



MISSION GROVE

SPECIFIC PLAN

(Formerly known as the: ALESSANDRO HEIGHTS SPECIFIC PLAN)



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MISSION GROVE SPECIFIC PLAN

July 1, 2024

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PREFACE —

Amendments to the specific plan include:

Table 1 — Specific Plan Amendments

<i>Specific Plan Amendments</i>		
<i>Case</i>	<i>Adoption Date</i>	<i>Resolution Number</i>
SP-001-856	January 21, 1986	16027
SP-001-867	January 20, 1987	16364
SP-002-867	June 26, 1990	17501
SP-001-890	March 12, 1991	17706
SP-006-890	March 12, 1991	17707
SP-002-912	December 15, 1992	18143
SP-003-912	April 27, 1993	18225
SP-002-934	May 17, 1994	18502
SP-003-945	January 2, 1996	18836
SP-001-956	November 21, 1995	Denied
SP-003-967	September 16, 1997	19162
PR-2022-001359	This Amendment	

Table 2 —Amendment Descriptions

Amendment Descriptions	
Case Number	Description
GP-016-845	Amended the General Plan and established the Alessandro Heights Specific Plan.
SPA-001-856	Deleted the Specific Plan Land Use designation of Very Low Density Residential and Low Density Residential from approximately 87 acres situated west of Cole Street approximately 625 feet northerly of Alessandro Boulevard and extending west to Wood Road, and placed this property in the Low Density Residential Specific Plan Land Use designation.
SPA-001-867	Deleted the existing Very Low Density Residential and Low Density Residential land use designations from approximately 75 acres generally bounded by Trautwein Road on the east, John F. Kennedy Drive on the south and Wood Road on the west and placed the property in the Medium Low Density Residential Land Use designation.
SPA-002-867	Deleted a total of approximately 25 acres at various scattered locations generally located southeasterly of the intersection of Alessandro Boulevard and Trautwein Road from the Medium High Density Residential, the Retail Business and Offices and Industrial Park land use designations and placed these properties in the Retail Businesses and Offices, Industrial Park and Medium High Density Residential Land Use designations; deleted approximately 10 acres located at the northeasterly corner of John F. Kennedy Boulevard and Wood Road from Low Density Residential and Medium Low Density Residential land designations and placed this property in the Large Public and Institutional land use designation; amended the Circulation and Transportation Element by redesignating a proposed 88-foot wide major arterial to a 100-foot wide major arterial between Alessandro Boulevard and Trautwein Road and extending this planned street to Wood Road and readjusting the proposed internal 66-foot wide secondary industrial street system.
SPA-001-890	Created a Commercial Office Support Specific Plan Land Use Designation; removed Industrial Support from 32 acres southerly side of Alessandro Boulevard; east and west of Mission Grove Parkway and put the property in the Retail Business & Office Land Use Designation.
SPA-006-890	Established a uniform 50-foot landscaped, building setback adjacent to the southerly side of Alessandro Boulevard easterly of Trautwein Road.
SPA-002-912	Allowed for a variety of residential use types under the “Medium High Density Residential” designation rather than exclusive condominium use as required under the specific plan.
SPA-003-912	Deleted the Industrial Park and the Retail Business and Offices designations from 78 acres situated at the southeast corner of Alessandro Boulevard and Mission Grove Parkway and placed 32 acres in the Retail Business and Offices and the southerly 46 acres in the Medium High Density Residential land use designations.
SP-002-934	Removed the existing Industrial Park land use designation on 65 acres situated about 500 feet south of Alessandro Boulevard west of Barton Street and placed this property in the Medium Low Density Residential land use designation.
SP-003-945	Removed the existing Industrial/Business Park land use designation on approximately 75 acres of vacant land located southeasterly of Mission Grove Parkway south of Trautwein Road and placed this property in the Medium Density Residential land use designation.
SP-001-956	Denied by the City Planning Commission 9-14-95 and City Council upheld denial on 11-21-95. Proposal to change the land use designation from Medium Density Residential to Industrial/Business Park on 65 acres of vacant land located about 550 feet south of Alessandro Boulevard, west of Barton Street.
SP-003-967	Removes the 88' Arterial designation from Wood Road and gives it the 66' Collector designation and
PR-2022-001359	Change the land use of 9.92 acres on the northwest corner of Mission Village Drive and Mission Grove Parkway S from Retail Commercial to Mixed Use-Urban

I. INTRODUCTION

A. Executive Summary —

The Mission Grove Specific Plan is a master-planned development to provide industrial and residential land uses in a park like atmosphere.

As the eastern gateway into central Riverside this development will endeavor to create an entry statement that is attractive, and of the highest quality, reflecting Riverside’s best assets.

This setting will be established primarily through special design standards for expanded setbacks along Alessandro Boulevard and Trautwein Road, a professionally master-planned landscaping program throughout the project, on-going review of architectural designs for all forms of uses to assure quality and coordination throughout the project, and provisions for on-going maintenance of the riparian area, common open space, and setbacks.

The 650 acre project is composed of a mix of land uses reflected by 85 acres of industrial use and 403 acres of varying densities of residential.¹ The residential portion of the project will yield a total of 2413 dwelling units (See Table 4 on Page 3). The project also includes 69 acres of retail commercial, 10 acres of Public Facilities and Institutions, for a future school site and 10 acres making up an existing arroyo that will be enhanced for recreational use.² Much of the remaining acreage is made up of public streets.

531 acres of this project were annexed into the City of Riverside on June 25,1985 under Annexation Case No. 54. In addition, an Environmental Impact Report has been prepared as part of this document analyzing those impacts identified by the City of Riverside that would result from this project.

¹ The original specific plan indicated that project was a 637 acre site with 304 of industrial use, 223 acres of residential uses, 56 acres of retail commercial use and 8 acres of arroyo. GIS calculates the land use figures as 85.05 acres of industrial use, 403.47 acres of residential uses, 62.67 acres of retail commercial uses and 10.02 of arroyo. The large discrepancy between the original specific plan and GIS can be contributed to the numerous amendments to the specific plan changing the size and placement of land use designations and the new General Plan. This document has been edited to use the GIS figures, however an amendment has not been completed to officially change the figures.

² The newly approved General Plan does not designate the 10 acre site, located at north east corner of John F. Kennedy Road and Wood Road as Public Facilities and Institutions. The reason the new General Plan is not consistent with the specific plan is because the staff had information at the time the General Plan was being developed that indicated that this school site is not acceptable to the school district. The site has high tension power lines along its perimeter and cannot be used for a school site. The specific plan needs an amendment to reflect this change.

Table 3 — Original Land Use

<i>Residential</i>	<i>Acreage</i>	<i>Density Dwelling Units Per Acre</i>	<i>Number of Units</i>
Large Lots	79.00	1.00	57.00
Estate Lots	80.00	2.00	143.00
Multi-Family	75.00	12.00	900.00
Total	234.00		1,100.00
<i>Non-Residential</i>			
Retail Commercial	22.00		
Industrial Park	281.00		
Industrial Support Commercial	32.00		
Total	335.00		
<p>The remaining 68 acres comprising the project will be committed to natural open space and public rights-of-way.</p>			

Table 4 — Land Use (Updated to Reflect all Amendments)

<i>Residential</i>	<i>Acreage</i>	<i>Density Dwelling Units Per Acre¹</i>	<i>Number of Units</i>
Low Density Residential	82.60	2.00	165.20
Medium Density Residential ²	200.31	4.00	801.24
Medium High Density Residential	93.48	12.00	1,121.76
High Density Residential ³	27.08	12.00	217.00
Total	403.47		2,305.20
<i>Mixed Use</i>	<i>Acreage</i>	<i>Density Dwelling Units Per Acre¹</i>	<i>Number of Units</i>
Mixed-Used – Urban	9.92	40.00	396.80
Total:	9.92		396.80
<i>Non-Residential</i>			
Retail Commercial	59.84		
Industrial Business Park	85.05		
Natural Open Space	10.02		
Public Facilities & Open Space ⁴	0.00		
Total	154.91		
Public Rights-of-Way	81.72		
Grand Total	650.02		2702.00
<p>1. The specific plan is more restrictive than the General Plan on the issue of density and takes precedence over the General Plan.</p> <p>2. The specific plan refers to this category as Medium Low Density Residential. The new General Plan adopted on September 14, 1994 changed this designation to Medium Density Residential.</p> <p>3. The new General Plan depicts an area of High Density Residential. However, the specific plan still shows this area as Medium High Density Residential with only 12 dwelling units per acre. The new land use designation is High Density Residential, but the dwelling units per acre shall be limited to those allowed under the specific plan. In fact, the 217 units indicated in this table are actually what was built on this site. The total number of units possible at 12.00 units per acre would have been 324 units.</p> <p>4. The new General Plan deleted the Public Facilities & Open Space designation from the General Plan because the school district deemed this site inappropriate for a school due to the high-tension power lines. A new school site will need to be provided in the specific plan area to the school district's specifications.</p>			

The project has several basic objectives:

- Contributing to an employment base that will attract ‘clean’ industries and provide jobs for residents of Riverside County.³
- Providing a mix of housing opportunities to meet the needs of families with variable economic and social lifestyles.
- Establishing the framework for site specific design criteria in order to maintain an attractive high-quality setting as a gateway into the City of Riverside.
- Establishing a development that is sensitive to the natural and physical constraints of the property.
- Mitigating all identified environmental impacts.

These objectives would be accomplished under the framework of the specific plan as outlined in this document, through conditions of approval, and through the regulations of the local jurisdiction.

B. Project Location —

The project is regionally located three quarters of a mile west of Interstate 215, one and one half miles south of Highway 60, and three miles east of Highway 91 in northwestern Riverside County. Figure 1 on Page 5 illustrates the regional location of the project.

The site is situated at the southeast corner of the City of Riverside, encompassing the area around the intersection of Trautwein Road and Alessandro Boulevard. The project will serve as infilling among approved or existing developments consisting of March Air Force Base to the east, Orangecrest Specific Plan area to the south, and the unincorporated community of Woodcrest to the east.⁴

Developments northerly of the site, within the City limits of Riverside, include the Mills Filtration Plant and Pacific Telephone facility. The Sycamore Canyon and the Sycamore Canyon Business Park Specific Plans provide for future development pursuant to these long-range master planned developments. Figure 2 on Page 6 shows the immediate project vicinity and the project’s relationship to adjacent development.⁵

³ The recent amendments to this specific plan have greatly decreased the number of acres available for ‘clean’ industries.

⁴ This paragraph updated to reflect current developments and specific plans in the area.

⁵ This paragraph updated to reflect the current specific plans in the area.

