RANCH PLAN

Planned Community-Wide

Alternative Development Standards



For Use By:

RMV Community Development, LLC
County of Orange, Planning & Development Services
Orange County Fire Authority

March 14, 2007
Amended August 12, 2008 | Amended September 14, 2011 | Amended December 14, 2011
Amended March 15, 2012 | Amended July 24, 2013 | Amended November 14, 2014 | Amended May 27, 2015
| Amended September 26, 2018 | Amended December 14, 2022 | Amended October 5, 2023
| Amended May 22, 2024 | Amended July 31, 2025 | Amended July 15, 2026

RANCH PLAN

PLANNED COMMUNITY-WIDE

ALTERNATIVE DEVELOPMENT STANDARDS

For Use By:
RMV Community Development, LLC
OC Public Works (OC Engineering and OC Planning)
Orange County Fire Authority

March 14, 2007
Amended August 12, 2008
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Amended October 5, 2023
Amended May 22, 2024
Amended July 31, 2025
Amended July 15, 2026

Ranch Plan Alternative Development Standards Approvals
Summary Latest Amendment: July 15, 2026

A. Public Street Rights-of-Way:		Page	Original Approval	Date	Revision Approval	Date
A-1	36-Foot Double Loaded Streets (Up to 800 ADT)	2	County Chief Engineer	3/6/07		
A-2a	Residential Local Streets 30-feet Wide from to 400 to 1,200 ADT	3	County Chief Engineer	3/6/07		
A-2b	Single Sided Parking on Double Loaded Streets	5	County Chief Engineer	3/6/07		
A-2c	Single Sided Parking on Residential Local Streets up to 400 ADT	6	County Chief Engineer	3/6/07		
A-3	Rolled-Curb Streets	8	County Chief Engineer, OCFA	3/14/07		
A-4	Neighborhood Entryways	9	County Chief Engineer, OCFA	3/14/07		
A-5	Residential Parkways	11	County Chief Engineer	3/6/07		
A-6	Collector Road and Secondary Medians	11	County Chief Engineer	3/6/07		
A-7	Raised Landscape Islands within Residential Streets	13	County Chief Engineer, OCFA	3/14/07		
A-8	2:1 Slopes in Public Road Rights-of-Way	17	County Chief Engineer	3/6/07		
A-9	Tapered Streets	19	County Chief Engineer, OCFA	3/14/07		
A-11	Curb Returns at Each Residential Driveway	22	County Chief Engineer	3/6/07	OC Planning Commission (PA26-0009)	7/15/26
A-12	Sidewalks on One Side of Residential Streets	24	County Chief Engineer	3/6/07		
A-14	Alternative Paving Materials	25	County Chief Engineer	3/6/07		
A-16	Grade Separation Between Opposite Travel Lanes on Arterial Highways	27	County Chief Engineer	3/6/07		
A-18	Modified Knuckle	29	County Chief Engineer, OCFA	3/14/07	County Chief Engineer, OCFA	3/15/11
A-19	Cul-de-Sacs with Raised Landscape Median	31	County Chief Engineer, OCFA	3/14/07		
A-20	Alternative Neighborhood Sidewalk Detail • Curb-Separated Walkway	33	Subdivision Committee, County Chief Engineer	3/14/07		

A-21	Alternative Neighborhood Sidewalk Detail • Curb-Adjacent Walkway	34	Subdivision Committee, County Chief Engineer	3/14/07		
A-22	Alternative Driveway Aproaches in Cul-de-Sacs Conditions	35	Subdivision Committee, County Chief Engineer	3/14/07		
A-24	Storm drain pipes at less than 30" minimum cover	35	County Chief Engineer	3/6/07		
A-27	Public Street Transition at Parking Lot Turn-Around	36	County Chief Engineer, OCFA	3/14/07		
A-28	Traffic Calming Islands	38	County Chief Engineer, OCFA	3/14/07		
A-32a	Residential Collector With Median	41	Co. Chief Engineer	3/6/07		
A-32b	Residential Collector (With No Median)	43	Co. Chief Engineer	3/6/07		
A-33	Residential Local With Median	45	Co. Chief Engineer	3/6/07		
A-34	Arterial Highway Bridges -- Open Median	47	Co. Chief Engineer	3/6/07		
A-35	Arterial Highway Median and Parkway Widths	52	Co. Chief Engineer	3/6/07		
A-36	Ribbon Curb	54	Co. Chief Engineer	3/6/07		
A-37	Model Home Trap Fencing	56	Co. Chief Engineer	3/15/12		
A-38	Ranch Plan Version of Standard Plan 1107 Matrix	58	Co. Chief Engineer	3/15/12	OC Engineer App.	10/5/23
A-39	Curb Core Outlet and Cleanout Detail (NEW)	59	Co. Chief Engineer	7/31/25		
A-40	Private Area Drain Connection to Catch Basin Inlet (NEW)	61	Co. Chief Engineer	7/31/25		

B. Intersections:		Page	Original Approval	Date	Revision Approval	Date
B-1	Tapered Intersections	63	County Chief Engineer, OCFA	3/14/07		
B-2	Intersection Sight Line Standards	66	Subdivision Committee, County Chief Engineer	3/14/07	County Chief Engineer	5/26/15
B-3	Alternative Corner Sidewalks at Arterial Intersections	67	Subdivision Committee	3/14/07		

B-5	Controlled Intersections Prior to Warrants	67	County Chief Engineer	3/6/07		
B-6	Roundabouts	68	County Chief Engineer, OCFA	3/14/07	County Chief Engineer County Chief Engineer	9/14/11 11/15/14
B-7	Corner Ramp Condition • Tapered Intersection	80	Subdivision Committee, County Chief Engineer	3/14/07	County Chief Engineer	9/14/11
B-8a	Corner Ramp Condition • Typical Intersection	80	Subdivision Committee, County Chief Engineer	3/14/07	County Chief Engineer	9/14/11
B-9	Modified Color of Curb Ramp Detectable Warning Surface	83	County Chief Engineer	9/14/11		
C. Landscape and Hardscape:		Page	Original Approval	Date	Revision Approval	Date
C-1	Tree List and Planting Widths	84	Subdivision Committee	3/14/07		
C-2	Reduced Hardscape in Medians and Raised Planters	85	County Chief Engineer	3/6/07		
C-3	Private Improvements in Medians and Rights-of-Way	87	Subd. Committee, Co. Chief Engineer	3/14/07		
C-5	Trees Planted Within Fifty Feet of Intersection	88	Subdivision Committee, County Chief Engineer	3/14/07	County Chief Engineer	5/26/15
C-6	Additional Parkway and Street Median Trees	89	County Chief Engineer, Director OC Planning	9/14/11	County Chief Engineer	3/5/15
C-7	Additional Drought Tolerant Plants	89	County Chief Engineer, Director OC Planning	9/14/11		
C-8	Turfgrass Irrigation in Parkways	102	County Chief Engineer, Director OC Planning	9/14/11		

D. Zoning, Subdivision, and Planning Issues		Page	Original Approval	Date	Revision Approval	Date
D-2	Conventional Single Family Court- yard Home with 5' Rear Setback	103	OC Planning Commission (PA070022)	5/23/07		
D-3	Reduced Age Qualified Parking	106	OC Planning Commission (PA110030)	12/14/11	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-4a	Planned Concept Detached Dwellings Setbacks	108	OC Planning Commission (PA110030)	12/14/11	OC Planning Commission (PA180024)	12/14/22
					OC Planning Commission (PA150043)	5/27/15
D-4b	Conventional Single-Family Detached Dwellings Setbacks	114	OC Planning Commission (PA110030)	12/14/11	OC Planning Commission (PA26-0009)	5/27/15 7/15/26
D-5	17-Foot Driveways	116	OC Planning Commission (PA110030)	12/14/11		12/14/22
D-6	Multiple-Family Dwellings - Minimum Distance Between Buildings	117	OC Planning Commission (PA110030)	12/14/11		
D-7	Recreation Uses Setbacks	118	OC Planning Commission (PA110030)	12/14/11		
D-8	Planned Concept Residential Lots Greater than 3,000 Square Feet	118	OC Planning Commission (PA130025)	7/24/13		
D-9	Planned Concept Detached Dwellings Parking (Bedroom Count)	119	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-10	Bedroom Definition to Determine Parking Requirements	120	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-11	Single Family Detached On-Street Parking	121	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-12	Single-Car Garages for Single-Family Detached Homes	123	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-13	Tandem Parking	125	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24

D-14	Two-Family Residences (Duplexes)	126	OC Planning Commission (PA130025)	7/24/13		
D-15	"Off-Site" Garages for Single-Family Detached Homes	126	OC Planning Commission (PA130025)	7/24/13	OC Planning Commission (PA21-0165)	12/14/22 5/22/24
D-16	Reduced Neighborhood Center Setback	128	OC Planning Commission (PA130025)	7/24/13		
D-17	Credit Toward Usable Private Open Space	129	OC Planning Commission (PA180024)	9/26/18		12/14/22
D-18	Director Approval of Alternatives to Off-Street Recreational Parking Requirements	132	Disapproved by Planning Commission 12-14-22 – Request Deleted	12/14/22		
D-19	Allowed Air-Gap Building Separation for Age-Qualified Planned Concept Detached Dwellings on Fee Simple Lots (3 or more in-a-row): (NEW)	133	OC Planning Commission (PA180024)	12/14/22		
D-21	Expanded Hours of Operation of Recreation Uses: (NEW)	143	OC Planning Commission (PA180024)	12/14/22		
D-22	Mixed Use (UAC) and Neighborhood Center (Commercial) Wall Signage Specifications: (NEW)	144	OC Planning Commission (PA180024)	12/14/22		
D-23	Conventional Single-Family Projects with Density Greater than 9 DU/Acre: (NEW)	145	OC Planning Commission (PA26-0009)	7/15/26		

G. Private Street Rights-of-Way & Intersections:		Page	Original Approval	Date	Revision Approval	Date
G-1	Rural Local Street	146	County Chief Engineer	3/6/07		
G-2	Modified Private Parking Standards	147	Subdivision Committee, County Chief Engineer	3/14/07		
G-3a	Private Alley Drive Allowing Emergency Vehicle Access	148	County Chief Engineer, OCFA	3/14/07	OC Engineer App.	10/5/23
G-3b	Private Alley Drive with No Requirement for Emergency Vehicle Access	149	County Chief Engineer, OCFA	3/14/07	OC Engineer App.	10/5/23
G-4	4-inch Vertical Curb & Gutter on Private Streets	150	Subdivision Committee, County Chief Engineer	3/14/07	OC Engineer App.	10/5/23
G-6	Grated Inlets Catch Basins on Private Streets	151	County Chief Engineer	3/6/07		
G-7	Reduced Local Depression on Private Streets	153	County Chief Engineer	3/6/07		
G-8	Reduced Local Depression on Public Streets	155	County Chief Engineer	3/6/07		
G-9	Rolled Curb on Private Streets	156	County Chief Engineer	3/6/07	County Chief Engineer County Chief Engineer	9/14/11 11/14/14
G-10	Grated Inlets Catch Basins With Rolled Curb on Private Streets	158	County Chief Engineer	3/6/07		
G-11	Reduced Local Depression With Rolled Curb on Private Streets	160	County Chief Engineer	3/6/07		9/14/11
G-12	Modified Curb Ramp (Type 5)	162	County Chief Engineer	3/6/07		
G-13	Pedestrian Crossing at Drainage Swale on Private Streets	164	County Chief Engineer	3/6/07		
G-14	Corner Curb Ramp With Ribbon Curb on Private Streets	166	County Chief Engineer	3/6/07	County Chief Engineer	9/14/11
G-15	Single Sided Parking on Double Loaded Private Streets	168	County Chief Engineer	9/14/11		

J. Neighborhood Electric Vehicles		Page	Original Approval	Date	Revision Approval	Date
	Neighborhood Electric Vehicles	169	Subdivision Committee, County Chief Engineer	8/12/08		
J-1	NEV Intersection Treatments	171	Subdivision Committee, County Chief Engineer	8/12/08		
J-2	NEV Signage	177	Subdivision Committee, County Chief Engineer	8/12/08		
J-3	Class I Off-Street NEV Trail	180	Subdivision Committee, County Chief Engineer	8/12/08		
J-4	Class II On-Street NEV Lane	186	Subdivision Committee, County Chief Engineer	8/12/08		
J-5	Class III NEV Route	189	Subdivision Committee, County Chief Engineer	8/12/08		
J-6	NEV Parking Associated with Recreation, Neighborhood Center, Urban Activity Center, Business Park, and Community Facility Uses	190	Subdivision Committee, County Chief Engineer	8/12/08		

RANCH PLAN

PLANNED COMMUNITY-WIDE ALTERNATIVE DEVELOPMENT STANDARDS

December 14, 2011

This document is the comprehensive statement of alternative development standards for the Ranch Plan Planned Community. These Planned Community-wide site development standards were first approved by the County Chief Engineer March 8, 2007 and as appropriate, approved by the Orange County Fire Authority as part of the Ranch Plan Fire Protection Program.

These alternative development standards are intended to provide an improved sense of community, an improved built environment, and improved natural environment and were approved based upon the findings required by the Planning Commission ensuring that the result would be an equivalent or better project than that previously approved for the Ranch Plan Planned Community.

Many of these proposed Ranch Plan Alternative Development Standards have already been approved by the Planning Commission, Subdivision Committee, County Chief Engineer and Orange County Fire Authority, and are at work in the Ladera Ranch Planned Community. These previously approved ADS that are already at work in Ladera Ranch are highlighted in this text as such: At Work in Ladera.

Prior to approval of these alternative development standards the Planning Commission made the following findings (as required by General Regulation 25 of the Ranch Plan P.C. Program Text) regarding approval of each Planned Community-wide alternative development standard.

A. The use or project proposed is consistent with the General Plan.

B. The use, activity and improvement(s) proposed by the application are consistent with the provisions of the Zoning Code.

C. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act (including previously certified EIR 555 addressing the project).

D. The location, size, design and operating characteristics of the proposed use will not create significant noise, traffic or other conditions or situations that may be objectionable, detrimental or incompatible with other permitted uses in the vicinity.

E. The application will not result in conditions or circumstances contrary to public health, safety and general welfare.

F. The alternative development standard(s) will result in an equivalent or better project in terms of adverse impacts and public benefits to the immediate and surrounding community.

Chapter A

Public Streets Rights-of-Way

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

A. Public Street Rights-of-Way

Some components of the Ranch Plan neighborhood village design philosophy require modifications to **Public Street Rights-of-Way** development standards in the Ranch Plan Planned Community Text and to appropriate County Standard Plans. These modifications include reduced street widths, increased landscaped parkway widths, the introduction of landscaped medians and raised planters, road design techniques which reduce the grading impacts of arterial highways and other unique design solutions identified by the following Items #A-1 through A-36.

A-1. **36-Foot Double Loaded Streets (Up to 800 ADT)** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 36-foot wide (curb-face to curb-face) public local streets to increase from the present standard of 500 up to 800 average daily trips (ADT). This standard would apply on public local streets with residential frontage on both sides, 10-foot wide travel lanes, 8-foot wide parking areas on each side. Parkway widths would be provided per County Standard Plan 1107 unless modified by Modified Site Development Standard #A-5.

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape, less impervious surfaces and more street adjacent parkways.
- A reduction in urban runoff.
- Equivalent ease of circulation and traffic safety due to traffic calming.

Performance Standards:

- This standard shall be allowed only if the following traffic calming criteria are met:
  a. Street length where this standard would apply would be limited to 1,000 feet.
  b. To be used primarily on cul-de-sacs and curvilinear streets.
  c. This standard would apply only when there are curb separated sidewalks and street trees to act as friction in slowing down traffic.

A-2a. **Residential Local Streets 30-feet Wide from to 400 to 1,200 ADT**
Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 30-foot wide (curb-face to curb-face) public residential local streets with traffic levels between 400 and 1,200 average daily trips (ADT).

Performance Standards:

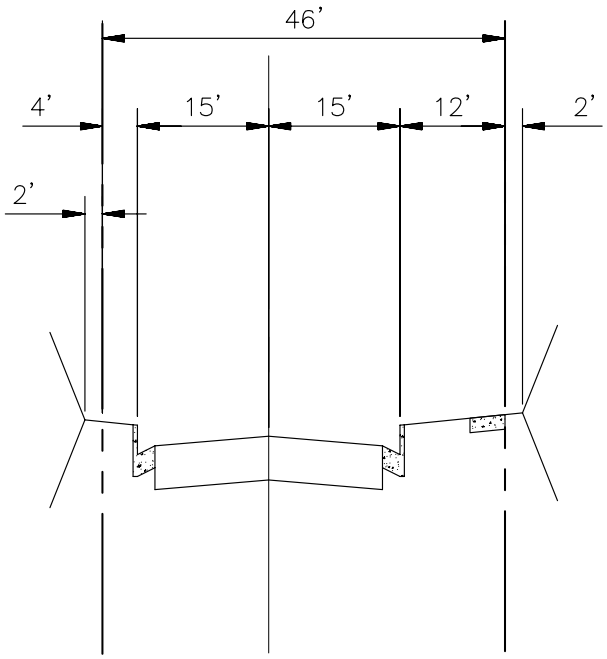
a. Only allowed on local residential streets with traffic levels between 400 and 1,200 ADT

b. Residential frontage and driveways on one side only

c. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet.

Project Benefits:

- A residential village ambiance with less hardscape.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.



RESIDENTIAL LOCAL

25 MPH MINIMUM DESIGN SPEED
DRIVEWAYS ALLOWED ONE SIDE ONLY
ADT 400–1200

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

STREET SECTIONS
RESIDENTIAL LOCAL

ADS
A-2a
SHEET 1 OF 1

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A-2b. **Single Sided Parking on Double Loaded Streets** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 30-foot wide (curb-face to curb-face) public residential local streets with traffic levels of up to 200 average daily trips (ADT). This modified standard would apply on public local streets with residential frontage both sides. Parkway widths would be provided per County Standard Plan 1107 unless modified by Modified Site Development Standard #A-5.

Performance Standards:

a. Residential parking to be provided per the Orange County Zoning Code.

b. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet.

c. Driveway parking of at least 18 feet in length is provided at each home site on any affected street.

d. Larger lots (at least 6,000 square feet or wider than 60 feet), thereby reducing the demand for off-street parking spaces per acre served by the effected streets.

e. Only allowed on local residential streets with less than 200 ADT

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

A-2c. **Single Sided Parking on Residential Local Streets up to 400 ADT**
Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 28-foot wide (curb-face to curb-face) public residential local streets with traffic levels of up to 400 average daily trips (ADT).

Performance Standards:

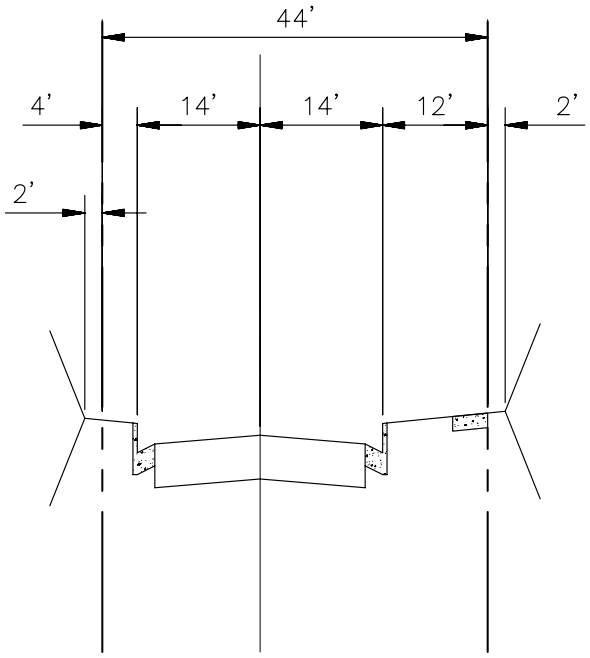
a. Only allowed on local residential streets with less than 400 ADT

b. Residential frontage and driveways on one side only

c. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet.

Project Benefits:

- A residential village ambiance with less hardscape.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.



RESIDENTIAL LOCAL

25 MPH MINIMUM DESIGN SPEED
DRIVEWAYS ALLOWED ONE SIDE ONLY
ADT < 400

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

STREET SECTIONS
RESIDENTIAL LOCAL

ADS
A-2c
SHEET 1 OF 1

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A-3 **Rolled-Curb Streets**

Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1107 to allow public local residential street with 6-inch rolled curbs (see ADS G-9 for detail, Standard Plan 1201). Measured from 6-inches back of curb the rolled curb streets shall be the same width as vertical curb streets. Utilizing Orange County Fire Authority methodology (Flowline-to-flowline) the rolled curb streets may be one foot less in width than typically required, due to automatic sprinklers being required in the entire Ranch Plan planned community:

- 35-foot wide double loaded local residential street
- 27-foot wide single loaded local residential street

Performance Standards:

- Automatic fire sprinklers throughout entire neighborhood.

Project Benefits:

- A rural village aesthetic
- Equivalent drainage when compared to vertical curbs.
- Equivalent long-term maintenance cost for County of Orange.

A-4. **Neighborhood Entries** At Work in Ladera

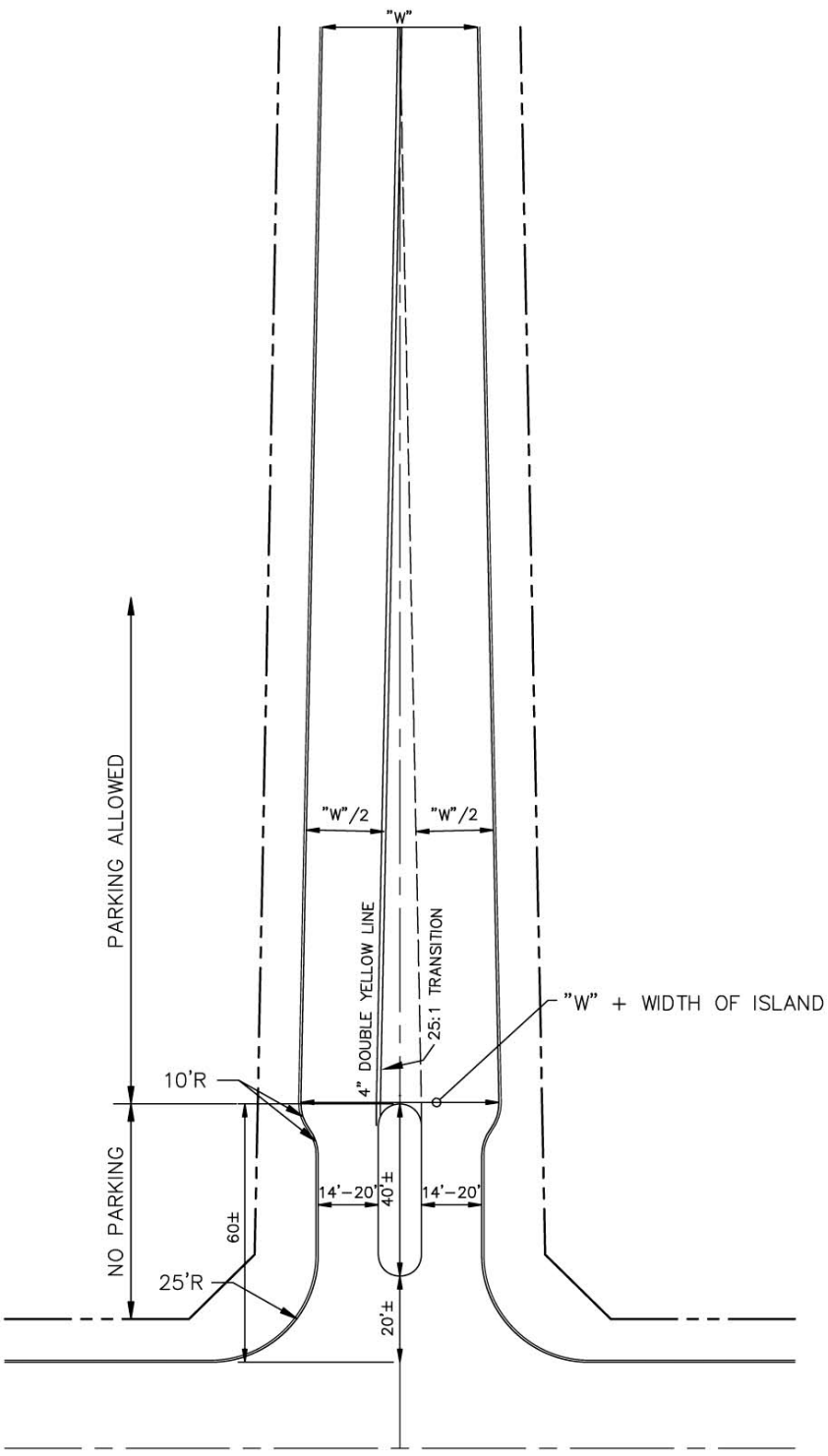
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1107 to allow neighborhood entryways with traffic levels of up to 800 ADT. No parking would be allowed along neighborhood entryways, so emergency access may be accommodated by the two separate travel lanes of a width to accommodate breakdowns. In cases where the parkway adjacent to neighborhood entryways exceeds the standard 8-foot width, or where special landscape treatments are proposed, the Master Maintenance Corporation (HOA) will be responsible for maintenance.

Project Benefits:

- Equivalent or better access for fire and emergency vehicles.
- Equivalent ease of circulation and traffic safety.

Performance Standards:

- Superior aesthetic appearance.
- Only allowed on local residential streets with less than 800 ADT.
- Design speed of 25 miles per hour.
- Appropriate signage and striping must be provided.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

NEIGHBORHOOD ENTRY

ADS

A-4

SHEET 1 OF 1

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A-5. **Residential Parkways** At Work in Ladera (Modified)
Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow up to 17-foot parkways on public local residential streets. In cases where the parkway adjacent to local residential streets exceeds the standard 8-foot width, or where special landscape treatments are proposed, the Master Homeowners Association will be responsible for maintenance.

Project Benefits:

- A residential neighborhood ambiance with less uninterrupted hardscape.
- Safer pedestrian circulation.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent or better parkway maintenance by the homeowners association.
- Equivalent ease of circulation and traffic safety.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

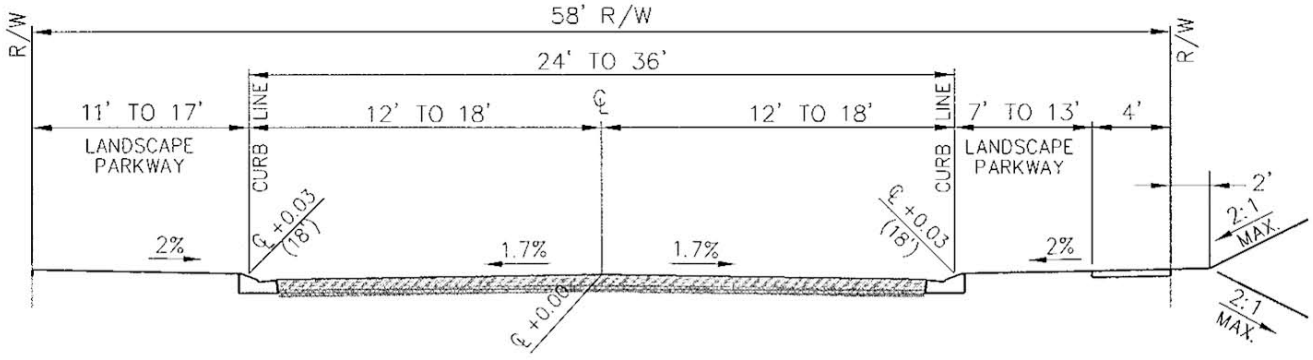
A-6. **Secondary Medians** At Work in Ladera
Per the approval of the County Chief Engineer, modify County Standard Plans 1105 **and** 1114 to allow raised landscaped medians within secondary arterial rights-of-way and to allow medians to vary in width so long as County design standards are maintained at approaches to intersections and a minimum median width of 10-foot is maintained. Landscaping within raised medians shall be maintained by the Master Homeowners Association.

Project Benefits:

- Traffic calming.
- A residential village ambiance with less uninterrupted hardscape.

Performance Standards:

- Equivalent or better access for fire and emergency vehicles.
- Equivalent or better parking serving surrounding residential neighborhoods.
- Equivalent pedestrian and vehicular ease of circulation and safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.
- See ADS A-32 for raised median within collector roads.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RESIDENTIAL PARKWAY

ADS
A-5
SHEET 1 OF 1

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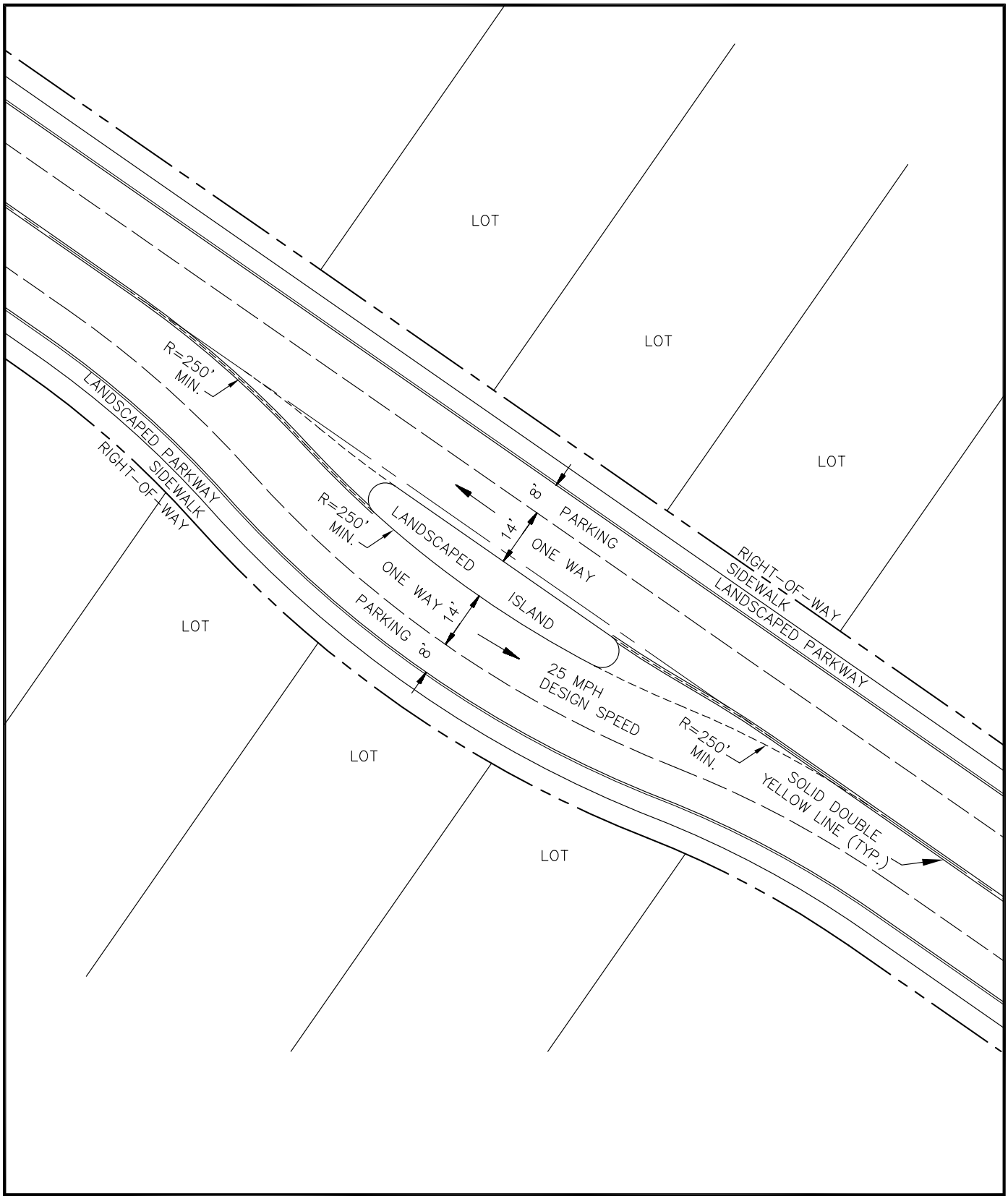
A-7. **Raised Landscape Islands within Residential Streets** At Work in Ladera (Modified)
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1107 to allow raised, landscaped islands within public local residential street rights-of-way, including in the center of public cul-de-sacs (see Alternative Development Standard A-19) and within the roadway of public residential streets. See Exhibits on following pages.

Project Benefits:

- Traffic calming.
- A residential village ambiance with less uninterrupted hardscape.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent ease of circulation and traffic safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

Performance Standards:

- Maximum landscape island length of three residential lots.
- Only allowed on local residential streets with less than 500 ADT.
- Regularly occurring such that the drivers are not “surprised.”
- Design speed of 25 miles per hour.
- Parking accessibility and travel path for lots adjacent to island must be adequately maintained.
- Appropriate signage, including no-parking signage, and striping must be provided.
- Adequate maneuvering must be demonstrated for all driveways backing onto streets adjacent to raised landscape islands.

