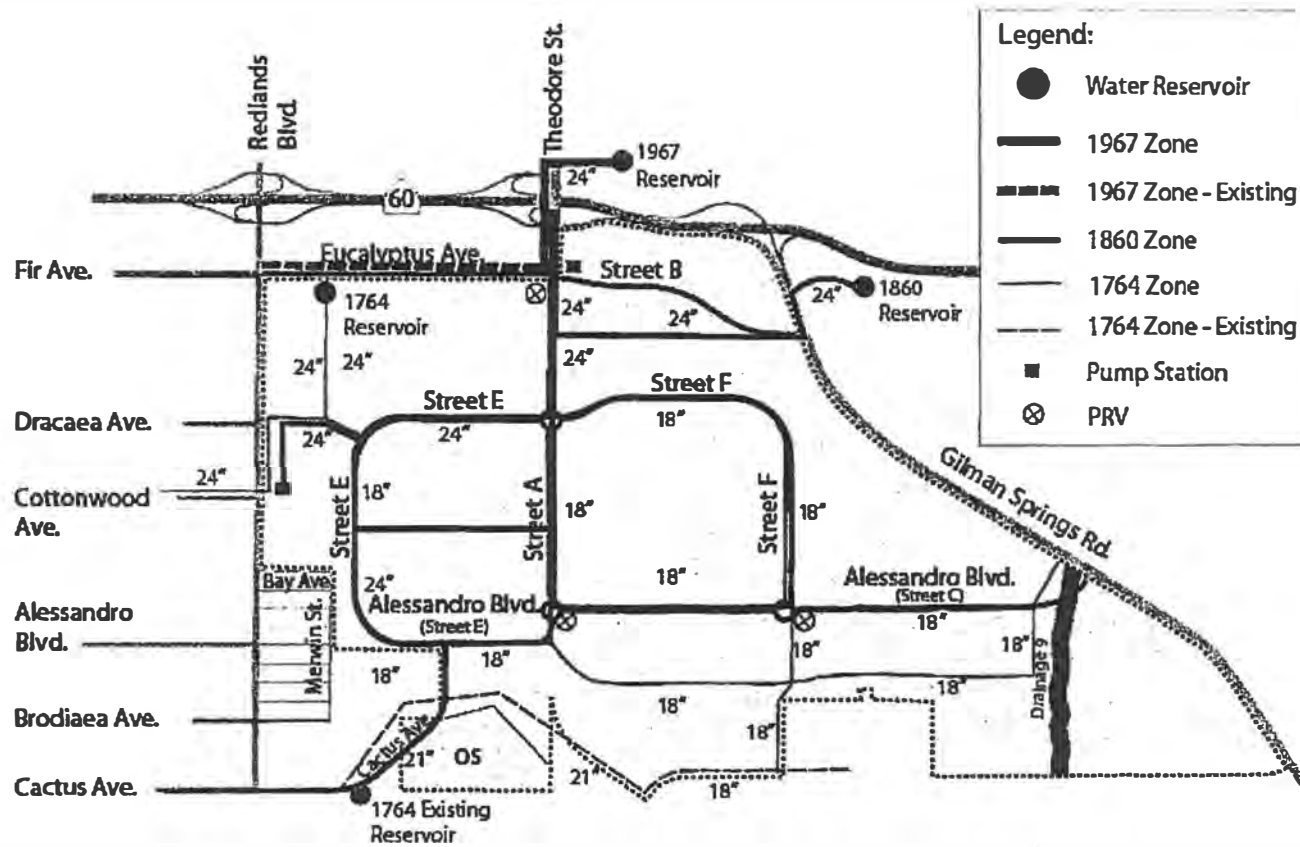
EXHIBITS

Exhibit 3-18 Bicycle Circulation Plan (pg.3-14)



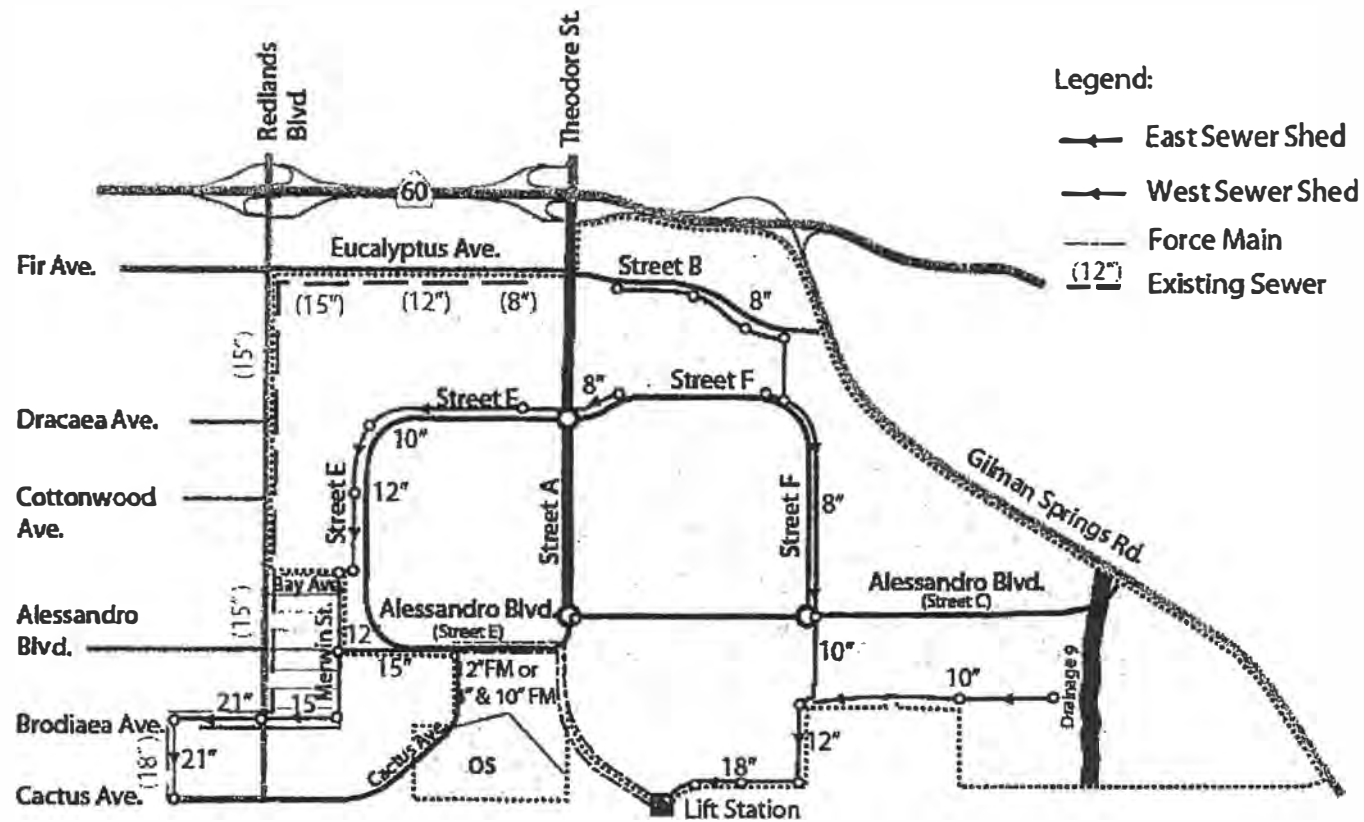
EXHIBITS

Exhibit 3-19 Water Facilities Master Plan (pg.3-15)



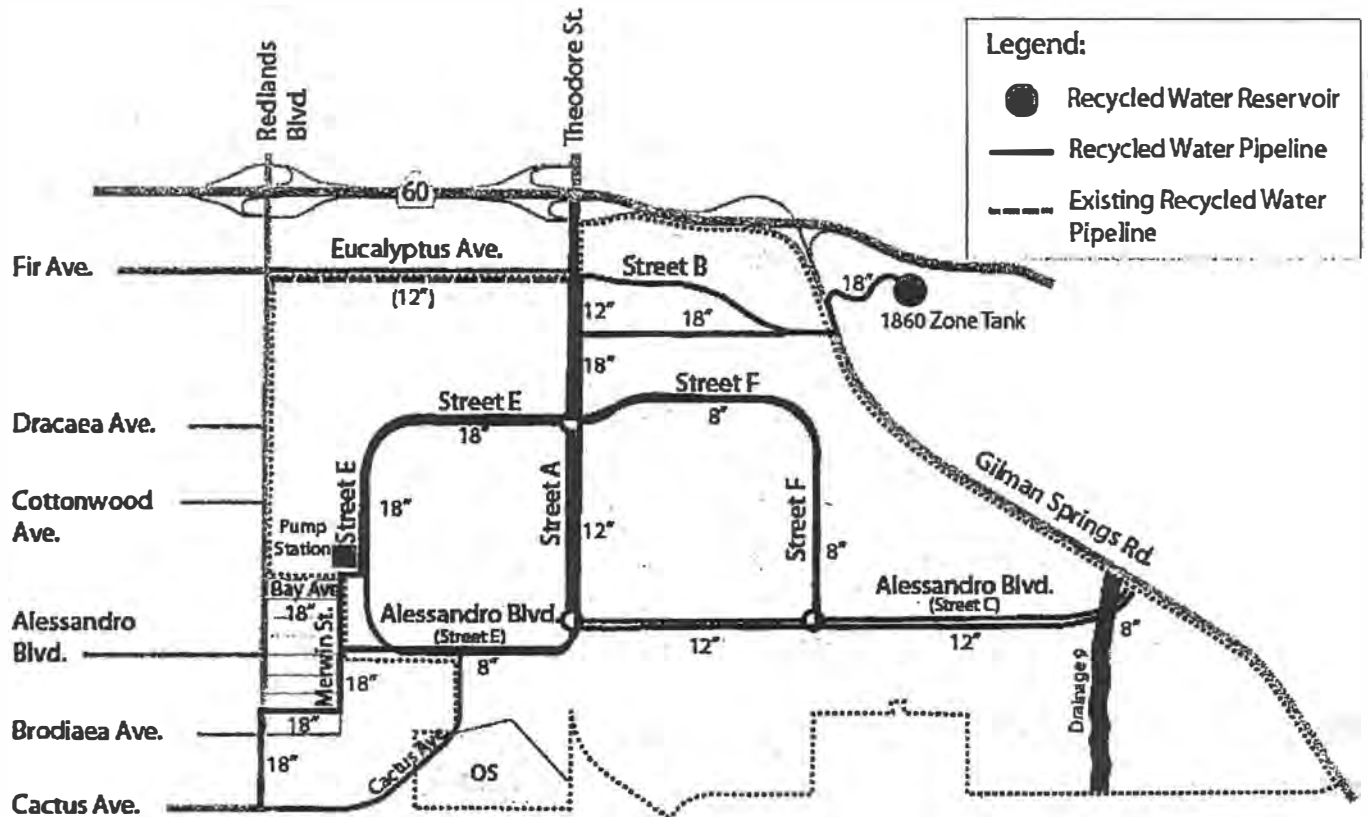
EXHIBITS

Exhibit 3-20 Wastewater Service Plan (pg.3-17)



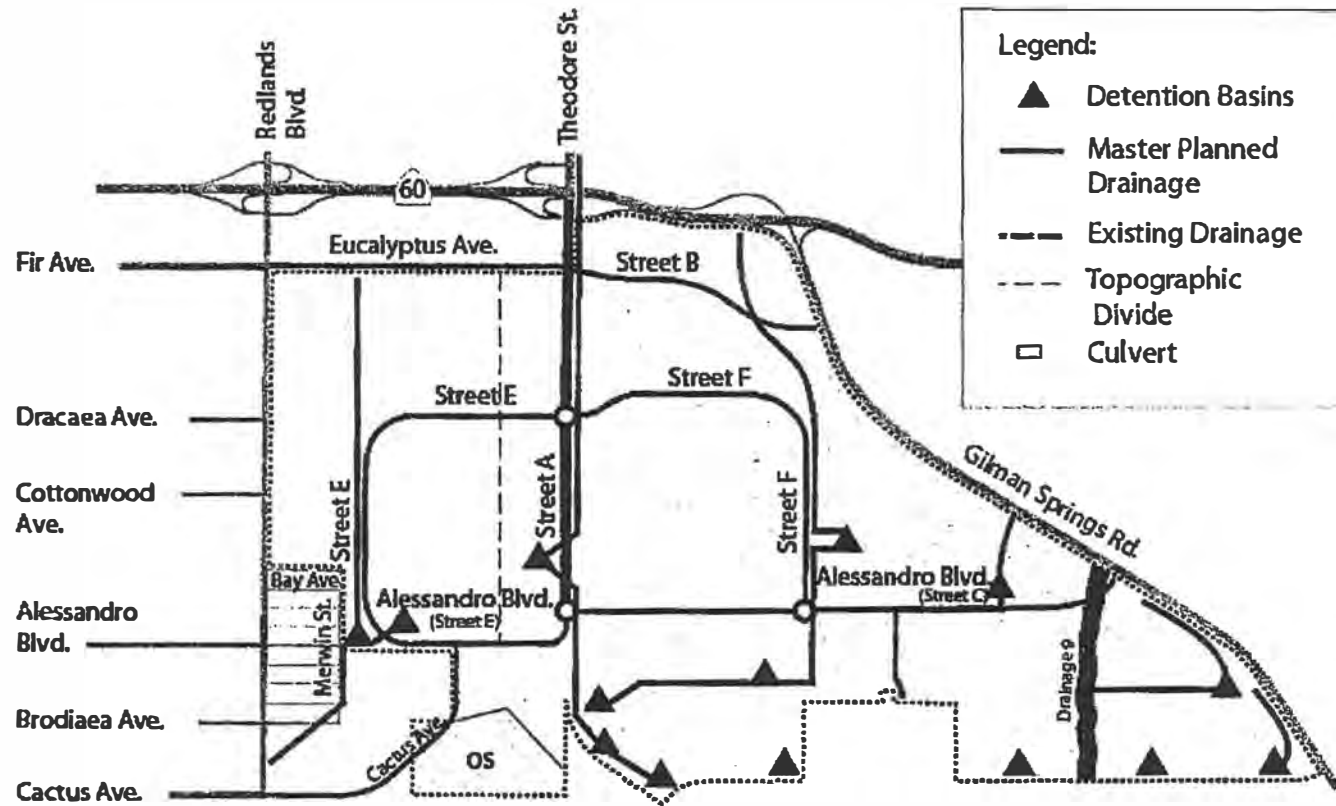
EXHIBITS

Exhibit 3-21 Recycled Water Plan (pg.3-18)



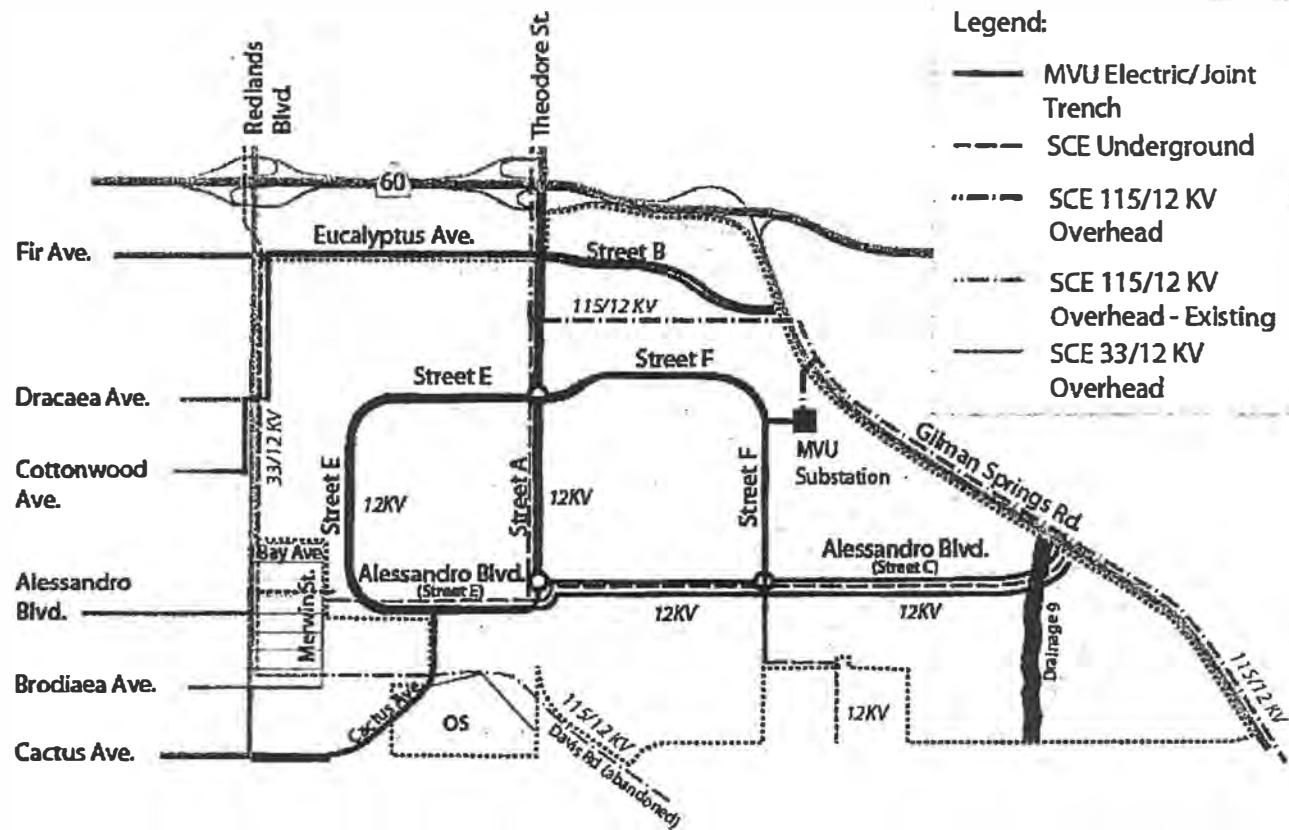
EXHIBITS

Exhibit 3-22 Storm Drain Plan (pg.3-19)



EXHIBITS

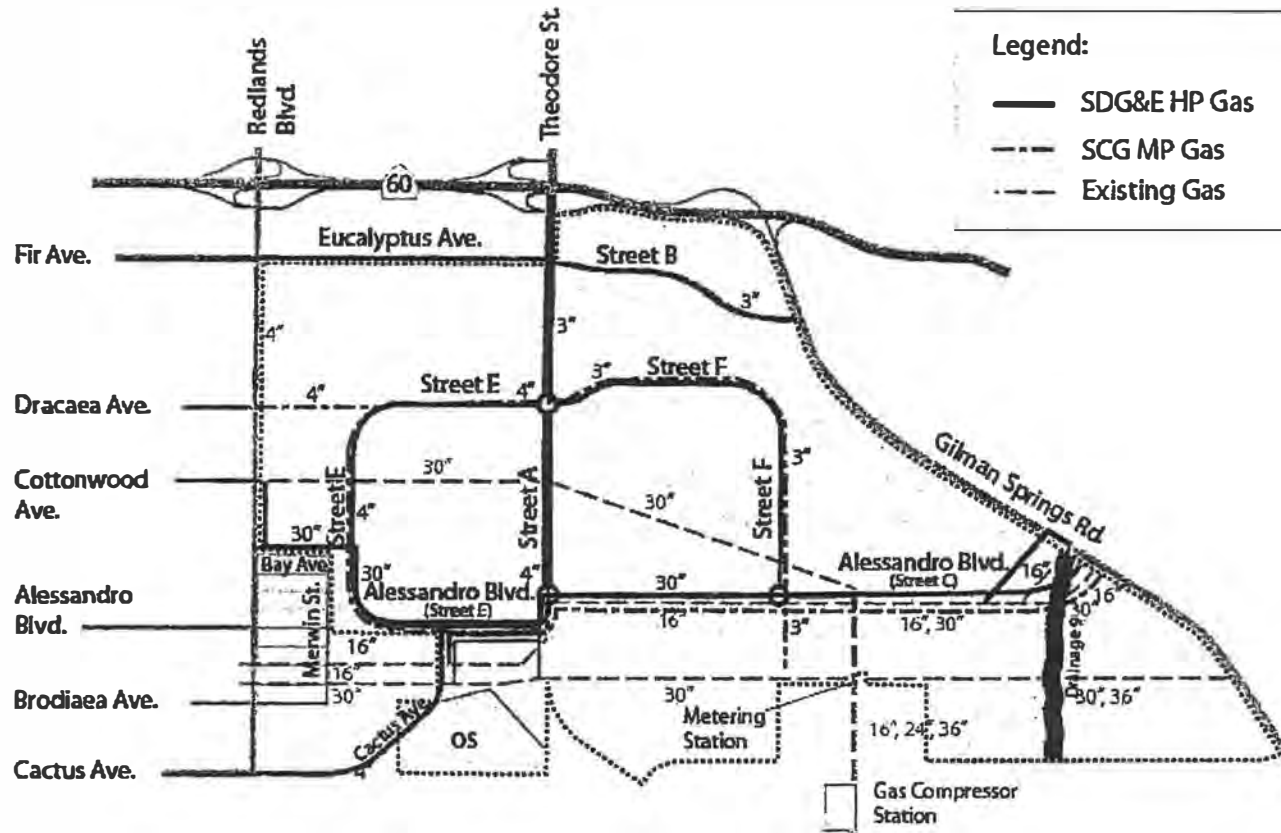
Exhibit 3-23 Electrical Utility Plan (pg.3-21)



EXHIBITS

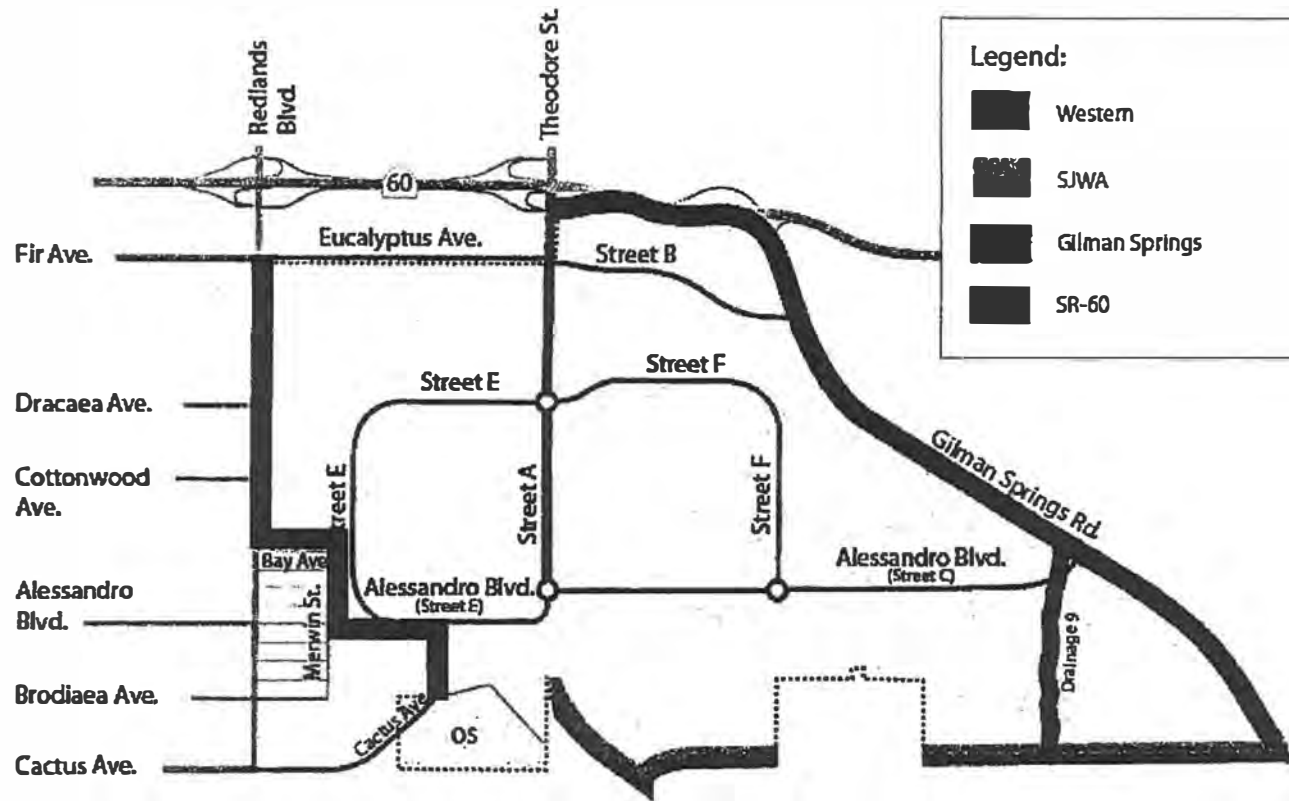
E-29 205
 Ordinance No. 900
 Date Adopted: August 25, 2015

Exhibit 3-24 Gas Utility Plan (pg.3-23)



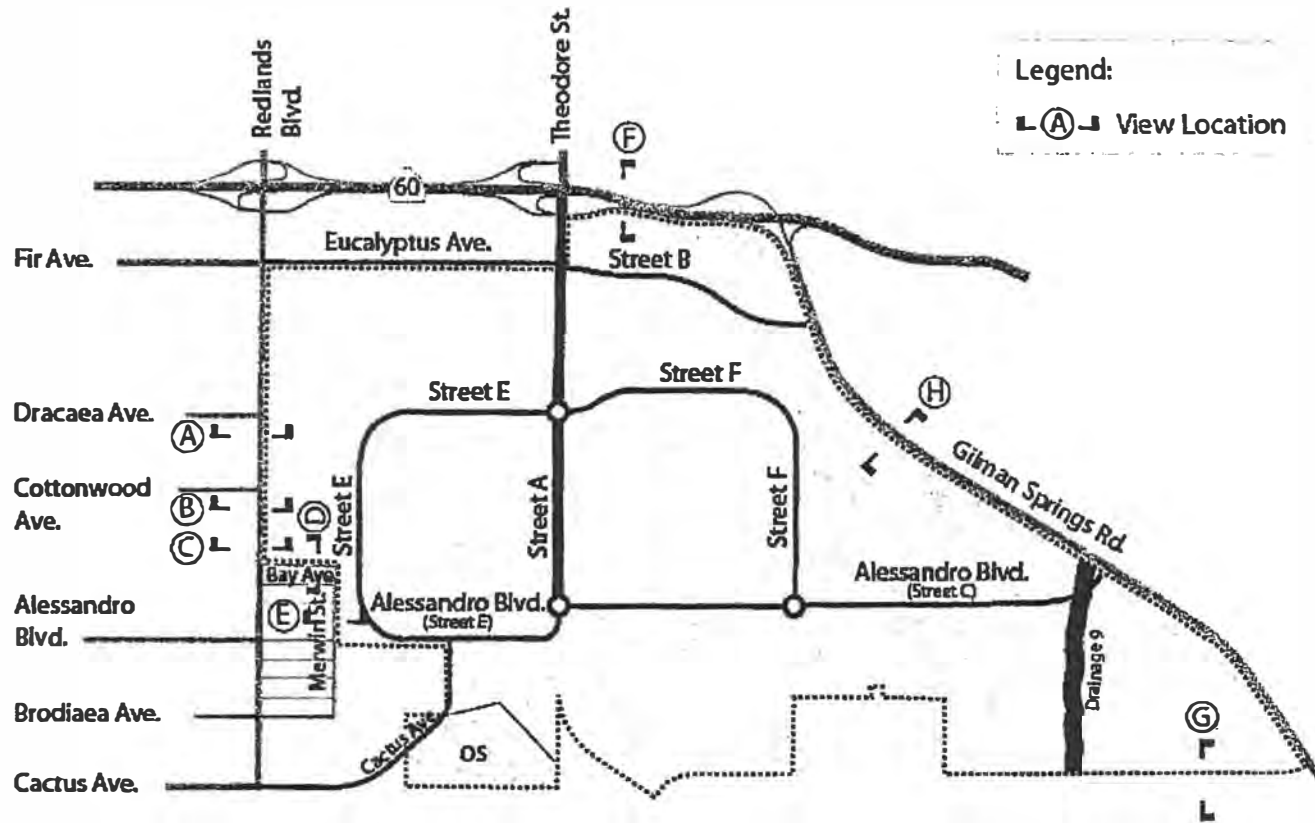
EXHIBITS

Exhibit 4-1 Special Edge Treatment Areas Design Criteria (pg.4-6)

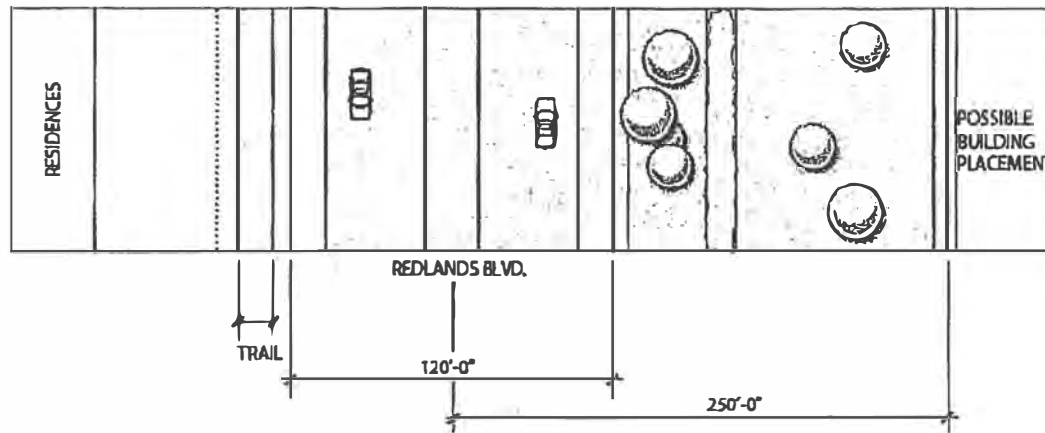
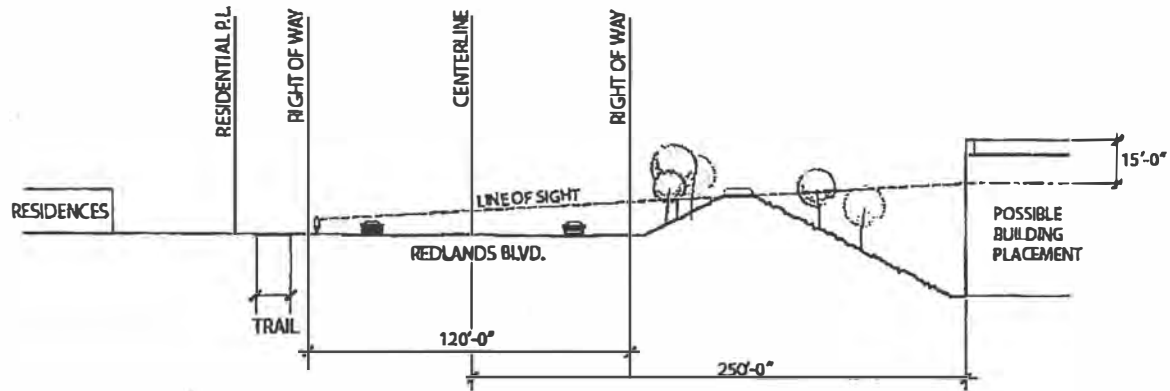


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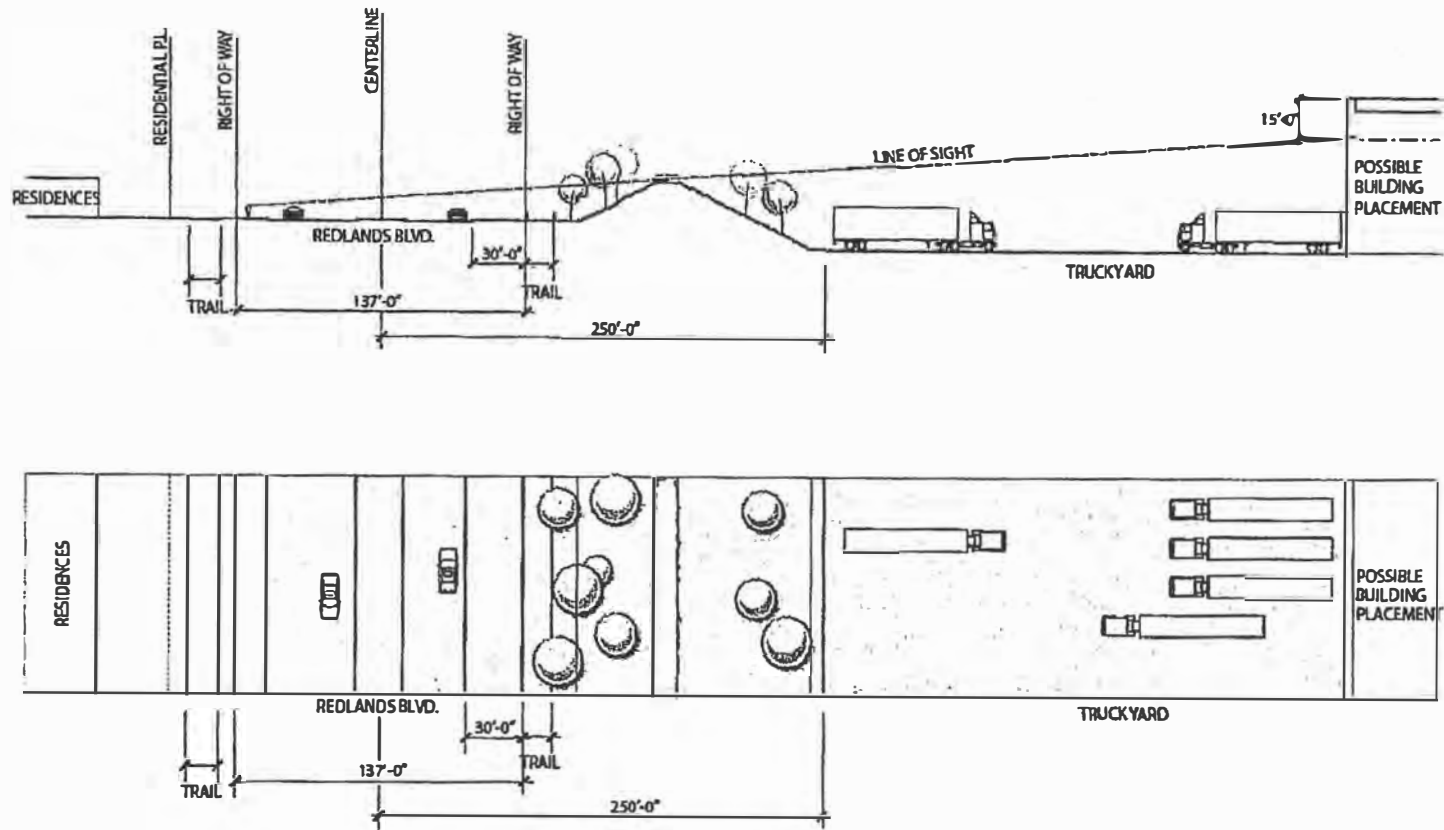
Exhibit 4-2 Edge Exhibit Map (pg.4-6)



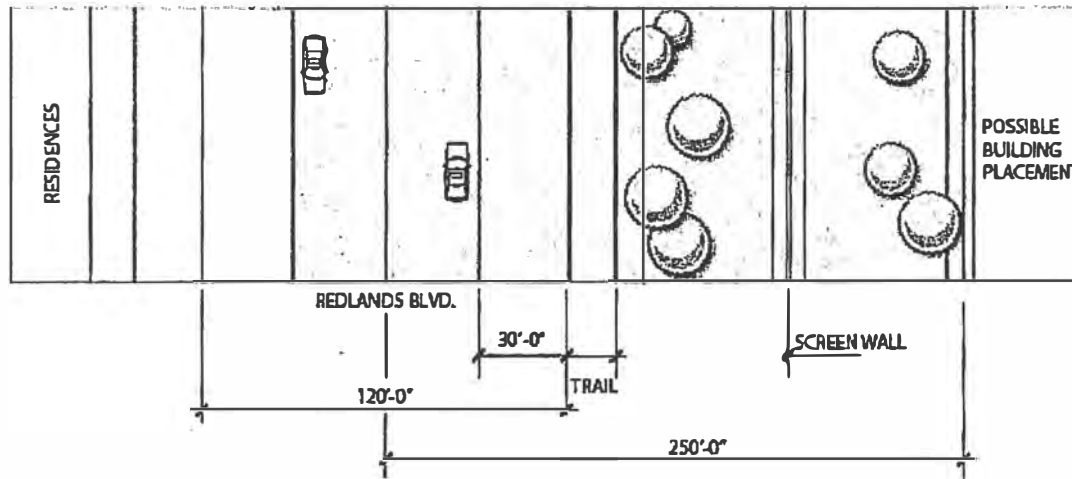
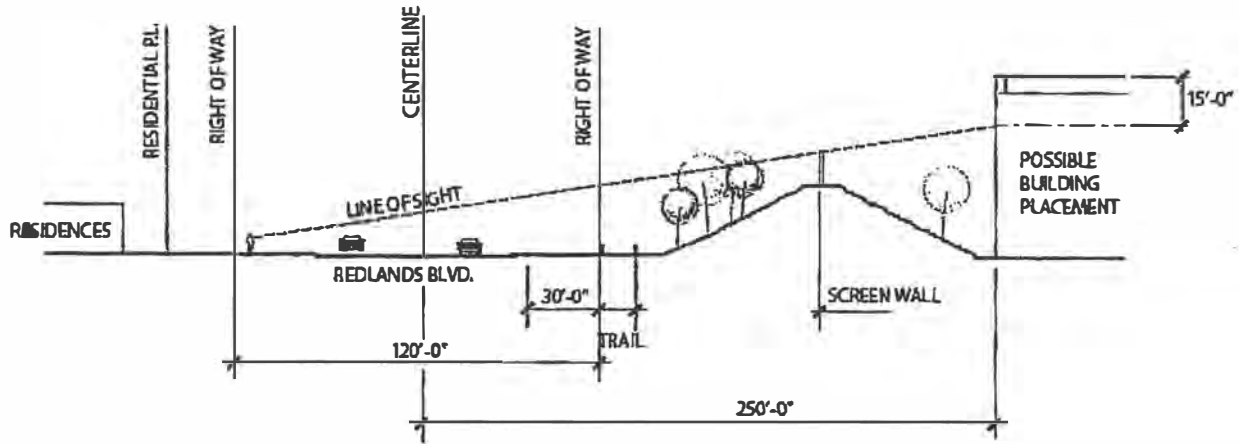
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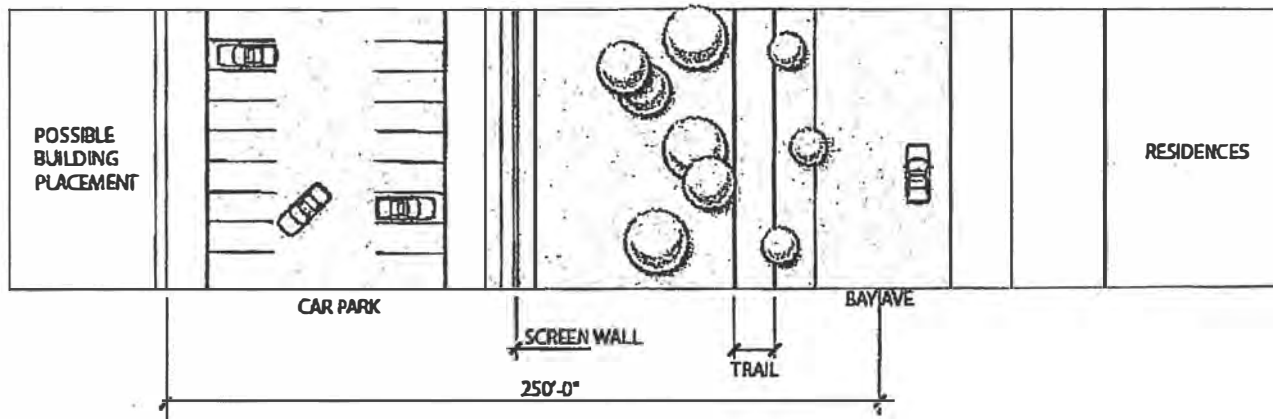
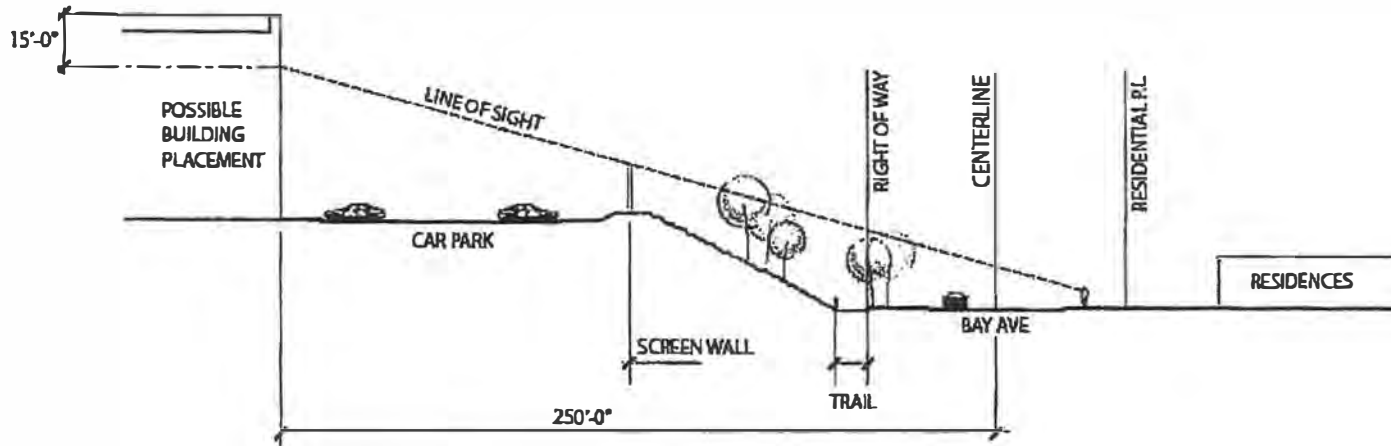
EXHIBITS



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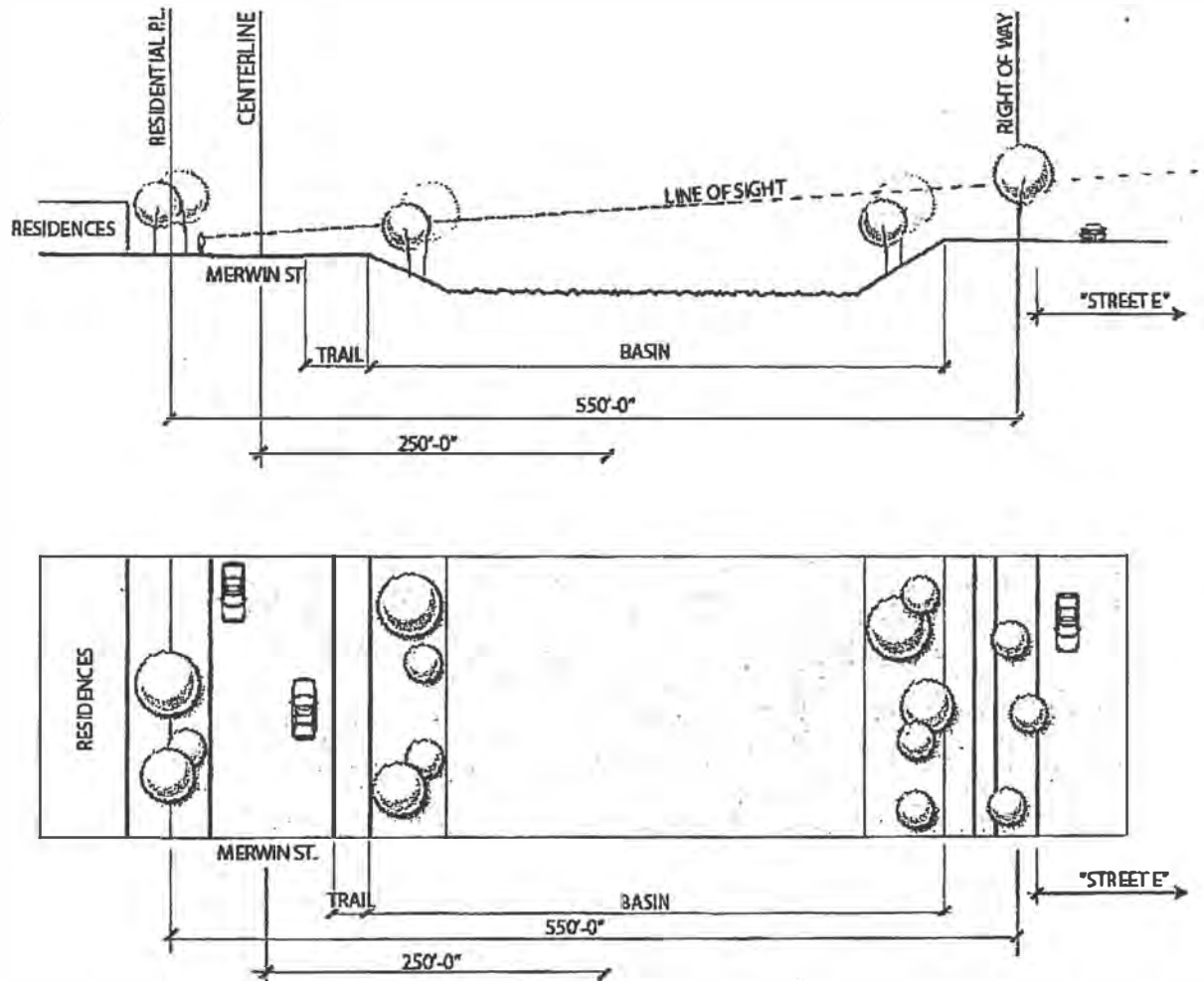


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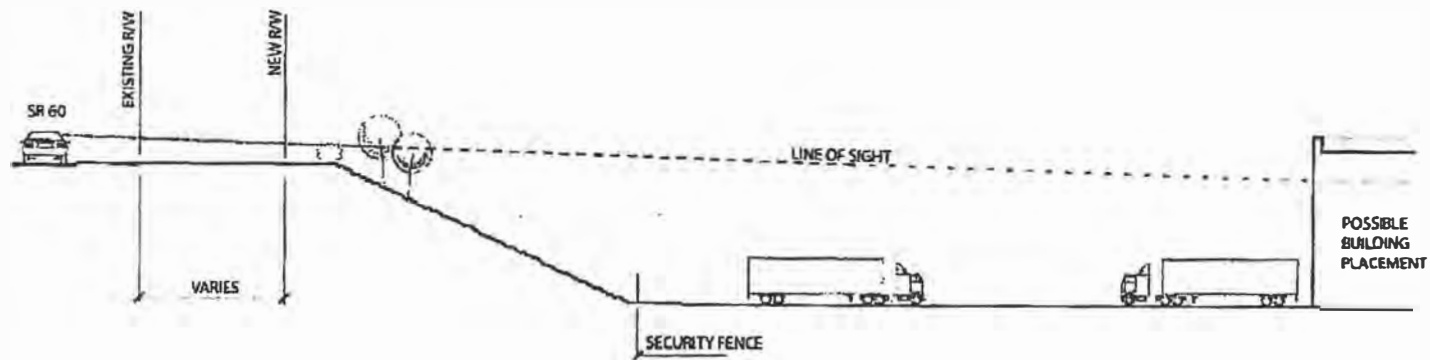
EXHIBITS

Exhibit 4-11, 4-12 Merwin Street Section E and Plan View E (pg.4-9)



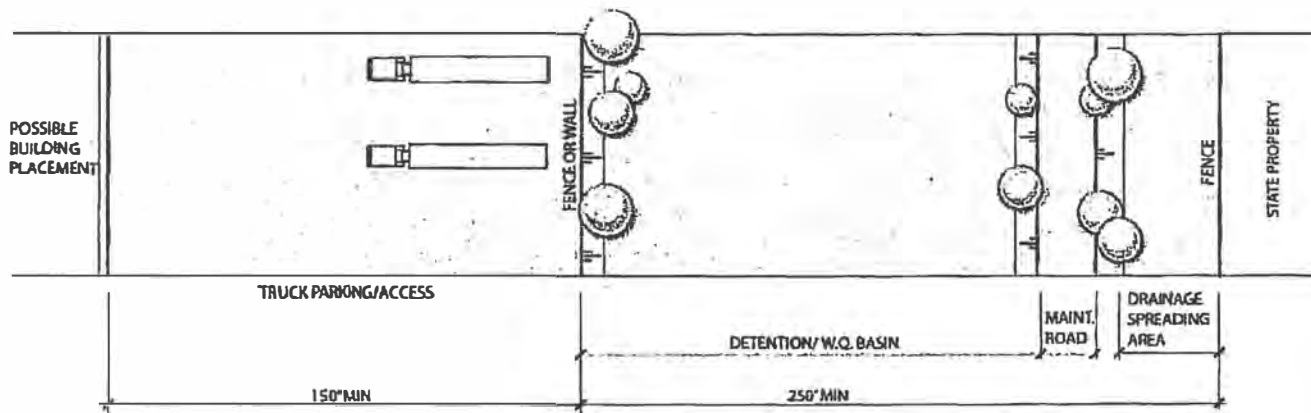
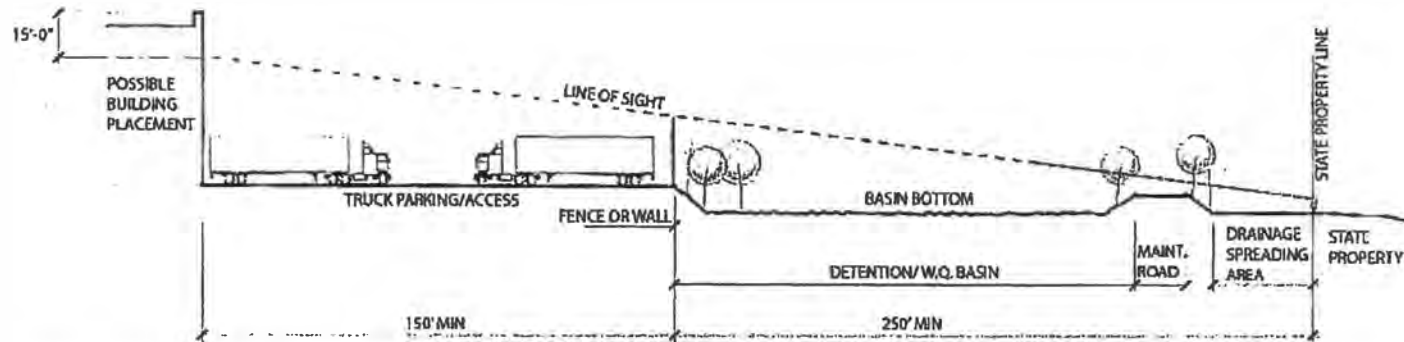
EXHIBITS

Exhibit 4-13 SR-60 between Theodore and Gilman Springs Rd. Section F (pg.4-9)



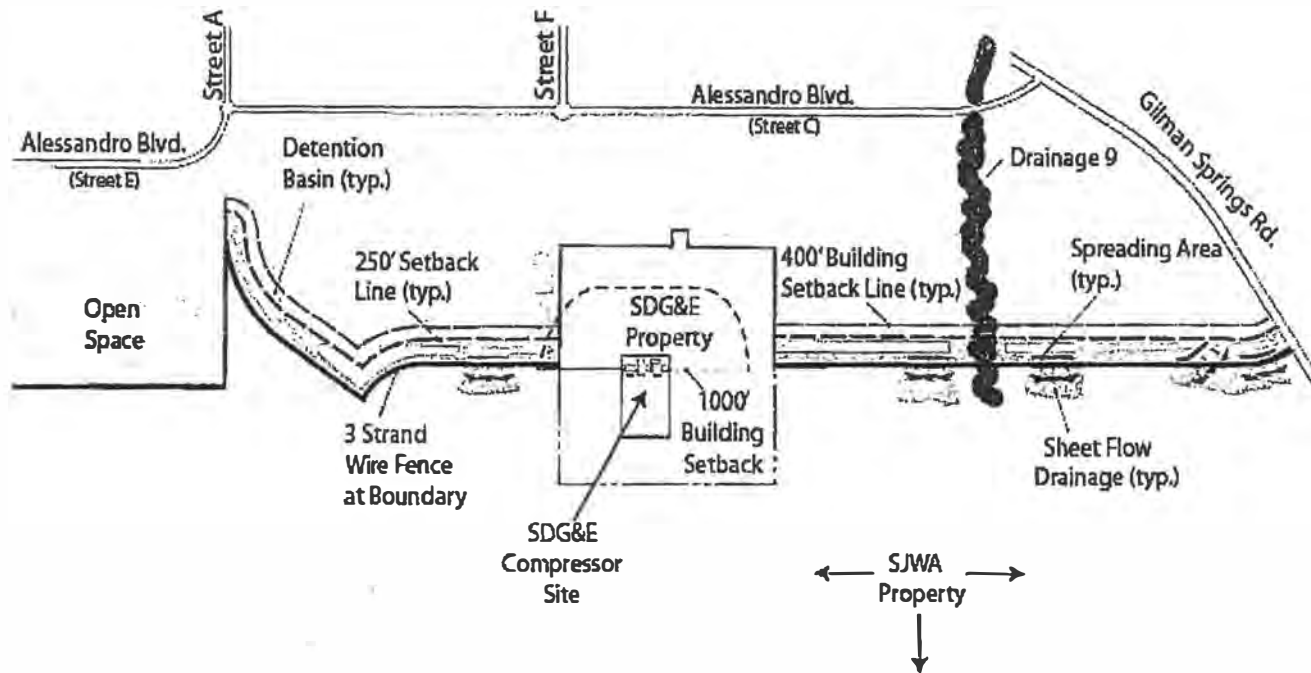
EXHIBITS

Exhibit 4-14, 4-15 SJWA Section G and Plan View G (pg.4-10)



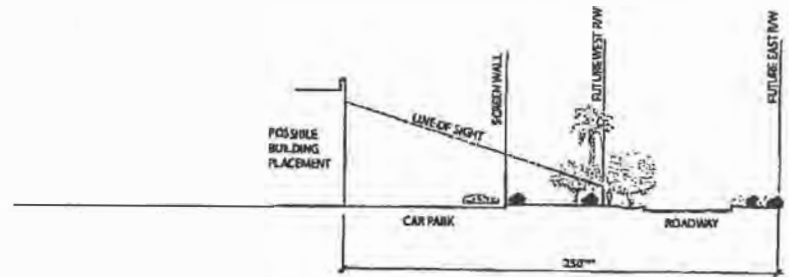
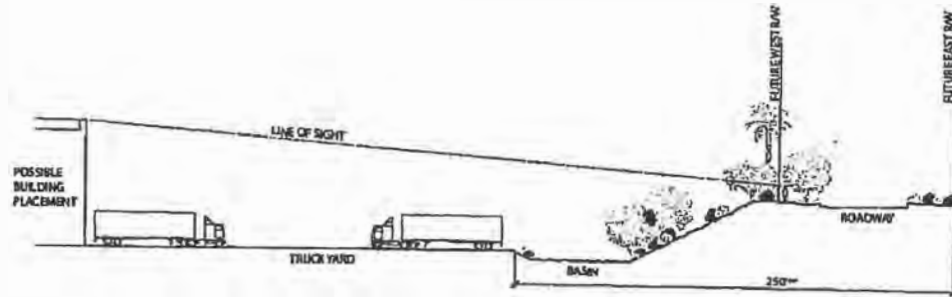
EXHIBITS

Exhibit 4-16 SJWA Edge (pg.4-11)



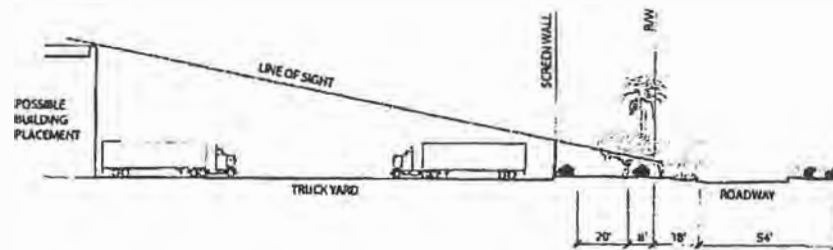
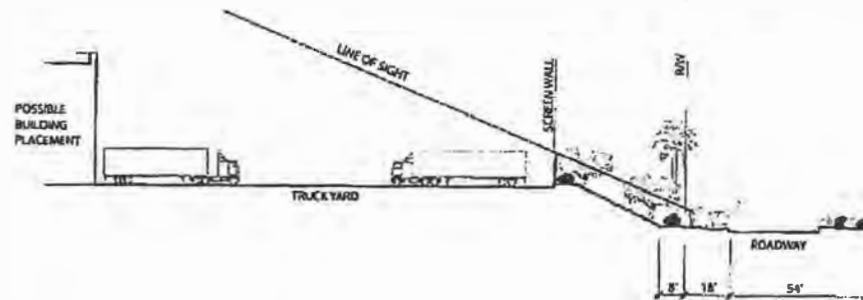
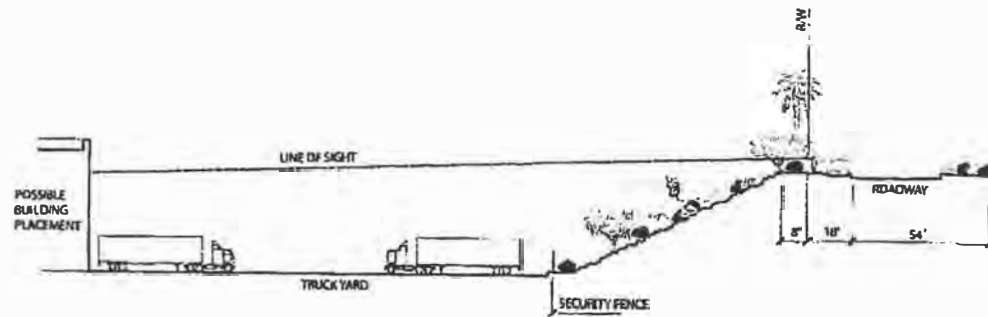
EXHIBITS

Gilman Springs Road Sections Downhill, Uphill, and Flat (pg.4-12)



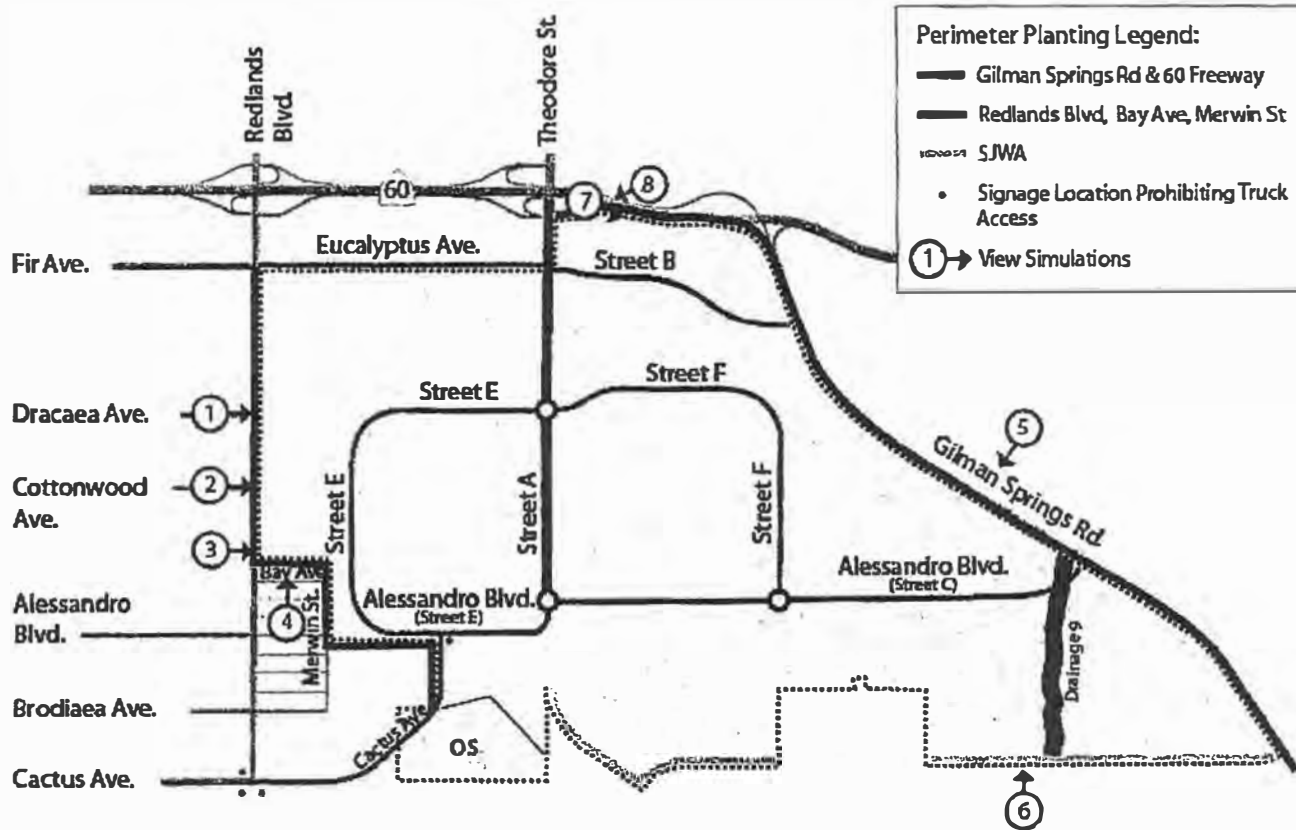
EXHIBITS

All Interior Roadway Sections Downhill, Uphill, and Flat (pg.4-13)



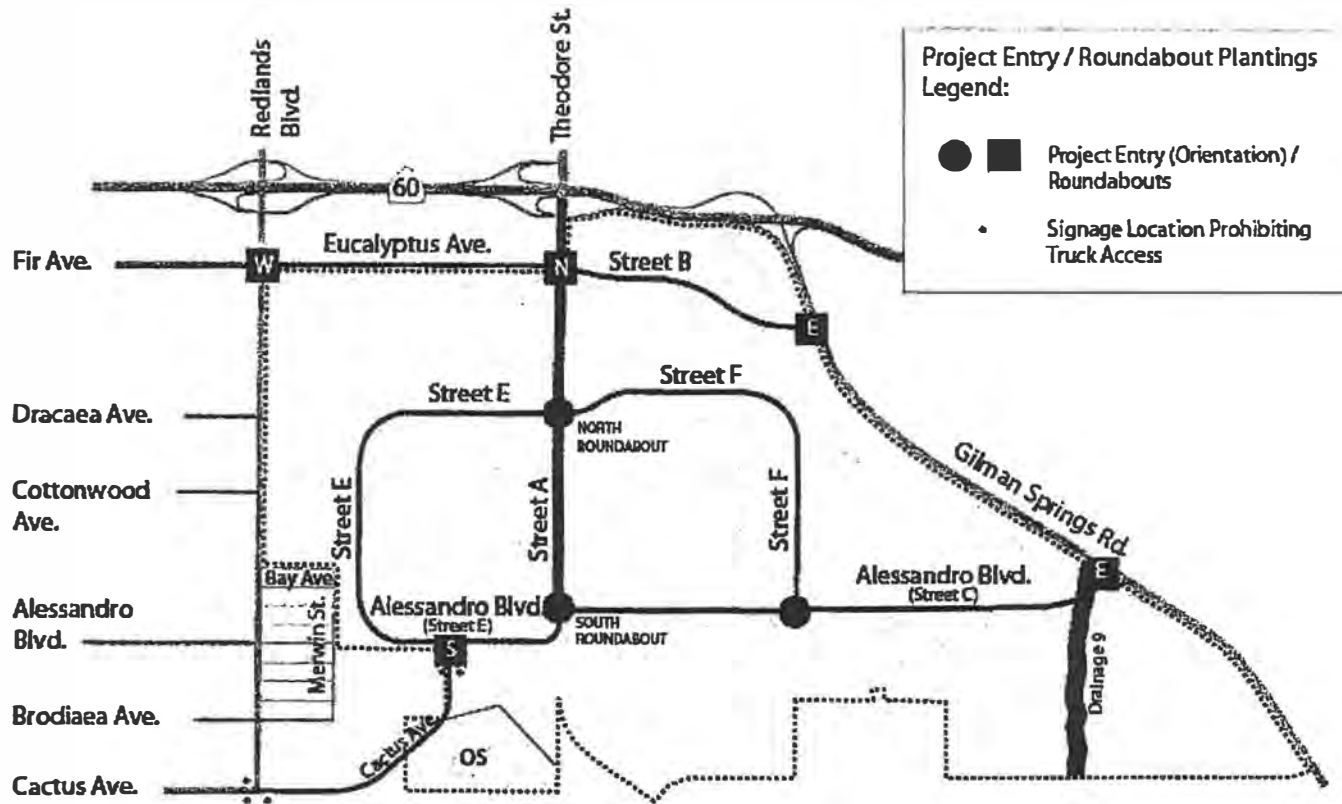
EXHIBITS

Exhibit 4-23 Perimeter Planting Map (pg.4-14)
 (See simulations on pages 4-15 to 4-29)



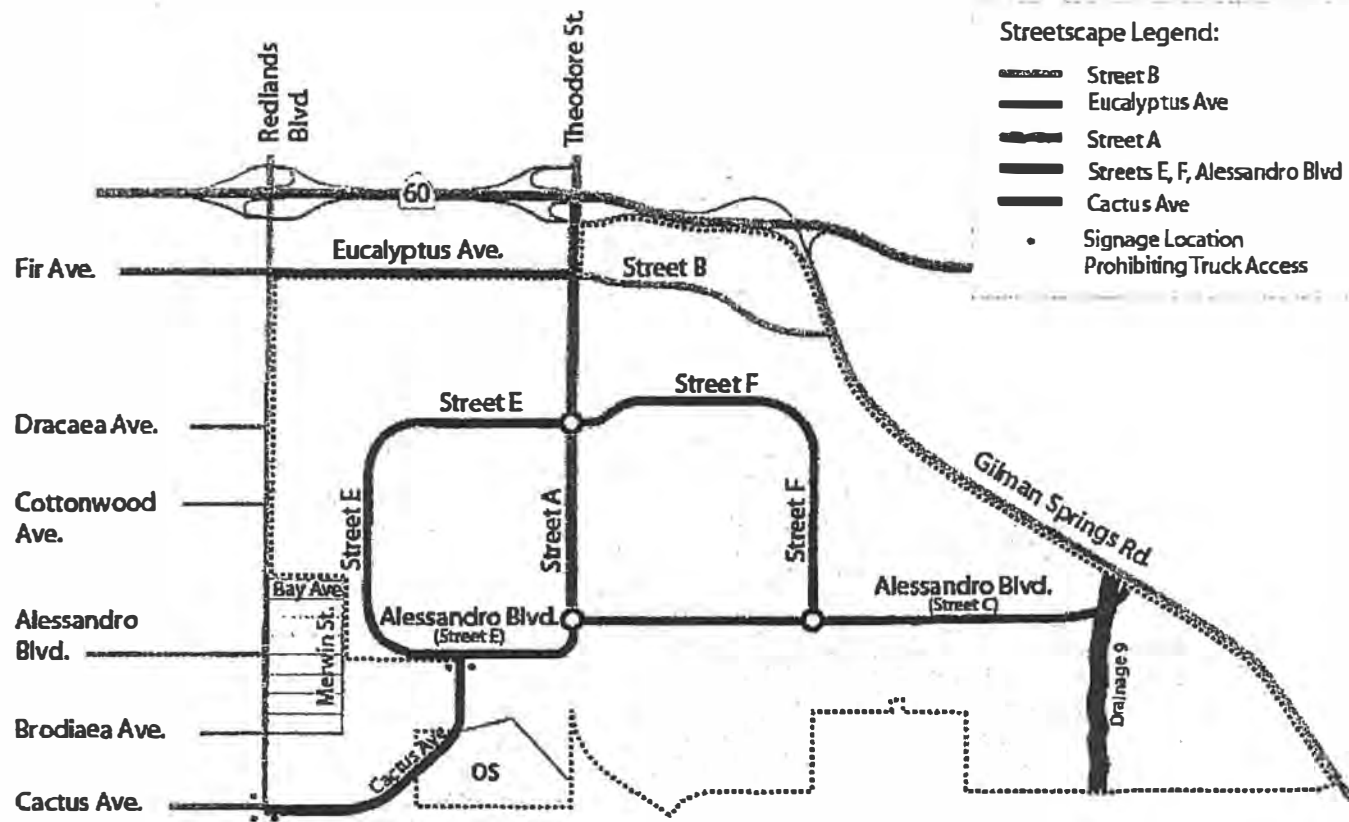
EXHIBITS

Exhibit 4-24 Roundabout & Entry Map (pg.4-30)
 (See simulations on pages 4-31 to 4-36)



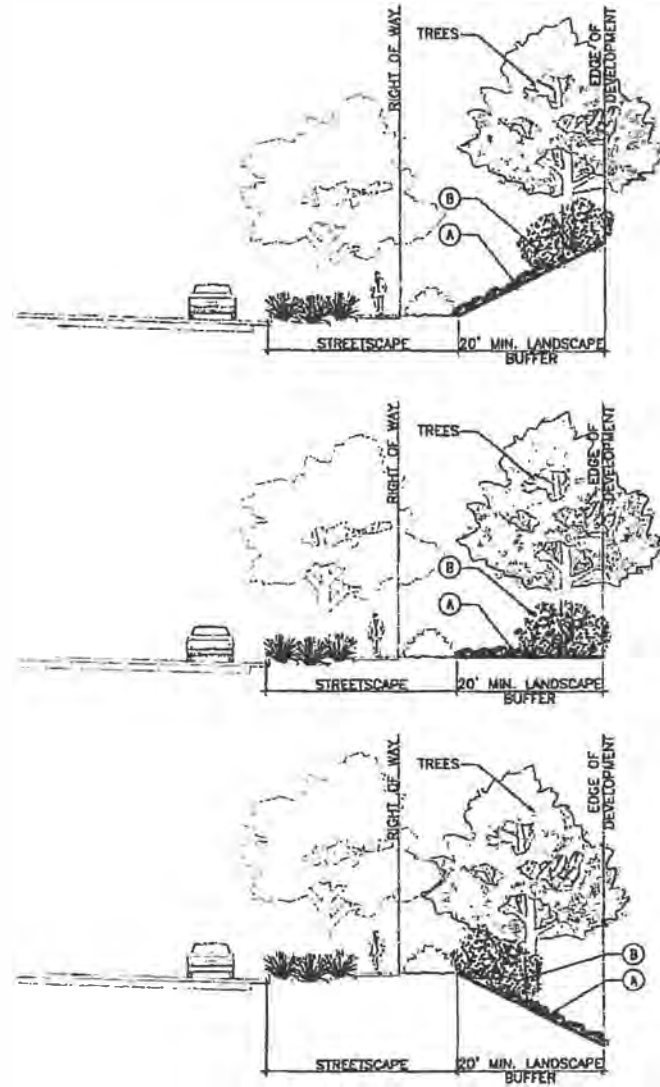
EXHIBITS

Exhibit 4-25 Streetscape Planting Map (pg.4-37)
 (See simulations on pages 4-38 to 4-42)



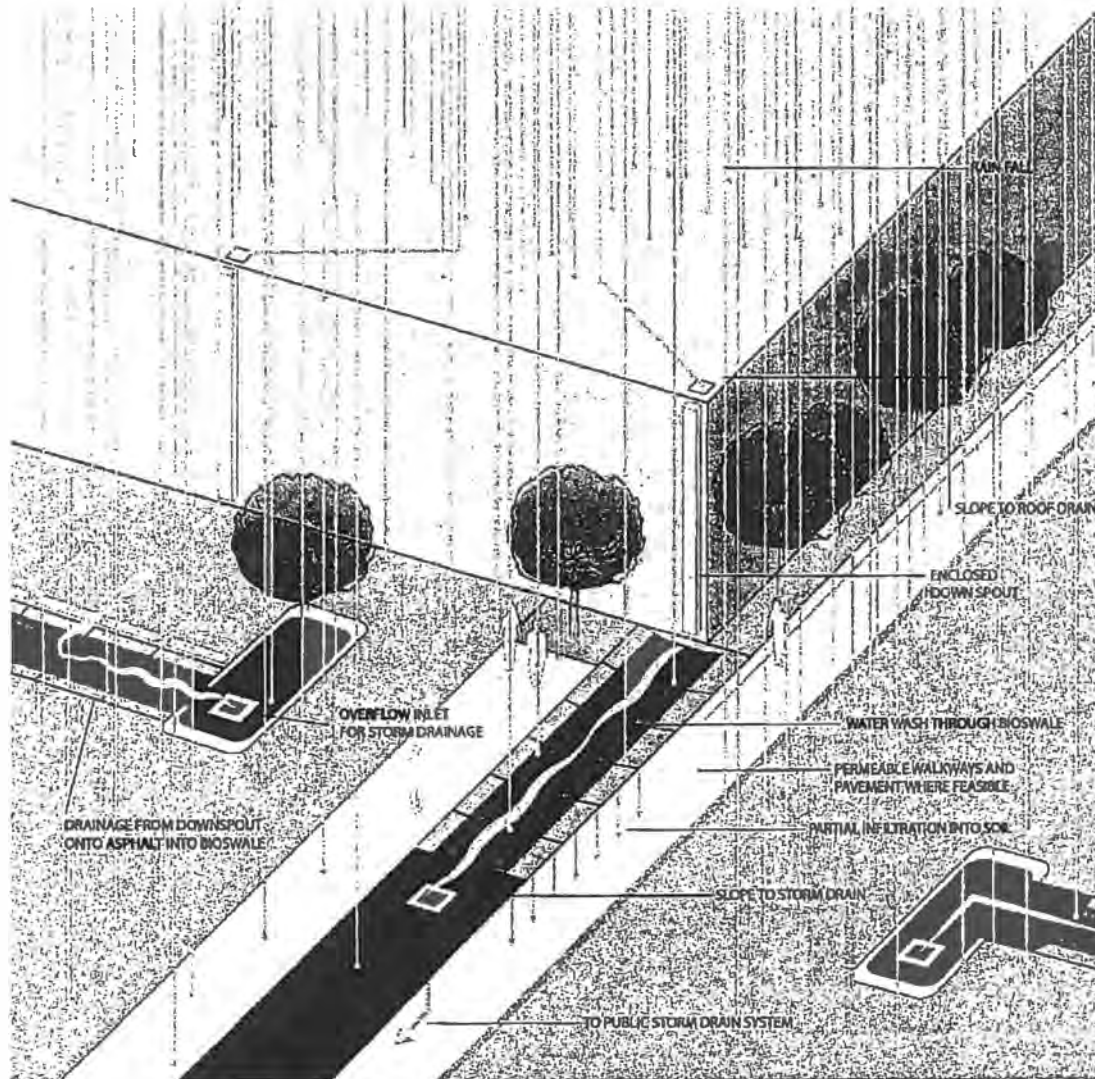
EXHIBITS

Exhibit 4-26 Slope Planting Guideline (pg.4-43)



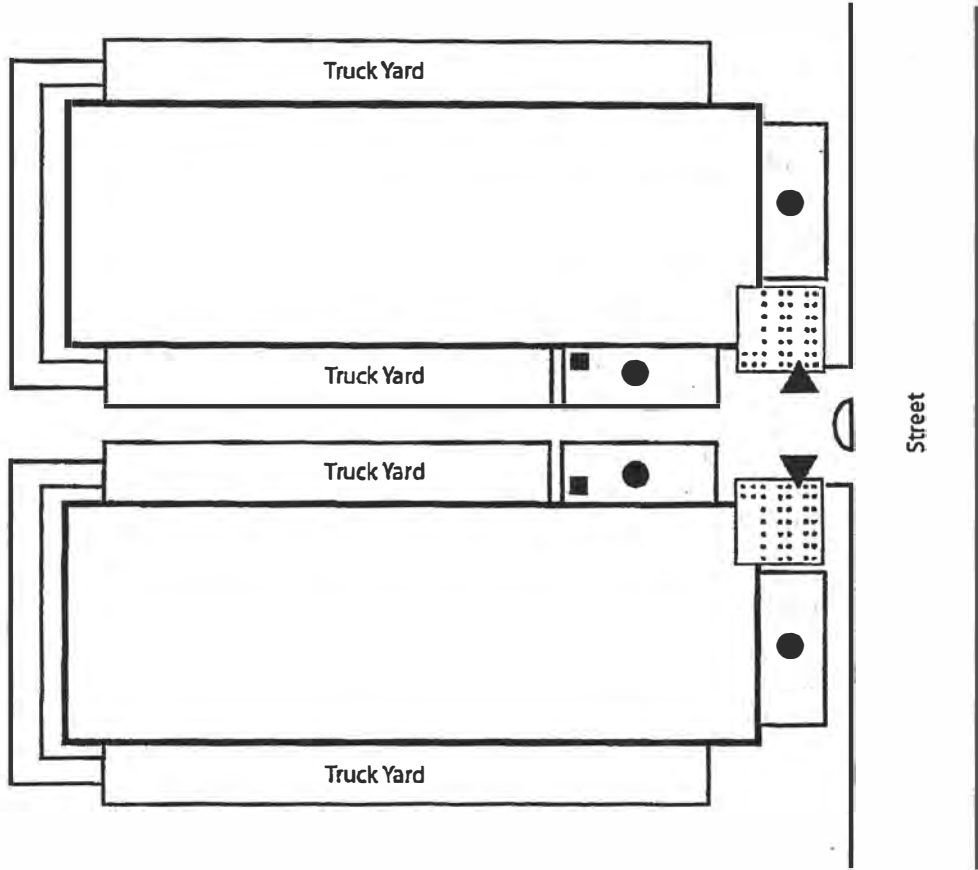
EXHIBITS

Exhibit 5-1 Water Quality Management Diagram (pg.5-4)



EXHIBITS

Exhibit 5-2 Visitor Parking Plan (pg.5-14)



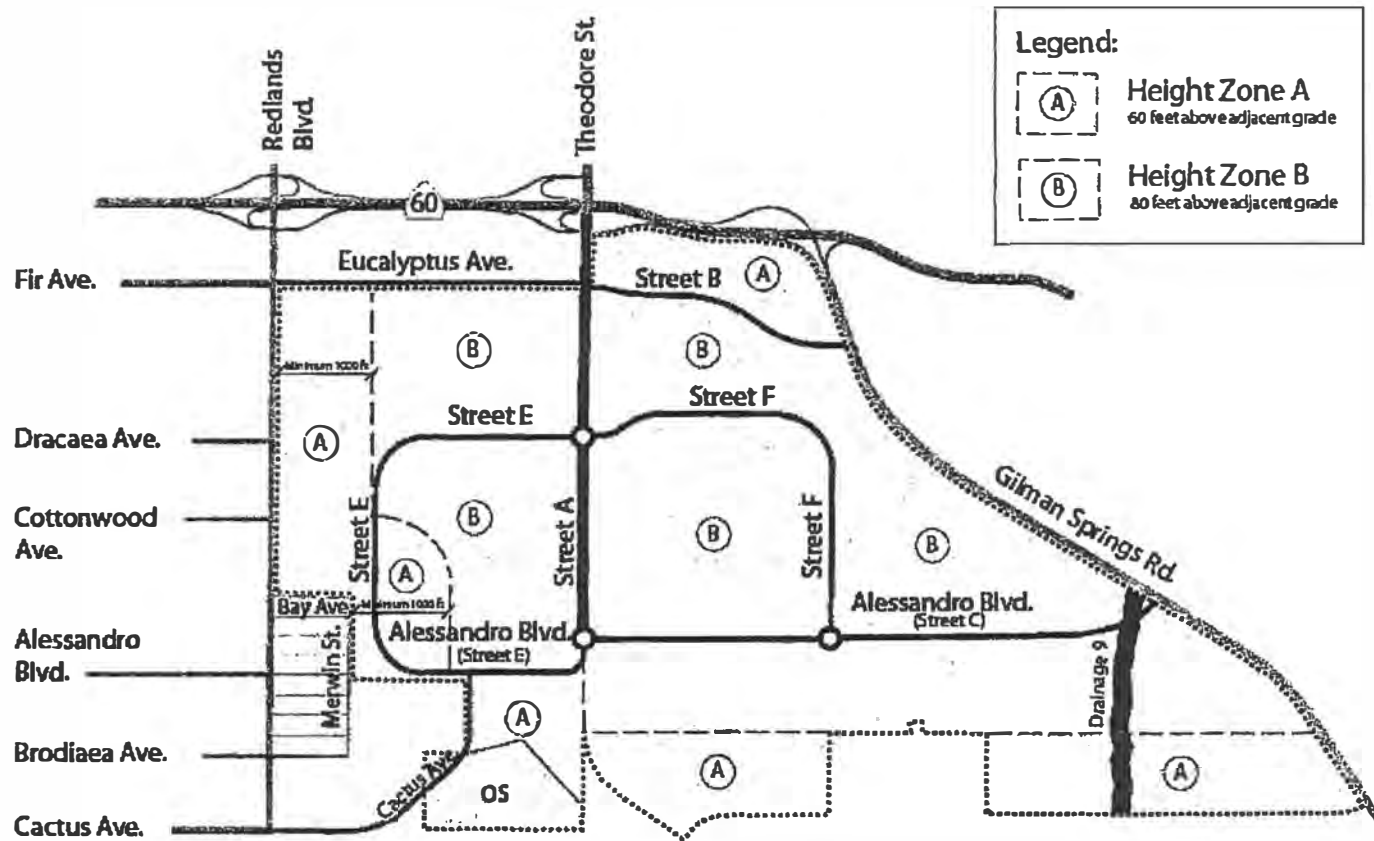
Legend:

-  Visitor Parking
-  Palm Courtyard
-  Employee Parking
-  Employee Gathering Area
-  Planter for Screening Truck Entries



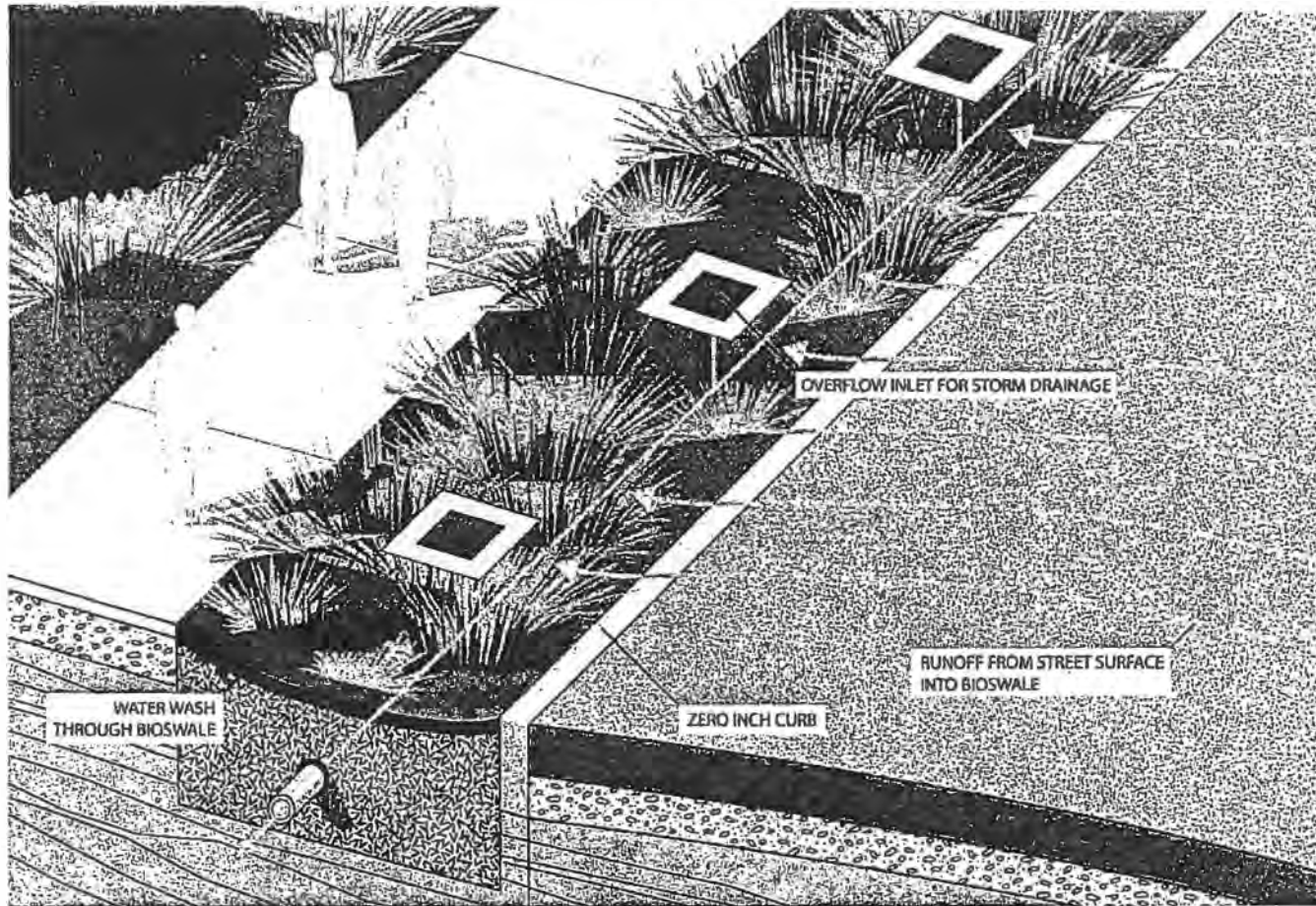
EXHIBITS

Exhibit 5-3 Building Height Plan (pg.5-21)



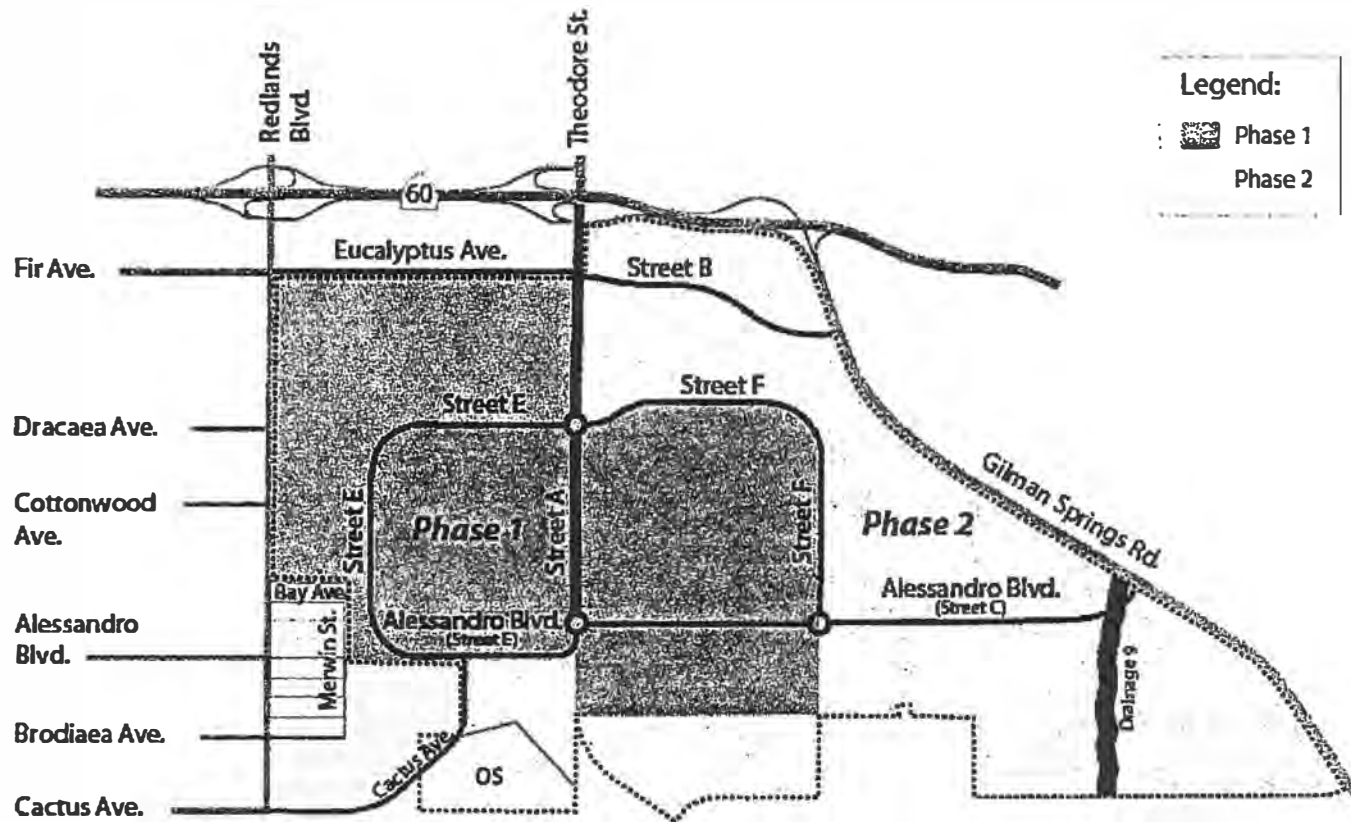
EXHIBITS

Exhibit 6-1 Off-site Water Management Plan (pg.6-1)



EXHIBITS

Exhibit 8-1 Phasing Plan (pg.8-1)




EXHIBITS

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, JANE HALSTEAD, City Clerk of the City of Moreno Valley, California, do hereby certify and attest the foregoing to be a true and correct copy of the original Resolution No. 2015-57 on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Moreno Valley, this 3rd day of September, 2015.



Jane Halstead, CMC, City Clerk
City of Moreno Valley

(SEAL)

**MORENO VALLEY JOBS INITIATIVE
EXHIBIT A-2**

RESOLUTION NO. 2015-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING PA12-0010 (GENERAL PLAN AMENDMENTS) FOR THE PROPOSED WORLD LOGISTIC CENTER PROJECT TO INCLUDE LAND USE CHANGES FOR PROPERTY WITHIN THE WORLD LOGISTICS CENTER SPECIFIC PLAN AREA TO BUSINESS PARK/LIGHT INDUSTRIAL (BP) AND OPEN SPACE (OS) AND PROPERTIES OUTSIDE OF THE WORLD LOGISTICS CENTER SPECIFIC PLAN TO OPEN SPACE (OS) AND CORRESPONDING GENERAL PLAN ELEMENT GOALS AND OBJECTIVES TEXT AND MAP AMENDMENTS TO THE COMMUNITY DEVELOPMENT, CIRCULATION, PARKS, RECREATION AND OPEN SPACE, SAFETY AND CONSERVATION ELEMENTS

WHEREAS, the applicant, Highland Fairview, has filed an application for the approval of a General Plan Amendment (PA12-0010) to include General Plan Land Use Amendments to Business Park/Light Industrial (BP) and Open Space (OS) land use designations as well as various amendments to Elements of the General Plan, including Community Development, Circulation, Parks, Recreation and Open Space, Safety and Conservation for the 3,818 acre project area, which includes an approximate 2,610 acre portion of land for the proposed World Logistics Center Specific Plan and approximately 1,104 acres of land outside and to the south of the proposed World Logistics Center Specific Plan area; and

WHEREAS, The General Plan Amendment is being processed concurrent with applications for an Environmental Impact Report (EIR) (P12-016), Development Agreement (PA12-0011), Change of Zone (PA12-0012), Specific Plan (PA12-0013), Tentative Parcel Map No. 36457 (PA12-0013), Pre zoning/Annexation (PA12-0014) for 85 acres currently within the jurisdiction of the County of Riverside at the northwest corner of Gilman Springs and Alessandro Boulevard, and a Development Agreement (PA12-0011) All of the discretionary applications are related but approved by separate resolutions and ordinances with separate findings; and

WHEREAS, on June 11, 2015, June 25, 2015 and June 30, 2015, the Planning Commission of the City of Moreno Valley held meetings to consider the project. At said meeting, the Planning Commission recommended approval of the proposed General Plan Amendments to the City Council.

WHEREAS, on July 15, 2015 the City Council of the City of Moreno Valley held a public hearing to consider the proposed General Plan Amendments; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT HEREBY FOUND, DETERMINED AND RESOLVED
by the City Council of the City of Moreno Valley as follows:

- A. This City Council hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.
- B. Based upon substantial evidence presented to this City Council during the above-referenced meeting on July 15, 2015, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

- 1. **Conformance with General Plan Policies** – The proposed amendments are consistent with the General Plan, and its goals, objectives, policies and programs

FACT: The proposed project will result in a significant shift in land use policy in the project area which involves a significant portion of eastern Moreno Valley; however, aside from the land use policy change the proposed general plan amendments are considerate of the collective goals and objectives of the full General Plan which are intended to set forth a comprehensive long-term strategy for the physical development that would result in a safe, healthful, prosperous and desirable place to live, work and play. The proposed General Plan Amendment will designate 2,610 acres for primarily logistics development and 1,104 acres for permanent open space. Approximately 104 additional acres will be used for off-site utility extensions to serve the proposed World Logistics Center project. The proposed amendment will result in a reduction in residential zoning and is consistent with the updated 2014 General Plan Housing Elements.

- 2. **Health, Safety and Welfare** – The proposed amendments will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: An Environmental Impact report (EIR) has been prepared for the overall project, including the proposed Change of Zone, General Plan amendment and Specific Plan. The analysis presented in the EIR indicates that the proposed project will have certain significant unavoidable adverse impacts to Aesthetics, Air Quality Land Use, Noise, and Traffic/Circulation as described in detail within the document. All other environmental effects

evaluated in the EIR are considered to be less than significant, or can be feasibly reduced with mitigation measures to less than significant levels. A Mitigation Monitoring Program, which will ensure the completion of required mitigation measures for the project is included in the EIR.

A Statement of Overriding Considerations has been prepared in consideration of project impacts related to Aesthetics, Air Quality, Land Use, Noise, and Transportation/Traffic that cannot be mitigated to a less than significant level.

Mitigation measures for air quality include measures such as the required inclusion of Tier 4 construction equipment, restriction of trucks that fall below 2010 engine emissions standards from entering project areas and limitation of truck idling to three (3) minutes, all in an effort to reduce air pollutant emissions. Mitigation measures for Noise include the reduction of short-term construction noise levels to include the requirement of a Noise Reduction Compliance Plan, restrictions on grading during nighttime hours, potential sound barriers, as well as measures for long term traffic and operation noise to include building specific noise studies required for individual plot plans, the potential for sound walls and maintenance of buffer areas.

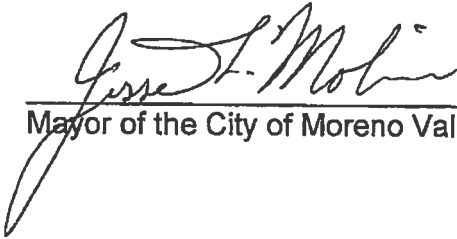
The Specific Plan provides for special edge treatment areas surrounding the perimeter of the proposed World Logistics Center Specific Plan boundary that provides a 250 foot buffer between the Specific Plan development area and adjacent areas such as along Gilman Springs Road and the western edge adjacent to Redlands Boulevard. Buildings, truck courts loading areas, truck circulation areas or truck/trailer storage uses would not be allowed within the buffer areas. In addition, buildings would not be allowed from a 400 foot buffer that is proposed from the San Jacinto Wildlife boundary. Said mitigation measures, including buffering and screening of any industrial development and design of the Specific Plan to include restrictions of truck traffic into existing residential neighborhoods to the west will lessen environmental impacts for any existing or future sensitive receptor properties within the general vicinity of the proposed development and assist to reduce impacts to public health, safety and welfare.

BE IT FURTHER RESOLVED that the City Council **HEREBY APPROVES** Resolution No. 2015-57, **APPROVING** a General Plan Amendment (PA12-0010) to include General Plan Land Use Amendments for Business Park/Light Industrial (BP) and Open Space (OS) land use designations as well as various amendments to

3
Resolution No. 2015-57
Date Adopted: August 19, 2015


elements of the General Plan, including Community Development, Circulation, Parks, Recreation and Open Space, Safety and Conservation for the 3,818 acre project area, including an approximate 2,610 acre portion of land covering the World Logistics Center Project Specific Plan and land included outside and to the south of the World Logistics Center Specific Plan, as documented in Exhibits A through M, attached to this resolution, and based on the affirmative recommendation of the Certification and Adoption of the Environmental Impact Report Mitigation Monitoring Program and Statement of Overriding Considerations.

APPROVED AND ADOPTED this 19th day of August, 2015.



Mayor of the City of Moreno Valley

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2015-57 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 19th day of August, 2015 by the following vote:

AYES: Council Member Giba, Mayor Pro Tem Dr. Gutierrez and Mayor Molina

NOES: Council Members Jempson and Price

ABSENT: None

ABSTAIN: None

(Council Members, Mayor Pro Tem and Mayor)



CITY CLERK

(SEAL)

WORLD LOGISTICS CENTER Proposed Text Amendments to the General Plan

(NOTE: Text to be added is shown underlined, text to be deleted is shown ~~strikeout~~)

CHAPTER 2 – Community Development Element

Page 2-5

Revise Section 2.1.3:

~~“ ...at the intersection of Virginia Street and Gato del Sol. The acquisitions encompass about one third of the land within the Moreno Highlands Specific Plan.~~

~~Neither of the aforementioned land purchases are likely to be developed as envisioned in the original specific plan and are likely to remain substantially vacant. In that the Moreno Highlands Specific Plan Development Agreement precludes the City from making unilateral changes to the specific plan lands use plan, no changes were recommended for the Moreno Highland Specific Plan as part of the General Plan Update.”~~

CHAPTER 5 – Circulation Element

Page 5-7

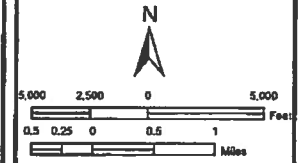
Revise Section 5.3.2.2:

”Industrial and business park development is concentrated in the southern part of the City, generally located south of Iris Avenue and north of San Michele Road to the Perris city limits, and in the eastern part of the City, generally between Redlands Blvd. and Gilman Springs Road. This development is an important component of the City land use pattern....”

**FIGURE 9-1
CIRCULATION PLAN**

**Street
Classification**

- Freeway
- Divided Major Arterial
- Divided Major Arterial - Reduced Cross Section
- Divided Arterial - 6 lane
- Divided Arterial - 4 lane
- Arterial
- Minor Arterial
- Minor Arterial - Pigeon Pass Cross Section
- Collector
- Freeway Overpass
- Freeway Interchange



Date: May 18, 2015
 State Plane NAD83 Zone 8
 File: G:\ArcMap\Planning\GPA10141
 CirculationPlan.mxd

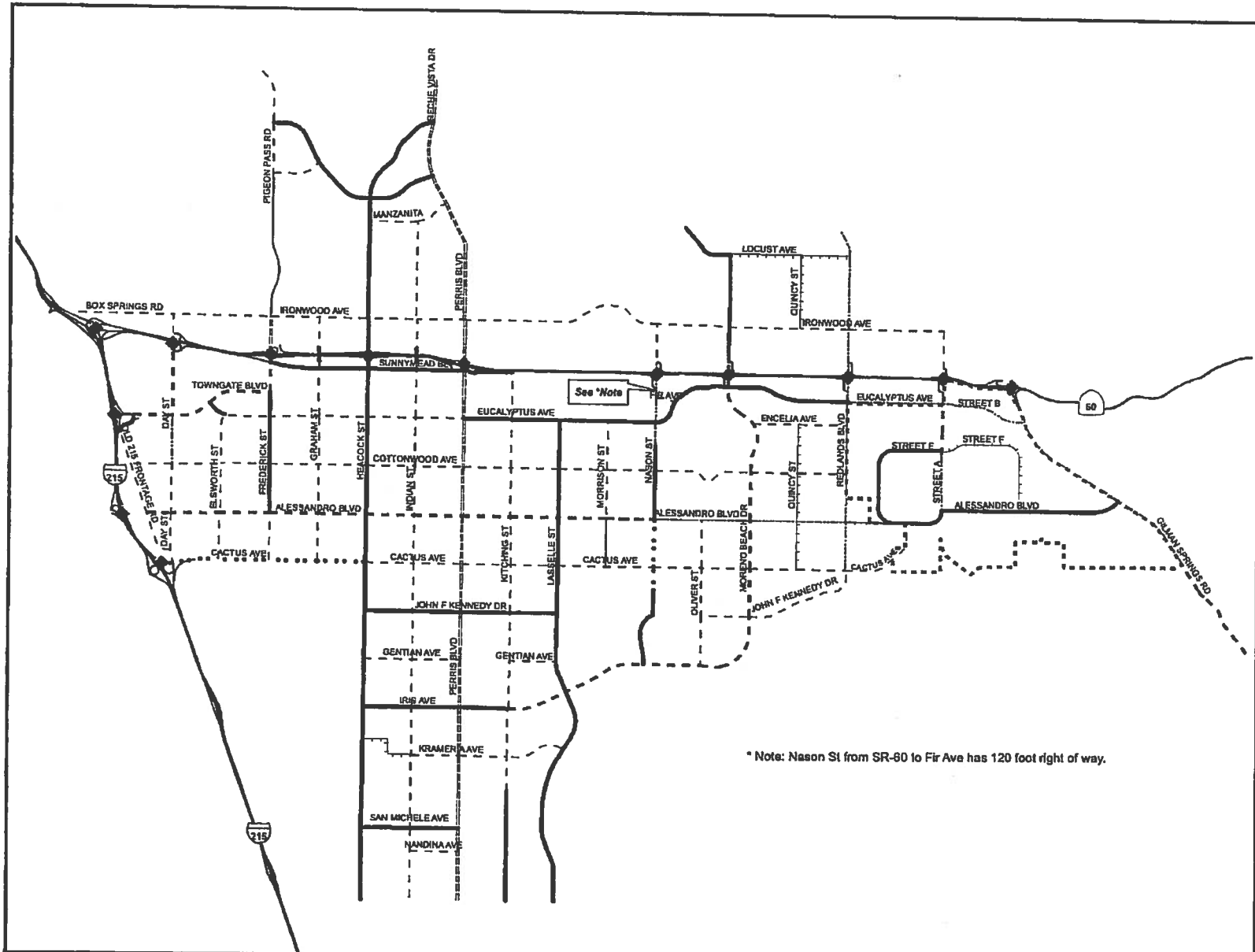
GEOGRAPHIC INFORMATION SYSTEMS

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land use and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

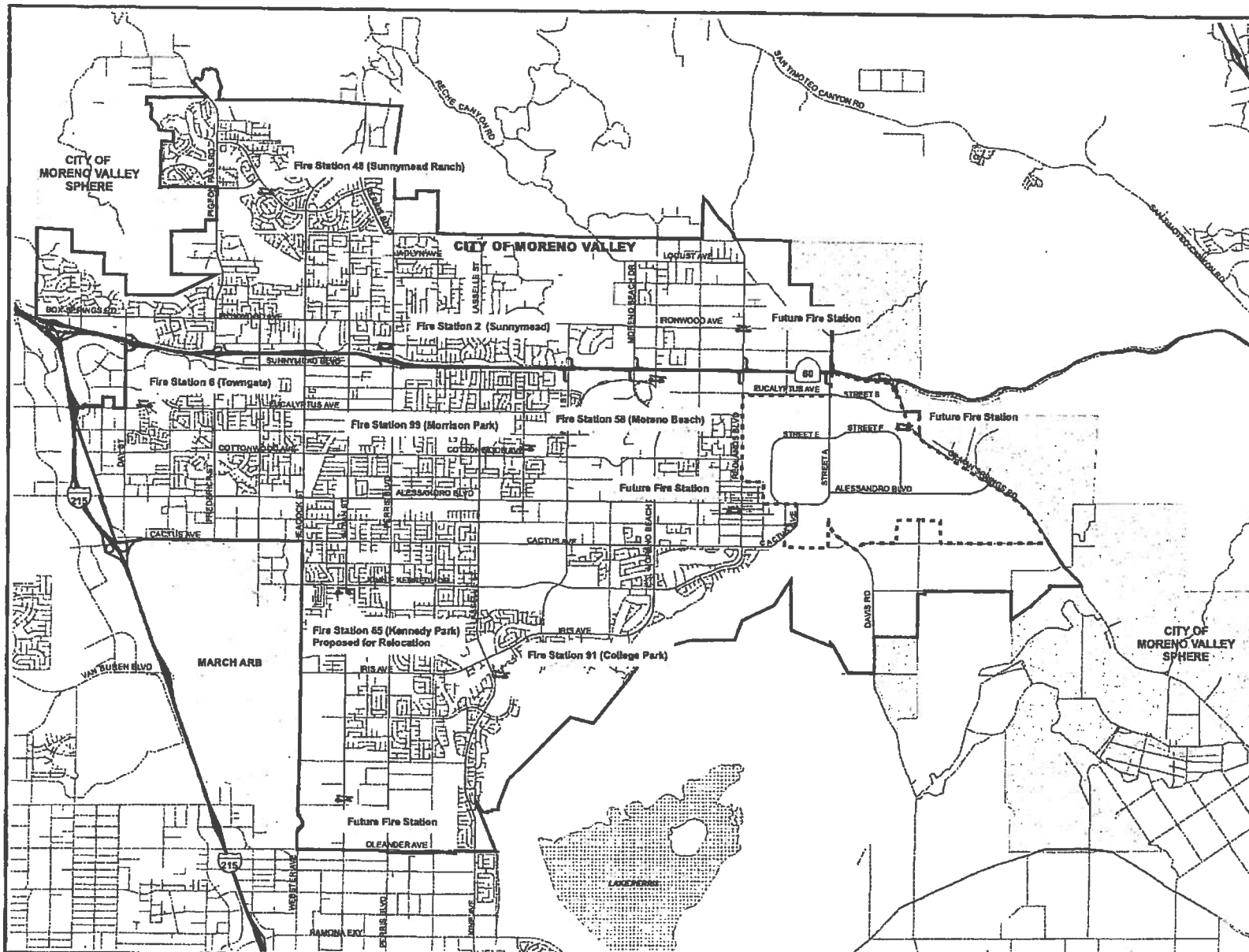


Resolution No. 2015-57

Date Adopted: August 19, 2015



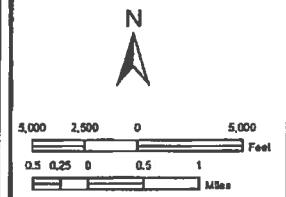
* Note: Nason St from SR-80 to Fir Ave has 120 foot right of way.



**FIGURE 6-1
FIRE STATIONS**

- Fire Stations
- Highways
- Major Streets
- Streets
- Waterbodies
- March ARB
- Moreno Valley
- Moreno Valley Sphere

** Future Fire Station locations are conceptual and subject to change*



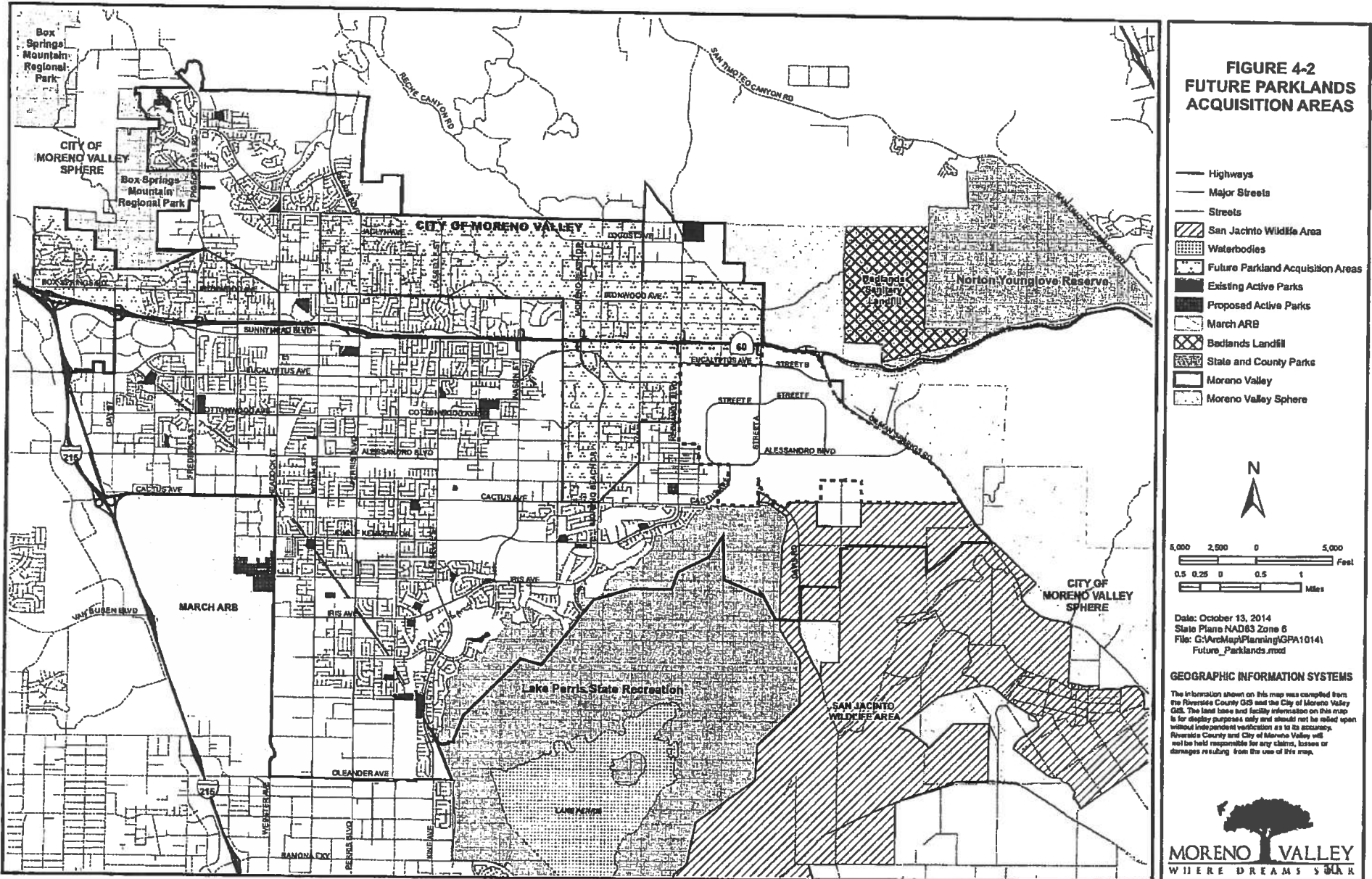
Date: October 13, 2014
 State Plane NAD83 Zone 6
 File: G:\ArcSde\Planning\GPA1014\FireStations.mxd

GEOGRAPHIC INFORMATION SYSTEMS
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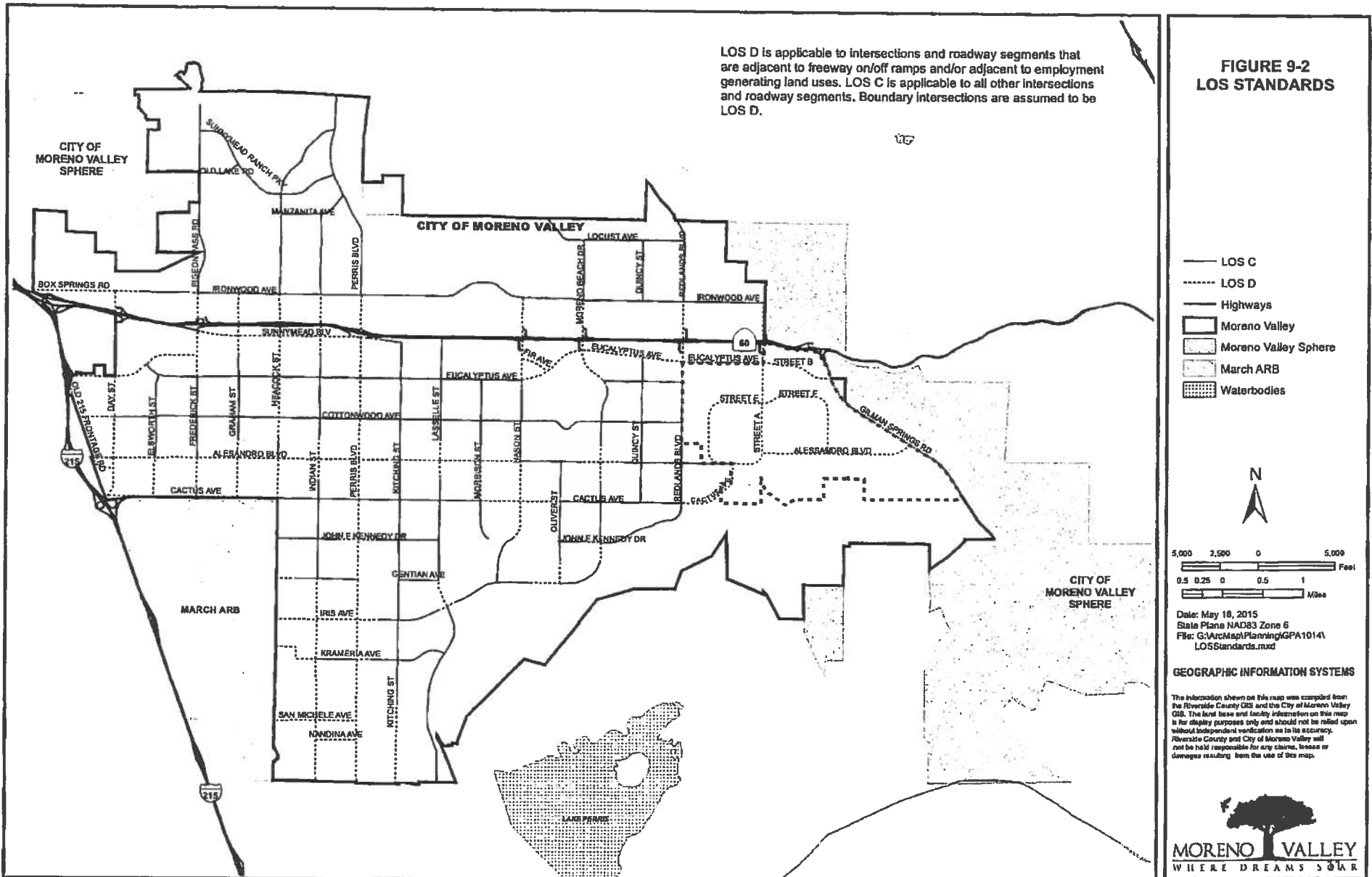
Resolution No. 2015-57
 Date Adopted: August 19, 2015

**FIGURE 4-2
FUTURE PARKLANDS
ACQUISITION AREAS**



Resolution No. 2015-37
 Date Adopted: August 19, 2015

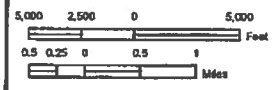
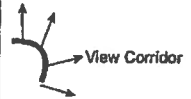
LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps and/or adjacent to employment generating land uses. LOS C is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.



Date Adopted: August 19, 2015

**FIGURE 7-2
MAJOR SCENIC
RESOURCES**

-  Scenic Route
-  Highways
-  Major Streets
-  Streets
-  Waterbodies
-  March ARB
-  Moreno Valley
-  Moreno Valley Sphere



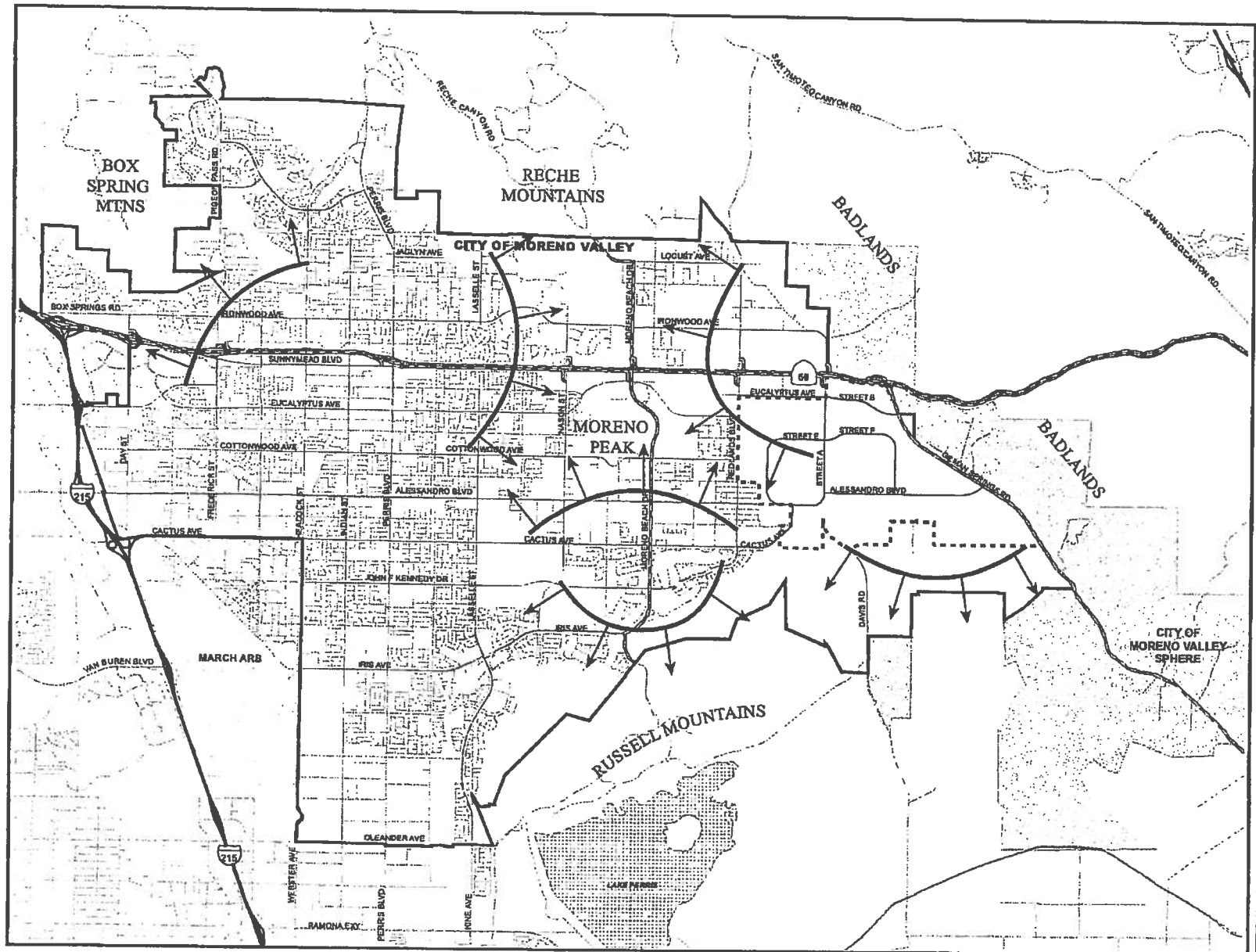
Date: October 13, 2014
 State Plane NAD83 Zone 8
 File: G:\ArcMap\Planning\GPA1014\Major_Scenic.mxd

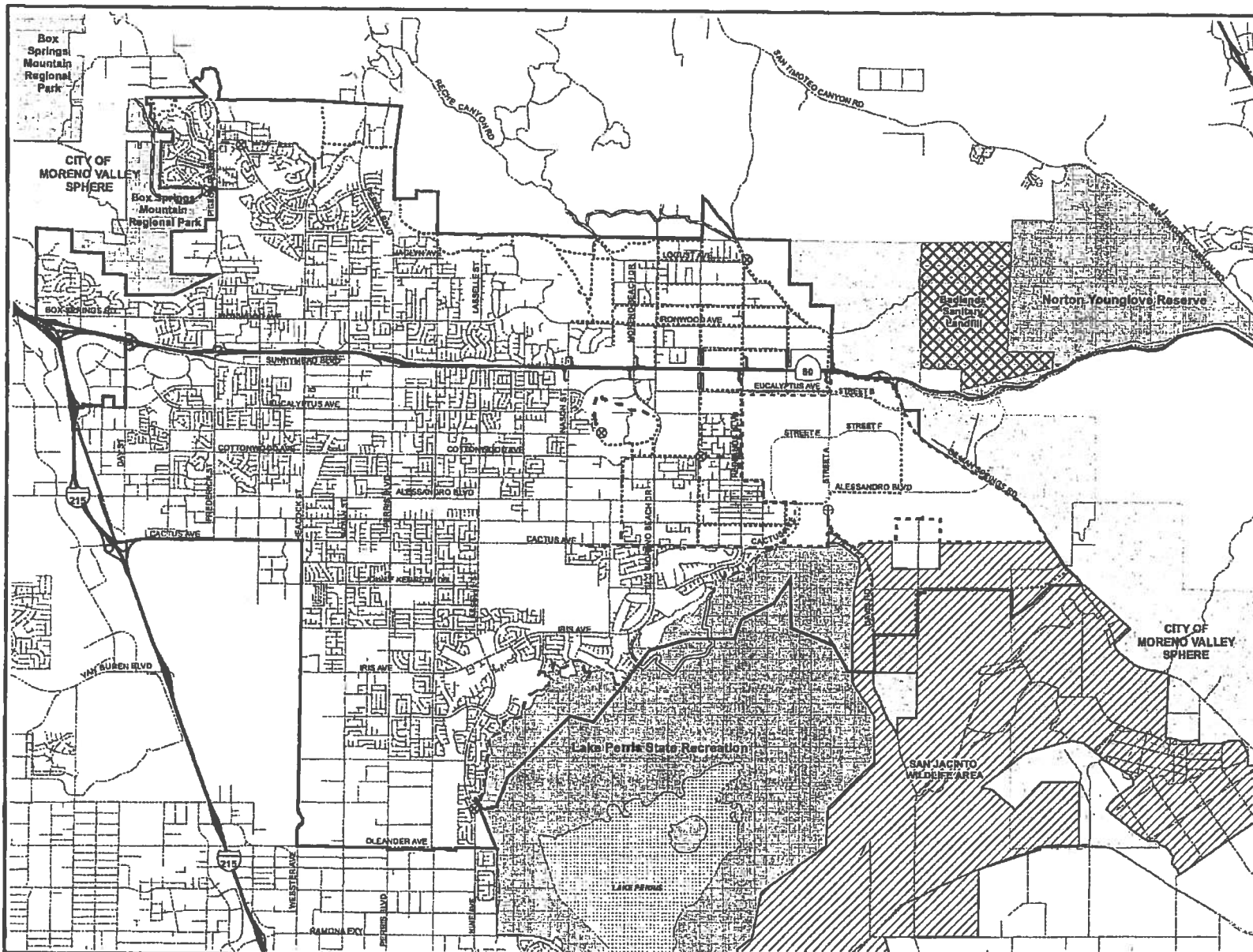
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Resolution No. 2015-57
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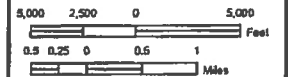




**FIGURE 4-3
MASTER PLAN
OF TRAILS**

- ⊗ Trail Staging - Existing
- ⊗ Trail Staging - Proposed
- Streets
- Highways
- - - Improved Trail
- - - Multiuse Trail
- ⋯ Proposed Trail
- Regional Trail
- State Trail
- Proposed Subject to Feasibility of Freeway Bridge or Underpass
- ▨ Badlands Landfill
- ▨ State and County Parks
- ▨ Moreno Valley
- ▨ Moreno Valley Sphere
- ▨ San Jacinto Wildlife Area
- ▨ Waterbodies

* Trail locations are approximate



Date: October 13, 2014
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA\0141
 MasterTrails.mxd

GEOGRAPHIC INFORMATION SYSTEMS

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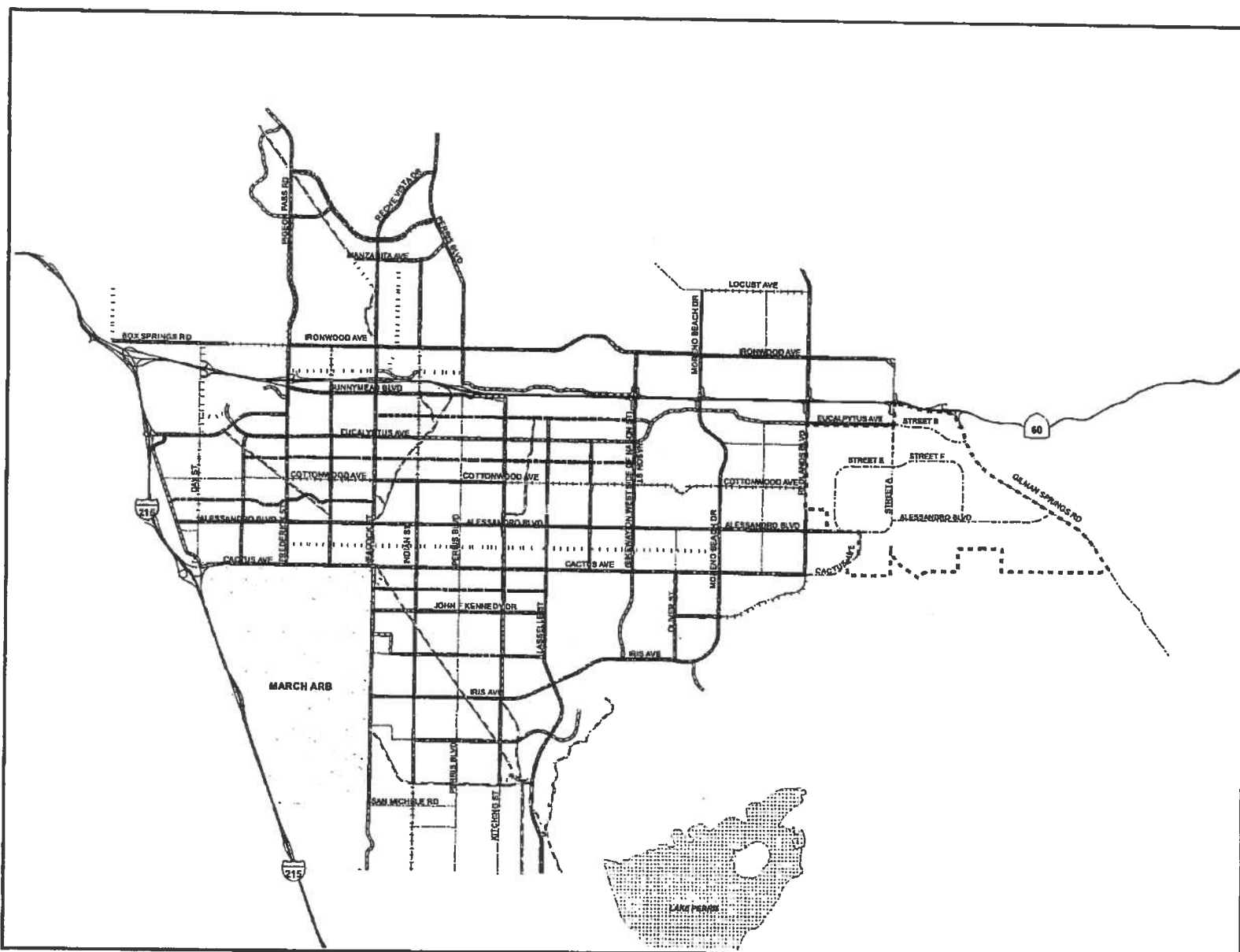


MORENO VALLEY
 WHERE DREAMS SPOK

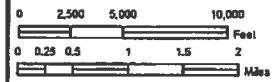
Resolution No. 2015-57

Date Adopted: August 19, 2015

**EXHIBIT A
FIGURE 9-4
BIKEWAY PLAN**



- Bikeway Classification**
- Class I
 - - - - Class II
 - Class III
 - Bicycle Boulevard
 - Highways
 - Roads
 - Waterbodies
 - March ARB

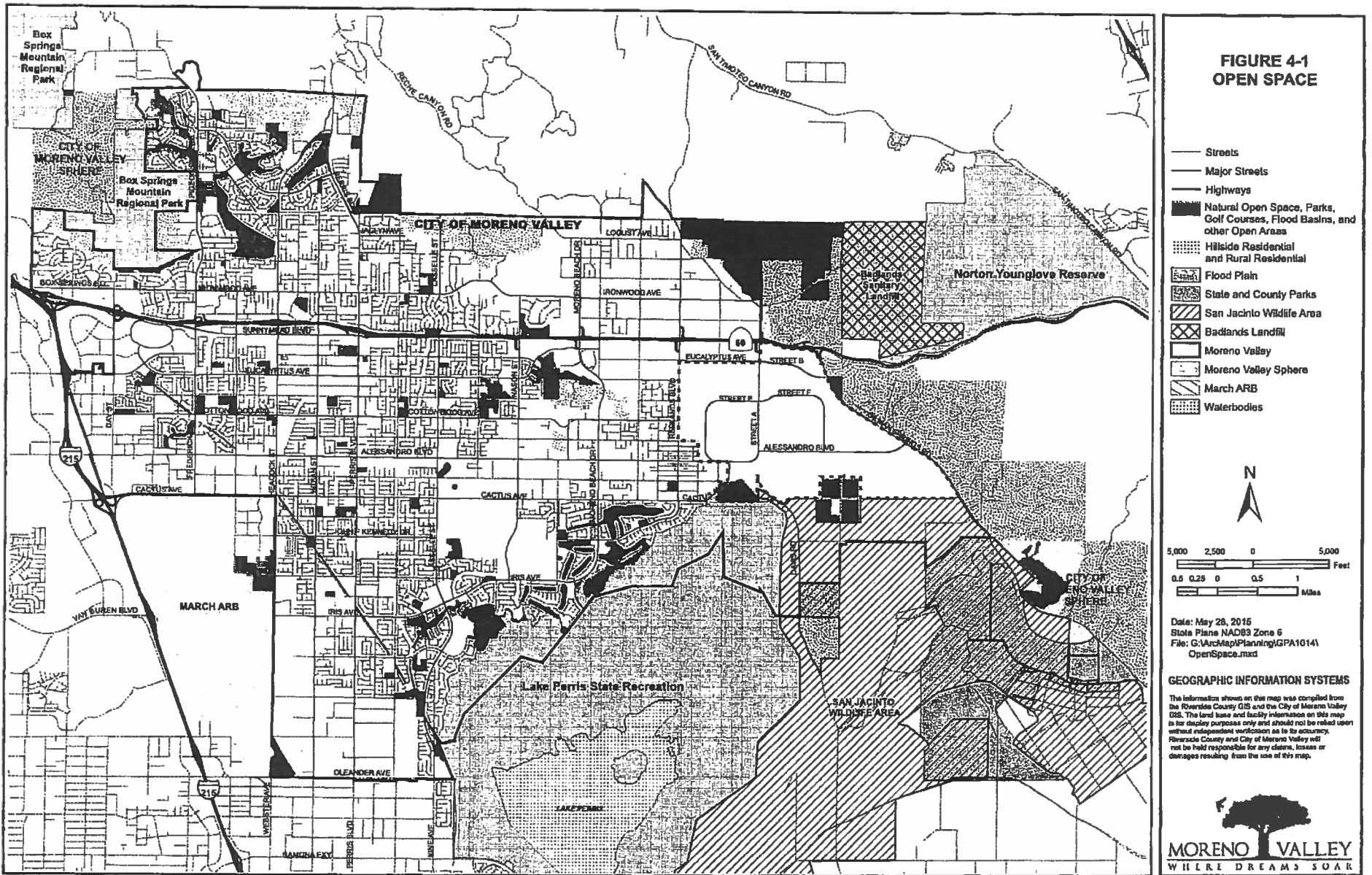


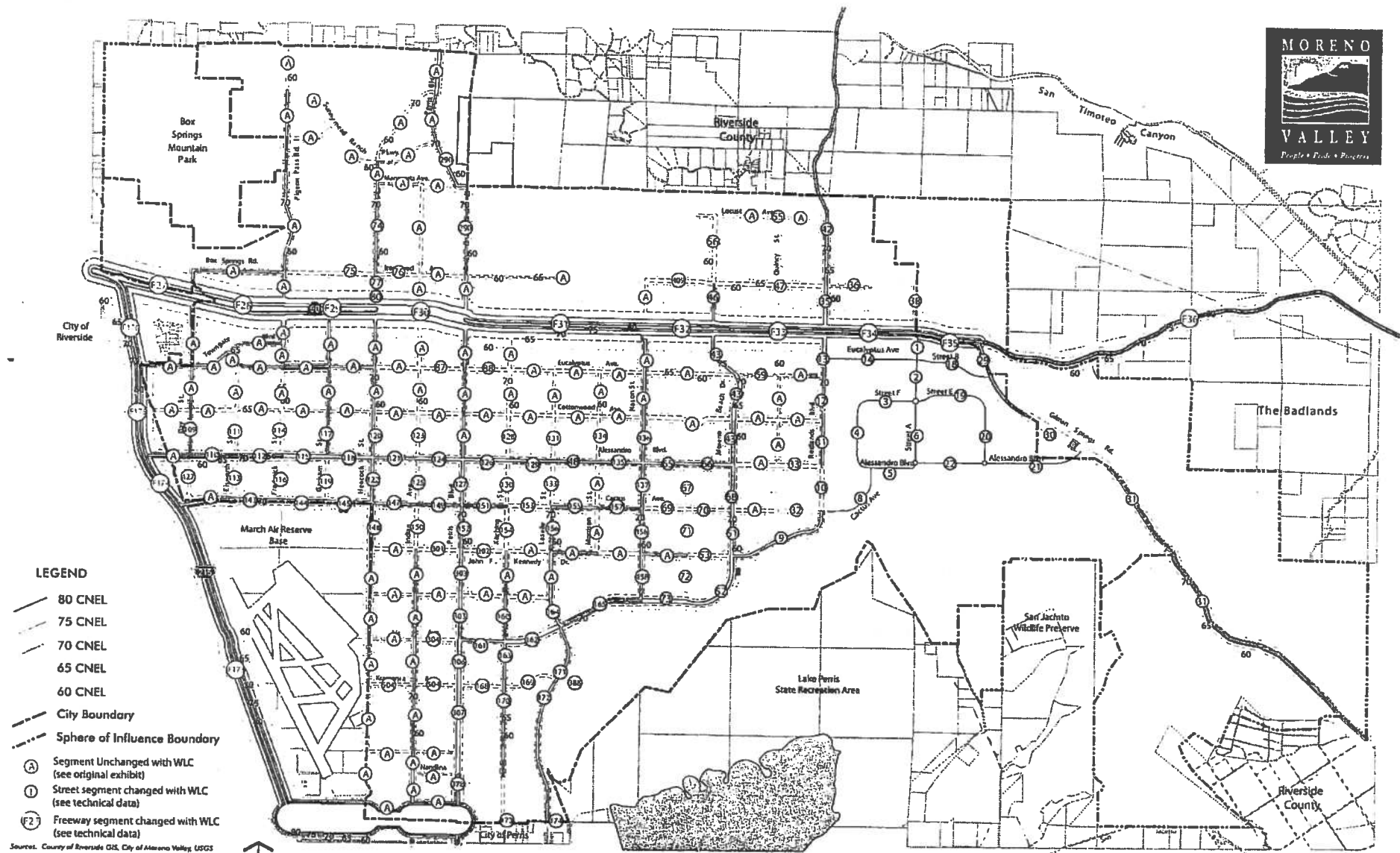
Date: May 14, 2015
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning1
 GeneralPlan\Amendment1014\1
 BikewayWLC_May2016.mxd

GEOGRAPHIC INFORMATION SYSTEMS

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- LEGEND**
- 80 CNEL
 - 75 CNEL
 - 70 CNEL
 - 65 CNEL
 - 60 CNEL
 - - - City Boundary
 - - - Sphere of Influence Boundary
 - (A) Segment Unchanged with WLC (see original exhibit)
 - (1) Street segment changed with WLC (see technical data)
 - (F2) Freeway segment changed with WLC (see technical data)

Sources: County of Riverside GIS, City of Moreno Valley, USGS



Moreno Valley General Plan
Draft Program EIR

Buildout Noise Contours Figure 6-2

City of Moreno Valley
June 2005

Technical Data to Accompany Bulldout Noise Contour Map
(Street Segments)

ID	Arterial	From	To	Distance from Centerline (ft)		
				70 CNEL	65 CNEL	60 CNEL
1	Street A	State Route 60	Eucalyptus Ave	144	311	670
2	Street A	Eucalyptus Ave	Street F	153	330	712
3	Street E	west of Street A		0	77	360
4	Street E	north of Alessandro Blvd		0	25	119
5	Street E	Street D	Street A	41	88	191
6	Street A	Street F	Street C	77	167	361
8	Street D	Street E	Cactus Ave	54	117	253
9	John F Kennedy Dr	south of Cactus Ave		0	44	204
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	13	28	61
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	15	33	72
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	24	52	113
13	Redlands Blvd	State Route 60	Eucalyptus Ave	57	123	265
14	Eucalyptus Ave	east of Redlands Blvd		0	48	225
18	Street B	east of Street A		0	29	135
19	Street F	east of Street A		0	43	202
20	Street F	north of Street C		0	24	113
21	Street C	east of Street A		0	55	257
22	Street C	west of Street F		0	56	260
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	111	240	518
30	Gilman Springs Rd	Eucalyptus Ave	Street C	100	217	468
31	Gilman Springs Rd	south of Street C		0	93	432
32	Cactus Ave	west of Redlands Blvd		0	27	129
33	Alessandro Blvd	west of Redlands Blvd		0	19	91
35	Redlands Blvd	Ironwood Ave	State Route 60	70	151	325
36	Ironwood Ave	Redlands Blvd	Highland Blvd	18	39	84
38	Theodore St	State Route 60	Highland Blvd	31	67	145
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	80	172	372
43	Moreno Beach Dr	Alessandro Blvd	SR 60	44	96	208
46	Moreno Beach Dr	State Route 60	Ironwood Ave	52	112	242
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	8	19	41
48	Alessandro Blvd	Lasselle St	Morrison St	19	41	89
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	14	30	65
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	14	31	68
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	3	8	18
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	16	36	78
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	23	50	108
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	34	75	162
65	Alessandro Blvd	Nason St	Oliver St	33	72	156
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	31	67	145
67	Oliver St	Alessandro Blvd	Cactus Ave	4	9	20
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	44	95	206
69	Cactus Ave	Nason St	Oliver St	32	69	150
70	Cactus Ave	Oliver St	Moreno Beach Dr	14	31	67
71	Oliver St	Cactus Ave	John F Kennedy Dr	17	38	81
72	Oliver St	John F Kennedy Dr	Iris Ave	15	33	72
73	Iris Ave	Nason St	Oliver St	59	128	277
74	Heacock St	Manzanita Ave	Ironwood Ave	43	93	201
75	Ironwood Ave	Graham St	Heacock St	35	76	165
76	Ironwood Ave	Heacock St	Indian Ave	33	71	154
77	Heacock St	Ironwood Ave	Hemlock Ave	45	97	209
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	51	110	238
87	Eucalyptus Ave	Indian St	Perris Blvd	21	46	100
88	Eucalyptus Ave	Perris Blvd	Kitching St	20	44	94
109	Day St	Cottonwood Ave	Alessandro Blvd	23	51	110
110	Alessandro Blvd	Day St	Elsworth St	65	141	304
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	16	36	77
112	Alessandro Blvd	Elsworth St	Frederick St	64	137	297
113	Elsworth St	Alessandro Blvd	Cactus Ave	35	75	163
114	Frederick St	Cottonwood Ave	Alessandro Blvd	41	89	192
115	Alessandro Blvd	Frederick St	Graham St	62	134	290
116	Frederick St	Alessandro Blvd	Cactus Ave	26	56	120
117	Graham St	Cottonwood Ave	Alessandro Blvd	29	63	137
118	Alessandro Blvd	Graham St	Heacock St	66	142	306
119	Graham St	Alessandro Blvd	Cactus Ave	40	86	186
120	Heacock St	Cottonwood Ave	Alessandro Blvd	40	87	188
121	Alessandro Blvd	Heacock St	Indian St	62	134	288
122	Heacock St	Alessandro Blvd	Cactus Ave	11	25	55
123	Indian St	Cottonwood Ave	Alessandro Blvd	35	76	165
124	Alessandro Blvd	Indian St	Perris Blvd	63	135	292
125	Indian St	Alessandro Blvd	Cactus Ave	13	29	63
126	Alessandro Blvd	Perris Blvd	Kitching St	58	125	269
127	Perris Blvd	Alessandro Blvd	Cactus Ave	24	51	111
128	Kitching St	Cottonwood Ave	Alessandro Blvd	30	65	140
129	Alessandro Blvd	Kitching St	Lasselle St	55	120	258
130	Kitching St	Alessandro Blvd	Cactus Ave	10	21	46
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	22	47	102
133	Lasselle St	Alessandro Blvd	Cactus Ave	29	62	135

134	Morrison St	Cottonwood Ave	Alessandro Blvd	21	45	98
135	Alessandro Blvd	Morrison St	Nason St	19	42	92
136	Nason St	Cottonwood Ave	Alessandro Blvd	49	105	228
137	Nason St	Alessandro Blvd	Cactus Ave	55	119	257
143	Cactus Ave	Eisworth St	Frederick St	59	128	276
144	Cactus Ave	Frederick St	Graham St	66	143	309
145	Cactus Ave	Graham St	Heacock St	57	123	266
147	Cactus Ave	Heacock St	Indian St	44	96	207
148	Heacock St	Cactus Ave	John F Kennedy Dr	16	34	75
149	Cactus Ave	Indian St	Perris Blvd	39	86	185
150	Indian St	Cactus Ave	John F Kennedy Dr	12	26	58
151	Cactus Ave	Perris Blvd	Kitching St	41	88	190
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	23	50	109
153	Cactus Ave	Kitching St	Lasselle St	35	76	165
154	Kitching St	Cactus Ave	John F Kennedy Dr	6	14	30
155	Cactus Ave	Lasselle St	Morrison St	36	78	168
156	Lasselle St	Cactus Ave	John F Kennedy Dr	43	92	199
157	Cactus Ave	Morrison St	Nason St	43	92	200
160	Kitching St	Gentian Ave	Iris Ave	22	47	103
161	Iris Ave	Perris Blvd	Kitching St	19	42	91
162	Iris Ave	Kitching St	Lasselle St	28	61	131
163	Kitching St	Iris Ave	Ivory Ave	20	45	97
164	Lasselle St	Gentian Ave	Iris Ave	41	88	190
165	Iris Ave	Lasselle St	Nason St	31	67	145
168	Krameria Ave	Perris Blvd	Lasselle St	9	20	43
169	Krameria Ave	Kitching St	Lasselle St	15	32	69
170	Kitching St	Krameria Ave	Lurin Ave	26	57	124
171	Lasselle St	Cahuilla Dr	Krameria Ave	21	45	98
172	Lasselle St	Krameria Ave	Arroyo Park Dr	16	34	75
173	Oleander Ave	Perris Blvd	Lasselle St	16	35	76
174	Oleander Ave	Lasselle St	Lake Perris Dr	8	17	38
290	Perris Blvd	Sunnymead Blvd	Fir Ave	59	127	275
301	John F. Kennedy Dr	Indian St	Perris Blvd	25	54	116
302	John F. Kennedy Dr	Perris Blvd	Kitching St	26	56	122
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	60	129	278
304	Iris Ave	Indian St	Perris Blvd	39	84	181
306	Perris Blvd	Iris Ave	Krameria Ave	31	67	145
307	Perris Blvd	Krameria Ave	Harley Know Blvd	27	60	129
387	Perris Blvd	Krameria Ave	Harley Know Blvd	29	63	139
388	Krameria Ave	Lasselle St	Spirit Rd	8	18	40
409	Ironwood Ave	Nason St	Moreno Beach Dr	22	47	102
427	Day St	south of Alessandro Blvd		0	23	50
458	Nason St	South of Cactus Ave		0	37	81
488	Nason St	North of Iris Ave		0	37	81
504	Krameria Ave	west of Perris Blvd		0	39	84

Technical Data to Accompany Buildout Noise Contour Map
(Freeway Segments)

ID	Freeway	From	Distance from Centerline (ft)		
			70 CNEL	65 CNEL	60 CNEL
F27	SR--60	I--215 to Day St	422	911	1963
F28	SR--60	Day St to Pigeon Pass Rd/Frederick St	430	927	1998
F29	SR--60	Pigeon Pass Rd/Frederick St to Heacock St	395	851	1835
F30	SR--60	Heacock St to Perris Blvd	373	805	1734
F31	SR--60	Perris Blvd to Nason St	348	750	1617
F32	SR--60	Nason St to Moreno Beach Dr	337	726	1565
F33	SR--60	Moreno Beach Dr to Redlands Blvd	293	633	1363
F34	SR--60	Redlands Blvd to Theodore St	289	624	1344
F35	SR--60	Theodore St to Gilman Springs Rd	303	654	1409
F36	SR--60	Gilman Springs Rd to Jack Rabbit Trall	270	581	1253
F173	SR--215	Van Buren Blvd to Cactus Ave	470	1013	2182
F174	SR--215	Cactus Ave to Alessandro Blvd	482	1040	2241
F175	SR--215	Alessandro Blvd to Eucalyptus Ave	463	999	2152
F176	SR--215	Eucalyptus Ave to SR--60	464	1000	2156

Unchanged Segments

Street	Start	End
NORTH AND SOUTH		
Day St	Cottonwood Ave	Eucalyptus Ave
Day St	Eucalyptus Ave	SR-60
Elsworth St	Cottonwood Ave	Eucalyptus Ave
Frederick St	Cottonwood Ave	Eucalyptus Ave
Frederick St	Eucalyptus Ave	Towngate Blvd
Frederick St	Towngate Blvd	SR-60
Graham St	Cottonwood Ave	Eucalyptus Ave
Graham St	Eucalyptus Ave	SR-60
Heacock St	Cottonwood Ave	Eucalyptus Ave
Heacock St	Eucalyptus Ave	SR-60
Indian St	Cottonwood Ave	Eucalyptus Ave
Indian St	Eucalyptus Ave	SR-60
Perris Blvd	Alessandro Blvd	Cottonwood Ave
Perris Blvd	Cottonwood Ave	Eucalyptus Ave
Perris Blvd	Eucalyptus Ave	SR-60
Kitching St	Cottonwood Ave	Eucalyptus Ave
Kitching St	Eucalyptus Ave	SR-60
Laselle St	Cottonwood Ave	Eucalyptus Ave
Morrison St	Cottonwood Ave	Eucalyptus Ave
Nason St	Cottonwood Ave	Eucalyptus Ave
Nason St	Eucalyptus Ave	SR-60
Quincy St	Cottonwood Ave	Eucalyptus Ave
Quincy St	Alessandro Blvd	Cottonwood Ave
Heacock St	E. Oleander Ave	San Michele Rd
Heacock St	San Michele Rd	Krameria Ave
Heacock St	Krameria Ave	Iris Ave
Heacock St	Iris Ave	Gentian Ave
Heacock St	Gentian Ave	John F. Kennedy Dr
Indian St	E. Oleander Ave	Nandina Ave
Indian St	Nandina Ave	San Michele Rd
Indian St	San Michele Rd	Krameria Ave
Indian St	Krameria Ave	Iris Ave
Indian St	Iris Ave	Gentian Ave
Indian St	Gentian Ave	John F. Kennedy Dr
Kitching St	Gentian Ave	John F. Kennedy Dr
Laselle St	Gentian Ave	John F. Kennedy Dr
Morrison St	John F. Kennedy Dr	Cactus Ave
Morrison St	Cactus Ave	Alessandro Blvd
Pigeon Pass Rd	SR-60	Box Springs Rd
Pigeon Pass Rd	Box Springs Rd	Old Lake Dr
Pigeon Pass Rd	Old Lake Dr	Sunnymead Ranch Pkwy

Pigeon Pass Rd	Sunnymean Ranch Pkwy	City Limits
Heacock St	Manzanita Ave	Sunnymead Ranch Pkwy
Heacock St	Sunnymean Ranch Pkwy	Perris Blvd
Indian St	SR-60	Ironwood Ave
Indian St	Ironwood Ave	Manzanita Ave
Perris Blvd	SR-60	Ironwood Ave
Perris Blvd	Sunnymean Ranch Pkwy	Heacock St
Perris Blvd	Heacock St	City Limits
Nason St	SR-60	Ironwood Ave

EAST WEST

Old Lake Dr	Pigeon Pass Rd	Sunnymead Ranch Pkwy
Sunnymead Ranch Pkwy	Pigeon Pass Rd	Old Lake Dr
Sunnymead Ranch Pkwy	Old Lake Dr	Heacock St
Sunnymead Ranch Pkwy	Heacock St	Perris Blvd
Manzanita Ave	Heacock St	Indian Ave
Manzanita Ave	Indian Ave	Perris Blvd
Locust Ave	Moreno Beach Dr	Quincy St
Locust Ave	Quincy St	Redlands Blvd
Box Springs Rd	Day St	Pigeon Pass Rd
Ironwood Ave	Indian Ave	Perris Blvd
Ironwood Ave	Perris Blvd	Nason St
Towngate Blvd	215	Day St
Towngate Blvd	Day St	Eucalyptus Ave
Towngate Blvd	Eucalyptus Ave	Frederick St
Eucalyptus Ave	Towngate Blvd	Elsworth St
Eucalyptus Ave	Elsworth St	Frederick St
Eucalyptus Ave	Frederick St	Graham St
Eucalyptus Ave	Graham St	Heacock St
Eucalyptus Ave	Heacock St	Indian Ave
Eucalyptus Ave	Kitching St	Laselle St
Eucalyptus Ave	Laselle St	Morrison St
Eucalyptus Ave	Morrison St	Nason St
Eucalyptus Ave	Nason St	Moreno Beach Dr
Eucalyptus Ave	Quincy St	Redlands Blvd
Cottonwood Ave	215	Day St
Cottonwood Ave	Day St	Elsworth St
Cottonwood Ave	Elsworth St	Frederick St
Cottonwood Ave	Frederick St	Graham St
Cottonwood Ave	Graham St	Heacock St
Cottonwood Ave	Heacock St	Indian Ave
Cottonwood Ave	Indian Ave	Perris Blvd
Cottonwood Ave	Perris Blvd	Kitching St
Cottonwood Ave	Kitching St	Laselle St
Cottonwood Ave	Laselle St	Morrison St
Cottonwood Ave	Morrison St	Nason St
Cottonwood Ave	Nason St	Moreno Beach Dr


Cottonwood Ave	Moreno Beach Dr	Quincy St
Cottonwood Ave	Quincy St	Redlands Blvd
Alessandro Blvd	215	Day St
Alessandro Blvd	Moreno Beach Dr	Quincy St
Cactus Ave	215	Elsworth St
Cactus Ave	Moreno Beach Dr	Quincy St
John F. Kennedy Dr	Heacock St	Indian Ave
John F. Kennedy Dr	Kitching St	Laselle St
John F. Kennedy Dr	Laselle St	Morrison St
John F. Kennedy Dr	Morrison St	Nason St
John F. Kennedy Dr	Nason St	Oliver St
Gentian Ave	Heacock St	Indian Ave
Gentian Ave	Indian Ave	Perris Blvd
Gentian Ave	Perris Blvd	Kitching St
Gentian Ave	Kitching St	Laselle St
Iris Ave	Heacock St	Indian Ave
San Michele Rd	Heacock St	Indian Ave
San Michele Rd	Indian Ave	Perris Blvd
Nandina Ave	Indian Ave	Perris Blvd
E. Oleander Ave	Heacock St	Indian Ave
E. Oleander Ave	Indian Ave	Perris Blvd

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, JANE HALSTEAD, City Clerk of the City of Moreno Valley, California, do hereby certify and attest the foregoing to be a true and correct copy of the original Resolution No. 2015-59 on file in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Moreno Valley, this 3rd day of September, 2015.



Jane Halstead, CMC, City Clerk
City of Moreno Valley

(SEAL)

MORENO VALLEY JOBS INITIATIVE
EXHIBIT A-3

RESOLUTION NO. 2015-59

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, REQUESTING THE RIVERSIDE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR THE EXPANSION OF THE CITY BOUNDARY FOR APPROXIMATELY 85 ACRES OF LAND LOCATED ALONG GILMAN SPRINGS ROAD AND ALESSANDRO BOULEVARD (APN NOS. 422-130-002 AND 422-130-003)

WHEREAS, the City Council of the City of Moreno Valley desires to initiate proceedings pursuant to the Cortese-Knox Local Government Reorganization Act, commencing with Section 56000 of the California Government Code, for an amendment expanding the City limits of the City; and

WHEREAS, the two parcels that constitute the annexation area are currently included in the City's Sphere of Influence; and

WHEREAS, the territory proposed to be included within the proposed City limits is uninhabited, and the boundaries of said territory are identified in Exhibit A (attached); and

WHEREAS, the City Council finds that the proposed expansion of the City boundary is necessary to carry out its responsibility for future planning and the logical and orderly development of the City; and,

WHEREAS, future needs for public facilities and services need to be planned in those areas logical to the City's future expansion; and

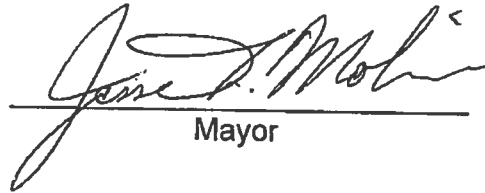
WHEREAS, the City Council finds that the proposed annexation is tied to the certified Environmental Impact Report for the proposed World Logistics Center Project; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That an application for amendment of the City limits shall be submitted for consideration by the Riverside County Local Agency Formation Commission ("LAFCO") for the area shown in the attached map. (Exhibit "A")

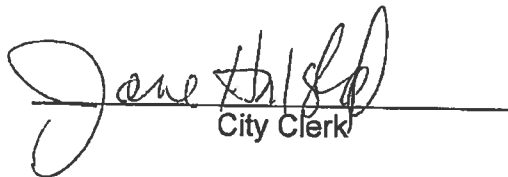
2. The City Clerk is authorized and directed to file a certified copy of this Resolution with the Executive Officer of LAFCO together with such other information and documents as may be required by the Executive Officer.

APPROVED AND ADOPTED this 19th day of August, 2015.



Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2015-59 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 19th day of August, 2015 by the following vote:

AYES: Council Member Giba, Mayor Pro Tem Dr. Gutierrez and Mayor Molina

NOES: Council Members Jempson and Price

ABSENT: None

ABSTAIN: None

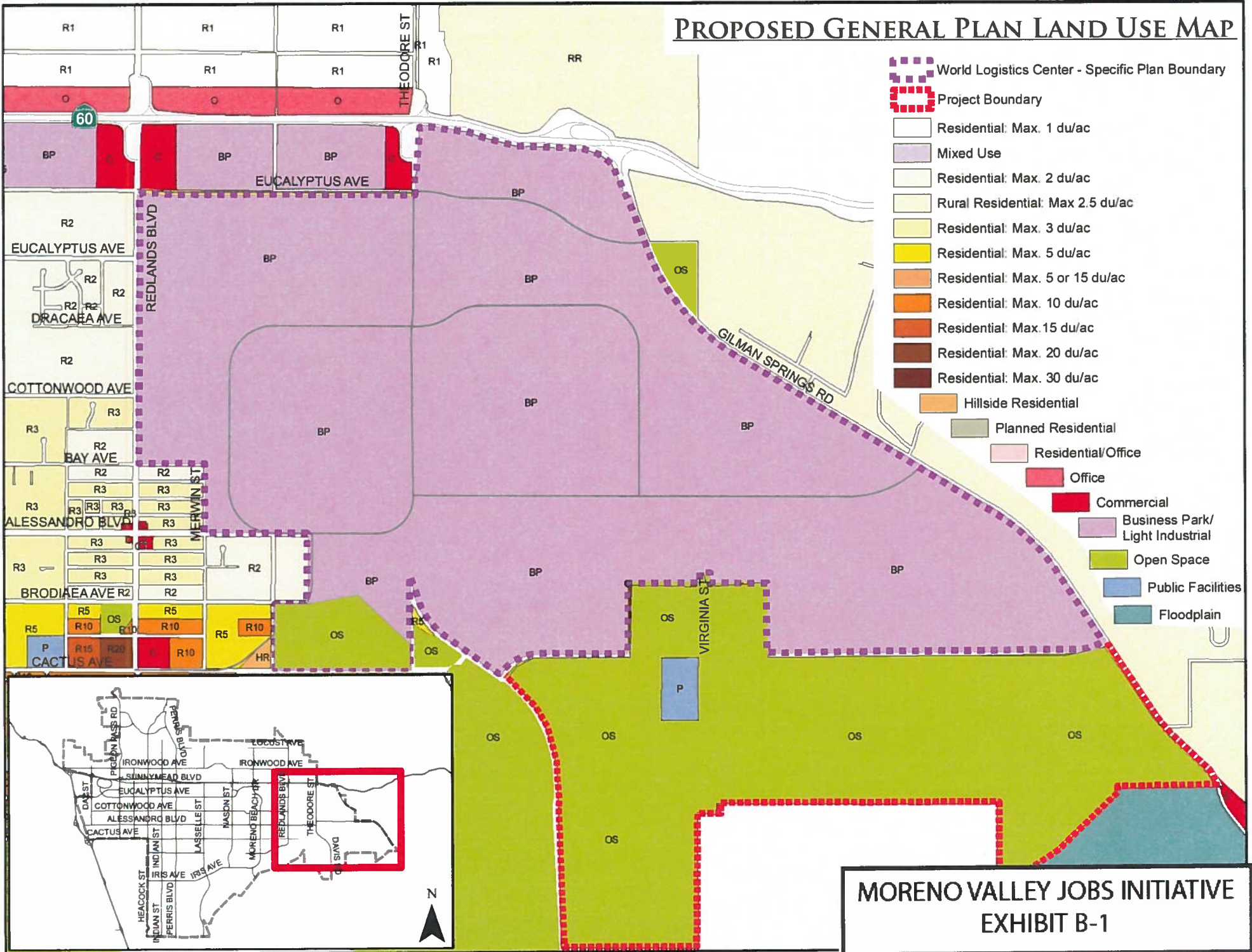
(Council Members, Mayor Pro Tem and Mayor)



CITY CLERK

(SEAL)

PROPOSED GENERAL PLAN LAND USE MAP



MORENO VALLEY JOBS INITIATIVE EXHIBIT B-2

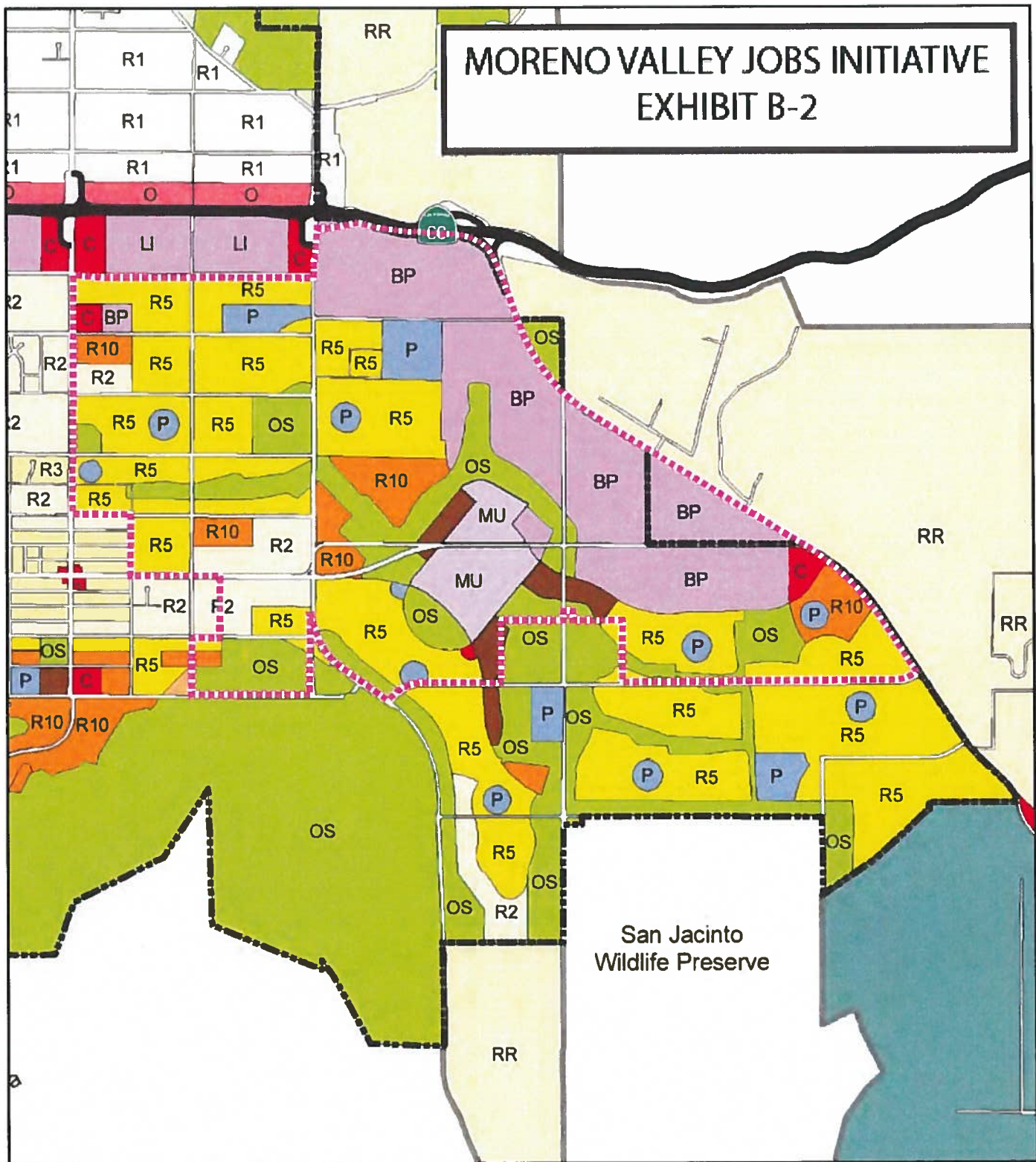
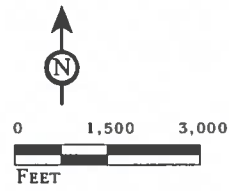


FIGURE 3.4

LSA



- Project Boundary
- Highways
- City Boundary
- Sphere of Influence

- Land Use**
- Residential: Max. 1 du/ac
 - Mixed Use
 - Residential: Max. 2 du/ac
 - Residential: Max. 3 du/ac
 - Residential: Max. 5 du/ac
 - Residential: Max. 10 du/ac
 - Residential: Max. 20 du/ac
 - Office

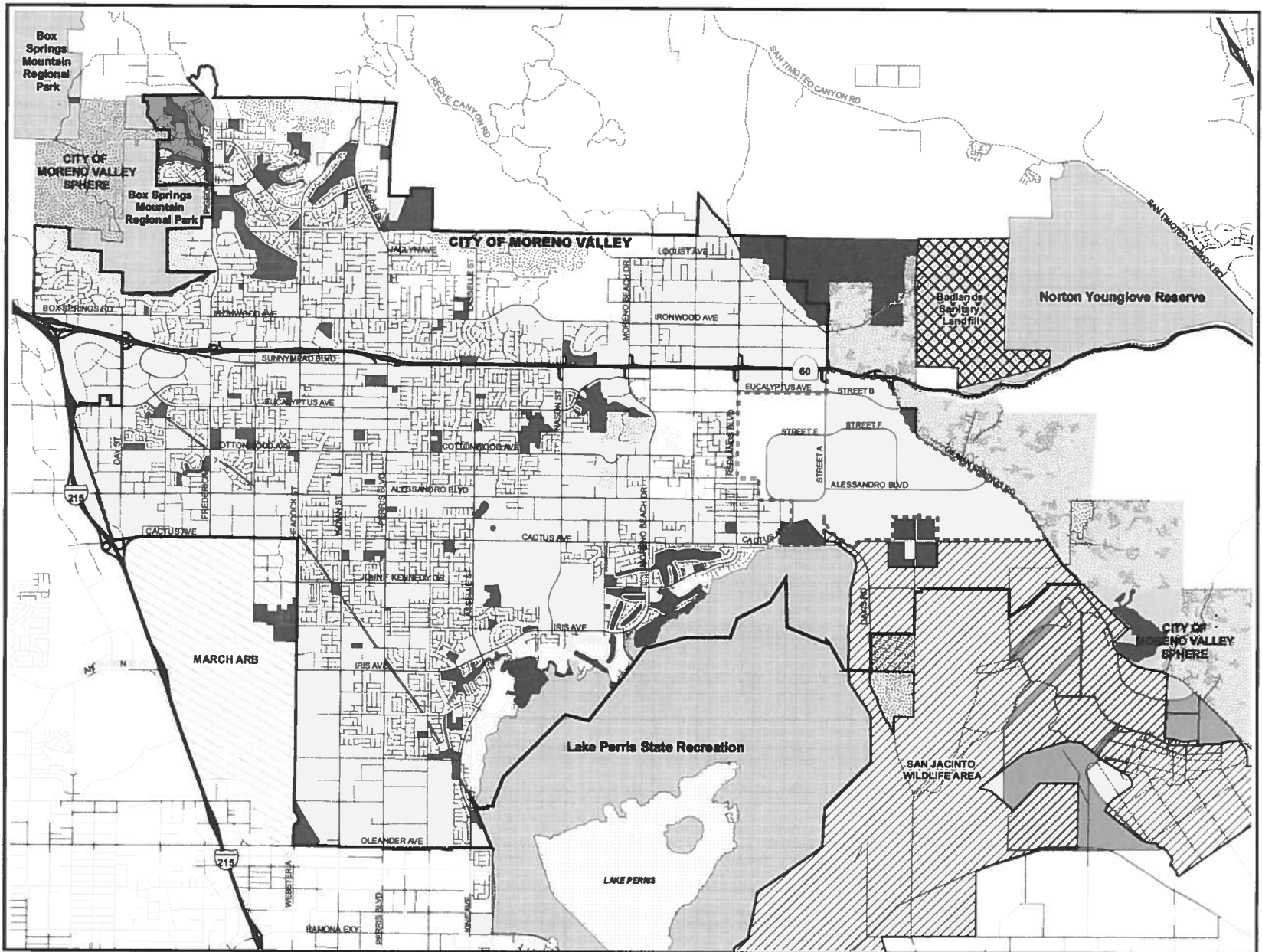
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

*World Logistics Center Specific Plan Project
Environmental Impact Report*

General Plan Land Uses

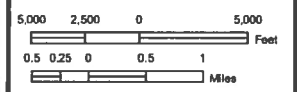
SOURCE: Riverside County and City of Moreno Valley, August, 2010.

I:\HFV1201\Reports\VEIR\fig3-4_GeneralLandUsePlan.mxd (12/6/2013)



**FIGURE 4-1
OPEN SPACE**

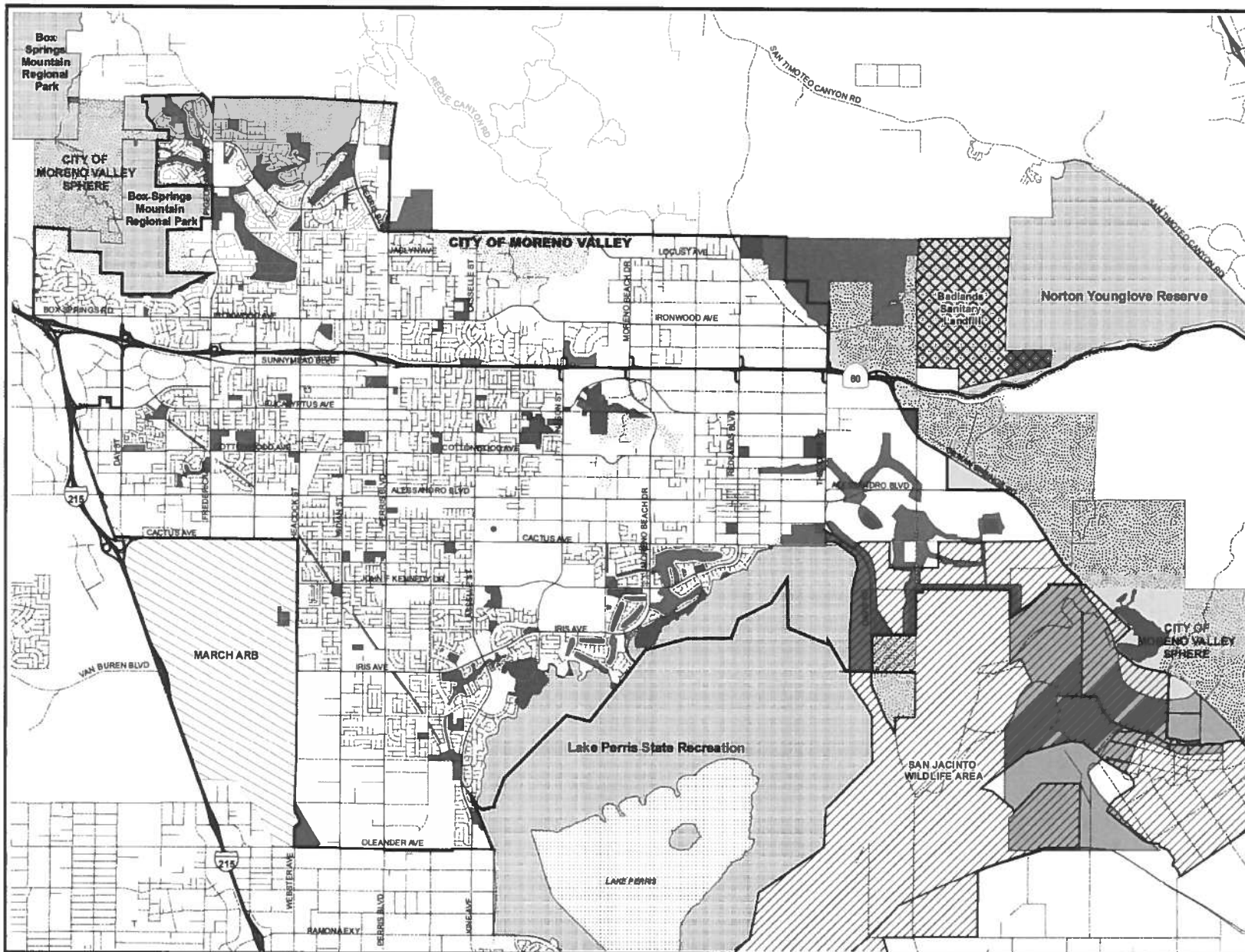
- Streets
- Major Streets
- Highways
- Natural Open Space, Parks, Golf Courses, Flood Basins, and other Open Areas
- ▨ Hillside Residential and Rural Residential
- Flood Plain
- ▨ State and County Parks
- ▨ San Jacinto Wildlife Area
- ▨ Badlands Landfill
- ▨ Moreno Valley
- ▨ Moreno Valley Sphere
- ▨ March ARB
- ▨ Waterbodies



Date: May 28, 2015
 State Plane NAD83 Zone 8
 File: G:\ArcMap\Planning\GPA1014\OpenSpace.mxd

GEOGRAPHIC INFORMATION SYSTEMS
 The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.





