

B-6: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area B-6 provides for the development of 26.18 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 183 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area B-6 is accessed from “B” Street and Tyler Street.
- (2) This planning area will be developed with the project edge buffer conditions as indicated in in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer** .
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project-Wide Planning Standards.

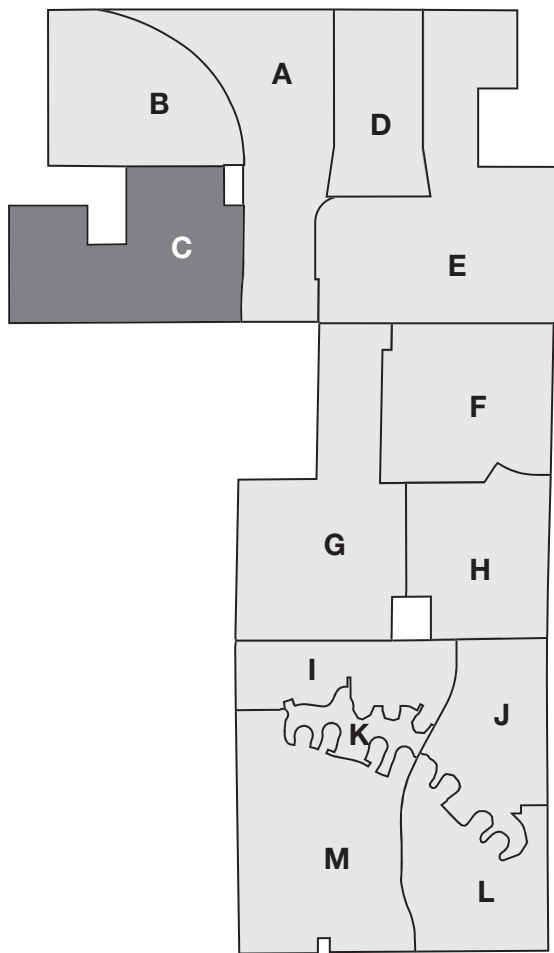
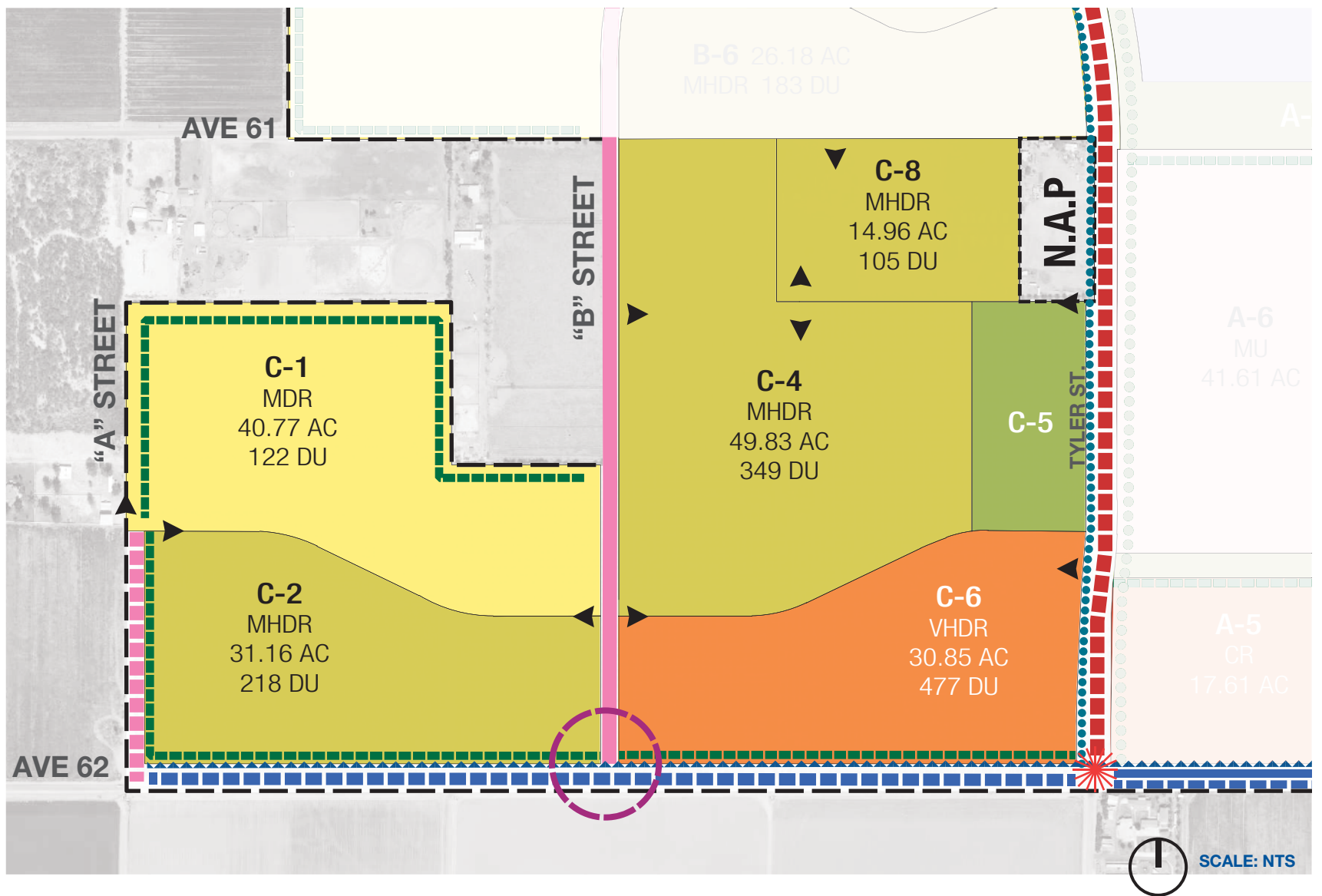
PLANNING AREA B-7: *Planning Area number has intentionally been skipped in the numbering sequence.*

3.2.3 Neighborhood C

Neighborhood C is located just north of Avenue 62 in the northwestern portion of the project site as reflected in **Figure 3.2-4, Neighborhood C**. This 177.54-acre neighborhood contains the following land uses within its six planning areas: Medium Density Residential (40.77 acres), Medium High Density Residential (95.95 acres), Very High Density Residential (30.85 acres) and Open Space (9.97 acres). A target of 1,271 dwelling units is planned for Neighborhood C. The predominantly residential uses are intended to house employees working in the employment-based neighborhoods located nearby. The maximum density and the total number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. The proximity of these residential areas to job opportunities is designed to reduce the number and length of home-to-work trips that would otherwise be generated by these land uses. The higher density residential uses are located in closer proximity to commercial uses, while the lower density residential uses are located at the project periphery. If developed with a golf course, a permitted use under provisions of Section 2 - Specific Plan Zoning Ordinance, residents would be provided with a high-quality recreational and scenic amenity. A number of the neighborhood planning areas would be afforded golf course frontage. In the absence of the golf course, drainage ways would function to provide more natural open space, providing structure and definition to the neighborhood. In addition, a local park would be developed to serve neighborhood residents and act as a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for development of a kart track or driver training facility. Primary access to the neighborhood is from "A" Street, "B" Street, Tyler Street and Avenue 62.

NEIGHBORHOOD C PLANNING STANDARDS

- (1) Neighborhood C is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. Development standards associated with this zone are contained in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use is a permitted use in all planning areas as defined in Section 2 – Specific Plan Zoning Ordinance.
- (3) Avenue 62 provides access to Planning Areas C-2 and C-6.
- (4) "A" Street provides access to Planning Areas C-1 and C-2.
- (5) "B" Street provides access to Planning Areas C-1, C-2, C-4, C-6 and C-8.
- (6) Tyler Street provides access to Planning Areas C-5 and C-6.
- (7) A Minor Entry is located at "B" Street and Avenue 62 to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (8) "B" Street will be developed in accordance with **Figures 3.4-17, Collector Streetscape 1**.
- (9) "A" Street will be developed in accordance with **Figures 3.4-18, Collector Streetscape 2**.
- (10) Tyler Street north of Avenue 62 will be developed in accordance with **Figures 3.4-8, Aerial Streetscape 1**.
- (11) Avenue 62 will be developed in accordance with **Figures 3.4-6, Expressway Streetscape**.
- (12) A local park will be provided in Planning Area C-5, to serve neighborhood residents and provide a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for development of a kart track.
- (13) The north side of Avenue 62 will be developed with **Figure 3.4-20, Avenue 62 Trail** as reflected in **Figure 3.1-10, Public Facilities**.



KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETScape, INFORMAL CANOPY
- EXPRESSWAY STREETScape, FORMAL CANOPY
- EXPRESSWAY STREETScape, PALM TREE
- ARTERIAL STREETScape 1, PALM TREE
- COLLECTOR STREETScape 1, FORMAL CANOPY
- COLLECTOR STREETScape 2, INFORMAL CANOPY
- SECONDARY STREETScape
- WINDROW PLANTING
- CLASS I BIKE PATH
- REGIONAL TRAIL
- CLASS II BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
C-1	Medium Density Residential (MDR)	122	40.77	5.0-8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0-8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0-8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0-20.0
C-8	Medium High Density Residential (RM)	105	14.96	5.0-8.0
TOTAL		1271	177.54	

NEIGHBORHOOD C PLANNING AREAS**C-1: MEDIUM DENSITY RESIDENTIAL**

Planning Area C-1 provides for the development of 40.77 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 122 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-1 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-1 is accessed from “A” Street and “B” Street.
- (4) The Project Edge Treatment for this planning area is illustrated in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-2: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-2 provides for the development of 31.16 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 218 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-2 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-2 is accessed from “A” Street, “B” Street and Avenue 62.
- (4) The Project Edge Treatment for this planning area is illustrated in **Figure 3.4-29, out Parcel/Adjacent Property Buffer**.
- (5) A Minor Entry is planned for the intersection of “B” Street and Avenue 62 as shown in **Figure 3.4-4, Minor Project Entry**.
- (6) A Class I Bike Path is located in this planning area along the north side of Avenue 62 as illustrated in **Figure 3.4-20, Avenue 62 Trail**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-3: *Planning Area number has intentionally been skipped in the numbering sequence.*

C-4: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-4 provides for the development of 49.83 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional lots and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning). A target of 349 dwelling units is planned within a density range of 5.0–8.0 du/acre).

Land Use and Development Standards

Please refer to Ordinance No. 348 (see Section 2 –Specific Plan Zoning).

Planning Standards

- (1) Planning Area C-4 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-4 is accessed from "B" Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Development Plans and Standards site-wide standards.

C-5: OPEN SPACE

Planning Area C-5 provides for the development of 9.97 acres of open space that will be developed as a local park and provide a buffer between adjacent residential uses and land uses located across Tyler Street that could allow for mixed-use development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-5 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course is a permitted use in this planning area.
- (3) Planning Area C-5 is accessed from Tyler Street.
- (4) This planning area will be developed in accordance with **Figure 3.4-29, Out Parcel/Adjacent Property Buffer.**
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

C-6: VERY HIGH DENSITY RESIDENTIAL

Planning Area C-6 provides for the development of 30.85 acres of very high density residential land uses with minimum lot sizes of 4,000 square feet for conventional lots and 2,000 square feet under cluster development. A target of 477 dwelling units is planned within a density range of 14.0–20.0 du/acre. The maximum density and the total number of dwelling units within the very high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area C-6 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area C-6 is accessed from “B” Street, Tyler Street and Avenue 62.
- (3) A Minor Entry is planned for the intersection of “B” Street and Avenue 62 to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located in this planning area along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) The Commercial Buffer treatment for the interface between the residential uses in this planning area and the commercial uses located across the street is illustrated in **Figure 3.4-31, Commercial Buffer Streetscape**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

C-7: *Planning Area number has intentionally been skipped in the numbering sequence.*

C-8: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area C-8 provides for the development of 14.96 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development. A target of 105 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

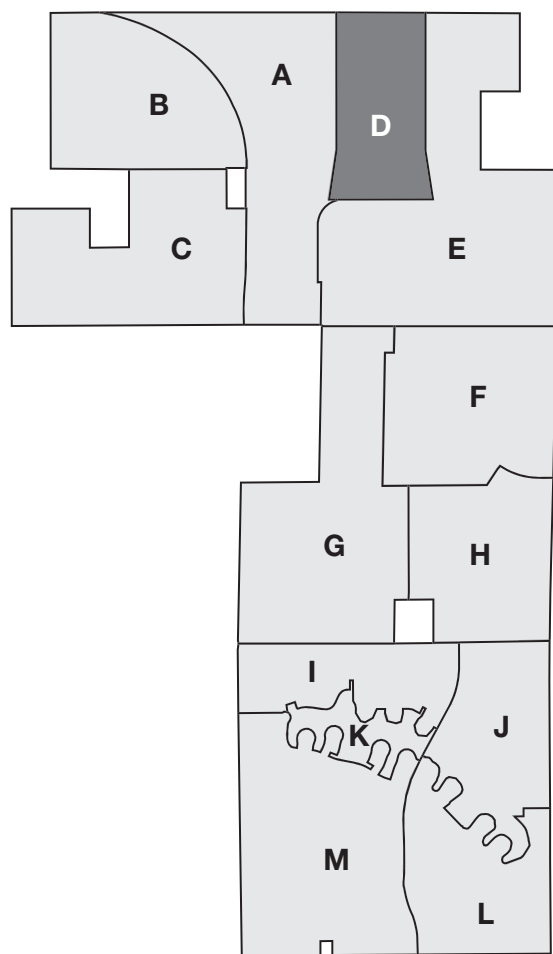
- (1) Planning Area C-8 is located within Zone D of the CLUP for the Desert Resorts Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area C-8 is accessed from "B" Street through interior loop roads.
- (3) This planning area will be developed with the Buffer Condition along the adjacent property to the east which is depicted in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.4 Neighborhood D

Neighborhood D is located in the northern portion of the project site, between Avenue 60 and Avenue 62 as depicted in **Figure 3.2-5, Neighborhood D**. This neighborhood is intended to function as a buffer between the business, commercial, recreational uses and the airport runway to the north. The neighborhood is 110.66 acres in size and consists of open space uses. All of the open space is within airport influenced areas and is designed to handle storm drainage. Primary access to this neighborhood is provided via Avenue 60 from the west or the east, but Avenue 60 will not traverse the northern edge of the Neighborhood due to possible airport expansion.

NEIGHBORHOOD D PLANNING STANDARDS

- (1) The open space neighborhood is constrained by the OSZ, Inner Safety Zone (ISZ) and ETZ airport zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, Neighborhood D is located within Zone A of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Avenue 60 provides access to Planning Area D-1.



KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- INDUSTRIAL COLLECTOR STREETSCAPE, INFORMAL CANOPY

NEIGHBORHOOD D PLANNING AREAS**D-1: OPEN SPACE**

Planning Area D-1 provides for 110.66 acres of open space. A portion of this area will be used to handle storm flows. Much of the planning area is described in the Jacqueline Cochran Regional Airport Master Plan as proposed for acquisition for the runway clear zone. This planning area shall remain in open space uses.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area D-1 is located within the Jacqueline Cochran Regional Airport ETZ and ISZ airport safety zones as reflected on **Figure 3.1-13 Airport Zones** and **Table 3.1-F, Airport Safety Zones**. Development within these zones will comply with all applicable restrictions and requirements. Additionally, Neighborhood D is located within Zone A of the CLUP for the Jacqueline Cochran Regional Airport as reflected in reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. Development standards associated with this zone are contained in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Planning Area D-1 is accessed from Avenue 60.
- (3) The Buffer Condition between Planning Area D-1 and adjacent industrial uses will be as illustrated in **Figure 3.4-6, Expressway Streetscape**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.5 Neighborhood E

Neighborhood E is situated in the northeastern corner of the project site and is bounded by Jacqueline Cochran Regional Airport and Avenue 60 on the north, Polk Street on the east, and Avenue 62 on the south as depicted in **Figure 3.2-6, Neighborhood E**. This neighborhood has a strong regional orientation as a result of its excellent access to the regional circulation system and to Jacqueline Cochran Regional Airport. The neighborhood also looks eastward by virtue of its potential connection to the proposed interchange at Avenue 62 and the new Highway 86, just a few miles to the east. Primary access is provided by Polk Street, Avenue 60 and Avenue 62. The land uses proposed in this 281.49-acre neighborhood include mixed-use (206.55 acres), and open space (74.94 acres).