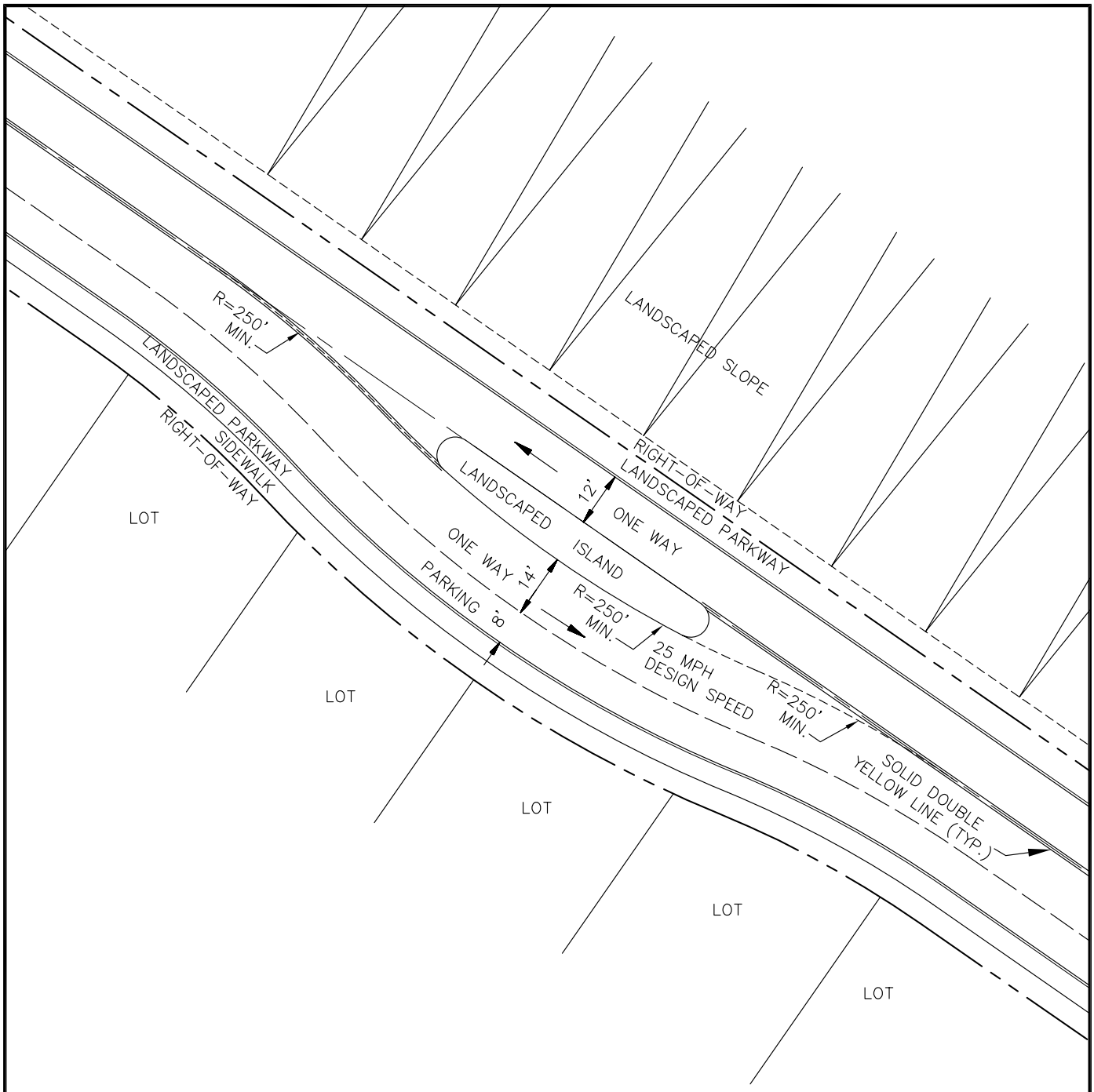


THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RAISED PLANTERS WITHIN RESIDENTIAL STREETS
DOUBLE LOADED STREET WITH MEDIAN LANDSCAPE ISLAND

ADS
A-7
SHEET 1 OF 3

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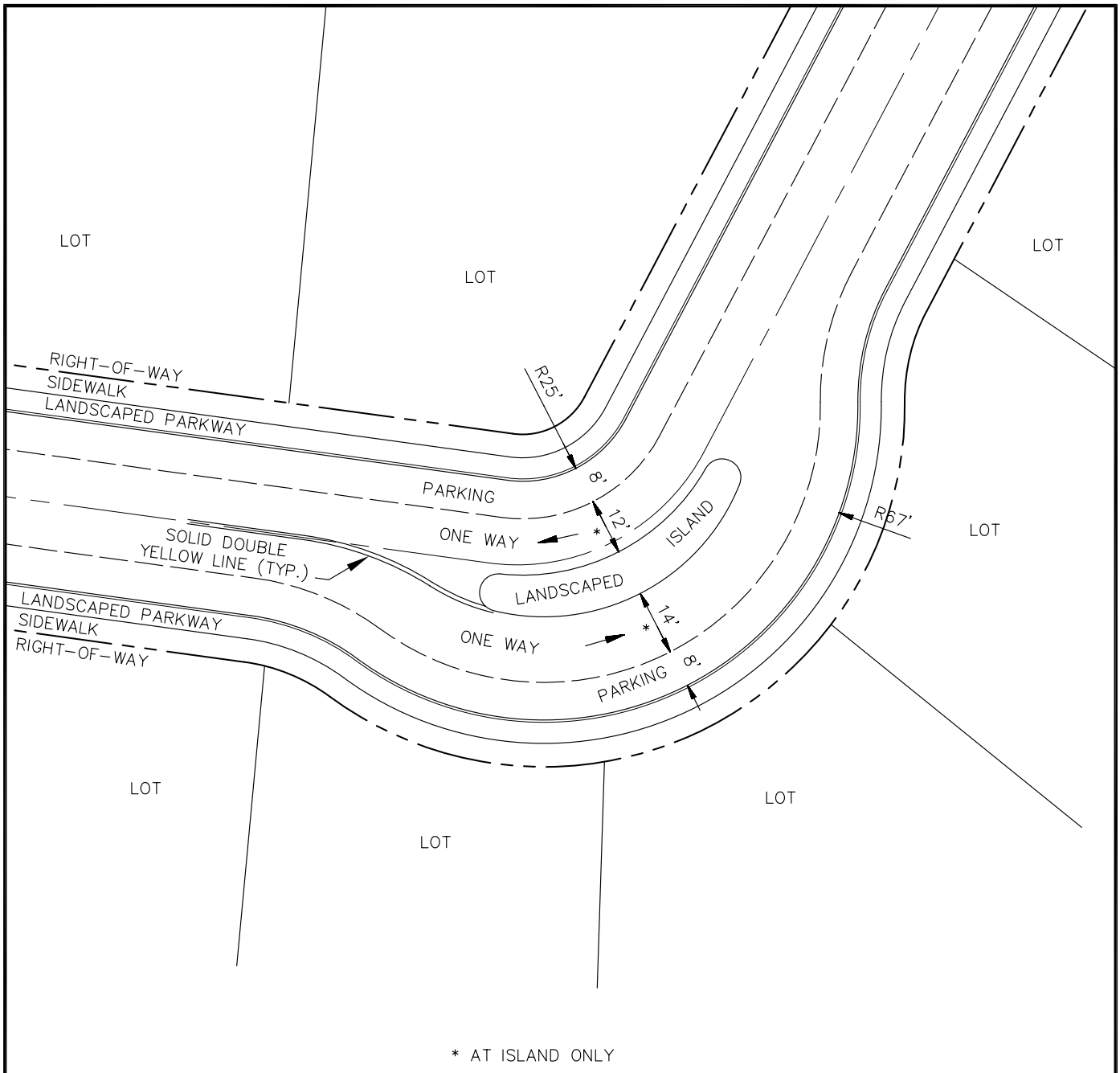


THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RAISED PLANTERS WITHIN RESIDENTIAL STREETS
SINGLE LOADED STREET WITH MEDIAN LANDSCAPE ISLAND

ADS
A-7
SHEET 2 OF 3

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THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RAISED PLANTERS WITHIN RESIDENTIAL STREETS

DOUBLE LOADED KNUCKLE/EYEBROW WITH MEDIAN LANDSCAPE ISLAND

ADS
A-7
SHEET 3 OF 3

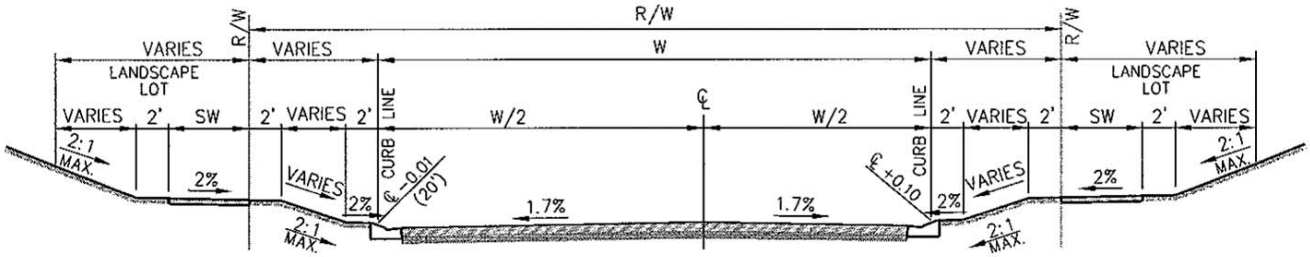
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A-8. **2:1 Slopes in Public Road Rights-of-Way** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow slopes not to exceed a 2:1 ratio in parkways within the rights-of-way of public streets, where sufficient pedestrian and utility access is provided.

Project Benefits:

- A better blending of the residential village with the surrounding natural topography by incorporating the sloping terrain into roadway rights-of-way.
- Equivalent pedestrian and vehicular ease of circulation and safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

2:1 SLOPES IN PUBLIC ROAD RIGHT OF WAY

ADS

A-8

SHEET 1 OF 1

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A-9. **Tapered Streets** At Work in Ladera

Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1107 to allow limited stretches of 24-foot wide roadways on both single loaded and double loaded public local residential streets (see Exhibits on following pages).

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a decrease in paved area within the neighborhood.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.
- Equivalent or better on-going maintenance costs.

Performance Standards:

- Tapered street landscaped areas would be allowed only after the following criteria are met, thereby resulting in equivalent vehicular safety and circulation, off-street parking and access for fire and emergency vehicles:

  a. Maximum taper length of 100 feet, not including transition areas.

  b. On single-loaded streets, minimum street width is 30-feet.

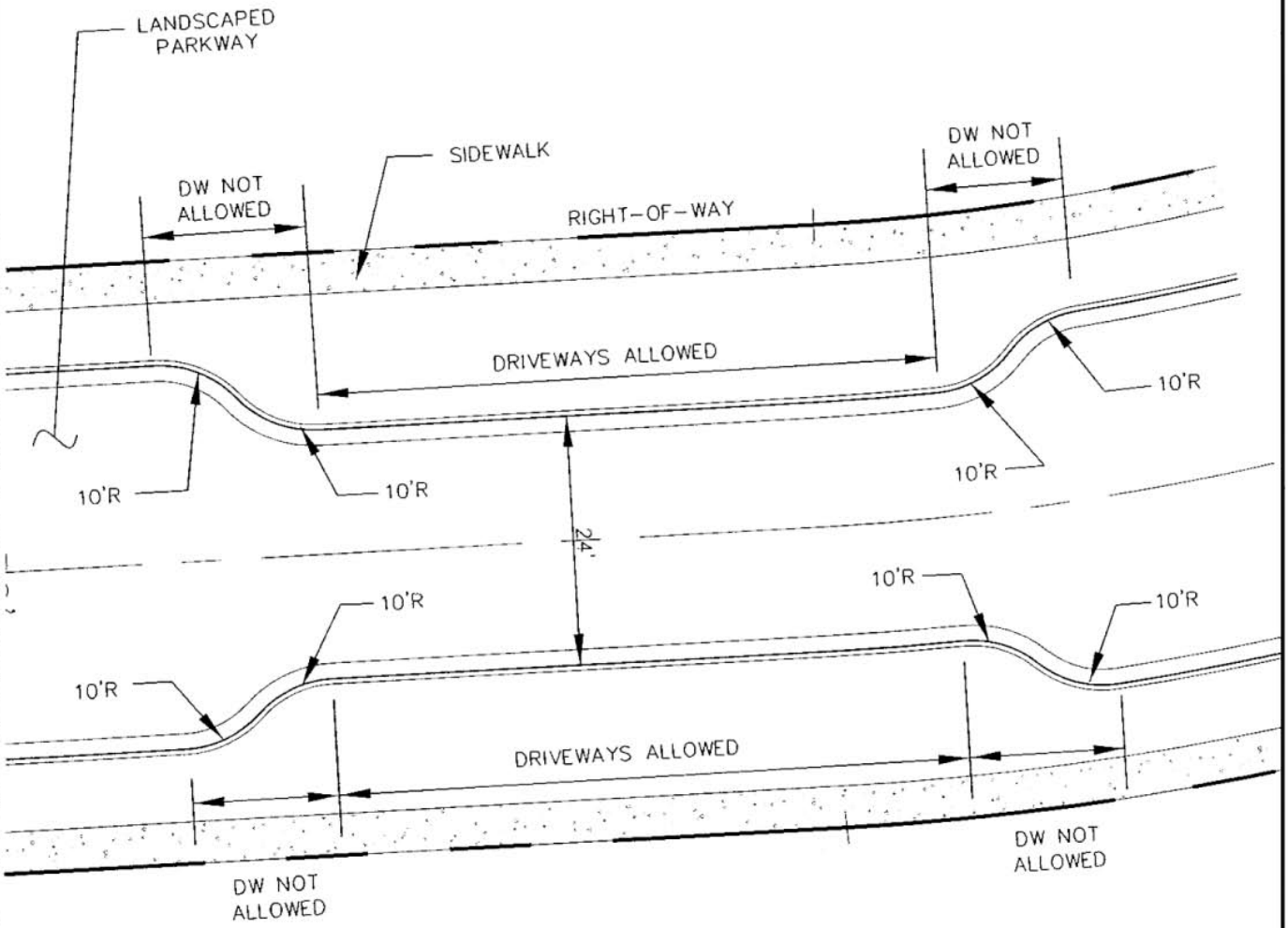
  c. Maximum spacing to be no closer than 1,000 lineal feet on any street. Tapers allowed closer than 1,000 feet if located on a separate street.

  d. No parking is allowed along 24-foot street width sections. Appropriate decorative signage designating "no parking" areas shall be installed at the beginning and end of each taper.

  e. Provide for street drainage per current County standards.

  f. Only allowed on local residential streets with less than 500 ADT.

  g. Prior to the issuance of any precise grading permits, the applicant shall provide evidence of adequate parking meeting the requirements of the Orange County Zoning Code and the Ranch Plan Planned Community Development Regulations in a manner meeting the approval of the Manager, Current Planning. Should revisions within the right-or-way be deemed necessary by the Manager, Current Planning, the applicant shall make the necessary changes administratively, in a manner meeting the approval of the Manager, Subdivision and Grading Services.

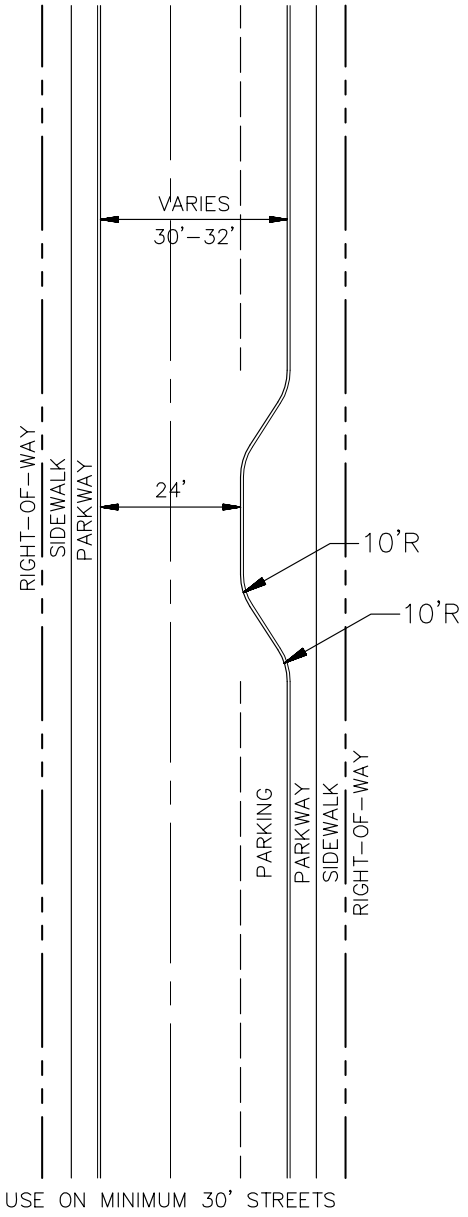


THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

TAPERED STREETS
DOUBLE LOADED

ADS
A-9
SHEET 1 OF 1

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THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

TAPERED STREETS
SINGLE LOADED

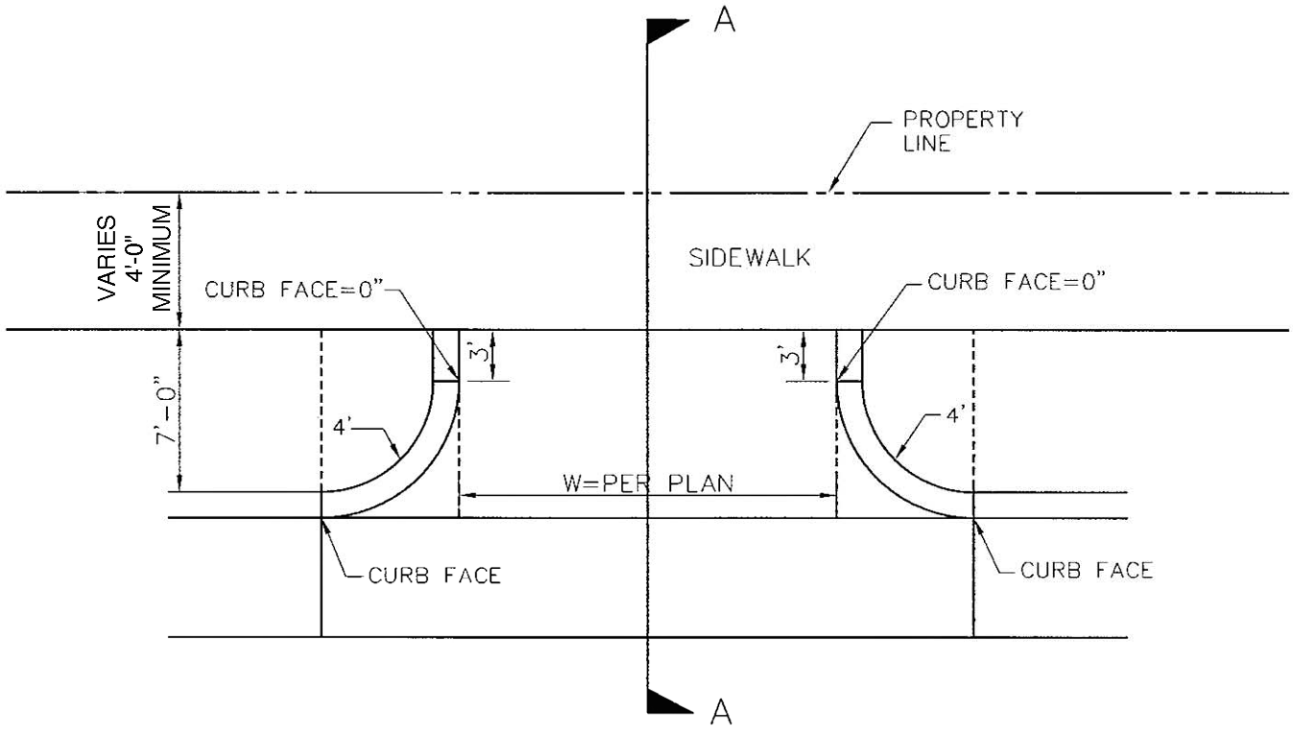
ADS
A-9
SHEET 2 OF 2

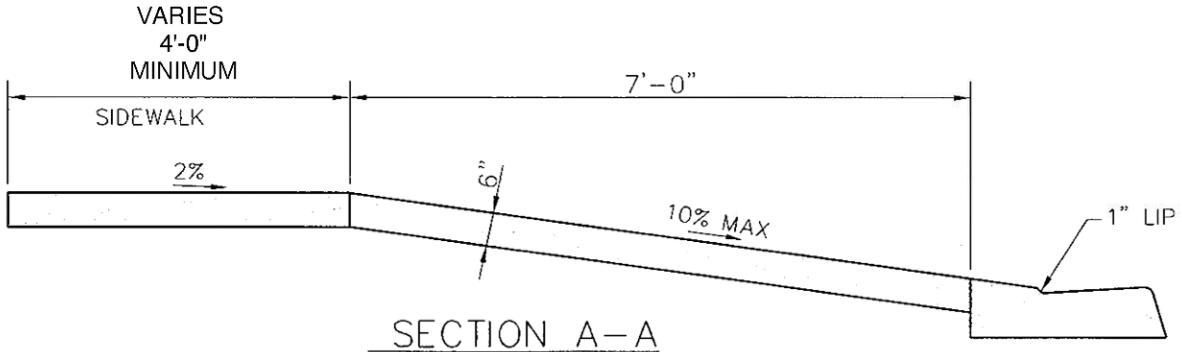
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A-11. **Curb Returns at Each Residential Driveway** At Work in Ladera
Per the approval of the County Chief Engineer, allow specialized standard plans for curb cuts at each driveway, as long as there is no curb adjacent sidewalk.

Project Benefits:

- Compliance with County standards for drainage of public streets.
- Equivalent cost of on-going maintenance.





SECTION A–A
SCALE: N.T.S.

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

CURB RETURNS AT EACH RESIDENTIAL HWY

ADS

A-11

SHEET 1 OF 1

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A-12. **Sidewalks on One Side of Residential Streets** At Work in Ladera

A. **Attached Single Family, Planned Concept and Multi-Family Residential:**
Per the approval of the County Chief Engineer, allow the requirement for sidewalks on both sides of local public streets in Attached Single Family, Planned Concept Detached and Multi-Family residential neighborhoods to be waived in limited instances based upon one of the following criteria being evident:

Performance Standards:

a. Internal access to community pedestrian circulation system

b. Direct access to community pedestrian circulation system

c. Parallel community pedestrian circulation and/or trail system

Project Benefits:

- Additional landscaping and yard area.

B. **Conventional Single Family:**
Per the approval of the Subdivision Committee and the County Chief Engineer, allow the requirement for sidewalks on both sides of local public streets in Conventional Single Family to be waived in limited instances where the street is predominantly single loaded but a limited stretch that is double loaded, but no 2:1 slopes will be allowed in areas with less than standard sidewalks.

Performance Standards:

- These Sidewalk standards would apply in Conventional Single Family Detached neighborhoods only if three (3) of the following criteria are evident:

  a. 8 or fewer homes would have been served by directly by the sidewalk

  b. 100 average daily trips or less on the adjacent roadway

  c. Double loaded portion without sidewalk would not exceed 250 feet.

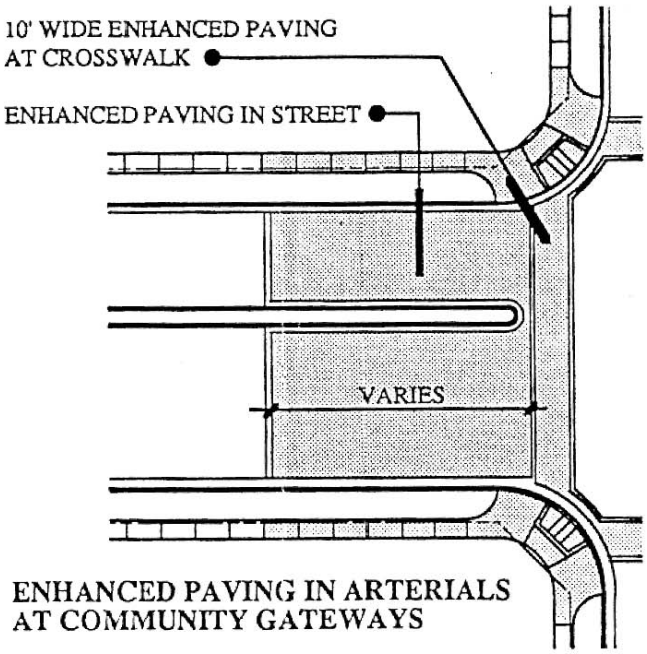
  d. Pedestrian circulation (community trail system link) immediately adjacent

Project Benefits:

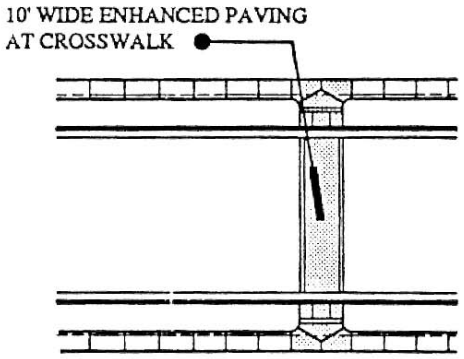
- More usable front yard space for homeowners.
- A residential village ambiance.
- Equivalent impact on public health, safety & general welfare.
- Equivalent or better cost of on-going sidewalk maintenance.

A-14. **Alternative Paving Materials**
At Work in Ladera Per the approval of the County Chief Engineer, modify County Standard Plan #1805 to allow the following paving material options (or some other treatment as approved by the County) within the curb-to-curb section of public street rights-of-way:

- Pavers (maintained by Master Homeowners Assoc.)
- Integral color
- Patterned
- Texture
  - √ Scored
  - √ Washed
  - √ Stamped
  - √ Exposed aggregate
  - √ Sand blasted
  - √ Etched
  - √ Embossed
  - √ Broomed
  - √ Troweled



ENHANCED PAVING IN ARTERIALS
AT COMMUNITY GATEWAYS



NEIGHBORHOOD TRAIL CROSSING

These paving options would be allowed at the end of cul-de-sacs, Community Gateways per the exhibit above, Trail Crossings per the exhibit to the right, and Village & Neighborhood entries and Intersections on the following page. All corners will meet ADA guidelines. Maintenance will be provided by the Master Maintenance Corporation (HOA).

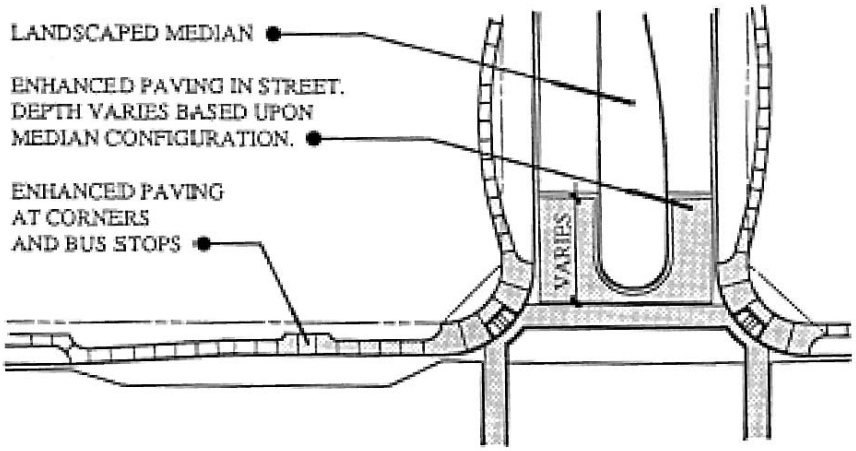
Performance Criteria:
Mid-block neighborhood trail crossings shall be allowed only when:

- Less than 5,000 ADT is projected
- Appropriate pedestrian protection is in place (i.e., signage, movement triggered lighting, raised pedestrian plateau, etc.)

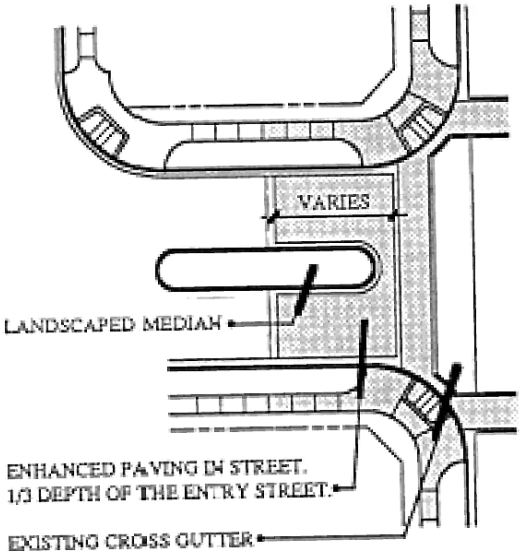
Project Benefits:

- Traffic calming due to change in color and texture of roadway.
- A stronger community image by visually linking paving materials to materials used in neighborhood signs and hardscape.
- Equivalent or better impact on public health, safety & general welfare because crosswalk is more easily identifiable.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association unless agreed to separately between the developer and the County.

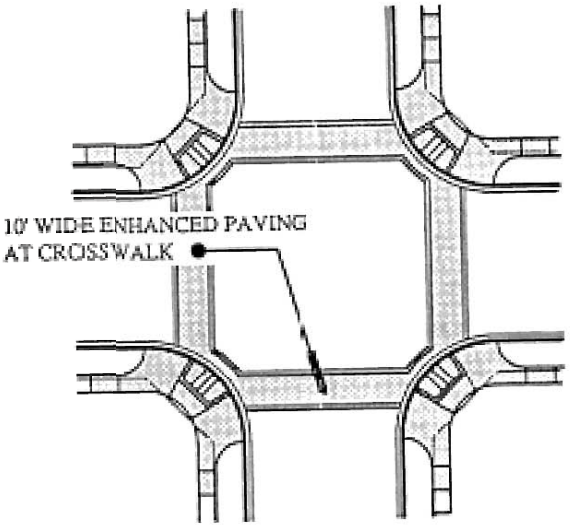
VILLAGE ENTRY



NEIGHBORHOOD ENTRY



INTERSECTIONS



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Alternative Paving Materials

ADS

A-14

A-16. **Grade Separations Between Opposite Travel Lanes on Arterial Highways** At Work in Ladera

Per the approval of the County Chief Engineer, modify arterial roadway median standards to allow grade separations between opposite travel lanes.

Performance Standards:

- These grade separated travel lane standards would apply only if all of the following criteria are evident:

  a. Not to exceed 2:1 slope.

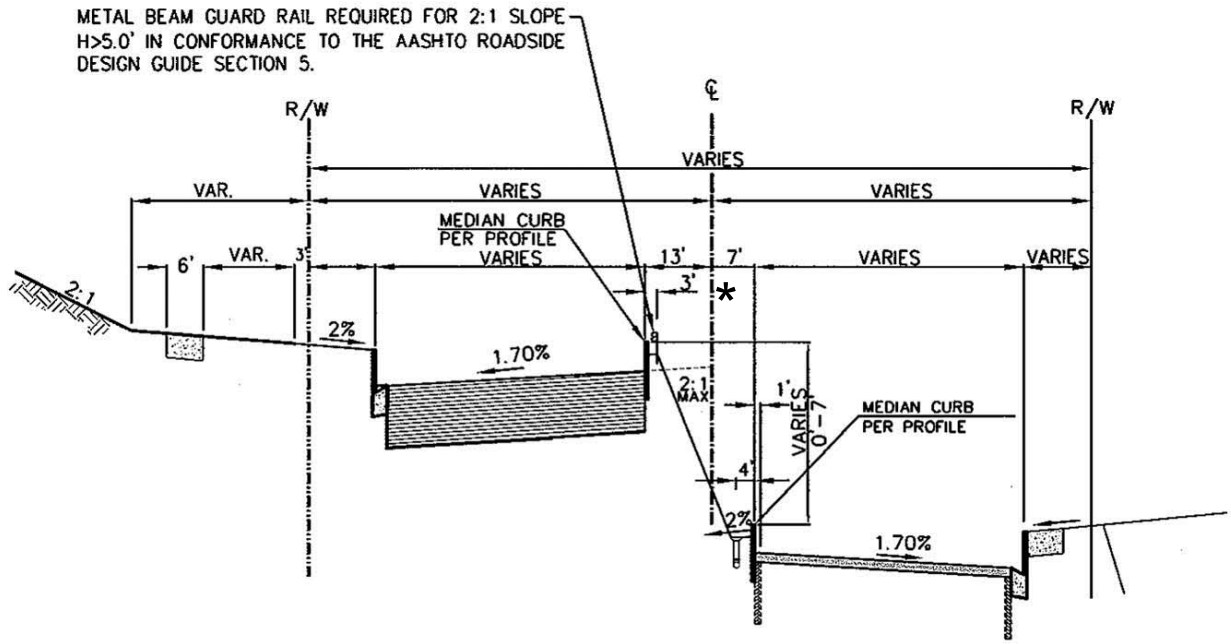
  b. Not to exceed 10 feet in elevation change.

Project Benefits:

- Opposite travelways designed as stand-alone roads where necessary to reduce earthwork, thereby allowing a less intrusive natural open space feel.

- Equivalent impact on public health, safety & general welfare.

- Equivalent on-going median maintenance by master maintenance corporation (HOA).



* WHEN METAL BEAM GUARD RAIL IS USED,
3' WIDTH SHALL BE INCREASED IN CONFORMANCE WITH
CALTRANS STANDARD PLAN A77C3

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ARTERIAL HIGHWAYS GRADE SEPARATION OPPOSITE TRAVEL LANES

ADS
A-16A
SHEET 1 OF 1

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A-18. **Modified Knuckle** At Work in Ladera

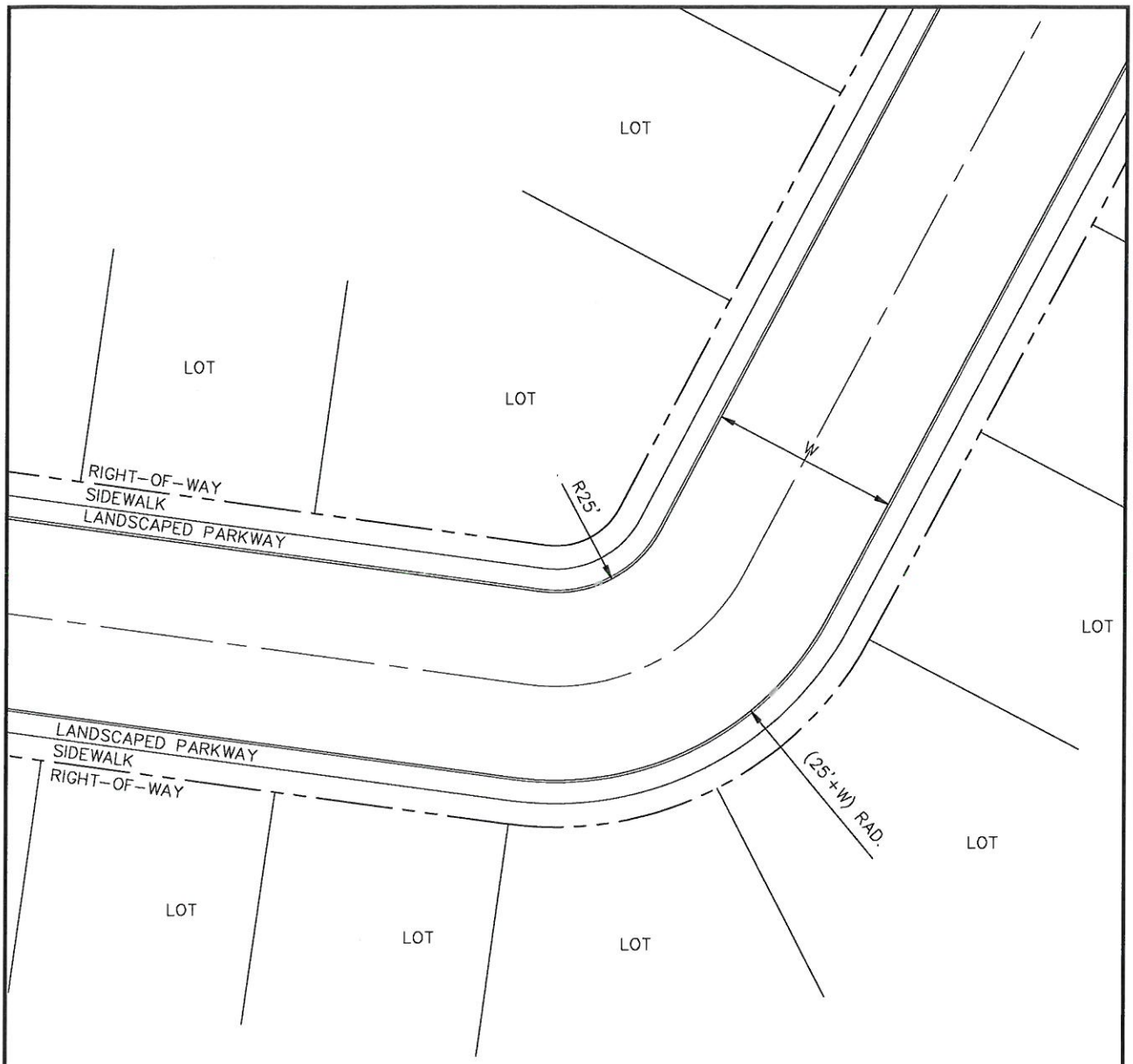
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1112 to allow reduced curb return radii at knuckles, as shown on following page:

Project Benefits:

- Traffic calming.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.
- Equivalent or better on-going maintenance costs.

Performance Criteria: The modified knuckle must still conform to County criteria regarding:

- Parking
- Lot frontage
- Guest parking
- Normal traffic movements



*Note: No parking allowed on the inside radius curve 25' prior to beginning of curve (BC), through the curve, and 25' past end of curve (EC)

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

MODIFIED KNUCKLE

ADS
A-18
SHEET 1 OF 1

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A-19. **Cul-de-Sacs with Raised Landscape Median** At Work in Ladera (Modified)
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plans 1107 and 1113 to allow raised landscaped medians in the center of cul-de-sacs. Raised landscape medians in the center of cul-de-sacs shall be allowed only when all of the following criteria are met:

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a decrease in paved area within the neighborhood.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.
- Equivalent or better on-going maintenance costs.

Performance Standards for Standard 40-foot Radius Cul-de-Sac*

a. Maximum 14-foot radius rock/paving stone apron, allowing for full weight of fire apparatus (4' wide, sloping up to height of 7").

b. Maximum 10-foot radius landscaped median.

c. Trees allowed in landscaped median shall have a mature canopy diameter of 34-feet or less. The appropriate landscape maintenance authority shall keep the canopy height outside the curb line of the median trimmed to at least 14- feet above the roadway and/or apron (per "a" above)).

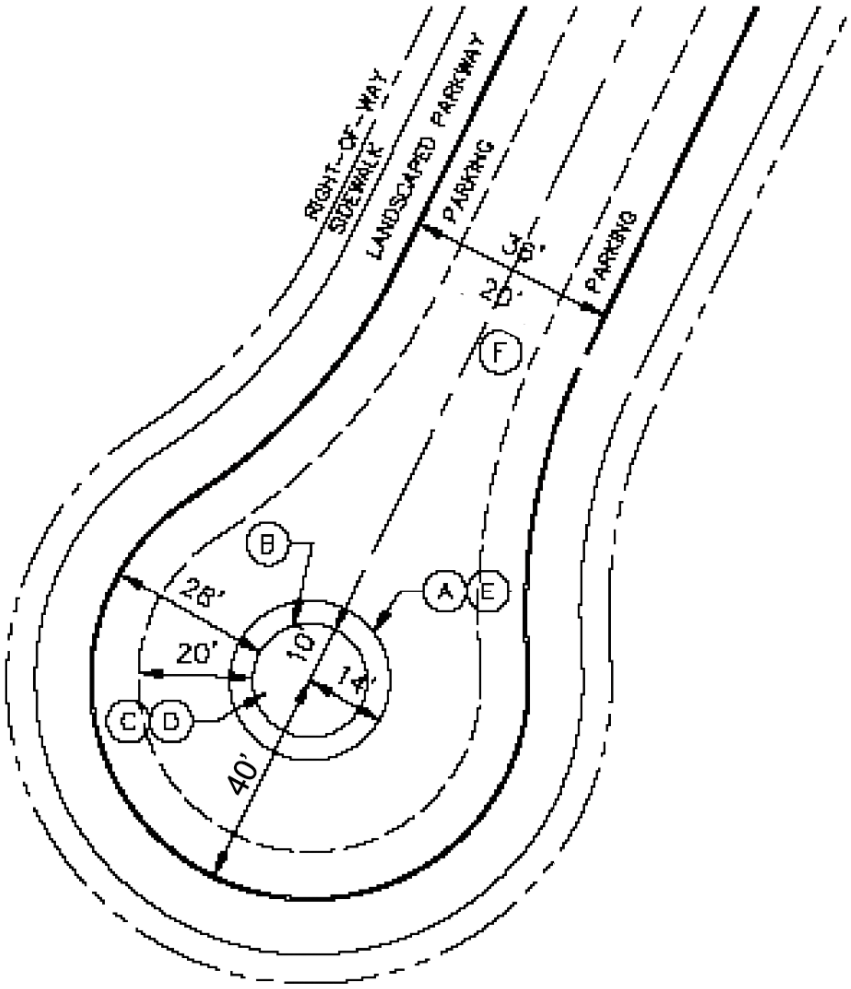
d. Ground cover in landscaped median shall be of a type which will not damage fire apparatus tires.

e. Special landscaped median designed to allow a modified "3-point" hammerhead configuration whereby all but the largest OCFA vehicles could perform a "3-point" turn in front of the landscaped island (38' outside turning radius).

f. Minimum 20-foot fire lane must provide access to each driveway on the cul-de-sac.

g. Parking shall be prohibited within the bulb of cul-de-sacs per Section B.1.k.1 of the Ranch Plan Fire Protection Program.