Figure 1 — Regional Map

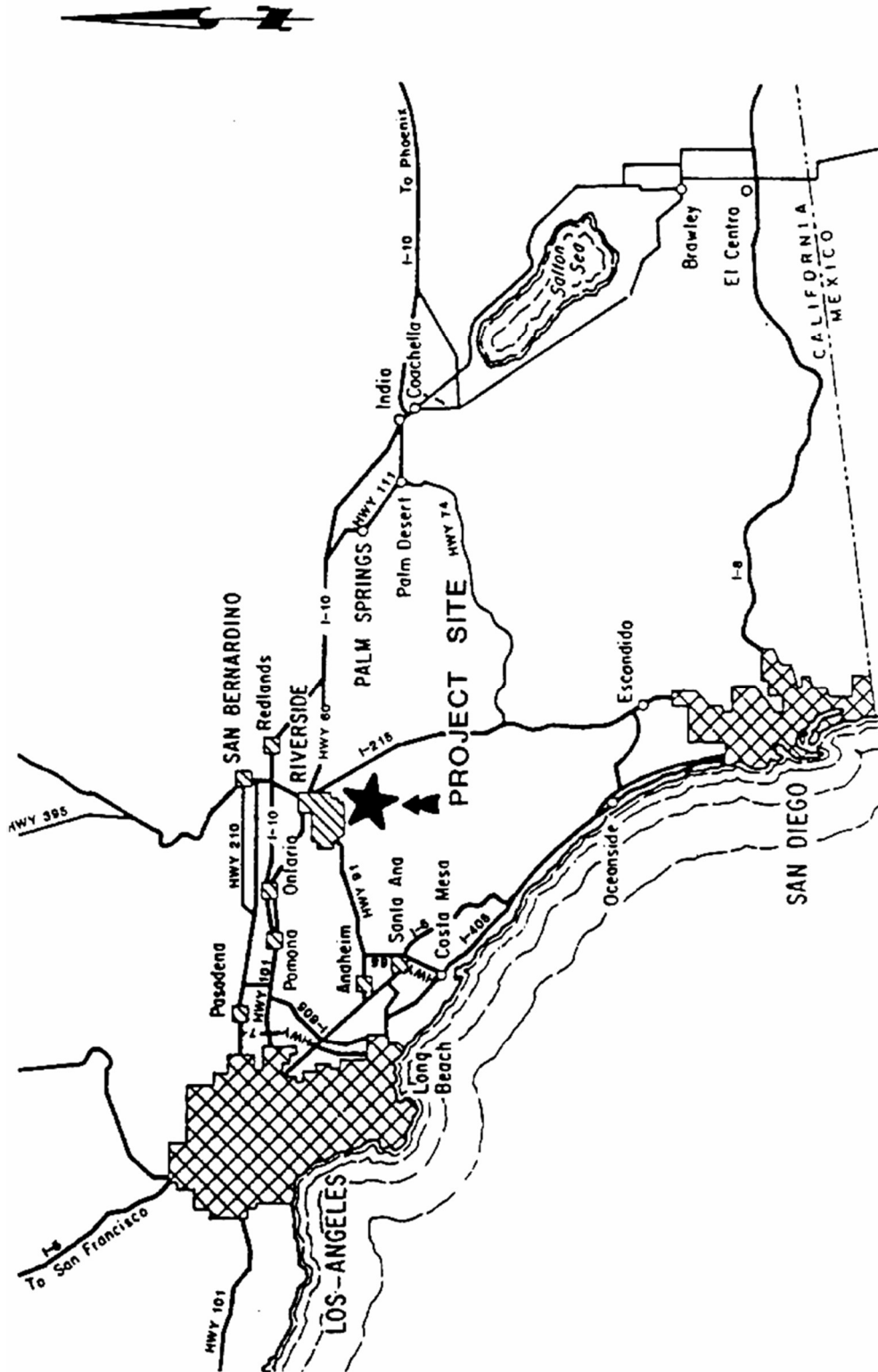
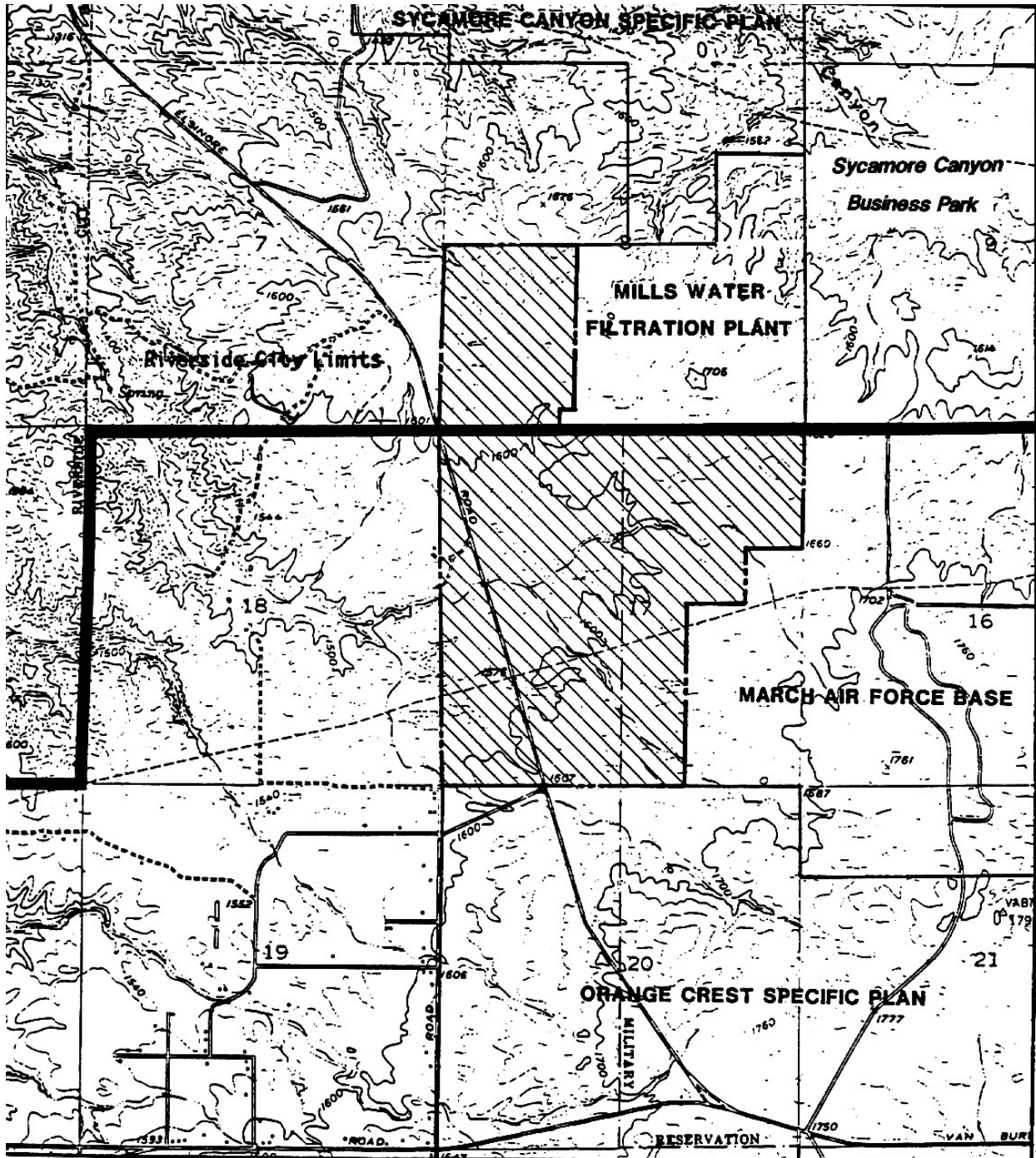


Figure 2 — Proposed Area Development Project



The project is also identified as lying in Section 17 and the southwest quarter of Section 8, Township 3 South, Range 4 West, San Bernardino Base and Meridian.

II. DEVELOPMENT PLAN

A. Land Use —

The land use plan has been established with attention given to capturing advantageous locations for non-residential uses along major streets, compatibility with adjacent development, the retention of significant natural features, and providing higher residential densities where there is an appropriate level of infrastructure.⁶

Due to the development of large equestrian-oriented lots to the west and northwest of the site, a buffer of one-half acre lots has been provided on adjacent land within the project. A tier of half acre estate lots is provided in order to transition into higher densities.

The areas immediately north of Alessandro Boulevard and southeasterly of Trautwein Road and Alessandro Boulevard form a more urban development pattern. A multiple family residential density, containing a maximum of twelve units per acre, is provided for the portion of the property lying north of Alessandro. The density has been established based on three factors:

- Proximity to major streets and shopping
- Availability of public services and infrastructure.
- Variable options of product type to maximize quality and appearance to meet market demand.

As outlined in the Traffic Section of this text, the intersection of Trautwein Road and Alessandro Boulevard will continue to gain significant regional and local traffic volume. The specific plan includes 60.08 acres retail commercial land use at the southeast corner of Trautwein Road and Alessandro Boulevard to address the needs of residents within the project, as well as those in the overall area for convenient shopping.⁷

The area at the northwest corner of Mission Village Drive and Mission Grove Parkway S, and the area directly south of the retail commercial area would again be multi-family residential based on those factors previously mentioned. However, in this area, additional opportunities for innovation by mixing product

⁶ **Table 4** on Page 3 depicts the land uses approved under the specific plan. You will note differences between the specific plan land uses and the new General Plan land uses. These discrepancies have been noted previously in this document and need to be corrected.

⁷ This number had been updated to reflect the actual member of acres currently designated for commercial after all of the amendments to the specific plan.

lines, and varying densities would be available by incorporating the existing arroyo as an aesthetic open space area.

The property to the south of the multi-family residential property would be committed to industrial development in a park-like setting. Future uses would become more detailed through implementing development applications which would have to conform to the standards of the City's Manufacturing Park (MP) Zone as well as the framework being established under this specific plan.

The balance of the project is designated Medium Density Residential for the development of single-family homes.⁸

B. Circulation —

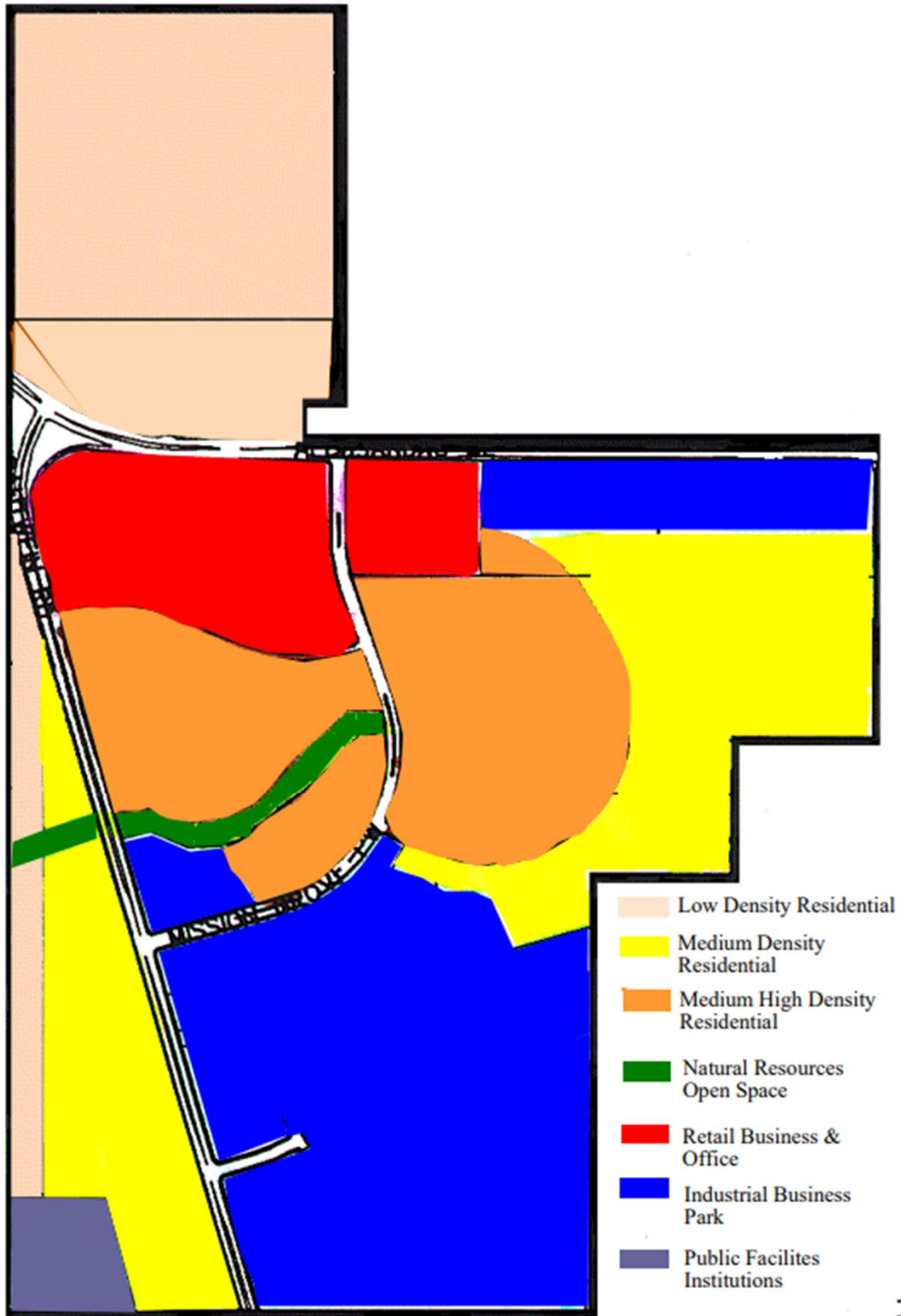
The land uses being proposed under the specific plan, along with the high volume of existing and anticipated external traffic around the site, underscore the need for a safe and efficient circulation system throughout the project. The circulation objectives of the specific plan are as follows:

- Provide for safe movement of all forms of transportation including vehicular, bicycle, equestrian and pedestrian modes.
- Achieve an efficient circulation system by providing improved streets and parkways that meet the demands of the intended land use, establishing alignments that optimize use and safety, and by avoiding a mix of industrial with less compatible residential traffic.
- Address the challenges brought on by regional traffic volume around the site.
- Provide alternatives to automobile transportation as a means to reduce energy consumption, air pollution, and traffic congestion.

Vehicle circulation will be accommodated by five specific street classifications. Each is intended to accommodate the circulation requirements of the commercial/industrial and residential areas and external traffic. Figure 4 on Page 13 illustrates the city's circulation system for the project area. Figure 5 on Page 14 depicts the typical cross-section for each classification

⁸ The amount of property set aside for single family homes has been greatly increased with recent amendments to the specific plan. The increase in Medium Density Residential property has been at the expense of Industrial business Park property.