MORENO VALLEY

**FIGURE 4-1
OPEN SPACE**

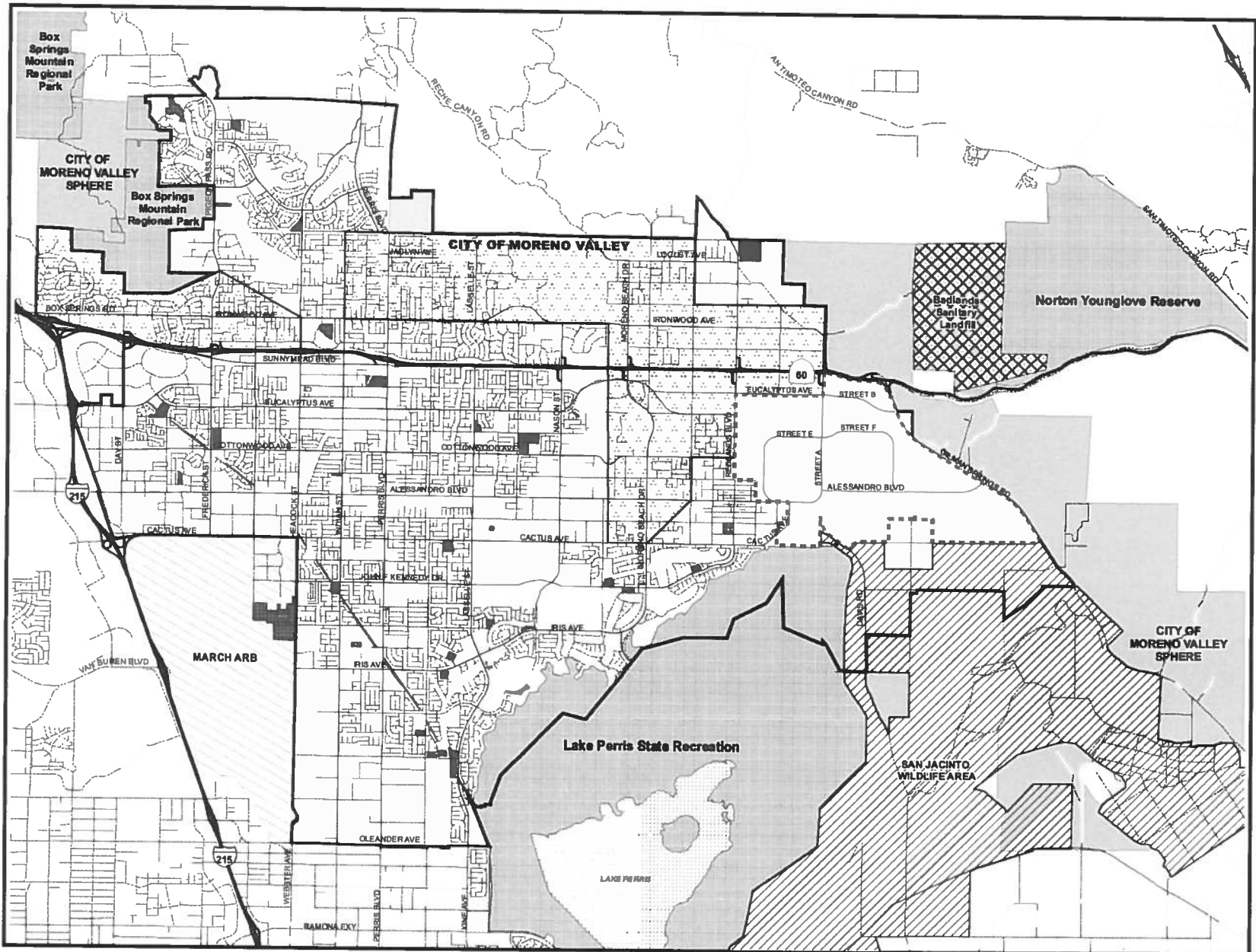
- Streets
- Major Streets
- Highways
- Natural Open Space, Parks, Golf Courses, Flood Basins, and other Open Areas
- ▨ Hillside Residential and Rural Residential
- ▩ Flood Plain
- ▧ State and County Parks
- ▨ San Jacinto Wildlife Area
- ▩ Badlands Landfill
- ▭ Moreno Valley
- ▭ Moreno Valley Sphere
- ▨ March ARB
- ▩ Waterbodies



Date: July 11, 2008
 State Plane NAD83 Zone 8
 File: G:\arcmap\planning\gen_plan_updates\openpace.mxd

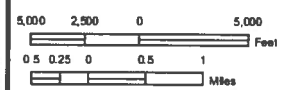
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**FIGURE 4-2
FUTURE PARKLANDS
ACQUISITION AREAS**

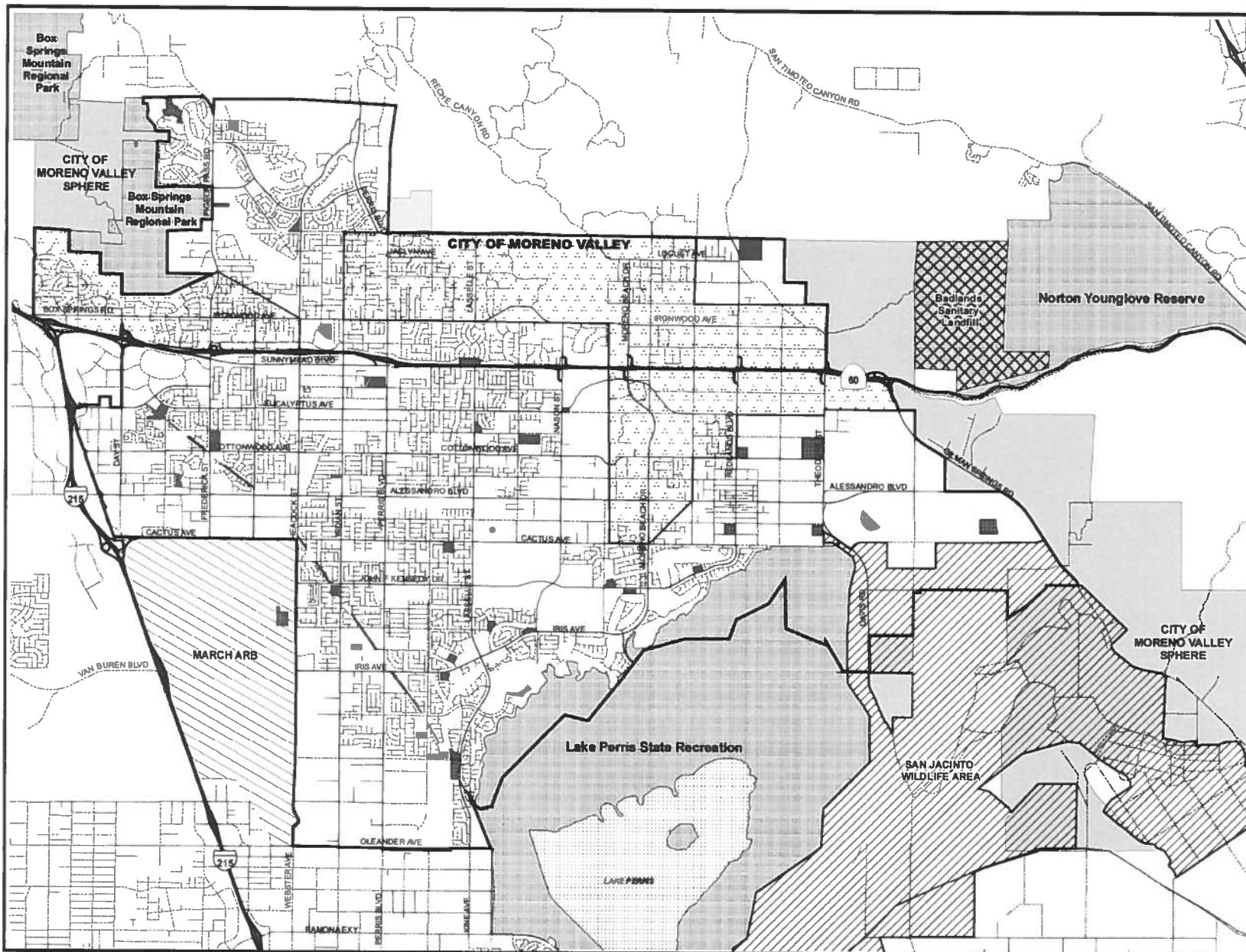
- Highways
- Major Streets
- Streets
- San Jacinto Wildlife Area
- Waterbodies
- Future Parkland Acquisition Areas
- Existing Active Parks
- Proposed Active Parks
- March ARB
- Badlands Landfill
- State and County Parks
- Moreno Valley
- Moreno Valley Sphere



Date October 13, 2014
 State Plane NAD83 Zone 6
 File G:\ArcMap\Planning\GPA1014\ Future Parklands.mxd

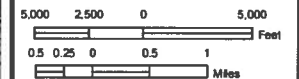
GEOGRAPHIC INFORMATION SYSTEMS
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**FIGURE 4-2
FUTURE PARKLANDS
ACQUISITION AREAS**

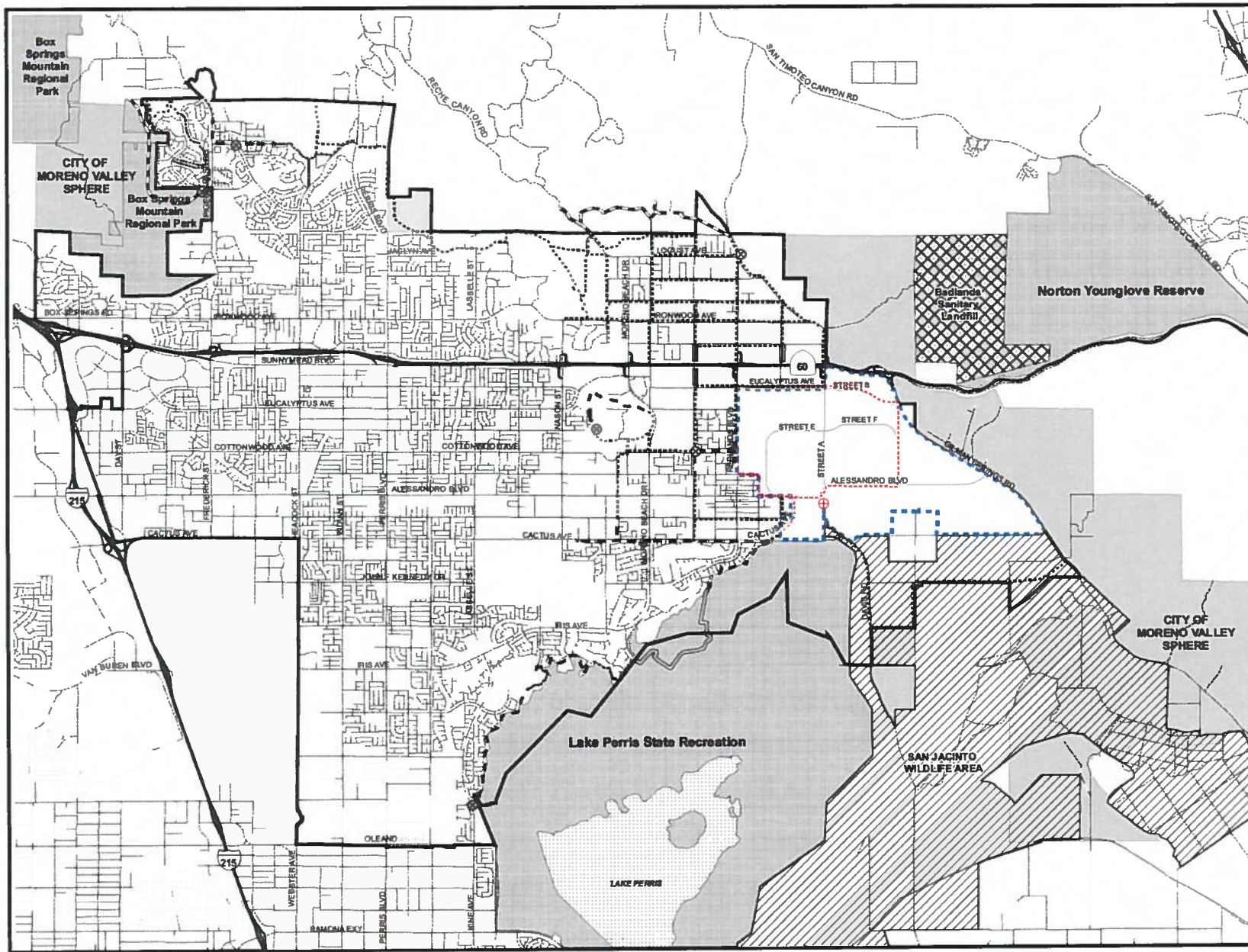
- Streets
- Major Streets
- Highways
- ▨ Future Parkland Acquisition Areas
- Existing Active Parks
- ▩ Proposed Active Parks
- ▧ San Jacinto Wildlife Area
- ▦ State and County Parks
- ▤ Badlands Landfill
- Moreno Valley
- ▨ Moreno Valley Sphere
- ▧ March ARB
- ▩ Waterbodies



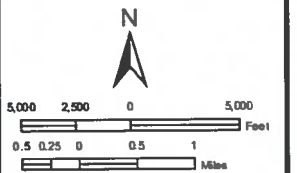
Date: July 11, 2006
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\future_parklands.mxd

GEOGRAPHIC INFORMATION SYSTEMS
 The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and city information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

**FIGURE 4-3
MASTER PLAN
OF TRAILS**



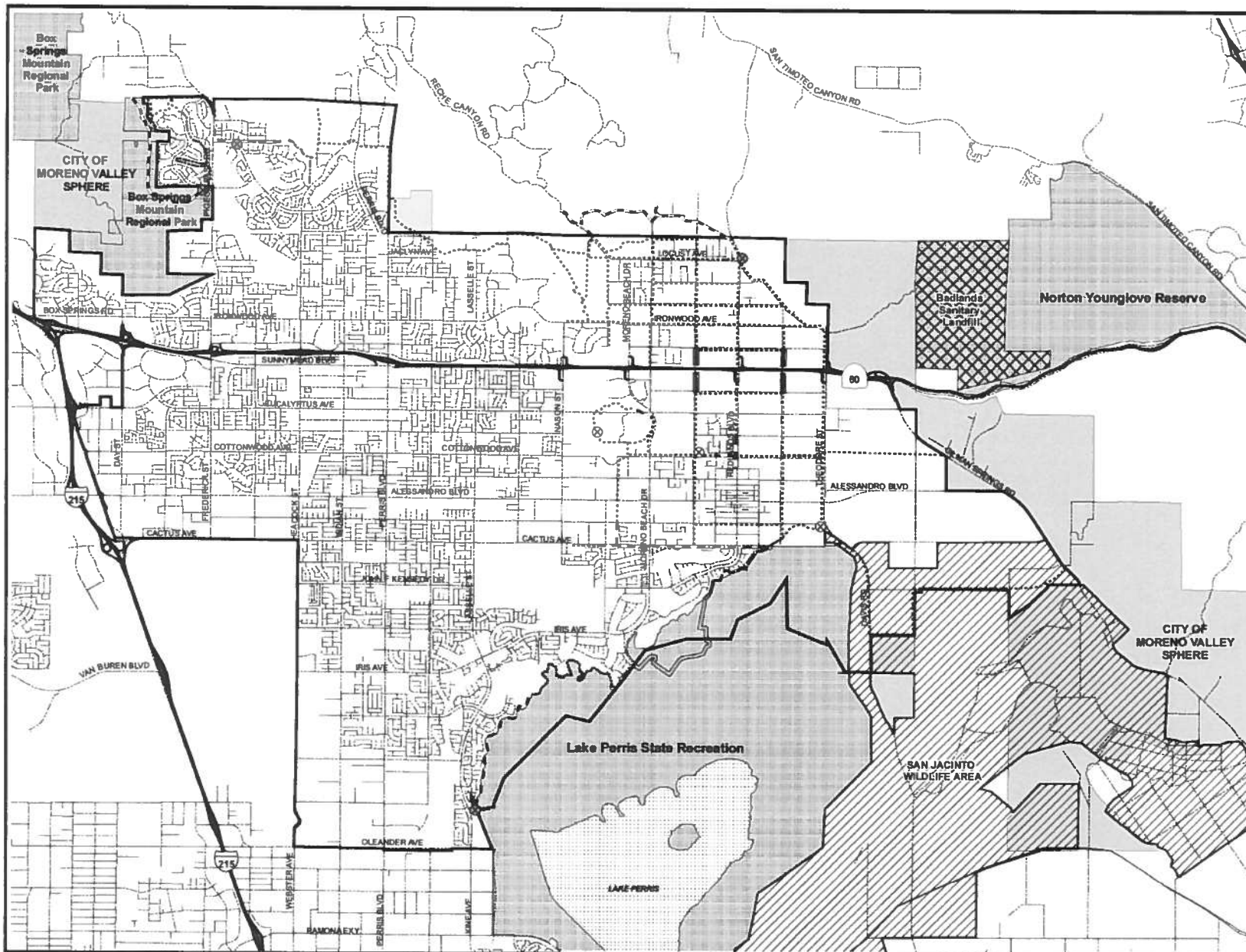
- ⊗ Trail Staging - Existing
 - ⊗ Trail Staging - Proposed
 - Streets
 - Highways
 - - - Improved Trail
 - Multiuse Trail
 - ⋯ Proposed Trail
 - - - Regional Trail
 - State Trail
 - Proposed Subject to Feasibility of Freeway Bridge or Underpass
 - ▨ Badlands Landfill
 - ▨ State and County Parks
 - ▨ Moreno Valley
 - ▨ Moreno Valley Sphere
 - ▨ San Jacinto Wildlife Area
 - ▨ Waterbodies
- * Trail locations are approximate



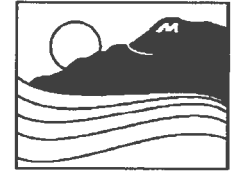
Date: October 13, 2014
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA10141\MasterTrails.mxd

GEOGRAPHIC INFORMATION SYSTEMS
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MORENO

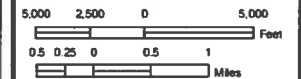


VALLEY

**FIGURE 4-3
MASTER PLAN
OF TRAILS**

- ⊗ Trail Staging - Existing
- ⊗ Trail Staging - Proposed
- Streets
- Highways
- Improved Trail
- Multiuse Trail
- ⋯ Proposed Trail
- Regional Trail
- State Trail
- Proposed Subject to Feasibility of Freeway Bridge or Underpass
- ⊗ Badlands Landfill
- ▨ State and County Parks
- ▨ Moreno Valley
- ▨ Moreno Valley Sphere
- ▨ San Jacinto Wildlife Area
- ▨ Waterbodies

* Trail locations are approximate



Date: July 11, 2006
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\master_trails.mxd

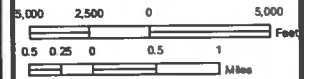
GEOGRAPHIC INFORMATION SYSTEMS

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and city information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

**FIGURE 9-1
CIRCULATION PLAN**

**Street
Classification**

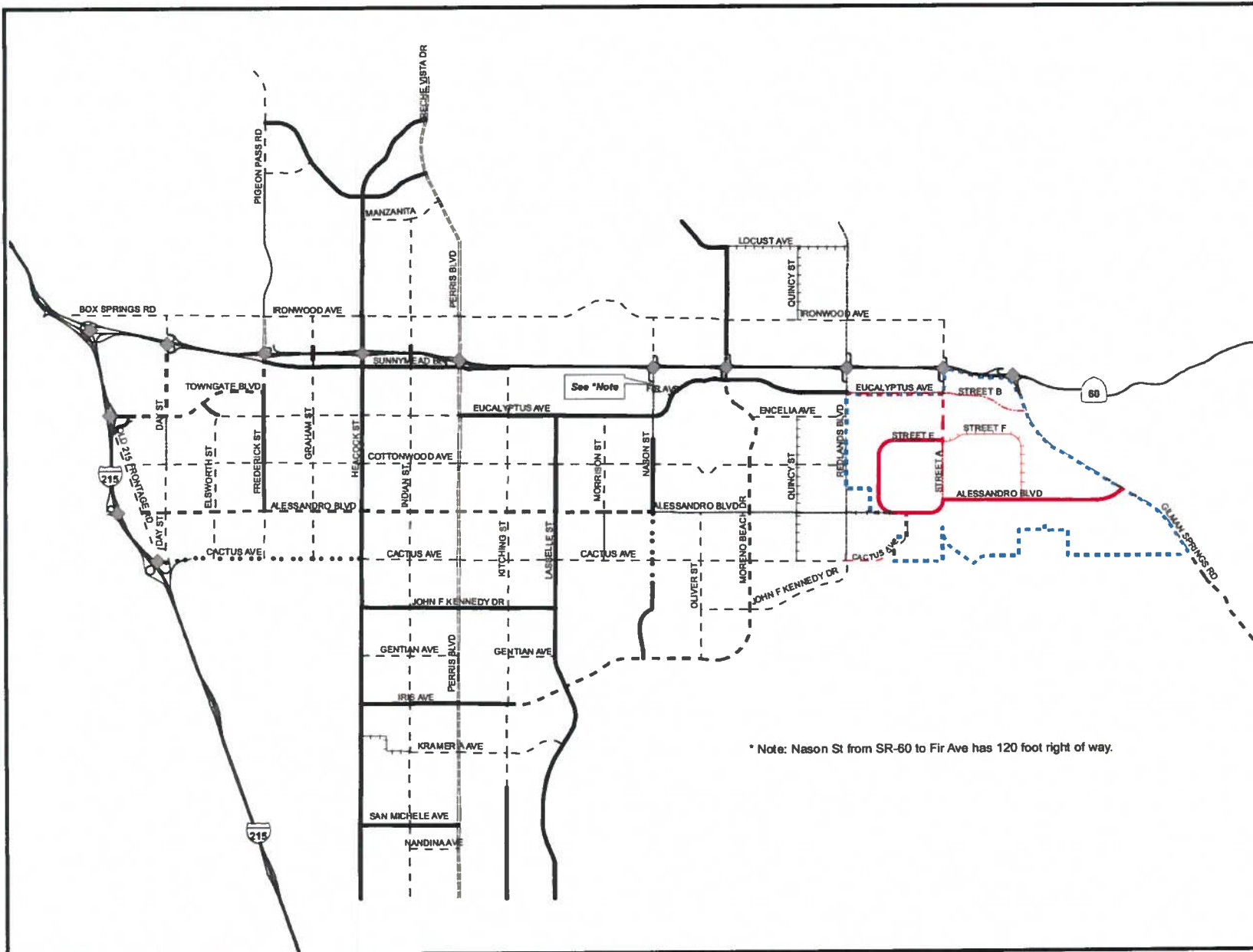
- Freeway
- Divided Major Arterial
- Divided Major Arterial - Reduced Cross Section
- Divided Arterial - 6 lane
- Divided Arterial - 4 lane
- Arterial
- Minor Arterial
- Minor Arterial - Pigeon Pass Cross Section
- Collector
- Freeway Overpass
- Freeway Interchange



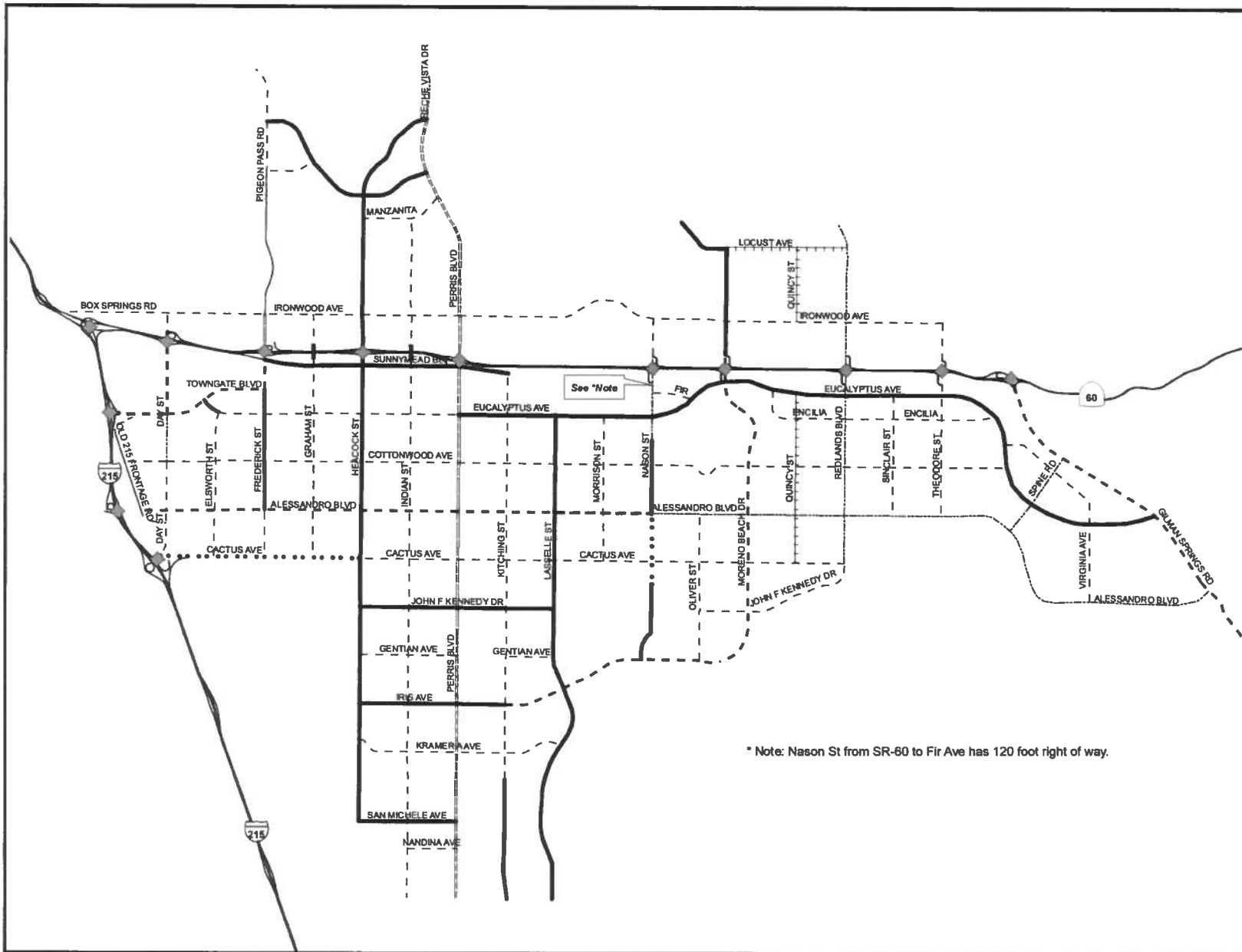
Date: May 18, 2015
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA10141\CirculationPlan.mxd

GEOGRAPHIC INFORMATION SYSTEMS

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



* Note: Nason St from SR-60 to Fir Ave has 120 foot right of way.



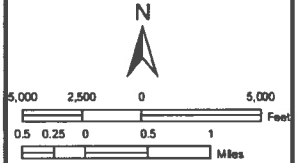
See *Note

* Note: Nason St from SR-60 to Fir Ave has 120 foot right of way.



**FIGURE 9-1
CIRCULATION PLAN**

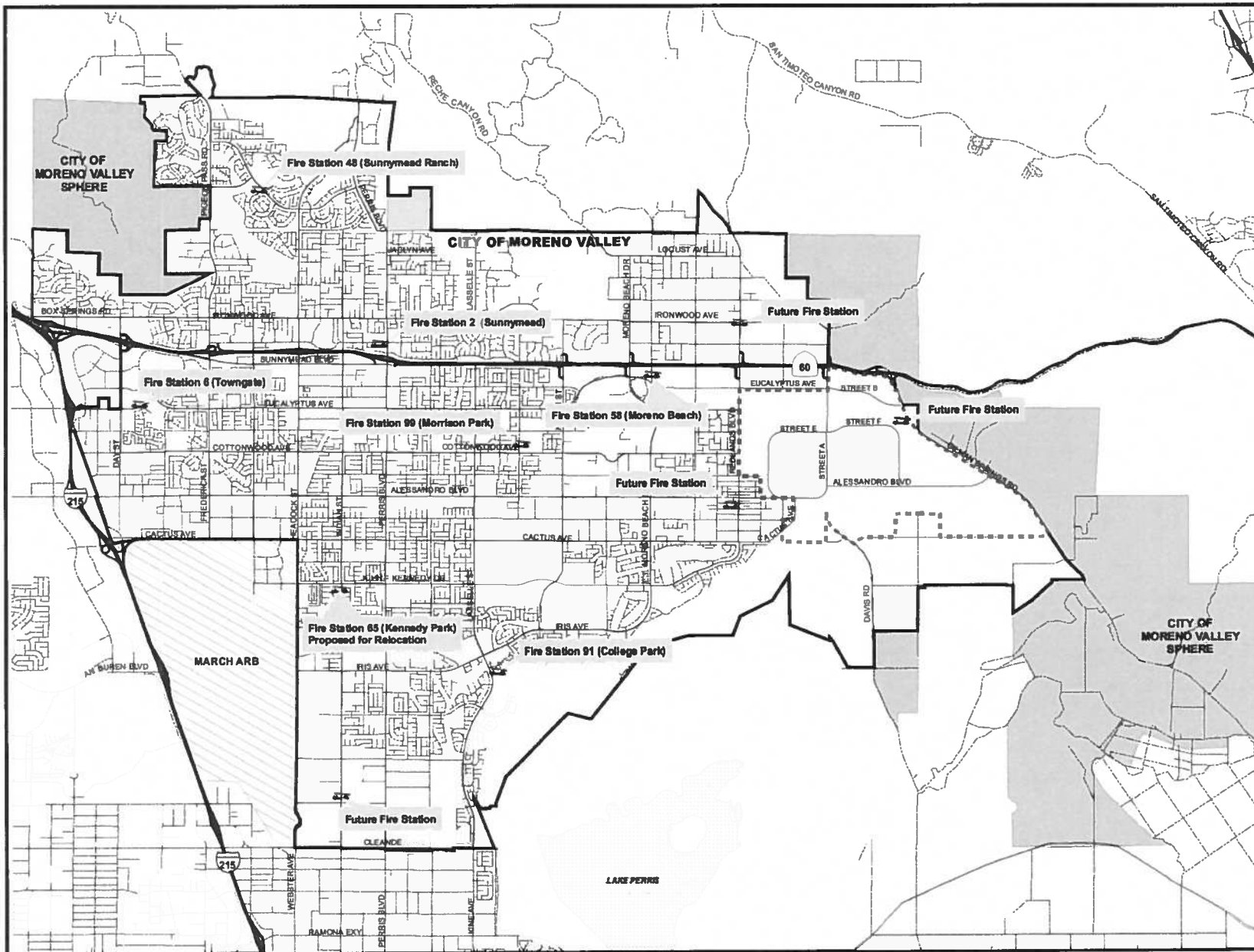
- Street Classification**
- Freeway
 - Divided Major Arterial
 - Divided Major Arterial - Reduced Cross Section
 - Divided Arterial - 6 lane
 - Divided Arterial - 4 lane
 - Arterial
 - Minor Arterial
 - Minor Arterial - Pigeon Pass Cross Section
 - Collector
 - Freeway Overpass
 - Freeway Interchange



Date: July 11, 2006
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\circ_plan_fig91.mxd

GEOGRAPHIC INFORMATION SYSTEMS

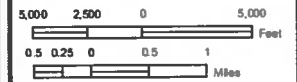
The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



**FIGURE 6-1
FIRE STATIONS**

- Fire Stations
- Highways
- Major Streets
- Streets
- Waterbodies
- March ARB
- Moreno Valley
- Moreno Valley Sphere

** Future Fire Station locations are conceptual and subject to change*

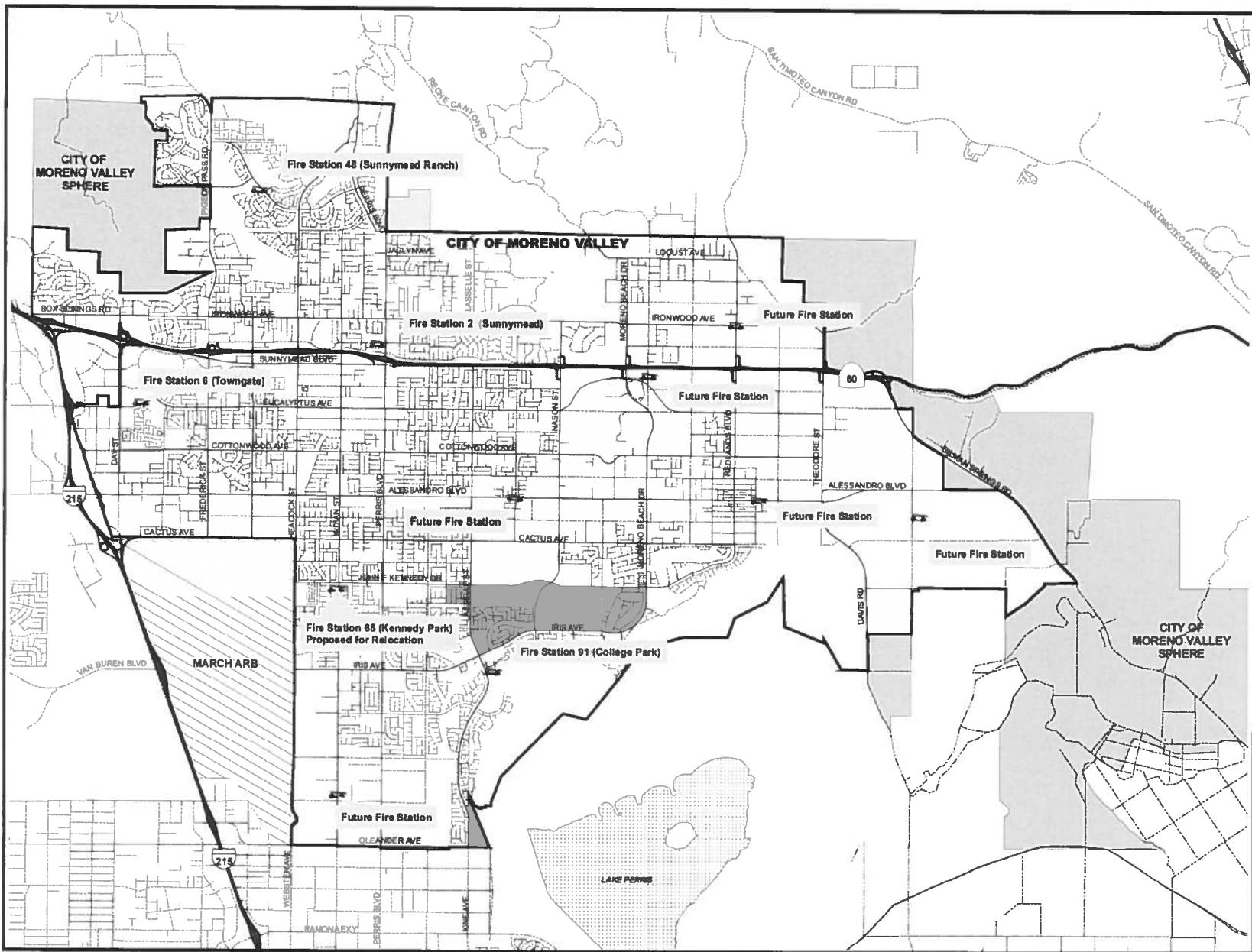


Date: October 13, 2014
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA 1014\ FireStations.mxd

GEOGRAPHIC INFORMATION SYSTEMS

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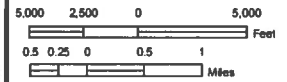




**FIGURE 6-1
FIRE STATIONS**

- Fire Stations
- Streets
- Major Streets
- Highways
- Moreno Valley
- Moreno Valley Sphere
- March ARB
- Waterbodies

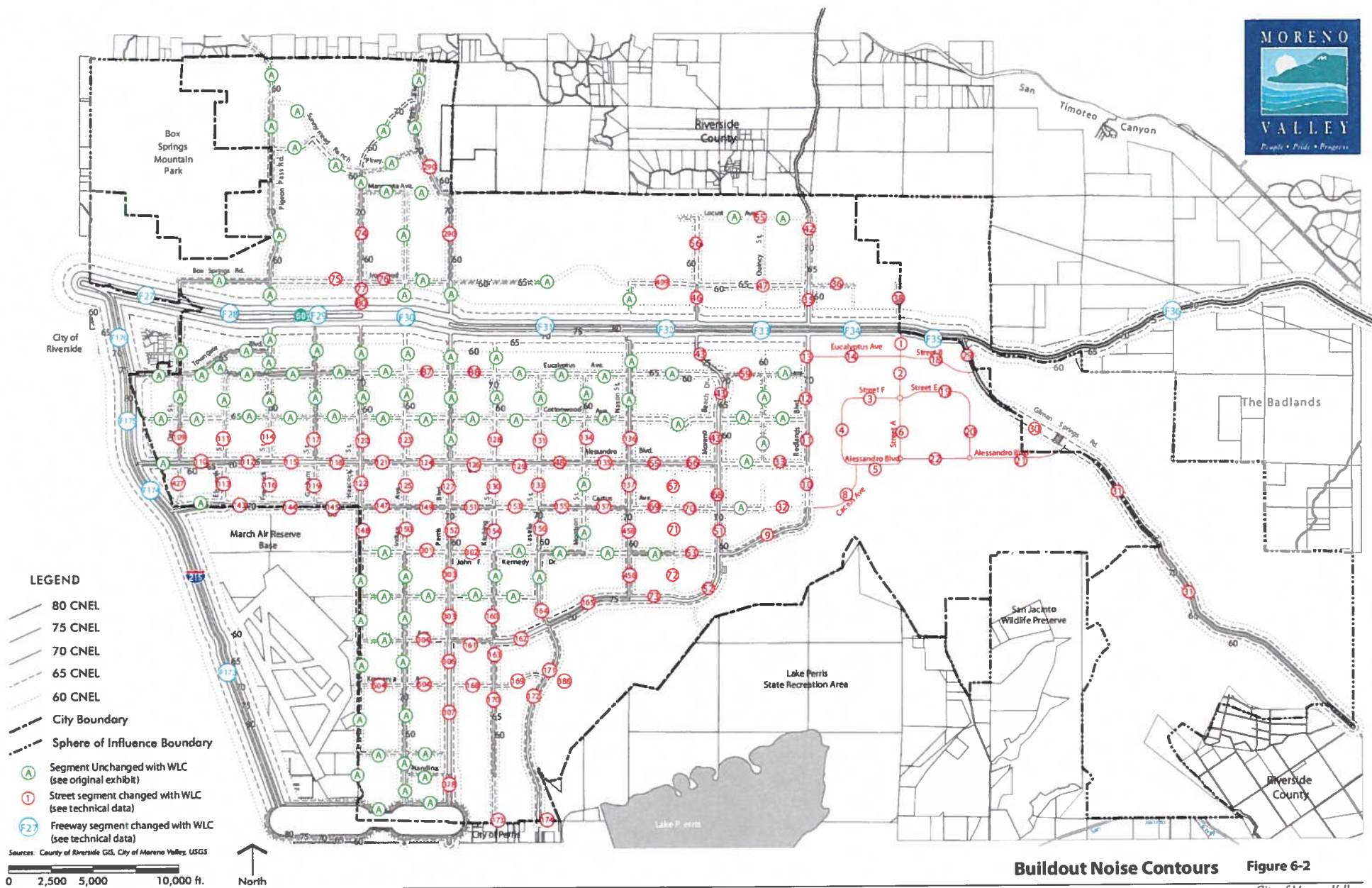
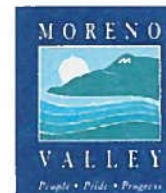
** Future Fire Station locations are conceptual and subject to change*

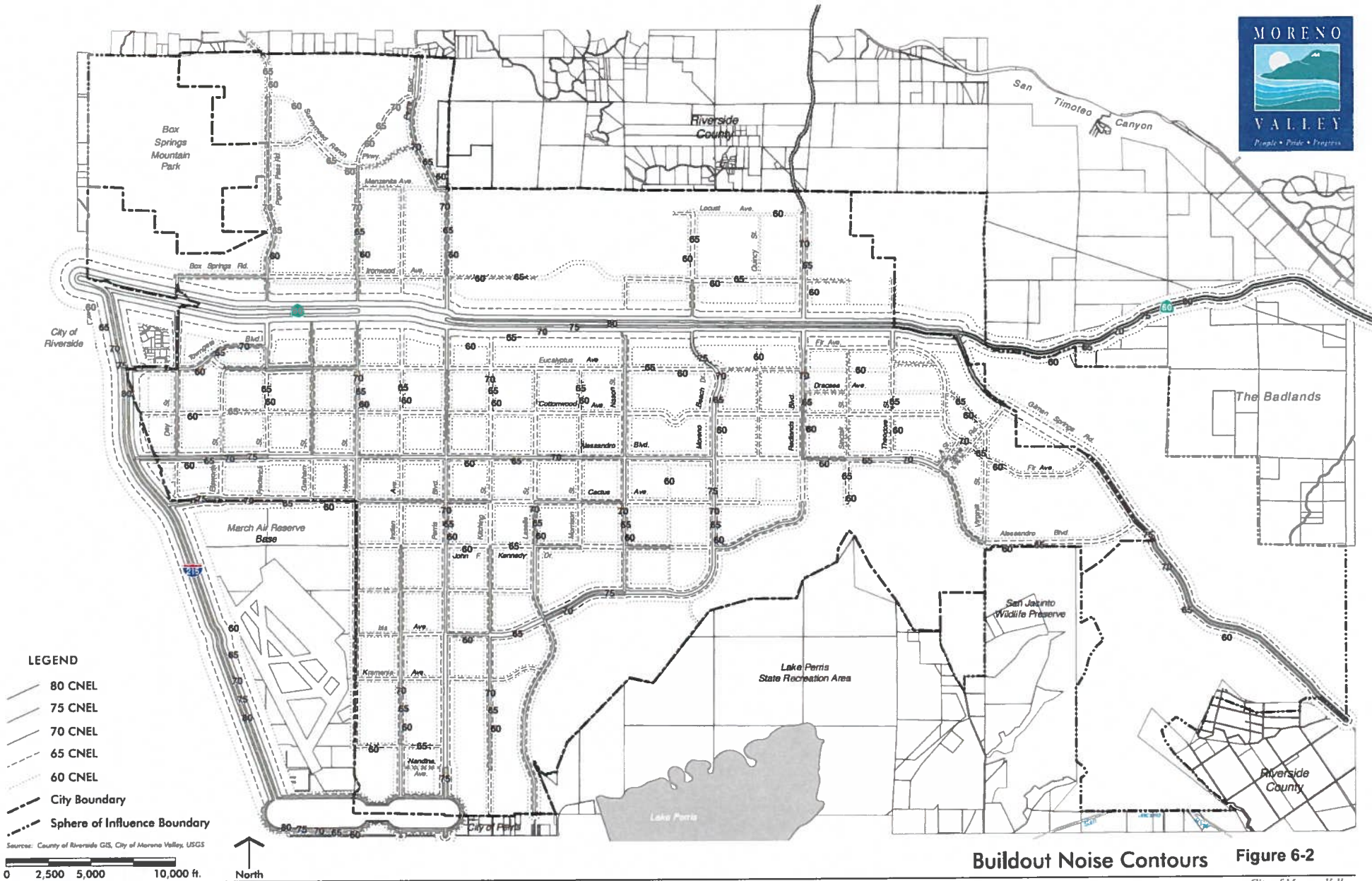
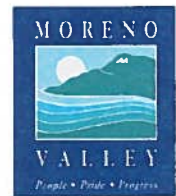


Date: July 11, 2008
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\fire_stations.mxd

GEOGRAPHIC INFORMATION SYSTEMS

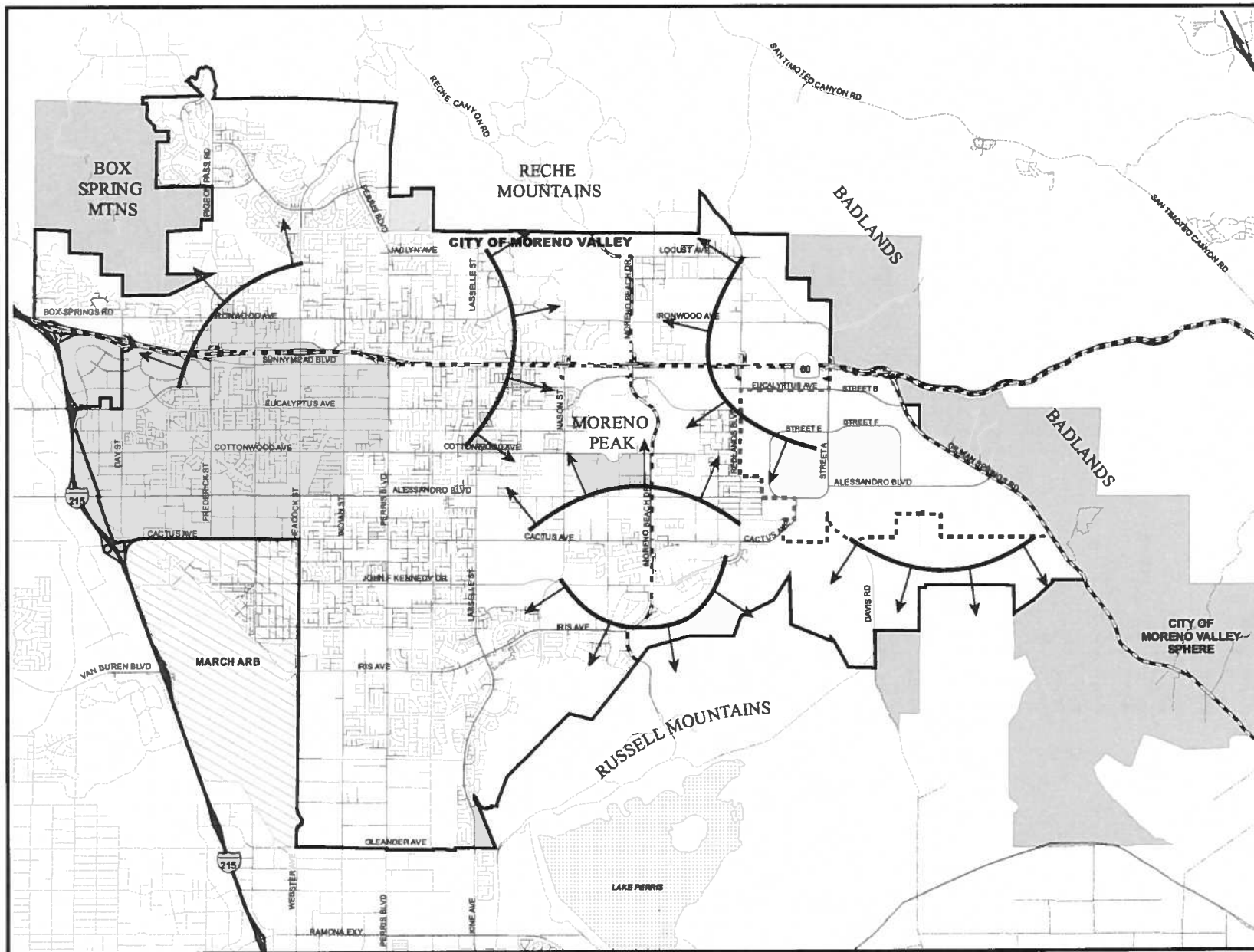
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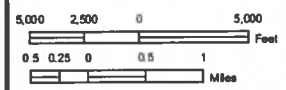
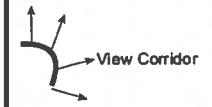
City of Moreno Valley
June 2005

**MORENO VALLEY JOBS INITIATIVE
EXHIBIT B-14**



**FIGURE 7-2
MAJOR SCENIC
RESOURCES**

- Scenic Route
- Highways
- Major Streets
- Streets
- Waterbodies
- March ARB
- Moreno Valley
- Moreno Valley Sphere

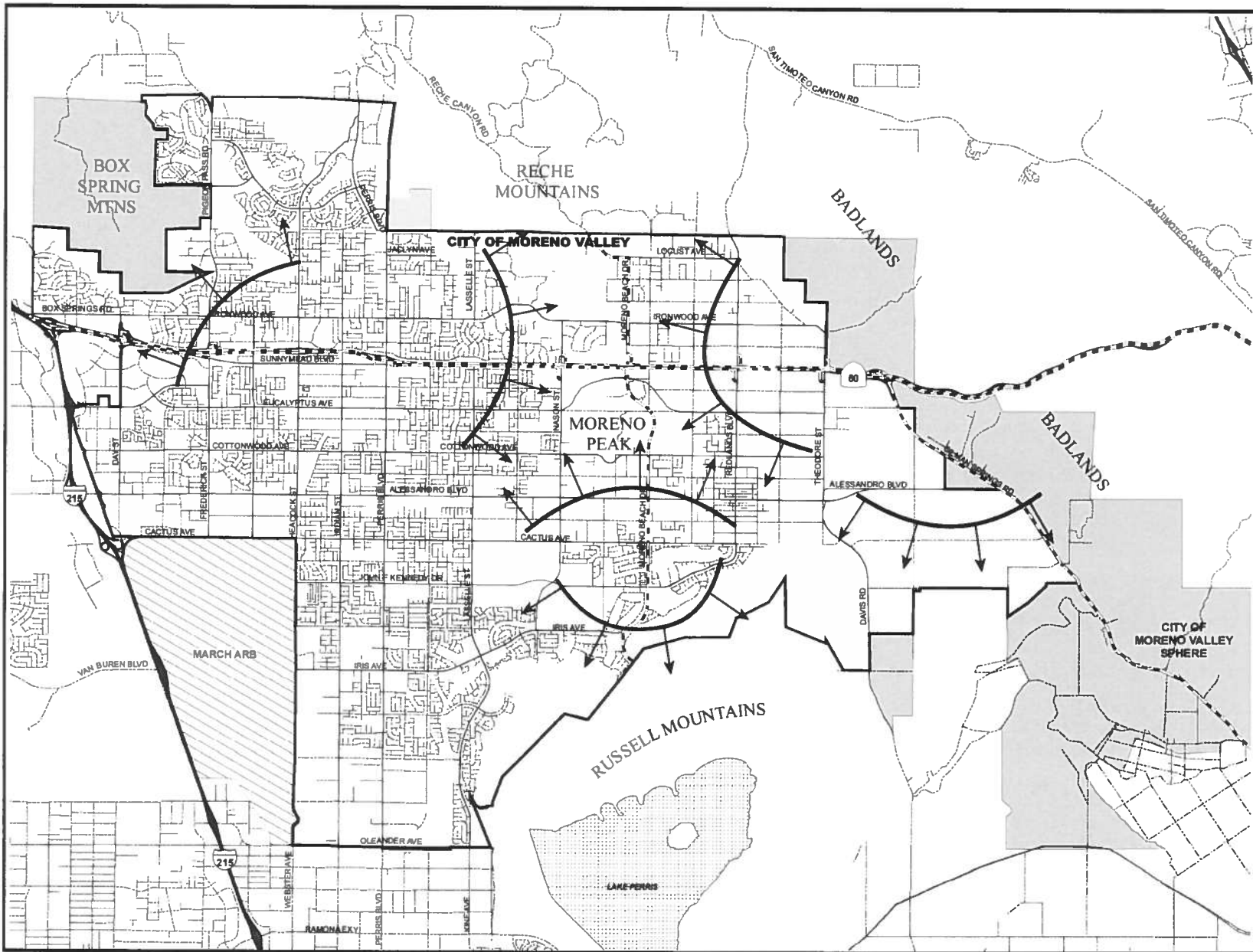


Date: October 13, 2014
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA10141
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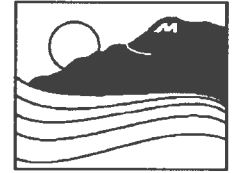
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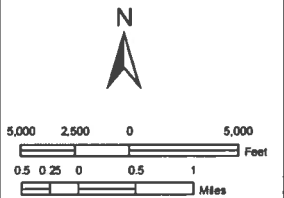


MORENO VALLEY



**FIGURE 7-2
MAJOR SCENIC RESOURCES**

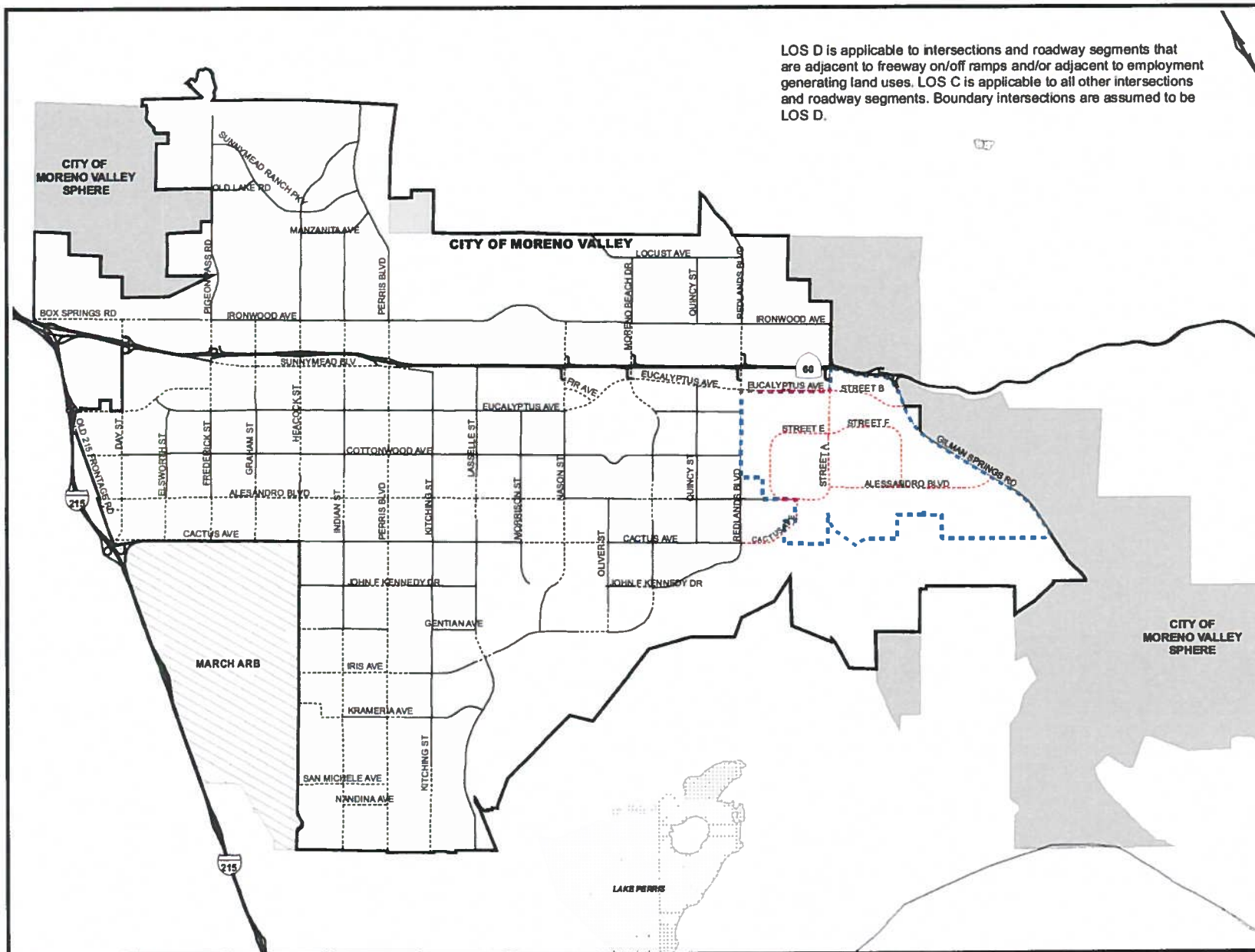
- Streets
- Major Streets
- Highways
- - - Scenic Route
- ▭ Moreno Valley
- ▭ Moreno Valley Sphere
- ▨ March ARB
- ▤ Waterbodies
- ↔ View Corridor



Date: July 11, 2006
 State Plane NAD83 Zone 8
 File: G:\arcmap\planning\gen_plan_updates\mjr_scenic.mxd

GEOGRAPHIC INFORMATION SYSTEMS

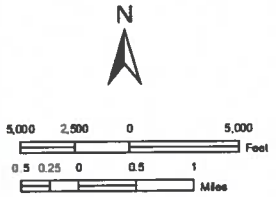
The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps and/or adjacent to employment generating land uses. LOS C is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.

**FIGURE 9-2
LOS STANDARDS**

- LOS C
- - - - LOS D
- Highways
- Moreno Valley
- Moreno Valley Sphere
- ▨ March ARB
- ⋯ Waterbodies

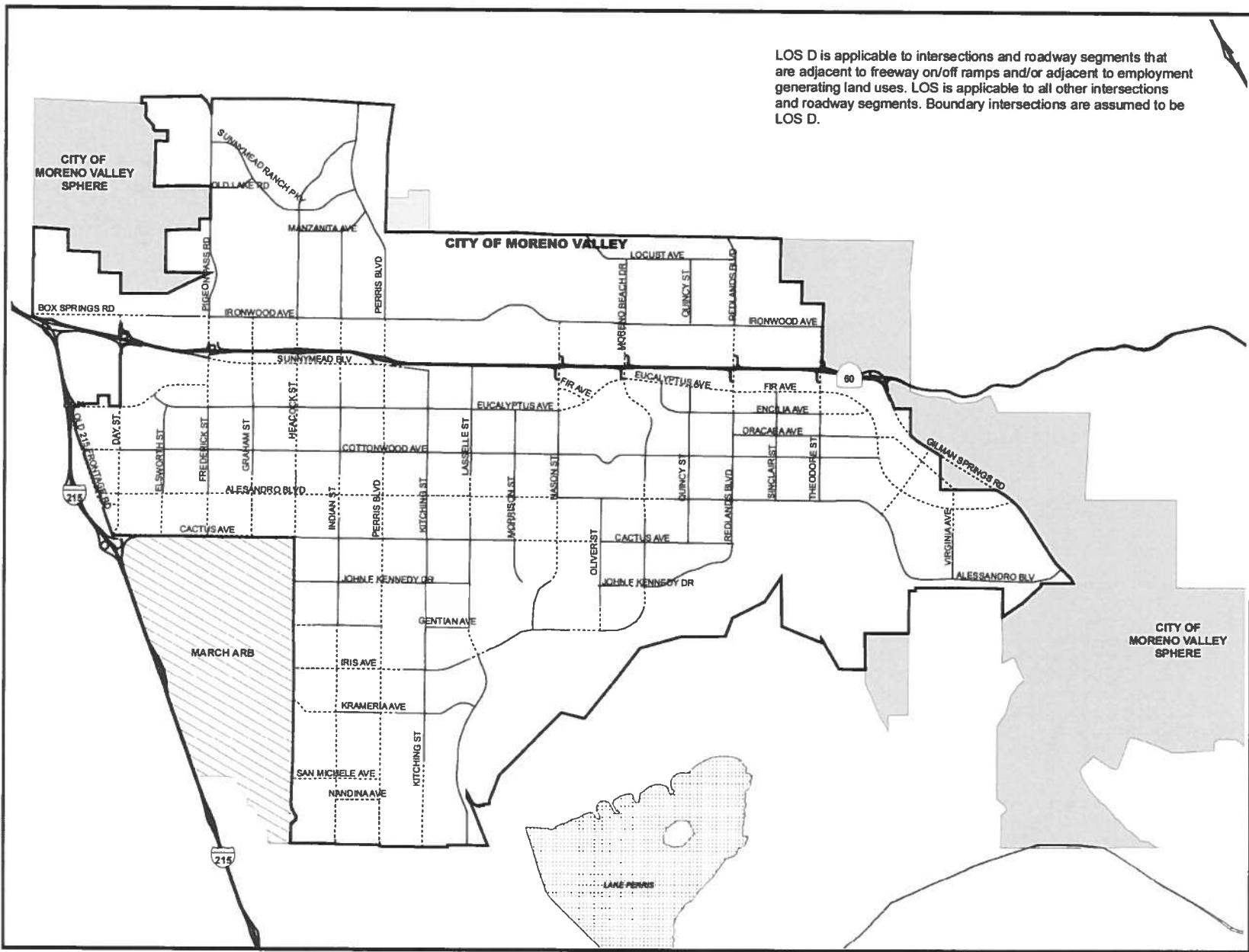


Date: May 18, 2015
 State Plane NAD83 Zone 6
 File: G:\ArcMap\Planning\GPA1014\LOSStandards.mxd

GEOGRAPHIC INFORMATION SYSTEMS

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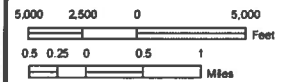


LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps and/or adjacent to employment generating land uses. LOS is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.



**FIGURE 9-2
LOS STANDARDS**

- LOS C
- - - LOS D
- Highways
- ▭ Moreno Valley
- ▭ Moreno Valley Sphere
- ▨ March ARB
- ▤ Waterbodies











Date: July 11, 2006
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\los_standards.mxd

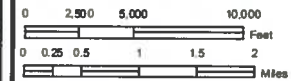
GEOGRAPHIC INFORMATION SYSTEMS

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and city information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

**EXHIBIT A
FIGURE 9-4
BIKEWAY PLAN**

Bikeway Classification

-  Class I
-  Class II
-  Class III
-  Bicycle Boulevard
-  Highways
-  Roads
-  Waterbodies
-  March ARB



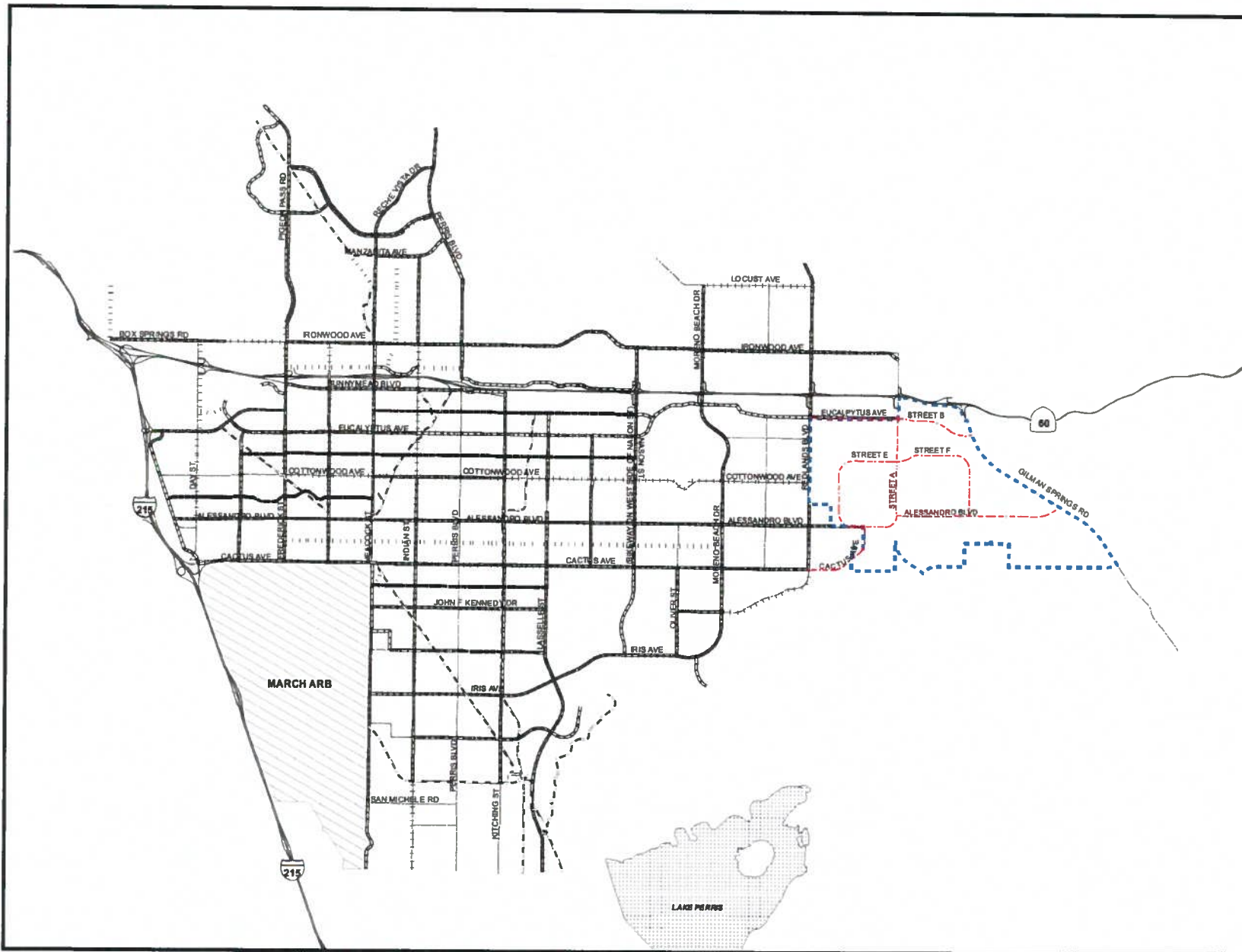
Date: May 14, 2015
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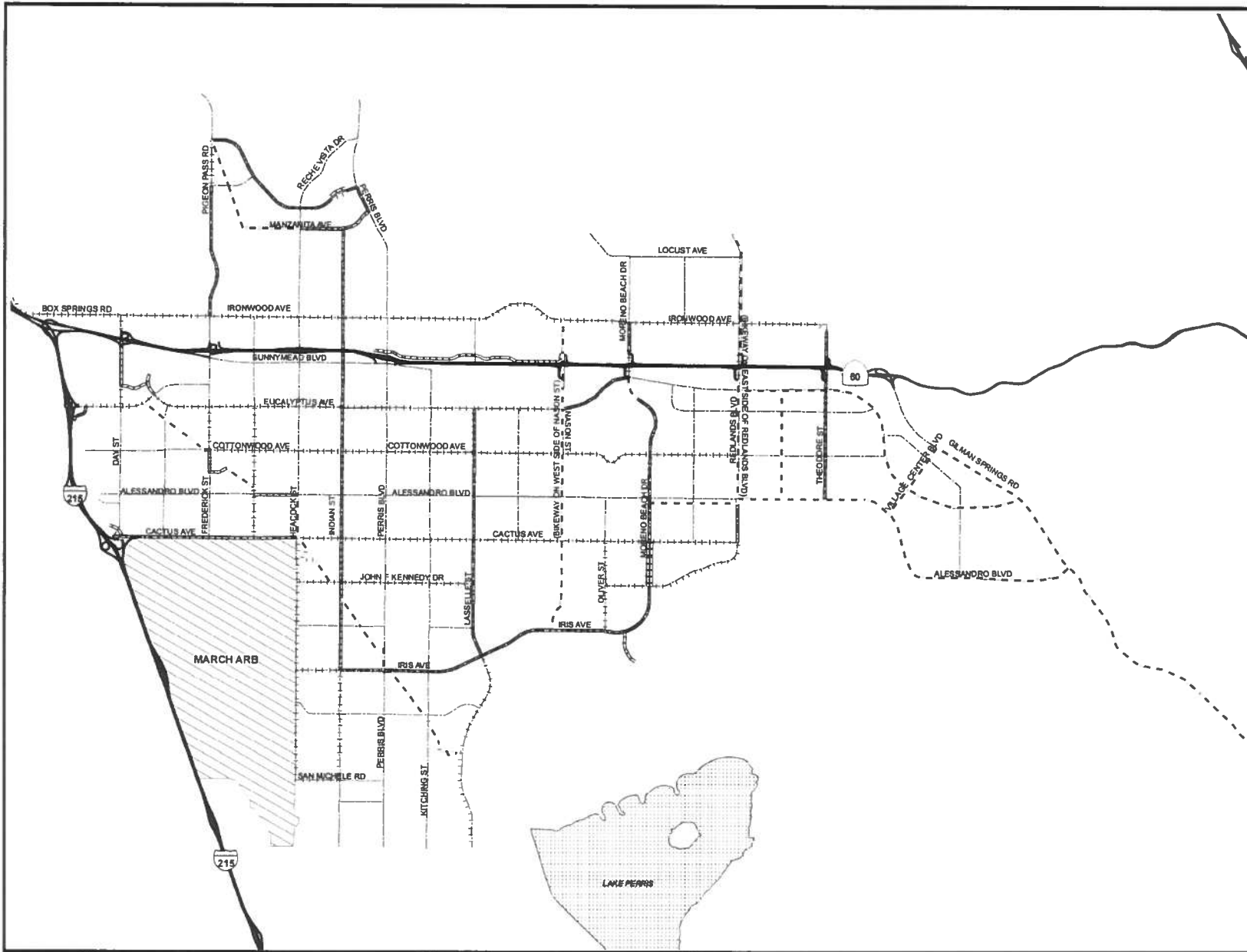
GEOGRAPHIC INFORMATION SYSTEMS

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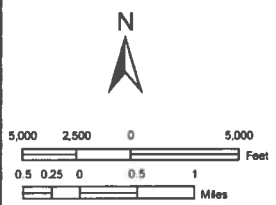
MORENO VALLEY
 WHERE DREAMS SOAR





**FIGURE 9-4
BIKEWAY PLAN**


- Bikeway Classification**
- Class I
 - - - - Class II
 - Class III
 - Roads
 - Highways
 - ▨ March ARB
 - ▤ Waterbodies

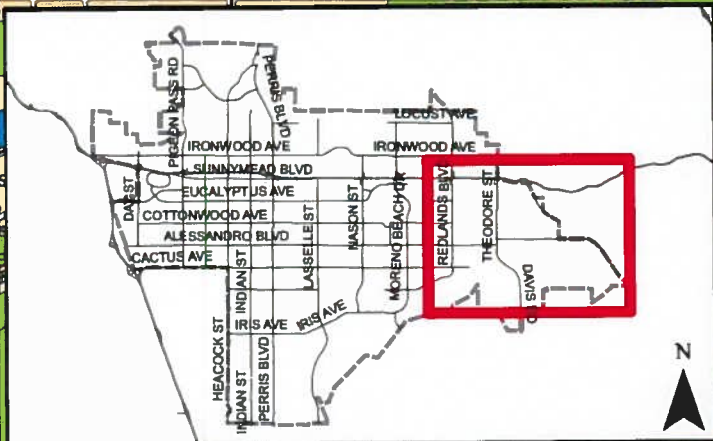
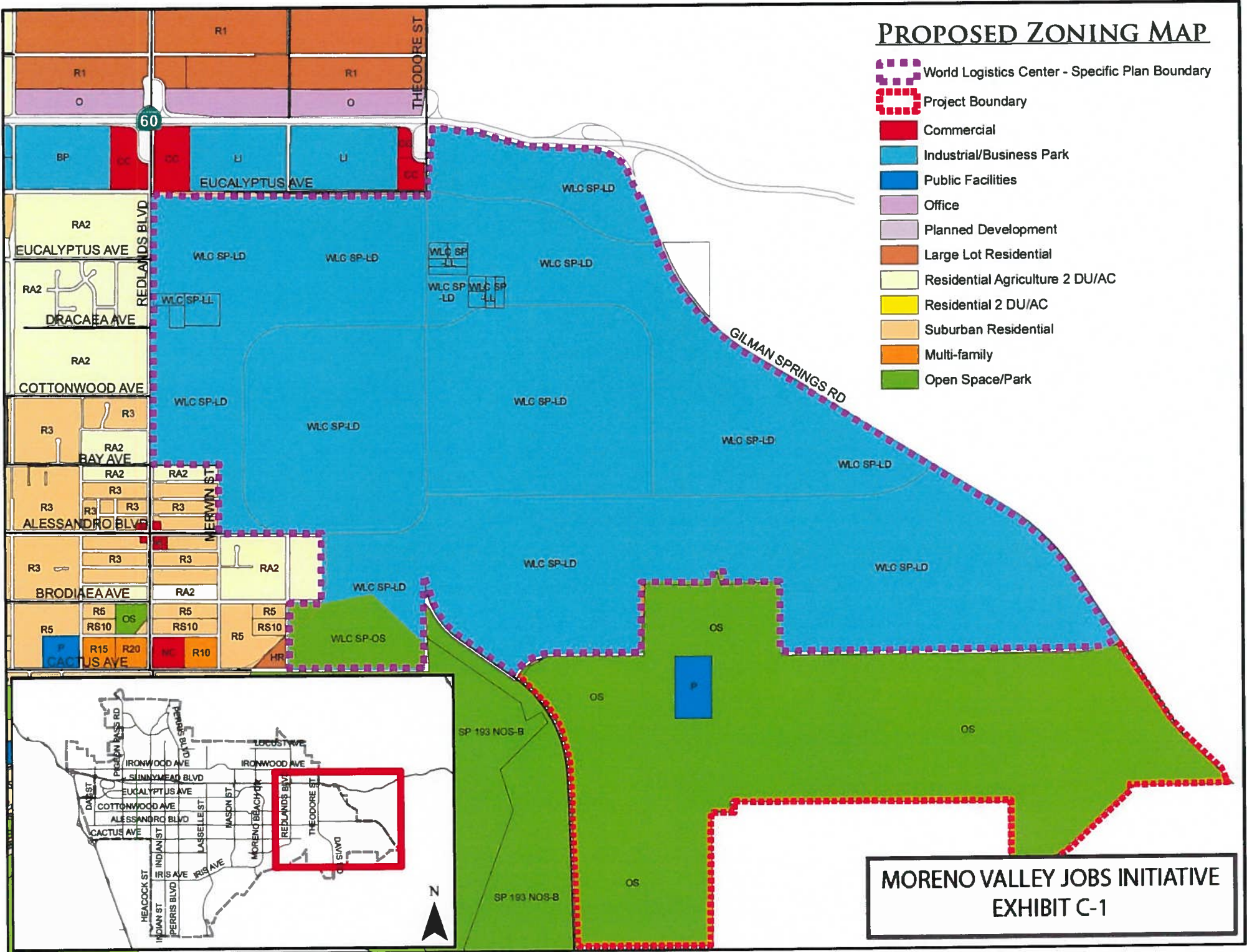


Date: July 11, 2008
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\ bikeway.mxd

GEOGRAPHIC INFORMATION SYSTEMS
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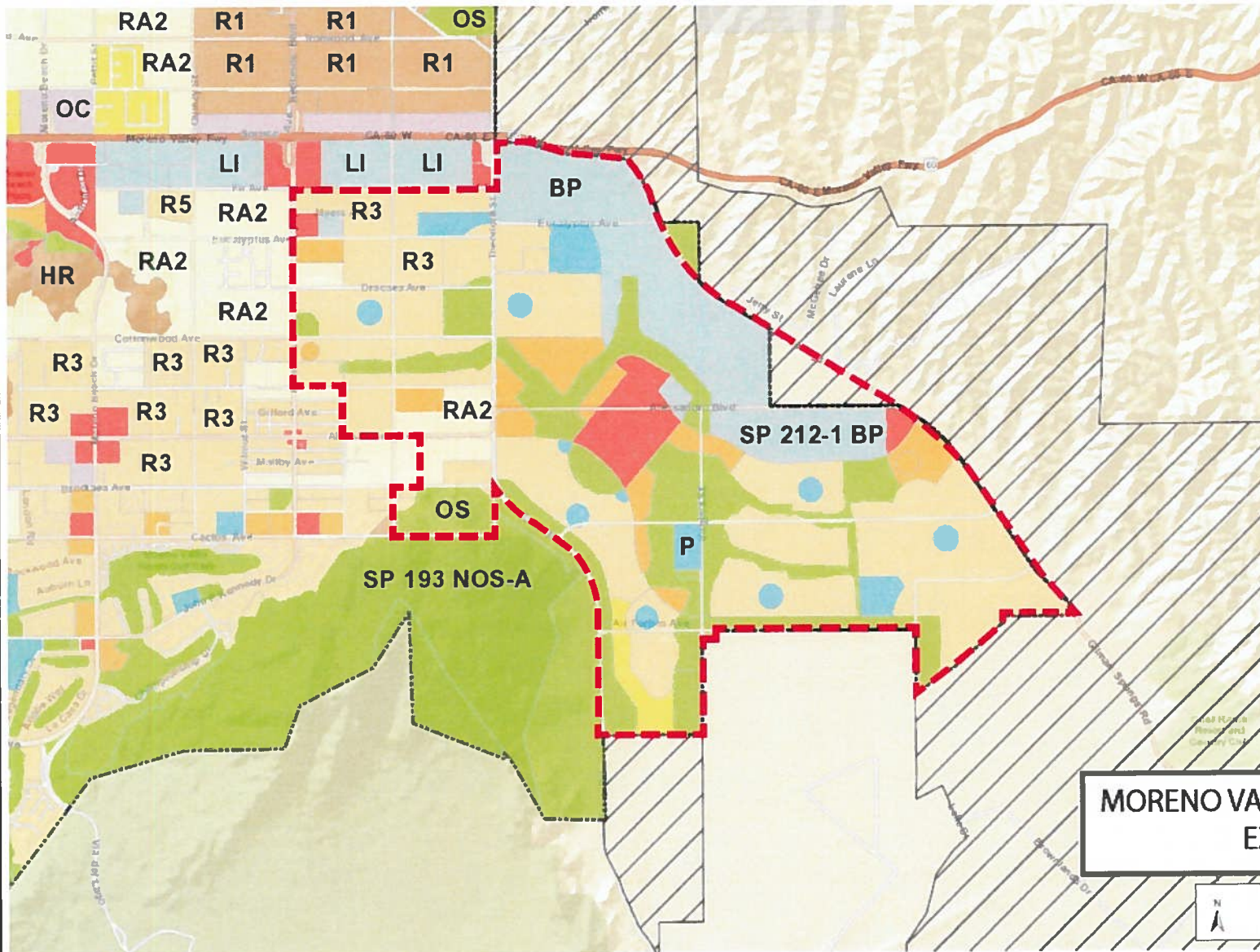
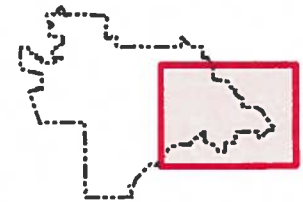
PROPOSED ZONING MAP

-  World Logistics Center - Specific Plan Boundary
-  Project Boundary
-  Commercial
-  Industrial/Business Park
-  Public Facilities
-  Office
-  Planned Development
-  Large Lot Residential
-  Residential Agriculture 2 DU/AC
-  Residential 2 DU/AC
-  Suburban Residential
-  Multi-family
-  Open Space/Park



**MORENO VALLEY JOBS INITIATIVE
EXHIBIT C-1**

City Zoning



Legend

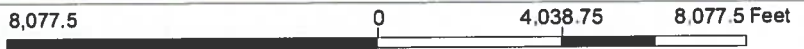
Zoning

- Commercial
- Industrial/Business Park
- Public Facilities
- Office
- Planned Development
- Large Lot Residential
- Residential Agriculture 2 DU/AC
- Residential 2 DU/AC
- Suburban Residential
- Multi-family
- Open Space/Park
- City Boundary
- Sphere of Influence

MORENO VALLEY JOBS INITIATIVE EXHIBIT C-2



Notes



DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

MORENO VALLEY JOBS INITIATIVE
EXHIBIT D

ORDINANCE NO. 360

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING SPECIFIC PLAN 212-1 (ALTERNATIVE 6) AND SPECIFIC PLAN 212-1 (ALTERNATIVE 6) ZONING (SP 212-1); AMENDING THE OFFICIAL ZONING MAP IN CHANGE OF ZONE CASE NUMBER 2063, ZONING AND PREZONING 3,038 ACRES FROM CONTROLLED DEVELOPMENT (W-2) AND HEAVY AGRICULTURE (A-2) TO SPECIFIC PLAN 212-1 (ALTERNATIVE 6) (SP 212-1); LOCATED GENERALLY BETWEEN REDLANDS BOULEVARD AND GILMAN SPRINGS ROAD, SOUTH OF EUCALYPTUS AVENUE; INCORPORATING SAID ACREAGE INTO SPECIFIC PLAN 212-1 (ALTERNATIVE 6) (MORENO HIGHLANDS SPECIFIC PLAN).

The City Council of the City of Moreno Valley does ordain as follows:

Section 1: The Moreno Highlands Specific Plan 212-1 (Alternative 6) (herein after referred to as "Specific Plan 212-1"), consisting of zoning text, diagrams, conditions of approval, land use plan, standards, and related documents, and Specific Plan 212-1 zoning, are adopted.

In the event any of the development regulations or guidelines of said Specific Plan 212-1 conflict with any other applicable provisions of City ordinances or regulations, Specific Plan 212-1 shall govern; otherwise all land uses, development, land use activities, standards and procedures within the area covered by Specific Plan 212-1 shall comply with all City of Moreno Valley ordinances (including codes) and regulations, including but not limited to, land use and development standards.

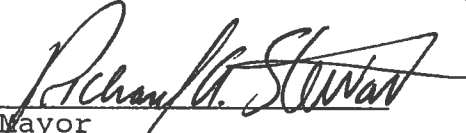
Section 2: Ordinance No. 348 of the County of Riverside, as incorporated and adopted by Ordinance No.'s 1 and 10 of the City of Moreno Valley to be an Ordinance of the City of Moreno Valley, and as amended thereafter from time to time by the City Council of the City of Moreno Valley and the City of Moreno Valley Official Zoning Map No. 99 for Specific Plan No. 212-1 (Moreno Highlands) are further amended by placing in effect the zone or zones as shown on the map entitled Map No. 99 Change of Official Zoning Plan, City of Moreno Valley, Change of Zone Case No. 2063, replacing the underlying zoning. A portion of the property on attached zoning map no. 99, which is designated "outside City Limits" presently lies outside of the boundaries of the City of Moreno Valley.

The zoning and prezoning established by this Ordinance is SP, also designated as SP 212-1. This establishes the base zone, as contained in the text, diagrams and exhibits for Specific Plan 212-1.

Section 3: The City Clerk of the City of Moreno Valley shall certify to the adoption of this Ordinance and cause it to be posted in at least three public places in the City.

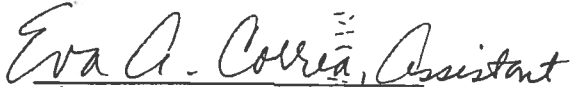
Section 4: This Ordinance shall take effect thirty (30) days after the date of its adoption, except the prezoning herein as to that portion of the property designated "outside City Limits" on said zoning map, which lies outside of the present boundaries of the City, shall thereafter become effective upon the effective date of the annexation thereof to the City.

ADOPTED by the City Council and signed by the Mayor and
attested by the Clerk this 14th day of April, 1992.



Mayor
City of Moreno Valley

ATTEST:



Assistant
City Clerk
City of Moreno Valley

APPROVED AS TO FORM:



4.6.92
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF MORENO VALLEY)


I, EVA A. CORREA, Assistant City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 360 had its first reading on March 17, 1992 and had its second reading on April 14, 1992 and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 14th day of April, 1992 by the following vote:

AYES: Councilmembers Crothers, Lanning, Nieburger, and Mayor Stewart

NOES: None

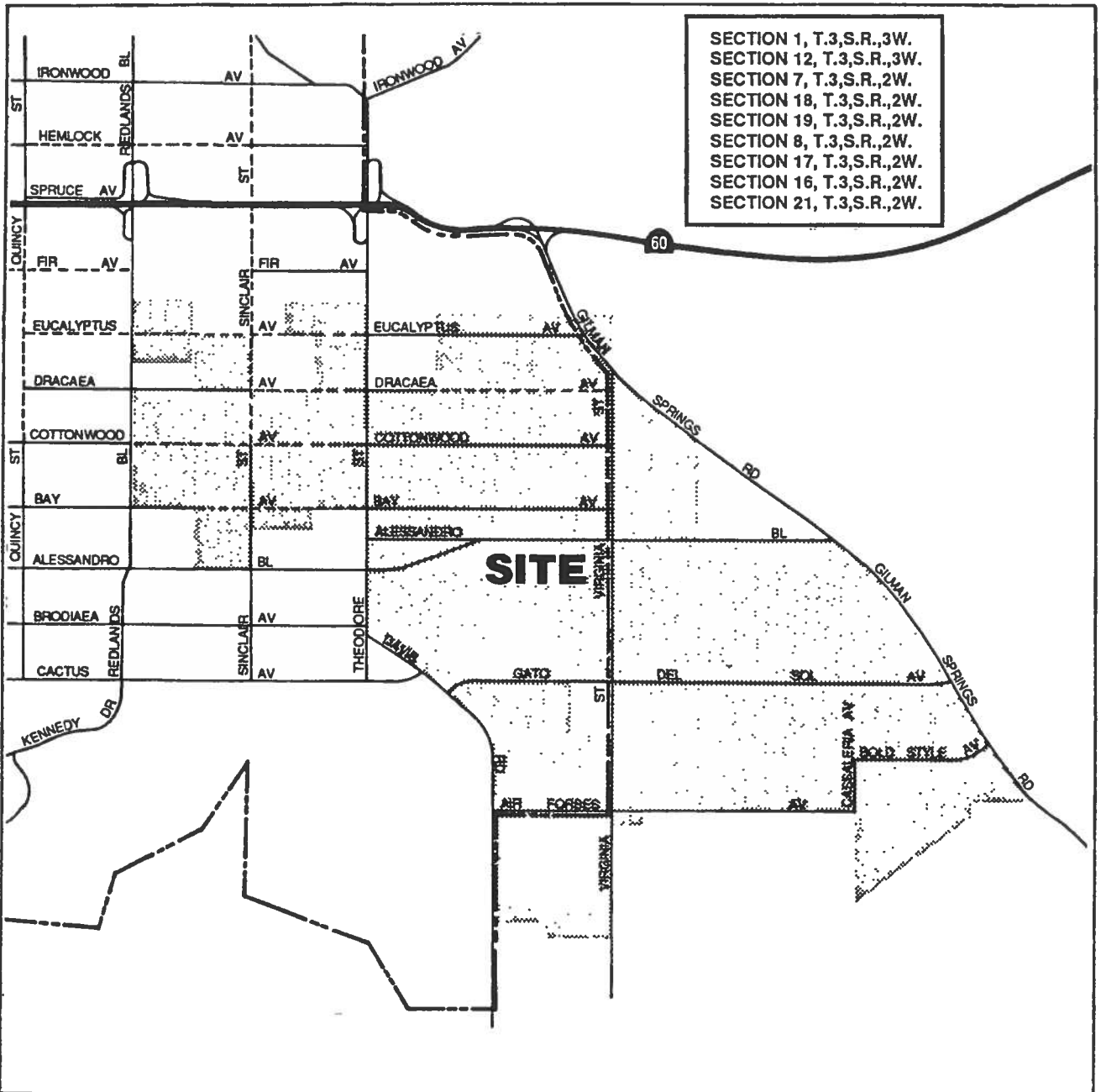
ABSENT: None

ABSTAIN: None



ASSISTANT CITY CLERK

(SEAL)



LEGEND

SP 212-1 SPECIFIC PLAN
(ALTERNATIVE #6)

----- CITY LIMITS

MAP NO. 99
CHANGE OF ZONE NO. 2063
ADOPTED BY ORDINANCE NO. 360



ADOPTED- Apr.17, 1992

EFFECTIVE- May 14, 1992

MORENO



VALLEY

PLANNING COMMISSION

CITY COUNCIL

Ordinance No. 360

AFFIDAVIT OF POSTING
CITY OF MORENO VALLEY

I, Cindy Miller, Administrative Clerk of the City of Moreno Valley, California, certify that on the 24th day of April, 1992 I posted Ordinance No. 360 in the following places:

Moreno Valley Library
25480 Alessandro Boulevard

City Hall, City of Moreno Valley
23119 Building B, Cottonwood Avenue

Purchasing Division, City of Moreno Valley
15670 Perris Boulevard

Recreation Department, City of Moreno Valley
13671 Frederick Street

Chamber of Commerce, City of Moreno Valley
22620 Goldencrest Drive

Dated: April 24, 1992

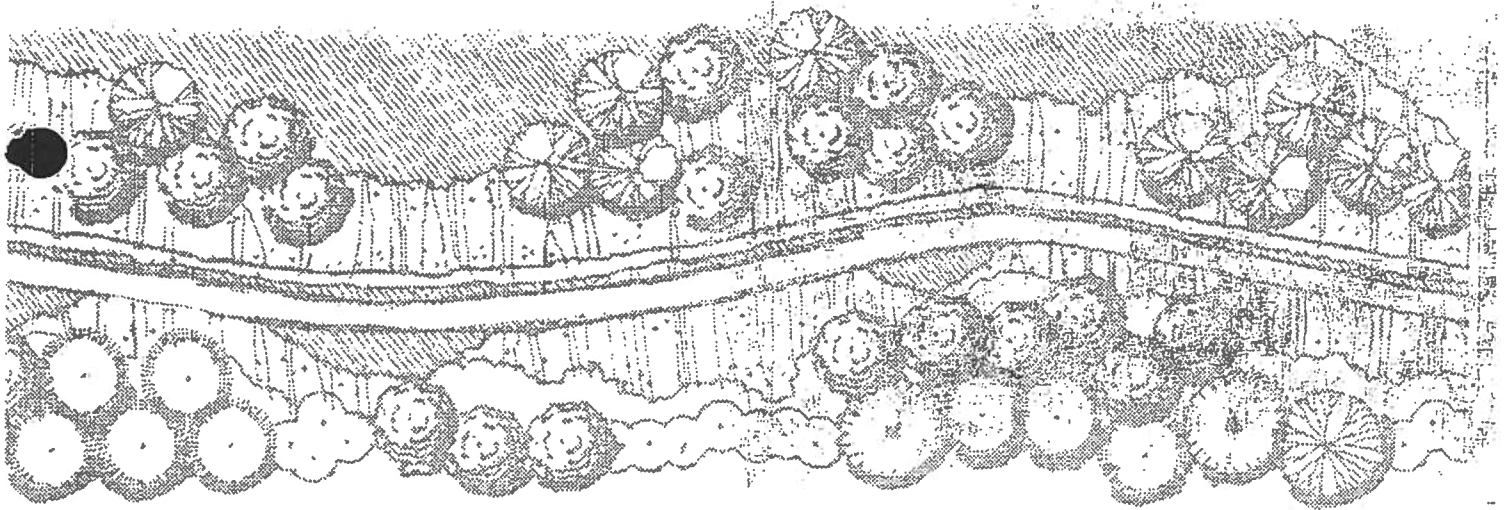
Cindy A Miller
Administrative Clerk

MORENO HIGHLANDS

(ALTERNATIVE 6)

Specific Plan

212-1



April 14, 1992

FILE COPY

FINAL FORM

CLP

M O R E N O H I G H L A N D S
(ALTERNATIVE 6)

Specific Plan
212-1

City of Moreno Valley
23119 Cottonwood Avenue
Moreno Valley, California 92388

Prepared by:
Michael Brandman Associates
2530 Red Hill Avenue
Santa Ana, California 92705
714/250-5555

Contact: Thomas E. Smith, Jr./Kevin E. Becker

In Association With:
RTKL Associates inc.
Kunzman Associates
John M. Tettemer and Associates, Ltd.
David Taussig and Associates

Approved: March 17, 1992.
Adopted April 14, 1992



Michael Brandman Associates

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	2.4 Specific Plan Refinements	2-3
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	3.2 Adjacent and Onsite Land Uses	3-2
	3.3 Project Issues and Constraints	3-3
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Approved by the Planning Commission on 11/18/10
 Planning Commission Meeting Minutes
 Planning Commission Meeting Minutes
 Planning Commission Meeting Minutes
 Planning Commission Meeting Minutes
 Planning Commission Meeting Minutes

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Executive Summary

SECTION 1
EXECUTIVE SUMMARY

INTRODUCTION

This executive summary of the Moreno Highlands Specific Plan highlights the provisions of the Moreno Highlands Specific Plan. The intent of this section is to acquaint the reader with the major characteristics of the proposed Moreno Highlands master-planned community and the planning process that has been followed to date. A complete and thorough discussion of each component of the Moreno Highlands community is contained within the Moreno Highlands Specific Plan.

Including this Executive Summary, the Moreno Highlands Specific Plan has been organized into 11 sections, with each subsequent section providing additional details concerning the development concept for the project. Each section is identified below:

Section 2 -- Introduction

Identifies the intent, authority, and review process of the Specific Plan.

Section 3 -- Environmental Setting and Planning Issues

Provides an overview of the existing environmental setting of the Specific Plan area and the planning issues considered during preparation of this Specific Plan.

Section 4 -- Land Use Concept

Section 4 establishes community goals and policies for the Specific Plan area and identifies the major components and layout of the Moreno Highlands community, articulating the concepts behind the Specific Plan programs, regulations, and standards provided in subsequent sections.

Section 5 -- Specific Plan Programs

Building on the Land Use Concept, Section 4, this section provides a more detailed discussion of Specific Plan components, identifying the concepts and establishing guidelines and criteria necessary for effective implementation of the Specific Plan.

Section 6 -- Development Standards

Section 6 establishes the regulatory requirements and developments standards necessary for subsequent planning, design, and implementation of project components.

Section 7 -- General Plan Consistency

Section 7 provides a detailed discussion of consistency with the Moreno Valley General Plan and identifies those General Plan amendments necessary for Specific Plan approval.

Section 8 -- Joint Proposal Summary

Section 8 identifies the purpose and the provisions contained within the Joint Proposal and identifies refinements that would occur to this Specific Plan upon its execution.

Section 9 -- Conditions of Approval

Section 9 provides the conditions of approval adopted by the Moreno Valley City Council upon approval of the Specific Plan.

Section 10 -- City Council Resolution and Ordinance

Section 10 contains a copy of the resolution and ordinance adopted by the Moreno Valley City Council upon approval of the Specific Plan.

PLANNING PROCESS

A Specific Plan application for the 3,038-acre project site was first filed with the City in December 1988. The initial proposed Specific Plan for the project--Specific Plan 212-- was submitted in July 1989 and an environmental impact report (EIR) was prepared by the City and circulated for public comment in February 1990. In July 1990, Moreno Highlands substantially modified Specific Plan 212 and submitted a second Specific Plan, Specific Plan 212-1, which was then analyzed by the City pursuant to a second EIR. The EIR for Specific Plan 212-1 included an alternative, "Alternative 6," which further refined the land use plan by incorporating a village center and stronger

central planning theme. Moreno Highlands subsequently submitted an Alternative 6 Specific Plan, which incorporated the changes described in Alternative 6 of the EIR.

During the course of the City's consideration of Specific Plan 212-1 and the Alternative 6 Specific Plan, additional biological mitigation measures were jointly proposed by the applicant and representatives of the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG), and the Riverside County Habitat Conservation Agency (RCHCA) (collectively, the "Resource Agencies"). This "Joint Proposal" was conditional upon final approval by the various Resource Agencies, but was acknowledged to provide additional biological benefits beyond those proposed in Alternative 6. On March 17, 1992, the City Council approved the Alternative 6 Specific Plan (in lieu of Specific Plan 212-1), but also adopted a condition of approval, which provided that in the event an agreement implementing the Joint Proposal was executed by the Resource Agencies by October 31, 1992, the biological mitigation measures contemplated in the Joint Proposal, including the preservation of approximately 400 acres of land adjacent to the San Jacinto Wildlife Area, would supersede the biological mitigation measures proposed in connection with Alternative 6. Thus, this Final Specific Plan incorporates both the elements of the approved Alternative 6 Specific Plan and the elements of the Joint Proposal: the Joint Proposal design and implementation concepts will apply when the Joint Proposal Agreement is executed.

MORENO HIGHLANDS SPECIFIC PLAN SCOPE AND FORMAT

All development within Moreno Highlands shall occur in accordance with the Moreno Highlands Specific Plan which was approved by the City of Moreno Valley on March 17, 1992. The Moreno Highlands Specific Plan is consistent with the requirements of Section 65450-65507 of the California Public Resources Code, Moreno Valley Development Code, and the City of Moreno Valley General Plan.

The Moreno Highlands Specific Plan defines the development concept for the proposed Moreno Highlands community and applicable development regulations for the project, so that subsequent project-related tentative tract maps, plot plans, grading permits, and other discretionary permits can be approved. All discretionary permits within Moreno Highlands must be consistent with the spirit and intent of the Specific Plan.

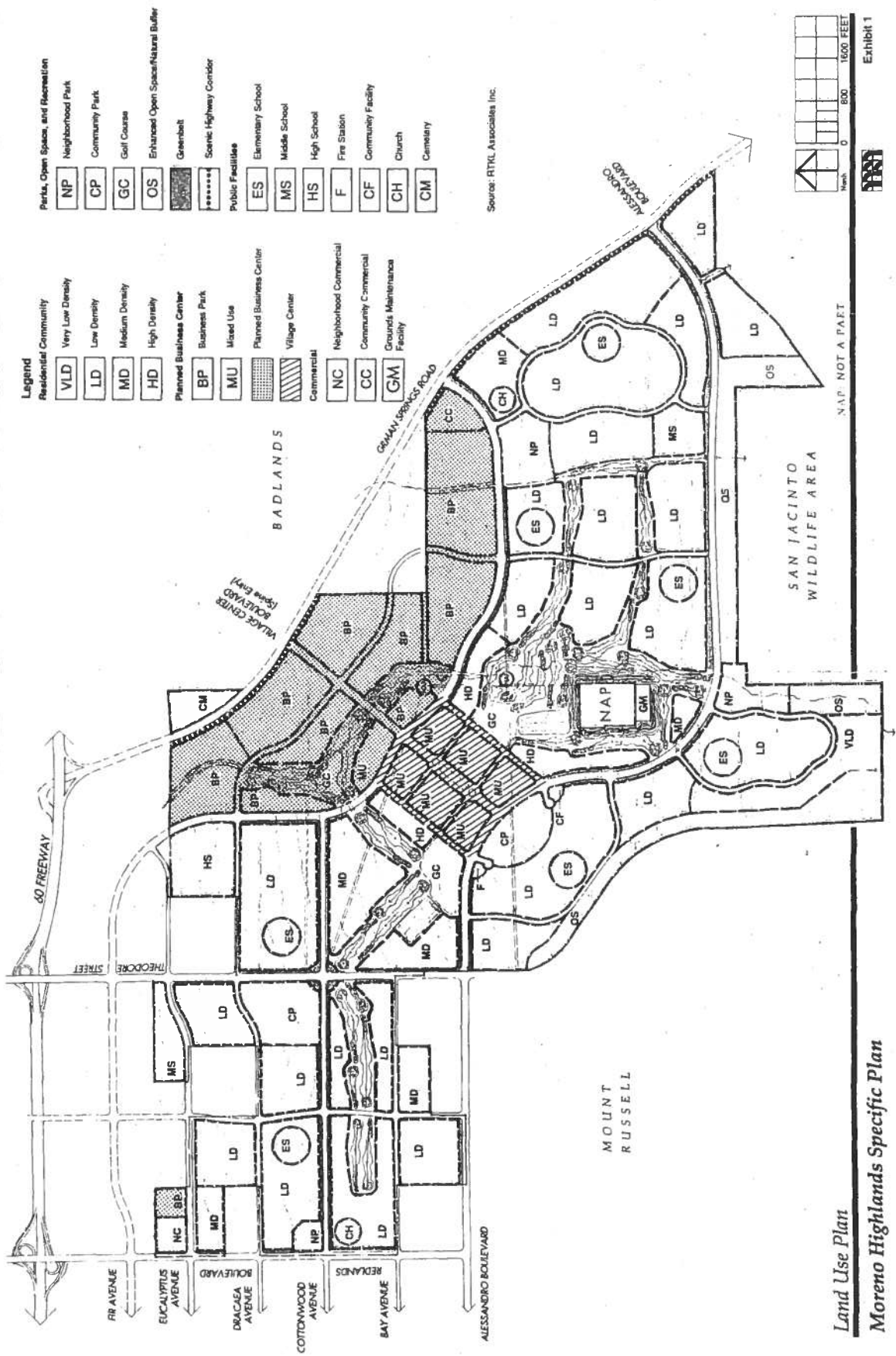
PROJECT DESCRIPTION

Moreno Highlands is a 3,038-acre master-planned new community, situated in the eastern area of the City of Moreno Valley. The site is conveniently located 0.5 mile south of State Route 60 and can be accessed from the Redlands Avenue, Theodore Street, and Gilman Springs Road exits. Approximately 1,800 acres of the project site is within the City of Moreno Valley; the remaining acreage lies within unincorporated Riverside County within the City's Sphere of Influence. The unincorporated portion of Moreno Highlands is expected to be annexed into the City of Moreno Valley.

The City of Moreno Valley is situated in the center of the Inland Empire and lies within a 60-mile radius that includes most of Los Angeles County, Orange County, and parts of Riverside County and San Bernardino County. Although containing only 5 percent of the state's land area, this region accounts for 45 percent of the state's population and 59 percent of its total industrial employment. This market area (within this 60-mile radius) contains one of the greatest concentrations of mathematicians, scientists, engineers, skilled technicians, and high-technology industries in the United States.

Traffic congestion, inflated land values, and housing affordability are serious impediments to business relocations within Los Angeles and Orange counties. Alternative areas within Southern California are now being sought by developers and consumers, to overcome these concerns. With its affordable housing costs and vast labor pool, Moreno Valley can attract new businesses and become a dominant economic center in the Inland Empire. Moreno Highlands recognizes this economic opportunity and has proposed a project that will assist the City in providing much needed local employment in a planned community setting.

Moreno Highlands is an innovative master-planned community that provides 602.6 acres of Planned Business Center and 7,763 residential dwellings linked together through a comprehensive network of parks, greenbelts, golf course, and open space. Its use of neo-traditionalist design concepts, which focus on alternative means of transportation to reduce automobile dependency and provide local employment opportunities to community residents, will achieve premier community status within Southern California. While Moreno Highlands is comparable in size to the other nearby planned communities such as Moreno Valley Ranch, Sunnymead Ranch, and Menifee, it is the only planned community in Moreno Valley that contains a major employment center and a major community park,



Land Use Plan
 Moreno Highlands Specific Plan

both of which will benefit all residents of the City. The land use plan for Moreno Highlands is shown on Exhibit 1. The statistical summary for the project is shown on Table 1.

Implementation of the Joint Proposal would result in the following refinements to the Moreno Highlands Land Use Plan depicted on Exhibit 1: 1) a southward realignment of Allesandro Boulevard; 2) provision of additional open space acreage within the southern portions of the site; and, 3) the reconfiguration of planning areas and the reallocation of residential dwelling units within the southern portions of the site.

The following is a discussion identifying the character and elements of each component of the Moreno Highlands Final Specific Plan.

PLANNED BUSINESS CENTER

A 602.6-acre Planned Business Center is proposed for the northeastern portion of Moreno Highlands. This business center is programmed as a high-amenity destination employment center. The Planned Business Center area will be integrated within the greens and fairways of an 18-hole golf course. This innovative design approach creates an open, campus-like environment that will attract major employers to Moreno Valley.

The Moreno Highlands Planned Business Center consists of three categories of land uses; business park, mixed-use, and light industrial. The quality and character of each will be controlled by comprehensive landscape guidelines, architectural guidelines, and development standards.

The business park will accommodate an array of corporate headquarters, general office occupancies, professional services, research and development, light industrial, and support commercial activities. These uses will front the golf course and major roadways of the new community, including Village Center Boulevard, Dracaea Avenue, and Fir Avenue. Its campus setting and enhanced architecture will attract companies seeking a high quality business campus environment.

TABLE 1
MORENO HIGHLANDS SPECIFIC PLAN
STATISTICAL SUMMARY

Land Use	Density Range	Units	Acres ^a
RESIDENTIAL COMMUNITY (2,435.4 acres)			
<u>Residential</u>			
Very-Low-Density	0.5 - 2.9	102	51.0
Low-Density	3.0 - 5.9	4,980	1,105.2
Medium-Density	6.0 - 13.9	1,198	151.0
High-Density	14.0 - 20.0	<u>1,003</u>	<u>52.1</u>
Subtotal		7,283	1,359.3
<u>Neighborhood Commercial</u>			10.0
<u>Cemetery</u>			16.5
<u>Parks, Open Space, and Recreation</u>			
Golf Course			321.0
Neighborhood Park			57.0
Community Park			68.0
Enhanced Open Space/Natural Buffer			187.8
Greenbelt			57.6
Scenic Highway Corridor			<u>10.5</u>
Subtotal			701.9
<u>Public Facilities</u>			
Schools (acres)			
High School			41.0
Middle Schools			43.0
Elementary Schools			70.0
Fire Station			1.5
Churches			10.0
Other Community Facilities			1.5
Roads			<u>180.7</u>
Subtotal			347.7

TABLE 1 (continued)

Land Use	Density Range	Units	Acres ^a
PLANNED BUSINESS CENTER (602.6 acres)			
<u>Business Park Area</u>			360.8
<u>Mixed Use^b</u>			
High-Density Residential	14.0 - 20.0	480	
Community Commercial			
Hotel			
Health Center			
Subtotal			<u>80.5</u>
<u>Commercial</u>			
Community Commercial			16.0
<u>Parks, Open Space, and Recreation</u>			
Golf Course			58.5
Enhanced Open Space/Natural Buffer			11.6
Scenic Highway Corridor			<u>7.8</u>
Subtotal			<u>77.9</u>
<u>Public Facilities</u>			
Roads			67.4
TOTAL FOR PROJECT		<u>7,763</u>	<u>3,038</u>

^a Acreage statistics are approximate, and minor changes may result from refinement of road alignments and other technical adjustments that will occur at the tentative tract map level.

^b The intent of the Mixed-Use designation (Village Center) is to provide a combination of those uses listed. The Village Center provides a community focal point of interrelated activities, reinforcing community identity and reducing impacts on transportation systems and related air emissions.

The mixed-use component of the Planned Business Center, referred to as the "Village Center," is intended to be the focal area for the Moreno Highlands community, providing both daytime and evening shopping, recreation, and entertainment activities for Moreno Highlands residents and visitors. Mixed-use developments within the Village Center will be characterized by a distinct concentration and variety of supportive and compatible land uses. Land uses permitted within the mixed-use designation include, but are not limited to, high-density residential, retail, professional office, entertainment, recreational, health, hotel, and library uses.

Together, the Planned Business Center, commercial centers, and public facilities within Moreno Highlands will generate approximately 21,000 new jobs (approximately 3 jobs per dwelling unit) and over \$2.5 million of annual tax revenues for the City. The substantial employment opportunities generated will improve the jobs-to-housing balance within the City, thereby improving regional air quality by reducing inter-county automobile travel.

The Planned Business Center is designed to produce a broad spectrum of employment opportunities that roughly parallels the skills identified in recent demographic profiles of the City. The character and amenities provided in the center respond to national trends that signal a transition from production employment to information and services. Among the advantages and amenities of the Planned Business Center that will appeal to businesses seeking to locate in the Inland Empire are:

- Campus-style setting, currently unavailable in the region.
- Ready-to-build sites with public infrastructure in place.
- Access to telecommunication and satellite networks.
- Affordable land prices.
- Proximity to major product, service, and employment markets.
- Quality business environment with high visibility.
- Local pool of trained and motivated employees.
- Availability of affordable employee housing within Moreno Highlands, other Moreno Valley Developments, and other nearby communities.
- Access to community services and recreational amenities proximate to the employment center.
- Nearby major recreational facilities, such as the Lake Perris State Recreation Area.

The Moreno Highlands Planned Business Center is expected to become one of the most successful employment centers in the state. With its intensive landscaping, meandering golf course, innovative planning and architectural design concepts, comprehensive development standards, and attention to modern business requirements, the Moreno Highlands Planned Business Center will set the standard for future business center developments in the Inland Empire.

RESIDENTIAL

A total of 7,763 residential dwelling units are planned for Moreno Highlands. Residential uses will consist of a variety of housing types to meet a diversity of household needs, including moderate, low, and very low income households. Residential densities within the project will range from very low at an average density of 2 dwelling units per acre to high at an average density of 20 units per acre. Approximately 66 percent of the residential uses are planned within the very low to low-density range.

As shown on the land use plan, some of the residential areas are situated around the fairways and greens of two 18-hole championship golf courses. A combination of parks, greenbelts, bikeways, pedestrian walkways, and equestrian trails provides a diversity of recreational opportunities for future residents and reinforces an open space orientation for the community.

OPEN SPACE

A total of 781.9 acres of Moreno Highlands (approximately 26 percent of the project site) is devoted to parks, open space, and recreational amenities, greatly surpassing the recreational provisions of any other planned community in Moreno Valley.

The centerpiece of Moreno Highlands is a 39-acre community park, conveniently located and offering a variety of active and passive recreational opportunities for all city residents. Approximately two and one-half times larger than either the Moreno Valley Community Park or Sunnymead Park (the two largest parks currently in the City), this community park will be the largest municipal park in the City. A second community park, 29 acres in size, is centrally located adjacent to the Village Center, enhancing the recreational opportunities and open space experiences of this community area. An additional 57 acres of public neighborhood park sites are interspersed throughout the residential areas of the community, providing Moreno Highlands residents with local venues for active and passive recreation.

Two 18-hole championship golf courses are integrated into portions of the residential and Planned Business Center areas, providing local recreational opportunities and enhancing the open space theme of the overall community. The combination of the two golf course uses will provide 379.5 acres of golf course recreational facilities.

Woven throughout Moreno Highlands is an expansive network of greenbelt corridors, located along the major roadways of the community, along drainage courses, and between planned residential areas. The greenbelt corridors contribute to the open space character of Moreno Highlands and provide off-street corridors for access between neighborhoods and employment and commercial areas.

A comprehensive network of bikeways, pedestrian walkways, and equestrian trails is planned within Moreno Highlands, enhancing the open space experience and providing alternatives to automobile travel, as well as on-street and off-street linkages to County and City regional trail systems.

COMMERCIAL

Commercial uses will be provided within the mixed-use areas, in addition to approximately 26 acres that have been set aside for neighborhood and community commercial centers. Each commercial area will respond to the shopping and personal service needs of Moreno Highlands residents, as well as other residents of the City. Comprehensive architectural and landscape guidelines will ensure design compatibility between the commercial developments and the other components of the community.

PUBLIC FACILITIES AND SERVICES

A comprehensive program of public facilities and services has been planned for Moreno Highlands. Water, sewer, and other concept-level utility plans have been developed to service all land uses within the community. Additionally, in response to the need for water conservation, a reclaimed water system has been incorporated into the design for irrigating the greenbelt, golf course, and park site areas.

The flood control/drainage system for Moreno Highlands has been designed to complement the open space character of the community. The system features a series of natural, soft-bottom channels that meander through the greenbelt corridors of the community. The drainage system will convey off-site storm flows that enter the site from the north and east and will capture and retard the incoming flow prior to its release to downstream areas. The drainage system has been designed to ensure that net

runoff from the site will not increase. In addition to containing flood waters, the open channels and contiguous open land provide opportunities for the creation of wetland habitat.

To satisfy the need for educational services, Moreno Highlands has planned for the possibility of one high school site, two middle school sites and seven elementary school sites within the community. The school sites are dispersed throughout the community, providing schools within proximity of residential areas. The phasing of the school sites will be coordinated with the appropriate school district.

The need for fire services will be met through the combination of site dedication and fair-share funding contributions. Sites for churches and other community facilities are also provided within the Moreno Highlands community. Day care services are allowed in the Moreno Highlands development regulations. Utility services such as electricity, natural gas, trash disposal, telephone, and cable will also be provided.

A circulation plan has been designed to accommodate the projected traffic volumes generated by development within Moreno Highlands. The circulation plan has been designed to avoid the direction of traffic through residential areas. Significant traffic-generating uses, such as community commercial and Planned Business Center uses, are designated near major transportation corridors to minimize traffic impact on residential areas of the community.

PHASING PLAN

The phasing plan for Moreno Highlands is based on a projected 15-year buildout. However, depending on market conditions, the time of buildout may be somewhat different. Generally, the land uses within the community will be developed in three phases. The provision of necessary circulation improvements and public utilities will coincide with the development of each phase. Residential and Planned Business Center uses are provided in each development phase.

PLANNING CRITERIA FOR MORENO HIGHLANDS

The Moreno Highlands Specific Plan was conceived through a balancing of community goals and environmental constraints. The Specific Plan also addresses the additional criterion of fiscal integrity and market response.

The planning programs and policies contained within the Specific Plan are responsive to community goals expressed by City representatives, the Economic Development Task Force, a community attitude survey, and various other agencies and community groups. The community goals for Moreno Highlands respond to the anticipated needs of its future residents and the business community, and they complement the established goals of the City as a whole. The following community goals guided the community design:

- Goal 1 Create a well conceived, master-planned community that includes a mix of residential, commercial, employment, and recreational opportunities.
- Goal 2 Develop a master-planned community that contributes positively to the Citywide jobs-to-housing balance through implementation of a viable east-end employment center within the City of Moreno Valley.
- Goal 3 Create a positive fiscal impact on the City and a fiscally sound program for the provision of public facilities and services.
- Goal 4 Create a system of both public and private recreation and open space that meets the needs of the new community and provides regional recreational facilities for the City of Moreno Valley.
- Goal 5 Plan for school facilities that meet the needs of the new community.
- Goal 6 Address the operating conditions of onsite facilities of San Diego Gas and Electric and the Southern California Gas Company.
- Goal 7 Develop a circulation plan that provides for the efficient movement of residents, goods, and public services.

As part of the initial planning process, a market feasibility study was prepared for the project, based on the overall goals established for the Moreno Highlands community. The study indicated that the Moreno Valley market could successfully absorb the 7,763 residential units proposed for the project and that units should provide a variety of price and size options, ranging from apartments and townhomes to large detached units. The study also determined that Moreno Valley has a strong need for the proposed Planned Business Center.

Based upon the land use types and intensities identified in the market study, a fiscal impact report (FIR) was prepared by the City through the environmental review process. The FIR analyzed the recurring revenues and costs from the proposed development on City and County Services. The FIR determined that the uses proposed in the Moreno Highlands Specific Plan would have a positive fiscal impact on the City.

CONCLUSION

The Moreno Highlands Specific Plan responds to the goals and needs of the City. The Moreno Highlands Community will be developed within the context of a comprehensive design program, providing a unified theme for development of the site. Through implementation of the Moreno Highlands Specific Plan, the following benefits will be realized:

- The creation of an innovative planned community with an emphasis on park, recreation, and open space uses that complements residential development with superior business and commercial opportunities.
- The creation of significant employment opportunities within a viable east end employment center.
- The generation of additional general fund tax revenues for the City.
- The dedication of 125 acres of park sites to the City, including 68 acres of community parks, and 57 acres of neighborhood parks.
- The reservation of school sites, fire station, church, and other public facilities.

Moreno Highlands looks forward to working with the City on the implementation of the Moreno Highlands Specific Plan. Our vision is to create a community that provides residents with the opportunity to work, recreate, and prosper close to home. The project offers unparalleled amenities and benefits to its residents and to the City. Moreno Highlands will become the standard against which all future planned communities in Moreno Valley are judged.

Introduction

SECTION 2 INTRODUCTION

2.1 PURPOSE AND INTENT

The Moreno Highlands Specific Plan implements the policies and regulations of the Moreno Valley General Plan and related ordinances as they apply and are relevant to the area encompassed by the Specific Plan. The Specific Plan specifies the type, location, intensity, and timing of development and ensures provision of adequate public services and utilities for the Moreno Highlands community.

Additionally, the Specific Plan establishes the development regulations for the Moreno Highlands land use plan. The conceptual plans and development regulations provided in the Specific Plan are intended to guide the orderly development of the Moreno Highlands Specific Plan area. Comprehensive design guidelines will be provided in a separate document and will work in concert with this Specific Plan.

2.2 AUTHORITY

The Moreno Highlands Specific Plan has been prepared in accordance with the requirements of Title 7, Sections 65450-65507, of the California Government Code and with City ordinances.

The Moreno Highlands Specific Plan and program environmental impact report (EIR) provides the needed development regulations and environmental documentation for the project site so that project-related tentative tract maps, site plans, grading permits, and/or other discretionary approvals may proceed without new environmental documentation, absent significant changes in development conditions or proposals.

Development plans or agreements, tract or parcel maps¹, or any action requiring ministerial or discretionary approval on the Moreno Highlands property must be consistent with the adopted Specific Plan, applicable City Ordinances and Resolutions, Environmental Impact Report Documents, Conditions of Approval, and the Mitigation Monitoring Program. Actions judged to be consistent with

¹ Pursuant to Condition of Approval No. 9, any mitigation conditions, policies, or programs which require performance by the developer or its successors in interest prior to the approval or recoordination of a tentative map or tract map should not be construed to apply to any subdivision map files for financing purposes only.

the adopted Specific Plan will be deemed consistent with the City of Moreno Valley General Plan, as mandated in Section 65454 of the California Government Code.

2.3 REVIEW PROCESS

The Moreno Highlands Specific Plan has undergone an extensive design and environmental review process and evolved over a period of 3 years to its current form. The process began in December 1988 with an application for a Specific Plan proposing over 8,000 residential units, over 300 acres of business park related uses, and a comprehensive network of open space areas, green belts, roads, and other public facilities and infrastructure. An EIR was prepared for Specific Plan 212 and was circulated for public comment in February 1990. In July 1990, Specific Plan 212 was revised, as Specific Plan 212-1, to reduce the number of residential units to the current total of 7,763; the business center was shifted to the north and expanded, and additional open space areas were added, principally along Davis Road. A new EIR for Specific Plan 212-1 was circulated in June 1991. The EIR identified a project alternative (Alternative 6), which included additional measures for the mitigation of environmental effects and additional design refinements to strengthen community structure. The refinements proposed in the Alternative 6 plan, compared to Specific Plan 212-1, are summarized in Section 2.4.1.

During the course of the City's consideration of the draft Specific Plan and Alternative 6, representatives of the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG), the Riverside County Habitat Conservation Agency (RCHCA) (collectively, the "Resource Agencies"), and Moreno Highlands jointly proposed an alternative mitigation plan intended to provide additional wildlife and open space areas within the southern portion of the project site, preserving approximately 398.6 acres in all (the "Joint Proposal"). The Joint Proposal was described in detail in an addendum to the final EIR (FEIR) circulated by the City in January 1992.

On March 17, 1992, in accordance with City Ordinance 75, the City Council approved Specific Plan 212-1 (Alternative 6) and certified an FEIR for the project. The FEIR concluded that the Joint Proposal provided benefits to the San Jacinto Wildlife Area (SJWA) and wildlife values in general beyond those contemplated in Alternative 6, but that the Joint Proposal could only be implemented with the joint approval of the USFWS, CDFG, and RCHCA. The City Council Specific Plan approval indicated that in the event an agreement implementing the Joint Proposal (Joint Proposal Agreement) is executed by the Resource Agencies, the dedications of land and other mitigation measures contemplated in the Joint Proposal would be automatically incorporated within the Specific

Plan without the need for any further approval by the City Council. In the event the Joint Proposal Agreement was not executed, the City Council action indicated that the Alternative 6 Specific Plan, and the various mitigation measures associated therewith, would remain in full effect. Revisions to the Specific Plan necessary to incorporate the Joint Proposal are described in detail in Section 8 of this Final Specific Plan and will become operative when the Joint Proposal Agreement is executed.

Upon adoption of this Final Specific Plan, the land use concept, implementation plans and programs, and development standards presented within the Specific Plan became the City-approved development plan for the Specific Plan area. All impact mitigation, findings, and recommendations shall be incorporated into the design of all applicable subsequent development plans within the Specific Plan area.

Any proposed amendments to the Moreno Highlands Specific Plan shall be approved pursuant to Section 6.11 of the Moreno Highlands Specific Plan.

2.4 SPECIFIC PLAN REFINEMENTS

As noted in Section 2.3 above, Specific Plan 212-1 was refined during the course of the City's environmental review process. The principal refinements occurred within the context of Alternative 6 in the Specific Plan 212-1 EIR. These refinements are described in Section 2.4.1 below. Additional refinements to the Specific Plan will be incorporated when the Joint Proposal Agreement is approved. These refinements are briefly summarized in Section 2.4.2, and are described in detail in Section 8 below.

2.4.1 ALTERNATIVE 6 REFINEMENTS

REFINEMENT A: INTRODUCTION OF BIOLOGICAL BUFFERS/SETBACK

Specific Plan 212-1 included an approximately 100-foot setback between residential development on the western edge of the project site and portions of the Davis Road right-of-way occupied by the Stephens' kangaroo rat (SKR), an endangered species. Additionally, Specific Plan 212-1 contemplated buffers adjacent to the San Jacinto Wildlife Area (SJWA). To further minimize impacts to the SKR and the SJWA, the following measures have been incorporated into the design of this Final Specific Plan (subject to further refinements when the Joint Proposal Agreement is executed).

- **Buffering.** Moreno Highlands shall provide permanent open space buffers between the project and the San Jacinto Wildlife Area. The buffer along the border with the northern projection of the SJWA (surrounded on three sides by the project) shall be 600 feet wide from the SJWA property line to the nearest edge of homesites. Additionally, the following portions of the project site will be maintained as open space: a 300-foot strip of land along the full length of Davis Road adjacent to those portions of SKR-occupied habitat held in public ownership (approximately 1-1/2 miles long), and a 19-acre triangular area in the southwestern corner of the project site. Prior to the approval of any tentative map within 1,000 feet of any occupied habitat along Davis Road or within 1,000 feet of the project boundary within the northern projection of the SJWA, Moreno Highlands shall demonstrate the establishment of a financing mechanism (such as a Mello-Roos district) for perpetual maintenance of the buffer areas.
- **Predation Barriers.** A dual predation barrier system shall be constructed along the full length of the Davis Road buffer. The fences shall be 6 feet high and the external barriers shall contain an 18-inch cantilevered overhang facing toward the project with an additional 2 feet below ground. The precise location of the fences will be determined prior to tentative map approval for any portion of the property within 1,000 feet of any occupied SKR habitat along Davis Road that is to be included within a permanent SKR reserve. Prior to approval of any tentative map within 1,000 feet of any such occupied habitat, Moreno Highlands shall demonstrate the establishment of a financing mechanism (such as a Mello-Roos district) for ongoing inspection and perpetual maintenance of such a predation barrier.
- **Prohibition Against Take of SKR and Payment of SKR Mitigation Fees.** No "take" of SKR within that portion of the property within the San Jacinto study area shall occur unless that area is removed from the study area or is otherwise authorized for incidental take under a 10(a) permit. Development within the project site shall be subject to the payment of the SKR mitigation fees required by City Resolution No. 89-92.
- **Reservation of Corridor Area.** Prior to September 17, 1993, a 300-foot-wide strip abutting the southern property line between the SJWA and Gilman Springs Road shall be reserved as a potential wildlife movement corridor. No development or other physical disturbance shall take place within the strip prior to this date. During the period prior to this date, this property shall be available for acquisition by the RCHCA or CDFG. Should either of these agencies decline to acquire the property prior to September 17, 1993, land uses within this 300-foot strip shall revert to those uses otherwise permitted pursuant to this Specific Plan.
- **Water Quality and Wetland Creation.** Moreno Highlands incorporates a substantial acreage of wetland ponds (50- to 200-foot wide) within the buffer to provide natural water quality management of nuisance and first flush storm flows generated by the development (Refer to Section 5.3.1 and 5.5-4).
- **Lighting.** To offset the potential impacts resulting from increased lighting in the project area, Moreno Highlands has committed to: direct all street lighting away from wildlife use areas; minimize the use of lighting consistent with public safety requirements; and use riparian vegetation in buffer areas to screen light from the SJWA.

- **Noise Attenuation.** The interior barrier described in the "Predation Barrier" section will be completed prior to construction of homes in the adjacent development area to minimize construction noise impact to the SJWA. The interior barrier will remain permanently. The applicant and the CDFG agreed to a performance criterion for traffic related noise of 65 dBL. The proposed interior predation barrier is adequate to achieve the performance criterion for traffic related noise.
- **Flood Peak Mitigation.** Moreno Highland provides flood-peak retarding facilities within its property to reduce the 100-year flood peaks, at its downstream boundary, to a level at or below the current 100-year flood peaks (Refer to Section 5.5.4).
- **Vector and Odor Control.** Riparian wetland areas will be managed to minimize the development of disease vector (particularly mosquito) breeding areas and objectionable odors. Management techniques will include minimizing areas and durations of standing water, occasional drying times to coincide with crucial times in the mosquito breeding cycle, and occasional use of an approved insecticide as necessary.
- **Notifications.** The residents of Moreno Highlands will be informed, via documents related to home sales, of the presence of the SJWA immediately to the south of Moreno Highlands. Residents will be informed that the SJWA is a preserve for wildlife, specifically buffered by the creation of enhanced habitat along the border with Moreno Highlands, and that access to these areas by residents, children, guests, pets or abandoned animals, other than through designated SJWA entrances, is prohibited.

REFINEMENT B: INCREASED OPEN SPACE

Due to the incorporation of biological buffers/setbacks, as described above, and the incorporation of nine additional holes of golf within Alternative 6, open space has been increased to 782.4 acres from comparison with 552 acres included within the Specific Plan (212-1). Besides providing increased biological benefits, this increase in open space provides additional recreational opportunities and a reduction in overall aesthetic impact, especially along those portions of Moreno Highlands contiguous with the SJWA.

REFINEMENT C: VILLAGE CENTER CONCEPT

Alternative 6 introduces an 80.5-acre mixed-use area within the center of Moreno Highlands called the Village Center. The Village Center is intended to be the focal point of the community serving the residents, the Planned Business Center, and the surrounding community with a mixture of complimentary retail/commercial/office/residential uses within a compact pedestrian-oriented district. Section 5.2.1 provides a comprehensive discussion of the planning and design principles guiding the establishment of the Village Center.

Introduction of the Village Center provides several benefits to the environment and community. These benefits include:

- **Establishing a Strong Community Identity.** The Village Center will be the functional and symbolic heart of the community. Centrally located and easily accessible, the Village Center will provide a variety of community-serving uses and amenities that will give a special identity to the Moreno Highlands community.
- **Mitigating Traffic and Air Quality Impacts Through a Mixed-Use/Pedestrian Oriented District.** The proximity of retail, entertainment/recreation, civic, residential, and office uses within a compact pedestrian oriented district, provides an opportunity for patrons to reach a number of destinations within a reasonable walking distance. Reduced traffic and air quality impacts from to vehicle emissions would result.
- **Meeting Changing Community Needs.** The Village Center provides a flexible and adaptable framework to meet changing market opportunities. Each phase will be financially independent, complement the previous phase, and ultimately be of sufficient critical mass to create the synergism of uses for a vital and successful Village Center.

REFINEMENT D: CIRCULATION AND TRAFFIC

The circulation plan for Moreno Highlands has been altered to accommodate adjustments in land use configurations and design elements proposed in the Alternative 6 plan. The circulation plan for Alternative 6 will result in an approximate 5% reduction in total traffic generated compared to the Specific Plan (212-1). Besides traffic congestion relief, the reduction in traffic will result in fewer air quality impacts.

REFINEMENT E: JOINT FIRE/POLICE STATION

Concerns have been raised by the Moreno Valley Police Department and the Moreno Valley Fire Department regarding the dedication of a one and one-half acre site for the development of a joint police/fire station as proposed in the Specific Plan 212-1. The concerns raised pertain to the potential incompatibility of the two uses within a single building or site. In an attempt to alleviate these concerns, Alternative 6 proposes to dedicate a 3-acre Public Safety Site to be centrally located within the Specific Plan project area. In Phase One, a temporary one-room facility will be provided by the developer in conjunction with the temporary fire station or other public facility. Within this Public Safety Site, a 1.5-acre fire station will be developed within Planning Area 66 during Phase Two. A police substation will either be built as a joint facility with the fire station or within an additional 1.5-

acre Community Facility site dedicated in Planning Area 67. If the fire station and police substation are built as a joint facility, all buildings will be designed to minimize noise generated by officers coming in at night with arrestees and the public.

REFINEMENT F: CHURCH SITES

Recognizing the spiritual needs of a family-oriented community, Alternative 6 provides opportunities for the development of churches within Moreno Highlands by allocating two five acre sites for church related uses.

2.4.2 JOINT PROPOSAL REFINEMENTS

When the Joint Proposal Agreement is executed by the Resource Agencies, additional refinements to the Specific Plan will occur as described in Section 8 below. These refinements include the following.

Buffering

Moreno Highlands will convey to the CDFG approximately 292 acres of land within the "Panhandle Area" of the property, in accordance with Exhibit 1A (designated as PA-69 and Offsite Mitigation Lands). Additionally, 106 acres adjacent to the SJWA (as depicted in Exhibit 1A) will be subject to a conservation easement and will be maintained in perpetuity as open space (however, all uses otherwise contemplated within such a buffer area under this Specific Plan, including flood control, drainage, water quality wetlands, roads, Heritage Park, etc., shall be permitted). The preservation of the approximately 398 acres will be in lieu of the buffer, predation barrier, and corridor reservation provisions described in Section 2.4.1 above. The dedication of the acreage to CDFG will also be in lieu of all SKR fees. Take of SKR within the project site will be permitted pursuant to amendments to the 10(a) permit contemplated by the Joint Proposal.

Construction of Block Walls

A 6-foot block wall shall be constructed within the 200-foot buffer on the eastern edge of the SJWA. Industry standard block walls will be constructed at the property line of all homes adjacent to Planning Area 69 and any portions of Davis Road included in a permanent SKR reserve.

Realignment of Alessandro Boulevard

Alessandro Boulevard will be realigned and relocated within the buffer adjacent to the northern portion of the SJWA.

*Environmental Setting and
Planning Issues*

SECTION 3
ENVIRONMENTAL SETTING AND PLANNING ISSUES

3.1 REGIONAL AND LOCAL SETTING

The Moreno Highlands Specific Plan area encompasses a total of 3,038 acres of land and is located in portions of the City of Moreno Valley and unincorporated Riverside County. The portion of the site within unincorporated Riverside County is completely within the City of Moreno Valley's Sphere of Influence boundary.

The City of Moreno Valley was incorporated on December 3, 1984, and encompasses the communities of Sunnymead, Edgemont, and Moreno within an area of 67.5 square miles, including its Sphere of Influence. The City of Moreno Valley is situated in the County of Riverside and is bordered by March Air Force Base on the southwest; the City of Riverside on the west; the San Jacinto Wildlife Area, Mount Russell, and Lake Perris State Recreation Area on the south; and steep hilly areas known as the Badlands and Box Springs Mountains on the east and north. Exhibit 2 shows the regional location of the City of Moreno Valley.

Exhibit 3, the vicinity map, shows the project boundaries of the Moreno Highlands Specific Plan area and the vicinity in which it is situated. As shown, the project site is bounded generally by Redlands Boulevard to the west, Gilman Springs Road to the east, Eucalyptus Avenue to the north, and the San Jacinto Wildlife Area to the south.

Approximately 1,804 acres of the Moreno Valley Specific Plan area is located within the City of Moreno Valley; the remaining 1,234 acres of the site is within unincorporated Riverside County. It is anticipated that the unincorporated portion of the Moreno Highlands Specific Plan area will be annexed into the City of Moreno Valley and the City of Moreno Valley Community Services District.

Regional access to the project site is from State Route 60 via Theodore Street, Redlands Boulevard, and Gilman Springs Road. Gilman Springs Road also provides regional access to the site from the cities of Perris and Hemet to the south. State Route 60 connects the City of Moreno Valley with Los Angeles to the west and with Interstate 10 and the resort communities of Palm Springs and Palm Desert to the east.

Local surface street access to the project site is available from the western part of the City of Moreno Valley via Eucalyptus Avenue, Cottonwood Avenue, and Alessandro Boulevard. North-to-south access to the site is available from Theodore Street and Redlands Boulevard.

3.2 ADJACENT AND ONSITE LAND USES

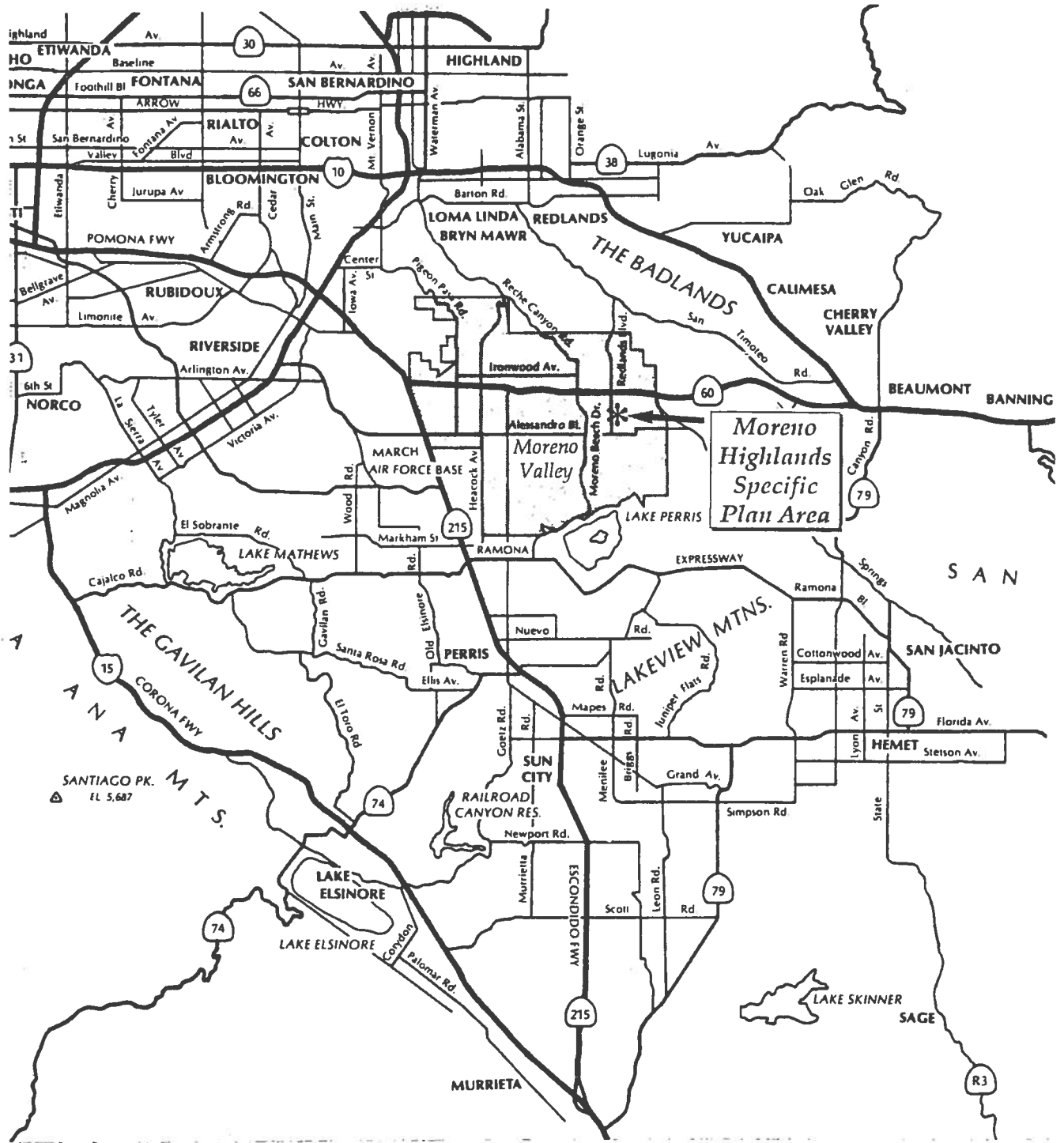
The Moreno Highlands Specific Plan area is surrounded by a variety of land uses (see Exhibit 4). Land uses located along the northern boundary of the site include a large equestrian ranch and agriculture uses between Redlands Boulevard and Theodore Street; rural residences, including small horse stables, and undeveloped land between Theodore Street and Gilman Springs Road; and the hills of the Badlands northeast of Gilman Springs Road. Land uses located adjacent to the southern boundary of the site include the San Jacinto Wildlife Area and residential uses within the townsite of Moreno along the southwestern portion of the site, and agriculture uses and state land between these residences and Theodore Street. Land uses west of the project site include rural residences with horse stables, residential uses within the townsite of Moreno, and agricultural fields. The Badlands mountain area parallels Gilman Springs Road on the eastern edge of the project site.

Located onsite and adjacent to the project site are several uses associated with oil and natural gas conveyance. The project site is traversed east to west by three high-pressure gas pipelines and a crude-oil pipeline. Two gas pipelines also traverse the site from north to south.

Several facilities located on the project site relate to the maintenance of natural gas lines. The gas lines are operated by the Southern California Gas Company (SCGC). SCGC also operates a valving and flow metering station, which directs flow, and a pipe cleaning station, from which long sections of pipeline are maintained. Three blowdown valves are located along the pipeline, and are used to release high-pressure gas from lines in the event that maintenance is required, or if an emergency in the system occurs.

One of the SCGC lines on the site connects with the San Diego Gas and Electric (SDG&E) Compressor Station, which is surrounded by (but is not part of) the proposed project. The SDG&E facility compresses gas for conveyance to the San Diego area. This facility also has a blowdown device for emergency or maintenance-related gas releases.

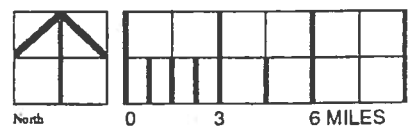
Refer to the Moreno Highlands #212-1 Specific Plan Final Environmental Impact Report (FEIR) for a comprehensive discussion on adjacent and onsite land uses.



Source: Moreno Valley General Plan

Legend

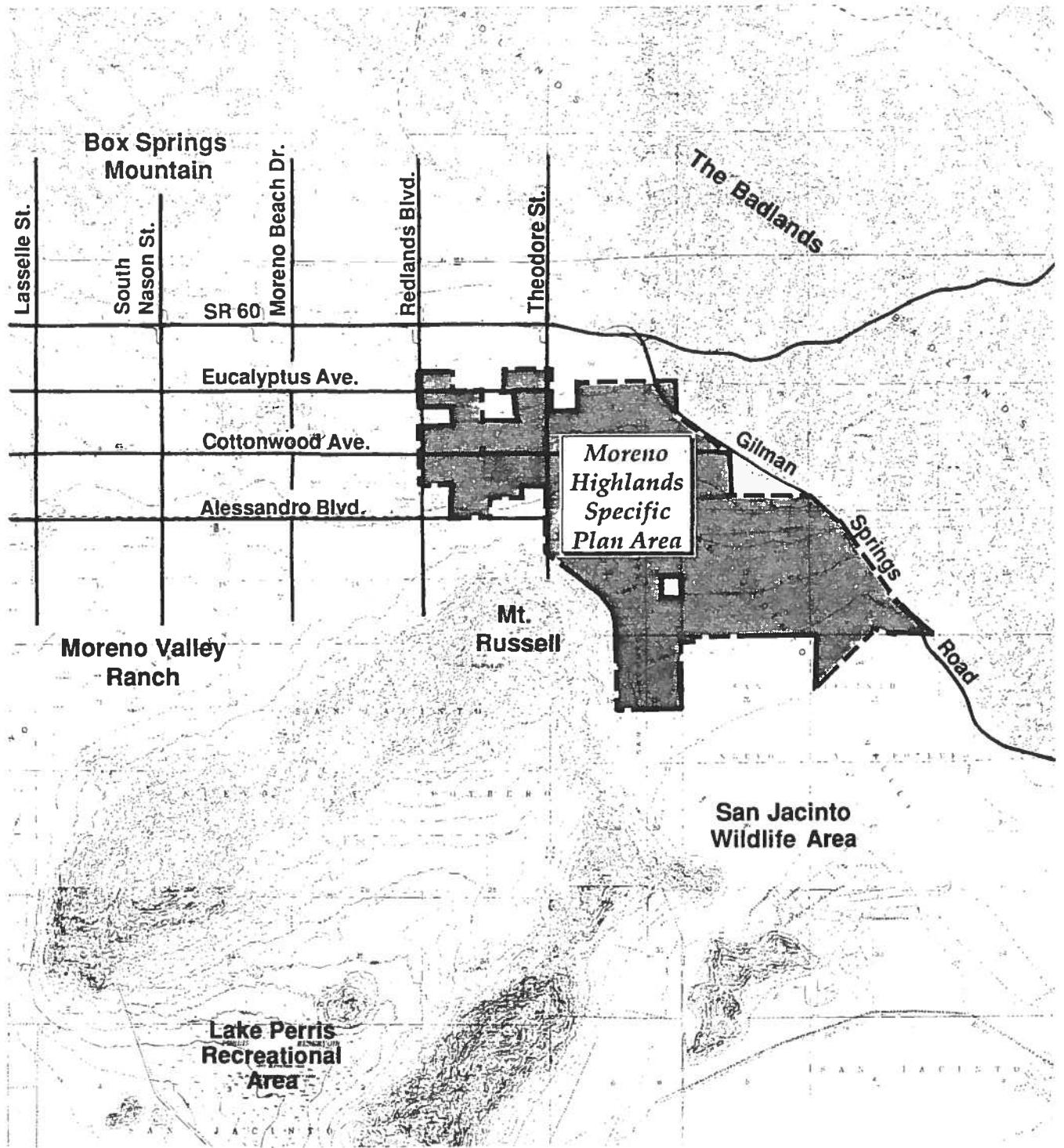
 Moreno Valley City Limits



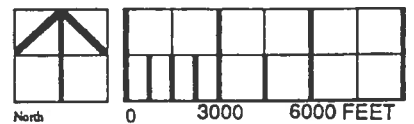
Regional Location Map

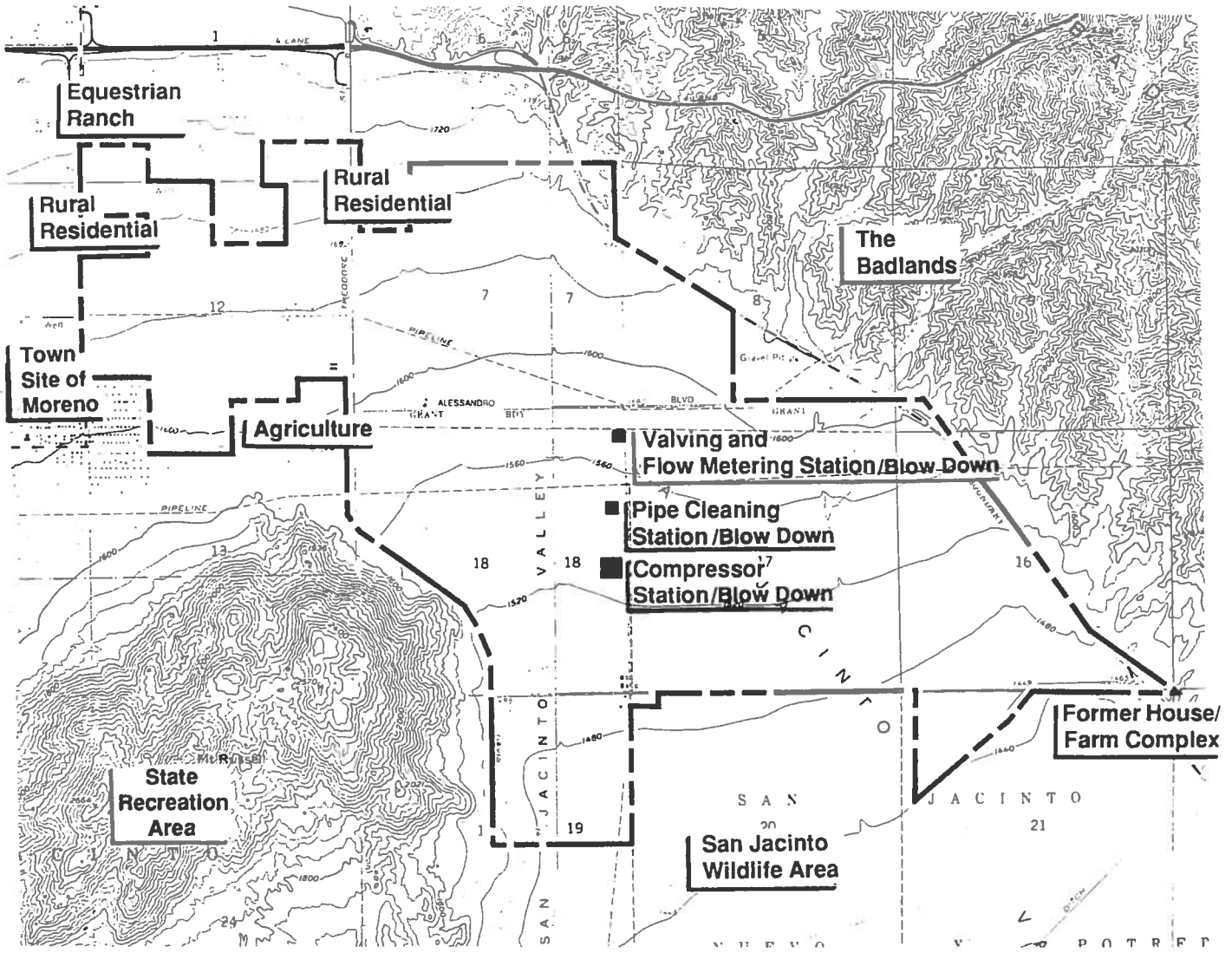
Moreno Highlands Specific Plan





Vicinity Map



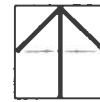


Legend

-  Moreno Highlands Project Boundary

Adjacent Land Uses

Moreno Highlands Specific Plan



North

Not to Scale



Exhibit 4

3.3 PROJECT ISSUES AND CONSTRAINTS

The planning considerations for Moreno Highlands were based on issues and constraints that characterize the Moreno Highlands Specific Plan area. Emphasis was placed throughout the planning process upon regular evaluation of potential environmental concerns to achieve a land use plan and development standards that would be harmonious with environmental resources. The Moreno Highlands Specific Plan provides a variety of programs that address these onsite issues and constraints. The following is a discussion of the issues and constraints that were considered in the planning for Moreno Highlands, and the mitigation planning that has been incorporated into this Final Specific Plan. Refer to the Moreno Highlands Specific Plan #212-1 Final Environmental Impact Report (FEIR) for a comprehensive discussion of each issue identified below.

3.3.1 PHYSICAL ENVIRONMENT ISSUES AND CONSTRAINTS

Topographical and Geological Setting

Moreno Highlands is located along an alluvial plain that slopes gently to the south. The average gradient is approximately 2 percent. Total relief is approximately 320 feet, with elevations ranging from 1,770 to 1,440 feet above sea level. Exhibit 5 shows the topography of the Moreno Highlands site.

The site is in the northern portion of the deep sediment-filled San Jacinto Valley. The majority of the site is underlain by Quaternary alluvial deposits consisting largely of sands and silty sands. It is anticipated that all onsite earth materials may be easily excavated by conventional earth-moving equipment. The majority of the site soils appear to be quite granular and should readily compact when placed as fill. Due to the granular nature of most subsoils, expansion potential is anticipated to be low to very low. However, historically recompacted soils in the San Jacinto Valley have experienced high combined shrinkage and subsidence. Therefore, subsequent construction-level geotechnical investigations will be necessary in order to evaluate the shrinkage potential of subsoils and how it may affect development. The concept grading plan in this document, based on the preliminary geotechnical evaluation, takes into account the potential for shrinkage and subsidence. Final grading plans for the project will be based on a subsequent construction-level geotechnical evaluation of the site.

Seismicity

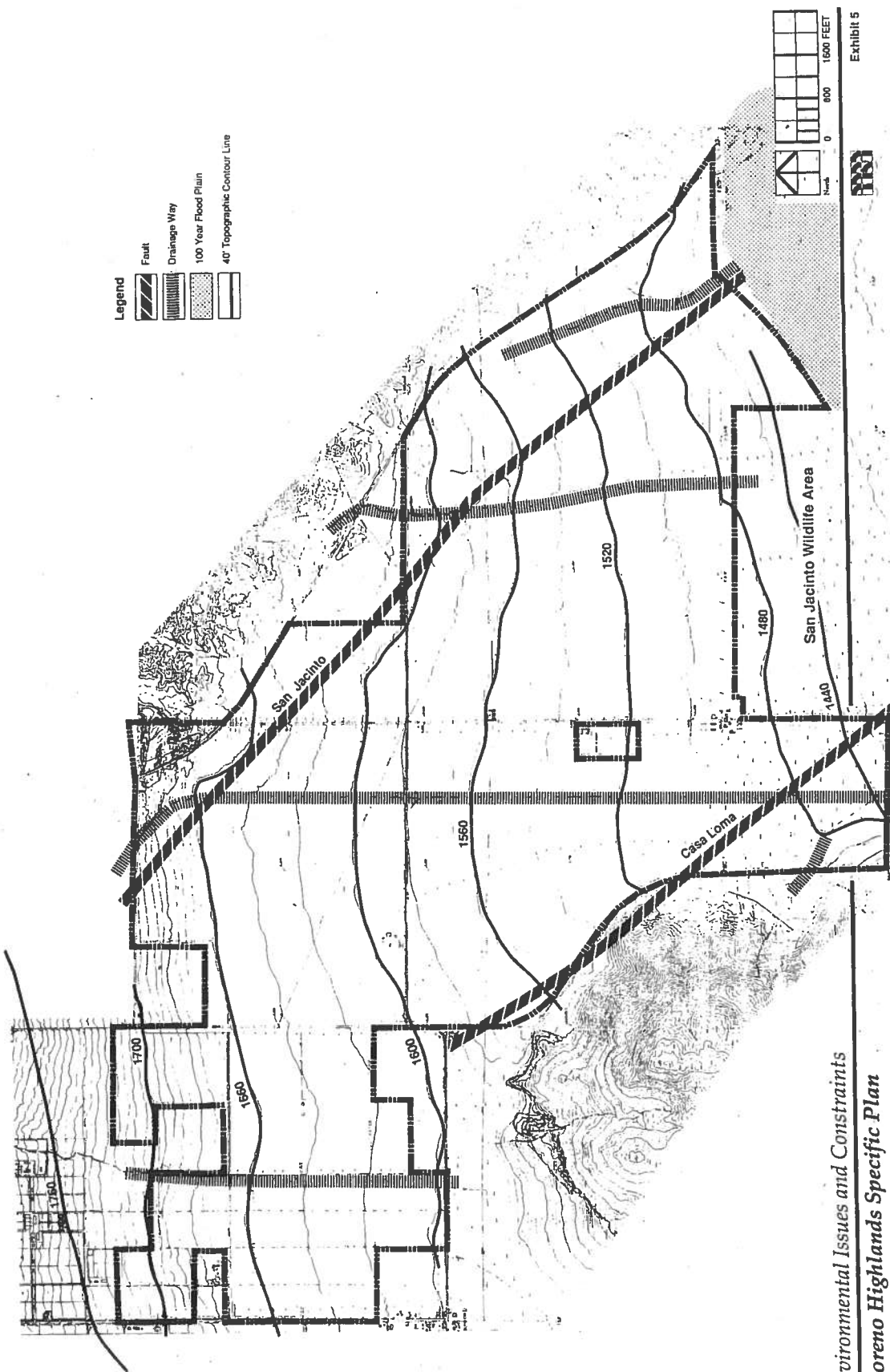
Two fault zones, the active San Jacinto Fault and the potentially active Casa Loma Fault, pass through the project site. Exhibit 5 depicts the onsite location of the San Jacinto and Casa Loma faults. The San Jacinto Fault extends from the Cajon Pass area, where it branches off from the San Andreas Fault, southeast to the Imperial Valley and beyond. Due to historical activity, the State Geologist has established an Alquist-Priolo Special Fault Studies Zone along the San Jacinto fault. Prior to developing land within the special studies zone with structures intended for human habitation, detailed geologic investigations are required.

The potentially active Casa Loma Fault is believed to be a segment of the San Jacinto Fault system. This fault appears to branch off the San Jacinto Fault, southeast of the City of Hemet. Because of its association with the San Jacinto Fault, the County of Riverside has established a County fault hazard zone. Though this fault is not within an Alquist-Priolo zone, a detailed geotechnical investigation is required prior to development within 150 feet of the mapped Casa Loma Fault.

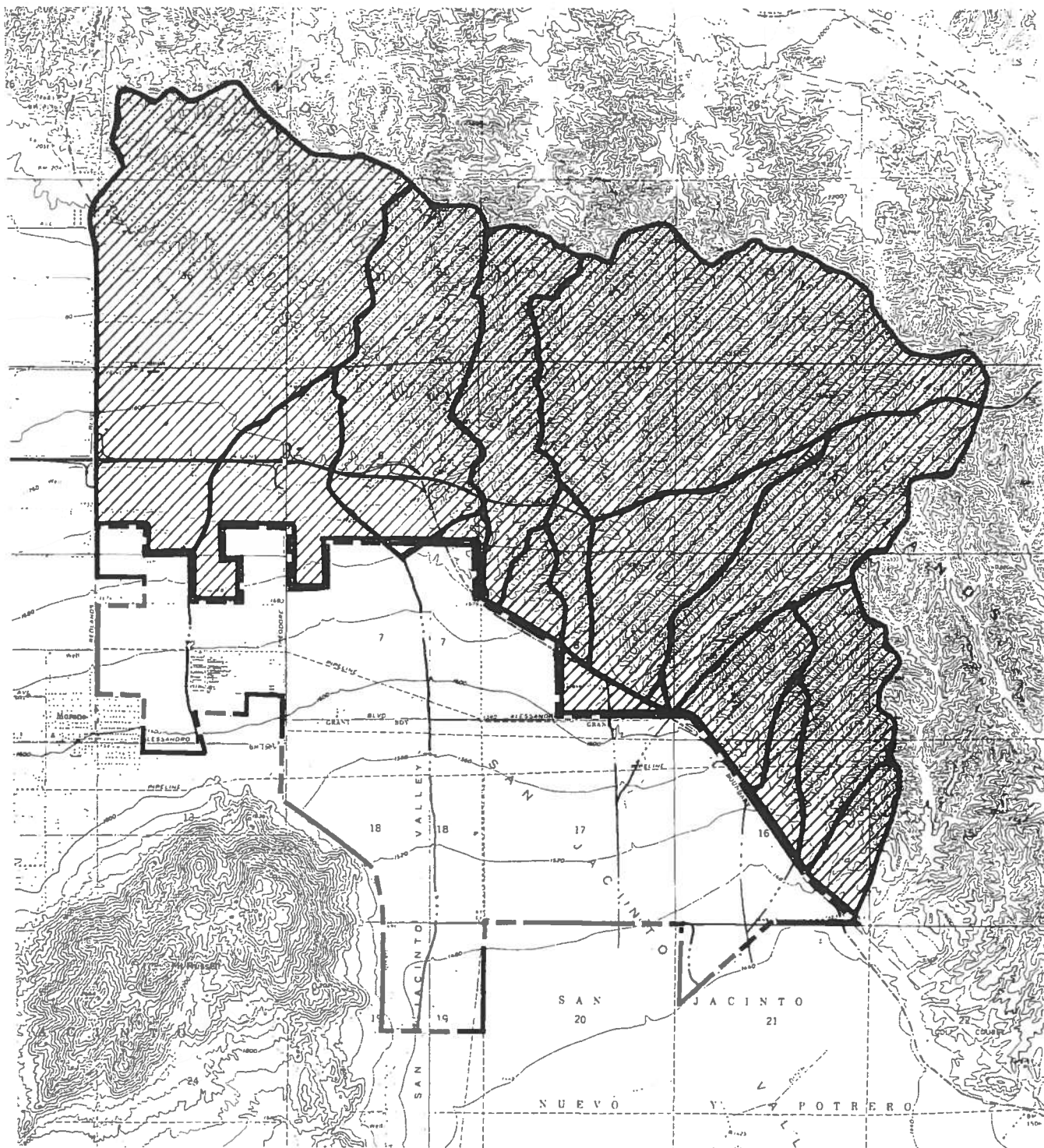
Drainage Ways And Flood Hazards

There are four primary drainage courses that presently cross the Moreno Highlands property. Exhibit 6 shows the location of onsite drainage courses within Moreno Highlands. The total watershed area contributing to these drainage courses at the downstream edge of the project site under existing conditions is approximately 10,180 acres. Exhibit 6 also depicts the total watershed area within the Moreno Highlands vicinity. The General Plan shows a 100-year flood hazard just outside the southeast boundary of Moreno Highlands.

The western portion of Moreno Highlands site is located within the existing Moreno Valley Master Drainage Plan. A concept drainage plan is presented in Section 5.5.4 of the Moreno Highlands Specific Plan; the concept drainage plan is integrated into the existing Master Drainage Plan. The concept flood control/drainage plan proposes to maintain peak 100-year discharges at or below current levels. All features of the concept drainage plan would be consistent with Riverside County Flood Control and Water Conservation District standards.




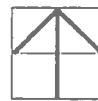
*Environmental Issues and Constraints
Moreno Highlands Specific Plan*



Source: John Tettemer Associates, LTD

Legend

-  Watershed Area
-  Drainage Course



North



0 2000 4000 FEET

Watershed Area Map

Moreno Highlands Specific Plan



Exhibit 6

Acoustical Environment

An SDG&E gas compressor station exists on the proposed project site. In addition, the Southern California Gas Company has several major pipelines that cross the site, and blowdown valves which are operated periodically and generate substantial onsite noise.

The SDG&E gas compressor plant and Southern California Gas Company blowdown facilities are the major land use compatibility concerns associated with onsite uses. The compressor facility is an industrial use, and is located within a residential (R-1) land use area. To avoid a land use compatibility impact, the Moreno Highlands Specific Plan includes a 25- to 30-foot-high berm around this facility to screen it from view and to reduce noise levels. Golf course uses would be built on and surrounding the facility and would provide a buffer between the facility and the nearest residential use. The blowdown facilities will remain in their locations. Potential noise impacts will be mitigated by providing an open space buffer around each blowdown site, by SDG&E's agreement to install silencers and muffling devices on their blowdown stacks, and/or other means that will mitigate impacts sufficiently.

3.3.2 ONSITE FACILITIES ISSUES AND CONSTRAINTS

Southern California Gas Company (SCGC) Facilities

There are three gas pipelines owned by SCGC that traverse Moreno Highlands from east to west. These pipelines range from 30 inches to 36 inches in diameter. Additionally there are two branch gas pipelines that connect to the San Diego Gas and Electric Compressor Station, and continue southward to San Diego County.

Other SCGC facilities located on the Moreno Highlands site include three blowdown facilities, a valving and flow metering station, and a pipeline cleaning station. A buffer zone of 200 feet minimum shall be provided around all gas containment equipment and shall be visually screened by a minimum 10 foot-high barrier. Exhibit 7 shows the location of SCGC facilities. The SCGC pipelines located west, northwest, and south of SCGC's flow metering station and those located west and south of the pipeline cleaning station near Alessandro and Virginia will remain in place, and all buildings will be set back a minimum of 25 feet from existing pipeline easements. The alignments of existing pipeline easements shall be verified in coordination with SCGC and clearly signed to indicate their alignments.

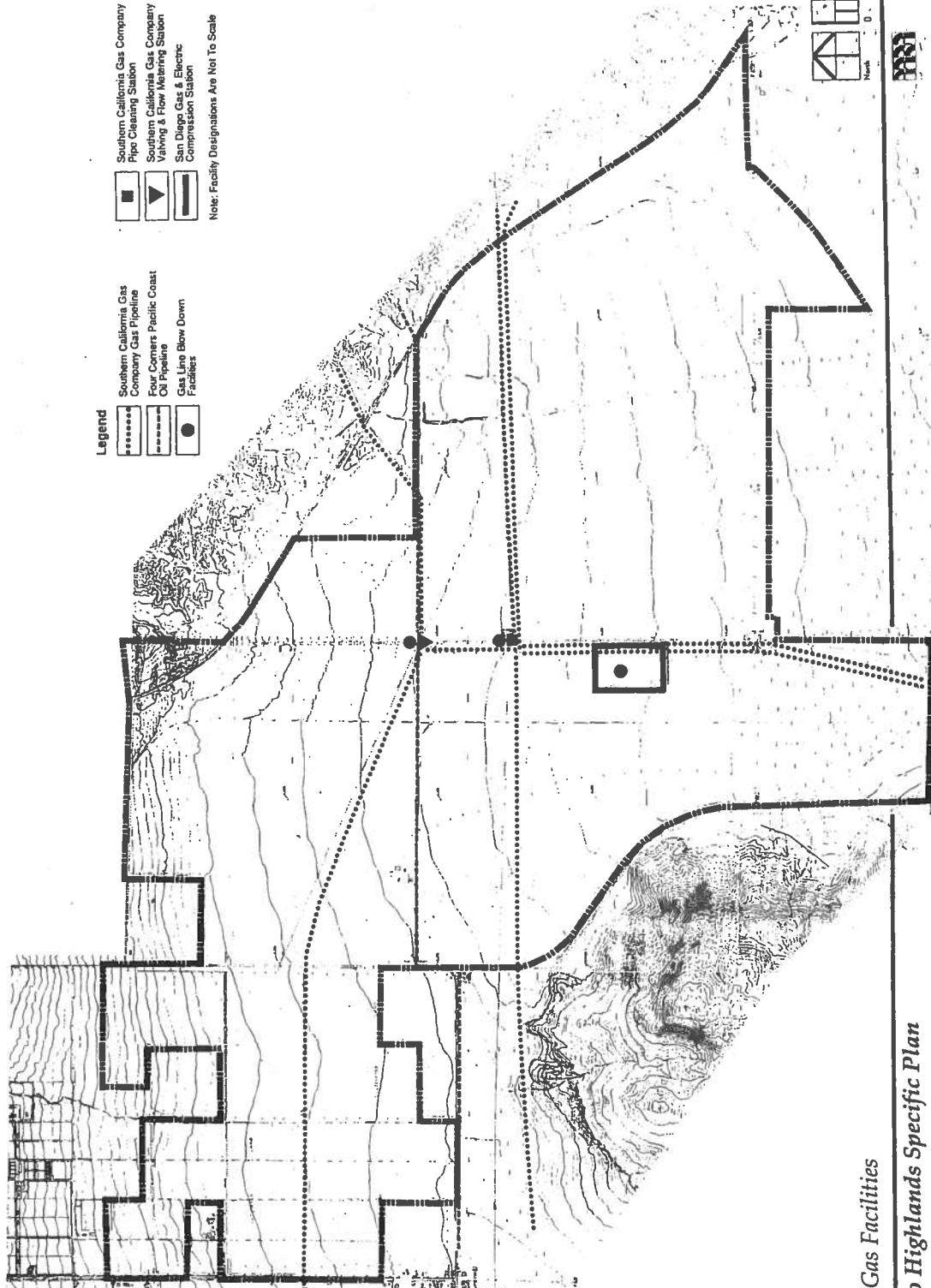
Two of the SCGC pipelines existing east of the cleaning and flow metering stations apparently do not meet current standards for developed areas and may be replaced within existing easements or relocated, in coordination with SCGC, within proposed street rights-of-way, within open space corridors such as the proposed golf course, or within new easements. All grading activities that are to occur near SCGC facilities within Moreno Highlands will be coordinated with SCGC.

San Diego Gas and Electric (SDG&E) Facilities

A compressor station owned and operated by SDG&E is located on the west side of Virginia Street, south of Alessandro Boulevard. The function of the compressor station is to increase the pressure of natural gas in two branch pipelines that extend south from the SCGC pipeline cleaning station to service the San Diego area. These two gas pipelines constitute the principal gas supply to San Diego. The compressor station consists of three separate compressor trains and includes the normal associated auxiliaries such as cooling towers, blowdown stacks, fuel gas treatment, and remote control systems. Exhibit 7 shows the location of SDG&E facilities. All grading activities that are to occur near SDG&E facilities within Moreno Highlands will be coordinated with SDG&E. A 25- to 30-foot-high earthen berm will be constructed around the compressor station to help attenuate visual and noise impacts associated with the facility.

Four Corners Pipeline Company Facilities

A 16-inch oil pipeline, part of the Four Corners pipeline system, crosses the Moreno Highlands site in a west-to-east direction. This pipeline currently transports West Coast crude oil to Four Corners, Arizona, where it connects to other pipelines heading east. Exhibit 7 shows the location of the Four Corners Pipeline Company facilities. The Four Corners pipeline will remain in its present location and all buildings within the Moreno Highlands development will be set back a minimum of 25 feet from the center of existing pipeline easements. All grading activities that are to occur adjacent to the alignment of the Four Corners pipeline will be coordinated with the Four Corners Pipeline Company.



Onsite Gas Facilities

Moreno Highlands Specific Plan



3.3.3 BIOLOGICAL AND CULTURAL RESOURCES ISSUES AND CONSTRAINTS

Stephens' Kangaroo Rat

The Stephens' kangaroo rat (SKR), federally listed as an endangered species and state-listed as a threatened species, occurs sporadically throughout the project vicinity. Exhibit 8 shows the location of the SKR within the project area.

The general decline of Stephens' kangaroo rat habitats resulted in the species being listed as endangered by the federal government, effective October 31, 1988. The federal listing of the Stephens' kangaroo rat, pursuant to Section 9 of the Endangered Species Act of 1973, prohibits the "take" (killing, wounding, trapping, harassing, possessing, harming, or attempting to do so) of an endangered species. Section 10 of the Act establishes the means for obtaining permits for "incidental take" (taking that results from, but is not the primary purpose of, an otherwise legal activity such as an approved development project). Under Section 10(a), a permit for "incidental take" may be issued on a regionwide basis or for individual projects by the U.S. Fish and Wildlife Service if a number of conditions are met, and an acceptable "habitat conservation plan" (HCP) accompanies the permit application. Besides the population biology of the species, the HCP must discuss a number of other elements, including details of finance and legal arrangements for the conserved habitat.

To facilitate ongoing land use planning before a final HCP can be prepared and formally adopted, the County of Riverside Board of Supervisors adopted, on October 25, 1988, an emergency ordinance establishing an interim Stephens' kangaroo rat HCP fee area and setting an interim mitigation fee for the purpose of purchasing Stephens' kangaroo rat habitat to be set aside within nine areas now being studied for preserve status. This ordinance serves as the core of the County of Riverside's application to the U.S. Fish and Wildlife Service for a Section 10(a) permit, submitted to the USFWS in mid-1989 along with details about the preserve study areas designated by the County. Entitlements for proposed projects within the preserve study areas may be processed as long as environmental documentation prepared for the projects allows for a finding that the project will not have a negative impact on the function of a preserve area that may eventually be defined within the study area.

In approving the Specific Plan, the City found that the development of the project, subject to the mitigation measures contained in Section 5.2.4, would not have a significant impact on the establishment of an SKR reserve within the study area. If the Joint Proposal is implemented, almost 300 acres of habitat in the "Panhandle Area" of the project site will be preserved for SKR habitat.

Riparian Habitat

There are four drainage courses that presently cross the Moreno Highlands Specific Plan area. Together these four drainages contain 0.1 acre of regulatable wetlands and 5.1 acres of waters of the United States, as defined by Section 404 of the federal Clean Water Act and Sections 1601-1603 of the California Fish and Game Code. The Moreno Highlands Specific Plan proposes to alter these drainage areas in their entirety by incorporating them into a flood control system, directing them into new drainage courses, or eliminating them by grading. The Moreno Highlands Specific Plan contains a resource mitigation program that provides for the creation of approximately 18.3 acres of onsite riparian resources. Exhibit 8 shows the location of onsite riparian habitat within Moreno Highlands. Further discussion of the riparian management plan is presented in Section 5.3.1.

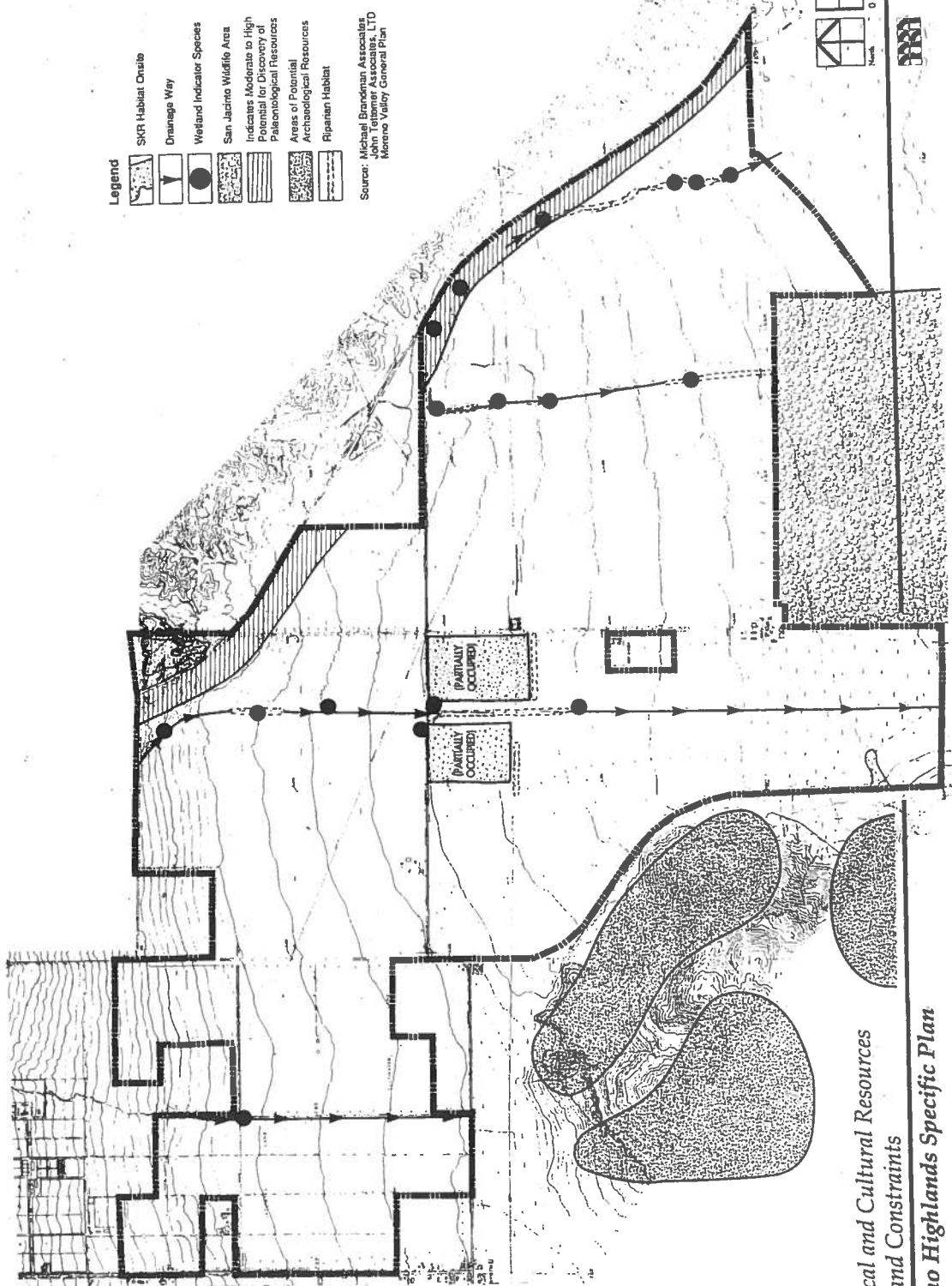
San Jacinto Wildlife Area

The San Jacinto Wildlife Area of the California Department of Fish and Game is located immediately south of the Moreno Highlands site. Exhibit 8 shows the location of the San Jacinto Wildlife Area. The San Jacinto Wildlife Area consists of 4,669 acres of natural wetland, alkali flat, riparian woodland, and grassland habitat. Additionally, the San Jacinto Wildlife Area lies on the Pacific flyway, providing habitat for large numbers of migratory birds. The wildlife area, with its wide open expanses and rocky outcroppings, also attracts a variety of both resident and wintering raptor species, including golden eagles, northern harriers, and ferruginous hawks. The alluvial slopes of the wildlife area also provide habitat for the federally listed endangered Stephens' kangaroo rat.

