FINAL

NORTH PEAK SPECIFIC PLAN

Amendment No. 2

May 3, 1999

APPROVED
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North Peak
SPECIFIC PLAN
Amendment No. 2

FINAL

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MAY 1999

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May 9, 1999

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1. INTRODUCTION

A. Introduction to Document/Project

This document, together with accompanying maps and diagrams, constitutes the North Peak Specific Plan Amendment No. 2, hereafter referred to as NPSPA#2. It describes the comprehensive development of a planned community comprised of approximately 1,779 acres at the northeastern edge of the City. (See Vicinity Map, Figure 2). Upon adoption by the City Council, it becomes the land use policy and zoning for the North Peak property. This NPSPA#2, when adopted by the City of Lake Elsinore, will supersede and replace the North Peak Specific Plan adopted by the City in 1991 pursuant to Ordinance No. 908 and Resolution No. 91-2 and the June 1993 North Peak Specific Plan Amendment No. 1.

This NPSPA#2 is based on the City of Lake Elsinore General Plan and the Zoning Code and their applicable regulations, programs and policies. This NPSPA#2 includes more detailed regulations, conditions and standards necessary and convenient for the systematic implementation of the mandatory elements of the General Plan. Various land uses permitted by this NPSPA#2 are consistent with the objectives, policies, general land uses and programs described in the General Plan. This NPSPA#2 focuses on issues which directly affect, and are of greatest importance, to the North Peak project area.

B. Purpose of Specific Plan Amendment

The plans, regulations and guidelines contained in this document for the NPSPA#2 provide a framework for development that considers project wide issues as well as site specific issues.

The objective is a unified environment with a master planned design. At a site specific level, individual projects will be required to comply with relevant design guidelines and development standards. While each project should relate to the community context, this document is not intended to limit innovative design, but rather provide clear direction and design criteria. Each project is intended to be compatible with common community elements yet maintain an individual identity.

The overall goals of the Specific Plan Amendment No.2 are summarized as follows:

- Facilitate and implement the City of Lake Elsinore General Plan goals and policies as they relate to the NPSPA#2 and property.
- To provide the City of Lake Elsinore with the necessary assurances that the project achieves the goals and objectives described in the General Plan.
- Provide a viable framework and clear direction for future development of the project area without limiting the creativity of property owners, developers, project architects and designers.
- To facilitate the orderly and timely completion and build-out of the North Peak community.
- To develop comprehensive land use controls, circulation design treatments, site development standards and design guidelines which contribute to, and effectively guide North Peak's physical growth.
- To establish the framework for an achievable development implementation program.
- To establish a strategy for dealing with future growth which can be understood and implemented by the citizens of Lake Elsinore, the landowner, and public officials.
- To provide guidance to City of Lake Elsinore staff, Planning Commission and City Council when reviewing future development projects within the project area.

C. Legal Authority

The California Government Code authorizes jurisdictions to adopt specific plans either by resolution as policy or by ordinance as regulation. Both Planning Commission and City Council hearings are required. In either resolution or ordinance form, the Specific Plan Amendment No. 2 must be adopted by the City of Lake Elsinore City Council.

This is a regulatory and policy Specific Plan Amendment, superseding the 1991 Final North Peak Specific Plan as amended. It serves as zoning for the property involved. As such, it is adopted by Ordinance. The Specific Plan Amendment No.2 establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, implementation programs and mitigation measures on which subsequent project related development activities are to be founded. It is intended that local public works projects, design review plans, detailed development plans, subdivision and tentative tract maps, grading permits and building permits or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan Amendment No.2. In cases where this NPSPA#2 document is silent, standards from the City of Lake Elsinore General Plan and City Municipal Code and Zoning Code shall prevail.

The NPSPA#2 is established through the authority granted by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 54457.

D. Environmental Clearance

The City of Lake Elsinore certified a Final Program EIR (SCH#90020487) in conjunction with the North Peak Specific Plan in February of 1991. In the action to approve the North Peak Specific Plan, the Lake Elsinore City Council also amended the City General Plan to accommodate the Specific Plan designation, annexed approximately 2,250 acres of land (the North Peak area and several additional "outparcels") to the City, and approved a Development Agreement.

In June of 1993, the City of Lake Elsinore City Council approved North Peak Specific Plan Amendment No.1 (Ordinance 958). North Peak Specific Plan Amendment No. 1 added 24.3 acres to the development plan area to accommodate a shift in the alignment of El Toro Road in order to match the Eastern Municipal Water District Master Plan. The added acreage was obtained from outparcel A-2 in the south central portion of the Specific Plan area and did not materially change the land uses of the original Specific Plan. At the same time, the City Council approved Tentative Map (TTM) 27270 for a portion of Phase I of the Specific Plan. TTM 27270 (and related maps; TTM 27271,27272, 27273, 27275, and 27277) provided the detailed development plans for a total of 310.5 acres in the southern portion of the North Peak Specific Plan area. TTM 27270 incorporated the following uses: 198.9 acres of single family residential (689 units); 7.6 acres multi-family residential (156 units); 14.0 acres of park; 10.0 acres for a school site; 19.8 acres of commercial; 20.0 acres of roads; and 39.9 acres of open space lots. The City of Lake Elsinore determined that Amendment No.1 and TTM were in substantial conformance with the original North Peak Specific Plan and processed an addendum to the North Peak Specific Plan Final EIR pursuant to CEQA.

The EIR for the NPSPA#2 has been prepared as a "Subsequent EIR" as described in EIR Guidelines Section 15162. This section of the EIR guidelines provides guidance on the need to prepare additional environmental documentation when, as in the case of the NPSPA#2 , a previous EIR has been prepared and certified. Accordingly, a "subsequent" EIR is indicated when:

> *"substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects."*

Since the previous EIR was certified, biological resource considerations and impacts as well as residential market factors have changed substantially. In light of these changes, the proposed development of the site has evolved to a conservation based-approach, with substantial areas previously slated for development placed instead in a Conservation Bank to be governed by a Habitat Conservation Plan (HCP), authorized under Section 10 of the Federal Endangered Species Act, under the auspices of a multi-agency implementation agreement. In addition to the Conservation bank and HCP, biological habitat areas within the area proposed for development in the NPSPA#2 (Development Area) will be governed by a HCP for the Development Project. Because these important factors were not known at the time the previous EIR was certified and could change the analysis of significant impacts, the City of Lake Elsinore has determined that a "subsequent" EIR is necessary. The Subsequent EIR includes discussion and analysis of all the potential environmental topics that were addressed in the previously certified EIR that may result from implementation of the NPSPA#2 . Information has been updated and revised as necessary. The mitigation measures adopted previously have been reviewed for applicability to the prosed project and either brought forward, revised, or eliminated as appropriate.

The EIR will apply to future development plans, tentative tract maps, parcel maps and any other development processed in conformance with the NPSPA#2 . Future development projects that are consistent with this NPSPA#2 will require either no further environmental documentation pursuant to the exemption provided in Government Code Section 65457 applicable to residential and commercial projects, or, in special cases, focused environmental analysis and action pursuant to Section 15162 of the CEQA Guidelines.

E. Using the Plan

The NPSPA#2 contains information on the planning area and its development. It is designed to facilitate use by those who wish to build projects in conformance with the Plan, City of Lake Elsinore staff who must review project proposals, and decision makers who are called upon to act on these projects. The NPSPA#2 is organized into 11 chapters and three appendices.

F. Relevant Documents and Associated Action/Permits

The North Peak project area is located within the incorporated boundary of the City of Lake Elsinore, in the County of Riverside, and therefore is under the jurisdiction of the City of Lake Elsinore regulatory and policy documents.

1. City of Lake Elsinore General Plan

The City of Lake Elsinore General Plan is comprised of eight elements, each containing goals, objectives and policies to guide development within the City. The City of Lake Elsinore General Plan designates the project area "Specific Plan 8 -North Peak". This designation requires the preparation of a specific plan that is consistent with the requirements of Section 65451 of the California Government Code which defines a specific plan to include "all detailed regulations, conditions, programs and proposed legislation which shall be necessary and convenient for the systematic implementation" of each of the mandated elements and optional elements adopted by the City as part of the General Plan.

The Land Use Element specifies the uses that are appropriate for each Specific Plan area. The North Peak Specific Plan is designated as a primarily residential golf course community with commercial support. Per the Land Use Element, specific plan areas designated for residential uses are encouraged to incorporate neighborhood commercial centers or general commercial, if market supported, to serve the residents of the area. Natural open space, developed park land, trails, and public facilities shall also be provided in accordance with the General Plan policies and Zoning Code regulations, although maintenance of public open space and parks within NPSPA#2 will not be the responsibility of the City.

The NPSPA#2 implements the City of Lake Elsinore's General Plan by bringing together detailed regulations and policies into a focused development plan for the NPSPA#2 area. The NPSPA#2 has been prepared to be consistent with the intent of the General Plan, and to implement its goals, objectives and policies. A consistency analysis is provided in Chapter 10.

A General Plan Amendment has been processed concurrently with NPSPA#2 to ensure consistency in the project roadway configurations with the City's Circulation Element. The General Plan Amendment proposes modifications to Circulation Element classifications/alignment of: Nichols Road, El Toro Road, Telford Road and the internal Local Collector road within the NPSPA#2 area and vicinity. The Amendment is based on reduced commercial intensity of the project and a 75% decrease in dwelling units from the 1991 North Peak Specific Plan, and establishment of 970 acres of undisturbed Conservation Bank/natural open space where impacts from roadway alignments should be avoided. A summary of the requested modifications to the General Plan Circulation Element and a discussion of the changes is found in Section 4B, Circulation Plan. As well, an amendment to the City's Bicycle Circulation Concept will be processed to revise the Class I bike lane classification along Nichols Road to a Class II facility.

2. City of Lake Elsinore Zoning Code

The City of Lake Elsinore zoning of the North Peak area is established by the development standards established by the NPSPA#2 consistent with the City's General Plan. Regulations and conditions not addressed by NPSPA#2 will revert to the applicable section of the City Zoning Ordinance in effect at the time of issuance of building permits.

3. Development Agreement

A revised Development Agreement will be executed with the City of Lake Elsinore, incorporating the Habitat Conservation Plan (HCP) components already negotiated with USFWS and defining the obligations and commitments of the parties relative to implementation of the NPSPA#2 .

4. County General Plan Circulation Element

The County of Riverside General Plan Circulation Element establishes roadway designations pertinent to the North Peak project along a number of off-site roadways. The NPSPA#2 is required to be consistent with City and/or County General Plan provisions. It is recommended that changes to roadway alignments east of the project site be considered by County of Riverside staff for consistency purposes with the City of Lake Elsinore General Plan Circulation Element. Recommended changes include:

- Upgrade of Highway 74 between Riverside Street and Dexter Avenue from a Major Arterial to an Urban Arterial;
- Re-alignment of Steele Valley Road as a Secondary Arterial;
- Re-alignment of Telford Road as a Secondary Arterial.

5. North Peak Habitat Conservation Plans (HCPs)

Lands within the Conservation Bank will be governed by a multi-species HCP to be administered by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). North Peak Partners has prepared and submitted for approval the HCP for the North Peak Conservation Bank. The primary purpose of the Conservation Bank HCP is to provide for the conservation of wildlife and its habitat. The HCP for the Conservation Bank results in permanent conservation of 782 acres of prime habitat, including coastal sage scrub and other habitats adjacent to the Steele Peak Core Reserve. The Plan provides for protection of species that occur on conserved lands including but not limited to California Gnatcatcher and SKR, and provides the landowner with

marketable mitigation credits as compensation for dedication of the land to the Conservation Bank. Mitigation credits may be used to mitigate the impacts of projects on species covered by the HCP.

A second HCP for the North Peak project, the North Peak Development Project HCP, has been prepared to govern the development project's compliance with the state and federal endangered species laws including stipulations regarding incidental take, relationship to the Conservation Bank, and requirements for establishment and management of approximately 199 acres that will remain in natural open space within what the HCP terms as the Development Area. It should be noted that the NPSPA#2 defines "Development Area" specifically as those lands designated as either Golf Course or Golf Course Residential land use classifications, which may include undesignated areas of open space internal to these uses; whereas the North Peak Development Project HCP defines "Development Area" as those lands encompassed by this NPSPA#2 as both Development Area and the 199 acre Natural Open Space designation which is external to the golf course and residential land uses and is not to be encroached upon. Responsibility for maintenance of internal open space and fuel modification zones within the NPSPA#2 "Development Area" will be with a Master Homeowners Association or other form of maintenance district, or golf course operator. Natural open space external to the NPSPA#2 "Development Area", included in the North Peak Development Project HCP, will potentially be dedicated to an agency or land trust.

The provisions implementing the North Peak Conservation Bank HCP are incorporated into the NPSPA#2 . The habitat and open space conservation component of the development project described in the North Peak Development Project HCP are incorporated into the NPSPA#2. Additionally, the HCPs will incorporate the requirements to comply with Section 1603 of the Fish and Game Code regarding streambed alteration.

6. Stephens Kangaroo Rat Habitat Conservation Plan

The recently approved Habitat Conservation Plan for the Stephens' kangaroo rat (SKR) establishes a regional system of seven core reserves for conservation of SKR. The core reserves encompass 42,939 acres including 12,593 acres of habitat occupied by SKR. The majority of these reserve lands are held in public ownership, although some private properties remain in some of the reserve areas. Upon completion of the core reserves, authorization will not be required for incidental take outside of the reserves. The 1,753 acre Steele Peak reserve is in the vicinity of the project site.

7. Other Agencies

During the implementation process, additional coordination will be required with other appropriate agencies, including the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the California Department of Fish and Game, the Elsinore Valley Municipal Water District, the Regional Water Quality Control Board, the Lake Elsinore Unified School District, the California Department of Transportation (Cal Trans), and the Riverside County Roads Department. The project shall be implemented in accord with the representative master plans and/or regulatory requirements of each of the above agencies.

The following Table summarizes a preliminary list of actions and permits required for the implementation of the North Peak project.

TABLE 1
PRELIMINARY LIST OF PROJECT APPROVALS

Agency	Permit/Approval
Local/Regional	
City of Lake Elsinore	North Peak Specific Plan Amendment No.2 General Plan Amendment - Circulation Element Development Agreement Amendment Community Facilities District Formation Tentative Tract Maps Design Review Grading Permits Building Permits
Riverside County Fire Department	Fire Protection Plans/Emergency Response Plans
Riverside County Road Department	Nichols Road ROW and Improvement Plans Nichols Road Drainage Culverts and Channels
Elsinore Valley Municipal Water District	Water Supply Sewage Treatment Connection Permits
Lake Elsinore Unified School District	School Site Requirements
State of California	
Regional Water Quality Control Board	Section 401 Water Quality Certification NPDES Storm Water Permit NPDES Construction Permit
Department of Fish and Game	Section 1603 Streambed Alteration Agreement Conservation Bank HCP Development Project HCP Section 2081 (Fish and Game Code)
Office of Historic Preservation	Cultural Resources Eligibility
Federal	
Army Corps of Engineers	Section 404 Clean Water Act Permit
U.S. Fish and Wildlife Service	Conservation Bank HCP Development Project HCP Consultation on 404 Permit Section 10(a) FESA

Source: EPM, September 1998

2. DESCRIPTION OF THE SPECIFIC PLAN AMENDMENT NO. 2

A. Location of Specific Plan Amendment No. 2

The NPSPA#2 project area covers approximately 1,779 acres within the northeastern portion of the City of Lake Elsinore, in Riverside County, California. It is situated in the leeward foothills of the Santa Ana Mountains. Figures 1, 2A and 2B provide reference as to the NPSPA#2 in relation to the surrounding region. The North Peak Specific Plan Amendment No. 2 area is roughly bounded by Highway 74 on the south, Steele Valley on the north, and Bull Canyon on the west. Steele Peak is located just outside the North Peak Specific Plan Amendment No. 2 boundary at the northeast corner. Interstate 15 passes approximately one mile southwest of the project site.

B. Existing Conditions

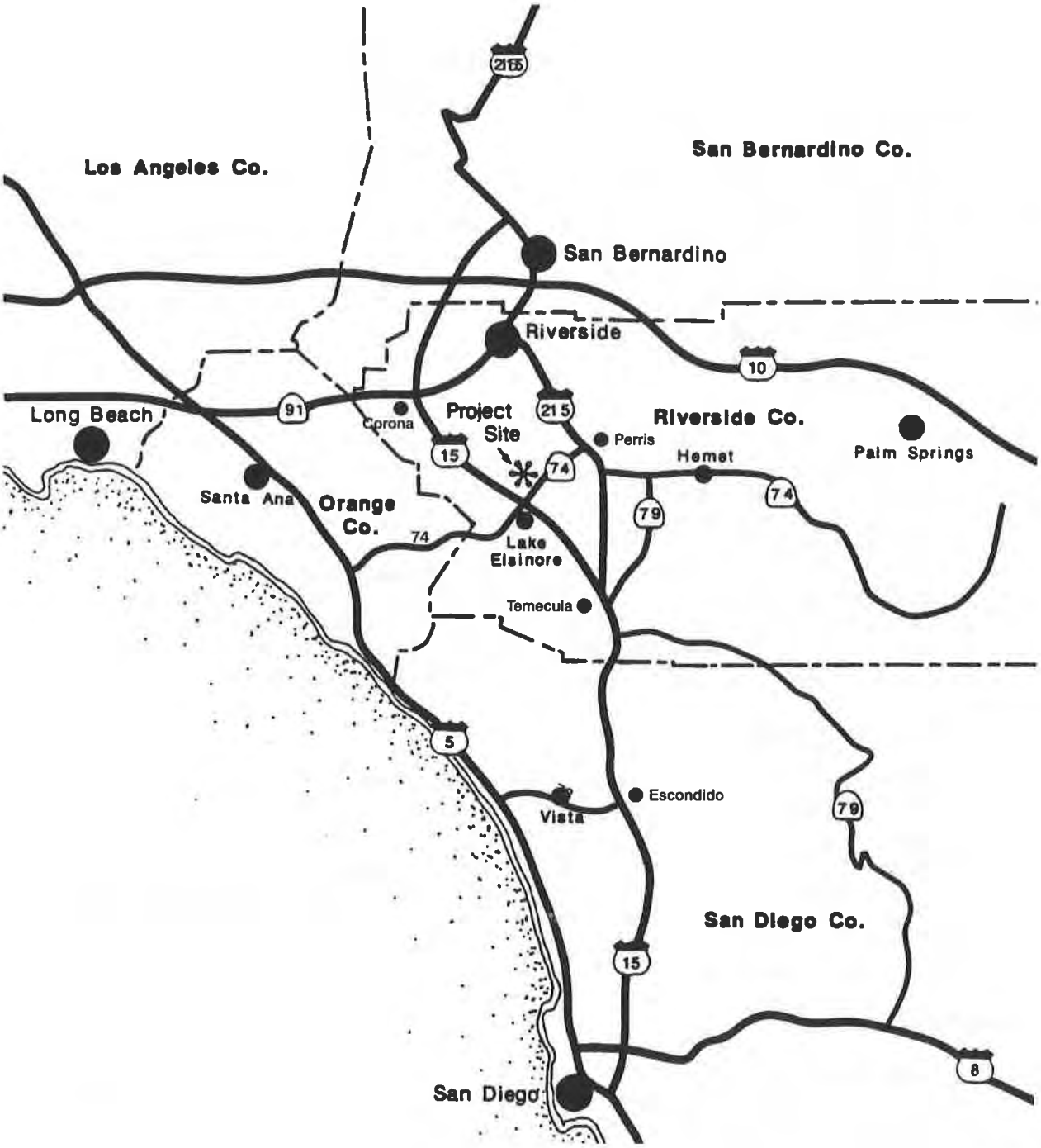
The NPSPA#2 is comprised of two general planning areas: a northern section and a southern section. The 1,426 acre northern section constitutes the majority of the NPSPA#2 project area. The 30 acre southern commercial planning areas front on Highway 74. The two development areas are separated by roughly 316 acres of land reserved as Conservation Bank, 13.5 acres designated as Natural Open Space, and approximately 160 acres of land owned by the federal government. The federally owned land is considered an outparcel under NPSPA#2 and is therefore not addressed by this NPSPA#2. The federally owned 160 acres was previously included in the 1991 North Peak Specific Plan, therefore the federally owned parcel is included within the project boundaries and labeled Not A Part to ensure a consistent peripheral project boundary with the 1991 North Peak Specific Plan project area. Views of Lake Elsinore and the mountains beyond are visible from many positions on the site.

1. Landform Characteristics

Currently, the site is vacant and undeveloped. The physical character of the site reflects three basic topographical conditions. The lower portion of the site adjacent to Highway 74 consists of gently rolling hills dissected by stream-cut arroyos. The middle of the site is a broad, enclosed valley that forms a transition between the rolling hills to the south and the rugged slopes to the north. The upper portion of the site is comprised of rocky peaks, and a rocky plain with rock outcroppings separated by flat alluvial areas. Granite outcroppings occur throughout the site. No active faults are located on the site. Soil types vary throughout the site; most are sandy to rocky or gravelly loams and are of low suitability for agricultural use.

2. Vegetation and Wildlife

The site is primarily undisturbed except for an olive grove and scattered residential structures located in the northwest corner of the NPSPA#2 area. Vegetation on-site consists of areas of chaparral, annual grassland and riparian habitat. The NPSPA#2 area also includes coastal sage scrub habitat utilized by a variety of species including the California Gnatcatcher, a federal threatened species pursuant to the Federal Endangered Species Act (FESA), as well as other species listed as threatened or endangered under federal or state law. The proposed land use concept is re-configured in this NPSPA#2 to respond to the presence of significant habitat on-site. (Refer to Project History in Section 2.C. for details pertaining to the establishment of a Conservation Bank and Permanent Open Space in the NPSPA#2).



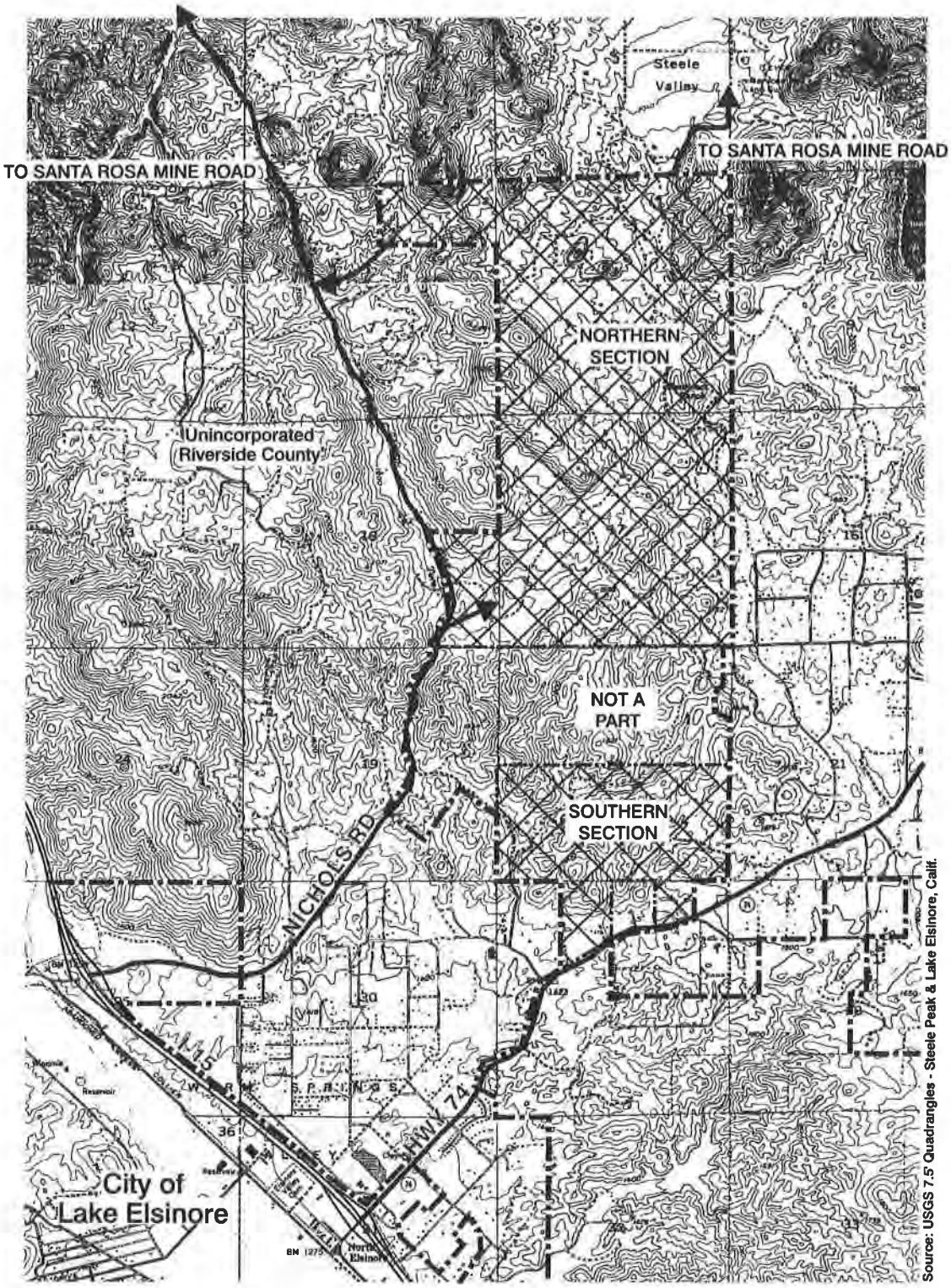
NOT TO SCALE

North Peak SPA No. 2

Regional Location

TMC Communities

Figure 1



Lake Elsinore City Boundary

Project Site

Access points

NOT TO SCALE

North Peak SPA No. 2

Local Vicinity

TMC Communities

Figure 2A

North Peak SPA No.2

Aerial View of North Peak

TMC Communities

Figure 2B

3. Surrounding Land Uses/Site Access

The dominant land use surrounding the North Peak site is vacant, unimproved land. Much of the terrain is rugged. To the north of the site is an orange grove and microwave relay station. Scattered rural residential uses are found near the southeast and southwest corners of the site. Residences exist along Nichols Road and in the vicinity of the site. A Southern California Edison Right-of-Way transects the northern planning area in an east-west direction halfway through the site, and across the bottom of the Conservation Bank within the southern section of the project.

Access to the site is currently provided from El Toro Road, which is a narrow, unpaved County road in the vicinity of the site which connects to Santa Rosa Mine Road to the north. El Toro Road is connected to I-15 via the Nichols Road interchange and the existing partially improved Nichols Road. Access to the site is a key consideration in the planning for the North Peak Specific Plan Amendment No. 2. Construction of the extension of Nichols Road through unincorporated area to the North Peak Specific Plan Amendment area from I-15 is required to implement the project.

C. Project History

The City of Lake Elsinore certified a Final Program EIR and adopted the North Peak Specific Plan by Resolution No. 91-2 and Ordinance No. 908 in February 1991. In the action to approve the North Peak Specific Plan, the Lake Elsinore City Council also amended the City General Plan to accommodate the Specific Plan designation, annexed approximately 2,250 acres of land to the City (the North Peak Specific Plan area and several out parcels), and approved a Development Agreement.

The previous North Peak Specific Plan approved under Resolution No. 91-2 consists of approximately 1,964 acres. It included three mixed-use villages incorporating residential, commercial, and recreational open space components. The Plan proposed approximately 4,621 residential dwelling units at densities from 1 to 24 dwelling units per acre, up to 300,000 square feet of commercial uses, up to three schools, and 996 acres committed to parks, recreation or open space uses. The North Peak Specific Plan also required the development of access roadways, including an extension of Nichols Road and a proposed expansion of El Toro Road. It was recognized that implementation of the North Peak Specific Plan would require a land transfer between the Bureau of Land Management (BLM) and the developer.

In June of 1993, the North Peak Specific Plan was amended (specifically the water and sewer plans) to bring them into compliance with the Elsinore Valley Municipal Water District Master Plan (EVMWD). The North Peak Specific Plan Amendment No.1 incorporated the change in the EVMWD Master Plan area from the southern half of the site to the entire site. As a result, 24.3 acres were added to the development plan area to accommodate a shift in the alignment of El Toro Road in order to match the EVMWD Master Plan. The added acreage was obtained from outparcel A-2 in the south central portion of the Specific Plan area and did not materially change the land uses of the original Specific Plan.

No part of the North Peak Specific Plan has been developed to date. Following listing of the Stephen's kangaroo rat (SKR) as a federally endangered species in 1991, the Riverside County Habitat Conservation Agency, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) included the northern two-thirds of the North Peak property as part of the Steele Peak Study Area within the short-term SKR Habitat Conservation Plan. Though the North Peak Specific Plan area has not been included within the formal adopted SKR reserve, state and federal wildlife agencies identified the North Peak Specific Plan area as an important site for both SKR and Gnatcatcher, as well as other species of concern. The presence of listed species and their habitat has been a significant influence in the history of the project, and has been the impetus for the reassessment and re-configuration of the land use concept for the North Peak Specific Plan Amendment No. 2.

Due to the wildlife resources present in the NPSPA#2 area, the conservation goals for the North Peak Specific Plan Amendment No. 2 have broadened from the single species approach proposed in the

existing 1991 Specific Plan, to a multi-species, habitat based approach. Accordingly, North Peak Partners LP and North Peak Conservation Company LLC have been formed to establish a permanent conservation area and Conservation Bank on 782 acres of the best habitat within the North Peak Specific Plan Amendment, and to prepare a Multi-species Habitat Conservation Plan (HCP) for both the Conservation Bank area and the area to be developed under a revised North Peak Specific Plan Amendment No. 2.

The actions to establish the Conservation Bank and HCPs have preceded the process to formerly amend the North Peak Specific Plan since the establishment of the conservation area and operating agreement is a federal action that would substantially affect the feasibility and configuration of any development at North Peak. The North Peak Specific Plan Amendment No. 2 is reconfigured in accordance with the implementing agreements and federal actions pursuant to the HCPs to establish permanent Conservation Bank and open space areas. A comparison of the 1991 North Peak Specific Plan with the Specific Plan Amendment No. 2 indicates a reduction in the commercial intensity of the project, and a 75% decrease in dwelling units, in addition to the establishment of the Conservation Bank. As land uses were not materially affected by the North Peak Specific Plan No.1, a comparison of land uses of the original plan and the NPSPA#2 is presented in Figure 3.

D. Description of the North Peak Specific Plan Amendment No.2

The NPSPA#2 is planned to create a golf course-oriented community with a maximum of 1,200 housing units.

The fundamental principle underlying the land use concept is to work with the topography of the land, using the landforms and significant environmental elements as the defining features from which to derive the development concept. The concept for the NPSPA#2 is based on the division of the northern section into three major land use components, a development area comprised of golf course and residential uses, natural open space, and conservation bank. The southern section of the project is planned for open space and commercial uses. The relevant ownerships and development areas of the site are shown on Figure 4A. Key features of the NPSPA#2 concept are shown on Figure 4B and described below. North Peak is planned as a private, gated community, however, public access to certain facilities, such as parks, trails, golf and clubhouse, is maintained during the daylight hours and during the nighttime for special events.

1. The Conservation Bank

A 782 acre permanent Conservation Bank area is established for the conservation of wildlife and its habitat and to provide marketable mitigation credits as compensation for dedicated land. (Refer to Figure 4B.) The Conservation Bank boundaries are fixed and will not be encroached upon by development. If approved, the lands within the Conservation Bank will be administered by the USFWS and the CDFG. The Conservation Bank is segmented into two non-contiguous parcels. The largest, containing roughly 466 acres (inclusive of land within the SCE ROW) constitutes the eastern portion of the northern planning area. The rectangular bank south of the northern planning area consists roughly of 316 acres.

2. Natural Open Space

A 199 acre permanent Natural Open Space area is established to compensate for development impacts and to protect other natural and visual features within the NPSPA#2 area. The Natural Open Space boundaries as shown on the site plan are fixed and will not be encroached upon by development. Additional natural open space areas will be integrated into the fabric of the Development Area within the individual residential enclaves and 59 acres will be retained in an undisturbed condition within the golf course, subject to site planning considerations and constraints. Once established, the open space areas will be conserved on a permanent basis.

3. Development Area

The Development Area designation encompasses approximately 798 acres (43 acres of which are devoted to the Project Spine and Upper Loop Roads) and three basic land use categories: Golf Course Residential and Golf Course in the northern planning area; and Highway Commercial in the southern planning area. The land use concept for the Development Area is designed to allow flexibility to provide varying residential product types and densities within three residential "subzones" and to take maximum advantage of particular site characteristics by incorporating the flexibility to adjust the acreage between the golf course residential and golf course designation. In addition to residential and golf course uses, the development program integrates the potential for parkland, a golf course clubhouse and supporting amenities, visitor accommodations, a church retreat, a community/recreation facility, a potential school overlay, and a number of temporary and/or auxiliary uses relating to the operation and maintenance of the golf course. Distinctive open space features which lend a unique character to the community will be retained within the golf course and residential development enclaves.

E. Project Objectives

The NPSPA#2 project is a residential golf course community which integrates a mixture of residential uses and supporting amenities with golf course, open space and conservation lands, as well as a carefully designed roadway and circulation system. To promote a community harmonious with the environment through the establishment of a community structure framework for North Peak, design/development guidelines have been prepared. The following objectives are established for the North Peak Specific Plan Amendment No. 2:

- Create three distinct land use components within the northern section consisting of Conservation Bank, Open Space and Development Area, and maintain the previously established fourth land use component for the commercial planning areas in the southern section of the project area;
- Provide attractive neighborhoods which offer a range of housing and accommodations for visitors on a time-share or vacation home basis;
- Establish a market-sensitive mix of housing types, community services and recreation facilities;
- Ensure flexibility of product mix and configuration within the development enclaves and golf course;
- Integrate natural topography into the land use design to allow the quality of the golf course and residential neighborhoods to be enhanced by natural landform features;
- Promote a community harmonious with its environment to establish the character of the NPSPA#2 through sensitivity to site characteristics, existing landforms, topography, and vegetation;
- Provide infrastructure facilities and improvements necessary to accommodate the buildout of the NPSPA#2 and to maintain a high level of service for these residents;
- Protect sensitive natural habitat and preserve substantial areas and prominent natural features through the set-aside of land for a Conservation Bank and Natural Open Space areas;
- Integrate sufficient area for both active and passive recreation in conjunction with open space and trail connections throughout the NPSPA#2.

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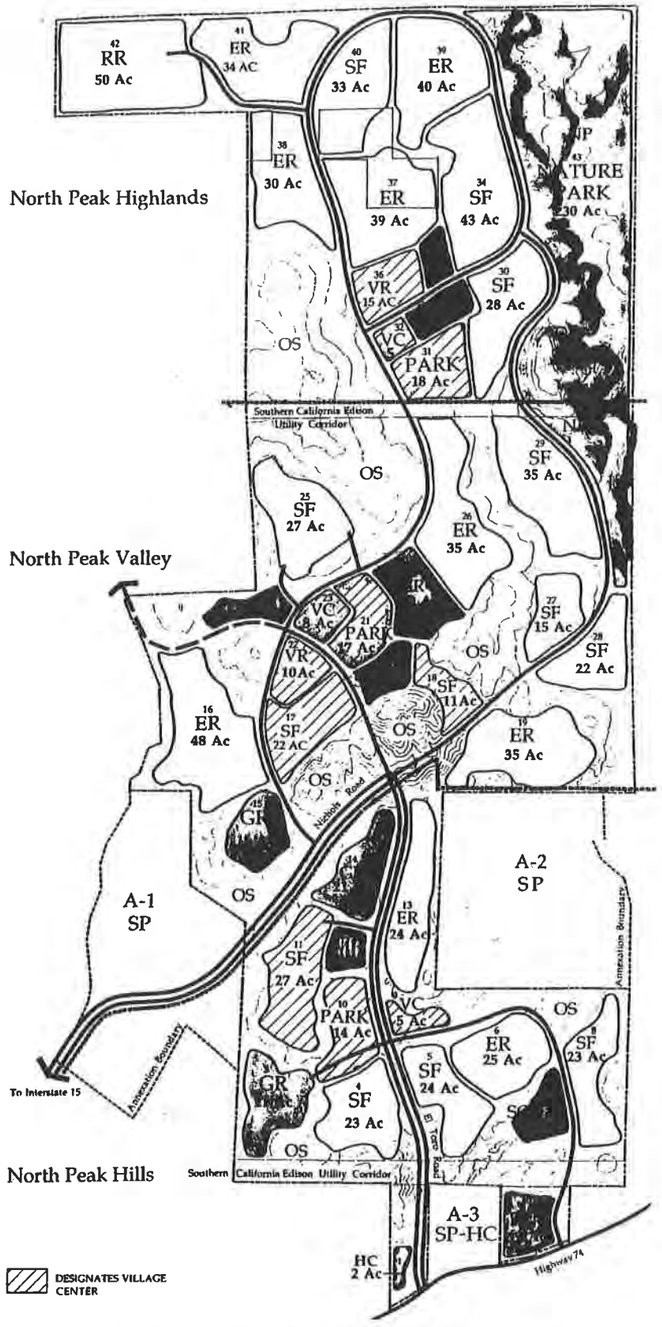
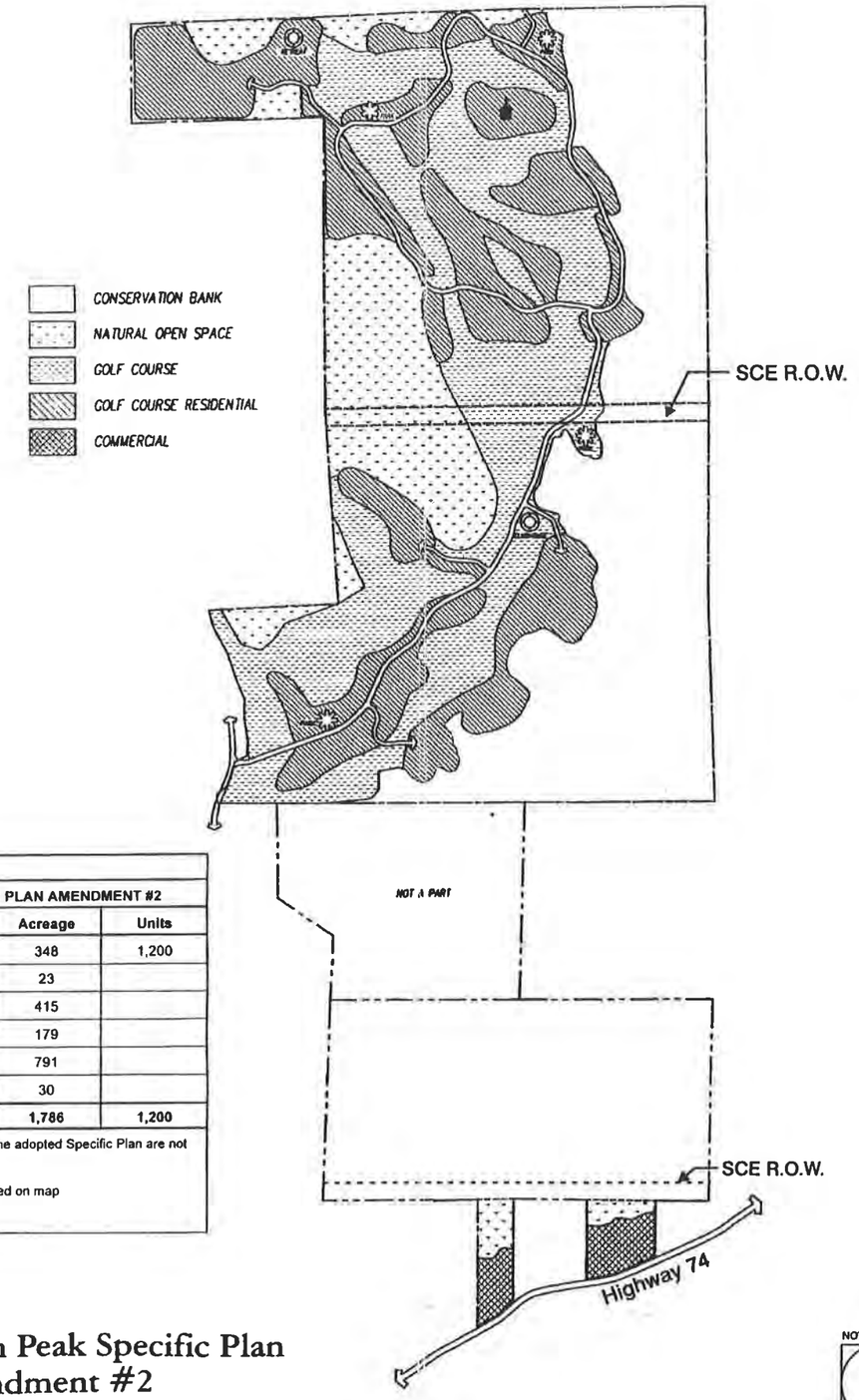


Adopted North Peak Specific Plan

COMPARATIVE STATISTICAL ANALYSIS					
ADOPTED NORTH PEAK SPECIFIC PLAN			NORTH PEAK SPECIFIC PLAN AMENDMENT #2		
Land Use	Acreage	Units	Land Use	Acreage	Units
Residential	816	4,621	Residential[2]	348	1,200
Commercial	32		Commercial	23	
Public Use	309		Golf Course[3]	415	
Natural Open Space	648 8		Natural Open Space[4]	179	
Utility Corridors	63.1		Conservation Bank[5]	791	
Circulation	95		Arterial Roads	30	
TOTAL[1]	1,963.9	4,621	TOTAL	1,786	1,200

1 Total acreages are not equivalent as the BLM parcel and other "outparcels" included in the adopted Specific Plan are not included in the Specific Plan Amendment #2
2 Includes 6 acres of parkland symbolically delineated on map
3 Includes 8 acres within the SCE easement and 6 acres of parkland symbolically delineated on map
4 Includes 9 acres within the SCE easement
5 Includes 7 acres within the SCE easement



North Peak Specific Plan Amendment #2

North Peak SPA No. 2

TMC Communities

North Peak Specific Plan Amendment #2 Land Use Comparison

Figure 3

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F. Relationship to Previously Adopted Plan

This North Peak Specific Plan Amendment No. 2 document supersedes and replaces in its entirety the document entitled, "Final North Peak Specific Plan", prepared for TMC Communities, and adopted by the City of Lake Elsinore by Resolution No. 91-2 and Ordinance No. 908 in February 1991, and amended in 1993. This NPSPA#2 is not meant to be used in association with the previously adopted Final North Peak Specific Plan. The area encompassed by this Specific Plan Amendment No. 2, is comparable to the previous document with the exception of the three "out parcels" totaling 311 acres which were included in the previously adopted Specific Plan for purposes of annexation to the City of Lake Elsinore, and the 160 acres of federal land which was intended to be transferred from BLM. and developed. The BLM property is labeled "Not A Part" in this NPSPA#2.

The three "out parcels"labeled Area A-1, A-2, and A-3 were not included within the previous Final North Peak Specific Plan land use concept, and were assigned Map Designations of SP, SP and HC respectively. The Map Designations refer to the City of Lake Elsinore Zoning Ordinance. The 299 acres contained within the SP designations within Areas A-1 and A-2 were allocated an average residential density of 2.5 dwelling units per acre, for a maximum of 748 potential dwelling units. Area A-3, consisting of 12 acres, was assigned an average Floor Area Ratio (FAR) of 0.3 with a capacity for 156,816 square feet of highway commercial uses. These previously adopted Map Designations should remain in effect even though the NPSPA#2 no longer applies to these parcels. The federal government intends to retain ownership of the 160 acres as open space to complement the Conservation Bank HCP.

All plans, development standards, infrastructure requirements, design guidelines, regulations, implementation programs and mitigation measures contained in this Specific Plan Amendment No. 2 document supersede the previously adopted Final North Peak Specific Plan, as amended.

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3. DEVELOPMENT CONCEPT

A. Objectives of the Development Concept

The NPSPA#2 proposes a master-planned residential golf course community which integrates a mix of residential uses and supporting amenities with golf course, open space and conservation lands, and commercial uses, as well as a carefully designed roadway and circulation system. The Development Concept yields a scale and mix of uses which make sensitive use of the site. The overall planning objectives for the NPSPA#2 were developed for four principal reasons:

- To provide guiding principles for individual component plans (sewer, water, grading, circulation, etc.);
- To ensure that development is consistent with the goals and objectives of the General Plan;
- To promote a community harmonious with the environment;
- To provide for flexibility in the configuration of land uses within the development envelope.

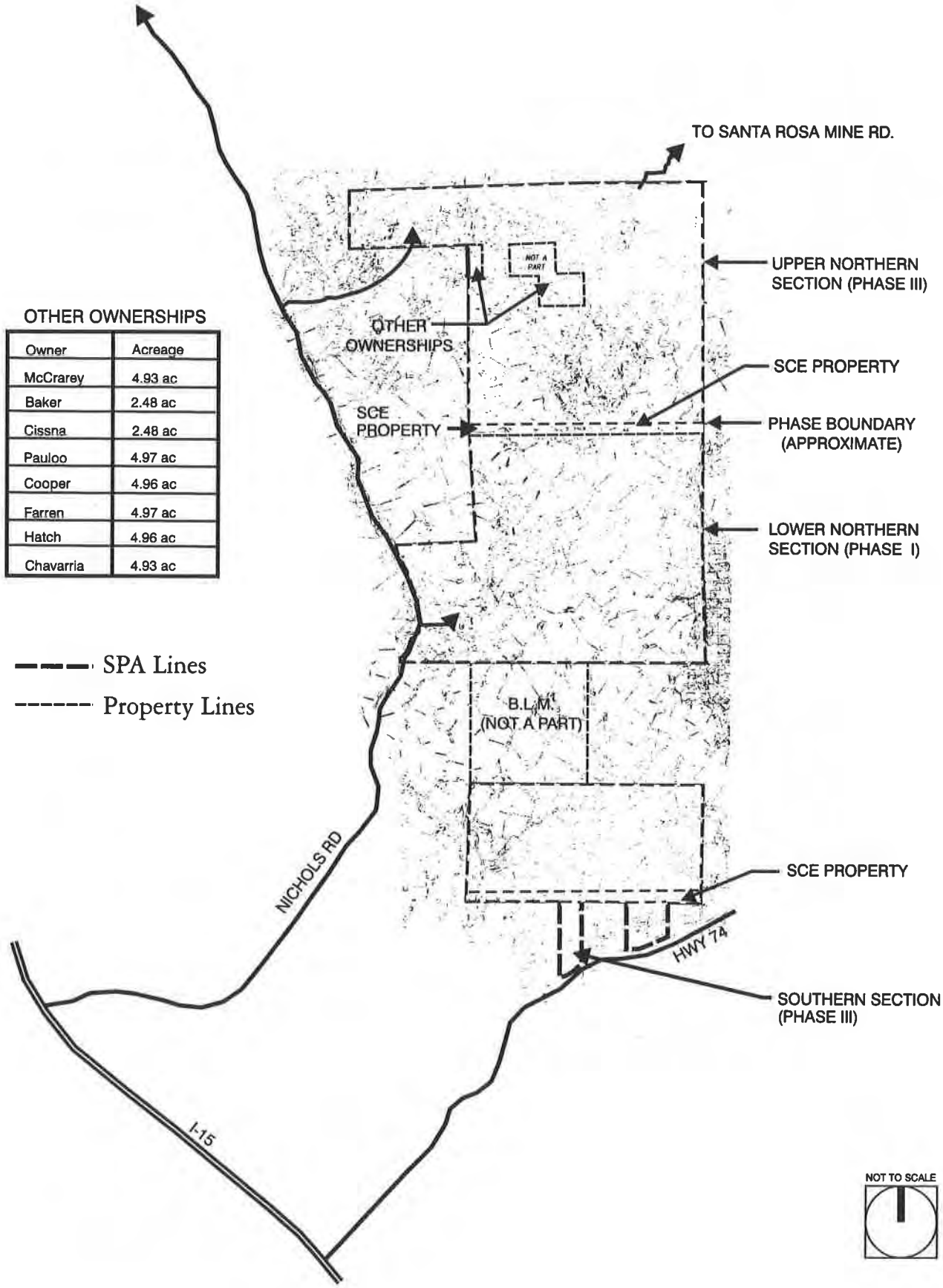
B. Key Features of the Development Concept

The Development Concept has evolved in relation to physical constraints and regulatory requirements, including topographic conditions, environmental constraints, and agreement/permit and regulatory requirements. The Development Concept is illustrated by Figure 4B and land use distribution summary defined in Table 2.

The overall concept of the northern planning area of the NPSPA#2 is the clear delineation of the areas appropriate for development and the areas to be reserved for habitat conservation and natural open space. Three major land use components result: the Development Area; the Conservation Bank; and Natural Open Space. The boundaries of the Conservation Bank and Natural Open Space designations are fixed and cannot be encroached upon. In addition to the land designated Natural Open Space, there will be areas where natural open space features are retained within the Development Area in both the residential and golf course areas as a function of more detailed geotechnical analysis and grading. These areas have not been specifically delineated as Natural Open Space as the configuration and content of such areas may change in response to field conditions and constraints determined during final engineering. From preliminary grading analysis, approximately 59 acres of open space could be retained within the golf course, although this figure is approximate at this time and subject to modification at a future date in conjunction with subdivision and grading design.

The NPSPA#2 development project site consists of two components: a southern planning area comprised of commercially oriented uses along Highway 74, and a northern planning area comprising the northern two-thirds of the project site. The two sections of the NPSPA#2 are separated from one another by a parcel of federally owned land and a block of land reserved as Conservation Bank. Figure 4A illustrates the configuration of the project site.

The configuration of Golf Course and Golf Course Residential areas within the Development Area envelope is conceptual and may be adjusted in accordance with Section 3 E of this Specific Plan in order to respond to precise engineering considerations and future market conditions and preferences. The North Peak Specific Plan Amendment provides a mix of housing opportunities within an overall dwelling unit maximum of 1,200 units. The mix of units accommodates attached single family products, detached single family units, and estate type units, with the potential for visitor serving accommodations and a religious retreat. A School Site Overlay provides potential for a school site in the northern portion of the Development Area. The residential uses are integrated with two 18 hole golf courses, a clubhouse, parkland, and associated supporting amenities.



OTHER OWNERSHIPS

Owner	Acreage
McCrarey	4.93 ac
Baker	2.48 ac
Cissna	2.48 ac
Pauloo	4.97 ac
Cooper	4.96 ac
Farren	4.97 ac
Hatch	4.96 ac
Chavarria	4.93 ac

North Peak SPA No. 2 **Specific Plan Areas and Ownership**

TMC Communities **Figure 4A**

- Preservation of 199 acres of land as Natural Open Space, 14 acres of which lie between the Conservation Bank and the commercial uses in the lower planning area;
- Establishment of 775 acres within the northern Planning Area, inclusive of arterial roads;
- Retention of 23 acres of Highway Commercial adjacent to Highway 74;
- Designation of the Development Area within the northern project Planning Area into Golf Course Residential and Golf Course land use components;
- Integration of natural topography into the land use design in the context of the mass grading concept to allow the quality of the golf course and residential areas to benefit from the dramatic character of the natural environment; and
- Primary project access to be taken from Nichols Road instead of Highway 74.

Views toward Lake Elsinore and the mountains beyond from upper elevations of the site have been enhanced by orientation of internal circulation routes, as well as the grading concept for the Golf Course Residential neighborhoods through incorporation of differential pad elevations and maintenance of view corridors through the lower elevations of the golf course. Drainage concepts utilize natural features, washes and ravines where possible through incorporation into the golf course and open space systems. The natural environment is respected and integrated into the golf course and development enclaves in accordance with the grading concept. Landscaping programs will be employed that emphasize compatibility with natural materials and low water utilization.

Careful transitions are planned between: Development Area (inclusive of residential and golf course) and Natural Open Space and/or Conservation Bank; residential lots to rocky slopes; residential development to golf course, golf course to internal open space with riparian features, transitions are achieved through setback requirements, grading procedures and landscape treatments. Fuel modification zones are required when residential pads are proposed adjacent to natural areas. Such transitions are described in detail in Chapter 8.

C. Land Use Categories

The overall land classification approach is based on the division of the NPSPA#2 into four major land use components:

- Conservation Bank;
- Natural Open Space;
- Development Area comprised of residential, golf course, and ancillary support uses; and
- Highway Commercial.

The acreage and configuration of the Conservation Bank and Natural Open Space designations are fixed. They cannot be encroached upon, increased, decreased, or altered due to modifications which might occur within the Development Area designation. In this context, the acreage designated for the Development Area is also fixed. Variations in acreage shall be confined to the land use designations of Golf Course Residential and Golf Course established within the Development Area.

1. Conservation Bank

The Conservation Bank designation is intended for the conservation of wildlife and its habitat and to provide marketable habitat mitigation credits as compensation for dedicated land. The Conservation Bank includes the best multi-species wildlife habitat within the NPSPA#2 , including coastal sage scrub and riparian habitat along Wasson Creek. If approved, the lands within the Conservation Bank

will be governed by a multi-species Habitat Conservation Plan (HCP) to be administered by the FWS and CDFG. The Conservation Bank boundaries are firmly established and are not to be encroached upon by the Development Area.

2. Natural Open Space

The Natural Open Space designation serves as a visual amenity to the community, located along the western and northern edges of the site and adjacent to the Highway Commercial parcels. It consists primarily of rugged terrain, rock outcroppings, scattered boulders, and native vegetation. The preservation of land as Natural Open Space avoids impacts associated with grading. In addition, the preservation of the Natural Open Space responds to requirements of the HCP.

3. The Development Area

Flexibility is the underlying principle within the boundaries of the Development Area. The Development Area consists of a Golf Course Residential and Golf Course land use designations. Both land uses incorporate open space in response to prominent natural features. Within the golf course, approximately 59 acres are intended to be maintained in their natural state; however, final grading plans will determine the exact configurations of internal roadways and development pads within each residential enclave, subsequently delineating the outline and acreage of the natural features to be retained.

Within the Development Area, there are two variable factors: acreage within and between the residential and golf course designations; and target dwelling units associated with each of the three residential sub-categories comprising the Golf Course Residential designation.

Golf Course

The Golf Course designation is an integral part of the North Peak community, comprising slightly more than one-half of the Development Area. It provides recreational opportunities which help establish a quality community identity, as well as augmenting the Natural Open Space and Conservation Bank components in the preservation of sensitive natural resources, particularly riparian habitats and natural drainage channels. This use includes two 18-hole golf courses, a golf course clubhouse facility and associated amenities such as a restaurant and retail support, a driving range, and maintenance facilities. The potential for locating a community rec center within this designation adjacent to the clubhouse is an option. The Golf Course designation may also accommodate active or passive community parkland, as well as visitor accommodations.

Golf Course Residential

Residential uses comprise 43 percent of the area allocated for development. Approximately 347 acres are designated for residential uses, which also accommodates passive parkland, a School Site Overlay, and a church retreat. The Golf Course Residential designation permits a wide range of unit types and lot sizes which are intended to appeal to a variety of residents. These can be grouped into three "sub-categories" for which different development standards apply. The land use concept does not assign a particular sub-category to each development enclave. Rather, the siting of the different product types within the three sub-categories is intended to be flexible in response to market conditions, and will be determined during the subdivision process in accordance with Section 10B of this Specific Plan. The three sub-categories are:

- Single Family Cluster/Attached (SFA) includes single family condominiums, zero lot line, patio homes, "Z" lots, duplex/triplex, and townhomes at a density not-to-exceed 12 dwelling units per gross acre. Multi-family rental apartment products are not proposed nor encouraged as a permitted use. However, time-share ownership or vacation resort rentals may be an option in

appropriate applications. In addition, ownership multi-level "stacked" condominium products will be permitted subject to Design Review approval. Common area landscape and private recreation facilities (such as spas, barbeques, or tennis courts) may be provided in conjunction with site design, although they are not required. This sub-category will accommodate any residential lot type at a lower density including Single Family Detached and Estate lots. Minimum dwelling unit size is established at 1,000 square feet.

- Single Family Detached (SFD) consists of single family detached units with a minimum lot size of 5,000 square feet. This sub-category will accommodate any residential product with a lot size over 5,000 sq. ft., including estate type lots. Minimum dwelling unit size is established at 1,000 square feet.

- Estate Lots (SFE) is intended for development of semi-custom to custom single family residences with a minimum lot size of 10,001 square feet. The character of this sub-category is more rural and flexible in nature, and may be applicable to development of more rugged sites. Development within this sub-category allows for retention of a significant amount of natural grading, detached garages, and incorporation of topographic features, such as rock formations, into the site design. Minimum dwelling unit size is established at 1,500 square feet.

Particular uses, such as parks, maintenance facilities, and clubhouse/recreation center for which a specific site configuration has not been determined will be permitted uses within either the Golf Course Residential or the Golf Course designation. Guest accommodations (which may be timeshares, bungalows, condos, etc.) and a church retreat are conditional uses in any of the residential categories and the golf course. Community services, such as day care, information center, etc. may also be allowed in the above categories subject to a Conditional Use Permit. The Community Development Director or designee may determine other conditional uses, as appropriate. Refer to Development Standards (Section 9) for a comprehensive list of conditional uses.

School Site Overlay

A school site is provided for as an overlay zone in Phase II of the Development Area. The NPSPA#2 proposes that the project site be annexed into the Lake Elsinore Unified School District. The school site would be a minimum of 10 acres and would be made available for purchase to the school district in the event the district would need to build a school on the project site.

4. Highway Commercial

This land use category includes two parcels comprising 23 acres. Located adjacent to Highway 74, this designation will offer highway related retail development, business park, or other uses that benefit from the exposure to this future major thoroughfare. A Floor Area Ratio (FAR) of 0.25 is proposed.

D. Provisions for Transfer of Units Between Residential Sub-Categories

A maximum dwelling unit cap of 1,200 units has been established for the entire Golf Course Residential designation. This dwelling unit cap sets the maximum entitlement potential and cannot be exceeded. Based on marketing analysis conducted for the NPSPA#2 , a dwelling unit target representing a proportion of the total dwelling units has been established for each of four subcategories of residential product type. The following table identifies the targeted product mix:

TABLE 3
Residential Allocation Mix

Residential Category	# of Units (Minimum)	Target Units	# of Units (Maximum)
Estate (10,001sq. ft. -1/2 acre)	75	120	135
Single Family Detached			
6,001-10,000 sq. ft. lot	510	600	690
5,000-6,000 sq. ft. lot	215	240	265
Cluster or Single Family Attached	215	240	265
TOTAL MAXIMUM UNITS		1,200	

It is the express purpose of the Specific Plan to permit flexibility in the ultimate distribution of dwelling units while maintaining the total maximum number of dwellings at 1,200 units. As the development of the NPSPA#2 occurs, the distribution of dwelling unit types may be influenced by market conditions and builder preferences. In response to such conditions, the number of dwelling units within each sub-category may increase or decrease within the range of dwelling units noted in Table 3 subject to the provision that the variations cumulatively may not exceed the total dwelling unit cap of 1,200 units. To ensure compliance with the maximum dwelling unit cap and the residential allocation mix, a development monitoring report shall accompany every application for the subdivision of land, as prescribed in Section 10.B. 4, Development Monitoring Report.

