

***ALBERHILL RANCH
SPECIFIC PLAN AMENDMENT NO. 3***

Prepared for:

**HORIZON GROUP, INC.
5000 Hakes Drive
Muskegon, Michigan 49441**

Approved by the City Council

June 10, 1997

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CITY OF LAKE ELSINORE**

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Prepared By:

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I. INTRODUCTION

This Alberhill Specific Plan Amendment No. 3 document supersedes the document entitled, "Final Alberhill Ranch Specific Plan", prepared for Long Beach Equities, Inc. in August 1989. All plans, development standards, infrastructure requirements, design guidelines, regulations, implementation programs, and mitigation measures contained in this Specific Plan Amendment document take precedence over the previously adopted Alberhill Ranch Specific Plan. This document is not intended to be used in association with the previously adopted Final Alberhill Ranch Specific Plan, and is a "stand alone" document. For purposes of this document, the Final Alberhill Ranch Specific Plan shall be referred to as "ARSP". This Specific Plan Amendment shall be referred to as "Specific Plan Amendment No. 3" (SPA No. 3).

It should be noted that the applicant previously prepared the Specific Plan entitled, "Lake Elsinore Outlet Center Specific Plan" in 1990 and has subsequently implemented the Specific Plan by developing several phases of the Lake Elsinore Outlet Center along Collier Avenue at the intersection of Nichols Road. Although SPA No. 3 proposes additional phases of retail center uses as an extension of the existing Lake Elsinore Outlet Center, further amendment of the Lake Elsinore Outlet Center Specific Plan (along Collier Avenue), is not necessary or required.

II. DESCRIPTION OF SPECIFIC PLAN AMENDMENT

A. LOCATION OF SPECIFIC PLAN AMENDMENT

The overall ARSP project is located in Western Riverside County adjacent to northern portions of the City of Lake Elsinore. The entire ARSP area is 1,853 acres, and is bounded generally by I-15 to the north and east, Terra Cotta Road/Nichols Road to the south, El Toro Road to the east, and Robb Road/Lake Street to the west (see **Exhibit 1**, Location Maps).

Proposed SPA No. 3 area comprises the eastern 202-acre portion of the ARSP, east of the I-15, and is bisected by Nichols Road. SPA No. 3 lies within a portion of Section 25, Township 5 South, Range 5 West, and is shown on the Lake Elsinore Quadrangle of the USGS mapping system. The Riverside County Assessors Parcel Numbers defining the area are 389-020-15, 23 and 24.

B. DESCRIPTION OF SPECIFIC PLAN AMENDMENT

The proposed SPA No. 3 will: (1) provide additional phases of retail center uses as an extension of the existing Lake Elsinore Outlet Center located along Collier Avenue west of the freeway; (2) continue to provide general commercial uses; and (3) continue to provide open space.

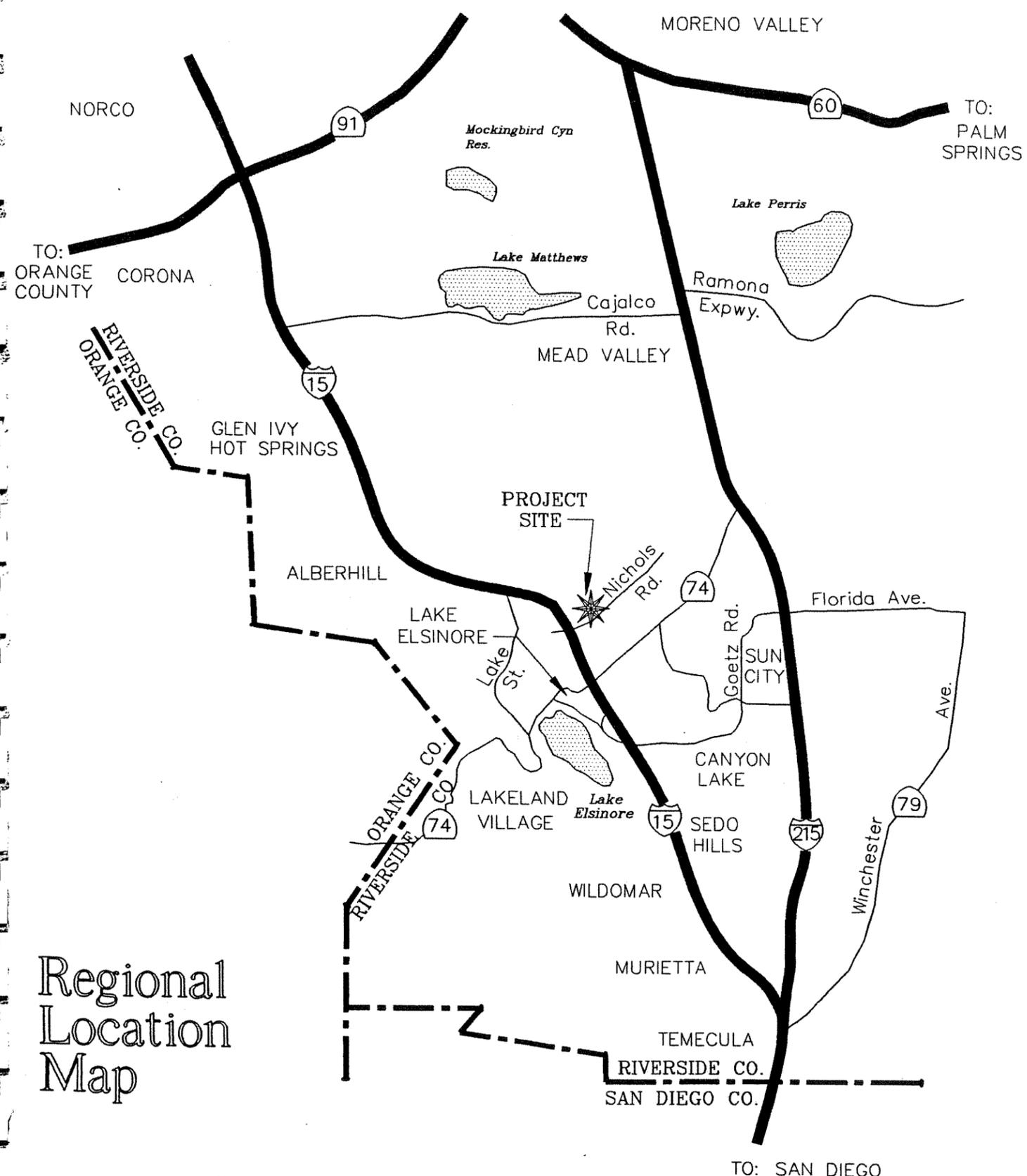
SPA No. 3 is divided into three distinct planning areas. Each planning area will provide a specific land use (see **Exhibit 2, 2a, and 2b**, Land Use Plan). The following describes uses provided in each planning area.

1. Planning Area A

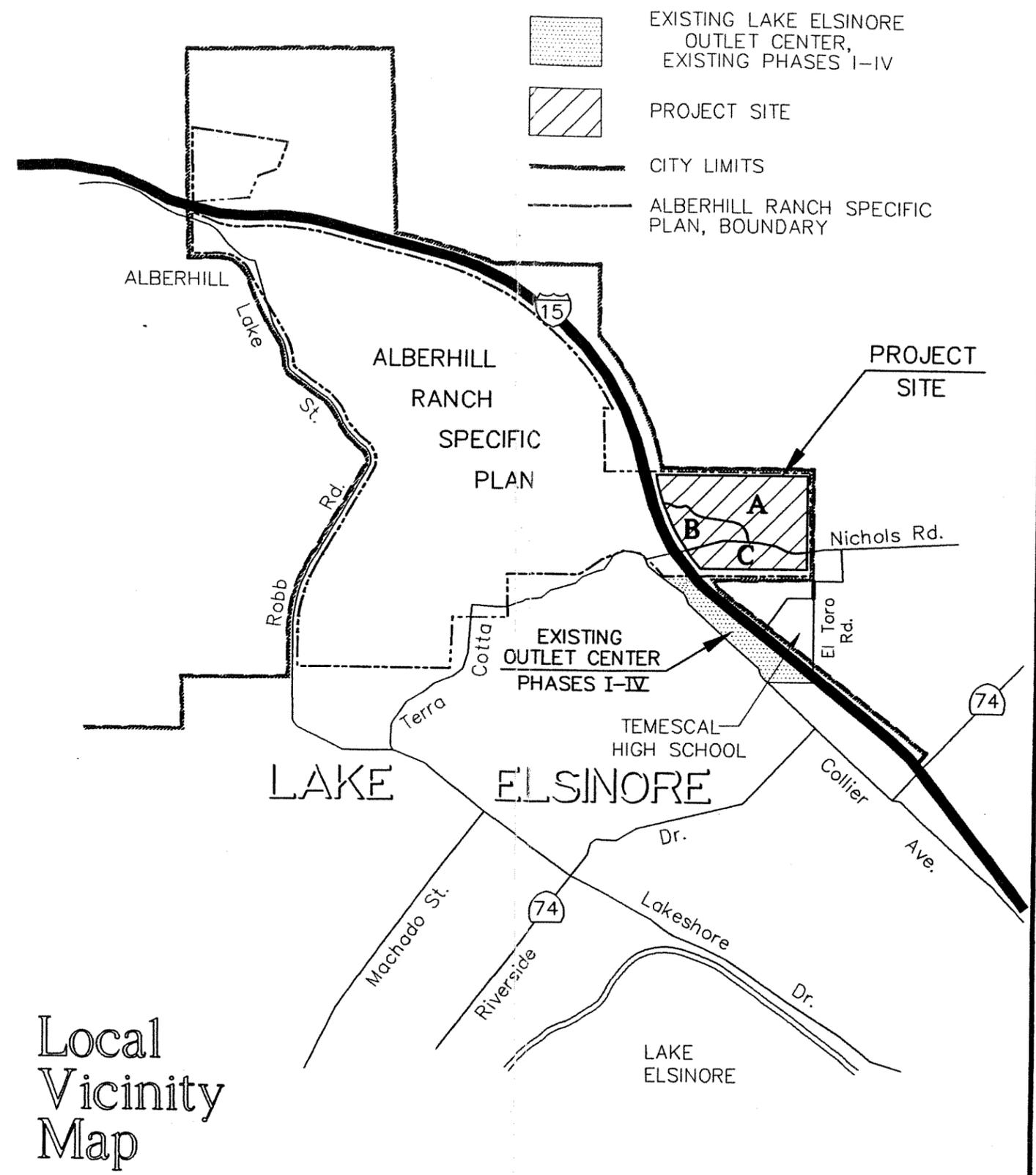
This 120-acre area comprises the hillside portions of the SPA No. 3 area and is located north of Nichols Road. Slopes within this area are generally in excess of 25 percent. The ARSP had designated this particular area as OS, Open Space. SPA No. 3 will continue to designate the entire 120-acre area as OS, Open Space, and will retain the hillside area as natural open space for habitat preservation and associated uses and utilities.

2. Planning Area B

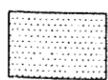
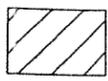
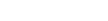
This 32-acre area is located immediately south of Planning Area A and north of Nichols Road. The ARSP designated this particular area as C-SP, Commercial-Specific Plan. According to the ARSP, the C-SP designation is intended to "accommodate mixed use development projects with a freeway orientation. The predominant uses would be retail and service commercial." SPA No. 3 will continue to propose general commercial uses for the entire 32-acre area, and will continue to designate Planning Area B as C-SP, Commercial-Specific Plan.

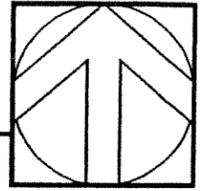


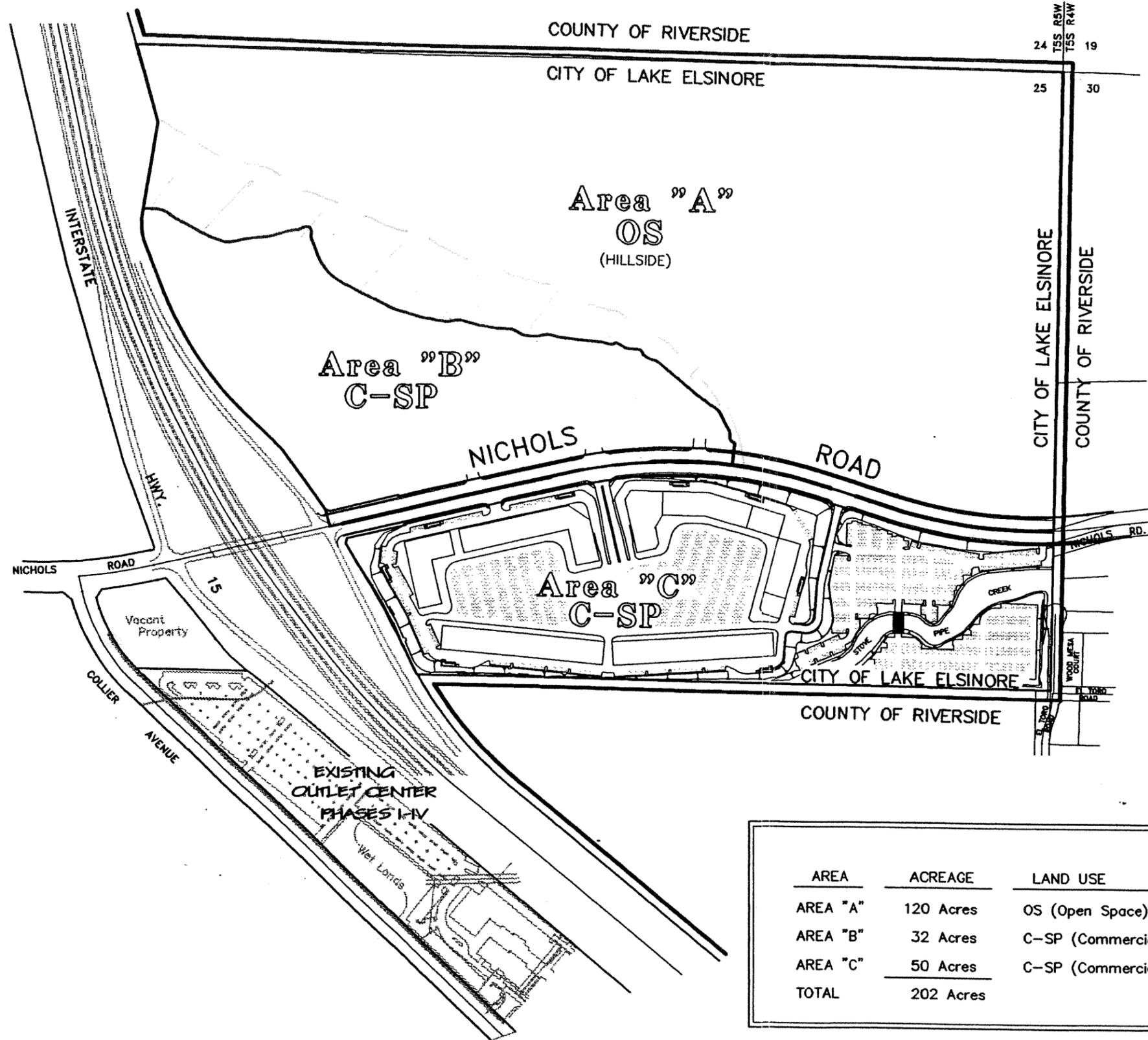
Regional Location Map



Local Vicinity Map

-  EXISTING LAKE ELSINORE OUTLET CENTER, EXISTING PHASES I-IV
-  PROJECT SITE
-  CITY LIMITS
-  ALBERHILL RANCH SPECIFIC PLAN, BOUNDARY





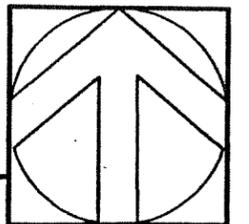
*Land Use Plan

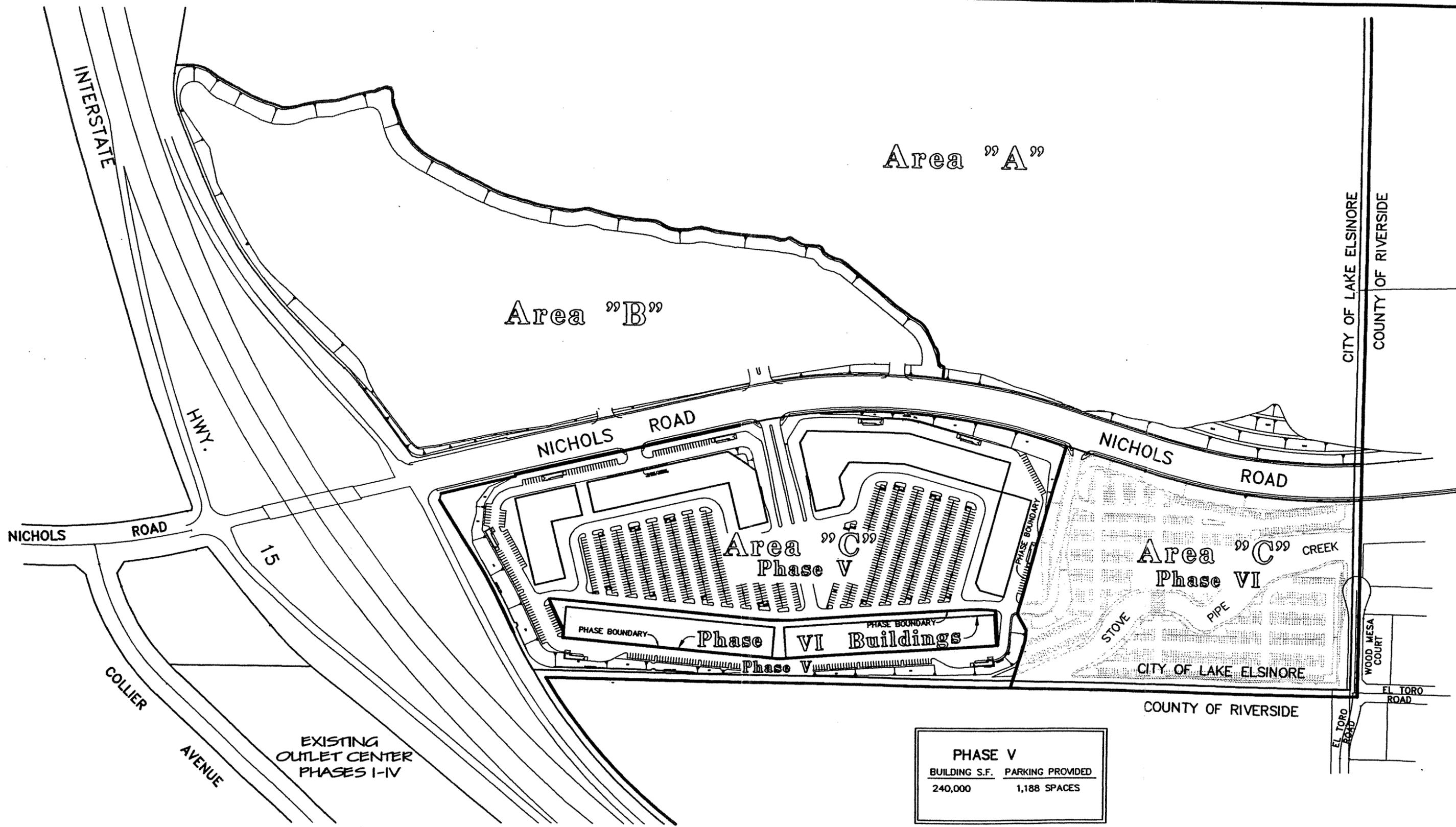
KCT

Alberhill Ranch Specific Plan Amendment #3

Exhibit 2

No Scale



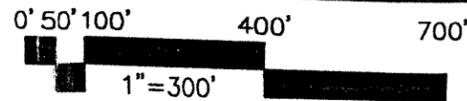


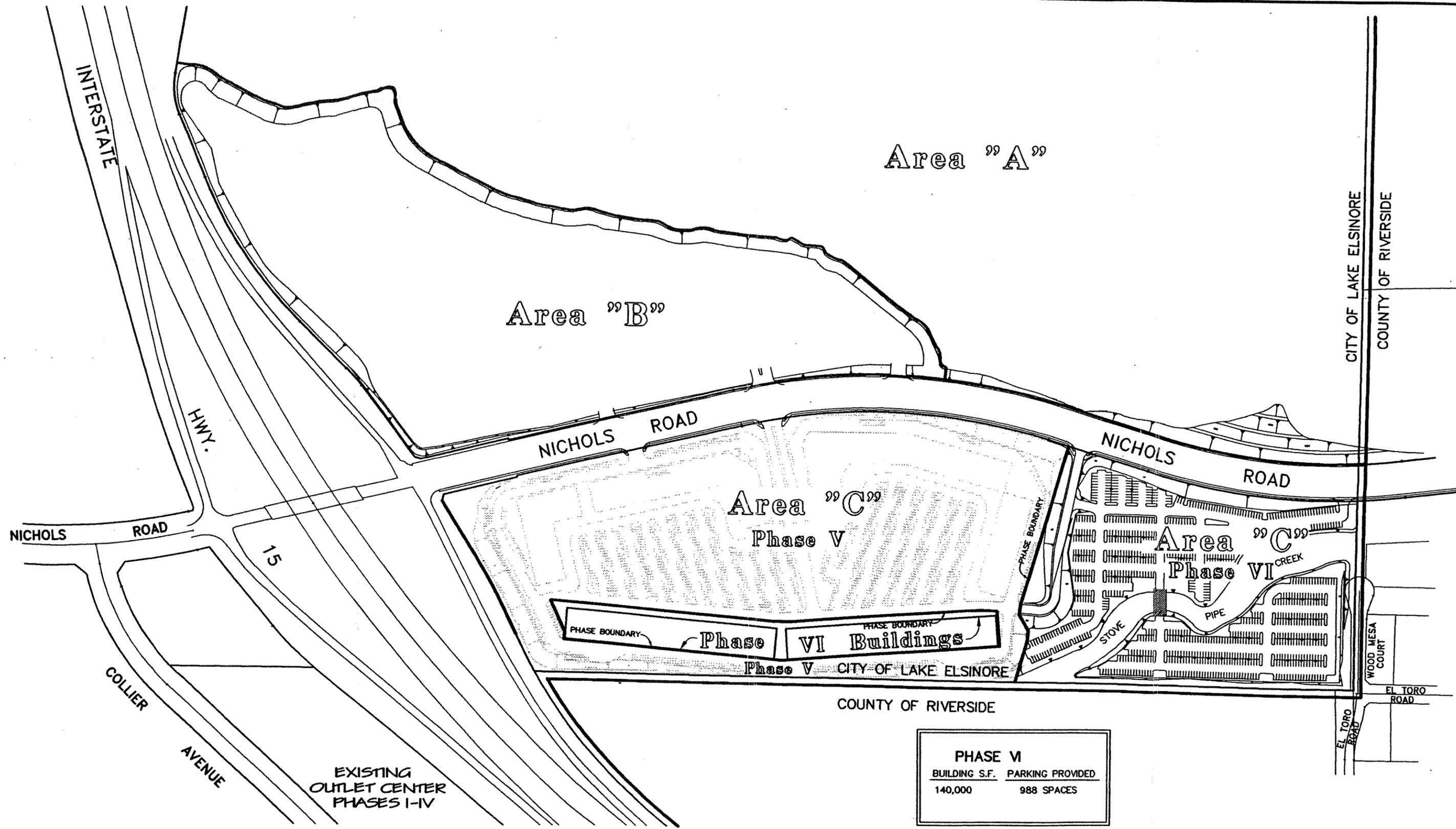
PHASE V	
BUILDING S.F.	PARKING PROVIDED
240,000	1,188 SPACES

*Land Use Plan, Area "C" "Phase V"

Exhibit 2a

KCT Alberhill Ranch Specific Plan Amendment #3



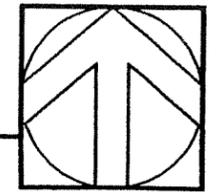
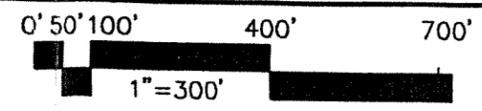


PHASE VI	
BUILDING S.F.	PARKING PROVIDED
140,000	988 SPACES

*Land Use Plan, Area "C" "Phase VI"

Exhibit 2b

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Using typical coverage ratios for general commercial land development, it is estimated that 25 percent of any given site could be developed with structures. The balance of the site would contain landscaping, parking, driveways and associated facilities. Based on this assumption, it is projected that approximately 340,000 SF of general commercial uses could be developed in Planning Area B.

3. Planning Area C

This 50-acre area is located south of Nichols Road and is designated C-SP, Commercial-Specific Plan, according to the ARSP. Similar with Planning Area B, this area was intended by the ARSP to be developed with regional general commercial uses.

SPA No. 3 will continue to designate the area as C-SP, Commercial-Specific Plan. A retail center site plan has been designed that proposes to provide approximately 380,000 SF of total gross building area. Development of Planning Area "C" is anticipated to occur in two or more phases, as described later in this document. The initial phase is planned to include 240,000 square feet of retail space. Subsequent phases will provide up to 140,000 square feet.

