

Town Center at Moreno Valley Specific Plan

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Chapter 1 – Introduction

1.1 Project Background

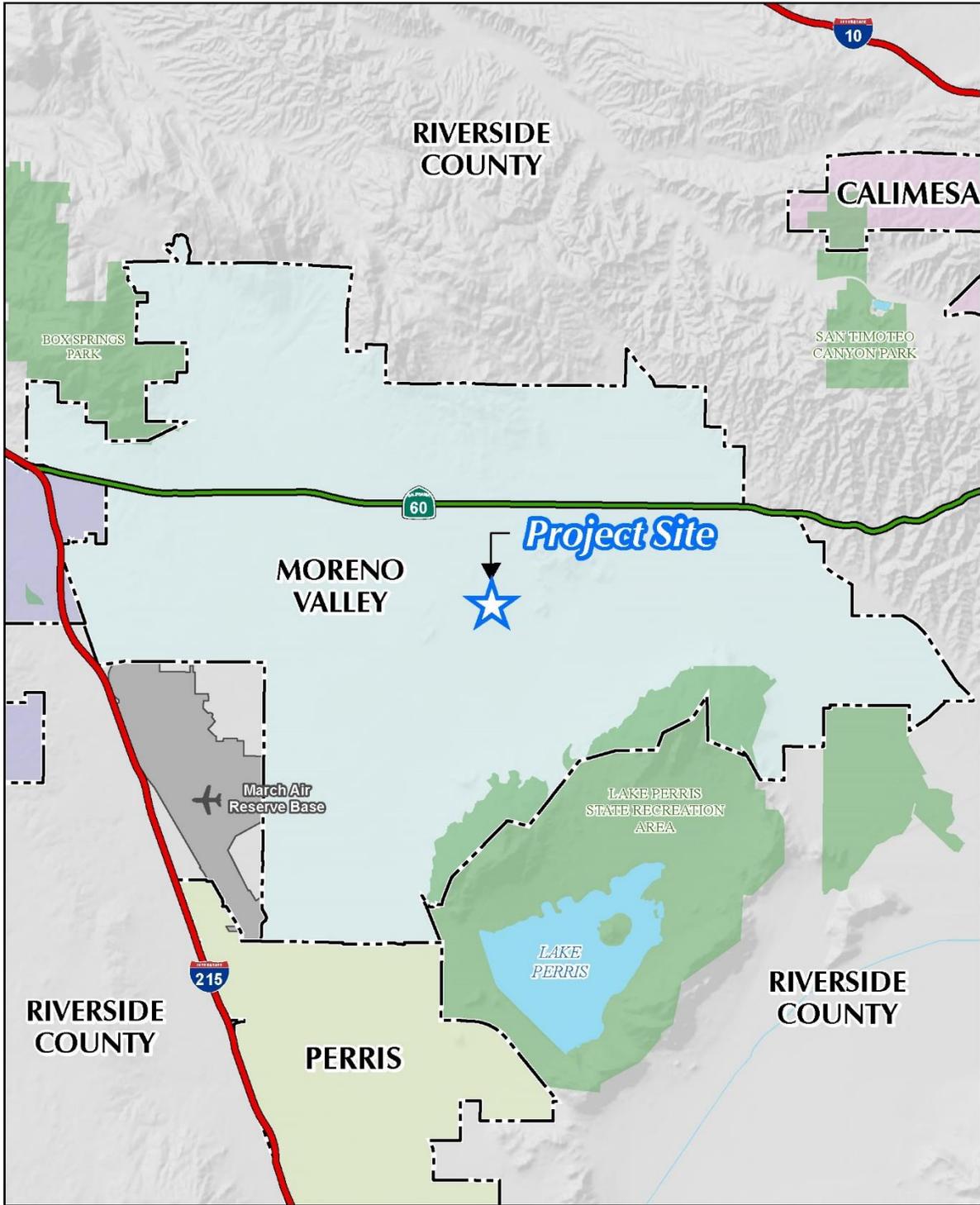
The Town Center at Moreno Valley is envisioned as a mixed-use community with a collection of complementary and diverse uses, designed to create a vibrant regional destination and central gathering place. As a walkable community, there will be interconnected plazas, urban niches, landscaped open spaces, and walkable corridors that will enhance the quality of life and visual appeal of the Town Center at Moreno Valley as a desirable district to “live, work and play.”

New development will be organized around an interconnected grid of streets with appropriate block sizes that provide convenient, safe bicycle and pedestrian linkages within the area. A prominent feature of the town center concept will be a new Central Park designed with family-friendly amenities, providing pedestrian and bicycle connectivity to the various surrounding uses, including hospitals and medical campuses, schools, religious institutions, employment uses, diverse retail, and residential areas.

A specific plan is required for development implementation to achieve the Town Center at Moreno Valley vision.

The Town Center at Moreno Valley Specific Plan (TCMV SP) area is located within the Nason Street Corridor and consists of 69.6 gross acres. The Specific Plan area is a sub-section of the overall Nason Street Corridor area and is bounded by Cottonwood Avenue on the North, Nason Street on the east, Alessandro Boulevard on the south, and existing residential and vacant land to the west. Bay Avenue bisects the project area running east-west. It is intended that an extension of Bay Avenue will be completed through the development of the Specific Plan buildout, connecting to Nason Street. Currently, Bay Avenue terminates at the western border of the Specific Plan area.

Refer to **FIGURE 1: REGIONAL CONTEXT MAP**, for reference.



Source(s): ESRI, RCTLMA (2019)

Figure 1: Regional Context Map

1.2 Authority and Scope

A specific plan is a more detailed land use plan for the development of a specific area. It implements the local General Plan by creating a bridge between general plan policies and project-related development proposals. A specific plan is intended to direct all facets of future development, including the type, amount and distribution of land uses, the location and sizing of supporting infrastructure including public improvements, and applicable development standards.

Specific plans are exceptionally versatile tools for implementing General Plans. They carry out local General Plans in any of three ways: (i) by acting as statements of planning policy that refine the General Plan policies applicable to a specific area; (ii) by directly regulating land use; and/or (iii) by bringing together detailed policies and regulations into a focused development scheme.

California Government Code Sections 65450 to 65553 permit the adoption and administration of specific plans as an implementation tool for elements contained within the local General Plan. Section 65451 mandates that specific plans demonstrate consistency regarding proposed regulations, guidelines and programs that are set forth in the General Plan. The City of Moreno Valley encourages the use of the specific plan process generally on larger projects, to ensure land use and design compatibility between the proposed project and surrounding development.

The Specific Plan will serve as the planning and regulatory document governing the orderly growth and development of the project area. The Specific Plan will establish development regulations and design guidelines to ensure quality development consistent with the goals, objectives and policies of the City's General Plan. The Specific Plan, including both text and graphics, serves as the development code for the Plan area.

This Specific Plan has been prepared within the goals and performance framework of the General Plan and is consistent with the General Plan as mandated by Section 65454 of the California Government Code. Any future actions requiring ministerial or discretionary approval within the Specific Plan area must be consistent with the Specific Plan. Actions deemed to be consistent with the Specific Plan will be deemed to be consistent with the City General Plan.

The Specific Plan complies with the City of Moreno Valley's Municipal Code (Chapter 9.13) governing the content of specific plans and procedures for their adoption and enforcement.

This Specific Plan supersedes the City's zoning for this Plan area in both the designation of land and its regulations. In any instance where the Specific Plan is silent, the City of Moreno Valley's Municipal shall be relied upon to determine standards, guidelines, and/or policy.

If any provision of this Specific Plan or any amendment of the Plan is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, the balance of the Plan will remain in full force and effect.

1.2.1 California Environmental Quality Act (CEQA) Compliance

An Environmental Impact Report (EIR) was prepared for this Specific Plan in accordance with CEQA. The EIR identifies potential impacts resulting from the proposed development and establishes project design features and mitigation measures that reduce them to a less than significant level, where feasible.

All subsequent approvals to develop the property must be consistent with the Specific Plan and associated environmental documents. Additional environmental documentation may be required in the future if substantial changes are found to have occurred pursuant to Section 15162 and 15182 of the CEQA Guidelines.

1.2.2 General Plan Consistency

The General Plan is a broad policy document that identifies Moreno Valley's land use, circulation, environmental, economic and social goals and policies as they relate to land development; thereby, providing guidance to citizens, developers and decision-makers on the City's blueprint for land use patterns and density. California law requires cities to adopt a General Plan that provides the policy framework for the long-term physical development of the community. The Specific Plan must show consistency with the City's General Plan. Please refer to Chapter 7: General Plan Consistency Analysis.

1.3 Specific Plan Vision and Objectives

The vision for the TCMV SP is to establish a mixed-use neighborhood composed of residential, open space, civic, and commercial uses. The Specific Plan encourages a range of housing typologies to meet the needs of various market segments and household compositions.

Park spaces of various sizes are placed throughout the Specific Plan area, offering convenient, recreational areas for public use. A large commercial parcel is located in the south-east quarter of the Specific Plan area, providing a walkable opportunity to local serving retail, civic and commercial uses.

The objective of the Specific Plan is to establish the zoning criteria that will guide the orderly development of the Town Center project and carry out the goals of the City's General Plan. Included are development standards for integrated site planning, architecture, and landscaping.

These standards establish a consistent design concept that produces a cohesive appearance and strong sense of place.

1.3.1 Development Goals

The Specific Plan provides planning strategies and development standards created specifically for the property to incorporate its unique advantages, adapt to its constraints, meet the unique needs of the community, provide for the economic growth needs of the City, and create consistent and compatible land uses for the area in an environmentally responsible manner.

Development of the TCMV SP will:

- Provide a distinct town center to serve the city and provide a place for community gathering;

- Offer a variety of housing types including market rate for-sale, rental and affordable housing;
- Provide parks and open space benefits;
- Provide civic facilities and uses such as a library and community center to serve Moreno Valley residents and visitors;
- Create a project that will provide a balanced approach to the City’s responsibilities of fiscal viability, economic opportunity and environmental integrity;
- Provide employment opportunities during the construction and after the project’s buildout;
- Provide appropriate transitions between the project and adjacent uses; and
- Encourage high quality design and sustainable building through design and construction methods and practices.

1.3.2 Green Building-Sustainable Development

Construction of the Specific Plan will be in conformance with California’s Title 24 building regulations. Title 24 is a comprehensive set of regulations which mandate environmentally-advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use.

Development under the Specific Plan shall incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation;
- Where feasible, utilize renewable energy systems such as rooftop photovoltaics;
- Accommodate the use of alternative means of transportation;
- Use of recycled building materials to the extent feasible;
- Use of local sources of building materials to the extent feasible; and
- Install Electric Vehicle (EV) infrastructure.

Chapter 2 – Existing Conditions

2.1 Project Setting

The Town Center at Moreno Valley Specific Plan (TCMV SP) area consists of 69.6 gross acres located within the center of the Nason Street Corridor Plan Study Area. The Study Area is generally bound by Cottonwood Avenue to the north, Brodiaea Avenue to the south, and the properties fronting Nason Street on the east and Morrison Street to the west. **FIGURE 2: NASON STREET CORRIDOR STUDY AREA** shows the Study Area’s boundaries. The Study Area is approximately 203 acres of largely undeveloped land envisioned to develop as a mixed-use town center area for community gathering with a variety of retail, commercial, civic and residential uses.

The TCMV SP area is bounded by Cottonwood Avenue on the north, Nason Street on the east, Alessandro Boulevard on the south, and existing residential and vacant land to the west. Bay Avenue bisects the project area running east-west.

The TCMV SP area is currently vacant land surrounded by a variety of uses. The existing surrounding uses include:

- West: Single Family Detached Residential
- North: Single Family Detached Residential
- East: Residential, Religious, and Education Uses
- South: Residential and Religious Uses

Existing land use characteristics are illustrated in **FIGURE 3: NEIGHBORHOOD CONTEXT MAP**.

2.2 Existing General Plan Land Use

The identified TCMV SP area has an existing General Plan Land Use Designation of Public Facilities (P) in the 2006 City of Moreno Valley General Plan. The primary purpose of areas designated Public Facilities is to allow public/quasi public uses such as civic, cultural and public utility uses, including, but not limited to schools, libraries, fire stations, museums, and government offices.

Refer to **FIGURE 4: GENERAL PLAN LAND USE**.

2.3 Existing Zoning

The City’s Zoning Map designates the TCMV SP area as Public Facilities (P) with a Mixed-Use District overlay (MUI).

Refer to **FIGURE 5: ZONING MAP**.

Study Area

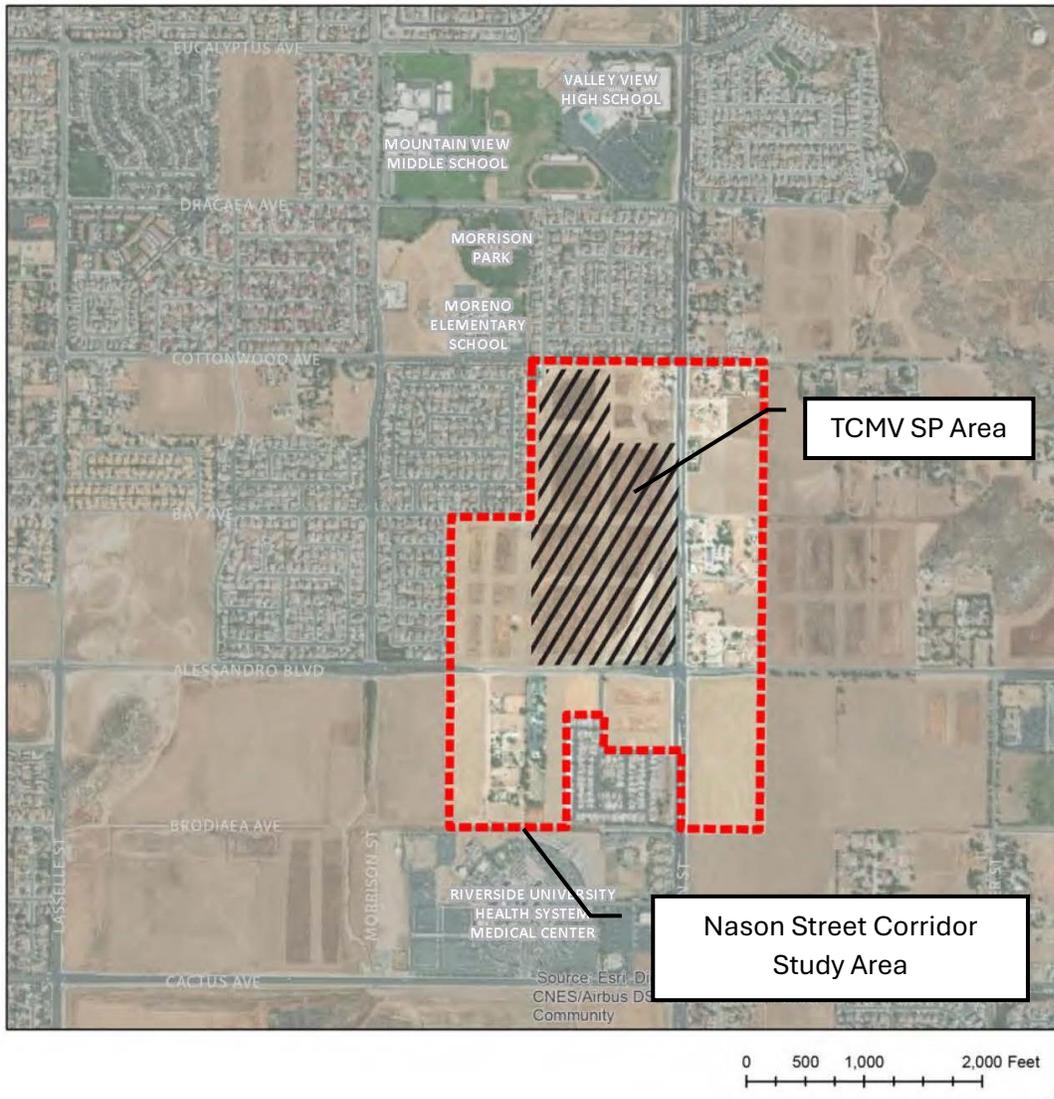


Figure 2: Nason Street Corridor Study Area



Figure 3: Neighborhood Context Map

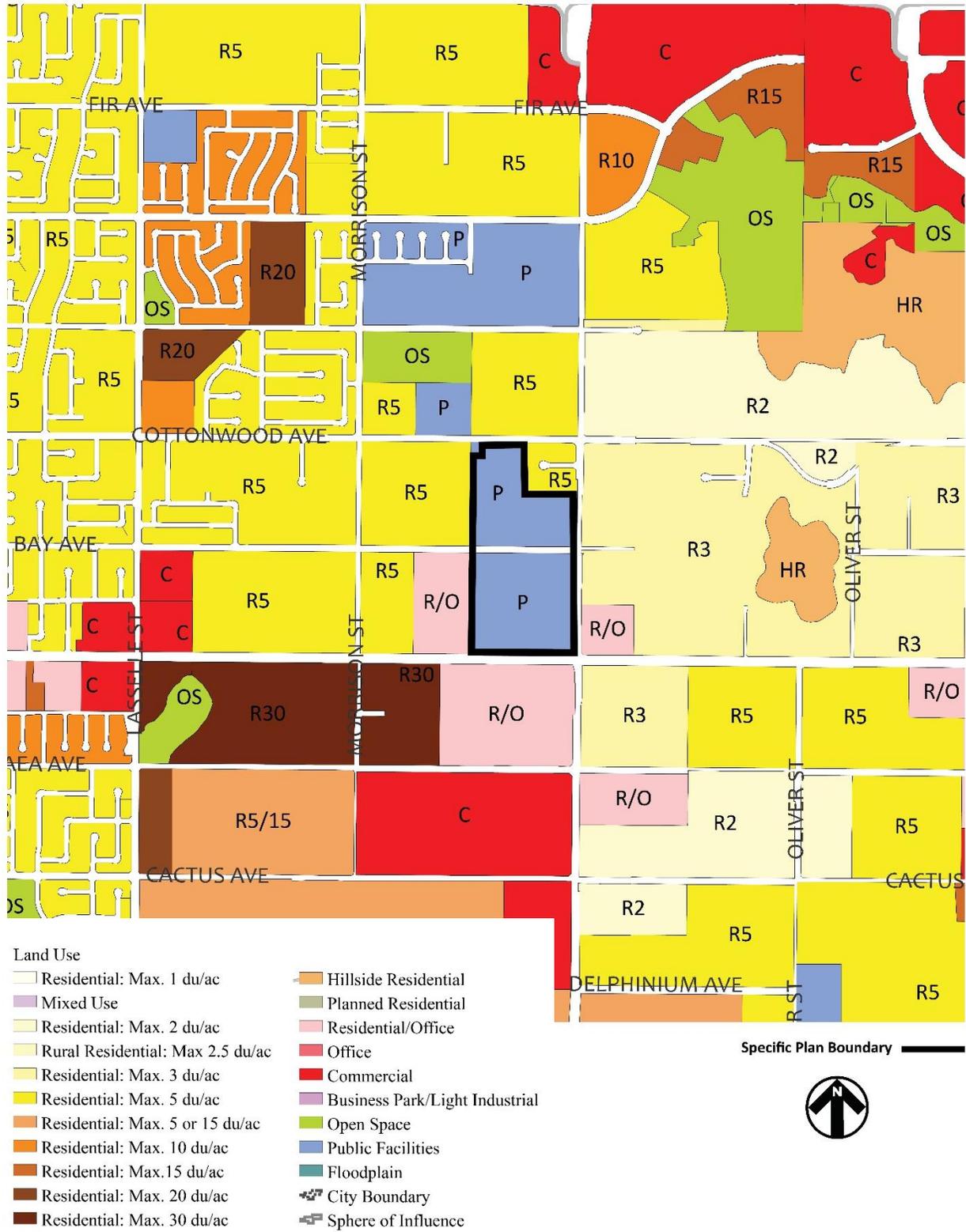


Figure 4: General Plan Land Use (as currently approved, prior to TCMV Specific Plan)