E. Provisions for Transfer of Acreage Between Golf Course and Golf Course Residential Categories

Within the boundary established for the Development Area, flexibility is permitted in the allocations of acreage between the Golf Course Residential and Golf Course land use designations to conform detailed site planning and subdivision design to grading, topography and other relevant site conditions. A variable of 25 percent of the total acreage within the 732 acre northern section Development Area (consisting of Golf Course and Golf Course Residential, inclusive of internal roads, but not inclusive of the 43 acres of arterial roadway) may be exchanged between the Golf Course Residential and the Golf Course designations so long as the cumulative total of the acreage does not modify in any way the perimeter boundaries established for the Natural Open Space and Conservation Bank areas and the maximum 1,200 residential unit cap is not exceeded. The arterial road acreage may also vary to respond to the above conditions.

The acreage for the upper golf course proposed in Phase II may be re-configured as residential and open space uses, as long as the 1,200 unit capacity for total number of dwelling units within the overall North Peak community is not exceeded.

4. OPEN SPACE/RECREATION CONCEPT

A. Objectives of the Open Space/Recreation Concept

Encompassing almost 80 percent of the land within the Specific Plan Amendment No. 2 area, open space is the dominant land use within the North Peak community. The Open Space/Recreation component of the NPSPA#2 provides an attractive, natural setting for the community. Over 980 acres of the 1,779 acre site will be devoted to open space uses in an undisturbed condition. An additional 353 acres of open space for recreational purposes are delineated within the Development Area portion of the NPSPA#2 as Golf Course or parkland.

Natural Open Space and Conservation Bank encompass prominent landforms, prime vegetative habitat, and natural drainage channels surrounding the Development Area and provide a background and context for the residential areas. Where appropriate, improved landscape areas adjacent to significant natural vegetation will replicate and augment the natural vegetation. Setbacks and site design parameters have been established to protect the interface between the open space/conservation areas and developed areas. These are discussed in more detail in Chapter 8.

The fundamental objectives of the Open Space/Recreation Concept include:

- Provide a strong visual and physical integrating element for the overall community, creating a balance between developed and natural areas.
- Retain and preserve significant natural areas and features within North Peak to protect and maintain sensitive habitat, slopes and rock outcroppings, and avoid natural hazards and constraints;
- Give clear structure to Natural Open Space and Conservation Bank areas through establishment of the boundary parameters of the northern Development Area.
- Provide both improved and passive recreation opportunities for residents and visitors to North Peak that are compatible with the topography and natural amenities in the area;
- Establish connections between the residential neighborhoods, parks, and the golf course;

B. Key Features of the Recreation/Open Space Plan

The intent of the Open Space concept for the NPSPA#2 is to maintain the prominent natural features to provide an attractive setting for future residents, employees and visitors. The key components of the Open Space/Recreation Concept are illustrated on Figure 5.

The following table summarizes the distribution of various types of open space in the NPSPA#2 community. It should be noted that, although an important component of the open space concept, the acreage for manufactured slopes and parkways within the roadway rights-of-way, is not calculated separately. It is included in the acreage for either the Golf Course Residential or Golf Course designations, except for the parkways within the major arterials which are in the arterial roads designation.

TABLE 4
OPEN SPACE/RECREATION CONCEPT

Open Space Component	Acreage
Natural Open Space	199 acres
Conservation Bank	782 acres
Arterial Roads Right-of-Way and Manufactured Slopes	43 acres[1]
Community Parkland	17 acres
Golf Course Subtotal	379 acres
Golf Course Fairways/Playing Areas	316 acres
Clubhouse/Maintenance	4 acres
Open Space Features[2]	59 acres
TOTAL	1,420 acres

1 Actual acreage of parkways and manufactured slopes within the 43 acres of arterial roads not calculated. Manufactured slopes may also be included within Development Area acreage.
2 As established by the HCP

In recognition of the important role of open space in the design of North Peak, and to make better use of the space available, the Open Space/Recreation Concept contains features which serve both the functional needs of the residents and provides a strong community open space identity. Five types of open space treatment are the basis for this hierarchy: 1) Natural Open Space; 2) Habitat Conservation Bank; 3) parkways and manufactured slopes; 4) community parks; and 5) golf course. They are described in the following paragraphs.

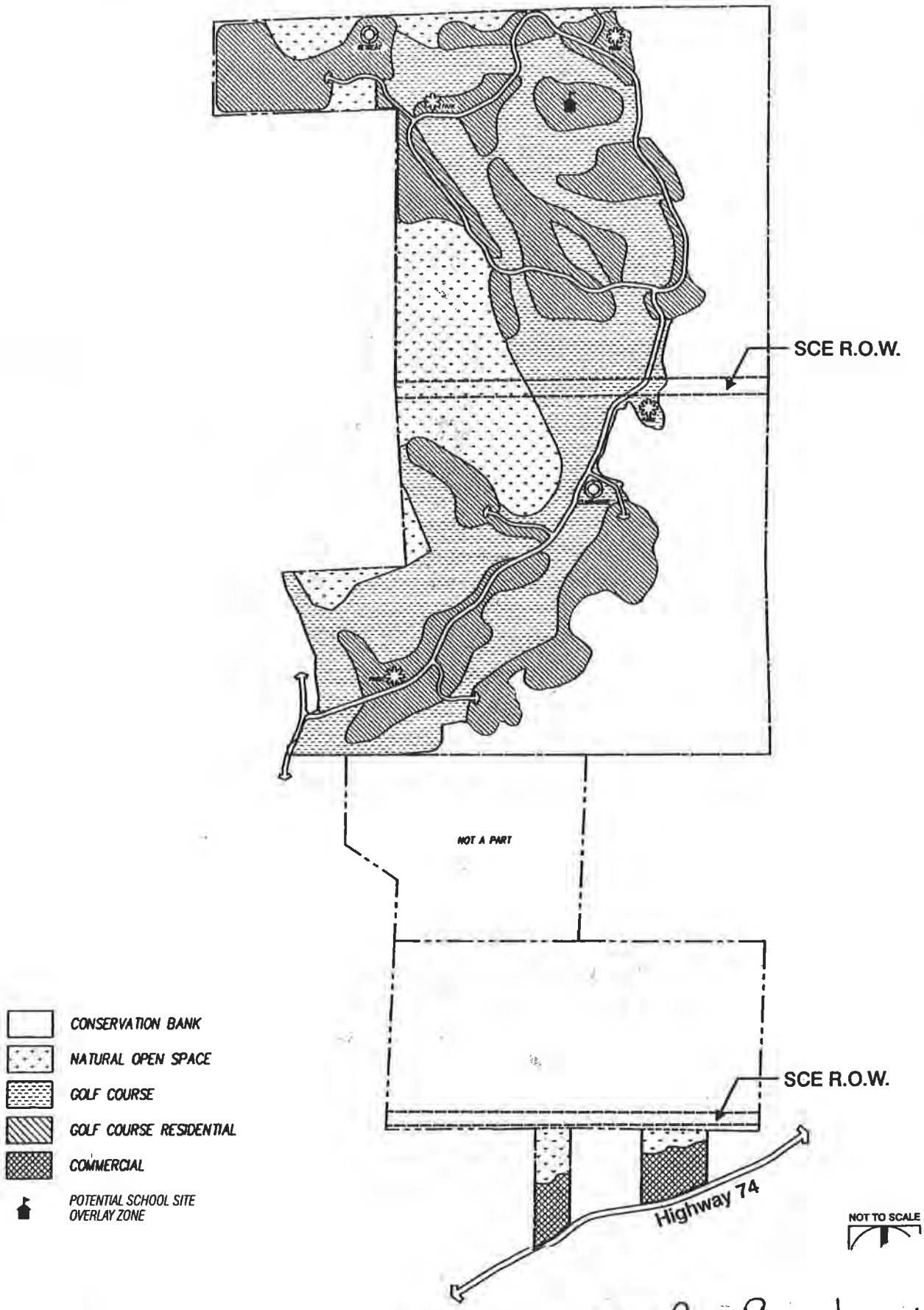
1. Natural Open Space

The 199 acres of natural open space areas serve as a visual amenity for the community, and a visual buffer between adjacent land uses. Consisting primarily of rugged terrain to the west and north of the Development Area, with scattered rock outcroppings and boulders defining its character, preservation of native plants and animals is also a primary benefit of this Natural Open Space zone. Human use of the natural open space can be accommodated by way of nature trails that follow the existing jeep trails that criss-cross the site.

2. Habitat Conservation Bank

The 782 acre Habitat Conservation Bank has been established under the Multiple Species Habitat Conservation Plan (HCP) for permanent conservation of significant habitat vegetation, including coastal sage scrub sub-types, mixed sage scrub and grassland, annual grassland and chaparral. The two Conservation Bank components are located between, and link, components of the Steele Peak SKR Core Reserve being implemented by the Riverside County Habitat Conservation Agency.

Development standards have been established in this NPSPA#2 to ensure protection of the Conservation Bank lands from encroachment and impact of development through setback and landscape transition requirements. Public access to these areas is restricted, although SCE will continue to have access to the transmission towers in their right-of-way. Edge condition treatments between the Conservation Bank and development areas are described in detail in Chapter 8, Community Structure.



North Peak SPA No. 2

Specific Plan Land Use

TMC Communities

Figure 4B

Natural features such as rock pinnacles/outcroppings, streambeds, and vegetation may be retained within the golf course and residential areas in accordance with the grading concept. However, these features are not specifically designated as Natural Open Space in order to provide some degree of flexibility within the development area at the time grading activities are designed and performed.

TABLE 2
NPSPA#2 DEVELOPMENT CONCEPT
LAND USE SUMMARY

Land Use Category	Northern Planning Area (acres)	Southern Planning Area (acres)	Total Project (acres)
Preservation Areas			
Conservation Bank	466[1]	316	782
Natural Open Space	185[2]	14	199
Subtotal	**651**	**330**	**981**
Development Areas			
Golf Course Residential	347[3]	--	347
Golf Course	385[4]	--	385
Arterial Roads	43[5]		43
Highway Commercial		23	23
Subtotal Development Area	**775**	**23**	**798**
TOTAL	**1,426**	**353**	**1,779**

1. Inclusive of 7 acres within the northerly SCE ROW and 41 acres within the southerly SCE ROW
2. Inclusive of 9 acres within the SCE ROW
3. Includes non-specified open space features as delineated by the HCP within development envelopes and 11 acres of parkland shown symbolically on the development concept.
4. As limited by the HCP, inclusive of 8 acres within the SCE ROW, 6 acres of parkland shown symbolically on the development concept, 4 acres of golf clubhouse, maintenance facilities, and 59 acres of non-delineated open space features
5. Inclusive of the Spine Road and Upper Loop Road only. Does not include off-site Nichols Road. 1 acre is within the SCE ROW

The Development Concept provides a framework within which individual neighborhoods can be developed independently, but in an orderly manner which is consistent with the NPSPA#2. The northern planning area is divided into two phases generally delineated by the SCE ROW. Each phase is further broken into two sub-phases, illustrated in Figure 30 in Section 10. Phase I consists of construction of Nichols Road in an interim configuration and the portion of the northern site south of the SCE ROW. Phase II consists of the area north of the SCE ROW within the northern section of the NPSPA#2 . Phase III includes the commercial uses along Highway 74 in the southern planning area.

The Development Concept is defined by the following key features:

- Delineation of the NPSPA#2 project area into four major land use categories: Development Area, Conservation Bank, Natural Open Space, and Highway Commercial;
- Reservation of 782 acres of land comprised of two individual land masses designated as Conservation Bank: 466 acres on the easterly side of the northern Planning Area and 316 acres between the federally owned "Not A Part" parcel and the Highway Commercial uses in the southern planning area.

Specific Plan Land Use
Figure 4b

PA No. 2
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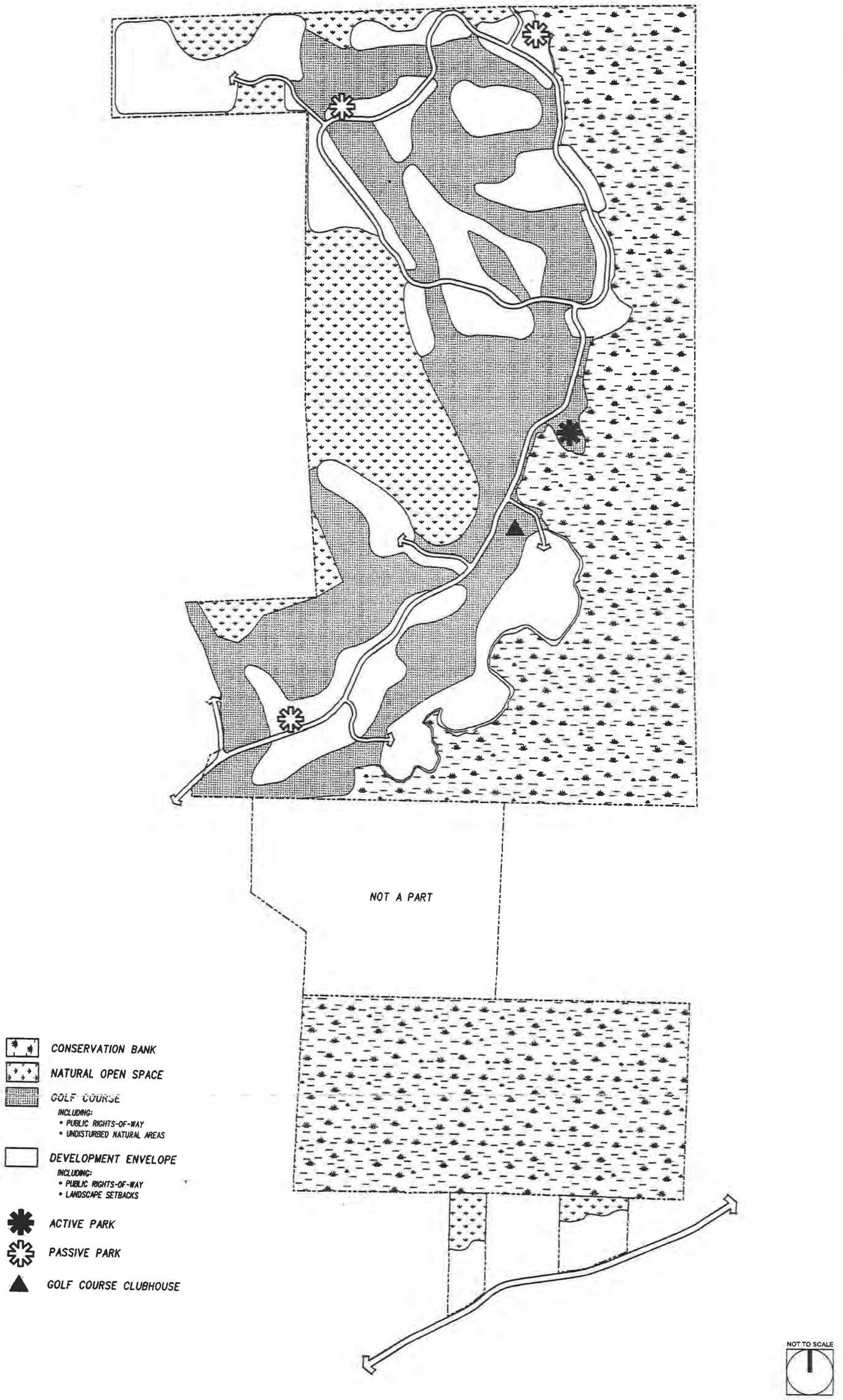


North Peak SPA No. 2

TMC Communities

Open Space/Recreation Concept

Figure 5

3. Parkways, Manufactured Slopes

This territory includes most of the area adjacent to the roadways, and encompasses a large portion of the open space within the developed community. Streetscape treatments are discussed in further detail in Chapter 8, Community Structure. To help create a stronger identity for the community, this open space will be designed to accomplish many purposes. It serves as a landscaped corridor through the community, as well as a connector and unification feature. It also serves as a transition area from residential development to natural open space, and as a screening and buffering element in various locations, and to provide fuel modification where adjacent to natural areas.

4. Community Parkland

The City of Lake Elsinore General Plan establishes a parkland requirement of 5.0 acres per 1,000 population. Using 3.6 persons per household (City of Lake Elsinore estimates), 20.9 acres of parkland is required to serve the maximum potential development density of 1,200 dwelling units. The parkland requirement is based on the buildout of 1,200 dwelling units. The precise requirement will be based on tentative tract map approvals which will determine the actual number of units.

In total, the NPSPA#2 provides 17 acres of parkland consisting of two types of community parkland, natural (or passive) parks, and an active use park. The differential in parkland acreage between the City's standard and the project, if any, will be satisfied by in-lieu fee contributions per unit. Park facilities are planned to be open to the public under an operations plan to be defined in the CC&Rs and maintained by the Master Homeowners Association, in accordance with the Privatization Program in Section 10.B.5 of this Specific Plan.

Parkland amenities are symbolically noted on Figure 5 to accommodate fluctuation in boundaries due to topographical constraints and the relationship of more detailed grading studies in conjunction with site planning activities. Ultimately, the City's Landscape Architect shall approve the design for all park facilities and ensure compliance with City standards. The key features of the four parks proposed to serve North Peak include:

- A six (6) acre active use park will be located near the center of the community adjacent to the Conservation Bank. Approximately 1.6 acres of this facility is located within the SCE ROW. The strong influence of the Conservation Bank to the active park will be recognized and addressed for success of both elements. This park could accommodate daylight use for baseball, soccer or other field sports. Tot lots, picnic facilities, basketball, volleyball or tennis courts, and restrooms may also be provided, as well as features also found in the passive parks. Parking needs and configuration will be determined during the site plan review process. The intent is to make as much of the park area usable for active uses as possible. However, lighted ballfields are not compatible with the conditions established by the HCP for the Conservation Bank. This park will be developed in Phase 1.

- Three natural parks are integrated into the natural open space and accommodate primarily passive activities. One is located in the lower portion of the Development Area, the remainder are located in the upper section of the project. They could contain such elements as trails, gazebos, picnic and barbeque facilities, tot lots, exercise course, and viewing areas. The parks incorporate natural features such as rock pinnacle formations into the design as focal points.

  (1) A five (5) acre natural park is located off the Upper Loop Road in the far northeastern corner of the Development Area sited adjacent to the Conservation Bank. This park will be developed in Phase 2.

(2) A three (3) acre natural park is located at the junction of the Upper Loop Road and the access road to the "panhandle" portion of the site in the northwestern portion of the Development Area. This park will be developed in Phase 2.

(3) A three acre natural park, located off the Spine Road in the southern end of the Development Area. This park will be developed in Phase 1.

- A community center, including such potential uses as a pool, spa or barbeques may be located within one of the parks, one of the residential development envelopes, or one of the golf course amenity pads, although a specific location has not yet been determined.

5. Golf Course

Two 18 hole golf courses are located within the Development Area. The two golf courses will ultimately support a clubhouse, a driving range, maintenance facilities and the potential for visitor serving accommodations. The golf courses are being designed as links style - target courses to blend with the natural landscape as much as possible and utilize a minimum acreage of turfed area as compared to traditional styles. Naturalized areas are accommodated within the golf course and turf areas are minimized to reduce maintenance and water usage, yet still promote playability. As well, six lakes totaling 8.1 acres, has been incorporated into the design of the golf courses to provide riparian plant habitat and aquatic vegetation habitat to support water fowl and other avian species. Transitions between land uses will be retained in their natural state to the extent possible, with the result that roughly 59 acres will be maintained as natural open space. To protect these areas, notification will be provided to golfers through signing and fencing of sensitive habitat that certain areas within the golf course are ecologically sensitive.

The southern course will be developed as a fundamental component of Phase I, ultimately including the clubhouse facility. As an interim measure, the clubhouse facility may be sited at temporary location and/or with a temporary building. The driving range will also be constructed as part of the Phase I golf course. Residential development adjacent to the golf courses will be sited to maximize views of the golf course. In order to respond to fundamental changes in market conditions and builder preferences, a provision has been built into the Specific Plan to provide the flexibility for the northern golf course, proposed for construction in Phase II, to potentially be re-configured for residential products and open space.

The golf courses, together with other open space resources provided by the NPSPA#2, promote City of Lake Elsinore objectives of augmenting resources for purposes of recreation, visual aesthetics, drainage, habitat preservation, land use buffers and non-vehicular circulation.

C. Open Space Maintenance Responsibility

There will be a hierarchy of levels of maintenance responsibilities: regional, community-wide and project. The phasing and maintenance of parks and open space shall be established prior to approval of the first Type "A" Tentative Tract Map for the NPSPA#2 and may be addressed by the amended Development Agreement. The applicant shall prepare a Conceptual Phasing, Improvement and Financing Plan which will describe all on- and off-site roadway, utility and open space amenity improvements necessary to service ultimate buildout of North Peak. The Plan shall describe when the improvements will be provided and recommend feasible funding mechanisms and identify sources of funding and be adopted concurrent with the first tentative map.

1. Conservation Bank

Ownership of the Conservation Bank will be transferred to the Riverside County Habitat Conservation Agency (RCHCA) and the management of lands will be coordinated with that of the SKR reserve. The Conservation Bank will be administered by a committee comprised of RCHCA, NPCC, USFWS,

CDFG, or other project entities. Day to day management activities are handled by a contract manager from one or more public or private entities acceptable to the committee, such as the Center for National Lands Management. Management funds will be provided by North Peak Partners LP (the responsible entity for running the North Peak project) and the North Peak Conservation Company LLC (the entity receiving credits and marketing them to other developers) through endowment for access controls, monitoring surveys, fuel modification/fire management, emergency access, predator controls and weed and invasive plant control.

2. Natural Open Space

Natural open space is to be preserved in its native state. However, maintenance responsibility for City weed abatement and fuel modification procedures shall be assumed by the following. The City will not be the responsible entity for maintenance or financing of any open space area in North Peak. Options for responsibility include:

- Master Homeowners Association for open space and fuel modification within the Development Area;
- A golf course operator for open space and fuel modification areas within and adjacent to the golf course;
- Potential dedication to an agency or land trust for particular portions of natural open space within the 199 designated acres external to the Development Area;
- The formation of a CFD or Mello Roos tax for maintenance of open space areas.

3. Manufactured Slope/Right-of-Way

Landscape and buffer areas within the right-of-way, and manufactured slopes may be maintained by:

- A special assessment district will be addressed in the Development Agreement or financing agreement for North Peak such as Master Homeowner's Association.
- Master Homeowners Association, unless located specifically within a private lot.
- A golf course operator if located within or adjacent to the golf course.
- Another form of maintenance district such as Mello Roos Financing District or maintenance tax.

4. Community Parkland

Community wide parkland will be maintained by a Master Homeowners Association as determined by the amended Development Agreement. The City will not be the responsible entity for maintenance or financing of any park facilities within North Peak. However, a vehicle shall be established in the amended Development Agreement to provide for the potential that parks in North Peak which were originally improved by the developer may be dedicated to the City at a future date when they agree that it is appropriate. To assure compliance with City standards in the eventuality of this dedication, the City's Landscape Architect shall approve all proposed landscaping and design facilities. Any private recreation facilities associated with an individual residential neighborhood or development (such as a pool/spa facility within the SFA sub-category), of which access is limited to the occupants of that project only and not open to all residents of the North Peak community will be maintained by an entity such as a condominium HOA, for the use that receives the benefit.

5. Golf Course

The golf courses will be maintained by either a golf course management company hired by the owner to manage and maintain the golf course facilities and/or will be sold to a company that owns and operates golf courses.

The applicant shall establish requirements for management and maintenance of the golf course facilities and grounds in an environmentally sensitive manner, and provide the framework for

resolution of environmental design issues during construction and operation of facilities. Such requirements shall be set forth in an Integrated Management Program (IMP) as recommended by the American Society of Golf Course Architects and shall incorporate engineering and turf management measures developed by the United States Golf Association. The IMP shall be approved by the City of Lake Elsinore prior to issuance of permits for golf course construction. The IMP shall address the following topics:

- Soil erosion and storm water management;
- Surface drainage design, including integration of lakes/detention basin, wetlands and biofilters;
- Water use, management, and reuse;
- Water quality protection, including sampling and monitoring requirements;
- Environmental resource protection measures, including biological habitats and cultural resources;
- Turf and grounds management, including nutrient loading, pest control, weed control and green waste management.

Golf course irrigation water does not need to meet potable water quality standards. In this case, the two golf courses will be irrigated with a non-potable water supply currently north of the project site. (Refer to Section 7 for a description of the non-potable water concept). The drainage concept has been designed so that the untreated water shall not become a potential point source polluter for Lake Elsinore.

6. Fuel Modification Zones

Fuel modification zones are to be maintained by the Master Homeowners Association for open space Areas within the Development Area or by individual Homeowners Associations if within residential project boundaries. Fuel modification zones may be maintained by the golf course operator if within or adjacent to the golf course.

5. CIRCULATION CONCEPT

A. Objectives of the Circulation Concept

The NPSPA#2 will be served by a circulation network that is comprised of four roadway types for Nichols Road, and five roadway types within the development areas. The location of each type of road is depicted on Figure 6 - Circulation Concept.

The major objectives set in formulating the Circulation Concept include:

- To design and develop an integrated system of circulation that ensures the safe, convenient and efficient movement of traffic and provides access to the North Peak Specific Plan Amendment area;
- To provide a road system in the North Peak Specific Plan Amendment No. 2 that will operate at a level of service acceptable to City of Lake Elsinore and County of Riverside standards;
- To design a circulation system which accommodates and encourages the movement of vehicles, pedestrians and the use of bicycles;
- To consider projected cumulative traffic impacts from other developments through 2015 in the vicinity of I-15 when designing improvements to Nichols Road;
- To ensure adequate access for emergency vehicles within the NPSPA#2 by providing at least two means of emergency access into the project;
- To secure an alignment of Nichols Road at an interim configuration as the primary access route serving the NPSPA#2 ; as determined necessary for build-out of the project;
- To develop a circulation system which responds to topographical conditions, and minimizes adverse impacts to sensitive land uses and sensitive environmental areas;
- To design a circulation system which provides for public access points along the Spine and Upper Loop roads, with the potential for gated access north of the golf clubhouse, and at the emergency access routes, while allowing for unrestricted access to local streets. In the event that portions of the community are gated, the roadways within will be privately maintained by either the master HOA or other service district mechanism established for the project;
- To provide for unrestricted public egress and unrestricted emergency vehicle ingress through any gate, in the event of an emergency;
- The project will provide contributions for off-site planned intersection control and other circulation improvements at the I-15 based on a fair share mechanism based on a trigger to be determined, using the 2015 Year Traffic Model. The City shall establish an assessment district for the area.

B. Key Features of the Circulation Plan

The roadway system for the North Peak Specific Plan Amendment No. 2 has been developed to adequately accommodate circulation requirements while taking into consideration such factors as: County of Riverside General Plan and City of Lake Elsinore General Plan Circulation Elements; slope and topography; protection of natural resources; establishment of Conservation Bank boundary line; accommodation of neighborhoods which derive direct driveway access from the Spine and Upper Loop roads; and potential distribution of dwelling units.

The off-site extension of Nichols Road from its present paved terminus in the vicinity of I-15 as the primary access route is a key feature of the circulation concept. Project traffic can be accommodated off-site by an interim right-of-way as a two-lane road with left turn pockets at intersections from Dew Drive to the City boundary, as well as paved shoulders (which can be striped as bike lanes and used for emergency restricted parking), and a four foot (4') trail/parkway on one side. From the I-15 to the City boundary, Nichols Road will be improved to an interim four lane pavement section with a four to six foot pavement and landscaped area on one side. Buildout of the road would be done by others at such time as required by surrounding development. Allowances for access to existing residences along Nichols Road will be incorporated.

The on-site circulation system is generally described as a two lane divided spine road extending off Nichols Road, which serves as the primary project access route. The spine road transitions to a two lane undivided upper loop road north of the SCE ROW to provide access to residential enclaves. Local access roads are pulled off the spine and/or upper loop roads to serve individual residential neighborhoods, the golf course club house, parks, and other features of the development concept. An on-road bikeway system is provided along the spine and upper loop roads. Class II bike lanes are proposed on the spine road and upper loop road within the project. Detailed circulation and parking standards are presented in Section 9E.

1. Existing Circulation System

The primary circulation facilities currently providing access to the North Peak Specific Plan Amendment are:

- ***I-15***: Interstate 15 is a six lane freeway approximately 1.5 miles southwest of the project site, with interchanges located at Nichols Road and Highway 74.

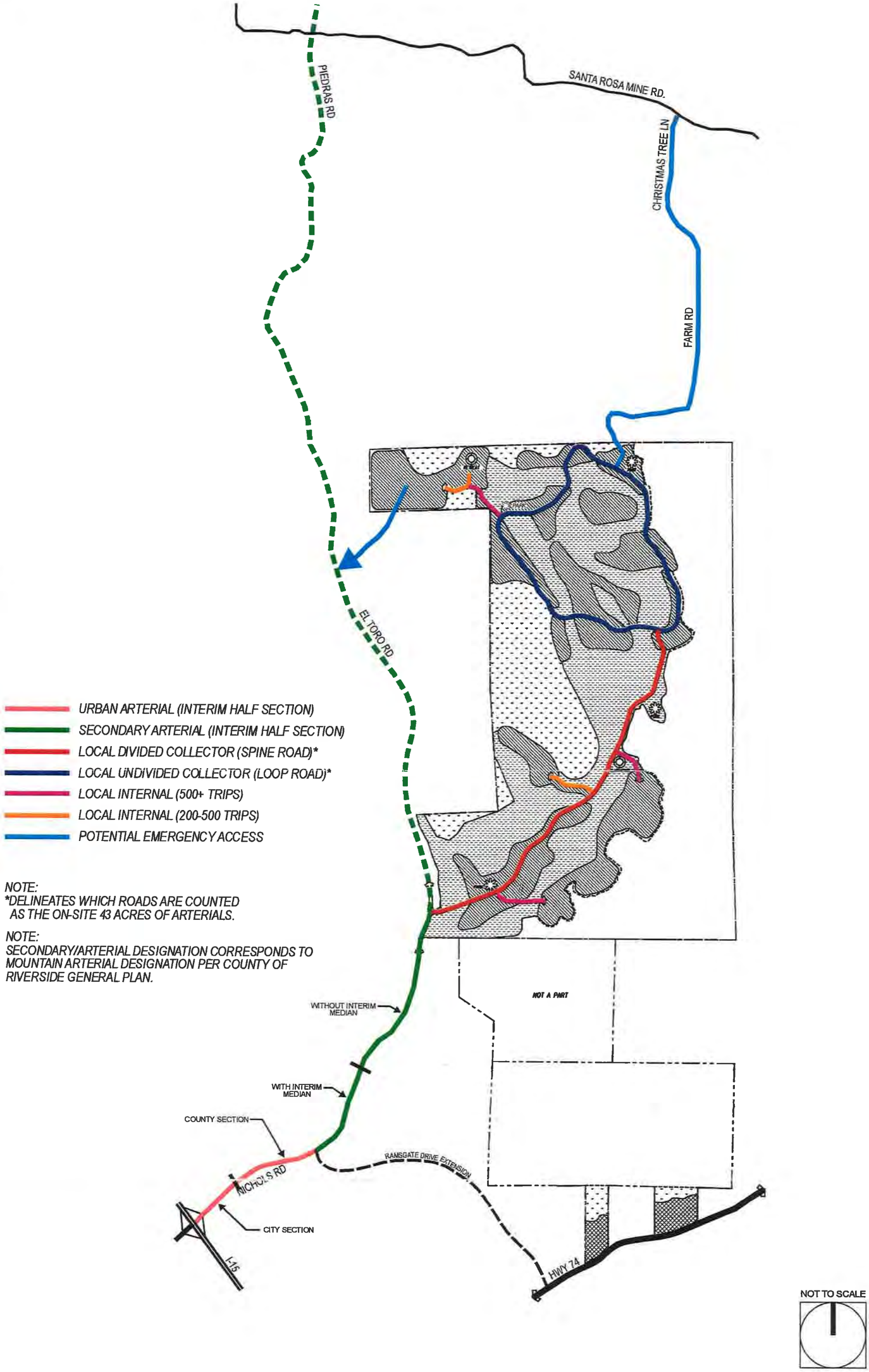
- ***SR 74***: Highway 74 is the primary east-west facility south of the project site. It is currently constructed as a two lane roadway, classified by the City of Lake Elsinore Circulation Element as a Major (six lane divided) roadway.

- ***Nichols Road:*** Nichols Road is classified as an Urban Arterial (six lane divided roadway) by the City of Lake Elsinore Circulation Element. In the Riverside County Circulation Element it is an Urban Arterial (six lane divided) from I-15 to Riverside Street (Ramsgate Drive Extension per City Circulation Element) and a Mountain Arterial from that point to the project site (four lane undivided). It is currently constructed as a graded dirt road which extends easterly from I-15 toward the project site, terminating at El Toro Road, which extends northerly. The City's General Plan will be amended along with the NPSPA#2 for consistency with the County's General Plan and the proposed NPSPA#2 circulation system.

- ***El Toro Road:*** Nichols Road becomes El Toro Road immediately north of the project site entrance. In the County's General Plan it is called Gavilan Road and is designated as a Mountain Arterial, while the City's General Plan shows it as a Secondary (four lane undivided road) north of the project entrance, and extending down to Highway 74 as a Major (four lane divided road). The City's General Plan will be amended along with this NPSPA#2 to remove the southern connection to Highway 74. El Toro Road is currently a graded dirt road that extends north of the project entrance. There is no connection to the south.

2. Phasing Approach

Although NPSPA#2 is intended to be implemented in three phases, the completion of Nichols Road to provide direct access to the NPSPA#2 site is crucial to the implementation of the on-site circulation system for the project. Nichols Road will be constructed as an interim road section with two lanes and a median for turn movements where needed from the City/County boundary to the project. This section is sufficient to handle traffic from the build-out of the project.



North Peak SPA No. 2

TMC Communities

Circulation Concept

Figure 6

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From the I-15 to the City/County boundary in the vicinity of the proposed Outlet Center Expansion, an interim four lane section is proposed.

The Alberhill Ranch Specific Plan Amendment No. 3 for the proposed Outlet Center Expansion project, located east of the I-15 along Nichols Road, was approved in 1997. The project was conditioned to construct interim half section roadway improvements on the south side of Nichols Road from the I-15 to the City/County boundary in association with the completion of Phases V and VI of the project. The interim right-of-way required entails installation of four traffic lanes within 48 feet of pavement, curb, gutter and six (6) feet sidewalk on the south side of Nichols Road, for a total right-of-way of 60 feet. (Refer to the upper roadway section on Figure 7A for the interim configuration.) The Nichols Road improvements associated with the North Peak project will be coordinated with the Outlet Center Expansion project. In the event that the North Peak project proceeds with construction in advance of the Outlet Center Expansion, the North Peak project will build the interim improvements to the standards required by the conditions of the Alberhill Ranch Specific Plan Amendment No.3, and enter into a reimbursement agreement with the Outlet Center proponents.

Subsequent on-site improvements within the first phase of the North Peak project consist of: construction of the project entry at the junction of Nichols Road and the primary project access route; completion of the Spine Road from the project entry to the driving range entrance (at the SCE right-of-way); completion of the golf course entry road; and supplemental local internal roadways into development envelopes. The second phase improvements consist of: construction of the Upper Loop road and supplemental local roadways into development envelopes, and emergency access routes.

3. Emergency Access

The circulation concept includes two emergency access points for fire protection and resident evacuation purposes. Both emergency access points are located in the northern portion of the site. The emergency access route from the northern perimeter of the site generally follows an existing farm road in a northerly direction, merging into Christmas Tree Lane, and ultimately connecting to Santa Rosa Mine Road. The emergency access route located in the western "panhandle" portion of the site will connect to Gavilan Road/El Toro Road to the west, ultimately providing a connection to Santa Rosa Mine Road to the north or access to the I-15 to the south. If the upper portion of the North Peak community is gated, the access points may be controlled by automatic trigger opening mechanisms with electrical failure override features for resident egress during emergency. The loop configuration and right-of-way of the lower portion of the Spine Road has been determined acceptable to the Riverside County Fire Marshall to provide emergency access for the first phase of development. Therefore, at least one of the emergency access routes shall be completed prior to issuance of the first Certificates of Occupancy in Phase II. Specific conditions associated with the phasing and requirements for emergency access, as agreed to by the City of Lake Elsinore and the County of Riverside Fire Department include:

Phase I Requirements

A secondary point of access to the community will not be required for Phase I so long as the following occurs:

- There are no more than 461 dwelling units within Phase I;
- There are no habitable structures north of the clubhouse site in Phase I, except for the starter shack located in the golf range;
- The main Spine Road has two 20 foot wide driveable lanes, measured curb to curb, separated by a raised median;

- There is a secondary loop road available for the majority of the length of the main Spine Road, to be constructed in Phase IB;

- Nichols Road, from the site to the I-15 shall have a minimum curb to curb width of 34 feet with no raised median and no parking, except in emergency.

Phase II

- A minimum of one secondary point of access must be in place prior to the first Certificate of Occupancy in Phase II;

- It is intended that this secondary access point be via an emergency access easement over an expanded section of Steele Valley Road (an existing private road which connects to Santa Rosa Mine Road to the north). It is anticipated that the land owners to the north would not allow public access on that road without the County exercising eminent domain proceedings, except during emergencies;

- The emergency road section and easement shall be 24 feet wide with 20 feet of paving centered within the section and two foot (2') shoulders on each side, covered with a road base of sufficient grade to support the weight of a fire truck in all weather conditions;

- Prior to the first Certificate of Occupancy within the panhandle section, an additional emergency access point, which ties into El Toro Road, must be in place;

- If it is determined that the emergency access points are to be gated, and the gates are not manned, then the gate shall be of a type acceptable to both the City and the County Fire Department.

4. Consistency with City and County Circulation Elements

Determination of consistency with the City of Lake Elsinore General Plan Circulation Element and the County of Riverside Circulation Element is addressed according to on-site or off-site improvements required. It should be noted that the following roadways are identified by different names and differing classifications per the Riverside County General Plan and the City of Lake Elsinore Circulation Element:

- The County's Riverside Street is termed Ramsgate Drive Extension per the City's Circulation Element. It is currently referred to as Chippewa Drive;

- The proposed northerly extension of Nichols Road becomes El Toro Road just below the southern boundary of the northern section of the project site per the City's Circulation Element, and Gavilan Road north of Riverside Street per the Riverside County Circulation Element;

- According to the County of Riverside General Plan, the future extension of Nichols Road is classified as a "Mountain Arterial" north of Riverside Street and as an "Urban Arterial" south of Riverside Street.

- The City's General Plan shows Nichols Road as an Urban Arterial from I-15 to the project boundary, and the future northerly extension as El Toro Road as a Secondary Arterial.

Description of Off-Site Improvements

The northerly extension of Nichols Road from its present terminus at the I-15 is the fundamental off-site improvement required. As a condition of approval, right-of-way acquisition and construction of an

interim configuration of Nichols Road to serve the NPSPA#2 project at full buildout will be required. Widening of Nichols Road to its ultimate cross-section will be done by others as other projects come on line and traffic conditions require it. The Circulation Element of the City's General Plan will be amended concurrently with this document to be consistent with ultimate roadway classifications proposed by the NPSPA#2 .

The proposed interim alignment and right-of-way of Nichols Road has been determined in response to topographical, existing and proposed conditions, resulting in variations in right-of-way, design speed, and horizontal curve radii along the length of the road from I-15 to the project entry.

- The ultimate configuration of the southerly portion of Nichols Road between Ramsgate Drive Extension/Riverside Street and the I-15 has been designated as an Urban Arterial, based on 45 m.p.h. design standards;

- The segment between Ramsgate Drive Extension/Riverside Street and Dew Drive is designated ultimately as an Secondary Arterial per the City of Lake Elsinore's General Plan classifications, based on 40 m.p.h. design standards;

- The following topographical and canyon conditions were taken into account in the determination of the ultimate right-of-way of the segment between Dew Drive and the project entry as "mountainous" and is proposed as a Secondary Arterial per the City of Lake Elsinore's General Plan.

  - The majority of the canyon north of Dew Drive through which Nichols Road will pass is steeply incised on both sides at slopes greater than 2:1;

  - Due to the unique and difficult constraints posed by the canyon topography, a 35 m.p.h. design speed with minimum horizontal curve radii criteria are being used in the design of this interim segment of Nichols Road;

  - Although the actual grade within the majority of the canyon is actually less than 9%, the combination of steep side slopes, the winding course, sensitive stream/riparian areas, and the intent to minimize disruption to existing residents with street frontage create constraints to the ultimate alignment.

Consistency of Off-Site Improvements with Relevant General Plans

The design criteria for the southerly portion of Nichols Road is consistent with both the City standards for the Urban Arterial portion of Nichols Road which is within the City, and the County standards for an Urban Arterial within the County area. The proposed northerly extension of Nichols Road as a Secondary Highway is consistent with the County of Riverside General Plan Circulation Element classification of Mountain Arterial. The proposed extension of Nichols Road west of the project site will require amendment to the City's General Plan to match the proposed classification of Secondary Highway. As well, an amendment to the City's Bicycle Plan will be required to reflect the propose Class II bikeway as compared to the General Plan Class I separated off-road bike lane.

Consistency of On-Site Improvements with County of Riverside General Plan

A modified collector roadway (two lanes and median) is proposed to serve the North Peak development project from the proposed Nichols Road extension up to the Loop Road which is a standard secondary collector classification (without a median). The on-site access roadway configuration within the NPSPA#2 is not shown on the Riverside County General Plan Circulation Element. No amendment is necessary as collectors are typically not depicted on the General Plan.

Consistency of On-Site Improvements with City of Lake Elsinore General Plan

The City of Lake Elsinore General Plan establishes an alignment of El Toro Road as a Secondary Arterial from SR-74 north through the project site , as well as an extension of Nichols Road as a Major Arterial through the site on a southwest to northeast alignment from the proposed extension of El Toro Road to Steele Valley Road. The proposed on-site circulation system for the NPSPA#2 deletes these on-site roadway segments to respond to the preservation of the Conservation Bank as well as to reflect establishment of the primary access from a modified alignment of Nichols Road. The General Plan Collector designation through the site has been re-aligned as the Spine Road with a modified collector right-of-way and Upper Loop Road as a standard secondary collector right-of-way, both referred to as Local Collector roads per the NPSPA#2 Circulation Concept.

Recommended Modifications to the City of Lake Elsinore Circulation Element (General Plan Amendment)

Modifications are recommended to the City of Lake Elsinore General Plan Circulation Element's proposed circulation system for the NPSPA#2 in order to ensure consistency between the proposed project and the City's master planned improvements, as shown on Table 5. The recommended amendments to the General Plan are caused by the reduction of development intensity of the proposed North Peak project as compared to the previous Specific Plan Amendment. The reduction in intensity is largely due to the NPSPA#2's establishment of a maximum 1,200 dwelling units as compared to the previous plan's 4,621 dwelling units, and the reservation of the 782 acre Conservation Bank which represents undisturbed open space which is not to be encroached upon by roadway alignments. Recommended amendments to the City of Lake Elsinore Circulation Element are summarized in Table 5 and depicted graphically in the Appendix.

C. Hierarchy of Roadways

Technical cross sections are presented to show the conceptual dimensions and configuration of each right-of-way. However, road pavement sections may vary to accommodate difficult terrain or significant natural features to be retained, medians, turn lanes, prohibition or inclusion of on-street parking, etc. The roadway types for the NPSPA#2 and their major functions are described in the following section. The overall design for the community encourages a minimal paving section when possible. Additional guidelines for right-of-way treatments are found in the Community Structure chapter, which sets forth landscape concepts for each functional roadway type. Ultimate and interim roadway sections for Nichols Road are presented in Figures 7A and 7B. Roadway sections and design criteria for on-site Local Collector roadways are presented in Figures 8A through 8D. Roadway sections for on-site Local internal roadways are depicted in Figure 9.

1. Nichols Road

Nichols Road serves as the primary access route to the NPSPA#2 area from the surrounding regional network. The Nichols Road extension is proposed as an Urban Arterial between the I-15 to Ramsgate Drive Extension/Riverside Street, and a Mountain Arterial within the County (Secondary Arterial per the City's classifications) north of Ramsgate Drive Extension/ Riverside Street to the NPSPA#2 project entry. Two interim right-of-way configurations apply to the Urban Arterial classification between the I-15 and Ramsgate Drive Extension/Riverside Street, and two interim cross sections are applicable to the Mountain Arterial portion within the County between Ramsgate Drive Extension/Riverside Street to the project entry to respond to topographical constraints.

Nichols Road is subject to the standards of the City of Lake Elsinore and County of Riverside depending upon where the jurisdictional boundary falls along the roadway. The median and walkway on Nichols will be developed in accordance with the direction of the applicable jurisdiction.

TABLE 5
RECOMMENDED CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT AMENDMENT

Roadway Segment[1]	Current GP Classification	Recommended Change	Justification
Ethanac Road, from Post Road to Steele Valley Road	Major (4 Lanes Divided By Raised Median)	Downgrade to Collector (2 Lanes Undivided or Divided by Painted Median)	Reduction of development intensity for the North Peak Project and establishment of the North Peak Conservation Bank.
Ethanac Road, between Steele Valley Road to El Toro/Nichols Road Extension	Major (4 Lanes Divided By Raised Median)	Delete This Roadway Segment	Avoidance of impacts from roadway corridor through the Conservation Bank (782 acres to be preserved as undisturbed natural open space).
Nichols Road Extension from El Toro Road to Ramsgate Drive Extension	Urban Arterial (6 to 8 Lanes Divided By Painted or Raised Median, depending upon direction of applicable jurisdiction)	Downgrade to Secondary (4 lanes divided by painted median), and realign to extend northerly and connect to El Toro Road. Delete west of El Toro Road through BLM property north of Ramsgate Drive.	Reduction of development intensity for the North Peak Project and establishment of the North Peak Conservation Bank.
El Toro Road, north of Ethanac Road	Secondary (4 Lanes Divided By Painted Median)	Realign to existing County Gavilan Road location, and connect to Nichols Road Extension.	Consistency with County of Riverside General Plan Circulation Element to avoid impaction of Conservation Bank.
El Toro Road, south of Ethanac Road to Route 74	Major (4 Lanes Divided By Raised Median)	Delete This Roadway Segment.	Avoidance of impacts from roadway corridor through the Conservation Bank (782 acres of undisturbed natural open space).
North Peak Residential Collector Roadway	Collector (2 Lanes)	Realign to serve current North Peak Specific Plan land plan	Reduction of North Peak Development Area in conjunction with establishment of Conservation Bank.
Telford Road, west of Steele Valley Road	Secondary (4 lanes divided by painted median)	Delete this roadway segment.	Avoidance of impacts from roadway corridor through the Conservation Bank

1. The City of Lake Elsinore and the County of Riverside Circulation Elements assign different names to particular roadways. These are:
- Ramsgate Drive Extension per City and Riverside Street per County
- El Toro Road per City and Gavilan Road per County

Note: Although the City of Lake Elsinore General Plan classification of Urban Arterial for Nichols Road between the City boundary and Ramsgate Drive Extension is retained in the NPSPA#2 , the applicant proposes to acquire one-half of the right-of-way to minimize disruption to existing homesites.

- ***Interim Urban Arterial - City Segment from I-15 to City/County Boundary***

As discussed previously, this segment of Nichols Road from the I-15 to the City/County boundary will be built to the standards required by the Alberhill Ranch Specific Plan Amendment No. 3 for the Outlet Center Expansion project. Right-of-way is proposed along the south side of Nichols Road as a four lane undivided roadway with a 48 foot paving section consisting of two travel lanes, a 12-foot median and a 12-foot parkway in which a minimum four (4') to six (6') foot paved aggregate/concrete sidewalk is located. Maximum design speed is 55 m.p.h. with a 1900 foot minimum curve radius.

- ***Interim Urban Arterial - County Segment from City Boundary to Ramsgate Drive/Riverside Street***

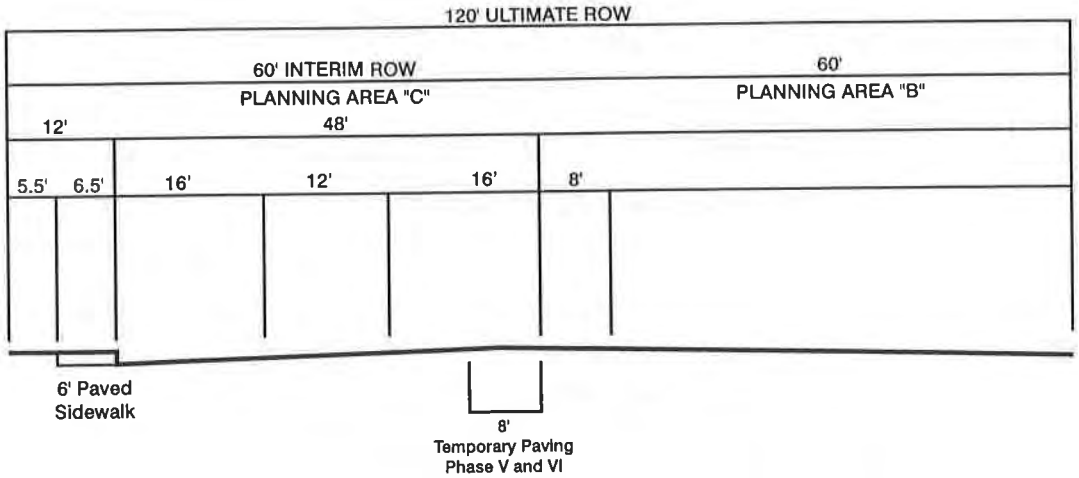
The segment of Nichols Road from the City/County boundary to the future Ramsgate Drive Extension/Riverside Street is a two lane undivided roadway with a 52 foot graded area and a 46 foot pavement area. Right of way includes two 12 foot travel lanes, a 12 foot painted median for turn movements, and a potential five (5) foot bike lane on each side. The City has requested that a minimum four (4) foot curb adjacent paved aggregate/concrete walk with a minimum 36 inch clear area around utilities (such as fire hydrants) be provided on the south side from the City boundary to 11th Street. The County may stipulate decomposed granite (DG) within this segment of Nichols Road to accommodate the County Master Plan of Trails. A determination as to material for the walkway within this segment of Nichols Road will have to be negotiated between the City and the County. Actual construction of this segment of roadway will reflect the walkway material ultimately chosen for this segment. From 11th Street to the location of the future Ramsgate Drive Extension/Riverside Street (Station 88+00) a four foot (4') decomposed granite (DG) walk/trail is proposed. Maximum design speed is established at 45 m.p.h. with a 1600 foot minimum curve radius.

- ***Interim Mountain/Secondary Arterial - Ramsgate Drive Extension/Riverside Street to Dew Drive***

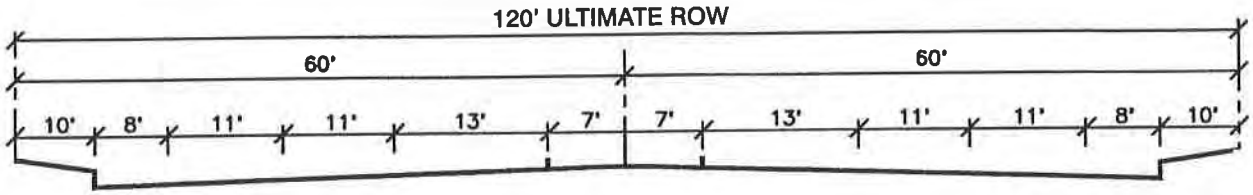
The Secondary Arterial configuration within the County between the future Ramsgate Drive Extension/Riverside Street to Dew Drive consists of a two lane undivided roadway with a 52 foot graded area and a 46 foot pavement area. Right of way includes two 12 foot travel lanes, a 12 foot painted median, and a potential five foot (5') bike lane on each side. A minimum four foot (4') decomposed granite parkway is provided on the south side of the pavement to accommodate underground utilities and a designated County trail, with a two foot parkway on the other. Maximum design speed is established at 45 m.p.h. with an 850 minimum curve radius to respond to environmental constraints.

- ***Interim Mountain/Secondary Arterial - Dew Drive to North Peak Boundary***

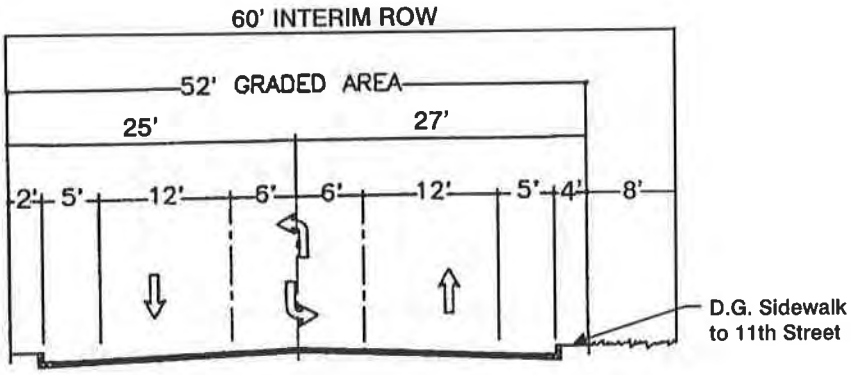
This portion of Nichols Road is constrained by topography, steep slopes, and significant vegetation. The right-of-way consists of a two lane roadway with a 40 foot graded area and a 34 foot pavement area. Paved area includes two 12 foot travel lanes with potential bike lanes on either side. A four foot (4') decomposed granite/parkway area is located on the south/east side to accommodate underground utilities and a designated County trail with a two (2) foot parkway on the other. A maximum 35 m.p.h. design speed has been established with a minimum 550 foot curve radius to respond to the severe topography. There is no median in this segment as there are no turn movements within the canyon.



From I-15 to El Toro Road (Station 50+00)
(45 M.P.H. Operating Speed - 1600' Min. Radius)



Urban Arterial



From El Toro Road (STA. 50+00) to Chippewa Road (STA. 88+00)
(40 M.P.H. Operating Speed - 850' Min. Curve Radius)

Note 1: The future Ramsgate Drive extension (in City G.P.)/ Riverside Street (in County G.P.) is presently named Chippewa Drive.

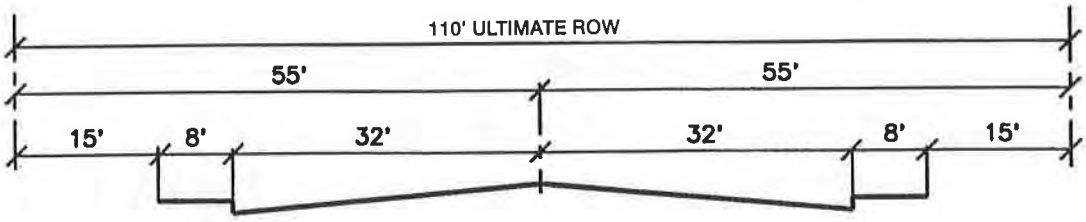
Note 2: 36" clear zone required for sidewalk.

Nichols Road &
El Toro Road Interim
Street Cross-Sections

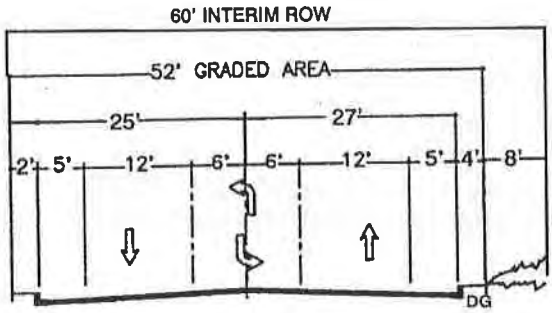
North Peak SPA No. 2

TMC Communities

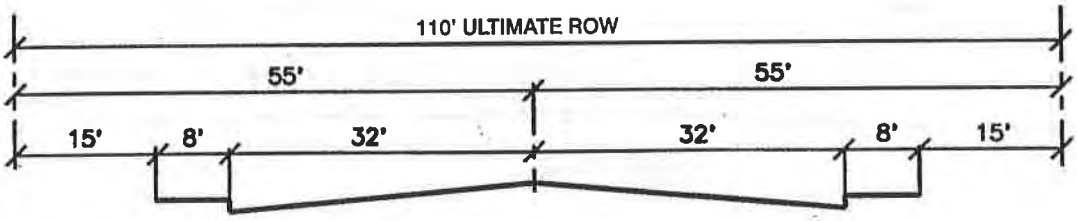
Figure 7A



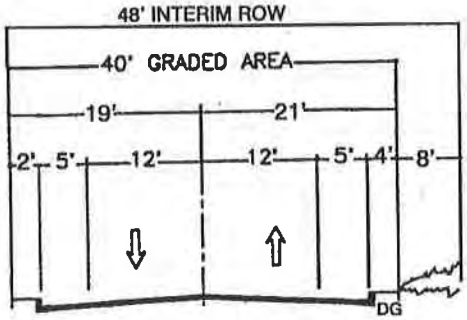
Mountain Arterial / Secondary Arterial



From Chippewa Rd (STA. 88=+00) to Dew Drive (STA. 107+00)
(35 M.P.H. Operating Speed - 850' Min. Curve Radius)



Mountain Arterial/Secondary Arterial



From STA 110+16 to North Peak Property Boundary
Where Access is Restricted Through Canyon
(35 M.P.H. Operating Speed - 550' Min. Curve Radius)

Note 1: The future Ramsgate Drive extension (in City G.P.)/ Riverside Street (in County G.P.) is presently named Chippewa Drive.

Note 2: 36" clear zone required for sidewalk.

Nichols Road &
El Toro Road Interim
Street Cross-Sections

North Peak SPA No. 2

TMC Communities

Figure 7B

2. Spine Road/Upper Loop Road

The Spine Road/Upper Loop Road provides direct access from Nichols Road through the golf course/residential portion of the community in a north-south direction. From the primary project entry to just north of the active park facility, the roadway is designated as a two lane divided Local Collector, referred to as the Spine Road. The Spine Road tees into the Upper Loop Road north of the active park site where the configuration becomes a two lane undivided Local Collector. The function of the Spine Road is to provide the direct access into the project from Nichols Road. Both the Spine Road and the Upper Loop Road collect traffic from the local roads serving neighborhoods, the golf course, and activity centers. As such, the Spine Road and Upper Loop Road serve as the circulation backbone of the project. Refer to Figure 8A for roadway sections, and parkway and rolled curb details in 8D.

