

3.2 CIRCULATION PLAN

3.2.1 APPROACH

The Circulation Plan for May Ranch is based on a design which will allow safe and efficient internal circulation and access throughout the project. The primary access points provide a wide circulatory dimension while enhancing the aesthetics of the project through landscaping, beaming, and signage. The planning areas have been developed with an inward orientation to minimize direct access on arterial roads, secondary roads, and collector streets.

May Ranch Specific Plan No. 1:

The circulation plan for the May Farms community is substantially the same as the approved May Ranch circulation system. The proposed May Farms development area is served by May Ranch Parkway on the northern Boundary, Evans Road (formerly Center St.) on the west, and Bradley Road on the eastern edge of the project site. Access is restricted to the south of the property due to the MWD Aqueduct alignment.

In order to achieve the type of community envisioned for the May Farms project, modifications to the streetscape and street improvement standards were proposed for this rural and large lot community. Specifically, the modifications resulted in a reduction in many urban-style street improvements including the elimination of curbs and gutters and reduced sidewalk use. Each of these modifications is in keeping with the planned lifestyle and rural residential theme that is inherent in the new May Farms Community, as well as a significant reduction in density contemplated by this approach. Further, these standards are similar to the requirements of other agencies, such as Riverside County, for large lot subdivisions.

May Ranch Specific Plan No. 2:

The circulation plan for Specific Plan Amendment No. 2 is also substantially the same as the approved May Ranch circulation system. However, this amendment proposes to remove all portions of Loop Road (except those portions of May Ranch Parkway between Evans Road and Morgan Street) as an arterial highway on the circulation plan. Additionally, the amendment will allowed for the realignment of Rider Street between Evans Road and Bradley Road and an expanded landscape zone on both sides of Evans Road right-of-way. Consequently, Evans Road (between Morgan Street and Placentia Avenue) was constructed as a 118-foot right-of-way. May Ranch Parkway was redesignated from an arterial roadway to a collector street. Lastly, Sherman Road was added to the circulation plan as a collector street because the School District is constructed a portion (32 feet of right-of-way) of Sherman Road as a part of the District's school construction activities to the south of Planning Areas 18 and 19. Accordingly, additional access points were provided to Planning Areas 17 through 19 via Sherman Road. The alignment for all other roads remain as originally approved. The street scenes for the May Farms Community will continue to be developed as approved in SPA No. 1, however, the primary entry monumentation at Evans Road and May Ranch Parkway was modified to take advantage of a new design approach, while maintaining the rural character intended for the May Farms community.

The conceptual street scenes for the remaining portions of the Specific Plan were updated to accommodate the use of landscaped medians (i.e. Evans Road Primary Entry) and accent and windrow tree species similar to the May Farms Community.

May Ranch Specific Plan No. 3:

The circulation plan for SPA No. 3 does not significantly change. The project roadway network increases from 52.5 acres to 52.6 acres. The section of Morgan Street between Perris Valley Storm Drain Channel and Evans Road and the section of Morgan Street between May Ranch Parkway and Bradley Road increase from Collector (60' ROW) to Modified Collector (66' ROWS). Morgan Street ROW optionally may terminate at the PA 6 Park entrance instead of extending through to the Perris Valley Storm Drain Channel. The conceptual street scenes and landscaping plan does not change.

3.2.2 PLAN DESCRIPTION

The Master Circulation Plan, Figure 20, shows the basic roadway design. All roads within the development will be public streets and shall conform with City standards, with the exception of the residential streets, while still providing aesthetic project statements. The system is designed for the efficient movement of traffic with as little disturbance to the residential neighborhoods as possible. Vehicular access between individual dwelling unit lots and the arterial roadways will be permitted. Conceptual access points to each individual planning area are illustrated within the planning area exhibits (refer to Figures 5 through 19) and within the overall circulation plan. Final access point locations to each planning area will be identified at the time of tentative tract submittal.

3.2.3 DEVELOPMENT STANDARDS

There are seven (7) types of public streets within the project. Figures 21 and 22 provide typical cross sections.

Arterial Highway (Evans Road and Placentia Avenue) — 118-foot right-of-way (110-foot right-of-way with 4-foot-wide easements on both sides of Evans Road from Ramona Expressway to Morgan Street/May Ranch Parkway). This design will allow for two travel lanes and one parking lane in each direction. A 14-foot wide median will allow for left-hand turn lanes and center landscaping on Evans Road only. Additionally, 12 feet of sidewalk and landscaping will be on each side of the roadway. With the exception of that portion of Evans Road located between Morgan Street and Rider Street and adjacent to Planning Area 27, Evans Road shall be developed as a full right-of-way. These exception areas will be developed at half right-of-way. Additionally, a segment of Evans Road, from Morgan Street/May Ranch Parkway to the primary intersection of the May Farms Community, will be developed as an 118-foot right-of-way to accommodate a 14-foot median and additional landscaping on the eastern side of Evans Road. May Ranch will only be responsible for a half width right-of-way of Placentia Avenue. These areas will be delineated further on the tentative tract maps.