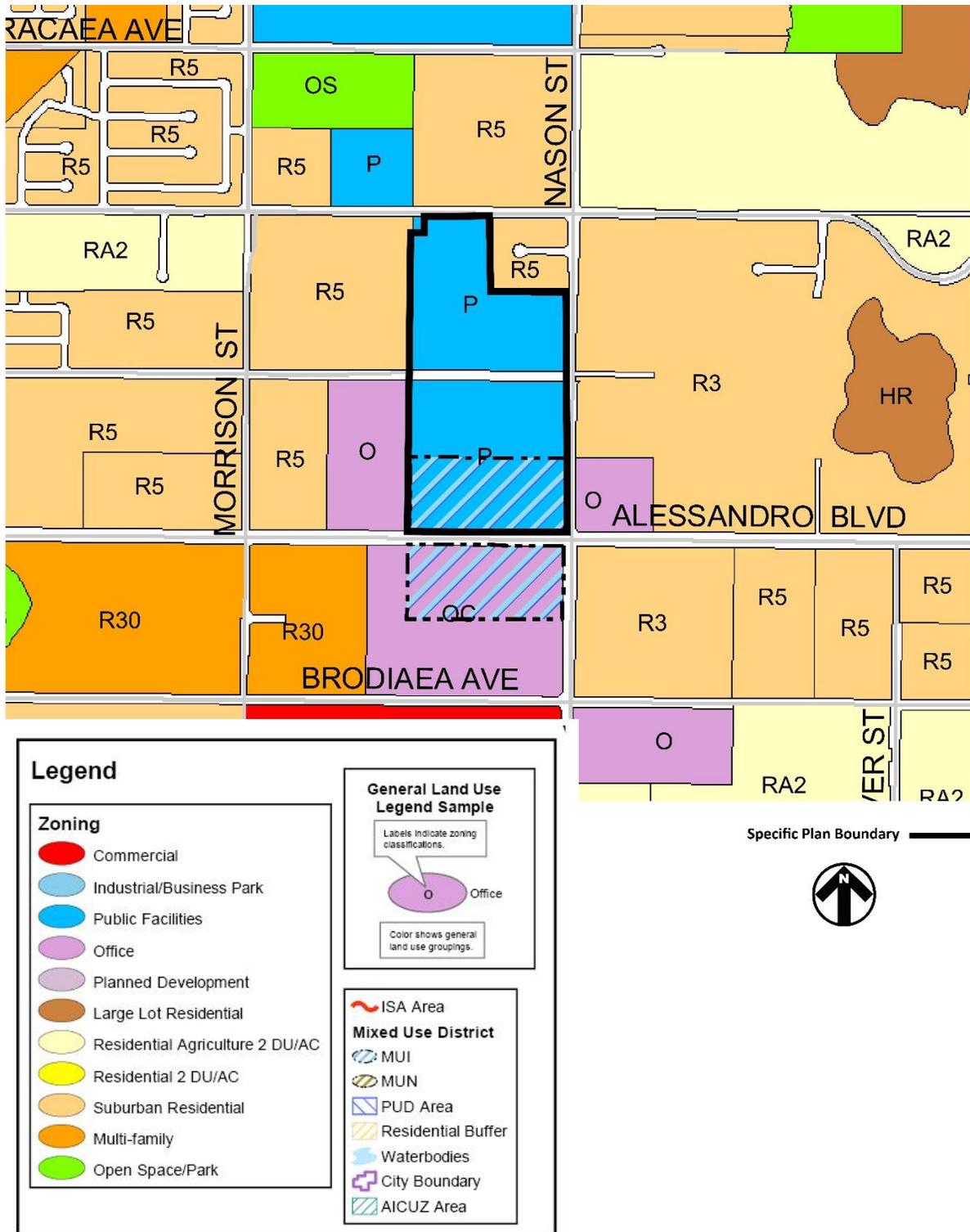


Figure 5: Zoning Map (as currently approved, prior to TCMV Specific Plan)

2.4 Existing Conditions

The TCMV SP area is currently vacant and surrounded by development including residential to the north, west, and south. The eastern edge of the TCMV SP area has a variety of commercial and assembly uses. The majority of the TCMV SP area is relatively flat with a general southern gradient.

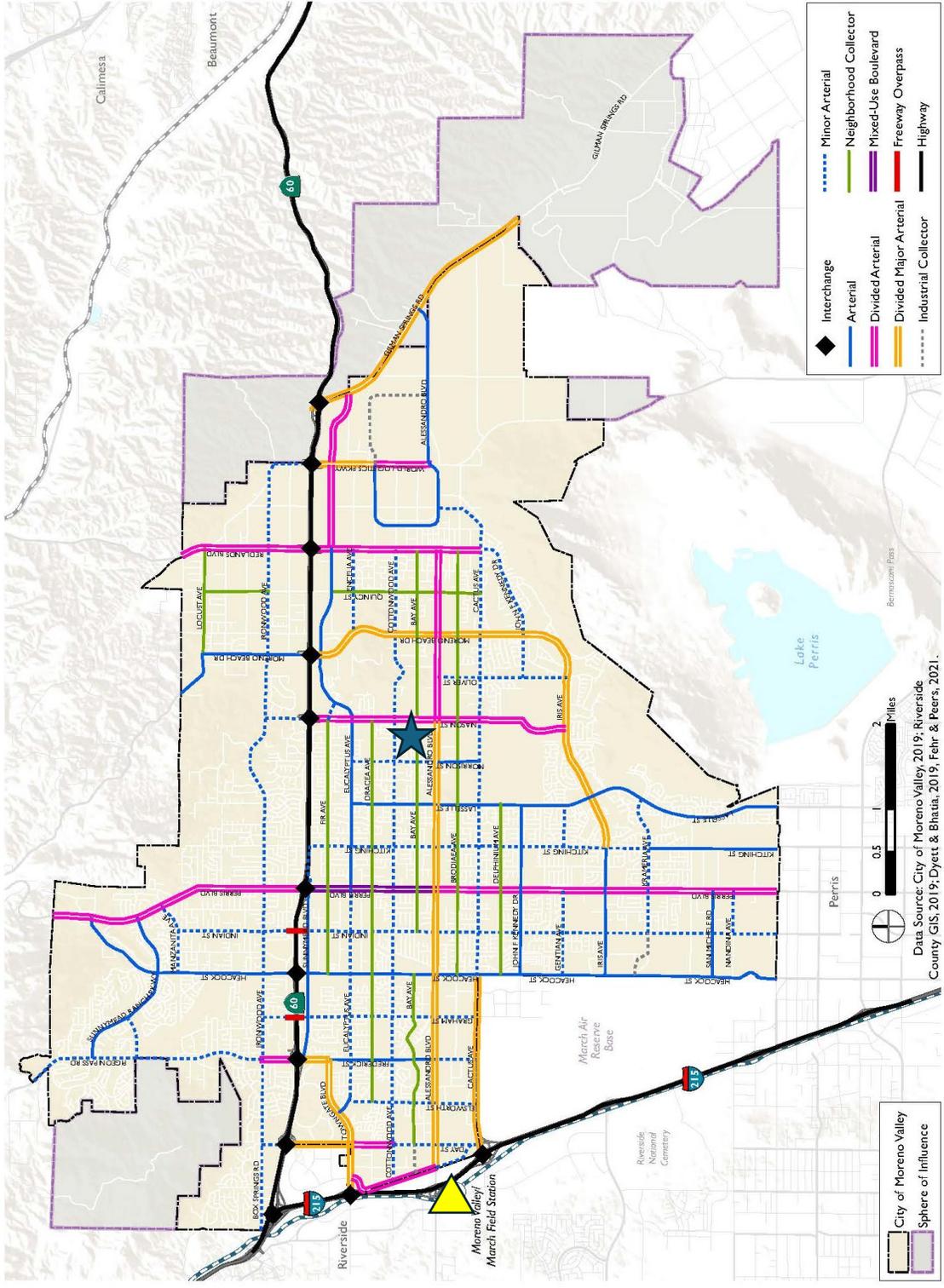
2.4.1 Transportation

The TCMV SP area is located immediately north of Alessandro Boulevard, immediately west of Nason Street, and immediately south of Cottonwood Avenue. The primary regional vehicular travel route serving the Project area is SR-60, which is located approximately 1.0 mile north of the TCMV SP area and access from Nason Street, and I-215 which is located approximately 5.3 miles west of the Specific Plan area and access from Alessandro Boulevard.

Nason Street is a designated Divided Arterial, Alessandro Boulevard is a designated Divided Major Arterial (along the length of the TCMV SP area), and Cottonwood Avenue is a designated Minor Arterial. Bay Avenue is an existing Neighborhood Collector that runs east-west, west of the Specific Plan area. There is an existing Class II Bike Lane (on-street striped) along Nason Street, and a proposed Class II Bike Lane along Alessandro Boulevard.

Public transit service in the region is provided by Riverside Transportation Agency (RTA) and commuter rail transportation (Metrolink), which is operated by the Southern California Regional Rail Authority (SCRRA). Currently, there are bus stops on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwestern corner of the Specific Plan area). The nearest Metrolink Station is located just southwest of the Alessandro Boulevard/I-215 intersection (Moreno Valley/March Field Station), approximately 5.3 miles west of the Specific Plan area.

Refer to **FIGURE 6: ROADWAY CLASSIFICATIONS AND TRANSIT STOP LOCATIONS.**



Data Source: City of Moreno Valley 2019; Riverside County GIS, 2019; Dyett & Bhatia, 2019, Fehr & Peers, 2021.

-  TCMV SP
-  Moreno Valley/March Field Station

Pending Litigation Advisory: On July 15, 2021, The Sierra Club filed a Petition for Writ of Mandate challenging the City's adoption of its General Plan update – including the changes to the Zoning Ordinance in Ordinance No. 981 – for alleged violations of the California Environmental Quality Act. (Sierra Club v. The City of Moreno Valley, Riverside Superior Court Case No. CVR21103200.) The ongoing litigation could potentially result in the invalidation of the City's General Plan and revision to prior zoning laws. Any applications for entitlements which rely on changes in the Zoning Ordinance under Ordinance 981, adopted on August 3, 2021, are at the applicant's own risk. To review a copy of this Sierra Club petition, please follow this link: <https://morenovalley.hallgeneral-plan/2040/EnvironmentalPetition-Complaint.pdf>

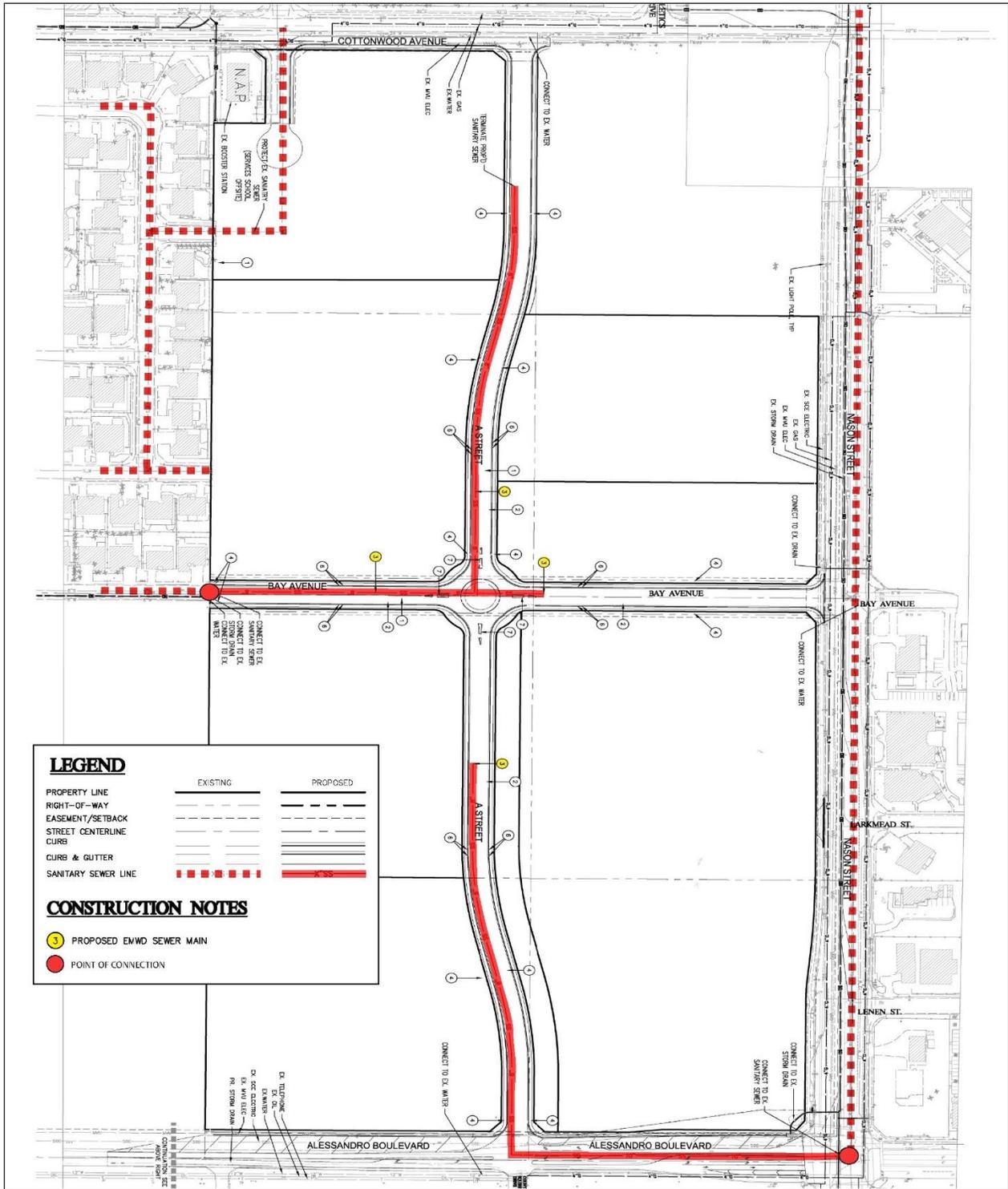
Figure 6: Roadway Classifications and Transit Stop Location

2.4.2 Utilities and Service Systems

The Eastern Municipal Water District (EMWD) provides water and sewer service to the TCMV SP area. Under existing conditions, water mains are installed beneath the roadways adjacent to the Specific Plan area. Sewer lines are located in Bay Avenue (east and west of the TCMV SP area), and along the TCMV SP area's northwestern boundary. Wastewater flows generated in the city are conveyed to the Moreno Valley Regional Water Reclamation Facility, which is operated by EMWD.