Local Collector - Divided (Spine Road)

The right-of-way for the Spine Road consists of a 72 foot, two lane divided road with a 12 foot landscaped median with concrete curb in-between intersections, and a painted median nose adjacent to left turn pockets. The median terminates just south of the connection with the Upper Loop Road to allow unrestricted access to the residential units fronting on the west side of the Spine Road. Median treatment along the Spine Road is depicted on Figure 8B. Design treatment to accommodate residential units fronting on the Spine Road is presented on Figure 8C, which entails private, separated frontage roads. Curb-to-curb pavement is 52 feet, with an eight (8) foot striped bike/emergency parking lane on each side. A 10 foot parkway on both sides accommodates a minimum four (4) foot sidewalk separated by a minimum four feet (4') of parkway between the curb and the sidewalk on at least one side, although a sidewalk may be placed on both sides where appropriate. The sidewalk must provide a minimum 36 inch clear walk. Where trees are planted in the parkway, root barriers must be provided if the parkway between the curb and the sidewalk is less than five feet (5') in width as illustrated in Figure 8D. To accommodate the connections to the County trail system, a four foot (4') decomposed granite walkway/path will be provided on the eastern side of the Spine Road, adjacent to the Conservation Bank between the SCE ROW to just north of the golf clubhouse. Determination of sidewalk location and parkway configuration should be predicated on adjacency to residential development.

Local Collector - Undivided (Upper Loop)

The right-of-way for the Upper Loop Road consists of a 60 foot, two lane undivided road. The curb to curb width is 40 feet, with two 12 foot travel lanes and an (8) foot bike/emergency parking lane on each side. A 10 foot parkway on both sides accommodates a minimum four (4) foot sidewalk separated by a minimum four feet (4') of parkway between the curb and the sidewalk on a minimum of one side, although a sidewalk may be placed on both sides where appropriate. The sidewalk must provide a minimum 36 inch clear walk. Where trees are planted in the parkway, root barriers must be provided if the parkway between the curb and the sidewalk is less than five feet (5') in width. Determination of sidewalk location should be predicated on adjacency to residential development and the potential school site overlay.

3. Local Internal Roads

The primary function of the Local Internal roads is to link together individual residential neighborhoods or project amenities. Local Internal roads provide access to individual residential neighborhoods, the golf course clubhouse, the driving range, and other activity areas of the project. Homes may front directly onto these roadways. These streets may be built to a variety of standards depending on the level of traffic activity projected for each street segment. Parking is typically allowed along these roadways with the exception of the roadway serving daily volumes of less than

200 vehicles, or specific cul-de-sac segments where parking may be limited for fire safety. Cross-sections for Local Internal roadways are depicted on Figure 9.

Local Internal Road - Daily Volume More than 500 Vehicles

The routes anticipated to serve a daily volume of over 500 vehicle trips will collect traffic from the local generators such as residential neighborhoods, and distribute it to the Upper Loop or Spine Roads. The configuration consists of a two lane undivided road with a 52 foot right-of-way and a 36 foot curb to curb pavement with two 11 foot travel lanes and a seven (7) foot bicycle/parking lane on each side. An eight foot (8) parkway on both sides accommodates a minimum four foot (4) sidewalk separated by a minimum four feet (4') of parkway between the curb and the sidewalk on at least one side. Where trees are planted in the parkway, root barriers must be provided as the parkway between the sidewalk and the curb is less than five feet (5') in width, as shown by Figure 8D.

Local Internal Road - Daily Volume Between 230 to 500 Vehicles

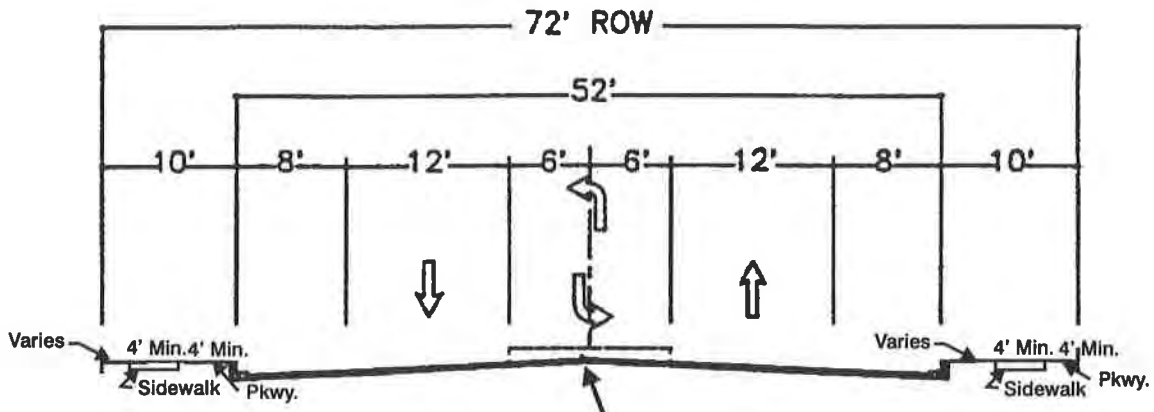
The configuration for this roadway consists of a two lane undivided, 46 foot right-of-way with a 30 foot paved area allowing for parking on one side. An eight (8) foot parkway on both sides accommodates a minimum four foot (4') sidewalk on at least one side, separated by a minimum four feet (4') of parkway between curb and sidewalk. Where trees are planted in the parkway, root barriers must be provided as the parkway between the sidewalk and the curb is less than five feet (5') in width, as shown by Figure 8D.

Local Internal Road - Daily Volume Less than 230 Vehicles

This roadway configuration typically serves 23 or less homes. The right-of-way is 40 feet, with a curb to curb paved area of 24 feet which does not allow on-street parking. Residences located on such roadways must provide a minimum of two spaces for guest parking int he driveway in addition to an enclosed garage with a minimum of two spaces. An eight (8) foot parkway on both sides can accommodate a minimum four foot (4') sidewalk.

Emergency Access

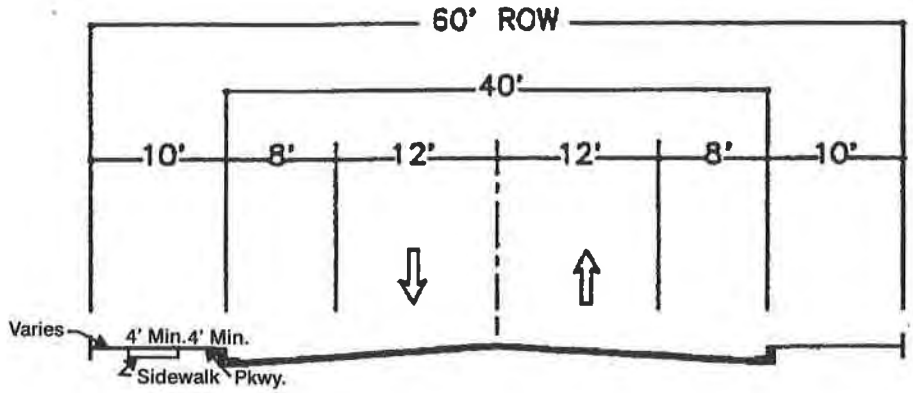
Two emergency access easements are proposed. Configuration consists of two 12 foot travel lanes in a 24 foot unrestricted easement, with a maximum 12 percent grade. The 20 foot paving is centered within the section with two foot (2') shoulders on each side, covered with a road base of sufficient grade to support the weight of a fire truck in all weather conditions. Both emergency access points have the potential for being gated. In the event that they are gated, and the gates are not manned, the gate shall be of a type acceptable to both the City and the County of Riverside Fire Department.



NOTE: ON ONE SIDE OF ROW-SIDEWALK FROM PROJECT ENTRY TO CLUBHOUSE.
DG FROM CLUBHOUSE TO SCE ROW/ TRAIL CCONNECTION

RAISED MEDIAN IN BETWEEN INTERSECTIONS, PAINTED MEDIAN AT INTERSECTION APPROACHES

Spine Road Within Project



Upper Loop

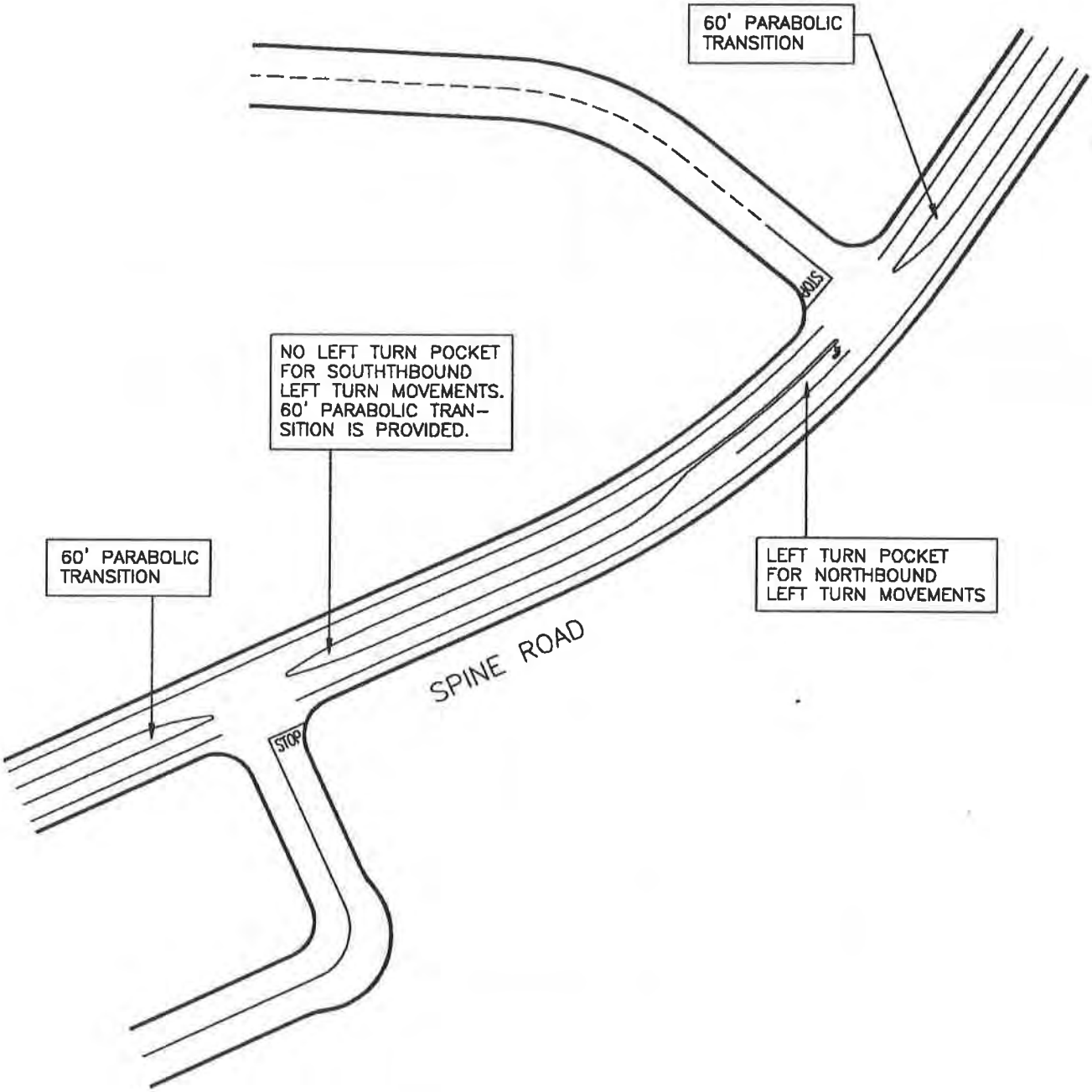
Note 1: 1:36" clear zone required for sidewalk.
Note 2: Sidewalk required on minimum of one side on Upper Loop Road. Placement to be determined based on topography and adjacency to residential development/ potential school site.

North Peak SPA No. 2

Local Collector Roadway Cross-Sections

TMC Communities

Figure 8A

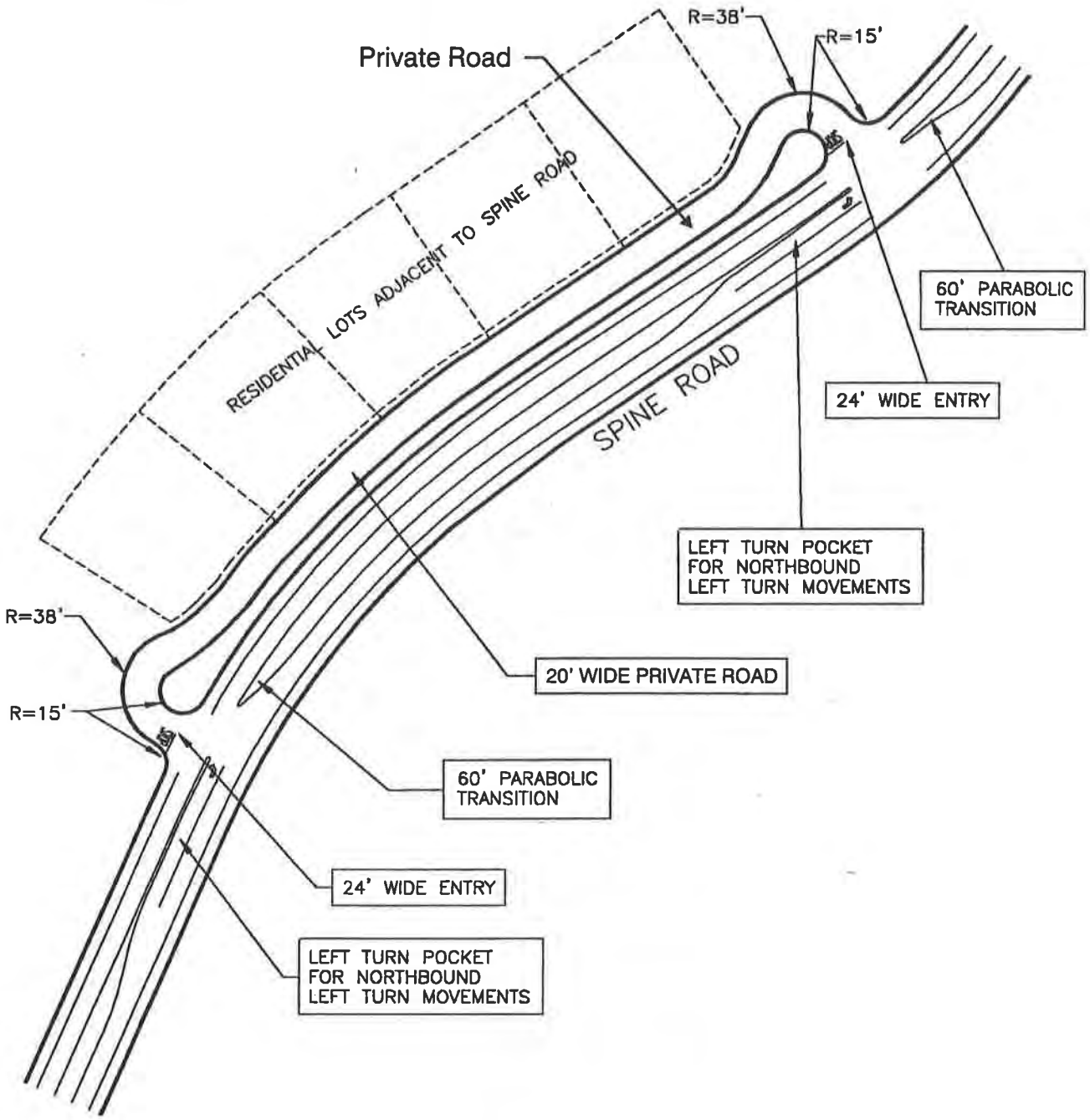


North Peak SPA No.2

TMC Communities

Median Treatment Along Spine Road

Figure 8B



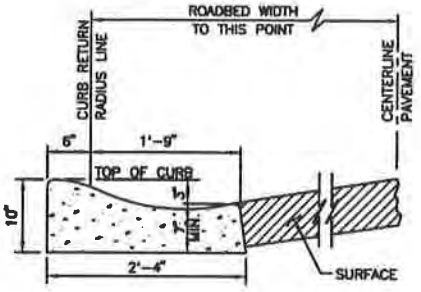
NOT TO SCALE

Frontage Road Design for Residential Lots Adjacent Spine Road

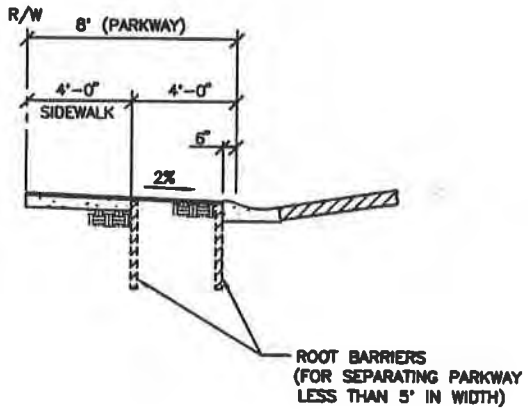
North Peak SPA No. 2

TMC Communities

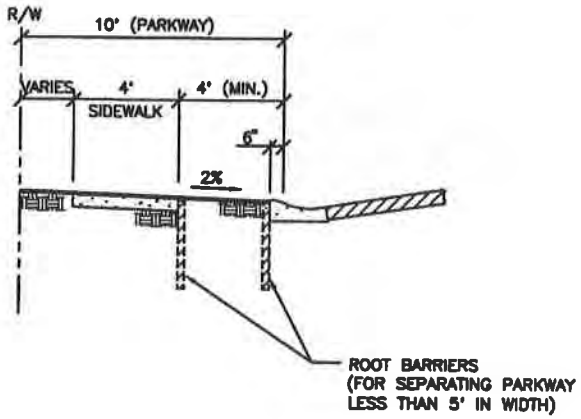
Figure 8C



Rolled Curb Detail

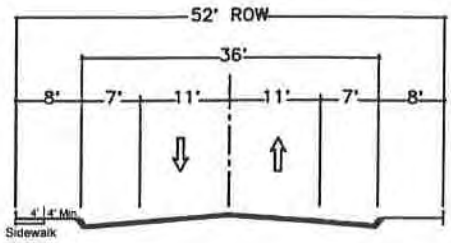


8' Parkway Detail

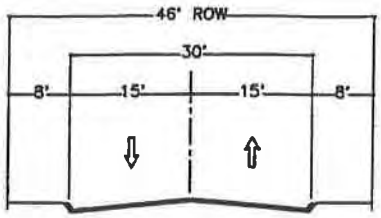


10' Parkway Detail

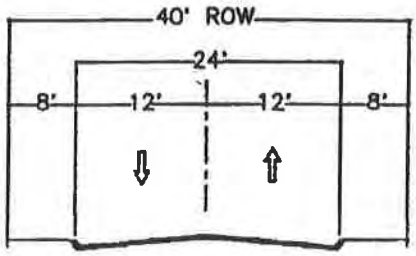
Note: 36" minimum clear zone required for sidewalk.



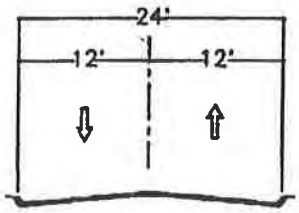
Daily Volume More Than 500 Vehicles



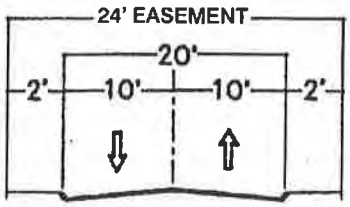
Daily Volume Between 230 and 500 Vehicles



Daily Volume Less Than 230 Vehicles



Frontage Road (see Fig. 8c)



Potential Emergency Access
(15% Maximum Grade)

Note 1: 36" clear zone required for sidewalk.

Internal Roadway Cross-Sections

North Peak SPA No. 2

TMC Communities

Figure 9

D. Bicycle Circulation Concept

Bicycle travel will be an integral activity common throughout North Peak. Travel within and between the residential neighborhoods and recreational amenities within the community is intended to be provided as a continuous system both on- and off-road.

1. Off-Site Bicycle Access

The City's Circulation Element classifies a Class I bikeway along Nichols Road. Due to the steep topography, the natural drainage courses and other environmental conditions which restrict access through the canyon, a designated Class I separated bike lane cannot be accommodated within the interim right-of-way. To provide security for the cyclist, and to provide connections to County regional trails in the vicinity of the North Peak project, a potential five foot (5') wide Class II bike lane has been designed into the interim right-of-way for Nichols Road from the City boundary to the project entry. Amendment to the City's Circulation Element ensures consistency with the North Peak project.

2. On-Site Bicycle System

Within the project site, Class II bike lanes will be accommodated as eight foot (8') lanes delineated by a painted stripe on the project collector roads (Spine Road and Upper Loop Road). A seven foot (7') Class II striped bike lane is provided within the paved right-of-way for the Local Internal Road designation carrying 500 or more vehicles per day. Because of the rugged terrain and the self-contained nature of the community, separately striped, or off-road dedicated bicycle paths are unnecessary on local residential streets within North Peak. Bicycle travel in the Local Internal roads with less than 500 average daily trips per day serving residential neighborhoods will be handled within the paved right-of-way. Bikeways on-site within the roadways will be maintained by the Master HOA formed specifically for North Peak.

3. Off-Road Trail Facilities

The County Master Plan of Trails establishes a multi-use trail along Nichols Road and north from the project entry in the vicinity of El Toro/Gavilan Road to connect with regional park facilities. A trail segment from Nichols Road is identified which transverses the North Peak site, generally following the alignment of the Spine Road and the lower western portion of the Upper Loop Road, exiting the site along the western edge, and re-entering the site in the panhandle area. A connection to the North Peak site from the County Master Planned trails to the east of the project is also identified.

The trails concept for North Peak has been coordinated with the County of Riverside Regional Parks and Open Space District to ensure connection of the North Peak project to the County Master Plan Trails system, as shown on Figure 10. Both on-road and off-road connections will be accommodated. A four foot (4') decomposed granite trail will be provided on one side of the right-of-way for Nichols Road, which corresponds with the County's Master Plan of Trails. Pedestrian and bicycle connections on-site to this County trail will be provided from the project entry at Nichols Road north along the Spine Road to the vicinity of the clubhouse. Pedestrian access will be provided via the concrete sidewalks which meander through the parkways in the Spine Road. Bicycle access will be provided via the eight foot (8') Class II bike lane provided within the right-of-way. These facilities will then connect to a multi-purpose decomposed granite off-road system which connects to the off-site County trails system utilizing the existing roadway in the SCE ROW. Any access through the Conservation Bank will require negotiation by the County of Riverside Regional Parks and Open Space District with the appropriate federal, state and local agencies. In order to connect this potential County trail from the east side of the Spine Road to the west side of the Spine Road, a short segment of the multi-purpose trail will be provided as a four foot (4') decomposed granite pathway within the Spine Road parkway on the side adjacent to the Conservation Bank between the SCE

ROW to just north of the golf clubhouse. In addition, many existing jeep trails within the natural open space areas serve as an additional attraction for mountain bicyclists within the community.

E. Pedestrian/Trails Concept

Pedestrians will be accommodated within North Peak in a variety of ways that include sidewalks, trails, and crosswalk treatments.

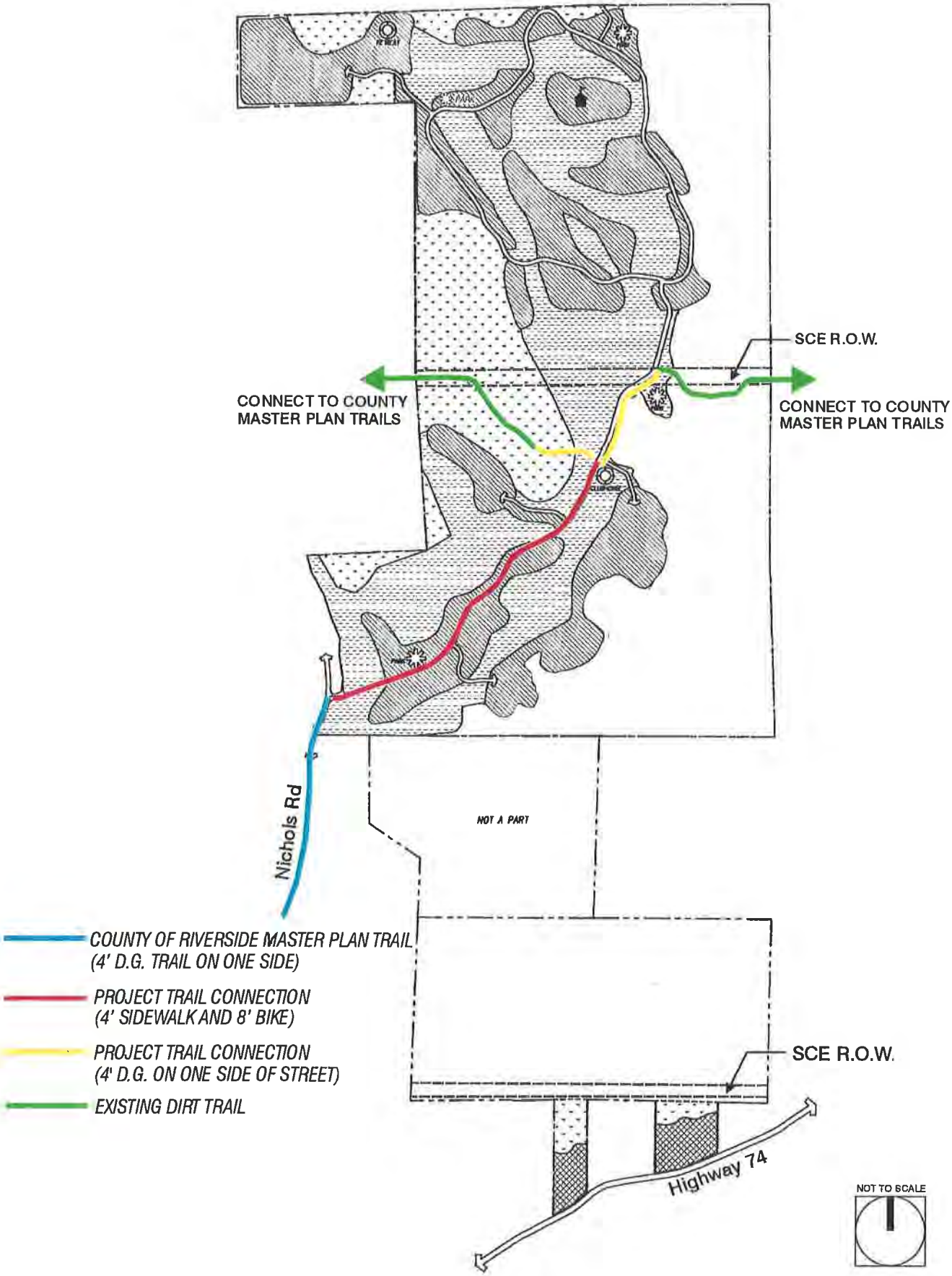
1. Sidewalks

Within the North Peak site, roads with capacity for 200 average daily vehicle trips or greater will have a minimum four foot (4') concrete pedestrian walk on at least one side; with a minimum 36 inch unobstructed clear zone. Some street segments may have sidewalks on both sides, such as the Spine Road south of the golf course clubhouse, or the Upper Loop Road in the vicinity of the potential school site overlay. If a school site is negotiated with the Lake Elsinore Unified School District, a "route to school" plan will be prepared to determine the appropriate locations for sidewalks and crosswalks.

To promote a sense of safety and encourage walking, separation of sidewalks from the automobile travel lanes by a minimum of four feet (4') of landscaped parkway area will be required. In order to minimize disruption of the level concrete surface, if this parkway area is less than five feet (5') in width, root barriers will be required when street trees are planted. Small private streets which handle less than 200 average vehicle trips per day may not have off-street pedestrian walkways based on the vehicular travel frequency and/or topographic constraints, although an eight foot (8') parkway on each side may accommodate them if so determined.

2. Pedestrian Trails

The rugged beauty of the natural open space to be retained in North Peak may be accessible to pedestrians by an informal system of off-road trails based on the existing pattern of jeep trails that currently exist on the site. These trails will receive a minimal amount of maintenance, and are intended solely to provide informal hiking opportunities and to reinforce the rustic character of the community. In addition, pedestrian access to the County Master Plan Trail system east and west of the site will be provided via connections through the North Peak site.



North Peak SPA No. 2

Trails Plan

TMC Communities

Figure 10

6. GRADING PLAN

A. Objectives of the Grading Plan

The City of Lake Elsinore General Plan establishes the following objectives and policies to ensure the consideration of environmental and geological features into the planning process. Site planning concepts identified in the General Plan's SPECIAL PURPOSE DESIGN GUIDELINES for Hillside Development which are particularly relevant to the North Peak project are addressed in the following grading guidelines.

The proposed grading concept for the North Peak development has been designed to respond to the above objectives and policies, and is particularly sensitive to the existing landforms. Figure 11A shows the proposed areas of the site to be disturbed by grading operations. The purposes to be served by the grading concept for North Peak include:

- The main goal of the grading concept is to minimize cut and fill while maximizing buildable area, and to imitate natural conditions whenever feasible to enhance the appearance of manufactured slopes;
- Grading of North Peak shall be accomplished in three master phases;
- Nichols Road shall be designed to minimize both grading in the canyon area and disruption of the drainage course within the canyon;
- Because of the highly variable and rugged terrain, grading is required to provide adequate building pad areas;
- Grading and over-excavation shall allow utilities to serve buildable areas and run within the streets where rock would otherwise prevent it;
- Grading shall subtly modify the landform to help create two challenging, aesthetically pleasing, and economically viable golf courses;
- Grading shall serve other practical and aesthetic purposes, especially in parks and other public use areas, where the manipulation of landform can provide usable play areas and accentuate prominent features;
- Grading shall meet the requirements of the NPDES Storm Water Discharge Permit.

B. Key Features of the Grading Plan

The grading required has been minimized through sensitivity to the existing topography. The goal of a net balance in earthwork quantities of cut and fill eliminates any significant need to import or export earth materials. Conceptual grading studies estimate an approximate total raw earthwork quantity of between 3,200,000 to 5,500,000 cubic yards cut and fill on the North Peak site plus remedial earthwork. An additional range of between 150,000 and 180,000 cubic yards of earth will be moved in association with grading of the Nichols Road access route. Actual earthwork quantities may vary and will be determined during the tentative tract map stage.

In addition to the raw earthwork quantities listed above, there will be remedial grading to include alluvial and colluvial removals, overexcavation in development areas, and rock blasting where necessary for utilities. The most extreme cuts and/or fills required will be confined to small areas and should not exceed 60 feet in total depth.

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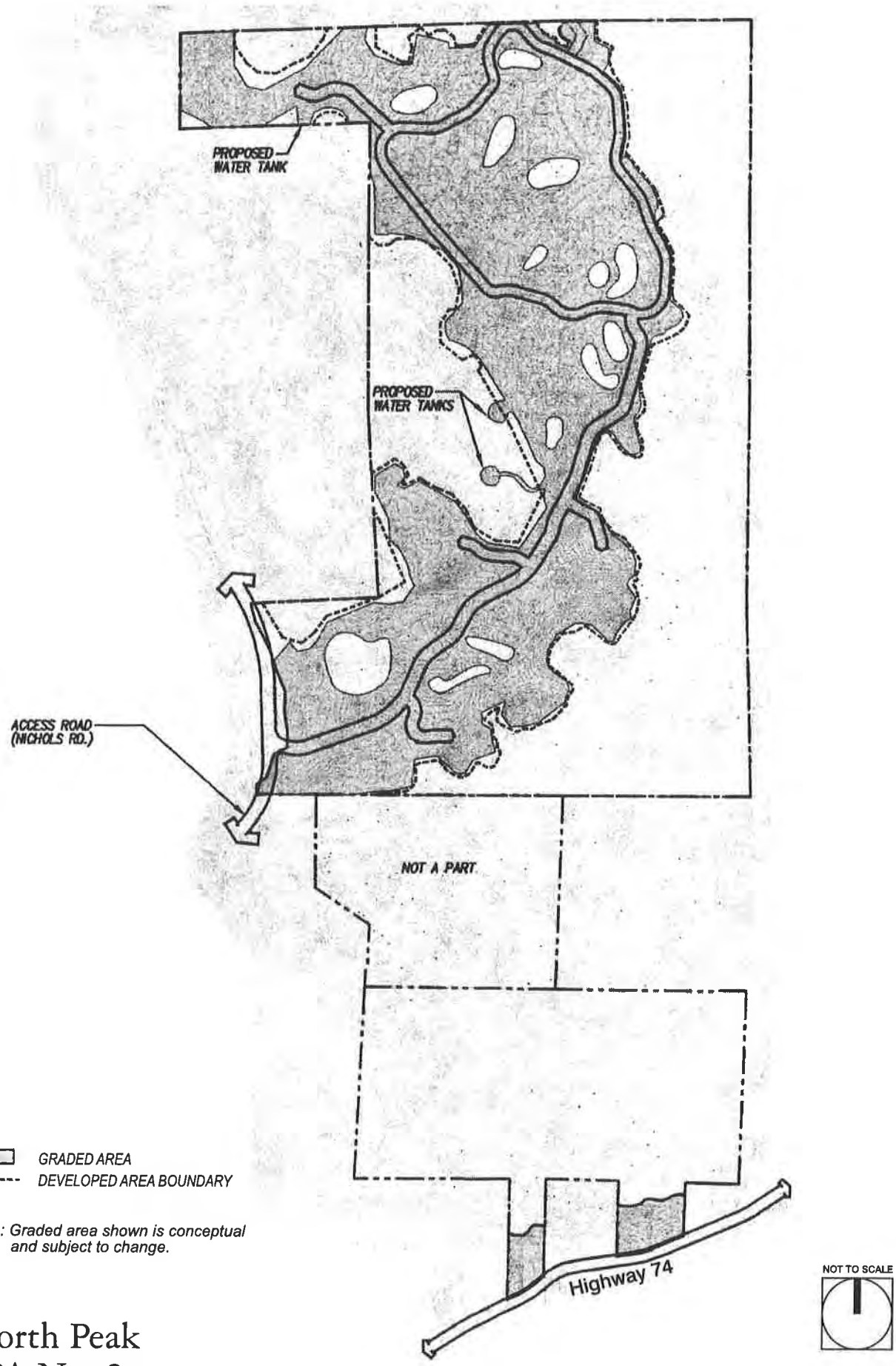

Note: Graded area shown is conceptual and subject to change.

North Peak
SPA No. 2

Grading Concept

TMC Communities

Figure 11A

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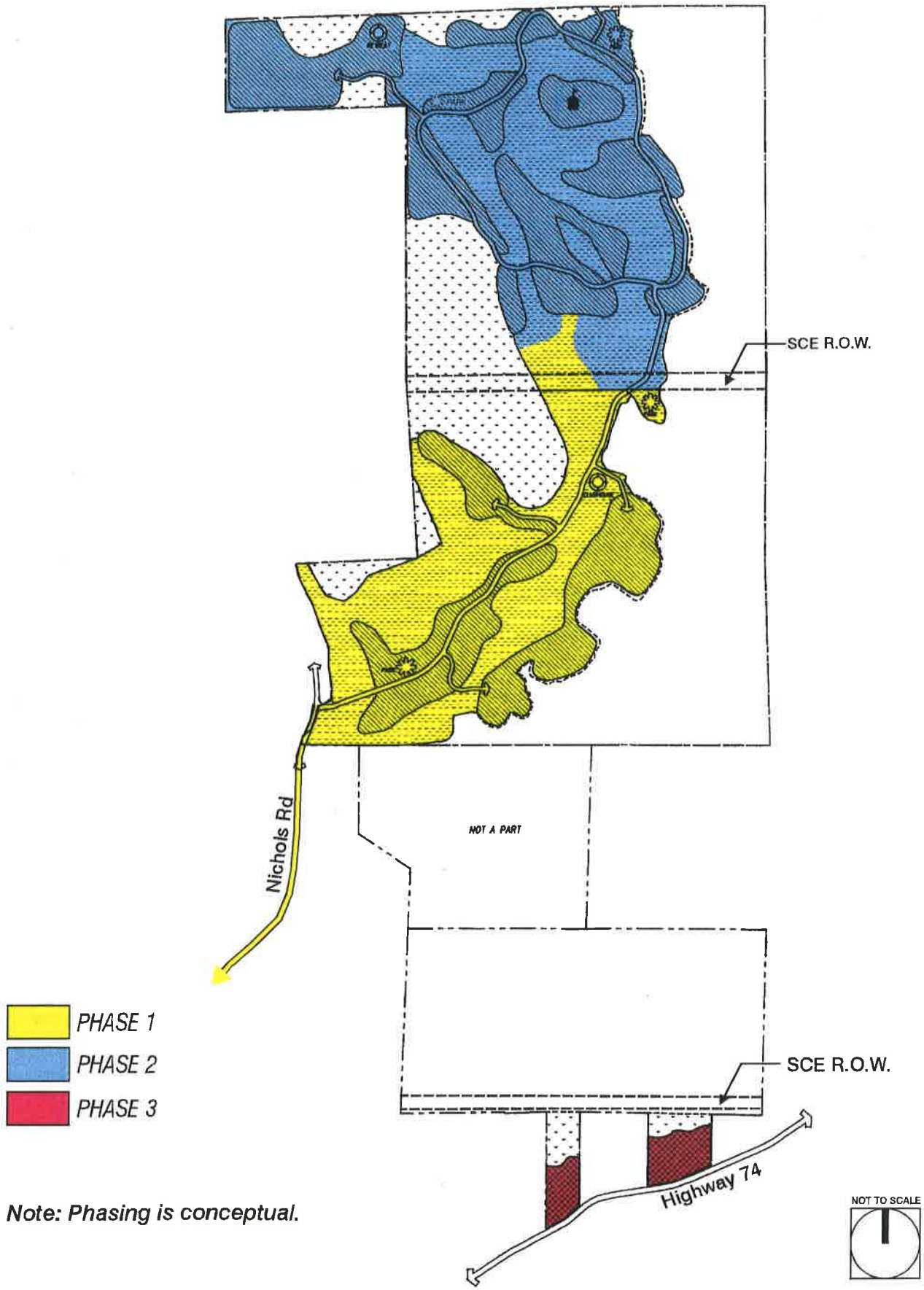

Note: Phasing is conceptual.

North Peak SPA No. 2

Grading Phasing

TMC Communities

Figure 11B

Grading of the North Peak site is proposed in three master phases. In the northern section of the site, grading activities are generally defined by the SCE ROW, as depicted on Figure 11B. The commercial sites adjacent to Route 74 comprise the third and final phase. Grading operations are anticipated to occur over a six month period for the Phase I golf course community. Additional detail regarding phasing is found in Section 10 of the Specific Plan.

In visually important areas, such as at the clubhouse and the parks, special attention will be given to transition areas between existing and man-made grades to try to preserve the appearance of natural terrain. Also, planting and contouring will be used to conceal and soften man-made slopes.

Another important feature is the retention of natural slopes in highly visible areas. Several significant landforms that will be visible from the main Spine Road will remain essentially intact and will minimize the effect of development from this important visual corridor. Minimizing cut and fill will also help assure the retention of significant areas of undisturbed open space. The following grading program has been developed specifically to address the unique topographical and hillside characteristics of the site, and integrates appropriate measures addressing the grading of hillsides per City of Lake Elsinore General Plan Hillside Grading and Guidelines standards.

C. Grading Guidelines

The following guidelines pertain to the grading of North Peak:

- Grading plans for all projects shall comply with the City of Lake Elsinore Grading Code.
- The developer must provide a report prepared by a licensed Engineering Geologist and Soils Engineer as the basis for the grading plan.
- No grading greater than 500 cubic yards shall be permitted prior to the approval of a Grading Plan and issuance of a grading permit, except for road and utility construction in accordance with approved plans.
- Manufactured slopes shall be varied to avoid flat-planed surfaces. All manufactured slopes over 30 feet in vertical height should be contour graded.
- Where two cut or fill slopes intersect, the corners should be rounded to create the appearance of a smooth transition.
- Toes and tops of slopes in excess of 10 feet in vertical height and visible from public areas shall be rounded when feasible with curves in proportion to the total height of the slope.
- When slopes cannot be rounded during slope reconstruction, vegetation should be utilized to reduce the potential sharp or angular appearance of the restored slope.
- Where any cut or fill slope meets the natural grade, the slope should be vertically and/or horizontally rounded and blended with the natural contours so as to present a natural slope appearance and to prevent erosion of the contact seam.
- Cut or fill slopes that exceed 200 feet in horizontal length should be curved in an undulating fashion that resembles the natural terrain as much as possible.
- Landscaping, including trees, shrubs and ground cover, and irrigation, if necessary, should be installed on manufactured slopes as recommended by the City Landscape Architect to prevent erosion prior to completion of the project. Plant materials shall be drought tolerant or native plant

species as defined by the City's Hillside Development Ordinance, and in compliance with the NPSPA#2 recommended landscape guidelines.

- All slope surfaces should be protected from surface runoff (erosion) by earth berms or other drainage diversion devices that prevent run-off from flowing over the top of the slope, and be planted with suitable ground cover. Grading plans shall include mitigation measures to reduce underground water seepage to acceptable safety levels.

- The developer shall be responsible for the maintenance and upkeep of all slope plantings and irrigation systems until the individual properties and dwellings are occupied or until a homeowner's association accepts the responsibility to maintain the landscaping in common areas.

- Unless otherwise indicated on the approved grading plan, bench drains and terracing will conform to the provisions of this section for cut or fill slopes steeper than 3 horizontal to 1 vertical, and 30 feet or more in height.

- Retaining walls, if required, should be designed with a sensitive fit into the natural form of the hillside and constructed of a surface material compatible with natural materials occurring onsite.

- Grading will be permitted outside of the area of immediate development when it is consistent with an approved grading plan. Stockpile and borrow sites may be permitted within the areas scheduled for future development, subject to an approved grading plan.

- The reduction of grading should be evaluated in designing the alignment and widths of roadways. Split roadways may be appropriate.

- Grading shall not occur outside of the areas specified for development or within exterior Open Space, except as authorized by the HCP, Implementation Agreement or grading permit approvals. Grading permits may allow grading outside of development areas if necessary to ensure the geotechnical integrity of slopes and pads and the safety of developable areas.

1. Grading in Difficult Rock Areas

The following guidelines pertain to the grading of North Peak in difficult rock areas:

- Rock formations should be left undisturbed where possible in accordance with the approved plan.

- Where development is downslope of a potentially unstable rock slope, protection against potential landslides or rock slides should be provided in accordance with the Geotechnical Engineer's recommendations, including:

  (1) Providing safe setback distances to occupied structures.
  (2) Initial dislodging of all loose large rocks and boulders prior to occupancy.
  (3) Construction of sluff walls, debris fences, and catchment swales between the rocky slope and any occupied structures or streets, where appropriate.

- Cuts and fills in rock areas should be constructed in accordance with the Geotechnical Engineer's recommendations.

- Rock blasting, excavation, and disposal shall be performed in accordance with the recommendations of a qualified Geotechnical Engineer.

- In order to create easily excavatable pads in bedrock areas for foundations, utilities, and landscaping purposes, cut lots should be overexcavated or capped with compacted fill.

2. Cuts

Unless otherwise recommended in the approved soils engineering and/or engineering geology report, cuts and fills should adhere to following guidelines:

- The slope of cut surfaces will be not be steeper than 2 horizontal to 1 vertical unless a soils engineering or an engineering geology report states that the geology of the slope is such and that a steeper slope will be stable and not create a hazard to public or private property or public safety.

- Fill slopes should not be constructed steeper than 2 horizontal to 1 vertical.

- Detrimental amounts of organic material will not be permitted in fills. Except as permitted by the soils engineer and grading inspector, no rock with a maximum dimension greater than 24 inches will be buried or placed in structural fills, as specified per soils engineering specs.

- Rocks with diameters of eight (8) inches or less may be contained within the top three feet (3') of a structural fill.

- Prior to issuance of the grading permit, potential rock disposal areas will be delineated on the grading plan.

- Rock sizes greater than 8 inches but less than 24 inches in maximum dimension must be buried a minimum of four feet (4') or more below finished grade within residential areas and to within one foot (1') below the lowest utility for street areas, measured vertically, except in golf course areas where they can be worked in around the fairways.

- Rocks will be placed so as to assure filling of all voids with fine soil.

- The grading contractor should consider the amount of available rock disposal volume afforded by the design when establishing blast pattern, excavation techniques and grading logistics. Rock disposal techniques should be discussed and approved by the geotechnical consultant prior to implementation.

- The slope of fill surfaces will be no steeper than is safe for the intended use. Fill slopes will be no steeper than 2 horizontal to 1 vertical without a retaining structure such as a crib-wall or geo-grid, and with approval of the Geotechnical Engineer.

- Larger rock may be placed in non-structural fills when the soils engineer supervises the placement so that the rock is buried at a sufficient depth and certifies the fill, subject to the conditions specified in the Rock Disposal Specifications - North Peak Memo submitted to the City of Lake Elsinore Engineering Division on May 8, 1998, see Appendix C.

7. PUBLIC SERVICES/INFRASTRUCTURE CONCEPT

A. Objectives of the Public Services/Infrastructure Plan

The Public Services/Infrastructure Plan provides for public facilities and infrastructure improvement systems to serve the NPSPA#2 . Backbone infrastructure improvements south of the SCE ROW and off-site connection improvements will be provided as a condition of the first phase of development, and expanded upon in the subsequent development phase. Developer impact fees (or in some cases fees in lieu of providing the actual improvement or land dedication, such as park fees or school fees), paid for by the developer, are the means for providing public services and facilities. Key objectives of the Public Services/Infrastructure Concept include:

- Ensure the provision of adequate public services and infrastructure improvements to serve the NPSPA#2 area in compliance with the City of Lake Elsinore and/or County of Riverside standards;
- Condition development within the NPSPA#2 on provision of adequate road improvements, sewage collection, water supply, storm drainage and other capital improvements;
- Consolidate infrastructure and utilities in common corridors within roadways wherever practical;
- Protect the health, safety, and welfare of residents within and adjacent to the project site by ensuring that geotechnical and flooding hazards are not increased as a result of the project development.

B. Drainage Concept and Guidelines

1. Existing Site Conditions

The North Peak site is located in the Santa Ana River Basin, which covers a large area of Southern California. Two intermittent streams drain the site: Arroyo del Toro, which is located to the west of the site and forms a short segment of its western boundary, and Wasson Canyon Wash, which flows across the northeastern corner of the site. Each drains approximately one-half of the site: Arroyo del Toro the southern half, and Wasson Canyon Wash the northern half. Both streams flow in natural channels and neither presents flood hazard to the site, according to the Flood Insurance Rate Map published by the Federal Emergency Management Agency. According to U.S. Soil Conservation Service soil classifications, 85% of the soils on site have moderate to high runoff potential because of the steep slopes and sparse vegetation. According to the Soils Engineering analysis, well draining soils types are representative throughout the project site. Due to the hilly terrain, the site does not contribute to an identified groundwater basin. Few seeps or springs have been identified. Based on the depth of wells on adjacent property and the presence of green vegetation in canyon bottoms, it is likely that there is ground water close to the surface of low-lying areas.

2. Drainage Improvements Overview

Drainage improvements will be designed and constructed to coordinate with, and maximize the features of the proposed grading of the site. Drainage improvements will also be sensitive to existing drainage courses and minimize alteration of existing flow patterns. The Drainage Concept describes facilities that will be necessary to collect storm water from North Peak and safely convey it to off-site facilities. Figures 12A and B illustrate the Drainage Concept for North Peak.

Other than streets, drainage improvements will consist of improved channels, swales, brow ditches, toe ditches, terrace drains, catch basins, scuppers, storm drain-pipes, retention basins, and

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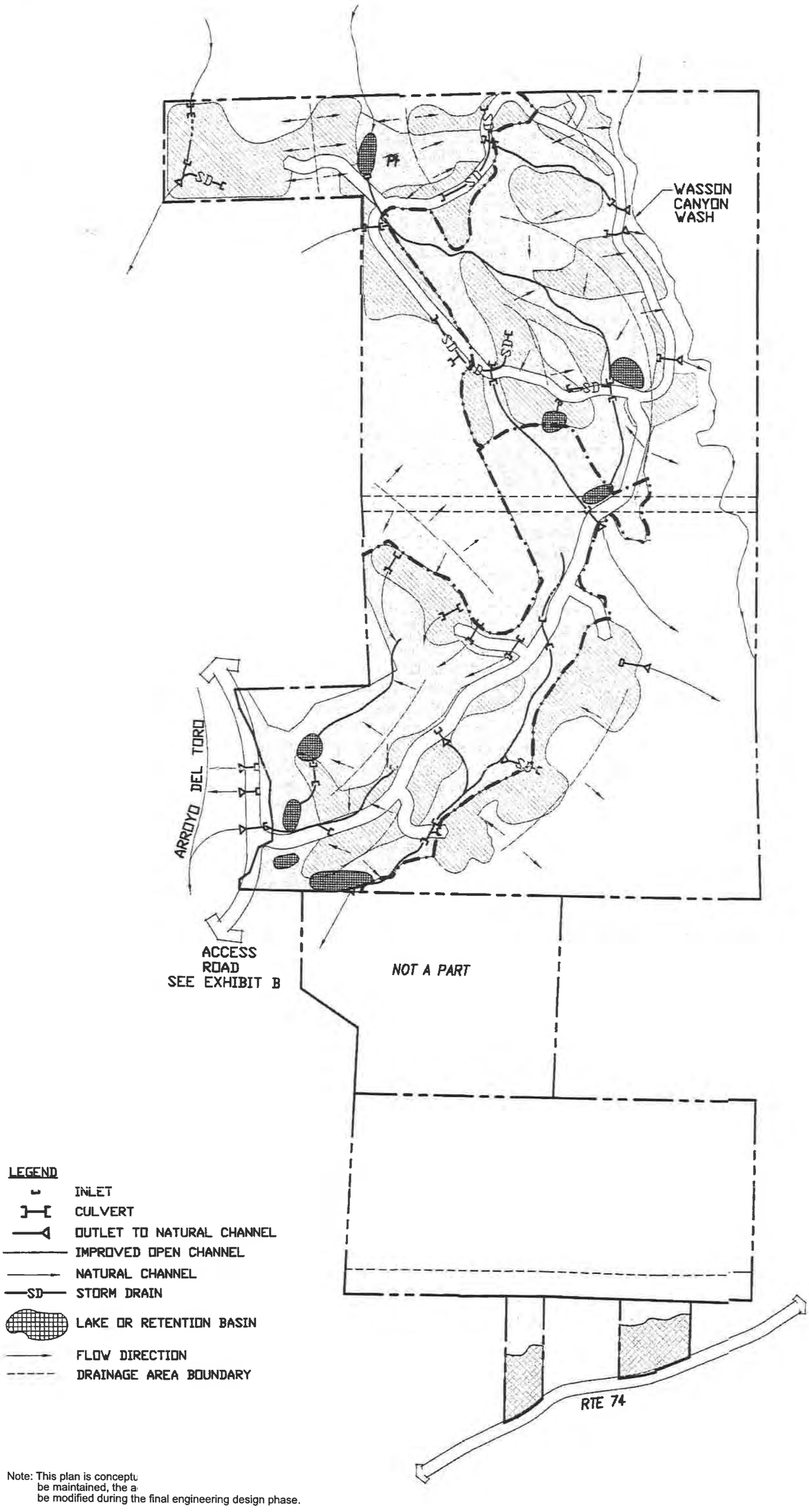

Note: This plan is conceptu
be maintained, the a
be modified during the final engineering design phase.

North Peak SPA No. 2

TMC Communities

On-Site Drainage System

Figure 12A

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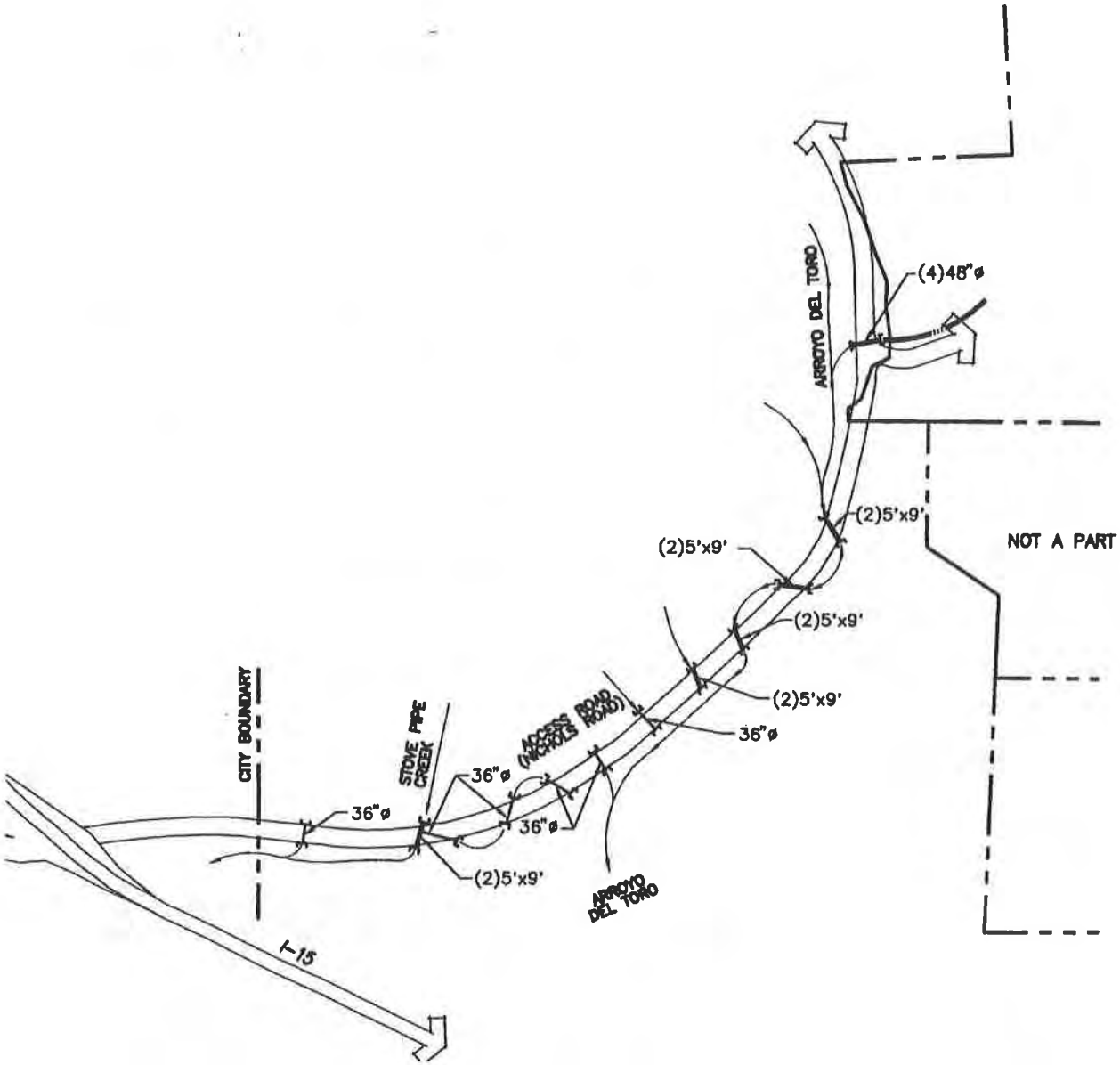


LEGEND

- INLET
- CULVERT
- OUTLET TO NATURAL CHANNEL
- IMPROVED OPEN CHANNEL
- NATURAL CHANNEL
- SD — STORM DRAIN
- FLOW DIRECTION

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

NOT TO SCALE

Nichols Road Drainage Concept

North Peak SPA No. 2

TMC Communities

Figure 12B

outlet/discharge structures. However, natural drainage courses will be utilized where possible to minimize the alteration of existing drainage patterns.

Basically, the Drainage Plan provides for facilities that protect North Peak's habitable structures in the event of a large (100-year) storm. The 100-year storm is defined as the storm that has a 1% statistical chance of occurring in any particular year. Whenever possible, storm runoff will be carried along the roadways and carried underground by surface drains to subsurface facilities or to natural drainage channels within the golf course or other natural areas. Factors that are likely to affect this concept include proximity of existing drainage courses, topographic conditions, and the density of development to be served by the proposed facilities, as well as cost. Generally, streets will carry a significant portion of stormwater within the right-of-way, and underground storm drains will be sized to convey the 10-year and larger storms, where necessary.

3. Drainage Improvement Guidelines

In keeping with the rural nature of the community and sensitivity to the natural topographic features of the site, concrete drainage terraces cut into the hillsides will be minimized. However, if necessary, the following guidelines will be applicable:

- Natural drainage courses affected by development should be preserved to the extent possible to preserve riparian habitat and prevent soil erosion;
- Water runoff should exit from any development area in a manner as close as possible to natural drainage conditions;
- Drought tolerant plant species which retain moisture and assist in erosion control should be used throughout the NPSPA#2 to the extent possible;
- Terraces shall be established at 30-foot vertical intervals on cut of fill slopes to control surface drainage and debris unless otherwise specified by the Soils Engineer of Record, except that where only one terrace is required, it may be at mid-height;
- For cut of fill slopes greater than 60 feet, and up to 120 feet in vertical height, one terrace at approximately midheight shall be 12 feet in width, unless otherwise determined by the Soils Engineer of Record;
- Suitable access will be provided to permit proper cleaning and maintenance of standard terraces.
- Swales or ditches on terraces will have minimum gradient of five (5) percent. They will have minimum depth at the deepest point of one (1) foot and a minimum paved width of five (5) feet;
- A single run of swale or ditch which collects run off from a slope tributary area exceeding 13,500 square feet (projected) will discharge into a down drain;
- Slopes having a horizontal to vertical ratio of greater than three to one will not require terraces;
- Water runoff from structures should drain to landscaped areas or be incorporated into each lot's drainage swales system.

C. Water Concept

The North Peak project estimated water demands are based on a combination of 1,200 single family and attached dwellings, two commercial parcels, a clubhouse, two eighteen hole golf courses, two passive parks and an active park. Using Elsinore Valley Municipal Water District's (EVMWD's) water demand factors, the estimated maximum demand for the entire North Peak project is estimated to be between 2,700,000 and 3,040,000 gallons per day, plus approximately 50,000 gallons per day to support the commercial uses adjacent to Highway 74. Approximately 1,500,000 to 1,800,000 of the maximum daily

demand will be used to irrigate the two golf courses. Golf course irrigation water does not need to meet potable water quality standards. Therefore, the two golf courses will be irrigated with non-potable water. In addition, non-potable water will be used, where economically feasible and practical, to irrigate the open space and landscaped areas. The remaining water demand will be served from the domestic water system.

