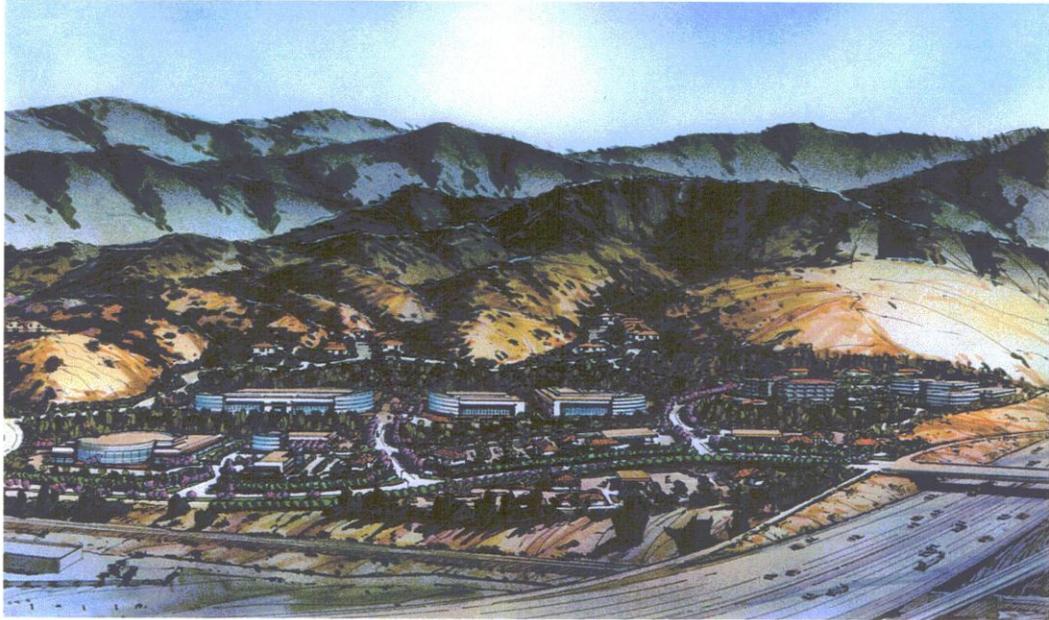

**GREEN RIVER RANCH
SPECIFIC PLAN
SP00-001**



Prepared for:
CITY OF CORONA

Applicant:
REGENT GREEN RIVER, LLC

Prepared by:
pbr

February 21, 2001

GREEN RIVER RANCH

DPR98058

GREEN RIVER RANCH SPECIFIC PLAN

SP00-001

Prepared for:

CITY OF CORONA
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GREEN RIVER RANCH

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Appendix A	Planning Context
Appendix B	Mitigation Monitoring Plan (Appendix M of Environmental Impact Report)

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

1.1.1 Authority and Scope

The *Green River Ranch Specific Plan* document is intended to provide for the orderly and efficient development of the Green River Ranch property in accordance with the provisions of the City of Corona General Plan. This Specific Plan contains design guidelines and development standards which apply only to properties within the Specific Plan area. These guidelines and standards are intended to implement the goals, objectives, and policies of the City's General Plan.

This Specific Plan has been prepared and established under the authority granted to the City of Corona by the California Government Code, Title 7, Division 3, Articles 8 and 9, Section 65450. The State of California, under the authority of the above code section, encourages cities to adopt Specific Plans either by resolution to establish a policy document, or by ordinance to establish a regulatory document. The *Green River Ranch Specific Plan* is intended to be a regulatory document and is subject to Planning Commission review and City Council adoption by ordinance. When adopted by City legislative action, this Specific Plan document will serve both planning and regulatory functions. The *Green River Ranch Specific Plan* contains the standards, procedures, and guidelines necessary to accomplish this purpose.

All future development plans, tentative parcel and/or tract map(s), and/or other similar entitlement for properties located within the boundaries of this Specific Plan area shall be consistent with the regulations set forth in this Specific Plan and with all other applicable

City of Corona regulations. Furthermore, all regulations, conditions, and programs contained herein shall be deemed separate, distinct, and independent provisions of the Green River Ranch Specific Plan. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

An Environmental Impact Report (EIR) was prepared concurrently with the *Green River Ranch Specific Plan* in accordance with the provisions of the California Environmental Quality Act (CEQA). The Environmental Impact Report identified potential impacts resulting from project implementation along with appropriate mitigation measures to reduce those impacts.

1.1.2 Specific Plan Organization

The *Green River Ranch Specific Plan* defines a vision and establishes guidelines for the short- and long-term development of the site. The basic approach for preparing this Specific Plan has been to recognize the interrelationship between land use, design, regulation, and sound economic, market and financial considerations. The Specific Plan is arranged into seven chapters as follows:

- Chapter 1.0 - Executive Summary: This chapter includes a discussion of the intent and purpose of the Specific Plan, the authority and scope, project background, a description of location of the site and a summary of the project.
- Chapter 2.0 - Plan Elements: Forming the core of the Specific Plan document, this chapter presents the Land Use Plan, Conceptual Grading Plan and Conceptual

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Infrastructure Plans, which include Conceptual Circulation, Water, Sewer and Drainage Plans for the project.

- Chapter 3.0 - Development Regulations: This chapter specifies the permitted and conditionally permitted uses for each Land Use designation proposed, and specifies standards for development within those areas.
- Chapter 4.0 - Design Guidelines: A creative yet flexible set of guidelines and design criteria for siting, landscaping and architecture is presented in this chapter to provide direction for gateway concepts, streetscape improvements, landmark elements, hardscape elements and architectural guidelines.
- Chapter 5.0 – Implementation: This chapter contains the phasing plan, financing strategies and other implementation measures, as well as a process for development/design review and procedures for amending this Specific Plan.
- Chapter 6.0 - Plan Consistency: Chapter 6 discusses how the Specific Plan conforms to the City of Corona General Plan objectives and policies.
- Appendix A - Planning Context: This chapter provides a summary of the existing conditions affecting the property, including existing and surrounding land uses, jurisdictions, and a summary of the existing infrastructure and other opportunities and constraints within the project area.

1.1.3 Project Location

The project site is located within Riverside County at its western end. It abuts the City of Corona, situated approximately 45 miles

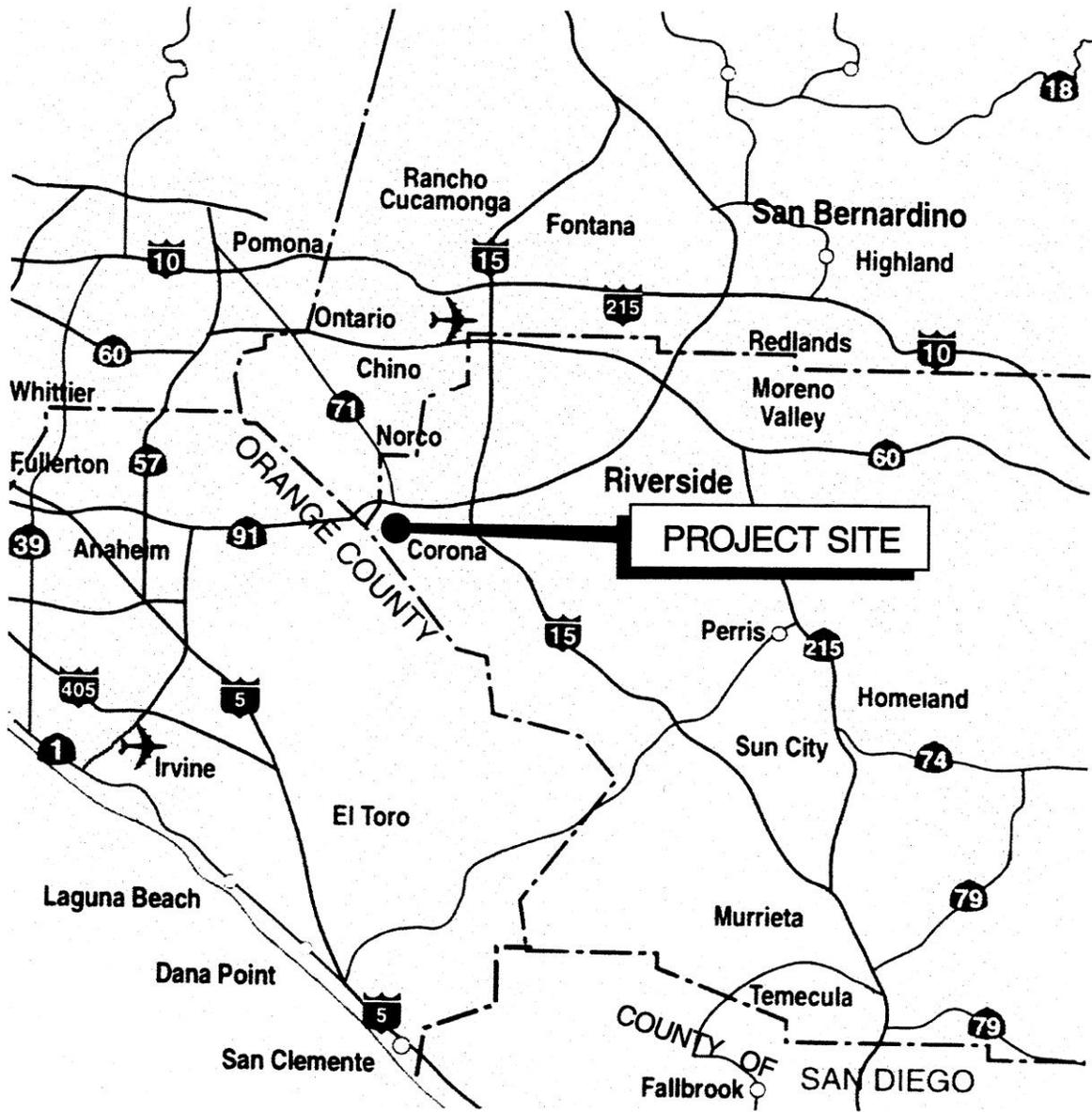
southeast of Los Angeles, and is located immediately south of the 91 freeway (SR-91) and west of the 71 freeway (SR-71) interchange (see Exhibit 1, *Regional Context*). Regional access to the Specific Plan area is readily available from SR-91 and Green River Road.

The Specific Plan area is bordered to the east by Corona's City Limit boundary, and is within the City's Sphere of Influence. This Specific Plan proposes the annexation of the Green River Ranch property into the City of Corona, establishing its development as a strong visual gateway into the City for travelers from the west (see Exhibit 2, *Vicinity Map*). The site is bordered to the north by Riverside Freeway (SR-91), to the west by a vacant property, and to the east by Dominguez Ranch Road and undeveloped land with an existing residential community beyond. The southern portion of the site consists of steep slopes and mountainous terrain, which continue south of the site.

1.1.4 Background

Corona, which celebrated its 100th year as a city in 1996, has grown from an agricultural community into a modern city with a diverse economy. For several years, Corona has had the highest percentage growth rate for cities over 80,000 people, leading all other inland area communities. This is, in part, because young families have been migrating inland to find affordable housing in an uncongested environment. Corona has steadily become an upper middle class community with an estimated median income of \$53,000 substantially higher than that of Riverside County. This economic flourish has been attributed to strong new home sales that have been attracting working families, the City's production of good quality jobs and the relatively short commute to Orange and Los Angeles Counties.

GREEN RIVER RANCH

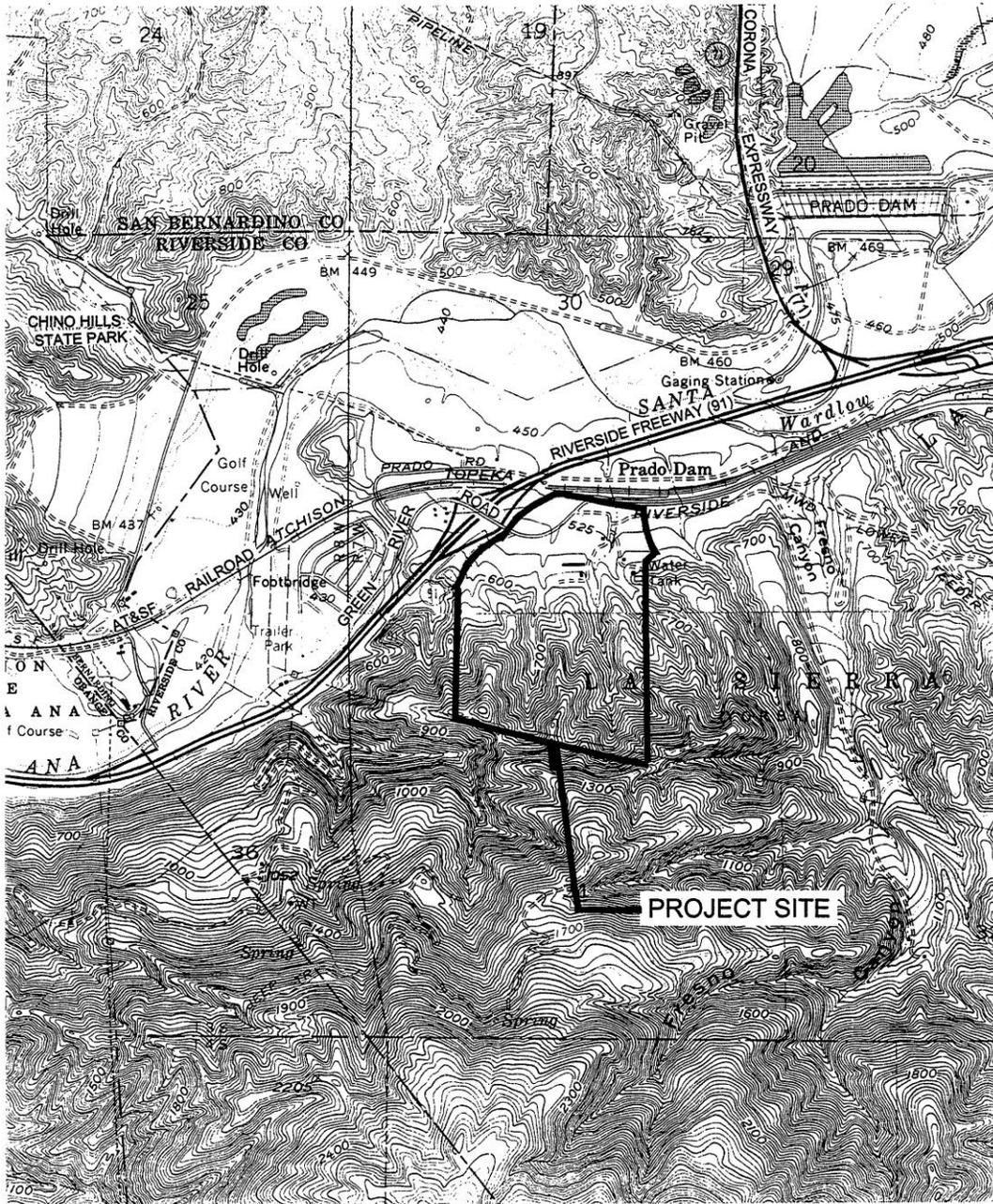


 N.T.S. EXHIBIT 1

REGIONAL CONTEXT

pbr

GREEN RIVER RANCH



 N.T.S. EXHIBIT 2

VICINITY MAP

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GREEN RIVER RANCH

With direct visual exposure to SR-91, Green River Ranch offers a regionally desirable site for commercial ventures. The Specific Plan area will provide a mixture of uses capitalizing on this prime location, including commercial, industrial, office, hotel and estate residential lots. The Specific Plan document is intended to provide guidance and direction for the future development of this prominent gateway property into the City of Corona.

1.2 PROJECT SUMMARY

The objectives of the *Green River Ranch Specific Plan* are to:

- provide for the orderly and efficient development of the Green River Ranch property.
- implement the goals, objectives, and policies of the City of Corona General Plan.
- develop land uses which reflect sound economic, market and financial consideration.
- develop uses which will generate additional revenue for the City of Corona, and establish a strong tax base for the City.
- provide convenient commercial and industrial services for the community, in addition to similar services for freeway oriented and generated visitors.
- promote organized and well-planned development within the Specific Plan area.
- provide guidance and direction for the future development of this property.
- create an aesthetically pleasing western gateway into the City of Corona.

The *Green River Ranch Specific Plan* consists of approximately 165± acres abutting the western boundary of the City of Corona. The comprehensive Land Use Plan prepared for the Specific Plan area accommodates a mix of

commercial, industrial, office, hotel, and residential elements in an attractive setting. A total of three distinct land use categories have been identified for the project area. These categories are: Mixed Use (MU), Commercial- General (C-G), and Estate Residential (RE). Exhibit 10, Land Use Plan, in Chapter 3.0 of this Specific Plan depicts the locations of the proposed land uses on-site and the relationship of each category to one another. A brief description of each land use category follows:

- Mixed Use (MU) - Three planning areas comprised of 59.01 acres (37.3 acres in usable area) are designated for Mixed Use development. These will include a mix of retail, service and support commercial, light industrial, hotel/motel, and/or office uses.
- Commercial-General (C-G) - This 8.12-acre land use category consists of two separate planning areas, with 5.0 acres of usable areas, along the south side of Green River Road. It is anticipated that these areas will develop with a mix of service station, retail, restaurant and freeway- oriented service uses.
- Estate Residential (RE) - The Estate Residential land use category encompasses the largest area of land within the project site, totaling approximately 98.2 acres. Development within this area will consist of 32 single-family, detached residences on estate-scale lots with a minimum 3.0- acre lot size.

GREEN RIVER RANCH

2.0 PLAN ELEMENTS

2.1 LAND USE PLAN

The Land Use Plan is designed to accommodate a mix of flexible planned uses in an attractive setting that not only functions to enhance the project area, but also serves as the primary gateway from the 91 Freeway eastbound into the City of Corona.

This section describes the various land use designations within the Green River Ranch Specific Plan area. The four land use categories, as depicted on Exhibit 3, Conceptual Development Plan, are as follows:

- Mixed Use (MU)
- Commercial-General (C-G)
- Estate Residential (RE)

The proposed land uses allowed by the *Green River Ranch Specific Plan* are intended to stimulate urban growth within the project area, while providing an aesthetically pleasing environment for both residential and nonresidential uses. These land uses designations are described in the following section, and are summarized in Table 1, *Land Use Summary*. It is the intent of the Specific Plan to be flexible in terms of the actual product type, location and specific arrangement of uses, so long as the overall mixture does not affect the acceptable traffic level of service identified in the Environmental Impact Report (EIR).

2.1.1 Land Use Plan Designations

A. Mixed Use: The Green River Ranch project includes 59.01 acres of land (37.3 acres of usable area) designated as Mixed Use. The Mixed Use category is intended

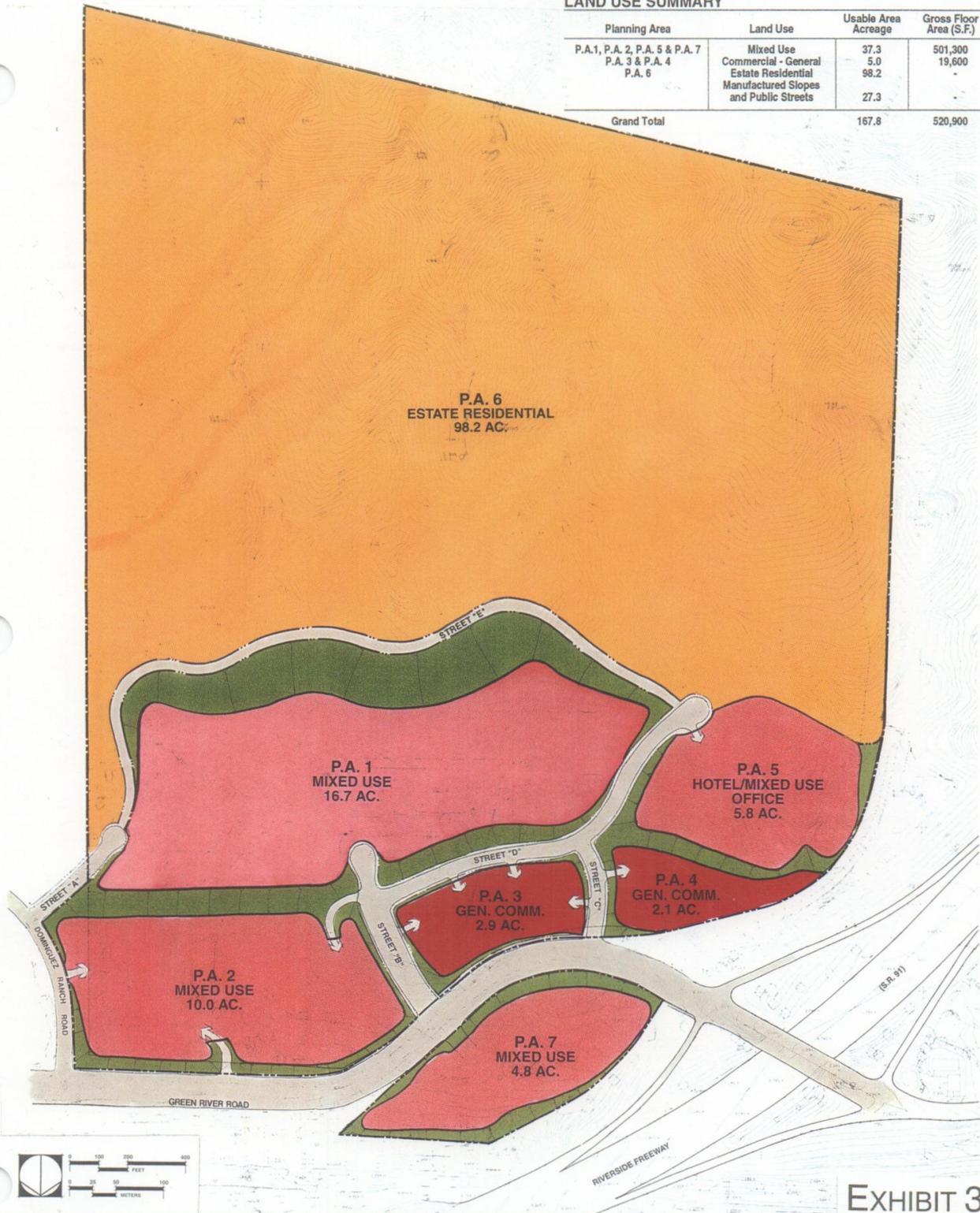
to provide for a variety of nonresidential uses including, but not limited to, freeway service commercial uses, retail/neighborhood commercial development, food and drinking establishments, office buildings and multi-tenant office/business park uses, as well as limited light industrial uses such as research and development, manufacturing, fabrication and warehouse. The office uses are intended to compliment or support the commercial and industrial uses in the Specific Plan area including, but not limited to, property management and leasing agencies, real estate sales, and professional offices. Lodging (hotels/motels) and accessory support facilities would also be permitted in this category. These uses offer special opportunities for development within the Specific Plan area and have been identified as appropriate given their proximity to the 91 Freeway. This type of development will provide significant economic and employment base opportunities within the City of Corona and Riverside County, allowing Green River Ranch to take advantage of the explosive growth of small entrepreneurial businesses expected to continue through the 21st Century. It is expected that the Mixed Use areas will attract garden office and “incubator-type” businesses.

B. Commercial-General: Two areas adjacent to Green River Road, Planning Areas 3 and 4, have been designated for general commercial uses. When combined, these areas total 8.12 acres (5.0 acres of usable area). Both of these planning areas are easily accessible from the 91 Freeway and are intended to provide services for

GREEN RIVER RANCH

LAND USE SUMMARY

Planning Area	Land Use	Usable Area Acreage	Gross Floor Area (S.F.)
P.A.1, P.A. 2, P.A. 5 & P.A. 7 P.A. 3 & P.A. 4 P.A. 6	Mixed Use	37.3	501,300
	Commercial - General	5.0	19,600
	Estate Residential	98.2	-
	Manufactured Slopes and Public Streets	27.3	-
Grand Total		167.8	520,900



CONCEPTUAL DEVELOPMENT PLAN

EXHIBIT 3

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GREEN RIVER RANCH

**TABLE 1
LAND USE SUMMARY**

LAND USE DESCRIPTION	PLANNING AREA (S)	APPROXIMATE USABLE PAD AREA ACREAGE	TOTAL PLANNING AREA LAND USE ACREAGE	UNITS/BUILDING SQ. FT. ¹
Mixed Use	1	16.7	25.00	268,000
Mixed Use	2	10.0	14.73	140,600
Hotel/Mixed Use/Office	5	5.8	13.37	82,700 150 hotel rooms
Mixed Use	7	4.8	5.91	10,000
Mixed Use Total		37.3	59.01	501,300 150 hotel rooms
Commercial-General	3	2.9	4.49	9,400
Commercial-General	4	2.1	3.63	10,200
Commercial-General Total		5.0	8.12	19,600
Estate Residential ²	6	----	98.2	32 DU (min. 3-ac lot)
Residential Total		98.2	98.2	32 DU
Nonresidential Manufactured Slopes & Public Streets	-----	27.3	----	-----
TOTALS		140.5	165.33	520,900 150 hotel rooms 32DU

¹ Total building square footage may vary within each Planning Area, so long as the total building square footage does not affect the acceptable traffic level of service identified in the Project Environmental Impact Report.

² The residential planning areas are evaluated per their natural condition. These lots will be custom graded at time of development

GREEN RIVER RANCH

travelers and local residents. Proposed uses include, but are not limited to, service stations, restaurants (fast food, turnover, and high quality), and neighborhood retail.

C. Estate Residential: Approximate 98.2 acres of land in the valleys of the foothills of the central and southern portions of the site are designated as Estate Residential. This land use is intended to provide property single-family detached residences on estate properties. A total of 32 lots are proposed, each with a minimum size of 3.0 acre. This designation offers landowners opportunities for high-end, quality custom homes, a market niche which has not been readily provided in the City of Corona

The types of uses permitted in each land use designation are listed in Section 3.2, *Permitted Uses in Each Land Use Designation*. Standards have been developed to assure compatibility among uses in each category (see Section 3.3, *Development Standards*).

2.2 CONCEPTUAL GRADING PLAN

Exhibit 4, *Conceptual Grading Plan*, reflects how the property will be graded to accommodate new development proposed by the Specific Plan. The overall approach is to provide site grading to provide usable areas for nonresidential uses, and balance grading on the site by partially filling valleys leading into the foothills. The property will be terraced up from Green River Road to the foothills with slopes of 2:1, ranging from 30' to 50' in height. The total usable area of nonresidential uses is approximately 43± acres, or 26% of the total project area of 167.8± acres. Approximately 70.7 acres will be comprised of nonresidential uses, manufactured slopes and public streets.

Approximately 97.1± acres of the Specific Plan area will not be graded and will remain in its natural state. Grading of all public and private streets and nonresidential areas will be provided by a master developer. Although grading in the Estate Residential planning area is part of the overall earthwork balance, as shown on Exhibit 4, *Conceptual Grading Plan*, not every lot will have a flat pad and final grading will be performed by future property owners.

Tenants anticipated in Planning Area 1 of the Mixed Use designation require pads having a minimum depth of 450' to accommodate a row of parking in the front of the building, a landscape zone between the parking and the building, a 250'-wide building, and a minimum of 130' maneuvering space for semi-trailer loading and unloading. These loading areas are located to the rear of the buildings, against the slope bank to best screen them from public view.

The grading concept for areas abutting slopes not planned for grading features "shaving" off the existing terrain and rounding the manufactured slopes in a "convex" form to more closely resemble the natural terrain. These manufactured slopes will be planted in an informal, more natural-looking arrangement per the City's Parks and Recreation CFD landscape design standards to ensure sufficient plant coverage on the slopes, and to provide a transition between manufactured pads and natural hillsides.

GREEN RIVER RANCH

GREEN RIVER RANCH

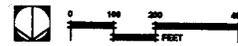
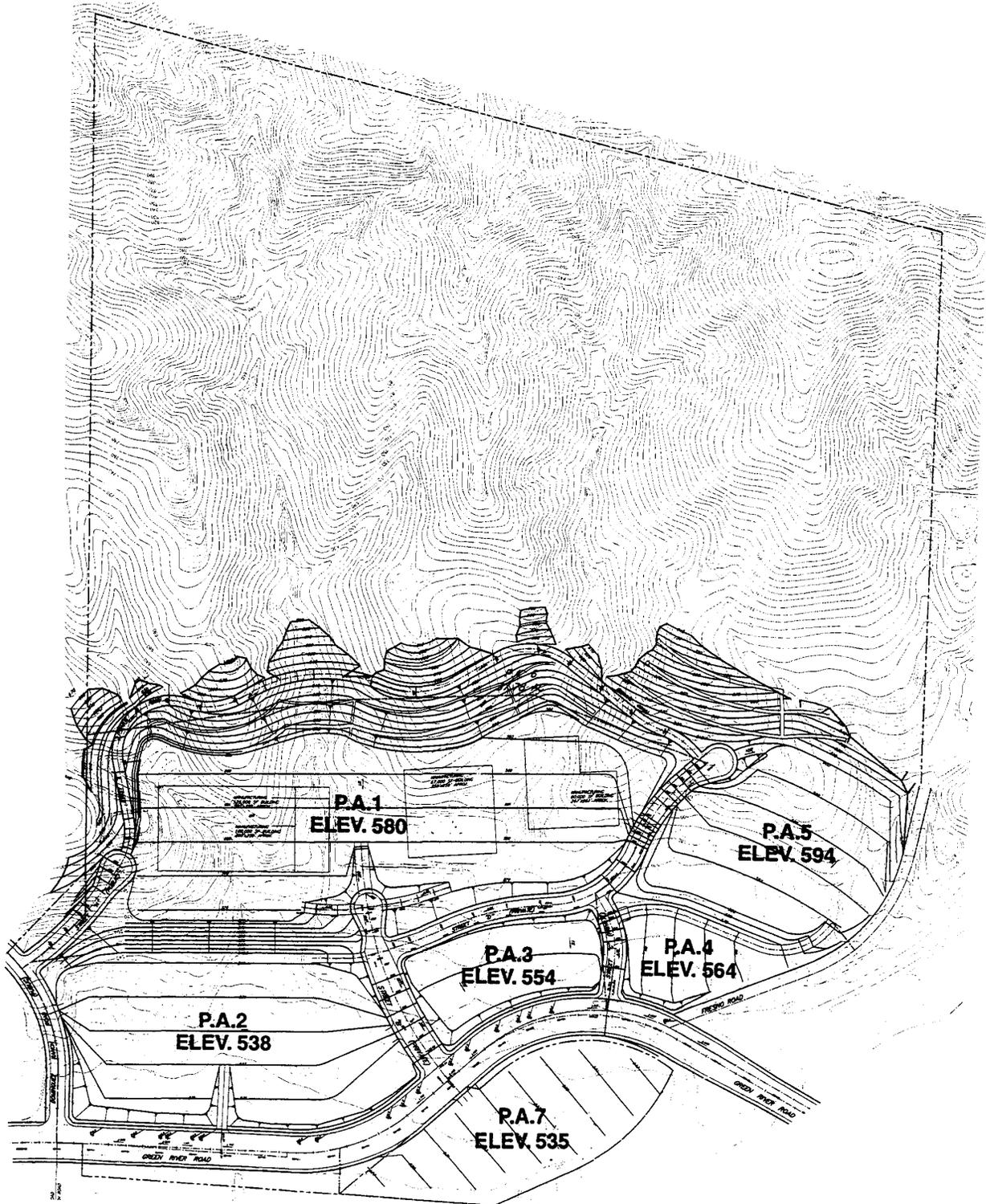


EXHIBIT 4

CONCEPTUAL GRADING PLAN

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GREEN RIVER RANCH

2.3 CONCEPTUAL INFRASTRUCTURE PLAN

2.3.1 Circulation

The Conceptual Circulation Plan proposed by the *Green River Ranch Specific Plan* reflects a roadway network intended to provide effective access through the project, as well as between the residential and nonresidential uses. The general concept of the Circulation Plan, as depicted in Exhibit 5, *Conceptual Circulation Plan* and Exhibits 6A, 6B, 6C and 6D *Roadway Cross Sections and Roadway Plan View*, features a hierarchy of roadways and development standards as described below.