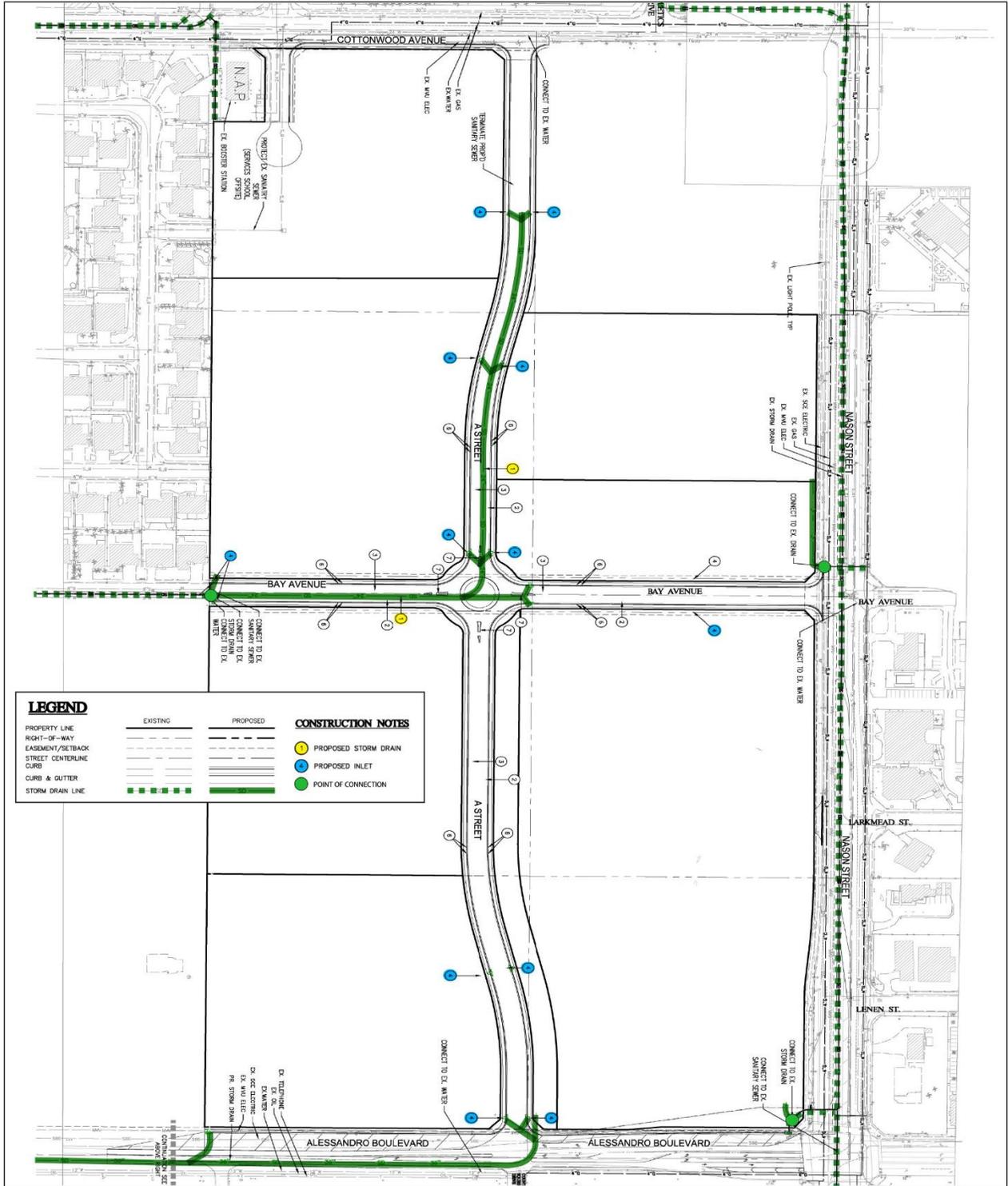
MoVal Electric and the SoCal Gas Company provide electric and natural gas service to the TCMV SP area, respectively and a number of service providers provide cable and telecommunication services. Existing electric, natural gas and telecommunications facilities are located in the roadways surrounding the TCMV SP area. Solid waste generated in the city is disposed at either the El Sobrante Landfill, Badlands Sanitary Landfill, or Lamb Canyon Sanitary Landfill.

Refer to **FIGURE 7: CONCEPTUAL SEWER PLAN WITH EXISTING POINTS OF CONNECTION, FIGURE 8: CONCEPTUAL STORM DRAIN WITH EXISTING POINTS OF CONNECTION, AND FIGURE 9: CONCEPTUAL WATER PLAN WITH EXISTING POINTS OF CONNECTION** for underground utilities that are currently around the Specific Plan area.



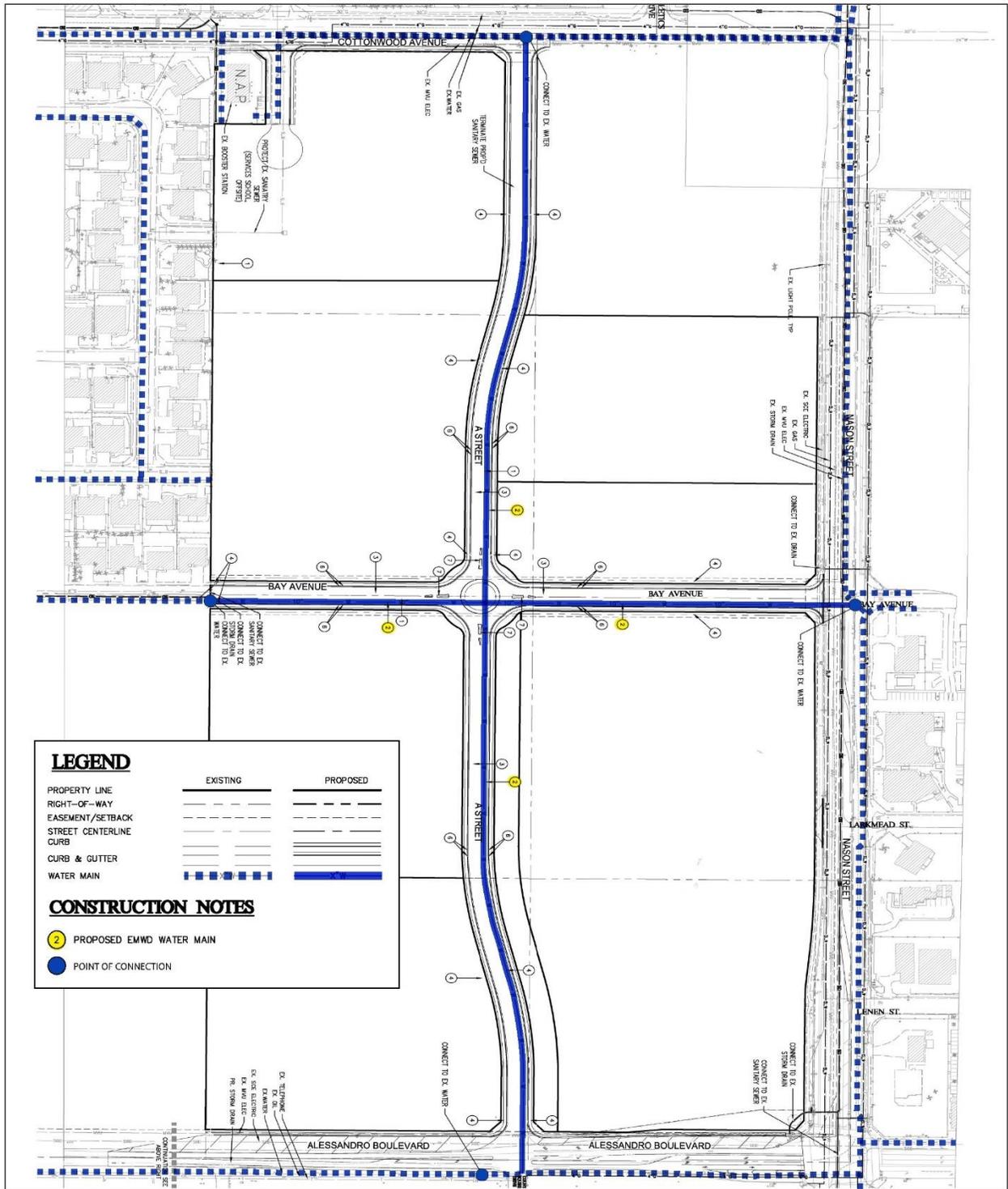
Source(s): Cannon (09-29-2022)

Figure 7: Conceptual Sewer Plan with Existing Points of Connection



Source(s): Cannon (09-29-2022)

Figure 8: Conceptual Storm Drain Plan with Existing Points of Connection



Source(s): Cannon (09-29-2022)

Figure 9: Conceptual Water Plan with Existing Points of Connection

Chapter 3 – Land Use and Development Standards

3.1 Introduction

The Land Use and Development Standards were created by embracing the City’s vision of a vibrant town center destination area with public open spaces, civic opportunities, retail services and food and beverage establishments within a new walkable residential neighborhood. The TCMV SP permits both detached and attached residential dwelling units, as well as commercial, civic and open space uses.

3.2 General Plan Land Use

The TCMV SP proposal amends the General Plan Land Use Designation for the TCMV SP area from the existing land use designation of Public Facilities to the following new land use designations: Open Space, Commercial and Residential (30 du/acre maximum). The corresponding TCMV SP (SP-222) zoning and related zoning regulations identify the particular uses and development intensity permitted on each parcel of land.

A Specific Plan is a tool for the systematic implementation of the general plan which documents the proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, parks, and other essential facilities proposed to be located within or needed to support the Specific Plan land uses. Implementation and financing methods are to be included as well.

Refer to **FIGURE 10: PROPOSED GENERAL PLAN LAND USE.**

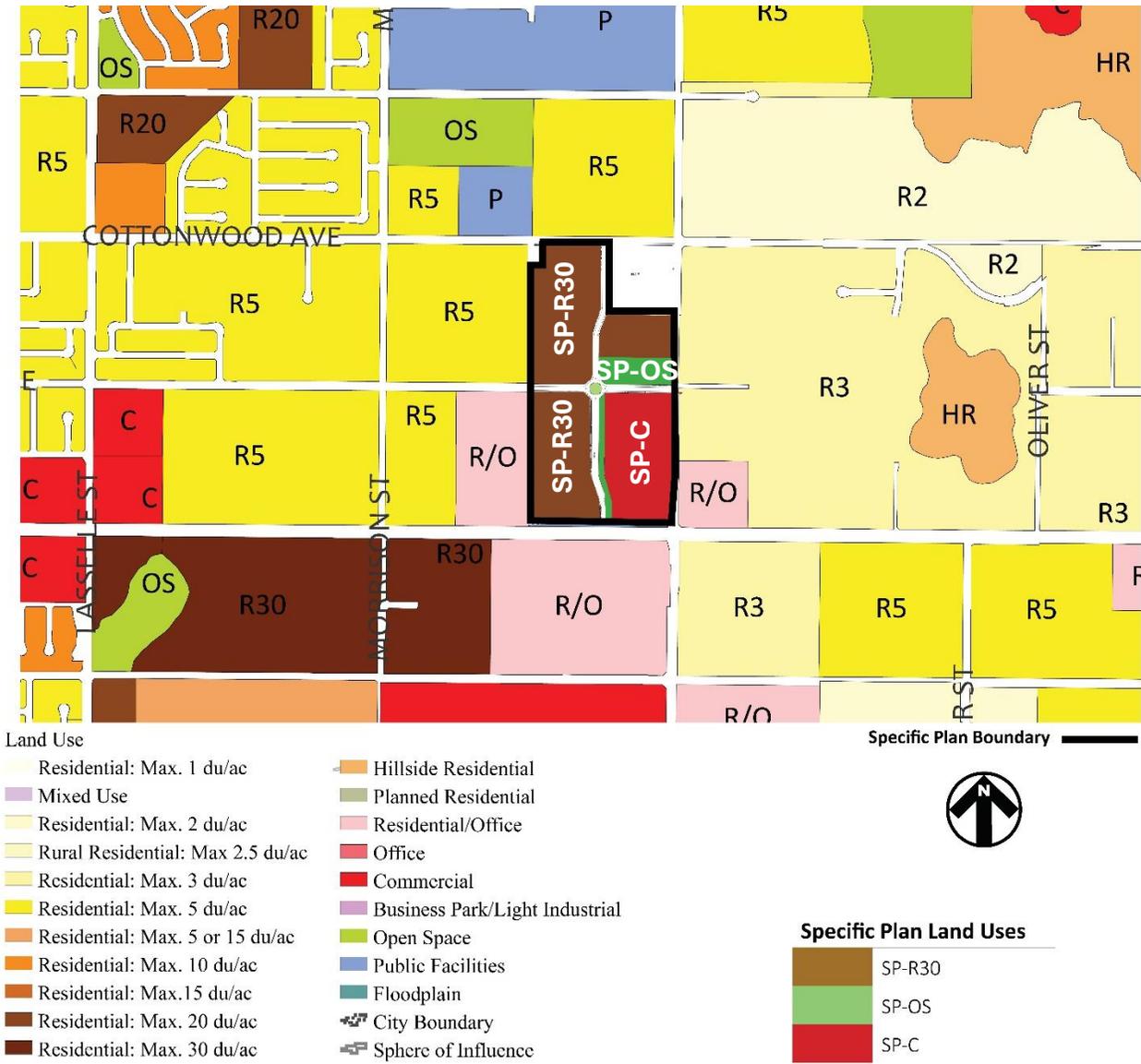


Figure 10: Proposed General Plan Land Use

3.3 Zoning Consistency

The current zoning for the TCMV SP area is Public Facilities. The TCMV SP seeks to amend the project area zoning designation to TCMV SP to allow for a variety of uses consistent with the town center concept.

Per the Moreno Valley Municipal Code Chapter 9.07 Special Districts, large projects may implement a specific plan in lieu of an area plan.

Refer to **FIGURE 11: PROPOSED ZONING.**



SP = Specific Plan

Figure 11: Proposed Zoning

3.4 Specific Plan Land Use

The TCMV SP is composed of residential (36.5 acres), commercial/civic (15.9 acres), and open space (4.9 acres) land uses organized as Planning Areas. The proposed Planning Areas are shown in Figure 12. The TCMV SP encourages a range of housing densities (up to 30 dwelling units per acre) to accommodate various typologies and encourage housing choice consistent with the policy recommendations of the City's Housing Element. The commercial and open space uses provide locally serving amenities, quality of life enhancements, and recreational opportunities.

Refer to **FIGURE 12: TCMV SP LAND USE PLAN/ PLANNING AREAS.**

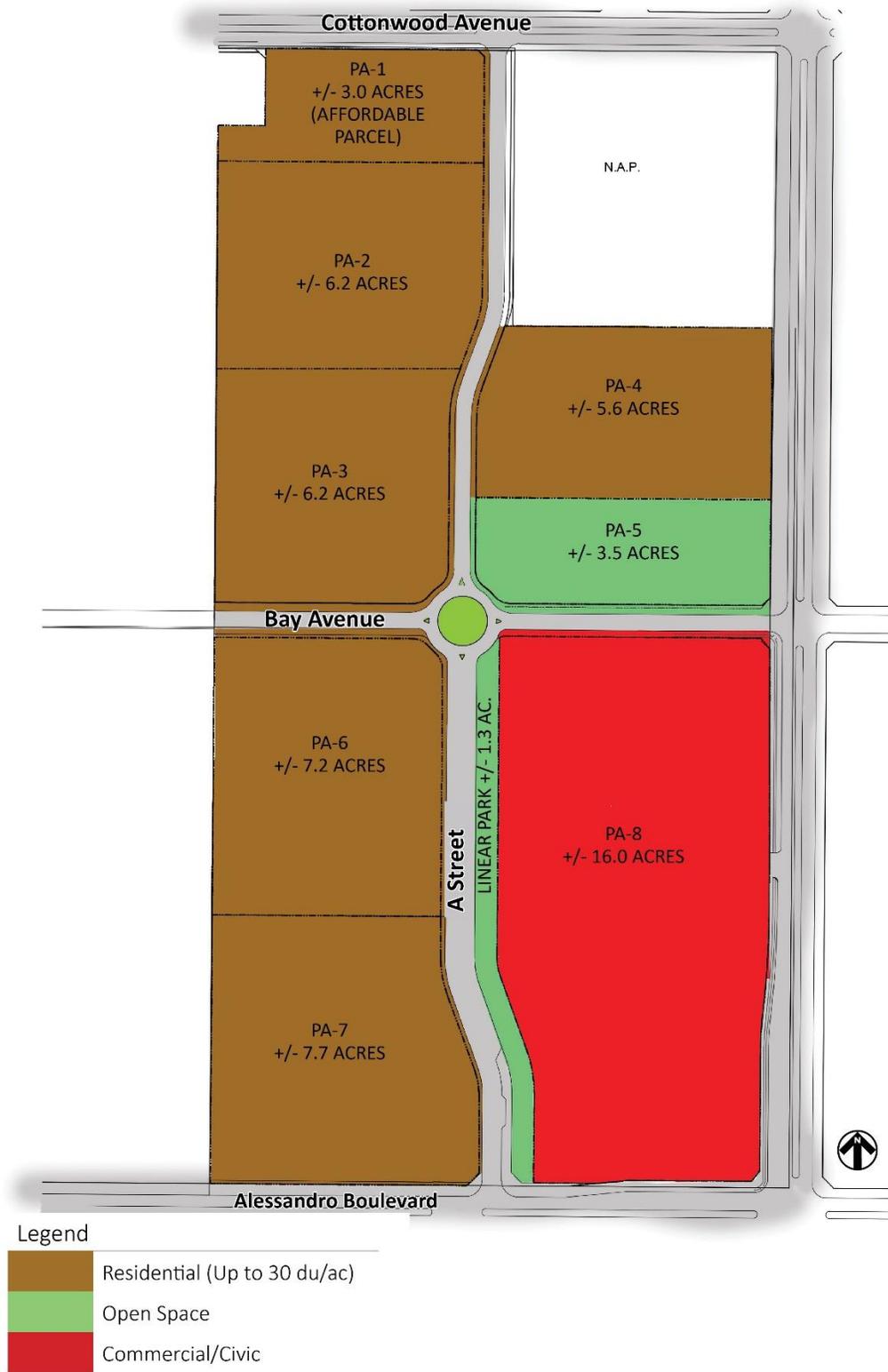


Figure 12: TCMV SP Land Use Plan/Planning Areas

3.5 Development Standards

An integral part of the TCVM SP is the establishment of development standards for the various land uses identified in Section 3.4. Creativity and lotting variety are encouraged and thus, the standards are designed to provide flexibility and to promote neighborhood identity and originality. Implementation of the TCMV SP will be guided by these development standards.

Development within the TCMV SP area will be governed by the TCMV SP Land Use Plan.

Development is planned to occur in numerous phases over a protracted period of time and therefore flexibility is critical to the successful implementation of the TCMV SP. By enabling flexibility, the likelihood of creating a diversified community increases.

The development standards are designed to encourage creativity and innovative housing design as well as functional and well-planned commercial and civic uses. In any given Planning Area, a variety of lot design and product options may exist, subject to the maximum permissible density and floor area ratio or combination of footprint and building height for non-residential uses.

Table 2 describes the development standards for the TCMV SP. In some instances, existing City standards and code requirements are modified by the TCMV SP to facilitate implementation of innovative development concepts within the Town Center at Moreno Valley.