The San Jacinto Wildlife Area plays an important role as wildlife habitat in a region that is experiencing rapid suburbanization. The land use plan for Moreno Highlands was prepared in consultation with the Department of Fish and Game and is sensitive to the needs and habitats of the wildlife area. Additionally, the Moreno Highlands Specific Plan provides a resource mitigation program within Sections 5.2 and 5.4 that addresses the community interface of Moreno Highlands with the wildlife area.

Cultural Resources

Located on the Moreno Highlands site are limited archaeological resources and potentially significant paleontological resources. There are no significant historical resources on the project site. Exhibit 8 shows the general location of onsite and nearby cultural resources within Moreno Highlands. The



- Legend**
- SKR Habitat Corridor
 - Drainage Way
 - Wetland Indicator Species
 - San Jacinto Wildlife Area
 - Indicates Moderate to High Potential for Discovery of Paleontological Resources
 - Areas of Potential Archeological Resources
 - Riparian Habitat

Source: Michael Brannen Associates
 and
 Moreno Valley LTO
 Moreno Valley General Plan

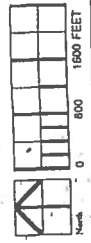


Exhibit B

**Biological and Cultural Resources
 Issues and Constraints
 Moreno Highlands Specific Plan**

Moreno Highlands Specific Plan provides a resource mitigation program in Section 5.3.3 that addresses and mitigates potential impact to cultural resources.

3.3.4 OTHER RELEVANT PLANNING PROGRAMS—ISSUES AND CONSTRAINTS

Moreno Valley General Plan

Exhibit 9 shows the General Plan land use designations for the Moreno Highlands project site prior to the General Plan amendment that accompanies the Moreno Highlands Specific Plan. Generally the project site was designated for residential uses on the western and southern portions of the site and planned industrial uses in the northern areas. Although the easterly portion of the site is located within unincorporated Riverside County, land uses are designated in the City's General Plan because it is within the City's Sphere of Influence.

Moreno Valley Development Code

This Specific Plan project area that was designated as part of the General Plan amendment was covered by a variety of zoning designations. Such designations include heavy agriculture, light agriculture, controlled development areas, rural residential, residential agriculture, and single-family residential. Through the adoption of the General Plan amendment and Specific Plan, the former zoning designations of the project site will be amended to reflect Specific Plan zoning.

Riverside County General Plan

Approximately 1,234 acres of the Moreno Highlands project site is within unincorporated Riverside County. Exhibit 10 shows the jurisdictional boundaries within the Moreno Highlands project area. The Riverside County General Plan Open Space and Conservation Map designates the project site as agriculture.

Local Agency Formation Commission of Riverside County (LAFCO)

As defined in the Knox-Nisbet Act of the Government Code, among the purposes of LAFCO are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local governmental agencies based upon local conditions and circumstances. One of the objectives of

LAFCO is to conduct studies and obtain and furnish information that will contribute to the logical and reasonable development of local government in the County of Riverside.

In addition, LAFCO is empowered to approve or deny the annexation and detachment of territory to and from local agencies (i.e., cities and special districts), provided that LAFCO does not impose any conditions that would directly regulate land use or subdivision requirements. However, LAFCO may require that a city prezone the territory to be annexed, provided that the commission does not specify how or in what manner the territory will be prezoned (Government Code Section 54790).

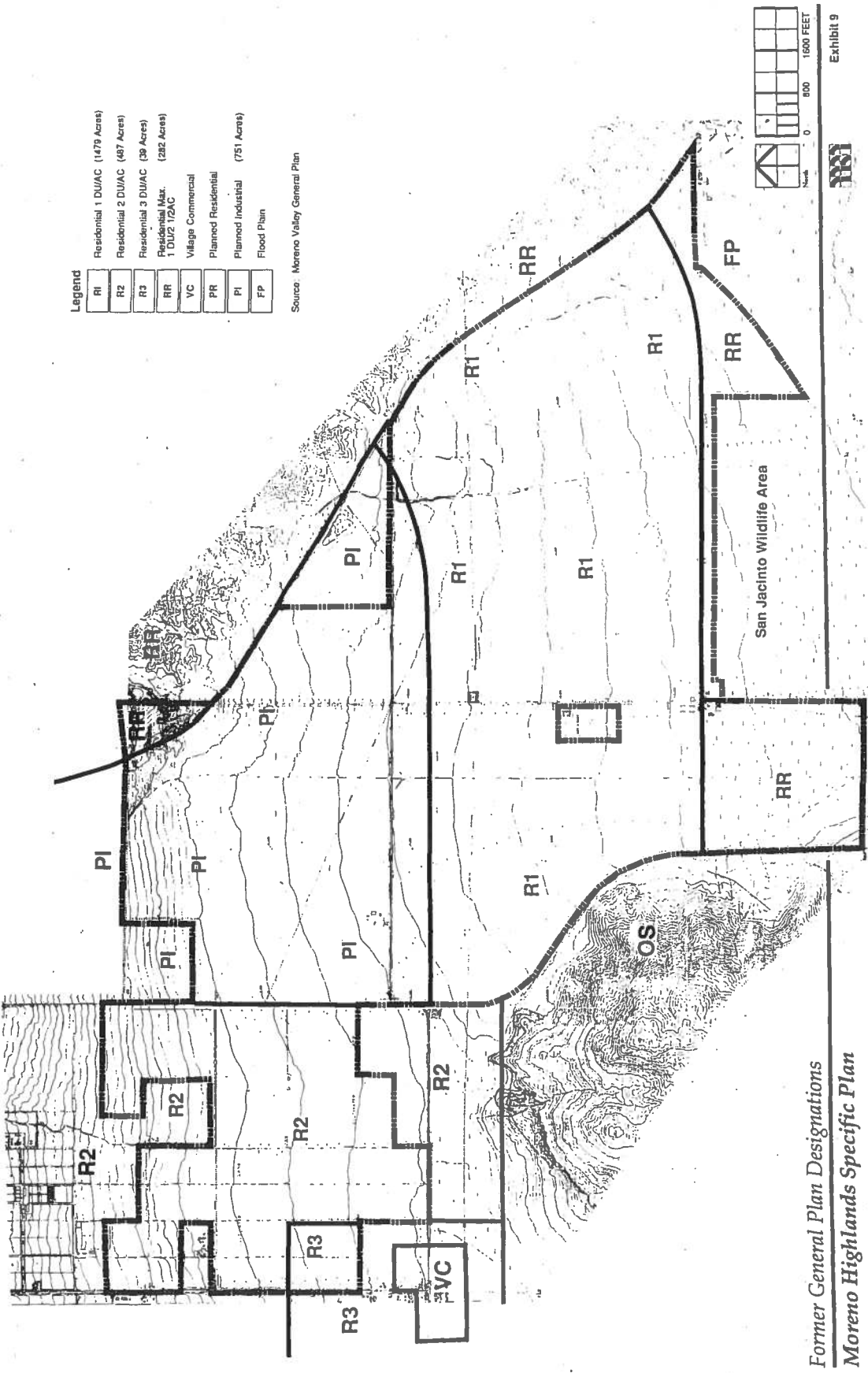
In considering proposals to change local governmental boundaries, LAFCO is required to consider numerous factors, including population density; land use; assessed valuation; natural conditions; proximity to other populated areas; projected growth of the area; needs, cost, availability, and adequacy of governmental services; the effect on the county; the conformity of the proposal with adopted LAFCO policies on providing planned orderly and efficient patterns of urban development; effect on agricultural preserve and open space uses; and the "sphere of influence" of any local agency which may be applicable to the proposal (Government Code Section 54746). Additionally, in reviewing boundary change proposals that would reasonably be expected to lead to conversion of existing open spaces to other than open space uses, LAFCO must consider special policies and priorities favoring prime agricultural lands (Government Code Section 54747.0), such as Williamson Act agricultural preservation contracts. The LAFCO decision-making process involves a careful weighing and balancing of all these factors.

Concurrent with the adoption of the Specific Plan, the Moreno Highlands area was prezoned by the City pursuant to LAFCO's requirements for annexation.

South Coast Air Quality Management District and Southern California Association of Governments Air Quality Management Plan

Moreno Highlands is located in the South Coast Air Basin, a 6,600-square-mile area encompassing the nondesert portions of Los Angeles, Riverside, San Bernardino, and Orange counties. In the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are the planning agencies concerned with air quality.

In May of 1991, SCAQMD and SCAG adopted an air quality management plan (AQMP) which provides for the attainment of federal air quality standards by the year 2007. Draft guidelines



Legend

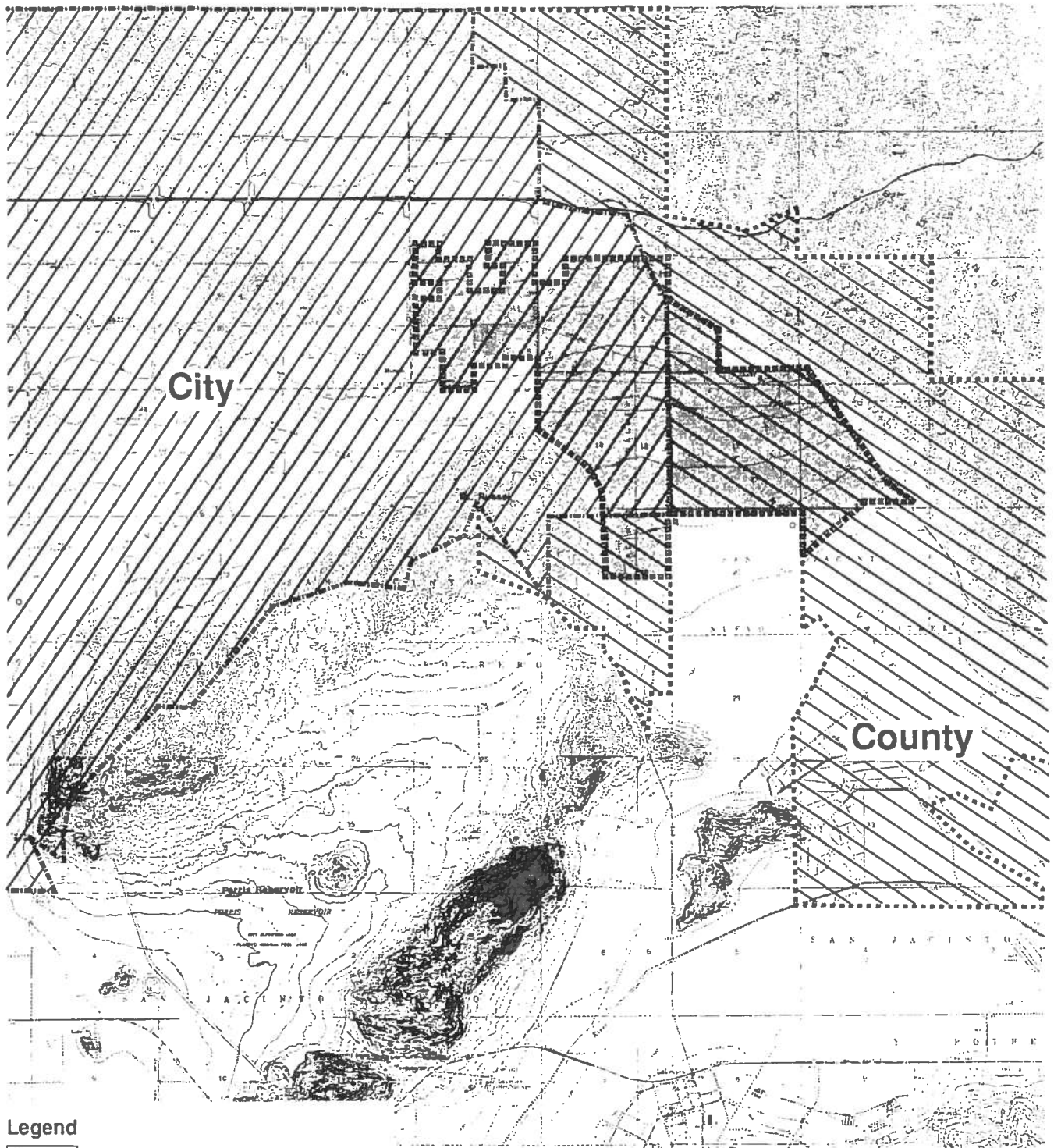
RI	Residential 1 DUJAC (1479 Acres)
R2	Residential 2 DUJAC (487 Acres)
R3	Residential 3 DUJAC (39 Acres)
RR	Residential Max. 1 DUJ2 1/2AC (282 Acres)
VC	Village Commercial
PR	Planned Residential
PI	Planned Industrial (751 Acres)
FP	Flood Plain

Source: Moreno Valley General Plan




**Former General Plan Designations
Moreno Highlands Specific Plan**

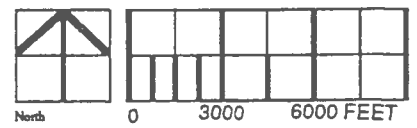


Exhibit 9



Legend

-  City of Moreno Valley
-  Moreno Valley Sphere of Influence
-  Moreno Highlands Project Boundary



Jurisdiction Map



prepared by SCAG call for new methods to determine consistency with the adopted air quality management plan, including whether a project is consistent with the job/housing balance goals for its region.

The term "job/housing balance" is a concept that considers to what extent an area's housing and employment opportunities are balanced, in that the majority of people living in the area can work there. If people live near their work it reduces vehicle miles traveled and the air pollution that results from this travel. Because of resource limitations, SCAG did not refine job/housing ratios used in the AQMP to include other factors such as the match between the price of housing and the income of employees. The job/housing performance ratio for central Riverside County, the subregion in which the Moreno Highlands Specific Plan area is located, is 0.83 (meaning that 0.83 jobs are available for each housing unit). The ratio is computed by dividing added jobs by added dwelling units from 1984 to 2010.

A job/housing balance analysis for the Moreno Highlands project was prepared. Calculations of the three employment generators proposed for the project indicated that the Planned Business Center, the commercial area including hotel, and the public sector would provide a total of 21,000 jobs. Using the projected number of 7,763 dwelling units, this would result in an overall project job/housing ratio of 2.71. Therefore, the project would meet the job/housing criteria, providing more jobs than dwelling units, and would thus improve the existing job/housing performance ratio for central Riverside County of 0.83. SCAG has formally recognized conformance of this Specific Plan with the AQMP.

Williamson Act

Approximately sixty percent (60%) of the Moreno Highlands project site is in an agricultural preserve under the Williamson Act. A notice of nonrenewal was filed in August 1986 for those portions of the project site in the agricultural preserve. As a result of the filing of such notice of nonrenewal, the Williamson Act contract affecting the project site will expire December 31, 1995, and the site will be eligible for development without penalty at that time. Prior to such expiration, the Williamson Act contract is subject to full or partial cancellation upon satisfying the requirements set forth in California Government Code Section 51280 et seq. Exhibit 11 shows those areas of the Moreno Highlands project site that are currently within agriculture preserve. The developer intends to apply for cancellation as necessary or appropriate to implement the phased development of the project; however,

only a relatively small portion of the land currently subject to the Williamson Act contract (less than 60 acres) is likely to be developed prior to the expiration of the contract.

California Department of Fish and Game

Wetland areas within Moreno Highlands are subject to regulation by the California Department of Fish and Game under Sections 1601-1603 of the state Fish and Game Code. A written streambed alteration agreement is required prior to development of structures that may threaten, harm, or destroy existing wetland habitat. The Moreno Highlands Specific Plan includes a resource mitigation program that provides for creation and expansion of onsite wetland areas.

U.S. Army Corps of Engineers

Existing drainage courses and wetland areas ("waters of the U.S.") within Moreno Highlands are subject to regulation by the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act. A permit may be required prior to the alteration of any waters of the U.S. under the jurisdiction of the Army Corps of Engineers. The Moreno Highlands Specific Plan provides a resource mitigation program for impacts to onsite drainage courses.

Land Use Concept

SECTION 4
LAND USE CONCEPT

4.1 PROJECT GOALS, POLICIES, AND IMPLEMENTATION PLAN

The formulation of community goals and policies has been an integral part of the master planning effort for Moreno Highlands. The planning programs and policies contained within the Specific Plan were centered on a series of community goals established by City representatives, the Economic Development Task Force, a community attitude survey, and various other agencies and community groups. The goals and policies were established in response to the needs of future residents of the new community of Moreno Highlands and to existing and future needs of the City of Moreno Valley. The goals and policies of the Moreno Highlands Specific Plan will have a major economic impact on the City and set a new standard for planned community development. The land use concept for Moreno Highlands is intended to accomplish the following:

GOAL 1

Create a well-conceived, master-planned community that includes a mix of employment, residential, commercial, and recreational opportunities.

Policies

- a. The Planned Business Center shall provide a viable east-end employment base.
- b. The residential housing mix shall provide for a broad range of densities from very low to high, provide flexibility to incorporate a variety of housing types to meet housing demands, and provide move-up housing opportunities.
- c. Plan for a mixed-use area with arterial exposure so as to maximize the opportunity to develop viable and marketable multiple-family residential, commercial, retail, and hotel/motel uses.
- d. Plan for adequate park, open space, and recreational facilities for the new community.
- e. Plan for neighborhood and community commercial centers to conveniently serve surrounding residents.
- f. Provide adequate infrastructure and public facilities to meet the needs of residents and land uses as phased development occurs.

Implementation Plan

- a. The Planned Business Center provides 360.8 acres of business park uses, 80.5 acres of mixed uses, and 16.0 acres of community commercial land uses. Approximately 21,000 jobs are anticipated to be generated. The developers of Moreno Highlands shall work with the City on an incentive program to attract major businesses and industries into the business center.
- b. The land use plan for Moreno Highlands provides a mix of residential densities ranging from an average of 2.0 dwelling units per acre to 20 dwelling units per acre. Building lot sizes within the project also consist of a varied mix. Single-family lot sizes range from 5,000 square feet to 25,000 square feet. Both detached single-family and high-density multifamily dwellings are provided within the project. The housing mix in Moreno Highlands will meet the housing demands of a wide variety of household needs. At a minimum, 10% of all housing units shall be set aside for moderate income households, and an additional 5% shall be set aside for low or very low income households.
- c. An 80.5-acre mixed-use area, the Village Center, is provided in the center of the land use plan. The Village Center is intended to provide a combination of high-density residential, community commercial, and hotel uses, generating a community focal point of interrelated activities, thereby reducing typical trip lengths and associated impacts on transportation systems and related air emissions and creating community identity for residents and visitors. The Village Center, in conjunction with adjacent golf course uses, will provide a catalyst that will attract various types of businesses.
- d. A total of 782.9 acres of open space uses is provided within Moreno Highlands (823.8 acres of open space under the Joint Proposal). Two championship golf courses (36 holes total) are planned to help meet the golfing demands of the new community and the City. The combination of these two golf courses will result in approximately 379.5 acres of golf course facilities. A total of 125.0 acres of neighborhood and community park sites are planned to meet the recreation needs of residents. The remaining open space provided within the project consists of greenbelts, enhanced open space/natural buffers, and a scenic highway corridor. A network of equestrian trails and bikeways is also provided.
- e. A total of 10.0 acres of neighborhood commercial and 16.0 acres of community commercial uses are planned for the project, not including the mixed-use area.

A 10.0-acre neighborhood commercial center is located at the corner of Eucalyptus Avenue and Redlands Boulevard, providing convenient commercial access to residential areas within the northwest portions of Moreno Highlands. A 16.0-acre community commercial center is located at the corner of Fir Avenue and Gilman Springs Road, providing convenient commercial access to residential areas and business park uses within the southeast portions of Moreno Highlands.

- f. Prior to the first tentative map approval in each phase of development, the developer will submit an Infrastructure and Public Facilities Financing and Phasing plan for that phase, which shall include all site-specific infrastructure and other public facilities needed to service such individual phase of development and each planning area within that phase. This plan shall be subject to the approval of the City Engineer, the Community Development Director, and the City Manager.

GOAL 2

Develop a master-planned community that contributes positively to the citywide jobs/housing balance goal through implementation of a viable east-end employment center within the City of Moreno Valley.

Policies

- a. Plan a sufficient amount of employment uses by the establishment of a Planned Business Center, with additional commercial uses and public facilities that contribute significantly to the overall jobs/housing balance of the City.
- b. Work with the City and the Economic Task Force on the development of a broad-based incentive program that will encourage companies to locate within Moreno Highlands.
- c. Develop a high-quality Planned Business Center.

Implementation Plan

- a. The land use plan for the project designates 602.6 acres for Planned Business Center uses, 10.0 acres of additional neighborhood commercial uses, and 168.5 acres of public facilities. Together, a total of 21,000 jobs will be generated by the project. The jobs/housing ratio for the project would be 2.71.

To encourage an appropriate jobs/housing ratio during incremental development of the site and at final buildout, approvals of residential units shall be allowed in conjunction with the provision of sufficient employment generating sites as provided in Condition of Approval No. 60.

- b. In promotion of the Planned Business Park to potential users, the developer(s) shall develop and implement a City/developer marketing plan for the Planned Business Center. The developer or its successor in interest shall be required to contribute \$75,000 annually for a period of 5 years towards the joint marketing/business attraction effort. These contributions will commence upon the developer's completion of the infrastructure for the first 50 acres of the business center.

Incentives to attract business to the Moreno Highlands Planned Business Center will include such items as:

- Ready-to-build sites with public infrastructure in place.
- Affordable land prices.
- Proximity to major markets.
- Quality business environment with high visibility.
- Personal choice of corporate decision maker(s) based on lifestyle preferences.
- Availability of trained and motivated workforce.
- Availability of employee housing opportunities within Moreno Highlands and surrounding residential development.
- Access to community services and recreational amenities directly adjacent to employment centers.

The City's Economic Development Department shall take the leadership role for all City and developer joint marketing efforts. All joint marketing efforts between the City and the developer shall promote Moreno Valley, in whole, as a business opportunity.

- c. The Planned Business Center is envisioned to be a high-quality destination employment center. The center is situated within a golf course setting, thereby offering recreational amenities as well as an aesthetically pleasing environment. A comprehensive set of design guidelines and development standards has been prepared for the Planned Business Center to ensure that it is a high-quality development.

GOAL 3

Develop a project that has a positive impact on the City and a fiscally sound program for the provision of public facilities and services.

Policies

- a. Provide for an overall positive fiscal impact on the City.
- b. Plan for and define the extent of public facilities and services, and the revenue sources to develop, maintain, and operate them.
- c. Provide for uses that will be a positive source of income to the City of Moreno Valley, such as commercial uses, business park, hotel, etc.

- d. Provide cost-effective parks and open space areas through low-maintenance, water-efficient landscape design.

Implementation Plan

- a. The Planned Business Center together with the planned commercial uses will generate over \$2.5 million of annual tax revenue for the City.
- b. A projectwide fiscal impact report (FIR) has been prepared. The FIR has determined that to fund adequate public services, the project will have annual recurring costs of approximately \$3 million and will generate \$5.8 million in recurring revenues. The FIR discusses funding sources such as assessment districts and homeowner associations that may be used to fund public services.
- c. The land use plan for the project provides 467.3 acres of income-generating revenues for the City. An annual surplus of approximately \$2 million is anticipated to be generated from the project once it is built out.
- d. Guidelines have been established for the cost-effective development of parks and open space areas within the project. Such guidelines include adequate phasing of park sites and provision of a variety of open space uses to serve recreational needs. Landscape treatment planned for open space areas within the project focuses on the use of drought-tolerant or water-conserving plant materials.

GOAL 4

Create a system of both public and private recreation and open space areas that meets the needs of the new community and provides regional recreational facilities for the City of Moreno Valley.

Policies

- a. Provide a major community park to meet the needs of the City.
- b. Incorporate a high-quality golf course.
- c. Plan for development that provides buffers to aid in the protection of the San Jacinto Wildlife Area.
- d. Provide an extensive network of trails and bikeways available to the community.
- e. Provide linkages to offsite recreational facilities, such as the Lake Perris State Recreation Area, as well as the County's regional hiking/riding trail system.

Implementation Plan

- a. The open space for the project provides 68.0 acres of community park acreage that will be offered for dedication to the City. The community park acreage is planned to consist of a variety of passive and active uses.
- b. The open space plan for the project provides two championship golf courses. Each golf course will consist of 18 holes, a driving range, putting greens, and potential clubhouse facilities. The golf courses will be high-quality facilities to be privately owned and operated with at least one open for public use.
- c. The open space plan designates enhanced open space land uses at the interface of the project and the San Jacinto Wildlife Area. These uses will act as a compatible buffer between the project and the wildlife area.
- d. The open space plan provides a comprehensive network of equestrian trails and bikeways throughout Moreno Highlands. The alignment of bikeways is consistent with bikeway alignments provided in the Moreno Valley General Plan.
- e. The equestrian trail system within Moreno Highlands provides the opportunity for linkages to County and City equestrian trail systems.

GOAL 5

Plan for school facilities that meet the needs of the new community.

Policies

- a. Provide for a high school site that serves the needs of future residents in the east end of the City.
- b. Work with the school districts to determine the number, size, and location of elementary schools, middle schools, and high schools.
- c. Provide mechanisms for bringing school facilities on line consistent with residential development.

Implementation Plan

- a. The land use plan designates a 41-acre high school site. Approximately 1,824 high school students are anticipated to be generated from the project. The high school site provided within Moreno Highlands shall serve existing and future student demands of the project and within the east end of the City.

- b. In an effort to satisfy school needs, Moreno Highlands has provided opportunities for one high school site, two middle school sites, and seven elementary school sites. Any remaining school requirements for the project shall be met through developer participation in the payment of SB 201 fees, a community financing district, or State matching funds.

Prior to tentative map approval for development in a school district, the developer must enter into a written agreement with the applicable school district describing a program to provide complete funding for all school facilities necessitated by the project.

- c. The developers of Moreno Highlands shall work closely with the school districts on the phasing of school sites. The dedication of school sites shall be phased consistent with the rate of development and with student demands.

GOAL 6

Recognize and address the operating conditions of onsite facilities of San Diego Gas and Electric and the Southern California Gas Company.

Policies

- a. Coordinate applicable planning and construction activities with the Southern California Gas Company.
- b. Coordinate applicable planning and construction activities with San Diego Gas and Electric.

Implementation Plan

- a. Acoustical studies have been prepared for the project. Sound attenuation techniques shall be used to buffer noise-emitting land uses.

A compressor station located onsite is a concern in regard to noise. To avoid land use incompatibilities, the developer shall construct a 25- to 30-foot-high berm around the facility to screen it from view and to reduce noise levels. Golf course uses will also be built around the facility, providing a buffer between the facility and the closest residential use.

- b. The developers of Moreno Highlands shall coordinate with the Southern California Gas Company (SCGC) on any development activities near SCGC facilities.
- c. The developers of Moreno Highlands shall coordinate with San Diego Gas and Electric (SDG&E) on any development activities near SDG&E facilities.

GOAL 7

Develop a circulation plan that serves the new community.

Policies

- a. Size onsite roadways based on project-generated traffic volumes.
- b. Build onsite roadways pursuant to City standards.
- c. Phase circulation improvements with projected levels of traffic demand.

Implementation Plan

- a. The circulation plan for the project was designed in response to the goals and policies of the general plan and the requirements of the Moreno Valley Transportation Department.
- b. Roadways proposed within Moreno Highlands are consistent with City standards and criteria. Typical cross-section views of each roadway type planned within Moreno Highlands are provided with the project circulation plan.
- c. Circulation improvements within Moreno Highlands will be phased to be in accord with projected traffic volume demands.

Joint Proposal Refinements

No refinements would occur to the goals, policies, and implementation plans under the Joint Proposal.

4.2 DEVELOPMENT CONCEPT

Moreno Highlands is a master-planned community located within the San Jacinto Valley area of Moreno Valley that provides a balanced mix of residential, employment, recreational, and open space uses.

The Moreno Highlands community is composed of seven major land use enclaves, unified through compatible landscape and architectural design elements, and transportation linkages to a central village center. Throughout these land use enclaves, a rustic concept of Moreno Highlands is reflected.

Exhibit 12, the Enclave Plan, depicts the general characteristics of the Moreno Highlands Specific Plan area, within the context of the seven enclaves.

The first, second, and third enclaves consist of medium and low residential densities that are self-contained and complemented by support commercial uses, schools, neighborhood and community parks sites, and open space corridors. These enclaves are residential in nature and are intended to provide a family-oriented atmosphere within the Moreno Highlands project.

The fourth and fifth enclaves consist of golf course-oriented residential communities, providing a variety of residential dwelling types and densities. These golf course-oriented communities are generally located in the heart of Moreno Highlands between Fir Avenue and Alessandro Boulevard.

The sixth enclave consists of a golf course-oriented Planned Business Center. The Planned Business Center consists of business park, light industrial, and golf course uses which are enhanced by a vibrant mixed-use center, referred to as the "Village Center." The Village Center is envisioned as a focal point within the community and a destination center within the region. The Village Center is designed to reflect a small, urban village and is intended for day and evening use, providing a regionally distinct urban atmosphere for both visitors and residents of the community. A high concentration and variety of land uses that are supportive and compatible with each other would be developed to include such permitted uses as retail, entertainment, recreational, hotel, professional office, high-density residential, and integral public services.

The seventh enclave is a 39-acre community park. The park site will be easily accessed from all areas of the community and will provide opportunities for passive and active recreation for Moreno Highland residents, employees, and visitors.

Joint Proposal Refinements

The development concepts for Moreno Highlands would be maintained under the Joint Proposal.

4.3 LAND USE PLAN

An objective of the land use plan is to provide a balanced mix of land uses that will accommodate the residential, shopping, professional services, and recreational needs of the entire Moreno Highlands

community. Additionally, the land use plan provides employment opportunities and professional services to surrounding residential communities in an effort to help balance the jobs-to-housing ratio within the Moreno Valley area.

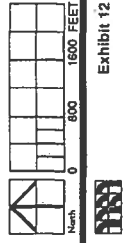
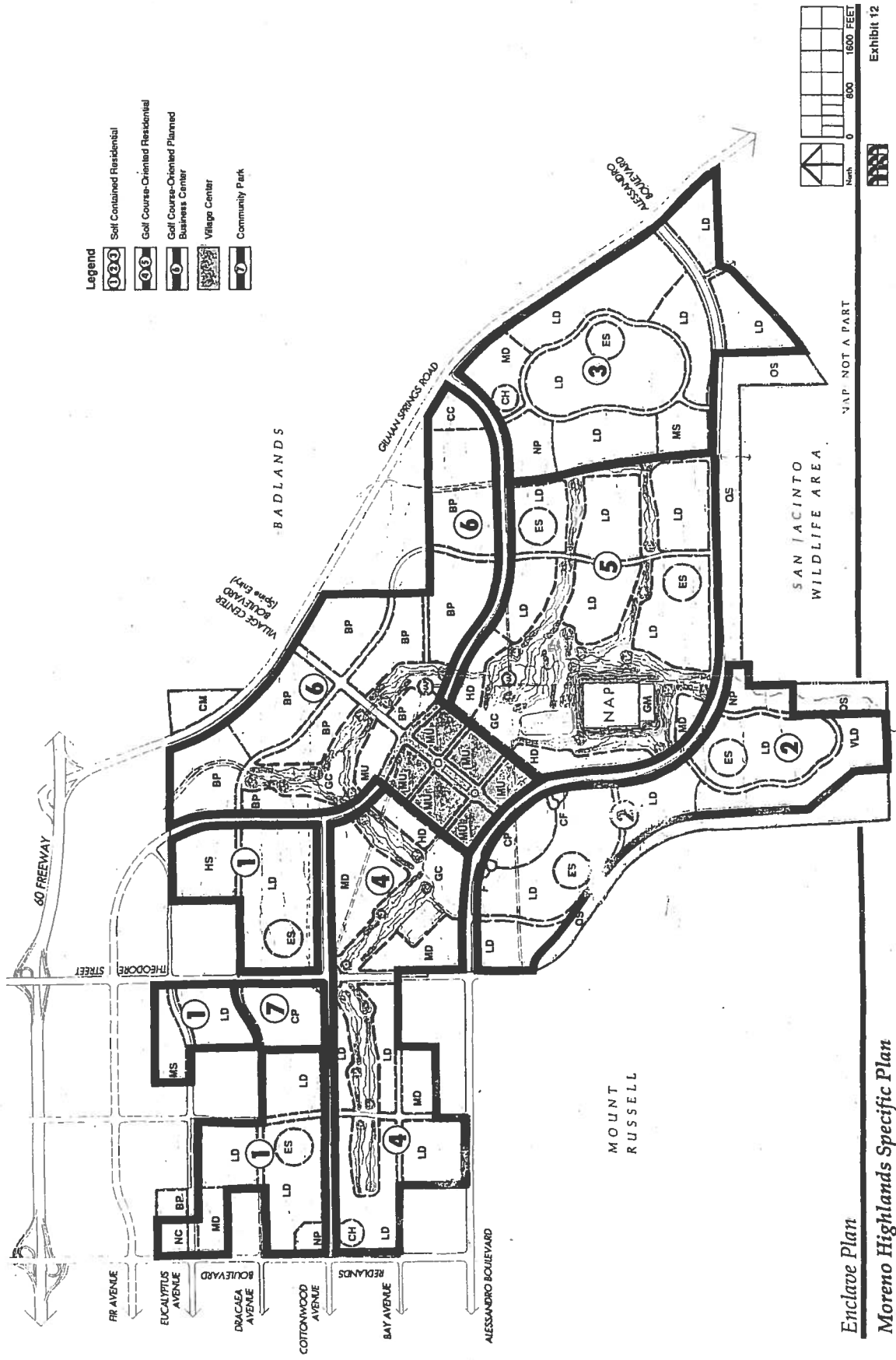
Exhibit 1 and Table 1 identify the land uses within the Specific Plan area. The land use plan provides for the development of residential, commercial, mixed-use, business park, open space, and public facility uses. Each of the proposed uses indicated on the land use plan is implemented through the development standards contained in Section 6 of this Specific Plan. Each of the land uses provided on the land use plan is consistent with the intent of the City's General Plan.

The land use plan encompasses a total of 3,038 acres and is divided into 68 planning areas. Each planning area corresponds to the boundaries of defined land uses and has been assigned an identification number that can be cross-referenced with the project statistical summary. Exhibit 13 depicts the planning areas for the project. Table 2 presents a statistical analysis of the various land use acreages and total dwelling units that are being provided in each planning area.

The planning areas divide the project site into manageable areas, based on land use designations for the purpose of subsequent permit and entitlement processing. Additionally, the planning area concept portrays the types of land uses, number of units, and levels of land use intensity that are planned for specific locations within the Moreno Highlands community. The planned land uses have been used to project traffic volumes, public service demands, and recreational needs; implementation plans have been developed to address these needs.

A tentative tract map may be submitted for any portion of a single planning area or combination of planning areas. Adjustments to the total number of dwelling units and/or net developable (building pad) area of any planning area established by this Final Specific Plan may be permitted subject to the approval of the Planning Director consistent with the provisions of the Specific Plan. Such adjustments may be approved without amending this Specific Plan provided that the total number of dwelling units for any individual planning area is not increased by more than 10 percent, and that the total number of dwelling units for all planning areas does not exceed the maximum number of dwelling units established in the project statistical summary.

- Legend**
- Self Contained Residential
 - Golf Course-Oriented Residential
 - Golf Course-Oriented Planned Business Center
 - Village Center
 - Community Park



Enclave Plan
Moreno Highlands Specific Plan

TABLE 1
MORENO HIGHLANDS SPECIFIC PLAN
STATISTICAL SUMMARY

Land Use	Density Range	Units	Acres*
<u>RESIDENTIAL COMMUNITY (2,435.4 acres)</u>			
<u>Residential</u>			
Very-Low-Density	0.5 - 2.9	102	51.0
Low-Density	3.0 - 5.9	4,980	1,105.2
Medium-Density	6.0 - 13.9	1,198	151.0
High-Density	14.0 - 20.0	<u>1,003</u>	<u>52.1</u>
Subtotal		7,283	1,359.3
<u>Neighborhood Commercial</u>			10.0
<u>Cemetery</u>			16.5
<u>Parks, Open Space, and Recreation</u>			
Golf Course			321.0
Neighborhood Park			57.0
Community Park			68.0
Enhanced Open Space/Natural Buffer			187.8
Greenbelt			57.6
Scenic Highway Corridor			<u>10.5</u>
Subtotal			701.9
<u>Public Facilities</u>			
Schools (acres)			
High School			41.0
Middle Schools			43.0
Elementary Schools			70.0
Fire Station			1.5
Churches			10.0
Other Community Facilities			1.5
Roads			<u>180.7</u>
Subtotal			347.7

TABLE 1 (continued)

Land Use	Density Range	Units	Acres ^a
PLANNED BUSINESS CENTER (602.6 acres)			
<u>Business Park Area</u>			360.8
<u>Mixed Use^b</u>			
High-Density Residential	14.0 - 20.0	480	
Community Commercial			
Hotel			
Health Center			
Subtotal			<u>80.5</u>
<u>Commercial</u>			
Community Commercial			16.0
<u>Parks, Open Space, and Recreation</u>			
Golf Course			58.5
Enhanced Open Space/Natural Buffer			11.6
Scenic Highway Corridor			<u>7.8</u>
Subtotal			<u>77.9</u>
<u>Public Facilities</u>			
Roads			67.4
TOTAL FOR PROJECT		<u>7,763</u>	<u>3,038</u>

- ^a Acreage statistics are approximate, and minor changes may result from refinement of road alignments and other technical adjustments that will occur at the tentative tract map level.
- ^b The intent of the Mixed-Use designation (Village Center) is to provide a combination of those uses listed. The Village Center provides a community focal point of interrelated activities, reinforcing community identity and reducing impacts on transportation systems and related air emissions.

TABLE 2
 MORENO HIGHLANDS SPECIFIC PLAN
 STATISTICAL ANALYSIS

#	PLANNING AREAS RESIDENTIAL UNITS	Total Units	LAND USE																	Total Acres					
			VLD	LD	MD	HD	NC	CC	RP	MU	GB	SH	OS	GC	NP	CP	ES	MS	HS		F	CH	CF	CM	
1		102	51.0									72.0													123.0
2		132		34.4																					34.4
3		192		48.0							2.4								10.0						60.4
4		206		51.6							3.7										5.0				60.3
5		136		34.0							1.4														35.4
6		147		33.7							1.3														35.0
7		148		32.9							1.1														34.0
8		73		16.3							1.9														18.2
9		109		24.4							.7														25.1
10		435		87.0							5.8								10.0						102.8
11		132		29.4							1.1		9.9												40.4
12		390		78.0							1.7		10.5						10.0						100.2
13		142		35.7							1.4		11.0												48.1
14		239		59.9							1.0								10.0						70.9
15		152		30.4							1.5														31.9
16		177		39.4																					39.4
17		264		52.8							4.7								10.0						67.5
18		122		24.4															10.0						34.4
19		190		42.4																					42.4
20		206		41.2							2.0														43.2
21		199		44.4																					44.4
22		320		64.1							1.4	6.0	.5								5.0				77.0
23		398		88.5															10.0						98.5
24		202		44.9							3.4		1.8												50.1
25		153		38.4							1.7		73.0												113.1
26		116		29.0							1.5	2.6	.6												33.7
27		124			16.6						.7														17.3
28		147			18.4																				18.4
29		400			50.0						2.8		2.6												55.4
30		231			28.9						2.9		.9												32.7
31		63			7.9						1.2														9.1
32		233			29.2						1.5	1.9	2.3												34.9
33		260				13.0					.5		.5												14.0
34		299				16.9					4.8		1.1												22.8
35		444				22.2					2.3														24.5
36																									21.0
37																									21.0
38																									41.0
39																									24.3
40							10.0																		10.0
41								16.0																	16.0
42									7.6																7.6
43									44.8				1.9	3.8											50.5
44									16.2																16.2
45									49.0				3.1												52.1
46									23.9																23.9
47									15.4																15.4
48									44.2				1.7												45.9
49									32.3																34.3
49									9.7																10.1
50									49.4																50.7
51									87.1				3.1												70.2
52										12.6			.3												12.9
53		240								14.9			.9												15.8
54										11.9															11.9
55										12.3			16.7												12.9
56		240								16.0															16.0
57										12.8															13.7
58																									8.0
59																									39.0
60																									29.0
61																									22.0
62																									27.0
63																									119.0
64																									58.5
65																									202.0
66																									1.5
67																									1.5
68																									16.5
Sub-Totals		7763	51.0	1105.2	151.0	52.1	10.0	16.0	360.8	80.5	57.6	18.3	199.4	379.3	57.0	68.0	70.0	43.0	41.0	1.5	10.0	1.5	16.5	1789.9	
Residential																									67.4
TOTAL ACRES																									180.7
																									3038.0

PLANNED BUSINESS PARK

* * * * * Acres for the High Density Residential Land Use in the Mixed-Use area is included within the Mixed-Use acreage figure.

Acreage Statistics are approximate and changes may result at the tentative tract map level.

To ensure that Moreno Highlands is developed as a superior master-planned community, the following general land use development guidelines shall apply:

1. Develop a master-planned community, integrating innovative community design concepts.
2. Construct all required infrastructure improvements consistent with the needs of development.
3. Minimize the consumption of natural resources through efficient land use design, phased development, and specific zoning regulations.
4. Satisfy the school districts' requirements for onsite school sites.
5. Satisfy the fire protection requirements through dedication of a fire station site.
6. Ensure that all proposed development projects are in conformance with the Moreno Highlands Specific Plan.
7. Minimize, to the degree feasible, adverse environmental impacts associated with the project through the implementation of mitigation measures provided within the Moreno Highlands Specific Plan #212-1 Final Environmental Impact Report.
8. Encourage joint use opportunities among land uses and facilities to enhance efficiency and reduce capital improvement costs and operational expenses.
9. Incorporate a wide range of support elements such as adequate transportation systems, public facilities, recreational facilities, and commercial opportunities.
10. Encourage design elements and construction materials that complement the character of the region.
11. Develop a Planned Business Center within Moreno Highlands that will provide significant employment opportunities.
12. Develop a mixed-use activity area within Moreno Highlands that integrates residential, office, restaurant, hotel, and other commercial uses.
13. Provide opportunities for child-care facilities, as appropriate.
14. Give special consideration to community edges that abut the San Jacinto Wildlife Area.
15. Encourage continuity of community character through scale, orientation of buildings, architectural design, and landscape treatment.
16. Provide edge treatments for developments that are adjacent to each other.
17. Provide community gateways that create a sense of entry.

18. Provide development projects that establish a recognizable design theme.
19. Provide developments that comply with applicable local, state, and federal building standards.

Joint Proposal Refinements

Upon execution of the Joint Proposal agreement (Refer to Section 8 of this Final Specific Plan, Joint Proposal Summary), portions of the Specific Plan area would be dedicated to accommodate: 1) an expansion of the San Jacinto Wildlife Area (SJWA); 2) the preservation of Stephens' Kangaroo Rat (SKR) Habitat and improved management of the SKR Habitat Conservation Plan (HCP) reserve boundaries; and, 3) the preservation of raptor foraging habitat. Implementation of the Joint Proposal would result in the following refinements to the Moreno Highlands Land Use Plan depicted on Exhibit 1: a southward realignment of Alessandro Boulevard; an addition of open space acreage within the southern portions of the site; and, the reconfiguration of planning areas and the reallocation of residential dwelling units within the southern portions of the site. Refer to Section 8, Joint Proposal Summary.

4.4 RESIDENTIAL LAND USES

A total of 7,763 residential units are approved to be constructed within Planning Areas 1 through 35, 53, and 56 which are designated for residential uses. Within the residential designation, four categories of residential uses are provided: very low density at an average density of 2.0 dwelling units per acre, low density at an average of 4.5 dwelling units per acre, medium density at an average of 8.0 dwelling units per acre, and high density at an average of 20.0 dwelling units per acre. An average density of 20.0 dwelling units per acre is also provided within the mixed-use designation. The Moreno Highlands residential land use designations substantially conform to the intent of the City of Moreno Valley land use categories as follows: Very Low Density (R-3); Low Density (R-6); Medium Density (R-14); and High Density (R-20). A minimum lot size, average lot size, and maximum density have been established for each residential planning area, as shown in Table 3.² This provides flexibility for the builder to develop a variety of lot sizes as well as an assurance for

² Pursuant to Condition of Approval #38, the comparison in Table 3 complies with these provisions. Note that the Development Code was subsequently enacted by the City Council on 4/14/92.

TABLE 3
RESIDENTIAL DENSITY AND LOT SIZES
MORENO HIGHLANDS

Planning Area	Approximate Acreage ¹	Maximum Number of Dwelling Units ²	Maximum Density (D.U./A)	Average Lot Size (Sq.Ft.)	Minimum Lot Size (Sq.Ft.)
Very Low Density 1.	51.0	102	2.0	17,000 ³	10,000
Low Density 2.	33.2	132	4.0	7,000	6,500
3. ⁴	48.0	192	4.0	7,000	6,500
4. ⁴	51.6	206	4.0	7,000	6,500
5. ⁴	34.0	136	4.0	7,000	6,500
6. ⁴	32.8	147	4.5	6,250	5,750
7.	32.9	148	4.5	6,250	5,750
8.	16.3	73	4.5	6,250	5,750
9.	24.4	109	4.5	6,250	5,750
10.	87.0	435	5.0	5,500	5,000
11.	29.4	132	4.5	6,250	5,750
12.	78.0	390	5.0	5,500	5,000
13.	35.7	142	4.0	7,000	6,500
14.	59.9	239	4.0	7,000	6,500
15.	30.4	152	5.0	6,250	5,000
16.	39.4	177	4.5	6,250	5,750
17.	52.8	264	5.0	5,500	5,000
18.	24.4	122	5.0	5,500	5,000
19.	42.4	190	4.5	6,250	5,750
20.	41.2	206	5.0	5,500	5,000
21.	44.4	199	4.5	6,250	5,750
22.	64.1	320	5.0	5,500	5,000
23.	88.5	398	4.5	6,250	5,750
24.	44.9	202	4.5	6,250	5,750
25. ⁵	38.4	153	4.0	7,000	6,500
26.	29.0	116	4.0	7,000	6,500
Medium Density 27-32	Minimum Lot Size 4,000 Sq.Ft. For Single Family Detached Units. No Minimum for Attached Units.				
High Density 33-35	Minimum Lot Size Not Applicable (Apartment-Type Housing.)				

¹ Acreage changes may result during the tentative/final tract map process.

² Dwelling unit numbers may increase up to 10% during more detailed phases of project design.

³ A minimum of 20% of the lots will be 25,000 Sq.Ft. or larger.

⁴ 10,000 Sq. Ft. lots shall be provided along the western boundary of planning areas 3, 4, & 5.

⁵ 20,000 Sq. Ft. lots shall be provided along the adjacent open space buffer.

the City that the total number of units and maximum densities established for each residential planning area will be achieved.

Residential areas within Moreno Highlands will encompass a broad range of housing opportunities. Residential housing types may include single-family detached, single-family attached, and multiple-family uses. A combination of residential uses and types will be provided to accommodate a wide variety of household needs and incomes. Residential areas within Moreno Highlands will function as a cohesive community, unified through a comprehensive network of parks, open space, and recreational areas. Residential areas will be linked with bikeways, golf course uses, and community and local park sites. Commercial centers and facilities will be provided throughout the community to support its resident population. Residential areas within Moreno Highlands will be self-contained in that sufficient amounts of onsite commercial, employment, and recreational opportunities will be provided to serve its residents.

All residential uses proposed for Moreno Highlands will be subject to the residential use regulations and site development standards provided in Section 6.6 of the Moreno Highlands Specific Plan.

To ensure that Moreno Highlands residential projects will provide functional and enhanced living environments, the following residential development guidelines shall apply:

1. Buffer residential areas that are adjacent to commercial or Planned Business Center land uses through a combination of methods, such as streets, location and orientation of buildings, grading, and landscaping.
2. Encourage the development of innovative design methods and housing types, which increases the supply of housing for a wide variety of household incomes.
3. Ensure that new housing is adequately supported by community services and facilities.
4. Develop an urban edge treatment program that provides an aesthetically pleasing transition from residential development areas to open space areas.
5. Develop a trail system that links residential areas with the community park and offsite recreational facilities.
6. Create residential developments that have a unified character and identity defined by compatible architectural styles, signage, and landscaping.
7. Provide residential developments that comply with the provisions of Title 24 of the California Code of Regulations.

8. Provide recreation areas, schools, day-care facilities, and other public services to support residential neighborhoods, as appropriate.
9. Provide safe, efficient, and convenient local roadways within residential neighborhoods.
10. Provide residential gateways and monuments that convey the sense of arrival.
11. Provide buffering between residential products of differing types, or densities. In general, buffering treatments will be drawn from one or more of the following: building orientation, grading, streets, parking areas, open space treatment, fences and walls, and landscaping.
12. Provide, where feasible, private entry areas to individual units within multiple-family projects.
13. Provide open space areas within multiple-family and small-lot, single-family residential projects.
14. Provide active recreation areas within multiple-family projects.
15. Design residential projects that provide architectural variation, within the context of a unifying theme.
16. Provide residential projects that maximize the feeling of openness by curving streets, varying setbacks, and orienting views.
17. Locate multiple-family developments in areas of higher transit potential and access.
18. Provide architectural and landscape features that divide residential developments into neighborhood areas.
19. Provide lighting fixtures which complement residential uses and which provide visual identification.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in a slight reconfiguration of residential planning areas within the southern portion of the Specific Plan area. Refer to Section 8, Joint Proposal Summary, for a complete description of refinements to residential land uses.

4.5 COMMERCIAL LAND USES

Approximately 26.0 acres of commercial uses are approved within Moreno Highlands, in addition to the Village Center. Planning Areas 39 and 40 are designated for commercial use. Within the commercial designation two categories of commercial uses are provided: neighborhood commercial and community commercial.

A total of 10.0 acres of neighborhood commercial uses will be provided. The land use plan designates neighborhood commercial uses within Planning Area 39. Neighborhood commercial uses within Moreno Highlands are intended to provide for the sale of convenience goods and personal services at a neighborhood level of need. Consistent with the City's General Plan, a typical neighborhood commercial center within Moreno Highlands may consist of one medium-sized anchor store and a limited number of associated convenience stores.

A total of 16.0 acres of community commercial uses is proposed. The land use plan designates community commercial uses in Planning Area 40. Community commercial uses within Moreno Highlands are intended to provide a broad range of goods and services at a community and citywide level of need. Each center is located on a major thoroughfare to facilitate accessibility and to maximize visibility. Consistent with the City's General Plan, a typical community commercial center within Moreno Highlands may consist of one or two large anchor grocery or department stores and a combination of smaller shops and services.

All commercial uses within Moreno Highlands will be subject to the commercial use regulations and site development standards provided in Section 6.7 of the Moreno Highlands Specific Plan.

To ensure the development of superior commercial uses within Moreno Highlands, the following commercial development guidelines shall apply:

1. Accent commercial areas through architectural design and landscape treatment.
2. Provide a formal landscape treatment for commercial areas.
3. Provide compatible uses within commercial centers.
4. Separate and buffer commercial centers from adjacent residential and open space areas through the use of landscaping, walls, or grading techniques.

5. Design commercial projects that have a central place, main focus, or feature.
6. Provide commercial developments that are oriented toward pedestrians, including identifiable pedestrian areas.
7. Provide commercial developments that incorporate visual design features at the street level.
8. Buffer, when feasible, commercial parking lots from adjacent roadways.
9. Provide loading areas that are oriented away from street-side elevations, or screened from public view.
10. Encourage innovative building, site design, and orientation techniques that minimize energy use.
11. Provide commercial uses that comply with the maximum noise-level standards at the property line of adjacent areas.
12. Provide commercial centers that complement adjoining residential areas.
13. Provide lighting fixtures which complement commercial uses and which provide visual identification.

Joint Proposal Refinements

Implementation of the Joint Proposal will not result in refinements to commercial land uses.

4.6 PLANNED BUSINESS CENTER LAND USES

A total of 602.6 acres of Planned Business Center uses shall be provided within the Moreno Highlands Specific Plan area. The Planned Business Center area is planned to be a self-contained, high-amenity business environment situated within the northeastern portion of Moreno Highlands. The primary objective of the Planned Business Center area is to create a high-quality destination employment center.

The Planned Business Center area will include portions of a championship golf course offering both aesthetically pleasing views and open space. The Planned Business Center is located in the northeast portions of Moreno Highlands, reflecting the land use patterns stipulated within the City's General Plan. This placement of the Business Park encourages the development of a business corridor along State Route 60, an area desired by the City as a future employment center.

The Planned Business Center for Moreno Highlands responds to the need for ready-to-build sites and will be designed to the highest performance standards. With its intensive landscaping, meandering golf course design guidelines and development standards, and attention to modern business center design requirements, it will set the standard for future planned centers of this type. The Planned Business Center area will also respond to the changing nature of business, as companies make a transition from a production orientation to one of information and services.

The Planned Business Center uses will establish a significant employment center within Moreno Highlands that will substantially contribute to the creation of a jobs-to-housing balance within the City. The Planned Business Center is composed of two major land uses: business park and mixed uses. This area will provide onsite employment opportunities for Moreno Highlands residents, as well as employment opportunities for other Moreno Valley residents, generating a significant amount of new tax revenues for the City. Additionally, development of the Planned Business Center will contribute toward the creation of a positive jobs-to-housing balance within the Moreno Valley area.

Joint Proposal Refinements

Implementation of the Joint Proposal will not result in any refinements to the planned business center.

4.6.1 BUSINESS PARK LAND USES

Business park uses within the Planned Business Park would be generally located north of Fir Avenue and adjacent to golf course uses. Planning areas 41 through 51 are designated on the land use plan for business park uses.

The business park designation provides for a variety of land uses that are compatible with and supportive of a Planned Business Center environment. Land uses that may be provided within the business park designation include corporate headquarters, professional offices, administrative offices, research and development, and support commercial uses and services. Opportunities for light industrial uses are also provided within the business park land use designation. Light industrial areas would consist of uses that are compatible with other uses permitted within the Planned Business Center and would be regulated by a comprehensive set of landscape concepts, architectural guidelines, and development standards to ensure high-quality and compatible light industrial development. All

business park uses within Moreno Highlands will be subject to the business park regulations and standards provided in Section 6.9 of the Moreno Highlands Specific Plan.

To ensure the development of superior business park uses within the Moreno Highlands, the following development guidelines shall apply:

1. Ensure that individual business park developments have similar treatment of signage and landscaping.
2. Provide continuity of landscaping, signage, and architectural design for business park uses adjacent to Fir Avenue and Gilman Springs Road.
3. Properly buffer business park uses adjacent to other land uses to minimize noise, traffic, and visual impacts.
4. Screen all loading areas, storage areas, trash areas, or areas otherwise unsightly from offsite views, where feasible.
5. Vary business park lot sizes to accommodate various user needs, including room for potential expansion.
6. Ensure that business park uses will have adequate access to backbone circulation systems.
7. Direct business park traffic away from residential areas within Moreno Highlands, where feasible.
8. Provide business park uses that comply with the maximum noise-level standards at the property line of adjacent areas.
9. Provide adequate street lighting in all business park developments.
10. Encourage innovative building, site design, and orientation techniques that minimize energy use.
11. Encourage business park developments that display aesthetically pleasing architectural statements.
12. Provide parking areas that minimize the visual disruption of an overall project design.
13. Provide lighting fixtures which complement business park uses and which provide visual identification.

To ensure the development of superior light industrial uses within the Moreno Highlands business park designation, the following development guidelines shall apply:

1. Ensure that individual light industrial developments have compatible treatment of architecture, landscaping, and signage.
2. Properly buffer light industrial uses adjacent to open space areas.
3. Vary light industrial lot sizes to accommodate various user needs, including room for expansion.
4. Ensure that light industrial developments have adequate access to backbone circulation systems.
5. Encourage innovative building, site design, and orientation techniques that minimize energy use.
6. Provide light industrial uses that comply with local, state, and federal regulations regarding the handling of hazardous materials.
7. Screen all loading areas, storage areas, trash areas, or areas otherwise unsightly from views where feasible.
8. Encourage light industrial developments that display aesthetically pleasing architectural statements.
9. Provide parking areas within light industrial developments that minimize the visual disruption of an overall project design.
10. Provide adequate street lighting in all light industrial developments.
11. Properly buffer light industrial uses to minimize noise, traffic, and visual impacts.
12. Provide light industrial uses that comply with the maximum noise-level standards at the property line of adjacent developments.
13. Provide lighting fixtures which complement light industrial land uses and which provide visual identification.

4.6.2 MIXED-USE LAND USES

The Village Center, a mixed-use area, is centrally located along a major arterial within Moreno Highlands creating a promenade setting that is pedestrian oriented and intended to enhance the sense of community for Moreno Highlands residents and provide a distinct village atmosphere for retail, entertainment, recreational, hotel, professional office, high-density residential, and public service uses. The land use plan designates Planning Areas 52 through 57 as mixed-uses.

The Village Center is intended to function as the focal point of activity for the Moreno Highlands community, providing both daytime and evening activities for residents and visitors, including shopping, recreation, and entertainment uses. Mixed-use developments within the Village Center will be characterized by a variety of land uses that are supportive of and compatible with each other. Land uses permitted within the mixed-use designation include high-density residential, retail, professional office, entertainment, recreational, hotel, and library/cultural facilities.

Mixed-use development within the Village Center may consist of a variety of free-standing unattached or attached combined-use structures. All mixed-use development within Moreno Highlands will be subject to the mixed-use regulations and site development standards provided within Section 6.8 of the Moreno Highlands Specific Plan.

To ensure the development of superior quality mixed-use land uses within the Moreno Highlands Village Center, the following development guidelines shall be applied:

1. Provide a formal landscape treatment within mixed-use planning areas to reflect an urban character that is compatible with, yet distinguishable from, the residential areas of the community.
2. Coordinate the location of compatible land uses within mixed-use developments.
3. Link mixed-use development areas to community pedestrian and bikeway systems to the extent practicable.
4. Provide mixed-use developments that are pedestrian oriented.
5. Incorporate design features that provide visual interest at the street level.
6. Adequately buffer residential uses within mixed-use developments from adjacent commercial uses to achieve the highest degree of compatibility.
7. Provide recreational areas for residential uses within mixed-use developments.
8. Encourage innovative building, site design, and orientation techniques that minimize energy use.
9. Provide mixed-use developments that display architectural features that are complementary and aesthetically pleasing.
10. Provide parking areas that minimize the visual disruption of an overall project design.

11. Provide shared-parking opportunities to accentuate a village atmosphere.
12. Provide lighting fixtures which complement mixed-use developments and which provide visual identification.

4.7 OPEN SPACE LAND USES

The Moreno Highlands Specific Plan provides a variety of open space uses, representing approximately 26 percent of the total project area. The land use plan proposes five categories of open space: parks, golf course, greenbelts, scenic highway corridor, and enhanced open space/natural buffer. The park, recreation, and open space plan, shown in Section 5.4, provides opportunities for both passive and active recreational activities. Park, recreation, and open space areas for the project are interspersed throughout the community to meet the open space and recreational needs of residents.

Land uses within Moreno Highlands are situated in an envelope of open space and are interconnected through a comprehensive transportation network, which includes roads, equestrian trails and bikeways. The trail/bikeway system will provide off-street linkages to open space areas within the community as well as linkages to offsite regional trail systems.

Several types of parks are within Moreno Highlands. Three neighborhood park sites (Planning Areas 58, 61, and 62) and two community park sites (Planning Areas 59 and 60) will be offered for dedication to the City. The neighborhood parks and the community park will offer opportunities for local and communitywide recreation. All park sites within Moreno Highlands will comply with the City's Local Park Ordinance No. 167 (Quimby).

Two 18-hole championship golf courses will be provided. Golf course facilities will be integrated with residential and Planned Business Center developments. In addition to providing recreational opportunities, the golf course areas will function as open space areas for the community.

A network of greenbelts is provided within Moreno Highlands. The greenbelts vary in width from 30 to 130 feet, and have been designed to parallel each of the community's major roadways. Within the greenbelts, recreational amenities such as trails and bikeways are provided. The greenbelts are intended to accent the open space network and enhance the visual impression of the community.

An open space/natural buffer area will be provided within that portion of Moreno Highlands that is adjacent to the San Jacinto Wildlife Area and along Davis Road. This open space/natural buffer system will buffer existing wildlife habitats and provide wildlife habitat and movement corridors. The enhanced open space/natural buffer area will also provide a sensitive vegetative transition from the wildlife area to Moreno Highlands. Special landscape treatments will be provided for residential developments that abut the enhanced open space areas.

A scenic highway corridor will be provided along the west edge of Gilman Springs Road. The corridor will consist of a 75-foot development edge setback along the alignment of Gilman Springs Road. A combination of bikeways and pedestrian walkways will be provided within portions of the corridor setback area. The scenic highway corridor designation responds to the General Plan listing of Gilman Springs Road as eligible for County Scenic Highway designation.

All open space uses proposed within Moreno Highlands will be subject to the open space regulations and site development standards provided in Section 6.10 of the Moreno Highlands Specific Plan.

To ensure the provision of appropriate quality open space areas within Moreno Highlands, the following development guidelines shall apply:

1. Provide open space areas that range from man-made to natural.
2. Locate development immediately adjacent to open space areas to create optimal integration of open space corridors and parkland.
3. Link proposed park sites with bikeways and pedestrian walkways to the maximum extent feasible.
4. Design private recreational areas to complement surrounding land uses.
5. Designate open space areas by type, acreage, and precise location on subsequent tentative tract maps and plot plans.
6. Soften boundaries between development edges and open space areas through the use of landscaping that incorporates native plant materials to maximum extent practicable.
7. Phase the dedication and improvement of park sites with residential development.
8. Provide neighborhood park sites that are easily accessible and meet the day-to-day recreational needs of residents.

9. Provide a community park site that is accessible to City residents and serve their day-to-day recreational needs.
10. Provide trail and bikeway systems that are safe and convenient to users.
11. Provide trails and bikeways that connect to City and County recreational systems.
12. Provide a scenic highway corridor that complements the scenic nature of its locale.
13. Provide lighting fixtures that complement open space areas and provide visual identification.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in an addition of open space acreage within the southern portions of the Specific Plan area. Refer to Section 8, Joint Proposal Summary, for a more complete discussion of open space refinements.

4.8 PUBLIC FACILITY LAND USES

There is a potential for 168.5 acres of public facility land uses within Moreno Highlands, not including roads. Approximately 154 acres have been designated as sites for the future construction of 10 schools. This Final Specific Plan identifies the maximum number of school sites to serve the largest estimated population within Moreno Highlands, including one 41-acre high school site, one 22-acre middle school site, one 21-acre middle school site, and seven 10-acre elementary school sites.

The precise number of schools will be based on the number of students that are generated from the residential areas within the Specific Plan area. The demand for schools may vary depending on the actual type and number of units built in each land use category. The size of school sites may vary depending on specific school district needs. Also, phasing and precise locations of sites are dependent on timing of development and more precise planning within individual planning areas. The number, location, and size of schools illustrated symbolically on the Specific Plan land use exhibit should be considered as a general guide, subject to further evaluation. As subsequent development plans are prepared, the developer and school district will make specific provisions for school facilities. The actual size and number of sites may cause an adjustment to acreage within the affected planning areas. If any school shown on the land use plan is not needed or if the site acreage is less

than estimated, then the acreage that has been allocated to the school site will be reallocated to the underlying residential use.

Planning Areas 66 and 67 shall be offered for dedication to the City of Moreno Valley for construction of a future fire station, joint use police station, or other public facility. These sites are located along Alessandro Boulevard, and centrally located within the community, to reduce emergency response times. In addition, a 2.5 acre combined City Corporation yard and Parks and Recreation maintenance yard will also be offered for dedication within the southern portion of the Specific Plan.

In addition, Moreno Highlands provides two 5.0-acre sites for the development of church facilities within Planning Areas 4 and 22.

To ensure the development of superior public facility uses within Moreno Highlands, the following guidelines shall apply:

1. Encourage joint use opportunities among public facility land uses, where feasible, to enhance efficiency and reduce capital improvement and operational costs.
2. Provide for school sites that are phased with student generation demands.
3. Provide bikeway linkages to proposed school sites, where feasible.
4. Encourage efficient energy usage in all public buildings.
5. Provide a fire station site in an appropriate location.
6. Provide public facility uses that are compatible with surrounding land uses.
7. Encourage public facility buildings that are well-designed and aesthetically pleasing.
8. Encourage lighting fixtures which complement public facility uses and which provide visual identification.

4.9 CIRCULATION

Over the past decade the Moreno Valley area has experienced significant growth. This growth and the anticipated future growth from adopted land use plans have cumulatively contributed to regionwide circulation system demands.

The Specific Plan for Moreno Highlands provides a balanced land use concept that allows area residents to live, work, and recreate within the community. This balanced program is intended to contain a substantial amount of traffic within Moreno Highlands. Additionally, the establishment of a significant employment base within Moreno Highlands is expected to reverse historical traffic flow direction; in other words, employees who once commuted west to employment centers in the City of Riverside and Orange County would instead commute east into Moreno Highlands. Thus, traffic congestion within the Moreno Valley area and the larger subregions may improve.

This section of the Moreno Highlands Specific Plan addresses regional circulation, onsite circulation, offsite circulation, public transportation, and bikeways.

Joint Proposal Refinements

Upon execution of the Joint Proposal agreement (refer to Section 9 of this Final Specific Plan), a minor realignment of Alessandro Boulevard would be integrated into the project's design. Alessandro Boulevard would be realigned and relocated within the buffer at the northern edge of the SJWA. Due to the realignment of Alessandro Boulevard, bikeways within the Alessandro Boulevard right-of-way would be adjusted accordingly.

4.9.1 REGIONAL CIRCULATION

The Moreno Highlands community is located in the eastern portion of Moreno Valley, within western Riverside County. Regional access to the project site is from State Route 60 (SR-60) via the Redlands Boulevard, Theodore Street, and Gilman Springs Road exits. Currently State Route 60 is a four-lane highway providing access to the I-215 freeway to the west and the I-10 freeway to the east.

In an effort to facilitate regional access to Moreno Highlands, the developer will participate in a citywide fair-share funding program, based on contribution of traffic, for improvements to SR-60 and project area interchanges.

A portion of the right-of-way needed for the Davis Road SCAG Regional Corridor crosses the Moreno Highlands project site. However, implementation of the corridor appears to be unlikely because of the significant environmental impacts associated with its construction through the San Jacinto Wildlife

Area. In the event that the roadway is implemented in its existing alignment, the developers of Moreno Highlands will work with the County on the coordination and planning of the facility.

4.9.2 ONSITE CIRCULATION

The onsite circulation plan for Moreno Highlands has been designed to provide safe and efficient access for residents, employees, and visitors. All circulation improvements shall be designed and constructed in accordance with City Standards, Ordinances, and Resolutions, and this Specific Plan and approved by the City Engineer and Traffic Engineer. The onsite circulation system comprises six-lane divided major arterials, four-lane divided major arterials, four-lane undivided minor arterials, and two-lane undivided collectors. Exhibit 14 illustrates the onsite circulation system for Moreno Highlands.

A traffic study shall be prepared to identify improvements for each phase of development, ensuring that the General Plan required Level of Service (LOS) is maintained and requirements by the regional Congestion Management Program are implemented. Future approvals within the Specific Plan area may be subject to the Western Riverside Council of Governments' Transportation Uniform Mitigation fee. Required improvements for each phase of development shall be outlined in a comprehensive master phasing plan that identifies the phasing and timing of infrastructure improvements. All streets shall be offered for dedication to the City of Moreno Valley and the acquisition of any road or off-site easements shall be the responsibility of the developer. Additional onsite and offsite improvements may be necessary if jobs/housing targets are not achieved.

A six-lane divided arterial is planned along the alignment of Theodore Street, Fir Avenue (west of Village Center Boulevard), Alessandro Boulevard, and Village Center Boulevard (north of Fir Avenue). Consistent with the Moreno Valley General Plan, six-lane divided arterials will consist of 134-foot right of ways. Fir Avenue within the Planned Business Center would not have a raised or landscaped median. Exhibit 15 depicts a typical cross section of a six-lane divided arterial.

A four-lane divided major arterial would be provided along Fir Avenue (east of Village Center Boulevard) and Village Center Boulevard (south of Fir Avenue). Four-lane divided arterials will consist of 100-foot right of ways. Exhibit 15 depicts a typical cross-section view of a four-lane divided major arterial.

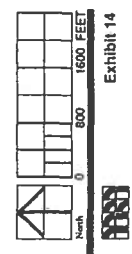
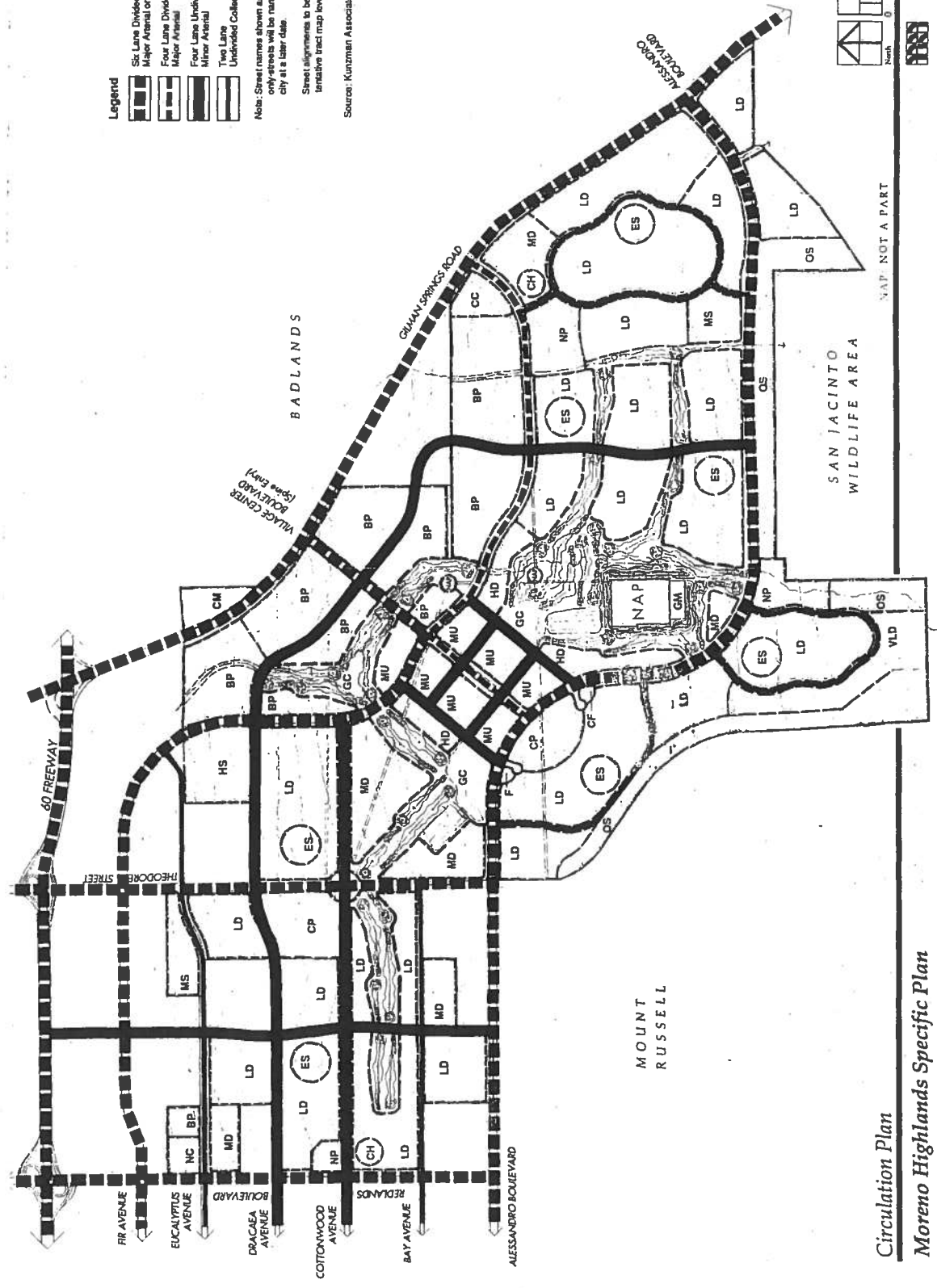
Legend

-  Six Lane Divided Major Arterial or Freeway
-  Four Lane Divided Major Arterial
-  Four Lane Undivided Minor Arterial
-  Two Lane Undivided Collector

Note: Street names shown are for convenience reference only streets will be named in conjunction with the city at a later date.

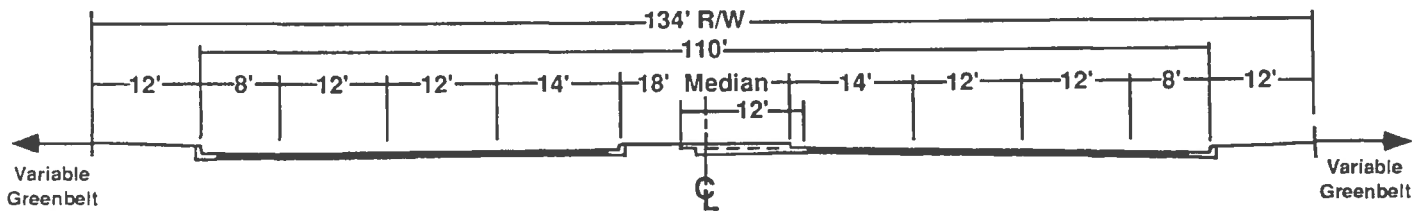
Street alignments to be finalized at tentative tract map level.

Source: Kutzman Associates Inc.



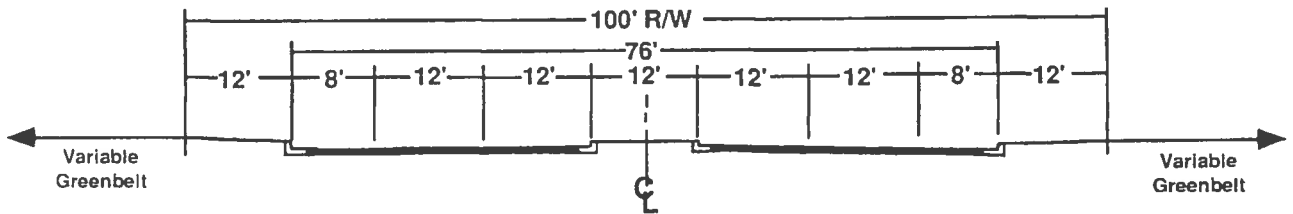
Circulation Plan
Moreno Highlands Specific Plan

Typical Roadway Cross-Sections

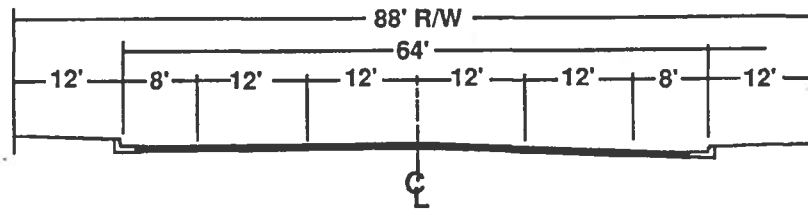


Six Lane Divided Major Arterial

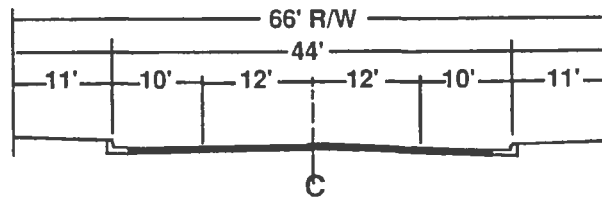
(*Median in Business Center may not be elevated or landscaped)



Four Lane Divided Major Arterial*



Four Lane Undivided Minor Arterial



Two Lane Undivided Collector

Source: Moreno Valley General Plan
Circulation Element

Typical Roadway Cross-Sections



A four-lane undivided minor arterial is planned along Cottonwood Avenue, Dracaea Avenue, and Village Center Boulevard.

A two-lane undivided collector is planned to provide access between and within project planning areas. Two-lane undivided collectors within Moreno Highlands will consist of 66-foot right of ways. Exhibit 15 depicts a two-lane undivided collector.

To ensure that adequate circulation is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

- On residential streets, the minimum centerline radii shall not be less than 300 feet. For collector streets or higher classification, the minimum centerline radii of onsite roadways shall be consistent with State Highway standards, but in no case shall be less than 300 feet.
- Grade separations shall be implemented as needed, including golf cart crossings, to minimize circulation conflicts.
- Signing and striping plans shall be prepared for all two lane undivided collectors and higher classifications and school circulation systems.
- The construction of onsite roadways shall be consistent with the Infrastructure and Public Facilities Financing and Phasing Plan prepared for the Specific Plan area.
- The existing alignments of Alessandro Boulevard and Virginia Street shall remain open to the public until an alternative route, approved by the City Engineer, is constructed and dedicated to the City of Moreno Valley.
- Intersection spacing along Gilman Springs Road shall be one mile, or as approved by the City Engineer.
- The placement of traffic signal(s) and flashing beacons required to mitigate traffic impacts shall be approved the City Engineer and the City Traffic Engineer.
- Traffic improvements shall be installed prior to the issuance of any occupancy permit as required for each phase of development or as approved by the Public Facilities Financing and Phasing Plan.
- A traffic control plan shall be prepared for any street closure, detour, or other disruption to traffic circulation.
- All bridges and culverts within the Specific Plan area shall be constructed to accommodate the circulation plan.
- Construction affecting roadways shall be performed during non-peak traffic hours.

4.9.3 OFFSITE CIRCULATION

The traffic from the Moreno Highlands community in conjunction with other cumulative traffic in Moreno Valley may require the improvement of some offsite roadways that provide access to Moreno Highlands. To ensure efficient circulation within the Moreno Highlands project area in the early phases, the developer shall install portions of improvements to offsite roadways and intersections as required by the conditions of approval. The City would require offsite developments to reimburse Moreno Highlands or credits to City impact fees would be given when offsite properties are developed or improved.

4.9.4 PUBLIC TRANSPORTATION

To assist in the reduction of total vehicle miles traveled and local traffic congestion, the developer will prepare a transit plan in accordance with the Riverside Transit Agency for the planning of bus routes, stops, and shelters. The need for turnouts, bus stops, and shelters shall be determined through mutual discussions between Moreno Highlands, the City of Moreno Valley, and the Riverside Transit Agency, and shall be designated on tentative tract maps for developments within Moreno Highlands.

4.9.5 BIKEWAYS

Both Class I and Class II bikeways shall be provided within the Moreno Highlands Specific Plan area to link access between Specific Plan land uses. Class I bikeways are off-road routes, while Class II bikeways are on-street routes delineated by striping on the pavement. Class I bikeways will be provided within greenbelts and along one side of Alessandro Boulevard and portions of Gilman Springs Road, Village Center Boulevard, and Fir Avenue, as shown in Exhibit 16. Class I bikeways shall be constructed of all weather paving and striped appropriately. Landscaping should not interfere with the bikeway. Class II bikeways shall be provided along streets as determined in cooperation with the Moreno Valley Transportation Department. The standards for the bikeway classifications are illustrated in Exhibit 17.

4.9.6 TRANSPORTATION DEMAND MANAGEMENT

A Transportation Demand Management (TDM) Program shall be implemented by the developer or successor in interest to reduce peak hour traffic by a minimum of 15%. The TDM Program shall include the following measures:

- Information Booths and Preferential Parking
- Parking Limits
- Transit Services
- Mandatory Flextime or Staggered Work Hours
- Transportation Coordination

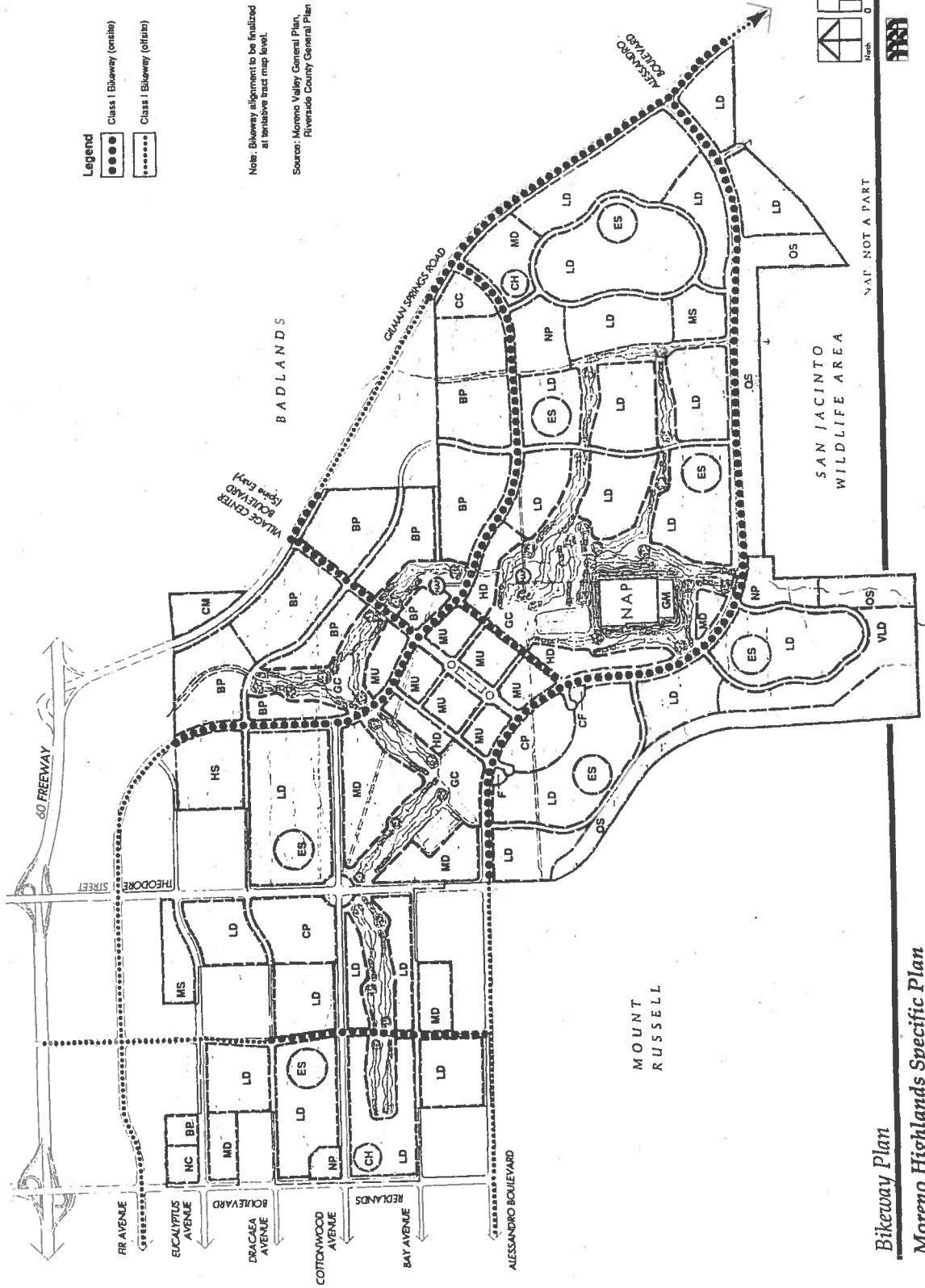
In addition to the above TDM program, the developer shall enter into agreement with CalTrans and/or the City of Moreno Valley for the joint use of parking areas with "Park and Ride" or "Park and Pool" users.

4.9.7 TRUCK ROUTE PLANNING

To ensure that circulation conflicts are minimized due to truck related traffic. A Truck Route Plan shall be prepared for the entire Specific Plan area. The Truck Route Plan shall be approved by the City Council prior to the issuance of any non-residential development building permit.

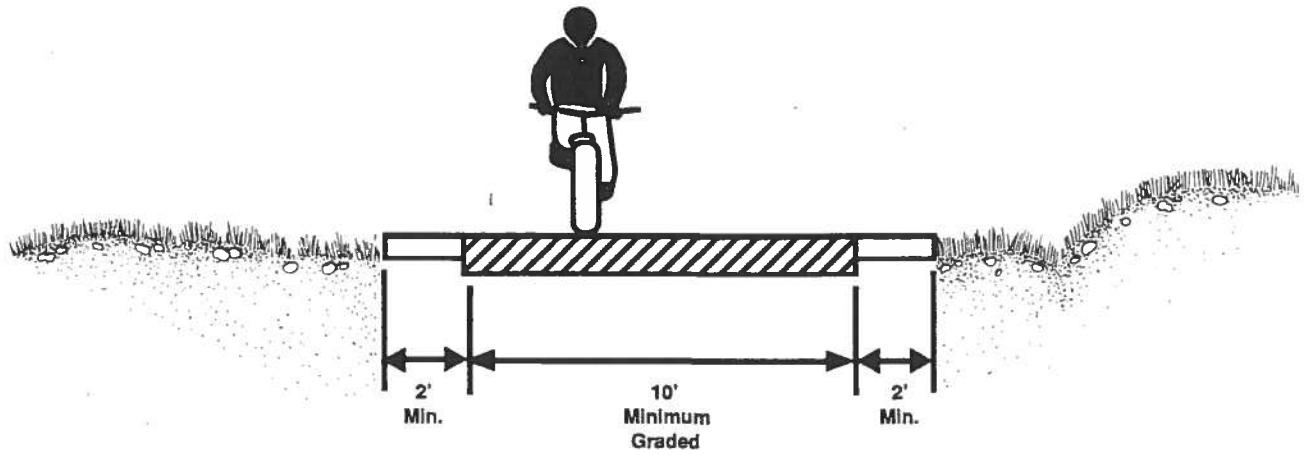
4.9.8 RECREATIONAL VEHICLE STORAGE

To ensure that adequate facilities are available for recreational vehicle storage, a 5 acre site shall be provided in accordance with the requirements of Condition of Approval #197, although not dedicated, by the developer for this use. The facility shall be screened from public view and fenced and lighted for security purposes. Operation of the facility is the responsibility of the developer and may be operated by an association or operated for profit.

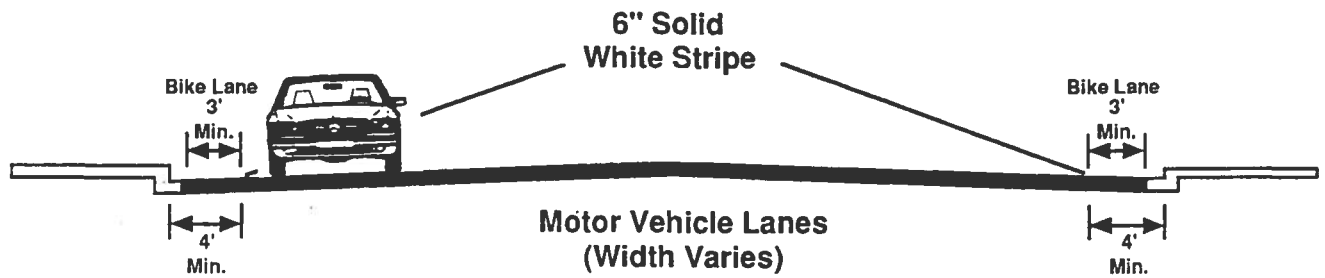


Bikeway Plan
Moreno Highlands Specific Plan

Class I: Off-Roadway Cross-Sections



Class II: On-Road, Parking Prohibited



NOTE: These figures represent typical bikeway cross sections.
Standards may vary due to topographical and other constraints.



Specific Plan Programs

SECTION 5

SPECIFIC PLAN AND PROGRAMS

This section of the Moreno Highlands Final Specific Plan #212-1 presents the policies, plans, and programs that are associated with implementation of the development. The following elements are included: grading concept; landscape design guidelines; architecture design guidelines; resource mitigation program; park, recreation, and open space program; public services plan; and the phasing plan. A section summarizing the financing program for each of the other elements has also been included as Section 5.7. All future development projects within Moreno Highlands shall adhere to the policies, plans, and programs established herein.

5.1 GRADING CONCEPT

5.1.1 PROJECT SETTING

The Moreno Highlands Specific Plan area is located within the northern San Jacinto Valley. Topographically, the site is composed of an alluvial plain that slopes at a gradient of approximately 2 percent to the south, with a few small rolling hills and incised drainage courses. A small area to the east of Gilman Springs Road in the northern area of the site has slopes of approximately 15 to 20 percent. Total relief onsite is approximately 320 feet, with elevations ranging from 1,760 to 1,440 feet above sea level.

Currently the Moreno Highlands property is in agricultural production involving mostly dry grain and grass crops. Additionally, two dairy facilities and a poultry ranch are located onsite, but are not currently in production. Other uses on the project site include gas pipelines and facilities, utility poles, agricultural water wells, a few scattered buildings, and the San Diego Gas and Electric Compressor Station.

5.1.2 GRADING PLAN

The primary objective of the concept grading plan (Exhibit 18) for Moreno Highlands is to maintain existing natural grades wherever practical and to change grades only where necessary to accommodate drainage, soil shrinkage, existing pipelines, and noise mitigation requirements.

The concept grading plan envisions that raw excavations onsite will total approximately 2.6 million cubic yards over approximately 2,200 acres of the site. Raw fill for the site is anticipated to total up to approximately 780,000 cubic yards occurring over 520 acres of the site. However, due to the alluvial deposits that characterize the Moreno Highlands project area, remedial earthwork will be required. Soil removals onsite may range from 3 to 14 feet to reach material with appropriate engineering qualities. Additionally, shrinkage from soil compaction will result in volume reduction of approximately 30 to 35 percent of the total estimated earthwork quantities. The grading plan accommodates the necessary additional excavation to account for shrinkage loss. To accommodate raw excavations, raw fills, remedial earthwork, and shrinkage will require approximately 15 million cubic yards of earthwork over the project development lifetime. All grading within the Moreno Highlands Specific Plan area will comply with the Moreno Valley Grading Code.

The Moreno Highlands Concept Grading Plan provides "super pads" for the various planning areas. Existing onsite utilities, such as water lines and gas pipelines, will control the extent of grading because onsite earthwork will have to be daylighted at the utility right-of-way boundaries. There will be minimal cuts or fills within the utility rights-of-way. Grading activities adjacent to gas and oil facilities will be coordinated with SDG&E, SCGC, and the Four Corners Pipeline Company.

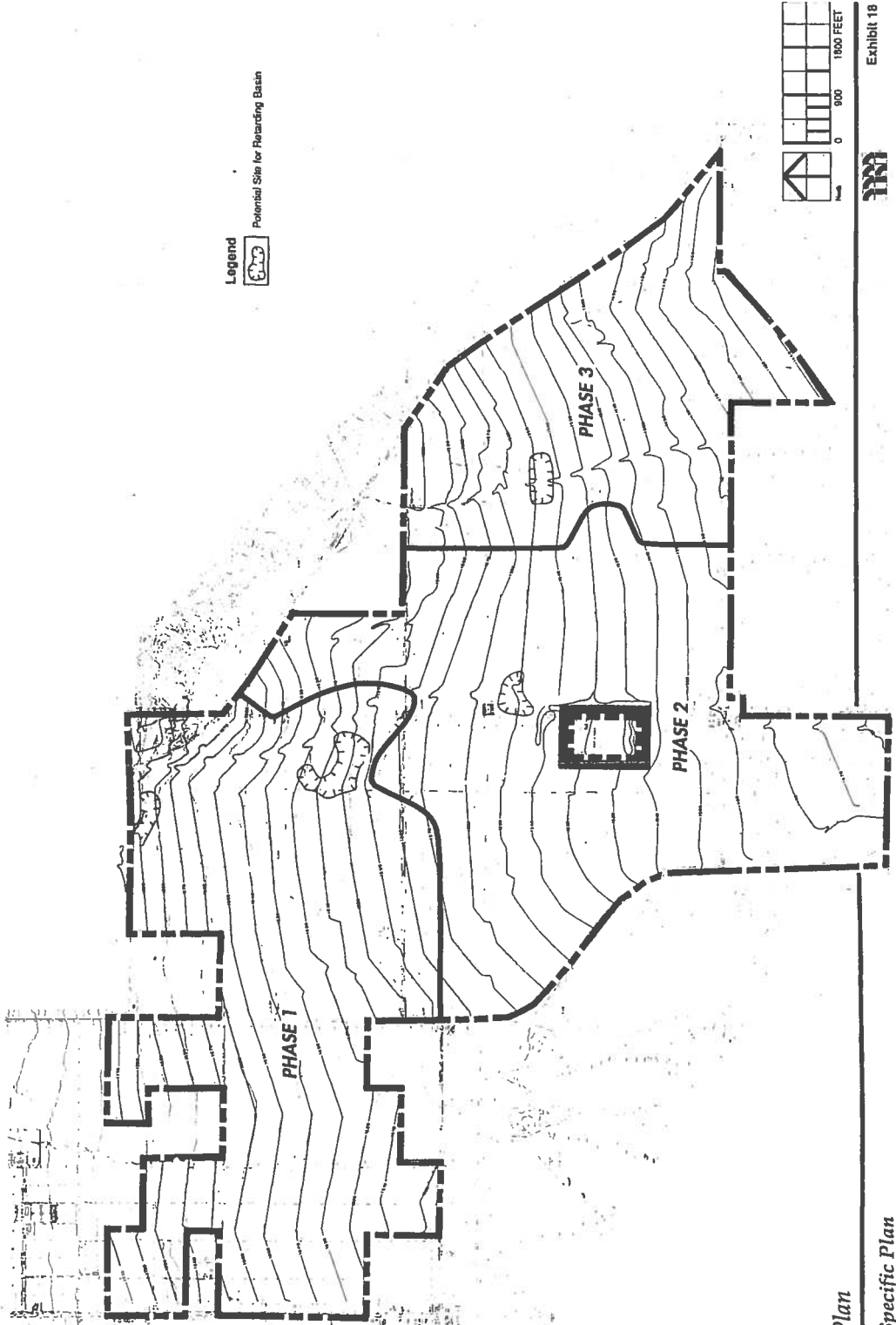
The existing SDG&E Compressor Station that surrounds (but is not a part of) golf course uses in Planning Area 65 will be screened by an earthen berm of varying height and width to mitigate the impact of sights and sounds generated by facility operations.

Joint Proposal Refinements

Implementation of the Joint Proposal Agreement would result in a restriction of grading operations, as depicted on the Grading Concept Plan, Exhibit 18, within those open space areas dedicated to the CDFG for biological mitigation purposes.

5.1.3 EROSION CONTROL

Standard erosion control practices will be followed during site grading to prevent offsite transport of soil from development sites and to control storm runoff. An erosion control plan shall be submitted to the City and other appropriate regulatory agencies for approval prior to the issuance of grading permits. Erosion control techniques shall be provided on all cut and fill slopes to minimize erosion



Concept Grading Plan

Moreno Highlands Specific Plan

and the visual impacts of grading operations. Additionally, grading activities within Moreno Highlands will occur in phases, to the extent practicable, to minimize erosion potential.

5.1.4 GRADING GUIDELINES

The following grading guidelines shall apply to all grading operations within Moreno Highlands:

1. All grading in the Specific Plan area shall be performed in accordance with the Uniform Building Code and the City of Moreno Valley Ordinance No. 45.
2. A detailed geotechnical investigation shall be conducted for each tentative map or development proposal to identify, at a minimum, general soil and slope stability and the potential for collapsible solid and ground subsidence, ground fissuring, and liquefaction. The investigation shall also include: 1) a slope stability analysis for cut and/or fill slopes over 10 feet in height shall also be determined within the investigation; and, 2) an evaluation of active and/or potentially active faults for development proposal located within any part of an Alquist-Priolo Special Studies Zone, within 150 feet of a mapped trace of the Casa Loma fault, or within any other portion of the site deemed appropriate by the City of Moreno Valley.
3. An erosion and sediment control manual shall be approved by the City Engineer prior to issuance of a grading permit. Erosion Control Plans shall be approved with each grading plan and followed during grading operations.
4. In accordance with SCAQMD Rule 403, dust generation shall be minimized during grading operations.
5. All grading plans shall include the horizontal and vertical alignment of existing pipelines onsite.
6. All grading shall be conducted in accordance with the Geotechnical Report in the Specific Plan Appendix.
7. Grading activities within the Specific Plan area will occur in phases, to the maximum extent practicable, to minimize the extent of exposed soils and erosion. The phasing of grading will generally follow the phasing plan shown on Exhibit 18. Some grading may occur out of sequence for roads, remedial grading requirements, or other development needs.
8. During grading, all trucks shall be washed off before leaving the site to minimize dust generation.

5.2 LANDSCAPE AND ARCHITECTURE DESIGN GUIDELINES

A primary goal of the Moreno Highlands community is the creation of a high-quality, mixed-use community designed to fit within its natural setting as an integral part of the maturing City of Moreno

Valley. To complement this picturesque California environment, Moreno Highlands will establish a framework for design consistency for the community by providing a theme that integrates each segment of the community into a larger context.

A Master Design Guide will be prepared by the Developer or successor in interest and approved by the Design Review Board and the Planning Commission prior to any development approvals. Subsequent Design Manuals shall be prepared for each phase of development. Those Conditions of Approval and Mitigation pertinent to Specific Plan landscape and architectural design will be incorporated in the design manuals.

The purpose of the Master Design Guide is to implement the project concepts of the Moreno Highlands Specific Plan and achieve a consistent quality throughout its development lifetime. Design criteria will be provided to guide development of the various parcels within the Specific Plan area. The Master Design Guide will be used by Moreno Highlands and the City to review each builder's program for conformance with the overall community design objectives. Conformance with the Master Design Guide will create a desirable living environment and enhance the community's overall value. Specific covenants, conditions, and restrictions (CC&Rs) will be established to enforce the Master Design Guide and subsequent specific design guides for particular phases or districts of the Specific Plan area. The guidelines will provide a framework for evaluating the design of projects within Moreno Highlands and will:

- Provide the City of Moreno Valley with the necessary assurance that the Specific Plan area will develop in accordance with the quality and character proposed.
- Provide guidance to the City staff and Planning Commission in the review of future development projects in the Specific Plan area.
- Provide guidance to developers, builders, engineers, architects, and homeowners in order to maintain the integrity of the design theme.
- Provide parameters in the formulation of CC&Rs for the use of land in the Specific Plan area.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.2.1 VILLAGE CENTER

Design Intent/Principles

The Village Center at Moreno Highlands is intended to be the focal point of the community - a true community-gathering place to serve the residents, the Planned Business Center and the surrounding community with a mixture of uses including public, commercial and residential, blended compatibly within a compact, pedestrian-oriented district. It will provide a strong community identity and "sense-of-place" with a design character that will combine the charm and intimate scale of a village with the excitement, diversity and choice associated with urban town centers. Exhibit 19 provides an illustrative concept of a potential Village Center design. A conceptual Master Plan for each Planning Area within the Village Center will be prepared in accordance with and approved by the City's planning staff prior to any development within Planning Areas 52, 53, 54, 55, 56, and 57.

The 80-acre Village Center will be the heart of the community and is likely to be a center for shopping, entertainment and professional services. Because it will be pedestrian-oriented, like a town square, people will be able to park their cars and walk a short distance to a great diversity of establishments. Types of uses considered within this mixed-use development are restaurants, shops and boutiques, movie theaters, a major family oriented sports center, residential units and office space. A number of civic facilities are also being considered for the Village Center - a branch library, post office, museum and fire station - and, anchoring the southern end of the Village Center, a 29-acre civic park with outdoor amphitheater and civic gardens. The Village is organized around an east-west spine which becomes its central focus. The ends of the spine visually project to the horizon and are terminated by the surrounding mountains.

Planning and design principles guiding the establishment of a distinctive Village Center at Moreno Highlands include:

- **Focal Point of the Community**--The Village Center will be the functional and symbolic heart of the community - a centrally located, highly accessible "oasis" provided a variety of community-serving uses and amenities that will give a special identity to the overall community.
- **Mixed-Use District**--The Village Center will be characterized by a lively mix of uses - retail, office, hotel, restaurant, recreation and entertainment, civic, cultural and community facilities as well as a residential component - all blended compatibly to create a successful village center with a vibrant mixture of day and nighttime,

indoor and outdoor activities. Refer to Section 6.8, Development Standards for permitted and conditionally permitted uses within the Mixed-Use designation.

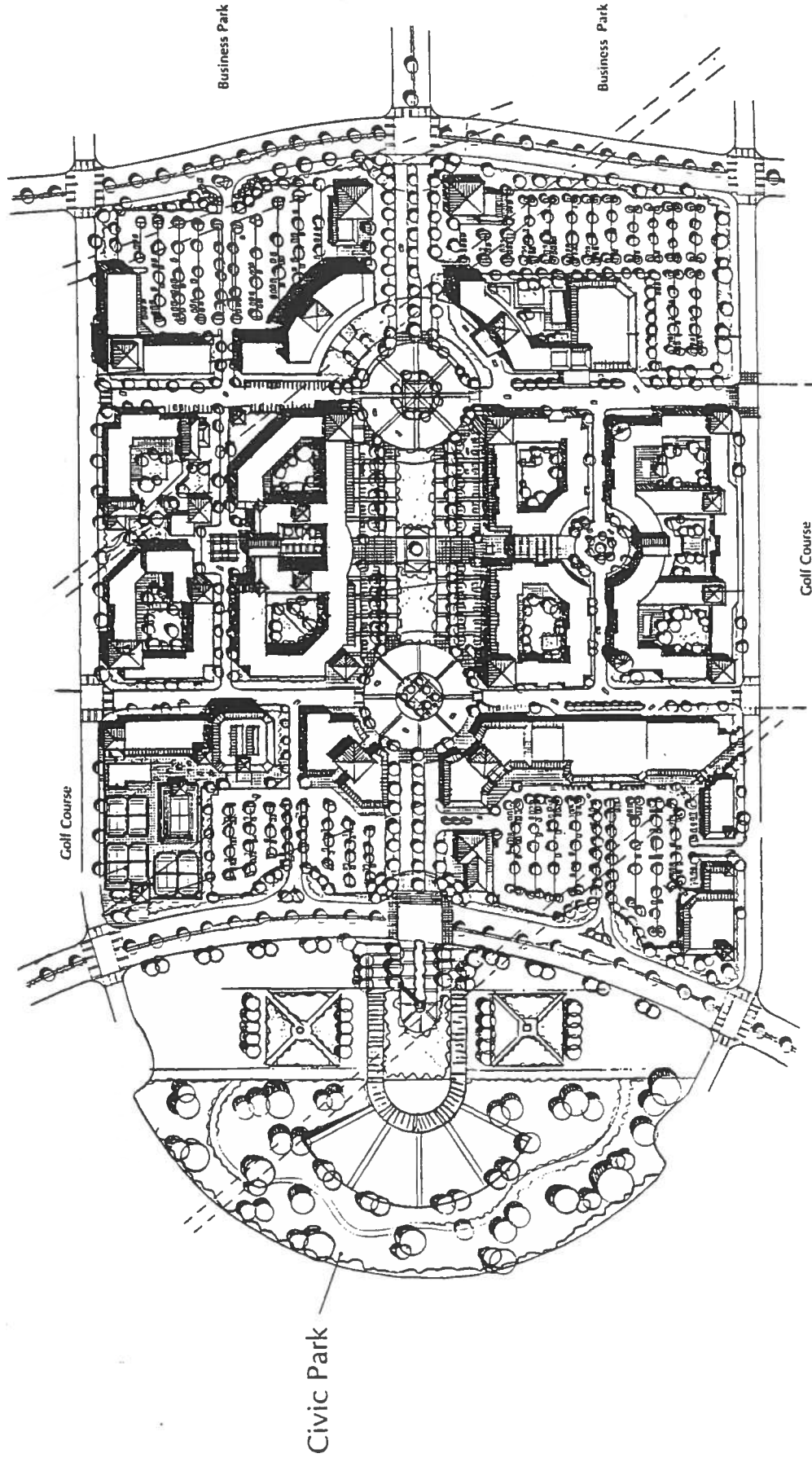
- **Pedestrian-Oriented District**--The Village Center will function predominantly as a pedestrian district upon arrival by public transportation, automobile, foot or bicycle. Its compact overall size, convenient parking and continuous network of pedestrian ways, plazas, courtyards and paseos lined by sidewalk activities and active building frontages assure a pleasant, inviting and non-auto dependent pedestrian experience where all activities can be reached within a convenient and entertaining five-minute walk.
- **Distinctive Design Character**--The Village Center, through a coordinated but flexible overall site plan, architectural, landscape, signage and lighting design program, will possess a unified and coherent overall visual character with diversity - expressed as a series of interrelated projects, each with its own identity and interest, avoiding the monotony of a large single-project image. Overall it will possess the charm and intimate scale of a small village with an architectural character derived from the indigenous California Mission style, adapted in a fresh and appropriate manner to respond to contemporary programmatic, functional and expressionistic considerations.
- **Sound Economic Underpinnings**--The success of the Village Center will depend in a large part on its ability to grow incrementally as market demand and community needs mature sufficiently enough to successfully support each phase. The Village Center Plan provides a flexible and adaptable framework to meet changing market opportunities in a phased program that will enable each stage to stand on its own, complement the previous phase and in the end be of sufficient critical mass to create the synergism of uses for a vital and successful Village Center that meets both the needs and aspirations of the community.

Site Design Criteria

The Village Center is strategically located in the heart of the project and is bounded by and accessible to all major highways. A wide range of uses and services will be included to create a true mixed-used center.

Organized along an east-west spine, the high intensity of the Village Center allows for the economic use of the land and allows for an oasis of landscape and pedestrian activity surrounded by golf course and park uses.

To ensure that this concept is realized, the following site planning criteria have been established.



Note: This is a concept plan for illustrative purposes only. The final design and layout of the Village Center will be determined during later phases of development.

Village Center Concept Plan

Moreno Highlands Specific Plan



Not to Scale

Source: RTKL Associates

Exhibit 19

Building Orientation and Siting

- The visual axis between San Gorgonio Peak and Mt. Russell shall be maintained.
- Gateway buildings should be provided at the entrance to the Village Center from Gilman Springs Road. The use of towers or similar structures for the Gateway is strongly recommended.
- A Village Green will be provided at the core of the town center. This green will serve as the town square for the community. The use of retail frontage with trellis and arcades is strongly encouraged in this area.
- Arcades, walkways and zuguanes are to be provided between the town square and the parking lots serving the commercial parcels on the north east and south west portions of the project. Retail store frontage should occur on both sides of the building providing retail access from the town square and commercial parking lots.
- The orientation of the building and its elements shall be related to the natural design factors of sun, wind, and rain. Fenestration shall be considered with exposure to natural elements in mind.
- Building complexes shall be laid out such that usable courts and gardens are created by building placement. Courts and gardens shall be protected as much as possible from strong winds while taking advantage of winter solar access.
- Convenient passenger drop-off courts shall be designed into the public areas of the project which work well with circulation and "right side" unloading.
- All design shall appear as an integrated part of an overall site design concept.

Building Height

- The buildings should be massed to provide the greatest variation of building form and height.
- The building heights should not exceed the limitations outlined in the specific plan.

The building heights are established to provide a sense of scale and enclosure while providing opportunities for views of recreational amenities and natural landmarks. The important building elements include:

- **Town Square**--Provide a sense of enclosure at the town square. Retail functions must be developed at the base to promote a mixing of activities.
- **Gateways**--By identifying the gateway site along the Gilman Springs access road, the transition from business park to the town center is identified.

- **Traffic Circles**--Appropriate building mass and height will provide closure for the traffic circle and portions of the town square.
- **Residential (Planning Areas 53 and 56)**--By placing 3 stories of residential uses above parking, the residential units can take advantage of the views of the golf course and other recreational amenities.

Landscape Criteria

The town center is seen as an oasis within the natural landscape and environment of Moreno Valley; the use of integrated turf, evergreen plantings, seasonal color as well as the use of landscape and fountains provide an aesthetical relief. The landscape concepts for the village center include the following.

Town Center

- The spatial definition of the town center will be achieved by the buildings, arcades and rows of trees that surround the square.
- The edges of the square will be further enhanced with the planting of large canopy trees to provide shade and relief from the sun.
- The center of the square should be planted with turf and seasonal color. Fountains and water features can serve as a visual focus for the town square.

Plan Components

- **Arcades**

Arcades are covered walkways that serve as a transitional space between uses and provide weather protection along pedestrian areas. Arcades should be located along the town square park and along the retail edge of the commercial sites located on the northeast and southwest edges of the project.

- **Portals**

Portals are covered porches. They offer shade and wind protection and a special space for indoor/outdoor activity. Each style has its own characteristics of detailing, but the dimension shall provide for at least one hundred (100) feet of roof cover.

- **Zuguans**

Zuguans are open passageways from the street to an internal patio. Introduced by the Spanish, they allow for a building to have a strong street presence while allowing the maximum number of rooms to have exposure to an internal courtyard or patio. The width shall be proportional to the length, but no less than 6'0".

Street Tree Planting

- The edges of the primary access road from Gilman Springs will be defined by street tree planting of large canopy trees. This planting will enhance the visual axis that is created by this boulevard. At major intersections, gateway planting elements need to be provided.
- The street tree planting along the secondary access roads throughout the town center complex will consist of canopy trees. Special ornamental trees should be located at intersections of major streets and driveways into parking lots and building entries.

Parking Lot Planting

- All parking lots should be planted with canopy trees to help relieve the intensity of the sun but also give these large surface lots a sense of place and scale. These should be planted among the automobiles to provide an efficient parking lot design while maintaining parking lot efficiency.
- Entrances to all parking lots should be identified with gateway planting.

Courtyard Planting

- Courtyards should be planted to provide relief from the sun and to add scale to the space. Fountains can be used in these spaces to provide a sense of relief.
- Building mass shall be simple in form and of strong geometry.
- Clusters of buildings shall be of similar scale and mass. Towers or similar structures should be used as a marker of a significant function, corner treatment or entry to a shop or arcade.

Architectural Criteria

The Village Center will serve as the visual focus for the community and must be an area that is friendly, inviting and appealing to the residents of Moreno Highlands.

The architectural design for the Village Center should reflect the California Mission style that is prevalent in the area, as well as respond to the unique requirements of the dry and arid climatic conditions of the region and market conditions.

The use of this architectural design criteria will give the Village Center:

- A visual statement of town center.
- A sense of intimacy.
- A sense of scale and enclosure.
- A play of light.
- A layering of visual penetration.
- A richness of landscape and detail.

The overall design of the buildings should:

- Utilize building massing to create a visual grouping of buildings and encourage the use of interior courts and plazas.
- Utilize tower elements or similar structures to identify buildings corners, entrance points or significant uses or focal points.
- Utilize paseo, arcades, portals or zaguans to provide a pedestrian scale to the building. By offering shade and wind protection for these spaces, this will encourage pedestrian interaction and places to indoor/outdoor activity.
- Buildings must be composed with the use of base middle and cap to give the building scale and character.
- Utilize columns and arcades to provide relief from intense sun and heat, as well as provide layering of the building facade. The design of the arcade should reflect the design vocabulary of the California Mission style and must incorporate architectural details and proportions.
- Utilize roof forms that reflect the historical roof forms of the California Mission style. The hip roof form is preferred over gable treatment. If flat roofs are used, then a decorative parapet roof cap must be utilized.
- The exterior wall surfaces should have the appearance of mass with the wall having dominance over the windows. Deep set windows further imply the mass of the walls. The primary material for the walls is stucco. Heavily textured walls must be avoided.
- Windows, entries, and doors must vary in size, shape and detail and must be of a design that recalls the mission style and should be used to create a pattern and rhythm to the elevation. Colors, frame, materials and glass color and transparency must respond to the overall mission theme and character of the project.

5.3 RESOURCE MITIGATION PROGRAM

The resource mitigation program for Moreno Highlands provides a comprehensive management plan for mitigating onsite wetland and drainage courses, cultural resources, community interface with the San Jacinto Wildlife Area, and scenic highway corridors. The resource mitigation program is consistent with the objective of the Moreno Valley General Plan Environmental Resources Element in that it maintains, protects, and preserves biologically significant habitats within the Moreno Highlands Specific Plan area.

5.3.1 RIPARIAN WETLANDS

The Moreno Highlands Specific Plan area is located within the San Jacinto Valley basin. Historically, this basin was periodically inundated by floodwaters of the San Jacinto River, creating an alkaline holophytic (salt-tolerant) plant community of saltbush, and soil conditions supporting an alkali heath. However, most of the native halophyte plant community has been converted to agricultural uses, primarily cultivation of barley, oats, and other field crops. Some limited inland sage scrub occurs on upland areas around the northern perimeter of the site, along with some marginal-quality riparian wetland vegetation that extends into the site along several drainage courses.

Wetlands along existing drainage courses within Moreno Highlands are subject to regulation by the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act, and by the California Department of Fish and Game under Sections 1601-1603 of the state Fish and Game Code.

Both the federal and state agencies maintain policies stating that no net loss of wetland acreage or habitat value shall occur as a result of the issuance of permits under Section 404 of the Clean Water Act or of streambed alteration agreements under Sections 1601/1603 of the Fish and Game Code. Therefore, the agencies typically attach conditions to their permits and agreements requiring applicants to avoid if practicable or to mitigate any impact to existing wetlands, usually by creating new wetlands or by enhancing existing wetlands. Mitigation can take many forms. Under any conditions, the establishment of mature habitat is ensured by monitoring and reporting for several years, with additional assurance provided through bonding or similar financial guarantees.

There are four north to south drainage courses within the Moreno Highlands Specific Plan area. They contain 0.1 acre of regulatable wetlands and 5.1 acres of waters of the United States, according to current ACOE regulations. The Specific Plan will alter these drainage courses by incorporating them

into a community flood control system or directing them into new drainage courses. Peak-period floods will be reduced through the use of retarding basins. The outflow from these retarding basins and other runoff from the community will be used to support new wetland habitat in and adjacent to open channels and habitat mitigation sites located in such open space areas as roadways, parks, and the community buffer adjacent to the San Jacinto Wildlife Area.

Mitigation Plan

The Moreno Highlands Specific Plan includes the creation of approximately 18.3 acres of wetlands, as shown on Exhibit 20. These wetlands will be created and maintained in accordance with the Moreno Highlands drainage and water quality management plan described in Section 5.5.4.

Joint Proposal Refinements

Refer to Section 5.5.4, Flood Control/Drainage/Water Quality Concept Plan.

5.3.2 STEPHENS' KANGAROO RAT

The Stephens' kangaroo rat (SKR) has become a sensitive conservation issue because of the rapid decline of its habitat in Riverside County and because of its October 1988 federal listing as an endangered species. At present, several legislative actions at the federal, state, county, and local levels are being processed to ensure the survival of the SKR. Concurrently, in conjunction with federal and state agencies, the County of Riverside and several affected cities have prepared a Stephens' Kangaroo Rat Habitat Conservation Plan (HCP), in compliance with the federal and state endangered species acts (ESAs). The City of Moreno Valley was one of the co-preparers of this plan. A conservation plan (short-term HCP) has been prepared and approved by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) for preservation of the SKR while a longer-term HCP is prepared. A Section 10(a) permit, pursuant to the federal ESA, and a Memorandum of Understanding (MOU), pursuant to Section 2081 of the state ESA, have been issued for incidental take of the SKR on projects outside of 10 designated study areas within which 80 percent of the known populations of the SKR now persist. The implementation agreement of the short-term HCP requires that the County of Riverside and the participating cities assess developer fees as compensation for the taking of the SKR. The fees, in turn, will be used to purchase occupied SKR habitat within the study areas. Each of the permittees has implemented the compensation program through ordinances and fee programs.

Mitigation Plan

To mitigate potential impacts on existing occupied SKR habitat within and adjacent to the Specific Plan area, the following measures shall be implemented:

1. No "take" of SKR within that portion of the property within the San Jacinto Study Area shall occur unless the area is removed from the HCP study area or is authorized for incidental take under a Section 10(a) Permit.
2. Open space shall be maintained along a 300-foot strip along the alignment of Davis Road adjacent to those portions of occupied SKR habitat held in public ownership and a 19-acre triangular area in the southwestern corner of the project site. Prior to the approval of any tentative map within 1,000 feet of any occupied habitat along Davis Road, Moreno Highlands shall demonstrate the establishment of a financing mechanism (such as a Mello-Roos district) for perpetual maintenance of the buffer areas.
3. A dual predation barrier system shall be constructed along the full length of the open space areas described in #2 above. The fences shall be six feet high and the external barrier shall contain an 18" cantilevered overhang facing toward the Specific Plan area with an additional two feet buried below ground. The precise location of this fencing shall be determined during more detailed project planning and design, prior to approval of any tentative map for portions of the Specific Plan within 1,000 feet of any occupied SKR habitat along Davis Road. Prior to the approval of any tentative map within 1,000 feet of any such occupied habitat, Moreno Highlands shall establish a financing mechanism (such as a Mello-Roos district) for ongoing inspection and for perpetual maintenance of such a predation barrier.
4. Prior to September 17, 1993, a 300-foot-wide strip abutting the southern property line between the SJWA and Gilman Springs Road shall be reserved as a potential wildlife movement corridor. No development or other physical disturbance shall take place within the strip prior to this date. During the period prior to this date, this property shall be available for acquisition by the RCHCA or CDFG. Should either of these agencies decline to acquire the property prior to September 17, 1993, land uses within this 300-foot strip shall revert to those uses otherwise permitted pursuant to this Specific Plan.

Joint Proposal Refinement

Upon execution of the Joint Proposal agreement, the provisions of the Joint Proposal shall substitute for the Mitigation Plan described above. These provisions include the dedication of approximately 292 acres to CDFG for use as an SKR habitat area, and the recordation of a conservation easement with respect to approximately 106 acres adjacent to the northern portion of the SJWA. Other mitigation measures contained within the Joint Proposal are described in Section 8.

5.3.3 CULTURAL RESOURCES

Archaeological Resources

The Moreno Highlands Specific Plan area primarily consists of an alluvial plain terrain. However, mountainous terrain with large granite boulder outcroppings surrounds the project site. Most of the known archaeological resources in the vicinity of Moreno Highlands are located within the mountainous areas surrounding the site. However, some archaeological resources have been found in onsite alluvial plain areas.

During a field survey, an archaeological site was discovered in the southwestern portion of the Moreno Highlands Specific Plan area. However, the site was highly disturbed and determined to be of low archaeological value. Additionally, two other offsite archaeological sites were identified along Davis Road and adjacent to the project boundary. It appeared that these two sites formed an ancient ceremonial ground. Given the historical activity of the Moreno Highlands vicinity, there is the potential for additional archaeological resources to be present.

Mitigation Plan

To mitigate potential impacts on archaeological resources within and adjacent to the Specific Plan area, the following measures shall be implemented:

A qualified archaeologist shall be retained to conduct an investigation of the site to determine which areas have a probability of containing archaeological sites. A qualified archaeologist shall be present onsite during rough grading of these previously identified areas to conduct inspections of the excavation for archaeological resources and determine their significance. Any material recovered on the project site shall be described in a professional report to ensure its availability to future researchers. Any materials recovered during the rough grading or subsequent grading shall be donated to the San Bernardino County Museum, or to an appropriate local institution approved by the Community Development Director.

Prior to commencement of any construction within 0.25 mile of Davis Road, a 6-foot vertical barrier shall be installed to restrict access to the archaeological sites located on the slopes of Mount Russell. This condition may be satisfied either by construction of the barrier described in Section 5.3.2, or by determination by the Community Development Director that a final condition of approval imposed in

connection with the Moreno Valley Ranch Specific Plan 193 (requiring a fenced barrier to protect the Moreno Maze) provides satisfactory protection against access to the site from the Moreno Highlands project site and Davis Road.

Paleontological Resources

The Moreno Highlands Specific Plan area is underlain with a diverse history of paleontological resources. The western and central portions of the site have little or no potential for the discovery of significant fossils because of the age and origin of the rock units present. However, along the northern and eastern boundaries of the site are rock units with a well-known history for the potential discovery of fossils. These fossils represent and contribute to the knowledge of the geologic history of the region and the evolution of life in North America.

Mitigation Plan

To mitigate potential impacts on paleontological resources within the Specific Plan area, a paleontologist shall be retained to inspect the site prior to the initiation of grading to determine which areas of the site are probable sources of fossils. A qualified paleontologist shall be present onsite during grading along the northern and eastern boundaries of the project site. If necessary, the paleontologist may redirect grading efforts if significant paleontological material is discovered. All fossils collected shall be donated to the San Bernardino County Museum or an appropriate local institution approved by the City of Moreno Valley.

Historical Resources

The U.S. Geological Survey (USGS) topographic maps, Sunnymead and El Caseo quadrangles, indicated at least 13 structures on the project site as ruins. The ruins are depicted on the USGS maps along Eucalyptus Avenue between Theodore Street and Gilman Springs Road, along Alessandro Boulevard east of Theodore Street, along Virginia Street between Alessandro Boulevard and Gato Del Sol Avenue, and Gato Del Sol Avenue east of Gilman Springs Road. Also of historical significance, the street name "Virginia" which occurs within the Specific Plan area is listed as a historical name in CPAB resolution No. 89-3 and the existing alignment of Alessandro Boulevard is considered a historical alignment by the City of Moreno Valley Cultural Preservation Board and the Historical Society.

Mitigation Plan

To mitigate potential impacts on historical resources within the Specific Plan area, the following measures shall be implemented:

1. A historical resources professional shall be retained to survey the project site for historical buildings, documenting any structures found. The professional will also assess the feasibility of establishing a "Heritage Park" within the southern portion of the Specific Plan.
2. The street name Virginia shall be retained onsite through incorporation into the street name of a future north-south alignment.
3. A historical marker shall be installed on the historical alignment of Alessandro Boulevard prior to the occupancy of any building within Planning Area 52 and shall be designed in coordination with the City of Moreno Valley Cultural Preservation Board and the Historical Society.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.3.4 COMMUNITY INTERFACE WITH SAN JACINTO WILDLIFE AREA

The San Jacinto Wildlife Area is managed by the California Department of Fish and Game and is located immediately south of Moreno Highlands. The Moreno Highlands Final Specific Plan #212-1 was prepared in consultation with the CDFG staff and is sensitive to the requirements and wildlife habitats of the preserve.

Mitigation Plan

To mitigate potential impacts on the SJWA from Specific Plan development, the following measures shall be implemented:

1. As depicted in the Moreno Highlands Land Use Plan (Refer to Exhibit 1 in Section 4, Land Use Concept), residential development along the northern boundary of the SJWA shall consist of very low and low density to minimize contact between residential uses and the wildlife area.

2. Passive uses such as enhanced open space, natural buffers, created wetlands, and a low-flow stream channel shall be located along project's edge at the SJWA to provide additional buffers between Specific Plan uses and the wildlife area.
3. In addition to the mitigation plan for SKR described in Section 5.3.2 (which will also serve to protect the SJWA), a 600-foot-wide buffer along those portions of the project adjacent to the SJWA shall be integrated into the design of the Specific Plan. Prior to approval of any tentative map within 1,000 feet of the project boundary with the SJWA, a financing mechanism (such as a Mello-Roos district) for perpetual maintenance of the buffer shall be established.
4. All lighting within 1,500 of the SJWA boundary shall be constructed and maintained so as to direct night light away from the SJWA.

Joint Proposal Refinement

Upon execution of the Joint Proposal agreement, the provisions of the Joint Proposal shall substitute for Mitigation #3 described above. These provisions include the dedication in fee of approximately 292 acres (adjacent to the northwestern edge of the SJWA) to the CDFG, the recordation of a conservation easement for the 106 acres adjacent to the northern portion of the SJWA, the construction of a 6-foot block wall along the eastern edge of the SJWA buffer, and the construction of industry-standard block walls along homesites adjacent to Davis Road and Planning Area 69. Other Joint Proposal mitigation measures are described in Section 8.

5.3.5 SCENIC HIGHWAY CORRIDOR

The Moreno Valley General Plan designates Gilman Springs Road as an eligible County scenic highway. The Moreno Highlands Specific Plan provides for the preservation of the viewshed corridor along Gilman Springs Road.

Mitigation Plan

In accordance with the County of Riverside standards for scenic highways, a 75-foot average setback/corridor shall be provided from the right-of-way edge of Gilman Springs Road. A combination of plantings and tree massing will be used to enhance the scenic highway viewshed across the valley from this roadway at a minimum of 50-feet.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.4 PARK, RECREATION, AND OPEN SPACE PROGRAM

The Moreno Highlands park, recreation, and open space program is an essential element of the new community's vitality and character, integrating a variety of recreation and open space features into a coordinated plan. A network of parks, public and private recreational facilities, open space corridors, riding/hiking trails, and bikeways provide a system of accessible open space and recreational amenities to serve the anticipated needs of the residents of the new Moreno Highlands community as well as the City of Moreno Valley. Exhibit 21 shows the Parks, Recreation, and Open Space Plan for the Moreno Highlands Specific Plan. A Master Plan for the construction of parks, recreational areas, and trails shall be prepared by the Developer to establish phasing, improvements, and maintenance responsibilities.

The recreational centerpiece of Moreno Highlands is the 39-acre community park, conveniently located at Theodore Street and Cottonwood Avenue and offering a variety of passive and active recreational opportunities for all City residents. The Moreno Highlands 39-acre community park will be the largest municipal park site in the City, approximately two and one-half times as large as Moreno Valley Community Park or Sunnymead Park, the two largest parks currently in the City. Moreno Highlands also has planned a 29-acre community park site and 57 acres of neighborhood park sites. The 29-acre community park is adjacent to the Village Center, providing a distinct public open space and recreation feature within the mixed-use area. The neighborhood park sites are interspersed throughout the residential villages, providing local venues for active and passive recreation. The community park sites and the neighborhood park sites within Moreno Highlands account for 125 acres of parkland area.

5.4.1 PARKS

The park ordinance for the City of Moreno Valley states that, for every proposed development, 5 acres of total parkland per each 1,000 residents shall either be dedicated, an equivalent value of in-lieu fees shall be paid, an equivalent value of park improvements shall be constructed, or a combination of the above shall be provided by the developer to satisfy the City's park requirements.

The total parkland dedicated to the City of Moreno Valley shall be exclusive of acreage dedicated to other public facilities.

The total park requirements for the Specific Plan area will be determined by the number of units constructed in each project within the Specific Plan area and the number of persons per unit for each density category. The City currently uses a composite population generation rate of 3.46 persons per dwelling unit and does not distinguish density of development. The total park requirements for the Specific Plan area will, therefore, be based on the total number of dwelling units that are actually constructed. If the number of dwelling units actually constructed is less than the number of units adopted, the park acreage will be adjusted downward accordingly.

There are three types of parks to be located in the Moreno Highlands Specific Plan area that meet the City's park requirement: (1) community park, (2) public neighborhood park, and (3) private neighborhood park/recreational facilities. In this Specific Plan these parks comprise a three-tiered recreation system, each serving a particular recreational need within the community. Neighborhood parks shall be allocated between public parks and private park recreational facilities, provided that private facilities do not exceed 50 percent of the total neighborhood park requirement (the maximum allowed in the city park ordinance).

The three types of parks that are envisioned for the Moreno Highlands Specific Plan area may include a combination of the following types of active and passive recreational activities:

- Areas providing active recreation for all age levels, such as:
 - Multipurpose play fields
 - Baseball/softball and soccer fields
 - Tennis, basketball, and volleyball courts
 - Archery
 - Tot lots and playgrounds
 - Par courses
 - Areas for shuffleboard and croquet
 - Swimming pools

- Areas providing relaxation and social interaction opportunities, such as:
 - Picnic and barbecue areas
 - Seating areas (benches, amphitheater, earth berms)
 - Community garden areas
 - Meditation gardens
 - Botanic gardens

Community Parks

A 39-acre and a 29-acre community park are designated on the Moreno Highlands land use plan. Park requirement for Moreno Highlands will be satisfied by land dedication of the community park sites and construction of improvements in accordance with City of Moreno Valley Ordinance 340.

If the actual acreage of the community parks varies from that shown on the land use plan, then a corresponding acreage adjustment will be made to the land use area adjacent to where the park is located. This adjustment may either increase or decrease acreage within an adjacent residential planning area. However, the maximum number of units permitted within the planning area where the acreage adjustment is made shall not be changed as a result of any such acreage adjustment.

Public Neighborhood Parks

Public neighborhood parks are conceptually located on the land use plan and acreages are estimated on the statistical summary. The actual location, size, and configuration may vary, subject to the criteria in the City's park ordinance. Park requirements for public neighborhood parks will be satisfied by land dedication and construction of improvements in accordance with City of Moreno Valley Ordinance 340.

If the actual acreage of a neighborhood park varies from that shown on the land use plan, then a corresponding acreage adjustment will be made to the adjacent land use area. This adjustment may either increase or decrease acreage within an adjacent residential area. However, the maximum number of units permitted within the planning area where the acreage adjustment is made shall not be changed as a result of any such acreage adjustment.

Private Neighborhood Parks and Recreational Facilities

Private neighborhood parks and recreational facilities are not shown on the land use plan. These will be identified on plot plans and subdivision maps. Private neighborhood parks and recreation facilities will serve the residents of the subdivision/development in which they are located and will be privately owned and maintained. Eligibility of private parkland for the park requirement shall be based on the City's park ordinance criteria.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.4.2 GOLF COURSES

Two championship 18-hole golf courses that are highly visible are prime focal points of the community. The golf courses will be high-quality, privately owned and operated facilities. Direct visual frontage of the golf courses will be provided along the major arterial roads that serve the community. The precise layouts of the courses may vary from configurations shown on the land use plan, while remaining consistent with the intent of this Specific Plan. The precise layouts of the golf courses will be determined at the tentative tract map level of processing. In addition, screening devices to prevent golf balls from entering the public street system will be approved by the City Engineer.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.4.3 GREENBELTS AND SCENIC HIGHWAY CORRIDOR

A primary visual element of the Specific Plan is the network of greenbelts proposed along the major arterials, riparian corridors, and the scenic corridor along Gilman Springs Road. These areas will appear as meadowlike expanses of open space with informal tree and shrub massings. Pedestrian trails and off-street bikeways will be incorporated into the greenbelts and the scenic corridor to link Specific Plan land uses. A landscape easement may be established by the City over the greenbelt areas to ensure that development does not occur. The greenbelt corridors provide linkages between the parks and open space areas within the Specific Plan, as well as with the County trail system.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in refinements to the configuration of greenbelts, located along the southern portions of the Specific Plan. Refer to Section 8, Joint Proposal Summary (Exhibit 1A) for an illustration of greenbelts under the Joint Proposal Agreement.

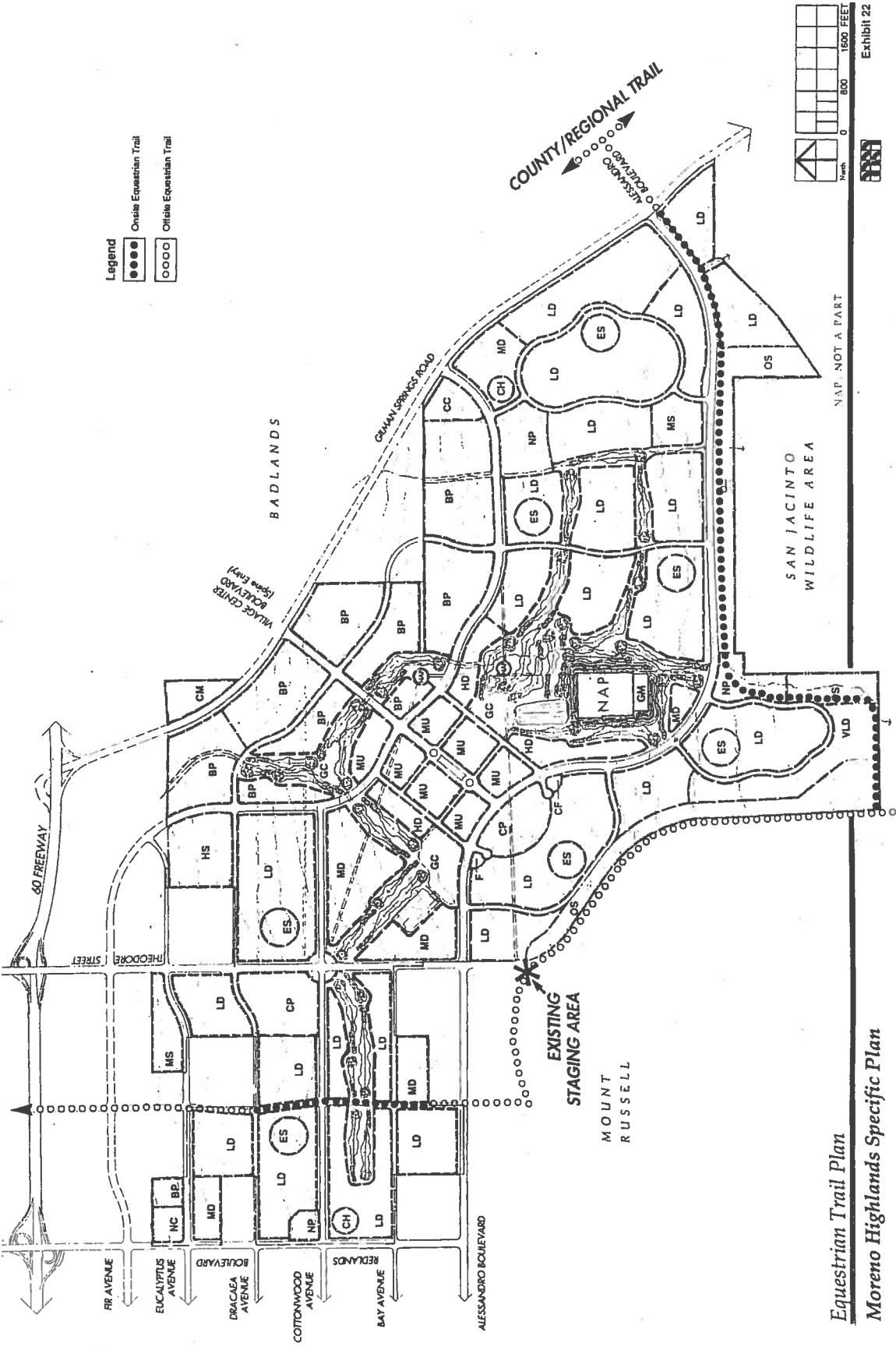
5.4.4 EQUESTRIAN TRAILS

Equestrian trails are provided within Moreno Highlands, as shown in Exhibit 22. The onsite riding trail system within Moreno Highlands provides linkages to County and City regional trail systems and to offsite recreational facilities. The Specific Plan identifies the location of the County regional trail, generally running northwest to southeast in the Badlands, east of Gilman Springs Road.

All equestrian trails proposed within Moreno Highlands shall have a minimum width of 10 feet and include a trail base consisting of decomposed granite. However, when an equestrian trail is adjacent to a Class I bikeway or to a pedestrian walkway, a 4-foot buffer will be included between the two trails. Equestrian trails will be grade separated when crossing any public street at any point other than an intersection which has been approved by the City Engineer and the City Traffic Engineer. Exhibit 23 illustrates typical cross-sections of riding and hiking trails.

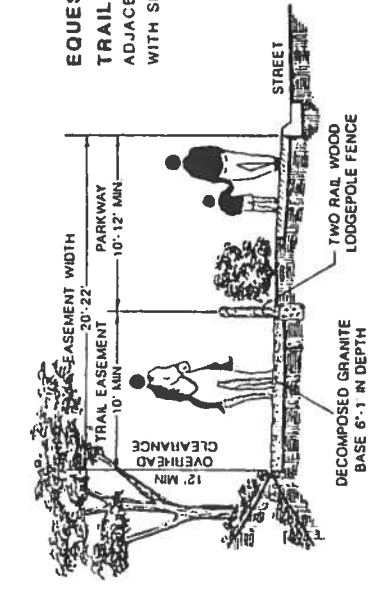
To ensure that open space, recreation, and park programs are appropriately planned and implemented, the guidelines listed below shall be followed.

- Provide public park sites that benefit the future residents of Moreno Highlands as well as the City of Moreno Valley.
- Provide private recreation areas that complement surrounding residential land uses.
- Link major recreational areas to open space corridors and trails.
- Soften areas between different recreational activity areas through the use of special screening, planting, and berming techniques.
- Incorporate urban design treatments between urban uses and adjacent to open space, parks, or recreation areas to enhance these boundary conditions.
- Incorporate a landscaped community interface as a buffer between the Specific Plan area and the adjacent wildlife area.
- The development of parks and recreational areas shall be approved by the City of Moreno Valley Parks and Recreation Department. Dedicated open space must be free of any restrictions, limitations, or incumbrance.
- The specific phasing of park site dedications shall be identified within a development agreement.
- All park lighting shall be directed in a manner which will prevent or reduce direct lighting and glare into adjacent areas.

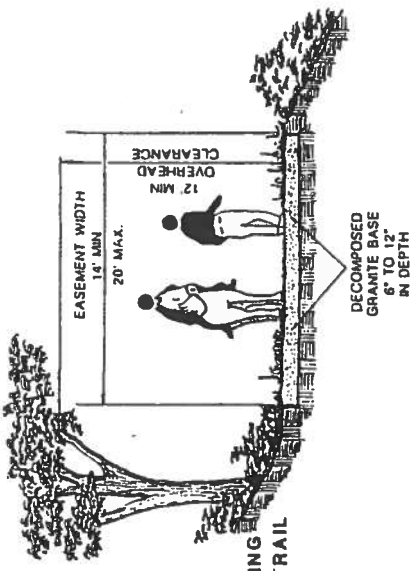


- Legend**
- Onsite Equestrian Trail
 - Offsite Equestrian Trail

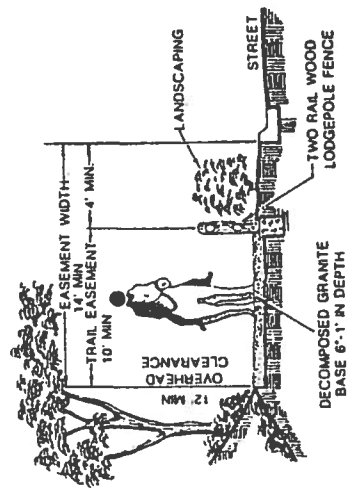
Equestrian Trail Plan
Moreno Highlands Specific Plan



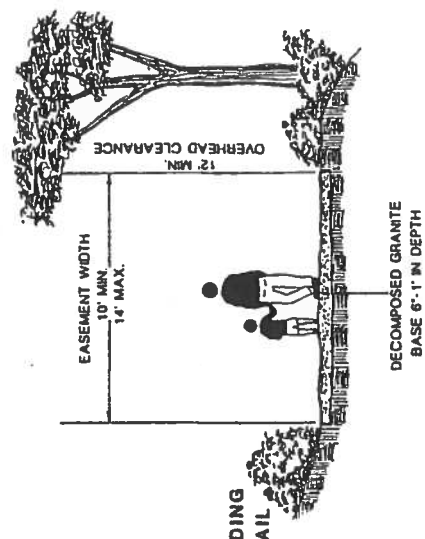
EQUESTRIAN TRAIL EASEMENT ADJACENT TO STREET WITH SIDEWALK



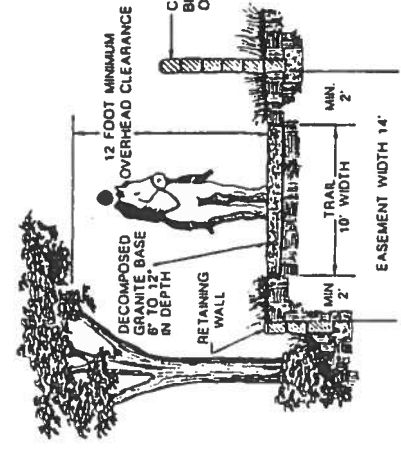
PRIMARY RIDING AND HIKING TRAIL STANDARD



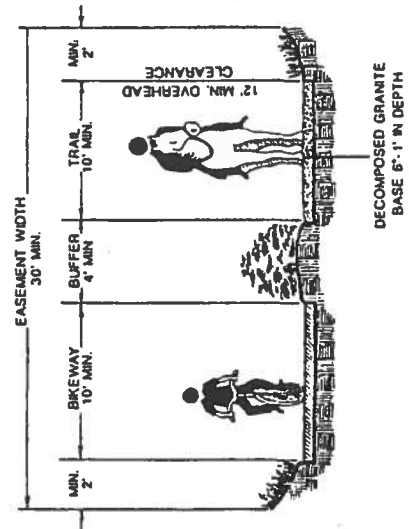
EQUESTRIAN TRAIL EASEMENT ADJACENT TO STREET WITHOUT SIDEWALK



SECONDARY RIDING AND HIKING TRAIL STANDARD



EQUESTRIAN TRAIL EASEMENT ADJACENT TO FENCE/ BLOCK WALL/RETAINING WALL



EQUESTRIAN TRAIL EASEMENT TRAIL & BIKEWAY COMBINATION

Equestrian Trail Cross Sections

Moreno Highlands Specific Plan

Source: Moreno Valley Equestrian Committee



- If seasonal conditions do not permit the implementation of landscaping within parks or other open space, interim erosion control measures shall be utilized as approved by the City of Moreno Valley Parks and Recreation Department.
- The developer shall negotiate an agreement with the California Department of Parks and Recreation and the City to mitigate financial impacts to the Lake Perris State Recreation Area. If a resolution cannot be reached, than project trails shall be realigned so as not to connect to the Lake Perris Recreation Area trail system.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in refinements to the alignment of equestrian trails, located along the southern portions of the Specific Plan area.

5.5 PUBLIC SERVICES PLAN

5.5.1 WATER CONCEPT PLAN

Water service for Moreno Highlands will be provided by the Eastern Municipal Water District (EMWD). The peak water demand for the project is estimated to be approximately 13 million gallons per day. The EMWD has indicated that it has the ability to provide adequate water service to Moreno Highlands. A "will serve" letter will be obtained prior to approval of any final map, parcel map, or planning area plan.

The backbone water concept plan for Moreno Highlands is shown on Exhibit 24. A primary objective in the planning of water service facilities for the community is to optimize the reliability, flexibility, conservation, and cost of the distribution system and related facilities.

All proposed distribution mains and transmission mains are sized to be 12 inches in diameter or larger. The existing EMWD booster pumping station located at Redlands Boulevard, south of Eucalyptus, will be upgraded to accommodate the water requirements of Moreno Highlands. Three aboveground water storage reservoirs, totaling up to 18 million gallons of capacity will be provided to meet operational (e.g., fire flow) requirements. The reservoirs will be landscaped to provide aesthetic appearances.

To ensure that adequate water facilities and service is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

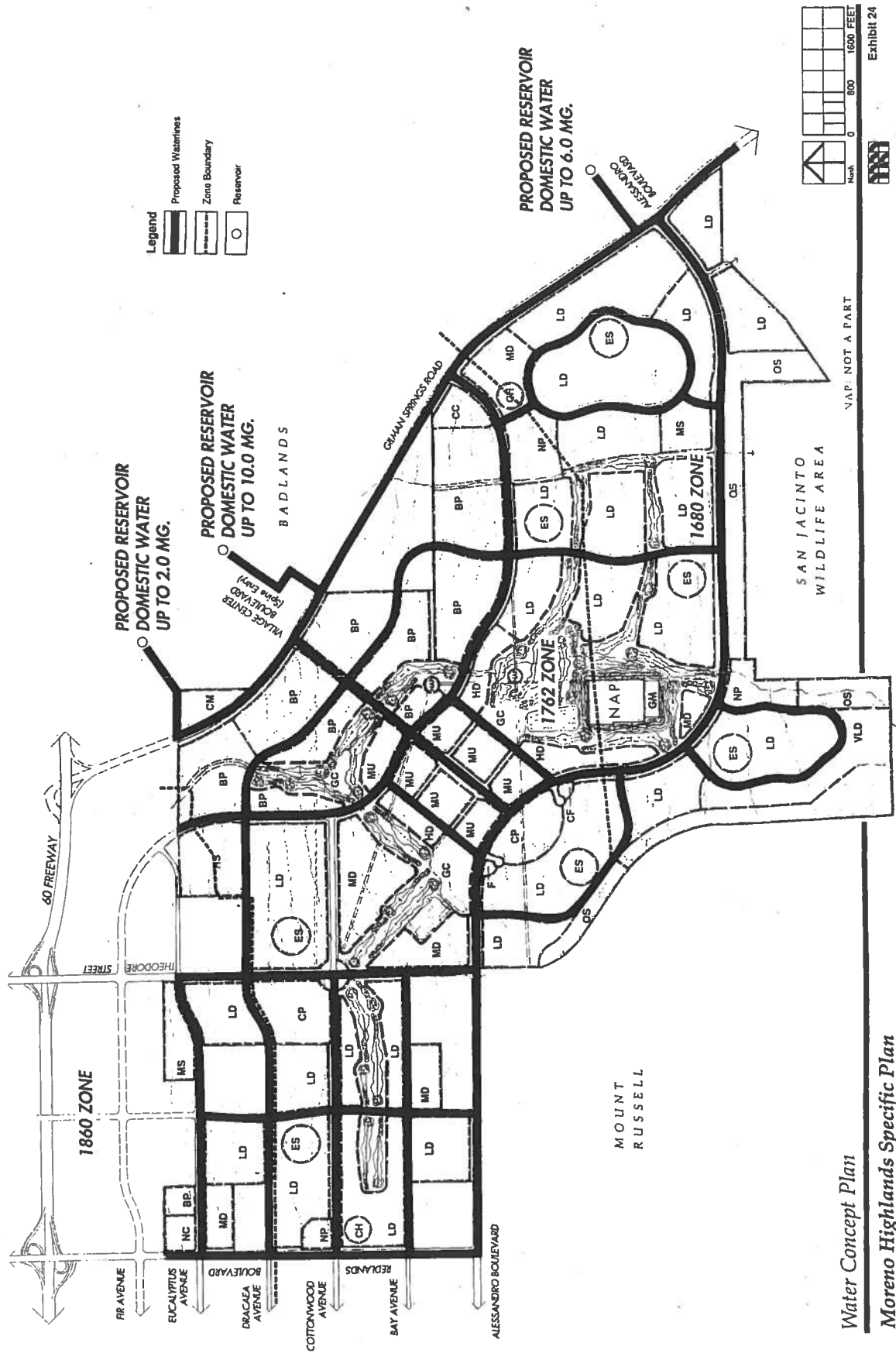
1. All onsite water facilities shall be designed, installed, and phased in accordance with the Riverside County Health Department and EMWD requirements.
2. Prior to final map recordation, the developer or successor in interest shall provide evidence to the Public Works Department from the City of Moreno Valley and EMWD that plans have been amended and modified for the expansion of their facilities to serve Moreno Highlands.
3. Prior to tentative map approval, the developer or successor in interest shall prepare an evaluation of the cumulative impact of future development along the path of major utility extensions. Prior to tentative map recordation, the developer or successor in interest shall negotiate agreements with utility providers for over-sizing utility extensions.
4. Prior to recordation of any final map, the developer or successor in interest shall demonstrate ability to finance water facility requirements.
5. Water conservation, in accordance with State codes and drought tolerant landscaping, shall be used in compliance with recommendations of the California Department of Water Resources for Water Conservation and Water Reclamation. Other water conservation techniques shall be developed in coordination with the developer and EMWD, and written evidence of agreement shall be provided to the City of Moreno Valley prior to tentative map approval.
6. The developer shall provide the City Engineer with a phasing plan, as approved by EMWD for construction and financing of water storage tanks, pump stations, transmission and distribution lines, and increased treatment plant capacity, prior to the recordation of any maps.

Joint Proposal Refinements

Due to the realignment of Alessandro Boulevard, implementation of the Joint Proposal would result in refinements to the alignment of water service facilities, located within the southern portions of the Specific Plan area.

5.5.2 RECLAIMED WATER CONCEPT PLAN

In an effort to conserve water within Moreno Highlands, a reclaimed water distribution system will be implemented for the irrigation of parks, greenbelts, and golf course areas. The EMWD recently adopted a policy to utilize reclaimed water throughout its service area. The program, when fully implemented, will conserve potable water by providing an alternative source of water supply for nonpotable water uses. Exhibit 25 shows the reclaimed water concept plan for Moreno Highlands.



Water Concept Plan

Moreno Highlands Specific Plan

N.A.P. NOT A PART



North 0 800 1600 FEET

Exhibit 24

The EMWD Sunnymead Regional Water Reclamation facility will be the source of water for the proposed reclaimed water distribution system. An existing 24-inch-diameter supply line exists at the Cactus and Redlands intersection. This master-planned line will be extended through the Moreno Highlands site and connected to an existing 36-inch-diameter line lying approximately 500 feet south of the project. A reservoir with a capacity of 10 million gallons will be required to complete the reclaimed water system onsite.

Moreno Highlands may be constructed prior to the date when EMWD's offsite reclaimed water storage and transmission facilities are operational. Thus, the date when potable water may be supplied to the reclaimed water system to provide a temporary source of supply to the Specific Plan's landscape irrigation systems. Once reclaimed water is available to the site, potable water will only be used for domestic purposes. The developer will participate in a fair-share program for the funding of necessary offsite improvements for reclaimed water service to Moreno Highlands.

To ensure that adequate reclaimed water facilities and service is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to tentative map approval, a conceptual plan for reclaimed water facilities shall be approved by EMWD.
2. Prior to tentative map approval, a phasing plan shall be approved by the City engineer and the EMWD, which implements the use of reclaimed water in accordance with EMWD policies. Reclaimed water shall be used to irrigate the golf course, major roadway landscaped areas, and parks. The systems shall be fully operational, on a phased basis, and shall use reclaimed water as soon as EMWD is able to provide it.

Joint Proposal Refinements

Due to the realignment of Alessandro Boulevard, implementation of the Joint Proposal would result in refinements to the alignment of reclaimed water service facilities, located within the southern portions of the Specific Plan area.

5.5.3 SEWER CONCEPT PLAN

Sewer service for Moreno Highlands will be provided by the EMWD. It is anticipated that future residents of Moreno Highlands will generate approximately 6.3 million gallons of sewage per day. EMWD has indicated that it has the ability to provide adequate sewer service for the Specific Plan area. A "will serve" letter will be obtained prior to the approval of any final map, parcel map, or planning area plan.

The sewer concept plan for the Specific Plan area is shown on Exhibit 26. The sewer concept plan provides for the collection of all sewage generated within the project boundaries. The sewer system consists of a series of gravity sewers and sewage lift stations and force mains. The sewer mains will vary in size from a maximum of 24 inches in diameter to a minimum of 8 inches in diameter. The sewer mains will be located mostly beneath streets and within easements where required.

To ensure that adequate sewer treatment facilities and service is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Onsite sewer facilities shall be designed, installed, and phased in accordance with the Riverside County Health Department and EMWD requirements.
2. Prior to final map recordation, the developer or successor in interest shall provide evidence to the City of Moreno Valley from EMWD that plans have been amended and modified for the expansion of their facilities to Moreno Highlands.
3. Prior to tentative map approval, the developer or successor in interest shall prepare an evaluation of the cumulative impact of future development along the path of major utility extensions. Prior to tentative map recordation, the developer or successor in interest shall negotiate agreements with utility providers for over-sizing utility extensions.
4. Prior to recordation of any final map, the developer or successor in interest shall demonstrate ability to finance sewer facility requirements.
5. Prior to the occupancy of any structure, any lift stations, force mains and gravity sewer mains shall be constructed per the Infrastructure and Public Facilities Phasing Plan.
6. Prior to recordation of any maps, the developer shall provide the City Engineer with a phasing plan, approved by EMWD, for construction and financing of effluent lift stations, force mains, and additional capacity to the wastewater treatment plant.

Joint Proposal Refinements

Due to the southward realignment of Alessandro Boulevard and the reconfiguration of residential planning areas, implementation of the Joint Proposal would result in refinements to the alignment of sewer service facilities, located within the southern portions of the Specific Plan area.

5.5.4 FLOOD CONTROL/DRAINAGE/WATER QUALITY CONCEPT PLAN

A comprehensive Flood Control and Drainage Master Plan for Moreno Highlands was prepared by John M. Tettemer & Associates, Ltd. and is conceptually illustrated on Exhibit 27. The flood control and drainage facilities consist of retarding/sediment basins and a system of open channels and underground storm drains to convey storm runoff through the site. The western end of the site is part of the Moreno Master Drainage Plan prepared by the Riverside County Flood Control and Water Conservation District (RCFC&WCD). The Flood Control and Drainage Master Plan for Moreno Highlands is integrated with requirements of the RCFC&WCD Master Plan. The flood control and drainage concept provides flood protection in accordance with applicable federal, county, and city standards.

A system of retarding basins is shown on Exhibit 27. The Sinclair Street Basin is part of the RCFC&WCD Master Plan and is located offsite. Two onsite locations for the San Jacinto Valley Retarding Basin are also indicated on the exhibit. The intent of the Specific Plan is to incorporate basins into the golf course as is practical. The San Jacinto Valley Sediment Basin is located at the northernmost end of the golf course, for sediment management and additional retarding if needed. The Moreno Highlands Retarding Basin will be incorporated into a park. The golf course and park retarding basin sites will be minimally affected by the temporary storage of runoff during and shortly after storms.

Stormwater runoff will be conveyed through Moreno Highlands through a system of soft-bottom channels and underground storm drains designed in accordance with Flood Control District Standards. The soft-bottom channels will meander through wetlands, the golf courses, and greenbelt and park areas. Additional studies conducted during tentative map processing will determine whether all the locations proposed for soft-bottom channels are practical. If soft-bottom channels are not practical in certain locations, underground storm drains will be used instead. The soft-bottom channels will be designed to be consistent with the countrylike character of Moreno Highlands by creating waterscape corridors, including some with riparian vegetation. The soft-bottom channels will also

convey water to irrigate the wetland/riparian habitat that will be created as mitigation for the removal of similar habitat from the existing onsite drainage courses. In addition, wetlands will be created along the southern boundary of the site to assist in managing the quality of the low flow and first-flush storm flows.

Based upon this wetland concept, a Master Drainage Water Quality Management Plan will be prepared and approved by the Public Works Department to ensure an adequate water quality system onsite. A draft plan was included in the Final EIR and has been given conceptual approval by the City of Moreno Valley and the Santa Ana Regional Water Quality Control District.

The wetland area provided represents an increase over the existing wetland acreage onsite. The new wetlands will be situated adjacent to open channels, along roadside greenbelts, within golf courses, and adjacent to the San Jacinto Wildlife Area, thereby isolating it as much as possible from the more active development areas onsite. Wetland areas will be maintained through use of conserved runoff and an irrigation system using reclaimed wastewater. Irrigation would be provided to ensure the successful establishment and maintenance of the planted vegetation, which will be composed of a mixture of wetland species, including willows, sycamore, cottonwood, and mulefat.

The wetlands will be created in different configurations depending on location. The most substantial wetland creation sites will be located along the common border between Moreno Highlands and the San Jacinto Wildlife Area to the south. These areas will be focused on the open channels and will incorporate large masses of wetland/riparian habitat. They will be well-buffered from active onsite development uses to the north, providing a natural buffer for the San Jacinto Wildlife Area. The created wetland areas will assist in the management of urban runoff. Nuisance flows and small storm runoff will be diverted through the wetland areas to prevent negative impacts on the wildlife area. These additional wetland areas will be near the San Jacinto Wildlife Area and would also be watered by an irrigation support system. The wetland areas will provide wildlife with pockets of wetland/riparian habitat for foraging, cover, and resting throughout the Moreno Highlands Specific Plan area.

The water quality control ponds shall be maintained by the developer until a maintenance financing plan is in place and an appropriate governmental or quasi-public agency has accepted such ponds for maintenance. All ponds shall be maintained in accordance with the maintenance and management components of the approved Drainage Water Quality Management Plan.

Joint Proposal Refinements

The Joint Proposal will not result in any changes to Moreno Highlands' program for treating first flush and nuisance water within a water quality wetland system to be located within the buffer adjacent to the SJWA.

To ensure that adequate flood control, drainage, and water quality management facilities are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. A detailed Master Plan for onsite and offsite drainage shall be prepared by the developer prior to grading plan or tentative map approval. The Master Drainage Plan shall be approved by the City of Moreno Valley, RCFC&WCD, and the State Division of Dams, as necessary. The Master Plan shall also be approved by the CDFG or an agreement shall be reached with the SJWA with regard to points of discharge and the quantity of discharge at each point.

Prior to the recordation of any map, the developer shall identify all costs associated with implementation of the Master Drainage Plan, for approval by the City of Moreno Valley or the Flood Control District, and a Flood Mitigation Fee as adopted by the City of Moreno Valley Council/County for the Master Drainage Plan.

2. The developer shall agree to transfer flood control facilities to the RCFC&WCD prior to grading plan approval. An assessment district or other funding mechanism, approved by the City of Moreno Valley, shall be established to operate and maintain any structures not transferred to the RCFC&WCD.
3. The developer or its successor in interest shall construct structures under Gilman Springs Road to convey the design storm, as approved by the City of Moreno Valley and the RCFC&WCD, prior to the approval of any tentative map downstream of the structure.
4. The developer shall provide all weather access for roads crossing drainage facilities.
5. Prior to the issuance of grading permits, a geologic/fault investigation shall be prepared by a certified engineering geologist to determine the presence or absence of fault traces or soil constraints beneath retarding basins/debris basins.
6. A phased construction plan/erosion control plan shall be submitted to the City of Moreno Valley prior to the issuance of a grading permit to limit erosion hazards.
7. Flood control and drainage facilities, including retention ponds, shall be constructed to ensure that downstream 100 year flood runoff impacts from the Specific Plan area are reduced to or below existing levels.
8. The developer shall ensure that all catch basins, gutters, drains, and grading are planned and constructed to avoid formation of standing water and kept free of debris during project operation to prevent breeding grounds for vectors.

9. Street and lot grading should perpetuate the existing natural drainage patterns or be design in accordance with the Master Drainage Plan.
10. The construction of temporary drainage facilities or offsite construction and/or grading may be necessary to ensure that water courses remain unobstructed and that storm waters are not diverted. Interim drainage facilities may be maintained by the City of Moreno Valley upon the execution of a maintenance and indemnification agreement between the City and the developer.
11. Proof of filing a Notice of Intent for National Pollutant Discharge Elimination System permit requirements shall be provided to the City of Moreno Valley prior to issuance of a grading permit.
12. Drainage of the Specific Plan area will affect "Waters of the Unites States", waters of the State", and/or "Wetlands". Proof of applicable permits and/or agreements shall be submitted to the City of Moreno Valley prior to the issuance of a grading permit.

A wetland system for water quality improvement to mitigate the impacts of nuisance water on the San Jacinto Wildlife Area. Best Management Practices (BMP's) shall be implemented which shall include the appropriate features of the first flush impacts to downstream properties. Such BMP's shall be implemented concurrent with the initiation of rough grading of any phase of the project which contributes nuisance water or first flush flows, under developed conditions, to such downstream areas.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in refinements to the alignment of underground storm drains, soft-bottom channels, and wetland areas, located within the southern portions of the Specific Plan area, to accommodate refinements in the Land Use Plan.

5.5.5 SCHOOLS

The Moreno Highlands Specific Plan area is within the jurisdiction of the Moreno Valley Unified School District, San Jacinto School District, Perris High School District, and the Nuvview Elementary School District. Approximately 5,146 elementary students, 1,956 middle school students, and 1,824 high school students will be generated by development within Moreno Highlands.

To ensure that adequate school facilities are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to a tentative map approval for development in a school district, the developer or successor in interest shall provide a written agreement to the City of Moreno Valley between the developer and the respective school district on a program to provide complete funding for all school facilities necessitated by the Specific Plan area.
2. The precise location of school sites shall be provided prior to tentative map approval, in coordination with the City of Moreno Valley, the applicable school district, and the developer or successor in interest. The phasing of school sites shall be exempt from the Master Phasing Plan.
3. No schools shall be located so that pupils are exposed to safety hazards onsite such as fault zones, natural gas and oil pipelines, and natural gas blowdown facilities.
4. School sites may be located adjacent to a park only if the school facilities are independent of park facilities.
5. Circulation and access requirements for schools shall be determined through coordination between the City of Moreno Valley and the applicable school district.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.6 CHILDCARE SERVICES

The childcare needs of a community are based primarily on the number of children age 12 and under, family size and childbearing patterns, and the labor force participation rates of women.

The Moreno Valley General Plan indicates that the number of families within the City increased by 22.8 percent between 1980 and 1986, and that the growth rate of children under 11 has been slightly higher than the overall growth rate of the City. These figures reflect the increasing family structure of Moreno Valley residents, especially young families. Additionally, the General Plan indicates that 32 percent of all households have two or more full-time wage earners and that 21.5 percent of all households are headed by women. The demographic trends of the City appear to indicate the need for childcare facilities for future residents of Moreno Highlands. In an effort to provide childcare facilities for residents, both family day-care homes and childcare centers are permitted within the Specific Plan area.

Family day-care homes are private homes in residential areas, licensed by the state for use by residents, to care for children between the ages of birth and 12 years. The general capacity of day-

care homes ranges between 6 and 12 children. Enrollment capacity for family day-care homes is established and regulated by the State Department of Community Care Licensing. The development standards in the Moreno Highlands Specific Plan permit family day-care homes in all single-family residential areas, subject to conditional use permit approval.

Childcare centers provide group care for children in a preschool, nursery school, extended day, or other type of out-of home center for children up to 12 years of age. The general capacity of childcare centers ranges from 15 to 150 children. Childcare centers may be free-standing uses or part of a park, school, church, community, or recreational facility. Childcare centers must be licensed by the state, and must meet an extensive range of planning, building, safety, fire, health, and staffing regulations. The development standards in the Moreno Highlands Specific Plan permit childcare centers within neighborhood and community commercial, mixed-use, business park, residential, and public facility land uses, subject to conditional use permit approval.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.7 POLICE SERVICE

Police service for Moreno Highlands shall be provided by the Riverside County Sheriff's Department. However, the City of Moreno Valley may choose to establish a City Police Department in the future, in which case police services for Moreno Highlands would be provided by the City.

To ensure that adequate police services are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. If deemed necessary by the City Council, a Public Safety Site shall be centrally located within the Specific Plan area and designed in coordination with the Moreno Valley Police Department.
2. Prior to the issuance of grading plans, a security fencing plan shall be prepared by the developer and approved by the Police Department. The fencing will be a minimum of 6 feet high with locking, gated access. The plan shall identify the location, design requirements, and phasing of implementation.
3. The Police Department shall review all development applications (i.e., plot plans, tract maps, and permits) within the Specific Plan area.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.8 FIRE PROTECTION SERVICE

Fire protection services for Moreno Highlands will be provided by the Riverside County Fire Department, in cooperation with the California Department of Forestry. However, the City of Moreno Valley may choose to establish a City Fire Department in the future, in which case fire protection services for Moreno Highlands would be provided by the City.

To ensure that adequate fire service and protection are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. A temporary fire station facility shall be constructed, equipped, accepted by the Fire Department, and occupied within one year after the first building permit is applied for by the Developer or successor in interest.
2. A permanent fire station shall be constructed, equipped, accepted by the Fire Department during the second phase of the Specific Plan development, one year after the second phase begins. Upon occupancy and acceptance of the permanent fire station, the temporary fire station shall be returned to the developer or successor in interest.
3. Fire retardant roofing materials, in accordance with the Uniform Building Code, shall be used in construction within the Specific Plan area.
4. A safety buffer zone shall be designed and implemented in coordination with the City of Moreno Valley Fire Prevention Division between natural open space and Specific Plan development.
5. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the Moreno Valley City Ordinances and approved by Moreno Valley Fire Services.
6. All tentative tract maps and plot plans shall be reviewed by the Fire Department.
7. Fuel modification plans shall be submitted for fire department review for all open space areas adjacent to the Wildland Interface.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.9 SOLID WASTE SERVICE

Solid waste generated by the future residents of Moreno Highlands will be disposed at the Badlands Disposal site, located approximately 1 mile north of State Route 60 near Theodore Street. The Badlands Disposal site has indicated that it has the capacity to provide adequate solid waste disposal service to Moreno Highlands.

To ensure that adequate solid waste service and facilities are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to the issuance of building permits, all commercial, industrial, and multi-family development within the Specific Plan area shall be designed to accommodate storage space for recycling or reuse of products and wastes generated onsite. Where City standards require an 8 ft. x 8 ft. trash enclosure, the enclosure shall be at least 8 ft. x 16 ft. and an 8 ft. x 16 ft. trash enclosure shall be at least 16 ft. x 16 ft..
2. Prior to tentative tract approval, the developer or successor in interest shall submit a plan prepared by a qualified professional for recycling and waste reduction, including, but not limited to, curbside recycling and "buy back" centers.
3. Prior to final map approval, the developer or successor in interest shall submit a plan prepared by a qualified professional, for the proper handling of and recycling of construction waste generated during and after development within Specific Plan area.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.10 ELECTRICAL SERVICE

Electrical service for Moreno Highlands will be provided by Southern California Edison. Upon completion of development, the total electrical demands for Moreno Highlands will be approximately 176 million kilowatt-hours per year. Southern California Edison has indicated that it can provide electrical service to Moreno Highlands. The developers of Moreno Highlands will work with Southern California Edison (SCE) on the phasing and provision of electrical services.

To ensure that adequate electrical service is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to tentative map approval, the project shall consult with SCE and demonstrate to the City in writing that adequate electrical service can be provided to the site or portions of the site contained within the tentative map.
2. Prior to tentative map approval and at the building permit stage, requirements for energy conservation shall be implemented by the developer and approved by SCE and the City Building Official for the design of lot layouts and individual buildings.
3. All existing and new utilities onsite shall be placed underground in accordance with the City of Moreno Valley Ordinance No. 98. The developer shall be responsible for the relocation of existing utilities as necessary.
4. Transformer cabinets shall not be located within required setbacks and shall be screened from public view. Multiple electrical meters shall be fully enclosed and incorporated into the design of the structure they serve.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.11 NATURAL GAS SERVICE

Natural gas service for Moreno Highlands will be provided by the Southern California Gas Company. Upon completion of development, the total natural gas demands for Moreno Highlands will be approximately 2.8 million cubic feet per year. The Southern California Gas Company has indicated that it can serve future residents of Moreno Highlands. The developers of Moreno Highlands will work with the Southern California Gas Company on the phasing and provision of gas services.

To ensure that adequate natural gas service is provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to tentative map approval, the developer or successor in interest shall consult with SCGC and demonstrate to the City of Moreno Valley that adequate gas service can be provided to the Specific Plan area.
2. The Specific Plan shall comply with Title 22 energy conservation measures.
3. All commercial gas meters shall not be located within required setbacks and shall be screened from public view.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.12 TELEPHONE SERVICE

Telephone service for Moreno Highlands will be provided by General Telephone. General Telephone has indicated that it has the ability to adequately service Moreno Highlands. The developers of Moreno Highlands will work with General Telephone on the phasing and provision of telephone services.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.13 CABLE SERVICE

Cable television service for Moreno Highlands will be provided and phased as necessary to serve the needs of future residents. The developers of Moreno Highlands will work with the appropriate cable television franchisee on the phasing and provision of cable television services.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.5.14 LIBRARY

To ensure that adequate library services are provided to meet the needs of the Specific Plan area, the following measures shall be implemented:

1. Prior to occupancy of the 300th residential dwelling unit, the developer or successor in interest shall offer to dedicate land for a library facility to the satisfaction of the City of Moreno Valley. The need for library facilities generated by development of the project will be addressed through a combination of various sources, including, potentially, the payment of a library facilities and collection fee, the allocation, at the City's discretion, of a portion of the development impact fee toward improving and equipping a library either onsite or offsite, or additional funding to be provided

by the applicant (including a Mello-Roos district) should the above funding sources be inadequate to finance 100 percent of the required facilities.

Joint Proposal Refinements

Implementation of the Joint Proposal would not result in refinements to this section.

5.6 INITIAL PHASING PLAN

The initial phasing plan for Moreno Highlands is based on a projected 15-year buildout. The initial phasing plan consists of three development phases, progressing generally from the west to the east across the site, as indicated on Exhibit 28.

Prior to the submittal of any map or development applications, the developer or successor in interest shall submit to the City of Moreno Valley a comprehensive Master Phasing Plan to address the phasing of Specific Plan components. Any proposed variation to the Master Phasing Plan shall be approved by the City of Moreno Valley. Only those variations that are consistent with the intent and purpose of this Final Specific Plan will be approved.

Joint Proposal Refinements

Implementation of the Joint Proposal would result in refinements to the initial Master Phasing Plan, identified above, to accommodate changes in the location and configuration of land uses within the southern portions of the Specific Plan area and related reallocation of residential dwelling units. These refinements are addressed generally in Section 8, Joint Proposal Summary, and will be addressed more specifically within the Master Phasing Plan described above.

5.6.1 LAND USE

Phase One of the Moreno Highlands Final Specific Plan provides for the development of 2,480 single-family detached units in Planning Areas 2 through 10 and 27 through 30. To serve this population, a 10-acre neighborhood commercial site will be provided in Planning Area 39. A temporary fire facility will also be provided. Construction of the Planned Business Center will begin with 92.5 acres of Business Park uses in Planning Areas 41, 42, 43, and 45. The first 18-hole golf course will be

completed in Planning Areas 63 and 64, as well as 47 acres of parks within Planning Areas 58 and 59.

Phase Two of the Final Specific Plan #212-1 provides for the development of 1,446 single-family detached units in Planning Areas 1, 11, 12, 13, 14, 16, and 17, and 1,066 multi-family attached units in Planning Areas 31, 33, 34, and 35. The Planned Business Center will add 126.7 acres of Business Park uses in Planning Areas 44, 47, and 48, and 24.7 acres of mixed uses in Planning Areas 54 and 57 in the Village Center. The second 18-hole golf course will also be provided in Planning Area 65. A 1.5-acre community facility site within Planning Area 67, a 1.5-acre fire station site within Planning Area 66, and a 16.5-acre cemetery site within Planning Area 68 will be added. Additionally, Phase Two will include 51 acres of parks within Planning Areas 60 and 61 and a 2.5-acre City corporate yard.