The estimated water demand is based on buildout of the maximum number of dwelling units. The actual demand will be based on the tentative tract map approvals where the actual number of units and related facilities will be determined.

1. Domestic Water Concept - On-Site Improvements

Pressure Zones

The residential portions of the North Peak project will have pad elevations ranging from 1680 feet to 2,185 feet. Three pressure zones will be required to serve the various elevations, which have been established to accommodate a minimum water pressure of 40 psi and a maximum water pressure of 125 psi. The highway commercial will be served from an existing lower pressure zone.

Storage Facilities

Consistent with EVMWD standards, a welded steel reservoir will be erected for each on-site pressure zone. The capacity of each reservoir will be greater than or equal to the sum of the maximum day demand for the pressure zone and the required fire storage volume. Within the high pressure zone, the total capacity of the high zone reservoirs will be 800,000 gallons. Two 400,000 gallon reservoirs will be constructed to allow one tank to be taken off-service for maintenance. Within the intermediate pressure zone, the total capacity of the intermediate zone reservoir will be 1,500,000 gallons. The intermediate pressure zone will have two 750,000 gallon reservoirs constructed in Phase I to allow one tank to be taken off-line for maintenance. A pressure reducing station will allow these tanks to temporarily serve the lower pressure zone until the lower tank R1 at elevation 1936 is constructed prior to issuance of Certificates of Occupancy for residences in Phase IIA. Within the low pressure zone, the capacity of the low zone reservoir will be 500,000 gallons.

Transmission Mains

EVMWD requires a maximum water velocity of three feet per second for water transmission mains. Based on this criterion, the backbone water distribution system will consist of 20-inch, 16-inch and 12-inch diameter pipelines as shown on Figures 13 A and B.

Booster Pump Stations

Three on-site booster pump stations will be required. Each booster pump station will have either three or four pumps under a sun shade, a motor control center and diesel generator within a building and a Southern California Edison transformer. The flow rate capacity of the booster pump stations will meet EVMWD's requirement that the pumps are capable of replacing the maximum day demand storage volume in the reservoirs within sixteen hours.

Pressure Reducing Stations

In addition to the facilities described above, the backbone water distribution system will include two pressure reducing stations. These stations will connect the high pressure zone to the intermediate zone and the intermediate to the low zone. The stations will be contained in buried concrete structures.

Private Booster Pumps

A small number of lots in the panhandle area of the project (northwestern corner) will require individual booster pumps to keep water pressure above 40 PSI. These private pumps will be installed by the home builder and are not a part of the backbone infrastructure for the community as a whole. The individual homeowner or the Master HOA will be responsible for operating and maintaining the pump station facilities. However, fire flow will be sufficient even without the pump in operation.

2. Off-Site Facilities

The source for domestic water for North Peak, except the highway commercial parcels, will be from the EVMWD Temescal Valley Interim transmission main currently under construction. The point of connection of the main will be at a tee located near Terra Cotta Road and Coal Road (Future Nichols Road). A 24-inch diameter transmission main will be constructed from this point to a proposed booster pump station southeast of the intersection of Nichols Road and Collier Avenue. The booster pump station will serve the final phases of the outlet center expansion proposed east of Interstate 15 and the North Peak project. A 24-inch diameter transmission main will be installed under Interstate 15 using a jack and bore method. The transmission main will be routed along Nichols Road to the turn-out for the El Toro reservoirs which will serve the outlet center expansion and the high school.

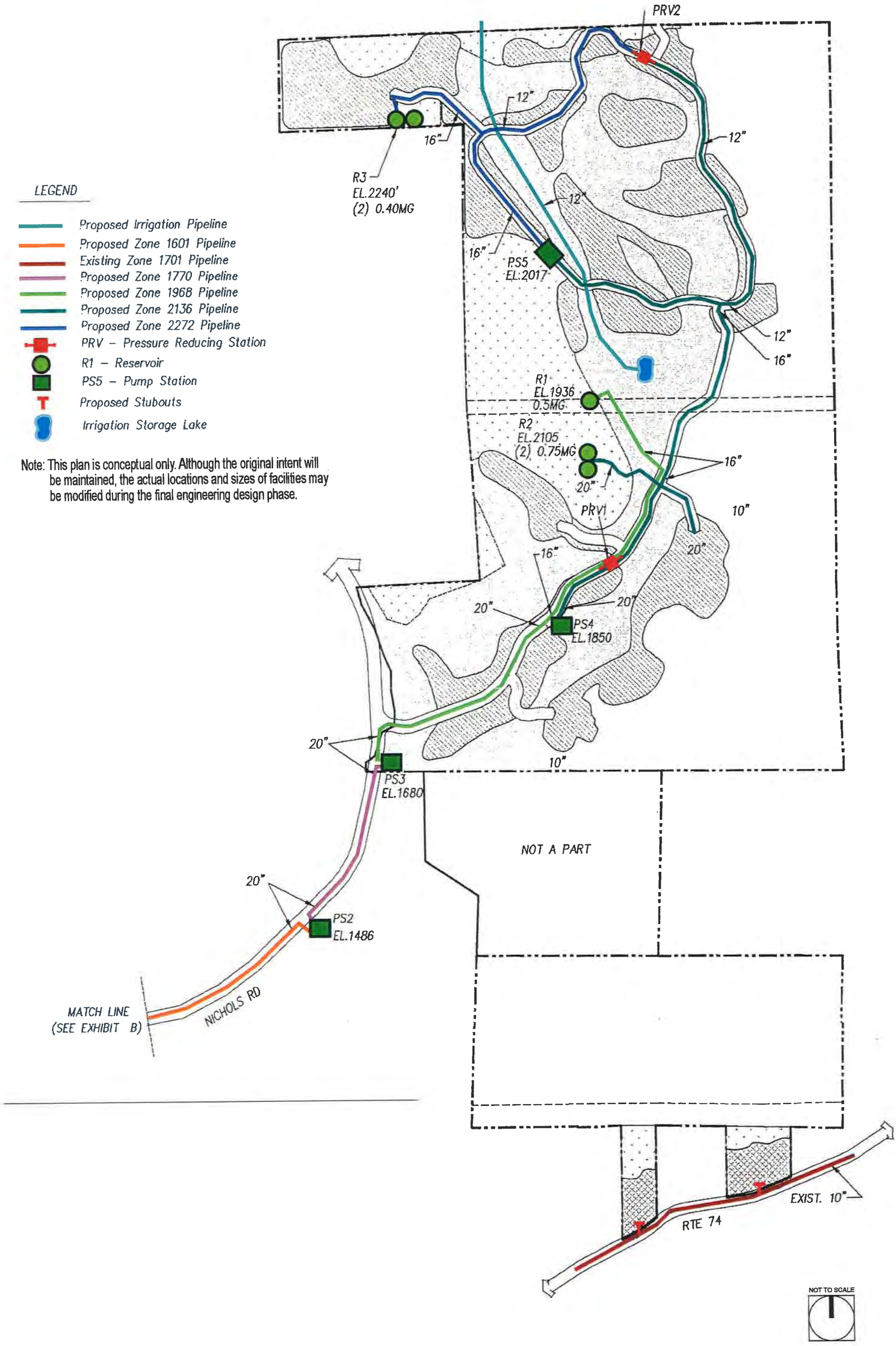
A 20-inch transmission main will be required along Nichols Road from the El Toro Reservoirs turn-out to the North Peak site. The alignment of the transmission main will be as shown in Figure 13B. In addition to the shared booster pump station and the transmission main, one off-site booster pump station will be required to raise the hydraulic gradient. The pump station will have the same features as the on-site stations.

As previously discussed, North Peak will have only one primary source for potable water. To improve the reliability of the domestic water system, an emergency inter-tie with Western Municipal Water District's (WMWD's) domestic water system is proposed. A WMWD eight-inch domestic water pipeline is located near the northeast boundary of North Peak. The pipeline will be extended to the proposed North Peak domestic water distribution system. Since this pipeline will have a hydraulic grade slightly higher than the proposed Zone 2305, a hydraulically operated control valve will be installed at the project boundary to regulate the flow of water from WMWD to North Peak and to reduce the water pressure to equal that of North Peak. Water will flow only from WMWD to North Peak during emergency situations. As well, water will also be permitted to flow from North Peak to WMWD during emergency situations.

The source for domestic water for the highway commercial parcels will be the existing 10-inch diameter pipeline along Highway 74. A 2.0 million gallon reservoir currently serves this pressure zone. When the individual building sizes and construction types are determined, the fire flow storage volume requirement for the commercial center will be calculated. If the existing 2.0 million gallon reservoir does not have sufficient capacity to accommodate this storage requirement, a new reservoir must be built.

3. Non-Potable Water Concept

The non-potable water supply is currently north of the North Peak project site. An existing WMWD 12-inch diameter irrigation main is located approximately 4,000 feet north of the North peak project boundary. This main will be extended south to the North Peak project boundary. Since the North Peak boundary is also the boundary between WMWD and EVMWD, a water metering station will be constructed at this location. The pipeline north of the metering station will be owned and operated by WMWD. The 12-inch diameter non-potable transmission main will be extended into the North Peak site to the golf course lakes distributed throughout the site. This portion of pipeline south of the metering station will be owned and operated by WMWD.



North Peak SPA No. 2

TMC Communities

Water System Concept

Figure 13A

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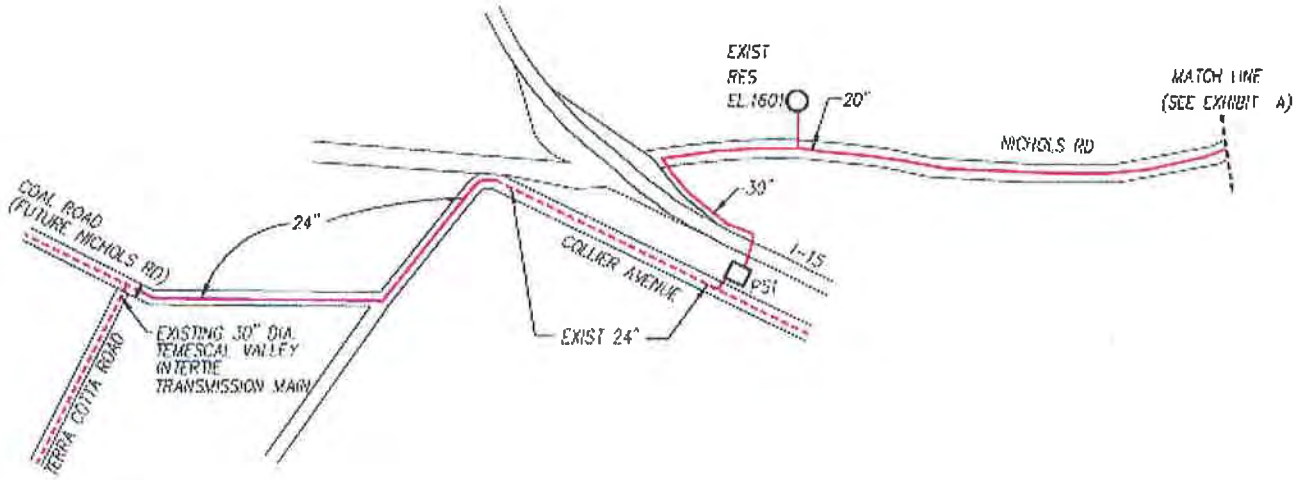


LEGEND

- Existing Zone 1434 Pipeline
- Proposed Zone 1434 Pipeline
- Proposed Zone 1601 Pipeline
- PS1 – Pump Station
- Reservoir

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

NOT TO SCALE

Nichols Road Water System Phase 1A

North Peak SPA No. 2

TMC Communities

Figure 13B

An agreement between WMWD and EVMWD will allow WMWD to transfer untreated Metropolitan Water District water to EVMWD. EVMWD will then retail the water to North Peak for irrigation purposes.

As part of the required North Peak off-site upgrades, one pump and motor must be replaced and a flow meter must be installed at WMWD's Steele Valley Pump Station.

D. Sewer System Concept

The Elsinore Valley Municipal Water District (EVMWD) maintains the sewer infrastructure which will serve the North Peak Specific Plan Amendment project. Presently, EVMWD does not maintain adequate sewer infrastructure to serve the east side of I-15, including the NPSPA#2 area. The proposed sewer system for North Peak will build upon the sewer facility improvements proposed for the Outlet Center Expansion just west of Interstate 15 on Nichols Road.

1. On-Site Facilities

The total estimated average daily wastewater generation for the North Peak Specific Plan Amendment land use concept is estimated to be between 285,000 to 380,000 gallons per day. The estimated sewer capacity is based on the buildout of the maximum number of 1,200 dwelling units. The actual capacity will be based on the tentative tract map approvals where the actual number of units and status of a school will be determined.

The wastewater for the North Peak project will travel southerly as shown on Figure 14A. Most of the wastewater for the portion of the project north of the SCE ROW will be routed to a sewage pump station. This station will have a wet well with submersible pumps. The diesel generator and motor control center will be enclosed in a building. The wastewater from this station will be pumped through a 6-inch force main to a high point in Nichols Road. From there, a gravity flow trunk sewer main will be routed along Nichols Road to the project boundary and off-site via Nichols Road.

2. Off-Site Facilities

The wastewater generated from the North Peak project will be routed along Nichols Road. The alignment of the trunk sewer main under Nichols Road is shown in Figure 14B. The study for the routing of the gravity sewer from Nichols Road to the EVMWD wastewater treatment plant has not been finalized. Three routes are currently being studied. The preferred alignment has the gravity sewer connecting to the sewer system proposed to serve the final phases of the outlet center expansion. The gravity sewer would then be routed easterly under Interstate 15 using a bore and jack method. The gravity sewer would connect to the existing 12-inch diameter gravity sewer along Collier Avenue. The sewage would be routed through the existing Collier Avenue Lift Station and the Third Street Lift Station sewage lift stations before reaching the EVMWD wastewater treatment plant. The treatment plant has adequate capacity to accommodate the wastewater generated from the North Peak project.

The first alternate sewer routing follows the alignment of the preferred routing to the Outlet center Expansion. The proposed 12-inch sewer would be routed under the I-15 at its intersection with Nichols Road and would follow the alignment of Nichols Road and Pierce Street to baker Street. It would then be routed southeast under Baker Street. One new lift station would be required along Baker Street. The force main and gravity sewer would continue southeast along Baker Street to Riverside Drive and the existing lift station A-1. From this lift station, wastewater would flow southeast and then enter the EVMWD regional wastewater treatment plant.

The second alternate sewer routing follows the alignment of the preferred routing to the intersection of Nichols Road and El Toro Road. At the intersection, the 12-inch gravity sewer would be routed south along El Toro Road to Dexter Avenue. The sewer would then be routed southeast along Dexter Avenue to Third Street. The gravity sewer would be installed under I-15 at Third Street using a bore-and-jack method. It would continue southwest along Third Street to Temescal Wash. After following the alignment of the wash, the wastewater would enter the existing Third Street sewage lift station and

then on to the EVMWD regional wastewater treatment plant. The wastewater generated from the Highway Commercial uses will flow through a proposed gravity sewer system along Highway 74. It will also terminate at the EVMWD wastewater treatment plant.

E. Utilities Concept Plan (electric, telephone, gas and cable)

The utilities concept is based on preliminary utility provided information. Service source locations have been identified and may be altered as a result of construction phasing or off-site improvements, prior to the commencement of the project. The concept reflects current utility rules and options available. These rules and options may be changed or added to over the life of the project, and are subject to California Public Utility Commission ruling.

1. Electrical Service

Southern California Edison will provide electrical service to the NPSPA#2 project area. Electric distribution facilities exist at the boundary of the northern project area near the formal project entry. No extension of electrical improvements to the site is required. However, the existing facilities are not sufficient to service the entire project and will require upgrading or rebuilding. Because system capacity is not the responsibility of the applicant, this work will be completed by the utility.

Some system construction along Nichols Road may be necessary to satisfy crossing, lighting, irrigation, etc. These improvements could be encompassed in "pockets" in order to meet City or County requirements, and avoid full roadway system improvements. Street lights will be necessary at intersections.

Relocation of Existing Improvements

The final alignment of Nichols Road will determine the limits to the relocations of the existing system necessary to accommodate the project related improvements. Based on available topographic information, it appears that some relocation related work will be necessary. There appears to be approximately five (5) active locations which consist of both overhead and underground facilities which will be addressed.

Conversion of Existing Improvements to Underground System

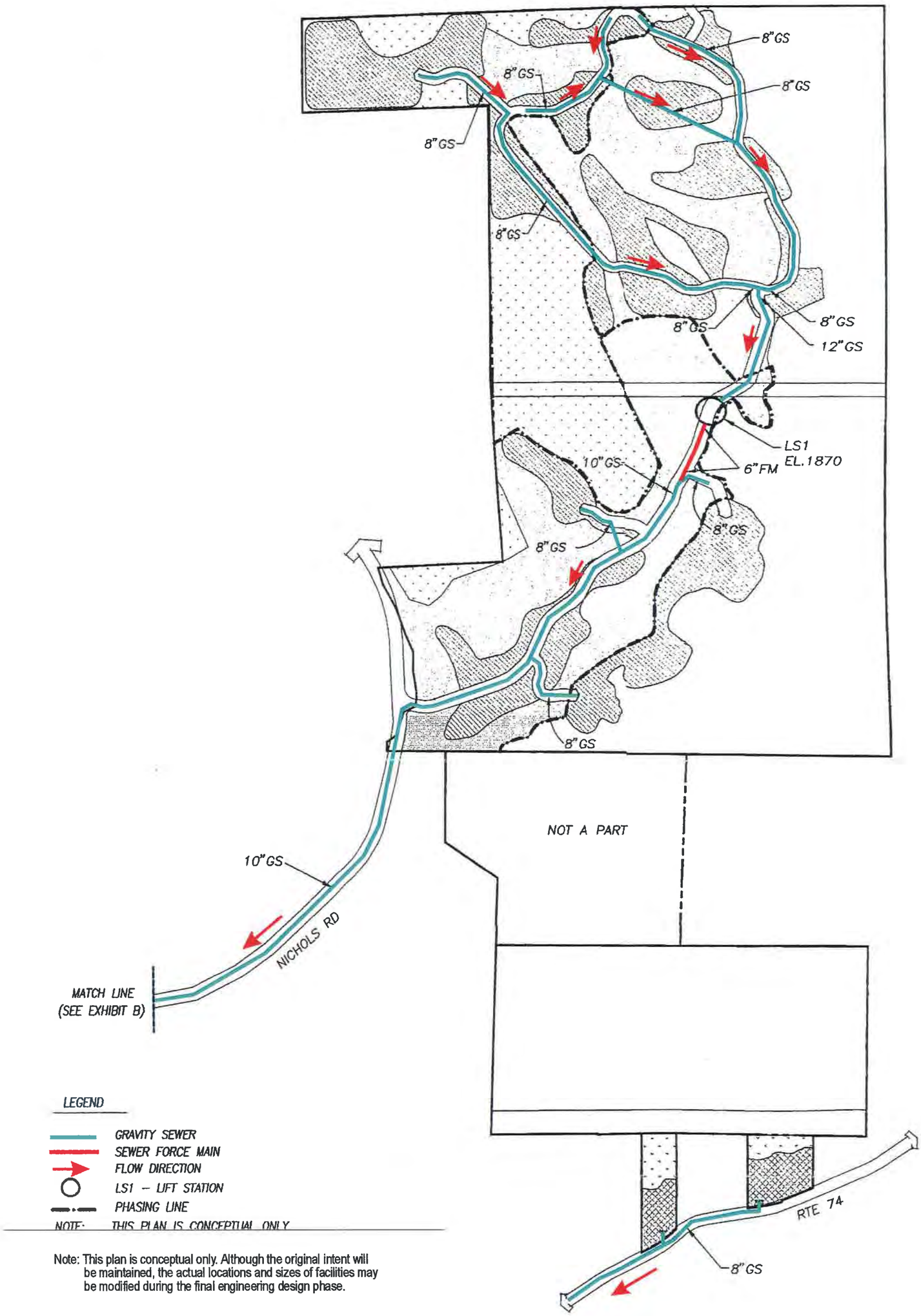
Conversion of the existing system from above ground to underground may be necessary in areas where the roadway elevation rises, and pole lines cross over the new road alignment. In the vicinity of the project it is the preferred approach from an aesthetic standpoint.

On-Site Improvements

Improvements required to provide the NPSPA#2 are proposed to be a direct buried, four party joint trench system, installed in phases. The project proponent may install the system, or has the option for a SCE installed system.

R.O.W. Corridor Use

SCE will require review and approval of proposed improvements within their transmission R.O.W. Items such as streets, structures, grading, basins, lakes, golf course, etc., all require preliminary approval. SCE will also require access from tower to tower for maintenance of their facilities. Locations for roadways, gates, etc., will need to be coordinated with the on-site improvements. A ground lease or temporary use license will be required by SCE.



Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

NOT TO SCALE

North Peak SPA No. 2 — On-Site Wastewater System

TMC Communities — Figure 14A

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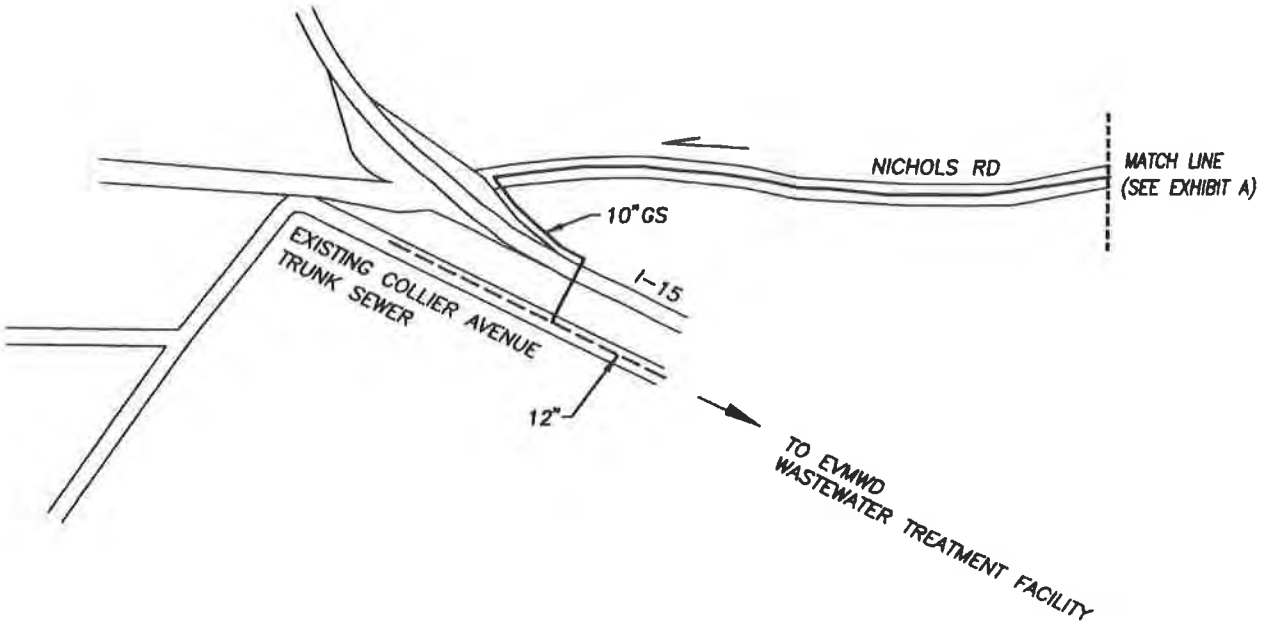


LEGEND

- - - EXISTING GRAVITY SEWER
——— GRAVITY SEWER
——> FLOW DIRECTION

Phasing: Nichols Road wastewater system improvements to be constructed in Phase 1A.

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

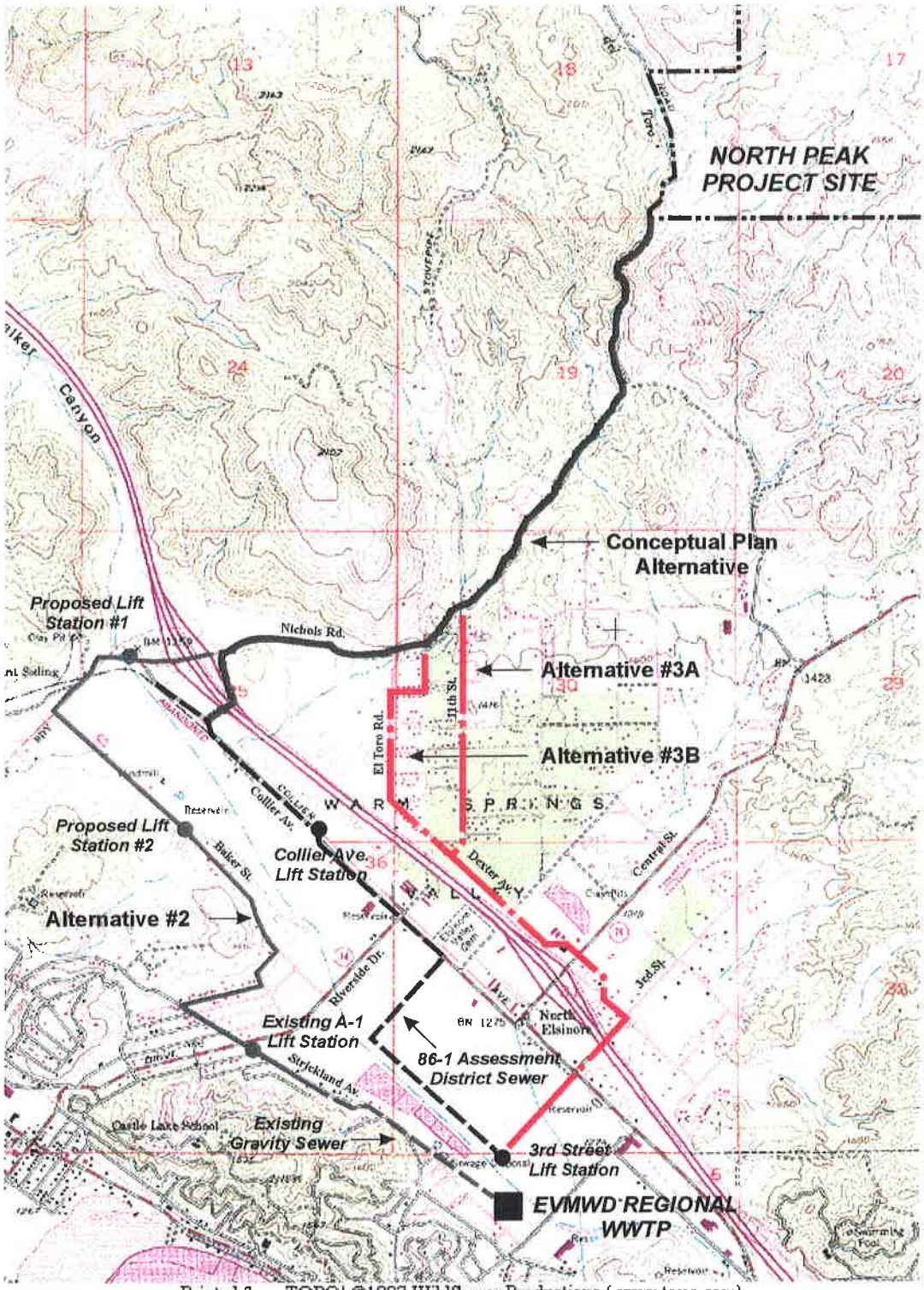
NOT TO SCALE

Nichols Road Wastewater System Concept

North Peak SPA No. 2

TMC Communities

Figure 14B



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NOT TO SCALE

North Peak
SPA No. 2

Off-Site Wastewater Conveyance Alternatives

TMC Communities

Figure 14C

2. Telephone Service

General Telephone will provide service to the NPSPA#2 . The project falls between two exchange boundaries. GTE has determined the project will be serviced from their Lake Elsinore Office. Facilities, approximately a 50 pair cable, exist along El Toro Roadway all the way to the entrance to the site. The cable originates from the vicinity of the City of Perris.

A large system will be required to get sufficient capacity to the project. The closest source from the Lake Elsinore direction is at El Toro Road and 11th Street. A cross connect box exists at this location, which would be up-sized. The system could be a four foot (4') or six foot (6') - four inch (4") conduit system with manholes every 800 feet.

The final alignment of Nichols Road will determine the limits to the relocations necessary to accommodate the improvements. Based on available information, it is estimated that some relocation work will be necessary, especially in the area of 11th Street. There appears to be approximately 4 active locations where both overhead and underground facilities exist. Conversion of the existing system to underground may be implemented as an aesthetic improvement in areas where the roadway elevation rises and pole lines cross over the new road alignment.

3. Natural Gas

Southern California Gas would serve the NPSPA#2 site. Gas service would be provided via an extension of the line currently located in El Toro Road. The gas line would follow the extension of Nichols Road to the project boundary.

4. Cable TV Service

Media-One has existing facilities at the intersection of El Toro Road and 11th Street. This would be the source for extension. CATV would construct a conduit system, joint trench with telephone. Power will be required along the way for system operation. This requirement would be coordinated by the two utilities.

The final alignment of the road will determine the limits to the relocations necessary to accommodate the improvements. There appears to be approximately 4 active locations where both overhead and underground facilities exist. Conversion of the existing system to underground may be implemented as an aesthetic improvement in areas where the roadway elevation rises and pole lines cross over the new road alignment.

5. Solid Waste

The City of Lake Elsinore's contract carrier provides trash service to the project site. To reduce the volume of trash generated from the buildout of the proposal, the project will comply with the City of Lake Elsinore's Source Reduction ands Recycling Element and Household Hazardous Waste Element. This includes providing space for separating recyclable material generated by the golf course.

F. Public Services Concept Plan (fire, police, schools, libraries, parks)

Public facilities associated with North Peak include schools, fire protection and police services. The land use plan, with a maximum dwelling unit cap of 1,200 units, does not warrant the provision of fire or police facilities/stations on-site. Relevant school, fire and police fees will be paid on a per unit basis.

1. Schools

The North Peak planning area is located within three school districts. The applicable districts for the northern planning area are the Lake Elsinore Unified, and Perris and Perris High School Districts. A Mitigation Plan with the Lake Elsinore Unified School District was prepared for the original North Peak Specific Plan. The agreement applies to the southern portion of the previous plan which is designated Conservation Bank in the NPSPA#2, as well as any property that is subsequently annexed into the school district. The intent of the applicant is that the remainder of the North Peak property (the northern section) be annexed into the Lake Elsinore Unified School District. If annexed, the applicant shall acquire appropriate clearances from the Lake Elsinore Unified School District. The NPSPA#2 provides for a school site as an overlay zone in Phase II of the northern section of the Development Area in the event that the annexation is approved and the Lake Elsinore Unified School District desires to purchase the property for a school site.

In the event that annexation is not approved, the project would provide mitigation to the Perris Elementary and High School Districts in accordance with current State law through payment of State mandated fees on a per unit basis and based on square footage of commercial uses, or through the offer of the potential school site for purchase by the Perris School District.

2. Fire Protection

Fire protection will be provided by the Riverside County Fire Department. Currently, the County's standard for provision of adequate fire protection is based on one fire station per 2,000 dwelling units or 3.5 million square feet of commercial/industrial occupancy. Based on Fire Department criteria, North Peak alone will not create enough demand for an on-site station. Appropriate fees will be paid to the Fire Department on a per unit and commercial square footage basis to cover additional personnel and/or equipment necessary to serve the NPSPA#2 . The applicant is currently engaged in on-going discussions with the City that may result in additional fire protection mitigation.

3. Police Protection

Police protection for the North Peak community will be provided from the existing Lake Elsinore Police Station at 117 South Langstaff Street in Lake Elsinore. Response time is six minutes for life threatening emergencies and 26 minutes for non-emergencies. Appropriate fees will be paid to the Police Department on a per unit and commercial square footage basis to cover additional personnel and/or equipment necessary to serve the North Peak Specific Plan Amendment.

4. Hospital/Paramedic Service

The City of Lake Elsinore has a dedicated ambulance unit that is dispatched simultaneously with the Fire Department in response to emergency calls. The service is provided by the City's contract carrier, and serves the City and surrounding unincorporated areas.

8. COMMUNITY STRUCTURE CONCEPT

A. Objectives of the Community Structure Concept

The community structure concept is the basis for the design and organization of all areas of the NPSPA#2 project area. The community structure concept incorporates the development concept described in Section 3, and reflects the interrelationship of: landscape treatment within roads and easements; parkways; development edges; open space transitions; fuel modification areas; as well as project entries; grading techniques; site planning principles; and site amenities. The purpose of the community structure concept is to establish a unified framework that provides continuity throughout the project area and contributes to the establishment of an identity for the NPSPA#2 . The fundamental purpose of the Community Structure Concept is to integrate design elements and materials that complement the character of the region through incorporation of natural on-site features and resources into project design. The following are key objectives that the community structure concept should foster:

- The community structure concept will allow for individuality of design and character within specific neighborhoods while maintaining community-wide consistency of the elements comprising the community structure concept;
- The overall theme for the NPSPA#2 is the integration of a quality residential and recreational development within a unique natural setting;
- The streetscape concepts shall be a primary mechanism for establishing a consistent community image and for orientation within the project;
- The landscape concept is intended to work with site planning guidelines and the grading concept to create land use transitions, buffers, and view opportunities;
- Introduced plant materials shall reflect the surrounding natural character in general, although in certain areas a formal image is appropriate where a more refined look is necessary for marketing;
- Granitic boulders and rock formations shall be used repetitively as a fundamental symbol of the NPSPA#2 at focal points, as a component of project identification, and as an element of landscape improvements;
- The landscape component of the Community Structure guidelines and the suggested plant palette have been selected in response to water conservation considerations and for the need to use native species in areas adjacent to sensitive environmental habitat;

B. Key Features of the Community Structure Concept

Key elements of the Community Structure concept are presented in Figure 15. The Community Structure figure shows the various landscape conditions proposed for the project which defines the arterial and loop road streets, project entries, and relationships between uses. The key components of the Community Structure concept include the following elements:

- The project may contain one potential security gated community entry point on the Spine Road as shown on Figure 15. In the event that this portion of the project area is gated, the two potential emergency access roads may also be secured by security gates. If gated, gates will need to be designed subject to concurrence by the Riverside County Fire Department and the City of Lake Elsinore and placement determined prior to approval of first "B" level tract map for Phase II. If security gates are provided, they shall remain open during daylight hours to facilitate public access to parks, golf course and club house, trails. Any proposed modification to the public hours of operation for these facilities shall require approval of a Conditional Use Permit per Chapter 17.74 of the Lake Elsinore Zoning Ordinance;

- Five potential neighborhood entry treatments (non-gated) at major intersections of the Spine Road/Upper Loop Road and the secondary roads providing access to development envelopes and the golf course/clubhouse;

- Two applications of streetscape treatments which include: (1) a more naturalistic approach adjacent to the golf course and open space/Conservation Bank areas which frames views and provides an informal transition between the roadway and the natural areas; (2) a more traditional approach where the roadway passes through residential or development areas to screen residential walls and provide a transition between development and the roadway;

- A landscape concept which is applied in three general areas : (1) natural areas; (2) transitional areas; and (3) refined/marketing development areas;

- An overall site planning/grading approach for integration of structures, landscaping and site improvements;

- Design components inclusive of walls/fencing, signage guidelines, and hardscape materials.

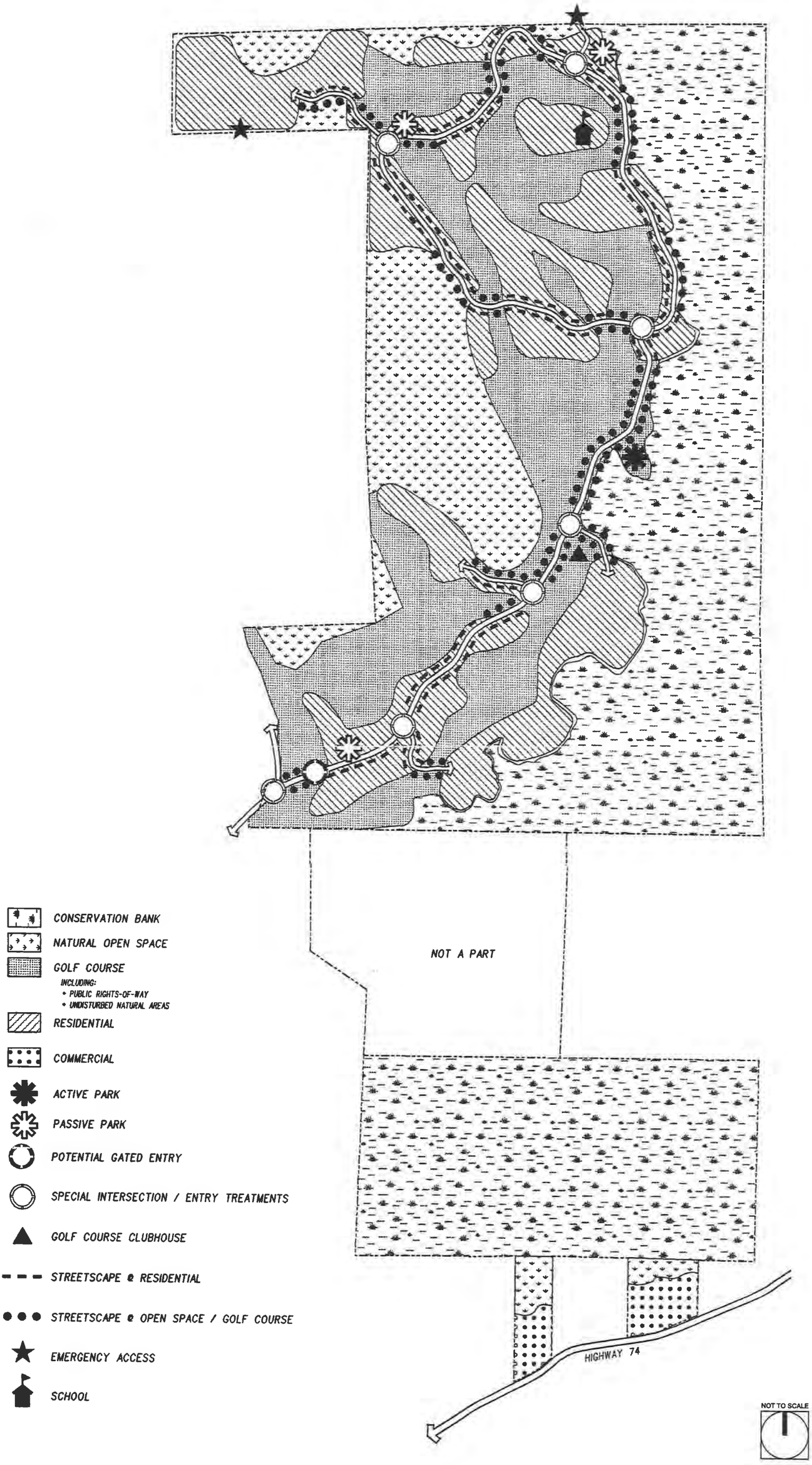
C. Landscape Concept Plan

Together with the open space plan, the landscape plan for North Peak is a central element in the establishment of the overall community identity. The landscape concept for North Peak is to create an environment that derives its character from the Southern California landscape. This landscape is one which emphasizes rustic landscape qualities, recognizes the native landscape, and utilizes more formal accent and focal plantings within development areas to create an interesting and vibrant landscape. Plants typically found in similar settings outside of Southern California, which augment and are compatible with the Southern California climate and the naturalistic theme, may also be used. The landscape concept has been organized into three basic "zones" within North Peak:

- The native landscape/natural open space zone
- Transitional zone between development areas and natural areas
- Refined development area zone

The establishment of a hierarchy of streetscapes is an important component of the Landscape Concept. Streets within the North Peak community have been carefully arranged and dimensioned to establish a comprehensive circulation system. Landscape materials within these areas should guide the resident or visitor to residential neighborhoods, create privacy where needed, and frame or create focal points as the motorist, pedestrian, golf cart or bicycle moves through and around North Peak. The "Transitional Landscape Zone" and "Refined Development Area Zone" landscape concepts are applicable within the streetscapes. The curb-to-curb dimensions of the street are appropriate for vehicles, yet they are not so large as to overpower the other character elements of the community. Parkways have been provided to accommodate increased landscape within all of the street rights-of-way. Where needed, planted medians have been included in the design to reinforce the main spine road's function and character. Painted medians should be limited to noses adjacent to left turn pockets.

The City of Lake Elsinore has an approved list of landscape materials and plant palette which will be incorporated into the North Peak landscape concept. As a supplement to the City's approved list of landscape materials, a suggested list of plant material which may be used for the North Peak project is provided in the Appendix. It is intended to help guide the landscaping plans which will be prepared at a future point in time. The representative plant palette is suggestive only and not intended to be an all-inclusive list of potentially compatible plant species, nor does it restrict landscaping to the listed species. A preliminary landscape plan prepared in accordance with City requirements shall be submitted for review by the City's Landscape Architect concurrent with submittal of Tentative Tract level "A" Maps or as part of the Design Review process for non-residential uses.



North Peak SPA No. 2

TMC Communities

Community Structure Concept

Figure 15

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1. Landscape Criteria

The landscape concept incorporates several important ideas that are essential to the long term viability of the landscape. In general, landscape designs shall not require excessive maintenance or irrigation, they should attempt to relate to the existing natural landscape, to be in harmony with the surrounding environment.

General Landscape Guidelines

- Landscaping plans shall be prepared by a landscape architect registered to practice in the State of California;
- The landscape concept will accent and be in harmony with the natural environment;
- Utilize native plant materials and drought tolerant plant materials, as well as non-native species with low water usage characteristics which are adaptable to hot, dry climates such as those used in neighboring southwestern arid states of Arizona and Nevada;
- Retain expanses of boulders and rock outcroppings wherever possible to provide a strong character to the golf course, streetscapes and community entries/focal points;
- Concentrate landscape resources in those areas receiving the most intense human use, such as parks, golf course, and project entries;
- Landscape areas will be designed with the objective of reducing long-term water use to a minimum. Plants shall be chosen, where appropriate, that can be gradually weaned from water as they mature, so that eventually, water use may be significantly reduced;
- Limit areas of turf, clipped hedges, and exotic ornamentals to selected places where marketing must be emphasized and to minimize long-term maintenance for the majority of landscaped areas;
- Turf areas shall be concentrated in the golf course, parks and certain manicured and/ or ornamental locations at entries or other centers of activity;
- Shrub and ground cover plantings throughout the community will be integral to the overall planting concept for North Peak. The plant materials used will be consistent with the naturalistic theme - the organizational and planting treatment will vary according to function and area to which it is applied;
- Minimize use of exotic species which are not in context with the natural landscape theme;
- Avoid use of trees which drop excessive fruit, flowers or other staining materials adjacent to streets;
- Avoid use of trees and shrubs with thorns in parks and other active areas, as well as plants with poisonous characteristics;
- Avoid planting of invasive exotic species adjacent to the Conservation Bank and other naturalized areas with significant native vegetation value.
- Trees and shrubs shall be planted so that at maturity they do not interfere with service lines, traffic safety sight lines, and basic property rights of adjacent property owners;
- Trees planted near public walks or curbs shall be installed in such a manner as to prevent physical damage to sidewalks, curbs, gutters and other public improvements, such as with the use of root barriers;

- When non-vegetative groundcover is used, such as gravel or bark, it shall be in combination with live plants.

Non-Residential Landscaping

- In commercial designations, a minimum of 10 percent of the net site area (exclusive of public rights-of-way and easements where applicable), shall be landscaped with trees, shrubs and turf or ground covers;

- A reduction in minimum required landscape area within non-residential projects in recognition of quality design may be sought from the City Council and approved through the Design Review Process;

- Off-site public rights-of-way contiguous with site landscaping can be counted as a part of the overall required landscape area;

- New non-residential development shall have all required landscaping installed at the time of occupancy on a lot by lot basis. Said landscaping shall be provided with irrigation systems which comply with the criteria described in the following subsection of this chapter;

- All landscaping and irrigation systems shall be maintained in good condition for as long as the use on the property continues;

Installation and Maintenance of Landscaping

- Generally, there permanent automatic irrigation systems shall be installed for all landscaped areas, including single family lots;

- All street and parking area landscaping shall be equipped with the City's Maxicom system;

- All required landscaping shall be properly installed, irrigated and maintained prior to issuance of certificate of occupancy;

- All public areas, rights-of-way and commercial project landscaping, if irrigated shall have an automatic irrigation system;

- Non-permanent irrigation systems, such as above ground water supply lines or manually operated systems may be used at the developer's discretion for areas that are being revegetated and will eventually be reverted to natural conditions, or for areas which will be irrigated by others with a permanent, underground system in the future;.

- Maintenance of approved landscaping shall consist of regular watering, pruning, fertilizing, clearing of debris and weeds, pruning, the removal and replacement of dead plants within 30 days, and the repair and replacement of irrigation systems;

- Lawn and groundcovers are to be trimmed or mowed regularly. All planting areas are to be kept free of weeds and debris;

- Irrigation systems shall be kept in working condition. Adjustments, replacements, repair and cleaning shall be a part of regular maintenance. Drip irrigation systems shall be used for appropriate plants;

- Stakes, guys and ties on trees shall be checked regularly for correct function. Ties are to be adjusted to avoid creating abrasions or girdling on trunks or branches.

2. Native Landscape/Natural Open Space Zone

Extensive areas of open space in an undisturbed state will be retained within the Conservation Bank and Natural Open Space designations of the NPSPA#2 . Native landscape will be retained in natural open space areas, the Conservation Bank and, as permitted, within the fuel modification area. As well, manufactured slopes will be largely revegetated with native or native compatible species. This zone is the largest landscape area within the developed portion of the community.

- Landscape treatment will consist of native plant materials retained in their existing condition or compatible species with characteristics and water needs consistent with native plant materials;
- Disturbed areas within the natural open space shall be returned to as close to existing condition as feasible;
- Once areas of revegetated native plant materials have been established, no water other than natural rainfall will be applied;
- Maintenance by either the Master Homeowners Association, the golf course operator, or where areas are designated Natural Open Space, a land trust or other agency, will consist only of trail maintenance and occasional thinning in fuel modification zones to reduce fire danger based on the Riverside County Fire Department requirements;
- Riparian landscape areas within the North Peak community shall be enhanced and developed to enrich the quality of the riparian habitat. Sycamore, Willows and Elderberry will be used to augment those species currently found on-site in limited areas. A fuel modification plan shall be submitted to the Riverside County Fire Department for approval prior to construction of structures.

3. Transitional Landscape Zone

The transitional landscape concept applies to areas where blends of natural and improved landscaping are found, such as the golf course, development area/natural slope/ boulder entrapment areas, fuel modification zone and streetscape treatment along the Conservation Bank. It is intended to be used as a tool to soften the effects of grading. Native, native consistent, or revegetated natural landscape materials may be retained along segments of the rights-of-ways adjacent to the Conservation Bank or the Natural Open Space designations. Areas which have been improved with shrub plantings will closely resemble that which is located in the native landscape.

Although requiring large expanses of turf, the landscaping within the edges of the golf course will most likely mimic its surrounding natural environment. While being respectful of its surroundings, the golf course will take advantage of natural rock outcroppings, boulder-strewn areas, natural riparian areas and existing topography and vistas. As well, native plantings and natural open space will be preserved within selected areas of the golf course, outside of the fairways and rough play area.

Fuel Modification Zones

Fuel modification procedures will be required as an element of site plan design where inhabited structures are proposed adjacent to natural open space, the Conservation Bank, or when site planning creates open space adjacent to structures which is retained in its natural state and deemed of sufficient size to allow significant fuel load, per Riverside County Fire Department criteria.

A fuel modification zone is a strip of land between combustible structures and natural vegetation where combustible vegetation has been thinned and supplemented with fire-resistant plants to reduce the level of risk from wildland fires. Individual application of fuel modification requirements will be designed to respond to topography, uphill or downhill location, presence of boulders or scattered rocks, type of vegetation, wind patterns, and other factors. All fuel modification zones must be contained within the Development Area designation (e.g.) Residential, golf course, commercial) and

may not encroach into either the Conservation Bank or the Natural Open Space boundary designations.

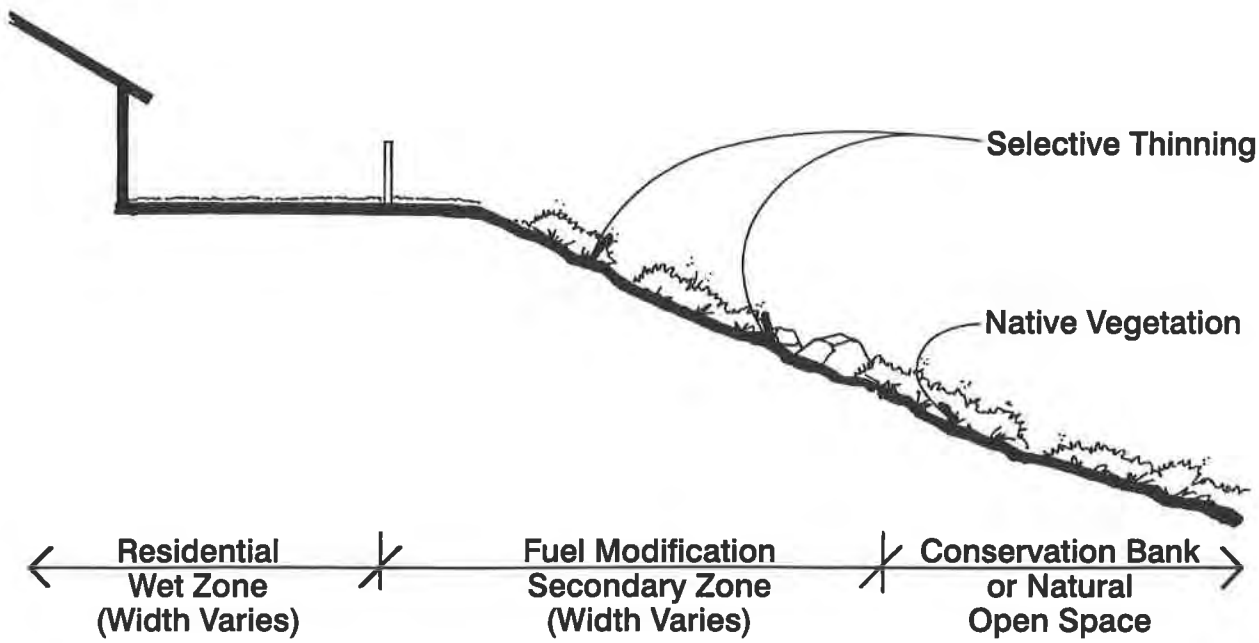
Fuel modification zones within the community of North Peak will be carefully developed to complement the overall community character. The amount of removal and the width of the zones will vary depending on the plant material present, prevailing wind patterns and topography. Treatment varies according to whether the fuel modification zone is applied to upslope or downslope conditions. The downslope fuel modification treatment establishes measures to address the typical rapid uphill movement of fire. The upslope fuel modification treatment provides some flexibility and less stringent zone width requirements than the downslope conditions.

Fuel modification zones are comprised of two elements: a wet zone and a secondary zone. The wet zone represents a variable setback from the edge of any structure, where all native vegetation is to be removed and replaced with primarily irrigated material. The back yard of most lots is sufficient to comprise the wet zone. The fuel modification secondary zone involves a selected thinning of vegetation with up to 60 to 70 percent removal. If the entire distance within the zone is to be cleared and irrigated, the width of the zone may be reduced depending on vegetation, wind direction, slope height and other topographical conditions. Preservation of boulders within this zone aids in the thinning process and decreases potential flammable fuel resources. Care should be taken not to denude slope areas and create erosion hazards.

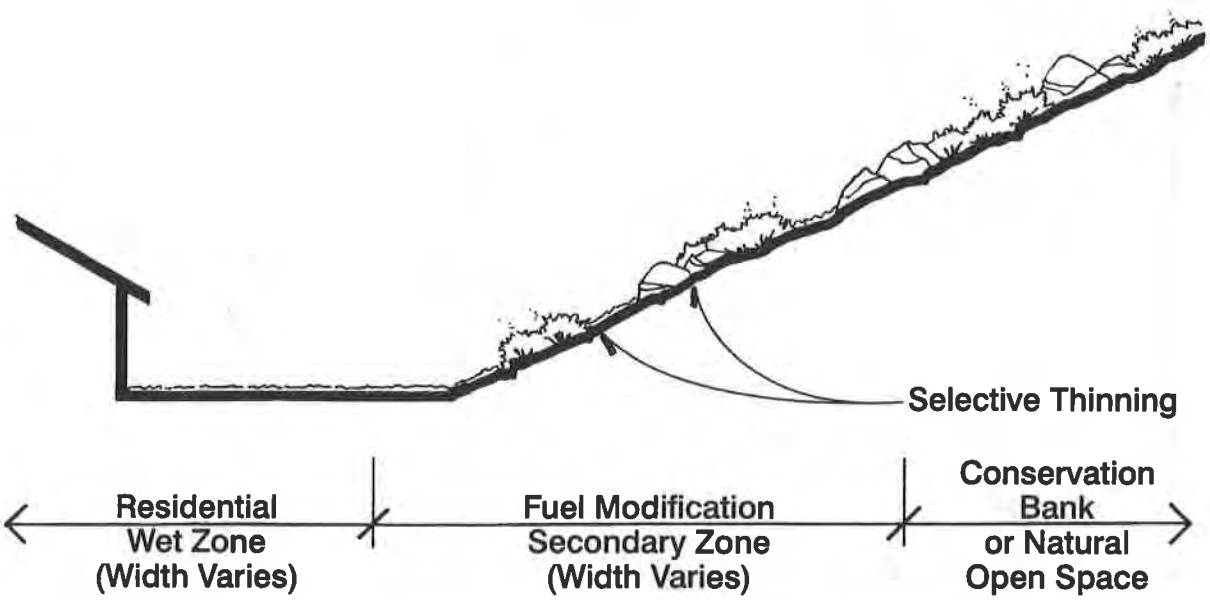
A fuel modification plan shall be submitted to the Riverside County Fire Department for approval prior to construction of structures. A fuel modification plan produced by a licensed landscape architect shall be approved by the County Fire Marshall, concurrent with the approval of each "B" level tract map for each phase.

Development Area/ Natural Slope/ Boulder Entrapment Transition

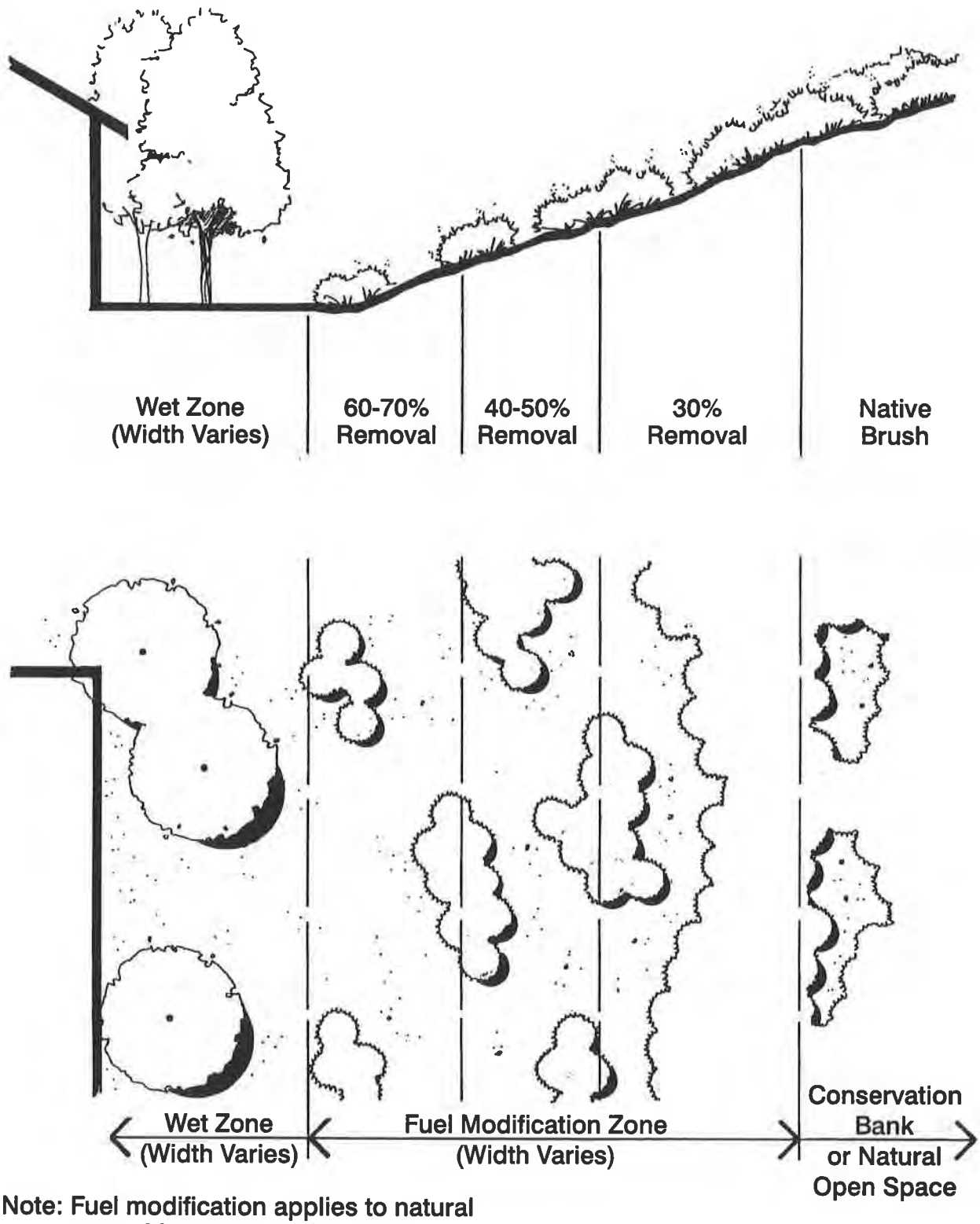
In residential areas where minimal grading is proposed to preserve natural contours and rock outcropping characteristics, safety issues associated with the potential for rockslides and dislodged boulders must be addressed. The transition between development areas and upslope natural open space, particularly adjacent to steep slopes, requires protective measures for boulder entrapment: Within the fuel modification zone, a minimum two (2) foot deep, ten (10) foot wide swale shall be sited between, at the foot of the slope where it meets the back yard or the street, as the case may be.