Discrepancies and Requirements not Specified

Where discrepancies occur between the TCMV SP and the City’s Development Code, the Development Standards contained herein shall prevail. Where regulations or guidelines are not specified in the TCMV SP, the City’s General Plan and Development Code shall govern as applicable.

3.5.1: Permitted Uses

Uses permitted in the TCMV SP are provided in **TABLE 1: PERMITTED USES.**

Table 1: Permitted Uses

Agricultural Uses—Crops Only
Athletic Clubs, Gymnasiums and Spas ⁴
Auditoriums
Auto Service Stations a. Accessory uses include convenience store and car wash b. Minor repairs to include auto/boat/motorcycle/RV (excludes major repair, paint, body work)
Auto Supply Stores
Bakery Shops ¹
Banks—Financial Institutions
Barber and Beauty Colleges ⁴
Bars ^{2,5}
Bars, with Limited Live Entertainment ^{2,5}
Bowling Alley ⁵
Bus and Taxi Stations

Table 1: Permitted Uses

Business Equipment Sales (includes repairs)
Business Schools
Business Supply Stores
Catering Service
Religious Facilities
Clubs ⁵
Commercial Radio or Television Stations
Without on-site antenna
Computer Sales and Repairs
Convalescent Homes/Assisted Living
Convenience Stores ⁵
Without drive-through
With alcohol sales
Convention Hall, Trade Show, Exhibit Building with Incidental Food Services
Copy Shops
Dancing, Art, Music and Similar Schools
Day Care Centers
Delicatessens ^{1,2}
Drapery Shops
Dressmaking Shops
Driving School
Drug Stores ⁵
Dry Cleaning or Laundry
Emergency Shelters
Fire and Police Stations
Floor Covering Stores (may include incidental repairs with installation service)
Gasoline Dispensing—Non-Retail Accessory to an Auto-Related use
Glass Shops and Glass Studios—Stained, etc.
Hotels (with or without kitchens)
Ice Cream Stores—Including Yogurt Sales
Jewelry Stores
Laboratories (medical and dental)
Libraries
Liquor Stores ⁵
Live-Work Unit ³
Locksmith Shops
Lodge Halls and Similar Facilities

Table 1: Permitted Uses

Urgent care
Medical device services and sales (retail), including, but not limited to, fittings for and sale of prosthetic and orthotic devices
Medical equipment supply, including retail sales for in-home medical care, such as wheelchairs, walkers, and respiratory equipment
Museums
Newspaper and Printing Shops
Nightclubs ⁵
Offices (administrative and professional)
Open Air Theaters
Parking Lot
Parks and Recreation Facilities (public)
Personal Services (e.g., nail salons, spa facilities, barber and beauty shops, and tattoo parlors) ⁴
Pharmacy ⁵
Photo Studios
Pool Hall ⁶
Postal Services
Pottery Sales with Outdoor Sales
Public Administration, Buildings and Civic Centers
Record Store
Recording Studio
Recreational Facilities (private) such as Tennis Club, Polo Club, with Limited Associated Incidental Uses ⁶
Recycling, Small Collection Facility
Research and Development
Single-family ^{3,6}
Multiple-family ^{3,6}
Affordable Housing in Commercial Zones ^{3,6}
Residential Care Facility
For Six or Less Persons
For Seven or More Persons
Restaurants (eating and drinking establishments) ^{2,5}
Without entertainment
With limited live entertainment
With alcoholic beverage sales
With outdoor seating
With drive-through
Without drive-through
Retail Sales

Table 1: Permitted Uses

Sandwich Shops ¹
Schools, Private
Senior Housing
Shoe Shine Stands
Shoe Repair Shop
Sign Shop
Skating Rinks
Stationery Stores
Swim Schools/Center with Incidental Commercial Uses
Theaters (excludes open air) ⁵
Trade and Vocational Schools
Transit Center
Veterinarian Facilities (All activities within an enclosed structure)
Weight Reduction Center
Notes (1) Sandwich shops shall not have cooking hoods, nor shall they exceed five percent of the gross floor area of the complex where they are located (2) See Section 9.09.270 (Outdoor dining). (3) See Section 9.09.250 (Live-work development). (4) For spa facilities refer to Title 11, Chapter 11.96 of the municipal code. (5) This permitted use does not include permits for alcohol sales. Alcohol sales shall be under a separate permit. (6) Residential uses within the TCMV Specific Plan are permitted by-right if in conformance with the TCMV Specific Plan.

Affordable Housing

The Specific Plan’s “Residential” land use component includes an approximate 3+/- acre parcel (the “Affordable Housing Site”) for the development of affordable housing units. The total number of affordable housing units will be equal to the greater of 100 affordable housing units or 15% of the total number of residential units developed in the TCMV SP, including the “Affordable Housing Site”.

The developer of the Affordable Housing Site will be required to record a covenant or restriction against the Affordable Housing Site that will provide that the affordable housing units developed on the Affordable Housing Site will be sold or rented at affordable housing cost, as defined in Health and Safety Code section 50052.5, or affordable rent, as defined in Health and Safety Code section 50053, to lower income households, as defined in Health and Safety Code section 50079.5. The covenant or restriction shall require that rental units remain affordable to, and occupied by, lower income households for a period of at least 55 years for rental housing and 45 years for ownership housing. The initial occupants of all ownership units on the Affordable Housing Site will be lower income households, and the ownership units will be subject to an equity sharing agreement consistent with Government Code section 65915, subdivision (c)(2).

3.5.2: Development Standards

TABLE 2: TCMV SP DEVELOPMENT STANDARDS provide requirements for development within the Specific Plan area and apply to residential, retail, commercial, and civic uses. Where a development standard pertains to a specific use (residential or nonresidential), a distinction is made in the requirement column. **TABLE 3: TCMV SP PARKING REQUIREMENTS** provide the parking requirements within the TCMV SP area.

Table 2: TCMV SP Development Standards

Requirement	Development Standards
Residential	800 dwelling units (maximum)
Density - Dwelling Units (Du)/Acre	30 du/ac (maximum)
Minimum Site Area	As determined through site plan review
Minimum site width, in feet	As determined through site plan review
Minimum site depth, in feet	As determined through site plan review
Maximum residential front building setback, in feet (after dedications for right-of-way) ground floor use	10'
Maximum residential front-facing private access garage (from back of sidewalk)	18'
Maximum residential side street building setback area, in feet (after dedications for right-of- way)	10'
Maximum residential interior side yard setback in feet	10'
Maximum residential rear yard setback in feet	10'
Lot coverage, maximum (applies to residential only planning areas)	75%

Table 2: TCMV SP Development Standards

Lot coverage, maximum (applies to nonresidential planning area)	75%
Building height, in feet, maximum (residential and/or nonresidential uses)	75'
Nonresidential Floor Area Ratio (FAR)	N/A (per MVMC Section 9.07.010)
Minimum Dwelling Size	As determined through site plan review
Parking (surface) front street setback, in feet (after dedications for right-of-way)	5'
Parking (surface) side street setback, in feet (after dedications for right-of-way)	5'
Garage/Tuck-Under Parking	Prohibited along front lot lines
Garage Size (direct access residential garages)	2-car garage: 19' x 19' clear and 16'-wide door or two single doors. Tandem: 10' x 36'
Underground/Podium Parking	Allowed beneath building footprints
Above Ground Parking Structure	Allowed if vehicles are screened from view from public right-of-way and single-family residential zones
Setback Landscaping	All setbacks exclusive of required walkways and driveways will be landscaped planting areas
Publicly Accessible Open Space (nonresidential)	15% of net lot area
Combined Private and Common Open Space (residential uses)	100 sq ft per unit

Table 2: TCMV SP Development Standards

Ground floor building frontages clear glazing material (nonresidential and mixed uses)	40%
Ground floor-to-ceiling minimum height in feet (nonresidential and mixed uses)	12'
Fences and Walls (residential and nonresidential uses)	Per MVMC Section 9.08.070
Landscape Palettes (residential and nonresidential uses)	Landscape plans shall incorporate climate-appropriate, water-wise landscaping features that are identified in the County of Riverside Guide to California Friendly Landscaping (MVMC Section 9.17.030).

Permitted Housing Typologies

The following housing typologies are permitted with the TCMV SP. Additional housing types may be introduced but shall be in conformance with the TCMV SP Development Standards.

Housing types may either be attached or detached.

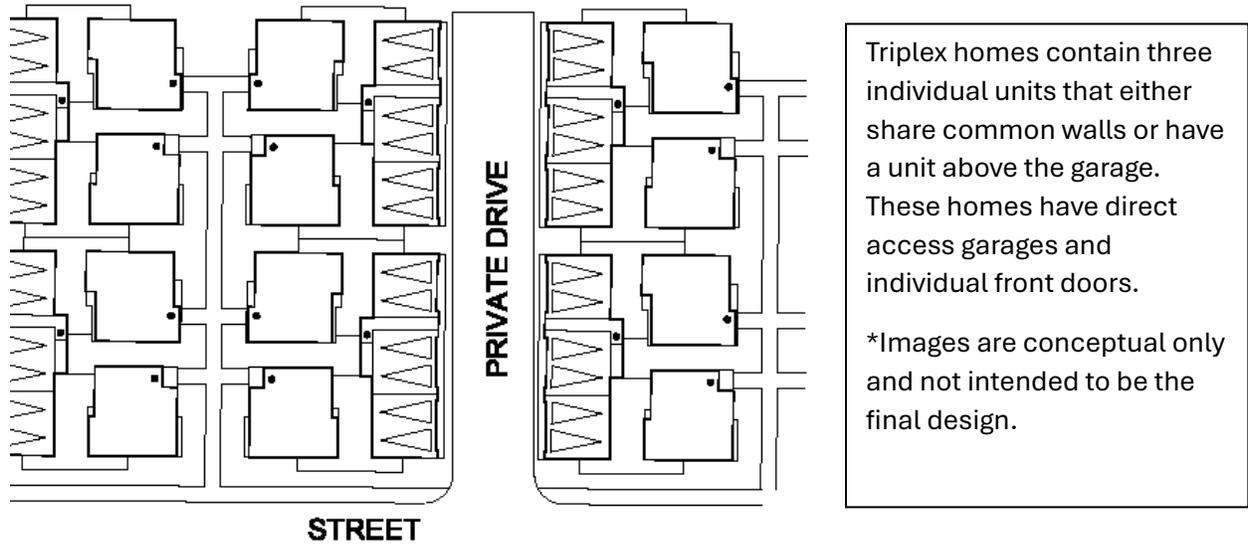
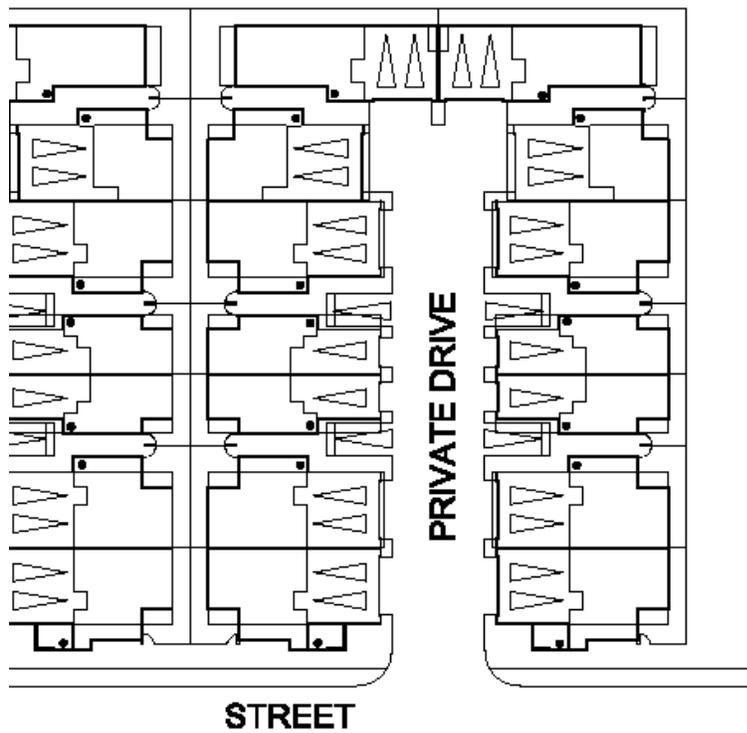


Figure 13: Example of Triplex Housing Type

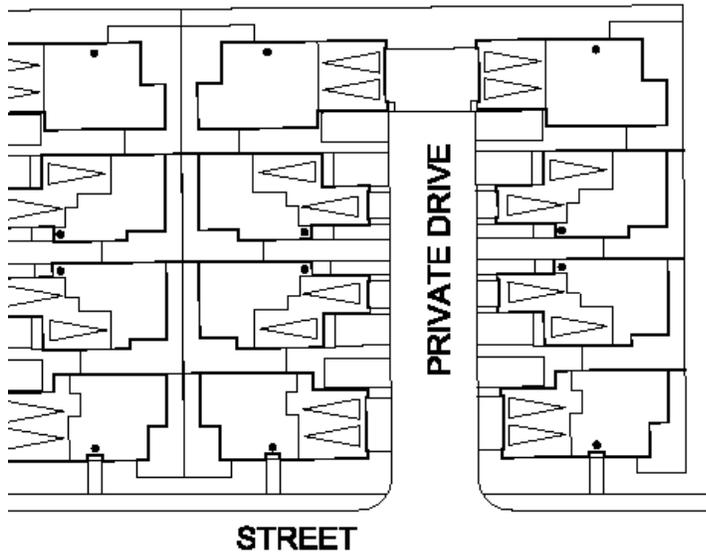


Duplex homes contain two individual units that share one common wall. These homes have direct access garages and individual front doors. The front doors are located at the side of each home.

*Images are conceptual only and not intended to be the final design.



Figure 14: Example of Duplex Housing Type



Small, detached homes offer the traditional single family home living in a more compact footprint. These homes offer two-car direct access garages and have a varied street scene throughout the alley with the variation in garage design. Front entries are located on either the side or toward the garage depending on floorplan configuration.

*Images are conceptual only and not intended to be the final design.



Figure 15: Example of Single Family Detached Housing Type

Table 3: TCMV Specific Plan Parking Requirements

Requirement	Standard
Single-Family	2.0 spaces per unit
Multiple Family*	Studio: 1.25/unit 1 bedroom: 1.5/unit 2 bedroom: 2.0/unit 3 or more bedroom: 2.3/unit (Guest accounted for in requirement)
Covered Parking (residential uses only)	1 space per unit shall be covered (minimum)
Other Uses	MVMC Section 9.11.040 Off-Street Parking Requirements will apply or as determined by an approved parking study, indicating the proposed use would have a parking or loading space demand other than the requirements of this Section.
Shared Parking Reduction	15% parking reduction permissible when multiple uses are present on site (i.e. civic, commercial, residential). Shared parking is pursuant to MVMC Section 9.11.070.
*For purposes of the TCMV SP and development of the Project, the terms “multiple-family” and “attached” shall refer to configurations of residential units consisting of two (2) or more units sharing at least one (1) common wall.	

Parking Structures

The development of above ground parking structures shall be subject to a site plan review process.

- The exterior elevations of aboveground parking structures shall be designed to minimize the use of blank concrete façades as determined by the approval authority.
- Facilities with controlled entries shall provide a minimum off-street three-car queuing length of 60 feet.
- Parking structures shall have a minimum landscaped setback of 10 feet along all street frontages.

Parking stalls shall be the following dimensions (minimum):

- Standard Space: 9' x 18'
- Compact Space: 8' x 16'
- Drive aisles are per MVMC Table 9.11.080.

3.5.3 Parcel 6 and 7 (Multiple Family)

Parcel 6 and 7 have been designated by the master developer as locations for multiple-family homes. As such, a site plan has been developed as part of the TCMV SP to acknowledge Parcel 6 and 7 as a multiple-family residential community location (provided in [APPENDIX A](#)).

3.6 Lighting and Utilities

Lighting and utilities can have a negative visual impact and create safety hazards when not considered with the overall design of the community.

3.6.1 Street Lighting

Street Lighting shall be scaled to light public and private streets adjacent to and within the TCVM SP area. They shall also light parking areas and pedestrian walkways to increase visibility. The following standards are required:

- Streets shall be lit with light fixtures that are placed regularly and provide a high-quality appearance throughout the area.
- Light bollards shall be placed in high pedestrian activity areas.
- The height of the light fixtures shall correspond to the activities they illuminate, heights typically used in other parts of the City for the same use types are permitted.
- Along streets and pathways where pedestrians are encouraged to travel, a mix of streetlights and other pedestrian scaled lighting shall be used (e.g., wall scones, bollards, landscape lighting).

3.6.2 Public Realm Lighting

Lighting shall be utilized for security and aesthetics. The following are requirements for lighting in the public realm. This includes but is not limited to the commercial center and public open spaces.

- All lighting of public streets shall be LED lighting as specified by the City's approved streetlight standards including lumens, materials, and spacing.
- Lighting shall be limited to illumination of surfaces intended for pedestrians, vehicles, landscape or key architectural features.
- Where decorative floodlighting is used, fixtures shall be located or shielded so that their presence is minimized.
- All exterior lighting is part of the architectural and landscape design concept. Fixtures, standards and all exposed accessories shall be concealed or harmonious with other project design materials.
- All freestanding parking lot and access route lighting should be LED luminaires, with a color chosen for use compatibility.
- Provide lighting systems which provide nighttime vision for motorists to increase visibility of pedestrians, other vehicles and objects which should be seen and avoided.
- Provide lighting systems which will enhance the ability for surveillance and observation.

To reduce light pollution, exterior lighting shall be unobtrusive, reduce off-site glare, and light only the intended area. Methods to do this include: the location and direction of fixtures, number of fixtures, and design of fixtures.

3.6.3 Residential Lighting

Appropriate lighting is essential in creating an inviting evening atmosphere for the community. All lighting shall be non-obtrusive.