Phase Three of the Final Specific Plan #212-1 provides for the development of 2,058 single-family detached units in Planning Areas 15, and 18 through 26, 233 multi-family detached units within Planning Area 32, and 480 multi-family attached dwelling units in the Village Center, Planning Areas 53 and 56. The Planned Business Center will add 141.6 acres of Business Park uses in Planning Areas 46, 49, 50, and 51, and 55.8 acres of mixed uses in Planning Areas 52, 53, 55, and 56 of the Village Center. Phase Three also includes 16 acres of Community Commercial within Planning Area 40 and a 27-acre park within Planning Area 62.

5.6.2 CIRCULATION

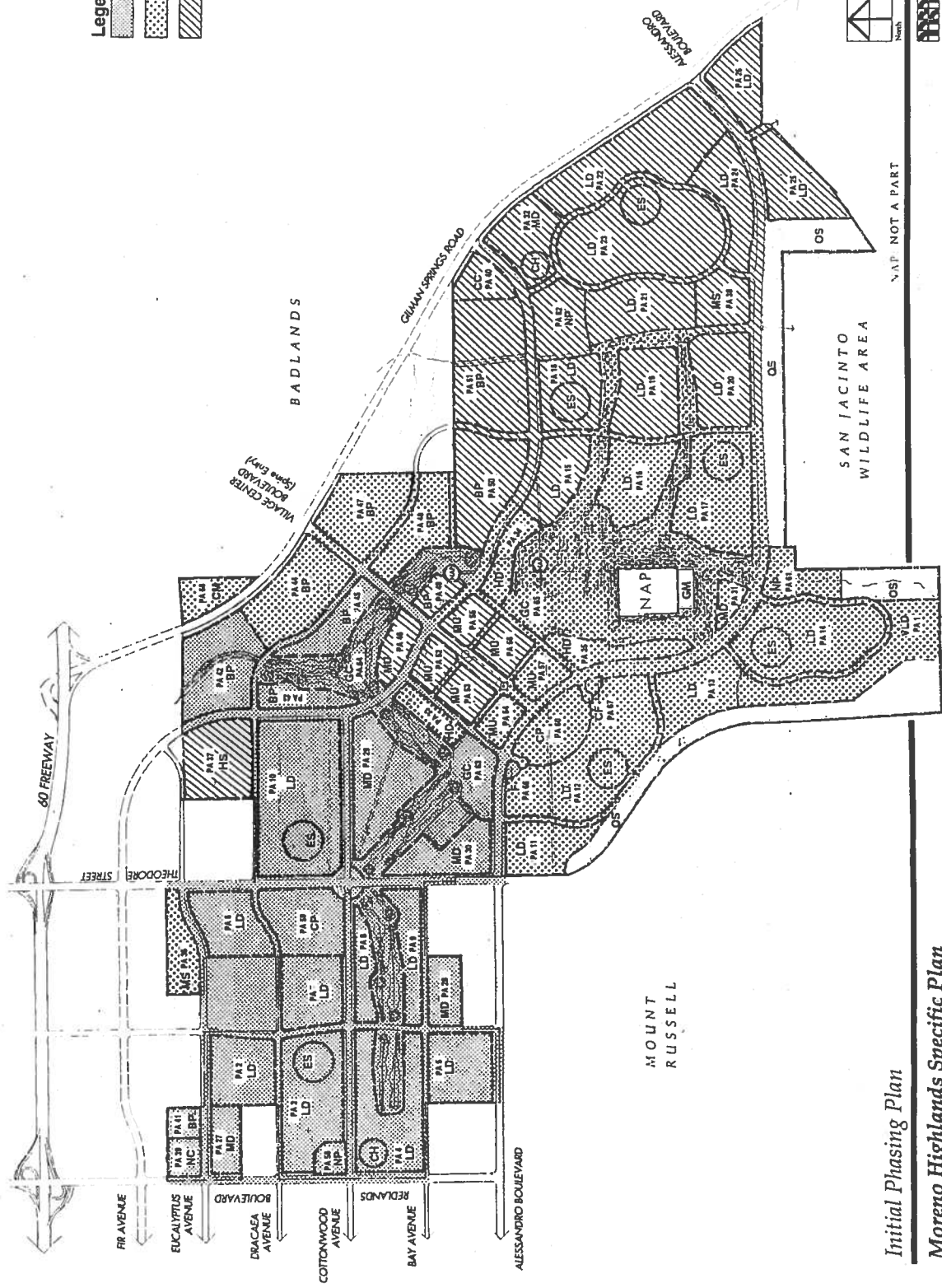
Circulation improvements within Moreno Highlands will be phased to accommodate projected traffic volume demands as specified in the Master Phasing Plan. Circulation phasing shall identify the phases of development and the increments of the local roads and arterial highway improvements (including traffic signals and intersections) necessary to implement the Moreno Highlands land use plan.

5.6.3 PARKS AND RECREATIONAL FACILITIES

Neighborhood Park Sites

The Final Moreno Highlands Specific Plan #212-1 provides a total of 66.3 acres of neighborhood park sites, of which 57 acres shall be offered for dedication to the City in phases as part of final tract map recordation, and 9.3 acres shall be provided in recreation centers located within neighborhoods. The

- Legend**
- Phase I
 - Phase II
 - Phase III



Initial Phasing Plan
Moreno Highlands Specific Plan

neighborhood park site offers of dedication shall occur within phases one, two, and three and shall be consistent with the City Local Park Ordinance No. 339 and No. 340.

Community Park

The Final Moreno Highlands Specific Plan #212-1 providing a 39-acre community park and a 29-acre community park. The 39-acre community park will be offered for dedication to the City in Phase One. The 29-acre community park dedication shall occur during recordation of the final map in Phase Two. All offers of park site dedication shall be consistent with the City's Local Park Ordinance.

Equestrian Trails and Bikeways

Equestrian trails and bikeways shall be provided as specified in the Master Phasing Plan for the tentative map area it serves. Landscape easements will be provided on applicable tract maps to ensure the implementation of proposed equestrian trails and bikeways. All trail easements will be consistent with applicable City ordinances.

5.6.4 PUBLIC SERVICES

The phasing of fire, police, school, and utilities shall be implemented to adequately meet the needs of the Specific Plan area as the community grows. Specific phasing of these public services shall be identified within the Master Phasing Plan described above.

5.7 SUMMARY OF FINANCING PROVISIONS

The following is a summary of the various financing measures that have been included in the Specific Plan to ensure development proceeds in a logical and feasible manner. Table 4 further highlights a number of the principal public facility funding mechanisms, as well as the entities that will assume principal responsibility for maintaining or operating the public facilities.

TABLE 4
SUMMARY OF PUBLIC FACILITY FINANCING MEASURES

Capital Improvement/Service	Funding Mechanism ⁴	Long-Term Maintenance/ Operation Responsibility	Reference
<u>Parks</u>			
Neighborhood Park (Cottonwood Ave. and Redlands Blvd.)	Dedication/DIF/QF Development Agreement	CSD Zone A/MPA	<ul style="list-style-type: none"> ● COA #32 and 160-176 ● SP Section 5.4 ● MMP Pg. 120
Community Park (Cottonwood Ave. and Theodore Street)	Dedication/CFD/DIF/QF Development Agreement	CSD Zone A/MPA	<ul style="list-style-type: none"> ● COA #32 and 160-176 ● SP Section 5.4 ● MMP Pg. 120
Civic Park (Village Center Blvd. and Alessandro Blvd.)	Dedication/CFD/DIF/QF Development Agreement	CSD Zone A/MPA	<ul style="list-style-type: none"> ● COA #32 and 160-176 ● SP Section 5.4 ● MMP Pg. 120
Neighborhood Park (Fir Ave. near Gilman Springs Road)	Dedication/DIF/QF Development Agreement	CSD Zone A/MPA	<ul style="list-style-type: none"> ● COA #32 and 160-176 ● SP Section 5.4 ● MMP Pg. 120
Cultural Neighborhood Park (Alessandro Blvd.)	Dedication/CFD/DIF/QF Development Agreement	CSD Zone A/MPA	<ul style="list-style-type: none"> ● COA #32 and 160-176 ● SP Section 5.4 ● MMP Pg. 120
<u>Open Space</u>			
Gilman Springs Road Scenic Easement	CFD/Developer	CSD Zone E-9/MPA	<ul style="list-style-type: none"> ● COA #32 ● SP Section 5.3.5
Street Landscaped Medians	CFD/Developer	CSD Zone E-9/MPA	<ul style="list-style-type: none"> ● COA #32
Street Landscaped Setbacks (All arterials)	CFD/Developer	CSD Zone E-9/MPA	<ul style="list-style-type: none"> ● COA #32
Non-Residential Building Easement (600' width along SJWA)	Dedication	CMV/CSD/MPA/NOA/CDFG	<ul style="list-style-type: none"> ● SP Section 5.3.4 ● MMP Pg. 21
Open Space SKR Buffer ⁶ (300'-1,050' along Davis Road)	Dedication/SKR Mitigation Fee	CSD/MPA/NOA/CDFG	<ul style="list-style-type: none"> ● SP Section 5.3.2
Weed Abatement/Litter Removal		Developer or CSD/PTF/MPA	<ul style="list-style-type: none"> ● COA #32

TABLE 4 (continued)

Capital Improvement/Service	Funding Mechanism ⁴	Long-Term Maintenance/ Operation Responsibility	Reference
<u>Bikeways and Trails</u>			
Class I Bikeways	CFD/Developer	CMV/CSD/PRD	<ul style="list-style-type: none"> ● COA #25 ● SP Section 4.9.5
Pedestrian Sidewalks	CFD/Developer	CMV/CSD/PRD	<ul style="list-style-type: none"> ● COA #25 ● SP Section 4.9.5
Equestrian Trails	CFD/Developer	CMV/CSD/PRD	<ul style="list-style-type: none"> ● COA #25 ● SP Section 4.9.5
<u>Flood Control/Water Quality</u>			
Water Quality Wetlands/Ponds	CFD/Developer	CSD/RCFC ²	<ul style="list-style-type: none"> ● COA #86 & 87 ● SP Section 5.3.1
Soft Bottom Channels (outside of golf course)	Area Drainage Fee/ CFD/Developer	CSD/RCFC ²	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
Local Underground Storm Drains	Area Drainage Fee/ CFD/Developer	RCFC/CMV ³	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
Sinclair Street Retarding Basin	Area Drainage Fee/ CFD/Developer	RCFC	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
San Jacinto Valley Retarding Basin	Area Drainage Fee/ CFD/Developer	RCFC ³	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
Moreno Highlands Retarding Basin	Area Drainage Fee/ CFD/Developer	RCFC/CSD ²	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
Master Drainage Plan Facilities	Area Drainage Fee/ CFD/Developer	RCFC ³	<ul style="list-style-type: none"> ● COA #64-73 ● SP Section 5.5.4
Interim Drainage Facilities	Area Drainage Fee/ CFD/Developer	CMV	<ul style="list-style-type: none"> ● COA #63 ● SP Section 5.5.4
<u>Infrastructure</u>			
Sewer Lines and Facilities	CFD ⁵ /Developer	EMWD	<ul style="list-style-type: none"> ● COA #92 and 93 ● SP Section 5.5.3 ● MMP Pg. 95
Potable Water Lines and Facilities	CFD ⁵ /Developer	EMWD	<ul style="list-style-type: none"> ● COA #92 and 93 ● SP Section 5.5.1 ● MMP Pg. 95
Reclaimed Water Lines and Facilities	CFD ⁵ /Developer	EMWD/CSD E-9	<ul style="list-style-type: none"> ● COA #92 & 93 ● SP Section 5.5.2 ● MMP Pg. 95

TABLE 4 (continued)

Capital Improvement/Service	Funding Mechanism ⁴	Long-Term Maintenance/ Operation Responsibility	Reference
Local Electrical Facilities and Distribution Lines	CFD ⁵ /Developer/Utility Co.	SCE/Privatization	<ul style="list-style-type: none"> ● SP Section 5.5.10
Local Natural Gas Facilities and Distribution Lines	CFD ⁵ /Developer/Utility Co.	SCGC/Privatization	<ul style="list-style-type: none"> ● SP Section 5.5.11
Local Telecommunication Facilities and Distribution Lines	CFD ⁵ /Developer/Utility Co.	GTE/Privatization	<ul style="list-style-type: none"> ● SP Section 5.5.12
<u>Circulation</u>			
Street Right-of-Ways	CFD ⁵ /DIF/Developer	CMV	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
Street Curbs/Gutters and Parking	CFD ⁵ /Developer	CMV	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
Traffic Signals and Inerties	DIF/Traffic Signal Fee/ Developer/CFD ⁵	CMV	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
Residential Street Lighting	CFD/Developer	SCE/CSD-B	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
Arterials/Street Lighting	CFD ⁵ / Developer	SCE/CSD-C	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
Bridges/Culverts	CFD/Bridge and Thoroughfare District/ Developer	CMV/RCFC	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
State Route 60 Interchange @ Redlands Blvd.	CFD/TUMF/Bridge and Thoroughfare/Developer	Caltrans	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
State Route 60 Interchange @ Theodore Street	CFD/TUMF/Bridge and Thoroughfare/Developer	Caltrans	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9
State Route 60 Interchange @ Gilman Springs Road	CFD/TUMF/Bridge and Thoroughfare/Developer	Caltrans	<ul style="list-style-type: none"> ● COA #94 and 113 ● SP Section 4.9

TABLE 4 (continued)

Capital Improvement/Service	Funding Mechanism ⁴	Long-Term Maintenance/ Operation Responsibility	Reference
<u>Schools</u>			
Elementary School Sites	Dedication/CFD/State Funding/Impact Fees	School District ¹	<ul style="list-style-type: none"> ● COA #24 and 120 ● SP Section 5.5.5 ● MMP Pg. 124
Middle School Sites	Dedication/CFD/State Funding/Impact Fees	School District ¹	<ul style="list-style-type: none"> ● COA #24 and 120 ● SP Section 5.5.5 ● MMP Pg. 124
High School Sites	Dedication/CFD/State Funding/Impact Fees	School District ¹	<ul style="list-style-type: none"> ● COA #24 and 120 ● SP Section 5.5.5 ● MMP Pg. 124
<u>Community Facilities</u>			
Planning Area 66	Dedication	CMV	<ul style="list-style-type: none"> ● SP Section 5.5.7-8 ● MMP Pg. 113
Planning Area 67	Dedication	CMV	<ul style="list-style-type: none"> ● SP Section 5.5.7-8 ● MMP Pg. 113
City Corporation/PRD Yard	Dedication	CMV	<ul style="list-style-type: none"> ● SP Section 5.5.7-8 ● MMP Pg. 113
Public Safety Site Facilities and Equipment	Dedication/CFD ² / Developer/PTF	CMV	<ul style="list-style-type: none"> ● COA #183 ● SP Section 5.5.7-8 ● EIR Section 4
Fire Station Facilities and Equipment	CFD ² /Developer/PTF	CMV	<ul style="list-style-type: none"> ● COA #190 ● SP Section 5.5.8 ● MMP Pg. 118
Temporary Fire Station Facilities and Equipment	CFD/Developer/PTF	CMV	<ul style="list-style-type: none"> ● COA #188 ● SP Section 5.5.8
Recreational Vehicle Storage	Developer	Developer	<ul style="list-style-type: none"> ● COA #197
Community Marketing Plan	Developer	Developer/CMV	<ul style="list-style-type: none"> ● COA #54 and 58 ● SP Section 4.1

TABLE 4 (continued)

Abbreviations:

Caltrans:	California Department of Transportation
CDF:	California Department of Forestry
CDFG:	California Department of Fish and Game
CFD:	Community Facilities District
CMV:	City of Moreno Valley
COA:	Conditions of Approval
CSD:	Community Services District
DIF:	Development Impact Fees
EMWD:	Eastern Municipal Water District
MMP:	Mitigation Monitoring Plan
MPA:	Master Property Association
NOA:	Neighborhood Owners Association
POA:	Property Owners Association
PRD:	Parks and Recreation Department
RCFC:	Riverside County Flood Control
SP:	Specific Plan
TUMF:	Transportation Uniform Mitigation Fee
QF:	Quimby Fees
PTF:	Project Tax and Fee Revenue

- ¹ MPA or developer shall manage site until school district assumes title to the property.
- ² A maintenance district shall be established by the developer if CSD cannot manage facilities under the Community Services District Law.
- ³ Those drainage/flood control facilities not transferable to the RCFC shall be managed by the developer or CSD.
- ⁴ Funding mechanisms are not intended to limit funding options available to the developer and are intended to apply only to the construction (Capitol) of improvements. Funding arrangements may be modified by agreement with the City, including the Development Agreement process.
- ⁵ Regional facilities only pursuant to City policy.
- ⁶ Joint Proposal will modify open space requirements.

5.7.1 PUBLIC SERVICES

Public services for the site include police and fire protection, library services, maintenance of streets, street lighting, landscaping, enhanced open space, parks, recreational opportunities, and other general governmental activities. Based on analyses conducted in connection with the EIR and various fiscal impact reports prepared by the City, there are various sources of revenues from the project that will be used to finance the cost of extending these services to the project. These sources include secured and unsecured property taxes, sales and use taxes, property transfer taxes, utility user taxes, motor vehicle license fees, and business license fees. The fiscal impact studies conducted by the City indicate that revenues generated from these and other sources will be sufficient to pay for all public service costs identified and that development of the project will produce a significant fiscal benefit to the City on an ongoing basis.

5.7.2 PUBLIC FACILITIES AND INFRASTRUCTURE

Because the project will be built over a 15- to 20-year period, mechanisms to finance capital improvements will vary depending on the status of existing capital and debt markets, the nature of the improvements to be financed, the level of absorption of this and other projects in the east valley, and a variety of other factors. To ensure that necessary facilities are provided in a timely manner, the conditions of approval placed by the City Council on the project require the developer to demonstrate funding of critical infrastructure and public facilities prior to proceeding with development.

In general, prior to the first tentative map approval, an Infrastructure and Public Facility Phasing and Financing Plan must be submitted to the City Engineer, the Community Development Director, and the City Manager for approval. The plan shall include master planned streets, bridges, utilities, a storm drain, water quality ponds, and freeway interchanges and overcrossing improvements, as well as all site-specific infrastructure and other public facilities to service each of the phases and planning areas. Additionally, pursuant to the City's Development Code, prior to the recordation of any final tentative map, subdividers of the project must provide adequate security in the form of a bond, letter of credit, or other acceptable security device, to ensure that all public improvements required for the particular tentative map shall be completed as required by the conditions of approval. Additional financing measures described in this Specific Plan include the following.

1. Flood Control/Drainage/Water Quality Management

Prior to the recordation of any tentative map, the developer is required to prepare a report identifying all costs associated with implementation of the Drainage Master Plan and such report shall address any area drainage plan fees deemed necessary by the City Engineer. The Drainage Master Plan shall identify the type of funding mechanisms needed to provide the services for operating and maintaining flood control facilities. Prior to the recordation of any tentative map, the developer is required to post with either the City or the Riverside County Flood Control and Water Conservation District (RCFCWCD) any flood mitigation fees required under the Master Drainage Plan. The developer is also required to maintain any water quality control ponds until a maintenance financing plan is in place and the appropriate public or quasi-public agency has accepted such ponds for maintenance.

2. Streets and Roadways

Prior to any tentative map approval, the developer shall provide a phasing and financing plan based on a traffic analysis for all onsite and offsite improvements. This plan is required to be approved by the City Engineer and the City Traffic Engineer. Sources for funding onsite and offsite roadway improvements include allocated portions of the City's development impact fee, payment of future Transportation Uniform Mitigation Fees (currently proposed by the Western Riverside Council of Governments), and participation in a bridge and thoroughfare assessment district. In general, the developer is required to fund, on a fair-share basis (based on trips generated by the project), all offsite improvements to streets and intersections required to maintain General Plan levels of service.

3. Schools

The developer is required to enter into written agreements with each affected school district prior to tentative map approval for development in that school district. Such agreements shall contain a program to provide complete funding for all school facilities, including any interim student transportation measures, necessitated by the project. The program may include payment of Section 53080 fees, formation of a Mello-Roos district, donation of school sites, payment of "seat costs" on a per pupil basis, and state matching funds.

4. Parks and Recreation

A total of 125 acres in parks shall be offered for dedication to the City. Dedication of water park sites shall occur prior to recordation of any final map that contains or is adjacent to such park site. The method of financing said improvements shall be defined within a development agreement to be entered into between the City and the developer, and shall be paid for by allocating a portion of the City development impact fees and Quimby fees to such improvements.

5. Police/Public Safety Site

The developer shall dedicate, if deemed necessary by the City Council, a public safety site to be located within the 3 acres of dedication centrally located in the Specific Plan project area. The public safety site may be funded from a combination of development impact

fees, a portion of the secured property tax allocated by the County for the City General Fund (which the City may at its discretion allocate for capital improvements for structures and equipment for the project's police station needs), Mello-Roos or assessment district financing, or direct funding by the applicant. The project's fair share of the cost of the public safety site shall be determined, and the City shall establish a mechanism for reimbursing the developer for contributions beyond its fair share for money collected from other projects using the public safety site.

6. Fire

Financing of the fire station improvements would be accomplished through the same mechanisms noted in paragraph 5 above.

7. Library

The project's impacts on library facilities will be addressed through a combination of the payment of a library facilities and collection fee, offer of dedication of land for a library onsite, allocation, at the City's discretion, of a portion of the development impact fee toward improvement and equipping the site, Mello-Roos or assessment district financing, fair-share funding by the applicant, and other projects benefitting from the construction of the library facility.

8. Utilities

Prior to recordation of any maps, the developer shall provide a letter of credit, or other approved security, which demonstrates the developer's ability to implement the required financing mechanisms necessary to construct all utilities required for the map area, including expansions, upgrades, or new construction of water and wastewater treatment facilities.

Development Standards

SECTION 6
DEVELOPMENT STANDARDS

6.1 PURPOSE AND OBJECTIVES

The creation of a Specific Plan (SP) zone is necessary to provide for innovation in residential building types, land use mixes, site design, and development concepts.

The development standards and procedures established herein comply with the requirements of Ordinance No. 75 (To Establish a Specific Plan Zone) of the Moreno Valley Municipal Code. The purpose of these standards is to provide for the classification of land uses, define standards for development, and establish processing procedures for the orderly development of the Moreno Highlands Final Specific Plan #212-1; and to protect and promote the public health, safety, convenience, and welfare of Moreno Highlands residents. The development standards and procedures established herein are the governing zoning regulations, standards, and processing procedures for land uses within the Moreno Highlands Specific Plan area.

6.2 GENERAL REGULATIONS

1. ACCESS LOCATIONS FOR INDIVIDUAL PARCELS

Access locations for individual parcels shall be reviewed and approved by the City Engineer and the City Traffic Engineer upon submittal of individual plot plans.

2. ACCESSORY USES

The following accessory uses and structures are permitted when customarily associated with and subordinate to a permitted primary use on the same building site:

Residential Accessory Uses

- Garages (private)
- Swimming pools
- Greenhouses (noncommercial)
- Fences, walls, and patios
- Patio covers and gazebos

Commercial/Business Park Accessory Uses

- Detached buildings.
- Fences and walls.
- Signs.
- Accessory uses and structures that the Director of Planning finds to be consistent with the purpose and intent of this land use category.

3. AGRICULTURAL SETBACK

An interim 300 foot non-developed buffer shall be implemented between Specific Plan development areas and existing agriculture. The buffer may be removed as contiguous offsite agriculture is converted to other uses.

4. ALTERNATIVE DEVELOPMENT STANDARDS

Alternative development standards may be established for any land use within Moreno Highlands by approval of a conditional use permit, upon finding of equal or increased public benefit from such alternative standards.

5. BUILDING CONSTRUCTION

All building construction within the Specific Plan area shall comply with applicable building codes.

6. CITY COUNCIL DECLARATION/SEVERABILITY

If any portion of these regulations is, for any reason, declared by a court of competent jurisdiction to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The City Council hereby declares that they would have enacted these regulations and each portion thereof, irrespective of whether one or more portions were declared invalid or ineffective.

7. COMPUTATION OF ACREAGE

Computation of acreage for determining density shall be based on adjusted net density.

8. CONDITIONS OF APPROVAL AND MITIGATION MONITORING PROGRAM

The Final Conditions of Approval and Mitigation Monitoring Program for the Moreno Highlands Specific Plan contain specific criteria for development within the Specific Plan area. All development applications should be reviewed against these documents to ensure compliance with all of the conditions placed on the approval of this Specific Plan. The provisions of these documents are incorporated in the Final Specific Plan.

9. DEFINITION OF TERMS

Terms used in these development standards shall have the same definitions as those given in the Draft Moreno Valley Development Code, unless otherwise defined herein.³

10. DEVELOPMENT CODE CONSISTENCY

Any details or issues not specifically covered by these development standards shall be subject to the regulations of the Moreno Valley Development Code and applicable local, state, and federal regulations. In case of differences, in fact or interpretation, between these development standards and the City's development code, these development standards shall prevail.

All construction shall comply with applicable provisions of the City of Moreno Valley adopted Uniform Building Code and various other mechanical, electrical, and plumbing codes in effect at the time of construction.

11. DWELLING UNIT SQUARE FOOTAGE ADJUSTMENTS

A reduction in the square footage of single-family residential dwelling units, after City review and approval, shall follow applicable City regulations. In the event City regulations do not exist, the following regulations shall apply:

³ Pursuant to Condition of Approval #38, the comparison in Table 3 complies with these provisions. Note that the Development Code was subsequently enacted by the City Council on 4/14/92.

- 1% to 25% Deviation from Approved Square Footage: To be evaluated at the staff and design review board level with appeal of staff decision to the Planning Commission and City Council.
- A Deviation Greater than 25% from Approved Square Footage: To be evaluated at a public hearing before the Planning Commission and the City Council.
- A Deviation Greater than 50% from Approved Square Footage: Prohibited.

12. FLAG LOTS

Residential flag lots may be permitted, on an individual basis, subject to Plot Plan review and approval in conjunction with a tentative tract map application.

13. GENERAL PLAN CONSISTENCY

The Moreno Highlands Final Specific Plan #212-1 has been found to be consistent with all elements of the Moreno Valley General Plan by the approval and adoption process of the Moreno Valley Planning Commission and City Council.

14. GRADING CODE CONSISTENCY

Grading plans submitted for all projects in the Moreno Highlands Specific Plan area shall be based on the City's Grading Code and shall be accompanied by a geological and soils engineer's report, which shall incorporate all pertinent recommendations. The soils engineer and engineering geologist must certify the suitability of a graded site prior to issuance of a building permit.

15. GROUND MOUNTED MECHANICAL EQUIPMENT

Air conditioners, heating, cooling, and ventilating equipment and other mechanical lighting or electrical devices shall be screened from surrounding properties and streets in accordance with the Moreno Highlands Specific Plan Design Guidelines.

16. HEIGHT ADJUSTMENT

In any district, the Planning Director may authorize up to a 10 percent (10%) increase in the maximum allowable building height without requiring a Specific Plan amendment or development code

revision. Such increases may be approved to accommodate architectural design, where scenic views or solar access on surrounding properties are not affected and where there is no increase in usable square footage of the proposed structure.

17. INTERIM USES

Agricultural uses shall be permitted on property subject to the Specific Plan as interim uses, until the property is developed in accordance with the Specific Plan.

18. LARGE-LOT SUBDIVISION

Large-lot subdivision maps, for the purpose of conveyance or financing, may be approved when no parcel is smaller than 20 acres and such maps include a declaration that residential lots created are not building sites. This includes the subdivision of residential, commercial, and business park areas. Posting of bonds, installation of infrastructure improvements, or dedication of open space shall not be made a condition of approval of a large-lot subdivision for conveyance or financing purposes.

19. LIGHTING

All lighting shall be designed and located so that direct light rays shall be confined to the premises in accordance with the Moreno Highlands Specific Plan Design Guidelines.

20. LOADING AREAS

All loading shall be performed onsite and shall be screened by a landscape or architectural feature in accordance with the Moreno Highlands Specific Plan Design Guidelines. No loading area will be permitted in areas adjacent to a golf course unless completely screened from view.

21. LOCAL PARK SITES

Local park site and community park site dedications will be provided in accordance with the provisions of Moreno Valley Local Park Ordinance and the Development Agreement for the Moreno Highlands Final Specific Plan.

22. LOT COVERAGE ADJUSTMENT

In any residential district, the Planning Director may increase the maximum allowable lot coverage up to 10 percent (10%) without requiring a Specific Plan amendment or development code revision, where such increase is necessary for improved site planning or architectural design, creation or maintenance of views, or would otherwise facilitate highly desirable features or amenities, and where such increase will not unreasonably affect contiguous sites.

23. MAXIMUM DWELLING UNITS

A maximum of 7,763 residential dwelling units, may be built in accordance with the Moreno Highlands Final Specific Plan #212-1. Adjustments of up to 10 percent increase to the maximum number of dwelling units for each planning area may be approved by the Director of Planning without requiring a Specific Plan amendment. All planning areas that provide for residential uses may be developed with the maximum number of dwelling units, plus, adjustments indicated in the Moreno Highlands Specific Plan Statistical Analysis as long as the maximum number of 7,763 residential dwelling units is not exceeded.

24. PLANNING AREA ADJUSTMENTS

A tentative tract map may be submitted for any portion of a single planning area or combination of planning areas. Adjustments to the net developable (building pad) area of any planning area established by this Specific Plan may be permitted subject to the approval of the Director of Planning. Such adjustments may be approved without requiring an amendment to this Specific Plan.

25. PLANNING AREA BOUNDARIES

Minor adjustments to planning area boundaries resulting from final road alignments, geotechnical, or engineering refinements to tentative and/or final tract map or plot plan, shall not require an amendment of the Specific Plan when such adjustments are consistent with the intent of this Specific Plan.

26. PLANNING AREA DENSITY

The maximum dwelling unit density permitted in any residential planning area, as designated in the Moreno Highlands Final Specific Plan, shall apply to the overall residential planning area and shall not be literal to any division thereof. Higher density may be allowed in any portion of a planning area, provided that the overall density in the planning area does not exceed the density shown in the project statistical summary, plus adjustments.

27. RESIDENTIAL INTERFACE

Residential development shall provide for compatibility and transition with adjacent land uses. Size, bulk, massing and scale should be considered in the design of dwelling units. Appropriate transitional treatments shall be determined by the Community Development Director.

28. ROOF APPURTENANCES

All roof appurtenances, including but not limited to, air conditioning units and mechanical equipment shall be shielded and architecturally screened from view in accordance with the Moreno Highlands Specific Plan Design Guidelines. All equipment screening shall be architecturally compatible with respect to materials, color, shape, and size.

29. SEISMIC CONSIDERATIONS

Due to the Specific Plan's proximity to the San Jacinto and Casa Loma faults, design engineers shall consider dynamic seismic analysis for critical, essential, and high risk land uses. All critical and essential components of the infrastructure and critical and essential structures onsite shall be structurally designed to withstand maximum peak ground acceleration and secondary hazards related to seismic activity. All seismic design features shall be approved by the City Building Official.

Prior to tentative map approval, the developer shall either: 1) demonstrate that where any high pressure natural gas pipelines traverses an active or potentially active fault, the pipelines are sufficiently constructed to withstand seismic groundshaking; or, 2) identify the sphere of influence anticipated, by a qualified consultant, should a high pressure pipeline rupture due to earthquake activity and appropriate building setbacks.

30. SIGNS

All signage shall be provided in compliance with the Moreno Highlands Specific Plan Master Sign Program.

31. SUBDIVISION SETBACK ADJUSTMENT

In any residential area, the Planning Director may decrease the minimum setbacks of a lot up to 10 percent (10%) without requiring a Specific Plan amendment or development code revision, where the proposed setback is for design purposes and where such decreases will not unreasonably affect contiguous areas.

32. TRANSFERABILITY OF RESIDENTIAL UNITS

Any proposal to transfer more than 10 percent of the total number of dwelling units assigned to a planning area into another planning area shall require an amendment of the Specific Plan, which must be approved by the City Council. Unit transfers of less than 10 percent may be approved administratively by the Planning Director, providing that the total number of dwelling units assigned to a planning area after any unit transfer remains within the density range of the Specific Plan for the specified land use.

33. TRASH AND STORAGE AREAS

All storage of cartons, containers, trash, and refuse shall be shielded from view in accordance with the Moreno Highlands Specific Plan Design Guidelines.

6.3 DEFINITIONS

For the purposes of these regulations, words, phrases, and terms shall be deemed to have the meaning ascribed by this section. Words, phrases, and terms not specifically defined herein shall be deemed to have the meaning described in the City of Moreno Valley Development Code.

Administrative Office: A place of business for the rendering of service or general administration, but excluding retail sales.

Agriculture: The production, keeping or maintenance, for sale, lease or personal use, of plants and animals useful to man, including but not limited to: forages and sod crops; grains and seed crops; dairy animals and dairy products, poultry and poultry products; livestock, including beef cattle, sheep, swine, horses, ponies, mules, or goats, or any mutations or hybrids thereof, including the breeding and grazing of any or all of such animals; bees and apiary products; fur animals; trees and forest products; fruits of all kinds, including grapes, nuts and berries; vegetables; nursery, floral, ornamental and greenhouse products; or lands devoted to a soil conservation or forestry management program.

Applicant: A person, firm, or public/private agency submitting an application for development.

Application for Development: The application form and all accompanying documents and exhibits required for an applicant by an approving authority for development review purposes.

Building: A structure having a roof supported by columns or walls.

Building Line: An imaginary line on a building site specifying the closest point from an ultimate right-of-way line or a property line where a main building may be located.

Business or Commerce: The purchase, sale, or other transaction involving the handling or disposition of any article, substance, or commodity for profit or livelihood; the ownership or management of office buildings; recreational or amusement enterprises; and maintenance and use of offices by professions and trades-rendering services.

Business Park: An area zoned for business park and related uses that is planned and maintained as a unit, wherein the development of any property and the conducting of any permitted use is subject to stringent performance and site development standards that include setback regulations and the installation and maintenance of common areas, parking, lighting, landscaping, and screening, and where on-street parking is discouraged.

Caretaker: A person who lives on the premises for the necessary purposes of managing, operating, maintaining, or guarding the primary use or uses permitted on the premises. The term includes, but is not limited to, a gardener, maid, butler, guard, or other domestic or industrial/commercial custodian of the premises. The term includes the family of the caretaker who live in the same dwelling units.

Caretaker Quarters: Living quarters for the housing of a caretaker(s) and the family of the caretaker(s) who live on the same premises. (Not to exceed one per building site, with a maximum of 1,500 square feet of living area.)

Certificate of Occupancy: A document issued by the proper authority allowing the occupancy or use of a building and certifying that the structure or use has been constructed or will be used in compliance with all the applicable municipal codes and ordinances.

Church: A building or structure, or groups of buildings or structures, which by design and construction are primarily intended for the conducting of organized religious services and accessory uses associated therewith.

Civic Administration: A building or complex of buildings that house municipal offices and services, and which may include cultural, recreational, athletic, convention and entertainment facilities owned and/or operated by a governmental agency.

Club: An association of persons for some common purpose, but not including groups organized primarily to render services that are customarily carried on as businesses.

Commercial Center, Community: The community commercial centers are proposed to accommodate the commercial needs of a group of neighborhoods. They will include the uses normally found in neighborhood centers plus most of the following extra uses: a junior department store, specialty clothing stores, movie theater, commercial recreation facilities, hotels and motels, restaurants, and other facilities which are meant to serve a multi-neighborhood population level.

Commercial Center, Neighborhood: Neighborhood commercial centers are generally characterized by a supermarket, drugstore, liquor store, bank, service station, fast food service, and other small retail or service establishments. These centers are usually placed so that they will meet the needs of a typical neighborhood or two or more small neighborhoods.

Commercial Extraction: The removal or displacement of sand, gravel, rock, aggregate, earth, clay, or similar materials conducted for financial gain. The exporting of more than 5,000 cubic yards of these materials from any property during each of 2 consecutive years shall be prima facie evidence of a commercial extraction operation. An extraction carried out as a necessary but supplemental part of a project leading to the impending development of the site is not a commercial extraction.

Commercial Recreation: Any private use or development, providing amusement, pleasure, or sport, which is operated or carried on primarily for financial gain, including establishments where food and beverages are sold as a secondary or ancillary use.

Common Area--Commercial (Areas Used in Common): The total area within a unified shopping center, town center, or business park that is not designed for rental to tenants and which is available for common use by all tenants or groups of tenants and their invitees; examples: parking and its appurtenances, malls, sidewalks, landscaped areas, public toilets, and service facilities.

Community Facility: A noncommercial use established primarily for the benefit and enjoyment of the population of the community in which it is located.

Community Information Center or Model Home Complex: A temporary or permanent structure principally used as an information pavilion and/or temporary real estate sales office for the first sale of homes in Moreno Highlands, including parking and related facilities.

Conditional Use Permit (C.U.P.): A permit issued by the authorized body stating that the conditional use meets all conditions set forth in local ordinances.

Condominium Project: An entire parcel of real property divided into condominiums, including all structures thereon.

Conventional Subdivision: Refers to a subdivision consisting primarily of streets and lots. Commonly owned or special use areas may be included but are secondary and supplementary to the subdivision's design.

Country Club: A club organized and operated primarily for social and outdoor recreation purposes, including incidental accessory uses and structures.

Cultural Facilities: Establishments such as museums, art galleries, botanical and zoological gardens of an historic, educational or cultural interest which are not operated commercially.

Density Bonus: The granting by the local authority of additional development capacity in exchange for the developer's provision of a public benefit or amenity.

Design Flood: The size of the flood for which natural waterways are to be left or modified, or for which channelization is to be provided, or for which flood proofing is required, all to achieve specific flood protection levels.

Developer: Moreno Highlands and its successors and assigns when designated as such in the instrument of conveyance or assignment.

Development: Residential, commercial, light industrial, business park, mixed-use, public facility, or other construction, including necessary grading, together with the land upon which the buildings or structures are constructed.

Development Unit: A portion of a development plan or tentative tract map within which all lots and amenities are constructed or developed at one time as a unit of the overall proposed development and which complies with the requirements for a building site.

Driveway: A vehicular passageway for the exclusive use of the occupants of a project or property and their guests. A driveway shall not be considered a street.

Driveway Approach: A designated area between the curb or traveled way of a street and the street right-of-way that provides vehicular access to abutting properties. When vehicular access to a building site is provided by way of a common driveway, the driveway approach is the line of intersection where the individual driveway abuts the common driveway.

Dry Cleaning: A service business that provides for the deposit of laundry and dry cleaning on a walk-in or drive-in basis only.

Duplex: A permanent building containing two dwelling units per building site.

Easement: A recorded right or interest in the land of another, which entitles the holder thereof to some use, privilege, or benefit out of or over said land.

Electric Distribution Substation--Local: An assemblage of equipment that is part of a system for the distribution of electric energy, where electric energy is received at a subtransmission voltage and transformed to a lower voltage for distribution for general local customer use.

Electric Transmission Substations: An assemblage of equipment that receives, transforms, and distributes electric energy, where electric energy is received at a very high voltage and transformed to lower subtransmission voltage for distribution to large individual consumers, other power-producing agencies, or local electric distribution substations.

Exterior Property Line: A property line abutting a public or private street.

Fence: Any structural device forming a physical barrier by means of hedge, wood, mesh, metal, chain, brick, stake, plastic or other similar materials.

Fraternity House or Sorority House: A building, or portion of a building, occupied by a chapter of a regularly organized fraternity or sorority officially recognized by an educational institution.

Garage, Private: A building, or a portion of a building, used primarily for the parking of automobiles belonging to the occupants of the property.

Garage, Public: A building other than a private garage used for the maintenance or temporary storage of automobiles.

General Plan: Refers to the City of Moreno Valley General Plan and elements thereof, as they may pertain to the Moreno Highlands Specific Plan:

Golf Course: A tract of land for playing golf, improved with tees, greens, fairways, hazards, and which may include clubhouses and shelters.

Grazing: The act of pasturing livestock on growing grass or other growing herbage, or on dead grass or other dead herbage existing in the place where grown, as the principal sustenance of the livestock so grazed.

Greenhouses (Noncommercial): A building whose roof and sides are made largely of glass or other transparent or translucent material and in which the temperature and humidity can be regulated for the cultivation of delicate or out-of-season plants for personal enjoyment.

Gross Area: The entire land area within the boundary of a project.

Gross Residential Density: The density of a residential project computed by dividing the total number of dwelling units in the project by the gross area of the project.

Habitable Room: Any room meeting the requirements of the Uniform Building Code, as adopted by the City of Moreno Valley, for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

Hotel: Any building or portion thereof with access provided through a common entrance, lobby, or hallway to guest rooms, with or without cooking facilities, retail commercial, and other ancillary facilities, and the rooms which are designed, intended to be used, or are used, rented, or hired out as temporary or overnight accommodations for guests.

Institution: A social, educational, governmental, health, or religious organization.

Interim Use: A use established for a fixed period of time with the intent to discontinue such use upon the expiration of the time period.

Interior Property Line: A property line that does not abut a private or public street.

Joint Use of Parking: The shared use of off-street parking facilities by more than one type of land use. The same parking spaces are counted to satisfy the off-street parking requirements of more than one land use; e.g., use of the same parking facility to satisfy the off-street parking requirements of a church and an office building.

Light Industry: Light industrial uses which meet the performance standards, bulk controls, and other requirements established in this ordinance.

Loading Area: An off-street space or berth used for the loading or unloading of commercial vehicles.

Local Agency: An agency for the local performance of governmental or proprietary function within limited boundaries. "Local Agency" does include, but is not limited to, school districts, sanitary and sanitation districts, and water districts.

Lot Area: The total area, measured horizontally as a level plane, of the land within the boundaries of a building site, not including any street rights-of-way, pedestrian or vehicular easements, or other easements that prohibit the surface use of the property, excluding landscape easements, and not including any portion that does not meet applicable district regulations when a building site is divided by such a right-of-way or easement.

Lot Site: A parcel or contiguous parcels of land established in compliance with the building site requirements of this code.

Main Building(s): The building(s) containing the main or principal use(s) of the premises, or occupied for the purpose of operating or administering the main or principal use(s).

Manufactured Housing: A dwelling unit produced in a factory, which is a factory-built/modular home built to meet the Uniform Building Code in accordance with applicable factory-built regulations.

Master Plan of Circulation: A component of the community development element of the Moreno Valley General Plan designating adopted and proposed routes for all major, minor, and collector highways and transportation corridors within the City of Moreno Valley.

Mixed-Use Development: An integrated mixed community of uses separate or combined in one building designed to provide for shopping, cultural, entertainment, office, and a share of the residential needs of the community.

Model Home Complex: Any unit or combination of units for the purpose of exhibiting homes to potential buyers.

Motel: A building or group of buildings containing guest rooms or dwelling units designed, intended, or used primarily for the accommodation of transient automobile travelers, including but not limited to buildings or building groups designated as auto cabins, motor courts, or motor hotels.

Net Residential Area: The area of land remaining in a project, measured in acres or square feet, after deduction of the area contained in streets (both public and private), schools, parks, flood control works, and any other use, easement, or encumbrance that prevents the surface use of the property for a building site or construction of structures.

Noncommercial: An enterprise or activity that is not normally conducted for profit or gain.

Parking Area, Private: An area, other than a street, designed or used primarily for the parking of private vehicles and not open to general public use.

Parking Area, Public: An area, other than a private parking area or street, used for the parking of vehicles and available for general public use, either free or for remuneration.

Parking Area, Restricted: An area used for parking vehicles on a semipermanent basis and not available to the general public for hourly or day-to-day parking.

Planned Unit Development: A residential project consisting of a combination of residential lots and privately owned common recreation and open space areas arranged in accordance with a unified comprehensive site plan with an identifiable theme or concept and with adequate provisions for permanent maintenance of the common ownership facilities.

Planning Area: An area of land that is depicted on the Land Use Plan or Planning Area Map of the Specific Plan, and which is described in the Statistical Analysis contained in the Specific Plan.

Planning Director: The Planning Director for the City of Moreno Valley, California, or his designate, who is responsible for receiving and reviewing all permits and approvals related to planning.

Plot Plan: A plan showing the details of building locations, structures, parking, vehicular access, landscaping, and architectural design for a project or building site.

Preliminary Landscaping Plan: A plan indicating the general location, size, type of plant materials, and groundcover to be located in the yards and other open areas of a development.

Premises: A lot or a building site, or a specified portion of a lot or building site, that contains the structures and the open spaces needed for the location, maintenance, and operation of the use of the property.

Primary Use: The primary or predominant use of any lot.

Private: Belonging to, or restricted for the use or enjoyment of, particular persons rather than the general public.

Professional Office: A place where facilities are maintained primarily for the purpose of consulting with, and maintaining records for, clients and visitors and where office and research services are performed for clients. Professional office includes banks and other financial institutions.

Project: A land development readily recognizable as a unit, e.g., a residential neighborhood, condominium, apartment, shopping center, office or business park development, golf course, or similar land developments.

Project Net Area: All of the land area included with a plan for a development project excepting those areas designated for public and private streets rights-of-way, schools, parks, and other uses or easements that would preclude the use of the land therein as part of the development project.

Project Review Committee (PRC): The Project Review Committee for the City of Moreno Valley consists of the Planning Director, City Engineer, Building Official, Director of Parks and Recreation, Public Safety Coordinator, Fire Official, Public Works Director, or their designated representatives, as well as a representative from each local servicing agency.

Public: Belonging and open to, and enjoyed, controlled, used, and maintained by and for, the public generally.

Public Utility: A business organization, such as a public service corporation, performing some public service and subject to special governmental regulations, usually a protected monopoly.

Public Utility Service Yard: Any buildings or premises used for the office, warehouse, storage yard, or maintenance of a public utility including microwave repeater or receiving stations when incorporated as part of the service yard use.

Recreation Vehicle: A motor home, travel trailer, boat, truck or van camper, or camping trailer, with or without motive power, designed for temporary human habitation for recreational or emergency purposes.

Residential, Multiple-Family: Refers to any residential zoning district or residential development wherein the number of permitted dwelling units on one building site is two or more. Multiple-family residential includes duplexes, multiple-family dwellings, apartments, condominiums, and stock cooperative projects, and may include planned development and conventional subdivisions.

Residential, Single-Family: Refers to any residential district or residential development wherein each dwelling unit is situated on a residential lot of record and no lot contains more than one dwelling unit. Single-family residential includes either attached or detached single-family dwellings, planned concept subdivisions, or cluster developments, and may include conventional subdivisions and planned developments.

Retail: The selling of goods, wares, or merchandise directly to the ultimate consumer.

Scenic Highway: Any highway designated a scenic highway by the Moreno Valley General Plan, County of Riverside General Plan, or the Moreno Highlands Specific Plan.

Service: An act, or any result of useful labor, that does not in itself produce a tangible commodity. A facility supplying services in response to public demand or one providing maintenance and repair.

Service, Commercial: A commercial activity that charges for a service, rather than a commodity, and which is carried on primarily for financial gain or profit.

Setback Area: The area between the building line and the property line, or when abutting a street, the ultimate right-of-way line.

Setback Distance: The distance between the building line and the property line, or when abutting a street, the ultimate right-of-way line.

Site Coverage: Refer to definition of Lot Coverage.

Special Community Event: A limited temporary commercial or noncommercial event sponsored by a service group, homeowners' association, property owners' association, or other community organization, including but not limited to the following: parades, swim meets, community picnics, athletic contests, vehicle races, pageants, outdoor programs, and other similar uses.

Stand, Temporary: A structure that is readily movable and used or intended to be used for the display or sale of seasonal agricultural or farming products grown or produced on the premises.

Street Opening: A curb break, or a means, place, or way provided for vehicular access between a street and abutting property.

Swimming Pool: An artificial body of water having a depth in excess of 18 inches, designed, constructed, and used for swimming, dipping, or immersion purposes by men, women, or children.

Theater: A building or part of a building devoted to showing motion pictures or dramatic, musical or live performances.

Tot Lot: An improved and equipped play area that is intended for children up to 7 years of age. Tot lots include such facilities as play apparatus, paved areas for wheeled toys, benches, sand areas, small wading pools, and turf area.

Ultimate Right-of-Way: The right-of-way shown as ultimate on an adopted precise plan of highway alignment, or the street rights-of-way shown within the boundary of a recorded tract map or a recorded parcel map. The latest adopted or recorded document in the above case shall take precedence. If none of these exist, the ultimate right-of-way shall be considered the right-of-way required by the highway classification as shown on the General Plan Circulation Plan.

Usable Open Space: Usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including tot lots, swimming pools, basketball courts, tennis courts, picnic facilities, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails. Usable open space areas do not contain the following: buildings, structures, or impervious surfaces (e.g., public/private streets, common driveways, and off-street parking facilities) devoted to nonrecreational uses; surface utility facilities; slopes in excess of 20 percent; median strips for roads or parking lots; road embankments; and any property not reserved for sole use and enjoyment of the occupants of the entire development and their guests.

Use: The purpose for which land or a building is occupied, arranged, designed, or intended, for which either land or building is or may be occupied or maintained.

Vehicular Accessway Easement: A private, nonexclusive easement affording vehicular access to abutting properties.

Water Reclamation Facility: A facility for the treatment of sewage and wastewaters for beneficial reuse, established and operated by a local agency.

Wing Wall: An architectural feature in excess of 6 feet in height, which is a continuation of a building wall projecting beyond the exterior walls of a building.

Zero Lot Line: The location of a building on a lot in such a manner that one or more of the building sides rest on a lot line.

6.4 RESIDENTIAL USE REGULATIONS

The purpose of these provisions is to regulate residential uses within the Moreno Highlands Specific Plan area. These regulations provide for a variety of residential uses, including single-family detached, single-family attached, planned unit developments, and multiple-family housing. Residential densities within the Moreno Highlands Specific Plan area range from 0.5 dwelling units per acre to 20 dwelling units per acre.

It is the objective of these regulations to provide site development standards that are responsive to changing community needs and goals and to allow and encourage innovative community design and neighborhood mix.

All residential development in the Moreno Highlands Specific Plan area is subject to the processing procedures established in Section 6.13 of this Final Specific Plan. Alternative development standards may be established for residential uses by approval of a plot plan, upon finding of equal or increased public benefit from the alternative standards.

6.4.1 VERY LOW-DENSITY RESIDENTIAL

A. Purpose and Intent

The planning areas designated as very low-density residential are established to provide for the development and maintenance of very low-density single-family neighborhoods at an average density

of 2.0 dwelling units per acre. The intent of these regulations is to provide a comprehensive set of standards that will ensure the development of superior very low-density residential housing.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a tentative tract/ parcel map in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the permitted uses subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by sections B and C above.

E. Site Development Standards

1. Minimum Lot Area: Ten thousand (10,000) square feet.
2. Minimum Lot Width: The minimum width of that portion of a lot to be used as a building site shall be eighty (80) feet as measured at front yard setback. That portion of a lot for access on flag lots shall have a minimum width of twenty (20) feet.
3. Minimum Frontage: The minimum frontage of a lot shall be seventy (70) feet, except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of forty (40) feet.
4. Minimum Lot Depth: Ninety (90) feet.
5. Building Height: Two stories not to exceed forty (40) feet.
6. Maximum Lot Coverage: Thirty-five (35) percent.
7. Setbacks:
 - a. Front Yard - Twenty-five (25) feet.
 - b. Side Yard - Interior Side Yard Ten (10) feet. Combined setback of 20 feet with a minimum of 5 feet on one side. Street Side Yard Twenty (20) feet.

- c. Rear Yard - Thirty (30) feet. Where structures abut a park, greenbelt, or other permanent open space, setbacks may be reduced no less than ten (10) feet if it is found that the adjacent open space is substantial and permanent.
 - d. Patios - No attached or detached covered patio shall be closer than three (3) feet to a property line. No patios will be permitted to encroach into front yard setback area. Covered patios may be completely screened, including all exterior walls and ceilings, with fully ventilating screen.
 - e. Projections Into Required Setbacks - Eaves, cornices, chimneys, outside staircases, balconies, and other similar architectural features may project four (4) feet into any required front or rear yard setback, but not more than two (2) feet into a side yard setback.
8. Fences and Walls, Maximum Height:
- a. Within areas where main buildings may be placed, fences and walls shall comply with height requirements for a main building.
 - b. Within front setback area, fences and walls shall be three and one half (3.5) feet maximum, except for retaining or other structural walls.
 - c. Within other setback areas, fences and walls shall have a maximum height of six (6) feet, except for retaining or other structural walls.
 - d. Within street side yard setback area, all fences and walls shall be set back a minimum of ten (10) feet, except for retaining or other structural walls.
9. Off-Street Parking: Off-street parking shall be provided as required by the provisions of City ordinances.
10. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.4.2 LOW-DENSITY RESIDENTIAL

A. Purpose and Intent

The planning areas designated as low-density residential are established to provide for the development and maintenance of low-density, single-family neighborhoods at an average density of 4.5 dwelling units per acre. These regulations allow for a variety of residential uses and accessory uses that are complementary to low-density neighborhoods. It is the intent of these regulations to provide a comprehensive set of standards that can be applied to respond to community needs for low-density residential housing.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a tentative tract/parcel map in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by sections B and C above.

E. Site Development Standards

1. **Minimum Lot Area:** Four thousand five hundred (5,000) square feet. See Table 3 for minimum with each planning area.
2. **Minimum Lot Width:** The minimum width of that portion of a lot to be used as a building site shall be forty (40) feet as measured at front yard setback. That portion of a lot used for access on flag lots shall have a minimum width of twenty (20) feet.
3. **Minimum Frontage:** The minimum frontage of a lot shall be forty (40) feet, except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five (35) feet.
4. **Minimum Lot Depth:** Sixty (60) feet.
5. **Building Height:** Two stories not to exceed thirty-five (35) feet.
6. **Maximum Lot Coverage:** Fifty (50) percent.
7. **Setbacks:**
 - a. **Front Yard -** Twenty (20) feet.
 - b. **Side Yard -** Ten (10) feet aggregate total for both sides.
 - c. **Rear Yard -** Fifteen (15) feet. Where structures abut a park, greenbelt, golf course, or other permanent open space, setbacks may be reduced no more than ten (10) feet.

- d. Patios - No attached or detached covered patio shall be closer than three (3) feet to a property line. No patios will be permitted to encroach into front yard setback area. Covered patios may be completely screened, including all exterior walls and ceilings, with fully ventilating screen.
 - e. Projections Into Required Setbacks - Eaves, cornices, chimneys, outside staircases, balconies, and other similar architectural features may project four (4) feet into any required front or rear yard setback, but not more than two (2) feet into side yard setback.
8. Fences and Walls:
- a. Within areas where main buildings may be placed, fences and walls shall comply with height requirements for a main building.
 - b. Within front setback area, fences and walls shall be three and one half (3.5) feet maximum, except for retaining or other structural walls.
 - c. Within other setback areas, fences and walls shall have a maximum height of six (6) feet, except for retaining or other structural walls.
 - d. Within street side yard setback area, all fences and walls shall be set back a minimum of ten (10) feet, except for retaining or other structural walls.
9. Off-Street Parking: Off-street parking shall be provided as required by City ordinances.
10. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.4.3 MEDIUM-DENSITY RESIDENTIAL USES

A. Purpose and Intent

The medium-density residential designation is established to provide for the development and maintenance of detached and attached residential neighborhoods at an average density of 8.0 dwelling units per acre. It is the intent of these regulations to provide a comprehensive set of standards that can be applied to the development of innovative detached and attached medium-density residential housing.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to development review approval of a tentative tract/parcel map or parcel map in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by sections B and C above.

E. Site Development Standards

1. Detached single-family dwellings.

- a. Minimum Lot Area: Four thousand (4,000) square feet.
- b. Minimum Lot Width: The minimum average width of that portion of a lot to be used as a building site shall be forty (40) feet. That portion of a lot used for access on flag lots shall have a minimum width of twenty (20) feet.
- c. Minimum Lot Depth: Sixty (60) feet.
- d. Minimum Frontage: The minimum frontage of a lot shall be forty (40) feet, except that lots fronting on knuckles or cul-de-sacs shall have a minimum frontage of thirty (30) feet.
- e. Building Height: Two stories not to exceed thirty-five (35) feet.
- f. Maximum Lot Coverage: Sixty (60) percent.
- g. Setbacks:
 1. Front Yard - Ten (10) feet minimum from street right-of way.
 2. Side Yard - Ten (10) feet aggregate total for both sides from property line or from an abutting street right-of-way.
 3. Rear Yard - Fifteen (15) feet from property line. Where structures abut a park, greenbelt, golf course, or other permanent open space, setbacks may be reduced no more than ten (10) feet.
 4. Patios - No attached or detached covered patio shall be closer than three (3) feet to a property line. No patios will be permitted to encroach into front yard setback area. Covered patios may be completely screened, including all exterior walls and ceilings, with fully ventilating screen.

5. Projections Into Required Setbacks - Eaves, cornices, chimneys, outside staircases, balconies, and other similar architectural features may project four (4) feet into any required front or rear yard setback, but not more than two (2) feet into side yard setback.
- h. Fences and Walls:
 1. Within areas where main buildings may be placed, fences and walls shall comply with height requirements for a main building.
 2. Within front setback area, fences and walls shall be three and one half (3.5) feet maximum, except for retaining or other structural walls.
 3. Within other setback areas, fences and walls shall have a maximum height of six (6) feet, except for retaining or other structural walls.
 4. Within street side yard setback area, all fences and walls shall be set back a minimum of ten (10) feet, except for retaining or other structural walls.
 - i. Off-Street Parking: Off-street parking shall be provided as required by City ordinances.
 - j. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

2. Attached single-family dwellings.

- a. Minimum Lot Site Area: Two thousand five hundred (2,500) square feet.
- b. Minimum Lot Width: None.
- c. Minimum Lot Depth: None.
- d. Minimum Building Frontage: None.
- e. Building Height: Two stories not to exceed thirty-five (35) feet.
- f. Maximum Building Length: One hundred fifty (150) feet.
- g. Setbacks:
 1. Front Yard - Ten (10) feet minimum from any property line or from an abutting street right-of-way. A maximum of forty (40) percent of a building may encroach up to ten (10) feet into front yard setback.
 2. Side Yard - Ten (10) feet aggregate total for both side yards from property line or from an abutting street right-of-way.
 3. Rear Yard - Fifteen (15) feet minimum from property line.

4. Patios - No attached or detached covered patio shall be closer than three (3) feet to a property line. No patios will be permitted to encroach into front yard setback area. Covered patios may be completely screened, including all exterior walls and ceilings, with fully venting screens.
 5. Projections Into Required Setbacks - Eaves, cornices, chimneys, outside staircases, balconies, and other similar architectural features may project four (4) feet into any required front or rear yard setback, but not more than two (2) feet into side yard setback.
 - h. Required Open Space: An aggregate total of three hundred (300) square feet per dwelling unit shall be provided within private or common open space areas.
 - i. Fences and Walls, Maximum Height:
 1. Within areas where main buildings may be placed, fences and walls shall comply with height requirements for a main building.
 2. Within front setback area, fences and walls shall be three and one half (3.5) feet maximum, except for retaining or other structural walls.
 3. Within other setback areas, fences and walls shall have a maximum height of six (6) feet, except for retaining or other structural walls.
 4. Within street side yard setback area, all fences and walls shall be a minimum of ten (10) feet, except for retaining or other structural walls.
 - j. Garage and Carport Placement: The point of vehicle entry to a garage or carport shall be a distance of seven (7) feet or less, or seventeen (17) feet or more from the back of sidewalk, or if there is no sidewalk, from the back of curb. Automatic garage door openers are required for garages set back less than seventeen (17) feet to the point of vehicular entry.
 - k. Off-Street Parking: Two (2) covered spaces and one (1) guest space per dwelling unit, or as required by City ordinances, whichever is greater.
 - l. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.
3. Planned unit developments.
- a. Minimum Lot Area: None.
 - b. Minimum Lot Width: None.
 - c. Minimum Lot Depth: None.
 - d. Building Height: Two stories not to exceed thirty-five (35) feet.
 - e. Maximum Building Length: One hundred fifty (150) feet.

- f. **Distance Between Buildings:** To be determined through the site planning process and in accordance with the Uniform Building Code and Uniform Fire Code.
- g. **Setbacks:**
 - 1. **Front Yard -** Ten (10) feet minimum from any property line or from an abutting street right-of-way. A maximum of forty (40) percent of a building may encroach up to ten (10) feet into front yard setback.
 - 2. **Side and Rear Yard -** To be determined throughout the site planning process and in accordance with the Uniform Building Code and Uniform Fire Code.
 - 3. **Building Encroachment Into Front Yard Setback -** A maximum of forty (40) percent of a building may encroach up to ten (10) feet into front yard setback.
- h. **Open Space and Private Outdoor Living Areas:**
 - 1. **Three hundred (300) square feet of common open space per unit shall be provided within the project boundaries.**
 - 2. **One hundred (100) square feet of private open space, including patios and balconies, shall be provided for each unit.**
- i. **Access:** Each residential lot need not necessarily abut a street; however, the ownership of any residential lot shall include a recorded right of access to and from a street to and from the lot for pedestrians and vehicles for a minimum width of not less than twenty (20) feet.
- j. **Private Street Standards:** Interior streets shall be constructed to minimum widths of 28 feet for minor interior access and 36 feet for major interior access.
- k. **Garage and Carport Placement:**
 - 1. **Where streets and driveways serve to provide access to garages or carports and do not serve as the primary method of access to dwelling units, garages and carports shall be set back a minimum distance of five (5) feet from the street or driveway.**
 - 2. **In instances where streets and driveways serve as the primary method of access to dwelling units, the point of vehicle entry to a garage or carport shall be a distance of seven (7) feet or less, or seventeen (17) feet or more from the back of sidewalk, or if there is no sidewalk, from the back of curb. Automatic garage door openers are required for garages set back less than seventeen (17) feet to the point of vehicular entry.**
- l. **Off-Street Parking:** Two (2) covered spaces and one (1) guest space per dwelling unit, or as required by City ordinances, whichever is greater.

- m. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.4.4 HIGH-DENSITY RESIDENTIAL

A. Purpose and Intent

The planning areas designated as high-density residential are established to provide for the development and maintenance of multiple-family residential neighborhoods at an average density of 20.0 dwelling units per acre. These regulations allow for the development of a variety of innovative multiple-family housing types. It is the intent of these regulations to provide a comprehensive set of standards and regulations that can be applied to the development of superior high-density multiple-family housing.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a parcel map, and/or plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

- 1. All uses not permitted by sections B and C above.

E. Site Development Standards

- 1. Multiple-family dwellings.
 - a. Minimum Lot Area: No minimum.
 - b. Minimum Lot Width: None.

- c. **Minimum Lot Depth:** None.
- d. **Minimum Lot Area Per Dwelling Unit:** One thousand (1,000) square feet.
- e. **Building Height:** Forty (40) feet maximum; however, architectural features such as, but not limited to, chimneys and other features shall be allowed in excess of the maximum height limit, subject to approval by the Director of Planning.
- f. **Maximum Building Length:** One hundred fifty (150) feet.
- g. **Setbacks:**
 - 1. **Project Perimeter Setback** (includes front, side, and rear yard setbacks) - Twenty (20) feet from any public street right-of-way or property line of the project. This setback may be reduced by ten (10) feet if a structure abuts a park, greenbelt, golf course, or other permanent open space.
 - 2. **Building Encroachment Into Setback** - A maximum of forty (40) percent of a building may encroach up to ten (10) feet into setback from any street right-of-way.
- h. **Distance Between Buildings:** To be determined throughout the site planning process and in accordance with the Uniform Building Code and Fire Building Code.
- i. **Required Open Space and Private Outdoor Living Areas:**
 - 1. Three hundred (300) square feet of common open space shall be provided for each unit.
 - 2. One hundred (100) square feet of private open space, including patios and balconies shall be provided for each unit.
- j. **Fences and Walls:**
 - 1. Within all setback areas, all fences and walls shall have a maximum height of six (6) feet, except for retaining or other structural walls.
 - 2. Within front setback area, all fences and walls shall be three and one-half (3.5) feet maximum, except for retaining or other structural walls.
 - 3. Within street side yard setback, all fences and walls shall be set back a minimum of ten (10) feet, except for retaining or other structural walls.
- k. **Off-Street Parking:** Two (2) covered spaces and one (1) guest space per dwelling unit, or as required by City ordinances, whichever is greater.
- l. **Design:** All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.5 COMMERCIAL USE REGULATIONS

The purpose of these provisions is to regulate the design and development of commercial projects in the Moreno Highlands Specific Plan area and to permit a variety of compatible uses and facilities supportive of the general community. These regulations provide for both neighborhood commercial and community commercial land uses.

All commercial development in the Moreno Highlands Specific Plan area shall be in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan. Alternative development standards may be established for commercial uses, by approval of a conditional use permit.

6.5.1 NEIGHBORHOOD COMMERCIAL USES

A. Purpose and Intent

The planning areas designated neighborhood commercial are established to provide for the daily shopping needs of the Moreno Highlands Specific Plan area residents with a wide range of common retail and personal service needs. It is the intent of these regulations to provide a comprehensive set of standards to respond to community needs for neighborhood commercial uses.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by sections B and C above.

E. Site Development Standards

1. **Minimum Lot Area:** Ten (10) acres. Individual building sites less than five acres are permitted when provided for within an approved site plan.
2. **Building Height:** Two stories, including loft, thirty (30) feet maximum.
3. **Maximum Lot Coverage:** None after minimum setback, parking, and landscape requirements are met.
4. **Setbacks:**
 - a. **From Edge of Park, Greenbelt, Golf Course, or Other Permanent Open Space** - Five (5) feet.
 - b. **From Edge of Street Right-of-Way** - Twenty (20) feet.
 - c. **From Abutting Residential Area** - Same as adjacent use, with minimum of ten (10) feet landscaping in setback area.
5. **Off-Street Parking:** Off-street parking shall be provided as required by the provisions of City ordinances.
6. **Design:** All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.5.2 COMMUNITY COMMERCIAL USES

A. Purpose and Intent

The planning areas designated community commercial are established to provide for the development of commercial uses which provide for the general shopping needs of the Moreno Highlands Specific Plan area residents and visitors with a variety of retail and personal services. It is the intent of these regulations to provide a comprehensive set of standards to respond to community needs for community commercial uses.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by sections B and C above.

E. Site Development Standards

1. Minimum Lot Area: Ten (10) acres. Individual building sites less than ten (10) acres are permitted when provided for within an approved site plan.
2. Building Height: Forty (40) feet.
3. Maximum Lot Coverage: None.
4. Setbacks:
 - a. From Edge of Park, Greenbelt, Golf Course, or Other Permanent Open Space - Five (5) feet.
 - b. From Edge of Street Right-of-Way - Twenty (20) feet.
 - c. From Abutting Residential Area - Same as adjacent use, with minimum of ten (10) feet landscaping in setback area.
5. Off-Street Parking: Off-street parking shall be provided as required by the provisions of City ordinances.
6. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.6 MIXED-USE REGULATIONS

The purpose of these regulations is to guide the planning, design, and development of the portions of Moreno Highlands designated for mixed-use (Planning Areas 52 through 57). The mixed-use category allows for the development of mixed-use developments. The mixed-use designation is intended to strengthen the interaction between residential and employment uses in proximity to one another, facilitate a more efficient use of existing and future transportation systems, encourage the conservation

of energy resources, and allow the development of residential densities which should result in a wide range of housing types, while creating a sense of place.

The objective of this regulation is to allow a variety of compatible uses and facilities supportive of the general community and consistent with a mixed-use concept while providing for appropriate project review to ensure consistency with the applicable goals, objectives, policies, guidelines, and conditions of the General Plan.

Prior to approval of any use within a mixed-use planning area, a conceptual master-plan addressing the entire planning area or individual planning area shall be prepared and approved by the Planning Director.

A. Purpose and Intent

The purpose of the mixed-use designation is to encourage diversity and intensity of land uses which respond to the community needs for diverse goods and services through vertical and horizontal mixing of commercial and residential uses.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the principal uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by B and C above.

E. Site Development Standards

1. Site development standards for the mixed-use designation (Planning Areas 52, 54, 55, 56, and 58) shall be established by approval of a master site plan.
2. **Building Height:** One hundred (100) feet maximum building height in Planning Areas 52 and 55. Fifty-five (55) feet maximum building height in Planning Areas 53, 54, 56, and 57. Alternative building heights may be approved through approval of master site plan.
3. **Design:** All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.
4. **Shared parking.**

Shared parking shall be allowed through compliance with the following regulations.

- a. A reduction in minimum parking requirements for individual uses may be granted by the approval authority where joint use of parking facilities or other factors will mitigate peak parking demand.
- b. Requests for parking reductions resulting from joint usage shall be supported by information prepared by a registered traffic engineer. The investigation used to generate the required information shall generally follow the format described below.

Shared parking requests shall be analyzed as follows:

- (1) Initial Project Review involves documentation and quantification of proposed land uses and anticipated functional relationships between the parking needs of different land uses. The initial review will also consist of data gathering regarding proximity to transit facilities, general location of parking facilities, surrounding land uses and mix, predicted pedestrian patterns, and similar variables which affect parking needs.
- (2) Adjustments for Peak Parking Factor includes calculating the number of off-street parking spaces required for each land use within the area proposed for joint parking use based upon the requirements of Section 9.11.040. Other elements to be considered include seasonal adjustment for parking demand and a determination of the mode of transit used in reaching or departing the area being considered;
- (3) Analysis of Hourly Accumulation involves an estimation of hourly parking accumulations for each land use during a typical week day or weekend day; and
- (4) Estimate of Shared Parking merges the hourly parking demand estimate to calculate the overall parking required to be provided within the area being considered for shared parking facilities.

- c. Up to fifty percent of the parking facilities required by this chapter may be utilized as shared parking facilities subject to the requirements of Section 9.11.070. Except that, a church or an auditorium which is part of a public or private school may adjust the required parking by up to one hundred percent of the parking facilities required by this chapter.
- d. In granting parking reductions for shared use of parking facilities, the approval authority shall make one or more of the following findings:
 - (1) The traffic engineering report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of their substantially different operating hours or difference in peak parking characteristics, will allow joint use of the same parking facilities;
 - (2) The traffic engineering report indicates that there are public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking facilities;
 - (3) The traffic engineering report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple trip purposes to the area in question.
- e. As a condition of approval to the granting of a reduction in required parking, the City may require the granting of reciprocal access and parking agreements with surrounding properties.

6.7 BUSINESS PARK REGULATIONS

The purpose of these provisions is to regulate the planning, design, and development of Business Park uses within Moreno Highlands. The business park designation permits a combination of employment uses to help provide a balanced economic and employment base for the Moreno Highlands community and for the City of Moreno Valley.

The Business Park district regulations are designed to ensure compatibility with adjacent land uses and the overall character of the Moreno Highlands community. The regulations provide for high standards of development quality through innovative site planning, streetscapes, architectural design, and construction. The business park site development standards respond to the development of business park uses within a golf course setting.

All business park development in the Moreno Highlands Specific Plan area shall be in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan. Alternative

development standards may be established for business park uses by approval of use permit upon finding of equal or increased public benefit from the alternative standards.

A. Purpose and Intent

The business park land use category is established to provide for the development of a variety of professional and administrative offices and office-serving commercial uses which will serve the Moreno Highlands community. The Moreno Highlands business park is intended to be a high-quality business environment.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Conditional Uses Permitted

Table 5 lists the uses permitted subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

D. Prohibited Uses

1. All uses not permitted by B and C above.

E. Site Development Standards

1. Minimum Lot Area: Forty thousand (40,000) square feet.
2. Minimum Lot Width: One hundred fifty (150) feet.
3. Minimum Building Lot Depth: Two hundred (200) feet.
4. Building Height: Fifty-five (55) feet maximum building height in Planning Areas 42, 43, 44, 47, 50, 51. Eighty (80) feet maximum building height in Planning Areas 45 and 48. One hundred (100) feet maximum building height in Planning Areas 46 and 49.
5. Maximum Building Lot Coverage: None, less required setbacks.

6. Setbacks From:
 - a. Street Right-of-Way - Twenty (20) feet
 - b. Open Space Boundary - Five (5) feet
 - c. Golf Course Boundary - Thirty (30) feet
 - d. Other Adjacent Lot Boundary - Ten (10) feet
7. Parking Area Setbacks From:
 - a. Street Right-of-Way - Twenty (20) feet
 - b. Open Space Boundary - Five (5) feet
 - c. Golf Course Boundary - Thirty (30) feet
 - d. Other Adjacent Lot Boundary - Zero (0) feet
8. Off-Street Parking: Per the off-street parking requirements provided by City ordinances.
9. Shared Parking (see Mixed Use, Section 6.8)
10. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.8 OPEN SPACE USE REGULATIONS

The purpose of these provisions is to regulate open space uses within the Moreno Highlands Specific Plan area. It is the intent of these regulations to ensure the preservation of open space as well as to provide for the development of uses which are compatible with designated open space areas. These regulations provide for golf course, greenbelts, and enhanced open space and scenic highway corridor uses.

Recreation uses, such as golf courses, field archery ranges, commercial stables, and other similar outdoor or indoor uses may be established in open space areas. Infrastructure uses and facilities which are necessary for the development or protection of surrounding urban areas are also permitted in open space areas.

All open space uses shall be in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan. . Alternative development standards may be established for open space uses by approval of a conditional use permit, upon finding of equal or increased public benefit from the alternative standards.

6.8.1 GOLF COURSE USES

A. Purpose and Intent

The golf course planning areas are established to provide for the construction of two 18-hole championship golf courses. Associated with each golf course is the potential development of a clubhouse complex offering restaurant facilities, recreational rooms, pro shops, putting greens, and driving ranges.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to the processing procedures established in Section 6.13 of the Final Specific Plan.

C. Accessory Uses Permitted

The following accessory uses and structures are permitted when customarily associated with and subordinate to a permitted primary use on the same building site.

1. Accessory uses and structures that the Director of Planning finds to be consistent with the purpose and intent of the golf course land use category.

D. Conditionally Permitted Uses

Table 5 lists the permitted uses subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

E. Prohibited Uses

1. All uses not permitted by B through D above.

F. Site Development Standards

1. Minimum Lot Area: None.
2. Minimum Lot Width: None.

3. Minimum Lot Depth: None.
4. Building Height: Forty (40) feet.
5. Building and Parking Area Setbacks: All buildings and parking areas shall be located a minimum of thirty (30) feet from arterial rights-of-way and twenty (20) feet from any adjacent collector right-of-way.
6. Off-Street Parking: Per the off-street parking requirements provided in City ordinances.
7. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.8.2 PARK, LANDSCAPED GREENBELT, ENHANCED OPEN SPACE, AND SCENIC HIGHWAY CORRIDOR

A. Purpose and Intent

The planning areas designated parks, open space greenbelts, enhanced open space, and scenic highway corridor are established to provide for the preservation of open space and for outdoor recreation.

B. Primary Uses Permitted

Table 5 lists the principal uses permitted subject to approval of a plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Accessory Uses Permitted

The following accessory uses and structures are permitted when customarily associated with or subordinate to a permitted primary use on the same building site.

1. Accessory uses and structures which the Director of Planning finds to be consistent with the parks, landscape greenbelt, and natural open space land use category.

D. Principal Uses Conditionally Permitted

Table 5 lists the permitted uses subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

E. Temporary Uses

Temporary uses are permitted subject to the Minor Development Review Procedures established in Section 6.13.1 of this Final Specific Plan.

F. Prohibited Uses

1. All uses not permitted by B through D above.

G. Site Development Standards

1. **Building Height:** Twenty-five (25) feet - Neighborhood Park. Forty (40) feet - Community Park.
2. **Setbacks:** All buildings shall be located a minimum of twenty (20) feet from any adjacent roadway. Setbacks may be reduced by Director of Planning for civic architectural features.
3. **Off-Street Parking:** Per the off-street parking requirements provided in City ordinances.
4. **Design:** All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.9 COMMUNITY FACILITY REGULATIONS

The purpose of these regulations is to provide for those urban support facilities uses which are customarily established within a community but which must be closely monitored to ensure compatibility with surrounding uses.

All community facility uses shall be in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan. Alternative development standards may be established for public facility uses subject to approval of a conditional use permit and upon finding of equal or increased public benefit from the alternative standards.

A. Purpose and Intent

The purpose of the Community facility designation is to provide for the establishment of public facility uses within the Moreno Highlands community. The intent of these regulations is to provide a comprehensive set of standards which respond to community needs for public facilities.

B. Primary Uses Permitted

Table 5 lists the primary uses permitted subject to approval of a plot plan in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

C. Accessory Uses Permitted

The following accessory uses and structures are permitted when customarily associated with or subordinate to a permitted primary use on the same building site.

1. Accessory uses and structures that the Director of Planning finds consistent with the purpose and intent of the public facility land use category.

D. Conditional Uses Permitted

Table 5 lists the permitted uses subject to approval of a conditional use permit in accordance with the processing procedures established in Section 6.13 of this Final Specific Plan.

E. Prohibited Uses

1. All uses not permitted by Sections B through D above.

F. Site Development Standards

1. Building Height: Thirty-five (35) feet.
2. Setbacks: All buildings shall be located a minimum of twenty (20) feet from any adjacent street right-of-way. Setbacks for civic architectural features may be reduced by up to ten (10) feet from an arterial by the Director of Planning.
3. Off-Street Parking: Per the off-street parking requirements provided in City ordinances.

4. Design: All structures, landscaping, and site planning shall implement and reflect the Moreno Highlands Master Design Guide.

6.10 MORENO HIGHLANDS SIGN REGULATIONS

A comprehensive Master Sign Program shall be prepared for Moreno Highlands. The Master Sign Program shall address signage for residential, commercial, mixed use, business park, light industrial, and open space land uses. Five types of signage shall be addressed in the sign program. They are:

- Community Identification Signs
- Building Identification Signs
- Tenant Identification Signs
- Informational Signs
- Temporary Signs

The comprehensive Master Sign Program for Moreno Highlands shall be submitted to the Director of Planning for approval prior to approval of the first tentative tract and/or parcel map within Moreno Highlands.

Prior to the issuance of grading permits for a subdivision or plot plan, a sign plan for temporary project identification shall be submitted to and approved by the Police Department.

6.11 PROCESSING PROCEDURES

The purpose of these provisions is to establish processing procedures for future projects proposed within the Moreno Highlands Specific Plan . These provisions are based upon the spirit and intent of the Moreno Valley General Plan, Development Code, and Subdivision Code.

The Development Review Process is outlined below and identifies by application type, the procedures and requirements for each type of Development Review Process. This section also identifies an expedited review process for those projects that qualify.

An environmental assessment shall be conducted with the filing of each discretionary application required to implement the Specific Plan. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in the Moreno Highlands Specific Plan FEIR. No development

application shall be excepted until a mitigation monitoring fee, in accordance with City of Moreno Valley Ordinances, has been paid by the developer or successor in interest.

All future projects that will be proposed within the Moreno Highlands Specific Plan area must be consistent with the comprehensive policies, programs, development guidelines, design guidelines, and development standards established within this Specific Plan.

The Moreno Highlands Final Specific Plan #212-1 has been reviewed by the City staff, Design Review Board Committee, Planning Commission, and City Council. Through this review process it was determined that the Specific Plan is consistent with and implements the goals and policies of the City General Plan.

6.11.1 DEVELOPMENT REVIEW PROCESS

Purpose and Intent

The purpose and intent of this section is to identify types of Development Review process or processing and to establish, by application type, the procedures and requirements for each type of Development Review process. Any development proposal shall be inclusive of the entire Planning Area in which development is proposed. No construction permits may be issued until all pertinent conditions of approval have been satisfied.

A. Minor Development Review Process

1. Purpose and Intent

The purpose of Minor Development Review is to provide a process for administrative review of development projects which are of limited size and scope. The intent of this process is to ensure that such limited projects comply with all applicable City guidelines, standards, and ordinances; are not detrimental to the public health, safety, or welfare; and are not materially damaging to surrounding properties or improvements.

2. Authority

The Planning Director is authorized to approve, approve with reasonable conditions, or disapprove applications for Minor Development Review. In approving an application, the Planning Director may impose reasonable conditions to ensure compliance with this Specific Plan. Conditions may include requirements for open spaces, buffers, walls, fences, and screening; requirements for street improvements

and dedications; regulation of vehicular ingress, egress, and traffic circulation; requirements for installation and maintenance of landscaping and erosion control measures; regulation of signs; regulation of hours of operation; establishment of time limits for performance or completion; and such other conditions as the Planning Director may deem necessary.

3. Minor Development Review Criteria

Unless otherwise specified for Major Development Review, applications which include any of the following criteria shall be subject to the Minor Development Review process and approval by the Planning Director:

- a. Parking lot construction, reconstruction, or expansion.
- b. Construction, reconstruction, or expansion of outdoor storage areas which are a permitted use in the applicable zone.
- c. Construction and/or placement of satellite dishes, antennas, roof or ground mounted equipment visible from public view, or similar structures or equipment as determined by the Planning Director.
- d. New structures or additions which qualify for a categorical exemption pursuant to the California Environmental Quality Act (CEQA) and City of Moreno Valley Rules to Implement CEQA.
- e. Development of any other uses, facilities, or structures for which Minor Development Review is specified within the Development Code
- f. Signs permitted subject to the provisions of the Moreno Highlands Master Sign Program.
- g. Exterior remodeling of industrial, commercial, or multi-family facilities. Said remodeling will require review by the Design Review Board pursuant to the provisions of Section 9.01.110 of the Moreno Valley Development Code.

4. Applications

An application for a Minor Development Review shall be filed with the Planning Department in a manner prescribed by the Planning Director.

5. Project/Design Review

If it is determined by the Planning Director that the site contains unique or unusual characteristics and therefore requires additional design review, the Planning Director may refer the application to the City's Project Review Committee and/or Design Review Board pursuant to the provisions in City of Moreno Valley Development Code Sections 9.01.110 and 9.01.120. All sign applications reviewed pursuant to the provisions of the Master Sign Program for Moreno Highlands shall be approved administratively by the Planning Director.

6. Required Determinations

Before granting approval of a Minor Development Review application, the Planning Director shall make the following determinations:

- a. That the proposed project is consistent with the goals, objectives, policies, and programs of the Moreno Valley General Plan.
- b. That the proposed project, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity;
- c. That the proposed project is in compliance with each of the applicable provisions of this title.

B. Major Development Review Process

1. Purpose and Intent

The Major Development Review process is intended to implement General Plan policies and other adopted policy and design standards, regulations, and guidelines. To achieve quality development that is functionally as well as aesthetically enhancing to the community, and to minimize adverse effects on surrounding properties and the environment, the purposes of Major Development Review are to ensure that the project is consistent with the goals and objectives of the Moreno Highlands Specific Plan.

2. Authority

- a. Discretionary projects which are not specifically subject to Minor Development Review pursuant to the provision of the Moreno Highlands Specific Plan, shall be subject to the Major Development Review process.
- b. Unless the City Council is designated as the approving body, the Planning Commission is authorized to approve, conditionally approve, or disapprove projects subject to the Major Development Review process.

3. Conditions of Approval

In approving an application subject to the Major Development Review process, conditions may be imposed to ensure compliance with Moreno Highlands Specific Plan and applicable City regulations.

4. Project/Design Review Procedure

- a. Upon determination that an application is complete, the proposed project shall be forwarded to the Project Review and Design Review Boards for their review and comment.

- b. In addition to the Project Review Committee and the Design Review Board, projects subject to the provisions of this Subsection B shall also be submitted to such other City Committees and Boards as the Planning Director determines to be appropriate.
- c. Each Committee or Board to which a project is submitted pursuant to the provisions of this subsection, shall review the case at its first available meeting and supply written recommendations to the Planning Director.
- d. In addition to City committees and Boards, the Planning Director shall forward the proposed project to such other public agencies whose operations or areas of responsibility could be affected by the proposed project for their review and comment.
- e. If after review and consideration pursuant to paragraphs "a" through "d" above, the project is determined to be unacceptable, the Planning Director shall inform the applicant of identifiable issues, and suggest alternatives to resolve such issues. The applicant shall then be directed to return with revisions and/or work with staff to resolve issues prior to public hearing or decision by the Planning Commission.

5. Findings

Following the noticed public hearing pursuant to Moreno Valley Development Code Section 9.02.200 and unless otherwise specified in Chapter 9.02, the Planning Commission, shall make the following findings before approving a Major Development Review application:

- a. That the proposed project is consistent with the General Plan and Moreno Highlands Specific Plan.
- b. That the proposed use is in compliance with each of the applicable provisions of this title.
- c. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity of the proposal.

C. Development Review Index

The following list indicates the review process required for each application type shown.

Major***
Development Review

Minor
Development Review

General Plan Amendment
Zone Change
Conditional Use Permit
Plot Plan
Variance
*Tentative Tract Map
*Tentative Parcel Map
*Vesting Map
*Reversion to Acreage
Development Agreements
Extension of Time for
Any Major Development Review

*Lot Line Adjustment
*Lot Merger
*Certificate of Compliance
Home Occupation Permit
Large Family Day Care Permit
Temporary Use Permit
Administrative Variance
Administrative Plot Plan

* Refer to Chapter 9.14 of the City of Moreno Valley Development Code, Subdivisions for further information.

*** Requires a noticed public hearing pursuant to Section 9.02.200 of the City of Moreno Valley Development Code before Planning Commission and/or City Council as established in each section of this title specifying findings for each major development review.

Amendments to Moreno Highlands Specific Plan

A. Purpose and Intent

This section establishes the procedures for amendments to this Specific Plan. The amendment process is necessary to ensure compliance with the procedures required by State law, and to establish a reasonable and fair means to allow amendments and changes which will ensure consistency with the General Plan.

B. Initiation of Amendments to Zoning Districts and Other Provisions of Title 9

An amendment to this title, including the zoning classification or redistricting of any property may be initiated by any of the following actions:

1. Recommendation of Staff or the Planning Commission.
2. Recommendation of the City Council.
3. An application from a property owner or his authorized agent, relating to his property.

4. An application from any affected party, which does not request redistricting of property.

C. Authority

Authority for approval of amendments to this title, including amendments to the zoning atlas (relating to change in zoning classification or redistricting), shall be vested in the City Council. Amendments to this title may be adopted by the City Council in the same manner as other ordinances, except when an amendment is proposed to the Zoning Atlas by changing any property from one zone classification to another or proposes, removes, or modifies any of the following regulations; then the public hearing procedures of the City of Moreno Valley Development Code Section 9.02.200 shall be followed. The proposed removal or modification of the following regulations shall be subject to the hereinafter prescribed public hearing procedures:

1. Regulating the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes.
2. Regulating signs and billboards.
3. Regulating all of the following:
 - a. The location, height, bulk, number of stories, and size of buildings and structures.
 - b. The size and use of lots, yards, courts, and other open spaces.
 - c. The percentage of a lot which may be occupied by a building or structure.
 - d. The intensity of land use.
4. Establishing requirements for offstreet parking and loading.
5. Establishing and maintaining building setback lines.
6. Creating civic districts around civic centers, public parks, public buildings, or public grounds, and establishing regulations for those civic districts.

Except as those items subject to Minor Development Review, the Planning Director and Planning Commission shall provide recommendations to the City Council regarding amendments which require public hearings as hereafter described.

1. **Planning Commission Review**

- a. A public hearing by the Planning Commission shall be noticed and held as required by State law and the Moreno Valley Development Code, after a privately initiated application is deemed complete and after required environmental documentation has been completed.
- b. The Planning Commission shall render its decision in the form of a written recommendation to the City Council, approving, approving with modifications, or disapproving the proposed amendment. The recommendation shall include the reasons for the recommendation and the relationship of the proposed amendment to the General Plan and Moreno Highlands Specific Plan.
- c. Planning Commission action recommending disapproval of a proposed amendment, regardless of how such amendment was initiated, shall be final unless appealed pursuant to the provisions of the Moreno Valley Development Code Section 9.02.240, or unless the City Council or a Council Member elects to have the matter set for hearing before the City Council when the Planning Commission recommendation appears on the City Council agenda.

2. **City Council Review and Action**

A public hearing before the City Council shall be duly noticed and held after the recommendation of the Planning Commission to approve a proposed amendment to this title, including amendments to the zoning atlas, or following appeal of a decision by the Planning Commission to disapprove a proposed amendment to this title, including amendments to the zoning atlas, or if the City Council or a Council Member elects to have the matter set for a public hearing when a Planning Commission recommendation of disapproval appears on the City Council agenda. The City Council may approve, approve with modifications, or disapprove any proposed amendment. Prior to City Council action, any modification not previously considered by the Planning Commission shall first be referred to the Planning Commission for report and recommendation. Failure by the Commission to report within forty-five (45) days, or such longer period as may be designated by the City Council, shall be deemed a recommendation for approval of the proposed modification.

D. Required Determinations

Amendments to this title, including amendments to the Zoning Atlas, may be made if:

1. The proposed amendment is consistent with the General Plan and its goals, objectives, policies, and programs, and the Moreno Highlands Final Specific Plan.
2. The proposed amendment will not adversely affect the public health, safety, or general welfare.

3. The proposed amendment is consistent with the purposes and intent of the Moreno Highlands Final Specific Plan.

Conditional Use Permits

A. Purpose and Intent

A Conditional Use Permit is intended to allow the establishment of those uses which have some special impact or uniqueness such that their effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location. The permit application process allows for the review of location, design, configuration of improvements, and potential impact on the surrounding area based on fixed and established standards.

B. Authority

Authority for approval of conditional use permits shall be vested in the Planning Commission. Conditional use permit applications involving new construction shall be subject to Major Development Review procedures set forth herein and public hearing procedures pursuant to City of Moreno Valley Development Code Section 9.02.200.

C. Required Findings

Following a review of the application and public hearing, the Planning Commission shall prepare a written decision which shall contain the findings of fact upon which such decision is based. The Planning Commission, or City Council on appeal, may approve a conditional use permit application in whole or in part, with or without conditions, if the following findings can be made:

1. The proposed use is permitted within the applicable district pursuant to the provisions of this title and complies with all of the applicable provisions of this title, with the goals, policies, and objectives of the Moreno Valley General Plan and the Moreno Highlands Specific Plan.
2. The proposed use will not impair the integrity and character of the district in which it is to be established or located.
3. The site for the proposed use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the proposed use and development in a manner compatible with existing and proposed surrounding land uses.

4. The development site has adequate access to those utilities and other services required for the proposed use.
5. The proposed use will not be detrimental to the public health, safety, or welfare, or adversely affect properties and improvements in the vicinity.

D. Conditions of Approval

In granting a conditional use permit, the Planning Commission shall require that the use and development of the property conform with a site plan, architectural drawings, or statements submitted in support of the application, or such modifications thereof as may be deemed necessary.

E. Revisions or Modifications

Revisions or modifications of conditional use permits may be requested by the applicant. Further, the Planning Commission may periodically review, modify, or revoke a conditional use permit.

1. Revisions or Modifications Requested by Applicant

A revision or modification to an approved conditional use permit such as, but not limited to, change in conditions, expansions, intensity or hours of operation may be requested by an applicant. The requested revision or modification shall be processed in the same manner as the original conditional use permit.

2. Review by Planning Commission

The Planning Commission may periodically review any conditional use permit to ensure that it is being operated in a manner consistent with conditions of approval or in a manner which is not detrimental to the public health, safety, or welfare, or materially injurious to properties in the vicinity. If, after review, the Commission deems that there is sufficient evidence to warrant a full examination, then a public hearing date shall be set. At such public hearing, the Planning Commission may modify or revoke the permit after setting forth the applicable required findings noted above.

Plot Plan

A. Purpose and Intent

The purpose of this section is to provide a mechanism by which all new construction of Industrial, Commercial, or Multiple-Family Residential can be reviewed when not subject to other discretionary

review processes which have review authority over project design. Unless a specific application for a particular use is identified within this title, the Plot Plan application shall be used to implement the Major Development Review Process requirements.

B. Authority

Authority for approval of Plot Plans shall be vested in the Planning Commission. Plot Plan applications shall be subject to Major Development Review Procedures set forth herein and pursuant to noticed public hearing provisions of the City of Moreno Valley Development Code Section 9.02.200.

C. Required Findings

Following a review of the application and public hearing, the Planning Commission shall prepare a written decision which shall contain the findings of fact upon which said decision is based. The Planning Commission, or City Council on appeal, may approve a plot plan application, in whole or in part, with or without conditions, if the following findings can be made:

1. Conformance with General Plan policies - The proposed use will be arranged, designed, constructed, and maintained to be compatible with the character of the area as intended by the General Plan, and is consistent with the goals, objectives, and programs of the General Plan.
2. Conformance with Zoning Regulations - The proposed use is consistent with those in the Moreno Highlands Final Specific Plan.
3. Health, Safety, and Welfare - The proposed use, together with applicable conditions, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
4. Design - The architecture and landscaping proposed observe community standards as described in the Moreno Highlands Design Guidelines.
5. Redevelopment Plan - The proposal conforms to the provisions and intent of any applicable Redevelopment Plan if the project is located within the boundaries of or is otherwise subject to the provisions of any Redevelopment Plan.

D. Conditions of Approval

In approving a plot plan, the Planning Commission shall require that the use and development of the property conform with the Moreno Highlands Final Specific Plan.

E. Modification or Revisions

Modification or revision of plot plans may be requested by the applicant. A modification or revision to an approved Plot Plan may include, but shall not be limited to, change in conditions, expansion, intensity, or hours of operation. The requested modification or revision shall be processed in the same manner as the original plot plan.

Administrative Plot Plan

A. Purpose and Intent

The purpose of this section is to provide an administrative application under which development proposals listed as subject to the Minor Development Review process may be processed. Unless a specific application for a particular use is identified within this title, the administrative plot plan application shall be used to implement the Minor Development Review Process requirements.

B. Authority

The Planning Director may approve administrative plot plans subject to the requirements, provisions, and intentions of this title.

C. Required Findings

The Planning Director may approve an administrative plot plan if all of the following findings can be made:

1. The proposed use is permitted within the applicable district pursuant to the provisions of the Moreno Highlands Final Specific Plan and complies with all of the applicable provisions of this Final Specific Plan and the General Plan.

2. The site for the proposed use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the proposed use and development in a manner compatible with existing and proposed surrounding land uses.
3. The proposed use will not be detrimental to the public health, safety, or welfare, or adversely affect properties and improvements in the vicinity.

D. Revisions or Modifications

Revisions or modifications to an administrative plot plan shall be processed in the same manner as the original administrative plot plan.

Administrative Variances

A. Purpose and Intent

The purpose of administrative variances is to allow for an administrative procedure for limited adjustments to the provisions of Moreno Highlands Final Specific Plan in order to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by this title.

B. Authority

The Planning Director may grant administrative variances where there is a justifiable cause or reason, provided, however, that it does not constitute a grant of special privilege inconsistent with the provisions and intentions of this title. A public hearing shall not be required for granting of an administrative variance.

C. Limitations on Administrative Variances

Only the following variances may be granted by the Planning Director and subject to the following limitations:

1. Fence Height

In any district, the maximum height of any fence, wall, or equivalent screening may be increased by a maximum of one (1) foot where the topography of sloping sites or a difference in grade between adjoining sites warrants an increase in height to

maintain a level of privacy, or to maintain the effectiveness of screening, as would generally be provided by such fence, wall, or screening.

2. Setbacks

In any residential district, the Planning Director may decrease minimum setbacks by not more than ten (10%) percent where the proposed setback area or yard is in character with the surrounding neighborhood, and where such decrease will not unreasonably affect contiguous sites.

3. Lot Coverage

In any residential district, the Planning Director may increase the maximum allowable lot coverage by not more than ten (10%) percent where such increase is necessary for significantly improved site planning or architectural design, creation, or maintenance of views or would otherwise facilitate highly desirable features or amenities, and where such increase will not unreasonably affect contiguous sites.

4. Height

In any district, the Planning Director may authorize a ten (10%) percent increase in the maximum allowable building height. Such increases may be approved only where necessary to accommodate architectural design, where scenic views or solar access on surrounding properties are not affected and where there is no increase in useable square footage of the proposed structure.

D. Notification

The Planning Director shall notify contiguous property owners and other such interested parties as he deems necessary of the application and pending decision. The notification shall state the following:

1. Requested action.
2. Location of requested action (parcel and lot number).
3. Name and address of applicant.
4. Date after which a decision will be made on application.

If a protest of the proposed administrative variance is received by the Planning Director from an affected party prior to its effective date the Planning Director shall forward the administrative variance to the Planning Commission for review and action.

E. Required Findings

The Planning Director, when acting on an administrative variance shall make all of the following findings prior to approving an application for an administrative variance:

1. That the strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship.
2. That there are exceptional circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same district.
3. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by other property owners in the same district.
4. That the granting of the administrative variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same district, and will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
5. That the granting of an administrative variance is consistent with the objectives and policies of the General Plan and the intent of the Moreno Highlands Final Specific Plan.

Variances

A. Purpose and Intent

The purpose of variances is to provide for equity in use of property, and to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by this title.

B. Authority

The authority to grant variances shall be vested with the Planning Commission, and shall require a public hearing pursuant to the provisions of the City of Moreno Valley Development Code Section 9.02.200. Variances from the terms of the zoning regulations of this title shall be granted only when, because of special circumstances applicable to the property in question, including size, shape, topography, location or surroundings, the strict application of the zoning regulations deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning

classification. Consequently, variances to a zoning regulations prescribed by this title may be granted with respect to development standards such as, but not limited to, walls, fences, screening, and landscaping, site area, width and depth, coverage, front, side, and rear yards, height of structures, usable open space, and on-street and off-street parking and loading facilities. In approving a variance, the Planning Commission may impose reasonable conditions.

C. Content of Variance Requests

Application for a variance shall be made to the Planning Director on a form provided by the Planning Department, and shall include the following data:

1. Name and address of the applicant.
2. Statement that the applicant is the owner of the property, or is the authorized agent of the owners.
3. Address and legal description of the property.
4. Statement of the precise nature of the variance requested and the hardship or practical difficulty which would result from the strict interpretation and enforcement of this ordinance.
5. Such sketches, drawings, diagrams, or photographs which may be necessary to clearly show applicant's proposal.
6. Additional information as required by the Planning Director.

D. Required Findings

The Planning Commission shall make all the following findings in its decision to grant a variance request:

1. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.
2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

3. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

6.11.2 REQUEST FOR FAST-TRACK PROCESSING PROCEDURES

The applicant shall make a request to the City Manager for the implementation of fast-track processing procedures. The City Manager shall place the request on the agenda of the first available City Council meeting. The City Council shall approve or deny the request.

If the request is approved, the applicant shall proceed with the processing of the proposed project in accordance with the fast-track processing procedures provided within the Moreno Highlands Final Specific Plan. If the request is denied, the applicant shall process the proposed project in accordance with the procedures outlined in Section 6.13.1 of this Final Specific Plan.

6.11.3 SUBDIVISIONS

Purpose

The purpose of this section is to establish the provisions and procedures for the review and approval tentative tract/parcel maps within the Moreno Highlands Planned Business Center. All subdivisions within the Moreno Highlands Planned Business Center shall be consistent with all mandatory provisions of the Subdivision Map Act. Whenever a property is divided, a subdivision or parcel map is required to be submitted to the City. Subdivisions of five or more parcels requires approval of a tentative tract map unless other provisions are allowed pursuant to the City's subdivision ordinance and the California Subdivision Map Act.

A. Tentative Tract Maps

Fast-Tract Processing Procedures

1. Applications for tentative tract map requests are available from the Planning Department. Prior to the filing of the proposed tentative map, the applicant is encouraged to discuss the land division on an informal basis with the planning staff. Applications for fast-track tentative tract map approval shall be filed in accordance with this Specific Plan.

2. Prior to filing the tentative map and the application, the applicant must obtain a tract number from the County offices and post conspicuous stakes at the approximate corners of the land to be divided.
3. The tentative map and application packet must provide all required information in order to be placed on the next Project Review Committee (PRC) agenda.
4. Within fifteen (15) days of submittal of the application, the Planning Director shall determine if any additional information is needed for the review process. If it is determined that additional information is necessary, the Planning Department shall notify the applicant in writing, within three (3) days of the close of the 15-day period.
5. The PRC meets with the applicant to determine the project's compliance with City standards and the Moreno Highlands Final Specific Plan and to discuss and resolve any potential problems. Prior to the scheduled PRC meeting, planning staff prepares and sends to all PRC review bodies a packet containing the project application, development plans, and other pertinent information.

The Planning Director shall review the proposed tentative tract map for compliance with the Moreno Highlands Final Specific Plan development guidelines, design guidelines, and development standards. Additionally the Planning Director shall determine the necessary environmental documentation for the project. Other reviewing members of the PRC are also requested to indicate their respective concerns regarding the proposed tentative tract map either by attendance at the PRC meeting or by submitting their comments in writing. All PRC comments, including recommendations, are forwarded in the Planning Staff Report to the Planning Commission for public hearing and action.

6. All tentative tract map requests within Moreno Highlands shall require a public hearing with the Planning Commission. All noticing for public hearings shall be in accordance with City ordinances. The applicant is invited to present the project. The public is also invited to present evidence, ask questions, make comments, or voice concerns.
7. The Planning Commission shall review and take action on the proposed tentative tract map request, based on the findings and recommendations of the Planning Staff Report. The Planning Commission shall determine if the policies, programs, and design guidelines within the Moreno Highlands Final Specific Plan are implemented. The Planning Commission shall approve, conditionally approve, or disapprove the tentative tract map. All actions from the Planning Commission shall be final unless appealed to the City Council. All appeals shall be made in accordance with City ordinances.
8. Once a tentative tract map is approved by City Council an applicant may prepare a final tract map. All final tract maps shall be prepared in accordance with City Ordinances.

Review Criteria

Any proposed division of land will be reviewed to determine (1) if it is consistent with the Moreno Highlands Final Specific Plan, (2) if the site is physically suitable for the proposed development and for the proposed density, (3) if the proposed land division is likely to cause substantial environmental damage, (4) if the design of the proposed division is likely to cause serious public health problems, and (5) if the proposed land division will conflict with easements.

B. Parcel Maps

Fast-Track Processing Procedures

1. Applications for parcel map requests are available from the Current Planning Department. Prior to the filing of the proposed parcel map, the applicant is encouraged to discuss the land division on an informal basis with the planning staff. Applications for fast-track parcel map approval shall be filed in accordance with this Final Specific Plan.
2. Prior to filing the tentative map and the application, the applicant must obtain a parcel number from the County offices and post conspicuous stakes at the approximate corners of the land to be divided.
3. The parcel map and application packet must provide all required information in order to be placed on the next Project Review Committee (PRC) agenda.
4. Within fifteen (15) days of submittal of the application, the Planning Director shall determine if any additional information is needed for the review process. If it is determined that additional information is necessary, the Planning Department shall notify the applicant in writing, within three (3) days of the end of the fifteen (15)-day period.
5. The PRC meets with the applicant to determine the project's compliance with City standards and the Moreno Highlands Final Specific Plan and to discuss and resolve potential problems. Prior to the scheduled PRC meeting, planning staff prepares and sends to all PRC review bodies a packet containing the project application, development plans, and other pertinent information.

The Planning Director shall review the proposed parcel map for compliance with the Moreno Highlands Final Specific Plan development guidelines, design guidelines, and development standards. Additionally, the Planning Director shall determine the necessary environmental documentation for the project. Other reviewing members of the PRC are also requested to indicate their respective concerns regarding the proposed parcel map either by attendance at the PRC meeting or by submitting their comments in writing. All PRC comments, including recommendations, are forwarded in the Planning Staff Report to the Planning Commission for public hearing and action.

6. All parcel map requests shall require a public hearing with the Planning Commission. All noticing for public hearings shall be in accordance with City ordinances. The applicant is invited to present the project. The public is also invited to present evidence, ask questions, make comments, and voice concerns.
7. The Planning Commission shall review and take action on the proposed parcel map request, based on the findings and recommendations of the Planning Staff Report. The Planning Commission shall determine if the policies, programs, and design guidelines within the Moreno Highlands Final Specific Plan are implemented. The Planning Commission shall approve, conditionally approve, or disapprove the parcel map. All actions from the Planning Commission shall be final unless appealed to the City Council. All appeals shall be made in accordance with City ordinances.
8. Once a parcel map is approved by City Council an applicant may prepare a final parcel map. All final parcel maps shall be prepared in accordance with City ordinances.

Review Criteria

Any proposed division of land will be reviewed to determine (1) if it is consistent with the Moreno Highlands Final Specific Plan, (2) if the site is physically suitable for the proposed development and for the proposed density, (3) if the proposed land division is likely to cause substantial environmental damage, (4) if the design of the proposed division is likely to cause serious public health problems, and (5) if the proposed land division will conflict with easements.

6.11.4 PLOT PLANS

Purpose

The purpose of this section is to establish the provisions and procedures for review and approval of plot plans within the Moreno Highlands Specific Plan area. Plot plans are development plans that show the existing or proposed use of a specific parcel of land. New commercial, mixed-use, light industrial, business park, and multiple-family residential projects require submission of plot plans with heir applications. Plot plans within the Moreno Highlands Specific Plan area are subject to review by the Planning Department and the Planning Commission, with elective review by appeal to the City Council.

Fast-Track Processing Procedures

1. Applications for requests are submitted to the Current Planning Department. Applications for fast-track plot plan approval shall be filed in accordance with this Specific Plan.

Applications must provide all required information to be placed on the next Project Review Committee (PRC) agenda.

2. The PRC meets with the applicant to determine the project's compliance with City standards and the Moreno Highlands Final Specific Plan and to discuss and resolve potential problems. Prior to the scheduled PRC meeting, planning staff prepares and sends to all PRC review bodies a packet containing the project application, development plans, and other pertinent information.

The Planning Director shall review the proposed plot plan for compliance with the Moreno Highlands Final Specific Plan development guidelines, Master Design Guide and development standards. Additionally, the Planning Director shall determine the necessary environmental documentation for the project. Other reviewing members of the PRC are also requested to indicate their respective concerns regarding the proposed plot plan either by attendance of the PRC meeting or by submitting their comments in writing. All PRC comments, including conditions of approval, are forwarded in the Planning Staff Report to the Planning Commission for public hearing and action.

3. A Planning Commission public hearing must be held on plot plan applications for which a negative declaration or EIR is prepared. All other plot plans may be approved by the Planning Director following PRC review. All public noticing for Planning Commission public hearings shall be in accordance with City ordinances. The applicant is invited to present the project. The public is also invited to present evidence, ask questions, make comments, or voice concerns.
4. The Planning Commission shall review and take action on the proposed plot plan, based on the findings and recommendations of the Planning Staff Report. The Planning Commission shall determine if the policies, programs, and design guidelines within the Moreno Highlands Final Specific Plan are implemented.

The Planning Commission shall approve, conditionally approve, or disapprove the plot plan. All actions from the Planning Commission shall be final unless appealed to the City Council. All appeals shall be made in accordance with City ordinances.

5. If approved, construction must be commenced within four (4) years of approval or the plot plan will be invalidated. Time extensions beyond four (4) years may be approved by the Planning Director.

Review Criteria

Plot plans shall conform to the Moreno Highlands Final Specific Plan. They must also include consideration of public dedications and improvements.

6.11.5 CONDITIONAL USE PERMITS

Purpose

This section establishes provisions and procedures for the review and approval of conditional use permits within the Moreno Highlands Specific Plan area.

The Moreno Highlands Final Specific Plan regulates land uses within the Specific Plan area, specifying those uses that are allowable and those uses which are conditionally permitted through approval of a Conditional Use Permit (CUP). CUPs generally are approved subject to conditions which are intended to protect the public health and safety and the enjoyment of surrounding properties. CUPs within the Moreno Highlands Specific Plan area are subject to review by the Planning Department and the Planning Commission, with elective review by appeal to the City Council.

Fast-Track Processing Procedures

1. Conditional Use Permit applications are submitted to the Current Planning Division. It is recommended that the applicant meet with staff prior to submission. Applications for fast-track conditional use permit approval shall be filed in accordance with this Specific Plan.

Applications must provide all required information in order to be placed on the next Project Review Committee (PRC) agenda.

2. The PRC meets with the applicant to determine the project's compliance with City standards and to discuss and resolve potential problems. Prior to the scheduled PRC meeting, planning staff prepares and sends to all PRC review bodies a packet containing the project application, development plans, and other pertinent information.

The Planning Director shall review the proposed Conditional Use Permit for compliance with the Moreno Highlands Final Specific Plan development guidelines, design guidelines, and development standards. Additionally, the Planning Director shall determine the necessary environmental documentation for the project. Other reviewing members of the PRC are also requested to indicate their respective concerns regarding the proposed conditional use permit either by attendance at the

PRC meeting or by submitting their comments in writing. All PRC comments, including recommendations, are forwarded in the Planning Staff Report to the Planning Commission for public hearing and action.

3. A Planning Commission public hearing is required for all CUP requests. All public noticing for planning commission public hearings shall be in accordance with City ordinances. The applicant is invited to present the project. The public is also invited to present evidence, ask questions, make comments, or voice concerns.
4. The Planning Commission shall review and take action on the proposed Conditional Use Permit, based on the findings and recommendations of the Planning Staff Report. The Planning Commission shall determine if the policies, programs, and design guidelines within the Moreno Highlands Final Specific Plan are implemented. The Planning Commission shall approve, conditionally approve, or disapprove the use permit. All actions from the Planning Commission shall be final unless appealed to the City Council. All appeals shall be made in accordance with City ordinances.

Review Criteria

The developer must show that the proposed conditional use will not be detrimental to surrounding property uses or to the public health or safety. Conditions may be imposed to ensure protection of the public health, safety, and welfare. Uses permitted subject to a CUP are specified in the Moreno Highlands Final Specific Plan for each land use classification.

6.11.6 SPECIFIC PLAN AMENDMENT

Purpose

The purpose of this section is to provide a method for amending the Moreno Highlands Final Specific Plan.

Fast-Track Processing Procedures

1. It is recommended that the applicant discuss the proposed Moreno Highlands Specific Plan amendment with the advanced planning staff prior to submittal of the application.

2. The application is submitted to the Planning Department. The completed application shall include the following:
 - A preliminary description of the entire amended development showing amended land uses, densities, lot design, traffic circulation, street design, private roadways, pedestrian circulation, estimated population, reservations, major landscaping uses, and dedications for public use
 - A tabulation of the amended land area to be devoted to various uses, including open spaces, and a calculation of the overall density and average densities per net residential acre of the various residential areas proposed
 - A phased development schedule showing the various amended units of development through completion
 - A statement and accompanying graphics describing amended topography, vegetation, soil conditions, and drainage of the proposed development
 - A statement proposing the methods of maintaining common open areas
 - Identification of proposed future ownerships and maintenance of all streets, sidewalks, pedestrian ways, open space areas, recreation areas, structures, and facilities
 - Proposed use of amended natural features
 - Design and acreage of recreational and other open space features including golf courses, and including a statement as to whether they are to be private or public
 - A statement of solid waste disposal and utility services
 - Any additional information as required

The application for a Specific Plan amendment must provide all required information in order to be placed on the next Project Review Committee (PRC) agenda.

3. The PRC meets with the applicant to determine the project's compliance with City standards and to discuss and resolve potential problems. Prior to the scheduled PRC meeting, planning staff prepares and sends to all PRC review bodies a packet containing the project application, development plans, and other pertinent information. Review bodies are requested to indicate their respective concerns by attending the PRC meeting or by submitting their comments in writing. PRC comments, including recommended conditions of approval, are forwarded in the planning staff report to the Planning Commission and the City Council as appropriate.
4. The Design Review Board (DRB) reviews the plan's architectural design for compliance with the Moreno Highlands Master Design Guide and any subsequent design guides for particular phases or districts. The committee makes recommendations to the Planning Commission and City Council.

5. The Specific Plan amendment request is scheduled for the Planning Commission. All noticing for Planning Commission public hearings shall be in accordance with City ordinances. The hearing is sequentially held before both the Planning Commission and the City Council with separate notices for each. The applicant is invited to present the project. The public is also invited to present evidence, ask questions, make comments, or voice concerns. The Planning Commission's recommendation will automatically be presented to the City Council for public hearing.
6. The following findings shall be made by the Planning Commission and City Council prior to approval of an amendment to the Moreno Highlands Specific Plan.
 - a. The proposed Specific Plan amendment is consistent with the goals, objectives, policies, and programs of the General Plan.
 - b. The proposed Specific Plan amendment will not adversely affect the public health, safety, and welfare or result in an illogical land use pattern.
 - c. The proposed Specific Plan amendment will not create internal inconsistencies with the Specific Plan and is compatible with the purpose and intent of the adopted Moreno Highlands Final Specific Plan.
7. If the Planning Commission recommends denial, the applicant may file an appeal with the City Council with the City Clerk's office within seven (7) days after receiving the decision from the Planning Commission. The City Council has final decision-making authority.

Review Criteria

Specific Plan amendments are reviewed to ensure that they are in accordance with state law, the City's adopted General Plan, and the spirit and intent of the adopted Moreno Highlands Final Specific Plan.

MORENO HIGHLANDS SPECIFIC PLAN
(Alternative 6)

Permitted and Conditional Uses
Table 5

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Accountants					P	P	P	P			
Advertising Agencies						P	P	P			
Aircraft Landing Facilities - Emergency - Non-Emergency						C	C		P		
Ambulance Service						C	P		P		
Amusement Parks and Fairgrounds						C	C				
Antique and Import Stores					P	P	P	P			
Apparel Shops and Accessories					P	P		P			
Appliance Stores (with incidental repair)						P		P			
Appliance Repair Shops					P	P	*				
Appraisers					P	P	P	P			
Architects					P	P	P	P			
Arcades and Video Machines					C	C		P			
Art Galleries					P	P		P			
Art Studios					P	P	P	P			
Art Supply Shops					P	P	P	P			
Assayer					P	P	P	P			
Athletic Clubs and Spas					P	P	P	P			
Athletic Facilities - lighted					P	P	P	P		C	P

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Attorneys											
Auction Houses					P	P	P	P			
Auditoriums						P	P				
Auto Cellular Phone Sales and Installation						C	C	P			
Auto Electronic Accessories and Installation							*				
Auto Service Stations											
- without repair services or convenience store					C	C					
- with boat, motorcycle, or RV light repair excluding major overhaul, paint and body repair					C	C					
- with convenience store					C	C					
Automotive, Boat, Motorcycle and RV Repair (Minor) (including brake, muffler, and tire installation)						P	*				
Automotive Paint and Body Repair (Major) (including engine overhaul)							*				
Auto Rentals						C	C	C			
Auto Supply Stores					P	P		P			
Auto Supply Stores (including installation)						P	*	C			
Bail Bond Service					C	P	P				
Bakery Shops					P	P	P	P			
Bakery (commercial)							*				
Banks and Financial Institutions					P	P	P	P			
Barber and Beauty Colleges						P	P				
Barber and Beauty Shops					P	P	C	P			
Beauty Supply Stores					P	P		P			
Bicycle Shops					P	P		P			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Boat Sales New and Used (includes repairs and accessory installation)					C	C	C				
Boarding and Rooming Houses				C				P			
Book Stores					P	P	C	P			
Bookkeepers					P	P	P	P			
Bowling Alley						P		P			
Building Material Sales - with outdoor storage						P	P				
Building Material Storage Yards						C	*				
Bus, Rail, and Taxi Stations						C	*	P			
Business Equipment Sales (includes repairs)						P	P	P			
Business Schools						P	P	P			
Business Supply Stores - with bulk sales - with furnishings sales						P	P	P			
Business Support Services Providing General Clerical Employment or Minor Processing Services						P	P	P			
Cabinet Shops							*				
Camera Shops					P	P		P			
Candle Shops					P	P		P			
Candy Shops					P	P		P			
Caretakers Residence (only where 24 hour surveillance is necessary)											
Car Wash - accessory to auto related use					C	C	C				
Catering Service					P	P	P	P			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Cemetery (Human) (min. 10 acre site) - with accessory mortuary and cremation service									C		
Churches	C	C	C	C	C	C	C	C	P	C	
Clothing and Costume Rental					P	P		P			
Clubs	C	C	C	C	C	C	C	C			P
Collection Agencies					P	P	P	P			
Commercial Radio or Television Stations - with onsite antenna - without onsite antenna						C	C	C			
Communication and Telecommunication Facilities					C	C	C	C			
Computer Sales with service and repair						P	P	P			
Computer Service and Repair Only						P	P	P			
Consulting Services					P	P	P	P			
Contractors Storage Yard							*				
Convalescent Homes	C	C	C	C		P		P			
Convenience Stores - with alcohol sales					P	P		P			
Copy Shops					P	P	P	P			
Counseling Services					P	P	P	P			
Convention Hall, Trade Show, Exhibit Building with incidental food services						C	C	C			
Country Club	C	C	C	C							P
Cultural Facilities					P	P	P	P	P	P	P
Credit Services					P	P	P	P			
Dance Halls (public/private)						P		P			P

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Dancing, Art, Music and Similar Schools					P	P	P	P			
Data Processing					P	P	P	P			
Day Care Centers	**	**	**	**	**	C	P	P	P		P
Decorating Shops					P	P		P			
Delicatessens					P	P	P	P			
Department Stores						P		P			
Diaper Supply Service - administration only - laundry with fleet storage					P	P	*	P			
Disposal Company							*				
Doctors, Dentists, and Medical Clinics/Medical Care - outpatient only - inpatient only - urgent care					P	P	P	P			
					C	C		C			
					P	P	P	P			
Drapery Shops - with manufacturing of drapes - with manufacturing of accessories					P	P	*	P			
							*				
Dressmaking Shops					P	P		P			
Driving School						P	C	P			
Drug Stores					P	P		P			
Dry cleaning/Laundry - pick-up only - self-service - commercial with fleet					P	P		P			
					P	P	*	P			
Electrical Supply Stores						P	*	P			
Electronic and TV Repair Shop					P	P	*	P			
Employment Agencies						P		P			
Engineers and Draftpersons					P	P	P	P			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Equine Centers, Riding Academies, Commercial Stables (including incidental sales of feed and tack)	C									C	
Escort Services						P		P			
Escrow Services					P	P	P	P			
Exterminators						C	P	C			
Family Day-Care Homes	C	C	C	C				C			
Feed and Grain Stores					P	P	*	C			
Fire and Police Stations							P		P		
Floor Coverings Stores (may include incidental repairs with installation service)						P	P	P			
Florist Shops					P	P	P	P			P
Fortune-telling						C		C			
Fraternity/Sorority				C			C	C			
Frozen Food Locker						C	*				
Furniture Stores (may include incidental repairs)					P	P	P	P			
Gasoline Dispensing (non-retail and accessory to an auto related use)						P	P	P	P		
Gift, Novelty, Card, and Souvenir Shops					P	P	P	P			P
Glass Shops and Glass Studios						P	*	P			
Golf Cart Sales and Service						P	*	P			P
Golf Courses or Golf Driving Ranges (with incidental commercial uses)											P
Golf Course Club House (with associated conference facilities) - serving alcoholic beverages - with live entertainment											P P P

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Grocery Stores											
Gun Shops					P	P		P			
Gymnasiums						C		C			
Hardware Stores - bulk hardware for contractors					P	P	*	C			P
Health Club, Spas					P	P	P	P			P
Health Food Stores					P	P	C	P			
Heavy Equipment Sales and Rentals						P	P	C			
Hobby Stores					P	P		P			
Hospitals						C	C	C			
Hotels						P	P	P			
Ice Cream Stores (including yogurt sales)					P	P		P			P
Insurance Services - with claim center					P	P	P	P			
Investigation Services					P	P	P	P			
Jewelry Stores					P	P		P			
Kennel and Catteries					C	C	*				
Laboratories (medical and dental)					P	P	P	P			
Landscaping Service - office only					P	P	P	P			
Libraries					C		P	P	P		
Liquor Stores					C	P		P			
Locksmith Shops					P	P	P	P			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Lodge Halls and similar facilities	C	C	C	C		P	P	P			P
Lumberyards							*				
Mail Order House						P	P	P			
Manufacturing and Assembly - custom light manufacturing indoor uses only, with light truck traffic, onsite and wholesaling of goods produced - general manufacturing with frequent truck traffic and/or outdoor equipment or storage - retail sales of goods produced or warehoused onsite							P				
Massage Parlor						C		C			P
Meat Markets					P	P		P			
Membership Warehouses and Similar Use (discount centers)						P	C				
Miniature Golf Courses						C	C	C			P
Mobile Home Sales or Rentals (outdoor display)						C	C	C			
Model Home Complex	P	P	P	P				P			
Monument and Tombstone Sales						P	P	C			
Mortgage Services					P	P	P	P			
Mortuaries (including cremation services)							C		C		
Motels						P	P	P	C		
Museums						P	P	P	P		
Music Stores					P	P		P	C		
Nature Preservation Areas											P
Newspaper and Print Shops						P	C	P			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Nursery (plant) - retail only - wholesale and distribution					P	P	*	P			
Offices (administration and professional)						P	P	P			P
Orphanages	C			C							
Paint Stores					P	P		P			
Painting Contractor							P				
Parcel Delivery Terminals							P				
Parking Lot						C	C	C			
Parks and Recreation Facilities (public)								P	P	P	
Parks and Recreational Facilities (private)	P	P	P	P				P		P	P
Pawnshop						C		C			
Pet Grooming Shop					P	P		P			
Pet Shop (excludes dangerous and venomous animals, no outdoor facilities)					P	P		P			
Pharmacy					P	P		P			
Photo Engraving and Blueprint Shop (including sale of related materials)					P	P	P	P			
Photo Studios					P	P	P	P			
Picture Framing Stores					P	P		P			
Plumbing Shops						P	C	P			
Plumbing Supply Stores (for contractors)						P	*				
Pool Hall					C	C		C			
Postal Services					P	P	P	P	P		

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Pottery Sales (with outdoor sales)					P	P		P			
Produce Markets					P	P		P			
Public Administration Buildings and Civic Centers					P	P	P	P			
Public Utility Stations, Yards, Wells, and similar facilities (excluding offices)					C	C	C	C	C		
Real Estate Services					P	P	P	P			
Record Store					P	P		P			
Recording Studio					C	C	C	C			
Recreational Facilities (private)	C	C	C	C	C	P		P		C	P
Recreational Vehicle Storage					C	C	P	C			
Recycling Redemption Centers					C	C	*	C			
Recycling Processing Centers							*				
Refreshment Stands					P	P		P	C		P
Rental Service - within an enclosed structure - with outdoor storage and display					C	P	P	P			
Research and Development					C	C	*	C			
Residential - Single Family - Multi-family - Manufactured Home Park - Planned Unit Developments and Cluster Subdivisions	P	P	P	P				P			
Residential Care Facility (up to 7 patients)	C		P	C				C			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Restaurants (eating and drinking establishments) - with entertainment - without entertainment - with alcoholic beverage sales - with outdoor seating					C	P P P P		P P P P			P P P P
Restaurants (fast food) - with drive-through					P C	P C	C C	P C			
Savings and Loan Associations					P	P	P	P			
Schools (private)	C	C	C	C	C	C	C	C			
Secondhand Stores					P	P	C	P			
Security Guard Service						P	P	P			
Senior Housing (Congregate Care Facilities)			P	P				P			
Shoe Stores					P	P		P			
Shoeshine Stands					P	P	C	P			
Shoe Repair Shop					P	P		P			
Sign Shop					P	P	C	P			
Skating Rinks						P	C	P			P
Sporting Good Stores					P	P		P			
Stamp and Coin Stores					P	P		P			
Stationary Stores					P	P		P			
Statue Shop (with outdoor display)					C	C	*	C			
Stock Brokers						P	P	P			
Storage and Distribution (wholesale) - unfinished, raw or semi-refined products or outdoor storage							*	*			

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Storage Lots and Mini-Warehoused						C	*				
Supermarkets					P	P		P			
Surveying Services					P	P	P	P			
Swimming Pools and Spas (sales and service including outdoor display)						P	C				
Swim School/Center (with incidental commercial use)	C	C	C	C		P	C	P			P
Tailor Shop					P	P	C	P			
Taxidermist						P	P	P			
Telephone Answering Services					P	P	P	P			
Telephone and Mailing Business Office (no storage of products nor sales to or contact with the public on premises)						P	P	P			
Tennis Facilities (commercial)						P	P	P			P
Theaters (excludes open air)					C	P		P			
Tire Recapping							*				
Toy Stores					P	P		P			
Trade Schools and Vocational Schools						P	P	P			
Trails	P	P	P	P	P	P	P	P	P	P	P
Travel Agencies					P	P	P	P			
Truck Wash							*				
Trophy Store					P	P	C	P			
Upholstery Shops					P	P	C	P			
Variety Stores					P	P		P			
Vending Machine Repair or Service							*				

	VLD	LD	MD	HD	NC	CC	BP	MU	CF	OS	GC
Veterinarian (including animal hospital) - all activities within an enclosed structure - with outdoor activities					C	P C	* *	P C			
Visa Points										P	
Wall Covering Store					P	P	P	P			
Warehousing for Public Distribution (in excess of 10,000 square feet)							*				
Weight Reduction Center					P	P	P	P			
Wholesale, Storage, and Distribution - retail sale of goods onsite							* *				

Land Use Designations

VLD Very Low Density Residential
LD Low Density Residential
MD Medium Density Residential
NC Neighborhood Commercial

CC Community Commercial
BP Business Park
MU Mixed Use
CF Community Facility
OS Open Space
GC Golf Course

Use Designations

P Permitted use subject to the processing requirements of the Moreno Highlands Specific Plan.
C Use permitted subject to approval of a Conditional use Permit in accordance with the processing requirements of the Moreno Highlands Specific Plan.
* Permitted use if all associated activities and storage are within an enclosed structure. Otherwise, permitted use in Planning Areas 41 and 42; Conditional Use Permit required for all other Planning Areas.
** Permitted if in conjunction with school facility.

General Plan Consistency

SECTION 7
GENERAL PLAN CONSISTENCY

California Government Code Sections 65450-65553 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan.

Section 65451 mandates that Specific Plans must demonstrate consistency regarding proposed regulations, guidelines, and programs with the goals, objectives, policies, and programs that are set forth in the General Plan.

The Moreno Valley General Plan contains four elements (environmental resources, public health and safety, community and cultural resources, and community development) that are a consolidation of the seven state-mandated General Plan elements (land use, circulation, housing, conservation, open space, noise, and safety).

The Moreno Highlands Final Specific Plan #212-1 has been prepared within the framework of the City's General Plan. However, approval of the Specific Plan necessitated the amendment of the General Plan Land Use Plan and some existing General Plan policies. Section 7.1 provides a listing of those General Plan policies that have been amended by approval of the Moreno Highlands Final Specific Plan.

Section 7.2 provides a discussion of the policy consistency between the General Plan and the Moreno Highlands Final Specific Plan. A listing of implementation methods by which consistency between the two documents is achieved is discussed under each General Plan element.

7.1 GENERAL PLAN AMENDMENTS

Prior to the approval of this Specific Plan, the General Plan Land Use Plan designated the project area for 751 acres of Planned Industrial, 35 acres of R3, 487 acres of R2, 1,479 acres of R1, and 282 acres of Rural Residential. Concurrent with approval of this Specific Plan, the General Plan Land Use Plan designations were amended and replaced with the Specific Plan 212-1 (Alternative 6) designate. The Specific Plan 212-1 (Alternative 6) designation allows for implementation of the provisions established within this Specific Plan.

In addition, certain policies within the Moreno Valley General Plan have been amended concurrent with approval of Specific Plan 212-2 (Alternative 6). These General Plan policies and programs include the following:

ENVIRONMENTAL RESOURCES ELEMENT

General Plan Policy

Policy 2.3: The City shall ensure the protection of natural watersheds.

Amendment

The City shall ensure the protection of natural watersheds where feasible, and when retaining the watershed does not pose flooding threats to public safety.

- a. Retain watershed areas with slopes greater than 25 percent in large acreages.
- b. Limit clearing of natural vegetation in watershed areas with slopes of less than 25 percent to that necessary for access roads, homesites, and fire breaks.

General Plan Policy

Existing Master Plan of Fire Service: The Existing Plan of Fire Service depicts the Moreno Highlands project area within the Category II Rural and Category III Urban classifications.

Amendment

All of the Moreno Highlands project area will consist of urban uses. The Existing Master Plan of Fire Service has been amended to reflect that the entire Moreno Highlands project site is within the Category II Urban Area classification. Refer to Exhibit 29.

COMMUNITY DEVELOPMENT ELEMENT

General Plan Policy

Community Structure Plan: The Community Structure Plan depicts the Moreno Highlands project site as a Rural Development Area that emphasizes rural life styles.

Amendment

The Moreno Highlands Specific Plan provides a mix of residential and non-residential land uses, including both rural and urbanized uses. The Community Structure Map has been amended to reflect Moreno Highlands as a Current Urban Development Area. Refer to Exhibit 30.

General Plan Policy

Circulation Plan: Within the Project site the General Plan Circulation Plan designates Theodore Street as a minor arterial and collector and Brodiaea Street as a major arterial. Additionally, the circulation plan depicts the alignments of Alessandro, Theodore Street, and Cottonwood differently than what is shown on the Moreno Highlands Circulation Plan. Refer to Exhibit 31.

Amendment

The Moreno Highlands Specific Plan upgrades Theodore Street to a major arterial from the northern project boundary to Alessandro Boulevard. The roadway no longer connects to Gilman Springs Road. Alternative roadways within the Planned Business Center provide access from Theodore Street to Gilman Springs Road.

The existing alignment of Alessandro has been modified. The actual alignment of Alessandro through the project boundaries will be abandoned. It is anticipated that the new alignment of Alessandro will extend offsite westerly to other land uses. The existing alignment of old Alessandro along the town site of Moreno shall be retained to Theodore. The alignments and/or classifications of Eucalyptus, Fir, Draceae, and Theodore have been slightly modified to respond to project design.

The General Plan Circulation Plan has been amended to reflect the circulation depicted on the Moreno Highlands Circulation Plan within this Specific Plan.

7.2 **GENERAL PLAN COMPLIANCE**

Applicable policies and programs reflected within the City's General Plan have been incorporated into the design of Moreno Highlands. The implementation methods by which consistency between the City's General Plan and the Moreno Highlands Specific Plan is achieved are discussed under each General Plan element.

INSERT

EXHIBIT 29, GENERAL MASTER PLAN OF FIRE SERVICES

EXHIBIT 30, GENERAL PLAN COMMUNITY STRUCTURE

EXHIBIT 31, GENERAL PLAN CIRCULATION PLAN

HERE

Note: These exhibits are not included in the Master Reproduction Copy provided by MBA.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element

Objective 1.0

Eliminate erosion problems resulting from development activities.

Mitigation measures will be applied to the project to reduce wind and water erosion which include watering during grading preparation and approval of grading and erosion control and phased grading plans.

Policy Statements:

- 1.1 Erosion control plans shall be submitted to the Engineering Department and approved by the appropriate departments prior to approval of grading plans.
- 1.2 Require that grading plans include appropriate and feasible measures to minimize fugitive dust.
- 1.3 Erosion control measures shall be in place prior to any forecasted rain and throughout the rainy season.
- 1.4 Erosion control measures shall be implemented as soon as possible during the grading operation, and shall remain in operation until improvement construction has begun within the controlled area.
- 1.5 All fill slopes over three (3) feet and all cut slopes over five (5) feet high shall be landscaped prior to the issuance of a certificate of occupancy, and as soon as practicable after completion of final grading.

The Specific Plan grading plan requires submittal of an erosion control plan prior to issuance of grading permits. Erosion control plans shall be prepared by a registered engineer and shall cover all areas impacted by grading.

Fugitive dust will be minimized through the use of various dust-limiting measures, including regular watering, hydroseeding, etc., during grading operation. Such techniques are required within the project grading plan.

Erosion control measures are required to be in place prior to forecast rain and throughout the rainy season.

The approved erosion control plan shall be implemented at the start or during grading operations.

The grading plan requires that all cut slopes over 5 feet high and fill slopes over 3 feet high be landscaped.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element (cont'd)

- 1.6 Consistent with the need to conduct grading operations in an economical manner, achieve balanced onsite grading operations, and to reduce erosion impacts to a level of insignificance, where feasible.

All grading will be balanced onsite. Grading operations during dry months will be encouraged. An erosion control plan shall be submitted prior to issuance of grading permits. Mitigation measures include watering during grading preparation and approval of grading and erosion control and phased grading plans.

Objective 2.0

Maintain groundwater supplies at least in their present quantity and quality to meet present and potential future needs.

Mitigation measures described in the Final EIR (Section 4.1.3, and associate comments and responses) would minimize impacts from the project's alteration of natural drainage courses and its impacts on groundwater.

Policy Statements:

- 2.1 New land uses may use individual wells only where it is not feasible to connect to the community water supply, and only if it can be proven that an adequate supply of good quality groundwater is available.
- 2.2 The City shall ensure that all projects comply with discharge permit requirements established by the Regional Water Quality Control Board.
- 2.3 The City shall ensure the protection of natural watersheds where feasible, and when retaining the natural watershed does not pose flooding threats to public safety.
- a. Retain watershed areas with slopes greater than 25 percent in large acreages.
 - b. Limit clearing of natural vegetation in watershed areas with slopes of less than 25 percent to that necessary for access roads, homesites, and fire breaks

Water wells are not planned to be used for domestic water supplies.

All requirements of the Regional Water Quality Control Board will be observed.

This policy has been amended to make it consistent with the Specific Plan.

All natural watersheds within the Specific Plan area will be altered or modified; however, development of the proposed project will comply with U.S. Army Corps of Engineers requirements for altering onsite drainage courses.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element (cont'd)

- 2.4 Major creeks and other natural drainage courses shall be retained in their natural state and the natural hydrology shall be preserved, unless the protection of life and property necessitate improvement as concrete channels.
- 2.5 The City through its development review process, shall access residential, commercial and industrial projects for their potential impact on the quality of the aquifer, and shall not approve projects which would degrade water quality levels below federal and state standards.
- 2.6 The City shall assure the continued adequate supply of groundwater and maximum recovery, by an assessment of the potential adverse environmental impacts of residential, commercial, and industrial projects on the City's groundwater system in terms of consumption of supplies, as well as their potential for the elimination of existing watershed and recharge areas.
- 2.7 The City shall encourage minimizing the amount of impervious surfaces as an aid to groundwater recharge.
- 2.8 To the extent possible, pressure floodplains and other aquifer recharge areas which are the best sites for groundwater recharge in open space and other uses which maximize pervious surfaces.
- All natural drainage courses on the site will be altered or modified. The flood control/drainage plan provides both natural soft-bottom and concrete-lined drainage facilities. The plan ensures that there is no net increase in peak runoff from the site onto adjacent properties.
- All federal and state water quality standards will be adhered to.
- There are no groundwater impacts anticipated with this project.
- Large areas of the site have been planned as parks, greenbelts, and open space to minimize impervious surfaces and aid in groundwater recharge.
- Greenbelt areas have been planned to include floodplains and drainage courses. A system of soft-bottom drainage channels and retention basins is provided on the project drainage plan.

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

GENERAL PLAN POLICY

Environmental Resource Element (cont'd)

Objective 3.0

Minimize the consumption of water through a combination of water conservation issues.

Policy Statements:

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| 3.1 | The use primarily native and drought-tolerant plants shall be required through development review and the approval of landscape plans, unless reclaimed water is being used for irrigation purposes. | Primarily native and drought-tolerant plants are recommended for landscaping and a reclaimed water plan is to be implemented for irrigation purposes. |
| 3.2 | In conjunction with the review and approval of all signal family detached residential model home complexes, the City shall require, at minimum, that at least one or more of the units incorporate a drought tolerant planting concept. The provision of information to prospective home buyers regarding drought-tolerant plant concepts shall also be required. | Appropriate landscaping information will be provided to prospective home buyers. Such information is provided with the landscape section of the Specific Plan. |
| 3.3 | The City shall encourage the preservation of existing native trees and shrubs, as established plants are after adapted to low water consumption. | Few, or "only a handful," of native trees or shrubs exist on the site due to prior agricultural operations. |
| 3.4 | The City shall encourage the installation of efficient irrigation systems, which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency. | The use of efficient irrigation systems will be encouraged. A reclaimed water system is planned for the project to help conserve water. |
| 3.5 | The City shall encourage the use of reclaimed wastewater, stored rainwater, or household gray water for irrigation. | The use of reclaimed wastewater is planned for irrigation in the parks, golf course, and greenbelts. |
| 3.6 | The extensive use of mulch in all landscape areas should be employed to improve the water-holding capacity of the soil by reducing evaporation and soil compaction. | The use of mulch in landscaped areas is encouraged in the landscape design guidelines. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element (cont'd)

3.7 All new construction should, where applicable should incorporate interior water conservation measures. The incorporation of interior water conservation measures will be provided where feasible in land uses.

The incorporation of interior water conservation measures will be provided where feasible in land uses.

Objective 4.0

Maintain, protect, and preserve biologically significant habitats within the study area, including the San Jacinto Wildlife Preserve, riparian areas, habitats of rare and endangered species, and other areas of natural significant as part of the need for development of balanced community.

Mitigation measures will be implemented which require adequate buffers with respect to occupied habitat of the Stephens' kangaroo rat and adequate buffers with respect to the San Jacinto Wildlife Area. Impact from the loss of raptor foraging habitat is substantially lessened by a mitigation measure requiring the developer to contribute to the preservation of raptor foraging areas, by paying to the City a fee to acquire replacement habitat for raptors offsite or by dedicating or otherwise preserving approximately 398 acres of raptor foraging habitat.

Policy Statements:

4.1 Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to provide adequate buffers and be set back a sufficient distance to eliminate significant impacts to such areas.

A comprehensive resource mitigation program is contained within the Specific Plan that mitigates impacts to onsite riparian area.

4.2 Require that development occurring adjacent to the San Jacinto Wildlife Preserve provide appropriate mitigation for potential impacts to the preserve.

Setbacks, fences, and land use buffers between development edges and biologically sensitive areas such as the San Jacinto Wildlife Area are identified in the project's resource mitigation program.

4.3 Require biological assessments to be performed by a qualified biologist in areas where the existence of rare or endangered species is known or can reasonably be expected to exist. In addition, require the implementation included in biological reports as a condition of approval.

The existence of the federally listed endangered Stephens' kangaroo rat is addressed in the resource mitigation program. A qualified biologist from the project team conducted a survey of the site. The survey is presented in the Specific Plan technical appendices.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element (cont'd)

- 4.4 The City shall enforce the preservation of existing mature trees and vegetation.
- 4.5 Where the removal of existing trees is reasonably unavoidable, all mature tree removals (those with 4" diameters or greater), require replacement of 3:1 ratio, with 15 gallon minimum sized nursery tree.
- 4.6 The City's policies relative to tree maintenance shall reflect the latest research base knowledge in tree care.

There are few existing mature trees or vegetation onsite due to prior agricultural operations.

Mature trees on the project shall be replaced at 3:1 ratio.

Tree maintenance within the project will utilize the latest knowledge in tree care.

Objective 5.0

Encourage efficient use of energy resources by minimizing the consumption of energy resources to the minimal amount needed to support existing and planned land uses, through a combination of efficient land use patterns and passive and active energy conservation systems.

The Moreno Highlands project includes significant energy-saving measures, such as the provision of jobs and shopping in close proximity to residences and use of bicycle paths. The implementation of mitigation measures to reduce vehicle miles traveled, the use of energy-efficient appliances, and the implementation of other energy conservation measures described in the Final EIR and the Conditions of Approval will encourage the efficient use of energy resource.

Policy Statements:

- 5.1 The City, in conjunction with its review of residential, commercial, and industrial development applications, shall encourage innovative building, site design, and orientation techniques which minimize energy use.
- 5.2 All new residential construction shall comply with the provisions of Title 24 of the California Administrative Code.
- 5.3 The City shall take full advantage of the CEQA process as a tool for evaluating energy use, and potential energy impacts, and for implementing appropriate energy conservation measures.

The design guidelines for the project encourage innovative building site designs. Architectural guidelines for the project address building materials, elements, building shapes, energy-efficient building techniques, and landscape planting.

All new residential construction will comply with Title 24 of the California Administrative Code.

A program EIR for the Moreno Highlands Specific Plan has been prepared in compliance with CEQA requirements.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Environmental Resource Element (cont'd)

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|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5.4 | All new multi-family residential developments shall be required to install solar energy systems for the heating of swimming pools. | Solar heating will be used for heating swimming pools in multi-family residential developments. |
| 5.5 | Energy efficient modes of transportation and fixed facilities which establish transit, bicycle, equestrian, and pedestrian as desirable alternatives are encouraged. | Extensive bikeways and riding/hiking trails and mass transit facilities are planned within the site and will provide alternative, energy-efficient modes of transportation. |
| 5.6 | Locate areas planned for multiple family density development with areas of high transit potential and access. | Multi-family developments are planned for areas adjacent to arterial roadways. The Developer shall work with the transit district for the provision of bus service. |
| 5.7 | The City should encourage utility rate revisions that would provide incentives for the conservation of energy by the shifting of energy usage to non-peak hours. | Energy conservation incentives are anticipated to be encouraged by the utility service providers. |
| 5.8 | The City should actively support efforts at the State and Federal levels relative to the funding of research and/or the development of alternative energy sources. | The Developer shall support City efforts for state and federal funding for research of alternative energy sources. |
| 5.9 | The City should maintain open communication links with other local, regional, state or federal agencies regarding the evaluation of current energy problems and state-of-the-art technologies and practices. | The Developer shall support the City in maintaining open communication links with other agencies regarding current energy problems and state-of-the-art techniques and practices. |
| 5.10 | Support state and federal legislation that would in an appropriate manner, accomplish the elimination of wasteful energy consumption. | The Developer shall support state and federal legislation that would feasibly eliminate wasteful energy consumption. |
| 5.11 | The City should emphasize fuel efficiency in acquisition and use of city-owned vehicles and support all programs which would serve to enhance or encourage the use of nonmotorized and public transit systems. | This policy is not applicable to the Moreno Highlands project. |
| 5.12 | The City shall encourage efficient energy usage in all public buildings. | The development guidelines for public facility uses encourage efficient energy usage in all public buildings. |

GENERAL PLAN POLICY

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

Environmental Resource Element (cont'd)

- 5.13 The City shall increase public awareness of energy conservation technology and practices by the dissemination of information that describes energy conservation practices for community members to follow and encourages ongoing communication and the generation of ideals, plans and programs for the future development of Moreno Valley as an energy efficient city.

- 5.14 The City shall promote the application of solar energy systems in single-family residential units by facilitating, where possible the efforts of federal and state entities in the allocation of cost incentive programs.

The Developer shall work with the City on public awareness of energy conservation with the Moreno Highlands project.

Solar energy systems are encouraged within all land uses in the project.

Public Health and Safety Element

Objective 6.0

Eliminate the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic groundshaking and secondary effects.

Geologic and seismic risks are to be controlled to a reasonable level and are to be evaluated on the basis of soils, slope, proximity to faults, and expected magnitudes. Mitigation measures will be implemented which include: (1) detailed geotechnical and geologic engineering evaluations prior to construction; (2) evaluation of retention basins to ensure they are located away from traces; (3) evaluation of the potential for collapsible soils and ground subsidence prior to construction; and (4) a requirement that critical or essential structures are designed considering dynamic seismic analysis.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

Policy Statements:

- 6.1 Geologic and seismic hazards shall be controlled to a level of acceptable risk. Through the identification and recognition of potentially hazardous conditions and areas as they relate to those portions of the San Jacinto and Casa Loma fault zones lying within the study area. Within the study area, ground shaking shall be considered the greatest potential risk, and shall be thoroughly evaluated on the bases of existing soil types, slope stability, proximity to fault lines and expected magnitudes.
- 6.2 The City shall require all new developments existing critical and essential facilities and structures to comply with the most recent Uniform Building Code seismic design standards and such other supplemental design criteria.
- 6.3 Any determination by the City regarding the suitability of essential or critical land use types as defined, shall be based upon strong considerations for community safety and disaster recovery.
- 6.4 The City shall facilitate and encourage the efforts of the state and local entities responsible for regular maintenance in operating of Perris and Pigeon Pass dams for the purpose of reducing the risk of seismic failure, and to ensure that water levels are kept below the designed safe water levels, thereby reducing the risk of overtopping.
- Appropriate grading practices and adherence to the Alquist Priolo Act's requirements are required by the Specific Plan. A projectwide geotechnical report has been prepared that addresses geologic hazards.
- All construction within the Specific Plan area shall comply with the most recent Uniform Building Code seismic design standards and other supplemental design criteria.
- A Risk of Upset Analysis Report for the project site confirmed the suitability of the proposed land uses.
- The policy is not applicable to the Moreno Highlands project.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

Objective 7.0

Eliminate the potential for loss of life; protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.

The project site is not located in the 100-year floodplain and the implementation of the Moreno Highlands Flood Control and Drainage Master Plan is designed to meet all regulatory requirements of federal, state, county, and local agencies, and will meet all engineering and flood protection standards of the basin

Policy Statements:

- 7.1 The City shall ensure no structure designed for human occupancy is constructed within the 100-year floodplain without being raised, at a minimum, one foot above the floodplain and provided with all-weather access.
- 7.2 The City shall require, as a prerequisite to approval of a development application within the 100-year floodplain, that information be submitted by a qualified civil or hydrological engineer certifying the 100-year level.
- 7.3 Where possible, the City shall require abatement or provision of 100-year flood protection for existing human occupancy structures within the 100-year floodplain.
- 7.4 In the absence of plans for construction of flood control facilities, designate undeveloped or vacant land within the 100-year floodplains as rural residential or open space. Do not locate critical uses, such as hospitals, fire stations, police stations, public administration buildings, and schools within flood hazard areas unless flood control improvements have been provided to the extent that these facilities could remain operational during a 100-year flood.
- 7.5 Major creeks, channels, and basing shall be kept free and clear of obstruction and shall be regularly maintained.
- The flood control/drainage plan ensures that no structures are planned within a 100-year floodplain. The Moreno Highlands Flood Control/Drainage Plan ensures that all property will be protected from a 100-year flood.
- Subsequent development within the Specific Plan area will be required to have construction-level hydroanalysis, which ensures that any use proposed in a 100-year floodplain is protected.
- No public facilities have been planned within a flood hazard area.
- No land use expected to be occupied by people is planned within a 100-year floodplain.
- All drainage facilities will be maintained by the Riverside Flood Control District and or Moreno Highlands homeowners association.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

7.6 Structures not intended for human occupancy shall be located outside the limits of the 100-year floodplain, or, if constructed within they should be floodproofed and watertight below the designated base flood level.

The flood control/drainage plan ensures that no structures are planned within a 100-year floodplain.

7.7 The use of previous paving materials in hardspace areas, the utilization of swale designs in landscape or grassy areas to slow down runoff and maximize infiltration, and the discharge of roof leaders into pervious, greenbelt and seepage pit areas shall be encouraged by the City in order to reduce increases in downstream runoff resulting from new development.

The drainage plan for the project incorporates the use of soft-bottom drainage channels to help reduce surface water runoff impacts. The drainage plan for the project ensures that there is no net increase of surface water runoff from the project site.

7.8 Evacuation plans shall be maintained for areas that would be potentially affected by flooding or dam inundation.

The Developer of Moreno Highlands shall comply with citywide excavation plans.

7.9 Permit only that development in an existing 100-year floodplain that represents an acceptable social and economic use of the land in relation to the hazards involved and the costs of providing flood control facilities. In the absence of adequate downstream drainage facilities, and where increased downstream drainage may result, the incremental runoff created by a development project shall be retained onsite.

The flood control/drainage plan mitigates any hazards involved with the 100-year floodplain.

7.10 The design of the street and storm drain flood control systems shall be constructed to accommodate 10 year and 100 year storm flows respectively.

All 10-year and 100-year storm flows are to be accommodated by new street and storm-drain flood control facilities.

Objective 8.0

Provide noise compatible land use relationships by establishing noise standards to be utilized for design purposes within the City and its sphere of influence.

Mitigation measures are required that will reduce noise impacts on development to a less than significant level.

**SPECIFIC PLAN
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GENERAL PLAN POLICY

Public Health and Safety Element (cont'd)

Policy Statements:

- 8.1 Residential areas, group homes, medical care facilities, and learning institutions in areas that exceed the 65 dB CNEL shall have a detailed noise study prepared.
- 8.2 The maximum acceptable outdoor noise level for noise sensitive single and multiple family residential activity areas shall be 65 CNEL.
- 8.3 The California Noise Insulation Standards which apply to new multi-family dwellings within the 60 CNEL contour adjacent to roads, transit lines, or manufacturing areas will be strictly enforced to ensure that the units have been designed to limit interior noise levels in all habitable rooms to 45 CNEL with doors and windows closed.
- 8.4 In the event that acceptable outdoor noise levels cannot be achieved by various noise mitigation measures, indoor noise levels for residential uses shall not exceed 45 CNEL with the windows and doors closed (assuming a typical exterior to interior noise attenuation of 20 dBA unless another value is justified in the noise study).
- 8.5 Where subject to aircraft noise from March Air Force Base, the maximum acceptable outdoor noise level for the noise sensitive single family detached residential activity areas, shall be 65 CNEL, provided that the interior noise levels do not exceed 45 CNEL with windows and doors closed.
- Sound attenuation measures will be incorporated into the design of residential areas, medical care facilities, and learning institutions. Subsequent construction-level acoustical studies shall be prepared for uses within the 65 dB CNEL. Mitigation measures will be provided to adequately sound attenuate those uses.
- Sound attenuation measures will be incorporated into the design of structures to mitigate outdoor noise levels to less than 65 dB CNEL.
- All State and City noise standards for multi-family dwellings shall be followed.
- Indoor noise levels shall not exceed 45 dB CNEL if acceptable outdoor noise levels cannot be achieved.
- The project area is not significantly impacted by aircraft noise.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 8.6 Schools should be located and designed so that 1) interior noise levels in classrooms do not exceed 45 CNEL, and 2) exterior noise exposures do not exceed 65 CNEL at classroom buildings, or 70 CNEL on playgrounds or athletics fields.
- The 45 dB CNEL interior noise levels, which is the level for school facilities, shall not be exceeded and no school sites are planned for areas with greater than 70 dB CNEL.
- 8.7 Library facilities should be located and designed so that interior noise levels do not exceed 50 CNEL.
- Any library facilities shall be mitigated to not exceed 50 dB CNEL.
- 8.8 Interior noise levels for hospitals and convalescent homes should not exceed 50 CNEL in interior living areas and 40 CNEL in interior sleeping areas.
- Any hospitals and convalescent homes shall be mitigated to not exceed 50 dB CNEL in interior living areas and 40 CNEL in interior sleeping areas.
- 8.9 Recreational areas intended for quiet or passive activities should be designed and located so that noise levels do not exceed 65 CNEL.
- The CNEL calculations are based on the days when natural gas releases occur. At the northerly boundary of the Not-Apart site within the Community Park, noise levels up to 72 dB CNEL will occur an estimated 5 days a year, when SCGC pipeline blow-downs occur.
- 8.10 Recreational areas intended for noisy or active uses should be designed and located so that noisy or active uses should be designed and located so that noise levels do not exceed 70 CNEL.
- The CNEL calculations are based on the days when natural gas releases occur. At the northerly boundary of the Not-Apart site within the Golf Course, noise levels up to 72 dB CNEL will occur an estimated 5 days a year, when SCGC pipeline blow-downs occur.
- 8.11 Exterior noise level for business and professional office, commercial, and industrial areas should not exceed 70 CNEL with the additional provision that plaza areas within business and professional office, commercial, and industrial areas be located and designed so that noise levels do not exceed 65 CNEL.
- The exterior noise level for business and professional office, commercial, and industrial areas shall not exceed 70 dB CNEL and plaza areas with these areas shall not exceed 65 dB CNEL.

**SPECIFIC PLAN
CONSISTENCY WITH
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GENERAL PLAN POLICY

Public Health and Safety Element (cont'd)

8.12 In areas where residential development is heavily impacted by aircraft overflight noise, the transition of residential use to those uses which are more noise compatible shall be encouraged. Where changes in the land use pattern would severely disrupt the viability of any existing neighborhood, methods or interior noise reduction should be implemented to retrofit existing residential units in order to preserve the existing neighborhood pattern of development.

This is not applicable as aircraft overflight noise does not impact the Specific Plan site.

Objective 9.0

Incorporate noise issues into the planning process and require the implementation of noise attenuation measures as conditions of approval, thereby minimizing acoustic impacts to existing and future surrounding land uses and reducing ambient noise to acceptable levels.

Mitigation measures will be implemented which require, among other things: (1) the construction of a buffer, earthen berm, and/or noise attenuation walls adjacent to the SDG&E compressor station; and (2) the provision of muffler systems for all blowdown points within the SDG&E and Southern California Gas blowdown facilities.

Policy Statements:

9.1 Proposed projects which include potentially significant noise generators shall be required to have noise analyses prepared by an acoustical expert, including specific recommendation for mitigation 1) the project is located in close proximity to noise sensitive land uses, or 2) the proposed noise source could violate the provisions of the City Ordinance.

All land uses which can potentially generate significant noise levels shall have acoustical studies prepared to City standards. A projectwide acoustical study has been prepared for the Specific Plan.

9.2 Where applicable, noise reports should address the combined noise levels resulting from more than one noise source (i.e., aircraft, traffic, point sources).

The acoustical study prepared for the Specific Plan addresses combined noise sources. All subsequent acoustical studies shall be prepared by an acoustical engineer, to City standards.

9.3 For consistency noise reports shall assume a 3-dBA attenuation with doubling of distance for the natural attenuation of noise emanating from, (with the exception of freeways where a 4.5 dba attenuation with doubling of distance may be utilized).

The acoustical study prepared for the Specific Plan is consistent with City criteria. All subsequent acoustical noise studies shall also be prepared by an acoustical noise engineer, to City standards.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 9.4 The daily design capacity as outlined in the Moreno Valley General Plan and the posted speed limit shall be utilized to quantify the design of noise levels adjacent to master planned transportation routes for mitigation purposes.
- 9.5 Noise tolerant and low occupancy uses should be located in areas irrevocably committed to noise generating land uses, such as transportation or air traffic corridors.
- 9.6 The use of design features for new developments to mitigate noise impacts on sensitive land uses shall be preferred over the provision of noise barriers. Site design techniques should be considered to minimize potential noise impacts.
- 9.7 In addition to the use of site design techniques, the provisions of architectural design techniques shall be preferred to the construction of noise barriers.
- 9.8 Where site and architectural design features cannot adequately reduce adverse noise levels, or cannot be economically provided, noise barriers, noise berms, or barriers and berms in combinations shall be required.
- 9.9 Landscaping treatments shall be used in conjunction with noise barriers to provide visual relief and reduce aesthetic impacts, as well as noise levels.
- 9.10 Noise mitigation measures shall be employed in the design of all future streets and highways, and when improvements occur along existing highway segments, with emphasis on the establishment of landscaped setbacks between the arterials and adjoining noise sensitive areas.
- The acoustical study prepared for the project is consistent with City criteria. All subsequent acoustical studies shall be prepared by an acoustical engineer, to City standards.
- Noise-tolerant land uses have been located near noise-generating land uses and facilities.
- Design features such as landscape berms, building setbacks, and land use compatibility shall be preferred to mitigate potential noise impacts.
- Architectural design features, such as double-glazed windows and mechanical ventilation, shall be used over the noise barriers, where feasible, to mitigate noise.
- Noise barriers and berms shall be used where site and architectural design features cannot adequately reduce significant noise impacts.
- Landscaping treatments such as berms and plant massings will be used in conjunction with noise barriers to provide visual relief and reduce aesthetic impacts, as well as noise levels.
- Noise mitigation measures such as berms and setbacks shall be used in the design of all future streets and highways within the project.

GENERAL PLAN POLICY

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Public Health and Safety Element (cont'd)

- 9.11 Motor vehicle noise impacts from streets and highways will be minimized through proper route location and design.
- 9.12 The City will promote increased awareness of the effects of noise and will suggest methods by which the public can be of assistance in reducing noise.

Motor vehicle noise impacts from streets and highways are minimized through proper route location and design as depicted in the Circulation Plan.

The land use plan adequately responds to the effects of noise.

Objective 10.0

To minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities so that SENEL is no greater than 15 dBA above the maximum allowable CNEL for that noise sensitive use.

All activities within the Specific Plan will comply with City noise standards.

Policy Statements:

- 10.1 The City shall review and response to any proposals involving new flight patterns more intense operations over the City, or relocation or extensions of runways which would create the potential for noise impacts on sensitive land uses within the City in a manner consistent with the other noise policies contained herein.
- 10.2 The City shall encourage the use noise-reducing flight procedures for airplanes and helicopters, such as maintaining minimum flight altitudes, using less noise sensitive flight paths, or flying during less sensitive hours.
- 10.3 The City shall support the implementation of noise control procedures by March Air Force Base, and will consider methods by which noise exposure to aircraft flyovers within the City may be minimized.

The Specific Plan area is not subject to significant aircraft noise impacts.

The project site is not subject to significant aircraft noise impacts.

The project site is not significantly impacted by noise impacts from March Air Force Base.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 10.4 The City shall participate in the planning activities of county and state agencies relative to the location of new airports, and the assessment of their impact on the environment of the City.
- 10.5 New commercial and industrial activities (including the placement of mechanical equipment) shall be designed so as ensure that activities comply with the maximum noise level standards of the property line of adjacent uses, thereby minimizing impacts of adjacent uses.
- 10.6 The design and placement of air conditioning units and pool equipment within residential areas shall be accomplished in a manner which does not intrude upon the peace and quiet of adjacent noise sensitive uses.
- 10.7 Construction activities should be limited to daylight hours between 7:00 a.m. and 7:00 p.m., except in emergency situations.

The Developer shall support City efforts to participate in planning efforts with state and county planning agencies.

All commercial and industrial activities within the Specific Plan area will comply with the maximum noise level standards at the property line of adjacent uses.

All air conditioning and pool equipment in residential areas will comply with City noise standards.

Construction activities shall be limited to daylight hours between 7:00 a.m. and 7:00 p.m. according to City requirements.

Objective 11.0

Promote land use patterns that reduce daily automotive trips and reduce trip distance to work, shopping, school, and recreation.

The Moreno Highlands project provides employment and housing opportunities in close proximity with one another to reduce the number and length of trips. Additionally, the project is required to implement a comprehensive Transportation Demand Management program, as described in the Final EIR, which will reduce trip generation by at least 15 percent.

Policy Statements:

- 11.1 Locate new neighborhood commercial facilities within proximity to the residential areas they serve.

The land use plan shows that neighborhood commercial uses are located close to the residential areas they serve.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

11.2 Multi-family residential developments should be located in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.

The land use plan shows that multi-family residential uses are located adjacent to commercial centers, thus encouraging pedestrian travel.

11.3 Neighborhood parks should be located in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.

The land use plan shows neighborhood parks next to residential areas with the appropriate concentration of residents.

Objective 12.0

Reduce mobile and stationary source air pollutant emissions by reducing the amount of vehicular travel; maximizing ride sharing, the use of public transit, and other transportation systems management programs; limiting local industrial use to clean industries; and reducing local energy consumption.

A system of bicycle, pedestrian, and equestrian trails is proposed and is augmented by proposed mitigation measures to improve these systems. The Transportation Management Plan outlined in the Final EIR calls for the establishment of a Transportation Management Authority (TMA) which will assist in promoting public transit.

Policy Statements:

12.1 The City shall cooperate with and facilitate the efforts of the South Coast Air Quality Management District, Southern California Association of Governments, Riverside County, etc., in order to establish and implement regional air quality strategies and tactics.

The Developer shall comply where feasible with air quality standards established by SCAQMD, SCAG, and Riverside County.

12.2 The City shall encourage and facilitate where possible the financing and construction of "park-and-ride" facilities.

The City shall work with the Developer on providing park-and-ride facilities for the planned business center.

12.3 The City shall encourage the use of bikeways and pedestrian trails as non polluting circulation alternatives.

A comprehensive network of bikeways and pedestrian trails has been planned for the project.

12.4 The use of transit for express service from Moreno Valley to the greater metropolitan areas of Riverside, San Bernardino, Orange and Los Angeles Counties shall be encouraged by the city.

The Developer shall work with the transit district on the provision of bus stops, shelters, and turnouts.

GENERAL PLAN POLICY

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Public Health and Safety Element (cont'd)

- 12.5 The City shall encourage the development of job-intensive uses within designated employment centers to reduce the length of home-to-job commutes by local residents.
- 12.6 The City shall encourage the location of air pollution sources such as manufacturing and extraction facilities away from residential areas and sensitive receptors.
- 12.7 The City shall encourage the inclusion of buffer areas within residential and sensitive receptor site plans to separate and/or buffer those uses from freeways, arterials, point sources, and hazardous material locations.
- 12.8 The City shall encourage support for State legislative measures to stimulate and increase the use of van pools for work-related trips.
- 12.9 The City shall notify local and regional jurisdictions of proposed projects which may affect regional air quality.
- 12.10 The City shall support the development and use of alternative fuel sources for transportation related activities (i.e., city vehicle, buildings) to reduce local government energy demands.

A large, job-intensive east-end employment center, commercial uses, and public facilities, which will generate a combined total of 24,000 jobs, have been planned to reduce home-to-job commutes.

No air-polluting sources are located within the immediate area of residential uses.

All land uses fronting along arterials have a minimum 30-foot landscaped setback.

The Developer will work with the City on the use of van pools for work-related trips.

This policy is not applicable to the Moreno Highlands project.

The Developer shall support City efforts to develop alternative fuel sources.

Objective 13.0

Maintain a police force with a ratio of one sworn officer for each 1,000 residents, deployed so that, in an emergency situation, all areas of the City can be reached by police officers within five minutes.

The Moreno Highlands Project will generate adequate revenue to hire and maintain the necessary new officers required as a result of the increase in the number of persons and extent of property requiring law enforcement services. Additional mitigation requires the provision of adequate police facilities and coordination with the Moreno Valley Police Department concerning implementation of necessary design features.

GENERAL PLAN POLICY

**SPECIFIC PLAN
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Public Health and Safety Element (cont'd)

Policy Statements:

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| 13.1 | The City shall continue the funding of law enforcement services to maintain a high level of service, and expand that funding as necessary to keep pace with the needs of the City's growing population. | The Developer is working with the City to ensure that a high level of law enforcement services is provided to the Specific Plan Area. |
| 13.2 | The City shall study, regional, state, and federal programs to determine where opportunities for law enforcement assistance can be utilized. | The Developer is working with the City to determine where law enforcement assistance for the new community can be used. |
| 13.3 | The City should explore the most effective and economical means of providing adequate responsive and law enforcement protection in the future. | The Developer is working with the City to determine law enforcement needs for the new community. |
| 13.4 | The City shall continue to explore the availability of state and federal grants to offset and required additions in law enforcement staffing and/or equipment. | The Developer shall support City efforts to find state and federal grants to affect law enforcement costs. |
| 13.5 | To reduce the need for police protection during construction, onsite security should be provided for individual construction projects. | Onsite private security shall be encouraged for users within the business park. |

Objective 14.0

Reduce the risk and fear of crime through physical planning strategies that will maximize surveillance opportunities for crime found in the present and future built environment, and by creating and maintaining a high level of community awareness and support of crime prevention.

The Developer is required to consult with the police department on design features related to crime prevention.

Policy Statements:

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| 14.1 | Law enforcement personnel should be involved in the development review process for all new development proposals. | Processing review procedures for this Specific Plan and subsequent developments include review by law enforcement personnel. |
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GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 14.2 Decisions involving crime prevention techniques in commercial and industrial properties should aid community surveillance and the patrol operations of law enforcement personnel.
- 14.3 The City shall promote the establishment of neighborhood watch programs to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity.
- 14.4 The City shall Promote crime prevention programs for commercial and industrial areas.
- 14.5 Street lighting shall be required in urban residential, and in all commercial, and industrial areas to discourage crime.
- 14.6 Lighting shall be used for the purpose of providing illumination for the security and safety of on-site areas such as parking lots, loading, shipping and receiving, pathways and working areas, in accordance with the recommended lighting levels.
- 14.7 The City shall discourage crime through the incorporation of "defensible space" concepts into the design of dwellings and structures.

Objective 15.0

Protect life and property from the potential short-term deleterious effects of the necessary transportation, use, storage treatment and disposal and hazardous materials and waste within the City of Moreno Valley.

Crime prevention techniques are encouraged within the commercial and industrial land use development guidelines.

Crime prevention techniques are encouraged by the residential land use development guidelines.

Crime prevention techniques are encouraged by the commercial and industrial land use development guidelines.

Adequate street lighting consistent with City standards will be provided. Adequate street lighting is encouraged within the residential, commercial, and industrial land use development guidelines.

Adequate street lighting shall be provided throughout the project.

Subsequent developments within the Specific Plan area shall incorporate defensible space concepts in project designs.

Implementation of the Moreno Highlands project will be subject to the provision of the City's Hazardous Waste Management Plan, which includes a designation of hazardous waste truck routes.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

Policy Statements:

- 15.1 Require commercial and industrial concerns within the City of Moreno Valley to provide the Fire Department with a list of all hazardous materials used at the site, a description of where and how each is stored, and how each react in a fire.
- 15.2 Maintain an inventory of all hazardous materials used and stored within commercial and industrial areas and the location of which each is stored. Also, require that placards or appropriate signal be utilized on all buildings which have hazardous materials or waste stored.
- 15.3 Prohibit the unlawful discharge of hazardous wastes into air, land, or into water resources within city boundaries.
- 15.4 Ensure the safe transport of hazardous materials and waste be designating truck routes and by achieving a land use pattern which discourages industrial access through residential areas.
- 15.5 Encourage the development of environmentally sound industries and assembly operation in the city.
- All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials.
- All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials.
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- All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials. Implementation of the project will be subject to provisions of the City's Hazardous Waste Management Plan, which includes a designation of hazardous waste truck routes.
- Environmentally sound industries are planned in the light industrial areas of the project.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 15.6 Require as a condition of approval for uses which may pose a significant risk to public health, safety, and welfare by creating, utilizing, storing, or treating hazardous materials or waste, that a hazardous materials and waste management plan be provided which provides for the use of the best available technology within the production process. The plan shall outline source reduction methodology, treatment, handling, transportation, and disposal of hazardous waste, including emergency response and employee training methods.
- 15.7 Require implementation of best available technology for onsite pre-treatment and reduction of hazardous wastes prior to disposal whenever feasible.
- 15.8 Locate uses which may pose a significant risk to public health, safety, and welfare by receiving, utilizing, storing, transporting, or disposing of hazardous waste and materials in areas which are planned and zoned for industrial use, have access to sewer and freeways, and are at least 2,000 feet from the nearest planned residential area.

Objective 16.0

Be the first responder to any disaster situation in the City of Moreno Valley, and to provide necessary emergency service until mutual aid can arrive.

Policy Statements:

- 16.1 The City shall provide key support in the aid of major incidents or disaster.

All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials.

All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials.

All commercial and industrial uses within Moreno Highlands shall comply with all applicable federal, state, and local requirements in regards to the storage, handling, and transportation of hazardous materials.

The Developer of Moreno Highlands shall comply with citywide emergency plans.

The Developer of Moreno Highlands shall comply with citywide emergency plans.

**SPECIFIC PLAN
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GENERAL PLAN POLICY

Public Health and Safety Element (cont'd)

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| 16.2 | Maintain an effective and properly staffed, trained, and equipped communications unit for receiving emergency calls, providing initial response, providing for key support to major incidents, meeting and demands of automatic and mutual aid programs as well as major incident and disaster operations, and maintaining emergency incident statistical data shall maintain an integrated emergency management plan, including a list of all local resources for equipment, material, specialized assistance, etc. | The Developer of Moreno Highlands shall comply with citywide emergency plans. |
| 16.3 | The City shall utilize its emergency plan to provide direction to all persons responsible for acting in a disaster situation. | The Developer of Moreno Highlands shall comply with citywide emergency plans. |
| 16.4 | The City shall encourage the generation of ideas, plans and programs for the improvement of Moreno Valley's Emergency Plan. | The Developer of Moreno Highlands shall comply with citywide emergency plans. |
| 16.5 | Ensure that the maximum advantage is obtained from the resources of the Federal Government, state, county and neighboring municipalities and support efforts of other jurisdictions to provide safety related services. | The Developer will work with the City, county, and state to ensure a maximum advantage of safety-related service. |
| 16.6 | Encourage the establishment of a trauma center and expansion of paramedic services within City of Moreno Valley. | The Developer will work with the City to encourage the establishment of a trauma center and expansion of paramedic service. |
| Objective 17.0 | | |
| | Coordinate with county and neighboring communities in developing a regional system to respond to daily emergencies and major catastrophes. | The Developer of Moreno Highlands shall comply with citywide emergency plans. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

Policy Statements:

- 17.1 The City shall continue to support its mutual aid agreements and communication links with the County of Riverside and other local, participating jurisdictions.
- 17.2 New opportunities for joint-power agreement facilities and/or operations should be evaluated and pursued where practical.

The Developer shall comply with citywide emergency plans.

The Developer will work with the City in evaluating and pursuing new opportunities for joint power agreement facilities and/or operations, where feasible.

Objective 18.0

Maintain fire prevention engineering, fire-related law enforcement, and public education and information programs to prevent fires.

Refer to Policy 18.1

Policy Statements:

- 18.1 The City encourages programs that provide information regarding methods of achieving a state of self-reliance in fire hazard prevention, on ongoing program.

The Developer shall support City efforts to find methods for self-reliance fire hazard prevention.

Objective 19.0

Achieve and maintain five minute response capability to all urban areas and six minute response capability to all rural areas.

A fire station will be built onsite in the Moreno Highlands project. Additional mitigation precludes any private development activity until firefighting facilities that can adequately serve the project have been constructed and are in operation.

Policy Statements:

- 19.1 To ensure rapid response times, fire stations shall be located on or near major arterial highway.

The land use plan depicts a fire station along Alessandro Boulevard, east of Theodore Street, ensuring a central location and rapid response time.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Public Health and Safety Element (cont'd)

- 19.2 In locating new fire station facilities, the City shall consider existing land uses, and appropriate buffering should be provided where necessary.
- 19.3 The City shall relate the timing of fire station construction to the rise of service demand in surrounding areas.
- 19.4 Development beyond the nearest fire station's response zone is prohibited, unless land is dedicated and monies are provided toward construction, equipment, and maintenance of a fire station in order to maintain an adequate maximum response time.

A fire station is planned to be located adjacent to a 29-acre park and appropriate buffering will be provided.

The fire station construction will be phased with the rise of service demand, resulting from the new development.

