

2. CIRCULATION PLAN

a) Circulation Plan Description

Primary north-south access to the site will be provided via Hamner Avenue. Primary east-west access will be provided via Bellegrave Avenue and Cantu-Galleano Ranch Road.

Hamner Avenue is a north-south road located on the west boundary of the project site. The Riverside County General Plan Circulation Element identifies Hamner Avenue as an Urban Arterial Highway (six-lane divided road) with an ultimate 152-foot right-of-way. Hamner Avenue provides direct access to Highway 60 approximately 1.5 miles north of the project site and indirect access to Interstate 15 via Limonite Avenue, approximately one mile southeast of the project site.

Bellegrave Avenue is a generally east-west road located along the southern boundary of the project site. This road is designated by the Circulation Element as a Major Highway (four-lane divided highway) with an ultimate 135-foot right-of-way. Cantu-Galleano Ranch Road, as shown on the Circulation Element will be an east-west road located on the project's northern boundary. It is designated as an Urban Arterial Highway with an ultimate 152-foot right of way. An interchange providing direct access from Cantu-Galleano Ranch Road to and from Interstate 15 is planned at the northeast corner of the project site. Once constructed, this interchange will provide immediate freeway access to the project site from Interstate 15. Roadway cross-sections for these roads are shown on *Figure IV-4, Exterior Roads Cross-Sections*.

There are four primary internal roads within THE RESORT SPECIFIC PLAN. The Street "D" Loop Road (also referred to herein as "D" Loop" and "Loop Road") connects all residential planning areas to each other and is the major internal circulatory road. The Street "D" Loop Road will be developed as a modified Collector Street (92-foot right-of-way) with one through-lane in each direction and left turn lanes to accommodate turning movements into each planning area. Local streets located within individual residential planning areas will connect to the Street "D" Loop Road. A cross-section of the Street "D" Loop Road is shown on *Figure IV-5, Interior Roads Cross-Section*.

"A" Street will be developed as a modified Secondary Highway (four-lane divided road) with a 108-foot right-of-way. "A" Street will provide access to THE RESORT SPECIFIC PLAN from Cantu-Galleano Ranch Road by connecting Cantu-Galleano Ranch Road to the Street "D" Loop Road and will provide access to the retail/mixed use development within Planning Area 14. Access into THE RESORT SPECIFIC PLAN from Hamner Avenue will be provided by "B" Street which connects Hamner Avenue to the Street "D" Loop Road. "B" Street will be a Secondary Highway (four-lane divided road) with a 120-foot right-of-way. From Bellegrave Avenue, THE RESORT SPECIFIC PLAN will be accessed from "C" Street which connects Bellegrave Avenue to the Street "D" Loop Road. "C" Street will be a modified Secondary Highway (two-lane divided road) with a 104-foot right-of-way. Cross-sections for these streets are shown on *Figure IV-5, Interior Roads Cross-Section*.