* Landscape median may be increased if cul-de-sac bulb is larger than standard 40-foot radius.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

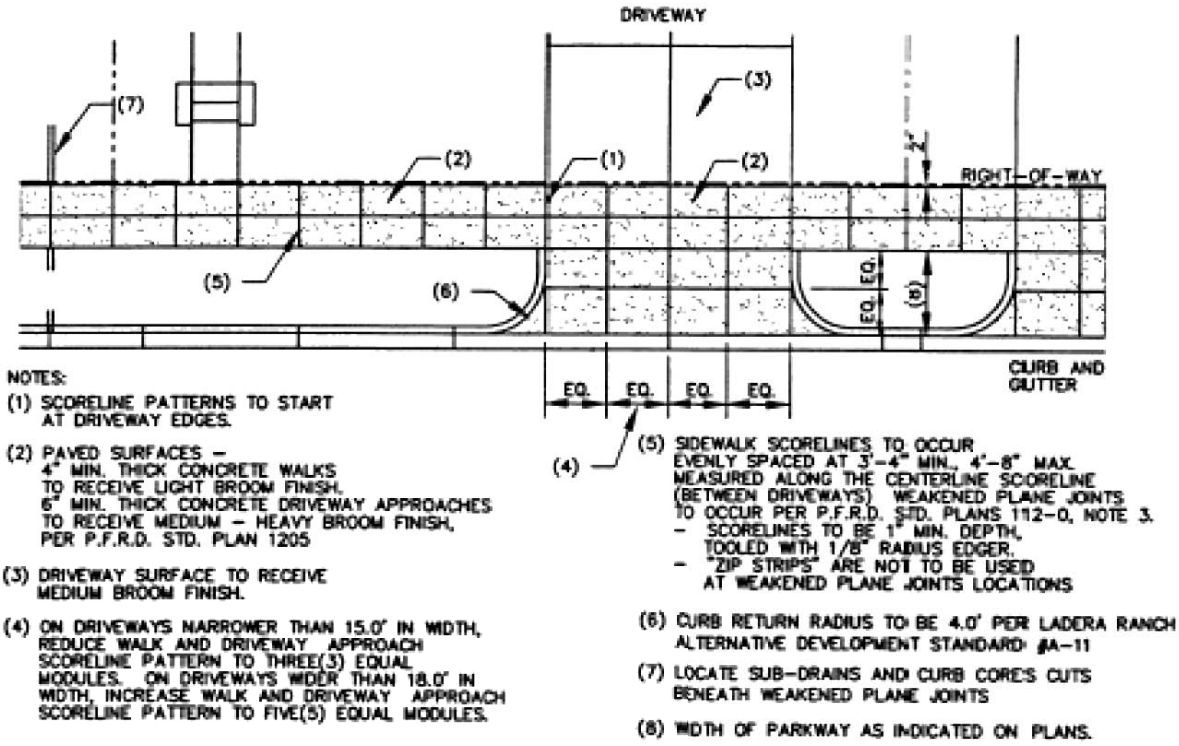
Cul-de-Sacs with Raised Landscape Median

ADS

A-19

_A-20. **Alternative Neighborhood Sidewalk Detail • Curb-Separated Walkway**

At Work in Ladera Per the approval of the Subdivision Committee and the County Chief Engineer, modify Standard Plan 1205 to allow special curb-separated sidewalk details, as shown below:



NOTES:

(1) SCORELINE PATTERNS TO START AT DRIVEWAY EDGES.

(2) PAVED SURFACES – 4" MIN. THICK CONCRETE WALKS TO RECEIVE LIGHT BROOM FINISH. 6" MIN. THICK CONCRETE DRIVEWAY APPROACHES TO RECEIVE MEDIUM – HEAVY BROOM FINISH, PER P.F.R.D. STD. PLAN 1205

(3) DRIVEWAY SURFACE TO RECEIVE MEDIUM BROOM FINISH.

(4) ON DRIVEWAYS NARROWER THAN 15.0' IN WIDTH, REDUCE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO THREE(3) EQUAL MODULES. ON DRIVEWAYS WIDER THAN 18.0' IN WIDTH, INCREASE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO FIVE(5) EQUAL MODULES.

(5) SIDEWALK SCORELINES TO OCCUR EVENLY SPACED AT 3'-4" MIN., 4'-8" MAX. MEASURED ALONG THE CENTERLINE SCORELINE (BETWEEN DRIVEWAYS) WEAKENED PLANE JOINTS TO OCCUR PER P.F.R.D. STD. PLANS 112-0, NOTE 3.
- SCORELINES TO BE 1" MIN. DEPTH, TOOLED WITH 1/8" RADIUS EDGER.
- "ZIP STRIPS" ARE NOT TO BE USED AT WEAKENED PLANE JOINTS LOCATIONS

(6) CURB RETURN RADIUS TO BE 4.0' PER LADERA RANCH ALTERNATIVE DEVELOPMENT STANDARD #A-11

(7) LOCATE SUB-DRAINS AND CURB CORES CUTS BENEATH WEAKENED PLANE JOINTS

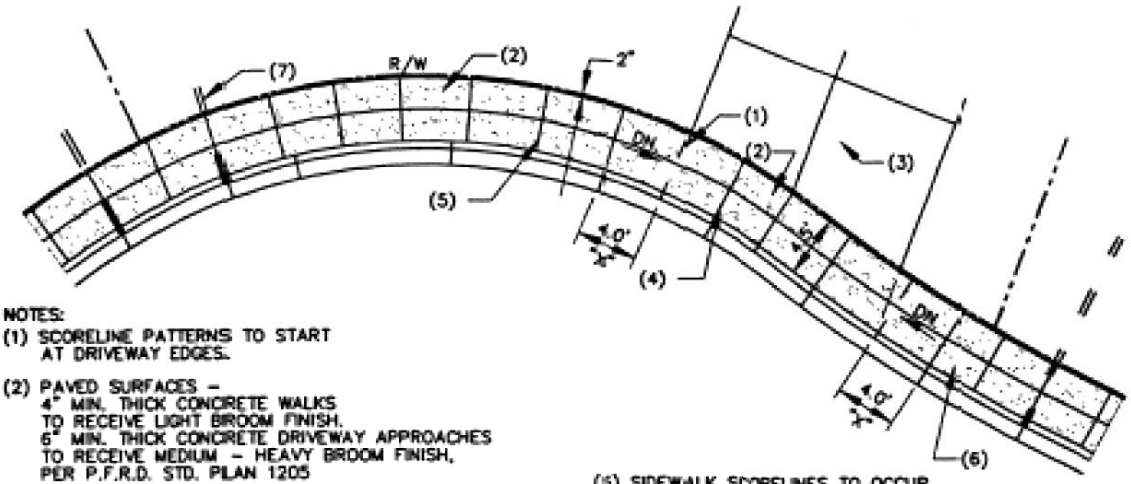
(8) WIDTH OF PARKWAY AS INDICATED ON PLANS.

A-21. **Alternative Neighborhood Sidewalk Detail • Curb-Adjacent Walkway**

At Work in Ladera Per the approval of the Subdivision Committee and the County Chief Engineer, modify Standard Plan 1205 to allow special curb-adjacent sidewalk details, as shown below:

Performance Criteria:

- Curb adjacent walk to occur at end of cul-de-sac conditions only when driveway approaches and/or utilities interfere with curb-separated walks.



NOTES:

(1) SCORELINE PATTERNS TO START AT DRIVEWAY EDGES.

(2) PAVED SURFACES –
4" MIN. THICK CONCRETE WALKS TO RECEIVE LIGHT BROOM FINISH.
6" MIN. THICK CONCRETE DRIVEWAY APPROACHES TO RECEIVE MEDIUM – HEAVY BROOM FINISH, PER P.F.R.D. STD. PLAN 1205

(3) DRIVEWAY SURFACE TO RECEIVE MEDIUM BROOM FINISH.

(4) ON DRIVEWAYS NARROWER THAN 15.0' IN WIDTH, REDUCE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO THREE (3) EQUAL MODULES. ON DRIVEWAYS WIDER THAN 18.0' IN WIDTH, INCREASE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO FIVE (5) EQUAL MODULES.

(5) SIDEWALK SCORELINES TO OCCUR EVENLY SPACED AT 3'-4" MIN., 4'-8" MAX. MEASURED ALONG THE CENTERLINE SCORELINE (BETWEEN DRIVEWAYS). WEAKENED PLANE JOINTS TO OCCUR PER P.F.R.D. STD. PLANS 112-0, NOTE 3.
- SCORELINES TO BE 1" MIN. DEPTH, TOOLED WITH 1/8" RADIUS EDGER.
- "ZIP STRIPS" ARE NOT TO BE USED AT WEAKENED PLANE JOINTS LOCATIONS
- CURBS AND GUTTERS SCORELINES AND WEAKENED PLANE JOINTS PER P.F.R.D. STD. PLANS 112-0 & 1205.

(6) CURB ADJACENT WALK TO OCCUR AT END OF CUL-DE-SAC CONDITIONS ONLY WHEN DRIVEWAY APPROACHES AND/OR UTILITIES INTERFERE WITH CURB-SEPARATED WALKS. CURB-ADJACENT WALK LOCATIONS MUST BE APPROVED BY OMB LADERA. USE COUNTY OF ORANGE P.F.R.D. STANDARD PLAN 1209, SHEET 2 OF 5 (MODIFIED). FOR ALL CURB-ADJACENT DRIVEWAY APPROACHES

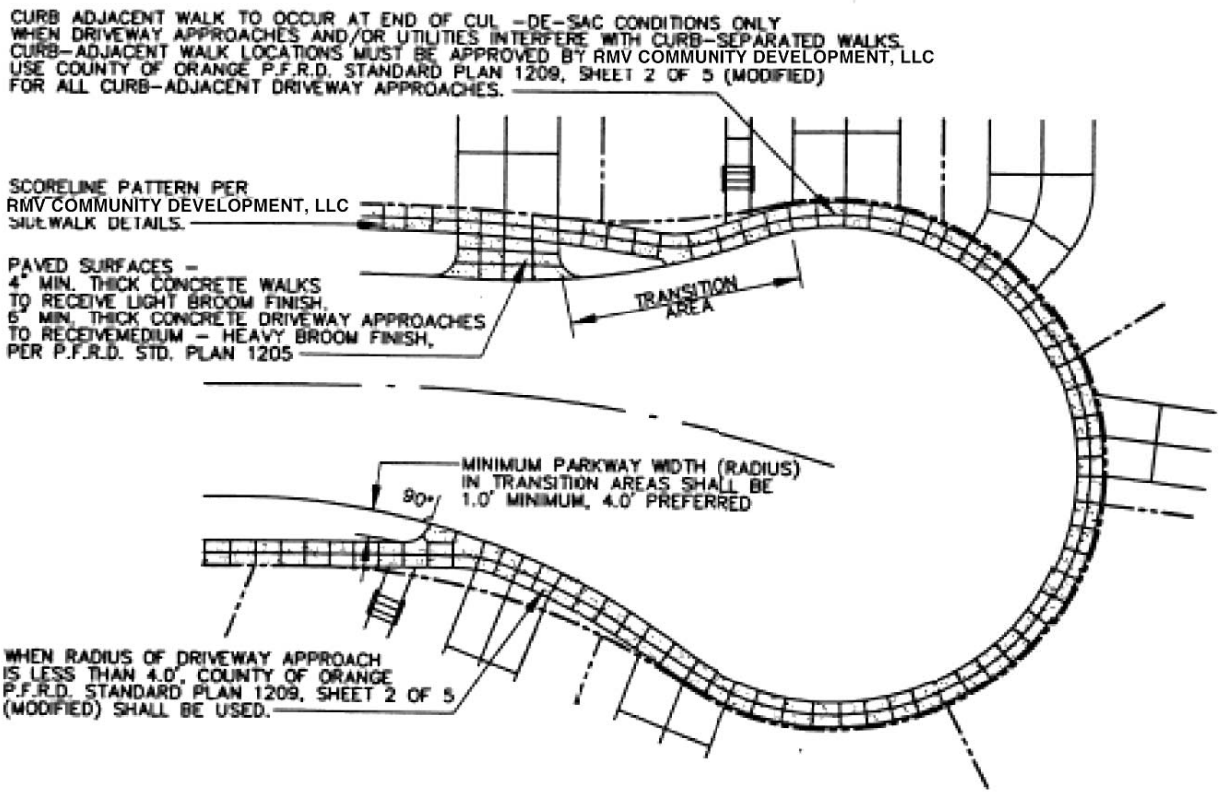
(7) LOCATE SUB-DRAINS AND CURB CORES CUTS BENEATH WEAKENED PLANE JOINTS

A-22. **Alternative Driveway Approaches in Cul-de-Sac Conditions** At Work in Ladera
Per the approval of the Subdivision Committee and the County Chief Engineer, modify Standard Plan 1205 to allow special driveway approaches in cul-de-sac conditions, as shown below:

Performance Criteria:

- Curb adjacent walk to occur at end of cul-de-sac conditions only when driveway approaches and/or utilities interfere with curb-separated walks.

- Allowed in conjunction with ADS A-19.



A-24. **Storm Drain Pipes at Less Than 30" Minimum Cover Within Public Streets**
Per the approval of the County Chief Engineer, modify Local Drainage Manual, Chapter 1, Design Criteria, to allow storm drain pipes at less than 30" minimum cover within public streets.

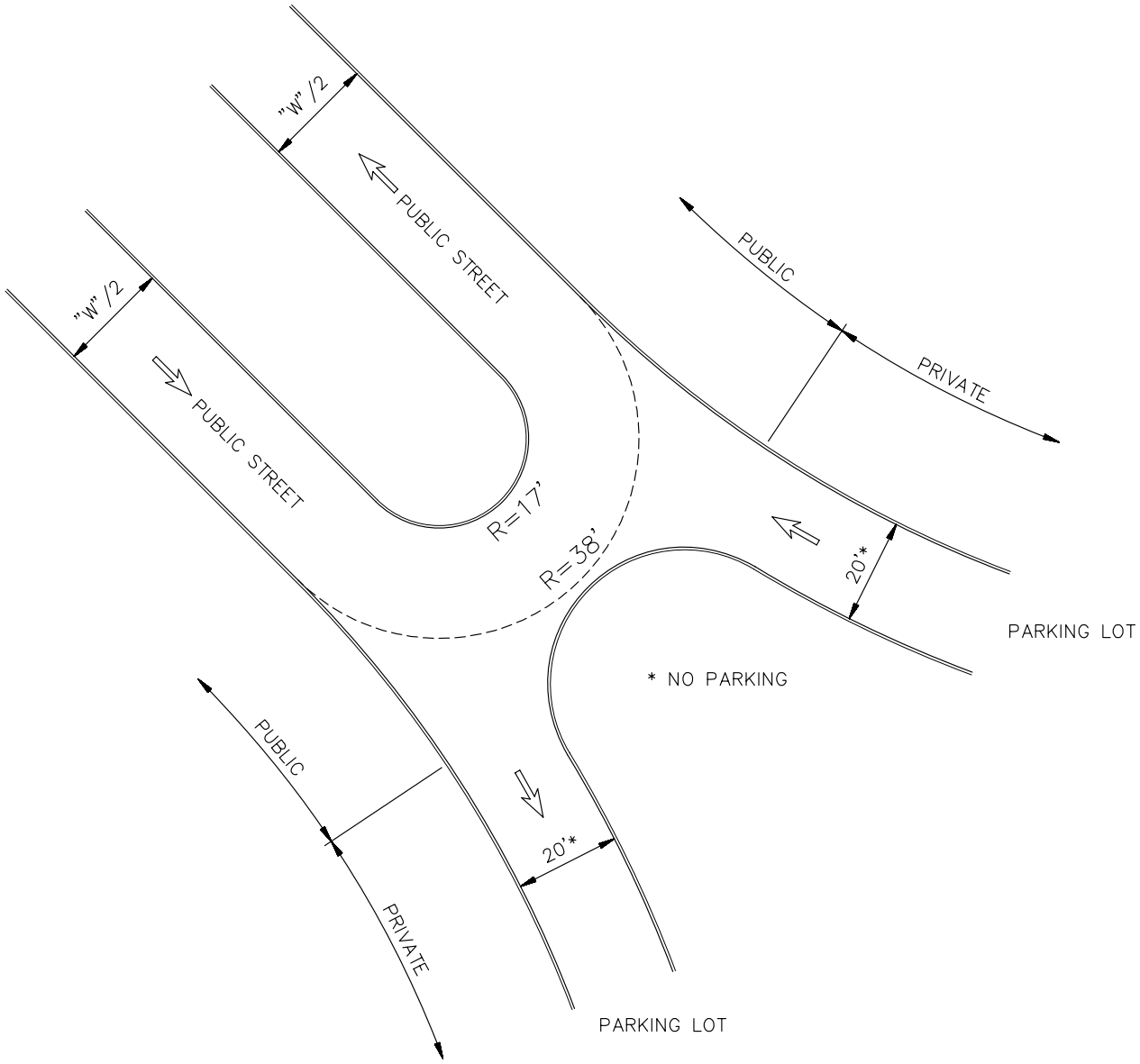
A-27. **Public Street Transition at Parking Lot Turnaround**
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify Standard Plan 1107 to allow Public Street Transition at Parking Lot Turnaround, as shown on the following page:

Project Benefits:

- Combines a cul-de-sac / turnaround function at the end of a public street with a private parking lot entry.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Standards:

- Parking is not allowed along 20-foot street width sections. Appropriate decorative signage designating "no parking" areas (meeting code requirements per law enforcement approval), shall be located every 200 feet.
- Provide for street drainage per current County standards.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

PUBLIC STREET TRANSITION AT PARKING LOT TURN-AROUND

ADS
A-27
SHEET 1 OF 1

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A-28. **Traffic Calming Islands**

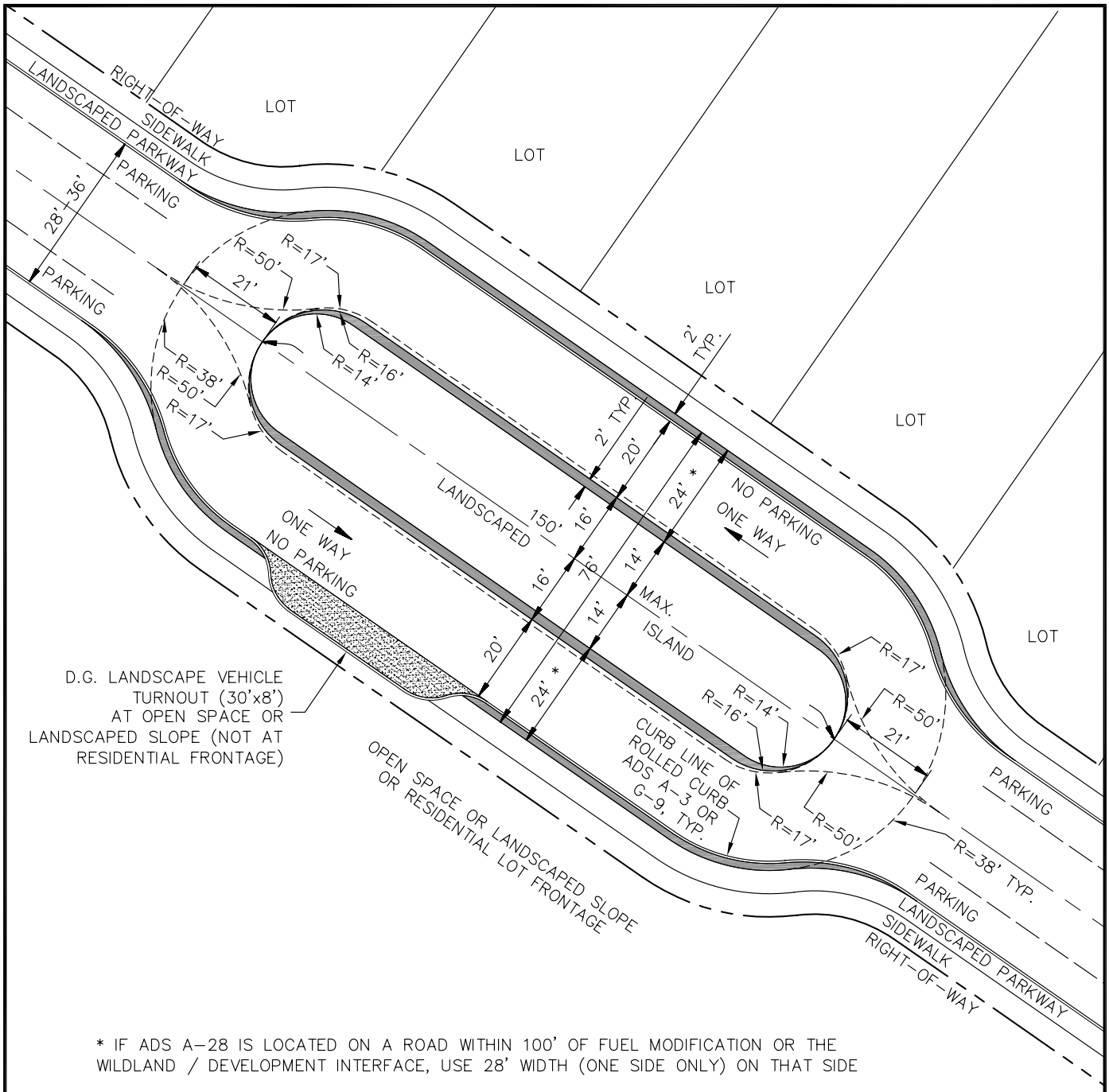
Per the approval of the County Chief Engineer and Orange County Fire Authority, modify Standard Plan 1107 to allow traffic calming islands, as shown on the following page:

Project Benefits:

- An enhanced residential village ambiance due to increased landscaping and lower travel speeds within the neighborhood.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Standards:

1. Applicant/engineer must meet with County Traffic Engineering staff for conceptual approval of use of ADS A-28 prior to roadway engineering.
2. Should only be used where there is an expectation that roadway geometry will encourage/allow travel speeds in excess of the design speed and that revisions to the geometry will not address the problem.
3. Allowed only on residential streets of 400 Average Daily Trips (ADT) or less.
4. Not allowed to occur after a vehicle has the ability to build up speed (for example, not allowed after a straightaway, sweeping curve, or sustained downgrade of 1,250-feet or more).
5. Not allowed on “through streets” – best located on streets serving local residential traffic.
6. Sequential spacing with other traffic calming islands, knuckles, T-intersections, etc. is important – best located so as to minimize “surprises” and minimize the ability of vehicles to build up speed.
7. Appropriate signage is required. Striping is optional.
8. Length of island not to exceed 150 feet.



* IF ADS A-28 IS LOCATED ON A ROAD WITHIN 100' OF FUEL MODIFICATION OR THE WILDLAND / DEVELOPMENT INTERFACE, USE 28' WIDTH (ONE SIDE ONLY) ON THAT SIDE

ARMOR PAVEMENT – SEE SHEET 2

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RAISED PLANTERS WITHIN RESIDENTIAL STREETS

ADS
A-28
SHEET 1 OF 2

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ARMOR PAVEMENT (A.P.):

1. MUST BE CAPABLE OF SUPPORTING OCFA EQUIPMENT TRAFFIC (68,000 LB).
2. MAY BE STAMPED OR TEXTURED ASPHALT CONCRETE (AC) OR PORTLAND CEMENT CONCRETE (PCC); GROUTED RIVER ROCKS OR COBBLES; OR OTHER PAVEMENT MATERIAL AS APPROVED BY COUNTY.
3. SURFACE TEXTURE SHALL HAVE VISUALLY-OBVIOUS VERTICAL RELIEF (E.G., BUMPS, RUMBLE STRIPS, DEEPLY AND WIDELY INCISED PATTERN STAMPING, PROTRUDING COBBLES, ETC.) SUFFICIENT TO SIGNIFICANTLY DISCOURAGE AUTOMOBILE TRAFFIC, WHILE FUNCTIONING AS ARMOR FOR TRUCK AND OCFA EQUIPMENT RUN-OUT.

A-32a. **Residential Collector With Median**

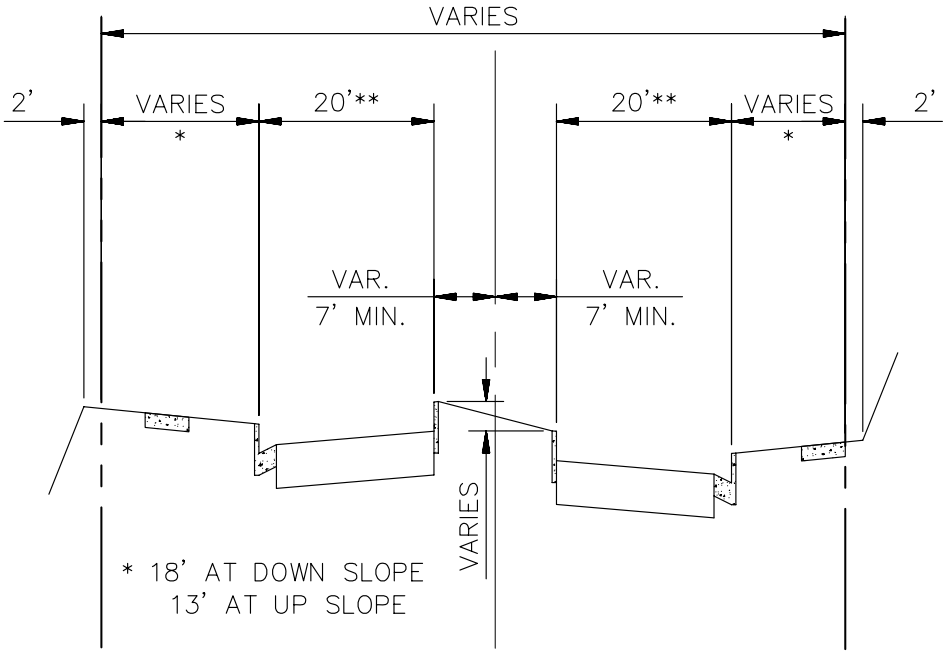
Per the approval of the County Chief Engineer, modify Standard Plan 1107, as shown on the following page:

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a perceived decrease in paved area as seen from the intersection looking into the neighborhood.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- No parking is allowed along 20-foot street width sections. Appropriate decorative signage designating "no parking" areas (meeting code requirements per law enforcement approval), shall be located every 200 feet.
- 1,200 to 6,000 ADT allowed
- Cross over drives every 850 feet to allow OCFA vehicles to turn around, per the following criteria: 4" dropped curb, paving or grass-crete to withstand 68,000 pounds with 90% compaction, inside turning radii 17-feet and outside turning radii 38-feet or greater.
- Parking pockets every 500' to allow for landscape maintenance vehicles, per the following criteria: 4" dropped curb, 4.5-feet deep, 25-feet long, paving or grass-crete (no weight limit).
- Residential Collectors with median with 20-foot street width sections not allowed within 100-feet of Fuel Modification/Wildland Interface Area (see Attachment 6).
- Curb to Curb width shall be increased to allow on-street parking adjacent to uses such as parks, multi-family residences and schools.



RESIDENTIAL COLLECTOR WITH MEDIAN

35 MPH MINIMUM DESIGN SPEED
ACCESS BY LOCAL STREETS OR PRIVATE COMMON DRIVEWAYS
ADT 1200–6000

** STREET WIDTH TO BE INCREASED WHERE ON-STREET PARKING IS NECESSARY

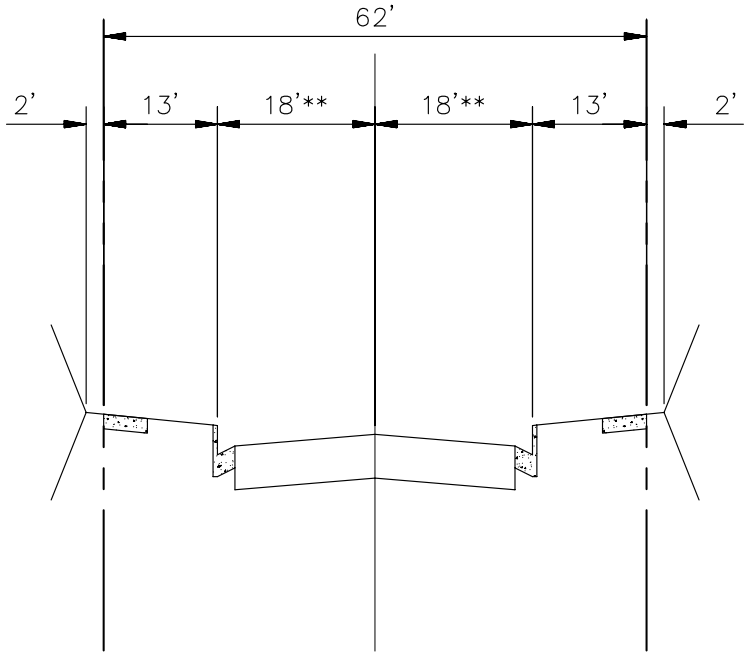
A-32b. **Reduced Width Residential Collector (With No Median)**
Per the approval of the County Chief Engineer, modify Standard Plan 1107, as shown on the following page:

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a decrease in paved area as seen from the intersection looking into the neighborhood.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent or better parking serving surrounding residential neighborhoods.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- No parking is allowed along 36-foot street width sections. Appropriate decorative signage designating "no parking" areas (meeting code requirements per law enforcement approval), shall be located every 200 feet.
- 1,200 to 3,000 ADT allowed
- Parking pockets every 500' to allow for landscape maintenance vehicles, per the following criteria: 4" dropped curb, 4.5-feet deep, 25-feet long, paving or grass-crete (no weight limit).
- Curb to Curb width shall be increased to allow on-street parking adjacent to uses such as parks, multi-family residences and schools.



RESIDENTIAL COLLECTOR

35 MPH MINIMUM DESIGN SPEED
ACCESS BY LOCAL STREETS OR PRIVATE COMMON DRIVEWAYS
ADT 1200–6000

** STREET WIDTH TO BE INCREASED WHERE ON–STREET PARKING IS NECESSARY

A-33. **Residential Local With Median**

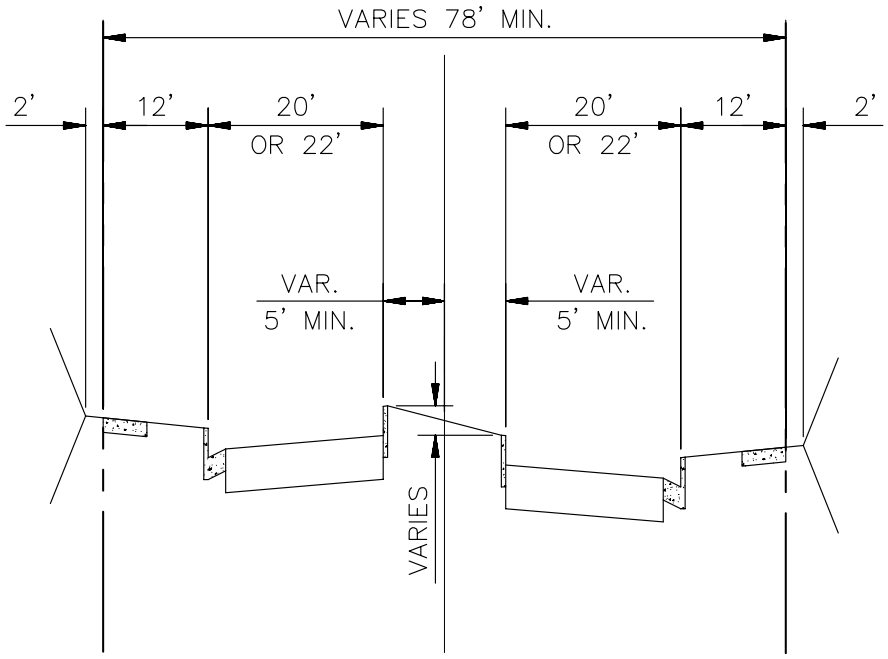
Per the approval of the County Chief Engineer, modify Standard Plan 1107, as shown on the following page:

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a perceived decrease in paved area as seen from the intersection looking into the neighborhood.
- Equivalent or better parking serving surrounding residential neighborhoods.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- No parking is allowed along 20-foot street width sections in areas with no residential frontage. Appropriate decorative signage designating "no parking" areas (meeting code requirements per law enforcement approval), shall be located every 200 feet.
- Residential single-family home driveway frontage would be allowed in limited locations, with 22-foot width to allow backing distance and on-street parking.
- 500 to 1,200 ADT allowed
- Parking accessibility and travel path for lots adjacent to island must be adequately maintained.
- Appropriate signage and striping must be provided.
- Adequate maneuvering must be demonstrated for all driveways backing onto streets adjacent to raised landscape islands.
- Maximum un-interrupted continuous length not to exceed 500 feet.



RESIDENTIAL LOCAL WITH MEDIAN

25 MPH MINIMUM DESIGN SPEED
DRIVEWAYS ALLOWED BOTH SIDES
ADT 500–1200

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

STREET SECTIONS
RESIDENTIAL LOCAL WITH MEDIAN

ADS
A-33
SHEET 1 OF 1

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A-34. **Arterial Highway Bridges**

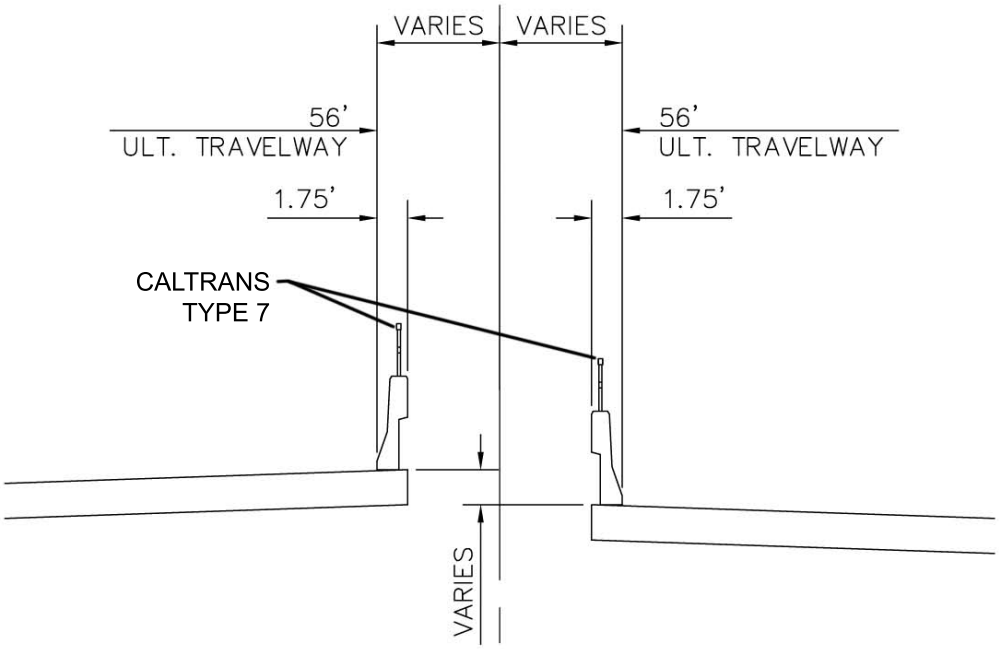
• Open Median
Per the approval of the County Chief Engineer, modify Standard Plans 1100, 1102, 1104 and 1106 for all highway classifications to allow open medians and grade separations between bridge lanes, as shown on the following pages:

Project Benefits:

- Traffic calming.
- An enhanced rural ambiance due to a decreased paved area and increased aesthetics and views.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- Comply with Standard Plans 1100, 1102, 1104 and 1106 in all other aspects.