The Developer will participate in a fair-share funding program to provide fire services to Moreno Highlands.

Objective 20.0

Ensure that property in or adjacent to wildland areas is reasonably protected from wildland fire hazard, consistent with the maintenance of a viable natural ecology.

A mitigation measure calls for the construction of a safety buffer zone between natural open space and planned project development.

Policy Statements:

- 20.1 Where wildland areas are adjacent to urban development, the City shall encourage programs for the prevention of fuel build-up.
- 20.2 The Fire Department shall evaluate all uses locating in or adjacent to wildland areas, both in terms of their vulnerability to fire hazard and in terms of their potential as a source of fire.
- 20.3 Fire prevention measures implemented in wildland areas should be tailored to both the aesthetic and functional needs of the natural environment.

No wildland area is adjacent to urban development.

No land uses are planned adjacent or within wildland areas.

No development is proposed adjacent to or in wildland areas.

GENERAL PLAN POLICY

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Public Health and Safety Element (cont'd)

Objective 21.0

Ensure that uses within urbanized areas are planned and designed in a manner that is consistent with accepted fire safety considerations.

Refer to Polices 21.1 through 21.5.

Policy Statements:

- 21.1 The City shall ensure that its ordinances, resolutions, and policies relating to urban development are consistent with the requirements of acceptable fire safety.
- 21.2 The City shall continue to obtain fire department input for all developments requiring site plan or subdivision review.
- 21.3 The City shall encourage the systematic mitigation of existing fire hazards related to urban developments or patterns of urban development as they are identified and as resources permit.
- 21.4 The City shall encourage the enhancement of minimum fire standards of the Uniform Fire and Building Codes, in order to provide optimum protection.
- 21.5 The City shall ensure that all public facilities and transportation corridors are located, designed, and improved to withstand an appropriate degree of fire disaster.

The Developer shall comply with all federal, state, and local fire code standards.

The Developer shall work with the City in regards to project coordination with the Fire Department.

All new development will be constructed adhering to local fire codes.

All new development will be constructed adhering to local fire codes.

All public facilities will be constructed adhering to the local fire code.

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GENERAL PLAN POLICY

Community and Cultural Resources Element

Objective 22.0

Retain agricultural open space as long as agricultural activities can be economically conducted, and are desired by agricultural interests with some agriculture retained in long-term use), and provide for an orderly transition of agricultural lands to other urban and rural uses.

Agricultural activities on the project site cannot be economically conducted due principally to the high cost of domestic water supplies. The owners of the property do not wish to continue agricultural operations, and have filed a Notice of Non-Renewal for the Williamson Act contract, which covers approximately 1,900 acres of the project site. The Specific Plan provides for the phased development of the project from west to east and would therefore constitute an orderly transition of agricultural lands. Proposed development adjacent to the project site such as the proposed Highway 60 Corridor plan, creates a situation in which the property may eventually be surrounded by development rather than agricultural uses. This factor, together with the phasing of the project and the uneconomic nature of dryland farming activities, indicates that valuable agricultural lands will not be prematurely subdivided. Finally, mitigation measures will require the project to establish appropriate setbacks between proposed residential areas and offsite agriculture.

Policy Statements:

- 22.1 The City shall encourage agricultural open spaces as a compatible part of a rural, residential atmosphere.
- 22.2 Grazing on open spaces should be considered a suitable agricultural use.
- 22.3 Valuable agricultural lands shall be protected against premature subdivision, by adopting agricultural zoning and by encouraging use of the Williamson Act.

Agricultural open space is not proposed for the new community. Agriculture is permitted as an interim use.

Grazing is not an appropriate activity for the new community as no agricultural uses are planned for the site.

The portions of the site covered by the Williamson Act have been noticed for non-renewal and are available in 1996. Agriculture is a permitted interim use.

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Community and Cultural Resources Element (cont'd)

- 22.4 Agricultural use shall be encouraged within the Future Urban Development Area as an interim use until such time as its conversion is warranted.
- 22.5 Incorporate existing groves into the design of future development projects as primary landscaping, "natural" landscape statements, or passive open spaces.
- 22.6 Require the incorporation of buffer areas into new urban and rural development where it is proposed adjacent to existing agricultural activities.

Agricultural use is a permitted interim use on the project site.

There are no existing groves on the project site.

Agricultural area within the project that are not impacted by the phases of development shall have a buffer area to protect them.

Objective 23.0

Identify and preserve Moreno Valley's unique historical and archaeological resources for future generations.

Site surveys have been conducted, resources identified, and mitigation measures proposed for their preservation. Additional mitigation measures require further inspection of the site and protection of onsite and offsite resources, particularly during grading operations.

Policy Statements:

- 23.1 Preserve sites of significant historical, archaeological, and cultural value, via application of planned development standards and other mitigation measures through CEQA process.
- 23.2 Archaeological resources shall be located and preserved or mitigated consistent with their intrinsic value.

No significant historical or archaeological sites have been identified onsite. However, the resource mitigation program addresses and mitigates impacts on potential cultural resources.

During a historical record search and field reconnaissance, no prehistoric or historic structures were found in the Specific Plan area. However, the resource mitigation program address and mitigates impacts on potential cultural resources.

GENERAL PLAN POLICY

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Community and Cultural Resources Element (cont'd)

- 23.3 Include as a condition of approval on all development projects the following: "If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist shall be retained by the project sponsor to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease and the Riverside County Coroner's Office shall be contacted pursuant to procedures set forth in Section 7050.5 of the health and Safety Code."
- The Developer shall comply with this condition.
- 23.4 Local prehistoric and historic structures or features which meet state or federal requirements should be registered in the Natural Registry of Historic Places.
- During an archaeological survey, no archaeological resources were located in the Specific Plan area. However, the resource mitigation program addresses and mitigates impacts on potential cultural resources.
- 23.5 The City shall encourage the retention of existing historic vegetation, mature street trees, or public landscaping of cultural significance.
- There is no existing historic vegetation, mature street trees, or public landscaping on the site.
- 23.6 The City shall ensure that rehabilitation programs be carried out without damaging the integrity of historic structures by inappropriate alterations.
- No historic structures have been identified onsite.
- 23.7 The City shall prohibit the demolition of any historic structure without an evaluation of the condition of the structure and the cost of rehabilitation.
- No historic structures have been identified onsite.
- 23.8 The City shall encourage adaptive reuse of historic structures when change is the only alternative to destruction.
- No historic structures have been identified onsite.
- 23.9 The City shall encourage the development of alternative building code requirements and their application as deemed necessary on an individual basis to preserve historic structures.
- No historic structures have been identified onsite.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community and Cultural Resources Element (cont'd)

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| 23.10 | The land use designation for and around historic structures should be consistent with the community's desire for preservation of those structures, and should conflict with, or lead to the depreciation in value of those structures or their demolition. | No historic structures have been identified onsite. |
| 23.11 | Support and encourage efforts to have those historical buildings in Moreno Valley worthy of preservation designated as historical landmarks and restored. | No historic buildings have been identified onsite. |
| 23.12 | The City shall support and encourage educational programs related to all phases of Moreno Valley's cultural and historical heritage. | The Developer shall be supportive of City efforts to encourage educational programs related to all phases of Moreno Valley's cultural and historical heritage. |
| 23.13 | The City shall recognize the historic significance of the original Moreno Townsite, by the establishment of a Moreno Townsite Historical District. New construction or reconstruction within this historic overlay zone shall project a "turn-of-the-century" theme. | The historical significance of the original Moreno townsite is recognized by the land use plan in that compatible land uses are planned for the area adjacent to the Moreno townsite. |
| 23.14 | Community design adjacent to historic structures shall ensure that the historical integrity of the structures and the surroundings are preserved. "Community design" shall include building heights, setbacks, proportion, patterns and rhythms of architectural details, roof types, projections, surface textures and colors, landscape treatment, as well as overall site design. | No historic structures have been identified onsite. |
| 23.15 | The City shall avoid wherever feasible the widening of roadways or the increase in traffic volumes on any roadway adjacent to historic structures which would jeopardize their historic integrity. | No historic structures have been identified onsite. |

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Community and Cultural Resources Element (cont'd)

Objective 24.0

Ensure that all Moreno Valley residents have access to high-quality educational facilities regardless of the socioeconomic status or location within the City.

Mitigation measures will require complete funding for all school facilities necessitated by the project.

Policy Statements:

- 24.1 Consider the impact of residential developments on the existing and future design capacity of affected educational facilities.
- 24.2 The City shall encourage an ongoing open liaison with all affected school districts via the periodic but regular provision of building activity reports and discussions of proposed school site design and its relationship with adjacent planned uses.
- 24.3 All development approvals shall incorporate the following condition of approval: "Prior to the issuance of a building permits, the project sponsored shall submit evidence to the City that all legally established school fees have been paid in full."
- 24.4 Where development proposals incorporate an area in which the affected school district is already impacted over capacity, ensure that appropriate arrangements are made with the school district to mitigate the additional effects via requirements for additional dedication, formation of community facilities districts, or other forms of assistance permitted by State Law.

A total of 10 new school sites will be offered for dedication to handle the impact of proposed residential developments on existing educational facilities.

The Developer shall work with the school district on the phasing of school sites.

The Developer shall comply with this condition.

A total of 10 school sites will be offered for dedication to handle all future impacts of the new development.

Objective 25.0

Provide public recreation facilities and promote the provision of private recreational facilities.

The Moreno Highlands project will provide a minimum of neighborhood and community park sites as detailed below.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community and Cultural Resources Element (cont'd)

Policy Statements:

- 25.1 Neighborhood parks shall serve as the day-to-day recreational areas of the City, located within one-half mile radius of the population served, and should include such amenities as playgrounds, playfields, and grassy areas for passive recreation needs.
- 25.2 Community parks shall be within a 20 minute driving time for the residents they are intended to serve, and shall include such amenities as competition swimming pools, tennis courts, playfields for such activities as baseball, softball, soccer, and football, volleyball, racquetball courts, picnic areas, and a community recreation center.
- 25.3 The City shall employ a multifaceted approach in the financing and acquisition, development, and maintenance of parkland, including land financing of parklands through development fees, state and federal grant-in-aid programs, gifts and donations, benefit assessment districts, and the City's general fund.
- 25.4 The City should encourage and maximize opportunities for the joint use of public facilities, such as utility corridors, flood control facilities and channels, and areas under the jurisdiction of other public agencies that have available lands for recreational use.
- 25.5 The City shall encourage agreements that permit the joint ownership, financing, usage, and maintenance of recreational facilities on or adjacent to school properties as well as the location and development of park sites adjacent to school facilities to maximize recreational opportunities in Moreno Valley.
- A total of three neighborhood park sites will be offered for dedication to the City, providing day-to-day recreational needs for Moreno Highlands.
- A 39-acre community park and 29-acre community park site will be offered for dedication to the City. Both parks are centrally located to serve Moreno Highlands and the rest of the city. The site offers the opportunity for a wide variety of recreational amenities.
- The Developer and the City are discussing financing, acquisition through dedication, development, and maintenance of parkland.
- This policy has been amended to make it consistent with the Specific Plan. Joint school/park sites are not planned for the community as existing evidence indicates that school related uses of parks diminishes the availability of park use for the public. The General Plan Policy will be amended to reflect that joint use school facilities will only apply "provided that the school facilities stand alone as an independent unit providing adequate playground and ballpark facilities."
- Joint school/park sites are not planned for the community as existing evidence indicates that school related uses of parks diminishes the availability of park use for the public.

**SPECIFIC PLAN
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GENERAL PLAN POLICY

Community and Cultural Resources Element (cont'd)

- 25.6 The City shall encourage agreements that permit the joint ownership, financing, usage, and maintenance of recreational facilities on or adjacent to school properties as well as the location and development of park sites adjacent to school facilities to maximize recreational opportunities in Moreno Valley.

The Developer shall phase the dedication of park sites with residential development.

- 25.7 The City shall time the acquisition and development of recreational facilities should coincide with the rate and pattern of residential expansion.

The Developer shall phase the dedication of park sites with residential development.

- 25.8 The conversion of designated recreational lands or parcels with potential recreational value to other uses should be discouraged without the provision of equally sized parcels with close proximity to the parcels being converted.

Areas that are planned as park sites will be offered for dedication and trails will be designated by easements, ensuring permanent recreation use in these areas.

- 25.9 The City shall encourage the development of recreational facilities within private developments with appropriate mechanisms to ensure that such facilities are properly maintained and that they remain available to residents in perpetuity.

Private recreational sites are encouraged in the park program, within private developments for up to 50 percent of the total park acreage requirements in accordance with local park code.

- 25.10 The City, in conjunction with the school districts, civic organizations, and other private, civic-minded entities, shall encourage and participate in the provisions of organized recreational activities for Moreno Valley residents of all ages.

The Developer shall be supportive of City efforts to establish organized recreational activities on Moreno Highlands park sites.

GENERAL PLAN POLICY

Community and Cultural Resources Element (cont'd)

Objective 26.0

Provide a hierarchical system of trails which provides significant local opportunities for recreational equestrian riding, bicycle riding, and hiking that connects trails within the City of Moreno Valley with major regional trail systems.

A system of bicycle, pedestrian and equestrian trails is proposed and is augmented by a proposed mitigation measure to improve these systems.

Policy Statements:

- 26.1 The City's network of trails, including regional trails, community trails, and local feeder trails, shall be integrated with recreational areas, schools, residential and commercial areas, and equestrian centers.
- 26.2 The City shall establish an agreement with public and private utilities for the use and maintenance of utility corridors and rights-of-way for trail purposes.
- 26.3 All new development approvals shall be contingent upon trail right-of-way dedication and improvement in accordance with the Master Plan of Trails.
- 26.4 In conjunction with all development review, the City shall consider the dedication of prior existing pedestrian and equestrian trail access and traditional travel routes through the property.
- 26.5 In conjunction with the review and approval of non-residential developments, the City should consider the use of amenities for equestrian and pedestrian activities such as hitchhiking posts, benches, rest areas, and drinking facilities.

Riding and hiking trails will be integrated with recreational areas, schools, residential, and commercial areas, where feasible.

Trails are planned to be routed through utility rights-of-way, where feasible.

Trail rights-of-way that are included within greenbelt areas are to be covered by landscape easements, prohibiting uses other than those designated on the land use plan. Improvements are planned in accordance with the General Plan Master Plan of Trails requirements.

The County and City General Plan designations for regional trails were considered in planning the trail system; however, no prior dedications for trails exist on the project site.

Nonresidential development within the project is provided with nearby amenities, such as golf course uses, trails, and bikeways.

GENERAL PLAN POLICY

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GENERAL PLAN**

Community and Cultural Resources Element (cont'd)

- 26.6 Trail construction should take into consideration the safety and convenience of the trail users as the primary concern.
- 26.7 The City should facilitate wherever possible development of a regional trail system, all segments of which should be available for use by equestrian and pedestrian users where feasible.
- 26.8 Given the character of existing vegetation, the configuration of the right-of-way, and the existing natural topography, the City's acquisition of trail rights-of-way should be based upon the following:

Regional Trails	20 feet
Community Trails	15 feet
Local Feeder Trails	10 feet

- 26.9 Regional trails should connect to regional recreational areas, residential areas, and commercial areas. Community trails should connect residential areas, local activity centers, and the regional trail system. Local feeder trails should connect individual residential lots to the community and regional trail system.
- 26.10 The City shall encourage programs for the improvement of existing trails such as the removal of barriers on existing systems, for the purpose of providing an integrated trail network that is not only safe but functional and more accessible.
- 26.11 Materials and designs utilized in the construction of equestrian trails shall be in accordance with the standards included with these policy statements.

Trails will be constructed per the standards, which take into consideration the safety and convenience of trail users.

The Specific Plan land use plan implements the City's regional trail plan.

All trails are planned in accordance with the General Plan minimum requirement.

Onsite equestrian trails, bikeways, and pedestrian walkways provide linkages to offsite regional trails.

There are no existing trails onsite.

The proposed equestrian trails are in accordance with the Moreno Valley General Plan standards.

Objective 27.0

Maintain local library facilities and reserves in accordance with the interim standards of the American Library Association.

Mitigation measures call for the project to contribute to the expansion of library services and library facilities.

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GENERAL PLAN POLICY

Community and Cultural Resources Element (cont'd)

Policy Statements:

- 27.1 The City shall encourage interlibrary loan agreements. Materials and designs used in the construction of equestrian trails shall be in accordance with the standards included with these policy statement.
- 27.2 The City shall ensure the expansion of the library facilities, in accordance with the Riverside City/County Library Association standards, as needed to keep pace with the growing population of Moreno Valley.

The policy is not applicable to the Moreno Highlands project.

The policy has been amended to make it consistent with the Specific Plan. The development standards in this Specific Plan permit library facilities.

Objective 28.0

Provide cultural facilities, including history (natural, cultural, and children) and art museums and performing arts facilities.

Policy Statements:

- 28.1 The City shall promote the development and construction of a civic/cultural center. The location, design, and relationship of the facility to its surroundings should symbolize the City of Moreno Valley's identity.
- 28.2 Design of the civic/cultural center should be such that beyond historical and cultural aspects, it will also function as a community center and focal point for various types of community oriented activities, be they privately or publicly financed.

This policy is not applicable to the Moreno Highlands project.

This policy is not applicable to the Moreno Highlands project.

Objective 29.0

Promote social services programs which meet the special needs for child care, the elderly, and the handicapped.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community and Cultural Resources Element (cont'd)

Policy Statements:

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| 29.1 | The City shall take an active role in developing child care policies and programs for Moreno Valley residents and employees. | Child-care policies and programs are encouraged by the development guidelines in this Specific Plan and are permitted within all land use categories. |
| 29.2 | The City shall encourage family day-care homes through zoning policies, including broad definitions and flexible standards. | A variety of day-care facilities, including family day-care homes, are encouraged by the development guidelines in this Specific Plan and are permitted within all land use categories. |
| 29.3 | The City shall work with the Moreno Unified School District and private-sector employers toward the development and implementation of extensive child care programs to service the needs of area residents and workers. | The development standards for Moreno Highlands permit child-care facilities in all land uses. |
| 29.4 | The City shall support the efforts of the County of Riverside Public Social Services Department toward meeting the needs of the elderly. | Congregate-care facilities for elderly are permitted within Moreno Highlands. |
| 29.5 | The City shall support and encourage the development of senior citizens independent living and congregate care facilities in locations with convenient access to social, transportation, commercial, and medical services. | Senior citizen housing is permitted in the development standards of this Specific Plan. |
| 29.6 | The City shall support and encourage development of housing which is accessible to the physically handicapped. Handicapped ramps shall be incorporated into all sidewalk designs within the City of Moreno Valley. | All sidewalk and curbs will be designed to meet or exceed City standards regarding handicapped ramps. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community and Cultural Resources Element (cont'd)

Objective 30.0

Preserve significant visual features which are within, or are visible from the City of Moreno Valley, as well as significant views and vistas within the City.

The Moreno Highlands project site is devoid of significant visual features, and the development approach in the Specific Plan is consistent with the preservation of significant visual features within the City. The project will have a generally similar level of visual impact on views of vistas to that which would occur if development proceeds under the General Plan.

Policy Statements:

- 30.1 The City shall disapprove development directly upon a prominent ridgeline.
- 30.2 Views surrounding mountains shall be preserve by encouraging low-profile development patterns, and by requiring new electrical and communication lines to be placed underground.
- 30.3 Outdoor signs should not detract from the natural beauty of the surrounding environment. The size of the signs should be minimum size necessary to provide information; emphasize natural materials; and should be designed, colored, and located so as to blend with the surrounding natural and manmade environment.
- 30.4 Pigeon Pass, Ironwood, Gilman Springs, Redlands, Moreno Beach, Davis, and State Route 60 shall designated as local scenic roads.
- 30.5 Land uses within designated scenic road corridors shall be designed in such a manner as to be compatible with the aesthetic values of those corridors.

There are no prominent ridgelines on the project site.

Low profile development patterns and underground utilities are provided in the development guidelines to preserve views.

A master sign program will be prepared as required by the design standards.

Gilman Springs Road has been planned with a 75-foot setback.

No land uses have been proposed within the 75-foot setback of the scenic corridor along Gilman Springs Road.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community and Cultural Resources Element (cont'd)

- 30.6 The construction and reconstruction of scenic roadways shall be engineered to enhance views of the surrounding mountains and protect other significant scenic vistas, by providing view corridors where attractive views exist, and by encouraging the development of vista points with interpretive displays, roadside rests, or information kiosks where appropriate.
- 30.7 Circulation patterns within newly developing portions of Moreno Valley, particularly in hillside areas, should follow natural contours, thus requiring a minimum of grading.
- 30.8 The City shall work with Caltrans to landscape and maintain the borders of Interstate 215 and State Route 60, and provide view corridors where attractive view or the potential for attractive spaces exists.

Gilman Springs Road has been designed to be a scenic corridor.

The project site is virtually flat; a minimal amount of grading will be required for road construction.

The project site is not adjacent to either roadway. Future land uses between the project and State Route 60 should provide view corridors to the San Jacinto wildlife area.

Community Development Element

Objective 31.0

Balance the provisions of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs, while retaining the significant natural features and the rural character and lifestyle of the eastern and northeastern portions of the study area. See Figure 42 within the City's General Plan.

Figure 42 has been amended to reflect the project site as a Current Urban Development Area. The design of the project, including the open space buffer areas and low-density residential uses adjacent to the San Jacinto Wildlife Area and Davis Road, will promote a harmonious and compatible transition between areas of rural and urban land uses. The use of transitional densities and minimum lot sizes, and the establishment of a multi-use equestrian trail system, ensure that the character and lifestyle of the Town of Moreno will be retained. The promotion of "rural" residential setting within the central portion of the project site would be incompatible with the feasible development of an employment center, would not provide for future economic development needs, and would, therefore, not promote the community

GENERAL PLAN POLICY

Community Development Element (cont'd)

Policy Statements:

- 31.1 The Current Urban Development Area includes those areas to which near-term development may be directed. Consistent with the policies of the Moreno Valley General Plan.
- 31.2 The Future Urban Development Area comprises lands that will ultimately be developed at urban intensities, but which should be held in reserve for at least five years after the effective application of this structure category. (No future urban category is currently designated.)
- 31.3 The Rural Development Area comprises lands within which the pursuit of rural lifestyles is to be emphasized. Included in this category are lands outside of the Current and Future Urban Development areas.

Objective 32.0

Provide a wide range of residential opportunities and dwelling unit types at an average annual rate of 1,800 dwellings over the next five (5) years to meet the demands of present and future residents of all socioeconomic groups, and promote the development of an adequate number of new dwelling units which are affordable to very low, low, moderate, and upper income families.

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

balance objectives of the General Plan. The General Plan amendment revising Figure 42 will resolve this existing imbalance.

The General Plan amendment covers the inclusion of the project site in the Current Urban Development Area and deletes it from the Rural Development Area.

The current Future Urban Development Area designation depicted on the General Plan does not correspond with the project site.

The General Plan amendment covers the inclusion of the project site in the Current Urban Development Area and deletes it from the Rural Development Area.

Mitigation measure will be implemented which require the provision of housing for those with below-average income. The Moreno Highlands project will provide the opportunity for 100 percent of the housing stock to be set aside for moderate income and 5 percent to set aside for the low to very low income levels.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Policy Statements:

- 32.1 Residential use types permitted within the residential land use categories shown on the Moreno Valley General Plan Land Use Map include the following:
- Large Lot Residential—one-family detached dwelling units per 1/2- to 1-acre lots.
- Single-Family Detached—one-family detached dwelling units per 7,200-square-foot to 20,000-square-foot lots.
- Small Lot Single-Family Detached—one-family detached dwellings on lots less than 7,200 square feet.
- Single-Family Attached—townhouses and statutory condominiums "for sale" dwelling units.
- Multifamily Attached--townhouses and stacked flat "for rent" dwelling units.
- Mobile Homes—mobile home subdivision or park.
- 32.2 In determining allowable density for residential parcels an "adjusted net acreage" shall be used. Adjusted net acres shall mean the land area which would remain after dedication of ultimate rights-of-ways for 1) exterior boundary streets, 2) flood control rights-of-way, and 3) public parks developed to meet minimum standards. Major utility easements and rights-of-ways may not be counted as adjusted net acreage only in such public facilities are proposed over and above the minimum park land requirements.
- 32.3 The primary purpose of areas designated Hillside Residential on the Moreno Valley General Plan Land Use map is to balance the preservation of hillside areas with the development of view-oriented residential uses.
- The land use designations for the Specific Plan site have been amended to reflect a specific plan designation. The residential use types for the Specific Plan area are:
- Very low-density residential single-family detached dwelling units, ranging from 0.5 to 2.9 du/ac.
- Low-density residential single-family detached dwelling units ranging from 3 to 5.9 du/ac.
- Medium-density residential small lot single-family detached or single-family attached dwelling units ranging from 6 to 13.9 du/ac.
- High-density residential multiple-family dwelling units ranging from 14 to 20.9 du/ac.
- Density calculations for the project are based on the adjusted net acreage methodology.
- This site is virtually flat, so no hillside residential units are planned within the Specific Plan area.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

- 32.4 Future development within Hillside Residential and Rural Residential areas shall occur in such a manner as to preserve natural hillside characteristics.
- 32.5 The primary purpose of areas designated Rural Residential on the Moreno Valley General Plan Land Use map is to provide for and protect rural lifestyles, as well as to protect natural resources and hillsides in the rural portions of the City.
- 32.6 Residentially designated land uses within an area defined by a line 600 feet outside and 300 feet within the Hillside Delineation Line as shown on the General Plan Land Use Map shall be considered within the "Hillside Transition Area."
- 32.7 The primary purpose of areas designated Residential 1 on the Moreno Valley General Plan Land Use Map is to provide for and protect rural lifestyles.
- 32.8 The primary purpose of areas designated Residential 2 on the Moreno Valley General Plan Land Use Map is to provide for suburban lifestyles on residential lots larger than are commonly available in suburban subdivisions, and to allow non-equestrian residential developments in a rural atmosphere.
- 32.9 The primary purpose of areas designated Residential 3 on the Moreno Valley General Plan Land Use map is to provide a transition between rural and urban density development areas, and to provide for a suburban lifestyle on residential lots larger than those commonly found in suburban subdivisions.
- 32.10 The primary purpose of areas designated Residential 5 on the Moreno Valley General Plan Land Use map is to provide for single family detached production housing on common sized suburban lots.
- Sensitive hillside grading techniques will be used in any hillside grading within Moreno Highlands.
- The site is essentially flat; no hillside residential dwellings are planned within the Specific Plan area.
- No land uses provided within Moreno Highlands are similar to Residential 1 land uses.
- The very low-density residential designation within Moreno Highlands is consistent with the Residential 2 category.
- No land uses provided within Moreno Highlands are consistent with the Residential 3 category.
- The low-density category within Moreno Highlands is consistent with the Residential 3 category.

GENERAL PLAN POLICY

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Community Development Element (cont'd)

- 32.11 **Residential 10** areas provide a variety of residential products and innovative housing. The primary purpose of areas designated Residential 10 on the Moreno Valley General Plan Land Use map is to provide for a variety of residential products and to encourage innovation in housing types. Development within Residential 10 areas are expected to provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas.
- The medium-density category within Moreno Highlands is consistent with the Residential 10 category.
- 32.12 **Residential 15** areas provide a broad range of housing types. The primary purpose of areas designated Residential 15 on the Moreno Valley General Plan Land Use map is to broaden the range of available housing types, and to provide housing for those not desiring dwellings on individual parcels, as well as amenities not generally found in suburban subdivisions, such as common open space and recreational areas.
- No land uses planned within Moreno Highlands are consistent with the Residential 15 category.
- 32.13 **Residential 20** areas provide housing in a more urban setting. The primary purpose of areas designated residential 20 on the Moreno Valley General Plan Land Use map is to broaden the range of available housing types, to provide housing in a more urban setting than is found in other areas of the City and to provide opportunities for low and moderate income housing. Developments within Residential 20 areas shall also provide amenities not generally found in suburban subdivisions, such as common open spaces and recreational areas.
- The high-density category provided within Moreno Highlands is consistent with the Residential 20 category.
- 32.14 Threshold densities for Residential 5-20 areas may be exceeded.
- Land use densities provided within Moreno Highlands comply with this policy.
- 32.15 Densities in excess of the maximum allowable density for projects with the Residential 10-20 designations may be permitted for senior citizens' apartment and congregate care projects.
- Senior citizen apartments and congregate-care projects are conditionally permitted by the development standards, but not currently planned in the Specific Plan area.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

32.16 The following uses may be permitted for residential land use categories: public assembly areas, including public and private schools, parks, gardens, and playgrounds, and religious assembly. Meeting halls are permitted in commercial land use categories.

The development standards permit the following use categories: public assembly areas, including public and private schools, parks, gardens, and playgrounds, and religious assembly. Meeting halls are permitted in commercial land use categories.

32.17 Limited commercial land use types shall be permitted as Home Occupations within all residential land use categories as shown on the Moreno Valley General Plan Land Use map subject to applicable General Plan policies and Moreno Valley Ordinance provisions.

The development standards permit limited commercial land use types within all residential land use categories.

32.18 "Planned Unit Developments" shall be encouraged for residential construction in order to provide housing that is varied by type, design, form of ownership, and size.

Planned Unit Developments are permitted by the development standards.

32.19 The City's land use policies shall discourage costly "leap-frog" development patterns by encouraging in-fill development wherever feasible, thereby reducing overall housing costs. Development within an area designated as SP 212-1 (Alternative 6) is not considered to be leap-frog development.

This policy has been amended to make it consistent with the Specific Plan. Since the project site is currently undeveloped, there are no infill sites. Various projects have already been proposed in the vicinity of the Moreno Highlands project site--including the Cactus Corridor mixed-use development, various subdivision approvals, the City's proposed Highway 60 Corridor Plan--which would result in the project site being immediately adjacent to existing development. The proposed project, together with the increased pressure to develop the limited land not currently proposed for development, will soon result in the project being contiguous development for the perimeter of the site adjacent to developed land within the City. By the time the project is built out, it is likely to be physically contiguous with developed land or planned projects.

GENERAL PLAN POLICY

**SPECIFIC PLAN
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Community Development Element (cont'd)

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| 32.20 | The provision of a diversity of housing types, including conventional, factory built, mobile home, and multiple family dwelling unit, shall be of paramount concern in the implementation of the City's land use and zoning policies. | A diversity of housing types is planned for the project site. Density ranges within the project shall be from 0.5 du/ac to 20 du/ac. |
| 32.21 | The City shall encourage the use of New, innovative building materials that meet or exceed minimum Building Code requirements, where it can be shown that such innovations will reduce the cost of residential construction. | The landscape and architectural design guidelines encourage the use of new and innovative building materials. |
| 32.22 | The City shall encourage the use of innovative design practices, where such innovations can be shown to reduce the cost of site preparation, and ultimately the cost of shelter to the consumer. | The landscape and architectural design guidelines encourage the use of innovative design practices. |
| 32.23 | The City shall encourage energy conservation measures in conjunction with onsite construction, to ensure that on-going costs to the consumer will be reduced. | The development standards encourage energy conservation during onsite construction. |
| 32.24 | The City shall ensure that cost increases do not occur as the result of unnecessary or repetitive environmental evaluations. | A program EIR is being completed that addresses all future development as described in the Specific Plan, to prevent the need for future environmental documentation. |
| 32.25 | The City shall discourage the conversion of multifamily rental units to condominiums, thereby preserving the inventory of affordable rental units. | The development guidelines discourage the conversion of multifamily rental units to condominiums. |
| 32.26 | The City's housing programs and policies shall discourage incidences of housing discrimination. | The development guidelines stipulate that housing be constructed to comply with applicable local, state, and federal standards. |
| 32.27 | The City's housing policies shall encourage the development of housing that is specifically designed to meet the needs of the elderly and physically handicapped. | The development guidelines stipulate that housing be constructed to comply with applicable local, state, and federal standards. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 32.28 | The City shall encourage efforts to inform tenants and landlords of their respective rights and promote efforts to assist in the resolution of landlord/tenant disputes. | The development guidelines stipulate that housing be constructed to comply with applicable local, state, and federal standards. |
| 32.29 | The City shall discourage the conversion of mobile home park to subdivisions. | No mobile home developments are planned within the Specific Plan area. |
| 32.30 | The City shall support efforts at various government levels to stimulate housing production to stimulate housing production through actions aimed at increasing the supply of money available for housing construction. | Development of Moreno Highlands will provide up to 7,763 new housing units within the City. |
| 32.31 | To enhance their sense of belonging, housing developments for low and moderate income households should be designed so that they do not stand out in the neighborhood. | No "low-" or "moderate-income" dwelling units are planned for the project site so this is not applicable. |

Objective 33.0

Retain at no less than present levels, approximately 400, the number of subsidized housing units of all types, and expand affordable housing opportunities for low and moderate income households by capturing for the benefit of eligible Moreno Valley residents, 400 new federal housing subsidies over the next five years.

The Moreno Highlands project will provide the opportunity for 10 percent of the housing stock to be set aside for moderate income and 5 percent to be set aside for the low to very low income levels.

Policy Statements:

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| 33.1 | The City shall pursue the acquisition of Community Development Block Grants, Section and Housing Assistance and tax increment funds through the City Redevelopment Agency and such other successor programs as may be created during the term of this housing element. | Not applicable to the Moreno Highlands project. |
| 33.2 | The City shall emphasize incentives to the private sector, rather than the direct funding of projects itself. | Not applicable to the Moreno Highlands project. |

GENERAL PLAN POLICY

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Community Development Element (cont'd)

Objective 34.0

Rehabilitate deteriorated dwellings at an average annual rate of 195 dwelling over the next five (5) years.

Policy Statements:

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| 34.1 | The City shall support and assist the Riverside County Housing Authority in identifying low and moderate income homeowners whose homes are in need of repair, and quality low interest rehabilitation loans. | Not applicable to the Moreno Highlands project. |
| 34.2 | The City shall work with local financing authorities toward the provision of below-market-rate loans for the rehabilitation of both owner-occupied and rental units. | Not applicable to the Moreno Highlands project. |
| 34.3 | The City shall disseminate information to the general public concerning public and private assistance programs for residential rehabilitation. | Not applicable to the Moreno Highlands project. |
| 34.4 | The City shall continue to pursue housing programs offered by the state and federal governments. | Not applicable to the Moreno Highlands project. |
| 34.5 | The City through a local information and assistance program shall encourage the continued maintenance of currently sound housing units. | Not applicable to the Moreno Highlands project. |
| 34.6 | The City's allocation of rehabilitation assistance shall emphasize, as the highest priority, the needs of the aged, the handicapped, the overcrowded, and single parent households. | Not applicable to the Moreno Highlands project. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Objective 35.0

Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.

The Moreno Highlands project proposes design manuals to be created as each phase of the project is initiated. The development of the manuals over time allows the project to respond to varying market conditions and not become outdated. The arterial street system is further defined by a system of entry monumentation and landscaping themes.

Policy Statements:

- 35.1 The City shall encourage the use of natural topographic variations, landscape buffers, variations in building types, and other appropriate techniques of visual separation to divide residential developments into distinct neighborhood areas.
- 35.2 Incorporate neighborhood concepts in the design of the circulation system, and discourage non-local traffic on local streets without traffic modification devices, through the design of a graduated street system.
- 35.3 Residential units within single family neighborhoods shall be provided with recognizable variations in their front and side yard setbacks.
- 35.4 Residential developments should maximize a feeling of openness by curving streets and orienting road axes to open space areas and areas of visual interest.
- 35.5 Within individual residential projects, a variety of floor plans and elevations should be offered.
- 35.6 Appropriate and simple roof forms should be used, including shed, gable, and hip roofs, alone or in combination to achieve a variety of roof lines along the streetscape.

The landscape concept plan outlines design features to be used at entries to residential areas and the enclave plan outlines areas that are divided into enclaves, based on the overall land use concept of each area.

The enclave plan delineates four enclaves that exhibit characteristics that distinguish each one from the others, as well as the roadways which help define them.

Front and side yard setbacks are delineated in the development standards for residential housing types. Variations of these setbacks are encouraged by the architectural guidelines.

The circulation plan orients road axes and curving streets to onsite parks and offsite areas of visual interest, such as the badlands and Mount Russell.

A variety of floor plans and elevations is encouraged by the architectural guidelines for each housing type.

The architectural guidelines encourage a variety of rooflines along streetscapes.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 35.7 | To reduce architectural massing, the short and low side of a corner residential unit should be oriented toward the street. | The architectural guidelines encourage that the short and low side of a corner residential unit be oriented toward the street. |
| 35.8 | To create architectural congruity, where a two-story building is to be built adjacent to a one-story structure, it should contain a single story element. | The architectural guidelines encourage compatibility between one- and two-story structures. |
| 35.9 | Large-scale small lot single family and multiple family and multiple family residential projects should be designed in such a manner as to group dwellings around individual opens space and/or recreational features. | The development guidelines encourage that higher density residential projects be grouped around open spaces and/or recreational facilities. |
| 35.10 | In multi-story residential projects, ground floor units should be designed for the needs of families with small children, the elderly, and the physically disable persons. | The development guidelines stipulate that multi-story residential projects will be constructed to comply with applicable federal, state, and local standards. |
| 35.11 | Multiple family residential projects should be designed and landscaped to provide a pleasing view from the windows of individual units. | The development guidelines encourage considering unit placement to maximize views. |
| 35.12 | In higher density projects with tuck-under parking and/or opposing garages or carports, individual units shall be turned and oriented to avoid the monotony of parking corridors. Alternately, parking areas should be staggered and appropriately landscaped. | The parking standards for the project are consistent with the City's parking standards. |
| 35.13 | The function and quality of multi-family residential developments shall be maintained by the orientation of buildings and living spaces at right angles to each other for privacy, and by adequate provision of private open space areas such as patios and balconies for each unit. | The development guidelines encourage the appropriate building orientation to achieve function and quality in development. |
| 35.14 | Each sub-unit of a multiple family project should have some unique elements to create a sense of place and identity. | The development guidelines encourage private entries for each unit in multi-family projects. |
| 35.15 | Back and front entrances to planned and multiple family dwellings should be clearly identified and distinguished from each other. | The development guidelines encourage private entries for each unit in multi-family projects. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

35.16 Planned and multiple-family residential projects should balance the need for privacy with the need for surveillance.

The development guidelines encourage balancing the need for privacy and surveillance in residential projects.

Objective 36.0

Provide commercial areas within the City which are conveniently located, efficient, attractive, and have a safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial need of Moreno Valley residents and businesses.

The Moreno Highlands project proposes 26 acres of commercial land uses, in addition to the 80 acres of mixed use. Within the mixed-use area a variety of land use types are envisioned within a central village core. This core would reduce the reliance on vehicular traffic and promote working, living, and recreating within easy walking distance.

Policy Statements:

36.1 Commercial use types permitted within the commercial land use designations shall be referred to as outlined in the Moreno Valley General Plan.

Commercial use types designated on the land use plan conform to commercial use types designated on the Moreno Valley General Plan and are consistent with the City standards.

36.2 Within the APZ I and APZ II zones as shown in the most recent March Air Force Base AICUZ Report, residential uses shall not be permitted, and business uses shall be restricted to low intensity uses.

Not any portion of the project site is within an APZ I or APZ II zone.

36.3 Specify types of uses considered to be compatible within the March Air Force Base APZ I and APZ II designations.

Not any portion of the project site is within an APZ I or APZ II zone.

36.4 High density public assembly single- and multi-family residential, hotel, motels, rest-homes, and landfills.

Not any portion of the project site is within an APZ I zone.

36.5 The primary purpose of areas designated Neighborhood Commercial on the Moreno Valley General Plan Land Use map is to provide for the daily shopping needs of area residents with a wide range of common retail and personal service needs.

The land use plan delineates adequate community commerce areas that will provide general shopping needs for area residents and workers.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 36.6 | The primary purpose of areas designated Community Commercial on the Moreno Valley General Plan Land Use map is to provide for the general shopping needs of area residents and workers with a variety of retail and personal services. | Community commercial uses within the project are intended to provide a broad range of goods and services at a community and citywide level of need. |
| 36.7 | The primary purpose of areas designated Village Commercial on the Moreno Valley General land use map is to provide for the establishment of commercial and office-related land use types which recognize and are compatible with the historical, small town nature of the original Moreno townsite. | The Planned Business Center concept embodies a parklike office-based working environment that can take advantage of high traffic volume street frontages. |
| 36.8 | The primary purpose of areas designated Office on the Moreno Valley General Plan Land use map is to provide areas for the establishment of park-like office-based working environments for corporate and general, professional and administrative offices, commercial service that are required to support business operations and which can take advantage of high traffic volume street frontages. | Business park uses within the Planned Business Center will be situated along golf course areas, thus creating a campuslike atmosphere. General, professional, and administrative offices are uses planned within the business park designation. |
| 36.9 | All business office and commercial centers shall be located in such a manner as to complement and not conflict with adjoining residential areas. | The landscape, architecture, and development guidelines encourage nonresidential uses to be compatible with adjacent residential areas. |
| 36.10 | Commercial buildings and projects should be designed so as to have a central place of main focus or feature. | Commercial buildings and projects are encouraged by the landscape and architecture guidelines to have a central place of main focus or feature. |
| 36.11 | Commercial development should be oriented toward pedestrian use. | The development guidelines provide for commercial development to be oriented toward pedestrian use. |

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

GENERAL PLAN POLICY

Community Development Element (cont'd)

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| 36.12 | With respect to the existing "free standing" commercial enterprises and commercial building pads along Sunnymead Boulevard, the City shall maximize the economic position of those commercial activities by promoting distinctive, high image/value commercial clusters at key nodes such as those at the westerly City entry, and at Heacock Street and Perris Boulevard. | Sunnymead Boulevard, Heacock Street, and Perris Boulevard are not located within the project site. |
| 36.13 | The City shall ensure, through the site plan review process, the community commercial facilities are oriented to the pedestrian by the incorporation of seating areas, courtyards, landscaping, and similar measures. | The development guidelines encourage the incorporation of human-scaled features and similar measures into community commercial facilities. |
| 36.14 | The City shall require reciprocal parking and access agreements between individual commercial parcels within existing commercial strips along Sunnymead Boulevard, Alessandro Boulevard, Heacock Street, Perris Boulevard, and elsewhere. | Sunnymead Boulevard, Heacock Street, and Perris Boulevard are not within the project area. Reciprocal parking is recommended along Alessandro Boulevard. |
| 36.15 | Building placement within office areas should occur at or near the setback line in order to product a desirable architectural image contiguous to the street. | The design guidelines encourage that parking areas be removed from the streetscape to the extent possible. |
| 36.16 | Large structures should incorporate setbacks and variations in the massing of building bulk, along major streets to provide variety and visual interest to the street scape. | The development standards require varying set backs in the Planned Business Center area pending on adjacent land use. |
| 36.17 | Commercial loading areas shall be provided and oriented away from streets and residential edges. | The development guidelines encourage commercial loading areas to be provided and oriented away from streets and residential edges. |
| 36.18 | Service stations, mini-markets, and other automobile-related uses proposed at corner location shall be oriented away from street frontage. | The development guidelines encourage that automobile-related uses of corner locations should be oriented away from street frontage. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 36.19 | Internal roadways shall be designed so that direct access is available to all from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response. | The development guidelines encourage that internal roadways shall be designed so that direct access is available to all visible structures from a particular parking area. |
| 36.20 | The City shall require coordinated signing programs within multi-tenant commercial developments, require the signs be architecturally integrated with building designs, and that their size be limited to that necessary to adequately provide identification and direction. | A master sign program shall be prepared as required by the development standards in accordance with the General Plan sign policies. |
| 36.21 | Excessive large signage, internally lighted signs, and externally lighted signs other than at main entrances shall be discouraged. | A master sign program shall be prepared as required by the development standards in accordance with the General Plan sign policies. |
| 36.22 | Commercial areas shall provide adequate lighting for the security and safety of onsite parking loading and pedestrian areas as well as adequate screening where such aesthetic treatment is required and can be provided without compromising the surveillance of such areas for safety and security purposes. | Development guidelines for commercial uses require the provision of adequate lighting. |
| 36.23 | Commercial centers shall be developed with a harmonious design theme. | The development guidelines encourage that commercial centers shall be developed with a harmonious design theme. |
| 36.24 | Highly reflective surfaces, large blank walls, flat roofs without mansards, exposed concrete block, metal, or plastic siding, and irregular window shapes should be discouraged in commercial buildings. | The architectural guidelines encourage the use of superior materials, specific window shapes and specific roof forms for commercial buildings that will complement the surrounding development. |
| 36.25 | Ground mounted equipment incidental to commercial development shall be appropriately screened with solid walls and/or landscaping. | The development guidelines require that ground-mounted equipment in commercial areas be adequately screened. |
| 36.26 | Commercial loading and trash enclosure areas shall be screened from public view areas and adjacent residential developments, and shall be located a minimum of 35 feet from adjacent residential structures. | The development guidelines require that commercial loading and trash enclosure areas be adequately screened from residential areas. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

36.27 Roof-mounted equipment should be screened from view.

The development standards require roof-mounted equipment to be screened from view.

Objective 37.0

Establish an active and healthy tourist commercial industry within the City of Moreno Valley.

Refer to Policies 37.1 through 37.6.

Policy Statements:

37.1 The primary purpose of areas designated Tourist Recreational Commercial on the Moreno Valley General Plan Land use map is to provide those commercial support activities that are necessary and/or incidental to recreational uses within the study area and emphasize common tourist oriented activities and retail services while meeting the personal service needs of tourist and city residents.

The mixed-use area designated on the land use plan allows for tourist-oriented retail services.

37.2 The City shall recognize "gateway status" of lands in the vicinity of the intersection of I-215 and State Route 60, the intersection of Alessandro Boulevard and I-215, the intersection of Perris Boulevard and State Route 60, and the intersection of State Route 60 and Gilman Springs Road.

The landscape concept for the project incorporates the use of gateways into the project.

37.3 The City shall continue to maintain and, when possible, take measures to strengthen the emphases on food and lodging in the Vicinity of Sunnymead Boulevard.

Restaurant and motel/hotel uses are permitted with commercial and mixed-use land uses within the project.

37.4 The City shall encourage the development of food and lodging in the vicinity of the intersection of State Route 60 and Perris Boulevard, and within the vicinity of the southwest quadrant of Gilman Springs Road and State Route 60.

A mixed-use area with a hotel and community commercial uses is planned within the southwest quadrant of Gilman Springs Road and State Route 60.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

37.5 In the vicinity of those areas designated as having "gateway status," the City shall encourage community identification signing and shall emphasize such service and facilities that are oriented to the needs of freeway travellers and tourists.

A comprehensive master sign program shall be prepared for Moreno Highlands.

37.6 In the vicinities of those areas designated as having "gateway status," the City shall emphasize the recreational amenities provided by the Lake Perris Recreation Area, the quail Lake Resort of Gold Course, and the De Anza Cycle Park, as well as the aesthetic opportunities offered by Box Spring Mountain Park and the San Jacinto Wildlife Area.

The landscape concepts and parks, recreation and open space concept reflect the emphasis of recreational amenities and aesthetic opportunities of areas designated as "gateway status" by creating a hierarchy of entryways, some of which will include bikeways and hiking and riding trails.

Objective 38.0

Promote a mix of employment use which provides a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of a specific, well defined pattern of industrial activities which is compatible with residential, commercial, institutional, and open space uses located elsewhere in the community; has good access to the regional transportation system; accommodates the personal needs of workers and business visitor; and which meets the service needs of local businesses.

Upon full buildout, the Moreno Highlands project would result in a significant improvement of the citywide jobs/housing balance and would likely equal or exceed the jobs/housing balance likely to be produced under the General Plan designations in effect prior to the project's approval. Mitigation measures and conditions of approval further promote the development of job-generating uses.

Policy Statements:

38.1 Manufacturing and assembly use types allowable within the City of Moreno Valley shall include the following:

- a. Automotive and Light Truck Repair -- Minor
- b. Automotive and Light Truck Repair -- Major
- c. Custom Manufacturing and Assembly
- d. Light Manufacturing and Assembly
- e. General Manufacturing and Assembly

The land use plan designates Light Industrial as a land use. This category allows for:

- a. Light Manufacturing and Assembly
- b. Wholesale Warehousing and Distribution
- c. Research and Development
- d. Automotive Service Stations

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

- 38.2 Wholesale, storage, and distribution uses permitted within the City of Moreno Valley shall include the following:
- a. Building Contractors' Offices and Yards
 - b. Light Wholesale, Storage, and Distribution
 - c. General Wholesale, Storage, and Distribution
- 38.3 The primary purpose of areas designated Business Park on the Moreno Valley General Plan Land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestige location, including such uses as research and development, business support services, office/administrative facilities, and commercial uses requiring extensive land areas.
- 38.4 The primary purpose of areas designated Industrial on the Moreno Valley General Plan Land use map is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administration and professional offices and commercial activities on a limited basis.
- 38.5 Within the industrial designation, caretaker residences may also be permitted as in the Business park designation, where 24-hour surveillance required.
- 38.6 Manufacturing and industrial uses shall be located in such a manner as to not create adverse impacts on surrounding land uses and/or the City circulation system.
- Wholesale, storage, and distribution uses are permitted under the light industrial designation.
- The Business Park designation provides for the following:
- a. Administrative and Professional Offices
 - b. Retail and Service Commercial
- The Light Industrial designation provides for these uses.
- The development standards permit caretaker residences under the Light Industrial designation.
- All manufacturing and industrial uses are within the Light Industrial designation. It has been planned for areas where it will not create adverse impacts on surrounding land use and/or circulation systems.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 38.7 | All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations. | The development guidelines and standards encourage techniques, such as setbacks and landscaping, to provide adequate screening. |
| 38.8 | All manufacturing and industrial uses adjacent to residential land uses, either existing or proposed, should include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to an acceptable level. | A golf course separates residential areas from the business park and light industrial uses. |
| 38.9 | Business park environments should blend well designed and functional buildings with landscaping. | The architecture and landscape design guidelines encourage the Planned Business Center to have well designed functional buildings with landscaping. |
| 38.10 | Solid walls and landscaping should screen loading, service, ground-mounted equipment, and trash storage areas from public view. | The development standards require screening of loading and trash storage areas. The development guidelines encourage screening of all unsightly areas. |
| 38.11 | Truck docks and trash storage areas are to be closed off by roll-down or another appropriate type of door. | The development standards require screening of loading and trash storage areas. The development guidelines encourage screening of all unsightly areas. |
| 38.12 | All outside storage and loading docks shall be completely screened from public view. | The development standards require screening of loading and trash storage areas. The development guidelines encourage screening of all unsightly areas. |
| 38.13 | Onsite parking and loading areas within manufacturing and industrial developments shall be designed in such a manner as to provide direct access to major or local industrial streets, while prohibiting primary access through residential areas. | The circulation plan provides for direct access to major and local industry streets. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

38.14 Signs within industrial areas shall be permitted for the purpose of identification and direction only, and, in the case of multi-tenant manufacturing uses or mixed-use industrial/commercial developments shall be architecturally integrated with building designs and coordinated to create an overall sign theme for the project.

38.15 Industrial and manufacturing developments shall be required to provide adequate lighting for the security and safety of onsite parking, loading, shipping and receiving, and pedestrian and working areas.

38.16 Within the constraints of utility and economic feasibility, manufacturing and industrial buildings shall display architectural statements that are aesthetically pleasing.

The architectural guidelines and master sign program will ensure architecturally integrated mixed-use/industrial/commercial developments that contain appropriate signage.

The development guidelines encourage Planned Business Center developments that will be adequately lighted.

The architectural and development guidelines encourage Planned Business Center buildings to display architectural statements that are aesthetically pleasing.

Objective 39.0

Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

Refer to Policy 39.1.

Policy Statements:

39.1 Within areas designated as public/quasi public the following activities and land uses may be appropriate subject to General Plan policies and Moreno Valley ordinance provisions:

- a. Civic Administration
- b. Cultural Activities
- c. Extensive Impact Utility Facilities
- d. Public Assembly
- e. Public Safety and Utility Services
- f. Religious Assembly

In the development standards, the public facilities designation allows for:

- a. Civic Administration
- b. Cultural Activities
- c. Extensive Impact Utility Facilities
- d. Public Assembly
- e. Public Safety and Utility Services
- f. Religious Assembly
- g. Schools
- h. Child Care
- i. Libraries

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Objective 40.0

Encourage open space preservation through appropriate land use policies that recognize the valuable natural resources and areas required for protection of public safety that exist in the City.

The Moreno Highlands project proposes to utilize flood paths as riparian enhancement and the 27 holes of golf course will also function as drainage systems. In addition, a buffer area adjacent to the wildlife and state recreation area is proposed.

Policy Statements:

- 40.1 The primary purpose of areas designated Open Space and Floodplain shall be the provision of recreational facilities, preservation of environmental values, and protection of public safety.
- 40.2 Within areas designated Open Space, only uses consistent with the provision of public recreation and cultural/community activities may be considered appropriate, subject to applicable General Plan policies and Moreno Valley ordinance provisions.
- 40.3 Within areas designated Floodplain, on the Moreno Valley General Plan Land Use map, only uses consistent with the protection of the public health and safety may be considered appropriate, subject to applicable General Plan policies and Moreno Valley ordinance provisions.
- 40.4 Significant, existing natural resources shall be incorporated into the design of new projects rather than removed.
- 40.5 The City shall encourage the reintroduction of natural elements as part of the design review process, particularly where significant existing natural elements have been removed by necessity.

Areas that are designated for parks and school play fields may also be used for drainage facilities. Such facilities provide potential environmental value as well as recreation.

All open space designations on the land use plan are limited to uses consistent with public recreation and cultural community activities.

There are no land uses within the project that would be subject to floodplain hazards.

The significant resources on the site include natural drainage courses and riparian areas. These elements will be removed as part of the project grading plan.

The design of the project includes the incorporation of soft-bottom open channel and riparian areas.

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

GENERAL PLAN POLICY

Community Development Element (cont'd)

Objective 41.0

The major purpose for areas designated Planned Residential, Planned Commercial, Planned Industrial, and Specific Plan on the Moreno Valley General Plan Land use map is to encourage and promote the development of larger-scaled mixed use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.

Refer to Policies 41.1 through 41.17.

Policy Statements:

41.1 The primary purpose of areas designated Planned Residential on the Moreno Valley General Plan Land Use map is to provide a variety of housing types and sizes to meet the City's housing element goals and objectives, and to provide for the innovative use of land resources.

The Moreno Highlands project provides a variety of housing types to meet a variety of household needs. Housing types range from very low-density to high-density to high-density multiple-family.

41.2 The primary purpose of areas designated Planned Commercial on the Moreno Valley General Plan Land Use map is to provide for innovation in retail, wholesale, and office commercial development, and to permit the development of commercial uses in a mixed use context.

Both neighborhood and community commercial uses are planned for within Moreno Highlands. Both types of uses are consistent with the General Plan definition of Planned Commercial.

41.3 The primary purposes of areas designated Planned Industrial on the Moreno Valley General Plan Land Use map is to provide for innovation in the development of manufacturing, research and development, distribution, and other industrial land uses, and to permit the development of employment-generating uses in a mixed use context.

The Planned Business Center within Moreno Highlands provides for the development of light industrial and business park land uses. All uses provided within the Planned Business Center are consistent with the General Plan definition of Planned Industrial.

41.4 In order to provide superior design solutions, reduce adverse environmental impacts, preserve scenic values, and enhance the provision of open space and other amenities, transfers of residential densities up to 100 percent are permitted under the General Plan.

The Moreno Highlands Specific Plan proposes to include the General Plan densities for the site up to 250 percent.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 41.5 | The primary purpose of the area designated "Village at Sunnymead" is to provide a variety of residential, commercial, office, cultural, and recreational opportunities. | Policies with the Sunnymead Plan are not applicable to Moreno Highlands. |
| 41.6 | Within the Specific Plan classification, all land uses considered to be appropriate within the City of Moreno Valley may be appropriate subject to applicable General Plan policies and Moreno Valley ordinance provisions. | Any details or issues not specifically covered within the Moreno Highlands Specific Plan shall be subject to regulations of the Moreno Valley General Plan and other City ordinances. |
| 41.7 | To the extent that development policies, land use standards design guidelines, and other provisions of the Festival, Gateway, Hidden Springs, Moreno Valley Ranch, Sunnymead Boulevard, Sunnymead Ranch, and Towngate Specific Plans are, by their content, intended to address issues contained in the objectives, policies, and implementation programs of the Moreno Valley General Plan, and are inconsistent with the provisions of the General Plan then the provisions of those specific plans shall be controlling; otherwise, all other provisions of the Moreno Valley General plan shall remain in effect. | The policies, programs, and guidelines contained within the Moreno Highlands Specific Plan shall provide the guiding policies for development within the Moreno Highlands project area. |
| 41.8 | The primary purpose of the Hidden Springs Specific Plan shall be to provide high quality, detached housing for entry level buyers and "move-up" opportunities for present residents of Moreno Valley and surrounding Riverside County communities. | Policies within the Hidden Springs Specific Plan are not applicable to Moreno Highlands. |
| 41.9 | The primary purpose of Sunnymead Ranch is to provide a variety of residential types in a recreational atmosphere. | Policies within Sunnymead Ranch are applicable to Moreno Highlands. |
| 41.10 | The primary purpose of the Festival at Moreno Valley is to provide a variety of freeway-oriented retail, commercial, and office uses in a master planned, multi-use development. | The policies for the festival are not applicable to Moreno Highlands. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 41.11 | The primary purpose of Towngate is the development of a high quality community offering a mix of residential housing opportunities along with a range of neighborhood, community, and regional shopping opportunities. | The policies for Towngate are not applicable to Moreno Highlands. |
| 41.12 | The primary purpose of Sunnymead Boulevard is to serve as a major gateway to the City of Moreno Valley and to provide a freeway-oriented and citywide commercial focal point. | Sunnymead Boulevard is not located on the project site. Therefore, policies for it are not applicable to Moreno Highlands. |
| 41.13 | The primary purpose of the Gateway specific plan is to provide a diversity of commercial, office, and industrial uses within an integrated development. | Policies for the Gateway Specific Plan are not applicable to Moreno Highlands. |
| 41.14 | Moreno Valley Ranch is to be a high quality recreational-oriented master-planned community combining residential, commercial, light industrial, recreational, open space, and public uses. | Policies within Moreno Valley Ranch are not applicable to Moreno Highlands. |
| 41.15 | The primary purpose of areas designated Planned Residential adjacent to Moreno Valley Ranch is to extend the development standards and guidelines of the specific plan to adjacent areas, and to provide a transition in densities between Moreno Valley Ranch and adjacent rural development. | Moreno Valley Ranch is within the near vicinity of Moreno Highlands. Various types of edge treatments are proposed to make a transition from the types of land uses in Moreno Valley Ranch to Moreno Highlands. |
| 41.16 | The purpose of the Civic Center/Nason Moreno Beach Corridor area shown on the Moreno Valley General Plan Land use map is to act as commercial/residential gateway to the City and to the moreno Valley Civic Center. | The Civic Center/Nason Moreno Beach corridor is not within the immediate vicinity of Moreno Highlands. Therefore, policies for it are not applicable to Moreno Highlands. |
| 41.17 | In addition to the areas specifically designated Specific Plan areas by the General Plan Land use map, permit mixed use development under the provision of a Specific Plan designation that can be applied on a "floating" basis, overlaying existing General Plan Land Use designations community wide. | The entire Moreno Highlands project shall be implemented by a comprehensive Specific Plan. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Objective 42.0

Maintain City boundaries which are logical in terms of City service capabilities, economic development needs, social and economic interdependencies, citizen desires, and City costs and revenues.

The fiscal analysis prepared for the Moreno Highlands project indicates that project revenues will exceed project costs to the City and is therefore a beneficial annexation proposal. The following land uses will be included upon annexation of 1,234 acres: open space, golf course, residential, business park, and community commercial.

Policy Statements:

- 42.1 The City will support and encourage the annexation of unincorporated areas within the General Plan study area.

The proposal for the Moreno Highlands Specific Plan includes the annexation of 1,234 acres into the City.

Objective 43.0

Ensure that all development within the City of Moreno Valley is of high quality, yields a pleasant living and working environment for existing and future residents, and attracts business as the result of consistent exemplary design.

The Moreno Highlands project proposes a series of design manuals to be created with each phase. The development of the manuals over time will be dynamic and will allow the project to respond to varying market conditions. The golf course amenities proposed by the project are a further enhancement to attract high-quality businesses to the area.

Policy Statements:

- 43.1 New development or the alteration or enlargement of existing development should be viewed not only as freestanding objects, but also as part of a street, or neighborhood, or as part of the entire community.
- 43.2 Establishment of a recognizable design theme which is compatible with surrounding existing and planned developments is encouraged.
- 43.3 New development should be designed to create pleasing transitions to surrounding development.

Developed policies and guidelines provided within the Moreno Highlands Specific Plan shall be applied on a communitywide basis.

The country theme proposed by Moreno Highlands is compatible with other planned developments in the near vicinity.

The comprehensive edge treatment will be provided around the project to soften the transition between different land uses.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

- 43.4 Gateways which create a visual sense should be included in all developments. The landscape concept for Moreno Highlands provides special treatment to intersections and entryways that serve as gateways.
- 43.5 New developments should be designed so as to respect the views of existing developments to the greatest extent possible. Planning concepts for Moreno Highlands respond to the enhancement and preservation of viewshed corridors.
- 43.6 Trash enclosures, loading areas, mechanical equipment, and outdoor storage areas shall be screened from public view as appropriate. Development standards require screening of trash enclosures, loading areas, mechanical equipment, and outdoor storage areas from public view.
- 43.7 All exterior wall elevations of building and screen walls shall have architectural treatments that enhance the appearance of the building or wall. The architectural guidelines encourage this.
- 43.8 Multi-story buildings should be detailed so as to reduce their vertical appearance as much as possible. The architectural guidelines encourage this.
- 43.9 Landscaping and open spaces should be provided as an integral part of a project's design to enhance building design, public view, and interior spaces; provide buffers and transitions as needed; and facilitate energy conservation. The landscape concept plan and landscape guidelines encourage this.
- 43.10 Development projects adjacent to freeways, urban arterials and secondary roadways shall provide a minimum 30 feet landscaping adjacent to the roadway as measured from the ultimate curbface. Greenbelts along arterials are planned to provide buffers in excess of 30 feet between development projects and major roadways.
- 43.11 Landscaped areas shall have a combination of trees, shrubs, vines, ground cover, flowers, and turf as appropriate and compatible with the surrounding environment and project design theme. The landscape concept plan and landscape guidelines encourage this.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 43.12 | Landscape design shall be coordinated with drainage plans for individual projects to maximize percolation of surface water from the site. Swale designs in landscaped and turf areas should be employed to slow down runoff and maximize percolation. | The landscape concept plan and landscape guidelines encourage this. |
| 43.13 | Buildings should be designed precise concept for adequate signage. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.14 | Sign color should be compatible with building color. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.15 | In designing signs and sign messages, fewer, rather than more, words would be utilized to create a clean, understandable message. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.16 | The overall size and shape of signs should be such that it does not detract from the message. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.17 | Signs should communicate their message well, and be easily seen by people. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.18 | While providing the most effective message, signs should also be highly compatible with the building and site design relative to size, color, material, and placement. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.19 | Signs should be consistent with the proportion and scale of the building elements within the facade. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.20 | Hard-to-read and overly intricate type faces are discourage. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.21 | Signs attached to the underside of a projecting canopy or protruding over a sidewalk or right-of-way may be permitted as a special sign only if they provide pedestrian-scale atmosphere and enhance the building front. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 43.22 | Windows signs shall be designed so as to be pleasing, aesthetically enhance shop fronts, geared to the pedestrian, and be at eye level. | The development standards ensure that an adequate and precise Master Sign Program will be established for the Specific Plan area. |
| 43.23 | Adequate onsite lighting should be provided to ensure a safe environment, but not cause nuisance levels of light or glare on adjacent properties. | Adequate lighting to ensure a safe environment will be provided per the development guidelines. |
| 43.24 | Lighting fixtures should be attractively designed to complements the overall design theme of the project within which they are located. | The design guidelines encourage the use of lighting fixtures that complement the overall design of the project. |
| 43.25 | Lighting should improve the visual identification of adjacent structures. | The design guidelines encourage the use of lighting that provides visual identification of adjacent structures. |
| 43.26 | Fences and walls should be discouraged unless needed for screening, safety, or sound attenuation purpose. | The landscape guidelines encourage plant massings where feasible instead of fences and walls. |
| 43.27 | The use of any fencing or walls should be consistent with the overall design theme of the development of adjoining existing developments. | The landscape guidelines encourage the use of fencing and walls that are consistent with the overall design theme of Moreno Highlands, such as white split rail fences. |
| 43.28 | Fences and walls should incorporate landscape elements and change in materials, color, or texture in order to prevent graffiti; undue glare, heat, or reflection; or aesthetic inconsistencies. | The landscape guidelines encourage a variety of materials and landscaping in the design of walls and fences. |
| 43.29 | Development projects within the City of Moreno Valley shall provide adequate screening so that the development is shielded from the negative impacts of adjacent uses, and neighboring properties are shielded from the adverse external effects of that development. | The landscape guidelines encourage the use of plant materials as well as walls or fences, where necessary, to provide screening. |
| 43.30 | Onsite utilities and ancillary equipment should be located in an inconspicuous area or vaulted underground away from public view. | The development standards require the screening of utilities and ancillary equipment, such as air conditioners, away from public view. |

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Objective 44.0

Develop an integrated circulation system which maximizes land potential, reinforces community identity, provides "freedom of movement," and enhances the design quality of the City of Moreno Valley.

The amending of the General Plan to provide for the incorporation of the Moreno Highlands' circulation system promotes this objective. The circulation system will maintain the same level of service contemplated in the General Plan while facilitating traffic flow and promoting other city traffic objectives, including development of Gilman Springs Road as a major north-south transportation corridor and the development of a significant system of pedestrian, bike, and equestrian facilities.

Policy Statements:

- 44.1 The City shall require roads to meet the needs of the residents of the community without detracting from the rural atmosphere of Moreno Valley, by permitting rural road sections incorporating AC dikes in lieu of sidewalks, curbs, and gutters where such an application will serve to enhance the rural atmosphere.
- 44.2 The access and circulation design of a development project should provide for vehicles, pedestrians, and bicycles. The circulation system should be planned to reduce conflicts between vehicular, pedestrian, and bicycle traffic by separating them to the greatest extent possible.
- 44.3 Residential subdivision design should include a hierarchy of streets within the residential area.
- 44.4 Design Residential Access Street so as not to carry more traffic than that which is generated on the street itself, wherever possible.
- 44.5 Design Residential Subcollector streets so as to exclude external through traffic which has neither origin nor destination on the subcollector or its tributary access streets.
- Expansive greenbelts along onsite arterials provide an open visual impression.
- The land use plan, circulation plan, and bikeway plan delineate access and circulation design that provides for a variety of nonconflicting transportation types.
- A hierarchy of streets is planned for the entire project site.
- Residential access streets will be designed, at the tentative tract map level, so as not to carry more traffic than that generated by the street itself.
- Residential subcollector streets will comply with City standards.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

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| 44.6 | Design Residential collector streets to minimize the number of, or to eliminate residential lots having direct frontage on them. | The development guidelines encourage residential lots to not directly front residential collector streets. |
| 44.7 | Residential developments along collector and master planned roadways shall minimize the use of reverse frontage walls by such treatments as landscaping, beaming, and "side-on" cul-de-sacs. | Landscaping berming and "side-on" cul-de-sacs can be designed at the tentative tract map level to minimize the use of reverse frontage walls along collector and master-planned roadways. |
| 44.8 | Parking areas should be designed to minimize visual disruption of the overall project design. | Parking areas shall be landscaped and buffered, as mandated by the development standards, to minimize the visual disruptions of overall project design. |
| 44.9 | Parking areas should also minimize auto, noise, glare, and increases in ambient temperature through the use of sound walls, screening with fences and/or landscaping. | The parking area requirements in the development standards require adequate screening and landscaping to minimize adverse impacts. |
| 44.10 | Adequate off-street parking shall be incorporated into multiple family residential projects. | The parking standards for multi-family residential projects are consistent with the City's standards. |
| 44.11 | Within residential areas, areas for the storage of recreational vehicles, boats, and campers should be provide in such a manner as to be out of public view. | CC&Rs will ensure that recreational vehicle storage will be out of public view. |
| 44.12 | Driveway placement shall be designed to simplify traffic flow patterns within parking areas, and minimize traffic conflicts. | Driveway placement will be delineated at the tentative tract map level and will be consistent with the City's subdivision code. |

Objective 45.0

Maintain Level of Service "C" along roadway links, wherever possible.

Mitigation measures will be implemented to maintain a Level of Service C within the Specific Plan area.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

Policy Statements:

- 45.1 Primary arterials should provide a 120-foot right-of-way and a paved width of 100 feet. Major arterials should provide a 100-foot right-of-way and a paved width of 80 feet. Secondary arterials should provide an 84-foot right-of-way and a paved width of 64 feet. Collector roads should provide a 60-foot right-of-way and a paved width of 40 feet.
- 45.2 The purpose of identifying the extension of Davis Road as a regional transportation corridor on the Moreno Valley General Plan Circulation Element map is to recognize the regional designation of this route, but is not intended as an endorsement of this route by the City of Moreno Valley.
- 45.3 Utilize Level of Service "C" in determining average daily roadway capacity and required roadway widths.
- 45.4 Utilizing a combination of State funds, redevelopment funds, and other locally generated funds, provide needed improvements along State Route 60, including freeway and bridge widening, placement of ramp metering hardware at freeway on-ramps, and construction of a park-and-ride facility for a minimum of 200 vehicles near the State Route 60-Interstate 215 interchange.
- 45.5 Points of access shall comply with city access regulations and should not conflict with existing or planned access points.
- 45.6 Local roads should provide the means of access to primary and major arterials whenever possible.
- 45.7 On-street parking shall be of secondary concern of the overall efficiency and capacity of street designs.
- Six-lane divided major arterials are planned to match the County's standard of 134-foot right-of-way and a paved width of 100 feet. Four-lane divided major arterials are planned to provide a 100-foot right-of-way and a paved width of 76 feet. Four-lane undivided minor arterials are planned to provide an 88-foot right-of-way and a paved width of 64 feet. Two-lane undivided collector roads are planned to provide a 66-foot right-of-way and a paved width of 44 feet.
- A connection to Davis Road is proposed within the Specific Plan accomodating future traffice volumes from the possible improvement of Davis Road.
- The Developer will participate in a fair-share funding program to improve roadways that are significantly impacted by the project.
- The policies are not applicable to this Specific Plan.
- All roadway geometrics will comply with City standards.
- At the tentative tract map level all local roads will be shown to provide access to primary and major arterials.
- All on-street parking will comply with the City's Development Code as required by the development standards.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

45.8 As a condition of approval for developments fronting both sides of a street, the City shall require that master planned streets be constructed to full width.

All roads designated in the circulation plan are phased to be constructed to full width.

45.9 Where new developments front only one side of a street, the City shall require that master planned streets be constructed to half width plus 10 feet.

For developments fronting one side of a street, streets should be half width plus 10 feet.

Objective 46.0

Maintain safe and adequate pedestrian, bicycle, and public transportation systems within the City of Moreno valley to reduce vehicular travel and to support planned land uses within the City of Moreno Valley.

The Moreno Highlands project proposes that a series of bicycle and equestrian trails will be provided linking the project with existing and proposed trails in the area. The project further will provide the opportunity for residents to work in close proximity to their residences and also to recreate in close proximity. Mass transit and transportation demand programs are also part of the project.

Policy Statements:

46.1 The City shall support and encourage the development of an efficient transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City such as senior citizens, the handicapped, and school students.

The circulation plan and bikeway plan encourage efficient transportation systems for the entire community.

46.2 The City is to support the Riverside County Transportation Commission in the planning and development of a regionwide transportation system.

The policies are not applicable to this Specific Plan.

46.3 The City shall continue its on-going coordination and cooperation with County transit authorities toward the expansion of existing transit facilities into newly developed areas as soon as feasible, with the emphasis on services to such concentrated activity areas as commercial centers, industrial areas, high density residential areas, mobile home parks, senior citizen facilities, and other such areas

The circulation plan reflects the expansion of transit facilities into newly developed areas.

GENERAL PLAN POLICY

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

Community Development Element (cont'd)

that produce high levels of traffic or are prime targets for public transit use.

- 46.4 The City shall ensure, through the development review process, that all new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities where appropriate.
- 46.5 In order to encourage walking as an alternative to automobile travel, the City shall ensure the safety of pedestrians.
- 46.6 The City shall encourage the construction of sidewalks in urban density residential areas which currently lack such facilities.
- 46.7 Pedestrian walks through open spaces and accessways to buildings shall be required in order to shorten walking distances.
- 46.8 Pedestrian walkways, plazas, and other similar features shall be highly visible and well-lighted.
- 46.9 The City, wherever possible, shall encourage bicycling as an alternative to automobile travel for the purpose of reducing fuel consumption, traffic congestion, air pollution.
- 46.10 Bikeways shall link residential neighborhood areas with parks, scenic areas, and other points of interest, and should be designed to encourage intra-city travel to employment sites, civic and commercial areas, and schools.
- 46.11 The bikeway system shall be integrated with the City circulation system, and should be regularly maintained as part of the City's street maintenance system.

At the tentative tract map level, the Developer will be coordinating with the County Transit District to provide bus stops and turn-out areas.

An extensive network of riding/hiking trails and pedestrian walkways has been planned to encourage walking as an alternative to automobile travel.

The development guidelines encourage pedestrian walkways to be planned for all urban residential areas.

The development guidelines encourage pedestrian walkways to be planned for all urban residential areas.

The development guidelines provide for well lighted pedestrian areas, where practical.

An extensive Class I and Class II bikeway system is planned for the site.

Bikeways link the residential areas to the commercial area, Planned Business Center, and community park.

The bikeway plan shows how bikeways are integrated with the City circulation system.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

- 46.12 The City shall maintain appropriate legislation to register bicycles for identification purposes, shall support bicycle safety programs through the recreation program and the school system, and shall actively enforce laws relating to the safe operation of bicycles on City streets.
- 46.13 The bikeway system should avoid conflicts with the pedestrian/equestrian trail system, and should link local bikeways with existing or planned regional bikeways.
- 46.14 The City will assist in facilitating bicycle travel by encouraging the use of bike racks on public transit vehicles.
- 46.15 The City shall assure signing and striping of bike lanes, and shall require that commercial and industrial developments provide bicycle storage facilities for both patrons and employees.
- 46.16 A sufficient quantity of bicycle racks and/or lockers shall be provided at commercial centers, recreational facilities, and similar potential bicycle trip generators.

The Developer shall support City efforts for proper and safe lake practices.

Bikeways have been separated from pedestrian/equestrian trail systems, where feasible.

A network of Class I and Class II bike lanes are planned throughout Moreno Highlands.

All bikeways will meet the City's standards for Class I and Class II bikeways.

The development guidelines provide for bike racks at commercial centers.

Objective 47.0

Maintain a water system which is capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including provision of adequate fire flows.

Mitigation measures require that assurances be obtained from the water district that adequate water supplies are available and necessary water treatment facilities will be constructed as a condition to development.

Policy Statements:

- 47.1 The City shall permit new developments only where and when adequate water services can be provided, and shall assure the provision of adequate water service by providing systemwide water improvements in advance needs.

Adequate water service will be provided to the new community and will be provided per the concept water plan.

GENERAL PLAN POLICY

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

Community Development Element (cont'd)

47.2 Where the construction of master planned water service facilities is not practical, permit the construction of interim facilities to serve present, as well as short-term future needs to the extent that 1) future construction of master planned facilities will be jeopardized, and 2) construction of interim facilities is permitted by the governing water agency.

A concept water plan has been prepared that will provide service to the entire site.

47.3 Prior to issuance of commercial or industrial building permits, or the recordation of residential tract maps, the City shall assure the availability of adequate fire flow by requiring the testing of all fire hydrants in the vicinity of the project, and, in the absence of adequate flows, the City shall require either the installation of on-site fire protection devices or improvements that upgrade the area's water system to accommodate adequate flows.

The water system will be financed entirely through funding mechanisms and programs established by the Developer and the Eastern Municipal Water District.

Objective 48.0

Maintain a wastewater collection, treatment, and disposal system which is capable of meeting the daily and peak demands of Moreno Valley residents and businesses.

Mitigation measures are proposed which ensure the availability of sewage treatment and disposal prior to development, thereby bringing the project into conformity with this objective.

Policy Statements:

48.1 Prior to the approval of any new development application ensure that adequate sewer service capacity exists or will be available in a timely manner.

Adequate sewer service capacity will be provided to the new community and will be provided per the concept sewer plan.

48.2 The design of future sewer service expansions should be such that current levels of service are maintained.

Future sewer service expansion will allow current levels of service to be maintained.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

- 48.3 Where the construction of master planned sewer facilities is not practical, and where the future construction of such facilities will not be jeopardized, the City shall permit the construction of interim facilities which are sufficient to serve present, as well as short term future needs.
- 48.4 The City should encourage plumbing multi-family residential construction for acceptance of reclaimed water for the irrigation of home landscaping and other noncontact usage.
- 48.5 The City shall take appropriate measures toward the designation and preservation of land for effluent disposal.

A master-planned expansion of the existing sewer system will be constructed so interim services will not be necessary.

A reclaimed water concept plan has been designed to irrigate parks, greenbelts, and golf course areas.

The Developer shall be supportive of City efforts for the identification of an appropriate site for effluent disposal.

Objective 49.0

Maintain an adequate system of solid waste collection and disposal to meet existing and future needs.

The Riverside County Solid Waste Management Plan, as updated, accommodates the anticipated growth of Moreno Valley, including the Moreno Highlands project, and mitigation measures will be implemented which are designed to reduce the size of the waste stream, thus conserving future landfill capacity.

Policy Statements:

- 49.1 The City should explore a suitable location, within the current sphere of influence, for the location of a solid waste landfill site that will provide City residents a local alternative to County facilities in the Pigeon Pass and Badlands areas.
- 49.2 The location of the landfill should be readily accessible and not in conflict with adjoining existing and planned land uses.
- 49.3 Recycling projects should be encouraged, not only by the efforts of the City but also by the efforts of individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through the school district.

No solid waste landfill site is proposed for the Specific Plan area, nor is it designated for the project site in the General Plan.

No landfills conflict with land uses within Moreno Highlands.

The Developer shall be supportive of City efforts to encourage recycling programs.

GENERAL PLAN POLICY

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

Community Development Element (cont'd)

49.4 The City shall support regional efforts to solve the solid waste disposal problem.

The Developer shall be supportive of City efforts to solve solid waste disposal problems.

Objective 50.0

Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provisions.

Mitigation measures will be implemented which require the developer to contribute to the costs of expanding infrastructure facilities, including sewage and water treatment, and to demonstrate that they are available before the development can proceed on the site.

Policy Statements:

50.1 The City shall limit the number of residential dwelling units to that which can be adequately served by public services and facilities, based upon current information concerning the capability of public services and facilities.

All 7,763 residential dwelling units will be adequately served by the public services and facilities planned for the new community.

50.2 The City shall encourage all public service agencies within its jurisdiction to also keep current information regarding their service capabilities.

This Specific Plan promotes the provisions of cost-effective public services and facilities.

50.3 The City should not approve development applications that are inconsistent with the provision of cost-effective public services and facilities.

Cost-effective public services and facilities are provided within Moreno Highlands.

50.4 The City shall ensure that all major extensions of services and utilities to facilitate land use changes shall incorporate a thorough review of the social, economic, and environmental factors surrounding such extensions.

The City and all appropriate agencies will review all major extensions of services and facilities during the processing of this Specific Plan.

50.5 Unless otherwise approved by the City, public water, sewer, drainage and other backbone facilities needed for a project phase shall be constructed prior to or concurrent with initial development within that phase.

All backbone service and facilities are planned to be constructed to or concurrent with the initial development with that phase.

GENERAL PLAN POLICY

SPECIFIC PLAN CONSISTENCY WITH GENERAL PLAN

Community Development Element (cont'd)

50.6 It shall be the ultimate responsibility of the sponsor of development project to assure that all necessary infrastructure improvements needed to support project development are available at the time that they are needed.

A comprehensive phasing program is provided with the Specific Plan to ensure the adequate provision of infrastructure improvements.

Objective 51.0

Establish and implement comprehensive solutions to the financing of public facilities which adequately distribute costs based on the level of benefit received and the timing of development.

The proposed mitigation measures will ensure that the necessary funding for the provision of adequate public facilities and services will be in place prior to construction onsite.

Policy Statements:

51.1 Conduct an annual review of user charges, development fees, and public facilities impact mitigation fees in accordance with AB 1600 to ensure that the charges are consistent with the costs of improvement and maintenance. Utilize the service and mitigation standards contained in the Moreno Valley General Plan as the bases for determining improvement and maintenance costs.

The Developer shall comply with all fair and appropriate user charges.

51.2 The City shall promote the establishment of benefit assessment districts to provide public facilities and services to eliminate facilities gaps and serve both existing development and new development more efficiently.

The Developer shall support City efforts to establish benefit assessment districts to provide public facilities and services.

51.3 The City shall promote the establishment of benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to eliminate existing public service and facility gap, and to provide necessary facilities in advance of development.

The Developer shall support City efforts to establish benefit assessment districts to provide public facilities and services.

GENERAL PLAN POLICY

**SPECIFIC PLAN
CONSISTENCY WITH
GENERAL PLAN**

Community Development Element (cont'd)

51.4 Existing public services and facilities deficiencies affecting an undeveloped area are to be corrected prior to or concurrent with the extension of facilities to serve the area.

The Developer has been working with Public Services and Facilities to ensure adequate extension of these services and facilities for the new community.

51.5 The City shall review development projects for their impacts on public service and facilities including, but not necessarily limited to roadways, water, sewer, fire, police, parks, school facilities, and libraries. If a development project will cause the level of public service or facility provision to fall below the standards outlined in the Moreno Valley General Plan and EIR and/or the standards of applicable service agencies, appropriate on- and off-site improvements shall be provided with though conditions of approval, development fees, establishment fees, establishment of assessment districts, or declining approval of the project.

The Developer shall participate in City funding programs (pro rata share funding, impact fees, reimbursable agreements) for needed public services and facilities.

Joint Proposal Summary

SECTION 8
JOINT PROPOSAL SUMMARY

Section 8 identifies the purpose and the provisions contained within the Joint Proposal and identifies refinements that would occur to this Specific Plan upon its execution. All referenced exhibits are at the end of the section.

8.1 PURPOSE OF THE JOINT PROPOSAL

A joint proposal (Joint Proposal) has been developed through discussions between the USFWS, CDFG, RCHCA, City of Moreno Valley, and Moreno Highlands to provide additional benefits to wildlife on and in the vicinity of the project. The Joint Proposal addresses impacts on the Stephens' kangaroo rat (SKR); the establishment of an SKR reserve within the SKR Habitat Conservation Area; the San Jacinto Wildlife Area (SJWA); the loss of raptor foraging habitat; and other general wildlife values as addressed within the FEIR. The Joint Proposal is considered by the City of Moreno Valley as an alternative approach to mitigating the Specific Plan's impact on those biological issues identified above. Its primary benefits are as follows.

EXPANSION OF THE SJWA

Currently, the main body of the SJWA is separated from a strip of land along the southerly extension of Davis Road (south of the project site), which was previously dedicated to the SJWA by the Moreno Valley Ranch project. The 292.6 acres to be dedicated within the Joint Proposal comprise approximately two-thirds of the acreage dividing the main body of the SJWA from this strip of land, resulting in a significant expansion of the SJWA through the preservation of land linking these two divisions of the SJWA.

PRESERVATION OF SKR HABITAT AND IMPROVED MANAGEMENT OF THE SKR HCP RESERVE BOUNDARIES

The Joint Proposal would result in the dedication of lands that are adjacent to the majority of offsite SKR populations and the SJWA and are configured in such a manner that would improve the management of the SKR Habitat Conservation Area reserve boundaries. The dedication of land would be in lieu of the payment of SKR fees pursuant to City Resolution 89-92.

PRESERVATION OF RAPTOR FORAGING HABITAT

The Joint Proposal would result in a reduction of raptor foraging habitat impacts through the preservation of 268 acres onsite and the acquisition and dedication of 130.7 acres offsite. Although the FEIR indicates that the loss of raptor foraging habitat is a significant unavoidable adverse impact that cannot be feasibly mitigated to a level less than insignificance, the City of Moreno Valley has concluded that the preservation of these lands constitutes an adequate contribution to regional efforts in reducing the cumulative impact of the loss of raptor foraging habitat. This preservation would be in lieu of any raptor mitigation or multi-species fees subsequently adopted by the City.

8.2 PROVISIONS OF THE JOINT PROPOSAL

The terms of the Joint Proposal have been tentatively approved by staff of the USFWS, CDFG, the RCHCA, City of Moreno Valley, and Moreno Highlands, although endorsement and execution of an official agreement by the affected parties has not yet occurred. The Joint Proposal cannot be fully implemented without the cooperation of the USFWS, the CDFG, and the RCHCA and is contingent upon the approval of an agreement setting forth the obligations of the respective parties. Upon approval of such an agreement, the provisions described below would be implemented.

1. The preservation of 268 acres of land to the CDFG within the Specific Plan boundaries as depicted on Exhibit 1A. The preserved lands include 106 acres bordering the SJWA to be maintained under a conservation easement and 162 acres between existing Davis Road and the SJWA to be conveyed in fee to the CDFG. As compared to the mitigation measures in Section 5.3.2, this provision would eliminate the most northerly 24.6 acres of the 300-foot buffer area along Davis Road, a 200-foot reduction of the 600-foot buffer adjacent to the Specific Plan's southern boundary with the SJWA, and a 400-foot reduction in the 600-foot buffer area adjacent to the eastern boundary of the SJWA and the Specific Plan area.
2. The applicant will assist in and contribute to the acquisition of approximately 130.7 acres adjacent to the southern boundary of the Specific Plan as shown in Exhibit 1A. Upon acquisition of this land, an offer of dedication will be presented to the CDFG. If this land cannot be acquired in a timely manner by the developer, the developer will commit to contribute specified funds to the RCHCA for its acquisition of such offsite lands. Upon acquisition by the RCHCA, these lands will be offered for dedication to the CDFG.
3. A 6-foot block wall within and along the remaining 200-foot buffer adjacent to the eastern edge of the SJWA will be constructed by the developer to control human access to the dedicated lands (see Exhibit 1A). The block wall will be constructed in accordance with building in Uniform Building Code standards. All residential

parcels adjacent to the remaining portion of the Davis Road buffer and Planning Area 69 will contain industry standard block walls at the edge of the property line.

4. As agreed by the USFWS, CDFG, and RCHCA, the Riverside County SKR HCP program will assume all maintenance and management obligations and related costs associated with dedicated lands, including all desired fencing and management of dedicated lands, except construction of the block walls described in #3 and the wetlands areas described in #4 above.
5. The remainder of the Specific Plan area will be deleted from the SKR HCP study area, as the USFWS, CDFG, and RCHCA concur through the Joint Proposal that the dedication of the lands described above under #1 and the acquisition of offsite lands as described under #2 will fully satisfy the project's obligations to pay SKR mitigation fees and raptor mitigation fees, and will adequately and reasonably compensate for the loss of all other wildlife and multi-species values that might result from implementation of the Specific Plan.
6. All lots adjacent to Davis Road in Planning Area 1, adjacent to Planning Area 69 (open space), and adjacent to the 200-foot-wide buffer within Planning Area 25 shall be a minimum of 20,000 square feet, shall be a net of public streets, and shall allow large animals to be kept on the sites, in accordance with current City ordinances.

8.3 JOINT PROPOSAL REFINEMENTS TO SPECIFIC PLAN 212-1 (ALTERNATIVE 6)

Execution of the Joint Proposal would result in refinements to the Land Use Concept, Section 4, and the Specific Plan Programs, Section 5, of Specific Plan 212-2 (Alternative 6). These refinements are intended to reflect general provisions of the Joint Proposal. Additional refinements may be necessary during subsequent, more detailed planning and design of project. The outline below identifies these refinements, by section of the Specific Plan, and provides an exhibit to reflect the Joint Proposal plan.

SECTION 4 LAND USE CONCEPT

Section 4.1 Project Goals, Policies, and Implementation Plan

No refinements would occur upon execution of the Joint Proposal.

Section 4.2 Development Concept

The development concept as described for the Alternative 6 plan would be maintained under the Joint Proposal. Exhibit 12A, Enclave Plan (Joint Proposal), provides an illustration of the Development Concept under the Joint Proposal plan.

Section 4.3-4.8 Land Use Plan

Refinements would include a reconfiguration of residential planning areas within the southern portion of the Specific Plan, and the reallocation of residential dwelling units from the dedicated lands to these planning areas. Exhibit 1A provides an illustration and Table 1A provides a statistical summary of land uses under the Joint Proposal. Table 2A also provides a statistical analysis of the land uses under the Joint Proposal. The residential densities and lot sizes as established for Alternative 6 within Section 4, Table 3, would remain applicable under the Joint Proposal.

Refinements to open space and public facility land uses are described below under Sections 5.4 and 5.5 respectively.

Section 4.9 Circulation

Refinements would include:

- A re-alignment of Alessandro Boulevard within the 400' buffer at the northern portion of the SJWA. The Circulation Plan for the Joint Proposal is shown on Exhibit 14A, Circulation Plan (Joint Proposal).
- Bikeways routes would be realigned to correspond with the realignment of Alessandro Boulevard, as shown on Exhibit 16A, Bikeway Plan (Joint Proposal).

No refinements would occur to the roadway standards, established on Exhibit 15, Typical Roadway Cross-Sections, or the bikeway standards, established on Exhibit 17, Bikeway Cross-Sections, in Section 4 of this Specific Plan.

SECTION 5 SPECIFIC PLAN PROGRAMS

Section 5.1 Grading Concept

Implementation of the Joint proposal would result in a restriction of grading operations within those open space areas dedicated to the CDFG for biological mitigation purposes. Refinements to the grading concept for the Joint Proposal are shown on Exhibit 18A, Grading Concept Plan (Joint Proposal).

Section 5.2 Landscape and Architecture Design Guidelines

The landscape and architecture concepts established for the Alternative 6 plan would be maintained under the Joint Proposal.

Section 5.3 Resource Mitigation Program

Section 5.3.1

Implementation of the Joint Proposal would not result in any changes to Moreno Highlands' program for treating first flush urban storm water runoff and nuisance water within a water quality wetland system to be located within the buffer adjacent to the SJWA. Exhibit 20A, Wetlands Management Plan (Joint Proposal), provides a conceptual illustration of the wetland system under the Joint Proposal.

Section 5.3.2

The provisions of the Joint Proposal, identified in Section 8.2 above, would substitute for the Mitigation Plan described in Section 5.3.2, Stephens' Kangaroo Rat.

Section 5.3.3

No refinements would occur under the Joint Proposal plan.

Section 5.3.4

The provisions of the Joint Proposal, identified in Section 8.2 above, would substitute for measure #3 within the Mitigation Plan described in Section 5.3.4, Community Interface with San Jacinto Wildlife Area.

Section 5.3.5

No refinements would occur under the Joint Proposal plan.

Section 5.4 Parks, Recreation, and Open Space

Refinements would include the addition of approximately 40.9 acres of open space acreage within the southern portions of the Specific Plan and the reconfiguration of greenbelts along the re-alignment of Alessandro Boulevard. The Parks and Recreation Concept Plan for the Joint Proposal is shown on Exhibit 21A, Parks and Recreation Plan (Joint Proposal).

In addition, refinements would be made to the alignments of equestrian trails located along the southern portions of the Specific Plan area. Refinements to equestrian trails is shown on Exhibit 22A, Equestrian Trails (Joint Proposal). No refinements would occur to the equestrian trail standards established for Alternative 6 within Section 5.4 and shown on Exhibit 23 of this Specific Plan.

Section 5.5 Public Services Plan

Section 5.5.1-3 Refinements to the alignment of water, waste water, and reclaimed water within the southern portion of the site, to accommodate the reconfiguration of planning areas as described above under "Land Use". Refinements to the water, waste water, and reclaimed water plans are shown on Exhibit 24A, 25A, and 26A.

Section 5.5.4 Refinements to the alignment of underground storm drains, soft-bottom channels, and wetland areas within the southern portions of the Specific Plan, to accommodate planning area adjustments under the Joint Proposal. Refinements to the flood control/drainage system for the Joint Proposal is shown on Exhibit 27A, Flood Control/Drainage Concept Plan.

Section 5.5.5 No refinements would occur under the Joint Proposal.

Section 5.5.6-14 No refinements would occur under the Joint Proposal.

Section 5.6 Initial Phasing Plan

In response to the Land Use Plan under the Joint Proposal, refinements to the Initial Phasing Plan would not include changes to the timing of development, but rather adjustments to the layout of Phase II and III areas within the southern portions of the Specific Plan. Exhibit 28A, Initial Phasing Plan (Joint Proposal), provides an illustration of phasing for the Joint Proposal Land Use Plan.

Section 5.7 Summary of Financing Provisions

No refinements would occur under the Joint Proposal.

8.4 IMPLEMENTATION OF THE JOINT PROPOSAL

Until and unless an agreement is approved by the respective parties to the Joint Proposal, the Joint Proposal would not be operative and would not replace mitigation conditions and analysis contained in Section 5.3. Any substantial change, addition, or deletion of provisions of the Joint Proposal described above will require an amendment to the approved Specific Plan #212-1.

TABLE 1A
MORENO HIGHLANDS SPECIFIC PLAN
STATISTICAL SUMMARY
(JOINT PROPOSAL)

Land Use	Density Range	Units	Acres ^a
RESIDENTIAL COMMUNITY (2,435.4 acres)			
<u>Residential</u>			
Very-Low-Density	0.5 - 2.9	102	51.0
Low-Density	3.0 - 5.9	4,922	1,081.3
Medium-Density	6.0 - 13.9	1,256	151.0
High-Density	14.0 - 20.0	<u>1,003</u>	<u>52.1</u>
Subtotal		7,283	1,335.4
<u>Neighborhood Commercial</u>			10.0
<u>Cemetery</u>			16.5
<u>Parks, Open Space, and Recreation</u>			
Golf Course			325.8
Neighborhood Park ^b			59.0
Community Park			68.0
Enhanced Open Space/Natural Buffer			228.6
Greenbelt			54.6
Scenic Highway Corridor			<u>10.5</u>
Subtotal			746.5
<u>Public Facilities</u>			
Schools (acres)			
High School			41.0
Middle Schools			43.0
Elementary Schools			60.0
Fire Station			1.5
Churches			10.0
Other Community Facilities			1.5
Roads			<u>170.0</u>
Subtotal			327.0

TABLE 1A (continued)

Land Use	Density Range	Units	Acres ^a
PLANNED BUSINESS CENTER (602.6 acres)			
<u>Business Park Area</u>			360.8
<u>Mixed Use^c</u>			
High-Density Residential	14.0 - 20.0	480	
Community Commercial			
Hotel			
Health Center			
Subtotal			<u>80.5</u>
<u>Commercial</u>			
Community Commercial			16.0
<u>Parks, Open Space, and Recreation</u>			
Golf Course			58.5
Enhanced Open Space/Natural Buffer			11.6
Scenic Highway Corridor			<u>7.8</u>
Subtotal			<u>77.9</u>
<u>Public Facilities</u>			
Roads			67.4
TOTAL FOR PROJECT		<u>7,763</u>	<u>3,038</u>

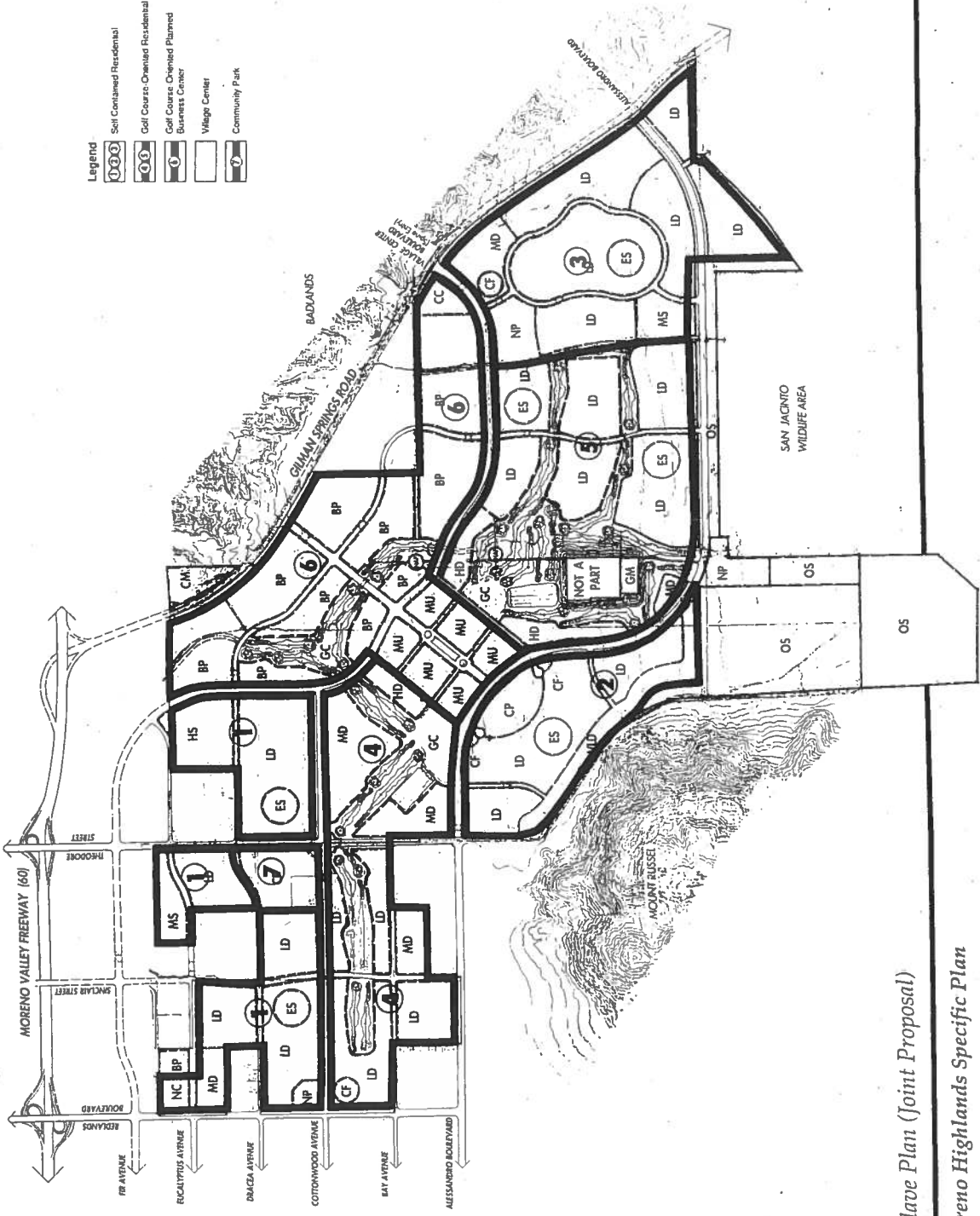
- ^a Acreage statistics are approximate, and minor changes may result from refinement of road alignments and other technical adjustments that will occur at the tentative tract map level.
- ^b The intent of the Mixed-Use designation (Village Center) is to provide a combination of those uses listed. The Village Center provides a community focal point of interrelated activities, reinforcing community identity and reducing impacts on transportation systems and related air emissions.

TABLE 2A
 MORENO HIGHLANDS SPECIFIC PLAN
 STATISTICAL ANALYSIS
 (Joint Proposal)

#	PLANNING AREAS RESIDENTIAL UNITS	Total Units	VLD	LD	MD	HD	NC	CC	BP	MU	GB	SH	OS	GC	NP	CP	ES	MS	HS	CF	CF	CHURCH	C	Cemetery	Total Acres
1		102	51.0																					51.0	
2		137		34.4																				34.4	
3		192		48.0							2.4						10.0							60.4	
4		206		51.6							3.7										5.0			60.3	
5		136		34.0							1.4													35.4	
6		151		33.7							1.3													35.0	
7		148		32.9							1.1													34.0	
8		73		16.3							1.9													18.2	
9		109		24.4							.7													25.1	
10		435		87.0							5.8						10.0							102.8	
11		132		29.4							1.1													30.5	
12		390		78.0							1.7						10.0							89.7	
13		130		32.5							2.2													34.7	
14		0																						0.0	
15		152		30.4							1.5													31.9	
16		177		39.4																				39.4	
17		316		63.2							2.8						10.0							76.0	
18		122		24.4													10.0							34.4	
19		190		42.4																				42.4	
20		247		49.5							2.1		2.9											54.5	
21		199		44.4																				44.4	
22		363		72.6							1.1	5.4												79.1	
23		398		88.5													10.0							98.5	
24		202		44.9							3.4													48.3	
25		202		50.5							2.3		9.0											61.8	
26		115		28.9							1.6	2.6	.4											33.5	
27		132			16.6						.7													17.3	
28		147			18.4																			18.4	
29		450		50.0							2.8		2.6											55.4	
30		231		28.9							2.9		.9											32.7	
31		63		7.9							1.2													9.1	
32		233		29.2							1.3	2.5									5.0			38.0	
33		260				13.0					.5		.5											14.0	
34		299				16.9					4.8		1.1											22.8	
35		444				22.2					2.3													24.5	
36																		21.0						21.0	
37																			41.0					41.0	
38																		22.0						22.0	
39							10.0																	10.0	
40																								17.7	
41																								17.7	
42																								7.6	
43																								53.5	
44																								16.2	
45																								52.1	
46																								23.0	
47																								15.4	
48																								45.9	
49																								34.3	
50																								10.1	
51																								50.2	
52																								70.2	
53																								12.9	
54																								15.8	
55																								11.9	
56																								16.0	
57																								13.7	
58															6.0									8.0	
59																39.0								39.0	
60																	29.0							29.0	
61													49.2			23.0								72.2	
62																28.0								28.0	
63																								119.0	
64																119.0								119.0	
65																								206.8	
66																								1.5	
67																					1.5			1.5	
68																							16.5	16.5	
69													162.0											162.0	
Sub-Totals		7765	51.0	1081.3	151.0	52.1	10.0	16.0	360.8	80.5	54.6	18.3	240.2	384.3	59.0	68.0	60.0	43.0	41.0	3.0	10.0	16.5	2800.6		
Roads-Business Park																								67.4	
Roads-Residential																								170.0	
TOTAL ACREAGE																								3038.0	
Off-Site Mitigation Parcel																								130.7	

PLANNED BUSINESS PARK

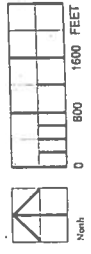
* * * Acreage for the High Density Residential Land Use in the Mixed-Use area is included within the Mixed-Use acreage figure.
 Acreage Statistics are approximate and changes may result at the tentative tract map level.

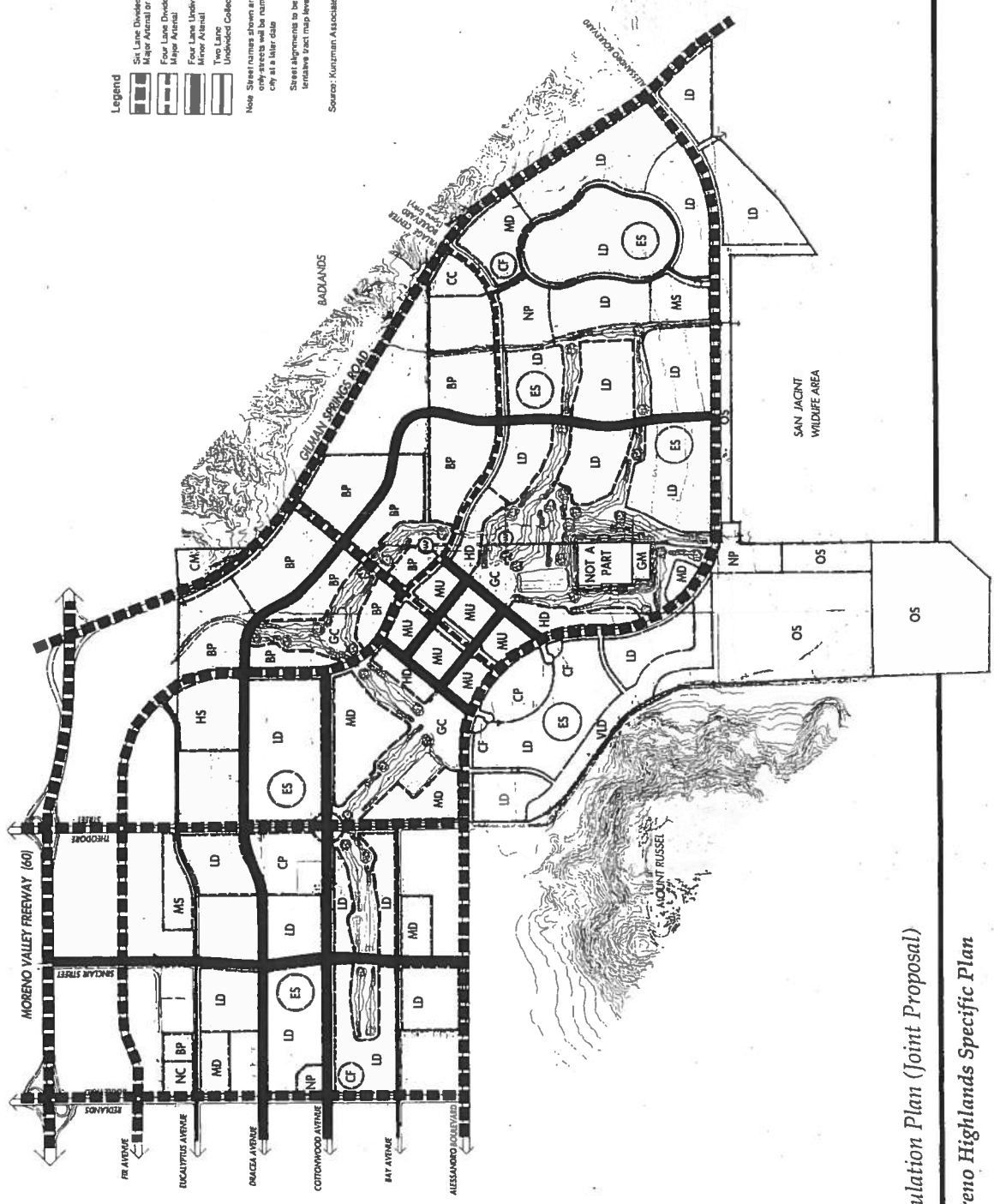


- Legend**
- ① Self Contained Residential
 - ② Golf Course Oriented Residential
 - ③ Golf Course Oriented Planned Business Center
 - ④ Village Center
 - ⑤ Community Park

Enclave Plan (Joint Proposal)

Moreno Highlands Specific Plan



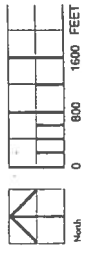


Legend

- Six Lane Divided Major Arterial or Freeway
- Four Lane Divided Major Arterial
- Four Lane Undivided Major Arterial
- Two Lane Undivided Collector

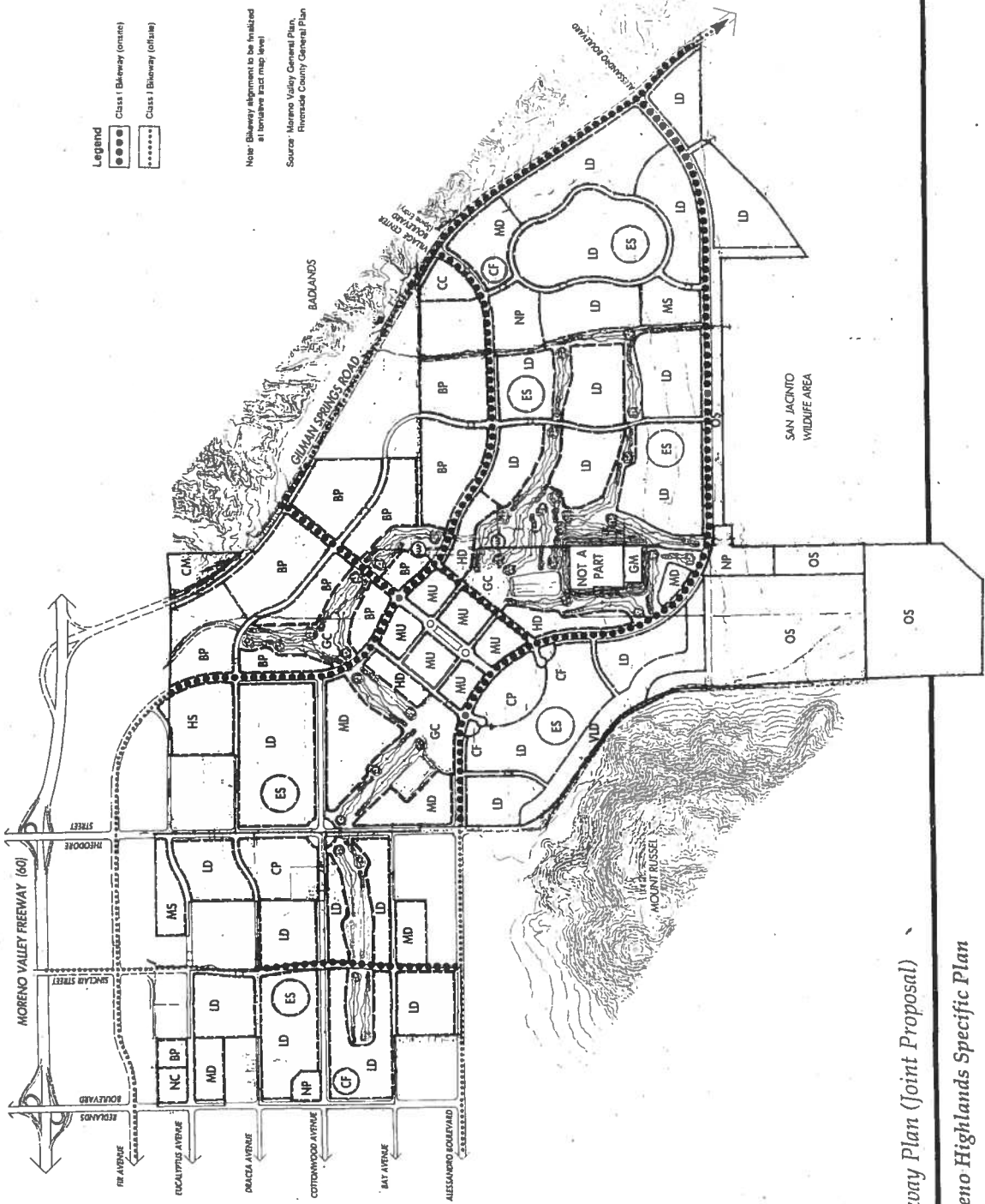
Note: Street names shown are for convenience reference only; streets will be named in conjunction with the city at a later date.
 Street alignments to be finalized at tentative tract map level.

Source: Kurtzman Associates Inc.



Circulation Plan (Joint Proposal)

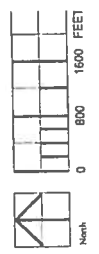
Moreno Highlands Specific Plan



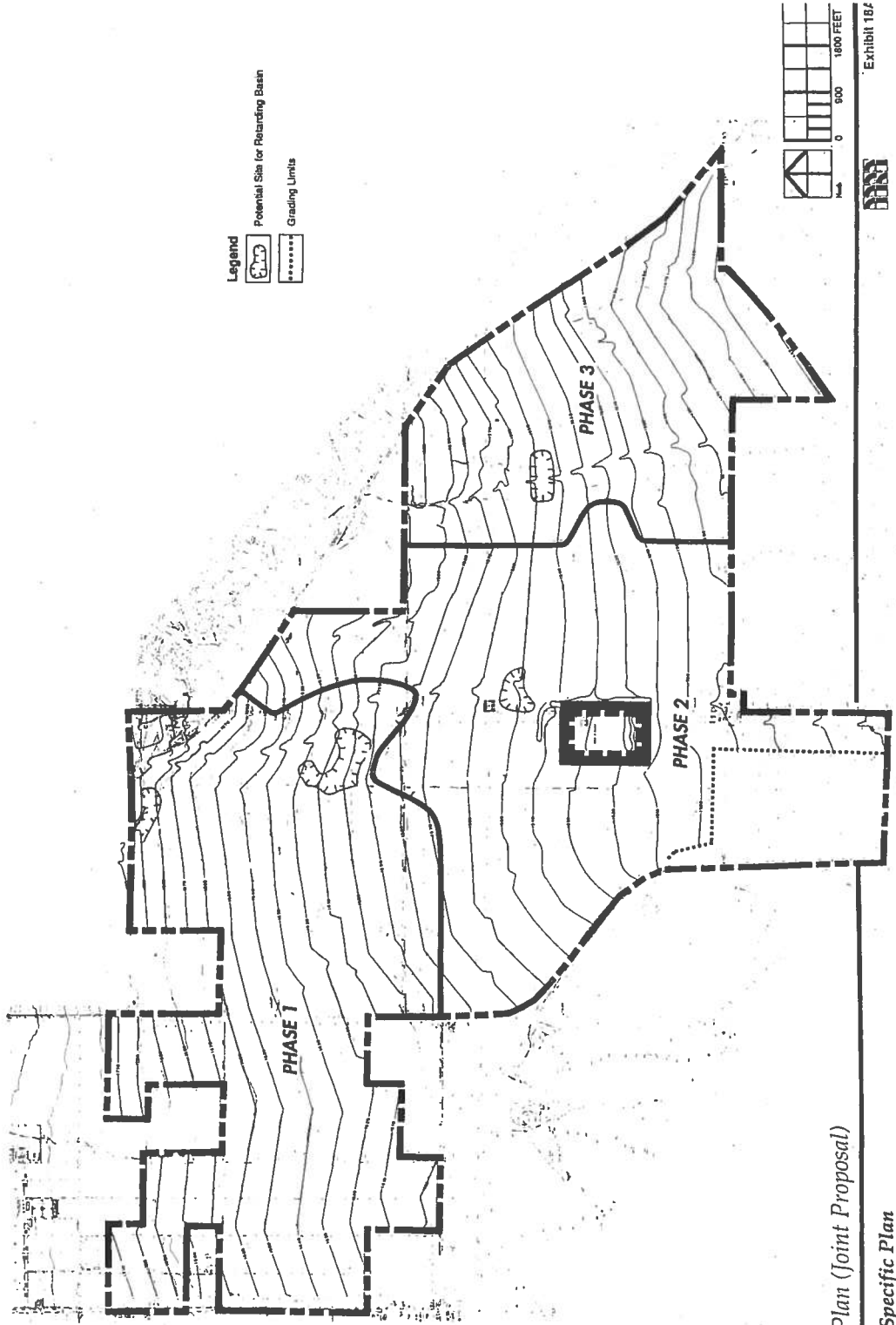
Legend

- Class I Bikerway (on-street)
- Class I Bikerway (off-street)

Note: Bikerway alignment to be finalized at tentative final map level.
 Source: Moreno Valley General Plan, Riverside County General Plan



Bikerway Plan (Joint Proposal)
Moreno Highlands Specific Plan



Legend

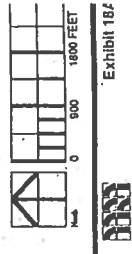
Potential Site for Retarding Basin



Grading Limits



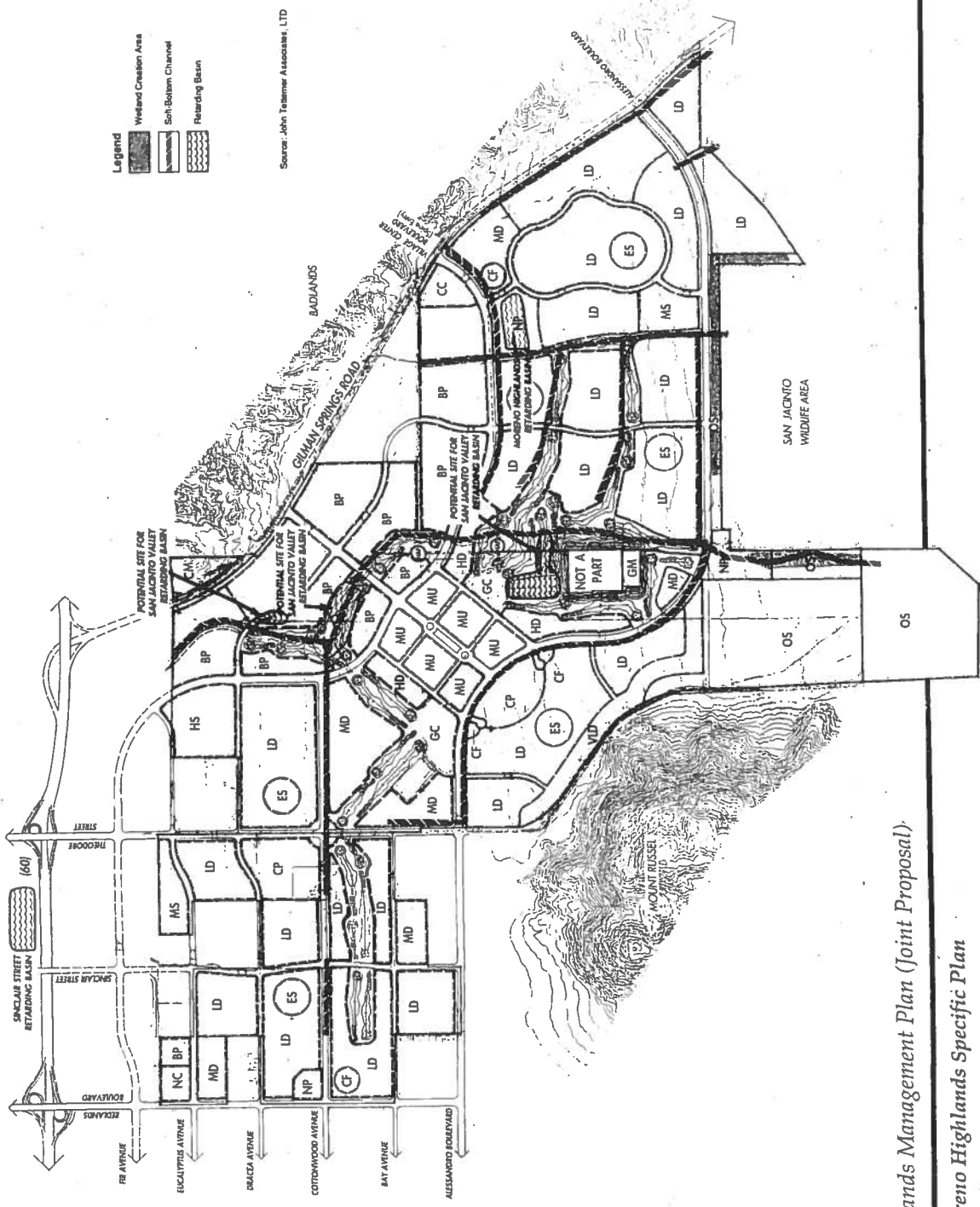
Grading Limits



Concept Grading Plan (Joint Proposal)
 Moreno Highlands Specific Plan

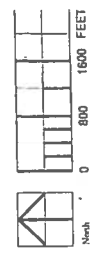


Exhibit 16F



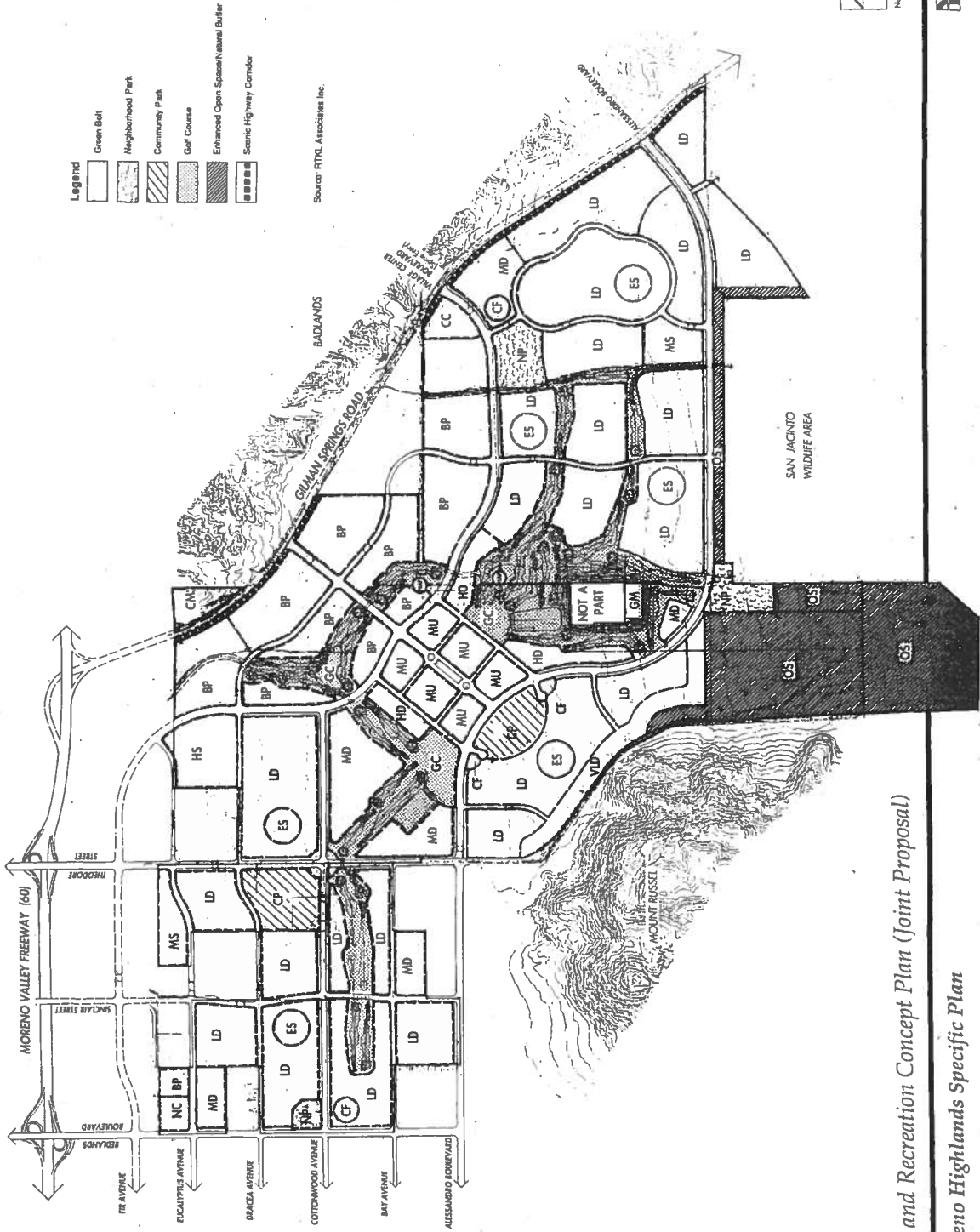
- Legend**
- Wetland Creation Area
 - Retention Basin
 - Sub-Bottom Channel

Source: John Taberner Associates, LTD

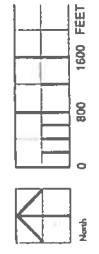


Wetlands Management Plan (Joint Proposal)

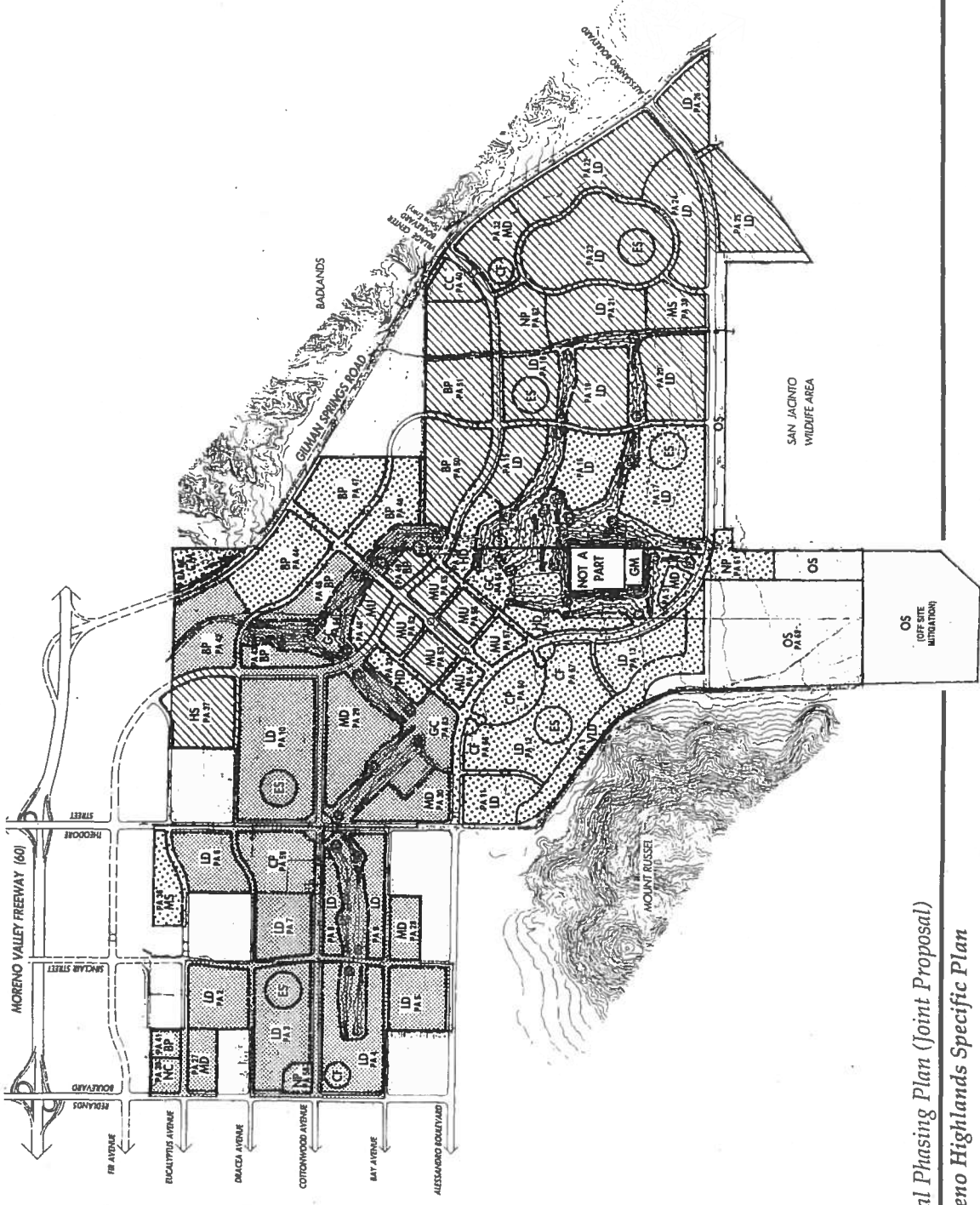
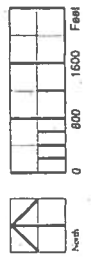
Moreno Highlands Specific Plan



Park and Recreation Concept Plan (Joint Proposal)
 Moreno Highlands Specific Plan



- Legend**
- Phase I
 - Phase II
 - Phase III



Initial Phasing Plan (Joint Proposal)
Moreno Highlands Specific Plan

Conditions of Approval

**CITY OF MORENO VALLEY
FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)**

Planning Commission Recommendation Date: December 12, 1991
City Council Approval Date: March 17, 1992

Community Development Department

Planning Division

1. The Specific Plan approval shall consist of the following:
 - Specific Plan 212-1 (Alternative #6) Text and Exhibits (herein referred to as "Specific Plan");
 - Environmental Impact Report 212-1;
 - Mitigation Monitoring Program;
 - Conditions of Approval;
 - Change of Zone 2063; and
 - General Plan Amendment 89-III-1
2. If any of the following Conditions of Approval differ from the commitment made by the Developer in the Specific Plan text or map exhibits, the conditions enumerated herein shall take precedence.
3. All development shall be in accordance with the requirements of all City ordinances, except as expressly modified herein, and State laws, and shall conform with the approved Specific Plan, as defined in Condition No. 1. Regulations or procedures not covered by the Specific Plan or appurtenant documents shall be subject to the City ordinances in effect at the time entitlement is requested.
4. Prior to any subsequent approvals or permits, the Specific Plan and Mitigation Monitoring Program, as required for Specific Plan 212-1, shall be submitted to and accepted by the Community Development Department in final form. The final form shall include any and all modifications made by the City Council. A master print copy (8-1/2" x 11") and twenty copies of the final documents shall be submitted.

A.P. Nos.: 478-220-001, 004, 006, 007, 010, 011 & 014 through 028; 478-230-001 through 007 & 010 through 014; 477-070-060, 010, 017 through 020, 023 & 024; 422-080-001 through 004; 422-110-001; 422-120-001; 423-250-001, 002, 007 through 013 & 018; 423-260-001 through 009; 243-270-002 through 009; 423-280-001 through 009; 423-310-001 through 008; 478-210-029 & 031; 423-3000-001 through 005; and, 477-100-003, 004, 008 through 010

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 2**

5. Specific Plan No. 212-1 and these conditions establish the framework for the development of the Moreno Highlands Specific Plan. All change and modifications to the Specific Plan approval, determined by the Community Development Director to be significant, shall be subject to the approval of a Specific Plan Amendment.
6. A master Design Manual shall be submitted for review and approval to the Design Review Board and the Planning Commission prior to any subsequent approvals. Subsequent Design Manuals shall be reviewed and approved by the Community Development Director, prior to development within any phase. The Master Design Manual shall contain the following elements, but not be limited to the following:
 - a. The manual shall identify public areas, including parkways, entry statements, open space, parks, etc. Discussion on these areas shall include implementation language as to whom will develop the improvement, timing and ultimate maintenance responsibility.
 - b. Residential design sections shall provide for varied roof planes and staggered building setbacks.
 - c. Residential development shall provide a sense of neighborhood, through entry statements, pedestrian connections and thematic landscaping.
 - d. Residential lots, less than 5,500 square feet, shall address design standards to insure adequate useable yard area and aesthetic streetscape.
 - e. Commercial and Business Park sections shall provide a variety of architectural styles and building materials.
 - f. Commercial and Business Park areas shall be designed to provide landscape themes and pedestrian statements.
 - g. The Mixed-Use (Village Core) area shall present design features (i.e., arbors, enhanced pavement, people spaces) which will be carried throughout the mixed-use areas.
 - h. Street cross-sections provided within the document shall reflect actual street widths provided within the approved specific plan.
 - i. Park descriptions shall include only those improvements intended to be developed by the developer.

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 3**

- j. Perimeter wall, view fencing and entry statement details shall define size, type and materials used.
 - k. The Master Design Manual shall provide a specific list of items to be addressed in subsequent (phase) design manuals, including thematic scheme in terms of architecture, landscaping, signs, etc.
 - l. Prior to approval of any subsequent maps or development proposals, ten copies of the approved master Design Manual and one (8-1/2" x 11") master print copy shall be submitted to the Community Development Department.
 - m. Water and energy conservation techniques are to be utilized, such as special irrigation techniques (e.g., drip irrigation), drought tolerant plant species, alluvial rockscape, etc.
 - n. The manual shall specifically address the transition between the project and existing development through use of landscaping, building setbacks and decorative wall treatments.
7. Prior to approval of any map or development proposal within any phase, a detailed Design Manual for that phase shall be submitted for review and approval by the Community Development Department and the Design Review Board.
8. The Developer or successors in interest shall petition the Local Agency Formation Commission (LAFCO) to annex 1,234 acres of land currently located within the jurisdiction of the County of Riverside. Included (or concurrent) with said petition shall be a request to annex this acreage into the Moreno Valley Community Services District. No subsequent City approvals, on said land, shall occur until such time as the LAFCO procedures have been completed, except as permitted by Condition No. 9.
9. A land division map may be filed on a portion of or the entire project site for the purpose of financing, and to delineate the planning areas in accordance with the Land Use Plan prior to the implementation of the first tentative tract map. This land division map shall be exempt from those Specific Plan conditions of approval which refer to the tentative tract maps, master design manual and master improvement phasing plans which will implement the development of the numbered planning areas.

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 4**

10. Development Impact Fees shall be paid in the amount specified in the current fee schedule in effect at the time, unless modified by a Development Agreement or similar mechanism entered into between the developer and the City of Moreno Valley.
11. Park land mitigation shall fully comply with Ordinance No. 339 and 340. Dedication and/or fees shall be paid in the amount specified in the current schedule in effect at the time, unless modified by a Development Agreement or similar mechanism entered into between the developer and the City of Moreno Valley.
12. Prior to issuance of any permits for construction of any use contemplated by this approval, the Developer shall first obtain clearance from the City of Moreno Valley Planning Division that all pertinent conditions of approval to be implemented by the Developer have been satisfied as required by the Specific Plan for the phase of development or planning area in question.
13. A comprehensive Master Phasing Plan shall be submitted to the Community Development and Public Works Departments, prior to the submittal of any map or development applications, except as addressed in Condition No. 9. The plan shall include the phasing and timing of roads, utilities, services, drainage, grading, etc. This plan shall be approved by the Community Development Director, City Engineer and City Manager, prior to any application except as addressed in Condition No. 9. Said plan can be incorporated with phasing plan as required in Condition No. 85.
14. Project phasing and estimated timing schedule indicating when such items as water, sewer, streets, drainage, grading, erosion control, signalization, street lighting, etc., shall be submitted prior to or concurrently with the specific individual development applications.
15. Projects may be done progressively in stages provided that each phase of development conforms with the intent and purpose of the Specific Plan. Any proposed variation to the Master Phasing Plan shall be reviewed by the Community Development and Public Works Departments for determination of substantial conformance to the Specific Plan.
 - a. Construction of the development permitted hereby, including recordation of final subdivision maps, may be done progressively in stages, provided adequate vehicular access is constructed for each stage of development and further provided that each phase of development conforms

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 5**

substantially with the intent and purpose of the Specific Plan Master Phasing Program. Any proposed variation to the Master Phasing Plan shall be reviewed by the Community Development and Public Works Departments for determination of substantial conformance to the Specific Plan.

16. Development applications may be filed out of the numerical sequence of the Master Phasing Plan, provided that the development application complies with all conditions, including requirements for public facilities, infrastructure and recreational amenities, for the phase and planning area in which it is located and all intervening phases and planning areas.
17. The total specific plan shall be developed with a maximum 7,763 dwelling units pursuant to the Land Use and Phasing Plan as amended.
 - a. Final development densities for each planning area shall not exceed the number of units stipulated in Table 3 of the Specific Plan text and the provision of the following:
 - i. adequate availability of services;
 - ii. adequate access and circulation;
 - iii. sensitivity to land forms;
 - iv. innovation in housing types, design, conservation or opportunities;
 - v. adequate provision of recreational open space within planned residential developments;
 - vi. sensitivity to neighborhood design through appropriate lot and street layouts;
 - vii. compatibility with surrounding off-site development land uses and densities;
 - viii. adequate mitigation of all school impacts identified by the affected school district.
18. Each of the Master development phases as shown in the Specific Plan, Exhibit 29, shall be developed as stipulated below:
 - a. Phase One
 - 2,480 dwelling units:
 - 1,578 single-family detached dwellings within Planning Areas 2 through 10
 - 902 medium density dwellings within Planning Areas 27 through 30
 - 10-acre neighborhood commercial within Planning Area 39.

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 6**

- Temporary fire facility
- 92.5 acres of Business Park within Planning Areas 41, 42, 43 and 45.
- 18-hole golf course within Planning Areas 63 and 64.
- 47 acres of parks within Planning Areas 58 and 59.
- School sites to be provided per agreements made with the applicable school districts.
- Infrastructure (street, water, sewer, flood control, public landscaping)
- Open space (including buffers, greenbelts, etc.), equestrian trails, bikeways, etc.

b. Phase Two

- 2,512 dwelling units:
 - 102 single-family detached dwellings within Planning Area 1
 - 1,344 single-family detached dwellings within Planning Areas 11 through 14, 16 and 17
 - 63 multi-family dwellings within Planning Area 31
 - 1,003 multi-family dwellings within Planning Areas 33, 34 and 35
- 126.7 acres of Business Park within Planning Areas 44, 47 and 48.
- 24.7 acres of Mixed-Use within Planning Areas 54 and 57.
- 18-hole golf course within Planning Area 65.
- 1.5 acre Community Facility within Planning Area 67.
- 1.5-acre fire station within Planning Area 66.
- 16.5 acre Cemetery within Planning Area 68.
- 51 acres of parks within Planning Areas 60 and 61.
- 2.5 acre City corporate yard
- School sites to be provided per agreements made with the applicable school districts.
- Infrastructure (street, water, sewer, flood control, public landscaping)
- Open space (including buffers, greenbelts, etc.), equestrian trails, bikeways, etc.

c. Phase Three

- 2,771 dwelling units:
 - 2,058 single-family detached dwellings within Planning Areas 15 and 18 through 26

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 7**

- 233 multi-family detached dwellings within Planning Area 32
 - 480 multi-family dwellings within Planning Areas 53 and 56
 - 141.6 acres Business Park within Planning Areas 46, 49, 50 and 51.
 - 55.8 acres of Mixed-Use within Planning Areas 52, 53, 55 and 56.
 - 16 acre Community Commercial within Planning Area 40.
 - 27 acre park within Planning Area 62.
 - School sites to be provided per agreements made with the applicable school districts.
 - Infrastructure (street, water, sewer, flood control, public landscaping)
 - Open space (including buffers, greenbelts, etc.), equestrian trails, bikeways, etc.
19. Plans for the construction of parks, recreational areas, equestrian trails and pedestrian/jogging trails shall be submitted as a master plan setting forth timing and level of improvements. Said plan to be approved by the Parks & Recreation, Community Development and Public Works Departments.
20. All landscape and irrigation plans shall be prepared in conformance with the Design Manual contained in Specific Plan 212-1 and the City's Landscape Development Guidelines and Specifications. The City's Guidelines shall take precedence with regard to planting and irrigation standards; where conflicts exist within the plant palette, the Design Manual shall take precedence. For special design areas, such as riparian area, open space buffers, the design manual/mitigation monitoring program shall take precedence.
21. The developer, or the developer's successor-in-interest, shall be responsible for maintaining the undeveloped portion of the site, including weed abatement and litter removal.
22. At the time of recordation of any tentative subdivision which contains a common area, park and/or open space areas, the subdivision shall have ownership and/or maintenance provisions of those common areas addressed/conveyed to the master property owners association or appropriate public maintenance agency.
23. All areas designated as landscape spaces and parks on the development plan shall be subject to the following development criteria:

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
PAGE 8**

- a. Areas designated as streetscape and entry monumentation shall be owned and managed by the Master Property Owners Association or appropriate public maintenance agency.
 - b. Detailed development plans, including facilities, landscaping and irrigation shall be submitted for Parks & Recreation, Community Development and Public Works Department approval concurrently with the submittal of the street improvement plan which include these areas.
24. The parks and recreation areas shall be developed in accordance with the Moreno Highlands Specific Plan as amended and as reviewed and approved by the Parks and Recreation Department and Community Development Department. Prior to the City's acceptance of any park land dedication, the property owner must complete a formal appraisal, by a registered appraiser, of the site and file with the City of Moreno Valley.
25. A multi-use trail system shall be identified in the Bikeways and Riding/Hiking Trails Plans and shall be constructed along the alignments shown on the amended Land Use Plan. The trail system shall be improved in accordance with conditions of approval, mitigation measures, and the General Plan Trail Standards. The trail system shall be offered for dedication to the Parks & Recreation Department, or other public agency as appropriate, when tentative maps or development adjacent to this system are being processed. If the system is not accepted for maintenance by the Parks & Recreation Department or other appropriate public agency, it shall be owned and maintained by the Master Property Association or other entity as approved by the City.
- Until such time as the permanent system is completed, useable existing equestrian access shall not be curtailed. If necessary, temporary alternative routes shall be reviewed and approved by the Parks & Recreation Director.
26. All existing and new utilities, adjacent to and on-site, shall be placed underground in accordance with City of Moreno Valley Ordinance 98. Underground on-site utilities are to be located and shown on building plans submitted for building permit application. The developer shall be responsible for the relocation of existing utilities as necessary.
27. Transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or with landscaping. Multiple electrical meters shall be fully enclosed and incorporated into the overall architectural

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design of the building(s). Back-flow preventers shall be screened by landscaping that will provide complete screening upon maturity. The location and method of enclosure or screening of this equipment shall be shown on the precise grading and final working drawings prior to building permit issuance.

28. Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and Eastern Municipal Water District.
29. Ten school sites or number as may be required by the applicable school district, shall be provided for the development of schools. The specific location of the school sites shall be subject to the approval of the applicable School Districts. Written evidence of such school site agreement shall be submitted to the Planning Division prior to recordation of any final map for residential development. Schools shall be developed in accordance with the land use plan and the following criteria:
 - a. The Master Property Association or the developer shall manage the site until such time as the applicable School District assumes title to the property.
 - b. The site shall be maintained in a manner which is aesthetically pleasing and does not present a hazard to health and safety, including but not limited to weed abatement and litter removal.
 - c. If the School District determines that a site is not required or desirable as a future school facility, the site shall be developed in accordance with the underlying zoning designation. In no case shall the maximum number of units for the specific plan exceed 7,763 units.
 - i. elementary school sites - underlying zoning district
 - ii. Planning Areas 36 and 37 - Business Park
 - iii. Planning 38 - Low Density (R6)
 - d. School mitigation fees shall be paid to the appropriate School District as provided for in agreements between the Developer and the school districts.

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30. Any area within Specific Plan 212-1 which is designated as a school site is exempt from the provisions of the Master Phasing program. Sites designated for schools may be developed at such time the applicable school districts deem appropriate provided adequate water, sewer and other necessary services are available to the site.
31. Planning Areas 66 and 67 shall be offered for dedication at no cost to the City, and each shall consist of 1.5 acres or a size agreeable to City Manager and shall be developed with community facilities for publicly operated community facilities such as; fire station, police substation or other public facility, as approved by the City of Moreno Valley. Architectural compatibility with surrounding development shall be maintained.
32. A master property owners association or appropriate public maintenance agency shall be established by the developer(s) encompassing the entire specific plan for the ownership, maintenance and management of natural open space, parks, irrigation systems, landscaping along the public roads, major project entry point facilities, and signing and lighting responsibilities as necessary as defined through the specific plan conditions of approval and its subsequent amendments.
33. Where applicable by ordinance or required by adoption of a condition of approval relating to the underlying tentative tract proposal, a neighborhood owners association or equivalent mechanism shall be established prior to the recordation of the final tract map for each residential development. The neighborhood owners association shall be responsible for any common area improvements that are unique to that neighborhood/sub-community and other responsibilities as necessary as defined through the specific plan conditions of approval.
34. A commercial and business park property owners association or equivalent mechanism shall be established for the commercial planning areas as shown on the Land Use Plan. The commercial property owners association will be developed prior to the issuance of any building permits within the first phase of the commercial center. The commercial property owners association shall be responsible for private roads, parking, signing, landscaped areas, irrigation, common areas and other maintenance responsibilities as necessary and as defined through the specific plan conditions of approval.

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35. Prior to the recordation of any final subdivision map, or building permits being issued for conditional use permits and plot plans, the applicant shall submit to the Planning Division the following documents which shall demonstrate to the satisfaction of the City that the individual appropriate owners associations will be established and will operate in accordance with the intent and purpose of the specific plan. Said documents shall be reviewed and approved by the City Attorney.
- a. The document to convey title.
 - b. Covenants, Conditions and Restrictions to be recorded.
 - i. Provisions shall be provided within the CC&R's that permit the City to enforce those rights and obligations contained therein if the City finds either that the Declarant or any of the successors in interest of Declarant are not performing the requirements of the Conditions of Approval.
 - ii. Provisions shall be provided within the CC&R's for Planning Areas 1, 11, 13, 17, 20, 24, 25, 31 and 38 to disclose the presence of wildlife and hunting interests within the San Jacinto Wildlife Area.
 - iii. Provisions shall be provided within the CC&R's for Planning Areas 15, 16, 17, 31, 34, 35, 55, 56 to disclose the presence of odor (Thiophene) and noise impacts related to Southern California Gas and San Diego Gas & Electric operations.
 - c. Management and maintenance agreements to be entered into with the unit/lot owners of the project.
36. The master property owners association, neighborhood owners association and commercial owners associations shall be charged with the unqualified right to assess their own individual owners who own individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The individual owners associations shall have the right to lien the property of any owners who default in payment of their assessment fees. Such a lien shall not be subordinate to any encumbrance other than a first deed of trust, provided such deed of trust is made in good faith and for good value and is of record prior to the lien of the individual owners association.

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37. Any development proposal shall be inclusive of the entire Planning Area in which development is proposed. Phasing of development within a Planning Area shall be determined through project review and approval, and shall define its relationship in terms of site design, access and land use compatibility.
38. The definitions of the land use categories shall be defined to substantially conform to the General Plan or Draft Development Code, i.e., R3 (up to three units per acre), R6 (up to six units per acre), R14 (up to fourteen units per acre) and R20 (up to twenty units per acre).
39. Dwelling units shall provide for compatibility and transition between adjacent residential development in terms of unit size, bulk, massing and scale, as determined by the Community Development Director.
40. The minimum lot size for Low Density Residential (R6) shall be 5,000 square feet.
41. The minimum and average lot size for each residential Planning Area shall be in accordance with Table 3 of the Specific Plan (Alternative #6) text.
42. Residential flag lots may be permitted, on an individual basis, subject to Plot Plan review and approval in conjunction with a tentative map application.
43. Planning Area 32 (R14) shall be moved to the southwest corner of Gilman Springs Road and Fir Avenue.
44. Along the perimeter of Planning Areas 3, 4 and 5 (as illustrated in Attachment "4" of the staff report, Nov. 7, 1991) 10,000 square foot lots shall be provided.
45. Reduction in the square footage of single-family residential housing product, after City review and approval of said units, shall follow any applicable City regulations. In the event no regulations exist the following review procedures shall apply:
 - a. 1% to 25% deviation evaluated at the staff and design review board level with appeal of staff decision to Planning Commission and City Council.
 - b. In excess of 25% evaluated at a public hearing before the Planning Commission with appeal to City Council.
 - c. No deviations in excess of 50% shall be permitted.

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46. The street name "Virginia", which is listed as a historical name in CPAB Resolution No. 89-3, shall be incorporated into the street names used within the Moreno Highlands project area. Virginia Street will be a north-south street in proximity of the existing street alignment (east side of the San Diego Gas & Electric compressor station).
47. The developer shall install a historical marker to be located on the historical alignment of Alessandro Boulevard, within Planning Area 52. The marker shall be installed prior to occupancy of any building within Planning Area 52 and shall be designed in cooperation with the Cultural Preservation Advisory Board and the Historical Society.
- *48. In Planning Area 1 all lots adjacent to Davis Road and adjacent to Planning Area 69 (open space) shall be a minimum of 20,000 square feet, net of public streets and shall allow large animals to be kept on the sites in accordance with current City Ordinances. The lots in Planning Area 1 shall average 17,000 square feet.
- *49. In Planning Area 25 all lots adjacent to the 200 foot wide buffer to the San Jacinto Wildlife Area shall be a minimum 20,000 square feet, net of public streets and shall allow large animals to be kept on the sites in accordance with current City Ordinances.

Environmental

50. An environmental assessment shall be conducted with each filing for a map, change of zone, plot plan, specific plan amendment or any other discretionary permit application required to implement the specific plan. At a minimum, the environmental assessments shall utilize the evaluation of impacts addressed in the EIR prepared for Specific Plan 212-1.
51. The developer shall incorporate all impact mitigation plans, findings and recommendations of EIR 212-1, unless expressly modified herein, into the design of all applicable development plans including subdivision, grading and building plans.
52. A mitigation monitoring fee, as provided by City Ordinance shall be paid by the applicant within 30 days of project approval. No City permit or approval shall be issued until such fee is paid.

* These conditions will only apply in the event that the Joint Proposal Agreement is executed.

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53. If the Joint Proposal Agreement described in the Addendum EIR is approved by the affected agencies, the alternative mitigation measures as provided in the executed Agreement and as described in Attachment 3A of the Addendum EIR shall substitute in their entirety for Biological Mitigation Measures 1 through 10, inclusive, of the Mitigation Monitoring Program and for other approved mitigation measures as appropriate. If in the judgement of the Community Development Director, provisions of the executed Agreement differ substantively or substantially from the terms of Attachment 3A, the Specific Plan shall be returned to the City Council for reconsideration of the substantive differences in mitigation and possible amendment of the Specific Plan or mitigation. In the event the Joint Proposal Agreement is not executed, the mitigation measures and conditions of approval of approved Specific Plan No. 212-1, Alternative 6, shall remain in effect.

Economic Development

54. Prior to the initiation of residential construction, the developer(s) shall develop and implement, subject to review and approval by the Economic Development Director, a City/developer marketing plan. Components of the marketing plan shall include the hiring of a Marketing Director for the Moreno Highlands Business Center, production of marketing materials and project information, target marketing of key industries, creation of incentive programs for the commercial/industrial real estate community and merchant builders.
55. The City's Economic Development Department shall take the leadership role on behalf of the City in all joint marketing efforts with the developer(s).
56. All joint marketing/business attraction efforts between the City and the developer(s) shall promote Moreno Valley, in whole, as a business location. Attention shall be given to all potential business locations within the city limits.
57. The developer(s) shall cooperate with the City in its efforts to initiate the creation of a consortium of developers with investments in the city for the purpose of business attraction to Moreno Valley.
58. The developer(s) shall be required to contribute \$75,000 annually for a period of five (5) years toward the joint marketing/business attraction effort. These contributions will commence upon the developer's completion of the infrastructure on the first 50 acres of the Business Center.

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59. To ensure housing is available to all workers, a proportion of the housing shall be set aside for low and moderate income families. A minimum of 10% of all housing units developed shall be set aside for moderate income households, and an additional 5% shall be set aside for low or very low income households. The applicant may request use of available federal, state, and local affordable housing programs, including redevelopment set aside funds and tax exempt mortgage revenue bonds. The unavailability of governmental assistance shall not relieve the applicant of responsibility for meeting this requirement through the use of its own funds. The exact mechanism shall be devised prior to the issuance of the building permit for the first house in the development. The mechanism shall provide for: 1) initial and on-going affordability to and occupancy of the set aside units by the target households; and 2) dispersion of affordable housing units throughout the project to avoid economic segregation.
60. To encourage a jobs/housing ratio consistent with the General Plan and the adopted Air Quality Management Plan during incremental development of the site and at final project buildout, approvals of residential units allowed shall be conditioned upon a demonstration by the applicant that the development of sufficient employment generating sites (i.e., full infrastructure and rough grading) within the project, in accordance with the following schedule:

ADDITIONAL UNITS PERMIT SCHEDULE

	Housing Units Permitted	Available Employment Generating Sites
Level 1	1,000	50 acres
Level 2 <a	2,013	100 acres
Level 3 <b	3,020	150 acres
Level 4 <c	4,026	200 acres
Level 5	5,000	280 acres
Level 6	6,000+	360 acres

- <a Existing General Plan residential buildout of project area.
 <b Existing General Plan with 50% residential density bonus.
 <c Existing General Plan with 100% residential density bonus.

Building permits for the first 1,000 housing units (Level 1) may be approved without restriction with regard to the provision of job generating sites. Prior to the issuance of building permits for the next 1,000 units (Level 2) the developer must issue a report to be certified by the City's

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Economic Development director that 50 acres of job generating sites are actually in place. Prior to the issuance of the next 1,000 building permits (Level 3), the Economic Development Director must certify that the next 50 acres (a total of 100 acres) of job generating sites are in place.

In order to regulate the supply of available job generating acreage to encourage absorption, the developer will be required to install the next 50 acres of job generating sites when 50% (50 acres) of the existing acreage has been committed to, as certified by the Economic Development Director, by job generating users. Residential permits can continue to be drawn by the developer, with the following provision:

a. Upon the commitment of 50 acres to job generating users, the developer will be required to complete and the Economic Development Director certify the installation of the next 50 acres of job generating sites. Building permits for the next increment of 1,000 housing units may not be drawn until such certification by the Director is made. Thereafter, the developer will be required to maintain a minimum of 100 acres of job generating sites in place and available for sale or lease to job generating users. If such acreage is not in place as certified by the Director the issuance of residential building permits will be halted until the 100 acres is made available and certified as such. This process will be in effect until all 360 acres of Business Center job generating sites are in place as defined by the terms of the condition. "Committed" shall mean leased or sold to job generating end users of the site. Evidence of such shall be building permit application or contracting for construction of building on said acreage.

b. Upon the issuance of the 3,000th residential building permit, the City's Economic Development Director and Community Development Director shall prepare a written report for submission to the City Council. Such report shall document and analyze the status of the development of job-generating sites in the project. In the event that the report certifies that at least 100 acres of job-generating sites have been committed to the project, up to 3,000 additional residential building permits may be issued at the applicant's request, subject to the satisfaction of the other provisions of this condition. "Committed" shall mean leased or sold to job generating end users of the site. Evidence of such shall be building permit application or contracting for construction of building on said acreage.

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In the event that the report certifies that less than the requisite 100 acres has been committed to the project, no additional residential building permits will be issued until the following conditions have been satisfied:

- i. The Economic Development Director and the applicant shall, within a period not to exceed sixty (60) days from the date the Economic Development Director has provided the report to the City Council, jointly develop a new marketing, promotional, and user incentive plan for the project ("Joint Marketing/Incentive Plan"). Such Plan shall, at the discretion of the Economic Development Director, include, at a minimum, the following elements: (1) a feasibility analysis assessing the reasons for the failure to achieve the absorption of the 100 acres of job-generating sites and describing feasible means to address any identified deficiencies in the existing marketing program; (2) a detailed program for promoting job-generating uses of the project site; (3) a reasonable marketing budget (to be funded by the applicant); (4) a detailed user incentive program; and (5) a phasing program for further implementation of the Joint Marketing/Incentive Plan and the expenditure of the marketing funds described in "ii" below.
- ii. In the event a Joint Marketing/Incentive Plan is developed in a timely manner, applicant may resume development of up to 3,000 additional units, subject to the other provisions of this condition, upon providing the City with a written commitment to implement the Plan and to fund such implementation in accordance with the budget and phasing program set forth in the Joint Marketing/Incentive Plan; provided that the applicant's expenditure commitment shall not exceed a maximum amount of \$250,000 (not inclusive of funds identified in Condition No. 58).
- iii. In the event a mutually acceptable Joint Marketing/Incentive Plan is not developed within the 60 day period, applicant may resume development of up to 3,000 additional units, subject to the other provisions of this condition, upon depositing in a segregated escrow account to be administered

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by the Economic Development Director, the sum of \$250,000, which sum will then be available to be expended, under the City's direction, to promote the project.

Upon the issuance of the 6,000th residential building permit, the same procedures outlined above shall be followed. In the event the report prepared by the Economic Development Director certifies that a total of 200 acres of job-generating sites have been committed to the project, the remainder of the residential building permits identified in the then current Specific Plan may be issued at the applicant's request, subject to the satisfaction of the other provisions of this condition. In the event the report certifies that less than the requisite 200 acres have been committed to, no additional residential building permits will be issued until up to an additional \$250,000 (not inclusive of funds identified in Condition No. 58 or item "ii" above) has been committed to implement a new Joint Marketing/Incentive Plan or, if no such Plan is timely developed, has been deposited in a segregated escrow account to be administered by the Economic Development Director to implement a City-directed promotional program for the project. "Committed" shall mean leased or sold to job generating end users of the site. Evidence of such shall be building permit application or contracting for construction of building on said acreage.

Public Works

Land Development

The following are the Public Works Department conditions of approval for this project, and shall be completed at no cost to any Government Agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department.

61. All development within the specific plan area shall be in conformance with all applicable City Ordinances and Resolutions, approved Moreno Highlands Specific Plan and Environmental Impact Report Documents, and the Conditions of Approval including the Mitigation Monitoring Program.
62. The improvement requirements, and posting of securities etc. shall be required for all "Large Lot Subdivisions", as defined within the Specific Plan document unless otherwise exempt pursuant to local ordinance or State Law.

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DRAINAGE

63. Interim drainage facilities proposed to be constructed with this project may be maintained by the City. Should the City accept responsibility to maintain such a facility the developer shall enter into a maintenance and indemnification agreement with the City.
64. All proposed uses (other than the golf course) as allowed pursuant to the Specific Plan within the Open Space areas that are designed for conveyance of runoff shall be at the discretion of the City Engineer and/or the Riverside County Flood Control and Water Conservation District.
65. The developer shall prepare a Master Plan of Drainage for this project to be coordinated and adopted by the Riverside County Flood Control and Water Conservation District, and the City prior to approval of any Planning Area Plans, Tract Maps, or Parcel Maps, other than maps used for financing purposes.
66. Prior to the recordation of any map, the developer shall prepare a report identifying all costs i.e., right-of-way, mainline and appurtenances etc. associated with implementation of the Drainage Master Plan. The developer shall submit said report to the City for adoption by the City Council for an Area Drainage Plan Fee if determined necessary by the City Engineer.
67. The developer shall prepare a detailed plan outlining the proposed flood control facilities to be maintained by the R.C.F.C. & W.C.D. the City and if needed reviewed and approved by the State Division of Safety and Dams. The developer shall identify the type of funding mechanism needed to provide the services for operating and maintenance prior to approval of any planning area plan, final map, or parcel map within the Specific Plan.
68. Prior to the recordation of any map, the developer shall post with the City or the Flood Control District a Flood Mitigation Fee based upon the fee schedule as adopted by the City Council/County for the appropriate Master Drainage Plan.
69. Development of this property shall be coordinated with the development of adjacent properties to ensure that watercourses remain unobstructed and stormwaters are not diverted from one watershed to another. This may require the construction of temporary drainage facilities or offsite construction and grading.

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70. Master Drainage Plan facilities to be constructed as part of this development's improvement obligation are to be inspected, operated and maintained by Riverside County Flood Control and Water Conservation District. The developer shall enter into an agreement with the District establishing the terms and conditions covering their inspection, operation and maintenance.
71. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns or be designed in accordance with the approved master drainage plan with respect to tributary drainage area, outlet points and outlet conditions.
72. The developer shall negotiate and come to resolution with the State Department of Fish and Game to define mutually acceptable points of discharge, discharge rates, and velocities for storm runoff as it affects the San Jacinto Wildlife Area. Such negotiations could lead to construction of drainage facilities on the State's property.
73. The project design shall include retention facilities that control runoff for the one hundred year storm so that downstream peak flows will not increase due to this development.
 - a. The Sinclair Detention Basin (Moreno Area Drainage Plan) shall be designed and constructed by the developer pursuant to the Flood Control District guidelines during Phase I of development.
 - b. The volume of the basin(s) shall be based on the maximum 100 year event determined by the District.
 - c. Supporting hydrologic and hydraulic calculations shall be submitted to the City and the Flood Control District for review and approval.
 - d. The developer or owner of the basin(s) shall record a Declaration of Dedication for the basin prior to recordation of the final map. The declaration should indicate the owner agrees to construct and maintain the basin until the facility or portions of the facility or appurtenances are accepted by the Flood Control District for maintenance. A sample declaration form can be obtained at the Flood Control District.

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74. Drainage of this project will affect "Waters of the United States", "Waters of the State" and or "Wetlands".
- a. A copy of appropriate correspondence and necessary permits or agreements from those government agencies from which approval is required by Federal or State Law (such as Corps of Engineers 404 permit or Department of Fish and Game 1603 agreement) shall be provided to the City prior to the issuance of a grading permit for any area within the Specific Plan that may affect said waters.
75. Major flood control facilities are being proposed including soft bottom channels. These shall be designed and constructed to Flood Control District standards including those related to alignment and access to both inlets and outlets. The applicant shall consult the District early in the design process regarding materials, hydraulic design and transfer of right of way.

GRADING

76. Prior to recordation of any maps within the Specific Plan area, the developer shall be required to submit detailed soils investigations to the Public Works Department. The reports shall address the soils stability, collapsibility, and geological conditions of the sites. The soils engineer shall recommend the corrective action which is likely to prevent structural damage to each structure proposed to be constructed in areas where soil problems exist.
77. Prior to recordation of any map other than a map used for financing purposes for any area within the specific plan, the developer shall submit a comprehensive grading plan to the Engineering Department for review and approval. The plan shall comply with the Uniform Building Code, Chapter 70, as amended by City Ordinances, City Resolutions, the recommendations within the soils report, and as may be additionally provided for in these Conditions of Approval and the Specific Plan. The plan shall be drawn on 24" x 36" mylar by a Registered Civil Engineer.
78. A grading permit shall be obtained from the Engineering Department prior to commencement of any grading outside of the City maintained road right-of-way.
79. All grading plans and future grading shall be done in accordance with the recommendations contained in the Geotechnical Report in the Technical Appendices of the Specific Plan and in accordance with any required soils reports.

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80. Prior to issuance of a grading permit the developer shall provide an Erosion and Sediment Control Manual for approval by the City Engineer.
81. Erosion Control Plans shall be required for all phases of the grading operation. The plans shall include erosion and sediment control techniques as outlined in the Erosion and Sediment Control Manual.
82. A National Pollutant Discharge Elimination System permit will be required of construction activity, underway or commencing after March 1992, that would disturb five or more acres, or as part of a larger project that would disturb five or more acres. The permit is to be obtained from the regional water quality control board having jurisdiction. The developer shall provide the City with proof of his having filed a Notice of Intent with the Regional Water Quality Control Board prior to issuance of grading permits.

PUBLIC FACILITIES

83. The developer shall dedicate a minimum of 2.5 acres to the City for a combined City Corporation Yard, and a Parks and Recreation Department maintenance yard prior to any land use approvals within Phase II or development of 60 acres of park land whichever occurs first.
84. Prior to recordation of any map other than a map used for financing purposes the developer shall provide to the Public Works Director for approval a Drainage Water Quality Management Plan for Moreno Highlands including an Operations and Maintenance Manual.
85. The developer shall submit an "Infrastructure & Public Facility Financing and Phasing Plan." The plan shall include master planned streets, bridges, utilities, storm drain, water quality ponds and freeway interchange and overcrossing improvements as well as all site specific infrastructure and other public facilities to service each of the phases, planning areas etc. This plan shall be submitted and approved by the City Engineer, the Community Development Director and the City Manager prior to submittal of any Tract Map or Parcel Map other than a map used for financing purposes.
86. The developer shall record a Declaration of a Dedication for the water quality control ponds. The declaration shall state the owner agrees to maintain said ponds until such time the appropriate Public/Quasi Public Agency agrees to accept said ponds for maintenance.

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87. Prior to the acceptance of the water quality control ponds by the appropriate agency, the developer shall maintain and monitor the water quality control ponds for a minimum maintenance period of two (2) years after the last water quality control pond is constructed and operational or until acceptance of ponds by the appropriate agency, whichever is greater. All ponds shall be maintained and monitored pursuant to the Management and Maintenance Manual. In any event, the developer shall maintain the water quality control ponds until a maintenance financing plan is in place.
88. Prior to acceptance of the water quality control ponds by the appropriate agency, the developer shall provide to the agency the necessary documentation insuring said ponds have been maintained and restored in compliance with the operations manual. The developer shall provide a "turn key" water quality management system to the appropriate agency.

UTILITIES

89. Prior to approval of any final map, parcel map, or planning area plan the developer shall obtain a "will-serve" letter from Eastern Municipal Water District for sewer and water service.
90. The developer shall provide the City with a phasing plan approved by the City Engineer and Eastern Municipal Water District, which implements the use of reclaimed water, per E.M.W.D. Ordinances, prior to approval of any grading plan, Tract Map or Parcel Map other than a map used for financing purposes.
91. The developer shall provide to the City Engineer a phasing plan as approved by Eastern Municipal Water District for construction and financing of water storage tanks, pump stations, transmission and distribution lines and increased treatment plant capacity prior to the recordation of any maps other than a map used for financing purposes.
92. The developer shall provide to the City Engineer a phasing plan as approved by Eastern Municipal Water District for construction and financing of effluent lift stations, force mains, and additional capacity to the wastewater treatment plant prior to the recordation of any maps other than a map used for financing purposes.

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93. The developer shall construct any lift stations, force mains and gravity sewer mains per the approved Infrastructure and Public Facilities Phasing Plan prior to occupancy of any structure. Package Treatment Plants septic systems, etc. will not be permitted.

CIRCULATION

94. As a condition of any final map or parcel map filed within the limits of this specific plan, street dedications shall be offered to the public and shall continue in force until the City accepts or abandons such offers. All dedications shall be free of all encumbrances except as approved by the City Engineer.
95. In the event road or off-site easements are required to comply with these conditions, such easements shall be obtained by the developer; or in the event the City is required to condemn the easement right-of-way, as provided in the subdivision map act, the developer shall enter into agreement with the City for the acquisition of such easement(s) pursuant to Government Code Section 66462.5, which shall be at no cost to the City.
96. Access locations for the individual parcels shall be reviewed and approved by the City Engineer and the City Traffic Engineer upon submittal of the individual plot plans.
97. All streets shall be designed and constructed in accordance with all City Standards, Ordinances, Resolutions, the Interim City Guidelines, and as provided within the Specific Plan.
98. Redlands Boulevard and Theodore Street shall be improved within the dedicated right-of-way in accordance with the Urban Arterial Standard 100A, (110'/134').
99. Fir Avenue (New/realigned Eucalyptus Ave.) shall be improved within the dedicated right-of-way between Redlands Boulevard and the spine street of the Village in accordance with the Urban Arterial Standard 100A, (110'/134').
100. Fir Avenue (New/realigned Eucalyptus Ave.) shall be improved within the dedicated right-of-way between the spine street of the Village and Gilman Springs Road in accordance with Standard 100, (86'/110').
101. Eucalyptus Avenue (BVAD alignment) shall be improved within the dedicated right-of-way in accordance with Standard 102, (64'/88').

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102. Dracaea Avenue shall be constructed within the dedicated right-of-way in accordance with Standard 102, (64'/88').
103. The developer shall provide for the use of Industrial Collector Streets within areas of the Specific Plan as determined by the City Engineer.
104. Minimum centerline radii shall be 300 feet on residential streets or as approved by the City Engineer.
105. Minimum centerline radii shall be based upon State Highway standards for collector streets and higher classifications, but not less than 300 feet.
106. All streets shall be constructed with six (6) inch curb faces in accordance with County Standard No. 201 with the exception that eight (8) inch curb may be constructed as proper design would warrant for flood control protection as approved by the City Engineer.
107. The developer shall provide adequate turning lanes at each project street intersection and at each project entrance and exit at the direction of the City Engineer, and in accordance with the recommendations within the final traffic analysis.
108. Lot access shall be restricted on all minor arterial and higher classifications of roadways, except at intersections and (if any) approved driveway locations.
109. The developer shall construct all bridges and culverts within the Specific Plan to accommodate the circulation plan.
110. The developer shall design and construct the necessary SR 60 freeway interchange improvements at Redlands Blvd., Theodore St., and Gilman Springs Road as identified in the traffic analysis to insure the level of service as discussed in the City's General Plan is maintained. These requirements will be consistent with Condition No. 113 and the Mitigation Monitoring Program.
111. Alessandro Boulevard shall remain open to the general public in it's present alignment until such time the developer dedicates and constructs an alternate route as approved by the City Engineer between Theodore Street and Gilman Springs Road. The realigned roadway shall have a minimum width of 26 feet of pavement with two (2) eight foot graded shoulders constructed within a right-of-way width as determined by the City Engineer.

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112. Virginia Street shall remain open to the general public in it's present alignment until such time the developer dedicates and constructs an alternate roadway or it is determined that the street can be vacated or abandoned. The realigned roadway if needed shall be designed to provide access to all properties currently accessing Virginia Street and as designated as Not a Part (NAP) all as shown on the Land Use Plan.

Transportation Engineering

The following marked items are the Transportation Division Conditions of Approval for this project and shall be completed at no cost to any Government Agency. All questions regarding the intent of the Conditions shall be referred to the Public Works, Transportation Division.

113. Prior to any project approval, except as addressed in Condition No. 9, the developer shall provide a phasing and financing plan, for Phase I, based on a traffic analysis, for all on site and off site improvements. This plan shall be approved by the City Engineer and City Traffic Engineer, and shall insure that as this area develops, the Level of Service specified in the General Plan, or better will be maintained. The plan shall include, but not be limited to:
- a. Street improvements, interim and ultimate
 - b. Traffic signals and computerized traffic control master systems and the responsibility thereof
 - c. Biking and jogging trails
 - d. Equestrian trails
 - e. Transportation Demand Management

Specific streets include, but are not limited to:

- a. Redlands Blvd - Alessandro Blvd. to SH 60
- b. Theodore Street - Alessandro Blvd. to SH 60
- c. Alessandro Blvd - Gilman Springs Road west
- d. SH 60 - Gilman Springs Road to Redlands Blvd.
- e. Eucalyptus - west of project
- f. Fir - west of project
- g. Gilman Springs Road - SH 60 south to the southerly property line

Interchanges with State Highway 60:

- a. Redlands Blvd.
- b. Theodore Street
- c. Gilman Springs

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This phasing and financing plan shall be submitted and approved to the City prior to approval of any development proposal or tentative map, excluding a financing map as addressed in Condition No. 9. This plan shall be subject to the approval of City Council. Subsequent Phasing Plans shall be required when development is proposed for the remainder of the project.