Figure 3 – Original Land Use



The street classifications are as follows:

- 120' Arterial: Alessandro Boulevard has been designated on the City's Streets and Highways Diagram of the Transportation Element as a 120-foot Arterial. This route serves as one of the City's major arterials and entry portal. The designation allows for three 12-foot travel lanes in each direction with 8-foot shoulders. A 12-foot median is provided for left-turn movements. Direct access from adjacent parcels will be limited.⁹
- 110' Arterial: Trautwein Road has been designated as 110' Arterial on the City's Streets and Highway Diagram of the Transportation Element. This will allow for two travel lanes in each direction with 8-foot shoulders and an 18-foot median. Direct access to adjacent parcels will be limited and left-turn lanes will be provided.
- 100' Arterial: This circulation element designation applies to the primary internal circulation link running north to south in the center of the project, Mission Grove Parkway. A fourteen foot and a twelve foot travel lane and an 8-foot shoulder will be provided in each direction pursuant to City Standards. The street would primarily serve residential and industrial-oriented traffic. No median is provided within this designation, and limited access will be permitted from adjacent parcels.¹⁰
- 66' Industrial Collector: This designation will provide a 44' wide pave width. All internal streets that are located southerly of Alessandro Boulevard, and excluding the 100' Major Arterial Street, will be constructed to the City's standards for industrial streets. The street section forming the eastern boundary of that portion of the project lying northerly of Alessandro Boulevard will also have an industrial street standard.
- Collector Streets: All internal streets within the project lying northerly of Alessandro Boulevard, excluding the street section forming the eastern boundary, will be 36 feet wide curb to curb, or 66' rights-of-way pursuant to the City standards for local streets. All streets within the low density residential area, lying westerly of Trautwein Road, would also have a 36 foot curb to curb width. Additional local streets will be provided as access directly to residential parcels and possibly into commercial/industrial

⁹ The specific plan calls out Alessandro Boulevard, westerly of its intersection with Trautwein Road as a 120' Arterial. The circulation element of the General Plan shows Alessandro Boulevard to be 120' Arterial and Scenic Boulevard throughout the specific plan boundaries.

¹⁰ The Streets and Highways Diagram of the Transportation Element depicts Mission Grove Parkway, between Wood Road and Trautwein Road as an 88-foot Arterial. The Mission Grove Specific Plan calls out for Mission Grove Parkway to be a 100-foot Arterial from the northern boundary of the specific plan area through to Wood Road

areas for internal circulation purposes. The alignments for the additional local streets would be established through implementing projects. The Specific Plan will serve to establish a backbone circulation system with proposed alignments and standards of improvements.

Alessandro Boulevard and Trautwein Road have been designated on the City's Streets and Highway Diagram of the Transportation Element as "Scenic Boulevards". Under the "Scenic Boulevard" designation, additional rights-of-way may be required by the City for additional street improvements and landscaping. Further details are provided in Section III-B of this report.

The standards and specifications of all streets to be improved within the project boundary will be in accordance with those in effect under adopted City Ordinances. Other special standards will be established as part of this specific plan.

In an effort to reduce the demand placed upon the regional circulation system by the project, alternative transportation modes will be incorporated into the plan's design. Alternative modes include the following:

- **Public Transportation:** The project site is located within the jurisdiction of the Riverside Transit Agency. Route 22 currently serves the site with hourly arrivals and departures seven days a week.¹¹ The Route includes service to the main terminal in downtown Riverside where commuters can select regional bus transportation from several carriers. The availability of public transportation can reduce the volume of commuter and shopping trips generated by the project. Steps can be taken to encourage residents of the project to use this service by posting bus schedules prominently, providing parking and waiting facilities, and by constructing bus turnout facilities in safe and easily accessible areas.
- **Bicycle Lanes:** The project will include Class II bicycle lanes along Alessandro Boulevard, Trautwein Road, and long streets that will collect concentrations of non-vehicular traffic. **Figure 8** on Page 26 illustrates the proposed alignment of the bicycle lane system. The alignment conforms to the master-planned bike routes of the City of Riverside and the County of Riverside. The alignment is also coordinated with the system approved

¹¹ As of September 29, 1995 Route 17 also serves the Mission Grove Specific Plan area. Route 17 runs from Riverside Place to Riverside Community College, Moreno Valley Campus.

within the Orangecrest Specific Plan to the south. The bicycle lanes will be constructed as part of implementing projects along the alignment.¹²

- **Pedestrian Walkways and Paths:** Sidewalks will be constructed along all streets serving commercial, industrial, and medium high density residential development and low density residential development. The aesthetic value of the parkway areas, in which sidewalks will be placed, will be a major factor in establishing the desired park-like atmosphere of the project. Given the expanded parkway areas along Alessandro Boulevard and Trautwein Road, the project will strive to maximize opportunities for innovation and attractiveness in parkway treatment. This would be achieved, in part, by coordinating landscaping with architecture and setting, designing meandering walkways, and varying the type of materials to be used.¹³

A semi-improved access trail will be constructed within the arroyo. The arroyo is envisioned to have a woodland type setting. A formal trail alignment would be established with a graded width of six to eight feet. Improvements would be limited to drainage devices and foot bridges as needed.¹⁴

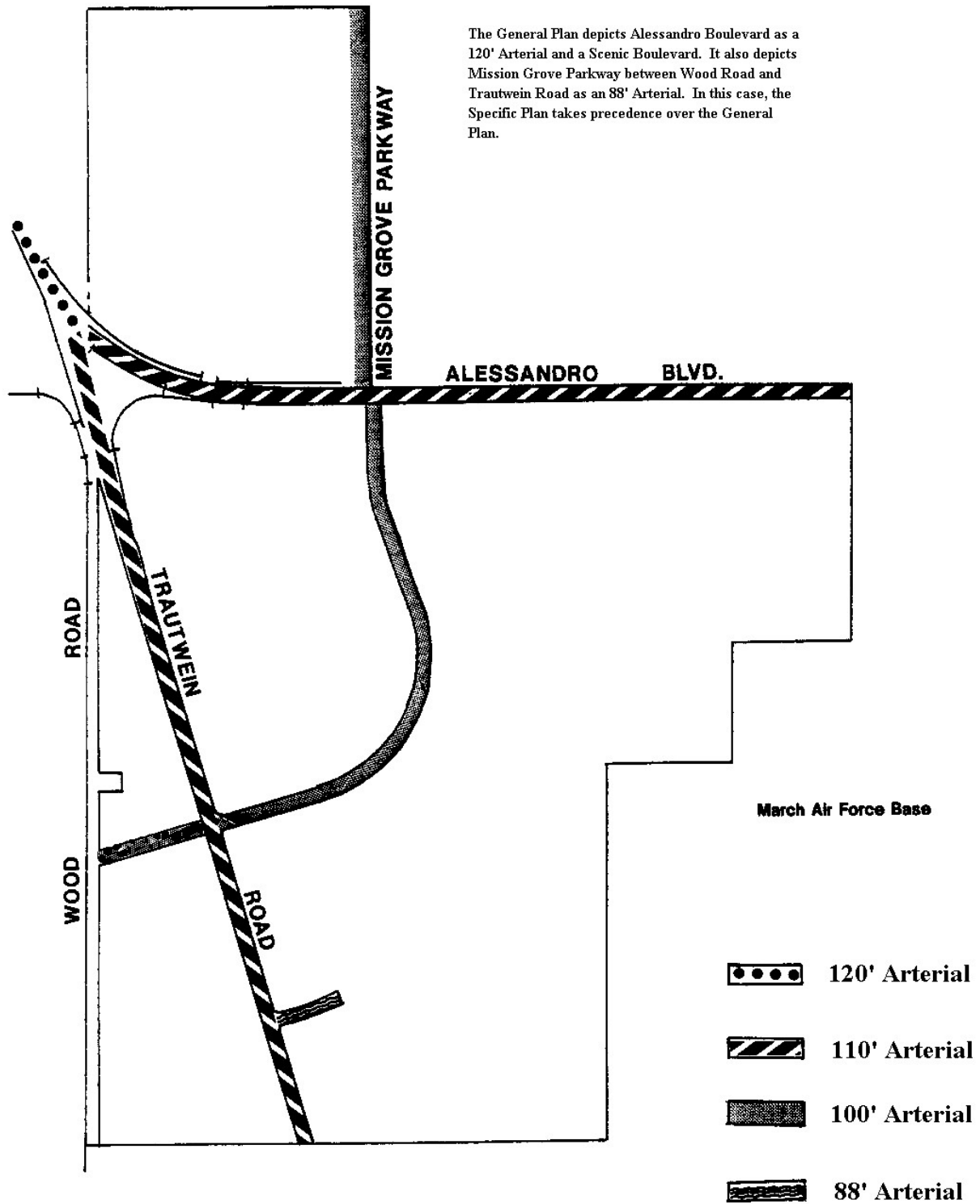
Concrete sidewalks will be provided along the frontage of half acre lots.

¹² The newly adopted General Plan also depicts a Recreational Class 1 Bike Route through the northern tip of the specific plan area and two Commuter Class 2 Bike Routes, one along Alessandro Boulevard and one along Trautwein Road. For further information see *Exhibit 53 – Bicycle Routes* in the new General Plan.

¹³ See Exhibit 42 of the newly adopted General Plan for the *Regional Trail System* and its application to this specific plan.

¹⁴ See Exhibit 42 - Proposed Trail System in the new General Plan.

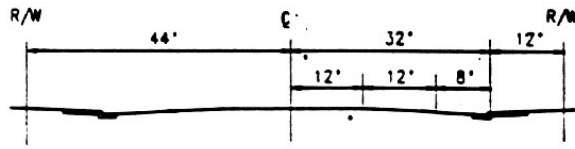
Figure 4 — Circulation Plan



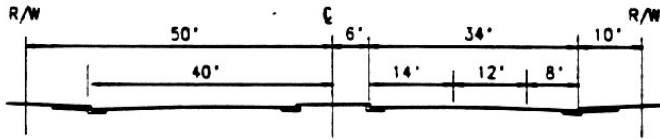
The General Plan depicts Alessandro Boulevard as a 120' Arterial and a Scenic Boulevard. It also depicts Mission Grove Parkway between Wood Road and Trautwein Road as an 88' Arterial. In this case, the Specific Plan takes precedence over the General Plan.

Figure 5 — Street Cross Sections

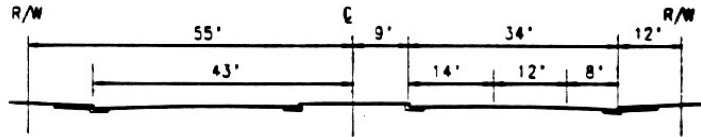
88' ARTERIAL



100' ARTERIAL



110' ARTERIAL



120' ARTERIAL

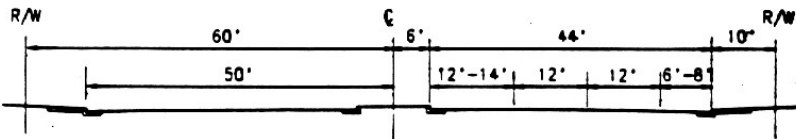
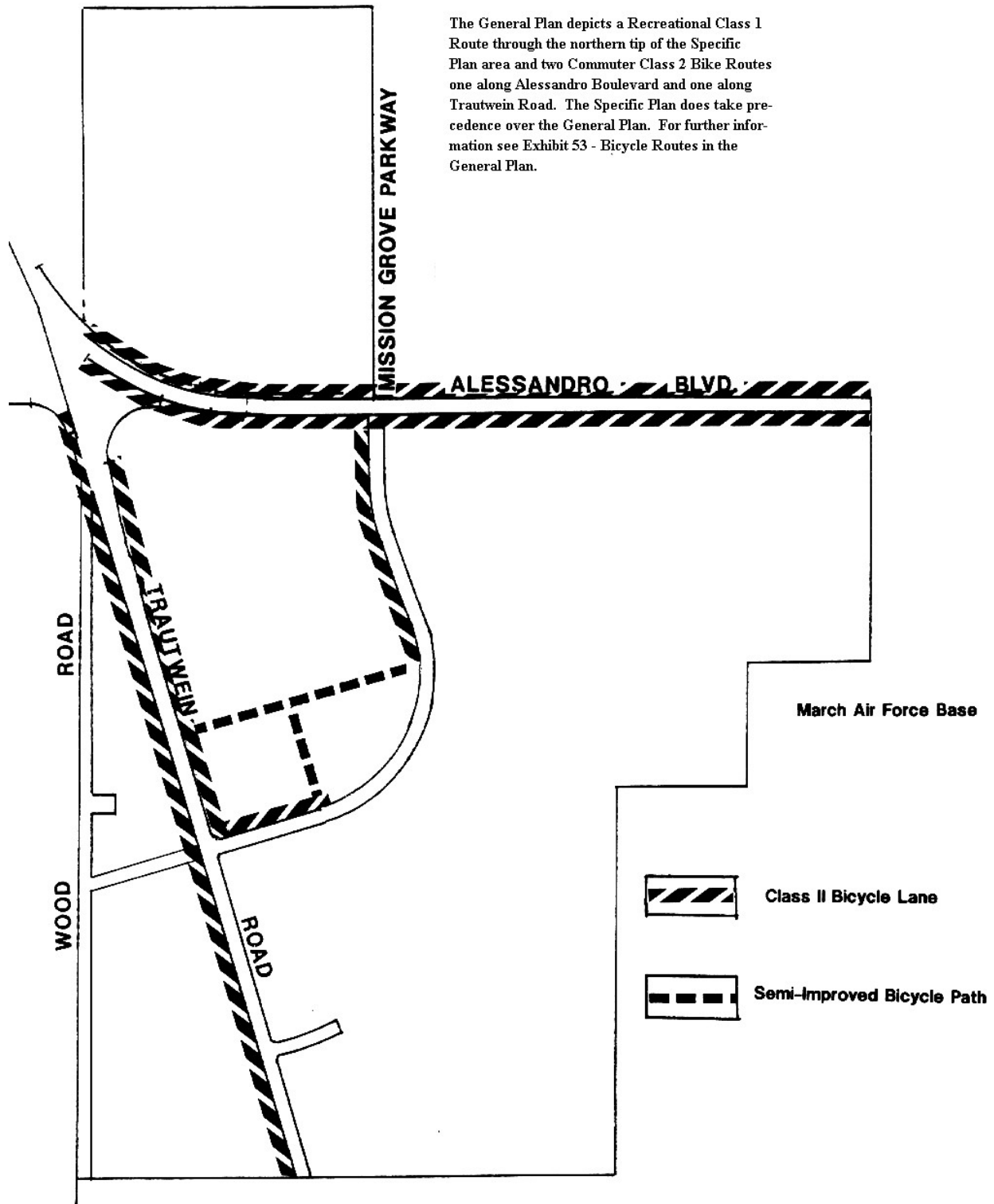


Figure 6 — Specific Plan Circulation



The General Plan depicts a Recreational Class 1 Route through the northern tip of the Specific Plan area and two Commuter Class 2 Bike Routes one along Alessandro Boulevard and one along Trautwein Road. The Specific Plan does take precedence over the General Plan. For further information see Exhibit 53 - Bicycle Routes in the General Plan.