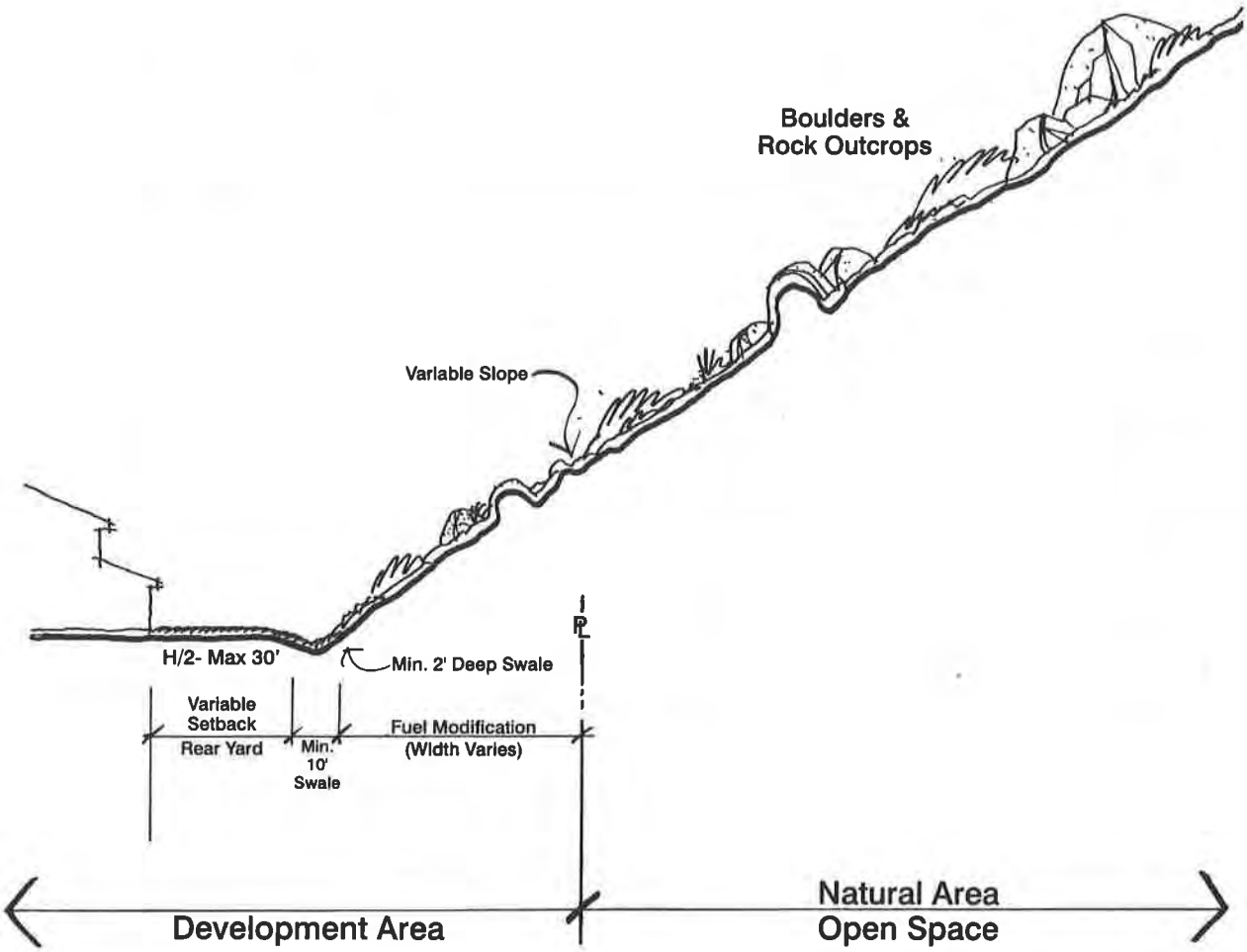
Downslope



Upslope



Note: Fuel modification applies to natural area of four acres or larger.



Note: If front yard, then street acts as a buffer. There would only be a sluff wall adjacent to the slope.

North Peak
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Boulder Entrapment
Transition Area

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Figure 18

Development Area/Conservation Bank Transition

The interface between Golf Course Residential development and the Conservation Bank is firmly established on the basis that no development may encroach into the Conservation Bank designation boundary. The following guidelines apply:

- A minimum setback of 100 feet between any structure to the edge of the Conservation Bank boundary is required;
- Fuel modification requirements for either the uphill or downhill condition, whichever is applicable, must be met without encroaching on the Conservation Bank boundary;
- To protect riparian or wetlands habitat established along Wasson Creek, a 50 foot minimum setback must be maintained between the Conservation Bank boundary and the edge of the vegetation canopy;
- Total setback requirements from structure to edge of riparian canopy is 150 feet minimum.

Golf Course/Residential Transition

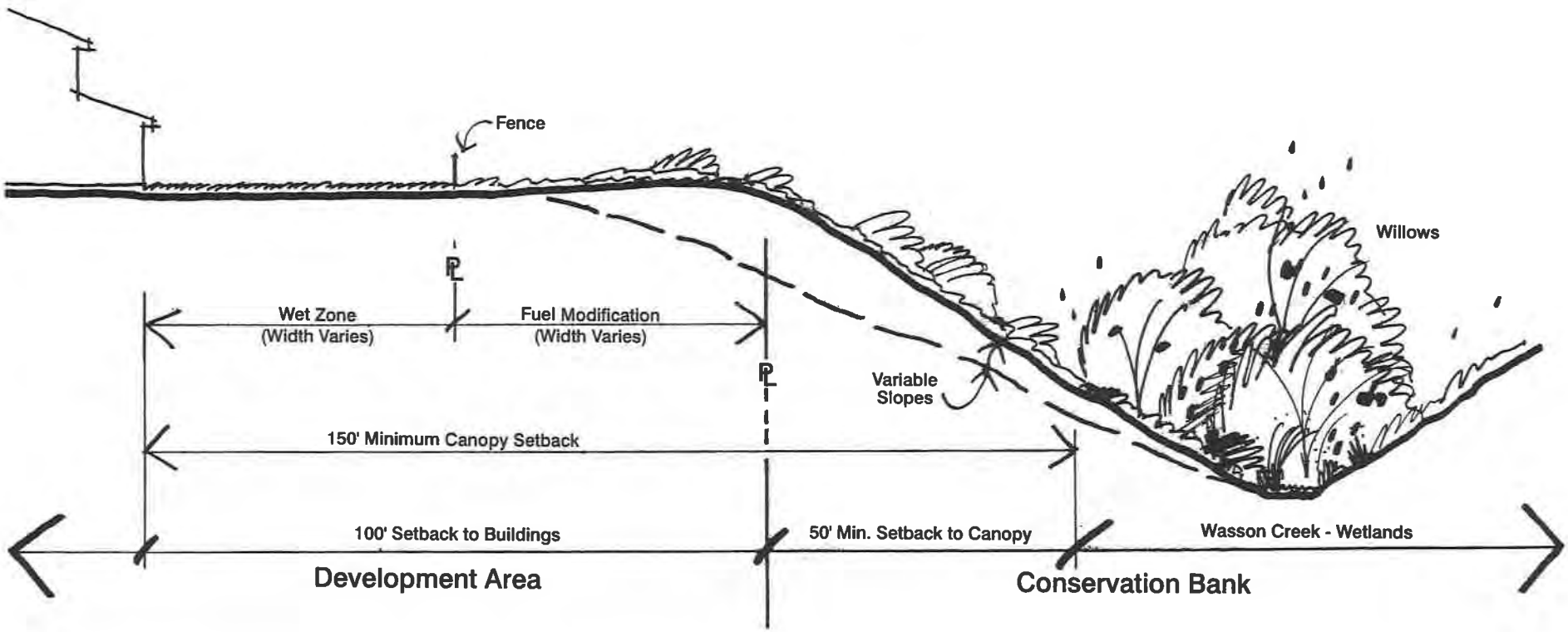
Typically, residential uses are sited at a higher elevation than the golf course. Within the golf course, stream beds and natural drainage channels are typically downslope from the playing areas. The following interface conditions apply to the siting of the golf course adjacent to residential structures:

- Golf cart paths are to be located along the perimeter of the course at a lower elevation from the residential pad;
- Variable re-vegetated slopes separate the end of the residential backyard and the improved portion of the course;
- Within the golf course, tee setbacks may vary, with a typical setback to the tee of 75 feet from the rear residential setback line;
- Greens setbacks may vary, with a typical distance of 150 feet from the rear residential setback line to the edge of the green;
- Fairway play area width should cover a minimum distance of 250 feet for single loaded fairways and 400 feet for double loaded fairways, depending on topography and natural site features.

Golf Course/Open Space Transition

The following interface conditions are applicable to the siting of the golf course and the transition between the golf course and natural open space territory, where protection of stream courses/natural drainage channels is important.

- Natural open space with stream course and/or riparian vegetation within the golf course shall be separated from the golf course by variable 2:1 up to 4:1 slopes in natural or revegetated condition. Actual slope and distance between improved course and natural area may vary depending on topography and distance factors.

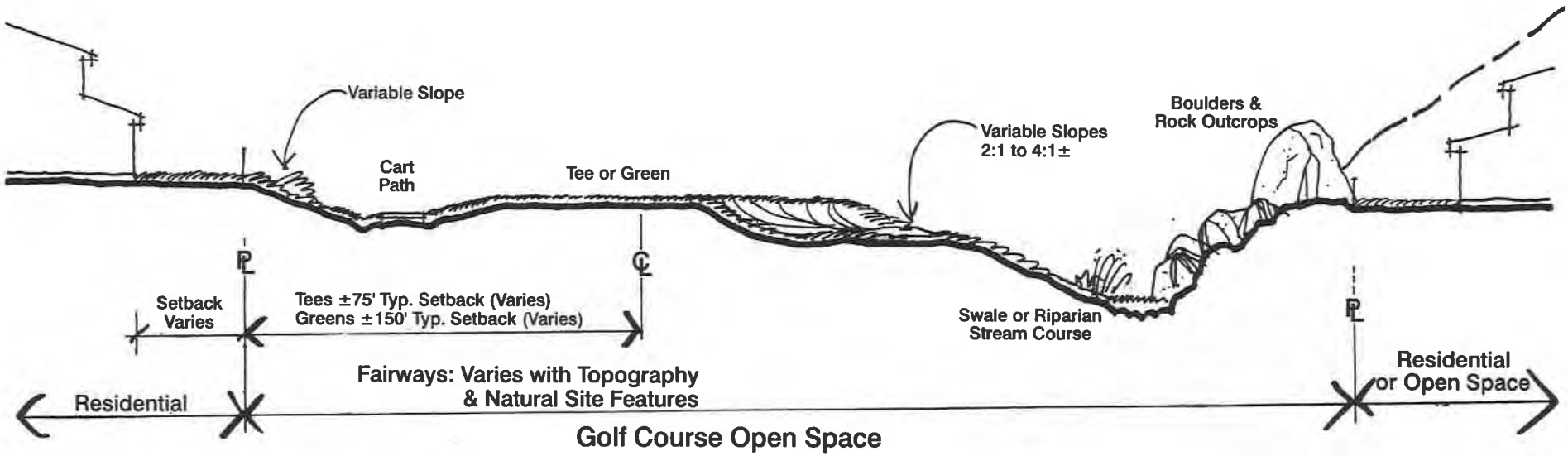


North Peak SPA No. 2

TMC Communities

Conservation Bank Transition

Figure 19



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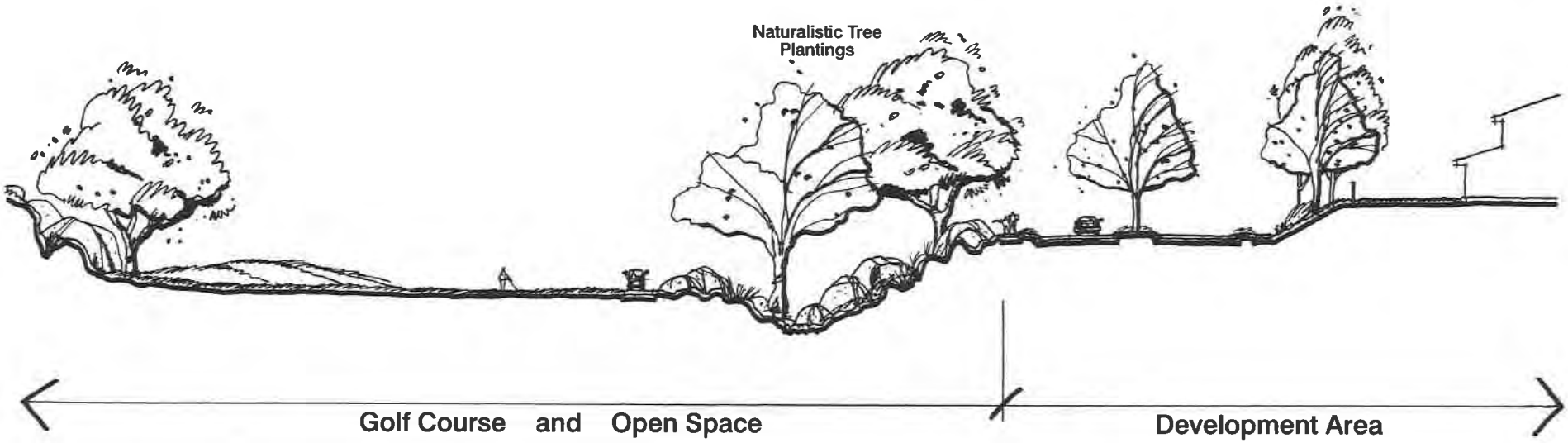
Golf Course Transition

Figure 20



North Peak SPA No.2

TMC Communities

Golf Course/Open Space Transition

Figure 21

Streetscapes at Golf Course and Natural Open Space Transition Zones

The streetscape treatment at Golf Course and Open Space Transition Zones is applied along the main project Spine Road and the Upper Loop Road. The primary function of this informal streetscape is to:

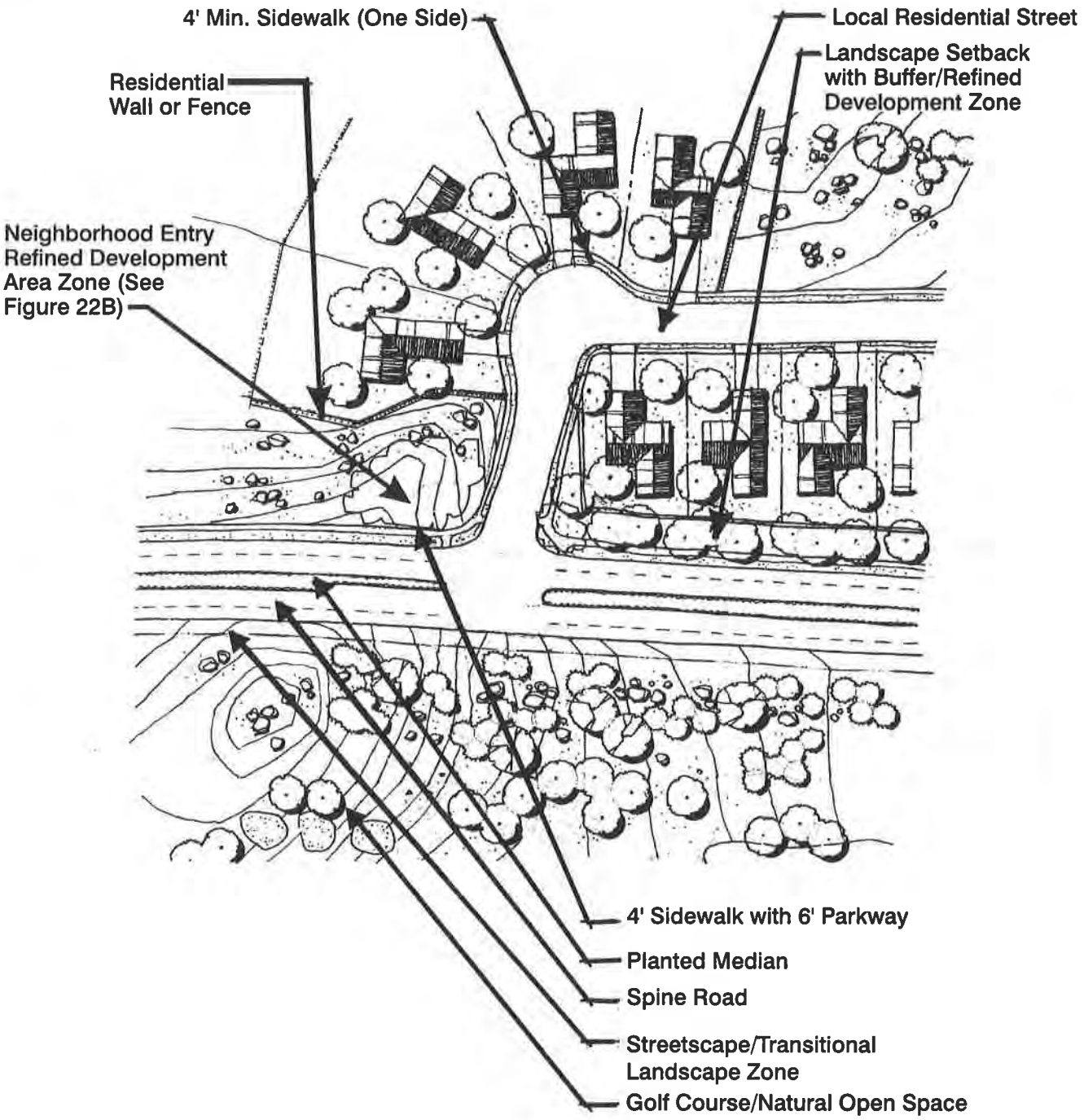
- Ultimately establish permanent view corridors into and through the golf course and natural open space areas. The view corridors will be framed by mature plant material;
- Provide a transition between the native landscape and more intensely cultivated areas;
- Create a unifying landscape element found throughout the community; and
- Provide a landscape backdrop to special landscape treatments.

These objectives will be accomplished by informal clustering of trees and shrubs. The intervals or distances between vegetation clusters is not specified, but is intended to respond to topographic conditions, and view potential from particular points along the spine and upper loop roads. Tree massings may include tree species such as California Sycamore and Coast Live Oak, which are an indigenous element within the Southern California landscape. Eucalyptus and California Pepper, although introduced species, are also compatible with the Southern California naturalistic landscape concept and may be utilized as well as trees found in similar topographic and climatic conditions from neighboring states, such as Mesquite and Palo Verde.

4. Refined Development Area Zone

The Refined Development Area Zone landscape concept is intended to, through the use of native and non-native trees and more formal arrangement of plant materials at focal points, provide a common thread through the community which: (1) links the improved portions of the project area together; (2) focuses attention on key project amenities and identifies community activity areas; and (3) distinguishes developed areas and residential neighborhoods from natural areas. The Refined Development Zone landscape concept is applicable to streetscape treatments within and adjacent to residential neighborhoods. Focal points are those key areas along the roadway where change in travel direction or attention is drawn. Often at these points a change in land use may occur and the landscape treatment is the medium which announces this change, working in concert with signage, lighting and hardscape elements. The entry monumentation and landscape treatment should draw views into the site and toward important features. The Community Structure Concept proposes a hierarchy of focal points/project entries. Key features of the Refined Development treatment include:

- The Refined Development Area Zone shall not be established adjacent to the Conservation Bank.
- Appear lush and green, provide shade, and include the use of ground covers or turf in limited quantities.
- Contrast rather than blend with the natural areas through placement and clustering of plant materials, although use of native and native compatible plant materials is encouraged.
- In various areas, such as active parks, project entries, and residential streets, shrub planting may take on a more manicured appearance, while still retaining the characteristics of the overall planting theme.
- Ornamental non-native plant materials must be carefully chosen and sited to prevent invasion into adjacent areas. Use of exotic species shall be limited and where utilized, carefully maintained.

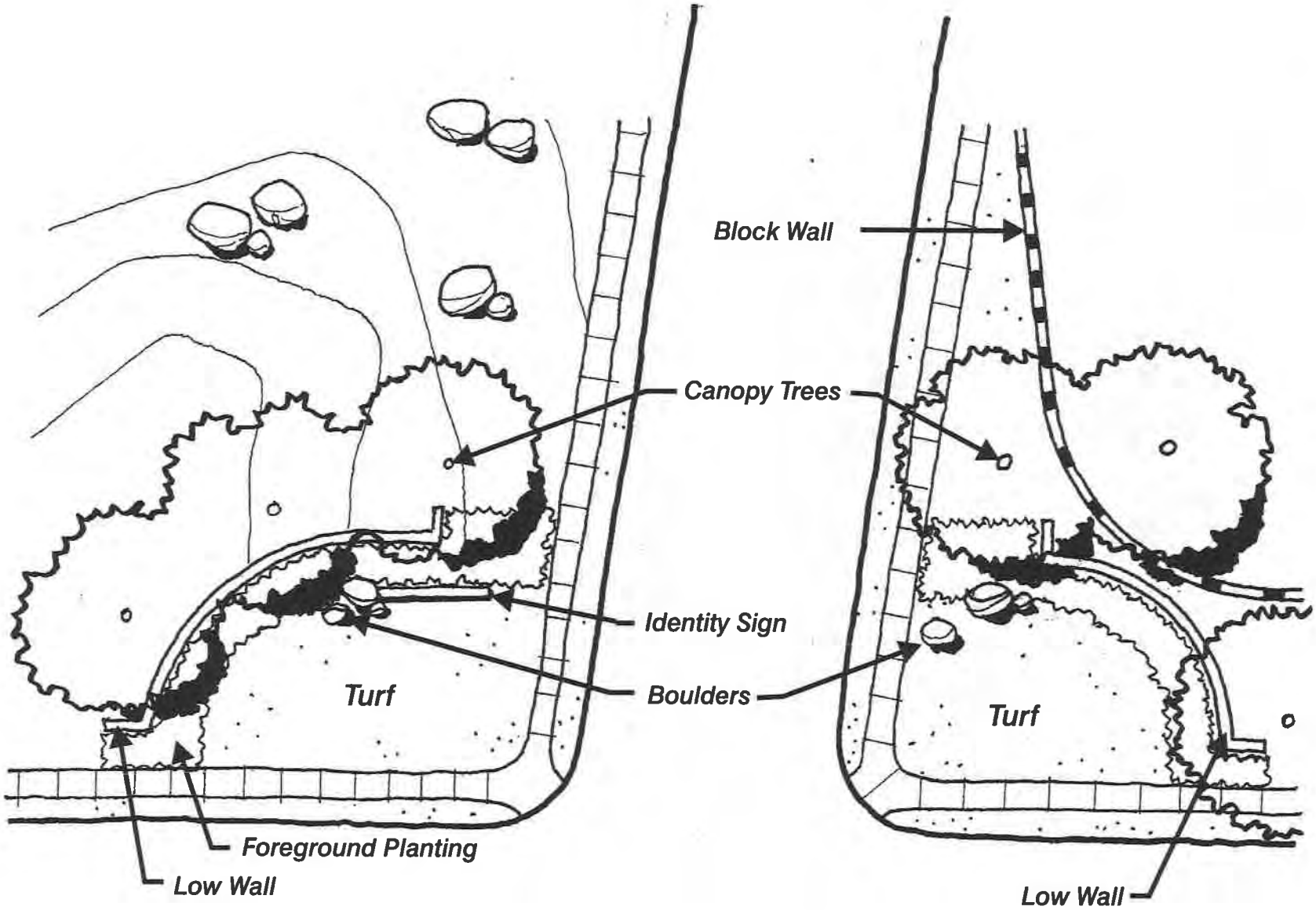


North Peak SPA No. 2

TMC Communities

Landscape Treatment: Spine Road

Figure 22A



Neighborhood Entry/
Refined Development Area Zone

- The plant materials shall be used as a tool to articulate focal points such as project entries, or foster a sense of privacy while maintaining views.
- Passive parks will most likely mimic their surrounding natural environment. The passive parks, situated adjacent to large native landscape areas, will utilize many native and native compatible plant species.
- The active park will provide large turf areas for organized activities.

Streetscapes Adjacent to Residential Zones

Trees along streets and adjacent to the residential zones shall provide shade, screening, architectural accents and landscape continuity at maturity as well as define development areas within the North Peak community. The primary functions of this landscape will be to:

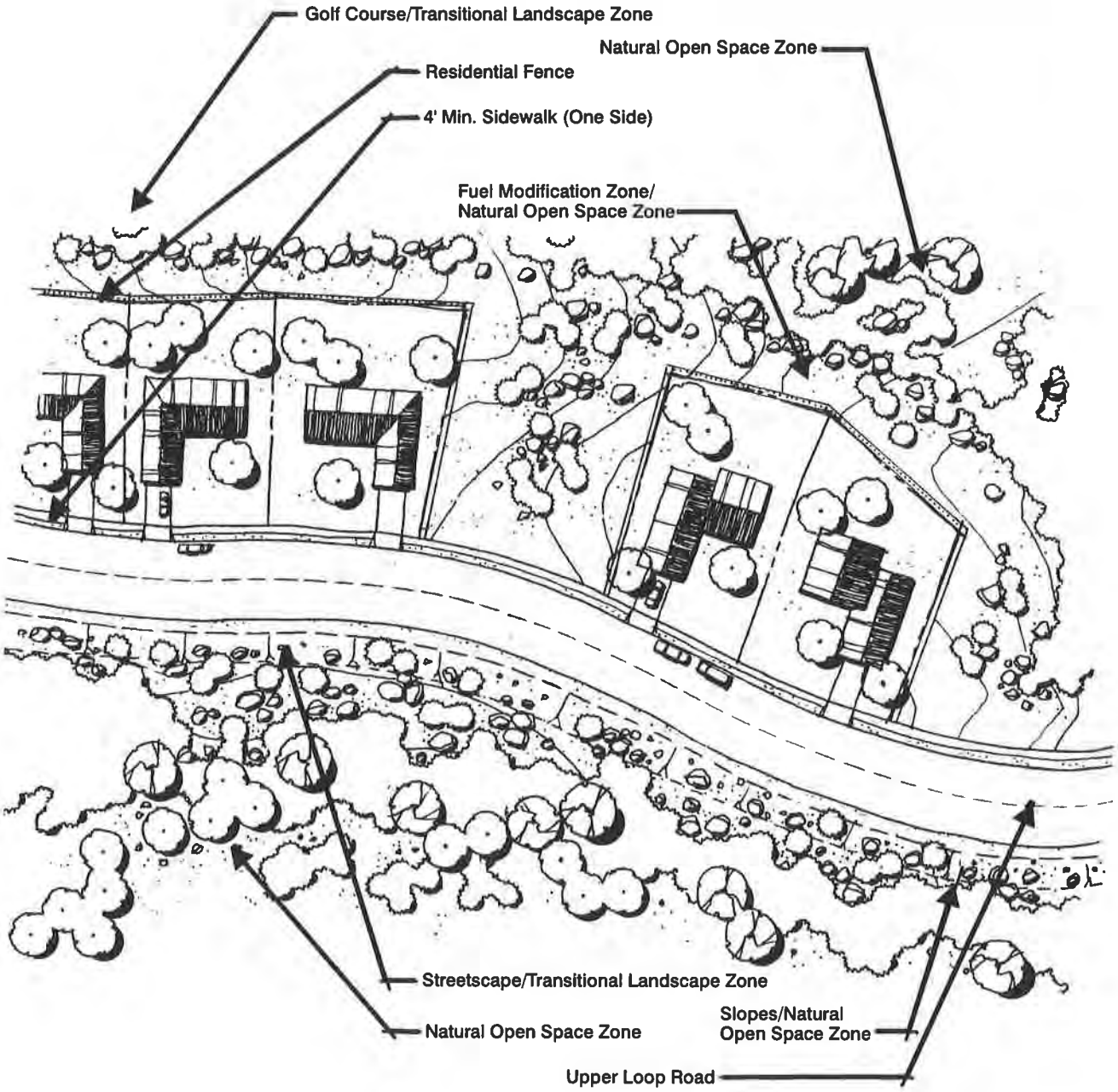
- Create a unifying landscape element found throughout the community;
- Provide a landscape backdrop to special landscape treatments;
- Provide screening and scale to the architectural facades of the residential neighborhoods.

To achieve the above purposes, the landscape treatment is intended to be more structured than the streetscapes adjacent to undeveloped land uses. Plant materials shall be thick and full, although care shall be taken when selecting plant materials to ensure that desirable views are not blocked. Use of exotics and ornamental species shall be concentrated at focal points created at the primary entries or neighborhood intersection features. Tree species such as California Sycamore and Coast Live Oak, which are an indigenous element within the Southern California landscape, as well as Eucalyptus and California Pepper, which are an introduced species compatible with the Southern California naturalistic landscape concept, may be utilized as well as trees such as Mesquite or Palo Verde found in similar topographic and climatic conditions from neighboring states, particularly Arizona and Nevada. Use of native and complementary shrubs and understory plant materials provides continuity throughout the project area.

Streetscapes within Residential Neighborhoods

The streetscape planting concept for the residential streets within the lots will provide for interior unity throughout the neighborhoods while allowing for various front yard landscape treatments by the individual home owners and architectural styles by the builders. All interior residential streets within each individual residential neighborhood shall promote a common street tree treatment. The street tree planting may differ within each development, based on density and setback requirements.

The planting of street trees shall occur within the parkway between the curb and the sidewalk, or in the case of a curb adjacent sidewalk, between the sidewalk and the right-of-way or street easement boundary. The street tree planting will rely heavily on the shrub, ground cover and turf planting in the front yards to complete the street image.

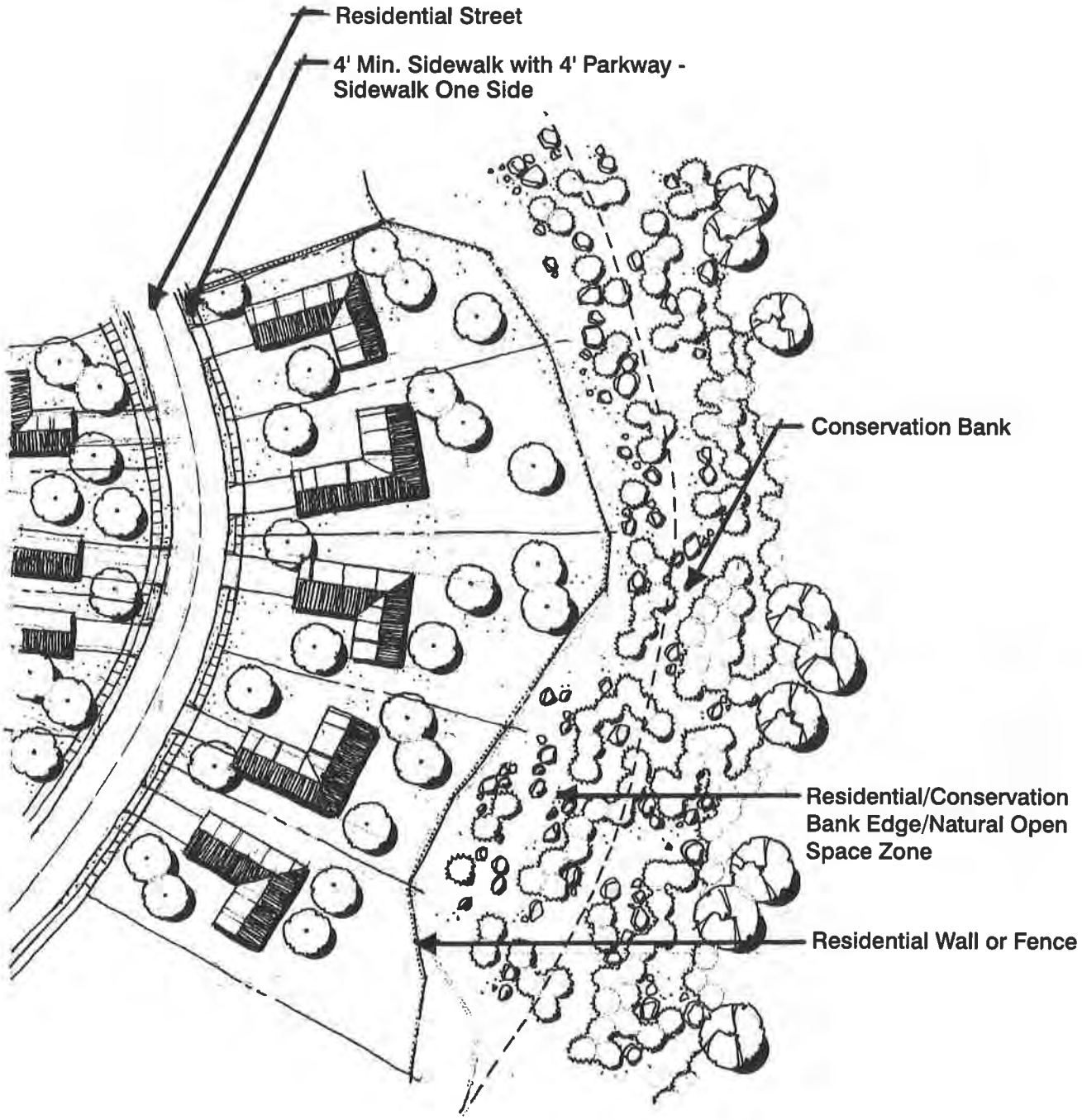


North Peak SPA No. 2

TMC Communities

Landscape Treatment:
Upper Loop Road

Figure 23



North Peak SPA No. 2

TMC Communities

Landscape Treatment: Local Internal Street

Figure 24

Project Entries

Four possible access points/project entries are proposed within the main project area:(1), a primary entry at the project entrance adjacent to Nichols Road; (2) an entry on the Spine Road north of the active park; and (3) two access points at the proposed emergency access routes in the northern portion of the Development Area, which may be gated. All entry locations will be designed for proper fire ingress and egress, as well as proper vehicle stacking. In the event that security gates are provided, the two emergency access routes may be gated. Potentially gated access points within the Development Area will accommodate telephone entry systems, as well as possible twenty-four hour manned guard stations in accordance with the Community Privatization Program defined in Section 10.B.5 of this Specific Plan.

The primary community entry at the junction of Nichols Road and the primary Spine Road serves two purposes; 1) to provide a strong aesthetic and physical entry statement to the community, and 2) provide an assumed "edge" to the built landscape treatments at North Peak. The primary entrance will reflect both the symbolic and real importance of the natural landscape surrounding North Peak, and may include rock features.

For the centrally located project entry, emphasis is placed on the use of naturally occurring materials in the monument structure in keeping with the overall community character, and will reflect the rugged surroundings of North Peak. Landscape also will be in keeping with the overall community character, and may integrate water features and boulders into the design. Planting methods should be sensitive to existing topographical forms. Trees, shrubs and vines will be combined to create an entry suitable for the scale and importance of the North Peak community. Use of ornamentals and selected non-native species for color emphasis may be appropriate in a limited context. Lighting shall be minimized to reduce glare during nighttime operation.

The two emergency access points, if gated, will be controlled by automatic systems with emergency override mechanisms which operate from within North Peak for egress and evacuation purposes, and are intended for security purposes only.

Neighborhood Entries/Intersection Treatments

Major intersection/neighborhood entry points shall act as terminus points and transitions between the different classifications of roadways. Special intersection treatments are proposed at the junction of the Spine Road and Upper Loop Road, the clubhouse entry, and certain other major intersections within the community. (See Figure 15 and 22B).

The monumentation and landscape treatment should replicate the style of the primary entries at a smaller scale. Special paving may be utilized in the street. Materials should be selected that will require minimal maintenance and have maximum durability.

D. Community Design Guidelines

An important aspect of the Community Structure concept is the integration of structures and site improvements into the context of the site. The placement of houses and streets should disturb the natural topography as little as possible. Community Design Guidelines provide general approaches to residential site planning, and commercial site planning. Architectural treatments are also addressed from a general perspective.

1. Site Planning Principles

The site planning principles for the NPSPA#2 are intended to set a framework for development areas by concentrating on the placement of structures, roads and amenities which promote a sense of neighborhood and community and which respect the natural character of the site.

Residential Site Planning Principles

The goal of residential site planning is to create neighborhood enclaves that offer a unique, safe and visually appealing environment to those in and around the development. Project wide site planning concepts include:

- Placement of structures and improvements which respond to site conditions and use clustering opportunities where appropriate;
- Utilize open spaces between the Golf Course and Residential development envelopes to separate and distinguish individual residential neighborhoods and golf course amenity uses from one another;
- Natural areas shall be protected from encroachment from development through the establishment of transition areas between development areas and natural areas and between development areas and the Conservation Bank;
- Promote both on-site and off-site views through the placement of roads in concert with the grading concept, and grading of residential development envelopes and siting of residential units at higher elevations, with golf course at lower elevations to protect riparian habitat and natural drainage channels;
- Maximize dwelling unit exposure to, and views of the golf course, parkland, natural open space/ Conservation Bank areas, and other amenities;
- Encourage variety and visual interest of residential development by varying setbacks, positions of structures and building elevations to incorporate significant natural features such as boulders and rock masses into the site design where such features exist and lot sizes permit;
- Hillside development should be designed to blend proposed structures with the natural environment. Because hillside conditions are so varied, flexibility in siting structures in order to achieve the most sensitive design should be afforded to the developer through the design review process;
- For each individual residential tract, require that a minimum of two different floor plans be submitted, each with a minimum of two distinct elevation treatments;
- Restrict the plotting of units so that there are no more than three of the same floor plans or elevations in a row and never more than two houses with the same floor plan and elevation next to each other;
- Use of reverse floor plans where street grades allow is encouraged;
- When attached units are proposed, facades shall be articulated to reflect that the building is a cluster of individual homes attached to one another rather than one continuous building;
- Utilize exterior finish materials on structures which are compatible and complementary to naturally occurring features on site, such as stone/slate accents or trim and earth tone and neutral paint colors;

- Site layout and structural design shall incorporate the geological consideration to reasonably mitigate for geological hazards from seismic or other events;

Commercial Site Planning Principles

The shape and configuration of the highway commercial sites within North Peak will be determined by the site constraints and proposed uses.

- Buildings shall be arranged so that most store fronts and entrances are oriented toward and visible from Route 74 and parking areas;
- Courtyards and outdoor seating areas are encouraged;
- Ancillary structures, service areas and trash enclosures shall be planned as part of the project, and placed away or screened from Route 74;
- The parking lots in the commercial areas shall be oriented so that shoppers will walk down parking aisles without having to walk between parking bays;
- The circulation system shall provide for vehicular stacking distances and efficient flow in and out of the site;
- Landscaping shall be used to create attractive retail environments.

E. Community Walls and Fences

Walls and fences are important components of the Community Structure concept. They establish enclosure, delineate development areas, offer visual and physical privacy, provide for views in and out of the site, protect lands from physical encroachment, and provide security. Walls and fences should be used to reinforce the naturalistic theme of the NPSPA#2 , integrating characteristics of natural materials into the design. Where such elements face public streets and view corridors, they shall appear consistent in style, material, and height, therefore serving as a unifying element throughout the community. Figures 25 A through C illustrate potential fence types within North Peak. Figure 26 illustrates where use of a particular fence type is appropriate.

1. Wall and Fence Applications

There are two basic types of walls and fences in North Peak: (1) perimeter/ security/privacy fencing; and (2) view fencing.

Perimeter/Privacy Walls and Fences

These walls provide community identity, security, privacy and sound buffering for residential units adjacent to streets, delineate property lines, and define residential development envelopes as perimeter fencing. They are extensions of building architecture and should be designed to complement the structure. Solid walls may also be used to screen mechanical equipment, trash enclosures and other support facilities in the Golf Clubhouse and commercial areas.

- Wall materials visible from the roadways where homes do not have a view should consist of simple masonry construction, with accent materials such as stone, rock, masonry, stucco or other materials compatible with the naturalistic theme;
- Between interior side yards of houses, or where two homes back up to one another and the rear yards are not visible to the public, either wood or masonry may be used. Fences comprised of wood are prohibited adjacent to the road, at the rear of residences which are visible from a road, or any other location which can be viewed from either the Spine and Upper Loop Roads, or the

Golf Clubhouse. If such fences will be visible from the Spine Road or Upper Loop Road, masonry is recommended;

- Walls adjacent to the primary project roadways are to be accented and softened by plant material and vines;

View Fencing

View fences are intended to allow views from the Spine Road/Upper Loop Road into the project along the Conservation Bank, golf course and natural open space edges. View fences may also serve as security fencing where visibility of the screened use is an appropriate objective. Adjacent to the Conservation Bank, a combination of view and security fence may be required by the State and Federal resource agencies to protect it from entry by humans and domestic animals. View fencing may also be used to increase a sense of openness in rear yards adjacent to golf course, parkland, natural or manufactured slopes and Natural Open Space features.

- The fence may be configured as open from ground to top, or as a combination of solid materials up to 30 inches, with view materials such as wrought iron above. When adjacent to residential uses or roads, plexi-glass above a solid base may be appropriate to mitigate noise;

- Recommended materials include wrought iron or similar materials with caps or other decorative detailing consistent with the naturalistic theme. Wood fences are not permitted;

- View fences adjacent to the golf course may configured in an open rail style with a height up to four feet (4') and be comprised of white resin or other PVC type materials which not require painting;

- View fence panels may be interrupted by pilasters of stone, rock, masonry, stucco or other materials compatible with the naturalistic theme;

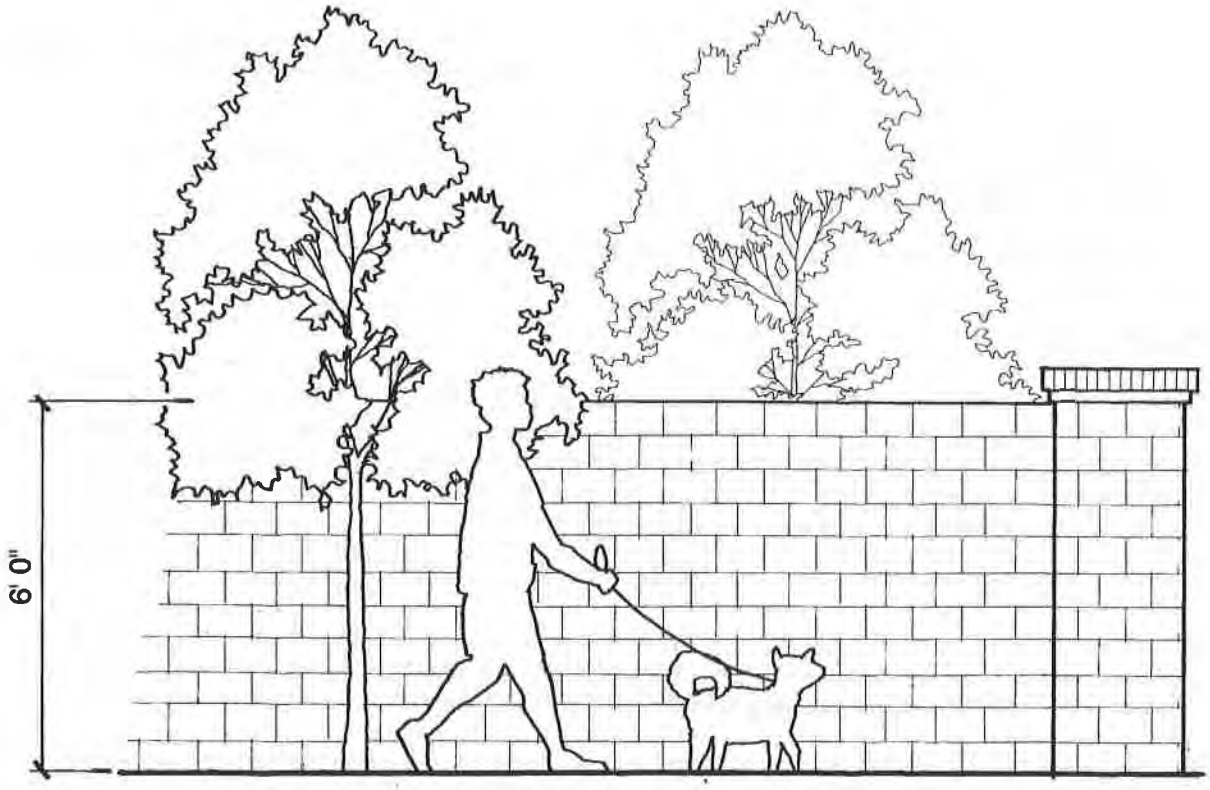
- Where residential areas are adjacent to the Conservation Bank, a chain link fence may be required to be constructed by the State and Federal agencies to ensure protection from human or domestic animal encroachment. Such fences should be located on the down-slope from residential pads or alternative materials such as ornamental welded wire mesh on wrought iron should be used.

2. General Wall and Fence Guidelines

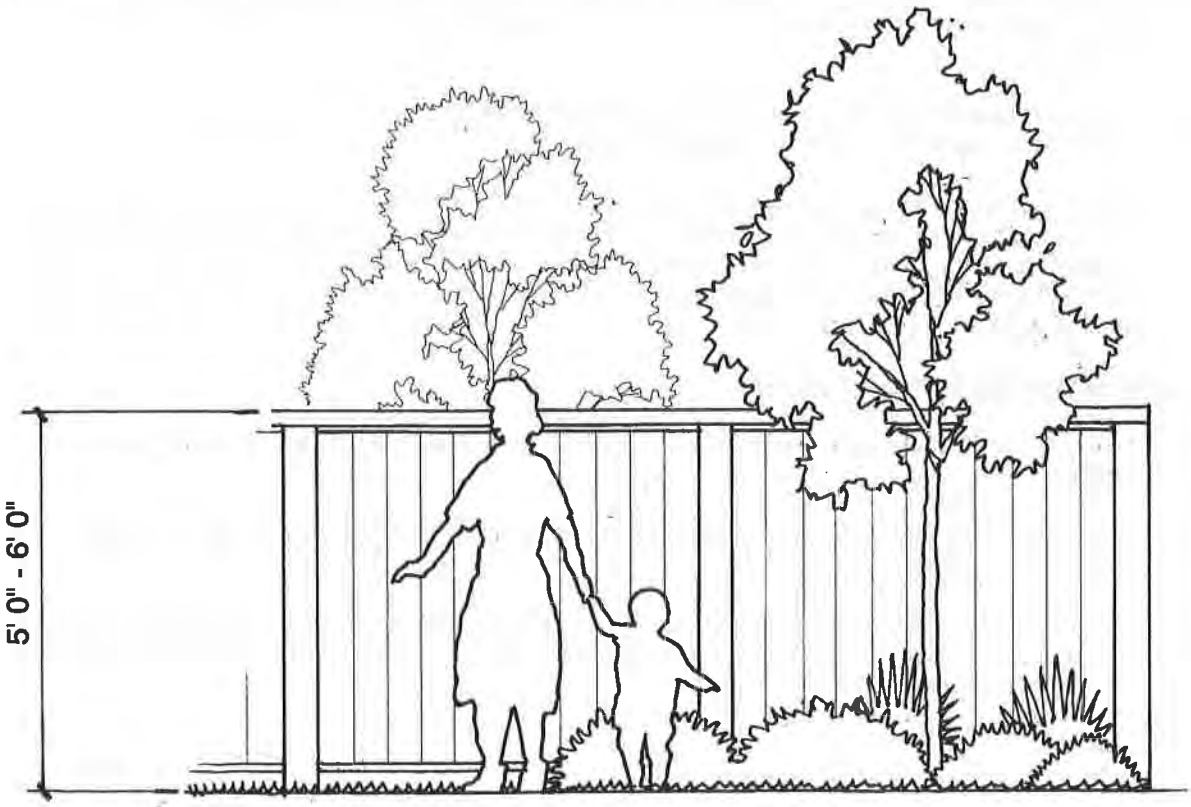
- Long stretches of unrelieved walls shall be broken up with varied setbacks and recesses for planting;

- Any fence will conform to applicable standards of the City Zoning Ordinance in effect at the time that building permits are issued;

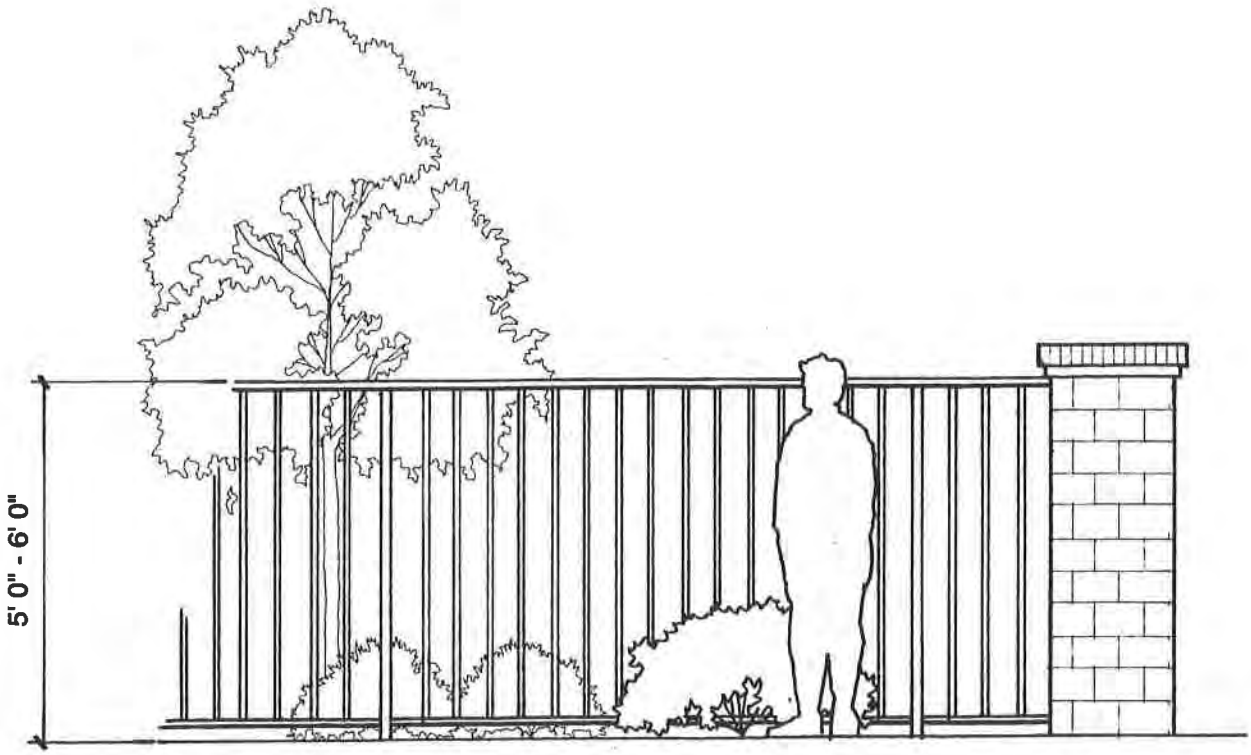
- In general, the maximum height of fences along rear and side yards of residential lots shall be limited to six feet (6'-0") above the highest point of adjacent grade, unless otherwise required for sound attenuation purposes.



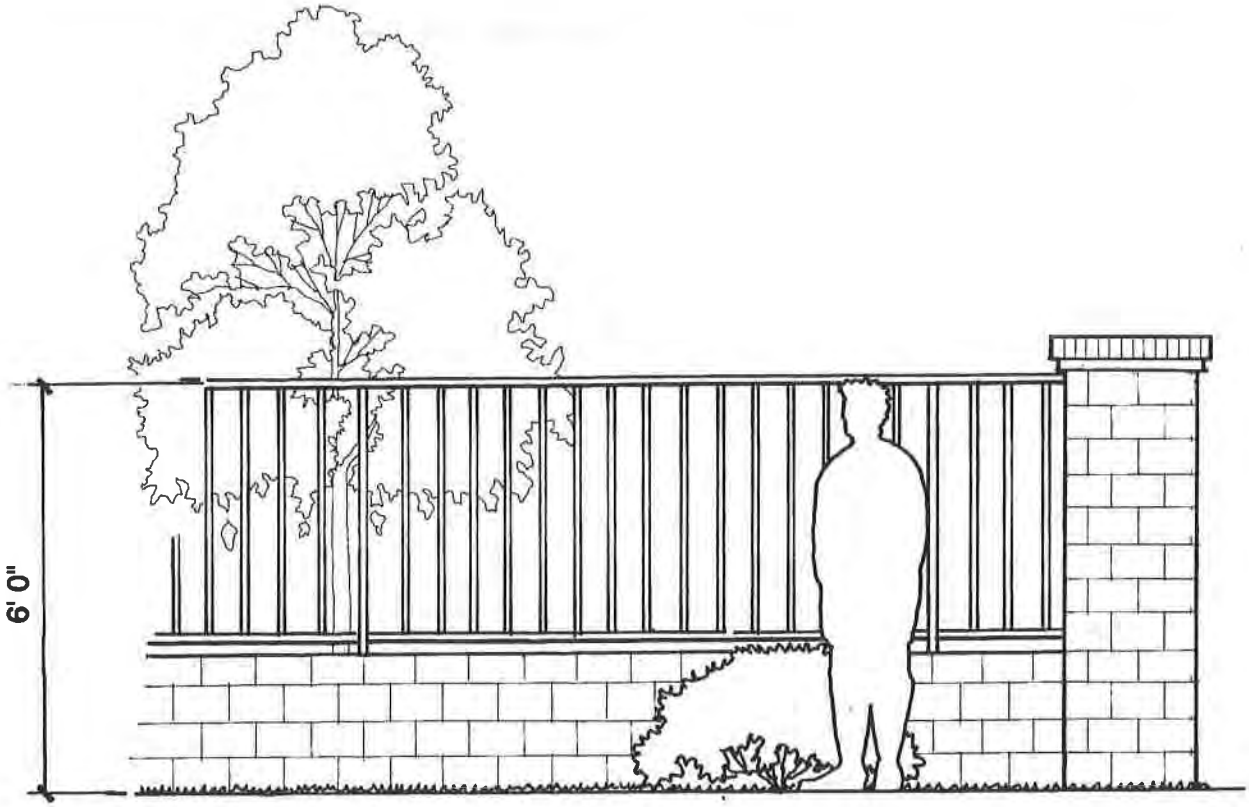
Block Privacy Wall (Exterior & Streetscapes)



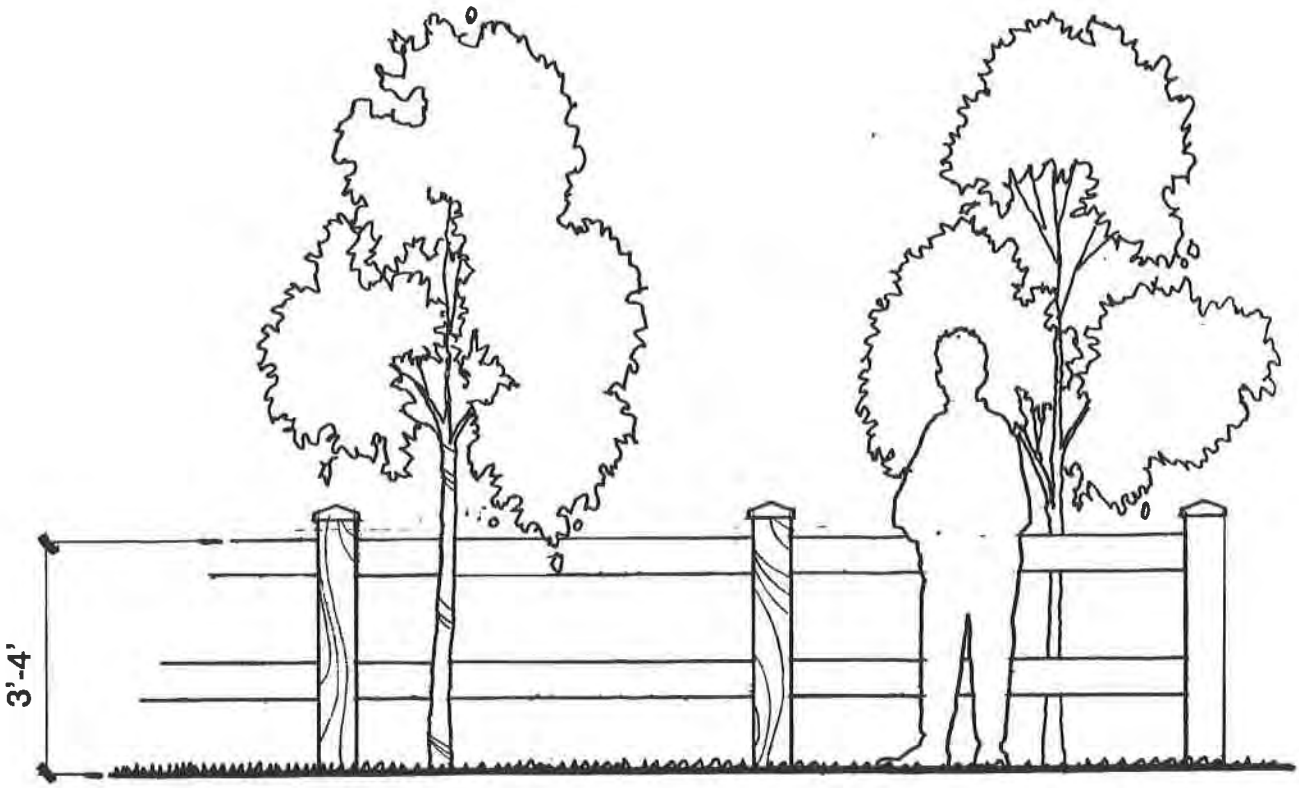
Wood Privacy Fence (Interior Side & Rear Yard Fence)



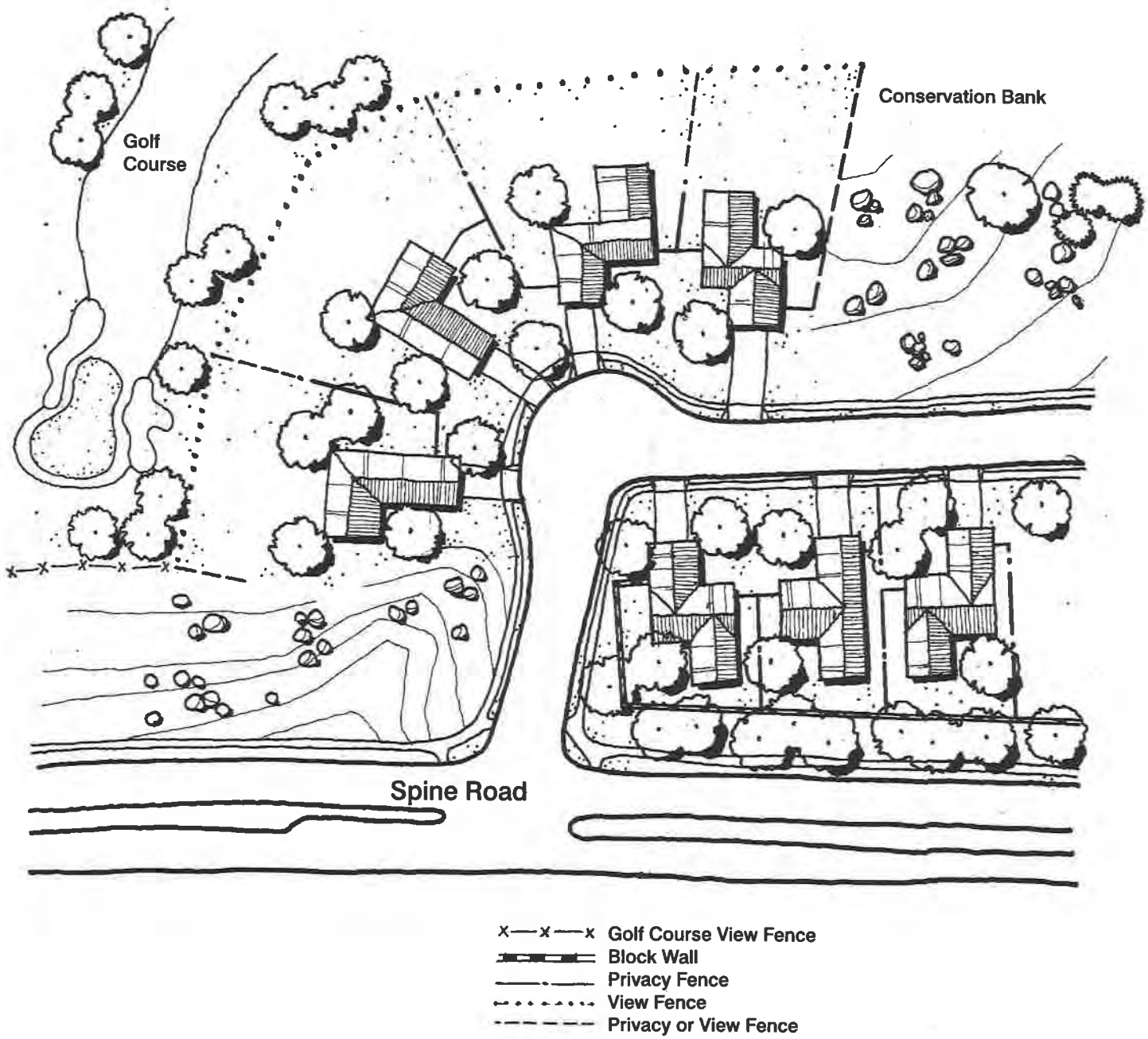
Wrought Iron View Fence



Wrought Iron Over Low Block Wall View Fence



Golf Course View Fence



North Peak SPA No.2

TMC Communities

Fence Applications

Figure 26

- Height of solid walls or fences in any front residential setback shall be limited to 36 inches, except that solid walls up to six feet are permitted if they include a setback equivalent to the distance required for the dwelling or garage, whichever one protrudes in front, but not less than ten (10) feet. This provision excludes trees and plant materials;

- In the front yard, wrought iron fences or plexiglass over block are permitted up to five feet in height along the property line. Such view fencing is permitted at heights up to six feet if it is setback to the distance equivalent to the dwelling or garage, but not less than 10 feet.