C. AUTHORITY

This SPA No. 3 document regulates zoning for the entire area. SPA No. 3 supersedes the 1989 Final Alberhill Ranch Specific Plan For the areas covered in this document. Together, they provide the necessary plans, development standards, infrastructure requirements, design guidelines, regulations, implementation programs, and mitigation measures. All subsequent project-related development plans, design review plans, subdivision maps, grading permits, building permits or any other action requiring ministerial or discretionary approval will be required to adhere to this document. Actions judged to be consistent with the 1989 ARSP and SPA No. 3 will be deemed consistent with the City of Lake Elsinore General Plan. Those issues not addressed in this document, SPA No. 3, will revert to the 1989 Alberhill Ranch Specific Plan. In cases where the Alberhill Ranch Specific Plan and Alberhill Ranch Specific Plan No. 3 are silent, the City of Lake Elsinore General Plan and Municipal Code shall prevail.

D. ENVIRONMENTAL CLEARANCE

In accordance with the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared to evaluate those land uses proposed with the SPA No. 3 request. In accordance with Section 65453 of CEQA Guidelines, the Final EIR for the ARSP and the SPA No. 3 Mitigated Negative Declaration of SPA No. 3 both serve as the required environmental documentation for SPA 3 all subsequent construction permits that are undertaken pursuant to, and in conformance with, SPA No. 3.

III. SITE ANALYSIS AND CONSTRAINTS

The following information describes physical features of the project site that could affect future development. The following discussions provide additional information and data on the project site and are intended to supplement and update data contained in Section III, Site Analysis of the Alberhill Ranch Specific Plan.

A. BIOLOGICAL RESOURCES

A spring survey of the project site was prepared in 1995 by Keane Biological Services to identify existence of sensitive plant and animal species. The Keane survey updated previous biological surveys that were conducted in 1989 for the Alberhill Ranch Specific Plan. (Please refer to the separate biological survey, which is appended in the Mitigated Negative Declaration, for more detailed information on biological resources.)

Previous surveys determined the following plant and animal species could potentially be located onsite. Plant species included Munz's onion, thread-leaved brodiaea, slender-horned spineflower, many-stemmed dudleya, Palmer's grappling hook, Parry's spineflower, long-spined spineflower, Plummer's mariposa lily, and intermediate mariposa lily.

Though some sensitive plant and animal species could potentially exist onsite, the spring survey, which was based on observations of the entire project site, determined that threatened or endangered plant species and reptile or amphibian species do not exist within the project site.

Non-Bowls

The Keane survey observed two pairs of California gnatcatchers in the northwestern portion of the project site. This particular portion comprises the hillside section of the SPA No. 3, and is located north of Nichols Road. SPA No. 3, like the ARSP, designates this particular area as OS, Open Space, and will retain the entire hillside area as natural open space for habitat preservation. Consequently, proposed SPA No. 3 responds to this issue, and will not affect those areas where gnatcatchers were observed. Further Federal or State clearances or approvals are therefore, not required or necessary.

More important

No California gnatcatchers were observed in the southern portions of the project site where development is proposed. These southern areas are considered marginally suitable habitat for gnatcatcher. No other species of birds listed as either threatened or endangered were observed on site.

The Keane survey also determined 27.87 acres of occupied Stephen's kangaroo rat habitat exist within the southern portion of the project site. The applicant shall coordinate with the City of Lake Elsinore to acquire sufficient acreage of incidental take from the City's allocation as mitigation for this "take" of occupied habitat. The entire project site is located within the RCHCA's Mitigation Fee area. Therefore, the applicant shall pay necessary mitigation fees to the Riverside County Habitat Conservation Agency (RCHCA) in accordance with Chapter

File DYKO

19.04 of the City's Municipal Code. No other species of mammals listed as either threatened or endangered were observed onsite according to the spring survey.

B. BLUELINE STREAM COURSE

Not
Sowite

According to the USGS map, there are two blueline streams onsite. The first blueline stream, located along the western portion of the project site, is approximately 1,490 feet in length, ending about 140 feet east of an existing 36-inch drainage culvert which runs beneath Interstate 15. The stream's high water mark area ranges from one to three feet in width and contains a total of approximately 0.07 acres of Army Corps of Engineers and California Department of Fish and Game jurisdiction. The drainage traverses through Planning Area A along the hillside areas which are to be undeveloped and preserved in natural open space. Project grading for Planning Area B will impact a total of 0.03 acres of Army Corps of Engineers and California Department of Fish and Game jurisdiction. According to the Jurisdictional Delineation performed by Glenn Lukos Associates, about 700 linear feet of the most southern portion of this blueline stream will be affected by grading. No riparian vegetation or riparian wildlife will be affected by Planning Area B development.

The second blueline stream is a north to south trending drainage, located on the eastern portion of Planning Area C. This drainage is approximately 1,335 feet in length and contains about 0.35 acres of Army Corps of Engineers and California Department of Fish and Game jurisdiction. The stream's high water mark area ranges from five to fourteen feet in width. A small dam with two 24-inch culverts is located just east of the property boundary in the northeastern portion of the drainage. This blueline stream traverses through an area which contains plant species of buckwheat, California sagebrush and scale broom. The drainage contains no riparian vegetation or wetlands habitat. The parking area proposed for this portion of the site will be constructed on either side of the stream without affecting the natural drainage course. Approximately 0.01 acres of Army Corps and California Fish and Game jurisdiction may be impacted by construction of a proposed access bridge which spans the stream. To mitigate impacts to jurisdictional areas, special construction techniques will be used to reduce the bridge's impact area. Prior to construction of this bridge, the applicant shall acquire proper clearances from the U.S. Department of Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, and Riverside County Flood Control District, as appropriate.

IV. LAND USE AND DEVELOPMENT STANDARDS

This section presents the proposed Land Use Plan, Land Use Development Guidelines, and Land Use Development Standards associated with implementing SPA No. 3.

A. LAND USE PLAN

The SPA No. 3 Land Use Plan provides a comprehensive development plan for the project site. As discussed previously, the land use plan establishes three planning areas within the Specific Plan Amendment area. The three planning areas are as follows:

Planning Area A

Consistent with the ARSP, the 120-acre Planning Area A will continue to be designated as Open Space, OS. The hillside area will remain as natural open space for habitat preservation.

Planning Area B

Consistent with the ARSP, the 32-acre area Planning Area B is proposed to be general commercial and would continue to be designated as C-SP, Commercial-Specific Plan.

Using typical coverage ratios for general commercial land development, it is estimated that 25-35 percent of any given site could be developed with structures. The balance of the site will contain landscaping, parking, driveways and associated facilities. Approximately 340,000 SF of general commercial uses could be developed in Planning Area B, although site plans for this area have not yet been developed.

Planning Area C

The 50-acre Planning Area C will also continue to be designated C-SP, Commercial-Specific Plan. The C-SP designation is consistent with the ARSP designation. A site plan has been developed that proposes to provide 380,000 square feet of total gross building area.

The following narrative briefly describes the land uses and phasing proposed for Planning Area C. (Additional information regarding phasing is provided in Section XII, Implementation, Phasing Program and Procedures.)

The initial increment of buildings within Planning Area 'C', (referred to as Phase V of the Lake Elsinore Outlet Center), will provide approximately 240,000 SF of gross building area, (see **Exhibit 2a**, Land Use Plan Area "C", "Phase V"). Individual buildings will be sited adjacent to Nichols Road, separated by the primary project entrance. A landscape setback from Nichols Road is incorporated into the site plan, (refer to Section X, Landscape Guidelines and Standards). The overall shape of the buildings will provide a concave form creating exterior courtyards and large useable pedestrian enclaves away from the street. Parking areas for Phase V will be located internal to the building areas. 1,188 parking spaces will be provided in Phase V.

The balance of the planned square footage in Planning Area C, (referred to as Phase VI of the Lake Elsinore Outlet Center), will consist of two buildings providing approximately 70,000 square feet each of gross building area (140,000 square feet total), sited southerly of the parking area developed in Phase V (see **Exhibit 2b**, Land Use Plan Area "C" - Phase VI). Access to the easterly parking area will be provided by a connector road to Phase V, and by direct access to Nichols Road in two locations. 988 parking spaces will be provided in Phase VI.

It is conceivable that each phase within Planning Area 'C' may be developed in sub-phases, depending on market conditions. In that event, adequate parking, landscaping and amenities will be provided to support the sub-phases. Notification of this desire will be provided to the Community Development Director, or designee through the Design Review process, pursuant to Chapter 17.99 of the Lake Elsinore Zoning Ordinance.

B. LAND USE DEVELOPMENT GUIDELINES

To ensure SPA No. 3 is developed as a superior master planned commercial center, the following land use development guidelines shall apply:

1. Ensure uses comply with applicable standards and regulations contained in this SPA No. 3 document, Alberhill Ranch Specific Plan, City General Plan and City Zoning Ordinance.
2. Develop a master planned commercial center integrating innovative design concepts.
3. Provide design elements and construction materials that complement the character of the region.
4. Provide design elements that have a central place, main focus, and/or feature.
5. Incorporate natural onsite features and resources into project design to the extent possible.
6. Minimize to insignificant levels any adverse environmental impact, by implementing mitigation measures contained in the SPA No. 3 Mitigated Negative Declaration.
7. Provide pedestrian-oriented areas within commercial centers.
8. Screen all mechanical and air conditioning equipment from public view.
9. Screen all storage, trash, or other potentially unsightly areas from public views.
10. Design a comprehensive landscape concept that incorporates an efficient irrigation system.
11. Construct required infrastructure improvements consistent with the development needs.
12. Provide sufficient lighting in parking areas.

C. LAND USE DEVELOPMENT STANDARDS

The following are zoning and land use development standards for each land use designation planned within SPA No. 3. These standards ensure a coordinated, comprehensive project will be constructed. In general, the standards are consistent with those standards contained in the ARSP. It should be noted, however, that minor modifications to standards from the ARSP have been made to accommodate specific conditions of the proposed SPA No. 3.

Those specific standards which are not addressed in this document shall revert to the appropriate City code and/or regulation. The intent is to eliminate redundancy to the greatest extent possible.

1. C-SP: Commercial-Specific Plan

- a. **Purpose:** To allow retail commercial, office, and light industrial uses that are relatively free of nuisance and do not handle hazardous materials. It is intended that these uses be located within the more visible areas of the Alberhill Ranch area, along major thoroughfares and the freeway. It is anticipated these uses will play an important role in establishing an identity for the Alberhill Ranch area and the City.

- b. **Permitted Uses:** Uses permitted include those businesses listed below which operate in compliance with the purpose, intent, and standards of this land use designation; are conducted within an enclosed building; and maintain an exterior environment relatively free from odor, dust, smoke, gas, noise, vibration, electromagnetic disturbance, and hazardous materials.
 - 1) All permitted uses of the C-1 District of the City's Zoning Ordinance
 - 2) Antique shops and auction galleries
 - 3) Cabinet shops and furniture manufacturers
 - 4) Convenience sales and businesses providing personal, convenience, and professional services
 - 5) Department stores
 - 6) Eating and drinking establishments without onsite sale or consumption of alcoholic beverages
 - 7) Equipment rental
 - 8) Financial institutions
 - 9) Floor covering shops

- 10) Furniture stores
- 11) Grocery stores
- 12) Health and recreation clubs
- 13) Home improvement centers
- 14) Light manufacturing compatible with existing or proposed commercial uses as deemed appropriate for the site by the City's Community Development Director or designee
- 15) Offices
- 16) Outlet center uses
- 17) Restaurants
- 18) Second hand thrift shops
- 19) Skating rinks
- 20) Veterinary clinics
- 21) Wholesale retail sales
- 22) Other uses deemed appropriate for the site by the City's Community Development Director or designee

c. **Uses Permitted with Conditional Use Permit:** It is recognized that certain uses, while similar in characteristics to "permitted uses", could potentially impact neighboring areas and, therefore, require additional approval and consideration. The following uses are permitted and require Planning Commission review and approval of a Conditional Use Permit pursuant to Chapter 17.74 of the City's Zoning Ordinance.

- 1) Those permitted uses of the C-1 District of the City's Zoning Ordinance that require a Conditional Use Permit
- 2) Business colleges and professional schools
- 3) Car washes
- 4) Drug stores

- 5) Gas dispensing establishments
 - 6) Hotels, motor inns, and motels
 - 7) Mini-storage or mini-warehouses
 - 8) Structures which exceed permitted maximum height standard of 65 feet
 - 9) Theaters
 - 10) Eating/Drinking Establishments with alcohol
- d. **Accessory Uses:** Those permitted accessory buildings and uses identified in the ARSP shall also be permitted in SPA No. 3. (Refer to the ARSP for a listing of permitted accessory buildings and uses.)
- e. **Lot Area:** Minimum lot area shall be 20,000 SF, except where a lot does not front the street. If a lot has shared parking and access, lot area shall be a minimum of 5,000 SF.
- f. **Setbacks:**
- 1) Side setback from Nichols Road: 15 feet.
 - 2) Rear setback from Nichols Road: 15 feet.
 - 3) Front setback for any building or parking area: 10 feet.
 - 4) Interior side building setback: No minimum.
 - 5) Side street building setback from public roadway: 15 feet.
 - 6) Rear building setback: 15 feet.
- g. **Building Heights:** Maximum building height shall be 65 feet.
- h. **Trash and Storage Areas:** Trash compactors for the storage of cartons, containers, trash, and refuse shall be enclosed by a building or a decorative wall.
- i. **Screening:** All air conditioning, heating, cooling, and ventilating equipment and other mechanical lighting or electrical devices shall be screened from public streets.
- j. **Lighting:** All lighting standards shall be designed and located so that direct light rays are confined onsite.

2. **OS: Open Space**

a. **Purpose:** Retain hillside area as natural open space and preserve existing habitats.

b. **Permitted Uses:**

- 1) Nature preservation study areas
- 2) Utilities
- 3) Vista points
- 4) Wildlife and/or wilderness preserves
- 5) Other uses deemed appropriate for the site by the City's Community Development Director or designee

c. **Lot Area, Street Frontage Width, Setbacks, Building Height, Lot Coverage, Parking:** There are no requirements pertaining to these standards, given that the intent of OS, Open Space areas is for habitat preservation. Future development is not anticipated at this time. However, should alternative development be proposed, the City's Community Development Director or designee shall establish appropriate requirements and standards prior to Design Review approval.

V. CIRCULATION

A. CIRCULATION PLAN

Primary access to SPA No. 3 is provided by I-15 and Nichols Road. Collector streets connecting to Nichols Road include Collier Avenue, west of I-15, and El Toro Road easterly of SPA No. 3. Access to the Planning Areas within SPA No. 3 will be limited to connections to Nichols Road, (see **Exhibit 3**, Circulation Plan). Improvements described in this section are based on a Traffic Impact Analysis prepared for the City of Lake Elsinore by Stevens-Garland Associates in conformance with guide lines established by the City of Lake Elsinore and contained in the Riverside County Congestion Management Program, administered by Riverside County Transportation Commission.

The primary access to Planning Areas B (to the north), and C (to the south), will occur through a full movement intersection on Nichols Road at the main project driveway, located approximately 1,200 feet east of the easterly ramps of I-15. Secondary access to Planning Area B will be provided by "right in-right out" driveways located approximately 650 feet and 1,600 feet, respectively, from the east ramps of I-15. Secondary access to Planning Area C will occur through a "right in-right out" driveway located approximately 730 feet east of the easterly ramps of I-15, and a full movement driveway located at the entrance to the easterly parking area, (planned for Phase VI) approximately 2,250 feet east of said easterly ramps.

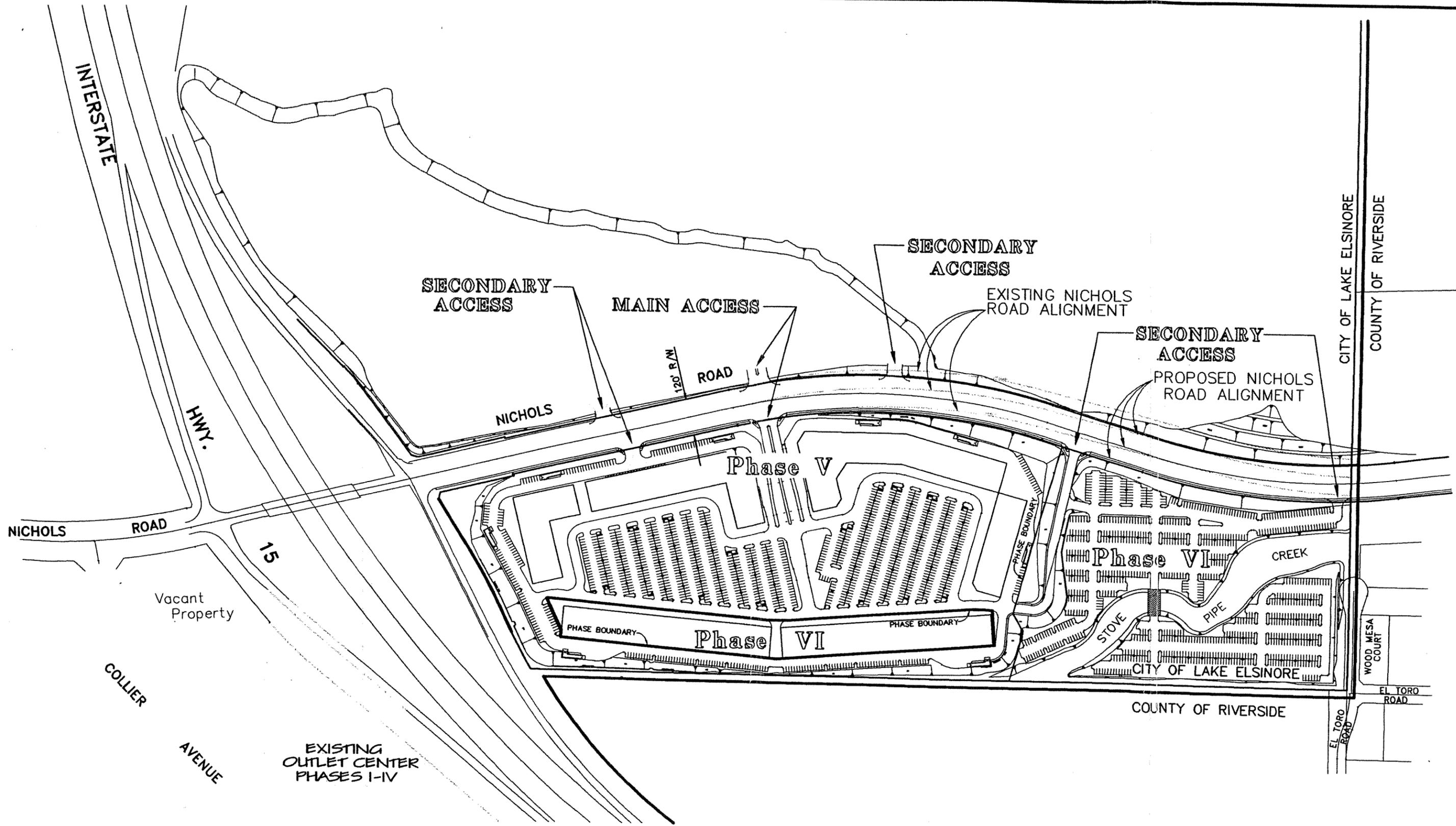
The ARSP designates Nichols Road, which includes three through lanes in each direction and left-turn lanes, as a "Major Highway." The Circulation Element of the General Plan designates Nichols Road as a six-lane "Urban Arterial Highway", with a right-of-way width of 120 feet. The Urban Arterial Highway includes three through lanes in each direction, a 14-foot raised median/left turn lane, a six-foot bike lane in each direction, and a six-foot sidewalk on each side of the street, (see **Exhibit 3a**, Nichols Road -Typical Section). SPA No. 5 proposes to construct Nichols Road in accordance with the Urban Arterial Highway standards contained in the Circulation Element.

Installation of street improvements within Nichols Road will be phased in conjunction with the site development described in Section XII, A., Phasing Program. A brief description of the improvement phasing follows.

1. Planning Area C, Phase V.

Phase V of the Lake Elsinore Outlet Center will provide 240,000 square feet of gross building area, (see **Exhibit 2a**, Land Use Plan, Area "C", Phase V). Associated street improvements within Nichols Road will be as follows, (see **Exhibit 4**, Nichols Road Improvement Phasing and **Exhibit 4a**, Phase V Improvements):

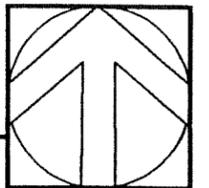
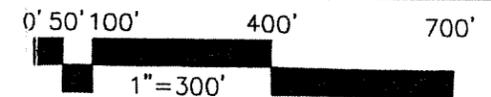
- Installation of curb, gutter and sidewalk along the frontage of Phase V, (south side of Nichols Road), approximately 2,100 lineal feet.



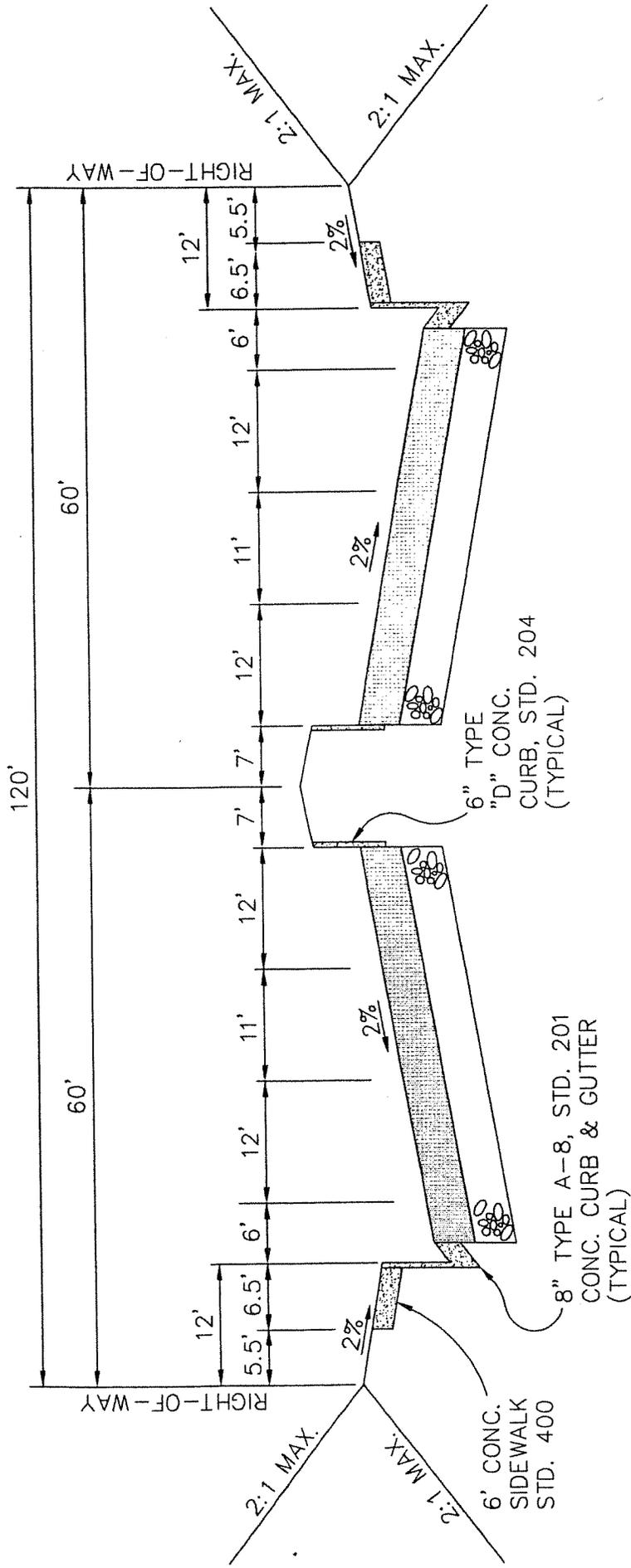
*Circulation Plan

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Exhibit 3



3.0W
Plan
100'



NOTE: ASPHALT AND AGGREGATE BASE THICKNESS SHALL BE BASED ON RECOMMENDATIONS OF A SOILS ENGINEER.

***Nichols Road - Typical Sections**

Exhibit 3a

KCT

Alberhill Ranch Specific Plan Amendment #3

No Scale

- Installation of 48 feet of pavement (4 lanes of traffic) along the frontage of Phase V, (see **Exhibit 4d**, Nichols Road Typical Section, Phase V and VI). This pavement will be tapered in a smooth and safe fashion to the intersection of the NB I-15 ramps and Nichols Road, providing for an adequate, safe interim intersection.
- Installation of 28 feet of paving (two lanes) from the east boundary of Phase V to the east boundary line of SPA No. 3, (see **Exhibit 4e**, Nichols Road Interim Section). This pavement will extend easterly to make a smooth connection with existing County improvements.
- Installation of traffic signals at the northbound and southbound ramps of I-15.
- Post security for one-half of the estimated cost of constructing a traffic signal at the main access driveway.
- Post security for one-half of the estimated cost of constructing the median fronting Phase V.
- SPA No. 3 shall participate in a benefit assessment district for the purposes of improving the interchange at I-15 and Nichols Road, in accordance with the City's Circulation Element. Total participation by SPA No. 3 shall not exceed a maximum amount of \$400,000. Participation by this phase of SPA No. 3 shall be limited to its prorata fair share for the appropriate development phase, based on an engineer's benefit study.