C. Utilities, Public Services and Facilities —

The utilities, public services and facilities objective of the specific plan is to provide for a complete range of services designed to meet the needs of all land use types proposed by the specific plan. Existing utilities and line locations and sizes are identified in Figure 7 on Page 18. Utility extensions and line sizes will be designed to serve the specific land uses and densities developed under the general guidelines of the specific plan. Specific utility design and sizing will be included as part of the subdivision and development processes. Installation of utility extensions will be included in the construction programs of specific projects.

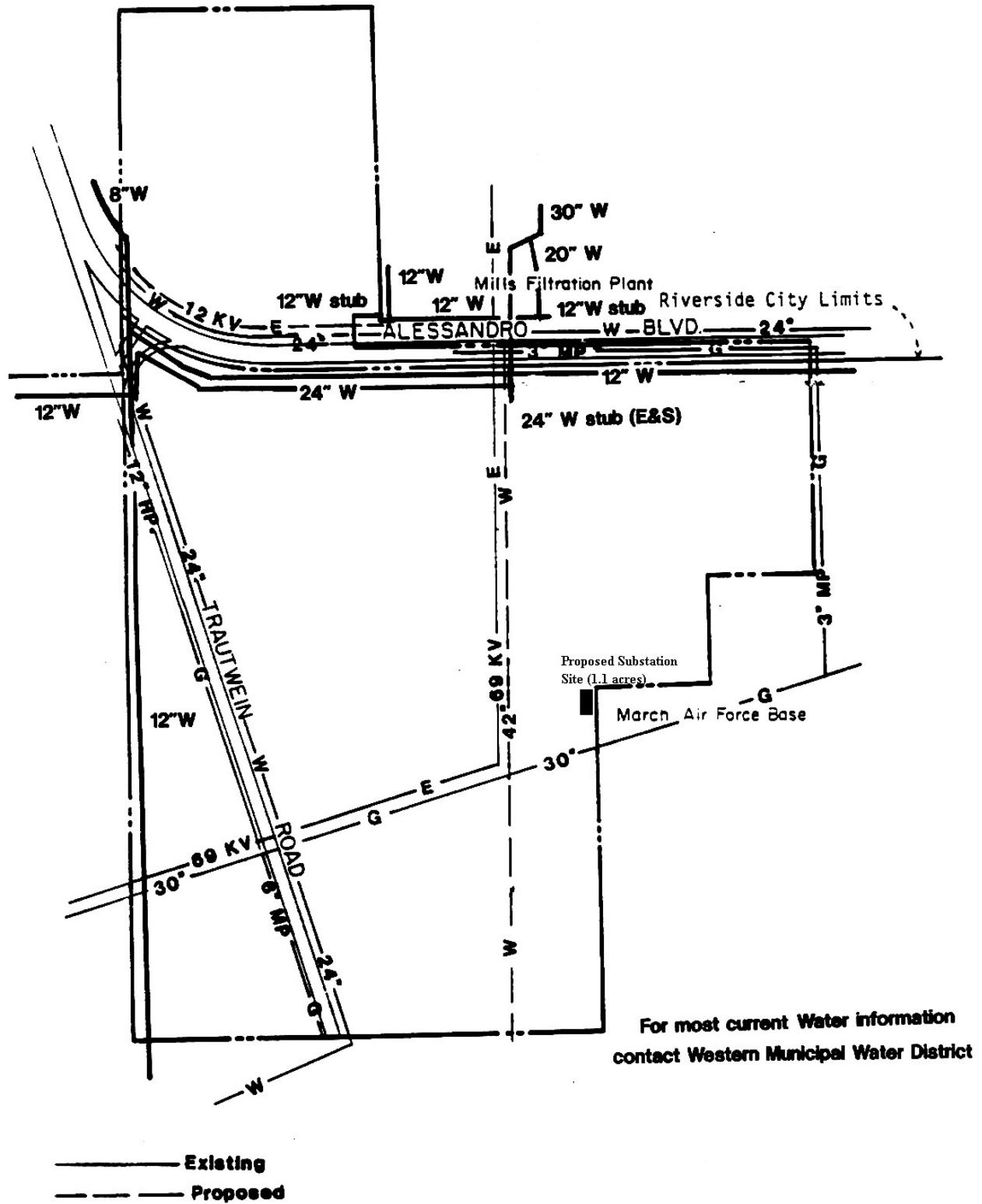
Utility service extensions will be provided by the developer, City of Riverside or the appropriate public agency or utility company. Extensions will be in accordance with the conditions and agreements established by the utility provider. All extension and hookup fees required by the utility provider will be the responsibility of the individual project developer. In order to improve the aesthetics of the project area, all utility lines will be installed underground. Providers of the various utilities required for site development include the following:

- Sanitary Sewers: Sewage collection and treatment will be provided by the City of Riverside. The developer will be responsible for financing the extension of sewer lines and the installation of all pumping and support facilities necessary to serve the site. Actual construction of the facilities will be coordinated with the City of Riverside. The City will designate the contractor or agency that will perform the actual installation of the facilities. The City will be responsible for long term maintenance of sewage pumping stations.
- Domestic Water: Services will be provided by Western Municipal Water District (WMWD). The Water District currently provides service to the site and adjacent City and County areas, and will continue to do so through agreements with the City of Riverside. The project is located within the WMWD Improvement District No. 3. Major distribution facilities are currently available within this District to serve the needs of the Specific Plan land uses. All local distribution line locations and sizes will be designed as part of specific project subdivision and development programs. Installation of lines will be included in project construction programs and will be subject to the approval of WMWD. A 42 inch line will run north to south in the center of the project. No construction will occur over the right-of-way.
- Flood Control: Flood control facilities designed to protect the project's land uses and downstream developments will be the jurisdiction of the

Riverside County Flood Control and Water Conservation District (RCFCWCD). The construction of stormdrains and other onsite flood control facilities will be the responsibility of the developer. Location and design of these facilities will be coordinated with the Flood Control District and the City of Riverside in conjunction with implementing development plans. Ongoing maintenance of the facilities will be the responsibility of the Flood Control District or the City Public Works Department. The project is not within any adopted Drainage Plan Area.

- Electricity: Electrical service will be provided by the City of Riverside, Public Utility Department. Major transmission lines are currently located on or near the project site as shown in Figure 7 on Page 18, to provide adequate electrical service for the project's proposed land uses. The extension of additional power lines to serve all parts of the project site will be coordinated between the developer and the City Public Utility Division. Prior to installation of additional transmission lines, the developer will make all necessary agreements with the City for financing of the line extensions. Electrical hookup fees will be the responsibility of individual project developers and businesses.
- Natural Gas: Natural gas service will be provided by the Southern California Gas Company. The extension of gas distribution lines throughout the project will be accomplished through agreements between the developer and the Gas Company. Existing gas lines are illustrated in Figure 7 on Page 18.

Figure 7 — Utilities



Major public services to be provided to the project consist of police and fire protection, schools and parks. The project does not include facilities for fire service due to the existing level of protection provided.¹⁵ The project is likely to contribute toward a need for additional staffing for both services based on the level of development activity occurring overall in the area.

- Police: Police protection and services will be provided by the Riverside Police Department. There are currently 205 patrol officers, 24 Sergeants, 8 Special Agents and 5 Area Commanders assigned to the Patrol Division. Mission Grove is located in Area 3 of the Riverside Police Department's logistics. There is a Area Commander, two Problem-Oriented Policing (POP) Officers and one special agent dedicated to this Area. Area 3 has opened the Magnolia/Canyon Crest Neighborhood Police Center in the Mission Grove Plaza, located at 285 East Alessandro Boulevard, Suite 7B. Hours of operation are Monday through Friday, 8:00 a.m. - 5:00 p.m. and the phone number is (909) 789-2756. It is staffed by a Police Service Representative, citizen volunteers and Police Cadets. This Police Center is the home base for the POP Officers and special agent and provides a neighborhood center for the surrounding community. Some of the services provided are taking non-emergency police reports, neighborhood watch and commercial crime watch group organizations and meetings, safety home checks, community and school presentations on safety, crime prevention, disaster preparedness, drug/gang awareness, and other specialized topics as needs are identified. In addition to the dedicated services of the personnel assigned to the Police Center in Mission Grove, additional programs have been developed within the Police Department to enhance Community-Oriented Policing/Problem Solving strategies. A Crime Analysis Unit was developed in 1994 to provide additional research and statistical support to aid officers in patrol strategies and investigations. The Department participates in the Riverside Apartment Association to provide apartment owners/mangers with training to combat crime in their apartment communities. A special agent has been assigned facilitator of the new Crime Free Multi-Housing Program designed to help landlords, tenants and property managers keep drugs and other illegal activity off of their properties. The Volunteer Anti-Graffiti Patrol has also benefited Riverside communities by providing additional "eyes and ears" for the Riverside Police Department. These programs and the convenient location of the Area 3 Police Center will provide the Mission Grove community an

¹⁵ When the specific plan was originally written neither police or fire facilities were going to be located within the specific plan boundaries. Recently, a Police Substation in the Mission Grove Plaza has been added to the specific plan. The specific plan should be amended to reflect this addition.

opportunity to join forces with the Riverside Police Department to deter potential crime problems in their neighborhoods.¹⁶

The land uses commercial and industrial depend primarily upon onsite security systems for police protection. These often include, but are not limited to, security fencing and lighting, private security patrols, gated access points, and alarm systems. The provision of private systems will supplement City police services.¹⁷

- Fire: The Riverside City Fire Department provides fire protection for the Mission Grove area with two facilities:

Station No. 11 at the corner of Orange Terrace Parkway and Silk Oak Drive, across from Franklin School. From Station No. 11 to the Mission Grove Shopping Center is a three minute response time.

Station No. 9 is located within a five minute response time at 6674 Alessandro Boulevard.

Both stations are staffed with three full-time firefighters and have the capability to respond to industrial as well as residential fires.¹⁸

- Schools: The project lies within the jurisdiction of the Riverside Unified School District. The Franklin Elementary School within the Orangecrest Specific Plan area to the south will serve this development.¹⁹ The Riverside Unified School District has required that the developer dedicate a 10 acre elementary school site at the Northeasterly Corner of Wood Road and John F. Kennedy Drive.²⁰

¹⁶ This paragraph was updated by Roz Vinson, Records/Information Manager for the Riverside Police Department, on October 20, 1995 to reflect current services in the Mission Grove area. This paragraph should be included in the next specific plan update.

¹⁷ This paragraph has been edited to remove the sentence, "The major land uses proposed under the specific plan are commercial and industrial." since the specific plan is now primarily residential. The next amendment should include this change in wording.

¹⁸ This paragraph has been updated by Perry Halterman, Fire Marshal, on October 13, 1995, to reflect the current status of the Fire Department in this area. These changes should be included in upcoming amendments to this specific plan.

¹⁹ A quarter mile to the north of the Mission Grove Specific Plan area is the Taft Elementary School that may also serve the Mission Grove area.

²⁰ The newly adopted General Plan has removed this ten acre site from the Public Facilities & Institutions designation and returned it to Low Density Residential and Medium Density Residential. The ten acre site was removed from the Public Facilities and Institutions designation because the City installed high tension power lines along the perimeter of the site making it unusable for a school site according to the State Department of Education.

Based upon the number of units planned for the Mission Grove Specific Plan area the Riverside Unified School District has determined that a school site is needed in the Mission Grove Specific Plan area. The school district is currently working with the City to determine the best location for that school site.

The district has an established schedule of impact mitigation fees that are assessed for each dwelling unit, that will be paid at applicable rates when building permits are requested.

- Parks: The project site is located in close proximity to a number of Regional parks which include Box Springs Mountain, located four miles to the north featuring hiking and equestrian activities and Hartford Springs Park, located eight miles to the south and is master planned toward equestrian oriented day use. Two state operated facilities are also close to the area. California Citrus State Historic Park (Mockingbird Canyon Reservoir), an outdoor museum interpreting the history of the citrus industry in California with picnic areas, an activity building and interpretative trails is located approximately six miles west of the specific plan area. Lake Perris is a state operated facility, located 10 miles easterly of the site, that provides boating, fishing, camping, and other recreational activities.²¹

The Orangecrest Specific Plan includes a 15 acre neighborhood park, Bergamont Park, situated about one mile south of the site. The facility includes a multi-purpose ball field and playground area for small children.²²

The proposed project will provide approximately eight acres for semi-passive recreational use within an existing arroyo. A pedestrian and bicycle trail will be constructed in this area, although no active recreational facilities are proposed.