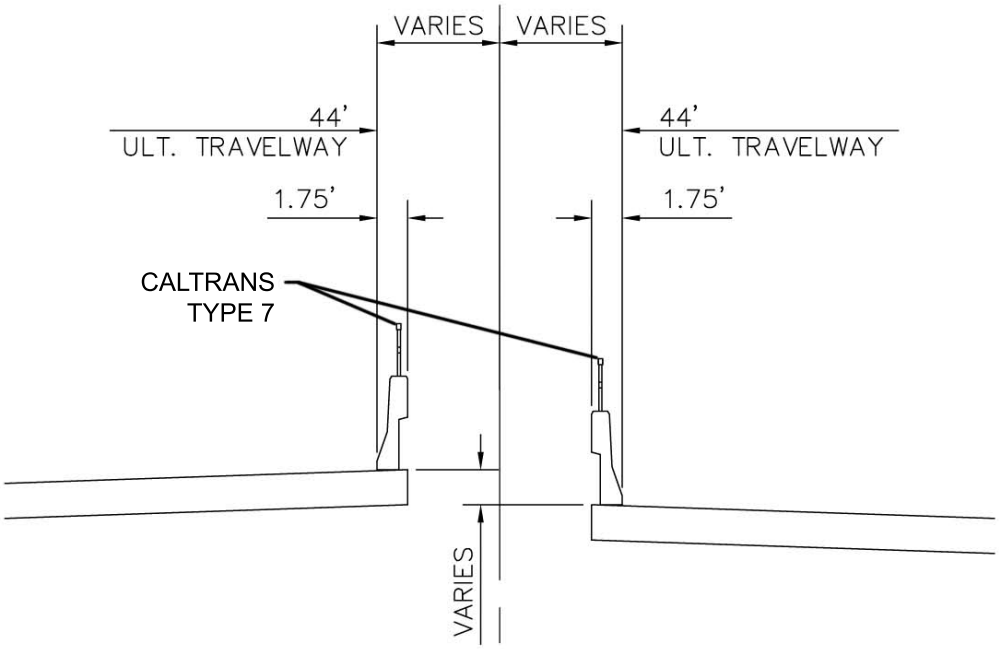
PRINCIPAL ARTERIAL HIGHWAY BRIDGE
OPEN MEDIAN ALTERNATIVE

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

PRINCIPAL ARTERIAL HIGHWAY BRIDGE OPEN MEDIAN ALTERNATIVE

ADS
A-34
SHEET 1 OF 4

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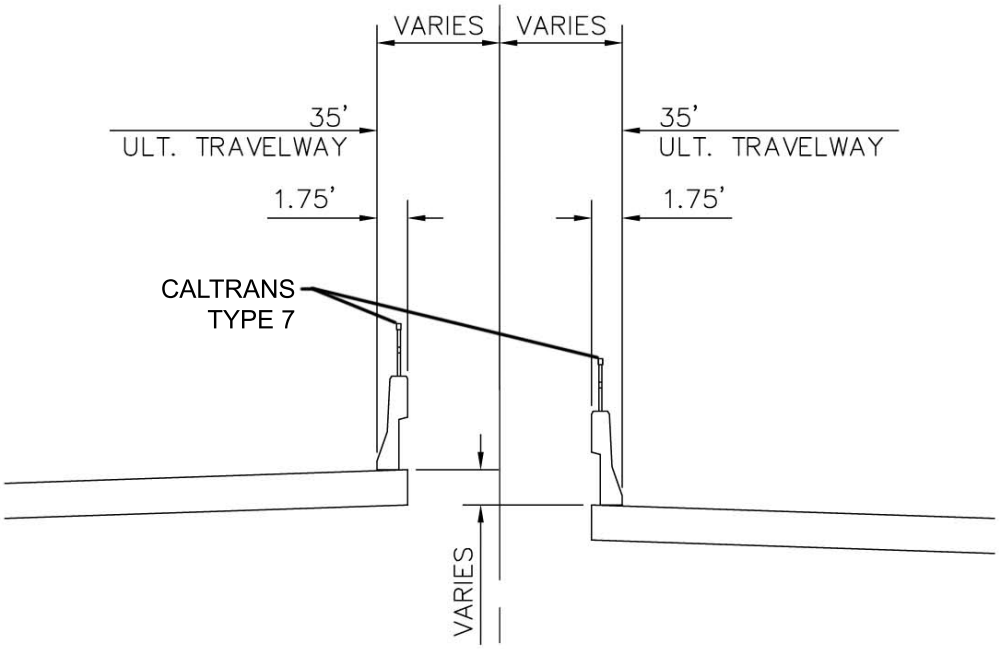
MAJOR ARTERIAL HIGHWAY BRIDGE
OPEN MEDIAN ALTERNATIVE

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

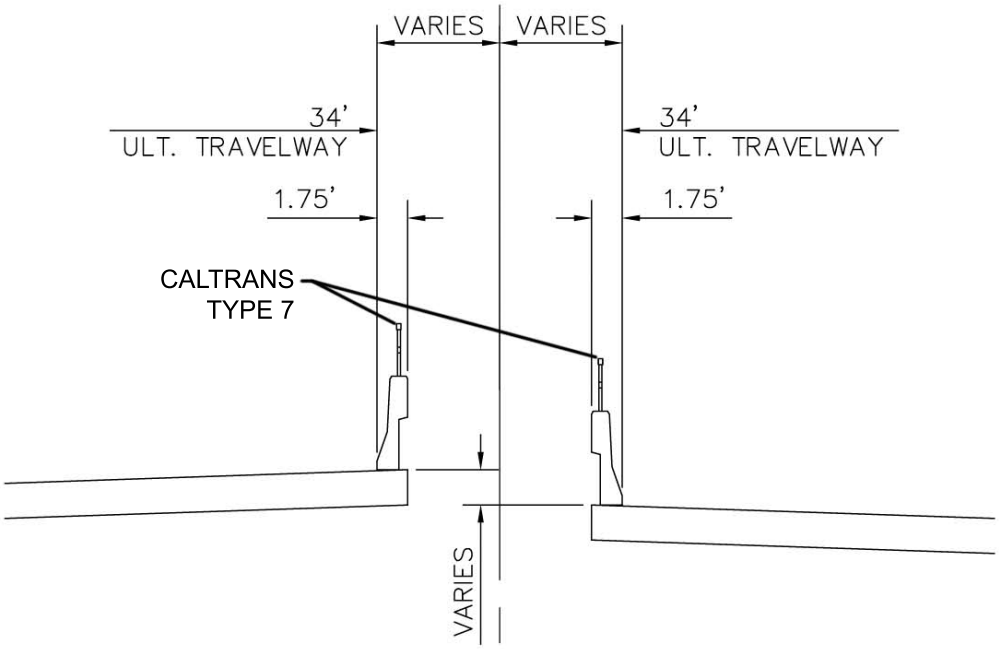
MAJOR ARTERIAL HIGHWAY BRIDGE OPEN MEDIAN ALTERNATIVE

ADS
A-34
SHEET 2 OF 4

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PRIMARY ARTERIAL HIGHWAY BRIDGE
OPEN MEDIAN ALTERNATIVE



SECONDARY ARTERIAL HIGHWAY BRIDGE
OPEN MEDIAN ALTERNATIVE

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

SECONDARY ARTERIAL HIGHWAY BRIDGE OPEN MEDIAN ALTERNATIVE

ADS
A-34
SHEET 4 OF 4

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A-35. **Arterial Highway Median and Parkway Widths**

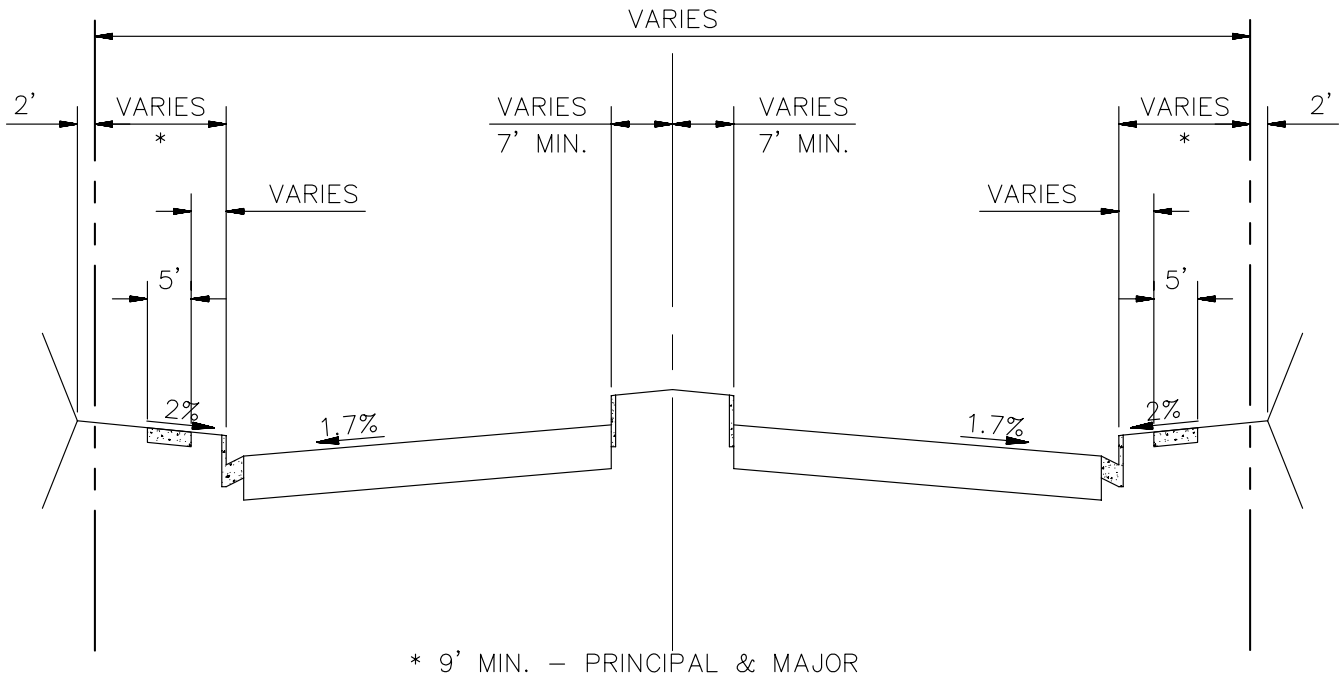
Per the approval of the County Chief Engineer, modify Standard Plans 1100, 1101, 1103, 1105 and 1107 for all highway classifications to allow varying median and parkway widths, as shown on the following pages:

Project Benefits:

- Traffic calming.
- An enhanced rural ambiance due to a increase landscape area within arterial highway rights-of-way.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- Comply with Standard Plans 1100, 1101, 1103, 1105 and 1107 in all other aspects.



* 9' MIN. – PRINCIPAL & MAJOR
8' MIN. – PRIMARY & SECONDARY

ARTERIAL HIGHWAY MEDIAN & PARKWAY WIDTHS

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ARTERIAL HIGHWAY MEDIAN and PARKWAY WIDTHS

ADS
A-35
SHEET 1 OF 1

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A-36. **Ribbon Curb**

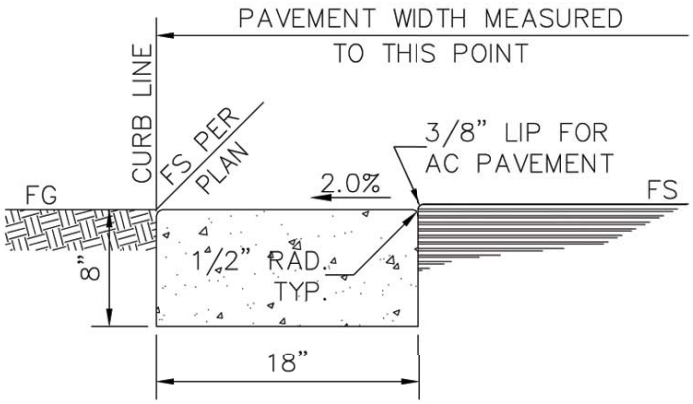
Per the approval of the County Chief Engineer, modify Standard Plans 120-1-OC and 1107 to allow ribbon curbs consistent with County Standard Plans 1108, 1109 and 1110, as shown on the following page:

Project Benefits:

- A semi-rural village ambiance.
- Compliance with Water Quality Mitigation Measures of EIR 589 (certified by the Board of Supervisors on November 8, 2004).
- Equivalent on-going maintenance costs.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- Allowed on Local Residential Streets only.
- Parkways to be maintained by Master Maintenance Corporation, not the County of Orange.
- Storm drainage shall be addressed to the satisfaction of the Director, RDMD (or designee) per approved drainage improvement plans and an approved Water Quality Management Plan.



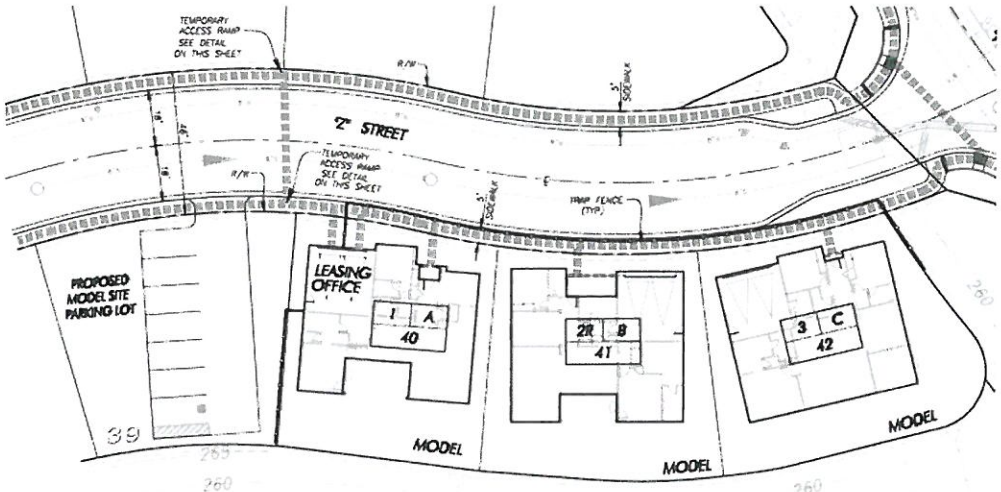
RIBBON CURB

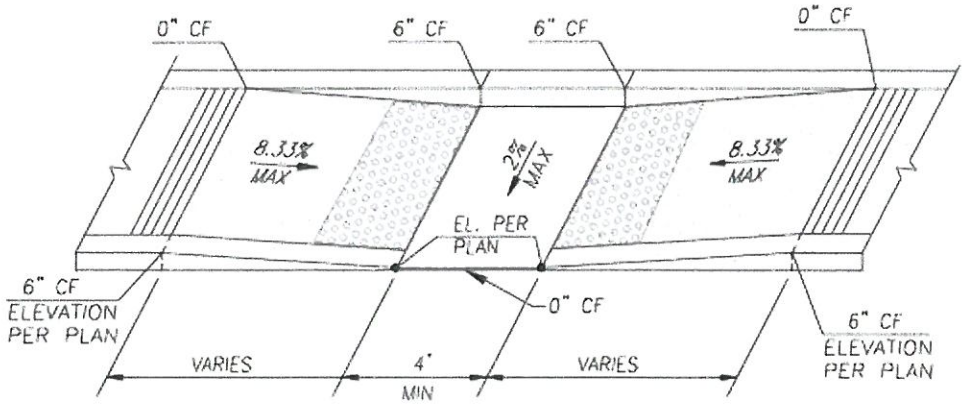
MAY BE USED IN PUBLIC
AND PRIVATE STREETS

A-37. **Model Home Trap Fencing** (New)

Per the approval of the County Chief Engineer, modify County Standard Plan 1801 (Item #22) to allow the following model home trap fencing solutions in order to avoid the need for double sidewalks (i.e., a private sidewalk inside the model trap fencing, and parallel public sidewalk outside the trap fencing):

a. **Mid-Block Crossing:** If homes are anticipated to be sold and occupied on the same street as the model home complex, AND there is a demand for pedestrian access that may conflict with the trap fencing restriction on the sidewalk in front of the model home complex, BUT a public sidewalk is available on the other side of the street, then an ADA-compliant pathway shall be provided (see dashed line across the street below), thereby allowing pedestrians to safely cross the street either at a driveway location or a Sidewalk Access Ramp (per the detail below) and use the alternative parallel sidewalk. The midblock crosswalk shall be accompanied by temporary advance warning signage for vehicles.





SIDEWALK ACCESS RAMP DETAIL

N.T.S.

b. **Parallel Pedestrian Path:** If homes are anticipated to be sold and occupied on the same street as the model home complex, AND there is a demand for pedestrian access that may conflict with the trap fencing restriction on the sidewalk in front of the model home complex, but there is NO public sidewalk available on the other side of the street, THEN an ADA compliant pedestrian pathway shall be provided within the street adjacent to the curb. No parking shall be allowed, and pedestrians would divert from the sidewalk and safely enter and exit the parallel pedestrian path at either a driveway location or a Sidewalk Access Ramp (per the exhibit above).

c. **No Sidewalk Required:** If homes are NOT anticipated to be sold and occupied on the same street as the model homes, OR if there is NO demand for pedestrian access that may conflict with the trap fencing restriction on the sidewalk in front of the model home complex, then no public sidewalk is required in front of the model home complex.

Performance Standards:

- Prior to Certificates of Occupancy converting the model homes to their ultimate residential use, all trap fencing would be removed and pedestrians would have full access to the sidewalk in front of the model home complex.
- When pedestrians must be in the street (per scenarios "a" and "b" above), the street shall be cap paved (either a full street cap, or a feathered transition from the gutter to the asphalt in the vicinity of the striped crosswalk instead of a full street cap) such that there are no vertical impediments (i.e., no "lip" where the curb meets the street), thereby ensuring an ADA compliant pedestrian pathway.
- Any pedestrian pathways in the street (i.e., scenarios "a" and "b" above) shall be striped.
- Appropriate signage shall include, but not be limited to, the following:
  - "Pedestrian Crossing" for scenario "a" above
  - "No Parking, Pedestrian Path" for scenario "b" above
  - "No Pedestrian Access" for scenario "c" above
  - "No Parking" for instances where trap fencing or construction fencing is immediately adjacent to the curb face.

Project Benefits:

- Eliminates the need for double sidewalks.
- Allows for increased landscaping in front yards.
- Requires less impervious hardscape and impervious surface.
- Reduces urban runoff.
- Results in equivalent pedestrian safety.

A-38. **Ranch Plan Version of Standard Plan 1107 Matrix:** ***(NEW)***
Per the approval of County Chief Engineer, the table below reflects approved ADS modifications (highlighted in blue text) to OC Standard Plan 1107 as an aide to both applicants and plan checkers:

OC Standard Plan Average Daily Traffic	RMV ADS Average Daily Traffic	Classification	Typical Access By:	Residential Frontage and Parking Allowed	Min. Design Speed	OC ROW Width (assumes 5' wide curb adjacent sidewalks)	Min Allowed Separation (BCR or ECR) to Parking Space from Intersections, Alley Entries	Road Width (Curb to Curb)	Sidewalk
< 200	<400 ADS A-2c	Residential Local-C	Driveway One Side	One Side	25	44	Alley 15, Street 50	28	One Side
< 200	< 200 ADS A-2b	Residential Local-C	Driveway Both Sides	One Side	25	46	Alley 15, Street 50	30	Both Sides
200-500	400-1,200 ADS A-2a	Residential Local-B	Driveway One Side	One Side	25	46	Alley 15, Street 50	30	One Side
< 500	< 800 ADS A-1	Residential Local	Driveway Both Sides	Both Sides	25	52	Alley 15, Street 50	36	Both Sides
500-1,200	800-1200 ADS A-1	Residential Local	Driveway Both Sides	One Side	25	56	Alley 15, Street 30	40	Both Sides
500-1,200		Residential Local-B	Driveway One Side	One Side	25	48	Alley 15, Street 50	34	One Side
ADS A-33	500-1,200	Residential Local with Median	Driveway Both Sides	Both Sides in limited locations	25	Varies (74' min)	Alley 15, Street 50	See ADS	Both Sides
1,200 -6,000	1,200-3,000 ADS A-32b	Residential Collector - No Median	Common Private Driveways	None	35	62	50	36	Both Sides
1,200 -6,000		Collector	Local Streets	None	35	56	50	40	Both Sides
4,000-10,000		Commuter	Local Streets	None	35-45	56	50	40	Both Sides

Note: Average Daily Trip generation rates for Planning Areas 3 and 4 are per Table A-9 of the "Rancho Mission Viejo Planning Area 3 & 4 Transportation Study" prepared by Fehr & Peers as required prior to OC Planning Commission approval of the PA3&4 Master and Subarea Plan Update (PA180030) on September 11, 2019.

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A-39. **Curb Core Outlet and Cleanout Detail** *(NEW)*
Per the approval of the County Chief Engineer, modify County Standard Plan 1205 (Sidewalk Details), 120-2-OC (Curb and Gutter), and 1309 (Parkway Culvert):

Deviation from OCPW standards:

> Orange County Local Drainage Manual 3.3.2.3 specifies 4" minimum diameter pipe for curb drains.

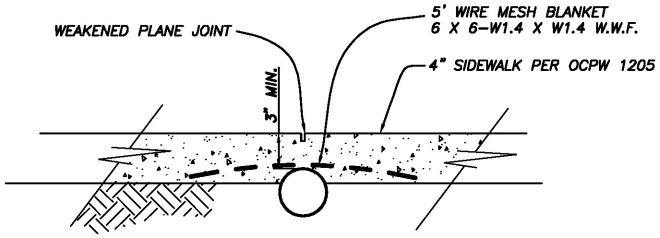
Performance Standards:

a. To be used only for conveying residential area drains and small open space lots.
b. Pipe to be privately maintained if conveying exclusively private water.

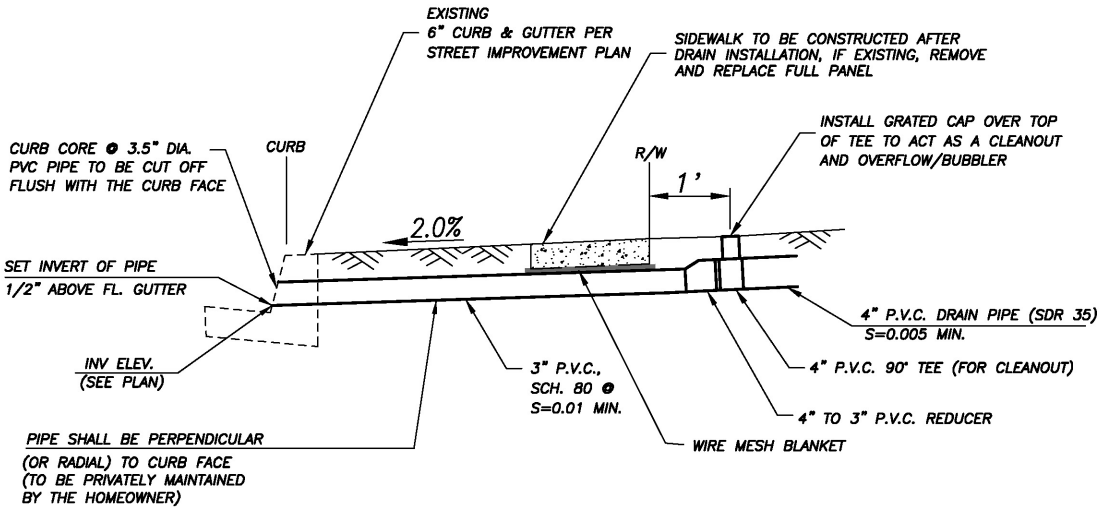
Project Benefits:

- Allows constant curb height in lieu of transitions.
- Eliminates the need for privately maintained pipes to be connected to public storm drains.

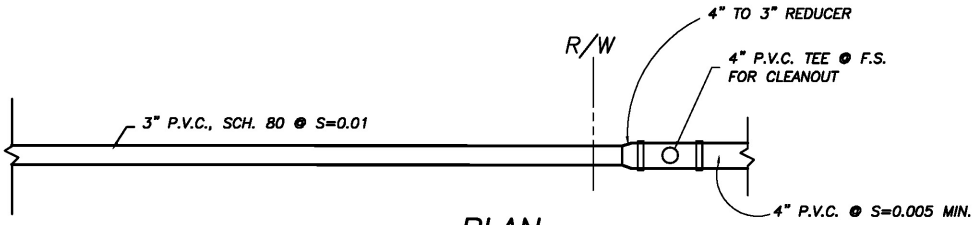
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SECTION
N.T.S.



PROFILE
N.T.S.



PLAN
N.T.S.

NOTE: TO BE PRIVATELY MAINTAINED

(REDUCTION IN THE SIZE OF DRAINAGE OUTLET MAY REQUIRE JUSTIFICATION)

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Private Curb Core Outlet and Cleanout Detail

ADS

A-39

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A-40. **Private Area Drain Connection to Catch Basin Inlet** *(NEW)*
Per the approval of the County Chief Engineer, modify existing and new County Standard Plan 1301, 1302, 1303 (Inlet Types I, II and III), Ranch Plan G-6, G-10 (grated inlets):

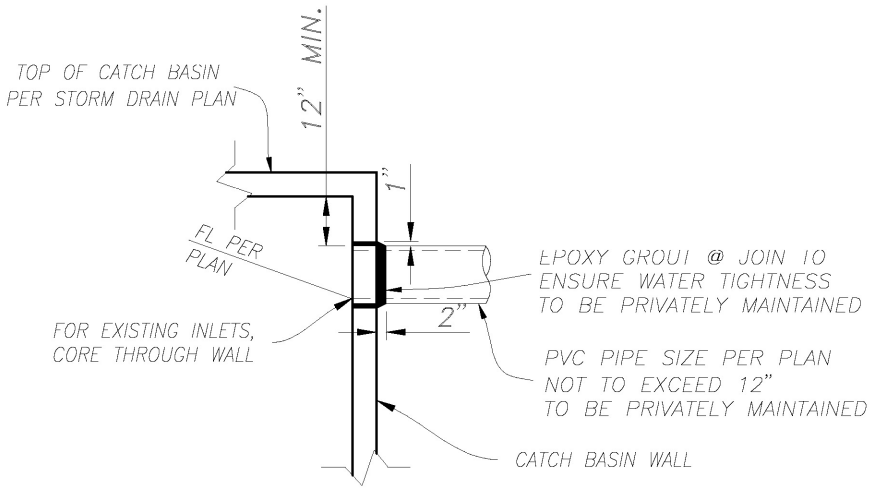
Performance Standards:

a. To be used only for conveying residential area drains and small open space lots into existing catch basins when vertical constraints prevent drainage to the street surface through curb outlets. If new catch basin construction, connections shall include reinforcement around installed pipe.
b. Pipe may not exceed 12” in diameter.
c. Pipe connections shall be perpendicular to the inlet wall, angled connections require a monolithic catch basin connection per SPPWC 308-3.
d. Pipe to be privately maintained if conveying exclusively private water.
e. Pipe connections can only be made to the back and side walls of the inlet. Pipe connections are not allowed in the front wall.
f. A maximum of one pipe connection will be allowed in each wall.
g. Pipe sizing calculations to be provided when connecting the pipe drains an area greater than one typical residential-sized lot.

Project Benefits:

- Allows conveyance of flows to be contained in conduit in lieu of parkway culverts or curb cores.
- Eliminates the need for privately maintained pipes to be connected to public storm drains.

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SECTION A–A

N.T.S.

NOTES:

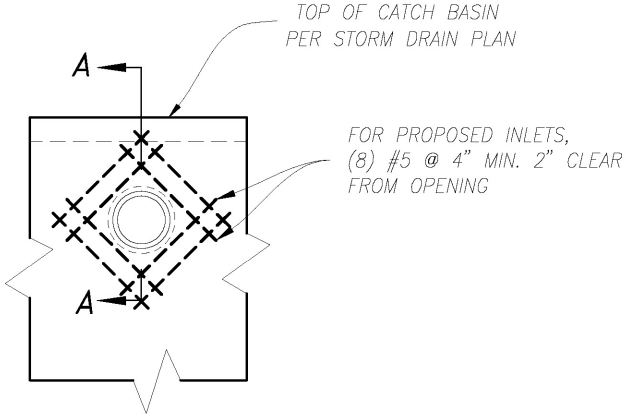
1. ALL CONNECTIONS SHALL BE ALLOWED AT THE DISCRETION OF OCPW.

2. MAXIMUM OF ONE PIPE CONNECTION TO BACK OR SIDEWALLS. CONNECTIONS NOT ALLOWED IN THE FRONT OF THE CATCH BASIN.

3. FOR PROPOSED INLETS, REINFORCING IS PER DETAIL HEREON.

4. PIPE CONNECTIONS SHALL BE PERPENDICULAR TO THE INLET WALL. ANGLED CONNECTIONS SHALL REQUIRE REINFORCING PER SPPWC 308–3.

5. PIPE SIZING CALCULATIONS TO BE PROVIDED WHEN CONNECTING PIPE DRAINS AN AREA GREATER THAN ONE TYPICAL RESIDENTIAL–SIZED LOT.



FRONT VIEW

N.T.S.

NOTE: TO BE PRIVATELY MAINTAINED

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Private Area Drain Connection to Catch Basin Inlet

ADS

A-40

F:\0839\Engineering\SA_PA3.5\Imp_Storm-Drain\ADS\area drain connection.dwg

Chapter B

Intersections

B. Intersections

Some components of the Ranch Plan neighborhood village design philosophy require modifications to **Public Street Intersection** development standards in the Ranch Plan Planned Community Text and to appropriate County Standard Plans. These modifications include special residential intersection designs, limited tree planting in sightlines, modified sidewalk treatments at arterial intersections and other unique design solutions identified by the following Items #B-1 through B-8.

B-1. **Tapered Intersection** At Work in Ladera

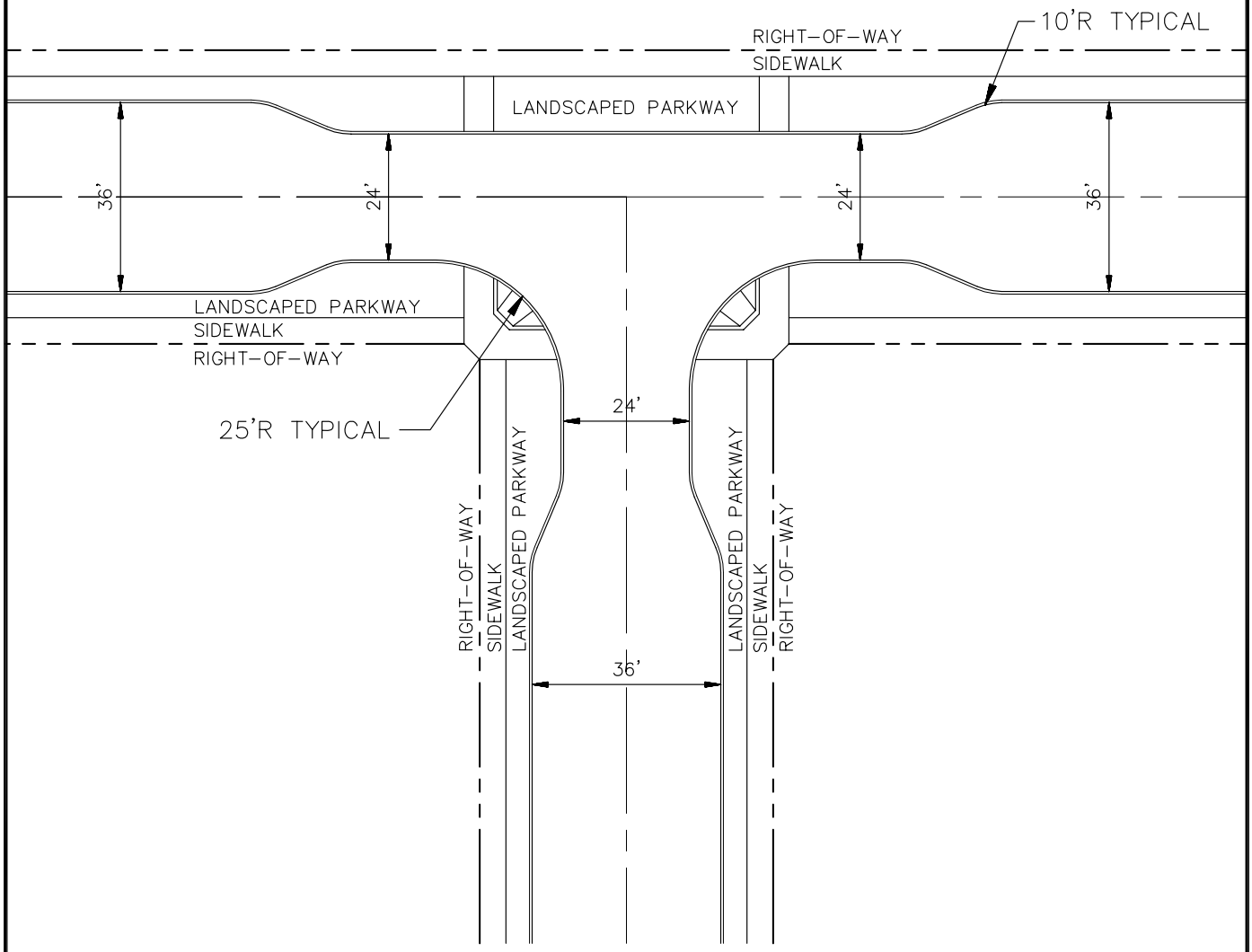
Per the approval of the County Chief Engineer and Orange County Fire Authority, allow special residential intersection treatments at three-way and four-way intersections of local residential public streets, as shown on the following pages.

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a perceived decrease in paved area as seen from the intersection looking into the neighborhood.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.

Performance Criteria:

- No parking is allowed along 20-foot street width sections in areas without residential frontage. Appropriate decorative signage designating "no parking" areas (meeting code requirements per law enforcement approval), shall be located every 200 feet.
- 800 ADT on through streets, 500 ADT on intersecting streets.
- County turning radius template must be met for CA Legal-65 vehicles.
- Additional County staff review required prior to implementation near a drop-off zone for a school or other high peak-hour traffic generating uses.

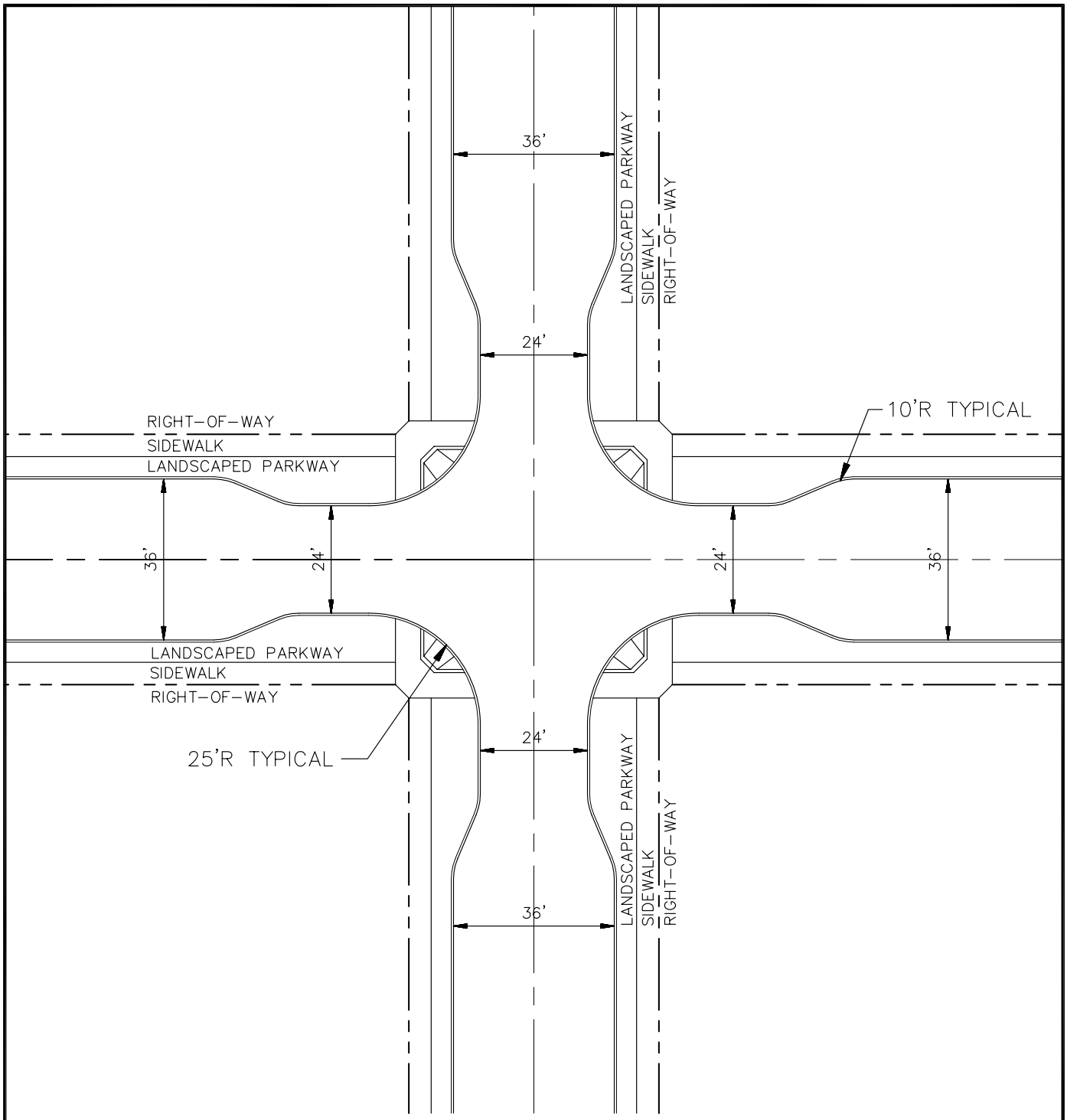


THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ALTERNATIVE RESIDENTIAL INTERSECTIONS
REDUCED PAVEMENT WIDTH AT THREE-WAY INTERSECTION

ADS
B-1
SHEET 1 OF 2

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THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ALTERNATIVE RESIDENTIAL INTERSECTIONS
REDUCED PAVEMENT WIDTHS AT FOUR-WAY INTERSECTION

ADS
B-1
SHEET 2 OF 2

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B-2. **Intersection Sight Line Standards (Standard Plan 1117)**
Per the approval of the Subdivision Committee and the County Chief Engineer, allow landscaping in intersection sight line "limited use area" zone in the limited instances identified below.