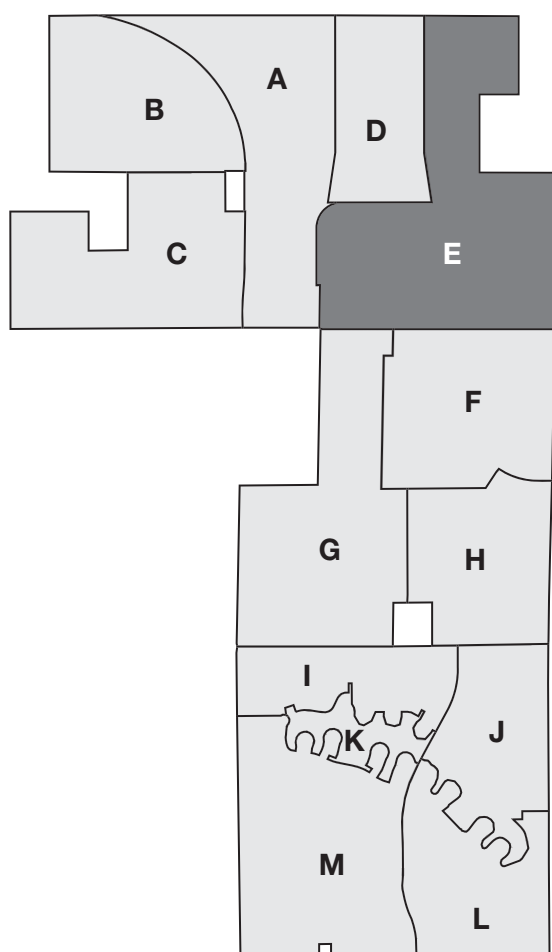
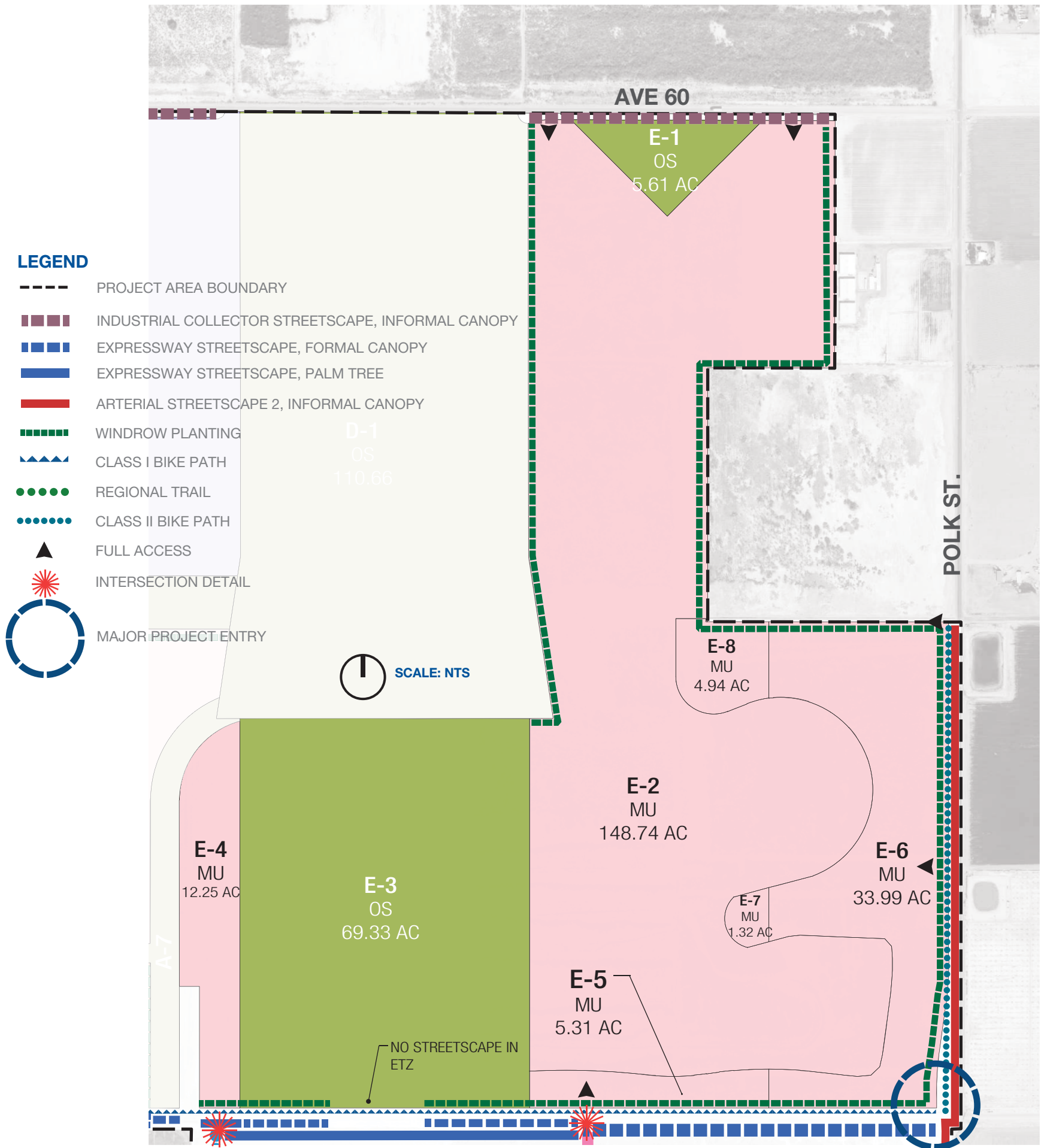
A racetrack has been approved for this neighborhood with its own separate set of conditions of approval and design manual for features specific to its development. The open space in the northeastern portion of the neighborhood responds to airport-related constraints, and will become part of the larger recreational land use.

Land designated for mixed use development abutting the airport property offers the potential for airport uses to extend southward into the site. This area also has potential for rail service to be provided from the north via a rail spur from the Southern Pacific main line. In addition to the jobs that could be created by heavy industry, Neighborhood E allows for a large-scale recreational use such as a motor sports race track which will also create jobs. Agricultural operations to the east of Polk Street offer the potential for development of compatible agriculture-related uses on the property. A Major Entry is located at the intersection of Polk Street and Avenue 62.

NEIGHBORHOOD E PLANNING STANDARDS

- (1) Portions of Neighborhood E are constrained by the OSZ and ETZ airport safety zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within Zones B1, C, and D of the CLUP as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) As Neighborhood E allows for mixed-use residential uses in designated planning areas, **Figure 3.2-6A, Neighborhood E Mixed Use Residential Lots**, identifies which lots within those planning areas allow for such use. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive zone policy applies. For example, Lot 55 on Figure 3.2-6A lies within both Zone C and D. Because Zone D is the less restrictive zone, Zone D ALUC policies apply.
- (3) Avenue 62 provides access to Planning Areas E-2, E-3, E-4, E-5, E-6, E-7, and E-8 until such time as access is developed as part of Planning Area A-6.
- (4) Avenue 60 provides access to Planning Area E-1 and E-2.
- (5) Polk Street provides access to Planning Area E-2, E-5, E-6, E-7, and E-8.
- (6) A Major Project Entry is located at Avenue 62 and Polk Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (7) A Special Intersection Detail is located at "C" Street and Avenue 62 to be developed in accordance with **Figures 3.4-5, Intersection Detail**.
- (8) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (9) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**, with the exception of the ETZ in which no trees are to be planted.
- (10) A large-scale recreational use such as a motor sports race track is a permitted land use in seven of the eight planning areas as defined in Section 2 – Specific Plan Zoning Ordinance.

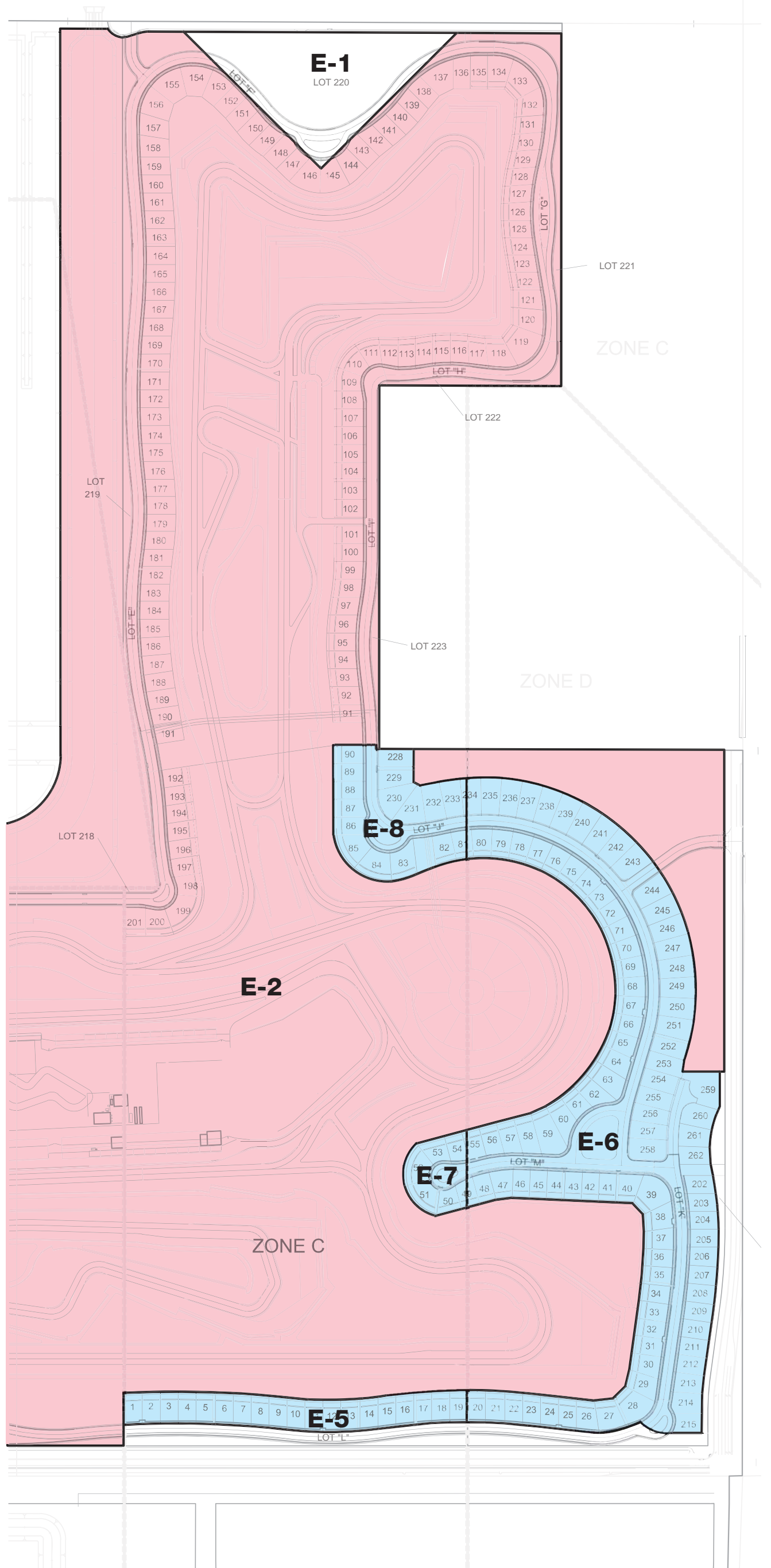
- (11) The north side of Avenue 62 will be developed as depicted in **Figure 3.1-10, Public Facilities** in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (12) The west side of Polk Street will be developed with a Class II Bike Path as described **Figure 3.1-10, Public Facilities**.



Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
E-1	Open Space (OS)		5.61	
E-2	Heavy Industrial (HI)		148.74	
E-3	Open Space (OS)		69.33	
E-4	Commercial Retail (CR)		12.25	
E-5	Mix Use (MU)		5.31	
E-6	Mix Use (MU)		33.99	
E-7	Mix Use (MU)		1.32	
E-8	Mix Use (MU)		4.94	
TOTAL			281.49	

LEGEND

- COMMERCIAL
- RESIDENTIAL



0 400 ft 800 ft

NEIGHBORHOOD E PLANNING AREAS**E-1: OPEN SPACE**

Planning Area E-1 provides for the development of 5.61 acres of open.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-1 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and the ETZ and OSZ airport safety zones. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area.
- (3) Planning Area E-1 is accessed from Avenue 60.
- (4) Large-scale recreational uses such as a golf course and a motor sports race track are permitted uses in this planning area.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

E-2: MIXED USE

Planning Area E-2 provides for the development of 148.74 acres of mixed-use nonresidential development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-2 is located within Zone C of the Jacqueline Cochran Regional Airport CLUP. This planning area will comply with all applicable restrictions and requirements of that zone.
- (2) Access to Planning Area E-2 is from Tyler and Polk Streets.
- (3) The edge treatment for the interface between the planned mixed use and adjacent open space is illustrated in **Figure 3.4-28, Airpark Drainage Buffer**. If the race track is developed, the edge treatment will be as described in **Figure 3.4-24, Golf Course/Racetrack Edge Condition**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area. Signage shall be posted that overnight occupancy is prohibited in non-residential structures.
- (6) No minimum setback or buffer is required for Planning Area E-2 from adjacent residential uses.
- (7) An observation tower built within Planning Area E-2 and built as part of a large scale recreational use shall not exceed 70 feet.
- (8) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.

- (9) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (10) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (11) Please refer to Section 3.1 – Project Wide Development Standards.

E-3: OPEN SPACE

Planning Area E-3 provides for the development of 69.33 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards – General

- (1) Planning Area E-3 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and the ETZ and OSZ airport safety zones. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Large-scale recreational uses such as a motor sports race track are permitted uses in this planning area.
- (3) Planning Area E-3 is accessed from Tyler Street.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail** with the exception of the ETZ where no trees shall be planted.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) The edge treatment for the interface between the open spaces uses and industrial uses in the adjacent planning area is illustrated in **Figure 3.4-28 Airpark Drainage Buffer**. If the race track is developed, the edge treatment will be as described in **Figure 3.4-24 Golf Course/Race-track Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

E-4: MIXED USED

Planning Area E-4 provides for 12.25 acres of nonresidential mixed-use land development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-4 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-4 accessed from Tyler Street.
- (3) The edge treatment for the interface between the mixed use development in this planning area and the drainage uses in the adjacent planning area is described in **Figure 3.4-28 Airpark Drainage Buffer**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

E-5: MIXED USE

Planning Area E-5 provides for 5.31 acres of mixed-use land development with minimum lot sizes of 7,000 square feet as defined in Section 2 – Specific Plan Zoning.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-5 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-5 accessed from Polk and Tyler Streets.
- (3) The edge treatment for the interface between the mixed use development in this planning area and the drainage uses in the adjacent planning area is described in **Figure 3.4-28 Airpark Drainage Buffer**.
- (4) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) A Class I Bike Path is located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (6) Standards for Residential development:
 - a. A maximum of 19 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-5.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-5 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors.
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (7) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (8) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (9) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (10) Please refer to Section 3.1 – Project Wide Development Standards.