- Solid walls and fences shall be used primarily for privacy and screening of residential properties; otherwise they should be used sparingly so as not to detract from the visual accessibility into the golf course and open space areas;

- All perimeter fencing of individual neighborhood tracts are to be provided by the individual project builders at the time of development, except where immediately adjacent to the Spine Road;

- Where practical, plant material may be used as a barrier in lieu of walls and fences;

- When changes in pad elevation occur, the wall or fence shall be stepped in equal vertical intervals.

- Planning Division staff may determine that estate lots do not require perimeter fencing based on staff evaluation of location, size of lot, setbacks, characteristics of adjacent land uses, and other factors. When a perimeter fence is proposed, it must meet the standards and design criteria established by this Specific Plan.

3. Commercial Wall and Fence Guidelines

- In non-residential areas, solid walls or fences shall be six feet (6'-0") in height measured from the highest grade elevation on either side of the wall or fence for screening, security or sound attenuation, as approved by the Community Development Director or designee;

- Wood fences are not permitted;

- Where required for screening or security purposes, a solid fence or wall shall be six feet (6'-0") as measured from the highest grade elevation on either side of the wall or fence. Wrought iron may be used for security fencing if screening is not an objective;

- The City's Design Review process may permit a perimeter wall to exceed the six foot height limit, or require the design of the wall to accommodate a particular condition;

- Walls exceeding a height of eight feet (8'-0") may require approval by the Planning Commission;

- To protect sight distance for vehicular movement, sight obscuring fences, walls, or other obstructions, including opaque plant material, shall not exceed 36 inches in height when located in the setback fronting Highway 74, unless otherwise determined by the City Engineer;

- To protect sight distance for vehicular movement, sight obscuring fences, walls, or other obstructions, including opaque plant material, shall not be located within 15 feet of an intersection of: (1) a vehicular trafficway or driveway and a street (2) a vehicular trafficway or driveway and a sidewalk; (3) two or more vehicular trafficway or driveways, or streets.

- All fences shall comply with the City of Lake Elsinore's applicable construction standards existing at the time of application for building permits.

F. Signage

Signs within the NPSPA#2 should be designed to provide a consistent reinforcement of the naturalistic character. Signs communicate information, provide orientation and identification, and contribute to the attractiveness of the community. It is important that signs do not compete with one another or dominate the setting. Signs shall be designed according to the following guidelines and details:

1. Signage Applications

Signage within the NPSPA#2 has two basic functions: (1) it is intended to announce entry into the community; and (2) identify key activity areas.

Monument signs will identify the North Peak community at the primary project entry point off Nichols Road, and at the potential second access point in the center of the community. These signs are the most prominent in scale and reflect the naturalistic theme for the community, as conceptually illustrated in Figure 27. The materials used and overall configuration will be used as the basis for other signs in North Peak.

Signage will also be used to identify key activity points in the community such as the Clubhouse, the golf courses and Driving Range, the potential guest accommodations, the active community park, and the commercial uses along Highway 74. This level of signage will continue the theme established for the project entry signage, at a smaller scale, as conceptually illustrated in Figure 27.

2. General Guidelines

- No signs shall be placed upon or project into the roadway right-of-way;
- Engineering grade signs are not permitted along Nichols Road, Highway 74, the Spine Road, the Upper Loop Road, or at intersections within the North Peak project;
- Signage shall be in proportion with the surrounding streetscape and highlighted by landscape plant material;
- Use of a recognizable naturalistic material as a symbol or component of the monument shall be integrated into the signage;
- Signage typeface shall be consistent throughout the community and compatible with the naturalistic theme;
- Clear line-of-sight triangles shall be observed in the placement of any signage;
- The exposed backs of all signs visible to the public shall be suitably finished and maintained;
- No luminous, florescent or iridescent paints or plastics are permitted. Use of materials that may be degraded by the climate is not recommended unless they are adequately sheltered and maintained;
- Lighting shall be limited to those fixtures which are at grade or are concealed by landscape planting. Front lighting instead of back lighting is encouraged;
- Commercial signage shall incorporate the commercial center building materials, while continuing the community theme. Simple and discrete identification of the development is the objective.

3. Sign Criteria

The signs at North Peak shall be controlled by these sign criteria. The criteria incorporate the spirit and intent of the City of Lake Elsinore Sign Code, but have been tailored to support the image and objectives of the NPSPA#2 . Specific sign programs shall be submitted to the City of Lake Elsinore for review concurrent with submittal of the first "A" Map. All signs, regardless of type and permanency, are controlled by general criteria for design and execution. These criteria include:

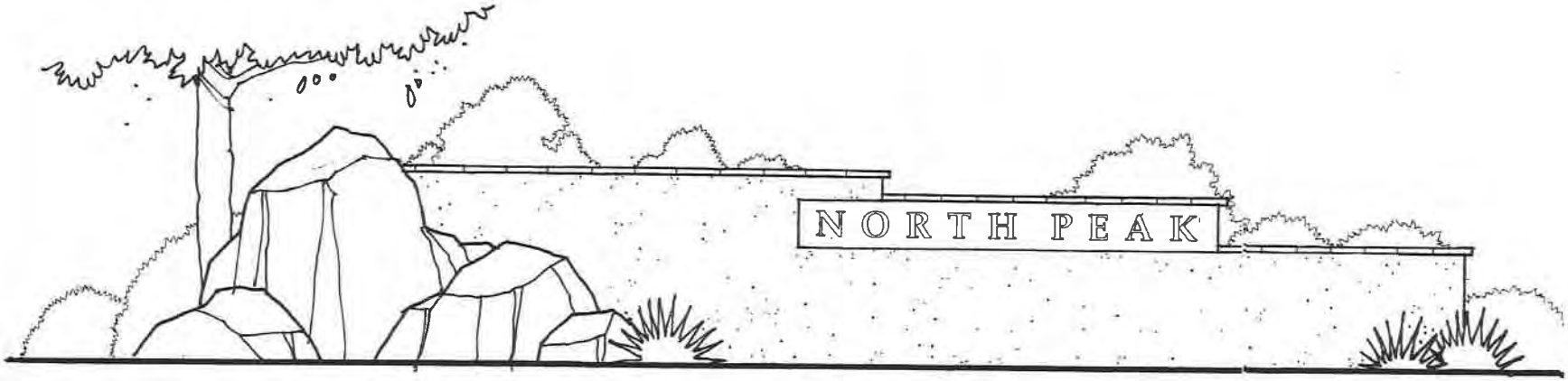
Sign Type: Name reference
Function: The purpose of the sign
Placement: The position of the sign relative to roadways and other features
Materials: The range of materials from which the sign is built
Landscaping: The treatment of the landscaping around the sign
Illumination: The method of lighting or mounting
Typography: Readability requirements
Size: The area of the sign
Quantity: The number of signs allowed.

Community Identification Sign

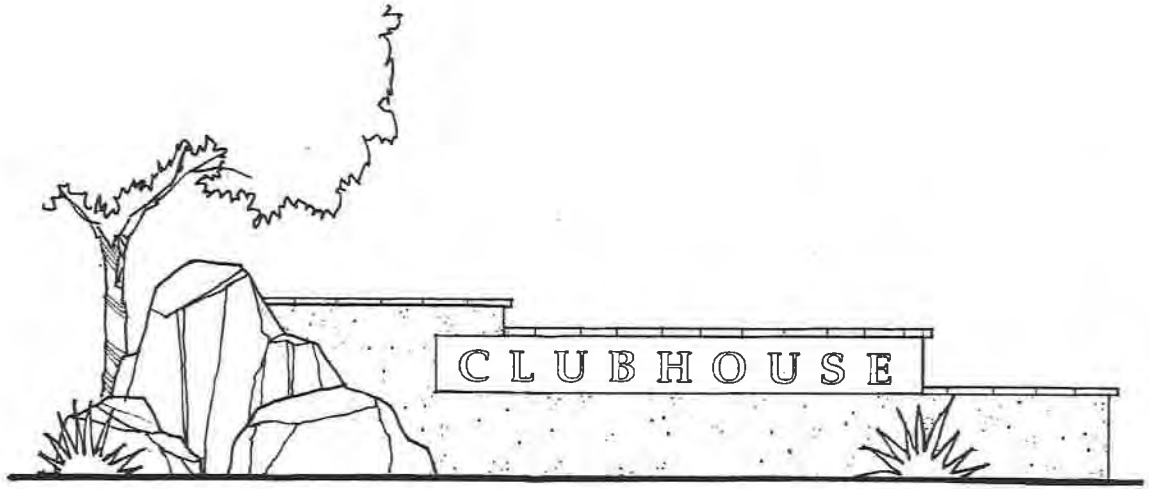
- **Function:** Identify North Peak community entrances to vehicular traffic. Display name, logo and introduce North Peak's overall sign system form, material and color palette. Create a visual image unique to the North Peak community.
- **Placement:** Perpendicular, parallel, angled, or flanking the primary project entrance at the junction of Nichols Road and the Spine Road, and at the entrance to the second phase in the center of the community on the Spine Road.
- **Materials:** Materials palette must be compatible with the naturalistic character of the North Peak community.
- **Landscaping:** Landscaping palette must be consistent with, reflect and unify the North Peak community area. A manicured placement of plant materials and use of accent vegetation is appropriate at these locations.
- **Illumination:** Ground illumination/front lit.
- **Typography** : Viewing distance of copy for readability to be 150 feet minimum.
- **Size:** Vertical height of sign monument not to exceed six (6') feet. Sign copy area not to exceed 48 square feet.
- **Quantity:** Two signs are permitted at each entry area.

Community Activity Area Identification Sign

- **Function:** Identify entrances to key community activity areas including the golf course clubhouse, the active park, and the guest lodging accommodations to vehicular traffic. Display activity area name, logo and reinforce the North Peak's sign system at a smaller scale.
- **Placement**: Perpendicular, parallel, angled, or flanking the entrance to the activity area within the internal circulation system along the Spine and/or Upper Loop Road.
- **Materials:** Materials palette must be compatible with the naturalistic character of the North Peak community and be consistent with the community entrance signage treatment.



North Peak Entry Signage



Clubhouse Entry Signage

- **Landscaping:** Landscaping palette must be consistent with, reflect and unify the North Peak community area. A manicured placement of plant materials and use of accent vegetation is appropriate at these locations.
- **Illumination:** Ground illumination/front lit.
- **Typography** : Viewing distance of copy for readability to be 100 feet minimum.
- **Size:** Vertical height of sign monument not to exceed five (5) feet. Sign copy area nor to exceed 36 square feet.
- **Quantity:** Two signs per each activity area.

Highway Commercial Identification Sign

- **Function:** Identify entrances to the two Highway Commercial sites along Highway 74 within the North Peak community. Display activity area name, logo and identify anchor treatments.
- **Placement**: Perpendicular, parallel, angled, or flanking the entrance(s) to the commercial centers along Highway 74 frontage.
- **Materials:** Materials palette should be compatible with the naturalistic character of the North Peak community and be generally consistent with the community signage treatment.
- **Landscaping:** Landscaping palette should be consistent with, and reflect the North Peak community area. A manicured placement of plant materials and use of accent vegetation is appropriate at these locations.
- **Illumination:** External or internal illumination allowed.
- **Typography** : Viewing distance of copy for readability to be 100 feet minimum.
- **Size:** Vertical height of sign monument not to exceed five (5) feet. Sign copy area nor to exceed 36 square feet.
- **Quantity:** Two signs per commercial site.

G. Lighting Guidelines

In the design of lighting for the NPSPA#2 , consideration must be given to the community theme and the naturalistic characteristics of the project area while providing for safety of residents and visitors to North Peak. The following guidelines are applicable:

- Warm white lighting is encouraged, bright colored lights are permitted only for accent in the Highway Commercial centers;
- Blinking lights are not permitted;
- Design and placement of site lighting shall minimize glare affecting adjacent uses, structures, and roadways;
- Fixtures and standards shall conform to state and local safety and illumination requirements;
- Lighting shall be positioned to enhance the safety of vehicular and pedestrian flows at key points along the Spine and Upper Loop roads, while directed away from the Conservation Bank and Natural Open Space areas.

- Outdoor lighting in non-residential areas should be oriented and shielded to prevent direct illumination above the horizontal plane passing through the luminaire, and to prevent any glare or direct illumination on adjacent properties, streets, or open space areas.

H. Architectural Guidelines

The architectural concept for North Peak has been derived primarily from styles which have influenced California architecture from a historical standpoint, including elements from Spanish Colonial, Craftsman, Monterey, Mediterranean, Ranch and other Southern California historical vernacular architecture. The prototypical styles have many similarities of scale, proportion, massing and color that are appropriate to North Peak. It is not anticipated that the historical California styles will be replicated in a pure form. Cost considerations, application to residential or commercial uses, lot size, density, environmental conditions and the availability of building materials may result in the blending of elements of different styles to produce a character unique to North Peak. The objective of these guidelines is to inspire and stimulate contemporary interpretations using elements of these styles to establish design parameters for the development of North Peak. While intending to promote a consistent architectural theme for North Peak based on historic context and use of materials, the guidelines are intended to provide flexibility for innovative and creative design. The architectural concept for North Peak is founded upon two basic principles:

- The concept should be based on historical vernacular architecture;

- The architecture should respond to the surrounding natural environment.

These guidelines are an overview and include recommendations for how best to take advantage of the existing environment. Compliance with the Architectural Guidelines shall be determined through the City's Design Review process. Over time, market demand for architectural styles and design trends change. Alternative architectural styles and treatments may be proposed to meet market demands subject to Design Review approval. All submittals to Design Review shall provide a material selection and color board for review. The following criteria underlie the intended character and appropriate design usage for North Peak.

- Recommended elements of design are not required for every product type, and should be applied based on lot size, product density, and targeted market cost range for residential products, and use based on non-residential products;

- One particular style shall not dominate the entire Specific Plan. Integration of a variety of building designs shall be employed in order to give individual residential and activity areas their own character;

- A strong emphasis shall be given to creating units which are harmonious with the surrounding environment;
- Scale, proportion and massing must be typical of the style and period of the architecture of the structure;

- Roof form, slope and materials must be typical of the style and period of the architecture of the building;

- Garages shall not dominate the street scene. Where appropriate based on lot size, product type and targeted cost range, methods to lessen the impact of garages on the front elevation shall be considered, including but not limited to: varied garage setbacks, swing-in garages, and split garages;

- The side and rear elevations of homes shall be architecturally enhanced and articulated when visible from the public right-of-way, golf clubhouse, golf course or recreation areas;

- Architectural detailing and decoration should be typical of the style and period of the architecture of the structure;

- All accessory structures, including but not limited to detached garages, sheds, trash enclosures, maintenance buildings, patio covers, etc. shall be designed with architectural elements, colors and materials consistent with the main building;

- The materials, height, and placement of fences, walls, planters, pilasters, posts, chimneys, columns and similar features should be compatible with the style and period of the structure, and be constructed of similar materials and detailing as found on the primary structure to ensure consistency with the character of the principle structure;

- All mechanical equipment shall be screened from view using walls, fences, landscape materials or a combination thereof. Screening techniques should be compatible with the architecture of the primary structure utilizing similar materials, colors and design elements;

- Adjacent structures should be varied in design, yet be complimentary in terms of size and scale;

- Architecture should connect interior spaces to exterior spaces through the use of porches, atriums, patios, courtyards, balconies and arbors where appropriate;

- Architecture should respond to the local climate. Energy conservation measures should be incorporated into building design, such as provisions for summer shade, utilizing such features as porches, long eaves, arbors and similar features.

1. Building Mass, Form and Scale

The architectural image of North Peak will be perceived primarily from public spaces such as streets, the golf clubhouse, the golf course and open space/recreation areas. Building mass, form and scale are influenced by the size and shape of the lot, the architectural floor plan, and the interrelationship of light on the structural form. Mass and scale of structures in North Peak should respond to, and compliment the characteristics of the site on which they are located. The following architectural approaches can be applied, where appropriate based on lot size, product density and targeted market cost range, to minimize the mass of a structure and provide interest to the street elevation:

- Stepping back of upper floors and use of angles for visual interest;

- Offsetting wall planes, using projections and recesses to provide shadow, depth and contrast;

- Articulating vertical continuous walls through: offsetting of wall planes; placement of windows and other glazed surfaces; addition of textural elements such as stone, rock, siding, and ornamental trim; and use of color;

- Breaking the roof ridge line, adding dormers, varying roof pitch and use of roof overhangs;

- Use of front porches, columns, and balconies to break up wall mass, offset floor setbacks, create distinct entry features, and blend outdoor and indoor living spaces;

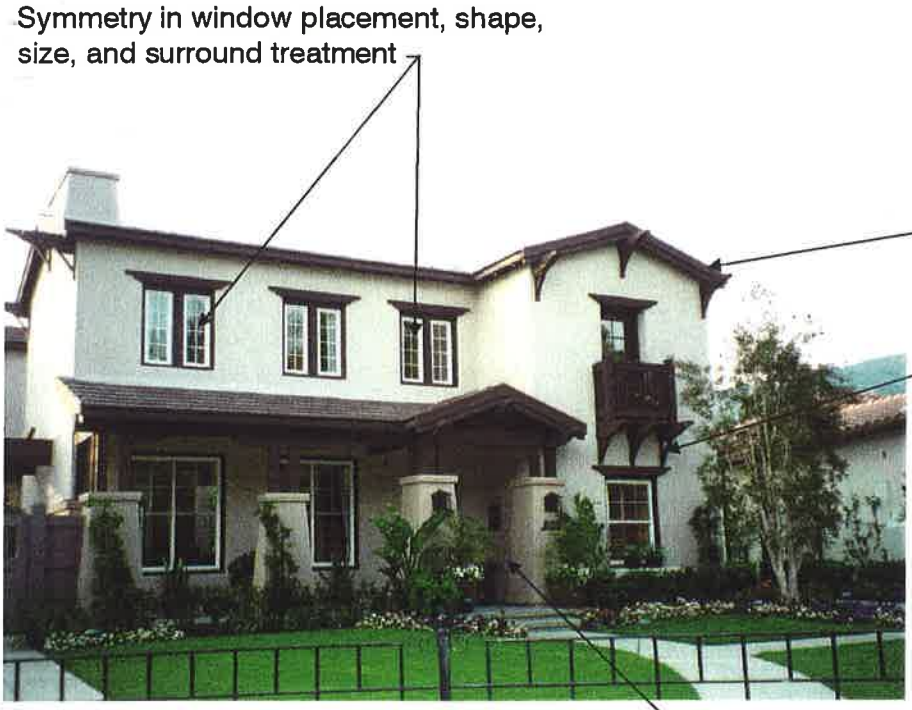
- Integration of horizontal architectural elements and lowered roof lines to reduce perceived volume where appropriate to architectural style;

- Variety in floor plans and elevations is encouraged, including L or U shaped footprints where lot sizes can accommodate.

Clay tile roof flush with wall where appropriate to historic style
Balcony breaks up wall mass of structure
Offset in roof planes minimize mass
Shutters accentuate window frame and facade and are sized appropriately to match window size
Arched covered entry feature enhances significance of entry

Swing-in garage arrangement
Low-pitched gable roof with decorative brackets
Second story balcony connects outdoor space to inner space
Window shape and mullion create character
Use of contrasting design accent and trim
L or U shaped building footprint adds variety where lot sizes accommodate
Gate and wall utilizes same elements of architectural style

2nd story balcony adds texture and visual interest to facade
Roof form, slope, and materials typical of building style
Natural color scheme
Inclusion of textural element in facade as a design accent to articulate continuous walls
Variety of door style and use of glass inserts reflects historic style
Split garage with swing-in arrangement


Symmetry in window placement, shape, size, and surround treatment
Low pitched roof with decorative braces
Pier porch supports add visual character
Pillars with roof overhang create distinct entry feature

2. Building Elements

Building elements such as roofs, windows and doors contribute toward a perception of reduced mass of a structure and creation of visual interest. Materials used for building elements should be in keeping with historical architectural style.

Roof Forms
Roof forms between adjacent units should be varied in terms of pitch and materials, yet be compatible with one another and the surrounding environment. Simple pitched gable, hip or shed roof forms representative of historical California architecture are appropriate in North Peak. Elements include:

- Use of clay or concrete tile in flat or barrel shapes, slate, textured and patterned composition, or other fire resistant shingle, consistent with the historical architectural style of the structure;
- A variety of roof forms, and roof pitches of varied height should be combined with an offset in roof planes to create the effect of shadowing. Where appropriate to architectural style, eaves may be flush with, or project from wall;
- Large roof overhangs, low pitched roofs and exposed rafter ends in the context of a historic architectural style, where appropriate based on product type and targeted cost range,
- Flat roofs, and use of wood shake or other non-fire resistant materials is not allowed.

Doors and Windows
The size, type, amount and shape of doors and windows provide light and ventilation, and add character to a structure. Treatment of doors, windows and other wall openings should reflect the historical style of the structure. Guidelines include:

- Appropriate balance and symmetry should be considered in placement of doors and windows;
- Use windows and other such openings to frame a view where feasible;
- Window shape and mullion pattern create character;
- Recessed doors and windows, or projecting windows, are encouraged to add articulation where appropriate to a particular historic style. Other architectural styles may prescribe doors and windows which are flush set with the wall surface;
- Use of trim, shutters, awnings, simple pediment or cornice features, contrasting color frames and molded surrounds may be used around doors and windows to define the openings and add articulation to the wall surface, where appropriate;
- Operable windows are encouraged to allow for cross ventilation;
- The front entry should include a protective cover, roof or other element that enhances the significance of the entry, where appropriate to the product type, architectural style, and targeted cost range;
- Variety in door style, including double doors, single doors, use of glass inserts, and colors complimentary to the main body of the structure is encouraged to reflect the historic California style;
- Consistent use of similar or complimentary sizes, shapes and design of frames, casements or openings (such as arched, rectangular, peaked, or square configurations) around windows, doors and other architectural features, is promoted;

Varying roof lines and adding dormers minimizes mass and creates diversity
Stepping back of upper floors reduce mass
Wrought iron accents appropriate to historic style
Stucco wall in material consistent with primary structure
Door style and materials is complementary to architectural style
Tile decorative vents reflect architectural style

Side and rear elevations shall be architecturally enhanced
Chimney reflects same design features as structure
Walls and shade arbors create additional outdoor living space
Trellis shade structure above patio connects inner space to outer space

Use of simple cornice features and contrasting trim defines openings

Use of front porch and columns break up wall mass and blend indoor/ outdoor living spaces

Trellis shade structure above garage adds to appearance of structure

Textured and patterned composite shingles replace wood shingles for fire protection

Window shape and mullion pattern create character

Shutters and frame window add texture to blank facade

Exposed rafters serve decorative purpose

- Ornamentation on garage doors is encouraged where appropriate to targeted cost range and product type, to provide variety along the streetscape, including: color accents; horizontal windows; overhangs, and projections to recess the door.

3. Building Materials and Colors

The architectural concept for North Peak promotes the integration of natural materials found on site and in the vicinity of the project to create a strong relationship with North Peak's setting. As well, construction materials should be typical of the style and period of the architecture of the building. Careful selection and application of color is intended to serve as a unifying theme reinforcing the historic California architectural character of North Peak.

- Materials may include smooth or textured plaster or stucco, siding, wood, masonry, brick, stone, slate or rock, and concrete, where appropriate to the architectural character;
- A substitute that approximates the appearance of historic or natural materials may be used where appropriate;
- The use of tile, brick, stone, wood, slate, masonry or contrasting colored stucco or plaster is recommended for design accents and trim;
- Fabricated materials including ornamental use of wrought iron, steel or copper are encouraged as accents where appropriate to the historical style, product type and targeted cost range;
- In general, preferred colors shall be representative of the historical architectural style with emphasis on earth, desert and neutral tones compatible with the natural environment. Darker or lighter accent colors in compatible shades are encouraged to highlight the character of the structures;
- Bright or neon colors, colors not compatible with the surrounding environment, or colors with no historical precedent are not permitted;
- Exposed wood should be weatherproofed and protected from excessive sun or moisture;
- Use of details should compliment the architecture and style of the structure, and should be applied based on the anticipated product type and targeted cost range of the home to create diversity and market value.

Recessed doors and windows add articulation when appropriate to historic style

Balconies establish a strong link between interior and exterior space

Tile roof with exposed rafter, large overhangs, balcony, and lamps reflect the historical style of the building

Roof forms create effect of shadowing

Offset in wall planes, use of angles, recesses, setbacks and projections add visual interest

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9. DEVELOPMENT STANDARDS

The objective of the Development Standards is to guide development within the NPSPA#2 so as to ensure that each individual builder project contributes to meeting the objectives established for the NPSPA#2 . The regulations found in this section govern five types of land uses: a Golf Course Residential classification consisting of three sub-designations; a Golf Course classification; a Highway Commercial designation; Natural Open Space; and Conservation Bank. The regulations constitute the zoning provisions for the NPSPA#2 .

A. Relationship to Lake Elsinore Zoning Code

The different NPSPA#2 land use categories have been derived from those categories and definitions found in the City of Lake Elsinore Title 17 Zoning Code and tailored to establish uses responsive to the site topography and quality of character envisioned for the NPSPA#2 . Densities, building regulations and permitted uses have also been adapted and tailored from the Zoning Code.

Where there is a conflict between a development regulation of this Specific Plan and the City Zoning Ordinance, the specific plan shall take precedence. Where development regulations of this Specific Plan are silent, the relevant regulation of the Zoning Ordinance in affect at the time of issuance of building permits shall apply.

B. Permitted Uses/Development Regulations

The purpose of the Development Standards Matrix, Table 6, is to summarize the development standards for each land use proposed for the NPSPA#2 , as defined by the Development Concept, Figure 4B.

1. Permitted Uses

The Matrix establishes three levels of permissiveness for each of the land use categories described in the Development Concept. These are:

- Permitted Uses: Permitted uses are those that most closely support the intent and character of a particular land use type and are permitted by right;

- Conditionally Permitted Uses: These uses may support the intent of a land use type but may need to meet special review or design requirements in order to be deemed compatible with permitted uses. Such uses may have to meet certain site planning, operational or other requirements as may be determined by the Planning Commission. Conditional uses are implemented through the Conditional Use permit process as defined by Section 17.74 of the City of Lake Elsinore Zoning Code.

- Temporary Uses: These represent interim uses related to construction and sales/leasing activities; provision of temporary facilities to serve the golf course; or other uses of an interim nature.

2. Building/Site Regulations

The following matrix presents comprehensive building regulations for the NPSPA#2 . The regulations have been designed to produce a consistent and coordinated built environment for all project land uses. The matrix specifies minimum lot size, lot width, setbacks, maximum building coverage, maximum building height and private open space requirements.

3. Determination of Use

Whenever a use has not specifically been listed as being a permitted, conditional, or temporary use in the following NPSPA#2 Building and Use Regulations matrix but it is an allowed use in another area of the City, the Community Development Director or designee shall determine if the use is:

- Consistent with the intent of the NPSPA#2 ; and
- Compatible with other listed permitted uses.

Any person aggrieved by the determination may appeal that decision to the Planning Commission.

C. General Use Provisions Applicable to Golf Course Residential and Golf Course Districts

The provisions of the City of Lake Elsinore Zoning Code shall apply unless a particular provision is cited in this or any other section of the NPSPA#2 . The following sections provide additional standards not addressed in the development standard table.

1. Single and Multiple Lot Subdivisions

Single and multiple lot subdivisions are permitted in all residential subzone designations.

2. Building Setbacks from Conservation Bank

- Any structure located in any of the Golf Course Residential or Golf Course district shall be setback a minimum of 100 feet from the boundary line of the Conservation Bank.
- All fuel modification areas must be contained within the boundaries of either the Golf Course Residential or the Golf Course district designations.

3. Patio Covers/Trellises

Open trellis and beam construction shall be permitted to attach a detached garage to the dwelling and may also extend as a patio cover from the dwelling to the property line in the rear or side yard.

- Patio covers may encroach not more than five (5) feet into the required front setback.
- The patio cover/trellis shall not be included in the calculation of building coverage.
- Patio covers may not come within five (5) feet from a front or rear property line and three (3) feet from any side property line, or per the local fire ordinance, whichever is more restrictive.

4. Projections into Yards

- Roof projections may extend a maximum of three (3) feet into a required side yard, and may extend into a rear or front yard a maximum of four (4) feet, but not closer than three (3) feet to any property line.
- Greenhouse and bay windows, planting boxes and fireplace structures may project a maximum of two (2) feet into required yard setbacks.
- Balconies and other similar structural features may not project more than five (5) feet into any required front, rear or side setback, and in no case shall exceed a minimum of three (3) feet from any property line.

- Balconies shall not exceed 50 percent of the usable width of the lot if intruding into setback areas.

- The County Fire Department or City of Lake Elsinore Building Division may apply stricter standards as necessary to meet UBC and the Lake Elsinore Municipal Code requirements.

5. Height Determination

The building's height shall not exceed the standard for its designated land use category, unless specifically cited in these regulations;

- The building height for residential uses shall be determined from the finished grade adjacent to the first floor of the usable structure to the highest point of the structure, excluding chimneys, vents and similar non-habitable architectural features;

- On split level residential structures, the maximum height from the highest finished grade adjacent to the structure should not exceed 25 feet. No continuous vertical section through the building shall measure more than 37 feet.

- Chimneys and other non-habitable architectural features may extend up to 10 feet above the maximum permitted height;

- On split level structures for golf course clubhouse, visitor accommodations, or commercial uses, the floor below the highest point of grade adjacent to the structure shall not count against the height limit;

6. Accessory Structures

With the exception of detached garages, all accessory buildings and/or structures shall be located only on one-half of the lot, subject to lot coverage requirements prescribed for the residential subzone.

- Detached accessory structures (cabanas, workshops, guest houses and similar enclosed structures) containing not more than 1,000 square feet are permitted in the Estate Residential subzone, subject to the following conditions: (1) cooking facilities are not permitted in such structures; (2) a minimum distance of 10 feet is maintained between the main dwelling unit and the structure; (3) the height does not exceed 17 feet for a single story structure, (4) the unit may not be sold; (5) the unit must be architecturally compatible with the primary residence; and (6) all other setback and lot coverage requirements prescribed for the subzone are met.

- Detached garages containing 600 square feet or less are permitted in all residential subzones subject to the following conditions: (1) a minimum distance of ten (10) feet is maintained between the main structure and the garage; (2) the garage does not exceed 17 feet in height; (3) the structure is located no closer than five (5) feet from a side property line and ten (10) feet from a rear property line; (4) the maximum permitted lot coverage is not exceeded; (5) if the lot size is less than 5,000 square feet, the detached garage should not exceed 400 square feet;

ZONE/ DEVELOPMENT STANDARD	GOLF COURSE RESIDENTIAL			GOLF COURSE	HIGHWAY COMMERCIAL	OPEN SPACE	CONSERVATION BANK
	ESTATE	SINGLE FAMILY DETACHED	CLUSTER/SINGLE FAMILY ATTACHED				
Permitted Use	Single family detached buildings; open space, parks, trails, private recreation facilities; detached garage; guest house/cabana; carriage unit above garage	Single family detached buildings, open space, parks, trails, private recreation facilities, detached garage; carriage unit above garage	Single family detached buildings, single family attached buildings, zero lot line dwellings; single family condos; duplexes et.al; townhomes; Condo or other "for sale" or "timeshare" multi-family configuration (subject to design Review); open space, parks, trails, detached garage; private recreation facilities; carriage unit above garage	Golf course, club house and related support services (retail/restaurant); maintenance services; practice range; parks, trails and recreation facilities	Retail sales and service; dining establishments; business park; light industrial ; commercial recreation, including theaters; offices; home furnishings and improvement centers, guest lodging; service businesses[2]; antique and auction galleries; transportation facilities; gas stations; other uses consistent with intent	Permanent open space; wildlife preserve; manufactured slopes; trails; fuel modification areas; drainage channel	Permanent natural open space, wildlife preserve; natural drainage and stream courses
Uses Subject to a Conditional Use Permit[6]	Day care; second units, private schools, church retreat; guest lodging/ related facilities; business conference center and information center.	Day care; second units, private schools; church retreat; guest lodging/related facilities; business conference center and information center.	Day care; second units, private schools; church retreat; guest lodging facilities; business conference and information center.	Guest lodging and related facilities; church retreat; business conference center; day care facilities	Car washes; business colleges/trade schools; establishments providing live entertainment; churches; vehicle sales and service incidental to the sale of parts[3]; game arcades; cocktail lounges not in conjunction with food, veterinary services; medical offices/services; day care facilities.	N/A	N/A
Temporary Uses	Interim golf clubhouse; sales office, model homes, construction trailer, commercial agriculture, parking	Interim golf clubhouse; sales office, model homes, construction trailer, commercial agriculture, parking	Interim golf clubhouse; sales office, model homes, construction trailer, commercial agriculture, parking	Interim golf clubhouse; sales office, construction trailer, commercial agriculture or horticulture, parking	On site leasing and sales office, construction trailer, parking; on-site real estate and future development signs; temporary outdoor activities subject to provisions of Section 17.98 of City Zoning Code (X-mas tree/pumpkin lots)	Interim construction access	N/A
Minimum Lot Size	10,001 square feet	5,000 square feet	N/A (Max density = 12 du/ac)	N/A	25,000 square feet	N/A	N/A
Minimum Lot Width	70 ft.	45 ft.	N/A	N/A	100 ft.	N/A	N/A
Minimum Front Setback	20 ft. for building 25 ft. for garage 20 ft. side-on garage	10 ft. for building 20 ft. for garage 15 ft. side-on garage	From external (perimeter) prop line: 10 ft min. to building/garage From street or access easement: 5 ft to bldg/garage[1]	Clubhouse subject to 100 foot setback from Conservation Bank boundary and fuel modification provisions	Average of 20 feet but no less than 15 feet from perimeter of commercial site; 10 feet from internal lot line.	N/A	Structures must be setback 100 ft. from Cons Bank boundary on development side
Minimum Side Setback	5 ft. on one side/ 10 ft. on the other with a minimum of 15 ft between buildings on adjacent lots	5 ft. each side	10 ft. setback between buildings	Clubhouse subject to 100 foot setback from Conservation Bank boundary and fuel modification provisions	No setback required except when adjacent to a public right-of-way or residential use, in which case minimum setback is 15 feet.	N/A	Structures must be setback 100 ft from Cons Bank boundary on development side
Min. Rear Setback	25 ft.	15 ft.	10 feet from perimeter property line	see above front and rear setback provisions	15 ft. adjacent to ROW or residential , otherwise 10 feet	N/A	See above
Max. Building Coverage	45%	60%	70% Net of street and common parking areas	N/A	.25 FAR	N/A	N/A
Max. Building Height	35 ft.[4, 5]	35 ft.[4, 5]	35 ft.[4, 5]	Clubhouse - 50 ft[4]	45 ft., except for architectural features	N/A	N/A
Private open space	N/A	N/A	150 sq. ft./unit	N/A	N/A	N/A	N/A

1 Driveway must be 5-7 ft. or less or a minimum of 17 ft. (with a roll up garage door).
2 Personal services (hair salon, tanning, dry cleaning, optometrist) financial institutions, and repair services (no storage, except accessory storage of goods sold retail on the premises)
3 Excluding major overhauls, paint and body work
4 From highest point of grade adjacent to structure
5 Bldg. height above 35 ft may be allowed for a conditional use on a discretionary basis, not to not to exceed 50'
6 Community Development Director may determine if use is CUP or temporary on a case by case basis

- A unit of 600 square feet or less above a detached garage (typically termed a "carriage unit") is permitted in all subzones subject to the following conditions: (1) the setback requirements prescribed for the main dwelling unit must be met, or a minimum of 10 feet, whichever is greatest; (2) the height of the structure, inclusive of the garage, may not exceed 35 feet; (3) maximum lot coverage standards are not exceeded; (4) cooking facilities are not permitted except in the SFA subzone; (5) a minimum distance of 10 feet is maintained between the main dwelling structure and the detached garage;

- Detached garage structures entered straight-in from the rear of the lot must maintain a minimum 25 foot clear maneuvering area from an adjacent structure;

- Detached garages in excess of 600 square feet may be allowed within common area of a single family cluster/attached (SFA) subzone project if the site plan is approved by the Community Development Director or designee.

- All other accessory structures shall conform to the specifications of Section 17.22.040 of the City of Lake Elsinore Zoning Code for Estate lots; Section 17.23.040 for Single Family Detached lots; and Section 17.24.040 for Attached Single Family lots.

6. Guest Lodging Accommodations

Guest lodging accommodations, which may include timeshares, condominiums, or rental units are permitted subject to a Conditional Use Permit in any of the Golf Course Residential subzones and the Golf Course district. Special provisions which are applicable to guest lodging accommodations include:

- Maximum height: 50 feet from highest point of finished grade adjacent to the structure with the exception of chimneys, vents, and other non-habitable architectural features. On split level structures, one floor below the highest point of grade adjacent to the structure shall not count against the height limit;

- Setback from golf course: 0'

- Setback from Conservation Bank: 100' from structure

- Setback from residential uses: 15'

Other requirements such as building massing may be applicable as determined by the Planning Commission in granting a Conditional Use Permit.

7. Trash Storage Areas

Trash enclosures shall be constructed pursuant to the City's standard design on file with the Department of Building and Safety and the provisions cited in Section 17.14.120 of the City of Lake Elsinore Zoning Code.

8. Minimum Unit Size

Minimum dwelling unit size is established at 1,000 square feet in the Single Family Cluster/Attached (SFA) and Single Family Detached (SFD) land use categories. The minimum dwelling unit size in the Estate Lots (SFE) land use category is 1,500 square feet.

D. General Provisions Applicable to Commercial Uses

All provisions cited in Section 17.38 of the City of Lake Elsinore Zoning Code shall apply unless specified in the following.

1. Compatibility

- All commercial uses required to be operated in a completely enclosed building shall be operated so as not to produce objectionable odors or noise outside its own building walls;
- Mechanical equipment, roof mounted equipment, and utilities shall be architecturally screened as an integral component of the structure.
- Parapets on commercial properties may extend five (5) feet above the maximum permitted height;

2. Outdoor Storage/Screening

- There shall be no visible storage of motor vehicles, recreational vehicles, trailers, airplane, boats, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents; or building materials in any portion of a commercial lot;
- Building materials for use on the same premises may be stored on the parcel during the time that a valid building permit is in effect for construction;
- Areas for receiving and loading of materials on the premises of commercial uses must be located in the rear or side setback areas a minimum of 20 feet away from the public street to which the use is oriented.

E. Circulation and Parking Regulations

The purpose of these regulations is to assure the provision and maintenance of safe, adequate, and well designed circulation and off-street parking facilities in conjunction with any use or development in the NPSPA#2 .

1. Circulation System General Provisions

- Streets should be designed so that development minimizes earthwork and blends with natural topography to avoid riparian and boulder strewn areas as feasible;
- Where roadways interface with the golf course and natural open space areas, the grading of the road should enhance view potential of the open space and/or golf course;
- Encourage a minimal paving section when possible to respect topographical conditions and promote a country character;
- Internal roads should be sized to assure Level of Service (LOS) C or better conditions on all roadway segments;
- Local street design shall be consistent with the City of Lake Elsinore standards, with the following modifications to respond to topographic conditions and minimize grading:

  (1) Curves at intersections may be used where line-of-sight can be maintained.
  (2) A minimum horizontal radii of 150 feet is permitted on local streets.
  (3) Skew angles at intersections are allowed up to 15 degrees from perpendicular.

(4) No tangent between reversing curves is required.

- The circulation improvements will be phased in accordance with the infrastructure backbone system and the Phasing Concept;
- Provide for pedestrian facilities on all streets with 200 Average Daily Trips (ADT) or more with a minimum four (4) foot sidewalk separated from the curb by a minimum four foot (4') parkway on at least one side and designated bicycle circulation within the right-of-way on the Spine and Upper Loop roads;
- Where the Spine Road is fronted with residential units, the medians will restrict left turns while allowing right-in, right-out access. U-turns will be allowed at median breaks. Access treatment shall be as illustrated on Figure 8C;
- Private, shared drives serving up to eight (8) dwelling units shall use a 24 foot paved section consisting of two 10 foot lanes and a two (2) foot paved shoulder on each side, without a curb, gutter, or sidewalk.
- Landscape recommendations are based on street width, area allocated to landscaping within the right-of-way, function of roadway, and character of adjacent land uses;
- To complement the natural color hues throughout the community, the use of integral color in concrete sidewalks and curb/gutter systems is encouraged wherever feasible;
- The use of rolled curbs shall be utilized where possible;
- For measurement purposes on Local Internal streets of less than 500 ADT or less, curb to curb distance will be measured to include six inches (6") of the parkway which will actually be used for concrete curb, leaving a 3-1/2 foot landscaped parkway (refer to Figure 9B);
- Curbs adjacent to landscaped medians will be concrete six inch (6") vertical face ;
- Adequate lines-of-sight will be provided at all intersections and driveways per the City of Lake Elsinore Department of Building and Safety standards;
- Individual residential developments will be designed in accordance with this NPSPA#2 and will incorporate the recommended improvements outlined in the Circulation concept.

2. Cul-de-Sac Lengths and Standards

General Provisions

All cul-de-sacs in excess of 800 feet in length, measured at the center of the nearest intersection providing alternate access to the radius point of the cul-de-sac bulb, are considered of excessive length and shall meet the following standards:

- Shall have a minimum curb to curb width of 36 feet;
- On street parking shall be restricted in areas with residential lot frontage;
- Shall not contain an excess of 50 units;
- If at the Tentative "B" Tract Map level, the City determines that on-street parking is required on both sides of the street and the County of Riverside Fire Department determines that clear space

would be insufficient, given the number of units it serves, then the curb to curb width shall be increased to 40 feet;

- The number of excessive length cul-de-sacs shall be limited to six (6) within the community at any given time (due to phasing of street construction, the number may vary with timing).

Exceptions

- Application of the City's standards for cul-de-sac curve and radii may create unnecessary grading and scarring of the land. Due to site constraints, including steep, hilly and rocky terrain, the following modifications to the City's cul-de-sac criteria, illustrated on Figure 29, are proposed as applicable.

- No cul-de-sac, other than the cul-de-sac located adjacent to golf holes 8 and 9 on the lower Phase I course, can exceed 1,200 feet in length, except with one of the following:

  (1) An ungated, paved 24 foot wide emergency driveway that provides a secondary point of access, has a maximum grade of 15 percent, and meets minimum Fire department standards for turn radius. Everyday uses will be prohibited in the C.C.&R.'s, posted on signs, and policed by the Master Homeowner's Association;

  (2) Expressed permission is required from both the City Engineer and the Riverside County Fire Department as to an exception for access being granted.

  (3) A cul-de-sac over 800 feet in length shall not count against the aforementioned total of six (6) if an emergency access driveway, subject to the standards listed above, creates a secondary point of access.

3. Number of Parking Spaces Required

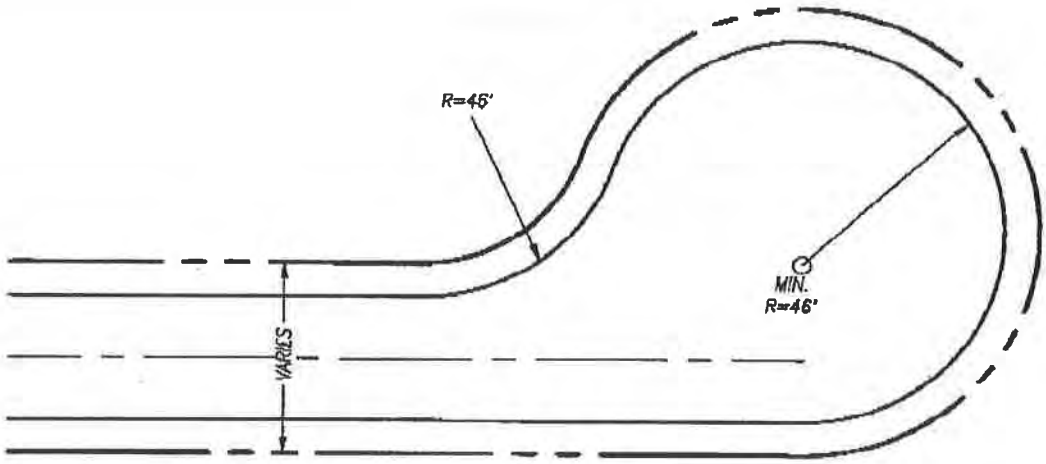
Off street parking will be provided in the NPSPA#2 Golf Course Residential, Golf Course, and Highway Commercial districts in accordance with the general provisions cited in Section 17.66.020 of the City of Lake Elsinore Zoning Code. The number of off street parking spaces to be provided in the NPSPA#2 Golf Course Residential, Golf Course, and Highway Commercial districts will be in accordance with the requirements cited in Section 17.66.030 of the City of Lake Elsinore Zoning Code, with the following specific requirements;

Guest Lodging Accommodations:

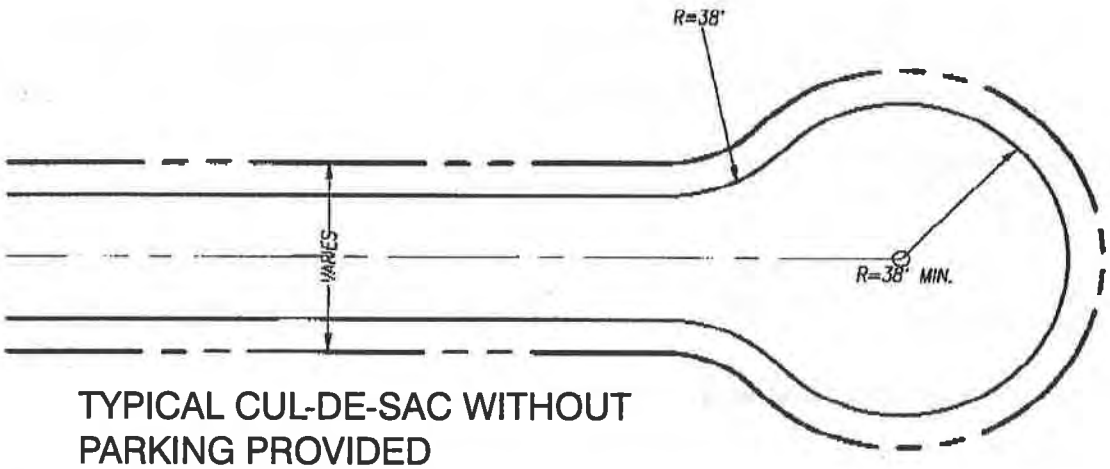
- For timeshare or condominium units, off-street parking shall be provided as cited per Section 17.66.030 of the City of Lake Elsinore Zoning Code for multi-family and attached single family dwellings.

- For daily rental units, one space per room or suite, plus one space per every three employees at peak shifts, plus one space per three persons to the maximum capacity of meeting/banquet rooms, plus 50 percent of the spaces otherwise required for ancillary facilities (restaurants, cocktail lounge, retail support). Units which accommodate four or more persons, such as a guest cottage, may require two parking spaces, to be determined at Design Review.

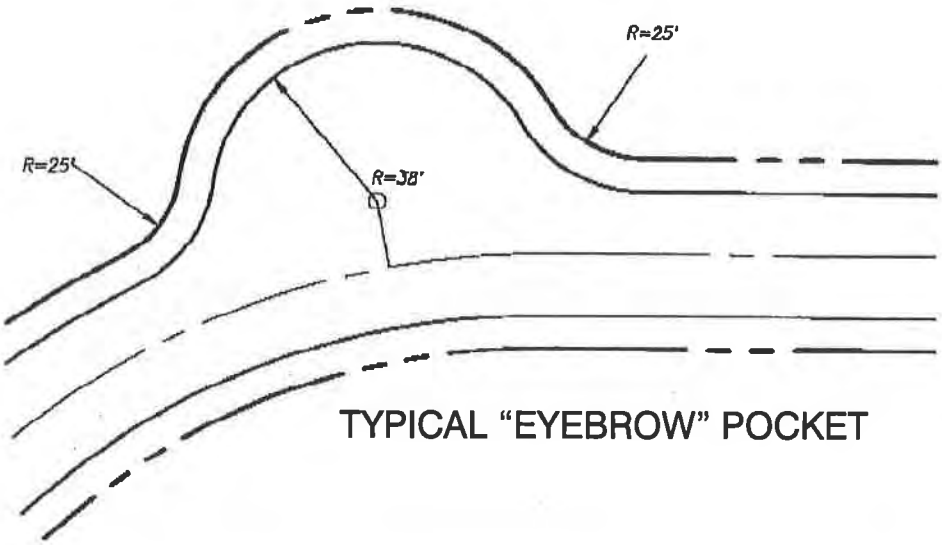
- Shared parking facilities serving guest lodging accommodations and the golf course clubhouse may be provided subject to approval by the Community Development Director or designee.



TYPICAL CUL-DE-SAC WITH PARKING PROVIDED



TYPICAL CUL-DE-SAC WITHOUT PARKING PROVIDED



TYPICAL "EYEBROW" POCKET

Golf Course/Driving Range/Active Park

- Shared parking may be allowed between the golf course and community recreation center or guest accommodations, subject to approval of the Community Development Director;
- Four spaces per hole for the golf course;
- One space per tee for the driving range.
- Two spaces per acre of active park with less than 10 percent slope.

4. Size of Parking Spaces and Required Aisle Width

Size of off-street parking spaces in the NPSPA#2 Golf Course Residential, Golf Course, and Highway Commercial districts shall be in accordance with the specifications cited in Section 17.66.040 of the City of Lake Elsinore Zoning Code, as follows:

Table 7 Required Parking Standards

DISTRICT	SPACE		AISLE WIDTH			
	Width	Length	30*	45*	60*	90*
Residential-Covered [1]	10	20	--	--	--	28
Residential-Uncovered	9	18	12	15	18	24
Commercial	9	18	12	15	18	24
Commercial-Compact	8	15	12	15	18	24
Recreational Vehicle	10	30	15	18	21	28
Parallel Spaces	8	23	--	--	--	--

[1] *Residential covered parking will be accommodated by a two- car enclosed garage. Parking requirements for guest lodging accommodations may utilize uncovered or covered parking.*

5. Loading Spaces Required

Number and dimensions of loading spaces required for the Highway Commercial district, and the golf clubhouse, shall be in accordance with the specifications cited in Section 17.66.050 of the City of Lake Elsinore Zoning Code, as follows:

Table 8 Required Loading Spaces

USE	SQUARE FOOTAGE OF UNIT SPACE	NUMBER	LENGTH	WIDTH	VERTICAL CLEARANCE
Commercial Type A	12,000 - 20,000 sf	1	20 ft.	12 ft.	14 ft.
Commercial Type B	Over 20,000 sf	1	40 ft.	12 ft.	14 ft.

6. Parking Area Landscaping

Wherever any parking area, except for single family dwellings, is provided, landscaping consisting of trees, shrubs, vines, groundcover or combinations of such, and permanent irrigation shall be installed and permanently maintained in accordance with the standards as cited in Section 17.66.100 of the City of Lake Elsinore Zoning Code, with the following exceptions:

- Where the parking area or driveway abuts a street there shall be a minimum setback of ten (10) feet from the right-of-way, which shall be landscaped and irrigated;

- Parking areas shall be screened from view from adjacent roadways by either fences, walls, shrubs, berms or a combination of the above. Height of the screening shall be determined by site conditions, with an average height of 36 inches from street grade;

- Where parking or driveway intended to serve a commercial use abuts a residential or other district, a five (5) foot landscaped setback or planting strip shall be provided between the uses and a wall six feet in height shall be constructed along the adjoining property line;

- A minimum of ten (10) percent of the paved blacktop area shall be devoted to landscape planting within the project area, exclusive of setbacks;

- Trees within the parking lot may be clustered or spaced, at the discretion of the developer. Trees installed in the right-of-way or setback areas adjacent to the parking lot may be counted toward this requirement;

7. Other Parking Requirements

All other parking provisions as cited in Sections 17.66.060 through 17.66.140 of the City of Lake Elsinore Zoning Code shall be applicable to the NPSPA#2 .

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10. IMPLEMENTATION

Implementation of the NPSPA#2 involves three elements: phasing; processing and procedures; and financing. Together, these elements work to guide and ensure faithful development of the Plan.

A. Phasing

The development of the area covered by NPSPA No. 2 will be phased over an approximately seventeen (17) year development period. The NPSPA No. 2 area will be developed in three phases. (See Figure 30.) The first two development phases (Phases I and II) encompass the residential and golf course components of the North Peak master-planned community. These two phases are proposed to be developed over a six (6) year period, with a target buildout date of 2004. This target build-out period, however, is dependent on the housing market and other factors not directly controlled by the developer or the City. Phases I and II comprise the northern section of the project area. Phase III consists of the commercial component of NPSPA No. 2 and is located in the southern section of the project area. Phase III is targeted for completion by the year 2015.

The intent of the phasing concept is to ensure that improvements and services are installed and available as development of the community proceeds. The phasing concept is intended to provide adequate flexibility so that it might be adjusted according to the absorption of products in response to the market, and that improvements will be phased to respond to the delivery of products. The phasing program for the NPSPA#2 is based on the following objectives:

- Provide for orderly buildout of the community based on current market trends;
- Insure adequate infrastructure facilities and services concurrent with development;
- Provide a range of housing opportunities at a variety of densities as the community develops; and
- Protect the health, safety and welfare of the public.

The development of North Peak will be accomplished through a Master Tentative Map with Tentative"B" maps in four sub-phases within the northern section of the site. Although it is not possible to identify every improvement that will be installed in each phase, and cited improvements may vary based on detailed engineering, response to the market, or other factors, the following paragraphs describe the likely progression of construction within the community and specify the sequence of major improvements to be installed. Grading will correspond with the three major phases, as depicted previously on Figure 11B.

Phases I and II are located in the northern section of the project area. The SCE ROW generally divides the two phases. Phase I consists of approximately 358 acres generally south of the SCE ROW, and Phase I consists of approximately 418 acres located north of the SCE ROW. Each phase is further divided into two subphases, i.e., Phase IA and IB, and Phase IIA and IIB. The development of Phase IA will begin in the area south of the SCE ROW in conjunction with the improvement of Nichols Road to the proposed interim right-of-way (see Figure 30). Two golf courses are proposed under the NPSPA#2, with a golf course being developed in each phase. The Phase I golf course will be developed as part of Phase IA. (It should be noted that a small portion of the Phase I golf course, however, extends slightly to the north of the SCE ROW.)

The specific number of dwelling units is not stipulated by phase, and will be developed based on marketing conditions and the overall dwelling unit cap of 1,200 units project-wide. Phasing of residential and golf course development shall maintain flexibility by regulation through a dwelling unit threshold or contingent upon infrastructure completion. For example, the golf course shall be completed before building permits can be issued for any Phase II residential units. Similarly, when a park is specified to

occur within a particular sub-phase, it will be improved to correspond to the completion of that sub-phase rather than being constructed prior to the completion of a stipulated number of housing units.

Phasing will also to be defined by traffic thresholds. The number of units which are actually constructed by phase will serve as "roadway hierarchy" triggers. If, based on actual permit and construction activity, the proposed distribution of dwelling units which were used to determine the right-of-way classifications are exceeded for Phase II, the right-of-way classification for the Upper Loop Road will be upgraded. This would entail the addition of a median for turn movements to portions of the roadway as determined by the traffic engineer.