2. Planning Area C, Phase VI.

Phase VI of the Lake Elsinore Outlet Center will provide 140,000 square feet of gross building area, (see **Exhibit 2b**, Land Use Plan, Area "C" - Phase VI). As support for this phase of development, Nichols Road, Wood Mesa Court, and two ramps of the I-15 will be improved. A detail of those improvements follows:

- Curb, gutter and sidewalk will be installed along 1,050 feet of frontage of Phase VI, on the south side of Nichols Road (see **Exhibit 4b**, Nichols Road Improvements, Phase VI)
- Match up pavement will be added to the roadway installed in Phase V to provide a total of four (4) lanes of traffic along the frontage of Phase VI, (see **Exhibit 4d**, Nichols Road Typical Section, Phase V and VI)
- The northbound and southbound ramps at I-15 will be widened from one lane to two lanes.

- Wood Mesa Court will be improved with asphalt dike and pavement in accordance with Riverside County Road Improvement Standard 105, Section B (see **Exhibit 4f**, Wood Mesa Court Typical Section) to complete the existing half-street improvements.
- Post security for one-half of the estimated cost of constructing the median fronting Phase VI.
- SPA No. 3 shall participate in a benefit assessment district for the purposes of improving the interchange at I-15 and Nichols Road. Total participation by SPA No. 3 shall not exceed a maximum amount of \$400,000. Participation by this phase of SPA No. 3 shall be limited to its prorata fair share for the appropriate development phase, based on an engineer's benefit study. In the event that participation by previous phases of SPA No. 3 has totaled \$400,000, no further participation is required.

3. Planning Area B.

Planning Area B will provide up to 340,000 square feet of gross building area. Due to the magnitude of the potential build out, it is anticipated that development of Planning Area B, together with the associated improvements in Nichols Road will be phased. The exact extent of each phase of onsite and offsite improvements is subject to the magnitude of the incremental development proposed. However, at ultimate buildout, the following improvements will be installed for Planning Area B:

- Curb, gutter and sidewalk will be installed along the north frontage of Nichols Road in Planning Areas A and B (see **Exhibit 4c**, Nichols Road Improvements, Area 'B')
- Installation of the balance of improvements within Nichols Road, in accordance with the Urban Arterial Highway standard, including raised median, left turn pockets, and asphalt pavement providing a total of 6 lanes of traffic (3 lanes in each direction).
- Post security for remaining one-half the estimated cost of a traffic signal at the main access, or construct said traffic signal in the event that Planning Area "C" is fully developed.
- SPA No. 3 shall participate in a benefit assessment district for the purposes of improving the interchange at I-15 and Nichols Road. Total participation by SPA No. 3 shall not exceed a maximum amount of \$400,000. Participation by this phase of SPA No. 3 shall be limited to its prorata fair share for the appropriate development phase, based on an engineer's benefit study. In the event that participation by previous phases of SPA No. 3 has totaled \$400,000, no further participation is required.

4. Nichols Road Alignment.

The Nichols Road alignment currently traversing SPA No. 3 was created by Parcel Map 25638, recorded in Book 176, Pages 82 through 86, Records of Riverside County, California. This alignment would require a significant amount of grading on the hillside within Planning Area A, (Open Space). Additionally, this alignment does not connect with the existing alignment of Nichols Road east of the boundary of SPA No. 3, (shown by Tract 18595, recorded in the County of Riverside). To mitigate these issues, SPA No. 3 proposes to realign Nichols Road by shifting the easterly portion of the alignment approximately 60 feet southerly. The result of the proposed realignment reduces the grading on the hillside, while making a smooth alignment for the ultimate extension of the roadway. Interim improvements will be provided until ultimate improvements within Riverside County are installed, (see **Exhibit 4g**, Nichols Road Transition to Existing Improvements).

Vacation of the existing alignment and dedication of a new alignment will be achieved through a Parcel Map filed in conjunction with the first increment of development. Interim improvements will be installed east of SPA No. 3 to provide a smooth transition to the existing paved County roadway. Conformance to the Circulation Element of the Riverside County General Plan shall be verified by the Riverside County Transportation Department.

B. CIRCULATION GUIDELINES

The following are guidelines to ensure project circulation is designed as efficiently as possible.

1. Easily identifiable signage and directional markers relating to road crossing signals should be provided.
2. Circulation designs should enhance and not limit visibility. Tall structures and landscaping which impair visibility in the roadway should be avoided especially at intersections.
3. Dead ends without signage and limited turnaround areas should be avoided.
4. All circulation routes should be designed with fire safety and identification standards in mind, including easily accessible emergency lanes and turnarounds.
5. Path and sidewalk street crossings should be located where there is good sight distance along the road.

C. CIRCULATION STANDARDS

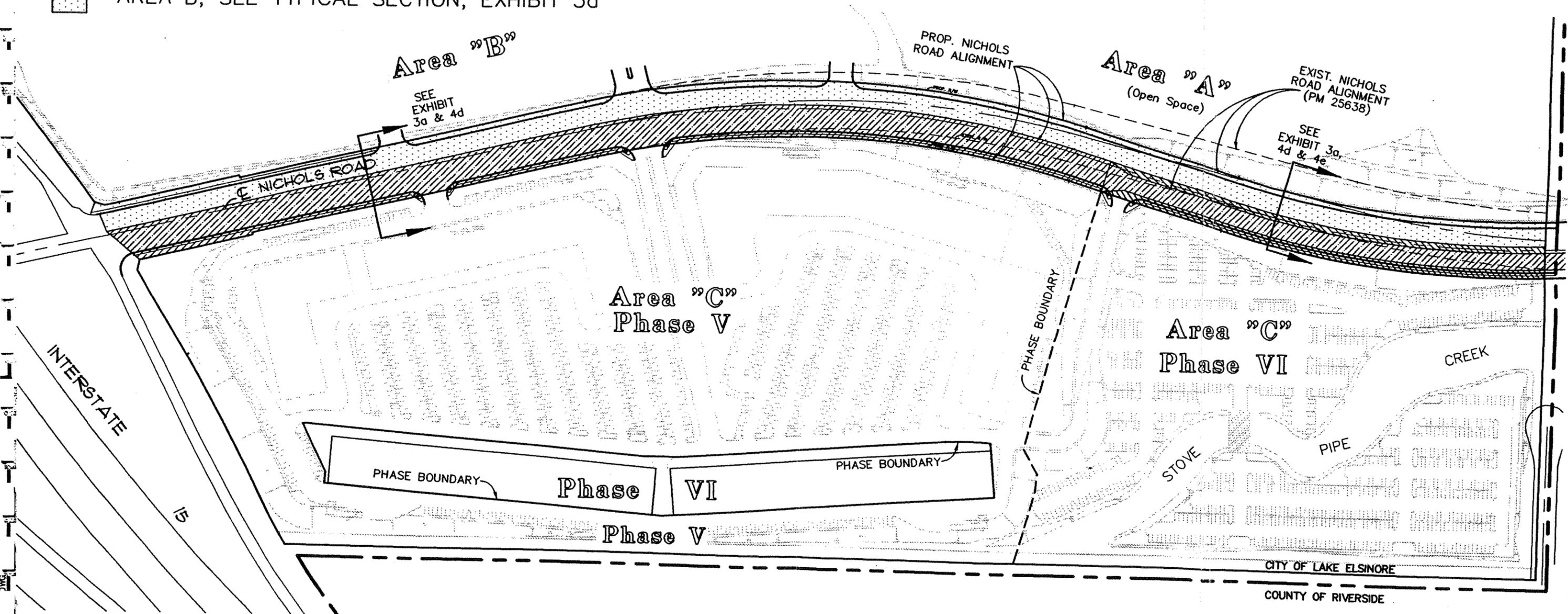
The following are standards regulating circulation within SPA No. 3. These standards ensure a coordinated, comprehensive project will be constructed. Those specific standards which are not addressed in either this document or the ARSP shall revert to the appropriate City code and/or regulation.

1. Nichols Road shall be ultimately constructed as an Urban Arterial Highway (6 lanes) in design conformance with the City's General Plan.
2. Nichols Road shall be constructed in phases, in conjunction with development of each Planning Area.
3. All roads shall be constructed to City of Lake Elsinore standards, and shall comply with conditions and requirements of the City Engineering Department.
4. Development shall comply with appropriate mitigation measures contained in the Mitigated Negative Declaration prepared for SPA No. 3.
5. Curb depressions shall be provided for users of wheel chairs in conformance with City and State design standards for handicap access.
6. Left-turn lanes shall be prohibited into and out of the west driveway. Access will be limited to right turns into and out of this driveway.
7. The main driveway shall be provided with a median break and left-turn pockets on Nichols Road.
8. A median break and left-turn pockets shall be provided at the east driveway, to allow motorists to turn into and out of this driveway in either direction.
9. Design of the shuttle system, including signage, pick-up locations, and structures, shall be approved by the City's Community Development Director or designee.
10. The project, as conditioned, shall participate in the upgrade of the Nichols Road overcrossing at I-15.

LEGEND:

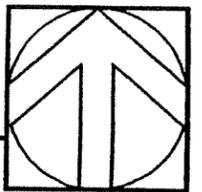
-  PHASE V, SEE TYPICAL SECTION, EXHIBITS 4d & 4e
-  PHASE VI, SEE TYPICAL SECTION, EXHIBIT 4d
-  AREA B, SEE TYPICAL SECTION, EXHIBIT 3a

**CONSTRUCTION PHASING
NICHOLS ROAD**



***Nichols Road Improvements Phasing**
Alberhill Ranch Specific Plan Amendment #3

Exhibit 4
No Scale

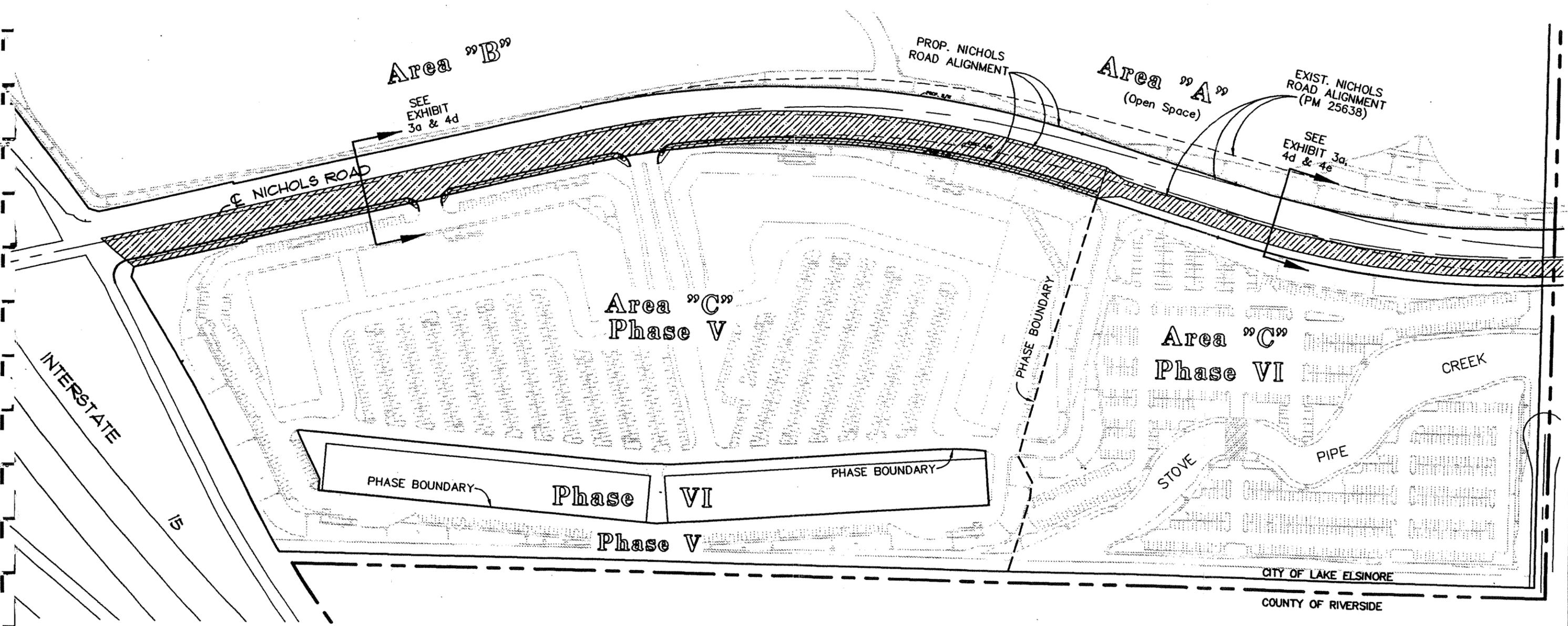


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LEGEND:

 PHASE V, SEE TYPICAL SECTION, EXHIBITS 4d & 4e

**CONSTRUCTION PHASING
NICHOLS ROAD**

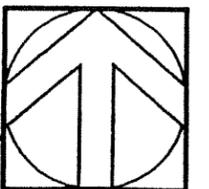


***Nichols Road Improvements Phasing**
Alberhill Ranch Specific Plan Amendment #3

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Exhibit 4a

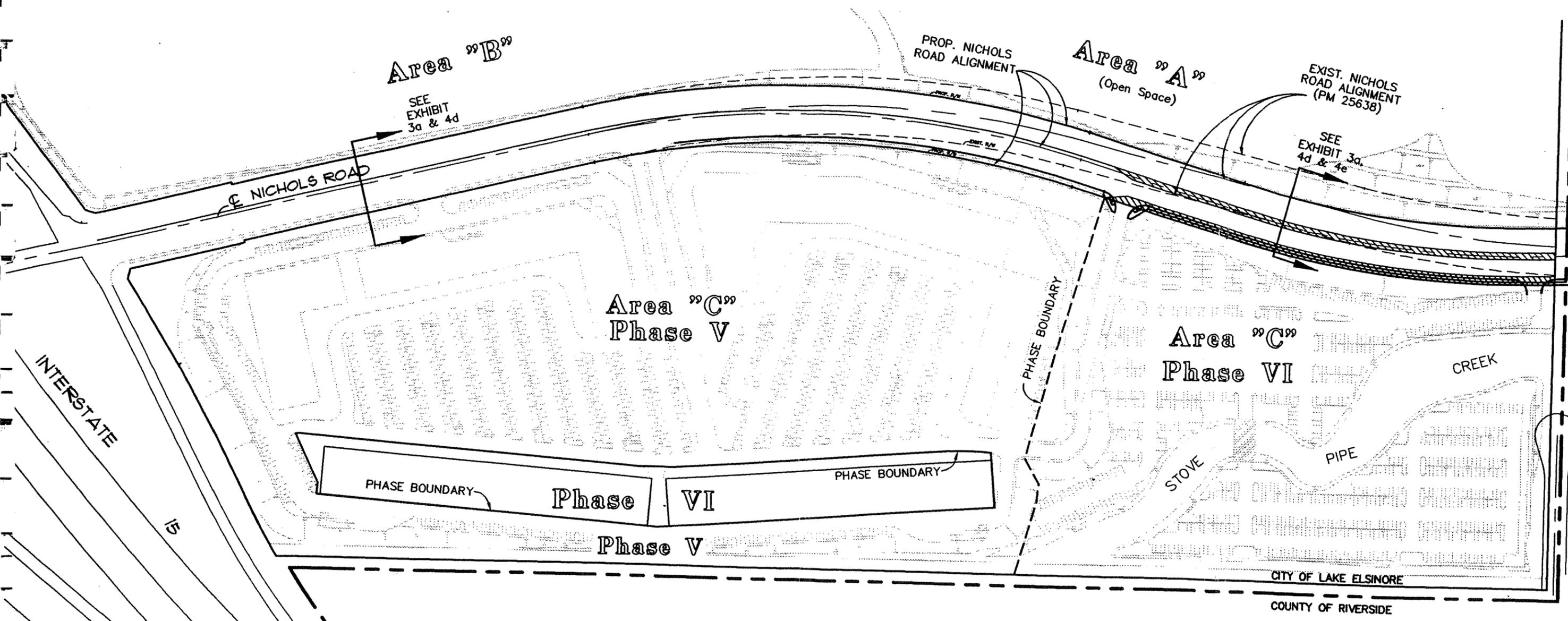
No Scale



LEGEND:

 PHASE VI, SEE TYPICAL SECTION, EXHIBIT 4d

**CONSTRUCTION PHASING
NICHOLS ROAD**

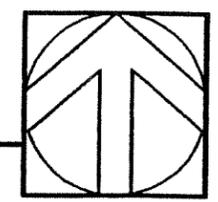


*Nichols Road Improvement Phasing

Alberhill Ranch Specific Plan Amendment #3

Exhibit 4b

No Scale

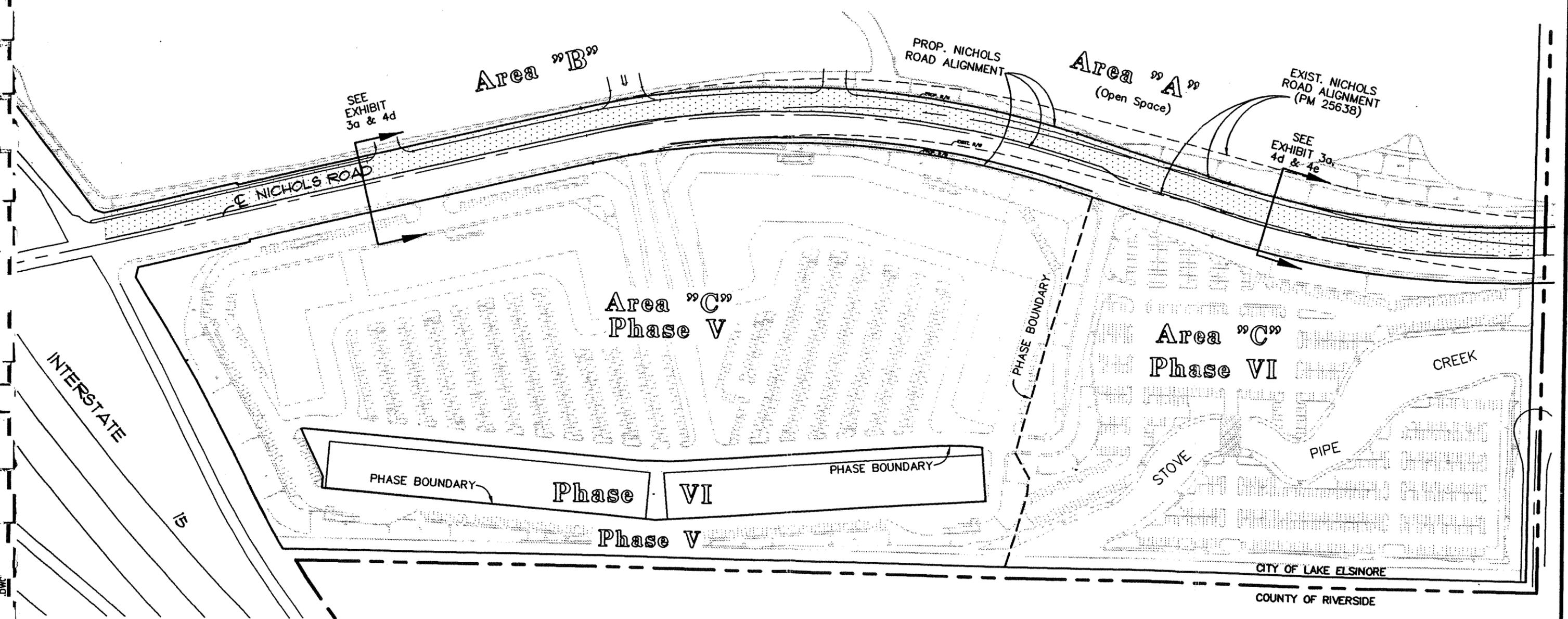


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LEGEND:

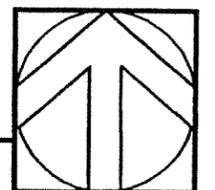
 AREA B, SEE TYPICAL SECTION, EXHIBIT 3a

**CONSTRUCTION PHASING
NICHOLS ROAD**

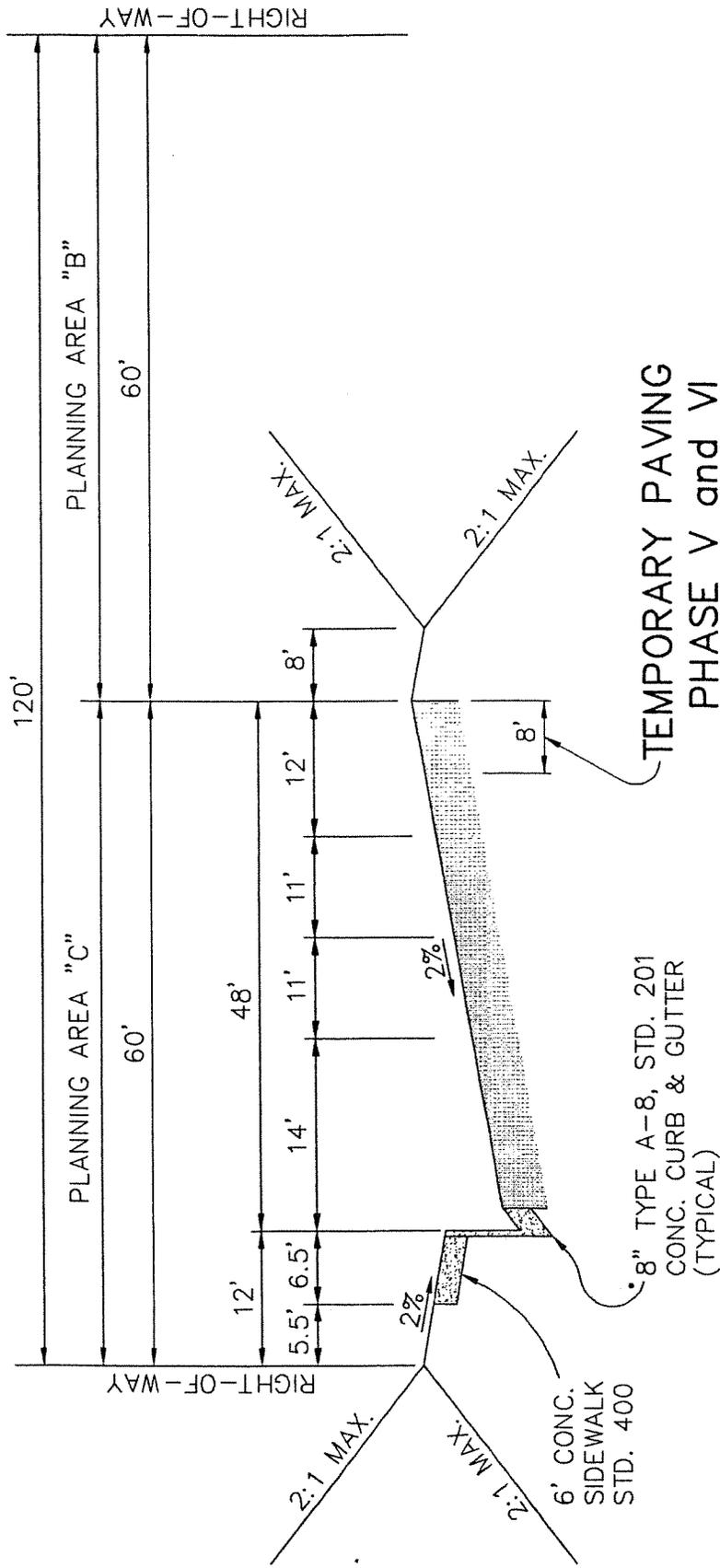


***Nichols Road Improvement Phasing
Alberhill Ranch Specific Plan Amendment #3**

**Exhibit 4c
No Scale**



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NOTE: ASPHALT AND AGGREGATE BASE THICKNESS SHALL BE BASED ON RECOMMENDATIONS OF A SOILS ENGINEER.