E-6: MIXED USE

Planning Area E-6 provides for 33.99 acres of residential and nonresidential mixed-use land development as defined in Section 2 – Specific Plan Zoning.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-6 is located within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-6 accessed from Polk and Tyler Streets.
- (3) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) A Class II Bike Path is located in this planning area along west side of Polk Street. A Class I Bike Path is also located along the north side of Avenue 62 to be developed in accordance with **Figure 3.4-20, Avenue 62 Trail**.
- (5) A Major Project Entry is located at the southeast corner of this planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (6) A total of 8 acres of nonresidential development may occur in the northeastern corner of Planning Area E-6 in addition to residential development.
- (7) Standards for Residential development:
 - a. A maximum of 120 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-6.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-6 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors.
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the follow standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (8) All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- (9) Sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks, and other sporting activities, shall not be permitted.
- (10) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (11) Please refer to Section 3.1 – Project Wide Development Standards.

E-7: MIXED USE

Planning Area E-7 provides for 1.32 acres of mixed-use land development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area E-7 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-7 accessed from Polk and Tyler Streets.
- (3) Standards for Residential development:
 - a. A maximum of 5 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-7.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-7 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (4) Please refer to Section 3.3 – Design and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

E-8: MIXED USE

Planning Area E-8 provides for 4.94 acres of mixed-use land development.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

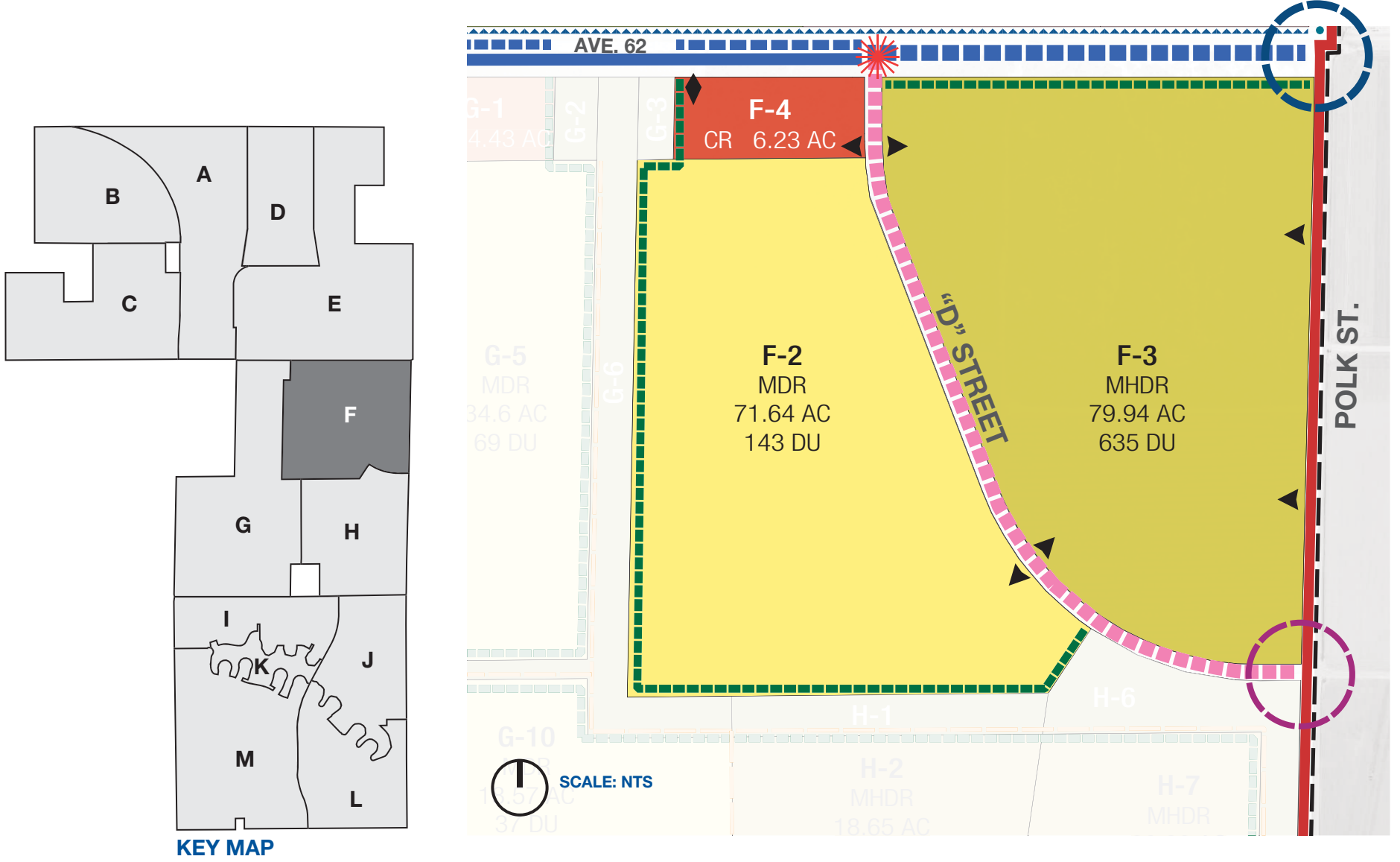
- (1) Planning Area E-8 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-8 accessed from Polk and Tyler Streets.
- (3) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Standards for Residential development:
 - a. A maximum of 15 dwelling units with minimum lot sizes of 7,000 square feet, as defined in Section 2-Specific Plan Zoning, may be provided in Planning Area E-8.
 - b. Where a residential lot overlaps two airport land use compatibility zones, the least restrictive land use compatibility zone policy shall apply.
 - c. No buffer is required in Planning Area E-8 for residential uses contiguous to Planning Area E-2.
 - d. Standard Setbacks
 - i. No minimum setback is required from any private street.
 - ii. Front Yard: 30-foot minimum
 - iii. Rear Yard: No minimum
 - iv. Side Yard: 5-feet.
 - e. Residential structures must provide vehicle storage area on the ground floor of structure.
 - f. Access to residential structures shall be from common access areas or corridors
 - g. Structures on lots with a net area of 7,540 square feet or less shall not exceed the following standards without further ALUC review:
 - i. 7,150 square feet; or
 - ii. two stories or 42 feet in height.
 - h. Structures on lots with a net area greater than 7,540 square feet shall not exceed any of the following standards without further ALUC review:
 - i. Floor Area Ratio – 0.95;
 - ii. Lot Coverage – 0.5; and
 - iii. 42 feet in height.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards

3.2.6 Neighborhood F

Neighborhood F totals 157.81 acres, and is located along Polk Street, just south of Avenue 62 as depicted in **Figure 3.2-7, Neighborhood F**. It consists of 71.64 acres of medium density residential, 79.94 acres of medium high density residential, and 6.23 acres of commercial retail land use designations. Primary access is provided by "D" Street, Avenue 62 and Polk Street. It is anticipated that the planned commercial land uses will provide employment to project area residents and will service an area larger than the site itself. A Major Entry is located at the intersection of Polk Street and Avenue 62.

NEIGHBORHOOD F PLANNING STANDARDS

- (1) Portions of the commercial land uses in Neighborhood F are constrained by the OSZ and ERC airport safety zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within zones B1, C and D of the CLUP as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) Major project entry is located at the intersection of Avenue 62 and Polk Street to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (3) An intersection detail is planned for "D" Street and Avenue 62 to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) "D" Street will provide access to Planning Areas F-4, F-2 and F-3.
- (5) Avenue 62 provides access to Planning Area F-3 and F-4.
- (6) Polk Street provides access to Planning Area F-3.
- (7) Polk Street will be developed in accordance with **Figures 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (8) "D" Street will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (9) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**.



LEGEND

- PROJECT AREA BOUNDARY
- EXPRESSWAY STREETScape, FORMAL CANOPY
- ARTERIAL STREETScape 2, INFORMAL CANOPY
- COLLECTOR STREETScape 2, INFORMAL CANOPY
- WINDROW PLANTING
- ▲▲▲▲ CLASS I BIKE PATH
- ◆ RIGHT IN/RIGHT OUT ACCESS
- ▲ FULL ACCESS
- ☀ INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
TOTAL		778	157.81	

NEIGHBORHOOD F PLANNING AREAS**F-2: MEDIUM DENSITY RESIDENTIAL**

Planning Area F-2 provides for the development of 71.64 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 under cluster development. A target of 158 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area F-2 is located within Zones B1, C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-2 is accessed from “D” Street.
- (3) The edge treatment for the interface between the planning area and adjacent drainage channel is shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

F-3: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area F-3 provides for the development of 79.94 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 635 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area F-3 is located within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-3 is accessed from “D” Street, Avenue 62 and Polk Street.
- (3) A Major Project Entry is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-3, Major Entry**.
- (4) A Minor Entry is located in the southeast corner of the planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (5) An intersection detail is located in the northwest corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards

F-4: COMMERCIAL RETAIL

Planning Area F-4 provides for the development of 6.23 acres of commercial land uses.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

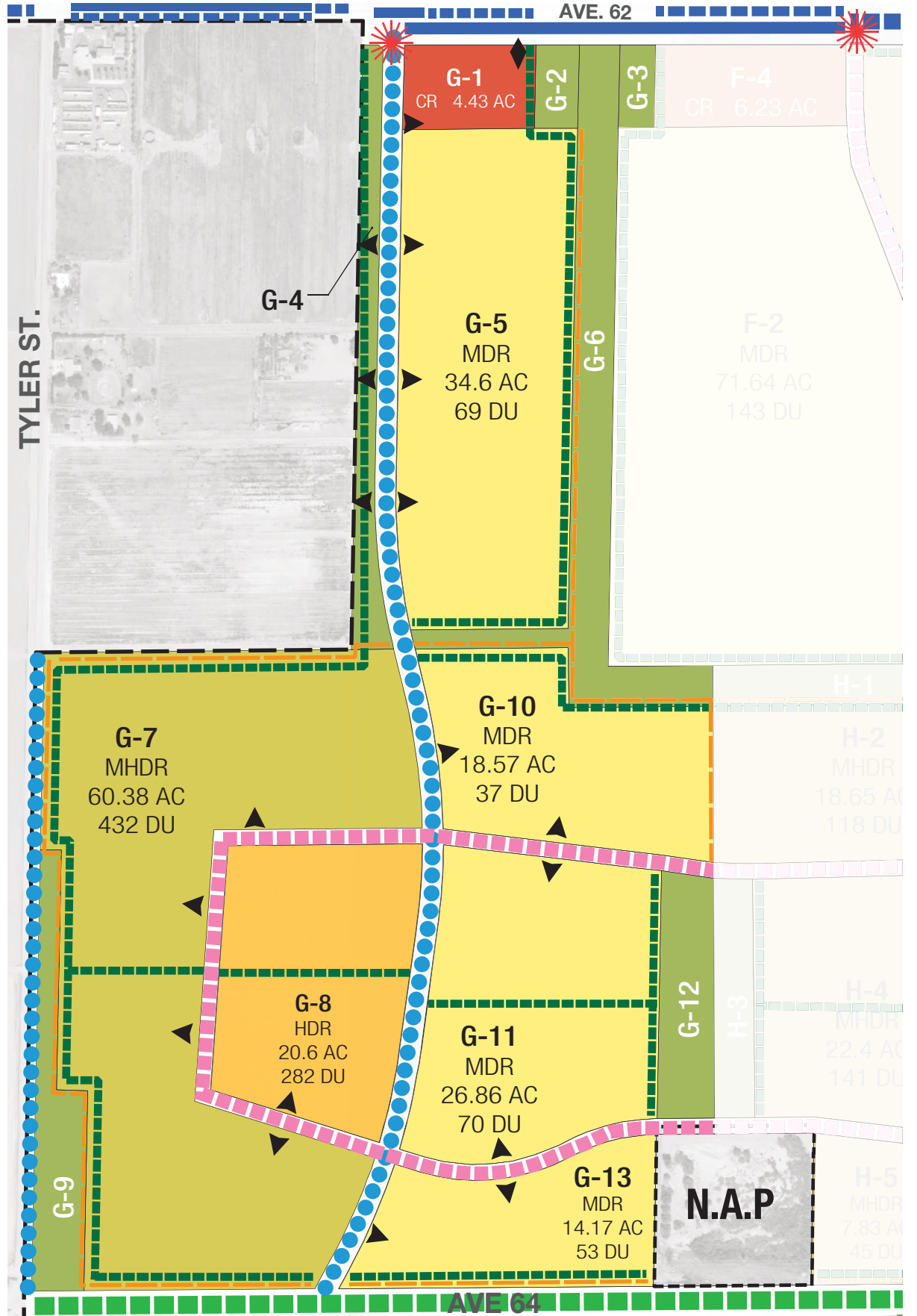
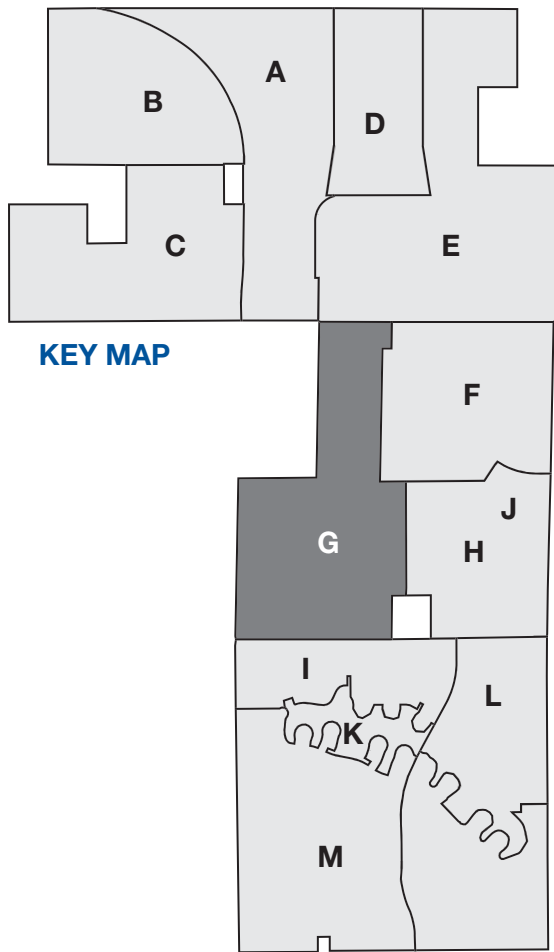
- (1) Planning Area F-4 is located within Zone B1 and C of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area F-4 is accessed from Avenue 62 and “D” Street.
- (3) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.7 Neighborhood G

Neighborhood G is a predominantly residential neighborhood located roughly in the center of the project site, just east of Tyler Street as depicted in **Figure 3.2-8, Neighborhood F**. Primary access to the neighborhood is provided by "C" Street and Avenue 62. This is a self-contained, inward-focused community that is physically separated from the airport and major circulation routes. A small neighborhood, commercial retail area (4.43 acres) at the northern end of the neighborhood is intended to serve residents of Neighborhood G as well as Neighborhoods C and H. Residential uses include: High Density Residential (20.60 acres), Medium High Density Residential (60.38 acres) and Medium Density Residential (94.20 acres). It is envisioned that this 213.01-acre neighborhood will be a retirement/second home community with a target of 943 dwelling units. Airport safety zones impacting the neighborhood dictate the location of medium density residential uses to the east of "C" Street and discourage the siting of public facilities within the neighborhood. Consequently, the neighborhood is served by public uses to the south in Neighborhood I, located south of Avenue 64. Open space totals 33.40 acres, functioning as part of the storm drainage system and enhanced by windrow plantings, provides a buffer from adjacent neighborhoods and off-site uses. A neighborhood park is located along the eastern edge of the neighborhood, serving Neighborhood H as well. A component of the project-wide trail system is integrated with a power line easement along the neighborhood's southern edge. This trail connects local parks to the north with public facilities to the south.