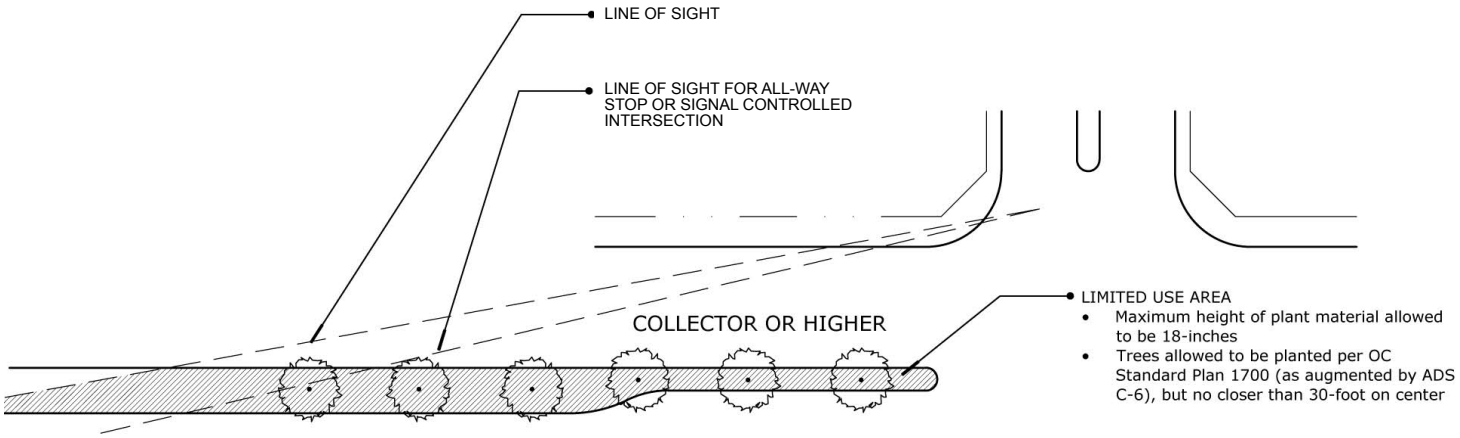
Performance Standards:

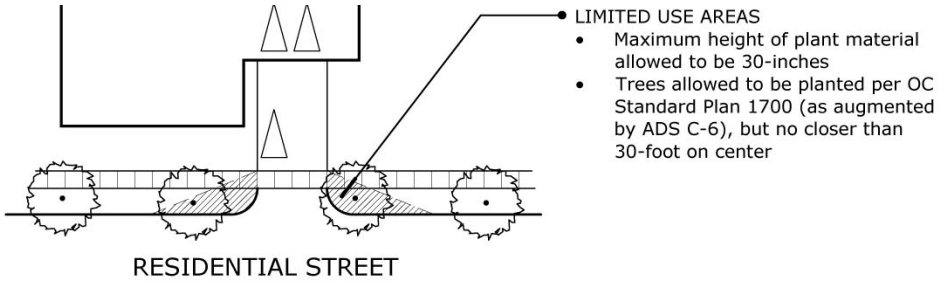
a. Trees are allowed to be planted per OC Standard Plan 1700 (as augmented by ADS C-6), but no closer than 30 feet on center provided standard sight distance is given.

b. Maximum height of plant material allowed to be 30 inches on residential streets and 18 inches for streets classified as collectors or higher provided standard sight distance is provided.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping at controlled intersections.
- Equivalent or better pedestrian and vehicular ease of circulation and safety.
- Equivalent or better on-going maintenance costs.



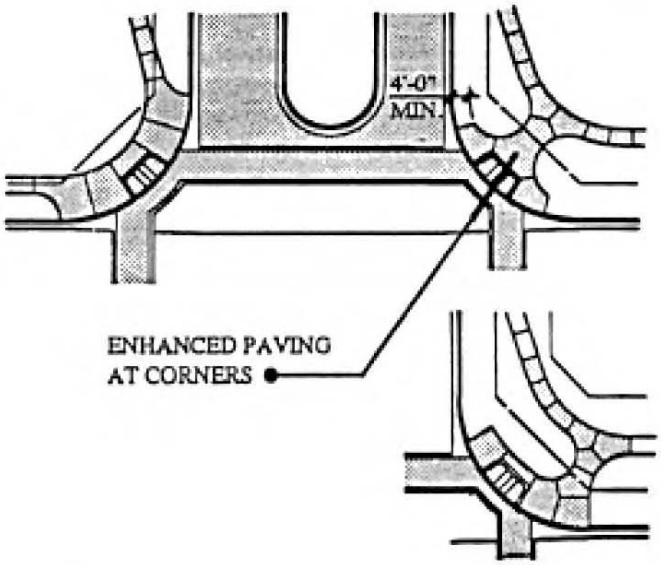


B-3. **Alternative Corner Sidewalks at Arterial Intersections** At Work in Ladera
Per the approval of the Subdivision Committee, modify County Standard Plan 1111 to allow special corner sidewalk and landscape treatments at arterial intersections. All planting within right-of-way and limited use area is subject to approval per ADS B-2. All landscape and hardscape within the right-of-way is to be maintained by the Master Homeowners Association. All corner treatments shall meet current American Disability Act requirements.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping and hardscape treatments at arterial intersections.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

- ALL PLANTING WITHIN RIGHT-OF-WAY AND LIMITED USE AREA IS SUBJECT TO APPROVAL BY THE COUNTY.
- ALL LANDSCAPE AND HARDSCAPE WITHIN THE RIGHT-OF-WAY TO BE MAINTAINED BY THE MASTER HOMEOWNERS ASSOCIATION.
- ALL CORNERS SHALL MEET CURRENT A.D.A. ACCESS REQUIREMENTS.



B-5. **Controlled Intersection Warrants** At Work in Ladera
Per the approval of the County Chief Engineer, allow controlled intersections per the following performance criteria:

Performance Criteria:

- Traffic signals may be allowed per CalTrans Estimated Traffic Warrant criteria
- Stop signs may be allowed per County All-way Stop Warrant (using estimated traffic volume)
- Controlled intersections may be allowed earlier than typical County practice, based on an agreement between the landowner & County regarding maintenance costs.

Project Benefits:

- Traffic calming & an increase in vehicular and pedestrian safety in the short term.
- Equivalent on-going maintenance costs to the County.

B-6. **Roundabouts**

Per the approval of the County Chief Engineer and Orange County Fire Authority (OCFA), the following are for the construction of single-lane, three-way or four-way roundabouts.

Project Benefits:

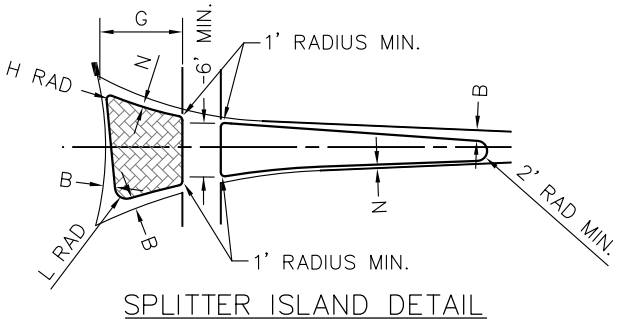
- Improved traffic flow.
- A strengthened residential village ambiance due to enhanced landscaping at the roundabout intersection.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

Performance Standards:

1. Applicant/engineer must meet with County staff to determine appropriate design speed.
2. Typical dimensions are identified on the Roundabout Dimension Table (see Sheet 3 of 11)
3. Intersection angles less than a 75-degree or greater than 105-degree are not allowed.
4. Multiple lanes may be allowed only based on detailed review by County Chief Engineer, per appropriate capacity analysis methodology.
5. Neighborhood Electrical Vehicle (NEV) access: Allowed in traffic lane at or below roundabout design speeds of 25 miles per hour (assuming approaching streets are 35 mph or lower).
6. “Autoturn” software (or equivalent) shall be used to confirm maneuverability of CA Legal-65 vehicles (moving vans, sod-hauling trucks, etc.), which in turn ensures maneuverability by largest OCFA emergency vehicles and the largest trash hauling vehicles.
7. Line-of-sight issues addressed per Roundabout Sight Distance, sheet 4 of 11. Required sight distance dimensions based on design speed of approach roadway per County standards.
8. Provide roundabout illumination per illuminance levels in Exhibit 8-2 of the NCHRP Report 672 *Roundabouts: An Informational Guide* or Table 1 of the IES DG-19-08 *Design Guide for Roundabout Lighting*.
9. Bikes are allowed in traffic lane. Bike Ramps to sidewalks shall not be provided unless directed by the County.
10. Provide traversable truck apron capable of supporting OCFA emergency vehicles (68,000 pounds) (see Roundabout Details, Sheet 8 of 11),
11. Roundabout signs and pavement delineation shall be per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD).

NOTES:

1. LOCAL DEPRESSIONS FOR CATCH BASINS WITHIN 150' OF RIGHT EDGE OF ROUNDABOUT CIRCULATORY ROADWAY SHALL BE DESIGNED NOT TO EXCEED THE WIDTH OF THE GUTTER.
2. THE GUTTER PAN SHALL REMAIN OUTSIDE THE VEHICLE TRACKING WHEEL PATH WITHIN 150' OF RIGHT EDGE OF ROUNDABOUT CIRCULATORY ROADWAY, INCLUDING THE ROUNDABOUT CIRCULATORY ROADWAY.
3. NO LOCAL DEPRESSIONS FOR CATCH BASINS WITHIN SPLITTER ISLAND.

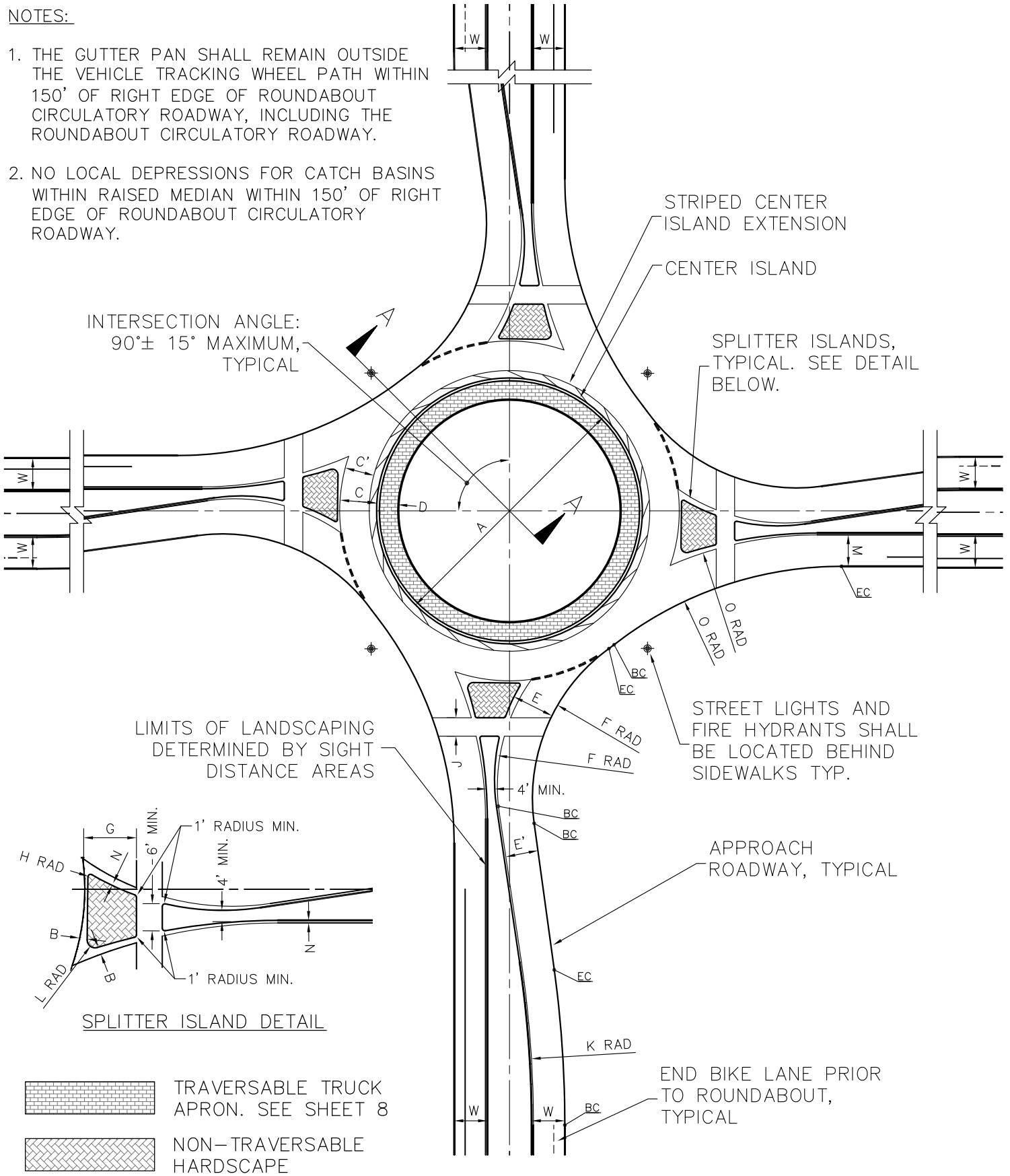


SPLITTER ISLAND DETAIL

NOTES:

1. THE GUTTER PAN SHALL REMAIN OUTSIDE THE VEHICLE TRACKING WHEEL PATH WITHIN 150' OF RIGHT EDGE OF ROUNDABOUT CIRCULATORY ROADWAY, INCLUDING THE ROUNDABOUT CIRCULATORY ROADWAY.

2. NO LOCAL DEPRESSIONS FOR CATCH BASINS WITHIN RAISED MEDIAN WITHIN 150' OF RIGHT EDGE OF ROUNDABOUT CIRCULATORY ROADWAY.



SPLITTER ISLAND DETAIL

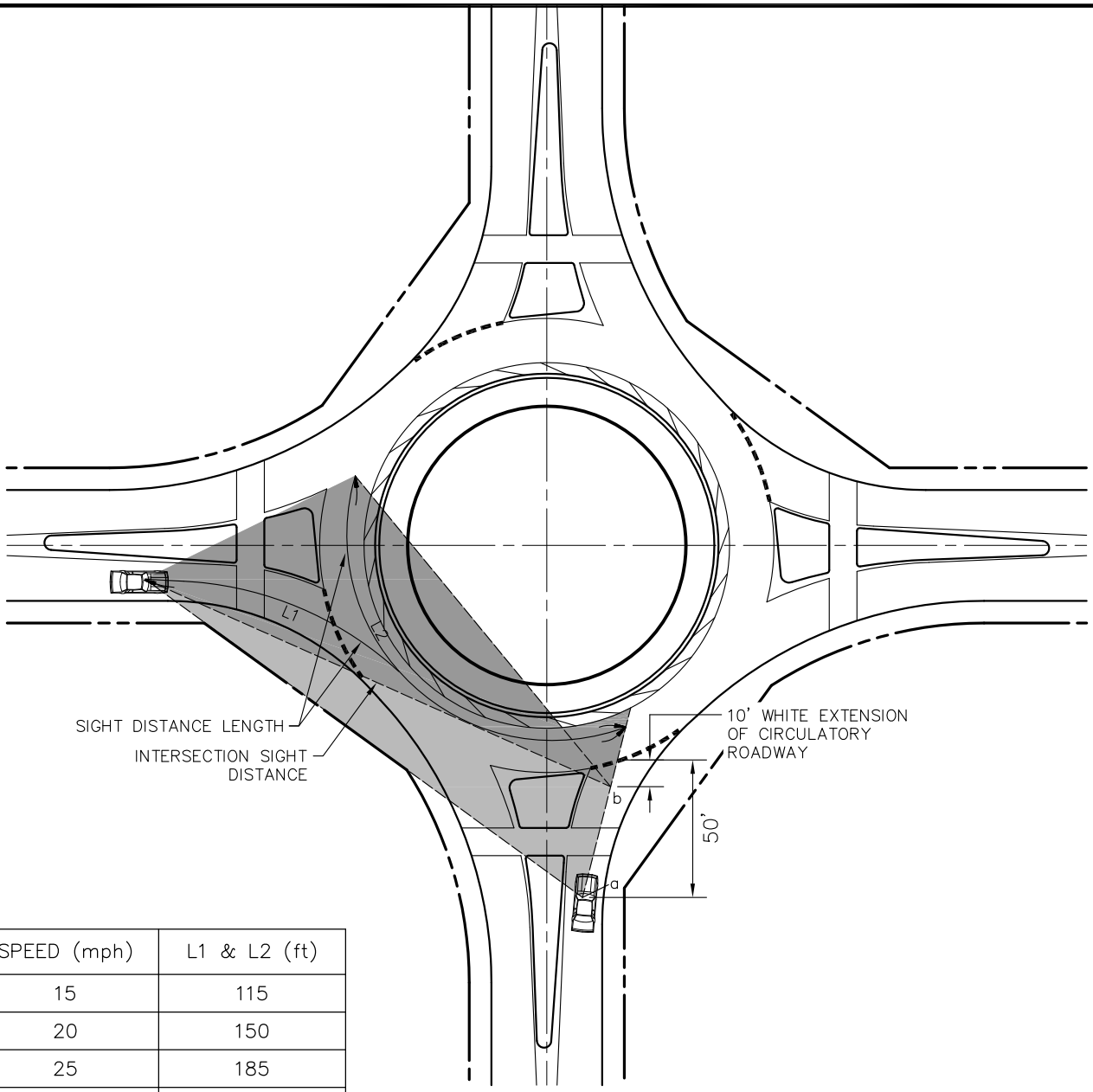
TRAVERSABLE TRUCK APRON. SEE SHEET 8

NON-TRAVERSABLE HARDSCAPE

ROUNDABOUT DIMENSIONS					
DIMENSION	DESCRIPTION	ROUND ABOUT WITHOUT MEDIAN	ROUND ABOUT WITHOUT MEDIAN	ROUND ABOUT WITH MEDIAN	ROUND ABOUT WITH MEDIAN
A	DIAMETER	100'	120'	120'	140'
B	CURB SETBACK	3'	3'	3'	3'
C	CIRCULATING PAVEMENT WIDTH	20'	20'	20'	20'
C'	CIRCULATING LANE WIDTH	16'	16'	16'	16'
D	TRAVERSABLE TRUCK APRON	7'– 10'	7'– 10'	7'– 10'	7'– 10'
E	APPROACH PAVEMENT WIDTH	15' – 20'	15' – 20'	15' – 20'	15' – 20'
E'	APPROACH LANE WIDTH	12'	12'	12'	12'
F	ENTRY RADIUS	50' – 100'	50' – 100'	50' – 100'	50' – 100'
G	X–WALK SETBACK	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1
H	RADIUS	2'	2'	2'	2'
I	EXIT RADIUS	100' – 200'	100' – 200'	–	–
J	X–WALK WIDTH	10'	10'	10'	10'
K	APPROACH RADIUS	–	–	600'	600'
L	RADIUS	3'	3'	3'	3'
M	DEPARTURE LANE WIDTH	16' MIN.	16' MIN.	16' MIN.	16' MIN.
N	CURB SETBACK	1'	1'	1'	1'
O	EXIT RADIUS	–	–	100' – 200'	100' – 200'
W	ROADWAY WIDTH	20'	20'	18' – 20'	18' – 20'

NOTES:

1. CROSSWALK SETBACKS SHOULD BE 35 TO 40 FEET FROM THE OUTSIDE EDGE OF THE CIRCULATING ROADWAY FOR COLLECTOR ROADS. IN CASES WHERE THE ROUNDABOUT IS IN THE VICINITY OF A SCHOOL CAMPUS, RECREATIONAL, OR COMMERCIAL AREA CROSSWALK SETBACKS SHOULD BE 40 TO 50 FEET FROM THE OUTSIDE EDGE OF THE CIRCULATING ROADWAY. SETBACKS FOR SECONDARY HIGHWAYS SHOULD BE 40 TO 50 FEET FROM THE OUTSIDE EDGE OF THE CIRCULATING ROADWAY.



SPEED (mph)	L1 & L2 (ft)
15	115
20	150
25	185
30	225
35	260

L1 SIGHT DISTANCE FROM DRIVER'S EYE TO APPROACHING VEHICLE FROM THE LEFT; USE SPEED OF APPROACH.

L2 SIGHT DISTANCE FROM DRIVERS EYE TO APPROACHING VEHICLE IN ROUNDABOUT; USE DESIGN SPEED OF ROUNDABOUT.

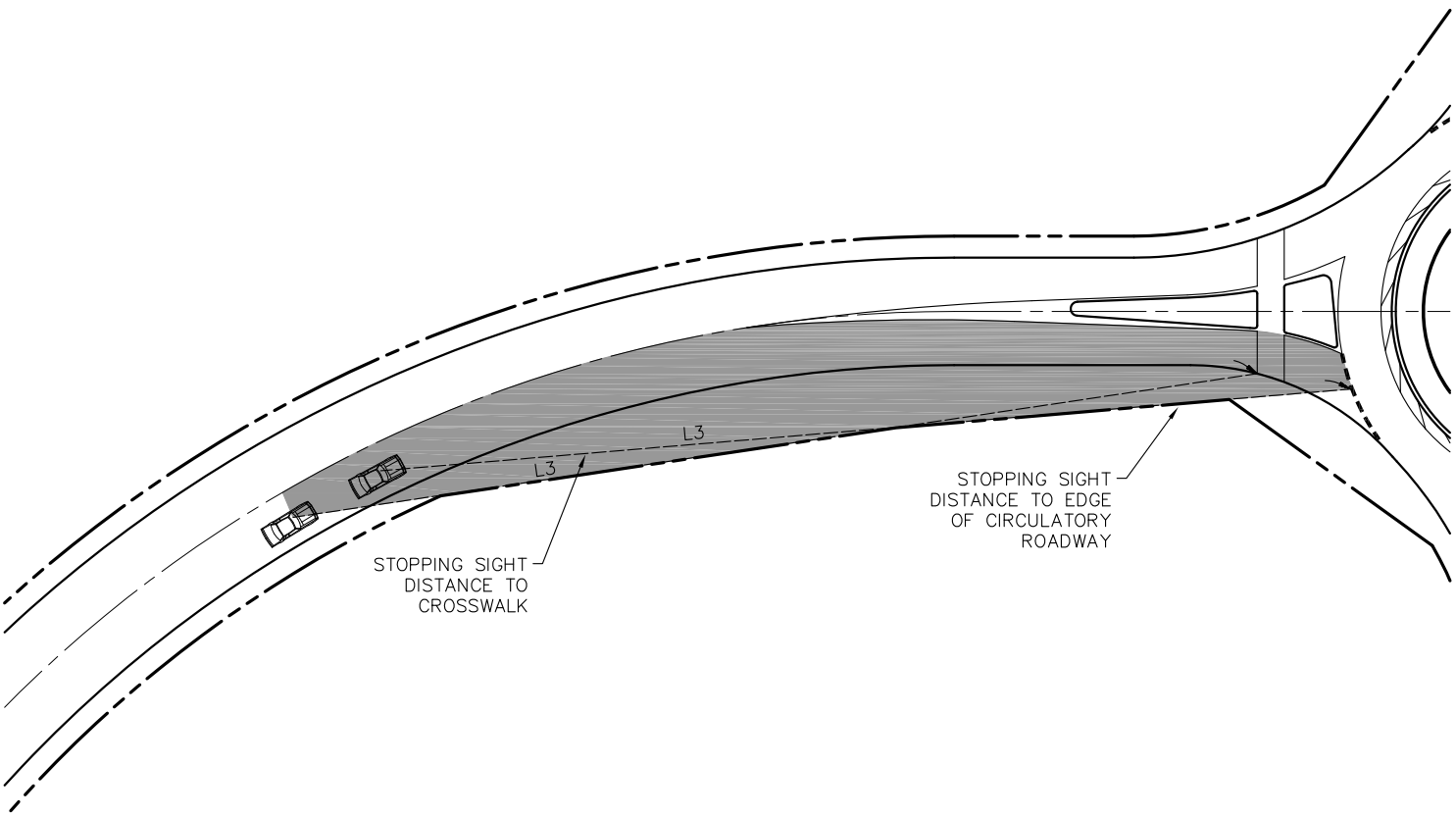
ROUNDABOUT SIGHT DISTANCE

25 MPH MAXIMUM DESIGN SPEED

AREA FREE OF SIGHT OBSTRUCTIONS

AREA WITH MINIMAL SIGHT OBSTRUCTIONS

116001CEX17.dwg, Layout: B-6_4, Mar 28 2014 9:50am



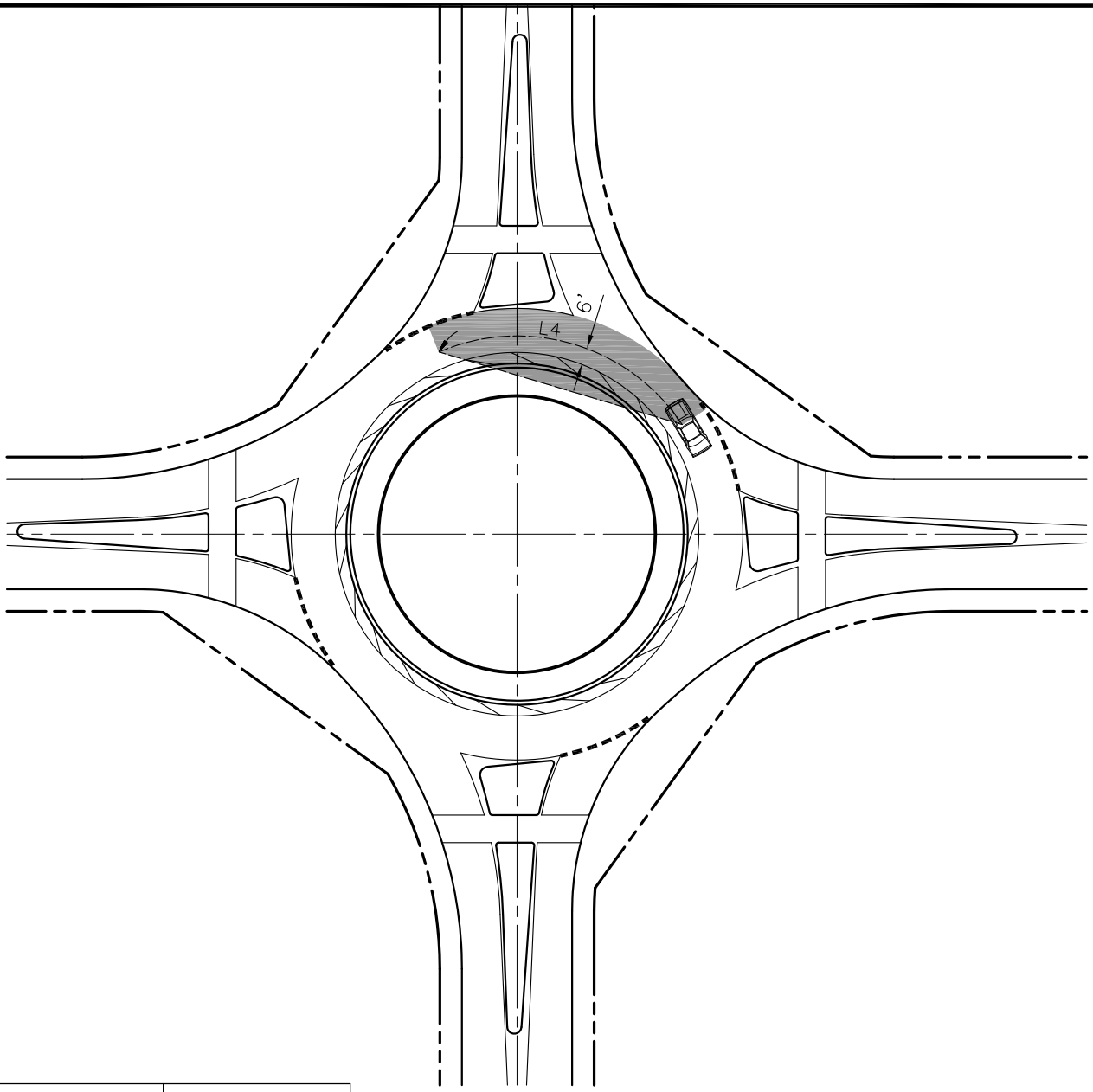
SPEED (mph)	L3 (ft)
15	77.0
20	112.4
25	152.7
30	197.8
35	247.8
40	302.7
45	362.5
50	427.2
55	496.7

L3 SIGHT DISTANCE FROM DRIVER'S EYE TO CROSSWALK AND/OR OUTSIDE EDGE OF THE CIRCULATING ROADWAY.

ROUNDABOUT SIGHT DISTANCE

AREA FREE OF SIGHT OBSTRUCTIONS

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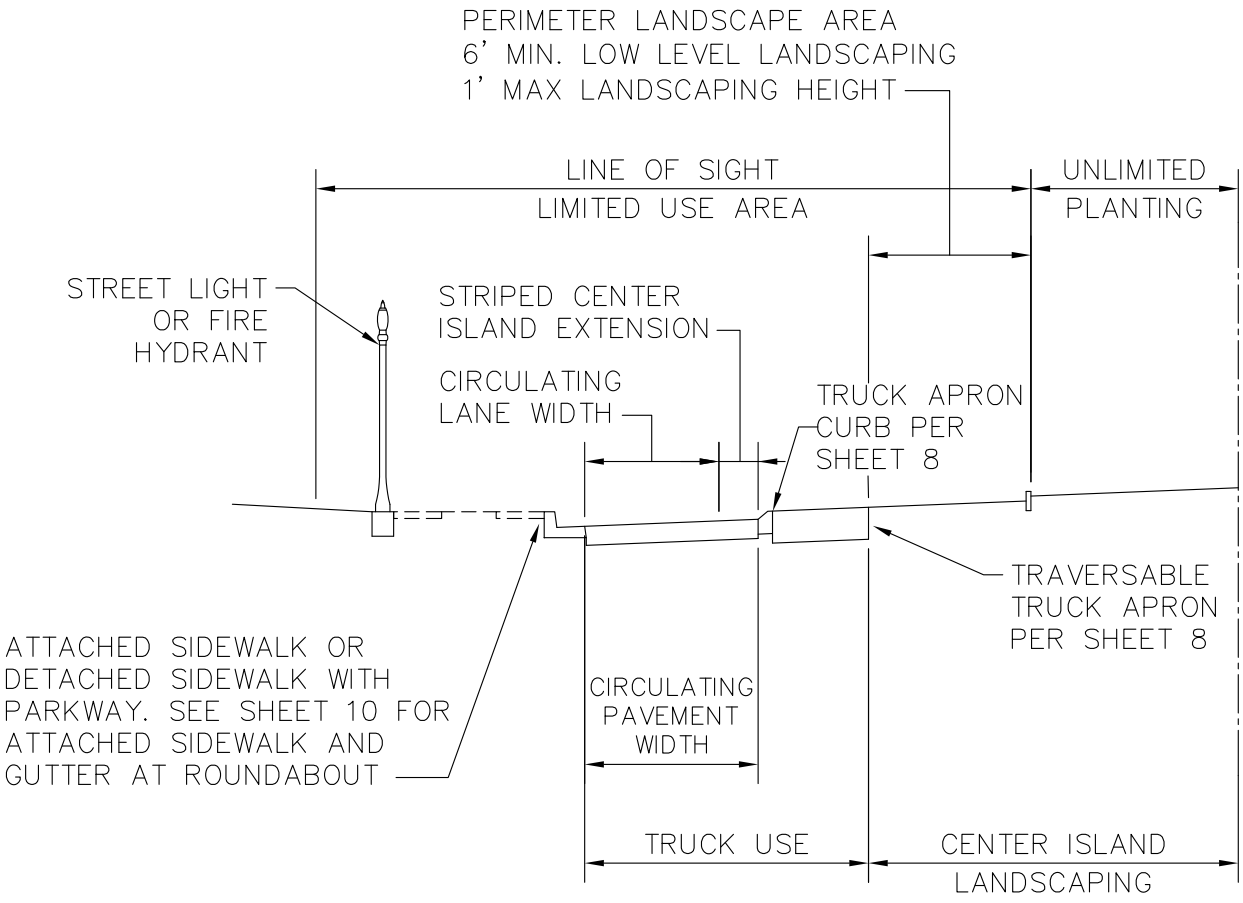


SPEED (mph)	L4 (ft)
10	46.4
15	77.0
20	112.4

L4 SIGHT DISTANCE FROM DRIVER'S EYE RELATED TO CIRCULATORY ROADWAY STOPPING CONDITION BASED ON CIRCULATORY ROADWAY SPEED.