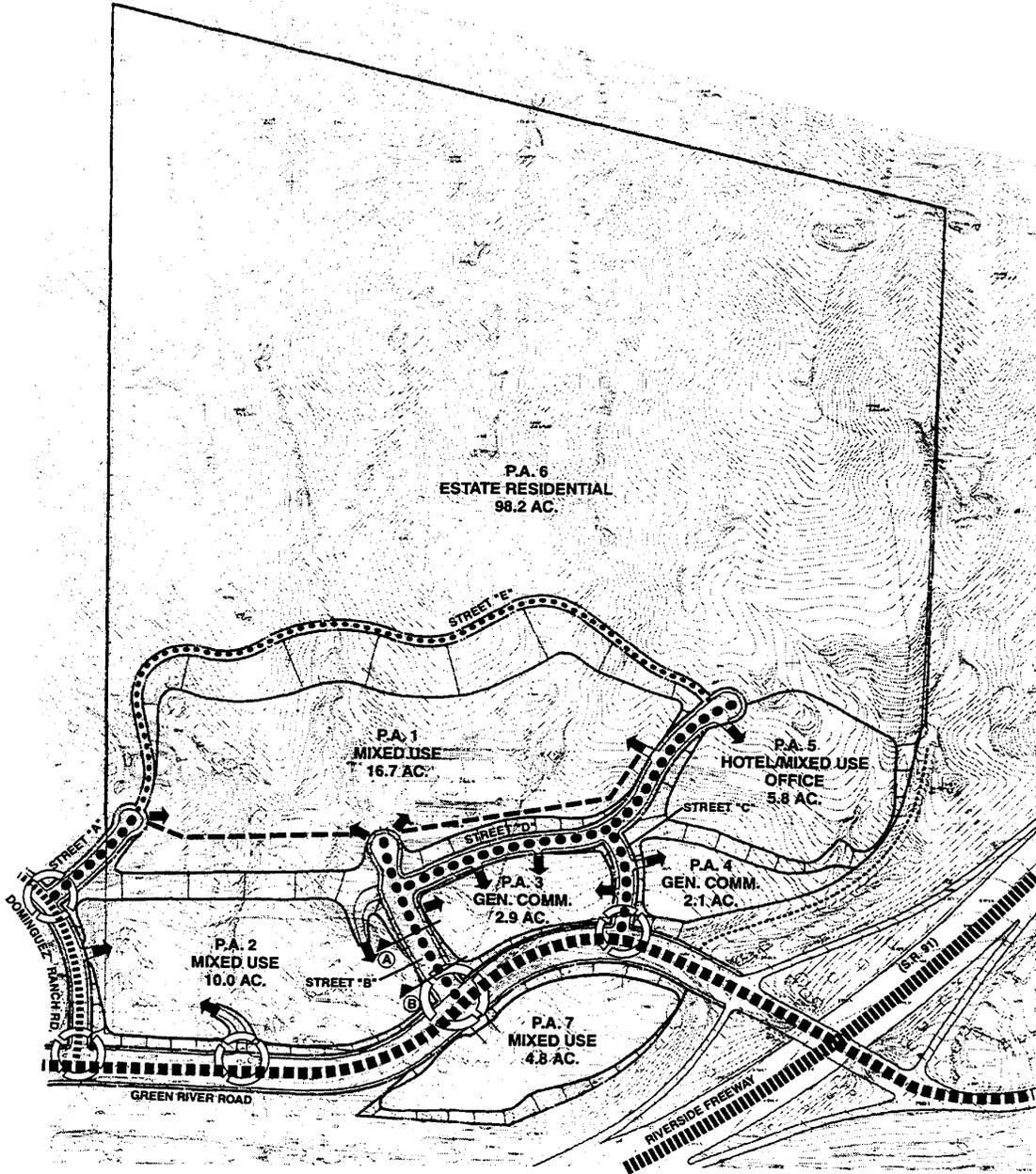
Four public streets (Streets “A”, “B”, “C” and “D”) will provide access to Planning Areas 1 through 5. Street “A” will provide access from Dominguez Ranch Road. Streets “B” and “C” will provide access from Green River Road, while Street “D” will provide a connection between Streets “B” and “C”. Private Street “E” will serve the future Estate Residential lots from these public roadways. Maintenance of the public streets will be the responsibility of the City of Corona, while maintenance of the private streets will become the residential component’s homeowners or tenants association’s responsibility.

Fresno/Prado Road, a frontage road immediately to the northwest of the project, provides gated access to the adjoining property to the west. It does not lie within the project boundary, and does not provide access to the Green River Ranch project, and no improvements are proposed to that roadway. Nevertheless, since Fresno/Prado Road is located approximately 50 feet south of the SR-91 eastbound off-ramp, the project traffic engineer recommended that the operation of this roadway be restricted to right-turn in/right-turn out only.

A. Green River Road/Major Arterial

Green River Road will serve as the main entry access road into the project area and as the western gateway into the City of Corona. The Caltrans Improvement Plan and the County Assessor’s Parcels Map show Green River Road with a right-of-way width ranging from 100’ at the east end and narrowest point, to 200’ at the western edge of the project area. The Specific Plan proposes a uniform right-of-way width of 118’ through the entire frontage of the project area to accommodate 6 lanes of traffic (3 lanes in each direction), acceleration/deceleration lanes, class II bike lanes, a 12’ parkway on each side including a 5’ sidewalk and 7’ landscaped area, and a raised, landscaped median with left-turn pocket. The 94’ curb-to-curb width will allow for the eastbound and westbound left-turn lanes within the median at the proposed full-service, signalized intersection with Street “B” and the entrance to Planning Area 7. There will be no left-turn storage lanes at Street “C”, which will be a non-signalized, right-in/right out only intersection. Together, these two intersections will serve as major entries into the Specific Plan area from Green River Road, with a minor right-turn-only driveway entry to and exit from Planning Area 2. In addition to the 12’ parkway, a 10’ landscape buffer will be established within the adjoining properties to provide for ample landscaping along this major corridor and entry to the City. The landscape buffer is to be maintained by the individual property owner or tenant association.

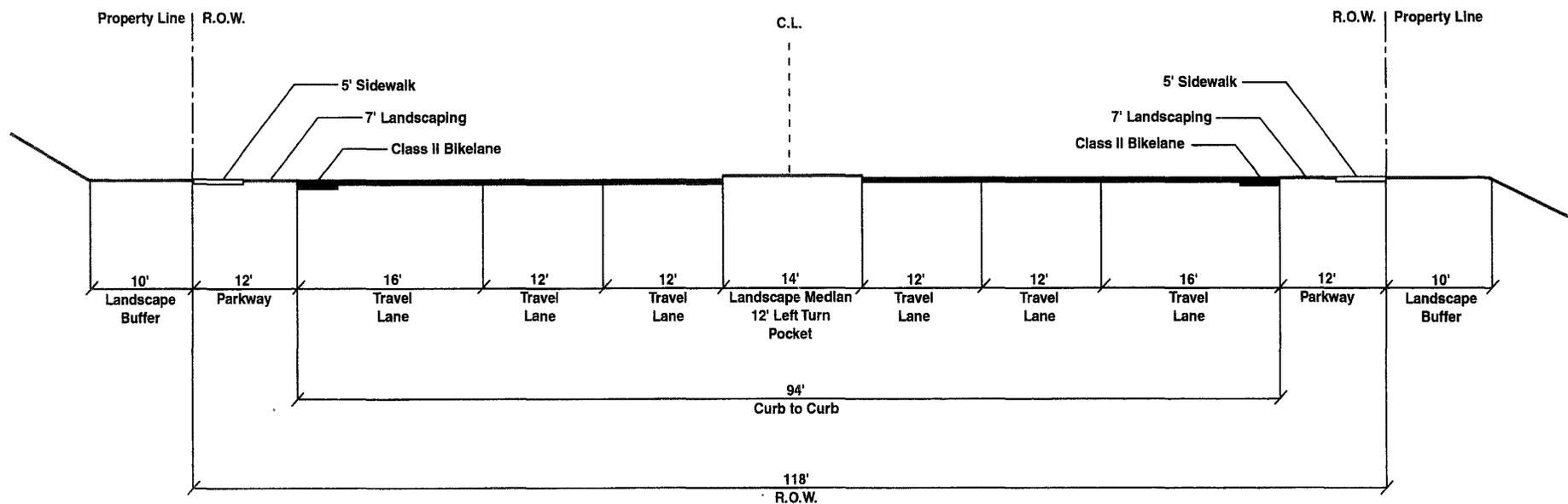
GREEN RIVER RANCH



CONCEPTUAL CIRCULATION PLAN

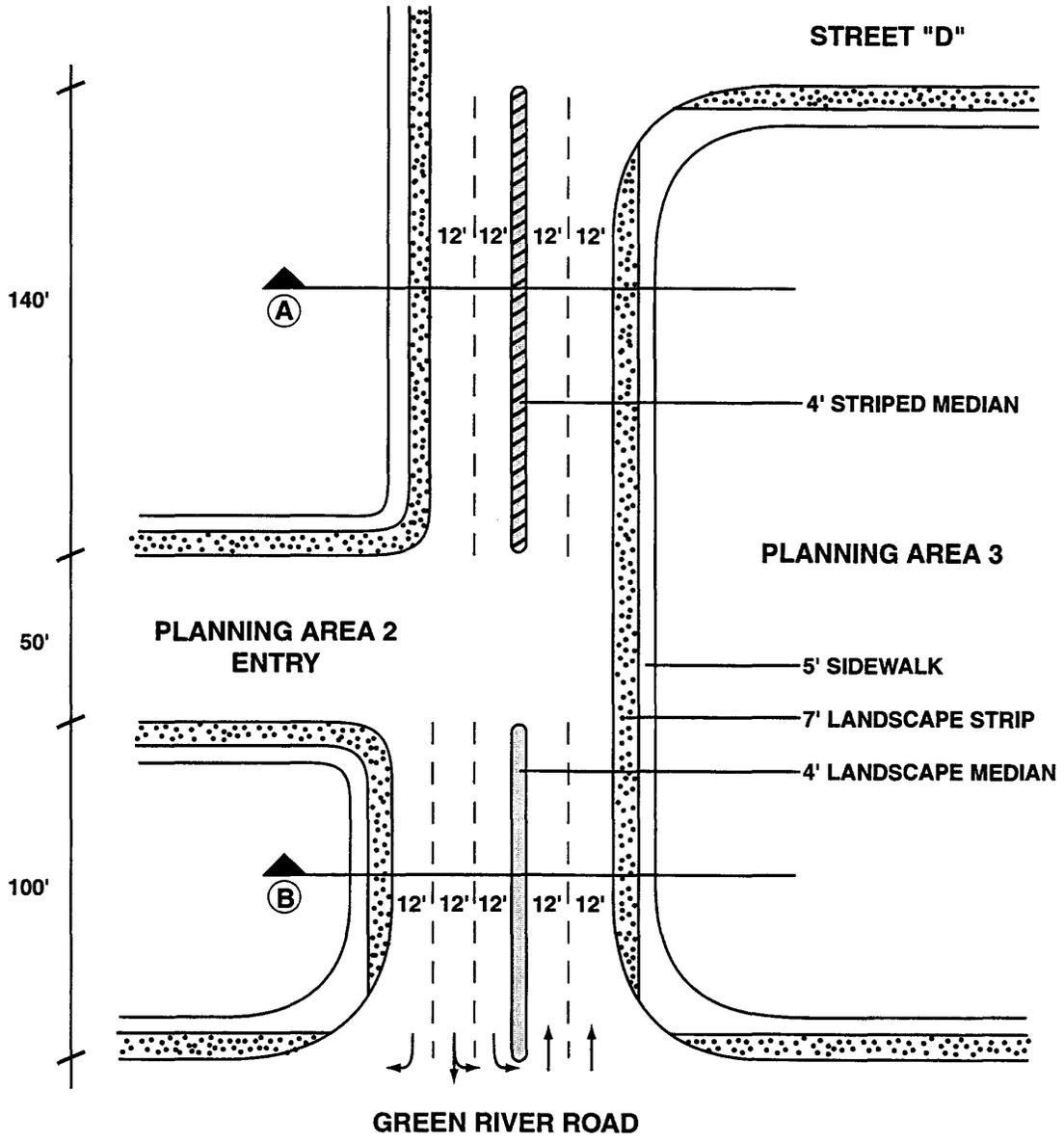
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GREEN RIVER RANCH



**MAJOR ARTERIAL
(GREEN RIVER ROAD)**

GREEN RIVER RANCH



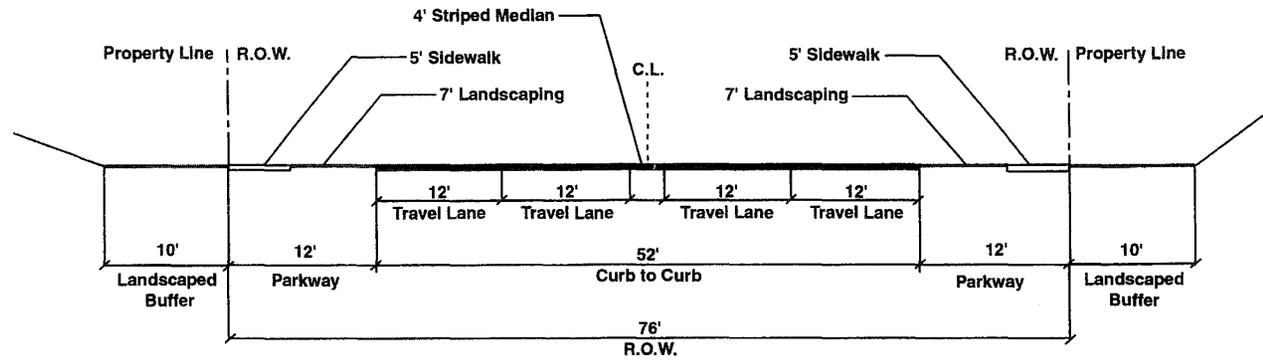
CROSS SECTION (A) SEE EXHIBIT 6C

CROSS SECTION (B) SEE EXHIBIT 6C

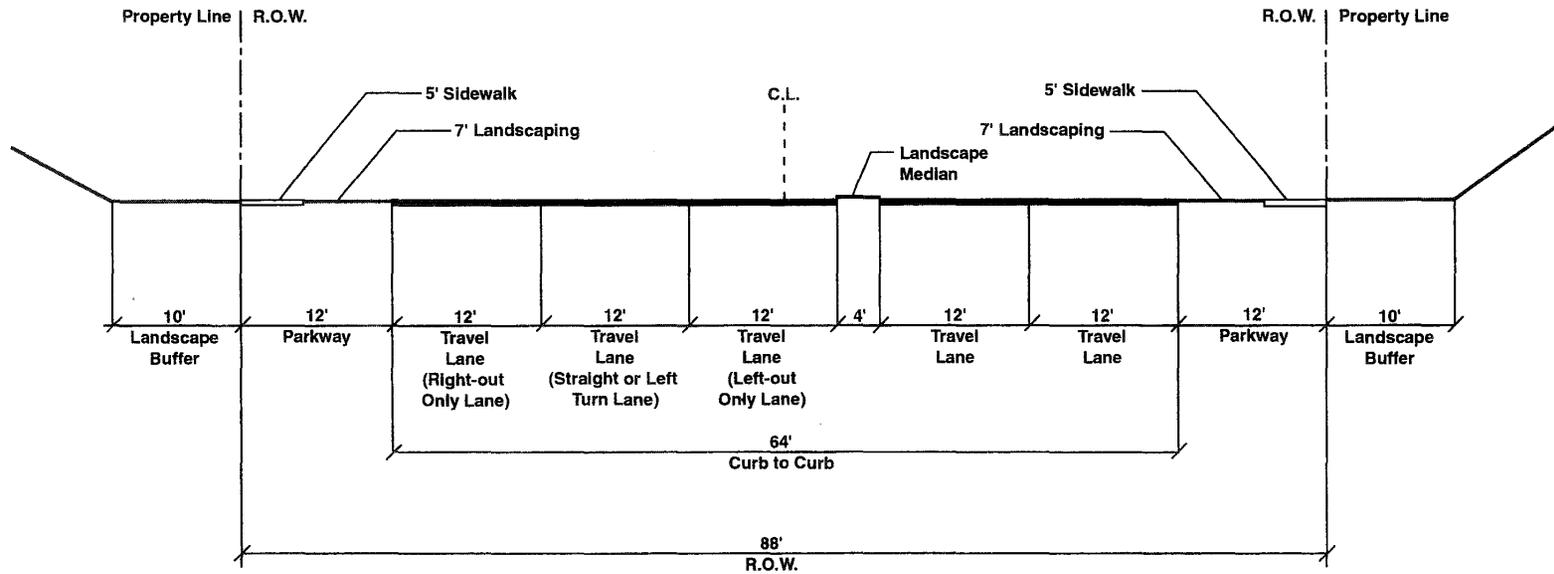
EXHIBIT 6B

PLAN VIEW - COLLECTOR STREET B pbr

GREEN RIVER RANCH



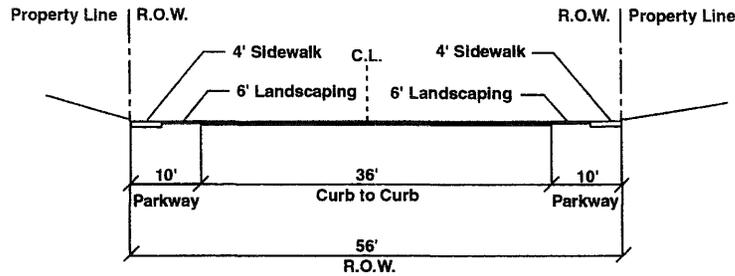
SECTION A
COLLECTOR STREET B



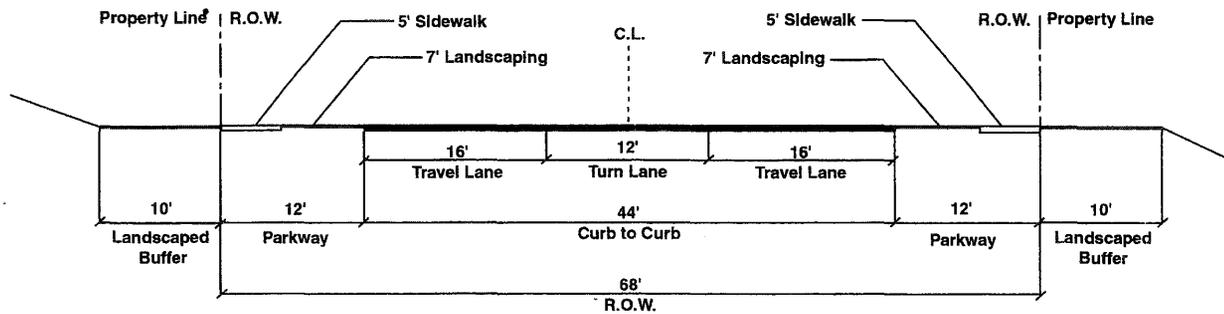
SECTION B
COLLECTOR STREET B
(FROM GREEN RIVER ROAD TO 150' SOUTH)

GREEN RIVER RANCH

GREEN RIVER RANCH



PRIVATE STREETS (STREET E)



COLLECTOR STREETS (STREETS A, C & D)

BASED ON THE INDUSTRIAL STREET
 STANDARDS OF THE CITY OF CORONA;
 WITH A DESIGN SPEED OF 30 MPH.

GREEN RIVER RANCH

B. Public Collector Streets

Four public collector streets, Streets “A” through “D”, are proposed in the project area. Streets “A”, “C” and “D” will have a 68’ right-of-way with a 44’ curb-to-curb width and a 12’ parkway, including a 5’ sidewalk and 7’ landscaped area, on each side of the street. Portions of Street “B” will have a wider right-of-way width, and include more travel lanes as described below. Exhibits 6 B-D, *Roadway Plan View and Cross Sections*, depict this configuration. These public streets are described as follows:

1. Street “A”: Street “A” will provide vehicular access from Dominguez Ranch Road into the project area. It will also provide connection to Street “E”, a private street, as well as to a driveway access into Planning Area 1 of the Mixed Use designation.
2. Street “B”: Street “B” will serve as the primary entry from Green River Road. A traffic signal will be constructed at the four-way intersection of Street “B”, the entrance to Planning Area 7 and Green River Road, where a major entry landscape treatment is proposed to serve as a visual project gateway element. Street “B” will provide primary access to Planning Area 1, along with access to the Mixed Use and Commercial-General areas (Planning Areas 2, 3 and 7). Street “B” will also connect to Street “D”, which leads to Street “C”, providing an internal loop circulation system connecting all other streets and Planning Areas within the Specific Plan area.

Street “B” roadway improvements will be divided into two segments. The northern portion from Green River Road for a distance of approximately 150’ south will be improved with a right-of-way width of 88’, with two 12’ wide travel lanes

heading south into the project, and three travel lanes heading north out of the project. Northbound lanes will include one right-out only lane, one through or left turn lane, and one left-out only lane. Inbound and out-bound travel lanes will be separated by a 4’ landscaped median. A 12’ parkway with 5’ sidewalks within the parkway are proposed along either side of the roadway. In addition, a 10’ landscaped buffer will adjoin the street right-of-way. The second segment of Street “B”, from approximately 150’ south of its intersection with Green River Road to its terminus at Planning Area 1, will be improved with a right-of-way width of 76’, with two 12’ travel lanes in each direction, separated by a 4’ striped median. Exhibit 6B, *Plan View – Collector Street B*, and Exhibit 6C, *Roadway Cross Sections – Collector Street B* graphically depict these roadway geometrics.

Street “B” was chosen as the primary entry to the project over Street “C” due to the curvature of Green River Road in this area, sight distances, topography, and distance from the 91 Freeway on-/off-ramps. As such, and being the only signalized intersection in the project, Street “B” will also serve as the primary exit for westbound traffic from the Specific Plan.

3. Street “C”: Street “C” will serve as a secondary entry into the Specific Plan area and will run somewhat parallel to and west of Street “B”. It will intersect with Green River Road as a right-turn only in/out street. This non-signalized intersection will have similar landscape treatment, as the proposed Street “B” entry, only on a smaller scale. Street “C” will provide access from Green River Road to Planning Areas 3 and 4, terminating at the intersection with Street “D”.

GREEN RIVER RANCH

4. Street “D”: Street “D” will serve as a connection between Streets “B”, “C” and “E” to provide internal connection among various land uses within the Specific Plan area, helping keep project traffic within the Specific Plan area rather than forcing use on Green River Road, as well as improving traffic flows within the project area.

C. Private Project Streets

Private streets in the Specific Plan area will serve the residential lots from the public streets. The private streets will have a 56’ right-of-way, with a 36’ curb-to-curb width, curbs and 10’ parkways comprised of a 6’ landscape strip with 4’ sidewalks on both sides of the street. A more detailed roadway alignment and lotting plan for the residential components of the Specific Plan will be submitted at a later date.

Street “E”: Street “E” will serve as the primary access roadway to the Estate Residential area through its connection with Streets “A” and “D”.

D. Private Access Easement

A 28’-wide private access easement is provided in Planning Area 1 to provide a looped vehicular connection between Street “A” and Street “D”. This easement may be loaded on both sides with parking stalls.

2.3.2 Water

Proposed water and sewer facilities are based on development demands which are lower than the anticipated demand used in establishing the existing approved master plans. Therefore, all water and sewer facilities described are to be considered conceptual. The actual infrastructure required shall be based on the approved amendments to the water and

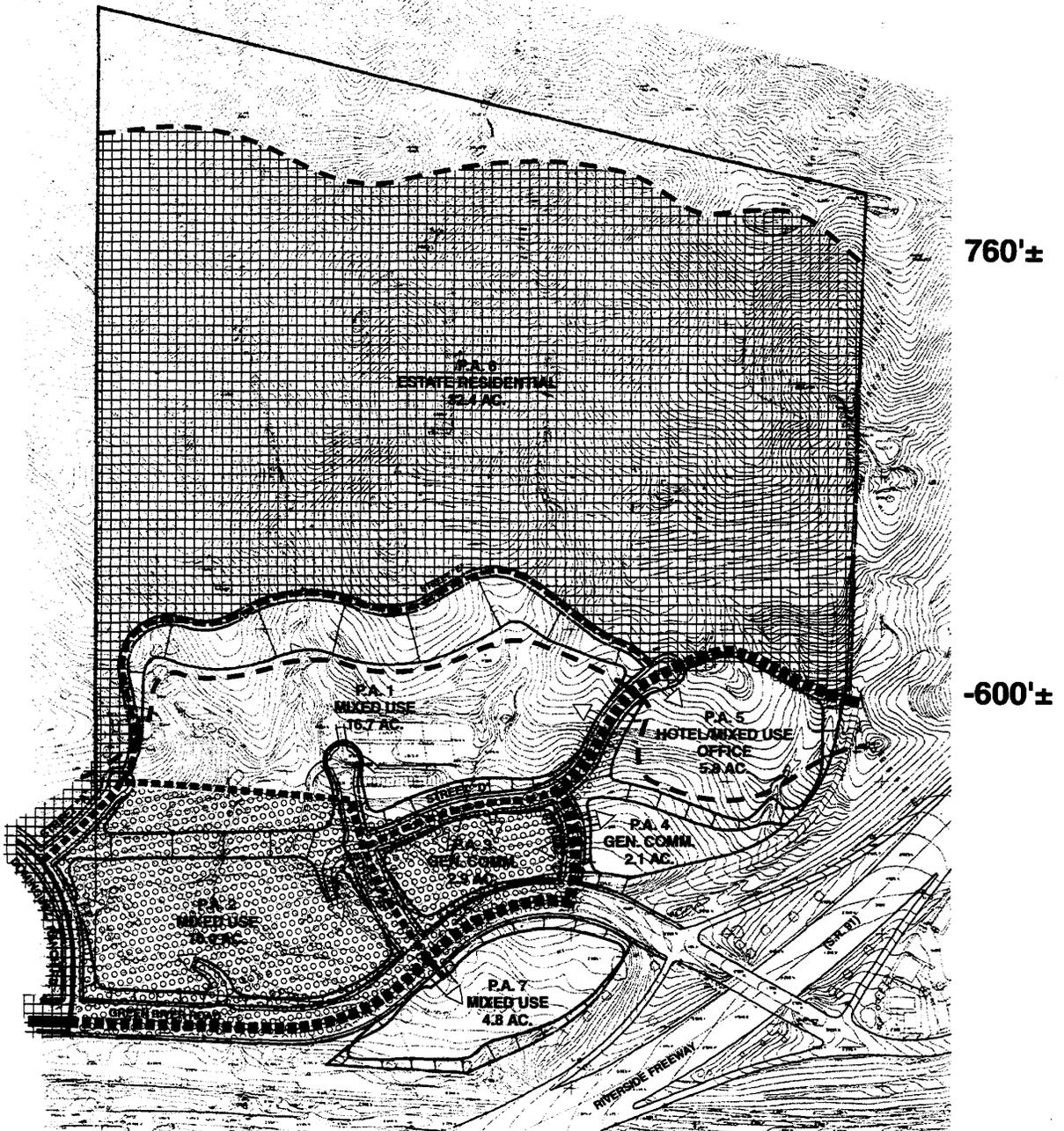
sewer master plans. Each phase of development is required to provide a looped water system with two points of connection and two independent water sources.

Water service within the Specific Plan area will be provided by the City of Corona Water Utilities Department, which derives its water supply from several sources, including local wells, Lake Matthews, and the Metropolitan Water District of Southern California. An existing 10” waterline extends along Dominguez Ranch Road from the adjacent Sierra Del Oro community. The existing 16” water transmission line along Green River Road, which currently terminates at the eastern edge of the project, will be extended to service the Specific Plan area. 12” lines will be extended on-site to service all the nonresidential areas, except for with Street “C” where it will be 16” to accommodate connection to the City’s master planned future water reservoir. 8” lines will be constructed to service the residential areas (refer to Exhibit 7, *Conceptual Water Plan*).

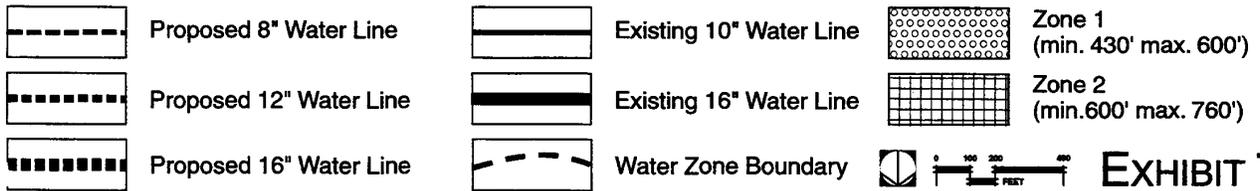
2.3.3 Sewer

Sewer service within the Specific Plan area also will be provided by the City of Corona Water Utilities Department (refer to Exhibit 8, *Conceptual Sewer Plan*). An 8-inch sewer line also will be extended in Green River Road easterly to the project. The existing lift station, located at Green River Road and Palisades Drive, which connects the development to the main sewer plant near the airport, will need to be upgraded and the associated sump enlarged to accommodate the project. A new on-site lift will also be needed at the southwestern corner of Green River Road and Dominguez Ranch Road.