NEIGHBORHOOD G PLANNING STANDARDS

- (1) Portions of the residential and open space land uses in Neighborhood G are constrained by the OSZ, ERC and ETZ airport zones as reflected in **Figure 3.1-13, Airport Zones**. Additionally, the neighborhood is located within Zones B1, C and D of the CLUP for the airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) "C" Street provides access to Planning Areas G-1, G-4, G-5, G-6, G-8, G-10, G-11 and G-13.
- (3) Avenue 62 provides access to Planning Area G-1, G-2, G-3 and G-6.
- (4) The interior east-west loop road provides access to Planning Areas G-7, G-8, G-9, G-10, G-11, G-12 and G-13.
- (5) Avenue 62 will be developed in accordance with **Figure 3.4-6, Expressway Streetscape**, with the exception of the ETZ in which no trees shall be planted.
- (6) "C" Street will be developed in accordance with **Figure 3.4-13, Secondary Streetscape 1**.
- (7) The interior loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (8) Windrow plantings will be provided as a buffer between land uses and along drainage channels, and will be integrated into the trail system.
- (9) An intersection detail is planned for "C" Street and Avenue 62 to be developed in accordance with **Figure 3.4-5, Intersection Detail**.



SCALE: NTS

LEGEND

- PROJECT AREA BOUNDARY
- SECONDARY STREETSCAPE, 1 & 2, FORMAL COPY
- ■ ■ MAJOR STREETSCAPE 1, PALM TREE
- ■ ■ EXPRESSWAY STREETSCAPE, FORMAL CANOPY
- ■ ■ EXPRESSWAY STREETSCAPE, PALM TREE
- ■ ■ COLLECTOR STREETSCAPE 2, INFORMAL CANOPY
- ■ ■ WINDROW PLANTING
- - - PROJECT TRAIL
- ◆ RIGHT IN/RIGHT OUT ACCESS
- ▲ FULL ACCESS
- ☀ INTERSECTION DETAIL

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
G-1	Commercial Retail (CR)		4.43	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		5.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0
G-6	Open Space (OS)		13.65	
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		6.17	
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0
TOTAL		943	213.01	

NEIGHBORHOOD G PLANNING AREAS**G-1: COMMERCIAL RETAIL**

Planning Area G-1 provides for the development of 4.43 acres of neighborhood commercial land uses.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-1 is located within Zone B1 of the CLUP for the Jacqueline Cochran Regional Airport and the OSZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-1 is accessed from Avenue 62 and “C” Street.
- (3) The edge treatment between the commercial and adjacent land uses is illustrated in **Figure 3.4-31, Commercial Buffer Streetscape**.
- (4) An intersection detail is located in the northwest corner of this planning area to be developed in accordance with **Figures 3.4-5, Intersection Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-2: OPEN SPACE

Planning Area G-2 provides for 1.44 acres of open space that will be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-2 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and ETZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-2 will be developed as a local park.
- (3) Planning Area G-2 is accessed from Avenue 62.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-3: OPEN SPACE

Planning Area G-3 provides of 1.19 acres of open space that will be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-3 is located within Zone B1 of the Jacqueline Cochran Regional Airport CLUP and ETZ airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-3 will be developed as a local park.
- (3) Planning Area G-3 is accessed from Avenue 62.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-4: OPEN SPACE

Planning Area G-4 provides for the development of 5.60 acres of open space that will be part of the drainage system for the site.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-4 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area G-4 is accessed from “C” Street.
- (3) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) This planning area will be developed with the cross-section shown in **Figure 3.4-22, Project Edge**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-5: MEDIUM DENSITY RESIDENTIAL

Planning Area G-5 provides for the development of 34.60 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 for cluster development as defined in Section 2 – Specific Plan Zoning Ordinance. A target of 69 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) The northern half of Planning Area G-5 is within Zone B1 of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. The southern half is located with Zone C of the CLUP. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-5 is accessed from “C” Street.
- (3) The edge treatment between the residential land use and the adjacent commercial uses to the north is illustrated in **Figure 3.4-29, Out Parcel/Adjacent Property Buffer**.
- (4) The edge treatment between the residential land use and the adjacent drainage channel is shown in **Figure 3.4-27, Channel Buffer Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-6: OPEN SPACE

Planning Area G-6 provides for the development of 13.65 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-6 is within the Jacqueline Cochran Regional Airport ETZ and ERC airport safety zones and Zone C of the CLUP. Development within these zones will comply with all applicable restrictions and requirements.
- (2) The northern most portion of the planning area (1.37 acres) will be developed as a local linear park.
- (3) The remainder of this planning area (12.28 acres) will be developed as a graded drainage channel, with a trail provided to connect with local parks to the north and to the south.
- (4) Planning Area G-6 is accessed from Avenue 62 and “C” Street.
- (5) This Planning Area will be developed with the channel cross-section described in **Figure 3.4-27, Channel Buffer Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

G-7: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area G-7 provides for the development of 60.38 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 432 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-7 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-7 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface between this planning area and the adjacent Evacuation Channel is shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (4) The Project Edge Condition for this planning area adjacent to Tyler Street is shown in **Figure 3.4-22, Project Edge**.
- (5) The Project Edge Condition for this planning area and adjacent properties is shown in **Figure 3.4-29, out Parcel/Adjacent Property Buffer**.
- (6) Planning Area G-7 will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (7) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.

G-8: HIGH DENSITY RESIDENTIAL

Planning Area G-8 provides for the development of 20.60 acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional lots and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 282 dwelling units is planned within a density range of 8.0–14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-8 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-8 is accessed from the interior east-west loop road.
- (3) Planning Area G-8 will be developed with a windrow/trail detail, as shown in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

G-9: OPEN SPACE

Planning Area G-9 provides of 6.17 acres of open space to be developed as part of the project drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area G-9 is accessed from the interior east-west loop road.
- (3) The project edge condition for this planning area is indicated in **Figure 3.4-22, Project Edge**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The edge treatment for the interface between this planning area and the adjacent Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

G-10: MEDIUM DENSITY RESIDENTIAL

Planning Area G-10 provides for the development of 18.57 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 under cluster development. A target of 37 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-10 is within the Jacqueline Cochran Regional Airport ERC and Zone C of the CLUP for the airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-10 is accessed from “C” Street and the interior east-west loop road.
- (3) The edge treatment for the interface between the residential uses and adjacent drainage facilities is illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (4) The trail along the eastern edge of the planning area will be developed as described in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-11: MEDIUM DENSITY RESIDENTIAL

Planning Area G-11 provides for the development of 26.86 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 70 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-11 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-11 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface with the adjacent park will be as described in **Figure 3.4-25, Park Buffers**.
- (4) Planning Area G-11 will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-12: OPEN SPACE

Planning Area G-12 provides for 5.35 acres of open space to be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-12 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport ERC and. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-12 will be developed as a local park.
- (3) Planning Area G-12 is accessed from the interior east-west loop road.
- (4) The park buffer between adjacent residential uses is illustrated in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

G-13: MEDIUM DENSITY RESIDENTIAL

Planning Area G-13 provides for the development of 14.17 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 53 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area G-13 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport and the ERC airport safety zone. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area G-13 is accessed from “C” Street and the interior east-west loop road.
- (3) The edge treatment for the interface with the adjacent Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

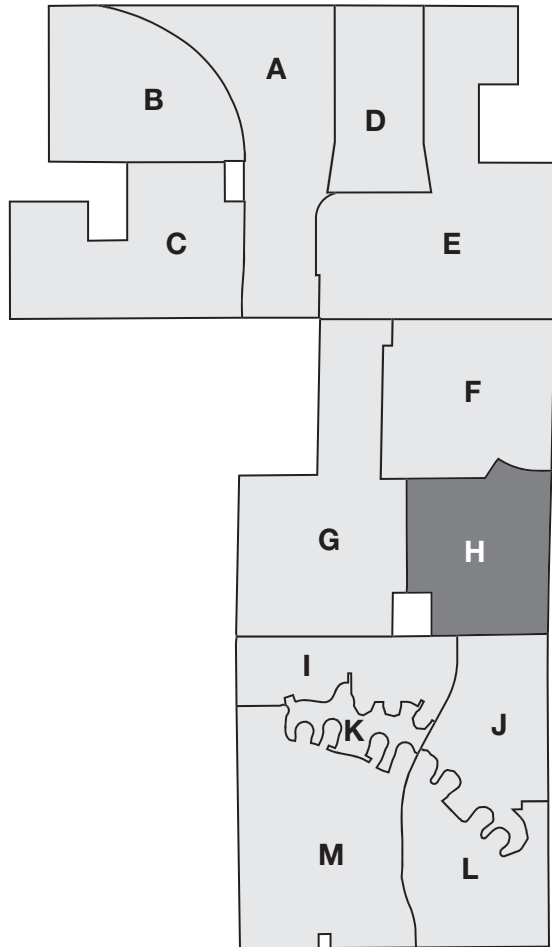
3.2.8 Neighborhood H

Neighborhood H, like Neighborhood G, is a residential neighborhood located in the central portion of the site as depicted in **Figure 3.2-9, Neighborhood H**. It is bounded by Polk Street on the east and the Avenue 64 Evacuation Channel to the south. The neighborhood is accessed from Polk Street and "C" Street. It is separated from the residential uses to the north and off-site uses to the east by a landscaped buffer. Residential uses include: High Density Residential (13.55 acres), Medium High Density Residential (69.87 acres) and Medium Density Residential (20.03 acres). A target of 710 dwelling units is planned in this 127.75-acre retirement/second home community. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

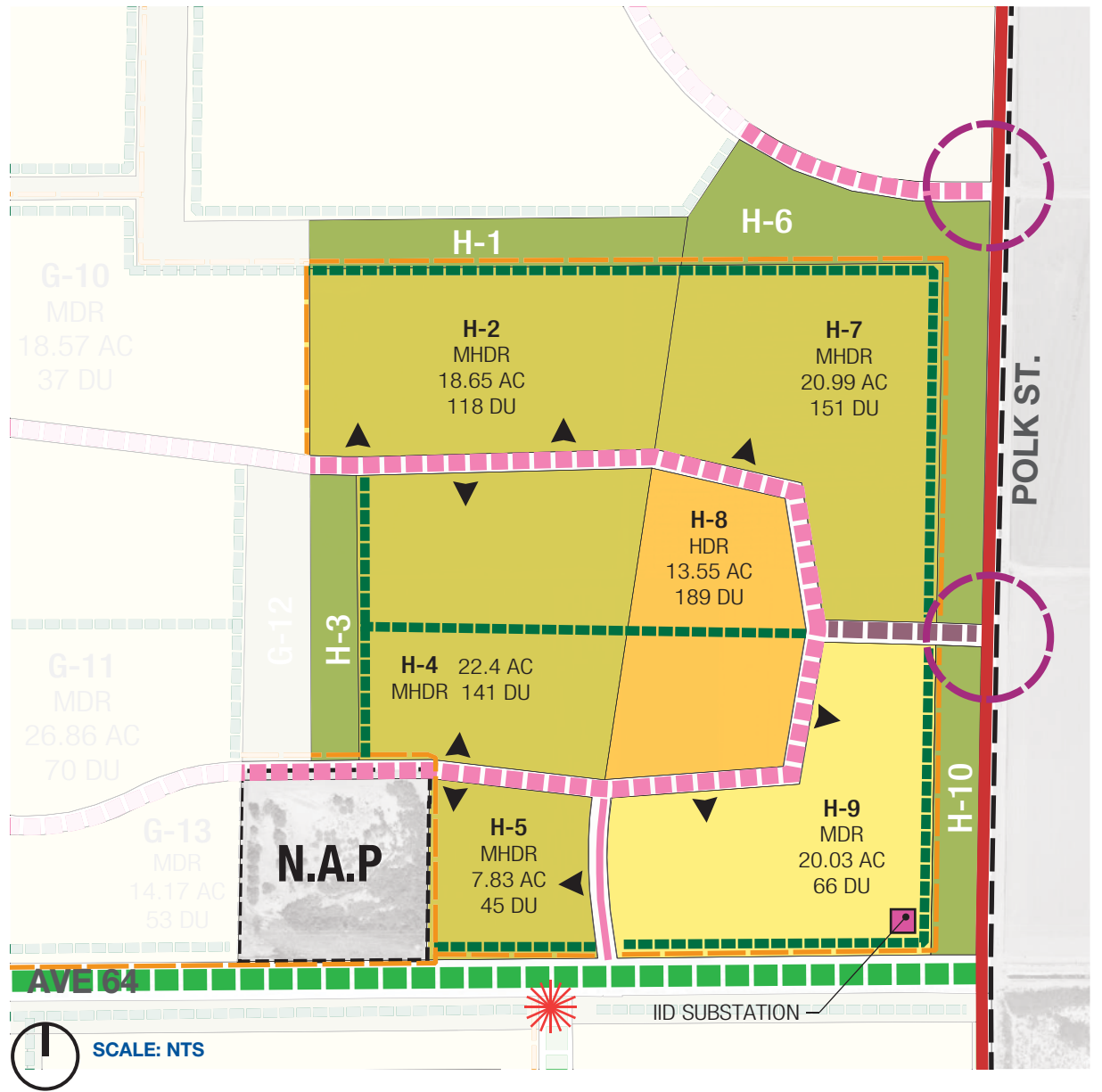
Open space totals 24.3 acres, functioning as part of the storm drainage system, and enhanced by windrow plantings, and provides a buffer from adjacent neighborhoods and off-site uses. A neighborhood park is located along the western edge of Neighborhood H, serving Neighborhood G as well. A component of the project-wide trail system is integrated with a power line easement along the neighborhood's southern edge. This trail connects local parks to the north with public facilities to the south.

NEIGHBORHOOD H PLANNING STANDARDS

- (1) The neighborhood is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) The interior loop road provides access to Planning Areas H-1, H-2, H-3, H-4, H-5, H-6, H-7, H-8, H-9 and H-10.
- (3) Polk Street provides access to Planning Areas H-6 and H-10.
- (4) The interior east-west loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (5) The interior north-south loop road will be developed in accordance with **Figure 3.4-18, Collector Streetscape 2**.
- (6) The project entry from Polk Street will be developed in accordance with **Figure 3.4-16, Industrial Collector**.
- (7) A minor project entry is located at the intersection of Polk Street and the entry to the north-south loop road to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (8) Polk Street will be developed in accordance with **Figure 3.4-10, Arterial Streetscape 2 – Polk Street Streetscape 2B**.
- (9) Windrow plantings will be provided as a buffer between land uses and along drainage channels, and will be integrated into the trail system.