- Limit all exterior lighting to the minimum necessary for safety.
- Shield all exterior lighting to minimize glare and light spill onto adjacent properties.
- Use lighting to illuminate addresses and entryways.
- Use exterior entry lights that complement the architectural style.
- Use low voltage lighting whenever possible in common areas.
- Alley-lighting located on individual homes shall be controlled by photo-cell and not by switch.

3.7 Utilities

All dry utilities including but not limited to power lines, telecommunication lines, fiberoptic lines, and internet connections shall be installed underground.

Mechanical equipment shall be screened from public view to the extent feasible. Screening methods may include but are not limited to landscaping and/or low walls and parapets, this applies in all land uses. Mechanical equipment includes:

- HVAC equipment
- Electric and gas meters
- Electrical Transformers
- Pool and spa equipment

3.8 Solid Waste

Depending on the product typology or Planning Area use, either individual trash bins or community enclosures shall be provided. The number and types of solid waste containers shall be as required by the City of Moreno Valley and/or the disposal company.

- Refuse, recyclable materials, and green waste storage areas shall be enclosed consistent with the City's Zoning Code requirements (MVMC Section 9.10.160).
- All refuse area screening shall be finished using materials, vocabulary, and details compatible with the community architecture.
- Lighted person access is required at each enclosure as well as ADA accessibility.

3.9 Public Art

Public art will be included in the TCMV development within the TCMV SP boundary. The Arts Commission shall review all public art within the TCMV SP area for approval. Alternately, this requirement may be satisfied through payment of the Public Art Impact Fee pursuant to Chapter 3.52 of the MVMC.

Chapter 4 – Infrastructure

4.1 Infrastructure Plan

The Infrastructure Plan serves as a guide for the development of roadways, domestic water, wastewater, storm water and utilities that will serve the TCMV SP area. The conceptual infrastructure plans generally identify the proposed location of infrastructure facilities within the project. Subsequent subdivisions and site development plans will establish the exact size, type and location of all such facilities.

4.2 Circulation

The Circulation Plan dictates the standards and guidelines that ensure the safe and efficient movement of people who walk, cycle, utilize bus transit, and drive vehicles into and through the TCMV SP.

Refer to **FIGURE 16: GENERAL PLAN CIRCULATION, FIGURE 17: CIRCULATION PLAN AND FIGURE 18: NON-VEHICULAR VEHICLE CIRCULATION.**

4.2.1 Adjacent Infrastructure (Backbone)

The proposed circulation system utilizes three major roadways that serve as the primary access roads: Nason Street, Alessandro Boulevard, and Cottonwood Avenue. Nason Street is a designated Divided Arterial, Alessandro Boulevard is a designated Divided Major Arterial (along the length of the TCMV SP), and Cottonwood Avenue is a designated Minor Arterial.

Bay Avenue is an existing Neighborhood Collector that runs east-west. Through the development of the TCMV SP, the final segment of Bay Avenue will be completed.

Additionally, a new north-south street will be installed, bisecting the TCMV SP area and providing circulation from Cottonwood Avenue to Alessandro Boulevard.

Refer to **FIGURES 18 AND 19: BACKBONE STREET SECTIONS.**

4.2.2. Residential Streets (Private)

Except as otherwise approved by the City of Moreno Valley, the on-site private roadway system will be constructed to meet City of Moreno Valley Engineering Requirements. Alternative residential street sections may be approved by the City Engineer or their designee; provided the alternate designs are functional through supportive analysis provided by the project's traffic consultant. Roadway and street plans are also subject to review by the Fire Department.

4.2.3 Traffic Signals

Three traffic signals are proposed to serve the project subject to City traffic design requirements and are anticipated to be located at the intersections of 1) Nason Street/Larkmead Court, 2) Alessandro Boulevard/new Street A, and Nason Street/Bay Avenue. Additional intersection control alternatives will be required and reviewed as warranted per project specific plot plans and traffic studies.

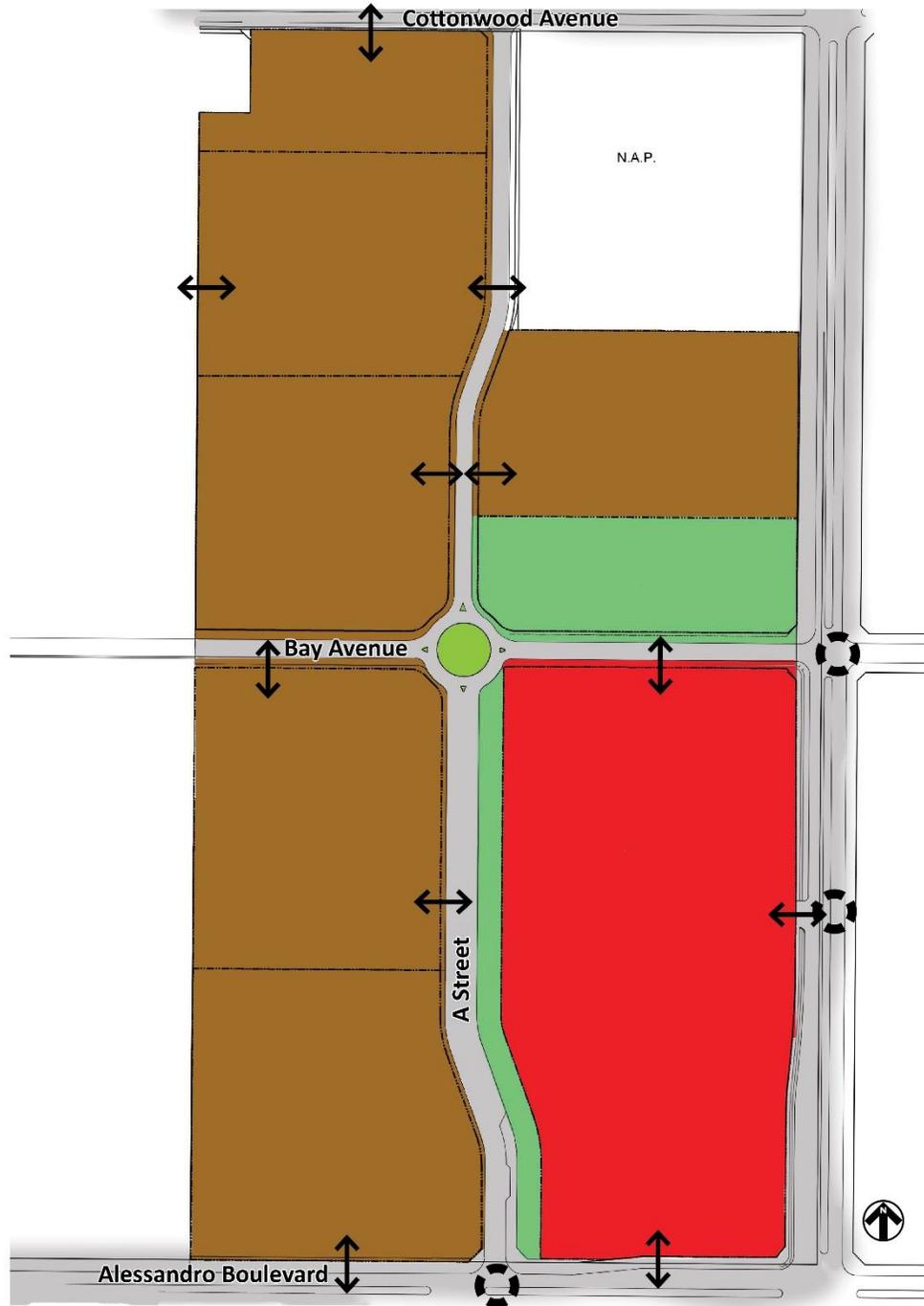
4.2.4 Roundabouts

Roundabouts may be utilized at certain intersections, both to facilitate traffic flow and as aesthetic features. The TCMV SP proposes a roundabout at the intersection of Bay Avenue and the proposed north-south street. Roundabout designs shall be reviewed by the City's Traffic Engineer for approval.

4.2.5 Mass Transit

The Riverside Transit Agency (RTA) plans to serve the Specific Plan area. Currently, bus stops are located on Nason Street (at Cottonwood Avenue and Alessandro Boulevard) as well as a stop on Alessandro Boulevard (toward the southwestern corner of the TCMV SP area). The need for any additional bus routes and stops within the TCMV SP area will be determined during plot plan application review. Bus stops may incorporate features to encourage transit use such as lighting, shading, and seating, and shall be reviewed and approved by RTA and the City.

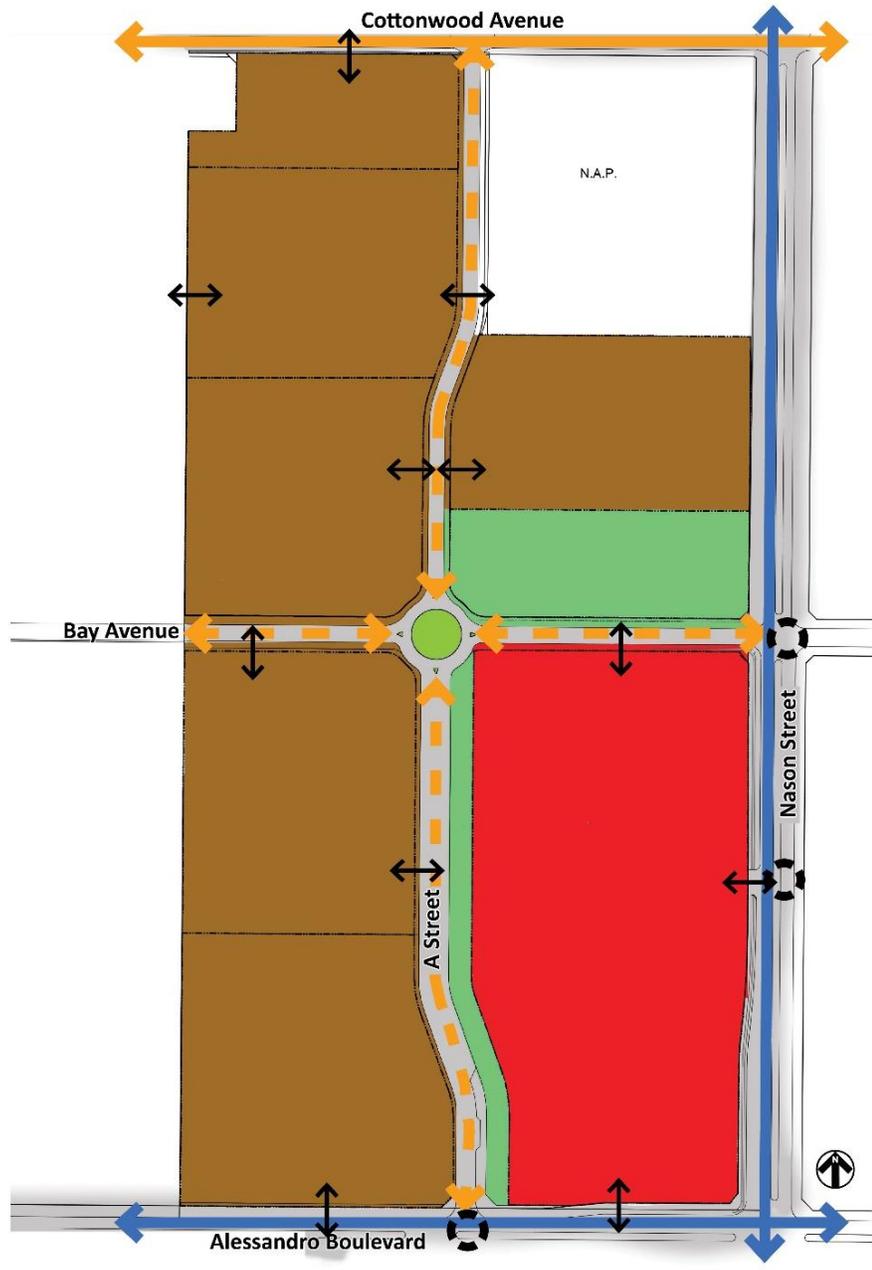
The Metrolink Commuter Rail runs along the 215 Freeway, which is west of the TCMV SP area. A Metrolink Station (Moreno Valley/March Field Station) is located just south of Alessandro Boulevard/215 intersection. TCMV residents may utilize the RTA Alessandro bus route to and from the Metrolink Station to the TCMV Specific Plan area.



Legend

-  Potential Future Signalized Intersection
-  Conceptual Entry/Exit Location*
- * Location Subject to Change at Final Design

Figure 16: Vehicular Circulation Plan

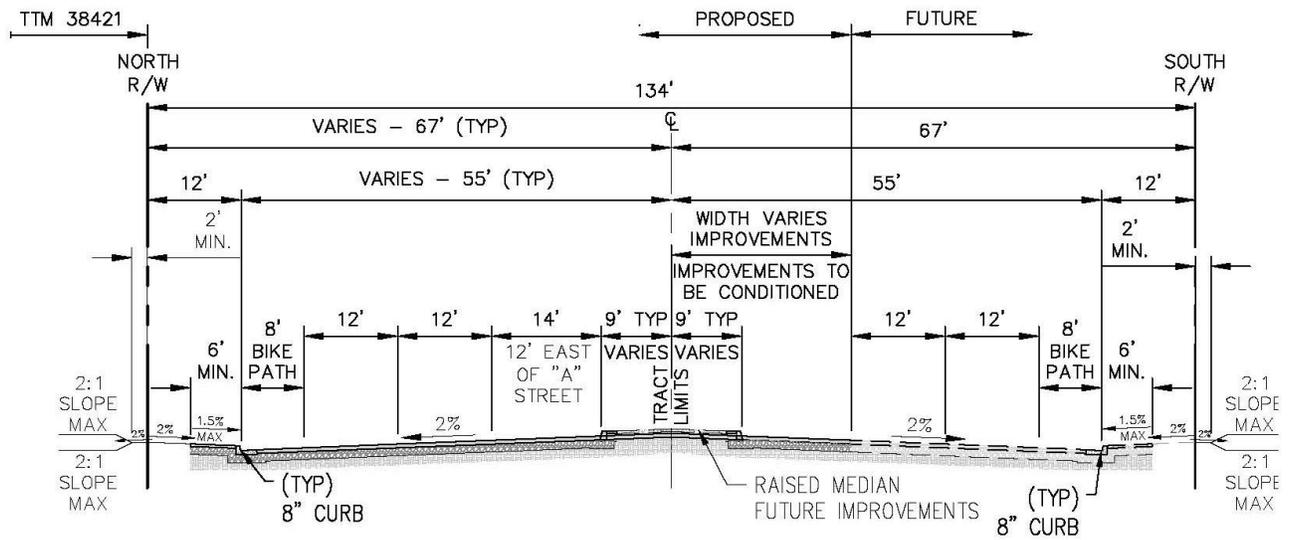


Legend

-  Existing Class II (Bike Lane)
-  Existing Class III (Bike Route)
-  Proposed Class III (Bike Route)

-  Potential Future Signaled Intersection
 -  Conceptual Entry/Exit Location*
- Sidewalks will be included on A Street, Bay Avenue, and Nason Street. A crosswalk is located at the signaled intersection of Nason St./Bay Ave.
- * Location Subject to Change at Final Design

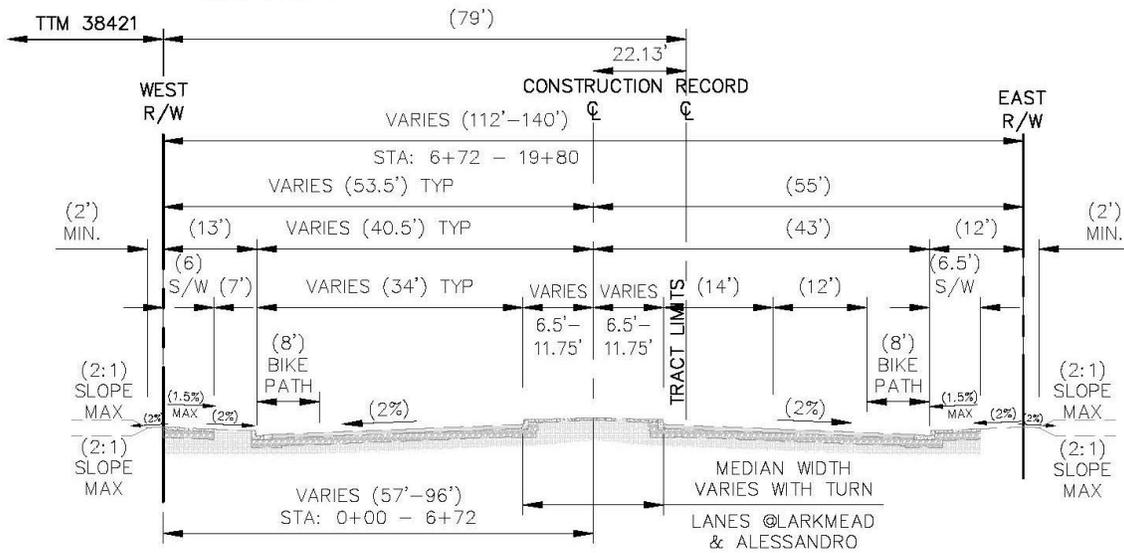
Figure 17: Non-Vehicular Circulation Plan



CLASS 5 DIVIDED ARTERIAL (ALESSANDRO BLVD)

TYPICAL SECTION
MVSI-101A-1

N.T.S.



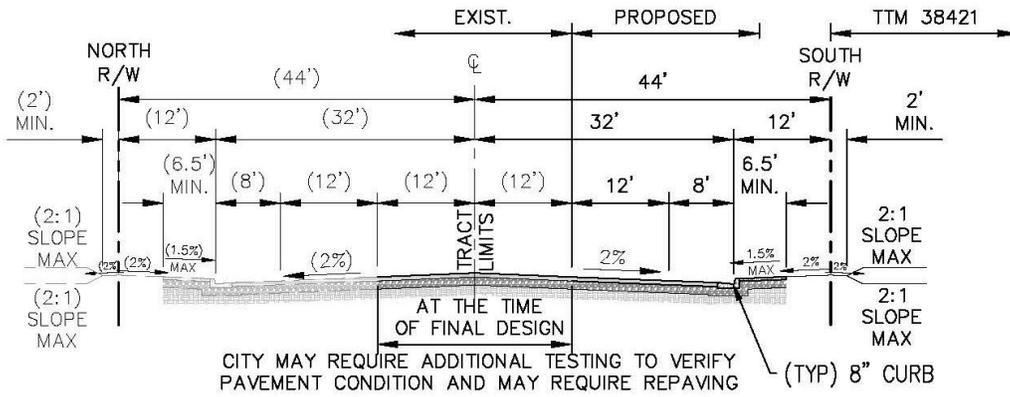
4 LANE DIVIDED ARTERIAL (NASON ST) - EXISTING

TYPICAL SECTION
MVSI-103A-1

N.T.S.

