

3.6 PHASING PLAN

3.6.1 APPROACH

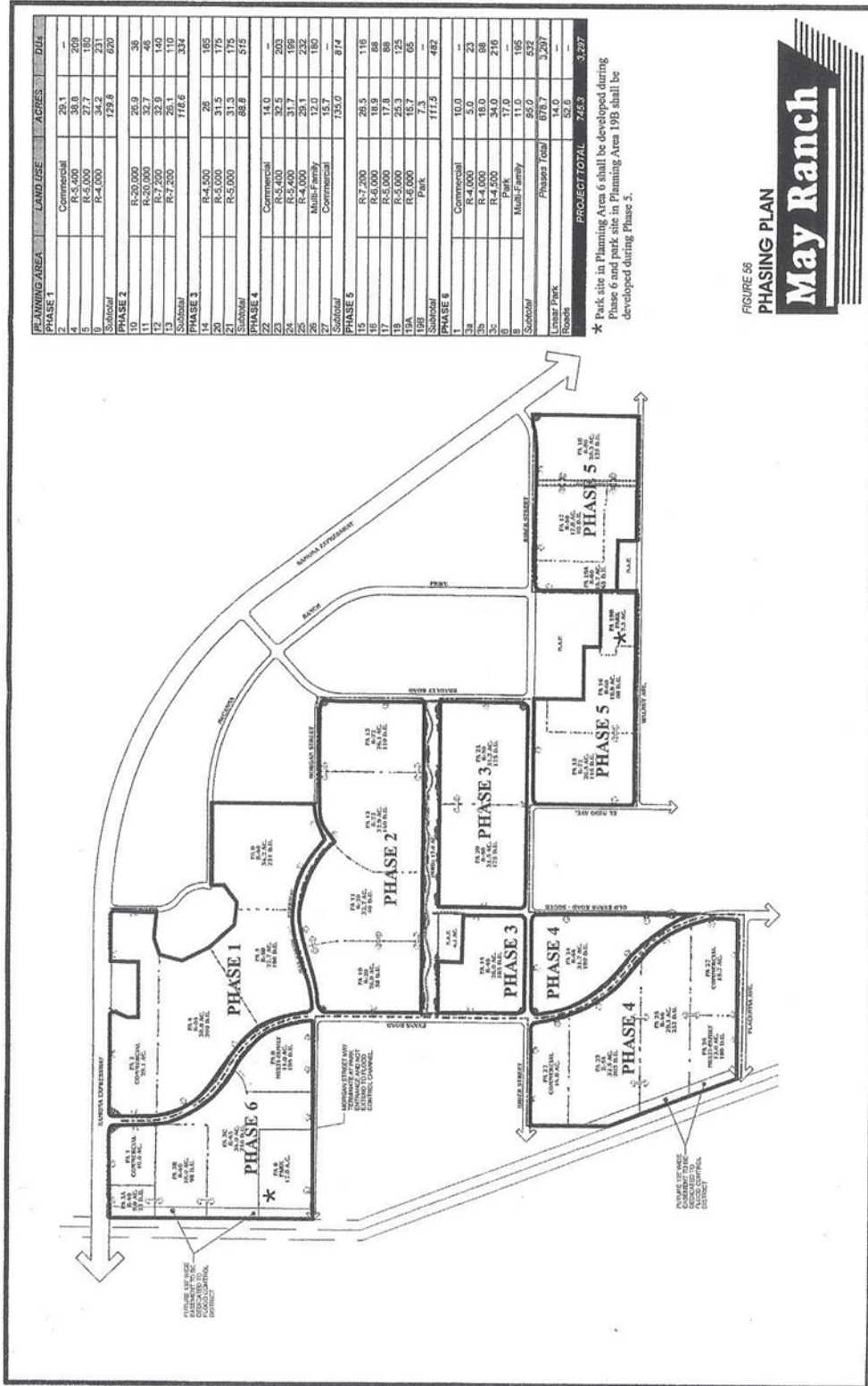
The purpose of a phasing plan is to schedule development of property in line with market demand, the need for services, and economic concerns. Constructing the entire project at one time would not be feasible. Instead, construction and development phasing occur simultaneously so that sales expenditures for improvements can be balanced with revenues generated by sales of lots and homes. As each phase is built, supporting infrastructure and services are also constructed to provide for the needs of the new residents.