KEY MAP



LEGEND

- PROJECT AREA BOUNDARY
- ARTERIAL STREETScape 2, INFORMAL CANOPY
- MAJOR STREETScape 1, PALM TREE
- COLLECTOR STREETScape 2, INFORMAL CANOPY
- COLLECTOR STREETScape 1, FORMAL CANOPY
- INDUSTRIAL COLLECTOR STREETScape, INFORMAL CANOPY
- WINDROW PLANTING
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- SUBSTATION
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0
H-10	Open Space (OS)		3.96	
TOTAL		710	127.75	

NEIGHBORHOOD H PLANNING AREAS**H-1: OPEN SPACE**

Planning Area H-1 provides for the development of 5.12 acres of open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-1 is within Zone C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-1 is accessed from the interior east-west loop road, through Planning Areas H-2 and H-6.
- (3) This planning area will be developed with the channel cross-section illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

H-2: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-2 provides for the development of 18.65 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 118 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-2 is within Zones C and of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-2 is accessed from the interior east-west loop road.
- (3) The trail along the western edge of the planning area will be developed as described in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) The edge treatment for the interface between the planning area and adjacent drainage channel is illustrated in **Figure 3.4-27, Channel Buffer Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-3: OPEN SPACE

Planning Area H-3 provides for 3.79 acres of open space to be developed as a local park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-3 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-3 will be developed as a local park.
- (3) Planning Area H-3 is accessed from the interior east-west loop road.
- (4) The edge treatment for this planning area will be as described in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-4: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-4 provides for the development of 22.40 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 141 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-4 is within Zones C and D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-4 is accessed from the interior east-west loop road.
- (3) The edge treatment for this interface between the planning area and the adjacent local park will be as illustrated in **Figure 3.4-25, Park Buffers**.
- (4) Planning Area H-4 will be developed with a buffer between the medium density residential uses in the planning area and the high density residential uses in the adjacent planning area as depicted in **Figure 3.4-32, Product Type Buffers**.
- (5) This planning area will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

H-5: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-5 provides for the development of 7.83 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 45 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-5 is within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-5 is accessed from the interior east-west and north-south loop roads.
- (3) The trail along the western edge of the planning area will be as shown in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) The edge treatment for the interface between the planning area residential use and the Evacuation Channel is illustrated in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

H-6: OPEN SPACE

Planning Area H-6 provides for the development of 11.43 acres of open space which will be part of the project drainage network and trail system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-6 will be developed to incorporate an element of the project-wide trail system.
- (3) Planning Area H-6 is accessed from Polk Street and the interior east-west loop road.
- (4) This planning area will be developed with the cross-section shown in **Figure 3.4-10, Arterial Streetscape 2/Polk Street Streetscape 2B**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-7: MEDIUM HIGH DENSITY RESIDENTIAL

Planning Area H-7 provides for the development of 20.99 acres of medium high density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 151 dwelling units is planned within a density range of 5.0–8.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-7 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface between the planning area and adjacent drainage channel is illustrated in **Figure 3.4-10, Arterial Streetscape 2/Polk Street Streetscape 2B**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

H-8: HIGH DENSITY RESIDENTIAL

Planning Area H-8 provides for the development of 13.55 acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional lots and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 189 dwelling units is planned within a density range of 8.0–14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-8 is accessed from the interior east-west loop road.
- (3) Planning Area H-8 will be developed with a buffer between the high density residential uses in the planning area, and the medium density residential uses in the adjacent planning area as depicted in **Figure 3.4-32, Product Type Buffer**.
- (4) This planning area will be developed with a windrow/trail detail, as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

H-9: MEDIUM DENSITY RESIDENTIAL

Planning Area H-9 provides for the development of 20.03 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 66 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area H-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-9 is accessed from the interior east-west loop road.
- (3) The edge treatment for the interface with the planning area and the adjacent drainage channel is illustrated in **Figure 3.4-10, Arterial Streetscape 2/Polk Streetscape 2B**.
- (4) The edge treatment for the interface with the Evacuation Channel is shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

H-10: OPEN SPACE

Planning Area H-10 provides for the development of 3.96 acres of open space as part of the project drainage network and trail system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

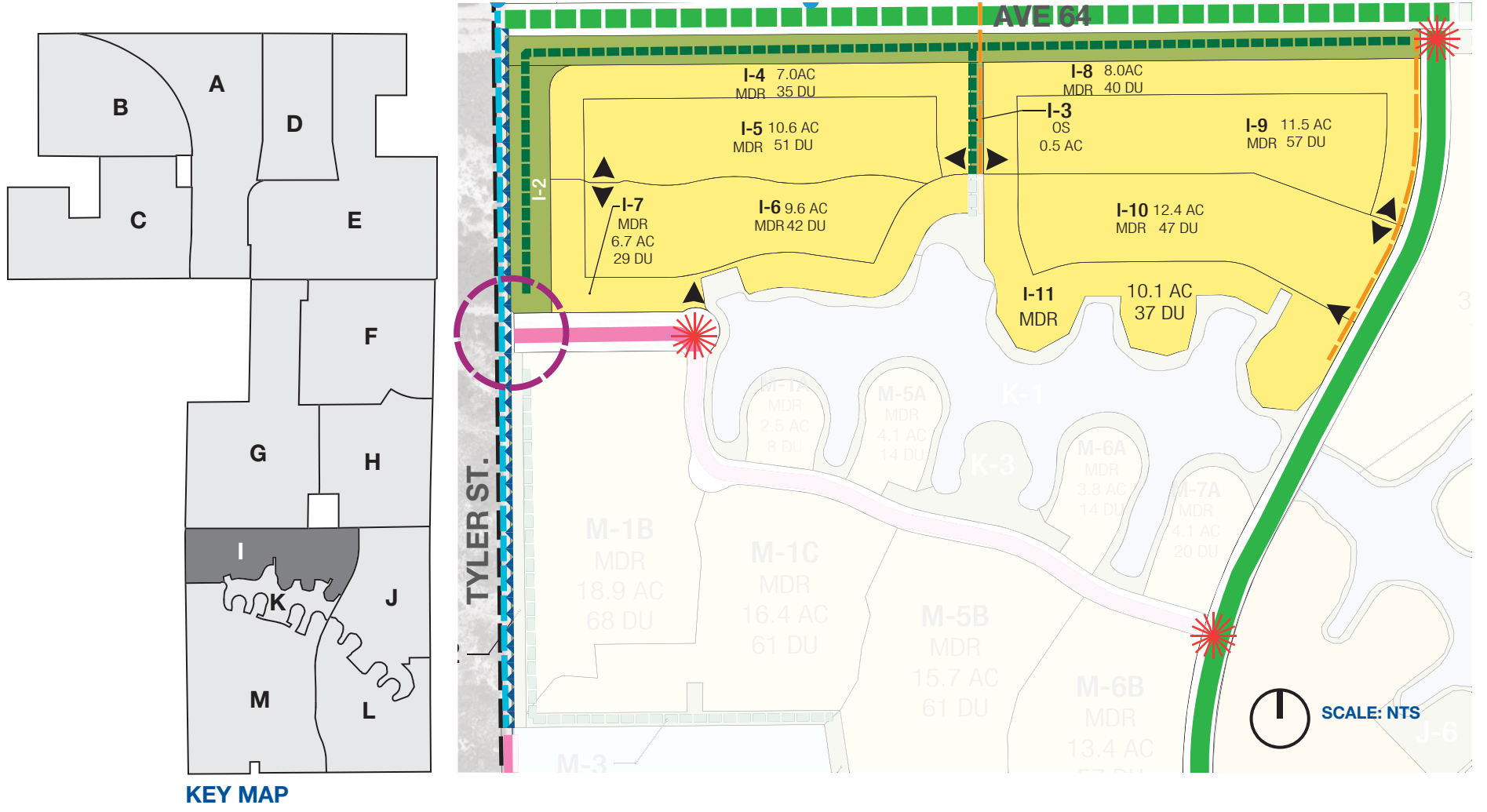
- (1) Planning Area H-10 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area H-10 is accessed from Polk Street and the interior east-west loop road.
- (3) The edge treatment between the planning area and adjacent residential uses is depicted in **Figure 3.4-10, Arterial Streetscape 2/Polk Streetscape 2B**.
- (4) The southern edge of this planning area will be developed with a trail that will be integrated with the power line easement that runs east-west through the neighborhood as depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.10 Neighborhood I

Neighborhood I is a predominantly residential neighborhood located just south of the Avenue 64 Evacuation Channel, between Tyler and Polk Streets as depicted in **Figure 3.2-10, Neighborhood I**. This neighborhood contains eleven planning areas comprised of 89.9 acres and is the northernmost neighborhood outside of the airport Zone C. Proposed land uses include Medium Density Residential (75.9 acres) and Open Space to be developed as part of the project storm drainage system (14.0 acres). A target of 338 dwelling units is planned for Neighborhood I. The open space area serves as a land use buffer and part of the drainage network. The neighborhood is accessed from Tyler Street, "E" Street, "F" Street and Avenue 64. Within the Kohl Ranch Circulation Plan, "E" Street has been realigned to circulate north and south between Avenue 64 and Avenue 66, replacing its previously proposed curvilinear location south of the evacuation channel.

NEIGHBORHOOD I PLANNING STANDARDS

- (1) The neighborhood is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A Minor entry is located at the intersection of Tyler Street and "F" Street to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (3) Primary access to the neighborhood is provided from Tyler Street, "E" Street, "F" Street, Avenue 64 and the interior loop roads.
- (4) "E" Street provides access to Planning Area I-8, I-9, I-10 and I-11 through interior loop roads.
- (5) Avenue 64 provides access to Planning Areas I-1.
- (6) "F" Street provides access to Planning Areas I-2, I-3, I-4, I-5, I-6, I-7 and I-8 through interior loop roads.
- (7) Tyler Street provides access to Planning Area I-1 and I-2.
- (8) "E" Street and Avenue 64 will be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (9) Tyler Street will be developed in accordance with **Figure 3.4-14, Secondary Streetscape 2**.
- (10) The Evacuation Channel in Planning Area I-1 will be developed with the Canal Buffer depicted in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (11) The intersection of Avenue 64 and "E" Street will be developed with the Intersection Detail as shown in **Figures 3.4-5, Intersection Detail**.
- (12) The east side of Tyler Street will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



KEY MAP

LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- MODIFIED SECONDARY STREETSCAPE, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- PROJECT TRAIL
- FULL ACCESS
- INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0
I-5	Medium Density Residential (MDR)	51	10.6	2.0-5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0-5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0-5.0
I-8	Medium Density Residential (MDR)	40	8	2.0-5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0-5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0-5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0-5.0
TOTAL		338	89.90	

NEIGHBORHOOD I PLANNING AREAS**I-1: OPEN SPACE**

Planning Area I-1 provides for the development of 9.6 acres of open space that includes the Avenue 64 Evacuation Channel and land adjacent to the channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-1 is accessed from Avenue 64.
- (3) An Intersection Detail will be located at the northeast corner of the planning area as illustrated in **Figure 3.4-5, Intersection Detail**.
- (4) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Planning Area I-1 will be developed with a windrow/trail detail as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) A Class I Bike Path is located in this planning area on the east side of Tyler Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

I-2: OPEN SPACE

Planning Area I-2 provides for the development of 3.9 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from Tyler Street and “F” Street.
- (3) This planning area will be developed with the project edge treatment for the interface between the drainage facilities and project boundary, as shown in **Figure 3.4-22, Project Edge**.
- (4) A Minor Project Entry is located at the southwest corner of this planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (5) A Class I Bike Path is located in this planning area on the east side of Tyler Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

I-3: OPEN SPACE

Planning Area I-3 provides for the development of 0.5 acres of open space that abuts the Avenue 64 Evacuation Channel to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-3 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-3 is accessed from “F” Street through interior loop roads.
- (3) This planning area will be developed with the drainage channel buffer for the interface with adjacent residential uses, as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) The drainage way in Planning Area I-3 will be designed to provide a pedestrian trail that connects with the project-wide trail system as depicted in **Figure 3.4-21 Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

I-4: MEDIUM DENSITY RESIDENTIAL

Planning Area I-4 provides for the development of 7.0 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 35 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-4 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from "F" Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

I-5: MEDIUM DENSITY RESIDENTIAL

Planning Area I-5 provides for 10.06 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development. A target of 51 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-5 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-5 is accessed from "F" Street through interior loop roads.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-6: MEDIUM DENSITY RESIDENTIAL

Planning Area I-6 provides for the development of 9.6 acres of medium density residential uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 42 dwelling units is planned within a density range 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-6 is accessed from “F” Street through the interior loop road.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-7: MEDIUM DENSITY RESIDENTIAL

Planning Area I-7 provides for the development of 6.7 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 29 dwelling units is planned within a density range 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-7 is accessed from “F” Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

I-8: MEDIUM DENSITY RESIDENTIAL

Planning Area I-8 provides for the development of 8.0 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet for conventional lots and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 40 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-8 is accessed from “E” Street through interior loop roads.
- (3) The buffer between the drainage facilities and adjacent residential uses will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

I-9: MEDIUM DENSITY RESIDENTIAL

Planning Area I-9 provides for the development of 11.5 acres of medium density residential uses with minimum lot sizes of 5,000 square feet for conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 57 dwelling units is planned within a density range 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) This planning area is accessed from “F” Street through interior loop roads.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

I-10: MEDIUM DENSITY RESIDENTIAL

Planning Area I-10 provides for the development of 12.4 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development. A target of 47 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area I-10 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-10 is accessed from “E” Street.
- (3) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

I-11: MEDIUM DENSITY RESIDENTIAL

Planning Area I-11 provides for the development of 10.1 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 37 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

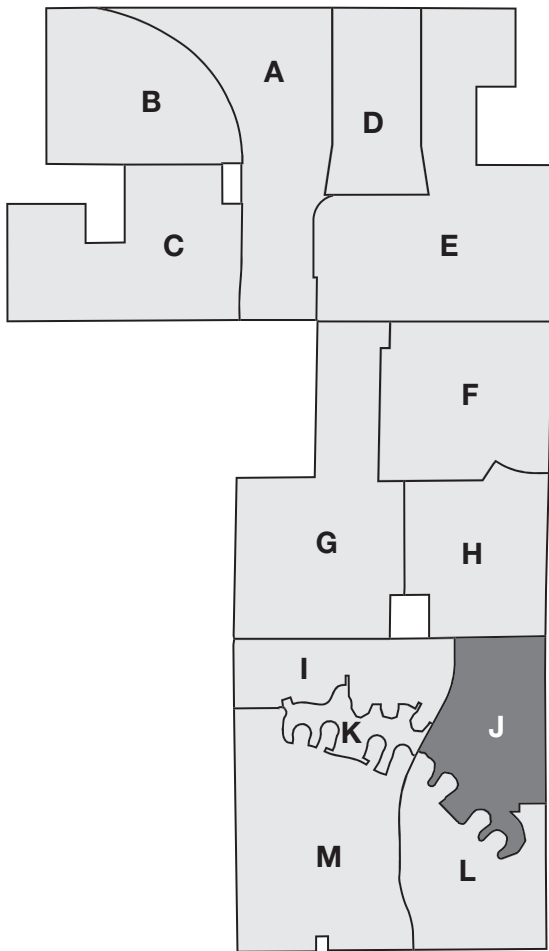
- (1) Planning Area I-11 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area I-11 is accessed from “E” Street.
- (3) A project trail will be developed in the easternmost portion of the planning area as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.11 Neighborhood J