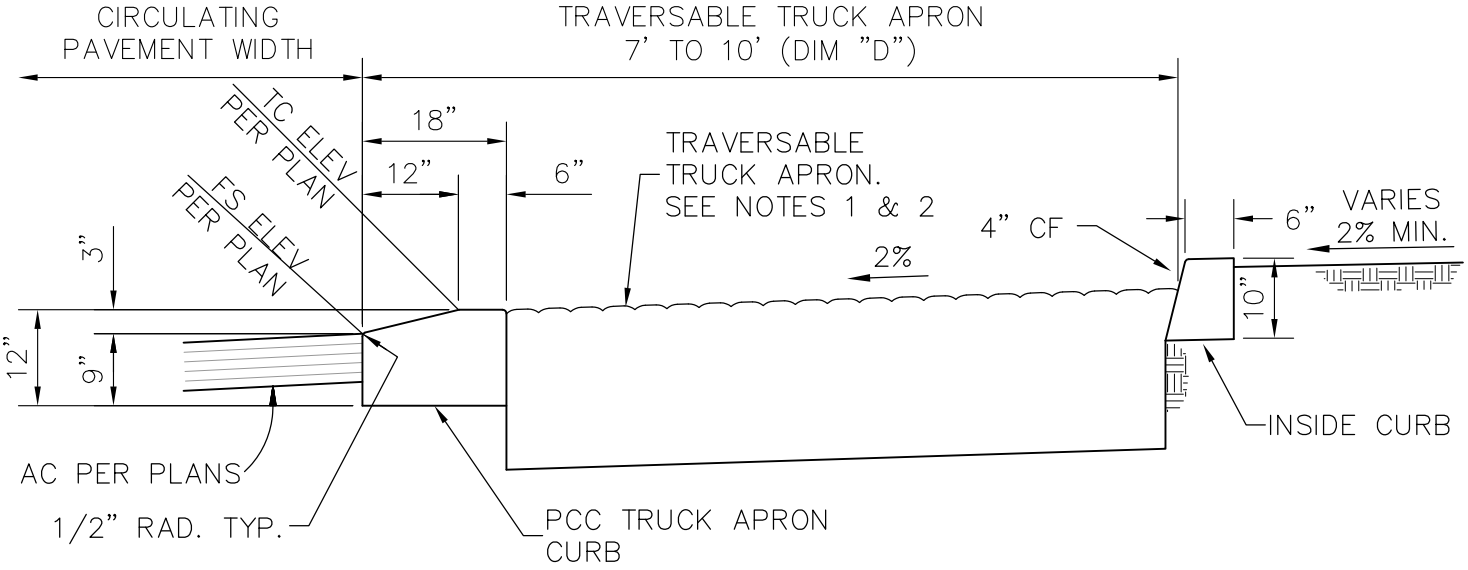
ROUNDABOUT SIGHT DISTANCE

AREA FREE OF SIGHT OBSTRUCTIONS



SECTION A-A
TYPICAL SECTION

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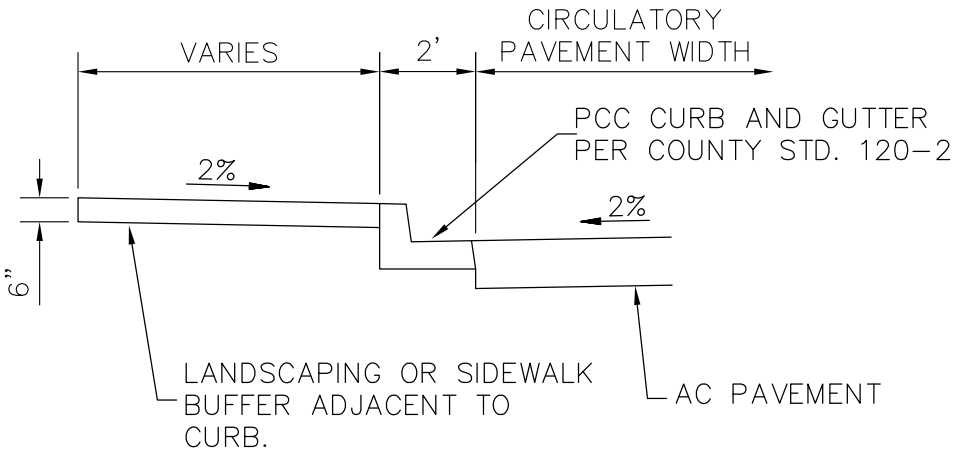


TRUCK APRON DETAIL

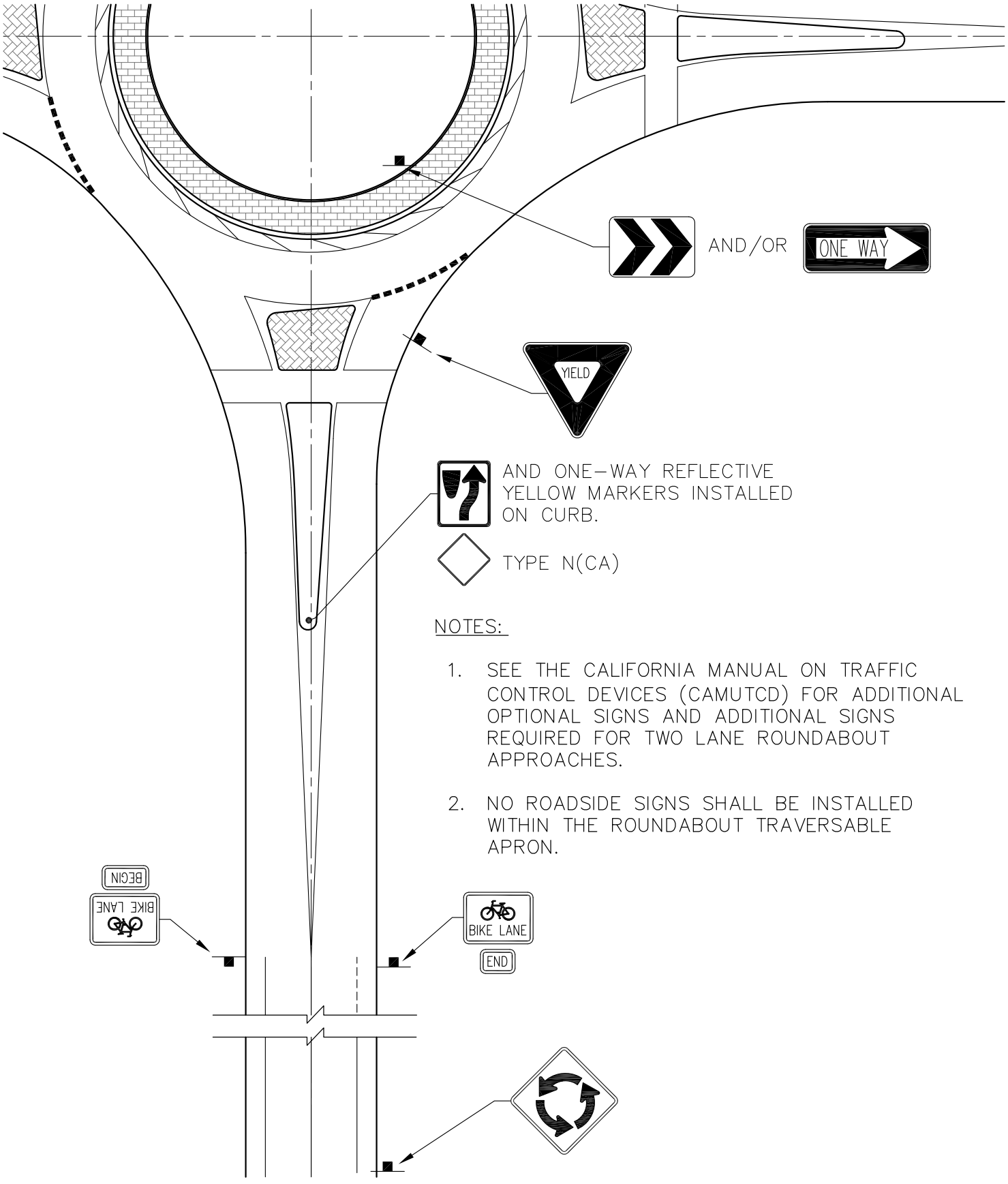
NOTE:

1. TRAVERSABLE TRUCK APRON MUST BE CAPABLE OF SUPPORTING OCFA EQUIPMENT TRAFFIC (68,000 LB).
2. MAY BE STAMPED OR TEXTURED PORTLAND CEMENT CONCRETE (PCC); "DRIVEABLE GRASS/TURFBLOCK/GRASSCRETE/ GRASS PAVE"; CONCRETE PAVERS; OR OTHER PAVEMENT MATERIAL AS APPROVED BY COUNTY.
3. MEDIAN ISLAND LANDSCAPE SHALL BE DESIGNED WITH AREA DRAIN SYSTEM TO CAPTURE SURFACE DRAINAGE (TO BE SHOWN ON LANDSCAPE PLANS).
4. SOIL CONDITIONS WITHIN MEDIAN ISLAND MAY DETERMINE THE NEED FOR ADDITIONAL SUB-DRAIN SYSTEMS.

116001CEX17.dwg, Layout: B-6_8, Oct 08 2014 5:58pm



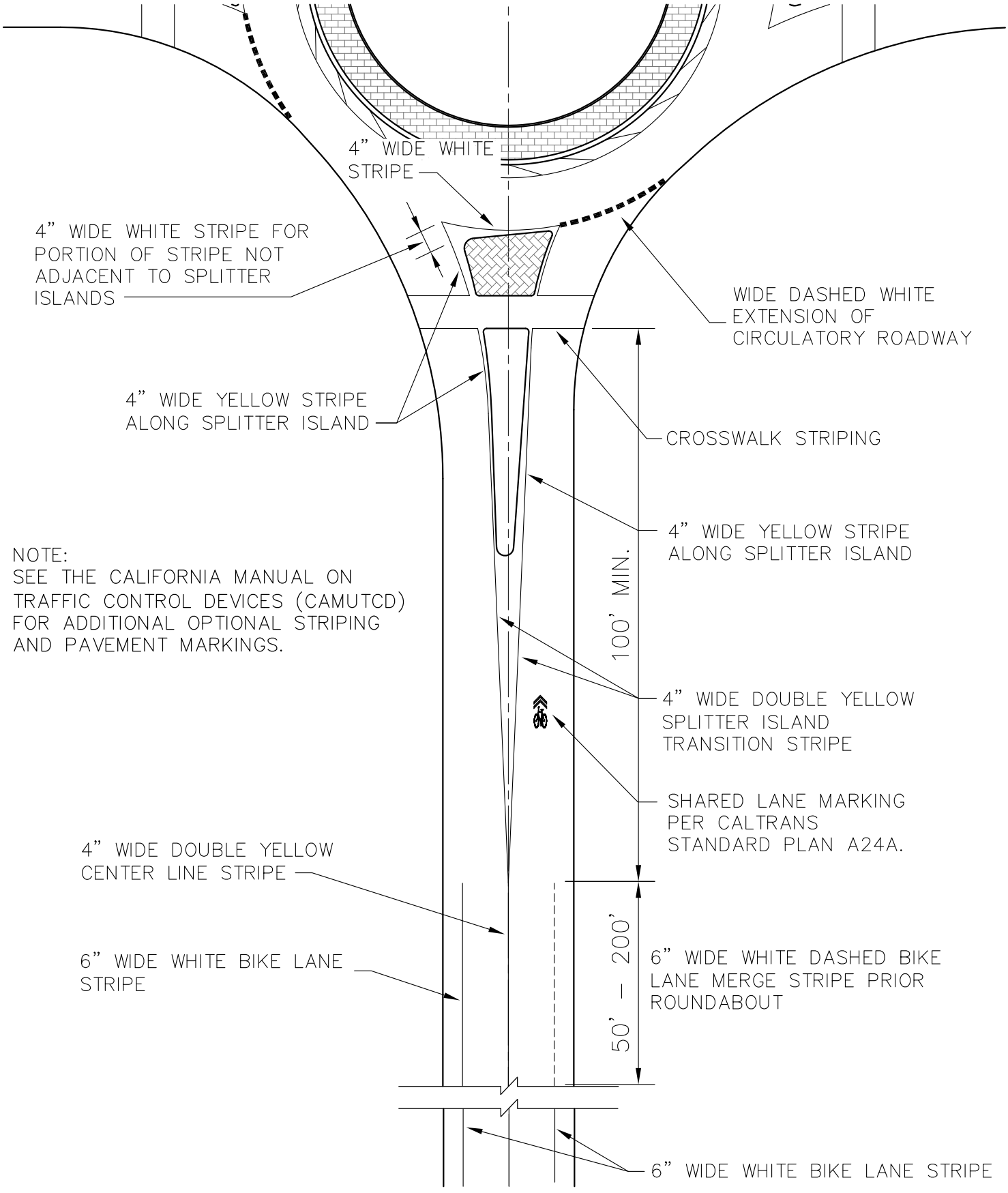
CONCRETE CURB, GUTTER, AND SIDEWALK AT ROUNDABOUT



NOTES:

1. SEE THE CALIFORNIA MANUAL ON TRAFFIC CONTROL DEVICES (CAMUTCD) FOR ADDITIONAL OPTIONAL SIGNS AND ADDITIONAL SIGNS REQUIRED FOR TWO LANE ROUNDABOUT APPROACHES.

2. NO ROADSIDE SIGNS SHALL BE INSTALLED WITHIN THE ROUNDABOUT TRAVERSABLE APRON.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

March 14, 2007
Modified:
September 14, 2011
Modified:
November 14, 2014

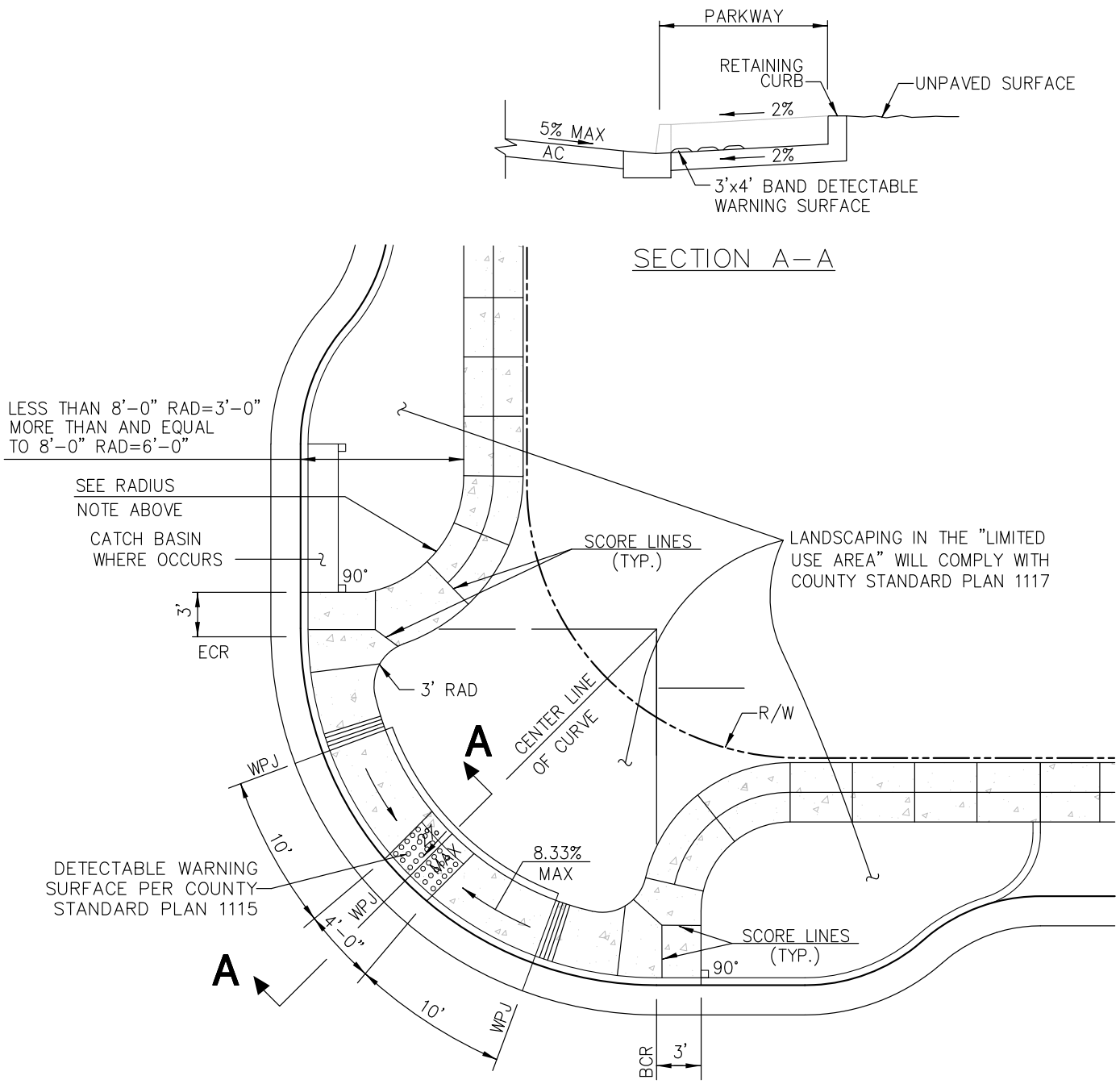
TYPICAL ONE LANE ROUNDABOUT APPROACH STRIPING

ADS
B-6
SHEET 11 OF 11

116001CEX17.dwg, Layout: B-6_11, Mar 28 2014 9:50am

B-7. **Alternative Residential Corner Ramp Condition • Tapered Intersection**
At Work in Ladera
Per the approval of the Subdivision Committee and the County Chief Engineer, allow special ramp conditions on local street corners with tapers, as shown on the following exhibit:

B-8a. **Residential Corner Ramp Condition • At Typical Intersection** At Work in Ladera
Per the approval of the Subdivision Committee and the County Chief Engineer, allow special ramp conditions on typical local street corners (without tapers), as shown on the following exhibit:



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

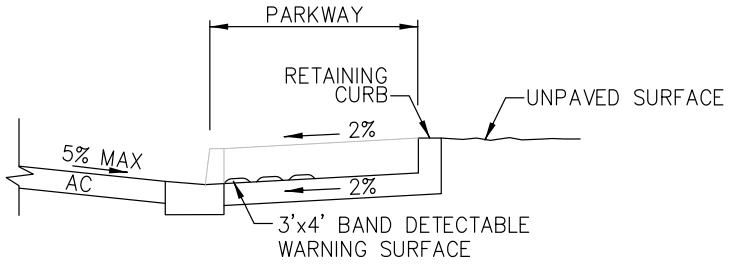
RESIDENTIAL CORNER RAMP AT TAPERED INTERSECTION

March 14, 2007
Modified: September 14, 2011

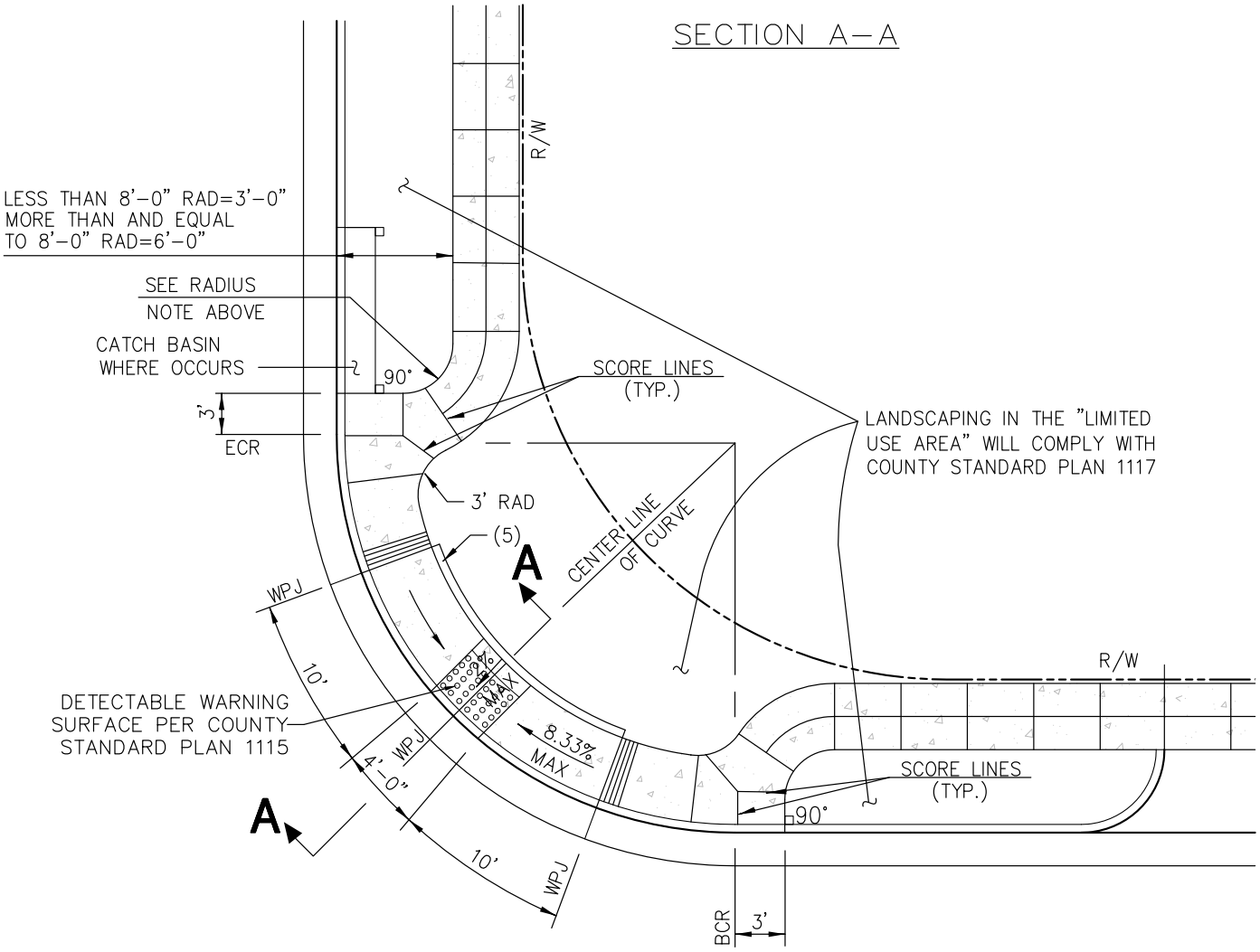
Page 81

ADS
B-7
SHEET 1 OF 1

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SECTION A–A



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

RESIDENTIAL CORNER RAMP AT TYPICAL INTERSECTION

March 14, 2007
Modified: September 14, 2011

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B-8
SHEET 1 OF 2

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B-9 **Modified Color of Curb Ramp Detectable Warning Surface**

Per the approval of the County Engineer, clarify that County Standard Plan 1115 may allow dark gray Curb Ramp Detectable Warning Surfaces within public streets within the Ranch Plan planned community, in addition to yellow (Federal Standard 595 B. Color No. 33538), per the June 30, 2007 report prepared by Westat for the Federal Highway Administration. (http://www.access-board.gov/research/dw-hwa/summary.htm)

Performance Standards:

a. Federal, State, and local requirements must be met.

b. Only concrete curb ramps within public streets will be allowed to use the alternative dark gray Curb Ramp Detectable Warning Surfaces, based on demonstrable contrast effectiveness per the FHWA study data:

Dark Gray	

b. Asphalt or brick curb ramps are not typical or currently contemplated within the Ranch Plan planned community. If curb ramps within public streets constructed of asphalt or brick (or another material) are deemed acceptable by OC Public Works, alternative detectable warning surface colors may be approved, but only on a case-by-case basis.

c. All other aspects of Standard Plan 1115 would remain in force, including but not limited to the following:
   - Dimensions of Detectable Warning Surface
   - Materials
   - Size and shape of truncated domes
   - Water absorption
   - Slip, chemical, light exposure and freeze-thaw resistance
   - Tensile and tear strength
   - Smoke density
   - Hardness, specific gravity and weight loss testing

Project Benefits:

- Equivalent handicap access and safety at curb ramps.

Chapter C

Landscape and Hardscape

C. Landscape and Hardscape

Some components of the Ranch Plan neighborhood village design philosophy require modifications to **Landscape and Hardscape** development standards in the Ranch Plan Planned Community Text and to appropriate County Standard Plans. These modifications include reduced hardscape in medians and raised planters, modified tree lists and planting standards, private improvements in medians and rights-of-way and other unique design solutions identified by the following Items #C-1 through C-3.

C-1. **Tree List and Planting Widths** At Work in Ladera

Per the approval of the Subdivision Committee, modify County Standard Plan 1700 to allow the following additions or modifications to the street tree list and planting width standards. Trees marked by the asterisk (*) have been added to the County street tree list. Trees marked by two asterisks (**) are prohibited from being clustered in the fuel modification interface area by the Orange County Fire Authority.

Species	County Minimum Planting Width (feet)	Ranch Plan Planting Width (feet)
Albizia julibrissen**	14.0	6.5
Alnus rhombifolia	14.0	6.5
Eucalyptus species** (except Blue gum)√	6.0	4.5
*Fraxinus velutina	N.A.	6.5
Pistachia chinensis√	6.0	4.5
*Platanus racemosa (Calif. sycamore)√	N.A.	20.0
*Prunus cerasifera**	N.A.	4.5
*Pyrus calleryana**	N.A.	4.5
*Schinus molle (Calif. pepper)√	N.A.	20.0
Quercus ilex (Holly oak)√	6.0	4.5
Sapium sebiferum	N.A.	5.0
Zelkova serrata	N.A.	6.5

Performance Standards:

- Tree species listed above followed by a check mark (√) must comply the following alternative **Planting Width** criteria:

    a. Adequate parkway tree irrigation must be provided, either from an irrigation line in the street right-of-way or a tree bubbler system connected to each individual residence.

    b. Adequate root barriers and staking must be provided.

    c. Root pruning practices must included in community maintenance specifications.

    d. Root pruning and tree trimming must be the responsibility of the Master Homeowners Association.

Project Benefits:

- Allows a diversity of tree species that blends with the surrounding Ranch Mission Viejo woodland environment.

- Equivalent or better impacts on public health, safety and general welfare.

- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

C-2. **Hardscape in Medians and Raised Planters** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1114 **such** as to not require hardscape within medians of 6 feet or more in width on public arterial and collector streets or within raised planters in public local residential streets unless they are less than 3 feet in width. Median islands 3 feet or less in width will be paved with enhanced concrete or paver units. These modified standards are allowed when specially designed curb sections, drainage system and modified irrigation system are used to reduce damage from surface drainage per the following performance criteria:

Performance Standards:

- These **Reduced Hardscape** standards would apply only if all of the following criteria are evident:

    a. Positive drainage to the center of the median, if it is not a sloped median.

    b. Runoff to be collected in drainage devices.

    c. Irrigation system designed to eliminate overspray onto adjacent roadway (See Exhibit 8).

    d. Placement of plant material to not to obstruct flow of water to collection points.

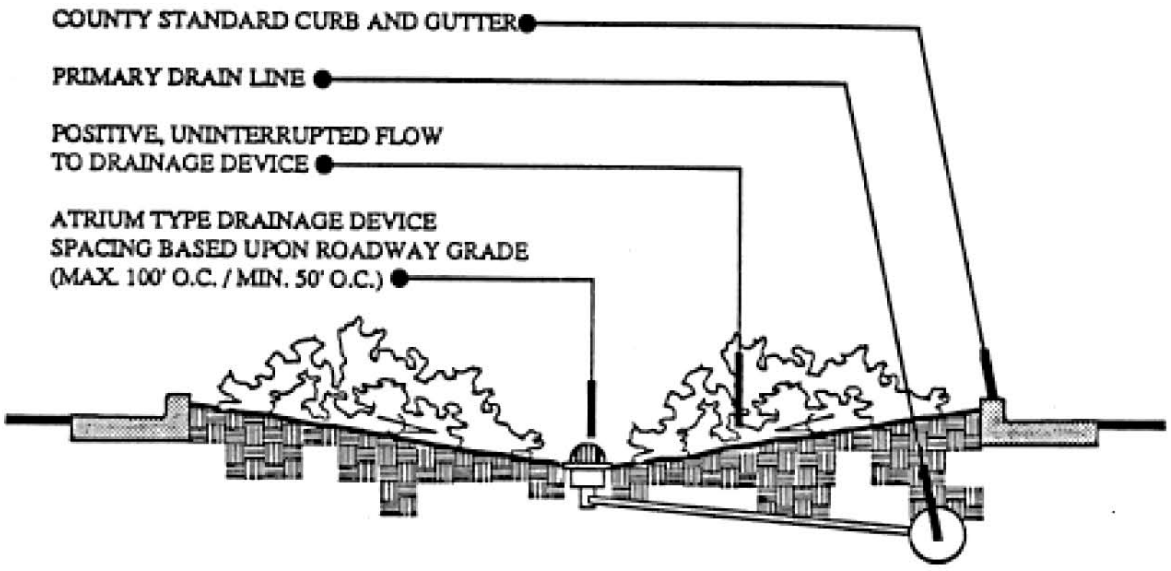
    e. Plant materials list minimizes maintenance and water consumption.

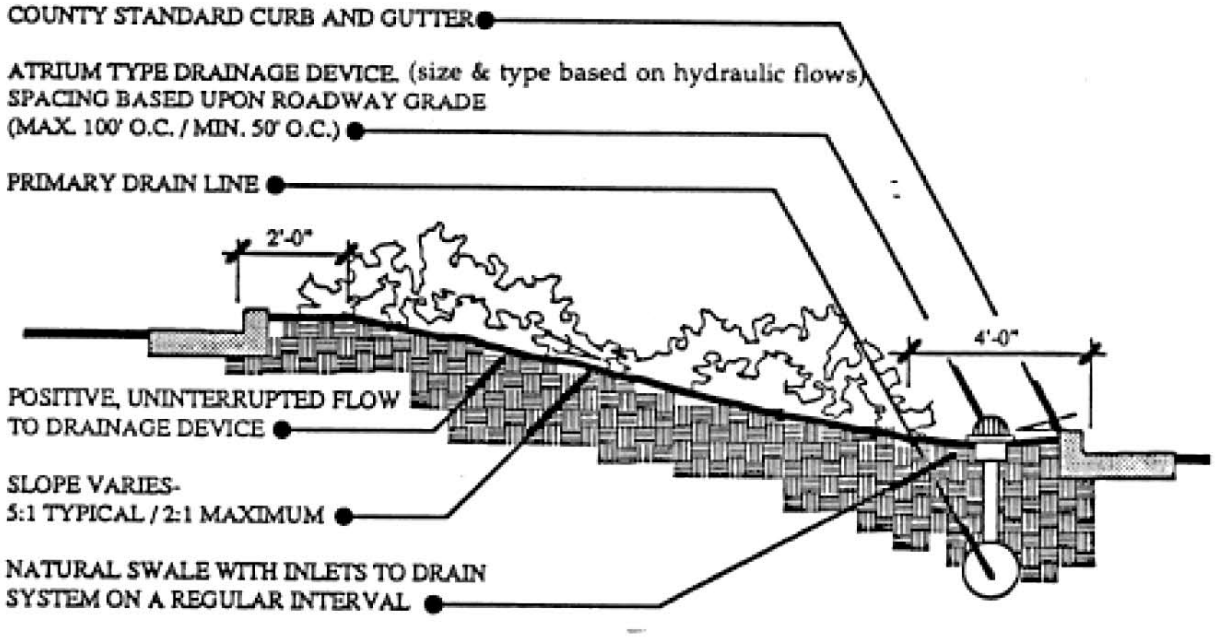
    f. Curb and gutter allowed in superelevated roadway sections.

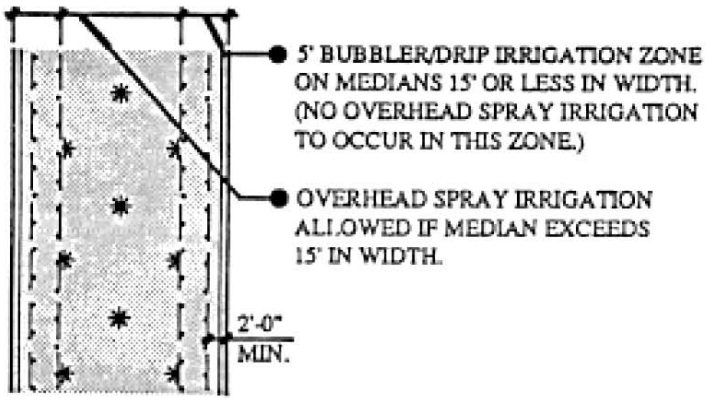
    g. Deep lift pavement/sub drain detail not required on the high side of median.

Project Benefits:

- A semi-rural village ambiance.
- Less uninterrupted hardscape and impervious surfaces.
- A reduction in urban runoff.
- Equivalent ease of circulation and traffic safety.

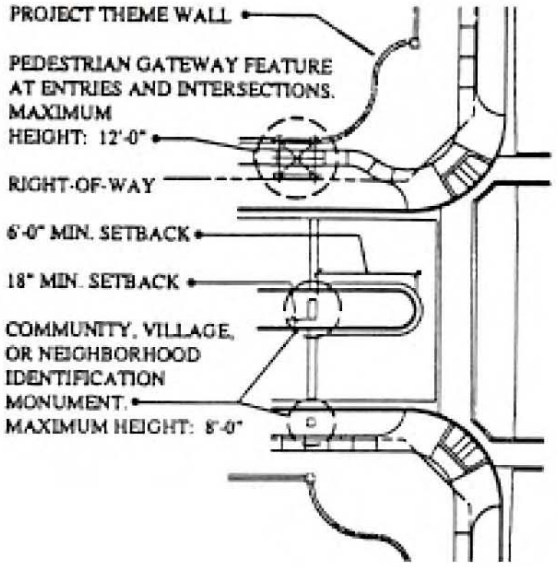

COUNTY STANDARD CURB AND GUTTER
PRIMARY DRAIN LINE
POSITIVE, UNINTERRUPTED FLOW
TO DRAINAGE DEVICE
ATRIUM TYPE DRAINAGE DEVICE
SPACING BASED UPON ROADWAY GRADE
(MAX. 100' O.C. / MIN. 50' O.C.)


COUNTY STANDARD CURB AND GUTTER
ATRIUM TYPE DRAINAGE DEVICE. (size & type based on hydraulic flows)
SPACING BASED UPON ROADWAY GRADE
(MAX. 100' O.C. / MIN. 50' O.C.)
PRIMARY DRAIN LINE
2'-0"
4'-0"
POSITIVE, UNINTERRUPTED FLOW
TO DRAINAGE DEVICE
SLOPE VARIES-
5:1 TYPICAL / 2:1 MAXIMUM
NATURAL SWALE WITH INLETS TO DRAIN
SYSTEM ON A REGULAR INTERVAL


5' BUBBLER/DRIP IRRIGATION ZONE
ON MEDIANS 15' OR LESS IN WIDTH.
(NO OVERHEAD SPRAY IRRIGATION
TO OCCUR IN THIS ZONE.)
OVERHEAD SPRAY IRRIGATION
ALLOWED IF MEDIAN EXCEEDS
15' IN WIDTH.
2'-0"
MIN.

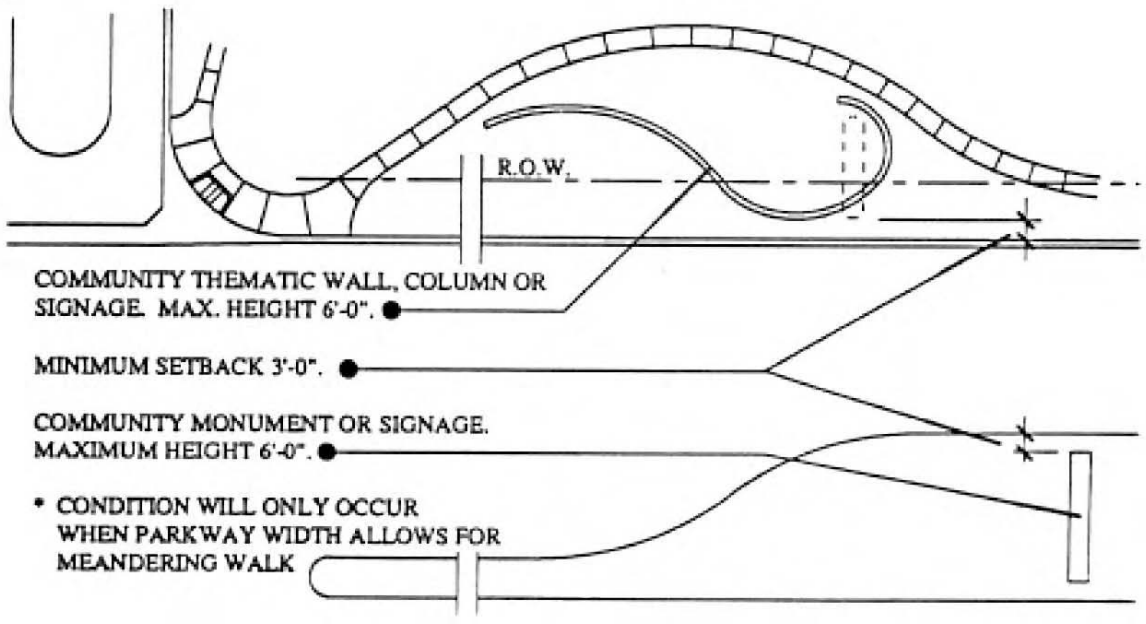
C-3. **Private Improvements in Medians and Rights-of-Way** At Work in Ladera

Per the approval of the Subdivision Committee and the County Chief Engineer, allow private improvements within public street rights-of-way as shown on the exhibit at right. Private signage improvements allowed within public arterial rights-of-way include thematic community, village or neighborhood entry monumentation and thematic landscaping. Design elements would not occur within intersection sightlines or limited use areas.



Project Benefits:

- A consistent thematic landscape and hardscape identity throughout the community.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.
- Equivalent or better on-going maintenance costs.



C-5. **Trees Planted Within Fifty Feet of Intersection**

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1700 (Planting Criteria 1.a – Horizontal Plane) to allow trees to be planted within fifty (50) feet from an intersecting street measured from the intersecting right-of-way lines.

Performance Standards:

- This modification shall be allowed if the following criteria are met:

  a. Limited planting of trees and landscaping within fifty (50) feet allowed as long as these plantings do not obstruct the line-of-sight for approaching vehicles (see ADS B-2).

  b. The following species of trees are allowed to be planted between 5-feet to 10-feet of each residential driveway because they are not anticipated to grow to an eventual diameter greater than 18-inches:

<u>From OC Std Plan 1700 Street Tree List:</u>

1. Agonis flexuosa (Australian Willow, Peppermint)
2. Alnus rhombifolia (White Alder)
3. Bauhinia baleana (King Orchid Tree)
4. Koelreuteria bipinnata (Chinese Lantern Tree)
5. Lagerstroemia indica (Crape Myrtle)
6. Liquidambar styraciflua (American Sweet Gum)
7. Magnolia grandiflora (Southern Magnolia)
8. Malaleuca quinquenervia (Cajeput Tree)
9. Pittosparum viridiflorum (Cape Pittosporum)
10. Platanus acerifolia (London Plane Tree)
11. Podocarpus gracilior (Fern Pine)
12. Quercus ilex (Holly Oak)
13. Tristania conferta (Brisbane Box)
14. Umbellularia Californica (California Bay Laurel)

<u>From ADS C-6 Street Tree List:</u>

1. Citrus sp. (Varies)
2. Elaeocarupus decipiens (Japanese Blueberry Tree)
3. Jacaranda mimosoifolia (Jacaranda)
4. Koelreuteria bipinnata (Chinese Flame Tree)
5. Lagerstroemia hybrid (“Muskogee”, Crape Myrtle)
6. Lagerstroemia hybrid (“Natchez”, Crape Myrtle)
7. Laurus nobilis (Sweet Bay)
8. Podocarpus henkelii (Long Leafed Yellow Wood)
9. Podocarpus macrophyllus (Yew Pine)
10. Pyrus calleryana (“Bradford”, Bradford Pear)
11. Ulmus parvifolia (“Sempervirens”, Evergreen Chinese Elm)

  c. The homeowners association would be responsible for maintenance.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping.
- Equivalent or better on-going maintenance costs.

C-6 **Additional Parkway and Street Median Trees**

Per the approval of the Director, OC Planning and the County Chief Engineer, allow an expansion of County Standard Plan 1700 (Parkway and Street Median Trees) to allow the following species to be planted in public rights-of-way within the Ranch Plan. All planting requirements in Standard Plan 1700 shall be followed. This ADS allows the Landscape Architect to choose from the addition species listed on the ADS C-6 exhibit, based on site suitability.