114. If the actual Job/Housing Ratio for each phase of the development, as documented in the EIR, is not achieved, the developer shall construct additional off- and on-site transportation improvements including regional facilities as necessary to mitigate the traffic impacts resulted from the current development phase, prior to the recordation of any subdivision within the next phase. These transportation improvements shall be identified by the new traffic study as required for the next phase with adjusted land uses to reflect the actual job creation (trip attraction) capabilities of the current phase.
115. The City of Moreno Valley will submit traffic studies associated with each of the future Infrastructure & Public Facility Financing and Phasing Plans to the Riverside County Transportation Department and the City of San Jacinto for review. Prior to acceptance of the traffic study and recommending mitigation measures, the City of Moreno Valley will consult with Riverside County and the City of San Jacinto and attempt to reach consensus on the findings of the traffic studies.
116. All golf cart crossings shall be grade separated when crossing ANY public street, unless specific approval is given in writing by the City Engineer and City Traffic Engineer.
117. All equestrian trails shall be grade separated when crossing ANY public street mid block or limited to intersections as approved by the City Engineer and the City Traffic Engineer.
118. All Class One Bikeways shall be constructed as all-weather paved facilities and striped appropriately. Landscaping shall not interfere with the operation of the bikeway; i.e. tree limbs shall not be low enough to touch riders, vines shall not be used adjacent to the paths, vegetation that drops pods or leaves shall not be used, etc.
119. Rigid traffic signal interconnection conduit with pull boxes at every 200 feet shall be installed along all streets classified as minor arterials or greater or as required by the City Traffic Engineer. A plan shall be provided to the City Engineer or the City Traffic Engineer for approval and shall

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- be included in the street improvement plans or signal plans as directed by the City Engineer or City Traffic Engineer.
120. All improvements necessary to accommodate any school sites, fire stations, or other public entities shall be the responsibility of this developer and successors in interest. These improvements include but are not limited to:
 - a. All Street Improvements - lighting, fire hydrants, etc.
 - b. Signals and/or flashing beacons
 - c. Signing and striping plans
 - d. Bus bays
 121. Precise plans for all intersections of minor arterials with collectors or greater shall be detailed and approved by the Traffic Engineer during the site plan review for each individual development. Additional right-of-way will be required at any and all intersections which require additional turn lanes or bus bays.
 122. A transit plan shall be prepared with the requirements of the Riverside Transit Agency and the City Traffic Engineer showing all proposed bus routes and bus stops.
 123. Pedestrian paths and bike paths shall be installed to link and provide access to schools, parks, employment centers, and shopping areas, etc.
 124. The alignments and/or classifications of Eucalyptus, Dracaea, Theodore, and Fir are not in conformance with the existing General Plan Circulation Element. A General Plan amendment to the Circulation Element will be required with this proposal.
 125. Prior to determining any school site, a joint meeting with the appropriate school district staff and the City Traffic Engineer will be required in order to adequately plan for the school's and the City's needs including but not limited to: minimum requirements for off street parking, location of bus bays on and off street, traffic signals, internal circulation and the location of driveways.
 126. Prior to any approvals being issued for the golf course, a study must be conducted and approved by the City Engineer showing the locations and design detail of screen devices to prevent flying golf balls from entering any public street system.

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127. Commercial driveways along major arterials will be restricted in accordance with Interim City Design Guidelines or the Development Code when adopted and only as approved the City Engineer and the City Traffic Engineer.
128. Commercial developments adjacent to each other shall, where appropriate, be designed to accommodate reciprocal ingress/egress and circulation from one another, or as approved by the City Engineer. This conditions intended to minimize the number of, and control the spacing of commercial driveways.
129. Intersection spacing along Gilman Springs Road shall be one mile, or as approved by the City Engineer.
130. Additional traffic studies or analyses may be required as specific site plans for commercial, industrial, institutional, and residential developments are being proposed. Additional conditions of approval may be placed on individual development proposals, which include, but are not limited to:
 - a. Traffic signals
 - b. Street sizing
 - c. Street improvements
131. This project will be responsible for all traffic analysis and impact mitigations directly related to SP 212-1 (Alternative #6) as required by the regional Congestion Management Program as approved by the Riverside County Transportation Commission.
132. Future approvals within this specific plan may be subject to the Western Riverside Council of Governments' Transportation Uniform Mitigation fee.
133. A truck route plan shall be developed for the entire specific plan area, and shall be approved by the City Council prior to issuance of building permits for any non-residential development.
134. During the preparation of street improvement plans, signing and striping plans shall be designed by a registered civil engineer, and it is recommended that a registered traffic engineer review these plans prior to submittal. These plans shall be for all streets 66/44 and wider. These plans shall be included as part of the street improvement plans and approved by the City Traffic Engineer and the City Engineer.

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135. During the preparation of street improvement plans, plans for any traffic signal(s) required to mitigate traffic impacts shall be designed by a registered civil engineer, and it is recommended that a registered traffic engineer review these plans prior to submittal. These plans shall be approved by the City Traffic Engineer and the City Engineer. The traffic signal(s) plan(s) shall be submitted for all warranted locations and shall be separate from street improvement plans.
136. During the preparation of the street improvement plan a school signing and striping plan shall be designed for any school(s) within this project's area. The plans shall be prepared by a registered civil engineer, and it is recommended that a registered traffic engineer review these plans prior to submittal. These plans shall be approved by the City Traffic Engineer and City Engineer. This will be separate from the street improvement plans and will cover any and all streets necessary to provide the appropriate signing and striping.
137. During the preparation of street improvements plans, plans for flashing beacons shall be designed by a registered civil engineer, and it is recommended that a registered traffic engineer review these plans prior to submittal. These plans shall be approved by the City Traffic Engineer and the City Engineer, for all warranted location(s) and shall be separate from the street improvement plans.
138. During the preparation of street improvement plans, plans for traffic signal interconnect shall be designed by a registered civil engineer, and it is recommended that a registered traffic engineer review these plans prior to submittal. These plans shall be approved by the City Traffic Engineer and the City Engineer.
139. During the preparation of street improvement plans bus turn outs will be designed for all existing and future bus stops as determined by Riverside Transit Authority and/or the City Engineer. This will require additional dedication of right-of-way and shall be shown on the street improvement plans.
140. Prior to designing any of the above plans, the engineer shall contact Transportation Engineering for the design criteria.
141. Prior to occupancy of any structure, excluding residential units, this development must enter into an agreement with CalTrans and/or the City for the joint use of required parking areas with "Park and Ride" or "Park and Pool" users. This is not intended to create additional parking lots, but to use parking areas being constructed with development that will lend themselves to joint use.

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142. Prior to occupancy of any structure, excluding residential units, a Transportation Demand Management Program will be required and an Action Plan developed as approved by the City Engineer and the City Traffic Engineer.
143. Prior to the issuance of any encroachment permits a construction area traffic control plan shall be designed for any street closure and detour or other disruption to traffic circulation, as required by the City Traffic Engineer or the City Engineer during the permit process.
144. Prior to the issuance of occupancy permits all signing and striping shall be installed per the City standards and the approved signing and striping plan as required by the approved phasing plan.
145. Prior to the issuance of occupancy permits all traffic signals shall be installed and operational per the City standards, special provisions and the approved traffic signal plan as required in the approved phasing plan.
146. Prior to the issuance of occupancy permits all school signing and striping shall be installed per the City standards and the approved school signing and striping plan, as required by the approved phasing plan.
147. Prior to the issuance of occupancy permits all flashing beacons shall be installed and operational per the City standards, special provisions and the approved plan as required by the approved phasing plan.
148. Prior to the issuance of occupancy permits all traffic signal interconnect shall be installed per the City standards and the approved plan as required by the approved phasing plan.

Special Districts

The following items are Special Districts' Conditions of Approval for this project and shall be completed at no cost to any Government Agency. All questions regarding the intent of the Conditions shall be referred to the Special Districts Administration Section of Public Works.

149. SP 212-1 has been identified to be included in the formation of a Map Act Area Of Benefit Special District for the construction of major thoroughfares and/or freeway improvements, such district may include but not be limited to a joint district of the County of Riverside and the Cities of San Jacinto and Moreno Valley. At the time of the public

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hearing to consider formation of the district Owner(s) will not protest the formation.

150. SP 212-1 shall be incorporated into the Moreno Valley Community Services District. This shall include:
 - Zone A (Park & Recreation)
 - Zone B (Residential Street Lighting)
 - Zone C (Arterial Street Lighting)
 - Zone E-9 (Extensive Landscaping)
151. If it is determined that operations of designated City maintenance district flood control and drainage master plan facilities (including but not limited to, greenbelt grass-lined channels and water quality management facilities) cannot be performed under Community Services District law, the developer, the developer's successors or assignees shall be responsible for establishing a maintenance district under the Benefit Assessment Act of 1982 (hereinafter referred to as '1982 Act Maintenance District').
152. All landscape plans submitted for consideration shall be in conformance with CITY OF MORENO VALLEY LANDSCAPE DEVELOPMENT PLAN GUIDELINES AND SPECIFICATIONS, per submittal procedures as set forth in Section II therein.
153. The developer, the developer's successors or assignees, shall be responsible for the construction and maintenance of all public landscaping and irrigation improvements including but not limited to, parkways, medians, slopes, greenbelt grass-lined channels, and water quality management facilities until such time as said improvements are completed and accepted by the District.
154. All necessary documents to convey to the District any required easements for maintenance of public landscape improvements as specified on tentative maps or in these Conditions of Approval shall be submitted by the developer, the developer's successors or assignees prior to map recordation/permit issuance.
155. Landscape construction drawings for project areas identified as Community Services District Zone E-9 (or 1982 Act) maintenance areas shall be submitted by the developer, the developer's successors or assignees. Said plans shall be reviewed and approved by District staff prior to map recordation/permit issuance.

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156. All areas identified for inclusion into Moreno Valley Community Services District Zone E-9 (or 1982 Act Maintenance District) shall be reviewed by District staff. Failure to submit said areas for staff review prior to map recordation/permit issuance will preclude their inclusion into said Districts.
157. If the City Engineer determines that the project's street improvement bond is insufficient to cover the construction of public landscaping and irrigation improvements including but not limited to, parkways, medians, slopes, greenbelt grass-lined channels, and water quality management facilities, the developer, the developer's successors or assignees shall, prior to map recordation/permit issuance post a landscape performance bond which shall be released concurrently with the release of subdivision performance bonds, guaranteeing the viability of all public landscaping installed prior to the acceptance of maintenance responsibility by the District.
158. It shall be the developer's, the developer's successors or assignees responsibility to disclose the existence of the Moreno Valley Community Services District, its zones and zone fees to all prospective purchasers at the same time they are given the parcel's Final Public Report. Said disclosure shall be made in a form acceptable to the District. Proof of such disclosure, by means of signed receipt for same, shall be retained by the developer or his successors/assignees and made available to District staff for their inspection on the same manner as set forth in Section 2795.1 or the Regulations Of The Real Estate Commissioner. Failure to comply shall preclude acceptance of SP 212 into CSD Zones B or E-9.
159. Prior to issuance of any certificates of occupancy, the developer shall submit, in a format as directed by Community Services District staff, the most current list of Assessor's Parcel Numbers assigned to this Specific Plan.

Parks and Recreation

The following are the Parks and Recreation Conditions of Approval for this project, and shall be completed at no cost to the City of Moreno Valley. All questions regarding the intended meaning of the Conditions, shall be referred to the Parks and Recreation Department.

160. All of the 125 acres, or acreage as may be increased by the Joint Proposal, to be offered for dedication to the City as parkland shall be free of any restrictions, limitations, or encumbrances including: hydrological, environmental, and

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biological (Except PA 62). In addition, the Applicant shall insure that all park acreage shall lie outside of the hazard zones for flammable gas and noise from natural gas blow downs.

161. Planning Area 62 is known to be partially located within a retarding basin. In order for this site to be accepted as being dedicated for parkland, at least 60% of the site must be proven to be free of any restrictions, limitations, or encumbrances including those associated with the adjacent retarding basin. To determine the feasibility of utilizing this site, an independent study will be performed to the satisfaction of the Parks and Recreation Director, at the cost of the developer. The study shall be completed within phase one, prior to the issuance of any building permits within the project. Should less than the required 60% of free and unencumbered land prove to be available, the Parks and Recreation Director shall require the developer to dedicate an alternate 29 acre parcel, subject to the Parks and Recreation Director approval. The alternate parcel shall be subject to all conditions as outlined in Condition No. 160, and will be identified prior to issuance of any building permits within phase one.
162. The timing of the dedication of park sites to the City, along with the method of financing said improvements, shall be specifically defined within the development agreement.
163. The improvement of all park facilities within the project shall be paid for by allocating a portion of the development impact fees (as required by Ordinance No. 339) toward the improvement of said sites.
164. A 2.5 acre parcel of land, as identified in Public Works Condition No. 83, located within Phase II of the project, will be dedicated by the applicant to the City, for the purpose of the construction of a corporate yard. This land, shall be exclusive of the required dedication of parkland. In addition, the parcel shall be free of any restrictions, limitations, or encumbrances including: environmental, hydrological, or biological.
165. All equestrian and multi-use trails located within the project shall conform to approved General Plan and Specific Plan requirements. This shall be understood to include construction specifications, as well as the actual trail alignment.

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166. The developer shall be responsible for the development of the on site equestrian trails as depicted in Exhibit 23, of Alternative 6. Additionally, that portion of the trail which is currently depicted on the West side of Davis Road, shall be relocated to the Eastern side of Davis, so as to place it within the boundaries of the project. This section, along with the previously identified portion of the proposed equestrian trail, shall be completed in conjunction with the Master Phasing Improvement Schedule. Should the applicant's proposed use of the Buffer Zone as an equestrian trail not be approved by the appropriate governmental agencies, the applicant shall be required to relocate the trail within the project, so as to maintain a similar trail alignment, as well as the integrity of the trail system. Any reconfiguration of the equestrian trail within the project must be approved by the Parks and Recreation Director.
167. The applicant has proposed that the City accept for dedication a 22 acre parcel to be designated as a "Heritage Park". In order to determine the feasibility of this proposal, the Applicant shall be required, at no cost to the City, to secure the services of an outside consultant, as approved by the Parks and Recreation Director, to evaluate the condition of the existing structures, and determine their significance, as well as the cost associated with accepting said structures. In addition, the consultant will also make a recommendation as to the proposed location, and it's adaptability for the application of a Heritage Park site. This study shall be completed within Phase One, prior to the issuance of any building permits. Should this site prove to be unsuitable for the expressed purpose of a "Heritage Park" as determined by the City, the Parks and Recreation Director shall require the developer to dedicate an alternate 22 acre parcel, subject to the Parks and Recreation Director's approval. The alternate parcel shall be subject to all conditions outlined in Condition No. 160, and will be identified prior to the issuance of building permits for Phase One. Further, if as a result of this study it is determined that the existing structures are of significant historical value, it shall be the developers responsibility to pay for the preservation and relocation of said structures as required.
168. The Parks and Recreation areas as depicted in Exhibit 22 of Alternative 6, shall be developed in accordance with the requirements and standards of the adopted Specific Plan, Zoning Ordinance, City Design Manual, and other local Ordinances, to the complete satisfaction of the Parks and recreation Department.

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169. All park project lighting shall be hooded, or otherwise directed in a manner which will prevent or reduce direct lighting and glare on adjacent areas.
170. Conceptual plans, followed by detailed development plans for the construction of parks, recreational areas, equestrian trails and pedestrian/jogging trails shall be submitted for Parks and Recreation Department approval concurrently with the submittal of the final tract maps which include these areas. Said plans shall be reviewed and approved by the Parks and Recreation staff prior to map recordation and/or permit issuance.
171. All utility service areas and enclosures shall be screened from view with landscaping and decorative barriers as approved by the Parks and Recreation Department.
172. All park facility development, including the landscape and irrigation shall be installed in accordance with the approved phasing schedule. If seasonal conditions do not permit planting, interim erosion control measures shall be utilized as approved by the Parks and Recreation Department.
173. Landscape maintenance and upkeep shall be the responsibility of the Applicant, until such time as those functions become the responsibility of the master property owner's association or appropriate public agency.
174. It shall be the developer's, the developer's successors or assignees responsibility to disclose the existence of the Moreno Valley Community Services District, its zones, and zone fees to all buyers prior to the issuance of Certificates of Occupancy. Said disclosure shall be made in a form acceptable to the District. Proof of such disclosure, by means of signed affidavit, shall be submitted to the Parks and Recreation Department prior to acceptance into the Moreno Valley Community Services District.
175. Pursuant to Resolution No. 91-110 regarding the Park Land Impact Mitigation fees, said fee shall be adjusted upward annually, equal to the amount of the Gross National Product Deflator, as published by the United States Department of Labor, for a period of time commencing nearest to the adoption of the Development Agreement. It is understood that these annual increases would only affect that portion of the fees that are yet to be paid as a result of entering into this agreement with the City.

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176. The Phasing and Improvement of the park sites shall occur as follows:

Phase I

Prior to any project approval, the developer shall provide a Master Phasing Plan which identifies specifically the proposed timing of all Park and Equestrian Trail construction within each phase. This timing shall be reviewed and approved by the City Council, prior to any development within a given Phase. The improvements identified for each Park site are intended to be a comprehensive listing that will be refined as detailed park plans are prepared and reviewed by the City.

P.A. 59, a 39 acre Park: Improvements shall include but not be limited to, or as may be approved by the City Council:

- a. Turf/landscaping/irrigation
- b. Community Center with gymnasium
- c. Minimum six (6) lighted tennis courts
- d. Self contained group picnic area
- e. Minimum of two (2) restrooms
- f. Lighted softball/baseball fields
- g. Two (2) Tot-lots with play equipment
- h. Four indoor racquetball courts
- i. Covered group picnic shelters
- j. Dual half court basketball courts-lighted
- k. Drinking fountains
- l. On-site parking with trash enclosures
- m. Tables/benches
- n. Trash receptacles
- o. Walkways
- p. Security lighting
- q. Barbecues/tables
- r. Soccer fields
- s. Storage room
- t. Horse shoe pits
- u. Game tables
- v. Appropriate signage
- w. Swimming Pool

P.A. 58, an 8 acre park Improvements shall include but not be limited to, or as may be approved by the City Council:

- a. Turf/landscaping/irrigation
- b. Tot-lot with play equipment
- c. Restroom with storage room
- d. Group picnic shelters
- e. Dual half court basketball courts-lighted
- f. Backstops for informal play
- g. On site parking with trash enclosure

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- h. Drinking fountains**
- i. Tables/benches**
- j. Trash receptacles**
- k. Security lighting**
- l. Walkways**
- m. Appropriate signage**

Phase II

P.A. 60, a 29 acre park Improvements shall include but not be limited to, or as may be approved by the City Council:

- a. Turf/landscaping/irrigation**
- b. Amphitheater with bandshell**
- c. Storage areas and dressing rooms**
- d. Restrooms**
- e. Covered group shelters**
- f. Community center (6,000 sq. ft.)**
- g. On site parking with trash enclosure**
- h. Tot-lot with play equipment**
- i. Group picnic area (minimum 200 capacity)**
- j. Drinking fountains/trash receptacles**
- k. Reflective gardens**
- l. Walkways**
- m. Security lighting**
- n. Fountain Area**
- o. Tables/barbecues**
- p. Appropriate signage**

At the issuance of the first (1) Building Permit within this phase, the developer shall dedicate to the City, a 2.5 acre parcel of land for the purpose of the construction of a Corporate Yard. This land shall be exclusive of the required dedication of 125 acres (or acreage as may be increased by the "Joint Proposal" of parkland.

P.A. 61, a proposed 22 acre heritage park site. It should be noted, that this site must meet the conditions as set forth in Condition No. 167. Improvements shall include, but not be limited to, or as may be approved by the Parks and Recreation Director:

- a. Turf/landscaping/irrigation**
- b. Restrooms**
- c. Covered group shelters**
- d. On site parking with trash enclosure**
- e. Visitor center (6,000 sq. ft.)**
- f. Equestrian Staging Area**
- g. Gazebo**
- h. Trash receptacles**

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- i. Walkways
- j. Drinking fountains
- k. Security lighting
- l. Botanical gardens
- m. Trash enclosure
- n. Appropriate signage
- o. Outdoor stage for special events

Phase III

P.A. 62, a 29 acre park. Improvements shall include, but not be limited to, or as may be approved by the City Council:

- a. Turf/landscaping/irrigation
- b. Lighted softball/baseball fields (3)
- c. Community center (6,000 sq. ft.)
- d. Restrooms
- e. Soccer fields
- f. Covered group shelters
- g. Dual half court basketball courts-lighted
- h. Lighted tennis courts (4)
- i. Storage room
- j. On site parking with trash enclosure
- k. Trash enclosure
- l. Drinking fountains
- m. Trash receptacles
- n. Tables/barbecues
- o. Tot-lot with play equipment
- p. Walkways
- q. Security lighting
- r. Appropriate signage

Police Department

177. Prior to the issuance of grading permits, a security fencing plan shall be submitted to and approved by the Police Department. The fencing will be a minimum of six (6) feet with locking, gated access. Security fencing may not be required under the following conditions:

- a. During/after grading, if there is not construction, unsecured structures, or unenclosed storage of materials and/or equipment, and the condition of the grading site does not constitute a public hazard, as determined by Public Works Department.
- b. With developments that will be phasing their projects and they meet the above requirements.

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178. All security fencing shall remain in place until a Certificate of Occupancy has been approved or one of the above circumstances exists.
179. Prior to the issuance of grading permits for a subdivision or plot plan, a sign plan for temporary project identification during construction shall be submitted to and approved by the Police Department. The sign(s) shall include:
 - a. The developer's name, address, phone number, and the address of the development.
 - b. The sign(s) shall be conspicuously posted at the site.
180. Prior to the issuance of grading permits, an Emergency Contact Information Form for the development shall be completed at the Police Department at the time the security fencing and sign plans are submitted.
181. Public Works shall not issue a grading permit until a written release is provided from the Police Department on all of the above conditions.
182. Subsequent development applications (i.e., maps, plot plans, conditional use permits, grading and building permits) shall be reviewed at the time of application for applicable conditions of approval by the Police Department.
183. The applicant shall dedicate, at no cost to the City, if deemed necessary by the City Council, a Public Safety Site to be located within the three (3) acres of dedication centrally located in the Specific Plan project area. The Public Safety site, unless deemed otherwise by the City Council, shall be constructed by the developer concurrently with Phase Two of development. In Phase One, a temporary one room facility shall be provided by the developer in conjunction with the temporary fire station or other public facility. The temporary and permanent facility shall be equipped and fully founded by the developer as specified in Conditions Nos. 183 through 186.
184. The Public Safety site (designated for the Police Department) shall be of a sufficient size, as determined by the Police Department, to include two holding rooms, an office area and a counter to receive the public.
185. The Police Department does not object to having a co-located Public Safety/fire station, however, the building(s) shall be designed to minimize noise generated by officers coming in at night with arrestee's and the public.

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186. The applicant shall fund and install three communication lines and associated equipment within the public safety site. The equipment shall include, but not be limited, to a fax machine, telephone, computer and a Mobile Data Terminal (MDT).
187. The applicant shall provide adequate funding in a manner acceptable to the City to provide additional officers required to maintain the desired ratio of one sworn officer for each 1,000 project residents. This measure shall remain in place until such time as annual revenues to the City from the project equal the cost of providing the service.

Fire Department

188. A temporary facility shall be constructed, accepted and occupied one year after the first building permit is applied for, by Moreno Highlands.

a. Moreno Highlands will construct this temporary facility from a residential floor plan currently being used within the Moreno Highlands Plan. The floor plan will feature not less than three bedrooms and will be acceptable to Moreno Valley Fire Services prior to construction. The location of this temporary station will be at the agreement of Moreno Valley Fire Services and Moreno Highlands. Consideration shall be given for station placement as required for fire service coverage and operations. Adequate land will be provided for this facility. Moreno Highlands may submit an existing structure as a suitable substitution for the temporary facility. Moreno Valley Fire Services will determine if that existing facility meets the needs of the Fire Department. In the event an existing facility is utilized it shall conform with the required specifications as stated in this agreement.

b. All interior furnishings, and amenities, will be provided by Moreno Highlands. Moreno Valley Fire Services will provide a specific list of amenities. These amenities shall include, but not be limited to, a stove, refrigerator, clothes washer and dryer, furniture, beds, lamps, tables, and chairs. All amenities must meet the acceptance of Moreno Valley Fire Services. A full warranty will accompany all appliances.

c. A two vehicle garage shall be attached to the temporary facility capable of housing the fire engine, provided by Moreno Highlands, and an ambulance, or rescue squad vehicle. The vehicle garage shall be of the same

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- construction and appearance as that of the temporary station.
- d. Fire sprinklers shall be installed throughout the temporary station (residence) and the garage.
 - e. Parking shall be provided for a minimum of five vehicles for employee parking.
 - f. Landscaping will be provided by Moreno Highlands. This landscaping will be consistent with adjoining properties, and be acceptable to Moreno Valley Fire Services. Automatic lawn and vegetation sprinklers shall be provided on a timing system.
 - g. Moreno Highlands will provide a heavy urban fire engine/tele-squirt to the specifications of the Riverside County Fire Department. This engine/tele-squirt will be equipped prior to delivery with equipment specified by the Riverside County Fire Department. The delivery of fire apparatus is approximately one year after placement of an order. The estimated cost of the fire apparatus is \$300,000.00.
 - h. A means of providing emergency power shall be provided to the temporary station acceptable to Moreno Valley Fire Services.
 - i. The construction warranty on the facility shall be provided to Moreno Valley Fire Services for a period of two years.
189. One year after the issuance of the first building permit for Moreno Highlands, Condition No. 188. a. through i. will be complied with. All acceptances shall be met, or deficiencies corrected, by Moreno Highlands. Fire apparatus shall be equipped and in place. The temporary facility shall be ready for occupancy.
190. The permanent fire station plan and amenities shall be specified by Moreno Valley Fire Services. The permanent fire station, located within Planning Area 66, will be constructed during the second phase of the project, one year after the second phase begins. The permanent fire station shall be constructed to the specifications of Moreno Valley Fire Services and equipped with an additional heavy urban fire engine subject to the specifications of the Riverside County Fire Department. This additional engine will be equipped prior to delivery with equipment specified by the Riverside County Fire Department. The estimated cost for the engine is

**FINAL CONDITIONS OF APPROVAL
SPECIFIC PLAN 212-1 (Alternative #6)
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\$250,000. Upon acceptance and the occupancy of the permanent fire station, and delivery of the second engine, the temporary facility will be returned to Moreno Highlands for their use.

191. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Moreno Valley city Ordinance, subject to the approval of Moreno Valley Fire Services.
192. All buildings shall be constructed with fire retardant roofing material as described in Section 3203 of the Uniform Building Code.
193. Fuel modifications plans shall be submitted for Fire Department review for all open space areas adjacent to the Wildland Interface.
194. Requirements for tentative tracts and plot plans shall be addressed individually as they are reviewed by Planning staff.
195. The project's impact on ongoing operation and maintenance of fire fighting services shall be fully mitigated (i.e., the full cost of operating and maintaining fire fighting services necessitated by the project shall be paid by the project at the time services are needed). This mitigation shall consist of a combination of the following:
 - a. The portion of the secured property tax allocated by the county for fire services.
 - b. A portion of the secured property tax allocated by the county for the city general fund, which the city may at its discretion allocate for fire services.
 - c. Additional funding to be provided by the project should tax revenues prove insufficient to fund 100% of the cost of ongoing operation and maintenance of fire fighting services necessitated by the project. Any funding mechanism similar to formation of a Mello-Roos district that could accomplish this is acceptable.

Miscellaneous

196. Each successor in-interest to the developer as to all or any part of the project, shall be notified in writing by the respective predecessor in interest, that each development proposal submitted by such successor shall be subject to all applicable Conditions of Approval for the project, including without limitation all such conditions which relate to the construction of required infrastructure and public facilities.

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197. Prior to occupancy of any structure within Phase II of the Specific Plan, a total five acres of recreation vehicle storage facility shall be provided by the developer at no cost to the City. The facility may be operated by an association or operated for profit. The storage area shall, at a minimum, provide screening, fencing and lighting for security purposes. The location, if outside the project area, shall be subject to any City regulations in effect. The area shall be reviewed and approved by the Design Review Board and Community Development Director.
198. Prior to acceptance of any land offered for dedication for public purposes, the project applicant shall conduct and pay for geotechnical, soils or any other geotechnically related study deemed necessary by the public agency needed to determine the feasibility of the site for the public use envisioned.
199. Prior to any map or development application approval (exclusive of a financial parcel map) within the Business Park, Commercial or Mixed Use areas, a geotechnical/soils report shall be conducted. If the report determines that greater than three (3) percent net of the affected areas are not buildable for uses which generate employment due to a fault, unstable soils or other unsuitable conditions, the developer shall provide buildable land elsewhere within the project area, subject to a Specific Plan Amendment. The substitute acreage shall be equivalent to the area adversely affected.

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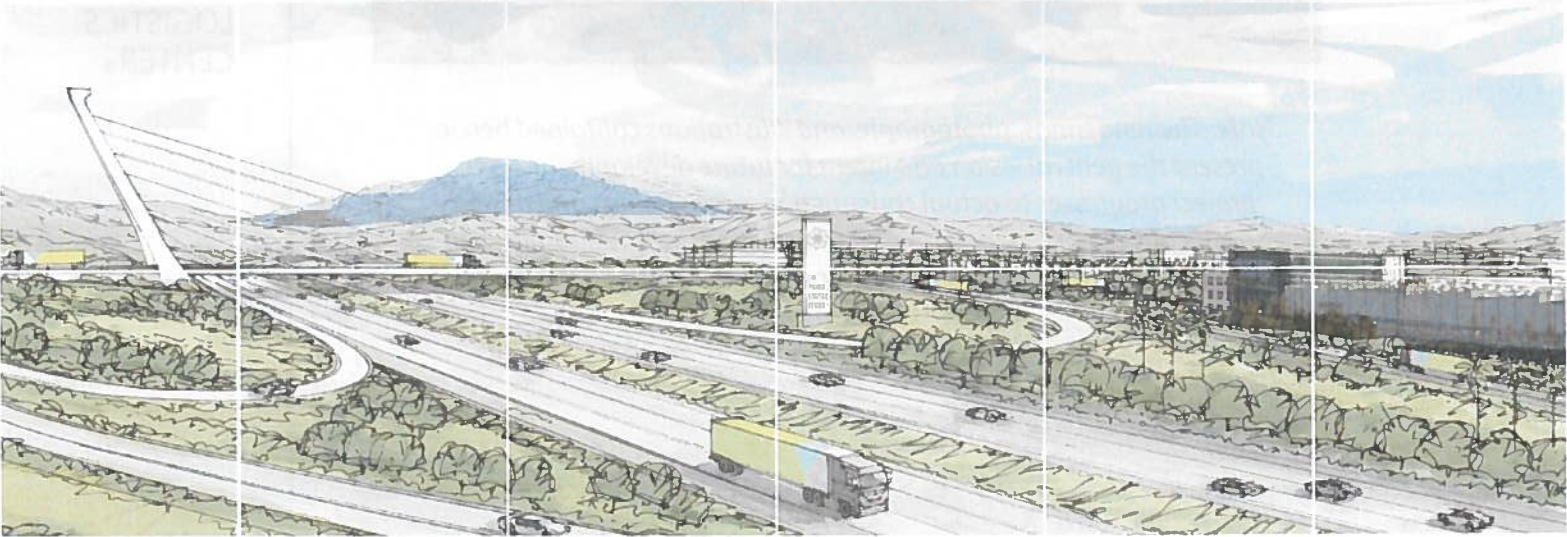
**MORENO VALLEY JOBS INITIATIVE
EXHIBIT E**



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SPECIFIC PLAN

**City of Moreno Valley
Riverside County, California**



Adopted:

Date: August 25, 2015

Ordinance # 900

MORENO VALLEY JOBS INITIATIVE
EXHIBIT E

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Note: The renderings, photographs and illustrations contained herein present the general vision and intent for future development. As the project progresses to actual construction, precise plans and design specifications consistent with these illustrations will be submitted to the City of Moreno Valley for review and approval prior to the issuance of construction permits.

DISCLAIMER

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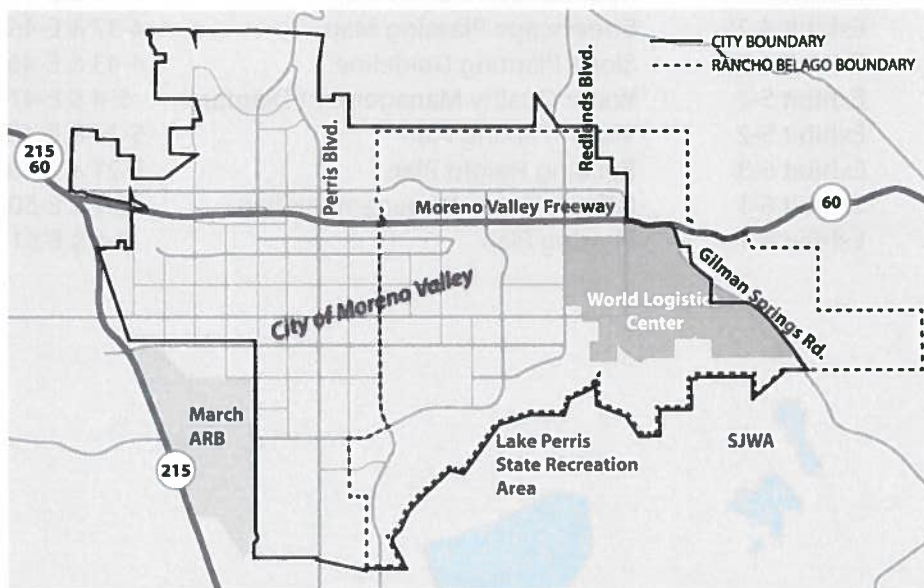
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1.0 INTRODUCTION

1.1 The World Logistics Center

The World Logistics Center is a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations in a quality business environment.

The World Logistics Center Specific Plan covers 2,610 acres in Rancho Belago California, the eastern portion of Moreno Valley, located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road northerly of the San Jacinto Wildlife Area (SJWA).



*Note All maps and illustrations are shown enlarged in the Appendix.

Exhibit 1-1 Regional Map

1.2 Specific Plan Overview

The World Logistics Center Specific Plan will guide the orderly development of the World Logistics Center project in carrying out the City's General Plan. Within the Specific Plan, land use designations are identified and design guidelines, regulations, conditions, and programs are included to direct the systematic development of the project. This Specific Plan implements all applicable elements of the General Plan and includes detailed information about the area's infrastructure improvements such as roads, water, sewer, utilities and flood control facilities.





The World Logistics Center Specific Plan has been adopted pursuant to Government Code Section 65450 which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures.

The Specific Plan complies with the City of Moreno Valley's Municipal Code (Chapter 9.13) governing the content of specific plans and procedures for their adoption and enforcement.

1.3 Specific Plan Vision and Objectives

The vision for the World Logistics Center is to establish a world class corporate park environment specifically designed to support the unique logistics and operational needs of international companies and corporate users. The World Logistics Center features a clean and contemporary design aesthetic and an efficient, convenient circulation system to provide a highly functional logistics campus.

The objective of the Specific Plan is to establish the zoning criteria that will guide the orderly development of the World Logistics Center project and carry out the goals of the City's General Plan. Included are development standards for integrated site planning, architecture, and landscaping. These standards establish a consistent design concept that produces a clear image and a sense of prestige, efficiency and integrity for the World Logistics Center and each project within.





Exhibit 1-2 Specific Plan Area

1.3.1 Development Goals

The Specific Plan provides planning strategies and development standards created specifically for the property to incorporate its unique advantages, adapt to its constraints, meet the unique needs of a growing logistics industry, provide for the economic growth needs of the City, and create consistent and compatible land uses for the area in an environmentally responsible manner. Development of the World Logistics Center:

- Provides the land use designations and infrastructure plan necessary to support the City's Economic Development Action Plan,
- Establishes Moreno Valley as a prime location for the logistics industry,
- Creates a project that will provide a balanced approach to the City's responsibilities of fiscal viability, economic opportunity and environmental integrity,
- Provides thousands of ongoing employment opportunities,
- Provides thousands of construction job opportunities during the project's build-out phase,
- Establishes architectural and landscape design guidelines for the project, and
- Provides appropriate transition between the project and adjacent uses.



1.3.2 Green Building – Sustainable Development

Construction of the World Logistics Center will be in conformance with California’s “Cal-Green” building regulations, the most stringent, environmentally-friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

To augment its environmentally responsible building design, the project will incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation,
- Street designs that harvest and channel runoff into landscape areas instead of storm drains,
- Accommodate the use of alternative means of transportation,
- Use recycled building materials to the extent feasible,
- Use local sources of building materials to the extent feasible,
- Minimize the use of impervious paved surfaces throughout the project,
- Incorporate on-site storm water capture and infiltration within landscape areas,
- Support alternative fuel use through the provision of an on-site alternative fueling site, and
- Provide for the use of roof-mounted solar systems or other alternative power systems.



1.3.3 Sense of Place

The Specific Plan provides for the establishment of a strong and unique identity for the World Logistics Center. The Specific Plan guides the establishment of the project's sense of place by:

- Applying comprehensive, overall project design guidelines for architecture and project landscaping,
- Providing an efficient and simple circulation system specifically designed to accommodate truck circulation, and
- Using streetscapes, banners, entry monumentation, and architecture to strengthen the project identity.

1.3.4 Project Infrastructure

The Specific Plan identifies the backbone infrastructure systems needed to serve the project. Preliminary plans illustrate the proposed expansion of water, sewer, drainage and utility facilities. The infrastructure plan also provides for vehicular (car, truck and bus) and non-vehicular (bicycle and pedestrian) circulation, including a five-mile extension of the City's multi-use trail system.



The Specific Plan provides for the establishment of a strong and unique design identity for the World Logistics Center.



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1.4 Existing Setting

1.4.1 Existing Land Use

The World Logistics Center Specific Plan covers approximately 2,610 acres within Rancho Belago in eastern Moreno Valley in Riverside County, California. The project area is located southerly of SR-60, between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area. Existing uses include dry-farmed agricultural land, several scattered rural residential properties and a Metropolitan Water District (MWD) water distribution facility.



Exhibit 1-3 Surrounding Land Uses

Surrounding land uses include:

- North:** Highland Fairview Corporate Park (including Skechers), SR-60, vineyard and rural residential uses
- South:** Natural gas distribution facilities, San Jacinto Wildlife Area, Lake Perris State Recreation Area
- East:** Vacant hillside (Badlands), scattered residential uses
- West:** Suburban residential development, vacant land



1.4.2 Existing Fault Zones

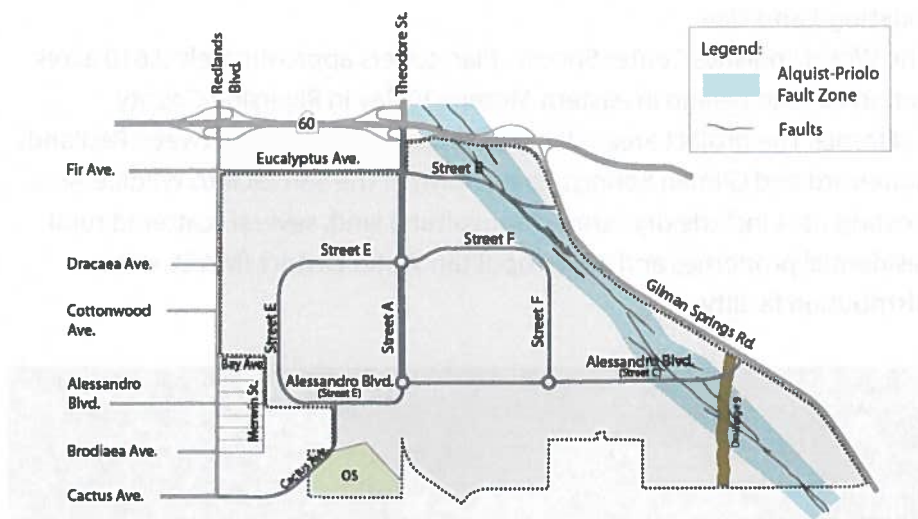


Exhibit 1-4 Existing Fault Zones

Based on preliminary geotechnical investigations conducted for the World Logistics Center property, a portion of the site is subject to geotechnical constraints that may affect the placement of future buildings on the property. Exhibit 1-4 "Existing Fault Zones" illustrates the location of the Alquist-Priolo Fault Zone on the site and shows where several concealed, inferred and known faults are believed to exist. Prior to the approval of all project-specific development proposals, detailed geotechnical investigation and analysis will be prepared and submitted to the City for review. The results of those studies will be incorporated into the detailed plans for each project.



2.0 LAND USE PLAN

2.1 World Logistics Center Land Use Designations

The World Logistics Center Specific Plan provides for the development of a master-planned project specifically designed to support logistics uses by incorporating landscape and architectural standards, project-wide criteria for streets, drainage, public infrastructure, lighting and signage, and project features responsive to the needs of the logistics industry.

The Specific Plan includes a land use plan providing for three land use designations: Logistics Development (LD), Light Logistics (LL), and Open Space (OS).

A Circulation Plan provides a roadway network that moves cars and trucks into and through the World Logistics Center in a safe, efficient manner.

An Infrastructure Plan is included that addresses the current status of local infrastructure services such as water, sewer, storm drain, electricity and telephone/cable TV and outlines the backbone improvements necessary for these systems to serve the World Logistics Center project.

Guidelines for landscaping and architectural design are provided to ensure that a distinct consistent aesthetic theme is realized throughout the project.

Additionally, the Plan establishes an implementation program that provides the processes and procedures for the review and approval of project-specific development proposals, carrying out the purpose and intent of the Specific Plan.

All of these elements function together to create a comprehensive development program to ensure that the World Logistics Center becomes the contemporary standard for logistics campus projects.



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Planning Area (PA)	Land Use	Area	Building SF
Logistics Development			
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
ROW		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



Exhibit 2-1 Land Use Plan

Land Use Designations:

Logistics Development - (LD)

The LD designation provides for high-cube logistics warehouse uses consisting of buildings of 500,000 square feet or greater. Warehousing and logistics activities consistent with the storage, assembly and processing of manufactured goods and materials prior to their distribution to other facilities are permitted within this category along with facilities for the outdoor storage of trucks, trailers and shipping containers. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LD category are included in Section 2.2 of this Specific Plan.

Light Logistics - (LL)

The LL designation provides for warehouse uses less than 500,000 square feet in size, self-storage and vehicle storage uses. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. Development standards for the LL category are included in Section 2.3 of this Specific Plan.

Open Space - (OS)

The OS designation identifies a 74.3 acre area in the southwestern portion of the site which is a portion of Mt. Russell. The intent of the OS designation is to preserve this area as a permanent Open Space. This area shall comply with the City of Moreno Valley Open Space Standards and permitted uses.



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2.2 Logistics Development (LD) Category



2.2.1 Purpose and Intent

The LD category is intended to provide for the development of large, high-cube logistics warehouse buildings.

2.2.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station (see Section 2.2.4)
- g. Logistics support (see Section 2.2.5)
- h. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.2.3 Development Standards (see Section 2.2.5 for standards applicable to logistics support)

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimensions – width – 200 feet
depth – 200 feet
- c. Minimum Building Size
 1. High-cube logistics uses: 500,000 square feet
 2. All other uses – no minimum



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- d. Floor Area Ratio (FAR)
 - 1. High-cube logistics uses – no minimum; 1.0 FAR maximum.
- e. Building Height
 - 1. Vehicle/container storage uses – maximum 25 feet
 - 2. High-cube logistics uses – maximum 60 feet or 80 feet per Exhibit 5-3
 - 3. Cell towers – refer to Municipal Code.
- f. Building Setbacks (Minimum)
 - 1. From any public street: 60 feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From SJWA property: 400 feet (See Exhibit 4-16)
 - 5. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 6. From SDG&E Compressor Station buildings: No buildings shall be located less than 1000 feet from existing buildings at the SDG&E Compressor Station. (See Exhibit 4-16)
- g. Maximum Lot Coverage – None
- h. Landscape Coverage
 - 1. High-cube logistics uses – 10% minimum
 - 2. All other uses – no minimum
 - 3. Landscape buffer - 20 feet minimum from street
- i. Accessory Structure Size – no minimum, no maximum
- j. Accessory Structure Setbacks – same as primary buildings
- k. Legal nonconforming uses: the provisions of Municipal Code Section 9.02.180 “Legal nonconforming uses, improvements and parcels” shall apply.



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2.2.4 Fire Station Site

A 1.5-acre site for a future fire station will be provided in the easterly portion of the Specific Plan. The fire station will be built during Phase 1 (see Exhibit 8-1) and will be approximately 11,000 square feet in size. The exact location and configuration of the facility will be established in connection with the design and development of adjacent properties. The precise timing for the construction of a fire station will be determined by several factors, including the phasing of WLC development, the construction of other planned fire stations, and the location and size of WLC buildings. The Fire Department will review the need for a fire station with each site specific Plot Plan application.



Exhibit 2-2 Fire Station Site



2.2.5 Logistics Support



2.2.5.1 Purpose and Intent

Logistics support sites shall be located on property within the LD category. Logistics support sites provide services within the WLC including fueling facilities (including alternative fuels such as, but not limited to, LNG, CNG, biofuel, etc.) and limited commercial uses oriented to truck operators serving the World Logistics Center.

2.2.5.2 Project Location

The exact locations and configurations of the facilities will be established in connection with the design and development of adjacent properties, subject to the following criteria. The sites shall be located:

- a) Within a LD designated area
- b) With frontage on an internal collector street
- c) On sites with adequate size, access, sight distance, and grades to safely accommodate large trucks as determined through the Plot Plan process.

2.2.5.3 Permitted Uses

- a. Motor fuel sales
 - a. Any Plot Plan application for fuel sales and/or fuel storage shall include a risk assessment evaluating potential health or safety risks from the operation of such uses at the proposed sites.
- b. Retail sales when operated in connection with a primary fuel sales use
- c. Construction yards within, or immediately adjacent to approved construction sites



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- d. Cellular transmission facilities and structures
- e. Public utility uses and structures

2.2.5.4 Prohibited Uses

- a. Vehicle service/maintenance/repairs/storage
- b. Drive-thru facilities
- c. Overnight truck parking
- d. Towing services

2.2.5.5 Development Standards

- a. Minimum Lot Size – 1.0 acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Building Size – no minimum, 3,000 sq. ft. maximum not including canopy area
- d. Floor Area Ratio
 - 1. No minimum; 1.0 FAR maximum.
- e. Building Height – 25 feet maximum
- f. Setbacks (Minimum):
 - 1. 20 feet from all property lines except adjacent to any residential property where buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 2. All fueling facilities shall be a minimum of 250 feet from any residentially occupied or zoned properties.
- g. Maximum Lot Coverage – None
- h. Landscape Coverage - no minimum
 - 1. Landscape Buffer – 20 feet minimum from street
- i. Canopies – Fueling areas shall be covered.
- j. Accessory Structure Size – no minimum, no maximum
- k. Accessory Structure Setbacks – same as primary buildings
- l. Prohibited Uses –
 - 1. Vehicle service/ maintenance/ repairs/ storage
 - 2. Drive-thru facilities
 - 3. Overnight truck parking
 - 4. Towing services



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2.3 Light Logistics (LL) Category



2.3.1 Purpose and Intent

The LL “Light Logistics” designation provides for warehouse buildings and other storage uses and buildings less than 500,000 square feet in size.

2.3.2 Permitted Uses

- a. High-cube warehouses
- b. Vehicle, equipment and container storage (as a separate use or in connection with other permitted uses)
- c. Short-term and long-term construction yards within, or immediately adjacent to approved construction sites
- d. Cellular transmission facilities and structures
- e. Public utility uses and structures
- f. Fire station
- g. Property maintenance facilities (POA facilities, offices, vehicle storage, nurseries, etc.)

2.3.3 Development Standards

- a. Minimum Lot Size – one acre
- b. Minimum Lot Dimension – width – 200 feet
depth – 200 feet
- c. Minimum Building Size– None
- d. Floor Area Ratio
 1. Warehouses – no minimum; 1.0 FAR maximum.
- e. Building Height – sixty feet maximum



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- f. **Building Setbacks (Minimum)**
 - 1. From any public street: twenty feet.
 - 2. From other property lines: no minimum
 - 3. From residentially occupied property within the WLC: all buildings shall be set back a distance equal to or greater than the height of the proposed building.
 - 4. From residentially zoned property: 250 feet measured from the City/County zoning boundary (See exhibits in Section 4.2.4)
 - 5. Designated emergency access drives and employee/visitor parking are permitted in all setback areas.
- g. **Maximum Lot Coverage – None**
- h. **Landscape Coverage - No Minimum**
 - 1. Landscape buffer – 20 feet minimum from street
- i. **Accessory Structure Size – no minimum, no maximum**
- j. **Accessory Structure Setbacks – same as primary buildings**
- k. **Legal nonconforming uses - the provisions of Municipal Code Section 9.02.180 “Legal nonconforming uses, improvements and parcels” shall apply.**



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2.4 Standards and Guidelines for Open Space

All uses and development with the Open Space (OS) designation shall comply with the standards, guidelines and procedures contained in Section 9.06.030 of the Municipal Code.

The entirety of Planning Area 30 will be offered for dedication in fee to the State of California for expansion of its adjacent ownership. If the offer is not accepted, the land may be dedicated to a local conservation agency, a property owners' association or retained in private ownership.



2.5 Special Edge Treatment Areas

The Specific Plan includes three designated areas where special setbacks, facilities, grading and landscaping will be provided to create special edge treatment areas between the World Logistics Center and adjacent, existing land uses. These edge areas are shown on Exhibit 2-3 and detailed cross sections are shown in Section 4.2.4.

2.5.1 Western Edge

The Western edge is adjacent to residentially-zoned property. This edge will feature a restricted use area in which no buildings, truck courts, loading areas, truck circulation areas, or truck or trailer storage uses are permitted. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted in this area. The restricted use area will be at least 250 feet from any residential zoning boundary.

2.5.2 SR-60 Edge

The SR-60 edge through the WLC will continue the general design established with the Highland Fairview Corporate Park project immediately to the west. Similar to the HFCP project, future development areas within the WLC will be lower than the freeway, with landscaped slopes providing screening of adjacent buildings and circulation areas. To ensure a consistent appearance of this edge, the landscape treatment of these slopes will continue the design and plant palette utilized at the HFCP project.

2.5.3 SJWA Edge

The San Jacinto Wildlife Area (SJWA) edge is along the southerly boundary of Planning Areas 10 and 12 (See Exhibit 2-1) and adjacent to state-owned open space currently in agricultural use. This edge will feature a restricted use area of at least 250 feet from these state-owned properties. No buildings, truck courts, loading areas, employee/visitor parking, truck circulation areas, or truck or trailer storage uses are permitted within this area. Emergency access, landscaping, drainage facilities, and property maintenance access are permitted. In addition to this 250 foot restricted use area, additional setback will be provided such that all buildings are a minimum of 400 feet from the SJWA boundary.

2.5.4 Gilman Springs Road Edge

The Gilman Springs Road edge will feature a restricted use area of at least 250 feet from any residential zoning boundary. No buildings, truck courts,



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loading areas, truck circulation areas, or truck or trailer storage uses are permitted within this area. Employee/visitor parking, emergency access, landscaping, drainage facilities, and property maintenance access are permitted. This restricted use area may be reduced subject to the review of project-specific air quality and noise analyses.

2.5.5 Concept Plans

Prior to approval of any subdivision or Plot Plan including or adjacent to a Special Edge Treatment Area, a concept plan for that entire edge area shall be submitted to and approved by the Planning Official. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, lighting, signage, trails, vehicular / pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with these concept plans.



Exhibit 2-3 Special Edge Treatment Areas



3.0 INFRASTRUCTURE PLAN

The Infrastructure Plan serves as a guide for the development of detailed plans for roadways, domestic water, wastewater, storm water and utilities that will serve the Specific Plan area. The conceptual infrastructure plans generally identify the location of infrastructure facilities within the project. Subsequent subdivisions and site development plans will establish the exact size and location of all such facilities.

3.1 Circulation

The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the World Logistics Center, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). The Circulation Plan includes new streets and the extension of existing streets that will be renamed.



Exhibit 3-1 Circulation Plan

Five points of access bring vehicles into the World Logistics Center. The primary access to the project will be via Theodore Street, with additional accesses at Eucalyptus Avenue, Cactus Avenue and Gilman Springs Road.



3.2 Freeway

State Route 60 (SR-60) runs along the northerly border of the World Logistics Center. Existing interchanges adjacent to the project are located at Redlands Boulevard, Theodore Street and Gilman Springs Road. Theodore Street will be the primary connection to SR-60 for the World Logistics Center.



Exhibit 3-2 Project Entries

3.3 Vehicular Circulation

3.3.1 Passenger Car and Truck Circulation

The World Logistics Center is designed to provide easy vehicular access to the project via five access points around the site.

A major feature of the plan is a road system that directs all heavy truck traffic to and from SR60 and Gilman Springs Road eliminating the need to travel through residential areas to the west. Cactus Avenue and Redlands Boulevard south of Eucalyptus Avenue are not designated Truck Routes. Cactus Avenue will be designed and/or signed to prohibit use by heavy trucks.

The primary truck entry to the site is through the Theodore Street/SR60 interchange. Secondary truck access points are provided at Gilman Springs Road via intersections with Street B and Alessandro Boulevard.



Access for cars and light/medium trucks is provided via the extension of Cactus Avenue in the southwest portion of the project. No heavy trucks are allowed to use this access. Redlands Boulevard south of Eucalyptus Avenue allows only passenger vehicle and light/medium truck access as it is not a City-designated truck route.

Alessandro Boulevard is a historic roadway (per Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan.

3.3.2 Street Designations

A network of arterial and collector streets serve the World Logistics Center. Their primary function is to serve traffic within the project area, but some provide regional connectivity through the project. Street sections within the project are shown on the following pages. Specific design details of these roadways will be determined in subsequent subdivision and site development approvals. Additional rights-of-way may be required for turn lanes. Turn lanes are provided in the median of all arterial streets, subject to City approval.

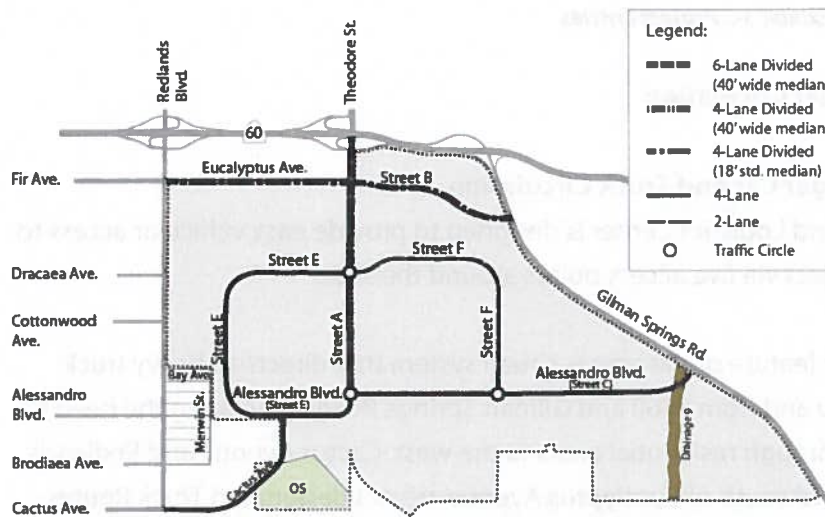


Exhibit 3-3 Street Configurations

Street A (Theodore Street)

Street A (Theodore Street) runs north-south through the World Logistics Center. It is a 6-lane and 4-lane divided arterial roadway as shown on Exhibit 3-3, with additional widening and lane improvements at its intersections with SR-60, Eucalyptus Avenue and local interior collector streets. These interior intersections will be upgraded with roundabouts, providing for more efficient traffic flow.

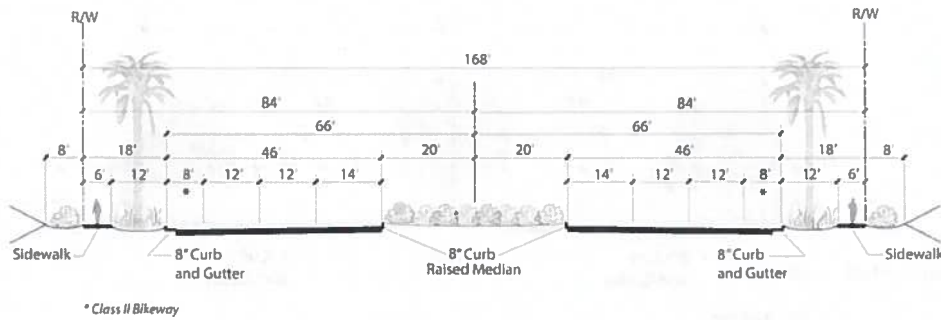


Exhibit 3-4a Street "A" (Theodore Street) North of Street "E"

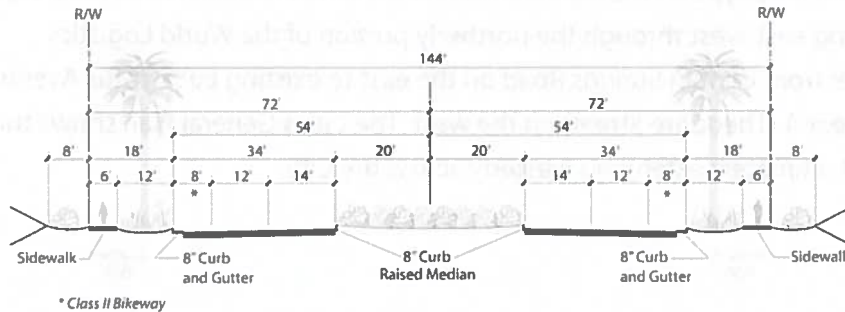


Exhibit 3-4b Street "A" (Theodore Street) South of Street "E"



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Eucalyptus Avenue

Eucalyptus Avenue is a 4-lane divided arterial roadway running east-west northerly of the WLC Specific Plan area from Theodore Street on the east to Redlands Boulevard on the west. A portion of this street was constructed with the Highland Fairview Corporate Park project. The City's General Plan shows this street ultimately extending westerly across the City.

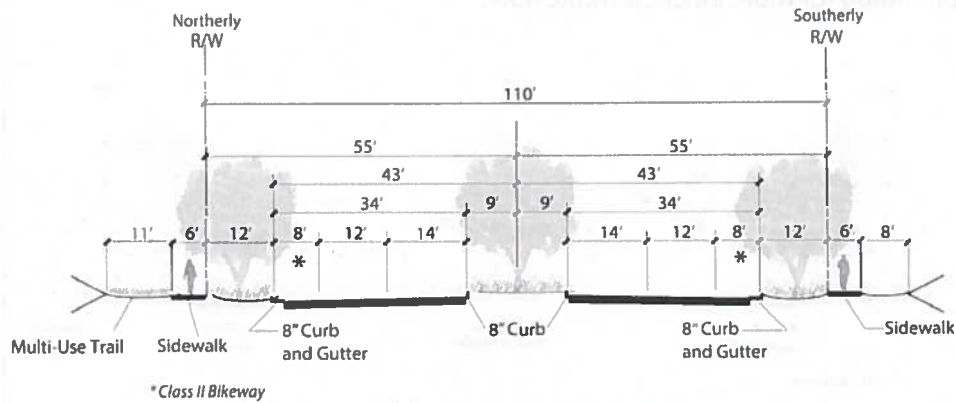


Exhibit 3-5 Eucalyptus Avenue

Street B (Eucalyptus Avenue Extension)

Street B (Eucalyptus Avenue Extension) is a 4-lane divided arterial roadway, running east-west through the northerly portion of the World Logistics Center from Gilman Springs Road on the east to existing Eucalyptus Avenue at Street A (Theodore Street) on the west. The City's General Plan shows this street ultimately extending westerly across the City.

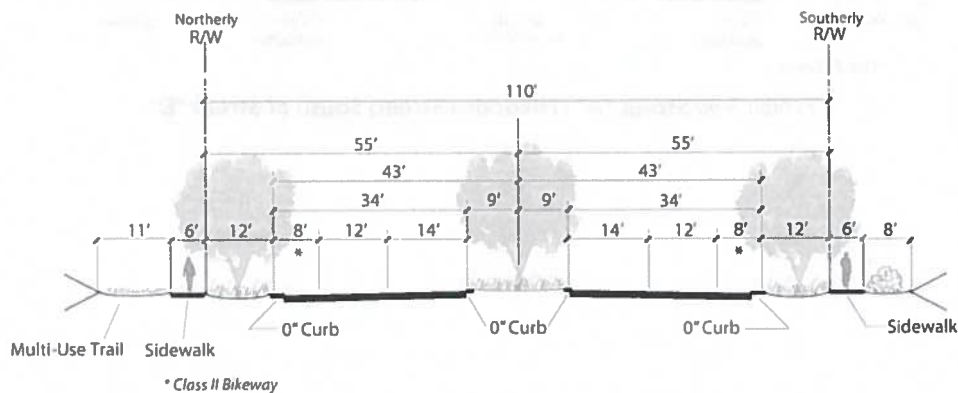


Exhibit 3-6 Street B (Eucalyptus Avenue Extension)



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Street E

Street E is a 4-lane undivided arterial roadway providing direct access to development areas in the westerly portion of the project. A roundabout is planned at its intersection with Street A. Design details of this roadway will be determined by subsequent subdivision and site development approvals.

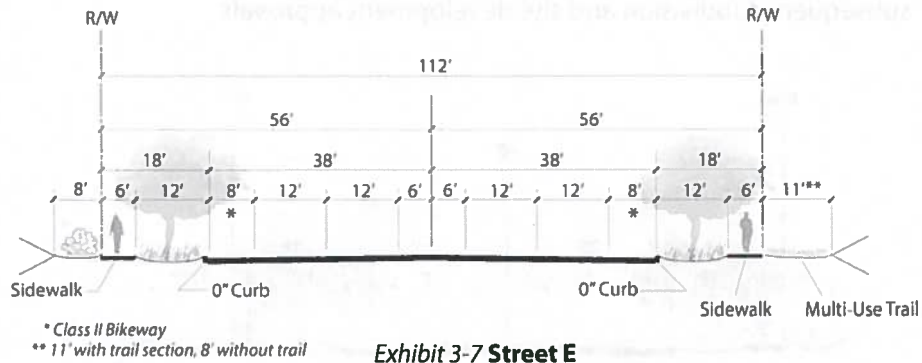


Exhibit 3-7 Street E

Alessandro Boulevard

Alessandro Boulevard is a 4-lane undivided roadway running east-west through the World Logistics Center, from Gilman Springs Road to Cactus Avenue. This roadway is a City-designated historic roadway (Resolution CPAB 88-2) and is subject to Special Regulations contained in Section 12.9 of this Specific Plan. Vehicular access will be prohibited on a portion of Alessandro Boulevard, east of Merwin Street in order to reduce through traffic and associated impacts on the residential portion of Alessandro Boulevard. Roundabouts are planned with its intersection with Street A and Street F.

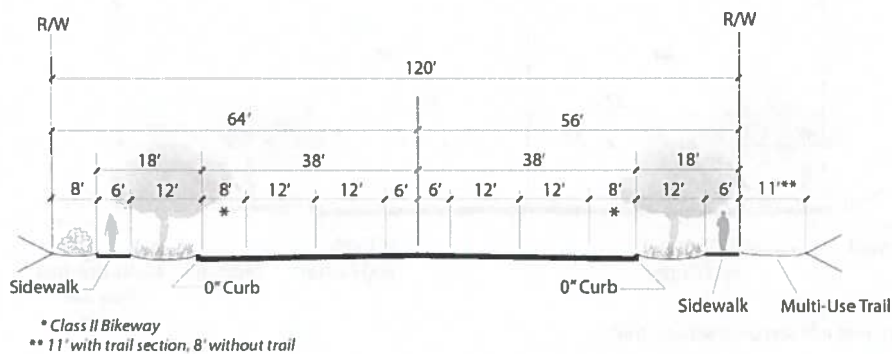


Exhibit 3-8 Alessandro Boulevard

Note: See special regulations applicable to Alessandro Boulevard in Section 12.9 of the Specific Plan



Street F

Street F is a two-lane internal collector road providing direct access to development areas in the central portion of the project. It intersects with Street A (Theodore Street) at its northerly end and with Alessandro Boulevard at its southerly end. Both of these intersections will be roundabouts. Specific design details of this roadway will be determined by subsequent subdivision and site development approvals.

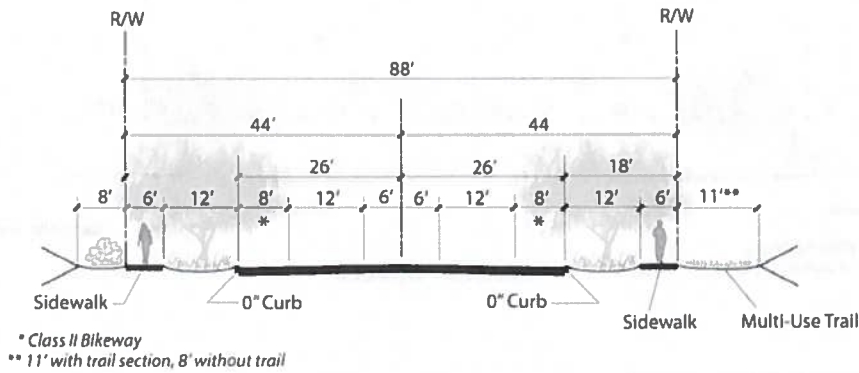


Exhibit 3-9 Street F

Cactus Avenue (Extension)

The extension of Cactus Avenue will be a 4-lane undivided minor arterial roadway connecting existing Cactus Avenue with Alessandro Boulevard and Street E. Heavy trucks will be prohibited from using Cactus Avenue to enter and exit the WLC. Special design (where possible) and signage will reinforce this restriction as established by the City.

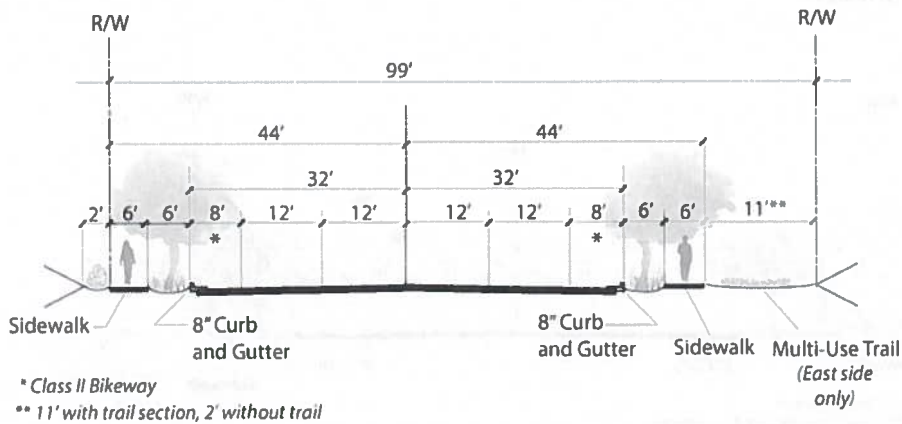


Exhibit 3-10 Cactus Avenue (Extension)



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3.3.3 Truck Circulation

The efficient, safe circulation of large commercial vehicles is a major component of the World Logistics Center. The circulation system is designed to move large vehicles between the regional highway system and the businesses of the World Logistics Center while directing heavy trucks away from nearby residential neighborhoods. The World Logistics Center plan directs all heavy truck traffic to SR-60 and Gilman Springs Road and away from Redlands Boulevard (south of Eucalyptus Avenue) and Cactus Avenue. These prohibitions are incorporated in the City's Truck Route Ordinance.

Signage or road design, as determined by the City, will prohibit heavy trucks from using Cactus Avenue to enter or exit the project. The City's Truck Route Ordinance will reinforce these prohibitions.

The interior roadways of the WLC will be City-designated Truck Routes.

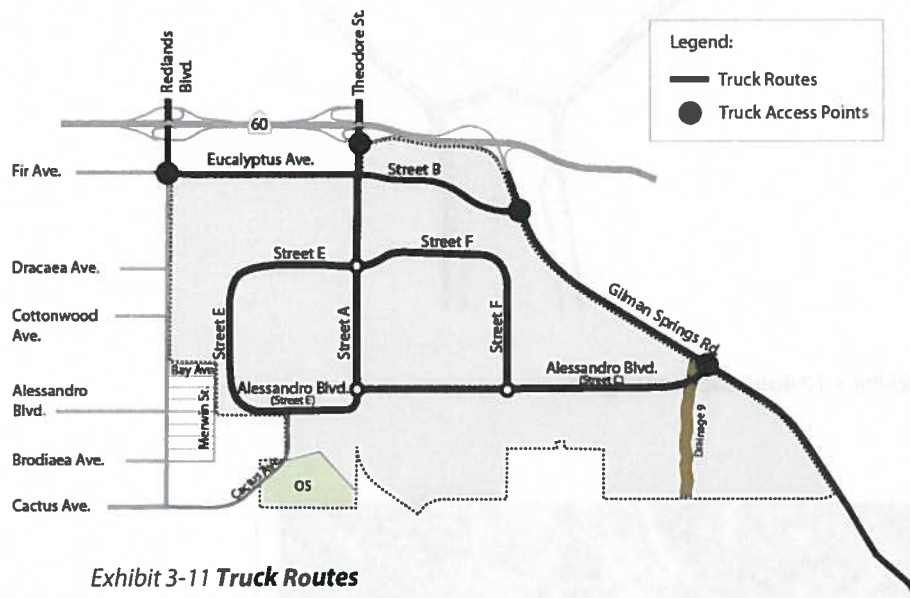


Exhibit 3-11 Truck Routes



The Plan includes three roundabouts for safe and efficient vehicular movement throughout the project. They are located at Street A (Theodore Street), Alessandro Boulevard, Street E, and Street F. The detailed design of these roundabouts will be reviewed by the City in connection with site specific design projects.

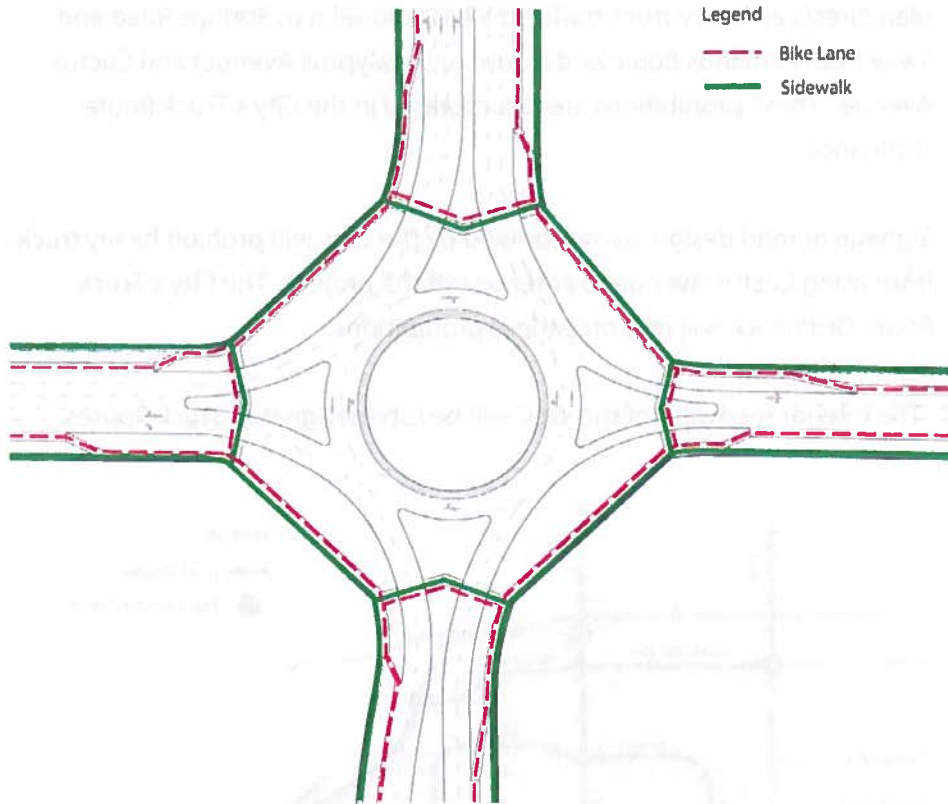


Exhibit 3-12 Roundabout Diagram



Example of Roundabout Circulation



The World Logistics Center Specific Plan prohibits parking on all streets except at designated truck parking lanes. These lanes provide parking areas for vehicles for a limited duration (no overnight parking) when access to project sites is not available. They are designed to be offset from the traffic lanes to allow for unobstructed thru-traffic and shall be located no closer than 200 feet from intersecting street curb returns. The locations and detailed designs will be reviewed in connection with subdivision and site development permits. No truck parking lanes will be located on Street A.

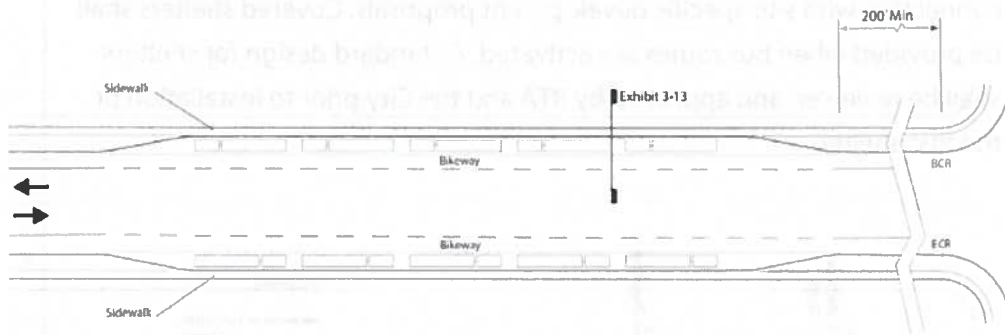


Exhibit 3-13 Truck Pullout Diagram

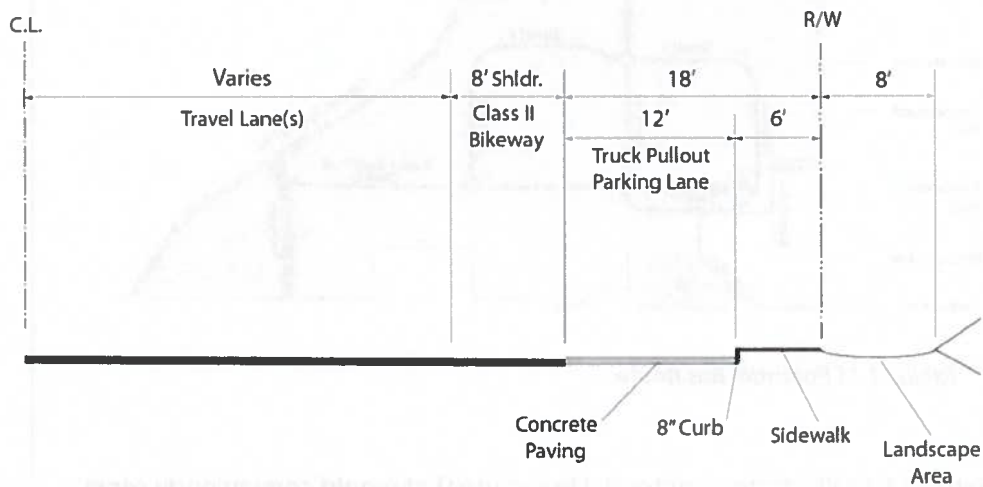


Exhibit 3-14 Truck Parking Lane Section



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3.3.4 Mass Transit Circulation

All streets in the World Logistics Center are designed to accommodate bus service. Regional bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA), however they do not currently operate any routes in the immediate vicinity of the World Logistics Center. RTA will determine if and when bus service will be provided. Facilities to support future bus service to the project pursuant to RTA’s “Design Guidelines for Bus Transit” will be incorporated, as needed, into street design in connection with site-specific development proposals. Covered shelters shall be provided when bus routes are activated. A standard design for shelters shall be reviewed and approved by RTA and the City prior to installation of the first shelter.

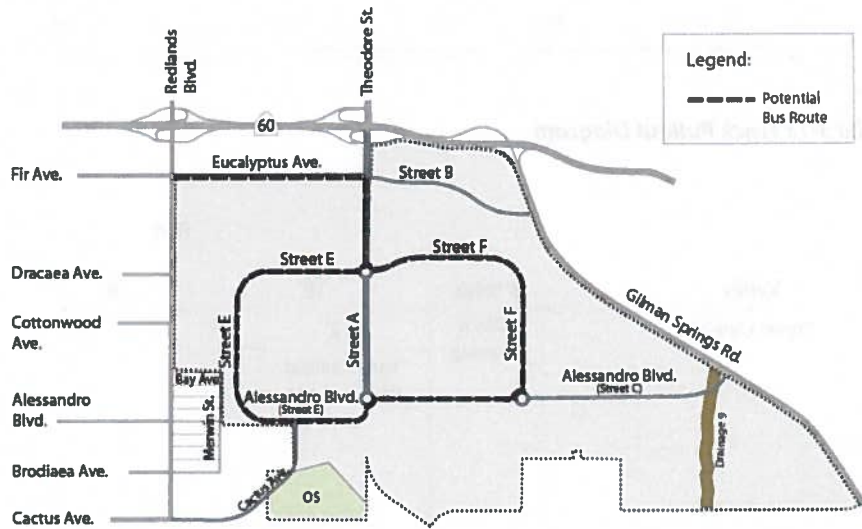


Exhibit 3-15 Potential Bus Route

Exhibit 3-14 illustrates a potential bus route that would conveniently serve the majority of building areas within the WLC. This is only a conceptual route. The RTA will determine if and when bus service will be extended to the WLC area and its route.



3.3.5 Emergency Access

An emergency vehicular access connection will be provided from Street E to public roads to the west. This connection will also be designed to accommodate pedestrian and bicycle use to facilitate non-vehicular circulation within the WLC project. A conceptual design for an emergency access connection is shown in Figure 3-16.

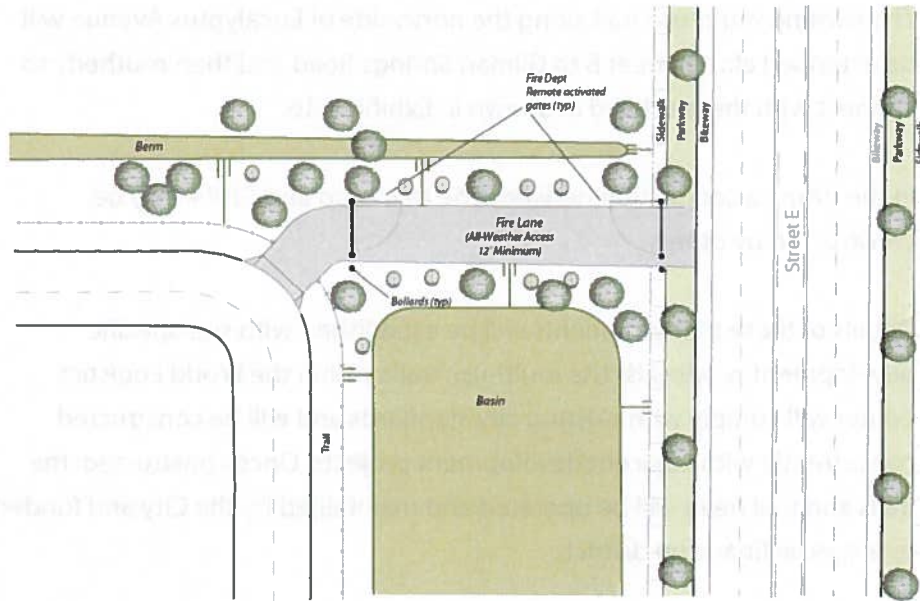


Exhibit 3-16 Emergency Access (Conceptual)

3.4 Non Vehicular Circulation

3.4.1 Pedestrian Circulation

The World Logistics Center provides a network of sidewalks on all project streets, as required to comply with ADA and other applicable codes, to connect all areas of the project to surrounding areas and to interconnect all buildings within the project. Details of these sidewalks will be reviewed and approved by the City in connection with subdivision and site development approvals.



3.4.2 Multi-Use Trails

To provide public trail access to the Lake Perris Recreational Area, an extension of the City's Redlands Boulevard multi-use trail will cross Redlands Boulevard at Cottonwood Avenue and continue southerly and easterly as shown on Exhibit 3-16.

The existing multi-use trail along the north side of Eucalyptus Avenue will be extended along Street B to Gilman Springs Road and then southerly to connect with the trail head as shown in Exhibit 3-16.

In the future a connection between the trail head and SJWA may be constructed by others.

Details of these trail alignments will be established with site-specific development proposals. The multi-use trails within the World Logistics Center will comply with existing city standards and will be constructed concurrently with adjacent development projects. Once constructed, the trails and trail head will be operated and maintained by the City and funded by a special financing district.

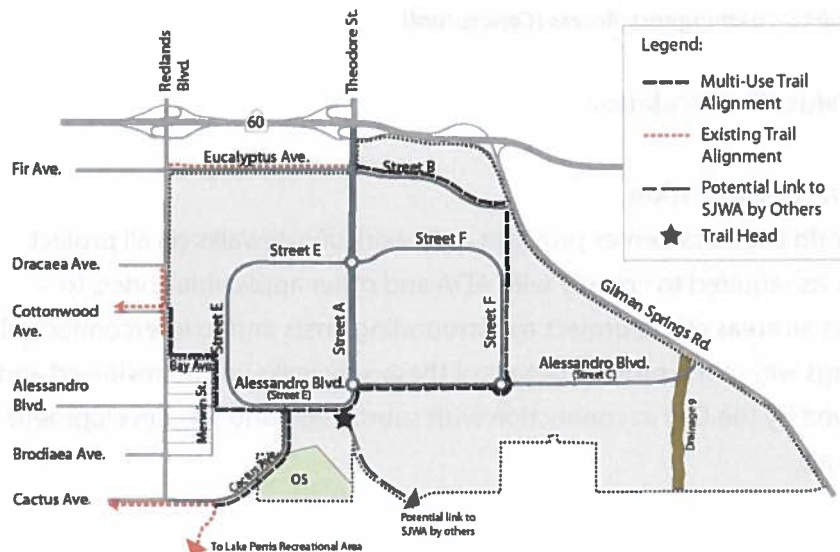


Exhibit 3-17 Multi-Use Trail Plan

3.4.3 Bicycle Circulation

Class II bikeways are provided along all roadways within the World Logistics Center. Details of these facilities will be established with subdivision and site development approvals. All street improvement plans will include these bikeways.



Exhibit 3-18 Bicycle Circulation Plan

3.5 Utilities

3.5.1 Water

Eastern Municipal Water District (EMWD) provides water service to the World Logistics Center, receiving its water from Metropolitan Water District (MWD) and local groundwater wells. The 2009 EMWD Water Facilities Master Plan (Master Plan) in conjunction with the Moreno Valley Water Pressure Zone Realignment Study (Realignment Study) evaluated the existing and future water needs and facilities required for the Moreno Valley Water System. The Master Plan and the Realignment Study analyzed the existing water system operating pressures and flows and recommended improvements to the system including realignment of the 1764 and 1900 pressure zones to 1764, 1860 and 1967 pressure zones. The area is currently served by existing pipelines in the 1764 and 1900 pressure zones that range in size from 8-inch to 21-inch diameter pipes.



The California Aqueduct/Metropolitan Water District (MWD) owns and operates a transmission line 145 inches in diameter, running north-south through the project area in Street A, and east-west in existing Eucalyptus Avenue, east of Street A.

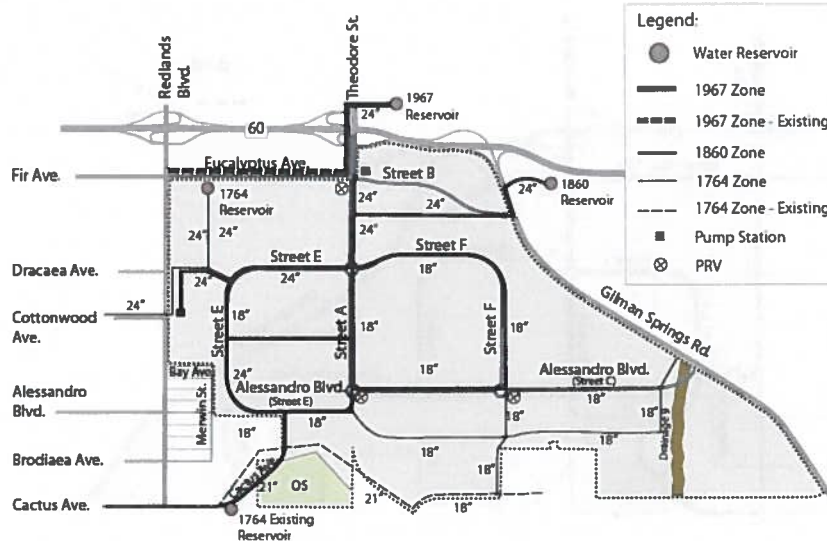


Exhibit 3-19 Water Facilities Master Plan

Development of the proposed project site will require three new water reservoirs to serve the respective water pressure zones (1967, 1860 and 1764). Two of the reservoirs are located outside of the Specific Plan boundary.

As development proceeds within the World Logistics Center, new waterlines, ranging in size from 12" to 24", will be constructed in the existing and proposed roadways to connect to future water tanks. The water system will require a new pump station. All water facilities will be constructed to EMWD standards and will be subject to a Plan of Service approval.



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3.5.2 Sewer

Eastern Municipal Water District (EMWD) provides wastewater service to the World Logistics Center area. Wastewater generated from the World Logistics Center area will be treated at EMWD's Moreno Valley Regional Water Reclamation Facility (MVRWRF). The MVRWRF, located in the southwestern portion of the City near Kitching Street and Mariposa Avenue, has the capacity to treat 16 million gallons per day (MGD) of wastewater, which will accommodate the needs of the WLC project. The primary trunk sewer line serving the World Logistics Center area is located in Redlands Boulevard. This trunk sewer line continues in a southerly direction in Cactus Avenue, JFK Drive, Iris Avenue and Lasselle Streets conveying wastewater to the MVRWRF.

The proposed sewer in Street A (Theodore Street) and all lines to the west of Theodore Street form a gravity system and run generally southwest to a point of connection at Brodiaea Avenue and Redlands Boulevard. As demand requires, the existing segment of sewer in Brodiaea Avenue and Wilmot Street, west of Redlands Boulevard, will be upsized from a 15" to a 33" and 36" line respectively.





Exhibit 3-20 Wastewater Service Plan

The sewer system east of Street A (Theodore Street) will flow by gravity to a future sewer lift station at the southerly project boundary. From there, a force main will carry wastewater in a northwest direction, where it joins the gravity system west of Street A (Theodore Street) described above. Sewer lines will be located within public street rights-of-way to the greatest degree possible. Some of the buildings may require individual (private) lift stations due to building lengths, location of buildings, and phasing of improvements.

Future sewer lines will range in size between 8" and 24", and will be constructed to EMWD standards and will be subject to a Plan of Service approval.

3.5.3 Recycled Water

As stated in EMWD's Water Supply Assessment for the World Logistics Center project, EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreation areas, greenbelts, open space common areas, commercial landscaping, and other water features. The proposed project is near an existing recycled water line and EMWD has indicated that in the future recycled water will be available for the project. No date has been established when recycled water will be available.



Recycled water will be used on the proposed project to the greatest extent practical. The availability, feasibility and reliability of recycled water use will be included in EMWD's evaluation of the plan of service for the project.



Exhibit 3-21 **Recycled Water Plan**

3.5.4 Storm Drain

The World Logistics Center Specific Plan area is within the San Jacinto River watershed which is part of the larger Santa Ana River watershed. The stormwater runoff from the project generally flows in a southerly direction to the San Jacinto River at an average gradient of 1 to 2 percent. A topographic divide located west of Street A (Theodore Street) separates stormwater flows to the San Jacinto River into two sub-areas. Runoff east of the divide flows to the San Jacinto Wildlife Area and the Gilman Hot Springs hydro-subarea. Runoff west of the divide is tributary to the Perris Valley Storm Drain and the Perris Valley hydro-subarea. Both hydro-subareas are tributary to the San Jacinto River, approximately 10 miles south of the project site.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the responsible agency for the project area's regional flood control system. The westerly portion of the project site is located within the Moreno Master Drainage Plan (MMDP). An existing 12-foot by 8-foot reinforced concrete box (RCB) owned by RCFCWCD is located east of Redlands Boulevard. This facility collects water passing under SR-60 and outlets south of Eucalyptus Avenue where it flows across agricultural land



downstream. Further south, the agricultural land drains to a RCFCWCD earthen channel at Redlands Boulevard which flows to a greenbelt channel located north of Cactus Avenue and east of Redlands Boulevard and ultimately drains to the Perris Valley Storm Drain.

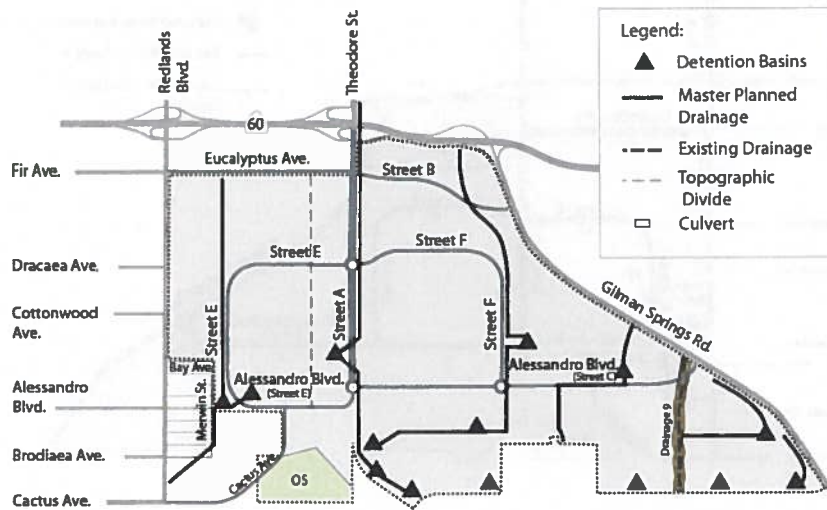


Exhibit 3-22 Storm Drain Plan

On the east side of the project site there is no master plan of drainage. The existing drainage facilities consist of open ditches along Theodore Street that convey runoff from adjacent areas and lands northerly of SR-60. A series of existing drainage culverts cross Gilman Springs Road conveying the offsite runoff from the Badlands through the World Logistics Center site.

One of these drainages is identified as Drainage 9. Its primary purpose is to convey water from the northern side of Gilman Springs Road to the SJWA on the south. Improvements will be added to enhance its drainage function. Prior to approval of any subdivision or Plot Plan including or adjacent to Drainage 9, a concept plan for the entire drainage feature shall be submitted to and approved by the City. The concept plan shall include proposed grading, improvements, landscaping, drainage facilities, signage, vehicular/pedestrian access, and any other proposed improvements. Site-specific projects shall be consistent with this concept plan.



Based on the latest Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA), the project site is not located within a 100-year floodplain.

A system of underground drainage lines and detention basins will convey the stormwater runoff and manage the increased flow due to the proposed development. At each stage of development, the peak flows at downstream discharge points at the southerly project boundary will not exceed the peak flows for the existing condition.

Along the boundary of the San Jacinto Wildlife Area, concentrated flows released from detention basins will be spread to mimic existing sheet flow patterns.

3.5.5 Utility Conditions

Existing Electrical Service

Moreno Valley Utility (MVU) is the electricity provider for the World Logistics Center. MVU has an existing underground electrical service at the intersection of Dracaea Avenue and Redlands Boulevard. An electrical substation is located west of the project area at the southwest corner of Moreno Beach Drive and Cottonwood Avenue. The substation has a current capacity to distribute 56 Megawatts (MW) of power (28MW primary facility and 28MW backup system). The substation was designed for future expansion to an ultimate capacity of 112 MW. The current peak load for this substation is 22 to 26 MW. There is currently a 4.5 MW surplus capacity available.

SCE has existing 12 kV and 115 kV overhead power lines throughout the project area. The 115 kV power lines are located along Gilman Springs Road, Street B east of Street A, Street A north of Eucalyptus Avenue and along Brodiaea Avenue/Davis Road to the south. The 12 kV power lines are located along Gilman Springs Road, Theodore Street, Alessandro Boulevard, Eucalyptus Avenue east of Theodore Street and Redlands Boulevard.

Proposed Electrical Service

Based on electrical demands provided by MVU and data from other warehouse/distribution projects, the World Logistics Center has an



estimated peak electrical demand of 68 MW. As development proceeds, the existing electrical substation located at the southwest corner of Moreno Beach Drive and Cottonwood Avenue will be expanded to its planned 112 MW capacity. A new substation will be built within the World Logistics Center area to meet the project's electrical demand at build-out. All MVU primary distribution conductors within the project will be installed in underground conduit and vaults in the public street right-of-way or easements as a joint trench with telephone, cable TV and natural gas.

Any SCE overhead power pole lines, less than 115kV, that need to be relocated to develop the project will be placed in underground conduits and vaults. SCE facilities 115kv or greater will remain as overhead lines.

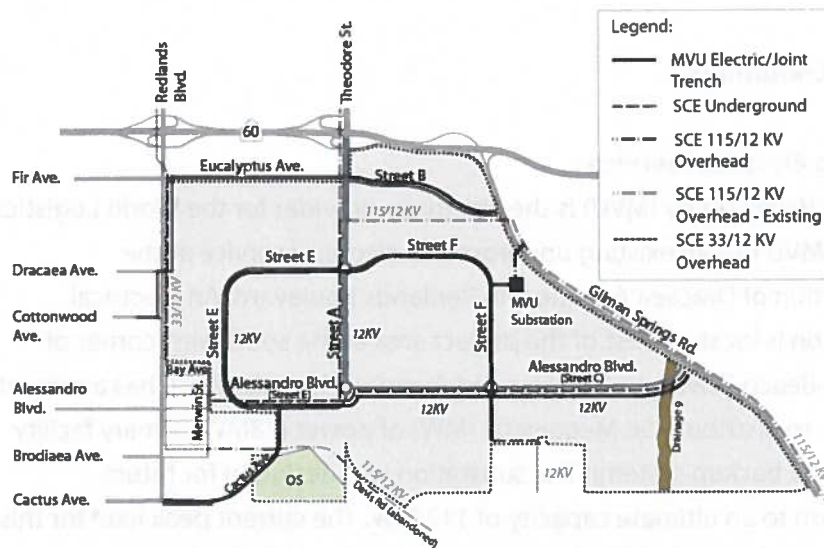


Exhibit 3-23 **Electrical Utility Plan**

Existing Natural Gas

Southern California Gas Company (SCGC) is the natural gas provider for the World Logistics Center. A 4" medium pressure service line runs in Redlands Boulevard. Low pressure facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue.

Throughout the World Logistics Center, natural gas is transmitted through SDG&E underground pipelines serving the Southern California region that range in size from 16 inches to 36 inches. Two 30" diameter transmission pipelines that run in an east-west direction are located north and south of



Alessandro Boulevard. Three transmission pipelines, 16", 24" and 36" diameters run in a north-south direction along Virginia Street, south of Alessandro Boulevard. The 36" diameter line also extends east from Virginia Street parallel with the 30" line that runs south of Alessandro Boulevard.

SCGC transmission facilities within the World Logistics Center include a gas line blow-down facility and flow metering station at Alessandro Boulevard and Virginia Street.

Further south on Virginia Street, San Diego Gas & Electric (SDG&E) operates a natural gas compression station, known as the Moreno Compressor Station. It supplies gas to San Diego via 16", 30" and 36" transmission pipelines.

Questar has a 16" natural gas transmission line that runs in Alessandro Boulevard from Gilman Springs Road to Theodore Street, where it turns south to Maltby Avenue, and then turns west to Redlands Boulevard.



San Diego Gas & Electric Natural Gas Compression Station

Proposed Natural Gas Service

SCGC has indicated the 4" medium pressure service line that runs in Redlands Boulevard will be extended into the World Logistics Center to service the development. Gas service will be installed in the public street right-of-way or easements as a joint trench with telephone, cable TV and electrical services.



In connection with the development of the property, relocation of some natural gas transmission lines into public street right-of-way or easements will be necessary. SDG&E's Moreno Compressor Station will remain in place.

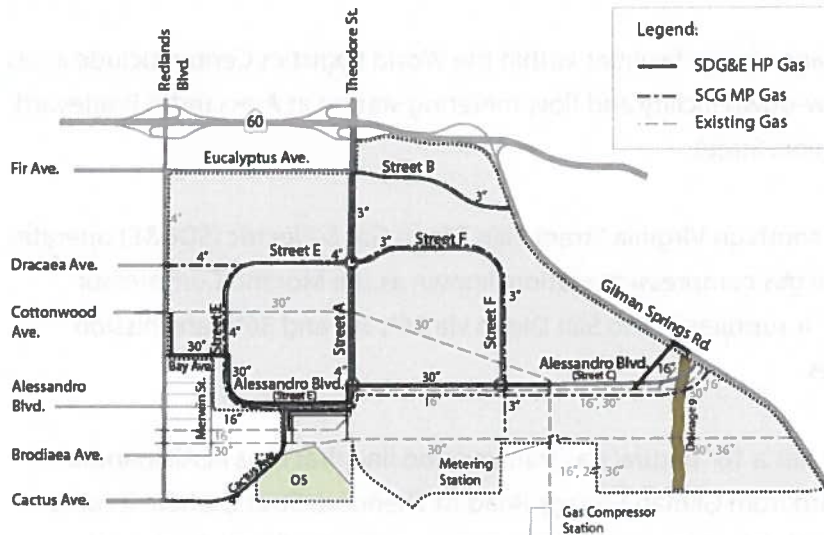


Exhibit 3-24 Gas Utility Plan

Existing Cable and Telecommunications

Telecommunications

Verizon provides telephone services to the World Logistics Center area. Underground telephone facilities are located throughout the project area and run along Alessandro Boulevard and Theodore Street. Four existing telecommunication cabinets are located northeast of the intersection of Alessandro Boulevard and Virginia Street. Overhead telecommunication lines run along Redlands Boulevard. Facilities for telephone service will be provided in every public street.

Cable Television

Time Warner Cable currently provides cable television to the World Logistics Center and vicinity. Existing overhead cable television facilities serve the residential area located west of Redlands Boulevard and southwest of Merwin Street and Bay Avenue. Within the World Logistics Center underground cable television facilities run along Alessandro Boulevard from Merwin Street to Theodore Street and overhead on Theodore Street to



Eucalyptus Avenue. Facilities for cable will be made available to all providers.

Proposed Cable and Telecommunications

As development proceeds, cable and telecommunications facilities located west of Redlands Boulevard will be extended to serve the World Logistics Center project. These facilities will be underground and may be provided by a number of service franchises.



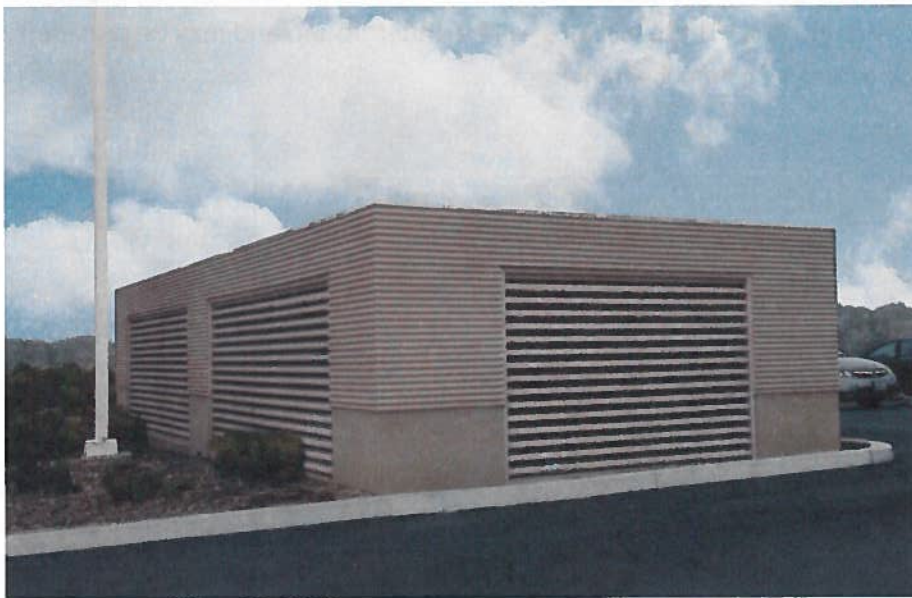
Telecommunication infrastructure is a vital component in supporting global connectivity.



4.0 OFF-SITE DESIGN STANDARDS

These standards shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc.

4.1 Off-site Architecture



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4.1.1 Objectives

Off-site architecture includes buildings that house infrastructure or public use facilities that serve the WLC. Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. In order to establish a clear, unified image throughout the World Logistics Center, these structures shall follow the guidelines set forth in Section 5.0 of this Specific Plan. These support buildings shall be designed in an understated and supporting fashion for the World Logistics Center.

4.1.2 Ground-mounted Equipment

All exterior ground-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes shall be screened from public view from adjacent streets. Wall-mounted equipment is not allowed.

4.1.3 Roof-mounted Equipment

All roof-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone

OFF-SITE DESIGN
STANDARDS

facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

4.2 Off-site Landscaping

4.2.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway, and surface streets to compliment the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance,
- Ensuring off-site landscaping design continuity among individual development sites within the World Logistics Center, and
- Minimizing long term maintenance.

The following guidelines present parameters for general landscape design, water conservation, and streetscapes. On-site landscaping guidelines are addressed in Section 5.4 of this Specific Plan.

4.2.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned



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**OFF-SITE DESIGN
STANDARDS**

logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species



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**OFF-SITE DESIGN
STANDARDS**

- Select plant palettes tolerant of periodic inundation from storm water runoff
- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow



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**OFF-SITE DESIGN
STANDARDS**

preventers, pressure reducing valves and precipitation-rated sprinkler heads,

- Use gate valves to isolate and shut down mainline breaks,
- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

All landscape plans shall be reviewed by Eastern Municipal Water District and the City of Moreno Valley.

4.2.3 Streetscapes

Landscaping along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within the World Logistics Center.

4.2.3.1 General Design Criteria

All landscape design and maintenance within the World Logistics Center shall comply with the Landscape and Water Efficiency Requirements contained in the Municipal Code or these guidelines, whichever imposes a higher design or performance standard.

1. Trees are required along all street frontages according to the criteria for streetscapes given in the following sections.
2. All street trees are to be 24" box within street right of way, unless otherwise noted. Trees in other areas shall be 15 gallon minimum in size but 25% shall be minimum 24" box.
3. Landscaping berms along street frontages may be utilized. Maximum slopes may not exceed 2:1. City maintained areas shall not exceed 3:1.



- Shrubs along street frontages are to be utilized where possible.
(Minimum size at installation is 1 gallon. Minimum size at installation for grasses is 1 gallon.)

4.2.4 Special Edge Treatment Areas Design Criteria

There are four discrete edge treatment plans in and around the project. The areas are indicated below:

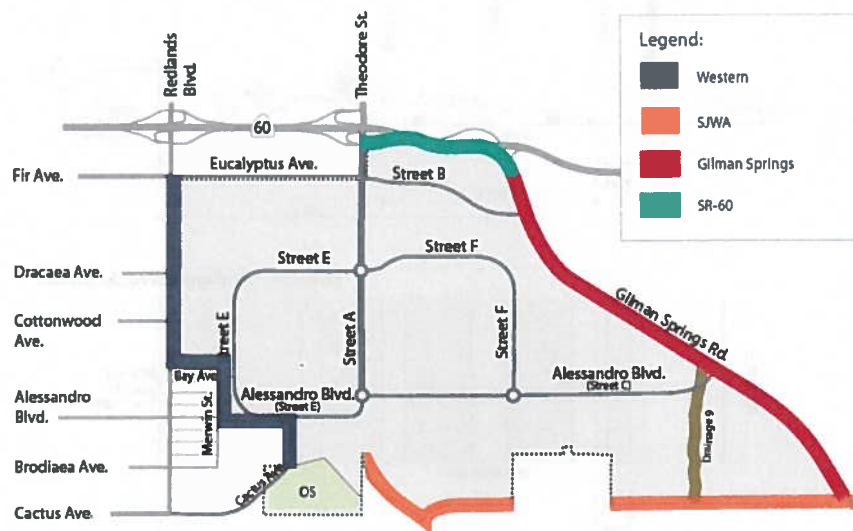


Exhibit 4-1 Special Edge Treatment Areas Design Criteria

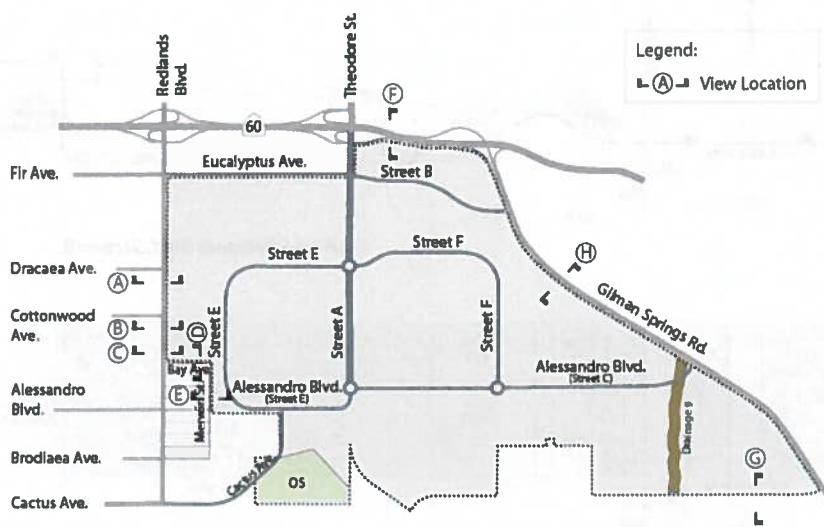


Exhibit 4-2 Edge Exhibit Map (Key map for following exhibits)



OFF-SITE DESIGN STANDARDS

4.2.4.1 Western Edge

When viewed from the sidewalk on the western side of Redlands and Merwin and the southern side of Bay, all but 15 feet of future buildings shall be screened by walls, berms, and/or landscaping.

Redlands Boulevard

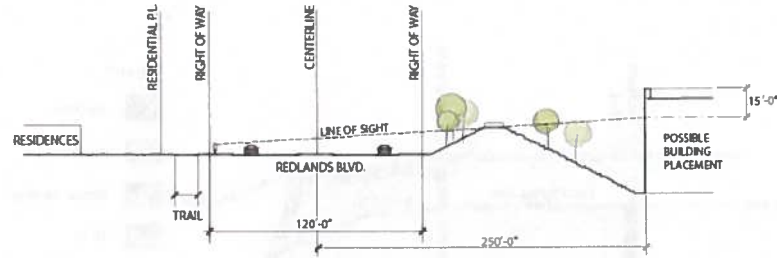


Exhibit 4-3 Redlands Blvd. Section A

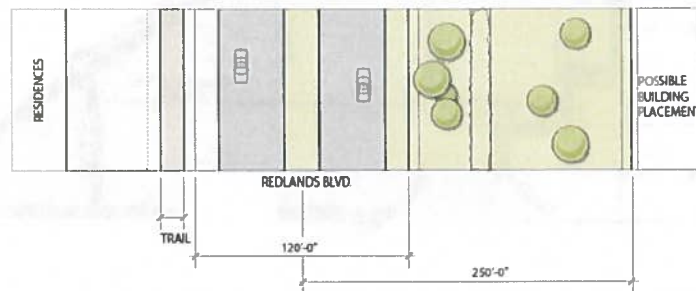


Exhibit 4-4 Redlands Blvd. Plan View A

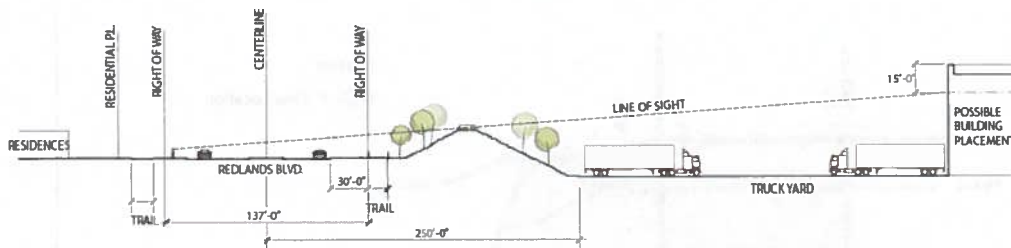


Exhibit 4-5 Redlands Blvd. Section B

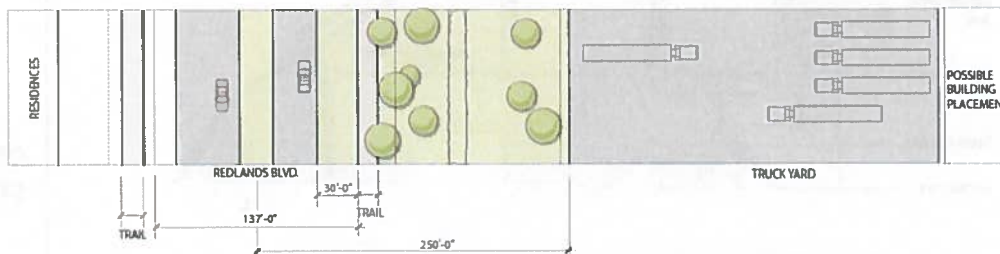


Exhibit 4-6 Redlands Blvd. Plan View B

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



OFF-SITE DESIGN STANDARDS

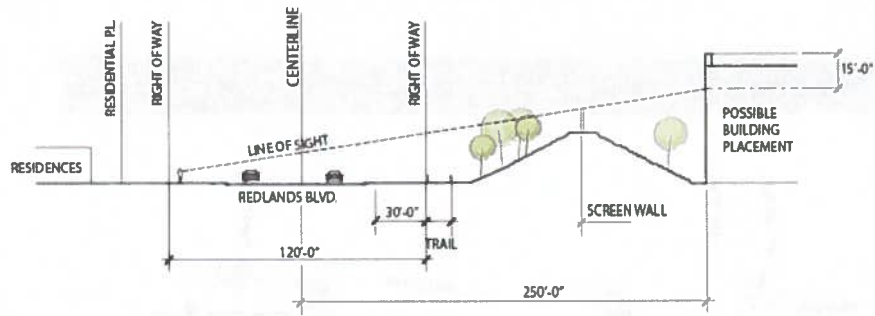


Exhibit 4-7 Redlands Blvd. Section C

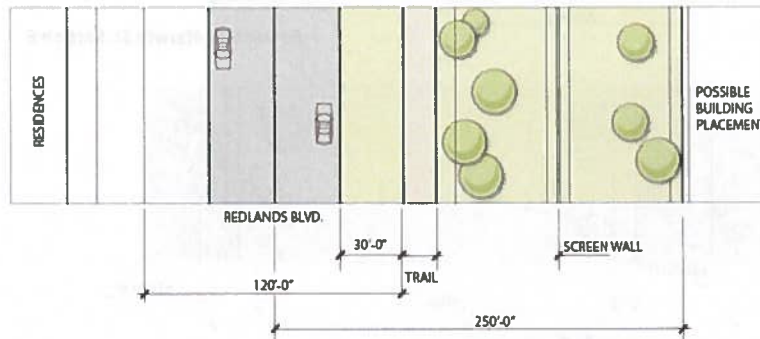


Exhibit 4-8 Redlands Blvd. Plan View C

Bay Avenue

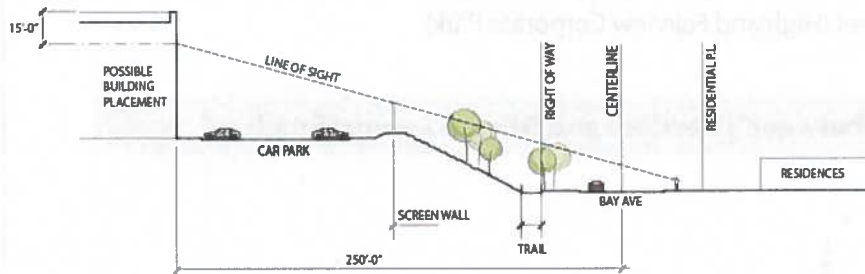


Exhibit 4-9 Bay Ave. Section D

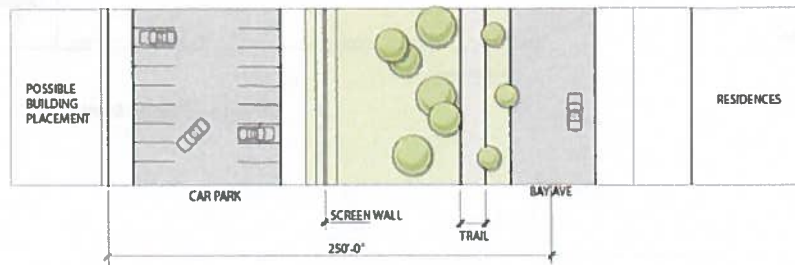


Exhibit 4-10 Bay Ave. Plan View D

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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OFF-SITE DESIGN STANDARDS

Merwin Street

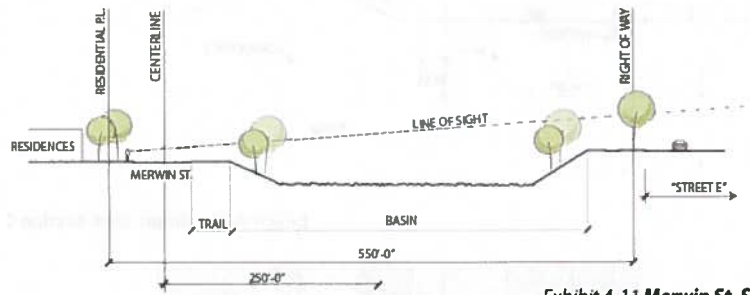


Exhibit 4-11 Merwin St. Section E

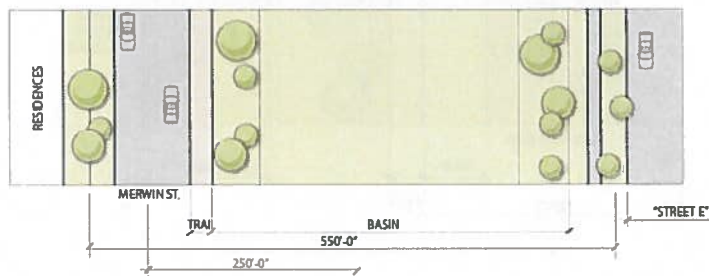


Exhibit 4-12 Merwin St. Plan View E

4.2.4.2 SR-60 Edge

SR-60 screening criteria is to screen buildings and trucking areas in a similar manner as the area south of SR60 between Redlands Blvd. and Theodore Street (Highland Fairview Corporate Park).

SR-60 between Theodore and Gilman Springs Road

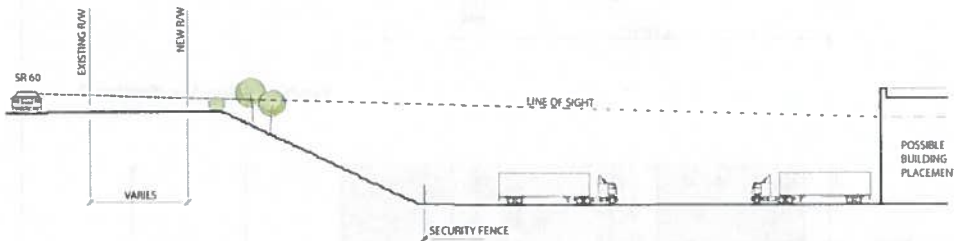


Exhibit 4-13 SR-60 Section F

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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STANDARDS

4.2.4.3 SJWA Edge

When viewed from the southerly property line, all trucks and truck dock doors are to be screened by walls and/or landscaping.

SJWA

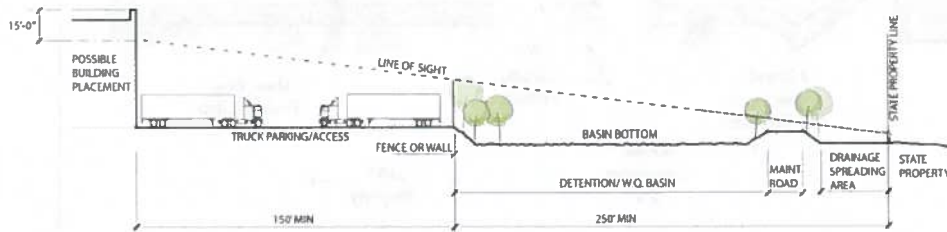


Exhibit 4-14 SJWA Section G

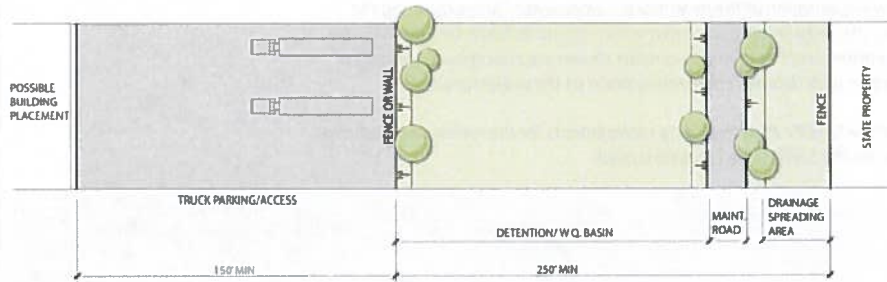


Exhibit 4-15 SJWA Plan View G

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



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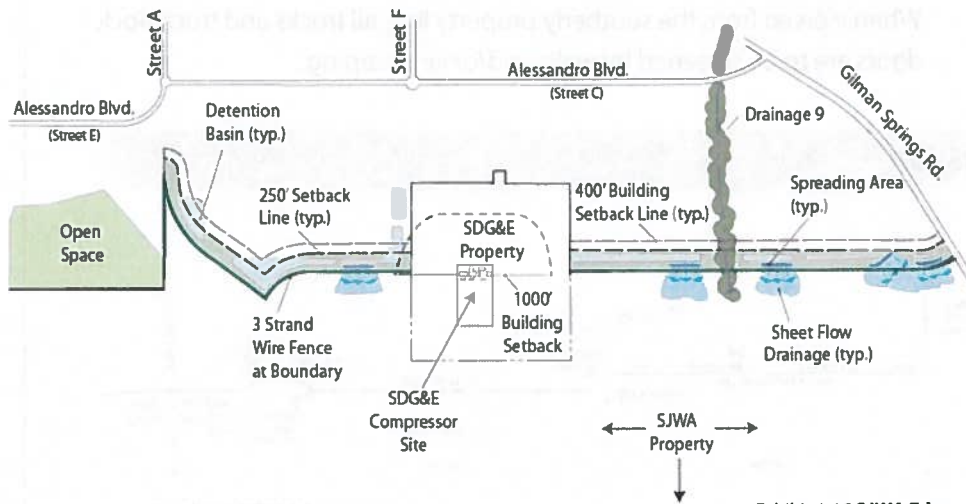


Exhibit 4-16 SJWA Edge

This is a graphic representation of the potential development of property along the project's southerly property line, adjacent to the San Jacinto Wildlife Area (SJWA). The location, configuration, and size of improvements shown are conceptual and will be refined in connection with detailed engineering plans as the project proceeds.

See Section 2.6 of the Specific Plan regarding requirements for the review and approval of a concept plan for the SJWA Edge Treatment Area.



SJWA- View Simulation from SJWA Visitor's Center



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STANDARDS

4.2.4.4 Gilman Springs Road Edge

A combination of landscaping, walls, and fences will serve to screen the view from Gilman Springs Road.

Gilman Springs Road

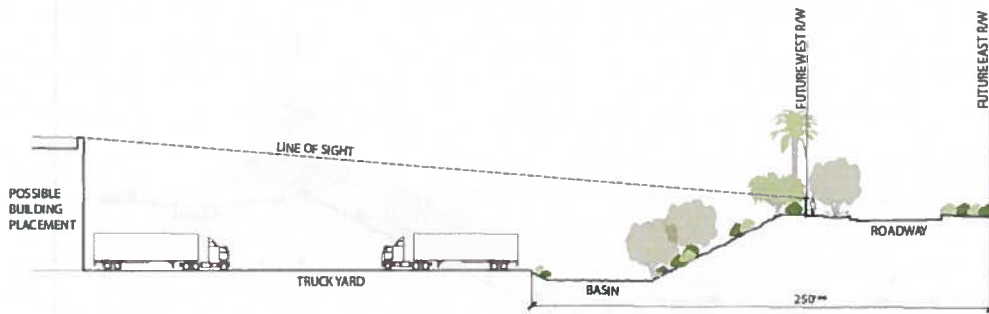


Exhibit 4-17 Gilman Springs Road Section, Downhill

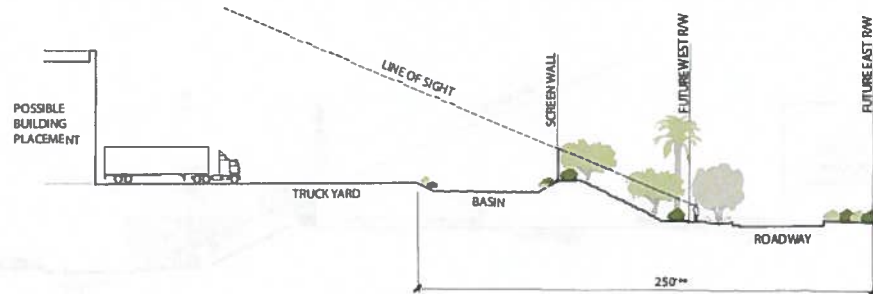


Exhibit 4-18 Gilman Springs Road Section, Uphill

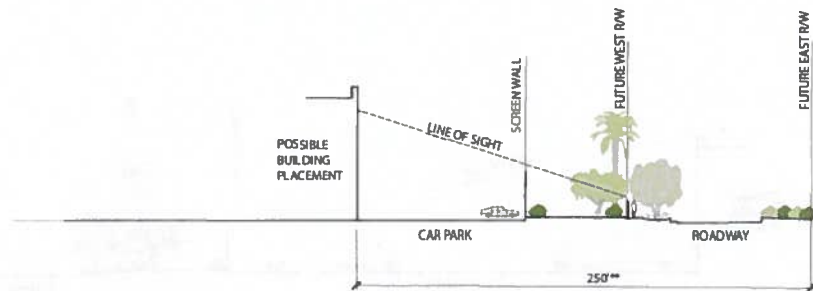


Exhibit 4-19 Gilman Springs Road Section, Flat

**Required setback to truck activity areas. A shorter setback is permitted subject to air quality and noise analyses.

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.



**OFF-SITE DESIGN
STANDARDS**

4.2.5 Screening Criteria for All Interior Roadways

From the adjacent sidewalk, all trucks and truck dock doors are to be screened by walls and/or landscaping.

All Interior Roadways

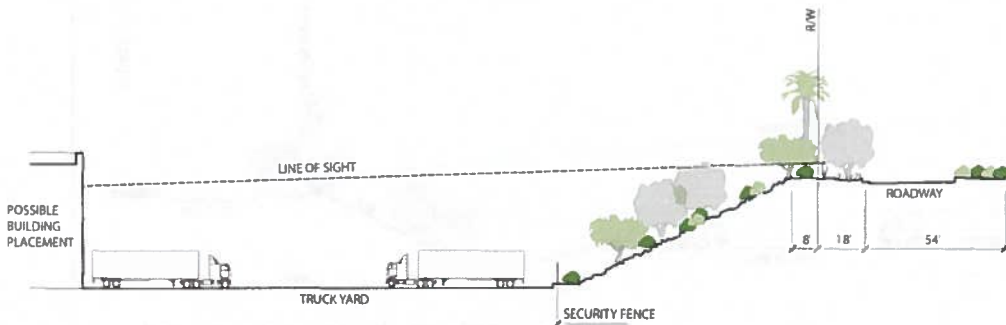


Exhibit 4-20 Section, Downhill

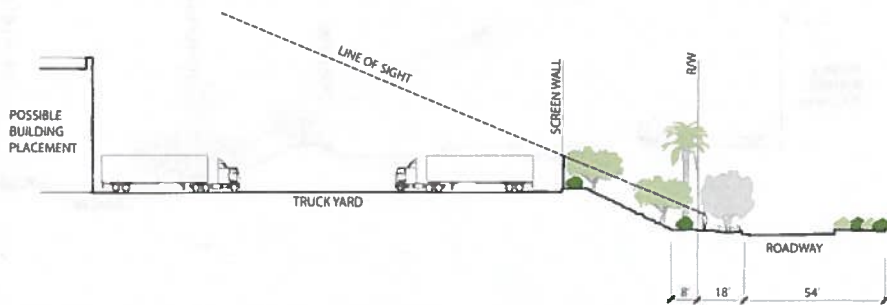


Exhibit 4-21 Section, Uphill

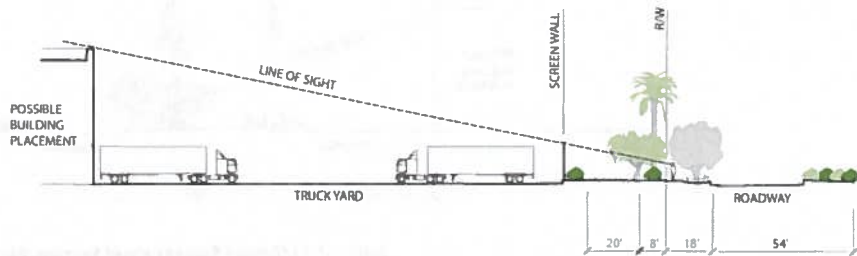


Exhibit 4-22 Section, Flat



OFF-SITE DESIGN
STANDARDS

These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.

4.2.6 Perimeter Planting

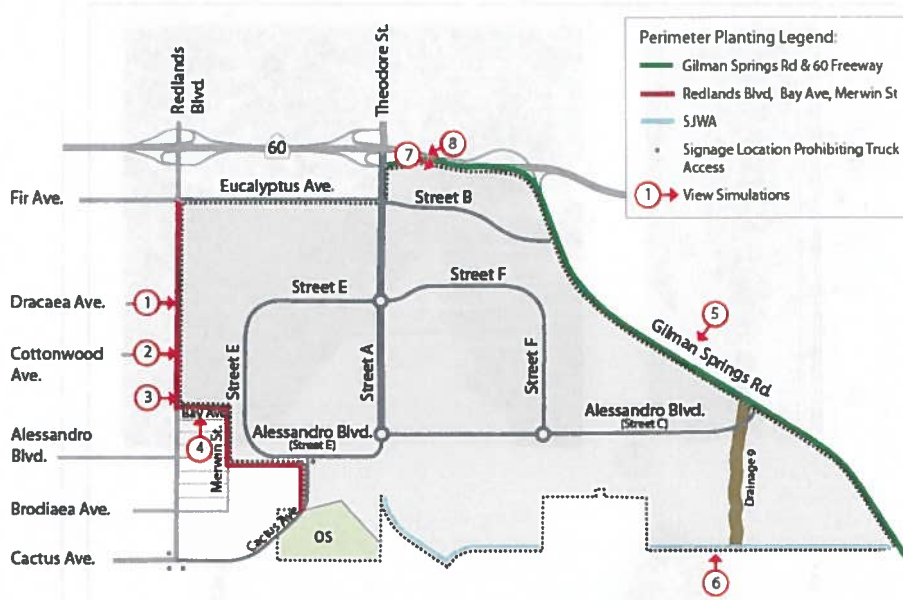
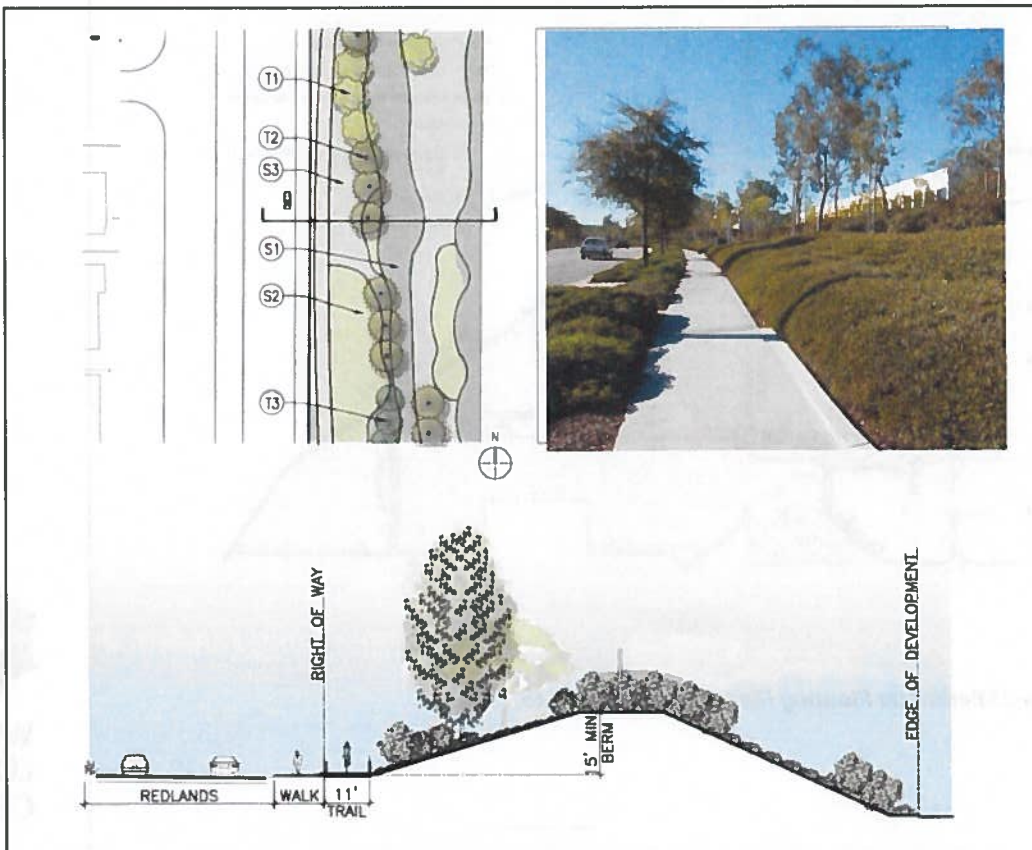


Exhibit 4-23 Perimeter Planting Map (see pages 4-15 to 4-29)



Redlands Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (24" box minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Pinus halepensis: Aleppo Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

- S1. Leucophyllum texanum: Texas Ranger
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum
Rosmarinus "Huntington Carpet": Rosemary



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Redlands Blvd. View 1 at Installation



Redlands Blvd. View 1 at Maturity

- These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.
- "Maturity" - 15 years estimated based on average rainfall and growing seasons.
- These renderings do not include street trees which will add to the screening effects.



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Redlands Blvd. View 2 at Installation



Redlands Blvd. View 2 at Maturity

- These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.
- "Maturity" - 15 years estimated based on average rainfall and growing seasons.
- These renderings do not include street trees which will add to the screening effects.



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Redlands Blvd. View 3 at Installation



Redlands Blvd. View 3 at Maturity (15 years)

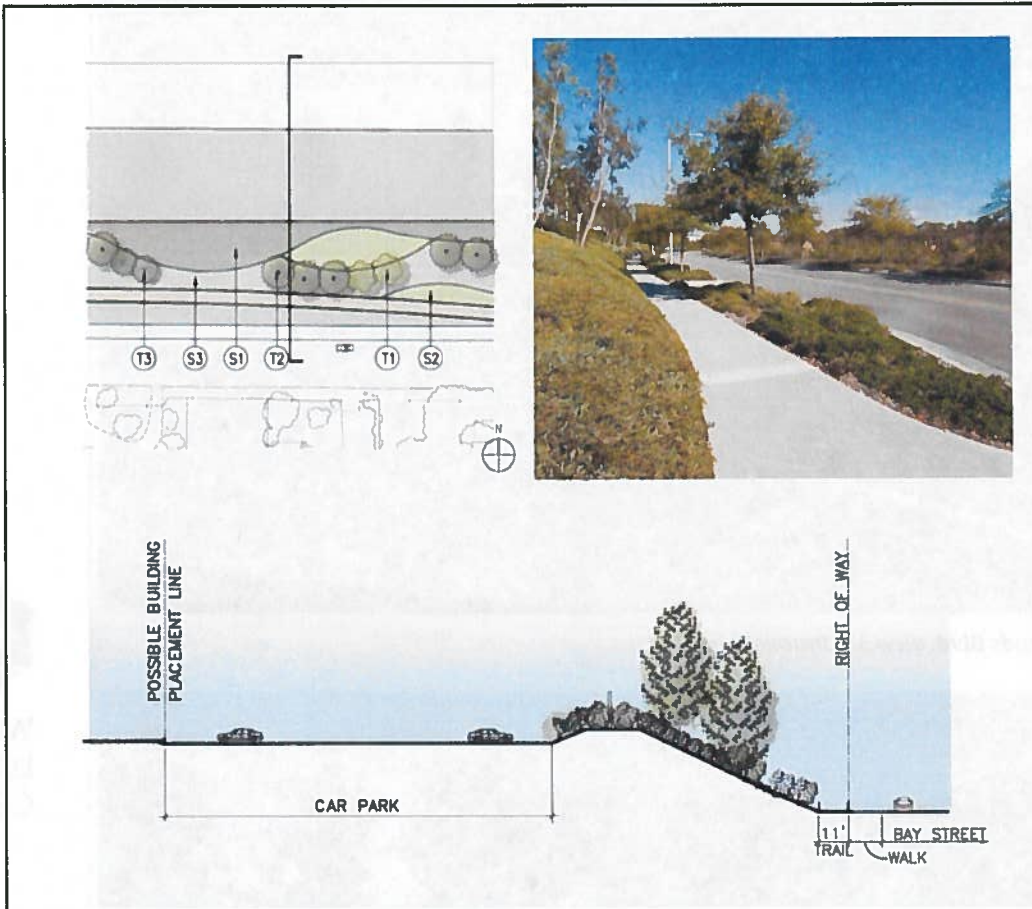
- These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.
- "Maturity" - 15 years estimated based on average rainfall and growing seasons.
- These renderings do not include street trees which will add to the screening effects.



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Bay Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Pinus halepensis: Aleppo Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

- S1. Leucophyllum texanum: Texas Ranger Elaeagnus
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum



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STANDARDS**



Bay Avenue View 4 at Installation



Bay Avenue View 4 at Maturity (15 years)

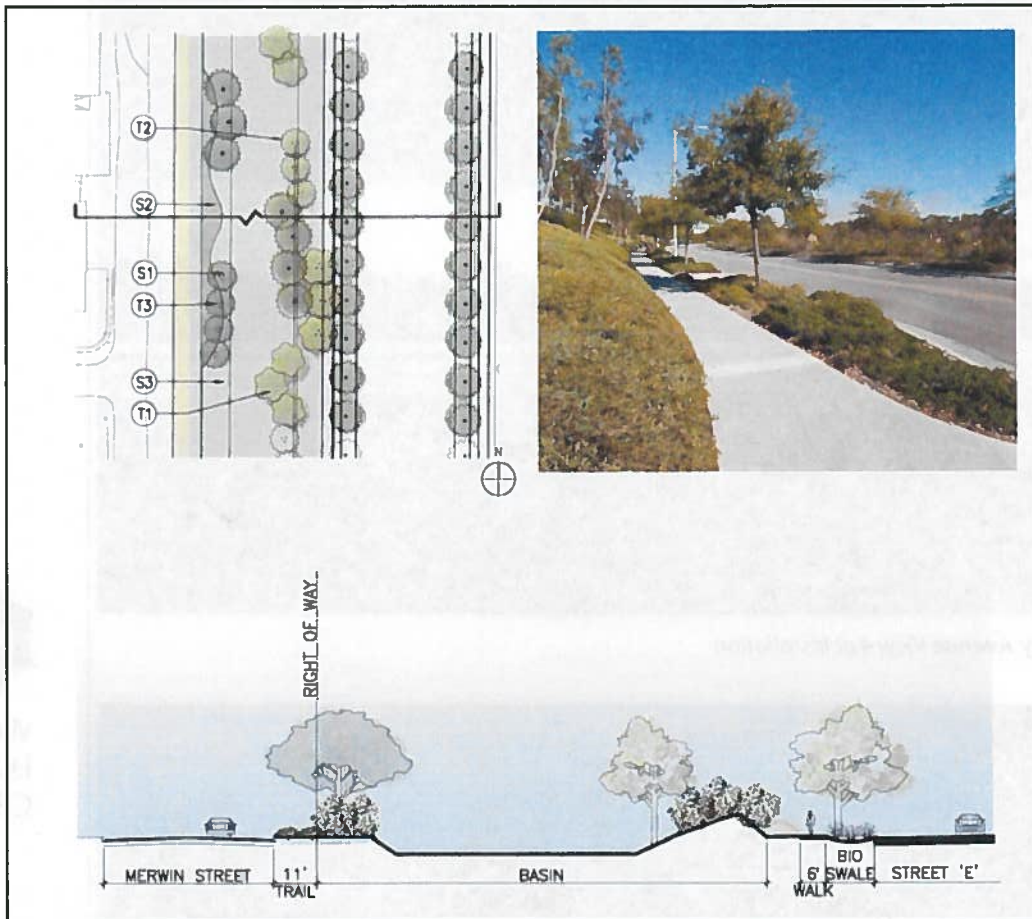
- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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Merwin Street



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. Cercidium 'Desert Museum': Desert Museum Palo Verde
- T2. Pinus eldarica: Afghan Pine or Schinus molle: California Pepper
- T3. Acacia farnesiana: Sweet Acacia

Shrubs / Ground Cover (1 gallon minimum)

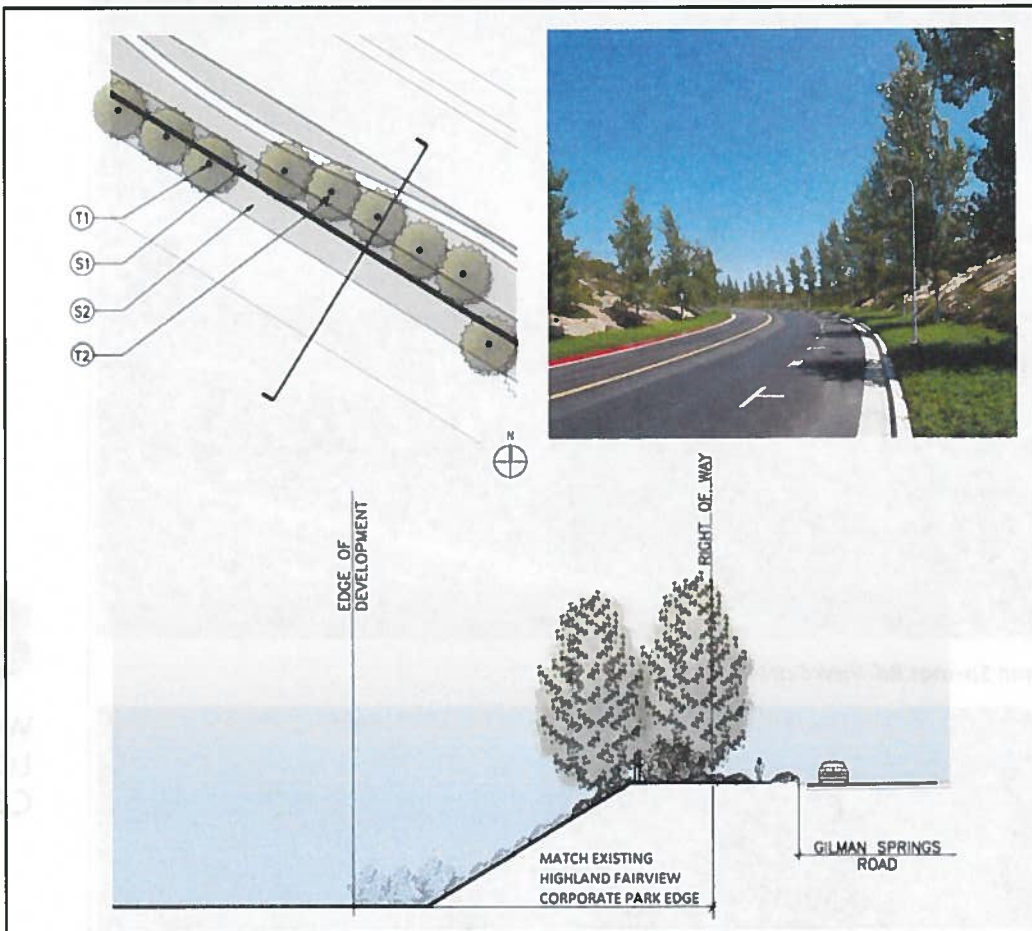
- S1. Leucophyllum texanum: Texas Ranger
Elaeagnus pungens 'Fruitlandii': Fruitland Silverberry
- S2. Fallugia paradoxa: Apache Plume
Justicia californica: Chuparosa
Senna phyllodinea: Silver Cassia
Simmondsia chinensis: Jojoba
Baileya multiradiata: Desert Marigold
- S3. Acacia redolens 'Desert Carpet': Spreading Acacia
Baccharis 'Starn': Coyote Bush
Myoporum parvifolium 'Putah Creek': Creeping Myoporum
Rosmarinus "Huntington Carpet": Rosemary



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Gilman Springs Road



Not to scale | *This exhibit is a graphic representation of a conceptual design at maturity*

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. Pinus eldarica: Afghan Pine
- T2. Washington Robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Rhus ovata: Sugar Bush
- S2. Rosmarinus officinalis 'Prostratus': Creeping Rosemary



**OFF-SITE DESIGN
STANDARDS**



Gilman Springs Rd. View 5 at Installation



Gilman Springs Rd. View 5 at Maturity (15 years)

- These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.
- "Maturity" - 15 years estimated based on average rainfall and growing seasons.
- These renderings do not include street trees which will add to the screening effects.



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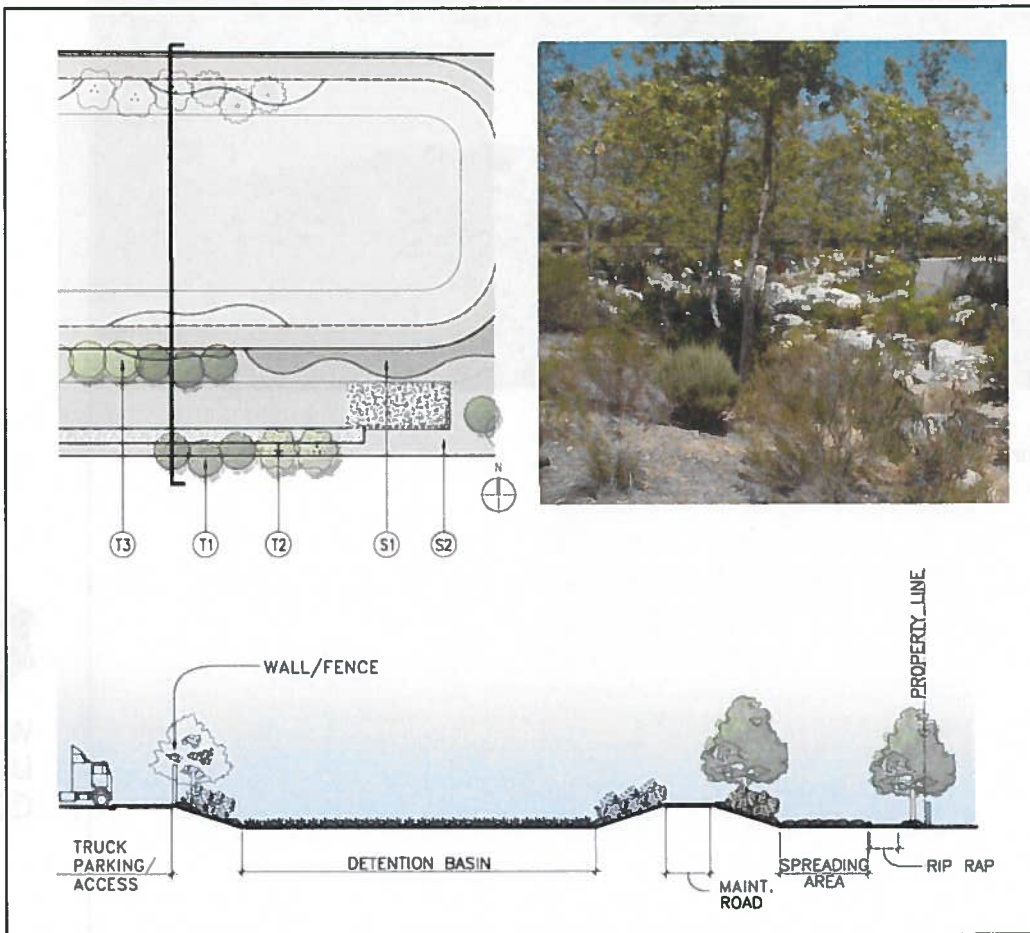
Gilman Springs Rd. Panoramic View at Maturity



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SJWA (San Jacinto Wildlife Area)



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (15 gallon minimum)

- T1. *Tristania conferta*: Brisbane box
- T2. *Chilopsis linearis*: Desert Willow
- T3. *Platanus racemosa*: California Sycamore
- Populus Fremontii*: Cottonwood (Planted at detention basins / Well adapted to riparian regions of Moreno Valley)

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Baccharis sarathroides*: Desert Broom
- Leucophyllum texanum*: Texas Ranger
- Simmondsia chinensis*: Jojoba
- Lycium andersonii*: Anderson Thornbush
- Celtis pallida*: Desert Hackberry
- S2. *Rosmarinus officinalis* 'Prostratus': Creeping Rosemary



**OFF-SITE DESIGN
STANDARDS**



SJWA (San Jacinto Wildlife Area) View 6 at Installation



SJWA (San Jacinto Wildlife Area) View 6 at Maturity (15 years)

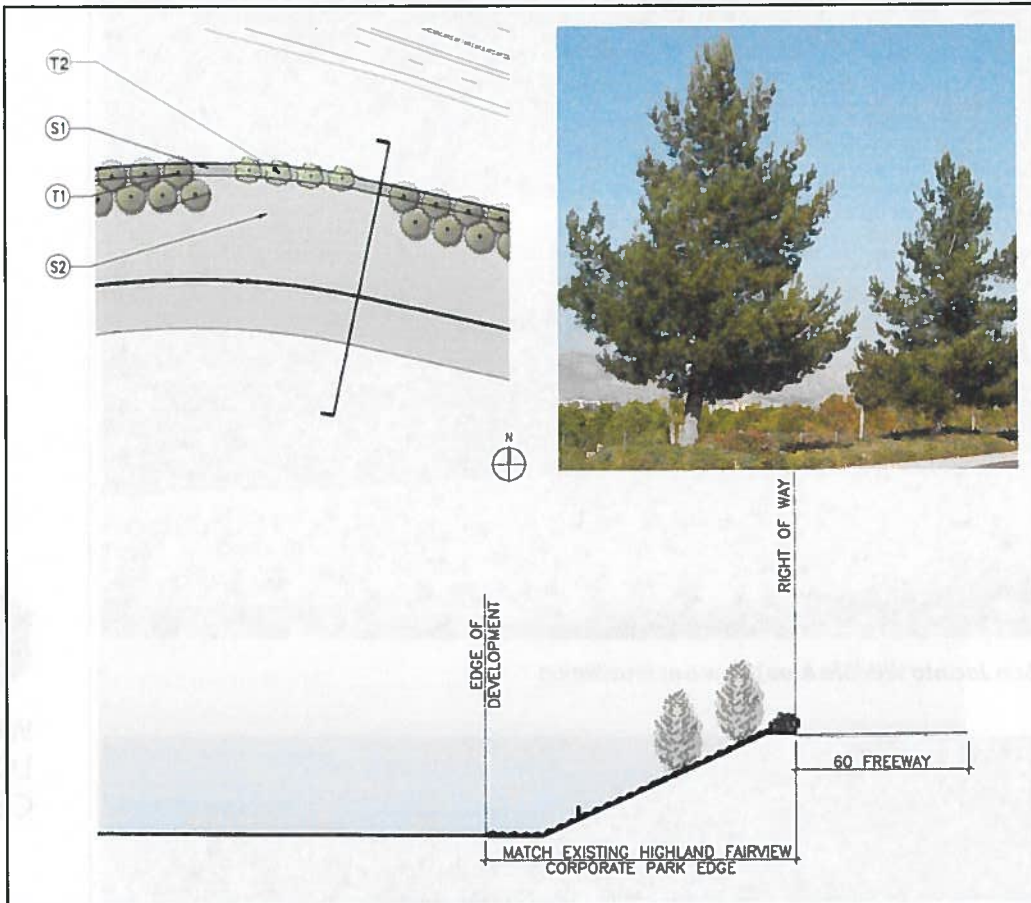
- These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.
- "Maturity" - 15 years estimated based on average rainfall and growing seasons.
- These renderings do not include street trees which will add to the screening effects.



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STANDARDS**

60 Freeway



Not to scale | This exhibit is a graphic representation of a conceptual design at maturity

Trees (Palms – 25' brown trunk height, all other trees – 36" box min. – all matching)

- T1. *Pinus eldarica*: Afghan Pine
- T2. *Washingtonia robusta*: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Cotoneaster lacteus*: Cotoneaster
- S2. *Acacia redolens* 'Desert Carpet': Spreading Acacia
- Rosmarinus* "Huntington Carpet": Rosemary



**OFF-SITE DESIGN
STANDARDS**



60 Freeway View 7 at Installation



60 Freeway View 7 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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60 Freeway View 8 at Installation



60 Freeway View 8 at Maturity (15 years)

- *These sections depict varying screening techniques through use of walls, berms and/or landscaping. One or more of these techniques may be used to achieve required screening.*
- *"Maturity" - 15 years estimated based on average rainfall and growing seasons.*
- *These renderings do not include street trees which will add to the screening effects.*



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4.2.7 Roundabout & Entry

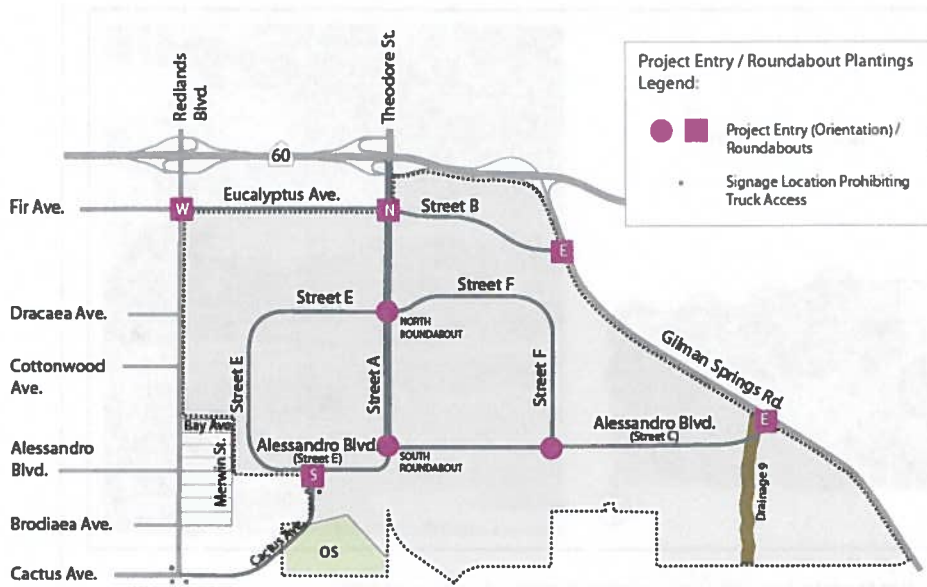


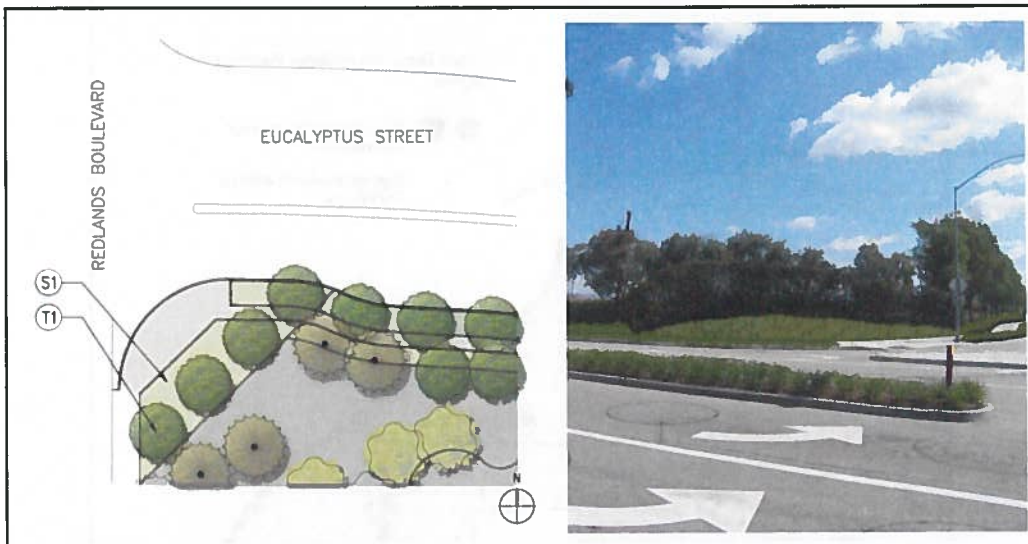
Exhibit 4-24 Roundabout & Entry Map (see pages 4-31 to 4-36)



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Project Entry West (Eucalyptus)



Not to scale This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Tristania conferta*: Brisbane box

Shrubs / Ground Cover (1 gallon minimum)

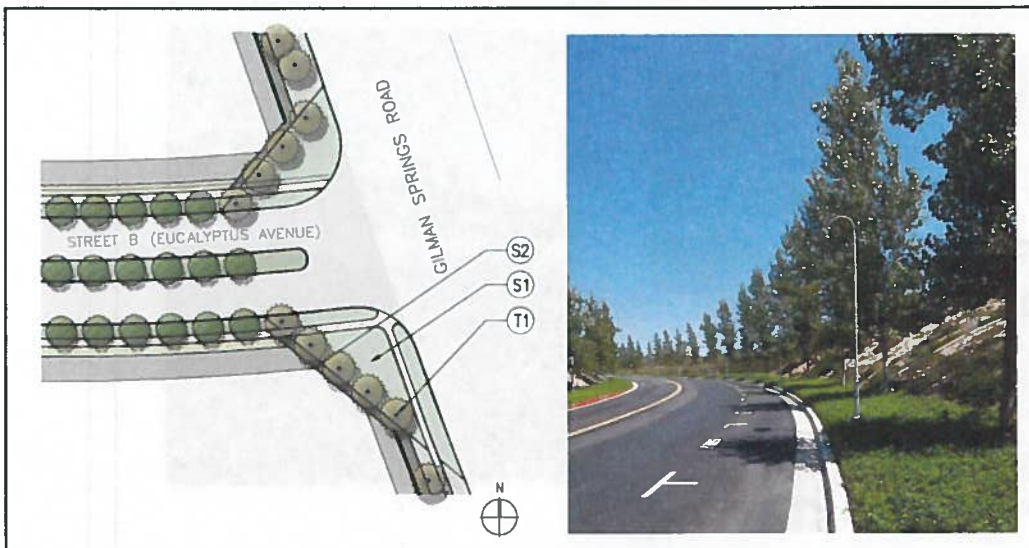
S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush



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Project Entry East (Gilman Springs Road)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

- T1. *Pinus eldarica*: Afghan Pine

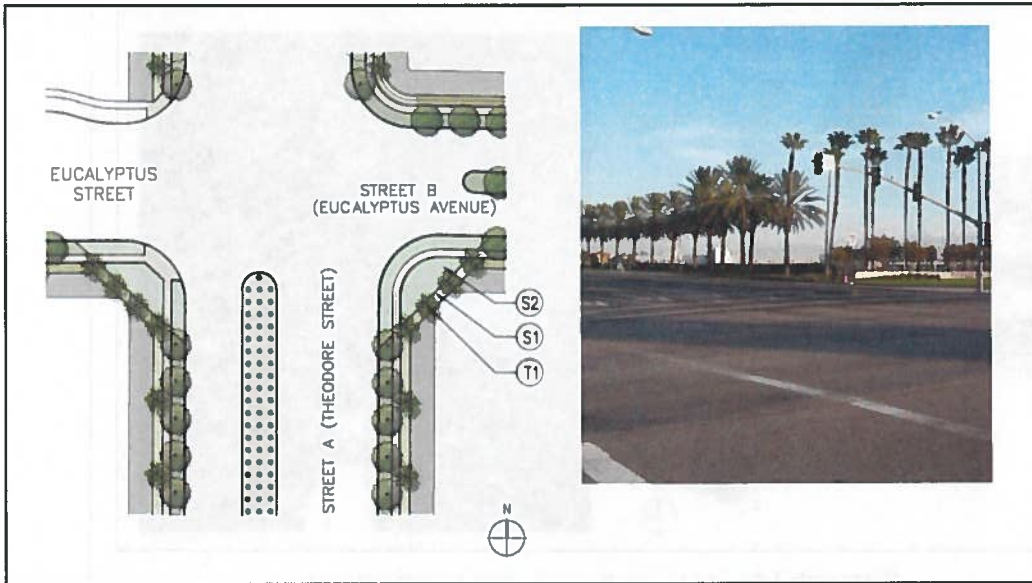
Shrubs / Ground Cover (1 gallon minimum)

- S1. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush
- S2. *Cotoneaster lacteus*: Cotoneaster



**OFF-SITE DESIGN
STANDARDS**

Project Entry North (Street A – Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (25' brown-trunk height—all matching)

T1. Washingtonia robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

S1. Baccharis 'Starn': Coyote Bush

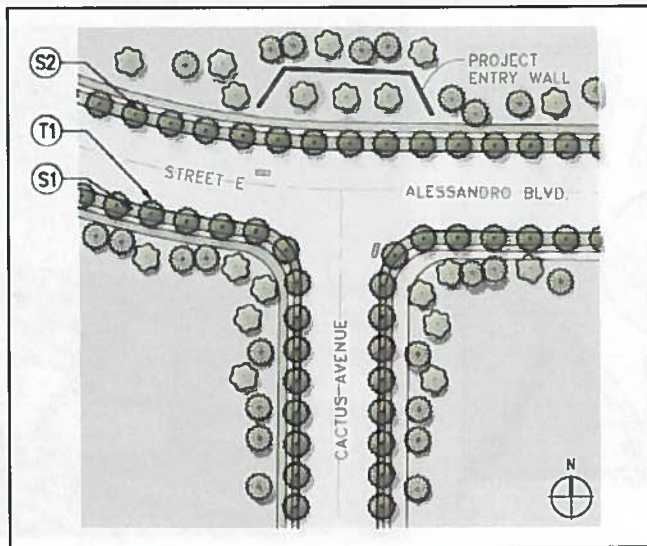
S2. Lomandra longifolia: 'Breeze': Dwarf Mat Rush



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Project Entry South (Cactus Avenue)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

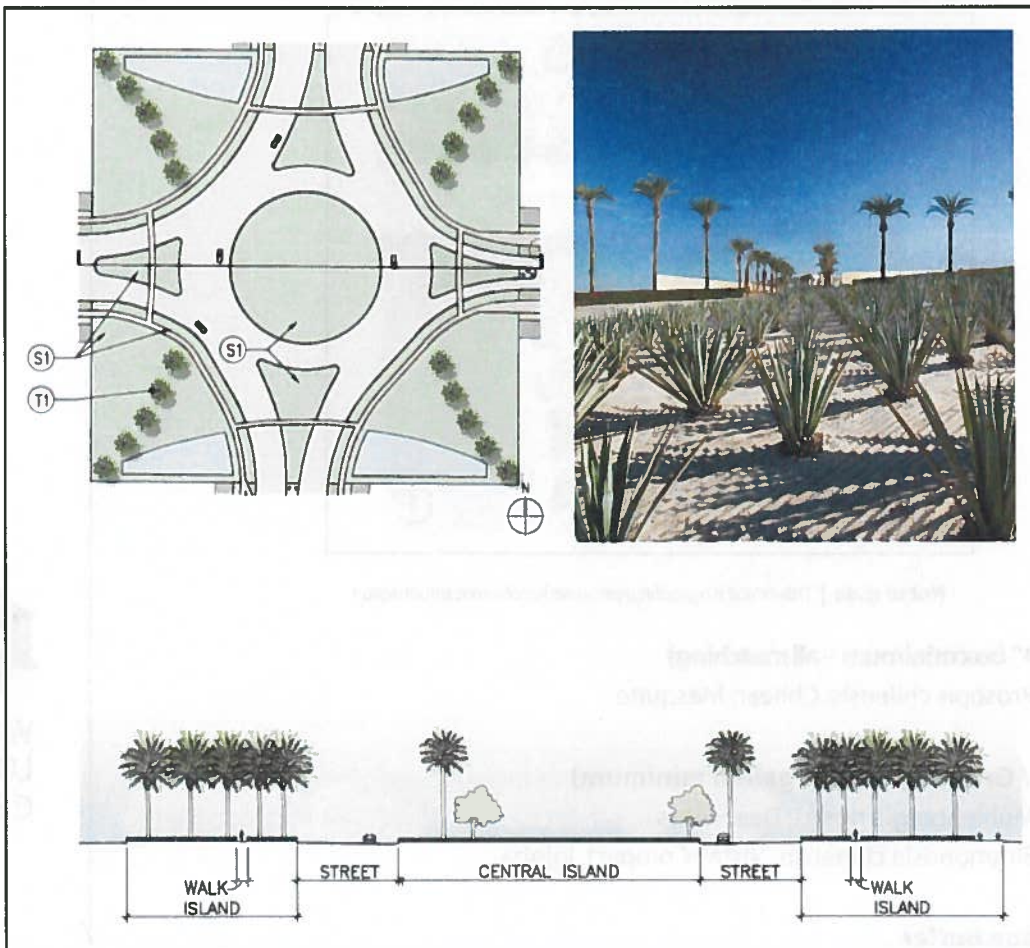
See Section 4.2.9 for Plant Palette (page 4-40)



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North Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans.

Trees (25' brown-trunk height—all matching)

- T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, in City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

- S1. Lomandara longifolia 'Breeze': Dwarf Mat Rush



OFF-SITE DESIGN
STANDARDS

South Roundabout



Not to scale | This exhibit is a graphic representation of a conceptual design. In connection with any development plan incorporating any or all of the roundabout, a preliminary plan for the entire roundabout shall be reviewed and approved by the City. Detailed plans will be required prior to the approval of Street Improvement Plans. Walls illustrated may or may not be a part of these plans.

Trees (25' brown-trunk height—all matching)

T1. Phoenix dactylifera: Date Palm (to be replaced by Washington robusta: Mexican Fan Palm, in City maintained areas)

Shrubs / Ground Cover (1 gallon minimum)

S1. Lomandra longifolia 'Breeze': Dwarf Mat Rush
S2. Baccharis 'Starn': Coyote Bush



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4.2.8 Streetscape Planting

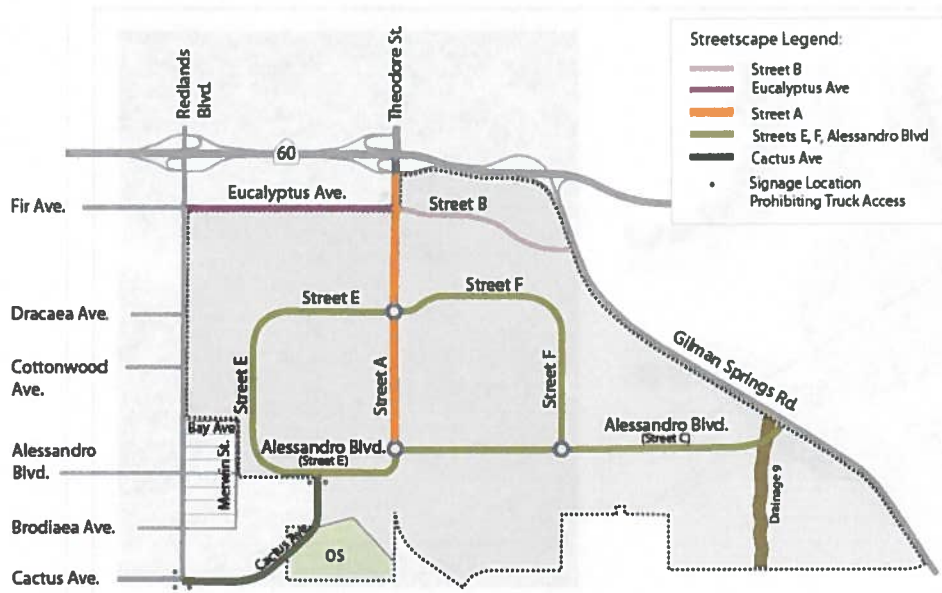
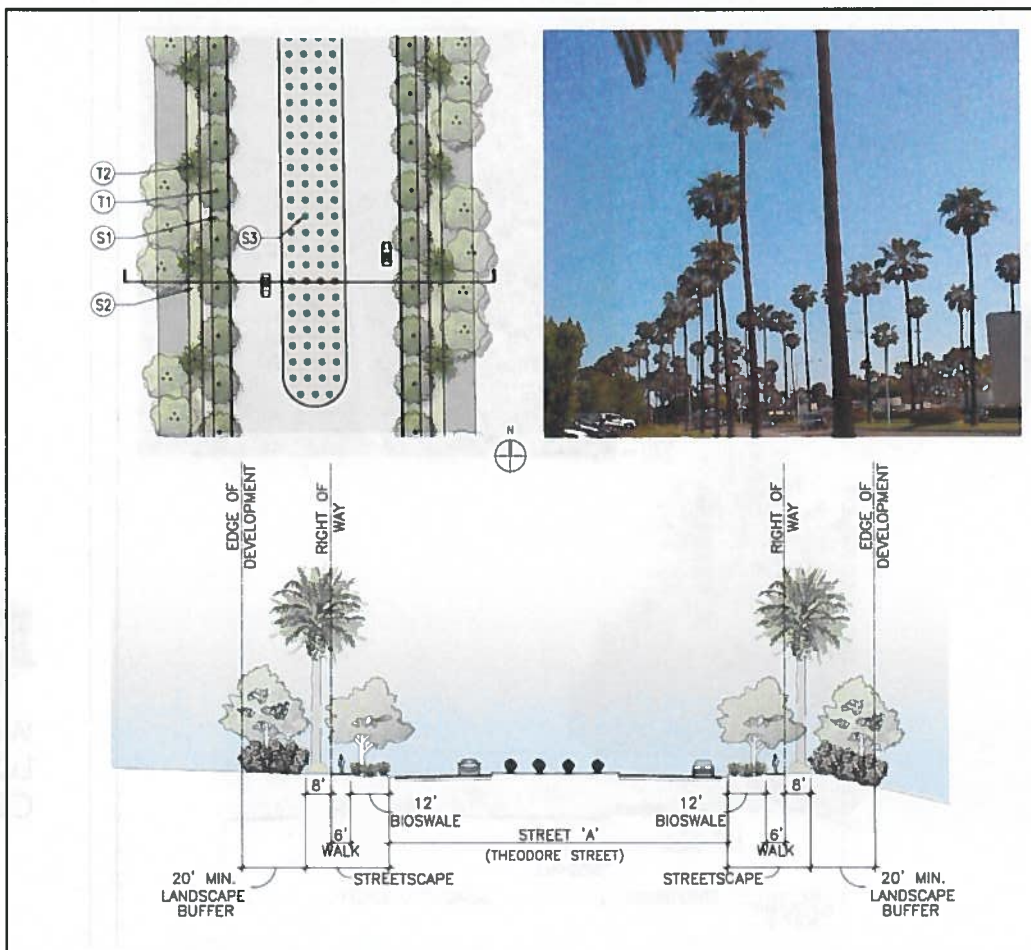


Exhibit 4-25 Streetscape Planting Map (see pages 4-38 to 4-42)



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Street A (Theodore Street)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. Prosopis chilensis: Chilean Mesquite
- T2. Washingtonia robusta: Mexican Fan Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. Muhlenbergia rigens: Deer Grass
- S2. Baccharis 'Starn': Coyote Bush
- S3. Aloe vera: Aloe

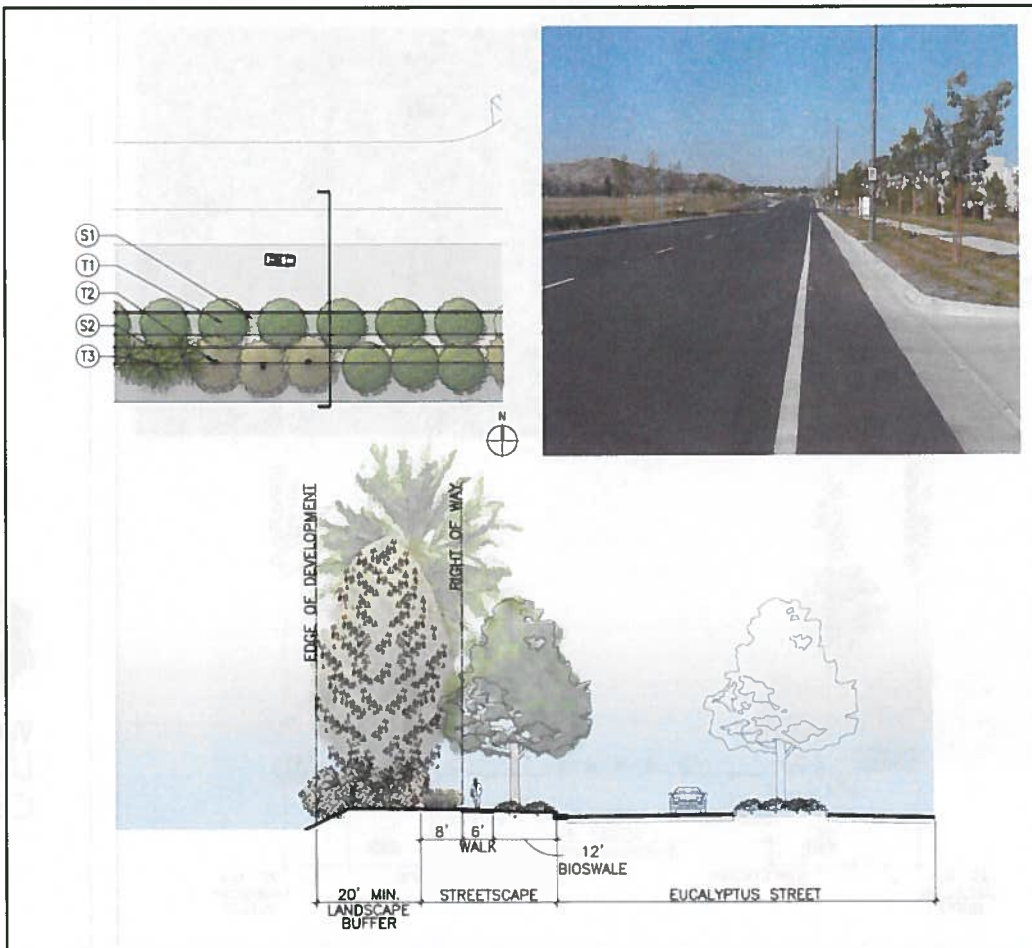
Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



**OFF-SITE DESIGN
STANDARDS**

Eucalyptus Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (Palms – 25' brown trunk height, all other trees – 24" box min. – all matching)

- T1. *Tristania conferta*: Brisbane Box
- T2. *Pinus eldarica*: Afghan Pine
- T3. *Phoenix dactylifera*: Date Palm

Shrubs / Ground Cover (1 gallon minimum)

- S1. *Myoporum parvifolium* 'Putah Creek': Creeping Myoporum
- S2. *Lomandra longifolia* 'Breeze': Dwarf Mat Rush

Landscape Buffer

See Section 4.2.9 for Plant Palette (page 4-41)



OFF-SITE DESIGN
STANDARDS

Street B (Eucalyptus Avenue Extension)



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Tristania conferta*: Brisbane Box

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

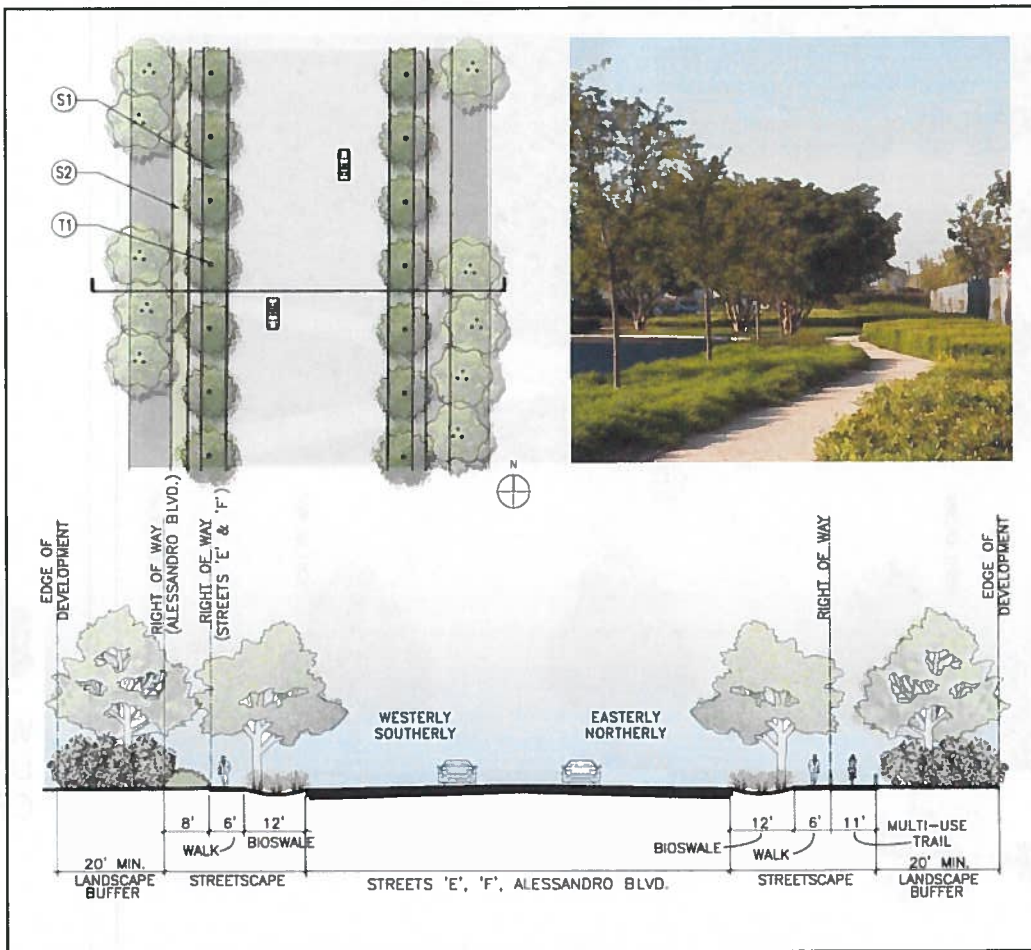
See Section 4.2.9 for Plant Palette (page 4-41)



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Street E, F and Alessandro Boulevard



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

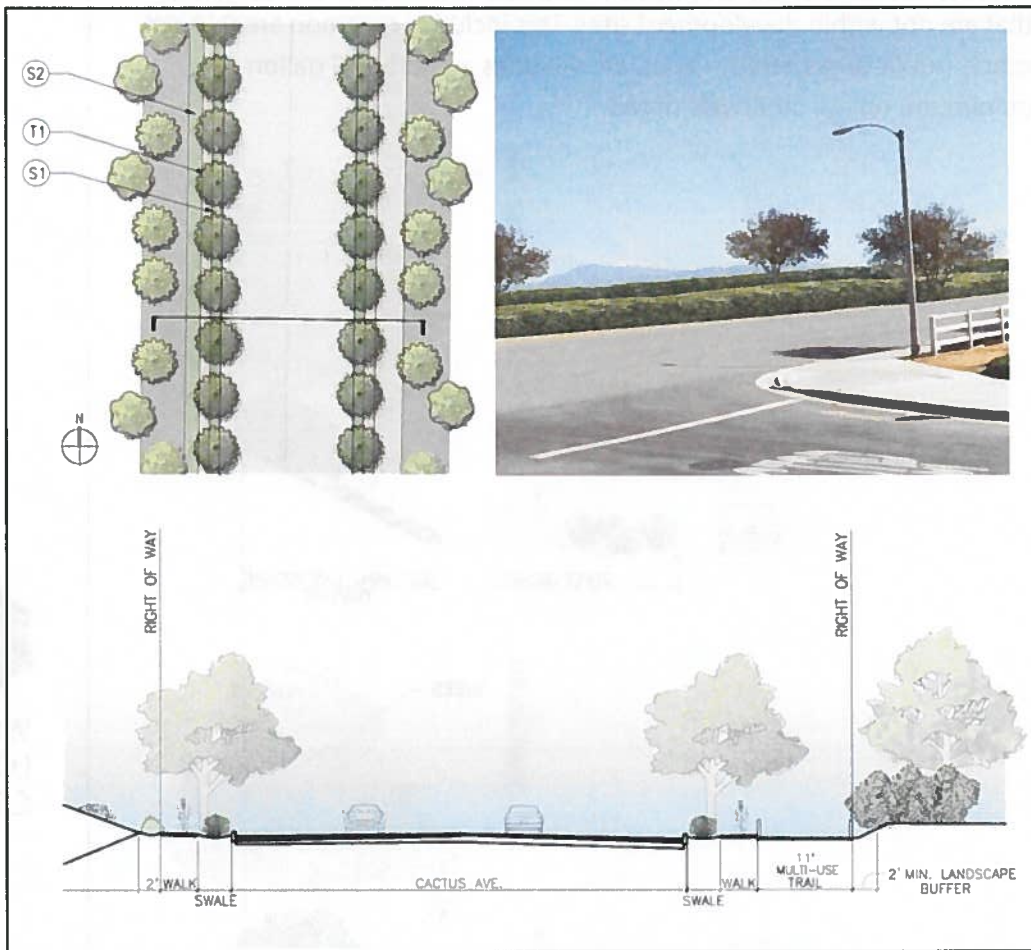
See Section 4.2.9 for Plant Palette (page 4-41)



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Cactus Avenue



Not to scale | This exhibit is a graphic representation of a conceptual design.