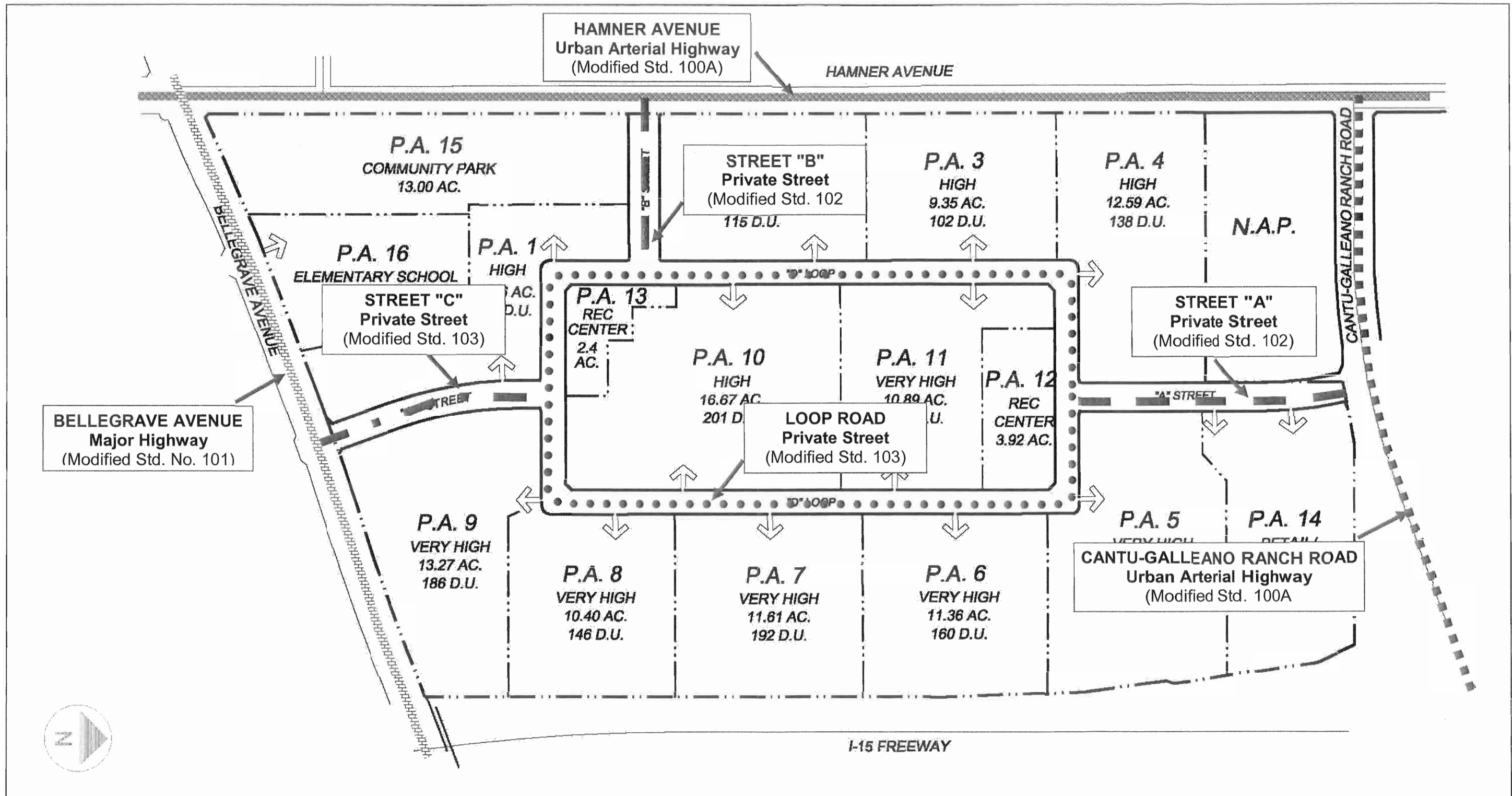
The residential portions of THE RESORT SPECIFIC PLAN will be a gated-community with gates located on “A” Street, “B” Street and “C” Street. All internal Specific Plan roads will be privately owned and maintained by the project-wide owners association, or other landscape maintenance district.