SEE ALSO RECORD DRAWING, PROJECT No. 801 0001 70 77

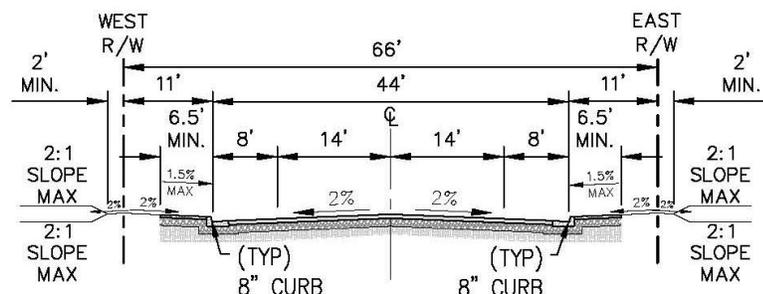
Figure 18: Backbone Street Sections



MINOR ARTERIAL (COTTONWOOD AVE)

TYPICAL SECTION
MVSI-105A-2

N.T.S.



LOCAL COLLECTOR (BAY AVE. & A ST.) - PROPOSED

TYPICAL SECTION
NVSI-106B-0

N.T.S.

Figure 19: Backbone Street Sections

4.2.6 Bicycle Routes

The Moreno Valley General Plan Circulation Element designates Nason Street with an Existing Class II Bike Lane, Cottonwood Avenue with an Existing Class III Bike Route, and Alessandro Boulevard with a proposed Class II Bike Lane.

Streets within the Specific Plan area will accommodate bikes, typically within travel lanes. The proposed north-south street is anticipated to be a Neighborhood Collector and will include a Class III and thus, as illustrated in the Circulation Element of the General Plan, will have shared travel lanes (bikes and vehicles). The Bay Avenue expansion will follow the street section currently in place eastward to Nason Street as a Neighborhood Collector, also accommodating a shared travel lane. Smaller streets within the Specific Plan will allow bikes but are not required to include designated bike lanes.

Refer to **FIGURE 17: NON-VEHICULAR CIRCULATION PLAN.**

4.3 Water and Sewer Facilities

Eastern Municipal Water District (EMWD) provides potable water, sanitary sewer and non-potable water facilities for the region. Water lines border the TCMV SP area, including lines in Nason Street, Alessandro Boulevard, Bay Avenue, and Cottonwood Avenue.

Sanitary sewer lines exist in Nason Street, Alessandro Boulevard, Bay Avenue, Larkspur Way and Opal Street.

EMWD will be the primary provider of both domestic water and sanitary sewer services for the TCMV SP area. The TCMV SP's water service will be connected to the 1860 PZ Watermain on Cottonwood Avenue which continues north on Nason Street and eventually connects to the Moreno Beach 3.38-MG Tank located east on Fir Avenue (beyond exhibit boundary) and Eucalyptus Avenue (beyond exhibit boundary).

The primary trunk sewer line serving the TCMV SP area is located in Iris Avenue (beyond the project exhibit boundary). The trunk sewer line continues in a southerly direction at La Fortuna Lane (beyond exhibit boundary) and then southwest across El Potrero Park (beyond exhibit boundary) and crossing Mariposa Avenue (beyond exhibit boundary) conveying wastewater to the Moreno Valley Regional Water Reclamation Facility (MVRWRF).

EMWD provides wastewater service to the TCMV SP area. Wastewater generated from the TCMV SP area will be treated at EMWD's MVRWRF. The MVRWRF, located in the southwestern portion of the City near Kitching Street and Mariposa Avenue (both beyond exhibit boundary), has the capacity to treat 16 million gallons per day (MGD) of wastewater, which will accommodate the needs of the Specific Plan area.

The TCMV SP area is not a candidate for reclaimed water use as confirmed by EMWD staff review.

4.4 Drainage Facilities

Riverside County Flood Control and Water Conservation District (RCFC & WCD) is the governing agency for the TCMV SP area's regional flood control system. The TCMV SP area discharges

stormwater into the existing MDP Storm Drain Line “I” of the Moreno Area Drainage Plan located in Nason Street. The Moreno Area Drainage Plan is designed to convey storm runoffs into the Perris Valley Storm Drain system. The flows ultimately are directed into the San Jacinto River, and then to Lake Elsinore. Lake Elsinore spills into Temescal Creek; and ultimately drains to the Santa Ana River.

Based on the latest Flood Insurance Rate Map (FIRM) 06065C0765G dated 8/28/2008 by the Federal Emergency Management Agency (FEMA), the TCMV SP area is not located within a 100-year floodplain.

4.5 Dry Utilities

All dry utilities will be placed underground with the exception of transformers and other utility equipment mandated to be above ground by the utility provider.

Existing Electrical Service

MoVal Electric is the electricity provider for the TCMV SP area. It has existing underground electrical service along Alessandro Avenue, Nason Street, and Cottonwood Avenue.

Existing Natural Gas

SoCal Gas Company (SCGC) is the natural gas provider for the TCMV SP area.

Telecommunications

As development proceeds, cable and telecommunications facilities will be underground and may be provided by a number of service franchises.

4.6 Parks and Recreation Facilities

Within the TCMV SP boundary will be a new park. This park is proposed to be centrally located and open to the public. Located north of Bay Avenue and east of the proposed north-south street, this park will provide new open space and recreational opportunities for the community. Its proximity to the commercial/civic uses will add an enhanced visitor and resident experience to the Town Center as people may conveniently spend time in both the commercial and the park spaces.

The developer will commence construction of the Park at the time of the issuance of first Certificate of Occupancy for the for-sale residential portion of the project. The park will be operated/maintained by the City of Moreno Valley.

4.7 Schools

The Specific Plan area is within the Moreno Valley Unified School District (MVUSD). The MVUSD provides K-12 schools which would serve residential units within the TCMV SP area. The following schools are assigned to the TCMV SP area:

- Moreno Elementary School (grade TK-5)
- Mountain View Middle School (grade 6-8)
- Valley View High School (grade 9-12)

Developers of residential, commercial and/or hotel development will pay statutory school fees.

Chapter 5 – TCMV SP Design Guidelines

5.1 Introduction

The Design Guidelines serve as the design basis for future neighborhood development. They are intended to help ensure a high level of design quality while providing the flexibility necessary to encourage creativity. The Guidelines are also meant to promote development which is pedestrian-oriented, interconnected, and encourages sustainable neighborhood design principles.

As a flexible document, the Guidelines may accommodate changes in consumer preferences, economic conditions, community designs and the marketplace, as necessary.

5.2 Community Character

The community character of the TCMV SP will be captured through carefully integrating architecture and landscape. Buildings should relate to the human scale in their forms, elements, and details, so as to result in a pedestrian-oriented and visually interesting place to live, work and play.

Landscape should soften the built environment, enhance gathering spaces and plazas and provide shade opportunities as well as visual impact throughout the TCMV SP area. Landscape plans shall incorporate climate-appropriate, water-wise landscaping features that are identified in the County of Riverside Guide to California Friendly Landscaping (MVMC Section 9.17.030).

Thoughtful planning and design enable opportunities resulting in diverse neighborhood enclaves, pleasing housing options, and great placemaking.

5.3 Streetscape Design

The thoroughfares, streets and walkways will include a planting design that reinforces the community's character. The streetscape designs create a strong neighborhood identity utilizing such design features as theme trees and places of respite. Where possible, curb-separated sidewalks, on-street bicycle lanes, and off-street paseos should be implemented to provide a pleasant and safe pedestrian and bicycling environment.

The following methods are suggestions to enhance the community design:

- Orient residences toward the street with clearly defined entries. When using motor court configurations, the end unit adjacent to the street should locate the front door along the street frontage, where feasible.
- Provide a direct pedestrian path between the home and the sidewalk.
- Use low courtyard walls or fences to delineate between the public and private realm.
- Use landscape plantings to enhance the street scene and soften the built environment.
- Landscape shall entail low water use features and be native when possible.
- Building elevations should reflect variety to enhance the overall community aesthetic but also feel cohesive.

5.4 Monuments, Entry Features, and Signage

Monuments, entry features, and signage are an important element of community design and are fundamental in creating a sense of place. Entry features can be simple and attractive but should reflect the overall architectural identity of the neighborhood. Project icons, thematic pilasters, and specialty landscaping can be used to create strong entry statements that identify the overall neighborhood. Materials will vary somewhat depending on the function of the wall.

- Landscaping such as trees, shrubs or vines should be used to soften the appearance of the walls.
- Entry features should be located at primary neighborhood entry points.
- Monuments and signage should be consistent with and reflect the overall character of the neighborhood.
- Community entry features should be integrated into a landscape setting. Landscaping at the entry should have a distinct planting palette that celebrates the portal into the community. This can be done through special trees or planting design.

5.4.1 Community Entry Monuments

Community entry monuments are the first community identifier. Such signage serves as wayfinding, letting someone know they have arrived, but may also provide a hint at the community theme.

Monument signage should be placed at major entries and may be placed at secondary points of entry if desired.

5.4.2 Neighborhood Pilaster

Monumentation may be placed at the entry of each Planning Area. They may depict the name of the neighborhood and should be of pedestrian scale.

5.4.3 Park Monuments

These monuments celebrate the open space areas. These monuments should clearly identify the park name. All park monument signs should share similar aesthetic characteristics to enhance community visual cohesion.

5.4.4 Nonresidential Land Use Monuments

Commercial monuments may be placed at or near the entries and/or major street intersections. These monuments may feature the names of stores, but should be written clearly for easy identification, especially drivers.

5.4.5 Private Entry Gates

Individual Planning Areas are permitted to be gated. If a Planning Area/neighborhood is gated, the wall/fence/gate should match the visual character of the community by using similar materials and styles.

5.5 Walls and Fences

Walls and fences help to define and enhance the visual character of the community. If appropriate, walls and fences may be implemented. Wall and fence designs should provide aesthetic variety, maximize view opportunities and enable privacy.

5.5.1 Community Walls

Community walls can be a large component of the overall community aesthetic; a strong, cohesive appearance is important when they are included. Desired appearance should be achieved using general guidelines.

Where common or private areas interface with perimeter streets, public open space and/or residential lots, a solid decorative theme wall, a tubular steel view fence with matching themed pilasters, and/or a combo wall should be constructed. Masonry walls or screening walls should have climbing plants and anti-graffiti elements to prevent vandalism.

Any wall return that is visible from the street should be constructed of concrete block that blends with the community color palette.

Decorative caps and the use of decorative themed pilasters to help enhance the perimeter appeal of the walls need to be provided.

5.5.2 Privacy Fences

Privacy fences are permitted in residential conditions where they create a delineation between the public and private realm. They are also permitted between homes to create individual outdoor spaces.

5.6 Furnishings

Benches, pedestrian-scaled lighting, trash receptacles, bicycle racks and other street furniture items should be provided in public realm areas such as parks and the commercial center. Furnishing can also be provided at pedestrian resting areas and along pathways.

These items should be made of durable, high quality, recycled materials that harmonize with nearby buildings and complement the public realm.

5.7 Colors and Materials (Residential and Nonresidential Uses)

The use of color and materials is an essential ingredient to quality development. Successful applications of colors and materials improve the character and essence of the community.

The primary goal of color and materials palettes is to further enhance and define the architectural styles within this document. Equally important is the balance of diversity and harmony; variety of color and materials must be achieved within the context of a harmonious community.

Selected colors and materials should be appropriate to the styles they represent and used to further differentiate from the other styles.

Architectural screens, fences and accessory structures should be compatible in material, color and texture to the main buildings.

Materials & Finishes

Specific materials should be identified for each architectural style. The chosen materials shall represent the specific architectural style enhancing the community aesthetic.

- Use complementary building materials that promote a harmonious appearance and provide interest and variety consistent with the styles. Additionally, material finishes should express permanence and quality.
- When installing masonry use traditional methods for an authentic appearance.
- Avoid frequent changes in materials.
- Detail finishes properly with the architectural style.
- Materials and finishes that minimize reflection and glare shall be used. Such material shall not result in substantial light or glare that adversely affects day or nighttime views.
- Use high-quality, durable, low-maintenance materials.

Material Wrapping

Material changes should be implemented at inside corners or at a logical transition location.

Eave Paint

Eave paint shall match the fascia color (spray paint of the wall color on the eaves is prohibited).

Stucco

Stucco finishes should project high quality exteriors and be appropriate to the architectural style. Heavy Lace and Spanish Texture stucco finishes are prohibited.

Stucco Details

All stucco trim details (such as window surrounds, window sills, roof eaves, column details, lintels, etc.) must be constructed with a level of precision and accuracy to express the authentic execution of the style.

- Use clean and crisp stucco details.

Roof Materials

Roof materials, colors, and treatments should correspond to the individual character or style of the home and be compatible with the overall look of the neighborhood. Where possible, use style-appropriate concrete roof tile blends; prohibit overly dramatic blends with extreme contrast.

5.8 Residential Design Guidelines

Providing quality aesthetics in a community can often come down to the building details. From materials to colors, construction methods to visual variety, and details play a large role in the overall community appearance.

Homes are encouraged to be broken down into smaller components to reduce the massing volume. This can be achieved through a variety of architectural techniques and treatments such as:

- Varied roof forms and heights;
- Changes in materials and color;
- Architectural articulation; and
- Clearly defined entry features.

It is expected that massing and articulation will depend on product type, especially in higher density homes. As such, different massing and articulation from one elevation to the adjacent home is encouraged but not required. In order to maximize living space, massing offsets and articulation in higher density products will be as feasible so as not to compromise interior livability.

Ornamental Details

Use details that appear as functional elements and match the architectural style.

Gutters & Downspouts

Paint or design gutters and downspouts to complement the home so they do not detract from the elevation aesthetic.

Windows

Window details differentiate architectural styles and can provide a high level of architectural enrichment. The selection and proportion of the windows to the façade shall be responsive to the architectural style of the building. Size and shape should be considered to assure a balanced relationship with the surrounding roof and walls. In general, windows should enhance rather than dominate the overall architectural character.

- Divided lite or simulated divided lite windows are encouraged and should reflect the architectural style.
- Non street-facing and rear yard windows may delete the divided lites.

Shutters

All shutters shall comply with the following:

- Shutters must match architectural style.
- Shutters not required on every window, they should be used purposefully.

Roofs

Because roofs are a dominant shape in a home's form, composition and balance of roof forms are important to the overall streetscape. Avoiding monotonous roof forms enables a more visually interesting street scene.

- Direction of ridgelines and/or ridge heights should vary along a street scene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Roof design should consider photovoltaic installation. Therefore, simpler roof forms are better than cut up and complicated configurations.
- Roof form and pitch should be appropriate to the massing and design vocabulary of the home.

Residential Garages

For conventionally loaded single-family detached homes, garage placement should be taken into consideration to avoid unwanted repetition. Varying garage door styles, colors or placement can help provide visual interest along the street scene.

- Design garage door patterns consistent with the style of the home.
- Provide different style door patterns for each architectural style.

Residential Alley Treatments

Design of residential alleys should address the functional and aesthetic features of the space to create a more pleasant experience for the users. Some methods to add visual interest are:

- Window trim, colors, or materials and appropriate details from the front elevation, placed on the alley side elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design vocabulary of the home/neighborhood.

5.9 Attached Residential Neighborhoods

By the very nature of the building types, attached and multi-family home neighborhoods are much like small villages, or communities. Each should be designed for compatibility within itself, using a blend of compatible architectural styles and a tastefully balanced palette of colors and materials. However, they must also share an aesthetic that will enable cohesion with the rest of the community.

The following general concepts should be considered when planning for and designing multi-family housing.

- Design and site buildings with a strong physical relationship to common areas of the community.
- Emphasize pedestrian access and connections to public sidewalks, paseos, and open space systems.

5.9.1 Site Planning Criteria

The following site planning criteria should be treated as design guidelines for parcel site planning and community placemaking.

- Building massing, design, and setbacks shall reinforce a pedestrian-scale for the street scene without generating unusable pockets or dead spaces.
- Internal auto circulation on higher density sites will typically be served by a drive aisle system rather than a local street system.
- Pedestrian circulation should be provided. Some higher density communities may overlay the pedestrian path of travel within the drive-aisles, and some may not have room for curb-separated sidewalks and conventional building setbacks from sidewalks.
- Buildings should be oriented toward streets, pedestrian pathways and/or active spaces.
- Where building design undulates, spaces along the pedestrian realm should be large enough to foster visual interest, but not too deep to disrupt the continuity of the scene.
- Provide pedestrian connections to trails, interior paseos, and courts from perimeter sidewalks.

5.9.2 Parking and Garages

The design and layout of parking provides additional opportunity to promote interaction among residents. The following techniques should be considered where appropriate:

- Attached units (permitted in detached units as well) may use common driveways, private streets, and alley-loaded access.
- Landscaping should be used to screen parking areas adjacent to public spaces or streets.
- Walkways should be convenient and connect parking areas with dwellings.

5.10 Architectural Styles

These architectural design guidelines provide general design criteria and guidance with the goal of promoting visual compatibility while allowing for individuality and architectural diversity.

This section provides the overall design objectives for the Residential uses within TCMV SP area.

5.10.1 Design Philosophy

Providing a mix of styles minimizes monotony and encourages interest. The multi-style street-scene should be diverse in architectural styles, features, windows, front doors, garage doors, materials and colors.