*Nichols Road

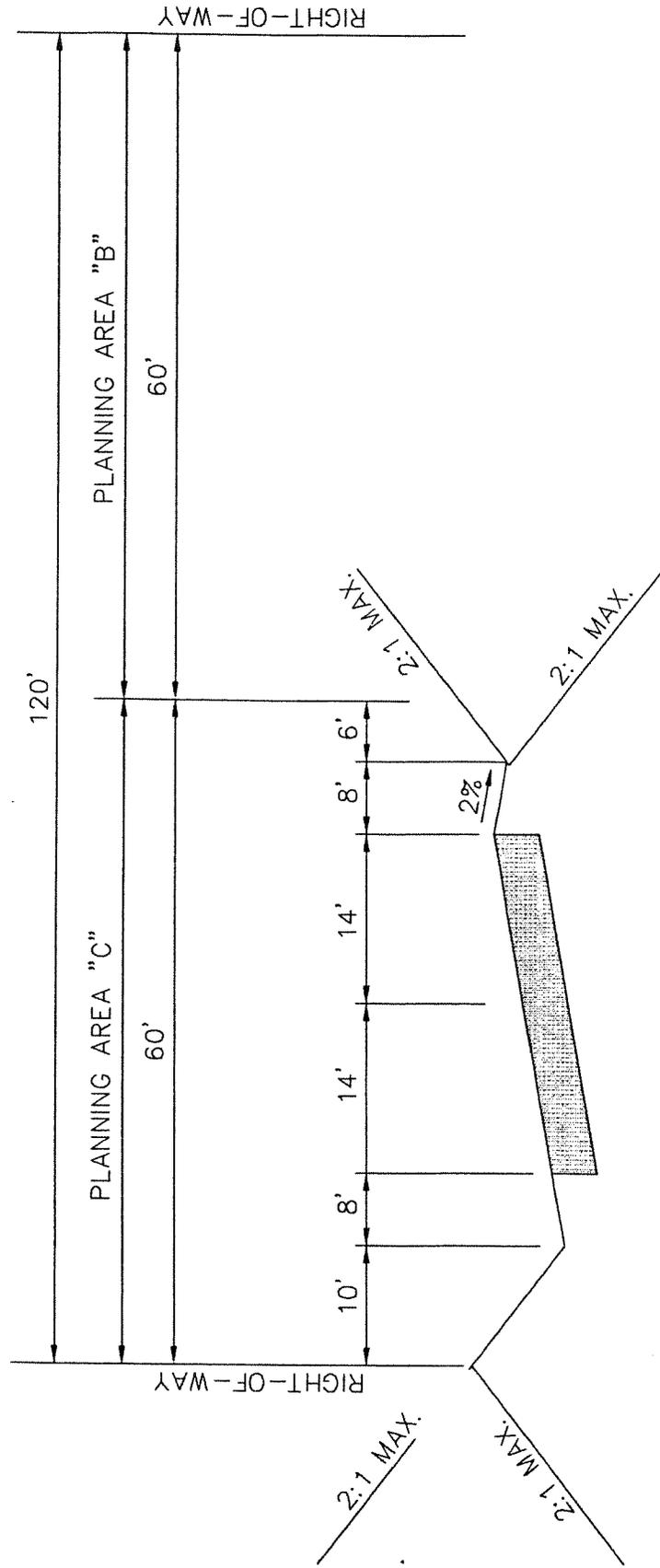
Typical Section Phase V and VI

Exhibit 4d

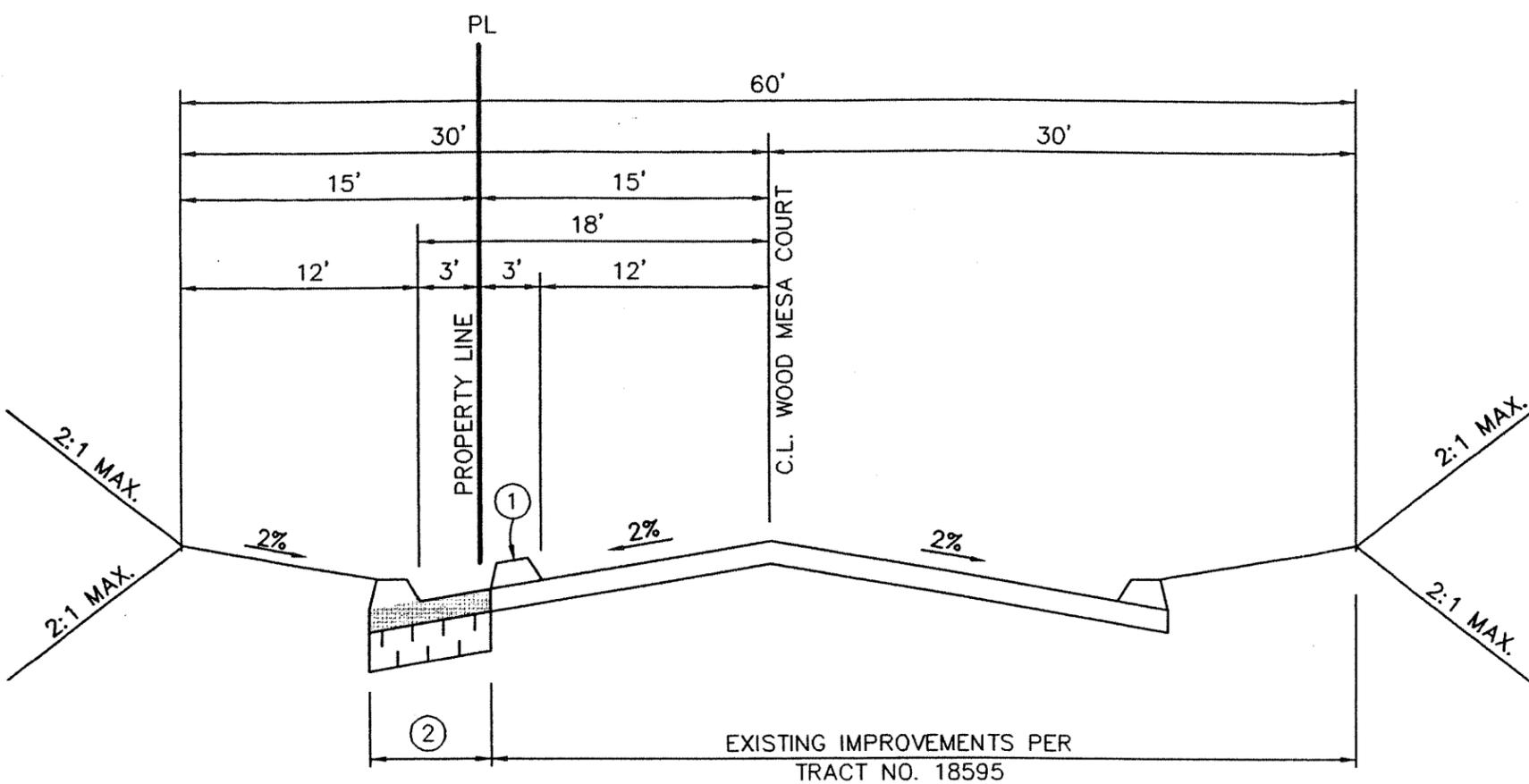
KCT

Alberhill Ranch Specific Plan Amendment #3

No Scale

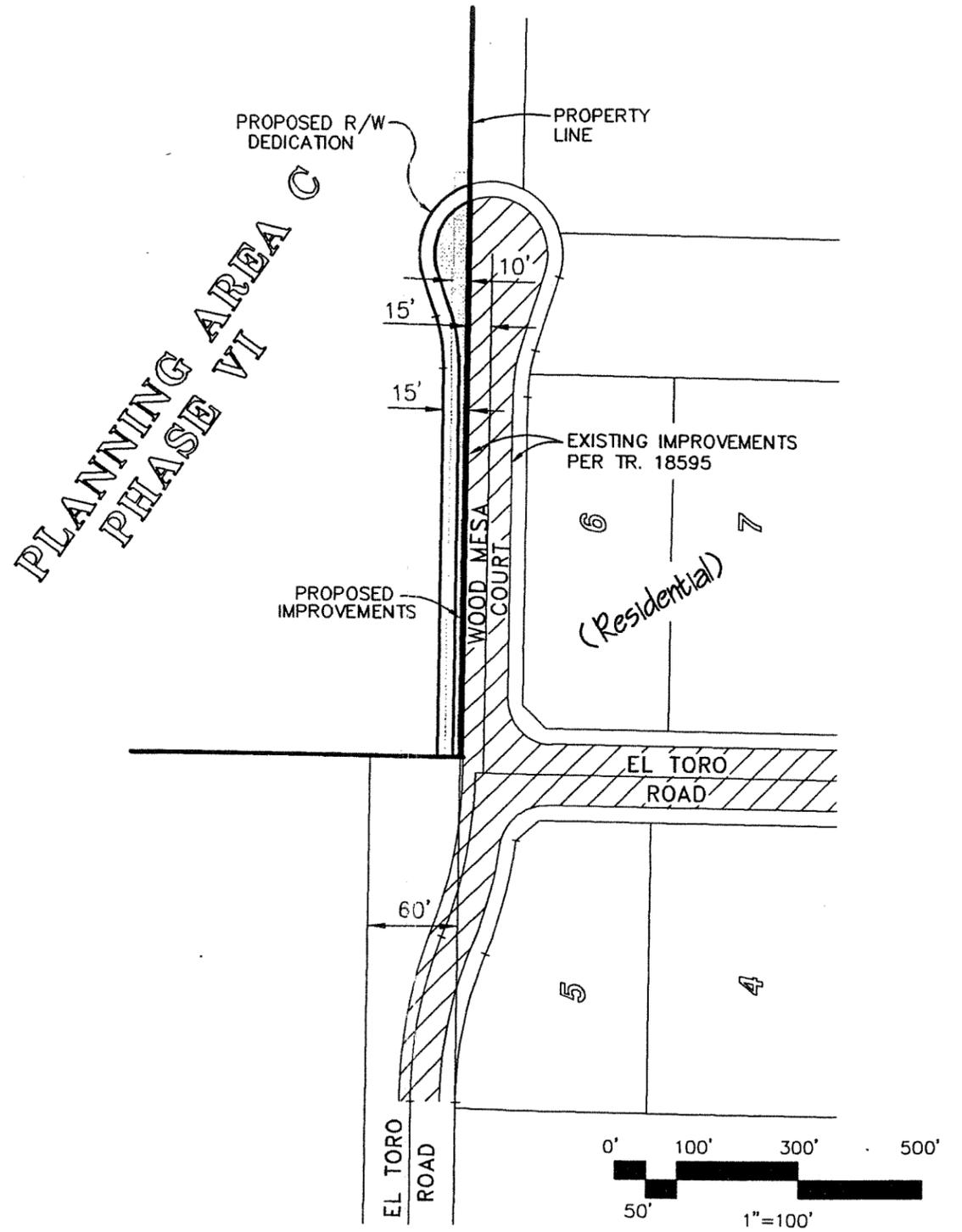


NOTE: ASPHALT AND AGGREGATE BASE THICKNESS SHALL BE BASED ON RECOMMENDATIONS OF A SOILS ENGINEER.



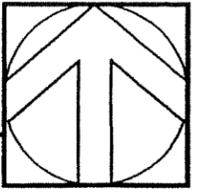
- ① REMOVE EXISTING A.C. DIKE
- ② CONSTRUCT IMPROVEMENTS PER RIVERSIDE COUNTY STD. NO. 105"B".

Typical Section
N.T.S.

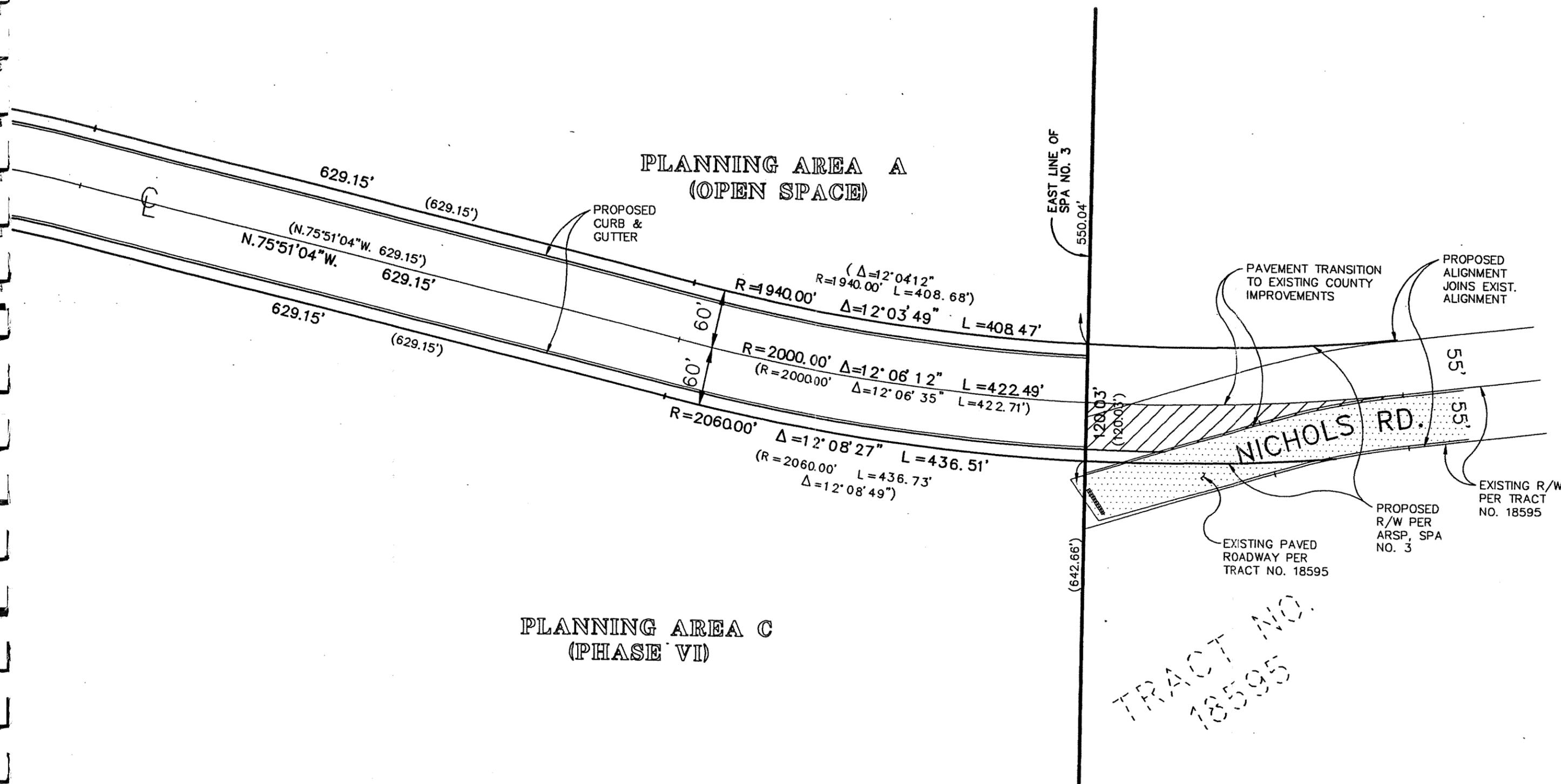


*Wood Mesa Court - Typical Section
Alberhill Ranch Specific Plan Amendment #3

Exhibit 4f
No Scale



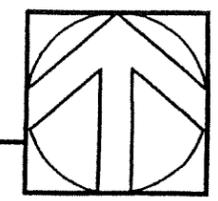
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*Nichols Road Transition to Existing Improvements
 Alberhill Ranch Specific Plan Amendment #3

KCT

Exhibit 4g
 No Scale



VI. PARKING

A. PARKING PLAN

Phases I through IV of the existing Lake Elsinore Outlet Center, are located along Collier Avenue west of the I-15 and south of Nichols Road. Approximately 2,277 parking spaces have been provided for these first phases of the retail center.

Based on a standard of one (1) parking space per 250 SF of development, the 380,000 SF of retail center development proposed in Planning Area C will require a minimum of 1,520 parking spaces. The 340,000 SF of development proposed in Planning Area B will require a minimum of 1,360 parking spaces. Therefore, a minimum total of 2,880 parking spaces will be required for ultimate development of SPA No. 3.

The project, however, will provide more parking than is required. Phase V, located in Planning Area C, will provide approximately 1,188 spaces though only 960 are required. Phase VI, also located in Planning Area C, will provide approximately 988 spaces though only 560 are required (see **Exhibit 5, Parking Plan**).

Phase V development will include provision of all proposed parking spaces (1,188 spaces). However, if it is determined that Phase V will need more parking spaces, additional temporary parking spaces will be provided within the Phase VI boundary.

Phase VI will utilize Phase V parking and provide additional parking in the 16-acre area located at the eastern portion of the site. The 16-acre area includes both sides of Stove Pipe Creek and will provide approximately 988 spaces. Access to this area is provided from two approaches off of Nichols Road. There is also an internal connecting driveway to the Phase V and VI buildings.

Additional parking spaces may be desired by the owners of Planning Area C to provide overflow parking in peak seasons, or additional permanent parking. In this event, parking may be provided in Planning Area B, north of Nichols Road. At such time as additional parking is desired, the applicant shall provide to the Community Development Director or designee, information set out in Section VI, C, Parking Standards, together with the following information:

- A statement indicating whether the proposed parking improvements are to be permanent or temporary, and if temporary, the expected duration of the use.
- A site plan detailing the proposed layout, including number of spaces, striping, paving, circulation, planting, and other such information as determined necessary by City staff. At a minimum, temporary parking improvements shall include aggregate base surfacing, striping and signing for traffic control.

Site plans and parking plans have not yet been designed for Planning Area B. When designs and plans for Planning Area B are completed, as part of the City's Design Review process, parking plans shall be reviewed and approved to ensure sufficient parking is provided in accordance with those standards contained in this document.

B. PARKING GUIDELINES

The following are guidelines to ensure parking areas are designed as effectively as possible:

1. All required parking should be designed, located, constructed, and maintained so as to be fully and independently usable and accessible at all times.
2. Parking areas may be used as temporary storage areas for vehicles.

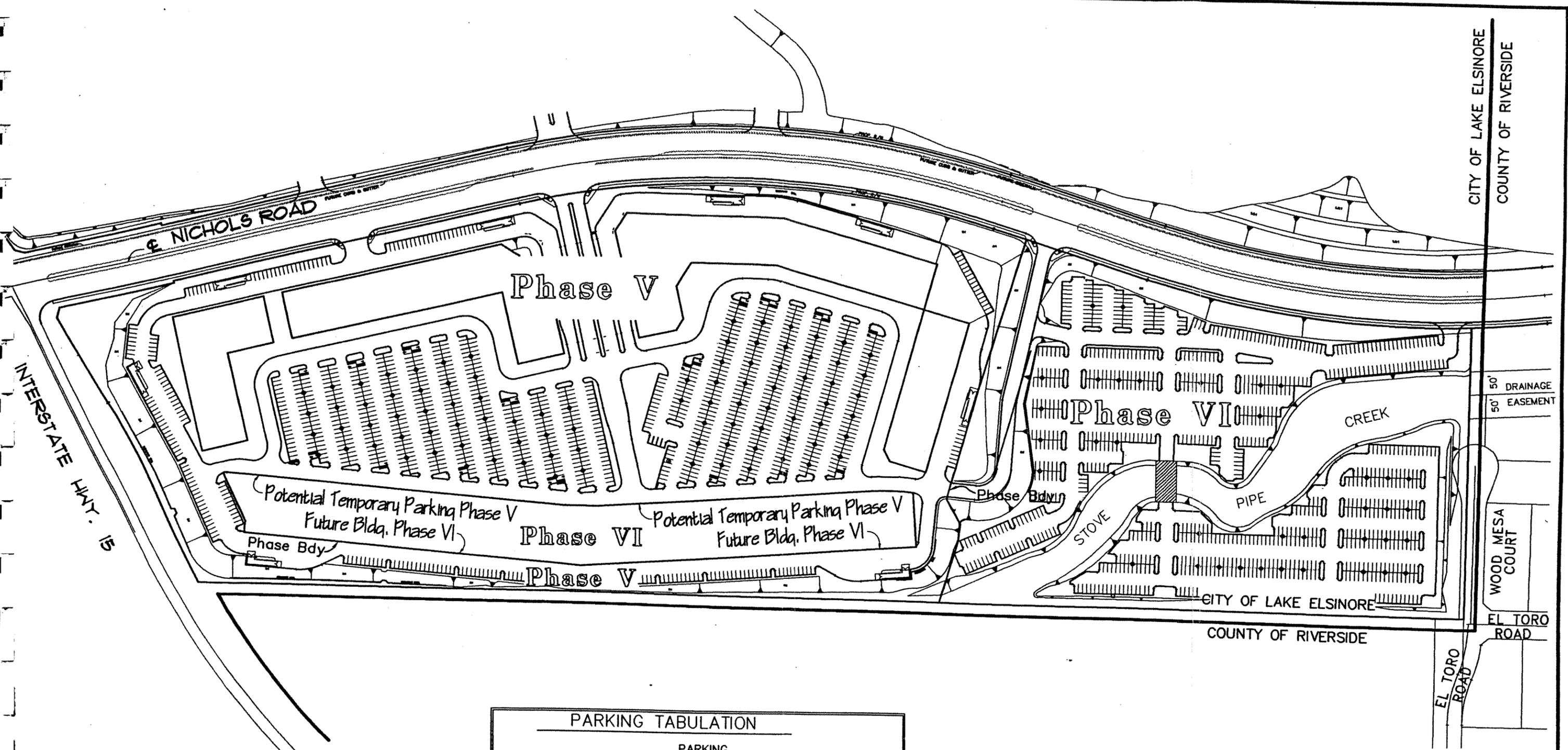
C. PARKING STANDARDS

Those specific standards which are not addressed in either this document or the ARSP shall revert to the appropriate City code and/or regulation. The following are standards and requirements regulating off-street parking within the SPA No. 3 area:

1. All commercial uses shall provide one (1) parking space for each 250 SF of gross floor area.
2. Whenever computation of the number of offstreet parking spaces results in a fractional parking space, one (1) additional parking space shall be required.
3. Twenty-five percent (25%) maximum of the total required parking for SPA No. 3 may consist of compact parking spaces. However, a maximum of 35 percent of the total required parking for any project phase can consist of compact parking spaces, if the overall amount of compact parking for the entire site does not exceed 25%.
4. All permanent parking spaces, driveways, and maneuvering areas shall be paved and permanently maintained with asphaltic concrete, cement concrete, or other all-weather, non-erodible, hard surface. Temporary parking spaces, driveways, and maneuvering areas may consist of decomposed granite or other stable, all-weather surface.
5. All parking lots shall be striped with double parking space stripes.
6. All lights used to illuminate parking areas and/or driveways shall be designed and located so that direct rays are confined onsite.
7. Spaces abutting a wall, building, fence, or other obstruction shall be two feet wider than the standard width.
8. Parking for handicapped shall be provided in accordance with State requirements.

9. Required parking space dimensions, minimum clear dimensions, and aisle widths shall conform to standards contained in Chapter 17.66, Parking Requirements, of the City's Zoning Ordinance.
10. A temporary parking lot to serve Planning Area C may be provided north of Nichols Road within Planning Area B. If provided, the following shall be required:
 - a. The driveway to the parking lot shall be aligned with the main driveway, located south of Nichols Road.
 - b. Pedestrians crossing Nichols Road shall be directed to a preferred pedestrian crossing location. The crossing location shall be a painted crosswalk on Nichols Road on the east side of the main driveway. It is anticipated that most traffic will be entering and exiting the site from the main entry from I-15, therefore, placement of a crosswalk on the east side of the entry will minimize vehicle/pedestrian conflicts and discourage pedestrians from crossing Nichols Road at any point between the freeway ramps and the main driveway. It must be noted that pedestrian safety is a City priority, and adequate care must be taken to assure a safe crossing condition.

Prior to installation of pedestrian crossing facilities, the applicant shall submit a plan to the City Engineer for review and approval. The plan shall show the location of existing and proposed improvements, pedestrian crossing location, and safety provisions. Mitigation for safety concerns may include crossing guards, installation of stop signs, or other measures, as approved by the City Engineer.
 - c. Landscaping and surface improvements shall be designed in a manner which discourages pedestrian crossing of Nichols Road, except at designated crosswalks, through grade separation, plantings, and building orientation.
 - d. Plans for temporary parking shall be submitted to the Community Development Director or designee, who shall, within 30 days, indicate approval, denial or conditional approval of the proposal.
11. At the eastern boundary of Planning Area C, adjacent to Wood Mesa Court, a 25-foot landscaped setback shall be provided to screen the existing residences. Screening shall be accomplished by berming and planting. Lighting shall be directed onsite to reduce glare.

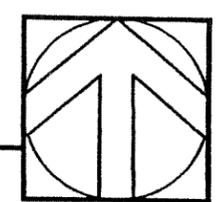
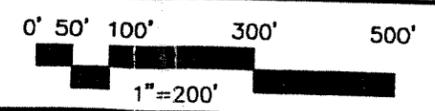


PARKING TABULATION			
PHASE	BUILDING S.F.	PARKING	
		REQUIRED (1:250S.F.)	PROVIDED
V	240,000	960	1,188
VI	140,000	560	988
TOTALS	380,000	1,520	2,176

*Parking Plan - Area "C"

Alberhill Ranch Specific Plan Amendment #3

Exhibit 5



KCT

VII. GRADING

A. GRADING PLAN

The grading concept reflects the design of the Land Use Plan, and strives to meet the overall development goals of efficient circulation movement, public safety, and well-being, (see **Exhibit 6, Grading Plan**)

Site grading is designed to compliment and reinforce the existing character of the area. Raised landscape areas and berms, walls and other graded forms, shall provide reasonable transitions between lots and land uses.

Grading shall comply with City of Lake Elsinore standards for design and earth movement.