GREEN RIVER RANCH



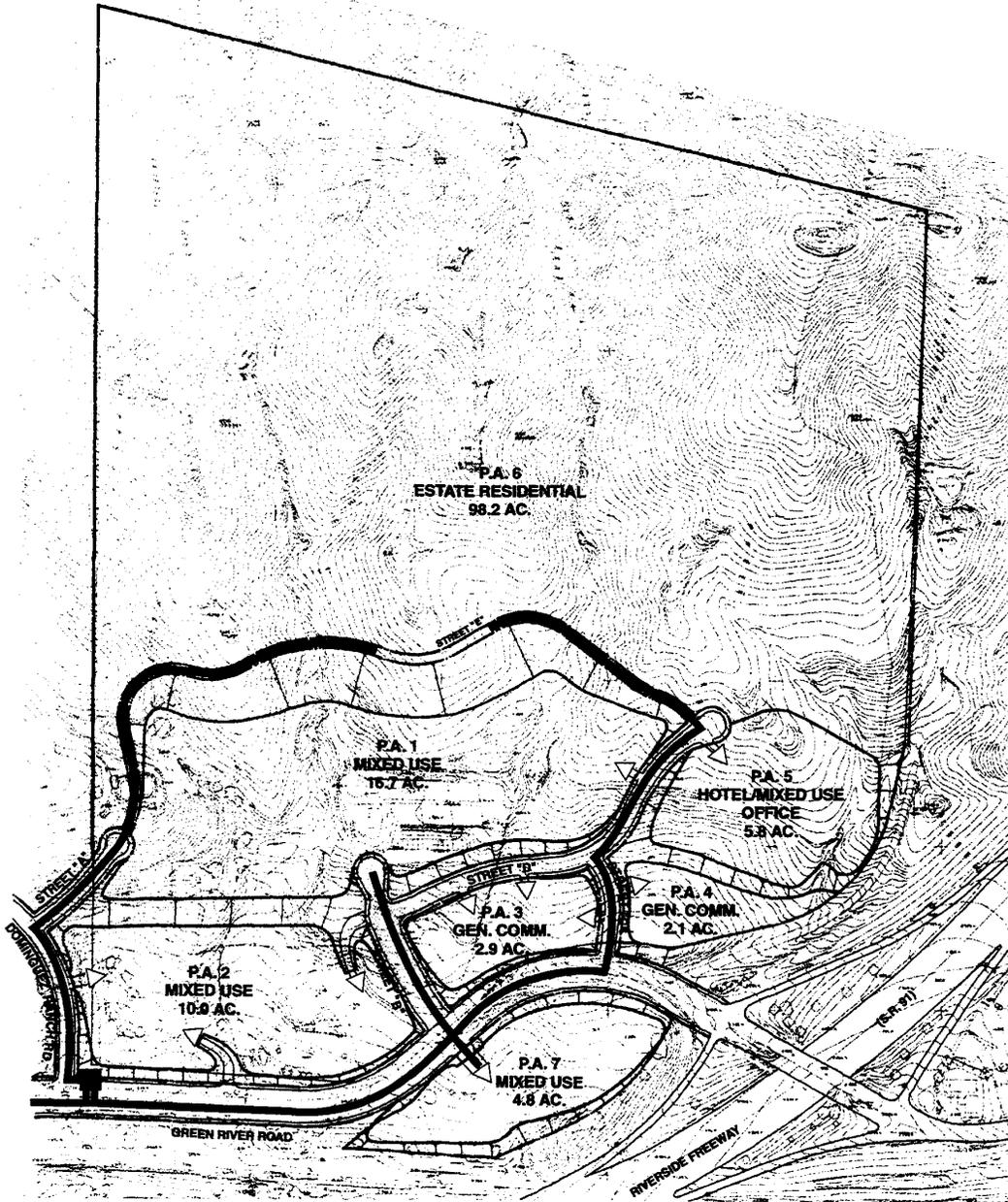
Note: Zone 3: above 760' elevation

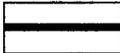


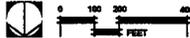
CONCEPTUAL WATER PLAN

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GREEN RIVER RANCH



-  Proposed Sewer Line
-  Lifting Station

 EXHIBIT 8

CONCEPTUAL SEWER PLAN

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GREEN RIVER RANCH

2.3.4 Solid Waste Disposal

Solid waste will be handled by the City's solid waste management company, USA Waste of CA, Inc. It is anticipated that some industrial users may contract with private waste disposal companies. It is also anticipated that individual tenants and residents of the project will participate in recycling programs as offered by the City and other private organizations.

2.3.5 Drainage

A gravity flow, storm drainage system will be developed to handle on-site drainage flows, as depicted on Exhibit 9, *Conceptual Drainage Plan*. The existing general drainage pattern on-site will be maintained throughout the southern portion of the Specific Plan area, with drainage naturally being directed from the ridges and slopes to the north/south oriented valleys within the project. Drainage will continue on a northerly course, will be directed to flow within the project private drives once it reaches the proposed Estate Residential area, and will connect to the public local streets within the nonresidential portions of the project. Throughout the northern portion of the Specific Plan area, pads will be graded to provide adequate runoff drainage to a system of culverts running within the project's public roadways. Then the entire drainage system will continue to follow the existing drainage pattern, and will be directed towards two existing culverts located to the northeast of the Specific Plan area, passing under Green River Road and the railroad tracks, directing drainage under SR-91 to the Santa Ana River.

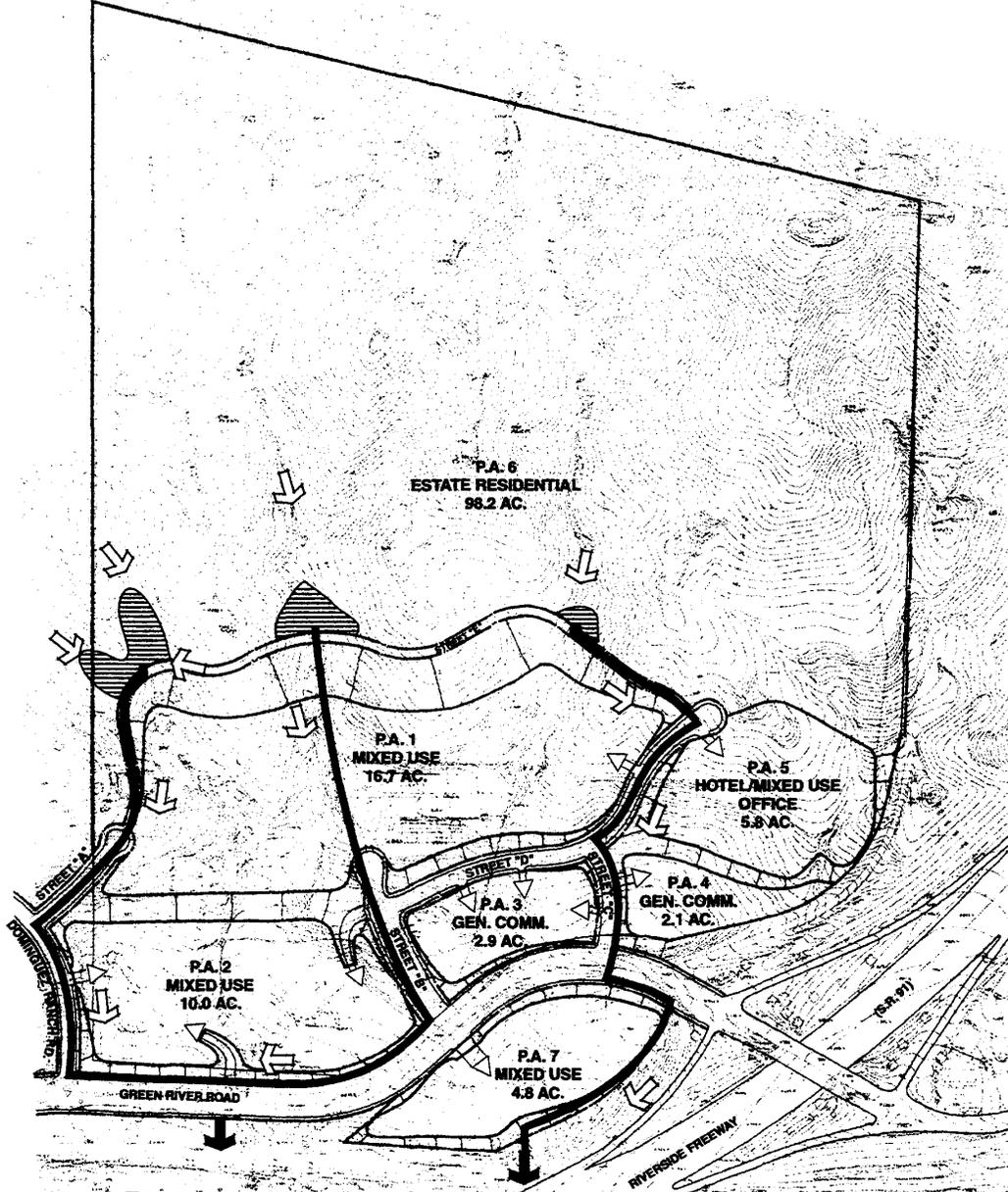
Three (3) on-site combination detention and debris basins may be needed to accommodate additional runoff anticipated from the project and to reduce flows off-site to a level which can be accommodated through the existing drainage culverts running under Green River

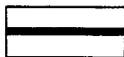
Road, the railroad tracks, and SR-91. No changes or improvements are proposed to those existing culverts.

2.3.6 Energy

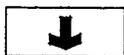
Southern California Edison Company is currently developing a 10-year growth plan to extend its facilities as the City of Corona develops. The Edison Company has indicated that power supply for the total build-out of the Specific Plan area is adequate within the parameters of the projected planned growth and will be available as necessary.

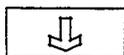
GREEN RIVER RANCH

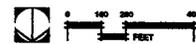


 Proposed Storm Drain

 Debris Basins

 Existing Culvert

 Direction of Flow

 EXHIBIT 9

CONCEPTUAL DRAINAGE PLAN

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GREEN RIVER RANCH

3.0 DEVELOPMENT REGULATIONS

3.1 GENERAL PROVISIONS

3.1.1 Introduction

The Green River Ranch Specific Plan is intended to promote organized and well-planned development in the Specific Plan area. The intent of these regulations is to control and guide development within Specific Plan area, help establish a strong tax base for the City, and create a strong, aesthetically pleasing, western gateway into the City of Corona. To accomplish these goals, this Chapter sets forth permitted uses and development standards for the various land use designations within the *Green River Ranch Specific Plan* area. Table 1, provided in Chapter 2, shows a summary of the four land use designations within the Specific Plan area.

3.1.2 Relationship between the City of Corona Zoning Ordinance and the Green River Ranch Specific Plan Development Regulations

In accordance with California Government Code Section 65860, each city within California must adopt a zoning ordinance that is consistent with the city's General Plan. The City of Corona has adopted a zoning ordinance (Title 17 in the Corona Municipal Code) that is consistent with and serves to implement the City's adopted General Plan. The Development Regulations for this Specific Plan area also are designed to be consistent with the Corona General Plan. The standards do not apply outside of the Specific Plan area boundaries. The Development Regulations for Green River Ranch supersede all provisions, standards, and requirements of the City of Corona Zoning Ordinance (Title 17 of the City's Municipal Code), except in those instances where the Green River Ranch Development Regulations remains silent. In instances where these Development Regulations do not address specific issues or other relevant

considerations, the Corona Zoning Ordinance shall apply. If a conflict arises between Title 17 of the Corona Municipal Code and the Green River Ranch Development Regulations, the standards contained in this Chapter shall take precedence.

3.1.3 Definitions

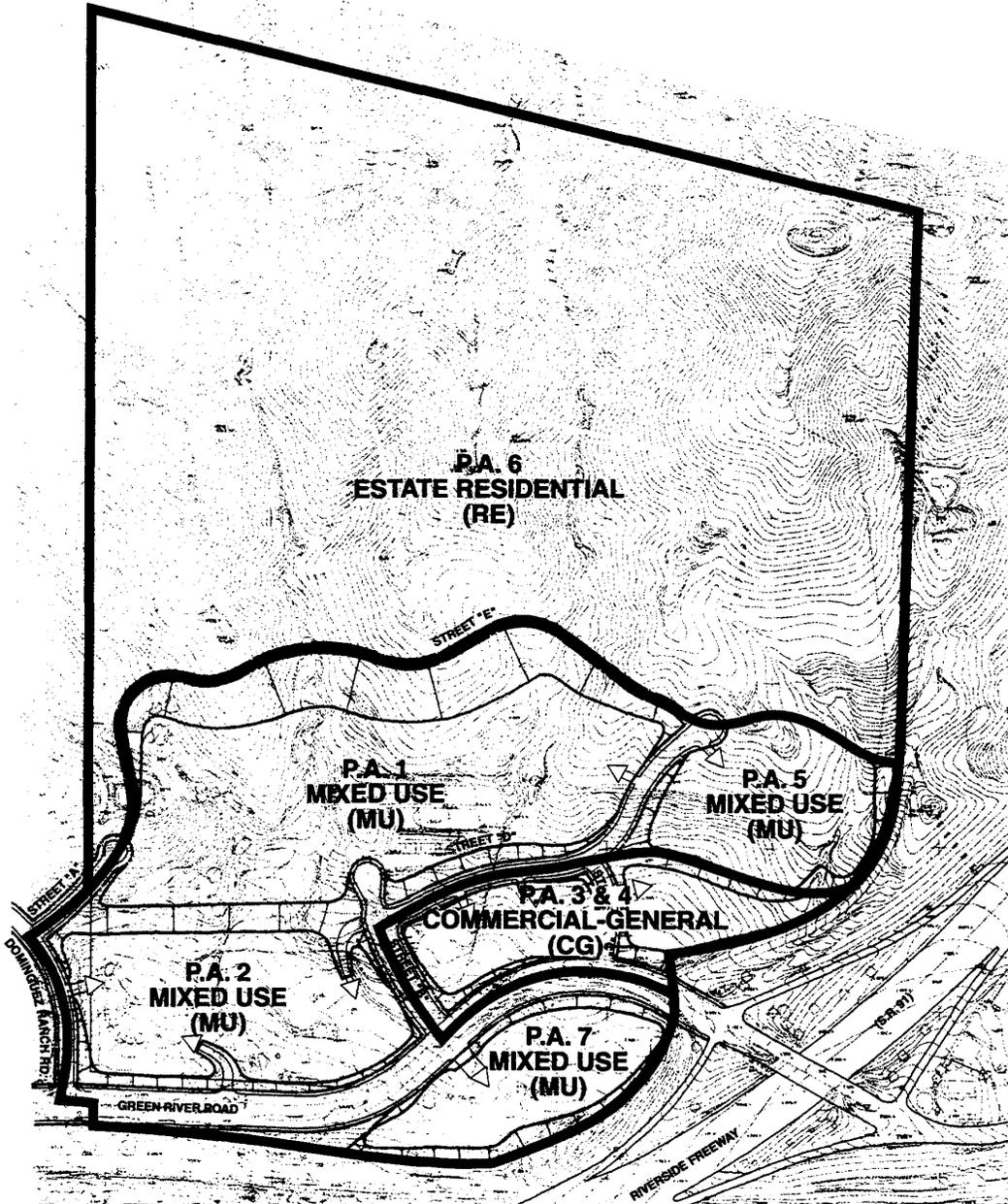
The individual words and groups of words used in this Chapter are defined in Chapter 17.04 of Title 17 of the Corona Municipal Code.

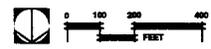
3.2 PERMITTED USES IN EACH LAND USE DESIGNATION

Exhibit 10, *Land Use Plan*, shows location of the four general Land Use designations proposed within the Specific Plan area.

The following Table 2, *Permitted Uses*, sets forth the uses permitted in each land use category within the *Green River Ranch Specific Plan* area:

GREEN RIVER RANCH



 EXHIBIT 10

LAND USE PLAN

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GREEN RIVER RANCH

**TABLE 2
PERMITTED USES**

LAND USE	MU	C-G	RE
P = Permitted Use C = Conditional Use MCUP = Minor Conditional Use Permit SRUP = Second Residential Unit Permit BZA = Board of Zoning Adjustment X = Not Permitted			
Amusement centers and water/theme parks	X	X	X
Animals: • Cats – Three weaned cat • Dogs – Three weaned dogs	X	X	P
Animals: • Horses – Two adult horses plus any foals in one acre; one additional adult horse/foal for each additional acre, up to 5 horses/foals total	X	X	P
Animal hospitals, with no outdoor kennels	P	P	X
Antique restoration	P	P	X
Antique shop/specialty furniture boutique	P	P	X
Appliance store, radio and television	P	P	X
Arcade, game or video (as an ancillary use)	BZA	BZA	X
Art, crafts and curio shops	P	P	X
Art gallery	P	P	X
Asphalt manufacturing or refining	X	X	X
Automobile body, fender repair, and painting	C	X	X
Automobile car wash when included with service station, full service, detailing	X ¹	C	X
Automobile parts and supply store	P	P	X
Automobile sales, new and used – dealer used only	C ²	X	X
Automobile service stations	P	C	X
Automobile upholstery	X	X	X
Automobile wrecking yard	X	X	X
Bakery goods (retail) and bagel shops	P	P	X
Bakery goods and grain products, manufacturing and wholesale	P	X	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Bank and financial institutions	P	P	X
Barber and beauty shops	P	P	X
Bars, cocktail lounges and taverns (with on-site consumption only)	C	C	X
Bed & Breakfast Inns	X	X	X
Beverage manufacturers and distributors, including breweries, distillery or winery	P	X	X
Billiard parlor	C	MCUP	X
Bicycle shop, assembly and rental	P	P	X
Blueprinting and reprographic services	P	P	X
Boat and marine equipment, sales/rental and repair (no manufacturing)	P	X	X
Bookstore	P	P	X
Bottling and Bottle washing	P	X	X
Bowling alleys	P	P	X
Building material sales yard	C	X	X
Building movers storage yard	X	X	X
Cabinet and carpenter shop	P	X	X
Caretaker's unit	X	X	X
Catering establishment	P	P	X
Churches and similar religious uses, greater than 10,000 square feet in combined floor area	C	C	X
Churches and similar religious uses, less than 10,000 square feet in combined floor area	MCUP	X	X
Cinemas and theaters, excluding adult entertainment	C	C	X
Clothes and wearing apparel shops	P	P	X
Coffee and tea shops and boutiques	P	P	X
Coffee houses and sales, including roasting and packaging	P	P	X
Coins and stamps, purchase and sales	P	P	X
Computer hardware/software sales and service (wholesale or retail)	P	P	X
Confectionary or candy store	P	P	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Contractor storage yards	X	X	X
Convenience store	P	P	X
Cosmetics, manufacturing and processing	P	X	X
Costume rental	P	P	X
Data processing equipment sales and service	P	P	X
Day care	P	P	X
Decorating or drapery shop	P	P	X
Delicatessen (including outdoor dining)	P	P	X
Department store	P	P	X
Discos and dance, night or teen clubs	C	C	X
Discount retail store	P	P	X
Distribution facility, as an accessory use to a primary business	P	X	X
Drugstores and pharmacies with drive-through	C	P	X
Drugstores and pharmacies without drive-through	P	P	X
Dry cleaners and tailor shops	P	P	X
Electronics and electrical equipment – sale and rental	P	P	X
Equipment rental services of construction or heavy equipment	X	X	X
Exhibit halls and meeting halls	P	X	X
Fabric and sewing supply stores	P	P	X
Fertilizer production	X	X	X
Film and camera sales, exchange, and film processing	P	P	X
Film studios – outdoor	X	X	X
Fire Station	C	C	X
Fix-it and repair shop	P	X	X
Floor covering sales	P	P	X
Florists or flower shops	P	P	X
Food processing, packaging and distribution (excludes slaughtering of animals)	P	X	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Freestanding carnival rides	X	X	X
Fuel storage – aboveground bulk	X	X	X
Furniture store (new furniture only)	P	P	X
Furniture transfer and storage	P	X	X
Golf, miniature	P	X	X
Golf, tennis, polo or country clubs	C	C	X
Gift shops or card shops	P	P	X
Glass blowing and novelty	P	X	X
Grocery stores or supermarkets	C	P	X
Guest ranches ⁶	X	X	X
Hardware or home improvement store	P	P	X
Health and fitness centers	P	P	X
Health Care Facility – subject to City of Corona Municipal Code Chapter 17.73	P	P	P
Health food store	P	P	X
Hobby shop	P	P	X
Home furnishings	P	P	X
Hotels and Motor Inns (may include restaurants and bars, entertainment, convention facilities, and other similar uses)	C	C	X
House trailer, used as a construction project office during time of construction while a valid building permit is in force	P	P	P
Ice cream/yogurt shop and parlor	P	P	X
Ice manufacturing	P	X	X
Indoor sports centers and arcades for recreational use including, but not limited to, batting cages; basketball courts; racquetball courts; laser tag, etc.	MCUP	MCUP	X
Institute, sports and recreation	P	P	X
Interior decorating shop	P	P	X
Iron works, ornamental	X	X	X
Jewelry store	P	P	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Laboratories, including experimental, research, and physical & chemical testing	P	X	X
Laboratory: medical, dental, film, research	P	X	X
Laundry, industrial and commercial	P	X	X
Library	P	P	X
Liquor store, sale for off-site use only	P	P	X
Locksmith	P	P	X
Lumber production, milling products	X	X	X
Machine shops and tool repair. All work done indoors. No outside storage permitted. No stamping.	P	X	X
Mail order businesses	P	P	X
Manufactured housing on a permanent foundation (excluding temporary site office during construction) subject to the provisions of the City of Corona Municipal Code Chapter 17.81	X	X	P
Manufacturing, assembly, and fabrication of goods from the following materials: Acids; Fiberglass	C	X	X
Manufacturing, assembly, and fabrication of goods from the following materials: Canvas; Felt; Metals; Wood; Cellophane; Fiber; Paper; Yarn. Clay; Glass; Plastic; Cloth; Hair; Precious or semi-precious stones Feathers; Leather; Textiles;	P	X	X
Manufacturing, assembly, and fabrication of goods from the following materials: Oil Plaster; Petroleum base Rubber; products; Stone; Paint; Styrofoam.	C	X	X
Market, open air	C	C	X
Market, produce, fish, meat and butcher shops (retail only)	P	P	X
Mattresses, manufacturing and renovating	P	X	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Medical/dental equipment sales and rental	P	X	X
Messenger service	P	P	X
Metal galvanizing, painting, plating, and powder coating	C	X	X
Metal stamping	X	X	X
Microbreweries	P	P	X
Microfilm service	P	P	X
Mini-storage and mini-warehouse	X	X	X
Mobile home parks	X	X	X
Motorcycle sales, service and repair	X	X	X
Museum	P	P	X
Musical instrument manufacturing	P	X	X
Music and video stores	P	P	X
Novelties manufacturing	P	X	X
Nurseries and garden supply stores	P	P	X
Office equipment – supply and service	P	P	X
Offices – general	P	P	X
Optical goods, manufacturing and processing	P	X	X
Outdoor storage of recreational vehicles and boats, storage lot	X	X	X ³
Packaging business	P	X	X
Paint and wallpaper store	P	P	X
Park-and-Ride lot	C	C	X
Parking lots and structures, as an accessory to an on-site business	P	P	X
Performing arts centers	P	X	X
Perfumes, blending and bottling	P	X	X
Pest control operators and services	P	X	X
Pet shops and pet grooming	P	P	X

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LAND USE	MU	C-G	RE
Pharmaceuticals processing	P	X	X
Photocopying services	P	P	X
Photographer/photography studios	P	P	X
Plastic extrusion lamination molding	P	X	X
Police substation	C	C	X
Postal distribution center	P	X	X
Post office (U.S.) or private postal annex	P	P	X
Pottery sales	P	P	X
Printing shop	P	P	X
Public scales, associated with an industrial user	P	X	X
Publishing books, periodicals and newspaper	P	X	X
Race tracks (auto, horse, go-cart, motorcycle)	X	X	X
Radio or broadcasting stations	C	C	X
Recreation vehicle park	X	X	X
Recycling collection facilities; indoor operations only	P	P	X
Recycling processing facilities	P	X	X
Refrigeration plants and repairs	X	X	X
Residential, single family	X	X	P
Restaurant or café with drive-through (no dancing, theatrical performances permitted)	C ⁵	P	X
Restaurant or café without drive-through (no dancing, theatrical performances permitted)	P	P	X
Restaurant or café without drive-through (dancing and theatrical performances permitted), no adult entertainment as per City of Corona Municipal Code Chapter 17.41. Live performances are subject to an entertainment permit issued by the Police Department.	C	C	X
Retail sale of products manufactured, assembled, fabricated or processed on premises	P	X	X
Retail sales of general merchandise – new only	P	P	X

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LAND USE	MU	C-G	RE
Rifle, pistol, skeet or trapshooting ranges	X	X	X
Scientific equipment assembly	P	X	X
Schools and educational institutes	C	C	X
Second dwelling unit, per City of Corona Municipal Code Chapter 17.85	X	X	SRUP
Senior citizen housing	X	X	X
Shoe sales and repair	P	P	X
Sign manufacturing and painting	P	X	X
Silk screens, manufacturing and processing	P	X	X
Similar uses permitted by Planning Commission determination. ⁴	P	P	P
Skating rinks/roller blading	MCUP	MCUP	X
Smoking lounge ⁷	MCUP	MCUP	X
Specialty and gourmet store	P	P	X
Sporting goods store	P	P	X
Stables and riding academies	X	X	X
Stationary store	P	P	X
Studio or academy (dance, design, karate, etc.)	P	P	X
Tanning salon	P	P	X
Television or telecommunication broadcasting stations, antennas, cable and microwave relay stations	C	X	X
Tire sales and service	C	X	X
Tobacco shop ⁸	MCUP	MCUP	X
Toiletries processing	P	X	X
Tourist information centers	P	P	X
Toy manufacturing	P	X	X
Toy store	P	P	X
Trailers and recreational vehicles and boat sales, service and rental, new, used in conjunction with new	C	C	X
Travel agency	P	P	X
Upholstery shop, no automobiles	P	X	X

GREEN RIVER RANCH

LAND USE	MU	C-G	RE
Utility substations and structures	C	C	C
Vitamin processing	P	X	X
Warehouse, furniture	P	X	X
Warehousing and distribution	P	X	X
Wholesale, brokers, jobbers and distribution	P	X	X

Table 3 Notes:

- ¹ Automobile car wash when included with a service station, full service, detailing, shall be permitted through a Conditional Use Permit within the Mixed Use Zone, Planning Area 7 only.
- ² Automobile dealers allowed per a CUP in Planning Area 2 only.
- ³ Within the Estate Residential Estate land use designation, recreational vehicle parking shall comply with Section 3.3.D.3.b of this Specific Plan.
- ⁴ Similar uses permitted by Planning Commission determination: The Commission may, by resolution of record, permit any other uses which it may determine to be similar to those listed above; provided such uses are not or will not be dangerous or offensive by reason of the emission of dust, gas, noise, fumes, odors, vibrations, or otherwise in conformity with the intent and purpose of the Zone, and not more obnoxious or detrimental to the public health, safety and welfare, or to other uses permitted in the Zone. See Chapter 17.88 of the City of Corona Municipal Code for the procedure.
- ⁵ Restaurant or café with drive-through (no dancing, theatrical performances permitted) is permitted by right in Planning Area 7 only, Mixed Use Zone.
- ⁶ Guest ranches refer to accommodation provided to overnight residents for recreational uses associated with horse riding, hiking, and natural resources enjoyment.
- ⁷ A smoking lounge is defined as a business establishment that is dedicated, in whole or part, to the smoking of tobacco or other substances, including but not limited to establishments known variously as cigar lounges, hookah cafes, tobacco clubs or tobacco bars. Smoking lounges may include the sale of tobacco in compliance with Corona Municipal Code Chapter 5.19. Refer to Section 17.33.160 of the Corona Municipal Code for supplemental development standards.
- ⁸ A tobacco store means a retail store utilized primarily for the sale of tobacco products and accessories; and in which at least 80% of the square footage of the available retail floor and shelf space is devoted to the sale of tobacco-related products and accessories. Tobacco stores shall adhere to the following: 1) The sale of drug paraphernalia, as defined in Corona Municipal Code Chapter 9.10, is prohibited; and 2) The provisions of Corona Municipal Code Chapter 5.19 (Tobacco Sales Restrictions).

3.3 DEVELOPMENT STANDARDS

Table 3, *Development Standards*, on the following pages sets forth the building setback, height lot coverage and other requirements for development of property within the various land uses of the *Green River Ranch Specific Plan*. Supplemental development standards within the Specific

Plan area follow. Where there is a conflict between the development standards set forth herein and the City of Corona Zoning Ordinance, the standards of the *Green River Ranch Specific Plan* shall apply. Where silent, the development standards of the City of Corona Zoning Ordinance shall apply.

GREEN RIVER RANCH

TABLE 3 - DEVELOPMENT STANDARDS

Standards	Land Use Designation		
	MU	C-G	RE
Lot Size Minimum	No minimum	No minimum	3 acres
Average Lot Width Minimum (ft.)	No minimum	No minimum	120
Lot Depth Minimum (ft.)	No minimum	No minimum	120
Maximum Residential Unit Density ¹	--	--	1 residential unit per lot
Height ² (ft./stories)	80/6	45/3	30/2
Building Setback ^{3&4}			
Front Structure Setback ⁵			
Green River Road	30 ⁶	30 ⁶	--
Public Interior Streets	20	20	25
Private Street	10	10	25
Rear (ft.) Structure Setback	No minimum	No minimum	10
Side (ft.) Structure Setback	No minimum	No minimum	15
Corner Side (ft.) Structure Setback	15	10	15
Between Buildings & Accessory Structures	Fire Code Min.	Fire Code Min.	10
Lot Coverage Maximum (%) ⁷	N/A	N/A	25
Parking Spaces Required	Per Chapter 17.76 of the City of Corona Municipal Code		

¹ A Second Residential Use Permit may be obtained from the Planning Department subject to the provisions outlined in the City of Corona Municipal Code chapter 17.85.

² Towers, spires, cupolas, chimneys, skylights, stairwells, elevator shafts, ventilating fans, wire masts, flagpoles, monuments, and similar structures may be erected to a height not more than 10 feet above the height limit. TV antennas are prohibited; satellite dish antennas 12" or less in diameter are permitted provided that they blend with the architectural style of the building. Accessory structures shall observe maximum building heights.

³ A minimum building setback of 10' shall apply to non-residential structures where the setback requirement ends near or at the toe of any slope exceeding 5° in height.

⁴ Architectural features including sills, chimneys, cornices and eaves may extend into a side yard or space between structure not more than 30" and may extend into a front or rear yard not more than 4 feet. Open, unenclosed and uncovered balconies, porches, platforms, stairways, and landing places may extend into a side yard not more than 3 feet, unless it is more than 4 feet above ground. If it is greater than 4 feet above ground, if it is covered or is used for occupancy, such as a window seat or green house window projection, the minimum setback requirements must be observed. Porte Cocheres shall meet all setback requirements of a residence. Fences, walls, walks, driveways and retaining walls may occupy setbacks subject to the limitations described in Chapter 4, Design Guidelines. Utility poles and utility towers installed by public utility shall not be subject to height limits. Accessory structures shall observe minimum setback requirements.

⁵ Setbacks within the non-residential areas may be reduced by 10' for corner lot encroachments on one street side property boundary.

⁶ Parking may be located in the front yard setback provided that the first 15' is landscaped.

⁷ Lot coverage is based on building footprint for primary and enclosed accessory structures.

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3.3.1 Supplemental Standards

A. For Commercial and Industrial Uses

1. Decorative block walls shall be required for all fencing of outdoor storage yards located within view of a public street, freeway right-of-way, or railroad right-of-way.
2. The Planning Director, in his or her discretion, shall determine whether the proposed outdoor storage yards are within view from a public street, freeway right-of-way, or railroad right-of-way.
3. Chain link fencing with tubular slats is prohibited as an enclosure for outside storage areas.
4. Wrought iron with a metal screen may be used to screen storage areas that are not highly visible to the public that cannot be seen from the front of the building, except for the rolling gate, or are adjacent to a street.
5. All business operations shall be conducted within an enclosed building, except for businesses that require outdoor display of merchandise that cannot be housed within an enclosed structure such as car dealerships, equipment rental yard and other businesses similar in nature.
6. Outside storage shall not occupy required parking spaces and drive aisles.
7. Open burning, blasting or discharge of explosives in any form is prohibited on site.
8. No noxious or offensive activity shall be conducted upon any Mixed Use lot.

Examples of noxious or offensive activities shall include excessive vibrations, sounds, electro-mechanical disturbances, radiation, air or water pollution, dust or emission of odorous, toxic or noxious matters.