Starting with the authentic style and transforming to a progressive version of the base style is acceptable. Traditional styles tend to have defining features that should be consistently implemented across the housing types offered. Moving to a more contemporary version of traditional styles should still embrace defining features so that the style is recognizable but understood to be a contemporary interpretation.

The following principles will guide the architecture to ensure quality implementation:

- Use architectural elements and details that reinforce the architectural styles.
- Choose appropriate massing, roof forms, colors and materials to define the architectural styles.
- Ensure that plans and styles provide a degree of individual identity while being compatible.
- Provide a varied and interesting street-scene.
- Place an emphasis on affordable “by design.”

5.10.2 Streetscape Diversity

In order to ensure architectural diversity, like elevations in detached planning areas should not be plotted adjacent to or immediately across the street from one another.

- For detached planning areas, prohibit the same plan and elevation on the lot most directly across from it and the one on either side of it.
- For detached planning areas, prohibit the same color scheme on two adjacent homes and on the three lots most directly across from it.
- For attached planning areas, architectural style may be the same across the planning area, but color is recommended to vary.

5.10.3 Residential Enhancements

The goal of enhancements is to give a community a rich, diverse, and textured visual aesthetic of a development project. Enhancements are encouraged features presented at important intersections or when highly visible from a public space. Enhancements may take a variety of forms and include but are not limited to:

- Garage placement and/or treatment (such as adding an upgraded garage door with window panels or a side-entry garage at corner conditions).
- Details, materials and colors (such as including shutters, trim, accent materials from the front elevation on to the side and rear elevations).
- Single story element (such as first story accent roof or feature window).

Projections or recesses create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows or outdoor spaces. Projections may include but are not limited to:

- Shutters
- Balconies
- Eave overhangs
- Projecting second- or third-story elements
- Tower elements
- Window/door surrounds
- Recessed windows
- Bay windows or dormers
- Trellis elements
- Shed roof elements
- Porch elements

5.11 Commercial Design Guidelines

The TCMV SP will include a commercial/civic area in the southeast quadrant of the TCMV SP area. This non-residential use will offer residents of the TCMV SP area and beyond, services and employment opportunities. Residents will have the ability to access commercial and retail by foot, bicycle or neighborhood electric vehicle (NEV).

Throughout the commercial/civic Planning Area, landscaping, site planning, and architectural design should be considered to create friendly and welcoming places to shop, work, and gather. These non-residential uses will continue the vision established in the residential community, including integrated pedestrian-friendly design, recreation, and an active environment.

These Commercial Design Guidelines will help guide the development of the area to enhance the pedestrian experience and innovative design that contributes to the character of the Town Center at Moreno Valley.

5.11.1 Guiding Principles

The design of buildings, streets, and public spaces should prioritize features that are comfortable and inviting for people at a human scale, rather than being dominated by large, imposing, or automobile-oriented designs. This approach aims to create a sense of harmony and balance between non-residential (e.g., commercial or mixed-use) and residential areas by ensuring:

- **Pedestrian-Friendly Design:** Streets and pathways should be safe, accessible, and attractive for walking.
- **Appropriate Building Scale:** Non-residential buildings should not overwhelm adjacent residential areas; instead, they should incorporate elements like step-backs, varied heights, or smaller storefronts to create a cohesive neighborhood feel.
- **Mixed-Use Compatibility:** The integration of non-residential and residential uses should be seamless, supporting a functional and aesthetically pleasing environment where these uses coexist comfortably.

5.11.2 Commercial Site Planning

Commercial development within the TCMV SP should continue the pedestrian-friendly character established in the Town Center at Moreno Valley area. By reducing the impact of the automobile on the appearance of the commercial development, appropriate site planning can de-emphasize the vehicle, creating a safe outdoor environment without ignoring the necessary needs of vehicular traffic. Through well-executed planning, architecture, and landscape design, the commercial uses within the TCMV SP will complement and, to some extent, integrate the residential community rather than turn its back to the community residents.

- Orient buildings to establish positive relationships with the adjacent streets.
- Orient parking to the rear of buildings, allowing the building to sit closer to the street and create a pedestrian oriented environment.
- Locate buildings to frame and enclose interesting outdoor gathering spaces.
- Hide service and loading areas from public view from the street where practical.
- Face primary entrances to off-street parking areas.

- Make building entrances clearly visible and easily identifiable as visitors access the site.
- Provide well-defined pedestrian connections from the parking areas to the building entrances.
- Consider pedestrian walkway locations so as to minimize vehicular conflicts.

Site Amenities/People Gathering Places

Communal gathering spaces are encouraged to promote a vibrant and interactive environment for residents, employees and visitors alike. Common use areas may include (but are not limited to): plazas, outdoor eating areas, building entry forecourts and courtyards. These places provide opportunities for activities such as outdoor eating, casual meetings and small group gatherings. The following guidelines will apply:

- Arrange buildings to create and enclose a variety of outdoor communal gathering places.
- Design communal gathering places large enough to be usable, however not so large as to appear empty or barren.
- Furnish communal gathering places with appropriate site amenities such as benches, low walls, shade trees, shade structures, and bollards to facilitate pedestrian uses.
- Accommodate solar orientation for communal gathering places to allow sunny outdoor spaces in winter and shade in the summer.

Activate the pedestrian environment by interactive architecture and landscape including:

- Architecturally vibrant storefronts,
- Benches and planter walls for seating opportunities,
- Enhanced paving materials, and
- Accent or festive lighting to enhance nighttime ambiance.

Access and Site Circulation

Driveway access to parcels should provide safe vehicular movement and prevent traffic congestion as follows:

- Minimize pedestrian/vehicular conflicts.
- Provide safe and thoughtful pedestrian paths of travel through parking lots.
- Design driveways and parking areas to provide sufficient vehicular stacking during peak times.
- Use wayfinding and signage for easier site circulation and navigation.

Parking

Sufficient employee and visitor parking shall be provided. However, individual developments are encouraged to seek opportunities, incorporate design features, or transportation management strategies that include shared parking to reduce automobile use. The following guidelines apply:

- Provide convenient locations for carpool and parking, loading and unloading.
- Provide convenient locations for secure bicycle parking for customers and employees in visible areas.
- Reduce the heat island effect by providing shade canopies and shade trees.

Parking Structures

- Parking structures should blend into their surrounding environment and not blatantly stand out as utilitarian structures.
- Attention should be given to emphasizing the pedestrian entries of parking garages.
- Parking structures should be sited and designed to be less prominent than the buildings they serve.
- Vehicular entry locations and queuing distances should be designed to avoid adverse traffic impacts on adjacent street movements and with on-site circulation.

Signage

Integrate project signage into the architectural design and character of buildings.

- Lighting should be incorporated into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.
- Pedestrian access and circulation from bus stops and public sidewalks into and through the site should be convenient and well-marked.

Utilities, Services and Refuse Collections

Utilities, services and loading areas should be provided to service the business and activities conducted on the parcel. The following guidelines are suggested:

- Locate above ground utility facilities so they are screened from the street or pedestrian routes.
- Cluster and screen utility cabinets and pedestals, where possible.
- Screen or paint all rooftop equipment and communication equipment from abutting roadways and residential properties by parapet walls or roof structures, where necessary.
- Locate service and refuse collection areas within interior, side or rear yards oriented away from public view.
- Screen service loading area and refuse enclosures by a solid wall with materials of appropriate color and texture compatible to the adjoining building.

5.11.3 Commercial Architectural Guidelines

Commercial areas are to be visually attractive and cohesive with the surrounding residential and natural environment. The successful creation of pedestrian-friendly, non-intrusive development can be achieved by implementing the following:

- Be scaled appropriately and authentic to the location and use of the building.
- Present a unified development character without creating repetitious or redundant forms or design.
- Be complementary to the color of architectural features of the community.
- Avoid singular building forms through the use of architectural elements, offset wall planes or changes in building massing/height.
- Highlight and accentuate entries through architectural elements or details such as materials, color, massing or similar.
- Finish metal panels, materials, elements or wall systems that reduce reflection and glare.

- Orient loading and storage areas away from major roadways or residential edge conditions. Where this is not feasible, appropriate shielding should be used to blend with site design vocabulary.

Building Details

Articulate forms with layered wall planes, banding, architectural details and/or materials. At least two of the following techniques should be used to enhance building architecture and reduce overall mass:

- Color variation;
- At least two different materials;
- Change in texture;
- Vertical/horizontal wall plane projections/recesses (minimum 2-foot offset);
- Variation of roofline (height or form);
- Architectural elements significantly different from main building in mass or height;
- Trellis or awning element (proportional to massing of building); or
- Aesthetic window groupings or treatments.

Roof Considerations

Roofs should be designed for functionality and enhance/complement the overall architectural design of the building. The following design elements should be considered:

- Encourage vertical roof plane breaks, changes in building/ridge height or other accent roof forms.
- Integrate form and materials with the overall design vocabulary of the development.
- Use fascia and/or cornice elements that are consistent with the primary design.
- Use contiguous parapets, when used, and incorporate side/rear elevation returns to eliminate false front/unfinished appearance.

5.11.4 Furniture and Landscaping

Site Accessories

Site accessories, such as recycling bins, bike racks, litter cans, planters, and benches should use materials and have an architectural character consistent with the overall TCMV SP development. These accessories should be graffiti-resistant with materials that are easy to clean and paint.

Connecting Walkways

Walkways throughout the TCMV SP's commercial development should connect the various buildings to each other and to the sidewalks. Use of trellises, landscaping, sitting areas and the site planning of buildings adjacent to one another will encourage pedestrian activity within the commercial area.

Plazas

Plazas are encouraged as much as possible to emphasize a pedestrian-friendly environment by creating locations within the commercial development that allow for people to gather. Plazas create a more inviting feeling to pedestrians, allowing them to feel safe from the vehicular dominated parking lot. These outdoor places may include landscaping and other elements to create a comfortable place to sit. Plazas are encouraged where high levels of pedestrian activity are expected,

such as adjacent to major entrances and nearby uses that allow for more interactivity with the plaza such as delis, cafes, restaurants, bakeries and other food services.

Plaza and open space areas should include amenities that encourage their use, including seating, shade, landscaping, artwork, and play areas.

Landscaping

Landscaping should be an integral component to the overall project design. Areas not utilized by structures, storage, paved walks, plazas, driveways or parking should be landscaped.

Landscaping should enhance the quality of developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses and providing shade. As much as possible, landscape plantings should be water-efficient or drought tolerant plants.

Landscaping should be used within large, paved areas to reduce heat island effect. Shade trees and shade structures should be provided in parking lots to reduce the amount of heat absorbed by paved parking surfaces.

Chapter 6 – Implementation and Administration

6.1 Introduction

The principal purpose of this section is to describe the implementation procedures of the TCMV SP, including the process and procedures for subsequent implementation of the Project approvals. In addition, this section addresses Specific Plan administration and establishes mechanisms that allow flexibility in the development of the Project to respond to market conditions over the anticipated buildout of the Project while ensuring consistency with the purpose and intent of the TCMV SP. The section also addresses the various financing and maintenance options for implementing the TCMV SP capital improvements.

6.2 Administration

In the event of a conflict between the provisions of this Specific Plan and the regulations found in Title 9, Planning and Zoning (Zoning Ordinance), of the Moreno Valley Municipal Code, the provisions of the TCMV SP shall prevail. The Moreno Valley Municipal Code shall supplant any standard or regulation not explicitly covered by this Specific Plan.

In cases where this Specific Plan is silent, or in instances of uncertainty or ambiguity as to the meaning or intent of any provision of the TCMV SP, the Community Development Director, and no other person or body, shall make the interpretation based on the intent of this Specific Plan, and consistent with its stated objectives. The interpretations made by the Community Development Director will be made in writing, issued within fourteen (14) days of the initial request, and may be appealed to the Planning Commission in accordance with the appeal procedures in the Moreno Valley Municipal Code.

The Community Development Director is authorized to provide administrative determinations and interpretations regarding land uses, development standards, and design guidelines in the TCMV SP. For any other topical issue not addressed or otherwise specified in the TCMV SP, the Community Development Director shall make an interpretation based solely on the intent and objectives set forth in the TCMV SP. The most appropriate or closely matching code section and land use type or procedure may be used for the interpretation provided it is based on one or more objective standards. As used in the TCMV SP, an “objective standard” or standards involve no personal or subjective judgment by the Community Development Director and is/are uniformly verifiable by reference to an external and uniform benchmark or criterion/criteria available and knowable by both the project applicant and the Community Development Director.

6.2.1 Matters Covered by Ministerial Review and Approval

TCMV SP has been through initial, supplemental, and subsequent environmental review and analysis; and for that reason, this Specific Plan describes several matters subject to exclusive ministerial review and approval by appropriate City staff. “Ministerial” shall mean an official administrative decision that involves no personal or subjective judgment in deciding whether and how the matter should be carried out. Instead, the decision involves the use of only fixed measures or objective standards (previously defined). In summary, the matters covered by this Specific Plan’s ministerial review and approval encompass the following:

- Plot Plans
- Interpretations
- Equivalent Standards
- Specific Plan Text, Figure, Table, or Exhibit Changes
- Minor Deviations from Development Standards
- Similar Land Uses/Modifications
- Adjustments, Transfers, and Conversions
- Substantial Conformance Determinations

Plot Plans

General. Any applicant for an TCMV SP plot plan (or plans), which is undertaken to implement and is consistent with this approved TCMV SP for which an environmental impact report has been certified, may elect that the plot plan or plans be reviewed for conformity with the TCMV SP and subject only to the ministerial review and approval process identified herein, provided that:

- a. The applicant completes one or more Specific Plan plot plan applications on the form prescribed by the Community Development Director or designee,
- b. The plot plan or plans implement and are consistent with (a) the TCMV SP land use and other plans, standards, and guidelines; (b) the TCMV SP adopted mitigation measures; and (c) the City’s adopted conditions of approval,
- c. The plot plan application is reviewed through the ministerial review process,
- d. The plot plan or plans implement a plan(s) consistent with the TCMV SP and previously determined by the City to be compatible with existing and planned land uses in the vicinity, and
- e. The plot plan or plans do not result in a specific, adverse impact upon the public health and safety, and there is no feasible method to satisfactorily minimize or avoid the specific adverse impact.

As used in this paragraph (and elsewhere in this Specific Plan), a “specific adverse impact” shall mean a significant, quantifiable, direct, and unavoidable impact, based only on fixed measures or objective standards (previously defined) related to written, adopted public health or safety standards, policies, or conditions as they existed on the date the plot plan application was deemed complete.

As used in this paragraph (and elsewhere in this Specific Plan), “feasible” shall mean capable of being accomplished in a successful manner within a reasonable time period, considering economic, environmental, legal, social, planning, logistics, and technological factors.

Review and Process. The Specific Plan plot plan(s) application shall be reviewed by the City’s Community Development Director or designee, and no other body, for the sole purpose of deciding whether said application implements and is consistent with the requirements specified in the TCMV SP.

Scope of Review. The Community Development Director or designee, and no other body, is charged with the review of any TCMV SP plot plan application. The scope of review is limited to: (a) reviewing and verifying conformance with the TCMV SP’s land use and other plans, standards, and guidelines; (b) the TCMV SP’s adopted mitigation measures; and (c) the City’s adopted conditions of approval.

The Community Development Director’s review shall address consistency with the TCMV SP’s land use and other plans, standards, and guidelines; the TCMV SP’s adopted mitigation measures; and the City’s adopted conditions of approval and be on a form prescribed by the Community Development Director or designee. The Community Development Director’s review shall not involve the exercise of judgment or deliberation, but rather is a ministerial conformity determination. The Community Development Director shall approve or deny the Specific Plan’s plot plan application or applications.

Notice. For TCMV SP plot plan applications, no public hearing is required because the Specific Plan and its EIR, along with the general plan and zoning designations, already have been subject to public review and City approval. However, a Specific Plan plot plan application shall require that notice of the Community Development Director’s written decision be given to the project applicant or its designee fourteen (14) days prior to the effective date of the decision.

Appeals. Appeals of Community Development Director decision shall be made in the same time and manner as set forth in Section 9.02.240, Appeals, of the Moreno Valley Municipal Code. Appeals of any decision under this Section shall be placed on the next available Planning Commission agenda for final determination.

Notice of Exemption. If a Specific Plan plot plan application is approved by the Community Development Director, the Director shall cause to be filed and posted a Notice of Exemption, identifying the Specific Plan plot plan application as exempt as a ministerial action under Public Resources Code section 21080, subdivision (b)(1); and 14 Cal. Code Regs. §§ 15268, 15369.

Actions or Proceedings. Any action or proceeding challenging approval of a TCMV SP plot plan pursuant to this section shall be commenced within 35 days of the filing of the Notice of Exemption set forth in this section, above.

Interpretations

Every effort has been made to provide policies, standards, and guidelines in this TCMV SP that are clear, objective, and measurable; however, interpretations may be necessary should unanticipated issues arise. The Community Development Director or designee, and no other body, is responsible for interpretation of the TCMV SP, including each of its appendices.

If an applicant requests a written interpretation of this TCMV SP, the Community Development Director shall consider only the following factors:

- A. That the interpretation is consistent with the intent and objectives of the TCMV SP,
- B. That the interpretation does not materially alter the intent or objectives of the TCMV SP, and
- C. That the interpretation is not inconsistent with the TCMV SP's land uses and other plans, standards, or guidelines.

The Director's interpretation will be made within fourteen (14) days of such a request.

Equivalent Standards

If an applicant's project application proposes alternative land uses, plans, development or parking standards, sign program provisions, design guidelines, landscaping treatments, lighting, trails, and/or entry treatments, green development (sustainability) program provisions, methods, materials, or components that are functionally equivalent to those provided in this TCMV SP, such requests shall be ministerially approved by the Community Development Director or designee, and no other body, within fourteen (14) days of the applicant's written request. As used in this paragraph (and elsewhere in this TCMV SP), "functionally equivalent" shall mean when a use, plan, standard, provision, guideline, method, material, or component performs the same or similar function and provides the same or similar utility as required or provided in this TCMV SP. Such decisions will be memorialized in a form acceptable to the Community Development Director or designee.