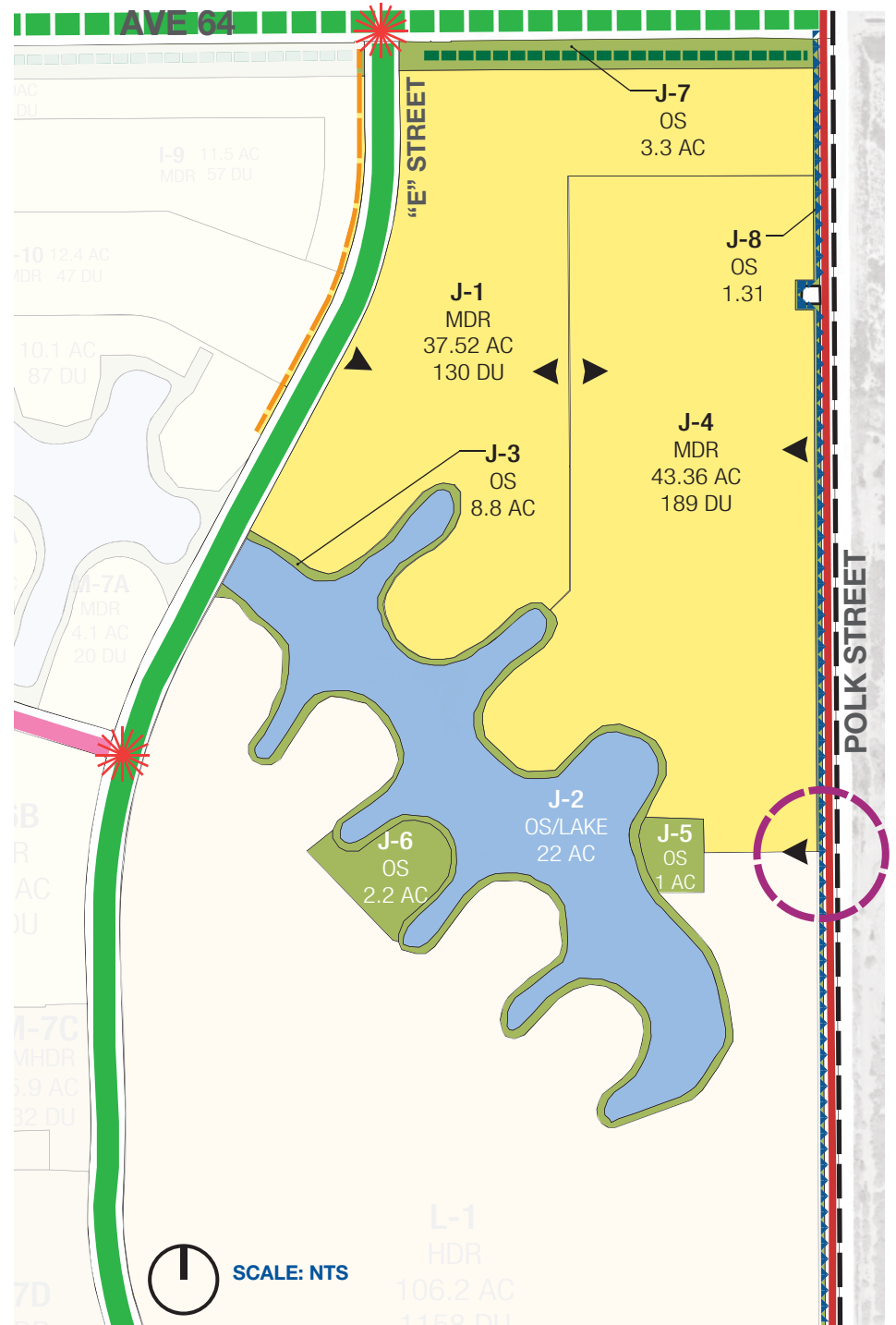
Neighborhood J is located in the southern section of the project site as depicted in **Figure 3.2-11, Neighborhood J**. The 119.49-acre neighborhood is located between “E” Street and Polk Street, just south of Avenue 64. It contains eight planning areas consisting of the following land uses: Medium Density Residential (80.88 acres) and Open Space (38.61 acres). A target of 319 units is planned for Neighborhood J. Access to the neighborhood is provided from “E” Street and Polk Street. The significant amount of open space within and adjacent to the neighborhood functions as part of the drainage system and provides a scenic amenity and buffer along Polk Street, as well as a local park. If developed with a golf course, a permitted use under provisions of Section 2 – Specific Plan Zoning, Neighborhood J would be equipped with a clubhouse which would provide meeting, dining and recreational opportunities to neighborhood residents.

NEIGHBORHOOD J PLANNING STANDARDS

- (1) A golf course use is permitted in all of the planning areas. A clubhouse is permitted in one of the planning areas. Additionally, recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted in all of the planning areas.
- (2) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to these zones are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (3) Primary access to Neighborhood J is from “E” Street, Avenue 64, Polk Street and the interior loop roads.
- (4) “E” Street provides access to Planning Areas J-1, J-6 and J-7.
- (5) Polk Street provides access to Planning Areas J-1 through J-8.
- (6) An Intersection Detail is located at the intersection of Avenue 64 and “E” Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (7) A Minor Entry is located at the intersection of Polk Street and the interior east-west loop road to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (8) “E” Street will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (9) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (10) Avenue 64 will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (11) The west side of Polk Street will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



KEY MAP



LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 1, PALM TREE
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- PROJECT TRAIL
- ▲ FULL ACCESS
- ☀ INTERSECTION DETAIL
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
J-1	Medium Density Residential (MDR)	130	37.52	2.0-5.0
J-2	Open Space/ Lake (OS-LAKE)		22	
J-3	Open Space/Lake (OS-LAKE)		8.8	
J-4	Medium Density Residential (MDR)	189	43.36	2.0-5.0
J-5	Open Space (OS)		1	
J-6	Open Space (OS)		2.2	
J-7	Open Space (OS)		3.3	
J-8	Open Space (OS)		1.3	
TOTAL		319	119.48	

NEIGHBORHOOD J PLANNING AREAS**J-1: MEDIUM DENSITY RESIDENTIAL**

Planning Area J-1 provides for 37.52 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 130 dwelling units is planned for this planning area within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-1 is accessed from “E” Street and Polk Street.
- (4) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (5) Planning Area J-1 will be developed in accordance with **Figure 3.4-32, Product Type Buffer** between the medium density residential uses within the planning area and the high density residential uses in the adjacent planning area.
- (6) The edge treatment for the interface between the residential uses and adjacent drainage facilities is shown in **Figure 3.4-28, Airpark Drainage Buffer**.
- (7) A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.

J-2: OPEN SPACE

Planning Area J-2 provides for the development of 22.0 acres of open space to be developed as a lake and as part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-2 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (4) Planning area J-2 is accessed from “E” Street.
- (5) The edge treatment for the interface between the drainage facilities and adjacent residential uses is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

J-3: OPEN SPACE

Planning Area J-3 provides for the development of 8.8 acres of open space to be a landscaped perimeter to the lake, containing a walking trail for the use and enjoyment of project residents.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-3 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-3 is accessed from “E” Street and the interior loop roads All planning areas abutting the lake will have access to the lake perimeter trail.
- (4) The edge treatment for the interface with the adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition.**
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

J-4: MEDIUM DENSITY RESIDENTIAL

Planning Area J-4 provides for the development of 43.36 acres of medium density residential land uses with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 189 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-4 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course, including clubhouse facilities, and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-4 is accessed from Polk Street.
- (4) This planning area will be developed with the project edge treatment as depicted in **Figure 3.4-24, Golf Course (Racetrack) Edge Condition**.
- (5) A pedestrian trail is located along the eastern boundary of this planning area to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**.
- (6) A minor project entry is located in the southeast corner of this planning area to be developed in accordance with **Figure 3.4-4, Minor Entry**.
- (7) If the golf course or recreational lakes are not developed, this planning area will be developed with the edge treatment shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (8) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (9) Please refer to Section 3.1 – Project Wide Development Standards.

J-5: OPEN SPACE

Planning Area J-5 provides for the development of 1.0 acres of open space to be developed as a local park or open space.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-5 is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-5 is accessed from Polk Street through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential uses is shown in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

J-6: OPEN SPACE

Planning Area J-6 provides for the development of 2.2 acres of open space to be developed as a park or open space that may include a recreation center.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-6 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area J-6 is accessed from “E” Street and Polk Street through interior loop roads.
- (4) The edge treatment for the interface between the park and adjacent residential land uses is illustrated in **Figure 3.4-25, Park Buffers**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

J-7: OPEN SPACE

Planning Area J-7 provides for the development of 3.3 acres of open space that includes the Avenue 64 Evacuation Channel and land adjacent to the channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area J-7 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning area J-7 is accessed from Avenue 64.
- (3) An Intersection Detail is located in the northwest corner of the planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) A pedestrian trail will be developed along the eastern boundary of the planning area to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (5) This planning area will be developed with the Evacuation Channel Buffer for the interface with adjacent residential development, as shown in **Figure 3.4-26, Evacuation Channel Buffer and Utility Easement Beltway**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

J-8: OPEN SPACE

Planning Area J-8 provides for the development of 1.31 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

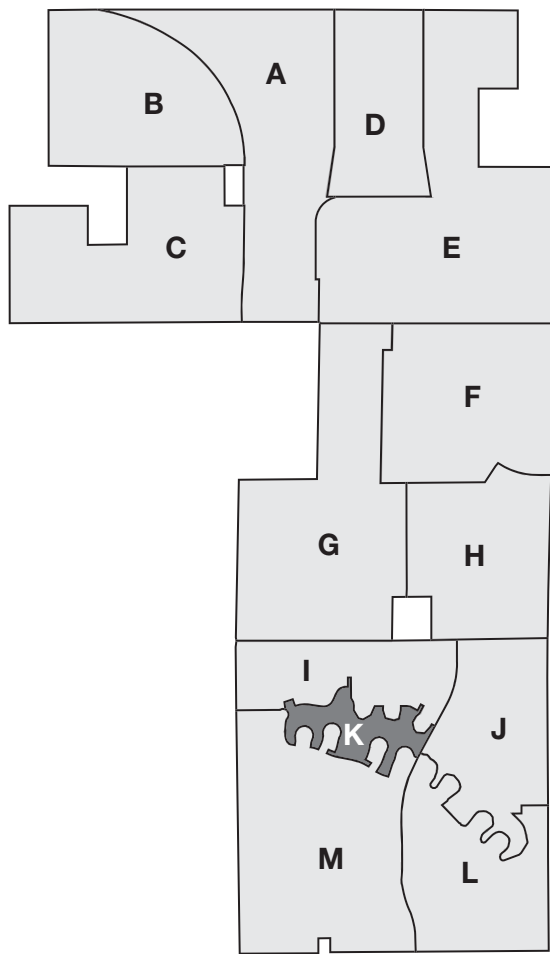
- (1) Planning Area J-8 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area J-8 is accessed from Polk Street.
- (3) The drainage way in Planning Area J-8 will be designed to provide a pedestrian trail that connects with the project-wide trail system as depicted in **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figures 3.1-10, Public Facilities**.
- (4) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure, 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.12 Neighborhood K

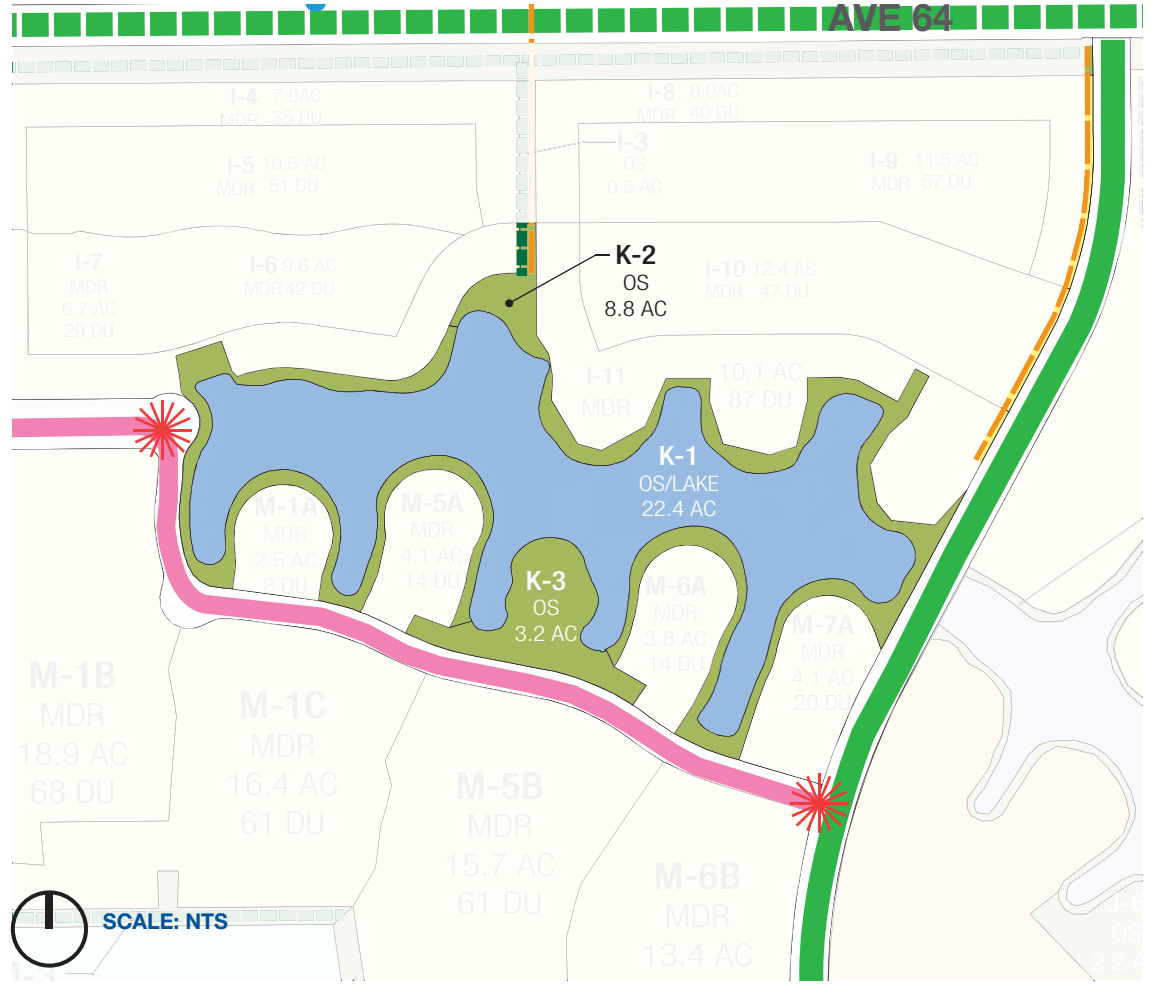
Neighborhood K is located in the southern portion of the project site as depicted in **Figure 3.2-12, Neighborhood K**. The neighborhood is 34.4 acres of open space with no dwelling units planned. The lake provides a scenic amenity, includes support of open space features such as a local park and recreation center, and functions as the dual water system (irrigation storage) and as part of the project drainage network. Primary access to the neighborhood is provided from “E” Street and “F” Street.

NEIGHBORHOOD K PLANNING STANDARDS

- (1) The neighborhood is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) is a permitted use in all of the planning areas.
- (3) Primary access to the neighborhood is provided by “E” Street and “F” Street as depicted in **Figure 3.3-1, Community Character**.
- (4) “E” Street provides access to Planning Area K-1 to K-3.
- (5) “F” Street will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (6) “E” Street will be developed in accordance with **Figure 3.4-12, Major Streetscape 2**.