9. No exterior speakers, horns, whistles, bells or other sound devices shall be permitted.
10. Trash receptacles shall be screened from view from adjacent roads and development and shall be stored in a trash enclosure in accordance with the City of Corona Municipal Code chapter 17.79.

B. Walls and Fences

1. Fencing Materials within Non-Residential Land Uses:

- a. Chain link fencing is prohibited in the Commercial-General land use designation.
- b. Chain link fencing, except for outside storage areas, may be used in the Mix Use land use designation if it is not located adjacent to a street, visible from the front of a building or highly visible from a public street, freeway right-of-way, or railroad right-of-way.
- c. Other than the materials specified in this section, fencing in the Mixed Use and Commercial-General land use designations shall comply with Section 3.3.1.B.3 (Perimeter Walls, of this Specific Plan), and with the City of Corona Municipal Code Chapter 17.70.

2. Security Fencing:

- a. Fences and walls within the Mixed Use and Commercial-General land

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use districts shall not exceed a maximum height of 6 feet.

b. An additional two feet (2') of security fencing may be added beyond the height permitted for an overall maximum height of eight feet (8').

c. No barbed or razor wire is permitted.

3. Perimeter Walls: Perimeter fencing on street side yards shall be of decorative materials, such as wrought iron, decorative block or a combination thereof.

4. Front Yard Fencing: Fences and walls located in the front yard setback area and side yard adjacent to the street from the front property line shall comply with the City of Corona Municipal Code Section 17.70.060, F and with the design standards and guidelines enumerated in this Specific. The design guidelines of this specific plan, in terms of wall type, shall supercede the City's Municipal Code.

5. Residential Tract Fencing:

a. Perimeter and interior tract fencing is not required at the time development of properties in the Estate Residential land use designation.

b. Fencing installed by the homeowner shall be in accordance with the City of Corona Municipal Code Section 17.70.060.

C. Signage

Signs within the Specific Plan area are intended to help create an identity and desirable destination for the project as a whole, to provide clear and simple directions for ingress and egress, and to add an element of consistency to the project:

1. General Signage Standards

a. Signs shall be constructed of materials and colors that are consistent with the architecture of buildings located within the project or business center.

b. Signs shall emphasize the identity of the project or business center rather than their advertising functions.

c. Signs shall be located for safety so as not to block driveway or street views of on-coming traffic.

d. Signs that may cause a distraction and hazard to drivers shall not be permitted.

e. Street and traffic control signs shall be consistent with the standards adopted by the City of Corona.

f. Banner signs shall be permitted on a temporary basis, in conformance with the provisions of the City of Corona Municipal Code Section 17.74.110.

g. Accent and lettering colors shall suggest natural materials. Typefaces shall be chosen for simplicity and clarity, and shall be consistent for each hierarchy of sign type.

h. No sign shall be constructed of highly reflective material, except for directional signs.

i. Rooftop and roof-mounted signs are not permitted.

j. No building-mounted signs shall be located above the eave or parapet of that building.

k. Billboards are prohibited within the Specific Plan area with the exception of billboards existing at the time of the adoption of the Specific Plan (pre-existing billboards). As to say pre-existing billboards, Chapter 17.74 of the City of Corona Municipal Code shall be inapplicable as long as compliance with Section 3.4 herein is had.

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1. Painted signboards of any type are prohibited.

2. Enterprise Signs

Enterprise signs shall be permitted on the tenant building face in accordance with the standards and requirements set forth in Section 17.74.190 of the City of Corona Municipal Code.

3. Tenant Identification Monument

a. A minimum of one (1) tenant identification monument shall be permitted within each non-residential planning area. The number of monument signs proposed for each planning area is as follows:

- PA1: 3 monument signs
- PA2: 2 monument signs
- PA3: 2 monument signs
- PA7: 1 monument sign

Exhibit 11, *Sign Program*, shows the approximate locations of the proposed monument signs.

b. The overall height of a monument sign shall not exceed 6 feet and shall be located outside corner cut-off areas set forth in CMC Section 17.70.050.

c. The sign copy face area shall not exceed 50 square feet.

d. The monument shall contain the name of the project or business center, and up to three (3) tenants located within the planning area in which it serves.

e. The sign face can be internally or externally illuminated.

f. The monument shall be architecturally compatible with the buildings constructed within the project area.

g. The tenant monument signs shall be reviewed with the Precise Plan application for the respective planning areas.

4. Pylon Signs

a. Pylon signs shall be permitted within the Specific Plan area, as specified by this section.

b. One pylon sign is permitted in PA1 and PA3. Exhibit 11, *Sign Program*, shows the approximate location of the proposed pylon sign.

c. The area of the pylon sign shall be calculated as follows: one square foot of sign per lineal foot of planning area frontage, but in no case shall exceed 150 square feet.

d. Pylon signs shall contain the name of the project or business center and up to three (3) tenant spaces for the businesses within that planning area.

5. Freeway-Oriented Pole Sign

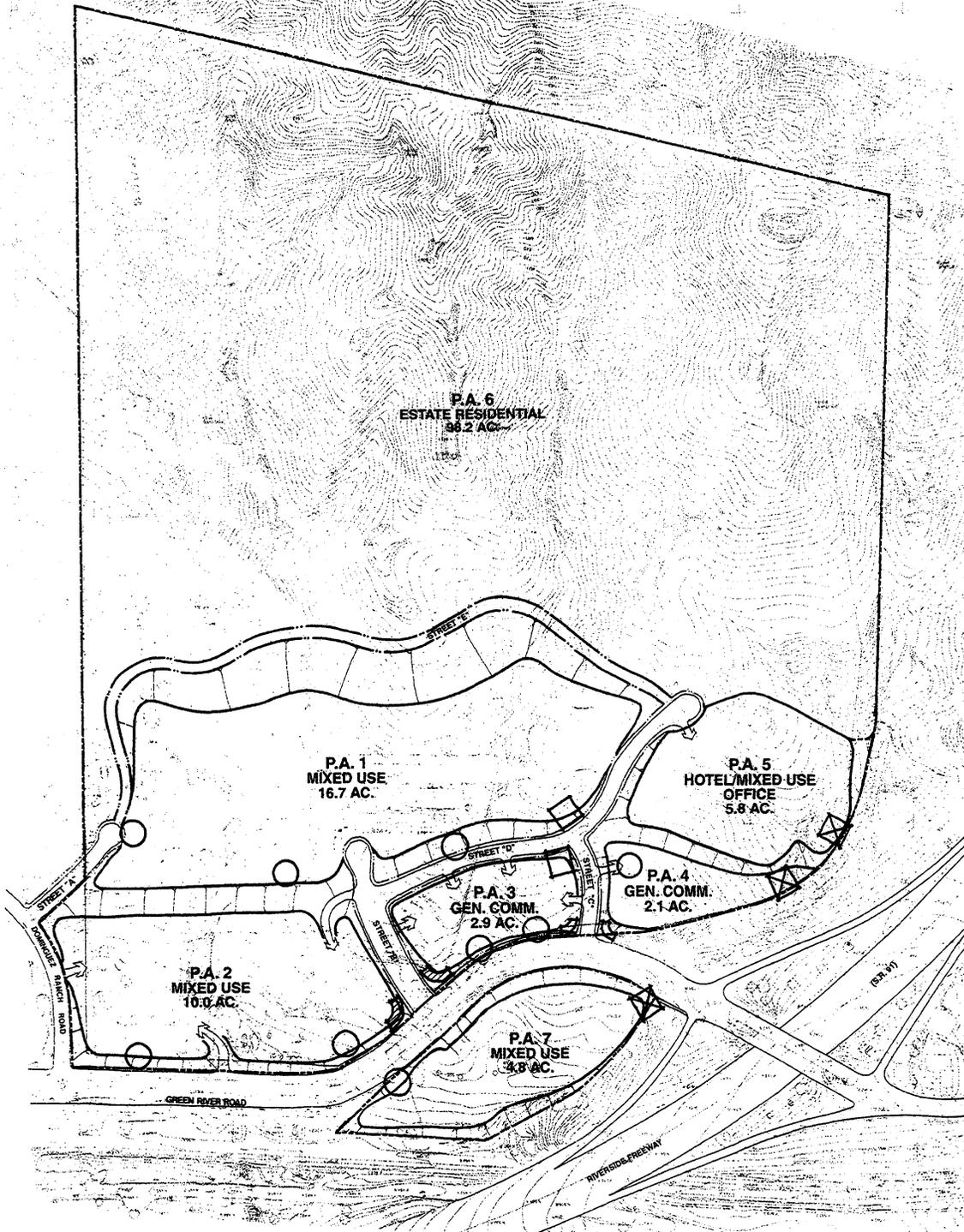
a. One (1) freeway-oriented pylon sign shall be permitted along the freeway frontage of each planning area located within 300 feet of the freeway right-of-way. Exhibit 11, *Sign Program*, shows the locations of freeway-oriented pole signs in Planning Areas 4, 5 and 7.

b. The maximum size for freeway-oriented pylon signs shall be determined as follows:

- PA4, PA5 and PA7: The sign copy face area shall not exceed 250 square feet.
- PA5: The sign copy face area shall not exceed 300 square feet.

c. The maximum height for freeway-oriented pylon signs shall not exceed the height limitation.

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LEGEND

- PYLON SIGN TENANT IDENTIFICATION
- MONUMENT TENANT IDENTIFICATION
- FREEWAY ORIENTED PYLON SIGNS

- MAJOR PROJECT ENTRY MONUMENTATION
- MINOR PROJECT ENTRY MONUMENTATION

NOTES:

- 1) SIGN LOCATIONS SUBJECT TO CHANGE.
- 2) MAXIMUM SIGN SIZE AND HEIGHT IN SIGN PROGRAM TEXT.

EXHIBIT 11

SIGN PROGRAM

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permitted in the applicable zone.

- d. The freeway-oriented pylon sign in shall identify the name of the project or business center, and may contain up to three (3) tenants residing within the Specific Plan area. The property manager for the center shall determine which tenants can be placed on the freeway pylon signs.
- e. The freeway pylon signs shall be architecturally compatible with the buildings constructed within the Green River Ranch area.
- f. The design of the freeway pylon signs shall be reviewed as part of the Precise Plan application for the project.

6. Major Project Entry Monument

- a. One (1) ground-mounted monument shall be permitted at each corner of the intersection of Green River Road and Street "B" (Exhibit 14):
- b. The overall size of the monument shall be proportional and to scale with the property frontage on which it is to be located and with the adjacent street intersection.
- c. The sign copy face area shall not exceed 80 square feet.
- d. The major entry monument shall not exceed a maximum height of 5 feet.
- e. Major entry monument shall identify the name of the project or business center only; individual tenants shall not be featured on the monument.
- f. The sign shall be externally illuminated.
- g. All major entry monument signs shall carry the same design and shall be consistent with one another. The final design and exterior treatments of the major entry monuments shall be submitted with the first Precise Plan application associated with the project area. The landscape concept

surrounding the monument is shown in Exhibit 16.

7. Minor Project Entry Monument

- a. One (1) ground-mounted monument shall be permitted on the following locations (Exhibit 14):
 - On each corner at the south side of the intersection of Green River Road and Street "C";
 - On the northwest corner of the intersection of Green River Road and Dominguez Ranch Road;
 - On each corner at the entrance into Planning Area 2 on Green River Road; and
 - On each corner of the intersection of Dominguez Ranch Road and Street "A".
- b. The overall size of the monument shall be proportional and to scale with the property frontage on which it is to be located and with the adjacent street intersection.
- c. The sign copy face area shall not exceed 50 square feet.
- d. The minor entry monument shall not exceed a maximum height of 3 feet.
- e. Minor entry monument shall identify the name of the project or business center only; individual tenants shall not be featured on the monument.
- f. The sign shall be externally illuminated.
- g. All minor entry monument signs shall carry the same design and shall be consistent with one another. The final design and exterior treatments of the minor entry monuments shall be submitted with the first Precise Plan application associated with the project area. The landscape concept surrounding the monument is shown in Exhibit 17.

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D. Parking (General Provisions)

1. The off-street parking requirements of Chapter 17.76 of the City of Corona Municipal Code shall apply to all properties within the Specific Plan area.
2. A reduction in off-street parking may be granted by the Zoning Administrator for industrial land uses if the findings in City of Corona Municipal Code Section 17.99.070 exist.
3. Off-Street Parking (Residential):
 - a. Aside from guest parking, vehicles shall not be left on the streets during evening hours.
 - b. Within the residential land use designations, accessory vehicles, such as motorcycles, motor homes, boats, personal water craft, all terrain vehicles, etc., shall be parked within an enclosed garage or side yard area, outside of the front yard setback, behind a screened gate.
4. Off-Street Parking (Nonresidential):
 - a. At least one entrance to a parking structure shall have a minimum vertical clearance of ten feet (10').
 - b. Loading and unloading docks, platforms, and vehicle or other service openings shall be screened from view from adjacent streets. Such openings must be at the rear or along the side of a building.
 - c. No on-street parking is permitted.
 - d. Industrial uses in the Mixed Use land use designation may use compact parking to meet the minimum parking requirements. Twenty-five (25) or more off-street parking spaces may have up to forty percent (40%) of such spaces designated for compact vehicles; parking lots with less than

twenty five (25) off-street parking spaces may have up to twenty five percent (25%) of such spaces designated for compact vehicles. All compact spaces shall be clearly marked. The design of the parking spaces shall comply with the City of Corona Municipal Code Section 17.76.080.

- e. A six-foot (6') high wall shall not be required between nonresidential parking areas abutting a residential land use designation district if separated by a slope or street. Slope planting shall serve to screen said parking areas from adjacent residential vistas.

E. Off-Street Loading

1. The provisions of Chapter 17.78 of the City of Corona Municipal Code shall apply to all land uses in the *Green River Ranch Specific Plan* area.
2. No one-street loading or unloading is permitted within the *Green River Ranch Specific Plan* area.

F. Performance Standards

All uses established or placed into operation after the effective date of this Specific Plan as adopted by the City of Corona City Council shall comply at all times hereafter with the performance standards set forth in Chapter 17.84 of the City of Corona Municipal Code. All performance measurements, unless otherwise specified, shall be taken at the property line of the operation in question.

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G. Special Landscape Requirements (Applies to All Zones)

1. The required front and side yards for all lots or building sites within the *Green River Ranch Specific Plan* area shall be fully landscaped.
2. All required front and side yards shall include the installation and continuous maintenance of an operable irrigation system. If the rear yard is included in the required Fuel Modification area, it also shall include the installation and continuous maintenance of an operable irrigation system.
3. Natural slopes untouched by grading in the residential land use designations may remain in their current condition.

3.3.2 Specific Use Standards

A. Home Occupations/Business

Standards of Chapter 17.80 of the City of Corona Municipal Code shall apply to all Home Occupations/Businesses proposed within residential zones of the *Green River Ranch Specific Plan*.

B. Outdoor Retail Sales

Outdoor retail sales (aside from a permitted nursery) shall only be permitted on a temporary, special event basis as allowed by the City of Corona Municipal Code Sections 17.98.030 and 17.99.030.

C. Service Stations

The following development standards shall apply to service stations within the Green River Ranch Specific Plan area in addition to the development standards and conditions of Chapter 17.72 of the City of Corona Municipal Code:

1. Service station bays used for repair and maintenance of vehicles shall be oriented away from arterial streets.
2. Associated repair structures, convenience stores and accessory car wash facilities shall be located to the rear of the lot, or on the side not facing a street when the rear abuts or faces a street.
3. Car washing with steam equipment shall be permitted.

a. Special Events

Temporary outdoor special events such as a car wash fund raiser, weekly farmers markets, Christmas Trees sales, Halloween pumpkin sales, etc. shall be allowed in all nonresidential zones, provided that the event does not interfere with vehicular or pedestrian circulation, or occupy needed parking spaces. Temporary special events are subject to the approval with the City of Corona Municipal Code Section 17.98.030.

3.4 Nonconformities

3.4.1 Purpose and Intent

This section is intended to limit the number and extent of nonconforming uses by prohibiting or limiting their enlargement, their re-establishment after abandonment, and the alteration or restoration after destruction of the structures they occupy. While permitting the use and maintenance of existing nonconforming structures, this section is intended to limit the number and extent of nonconforming structures by prohibiting their being moved, altered, or enlarged in a manner that would increase the inconsistency between the standards prescribed in this Chapter and the City of Corona Zoning Code, and future changes to either regulation. Provisions of this section shall supersede the

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standards established in Chapter 17.90 of the City of Corona Municipal Code unless noted otherwise.

3.4.2 Definitions

The following terms as used in this section shall have the following meanings, unless the context clearly indicates otherwise, and shall supersede definitions relating to nonconformities as provided in Sections 17.04.456, 17.04.459 and 17.04.462 of the City of Corona Municipal Code:

- A. “Nonconformities” means any nonconforming property, building, structure, or use.
- B. “Nonconforming property” means any subdivision of land that was lawfully established and in compliance with all applicable ordinances and laws at the time the property was subdivided, but which, due to a subsequently enacted ordinance or law, no longer complies with all of the applicable regulations and standards of the zone in which the structure building, or improvement is located.
- C. “Nonconforming structure” means any building, structure, or improvement upon land, other than the land itself; including any sign or parking, that was lawfully established and in compliance with all applicable ordinances and laws at the time the structure, building, or improvement was established, but which, due to a subsequently enacted ordinance or law, no longer complies with all of the applicable regulations and standards of the zone in which the structure building, or improvement is located.
- D. “Nonconforming use” means any use of land that was lawfully established and in compliance with all applicable ordinances and laws at the time the use was established, but which, due to a subsequently enacted ordinance or law, no longer complies with all

of the applicable regulations and standards of the zone in which the use is located.

- E. “Illegal structure and use” means structures and uses which did not acquire the proper authorizations and permits prior to establishment and/or construction.

3.4.3 Continuation, Maintenance and Discontinuation

- A. A lawful nonconformity may be continued, except as otherwise provided in this Chapter.
- B. Routine maintenance and repairs may be performed on a nonconforming structure.
- C. Whenever a nonconforming use has been discontinued for a continuous period of 180 days or more, regardless of the intent to resume said nonconforming use, the nonconforming use shall not be reestablished, and the use thereafter shall be in full conformity with the development standards for the zone in which it is located.
- D. When a nonconforming use is discontinued for a continuous period of use less than 180 days, the nonconforming use may be reestablished, provided that it is a similar use type, i.e. a restaurant being replaced by another restaurant.
- E. No nonconforming use may be converted to another dissimilar nonconforming use type, i.e. a beauty shop being replaced by a restaurant.

3.4.4 Alterations and Additions to Nonconforming Uses and Structures

- A. A nonconforming use shall not be moved, altered, or increased in intensity and area unless the moving, alteration, or increase will result on the elimination of the

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nonconformity, except as otherwise provided in this section

- B. A nonconforming structure shall not be moved, altered, enlarged or reconstructed, unless the new location eliminates the nonconformity, or the alteration, enlargement or reconstruction conforms to the development regulations for the zone in which the structure is located,

3.4.5 Restoration of Damaged Structures

- A. Whenever a nonconforming structure is damaged or destroyed by fire, natural disaster, flood, wind, earthquake or other natural disaster, calamity or act of God, to the extent that the cost of repairing, reconstructing or restoring the structure is less than fifty percent (50%) of the replacement cost of the entire structure, it may be repaired, reconstructed or restored to the extent as existed prior to such damage or partial destruction, and any conforming or nonconforming prior use thereof may be reestablished, provided that such repair, reconstruction or restoration commences no later than one (1) year from the date of such damage and/or partial destruction.
- B. Whenever a nonconforming structure is damaged or destroyed by fire, natural disaster, flood, wind, earthquake or other natural disaster, calamity or act of God, to the extent that the cost of repairing, reconstructing or restoring the structure exceeds fifty percent (50%) of the replacement cost of the entire structure, or if the structure is voluntarily razed or is required by law to be razed, the structure may not be repaired, reconstructed or restored unless it is in full conformity with the development regulations for the zone in which it is located, and provided that such repair reconstruction or restoration shall commence no later than one (1) year from the date such damage and/or partial

Destruction. Any nonconforming use previously established therein shall not thereafter be resumed, and any new use shall conform to the standards of the zone in which it is located.

- C. The term “cost of repairing, replacing or reconstructing” shall mean the cost to repair, replace or reconstruct the damaged area or entire structure with the same materials as existed prior to damage or destruction. This figure shall be compared against the cost to replace the entire structure in today’s dollars, rather than being compared against the depreciated estimated value of the structure at time of damage or destruction. Estimates for this purpose shall be made by a licensed contractor in the State of California, and shall be reviewed and approved by the Building Official, or designated staff, of the City of Corona.

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4.0 DESIGN GUIDELINES

4.1 OVERVIEW

The *Green River Ranch Specific Plan* area is envisioned to be a blend of mixed commercial and industrial uses nestled at the foothills of the Santa Ana mountain range, rural residential lots extending up into several of the foothill valleys. Set in a prominent and commanding location at the western entrance to the City of Corona, the Design Guidelines have developed to appreciate the site's topographical assets and location, and to retain this site's aesthetic strengths, while revitalizing the property and stimulating economic growth within the City. The intent of the overall plan design, as well as specific site planning, is to retain the striking mountain backdrop of the property by restricting density in the mountainous areas, and generally limiting development to the foothills and plain below. Exhibits 12A and 12B, *Artist Renderings*, show this vision, while Exhibits 13A, 13B and 13C, *Project Cross Sections*, show the proposed development in relation to the nearby residential community, the foothills and mountain backdrop. Being the western gateway to the City of Corona, the project's initial visual image will present an important statement for the City.

This section of the Specific Plan contains a series of general Design Guidelines for the *Green River Ranch Specific Plan* project. The Design Guidelines have been prepared to articulate the intended character of the Specific Plan area. The purpose of these guidelines is to:

- A. Establish a flexible design framework and design review criteria which developers/designers of individual projects will use as a guide for new development and which the City will use to evaluate the proposed development. These guidelines will assure that individual improvements within the Specific Plan area will conform to a high standard of design.

- B. Address the issues if Site Planning, Architecture, Landscape Architecture, and Community Elements (lighting, walls and fences). These guidelines apply to all uses within the Specific Plan area.
- C. Foster a compact development pattern, which will accommodate human-scale projects, facilitate pedestrian movement between uses, and create a friendly street scene.
- D. Provide the City's Planning Director with the authority to review, interpret and approve minor adjustments to the design guidelines and criteria in order to achieve superior design solutions.

4.2 SITE PLANNING

Any building site within the Specific Plan area can accommodate a variety of site plans, all of which should express the original design intent of the Specific Plan. Final grading shall be reflective of the project site's topographic conditions as described in Section 2.2, *Conceptual Grading Plan*.

4.2.1 Orientation

- A. Residential units shall be sited and designed to fit onto the building pad or hillside.
- B. Buildings shall be located and oriented so that their entrances are visible from the street on which they front.

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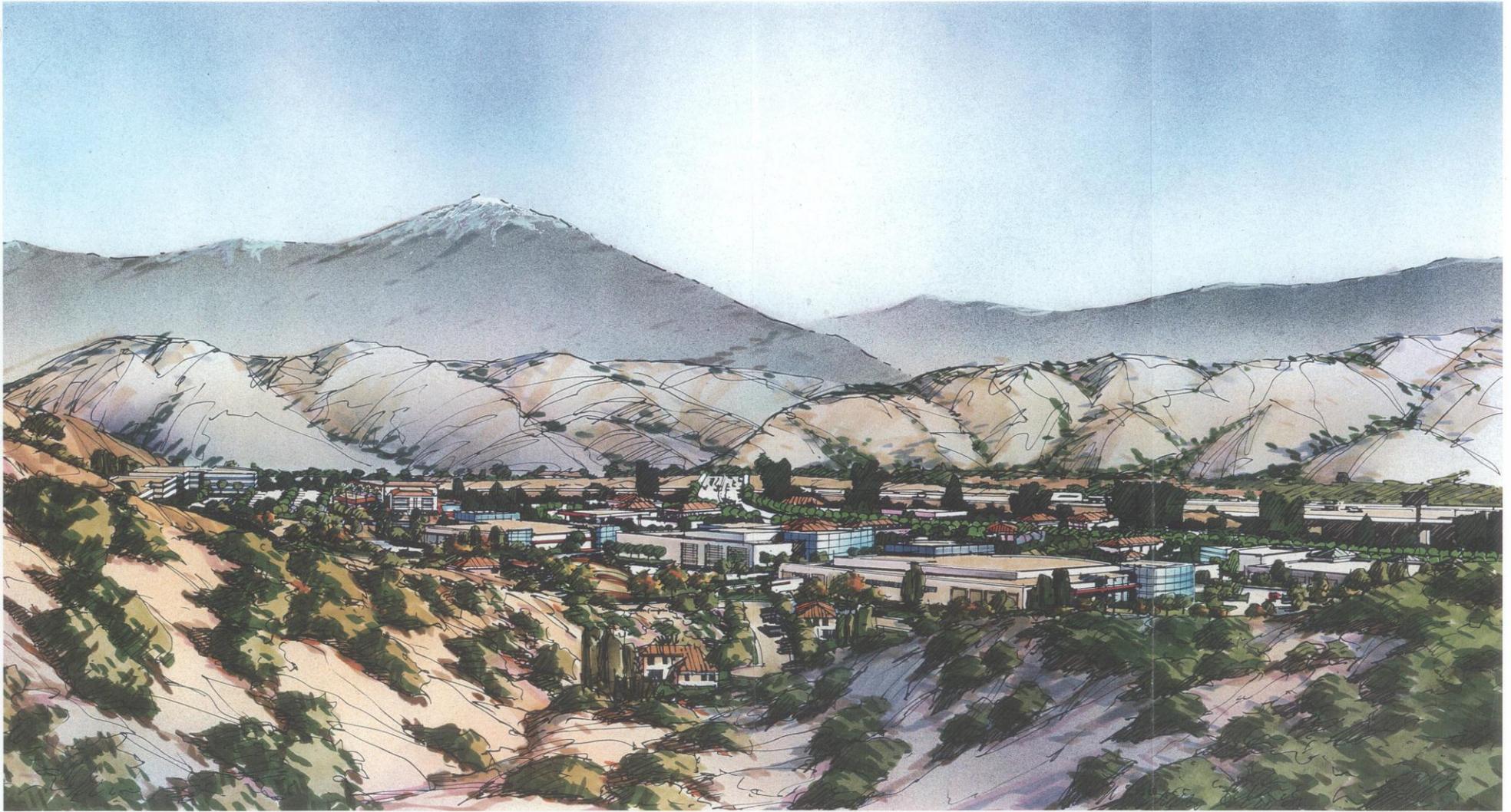
ARTIST RENDERING

EXHIBIT 12A

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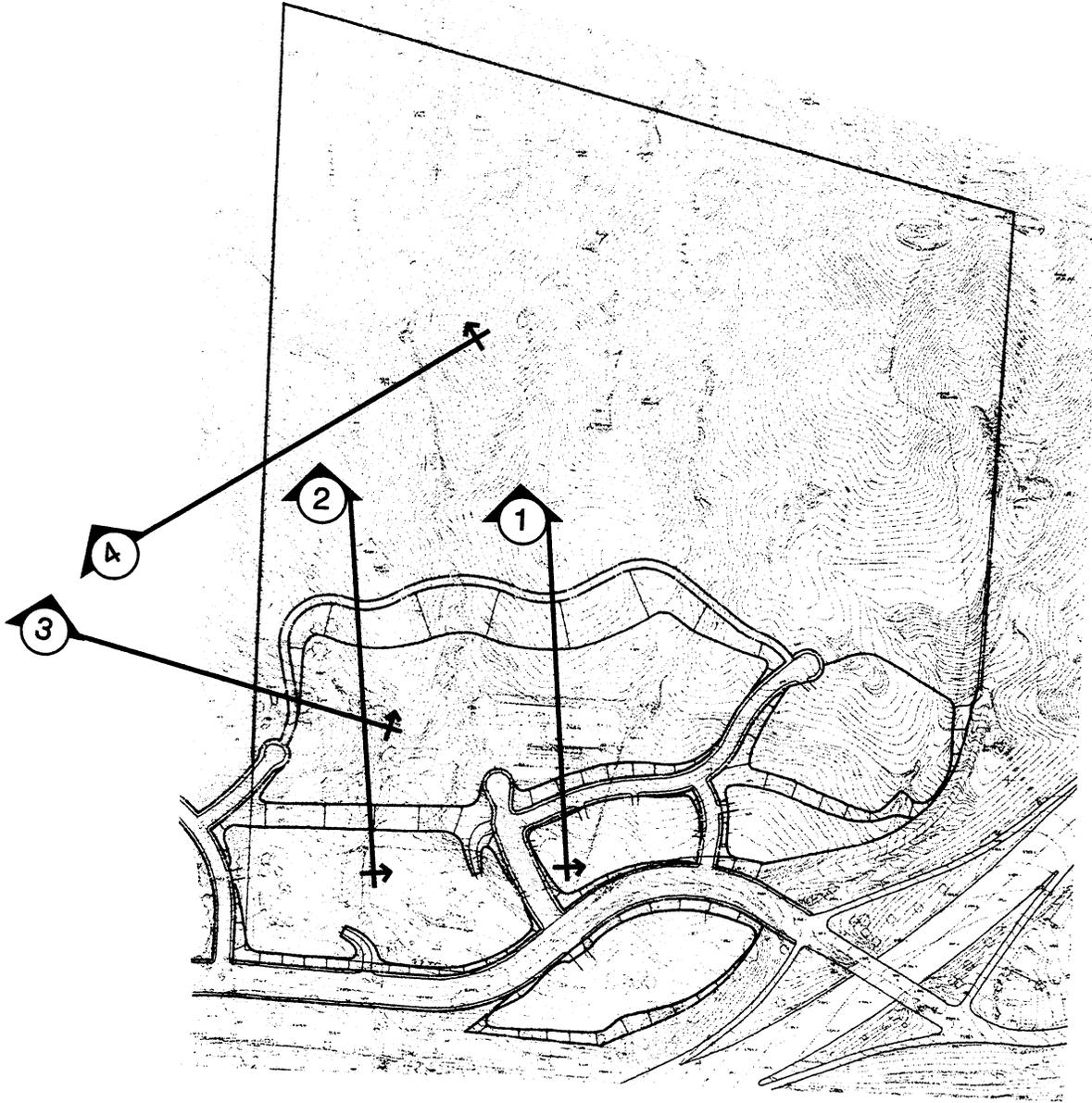