1. Phase I Improvements

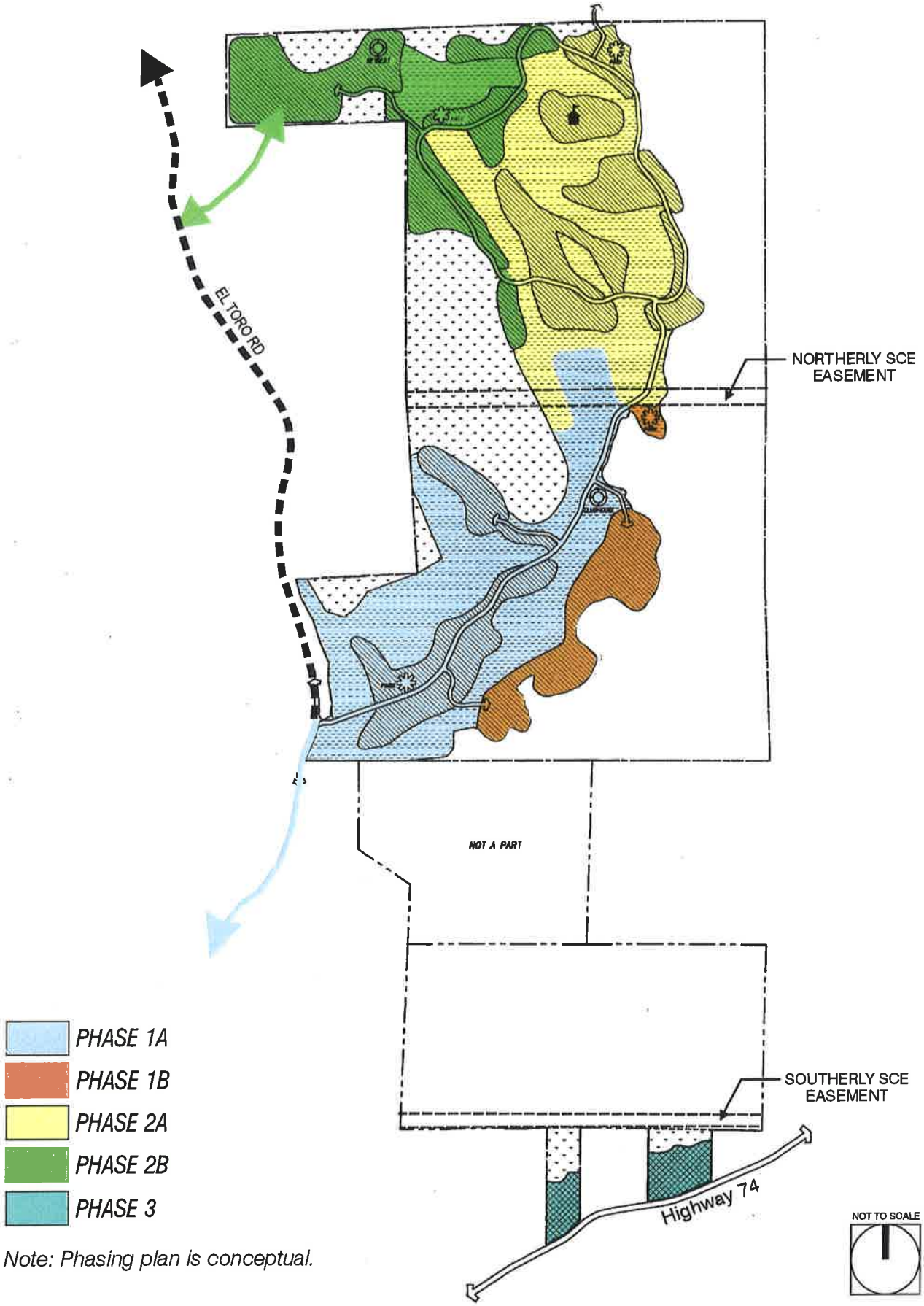
The Phase I improvements are based on the phased build-out of the 358 acres that comprise the Phase I area. The land uses proposed within Phase I are as follows: 131 acres of Golf Course Residential; 192 acres of Golf Course, including internal open space as established per the HCP and ancillary uses; 4 acres for the Golf Course Clubhouse; 21 acres of local collector roads; and 9 acres of parkland. Phase I site development includes grading the Phase I Golf Course and all Phase I Golf Course Residential areas in conjunction with the construction of the Spine Road and the first increment of infrastructure and utilities.

Phase IA development is predicated on the grading and construction of an interim right-of-way configuration of Nichols Road from Interstate 15 to the primary project entry, and concurrent installation of backbone infrastructure improvements. The interim right-of-way configuration of Nichols Road built as part of Phase IA will serve project-related and other local traffic for at least 20 years. After approximately 20 years, the build-out of the City's General Plan in the vicinity of the NPSPA #2 area is anticipated to necessitate full build-out of the entire Nichols Road right-of-way alignment.

Most of the domestic water facilities are required to be installed for Phase I of the North Peak project. All off-site transmission mains and booster pump stations will be required, as well as the two lower on-site booster pump stations and reservoirs. It is anticipated that the four booster pump stations initially may be built to full facility design with 3/4 capacity, (without one pump and motor each). The booster pump stations will subsequently be built out to full capacity with the last pump and motor installed as the development transitions from Phase IB to Phase IIA as the pipelines are completed prior to any permits being issued for residential units. All off-site wastewater improvements, as well as the ten (10) inch backbone gravity sewer line and the six (6) inch sewer force main in the Spine Road will be required as part of Phase I. Infrastructure improvements are depicted on Figures 31 A, B, and C and 32A, B, and C. Specific Phase I community wide improvement actions are listed on Table 9.

2. Phase II

The Phase II improvements are based on the phased build-out of the 418 acres that comprise the Phase II area. The land uses proposed within Phase II area as follows: 205 acres of Golf Course Residential; 183 acres of Golf Course, including 34 acres of internal open space as defined by the HCP and ancillary uses; 22 acres of local collector roads; and 8 acres of parkland. The Phase II golf course will be graded and constructed in conjunction with the extension of the Spine Road and construction of the Upper Loop Road and remaining backbone infrastructure improvements within the roadway system. Water and wastewater systems will be completed, as well as the connection of up to two potential emergency access routes. Specific Phase II community wide improvements are listed on Table 9.



Note: Phasing plan is conceptual.

North Peak SPA No. 2

Phasing Concept

TMC Communities

Figure 30

TABLE 9
PROJECT PHASING

Topic	Issues
PHASE IA	
COMMUNITY-WIDE LAND USE	• Form Community-wide master HOA for dedication of open space; or find a land trust to accept dedication of large open space areas. • Grade 333 acres of the 358 acre Project Area generally south of the SCE ROW, not inclusive of 25 acres of internal open space to be retained in its natural state within the golf course, as limited by the HCP. • Construct 192 acres for golf course and associated uses, in accordance with the requirements of the Integrated Management Program, including five lake/retention basins and 25 acres of internal open space, as limited by the HCP. • Construct interim golf course clubhouse facility on four (4) acres. • Improve and landscape the 3.2 acre passive park site located off the Spine Road. • Construct 89 acres of residential uses.
WATER SERVICES	• Construct segment of 24" zone 1434 pipeline from existing 30" diameter Temescal Valley interim Transmission Main in Coal Road (future Nichols Road extension) southeast of I-15, to connect with existing 24" zone 1434 pipeline in Collier Avenue. • Construct PS1 booster pump station south of I-15/Nichols Road interchange to full facility design with 3/4 pump/motor capacity. • Construct 30" zone 1601 pipeline from PS1 north under I-15 following northbound off-ramp to Nichols Road. • Construct 20" zone 1601 pipeline within Nichols Road ROW. Provide connection to existing 1601 elevation reservoir. Terminate at PS2 booster pump station elevation 1486. • Construct second PS2 booster pump station at elevation 1486 along Nichols Road to full facility design with 3/4 pump/motor capacity. • Construct 20" zone 1770 pipeline in Nichols Road ROW from PS2 booster pump to a third new PS3 booster pump station at elevation 1680 located at the extreme southwest corner of the northern section of North Peak in the golf course to full facility design with 3/4 pump/motor capacity.. • Construct 20" zone 1968 pipeline from the PS3 booster station to a fourth new PS4 booster station at elevation 1850 located in the golf course adjacent to the Spine Road ROW to full facility design with 3/4 pump/motor capacity. • Extend a 10" zone 1968 pipeline from the Spine Road to stubout at the Phase IB residential enclave in the southeastern portion of northern planning area. • Construct parallel 16" zone 1968 pipeline and 20" zone 2136 pipeline within the Spine Road ROW north to the PRV1 pressure reducing station midway along the Spine Road. • From the PRV1 pressure reducing station, construct the 16" zone 1968 pipeline north within Spine Road ROW, crossing the golf course to the west just north of the clubhouse, to connect to the .5 MG R1 reservoir at Elevation 1936 located within the SCE ROW. The .5 MG reservoir and the final connection of the 16" zone 1968 pipeline is to be completed prior to issuance of Certificates of Occupancy for Phase IIA. • From the PRV1 pressure reducing station, construct a 20" zone 2136 pipeline within Spine Road ROW to the golf clubhouse access drive. From this intersection, construct a 10" pipeline to the east within the clubhouse access drive ROW to stubout at the Phase IB residential enclave.

TABLE 9
PROJECT PHASING

Topic	Issues
	• From the intersection of the Spine Road and golf clubhouse access road, construct a 20" pipeline west across the golf course into the Natural Open Space to the two (2) proposed elevation 2105 R2 reservoirs with a capacity of .75 MG each and a total capacity of 1.5 MG. • North of the golf clubhouse, construct the zone 2136 pipeline at 16" diameter up to the Phase 2 boundary. • Construct non-potable water transmission line from northern project boundary south to the irrigation storage lake in the golf course just north of SCE ROW. • Replace one pump and motor, and install one flow meter at WMWD's Steele Valley Pump Station off-site.
WASTEWATER SERVICES	• Construct one of the alternate off-site wastewater connections to EMVWD's regional wastewater treatment plant. • Construct a 10" gravity sewer line from the existing 12" trunk sewer line in Collier Avenue north under the I-15, within the northbound Nichols Road off-ramp to Nichols Road, and east within the Nichols Road ROW to the project entry. • From the project entry to just south of the intersection of the Spine Road and the golf clubhouse access road, construct a 10" gravity sewer within the Spine Road ROW. • Extend 8" gravity sewer lines to the east along the lower Local Internal access road to stubout at the Phase IB residential enclave, and to the west diagonally across the golf course to a point midway in the Local Internal roadway which serves the westernmost residential area. An 8" line is also required in the golf clubhouse access drive to serve the golf clubhouse. • Construct a 6" sewer force main from the intersection of the golf clubhouse access road north within Spine Road ROW to the sewer lift station at elevation 1,870 which will be completed at the end of Phase IB. • Provide service connections from backbone system to residential units.
CIRCULATION	• Grade and construct interim configuration of Nichols Road from I-15 to project entry in conjunction with extension of underground off-site water, sewer, drainage and dry utility lines to the site. • Improve the project Spine Road from project entry to the southern boundary of the SCE ROW, in conjunction with installation of underground infrastructure, utility lines and drainage facilities. • Construct Local Internal project roadways to appropriate roadway standards to serve the Phase IA residential neighborhoods and golf course. • Provide DG connection to County trail between the clubhouse and the SCE ROW within Nichols Road ROW.
COMMUNITY STRUCTURE	• Construct primary project entry at Nichols Road and entry monumentation/ signage. • Install plant materials within Spine Road parkways, at primary project entry and at the three neighborhood intersection focal points, as indicated on the Community Structure Concept - Figure 15. • Install plant materials within Local Internal roadways as appropriate. • Erect security fence adjacent to developed golf course and Spine Road at Conservation Bank edge. • Erect perimeter privacy fencing around residential neighborhoods with visible rear facades from Spine Road.

TABLE 9
PROJECT PHASING

Topic	Issues
DRAINAGE	• Construct a series of drainage culverts under Nichols Road ROW from the City boundary to the project entry comprised of six (6) 36" diameter and four (4) double 5' x 9' culverts which carry flow from north/west side of Nichols Road to the south/east side. • At project entry, construct four (4) 48" diameter culverts which carry the flow from an on-site improved open channel to the west side of Nichols Road. • Construct a system of culverts through residential areas and across Local Internal access roads to improved natural channels and retention ponds in the golf course on both sides of the Spine Road. • Construct an outlet into natural channels in the Conservation Bank to carry flow from an improved open channel in the golf course to the west of the Spine Road, across the Spine Road and into the Conservation Bank, just south of the SCE ROW. • North of the project entry, construct three inlets along Nichols Road adjacent to the site to carry flow across Nichols Road to discharge through outlets to the (Arroyo Del Toro) natural channel.
PHASE 1B	
COMMUNITY-WIDE LAND USE	• Construct 62 acres of residential uses. • Improve 6.0 acre active park south of SCE ROW, adjacent to Conservation Bank.
WATER SERVICES	• Extend 10" zone 1968 pipeline from Phase 1A stubout within lower neighborhood access road ROW to serve Phase 1B residential area. • Extend 10" zone 2136 pipeline from stubout in golf clubhouse access road to serve Phase 1B residential area. • Install final pump and motor in pump stations PS1, PS2, PS3 and PS4 to upgrade to full capacity prior to issuance of first Certificates of Occupancy in Phase IIA. • Provide service connections from backbone system to residential units.
WASTEWATER SERVICES	• Extend 8" gravity sewer from stubout within the lower neighborhood access road ROW to serve Phase 1B residential area. • Provide service connections from backbone system to residential units.
CIRCULATION	• Improve the two Local Internal roadways from Phase IA stubouts serving the Phase IB residential area to full ROW capacity of 500 trips or more per day, and construct internal neighborhood roadways.
COMMUNITY STRUCTURE	• Install landscape materials within all Phase IB Local Internal roadways as appropriate. • Erect security fence along boundary of Conservation Bank and residential development and active park.
DRAINAGE	• Construct two drainage inlets to connect to Phase IA improvements: one inlet drains to culvert under lower Local Internal access road; second inlet drains to outlet to improved, open drainage channel in golf course. • Construct outlet to natural drainage channel in Conservation Bank at northeastern edge of Phase 1B residential area.

TABLE 9
PROJECT PHASING

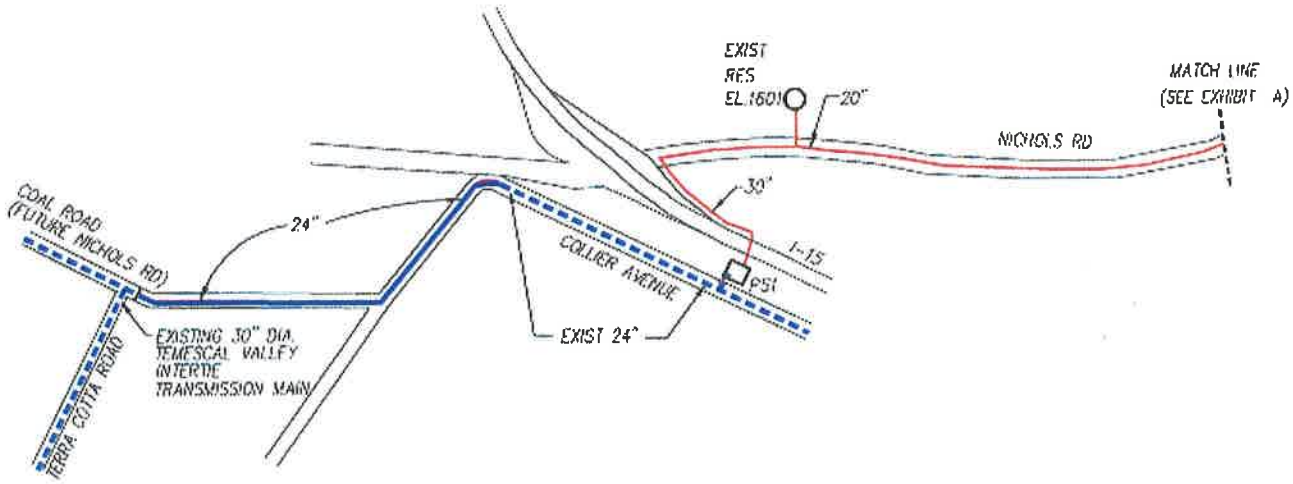
Topic	Issues
PHASE IIA	
COMMUNITY-WIDE LAND USE	• Grade 384 of the 418 acres within the area generally north of the SCE ROW, not inclusive of 34 acres of internal open space to be retained as natural within the golf course as limited by the HCP. • Construct 154 acres of golf course, in accordance with the requirements of the Integrated Management Program, inclusive of two lake/retention basin features and 30 acres of internal open space features as limited by the HCP. • Construct 97 acres of residential areas. • Improve and landscape 5.0 acre passive park north of Upper Loop Road. • Make school site available for purchase by the Lake Elsinore Unified School District assuming the northern section of the site is annexed into the existing School District. If not annexed, make site available for purchase by the Perris Elementary School District or mitigate with fees. • Construct the permanent golf clubhouse.
WATER SERVICES	• Construct .5 MG R1 reservoir at elevation 1936. Complete segment of 16" zone 1968 pipeline in golf course to connect to the R1 reservoir prior to any Certificates of Occupancy being issued for Phase IIA. • Extend 16" zone 2136 pipeline from Phase I stubout in Spine Road to Upper Loop Road . • Construct 12" zone 2136 pipeline in the eastern side of the Upper Loop Road ROW to a point just past the intersection of the northern emergency access road with the Upper Loop Road. • Construct 12" zone 2136 pipeline in the western side of the Upper Loop Road ROW to the point where the loop road becomes adjacent to Natural Open Space at the Phase IIA/IIB boundary. • Complete upgrade of pump stations PS1, PS2, PS3 and PS4 to full capacity with installation of final pump and motor prior to issuance of any Certificates of Occupancy for Phase IIA. • Provide service connections from backbone system to residential units.
WASTEWATER SERVICES	• Extend 12" gravity sewer from lift station south of SCE ROW in Spine Road ROW to Upper Loop Road . • Construct 8" gravity sewer in the eastern side of the Upper Loop Road ROW to a point just past the intersection of the northern emergency access road with the loop road. • Construct 8" gravity sewer in the western side of the Upper Loop Road ROW to the point where the loop road becomes adjacent to natural open space at the Phase IIA/IIB boundary. • Construct 8" gravity sewer diagonally across the upper portion of Phase IIA to collect wastewater from future Phase IIB and transport to gravity sewer in eastern side of Upper Loop Road . • Provide service connections from backbone system to residential units.
CIRCULATION	• Extend segment of Spine Road north of SCE ROW to junction with Upper Loop Road. • Construct Upper Loop Road east of the intersection with Spine Road to a point just northwest of the northern emergency access road and west of the intersection with the Spine Road to the point where the Upper Loop Road becomes adjacent to the Natural Open Space area. • Improve local internal roadways serving Phase IIA residential areas and potential school site. • Improve northern emergency access route.

TABLE 9
PROJECT PHASING

Topic	Issues
DRAINAGE	• Construct two (2) culverts across lower portion of Upper Loop Road . • Improve segments of three (3) open drainage channels through the golf course; crossing the Upper Loop Road or Spine Road via inlets on the golf course side and discharging via outlets to the natural channel in Wasson Canyon Wash, or crossing the Upper Loop Road via a culvert to discharge in a Phase IA retention pond in the golf course. • Construct two (2) inlets from golf course on east side of Upper Loop Road , crossing road via outlets to natural drainage channel in Wasson Creek Wash in Conservation Bank. • Construct inlet just south of Upper Loop Road to drain into lake/retention basin in residential area. • Construct two storm drain facilities in lower section of Phase IIA adjacent to Upper Loop Road .
COMMUNITY STRUCTURE	• Construct potential gated entry and signage monumentation on Spine Road. • If upper portion is gated, install gate feature at emergency access point. • Erect perimeter privacy fencing around residential neighborhoods with visible rear facades from Spine Road. • Erect security fence on west side of Upper Loop Road or adjacent to developed residential areas abutting Conservation Bank edge. • Install plant materials within upper segment of Spine Road, the Upper Loop Road, at two major intersection focal points and the potential gated entry as indicated on the Community Structure Concept - Figure 15. • Install plant materials within local internal roadways as appropriate.
PHASE IIB	
COMMUNITY-WIDE LAND USE	• Construct 28 acres of golf course inclusive of one lake/retention basin and four (4) acres of internal open space, as limited by the HCP. • Construct 108 acres of residential area. • Improve and landscape 3.0 acre passive park site. • Develop church retreat facility if applicable.
WATER SERVICES	• Construct the fifth PS5 pump station on the west side of the Upper Loop Road at elevation 2017 to full design and facility capacity. • Construct the second PRV2 pressure reducing station on the north side of the Upper Loop Road just west of the Phase IIB boundary. • Construct a 12" zone 2272 pipeline along the upper portion of the Upper Loop Road ROW north of the local access road to the panhandle, and a 16" pipeline in the lower portion of the Upper Loop Road south of the local access road into the panhandle. • Construct a third R3 reservoir at elevation 2240 with a total of .8 MG capacity in two (2) 0.4 MG tanks at the lower boundary of the panhandle. • Construct a 16' pipeline connection from the reservoir to the Upper Loop Road in the local internal road ROW serving the panhandle. • Provide service connections from backbone system to residential units.
WASTEWATER SERVICES	• Construct 8" gravity sewer in Upper Loop Road and panhandle Local Internal road ROW. • Provide service connections to individual residential areas from backbone system.

TABLE 9
PROJECT PHASING

Topic	Issues
CIRCULATION	• Complete Upper Loop Road to appropriate roadway standards in conjunction with underground water, drainage, wastewater and utilities improvements. • Connect local internal roadways, constructed at appropriate roadway standards, from the Upper Loop Road into the residential portions of the panhandle areas and to serve the potential church retreat. • Connect the second emergency access route to the circulation system. • Improve the connection from the project emergency access point and the future extension of El Toro Road with gravel.
DRAINAGE	• Construct two storm drain facilities within Upper Loop Road ROW to connect with Phase IIA improved open channels. • Construct one culvert across Upper Loop Road to handle flows from off-site. • Construct a system comprised of a culvert, storm drain and inlet/outlet to natural channel in the far western edge of the panhandle to convey flows from off-site and within the residential area.
COMMUNITY STRUCTURE	• Install landscaping along Upper Loop Road and within local internal roadways. • Landscape the neighborhood intersection focal point as indicated on the Community Structure Concept - Figure 15. • If gated, install gate features at emergency access point. • Install signage for potential church retreat, if applicable.
	• Erect perimeter privacy fencing around residential neighborhoods with visible rear facades from Upper Loop Road.



LEGEND

- Existing Zone 1434 Pipeline
- Proposed Zone 1434 Pipeline
- Proposed Zone 1601 Pipeline
- PS1 – Pump Station
- Reservoir

Phasing: Nichols Road water system improvements to be constructed in Phase 1A.

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

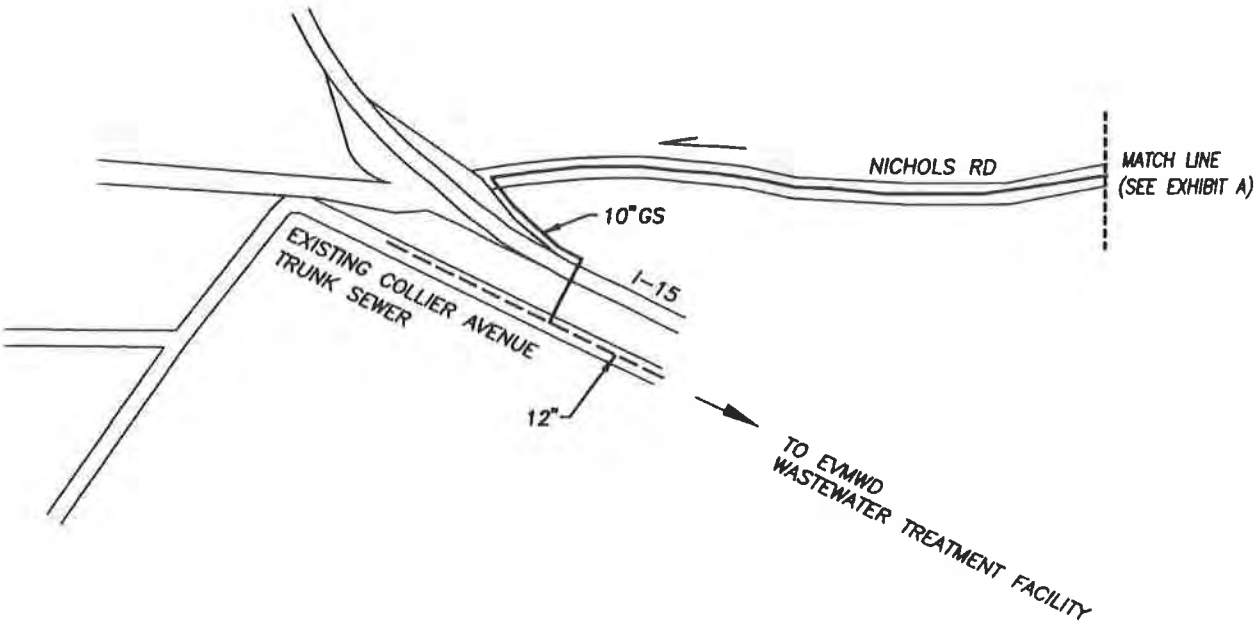
NOT TO SCALE

Nichols Road Water System Phase 1A

North Peak SPA No. 2

TMC Communities

Figure 31A



LEGEND

- - - EXISTING GRAVITY SEWER
——— GRAVITY SEWER
——> FLOW DIRECTION

Phasing: Nichols Road wastewater system improvements to be constructed in Phase 1A.

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

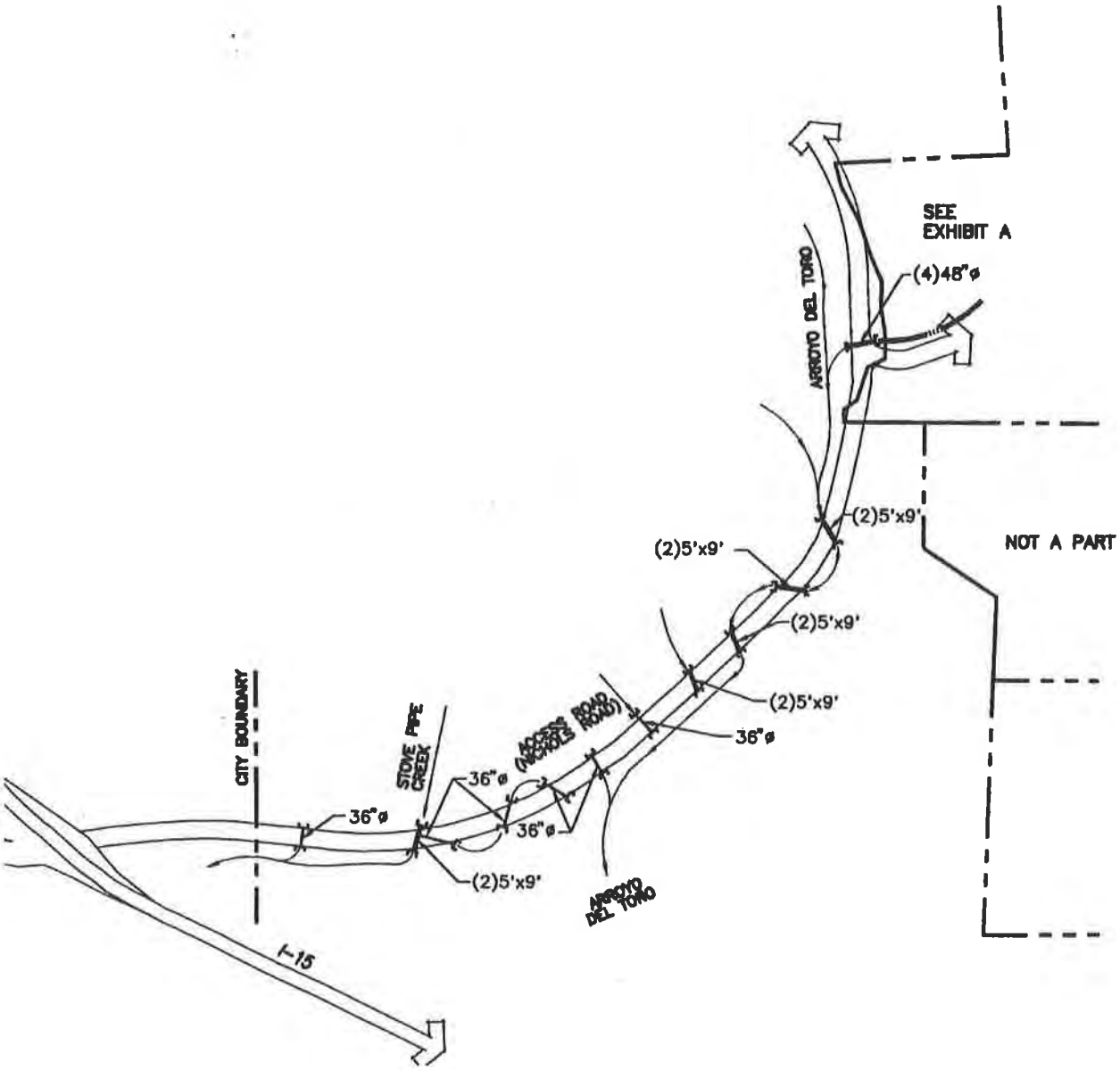
NOT TO SCALE

Nichols Road Wastewater System Concept

North Peak SPA No. 2

TMC Communities

Figure 31B



LEGEND

- INLET
- CULVERT
- OUTLET TO NATURAL CHANNEL
- IMPROVED OPEN CHANNEL
- NATURAL CHANNEL
- SD — STORM DRAIN
- FLOW DIRECTION

Phasing: Nichols Road drainage improvements to be constructed in Phase 1A.

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

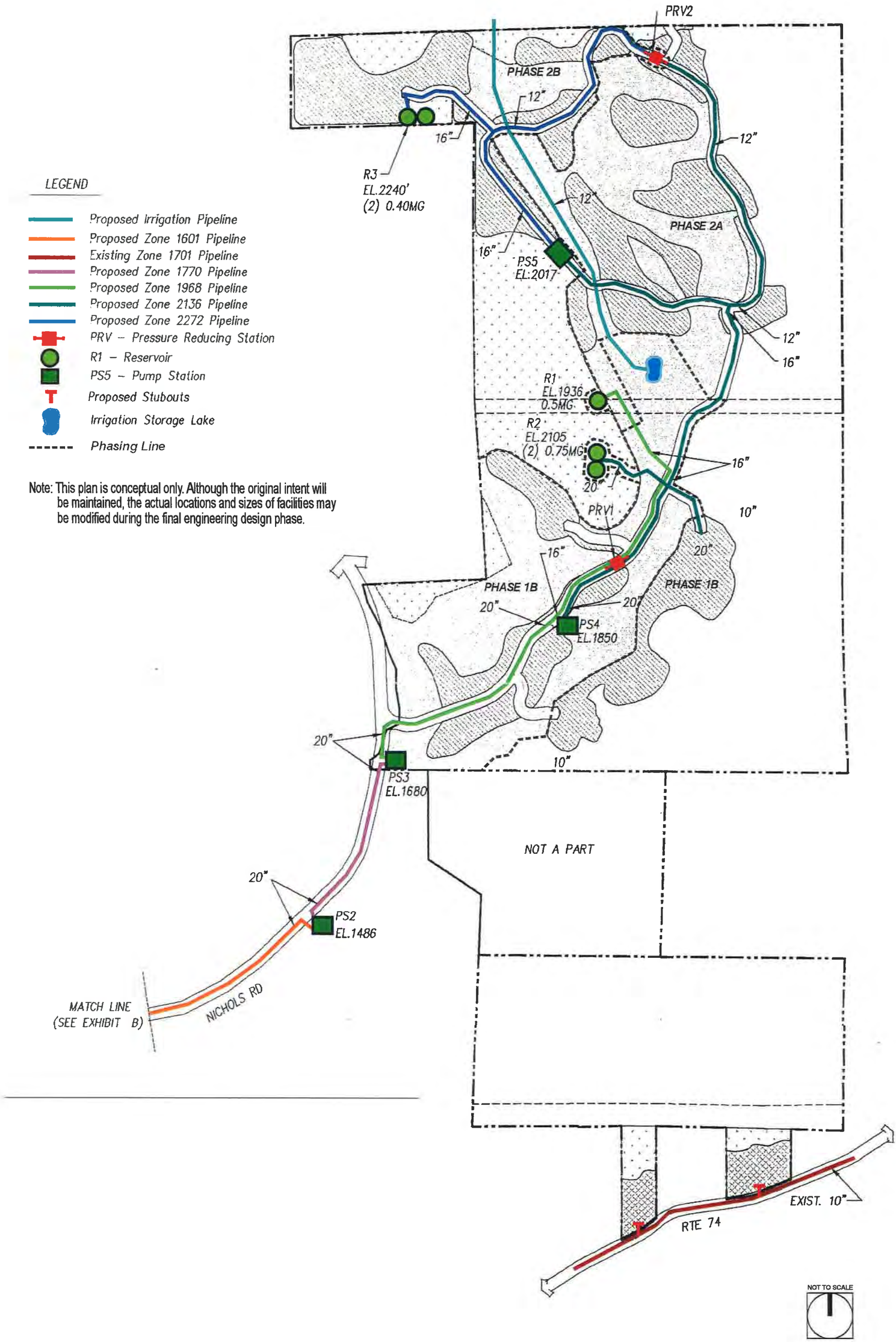
NOT TO SCALE

Nichols Road Drainage Phase 1A

North Peak SPA No. 2

TMC Communities

Figure 31C



North Peak SPA No. 2

TMC Communities

On-Site Water System Phasing

Figure 32A

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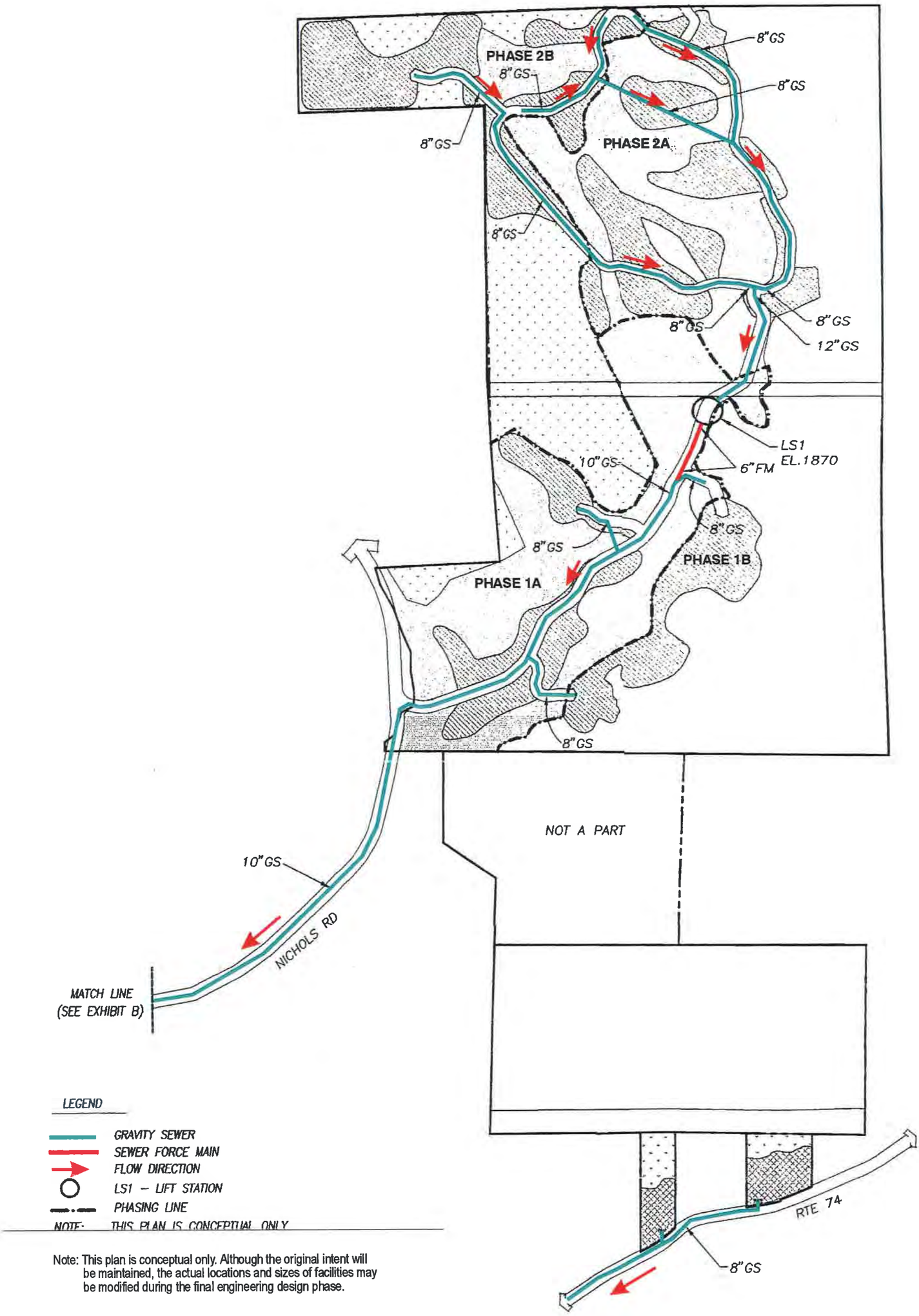

Note: This plan is conceptual only. Although the original intent will be maintained, the actual locations and sizes of facilities may be modified during the final engineering design phase.

NOT TO SCALE

North Peak SPA No. 2

TMC Communities

On-Site Wastewater System Phasing

Figure 32B

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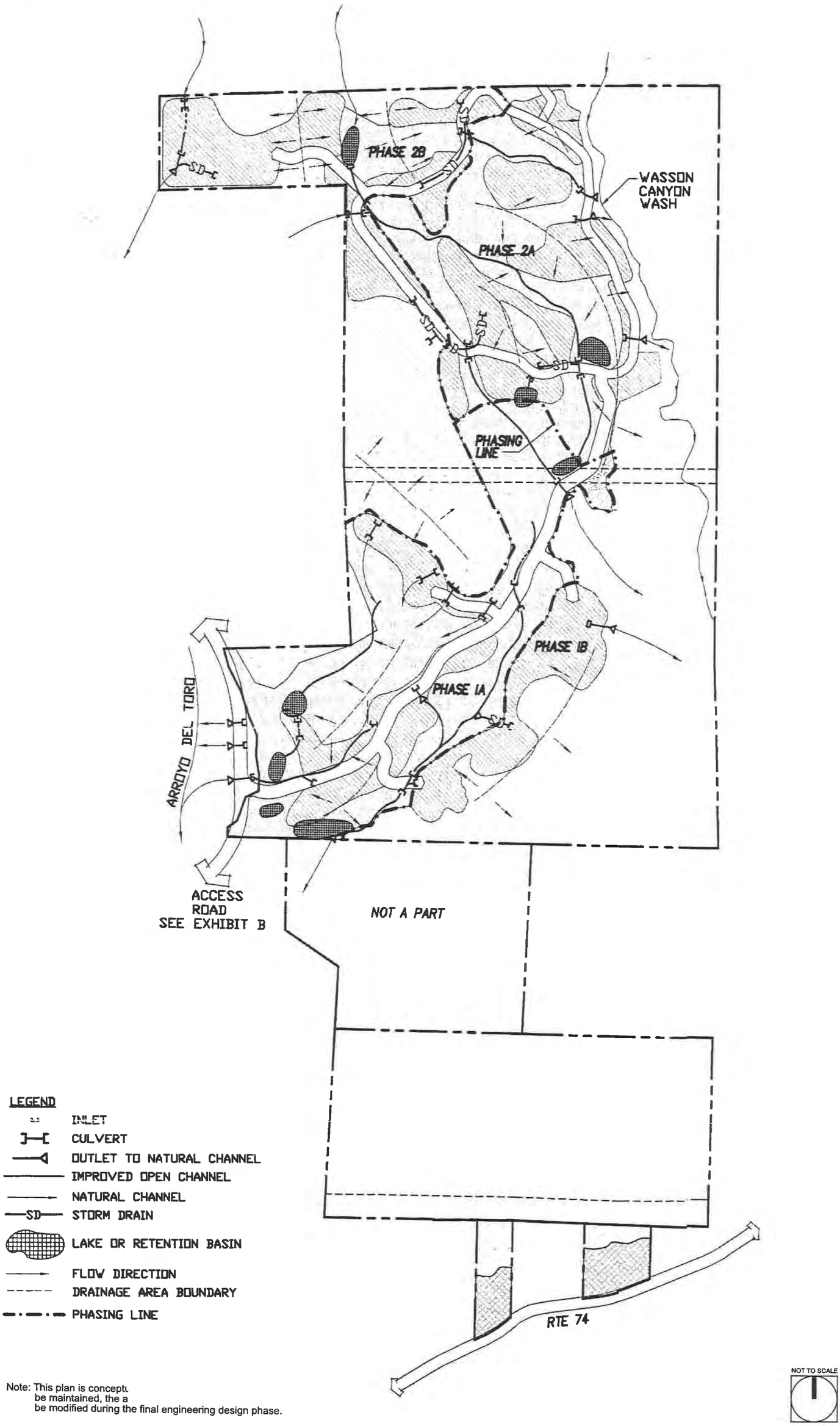

Note: This plan is concept
be maintained, the a
be modified during the final engineering design phase.

North Peak SPA No. 2

TMC Communities

On-Site Drainage System Phasing

Figure 32C

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B. Processing and Procedures

1. Minor Modifications to NPSPA# 2

Minor modifications to the approved NPSPA#2 may be approved by the Community Development Director. The decision of the Community Development Director shall be final ten (10) days from the date of the decision unless an appeal has been filed with the Planning Commission. The Community Development Director must find that the minor modification is consistent with the purpose and intent of the NPSPA No. 2. All other modifications or amendments to the NPSPA#2, other than the following minor modifications will be processed as an amendment to the Specific Plan and are subject to the Specific Plan procedures described in Section 17.99 of the Lake Elsinore Zoning Code. The following changes constitute minor modifications to the approved NPSPA#2 :

Planning Unit Size and Boundaries

The gross acreage and boundaries of a Golf Course Residential, Golf Course, or Highway Commercial area (including manufactured slopes, fuel modification zone, and roadways as applicable) may vary in size and location from that depicted in the NPSPA#2, per the provisions established in Chapter 3-Section E, as long as the boundaries establishing the Conservation Bank and the Natural Open Space designations are not encroached upon, and the overall planning objectives of the NPSPA#2 are maintained.

Reconfiguration of Phase II Upper Golf Course

In response to market conditions and preferences, the acreage delineated for the Phase II golf course may be reconfigured as residential and open space uses, as long as the total number of dwelling units capacity of 1,200 units within the overall North Peak community is not exceeded.

Roadways

Minor changes in roadway alignments and street sections are allowed, provided such changes are consistent with the function and capacity intended for that roadway, and are approved by the City Engineer.

Community Structure Features/Design Guidelines

Modifications to the application of the design guidelines is allowed, such as the substitution of landscape material or plant species, the addition or deletion of a neighborhood entry treatment, or application of a streetscape concept at a location which varies from that depicted on the Community Structure Figure 15.

Phasing Program

The phasing program may be modified, provided that objectives of the program continue to be met, the modifications are consistent with the stipulations contained in the amended Development Agreement, and provided that all infrastructure, including, but not limited to roads, water, wastewater, drainage, and electrical/gas/telephone utilities are available to serve the development proposed for construction at any given time.

2. Subdivision of Land

Applications for the subdivision of land within the North Peak Specific Plan area shall be submitted to the City and approved in compliance with the Subdivision Map Act, City Subdivision Ordinance and with Section 17.99.170 of the City Zoning Ordinance. Subdivision applications shall be in substantial compliance with applicable development standards and development guidelines as established by the

Specific Plan. Subdivision applications proposing to create individual lots for residential use (Type B Tract Map) shall designate the applicable residential sub-category(s) as defined in the Development Standards Matrix, Section 9 of the Specific Plan on the subdivision map.

3. Design Review

Prior to the issuance of building permits for any development proposal within the North Peak Specific Plan area, a Design Review Application shall be submitted and approved in accordance with Section 17.82 of the City Zoning Ordinance.

4. Development Monitoring Report

To ensure compliance with the maximum dwelling unit and target dwelling unit provisions of the Specific Plan, every application for the subdivision of land which proposes to create individual residential building sites shall be accompanied by a Development Monitoring Report. The Development Monitoring Report shall include the following information:

Previously Approved Housing Units
- Number of Units Previously Approved (Estate)
- Number of Units Previously Approved (Single Family Detached)
  - 5,000-6,000 sq. ft. lots
  - 6,001-10,000 sq. ft. lots
- Number of Units Previously Approved (Cluster or Single Family Attached)

Proposed Housing Units
- Number of Units Currently Proposed (Estate)
- Number of Units Currently Proposed (Single Family Detached)
  - 5,000-6,000 sq. ft. lots
  - 6,001-10,000 sq. ft. lots
- Number of Units Currently Proposed (Cluster or Single Family Attached)

Total Cumulative Housing Units With Approval of Each Map
- Total Specific Plan Units with Approval of Map (Estate)
- Total Specific Plan Units with Approval of Map (Single Family Detached)
  - 5,000-6,000 sq. ft. lots
  - 6,001-10,000 sq. ft. lots
- Total Specific Plan Units with Approval of This Map (Cluster or Single Family Attached)
- Total Specific Plan Units with Approval of This Map (Grand Total)

5. Community Privatization Program

North Peak is to be developed as a privatized community. As such, it shall be operated in a manner that ensures public access to parks, golf course, clubhouse and trail systems. The privatized community will include a security gated entry. This security gate shall be opened during daylight hours in a manner consistent with the public access objectives stated above.

The Master Homeowners' Association to be established for North Peak shall bear all maintenance responsibilities for parks, trails and streets. Such maintenance responsibility shall be clearly stated in a statement of conditions, covenants and restrictions (CC&R's) which shall be recorded in conjunction with each final subdivision map recorded for the North Peak project.

Prior to the recordation of the CC&Rs, the Community Development Director shall review and approve the Community Privatization Program to ensure its substantial compliance with the intent of this section of the North Peak Specific Plan.

The Master Homeowners' Association shall be responsible for the maintenance and operation of community facilities and security measures as set forth in the CC&R's. Further, the Community Privatization Program shall not be modified except through the approval of a Conditional Use Permit for any such modification in accordance with Chapter 17.74 of the City Zoning Ordinance.

C. Financing/Capital Facilities

Various techniques are available for financing the required improvements for the NPSPA#2 . Determining the most appropriate financing mechanism for each particular improvement requires a several step process. As part of any tentative tract map approval within the project area, specific financing techniques shall be chosen from among the options available at that time. The financing mechanism can be identified in the revised Development Agreement with the City and then made a condition of approval of Tentative Tract maps. Appropriate funding options include the following.

1. Special Assessment District

Special assessment districts, such as the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, provide a method of leveraged financing whereby a public entity determines an area in which the provision of facilities will "benefit real property." This land secured financing can be used for public improvements that directly benefit those properties which are assessed to pay for the improvements at no risk to public agencies' general funds. A lien, based upon a benefit formula derived by an assessment engineer is established against property within a defined area. Municipal bonds which are issued or paid off over a period of time in installments (assessments) are secured by lines against the benefitted property, normally collected with the underlying property tax.

2. Mello-Roos Community Facilities District

Mello-Roos Community Facilities Districts (CFDs) operate in some ways similar to assessment districts, but provide a more flexible tool for governmental entities to finance a wider range of public infrastructure, again through the issuance of tax exempt bonds.

The facilities which may be financed by a Mello-Roos District must only be real property or tangible personal property, with an expected life of over five years; and which are to be owned or operated by a public entity at no risk to public agencies' general funds. Under this method of financing the project area would potentially be divided into two or more improvement areas.

Within each CFD, a special tax and issuance of bonds would be authorized. The special tax would be levied annually to pay for the cost of public services; to pay principal of and interest on bonds issued to finance public improvements; and to pay for incidental and administrative expenses in connection with the foregoing. The public services and improvements which may be addressed by a CFD are generally described as follows:

- Police, fire protection, maintenance of parks, parkways/streetscapes and storm drains together with incidental and administrative expenses.

- Construction and acquisition of improvements for streets, sidewalks, curbs and gutters; street signs and traffic signals; street lights; reclaimed water, water and sewer; improvements storm drains; retaining walls and slope protection; acquisition of easements, rights-of-way and fee title to land; regional transportation improvements; and incidental and administrative expenses.

3. Integrated Financing District

The Integrated Financing District Act provides unique features with respect to landowners subject to reimbursement, by pledging the receipts of contingent assessments (when due) to reimburse other providers of public improvements for work they have performed or financed. IFDs do not represent a

new method of financing facilities so much as a method to more directly tie the financing of facilities using assessment districts or community facilities to the receipt of approvals to build.

In order to implement an IFD, cooperation must exist between affected landowners with respect to an understanding of terms and circumstances under which they would pay contingent assessments. IFDs are subject to the same lien to value ratio requirements as assessment district and Mello-Roos Districts. The authorization for the formation of IFDs is a function of the financing act used.

4. Developer Funding

In many cases, certain onsite facilities are tied directly to individual projects. In these cases, it is reasonable to expect the developer (or property owner) to pay the entire costs of the facility in order to secure development rights. Onsite local streets, utility connections from the main trunk lines, and drainage facilities are good examples of facilities that are normally required concurrent with development of an individual parcel and funded by the developer.

Another situation which may require developer funding is the construction of major off-site improvements that may be necessary to serve a larger area outside the project site. These facilities would normally be considered a capital improvement project of the City. If project development is proposed to precede the scheduled improvement date of the major facility, and the project needs the improvement to be completed, the developer may be required to pay their fair share of both the improvement costs to help finance construction and the operating costs to the date the facility would normally have been built. In some cases where a developer pays more than its fair share the City and developer may enter into a reimbursement agreement whereby the City agrees to pay or reimburse the developer for payments in excess of its fair share as other developments come on line.

5. Other Financing Resources

Other viable financing mechanisms for implementation of the NPSPA#2 are listed below:

- Conventional subdivision financing
- Land reservation, dedication, deeding in fee, or easement
- Capital Improvements District
- Hook Up Charges
- Reimbursement Agreements
- Revenue bonds (water/sewer, golf course)
- Bridge Thoroughfare Districts

D. Maintenance of Community Facilities

For new development with a private roadway system, the cost of operating local street lighting and maintaining landscaping, recreational amenities, on-site trails and open space is the responsibility of the project itself. In order to provide the project with these services, a new special community services district, such as a Master Homeowner's Association or other type of community services assessment district would be required. The community services district could contract with an existing local agency or a private firm for actual services.

The maintenance of the parkway landscaping, roads, manufactured slopes, parks, and other community improvements will be covered by a Master Homeowner's Association and implemented through the Master Homeowner's Association dues.

1. Master Homeowner's Association

A Master Homeowner's Association (HOA) may be established to provide street lighting, fuel modification zone and landscape maintenance within the interior environs of the project. Or, in addition to establishment of other mechanism for maintenance of the primary project roadways, entry monumentation, community walls and streetscapes; maintenance of common areas, parks and recreation facilities, internal roads within the individual residential enclaves, and neighborhood identification features may be determined desirable as the responsibility of a Master Homeowner's Association.

Additional Homeowner's Associations may be established for specific project areas within the NPSPA#2 when necessary to maintain common areas and facilities intended for use by the residents of that particular project area. This type of association or sub-association would be appropriate for attached single family residential projects with condominium ownership, single family condos with a common area, or the guest resort accommodations.

2. Commercial Area Maintenance

Maintenance of the parking, sidewalks and common landscape areas within the commercial property will be the responsibility of the landowner or developer. It is possible that the commercial sites may be subdivided and that development of these sites will involve the recordation of a declaration of Covenants, Conditions and Restrictions that will be applicable to the entire commercial site. The declaration will provide the levying of assessments not only for the maintenance of common areas but also for the granting of reciprocal access and parking easements among the parcels. In addition, this Declaration will be applied in the maintenance of common parking, access, signage, landscaping and other common facilities. Similarly, maintenance of any school grounds within the School Site Overlay District will be the responsibility of the Lake Elsinore Unified School District.

E. Parcelization of Project Improvements

The phasing and maintenance of improvements will be established prior to the approval of the first Type "B" Tentative Tract Map for the NPSPA#2 and may be addressed by the amended Development Agreement (if any). The master developer shall prepare a Conceptual Phasing, Improvement and Financing Plan which will describe all on and off-street roadway, infrastructure, utility, open space and amenity improvements necessary to service the ultimate buildout of North Peak. The Plan shall also describe when the improvements will be provided and recommend feasible funding mechanisms and identify sources of funding to be adopted concurrent with the first"B" Tentative Map. In addition, each subsequent Tract Map will be required to also prepare phasing, improvement and financing plans at a more detailed level.