NOTE: Placement of trees within roundabout medians regulated by ADS B-6, Sheet 7 of 11

Performance Standards:

a) Additional Standard Plan 1700 Parkway and Street Median Trees (see exhibit on next page) within the rights-of-way of public local streets and arterial highways, as reviewed and approved by the Orange County Fire Authority.
b) The Ranch Plan shall only allow Trees from Standard 1700 that are allowed by Ranch Plan Fire Protection Program Section C.4 and C.8.A.
c) The street trees allowed in parkways by ADS C-6 will not result in any portion of the trunk being located within 24" of curb-face. If any individual tree planted within the parkway eventually grows to a diameter whereby the trunk is 24-inches from the curb-face, the maintenance contractor shall remove that individual tree.

Project Benefits:

- Increased water conservation.

C-7 **Additional Drought Tolerant Plants**

Per the approval of the Director, OC Planning and the County Chief Engineer, allow an expansion of County Standard Plan 1701 (Drought Tolerant Plant List) to add the trees, vines, shrubs, grasses and succulents to the list of species allowed within public rights-of-way within the Ranch Plan. As stated in Standard Plan 1701, the objective is to provide landscaping which is aesthetic initially and will retain its aesthetic appeal with time, yet is lower in maintenance and water requirements than traditional planting. It is required that a landscape plan be developed by a licensed Landscape Architect, and that selections from the list on the ADS C-7 exhibit be made be made by the Landscape Architect based on site suitability as long as the species selected are in compliance with Orange County Fire Authority requirements.

Drought tolerance refers to the degree to which a plant is adapted to arid or abnormal low rainfall conditions. Drought tolerant plants native to Southern California typically do not need supplemental irrigation, with the exception of plant establishment.

Addition to Standard Plan 1701 also allows inclusion as part of Standard Plan 1700 (Street Tree List), as the County of Orange is supportive of native and drought tolerant species within public road rights-of-way.

Performance Standards:

a) Allow within the rights-of-way of public local streets and arterial highways

Project Benefits:

- Increased water conservation.

ADDITIONAL STANDARD PLAN 1700 PARKWAY AND STREET MEDIAN TREES

BOTANICAL NAME COMMON NAME	Type	Height	Spread	Minimum Planter Width from face of curb, and on-going compliance with Performance Standard C-6 (c)	Spacing	***NOTE: The Ranch Plan shall only allow Trees from Standard 1700 that are allowed by Ranch Plan Fire Protection Program Section C.4 and C.8.A.I*** Special Conditions
	(All dimensions are in feet)					
Citrus sp. Varies	E	20	20	5	20	Nitrogen Fertilizer
Dracaena draco Dragon Tree	E	20	20	10	20	
Elaeocarpus decipiens Japanese Blueberry Tree	E	40	15	5	15	
Jacaranda mimosifolia Jacaranda	D	35	20	5	20	
Koelreuteria bipinnata Chinese Flame Tree	D	30	30	6	30	
Lagerstroemia hybrid 'Muskogee' Crape Myrtle	D	25	12	5	12	Mildew resistant.
Lagerstroemia hybrid 'Natchez' Crape Myrtle	D	25	12	5	12	Mildew resistant.
Laurus nobilis Sweet Bay	E	20	20	5	20	
Platanus Racemosa California Sycamore	D	80	60	10 or 20	40	If planted in medians of roadways, this species shall be planted at least 5' from the face of curb
Podocarpus henkelii Long Leafed Yellow Wood	E	40	18	5	18	
Podocarpus macrophyllus Yew Pine	E	30	12	5	12	
'Bradford' Bradford Pear	D	50	30	5	30	
Quercus agrifolia Coastal Live Oak	E	40	50	6	40	To be planted in parkways and medians without fronting residences
Quercus engelmannii Mesa Oak	E	60	50	5 or 14	40	If planted in medians of roadways, this species shall be planted at least 5' from the face of curb
Quercus viginiana Southern Live Oak	E	60	120	5	40	
"Sempervirens" Evergreen Chinese Elm	E	40+	30+	4	30	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1700
PARKWAY AND STREET MEDIAN TREES

Placement of trees within Roundabout Medians regulated by ADS B-6, Sheet 7 of 11

ADS

C-6

Sheet 1 of 1

ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME COMMON NAME	Type	Qualities	Remarks
Bougainvillea San Diego Red	Vine	LSW, FR	
Clytostoma callisetegioides Violet Trumpet Vine	Vine	MSW	Prune late winter.
Distictus buccinatoria Blood Red Trumpet Vine	Vine	MSW	Prune late winter.
Hibbertia scandens Guinea Gold Vine	Vine	MSW	Prune late winter.
Pandorea pandorana Wonga Wonga Vine	Vine	MSW	
Wisteria sinensis Chinese Wisteria	Vine	MSW	
Acacia redolens 'Desert Carpet' No Common Name	Shrub	NSW, FR	
Agapanthus africanus Lily of the Nile	Shrub	MSW	
Alyogyne huegelii Blue Hibiscus	Shrub	LSW	
Anigozanthus 'Bush Gold' Kangaroo Paw	Shrub	LSW	
Anigozanthus 'Harmony' Kangaroo Paw	Shrub	LSW	
Bougainvillea 'Raspberry Ice' Bougainvillea	Shrub	LSW, FR	
Bougainvillea 'San Diego Red' Bougainvillea	Shrub	LSW, FR	
Buddlejia davidii x weyeriana Butterfly Bush	Shrub	MSW, FR	

ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Buxus japonica 'Green Beauty' / Japanese Boxwood	Shrub	MSW	
Callistemon viminalis 'Little John' / Dwarf Bottlebrush	Shrub	LSW, FR	
Cistus x hybridus / White Rockrose	Shrub	LSW, FR	
Clivia miniata / Kaffir Lily	Shrub	MSW	Poisonus if ingested.
Coleonema pulchrum / Breath of Heaven	Shrub	MSW	
Convolvulus sabatius / Ground Morning Glory	Shrub	LSW	
Cotoneaster horizontalis / Rock Cotoneaster	Shrub	MSW	
Cotoneaster microphyllus / Rockspray Cotoneaster	Shrub	MSW	
Dianella caerulea 'Casitas Springs' / Gray Paroo Lily	Shrub	MSW	
Dianella tasmanica 'Variegata' / White Striped Tasman Lily	Shrub	LSW	
Dietes bicolor / Fortnight Lily	Shrub	MSW, FR	
Euonymus japonicus 'Microphyllus' / Box-Leaf Euonymus	Shrub	MSW, FR	
Hemerocallis species / Daylily	Shrub	MSW, FR	
Heuchera sanguinea / Coral Bells	Ground Cover	LSW	O.C. native.

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Lavandula angustifolia English Lavender	Shrub	LSW, FR	
Lavandula stoechas Spanish Lavander	Shrub	LSW, FR	
Lavatera maritima Tree Mallow	Shrub	LSW	
Leptospermum scoparium 'Gaiety Girl' New Zealand Tea Tree	Shrub	LSW	
Ligustrum japonicum 'Texanum' Wax Leaf Privet	Shrub	MSW, FR	Flowers attract bees.
Lonicera japonica 'Halliana' Japanese Honeysuckle	Ground Cover	MSW, FR	
Myoporum parvifolium No Common Name	Ground Cover	MSW, FR	
Nandina domestica 'Harbour Dwarf' Heavenly Bamboo	Shrub	MSW	
Nandina domestica 'Gulf Stream' Heavenly Bamboo	Shrub	MSW	
Pelargonium peltatum Ivy Geranium	Ground Cover	MSW, FR	
Phormium tenax 'Apricot Queen' Flax	Shrub	MSW	
Phormium tenax 'Bronze Baby' Flax	Shrub	MSW	
Phormium tenax 'Jack Spratt' Flax	Shrub	MSW	
Phormium tenax 'Maori Maiden' Flax	Shrub	MSW	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Phormium tenax 'Tom Thumb' Flax	Shrub	MSW	
Pittosporum t. 'Crème de Mint' Variegated Dwarf Tobira	Shrub	MSW	Carefully head back & trim. Does not look good sheared.
Pittosporum t. 'Variegata' Variegated Tobira	Shrub	MSW	Carefully head back & trim. Does not look good sheared.
Pittosporum t. 'Wheeler's Dwarf' Wheelers Dwarf	Shrub	MSW	Carefully head back & trim. Does not look good sheared.
Pittosporum tenuifolium 'Silver Sheen' No Common Name	Shrub	MSW	
Podocarpus gracilior Fern Pine	Shrub	MSW	
Podocarpus henkelii Long Leafed Yellowood	Shrub	MSW	
Podocarpus macrophyllus 'maki' Shrubby Yew Pine	Shrub	MSW	Very adaptable.
Pyracantha koidzumii 'Santa Cruz Prostrata' Firethorn	Shrub	MSW, FR	Prune out erect branches to maintain compact.
Rhapheolipis indica 'Ballerina' Indian Hawthorn (Pink)	Shrub	MSW, FR	
Rhapheolipis indica 'Clara' Indian Hawthorn (White)	Shrub	MSW, FR	
Rhapheolipis indica 'Pinkie' Indian Hawthorn (Pink)	Shrub	MSW, FR	
Rosa banksiae Lady Banks Rose	Shrub	MSW	Disease resistant.
Rosa 'Flower Carpet' Flower Carpet Rose (Tesslar)	Shrub	MSW	Prune at end of dormant season.

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME COMMON NAME	Type	Qualities	Remarks
Rosmarinus officinalis 'Arp' Rosemary	Shrub	LSW	
Rosmarinus officinalis 'Huntington Carpet' Rosemary	Ground Cover	LSW	
Rosmarinus officinalis 'Tuscan Blue' Rosemary	Shrub	LSW	
Salvia greggii Autumn Sage	Shrub	LSW, FR	
Salvia leucantha Mexican Bush Sage	Shrub	LSW	Cut back hard before Spring.
Strelitzia reginae Bird of Paradise	Shrub	MSW	Likes heavy feeding.
Trachelospermum jasminoides Star Jasmine	Shrub	MSW, FR	
Tulbaghia species Society Garlic	Shrub	MSW	
Viburnum suspensum Sandankwa Viburnum	Shrub	MSW	Susceptible to pests.
Viburnum tinus Laurustinus	Shrub	LSW	Susceptible to pests.
Westfringia fruticosa Coast Rosemary	Shrub	LSW, FR	
Xylosma congestum 'Compacta' Compact Shiny Xylosma	Shrub	MSW, FR	
Yucca aloifolia Spanish Bayonet	Shrub	LSW, FR	Sharp leaves.
Yucca elephantipes Giant Yucca	Shrub	NSW, FR	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Yucca filamentosa Adam's Needle	Shrub	LSW, FR	
Yucca filamentosa 'Bright Edge' Adam's Needle	Shrub	LSW, FR	
Yucca flaccida Yucca	Shrub	LSW, FR	
Yucca flaccida 'Golden Sword' Golden Sword Yucca	Shrub	LSW, FR	
Yucca gloriosa Spanish Dagger	Shrub	LSW, FR	
Yucca recurvifolia (Y. pendula) Yucca	Shrub	NSW, FR	
Yucca rigida Blue Yucca	Shrub	LSW, FR	
Carex praegracilis Western Meadow Sedge	Grass	MSW	Takes moderate foot traffic. Mow to 4" periodically.
Carex divulsa Berkeley Sedge	Grass	MSW	
Festuca californica California Fescue	Grass	LSW	
Festuca mairei Maire's Fescue	Grass	MSW	
Festuca ovina glauca Common Blue Fescue	Grass	MSW	
Festuca ovina glauca 'Elijah Blue' Dwarf Blue Fescue	Grass	MSW	
Festuca rubra 'Molate Blue' Molate Red Fescue	Grass	MSW	Good turf replacement.

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME COMMON NAME	Type	Qualities	Remarks
Miscanthus sinensis 'Gracillimus' Maiden Grass	Grass	LSW	
Miscanthus transmorrisonensis Evergreen Miscanthus	Grass	LSW	
Muhlenbergia capillaris 'Regal Mist' Pink Muhly	Grass	LSW	
Muhlenbergia rigens Deer Grass	Grass	LSW	
Muhlenbergia rigida 'Nashville' Purple Muhly Grass	Grass	LSW	
Nasella tenuissima (Stipa) Mexican Feather Grass	Grass	LSW	
Pennisetum messiacum Red Bunny Tails	Grass	MSW	
Pennisetum orientale Fountain Grass	Grass	MSW	Cut back to ground in winter.
Pennisetum setaceum 'Red Riding Hood' Dwarf Purple Fountain Grass	Grass	MSW	Cut back to ground in winter.
Pennisetum setaceum 'Rubrum' Purple Fountain Grass	Grass	MSW	Cut back to ground in winter.
Aeonium arboreum 'Atropurpureum' No Common Name	Succulent	LSW	
Aeonium arboreum 'Zwartkop' No Common Name	Succulent	LSW	
Aeonium haworthii Pinwheel	Succulent	LSW	
Aeonium 'Pseudotabulaeforme' No Common Name	Succulent	LSW	

ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME COMMON NAME	Type	Qualities	Remarks
Aeonium urbicum Dinner Plate	Succulent	LSW	
Agave Americana Century Plant	Succulent	LSW, FR	
Agave americana 'Variegata' Variegated Century Plant	Succulent	LSW, FR	
Agave attenuata No Common Name	Succulent	NSW, FR	
Agave vilmoriniana Octopus Agave	Succulent	NSW, FR	
Agave vilmoriniana 'Variegata' Variegated Octopus Agave	Succulent	NSW, FR	
Aloe striata Coral Aloe	Succulent	NSW, FR	
Aloe vera Medicinal Aloe	Succulent	NSW, FR	
Crassula arborescens Silver Dollar Plant	Succulent	NSW, FR	
Crassula ovata Jade Plant	Succulent	NSW, FR	
Dasylirion quadrangulatum (D. longissima) Mexican Grass Tree	Shrub	NSW, FR	Needs well drained soils.
Dasylirion wheeleri Desert Spoon	Shrub	NSW, FR	Needs well drained soils.
Echeveria elegans Hens and Chicks	Succulent	NSW	
Echeveria 'Blue Curls' No Common Name	Succulent	NSW	Needs well drained soils.

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Euphorbia tirucalli 'Rosea' Firesticks	Shrub	LSW	
Graptopetalum paraguayense Ghost Plant	Succulent	LSW	
Hesperaloe parviflora Red Yucca	Shrub	LSW, FR	
Kalanchoe luciae (K. thyrsiflora) Paddle Plant	Succulent	LSW	
Sedum dendroideum Stonecrop	Succulent	NSW, FR	
Sedum nussbaumerianum Stonecrop	Succulent	NSW, FR	
Sedum spurium Stonecrop	Succulent	LSW, FR	
Sedum reflexum Stonecrop	Succulent	LSW, FR	
Sempervivum arachnoideum Cobweb Houseleek	Succulent	LSW, FR	Needs well drained soils.
Sempervivum tectorum Hen and Chickens	Succulent	LSW	Needs well drained soils.
Senecio mandraliscae No Common Name	Succulent	NSW	
Senecio talinoides 'Jolly Gray' No Common Name	Succulent	NSW	
Senecio radicans String of Bananas	Succulent	LSW, CT	
Senecio rowleyanas String of Pearls	Succulent	LSW, CT	Poisonus if ingested.

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Alnus rhombifolia White Alder	Tree	MSW, FR, CT	
Baccharis 'Centennial' No Common Name	Shrub	LSW, FR	Resistant to root rot.
Baccharis pilularis Dwarf Coyote Brush	Shrub	LSW, FR	
Baccharis pilularis 'Pigeon Point' Dwarf Coyote Brush	Shrub	LSW, FR	
Lupinus arboreus Lupine	Shrub	NSW	Needs well drained soils.
Lupinus bicolor Pygmy-leafed Lupine	Shrub	NSW, FR	
Lupinus nanus Sky Lupine	Shrub	NSW	
Nasella lepida Foothill Needle Grass	Grass	NSW, FR	
Nasella pulchra Purple Needle Grass	Grass	NSW, FR	
Optunia littoralis Prickly Pear	Cacti	NSW, FR	
Platanus racemosa California Sycamore	Tree	LSW, FR, CT	
Quercus ilex Holly Oak	Tree	LSW, FR	
Quercus kelloggii California Black Oak	Tree	LSW	
Rosa californica California Wild Rose	Shrub	LSW	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

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ADDITIONAL STANDARD PLAN 1701 DROUGHT TOLERANT PLANTS

LEGEND

NSW - No Summer Water
LSW - Low Summer Water
MSW - Med. Summer Water
FR - Fire Retarding
CT - Clay Tolerant

BOTANICAL NAME / COMMON NAME	Type	Qualities	Remarks
Salvia apiana White Sage	Shrub	NSW	
Sedum spathulifolium Stonecrop	Ground Cover	NSW	
Sisyrinchium bellum Blue Eyed Grass	Grass	LSW, FR	
Yucca whipplei Our Lord's Candle	Shrub	LSW, FR	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1701
DROUGHT TOLERANT PLANTS

ADS

C-7

Sheet 11 of 11

C-8 **Turfgrass Irrigation in Parkways**

Per the approval of the Director, OC Planning and the County Chief Engineer, allow an interpretation of the County of Orange Model Water Efficient Ordinance Guidelines that allows spray nozzles in limited circumstances within parkways.

Parkway landscapes require the predominant planting of turfgrass to more safely withstand pedestrian traffic. In most cases, turf parkway widths will vary between five and eight feet.

Section 2.5 part A.1(q) of the County of Orange Model Water Efficient Ordinance Guidelines (2010) indicate the following:

(q) Narrow or irregularly shaped areas, including turf, less than eight (8) feet in width in any direction shall be irrigated with subsurface irrigation, a low volume irrigation system, or another water-efficient technology.

Irrigating turfgrass with sub-surface irrigation is extremely costly, difficult to install, and impractical due to low head drainage issues, clogging of emitters by turfgrass roots, and damage to piping during aeration.

Standard irrigation spray heads at smaller radii are difficult to manufacture with a matched precipitation rate consistent with their larger spray head counterparts due to the low flow and small orifice requirements. The common result is misting, clogging, and spray drift that cause overspray and runoff conditions.

In 2010, The Toro Company produced a nozzle with a patented technology to allow a larger, more uniform droplet at a much lower precipitation rate. This creates improved and more efficient application of irrigation water without misting and drift. Matched precipitation continues to occur after a 25% radius reduction. These nozzles will work with most pop up bodies.

Performance Standards:

- Turf parkways between five and eight feet wide will be irrigated with Toro Precision^{TM} nozzles, (or subsequently available nozzle products matching the performance criteria) using the 5 and 8 foot nozzles – available in nine separate patterns including 60, 90, 120, 180, and 360 degrees.
- Head layout will consist of 50% diameter coverage
- Hardscape connections will not occur with angles less than 60 degrees to eliminate overspray at corners.
- Pop up spray bodies must be 6 inches in height and contain pressure regulation and anti-drain valves capable of 14 feet of head
- Pop up spray bodies must be installed 4 inches from hardscape to allow edging and root pruning.

Project Benefits:

Allows the option to use of pedestrian friendly turfgrass in parkway landscapes with an improved application of irrigation.

Chapter D

Zoning, Subdivision, and Planning

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

D-2 **Conventional Single Family Courtyard Home with 5' Rear Setback**
Allow a modified 5-foot rear yard setback for conventional single-family detached residential dwelling units, when an outdoor side yard courtyard, provides an equal or greater amount of outdoor livable square footage area.

Project Benefits:

- Equal or better usable outdoor living area, with more privacy

Performance Standards:

1. Residential D-2 Lots may only be adjacent to other Residential D-2 lots when rear lots adjoin.

2. Residential dwelling separation with adjacent rear lots:

   When an ADS D-2 dwelling is located adjacent to the rear property line of either another ADS D-2 dwelling (minimum 5' Rear Setback), certain minimum rear dwelling separation distances must be maintained in accordance with the following criteria:

   (a) A minimum of 15' dwelling separation must be maintained between rear adjacent dwellings located on separate building sites.

      i. As measured from any point of the dwelling structure across the rear lot line to the closest dwelling.

   (b) An average of 20' dwelling separation must be maintained between rear adjacent dwellings when multiple rear lots adjoin.

      i. Calculate the average rear setback for each dwelling by measuring the width of the structure at particular distances. For instance, a dwelling with a 5-foot setback for 25 feet and a 10-foot setback for 25 feet would have an average 7.5-foot rear setback for that individual dwelling.

      ii. Next, calculate the total average of all the rear setbacks along the entire string of rear-adjacent dwellings by adding the rear separation distances between dwellings along the multiple adjoining rear lots (minimum 15 feet and using the calculation above for setback distances) and dividing by the number of dwelling separations.

   (c) The applicant shall provide appropriate tables and exhibits that demonstrate compliance with the above criteria.

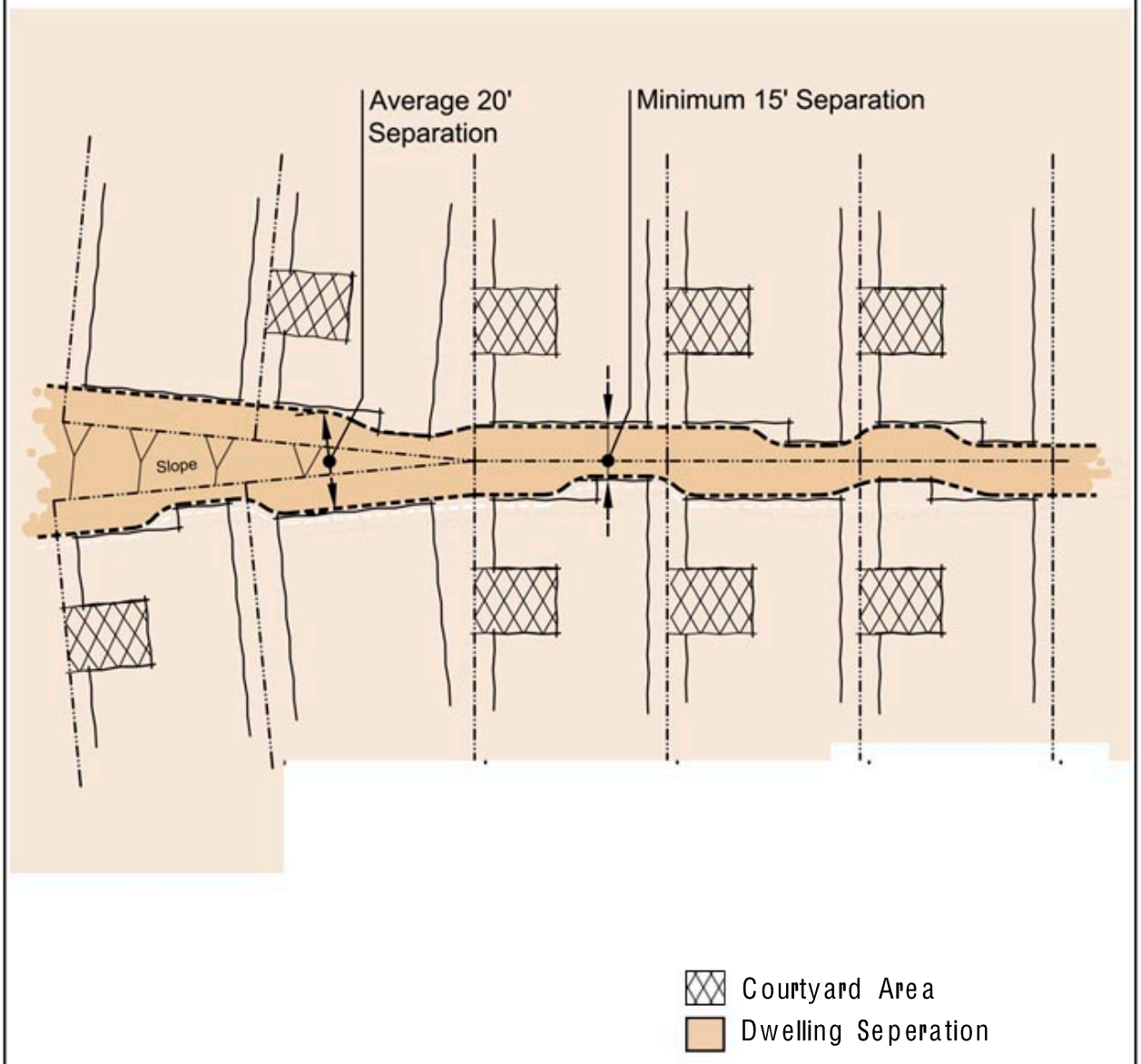
3. Minimum interior courtyard area shall exceed 350 square feet (with a minimum width dimension of 15 feet), as measured from the courtyard footprint. Projections into the courtyard area shall be limited to eaves, cornices, and balconies. Other architectural features (fireplaces, built-in barbecues, etc.) may be included in the 350 square foot calculation if for the benefit of the outdoor living space. In most cases a 350 square-foot courtyard would exceed the net loss of backyard square footage due to revised rear setback (5-foot multiplied by the width of yard). Overhead coverings are permitted as defined in (a) and (b) below.

   (a) A maximum of 25% of the courtyard shall be allowed to be roofed.

(b) Lattice and trellis coverings shall be allowed to cover up to 50% of the courtyard area. This 50% coverage limitation includes both roofed and trellis coverage area.

4. ADS D-2 dwellings shall be located within reasonable walking distance of a wide range of public and private trail, open space and recreation uses (above and beyond the Local Park Code requirements).

5. The use of this Alternative Development Standard will be limited to Planning Area 1.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Courtyard Homes Exhibit

ADS

D-2

D-3. **Reduced Age Qualified Parking**

Per the approval of the Planning Commission, allow the following modifications to 2002 Zoning Code Section 7-9-145.3 egarding parking requirements for Ranch Plan Age Qualified (55+) housing. An additional detailed parking analysis would only be required if an applicant requests deviations from the following parking standards.

a. **Requirements for Age Qualified Dwellings with Dedicated Garages:**
   i. **Conventional Single-Family Detached Dwellings**
   ii. **Planned Concept Detached Dwellings**
   iii. **Multiple-Family Dwellings**

This modification to the Off-Street Parking Regulations of the County of Orange 2002 Zoning Code Section 7-9-145.3(d)(1) for Attached or detached single-family dwellings requires a two-car garage (unless expressly allowed otherwise – e.g., ADS D-12) for each single-family Age Qualified detached dwelling unit.

At least 75% of all Age Qualified Dwelling two-car garages must be side-by-side. The remaining 25% may be end-to-end (tandem) garages, with both spaces counted fully towards meeting the two-spaces-per-unit requirement.

Each Age Qualified attached dwelling unit (more than one dwelling per building site) requires two spaces along with an additional 0.2 guest spaces per unit.

Conventional Single Family and Planned Concept Detached Dwelling projects in compliance with this ADS are also to comply with County Standard Plan 1107, as modified to allow local streets with residential frontage and driveways on both sides, but parking on one side only:

- 28-foot-wide streets (curb-face to curb-face) with traffic levels of up to 200 average daily trips (ADT).
- 30-foot-wide streets (curb-face to curb-face) with traffic levels of from 200 to 500 average daily trips (ADT).

Performance Standards:

- Age Qualified (55+) dwellings only, as defined by the Ranch Plan PC Program Text Section IV (Senior Citizen Housing).
- Two parking spaces required per dwelling (no driveway space required) to be provided via one of the following methods:
  - Conventional side-by-side garage, per 2002 ZC 7-9-145.3 (a)(1)
  - Tandem garage up to a maximum of 25% of dwelling units within each Age Qualified project area as stated above.
  - Single-car garage serving single-family detached dwellings of less than 1,300 square feet, plus a second required parking space that shall be provided either in a driveway (minimum 18 feet in length), or on-street or off-street within 200 feet, as allowed by ADS D-12.

- At the tentative tract map level (and site development permit level for Planned Concept Detached Dwellings and Multiple-Family Dwellings) the applicant must demonstrate to Land Development staff that 0.2 required guest parking spaces per dwelling are provided either in a driveway (at least 18' length behind back-of-sidewalk), or on-street within 200' of the dwelling. This parking tabulation shall be based on 22-foot-long parallel parking space lengths, as required by 2002 Zoning Code Section 7-9-145.5 design requirements, working within the constraints of 16-

foot wide driveway aprons, fire hydrants, corner curb returns, etc.
- ADS D-5 (17-Foot Driveways) may not be used in combination with ADS D-3 due to required driveway length.
- ADS D-13 (Tandem Parking) may not be used in combination with ADS D-3 due to different methods and numbers in calculating tandem parking.

Project Benefits:
- A residential village ambiance with less uninterrupted hardscape.
- Less pavement results in better water quality through percolation (due to less impervious surface) and a more livable micro-climate (less heat gain due to pavement near homes).
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles

b. **Parking Requirements for Age Qualified Multiple-Family Dwellings Without Dedicated Garages:**
    i. **Multiple-Family Dwellings served by Parking in Common**
    ii. **Independent Units in Continuing Care Retirement Community (CCRC) Projects**

For all Age Qualified multiple-family dwellings without dedicated garages, this proposed Alternative Development Standard would require 1.25 parking spaces per dwelling unit, which includes guest, visitor and staff parking.
Performance Standards:
- Age Qualified (55+) dwellings only, as defined by the Ranch Plan PC Program Text Section IV (Senior Citizen Housing).

D-4a. **Planned Concept Detached Dwellings Setbacks:** *(MODIFY)*
Per the approval of the OC Planning Commission, allow the following modifications to further define Planned Community Program Text Section III.A.2.d.6 setback requirements for Planned Concept Detached Dwellings.

1) Minimum Building Setback Requirements:

a) Front:

i. Where primary (front-door) access is from a street, twelve (12) feet minimum from the back of street curb or three (3) feet from the property line/street right-of-way, whichever is greater; except for garages, which have their own standards.

1. Unit #1, Exhibit D4a-1: Detached Cluster Configuration with Lane Access
2. Unit #1, Exhibit D4a-2: Detached Cluster Configuration with Paseo Access

ii. Where primary (front-door) access to individual dwelling units is from a private drive or alley, the front setback shall be a minimum of fifteen (15) feet from the centerline of the alley or five (5) feet to the primary accessway, whichever is greater.

1. Unit #2, Exhibit D4-1: Detached Cluster Configuration with Lane Access

iii. Where primary (front-door) access to individual dwelling units is from a motor court; the front, side and rear setbacks are often difficult to determine. In these instances, the wall that includes the front door shall be deemed the “front wall” of that dwelling.

1. Unit #3, Exhibit D4a-1: Detached Cluster Configuration with Lane Access
2. Units #2 and #3, Exhibit D4a-2: Detached Cluster Configuration with Paseo Access

b) Rear: Minimum five (5) feet from property line, or if there is no individual building site property line, from the boundary of the private use common area. Notwithstanding, if the rear setback is adjacent to an alley, then the setbacks shall be three (3) feet to the property line or fourteen (14) feet to the centerline, whichever is more restrictive.

c) Side not abutting street: Six (6) foot minimum for one side only, or eight (8) foot minimum aggregate total for both sides (see exhibit D4a-3). Building separation shall be 6 feet or more from face-of-finish to face-of-finish (see Exhibit D4a-3) and the Site Development Permit criteria for Planned Concept Single Family Detached projects shall be expanded to include the following (as applicable):

(1) For side building separations with a minimum of six (6) feet from face-of-finish to face-of-finish, at the Site Development Permit and Vesting Tentative Tract Map levels the applicant shall provide ownership and easement details that allow for coordinated landscape, hardscape and drainage.

(2) For side building separations of eight (8) feet or greater from face-of-finish to face-of-finish the setback of the two side property lines either shall be

at least (4) feet each, or one side property line setback shall be zero while the other side property line setback shall be eight (8) feet or greater (see exhibit D4a-3) and will comply with (3) below.

(3) For any side building separation, confirmation that applicable Building and Fire Codes will be met.

(4) For any side building separation, review of fencing and window placement pertaining to privacy.

(5) Any encroachments into the setback area shall leave a minimum three (3) foot path along the building (excluding roofs and roof eaves).

d) Side abutting street: Five (5) feet minimum from property line.

e) Patios: No attached or detached covered patio shall be located closer than three (3) feet to a property line, as measured from the nearest supports for the structure. For a corner lot, the minimum setback from any patio structure (as measured from each street-side property line) shall be increased to five (5) feet. Covered patios may be completely screened, including all exterior walls and ceilings, with fully ventilating screening material.

f) Projections into required setbacks: Eaves, cornices, chimneys, outside staircases, balconies, media niches and other similar architectural features may project four (4) feet into any required front, rear or side setback or within one (1) foot of the property line, whichever produces the least projection into the setback. Any such projections into the setbacks must be consistent with applicable fire and building codes regarding separation of structures. In addition, where primary (front-door) access to individual dwelling units is from a private drive or alley (Section 1)a)i. above) second-story cantilevered architectural elements not to exceed 50% of the frontage on any given private drive alley, may project three (3) feet into required front setbacks, for a second story front setback of twelve (12) feet from the centerline of the alley.

g) In conditions where the building separation between two dwelling units is less than 8 feet but equal to or greater than 6 feet from face-of-finish to face-of-finish:

1. Required 150 square foot Usable Private Open Space area shall average at least 8 feet in width, shall be a minimum of at least 6 feet in width, and shall meet the three-to-one (3:1) length to width ratio.
2. A non-buildable easement is required and additionally shall prohibit:
    a. Structures that do not require building permits, including, but not limited to, storage sheds.
    b. Open flames (barbecue, fire pit etc.)

In addition to g above), in conditions where the building separation between two dwelling units is 6 feet from face-of-finish to face-of-finish:

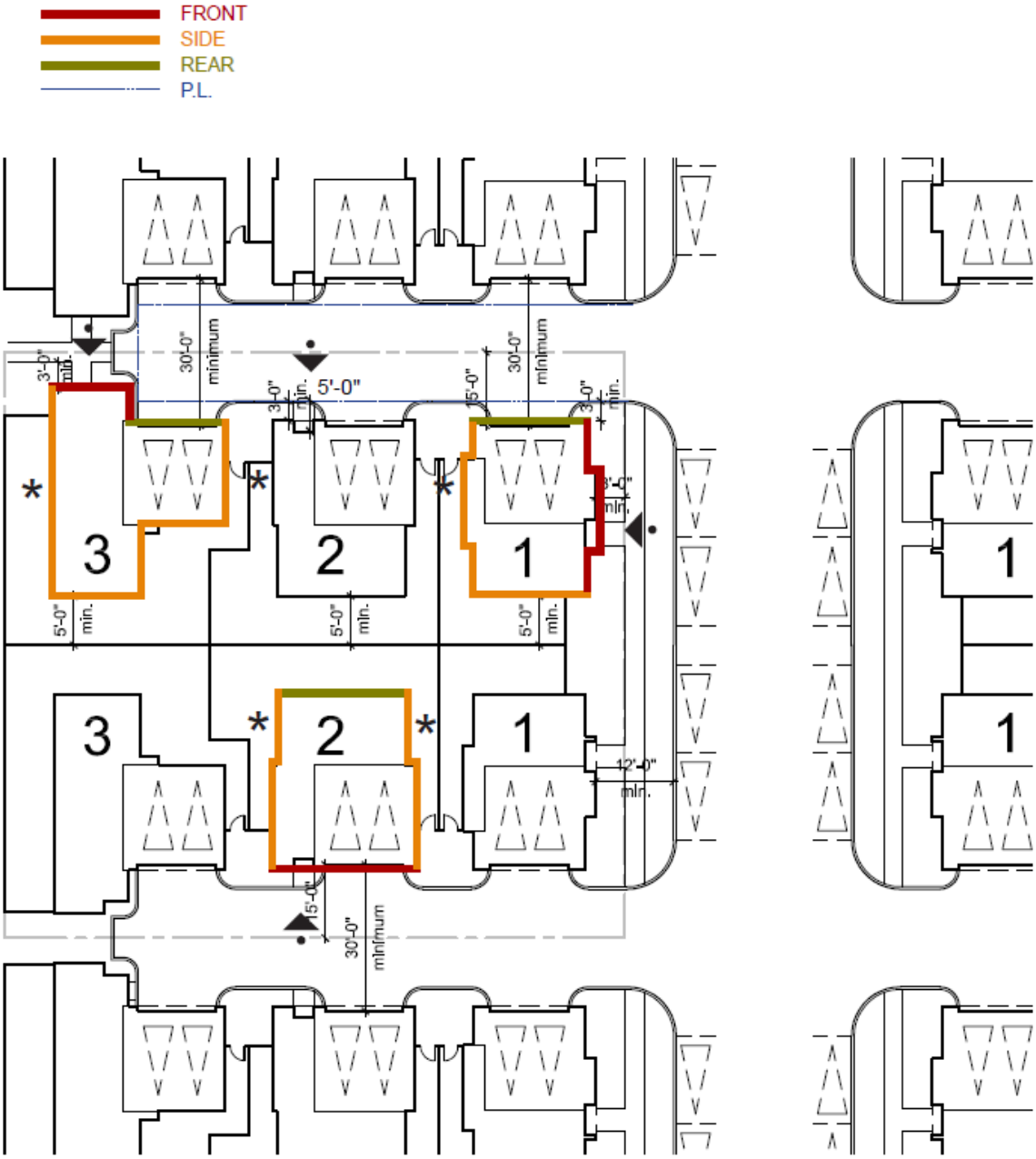
1. Architectural projections are not allowed between the units (i.e., “chimneys, outside staircases, balconies, media niches and other similar architectural features”).
2. Rated roof projections of up to 12 inches (roof eaves and fascia) are only allowed to cross a zero-lot line per a non-buildable easement to be depicted on the Vesting Tentative Tract Map and on the Final Tract Map.
3. Emergency ingress/egress serving bedrooms adjoining zero lot line property to be confirmed at Site Development Permit level of County review.

