

Section 3. Circulation Plan

The site is located on Varner Road and accessed via the Cook Street interchange. Varner Road provides a direct connection with the community of Thousand Palms to the West, and Sun City Palm Desert to the East. Cook Street continues south over the freeway into Palm Desert. Interstate 10 offers regional access to the site from all Coachella Valley and San Gorgonio Pass communities, as well as the Inland Empire, and the Los Angeles metropolitan area.

The proposed project will take access from Varner Road. Planning Area 1 (Service Commercial) will have two primary points of ingress and egress. Entry roads extending from Varner Road, into the main portion of Planning Area 2 (Business Park), will be spaced to conform with County requirements. Some parcels within the development bordering Varner Road will have direct ingress and egress at intervals approved by the Transportation Department. Because Varner Road will carry all traffic to and from the site, it is proposed to be up-graded from the current "Secondary Frontage Road" classification to a "Major Frontage Road", providing a 70-foot improved section within a 86-foot right-of-way, where it shares its right-of-way line with the freeway. Where it divides the site the right-of-way will widen to 100 feet, with a 76-foot improvement profile. As Varner approaches Cook Street, it will taper back to the existing 92-foot right-of-way. Varner Road will have two travel lanes in each direction and a continuous left turn lane. Internal roads will be constructed to an industrial collector standard (56-foot improved section / 78-foot right-of-way) to accommodate truck traffic (Exhibits Nos. 7 and 8).

The Western Coachella Valley Community Plan (WCVP) identifies a Class 1 (off-roadway) bicycle trail on Varner Road. This specific plan modification proposes to reduce the trail to a Class 2 (on-roadway). Bus turnouts will be provided per the requirements of Sunline Transportation Agency and the County Transportation Department.

The following development standards will apply to the implementation of the Circulation Plan:

Circulation Development Standards

1. Road improvements shall be required for intervening road sections if phasing results in separated development.
2. Any application for any subdivision within the specific plan boundary (including a Schedule I parcel map) shall cause the design of the specific plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section. Specific Plan Schedule I parcel maps shall design the street system shown thereon.
3. Each subdivision shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project.
4. All roadways intersecting four lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with Standard 103, Ordinance 461 from the four lane facility to the nearest intersection.

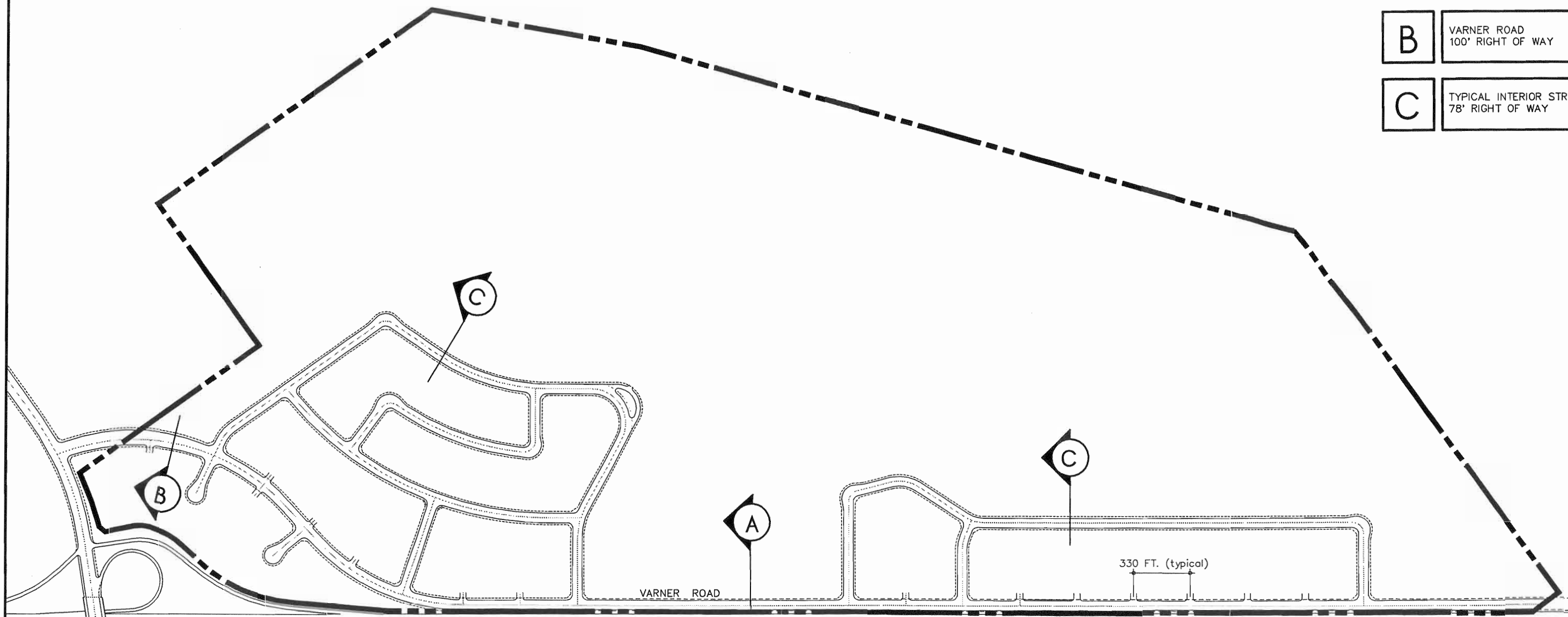
5. All typical sections shall be per Ordinance 461 or as approved by the Transportation Department.
6. All intersection spacing and / or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
7. No textured pavement accents shall be allowed within County right-of-way.
8. All projects, including subdivisions within the specific plan boundary, shall be subject to the Development Monitoring Program as described in the Appendices of this document.
9. Mid-block cross-walks shall not be allowed.
10. Driveways and access points shown in the specific plan are illustrative. Access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
11. The plan proposes no drainage facilities to be maintained by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be either private or conveyed to the Coachella Valley Water District.
12. Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Transportation Department.