B. GRADING GUIDELINES

The following guidelines should be used in the preparation of detailed design plans:

1. Stepped building pads, raised landscape areas and berms, walls or other graded land forms should provide reasonable transitions between lots and land uses.
2. Site grading design should complement and reinforce the architectural and landscape design.
3. Where possible, site grading design should screen parking, loading and service areas.
4. Where possible, site grading design should reduce the perception of height and mass of larger buildings.
5. Specific pad elevations should be established by the project civil engineer.
6. Tops and toes of manufactured slopes should be rounded where practical.
7. All graded slopes should be hydroseeded with a native slope mix or planted with trees, shrubs and groundcovers with similar species, as suggested in Section X, Landscaping Guidelines and Standards.
8. Grading design should take into account recommendations from the geotechnical engineer.

C. GRADING STANDARDS

The following grading standards shall be incorporated into present and future plans for SPA No. 3. Those specific standards which are not addressed in either this document or the ARSP shall revert to the appropriate City code and/or regulation.

1. Graded slopes shall meet City Engineering standards.
2. All grading activities shall be in substantial conformance with the grading plan contained in this SPA No. 3 document, and shall implement any grading-related mitigation measures contained in related environmental documents.
3. Subsequent detailed grading plans for construction shall include the following information:
 - a. Preliminary and/or final building pad and roadway elevations.
 - b. Erosion control and slope stabilization techniques, such as vegetation planting and drainage system design.
4. Complete soil analyses, including erosion control and compaction measures, shall be completed in conjunction with any preliminary overall grading or further detailed grading plans, prior to the issuance of grading permit(s). Detailed analyses shall include grading procedures, rippability evaluations and methods, and information for proposed building design and pavement construction.
5. Any archaeological, cultural or historical artifacts discovered on or offsite, which are affected by grading designs and operations, shall be collected and documented by a qualified archaeologist prior to further grading activities on that specific site.
6. Any other non-archaeological, surface or subsurface, man-made materials discovered, shall require complete removal and disposal prior to further grading activities on that specific site.
7. All manufactured slopes which have a greater than 2:1 slope gradient shall require geotechnical engineering approval for slope stability.
8. Proposed and potential slope drainage devices and terrace drains shall be lined with concrete.
9. Graded but vacant or undeveloped land shall be hydroseeded. Graded slopes shall be hydroseeded during the rainy season to provide slope stability and erosion control.
10. Landscape design and materials proposed on manufactured slopes shall be reviewed for plant material type, density and mix according to City of Lake Elsinore landscape guidelines and the landscape guidelines contained in Section X, Landscape Guidelines, of this SPA document. Detailed landscape and irrigation plans shall be submitted and approved by the City Landscape Architect.
11. Manufactured slopes exceeding three feet in vertical height shall be hydroseeded prior to beginning of the rainy season or as approved by the City. Manufactured slopes shall be

reasonably monitored and maintained within the first 90 days to ensure proper germination and establishment of vegetation.

D. GRADING CONCEPTS

The grading design is meant to accomplish several objectives to account for the natural land form and existing drainage patterns, existing streets and drainage facilities, and balancing earthwork onsite.

The mass grading plan was developed further to incorporate the alignment and grade elevations of Nichols Road and ingress and egress points of the site plan, (see **Exhibit 6**, Grading Plan).

1. Planning Area B

The grading plan for Planning Area B will be designed to incorporate commercial buildings and associated parking, interior circulation and outdoor pedestrian areas. Planning Area B is proposed to be graded in a westerly tilted plain at an average gradient of approximately one percent. The site will drain west, away from Nichols Road which runs at grade on the southern edge of the planning area. Existing drainage culverts at the I-15 freeway will accept Planning Area B storm runoff, which will be carried under the freeway.

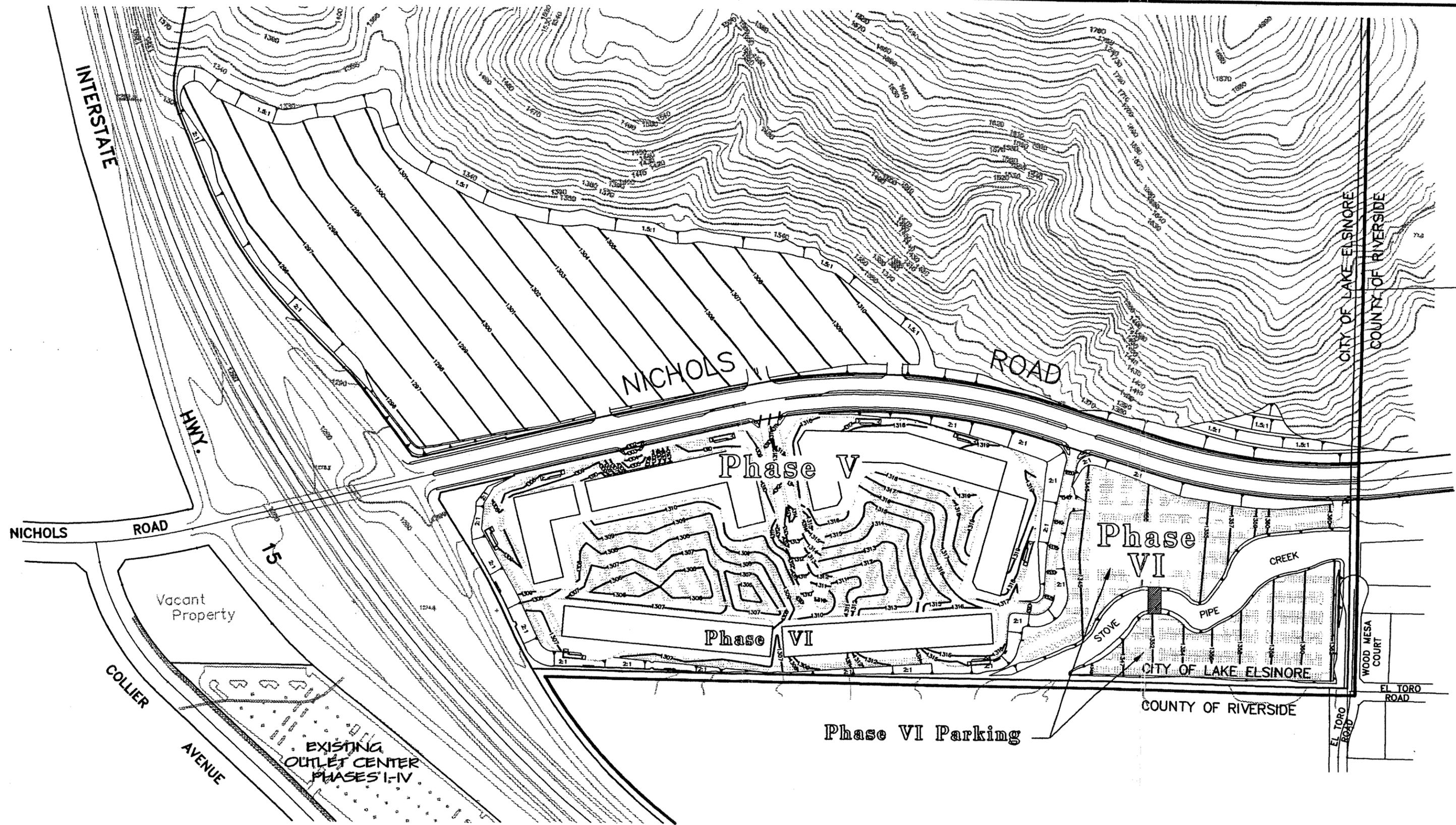
The north and east boundary of Planning Area B will have a 30-foot high manufactured slope which ties into the natural hillside. Slope drains are proposed at the top of this slope to carry water runoff and control erosion. Earthwork calculations will be made with precise grading plans for this planning area, with the intention of transferring material from Planning Area C to balance on site.

2. Planning Area C

This planning area will be graded incrementally in two areas. The initial area, Phase V, is proposed for retail center commercial development. Nichols Road will be graded entirely with this phase, and constructed to one-half its ultimate section. The eastern portion of Planning Area C will be graded to provide additional parking for Phase VI.

Building pads are designed in a level series along Nichols Road with pad elevations increasing from west to east over a grade difference of 10 feet. Parking, driveways, landscape and pedestrian areas will be used to transition the grade between buildings. Manufactured slopes will occur along the perimeter of the site and setback from property lines in accordance with City of Lake Elsinore Grading Standards..

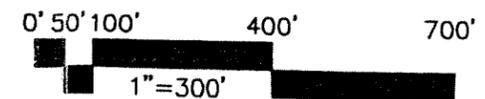
The eastern portion of Planning Area C will be graded in the two areas which are bisected by Stove Pipe Creek. Each area will be graded at separate times in a westerly tilting plain at a gradient range of 2 percent to 4.5 percent. The Stove Pipe Creek area will be left in its natural condition.



*Grading Plan

KCT Alberhill Ranch Specific Plan Amendment #3

Exhibit 6



VIII. PUBLIC SERVICES AND FACILITIES

A. DRAINAGE

The Tributary watershed is divided into five main areas with one major drainage course, Stove Pipe Canyon, which runs north to south through the easterly portion of the site. The total tributary drainage area is approximately 1,132.9 acres, of which 92.6 acres will be affected by development.

Upper end elevation of the watershed is 2,100 feet. Slope channels decrease in steepness at the bottom of the watershed near the proposed development. Channels in the lower portion of the watershed are not very large or significant, although infrequent larger scale storms may generate occasional significant runoffs.

Existing vegetation in the watershed area is typical of the chaparral environment found in the Elsinore Valley. Vegetative cover will affect amount and velocity of water runoff, which is insignificant in this area. Vegetative species and quantity, and soil types, were taken into account when calculating runoff figures.

The watershed drains into existing culverts which transfer the water runoff under the I-15 and out into the lower Alberhill Creek basin. Preliminary hydraulic analysis indicates that the existing culvert system is adequate to receive and transmit current watershed quantities. Refer to the Hydrology Report for detailed information and exhibits on watershed areas affecting this site.

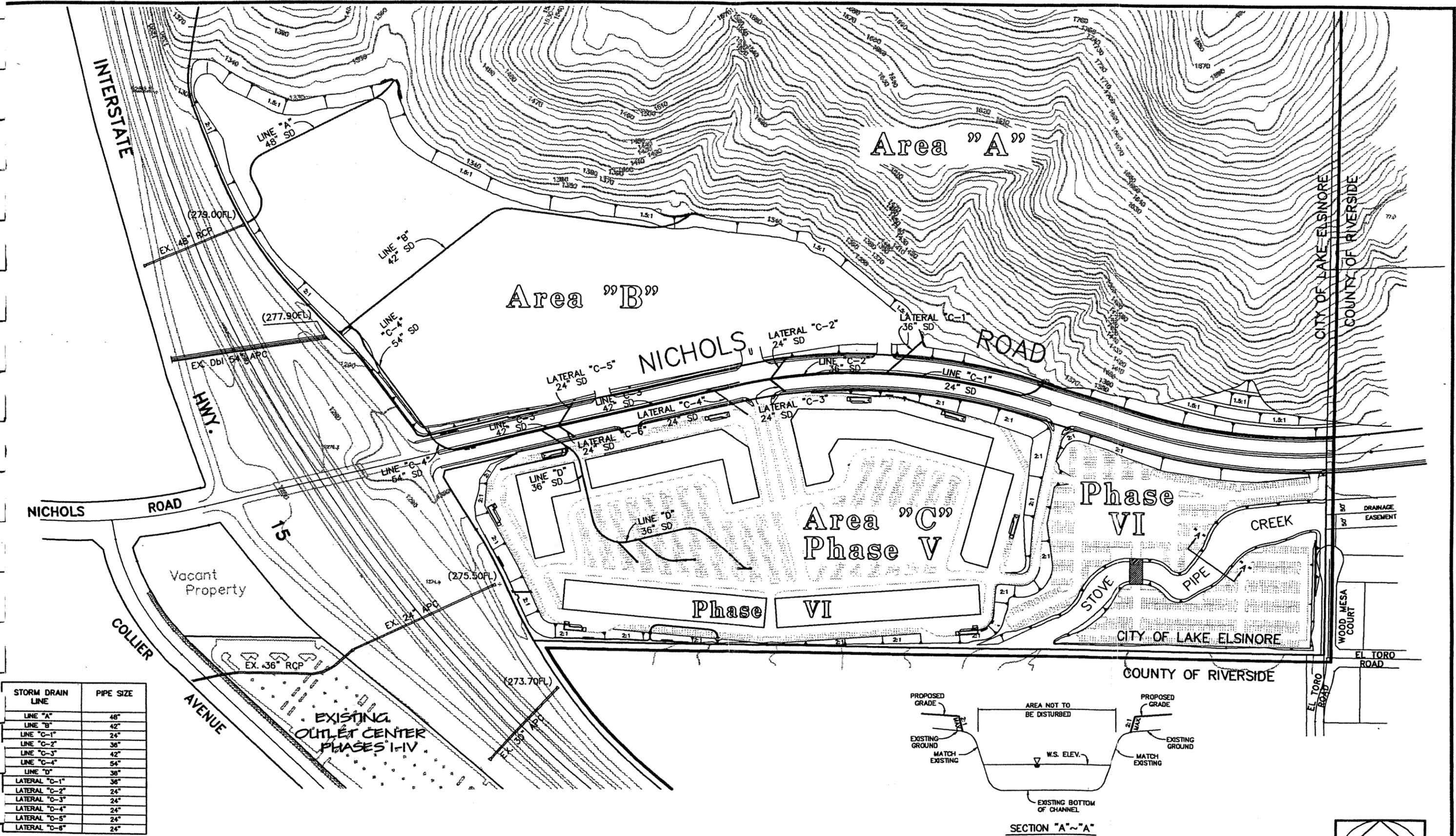
1. Drainage Plan

Planning Areas B and C affect approximately 82 acres on the western slope of the hillside. The plan proposes an underground storm drain system for the parking area which will carry storm runoff to the existing system at the lower end of the property.

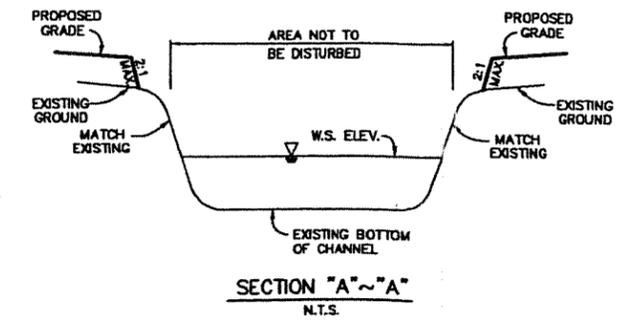
The primary storm drain, which will accommodate most of Planning Area C development, will connect to an existing double 54-inch pipe culvert north of Nichols Road. Runoff from the remaining lower portions of the project site will be directed to other existing culvert facilities which cross under I-15.

Both Planning Areas B and C will have inlets which collect runoff at the mouths of canyons where they intersect the edge of development. Where runoff approaches higher velocities at the mouth of a canyon, an energy dissipater will be proposed to reduce such velocity as necessary.

Stove Pipe Canyon Wash intersects the eastern portion of Planning Area C, and will be preserved in its natural state where possible, (see **Exhibit 7, Drainage Plan**).



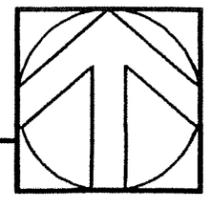
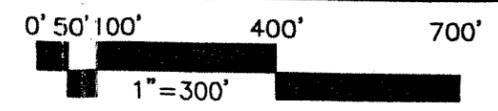
STORM DRAIN LINE	PIPE SIZE
LINE "A"	48"
LINE "B"	42"
LINE "C-1"	24"
LINE "C-2"	36"
LINE "C-3"	42"
LINE "C-4"	54"
LINE "D"	36"
LATERAL "C-1"	36"
LATERAL "C-2"	24"
LATERAL "C-3"	24"
LATERAL "C-4"	24"
LATERAL "C-5"	24"
LATERAL "C-6"	24"



*Drainage Plan

Alberhill Ranch Specific Plan Amendment #3

Exhibit 7



KCT

2. Drainage Guidelines

The following guidelines should be used in preparation of detailed design plans:

- a. Natural drainage courses affected by development should be preserved as much as possible to avoid habitat deterioration and prevent soil erosion.
- b. Water runoff should exit from any planning area in a manner as close as possible to natural drainage conditions.
- c. Onsite improvements should assist in retention of runoff rates from streets or other surface areas so that offsite facilities can continue to operate similar to original hydrological conditions.
- d. Drainage velocities should be minimized to assist in erosion control and protect from debris accumulation on streets and within drainage facilities.
- e. Drought tolerant plant species which retain moisture and assist in erosion control, should be used as much as possible.
- f. Roofs should drain to landscaped areas or underground systems.

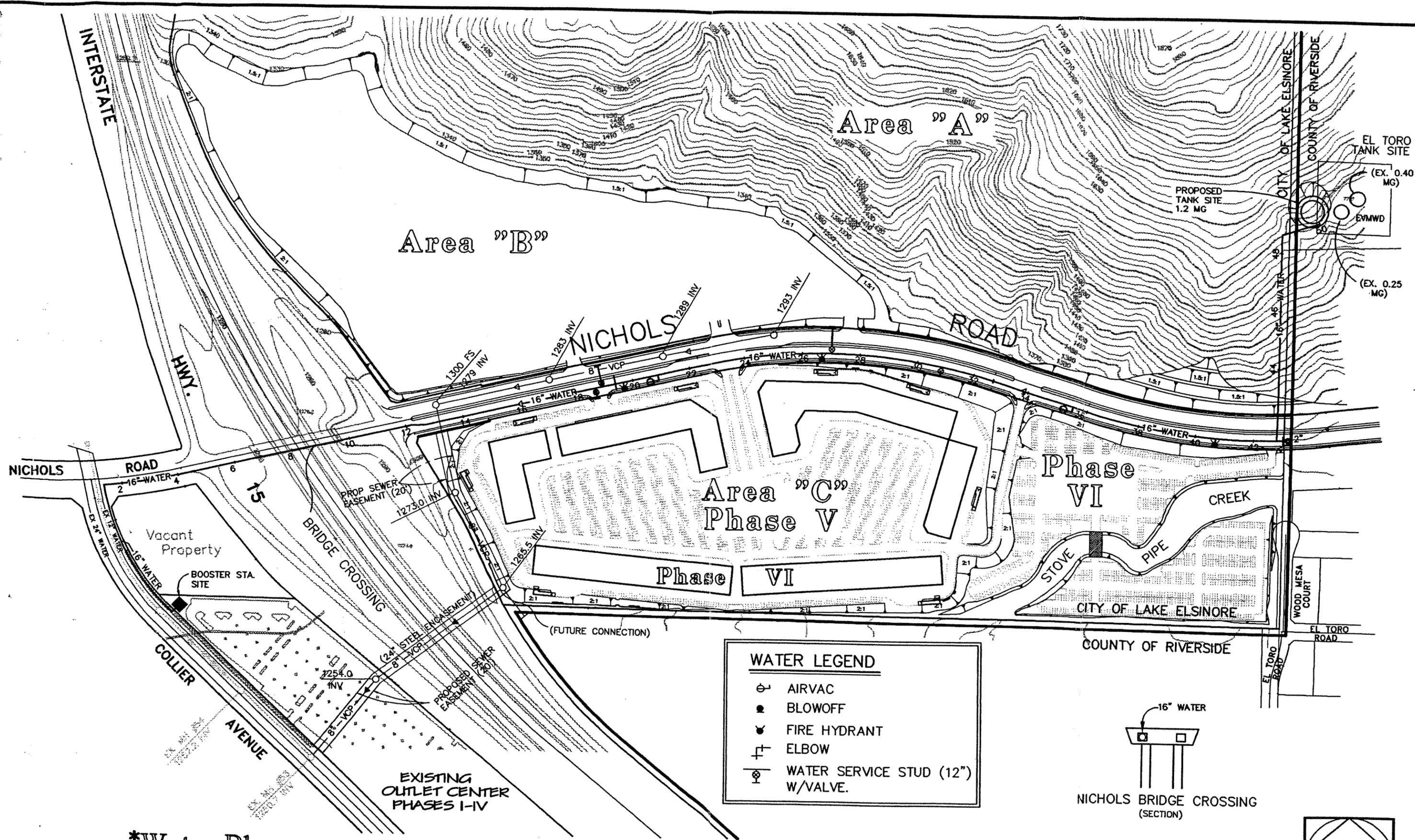
3. Drainage Standards

The following grading standards shall be incorporated into present and future plans for SPA No. 3. Those specific standards which are not addressed in either this document or the ARSP shall revert to the appropriate City code and/or regulation.

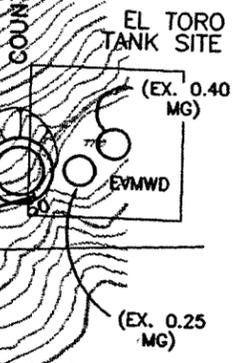
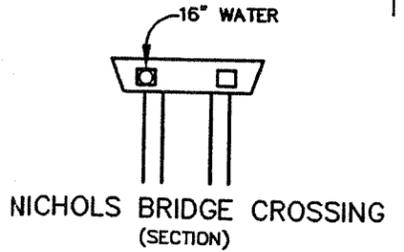
- a. During project construction, runoff control measures shall be implemented to prevent manufactured slope erosion during heavy rainfall. Temporary landscaping and slope retention devices shall be used concurrently and within 90 days of completion of grading.
- b. Drainage improvements and facilities shall be proposed and constructed in accordance with City of Lake Elsinore standards and Riverside County Flood Control and Water Conservation District requirements.
- c. A storm water pollution prevention plan and notice of intent shall be prepared and filed with the Regional Water Quality Control Board.

B. WATER

Water for domestic uses and fire protection is provided by the Elsinore Valley Municipal Water District (EVMWD). SPA No.3 is located within the District's 1601 pressure zone. Existing



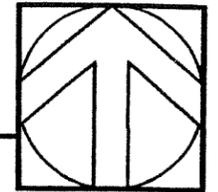
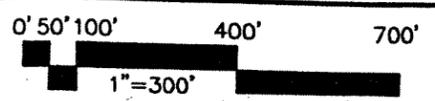
WATER LEGEND	
	AIRVAC
	BLOWOFF
	FIRE HYDRANT
	ELBOW
	WATER SERVICE STUD (12") W/VALVE.

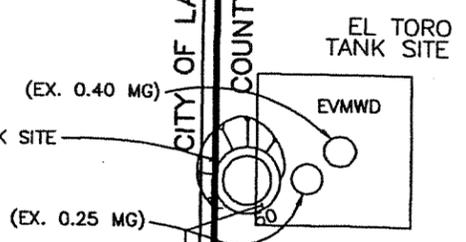
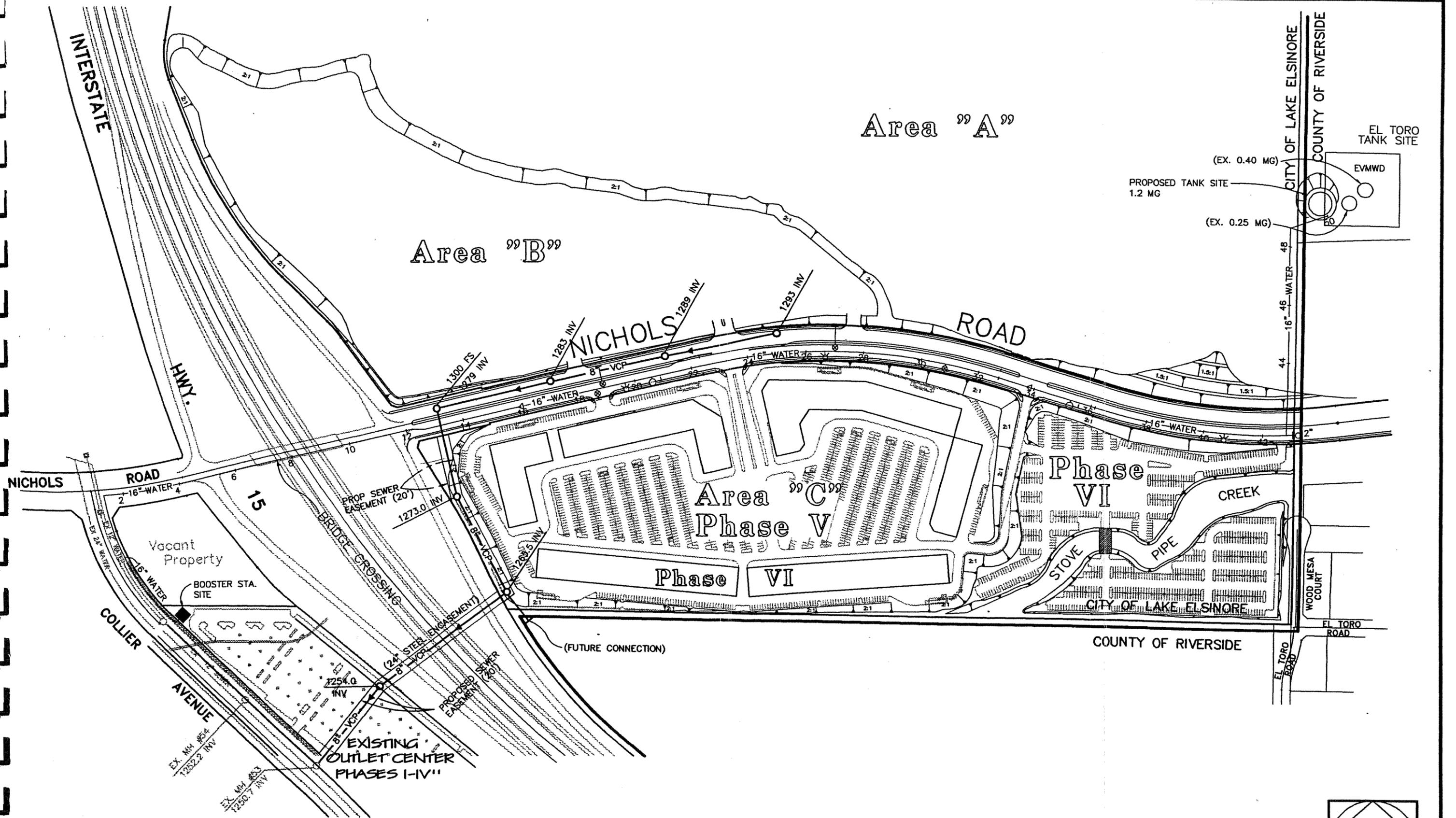


*Water Plan

KCT Alberhill Ranch Specific Plan Amendment #3

Exhibit 8

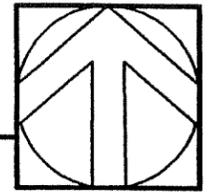
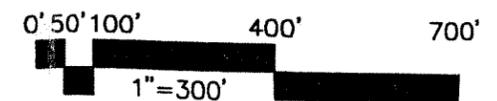




*Sewer Plan

KCT Alberhill Ranch Specific Plan Amendment #3

Exhibit 9



D. POLICE SERVICES

Law enforcement services for SPA No. 3 will be provided by the Riverside County Sheriff's Department. The nearest sheriff's station is located at 117 South Langstaff in the City of Lake Elsinore. SPA No. 3 is within the Meadowbrook-Elsinore Valley Service Area. Traffic enforcement is provided for this area of Riverside County by the California Highway Patrol, with additional support from the County Sheriff's Department.