Trees (24" box minimum – all matching)

T1. *Prosopis chilensis*: Chilean Mesquite

Shrubs / Ground Cover (1 gallon minimum)

S1. *Muhlenbergia rigens*: Deer Grass

S2. *Simmondsia chinensis* 'Vista': Compact Jojoba

Landscape Buffer

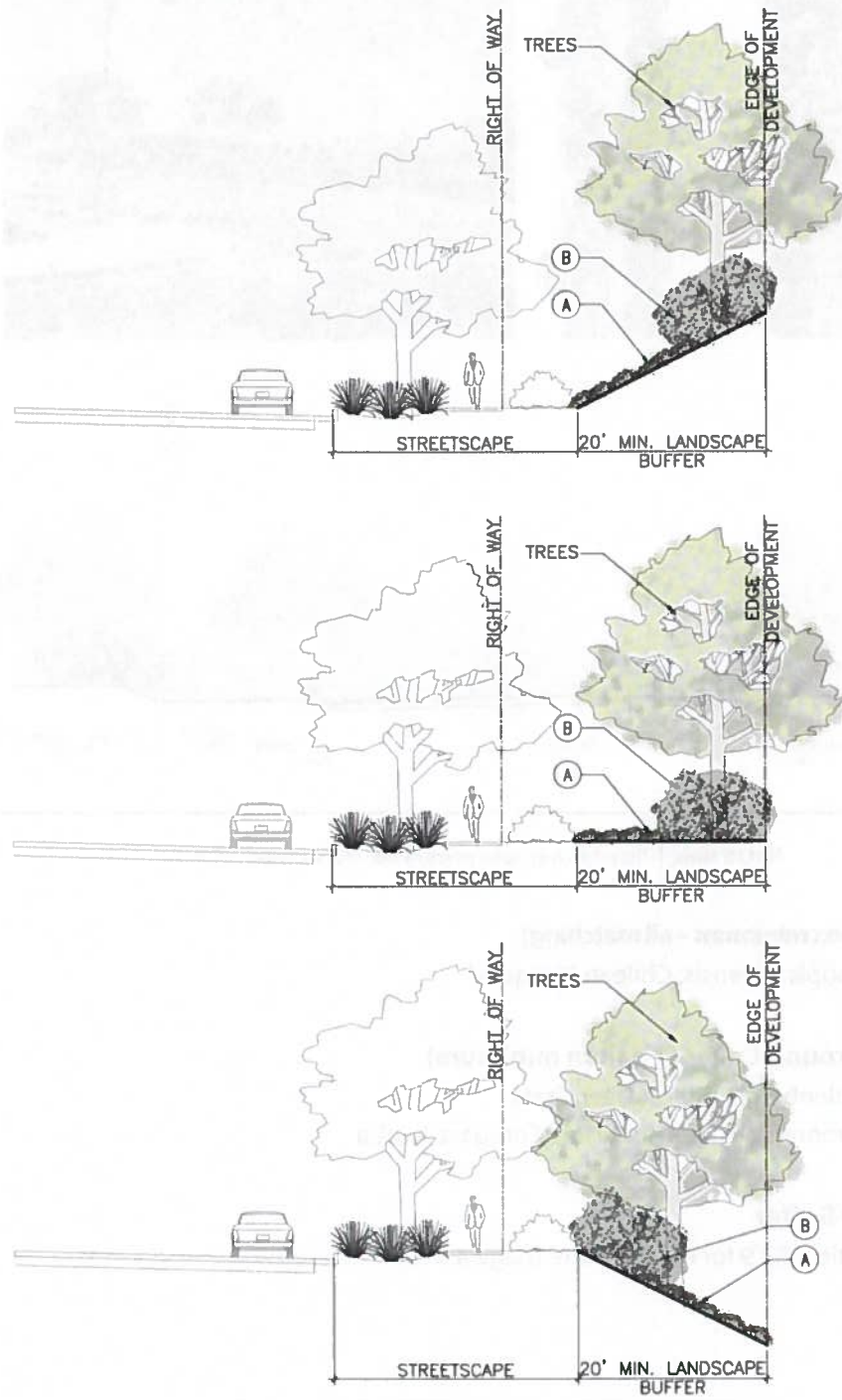
See Section 4.2.9 for Plant Palette (page 4-41)



**OFF-SITE DESIGN
STANDARDS**

4.2.9 Offsite Plant Selection

These plant selections shall apply to those portions of the WLC property that are not within development sites. This includes common areas, open space, public areas, streetscapes, etc. All trees are to be 15 gallon (minimum) unless otherwise noted.



OFF-SITE DESIGN STANDARDS

Exhibit 4-26 **Slope Planting Guideline** (From Top: Up-slope, Flat-slope, Down-slope)

Landscape Buffer, Interior Slopes, and Detention Basins Plant List

Trees (15 gallon minimum)

<i>Celtis occidentalis</i>	Common Hackberry
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Ebenopsis ebano</i>	Texas Ebony
<i>Olea europea</i>	Olive Tree
<i>Pinus halepensis</i>	Aleppo Pine
<i>Populus Fremontii</i>	Cottonwood
<i>Prosopis chilensis</i>	Chilean Mesquite
<i>Prosopis glandulosa</i> 'Maverick'	Thornless Texas Honey Mesquite
<i>Schinus molle</i>	California Pepper
<i>Washington robusta</i>	Mexican Fan Palm

(A) Groundcover (1 gallon minimum)

<i>Acacia redolens</i> 'Desert Carpet'	Spreading Acacia 'Desert Carpet'
<i>Baccharis</i> 'Starn'	Coyote Bush
<i>Myoporum parvifolium</i> 'Putah Creek'	Creeping Myoporum

(B) Shrubs (1 gallon minimum)

<i>Atriplex canescens</i>	Four Wing Saltbush
<i>Atriplex lentiformis</i>	Quail Brush
<i>Baccharis sarothroides</i>	Desert Broom
<i>Celtis pallida</i>	Desert Hackberry
<i>Cordia boissieri</i>	Texas Olive
<i>Dasyliiron wheeleri</i>	Desert Spoon
<i>Elaeagnus Pungens</i> 'Fruitlandii'	Fruitland Silverberry
<i>Eriogonum fasciculatum</i>	Common Buckwheat
<i>Fallugia paradoxa</i>	Apache Plume
<i>Lycium andersonii</i>	Anderson Lycium
<i>Muhlenbergia rigens</i>	Deergrass
<i>Rhus ovata</i>	Sugar Bush
<i>Simmondsia chinensis</i>	Jojoba



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4.2.10 Off-site Maintenance

Public streets (curb-to-curb), sidewalks, and trails will be maintained by the City. If the City is responsible for maintaining medians and/or curb separated parkways, funding of the maintenance will require a special financing district. These details to be established with each site specific Plot Plan application or Tentative Map.

Parkways, slopes, drainage facilities, and common areas will be maintained by a property owners' association.

4.3 Off-site Lighting

4.3.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a night time character that reinforces the image of the World Logistics Center as a quality business location.

Lighting is an important element contributing to the identity and unity of the World Logistics Center.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site and compatible throughout the World Logistics Center.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

Street lighting on public streets shall meet the requirements of the City Standard Plans.

4.4 Off-site Utilities

4.4.1 Telephone, CATV and Similar Service Wires and Cables

All telephone, CATV and similar service wires and cables shall be installed underground.

4.4.2 Electrical Transmission Lines

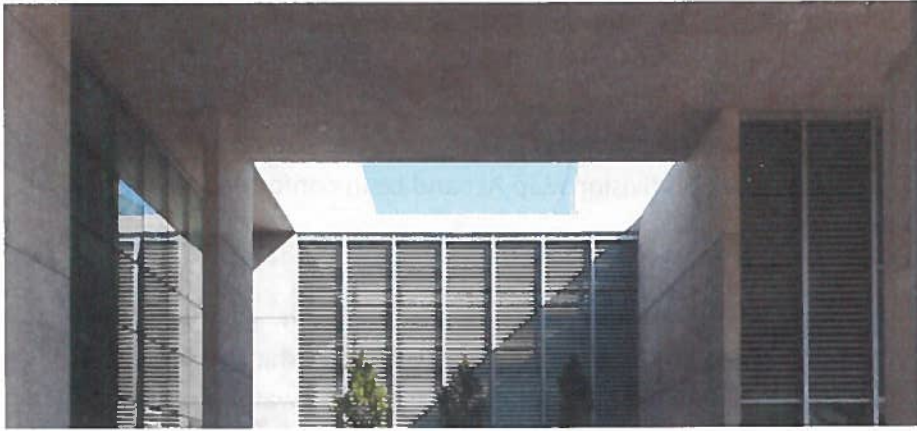
Electrical transmission lines less than 115kV shall be installed underground.



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STANDARDS**

5.0 ON-SITE DESIGN STANDARDS



5.1 On-site Design Standards And Guidelines

In order to manage the orderly and consistent development of the World Logistics Center, the following design standards and guidelines will be applied to all development in the Specific Plan area.

These Design Standards and Guidelines serve to create an eco-friendly, high-quality development and establish a distinctive character for the World Logistics Center project. In reviewing development proposals, these guidelines will be the primary tool used to evaluate proposed site design, architecture, landscaping, and other project features such as lighting and site amenities.

5.1.1 General Purpose

On-site design standards and guidelines are set forth to guide the design, construction, review and approval of all buildings within the World Logistics Center. The goal is to attain the best possible design for each site within the World Logistics Center.

5.1.2 Uses Shall Be Developed In Accordance with the Specific Plan

All properties within the World Logistics Center shall be developed in conformance with this Specific Plan.

5.1.3 Uses Shall Be Developed In Accordance With City of Moreno Valley Municipal Codes

All development will be consistent with the Specific Plan objectives and design guidelines. Details of specific development projects will be determined by subdivisions and site development plans. In the event of a



conflict between the Specific Plan and the City of Moreno Valley Municipal Code, the Specific Plan will prevail. If the Specific Plan is silent on a particular subject, the Municipal Code will apply.

5.1.4 Subdivision Map Act

Lots created within the World Logistics Center Specific Plan area shall comply with the Subdivision Map Act and be in conformance with the Specific Plan.

5.1.5 Water Quality Management Plan

All development within the World Logistics Center shall be subject to applicable laws of the State of California regarding water quality.

5.1.6 Trash and Recyclable Materials

All development within the World Logistics Center shall provide enclosures (or compactors) for collection of trash and recyclable materials subject to water quality standards and best management practices.

5.1.7 Waste Hauling

Construction and other waste disposal shall be hauled to a city-approved facility.

5.1.8 Water Quality Site Design

5.1.8.1 General Standards

Refer to the National Pollution Discharge Elimination System (NPDES) Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the State Water Resource Control Board website at www.swrcb.ca.gov.

5.1.8.2 Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012. Projects identified as a 'Priority Development project' are required to prepare a Project-Specific WQMP. The MS4 Permit mandates a Low Impact Development (LID) approach to stormwater treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain



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runoff, and infiltrate, reuse or evapotranspire runoff where feasible. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspire, harvest and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices. The project should also ensure that runoff does not create a hydrologic condition of concern. The Regional Water Quality Control Board continuously updates impairments as studies are completed. The most current version of impairment data should be reviewed prior to preparation of the Preliminary and Final Project-Specific WQMP.



Example of Water Quality Feature



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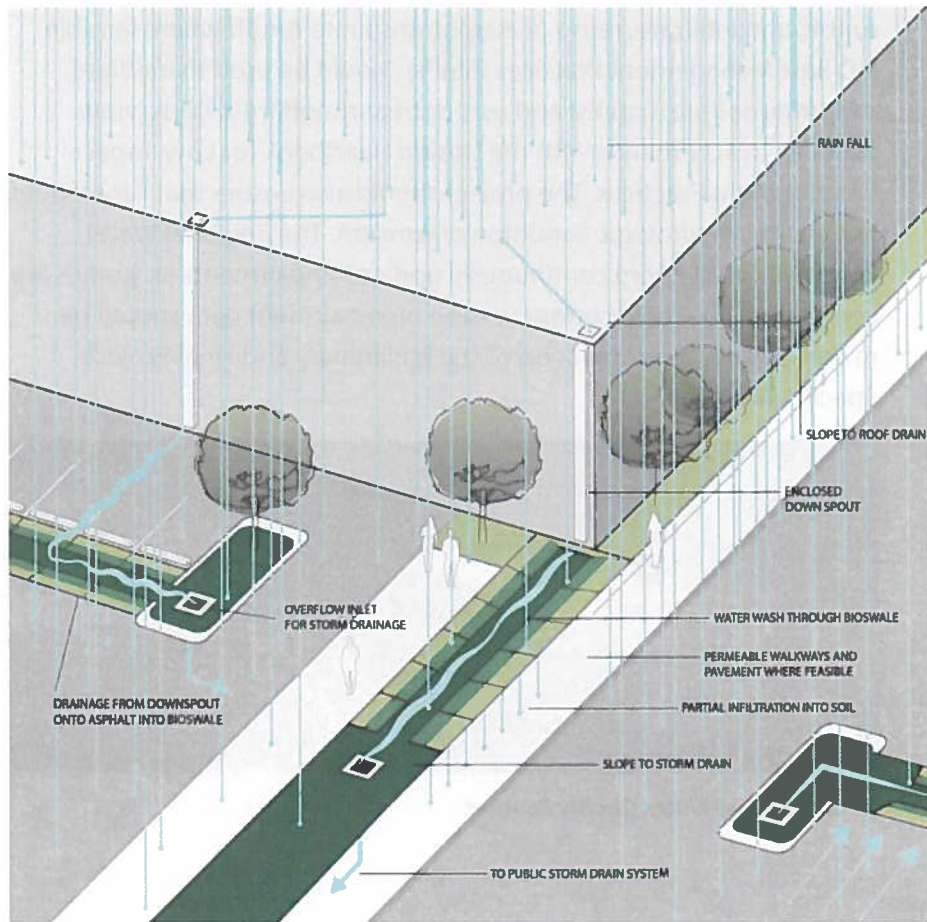


Exhibit 5-1 Water Quality Management Diagram



5.1.8.3 Site Design BMPs

Site Design BMPs are intended to create a hydrologically functional project design that attempts to mimic the natural hydrologic regime. In accordance with the Riverside County WQMP, project proponents shall implement Site Design concepts that achieve each of the following:

- Minimize Urban Runoff
- Minimize Impervious Footprint
- Conserve Natural Areas
- Minimize Directly Connected Impervious Areas (DCIAs)

Methods of accomplishing the Site Design concepts include:

- Maximize the permeable area.
- Incorporate landscape buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought tolerant trees and large shrubs.

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- Use natural drainage systems.
- Where soil and conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Sites must be designed to contain and infiltrate roof runoff, or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Parking areas may be paved with a permeable surface, or designed to drain into landscaping prior to discharging to the MS4.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.



Example of Water Quality Feature



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5.1.8.4 Source Control BMPs

Source Control BMPs are also required to be implemented for each project as part of the Final WQMP. Source Control BMPs are those measures which can be taken to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural.

Non-structural Source Control BMPs include:

- Education for property owners, operators, tenants, occupants, or employees
- Activity restrictions
- Irrigation system and landscape maintenance
- Common area litter control
- Street sweeping private streets and parking lots
- Drainage facility inspection and maintenance

Structural Source Control BMPs include:

- Stenciling and signage
- Landscape and irrigation system design
- Protect slopes and channels
- Properly design fueling areas, trash storage areas, loading docks, and outdoor material storage areas

5.1.8.5 Treatment Control BMPs

The Treatment Control BMP strategy for the project is to select Low Impact Development (LID) BMPs that promote infiltration and evapotranspiration, including infiltration basins, bioretention facilities, and extended detention basins. Generally infiltration BMPs have advantages over other types of BMPs, including reduction of the volume and rate of runoff, as well as full treatment of all potential pollutants potentially contained in the stormwater runoff. It is recognized however that infiltration may not be feasible on sites with low infiltration rates, or located on compacted engineered fill. If the BMP is considered in a fill condition, and the infiltration surface of the BMP cannot extend down into native soils, or if the BMP is considered in a cut condition, and there is no practicable way to verify infiltration rates at the final BMP elevation, infiltration BMPs will not be used. Prior to final design, infiltration tests shall be performed within the boundaries of the proposed infiltration BMP and at the bottom elevation (infiltration surface) of the proposed infiltration BMP to



confirm the suitability of infiltration. In situations where infiltration BMPs are not appropriate, bioretention and/or biotreatment BMPs (including extended detention basins, bioswales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration will be considered. Harvest and use BMPs will also be considered as a Treatment Control BMP to store runoff for later non-potable uses. Ponds may be used to collect stormwater runoff for harvest and use.

5.1.8.6 Infiltration Basin

An infiltration basin is a flat earthen basin designed to capture the design capture volume. The stormwater infiltrates through the bottom of the basin into the underlying soil over a 72 hour drawdown period. Flows exceeding the design capture volume must discharge to a downstream conveyance system. Infiltration basins are highly effective in removing all targeted pollutants from stormwater runoff. The use of infiltration basins may be restricted by concerns over groundwater contamination, soil permeability, and clogging at the site. Where this BMP is being used, the soil beneath the basin must be thoroughly evaluated in a geotechnical report since the underlying soils are critical to the basin's long term performance. To protect the basin from erosion, the sides and bottom of the basin must be vegetated, preferably with native or low water use plant species.

In addition, these basins may not be appropriate for the following site conditions:

- Industrial sites or locations where spills may occur
- Sites with very low soil infiltration rates
- Sites with high groundwater tables or excessively high infiltration rates, where pollutants can affect groundwater quality
- Sites with unstabilized soil or construction activity upstream
- On steeply sloping terrain

5.1.8.7 Bioretention Facility

Bioretention facilities are shallow, vegetated basins underlain by an engineered soil media. Healthy plant and biological activity in the root zone maintain and renew the macro-pore space in the soil and maximize plant uptake of pollutants and runoff. This keeps the BMP from becoming clogged and allows more of the soil column to function as both a sponge (retaining water) and a highly effective and self-maintaining biofilter. In most cases, the bottom of a bioretention



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facility is unlined, which also provides an opportunity for infiltration to the extent that the underlying onsite soil can accommodate it. When the infiltration rate of the underlying soil is exceeded, fully biotreated flows are discharged via underdrains. Bioretention facilities therefore will inherently achieve the maximum feasible level of infiltration and evapotranspiration and achieve the minimum feasible (but highly biotreated) discharge to the storm drain system.

These facilities work best when they are designed in a relatively level area. Unlike other BMPs, bioretention facilities can be used in smaller landscape spaces on the site, such as:

- Parking islands
- Medians
- Site entrances



Example of Water Quality Feature

Landscape areas on the site can often be designed as bioretention facilities. This can be accomplished by:

- Depressing landscape areas below adjacent impervious surfaces, rather than elevating those areas
- Grading the site to direct runoff from those impervious surfaces into the bioretention facility, rather than away from the landscaping
- Sizing and designing the depressed landscape area as a bioretention facility as described in the Riverside County Low Impact Development BMP Design Handbook



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Example of Water Quality Feature

5.1.8.8 Extended Detention Basin

The extended detention basin is designed to detain the design volume of stormwater and maximize opportunities for volume losses through infiltration, evaporation, evapotranspiration, and surface wetting. Additional pollutant removal is provided through sedimentation, in which pollutants can attach to sediment accumulated in the basin through the process of settling. Stormwater enters the basin through a forebay where any trash, debris, and sediment accumulate for easy removal. Flows from the forebay enter the top stage of the basin which is vegetated with native grasses and interspersed with gravel-filled trenches which together enhance evapotranspiration and infiltration. Water that does not get infiltrated or evapotranspired is conveyed to the bottom stage of the basin. At the bottom stage of the basin, low or incidental dry weather flows will be treated through a media filter and collected in a subdrain structure. Any additional flows will be detained in the basin for an extended period by incorporating an outlet structure that is more restrictive than a traditional detention basin outlet. The restrictive outlet extends the drawdown time of the basin which further allows particles and associated pollutants to settle out before exiting the basin, while maximizing opportunities for additional incidental value losses.



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5.2 Site Planning Guidelines

5.2.1 Overview

The World Logistics Center Specific Plan has an overall, coordinated design character that emphasizes a clean, contemporary, straightforward, quality image. This image is expressed in site planning, architecture, landscaping, and lighting.

Architectural design is to be compatible in character, massing and materials throughout The World Logistics Center, while allowing for individual identity and creativity in each project. Landscaping, building design, lighting, and utilities are to be closely coordinated along roadways. Criteria for occupancy, building heights, site planning, architecture, landscaping, and lighting are given in further detail in the following sections.

5.2.2 Design Objectives

The objective of the guidelines is to promote the planned image of a quality business and logistics center. Each site will be developed in a manner that emphasizes a clean, pleasant and contemporary environment, and produces an effect that is consistent and compatible with adjacent sites and development throughout the World Logistics Center.



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5.2.3 Sustainable Design

Building in an ecological and resource-efficient manner has many advantages for the environment as well as for building users. Sustainable design reduces pollution and conserves natural resources. The architects and engineers that make contributions to the WLC must understand this and strive to lessen the impact their designs have on the environment.

In addition, all buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed the LEED Certified Building Standards as described in Section 12.8.

The following sustainability goals have been set for buildings at the WLC:

- Design buildings to accommodate renewable energy systems where feasible
- Create building forms and landscape that protect patrons and employees from unpleasant climate conditions
- Use water resources responsibly with a constant effort to minimize the use of potable water
- Incorporate life cycle planning and decision making



The design of each building at the World Logistics Center will pursue these goals, by incorporating design features such as, but not limited to, the following:



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Water conservation:

- Low flow faucets and fixtures
- Rain water collection (where practical)
- Native landscape
- Direct and capture low-use irrigation and rainfall runoff to landscape areas

Energy conservation:

- Building orientation
- Glazing, overhangs, and landscaping to capture and control natural daylight
- High performance glazing
- Use of atriums, skylights and internal courtyards to provide additional daylighting

Natural resource conservation:

- Use of renewable materials where feasible
- The use of building materials with recycled content where feasible



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5.2.4 Building Location

Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the World Logistics Center.

5.2.4.1 Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.

5.2.4.2 Buildings shall be oriented so that loading and service areas are screened from view from streets and public areas.

5.2.4.3 Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.

5.2.4.4 Buildings shall be arranged to provide landscape outdoor plazas or entries.

5.2.4.5 Visitor parking shall be convenient to public building entries, as shown below.

5.2.4.6 Indoor and outdoor break areas shall be provided convenient to major office areas.



Example of Plaza Entry



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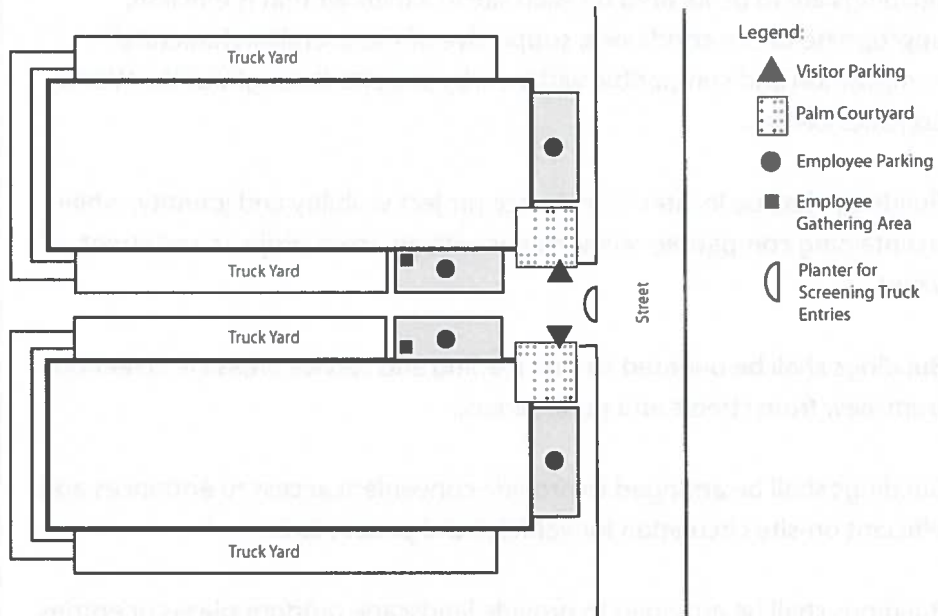


Exhibit 5-2 **Visitor Parking Plan**

5.2.5 Site Access

Vehicular access to individual sites is limited to minimize disruption of traffic flow. All access to public streets is subject to approval by the City of Moreno Valley.

5.2.6 Vehicular Circulation

Onsite vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided.

5.2.7 Parking

5.2.7.1 Off-street parking shall be provided in accordance with the Municipal Code.

5.2.7.2 Off-street parking shall be provided to accommodate all vehicles associated with the permitted use of each site. On-street parking is prohibited, except in designated truck parking areas.

5.2.7.3 Designated spaces must be provided in convenient locations for handicap, carpool, alternate fuel vehicles, motorcycles and bicycles as required by the State of California and the City of Moreno Valley.



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- 5.2.7.4 Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking. Bicycle parking areas are to be provided with racks and locking capabilities.
- 5.2.7.5 The view of parking areas from public streets shall be softened by means of grading and/or landscaping.
- 5.2.7.6 Parking is prohibited in any required landscape areas.
- 5.2.7.7 Vehicle parking areas are to be landscaped to provide a shade canopy (50% coverage at maturity) and pleasant appearance. Planters must be large enough to avoid crowding of plant material and damage by vehicles.
- 5.2.7.8 Parking lots shall comply with the accessible parking standards required by the City of Moreno Valley.

5.2.8 Pedestrian Circulation

Safe, clear pedestrian circulation must be provided between buildings, parking areas and entries on all sites. Where a pedestrian walkway into the site from the public sidewalk is provided, it should be located at a driveway and in conformance with the street tree interval.



Example of Pedestrian Walkway

5.2.9 Truck Parking

All truck yards shall be screened from public view from adjacent streets per this Specific Plan.

5.2.10 Service Areas

Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites, or screened by architectural barriers.





Example of Service Structure

Service areas may not extend into required building and landscape setback zones.

Service areas should be located and designed so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.

5.2.11 Grading and Drainage

All project grading shall conform to the Municipal Code. Site grading and drainage shall be designed so that surface drainage is collected and treated before leaving the site.

Site grading shall be designed to be compatible with streetscape grades and to minimize the need for handrails or pedestrian ramps within the site.

Concrete swales in parking lots should be located at the edge of parking spaces and/or curb. Swales are prohibited in the middle of drive aisles. Directing drainage to curb and gutters is preferred over concrete swales.

Run-off from roofs, site, and impervious areas shall be directed to planter areas to minimize run-off.



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5.2.12 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept.

Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan (see Section 2.5). Along the SJWA boundary special fencing shall be used to restrict animals from passing between the SJWA property and the project site. This fencing shall be of a durable material (metal or plastic) and shall be partially buried to resist burrowing animals.

Plot Plans shall include all site fencing details.

Materials

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete. Fences shall be wrought iron or tubular steel. Chain link fencing is permitted only where not visible from streets, sidewalks, public parking areas or public building entries.

Design features may include:

- Varied heights, wall plane offsets, and angles.
- Pilasters or distinctive elements.
- Trim, reveals.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets.



Example of Security Fence



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Walls within Streetside Landscape Setback

Low-profile parking lot screen walls or garden walls are permitted in street-side landscape area.

Height

Screen walls shall not exceed the height necessary to screen trucks and dock doors. Pilasters and distinctive elements may exceed this maximum.

Walls or fences in the streetside landscaping area visible from the street and not intended for screening purposes shall be limited to a height of 3' 0".

Refuse enclosures shall have walls not less than 6'-0" high. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures.



Gates Visible From Public Areas

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

Prohibited Materials

Barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic vinyl, concrete/PCC fences are prohibited.



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5.3 On-site Architecture

5.3.1 Objectives

Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout the World Logistics Center.



Simple Form



Progressive and Enduring



Creativity and Identity



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5.3.2 Architectural Character

Architectural character should portray a high quality image in a manner that is both progressive and timeless.

Appropriate Characteristics

- Contemporary, classic, technical style
- Clean, smooth, efficient lines
- Distinctive, but compatible image



Inappropriate Characteristics

- Trendy, historical, residential styles
- Tricky, complicated, arbitrary forms
- Sharp contrast with surroundings



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5.3.3 Building Heights

To maintain consistent and compatible building mass relationships, building heights are limited to the following (unless otherwise approved):

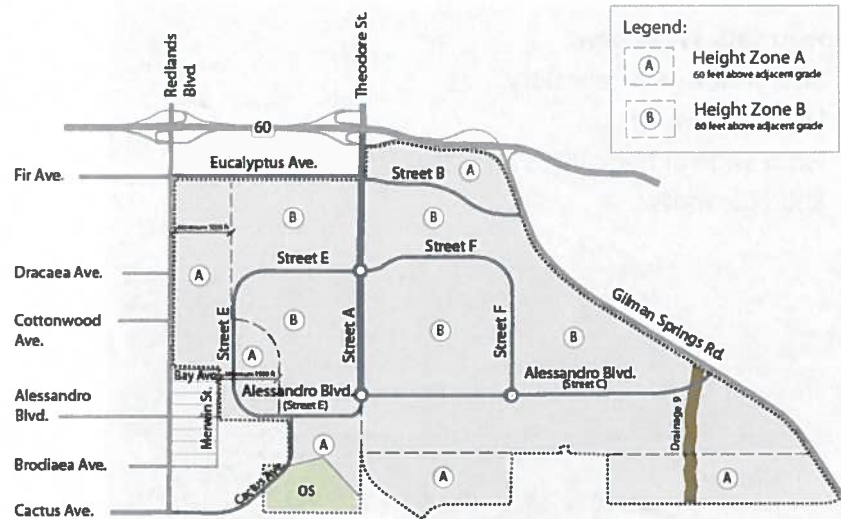


Exhibit 5-3 Building Height Plan

Area A: 60 feet above adjacent grade, including parapets, screens, and architectural features

Area B: 80 feet above adjacent grade, including parapets, screens, and architectural features

Height exceptions may be approved by the Planning Official. Exceptions up to 10 additional feet in height may be approved to accommodate special interior uses or screening of special mechanical equipment unique to these facilities. In such cases, up to twenty percent of the building footprint may exceed the height limit.



5.3.4 Building Form and Massing

Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale and interest.

Appropriate Treatment

- Straightforward geometry
- Unified composition
- Expression of floor levels and structure
- Solid parapets



Inappropriate Treatment

- Complicated forms
- Arbitrary, inconsistent composition



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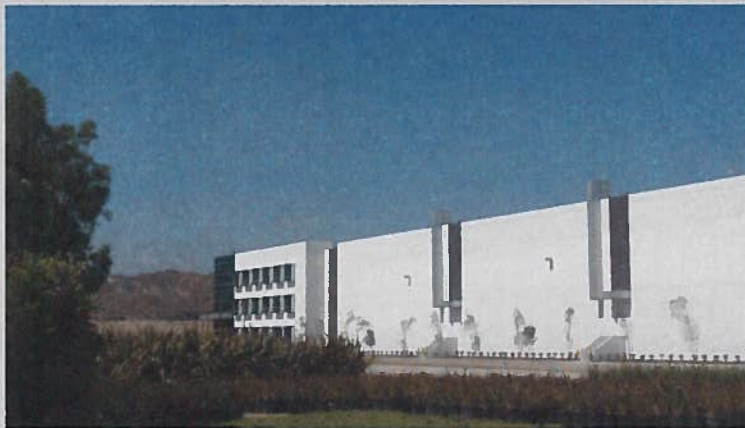
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5.3.5 Facades

Facades should reflect a coordinated design concept, including expression of building function, structure and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.

Appropriate Treatment

- Straightforward, functional design
- Expression of structure
- Unity & scale reinforced through an integrated grid module



Inappropriate Treatment

- Arbitrary, inconsistent forms and decoration
- Uninterrupted, floating horizontals
- Wall-mounted



5.3.6 Fenestration

Fenestration should be defined by function and structure, and should be consistent in form, pattern and color.

Appropriate Treatment

- Functional glass use and patterns
- Glazing delineation by mullions and structure
- Balance of wall and glazed surfaces
- Tinted or lightly reflecting glazing



Inappropriate Treatment

- Arbitrary, decorative glass patterns
- Uninterrupted horizontal glazing
- Highly reflective glass



Glazing Colors

Preferred:	Silver, bronze, blue, green, blue-green ranges
Prohibited:	Black, gold, copper ranges
Other:	Requires specific approval



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5.3.7 Structure

Structure should be expressed clearly and consistently.

Appropriate Treatment

- Visible vertical support
- Visible structural base
- Functional, straight-forward elements
- Columns integrated into the facade
- Proper structural scale



Inappropriate Treatment

- Floating horizontal levels
- False, decorative structure
- Undersized or oversized structural components



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5.3.8 Roofs

Rooflines should be horizontal.

Appropriate Treatment

- Visible vertical support
- Horizontal planes and parapets
- Varied but proportional parapet height
- Roofing materials hidden from off-site view



Inappropriate Treatment

- Gable, hip and mansard roof forms
- Metal, tile, shingle and shake roofing
- Arbitrary decoration



5.3.9 Entrances

Entrances should be clearly defined and inviting.

Appropriate Treatment

- Articulation and color for identity and interest
- Light, open, inviting aspect
- Entry space sequence
- Recessed, protected doorway
- Integration with overall building form
- Coordinated landscaping



Inappropriate Treatment

- Exaggerated forms and color
- Dark, confined appearance
- Abrupt entry. Flush doorways. Tacked-on entry alcove



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5.3.10 Materials

Exterior building materials should be smooth, clean and efficient, with an appearance that is contemporary and technical.

Appropriate Materials

- Smooth, precast or tilt-up concrete
- Smooth metal panel systems
- Tinted or lightly reflective glass



Inappropriate Treatment

- Wood beams and siding, brick, Spanish tile, corrugated metal, rough concrete, or highly reflective glass
- Stucco (unless limited in use, with a smooth troweled surface detailed like concrete)



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5.3.11 Other Materials

All other materials, including Drivit[®], concrete masonry, wall tile, glass fiber reinforced concrete and new technology materials must be approved through the Plot Plan process.



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5.3.12 Exterior Colors

Exterior building colors are to be selected from the palettes below to maintain compatibility within the World Logistics Center.

Appropriate Treatment

- Concrete or stone should have light, natural finish
- Painted wall surfaces directly facing streets or public areas are to be primarily off-white or light warm shades
- Other colors are permitted on recessed or interior facing wall surfaces, or on special features, reveals or mullions
- Service doors and mechanical screens are to be the same color as the wall



Inappropriate Treatment

- Arbitrary patterns, stripes
- Garish use of color



ON-SITE DESIGN
STANDARDS

Primary Wall Colors

Colors for primary exterior walls are to be within the range of colors represented by the following list:

Warm Whites

Lorette	Pantone Warm Grey 1C
Trotting	Pantone 4685C
Tracing Paper	Pantone Warm Grey 2U
Slinky	Pantone Warm Grey 1U

Cool Whites

A La Mode	Pantone 427C
Windblown	Pantone 428C
Chain Link	Pantone 434C
Carbon	Pantone 434C

Others

TBD	Pantone 7501C San Jacinto Wildlife Area Edge
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5.3.13 Design Details

Detailing should be clean, clear and straightforward. Details should reinforce overall design unity, interest and scale.

Appropriate Treatment

- Coordinated mullions and details
- Expression and alignment of structural connections
- Finishes commensurate with building materials
- Coordinated entry spaces and landscaping



Inappropriate Treatment

- Insufficient or excessive detailing
- Inadequate interface between materials
- No indication of scale
- Lack of interest



5.3.14 Ground-mounted Equipment

All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

Appropriate Treatment

- Ground equipment hidden by screen walls or landscaping
- Screen walls of same or similar material as building walls
- Vines, shrubs, trees on rear and sides of enclosure



Inappropriate Treatment

- Screen material contrasting with adjacent surfaces
- Wood or chain link fencing
- No planting areas for vines, shrubs, and trees, at the rear or sides of walled enclosures



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5.3.15 Roof-mounted Equipment

All roof-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

Appropriate Treatment

- Rooftop equipment hidden from off-site view by building parapet or equipment screen
- Rooftop screens fully integrated into architecture



Inappropriate Treatment

- Rooftop equipment extending above parapet or screen
- One-sided rooftop screens that do not hide the equipment from view from secondary streets or from adjacent sites
- Rooftop screens too close to parapet
- Rooftop screens not related to building geometry
- Wood rooftop screens



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5.3.16 Ancillary Structures

On a case by case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on site, or use they contain.

5.3.17 Building Appurtenances

On a case by case basis, the proper functioning of a facility may require a piece of equipment, ductwork, shaft, conveyance mechanism, etc. to be physically added to the side of the main building. These appurtenances must comply with the guidelines stated herein to allow for aesthetic continuity.



*Example of a
Building
Appurtenance*



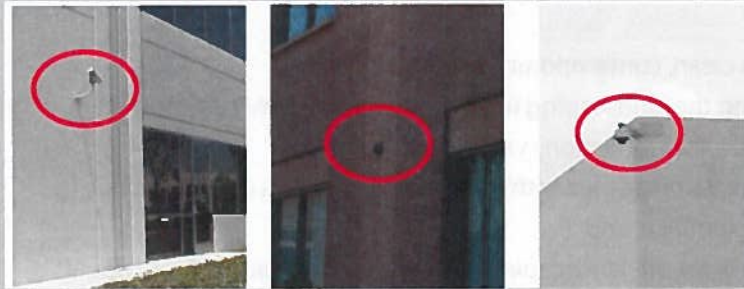
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5.3.18 Cameras

The location, appearance, and installation of exterior security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet, screened from view from the ground. Parapet-mounted cameras are not allowed. Exposed wires are not allowed. The color of the camera housing must match the color of the poles or the building wall. The color of the camera globe must be clear.

Appropriate Treatment

- Cameras mounted on poles in parking lot (preferred)
- Cameras suspended from soffits (second choice)
- Cameras mounted on building walls with the top of the camera below the top of the parapet (third choice)



Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Black camera globes
- Exposed wires
- Parapet-mounted cameras
- Roof-mounted cameras visible from the ground
- Cameras mounted in spheres on arms projecting from building walls.



5.4 On-site Landscaping

5.4.1 Objectives

Landscaping is an important element contributing to the identity and unity of the World Logistics Center. As such, all landscaping for the project shall:

- Promote a pleasant, distinctive, corporate environment,
- Augment internal cohesion and continuity within the World Logistics Center,
- Enhance the structured urban design concept of the World Logistics Center, and
- Promote water conservation.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance,
- Coordinating the landscaping treatment along freeway and surface streets to emphasize the circulation system,
- Coordinating streetscapes within the World Logistics Center to unify its general appearance, and
- Coordinating on-site landscaping design continuity among individual development sites within the World Logistics Center.

The following guidelines present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

5.4.2 Water Conservation Measures

The World Logistics Center employs an aggressive approach to water conservation. Every element of the landscape program has been evaluated to determine how to achieve the project's landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a constant primary focus.

This approach represents a significant departure from conventional development strategies, particularly in a large-scale master-planned logistics campus setting. Most of the project will be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas. This program will



require the use of carefully selected plant types, complex drainage designs, intricate planting techniques, and specialized maintenance programs.

Implementation of these new design concepts will result in a landscape aesthetic that will appear different than traditional landscape treatments. At installation, plant material will be smaller and with greater spacing in order to match available water to the needs of specific plants. As landscaping gets established, coverage may take longer, certain plants will appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought. At maturity, the landscaping at the WLC project will provide a strong, clean, simple design element, demonstrating the WLC's commitment to the creation of a successful logistics campus in a sustainable environment.

The landscape program will incorporate the following design elements and practices to minimize the use of limited water resources:

Project Design:

- Design project so that pads, streets and other paved areas drain to landscape areas, medians and parkways,
- Maximize water harvesting, retention and treatment techniques throughout the project
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas

Landscape Design:

- Develop watershed areas for the project areas in order to manage water harvesting and distribution
- Calculate estimated runoff from roofs and paved areas to manage water harvesting and retention practices
- Conduct site-specific analyses of seasonal weather patterns, rain patterns, soils and drainage, grades and slopes, macro and micro climates, solar exposure, prevailing wind conditions, historical evapotranspiration rates and weather station (CIMIS) data
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil
- Maximize the use of drought tolerant plant species
- Select plant palettes tolerant of periodic inundation from storm water runoff



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- Calculate optimum spacing of plants to avoid overcrowding and need for excessive irrigation.
- Select container plant sizes to achieve a high root to canopy ratio; no root bound or oversized plants

Construction:

- Grade all planting areas to control high intensity rainfall and runoff episodes. Provide riprap at downspouts; create multiple watersheds to disperse water flow. Use surface mulch and straw wattles.
- Grade all planting areas to provide for the retention and infiltration of water to each plant.
- Provide soil amendment to plant pits based upon soil laboratory test results and landscape species.
- Construct planting pits to be 3-4 times the diameter of the planting container and twice as deep.
- Provide a pre-hydration program prior to planting installation to reflect climate and soil conditions.
- Cover all planting areas with a combination of organic and inorganic mulches to be used along with pre-emergent herbicide treatment to control weed growth and soil erosion.
- Install soil moisture sensors in strategic planting zones.
- Require certification that the irrigation system was installed and operates as designed, and conduct a post-installation audit of actual water consumption
- Provide for supplemental irrigation on an as-needed basis, such as supply lines and valves, quick-connect couplers or water truck service.

Maintenance:

- Establish maintenance guidelines to specify actions to replace dead plants, replenish surface mulch, and remove trash and weeds.
- Regularly monitor all landscaped areas and make adjustments as necessary to assure the health of planted materials and progress toward meeting the project's landscape goals.

Where irrigation is provided:

- Use planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems Use reclaimed water systems if available and practical,
- Use best available irrigation technology to maximize efficient use of water, including moisture sensors, multi-program electronic timers, rain shutoff devices, remote control valves, drip systems, backflow preventers, pressure reducing valves and precipitation-rated sprinkler heads,
- Use gate valves to isolate and shut down mainline breaks,



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- Use wind shut-off sensors for the irrigation controllers,
- Design irrigation systems to prevent discharge onto non-landscaped areas or adjacent properties,
- Restrict irrigation cycles to operate at night when wind, evaporation and activity are at a minimum

Coverage:

- At installation, plant size, density and spacing shall be as specified in approved landscape plans at 15% coverage.
- Based on these design guidelines and average annual rainfall, irrigated and non-irrigated planting groups shall achieve 70% coverage after three years. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted area, and any growth (e.g. weeds) not included in the Specific Plan plant palette shall be removed twice per year (March and September).

5.4.3 Landscape Criteria

Onsite landscaping is to be coordinated in a manner that enhances overall continuity of development in the World Logistics Center, while providing for the individual identity and needs of each project within. The design must address the following criteria.

- Landscaping should be used to reinforce site planning principles, such as using trees to define parking lots and drive aisles.
- Plant materials for on-site landscaping are to be selected from the Plant Selection List, Section 5.4.4.
- Flexibility in the choice of plant materials is limited along street frontages and site perimeters to enhance landscaping coordination along common frontages, but increases toward the site interior to accommodate individual design.
- Landscaping in parking areas shall comply with the standards contained in the Municipal Code.
- Planting areas for vines, shrubs, and trees is required at the rear and sides of walled enclosures, including trash enclosures.
- Comprehensive planting, including trees, is required along all screen walls, buildings and site perimeters.
- All projects which include designated truck loading areas shall screen such areas from view from adjacent public streets and from onsite visitor parking and building entry areas (palm courts). Such screening shall be accomplished with solid block walls and opaque metal gates.



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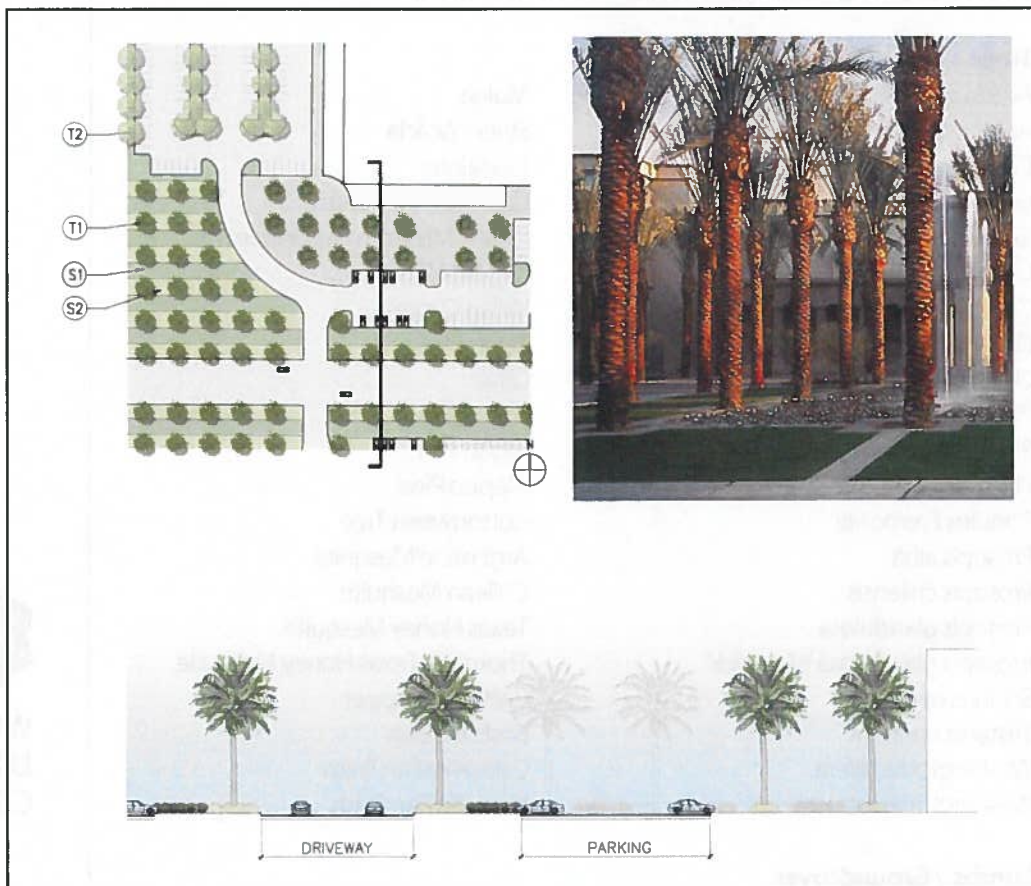
- Landscaping within truck loading areas, not visible from public view, shall be designed to be sustainable without artificial irrigation, relying on rainfall and runoff from adjacent impervious surfaces (i.e. truck yards and building roofs). The landscape design shall also incorporate sustainable techniques to capture and direct rainfall runoff to these landscape areas. These areas may include slopes, water quality basins and drainage facilities. Rock or organic mulch shall be placed between plantings to provide coverage and erosion protection.
- Landscaping in visitor parking areas, palm courts and any other areas visible from public view shall have a higher level of landscape treatment and shall utilize an automatic irrigation system to maintain the desired level of landscape appearance. The landscape design shall incorporate sustainable design techniques to capture and direct rainfall runoff to landscape areas, reducing the need for supplemental irrigation.



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Palm Court



Not to scale | *This exhibit is a graphic representation of a conceptual design at maturity.*

Trees (Palms – 25' brown trunk height / All other trees – 24" box minimum)

T1. Phoenix dactylifera: Date Palm

T2. See section 5.4.4 for plant list

Shrubs / Groundcover (1 gallon minimum)

S1. Muhlenbergia rigens: Deer Grass

S2. See section 5.4.4 for plant list



**ON-SITE DESIGN
STANDARDS**

5.4.4 On-site Landscape Planting

All trees to be 15 gallon, minimum, unless otherwise noted.

Trees

Acacia aneura	Mulga
Acacia farnesiana	Sweet Acacia
Caesalpinia cacalaco	Cascalote
Celtis occidentalis	Common Hackberry
Cercidium 'Desert Museum'	Desert Museum Palo Verde
Chilopsis linearis	Desert Willow
Cupressus sempervirens	Italian Cypress
Ebenopsis ebano	Texas Ebony
Olea europaea	Olive
Phoenix dactylifera	Date Palm
Pinus brutia var. Eldarica	Afgan Pine
Pinus halepensis	Aleppo Pine
Populus Fremontii	Cottonweed Tree
Prosopis alba	Argentine Mesquite
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa	Texas Honey Mesquite
Prosopis glandulosa 'Maverick'	Thornless Texas Honey Mesquite
Schinus molleii	California Pepper
Tristania conferta	Brisbane Box
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm

Shrubs / Groundcover

Abutilon palmeri	Indian Mallow
Acacia greggii	Catclaw Acacia
Acacia redolens 'Desert Carpet'	Spreading Acacia 'Desert Carpet'
Aloe spp.	Aloe
Atriplex canescens	Four Wing Saltbush
Atriplex lentiformis	Quail Bush
Baccharis sarothroides	Desert Broom
Baccharis 'Starn'	Coyote Bush
Caesalpinia pulcherrima	Redbird of Paradise
Calliandra californica	Baja Fairy Duster
Celtis pallida	Desert Hackberry
Cordia boissieri	Texas Olive
Dasyliion wheeleri	Desert Spoon
Encelia farinosa	Desert Encelia
Fallugia paradoxa	Apache Plume
Hyptis emoryi	Desert Lavender
Isomeris arborea	Bladderpod
Justicia californica	Chuparosa
Leucophyllum texanum	Texas Ranger
Lycium andersonii	Anderson Lycium



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Rhus ovata
 Salvia greggii
 Senna nemophila
 Senna phyllodinea
 Simmondsia chinensis

Sugar Bush
 Autumn Sage
 Desert Cassia
 Silver Cassia
 Jojoba

Perennials and Grasses

Asclepias subulata
 Baileya multiradiata
 Eriogonum fasciculatum
 Penstemon eatoni
 Penstemon parryi
 Sphaeralcea ambigua
 Muhlenbergia rigens
 Nolina parryi

Desert Milkweed
 Desert Marigold
 Common Buckwheat
 Firecracker Penstemon
 Parry Penstemon
 Desert Globe Mallow
 Deer Grass
 Parry Beargrass



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5.4.5 Minimum Landscape Areas

If parking or access drives are located between any building and a public street frontage, a 15-foot minimum landscaping area is required between the parking or drive aisle and the building. On other sides of the building, a 10-foot minimum landscaping area is required between the parking or drive aisle and the building, except in loading areas.

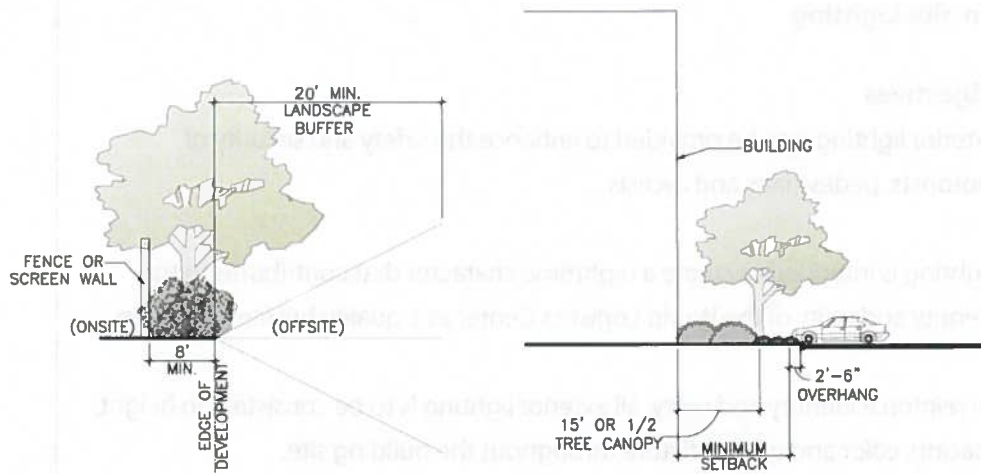


1. A minimum landscape zone 15 feet is required along building perimeters facing a roadway frontage.
2. A minimum landscape zone of 10 feet is required along all other building perimeters except loading areas.
3. A minimum landscape zone of 5 feet is required along all internal property lines.
4. A minimum flat landscape zone of 8 feet is required next to screen walls facing the street.

Note: If perpendicular parking spaces are located adjacent to the minimum landscape zone, then a 2'-6" minimum parking overhang is required in addition to the above measurements (17'-6", 12'-6" and 7'-6" respectively).

Trees along screen walls, buildings and site perimeters are required at a minimum average spacing of 1 tree per 30 linear feet of perimeter, planted at 15 feet or half (1/2) the tree canopy spread from the face of building.



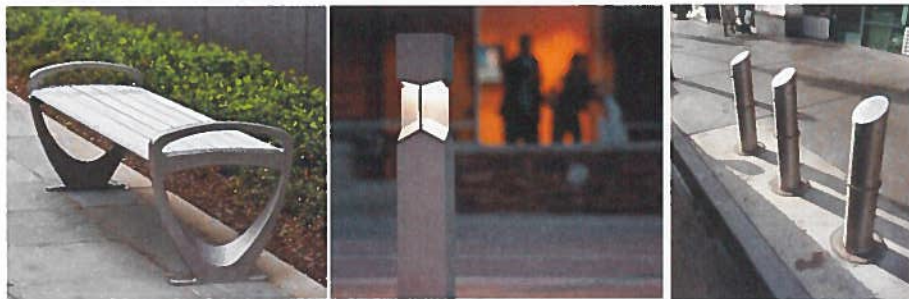


Left: Landscape Setbacks on Slopes
 Right: Landscape Setbacks from Face of Building.

5.4.6 Furnishings

Site Furnishings

Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed at building entrances, open spaces and other pedestrian areas to create a pedestrian friendly environment. Site furnishings should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather-resistant materials.



Example of Site Furniture



5.5 On-site Lighting

5.5.1 Objectives

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians and cyclists.

Lighting is intended to create a nighttime character that contributes to the identity and unity of the World Logistics Center as a quality business location.

To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site.

All lighting in the vicinity of the San Jacinto Wildlife Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from the wildlife area.

5.5.2 General On-site Lighting Parameters

To ensure consistency throughout the World Logistics Center, on-site lighting must conform to the overall lighting parameters for the World Logistics Center, including the following:

- 5.5.2.1 Onsite lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security and special effects.
- 5.5.2.2 All exterior on-site lighting must be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- 5.5.2.3 Lighting fixtures are to be of clean, contemporary design.
- 5.5.2.4 Lighting must meet all requirements of the City of Moreno Valley.
- 5.5.2.5 Tilted wall fixtures (i.e. light fixtures which are not 90 degrees from vertical) are not permitted. Lights mounted to the roof parapet are not permitted. Wall-mounted light fixtures used to illuminate vehicular parking lots are not permitted.

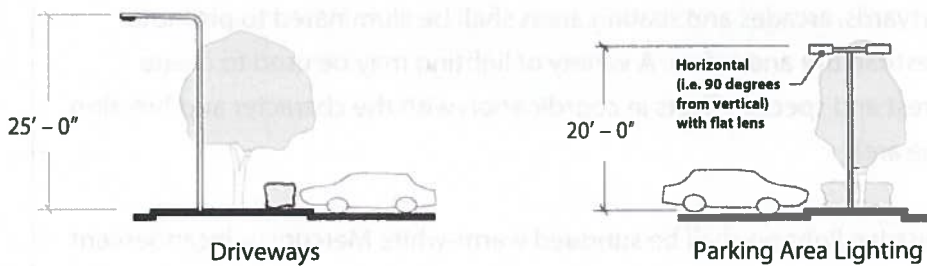



5.5.2.6 Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" lights are preferred.

5.5.3 Driveways and Parking Area Lighting

5.5.3.1 All driveways and parking lot lighting shall utilize cut-off fixtures (i.e. the lens is not visible from an angle). Pole height for typical lots shall be as follows:

• Driveways	25' Maximum
• Parking Area	20' Maximum



5.5.3.2 Pole bases in paved areas shall be above grade. They may be round or square. Pole bases in planting areas may be no higher than 6 inches above grade.

5.5.3.3 Both luminaires and poles are to be white.

5.5.3.4 All luminaires shall be metal halide or L.E.D.

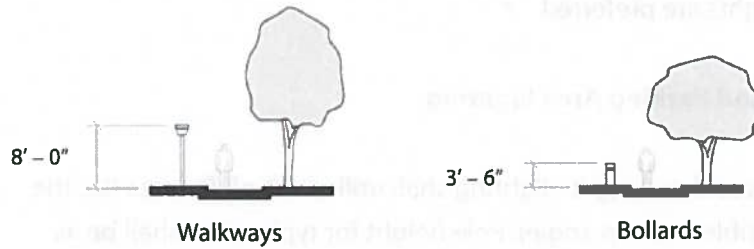
5.5.4 Pedestrian Circulation Lighting

5.5.4.1 Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

5.5.4.2 Walkway lighting must have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.



5.5.4.3 Building entries may be lit with soffit, bollard, step or comparable lighting.



5.5.4.4 Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.

5.5.4.5 Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.

5.5.4.6 Courtyards, arcades and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

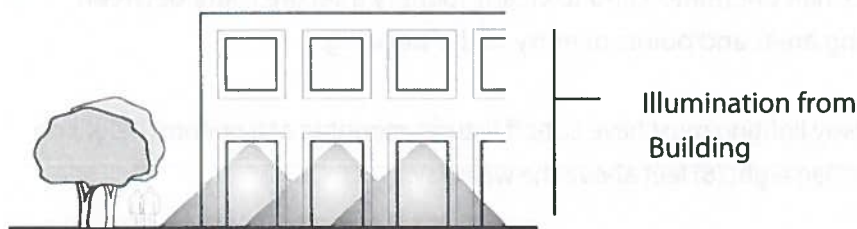
5.5.4.7 Pedestrian lighting shall be subdued warm-white Mercury or incandescent lamps.

5.5.5 Architectural Lighting

Architectural lighting effects are encouraged to promote nighttime identity and character.

5.5.5.1 All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.

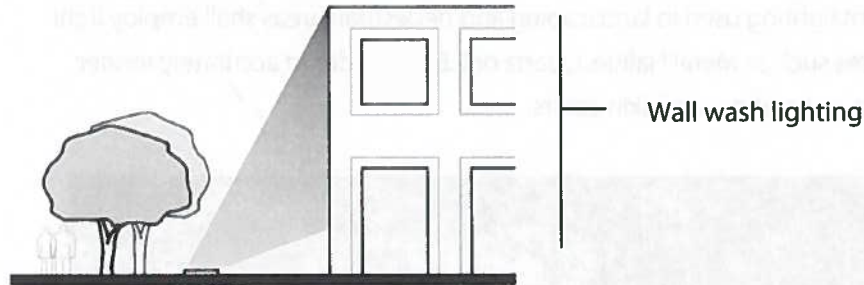
5.5.5.2 Building entry areas should be lit so as to provide a safe and inviting environment.



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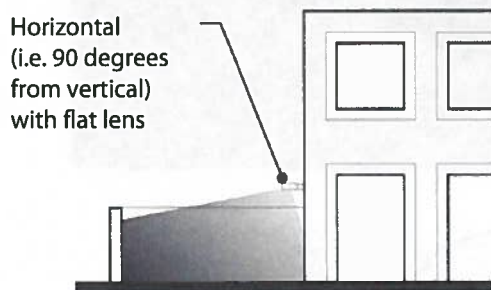
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5.5.5.3 All building exteriors facing a freeway must have lighting levels that vary to accent the structure, texture, relief, and/or the color of the building. Lighting levels may not be flat or uniform.



5.5.6 Service Area Lighting

Service area and security lighting must be visible only within the limits of the service area.



Lighting contained within service area

5.5.6.1 Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.

5.5.6.2 Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting.

5.5.6.3 Freestanding fixtures shall be painted the same as parking area fixtures. Any wall-mounted fixtures should be compatible with the wall.

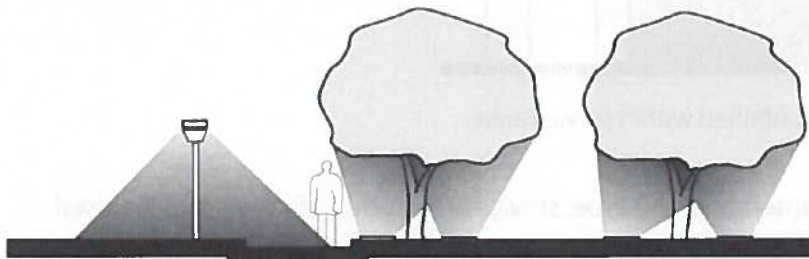


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5.5.7 Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as Metal Halide, Quartz or L.E.D in order to accurately render plants, vegetation, and skin colors.



Landscape Lighting



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5.6 On-site Utilities

5.6.1 Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where required by the utility. Utility connections should be integrated into the building or screened by landscape.

5.6.2 Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, wherever possible.

5.6.3 All Equipment Shall be Internal to Buildings

All equipment shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not prominently visible from public rights-of-way.

5.6.4 Utilities (including backflow preventers, detector check assemblies, transformers, etc.)

All utilities are to be installed underground. Easements for underground utilities that preclude the planting of trees may not be located where the design guidelines require the planting of trees.

Any necessary above ground equipment such as detector check assemblies, backflow preventers, transformers, etc., shall be screened from view from public areas by landscaping.

Domestic water service shall be extended through development sites in an easement to EMWD. The water line and easement shall be placed in easily accessible locations, such as drive aisles. Fire service and domestic water services and meters shall tie into this line. This line may become part of a loop system and the property owner may need to tie into the public mainline to provide a loop water system to provide adequate water volumes to fire hydrants.



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6.0 SUSTAINABILITY

It is the intent for this development to be a model of sustainability. While this goal is measured in many different ways and the elements of sustainability are constantly evolving, it remains the intent of the WLC to be on the forefront of environmentally sensitive development.

The following are some ways individual projects can incorporate elements of sustainability:

1. Accommodate alternate forms of transportation including, public transportation (bus), charging stations for electric cars, carpooling, and bicycles.
2. Promote the riding of bicycles, through the provision of bike racks / storage, showers and changing rooms.
3. Meet the most current storm water management programs, including on-site water capture methodologies.
4. Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
5. Employ adequate shielding features to ensure zero light spill off-site.

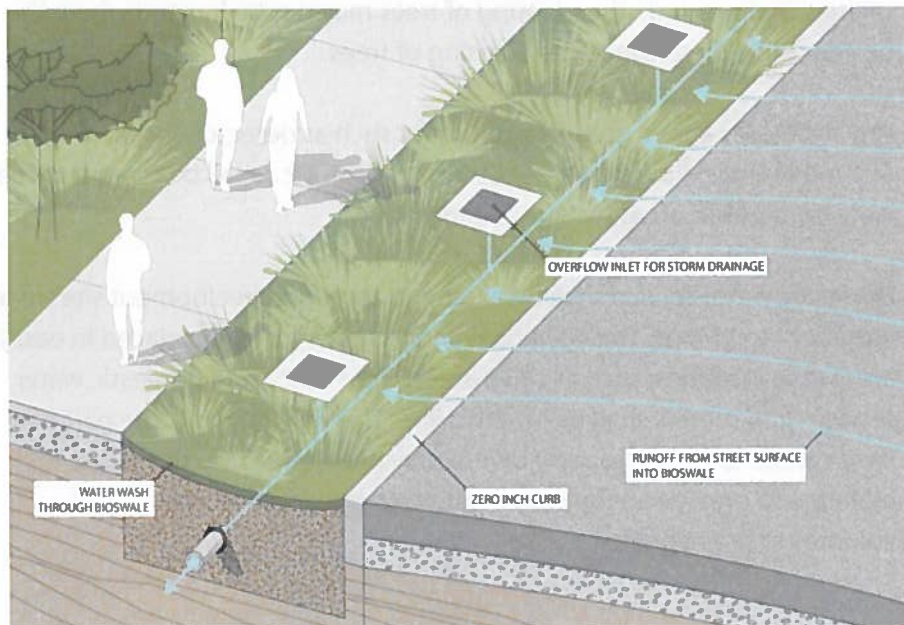


Exhibit 6-1 Off-site Water Management Plan



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SUSTAINABILITY

6. Incorporate drought tolerant plant materials throughout.
7. Minimize water use in restrooms.
8. Go beyond code-required commissioning in order to ensure all mechanical and electrical equipment are operating efficiently and are not wasting energy.
9. Incorporate on-site renewable energy.
10. Employ a recycling program.
11. Divert construction waste from landfills.
12. Incorporate recycled materials where feasible.
13. Ensure high indoor air quality standards.
14. Incorporate low-emitting adhesives, paints, coatings, and flooring systems.
15. Increase the amount of day-light into the interior spaces.
16. Increase the amount of interior space with exterior views.
17. Incorporate the best available technologies or best management practices where feasible.
18. Limit idling of engines to three minutes.
19. Utilize onsite electric power sources as much as possible to minimize the use of portable, mobile power generators.



Example of Bio-swale



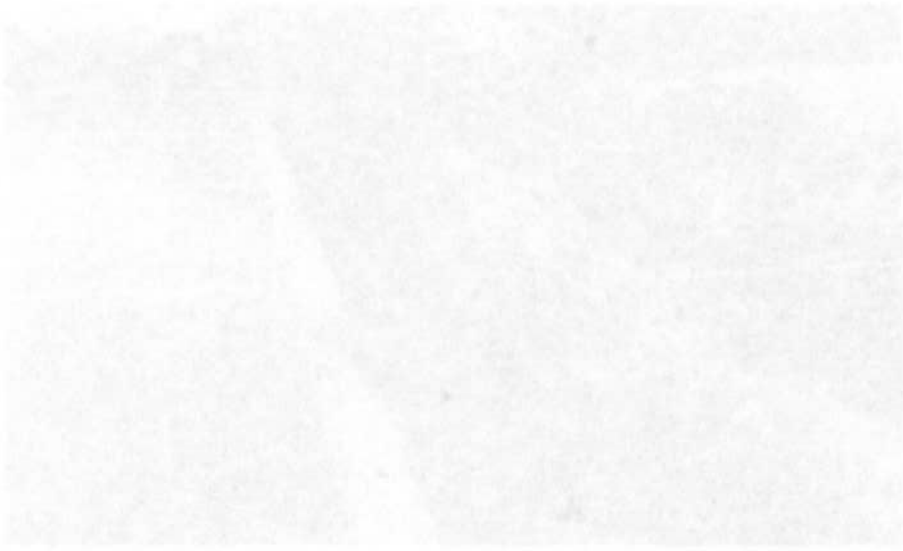
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7.0 SIGNAGE

All signage in this Specific Plan shall conform to an approved Sign Program on file with the City of Moreno Valley.

7.1 Regulatory Signage

All regulatory signage (traffic control, public safety, etc.) shall comply with city standards.



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8.0 PROJECT PHASING

8.1 Overall Project Phases

The project is expected to be developed in two phases. Phase 1 includes the western portion of the project area extending from Redlands Boulevard to Street F and from Eucalyptus Avenue to south of Alessandro Boulevard. Phase 2 includes the portions of the project along SR60, Gilman Springs Road and the southerly site boundary.

Development will occur as dictated by market and other condition as determined by the developer. Notwithstanding this phasing projection, any portion of the property may be developed at any time at the owner's discretion subject to the development of infrastructure to support it. Infrastructure needs and timing will be evaluated along with subsequent development proposals.

8.2 Infrastructure Phasing

Each project within the World Logistics Center will be supported by the requisite infrastructure as needed, subject to federal, state and local codes.

Each plot plan will include proposals for specific infrastructure improvements needed to support each proposed building.

These improvements shall be consistent with the overall infrastructure plans serving the World Logistics Center.



Exhibit 8-1 Phasing Plan



9.0 PROPERTY MAINTENANCE

9.1 On-site Improvements

On-site improvements shall be maintained by the property owner or tenant, pursuant to private contractual terms.

9.2 Common Area Improvements

Major slopes, landscape areas, community entries, community signage, etc., shall be maintained by a property owners' association.

9.3 Parkways

Parkways within public rights-of-way shall be maintained by a property owners' association or by a maintenance district.

9.4 Streets

Public streets (curb-to-curb), public sidewalks, and public trails shall be maintained by the City of Moreno Valley.



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10.0 FINANCING OF IMPROVEMENTS

A facilities financing program is important for implementation of the Specific Plan. The financing program needs to assure the timely financing of public streets, utilities, and other necessary capital improvements.

Financing for infrastructure improvements encompasses a variety of different mechanisms, processes, and costs that vary based on the type and purpose of an improvement, financial market conditions, debt service considerations, and agency capabilities and policies.

10.1 Capital Financing

Major infrastructure, such as water, sewers, storm drains and roads, may be financed by a special tax established through the formation of a community facilities district (CFD). Another approach may be to create a bond assessment district. Both types of financing districts require tax liens to be placed on participating properties to underwrite the sale of bonds to finance specified improvements. These mechanisms require that the facility to be financed be a public improvement and that participating properties receive a benefit from that improvement. The form of financing selected, if any, will be determined based on the type of uses and pace of development that occurs within the project. Examples include:

1. Community Facility District
2. Other forms of Assessment Districts
3. Facilities Benefit Assessment
4. City/ county direct investment
5. Reimbursement Agreements
6. State and/or federal grants and loans

The developer may elect to use private capital to finance major infrastructure improvements, as well as in-tract improvements to avoid long-term debt assessment upon buyers of improved land.



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10.2 Capital Funding

The method of infrastructure funding will be determined during the engineering review of implementation development plans and in conjunction with the phasing of the infrastructure. Some possible funding mechanisms for the Specific Plan public improvements are listed below:

1. Development Impact fees
2. Transportation fees (e.g. TUMF)
3. Special taxes
4. Connection fees

10.3 Funding of Maintenance

Funding for on-going maintenance for common areas and other public improvements which may be a condition of development, such as street lights, parkway and median landscaping, other right of way improvements will be funded privately through a Property Owners' Association (POA) or publicly through the Community Services Districts (CSD) or structured as a Landscape and Lighting Maintenance District, Community Facilities District or other financing mechanism.



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11.0 IMPLEMENTATION



11.1 Purpose and Intent

This section contains the procedures for the processing of discretionary development applications to implement the terms of the World Logistics Center Specific Plan. The City will review all development within the project to ensure compliance with the provisions of the Specific Plan.

11.2 Approvals Required

All development within the World Logistics Center is subject to the approval of a Plot Plan in conformance with these procedures.

Modifications to the development standards contained in the Specific Plan may be requested by any property owner and may be approved by the City through the variance processes described in Section 11.3.3 herein.

11.3 Development Review Process

11.3.1 Subdivisions

All proposed subdivisions within the World Logistics Center shall be processed in accordance with the provisions of the state Subdivision Map Act and the Municipal Code.

11.3.2 Plot Plans

- a. All development proposals within the World Logistics Center shall be subject to the approval of a Plot Plan as described herein. Property and building maintenance activities such as painting, site or building repairs,



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parking lot resurfacing/restriping, and landscape maintenance and repair, etc. are exempt from these regulations.

b. The Plot Plan process is intended to ensure that all development proposals comply with all applicable standards and guidelines contained in this Specific Plan and are not detrimental to public health, safety or welfare.

c. Plot Plan applications shall be submitted to the City in conformance with the procedures contained in the Municipal Code .

d. The Community Development Director may approve, conditionally approve, or disapprove a Plot Plan application as provided for in the Municipal Code or may elevate the application to the Planning Commission for review and action. Considerations for Planning Commission review of a plot plan application may include but are not limited to:

1. The need for preparation of a Supplemental Environmental Impact Report or other appropriate environmental document due to new circumstances that become present and constitute potential for significant impacts which were unknown and could not have been known at the time of the approval of this Specific Plan

2. If any buildings greater than 500,000 square feet cannot meet LEED Certified Building Standards and/or buildings are not consistent with Specific Plan energy efficiency standards

3. Building elevations not consistent with the Specific Plan design guidelines

4. Future modification to any state or federal regulations requiring review of such Specific Plan permitted development

e. Project comments received from the Architectural Review Committee of the World Logistics Center Property Owners' Association shall receive consideration in the review process.

f. Public noticing shall be in compliance with the Municipal Code

g. A Plot Plan may be approved if all of the following findings are made:



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1. The proposed project is consistent with the goals, objectives and policies of the General Plan,
 2. The proposed project complies with this Specific Plan and other applicable regulations, and
 3. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity,
- h. Reasonable conditions of approval may be imposed to ensure compliance with applicable laws, regulations and standards or to enable the required findings to be made.

11.3.3 Variances

Alternatives to development standards and regulations contained herein may be approved through the following variance procedures. Variance applications may be processed along with Plot Plan applications, or as separate applications.

11.3.3.1 Administrative Variances

- a. The purpose of an administrative variance is to provide an administrative procedure for adjustments to certain regulations in this Specific Plan in order to prevent hardships that might result from a strict or literal interpretation and enforcement of those regulations.
- b. The standards and procedures for the submittal, review and approval of an Administrative Variance shall be as contained in Section 9.02.090 of the Municipal Code.

11.3.3.2 Other Variances

- a. All other variance applications shall be processed in accordance with Section 9.02.100 of the Municipal Code

11.3.4 Appeals

- a. Any interested party may appeal any administrative decision to the Planning Commission subject to the provisions of Section 9.02.240 of the Municipal Code.
- b. Any interested party may appeal any decision of the Planning Commission to the City Council subject to the provisions of Section 9.02.240 of the Municipal Code.
- c. The decision of the City Council is final.



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IMPLEMENTATION

11.4 Covenants, Conditions, and Restrictions (CC&Rs)

The WLC property will be subject to CC&Rs that address issues such as common area improvements, maintenance, community signage, architectural guidelines, etc. The City will review the CC&Rs to insure that they contain the necessary provisions for property maintenance. Prior to the recordation of any final map within the WLC (excluding finance maps), said CC&Rs shall be recorded.

11.5 Other Uses

All uses established within the WLC shall be consistent with the General Plan and this Specific Plan. The Community Development Director shall be responsible for all consistency determinations pursuant to Section 9.01 of the Municipal Code.

11.6 Additional Items

Any items not addressed in the Specific Plan shall be subject to the regulations of the Municipal Code.

11.7 Specific Plan Amendments

Any proposal to amend this Specific Plan shall be processed in the same manner as the original approval subject to the provisions of Chapter 9.13 of the Municipal Code.



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12.0 SPECIAL REGULATIONS

The following regulations apply to all development within the World Logistics Center. These restrictions shall be imposed on all discretionary permits for new development projects, as applicable.

12.1 Secure Trucking Areas

All truck areas shall be secured with manned gates during building operation.

12.2 Engine Restrictions

All trucks with a gross vehicle weight of 15,000 pounds or more entering any warehouse facility must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other non-diesel fuel source. Facility operators shall maintain a log of all trucks entering a warehouse site to document that this requirement is met. This log shall be available for inspection by the City at any time.

12.3 On-site Service Vehicles

The use of diesel-powered service yard vehicles (yard goats, etc.) is prohibited at all times within the Specific Plan area. Pallet jacks, forklifts, and other onsite equipment used during building operation (indoors or outdoors) shall be powered by electricity, natural gas, propane, or other non-diesel fuel.

12.4 Property Maintenance Equipment

Electrical power sources will be provided both indoors and outdoors to accommodate the use of electric property maintenance equipment.

12.5 Continued Agricultural Activities (Right-to-Farm)

As the World Logistics Center develops, logistics land uses will begin to locate in proximity to existing agricultural activities. Where non-agricultural uses locate near agricultural uses, there is the potential for conflict. These potential conflicts result from the inherent attributes of agricultural operations, including noise, odor, dust, smoke, operation of machinery (including aircraft), crop dusting, storage and disposal of manure, flies, rodents, chemical fertilizers, soil amendments, herbicides, pesticides and the hours of operation. As a result, such agricultural operations can become the subject of nuisance complaints and could be pressured to cease or curtail operations or may be discouraged from making farm improvements.



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**SPECIAL
REGULATIONS**

To protect the continued viability of agricultural operations within the World Logistics Center, it is the intent of this Specific Plan to limit the circumstances under which pre-existing agricultural operations may be deemed to constitute a nuisance. The intent of this policy of the Specific Plan is to balance the rights of farmers to produce agricultural commodities with the rights of non-farmers who own, occupy or use land adjacent to agricultural property. This right-to-farm policy applies to all legally established agricultural operations existing at the time of the effective date of the World Logistics Center Specific Plan.

12.6 Air Quality and Noise Assessment

To address the relationship between development areas and adjacent residential areas, all site development permit applications for properties adjacent to residentially occupied or zoned properties shall include detailed air quality and noise assessments to determine appropriate project design features to meet the performance requirements of the WLC project Environmental Impact Report.

12.7 Solar Commitment

All logistics buildings within the LD and LL categories shall provide rooftop solar energy systems sized to offset the power demands of office space contained in the building.

12.8 LEED Standards

All buildings in the World Logistics Center, of at least 500,000 square feet, shall be designed to meet or exceed LEED Certified status in accordance with LEED standards and criteria in effect as of the date of approval of this Specific Plan. Such standards and criteria are contained in the following documents:

- LEED Reference Guide for Green Building Design and Construction – LEED 2009
- Green Building and LEED Core Concepts Guide – Second Edition
- LEED for New Construction 2009 Reference Guide – LEED v2.2, Third edition
- LEED for Core and Shell 2009 Reference Guide
- LEED Reference Guide for Green Interior Design and Construction – LEED 2009
- LEED for Commercial Interiors 2009 Reference Guide
- Advanced Energy Modeling for LEED: Technical Manual v1.0



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- LEED Reference Guide for Green Building Operations and Maintenance – LEED 2009

12.9 Alessandro Boulevard – Historical Landmark

A portion of the alignment of historic Alessandro Boulevard, as established by Resolution CPAB 88-2, runs through the WLC area. The Specific Plan recognizes the landmark status of this roadway and provides for the preservation of its entire 120-foot right-of-way through the project.

Most of this historic right-of-way is included within Alessandro Boulevard as shown on the Specific Plan exhibits. As the WLC is developed, Alessandro Boulevard will be built to modern roadway standards within the historic alignment. In order to meet these standards, very minor portions of this roadway MAY fall outside of the historic right-of-way. In those instances, the historic right-of-way will be retained and may be improved with walks, trails, landscaping or similar compatible improvements.

In the southwestern portion of the WLC, vehicular traffic will be prohibited on a short reach of historic Alessandro Boulevard. The purpose of this restriction is to reduce through traffic and associated impacts on the existing residential portion of Alessandro Boulevard. This right-of-way will be retained and will be available for use for a future multi-use trail, pedestrian access, emergency access, and monuments, signs or other displays recognizing Moreno Valley's rich history.

Prior to approval of any development including or adjacent to the historic Alessandro Boulevard right-of-way, a concept plan for its entire length shall be submitted to and approved by the Planning Commission.



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13.0 DEFINITIONS

12kV/115 kV overhead power lines Power lines that distribute electrical power into and through the World Logistics Center project. While 12kV lines are generally placed underground, 115kV lines must remain aboveground due to the heat generated by the flow of electrical energy in the lines.

Accessory Structure A separate building, the use of which is incidental to that of the main building on the same lot or premises, and which is used exclusively by the occupant of the main building.

Ancillary Structures See accessory structure

Arterial Streets A highway intended to serve through traffic where access rights are restricted and intersections with other streets or highways are limited

Badlands A rugged, mountainous area located easterly of the City of Moreno Valley, east of Gilman Springs Road in Riverside County.

Bioretention Facilities Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants.

Building height The vertical distance from the adjacent grade to the highest point of a building exclusive of vents, air conditioners, or other such incidental appurtenances.

Class II bikeways A striped lane located along the right shoulder of a roadway designated for use by bicyclists.

CNG/LNG Abbreviation for Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG).

Collector Roads A street intended to convey traffic into and through an area from local roads to arterial streets

Cut-off fixtures A lighting fixture designed to eliminate light rays from escaping above a horizontal plane.

Detention basins A drainage feature that has been designed to allow large flows of water to enter but limits the outflow by having a small opening at the lowest point of the outlet structure.

Drainage 9 Refers to an existing ephemeral drainage located in the eastern area of the Specific Plan from Gilman Springs Road flowing south to the SJWA as shown on Exhibit 1-2. This watercourse is referred to as Line E in the drainage studies



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contained in the DEIR. Line E collects water under Gilman Springs Road at Culvert 5.

Eastern Municipal Water District (EMWD) The water district which provides potable water, recycled water and wastewater treatment for the World Logistics Center project.

Facades An exterior side of a building, usually, but not always, the front.

Fenestration The design of openings in a building or wall, generally including windows, doors, louvers, vents, openings, skylights, storefronts, etc.

Floor area ratio A measure of the intensity of development of a particular site. The ratio is calculated by dividing the building area by the parcel area, using the same unit of measure (acres, square feet, etc.)

Heavy truck A truck having four axles or more.

High-cube warehouse A building used for the storage and/or consolidation of manufactured goods prior to distribution to secondary retail outlets, generally 500,000 square feet or more, often divided for multiple tenants. High-cube warehouse and logistics facilities include ancillary office and maintenance space along with the outdoor storage of trucks, trailers, and shipping containers.

High-cube logistics warehouses are generally constructed with vertical-lift dock-high roll up doors to allow access for the loading and unloading of products from truck/trailers. Building interiors are typically large and open to accommodate the temporary storage and consolidation of the products to be distributed.

Highland Fairview Corporate Park A mixed use business park made up of logistics and commercial land uses located between Redlands Blvd and Theodore Street, southerly of SR60.

Impervious paved surface Artificial surfaces such as pavement (roads, sidewalks, driveways and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick, and stone. Also includes building rooftops and other structures that prevent water from penetrating into the ground surface.

Infiltration Basin A shallow impoundment that is designed to infiltrate stormwater. Infiltration basins use the natural filtering ability of the soil to remove pollutants in stormwater runoff.

Jobs/housing balance The ratio between the number of housing units and the number of full-time jobs in an identified geographic area. The ratio is calculated by dividing the number of full-time jobs by the number of housing units.



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DEFINITIONS

Lake Perris State Recreation Area A 6,675-acre state-owned recreation area including Lake Perris located southerly of the City of Moreno Valley.

Logistics The management of the flow of resources between a point of origin and a point of destination including the importation, warehousing, consolidation, repackaging and shipping of goods and materials.

Luminaire A light fixture generally affixed to a pole used in exterior areas to illuminate streets, driveways, walkways, and parking areas.

Medium trucks Trucks having three axles

Multi-Use Trails A planned city-wide system of trails that accommodate pedestrian, equestrian and bicycle users. See the Parks, Recreation and Open Space Element of the City's General Plan

Native landscape The use of plant materials found to grow naturally in an area that are adapted to a particular environment and are able to live on natural rainfall, thereby reducing the need for mechanical irrigation

Off-project Refers to areas outside of the World Logistics Center. Generally applies to infrastructure improvements needed to implement the WLC project that will extend beyond the WLC boundary.

Off-site Refers to those portions of the property that are not within building sites, including common areas, open space, public areas, streetscapes, etc.

On-site Refers to individual building sites within the World Logistics Center

San Jacinto Wildlife Area (SJWA) A 9,000-acre area owned and managed by the California Department of Fish and Wildlife open to the public. Approximately 1,100 acres of the northerly portion of the SJWA is within the City of Moreno Valley.

Specific Plan Refers to the World Logistics Center Specific Plan which covers 2,610 acres of land in eastern Moreno Valley and functions as the land use regulations for the development of a master planned logistics campus.

Subdivision Map Act The body of law (Government Code Section 66410-66499.58) that regulates the subdivision of land in California.

Truck Routes/Truck Route Ordinance Streets that have been officially designated by for use by vehicles with a gross vehicle weight of three tons or more. See Chapter 12.36 of the Municipal Code.

World Logistics Center The project name for the development to be established under the World Logistics Center Specific Plan



DEFINITIONS



EXHIBITS

Enlargements of Exhibits contained within the Specific Plan



Exhibit 1-1 Moreno Valley Regional Map (pg.1-1)

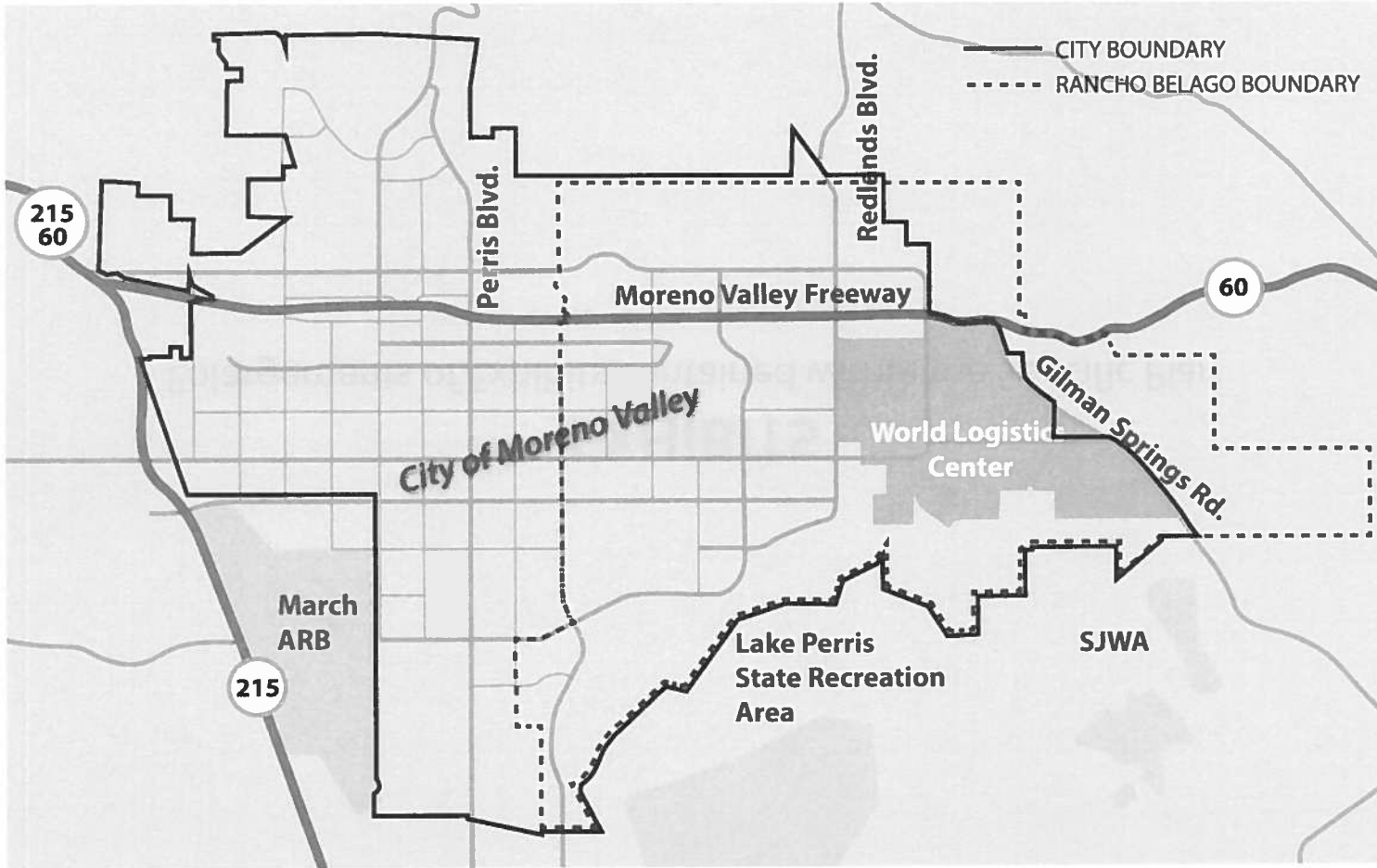


EXHIBIT 1-1



EXHIBITS

E-2

Exhibit 1-2 Specific Plan Area (pg.1-3)

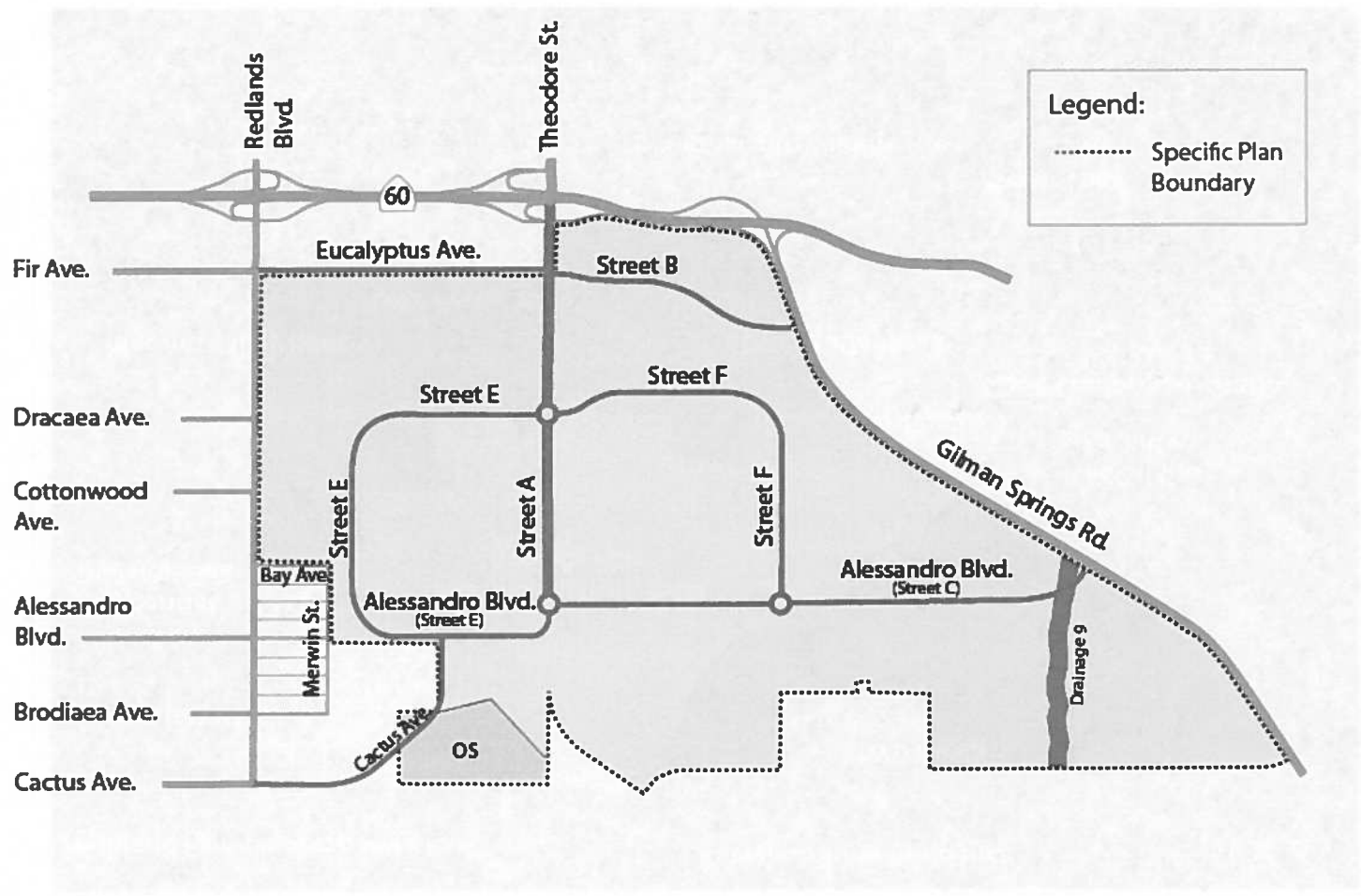


EXHIBIT 1-2



EXHIBITS

Exhibit 1-3 Surrounding Land Uses (pg.1-6)

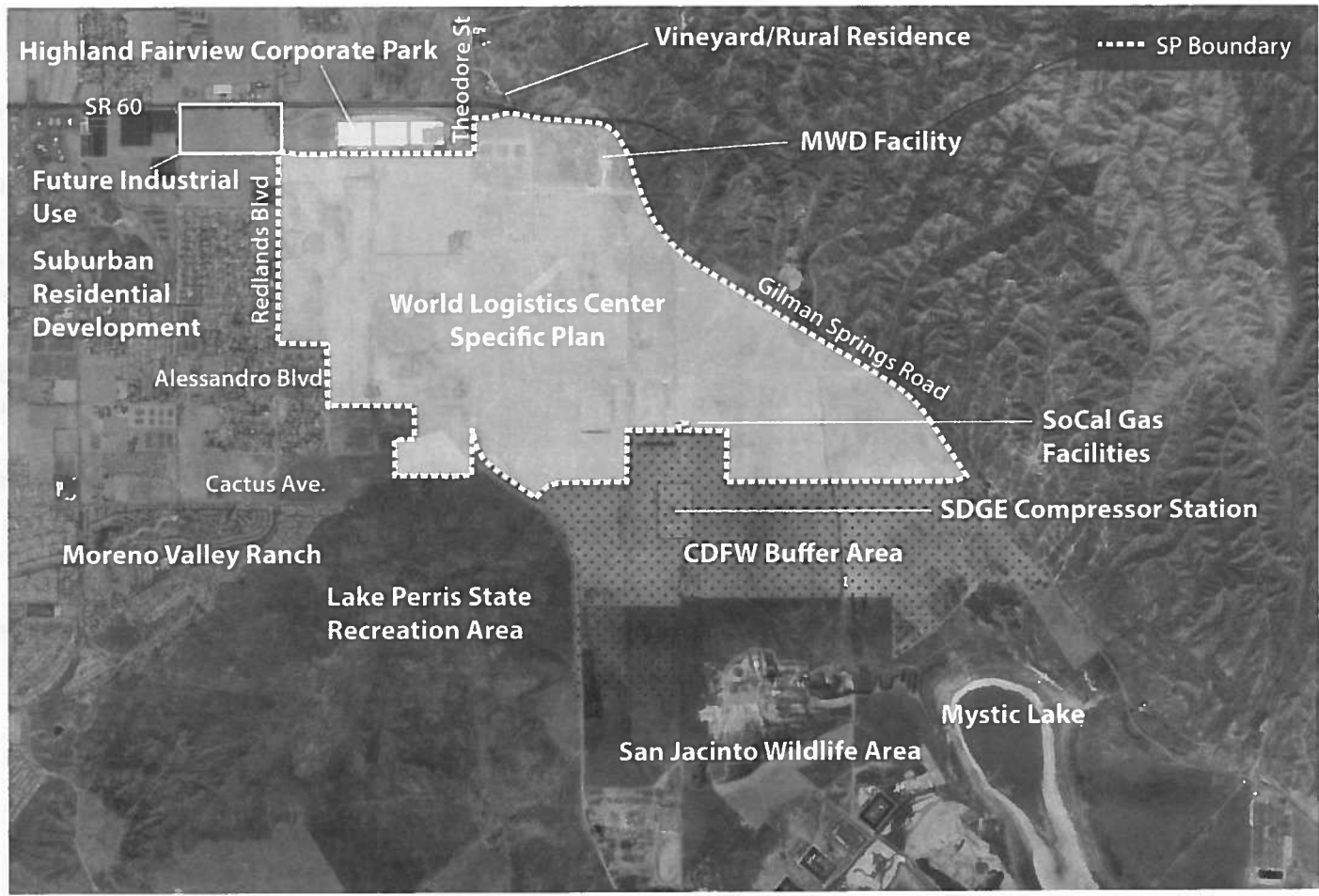


Exhibit 1-4 Existing Fault Zones (pg.1-7)

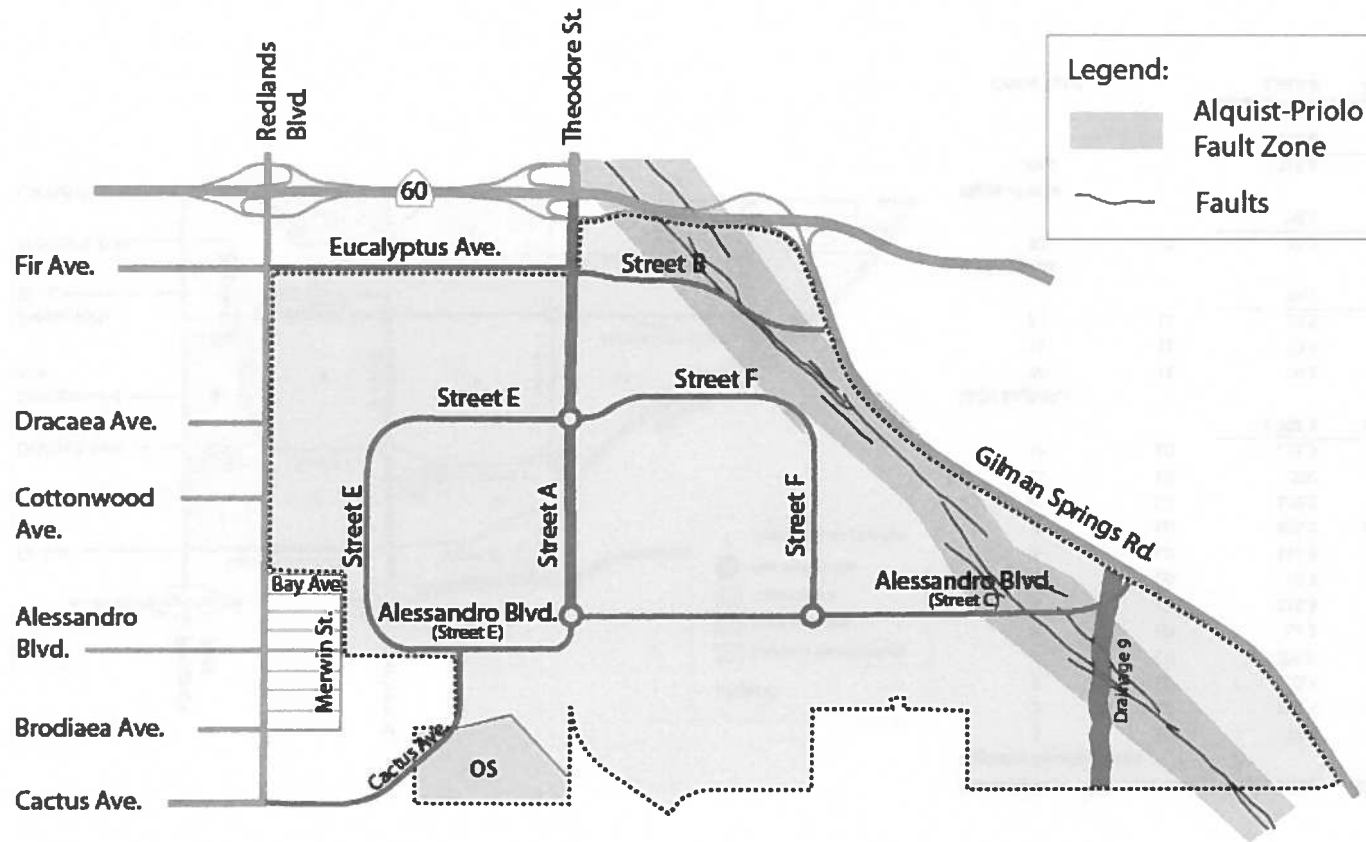
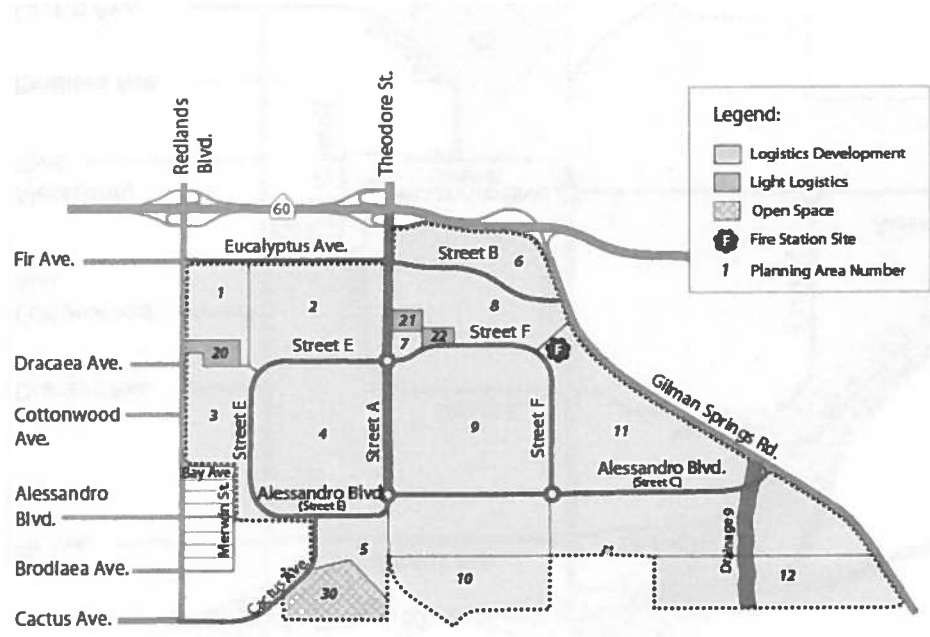


Exhibit 2-1 Land Use Plan (pg.2-2)



Planning Area (PA)	Land Use	Area	Building SF
Logistics Development			
1	LD	77.8	1,100,000
2	LD	193.5	4,200,000
3	LD	120.3	1,600,000
4	LD	301.5	5,600,000
5	LD	64.2	1,100,000
6	LD	115.3	500,000
7	LD	10.3	50,000
8	LD	142.9	2,150,000
9	LD	485.8	10,400,000
10	LD	139.9	2,200,000
11	LD	500	8,000,000
12	LD	231.3	3,500,000
		2,382.8	40,400,000
Light Logistics			
20	LL	16.1	45,500
21	LL	10.5	77,250
22	LL	10.5	77,250
		37.1	200,000
Open Space			
30	OS	74.3	
		74.3	
Right of Way			
ROW		115.8	
		115.8	
Grand Total		2,610.0	40,600,000



Exhibit 2-2 Fire Station Site (pg.2-6)



Exhibit 2-3 Special Edge Treatment Areas Map (pg.2-13)



Exhibit 3-1 Circulation Plan (pg.3-1)

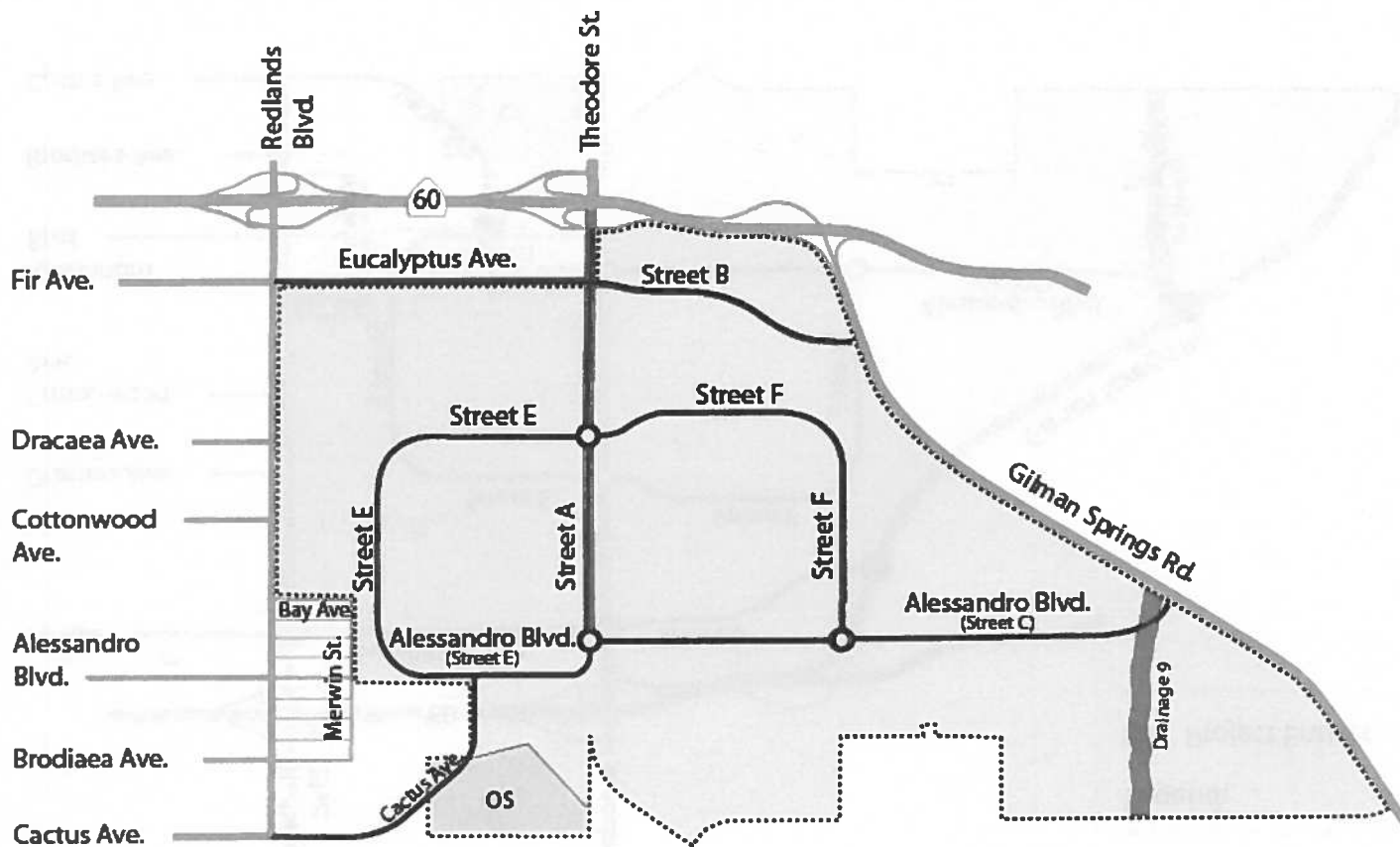


Exhibit 3-2 Project Entries (pg.3-2)

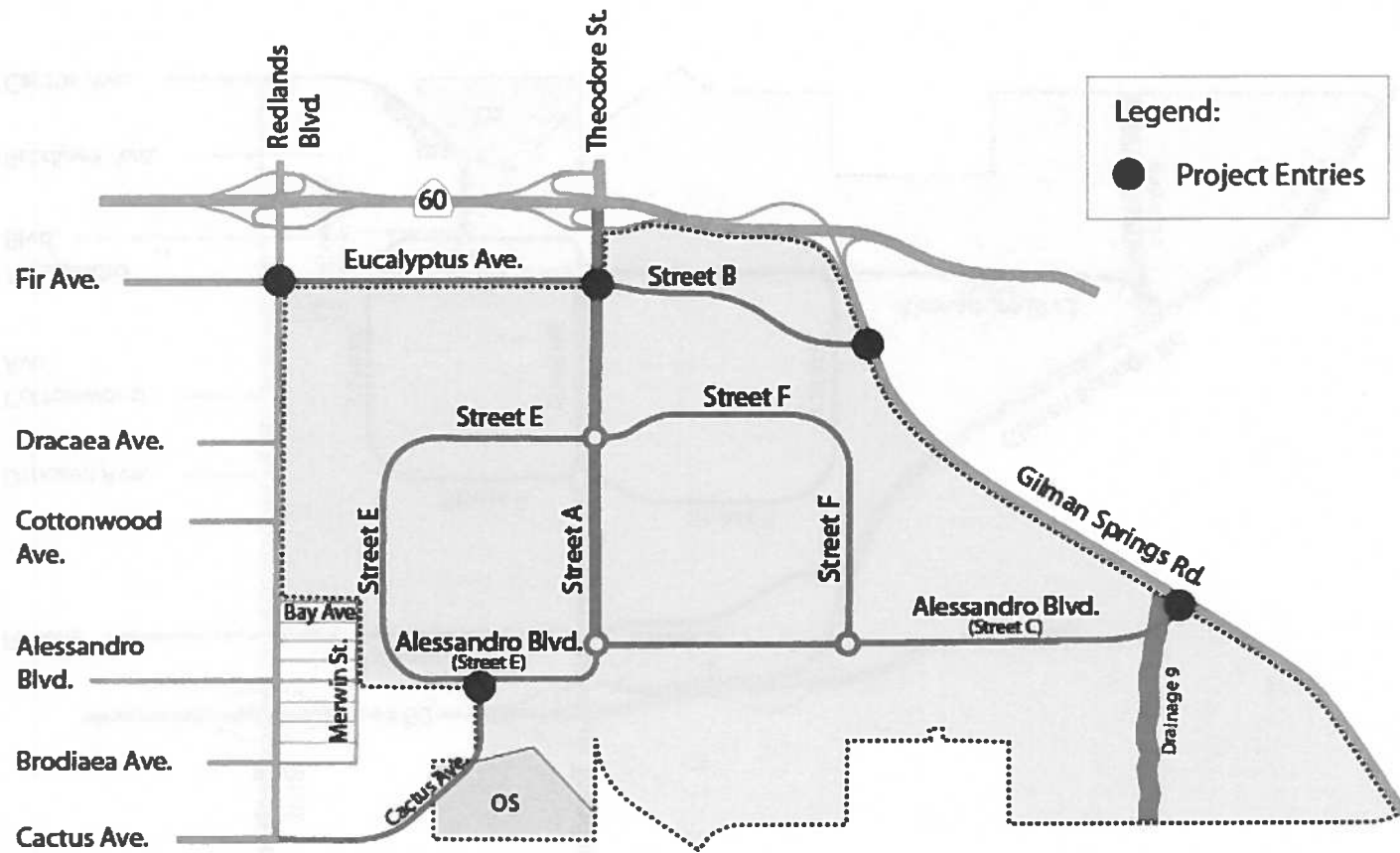


Exhibit 3-3 Street Configurations (pg.3-3)

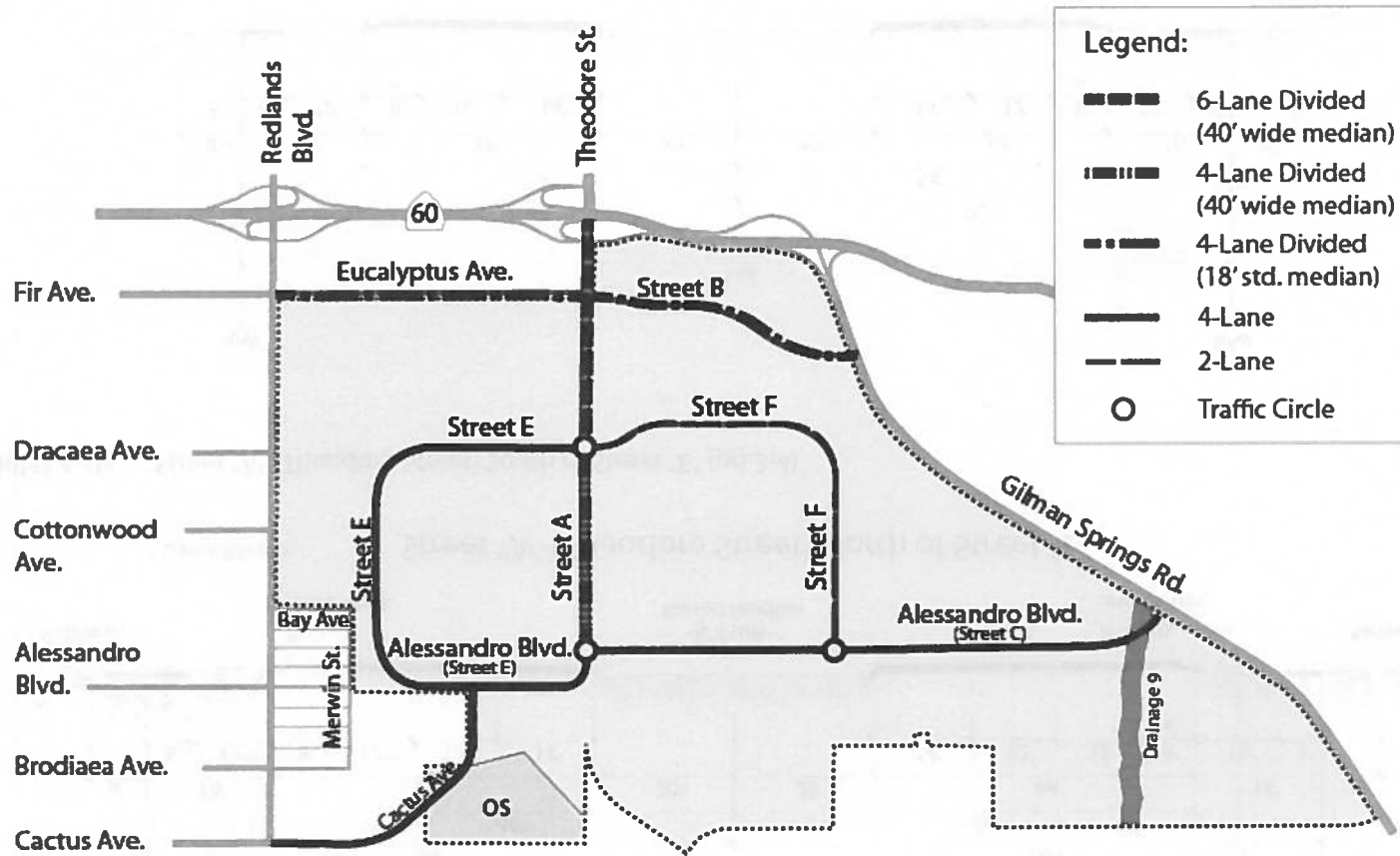


Exhibit 3-4a Street "A" (Theodore Street) North of Street "E" (pg.3-4)

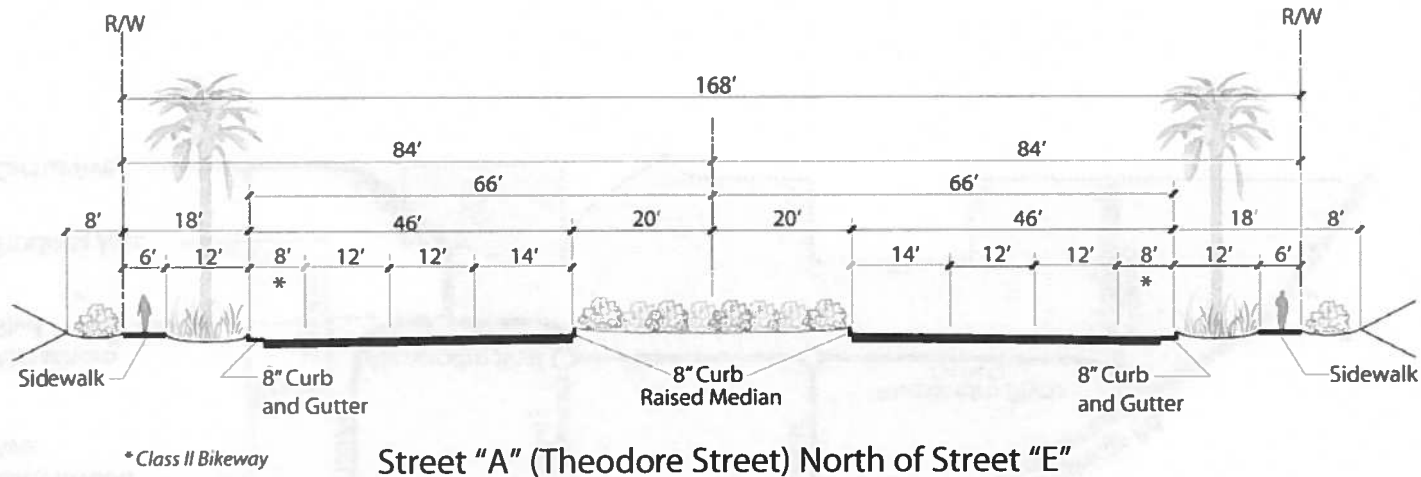


Exhibit 3-4b Street "A" (Theodore Street) South of Street "E" (pg.3-4)

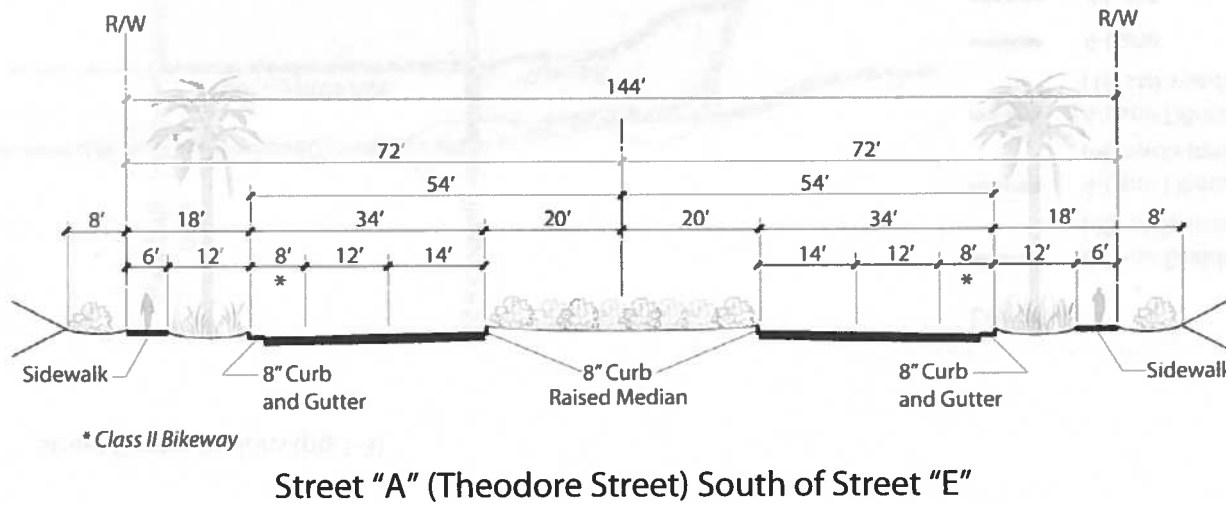


Exhibit 3-5 Eucalyptus Avenue (pg.3-5)

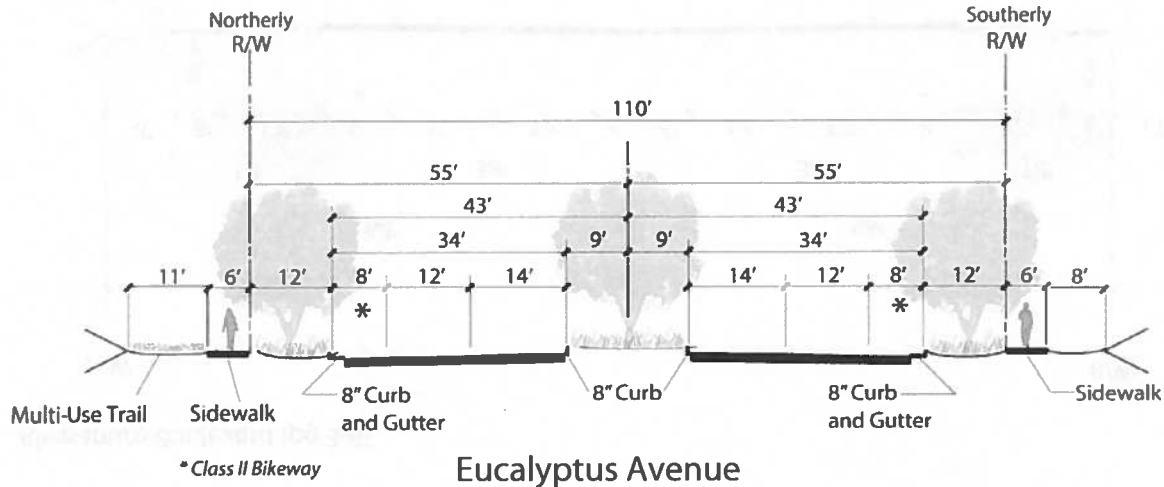


Exhibit 3-6 Street "B" (Eucalyptus Avenue Extension) (pg.3-5)

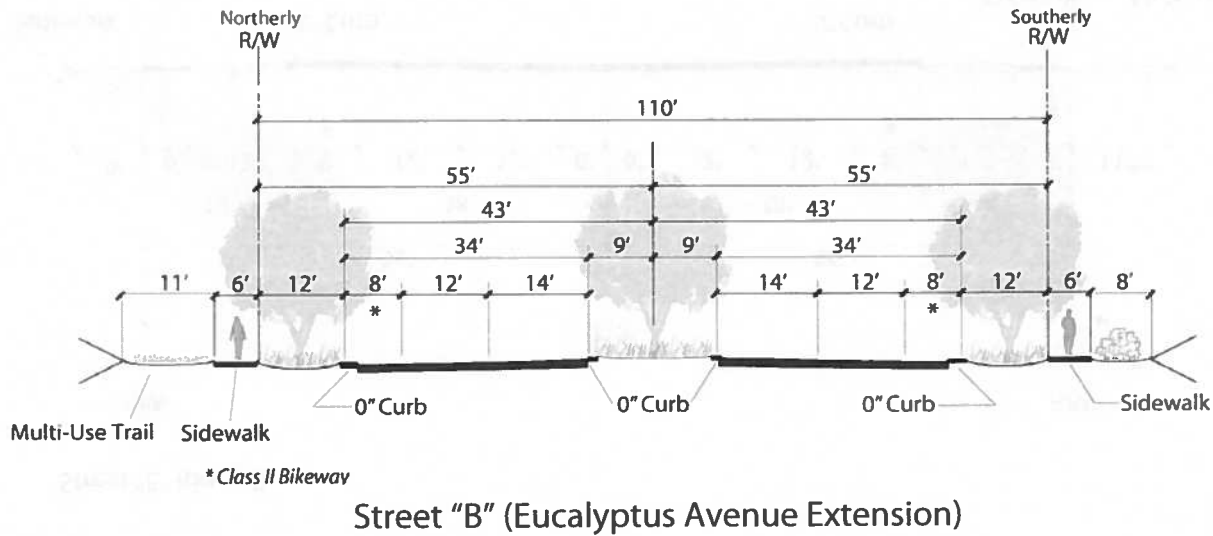
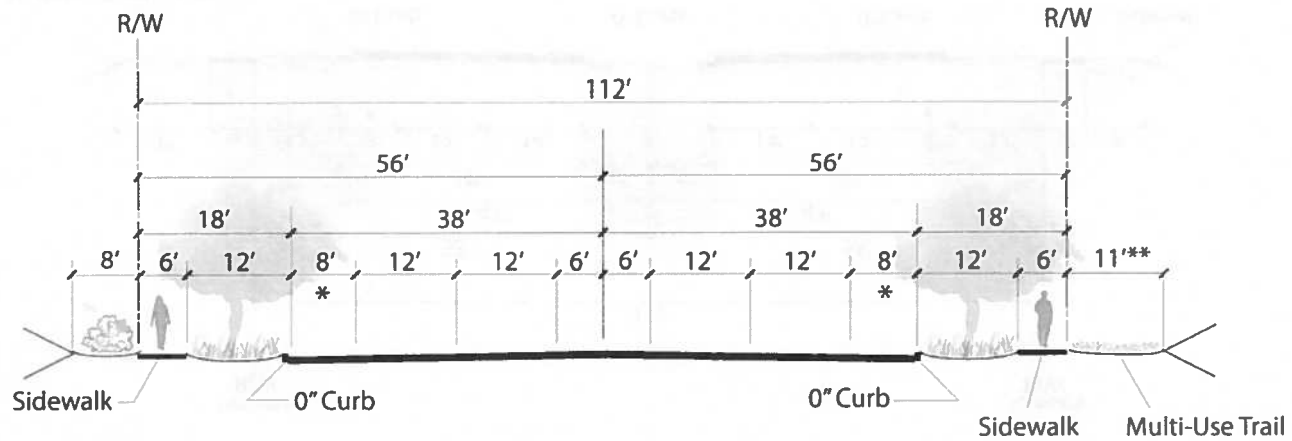


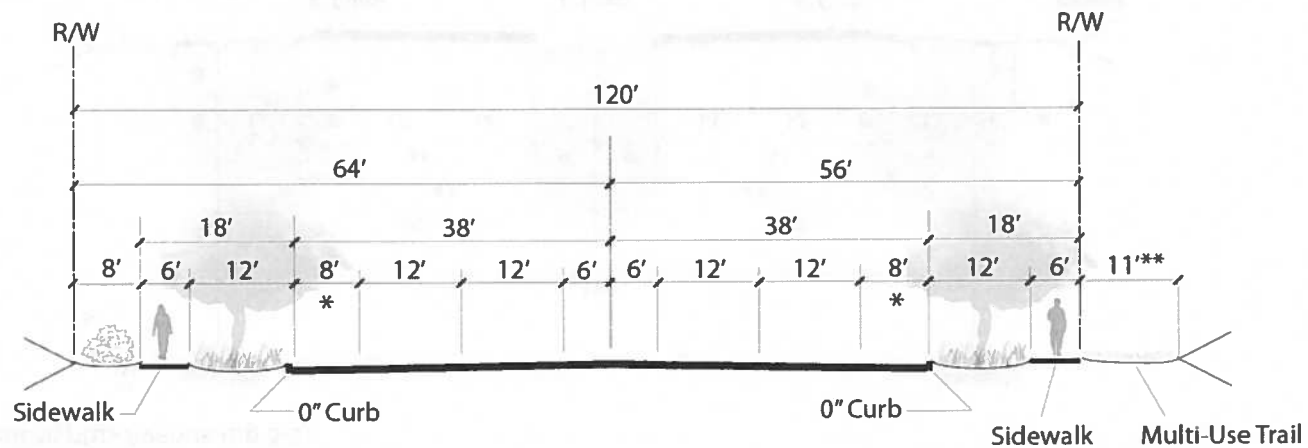
Exhibit 3-7 Street "E" (pg.3-6)



* Class II Bikeway
 ** 11' with trail section, 8' without trail

Street "E"

Exhibit 3-8 Alessandro Boulevard (pg 3-6)

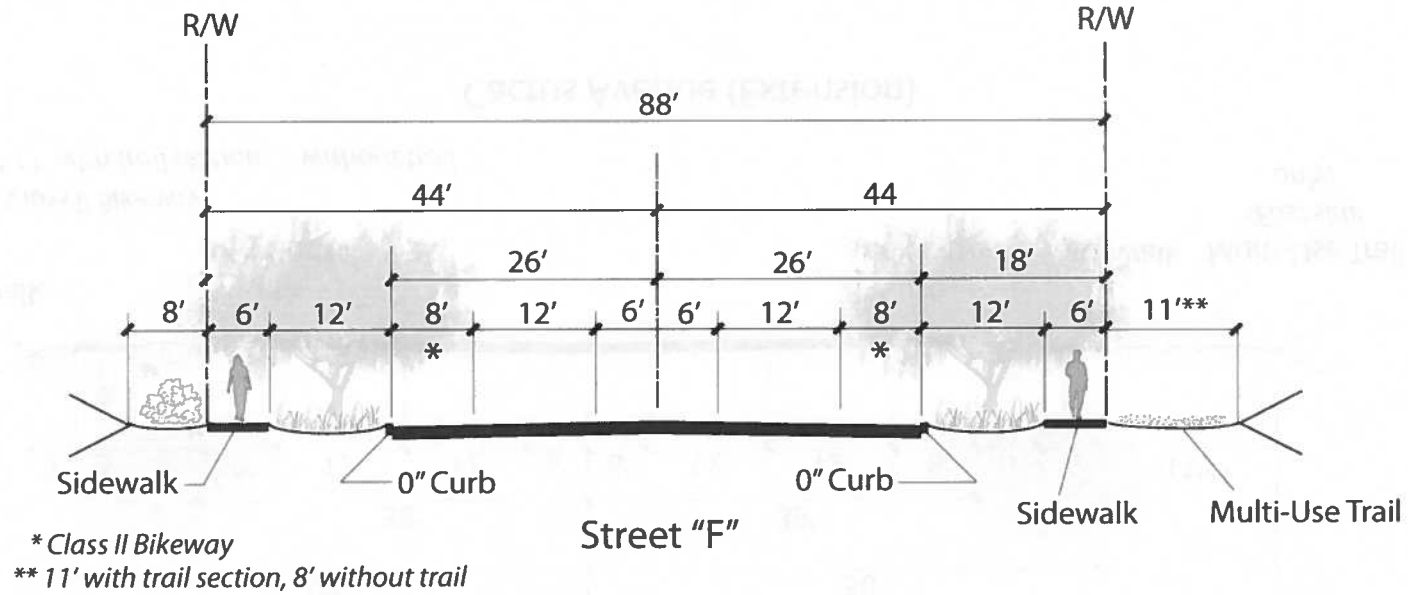


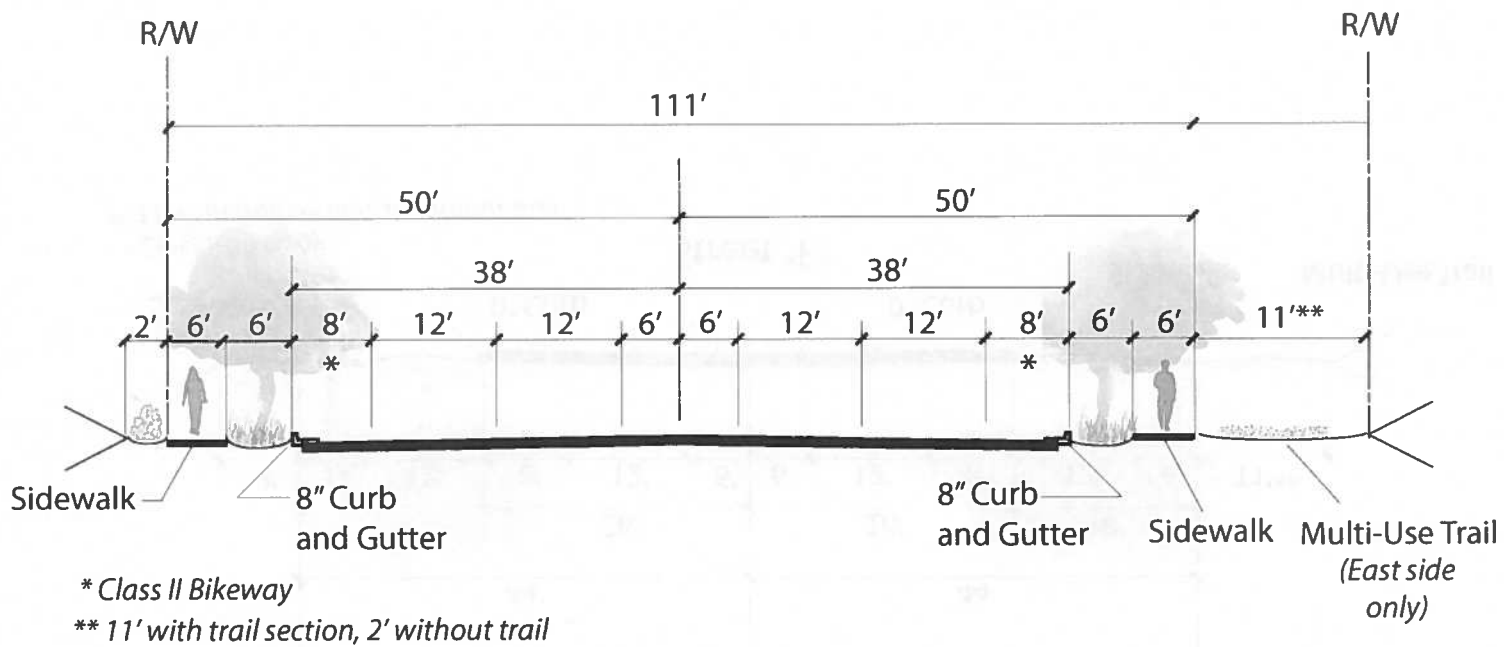
* Class II Bikeway
 ** 11' with trail section, 8' without trail

Alessandro Boulevard



Exhibit 3-9 Street "F" (pg.3-7)





Cactus Avenue (Extension)



Exhibit 3-11 Truck Routes (pg.3-8)

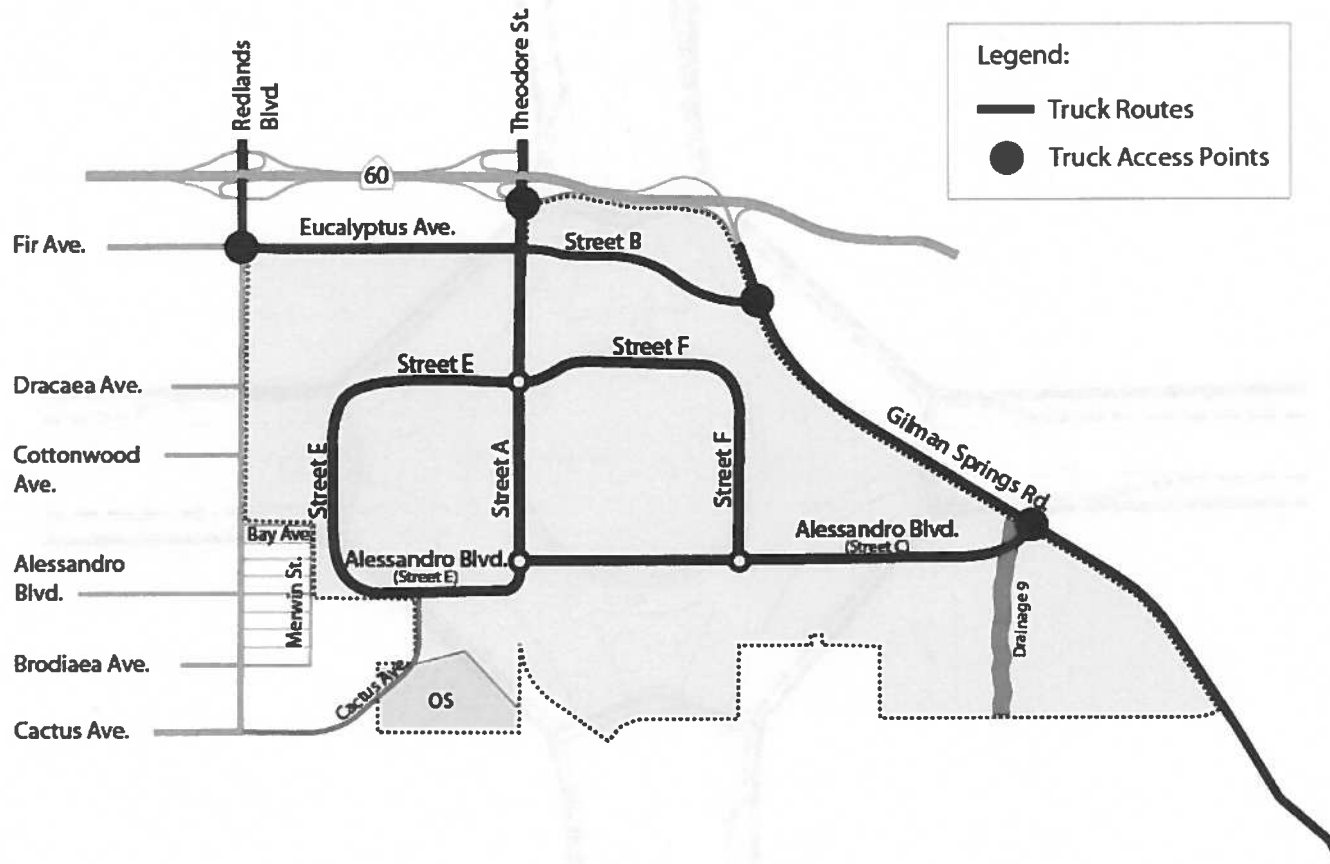


Exhibit 3-12 Roundabout Diagram (pg.3-9)

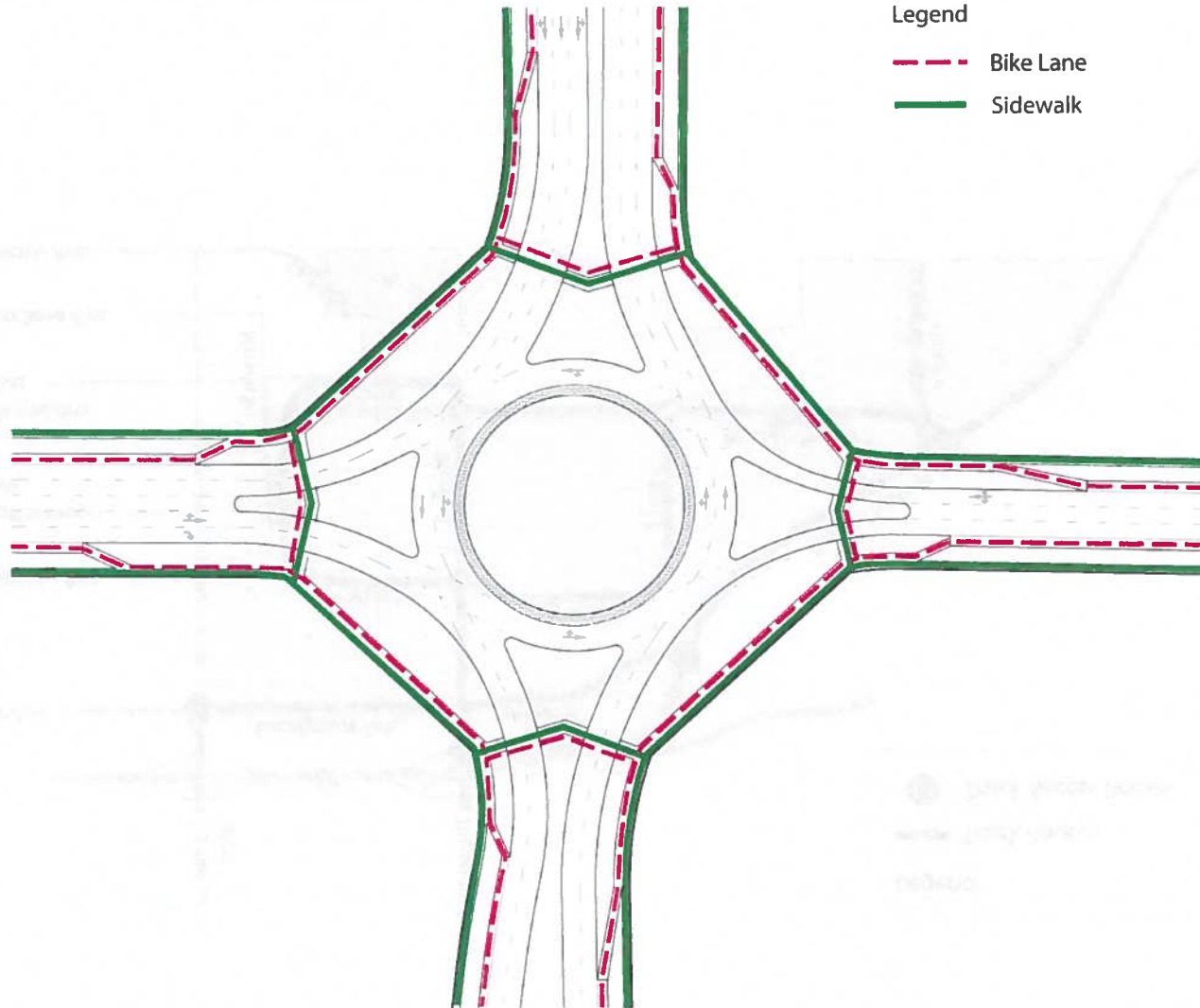


Exhibit 3-13 Truck Pullout Diagram (pg.3-10)

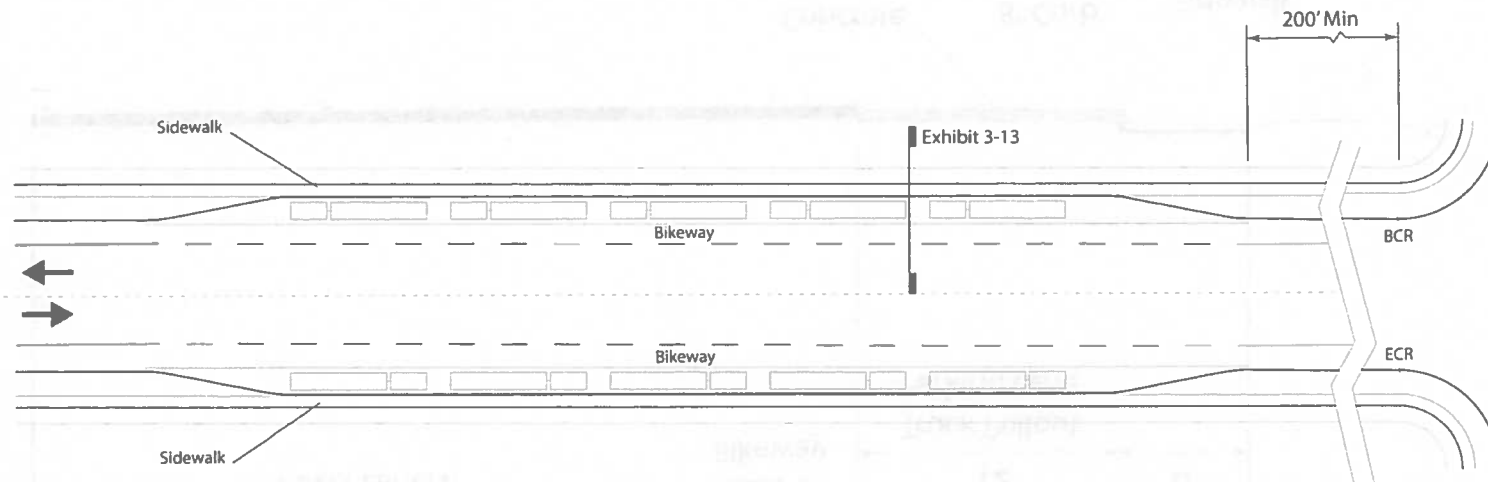


Exhibit 3-14 Truck Parking Lane Section (pg.3-10)

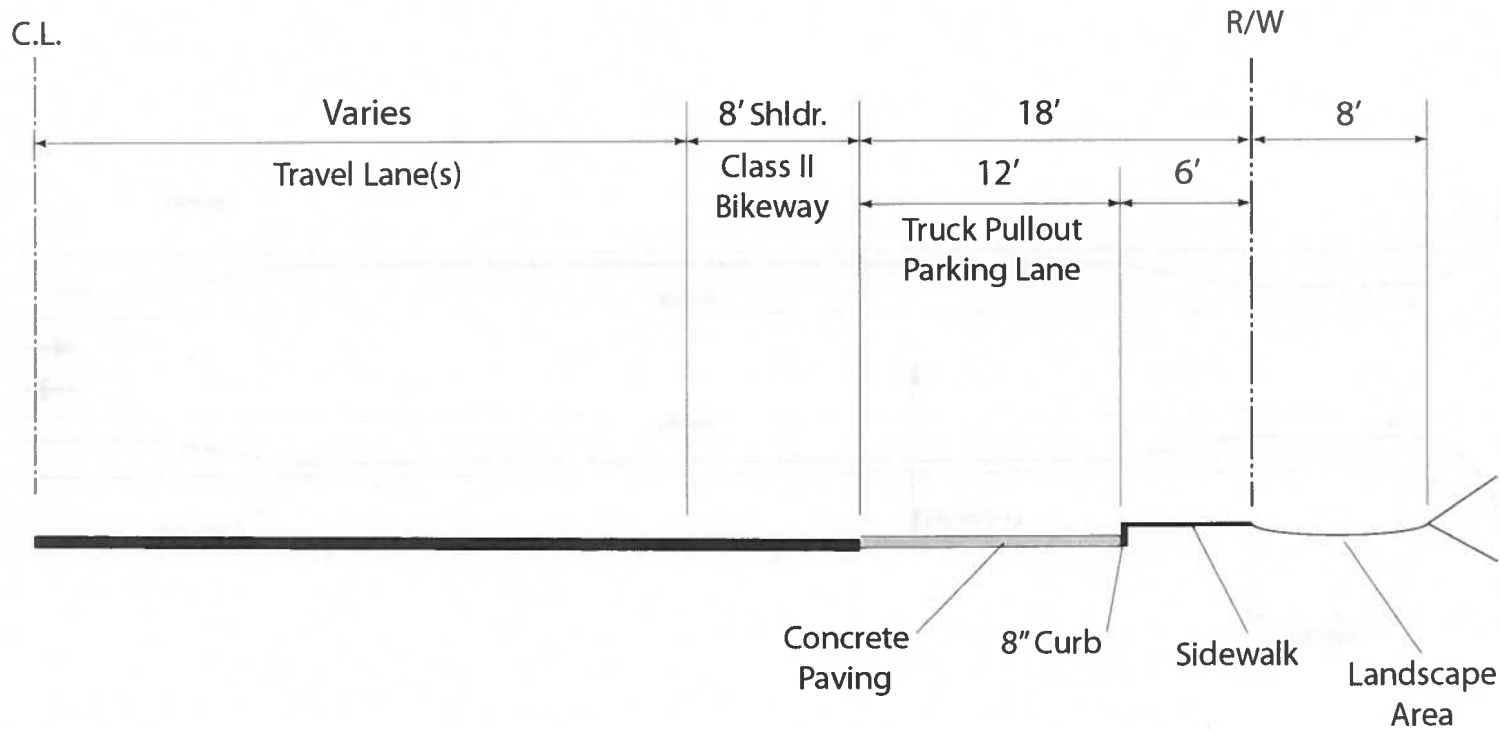


Exhibit 3-15 Potential Bus Route (pg.3-11)

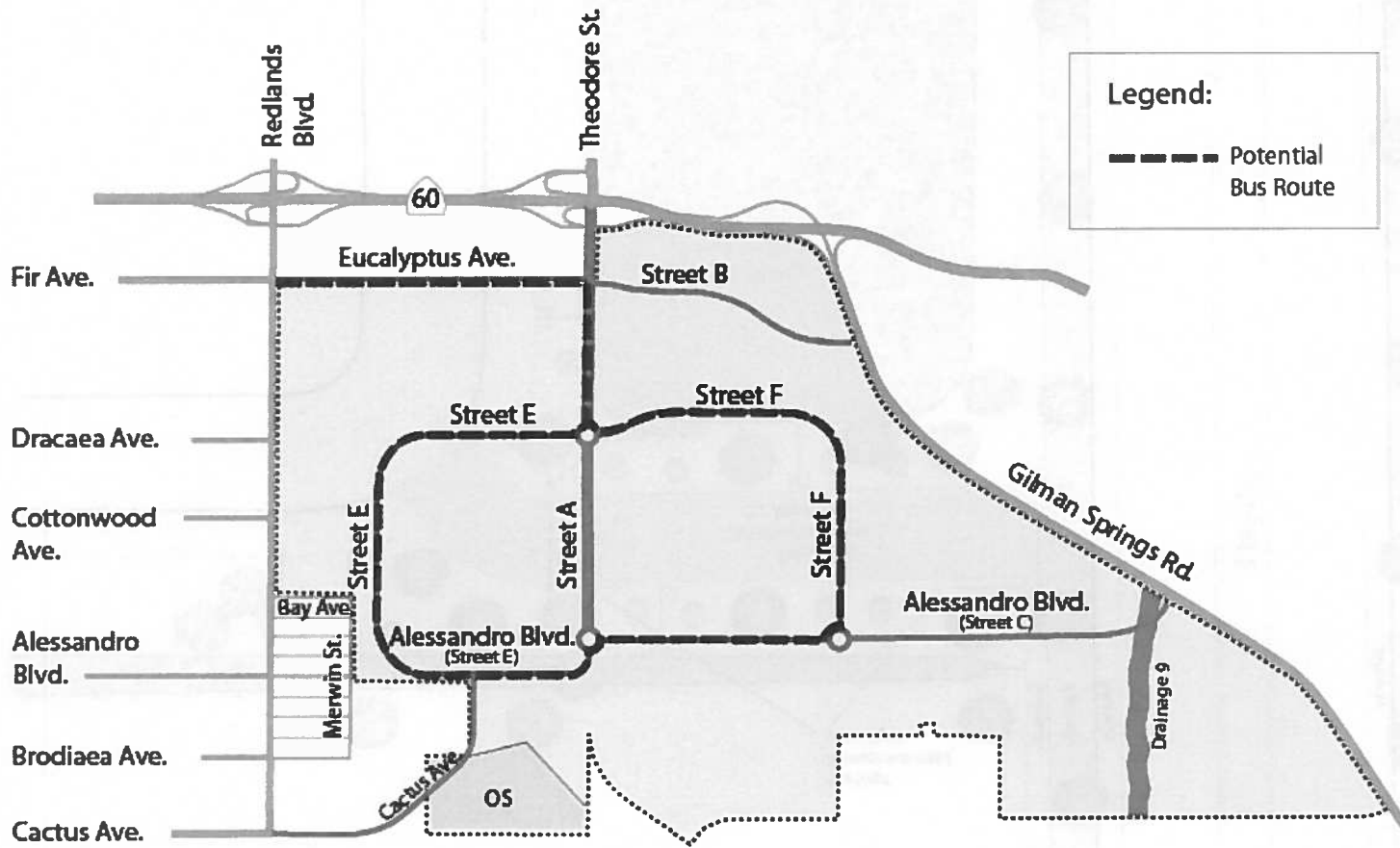


Exhibit 3-16 Emergency Access (Conceptual) (pg.3-12)

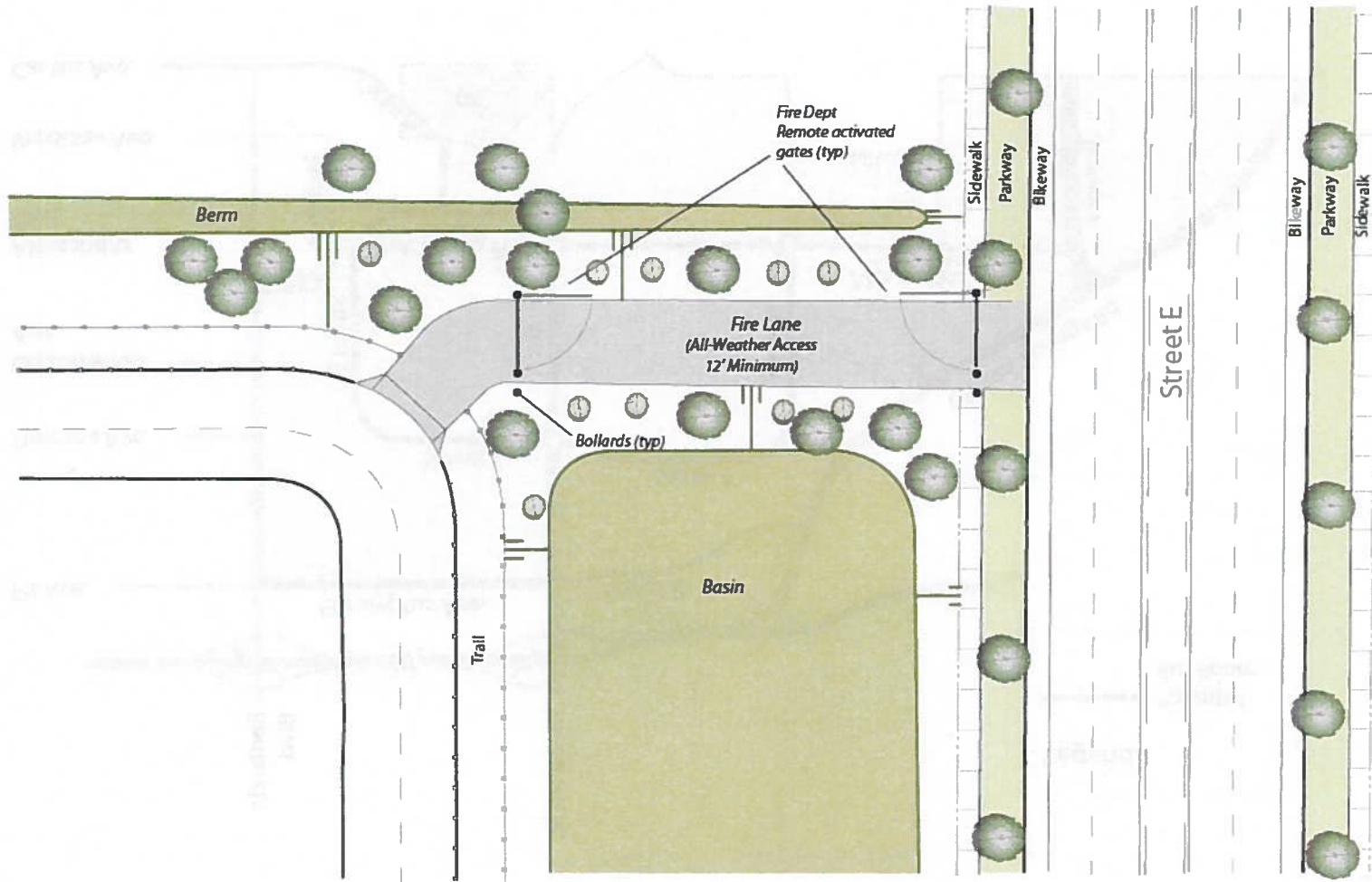


Exhibit 3-17 Multi-Use Trail Plan (pg.3-13)

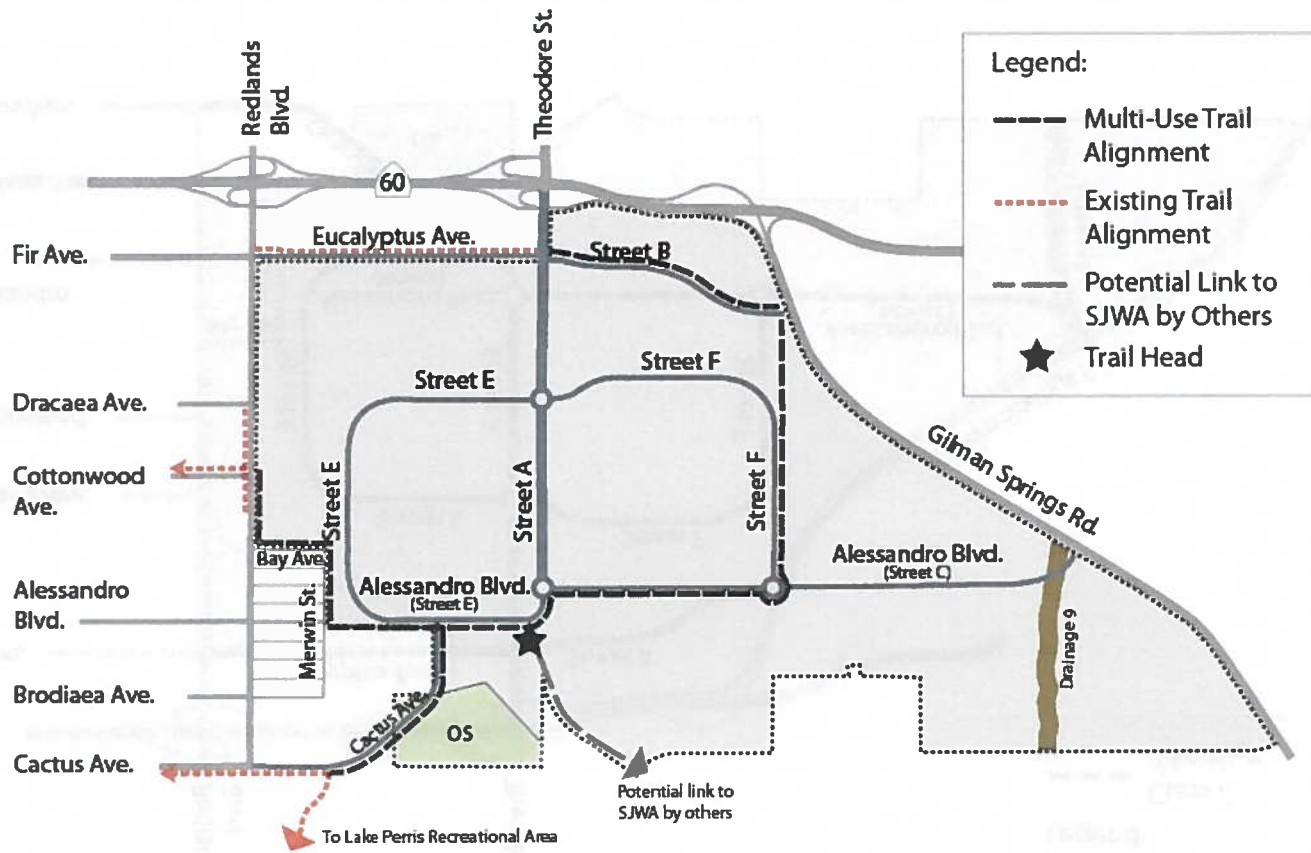


Exhibit 3-18 Bicycle Circulation Plan (pg.3-14)

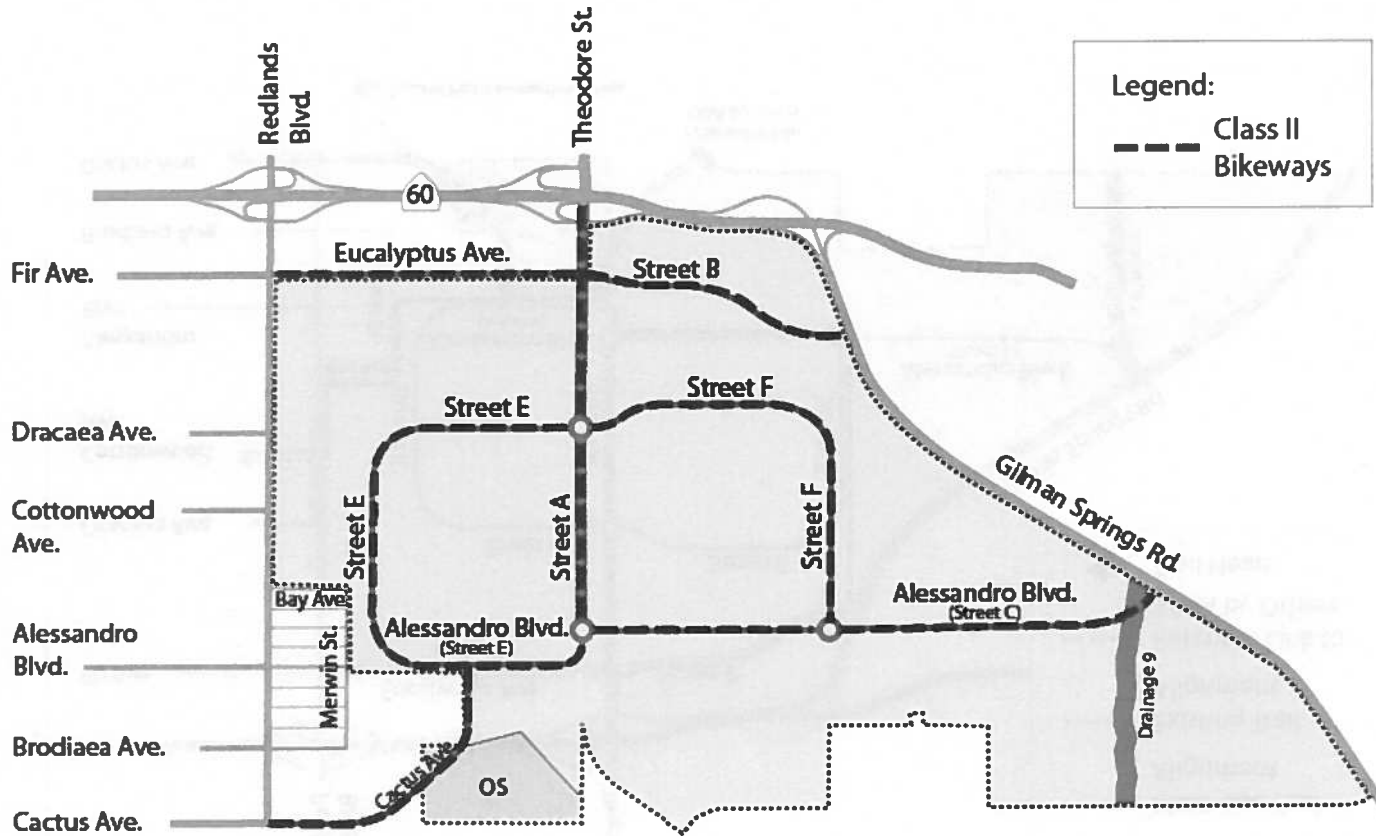


Exhibit 3-19 Water Facilities Master Plan (pg.3-15)

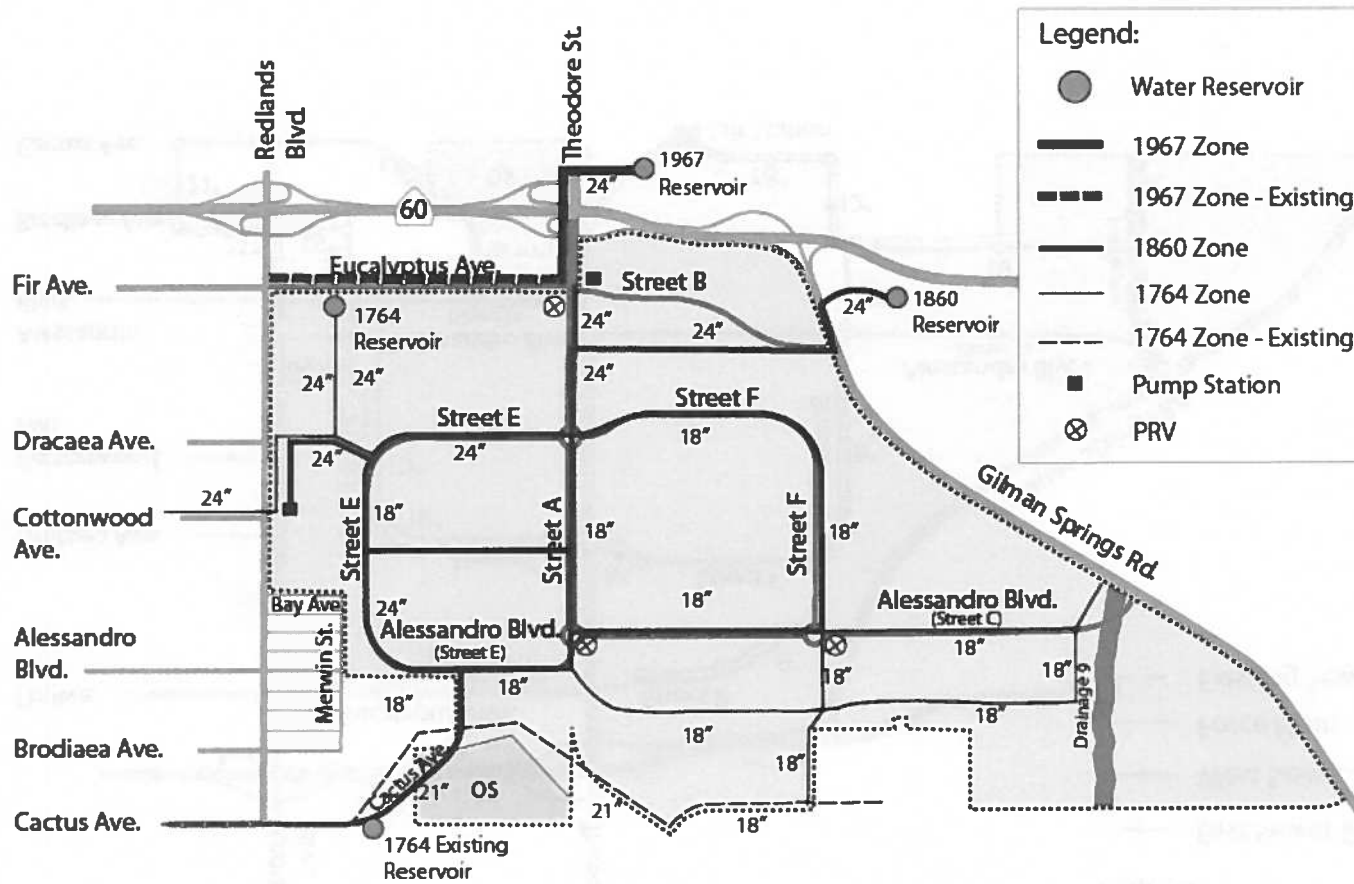


Exhibit 3-20 Wastewater Service Plan (pg.3-17)