Specific Plan Text, Figure, Table or Exhibit Changes

If a project applicant requests additions, deletions, or changes to the TCMV SP text, figures, tables, or exhibits that otherwise substantially conform with the Specific Plan, the Community Development Director or designee, and no other body, shall ministerially approve such requests, provided the Director determines that the proposed changes meet the following criteria:

- A. The changes consist of correcting typographical, calculation, or other errors to accurately reflect the facts in the administrative record prepared during approval of the TCMV SP.
- B. The changes consist of modifications to text, figures, tables, or exhibits to reflect approved boundary adjustments, area calculations, technical refinements, and any other adjustments, transfers, or conversions, as provided herein.
- C. The changes consist of other changes to the TCMV SP text, figures, tables, or exhibits that are consistent with an approved Tentative Map, Final Map, Conditional Use Permit, or other approval issued pursuant to this Specific Plan and/or the Municipal Code, or
- D. The changes are other minor changes not otherwise covered by the above provisions.

Such decisions will be memorialized in a form acceptable to the Community Development Director or designee. The Director determination will be made within fourteen (14) days of such a request.

Minor Deviations from Development Standards

If a project applicant requests a deviation from the development standards in this TCMV SP, the Community Development Director or designee, and no other body, shall approve such request, provided the Director determines the deviation does not exceed the following:

- A. Building/landscape setback reduction of no more than 10 percent of the minimum required setback area,
- B. Fence or wall height increase of no more than 10 percent of the maximum allowable fence or wall height,
- C. Projections into required setback of no more than 10 percent of the minimum required setback area,
- D. Non-residential and residential building height increase of no more than 10 percent of the maximum allowable building height,
- E. Reduction in off-street parking spaces for non-residential uses of no more than 10 percent of the minimum required parking spaces,
- F. Decrease in the required distance between buildings of no more than 10 percent of the minimum required separation distance, but in no event shall the separation be less than 10 feet unless otherwise permitted under this Specific Plan,
- G. Deviation in area, height, setbacks, or separation of signs on residential and non-residential property of no more than 10 percent of the maximum allowable area or height or the minimum required setback or separation, and deviations of no more than 10 percent of any other allowable or required specifications applicable to signs,
- H. Deviations from similar development standards that do not exceed 10 percent,
- I. Realignment or modification of internal easement locations, grading adjustments, and/or neighborhood streets,
- J. Deviations as may be required from time-to-time by state law (e.g., under the state density bonus law).

The Director's determination will be made within fourteen (14) days of such a request.

Similar Land Uses/Modifications

If a project applicant requests approval of a land use that is not listed herein, the applicant may request that the Community Development Director or designee, and no other body, determine whether the proposed use is functionally equivalent or like other uses listed in this TCMV SP. The Director determination shall be made within fourteen (14) days of such a request.

Upon such a determination, the proposed use shall be subject to the permitting requirements, if any, of the functionally equivalent or like use as shown in the Moreno Valley Municipal Code. In addition to the foregoing, the Director shall have the sole and exclusive authority to approve any matters typically delegated to the Director or otherwise considered ministerial pursuant to the Moreno Valley Municipal Code.

Adjustments, Transfers, and Conversions

Purpose and Intent. This section sets forth the regulations governing Planning Area boundary and acreage adjustments, transfers of dwelling units and nonresidential building square footage, and floating land uses — all of which are permitted by the TCMV SP. These land use conversion

regulations are intended to provide flexibility in implementing the TCMV SP. Flexibility is needed for several reasons.

First, because of the size of the TCMV SP area, Planning Area boundaries and acreages are necessarily approximate (with refinements occurring with future project plot plans) and more detailed mapping and engineering). Additionally, over the anticipated buildout of the TCMV SP, there may be economic, market, planning, and social changes to which the TCMV SP should properly respond. This could result in the need for changes in the amount and/or types of residential units within the site; somewhat larger or smaller commercial site; and the addition or subtraction of commercial uses.

Planning Area Boundary and Acreage Adjustments. The TCMV SP reflects Planning Area boundaries and acreages; however, such boundaries and acreages can be adjusted if the project applicant files a revised Figure(s) and/or Table(s) with City staff showing the adjustment(s) in the manner noted in this document.

Transfers of Residential Dwellings. The transfer of residential dwelling units between TCMV SP Planning Areas shall be permitted without any further action, provided that such transfer does not result in exceeding the maximum number of residential dwelling units approved under the TCMV SP.

Transfers of Non-Residential Building Square Footage. The transfer of non-residential building square footage between TCMV SP Planning Areas shall be permitted without any further action, provided that such transfer does not result in exceeding the applicable maximum non-residential square footage approved under the TCMV SP.

Land Use Changes – This provision applies to both commercial and residential land uses described in the TCMV SP. Specifically, and notwithstanding any other provision in this TCMV SP, the Specific Plan's descriptions of the commercial, retail, and food and beverage uses, acreage, and square footage may be increased (or otherwise changed) without any further action, provided that such increase or change is supported by a traffic technical memorandum confirming that no increased traffic impacts will result therefrom using the trip generation data from the Specific Plan's certified EIR. Such change would be implemented through the reduction of residential uses within the Project site. Similarly, the TCMV SP's description of residential uses may be changed to commercial/retail/food and beverage uses without any further action, provided that said change is supported by a traffic technical memorandum confirming that no increased traffic impacts will result therefrom using the trip generation data from the Specific Plan's certified EIR.

Substantial Conformance Determinations.

The Community Development Director or designee, and no other body, is solely responsible for determining Substantial Conformance as provided in this subsection. The Director's Substantial Conformance determination will be made within fourteen (14) days of such a request.

The purpose of Substantial Conformance is to determine whether subsequent proposed developments or uses substantially comply with the land uses, plans, standards, and guidelines of the TCMV SP and other applicable City ordinances, which do not conflict with the TCMV SP. The use of Substantial Conformance includes, but is not limited to, the following purposes:

- A. Issues Not Addressed. Determinations regarding issues, conditions, or situations that arise and that are not addressed by this TCMV SP,
- B. Land Uses Not Listed. Determinations as to whether a use not listed in the TCMV SP substantially complies and functionally equivalent with the land use designation in which the use is requested and is therefore permitted within that land use designation,
- C. Signage. Approval or modifications of signs and/or sign program provisions within this TCMV SP,
- D. Parking. Approval or modifications of the parking and/or parking program provisions within this TCMV SP,
- E. Plans. Adjustments to plans contained in this TCMV SP such as the conceptual circulation plan and any roadway sections, the backbone water, sewer, and/or drainage plans, provided the adjustment(s) do not change the TCMV SP requirement of providing adequate infrastructure and facilities concurrent with need,
- F. Amendments to any Tentative Subdivision Maps. Following approval of a tentative subdivision map, the Community Development Director or designee, and no other body, may approve amendments to the map if the Director determines that the amended map is in substantial conformance with the approved map. Changes that are permitted through an amended map include:
 - i. Changes that can be requested by letter and that would not require any changes to the map,
 - ii. Adjustments, which are not substantial, to mapped features, such as lot lines, street alignments, driveway locations, and building setbacks,
 - iii. Grading changes that will not substantially affect approved drainage patterns or result in pad elevation changes of more than 10 feet (vertical or horizontal), and which, in the opinion of the appropriate City staff (e.g., public works), would not require substantial additional review by the drainage/grading or geology/soils divisions of the City,
 - iv. Addition or consolidation of lots where the change does not substantially alter approved grading plan(s) and/or concurrently increase commercial building square footage; and the addition of residential dwelling units is permitted, provided that no increased traffic impacts arise (when compared to the TCMV SP's certified EIR) and that the TCMV SP's total, approved maximum residential dwelling units are not exceeded,
 - v. Changes required to be made as a condition of final approval of the map imposed by the appropriate City staff (e.g., public works), and
 - vi. The Director may approve other amendments to tentative subdivision maps, which are in substantial conformance and functionally equivalent with the provisions of this TCMV SP, the City ordinances, which do not conflict with the TCMV SP, and the approved tentative subdivision map.

6.3 Subdivisions

All proposed subdivisions within this TCMV SP shall be submitted, processed, and approved or denied in accordance with the provisions of the state Subdivision Map Act and the Moreno Valley Municipal Code. Where the provisions of the City's subdivision ordinance conflicts with the provisions of this TCMV SP, the TCMV SP shall apply.

6.4 Variances

Except as otherwise provided herein, alternatives to land uses, other uses, development standards, plans, and/or design guidelines contained herein may be approved through the following variance procedures. Variance applications may be processed along with Plot Plan applications, or as separate applications.

Administrative/Ministerial Variances. The purpose of an administrative/ministerial variance is to provide an administrative/ministerial procedure for adjustments to the land uses, other uses, development standards, plans, and/or design guidelines in this TCMV SP in order to prevent hardships that might result from a strict or literal interpretation and enforcement of those regulations. The Community Development Director or designee, and no other body, may grant or deny administrative/ministerial variances, and a public hearing shall not be required for such variances. The standards and procedures for the submittal, processing, and approval or denial of an administrative/ministerial variance shall be same as those for plot plans, as set forth in the TCMV SP. The Director determination regarding administrative/ministerial variances shall be made within fourteen (14) days of such a request.

Other Variances. All other variance applications shall be processed in accordance with Section 9.02.100 of the Moreno Valley Municipal Code.

6.5 Covenants, Conditions, and Restrictions (CC&Rs)

The TCMV SP property will be subject to CC&Rs that address issues such as common area improvements, maintenance, community signage, architectural guidelines, etc. Prior to recordation of any final map within this TCMV SP (excluding finance maps), said CC&Rs shall be recorded and be binding against the associated Planning Area.

6.6 Specific Plan Amendments

Amendment(s) to the Specific Plan, which do not meet the criteria for administrative or ministerial consideration as described above, shall be deemed to require an Amendment of the Specific Plan. Such Amendments shall be submitted, processed, and amended in the same manner as the TCMV SP was adopted, and shall be subject to the provisions of Chapter 9.13 of the Moreno Valley Municipal Code. Said amendment or amendments shall not require a concurrent General Plan amendment unless it is determined by the Community Development Director or designee, and no other body, that the proposed Specific Plan amendment is inconsistent with the City of Moreno Valley General Plan, as amended.

CEQA Compliance. The City shall review the proposed Specific Plan amendment(s) pursuant to Public Resources Code section 21166 for compliance with the initial, supplemental, and subsequent

environmental review and analysis prepared for the TCMV SP. Specific Plan amendments will be subject to the requirements of CEQA.

6.7 Financing and Maintenance of Improvements

A facilities financing program is important to the implementation of this TCMV SP. The financing program needs to ensure the timely financing of public streets, utilities, and other necessary capital improvements.

Various options are available for financing of the improvements associated with project development and for funding the future operations and maintenance cost of public improvements. The financing option will vary based on the type and purpose of an improvement, financial market conditions, debt service considerations, and agency capabilities and policies. The exact financing method for various improvements will be determined in conjunction with the phasing of the infrastructure.

Moreover, the program's overall performance standard is to select one or more financing and maintenance options to ensure that new development within TCMV SP "pays its way." Further, actual capital facilities, public improvements, and public services will be phased over time, with costs likely to change based on a variety of factors (e.g., technology, evolving needs, market considerations, economic conditions, inflation, etc.). Nonetheless, as an additional performance standard, individual development phases will stand alone functionally and aesthetically, including the provision for adequate parking and other facilities and public services. Some of the possible funding mechanisms for public improvements are listed below:

- Developer-paid impact fees,
- Ad valorem real estate taxes paid by property owners within TCMV SP,
- Assessment Districts,
- Community Facilities District (i.e., Mello-Roos Community Facilities Act of 1982),
- Community Service Districts,
- Facilities Benefit Assessment,
- Conventional subdivision financing,
- Turn-key construction by project applicants,
- Land reservations, offers of dedication, fee dedications, or easements,
- Landscape and Lighting Districts and other Maintenance Districts,
- Per unit hook-up charges, capacity fees,
- Reimbursement agreements,
- State and/or Federal grants and loans (e.g., MTA, Federal Transportation funds, and various financing programs),
- Public Utility District,
- Homeowner's Associations, and
- Other acceptable financing mechanisms.

6.8 Phasing

Development within the TCMV SP may be phased to coordinate the provision of public facilities and services with the Project's sequence and pattern of development. Phasing may change over the development lifetime of the Project in response to changing market conditions or other unforeseen conditions. Phasing of development and implementation of public facilities and services may be modified, provided that the required improvements are provided at the time of need. Amendments to the project phasing are considered administrative in nature. Project conditions of approval, a Development Agreement, or other enforceable mechanisms will ensure infrastructure and facility needs are appropriately tied to implementing each development phase.

Development implementation may occur within several areas of the site simultaneously. While some of the infrastructure for the Project is already in place, additional infrastructure improvements will be correlated to correspond to development phasing and will consider the sequence required by any public financing mechanisms between the applicant and City.

6.9 Severability

If any section, subsection, sentence, clause, phrase, exhibit, figure, attachment, table, or portion of this Specific Plan, or any future amendments or additions hereto, is found to be invalid or unconstitutional by a court of competent jurisdiction, such a decision shall not invalidate the remaining portions in whole or in part of this TCMV SP, or any future amendments or additions hereto. In approving the TCMV SP, the City is hereby declaring it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

Chapter 7 – General Plan Consistency

7.1 General Plan Consistency Analysis

This section contains an analysis of how the Specific Plan is consistent with the Moreno Valley General Plan (July 11, 2006). The following Table provides the Goals and Policies of the General Plan that are applicable to the Specific Plan and describes how the Specific Plan addresses those Goals and Policies.

Table 4: General Plan Consistency	
9.2.1 COMMUNITY DEVELOPMENT ELEMENT GOALS	
Goal 2.1: A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.	The TCMV SP boundary is adjacent to existing development. The proposed land uses, residential, commercial, and open space are all compatible land uses with each other and with the existing development adjacent to the TCMV SP boundary.
Goal 2.3: Achieves an overall design statement that will establish a visually unique image throughout the City.	The TCMV SP includes design guidelines meant to guide the design of future projects within the TCMV SP boundary. Guidelines include but are not limited to discussions on style, construction techniques, building massing and articulation, and well as streetscape aesthetics and the relationship to pedestrians.
9.2.2 COMMUNITY DEVELOPMENT ELEMENT OBJECTIVES AND POLICIES	
Objective 2.2: Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.	The TCMV SP envisions a range of housing types and densities to accommodate different household compositions.
Objective 2.3: Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.	The TCMV SP provides design guidelines that encourage a focus on building design and streetscape. Besides architectural guidelines, methods for street interaction include entries facing out to sidewalks or paseos, clear pedestrian connections, and streetscape diversity.
Objective 2.4: Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.	Parcel 8 of the TCMV SP is designated for commercial/civic use. It is within walking distance of the proposed residential area and across the street from the proposed park. These varieties of uses are all within walking distance of each other. Streets will be designed to encourage pedestrian movement along with vehicular travel.

<p>Objective 2.8: The major purpose of specific plans is to encourage and promote the development of larger-scaled mixed-use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.</p>	<p>This TCMV SP will be composed of a mix of residential, commercial, civic and park uses creating a vibrant mixed-use downtown area. The uses provide new and future residents with activity and convenience. The TCMV SP is designed with flexibility in order to accommodate a number of different housing types, streetscape design, and development concepts.</p>
<p>9.4.1 PARKS RECREATION AND OPEN SPACE ELEMENT GOALS</p>	
<p>Goal 4.1: To enhance Moreno Valley as a desirable place in which to live, work, shop, and do business.</p>	<p>The TCMV SP is located within the Downtown Center. It will be composed of a mix of residential, commercial, civic and park uses. Such uses will create new jobs and support existing businesses with the addition of the proposed residential units. This Specific Plan provides a comprehensive new master planned community within the city. The mix of land uses offer the opportunity to live, work, and play within close proximity.</p>
<p>9.5 CIRCULATION ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS</p>	
<p>9.5.1 CIRCULATION ELEMENT GOALS</p>	
<p>Goal 5.1: Develop a safe, efficient, environmentally and financially sound, integrated vehicular circulation system consistent with the City General Plan Circulation Element Map, Figure 9-1, which provides access to development and supports mobility requirements of the system’s users.</p>	<p>All General Plan streets adjacent to the TCMV SP are acknowledged.</p>
<p>9.5.2 CIRCULATION ELEMENT OBJECTIVES AND POLICIES</p>	
<p>Objective 5.1: Create a safe, efficient and neighborhood friendly street system.</p>	<p>Streets will be designed to accommodate various mobility modes.</p>
<p>Objective 5.9: Support and encourage development of safe, efficient and aesthetic pedestrian facilities.</p>	<p>The TCMV SP encourages multimodal design which a focus on pedestrian activity. Landscape will be installed for pedestrian comfort and pleasing visual experience.</p>
<p>9.6 SAFETY ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS</p>	
<p>Objective 6.3: Provide noise compatible land use relationships by establishing noise</p>	<p>All applicable noise analysis required for the project will be conducted.</p>

standards utilized for design and siting purposes.	
Objective 6.4: Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.	All applicable noise analysis required for the project will be conducted.
Objective 6.6: Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.	The TCMV SP includes a commercial center which will open the opportunity for new jobs. These new jobs will be across the street from the new residential neighborhoods and the park. This land use organization can contribute to the reduction in vehicle trips.
9.7 CONSERVATION ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS	
Objective 7.5: Encourage efficient use of energy resources.	All projects within the TCMV SP boundary will be built to Title 24 standards which focus on energy efficiency and green building.
9.8 HOUSING ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS	
9.8.1 HOUSING ELEMENT GOALS	
Goal 8.1: Improve and maintain decent, sanitary and affordable housing.	The TCMV SP project will include offering up to 100 affordable housing units.
Goal 8.5: Improve and maintain decent and affordable rental housing.	Rental housing is permitted in the TCMV SP.

Appendix A: Proposed Site Plan for Parcels 6 and 7