ARTIST RENDERING

EXHIBIT 12B
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4-3

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CROSS SECTION KEY

PROJECT CROSS SECTIONS

N.T.S. EXHIBIT 13A

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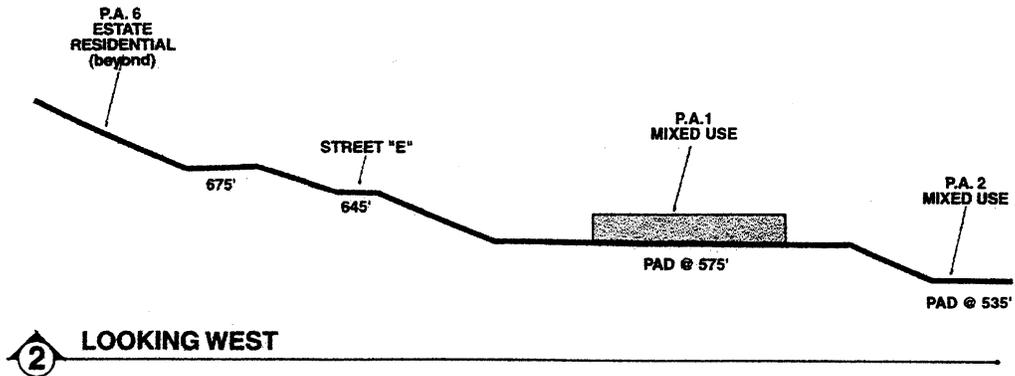
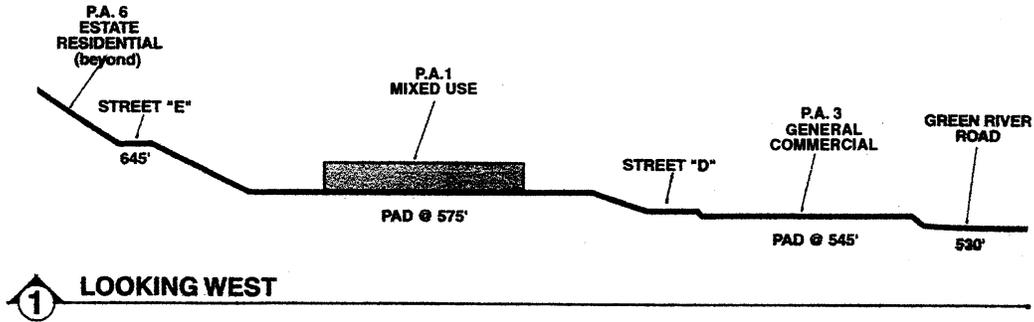


EXHIBIT 13B

PROJECT CROSS SECTIONS

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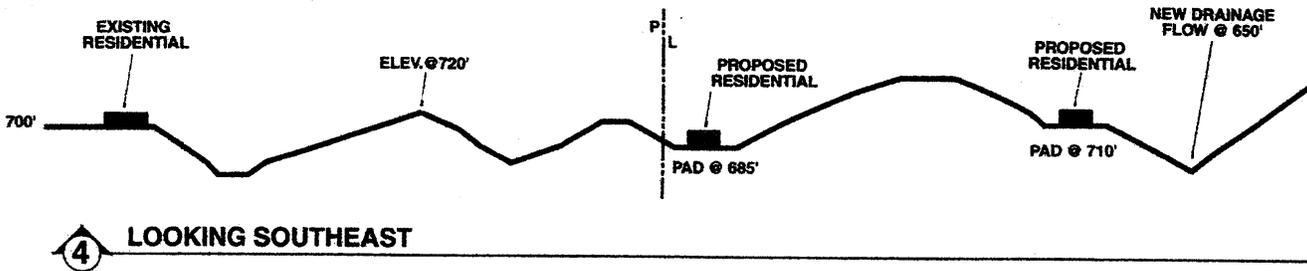
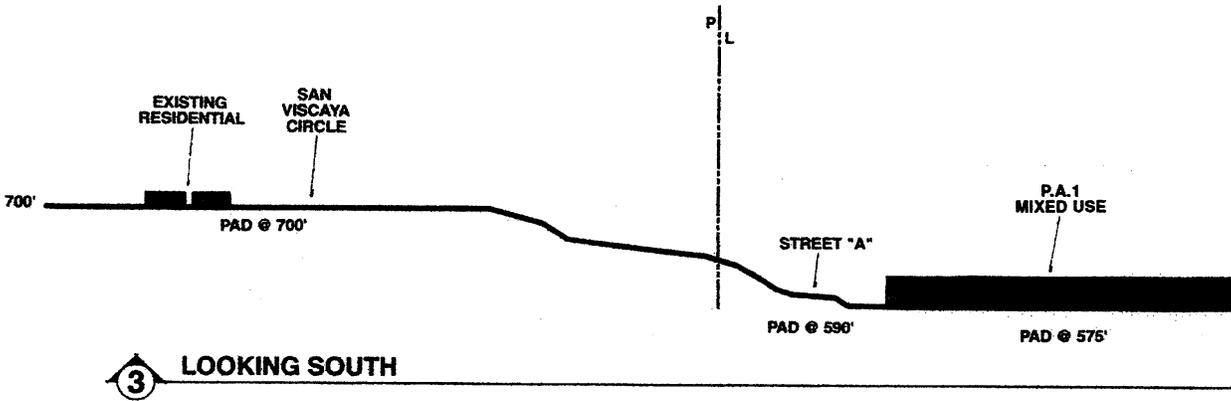


EXHIBIT 13C

PROJECT CROSS SECTIONS

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- C. When buildings side or back onto a street, the elevation should be articulated with details, windows, projections and other architectural features.
- D. Entries shall be connected to the street, sidewalk and/or parking areas by a paved pedestrian path.
- E. Loading and service areas shall be located to the rear of the lot, with openings oriented or screened so as to not face streets.
- F. No more than two (2) driveway accesses shall be permitted per residential lot.

4.2.2 Pedestrian Amenities

Shared site pedestrian amenities such as plazas, visitor entries and pedestrian walks, as well as other features such as public art, are encouraged in the Specific Plan area. Separation of vehicular, pedestrian and service functions should be incorporated.

4.3 LANDSCAPE ARCHITECTURE

The landscape architectural guidelines for Green River Ranch will help to create a unique community with attractive commercial, business park/industrial and residential development while providing a transition from an urbanized area to the Santa Ana Mountain wild land, and remaining sensitive to the existing rural character of the site and neighboring properties. Because of the close proximity to this wild land area, the project must also incorporate adequate separation or buffer between the development area and the wild land area. A buffer edge transition/fuel modification area is proposed to address this concern, and is discussed in more detail in Section 4.3.5 of this Chapter. A strong landscape entry statement is also proposed for this prominent western gateway to the City of Corona.

The following project-wide, general landscape guidelines are proposed within the Specific Plan area:

- A. Landscape design should emphasize the planting of long-lived species that are native to the region or well adapted to the climatic and soils conditions of the site.
- B. Landscape treatment of all areas should emphasize the planting of tree-shaded corridors.
- C. Landscape treatments should incorporate colorful plant materials and evergreen trees in areas where such accents are appropriate.
- D. Landscape improvements should require minimal maintenance and irrigation. The use of native and/or drought-tolerant plant material should be emphasized to the extent possible.
- E. All public areas, rights-of-way and non-residential project landscaping should have an automatic irrigation system. Low-volume spray heads and drip irrigation systems should be utilized.
- F. Landscape plans should consider service lines, traffic safety sightline requirements, and structures on adjacent properties to avoid conflicts as the trees and shrubs mature.
- G. Street trees and trees planted in privately owned landscaped areas near public walkways or street curbs should be selected and installed to prevent unreasonable damage to sidewalks, curbs, gutters, and other public improvements.
- H. Tree species with invasive root systems should be oriented away from water lines, sewer lines or public rights-of-way (see Section 4.3.6, *Plant Palette*)

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The following sections describe the design guidelines for streetscene development, buffer edge transitions and special entry treatment

4.3.1 Landscape Concept

The general landscape concept, as depicted on Exhibit 14, *Conceptual Landscape Plan*, is to create a distinctive environment that will lend identity and character to the Specific Plan area. Where transition treatments are necessary, they are expected to reflect the natural character through the use of a plant palette which complements the existing vegetation. In addition, plant selection shall recognize the importance of water conservation, fire resistance and erosion control. A list of recommended trees and plant materials is provided herein.

4.3.2 Streetscape Improvements

As the primary western access from the 91 Freeway, the Specific Plan area will present the first impression of the City to visitors. This visual gateway is emphasized as an experience and not a single statement. The streetscape must be designed to a vehicular scale, and careful blending of landscape and architecture shall insure visibility while softening mass. Slopes adjacent to roadways are to be used to create a palette of colorful and flowing landscape to further reinforce the drama of this experience.

The following streetscape guidelines have been developed for the existing and planned streets in the Specific Plan area. All streetscene landscape zones will have generous, tree-lined parkways. One important objective of the guidelines is to foster a pedestrian-friendly atmosphere within the project's nonresidential area. All landscaping within the public right of way shall be designed and installed in accordance with the City's LMD/CFD design guidelines.

A. Green River Road

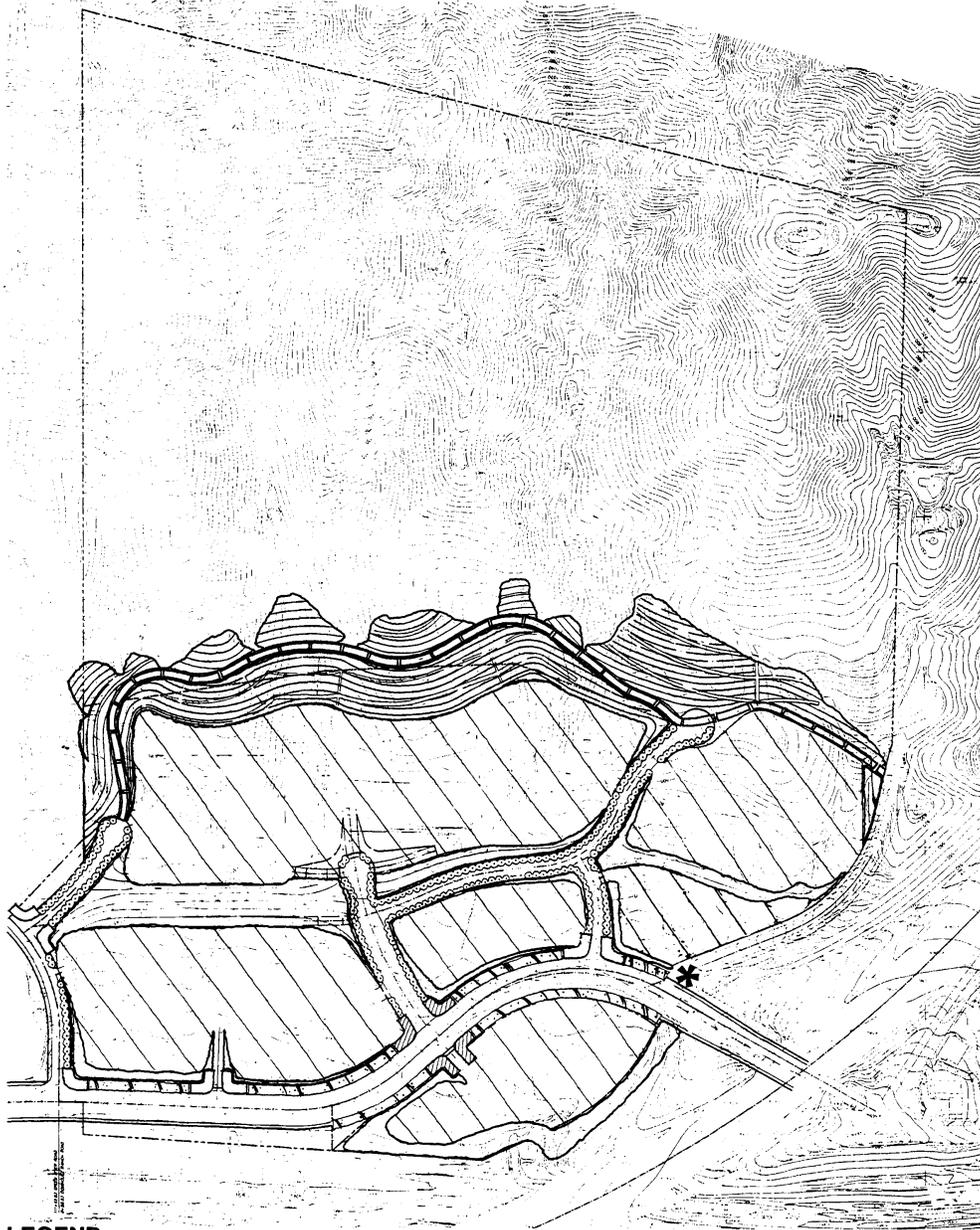
Green River Road is the primary western entry to the City of Corona, and will be planted to present an informal landscape. The street will be lined with irregularly spaced, pyramid shaped evergreen and/or deciduous street trees selected of continuity will be provided through repetition of the same street tree species along the roadway. In the center median of the roadway, flowering street trees, or street trees, which produce fall color, also selected from the Green River Road Street Trees Plant Palette provided in Section 4.3.6, will be provided. One particular median street tree species will be planted at the nose of the medians (see Plant Palette). Mass planting of colorful shrubs will carpet the roadway's landscaped median floor, as will slopes adjoining the roadway. Slope planting will be in accordance with Community Facilities District (CFD) standards. 5' sidewalks will be provided on both sides of the roadway, separated from traffic by a 7' landscaped strip within the parkway. Only turf groundcover and street trees shall be permitted within this parkway landscape strip. A landscape buffer will be established within all abutting properties to provide for additional landscaping along this roadway (see Exhibit 15A, *Conceptual Streetscape – Green River Road*).

B. Public Collector Streets

Public Streets will continue the theme of a tree-lined venue, however, with more regularly spaced street trees along either side of the street. Individual street tree species will be selected for streets from the Collector Street Trees Plant Palette provided in Section 4.3.6. Again, adjoining slopes will be informally planted in flowering shrubs in accordance with Community Facilities District (CFD) standards and 5' sidewalks will be provided along both sides of the street, separated from traffic by an

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LEGEND

	GATEWAY FEATURE		COLLECTOR ROAD PARKWAY LANDSCAPING
	MAJOR PROJECT ENTRY		GRADED SLOPE LANDSCAPING
	MINOR PROJECT ENTRY		NON-RESIDENTIAL SITE LANDSCAPING
	GREEN RIVER ROAD PARKWAY LANDSCAPING		TEMPORARAY FUEL MODIFICATION ZONE

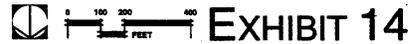
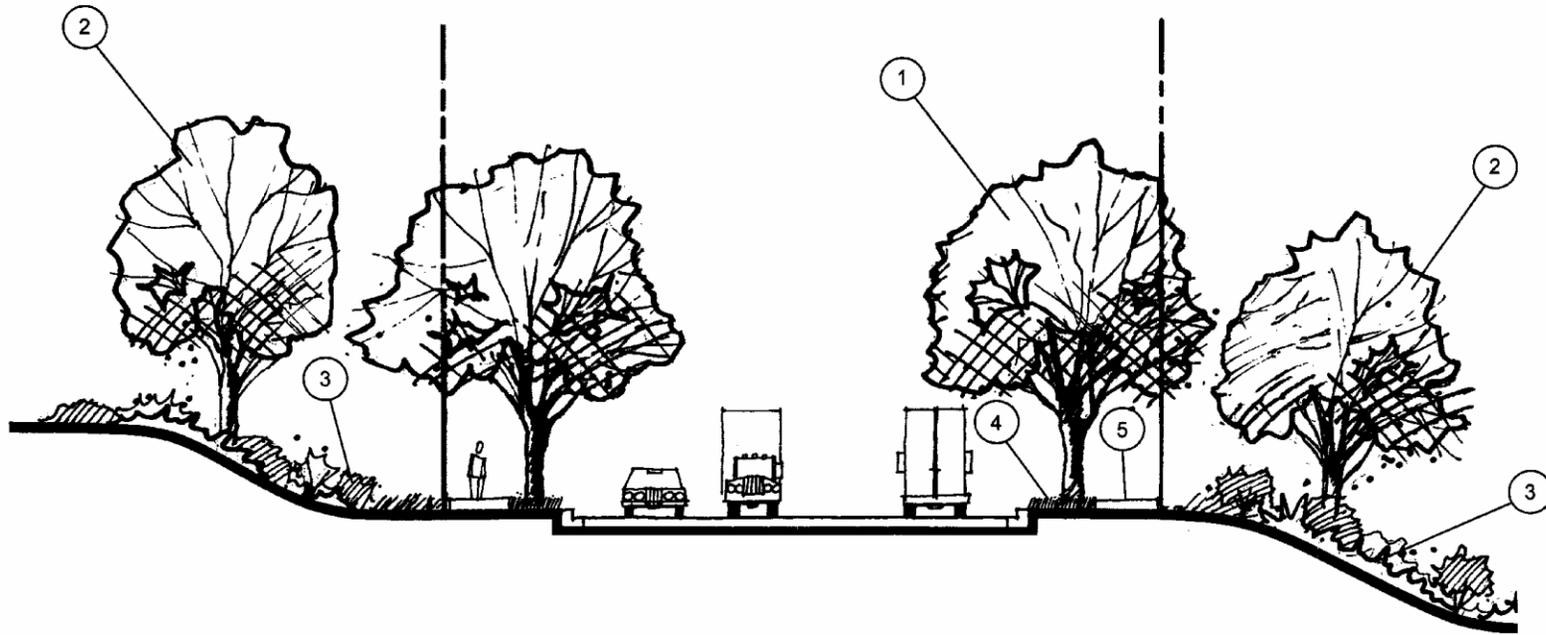


EXHIBIT 14

CONCEPTUAL LANDSCAPE PLAN

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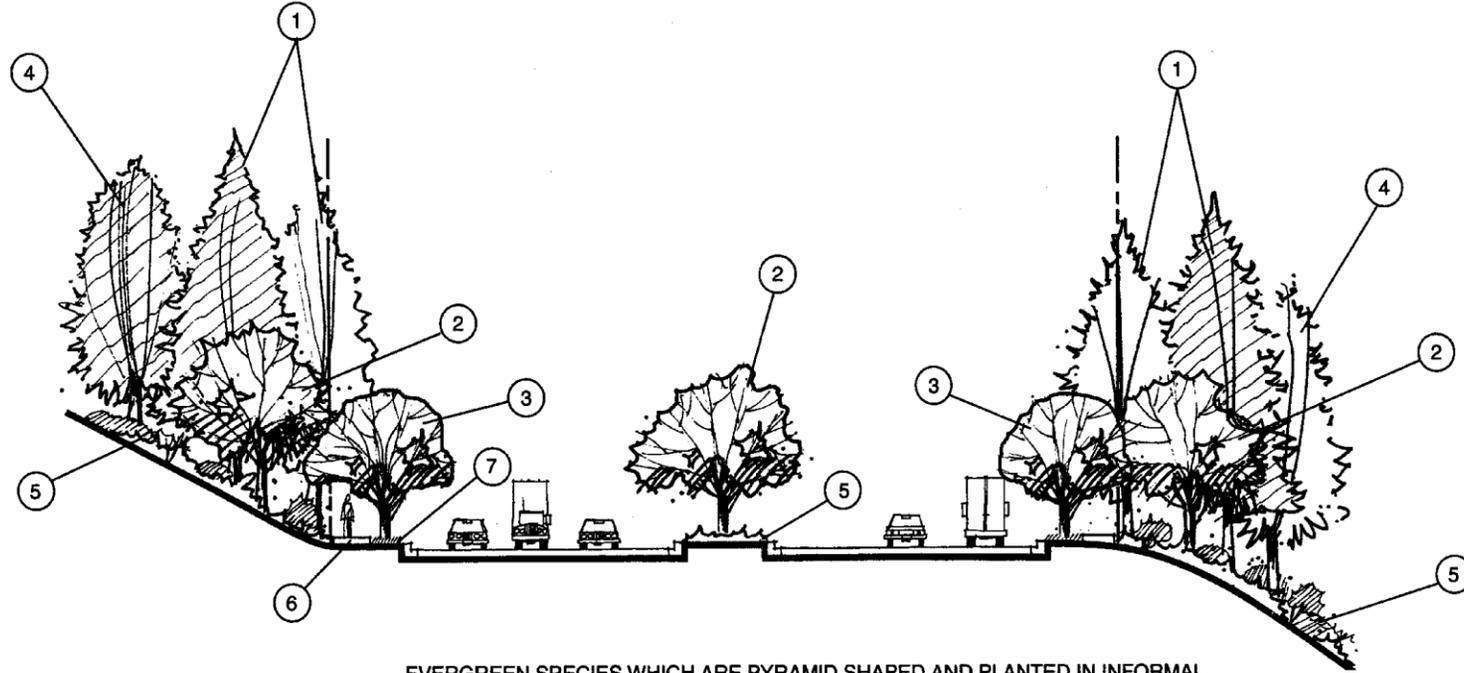
GREEN RIVER RANCH



- ① DECIDUOUS COLLECTOR STREET TREES REGULARLY SPACED
(± 45 FEET APART)
- ② BACKDROP TREE ON GRADED SLOPES INFORMAL DRIFTS
- ③ SHRUBS ON SLOPES
- ④ TURF
- ⑤ 5' SIDEWALK

N.T.S. EXHIBIT 14B

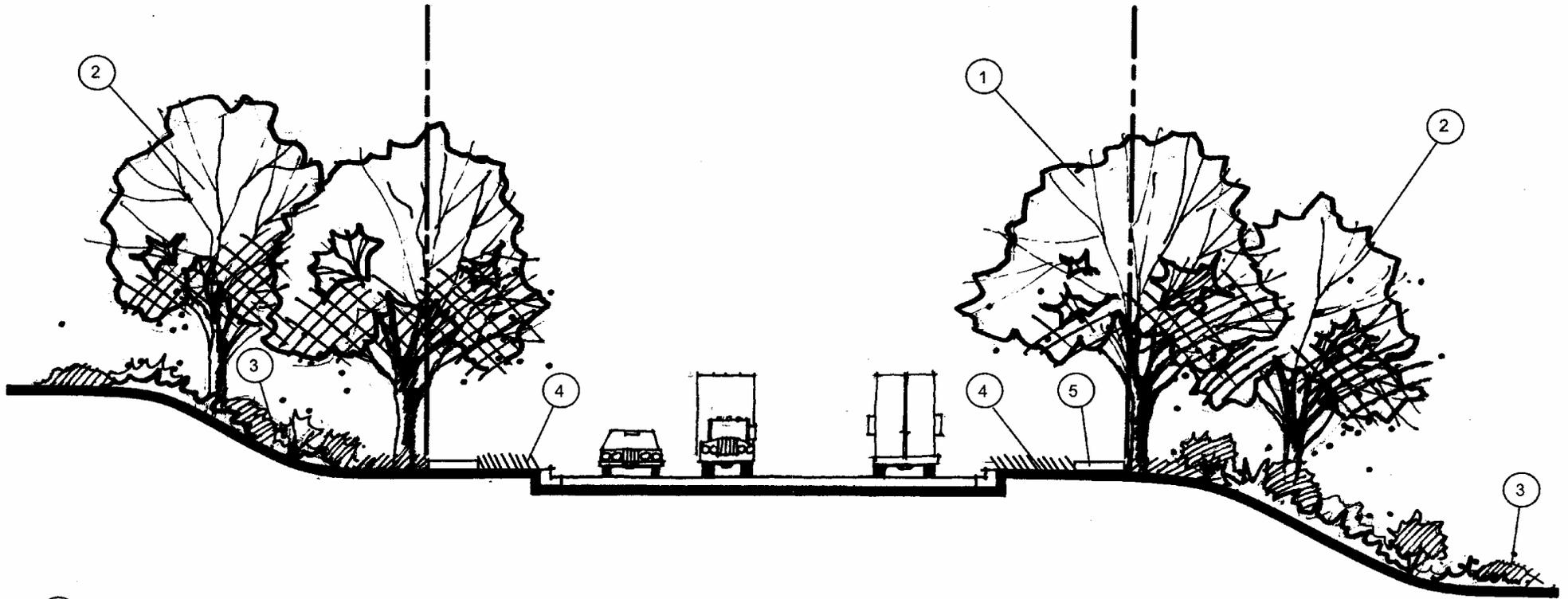
GREEN RIVER RANCH



- ① EVERGREEN SPECIES WHICH ARE PYRAMID SHAPED AND PLANTED IN INFORMAL GROVES WHICH BLEND INTO THE SLOPE PLANTING (GREEN RIVER ROAD BEHIND SIDEWALK STREET TREES)
- ② LOWER STORY ACCENT TREE (GREEN RIVER ROAD MEDIAN STREET TREES)
- ③ CANOPY SHAPED TREES (GREEN RIVER ROAD PARKWAY STREET TREES)
- ④ BACKDROP TREES ON GRADED SLOPES, INFORMAL DRIFTS
- ⑤ SHRUBS
- ⑥ 5' SIDEWALK
- ⑦ TURF

N.T.S. EXHIBIT 15A
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GREEN RIVER RANCH



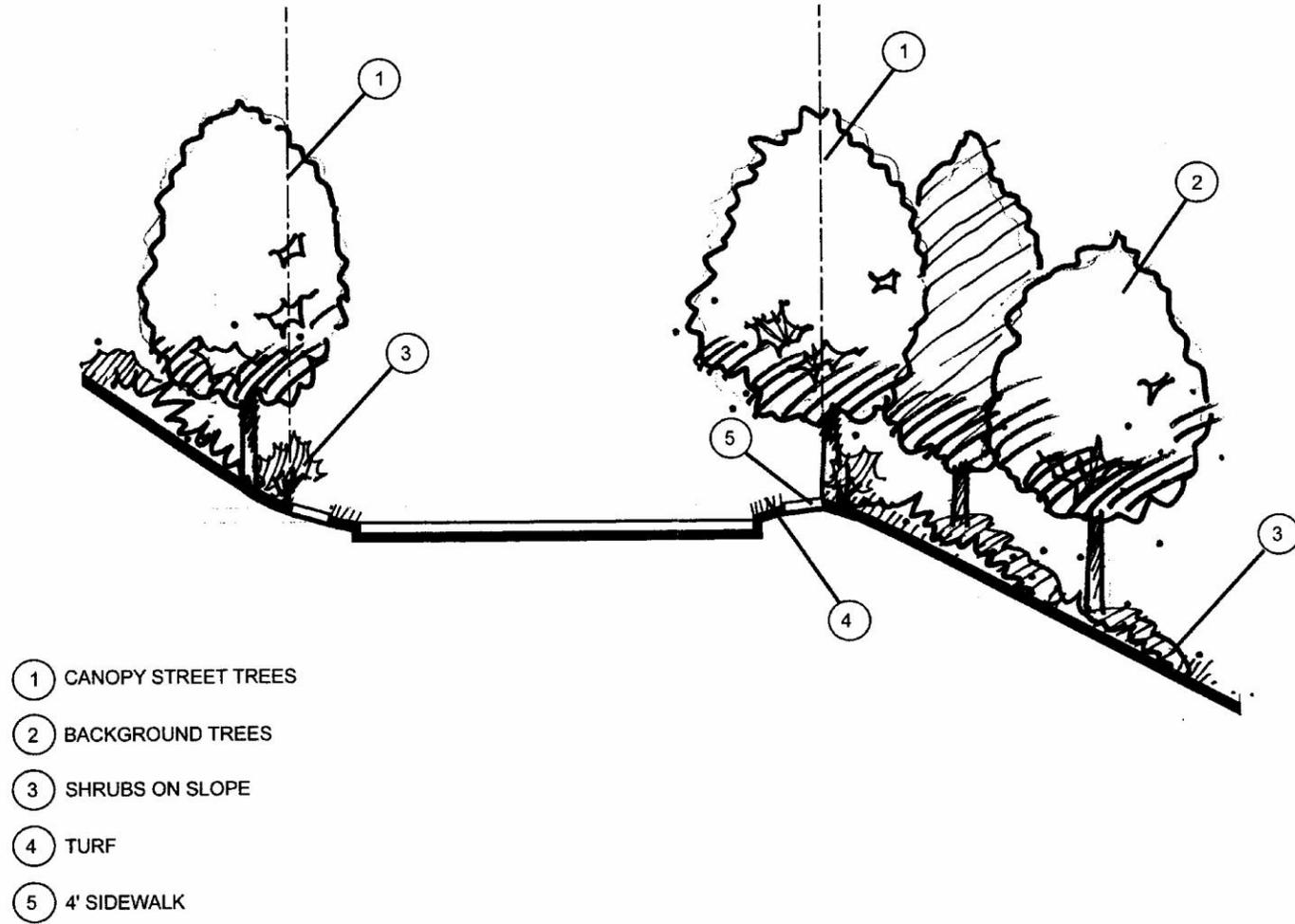
- ① DECIDUOUS COLLECTOR STREET TREES REGULARLY SPACED
(± 45 FEET APART)
- ② BACKDROP TREE ON GRADED SLOPES INFORMAL DRIFTS
- ③ SHRUBS ON SLOPES
- ④ TURF
- ⑤ 5' SIDEWALK

EXHIBIT 15B

CONCEPTUAL STREETScape - LOCAL COLLECTOR STREETS

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additional 7' landscape strip within the parkway. Only turf groundcover and street trees shall be permitted within this landscape strip. As with properties abutting Green River Road, a landscape buffer will be established within all properties abutting Public Streets to provide additional landscaping along these streets (see Exhibit 15B, *Conceptual Streetscape — Collector Streets*).

C. Private Streets

Private Streets will return to a more informal setting, in keeping with the envisioned rural residential character. Canopy deciduous trees, or trees similar in shape to those on the adjoining Public Streets, will continue into Private Streets; however, they will be planted in an informal arrangement to appear as masses or clumps of trees drifting down from the adjoining slopes. Slope planting also will remain informal (see Exhibit 15C, *Conceptual Streetscape — Private Streets*).

4.3.3 Entries

Careful consideration has been given to the location and treatment of project entries. Entries are intended to establish a high quality image for the City: from a City gateway feature, to landscaped streetscenes, to primary project entry, to secondary project entries. The design intent is to create a visual gateway as visitors arrive into the City, and to create distinctive points of arrival at the primary and secondary entry points to the Specific Plan area. They also serve to reinforce the distinctive character of the community at significant intersections. Each entry setting is comprised of a harmonious blend of construction features, tenant signage and landscape treatment which are compatible with the architectural elements of the surrounding buildings. Accent planting is featured at each entry, highlighting the significance of the location.

A. City Gateway

One of the primary gateways to the City of Corona will be at the project's western boundary. The landscape treatment along Green River Road will create an attractive and inviting entrance to the community. Should the City decide to proceed with a City Gateway entry feature or architectural element. The use of materials that complement the design intent of the *Green River Specific Plan* should be considered. Such features could include monuments, pylons, walls, water, ledger stone, fountains, arches, and a suggestion of arches and/or special light treatment. The specific Gateway design should be coordinated with the Green River Ranch landscape program to ensure compatibility. Additionally, the concept should be developed in concert with the City's Parks and Recreation Department, and be reviewed through the Precise Plan review process of the City of Corona Municipal Code.