Design of Planning Areas B and C plans will consider several factors, including:

1. Architectural Security

Buildings and associated structures should have doors and windows which are visible from parking areas, streets and outdoor common areas. Improved lines of sight between buildings to opposite areas of the project will be required.

2. Circulation

Auto and pedestrian circulation plans should be designed to ensure free movement through the site for police patrols, traffic control and emergency access.

3. Building Identification and Signage

Address numbers and directories should be clearly marked and visible for emergency response.

4. Lighting

All parking and pedestrian areas, buildings and signage should be well lit, to ensure public safety and enhance emergency response.

E. FIRE SERVICES

The Riverside County Fire Department will provide fire protection and safety services for SPA No. 3. The nearest fire station is No. 10, just off Main Street in downtown Lake Elsinore at 410 West Graham Avenue. Fire protection sprinklers and the site water system will be designed and constructed according to Fire Department specifications. Ambulance and paramedic services will be provided by Goodhew Ambulance Service.

F. SOLID WASTE DISPOSAL

Solid waste generated will be deposited at the El Sobrante Landfill, located at 10910 Dawson Canyon Road, Corona, by a licensed provider.

G. ELECTRICAL SERVICES

SPA No. 3 is within the service area of the Southern California Edison Company (SCE). SCE will provide electrical services from two electrical sources. The first source is an existing 33 Kv power line located along Collier Avenue, approximately 200 feet south of Nichols Road. The second source is an existing 12 Kv power line source located adjacent to Temescal Canyon High School along El Toro Road.

H. TELECOMMUNICATIONS SERVICES

Telecommunications services will be provided by the General Telephone Company (GTE). Existing facilities are located on the east side of I-15, just south of Nichols Road at the El Toro Road/Tereticornis Avenue intersection. GTE will upgrade overhead facilities from an existing sub-panel along El Toro Road, and expand south to Third and Conrad Avenue, south of Highway 74.

I. GAS SERVICES

Southern California Gas will provide service from an existing 2-inch gas line along Nichols Road, and another 2-inch gas line along El Toro Court.

IX. ARCHITECTURE AND DESIGN GUIDELINES

Design guidelines for SPA No. 3 present design concepts and themes for development of the project. The guidelines are intended to be flexible in order to respond to changes in community conditions, future plans and changes in the commercial marketplace.

It should be noted that a higher level of detail is provided for Planning Area C. Final design and architecture detail in Planning Area B will be submitted with the Design Review application, and subject to approval by the City of Lake Elsinore.

Those specific guidelines which are not addressed in either this document or the ARSP, shall revert to the appropriate City Code and/or regulations. Where differences occur between this document and the Zoning Code, this SPA document shall prevail.

A. GENERAL DESIGN GUIDELINES

1. Provide the City of Lake Elsinore with assurance that this area will be developed with cohesive quality, character and design themes.
2. Show design consistency with neighboring development plans, development trends and transportation plans.
3. Provide guidance for City in reviewing design plans.
4. Provide a consistent design theme and style that contributes to the City's image and history.

B. ARCHITECTURE AND DESIGN GUIDELINES

The following provides guidelines associated with architecture, building siting and orientation, design elements, materials, colors, and lighting.

1. Architecture

The architectural style incorporates design elements of traditional "Mediterranean" features and elevations with "Spanish Mission" details. The Spanish Mission style is derived from historical design in this area and presents elements that contribute to visual consistency and historic identity, (see **Exhibit 10**, Key Map, and **Exhibit 11a and 11b**, Illustrative Building Elevations). The combination of these two styles is compatible with existing commercial developments in the City, and presents an impressive and pleasing image which invites visitors and local residents alike. The following guidelines are recommended to ensure Mediterranean and Spanish Mission styles and elements are provided:

- a. Buildings should present interesting entryways and corridors to enhance human scale.
- b. Buildings should be designed to enhance their surroundings and repeat common elements which present the overall theme and style.
- c. Buildings should provide features to reduce massing and soften architecture, such as varying wall setbacks and roof elevations.
- d. Walls and other elements used for screening should be treated as extensions of buildings with similar design details.

2. Building Siting and Orientation

Project buildings should be oriented in a perimeter design around a central parking area which will serve retail uses. There is ample separation between buildings and vehicular access ways including Nichols Road providing fewer conflicts between automobile and pedestrian users.

An analysis of visibility from major transportation routes found that views of the project are primarily from vantage points that are lower than the site (see **Exhibit 10**, Key Map and **Exhibit 11c**, Sectional Views), therefore visibility of parking areas and the screening of mechanical equipment placed on roofs will not be an issue. As shown on Section "C" of **Exhibit 11c**, the closest potential for roof mounted equipment to be seen from adjacent property occurs at the easterly end of Phase V, Planning Area 'C'. Therefore, mechanical equipment placed on this building shall be screened from view, as approved by the Community Development Director.

3. Design Elements

- a. Building forms should be predominately horizontal and low in profile in a variety of heights.
- b. Buildings should be designed with varying roof form profiles and features such as tower windows, dormers and cornice reliefs.
- c. Building setbacks should develop interesting spaces for entry and landscape areas.
- d. Building site coverage should allow for maximum retail space and should create interesting pedestrian circulation routes and common areas.
- e. Primary elevations should undulate but appear as separate building fronts to reflect a cohesive building mass. This is accomplished through design of columns and arcades.

- f. Broad pitched tile roofs with height variations should be provided to create wide overhangs.

4. **Materials**

Building materials will be similar to those in the original Spanish and Mediterranean styles including wood, clay, stucco and plaster, ceramic and clay tile, masonry, and wrought iron.

5. **Colors**

Colors should be provided to enhance architectural style, and make the shopping experience more pleasant by reflecting sunlight to cool the environment as much as possible. Colors should depict styles that are similar to surrounding areas.

6. **Lighting**

Decorative and functional lighting will be provided throughout the project. Standards contained in the Illuminating Engineering Society Handbook and other City regulations should serve as the design and calculation guide for acceptable illumination levels. All lighting will be arranged and shielded to prevent glare, reflection, nuisances, inconveniences, and hazardous interferences to neighboring rights-of-way and properties to the greatest extent possible. The following guidelines should be followed in design of project lighting.

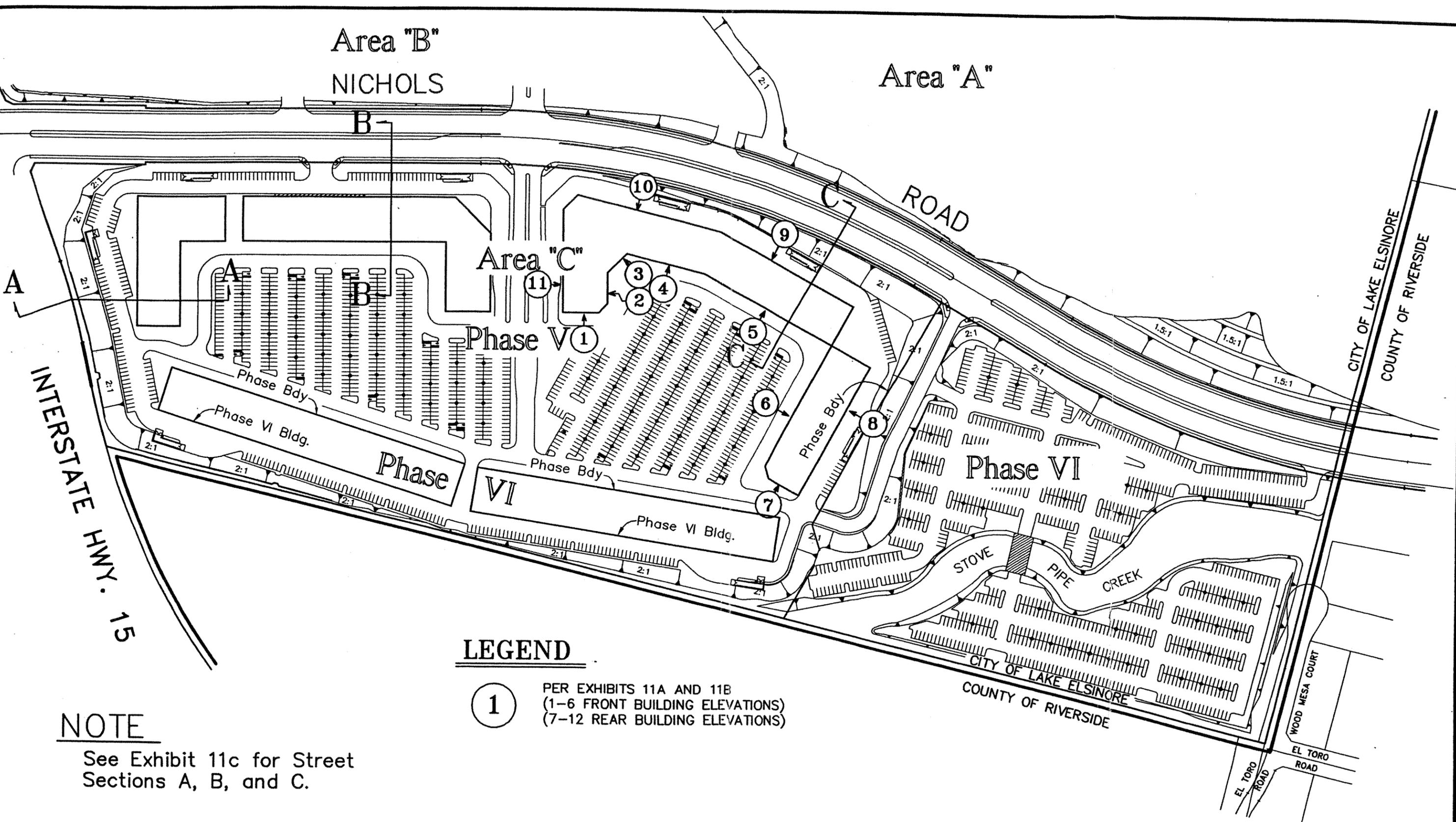
a. **Exterior Lighting**

Lighting should be used to enhance and display architectural features, signage, and walkways. Lighting fixtures for both wall-mounted and upright lamps should be consistent with the project's architectural theme and style, wherever possible.

Attached building signage should be self-illuminated. Accessory building lighting which floods the structure should also be allowed to attract attention to interesting architectural features at night.

b. **Parking Areas**

Parking areas should be well lit for safety and convenience, and should provide ample illumination to alleviate automobile/pedestrian conflicts. Parking lot lighting should have increased wattage, and should display even pools of light throughout the parking area.



NOTE

See Exhibit 11c for Street Sections A, B, and C.

LEGEND

- ① PER EXHIBITS 11A AND 11B
(1-6 FRONT BUILDING ELEVATIONS)
(7-12 REAR BUILDING ELEVATIONS)

*Key Map-Area "C"

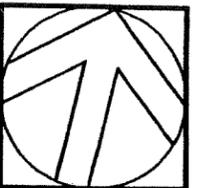
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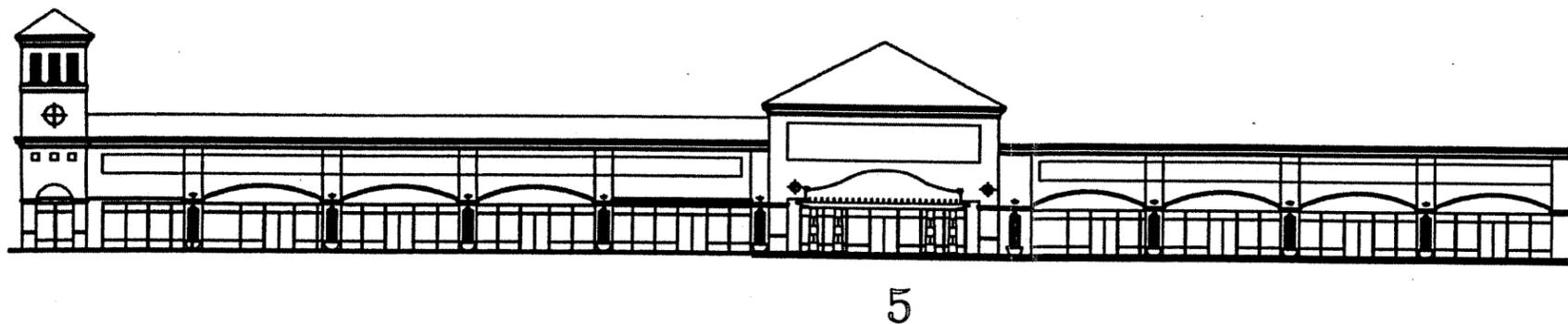
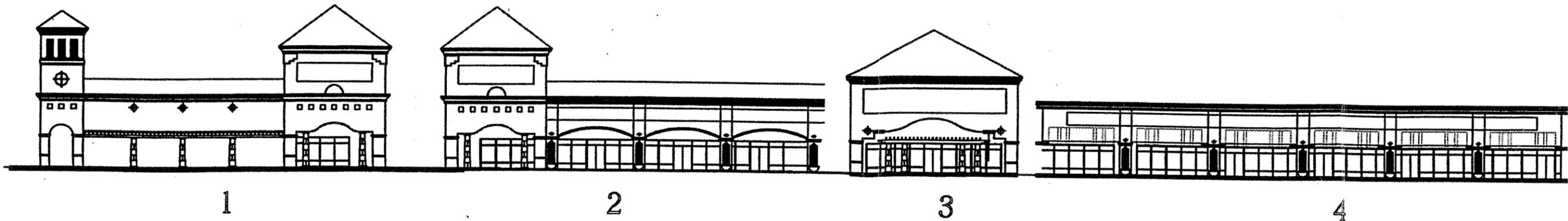
Alberhill Ranch Specific Plan Amendment #3

Exhibit 10

0' 50' 100' 300' 500'

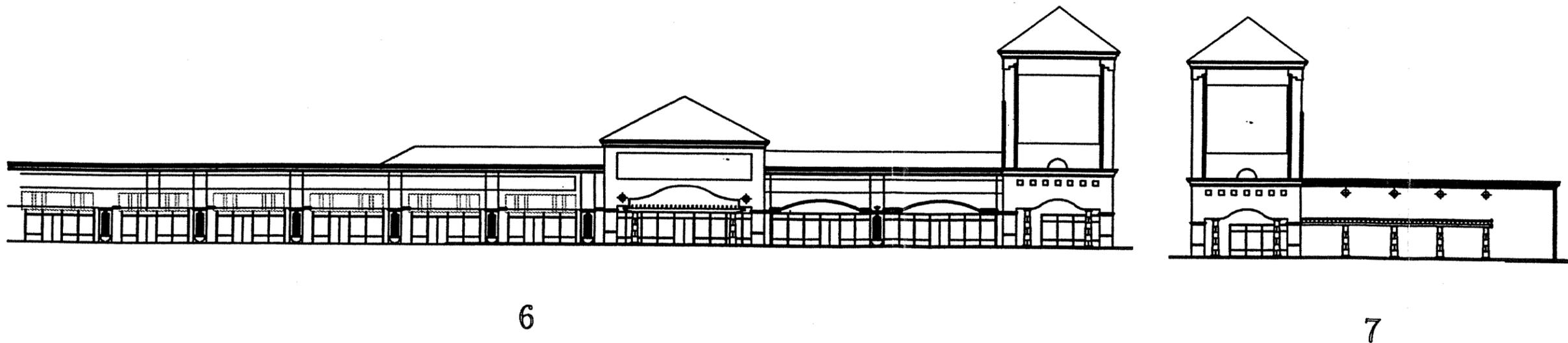
1"=200'





NOTES

- See Exhibit 10 "KEY MAP" for locations.
- Elevational views are for illustrative purposes only.



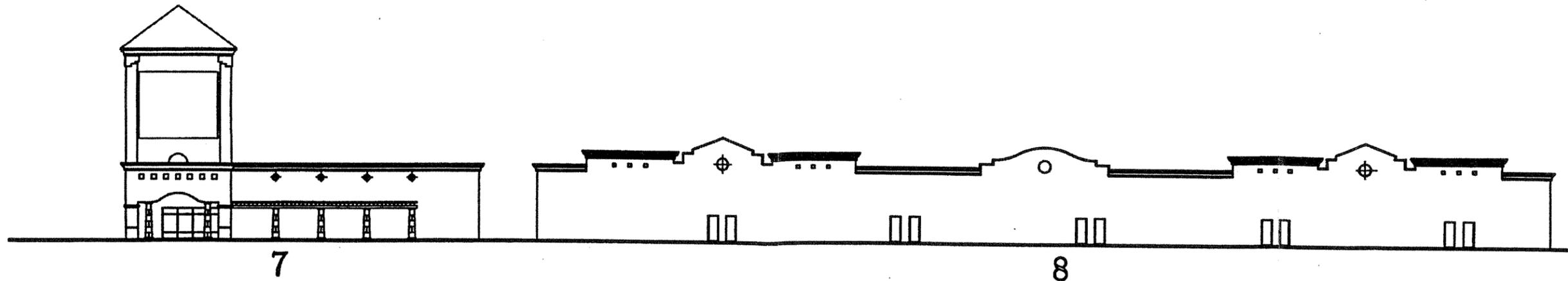
*Illustrative Front Building Elevations

KCT

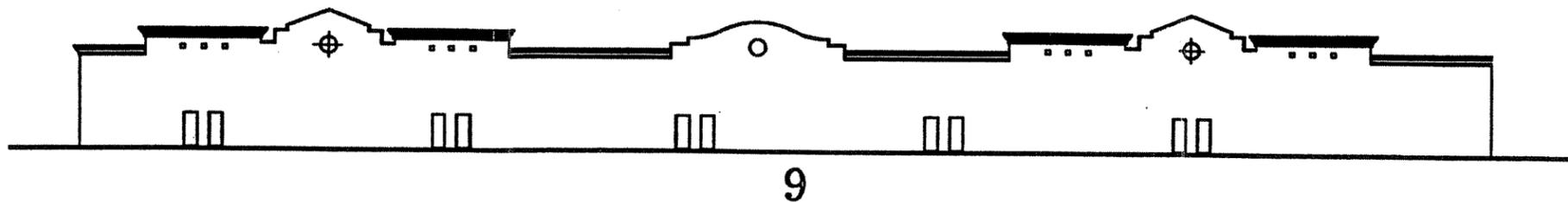
Alberhill Ranch Specific Plan Amendment #3

Exhibit 11a

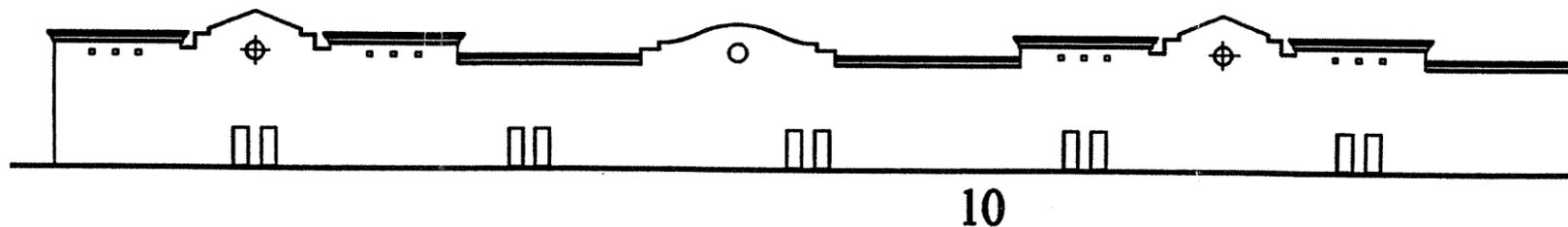
No Scale



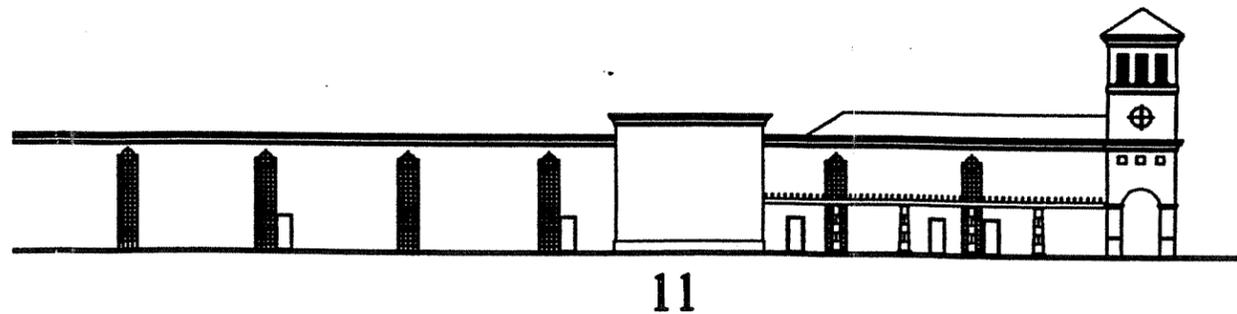
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8



9



10

NOTES

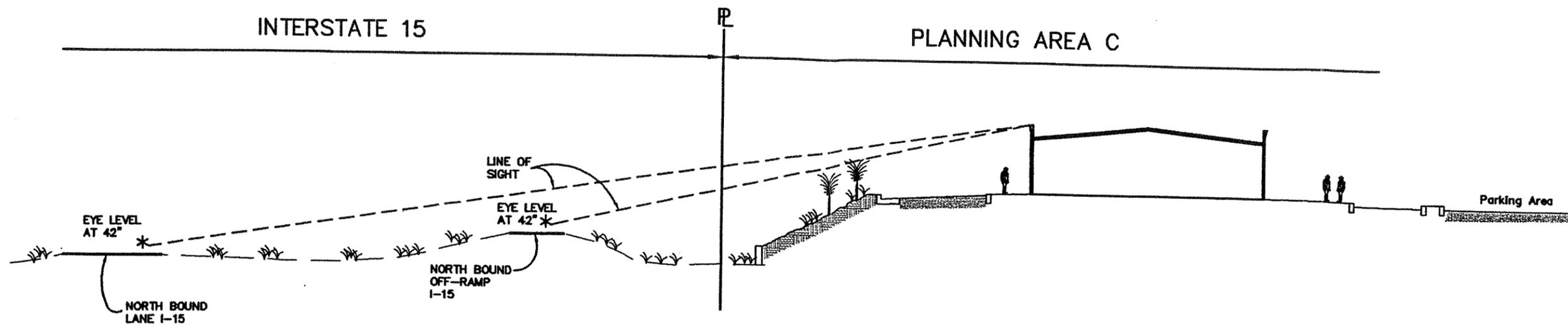
- See Exhibit 10 "KEY MAP" for locations.
- Elevational views are for illustrative purposes only.