Active recreational facilities, such as swimming pools, tennis courts, spas, and basketball courts will be provided in the multi-family residential areas for the private use of future residents pursuant to Chapter 19.04 of the Municipal Code. Detailed plans of these private recreational areas and improvements will be developed during the processing of implementing projects. The project would, at a minimum, have separate facilities located on each side of Alessandro Boulevard in addition to the open space area within the arroyo for the private use of project residents.

The project will also participate in the park fee program whereby a fee would be collected at the building permit stage of development at the rate in force at that time.

²¹ This paragraph was edited to reflect the new California Citrus State Historic Park.

²² A community park is also proposed in the Orangecrest Specific Plan area. The site for the proposed Orange Terrace Community Park is approximately one half mile south easterly of the Mission Grove Specific Plan area. As well, a neighborhood park, Taft Park, is located approximately a quarter mile to the north of the specific plan area.

III. DEVELOPMENT STANDARDS

The following development standards and guidelines detail and clarify the provisions of the proposed specific plan. They are intended to assure consistency and quality in the design and development of implementing projects within the specific plan project area. Implementation of these standards will be part of the subdivision and development review processes which follow the adoption of a specific plan. In addition, the developer, Regional Properties will retain authority to review all development plans, including those for parcels where ownership has transferred to merchant builders, prior to any filings with the local jurisdiction. The vehicle for this review will be established through C.C.& R.'s. This review methodology and the standards established by the specific plan will serve to promote the overall theme of the project and to provide for the orderly development of specific land uses within the project.

The standards presented in this section are separated into six policy categories that form the framework for future project implementation. The categories are Landform Alteration, Parkway and Setback Treatment, Low Density Residential, Medium Low Density Residential, Medium High Density Residential, Retail Commercial, Mixed-Use and Industrial.

A. Landform Alteration and Drainage —

The project site is comprised of gently rolling terrain with well-defined watercourses. Like the Sycamore Canyon Business Park to the north, and the Orangecrest Specific Plan to the south, the proposed project will attempt to provide for highly urbanized development while retaining those prominent natural features that best characterize each of the properties. While the Orangecrest Specific Plan is planned around a citrus theme, the Sycamore Canyon Business Park and this project seek to preserve and enhance significant arroyos that provide drainage as well as aesthetic functions.

On site drainage will be conveyed through stormdrains, streets, or natural watercourses depending on the type of land use where collection occurs. All on site flows are presently collected within the arroyo as they will continue to be. The arroyo serves as one of the upper reaches of Alessandro Wash which carries local flows into a basin protected by Alessandro Dam. The dam is located approximately one quarter mile northwesterly from the site.

Due to the introduction of impervious surfaces to the site, the amount of runoff into the arroyo will increase. The increased flows will not necessarily concentrate runoff where storm drains and street drainage empty into the arroyo, although there will be a greater frequency of runoff. Nevertheless, this will offer a challenge to provide the necessary means to control erosion from continuous flows within the arroyo without destroying the aesthetic value.

To reduce erosion potential, the probable treatment material would be rock in a formation to be determined in the engineering stage of development. Rock formations that could be used include step down treatment, retaining wall, or stacking. The natural shape of the arroyo, existing vegetation, rate of flow, distance, and cost all have to be analyzed before arriving at the proper alternative. All drainage facilities will be designed based upon calculated peak flows. No structures will be constructed within a watercourse or within a flood plain.

The site will be graded in conformance with the grading policies of the City of Riverside. The project is not expected to require lengthy manufactured slopes, or slopes in excess of twenty feet in height, except along the arroyo which will be left in its natural state to the greatest extent. All manufactured slopes will be graded to a 2:1 or flatter slope ratio. Benching and terracing techniques will be avoided because they conflict with the desired park atmosphere. All manufactured slopes being 5 feet or greater will be hydroseeded or planted to reduce the potential for erosion. All slopes in non-residential areas will be planted with semi-invasive drought tolerant material to assure adequate coverage without requiring excessive watering. All street slopes and non-residential landscaped areas will be maintained by a property owners association.

B. Parkway and Setbacks —

Through the framework of the specific plan, a professionally master-planned landscaping program will be prepared for parkways and setbacks along Trautwein Road, Alessandro Boulevard, and all other streets shown in **Figure 4** on Page 13. Separate distinct themes will be established for streets serving industrial, multi-family residential and low density residential. Special themes will be established for Trautwein Road and Alessandro Boulevard. The distinction between the various themes will be achieved primarily through landscaping and fencing materials.

Various planning tools will be used in an effort to achieve the highest quality of appearance along street corridors which, in addition to landscaping, will include meandering sidewalks, decorative street hardware (i.e. benches, entry monuments, signage, etc.), undulating terrain, and berming where it is appropriate. Walls will be provided along the rear of lots backing up to streets consisting of masonry or stucco materials. They will be coordinated with the appropriate landscaping theme and located in the areas shown on **Figure 9** on Page 27 and **Figure 11** on Page 29.

A program has been established to comply with the special landscaping requirements for Trautwein Road and Alessandro Boulevard. For some residential uses, the net lot area would encroach into the setback in order that all residential development fully comply with the Riverside City Municipal Code. Where this occurs, an easement would be granted to the City for maintenance. The easement

will be landscaped with irrigation outside of a wall, all provided by the developer, wherein any structures or other uses would be prohibited.

Figure 8 on Page 24, Parkway Maintenance Plan, identifies the maintenance assignment between the City and future property owners of the project. Private maintenance would most likely be achieved through a property owners association. **Figure 8** also includes cross-sectional references to more specific programs delineated on **Figure 9** on Page 27, **Figure 10** on Page 28 and **Figure 11** on Page 29.

Figure 9 on Page 27 is an illustrative plan for parkways along both sides of Alessandro located immediately east of the Trautwein Road - Alessandro Boulevard intersection. Cross-section A refers to the multi-family residential area backing up to the north side of Alessandro Boulevard. The plan provides for 24 feet of landscaping between the back of the sidewalk and the front of a wall. The twenty-four feet would become an easement to the City for maintenance. However, the property line would extend to the 12 foot parkway area that is normally required along a 110 foot major street. An additional 20 feet would be landscaped behind the wall, wherein no structures would be permitted. The twenty feet behind the wall, twenty feet in front of the wall, and the six foot landscaped area within the proposed dedication would total fifty feet of landscaped area.

Cross-section B refers to the retail commercial area frontage along the south side of Alessandro Boulevard. A 50' fully landscaped building setback will be provided from the property line to the commercial structure.

Figure 10 on Page 28 portrays the parkway plan along the south side of Alessandro Boulevard fronting the proposed industrial area. The plan calls for a 50 foot landscaped/building setback beyond the right-of-way proposed for dedication. The setback would include a berm of at least five feet in vertical height dropping gradually back to the structure. No structures or parking would be permitted within the setback.

Figure 11 on Page 29 depicts cross-sections of various parkway plans along Trautwein Road. Cross-section D portrays that area within the project situated about midway along Trautwein Road between Alessandro Boulevard and the southerly property line. Half acre lots would be developed along the west side of Trautwein Road. A 14 foot easement would be granted to the City for maintenance of landscaping located beyond the 12 foot right-of-way. A wall would be constructed 20 feet from the face of the curb line. Additionally, a minimum 30 foot setback would be established to the building line. Additional landscaping would be provided inside of the wall. For purposes of meeting the City Municipal Code, lot ownership would include the 30 foot building setback as well as the 14 foot parkway setback. The developer would install all walls,

landscaping, and irrigation. All structures would be no less than 50 feet from the street. The east side of Trautwein Road in Cross-Section D reflects the multi-family residential industrial area. A 24 foot landscaped parkway would be provided outside of the area proposed for dedication. A wall would be constructed at 24 feet followed by a landscaped 26 foot deep building setback. The landscaping would be privately maintained on both sides of the wall by a project wide property owner association.

Cross-Section E illustrates the parkway areas along Trautwein Road just south of Alessandro Boulevard. The 24 foot landscaped parkway would be carried forward along the east side except that a berm having a minimum five feet in vertical height would be constructed, and rather than having a block wall, parking areas would be provided within the next 30 feet. This plan provides for 30 feet of landscaping with a 60 foot building setback from the street. All of this area would be privately maintained by either a shopping center tenant association or a project wide property owner association. The west side of Trautwein Road would have maintained parkways as described with Cross-Section D.

The industrial area fronting Trautwein Road would have a fifty foot landscaped setback, exclusive of the proposed dedicated right-of-way, wherein no buildings or other uses would be permitted. This setback would include a berm of at least five feet in vertical height, all of which would be privately maintained by the industrial user or a project wide property owner association.

All landscaping along Trautwein Road would be of dense evergreen foliage to compliment and extend the orange tree theme within the Orangecrest Specific Plan located south of this site.

All landscaping, irrigation, wall and entry monument plans would be subject to the review and approval of the City Design Review Board which is empowered to make those changes necessary to enhance the appearance and ease the maintenance burden within the parkways.