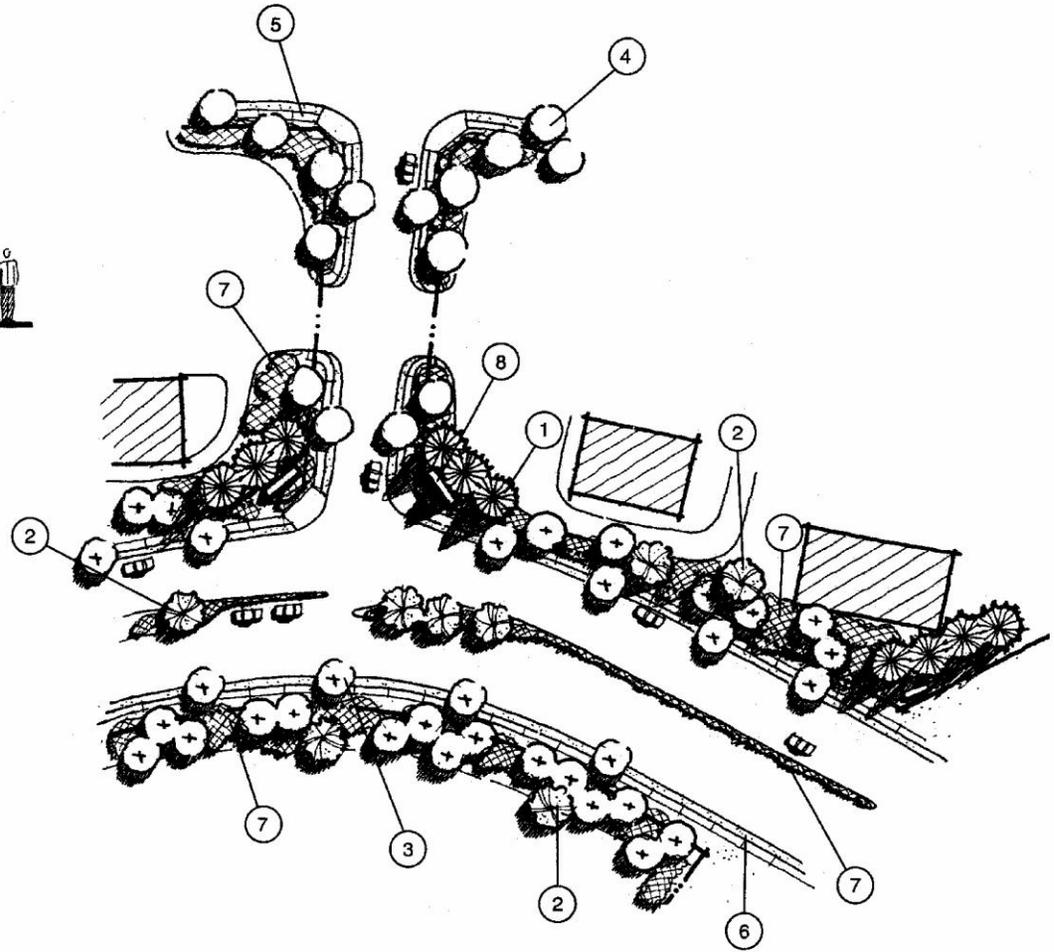
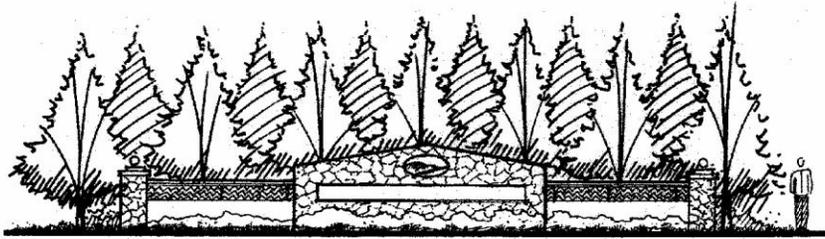
B. Major Project Entries

The major project entries will be located on both sides of Green River Road at the signalized intersection with Street "B". The major entry monumentation establishes the overall community identity. Exhibit 16, *Major Project Entry Landscape Treatment*, depicts the major entry treatment.

C. Minor Project Entries

Three minor project entries are planned along Green River Road: one will be located on at the roadway's intersection with Street "C"; one at the entrance to Planning Area 2 (Mixed Use designation); and one at the western corner of the intersection with Dominguez Ranch Road. In addition, another minor entry will be located along Dominguez Ranch Road at Street "A". These entries will receive a landscape treatment similar to the major project entry, however, on a smaller scale. Exhibit 17, *Minor Project Entry Landscape Treatment*, shows this concept.

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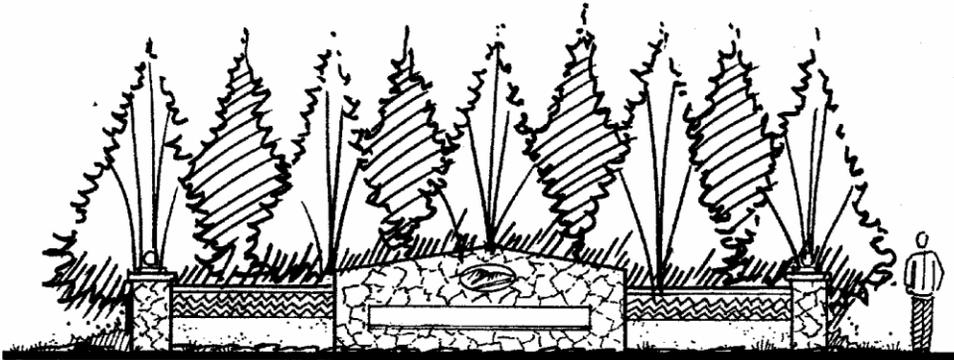
- ① EVERGREEN THEME TREE, PYRAMID SHAPED AT ENTRIES
- ② LOWER STORY ACCENT TREE (GREEN RIVER ROAD MEDIAN STREET TREES)
- ③ BACKDROP TREES ON GRADED SLOPES, INFORMAL DRIFTS (GREEN RIVER ROAD PARKWAY STREET TREES)
- ④ COLLECTOR STREET TREES
- ⑤ 5' SIDEWALK
- ⑥ TURF
- ⑦ LOW SHRUBS
- ⑧ MAJOR PROJECT ENTRY MONUMENTS

N.T.S. EXHIBIT 16

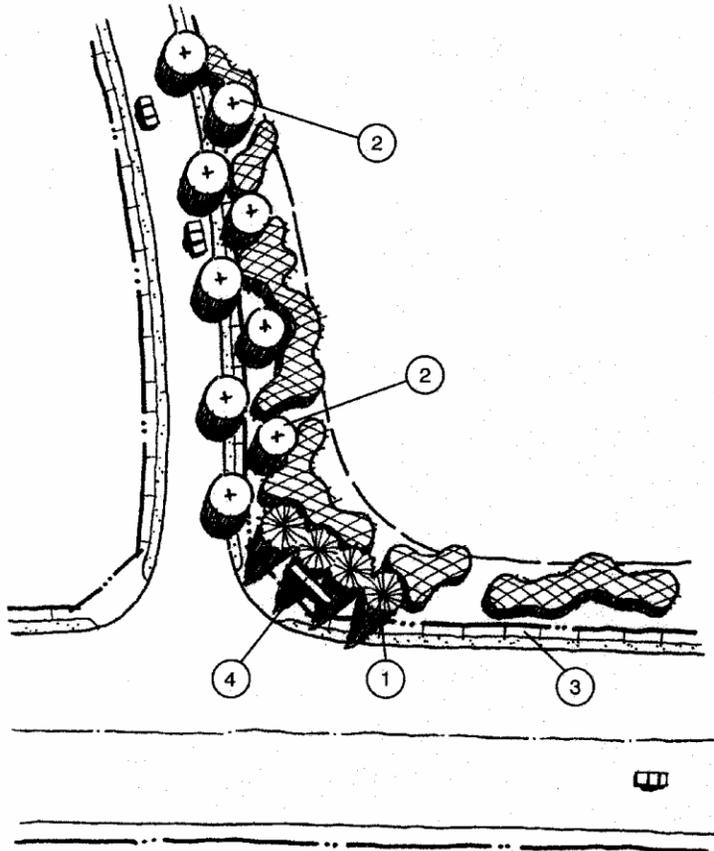
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MAJOR PROJECT ENTRY LANDSCAPE TREATMENT

GREEN RIVER RANCH



- ① EVERGREEN THEME TREE, PYRAMID SHAPED AT ENTRIES
- ② LOWER STORY ACCENT COLLECTOR STREET TREE
- ③ 5' SIDEWALK
- ④ MINOR PROJECT ENTRY MONUMENT



GREEN RIVER RANCH

D. Planning Area Entries

Entries into individual Planning Areas are envisioned to include enhanced landscaping at the entrance from the public collector roadway. Exhibit 18, *Typical Planning Area Entry*, shows this conceptual treatment.

E. Residential Area Entries

It is anticipated that the entrance into the residential district of the Specific Plan will be gated at the entrance to the private streets from the public collector roadways; however, gating is optional. Design features will include decorative gateposts and side walls, accented with flowering landscaping and shade trees. Exhibit 19, *Typical Residential Area Entry*, reflects the vision for the entry into the private community.

4.3.4 Conceptual Parking

Because of the hilly topography of the Specific Plan and proposed terraced nature of the project, parking will be visible not only from the vehicular and pedestrian scale, but also from an aerial perspective when viewed from higher elevations and terraces. In order to break up potentially large expanses of parking lot to soften the visual impact of the lot, to provide relief from heat buildup, and to screen downward views of parking areas from higher elevations, the following Design Guidelines have been developed:

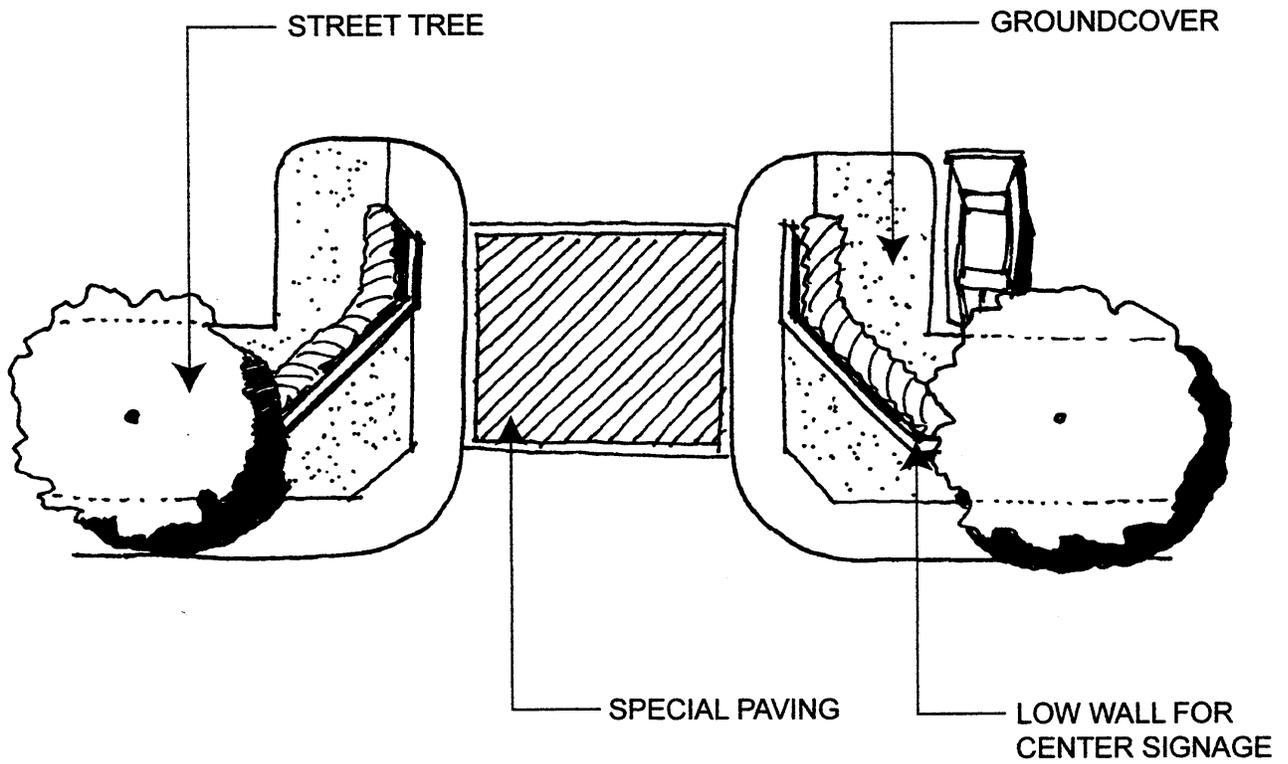
- A. All parking lots and structures shall comply with the standards enumerated in Section 3.3, *Development Standards*, of this Specific Plan.
- B. Parking lots shall be screened from street view by low planting (36" maximum), or by a combination of planting and low walls or earth berms.
- C. The building mass of parking structures shall be broken up by providing one tree for

every 15' of building length, excluding vehicular building entrances.

- D. Landscape islands at a minimum width of 6', or tree planters at a minimum width of 3', should be provided for double loaded parking aisles or stalls.
- E. Landscape fingers, at a minimum width of 4', curb to curb, shall be provided every 10 parking spaces.
- F. Parking lots shall include internal canopy tree planting at a ratio of 1 tree for every 5 stalls, along with 1 tree for every landscape finger.
- G. All trees planted within parking areas shall be a minimum 15-gallon in size in the interior of the parking area, and a minimum of 24" box size along the perimeter of parking area.
- H. A minimum of 5' setback from the parking lot to the building face shall be required. This area will be fully landscaped unless used as a loading area.
- I. Parking lots shall be lighted and designed to ensure pedestrian safety.
- J. Shared access parking is encouraged between different land uses.

Exhibit 20, *Typical Parking Lot*, depicts the typical parking lot landscape concept as well as the shared access parking concept.

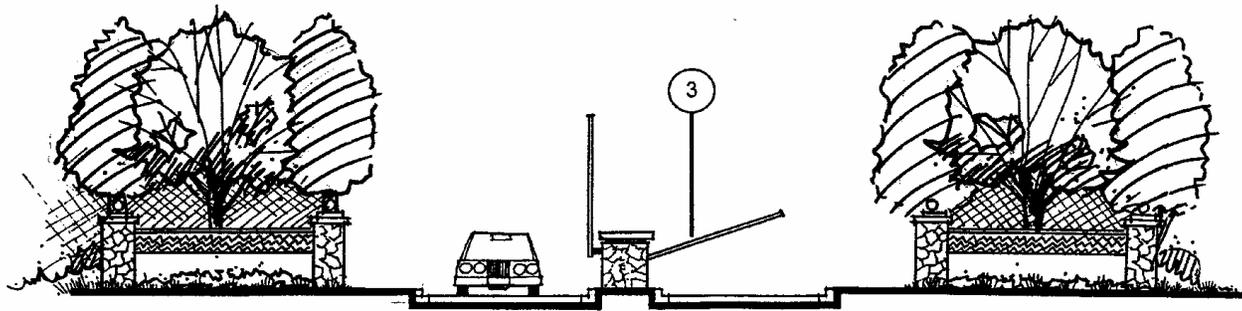
GREEN RIVER RANCH



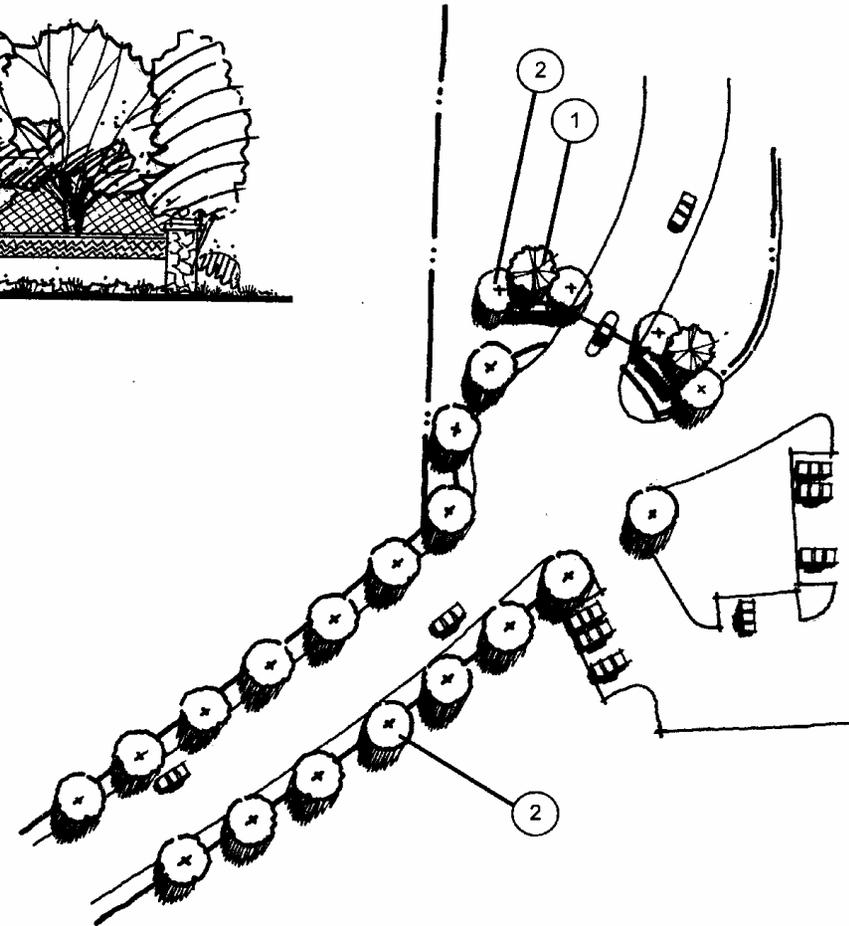
N.T.S. EXHIBIT 18

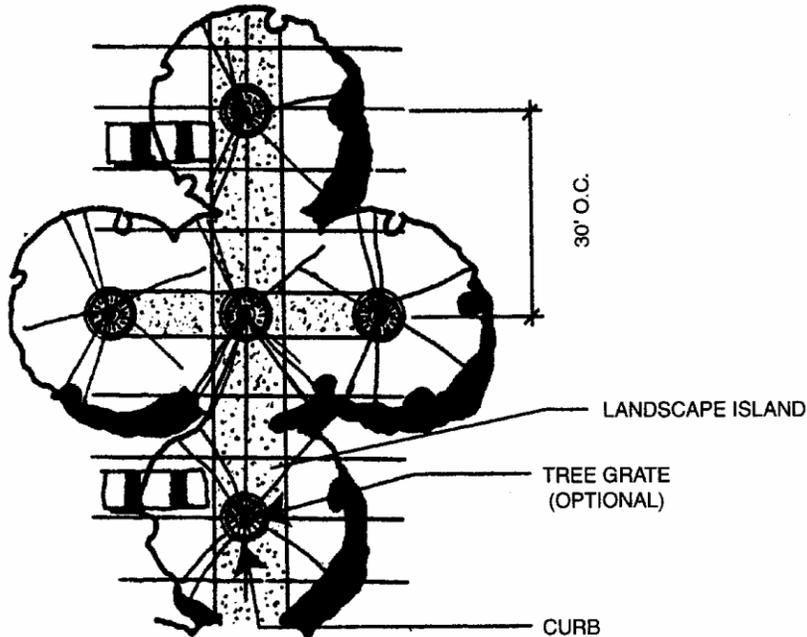
TYPICAL PLANNING AREA ENTRY

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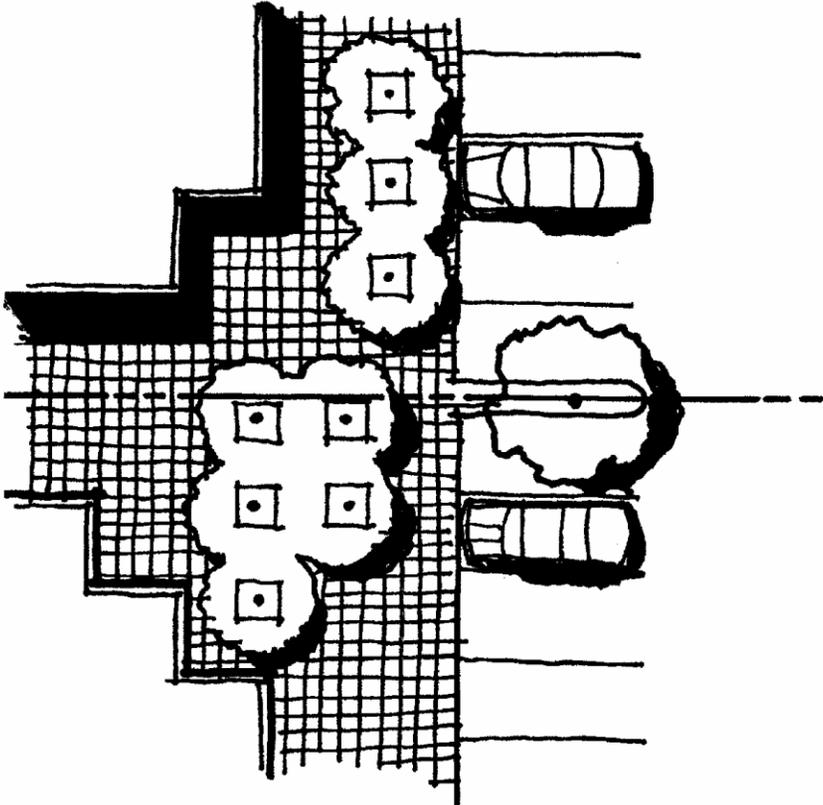


- ① EVERGREEN OR DECIDUOUS THEME TREE
- ② LOWER STORY ACCENT STREET TREE
- ③ OPTIONAL CONTROLLED ENTRY (PER CITY OF CORONA STANDARDS)





TYPICAL PARKING LOT LANDSCAPING



SHARED ACCESS PARKING

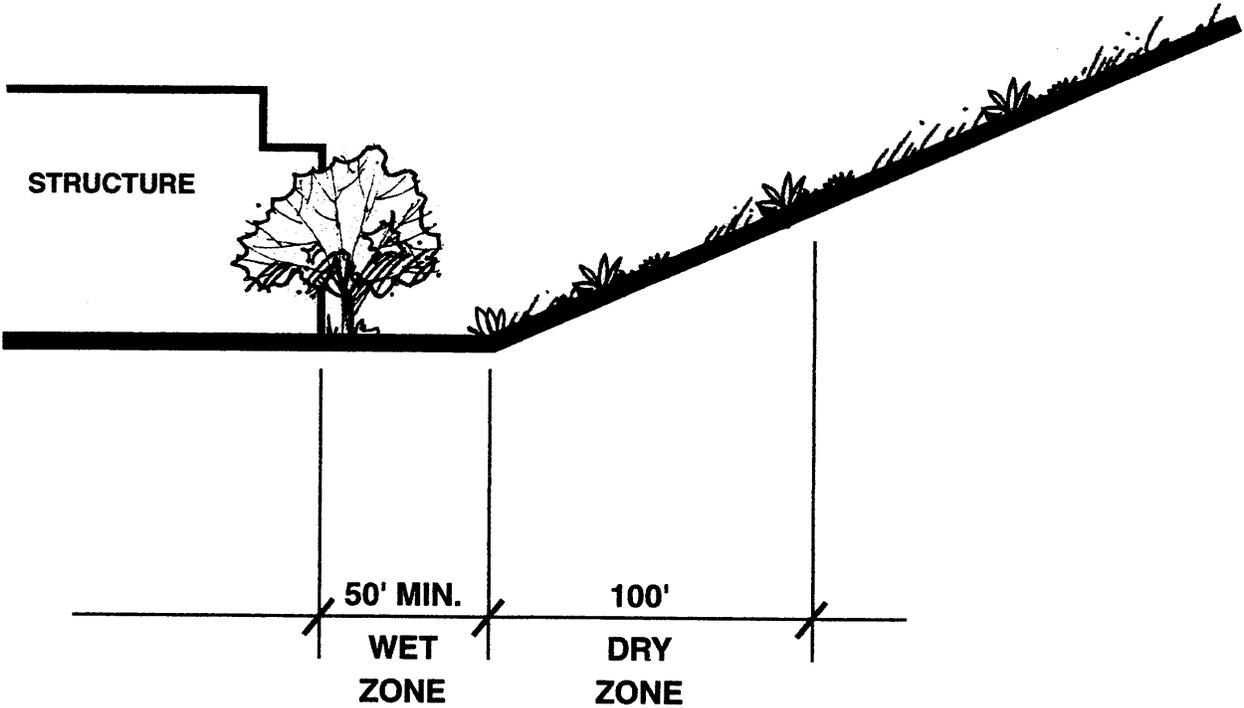
GREEN RIVER RANCH

4.3.5 Buffer Edge Transition/Fuel Modification

The *Green River Ranch Specific Plan* proposes a landscape transition along the interface between concentrated urbanized development and wild land hillsides/slopes. A fuel modification program has been incorporated into this transition area to provide protection for on-site development occurring within hazardous fire areas. The fuel modification zone is established along the alignment of Street “E” the edge of the graded slope areas where they interface with the wild land hillside, as shown on Exhibit 13, *Conceptual Landscape Plan*. Existing flammable vegetation in the fuel modification area, which is not biologically sensitive, will be removed or modified and replaced with drought-tolerant, fire-retardant plants (refer to Section 4.3.6, *Plant Palette*, for the recommended plant palette). No combustible construction or storage shall be permitted within the fuel-modified area. An easement will be established over the fuel modification zone, and permanent markers will be installed to clearly delineate the zone. Continuous maintenance, including irrigation, removal of flammable vegetation, etc., shall be the responsibility of the future Homeowners’ or Tenant’s Association and shall be performed twice a year in accordance with the standards set forth by the Corona Fire Department. Prior to issuance of grading and building permits within the non-residential Specific Plan area, a more detailed Fuel Modification Plan and Program will be submitted to the City for review and approval by the Fire Marshal. The Fuel Modification Plan must also be approved by the Planning Department, Parks and Recreation Department and Public Works Department. A list of acceptable plant materials within the fuel modification zones is provided at the end of Section 4.3.6, *Plant Palette*. Exhibit 21, *Typical Fuel Mod Zone Section*, depicts the following fuel modification areas:

- A. Wet Zone: A minimum 50’ wet zone, as measured from the edge of the structure, shall consist of irrigated landscaping. Plant material selection, irrigation system design, and landscape maintenance shall address water conservation practices and include methods of erosion control to protect against slope failure. Fire-retardant and preferably drought-tolerant plant materials are required in this zone to reduce vegetation mass near the development/wild land interface.
- B. Dry Zone: A minimum 100’ dry zone shall be located adjacent to the wet zone, with thinning or removal of heavy perennial brush required in this area. Replanting may be required for erosion and slope control, with spacing between new planting, as well as remaining plants, being limited to no closer than 18’-22’ on center. Plants in this zone shall be low fuel volume, fire-retardant and drought-tolerant.

GREEN RIVER RANCH



N.T.S. EXHIBIT 21

TYPICAL FUEL MODIFICATION ZONE SECTION

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4.3.6 Plant Palette

A plant palette for Green River Ranch has been developed based on the following criteria:

- A. Appropriateness for Corona's climate
- B. Drought resistance
- C. Fire resistance
- D. Form considerations such as height, branching patterns and density
- E. Maintenance
- F. Aesthetic considerations such as flowering, fruiting and leaf color

F. Street "C"

Botanical Name

Ginkgo biloba (male) 'Autumn Gold' 24" box

G. Street "D"

Botanical Name

Gleditsia tricanthos "Shademaster" 24" box

4.3.6.1 Required Street Trees:

The following plant materials are required:

A. Green River Road Medians

Botanical Name

Liquidambar styraciflua 'Festival' - 36" box

Jacaranda acutifolia 36" box

Cercis Canadensis 24" box - at nose of median

Common Name

American Sweet Gum

Jacaranda

Eastern Redbud

B. Green River Road Parkway

Botanical Name

Quercus agrifolia 24" box

Gleditsia tricanthos "Shademaster" 24" box

Common Name

Coast Live Oak

Honey Locust

C. Green River Road - Behind Sidewalk

Botanical Name

Pinus canariensis 24" box

Pinus eldarica 24" box

Common Name

Canary Island Pine

Afgan Pine

D. Street "A"

Botanical Name

Pistache chinensis 24" box

Common Name

Chinese Pistache

E. Street "B"

Botanical Name

Gleditsia tricanthos "Shademaster" 24" box

Common Name

Honey Locust

GREEN RIVER RANCH

4.3.6.2 Recommended Plant Materials

The following plant materials are recommended:

A. Trees – Evergreen:

Botanical Name

Ficus nitida ‘Green Gem’
Ficus rubiginosa
Magnolia grandiflora

Melaleuca quinquenervia
Phoenix canariensis
Phoenix dactylifera
Pinus canariensis
Pinus eldarica
Podocarpus gracilior
Quercus agrifolia
Tristania conferta
Washingtonia robusta

B. Trees – Deciduous:

Botanical Name

Jacaranda mimosifolia
Koelreuteria bipinnata
Lagerstroemia indica
Pistacia chinensis
Plantanus acreifolia
Prunus cerasifera

C. Shrubs:

Botanical Name

Abelia ‘Edward Goucher’
Acacia redolens
Bougainvillea species
Buxus japonica
Calliandra haematocephala
Escallonia fradesii
Hibiscus rosa-sinensis
Juniperus species
Ligustrum japonicum
Nandina domestica
Nerium oleander
Phormium tenax
Photinia frazeri
Pittosporum species
Podocarpus macrophyllus
Prunus caroliniana

Prunus illicifolia

C. Shrubs:

Botanical Name

Pyracantha species
Raphiolepis indica
Viburnum cuneatum
Xylosma integrum
Rusty Leaf Fig

D. Sub Shrubs:

Botanical Name

Agapanthus africanus
Escallonia rubra
Grewia affinis
Hemerocallis
Lonicera japonica
Diets bicolor
Tecoma stans
Trachelium
Tulbaghia fragrans

E. Vines:

Common Name

Bougainvillea
Bignonia
Ficus pumila
Gelsemium
Purple Leaf Plum

F. Ground Covers:

Botanical Name

Duchesnea
Gazania
Hypericum
Lonicera
Myoporum
Osteospermum
Potentilla
Vinca minor
Juniper
Japanese Privet
Heavenly Bamboo
Oleander
New Zealand Flax
Photinia
Mock Orange
Podocarpus
Carolina Laurel Cherry

GREEN RIVER RANCH

4.6.3.3 Fuel Modification Zone

Acceptable plant materials for the fuel modification area are listed below:

A. Trees:

<u>Botanical Name</u>	<u>Common Name</u>
Ceratonia siliqua	Carob
Cercidium floridum	Blue Palo Verde
Cercidium microphyllum	Ltl. Leaf Palo Verde
Erythea edulis	Guadalupe Palm
Myoporum laetum	N.C.N.