13. All bicycle trails developed as part of this specific plan shall be as approved by the Transportation Department.

North Star Commerce Center

CIRCULATION PLAN

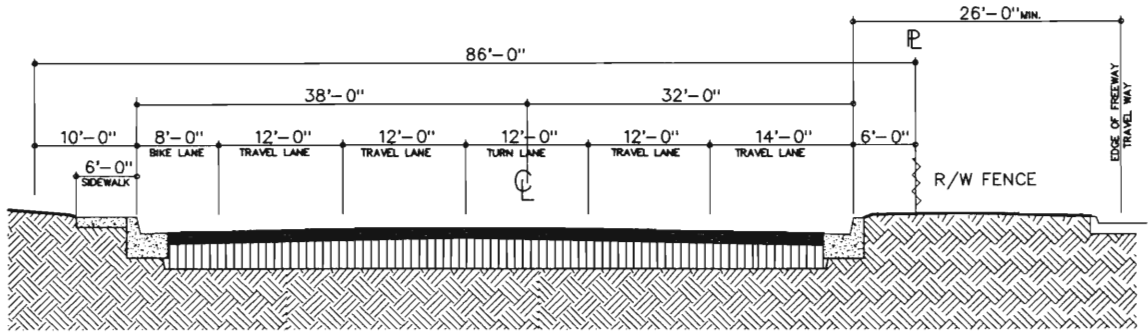
- A** VARNER ROAD @ FREEWAY FRONTAGE SECTION 86' RIGHT OF WAY
- B** VARNER ROAD 100' RIGHT OF WAY
- C** TYPICAL INTERIOR STREET 78' RIGHT OF WAY



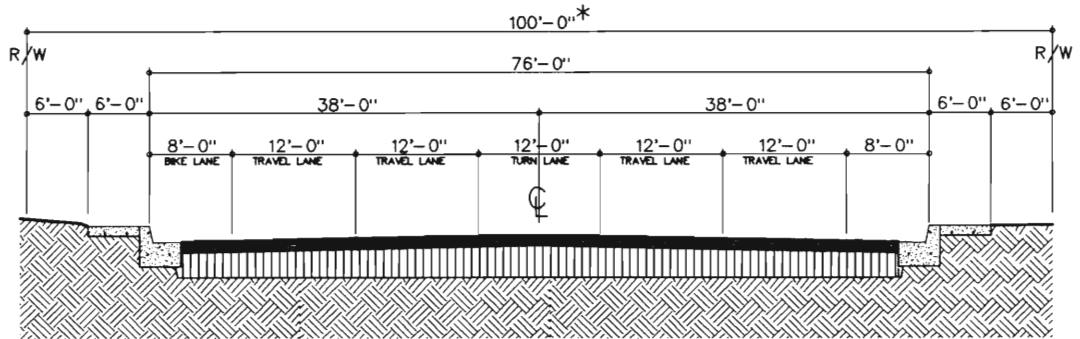
VARNER ROAD
 INTERSTATE 10
 SOUTHERN PACIFIC RAILROAD

330 FT. (typical)

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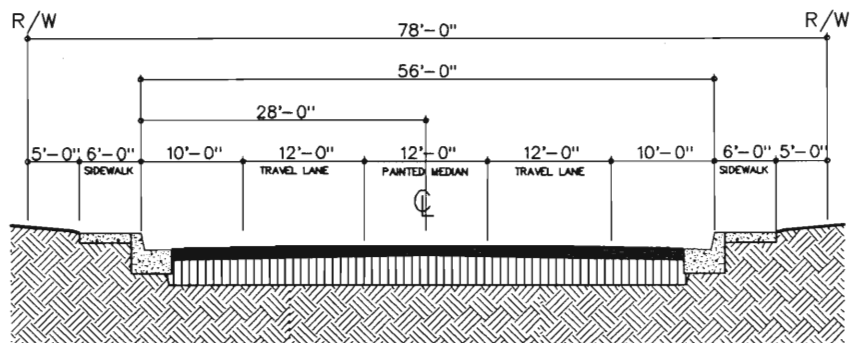


VARNER ROAD FRONTAGE @ SECTION 'A'



VARNER ROAD @ SECTION 'B'

*R/W REDUCES TO 92' NEAR COOK ST. INTERSECTION.
ROAD SECTION TO REMAIN THE SAME.



TYPICAL INTERIOR ROAD @ SECTION 'C'

TYPICAL STREET SECTIONS

dc5\DWG\WYSP2