3.6.2 PHASING PLAN — LAND USE

Figure 56 is a graphic representation of the Phasing Plan for May Ranch as follows:

- a. Phase 1: This phase incorporates the most northerly portion of May Ranch. It will provide the prototypical housing types in the R-4,000, R-5,000, and R-5,400 residential zones. The major entry monumentation will be developed and supporting infrastructure for the residential area will be constructed at the same time. Commercial development may occur if market trends warrant it at the time.
- b. Phase 2: This phase incorporates the middle section of the site (north of the MWD linear park) and south of Phase 1. It will include the R-7,200 and R-20,000 (also known as the May Farms Community) residential types. Supporting infrastructure will also be provided. Installation of a traffic signal at Evans Road and Morgan Street/May Ranch Parkway will be bonded for during this phase.
- c. Phase 3: This phase incorporates the middle portion of May Ranch (south of the MWD linear park). It will include construction of R-4,500 and R-5,000 residential types. The Linear Park will be developed at the end of this phase if approved by the MWD. Installation of traffic signals at Evans Road and Rider Street and Bradley Road and Rider Street will be bonded for during this phase.
- d. Phase 4: The fourth phase incorporates the southwestern portion of the site. It will include construction of R-4,000, R-5,400, and Multi-Family residences. Commercial development may occur during this phase.
- e. Phase 5: This phase will involve development of the southeastern portion of the site. It will include construction of R-5,000, R-6,000, R-7,200 residential uses, and Park area.
- f. Phase 6: The final phase incorporates the northwestern portion of the Specific Plan. Phase 6 will include the construction of R-4,000, R-4,500, and multi-family residential units, and Park area. Commercial development may also occur if market trends warrant it at the time.

III.6 PHASING PLAN



3.6.3 PHASING PLAN — CIRCULATION

Figure 57 is a graphic representation of the Circulation Phasing Plan. Improvements to the circulation system will be developed as shown on Figures 21 and 22, typical street cross-sections. The circulation system will be constructed separately from development phasing.

Phase 1

- a. Rider Street from Evans Road to Redlands Boulevard and Evans Road from Morgan Street to Rider Street or Bradley Road from Morgan Street to Rider Street, and Rider Street from Bradley Road to Redlands Boulevard shall be improved with a minimum 24 foot wide asphalt concrete paving. Reconstruction, resurfacing of existing paving as determined by the City Engineer.
- b. Installation of traffic signal at Ramona Expressway and Evans Road.
- c. The following curb to curb street improvements shall be installed.
 - 1) Evans Road approach to Ramona Expressway (adjacent to Planning Areas 1 and 2) —will be constructed with full-width improvements: 86 feet of pavement and landscaped median within a 110-foot dedicated right-of-way (with 4-foot landscaped easements on both sides of the street segment).
 - 2) Evans Road from Ramona Expressway to Morgan Street will be constructed with 86 feet of pavement and landscaped median within a 110-foot dedicated right-of-way (Full-width); 4-foot landscaped easements shall be provided along both sides this street segment.
 - 3) May Ranch Parkway — full-width improvements will be constructed from Evans Road to Morgan Street: 60 feet of pavement within a 92 foot dedicated right-of-way as approved by the City Engineer.
 - 4) Morgan Street from May Ranch Parkway to eastern boundary of Planning Area 9 will be constructed with full-width improvements: 40 feet of pavement within a 60-foot dedicated right-of-way.
- d. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- e. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- f. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.

- g. Upgrading of existing traffic signal at Ramona Expressway and Evans Road and Ramona Expressway at Old Evans Road (adjacent to Planning Area 2) will be completed with the development of Planning Area Number 2.
- h. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase 2