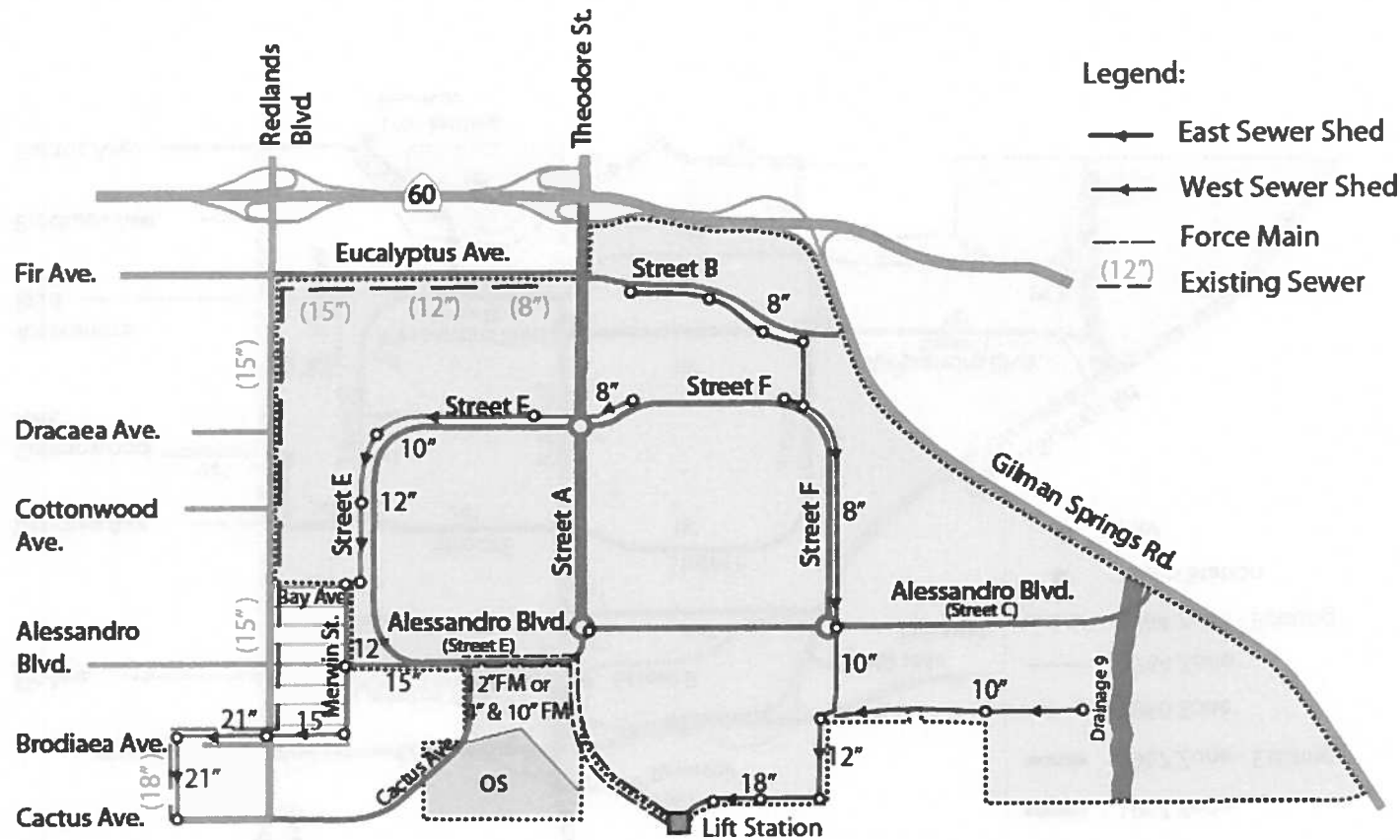


Exhibit 3-21 Recycled Water Plan (pg.3-18)

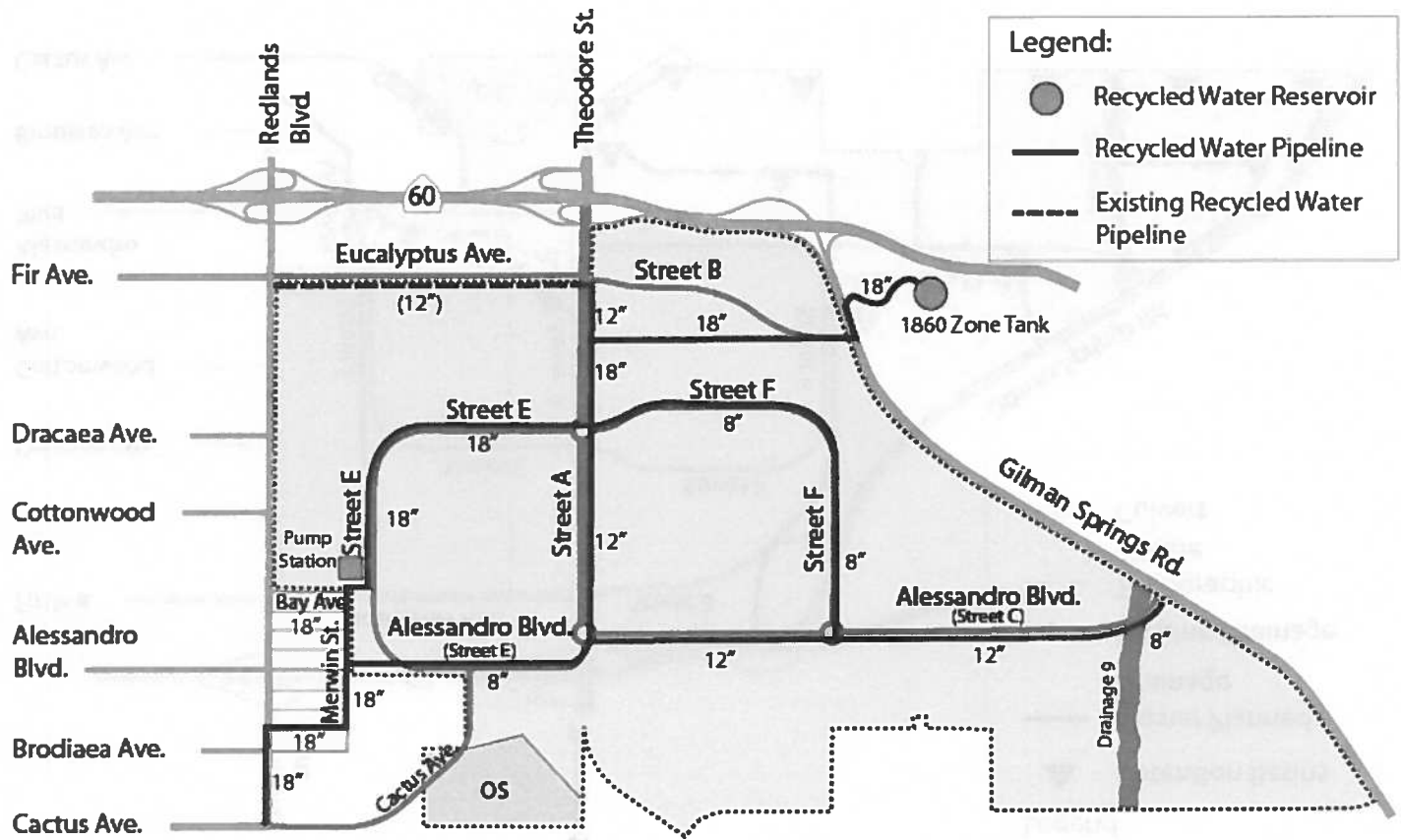


Exhibit 3-22 Storm Drain Plan (pg.3-19)

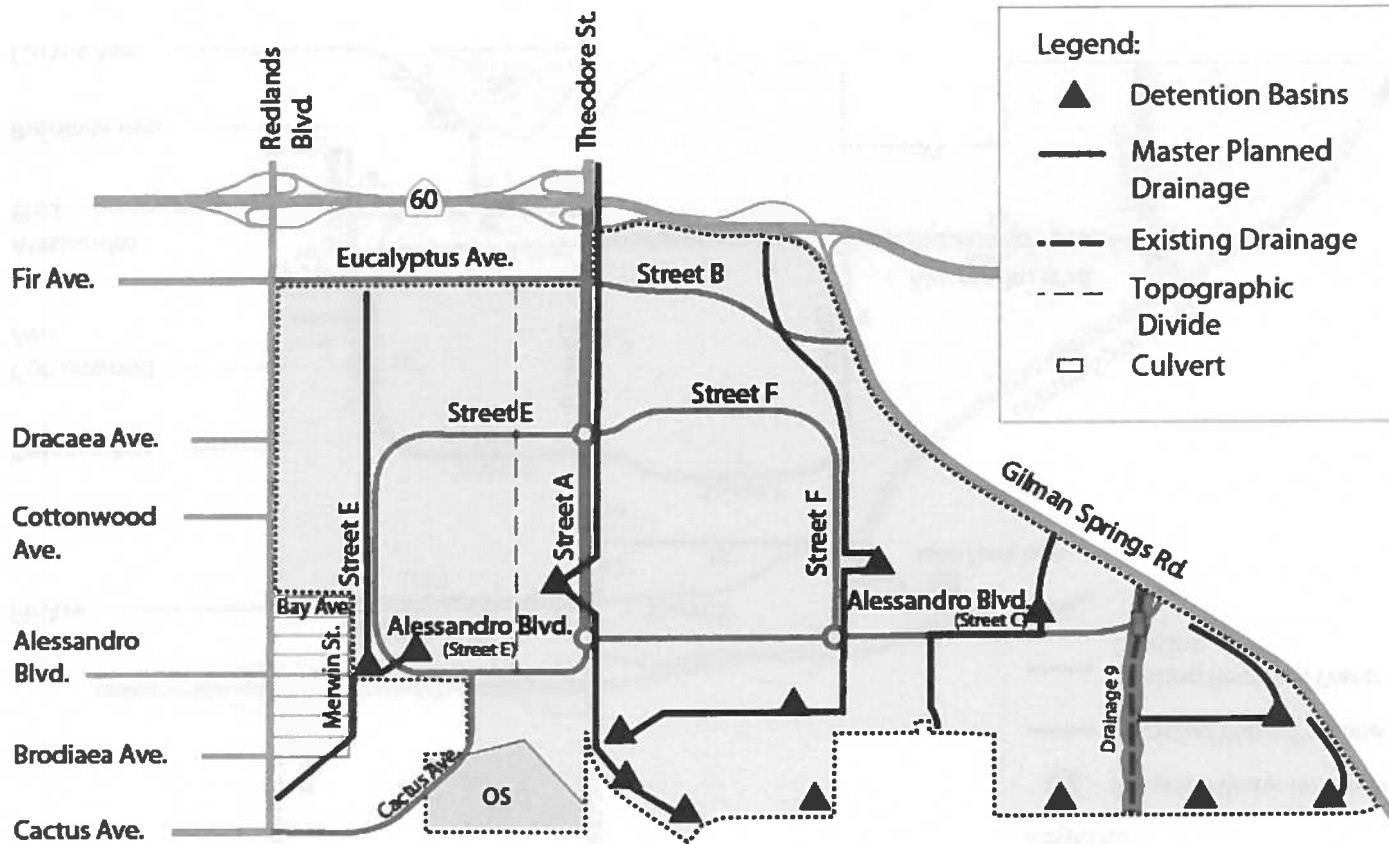


Exhibit 3-23 Electrical Utility Plan (pg.3-21)

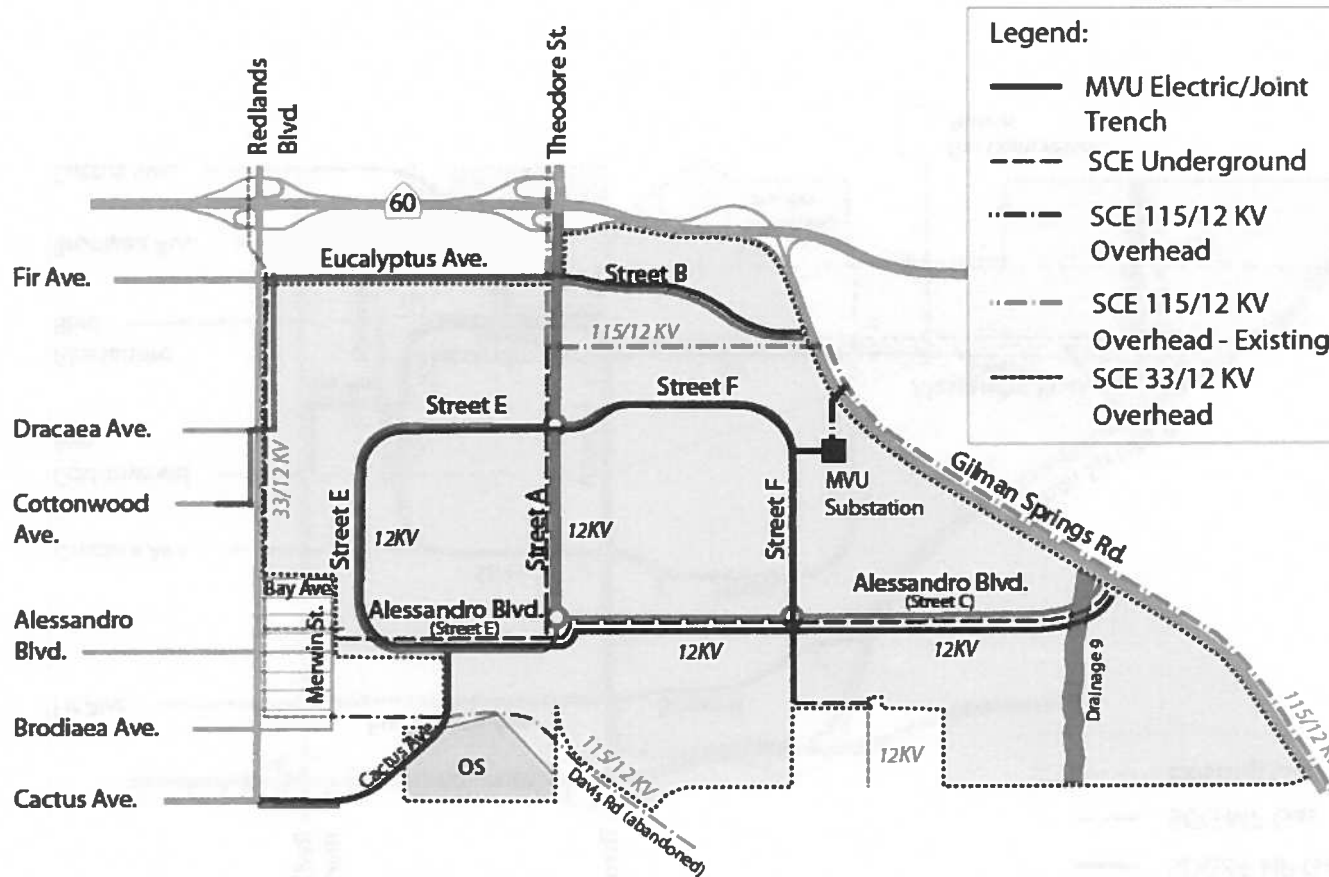


Exhibit 3-24 Gas Utility Plan (pg.3-23)

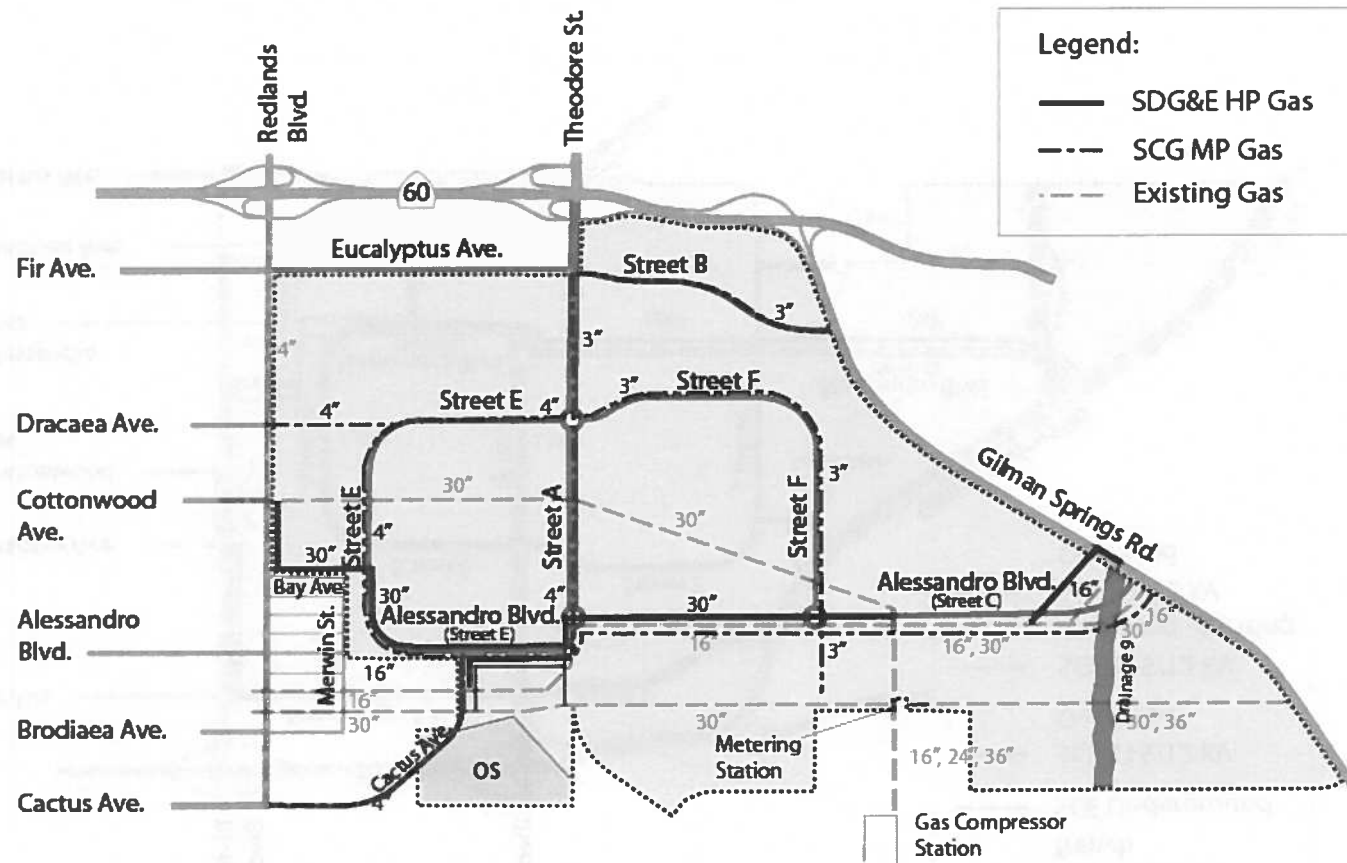


Exhibit 4-1 Special Edge Treatment Areas Design Criteria (pg.4-6)

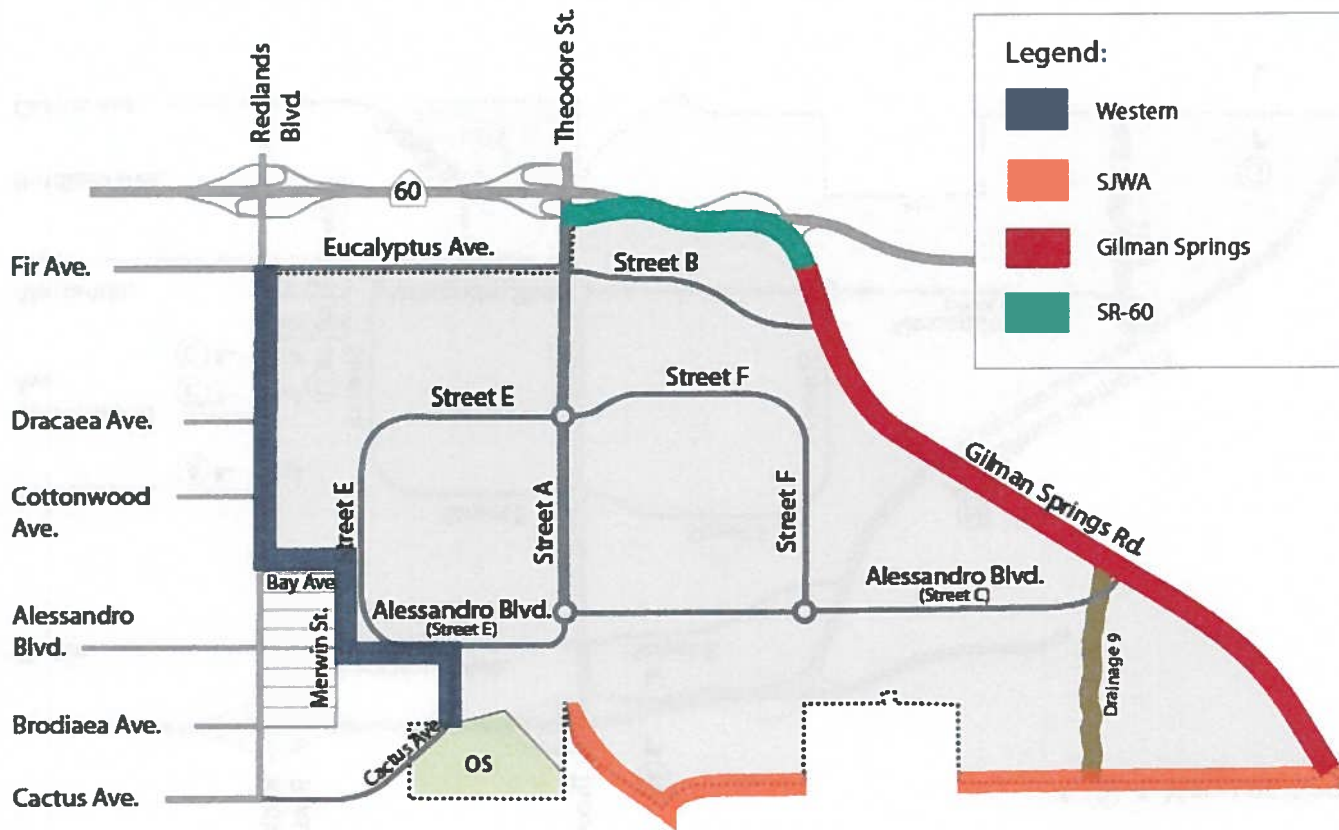
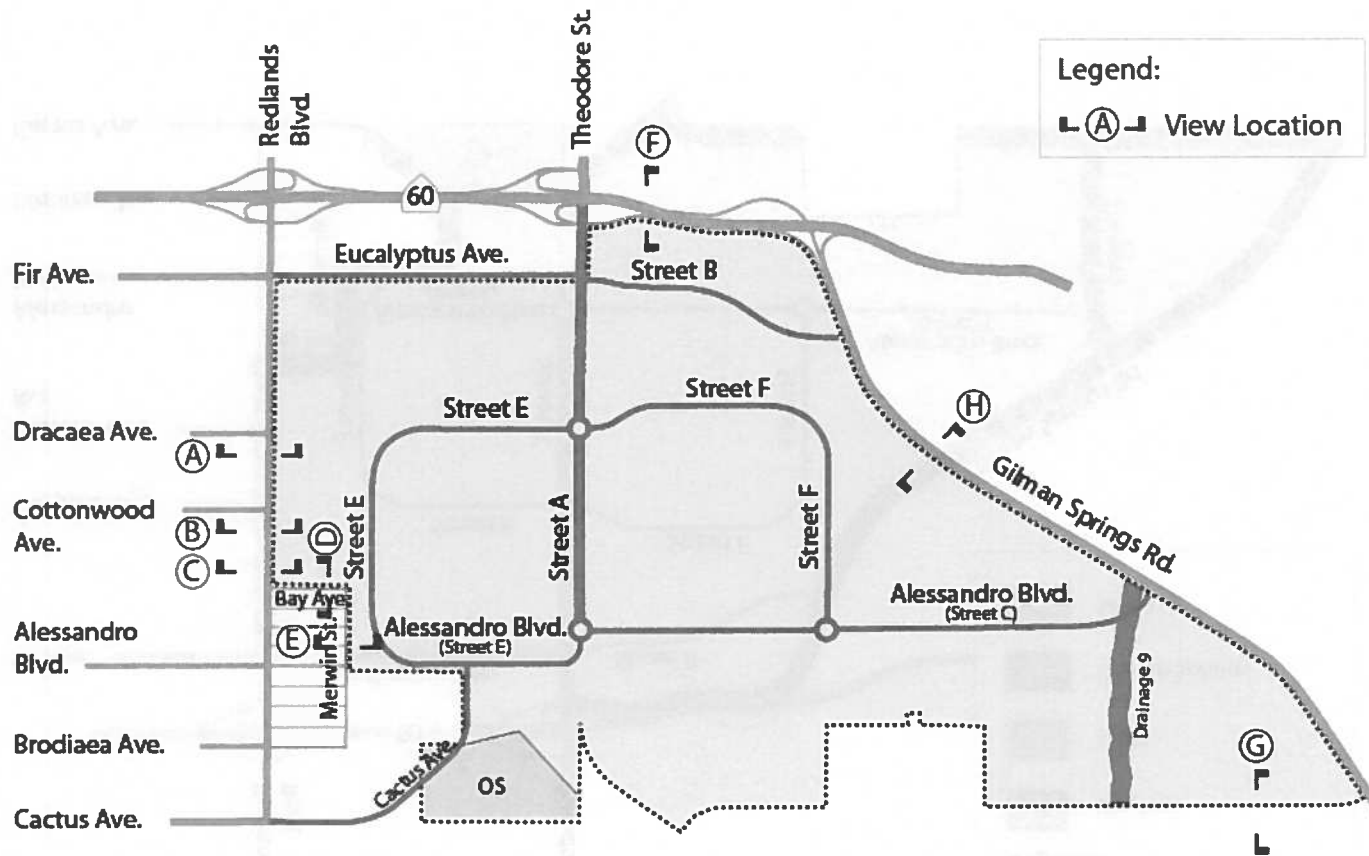


Exhibit 4-2 Edge Exhibit Map (pg.4-6)



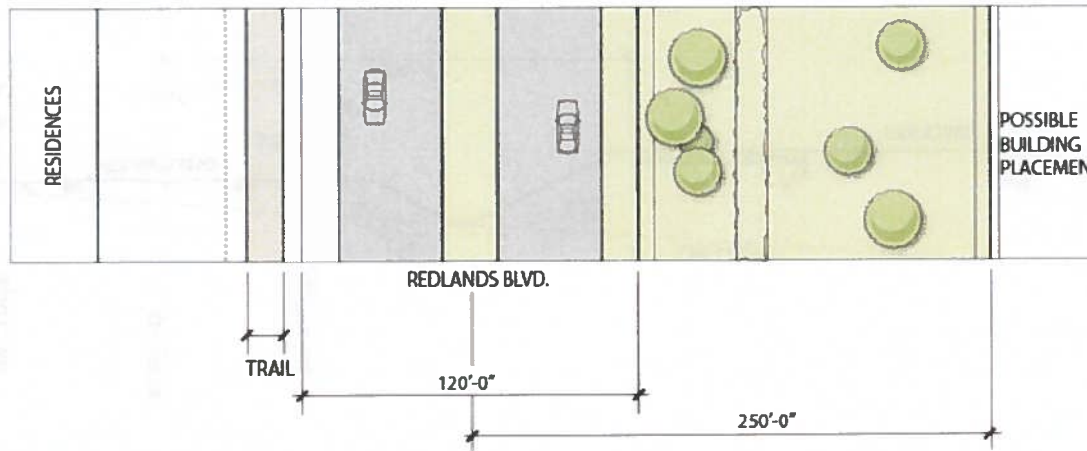
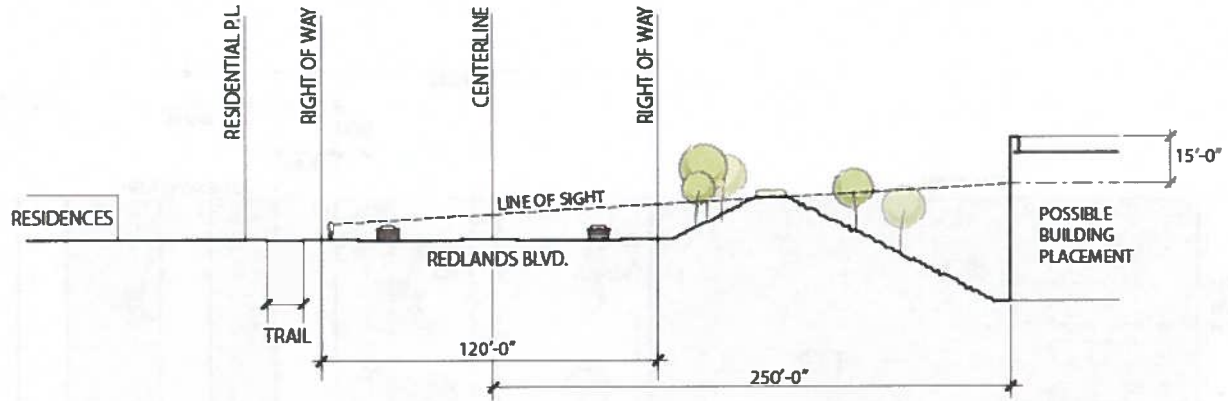




Exhibit 4-7, 4-8

Redlands Blvd. Section C and Plan View C (pg.4-8)

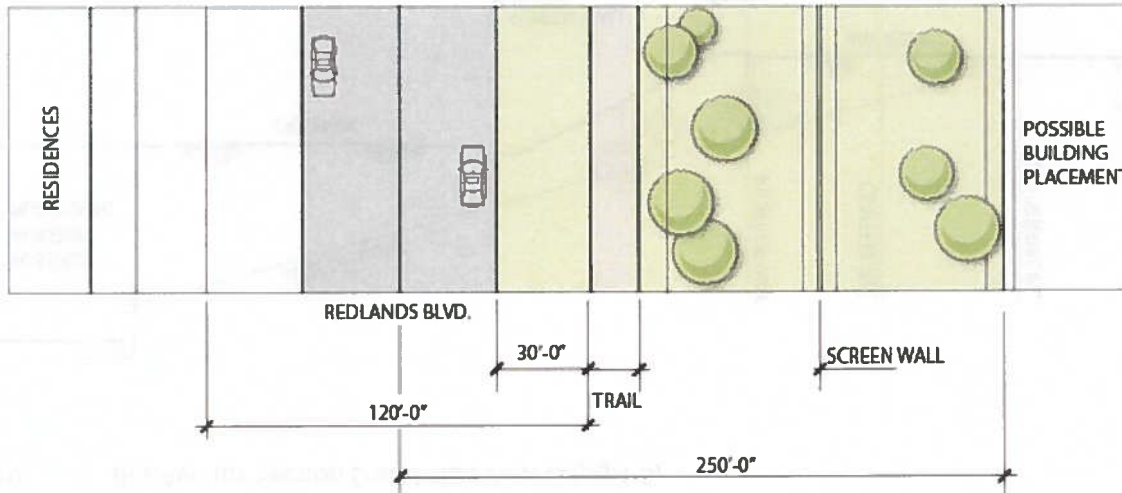
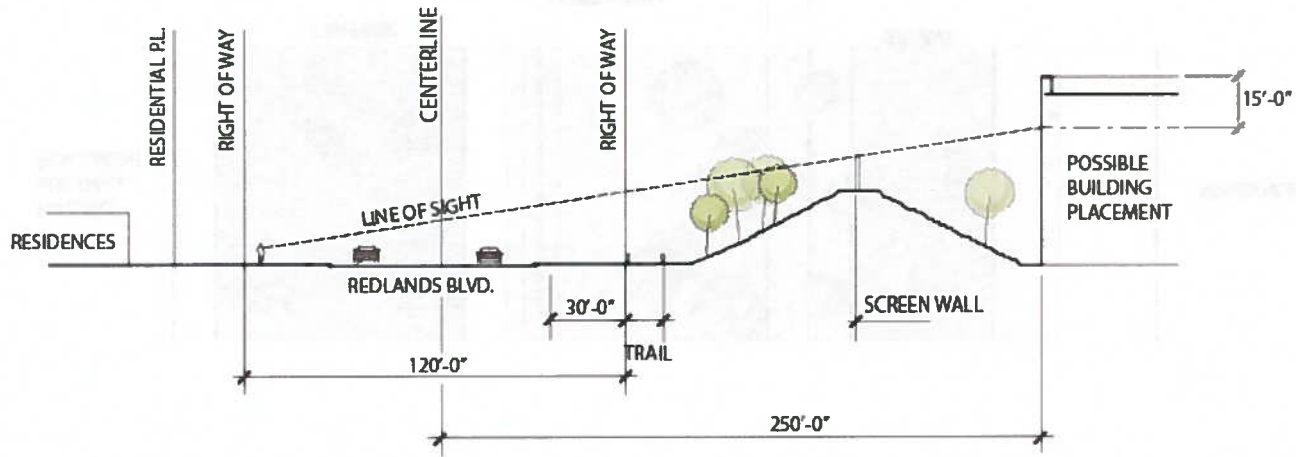


Exhibit 4-9, 4-10 Bay Avenue Section D and Plan View D (pg.4-8)

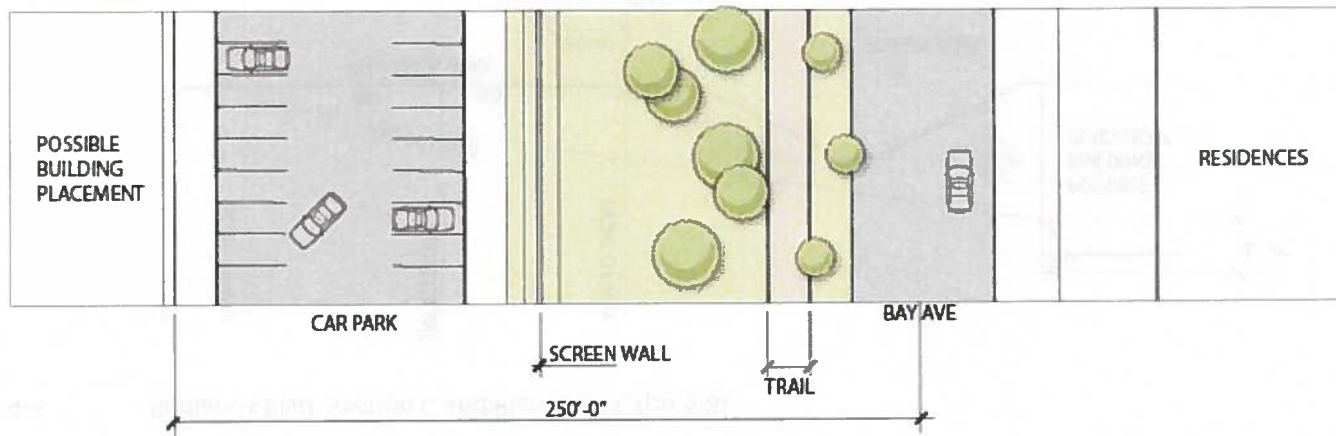
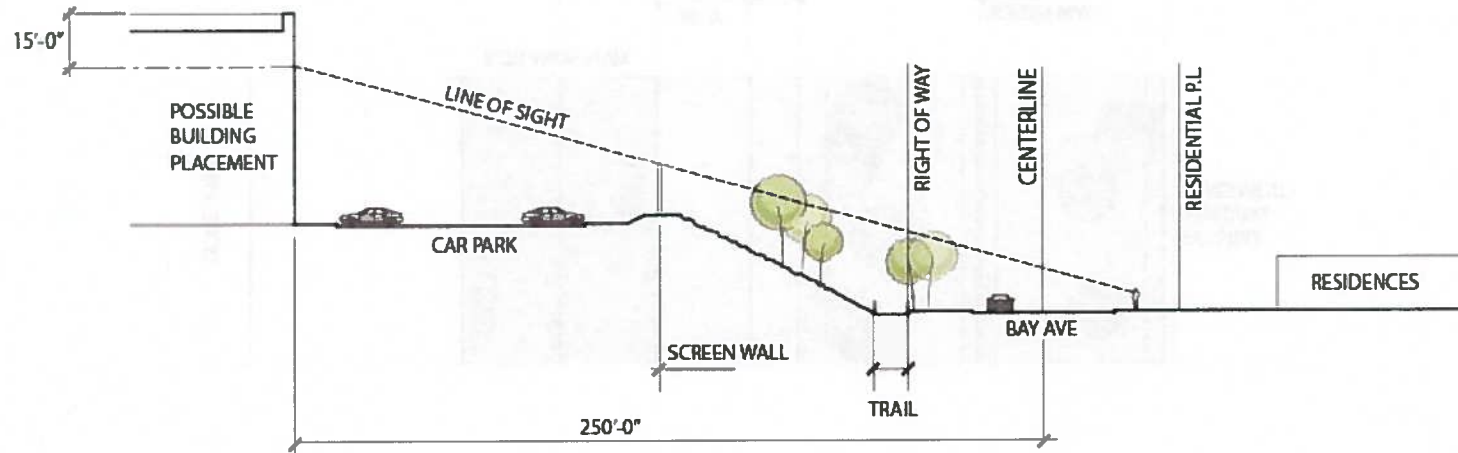


Exhibit 4-11, 4-12 Merwin Street Section E and Plan View E (pg.4-9)

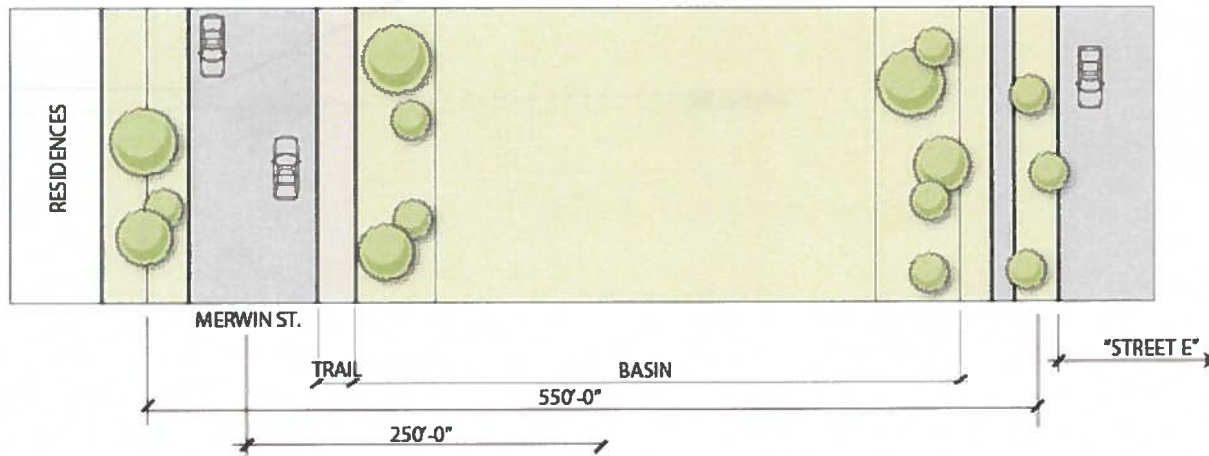
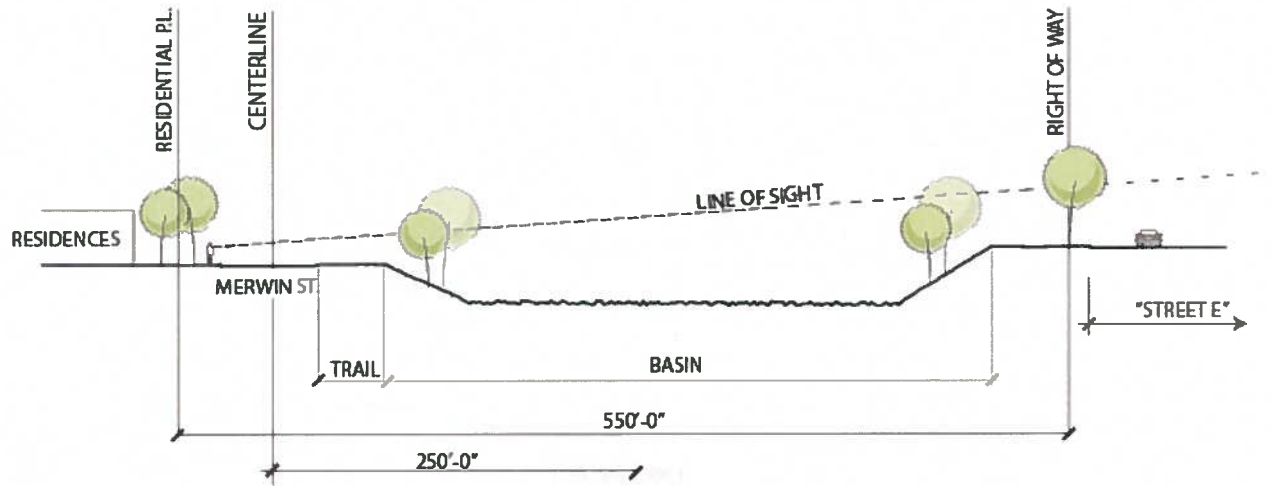


Exhibit 4-13 SR-60 between Theodore and Gilman Springs Rd. Section F (pg.4-9)

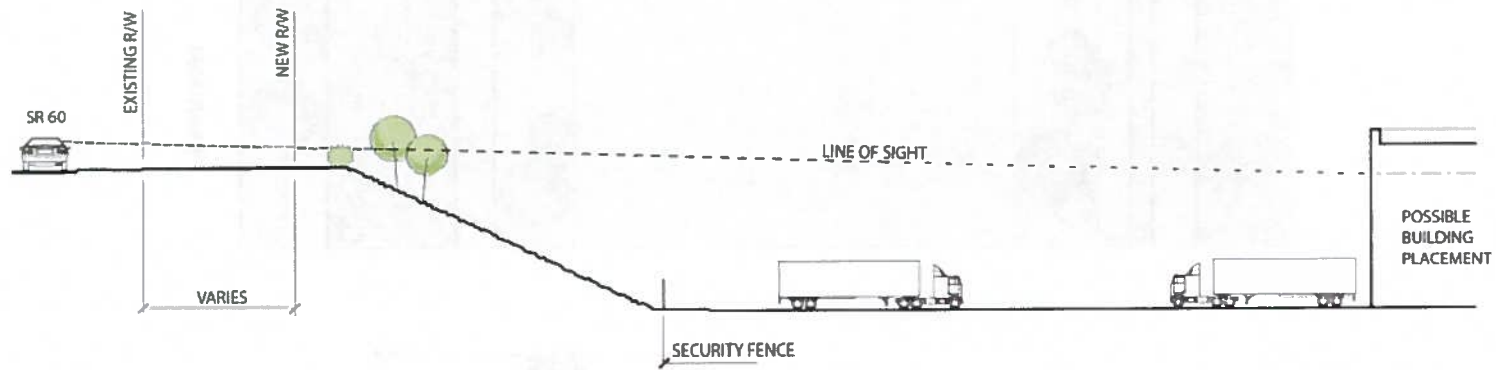


Exhibit 4-14, 4-15 SJWA Section G and Plan View G (pg.4-10)

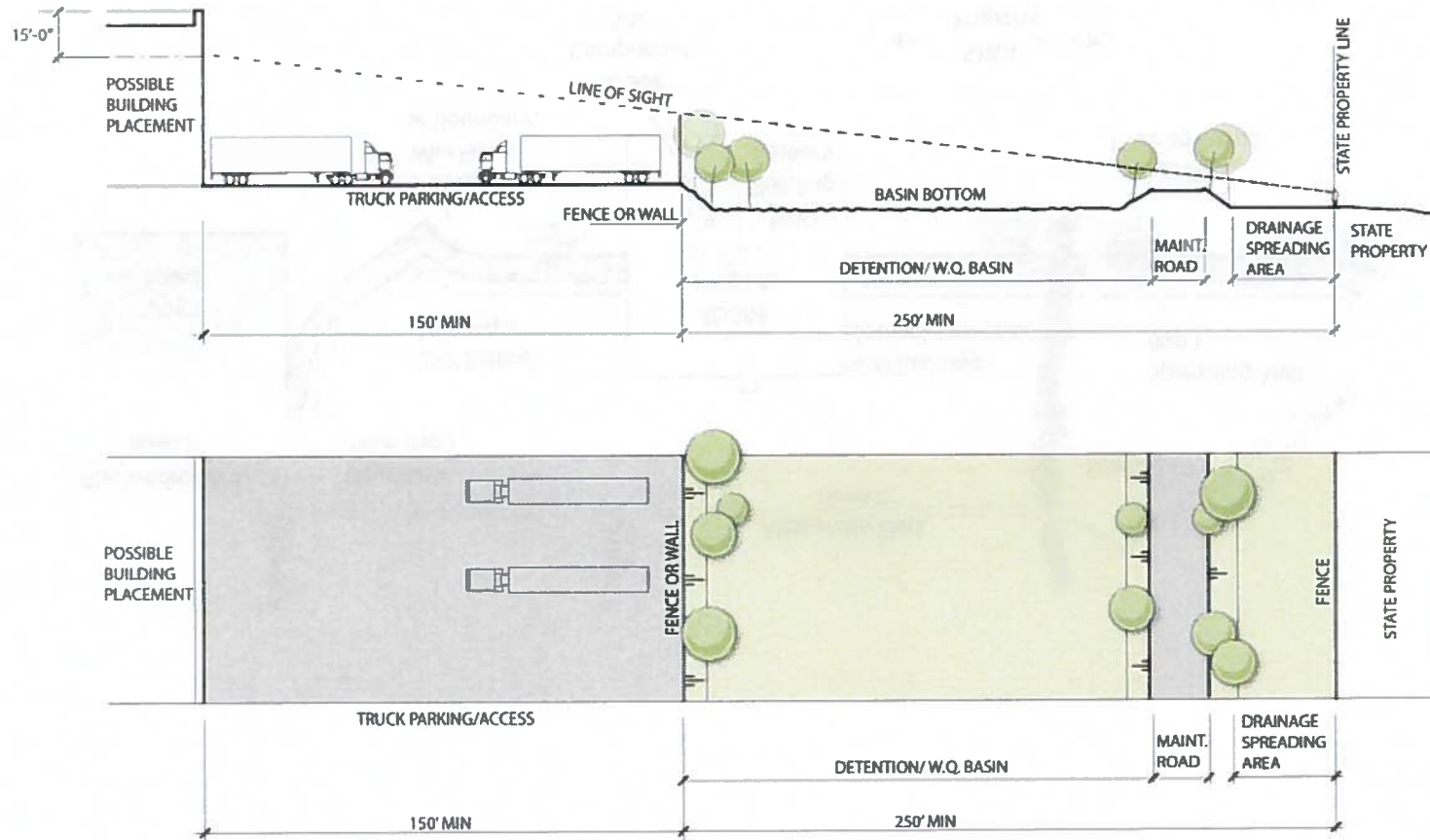
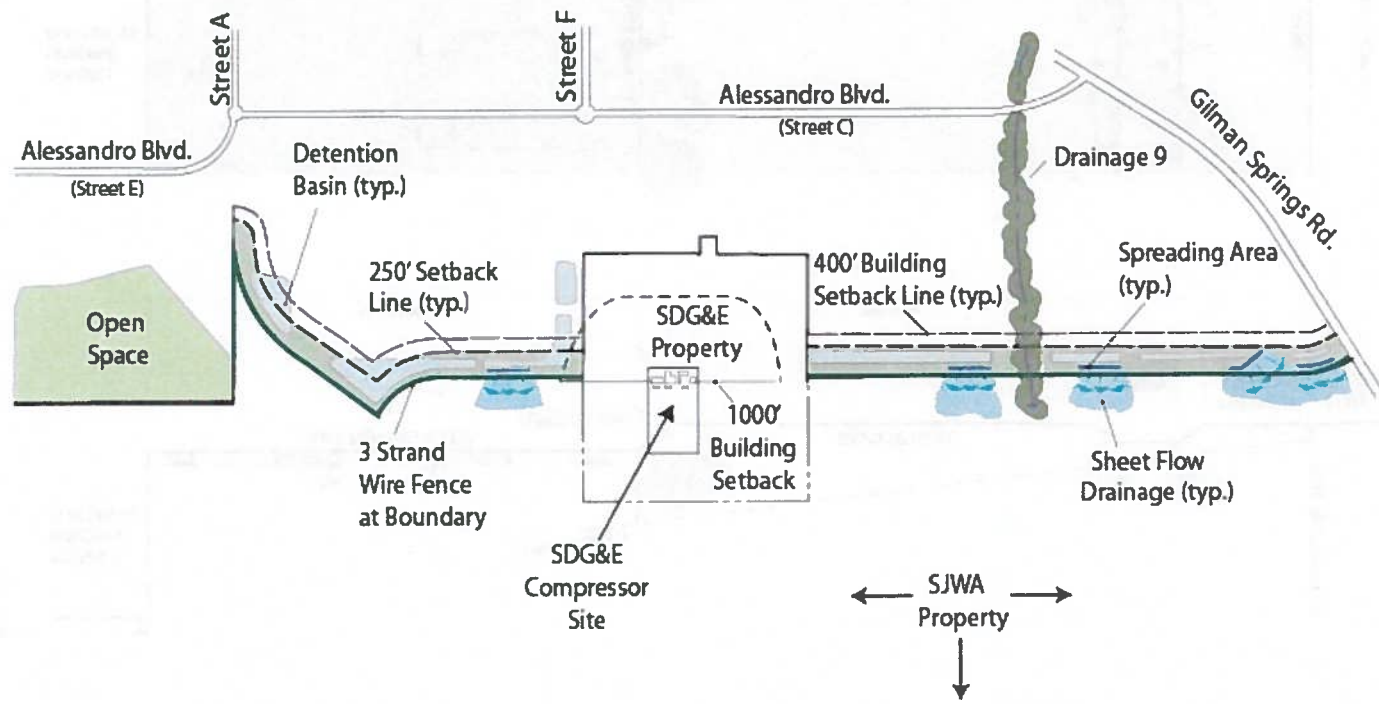
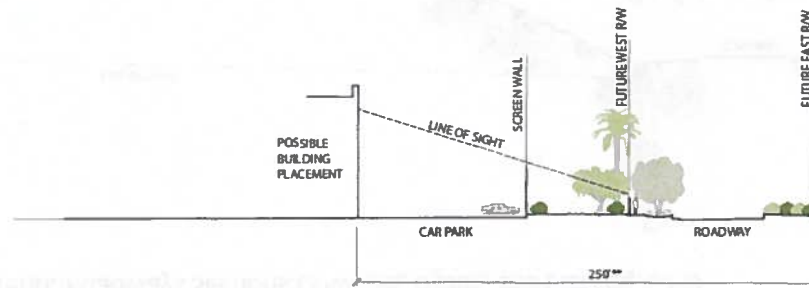
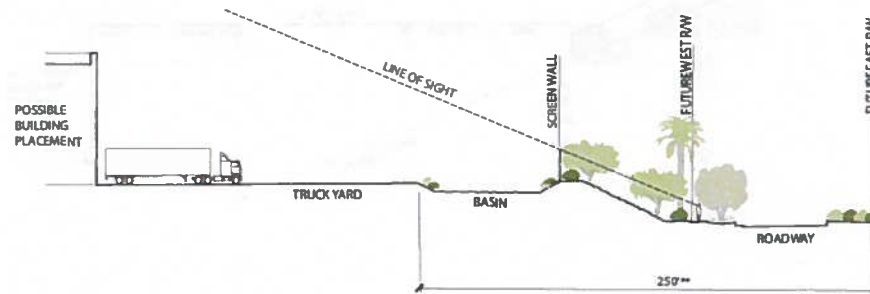
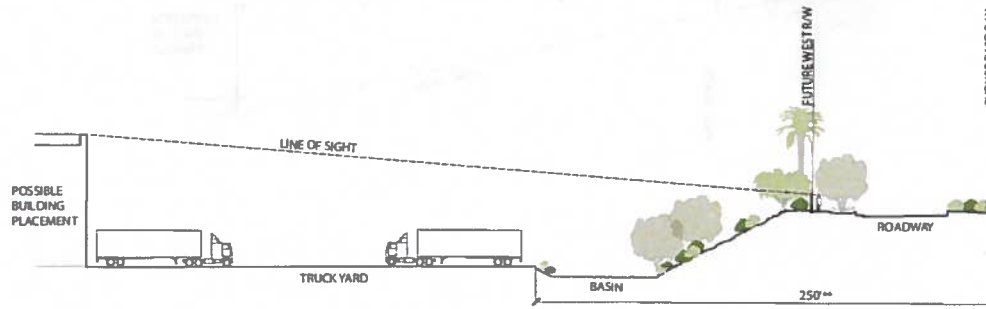


Exhibit 4-16 SJWA Edge (pg.4-11)



Gilman Springs Road Sections Downhill, Uphill, and Flat (pg.4-12)



All Interior Roadways Sections Downhill, Uphill, and Flat (pg.4-13)

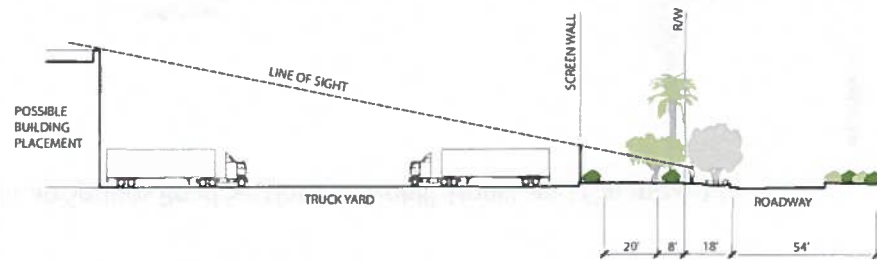
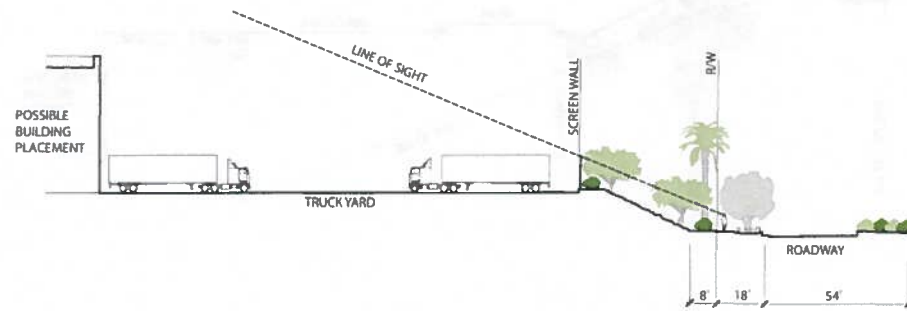
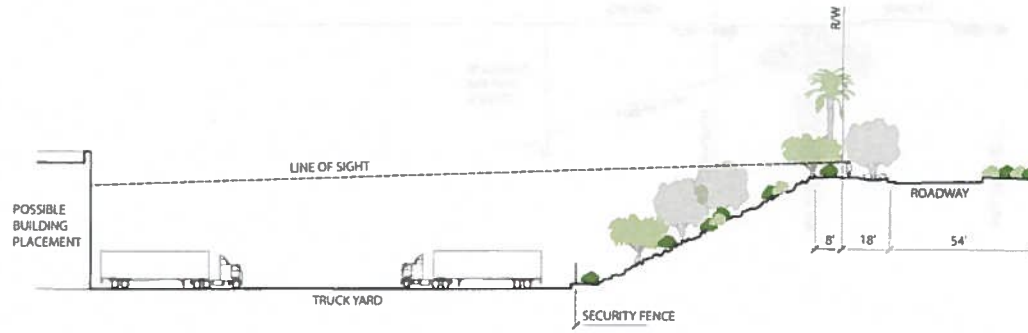


Exhibit 4-23 Perimeter Planting Map (pg.4-14)
 (See simulations on pages 4-15 to 4-29)

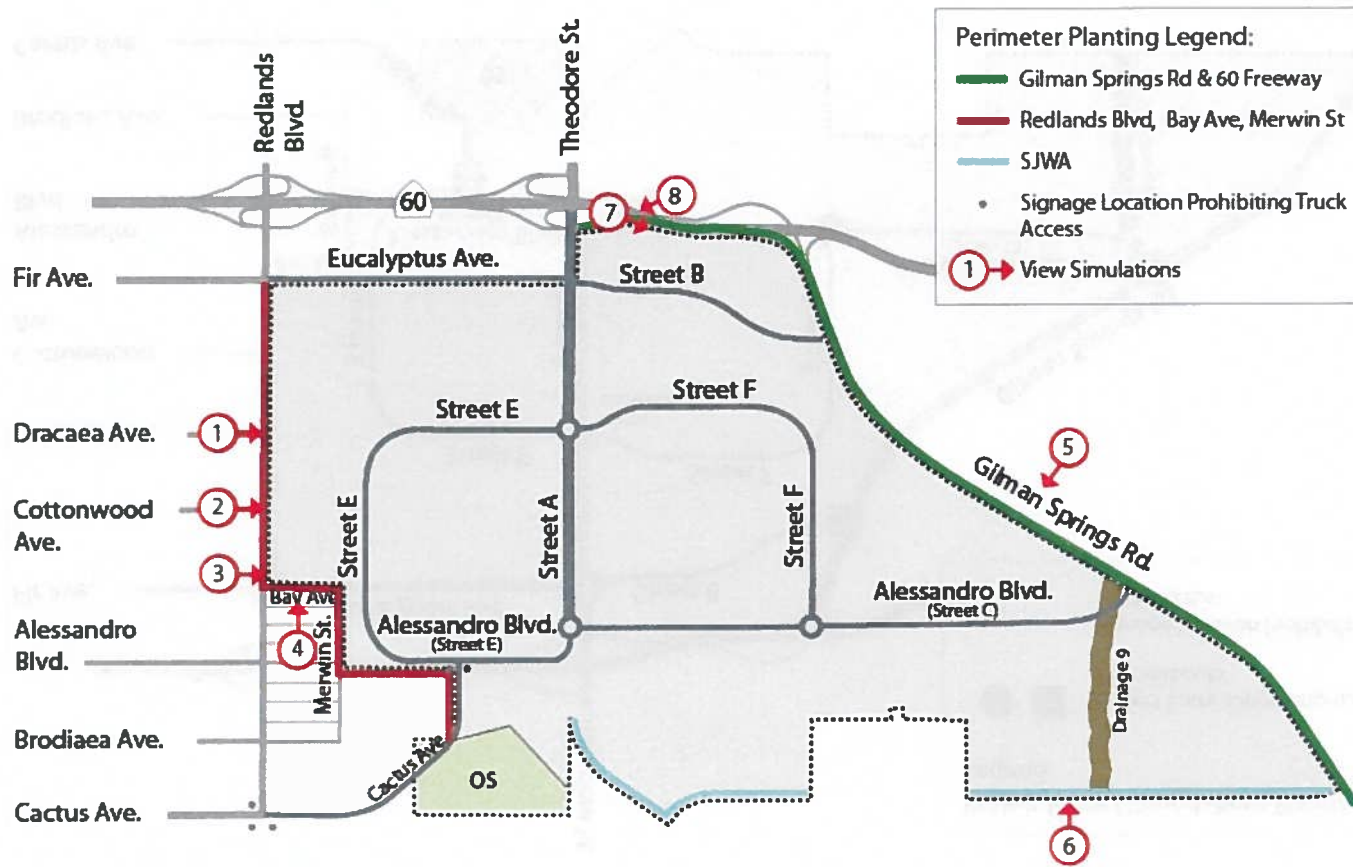


Exhibit 4-24 Roundabout & Entry Map (pg.4-30)
 (See simulations on pages 4-31 to 4-36)

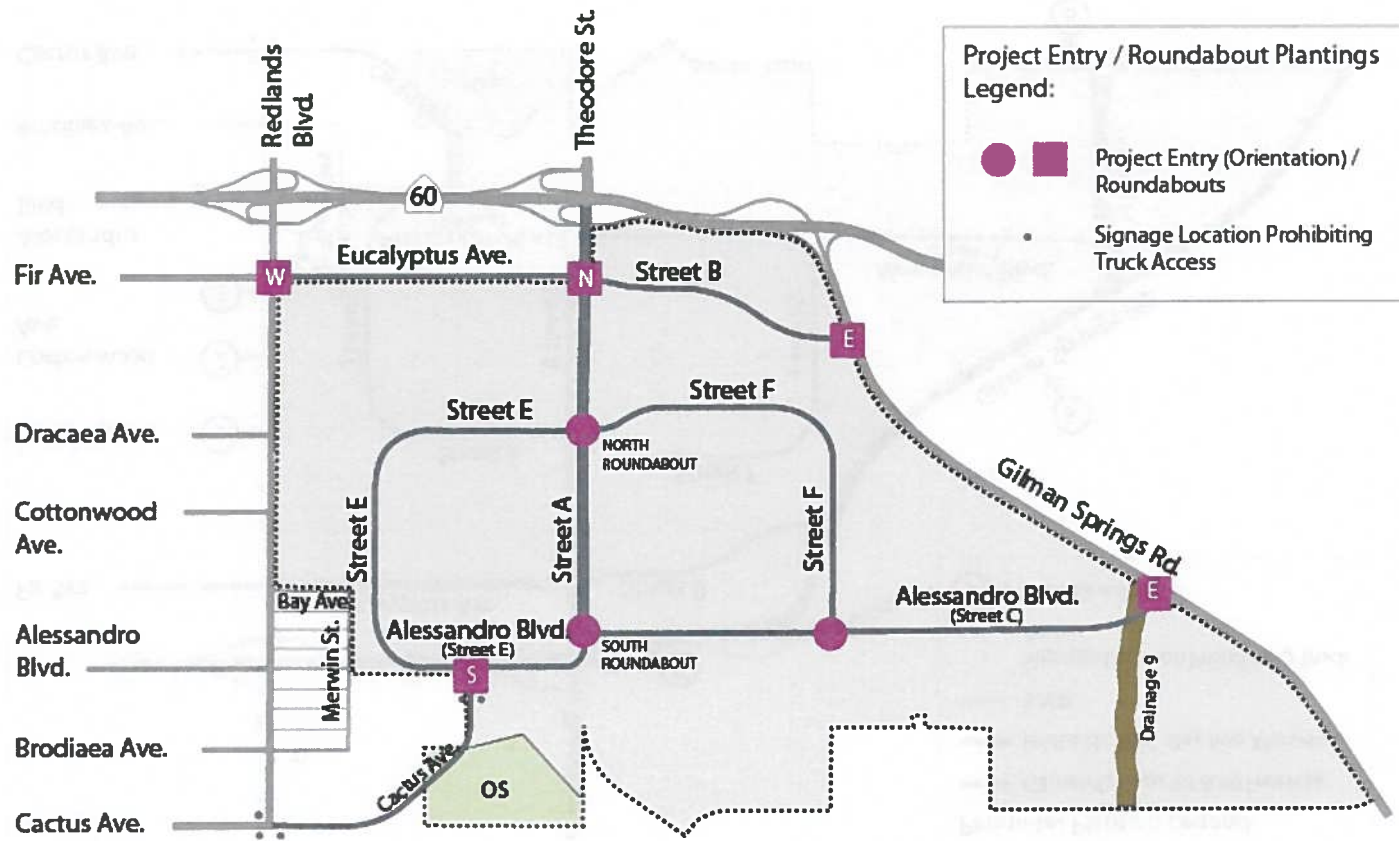


Exhibit 4-25 Streetscape Planting Map (pg.4-37)
 (See simulations on pages 4-38 to 4-42)



Exhibit 4-26 Slope Planting Guideline (pg.4-43)

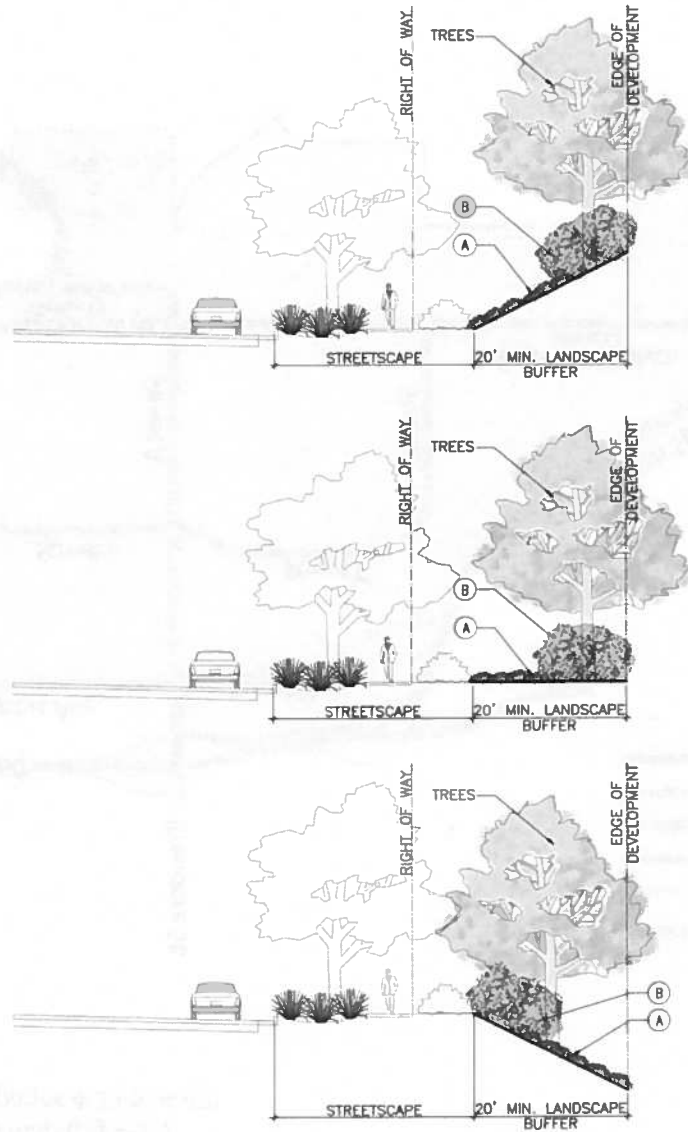


Exhibit 5-1 Water Quality Management Diagram (pg.5-4)

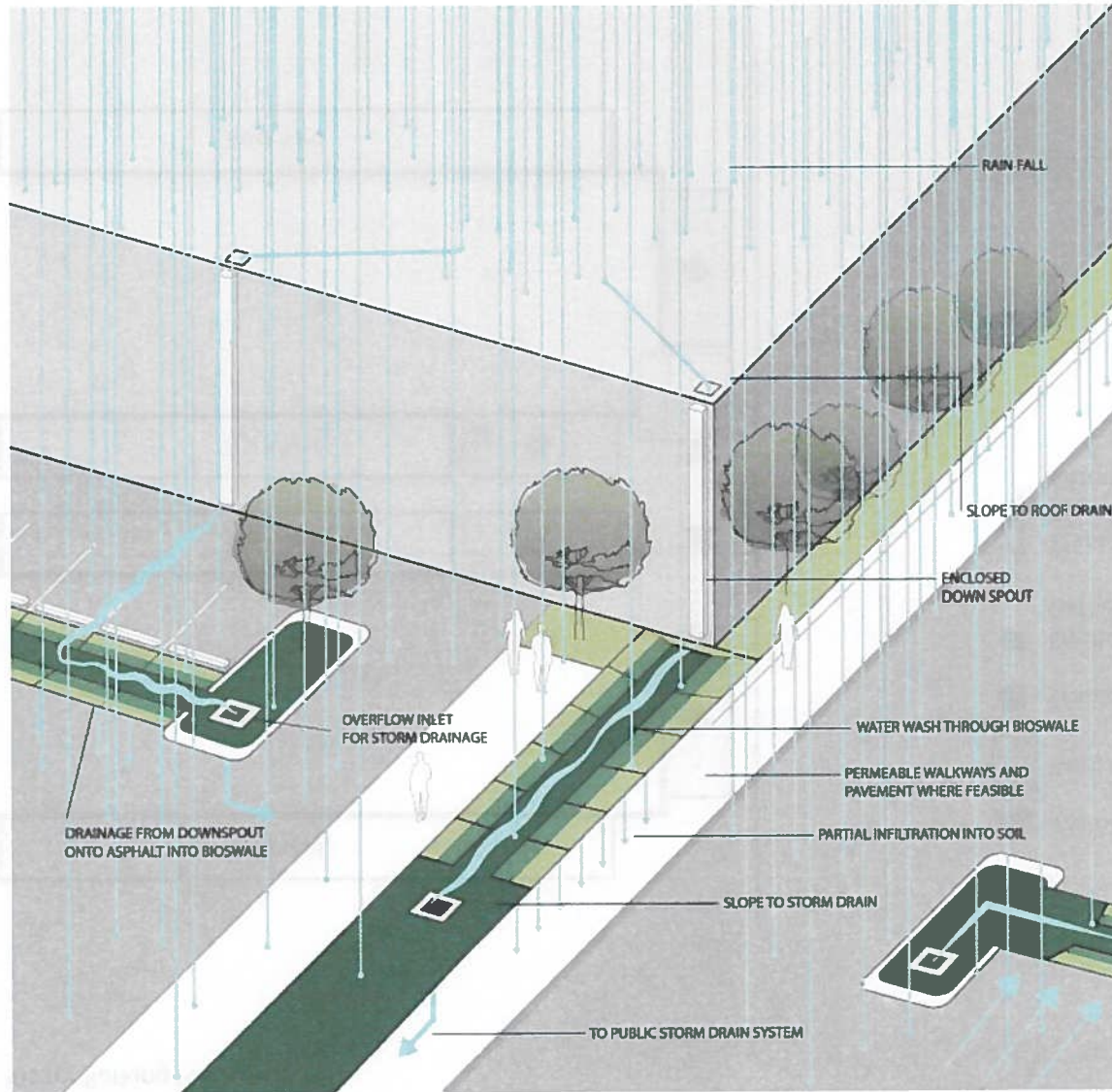


Exhibit 5-2 Visitor Parking Plan (pg.5-14)

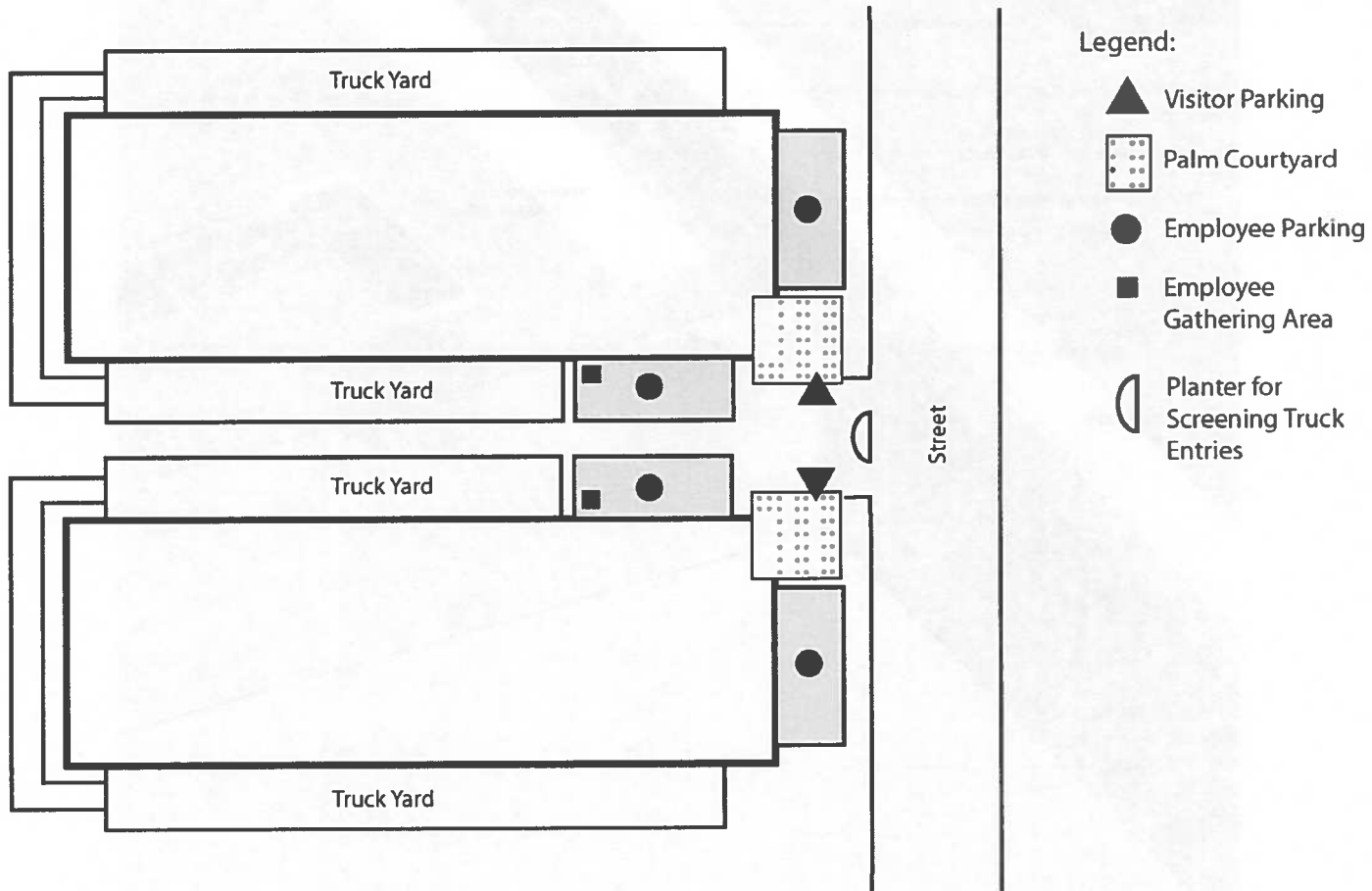


Exhibit 5-3 Building Height Plan (pg.5-21)

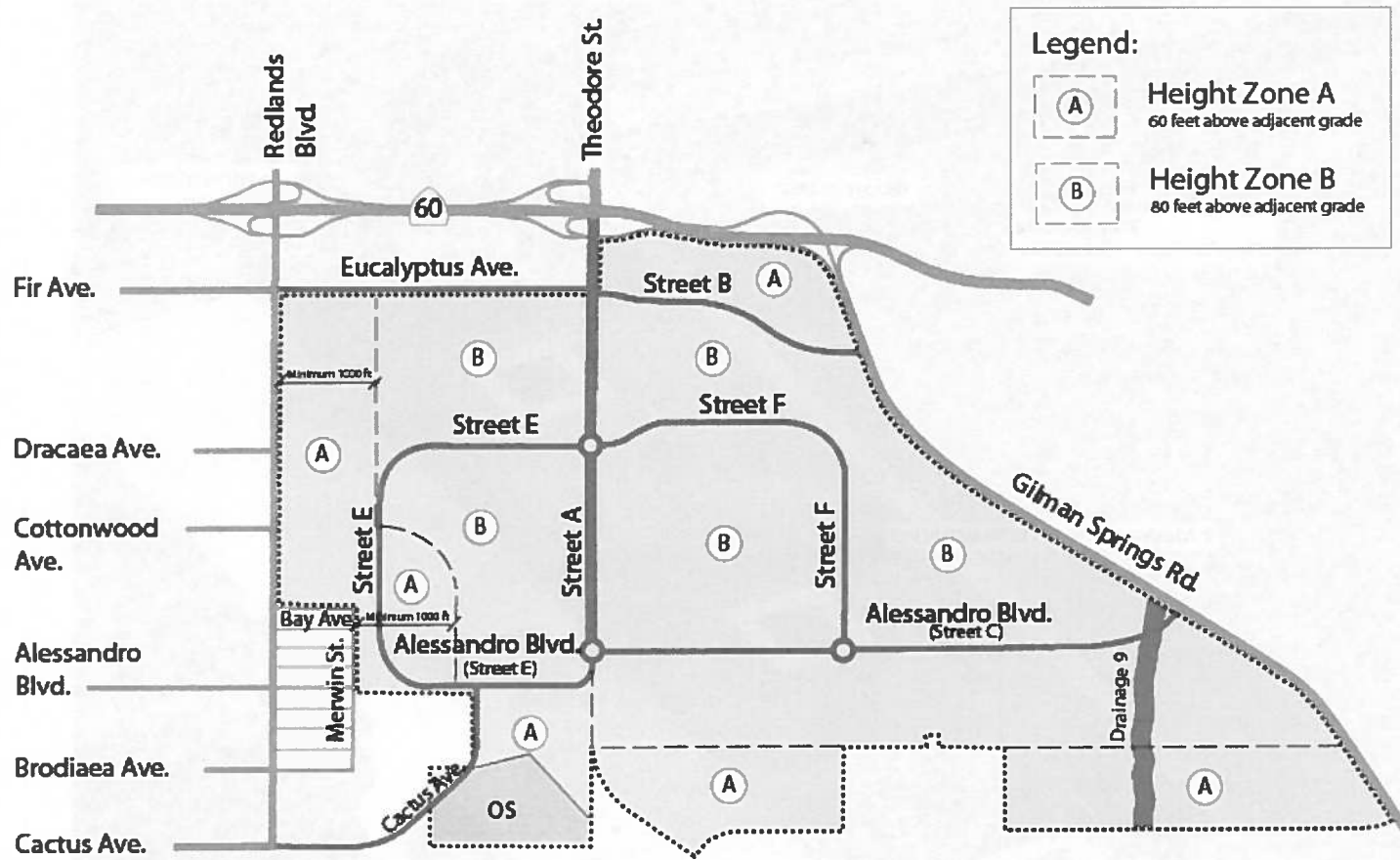


Exhibit 6-1 Off-site Water Management Plan (pg.6-1)

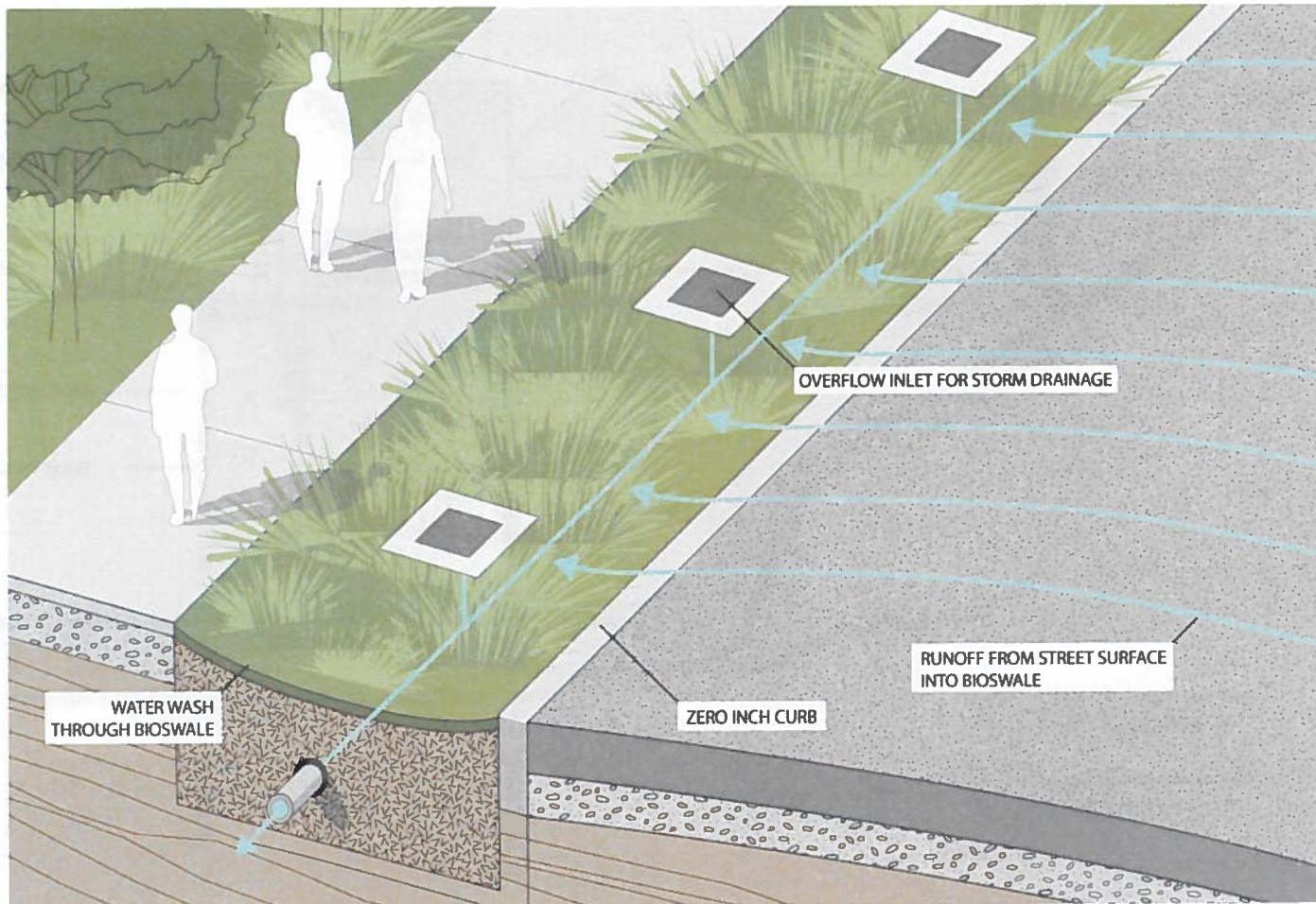
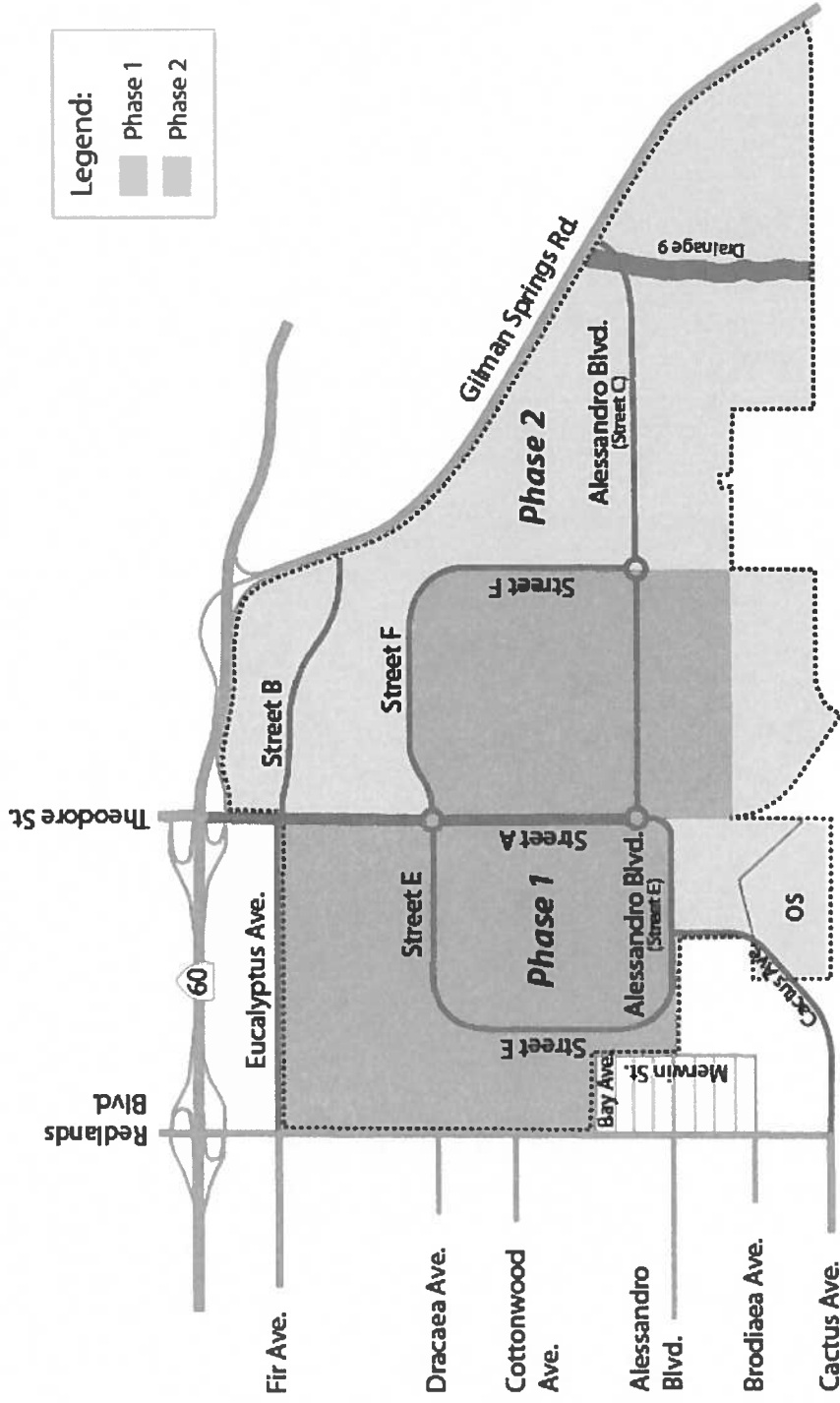


Exhibit 8-1 Phasing Plan (pg.8-1)



MORENO VALLEY JOB INITIATIVE

Conditions of Development

1. Each Plot Plan application for development along the western, southwestern, and eastern boundaries of the project (i.e., adjacent to existing or planned residential zoned uses) shall include a minimum 250-foot setback measured from the City/County zoning boundary line and any building or truck parking/access area within the project. The setback area shall include landscaping, berms, and walls to provide visual screening between the new development and existing residential areas upon maturity of the landscaping materials. The existing olive trees along Redlands Blvd. shall remain in place as long as practical to help screen views of the project site. This measure shall be implemented to the satisfaction of the Planning Official.
2. Each Plot Plan application for development adjacent to Redlands Boulevard, Bay Avenue, or Merwin Street, shall include a plot plan, landscaping plan, and visual rendering(s) illustrating the appearance of the proposed development. The renderings shall demonstrate that views of proposed buildings and trucks can be reasonably screened from view from existing residents upon maturity of planned landscaping and to ensure consistency with the General Plan Objective 7.7. "Effective" screening shall mean that no more than the upper quarter (25%) of a building is visible from existing residences, which shall be achieved through a combination of landscaping, berms, fencing, etc. The location and number of view presentations shall be at the discretion of the Planning Division.
3. Prior to the issuance of a certificate of occupancy for buildings adjacent to the western, southwestern, and eastern boundaries of the project (i.e., adjacent to existing residences at the time of application) the screening required in Condition 1 shall be installed in substantial conformance with the approved plans to the satisfaction of the Planning Official.
4. Prior to the issuance of permits for any development activity adjacent to Planning Area 30 (74.3 acres in the southwest portion of the Specific Plan), the entirety of Planning Area 30 shall be offered to the State of California for open space purposes. In the event that the State does not accept the dedication, the property shall be offered to Western Riverside County Regional Conservation Authority or an established non-profit land conservancy for open space purposes. In the event that none of these organizations accepts the dedication, the property may be dedicated to a property owners association or may remain in private ownership and may be fenced and access prohibited.
5. Each Plot Plan application for development shall include plans and visual rendering(s) illustrating any changes in views of Mount Russell and/or the Badlands, for travelers along SR-60, as determined necessary by the Planning Official. The plans and renderings shall illustrate typical views based on proposed project plans, with the location and number of view presentations to be determined by the Planning Official. These views shall be simulated from a height of six feet from the edge of the roadway travel lane closest to the visual resource. The renderings must demonstrate that the development will preserve at least the upper two thirds (67%) of the vertical view of Mt. Russell from SR-60.
6. Each Plot Plan application for development adjacent to residential development shall include a photometric plot of all proposed exterior lighting demonstrating that the project is consistent with the requirements of Section 9.08.100 of the City Municipal Code. The lighting study shall indicate the expected increase in light levels at the property lines of adjacent residential uses. The study shall demonstrate that the proposed lighting fixtures and/or visual screening meet or exceed City standards regarding light impacts.

7. Each Plot Plan application for development shall include an analysis of all proposed solar panels demonstrating that glare from panels will not negatively affect adjacent residential uses or negatively affect motorists along perimeter roadways. Design details to meet these requirements shall be implemented to the satisfaction of the Planning Official.

8. Prior to the issuance of any grading permit affecting land designated as "Unique Farmland" (Figure 4.2.2 in the World Logistics Center Environmental Impact Report), an Agricultural Conservation Easement shall be recorded over land of equivalent or better agricultural economic productivity of the offsite easement property compared to the World Logistics Center property. The analysis will include a comparison of the project's "Unique Farmland" considering its relative economic potential as the best measure of productivity (i.e., net profitability per acre or potential net rental income per acre). It will include a consideration of various important physical factors including location and accessibility, soils and topography, micro and macro climatic conditions, water availability and quality, as well as local practices, good farm management and cultural (growing) costs. The form and content of this easement, as well as the estimates of agricultural productivity, shall be reviewed and approved in advance by the Planning Official.

9. Construction equipment maintenance records (including the emission control tier of the equipment) shall be kept on site during construction and shall be available for inspection by the City of Moreno Valley.

- a) Off-road diesel-powered construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency Tier 4 off-road emissions standards. A copy of each unit's certified tier specification shall be available for inspection by the City at the time of mobilization of each applicable unit of equipment.
- b) During all construction activities, off-road diesel-powered equipment may be in the "on" position not more than 10 hours per day.
- c) Construction equipment shall be properly maintained according to manufacturer specifications.
- d) All diesel powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.
- e) Electrical hook ups to the power grid shall be provided for electric construction tools including saws, drills and compressors, where feasible, to reduce the need for diesel-powered electric generators. Where feasible and available, electric tools shall be used.
- f) The project shall demonstrate compliance with South Coast Air Quality Management District Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Moreno Valley.
- g) All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles.
- h) Construction on-road haul trucks shall be model year 2007 or newer.
- i) Information on ridesharing programs shall be made available to construction employees.

- j) During construction, lunch options shall be provided onsite.
- k) A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints per AQMD Standards.
- l) Only non-diesel material handling equipment may be used in any logistics building in the WLC.
- m) Off-site construction shall be limited to the hours between 6 a.m. to 8 p.m. on weekdays only. Construction during City holidays shall not be permitted.

10. Prior to issuance of any grading permits, a traffic control plan shall be submitted to and approved by the City of Moreno Valley that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. Construction trucks shall be rerouted away from sensitive receptor areas. Trucks shall use State Route 60 using Theodore Street, Redlands Boulevard (north of Eucalyptus Avenue), and Gilman Springs Road. In addition to its traffic safety purpose, the traffic control plan can minimize traffic congestion and delays that increase idling emissions. A copy of the approved Traffic Control Plan shall be retained on site in the construction trailer.

11. The following measures shall be applied during construction of the project to reduce volatile organic compounds (VOC):

- a) Non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the project to the maximum extent practicable. If such products are not commercially available, products with a VOC content of 100 grams per Liter or lower for both interior and exterior surfaces shall be used.
- b) Leftover paint shall be taken to a designated hazardous waste center.
- c) Paint containers shall be closed when not in use.
- d) Low VOC cleaning solvents shall be used to clean paint application equipment.
- e) Paint and solvent-laden rags shall be kept in sealed containers.

12. No grading shall occur on days with an Air Quality Index forecast greater than 150 for particulates or ozone as forecasted for the project area (Source Receptor Area 24).

13. Prior to issuance of occupancy permits for each warehouse building within the WLCSP, the developer shall demonstrate to the City that vehicles can access the building using paved roads and parking lots.

14. The following shall be implemented as indicated:

Prior to Issuance of a Certificate of Occupancy

- a) Signs shall be prominently displayed informing truck drivers about the California Air Resources Board diesel idling regulations and the prohibition of parking in residential areas.

- b) Signs shall be prominently displayed in all dock and delivery areas advising of the following: engines shall be turned off when not in use; trucks shall not idle for more than three consecutive minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report air quality violations.
- c) Signs shall be installed at each exit driveway providing directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked per the City Municipal Code.

On an Ongoing Basis

- d) Tenants shall maintain records on fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles are maintained pursuant to manufacturer's specifications. The records shall be maintained on site and be made available for inspection by the City.
- e) Tenant's staff in charge of keeping vehicle records shall be trained/certified in diesel technologies, by attending California Air Resources Board approved courses (such as the free, one-day Course #512). Documentation of said training shall be maintained on-site and be available for inspection by the City.
- f) Tenants shall be encouraged to become a SmartWay Partner.
- g) Tenants shall be encouraged to utilize SmartWay 1.0 or greater carriers.
- h) Tenants' fleets shall be in compliance with all current air quality regulations for on-road trucks including but not limited to California Air Resources Board's Heavy-Duty Greenhouse Gas Regulation and Truck and Bus Regulation.
- i) Information shall be posted in a prominent location available to truck drivers regarding alternative fueling technologies and the availability of such fuels in the immediate area of the World Logistics Center.
- j) Tenants shall be encouraged to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleet.
- k) All yard trucks (yard dogs/yard goats/yard jockeys/yard hostlers) shall be powered by electricity, natural gas, propane, or an equivalent non-diesel fuel. Any off-road engines in the yard trucks shall have emissions standards equal to Tier 4 Interim or greater. Any on-road engines in the yard trucks shall have emissions standards that meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025.
- l) All diesel trucks entering logistics sites shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at any time.
- m) All standby emergency generators shall be fueled by natural gas, propane, or any non-diesel fuel.

n) Truck and vehicle idling shall be limited to three (3) minutes.

15. Prior to the issuance of building permits for more than 25 million square feet of logistics warehousing within the Specific Plan area, a publically-accessible fueling station shall be operational within the Specific Plan area offering alternative fuels (natural gas, electricity, etc.) for purchase by the motoring public. Any fueling station shall be placed a minimum of 1000 feet from any off-site sensitive receptors or off-site zoned sensitive uses. This facility may be established in connection with the convenience store required in Condition 16.

16. Prior to the issuance of building permits for more than 25 million square feet of logistics warehousing within the Specific Plan area a site shall be operational within the Specific Plan area offering food and convenience items for purchase by the motoring public. This facility may be established in connection with the fueling station required in Condition 15.

17. Refrigerated warehouse space is prohibited unless it can be demonstrated that the environmental impacts resulting from the inclusion of refrigerated space and its associated facilities, including, but not limited to, refrigeration units in vehicles serving the logistics warehouse, do not exceed any environmental impact for the entire World Logistics Center identified in the program Environmental Impact Report. Such environmental analysis shall be provided with any warehouse plot plan proposing refrigerated space. Any such proposal shall include electrical hookups at dock doors to provide power for vehicles equipped with Transportation Refrigeration Units (TRUs).

18. The following measures shall be incorporated as conditions to any Plot Plan approval within the Specific Plan:

- a) All tenants shall be required to participate in Riverside County's Rideshare Program.
- b) Storage lockers shall be provided in each building for a minimum of three percent of the full-time equivalent employees based on a ratio of 0.50 employees per 1,000 square feet of building area. Lockers shall be located in proximity to required bicycle storage facilities.
- c) Class II bike lanes shall be incorporated into the design for all project streets.
- d) The project shall incorporate pedestrian pathways between on-site uses.
- e) Site design and building placement shall provide pedestrian connections between internal and external facilities.
- f) The project shall provide pedestrian connections to residential uses within 0.25 mile from the project site.
- g) A minimum of two electric vehicle-charging stations for automobiles or light-duty trucks shall be provided at each building. In addition, parking facilities with 100 parking spaces or more shall be designed and constructed so that at least three percent of the total parking spaces are capable of supporting future electric vehicle supply equipment (EVSE) charging locations. Only sufficient sizing of conduit and service capacity to install Level 2 Electric Vehicle Supply Equipment (EVSE) or greater are required to be installed at the time of construction.
- h) Each building shall provide indoor and/or outdoor bicycle storage space consistent with the City Municipal Code and the California Green Building Standards Code. Each building shall provide a minimum of two shower and changing facilities for employees.

- i) Each building shall provide preferred and designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles equivalent to the number identified in California Green Building Standards Code Section 5.106.5.2 or the Moreno Valley Municipal Code whichever requires the higher number of carpool/vanpool stalls.
- j) The following information shall be provided to tenants: onsite electric vehicle charging locations and instructions, bicycle parking, shower facilities, transit availability and the schedules, telecommunicating benefits, alternative work schedule benefits, and energy efficiency.

19. Notwithstanding the findings of the EIR, Owner agrees to fund the installation of air filtration systems meeting ASHRAE Standard 52.2 MERV-13 standards at the locations listed below, not to exceed \$25,000 per property. Property owners shall be under no obligation to accept such offer. Prior to the issuance of the first construction permit within the WLCSP, Owner shall provide documentation to the City confirming that an offer has been extended to each of the owners of said properties, and \$175,000 shall be deposited in a City account designated for this purpose and an agreement regarding the use and distribution of funds shall be executed between City and Owner. The affected property owners shall have until December 31, 2021 to accept the offer. Upon acceptance of each offer, Owner shall work with each owner to ensure the filtration system is properly installed in a timely fashion. Owner shall invoice City for reimbursement of payments up to \$25,000 per property. This provision applies only to the following seven houses:

13100 Theodore Street, Moreno Valley, CA 92555 current APN: 422-070-029
13200 Theodore Street, Moreno Valley, CA 92555 current APN: 422-070-032
13241 Theodore Street, Moreno Valley, CA 92555 current APN: 478-220-014
29080 Dracaea Avenue, Moreno Valley, CA 92555 current APN: 478-220-030
29140 Dracaea Avenue, Moreno Valley, CA 92555 current APN: 478-220-009
30220 Dracaea Avenue, Moreno Valley, CA 92555 current APN: 422-070-035
30240 Dracaea Avenue, Moreno Valley, CA 92555 current APN: 422-070-037

20. All Plot Plan applications within Planning Areas 10 and 12 (i.e. adjacent to the San Jacinto Wildlife Area) shall provide a 250-foot setback from the southerly property line. Permitted uses within this setback area include landscaping, drainage and water quality facilities, fences and walls, utilities and utility structures, maintenance access drives, and similar related uses. No logistics buildings or truck access/parking/maneuvering facilities are permitted in this setback area.

In addition, logistics buildings within Planning Areas 10 and 12 may not be located within 400 feet of the southerly property line. All development proposals in Planning Areas 10 and 12 shall include a minimum six-foot tall chain link fence or similar barrier to separate warehouse activity from the setback area. This fence/barrier shall have metal mesh installed below and above ground level to prevent animals from moving between the development area and the setback area.

Within Planning Areas 10 and 12, all truck activity areas adjacent to the 250-foot buffer area along the southern property line shall be enclosed by minimum 11-foot tall solid walls to reduce noise and lighting impacts on the adjacent property. This measure shall be implemented to the satisfaction of the Planning Official.

A preliminary landscape plan for the 250-foot setback area shall be submitted with all Plot Plan applications for lots adjacent to the California Department of Fish and Wildlife property. Precise landscape plans shall be submitted with any grading permit for said lots and must be approved prior to the issuance of any building permit on said lots. The landscape plan shall be prepared by a

licensed landscape architect in consultation with a qualified biologist and shall be consistent with the design standards contained in the World Logistics Center Specific Plan. No plant species listed in Section 6.1.4 of the Western Riverside County Multiple Species Habitat Conservation Plan shall be installed within the setback area. Cottonwood trees shall be planted within the setback area consistent with the World Logistics Center Specific Plan. This measure shall be implemented to the satisfaction of the Land Development Division Manager.

21. Each Plot Plan application in Planning Areas 10 and 12 shall provide runoff management and water quality facilities adequate to minimize downstream erosion, maintain water quality standards and retain pre-development flows in a manner meeting the approval of the City Engineer. All drainage improvements shall be designed to minimize runoff and erosion impacts on adjacent property. This measure shall be implemented to the satisfaction of the Land Development Division Manager of Public Works.

22. Each Plot Plan application shall include a focused plant survey of the proposed development site prepared by a qualified biologist to identify if any of the following sensitive plants (i.e., Coulter's goldfields, smooth tarplant, Plummer's mariposa lily, or thread-leaved brodiaea) are present. If any of the listed plants are found, they may be relocated to the 250-foot setback area outlined in the Specific Plan and discussed in Condition 19. Alternatively, at the applicant's discretion, an impact fee may be paid to the Western Riverside County Regional Conservation Authority (RCA) or other appropriate conservation organizations to offset the loss of these species. This measure shall be implemented to the satisfaction of the Planning Official.

23. Prior to the approval of any tentative maps for development including or adjacent to any Criteria Cells identified in the Western Riverside County Multiple Species Habitat Conservation Plan, the applicant shall prepare and process a Joint Project Review (JPR) with the Riverside County Resource Conservation Agency (RCA). All criteria cells shall be identified on all such tentative maps. This measure shall be implemented to the satisfaction of the City Planning Division and Riverside County Resource Conservation Agency ("RCA").

24. Prior to the issuance of grading permits the applicant shall secure a jurisdictional determination from the United States Army Corps of Engineers (USACE) and confirm with the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) if drainage features mapped on the property to be developed are subject to jurisdictional authority. If the features are subject to regulatory protection, the applicant will secure permit approvals with the appropriate agencies prior to initiation of construction. Compensatory riparian habitat mitigation will be provided at a minimum ratio of 1:1 (replacement riparian habitat to impacted riparian habitat) to ensure no net loss of riparian habitat or aquatic resources. It should be noted that this is a minimum recommended ratio but the actual permitting ratio may be higher. These detention basins will be oversized to accommodate the provision of areas of riparian habitat. Maintenance of the basins will be limited to that necessary to ensure their drainage and water quality functions while encouraging habitat growth. Riparian habitat mitigation will be provided concurrent to or prior to impacts. A Compensatory Mitigation Plan will be prepared for all unavoidable impacts and will be consistent with the United States Army Corps of Engineers (USACE)/United States Environmental Protection Agency's Compensatory Mitigation for Losses of Aquatic Resources; Final Rule and the United States Army Corps of Engineers Standard Operating Procedure for Determination of Mitigation Ratios.

The applicant shall consult with United States Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board to establish the need for permits based on the results of a recent jurisdictional delineation and final design plans for each of the proposed the facilities.

Consultation with the three agencies shall take place and appropriate permits obtained for project-level development. Compensation for losses associated with the altering of drainages on site shall be in agreement with the permit conditions and in coordination with compensation outlined below.

Mitigation will consist of onsite creation, offsite creation, or purchase of mitigation credits from an approved mitigation bank. As outlined in the WLC programmatic DBESP report, onsite riparian habitat will be created at a minimum 1:1 ratio due to the poor quality of onsite habitat. New habitat will be created within the onsite detention/infiltration basins to the extent allowed by the resource agencies to reduce storm flows, improve water quality, and reduce sediment transport. Habitat creation will include the installation of mule fat scrub or similar riparian scrub habitat to promote higher quality riparian habitat, but still maintain the basins for their primary role as detention facilities. The use of these areas as conservation areas would require consent from CDFW and the City of Moreno Valley.

25. As required by the Resource Conservation Agency (RCA), a program-level Determination of Biological Equivalent or Superior Preservation (DBESP) for impacts to Riverine/Riparian habitat has been prepared and shall be approved by the Resource Conservation Agency prior to project approval. The Determination of a Biological Equivalent or Superior Preservation includes a general discussion of mitigation options for impacts to riverine/riparian areas as well as general location and size of the mitigation area and includes a monitoring program.

If impacts to riparian habitat within the World Logistics Center Specific Plan (WLCSP) cannot be avoided at the time of specific development, then a separate project-level Determination of Biologically Equivalent or Superior Preservation (DBESP) shall be prepared to identify project-specific impacts to riparian habitat and incorporate mitigation options identified in Condition 23.

A project-level Determination of a Biological Equivalent or Superior Preservation for each specific development shall be prepared to document measures to reduce impacts to riparian/riverine habitats in accordance with the Western Riverside County Multiple species Habitat Conservation Plan (MSHCP). The project-level Determination of a Biological Equivalent or Superior Preservation shall include specific measures to reduce impacts to riparian areas and provide mitigation in the form of onsite preservation of riparian areas and/or a combination of compensation through purchase and placement of lands with riparian/riverine habitat into permanent conservation through a conservation easement and/or restoration or enhancement efforts at offsite or onsite locations. Therefore, mitigation required for compensation for impacts to riparian/riverine areas will require a minimum of 1:1 mitigation ratio of riparian/riverine mitigation land.

As outlined in the WLC programmatic DBESP, erosion control improvements will be installed within Drainage 9 to reduce sediment transport, and additional riparian habitat will be enhanced within this drainage following the installation of the erosion control improvements.

26. Prior to issuance of any grading permit for any offsite improvements that support development within the World Logistics Center Specific Plan, the developer shall retain a qualified biologist to prepare a jurisdictional delineation (JD) for any drainage channels affected by construction of the offsite improvements. This jurisdictional delineation shall be submitted to the U.S. Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) for review and concurrence. If the offsite improvements will not affect any identified jurisdictional areas, no United States Army Corps of Engineers permitting is required. However, permitting through the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (i.e., Streambed Alteration Agreement) may still be required for these improvements. The applicant shall consult with United States Army Corps of Engineers, California Department of Fish and Wildlife and Regional Water Quality Control Board to

establish the need for permits based on the results of the 2012 jurisdictional delineation and final design plans for each of the proposed facilities. Consultation with the three agencies shall take place and appropriate permits obtained. Compensation for losses associated with any altered offsite drainages shall be in agreement with the permit conditions. Any landscaping associated with these offsite improvements shall use only native species to help protect biological resources residing within or traveling through these drainages per Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Table 6.1.2. This measure shall be implemented to the satisfaction of the City Planning Division in consultation with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the California Department of Fish and Wildlife.

27. Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species (generally February 1 to August 31). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits for such development. The survey shall determine if active nests of species protected by the Migratory Bird Treaty Act or California Fish and Game Code are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with no grading or heavy equipment activity within 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), 250 feet from passerine birds, or 100 feet from sensitive or protected songbird nests. All construction activity within the vicinity of active nests must be conducted in the presence of a qualified biological monitor. Construction activity may encroach into the buffer area at the discretion of the biological monitor in consultation with CDFW. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Condition 27 shall also apply. This measure shall be implemented to the satisfaction of the City Planning Division.

28. If it is determined that project-related grading or construction will affect nesting migratory bird species, no grading or heavy equipment activity shall take place within the limits established in Condition 26 until it has been determined by a qualified biologist that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. This measure shall be implemented to the satisfaction of the City Planning Division.

29. The loss of foraging habitat for golden eagle and white-tailed kite will be mitigated by payment of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) fee and the creation of a landscaped buffer area adjacent to the San Jacinto Wildlife Area property (SJWA). First, the payment of the Western Riverside County Multiple Species Habitat Conservation Plan fee will be required on a project-by-project basis. Second, a 250-foot setback, as described in Condition 19 will be established within the World Logistics Center Specific Plan area. This area will reduce impacts to raptor species foraging in the adjacent San Jacinto Wildlife Area open space areas.

30. A pre-construction clearance survey for burrowing owl shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities within the project area. In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required.

If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the disturbance area during the 30-day pre-construction survey, construction activity shall maintain a 500 foot buffer area around any active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have

fledged the nest/burrow. If this avoidance buffer cannot be maintained, consultation with the California Department of Fish and Wildlife (CDFW) shall take place and an appropriate avoidance distance established. No disturbance to active burrows shall occur without appropriate permitting through the Migratory Bird Treaty Act and/or California Department of Fish and Wildlife.

If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, active and/or passive relocation may be conducted following consultation with the California Department of Fish and Wildlife. A relocation plan may be required by California Department of Fish and Wildlife if active and/or passive relocation is necessary. The relocation plan will outline the basic process and provide options for avoidance and mitigation. Artificial burrows may be constructed within the buffer area south of the World Logistics Center Specific Plan. Construction activity may occur within 500 feet of the burrows at the discretion of the biological monitor in consultation with CDFW.

A relocation plan may be required by California Department of Fish and Wildlife if active or passive relocation is necessary. Artificial burrows may be constructed within appropriate burrowing owl habitat within the proposed open space/conservation area (Planning Area 30), a 74.3-acre area in the southwest portion of the Specific Plan. This area abuts the Lake Perris State Recreation Area (LPSRA) which is already in conservation. If suitable habitat is not present in Planning Area 30, owls may be relocated to the SJWA, the 250-foot buffer area or other suitable on-site or off-site areas. Construction activity may occur within 500 feet of the burrows at the discretion of the biological monitor.

31. Prior to the approval of any Plot Plans proposing the development of land including or adjacent to Drainage 9, a protocol survey for the Los Angeles Pocket Mouse (LAPM), including 100 feet upstream and downstream of the affected reach shall be prepared by a qualified biologist and submitted to the City. If the affected drainage is not occupied, the area is considered not to be occupied and development can continue without further action. If the species is found within the specific survey area, no development shall occur until an appropriate mitigation fee is paid or appropriate amount of land set aside on the project site or off site to compensate for any loss of occupied Los Angeles Pocket Mouse habitat. Alternatively, individuals may be relocated to the 250-foot setback zone along the southern boundary of the property identified in Condition 19 or other appropriate areas as determined by the United States Fish and Wildlife Service. If necessary, this measure shall also be coordinated with Condition 23 regarding preparation and processing of a Determination of a Biological Equivalent or Superior Preservation report. This measure shall be implemented to the satisfaction of the City Planning Division.

32. Prior to approval of any discretionary permits for development within Planning Areas 10 and 12, a Biological Resource Management Plan (BRMP) shall be prepared to prescribe how the 250-foot setback area outlined in Condition 19 will be developed and maintained. This plan will identify frequent and infrequent vegetation management requirements (i.e., removal of invasive plants) and the planting and maintaining of trees to provide roosting and nesting opportunities for raptors and other birds. The Biological Resource Management Plan will also describe how relocation of listed or sensitive species will occur from other locations as outlined in Conditions 21, 29 and 30.

The Biological Resource Management Plan shall be reviewed and approved by the Planning Official in consultation with the San Jacinto Wildlife Area Manager. The Biological Resource Management Plan shall cover all the land within the 250-foot setback zone within Planning Areas 10 and 12. Implementation of the plan shall be supervised by a qualified biologist, to the satisfaction of the City Planning Division.

33. Condition 19 specifies that a landscape plan shall be submitted with any development proposal for lots adjacent to the California Department of Fish and Wildlife (CDFW) San Jacinto Wildlife Area (SJWA) property prior to issuance of a precise grading permit. The landscape plan shall be prepared by a licensed landscape architect in consultation with a qualified biologist and shall be consistent with the design standards contained in the Specific Plan. No plant species listed in Section 6.1.4 or Table 6.2 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) shall be installed within the setback area. In conjunction with development adjacent to the San Jacinto Wildlife Area (SJWA), cottonwood trees shall be planted within the 250-foot setback area, consistent with the World Logistics Center Specific Plan plant palette.

During construction, the runoff leaving construction areas will be directed to onsite detention basins and away from downstream drainage features located offsite. All projects within the WLCSP will be required to prepare a Storm Water Pollution Prevention Plan (as outlined in Condition 63). Regarding the 250-foot setback area, pedestrian and vehicular access to areas of riparian/riverine habitat will be prohibited except for controlled maintenance access. Finally, no grading shall be permitted within conserved riparian/riverine habitat areas except for grading necessary to established or enhance habitat areas.

34. As outlined in Condition 19, development adjacent to the 250-foot open space setback shall have a six-foot chain link fence or similar barrier to help separate human activity and the buffer area. Any chain link fencing installed on any properties adjacent to the 250-foot buffer area shall have metal mesh installed below and above ground level to prevent animals from accessing new development areas.

35. The individual property owner and/or Property Owners Association (POA) as appropriate shall be responsible for maintaining the various onsite landscaped areas, open improved or natural drainage channels, and detention or flood control basins in a manner that provide for fuel management and vector control pursuant to standards maintained by the City Fire Marshall and County Department of Environmental Health - Vector Control Group. This measure requires the individual owner or Property Owners Association (POA) to manage vegetation in and around these areas or improvements so as to not represent a fire hazard as defined by the City Fire Department through the substantial buildup of combustible materials. This measure also requires the individual owner or Property Owners Association to manage vegetation and standing water in drainage channels and basins such that they do not encourage or allow vectors to occur (primarily rats and mosquitoes). Runoff shall not be allowed to stand in channels or basins for more than 72 hours without treatment or maintenance to prevent establishment of mosquitoes per published County vector control guidelines and "Best Management Practices for Mosquito Control on California State Properties" which is available from the California West Nile Virus website at <http://www.westnile.ca.gov/resources>. This measure shall be implemented by the Property Owners Association in consultation with the City Fire Department and Riverside County Department of Environmental Health – Vector Control Group.

36. A Fuel Management Plan shall be prepared on a project-by-project basis for those Planning Areas adjacent to the south and east boundary of the World Logistics Center Specific Plan adjacent to Western Riverside County Multiple Species Habitat Conservation Plan Conservation Areas. The Fuel Management Plan shall be prepared by the project proponent and submitted for approval to the prior to plot plan approval for those projects on the southern and eastern Western Riverside County Multiple Species Habitat Conservation Plan boundary. Per the Western Riverside County Multiple Species Habitat Conservation Plan guidelines, the Fuel Management Plan shall include the following:

- A plant palette of adequate plant species that may be planted within the Fuel Management Area, which will be approved by a biologist familiar with the plant requirements of the area.
- A list of non-native invasive plants that are prohibited from installation.
- Maintenance activities and a maintenance schedule.

Fuel modification zones shall be mapped and include an impact assessment as required under California Environmental Quality Act guidelines for a project-level analysis. The plan shall demonstrate that the adjacent Western Riverside County Multiple Species Habitat Conservation Plan Areas are adequately protected from expected fire risks.

37. Prior to approval of any plot plans for development adjacent to the SJWA, the applicant shall demonstrate that direct light rays have been contained within the development area, per requirements of the MSHCP Section 6.0 which states, "Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting." This measure shall be implemented to the satisfaction of the City Planning Division.

38. Prior to the approval of any grading permit for any of the "Light Logistics" parcels, the parcels shall be evaluated for significance by a qualified archaeologist. A Phase 1 Cultural Resources Assessment shall be conducted by the project archaeologist and an appropriate tribal representative(s) on each of the "Light Logistics" parcel to determine if significant archaeological or historical resources are present.

A Phase 2 significance evaluation shall be completed for any of these sites in order to determine if they contain significant archaeological or historical resources. Cultural resources include but are not limited to stone artifacts, bone, wood, shell, or features, including hearths, structural remains, or historic dumpsites. All resources determined to be prehistoric or historic shall be documented using DPR523 forms for archival research/storage in the Eastern Information Center (EIC). If the particular resource is determined to be not significant, no further documentation is required. If prehistoric resources are determined to be significant, they shall be considered for relocation or archival documentation. If any resource is determined to be significant, a Phase 3 recovery study shall be conducted to recover remaining significant cultural artifacts. If prehistoric archaeological/cultural resources are discovered during the Phase 1 survey and it is determined that they cannot be avoided through site design, they shall be subject to a Phase 2 testing program. The project archaeologist in consultation with appropriate tribal group(s) shall determine the significance of the resource(s) and determine the most appropriate disposition of the resource(s) in accordance with applicable laws, regulations and professional practices.

39. Prior to the issuance of any grading or ground-disturbing permit for construction of off-site improvements, a qualified archaeologist shall be retained to prepare a Phase I cultural resource assessment (CRA) of the project site if an up to date Phase I cultural resource assessment is not available for the site at the time of development.

Appropriate tribal representatives as identified by the City shall be invited by the Project Archeologist to participate in this assessment.

If archaeological resources are discovered during construction activities, no further excavation or disturbance of the area where the resources were found shall occur until a qualified archaeologist evaluates the find. If the find is determined to be a unique archaeological resource, appropriate action shall be taken to (a) plan construction to avoid the archeological sites (the preferred alternative); (b) cap or cover archeological sites with a layer of soil before building on the affected project location; or (c)

excavate the site to adequately recover the scientifically consequential information from and about the resource. At the discretion of the project archaeologist, work may continue on other parts of the project site while the unique archaeological resource mitigation takes place. This measure shall be implemented to the satisfaction of the Planning Official.

If the project archaeologist, in consultation with the monitoring Tribe(s), determines that the find is a unique archaeological resource, the resource site shall be evaluated and recorded in accordance with requirements of the State Office of Historic Preservation (OHP). If the resource is determined to be significant, data shall be collected by the qualified archaeologist and the findings of the report shall be submitted to the City. If the find is determined to be not significant no mitigation is necessary.

Should a future project-level analysis show that cultural resource site CA-RIV-3346 will be directly or partially impacted by project-level construction, an Addendum cultural resource report must be prepared and include an analysis of the alternatives associated with mitigation for impacts to this resource following CEQA Guidelines Section 15126.4(b)(3). This information must be included in any project-level CEQA compliance documentation. It should be noted that Phase 3 data recovery is an acceptable mitigation action under CEQA Guidelines Section 15126.4(b)(3)(C).

Should it be determined through a future project-level EIR analysis that prehistoric cultural resource sites CA-RIV-2993 and/or CA-RIV-3347 shall be directly impacted by future construction, these sites must be Phase 2 tested for significance.

40. Prior to the issuance of any grading permits a qualified archaeologist shall be retained to monitor all grading and shall invite tribal groups to participate in the monitoring. Project-related archaeological monitoring shall include the following requirements:

- a. All earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative. Once all areas of the development project that have been cut to 10 feet below existing grade have been inspected by the monitor, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
- b. If buried cultural resources are detected, monitoring shall continue until 100 percent of virgin earth within the specific project area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.
- c. Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. A buffer of at a minimum 25 feet around the cultural item shall be established to allow for assessment of the resource. Grading may continue in other areas of the site while the particular find is investigated; and
- d. If prehistoric cultural resources are uncovered during grading, they shall be Phase 2 tested by the Project Archaeologist, and evaluated for significance in accordance with §15064.5(f) of the CEQA Guidelines. Appropriate actions for significant resources as determined by the Phase 2 testing include, but are not limited to, avoidance or capping, incorporation of the site in green space, parks, or delineation into open space. If such measures are not feasible, Phase 3 data recovery of the significant resource will be required, and curation of recovered artifacts and/or reburial, shall be required. A report associated with Phase 2 testing or Phase 3 data recovery must be delivered to the City and, if necessary, the museum where any recovered artifacts have been curated.

e. No further grading shall occur in the area of the discovery until the City approves specific actions to protect identified resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the City where they would be afforded long-term preservation to allow future scientific study.

f. The developer shall make reasonable efforts to avoid, minimize, or mitigate significant adverse impacts on cultural resources. The State Historic Preservation Office (SHPO) and local Native American tribes will be consulted and the Advisory Council on Historic Preservation will be notified within 48 hours of the find in compliance with 36 CFR 800.13(b)(3). This measure shall be implemented to the satisfaction of the Planning Official.

41. Prior to the issuance of any grading permit the project archaeologist shall invite interested Tribal Group(s) representatives to monitor grading activities. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor grading as long as they provide 48-hour notice to the developer of their desire to monitor, so the developer can make appropriate safety arrangements on the site. This measure shall be implemented to the satisfaction of the Planning Official.

42. It is possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources (archaeological or historical). In the event that buried cultural resources are discovered during grading and no Project Archaeologist or Historian is present, grading operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be retained to determine the most appropriate course of action regarding the resource. The Archeologist shall make recommendations to the City on the actions that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with §15064.5 of the CEQA Guidelines. Cultural resources could consist of, but are not limited to, stone artifacts, bone, wood, shell, or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area shall be recorded on appropriate California Department of Parks and Recreation forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under §15064.5 of the CEQA Guidelines, appropriate protective actions for significant resources such as avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds shall be implemented by the project archaeologist and the City.

No further grading shall occur in the area of the discovery until the City and project archaeologist approve the measures to address these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the City where they would be afforded long-term preservation to allow future scientific study.

43. If any historic resources are found during implementation of Condition 38, the Project Archaeologist or Historian (as appropriate) shall offer any artifacts or resources to the Moreno Valley Historical Society (MVHS) or the Eastern Information Center/County Museum or the Western Science Center in Hemet as appropriate for archival storage. From the time any artifacts are turned over to the Moreno Valley Historical Society or other appropriate historical group, the developer shall have no further responsibility for their management or maintenance.

44. As part of construction of the trail segment connecting Redlands Boulevard to the California Department of Fish and Wildlife property, the developer shall contribute \$5,000 to the City for the installation of a historical marker acknowledging the passing of Juan Bautista de Anza through this area during his exploration of California. This measure shall be incorporated into trail plans for this segment

which will be subject to review and approval by the City Park and Recreation Department in consultation with the Moreno Valley Historical Society.

45. Streets C and E shall follow the historical alignment of Alessandro Boulevard and shall be named Alessandro Boulevard.

46. Prior to the issuance of any grading permits, a City-approved Paleontologist shall be retained to conduct paleontological monitoring as needed for all grading related to development. Development monitoring shall include the following actions:

a. Monitoring must occur in areas where excavations are expected to exceed twenty (20) feet in depth, in areas where fossil-bearing formations are found during grading, and in all areas found to contain, or are suspected of containing, fossil-bearing formations.

b. To avoid construction delays, paleontological monitors shall be equipped to salvage fossils and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates if they are unearthed.

c. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of specimens.

d. Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by the Project Paleontologist to have low potential to contain fossil resources. This measure shall be implemented to the satisfaction of the Planning Official. The Project Paleontologist and the Project Archaeologist described in Condition 40 may be the same person if he/she meets the qualifications of both positions.

47. Prior to the issuance of any permits for the construction of off-site improvements, a qualified paleontologist shall conduct an assessment for paleontological resources on each off-site improvement location. If any site is determined to have a potential for exposing paleontological resources, the project paleontologist shall monitor off-site grading/excavation, subject to coordination with the City. Development monitoring shall include the following mitigation measures:

a. Monitoring must occur in areas where excavations are expected to reach fossil-bearing formations during grading. This monitoring must be conducted by the Project Paleontologist in all areas found to or suspected of containing fossil-bearing formations.

b. To avoid construction delays, the Project Paleontologist shall be equipped to salvage fossils and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates as they are unearthed.

c. The Project Paleontologist shall be empowered to temporarily halt or divert equipment to allow removal of specimens.

d. Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by the Project Paleontologist to have low potential to contain fossil resources.

48. Prior to approval of any projects for development between Redlands Boulevard and Theodore Street, south of Dracaea Avenue (projected east from Redlands Boulevard), and the area south of Alessandro from the western boundary along the Mount Russell toe of slope easterly into the site 1,500 feet, the City shall determine if a detailed fault study of the Casa Loma Fault Zone area is required based

on available evidence. If necessary, any additional geotechnical investigations shall be prepared by a qualified geologist and determine if structural setbacks are needed, and shall identify specific remedial earthwork and/or foundation recommendations. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific geotechnical investigations. In addition, the project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet the California Building Code requirements, and incorporate all applicable mitigations from the investigation into the structural design plans and shall ensure that all structural plans for the project meet current Building Code requirements. Additionally, a registered geotechnical engineer shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure, and all other relevant construction permits. The City Building Division shall review and approve plans to confirm that the siting, design and construction of all structures and facilities are in accordance with the regulations established in the California Building Code (California Code of Regulations, Title 24), and/or professional engineering standards appropriate for the seismic zone in which such construction may occur. Structures intended for human occupancy shall not be located within any structural setback zone as determined by those studies. This measure shall be implemented to the satisfaction of the City Engineer in consultation with the Project Geologist.

49. Prior to approval of any projects for development within or adjacent to the San Jacinto Alquist-Priolo Earthquake Fault Zone, the City shall review and approve a geotechnical fault study prepared by a qualified geologist to confirm the alignment and size of any required building setbacks related to the fault zone. If necessary, this study shall identify a "special foundation or grading remediation zone" for the areas supporting structures intended for human occupancy where coseismic deformation (fractures) is observed. This zone shall be determined after subsurface evaluation based on proposed building locations. Specific remedial earthwork and foundation recommendations shall be evaluated as necessary based on proposed building locations. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific geotechnical investigations. In addition, the project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet the California Building Code requirements, and incorporate all applicable mitigations from the investigation into the structural design plans and shall ensure that all structural plans for the project meet current Building Code requirements. Additionally, a registered geotechnical engineer shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure, and all other relevant construction permits. The City Building Division shall review and approve plans to confirm that the siting, design and construction of all structures and facilities are in accordance with the regulations established in the California Building Code (California Code of Regulations, Title 24), and/or professional engineering standards appropriate for the seismic zone in which such construction may occur.

This study may involve trenching to adequately identify the location of the Claremont segment of the San Jacinto Fault Zone that crosses the eastern portion of the World Logistics Center Specific Plan property. This measure shall be implemented to the satisfaction of the City Engineer in consultation with the Project Geologist.

50. Prior to the approval of grading permits, or permits for construction of off-site improvements, the City shall review and approve plans confirming that the project has been designed to withstand anticipated ground shaking and other geotechnical and soil constraints (e.g., settlement). The project proponent shall submit plans to the City as appropriate for review and approval prior to issuance of

grading permits or issuance of permits for the construction of any offsite improvements. This measure shall be implemented to the satisfaction of the City Engineer.

51. Prior to issuance of building permits for any portion of the project site, a site-specific, design level geotechnical investigation for each parcel shall be submitted to the City, which would comply with all applicable state and local code requirements, and includes an analysis of the expected ground motions at the site from known active faults using accepted methodologies. The report shall determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults. The report shall also determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific geotechnical investigations. In addition, the project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet the California Building Code requirements, and incorporate all applicable mitigations from the investigation into the structural design plans and shall ensure that all structural plans for the project meet current Building Code requirements. Additionally, a registered geotechnical engineer shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure, and all other relevant construction permits. The City Building Division shall review and approve plans to confirm that the siting, design and construction of all structures and facilities are in accordance with the regulations established in the California Building Code (California Code of Regulations, Title 24), and/or professional engineering standards appropriate for the seismic zone in which such construction may occur.

52. Each Plot Plan application for development shall include a site-specific, design level geotechnical investigation for each parcel, in compliance with all applicable state and local code requirements, and including an analysis of the expected soil hazards at the site. The report shall determine:

- a. Structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults.
- b. The final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific geotechnical investigations. In addition, the project structural engineer shall review the site specific investigations, provide any additional necessary mitigation to meet the California Building Code requirements, and incorporate all applicable mitigations from the investigation into the structural design plans and shall ensure that all structural plans for the project meet current Building Code requirements. These investigations shall identify any site-specific impacts from compressible and expansive soils based on the actual location of individual pads proposed in the future, so that differential movement can be further verified or evaluated in view of the actual foundation plan and imposed fill or structural loads. Additionally, a registered geotechnical engineer shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure, and all other relevant construction permits. The City Building Division shall review and approve plans to confirm that the siting, design and construction of all structures and facilities are in accordance with the regulations established in the California Building

Code (California Code of Regulations, Title 24), and/or professional engineering standards appropriate for the seismic zone in which such construction may occur.

Compliance with this measure will ensure that future buildings are designed to protect the structure and occupants from on-site soil limitations, consistent with State Building Code requirements. This measure shall be implemented to the satisfaction of the City Engineer.

53. Any cut slopes in excess of five (5) feet in vertical height shall be constructed as "replacement fill slopes" per the project geotechnical report, due to the variable nature of the onsite alluvial soils. This measure shall be implemented to the satisfaction of the City Land Development Division and the City Engineer in consultation with the Project Geologist.

54. During all grading activities, a geotechnical engineer shall monitor site preparation, removal of unsuitable soils, mapping of all earthwork excavations, approval of imported earth materials, fill placement, foundation installation, and other geotechnical operations. Laboratory testing of subsurface materials to confirm compacted dry density and moisture content, consolidation potential, corrosion potential, expansion potential, and resistance value (R-value) shall be performed prior to and during grading as appropriate. This measure shall be implemented to the satisfaction of the City Engineer in consultation with the Project Geologist.

55. The project shall implement the following requirements to reduce solid waste and greenhouse gas emissions from construction and operation of project development:

a) Prior to January 1, 2020, divert a minimum of 50 percent of landfill waste generated by operation of the project. After January 1, 2020, development shall divert a minimum of 75 percent of landfill waste. In January of each calendar year after project approval the developer and/or Property Owners Association shall certify the percentage of landfill waste diverted on an annual basis.

b) Prior to January 1, 2020, recycle and/or salvage at least 50 percent of non-hazardous construction and demolition debris. After January 1, 2020, recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris. In January of each calendar year after project approval the developer and/or Property Owners Association shall certify the percentage of landfill waste diverted on an annual basis. Develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Calculations can be done by weight or volume, but must be consistent throughout.

c) The applicant shall submit a Recyclables Collection and Loading Area Plan for construction related materials prior to issuance of a building permit with the Building Division and for operational aspects of the project prior to the issuance of the occupancy permit to the Public Works Department. The plan shall conform to the Riverside County Waste Management Department's Design Guidelines for Recyclable Collection and Loading Areas.

d) Prior to issuance of certificate of occupancy, the recyclables collection and loading area shall be constructed in compliance with the Recyclables Collection and Loading Area Plan.

e) Prior to issuance of certificate of occupancy, documentation shall be provided to the City confirming that recycling is available for each building.

f) Within six months after occupancy of a building, the City shall confirm that all tenants have recycling procedures set in place to recycle all items that are recyclable, including but not limited to paper, cardboard, glass, plastics, and metals.

g) The property owner shall advise all tenants of the availability of community recycling and composting services.

h) Existing onsite street material shall be recycled for new project streets to the extent feasible.

56. Prior to demolition of any existing structures on the project site, a qualified contractor shall be retained to determine if asbestos-containing materials (ACMs) and/or lead-based paint (LBP) are present. If asbestos-containing materials and/or lead-based paint are present, prior to commencement of demolition, these materials shall be removed and transported to an appropriate landfill by a licensed contractor. In addition, onsite soils shall be tested for contamination by agricultural chemicals. If present, these materials shall be removed and transported to an appropriate landfill by a licensed contractor. This measure shall be implemented to the satisfaction of the Building Division including written documentation of the disposal of any asbestos-containing materials, lead-based paint, or agricultural chemical residue in conformance with all applicable regulations.

57. Prior to the issuance of any discretionary permits associated with the proposed fueling facility ("logistic support" site in the LD zone), a risk assessment or safety study that identifies the potential public health and safety risks from accidents at the facility (e.g., fire, tank rupture, boiling liquid, or expanding vapor explosion) shall be submitted to the City for review and approval. This study shall be prepared to industry standards and demonstrate that the facility will not create any significant public health or safety impacts or risks, to the satisfaction of the City Building and Safety Division and the Fire Prevention Bureau.

58. Prior to grading, for any discretionary permits for development in Planning Areas 9-12 adjacent to the natural gas compressor plant, the applicant shall prepare a risk assessment report analyzing safety conditions relative to the existing compressor plant and planned development. The report must be based on appropriate industry standards and identify the potential hazards from the compressor plant (e.g., fire, explosion) and determine that the distance from the plant to the closest planned buildings in Planning Areas 9-12 is sufficient to protect the safety of workers from accidents that could occur (see Final EIR Volume 2 Figure 4.1.6B) at the compressor plant. This measure shall be implemented to the satisfaction of the City Building and Safety Division and the Fire Prevention Bureau.

59. Prior to the issuance of any grading permit, the developer shall inform the City of any existing solid waste materials within the development area. In conjunction with grading activities, all solid waste matter within the development area shall be removed by a licensed contractor and disposed of in an approved landfill. A record of the removal and disposal of any waste materials, in compliance with applicable laws and regulations, shall be submitted to the City prior to the issuance of any building permits.

60. Prior to issuance of any building permit within the Specific Plan area, the developer shall construct storm drain pipes and conveyances, as well as, combined detention and infiltration basin(s), bio-retention areas, and spreading area(s) within each proposed watershed, as outlined in the project hydrology plan, to mitigate the impacts of increased peak flow rate, velocity, flow volume and reduce the time of concentration by storing and infiltrating increased runoff for a limited period of time and release the outflow at a rate that does not exceed the pre-development peak flows and velocities for the 2, 5, 10, 25, and 100-year storms and volumes as assessed in the water balance model for historical conditions. For the purpose of this mitigation measure, the term "construct" shall mean to substantially

complete construction so as to function for its intended purpose during construction with complete construction prior to occupancy. Field investigations will be conducted to determine the infiltration rate of soils underlying the proposed locations of bio-retention areas and detention basins. The infiltration rate of the underlying soils will be used to properly size the bio-retention areas and detention basins/infiltration basins to ensure that adequate volumes of runoff, in cumulative total for all bio-retention areas and detention basins are captured and infiltrated. The water balance model will be updated and rerun for the site-specific conditions encountered to confirm the water balance. This measure shall be implemented to the satisfaction of the City Engineer. Energy dissipaters shall be used as the spillways of basins to reduce the runoff velocity and dissipate the flow energy. Drainage weir structures shall be constructed at the downstream end of the watersheds flowing to the San Jacinto Wildlife Area to control the runoff and spread the flow such that the flows exiting the project boundary will return to the sheet flow pattern similar to the existing condition. Detention basins and spreading areas shall be designed to account for the amount of the sediment transported through the project boundary so that the existing sediment carrying capacity is maintained.

61. The bio-retention areas and detention/infiltration basins shall be designed to assure infiltration rates. The monitoring plan will follow the guidelines presented by the California Storm Water Quality Association (CASQA) in the California Storm Water Best Management Program (BMP) Handbook, Municipal, January 2003 Section 4, Treatment Control Best Management Programs Fact Sheets TC-11 Infiltration Basin and TC-30 Vegetated Swale). For the bio-retention areas, as-needed maintenance activities shall be conducted to remove accumulated sediment that may obstruct flow through the swale. Bio-retention areas shall be monitored at the beginning and end of each wet season to assess any degradation in infiltration rates. The maintenance activities should occur when sediment on channels and culverts builds up to more than 3 inches (CASQA 2003). The swales will need to be cultivated or rototilled if drawdown takes more than 72 hours.

For the detention/infiltration basins, a 3-5 year maintenance program shall be implemented mainly to keep infiltration rates close to original values since sediment accumulation could reduce original infiltration rate by 25-50%. Infiltration rates in detention basins will be monitored at the beginning and end of each wet season to assess any degradation in infiltration rates. If cumulative infiltration rates of all detention basins drops below the minimum required rates, then the detention basins will be reconditioned to improve infiltration capacity by scraping the bottom of the detention basin, seed or sod to restore groundcover, aerate bottom and dethatch basin bottom (CASQA 2003).

62. Prior to issuance of any grading permit for development in the World Logistics Center Specific Plan, the project developer shall file a Notice of Intent (NOI) with the Santa Ana Regional Water Quality Control Board to be covered under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities. The project developer shall submit to the City the Waste Discharge Identification Number issued by the State Water Quality Control Board (SWQCB) as proof that the project's Notice of Intent is to be covered by the General Construction Permit has been filed with the State Water Quality Control Board. This measure shall be implemented to the satisfaction of the City Engineer.

63. Prior to issuance of any grading permit for development in the World Logistics Center Specific Plan, the project developer shall submit to the State Water Quality Control Board (SWQCB) a project-specific Storm Water Pollution Prevention Plan (SWPPP). The Storm Water Pollution Prevention Plan shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the Storm Water Pollution Prevention Plan shall emphasize structural and nonstructural best management practices

(BMPs) to control sediment and non-visible discharges from the site. Best Management Practices to be implemented may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the Best Management Practices are to be periodically inspected by the Regional Water Quality Control Board during construction, and repairs would be made as required.
- Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas.
- All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include: covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- The Storm Water Pollution Prevention Plan shall include inspection forms for routine monitoring of the site during the construction phase.
- Additional required Best Management Practices and erosion control measures shall be documented in the Storm Water Pollution Prevention Plan.
- The Storm Water Pollution Prevention Plan would be kept on site for the duration of project construction and shall be available to the local Regional Water Quality Control Board for inspection at any time.

The developer and/or construction contractor for each development area shall be responsible for performing and documenting the application of Best Management Practices identified in the project-specific Storm Water Pollution Prevention Plan. Regular inspections shall be performed on sediment control measures called for in the Storm Water Pollution Prevention Plan. Monthly reports shall be maintained and available for City inspection. An inspection log shall be maintained for the project and shall be available at the site for review by the City of Moreno Valley and the Regional Water Quality Control Board.

64. Prior to discretionary permit approval for individual plot plans, a site-specific Water Quality Management Plan (WQMP) shall be submitted to the City Land Development Division for review and approval. The Water Quality Management Plan shall specifically identify site design, source control, and treatment control Best Management Practices that shall be used on site to control pollutant runoff and to reduce impacts to water quality to the maximum extent practicable. The Water Quality Management Plan shall be consistent with the Water Quality Management Plan approved for the overall World Logistics Center Specific Plan project. At a minimum, the site developer shall implement the following site design, source control, and treatment control Best Management Practices as appropriate:

Site Design Best Management Practices

- Minimize urban runoff.
- Maximize the permeable area.
- Incorporate landscaped buffer areas between sidewalks and streets.

- Maximize canopy interception and water conservation by planting native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.
- Where soil conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Minimize impervious footprint.
- Construct streets, sidewalks and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of street where off-street parking is available.
- Minimize the use of impervious surfaces such as decorative concrete, in the landscape design.
- Conserve natural areas.
- Minimize Directly Connected Impervious Areas (DCIAs).
- Runoff from impervious areas will sheet flow or be directed to treatment control Best Management Practices.
- Streets, sidewalks, and parking lots will sheet flow to landscaping/bio-retention areas that are planted with native or drought tolerant trees and large shrubs.

Source Control Best Management Practices are implemented to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural:

Non-structural source control Best Management Practices include:

- a) Education for property owners, operator, tenants, occupants, or employees;
- b) Activity restrictions;
- c) Irrigation system and landscape maintenance;
- d) Common area litter control;
- e) Street sweeping private streets and parking lots; and
- f) Drainage facility inspection and maintenance.

Structural source control Best Management Practices include:

- g) MS4 stenciling and signage;
- h) Landscape and irrigation system design;
- i) Protect slopes and channels; and
- j) Properly design fueling areas, trash storage areas, loading docks, and outdoor material storage areas.

Treatment Control Best Management Practices supplement the pollution prevention and source control measures by treating the water to remove pollutants before it is released from the project site. The Treatment Control Best Management Practice strategy for the project is to select Low Impact Development (LID) Best Management Practices that promote infiltration and evapotranspiration, including the construction of infiltration basins, bio-retention facilities, and extended detention basins. Where infiltration Best Management Practices are not appropriate, bio-retention and/or bio-treatment Best Management Practices (including extended detention basins, bio-swales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration may be utilized. Harvest and Reuse Best Management Practices will be used to store runoff for later non-potable uses.

Site-Specific Water Quality Management Plans have not been prepared at this time as no site-specific development project has been submitted to the City for approval. When specific projects within the project are developed, Best Management Practices will be implemented consistent with the goals contained in the Master Water Quality Management Plan. All development within the project will be required to incorporate on-site water quality features to meet or exceed the approved Master Water Quality Management Plan's water quality requirements identified previously.

65. The Property Owners Association (POA) and all property owners shall be responsible to maintain all onsite water quality basins according to requirements in the guidance Water Quality Management Plan and/or subsequent site-specific Water Quality Management Plans, and established guidelines of the Regional Water Quality Control Board. Failure to properly maintain such basins shall be grounds for suspension or revocation of discretionary operating permits, and/or referral to the Regional Water Quality Control Board for review and possible action. This measure shall be implemented to the satisfaction of the City Land Development Division, in consultation with the City Engineer, and Regional Water Quality Control Board.

66. Prior to issuance of future discretionary permits for any development along the southern boundary of the World Logistics Center Specific Plan (WLCSP), the project developer of such sites, in cooperation with the Property Owners Association (POA), shall establish and annually fund a Water Quality Mitigation Monitoring Plan (WQMMP) to confirm that project runoff will not have deleterious effects on the adjacent San Jacinto Wildlife Area (SJWA). This program shall include at least quarterly sampling along the southern boundary of the site (i.e., at the identified outlet structures of the project detention basins) during wet season flows and/or when water is present, as well as sampling of any dry-season flows that are observed entering the San Jacinto Wildlife Area property from the project property, including Drainage 9, which is planned to convey only clean off-site flows from north of the World Logistics Center Specific Plan site across Gilman Springs Road. The program shall also include at least twice yearly sampling after completion of construction, and a pre-construction survey must be completed to determine general water quality baseline conditions prior to and during development of the southern portion of the World Logistics Center Specific Plan. This sampling shall be consistent with and/or comply with the requirements of applicable Storm Water Pollution Prevention Plans (SWPPPs) for the development site.

The project developer of sites along the southern border of the World Logistics Center Specific Plan shall be responsible for preventing or eliminating any toxic pollutant (not including sediment) found to exceed applicable established public health standards. In addition, the discharge from the project shall not cause or contribute to an exceedance of Receiving Water Quality Objectives for the potential pollutants associated with the project as identified in Table 4.9.J. Once development is complete, the developer shall retain qualified personnel to conduct regular (i.e., at least quarterly) water sampling/testing of any basins and their outfalls to ensure the San Jacinto Wildlife Area will not be

affected by water pollution from the project site. This measure shall be implemented to the satisfaction of the City Land Development Division Manager based on consultation with the project developer, Eastern Municipal Water District, the Regional Water Quality Control Board-Santa Ana Region, and the Mystic Lake Manager.

67. Prior to issuance of any discretionary project approvals, a Noise Reduction Compliance Plan (NRCP) shall be submitted to and approved by the City. The Noise Reduction Compliance Plan shall show the limits of nighttime construction in relation to any then-occupied residential dwellings and shall be in conformance with City standards. Conditions shall be added to any discretionary projects requiring that the limits of nighttime grading be shown on the Noise Reduction Compliance Plan and all grading plans submitted to the City.

68. All construction equipment, fixed or mobile, shall be equipped with operating and maintained mufflers consistent with manufacturers' standards.

69. Construction vehicles shall be prohibited from using Redlands Boulevard south of Eucalyptus Avenue to access on-site construction for all phases of development of the Specific Plan.

70. No grading shall occur within 2,800 feet of residences south of State Route-60 between 8 p.m. and 6 a.m. on weekdays and between 8 p.m. and 7 a.m. on weekends. These restrictions shall be included as part of the Noise Reduction Compliance Plan per Condition 66.

71. As an alternative to Condition 69, a 12-foot tall temporary construction sound barrier may be installed for residences within 1,580 feet of active nighttime construction areas. The temporary sound barrier shall be constructed of plywood with a total thickness of 15 inches, or a sound blanket wall may be used. If sound blankets are used, they must have a Sound Transmission Class (STC) rating of 27 or greater. This shall be included as part of the Noise Reduction Compliance Plan required in Condition 66, which shall be reviewed and approved by the City prior to implementation.

72. As an alternative to Condition 69 and Condition 70, on-site noise measurements of construction areas may be taken by qualified personnel and specific buffer distances between construction activities and existing residences may be proposed based on actual noise levels. These measurements will be incorporated into the Noise Reduction Compliance Plan required in Condition 67, which shall be reviewed and approved by the City prior to implementation.

73. Any discretionary approvals for development that proposes grading within 1,580 feet of occupied residential units shall require that all grading equipment be equipped with residential grade mufflers (or better). All stationary construction equipment shall be placed so that emitted noise is directed away from noise-sensitive receptors nearest the site. Additionally, stationary construction equipment shall have all standard acoustic covers in place during operation.

74. All material stockpiles in connection with any grading operations shall be located at least 1,200 feet from existing residences.

75. All project-related off-site construction shall be limited to 6 a.m. and 8 p.m. on weekdays only. Construction during weekends and City holidays shall not be permitted to the satisfaction of the Land Development Division/Public Works.

76. Prior to issuance/approval of any grading permits, off-site construction activities adjacent to residential uses shall provide for installation of 12-foot temporary sound barriers for construction activities lasting more than one month. The sound barrier will reduce noise levels by approximately 10 dB. The temporary sound barrier may be constructed of plywood with a total thickness of 1.5 inches, or

a sound blanket wall may be used. If sound blankets are used, the curtains must have a Sound Transmission Class (STC) rating of 27 or greater. No off-site construction is permitted during weekday nighttime hours (8 p.m. to 6 a.m.) or during weekends and City holidays except for emergencies.

77. When processing future individual buildings under the World Logistics Center Specific Plan, as part of the City's approval process, the City shall require the Applicant to take the following three actions for each building prior to approval of discretionary permits for individual plot plans for the requested development:

Action 1: Perform a building-specific noise study to ensure that the assumptions set forth in the FEIR prepared for the programmatic level entitlement remain valid. These procedure used to conduct these noise analyses shall be consistent with the noise analysis conducted in the programmatic FEIR and shall be used to impose building-specific mitigation on the individually-proposed buildings.

Action 2: If the building-specific analyses identify that the proposed development triggers the need for mitigation from the proposed building, including all preceding developments in the specific plan area, the Applicant shall implement the mitigation identified in the WLC FEIR. Prior to implementing the mitigation, the Applicant shall send letters by registered mail to all property owners and non-owner occupants of properties that would benefit from the proposed mitigation asking them to provide a position either in favor of or in opposition to the proposed noise abatement mitigation within 45 days. Each property shall be entitled to one vote on behalf of owners and one vote per dwelling on behalf of non-owner occupants.

If more than 50% of the votes from responding benefited receptors oppose the abatement, the abatement will not be considered reasonable. Additionally, for noise abatement to be located on private property, 100% of owners of property upon which the abatement is to be placed must support the proposed abatement. In the case of proposed noise abatement on private property, no response from a property owner, after three attempts by registered mail, is considered a 'no' vote.

At the completion of the vote at the end of the 45 day period, the Applicant shall provide the tentative results of the vote to all property owners by registered mail. During the next 15 calendar days following the date of the mailing, property owners may change their vote. Following the 15- day period, the results of the vote will be finalized and made public.

Action 3: Upon consent from benefited receptors and property owners, the Applicant shall post a bond for the cost of the construction of the necessary mitigation as estimated by the City Engineer to ensure completion of the mitigation. The certificate of occupancy permits shall be issued upon posting of the bond or demonstration that 50% of the votes from responding benefited receptors oppose the abatement or, if the abatement is located on private property, any property owners oppose the abatement.

78. Prior to issuance/approval of any building permits, the centerline of Cactus Avenue Extension will be located no closer than 114 feet to the residential property lines along Merwin Street. An alternative is to locate the roadway closer to the residences and provide a soundwall along Cactus Avenue Extension. The soundwall location and height should be determined by a Registered Engineer, and the soundwall shall be designed to reduce noise levels to less than 65 CNEL at the residences. The Engineer shall provide calculations and supporting information in a report that will be required to be submitted to and approved by the City prior to issuing permits to construct the road.

79. Prior to the approval of any discretionary permits, cumulative impact areas shown in the WLC EIR Noise Study shall be included in the soundwall mitigation program outlined in Condition 77 and Condition 80.

80. Prior to issuance of a building permit, the applicant shall demonstrate that the development maintains a buffer with soundwall for noise attenuation at residential/warehousing interface (i.e., western and southwestern boundaries of the project site). To keep the noise levels at nearby residential areas less than typical ambient conditions, the warehousing property line shall be located a minimum of 250 feet from the residential zone boundary, and a 12-foot noise barrier shall be located along the perimeter of the property that faces any residential areas. The 12 foot noise barrier may be a soundwall, berm, or combination of the two. The height shall be measured relative to the pad of the warehouse. This requirement shall be implemented anytime residential areas are within 600 feet of the warehousing property line to insure that a noise level of 45 dBA (Leq) will not be exceeded at the residential zone. This requirement is consistent with Item 10 of Municipal Code Section 9.16.160 Business park/industrial that states, "All manufacturing and industrial uses adjacent to residential land uses shall include a buffer zone and/or noise attenuation wall to reduce outside noise levels".

81. Prior to the issuance of building permits for projects within 1,300 feet of the Southern California Gas Company (SCGC) and San Diego Gas and Electric (SDG&E) blow-down facilities, documentation shall be submitted to the City confirming that sound attenuation devices and/or improvements for the blow-down facilities providing at least a 40 dB reduction in noise levels during blow-down events are available and will be installed for all planned blow-down events. It shall be the responsibility of the developer to fund all sound attenuation improvements to the blow-down facilities required by this measure. It shall also be the responsibility of the developer to coordinate with San Diego Gas and Electric and/or Southern California Gas Company regarding the installation of any sound attenuation devices or improvements on the blow-down facilities at either the San Diego Gas and Electric compressor station or the Southern California Gas Company pipelines. This measure shall be implemented to the satisfaction of the City Land Management Division.

82. A traffic impact analysis ("TIA") conforming to the guidelines for traffic impact analysis adopted by the City shall be submitted in conjunction with each Plot Plan application within the World Logistics Center Specific Plan. Prior to the approval of the Plot Plan, the City shall review the traffic impact analysis to determine if any of the traffic improvements listed in Final EIR Volume 2 Tables 4.15.AV through 4.15.BA (TIA Tables 74 through 79) of the traffic impact analysis prepared for the Program Environmental Impact Report are required to be completed prior to the issuance of a certificate of occupancy for each building. If the City determines that any of the improvements within Moreno Valley are required to be constructed in order to ensure that the traffic impacts which will result from the construction and operation of the building will be mitigated into insignificance, then the completion of construction of the improvements prior to the issuance of a Certificate of Occupancy for the building shall be made a Condition of Approval of the Plot Plan. Construction of improvements within the City shall be subject to credit/reimbursement agreement for those DIF and/or TUMF eligible costs. If the City determines that any of the improvements outside Moreno Valley are required to be constructed in order to ensure that the traffic impacts which will result from the construction and operation of the building will be mitigated to a less than significant level, then the payment of any necessary fair share contribution as prescribed in Condition 88 prior to the issuance of a Certificate of Occupancy for the building shall be made a Condition of Approval of the Plot Plan. If the City determines that the traffic impacts which will result from the construction or operation of a building will be significantly more adverse than those shown in the Program Environmental Impact Report, further environmental review shall be conducted prior to the approval of the Plot Plan pursuant to Public Resources Code § 21166 and

CEQA Guidelines § 15162 to determine what additional mitigation measures, if any, will be required in order to maintain the appropriate levels of service.

83. As a condition of approval for individual development permits processed in the future under the World Logistics Center Specific Plan, the City shall require the dedication of appropriate right-of-way consistent with the Subdivision Map Act for frontage street improvements contained within the World Logistics Center Specific Plan Circulation Map, as shown in this Program EIR Figure 3-10 (or Figure 22 in the TIA prepared for this Program EIR). Required dedications shall be made prior to the issuance of occupancy permits for the requested development.

84. As a condition of approval for individual development permits processed in the future under the World Logistics Center Specific Plan, the City shall require each project to pay the Development Impact Fee (DIF) as set forth in Municipal Code Chapter 3.42 if the Development Agreement is not approved, is approved but does not become effective or, if it is approved, and does become effective, is terminated for any reason. Required DIF payments shall be made prior to the issuance of occupancy permits for the requested development.

85. As a condition of approval for individual development permits processed in the future under the World Logistics Center Specific Plan, the City shall require each project to pay the requisite Transportation Uniform Mitigation Fee (TUMF) as set forth in Municipal Code Sections 3.55.050 and 3.55.060. Required TUMF payments shall be made prior to the issuance of occupancy permits for the requested development.

86. In order to ensure that all of the Project's traffic impacts are mitigated to the greatest extent feasible, the Applicant shall contribute its fair share of the cost of the needed traffic improvements that are not within the City as identified in the World Logistic Center Specific Plan Traffic Impact Analysis (i.e., under the jurisdiction of other cities, the County of Riverside or Caltrans, pursuant to Condition 87. As used in this condition, the Applicant's "fair share" has been determined in compliance with the requirements of the Fee Mitigation Act, Government Code §66000 et seq., and, pursuant to § 66001(g), does not require that the Applicant be responsible for making up for any existing deficiencies.

For example, the intersection of Martin Luther King Blvd. and the I-215 northbound ramps (Intersection 85) in the City of Riverside was identified as a place where the World Logistic Center contributes to cumulatively significant impacts, and where the fair share contribution of the World Logistic Center project as a whole was computed to be 6.2%. If the City of Riverside establishes a fair share contribution program consistent with Condition 87 to improve that intersection, then when a certificate of occupancy is to be issued for a 2- million square feet high-cube warehouse in the World Logistic Center (approximately 5% of the entire World Logistic Center project) the amount of the fair share payment due from the Applicant to the City of Riverside would be computed as follows:

$$A \times B \times C = D$$

A= % attributable to the building that is subject to the certificate of occupancy (5%)

B= Total World Logistics Center fair share (6.2%) as determined by Traffic Impact Analysis

C= Total cost of Improvement

D= Amount Due

A similar calculation would be done for each subsequent building, with payments for each due at the time of issuance of the certificate of occupancy. As a result, while each building individually would not produce a significant impact, and therefore would not be required to pay any mitigation fees if considered by itself, the total amount of the payments for all of the buildings would be equal to the fair share payment for the entire World Logistic Center to the extent that the responsible jurisdiction has chosen to adopt a fair share contribution funding program consistent with Condition 87.

87. The Applicant shall pay a portion of the fair share of the cost of traffic improvements identified in the Transportation Impact Analysis for those significantly impacted road segments and intersections for each warehouse building within the World Logistics Center if the impacted jurisdiction has established a fair share contribution program prior to the approval of a building-specific plot plan. The City shall determine whether a fair share program exists in the impacted jurisdiction and, if one does exist, require that the appropriate fees are paid by the Applicant, consistent with the requirements below, prior to the issuance of a certificate of occupancy for the building in question. If no fair share program exists or if the existing programs are not consistent with the requirements below, then no payment of fees shall be required. The impacts are to be determined on a road segment or intersection basis. Nothing in this condition requires the payment of a traffic impact fee imposed by another jurisdiction which covers improvement to facilities where the project does not have a significant impact. Fair-share contributions will be determined on a building-by-building basis as a share of the impact of the Project as a whole (for each segment or intersection where the World Logistics Center project as a whole has a significant impact identified in the Programmatic Environmental Impact Report) as determined by the Traffic Impact Analysis and will be due as each certificate of occupancy is issued. The fair share payments for the significantly impacted road segments and intersections identified in the Programmatic Environmental Impact Report will be required even though the impact resulting from a specific building does not, by itself, cause a significant impact.

88. City shall work directly with Western Riverside Council of Governments to request that Transportation Uniform Mitigation Fee funding priorities be shifted to align with the needs of the City, including improvements identified in the World Logistics Center Specific Plan traffic impact analysis. Toward this end, City shall meet regularly with Western Riverside Council of Governments.

89. Prior to approval of a precise grading permit for each plot plan for development within the World Logistics Center Specific Plan (WLCSP), the developer shall submit landscape plans that demonstrate compliance with the World Logistics Center Specific Plan, the State of California Model Water Efficient Landscape Ordinance (AB 1881), and Conservation in Landscaping Act (AB 325). This measure shall be implemented to the satisfaction of the Planning Division. Said landscape plans shall incorporate the following:

- Use of xeriscape, drought-tolerant and water-conserving landscape plant materials wherever feasible and as outlined in Section 6.0 of the World Logistics Center Specific Plan;
- Use of vacuums, sweepers, and other “dry” cleaning equipment to reduce the use of water for wash down of exterior areas;
- Weather-based automatic irrigation controllers for outdoor irrigation (i.e., use moisture sensors);
- Use of irrigation systems primarily at night or early morning, when evaporation rates are lowest;
- Use of recirculation systems in any outdoor water features, fountains, etc.;

- Use of low-flow sprinkler heads in irrigation system;
- Provide information to the public in conspicuous places regarding outdoor water conservation; and
- Use of reclaimed water for irrigation if it becomes available.

90. All buildings shall include water-efficient design features outlined in Section 4.0 of the World Logistics Center Specific Plan. This measure shall be implemented to the satisfaction of the Land Development Division/Public Works. These design features shall include, but not be limited to the following:

- Instantaneous (flash) or solar water heaters;
- Automatic on and off water faucets;
- Water-efficient appliances;
- Low-flow fittings, fixtures and equipment;
- Use of high efficiency toilets (1.28 gallons per flush [gpf] or less);
- Use of waterless or very low water use urinals (0.0 gpf to 0.25 gpf);
- Use of self-closing valves for drinking fountains;
- Infrared sensors on drinking fountains, sinks, toilets and urinals;
- Low-flow showerheads;
- Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances;
- Cooling tower recirculating system where applicable;
- Provide information to the public in conspicuous places regarding indoor water conservation; and
- Use of reclaimed water for wash down if it becomes available.

91. Prior to approval of a precise grading permit for each plot plan, irrigation plans shall be submitted to and approved by the City demonstrating that the development will have separate irrigation lines for recycled water. All irrigation systems shall be designed so that they will function properly with recycled water if it becomes available. This measure shall be implemented to the satisfaction of the City Planning Division and Land Development Division/Public Works.

92. Each Plot Plan application for development shall include a concept grading and drainage plan, with supporting engineering calculations. The plans shall be designed such that the existing sediment carrying capacity of the drainage courses exiting the project area is similar to the existing condition. The runoff leaving the project site shall be comparable to the sheet flow of the existing condition to maintain the sediment carrying capacity and amount of available sediment for transport so that no increased erosion will occur downstream. This measure shall be implemented to the satisfaction of the City Land Development Division/Public Works.

93. Each application for a building permit shall include energy calculations to demonstrate compliance with the California Energy Efficiency Standards confirming that each new structure meets

applicable Building and Energy Efficiency Standards. The plans shall also ensure that buildings are in conformance with the State Energy Conservation Efficiency Standards for Nonresidential buildings (Title 24, Part 6, Article 2, California Administrative Code). This measure shall be implemented to the satisfaction of the Building and Safety and Planning Divisions. Plans shall show the following:

Energy-efficient roofing systems, such as “cool” roofs, that reduce roof temperatures significantly during the summer and therefore reduce the energy requirement for air conditioning.

Cool pavement materials such as lighter-colored pavement materials, porous materials, or permeable or porous pavement, for all roadways and walkways not within the public right-of-way, to minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment.

Energy-efficient appliances that achieve the 2008 Appliance Energy Efficiency Standards (e.g., EnergyStar Appliances) and use of sunlight-filtering window coatings or double-paned windows.

94. Prior to the issuance of any building permits within the World Logistics Center Specific Plan, each project developer shall submit energy calculations used to demonstrate compliance with the performance approach to the California Energy Efficiency Standards to the Building and Safety and Planning Divisions that shows each new structure meets the applicable Building and Energy Efficiency Standards. Plans may include but are not necessarily limited to implementing the following as appropriate:

High-efficiency air-conditioning with electronic management system (computer) control.

Variable Air Volume air distribution.

Outside air (100 percent) economizer cycle. Staged compressors or variable speed drives to flow varying thermal loads.

Isolated High-efficiency air-conditioning zone control by floors/separable activity areas.

Specification of premium-efficiency electric motors (i.e., compressor motors, air handling units, and fan-coil units).

Use of occupancy sensors in appropriate spaces. Use of compact fluorescent lamps in place of incandescent lamps.

Use of cold cathode fluorescent lamps.

Use of Energy Star exit lighting or exit signage. Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified.

Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots.

Use of skylights (may conflict with installation of solar panels in some instances).

Consideration of thermal energy storage air conditioning for spaces or hotel buildings, meeting facilities, theaters, or other intermittent use spaces or facilities that may require air-conditioning during summer, day-peak periods.

95. Prior to the issuance of a building permit, new development shall demonstrate that each building has implemented the following:

1) Install solar panels with a capacity equal to the peak daily demand for the ancillary office uses in each warehouse building;

2) Increase efficiency for buildings by implementing either 10 percent over the 2008 Title 24's energy saving requirements or the Title 24 requirements in place at the time the building permit is approved, whichever is more strict; and

3) Require the equivalent of "Leadership in Energy and Environmental Design Certified" for the buildings constructed at the World Logistics Center based on Leadership in Energy and Environmental Design Certified standards in effect at the time of project approval.

This measure shall be implemented to the satisfaction of the Building and Safety and Planning Divisions.

TEL: 951.413.3001
FAX: 951.413.3009
WWW.MOVAF.ORG



11177 FREDERICK STREET
P.O. BOX 88005
MORENO VALLEY, CA 92552-0805

September 15, 2015

Robert D. Harris
10440 Canyon Vista Road
Moreno Valley, CA 92557

Dear Mr. Harris:

I am in receipt of your (two) Notices of Intents: 1) Moreno Valley Workforce Training Initiative and 2) Moreno Valley Jobs Initiative. I have enclosed the Ballot Title and Summaries prepared by the Interim City Attorney.

Sincerely,

Eva Lopez for
Jane Halstead, CMC
City Clerk

Encl.

7010 1670 0002 0720 9202

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Clerk

Sent To: *Robert D. Harris*
Street, Apt. No., or PO Box No.: *10440 Canyon Vista Rd*
City, State, ZIP+4: *Moreno Valley CA 92557*

PS Form 3800, August 2006 See Reverse for Instructions

CITY CLERK

TITLE

World Logistics Center

Development Agreement Initiative

SUMMARY

On August 25, 2015, the Moreno Valley City Council approved the World Logistics Center project (“WLC Project”) which is described as a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Project, as approved by the City Council, is planned to be located in the eastern portion of Moreno Valley south of State Highway 60 between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area.

The City Council’s approval of the WLC Project included, among other WLC Project-related land use and zoning approvals, the adoption of Ordinance No. 901 that approved a Development Agreement, pursuant to the State’s Development Agreement Law, by and between the City of Moreno Valley and HF Properties, Sunnymead Properties, Theodore Properties Partners, 13451 Theodore, LLC and HL Property Partners (collectively HF”).

This initiative proposes to repeal Ordinance No. 901 and the City Council-approved Development Agreement and replace it with an initiative-approved Development Agreement known as the “World Logistics Development Agreement” that replaces “HF” as a named party in the Development Agreement with “The Property Owners as of the Effective Date of this Agreement.” Other than the above, the Development Agreement proposed by this initiative is substantially the same as the City Council-approved Development Agreement, which includes identical provisions relating to both parties’ contractual obligations under the City Council-approved Development Agreement.

This initiative provides that the initiative-approved World Logistics Development Agreement shall become effective only if the World Logistics Center Land Use and Zoning Entitlements Initiative is also approved.

Prepared by:

Steven B. Quintanilla, Interim City Attorney
City of Moreno Valley
Pursuant to Elections Code §9203(a)
September 14, 2015

TITLE

World Logistics Center

Land Use and Zoning Entitlements Initiative

SUMMARY

On August 25, 2015, the Moreno Valley City Council approved the World Logistics Center project (“WLC Project”) which is described as a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Project, as approved by the City Council, is planned to be located in the eastern portion of Moreno Valley south of State Highway 60 between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area.

The City Council’s approval of the WLC Project included the following legislative actions (“Project Approvals”): (a) adoption of Ordinance No. 900 that approved a Change of Zone, adopted the World Logistics Center Specific Plan (“WLC Specific Plan”), established the pre-zoning of an 85 acre annexation site located along Gilman Springs Road and Alessandro Boulevard, and repealed the Moreno Highlands Specific Plan; (b) adoption of Resolution No. 2015-57 that approved several General Plan Map and Text Amendments; and (c) adoption of Resolution No. 2015-59 that requested LAFCO to initiate proceedings to allow the City to annex the aforementioned 85 acre annexation site.

This initiative proposes to repeal the Project Approvals and replace them with a set of WLC Project land use and zoning entitlements that are substantially the same as the City Council’s Project Approvals. This also includes the imposition of a set of Conditions of Development that incorporates the Mitigation Measures set forth in the WLC Project Environmental Impact Report certified by the City Council.

Moreover, if this initiative is approved, the City Council will not be precluded from amending the initiative-approved WLC Specific Plan, the City’s General Plan and the City’s Zoning Map (Atlas) to allow additional uses in the WLC Specific Plan that are permitted in the City’s Industrial, Light Industrial and Business Park Zones in order to diversify the City’s economy.

Prepared by:

Steven B. Quintanilla, Interim City Attorney
City of Moreno Valley
Pursuant to Elections Code §9203(a)
September 14, 2015

15 SEP 16 AM 11:10

t: 415.389.6800
f: 415.388.6874

September 16, 2015

VIA HAND-DELIVERY

Ms. Jane Halstead
City Clerk
City of Moreno Valley
Moreno Valley City Hall
14177 Frederick Street
Moreno Valley, California 92552

**Re: Proofs of Publication - Moreno Valley Jobs Initiative &
Moreno Valley Workforce Training Initiative**

Dear Ms. Halstead:

Enclosed with this letter, pursuant to Elections Code § 9206, please find affidavits of publication from the *Riverside Press-Enterprise*, an adjudicated newspaper of general circulation for Moreno Valley, confirming that the Notice of Intention/Statement of Reasons and the Title & Summary for each of the above-referenced initiatives was published today in that newspaper.

Please do not hesitate to contact me should you have any questions. Thank you for your assistance.

Sincerely,



Chris Skinnell

Attachments

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
951-684-1200
951-368-9018 FAX

**PROOF OF PUBLICATION
(2010, 2015.5 C.C.P)**

Publication(s): Moreno Valley Zone

PROOF OF PUBLICATION OF

Ad Desc.:

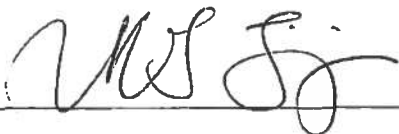
I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, under date of February 4, 2013, Case Number RIC 1215735, under date of July 25, 2013, Case Number RIC 1305730, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

09/16/2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: Sep 16, 2015

At: Riverside, California



MORENO VALLEY JOBS COALITION
2350 KERNER BLVD., STE. 250
SAN RAFAEL, CA 94901

Ad Number: 0010090025-01

P.O. Number:

Ad Copy:

NOTICE OF INTENT TO CIRCULATE PETITION
Notice is hereby given by persons whose names appear hereon of their intention to circulate a petition within the City of Moreno Valley for the purpose of approving a development agreement for the World Logistics Center project. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

The purpose of this initiative is to obtain the many benefits which the World Logistics Center Development Agreement will bring to the City and its residents and as an affirmation of the City Council approval of the World Logistics Center Development Agreement which is being challenged through lawsuits filed by those who would like to stop the Project for their own interests.

/s/
Robert D. Harris

**TITLE
World Logistics Center
Development Agreement Initiative
SUMMARY**

On August 25, 2015, the Moreno Valley City Council approved the World Logistics Center project ("WLC Project") which is described as a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Project, as approved by the City Council, is planned to be located in the eastern portion of Moreno Valley south of State Highway 60 between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area.

The City Council's approval of the WLC Project included, among other WLC Project-related land use and zoning approvals, the adoption of Ordinance No. 901 that approved a Development Agreement, pursuant to the State's Development Agreement Law, by and between the City of Moreno Valley and HF Properties, Sunnymead Properties, Theodore Properties Partners, 13451 Theodore, LLC and HL Property Partners (collectively "HF").

This initiative proposes to repeal Ordinance No. 901 and the City Council-approved Development Agreement and replace it with an Initiative-approved Development Agreement known as the "World Logistics Development Agreement" that replaces "HF" as a named party in the Development Agreement with "The Property Owners as of the Effective Date of this Agreement." Other than the above, the Development Agreement proposed by this initiative is substantially the same as the City Council-approved Development Agreement, which includes identical provisions relating to both parties' contractual obligations under the City Council-approved Development Agreement.

This initiative provides that the Initiative-approved World Logistics Development Agreement shall become effective only if the World Logistics Center Land Use and Zoning Entitlements Initiative is also approved.

Prepared by:
Steven B. Quintanilla, Interim City Attorney
City of Moreno Valley
Pursuant to Elections Code §9203(a)
September 14, 2015

9/16/2015

15 SEP 16 AM 11:11
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THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
951-684-1200
951-368-9018 FAX

PROOF OF PUBLICATION (2010, 2015.5 C.C.P)

Publication(s): Moreno Valley Zone

PROOF OF PUBLICATION OF

Ad Desc.:

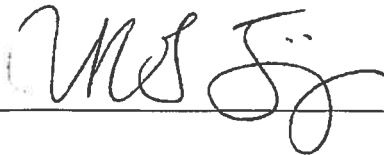
I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, under date of February 4, 2013, Case Number RIC 1215735, under date of July 25, 2013, Case Number RIC 1305730, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

09/16/2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: Sep 16, 2015

At: Riverside, California



MORENO VALLEY JOBS COALITION
2350 KERNER BLVD., STE. 250
SAN RAFAEL, CA 94901

Ad Number: 0010090026-01

P.O. Number:

Ad Copy:

NOTICE OF INTENT TO CIRCULATE PETITION
Notice is hereby given by persons whose names appear hereon of their intention to circulate a petition within the City of Moreno Valley for the purpose of enacting land use approvals for the World Logistics Center project. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

The purpose of this Initiative is to protect and support the creation of Job opportunities in Moreno Valley for the benefit of Moreno Valley and in support the City Council approval of the World Logistics Center project.

The City's approval of the Project is being threatened with lawsuits by those who would like to prevent Moreno Valley from being competitive and therefore push the jobs and benefits to other cities by raising unproven environmental claims or stop the Project for their own interests and financial benefit to the detriment of Moreno Valley.

This Initiative will allow the voters of Moreno Valley to reject the influence of these opponents and take control of the future of our city.

/s/
Robert D. Harris

TITLE World Logistics Center Land Use and Zoning Entitlements Initiative SUMMARY

On August 25, 2015, the Moreno Valley City Council approved the World Logistics Center project ("WLC Project") which is described as a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Project, as approved by the City Council, is planned to be located in the eastern portion of Moreno Valley south of State Highway 60 between Redlands Boulevard and Gilman Springs Road, north of the San Jacinto Wildlife Area.

The City Council's approval of the WLC Project included the following legislative actions ("Project Approvals"): (a) adoption of Ordinance No. 900 that approved a Change of Zone, adopted the World Logistics Center Specific Plan ("WLC Specific Plan"), established the pre-zoning of an 85 acre annexation site located along Gilman Springs Road and Alessandro Boulevard, and repealed the Moreno Highlands Specific Plan; (b) adoption of Resolution No. 2015-57 that approved several General Plan Map and Text Amendments; and (c) adoption of Resolution No. 2015-59 that requested LAFCO to initiate proceedings to allow the City to annex the aforementioned 85 acre annexation site.

This Initiative proposes to repeal the Project Approvals and replace them with a set of WLC Project land use and zoning entitlements that are substantially the same as the City Council's Project Approvals. This also includes the imposition of a set of Conditions of Development that incorporates the Mitigation Measures set forth in the WLC Project Environmental Impact Report certified by the City Council.

Moreover, if this Initiative is approved, the City Council will not be precluded from amending the initiative-approved WLC Specific Plan, the City's General Plan and the City's Zoning Map (Atlas) to allow additional uses in the WLC Specific Plan that are permitted in the City's Industrial, Light Industrial and Business Park Zones in order to diversify the City's economy.

Prepared by:
Steven B. Quintanilla, Interim City Attorney
City of Moreno Valley
Pursuant to Elections Code §9203(a)
September 14, 2015

9/16/2015

CITY CLERK
MORENO VALLEY
RFN/IVFD

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