Figure 8 — Parkway Maintenance Plan

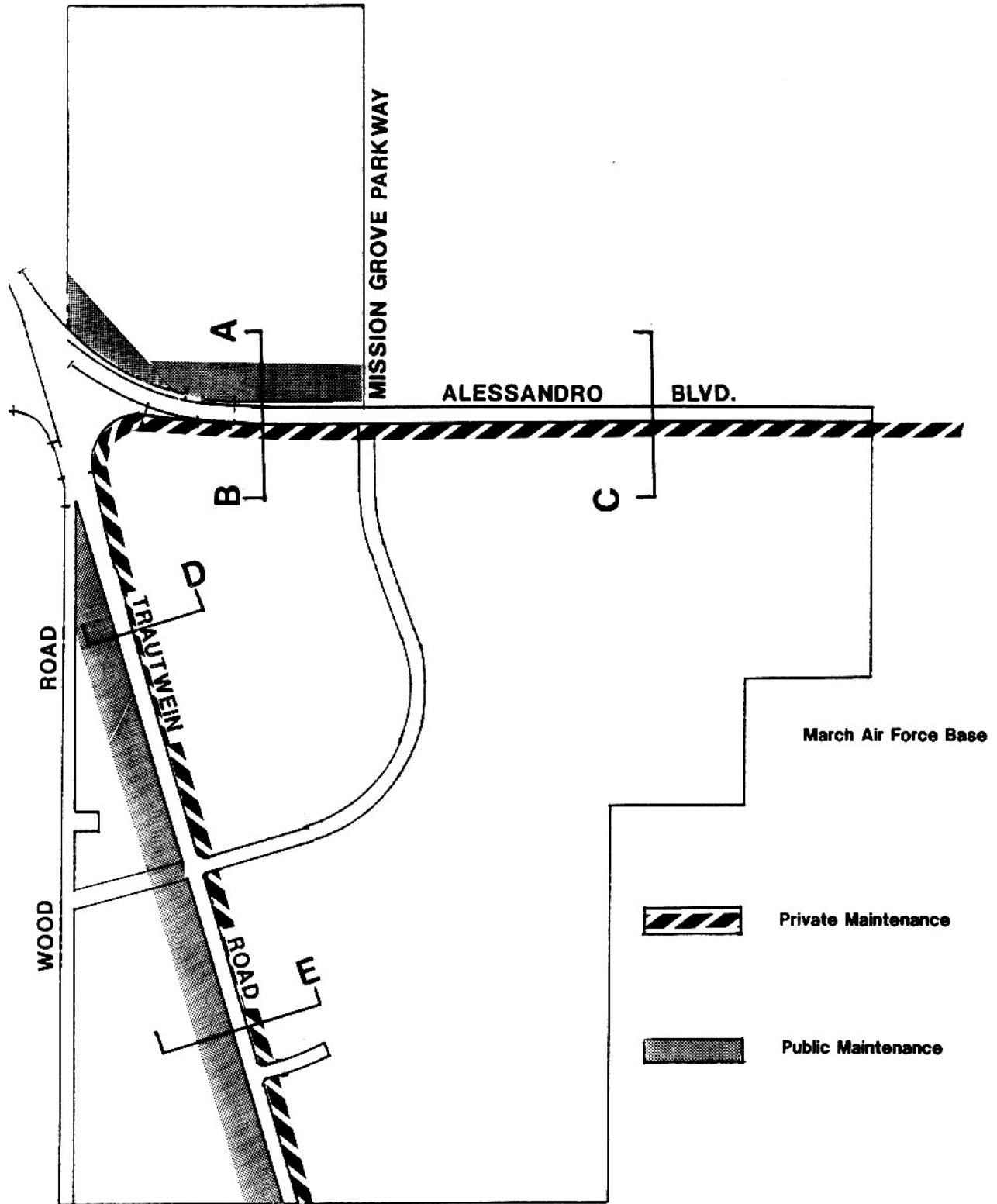
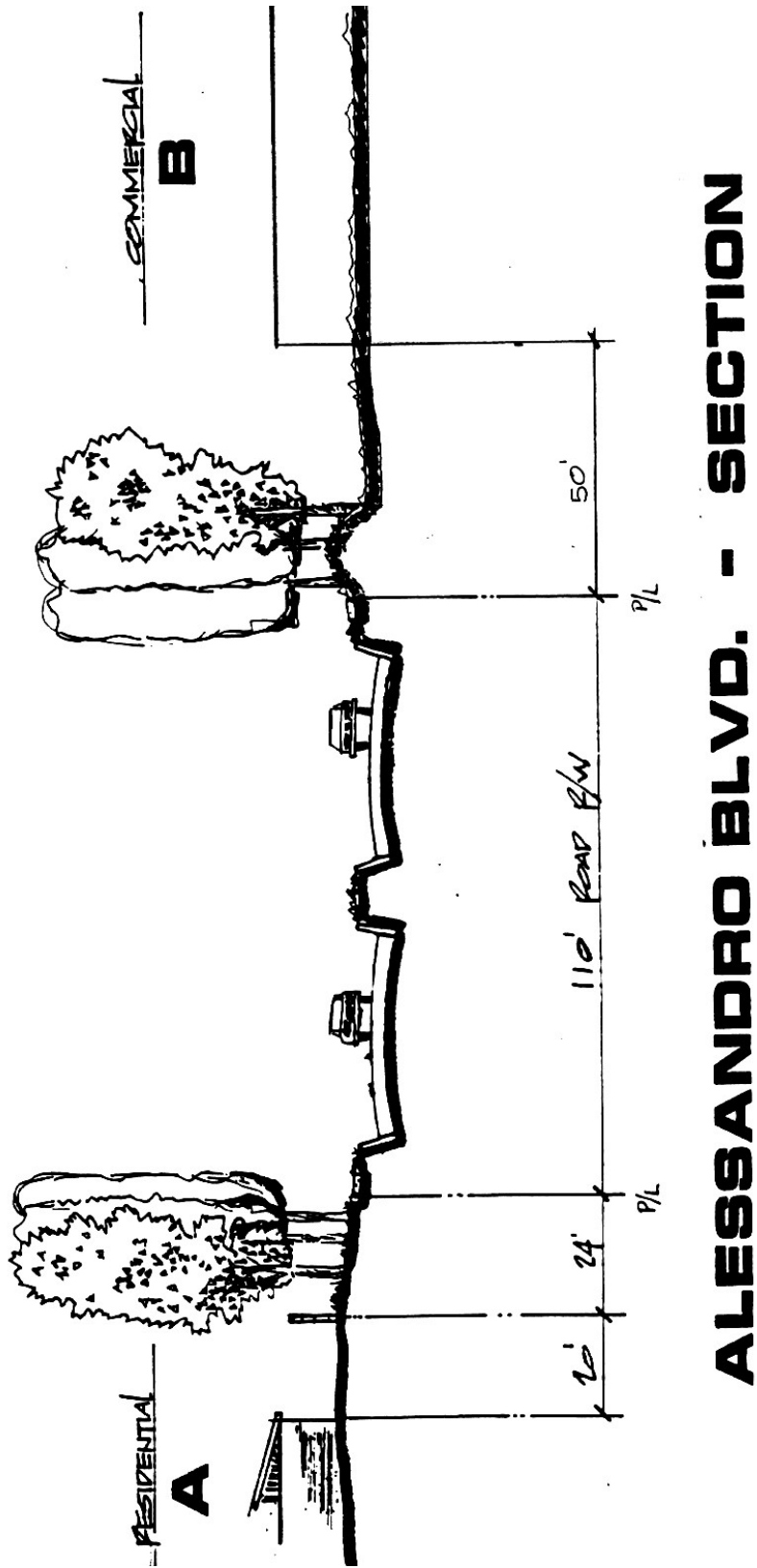
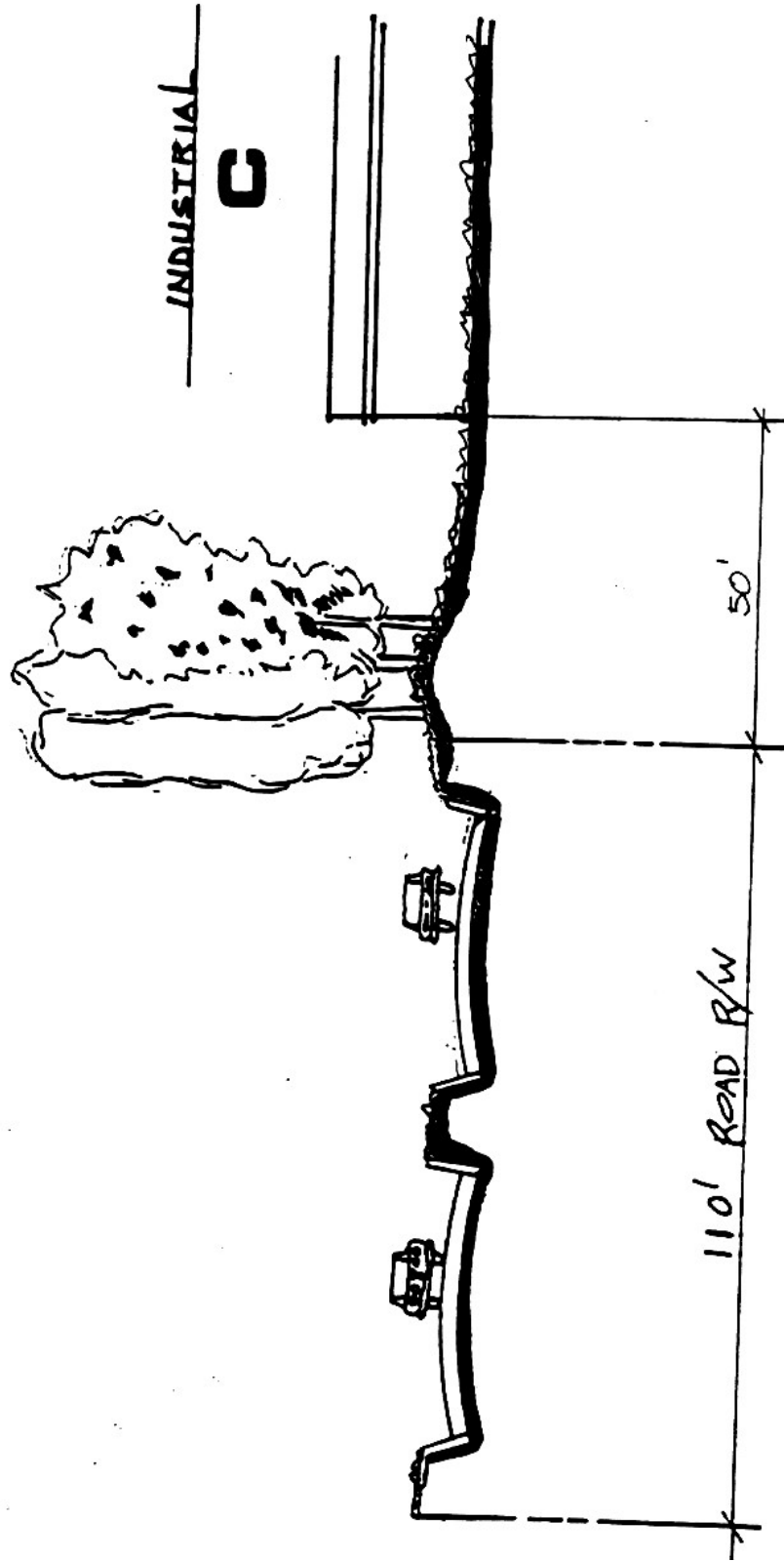


Figure 9 — Alessandro Boulevard Cross Section



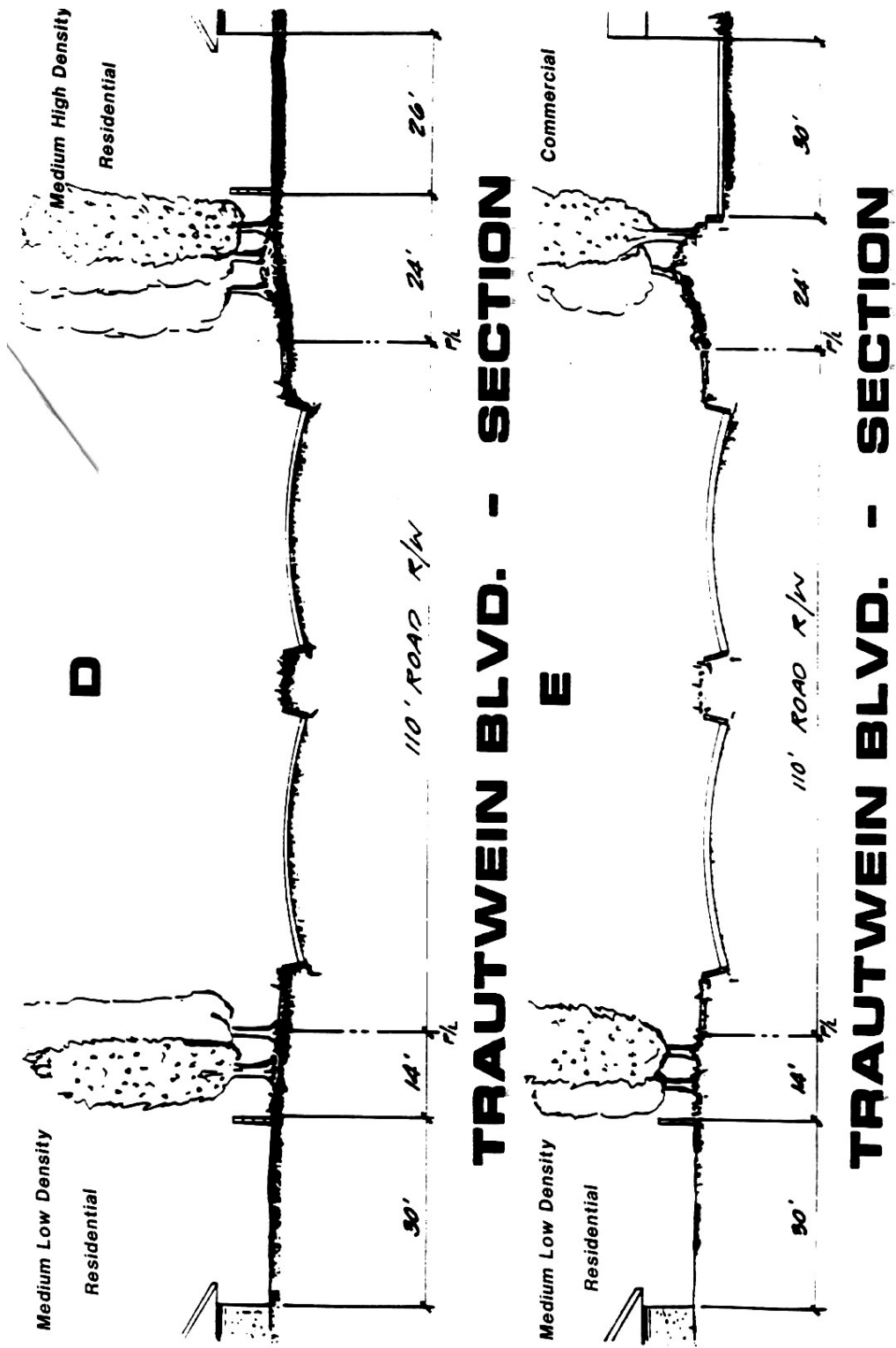
ALESSANDRO BLVD. - SECTION

Figure 10 — Alessandro Boulevard



ALESSANDRO BLVD. - SECTION

Figure 11 — Trautwein Road Cross Section



C. Low Density Residential —

Residential development within this category will conform to the standards of the R-1-130 (Single Family Residential) zones. Applications for the appropriate zoning will be filed concurrently with implementing development applications.

Lot sizes within this category serve to maintain a semi-rural setting enjoyed by residents on adjacent properties. Development within this category will have a reduced level of improvements than those proposed in other categories within the project, consist of single family detached dwellings on half acre lots, and have a ranch-like landscaping theme. Lots within this category are intended to function as a means of providing compatibility with adjacent development, a transitional function , and diversifying products to reach multiple market segments. They are not intended to perpetuate equestrian use and therefore, no provisions are made for trails or other related facilities. The following settings are proposed within this category:

- Estate Lot Development - This lot size would be half an acre and would serve a transitional function between rural and urban lifestyles. The lots would meet the needs of people desiring large parcels for truck farming, storage, or other uses. Pedestrian circulation would be provided in the form of concrete walkways. Lots would typically be graded to drain to the street.

D. Medium Low Density Residential —

Residential development within this category will conform to the standards of the R-1-80 and R-1-100 (Single Family Residential) zones. These will be single family lots at a density of four or five dwelling units per acre.

E. Medium High Density Residential —

Development within this category will probably be oriented toward the type of residential products allowed under the R-3-30 (Multiple Family Residential Zone - Average 3000 square feet). Development under other residential zoning categories may be acceptable, if found to contribute to the provision of affordable housing opportunities. Due to the proximity of the site to nearby employment opportunities and a network of freeways, this category is also intended to contribute toward the vital need for inexpensive housing.

The average density for any development project within this category shall not exceed 12 units per acre. No structures shall be permitted in excess of two stories.