B. Shrubs:

<u>Botanical Name</u>	<u>Common Name</u>
Acacia ongerup	Acacia
Achillea millefolium	Common Yarrow
Achillea tomentosa	Woolly Yarrow
Aloe arborescens	Tree Aloe
Arctostaphylos hookeri	Monterey Carpet
Atriplex canescens	Saltbush
Atriplex cuneata	Saltbush
Atriplex gardneri	Gardner's Saltbush
Atriplex glauca	Saltbush
Atriplex lentiformis brew	Brewer Saltbush
Atriplex rhagodiodes	Silver Saltbush
Ceanothus gloriosus	Pt. Reyes
Ceanothus prostrates	Squaw Carpet
Cerastium tomentosum	Snow in Summer
Cistus 'Descanso Hybrid'	Hybrid Rockrose
Cistus corbariensis	White Rockrose
Cistus corsicus	Rockrose
Cistus cyprius	Rockrose
Cistus incanus	Rockrose
Cistus ladanifer	Crimson Spot Rockrose
Cistus Purpureus	Purple Rockrose
Hedera canariensis	Algerian Ivy
Helianthemum	Sunrose
Nummularium	N.C.N.
Heteromeles arbutifolia	Toyon
Hypericum calycinum	Aaron's Beard
Limonium perezii	Sea Lavender
Lonicera japonica	Hall's Honeysuckle
Lotus scoparius	Deerweed
Myoporum debile	N.C.N.
Myoporum insulare	N.C.N.
Myoporum parvifolium var.	Prostrata
Nerium oleander	Oleander
Rosemarinus officinalis	Dwarf Rosmary
Santolina chamaecyparissus	Lavender Cotton
Sontolina virens	Green Lavender Cotton

GREEN RIVER RANCH

C. Ground Covers:

<u>Botanical Name</u>	<u>Common Name</u>
Acacia ongerup	Acacia
Ajuga reptans	Carpet Bugle
Aloe aristata	N.C.N.
Arctostaphylos edmundsii	Ltl. Sur Manzanita
Arctostaphylos uva-ursi	Bearberry
Arctotheca calendula	Cape Weed
Atriplex glauca	N.C.N.
Antriplex semibaccata	Creeping Saltbush
Baccharis pilularis	Dwarf Coyote Bush
Carpobrotus edulis	Hottentot Fig
Cerastium tomentosum	Snow in Summer
Drosanthemum	N.C.N.
Drosanthemum hispidum	Rosea Iceplant
Gazania hybrida	South African Daisy
Gazania uniflora	Trailing Gazania
Hedera helix	English Ivy
Lampranthus filicaulis	Bush Iceplant
Lampranthus spectabilis	Tailing Iceplant
Lippia canescens	N.C.N.
Malephora crocea	Croceum Iceplant
Malephora luteola	Trailing Iceplant
Myoporum parvifolium var.	Prostrata
Savia sonomensis	Creeping Sage
Sedum album	Green Stonecrop
Sedum confusum	N.C.N.
Sedum lineare	N.C.N.
Sedum rubrotinctum	Brown Bean
Teucrium chamaedrys	Germander
Thymus serpyllum	Mother of Thyme
Verbena peruviana	Peruvian Verbena
Vinca major	Periwinkle
Vinca minor	Dwarf Running Myrtle

4.3.7 Walls and Fences

Walls and fences shall comply with the provisions of Section 17.70.060 of the Corona Municipal Code, except as otherwise provided for in Section 3.3, Development Standards, of this Specific Plan. Where there is a conflict or potential conflict between the development standards contained in Section 17.70.060 of the Corona Municipal Code and the standards contained in this Specific Plan, the provisions of this Specific Plan shall take precedence.

Sufficient slope planting within the Specific Plan area will help screen nonresidential development from the residential areas. However, solid walls shall be required along the west side of Street "A" and Dominguez Ranch Road, to aid in screening nonresidential development in the Specific Plan area from vehicular traffic approaching the project from the adjacent Sierra del Oro community. Walls and fences shall be constructed of materials, colors and textures which are harmonious with architecture of the buildings in the Specific Plan area. The following wall and fence materials and styles are prohibited:

- A. Barbed wire
- B. Razor wire
- C. Unplastered, unfinished, unfaced standard precision block
- D. Plywood or other flat surfaces which do not have relief
- E. Chain link in the General Commercial land use designation
- F. Wood

Walls and fences shall be designed to avoid causing any sight distance problem for pedestrians or vehicles.

4.3.8 Lighting

Lighting throughout the Specific Plan area should be designed to emphasize community amenities, provide continuity along roadway

GREEN RIVER RANCH

corridors, and ensure the safety of residents, tenants and users. Lighting within the Specific Plan area shall comply with City ordinances to provide standard exterior lighting. General lighting criteria include the following:

- A. The use of decorative lighting, such as tree up lights and down lights, retail signage lighting or building lighting, is permitted.
- B. Lighting such as bollards or step lights are encouraged to enhance pedestrian-oriented spaces.
- C. Limit the amount and intensity of lighting to what is necessary for safety and security.
- D. Lighting that is visible from adjacent properties or roads shall be indirect or incorporate full shield cut-offs.
- E. Light standards along roadways should be located at regular intervals along the sides of the roadway.
- F. Light standards will be of a consistent scale, character and color along the complete length of Green River Road.
- G. Streetlights should be consistent within each planning area.
- H. Parking lot lighting should not be visible from beyond the property line of development where feasible.
- I. Parking lot fixtures should be no taller than necessary to provide efficient lighting of the area and in no case should exceed 28' in height, including the base.
- J. Fixture styles and colors should be compatible with the architectural elements of the site.
- K. High-use pedestrian areas, entrances to public facilities, bus or transit stops and

other public areas should be illuminated with pedestrian scale lights.

- L. Up lighting should not be visible from building pads at a higher elevation, and should be designed not to detrimentally affect views from higher elevations looking downward.
- M. Special holiday lighting should be temporary in nature, not to exceed 2 months in duration (e.g. Christmas lighting).

4.3.8.1 Commercial Parking Area Lighting

A lighting plan, prepared by a registered electrical engineer providing horizontal foot-candle values on a 10-foot by 10-foot grid will be required at the time of grading plan check. This plan shall confirm a minimum maintained illumination of 1 foot-candle in all general parking areas and 2 foot-candles at entrances, intersections, and pedestrian crosswalks. Supporting photometric test data shall be submitted with this plan, with the candle power distribution array for each luminaries type specified. Low pressure light sources are unacceptable. The lighting plan shall be subject to the review and approval of the Director of Public Works. The use of rectilinear cut-off, "shoe box", luminaries are recommended.

4.4 ARCHITICTURAL CHARACTER

The purpose and intent of the architectural guidelines for the *Green River Ranch Specific Plan* area is to encourage design that will have a distinct identity, while expressing a thoughtful integration of building structures in a quality, master-planned community. These guidelines will provide the City of Corona with the necessary assurances that this community will develop in accordance with quality and character proposed. To that end, these

GREEN RIVER RANCH

guidelines provide guidance for all future development within the Specific Plan area.

The primary goal of the architectural guidelines is to achieve a high-quality environment comprised of a variety of architectural styles that fit well together. There will be no specific architectural style or type other than the requirement that development within Specific Plan area be consistent with the following design guidelines. The architectural guidelines are intended to convey a feeling, or impression, rather than have a particular design that stands out.

4.4.1 Nonresidential

The overall riding objective in the design of the nonresidential area is to avoid static blandness that is the result of limited detail, accent and color. A multitude of user types are possible within the nonresidential zones. To encourage compatibility while allowing for individuality, the following design guidelines are offered:

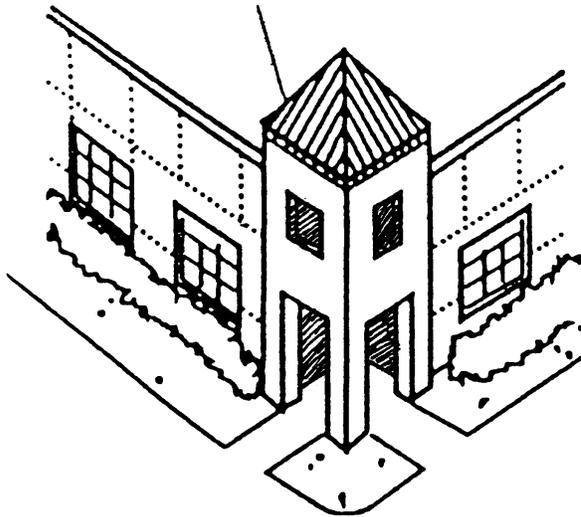
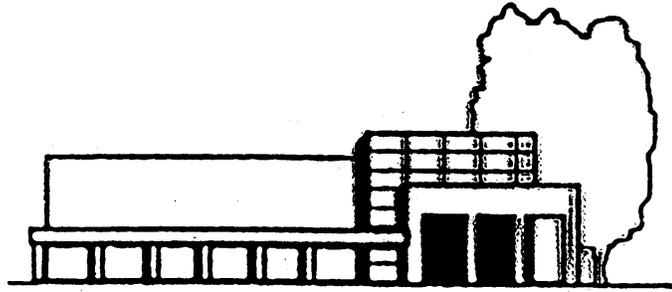
A. Nonresidential Building Massing

1. Variations in massing should include changes in the vertical and horizontal plane.
2. Long, large, solid walls unbroken in relief form or design facing roadways are not permitted, and should be broken up through varied architectural design and landscaping.
3. Horizontal masses for building elevations should not exceed a height-width ratio of 1:6 without a substantial architectural element (e.g. tower, lattice, etc.). See Exhibit 22, *Nonresidential Architectural Guidelines*.
4. The massing breaks and/or building projections should relate to the overall scale of the building.

5. Variation in materials, texture, color, patterns, control joints, etc. consistent with the overall architectural concept should be used to break up building mass. Details or elements which appear added-on or arbitrary should not be allowed.

B. Nonresidential Façade Articulation

1. An Attractive appearance to all facades should be provided through detailing, especially at the base of buildings, along cornices, eaves, parapets or ridge tops, and around entries and windows. Specific detail drawings of these conditions may be requested as part of development review.
2. All building elevations visible from a public street shall be consistent in the quality of materials, detailing and design.
3. Timelessness of design is encouraged through the use of form, light, shadow, texture and color.
4. Appearance may also be enhanced through the use of materials, expansion joints and reveals.
5. Windows should be differentiated from spandrel panels, and the ratio of glass to spandrel should be balanced.
6. Recessed and/or articulated windows, spandrels and columns are encouraged.
7. Roll-up industrial doors directly facing the street frontage shall not be allowed, unless it can be shown they will be screened from public view by landscaping.
8. Glass boxes or monotonous facades without a sense of scale are discouraged. Arbitrary, decorative, stylized or token efforts of architectural elements are not acceptable.



PRIMARY BUILDING ENTRIES SHOULD BE HIGHLIGHTED THROUGH MASSING AND CHANGE IN PARAPET HEIGHT OR ROOF FORM

HORIZONTAL BUILDING MASSES SHOULD NOT EXCEED A HEIGHT/WIDTH RATIO OF 1:6 WITHOUT AN ARCHITECTURAL MASSING VARIATION

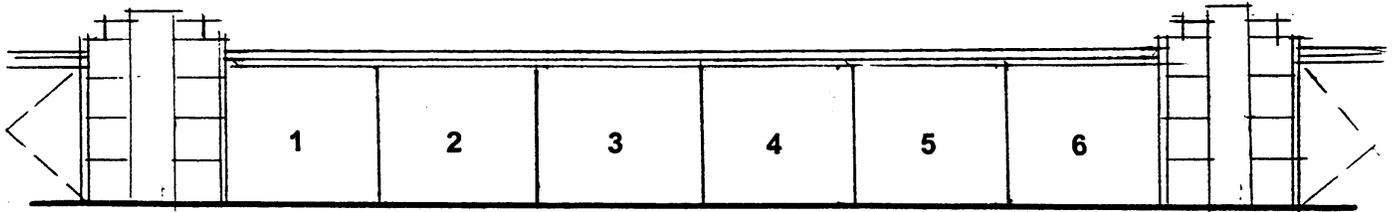


EXHIBIT 22

NONRESIDENTIAL ARCHITECTURAL GUIDELINES

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C. Nonresidential Entry Design

1. Each project should have a pedestrian-scaled building base that clearly identifies building entrances.
2. Building entries and windows are encouraged to face streets and pedestrian walkways.
3. Major building entries should be emphasized and accentuated through creative use of special design, materials, texture and color.
4. Primary building entries should be emphasized through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central massing meeting an entry plaza.
5. Variation in materials, textures, colors, openings and recesses are encouraged.
6. Architectural elements such as arcades, colonnades and covered walkways that define and organize space at the ground plane are encouraged.
7. Utility doors, access panels, fire doors, loading docks, and other openings shall be treated as part of the architectural composition of buildings.
8. Architectural accent features at entries are encouraged.

D. Nonresidential Roofs

1. The primary or predominant roof form shall be flat.
2. Other roof forms may be used in combination with flat roofs to provide emphasis and interest at significant points in the building, such as at building entries.

3. Particular consideration shall be given to color, materials, detailing and design of the roofs.
4. Lighter color flat roofs are encouraged.
5. Mansard roof forms are discouraged.
6. Roof venting and other appurtenant equipment must blend with the building profile and otherwise be finished or screened from view, including aerial views.
7. Roof flashing, rain gutters, drains, downspouts, vents, etc. should match the roof color or contrasting trim.
8. Roofs should appear free of all communication devices. Roof-mounted satellite dishes and un-camouflaged antennas shall be located and treated in a manner that either screens the facility from view, or incorporates it into the architectural design of the building.

E. Nonresidential Exterior Materials

1. The use of high-quality building materials is encouraged.
2. Recommended materials include masonry, sandblasted concrete, pre-cast concrete, textured block, brick, granite, marble, glass, wood, stucco and similar materials.
3. Concrete blocks should also be avoided unless mitigated through careful and decorative design, texture and reveals.
4. Highly reflective mirrored glass is prohibited.
5. Buildings with a predominantly metal exterior are prohibited.

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6. Materials and detailing should have substantial and long-lasting appearance.

F. Nonresidential Colors

The color scheme for existing neighboring buildings shall be considered during color selection.

G. Nonresidential Auxiliary Structures, Equipment and Utilities

1. All roof-mounted mechanical equipment shall be screened on all sides, including the top of the equipment.
2. Mechanical screens and penthouses shall be integrated with the building design and facade, and shall be constructed of similar or compatible materials and colors.
3. All ground-mounted mechanical equipment, including heating and air conditioning units and trash receptacle areas, shall be completely screened by a wall, landscaping or other appropriate screening devices, or shall be wholly enclosed within the building.
4. Sound attenuation of motor operations is required.
5. Screening materials shall blend with the building materials and design, and any landscaping within the vicinity.
6. Exterior storage of equipment, supplies, refuse, garbage, junk or their receptacles shall be prohibited.
7. All exterior storage, trash receptacles and dumpsters shall be screened by landscaping, fencing or walls, in accordance with the standards described previously.
8. No mechanical equipment shall be exposed on the wall surface of a building.

9. Vents, louvers, exposed flashing, tanks, stacks, overhead doors, rolling and “man” service doors shall be painted consistent with the color scheme of the building.
10. All utilities and utility connections shall be placed underground in accordance with the City of Corona, Public Utilities Commission and local utility company standards.
11. Transformer, terminal boxes and pads, meter cabinets, pedestals, ducts, and other facilities may be placed above ground, provided that they are screened with landscaping or other appropriate screen devices.
12. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary.

4.4.2 Residential

The hillside residential development shall be rural in character with a strong relationship to its natural setting. Incorporation of the following elements into the design of new buildings is recommended.

A. Residential Building Massing

1. One- and two-story buildings in muted colors are permitted.
2. Where appropriate, building forms should be “stepped” to conform to site topography.
3. Strong shade and shadow patterns are recommended to create variation of planes in building elevations.
4. Exposed pole or column foundations on the downhill side of a lot are prohibited.

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5. Concrete foundations on the exposed, downhill sides of lots must be constructed with finished materials to match the upper levels of the building.
6. Building massing should be articulated and complex to the extent practical.
7. Building mass should be broken up when viewed from streets though varied exterior building wall alignment and landscaping.
8. Each residence shall have a minimum of an enclosed two-car garage with garage door.

B. Residential Roofs

1. The predominant roofline should not be in opposition to the general slope of the land.
2. Rooftop terraces at low stories, verandas, balconies, decks, or other defined outdoor spaces are encouraged.
3. Rooftop solar water tanks are prohibited.
4. Roofing materials shall be concrete, cement or other fire resistant materials.
5. Class A roofing materials are required accordance with the City of Corona Municipal Code.
6. Fiberglass or metal roofing is not allowed for the primary residence, but metal roofing may be permitted for accessory structures such as sheds and barns.
7. Long, straight rooflines should be avoided.
8. Flat roofs are discouraged except when used in conjunction with a gable or hip roof.
9. Flat roofs for terrace covers, trellises or similar structures are acceptable if designed as an architectural extension of the house.

10. Steep mansard and gambrel roofs are prohibited.
11. Roofs, building materials and colors of garages should be designed to reflect the character of the primary residence.
12. Skylights and roof-mounted solar panels should be designed as an integral part of the roof and shall be parallel to the roof plane.
13. Covered doorways are encouraged.

C. Residential Exterior Materials

1. Exterior building materials shall be wood-like siding, brick, stone, cement, stucco or plaster.
2. All structures located within 200' of a wild land area shall be constructed with one-hour fire protected eaves.
3. Because the site's proximity to wild lands and exposure to fire hazards, wood exterior siding is discouraged, and wood patio covers and decks in the residential areas should be limited.
4. The following exterior finish materials are prohibited:
 - a. plywood
 - b. plastic or vinyl materials, unless they have been textured and designed to appear as wood or other natural materials.
 - c. particle board
 - d. metal, aside from window frames, garage doors, and wrought iron fencing
5. Natural wood or wood-like details and trim are encouraged.
6. Stone, rock, brick or similar are encouraged for accent and trim.

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7. Window glass should be clear.
 8. Concrete, brick, stone, tile or similar paving materials are permitted for parking and driveways.
 9. Bare metallic surfaces (vents, pipes, gutters, flashing, etc.) should be painted to match the adjacent surface or covered from view.
 10. Skylights with highly reflective surfaces are not allowed.
3. Antennas and satellite dishes shall be screened from view from other residential properties within the Specific Plan area.
 4. Skylights and roof-mounted solar panels, to the greatest extent possible, shall be located away from the views of neighbors and roadways.
 5. Screening materials shall blend with the building materials and design, and any landscaping within the vicinity.

D. Residential Colors

1. Generally, roof colors should be darker than exterior building walls.
2. For larger building surfaces (excluding trim), colors should be muted and lighter in value. Muted colors should contain a mix of complementary colors that result in off-whites, tans and other “softer colors.”
3. Lighter colors should have a value equivalent to 30% or less on a gray scale.
4. Accent colors may include brighter and darker colors.
5. Residential building materials and color schemes should be muted and blend with the predominant colors and values of the surrounding landscape.

E. Residential Accessory Structures and Equipment

1. All air conditioning/heating equipment, soft water tanks, gas and electric meters, pool, spa and fountain equipment associated with single family residential units must be screened from public view.
 2. Sound attenuation of motor operation (pool pumps, air conditioning, etc.) is required.
6. Exterior storage of accessory motor vehicles, motor homes, RVs, trailers, boats, personal watercraft or similar vehicles shall be prohibited unless screened appropriately from the view of other residential properties within the Specific Plan area. If permitted through the Development Standards enumerated in Chapter 4.0, display of a reasonable amount of said vehicles shall be permitted so long as setbacks are observed.
 7. All utilities and utility connections shall be placed underground in accordance with the City of Corona, Public Utilities Commission and local utility company standards.
 8. Transformer, terminal boxes and pads, meter cabinets, pedestals, ducts, and other facilities may be placed above ground, provided that they are screened with landscaping or other appropriate screen devices.
 9. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary.

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5.0 IMPLEMENTATION

5.1 INTRODUCTION

The *Green River Ranch Specific Plan* serves both a planning function and regulatory function. It is a vehicle by which the General Plan is implemented with regards to the Green River Ranch property. The Specific Plan contains all applicable land use regulations and will thus constitute the zoning for all of Green River Ranch. In addition, general administration rules are specified to properly relate the Specific Plan to the provisions within the Corona Municipal Code.

Implementation of the proposed land uses shall be through approved Subdivision Map Act procedures, Precise Plans, and Site Development Plan Review. A Precise Plan approval is required for all the land uses within the *Green River Ranch Specific Plan*, except for the residential land use designations, and uses requiring a Conditional Use Permit (CUP). A CUP application will satisfy the Precise Plan requirement. A plan of services and master plan studies for streets, sewer, water and storm drain are essential for adequately assessing specific infrastructure needs.

5.2 PHASING

Construction phasing of all water and sewer and storm drain facilities is contingent upon the approval of the required master plan studies. Therefore, all phasing of this infrastructure is conceptual.

Implementation of the *Green River Ranch Specific Plan* will require improvements to traffic/circulation, drainages, water and sewer within the project area as well as the vicinity. Development is anticipated to occur in four phases as shown on Exhibit 23, *Conceptual Phasing Plan*, to ensure that adequate infrastructure and municipal services are in

place prior to issuance of a certificate of occupancy by the City. This phasing concept plan does not establish a required sequence of development for the project and is not intended to dictate time sequential development. Instead, the Conceptual Phasing Plan depicts the current estimate of the most likely phasing scenario. Concurrent development within Phases 1, 2 and 3 may occur depending upon site availability, construction logistics and market conditions. It is anticipated that Phase 1 will proceed immediately upon approval of the project. Phase 2, and possibly Phase 3, construction will begin approximately six months thereafter. Grading of Phases 1, 2 and 3 will occur in two stages – initial rough grading to define the general planning area pads, and precise grading to refine individual site-specific pads. Partial grading of the residential area (Planning Area 6) may occur in Phase 2 in order to balance the earthwork on-site. While Phases 1, 2 and 3 will be completed within three to five years after start of construction Phase 4 will not be contemplated until after the year 2003. Since this phase may remain undeveloped for some time, a detailed layout for the area will be submitted at a later date.

Due to the fact that project construction may not occur in the same sequence as depicted on the Conceptual Phasing Plan, the following three scenarios, each presenting a different phasing sequence, have been provided herein to clearly define the extent and location of street and infrastructure improvements associated with each development phase under that particular scenario.

A. Primary Scenario – Scenario A

Under the Primary Scenario, project construction will follow the order of sequence as depicted on the Conceptual Phasing Plan.

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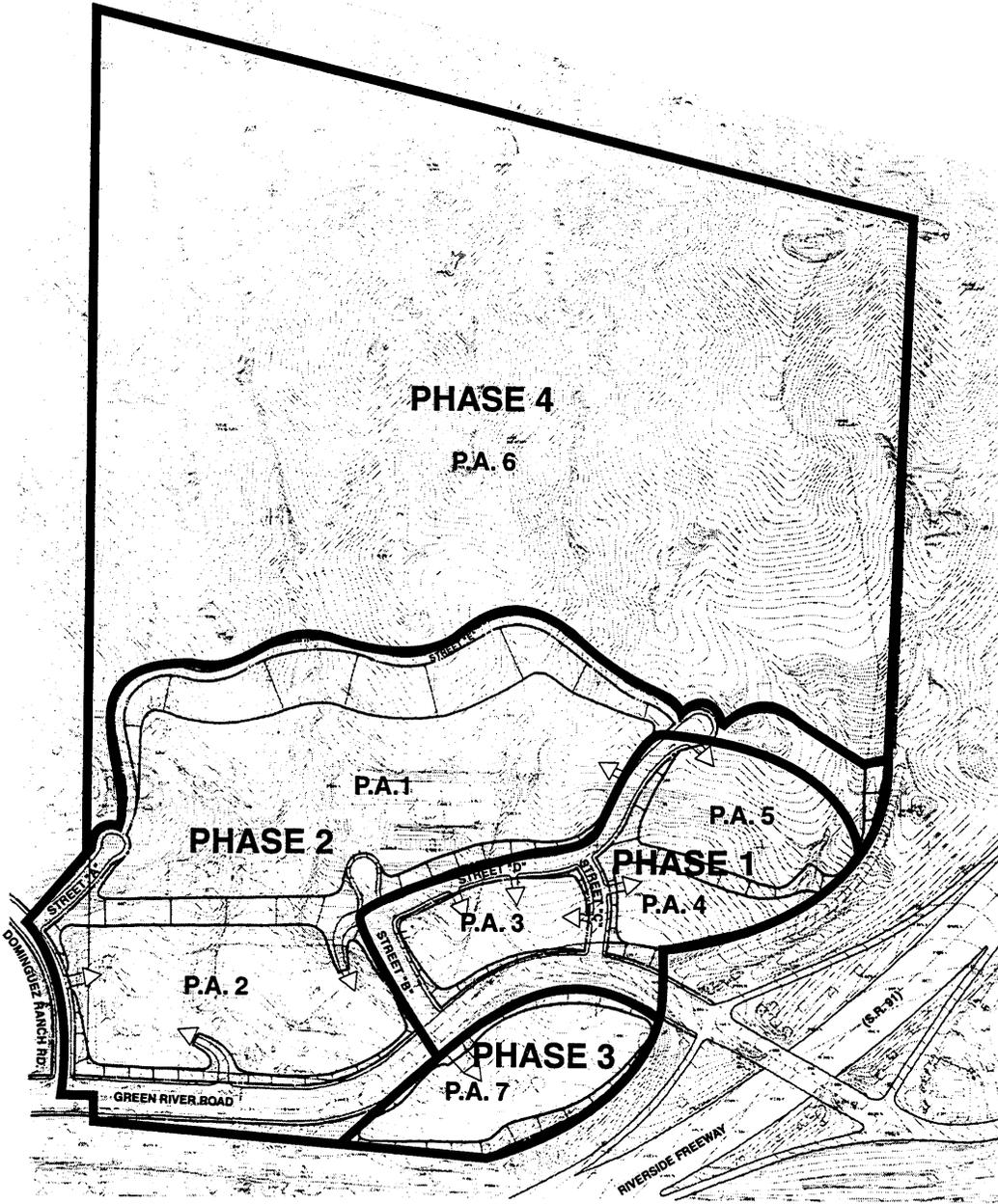


EXHIBIT 23

CONCEPTUAL PHASING PLAN

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Street and infrastructure improvements will include the following:

- 1. Phase 1: Planning Areas 3, 4 and 5 b. (Commercial-General and Hotel/Mixed Use/Office land uses)**
 - a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to east property line of PA7: Construct full curb-to-curb improvements, including curb and gutter, raised median and street lights on both sides of street. Defer sidewalk construction until Phases 2 and 3.
 - 2) Green River Road from east property line of PA7 to Caltrans ROW: Construct full right-of-way improvements on the south side only, with A/C berm on the north side along PA7 frontage. Construct raised median and streetlights on the south side, as well as sidewalk the south side from Street “B” to the freeway off-ramps. Install traffic signal at Street “B” and eastbound and westbound freeway off-ramps. Defer construction north side sidewalk, curb and gutter and landscaping until Phase 3. Pay fair share fee for 92 Freeway bridge widening.
 - 3) Street “B”: Construct full right-of-way improvements, including street lights, sidewalk on the west side only. Defer east side sidewalk and landscaping until Phase 2.
 - 4) Street “C”: Construct full right-of-way improvements, including street lights and sidewalks.
 - 5) Street “D”: Construct full right-of-way improvements, including street lights, sidewalk on the north side only from Street “B” to Street “C”. Construct temporary cul-de-sac at the west side of Street “C”. Defer sidewalk and landscaping on the south side and balance of Street “D” to Phase 2.
 - b. Water Improvements: Construct water lines in Green River Road from Dominguez Ranch Road to Street “C” and in Streets “B”, “C” and “D” and provide looped system across future Street “E” with connection to Dominguez Ranch Road.
 - c. Sewer Improvements: Construct off-site sewer main to the existing City of Corona lift station at Green River Road and Palisades Drive. Construct lift station to pump from Dominguez Ranch Road to Palisades Drive. Upgrade the existing lift station as needed to accomplish increased flows. Construct sewer mains in Green River Road and Streets “B” and “C”.
 - d. Storm Drain Improvements:
 - 1) Extend existing box culvert in Green River Road for road widening and construct portions of storm drain lines in Green River Road from Dominguez Ranch Road to Street “B”. Construct temporary debris/retention basin to channel and control existing natural drainage into extended box culvert.
 - 2) Construct portion of storm drain line in Street “B” and portion of storm drain line in Street “C” with temporary basins in PA1 to insure that these lines do not exceed the nature flow currently reaching PA7.
- 2. Phase 2: Planning Areas 1 and 2 (Mixed Use land uses)**
 - a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to Street “B”: Construct sidewalk and landscaping on the south side.
 - 2) Street “A”: Construct full curb-to-

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- curb improvements, including street lights, sidewalk and landscaping of both sides of the street.
 - 3) Street “B”: Construct sidewalk and landscaping on the east side.
 - 4) Street “D”: Construct sidewalk and landscaping on the north side and balance of Street “D” west of Street “C”.
 - 5) Street “E”: Construct 24-foot wide maintenance road with two 6-foot shoulders.
- b. Water Improvements: Construct water main in Street “A” and in Street “D” west of Street “C” to Street “A” connection.
 - c. Sewer Improvements: Construct sewer in Street “A” and Dominguez Ranch Road to join Phase 1 sewer in Green River Road. Construct sewer in Street “D” west of Street “C”. If Phase 1 is permitted to make an interim connection to the SARI line, then the off-site line and lift station in Green River Road from Dominguez Ranch Road to Palisades Drive will be constructed.
 - d. Storm Drain Improvements:
 - 1) Construct east storm drain line in Street “A” and Dominguez Ranch Road to join storm drain constructed in Green River Road in Phase 1.
 - 2) Construct center storm drain line through PA1 to join storm drain in Street “B”.
 - 3) Construct storm drain line in Streets “D” and “E” and join storm drain in Street “C”.
 - 4) Construct all necessary permanent debris basins and remove all temporary basins.
- 3. Phase 3: Planning Area 7 (Mixed Use land uses)**
- a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to east property line of PA7: Construct full sidewalk and landscaping on north side from Dominguez Ranch Road to east property line of PA7.
 - 2) Green River Road from the east property line of PA7 to Caltrans ROW: Construct curb and gutter, street lights and sidewalk on the north side along PA7 frontage. Modify traffic signal at Street “B” and at the freeway off-ramps.
 - b. Water Improvements: All water mains to serve PA7 are constructed in earlier phases.
 - c. Sewer Improvements: All sewer mains to serve PA7 are constructed in earlier phases.
 - d. Storm Drain Improvements: Complete the storm drain line from Green River Road and Street “C” to the north property line and connect to the existing drain at the BN&SF RR.
- 4. Phase 4: Planning Area 6 (Estate Residential land uses)**
- a. Street Improvements: Widen Street “E” to City of Corona private street standard and construct missing improvements.
 - b. Sewer Improvements: Construct sewer mains in Street “E” as needed to serve the residential lots.
 - c. Storm Drain Improvements: All storm drains and basins required for the project are constructed in earlier phases. Any additional drainage facilities will be determined at the time of development of the residential units.

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B. Alternate Scenario - Scenario B

Project construction under this scenario will occur in the following sequence: Phase 2, Phase 1, Phase 3, and Phase 4

1. Phase 2: Planning Areas 1 and 2 (Mixed Use land uses)

a. Street Improvements:

- 1) Green River Road from Dominguez Ranch Road to east property line of PA 7: Construct full curb-to-curb improvements, including raised median and sidewalk, and street lights on south side. Defer north side sidewalk and streetlights to Phase 3.
 - 2) Green River Road from east property line of PA7 to Caltrans ROW: Construct curb and gutter on south side only, with A/C berm on the north side along PA7 frontage. Construct raised median and streetlights on the south side and sidewalk on the south side from Street "B" to the freeway off-ramps. Install traffic signal at Street "B" and the freeway off-ramps. Defer north side sidewalk and streetlights to Phase 3.
 - 3) Street "A" Construct full curb-to-curb improvements including streetlights and sidewalk on both sides of street.
 - 4) Street "B" Construct full curb-to-curb improvements, including streetlights, and sidewalk on east side only. Defer west side sidewalk to Phase 1.
 - 5) Street "C" Construct full curb-to-curb improvements including streetlights. Defer all sidewalks to Phase 1.
 - 6) Street "D" Construct full curb-to-curb improvements including streetlights, sidewalk on south only. Defer north sidewalk to Phase 1.
 - 7) Street "E": Construct 18-foot wide maintenance road with two 6-foot shoulders.
- #### b. Water Improvements: Construct water lines in Green River Road from Dominguez Ranch Road to Street "C" and Streets "B", "C" and "D" to provide a looped water system. Construct water main in Street "A".
- #### c. Sewer Improvements: Construct off-site sewer main to existing City of Corona lift station at Green River Road and Palisades Drive. Construct lift station to pump from Dominguez Ranch Road to Palisades Drive. Upgrade existing lift station as needed to handle increased flows. Construct sewers in Green River Road, Streets "B" and "C", and portion of Street "D". Construct sewer in Street "A" and Dominguez Ranch Road to join sewer in Green River Road.
- #### d. Storm Drain Improvements:
- 1) Extend existing box culvert in Green River Road for road widening and construct the portions of storm drain lines in Green River Road from Dominguez Ranch Road to Street "B". Construct east storm drain line in Street "A" and Dominguez Ranch Road to join storm drain constructed in Green River Road.
 - 2) Construct center storm drain line through PA1 and connect to storm drain in Street "B".
 - 3) Construct storm drain line in Street "B" and storm drain line in Streets "C" and "D" with temporary basins in PA5 to insure that these lines do not exceed the nature flow currently reaching PA7.
 - 4) Construct all permanent debris basins.