*Illustrative Rear Building Elevations

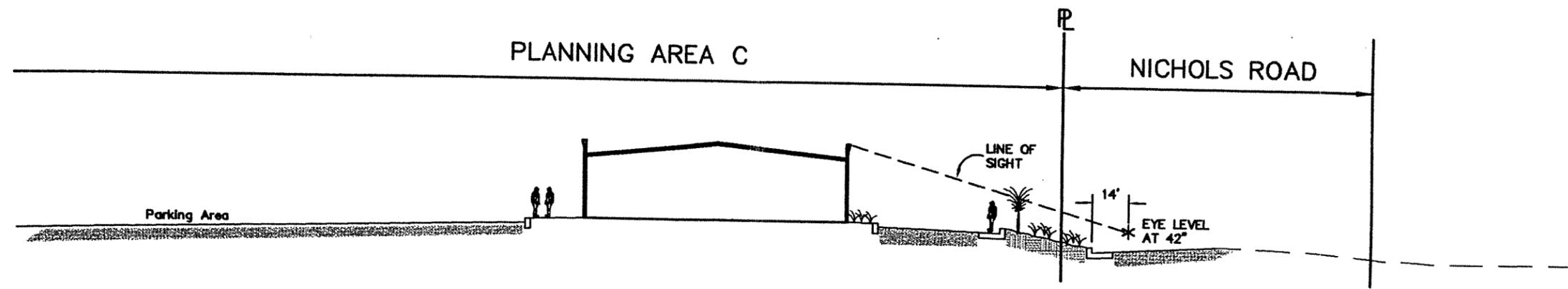
KCT Alberhill Ranch Specific Plan Amendment #3

Exhibit 11b

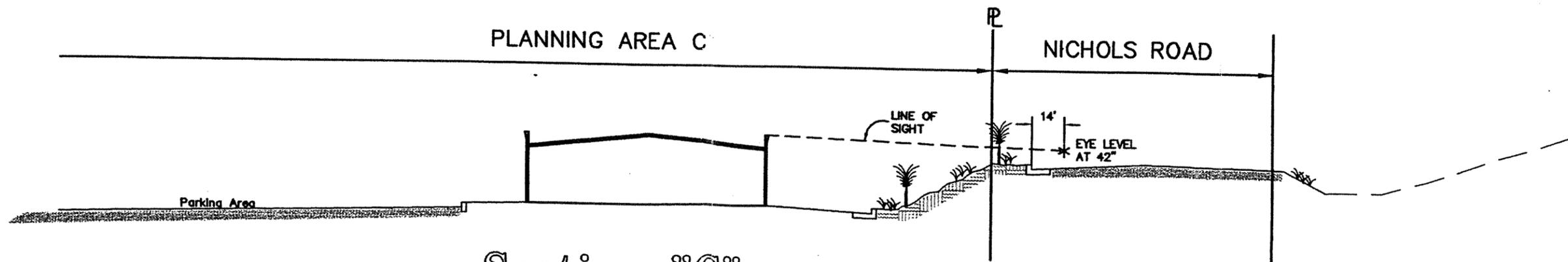
No Scale



Section "A"



Section "B"



Section "C"

*Sectional Views-Area "C"

X. LANDSCAPING GUIDELINES AND STANDARDS

The following landscape guidelines and standards provide criteria for the project's overall landscape design. It is intended that project landscaping reflect the project's architectural style, soften building forms, and reduce building scale, (see **Exhibit 12, Landscape Plan**).

A. LANDSCAPE GUIDELINES

1. Design should provide varied landscaping at different heights to break up and soften building mass.
2. Landscape design should provide accent flowering materials at entries and common areas.
3. Design elements such as walls, fences, and arbors should be provided to break up architecture and provide interest.
4. Landscape design should provide vertical landscape features such as berms, shrubs and trees to help lessen impact of building massiveness and height wherever possible.
5. Groundcovers and shrubs should be combined in an even distribution to add color, outline hardscape areas, and soften architectural elements.
6. In smaller strip areas, flowering groundcovers and shrubs should be used as a priority in design to further define pathways and entries.
7. Manufactured slopes along Nichols Road should be hydroseeded with a native slope mix for erosion control.
8. A landscaped strip of five (5) feet average width shall be provided adjacent to the banks of Stovepipe Creek. Stovepipe Creek area revegetation should consist of hydroseeded native slope mix for erosion control where necessary.

B. LANDSCAPE STANDARDS

1. Minimum size for on-site trees shall be 15 gallons.
2. Minimum size for shrub plant materials shall be 5 gallons.
3. Minimum of 10 feet of landscaping shall be provided along the I-15 freeway right-of-way.
4. Minimum of 10 feet of landscaping shall be provided along Nichols Road.
5. Parking areas shall be landscaped at a minimum of 5 percent of the parking area and shall include one 15-gallon size tree for every 10 parking spaces, distributed evenly throughout the parking area.

6. Any landscape area shall be separated from an adjacent vehicular area by a wall or curb at least 6 inches higher than the adjacent vehicular area, or shall in some way be protected from vehicular damage.
7. All landscaping shall be maintained in a neat, clean, and healthy condition. This shall include proper pruning, mowing, weeding, removal of litter, fertilizing, replacement of plants when necessary, and watering.
8. Automatic water sprinkler systems shall be provided for all landscape areas.

C. PLANT PALETTES

Plant materials have been selected for their compatibility with the project's architecture, presentation of the landscape theme, compatibility with climatic and soil conditions, and ability to be drought tolerant and low maintenance. The following list represents suggested plant species which should contribute to the overall design theme. Specific landscape design and plant species will be determined and reviewed during the City's Design Review process.

1. Trees

<u>Botanical Name</u>	<u>Common Name</u>
Liquidambar styraciflua	Sweet Gum
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus sideroxylon	Red Iron Bark
Eucalyptus leucoxylon	White Iron Bark
Eucalyptus torquata	Coral Gum
Olea europea	Olive
Pinus canariensis	Canary Island Pine
Phoenix dactylifera	Date Palm
Lagerstroemia indica	Crape Myrtle
Magnolia grandiflora	Southern Magnolia
Prunus cerasifera	Purple Leaf Plum
Koelreuteria paniculata	Golden Rain Tree
Ulmus parvifolia	Chinese Elm
Schinus molle	California Pepper
Pyrus kawakamii	Evergreen Pear
Fraxinus oxycarpa	Ash
Fraxinus spp.	Ash
Jacaranda mimosifolia	Jacaranda

2. **Shrubs**

<u>Botanical Name</u>	<u>Common Name</u>
Abelia grandiflora 'Edward Goucher'	Edward Goucher
Acacia ongerup	Acacia
Bouganvilla	Bouganvilla
Hebe coed	Veronica
Nandina domestica	Heavenly Bamboo
Photinia fraseri	Photinia
Pyracantha spp.	Firethorn
Rhamnus spp.	Coffeeberry
Xylosma congestum	Xylosma
Agapanthus africanus	Lily of the Nile
Hemerocallis spp.	Day Lilly
Trachelospermum jasminoides	Star Jasmine

3. **Vines**

<u>Botanical Name</u>	<u>Common Name</u>
Bouganvilla	Bouganvilla
Doxantha unguis-cati	Cat's Claw
Grewia caffra	Lavendar Star Flower
Wisteria floribunda	Wisteria

4. **Groundcovers**

<u>Botanical Name</u>	<u>Common Name</u>
Baccharis pilularis	Coyote Brush
Hedera helix	English Ivy
Hedera helix 'Varigated'	English Ivy
Hypericum calycinum	Aaron's Beard
Lonicera japonica	Honeysuckle
Rosemarinus officinalis	Rosemary
Trachelospermum jasminoides	Star Jasmine

5. **TURF GRASS**

<u>Botanical Name</u>	<u>Common Name</u>
Festuca arundinacea	Alta Fescue

Area "B"

Area "A"

NICHOLS

PRIMARY ENTRY

TO HELP DELINEATE THE MAIN ENTRY AND DIRECT TOWARDS OUTLET CENTER INCLUDES LOW FLOWERING GROUND COVER IN FRONT, LOW AND MEDIUM FLOWERING SHRUBS BEHIND, AND A BACKDROP OF PALMS. PALM TREE ROW ON BOTH SIDES OF ENTRY ROAD FOR FULL LENGTH. LOW FLOWERING GROUND COVER ON BOTH SIDES OF ENTRY ROAD AND IN MEDIAN.

Phase V

Phase V

Area "C"

ENHANCED PEDESTRIAN ENTRY
ACCENT PAVING WITH
FLOWERING PLANT MATERIAL
AND BENCHES. PALM TREES
OUTLINE PLAZA

BUILDING FRONT TREATMENT
FLOWERING SHRUBS AND
GROUNDCOVERS (TYP)

Phase VI

INTERSTATE 15 EDGE AND PERIMETER SLOPE TREATMENT
INFORMAL PLACEMENT OF GROUNDCOVERS
AND CLUSTERED TREES.

PARKING AREAS

TREES IN PLANTERS WITH DROUGHT
TOLERANT FLOWERING SHRUBS AND
GROUNDCOVERS

EASTERN EDGE TREATMENT

ROW SCREEN WITH 3' BERM TO BUFFER VIEWS & LIGHTS FROM ADJACENT RESIDENCES
A MIXTURE OF TREES AND TALL EVERGREEN SHRUBS SHALL BE PROVIDED.

STOVE PIPE CREEK

CITY OF LAKE ELSINORE
COUNTY OF RIVERSIDE

WOOD MESA COURT

EL TORO ROAD

EL TORO ROAD

INTERSTATE HMTY. 15

CITY OF LAKE ELSINORE
COUNTY OF RIVERSIDE

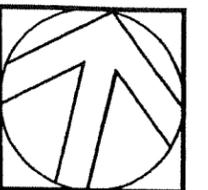
*Landscape Plan

Alberhill Ranch Specific Plan Amendment #3

Exhibit 12

0' 50' 100' 300' 500'

1"=200'



KCT

D. SPECIAL TREATMENT GUIDELINES

The following are guidelines for landscaping treatment of pedestrian entries, building fronts and rears, screening along eastern perimeter, frontage along I-15, and parking areas.

1. Primary Entry

The primary entry for Planning Area C is located off of Nichols Road, approximately in the center of the project. The two south side corners of the intersection will contain interesting and colorful plant materials in a design which helps delineate the main entry and direct people into the Outlet Center. The corners will display low flowering groundcovers in front of low and medium flowering shrubs, behind which are a row of trees which include palms as a backdrop. A tree row will continue from the corner, and follow the length of the entry road on both sides. Low flowering groundcover is also proposed on both sides and in the median, for the entire length of the entry road.

2. Courtyard

Common pedestrian areas are intended to draw people to stores and invite them to stay and enjoy the experience.

The courtyard should present landscape and hardscape materials which promote the project theme. Accent paved paths, lined with flowering plant materials and benches, should lead to the arcade of shops.

Similar design elements should be repeated at entry expanses and plaza areas throughout the project. Umbrella tables and other overhangs should be provided to shade shoppers.

3. Building Front Treatment

Landscaping along the front of buildings should include flowering shrubs and groundcovers. Where pedestrian areas are not expanded, landscape planting strips along the front of buildings at the drive aisle curb line should help to separate the parking area. Flowering vines should provide accent to column faces along the front of buildings and fill in trellises along the arcade.

4. Building Rear Treatment

Landscape screening should be provided with streetscape treatment of Nichols Road. Trees and shrubs along Nichols Road should be placed at the tops of slopes to soften the visual impact of rear building elevations.

5. **Perimeter Edge Treatment**

Perimeter edges will be landscaped to separate circulation elements and frame the proposed use. The portion of this edge along Nichols Road will also act as a screen where rooftop equipment is determined to be visible. The design of perimeter landscaping throughout level areas and slopes is similar to the other edge treatments with an informal placement of a mixture of groundcovers, shrubs and trees. Plant materials will incorporate native species and provide both density and color to enhance landscape and architectural designs.

6. **Eastern Edge Treatment**

The eastern boundary of the project site should be landscaped as a row screen to buffer views from neighboring residences existing along Dexter Avenue, El Toro Road, and Wood Mesa Road. Design should include a mixture of trees and tall evergreen shrubs along a three-foot berm. Plant materials should be allowed to grow naturally and create a landscape wall to screen public views of the proposed project.

7. **I-15 Freeway Edge treatment**

The western boundary of the project site forms the closest edge to the freeway, and will be most visible by the public. Treatment along this edge should be similar to all slope treatments, with informal placement of groundcovers and clustered trees. Parking area edge trees should also be clustered in an informal design to further depict the natural condition.

The southern project boundary will also be at an elevation above the freeway with the rear of buildings at a skewed angle looking north. Landscape edge treatment along this southern boundary should again place informal clusters of trees and slope groundcover plants which imitate the natural landscape.

8. **Parking Areas**

Trees should be located in planters throughout parking areas. Planters serve to delineate parking space dividers and drive aisles, while containing trees to soften the pavement area. Drought tolerant flowering shrubs and groundcovers should be planted at the base of trees. The largest percentage of parking area landscaping should be clustered along the perimeter of parking areas, and should delineate entry and pedestrian areas.

9. **Nichols Road**

Manufactured slopes along Nichols Road should be hydroseeded with a native slope mix containing compatible plant species with the surrounding region.

XI. SIGNAGE GUIDELINES AND STANDARDS

A. SIGNAGE OVERVIEW

1. Design Intent

The sign design guidelines provided herein are intended to be an outline of the allowable signage permitted within the Lake Elsinore Outlet Center. The guidelines present a general description and design criteria for each type of sign. The signage design is intended to maintain continuity and design integrity for the overall center.

2. Visual Impression

It is important to the Lake Elsinore Outlet Center that proposed additional phases convey an image of quality and visual integration with the existing center and the desired character the City has established. With this objective in mind, a great deal of attention has been focused toward ensuring the adequate exposure of the center without compromising the existing aesthetic precedent, (see **Exhibit 13**, Signage Plan).

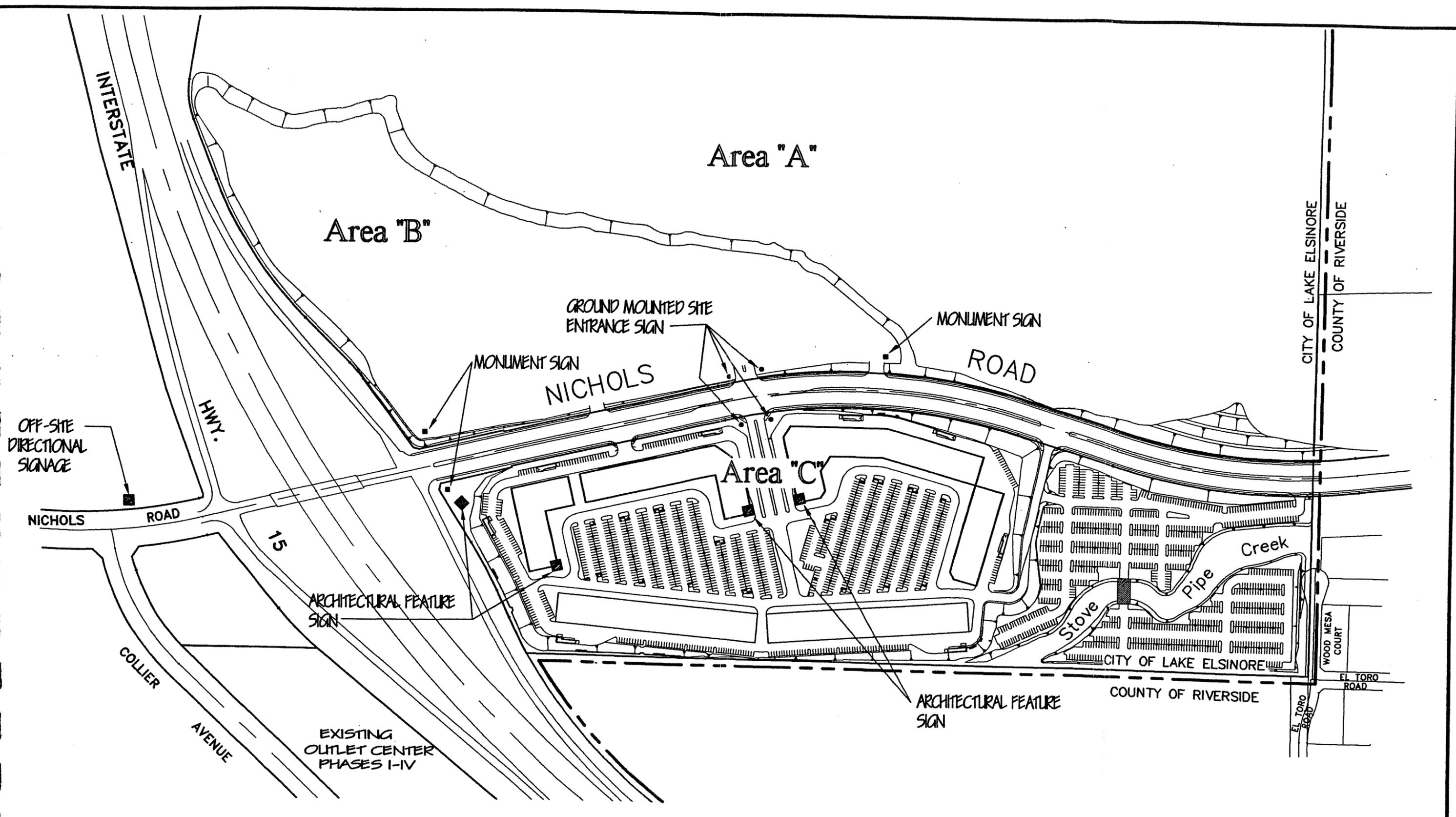
B. MONUMENT SIGNS

1. Definition

These signs will serve to identify the project along Nichols Road and provide directional and tenant information to encourage traffic flow between existing phases across I-15. These signs are double sided and internally illuminated. (see **Exhibit 13a**, Signage-Elevations)

2. Design Standards

- a. Overall size of monument sign shall not exceed 25'-0" high x 15'-0" wide x 4'-0" deep.
- b. The usable copy area shall not exceed 75% of the overall sign area. Sign area may vary in shape and shall follow the boundary of each line of text and/or graphic individually. Area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.

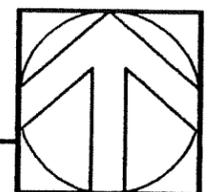
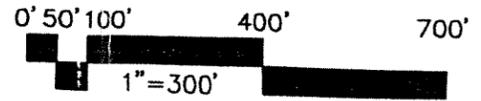


Signage Plan

Alberhill Ranch Specific Plan Amendment #3

Exhibit 13

KCT



C. POLE MOUNTED SITE IDENTIFICATION SIGN

1. Definition

These signs are both directional and informational in nature and will facilitate vehicular and pedestrian movement within the site. This is a two-sided illuminated or non-illuminated post and panel type sign similar to the existing directional signs in the Lake Elsinore Outlet Center (see **Exhibit 13b**, Signage-Details).

2. Design Standards

- a. Overall size of the sign shall not exceed 5'-0" high x 4'-0" wide x 1'-0" deep.
- b. The usable copy area shall not exceed 75% of the overall sign area. Sign area may vary in shape, and shall follow the boundary of each line of text and/or graphic individually. Area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.

D. FASCIA SIGNAGE

1. Definition

The fascia sign is the tenant identification sign mounted directly to the vertical flat surface above the tenant's storefront. The Lake Elsinore Outlet Center reserves the right, in cases where the architecture dictates, to allow tenant signs in the general vicinity of the storefront when deemed necessary or appropriate (see **Exhibit 13a**, Signage-Elevations).

2. Design Standards

- a. These signs shall be mounted on the front elevation of the retail center.
- b. Tenant fascia signs shall be designed according to the following standard:
 - 1) Signs shall only be mounted within a certain area designated as the "sign area limits". Dimensions of the sign area limits shall be a continuous band forty-eight (48) inches high along the front elevation of the retail center. Letters shall not extend beyond the sign area limits, except as follows:

Allowances for portions of signs which extend beyond the sign area limit shall be on a "case by case" basis to accommodate tenant names which involve a

particular font style, upper and lower cases, and/or logos, as part of their corporate identity.

Tenant signage may be apportioned within the "sign area limit" as it relates to the architecture and tenant identity. The total aggregate area of all tenant signage within the "sign area limits" shall not exceed 50% of the overall sign area limit.

- 2) The average letter height shall be thirty (30) inches.
- 3) "Sign area limits" height limitation may be increased to sixty (60) inches for tenants with storefronts over one hundred (100) lineal feet.

E. ANCHOR SIGNAGE - WALL MOUNTED

1. Definition

These signs are limited tenant identification signs mounted on specific architectural features. **Exhibit 13a**, Signage-Elevations, illustrates wall mounted anchor elements and their associated sign areas.

2. Design Standards

- a. Anchor signs shall only be mounted on the front elevation of the retail center within the specific architectural feature.
- b. Anchor signs shall be designed according to the following standard:
 1. Signs shall only be mounted within a certain area designated as the "sign area limits." Dimensions of the sign area limits shall be a continuous band sixty (60) inches high along the front elevation of the retail center. Letters shall not extend beyond the sign area limits.

Allowances shall be permitted on a "case by case" basis to accommodate tenant names which involve a particular font style, upper and lower cases, and/or logos, as part of their corporate identity. Dimensions of the sign area limits, for these specific cases, shall be a continuous band seventy-two (72) inches high.

Tenant signage may be apportioned within the "sign area limit" as it relates to the architecture and tenant identity. The total aggregate area of all tenant signage within the "sign area limits" shall not exceed 50% of the overall sign area limit, (see **Exhibit 13a**, Signage-Elevations).

2. The average letter height shall be forty-two (42) inches.

F. REAR TENANT SIGNS

1. Definition

These signs are limited tenant identification signs mounted on the rear and sides of the outlet center facing Nichols Road and I-15. These signs are intended to be viewed from both Nichols Road and the I-15 freeway, (see **Exhibit 13a, Signage-Elevations**).

2. Design Standards

- a. The rear tenant signs shall only be mounted on the rear of the outlet center building facing Nichols Road or I-15.
- b. The rear tenant signs shall be designed according to the following standard:

- 1. Signs shall only be mounted within a certain area designated as the "sign area limits." Dimensions of the sign area limits shall be a continuous band forty-eight (48) inches high along the rear elevation of the outlet center. Letters shall not extend beyond the sign area limits, except as follows:

Allowances for portions of signs which extend beyond the sign area limit shall be on a "case by case" basis to accommodate tenant names which involve a particular font style, upper and lower cases, and/or logos, as part of their corporate identity.

Tenant signage within the "sign area limit" may be apportioned as it relates to the architecture and tenant identity. The total aggregate area of all tenant signage within the "sign area limits" shall not exceed 50% of the overall sign area limit, (see **Exhibit 13a, Signage-Elevations**).

- 2. The average letter height shall be thirty-six (36) inches.
 - 3. "Sign area limits" height limitation may be increased to sixty (60) inches for tenants with storefronts over one hundred (100) lineal feet.
- c. The letter style of each rear tenant sign shall be consistent with the tenant's wall-mounted sign found on the front of the stores.

G. DIRECTORIES

1. Definition

These signs are informational in nature, and will augment the path finder signs described below. These are two-sided, internally illuminated, free-standing post and panel type

signs, similar to the existing directories in the Lake Elsinore Outlet Center, (see **Exhibit 13b, Signage-Details**).

2. Design Standards

- a. The overall size of this sign shall not exceed 7'-0" high x 5'-0" wide x 1'-0" deep.
- b. The usable copy area shall not exceed 75% of the overall sign area. Sign area may vary in shape and shall follow the boundary of each line of text and/or graphic individually. The area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.

H. PATH FINDER SIGNS

1. Definition

These signs are both informational and directional in nature. These are two-sided, non-illuminated, free-standing post and panel type sign, similar to the existing path finder signs in the Lake Elsinore Outlet Center, (see **Exhibit 13b, Signage-Details**).

2. Design Standards

- a. The overall size of this sign shall not exceed 7'-0" high x 3'-0" wide x 1'-0" deep.
- b. The usable copy area shall not exceed 50% of the overall sign area. Sign area may vary in shape, and shall follow the boundary of each line of text and/or graphic individually. The area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.

I. UNDER CANOPY SIGNS

1. Definition

These signs are informational in nature, and are intended to provide the opportunity for tenant identification at a pedestrian level under the canopy. These are two-sided internally or externally illuminated blade or soffit suspended signs located above the entrance to each tenant space, (see **Exhibit 13b, Signage-Details**).

2. **Design Standards**

- a. The overall size of this sign shall not exceed 1'-6" high x 4'-0" wide x 2" thick.
- b. The usable copy area shall not exceed 75% of the overall sign area. Sign area may vary in shape, and shall follow the boundary of each line of text and/or graphic individually. The area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.

J. **FREE STANDING ARCHITECTURAL FEATURE SIGN**

1. **Definition**

This sign will identify the project from I-15. This sign is four-sided and internally illuminated., (see **Exhibit 13a**, Signage-Elevations).

2. **Design Standards**

- a. The overall size of this sign shall not exceed 75'-0" high x 36'-0" wide x 36'-0" deep.
- b. Copy shall be restricted to the sign area limits, as shown on **Exhibits 13a and 13b**. Sign area may vary in shape, and shall follow the boundary of each line of text and/or graphic individually. The area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.
- d. This element shall incorporate the same overall design intent and general character of the retail center's architectural features.