An optimum level of improvements would be provided within this category. An emphasis will be placed on attractive architectural design that is compatible with

other development within the specific plan, usable common space offering a variety of recreation opportunities and, densely shaded parkways with meandering sidewalks. A further emphasis will be placed on the medium high density area located southerly of Alessandro Boulevard to provide pedestrian and bicycle access to the retail shopping center in order to reduce vehicular trips. Drainage within the category will generally be handled through storm drain collection systems.

F. Retail Commercial —

Unlike the other forms of proposed land uses, this category is contained within two sites located on the south side of Alessandro Boulevard, from Trautwein Road to Northrop Drive. The sites will be approximately 60.08 acres in total size and conform to the development standards of the CR-Commercial Retail zone.²³

The primary objectives within this category are to provide goods and service for the daily needs of all people within the project, establish safe and efficient access to and through the site for all modes of transportation, and to maintain architectural harmony within the category area while blending in with the overall specific plan development. Landscaping around the site will be established under theme plans for Trautwein Road and Alessandro Boulevard. The themes will be carried forward in additional landscaping within parking areas and other street setbacks around the site. Development within this zone will be subject to Plot Plan review and approval, as well as approval by the Design Review Board, by the City.

Development of the site will be respective of the special setback standards for Trautwein Road, (50 feet), and Alessandro Boulevard, (50 feet). Structures, parking area, and storage will be prohibited within the setback. Walls or fences with landscaping will be used to screen those areas used for storage or trash containers situated to the rear of all structures. Delivery points for commercial buildings facing toward surrounding streets will be avoided. This would screen delivery points from view and negate the need for sterile appearing masonry block walls.

The design of the site will include facilities for bus service consisting of turn-out lanes, shelters and benches. Bicycle racks will also be provided at convenient locations throughout the site.

G. Mixed-Use – Urban

Development in this category will primarily be located at the northwest corner of Mission Grove Parkway S and Mission Village Drive. This zone provides

²³ The number of acres has been edited to reflect current amendments and GIS calculations.

opportunities for primarily high-density residential development with commercial, office, institutional, and business uses emphasizing retail, entertainment and student-oriented activities. Additionally, high-density standalone residential developments are permitted in the zone.

The density for the residential portion of any development project within this category shall not exceed 40 units per acre. Commercial portions of any development shall not exceed a maximum of FAR of 4.0. Parking for standalone residential developments shall be distributed throughout the development. Parking may be located between the public right-of-way and buildings if used to create larger setbacks from other uses.

Such development is intended to facilitate the walkability of developments through the grouping of innovative housing options with employment uses, retail, entertainment activities, and public gathering spaces, transit stations and other community amenities. Providing connection between residential dwelling units and adjoining commercial uses is encouraged.

H. Industrial Park —

Development within this category was expected to be the focal point of the project by virtue of having the largest assigned land base of 286 acres. Recent amendments to the specific plan have actually reduced the land use base to 85 acres, making the Industrial Park land use designation a smaller category than residential.²⁴ The uses envisioned within this category would conform to the standards of the MP (Manufacturing Park) zone. This zoning designation will permit the development of five or ten acre parcels under a comprehensive program. Parcels along Trautwein Road will be a minimum of five acres in size, while those along Alessandro Boulevard will be a minimum of ten acres. Interior parcels will have a minimum lot size of one acre.

Development concepts would consist of single or multi-story complexes of one or more buildings centered in any given parcel. Parking areas would be situated within or around each complex, and screened from view along Alessandro Boulevard and Trautwein Road by turfed undulating terrain or berms, or heavy landscaping. Parking areas would be bound by a turfed green belt extending out to adjacent streets lightly planted with trees and shrubs in order to attain an open park like atmosphere. The parking and green belt areas would be perpetually maintained in whatever manner is most efficient, which could include the formation of a master property owners association. The design would incorporate facilities to encourage pedestrian, bicycle, bus, and other alternative means of

²⁴ Updated using figures calculated in **Table 4** on Page 3. These figures include all recent amendments to this specific plan.

transportation to and from work. Development within this zone is also subject to Plot Plan review and approval, and Design Review Board approval, by the City.

Development objectives include provisions for adequate street width to handle industrial traffic efficiently and safely, carrying out the special landscaping theme along Alessandro as well as the overall industrial street landscaping theme, and providing the necessary level of infrastructure to support industrial development. No structures will be permitted within a MWMD pipeline easement running north to south within the industrial area. No metal structures, such as Butler Buildings, will be permitted.

These measures however, can only partially satisfy the development objectives. Further effort must be made by a consortium of public and private actions to attract industries that are adaptable to a park-like setting.

All industrial development will have fully improved streets, water, sewer, and utilities. An extended building setback will be provided along the easterly boundary of the industrial park area. This, along with the screening of any parking and storage areas, will serve to buffer the project from adjacent development.

Figure 12 — Specific Plan Proposed Zoning

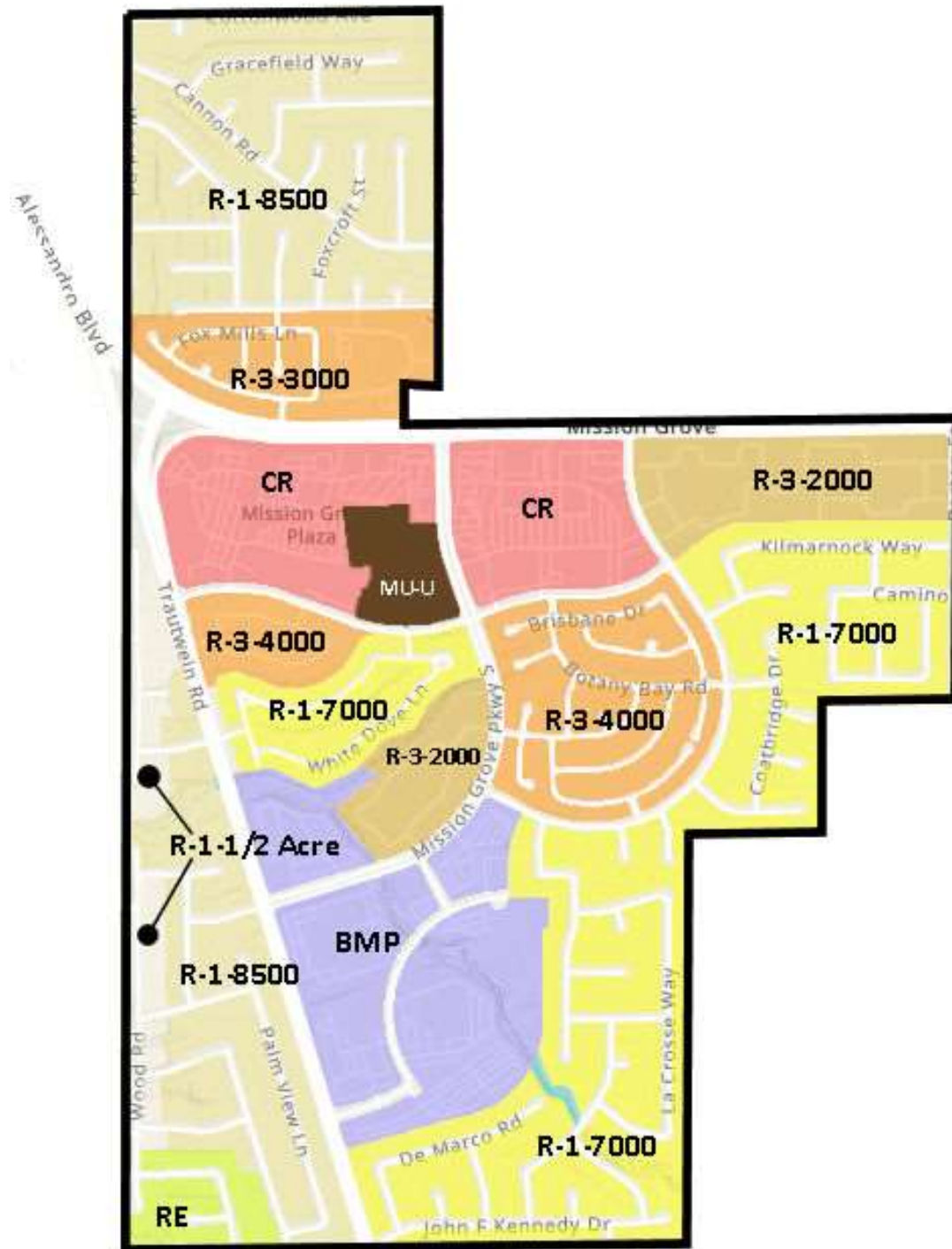
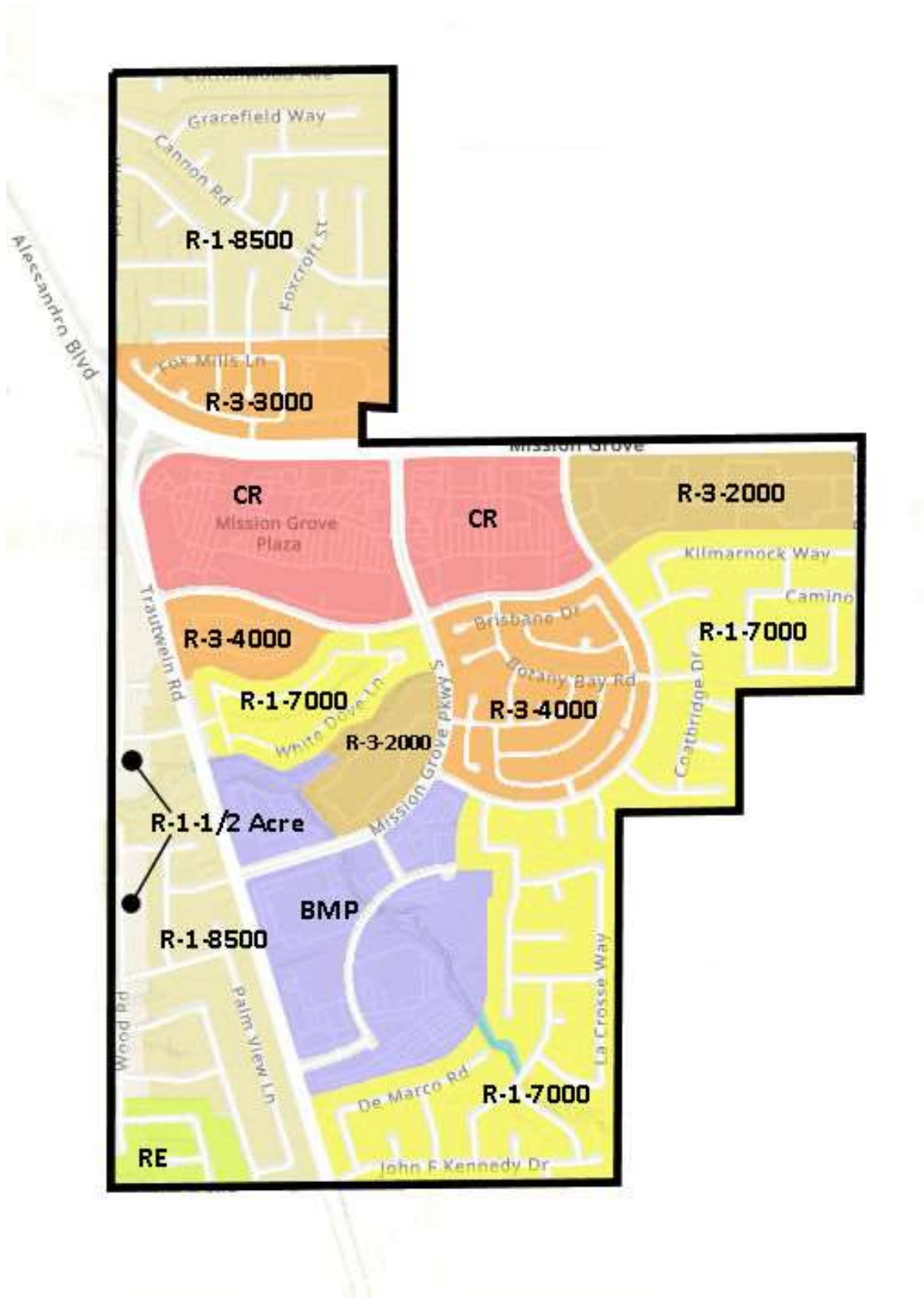


Figure 13 — Specific Plan Existing Zoning (As of June 2022)



IV. PARTICIPANTS

The following firms are associated with the original development of this specific plan:

Owner:

Regional Properties
1801 Century Park East, #1440
Los Angeles, CA 90067

Planning/Environmental/Engineering:

J.F. Davidson Associates
3426 Tenth Street
Riverside, CA 92501

Traffic/Noise Engineering/Air Quality Analysis:

Endo Engineering
25432 Trabuco Rd., Ste. 205
El Toro, CA 92630

Sewerage Analysis:

C M Engineering
P.O. BOX 6087
San Bernardino, CA 92412

Biologic Analysis:

Dr. Michael Hamilton
University of California
Riverside, CA 92521

Archaeological Analysis:

Archaeological Research Unit
University of California
Riverside, CA 92521

V. APPENDIX 1 — MITIGATION MEASURES FROM THE ENVIRONMENTAL IMPACT REPORT

Environmental Impact Report for the Trautwein Annexation Number 54, prepared in conjunction with the Mission Grove Specific Plan.