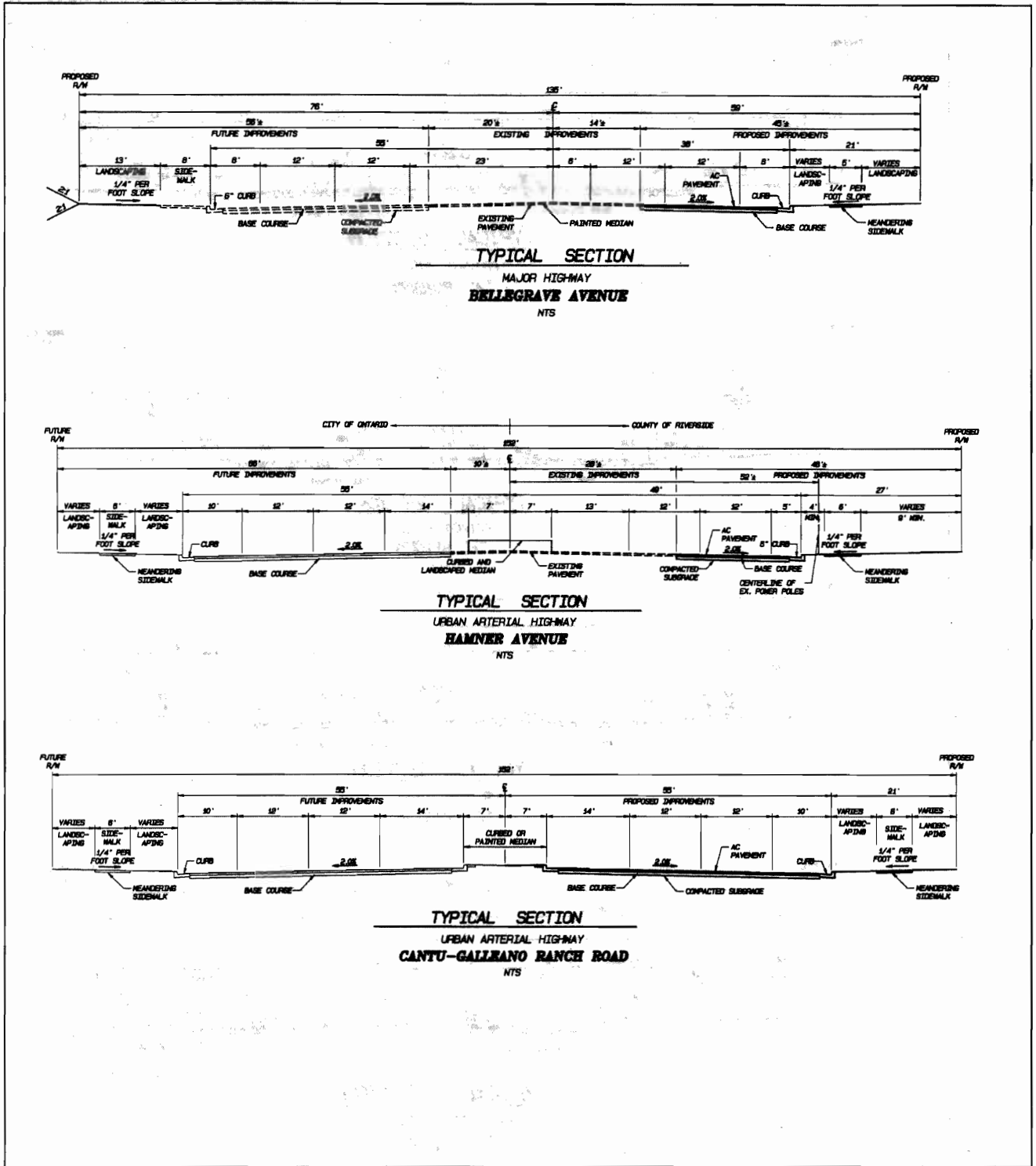
In addition to the road circulation plan, a pedestrian circulation system is incorporated to the project (See *Figure IV-6, Non-Vehicular Circulation Plan*). This pedestrian circulation system consists of a combination of greenbelts with pedestrian linkages and sidewalks located adjacent to roads and within roadway paseos. The pedestrian circulation system will promote non-vehicular access to on-site recreational opportunities as well as to the elementary school (Planning Area 16) and the retail/mixed use commercial center (Planning Area 14). This paseo system is described in more detail in Section IV.B.6, Open Space and Recreation Plan, of this document.

b) Circulation System Development Standards

- 1) 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 section. Specific Plan Schedule I Parcel Maps shall design the street system shown thereon.
- 2) Hamner Avenue, Bellegrave Avenue and Cantu-Galleano Ranch Road shall be constructed to full half-widths adjacent to the project site as shown on *Figure IV-4, Exterior Roads Cross-Sections*, and pursuant to the Design and Landscape Guidelines for Development in the Second Supervisorial District.
- 3) All major internal Specific Plan roads shall be constructed per the standard cross sections shown in *Figure IV-5, Interior Roads Cross-Section*.
- 4) Landscape requirements shall be in accordance with the roadway landscape treatments described in Section IV.E., Landscaping Guidelines.
- 5) 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.
- 6) 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 No. 461, from the four-lane facility to the nearest intersection.
- 7) All typical sections shall be per Ordinance No. 461, or as approved by the Transportation Department.