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11. CONSISTENCY WITH THE GENERAL PLAN

State law requires that a specific plan be consistent with the adopted general plan of a city or county. It also requires that specific plans discuss the ways in which the proposed plan implements the goals, policies and programs of the General Plan. The following section documents the consistency of the NPSPA#2 with the existing goals and policies of the City of Lake Elsinore General Plan. As a General Plan Amendment to the Circulation Element is being processed concurrently with the NPSPA#2, the goals, objectives and policies of the Circulation Element have been analyzed. For each element of the General Plan, the consistency with relevant goals and implementing policies is noted. The NPSPA#2 is generally consistent with the City's General Plan.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
GENERAL GOALS		
Overall Goal: Achieve and sustain a high quality of life for residents and visitors.		
Basic Goal: Ensure the development of quality commercial, industrial and residential uses to enhance the image of the community.	+	The NPSPA#2 governs future land use decisions to ensure that development under the NPSPA#2 will enhance the quality of life for residents. The quality of life will be enhanced through the development of alternative high quality residential neighborhoods which enjoy interface with golf course and open space preservation areas, the use of extensive landscaping and the conservation of significant habitat resources.
Basic Goal: Encourage economic growth and development which supplies jobs and economic self-sufficiency for existing and future residents and maintains the City's ability to finance public improvements and human services.	+	The implementation of the NPSPA#2 and related approvals ensures that the necessary public improvement will be developed both for the NPSPA#2 and for off-site areas affected by development under the NPSPA#2. The two golf courses and supporting clubhouse and visitor accommodations provide employment opportunities.
Basic Goal: Preserve the natural environment of Lake Elsinore by adopting policies and programs for open space preservation and management of the environment.	+	The NPSPA#2 includes an open space plan which preserves approximately 199 acres as Natural Open Space and 782 acres as Conservation Bank, comprising over half of the total project area. Open space to be preserved includes natural open space, public rights-of-way and other areas visible from major public roads. An additional 59 acres of non-designated open space are preserved within the golf course.
Basic Goal: Encourage the development of cultural, educational and recreational facilities and activities, ensuring their availability to all segments of the population.	+	The Plan includes two 18-hole golf courses, four parks and a trail system which will be accessible to all residents and visitors to the North Peak community. The Plan includes potential for a church retreat facility and a community center.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
LAND USE ELEMENT		
Goal 1.0: To achieve the development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreational and institutional land uses.	+	The NPSPA#2 provides for a mix of residential, open space, recreational and commercial land uses within the project area.
Objective 1.1: Encourage the development and maintenance of a broad range of housing types for all income groups and age categories.	+	The NPSPA#2 provides for a range of housing types from attached units and/or golf bungalows to 10,001 square feet and larger lots.
Objective 1.2: Encourage the development of commercial land uses and the revitalization of commercial uses that strengthen the City's economic base and offer a range of enterprises that serve the needs of residents and visitors.	+	The NPSPA#2 includes 23 acres of commercial uses along Highway 74 to serve both residents and visitors to the City of Lake Elsinore.
Objective 1.3: Encourage industrial land uses to diversify Lake Elsinore's economic base.	+	Industrial land uses are not appropriate in this location.
Objective 1.4: Provide for open space and recreational land uses to meet the needs of the community.	+	The NPSPA#2 integrates preservation of approximately 199 acres of open space and provision of recreational resources to meet the needs of the community and respond to USFWS guidelines. Two golf courses and two parks are proposed, as well as the potential for a retreat and a community center. Approximately 782 acres are designated for a Habitat Conservation Bank.
Objective 1.5: Provide for institutional land uses to meet the social, economic, cultural, spiritual, and educational needs of the residents.		The NPSPA#2 provides opportunities for the establishment of institutional/quasi-public land uses as a floating designation within the Golf Course Residential designation. Possible uses include a religious retreat facility, a community center, and child care facility. A potential school site overlay is also proposed.
Goal 2.0: To maintain the City's role as a year-round resort destination.	+	The NPSPA#2 offers the opportunity for year-round golf activities. A range of housing types will accommodate the market for primary ownership units as well as second units. Hospitality uses, such as an inn, or timeshare units is accommodated by the Plan as a conditional use.
Objective 2.1: Provide for new development around the lake that offers increased recreational activities.	N/A	The North Peak property is not located adjacent to the lake. It is in close proximity so that residents and visitors of North Peak can easily enjoy the recreational activities associated with the lake.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 2.2: Ensure that new development provides open space, park land and amenities that contribute to a high quality of life for residents and tourists.	+	The NPSPA#2 provides for the preservation of significant open space within and outside the Development Area, as well as incorporating two 18-hole golf courses, a driving range, golf clubhouse, potential community center facility and four parks. In addition, a landscape theme is proposed which harmonizes with the natural environment.
Goal 3.0: To achieve a physical environment in which development of the land respects the City's natural environment.	+	The land plan for the NPSPA#2 No.2 was developed in response to natural environmental conditions. A Habitat Conservation Bank comprised of 782 acres has been established to protect sensitive vegetation and wildlife. Natural open space has been preserved throughout and adjacent to the area designated for development. Natural vegetation will be incorporated into the golf course design and community landscaping.
Objective 3.1: Ensure the consideration of environmental and geologic features in the planning process.	+	The topographic and geologic characteristics of the site, particularly the rock outcroppings and boulders are used to shape the planning areas bubbles, establish the backbone roadway and delineate natural open space areas. Geologic, soils and biological analyses were performed as part of the land planning process.
Objective 3.2: Require physical and visual buffers between land uses characterized by differing functions and density to ensure land use compatibility.	+	The residential development areas and golf course support amenities are separated by either roadways, golf course, slopes or open space. A 100-foot setback is required between the Habitat Conservation Bank and any development structures. The commercial parcels adjacent to Highway 74 are separated from residential uses by the Habitat Conservation Bank.
Policy 3.1.2: The City shall establish hillside grading standards that naturalize the effects of grading, require preservation of unique natural features and encourage a broad range of hillside architectural and site planning solutions.	+	Hillside grading standards are incorporated into the Grading Concept guidelines.
Goal 4.0: To provide infrastructure and services to support existing and future land uses.	+	The NPSPA#2 provides for the timely development of adequate public services and facilities through the phasing and financing sections of the Plan.
Objective 4.1: Ensure that impacts on infrastructure from new development do not exceed the City's ability	+	Plans for water, sewer and drainage infrastructure systems are presented in the NPSPA#2, which address improvements required to serve North Peak both on- and off-site. Infrastructure improvements and service capacities to serve the plan are calculated for maximum buildout potential to ensure adequate service. The developer will be conditioned to provide such improvements and/or contribute their fair share towards off-site and regional systems.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
OPEN SPACE/CONSERVATION ELEMENT		
Goal 1.0: To identify, protect and conserve natural resources.		
Objective 1.1: Preserve important biological habitats and protect plant and animal species of concern.	+	Sensitive habitats, including coastal sage scrub, riparian habitat and endangered species habitat, have been preserved through the establishment of the Conservation Bank. In addition, large areas of undisturbed open space are retained in the Plan. Where sensitive habitats cannot be avoided within the Development Area, mitigation will ensure provision of replacement habitat.
Objective 1.2: Increase and preserve natural and planted vegetation on public and private lands.	+	The Plan preserves 782 acres of land within a Conservation Bank, and 199 as natural open space. Where sensitive habitat has been disturbed, it will be replaced at the appropriate ratio. A landscape plan is included in the NPSPA#2 which establishes streetscape, intersection, project entry, land use edge/transition treatments.
Objective 1.3: Promote water conservation and ensure that the quality of water resources is not degraded as a result of urbanization of the City.	+	No major groundwater sources of drinking water are present on the project site. All development projects are required to implement the City's AB 325 water conservation measures. The drainage plan has been designed to minimize runoff impacts on downstream development.
Objective 1.4: Promote the conservation of scarce resources and reduce the community's reliance on traditional energy resources.	+	All new construction within the project will be required to meet State Title 24 standards.
Objective 1.5: To identify and promote the Best Management Practices (BMP) in Supplement "A" in the Riverside County NPDES Drainage Area Management Plan for post construction storm water runoff source pollutant prevention and treatment measures that could be incorporated into the development project.	+	The project complies with the cited Best Management Practices. Development standards are established in the NPSPA#2 and mitigation measures in the EIR which control grading procedures and techniques to minimize grading impacts and the potential for erosion. Where slopes are disturbed, revegetation will be required.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Goal 2.0: To achieve and maintain state and national ambient air quality standards.		
Objective 2.1: Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school and recreation.	+	The NPSPA#2 is primarily a residential community supported by a variety of recreational amenities and facilities on-site, which contributes toward the reduction of auto trips. Commercial uses are established along Highway 74 and are easily accessed.
Objective 2.2: Reduce air pollutant emissions.	+	Concentrations of vehicle emissions from traffic generated from the project will be consistent with the planning forecast contained in the Air Quality Management Plan. Impacts on air quality should not exceed state air quality standards.
Goal 3.0: To prevent the loss of significant historical and cultural resources.		
Objective 3.1: Identify and promote the preservation and conservation of paleontological and archaeological sites.	N/A	Significant archaeological sites have been identified and reviewed in detail in the EIR for the NPSPA#2. Such sites will be preserved, or any impacts on the site will be mitigated as provided for in the EIR.
Objective 3.2: Assure the recognition of the City's heritage through preservation of the City's significant historical sites and structures.	N/A	No sites of cultural or historical significance are located within the NPSPA#2 area.
Goal 4.0: To identify and preserve open space areas for public safety, recreation, scenic quality and preservation of natural resources.		
Objective 4.1: Preserve quality public views of the lake and ridgelines.	+	The GP does not designate a scenic vista within the project area. However, over half of the acreage is preserved as either Natural Open Space or Conservation Bank, ensuring that the natural topography, significant ridgelines and rock formations remains undisturbed within these areas to provide internal views and views of the site from adjacent properties. Several significant landforms are visible from Highway 74.
Objective 4.2: Promote the establishment of permanent open space areas and the preservation of significant physiographic features.	+	Exclusive open space has been retained by utilizing clustered development concepts adjacent to natural areas. Natural slopes will be maintained in highly visible areas, significant boulders and rock formations preserved where feasible, and natural slope conditions imitated where disruption of natural slope contours is warranted. Approximately 199 acres has been designated Natural Open Space, with an additional 59 acres of open space features within the golf course.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Goal 5.0: To encourage the conservation and efficient production of lands with mineral deposits.		
Objective 5.1: Protect the viability of resource production in state-designated, regionally significant resource areas.	N/A	No minerals or other resources of economic significant are present on the project site.
Objective 5.2: Control the extraction of mineral resources to ensure minimal disturbance to the environment and surrounding land uses.	N/A	No minerals or other resources of economic significant are present on the project site.
Goal 6.0: To identify, protect and preserve prime agricultural land from premature conversion to urbanized areas.		
Objective 6.1: Encourage continued production of prime agricultural soils, groves and other agricultural activity.	N/A	No land classified as Prime Agricultural land will be converted to urban uses as part of this project.
Goal 7.0: To protect against loss of soils through wind and water erosion.		
Objective 7.1: Control the loss of soils through the use of best management practices designed to minimize erosion and sedimentation during grading and construction.		Development standards are established in the NPSPA#2 and mitigation measures in the EIR which control grading procedures and techniques to minimize grading impacts and the potential for erosion. Where slopes are disturbed, revegetation will be required.
PARKS AND RECREATION ELEMENT		
Goal 1.0: To provide a range of recreational opportunities for all residents and visitors.		
Objective 1.1: Provide a combination of local park acreage, park facilities and recreation programs to serve the different needs of the community.	+	Four parks, a potential community center, active and passive open space areas, and a trail system are included in the NPSPA#2 to meet a variety of needs within the community. Private recreation facilities may be integrated into individual residential neighborhoods.
Objective 1.2: Provide parkland and recreational opportunities to complement the tourist orientation of the community.	+	Two golf courses will be constructed within the project to serve the needs of both residents of the community and visitors to Lake Elsinore.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 1.3: Encourage the development of private recreational facilities in Lake Elsinore.	+	The NPSPA#2 provides a system of parks, trails, and outdoor recreation facilities which preserve significant areas of open space to serve the needs of the residents. This system is augmented by a private community recreation facility at a yet to be determined location which will provide space for specialized recreation activities, such as swimming and tennis. As well, the golf clubhouse can provide a focus for community activities.
Objective 1.4: Establish a primary trail network of equestrian and hiking trails that interfaces with other trails (i.e. bikeways) and links City, County of Riverside and state park and recreation facilities.	+	The NPSPA#2 integrates a hiking/bicycle trail system into the open space and circulation plans, which will provide access to, and accommodate County regional trails, and the open space portions of the project. Portions of paths on-site are comprised of decomposed granite for potential multi-purpose use.
PUBLIC SAFETY AND URBAN SERVICES ELEMENTS		
Goal 1.0: To ensure a high level of public safety for the community.		
Objective 1.1: Provide effective and cost-efficient police, fire and emergency medical services to the city to minimize potential injury, loss or destruction or persons and property and to provide a safe and secure environment for the city's residents and visitors	+	The community will contribute its fair share for the provision of adequate fire, police and emergency medical services. The threat of wildland fire will be reduced through the Installation and maintenance of the fuel modification zones between development areas and natural open space. Conditions related to fire safety will be imposed during project review and the building permit process.
Objective 1.2: Minimize the risk of loss of life, injury, property damage, and economic and social displacement due to seismic and geologic hazards resulting from earthquakes and geologic constraints.	+	Although the entire city is located in an area of potential seismic activity, the potential impacts of such activity will be mitigated by enforcement of city building codes which address geologic and seismic safety considerations. Adequate setbacks adjacent to the Natural Open Space will provide for boulder entrapment areas.
Objective 1.3: Minimize the risk of injury to residents and visitors and of property damage due to flooding.	+	The NPSPA#2 includes a drainage plan which describes facilities and improvements necessary to collect storm water and safely convey it to off-site facilities. The drainage plan provides facilities that will protect the NPSPA#2 area, in the event of a 100 year storm. The project is not located in an area subject to flood or dam failure hazards.
Objective 1.4: The City shall work towards reducing the level of risk to persons and property from hazardous waste within the City.	+	The plan shall conform to the provisions of the City's Hazardous Waste Management Plan as applicable.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 1.5: Coordinate with the County of Riverside and other appropriate agencies to provide effective response to an emergency; minimize property damage in a disaster; and enhance citizen awareness of evacuation routes and actions to be taken in the event of an emergency through education.	+	The NPSPA#2 has been prepared in accordance with input from the County of Riverside Fire Department. Two potential emergency access routes are proposed in the northern portion of the site. These access routes, if gated, will be equipped with gate triggering mechanisms for emergency vehicles with electrical failure override features, and will not restrict egress from the site in an emergency.
Goal 2.0: To ensure public infrastructure supports existing and future land uses.		
Objective 2.1 Coordinate with the water districts to provide domestic water supplies and fire flow water requirements to meet existing and future demands.	+	Both on-site and off-site improvements to potable water facilities are programmed as part of the NPSPA#2 project in coordination with the EVMWD, and WMWD for non-potable water resources.
Objective 2.2 Ensure that waste water/sewer flows are accommodated and provide facilities to meet existing and future developments.	+	Both on-site and off-site improvements to waste water facilities are programmed as part of NPSPA#2 project.
Objective 2.3 Coordinate with the County of Riverside in the establishment of a long term solid waste management plan.	+	Solid waste disposal services will be arranged prior to the occupancy of residential and non-residential structures within the project.
Objective 2.4 Coordinate planning and development proposals as well as applicable determinations of consistency with the general plan with the school district serving the planning area in an effort to assist the school district in providing school facilities to meet the needs of the community in a timely manner.	+	The NPSPA#2 provides for a school site overlay in Phase II. The intent of the applicant is that the remainder of the North Peak property be annexed into the LEUSD, in which case the existing School District Mitigation Agreement (which currently applies only to the southern portion of the previous N.P.S.P. site) would apply to the annexed area as stated in the amended Agreement. If annexed, the applicant shall acquire appropriate clearances from the Lake Elsinore Unified School District. In the event annexation is not approved, the project would provide its fair share of applicable school fees in accordance with the Perris District requirements, or offer the land for purchase by the Perris District, as appropriate.
Objective 2.5 Ensure that adequate electrical, natural gas and telecommunication systems are provided to meet the demand of new and existing development.	+	A public utilities services plan has been included in the public services/infrastructure concept to assure adequate provision of gas, electric, telephone and cable TV services to the residential and non-residential uses within the NPSPA#2 .
COMMUNITY DESIGN ELEMENT		

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Goal 1.0: To develop and reinforce an image of the city related to its region and natural setting and its tourist orientation.		
Objective 1.1 Encourage the preservation of the countryside retreat image.	+	The land use concept for the NPSPA#2 targets approximately 10 percent of the residential units for 10,001 square feet lots or larger. Roadway right-of-way in these areas will employ rolled curbs, which enhances the "rural" feel of these neighborhoods. Incorporation of natural open space features throughout the golf course residential envelopes, in addition to the extensive acreage devoted to natural open space golf course and conservation bank further support the countryside image.
Goal 2.0: To preserve, strengthen or develop the positive qualities of individual districts or neighborhoods and enhance their image and function.	+	A community structure concept has been developed to augment the development standards in achieving a distinct identity for North Peak.
Objective 2.1 Encourage new residential development to establish identifiable neighborhoods.	+	The NPSPA#2 will ensure the development of attractive residential neighborhoods with individual characteristics associated with lot size and development standards. Flexibility in site planning has been built into the land use concept. Landscape treatment will enhance the identity of each residential enclave.
Objective 2.2 Promote and strengthen business and commercial center identity through architecture, landscaping and signage.	+	Development standards and design guidelines have been incorporated into this Specific Plan to be applied during site plan review which will contribute toward and identity for the commercial portions of North Peak.
Goal 3.0: To preserve elements of the natural environment in the community.	+	The underlying framework of the NPSPA#2 is the preservation of open space and integration of key natural features into site planning and community structure elements.
Objective 3.1 Promote site design and building construction that preserves significant land-forms.	+	The NPSPA#2 land use concept preserves key landforms through sensitive grading, the integration of natural drainage channels and riparian habitat into golf course design, and the establishment of the Natural Open Space designation. In areas where Estate Residential products will be designated, the integration of landform and rock formations into the residential unit site design is encouraged.
Goal 4.0: To develop a circulation system that creates community image and identity.	+	The Community Structure concept establishes streetscape treatments based on function.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 4.1 Establish methods to maintain a country road image in developed areas.	+	Street right-of-ways have been designed to respect the topography and provide adequate levels of service while minimizing the width of the pavement. Curbs are to be rolled when required. Rolled curbs are proposed on project roadways to promote a country image within North Peak. Landscape materials are intended to complement the materials occurring on-site in an informal context.
Objective 4.2 Identify the principal gateways of the community and establish arrival statements in the landscape and architectural setting.	+	The community structure concept for the NPSPA#2 establishes a hierarchy of project entries and intersection treatments, and allows for a potential gated entry. If a portion of the community is gated, roadways beyond the gate will be privately maintained by the project. More formal landscape applications are proposed to augment the entry treatments.
Goal 5.0: To project and enhance public views of significant natural features and of developed land.	+	Views of the site from adjacent right-of-way have been considered in the development of the plan for North Peak.
Objective 5.1 Establish practices that ensure development features and enhance public views.	+	Predominant landforms within the project area will be maintained within the Natural Open Space designation, the golf course, parks and development envelopes, and the Conservation Bank. Grading will be minimized to the extent feasible. Utilities will be underground.
Objective 5.2 Encourage developments to locate public streets and public facilities to take advantage of views of natural features.	+	The land use concept establishes residential uses on higher elevations with golf course at lower elevations to promote view corridors and maximize view potential. The streetscape landscape treatment along the roadways is intended to promote and frame views into the golf course and open space/conservation bank through clustering of vegetation.
Goal 6.0: To remove visual blight.		Development of the site will result in the removal of debris.
Objective 6.1 Continue and improve efforts to upgrade the visual qualities of developed property.	N/A	North Peak is currently undeveloped. Design guidelines and standards have been prepared to ensure screening, land use compatibility, and overall quality in development.
Objective 6.2 Identify and encourage preservation of areas or structures with historic significance.	N/A	No structures of historical significance exist on site.
HOUSING ELEMENT		
Goal 1.0: To provide decent housing opportunities and a satisfying living environmental for residents of Lake Elsinore.		

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 1.1 Achieve the construction of approximately 400 units over the remainder of the planning period.	N/A	The development of North Peak will be conducted in the future housing element period and will apply towards meeting the qualified objectives for 1998-2003.
Objective 1.2 Provide an inventory of land sufficient to accommodate the "share of regional housing needs" at varying densities over the next 5 years.	+	The 1,200 residential units proposed in the NPSPA#2 will contribute towards the inventory of land suitable for development at a range of densities.
Objective 1.3 Provide adequate housing sites in relation to housing production needs and consistent with the land use element.	+	The Land Use Element of the General Plan designates the NPSPA#2 as "Specific Plan" with an average density of 4.5 du/ac. The proposed NPSPA#2 has been developed to respond to current market needs.
Goal 2.0: To conserve and improve the conditions of the existing affordable housing stock.	N/A	Goal 2.0 and associated objectives are not applicable to the NPSPA#2 as no housing currently exists on-site. Development of North Peak will not impair the City's rehabilitation efforts.
Goal 3.0: To assist in the development of adequate housing to meet the needs of low and moderate income households.	+	The NPSPA#2 provides for housing which ranges from attached to large single family homes, thereby providing a range and variety of housing types priced and sized to meet a wide variety of resident and community needs. The city may assist developers and/or builders in North Peak to provide housing affordable to lower income households.
Goal 4.0: To address, and where appropriate and legally possible, constraints to the maintenance, improvement and development of housing.	N/A	This goal and associated objectives are matters for City implementation, not for implementation through the NPSPA#2. The NPSPA#2 is a large property which allows for master planning of a desirable residential community.
Goal 5.0: To promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.		
Objective 5.1 Provide residents of Lake Elsinore the opportunity to seek housing in a neighborhood of their choice.	+	Discriminatory practices within the NPSPA#2 will not be allowed.
Goal 6.0: To encourage the incorporation of energy conservation features in the design of all new housing development and in the installation of conservation devices in existing developments.	+	Energy conservation measures will be taken into account in site planning and design. Title 24 Energy conservation criteria will be employed in all construction design.
NOISE ELEMENT		
Goal 1.0: To reduce noise impacts from transportation sources		

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
Objective 1.1: Reduce transportation noise through a variety of methods, including coordination with various agencies, proper design of transportation facilities, and coordination of traffic routing.	+	Anticipated noise levels generated by traffic through the project will not exceed City noise standards. The circulation plan has been designed to adequately accommodate project traffic. In addition, adequate landscape and building setbacks will ensure noise attenuation. Community walls or berms may be used for sound attenuation where necessary.
Goal 2.0: To incorporate noise considerations into land planning decisions.	+	
Objective 2.1: Establish acceptable limits of noise for various land uses throughput the community.	+	The various land uses throughout the NPSPA#2 are located such that acceptable noise limits are maintained. Building setbacks from arterials, collectors and local streets are designed to minimize noise impacts. In addition, the design of structures shall meet relevant Title 24 provisions to aid in sound attenuation.
Goal 3.0: To develop measures to control non-transportation noise impacts.		
Objective 3.1: Reduce noise generated by non-transportation sources.	+	Construction activity in North Peak shall be limited to certain hours of the day. Uses resulting in incompatible noise levels are not proposed by the Development Concept.
CIRCULATION ELEMENT		
GOAL 1.0: To provide a street network to more people and goods safely and efficiently throughout Lake Elsinore.		
Objective 1.1 Strive to maintain a minimum level of service "C" at intersections during non-peak hours and level of service "D" at all intersections during peak hours to ensure that traffic delays are kept to a minimum.	+	The circulation system for North Peak has been designed to operate at LOS D during peak hours and LOS C during non-peak hours.
Policy 1.1.1 The City shall establish street standards, and all new road facilities shall be constructed or upgraded, where feasible, to meet City standards	--	The on-site North Peak roadway sections and design standards vary from the typical City standards, but provide the same level of service and safety standards. Nichols Road design standards are per Riverside County Roads Department for the portion north/west of the Outlet Center and are consistent with the County General Plan classifications. The right-of-way for Nichols Road is consistent with the City's General Plan designation of Urban Arterial between the I-15 and Ramsgate Drive. North/west of Ramsgate Drive, the General Plan designation will be amended to a Secondary Arterial.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Policy 1.1.2	The City shall require new developments to be served by roads of adequate capacity and design standards to provide reasonable access by car, truck, transit and bicycle.	+	The on-site roadway system to serve the North Peak community has been designed to meet the circulation needs generated by a 36 hole golf course and up to 1,200 residential units at LOS C for non-peak traffic hours. Nichols Road access to the project is designed at an interim cross-section to serve the project and surrounding vicinity through 2015. The Nichols Road alignment consists of four roadway types and varied design speeds to respond to topographical constraints and traffic volumes anticipated.
Policy 1.1.3	The City shall require an adequate evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, the City shall require the implementation of appropriate mitigation.	+	A comprehensive traffic impact analysis has been prepared for the NPSPA#2 , in addition to an EIR which stipulates recommended mitigation for both on-site and off-site impacts to the circulation system. Implementation of improvements as stipulated will be required as a condition of approval for the NPSPA#2 .
Policy 1.1.4	The City shall pursue measures to reduce congestion at intersections and maintain identified levels of service.	+	The project shall participate in the phased construction of off-site traffic planned intersection control and other improvements through payment of its fair share of fees based on a trigger mechanism to be determined, computed using the 2015 Year Traffic Model . The project shall mitigate off-site traffic impacts to the City of Lake Elsinore Engineering Division in accordance with a fair share mechanism, such as an assessment district for the area, to be established by the City.
Policy 1.1.5	The City shall cooperate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.	N/A	The applicant will coordinate with the City, Cal Trans and adjacent property owners regarding Nichols Rd. improvements as necessary based on development phasing of adjacent properties. As more precise plans are submitted for the commercial properties along SR74, the applicant will coordinate with Cal Trans and the City on the alignment and configuration of driveways and associated intersection improvements.
Policy 1.1.6	The City shall endorse and support the I-15 freeway interchange improvement projects, with minimal environmental impact, that provide more direct regional access to the Lake Management Plan area, as well as other developing areas within the city and sphere.	+	The project will contribute towards planned intersection control and lane improvements at the I-15 based on a fair share mechanism to be established by the City.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Policy 1.1.7	The City shall encourage development of roads parallel to the I-15 Freeway and at a suitable distance from the I-15 freeway to provide adequate intervals between intersections.	N/A	Dexter Road and the future Ramsgate Drive extension in the vicinity of the NPSPA#2 project, serve as parallel roads to the I-15. The project is not responsible for the construction of parallel roads.
Policy 1.1.8	The City shall use the Circulation Element Roadway Classification Map to guide detailed planning and implementation of the city's roadway system.	+	Based on the proposed NPSPA#2 development project and its associated Conservation Bank, changes to the City's General Plan roadway classifications are recommended. Specific changes to each of the affected road segments are presented in Table 5 in Section 6: Circulation Concept.
Policy 1.1.9	The City shall periodically update "build-out" traffic forecasts using the Lake Elsinore Traffic Model to monitor the impact of development approvals and the adequacy of the Circulation Element Roadway Classification Map.	+	The existing ADT volumes contained in the Traffic Impact Report prepared for the NPSPA#2 are based upon the latest traffic data collected by the City of Lake Elsinore 1995 Average Daily Traffic Volumes. The Traffic report included analysis of long term traffic conditions for the year 2015 using the SWAPD traffic model and ultimate General Plan Buildout Conditions using the Lake Elsinore Traffic Model, both including project build-out.
Policy 1.1.10	The City shall evaluate the incremental additions to the circulation system through utilization of the Lake Elsinore Traffic Model.	+	The impact to the regional circulation system, with and without the project, are projected utilizing the Lake Elsinore Traffic Model.
Policy 1.1.11	The City shall prohibit parking on all urban arterials and major roadways to increase the traffic capacity of these roadways.	+	Parking is not accommodated in the ROW for Nichols Road access to the project, although a parkway is available for emergency use.
Policy 1.1.12	The City shall identify the major intersections requiring special design treatment to increase their vehicular capacity.	N/A	Implementation of this policy is the responsibility of the City. No such intersections are expected to be impacted by this project.
Policy 1.1.13	The City shall minimize the number, properly space, and interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.	N/A	Implementation of this policy is the responsibility of the City. Recommendations for synchronization of intersections impacted by the project is included in the traffic analysis.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Objective 1.2:	Establish adequate measures to ensure traffic safety.	+	Roadway configurations, curb radii, turning lane provisions, and speeds have been designed to provide safe operating conditions. This is particularly applicable to the design of the Nichols Road extension. Where residential units front on the Spine or Upper Loop Road, backing out of driveways will not be allowed. A separate frontage road access is proposed for units fronting on the Spine Road.
Policy 1.2.1	The City shall enforce speed restrictions throughout the City.	N/A	Implementation of the policy is the responsibility of the City.
Policy 1.2.2	The City shall require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as turning, angle parking, uncontrolled access, and frequent stops.	+	The on-site roadways within the NPSPA#2 have been designed with such safety considerations. One possible gated entry is proposed to control access to private streets, and on-street parking within the Spine and Upper Loop roads is accommodated by 8 feet for parallel parking on each side. The Nichols Road access has been designed to respond to topographical and environmental constraints through the canyon by a reduction in pavement width and design speed.
Policy 1.2.3	The City shall ensure that the development of new private driveways does not pose significant traffic conflicts for major arterials and residential collector roads.	+	The loading of residential units on the residential collector roadways within the project has been considered in the right-of-way design. Turn pockets are provided at intervals along the spine road for access where traffic volumes are greater. Adequate intersection and driveway lines-of-sight shall be provided. Special treatments involving frontage roads separated from the Spine Road have been designed to accommodate residential units fronting on the Spine Road so that vehicles will not have to back onto that roadway.
Policy 1.2.4	The City shall require that pedestrian and vehicular traffic are separated to the maximum feasible extent.	+	Concrete sidewalks are accommodated on at least one side of each roadway within the NPSPA#2 area, with the exception of Nichols Road from 11th Street to the project site. Sidewalks within the project area will be separated from the street by a minimum four foot wide parkway strip.
Policy 1.2.5	The City shall establish an ongoing maintenance program to ensure the safety of the City's roadway system.	N/A	Implementation of this policy is the responsibility of the City for public roadways. The County will be responsible for maintaining Nichols Road outside of the City limits. A maintenance mechanism, such as a Master HOA, will be established for maintenance of the on-site roadways.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Objective 1.3:	Preserve the quality of residential neighborhoods by maintaining the legally enforceable speed limits and by discouraging the flow of truck traffic and through traffic.	+	The NPSPA#2 circulation system has been designed with a hierarchy of roadway right-of-way configurations which serve particular functions of through traffic, collection of traffic from neighborhoods, and direct neighborhood access. Truck traffic will be restricted to the Spine and Upper Loop roads with the exception of local delivery services to residential units. Short cutting of traffic through residential areas will be minimized by the use of cul-de-sacs.
Policy 1.3.1	The City shall enforce speed limits of 25 miles per hour in those areas defined by the California Vehicle Code as residential neighborhoods.	N/A	Implementation of this policy is the responsibility of the City.
Policy 1.3.2	The City shall establish signed truck routes, where necessary, on streets traversing through residential neighborhoods.	N/A	Implementation of this policy is the responsibility of the City.
Policy 1.3.3	The City shall maintain its level of service objectives on major City streets in order to avoid diversion of through traffic into residential neighborhoods and maintain adequate levels of safety.	N/A	The proposed recommended changes to the General Plan Circulation Element, whereby the General Plan extension of Nichols Road through the site as a Major Arterial is deleted, will protect both the residential neighborhoods within North Peak and the Conservation Bank from through traffic encroachment.
Objective 1.4:	Establish financing programs which incorporate adequate funding to construct and maintain the City's roadway system.	+	The developer shall construct all on-site circulation improvements and an interim configuration of Nichols Road to serve the project site. (See response to Policy 1.4.1.)
Policy 1.4.1	The City shall establish a city-wide circulation system phasing and financing program for the orderly implementation of system improvements identified in the Circulation Element.	N/A	The implementation of this policy is the responsibility of the City. The project shall participate in the phased construction of off-site traffic planned intersection control and other improvements through payment of its fair share of fees based on a trigger mechanism to be determined, computed using the 2015 Year Traffic Model . The project shall mitigate off-site traffic impacts to the City of Lake Elsinore Engineering Division in accordance with a fair share mechanism, such as an assessment district for the area, to be established by the City.
Policy 1.4.2	The City shall identify and evaluate potential revenue sources for financing roadway system development and improvement projects.	N/A	The implementation of this policy is the responsibility of the City. The project will contribute its fair share towards this program, improving all on-site roadways and Nichols Road as a condition of project implementation. (See response to Policy 1.4.1.)

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Policy 1.4.3	The City shall pursue a Bridge and Major Thoroughfare Fee Program in order to meet funding needs.	N/A	The implementation of this policy is the responsibility of the City.
Policy 1.4.4	The City shall only implement street widening when Transportation System Management strategies, such as the removal of on-street parking, lane restriping, etc., have been exhausted.	N/A	The implementation of this policy is the responsibility of the City.
GOAL 2.0:	To promote a public transportation system that is safe, convenient, and meets the identified needs of the Lake Elsinore Valley.		
Objective 2.1	Require dedication and/or construction of appropriate facilities in support of a public transportation system.	N/A	Transit facilities such as benches, shelters, and pedestrian access can be provided along expanded transit routes as they are developed by the City or other agencies.
Policy 2.1.1	The City shall require construction of bus turnouts adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations.	N/A	Transit facilities such as benches, shelters, and pedestrian access can be provided along expanded transit routes as they are developed by the City or other agencies.
Policy 2.1.2	The City shall support improved transit services for elderly and disabled persons.	N/A	The implementation of this policy is the responsibility of the City.
Policy 2.1.3	The City shall work with RTA in pursuing additional transit routes in the City as well as adjacent cities.	N/A	The implementation of this policy is the responsibility of the City. Bus stops and transit service activity along SR 74 in the vicinity of the two commercial parcels should be anticipated.
Policy 2.1.4	The City shall review site plans to determine if pedestrian access from the interior of new residential areas to public transit stops will be direct and convenient.		Bus stops have not been identified at this time.
Policy 2.1.5	The City shall strive for reasonable and practical means through current technology to find transit solutions which are economically feasible not only in terms of ridership fees, but also in terms of City support for investigation and promotion.	N/A	The implementation of this policy is the responsibility of the City.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
GOAL 3.0:	To promote alternatives to motorized transportation that meet the needs of all City residents.		
Objective 3.1	Provide a circulation network that accommodates the safe and efficient movement of cyclists.	+	Class II bike lanes within the street right-of-way will be provided along the Spine Road and Upper Loop Road and will be improved in conjunction with road construction. Trail connections to the County's regional trail system through the natural open space area will be provided. Local internal streets will accommodate bicycle circulation within the right-of-way.
Policy 3.1.1	The City shall implement a continuous system of bicycle lanes within the street right-of-way to meet the needs of both the local and commuter cyclist. The lanes shall be designed for the safety of the cyclist.	+	Bike lanes within the street right-of-way will be provided along the Spine Road and Upper Loop Road and will be improved in conjunction with road construction. Trail connections through the natural open space area will be provided. Because of the rugged terrain and separation of the community from regional attractions for bicyclists, separated, dedicated bicycle paths are unnecessary within Local Internal streets within North Peak, and will be accommodated within the right-of-way. The potential for bike lanes is provided within the right-of-way for Nichols Road. As well, a four foot DG trail will be provided along one side of Nichols Road to correspond to the County Trail System.
Policy 3.1.2	The City shall use the Circulation Element Bikeway Plan to guide detailed planning and implementation of the cities bicycle route system. The City shall further encourage the integration of this system with other trails (equestrian, hiking) wherever possible to facilitate multi-purpose use of the City's recreational corridors.	+	Although a Class II bike route can be accommodated within the right -of-way along Nichols Road, the County of Riverside does not require bike lanes on rural arterials. The City's General Plan, which designates a Class I bikeway along Nichols Road will require amendment in conjunction with the Circulation Plan and NPSPA #2 to reflect the potential for a Class II bikeway in Nichols Road. It may be designed if determined so by the County. The existing jeep trails within the natural open space areas may eventually become an attraction for mountain bicyclists in the community, and may provide connections to the County's planned trail system outside of the project area. The project accommodates connections to the County's Master Plan of Trails.
Policy 3.1.3	The City shall encourage the provision of bicycle lanes, in addition to those identified on the Circulation Element Bikeway Plan, along all roadways within Specific Plan areas and other major planned developments.	+	Class II bike lanes within the street right-of-way will be provided along the Spine Road and Upper Loop Road and will be improved in conjunction with road construction. Trail connections through the natural open space area will be provided. Because of the rugged terrain and separation of the community from regional attractions for bicyclists, separated, dedicated bicycle paths are unnecessary within Local Internal streets within North Peak and will be accommodated within the right-of-way.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

	Goal/Policy	Consistency	Discussion
Policy 3.1.4	The City shall provide for a safe interface with vehicular travel including adequate traffic control devices at bicycle crossings and adequate traffic signal phasing for bicycle turning and straight-through movements.	+	The roadway system within NPSPA#2 area has been designed to safely accommodate both bicycle and pedestrian circulation.
Policy 3.1.5	The City shall consider the provision of facilities that foster usage of bicycle routes including signage, connections to the park system and other modes of transportation (e.g., bus stops, carpool lots), bike racks, and resting, parking and restroom/shower facilities along identified bikeways.	N/A	The implementation of this policy is the responsibility of the City.
Policy 3.1.6	The City will actively seek federal and state funds for the construction of bikeways identified on the Circulation Element Bikeway Plan.	N/A	Bikeways within the NPSPA#2 area will be provided by the project and will be constructed as part of the roadway rights-of-way.
Policy 3.1.7	The City shall conduct a public information program to increase public awareness of bicycle safety.	N/A	Bikeways within the NPSPA#2 area will be provided by the project and will be constructed as part of the roadway rights-of-way.
Objective 3.2	Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environmental for pedestrians.	+	Sidewalks are integrated into the roadway design on at least one side along the Spine Road, the Upper Loop Road and any residential roadway serving at least 200 or more vehicle trips a day.
Policy 3.2.1	The Main Street area and future mixed-use developments shall contain an internal system of walkways or trails linking schools, shopping centers, and other public facilities with residences.	N/A	Not relevant to NPSPA#2 area.
Policy 3.2.2	The City shall promote the design and location of future land uses to encourage access by non-automotive means.	+	Uses within the upper NPSPA#2 area can be accessed via the sidewalk or bicycle lane system. The City's proposed bike route and sidewalks along Route 74 accommodate non-automotive access to the two commercial parcels in the lower portion of the NPSPA#2 .
Policy 3.2.3	The City shall review site plans to determine if shopping areas are designed for pedestrian access.	+	The site plans for the two commercial parcels will be submitted to the City for review, and will be designed to meet City zoning and design requirements.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy		Consistency	Discussion
Policy 3.2.4	The City shall require the installation of wheelchair ramps on all new sidewalks and shall encourage their installation in older neighborhoods.	+	Sidewalks in North Peak will be designed to meet Title 24 and other applicable codes and requirements. A minimum 36 inch unobstructed clear zone is required on all sidewalks.
GOAL 4.0:	To provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.		
Objective 4.1:	Enforce and periodically update the zoning ordinance which specifies minimum Parking requirements for various types of land use.	+	Parking will be provided for all uses in conformance with the requirements of the City of Lake Elsinore Zoning Ordinance through a combination of on-street and off-street facilities.
Policy 4.1.1	The City shall enforce its parking ordinance and standard requirements such as necessary design features, the number of required handicapped parking spaces, etc., in conjunction with the parking ordinance.	+	Off-street parking for the commercial parcels and golf course/clubhouse facility shall be provided per the City's zoning requirements.
Policy 4.1.2	The City shall pursue methods of encouraging the provision of increased on-site parking supply through a range of techniques including redevelopment activities.	N/A	The NPSPA#2 project shall provide adequate parking per the City's requirements.
Objective 4.2:	Provide joint-use and public parking facilities, where needed, by special assessment districts or other mechanisms.	N/A	Each use in the NPSPA#2 will provide adequate parking to serve the need generated.
Policy 4.2.1	The City shall require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off site facilities.	+	Each use in the NPSPA#2 will provide adequate parking to serve the need generated.
Policy 4.2.2	The City shall work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.	+	The project shall provide parking to serve the need generated by proposed uses.
Policy 4.2.3	The City shall encourage joint development of parking facilities (e.g.; joint use of parking facilities) in activity centers where feasible to maximize the efficient use of available parking.	+	The potential for joint development of parking facilities within the NPSPA#2 area will be considered when site plans for non-residential uses are submitted to the City.

Table 10
NORTH PEAK GENERAL PLAN CONSISTENCY

Goal/Policy	Consistency	Discussion
GOAL 5.0: Manage peak hour traffic flow and change demand on the circulation system to reduce congestion where necessary and feasible.		
Objective 5.1: Provide for the development and monitoring of Transportation System Management (TSM) and Travel Demand Management (TDM) programs which are focused on reducing vehicular travel at locations where trip-making is concentrated.	N/A	The project does not generate significant peak hour traffic flow associated with employment generating centers.
Policy 5.1.1 The City shall continue to implement and monitor the performance of its TDM ordinance.	N/A	The implementation of this policy is the responsibility of the City.
Policy 5.1.2 The City shall require the development and implementation of Transportation Management Plans for key industrial and office areas These plans shall be designed to reduce peak hour traffic and vehicle miles of travel.	N/A	The project does not propose any industrial uses. Office uses are a permitted use within the highway commercial designation, although the two parcels are not envisioned as a key office area within the City.
Policy 5.1.3 The City shall support programs with the objective of increasing the vehicle occupancy rate.	N/A	The implementation of this policy is the responsibility of the City.
Policy 5.1.4 The City shall secure public support for the development of a balanced circulation system through a well-organized public relations program	N/A	The implementation of this policy is the responsibility of the City.
Policy 5.1.5 The City shall encourage the development of Park-and-Ride lots near freeway interchanges in conjunction with Caltrans policies.	N/A	The implementation of this policy is the responsibility of the City.

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NORTH PEAK
SPECIFIC PLAN

Appendix A

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LANDSCAPE PALETTE

The following plant material is only a suggested list of plant material for the North Peak project. It is not the intention to utilize all the listed species, nor shall the proposed plant palette be limited to the listed species.

NATIVE TRANSITION LANDSCAPE

1. Trees

Heteromeles arbutifolia	Toyon
Juglans californica	California Black Walnut
Juniperus californica	California Juniper
Quercus agrifolia	Coast Live Oak
Sambucus mexicana	Elderberry
Platanus racemosa	California Sycamore
Rhus ovata	Sugar Bush

2. Shrubs and Ground Covers

Atriplex canescens	Four-wing Salt Bush
Atriplex lentiformis	Quail Bush
Arctostaphylos glandulosa	Manzanita
Arctostaphylos glauca	Manzanita
Artemisa californica	California Sagebrush
Baccharis pilularis	Coyote Brush
Brickelia californica	
Ceanothus crassifolius	California Lilac
Encelia farinosa	California Encelia
Eschscholzia californica	California Poppy
Eriogonum fasciculatum	Buckwheat
Keckiella antirrhinoides	Yellow Penstemon
Lasthenia californica	
Leymus condensatus	
Malacothamnus fascialotus	
Malosma laurina	Laurel Sumac
Mimulus aurantiacus	Monkey Flower
Nasella pulchra	
Opuntia species	Prickly Pear/Cholla
Penstemon spectibilis	Showy Penstemon
Phacelia distans	
Rhamnus crocea	Spiny Redberry
Salvia mellifera	
Solanum xanti	

REFINED LANDSCAPE ZONES AND STREETSCAPES

1. Trees

Alnus rhombifolia	White Alder
Camphora cinnamomum	Camphor
Eucalyptus camaldulensis	River Gum
Eucalyptus maculata	Spotted Gum
Eucalyptus rudis	Swamp Gum
Eucalyptus polyanthus	Silver Dollar Gum
Eucalyptus cladocalyx	Sugar Gum
Geijera parvifolia	Australian Willow
Jacaranda acutifolia	Jacaranda

Magnolia grandiflora	Southern Magnolia
Melaleuca linarifolia	Flaxleaf Paperbark
Melaleuca quinquinervia	Cajeput Tree
Olea europaea	European Olive
Phoenix dactylifera	Date Palm
Phoenix canariensis	Canary Island Date Palm
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine
Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Platanus acerifolia	London Plane Tree
Platanus racemosa	California Sycamore
Populus nigra 'Italica'	Lombardy Poplar
Gleditsia triacanthos 'Skyline'	Honey Locust
Quercus suber	Cork Oak
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Rhus integrifolia	Lemonade Berry
Schinus molle	California Pepper
Washingtonia robusta	Mexican Fan Palm
Washingtonia filifera	California Fan Palm

2. Shrubs and Ground Covers

Atriplex canescens	Four-wing Saltbush
Atriplex lentiformis	Quail Bush
Aloe species	Aloe Species
Anigozanthus species	Kangaroo Paw Species
Bougainvillea species	Bougainvillea Species
Baccharis p. 'Centennial'	Dwarf Coyote Bush
Carissa 'Green Carpet'	Prostrate Natal Plum
Delosperma alba	Ice Plant
Dietes vegeta	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Echium fastuosum	Pride of Madeira
Ficus repens	Creeping Fig
Hemerocallis species	Daylily
Lavandula stoechas	Spanish Lavender
Leptospermum species	New Zealand Tea Tree
Ligustrum species	Privet Species
Lonicera j. 'Halliana'	Hall's Honeysuckle
Myrtus communis	True Myrtle
Opuntia species	Prickly Pear/Cholla
Phormium tenax	New Zealand Flax
Rhus ovata	Sugar Bush
Rhapiolepis indica	India Hawthorn
Xylosma species	Xylosma

GOLF COURSE LANDSCAPE AND TRANSITION ZONE

1. Trees

Alnus rhombifolia	White Alder
Camphora cinnamomum	Camphor
Geijera parvifolia	Australian Willow
Heteromeles arbutifolia	Toyon
Juniperus californica	California Juniper
Melaleuca linarifolia	Flaxleaf Paperbark
Melaleuca quinquinervia	Cajeput Tree

Olea europaea	European Olive
Phoenix dactylifera	Date Palm
Phoenix canariensis	Canary Island Date Palm
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine
Pinus pinea	Italian Stone Pine
Platanus racemosa	California Sycamore
Quercus suber	Cork Oak
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Rhus ovata	Sugar Bush
Sambucus mexicana	Elderberry
Schinus molle	California Pepper

2. Shrubs and Ground Covers

Atriplex canescens	Four-wing Saltbush
Atriplex lentiformis	Quail Bush
Aloe species	Aloe Species
Anigozanthus species	Kangaroo Paw Species
Bougainvillea species	Bougainvillea Species
Baccharis p. 'Centennial'	Dwarf Coyote Bush
Carissa 'Green Carpet'	Prostrate Natal Plum
Dietes vegeta	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Echium fastuosum	Pride of Madeira
Ficus repens	Creeping Fig
Hemerocallis species	Daylily
Lavandula stoechas	Spanish Lavender
Leptospermum species	New Zealand Tea Tree
Myrtus communis	True Myrtle
Opuntia species	Prickly Pear/Cholla
Phormium tenax	New Zealand Flax
Rhus ovata	Sugar Bush

RESTORATION AND ESCAPED EXOTICS

The protection and restoration of the natural landscape involves many needs and concerns that shall be addressed at all levels of planning, design and management. One very important example of environmental protection pertains to exotic plant species that have escaped from cultivation. Over the years, a great diversity of exotic plants have been introduced into western regions for landscaping, grazing, and crop production purposes.

A partial listing of commonly used exotic species that have become pests in natural landscapes is provided below. Great care shall be practiced to protect the North Peak community from possible establishment of such species where their presence is not desired.

Arundo donax
Carpobrotus edulis
Centranthus ruber
Cortaderia atacamensis
Cynodon dactylon
Cytisus canariensis
Cytisus racemosus
Hedera canariensis
Hedera helix
Lonicera japonica 'Halliana'
Pennisetum setaceum
Schinus terebinthifolius

Tamarix aphylla
Tamarix chininsis
Vinca major

NORTH PEAK
SPECIFIC PLAN

Appendix B

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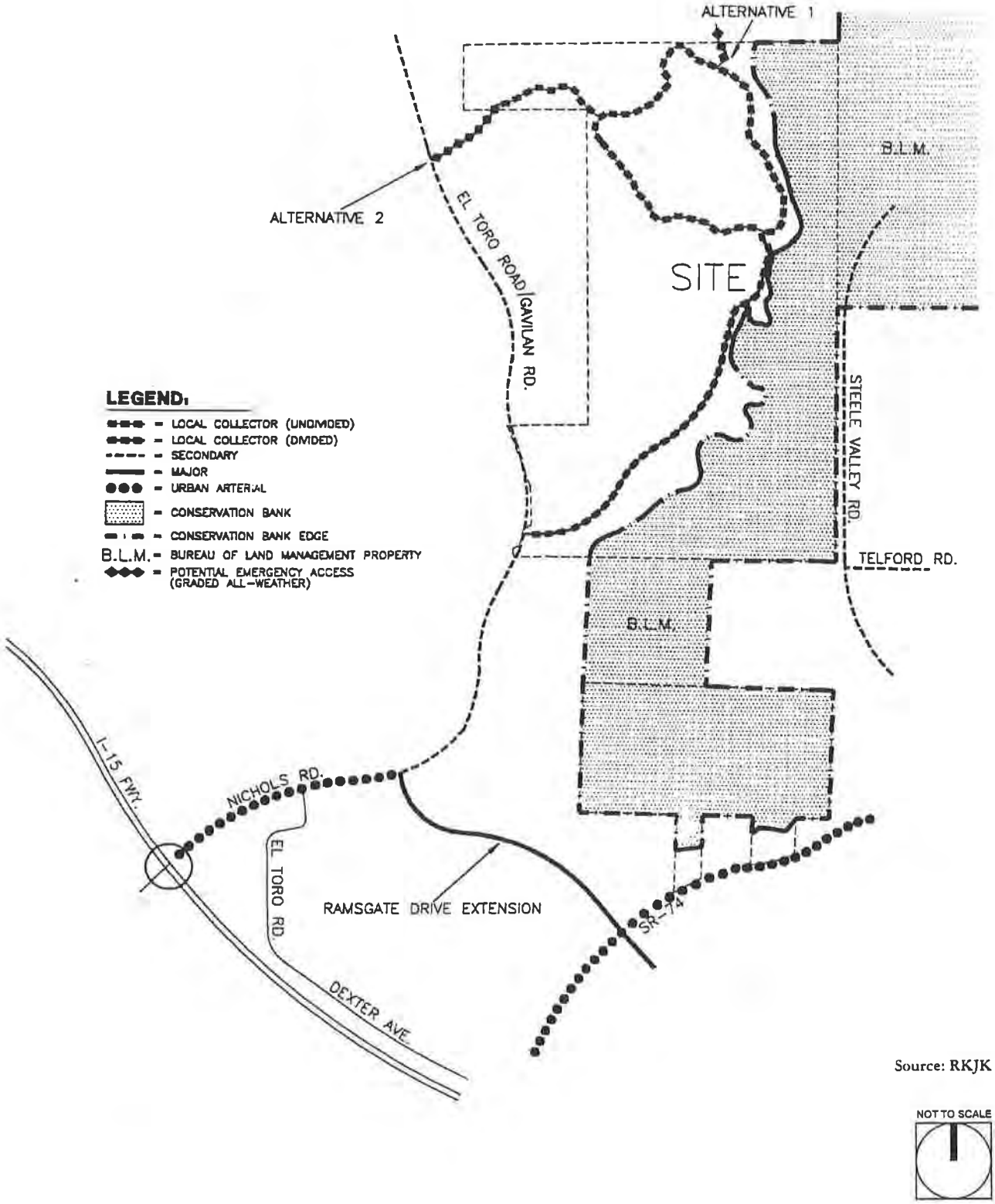


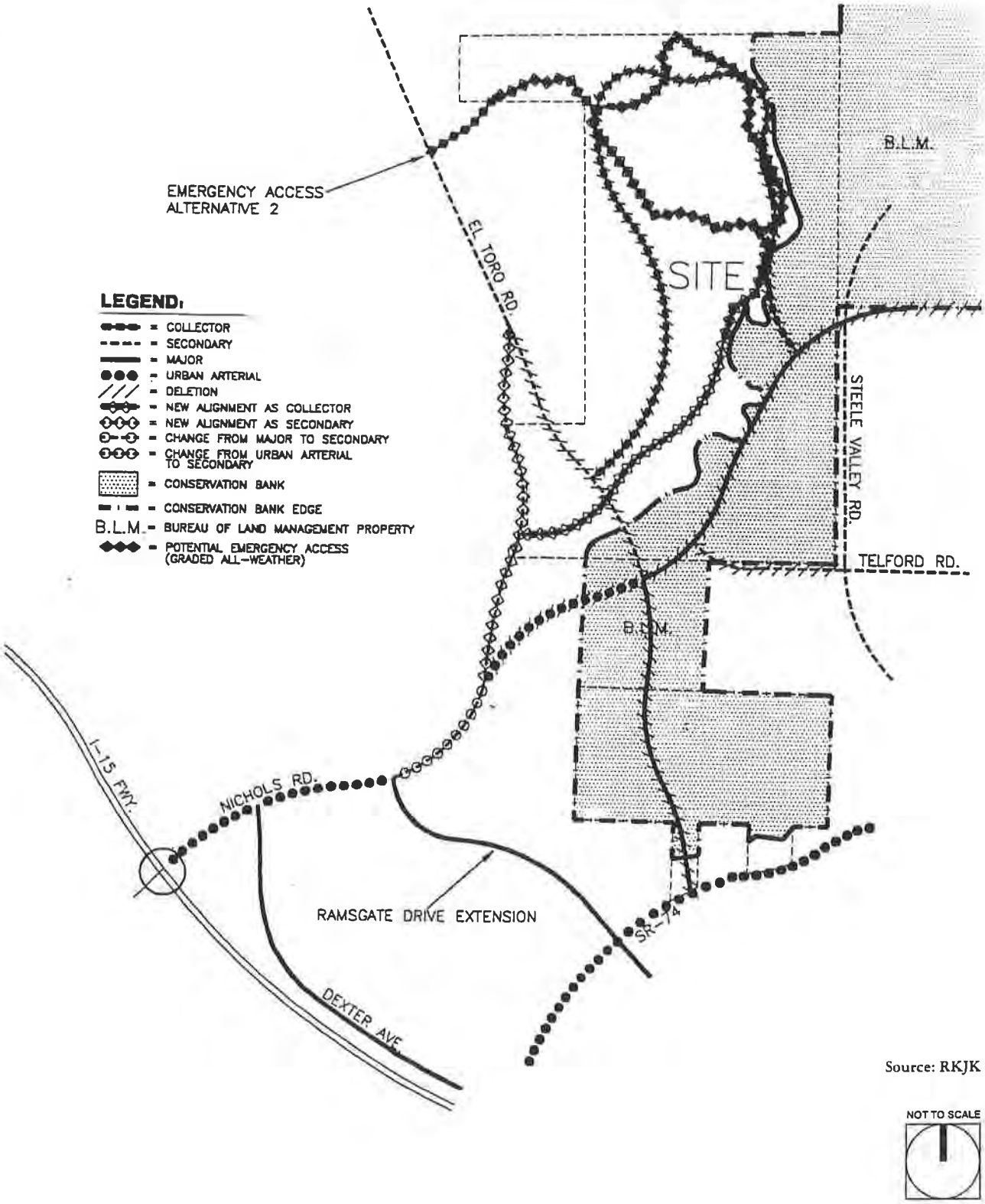
Source: RKJK

NOT TO SCALE

North Peak
SPA No. 2/EIR

Recommended General Plan
Roadway Classifications

TMC Communities



Source: RKJK

NOT TO SCALE

North Peak
SPA No. 2/EIR

Recommended Changes to City of Lake Elsinore Circulation Element

TMC Communities

NORTH PEAK
SPECIFIC PLAN

Appendix C

PACIFIC SOILS ENGINEERING, INC.
7715 CONVOY COURT, SAN DIEGO, CALIFORNIA 92111
TELEPHONE: (619) 560-1713, FAX: (619) 560-0380

CITY OF LAKE ELSINORE
130 East Main Street
Lake Elsinore, CA 92530

May 8, 1998
Work Order 400609

Attention: Mr. Ray O'Donnell,
City Engineer

Subject: Transmittal of Pacific Soils Engineering, Inc. Rock Disposal Specifications, North Peak Project, in the City of Lake Elsinore, CA

Dear Mr. O'Donnell,

Attached herewith are Pacific Soils Engineering, Inc.'s (PSE's) "Rock Disposal Specifications" for the North Peak project, located in the City of Lake Elsinore, California. As a matter of background, these specifications have been developed as a part of PSE's quality control and testing and observation services for similar residential projects located along the Interstate 15 corridor. These rock disposal specifications utilize methologies similar to those employed for the construction of Railroad Canyon Road and residential projects that include: 1) Cottonwood Hills (City of Lake Elsinore); 2) Tuscony Hills (City of Lake Elsinore); 3) Bear Creek (City of Murrieta); 4) Vinyard Knolls (City of Murrieta); 5) Las Brisas Master Planned Community (City of Murrieta); 6) Westview (City of San Diego); and 7) Sabre Springs (City of San Diego).

PSE's earthwork rock specifications are tailored to residential subdivisions and associated infra-structure. It has been PSE's experience that they allow for a controlled placement of rock that produces a dense, compact soil/rock fill mass that has a proven track record of nearly twenty years. Please note the UBC twelve (12) inch maximum

size specification for materials in compacted fills is not practical for rock jobs. However, the code does allow for alternative specifications to be used if provided by the soil engineer/geologist of record and accepted by the local agency.

Please note that we are providing a relatively rock free capping section of four (4) feet for residential pads and at least one (1) foot below the lowest utility for street areas. This will allow for conventional trenching for utilities in public right-of-ways and footing excavations for residential structures. We also recommend that rock hold down areas be disclosed to prospective buyers.

If you have any questions or require additional clarification, please feel free to contact myself or Jeff Chaney at 909-676-8195 or 619-569-1613,

Respectfully submitted,

PACIFIC SOILS ENGINEERING, INC.

By: _____
JEFFREY A. CHANEY, GE 2314
Engineering Manager

By: _____
JOHN A. HANSON, CEG 990
Vice President

Dist: (1) Addressee
(1) TMC, Attn: Mr. David Stern

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TMC COMMUNITIES/NORTH PEAK
4100 MacArthur Boulevard - Suite 308
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May 6, 1998
Work Order 400609

Attention: Mr. David A. Stearn,
Project Manager

Subject: Rock Disposal Specifications, North Peak Project, in the City of Lake Elsinore, CA

Gentlemen:

Presented herein is Pacific Soils Engineering, Inc.'s (PSE's) rock disposal specifications for the North Peak project, located in the City of Lake Elsinore, California. The purpose of this letter is to identify appropriate rock disposal methods that will allow for placement of rock/soil mixtures in a controlled and efficient manner.

Owing to the hard and dense character of the onsite granitic and metamorphic bedrock, blasting and specialized rock handling techniques will be necessary during site development. Past experience on projects with similar hard rock conditions, indicates the need to utilize rock disposal areas to their fullest extent yet still provide a relatively rock free cap that allows for efficient utility and foundation trenching in both public right-of-way and residential pads.

In order to achieve this goal, the following recommendations and specifications have been developed that are specific to the North Peak project. These recommended rock disposal methods consider blasting and excavations in both the metasedimentary and granitic rocks and require the contractor to plan earthwork logistics to produce a dense,

compact rock fill without significant voids. These specifications should be reviewed by the City of Lake Elsinore for conformance to building codes, ordinances or earthwork policies.

OVERSIZED MATERIALS - RESIDENTIAL AREAS

Oversized rock material (i.e., rocks greater than eight inches) will be produced in excavations in the granitic and metasedimentary rocks. This rock may be incorporated into the compacted fill section to within four (4) feet of finish grade within residential areas and to within one (1) foot below the lowest utility for street areas. Maximum rock size in the upper portion of the hold-down zone is restricted to eight (8) inches. Disclosure of the above rock hold-down zone should be made to prospective home buyers such that excavations to accommodate swimming pools, spas or other appurtenances will likely encounter oversize rock (i.e., rocks greater than eight inches) below four (4) feet. Alternatively, a rock clear zone that extends below the design of conceivable excavation should be established. Rocks in excess of eight (8) inches in maximum dimension may be placed within the deeper fills, providing rock fills are handled in the manner described below. In order to separate oversized materials from the rock hold-down zones, the use of a rock rake may be necessary.

Rock Blankets

Rock blankets consisting of a mixture of gravel, sand and rock to a maximum dimension of two (2) feet may be constructed. The rocks should be placed on prepared grade, mixed with sand and gravel, watered and worked forward with

bulldozers and pneumatic compaction equipment such that the resulting fill is comprised of a mixture of the various particle sizes without significant voids and forming a dense, compact, fill matrix.

Rock blankets may be extended to the slope face provided the following additional conditions are met: 1) no rocks greater than twelve (12) inches in diameter are allowed within six (6) horizontal feet of the slope face; 2) 50 percent of the material is to be three-quarters (3/4) inch minus by volume; and 3) backrolling of the slope is conducted at four (4) foot vertical intervals to meet project compaction specifications.

Rock Windrows

Rocks to a maximum dimension of four (4) feet may be placed in windrows in deeper fill areas in accordance with the details on Plate G-10. The base of the windrow should be excavated an equipment width into the compacted fill core with rocks placed in single file within the excavation. Sands and gravels should be added and thoroughly flooded and tracked until all voids are filled. Windrows should be separated by at least fifteen (15) feet of compacted fill, be staggered vertically and separated by at least four (4) vertical feet of compacted fill. Windrows should not be placed within ten (10) feet from finish grade within structural fill areas, within two (2) vertical feet of the lowest buried utility conduit in structural fills, or within fifteen (15) feet of the finish slope surface unless specifically approved by the owner, geotechnical consultant and governing agency.

Individual Rock Burial

Rocks in excess of four (4) feet but no greater than eight (8) feet may be buried in the compacted fill mass on an individual basis. Rocks of this size maybe buried separately within the compacted fill by excavating a trench and covering the rock with sand/gravel, and compacting the fines surrounding the rock. Distances from slope face and building pad areas (i.e., hold down depth) should be the same as windrows. This individual rock burial is intended for fills comprised of predominately soil and should not be used for the rock blanket condition.

Rock Disposal Logistics

The grading contractor should consider the amount of available rock disposal volume afforded by the design when establishing blast pattern, excavation techniques and grading logistics. Rock disposal techniques should be discussed and approved by the geotechnical consultant prior to implementation.

OVERSIZE MATERIALS - GOLF COURSE AREAS

Fill areas proposed within the golf course need no special treatment from a geotechnical perspective, except where the materials provide direct or lateral support to residential structural areas. Treatment of the underlying soil or other remediation prior to placement of fills is recommended in areas where settlements might occur to prevent damages to improvements such as greens, tees, drainage devices, cart paths, etc., that are proposed as part of the golf course development. It is recommended that in areas where oversize rock is disposed within the golf course that suitable cover is maintained

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such that buried rock will not adversely affect the golf course improvements or irrigation system. As a minimum, it is recommended that the upper three (3) feet consist of select granular fill with rock less than eight (8) inch diameter.

Rocks over four (4) feet in diameter may be placed for landscape purposes in non-structural fill areas outside fairways in locations approved by the golf course architect. These rocks should be adequately seated in a stable configuration but should not be buried as to cover their location and create difficulties for irrigation or other underground trenching for the golf course. Variations to this recommendation must be pre-approved by the owner and golf course architect.

Should you have any questions concerning this letter, please contact the undersigned.

Respectfully submitted,

PACIFIC SOILS ENGINEERING, INC.

By: _____
JEFFREY A. CHANEY, GE 2314
Engineering Manager

By: _____
JOHN A. HANSON, CEG 990
Vice President

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