K. **OFF-SITE DIRECTIONAL SIGNAGE**

1. **Definition**

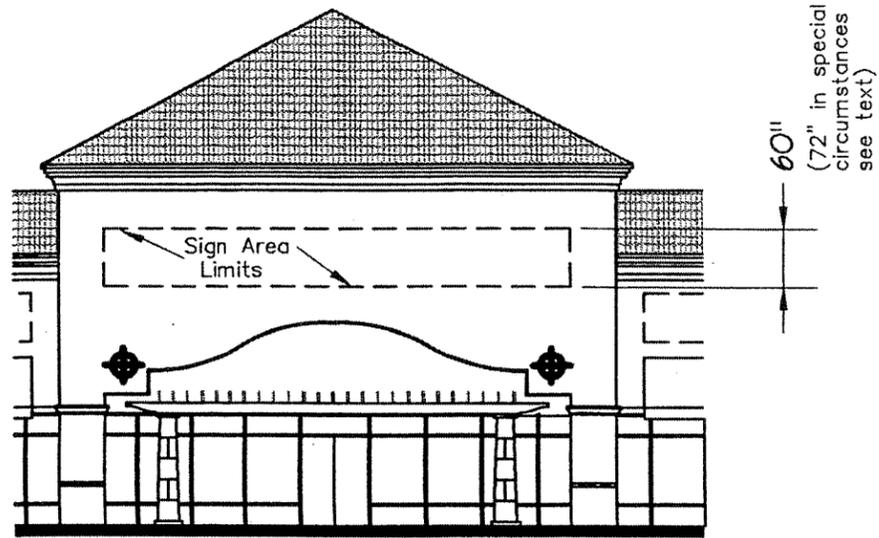
Off-site directional signage informing the public of the two locations of the Lake Elsinore Outlet Center is appropriate due to the Outlet Center size and customer base typically associated with outlet center uses. A significant portion of potential customers who visit the Outlet Center come from locations 30 to 60 miles away. Typically, these users are not familiar with the City of Lake Elsinore, and the routes to the Outlet Center once they exit

the freeway. Moreover, the separation of the two locations by I-15 may tend to confuse travelers unless adequate directional information is provided.

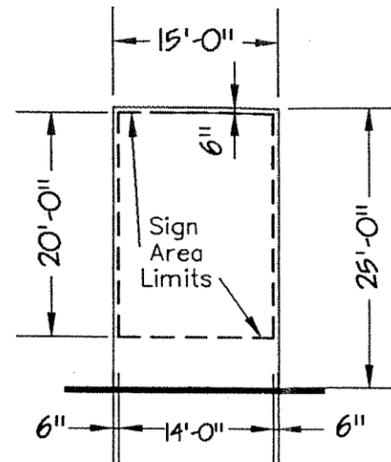
2. Design Standards

The proposed off-site sign, to be located in the vicinity of Collier Avenue and Nichols Road, is a two sided, non-illuminated, post and panel type of sign. Specifications for the sign will be as follows:

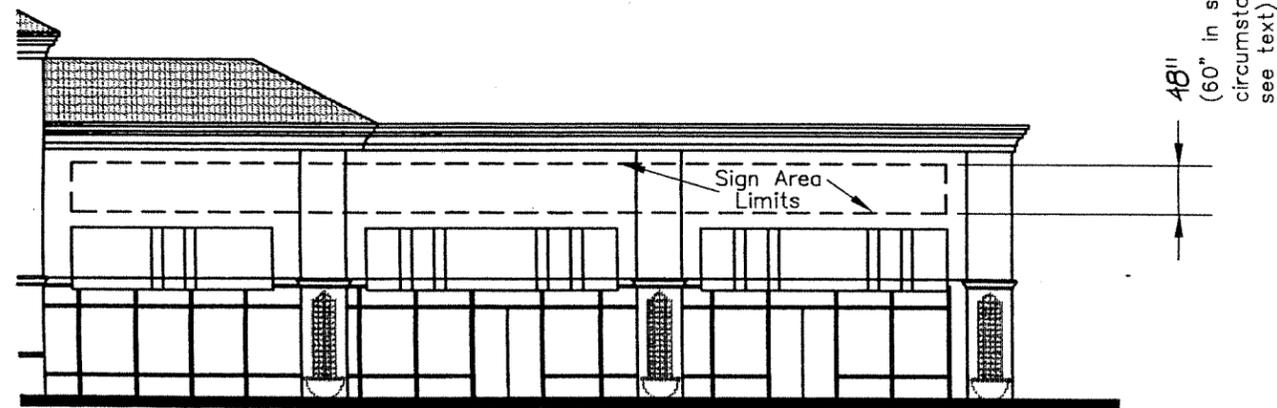
- a. The overall size of the off-site directional sign shall not exceed 10'-0" high x 10'-0" wide x 10'-0" deep.
- b. The usable copy area shall not exceed the sign area limits shown on **Exhibits 13a & 13b**. Sign area may vary in shape, and shall follow the boundary of each line of text and/or graphic individually. The area between lines of text and/or graphics shall not be included as part of the overall sign area. The aggregate of all of these bounded areas shall constitute the overall sign area.
- c. Color and material shall be consistent with the overall design intent for the project.
- d. The quality and construction of the sign will be of the same high quality and architectural design as the buildings and signs within the Outlet Center.
- e. Easements or leases, if required, are the responsibility of Outlet Center owners.



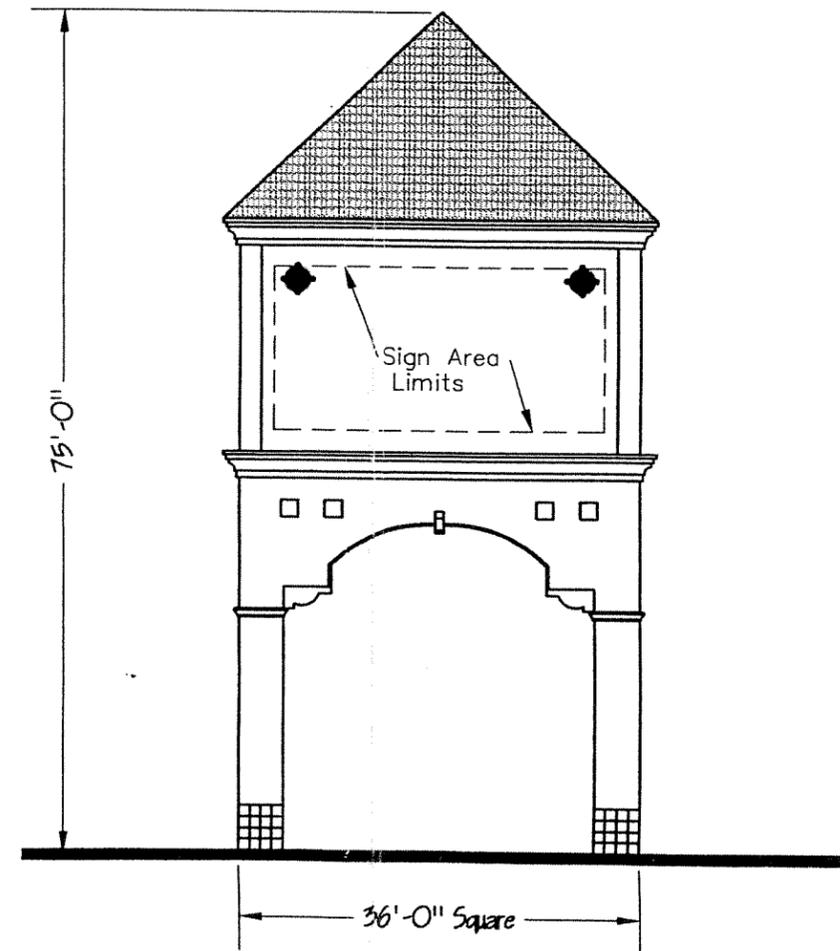
Anchor Signage - Wall Mounted



Monument Sign



Fascia Signage
(Rear Tenant Similar)

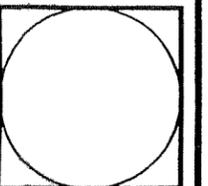
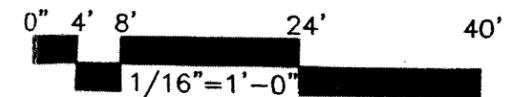


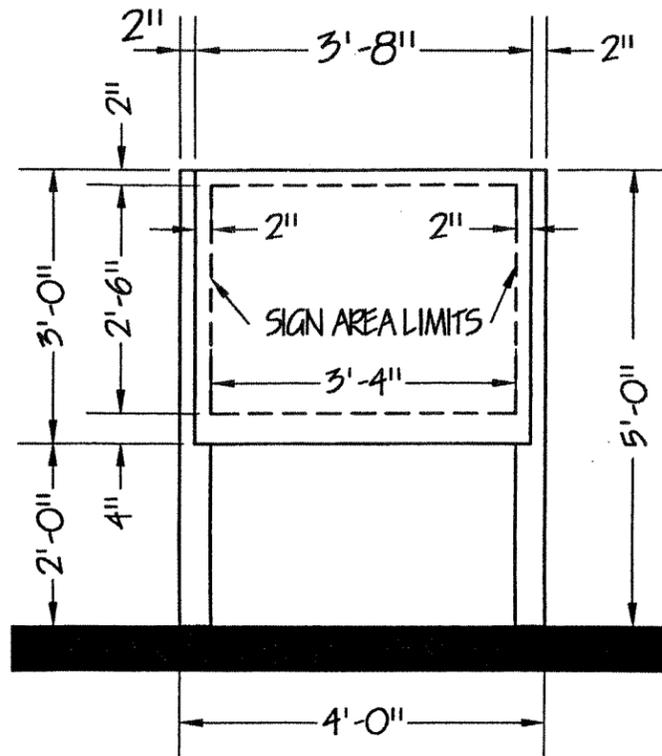
Freestanding
Architectural Feature Sign

*Signage Elevations

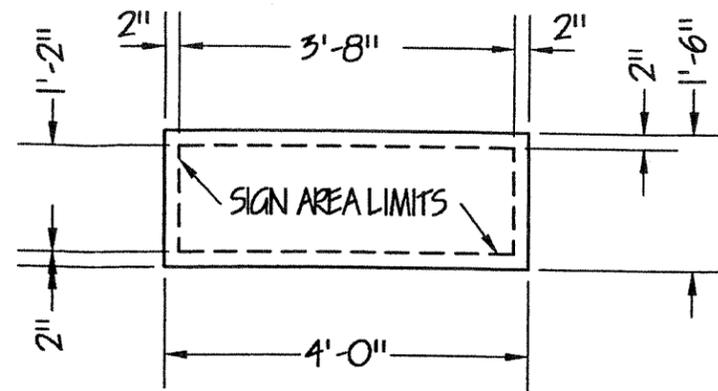
KCT Alberhill Ranch Specific Plan Amendment #3

Exhibit 13a

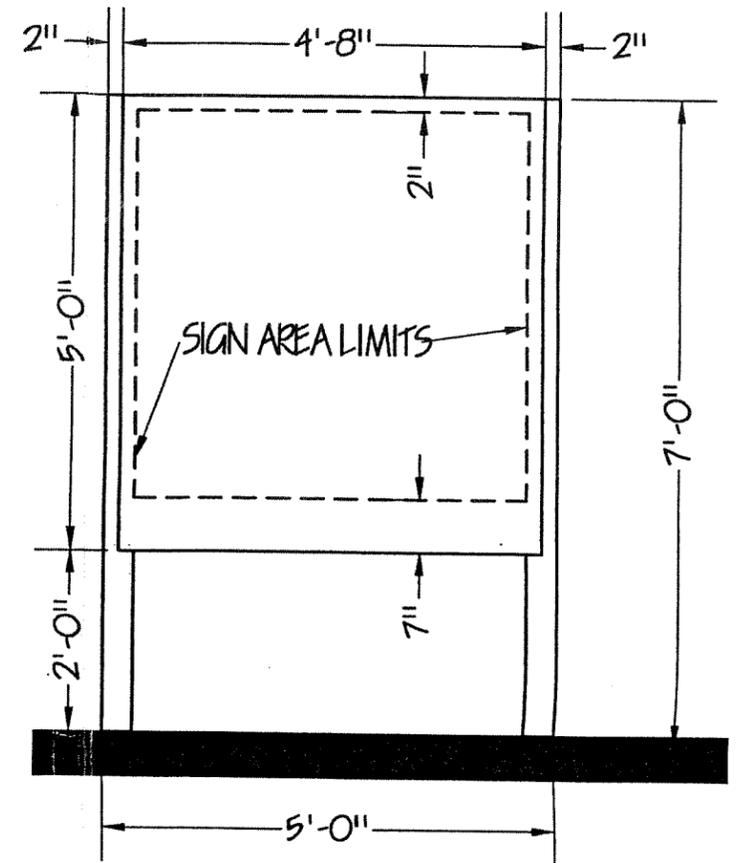




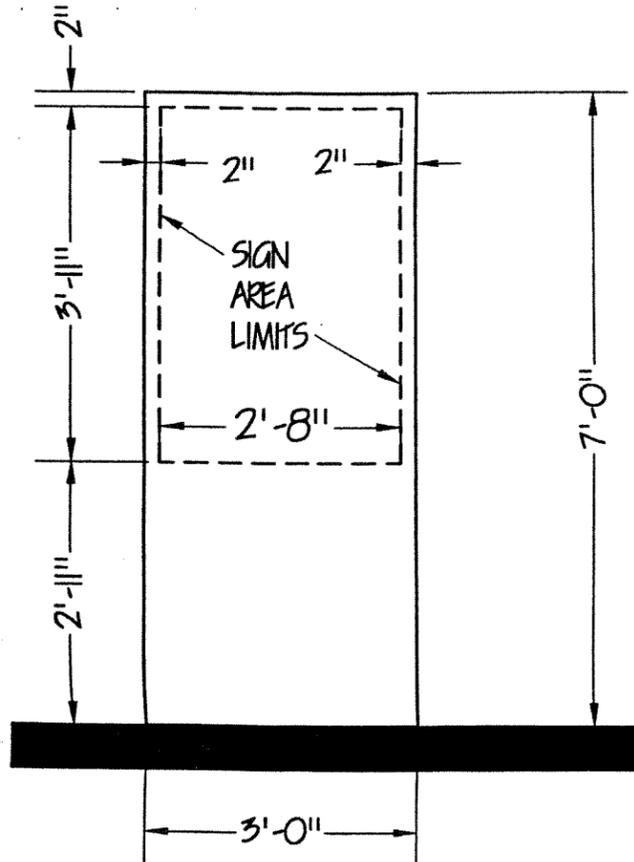
Pole Mounted Site Identification Sign



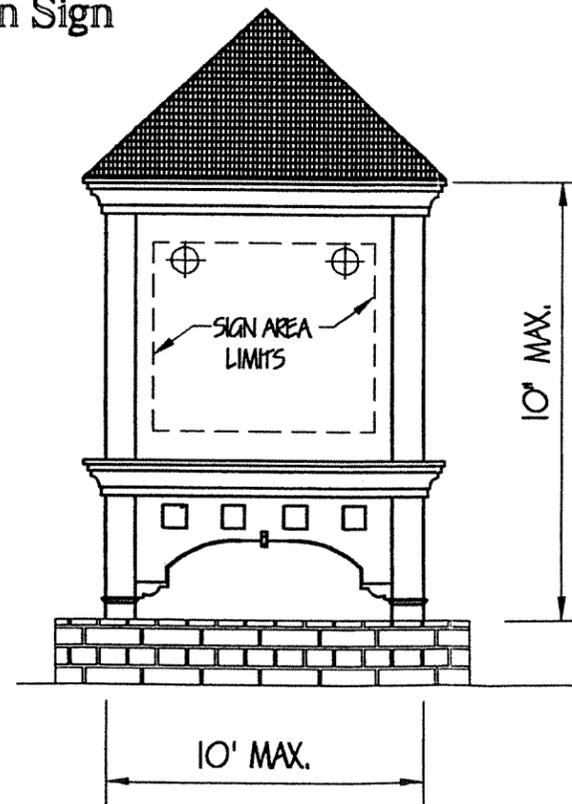
Under Canopy Signs



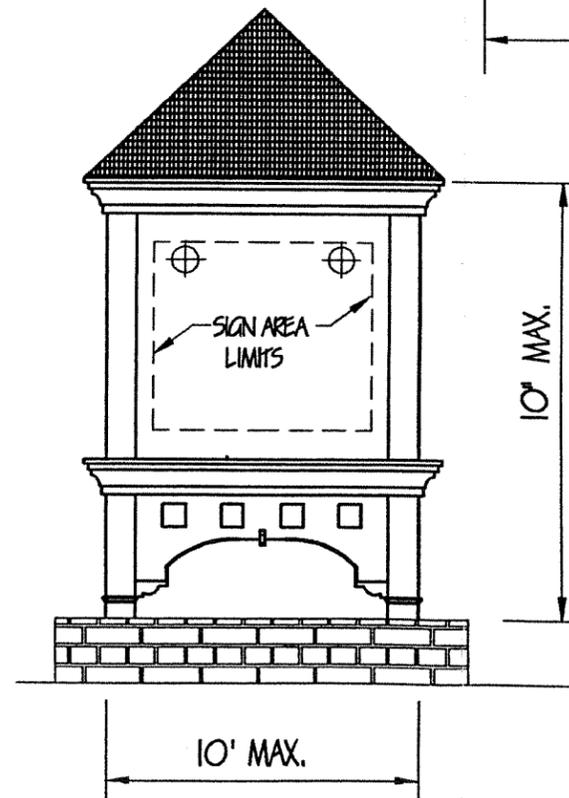
Directories



Path Finder Signs



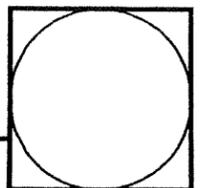
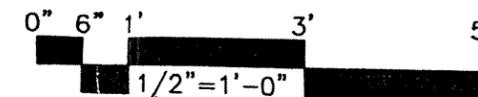
Offsite Directional Sign Concept (From the South)



Offsite Directional Sign Concept (From the East)

SEE TEXT FOR DEFINITION OF "SIGN AREA LIMITS"

*Signage-Details



XII. IMPLEMENTATION, PHASING PROGRAM, AND PROCEDURES

A description of the phasing for SPA No. 3 is presented in this section under subtitle A. Phasing Program. The administrative procedure for processing all future phases is listed in Section B. Processing and Administrative Procedures.

A. PHASING PROGRAM

Development proposed within SPA No. 3 is planned to occur over three or more phases. The first two phases of development (Phase V & Phase VI of Area C) are located *south* of Nichols Road. These phases will provide additional retail commercial uses as an extension of the existing Lake Elsinore Outlet Center. The majority of the circulation and infrastructure improvements will occur with the first phase.

Planning Area B, located *north* of Nichols Road, will be phased according to the demand for additional retail space. The land use designation of Commercial-Specific Plan, C-SP will guide the design of the entire planning area. At present, the applicant has not determined a specific development plan for Area B.

The following summarizes the proposed development phasing, including parking, circulation and infrastructure improvements:

1. PHASE V (PLANNING AREA C)

- a. **Land Use Development:** Phase V of the Lake Elsinore Outlet Center is proposed to provide approximately 240,000 SF of retail commercial uses. Three individual buildings are proposed. These buildings will be divided by the project's primary entrance off of Nichols Road (see **Exhibit 2a**, Land Use Plan, Area 'C' Phase 'V').
- b. **Parking:** Phase V will provide 1,188 parking spaces to accommodate the 240,000 SF building. These 1,188 parking spaces will exceed the required number of parking spaces (960 parking spaces) per the City's standard ratio of one (1) parking space for every 250 square feet of building area (1:250 SF). Additional temporary parking may be provided within the Phase VI site. Planning Area B is also available to provide temporary overflow parking, or permanent parking facilities, as required. For a complete detail of the Parking Plan for SPA No. 3, see section "**VI. Parking.**"
- c. **Nichols Road Improvement:** Approximately 2,100 lineal feet of curb, gutter and sidewalk together with four lanes (48') of paving will be installed along the Phase V frontage of Nichols Road.

Twenty-eight feet of interim paving improvement (two lanes) will be constructed. From the east boundary of Phase V to the east boundary line of SPA No. 3, creating

a smooth transition to existing county improvements (see Section V. Circulation, and **Exhibit 4**, Nicholas Road-Improvement Phasing).

2. **PHASE VI (PLANNING AREA C)**

- a. **Land Use Development:** Phase VI will continue the expansion of outlet center retail commercial related development. Two (or more) buildings will be constructed providing approximately 140,000 SF of additional building area. The buildings will be located along the south side of the project site, (see **Exhibit 2b**, Land Use Plan, Area 'C' Phase 'VI').
- b. **Parking:** The proposed 140,000 SF of building area in Phase VI will require 560 parking spaces in Phase VI. However, the site plan provides a total of 988 parking spaces. The parking area for this phase is contained in a 16 acre area east of the building area. The parking facilities are divided by Stove Pipe Creek which is spanned by a bridge. Two driveways from Nichols Road and a driveway to the building area provide the main accesses to the parking area.

In addition to this 16-acre parking area, Phase VI will utilize the parking provided in Phase V. In the event that additional parking spaces are needed in peak shopping seasons, parking may be provided within Planning Area B, north of Nichols Road. For a complete detail of the Parking Plan for SPA No.3, see section "VI. Parking."

- c. **Nichols Road Improvements:** Curb, gutter and sidewalk will be installed along approximately 1,050 lineal feet of Phase VI frontage. Match-up paving will be added to the pavement installed in Phase V providing a total of four lanes (48') of pavement (see section, V. Circulation Plan, and **Exhibit 3a**, Nichols Road Improvement Phasing).
- d. **Wood Mesa Court Improvements:** Asphalt dike and pavement, in accordance with Riverside County Road Improvement Standard 105, Section B will be added to the existing half street improvements to complete Wood Mesa Court's surface improvements.

3. **Future Phases (Planning Area B)**

- a. **Land Use Development:** It is anticipated that the future land uses of Planning Area B will be retail commercial. Therefore, the existing land use designation of C-SP, Commercial-Specific Plan will remain the same. At this writing approximately 340,000 SF of commercial uses is proposed. However, no site plans have been formulated by the applicant. In order to obtain Design Review approval from the City for future plans, all site plans, elevations, and landscaping plans shall be submitted and reviewed in accordance with this document. All development shall be designed in accordance with SPA No. 3.

3. Transferability of Building Square Footage

Any proposal to transfer 25 percent or less of the total amount of building square footage planned within a particular project phase to another project phase, or from one planning area to another shall require approval by the City's Community Development Director or designee. Any proposal exceeding 25 percent will require a Specific Plan Amendment in accordance with Chapter 17.99 of the Lake Elsinore Zoning Ordinance.

4. Increase of Building Square Footage

Any proposal to increase up to 10 percent of the total amount of building square footage for the entire SPA No. 3 area shall require approval by the City's Community Development Director or designee. Any proposal exceeding 10 percent will require a Specific Plan Amendment in accordance with Chapter 17.99 of the Lake Elsinore Zoning Ordinance. Increases may also require additional environmental clearances in accordance with the California Environmental Quality Act.

5. Design Review

Any proposed commercial development within SPA No. 3 shall require City Council Design Review approval of the development, in accordance with Chapter 17.82 of the Lake Elsinore Zoning Ordinance. As part of the Design Review process, City Council shall approve the development's site plan, landscaping plan, building elevations, architectural features and treatments, signage, materials, colors, etc.

6. Subdivision Map

Any proposed subdivision within SPA No. 3 shall be subject to provisions of the California Subdivision Map Act and the City of Lake Elsinore ordinances regulating the division of land.

7. Conditional Use Permit

Provision of those conditional uses described in this document shall acquire Planning Commission approval in accordance with Chapter 17.74 of the Lake Elsinore Zoning Ordinance.

8. Development Sequence

This document contemplates commercial development to occur first in Planning Area 'C', with Phases V and VI of the Lake Elsinore Outlet Center. However, market conditions may require the development of Area 'C' in sub-phases, or may drive development of all or a portion of Planning Area 'B', prior to or concurrent with Planning Area 'C'. Nothing in this document shall prohibit orderly development of any area within SPA No. 3 in any sequence. It is the intent of this document to set out the needed infrastructure

requirements for each Planning Area, and to provide for the flexibility to implement SPA No. 3 in any sequence. The ability to react quickly to the market place is one of the primary reasons for the detailed planning set out in this document.

XIII. GENERAL PLAN CONSISTENCY

Section 65450 - 65553 of the California Government Code permits adoption and administration of Specific Plans as an implementation tool for elements found in the local General Plan. Specific Plans demonstrate implementation of goals, objectives, policies, and programs that are set forth in the General Plan.

SPA No. 3 proposes land uses that are consistent with the Alberhill Ranch Specific Plan. Locations of proposed Commercial-Specific Plan and Open Space areas are also consistent with the ARSP. Due to consistencies between SPA No. 3 and the ARSP, it is concluded that SPA No. 3 implements the goals, objectives, and policies contained in the ARSP and City of Lake Elsinore General Plan. Therefore, additional discussions relating to how the proposed SPA No. 3 will implement the General Plan are not necessary. Refer to Section X.(A). Consistency, of the ARSP for discussions on Specific Plan consistency with the City's General Plan.