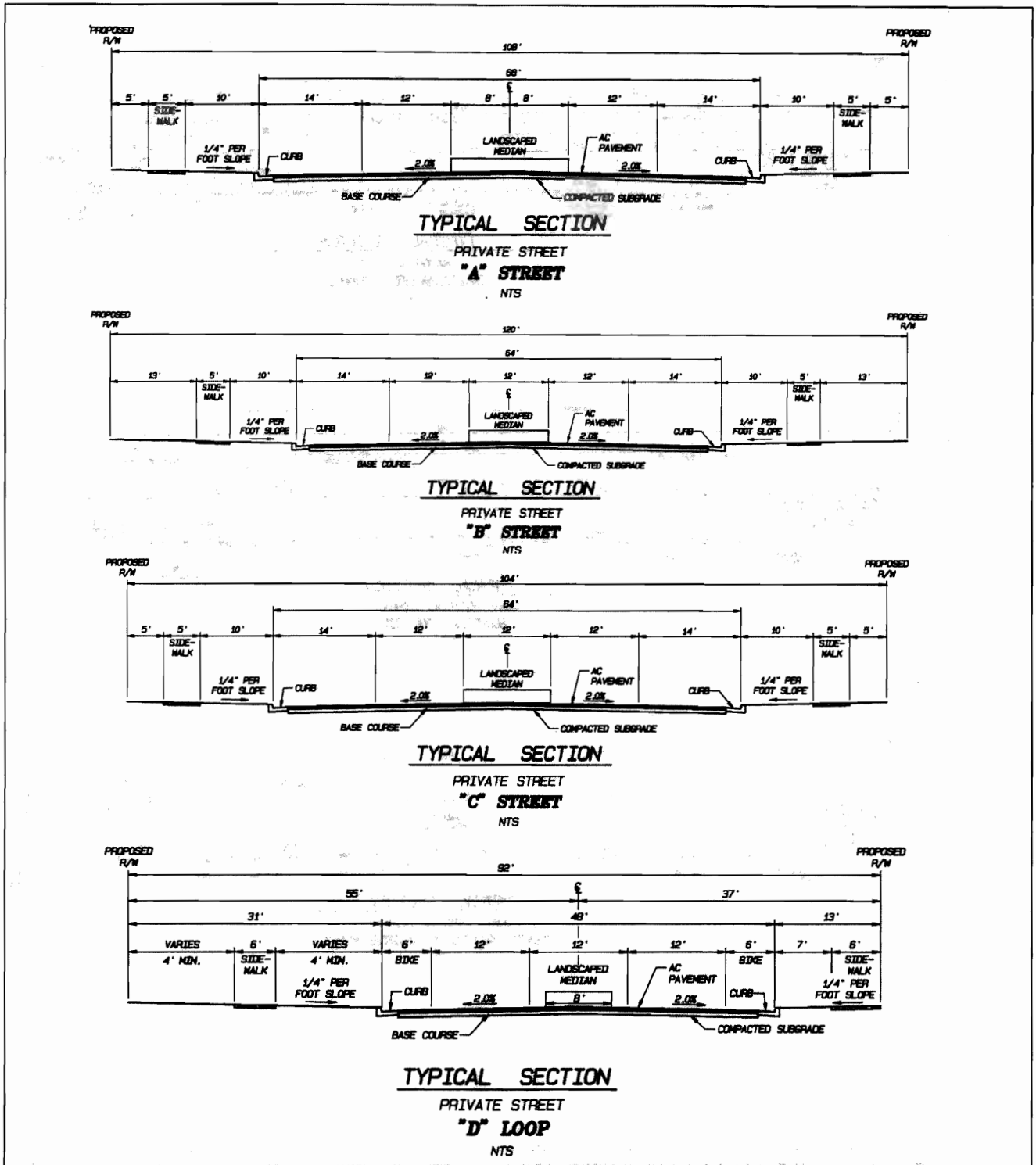
- 8) All intersection spacing and/or access openings shall be per Standard 114, Ordinance No. 461, or as approved by the Transportation Department.
- 9) No textured pavement accents will be allowed within County maintained right-of-way.
- 10) Mid-block crosswalks are not allowed on public streets.
- 11) No driveways or access points as shown in the specific plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the streets' classifications.
- 12) This specific plan proposes no drainage facilities to be maintained, with the exception of facilities within road rights-of-way, by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will either be private or be Flood Control District facilities.
- 13) Neighborhood commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways.
- 14) The Transportation Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66-foot right-of-way (Standard 103, Ordinance No. 461).
- 15) 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.
- 16) All bike trails developed as part of this specific plan shall be approved by the Transportation Department.
- 17) To meet fire and emergency services requirements, the tentative tract map(s) shall provide adequate access per County Fire Department requirements.