A. Land Use Mitigation Measures

- The keeping of large animals on any residential lot shall be prohibited.
- Areas within the project that are adjacent to large equestrian-oriented parcels shall perpetuate that lifestyle by means of lot size and level of improvements.
- Facilities and services that would tend to attract people into the area lying adjacent to march Air Force Base property shall be prohibited. Access onto Base property shall also be prohibited.
- Parkway and setback treatments along Alessandro Boulevard and Trautwein Road shall be compatible with similar treatment within the Box Spring Industrial Park and Orangecrest projects respectively.
- Multi-story structures within the Industrial Park area that are on parcels adjacent to residential development shall be setback a minimum of 200 feet.

B. Traffic Mitigation Measures

- Alessandro Boulevard, Trautwein Road and Barton Street will be improved adjacent to the project site as specified by the City of Riverside Circulation Element (Now known as the Streets and Highways Diagram of the Transportation Element).
- The Alessandro Boulevard/Trautwein Road intersection has been realigned to intersect at 90 degrees on-site and there-by maximize sight distances and improve traffic flow characteristics.
- Dual left-turn lanes with adequate storage capacity will be provided for westbound and northbound turning vehicles at the Alessandro Boulevard/Trautwein Road intersection adjacent to the site.
- Improvements and access to Alessandro Boulevard should be carefully designed because of its “Scenic Boulevard” status, as specified by the City of Riverside at more detailed levels of planning.

- Prior to the refinement of specific site design, the project proponent should coordinate with the City of Riverside Planning staff and Traffic Engineer regarding access to adjacent circulation facilities, required street improvements on-site, and parking and loading space requirements.
- The City Traffic Engineer should review and approve the 1,500 foot cul-de-sac in the residential portion of the site.
- Traffic signals should be installed at the intersection of Alessandro Boulevard with Trautwein Road, at both of the industrial access roads along Alessandro Boulevard, and at each of the three industrial access roads on Trautwein Road.
- STOP signs should control exiting traffic at all unsignalized egress points.
- More detailed traffic analyses should be performed when more specific development details are known.

C. Air Quality Mitigation Measures

- SCAQMD Rule 403 will be adhered to, insuring the clean up of construction-related dirt on approach routes on the site.
- Adequate watering techniques will be employed to partially mitigate the impact of construction-generated dust particulates.
- Building construction will comply with the energy use guidelines in Title 24 of California Administrative Code.
- SCAQMD Regulation VII will be adhered to insuring proper action by affected industrial, commercial and business activities during air pollutant episodes.

The following measures are recommended for further study and implementation, if feasible.

- To reduce motor vehicle emissions, the project sponsor and/or management should encourage employees and customers to use public transit and/or carpool by:
 - Distributing information on transit routes and schedules;
 - providing convenient bus shelters;
 - assisting employees in forming carpools (AQMP control measure I8);
 - providing preferential carpool parking (AQMP control measure I9);

- subsidizing employee costs for monthly transit passes;
- Employers/tenants on-site should consider modified work schedules for employees to reduce travel during periods of traffic congestion and thereby reduce congestion-related motor vehicle emissions.
- The use of energy efficient lighting in the parking lot for the site should be considered to reduce emissions at the power plant serving the site. (AQMP control measure N11).
- While complying with Title 24, consideration should be given to the use of solar water heaters and solar pool heaters in residential construction. (AQMP control measures N2 and N3).
- Zoning or Specific Plan regulations should specify that industrial uses be limited to “clean, light” industries which generally do not emit stationary source contaminants.
- The preferential use of diesel-powered construction equipment rather than gasoline-powered equipment, to affect exhaust emission reductions and evaporative and crankcase HC emission reductions.

D. Noise Mitigation Measures

- A program to inform prospective purchasers of dwelling units within the Specific Plan area of high aircraft noise levels shall be submitted by the developer of City review and approval prior to issuance of any residential building permits. This program shall include a letter to be provided to the purchaser prior to completion of the sale.
- Appropriate avigation and noise easements for all residentially developed property shall be prepared for City and U.S. Air Force review and approval and recorded prior to approval of implementing land division proposals or issuance of any individual building permits if no land division is proposed.
- Construction activities will take place only during those days and hours specified in the City Noise Ordinance to reduce noise impacts during more sensitive times periods.
- The use and proper maintenance of noise reducing devices on construction equipment will minimize construction-related noise.
- Although traffic noise increases along Trautwein Road resulting from the project may be audible no mitigation measures are required or proposed

to reduce traffic noise along this route since current noise levels are quite low.

- Decision makers will consider the land use compatibility guidelines related to noise given in the Riverside City Noise Element and the March Air Force Base AICUZ Study as well as other relevant factors in approving, approving with conditions, or denying the proposed project.
- Specific acoustic analyses, performed at more detailed levels of planning, will insure compliance with residential acoustic attenuation requirements of City Ordinance No. 4168 and 4512.
- Truck access, parking area design and air conditioning/refrigeration units will be carefully designed and evaluated at more detailed planning stages to minimize the potential for impacts to adjacent developments and insure compliance with the City Noise Element and Noise Ordinance.

E. Cultural Resources Mitigation Measures

- If, during the process of development, any other archeological resources are located, a qualified archeologist will be consulted for further evaluation.

F. Biotic Resources Mitigation Measures

- An eight acre arroyo will be preserved on the site and retained in ties natural state to the greatest extent possible.

G. Visual/Aesthetic Resources Mitigation Measures

- An eight acre arroyo will be retained as natural open space.
- A landscape building setback of 70 feet along Alessandro Boulevard and 50 feet along Trautwein Road will be planted by the developer and maintained by Master Homeowners Association.²⁵
- Parking areas will be screened from view through the use of undulating terrain, berming, or heavy landscaping.

²⁵ This required setback has been changed to a 50' setback by MISC-001-890 and SP-006-890 adopted on March 12, 1991.

- The use of masonry block walls along major streets will be avoided. Where walls are necessary, dense landscaping shall be provided to screen them from view along streets.
- A project wide landscaping program shall be master-planned to attain the desired setting, affect and level of coordination.

H. Fire Protection Mitigation Measures

- Fire hydrants shall be designed and located in accordance with City of Riverside Fire Department standards and will be installed throughout the project.
- Fire flow needs shall be determined by the Riverside Fire Department based on building design and occupancy, building separation, and use of fire control systems.
- All structures will be provided with acceptable fire prevention and control systems, including smoke detectors, sprinklers systems and other control systems as determined necessary by the City of Riverside Fire Department and in accordance with applicable City Fire Ordinances.
- Fire retardant construction materials will be used throughout the project.

I. Police Services Mitigation Measures

- The developer shall work with the City Police Department in the design of internal street systems and structures in a manner which assists in crime prevention.
- Adequate street lighting will be provided throughout the project to increase traffic and pedestrian safety and for crime prevention.
- The installation of high grade on-site security systems will be encouraged for all future commercial and industrial developments within the project.
- The projects will generate a tax base through the proposed non-residential land uses which would offset or restore the funding for additional police protection that is anticipated.

J. School Mitigation Measures

- The developer will participate in the established fee mitigation program whereby school fees would be paid to the District as building permits are requested.

- The developer will work with both the school districts in the area to arrive at the most efficient means of providing education for future students in the northern portion of the project.²⁶
- The project will incorporate safe and efficient bicycle and pedestrian facilities linking residential development to nearby schools.
- School bus turnout facilities will be incorporated into the design of street improvement plans as approved by the school district.

K. Water Service Mitigation Measures

- A comprehensive water distribution system for the project site will be designed and constructed in accordance with Western Municipal Water District requirements.
- The developer will work with Western Municipal Water District, and City staff to determine needed line sizes, the need for pump stations and storage facilities and service hookup charges.

L. Sanitary Sewer Mitigation Measures

- Connection to a sanitary sewerage system will mitigate all impacts that would have occurred from on-site disposal of wastewater through septic systems. Of the alternative sewerage systems available, the most economical involves connection to the existing City of Riverside. The existing City treatment plant and interceptor lines possess adequate capacity and no significant adverse impacts will be experienced.
- If, during the design phase, the preferred alternative is determined to infeasible, other alternatives will be reevaluated, through a addendum to this report, and implemented in accordance with the requirements of the City of Riverside.

M. Solid Waste Mitigation Measures

- Waste reduction and recycling programs emphasizing convenient collection centers will be encouraged for all residential commercial and industrial developments on the project site.

²⁶ There is only one school district serving this specific plan area, Riverside Unified School District.

N. Electricity Mitigation Measures

- The applicant and the City shall formerly enter into an agreement to locate an electrical substation on the subject property and determine construction timing, financing and required on and off-site substation improvements prior to issuance of building permits. The applicant is advised that the substation and any improvements therein is subject to the granting of a Conditional Use Permit by the Planning Commission under a separate public hearing process.
- As developments occurs, the developer will work with City staff to determine line sizes, support facilities, and a program of payment for on-site electrical services.
- Structures and other facilities (e.g. street lights) will be designed in a manner which is energy efficient.

O. Natural Gas Mitigation Measures

- The project developer will work with the Southern California Gas Company to determine on-site natural gas line sizes and locations to serve the specific land uses of the project.

Planners beware: Most of the Mission Grove Specific Plan is located in an area requiring a SKR Biological Report (see Stephen's Kangaroo Rat — Interim Biological Study Policy dated May 22, 1990).

VI. APPENDIX 2 — DEVELOPMENT STANDARDS MATRIX

Table 5 — Development Standards

Land Use Categories	Low Density Residential	Medium Density Residential	Medium High Density Residential	Retail Commercial	Mixed Use - Urban	Industrial Business Park
Lot Coverage	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•See CR Zoning Standards	•See MU-U Zoning Standards	•See MP Zoning Standards
Height	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•See CR Zoning Standards	•See MU-U Zoning Standards	•See MP Zoning Standards
Setbacks	•See R-1-130 Zoning Standards •50' along Alessandro Boulevard & Trautwein Road	•See R-1-80 & R-1-100 Zoning Standards •50' along Alessandro Boulevard & Trautwein Road	•See R-3-30 Zoning Standards •50' along Alessandro Boulevard & Trautwein road	•50' along Alessandro Boulevard & Trautwein Road	•0' along any property line	•See MP Zoning Standards •Multi-story structures that are on parcels adjacent to residential development shall be setback a minimum of 200 feet. •50' along Alessandro Boulevard & Trautwein Road
Lot Size	•½ acre	•4 to 5 units per acre	•12 units per acre	•See CR Zoning Standards	•See MU-U Zoning Standards	•5 Acre lots along Trautwein Road •10 acre lots along Alessandro Boulevard •1 acre lots for interior lots
Open Space	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•N/A	•Private – 50 sq. ft. for at least 50% of the units •Common – 75 sq. ft. per unit	•N/A

Land Use Categories	Low Density Residential	Medium Density Residential	Medium High Density Residential	Retail Commercial	Mixed Use - Urban	Industrial Business Park
Parking Reduction	•N/A	•N/A	•N/A	•N/A	<ul style="list-style-type: none"> •Standalone residential developments, which share a portion of their parking with adjoining commercial developments, shall be eligible for a reduction in required parking of 15% pursuant to RMC 19.580.060.C 	•N/A
Fence and Walls	<ul style="list-style-type: none"> •See R-1-130 Zoning Standards 	<ul style="list-style-type: none"> •See R-1-80 & R-1-100 Zoning Standards 	<ul style="list-style-type: none"> •See R-3-30 Zoning Standards 	<ul style="list-style-type: none"> •See CR Zoning Standards 	<ul style="list-style-type: none"> • Any portion of a fence or wall that is adjacent to Mission Village Drive that is above a height of 3' shall be no more than one part solid to three parts open, excluding pilasters that extend above 3'. 	<ul style="list-style-type: none"> •See MP Zoning Standards
Parking Lot Landscape Setbacks	•N/A	<ul style="list-style-type: none"> •See RMC Section 19.580.090.D 	<ul style="list-style-type: none"> •See RMC Section 19.580.090.D 	<ul style="list-style-type: none"> •See RMC Section 19.580.090.D 	<ul style="list-style-type: none"> •A minimum ten-foot-wide landscaped setback shall be provided between parking lots, parking structures, and loading areas, and any street frontage 	<ul style="list-style-type: none"> •See RMC Section 19.580.090.D
Users Permitted	<ul style="list-style-type: none"> •Single Family Residential (keeping of large animals is prohibited) 	<ul style="list-style-type: none"> •Single Family Residential (keeping animals is prohibited) 	<ul style="list-style-type: none"> •Multi-Family Residential, other residential zoning categories may be acceptable if it contributes to the provision of affordable housing opportunities (keeping of large animals is prohibited) 	<ul style="list-style-type: none"> •Uses that provide goods & services for the daily needs of all people within the Mission Grove Specific Plan 	<ul style="list-style-type: none"> •Multi-Family Residential and/or uses that provide goods & services for the daily needs of all people within the Mission Grove Specific Plan. 	<ul style="list-style-type: none"> •Industrial Uses (no metal buildings)