KEY MAP



LEGEND

- MAJOR STREETScape 1, PALM TREE
- MAJOR STREETScape 2, FORMAL CANOPY
- COLLECTOR STREETScape 1, FORMAL CANOPY
- WINDROW PLANTING
- PROJECT TRAIL
- INTERSECTION DETAIL

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space (OS)		8.8	
K-3	Open Space (OS)		3.2	
TOTAL		0	34.40	

NEIGHBORHOOD K PLANNING AREAS**K-1: Open Space**

Planning Area K-1 provides for the development of 22.4 acres of open space to be developed as a lake for the for the dual water system (irrigation storage), aesthetics and detention as part of the project drainage network.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area K-1 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area K-1 is accessed from “E” Street and “F” Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

K-2: Open Space

Planning Area K-2 provides for 8.8 acres of open space to be a landscaped perimeter to the lake, containing a walking trail for the use and enjoyment of project residents.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area K-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area K-2 is accessed from “E” Street and “F” Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

K-3: Open Space

Planning Area K-3 provides for the development of 3.2 acres of open space to be developed as a park.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

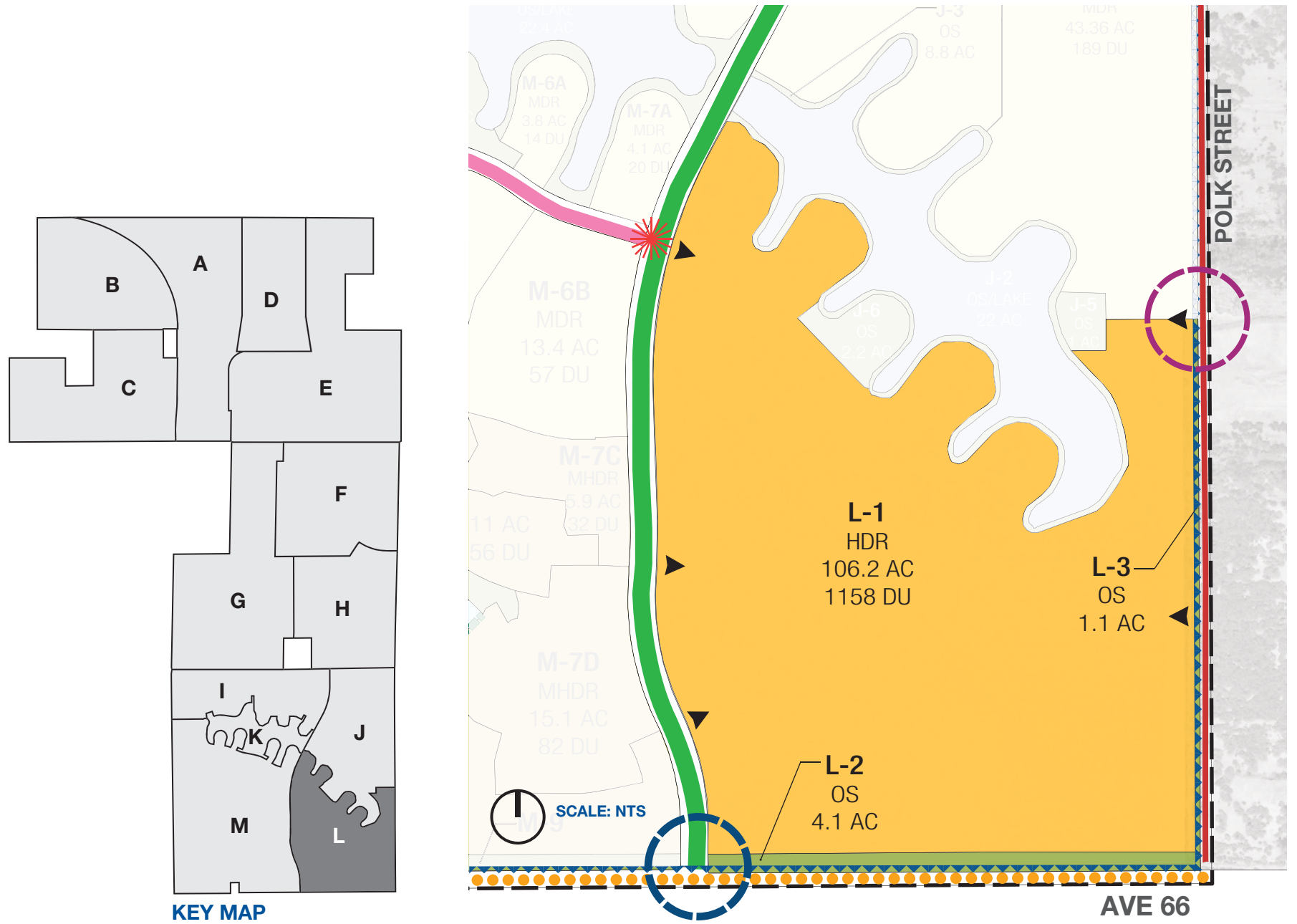
- (1) Planning Area K-3 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area K-3 is accessed from “F” Street.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.13 Neighborhood L

Neighborhood L is located in the southern portion of the project site as depicted in **Figure 3.2-13, Neighborhood L**. The 111.4-acre neighborhood is located in the southeast corner of the project site, and is bounded by and accessed from Polk Street on the east, Avenue 66 on the south and "E" Street on the west. Land uses consist of High Density Residential (106.2 acres) and open space (5.2 acres). A target of 1,158 dwelling units is planned for Neighborhood L. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code. Higher density residential uses are located at the project periphery, with lower density uses more interior to the site. If developed with a golf course, a permitted use under the provisions of Section 2 – Specific Plan Zoning, Neighborhood L would be equipped with a significant recreational and visual amenity.

NEIGHBORHOOD L PLANNING STANDARDS

- (1) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course use and/or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) is a permitted use in all of the planning areas.
- (3) Primary access is taken from "E" Street, Avenue 66 and Polk Street.
- (4) "E" Street provides access to Planning Area L-1
- (5) Avenue 66 provides access to Planning Areas L-2.
- (6) Polk Street provides access to Planning Area L-3.
- (7) A Major Project Entry is located at the intersection of "E" Street and Avenue 66 to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (8) A Minor Entry is located at the intersection of Polk Street with the interior loop road to be developed in accordance with **Figure 3.4-4, Minor Project Entry**.
- (9) Avenue 66 will be developed in accordance with **Figure 3.4-7, Urban Arterial Streetscape**.
- (10) "E" Street will be developed in accordance with **Figure 3.4-12, Major Streetscape 2**.
- (11) Polk Street will be developed in accordance with **Figure 3.4-9, Arterial Streetscape 2 – Polk Street Streetscape 2A**.
- (12) The west side of Polk Street and the north side of Avenue 62 will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETSCAPE 2, FORMAL CANOPY
- COLLECTOR STREETSCAPE 1, FORMAL CANOPY
- ARTERIAL STREETSCAPE 2, INFORMAL CANOPY
- URBAN ARTERIAL STREETSCAPE, INFORMAL COPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
L-1	High Density Residential (HDR)	1,158	106.2	8.0-14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.1	
TOTAL		1158	111.40	

NEIGHBORHOOD L PLANNING AREAS**L-1: HIGH DENSITY RESIDENTIAL**

Planning Area L-1 provides for the development of 106.2 acres of high density residential land uses with minimum lot sizes of 4,000 square feet under conventional development and 2,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 1,158 dwelling units is planned within a density range of 8.0–14.0 du/acre. The maximum density and the total number of dwelling units within the high density residential designation can be exceeded through the application of density bonuses for affordable housing, as permitted by the provisions of Section 65915 of the California Government Code.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-1 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-1 is accessed from Avenue 66 and “E” Street.
- (4) The edge treatment for the interface between the residential land use and adjacent park use is shown in **Figure 3.4-25, Park Buffers**.
- (5) The edge treatment for the interface between the residential land uses and adjacent drainage facilities is shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

L-2: OPEN SPACE

Planning Area L-2 provides for the development of 4.1 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area L-2 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-2 is accessed from Avenue 66.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land use is depicted in **Figure 3.4-28, Airpark Drainage Buffer**.
- (6) The drainage way in Planning Area L-2 will be designed to provide a pedestrian trail that connects with the project-wide trail system in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the north side of Avenue 66 as illustrated in **Figure 3.1-10, Public Facilities**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

L-3: OPEN SPACE

Planning Area L-3 provides for the development of 1.1 acres of open space to be developed as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

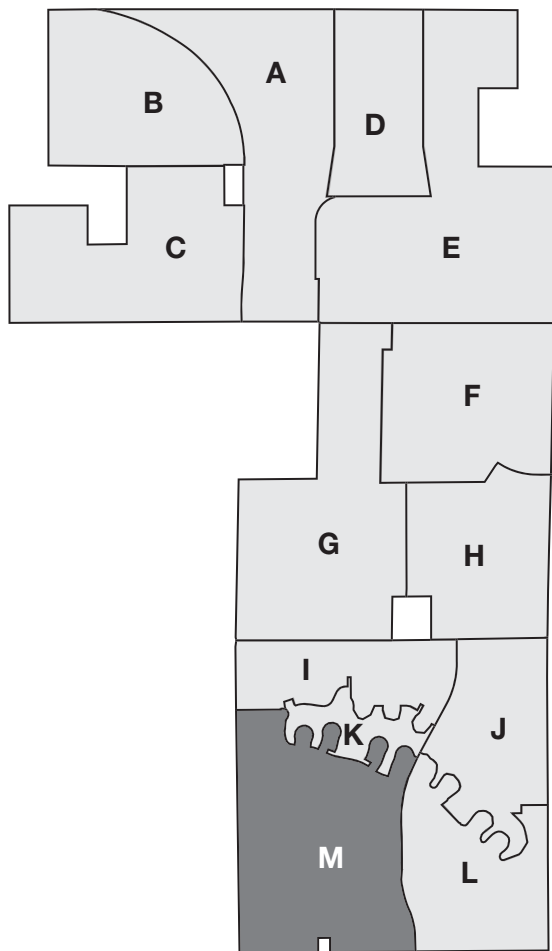
- (1) Planning Area L-3 is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area L-3 is accessed from Polk Street.
- (4) A major project entry is located in the southwest corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The drainage way in Planning Area L-3 will be designed to provide a pedestrian trail that connects with the project-wide trail system to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the west side of Polk Street as illustrated in **Figure 3.1-10, Public Facilities**.
- (6) The edge treatment for the interface with the planning areas drainage facilities and adjacent residential land uses is depicted in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

3.2.14 Neighborhood M

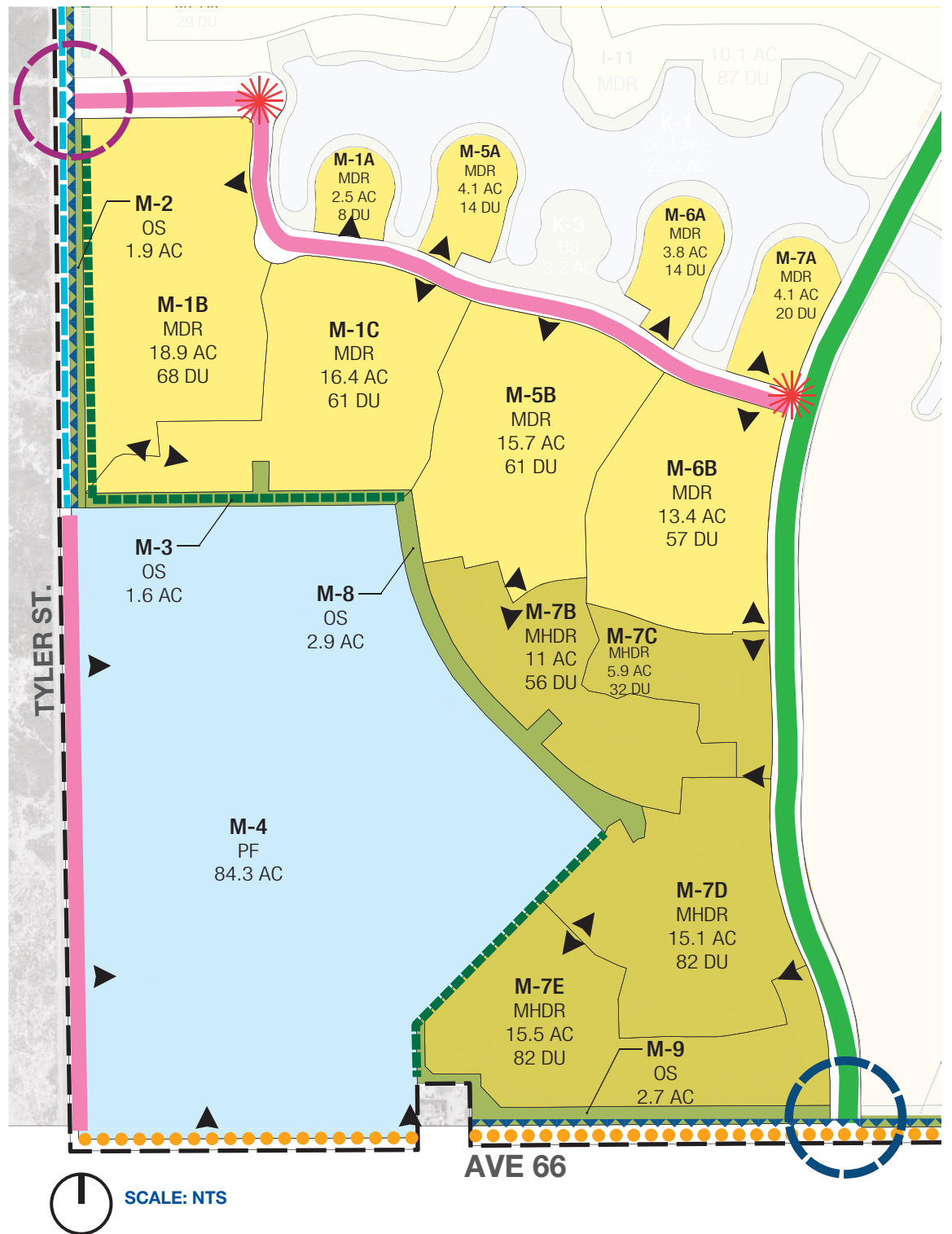
Neighborhood M is located in the southwest corner of the project site, north of Avenue 66 to "F" Street between Tyler Street and "E" Street as depicted in **Figure 3.2-14, Neighborhood M**. This 219.8-acre neighborhood contains Medium Density Residential (78.90 acres) and Medium High Density Residential (47.50 acres). A target of 555 dwelling units is planned for Neighborhood M. This neighborhood also includes 84.3 acres of Public Facilities/Schools. Open Space totals 9.1 acres and functions as part of the drainage network, provides a buffer along Tyler Street, and provides a buffer along the residential interface with the school site. Under a golf course scenario and recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) scenario, open space would provide active recreational benefits as well. Primary access to Neighborhood M is from Tyler Street, "E" Street, Avenue 66 and "F" Street.

NEIGHBORHOOD M PLANNING STANDARDS

- (1) The neighborhood is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport as reflected in **Figure 3.1-14, Airport Land Use Compatibility Zones and Utility Easement Beltway**. The development restrictions which apply to this zone are described in Section 3.1.10 – Airport Noise and Utility Easement Beltway and **Table 3.1-G, Basic Compatibility Criteria** of this Specific Plan.
- (2) A golf course and/or recreational lake (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in all of the planning areas.
- (3) Primary access is provided by Tyler Street, Avenue 66, "E" Street and "F" Street.
- (4) A Major Project Entry is located at the intersection of "E" Street and Avenue 66 to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) A Minor Project Entry is located at "F" Street and Tyler Street to be developed in accordance with **Figure 3.4-4, Minor Project Entry**.
- (6) "F" Street provides access to Planning Areas M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B and M-7A.
- (7) The intersection of "F" Street and "E" Street will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (8) "F" Street, just east of the Minor Project Entry on Tyler Street to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (9) "E" Street provides access to Planning Areas M-6B, M-7C, M-7D, M-7E and M-9.
- (10) "E" Street will be developed in accordance with **Figure 3.4-11, Major Streetscape 1**.
- (11) "F" Street will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (12) Avenue 66 will be developed in accordance with **Figure 3.4-7, Urban Arterial Streetscape**.
- (13) Tyler Street, south of "F" Street to the boundary of Planning Area M-2 will be developed in accordance with **Figure 3.4-15, Modified Secondary Streetscape 2**. Tyler Street, south of Planning Area M-2 to Avenue 66 will be developed in accordance with **Figure 3.4-17, Collector Streetscape 1**.
- (14) The north side of Avenue 62 will be developed with a Class I Bike path as illustrated in **Figure 3.1-10, Public Facilities**.