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- 2. Phase 1: Planning Areas 3, 4 and 5 (Commercial-General and Hotel/Mixed Use/Office land uses)**
 - a. Street Improvements:
 - 1) Green River Road from Street “B” to the Caltrans ROW: Construct sidewalk on south side.
 - 2) Street “B”: Construct west side sidewalk.
 - 3) Street “C”: Construct sidewalk on both sides.
 - 4) Street “D”: Construct south side sidewalk.
 - b. Water Improvements: All water mains needed are constructed with Phase 2.
 - c. Sewer Improvements: All sewer mains needed are constructed with Phase 2.
 - d. Storm Drain Improvements: All storm drains needed are constructed with Phase 2.
- 3. Phase 3: Planning Area 7 (Mixed Use land uses)**
 - a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to east property line of PA7: Construct north side sidewalk and streetlights.
 - 2) Green River Road from east property line of PA7 to Caltrans ROW: Construct curb and gutter, streetlights and sidewalk on north side along PA7 frontage. Modify traffic signal at Street “B” and at the freeway off-ramps.
 - b. Water Improvements: All water mains to serve PA7 are constructed in earlier phases.
 - c. Sewer Improvements: All sewer mains to serve PA7 are constructed in earlier phases.
 - d. Storm Drain Improvements: Complete storm drain line from Green River Road and Street “C” to the north property line and connect to the existing drain at the BN&SF RR.
- 4. Phase 4: Planning Area 6 (Estate Residential land uses)**
 - a. Street Improvements: Widen Street “E” to City of Corona private street standard and construct missing improvements.
 - b. Water Improvements: Construct water main in Street “E” from Street “A” to Street “D” to provide water system loop.
 - c. Sewer Improvements: All sewer mains to serve PA7 are constructed in earlier phases.
 - d. Storm Drain Improvements:
 - 1) All storm drains and basins required for the project are constructed in earlier phases.
 - 2) Any additional drainage facilities will be determined at the time of development of the residential units.

C. Alternate Scenario – Scenario C

Under this scenario, project construction will occur in the following sequence: Phase 3, Phase 1, Phase 2, and Phase 4.

1. Phase 3: Planning Area 7 (Mixed Use land uses)

- a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to east property line of PA7: Construct full curb-to-curb improvements including raised median, sidewalk on north side and street lights. Defer south side

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- sidewalk construction until Phase 2.
 - 2) Green River Road from east property line of PA7 to Caltrans ROW: Construct full curb-to-curb improvements including raised median, sidewalk on north side and street lights. Defer south side sidewalk construction until Phase 1. Install traffic signals at Street “B” and the freeway off-ramps.
 - b. Water Improvements: Construct water lines in Green River Road from Dominguez Ranch Road to Street “C”.
 - c. Sewer Improvements:
 - 1) Construct off-site sewer main to existing City of Corona lift station at Green River Road and Palisades Drive. Construct lift station to pump from Dominguez Ranch Road lines to Palisades Drive.
 - 2) Upgrade existing lift station as needed to handle increased flows
 - d. Storm Drain Improvements: Extend existing box culvert in Green River Road for road widening and construct portions of storm drain lines in Green River Road from Dominguez Ranch Road to Street “B”. Construct temporary debris/retention basin to channel and control existing natural drainage into extended box culvert. Construct the storm drain line from Green River Road and Street “C” to the north property line and connect to the existing drain at the BN&SF RR.
- 2. Phase 1: Planning Areas 3, 4 and 5
(Commercial-General and
Hotel/Mixed Use/Office land uses)**
- a. Street Improvements:
 - 1) Green River Road from Street “B” to Caltrans ROW: Construct sidewalk on south side along PA2 and PA3 frontage. Modify traffic signal at Street “B” and Green River Road.
 - 2) Street “B”: Construct full curb-to-curb improvements including street lights and sidewalk on west side only. Defer east side sidewalk to Phase 2.
 - 3) Street “C”: Construct full curb-to-curb improvements including street lights and sidewalks.
 - 4) Street “D”: Construct full curb-to-curb improvements including street lights, sidewalk on north only from Street “B” to Street “C”. Construct temporary cul-de-sac at west side of Street “C”. Defer south sidewalk and balance of Street “D” to Phase 2.
 - b. Water Improvements: Construct water lines in Streets “B”, “C” and “D”, and provide looped system across future Street “E” with connection to Dominguez Ranch Road.
 - c. Sewer Improvements:
 - 1) Construct off-site sewer main to existing City of Corona lift station at Green River Road and Palisades Drive. Construct lift station to pump from Dominguez Ranch Road to Palisades Drive if alternate connection to the SARI line was approved and utilized in Phase 3.
 - 2) Construct sewers in Streets “B” and “C”.
 - d. Storm Drain Improvements: Construct portion of storm drain line in Street “B” and portion of storm drain line in Street “C”, with temporary basins in PA1 to insure that these lines do not exceed the nature flow currently reaching PA7.

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3. Phase 2: Planning Areas 1 and 2 (Mixed Use land uses)

- a. Street Improvements:
 - 1) Green River Road from Dominguez Ranch Road to Street "B": Construct sidewalk and streetlights on south side
 - 2) Street "A": Construct full curb-to-curb improvements including street lights and sidewalk on both sides of street.
 - 3) Street "B": Construct east side sidewalk.
 - 4) Street "D": Construct north side sidewalk and balance of Street "D" west of Street "C".
 - 5) Street "E": Construct 18-foot wide maintenance road with two 6-foot shoulders.
- b. Water Improvements: Construct water main in Street "A" and in Street "D" west of Street "C".
- c. Sewer Improvements: Construct sewer Dominguez Ranch Road to join Phase 3 sewer in Green River Road.
- d. Storm Drain Improvements:
 - 1) Construct east storm drain line 3 in Street "A" and Dominguez Ranch Road to join storm drain constructed in Green River Road with Phase 3.
 - 2) Construct center storm drain line through PA1 to join storm drain in Street "B" and construct storm drain line in Streets "E" and "D" to join line in Street "C".
 - 3) Construct all necessary permanent debris basins and remove all temporary basins.

4. Phase 4: Planning Area 6 (Estate Residential land uses)

- a. Street Improvements: Widen Street "E" to City of Corona private street standards from Street "A" to Street "D".
- b. Water Improvements: Construct water main in Street "E" from Street "A" to Street "D" to provide water system loop.
- c. Sewer Improvements: Constructs sewer in Street "E" as needed.
- d. Storm Drain Improvements: All storm drains and basins required for the project are constructed in earlier phases. Any additional drainage facilities will be determined at the time of development of the residential units.

5.3 FINANCING

A variety of financing mechanisms will be utilized to implement the *Green River Ranch Specific Plan*, including, but not limited to, establishment of Homeowner or Tenant Associations and Developer fees. It is possible that a Development Agreement will be negotiated with the City to specifically identify parties responsible for various improvements needed to implement the Specific Plan and identify fair share obligations. It is anticipated that necessary off-site infrastructure improvements identified in Section 2.3 of the Specific Plan, as well as all on-site improvements, will be financed by the master developer. Improvements to the SR-91 Freeway/Green River Road ramp and intersection shall be financed by Cal Trans, who had already budgeted said improvements, begun preliminary design, and anticipates completion of construction in the year 2003. This project will be given credit for its fair share contributions for improvement provided along Green River Road in conjunction with

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implementation of the Specific Plan. The landowner has not given consent to establishment of any financing or assessment districts.

5.4 MAINTENANCE

The recurring maintenance costs of Green River Ranch will be provided as follows:

A. Roadways

Maintenance of roadways within the public rights-of-way will be provided by the City and funded by the City's tax revenue. All private streets in the residential areas will be maintained by the future Homeowner's or Tenant's Association. Private access easements will be maintained by the lessee, sub-lessee, or tenant association of the industrial project through which the easement traverses.

B. Utility Infrastructure

Maintenance of public utilities and facilities will be the responsibility of the City. Public utility services contracted to private companies, such as solid waste disposal, will be maintained by the contractor. Private utilities, such as electric, gas, telephone and cable television will be maintained by the individual private utility company.

C. Landscaping

1. Maintenance of landscaped medians within the public roadway rights of way will be the responsibility of the City of Corona.
2. Maintenance of landscaped parkways within the public roadway rights of way will be the responsibility of the lessee or tenants association.

3. Maintenance of landscaping within buffer areas falling on private property adjacent to public roadways will be the responsibility of the lessee or tenant's association.
4. Maintenance of landscaping within the nonresidential Specific Plan area, excluding the public roadway and medians within the rights of way, but including maintenance of the gateway entry, project entries, slopes and preserved or enhanced sensitive habitats (if applicable), will be the responsibility of the lessee or tenant association.
5. Maintenance of the residential project entries, the Fuel Modification Zone, along with private drive landscaping, and preserved or enhanced sensitive habitats (if applicable) will be the responsibility of the future Homeowner's or Tenant's Association.
6. Maintenance of landscaping within individual residential lots will be the responsibility of the master developer until such time as the lot is leased or sold, at which time it will become the responsibility of the new tenant or landowner.

5.5 SPECIFIC PLAN ADMINISTRATION

The *Green River Ranch Specific Plan* will be adopted by the City Council according to the provisions of Chapter 17.53, Specific Plan Zone, of the City of Corona Municipal Code. Future development within the Specific Plan area will require individual development permits, which may include permits for establishment, subdivision, construction, conversion, alteration, relocation, or enlargement of any use, parcel, lot or structure. Those applications will be reviewed by the City for consistency with the development standards and design guidelines enumerated within the Specific Plan, as well as other applicable City standards, rules and regulations.

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5.5.1 Entitlements

Individual project approval requests and development application for projects located within the *Green River Ranch Specific Plan* area shall file an application with the City of Corona Planning Department in accordance with the following procedures:

A. Development Plan Review

Development Plan Review by the City of Corona Planning Department shall be required prior to submittal of applications for all Conditional Use Permits, Precise Plan, Tentative Tract Maps, Parcel Maps and Specific Plan Amendments. Development Plan Review applications shall follow the provisions of the Corona Municipal Code Chapter 17.102.

B. Precise Plans

1. The Planning Commission shall approve, or deny all Precise Plans submitted for approval.
2. Any Precise Plan project shall be developed subject to all conditions imposed as part of approval of the Precise Plan. The Planning Director may approve, or conditionally approve minor adjustments, provided such adjustments are in substantial compliance with Planning Commission approval.
3. All Precise Plans shall address the following granting criteria:
 - a. The proposed Precise Plan development shall conform to the General Plan and Specific Plan in terms of general location, and general standards of development.
 - b. The Planning Commission may required other reasonable conditions which relate to the physical development of the project or to the methods of managing the common

elements and providing for perpetual maintenance of the elements.

- c. The Planning Commission shall review and apply conditions thereto, the physical and architectural design of the project as to its relationship with, and conformity to, the topography and other natural and structural features of the site and surrounding area.
4. Neither the Planning Director, Commission nor the Council, upon appeal or Council initiated review, may in their deliberation grant approval of a Precise Plan, Precise Plan modification or minor Precise Plan modification unless it has first been determined, based on the evidence that the findings in the Corona Municipal Code Section 17.91.80 can be made.

C. Conditional Use Permits

Applications for Conditional Use Permits shall be processed in accordance with the requirements of Chapter 17.92 of the City of Corona Municipal Code, and require approval by the Planning Commission in accordance with that Chapter.

D. Variances

Variance applications to deviate from the development standards of this Specific Plan shall be considered by the Planning Commission in accordance with the procedures established in Chapter 17.96 of the City of Corona Municipal Code for Major Variances, and by the Zoning Administrator in accordance with Section 17.99.060 for Minor Variances.

E. Subdivision

Subdivision of land within the Specific Plan area shall be governed by Title 16 of the City of Corona Municipal code.

5.5.2 Substantial Conformance

Minor modifications which serve to implement or expand this Specific Plan shall be submitted to the Planning Director in the form of a written modification request. If the Planning Director determines that the proposed modification is in substantial compliance with the intent and purpose of this Specific Plan, the project may proceed in accordance with the standards, guidelines and procedures specified in this Specific Plan. If the Planning Director determines that the modification is deemed significant and not in substantial compliance with the intent and purpose of this Specific Plan, a Specific Plan Amendment will be required to consider the modification.

5.5.3 Specific Plan Amendments

Amendments to the *Green River Ranch Specific Plan* shall be processed by the City in accordance with Section 17.53.110 of the City of Corona Municipal Code.

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6.0 PLAN CONSISTENCY

The *Green River Ranch Specific Plan* was prepared in accordance with the relevant goals and objectives of the City of Corona General Plan. A general discussion of how the Specific Plan conforms to the pertinent goals and objectives identified in the City's General Plan follows each set of goals. Only those goals and objectives that apply to or have relevance to the project are discussed.

6.1. LAND USE

GOAL 1.A: To develop a land use pattern which meets the basic needs of Corona residents for essential services, working and living areas, and areas for pursuit of leisure time activities.

GOAL 1.E: To maintain an economic balance among land uses.

OBJECTIVE 2.A: *To encourage a cohesive pattern of growth extending outward from the developed sections of the City.*

OBJECTIVE 2.C: *To actively promote development of the City's industrial base which meets industrial development standards maintained by the City.*

OBJECTIVE 2.E: *To encourage and promote flexibility and individuality in development.*

OBJECTIVE 2.F: *To encourage the grouping of convenience and service facilities into integrated centers providing a full range of goods and services properly related to the neighborhoods served.*

OBJECTIVE 2.G: *To develop special areas for establishment of highway-related uses.*

OBJECTIVE 2.Q: *To accommodate implementation flexibility through the use of*

innovative development control mechanisms such as specific plans and Community Facilities Plan.

Project Conformance: The Specific Plan area abuts the City's western limits, and provides a logical and cohesive extension of the City's growth. The project proposes a flexible mix of retail commercial, industrial, manufacturing, office, and hotel uses intended to generate employment opportunities and provide significant property taxes and sales revenues to the City of Corona. The Specific Plan's strong business park/industrial foundation aids in promoting the City's employment base. In addition, as the western gateway into the City, the project allows for freeway-oriented service and commercial uses geared towards travelers arriving into the City.

GOAL 1.B: To conserve, protect and enhance natural resources for the benefit and enjoyment of the resident population and the region and guide future development in a direction that maximizes the utility of natural resources.

Project Conformance: Impacts to jurisdictional waters of the United States and California Department of Fish and Game will be mitigated as specified in the Environmental Impact Report for the project. It is anticipated that this would involve either on-site enhancement of remaining jurisdictional waters, and/or contribution to an off-site mitigation bank.

GOAL 1.C: To economize on the costs of municipal facilities and services and the extension of these services by phasing residential development in a manner consistent with availability of public improvements.

GOAL 1.G: To consider the land use requirements and population pressures

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within the region, state and nation while maintaining standards for essential services.

OBJECTIVE 2.D: *To insure that developing areas are properly served with essential city services, utilities and facilities.*

OBJECTIVE 2.I: *To phase development in relation to City service availability.*

OBJECTIVE 2.L: *To phase the extension of infrastructure and municipal services to promote an orderly pattern of development.*

OBJECTIVE 2.M: *To distribute the cost of new facilities and services to those generating the needs for additional municipal services.*

OBJECTIVE 2.Q: *To require the master planning of infrastructure systems in major new development areas.*

OBJECTIVE 2.P: *To provide funding mechanisms which equitably share the costs of infrastructure systems in new development areas among the beneficiaries of development.*

OBJECTIVE 2.R: *To insure that major new development areas are self-supporting and will not cause an unacceptable loss of municipal service levels in the developed portions of the City.*

Project Conformance: Development of the Specific Plan area will occur according to the phasing plan provided herein to ensure that adequate infrastructure and municipal services are in place prior to issuance of a certificate of occupancy. Infrastructure plans are prepared to ensure that the project area is properly served with essential utilities without creating any burden on the City's existing infrastructure system. Improvements to the existing City infrastructure will be implemented and development phased to assure that there will be

no change in municipal service to an unacceptable level. Implementation and maintenance is discussed in the Specific Plan; the master developer will pay for the majority of improvements needed to implement the plan, and maintenance will be provided through such mechanisms as establishment of tenant's or homeowner's association and City tax revenues. Significant improvements to the SR-91 Freeway/Green River Road ramps and intersections have been budgeted by Caltrans, design is underway, and construction is anticipated by the year 2003. The Specific Plan phases development to coincide with completion of these improvements. The project will pay its fair share to the City for any additional infrastructure and municipal services required to serve the Specific Plan area.

OBJECTIVE 2.H: *To protect development that may occur in areas sensitive to development due to hillside character, geologic hazard or flood hazard.*

Project Conformance: The *Green River Ranch Specific Plan* has been designed to significantly limit development to the lower foothills of the property, leaving the steeper hillsides for only a very low density rural residential scale of development, and thereby retaining a significant portion of the hillsides in its natural wild land state.

OBJECTIVE 2.F: *To protect established neighborhoods in major new development areas from adjacent incompatible uses.*

Project Conformance: The Specific Plan was designed with special consideration given to the Sierra del Oro residential community in the vicinity. Commercial and industrial development is limited to the lower elevations of the site, adjacent to existing retail facilities. Special design guidelines are proposed to screen rooftop equipment and accessory uses from higher elevation views, and to break up large parking lot expanses with canopy trees so that the project contains a significant "green"

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appearance when viewed from the higher residences in the vicinity. Residential that development within the Specific Plan is proposed within secluded valleys, rather than on ridges which could impact the existing views from nearby residences.

OBJECTIVE 2.V: *To coordinate with the School Districts to provide for adequate school sites and facilities within new residential development areas.*

Project Conformance: A total of 32 residential units on 98.2± acres of land are proposed for Green River Ranch, which will not generate a significant number of new students at the current Corona-Norco Unified School District student generation rate. It is proposed that students of the Specific Plan area will attend the existing or planned schools off-site. The project will pay the required pro-rata school fees to School District to mitigate any possible impacts on local schools from the proposal.

6.2 CIRCULATION

GOAL: *To provide a safe and efficient system for movement of people and goods in the City of Corona through City actions and coordination of all agencies involved in development of circulation facilities in the Corona area.*

GOAL: *To increase the mobility of residents through development of an adequate and balanced transportation system that includes automotive and non-automotive transportation considerations.*

OBJECTIVE: *To require new developments to provide adequate right-of-way widths for future needs as well as current travel demands.*

OBJECTIVE: *To develop an integrated circulation system to accommodate local and inter-city needs.*

OBJECTIVE: *To plan a circulation system that supports a cohesive development pattern that will minimize trip lengths and reduce harmful impacts of automotive use.*

Project Conformance: The current peak-hour traffic at the SR-91/Green River Road interchange exceeds an acceptable level of service. Caltrans had budgeted improvements to this interchange, is in the process of design, and anticipates completion of improvements by the year 2003. The Specific Plan proposes phased improvements to Green River Road which will improve the level of service on that roadway. Improvements include the construction of three traffic signals: one at the SR-91 eastbound ramps and another at the westbound ramps, and one on Green River Road at the project's main entrance. Other phased improvements to Green River Road include widening of the right-of-way and improvement with 6 lanes (3 in either direction), deceleration lanes and left turn storage lanes. With these improvements to Green River Road, the level of service for that roadway will be improved, even with the additional traffic volume generated by the proposed Specific Plan development. The proposed circulation improvements are compatible with the Caltrans Improvement Plan, and will be completed in phases as development occurs. The project will pay its fair share fee of the City's cost of the ultimate improvements, and be given credit for improvements to Green River Road.

A loop circulation system has been developed to facilitate on-site traffic by connecting all internal streets and Planning Areas within the Specific Plan. Sidewalks are provided within an enhanced landscaped environment along public streets to foster pedestrian-friendly movement.

6.3 HOUSING

GOAL: *To achieve a housing stock free of adverse physical conditions.*

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GOAL: To encourage development of housing to satisfy the shelter and home environment needs of existing and future Corona residents.

GOAL: To encourage provision of a variety of housing types, prices, ownership possibilities and locations.

GOAL: To develop neighborhoods properly related to essential community services.

GOAL: To maintain high quality development standards for residential land development to ensure establishment of neighborhoods with lasting values.

Project Conformance: The Specific Plan proposes to fill the demand for high-end custom house sites within the City which, according to market analysis, is not currently being met within Corona. The project proposes a total of 32 single-family residential dwellings on a minimum estate lot size of 3.0 acres. All lots will be sold for use as custom home sites. The residential lots are intended to provide an option for homeowners or lessees seeking lots on which to build high-end, quality custom homes. The intent is to widen the range of housing opportunities available and provide alternatives to conventional production housing in a location convenient to community services.

The *Green River Ranch Specific Plan* includes architectural and landscape design guidelines and standards for residential development. These guidelines and standards, together with the entitlement process described in Chapter 5 of the Specific Plan, are intended to ensure that residential development results in construction of aesthetically pleasing neighborhoods with high quality homes.

6.4 CONSERVATION

GOAL: To preserve, protect and enhance the City's natural resource and open space inventory for the benefit of the City's residents and the region.

GOAL: To create a productive balance between man and his uses of land and the conservation of areas with unique environmental and aesthetic value.

OBJECTIVE: *To identify and preserve lands of significant value as natural resources.*

Project Conformance: The project site contains a total of 1.76± acres of U.S. Army Corps of Engineers (Corps) jurisdictional waters of the U.S. falling within approximately 9.8± acres of California Department of Fish and Game waters and riparian habitat. Although some of these jurisdictional waters will be impacted by the project, the Specific Plan proposes mitigation on accordance with the Environmental Impact Report for the project. It is anticipated that this mitigation will include enhancement of remaining jurisdictional waters on-site, and/or contribute to an off-site mitigation bank. Permits from the Corps, Regional Water Quality Control Board, and California Department of Fish and Game will be required to guide development on-site and adequately protect, preserve and enhance their jurisdictional resources.

6.5 MINERAL RESOURCES

Project Conformance: There are no goals applicable to the Specific Plan within this element of the General Plan.

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6.6 OPEN SPACE

GOAL: To achieve a balanced distribution of open space to meet the needs of residents and contribute to logical development of the urban area.

GOAL: To create a public open space network that satisfies the active and passive needs of City residents.

Project Conformance: The southern portion of the project area consists of steep hillsides, incised canyons and mountainous areas with limited development potential. As such, the Green River Specific Plan proposes this area, comprised of almost 100 acres, be designated as Estate Residential to essentially maintain the predominant open space/wild land appearance of the hillside. This land use designation will allow for minimal development, retain passive open space, maintain a rural character and provide a transition from urban development to the adjoining vacant wild land properties.

6.7 PARKS AND RECREATION

GOAL 1.2: Provide at least 6 acres of City- owned and accessible park land per 1,000 population on relatively flat, usable terrain suitable for active recreation, playing fields, and park buildings.

GOAL 1.4: Provide a broad range of recreation opportunities as possible, including fee and non-fee based sports activities, cultural programs, crafts and arts oriented activities, and biking and riding trails.

GOAL 2.1: Provide a wide range of active recreation programs, including, but not limited to, team and individual sports, exercise, dance and gymnastics, and community-wide events such as 10K runs.

Project Conformance: Since only 32 residential units are proposed within the Specific Plan area, only approximately one half acre of park land would be required to comply with the City's goal to provide at least 6 acres of City-owned and accessible park land per 1,000 population. Since this park size is generally unacceptable (too small) for park dedication to the City, park mitigation fees would be paid. In addition, the Specific Plan proposes to permit or conditionally permit a wide range of sporting activities, and athletic and cultural programs within the Mixed Use and Commercial-General components of the Specific Plan. In addition, the large estate residential lots will be developed with sufficient land allocated for owner construction of private recreational facilities such as swimming pools and spas, as well as other private neighborhood outdoor recreational uses such as tennis or polo clubs, etc.

GOAL 4.1: Use major community entries and arterial streets to enhance the city's overall beauty including the quality of landscaping and landscape maintenance within the public right-of-way, and the retention of heritage trees.

Project Conformance: The project proposes a hierarchy of entries including city gateway, project primary and secondary project entries, with entry monuments and special landscape treatments to create a strong identity for the Specific Plan area and enhance the overall image of Corona. In addition, Green River Road will be improved in phases to provide a landscaped, tree-lined median and a 10' parkway with a landscaped area. A 10' landscape buffer also will be established along Green River Road to further enhance this entry corridor.

GOAL 4.8: Preserve and improve the aesthetic appeal and image of Corona's existing park and recreation facilities.

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Project Conformance: Park mitigation fees from the project can be used to maintain, preserve and improve the condition of existing parks and recreation facilities within the City.

6.7 COMMUNITY DESIGN AND SCENIC HIGHWAYS

GOAL: To develop a City that is visually attractive, efficiently and effectively organized and understandable both functionally and psychologically.

OBJECTIVE: *To establish a design review process with guidelines that provide a mechanism for evaluating development proposals in relation to General Plan recommendations.*

OBJECTIVE: *To develop controls to preserve existing significant visual aspects from future disruption.*

Project Conformance: The *Green River Ranch Specific Plan* provides for the orderly, efficient, functional and attractive development of an essentially vacant property at a primary gateway to the City of Corona. Special streetscape and entry landscaping, along with design and landscape standards and guidelines, will be provided to present a visually attractive project and entry to the City. A very low-density rural and estate residential zoning has been proposed to preserve the existing rural character and visual aspect of the hillsides and mountainous areas of the Specific Plan. Architectural and landscape design guidelines and standards are included in the Plan to implement the program and provide ease in evaluation of proposals within the project. A hierarchy of entitlements, permits and review procedures are offered in the Specific Plan to facilitate its administration.

GOAL: To preserve and enhance the visual aspects of the City's circulation system for scenic purposes.

OBJECTIVE: *To reinforce a system of city corridors, areas of interest, and entry points that serve to identify and distinguish Corona.*

Project Conformance: Green River Road functions as the major corridor and entry to the City of Corona. A City gateway entry feature and project entries with special landscape elements will be established along Green River Road to create a strong identity and arrival sequence to the City and Specific Plan area. The gateway elements, streetscape plantings, and additional landscape buffer adjoining Green River Road will reinforce the importance of this roadway to the project area, and to the City as a whole.

6.8 NOISE

GOAL 1: Provide for the reduction of noise where the noise environment is unacceptable.

GOAL 2: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning.

GOAL 3: Protect and maintain those areas having acceptable noise environments.

GOAL 4: Provide for the reduction of noise where the noise environment is unacceptable. Protect and maintain those areas having acceptable noise environments.

Project Conformance: Potential noise impacts and appropriate mitigation measures will be evaluated as part of the Environmental Impact Report prepared for the project. However, the land use plan prepared for the project considered existing noise sources within and adjacent to the project area during design of the Specific Plan, including noise generated by

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vehicular traffic on Green River Road and SR-91 as well as noise associated railroad operations. Figure 1, Existing Roadway Noise Contours, of the General Plan Noise Element shows that noise levels generated at a distance of approximately 700± feet parallel to the SR-91 freeway remain at 65 dba, and drop down to 60 dba within the next 800± feet. Distances from both the SR-91 and the railroad tracks are sufficient to bring noise down to an acceptable level of 70-75 dba for commercial and industrial land uses, and 65 dba for hotel uses. As such, the Specific Plan proposed Mixed Use and Commercial-General zoning along these noise corridors. In addition, the design of Green River Road with a 10' landscape parkway, the site design requirement of an additional 10' landscape buffer for all properties adjacent to Green River Road, combined with the minimum 30' building setback requirement from Green River Road ensures that development along that roadway will be sited a sufficient distance from the noise sources to eliminate the need for noise mitigation. The Noise Performance Standards of Chapter 17.84 of the City of Corona Municipal Code will be used to control impacts from noise which may be generated by the project from construction, industrial activities and loading operations. The Specific Plan architectural guidelines and standards also include the requirement to enclose all accessory equipment such as pumps and air conditioning units, and to provide sound attenuation of motor operation. The project will buffer the Estate Residential area from possible noise generated from Mixed Use land uses by providing ample landscaped slope and separation.

6.9 SEISMIC SAFETY AND PUBLIC SAFETY

GOAL: To minimize injury and the loss of life from hazardous natural events.

GOAL: To minimize damage to public and private property resulting from hazardous natural events.

GOAL: To minimize social and economic dislocations resulting from injury, loss of life, and property damage caused by hazardous natural events.

Project Conformance: The Whittier-Elsinore fault will have the potential to cause earthquake damage (ground shaking) to the project site. Design of all structures within the Specific Plan area shall be conducted in accordance with the criteria contained in the Uniform Building Code and City of Corona ordinances which will mitigate seismic hazards to an acceptable level. Structures will be designed to withstand earthshaking from the maximum credible earthquake that can be expected, as well as impacts from secondary seismic hazards in accordance with recommendations included in the Environmental Impact Report prepared for the project.

GOAL: To phase and sequence development in relation to provisions for fire protection.

GOAL: To incorporate fire safety standards into land use regulations in addition to those in the Uniform Fire Code.

OBJECTIVE: *Engine Company service within 5 minutes (1 min. getaway, 4 min. (2 mi) travel in 90% of all residential areas.*

OBJECTIVE: *Truck Company and Salvage service within 10 min. in 90% of all residential areas. (3 mi travel)*

OBJECTIVE: *Three and five minute service respectively in 90% of Industrial, Commercial, and High Value districts.*

Project Conformance: Upon annexation to the City of Corona, the Specific Plan area will be served by the City's Fire Department and shall comply with the Department's Uniform Fire Code. Fire services will be provided by the Fire Station #5 located at 1200 West Canyon Crest Drive, just less than one mile east of the project

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along Green River Road. Emergency response time to all parts of the Specific Plan area will be five minutes or less (i.e., two miles or less), which meets or exceeds the City's criteria for residential, industrial, and commercial development response times.

The site is partially located within one of Riverside County's hazardous high fire areas as identified in its General Plan, and will require conformance with the City of Corona Fire Department's Fuel Modification Program. The Specific Plan incorporates landscaping standards and guidelines in compliance with that program for areas that are susceptible to wild land fire hazards. The Specific Plan proposes a minimum 150' fuel modification zone along Street "E", at the edge of the graded slope areas where they interface with the wild land hillside, as shown on Exhibit 13, *Conceptual Landscape Plan*. A more detailed Fuel Modification Plan will be submitted to the City for review and approval by the Fire Marshal, Planning Department, Parks and Recreation Department, and Public Works Department prior to the issuance of grading and building permits within the non-residential portion of the Specific Plan area.