ALBERT A.
WEBB
 ASSOCIATES
 ENGINEERING CONSULTANTS

Figure IV-4
Exterior Road Cross-Sections
The Resort Specific Plan



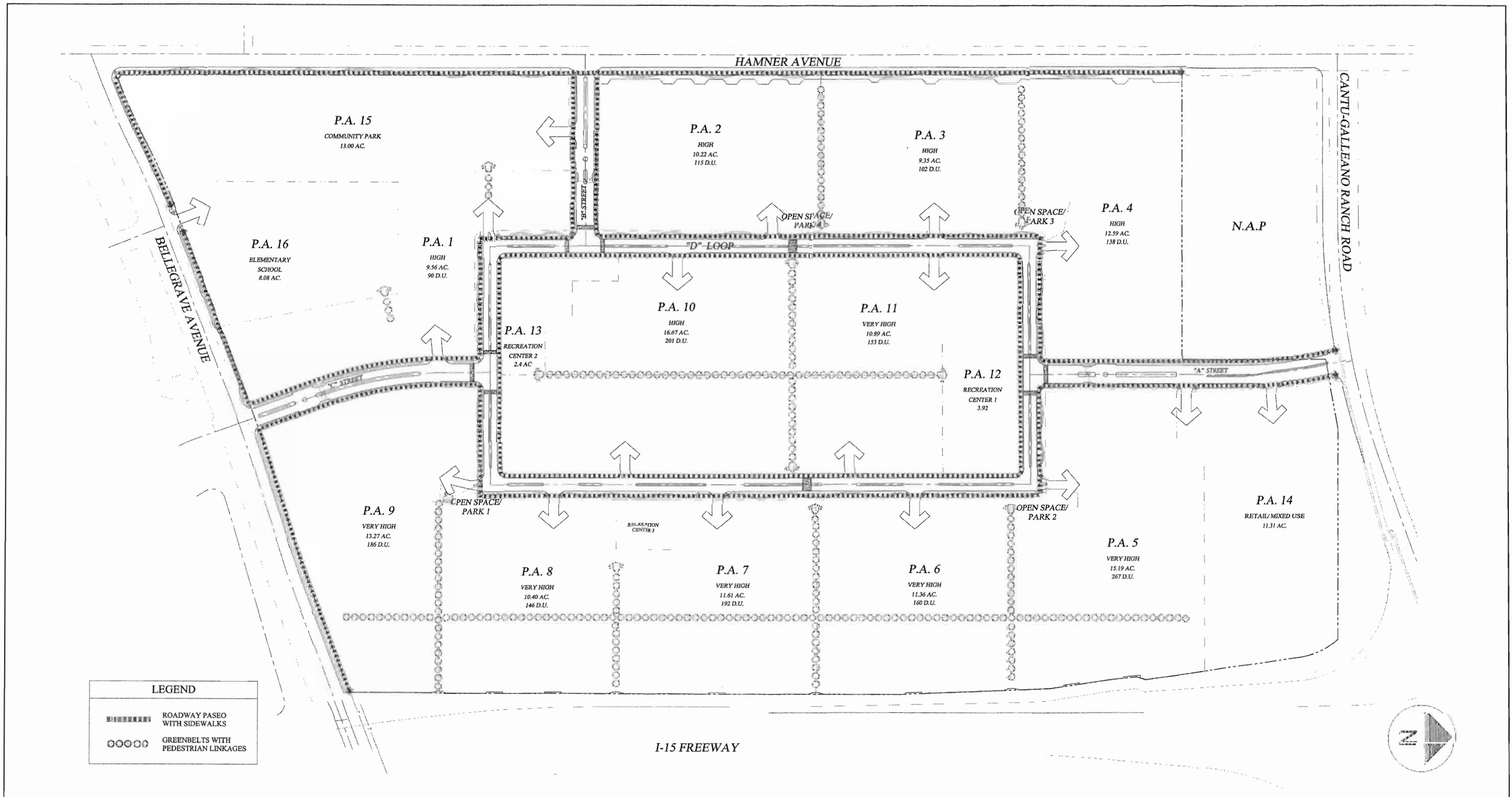


Figure IV-6
Non-Vehicular Circulation Plan
The Resort Specific Plan