KEY MAP



SCALE: NTS

LEGEND

- PROJECT AREA BOUNDARY
- MAJOR STREETScape 2, FORMAL CANOPY
- COLLECTOR STREETScape 1, FORMAL CANOPY
- URBAN ARTERIAL STREETScape, INFORMAL COPY
- MODIFIED SECONDARY STREETScape, FORMAL CANOPY
- WINDROW PLANTING
- CLASS I BIKE PATH
- FULL ACCESS
- INTERSECTION DETAIL
- MAJOR PROJECT ENTRY
- MINOR PROJECT ENTRY

Planning Area	Land Use Code	Target Dwelling Units	Acres (Label)	Density Range
M-1A	Medium Density Residential (MDR)	8	2.5	2.0-5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0-5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0-5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0-5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0-5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0-5.0
M-6B	Medium Density Residential (MDR)	57	13.4	2.0-5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0-5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0-8.0
M-7C	Medium High Density Residential (MDR)	32	5.9	5.0-8.0
M-7D	Medium High Density Residential (MDR)	82	15.1	5.0-8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0-8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
TOTAL		555	219.80	

NEIGHBORHOOD M PLANNING AREAS**M-1A: Medium Density Residential**

Planning Area M-1A provides for the development of 2.5 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 8 dwelling units is planned within a density range of 2.0–5.0 du/acre.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-1A is accessed from "F" Street.
- (4) The edge treatment for the interface between the residential uses and the lake uses in the adjacent planning area is depicted in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

M-1B: Medium Density Residential

Planning Area M-1B provides for the development of 18.9 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development. A target of 68 dwelling units is planned within a density range 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1B is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area M-1B is accessed from “F” Street.
- (3) The buffer between the Planning Area M-1B’s residential uses and the adjacent lake facilities and will be developed as shown in **Figure 3.4-27, Channel Buffer Detail**.
- (4) An intersection detail is located in the northeast corner of this planning area to be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

M-1C: Medium Density Residential

Planning Area M-1C provides for the development of 16.4 acres of medium density residential land uses with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 61 dwelling units is planned within a density range 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-1C is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Planning Area M-1C is accessed from “F” Street.
- (3) The buffer between the Planning Area M-1C’s residential uses and the adjacent lake facilities and will be developed in accordance with **Figure 3.4-23, Drainage Canal Edge Condition**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-2: Open Space

Planning Area M-2 provides for the development of 1.9 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-2 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-2 is accessed from Tyler Street.
- (4) The northwest corner of this planning area will be developed in accordance with a **Figure 3.4-4, Minor Project Entry**.
- (5) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) The buffer between the Planning Area M-2's drainage facilities and the adjacent residential uses will be developed as shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (7) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (8) Please refer to Section 3.1 – Project Wide Development Standards.

M-3: Open Space

Planning Area M-3 provides for the development of 1.60 acres of open space to contain part of the southern drainage channel.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-3 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (2) Golf course and/or recreational lakes (lakes, including those used for aesthetics, detention, recreation, water skiing and non-potable irrigation water) are permitted uses in this planning area. Lakes shall incorporate the design guidelines set forth in Section 3.1.10 – Airport Zones and Utility Easement Beltway for Airport Compatibility Design Guidelines for Lakes.
- (3) Planning Area M-3 is accessed through the loop circulation system within Planning Area M-1B, from “F” Street.
- (4) This planning area will be developed with the edge conditions for the interface between drainage facilities and adjacent residential land uses, as shown in **Figure 3.4-23, Drainage Canal Edge Condition**.
- (5) The Windrow/Trail Detail for this planning area will be developed as illustrated in **Figure 3.4-21, Windrow/Trail Detail**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

M-4: Public Facilities/Schools

Planning Area M-4 is an existing 84.30-acre public facilities/schools site owned by the Coachella Valley Unified School District housing the Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-4 is accessed from Tyler Street and Avenue 66.
- (2) Planning Area M-4 is within Zones D and E of the CLUP for the Jacqueline Cochran Regional Airport. Development within these zones will comply with all applicable restrictions and requirements.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

M-5A: Medium Density Residential

Planning Area M-5A provides for the development of 4.1 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 14 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-5A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-5A is accessed from “F” Street.
- (3) This planning area will be developed in accordance with **Figure 3.4-25, Park Buffers** between planning areas residential and adjacent park uses.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-5B: Medium Density Residential

Planning Area M-5B provides for the development of 15.7 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 61 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-5B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-5B is accessed from “F” Street.
- (3) This planning area will be developed in accordance with **Figure 3.4-23, Drainage Canal Edge Condition** for the interface with adjacent drainage facilities.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-6A: Medium Density Residential

Planning Area M-6A provides for the development of 3.8 acres of medium density residential land use with minimum lot sizes of 6,000 square feet under conventional development and 5,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 14 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-6A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-6A is accessed from “F” Street.
- (3) This planning area will be developed with in accordance with **Figure 3.4-25, Park Buffers** between residential land and adjacent park uses.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-6B: Medium Density Residential

Planning Area M-6B provides for the development of 13.4 acres of medium density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet for cluster development as defined in Section 2 – Specific Plan Zoning. A target of 57 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-6B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-6B is accessed from “E” Street and “F” Street.
- (3) The northeast corner of this planning area will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7A: Medium Density Residential

Planning Area M-7A provides for the development of 4.1 acres of medium density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 20 dwelling units is planned within a density range of 2.0–5.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7A is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7A is accessed from “E” Street and “F” Street.
- (3) The southeast corner of this planning area will be developed in accordance with **Figure 3.4-5, Intersection Detail**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7B: Medium High Density Residential

Planning Area M-7B provides for the development of 11.0 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development (Section 2 – Specific Plan Zoning). A target of 56 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7B is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7B is accessed from “E” Street through interior loop roads.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7C: Medium High Density Residential

Planning Area M-7C provides for the development of 5.9 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 32 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7C is within Zone E of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7C is accessed from “E” Street.
- (3) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

M-7D: Medium High Density Residential

Planning Area M-7D provides for the development of 15.1 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 82 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7D is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7D is accessed from “E” Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-7E: Medium High Density Residential

Planning Area M-7E provides for the development of 15.5 acres of medium high density residential land use with minimum lot sizes of 5,000 square feet under conventional development and 4,000 square feet under cluster development as defined in Section 2 – Specific Plan Zoning. A target of 82 dwelling units is planned within a density range of 5.0–8.0 du/ac.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-7E is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-7E is accessed from “E” Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-8: Open Space

Planning Area M-8 provides for the development of 2.9 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-8 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-8 is accessed from the loop circulation road within Planning Area M-5B and from the loop circulation road within Planning Area M-7B via “E” Street.
- (3) This planning area will be developed with the edge conditions for the interface with adjacent drainage facilities, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (5) Please refer to Section 3.1 – Project Wide Development Standards.

M-9: Open Space

Planning Area M-9 provides for the development of 2.7 acres of open space to be developed as a land use buffer and as part of the project storm drainage system.

Land Use and Development Standards

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

Planning Standards

- (1) Planning Area M-9 is within Zone D of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area M-9 is accessed from the intersection of Avenue 66 and "E" Street.
- (3) This planning area will be developed with the edge conditions for the interface with the drainage facilities and adjacent residential land use, as shown in **Figure 3.4-23, Drainage Canal Edge Conditions**.
- (4) A Major Project Entry is located in the southeast corner of the planning area to be developed in accordance with **Figure 3.4-3, Major Project Entry**.
- (5) The drainage way in Planning Area M-9 will be designed to provide a pedestrian trail that connects with the project-wide trail system to be developed in accordance with **Figure 3.4-21, Windrow/Trail Detail**. A Class I Bike Path is located in this planning area on the north side of Avenue 66 as illustrated in **Figures 3.1-10, Public Facilities**.
- (6) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (7) Please refer to Section 3.1 – Project Wide Development Standards.

3.3 DESIGN GUIDELINES

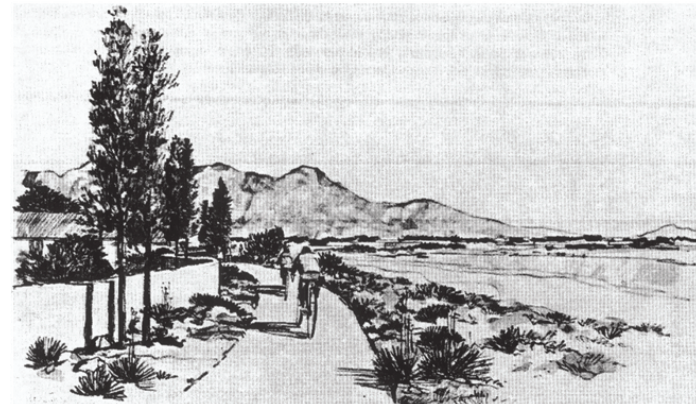
3.3.1 Purpose and Intent

The following Design Guidelines have been developed as a method of achieving a high-quality, cohesive design fabric for the Kohl Ranch Specific Plan area. The objectives of these guidelines are:

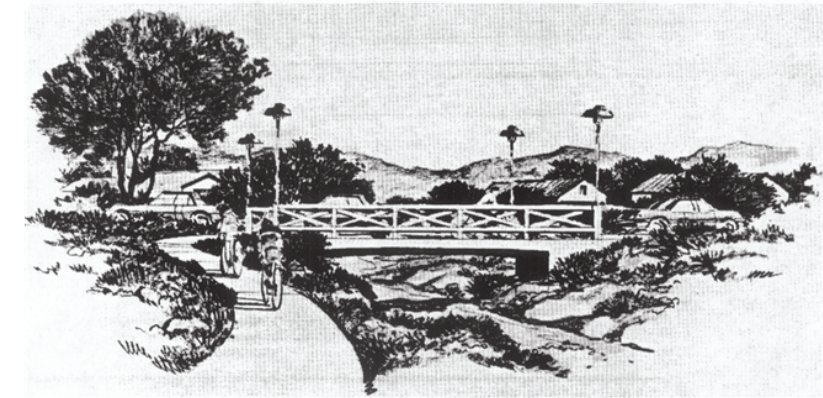
- to provide the County of Riverside with the necessary assurance that the Specific Plan area will develop in accordance with the quality and character proposed herein;
- to serve as design criteria for developers, builders, engineers, architects and landscape architects, and other professionals in preparing plans for construction; and
- to lend guidance to staff, the Joint Powers Authority and the Board of Supervisors in the review and evaluation of future development projects in the Specific Plan area.

Certain key design elements will contribute significantly to the visual order and consistency of the entire Specific Plan area. These common features—site planning, architecture, landscape architecture, signage, lighting and other details—are the subject of the Design Guidelines. The guidelines express the desired character of future development, which is represented conceptually in **Figure 3.3-1, Community Character**. Each guideline will be considered in terms of how it relates to a given development proposal, during the review process, and will be applied to the selected land use concept, as appropriate.

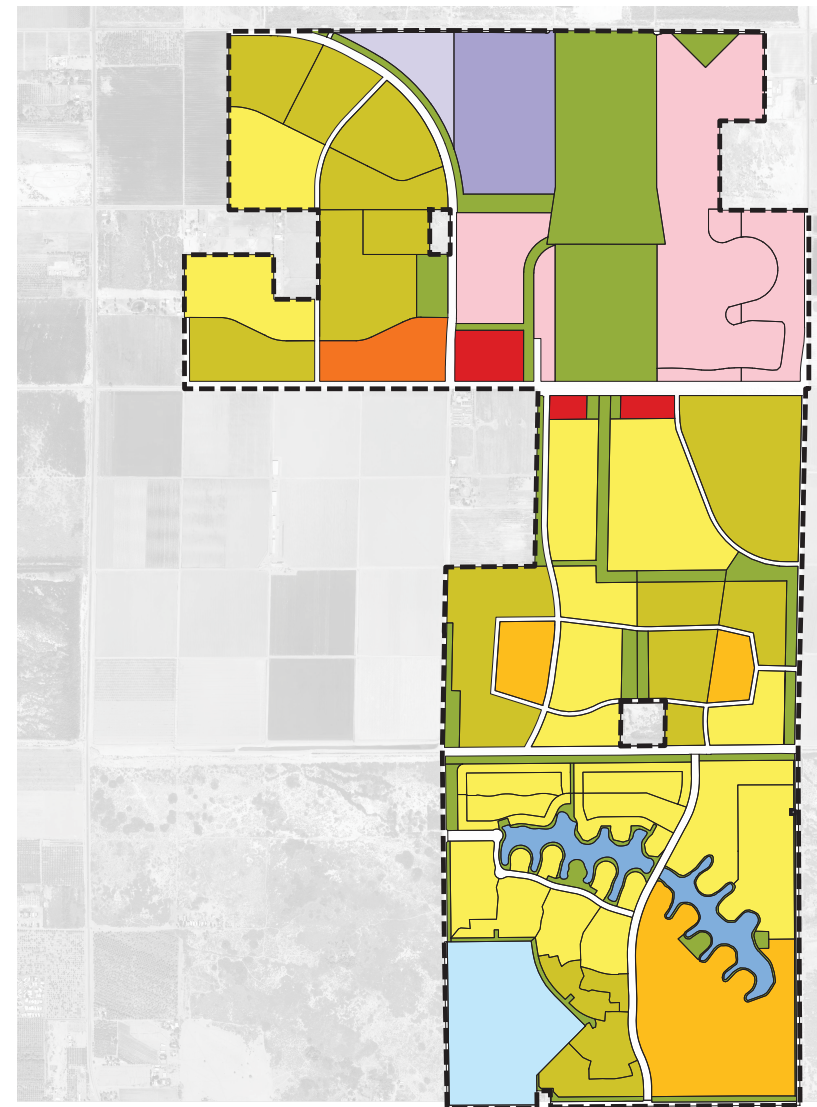
The Design Guidelines are intended to be flexible and are illustrative in nature. Therefore, over time they can respond to unanticipated conditions, such as changes in taste, community desires and the marketplace. Fundamental principles that are the foundation of the Design Guidelines include the coordinated use of land for passive and active recreational open space, to handle storm drainage and to comply with restrictions of the Jacqueline Cochran Regional Airport Safety Zones. In addition, use of landscaping materials and architectural treatments should be compatible with the desert landscape as well as the rich agricultural tradition of the Coachella Valley.



TRAIL ALONG EDGE



TRAIL



PARK



GOLF COURSE EDGE



COMMERCIAL



STREETSCAPE

Compliance with County Design Guidelines

The Design Guidelines and Development Standards for the Kohl Ranch Specific Plan are intended to establish community guidelines and standards for the project to ensure the creation of a quality and aesthetically pleasing environment. Section 3.4, Landscape Guidelines, contains the following subsections: Landscape Concept, Entries, Intersections, Streetscapes, Edges, Buffers, Landscape Palette, Paths and Trails, Walls and Fences, Lighting and Signage. Section C.4., Site Development Guidelines, contains the following subsections: Site Planning and Architectural Guidelines.

The Kohl Ranch Design Guidelines and Development Standards were developed prior to adoption of the Countywide Design Standards and Guidelines criteria (adopted January 13, 2004). Nonetheless, the adopted standards support the development of neighborhoods within the Specific Plan which will meet or exceed the intent and standards contained within the County-wide document. The Kohl Ranch Design Guidelines and Development Standards are consistent with the intent of the Design Strategies and Planning Objectives contained in the Countywide Design Standards and Guidelines (Sections I, Introduction, II, Residential, III, Residential Street Design, and IV, Landscape Design Standards). The Kohl Ranch Specific Plan complies with the standards, goals and objectives by, "*creating quality and visually distinctive development responsive to the natural and built environment of Riverside County*" (Countywide document, page 6).

Prior to approval of tentative tract maps, the Planning Commission and the Board of Supervisors may seek more site-specific information about whether or not the Countywide Design Standards and Guidelines will be met. Standards and features of design implementation illustrating specifically how these general guidelines will be implemented may help guide decision makers during public hearings. Therefore, a project proponent shall submit a design manual to the Planning Department for review and approval prior to public hearings on individual tentative tract maps. Each design manual shall be keyed to the Specific Plan planning area within the project site, and each shall identify how and where particular design features of note will be realized within the development.