- a. Bond for installation of traffic signal at Morgan Street/May Ranch Parkway and Evans Road. The signal must be installed when required by the City of Perris or prior to the recordation of the latest tract map within the May Ranch project.
- b. The following curb to curb street improvements shall be installed.
 - 1) Evans Road from Morgan Street to the northern boundary of the MWD parcel will be constructed with half-width improvements: 61 feet of pavement and landscaped median within a 118-foot dedicated right-of-way.
 - 2) Morgan Street from eastern boundary of Planning Area 9 to the eastern boundary of Planning Area 13 will be constructed with half-width improvements: 2&3 feet of pavement within a 66-foot dedicated right-of-way.
 - 3) Bradley Road from Morgan Street to the northern boundary of the MWD parcel will be constructed with half-width improvements: 44 feet of pavement within an 88-foot dedicated right-of-way.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- d. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.
- f. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and

install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase 3

- a. A 10 foot wide left turn pocket, 100 feet in length, shall be constructed on Rider Street (eastbound) to Evans Road (northbound).
- b. Installation of traffic signal at Evans Road and Rider Street.
- c. Installation of traffic signal and/or upgrading of existing traffic signals at Bradley Street and Rider Street will be bonded in Phase 3 and installed as required by City Engineer or prior to recordation of the last tract map within the May Ranch project.
- d. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- e. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- f. The following curb to curb street improvements shall be installed.
 - 1) Rider Street from Bradley Road to Evans Road will be constructed with half-width improvements: 32 feet of pavement within a 92-foot dedicated right-of- way; or as approved by City Engineer.
 - 2) Evans Road from the northern boundary of the MWD parcel to Rider Street will be constructed with half-width improvements: 64 feet of pavement and landscaped median within a 118-foot dedicated right-of-way.
 - 3) Old Evans Road from north of Rider Street will be constructed with full-width improvements: 40 feet of pavement within a 76-foot dedicated right-of-way.
 - 4) Bradley Road from the northern boundary of the MWD parcel to Rider Street will be constructed with half-width improvements: 44 feet of pavement within an 88-foot dedicated right-of-way.
- g. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.

- h. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase 4

- a. Installation of traffic signals and/or upgrading of existing traffic signals at Evans Road and Placentia Avenue will be in Phase 4 and installed as required by City Engineer or prior to recordation of the last tract map within the May Ranch project.
- b. The following curb to curb street improvements shall be installed.
 - 1) Rider Street from approximately 300 feet west of Evans Road to the western property boundary (Planning Area 22) and adjacent to Planning Area 24 will be constructed with half width improvements: 32 feet of pavement within a 92-foot dedicated right-of-way.
 - 2) Evans Road from Rider Street to Placentia Avenue will be constructed with full-width improvements to the southern boundary of Planning Area 24: 86 feet of pavement and landscaped median within a 118-foot dedicated right-of-way; and half-width improvements from the northern boundary of Planning Area 27 to Placentia Avenue: 64 feet of pavement and landscape median within a 118-foot dedicated right-of-way.
 - 3) Old Evans Road south of Rider Street will be constructed with half-width improvements: 20 feet of pavement within a 60-foot dedicated right-of-way.
 - 4) Placentia Avenue west of Evans Road will be constructed with half-width improvements: 64 feet of pavement and striped median within a 118-foot dedicated right-of-way.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- d. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.

- f. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase 5

- a. Installation of traffic signals and/or upgrading of existing traffic signals at Rider Street and McCanna Ranch Road and Rider Street and Ramona Expressway will be bonded in Phase 5 and installed as required by City Engineer or prior to recordation of the last tract map within the May Ranch project.
- b. The following curb to curb street improvements shall be installed.
 - 1) Rider Street from Ramona Expressway to El Nido Road will be constructed with half-width improvements: 32 feet of pavement within a 92-foot dedicated right-of-way.
 - 2) El Nido Avenue south of Rider Street will be constructed with half-width improvements: 20 feet of pavement within a 60-foot dedicated right-of-way.
 - 3) Walnut Avenue from El Nido Avenue to the eastern boundary of Planning Area 18 will be constructed with half-width improvements: 20 feet of pavement within a 60-foot dedicated right-of-way.
 - 4) Sherman Road from Rider Street to Walnut Avenue will be constructed with full-width improvements: 40 feet of pavement within a 60-foot dedicated right-of-way.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- d. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.

The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals

required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase 6

- a. Morgan Street shall be constructed with a minimum 40-foot intersection design at Evans Road as approved by the City Engineer.
- b. The following curb to curb street improvement shall be installed.
 - 1) Morgan Street west of Evans Road will be constructed with half-width improvements: 283 feet of pavement within a 66-foot dedicated right-of-way.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- d. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.

The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