Arterial Road (May Ranch Parkway and Rider Street) — 92-foot right-of-way (This is a Specific Plan-unique roadway classification in that the width of the right-of-way is four feet greater than a secondary road classification). This design allows for 32 feet of pavement in each direction, except at intersections, where the roadway will widen to accommodate left hand turn lanes. The 32-foot pavement is divided into two travel lanes and a bicycle lane in each direction. This design will accommodate a 16-foot right-of-way in each direction for sidewalk and landscaping. Both May Ranch Parkway and Rider Street will be developed by the May Ranch permittee at full width right-of-way with the exception of that portion of Rider Street east of Bradley to the Ramona

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Expressway. This portion of Rider Street is subject to 12 feet of additional paving and grading on the other side of centerline of the street subject to City Condemnation and a reimbursement agreement through the City of Perris.

Secondary Road (Bradley Road and Old Evans Road - North) — 88-foot right-of-way. This design allows for 64 feet of paving, two travel lanes, and one parking lane in each direction. Again, there is a 12 foot sidewalk and landscaping strip in each direction. May Ranch will develop only half of the right-of-way for Bradley Street with the McCanna Ranch permittee being responsible for the remainder. Full-width improvements for Old Evans Road, north of Rider Street, will be constructed by the Specific Plan permittee within a 76-foot-wide right-of-way. The remaining 12 feet of right-of-way (6 feet on both sides of the roadway) will be vacated per the final tentative map. This segment of Old Evans Road will also serve as an access road to the water treatment facility (at the terminus of the right-of-way) for EMWD delivery trucks.

Collector Streets (El Nido, Morgan, Walnut, Old Evans Road — South, and Sherman Road) — 60-foot right-of-way. This design allows for one travel lane and one parking lane in each direction with 10 feet for sidewalk and landscaping. All 60-foot right-of-way streets will be developed to half street standards except where indicated on the Circulation Phasing Plan (refer to Figure 57). Where half width improvements are proposed, 12 feet of additional paving and grading on the other side of centerline of street will be subject to City condemnation and reimbursement agreement through the City of Perris. Morgan Street will be developed as a Modified Collector Street with a 66' ROW width. The areas applicable will be identified on the tentative tract maps.

Residential Streets — 56-foot right-of-way. This design provides for one travel and one parking lane (18 feet from centerline to face of curb) with 10 feet of sidewalk (6 feet) and public utility easement (4 feet) in each direction.

For high traffic residential streets, a 40-foot-wide paved travel lane (20 feet from centerline to face of curb) shall be provided as required or approved by the City Engineer. The additional four feet shall be obtained by reducing the public utility easement (PUE) on each side from 4 to 2 feet.

The above development standards include the circulation changes proposed in Specific Plan Amendments 1, M 2, and 3:

May Ranch Specific Plan Amendment No. 1:

The following table illustrates the proposed right of way and street improvements for the May Farms circulation element.

Street	Proposed R/W	Proposed Improvements
Evans Rd.	118'	36'+12-3 lanes
May Ranch Parkway	92'	N/A
Bradley	88'	32' -2 lanes
Morgan	60'	32' -2 lanes
Rider	92'	N/A
Placentia	118'	N/A
Old Evans	60'	N/A

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Pedestrian Paths:

In keeping with the “rural” theme, pedestrian walkways will be minimized by locating them only along key interior routes. These concrete walkways will provide primary access from interior streets to collector and arterial perimeter streets.

May Ranch Specific Plan Amendment No. 2:

Under SPA No. 2, the development standards for circulation were updated to be consistent with the development standards approved in Specific Plan No.1. The revised standards only affect Rider Street [three (3) additional feet for travel lanes and three (3) feet less for sidewalk/landscaping]. Additionally, the standards were updated to: 1) remove all segments of Loop Road (except those portions of May Ranch Parkway between Evans Road and Morgan Street); 2) allow for realignment of Rider Street; and 3) include a segment of Sherman Road (from Rider Street to Walnut Avenue); and 4) include a northern extension of Old Evans Road into Phase 3 of the Specific Plan; thus, providing truck access to the EMWD treatment facility.

The following table illustrates the proposed right of way and street improvements for Specific Plan Amendment No. 2.

Street	Proposed R/W	Proposed Improvements
Evans Road	118' (110' + a 4' landscaped easement on both sides of Ramona Expressway to Morgan St.)	Varies from 78' = 2 lanes to 118' = 3 lanes
Placentia Avenue	118'	78' = 3 lanes
Rider Street	92'	Varies from 46' = 2 lanes to 92' = 4 lanes
May Ranch Parkway	92'	92' = 4 lanes
Bradley Road	88'	32' = 2 lanes
Old Evans Road - North of Rider	76'	76' - 2 lanes (expanded 6' parkway on both sides)
El Nido Avenue	60'	30' = 2 lanes
Morgan Street	60'	30' = 2 lanes & 60' = 4 lanes from May Ranch Parkway to eastern boundary of Planning Area 9
Walnut Avenue	60'	30' = 2 lanes
Old Evans Road — South of Rider	60'	30' = 2 lanes
Sherman Road	60'	60' = 4 lanes

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May Ranch Specific Plan Amendment No. 3:

The following table shows the proposed right of way and street improvements for the May Ranch circulation element.

Street	Proposed R/W	Proposed Improvements
Morgan Street	66'	30' = 2 lanes