Performance Standards:

- Irrigated landscaping required within private drives, alleys and motorcourts.
- Roll-up garage doors with remote-controlled openers.
- Five (5) foot setback from front-doors on private drives, alleys and motorcourts to the primary accessway, which shall be identified on the Site Development Permit and Precise Grading Plan.
- Building separation must comply with California Residential Code.
- Driveways must be at least 18 feet in length or more, or 7 feet or less.
- ADS D-5 (17-Foot Driveways) may not be used in combination with ADS D-4a due to ADS D-4a requiring driveway lengths of 18 feet or more, or 7 feet or less.
- ADS D-8 (Planned Concept Residential Lots Greater than 3,000 Square Feet) may not be used in combination with ADS D-4a to prevent the negative impacting of parking requirements if side separation is less than 8 feet.
- ADS D-8 may be used in combination with ADS D-4a only if side separation is 8 feet or greater (per ADS D-4a section 1)c)(2) above) and Usable Private Open Space per dwelling unit is at least 500 square feet in size.
- ADS D-9 may not be used, if utilizing ADS D-8 with ADS D-4a, to ensure that all required parking is provided off-street and on-site.

Project Benefits:

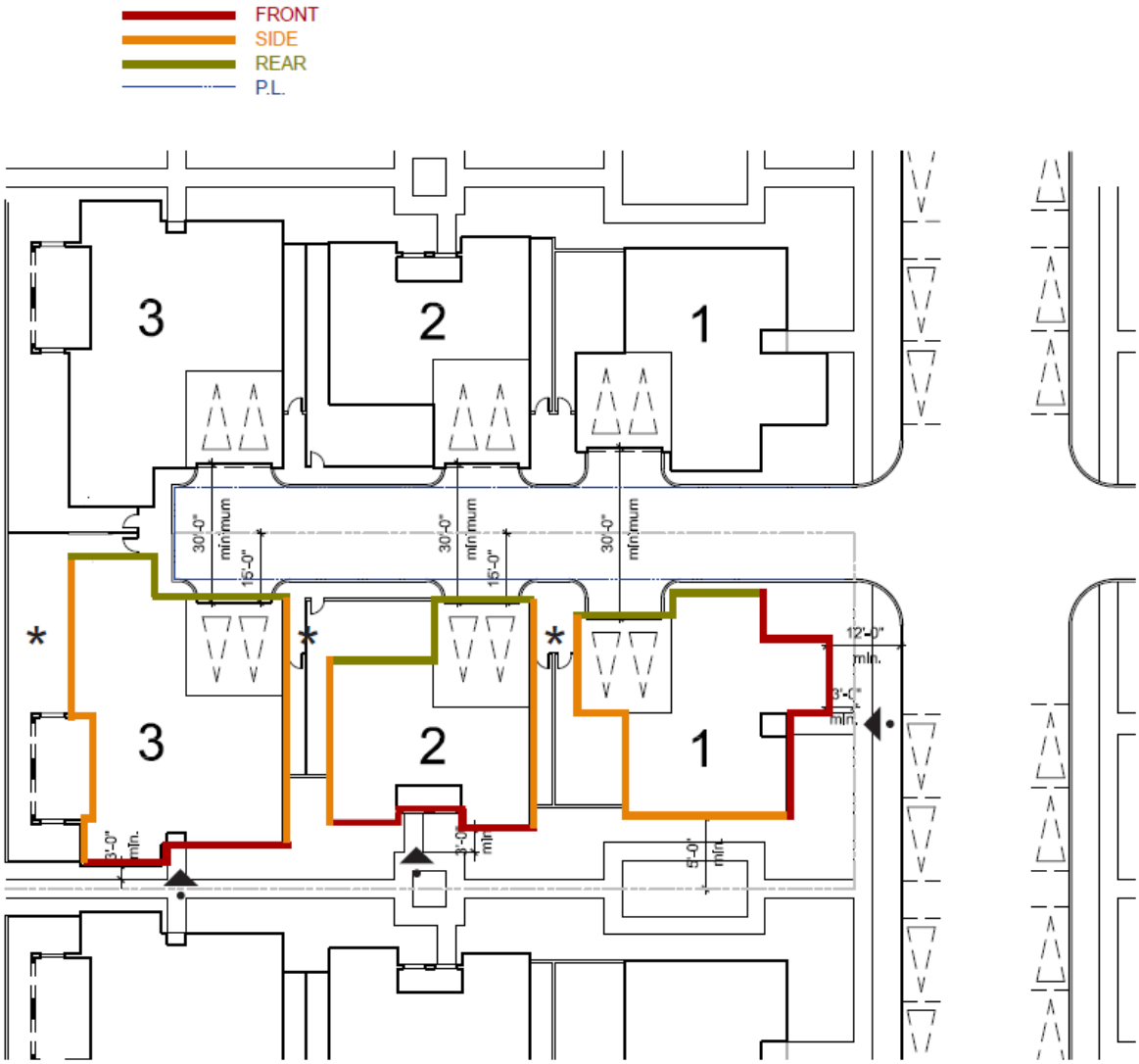
- Increased residential density.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.



D4a - Detached Cluster Configuration with Lane Access

* Per Ranch Plan Planned Community Program Text Section III.A.2.d.6)c) and Exhibit D4-3

Exhibit D4a-1



D4a - Detached Cluster Configuration with Paseo Access

* Per Ranch Plan Planned Community Program Text Section III.A.2.d.6)c) and Exhibit D4-3

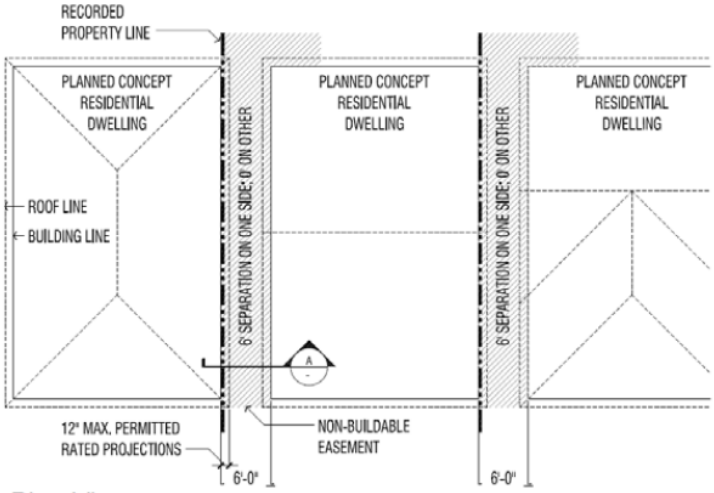
Exhibit D4a-2

Exhibit D-4a-3

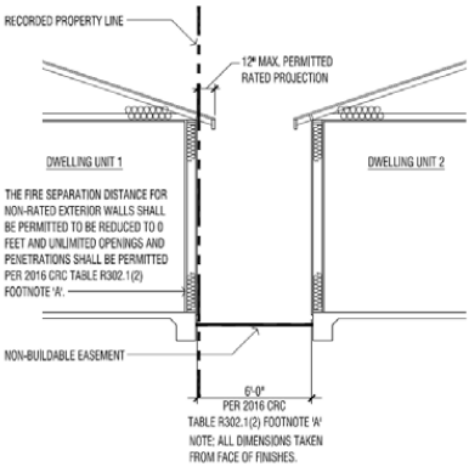
6'-0" Minimum Building Separation

(Per 2016 CRC Chapter 3, Table 302.1(2) Footnote 'A')

*Note: Building separation is from face of finish to face of finish.



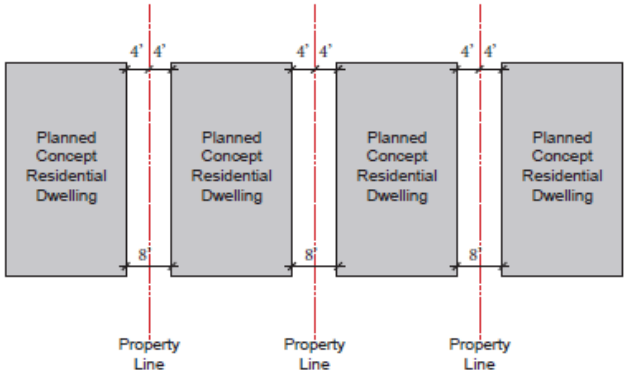
Plan View



Section View

8'-0" or Greater Building Separation

Four (4) Feet Setback



Zero Lot Line Setback



D-4b. **Conventional Single-Family Detached Dwellings Setbacks**

The OC Planning Commission approved ADS D-4b on May 13, 2015 (revised 2026), further defining Planned Community Program Text Section III.A.1.d.5 setbacks requirements for Conventional Single-Family Detached Dwellings on alleys/motor courts.

5) Minimum Building Setback Requirements (See color-coded exhibit D4b):
   a) Red: Ten (10) feet minimum from property line to building for at least one side of each ADS D-4b Conventional Single-Family Detached Dwelling.
   b) Green: Five (5) feet minimum from any property line, or ten (10) feet aggregate when adjacent to another green setback, or five (5) feet when abutting a street.
   c) Blue: Per Ranch Plan PC Program Text Section III.A.1.fd.5)d): If the setback is adjacent to an alley/motorcourt, the setbacks shall be three (3) feet to the property line or fourteen (14) feet to the centerline, whichever is more restrictive"
   d) Front Doors: Five (5) feet minimum if adjacent to a street, alley or motorcourt.
   e) Patios: No attached or detached covered patio shall be located closer than three (3) feet to a property line, as measured from the nearest structural supports. For a corner lot, the minimum setback from any patio structure (as measured from each street-side property line) shall be increased to five (5) feet. Covered patios may be completely screened, including all exterior walls and ceilings, with fully ventilating screening material.
   f) Projections into required setbacks: Eaves, cornices, chimneys, outside staircases, balconies, media niches and other similar architectural features may project four (4) feet into any required front, rear or side setback or within one (1) foot of the property line, whichever produces the least projection into the setback. Any such projections into the setbacks must be consistent with applicable fire and building codes regarding separation of structures.

Performance Standards:

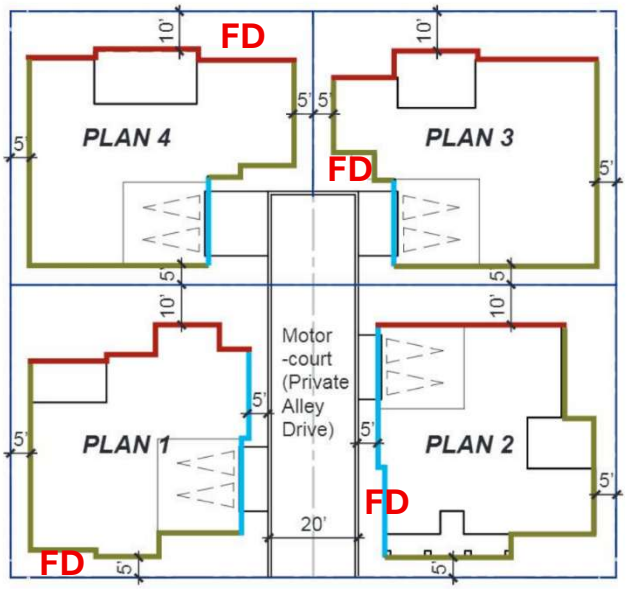
- Submittal of an informational exhibit with the Tentative Tract Map resembling the configurations shown on Exhibit D4b, with a condition of approval on the Tentative Tract Map requiring specific setbacks to be shown on the Precise Grading Plan prior to recordation of a Final Tract Map.
- Roll-up garage doors with remote-controlled openers.

Project Benefits:

- Increased residential density.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

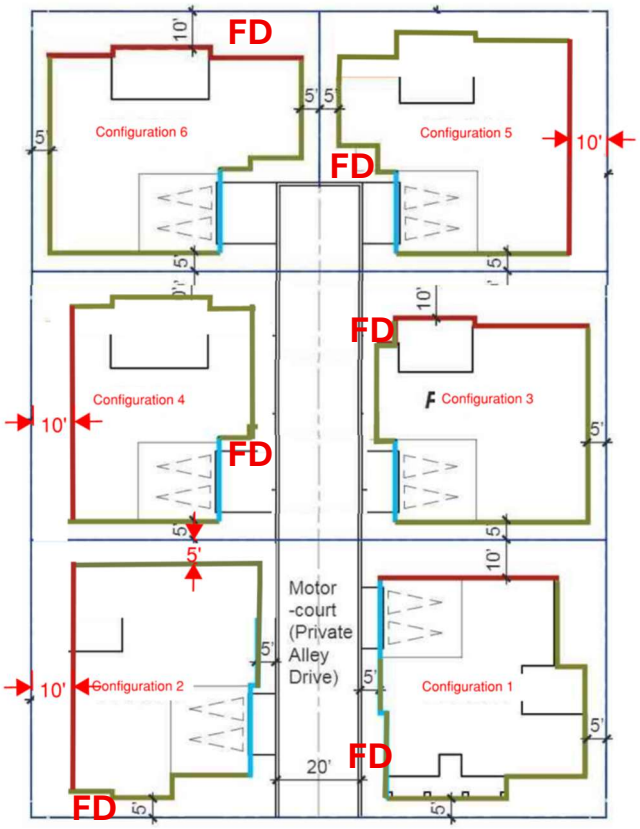
NOTES:

1. Front Doors may be located of any side of the building (Red, Green or Blue)
2. Rear/Red (10-foot) Setbacks:
    a. Are not required to be opposite Front/Blue Setback
    b. Are not required to be opposite the location of Front Door



Residential Street (public or private)

No Scale



Residential Street (public or private)

LEGEND:
Minimum Building Setbacks:

- 10-FEET
- 5- FEET
- PER RANCH PLAN PC PROGRAM TEXT SECTION III.A.1.d.5)d): "Three (3) feet to the property line or fourteen (14) feet to the centerline, whichever is more restrictive"
- PROPERTY LINES
- CENTER LINE
- FD FRONT DOOR LOCATION

Exhibit D4b

D-5. **17-Foot Driveways** *(New Modification)*

Per the approval of the Planning Commission, define all residential Garage and Carport Placement minimum setbacks contained in the Ranch Plan PC Text (Driveway requirements in Conventional Single Family Detached Dwellings, Planned Concept Detached Dwellings, Multiple-Family Dwellings, Estate Dwellings, Senior Housing and Home Based Business Enclaves), as follows:

The setbacks to the point of entry into a garage or carport shall be:

- Private streets, alleys or motorcourts: Seven (7) feet or less, or seventeen (17) feet (assuming a roll-up garage door; eighteen (18) feet required if no roll-up garage door) or more from the back of sidewalk or, if there is no sidewalk, from the back of curb.
- Public streets: Minimum eighteen (18) feet

Garage structures may be constructed with no minimum setback from any side or rear property line not abutting a street.

Performance Standards:

- Roll-up garage doors with remote-controlled openers

Project Benefits:

- Increased residential density.

D-6. **Multiple-Family Dwellings – Minimum Distance Between Buildings**
Per the approval of the Planning Commission, allow the following addition to Section III.A.3.d.5):

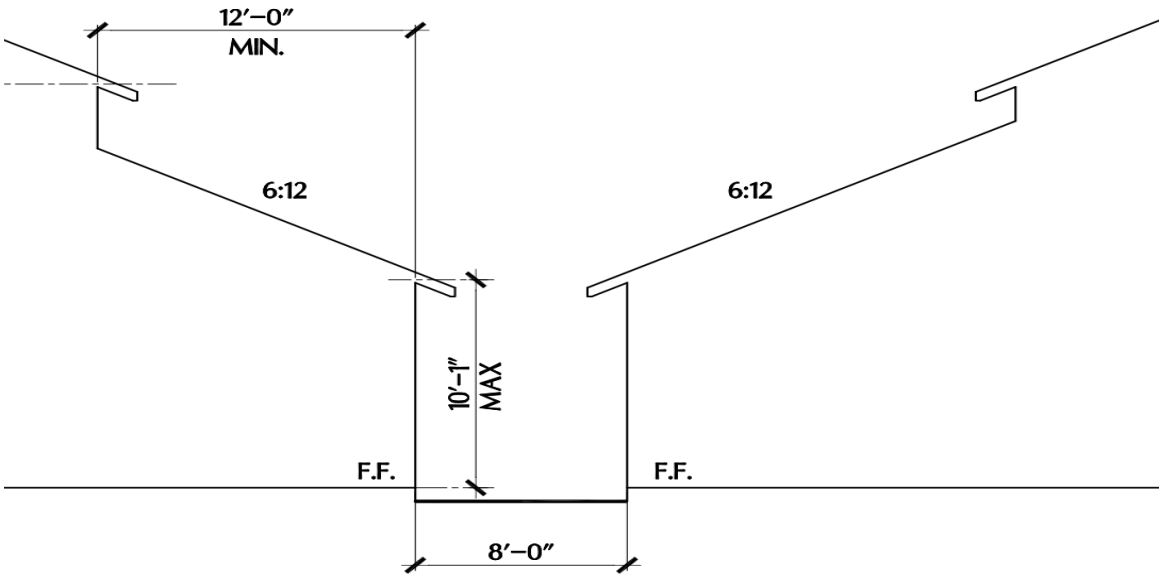
Minimum Distance Between Buildings: Fifteen (15) feet at a maximum building height of forty (40) feet. However, the internal distance requirement may be reduced to ten (10) feet at a maximum building height of thirty-five (35) feet and may be further reduced to eight (8) feet at a maximum building height of one-story at setback, stepping back to two-stories no closer than 12 feet (see diagram below).

Performance Standards:

- In situations where the 8-foot distance is used, window placement in the affected buildings should be considered to maximize privacy.

Project Benefits:

- Increased density in a single-family setting provides for more housing choices.



D-7. **Recreation Uses Setbacks**

Per the approval of the Planning Commission, allow building setbacks from property lines for Recreation Uses (such as parks, pools, clubhouses and trails) to be reduced to five (5) feet if the primary reason the recreation use is on a separate lot is to allow for homeowners association maintenance of the recreational facilities.

Performance Standards:

- Recreational use surrounded by residential uses that would be utilizing the recreation facilities.

Project Benefits:

- Increased compatibility between residential and recreational uses.

D-8. **Planned Concept Residential Lots Greater than 3,000 Square Feet**

Ranch Plan PC Program Text Section III.A.2.d.(2) is revised to delete the following text: "… and lots less than 3,000 square feet. If lot sizes are greater than 3,000 square feet, regardless of density, Conventional Single Family standards (Section III.A.1) shall apply." Therefore, Planned Concept Single-Family Detached Dwellings are allowed on lots in excess of 3,000 square feet. NOTE: This ADS allows an alternative standard that remains in compliance with the "Greater than 8.0 dwelling units per acre" requirement in Section III.A.2.d.(2) "Planned Concept Detached Dwellings - Net density" and the definition of Planned Concept Detached Dwellings in the Planned Community Program Text (Section IV. Definitions "P").

Performance Standards:

- Compliance with all other applicable aspects of Ranch Plan PC Program Text Section III.A.2. requires, but is not limited to following:
  - Remainder of Section III.A.2.d.(2) requires "Net Density: Greater than eight (8.0) dwelling units per acre …"
  - Public and private open space must be clearly delineated on the Site Development Permit and Precise Grading plans.

Project Benefit:

- The increased lot size allows increased private usable open space.

D-9. **Planned Concept Detached Dwellings Parking (Bedroom Count):**
Parking for Planned Concept Detached Dwellings to be provided per the bedroom-count parking generation method (OC 2002 Zoning Code Sections 7-9-145.3(d)(2) and (d)(3).

Performance Standards:

- Compliance with all other aspects of Ranch Plan PC Program Text Section III.A.2 (Planned Concept Detached Dwellings Site Development Standards), including a density greater than 8.0 dwelling units per acre and lot sizes less than 3,000 square feet (unless modified by ADS D-8).
- For public streets, up to 20% of the total required (non-guest) parking is allowed on the street. However, on-street parking (including both required and guest parking) may not exceed 75% of the street's available parking capacity.
- For private streets, up to 25% of the total required (non-guest) parking is allowed on the street. However, on-street parking (including both required and guest parking) may not exceed 90% of the street's available parking capacity.
- The total percentages of private and public on-street parking permitted are cumulative, and not specific to each individual development. In other words, the percentage of on-street parking used by one development shall count against the total percentage of on-street parking allowed for any subsequent development intending to use on-street parking. If adjacent surrounding land uses utilize on-street parking to meet their own parking requirements, that on-street parking capacity may not be utilized by the new development. For example, if an adjacent development utilizes 50% of a private street's available parking capacity, then the new development can only utilize the remaining 40% of that private street's available parking capacity.

Project Benefits:
- Increased housing choices in price range affordable to "first-time" and "move-down" homebuyers.
- Equivalent compliance with all aspects of Ranch Plan PC Program Text Section III.K. and OC 2002 Zoning Code Section 7-9-145.3(d)(2 and 3).
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

D-10. **Bedroom Definition to Determine Parking Requirements**

Clarification of what is classified as a bedroom, for the purposes of determining parking requirements per OC 2002 Zoning Code Section 7-9-145.3(d)(2) to apply to all Ranch Plan housing types as follows:

Notes:

1. For purposes of determining parking requirements per OC 2002 Zoning Code Section 7-9-145.3(d)(2) any room meeting the parameters as described in the performance standards below shall not be considered a bedroom.
2. This ADS is not a modification to the 2002 Zoning Code 7-9-23(-B) definition of bedroom, nor the Ranch Plan PC Program Text Section IV. Definitions (B), but rather clarification for determination of parking requirements for site development standards for Off Street Parking.

Performance Standards:

- Rooms with less than 70 square feet of interior space shall NOT be classified as a bedroom unless they contain a bathroom or closet.
- Rooms with more than 70 square feet of interior space with no closet and no bathroom directly opening into the room shall NOT be classified as a bedroom.
- Rooms that are not considered a bedroom under this ADS shall be clearly labeled “Not a Bedroom” on submitted plans.

Project Benefits:

- Provides clarity for applicants and staff when determining required parking.

D-11. Residential Guest Parking:

Residential guest parking may be provided on adjacent public and private streets, in addition to being provided off-street, modifying OC 2002 Zoning Code Section 7-9- 145.3.(d)(4) within the Ranch Plan planned community.

Performance Standards:

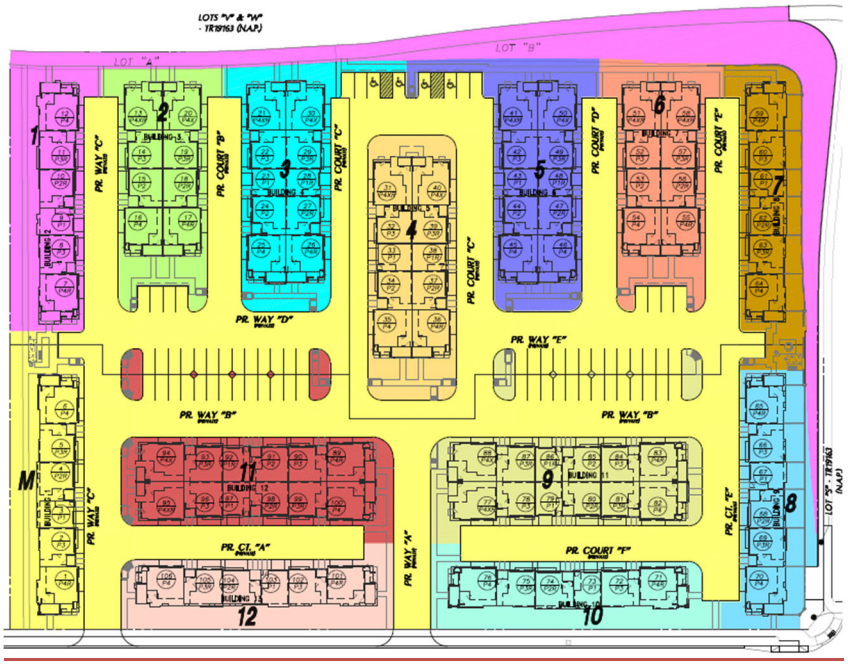
- For Conventional Single-Family Detached Dwellings, a parking exhibit showing full plotting of parking spaces must be provided as part of the Model Site Development Permit Plans or tentative tract map plans, whichever comes first.

- For Planned Concept Detached Dwellings:
  - Guest parking must be located within 200 feet walking distance of the front door or to an attached garage with direct access to unit, whichever is closer, of each Age Qualified Planned Concept Detached Dwelling.
  - Guest parking must be located within 200 feet walking distance of the front door or to an attached garage with direct access to unit, whichever is closer, of 75%of non-Age Qualified Planned Concept Detached Dwellings.
  - Guest parking may be located within 300 feet walking distance of the front door or to an attached garage with direct access to unit, whichever is closer, of the remaining 25% non-Age Qualified Planned Concept Detached Dwelling units with the following restrictions:
    - Only allowed on sidewalks and/or streets sloped less than 5% for the entire traversable path to facilitate ease of use for pedestrians.
    - The 300–foot walking distance for non-Age Qualified Planned Concept Detached Dwelling units is only allowed in Planning Area 3.
  - All required parking spaces, walking distances and, if applicable, the above-mentioned 25% cap will be determined on a unit by unit, tract by tract basis.
  - All required parking spaces must be shown on a parking exhibit for entire project site as part of the Site Development Permit Plans.

- For Multiple Family Dwellings:
  - For developments greater than 22 dwelling units per net acre, all Guest parking must be located within 200 feet of the front door, the elevator(s) serving the units, or to an attached garage with direct access to unit, whichever is closer, with the exception of Non-Age Qualified Multiple Family Dwelling projects that provide a parking lot centralized to the units being served (see next bullet point below).
  - If a Non-Age Qualified Multiple Family Dwelling project provides a parking lot centralized to the units being served (see examples below – Exhibit D-11), 25% of Guest parking may be located within 300 feet of the front door, the elevator(s) serving the units, or to an attached garage with direct access to the unit, whichever is closer, and the remaining 75% of the Guest parking shall be located within 200 feet of the front door, the elevator(s) serving the units, or attached garage of the remaining units. Guest parking proposed per this performance standard shall not be located on public streets.

Exhibit D-11
Examples of Centralized Parking Lot





- If ADS D-12 (Single-Car Garages for Single-Family Detached Homes) is proposed to be used in combination with ADS D-11, all Guest parking for homes served by a single-car garage must be located within 200 feet of the front door of the dwelling or to an attached garage with direct access to unit, whichever is closer.
- If ADS D-13 (Tandem Parking) is proposed to be used in combination with ADS D-11, all Guest parking for homes served by a tandem garage must be located within 200 feet of the front door of the dwelling or to an attached garage with direct access to unit, whichever is closer.

Project Benefit:

- Provides clarity for applicants and staff when determining required parking and the location thereof.
- Increased housing choices in price range affordable to “first-time” and “move-down” homebuyers
- Equivalent ease of traffic circulation and traffic safety
- Equivalent access for fire and emergency vehicles

D-12. **Single-Car Garages for Single-Family Detached Homes**

Single-car garages (a minimum 10 feet in width and 20 feet in length of unobstructed area) are allowed to serve Planned Concept, Conventional Single-family Detached or Duplex (per ADS D-14) dwellings less than 1,300 square feet, including Age Qualified Housing (55+).

Performance Standards:

- Dwelling units of less than 1,300 square feet must still comply with all other aspects of Ranch Plan PC Program Text Section III.K. (Off-Street Parking) and OC 2002 Zoning Code Section 7-9-145.3 (Residential off-street parking requirements) – this ADS simply allows one garage space and one uncovered space rather than two covered parking spaces.
- If the garage is served by a public or private street, alley or motorcourt, parking spaces necessary to meet the parking requirements (on-street or off-street) must be provided within 200 feet of the dwelling.
- One driveway parking space in front of a single car garage or a “staggered” garage, 18-foot in length from edge of alley pavement or from back of sidewalk, may be counted toward the unit’s required parking (see Exhibit D-12).
- All required parking spaces must be shown on a parking exhibit for entire project site as part of the Site Development Permit Plans:
    - Guest parking must be located within 200 feet of each unit.
    - For Conventional Single-Family Detached Dwellings, the parking exhibit must be provided as part of the Model Site Development Permit Plans or tentative tract map plans, whichever comes first.
    - For Planned Concept Detached Dwellings, the parking exhibit must be provided as part of the site-wide Site Development Permit plans.
- If ADS D-11 (Single Family Detached On-Street Parking) is proposed to be used in combination with ADS D-12, all guest parking for homes served by a single-car garage must be located within 200 feet of the dwelling.
- ADS D-5 (17-Foot Driveways) may not be used in combination with ADS D-12 because ADS D-12 requires the driveway to be at least 18 feet in length from the back of the sidewalk.

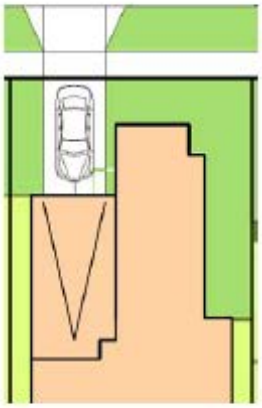
Project Benefits:

- Increased housing choices in price range affordable to “first-time” and “move-down” homebuyers.
- Equivalent compliance with all aspects of Ranch Plan PC Program Text Section III.K. and OC 2002 Zoning Code Section 7-9-145.3 (Off-Street Parking).
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

Garage Parking Configurations

Single-Car Garage: With Parking in Driveway





"Staggered Garage": With Parking in Driveway



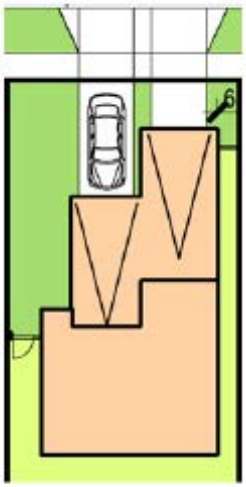


Exhibit D12

D-13. **Tandem Parking**

Full parking credit allowed for tandem garage spaces (11’ x 40’) per performance standards below:

Performance Standards:

- Compliance with all other aspects of Ranch Plan PC Program Text Section III.K. and OC 2002 Zoning Code Section 7-9-145 (Off-Street Parking).
- Garage spaces only; no driveway spaces allowed in front of tandem garages.
- Motorcourts and Alleys: Full parking credit allowed for tandem garage spaces in up to 50% of project-wide residential units located off of motorcourts and alleys
- Private Streets: Full parking credit allowed for tandem garage spaces in up to 50% of project-wide residential units located off of private streets, with curb-separate sidewalks (i.e., with parkways) for sight distance purposes.
- Compliance will be determined on a unit by unit, tract by tract basis per a parking exhibit that must be provided as part of the site-wide Site Development Permit plans or tentative tract map plans, whichever comes first.
- ADS D-3a (Reduced “Age-Qualified” Parking) may not be used in combination with ADS D-13 due to different methods and numbers in calculating tandem parking.

Project Benefits:

- Equivalent compliance with all aspects of Ranch Plan PC Program Text Section III.K. and OC 2002 Zoning Code Section 7-9-145 (Off-Street Parking).
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

D-14. **Two-Family Residences (Duplexes)**

Two-family (duplex) residences allowed in Planned Concept Detached Dwellings neighborhoods per approval of a Site Development Permit (added as item "j" to the listing in Ranch Plan PC Program Text Section III.A.2.a.3).

Performance Standard:

- Compliance with all other applicable aspects of Ranch Plan PC Program Text Section III.A.2.

Project Benefit:

- Increased housing choices in price range affordable to "first-time" and "move-down" homebuyers.

Notes:

- Not a modification to the Zoning Code or PC Program Text "Permitted Uses", but rather an ADS per PC Program Text General Note 25.
- Duplex dwellings are classified by OC Zoning Code as "R3" Residential, a type of single family dwelling consistent with the California Residential Code definitions of "Building" and "Dwelling".

D-15. **"Off-Site" Garages for Single-Family Detached Homes**

Required covered parking spaces (including the provisions of ADS D-9) serving Conventional Single-Family or Planned Concept residential may be located on a separate building site (see exhibit on following page).

Performance Standards:

- Unattached garages shall be located within 200-foot walking distance of each specific dwelling unit being served.
- Compliance with all other aspects of Ranch Plan PC Program Text Section III.K. and OC 2002 Zoning Code Section 7-9-145 (Off-Street Parking), including but not limited to maneuverability and accessibility requirements.
- Prior to builder "B" tentative tract map approval applicant shall clarify ownership of proposed off-site garage area and compliance with appropriate setbacks through appropriate methods to ensure that the garage remains associated with the appropriate unit and is used as parking (e.g., CC&Rs).

Project Benefits:

- Increased housing choices in price range affordable to "first-time" and "movedown" homebuyers.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.



D15 - "Off-Site" Garages Serving Single Family Detached Residential Units

* Per Ranch Plan Planned Community Program Text Section III.A.2.d.6)c) and Exhibit D4-5

Exhibit D15

D-16. **Reduced Neighborhood Center Setback**

Ranch Plan PC Program Text Section III.C.1.d.(3)(c) “Minimum Building Setbacks” for neighborhood retail uses may be reduced to zero on collector streets similar to the setback for Commercial Local Streets, as defined by Orange County Highway Design Manual (see exhibit below).

Note:

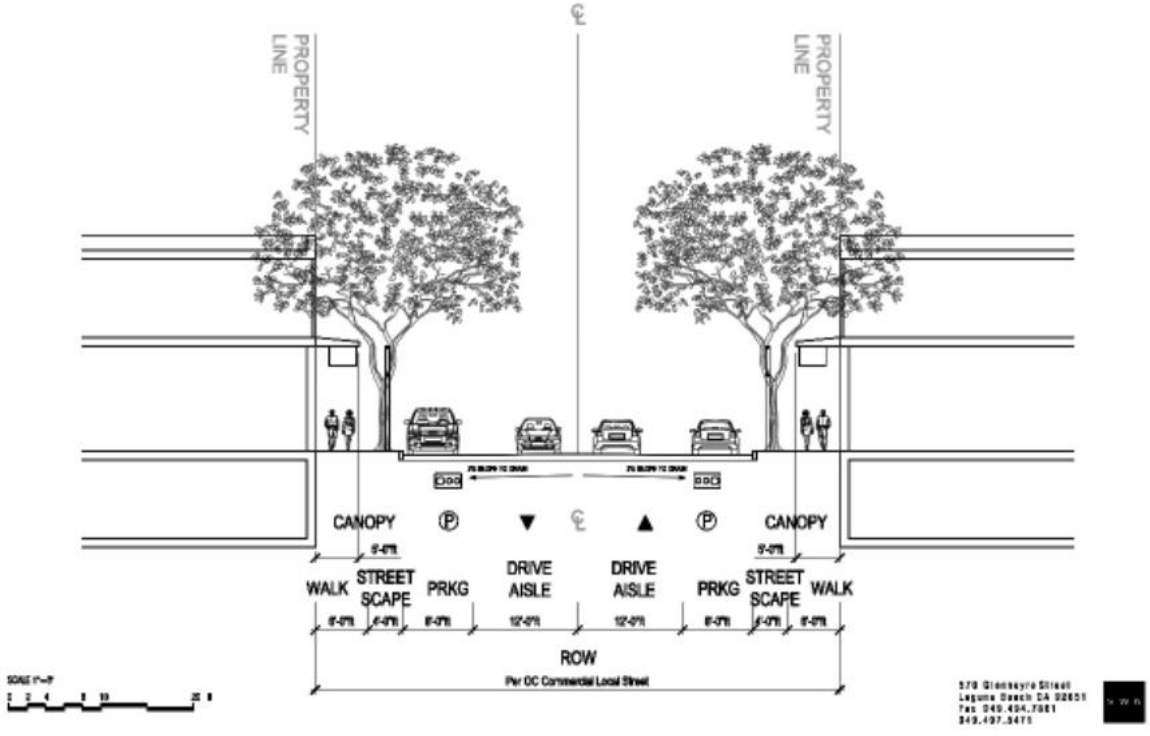
- Only applicable adjacent to Neighborhood Commercial uses, not Urban Activity Center or Business Park uses.

Performance Standards:

- Street shall have posted speed of 35 miles per hour or less.
- Parking lot provided at rear of building.

Project Benefits:

- Vintage main street ambiance.
- Equivalent access for fire and emergency vehicles.



D-17. **Credit Toward Usable Private Open Space**

Ground level patios, decks and yards, and decks and balconies on levels above the ground floor may be credited toward the 150 square foot minimum Usable Private Open requirements for Planned Concept Detached Dwellings (PC Text Section III.A.2.d.8)b) per the following performance criteria:

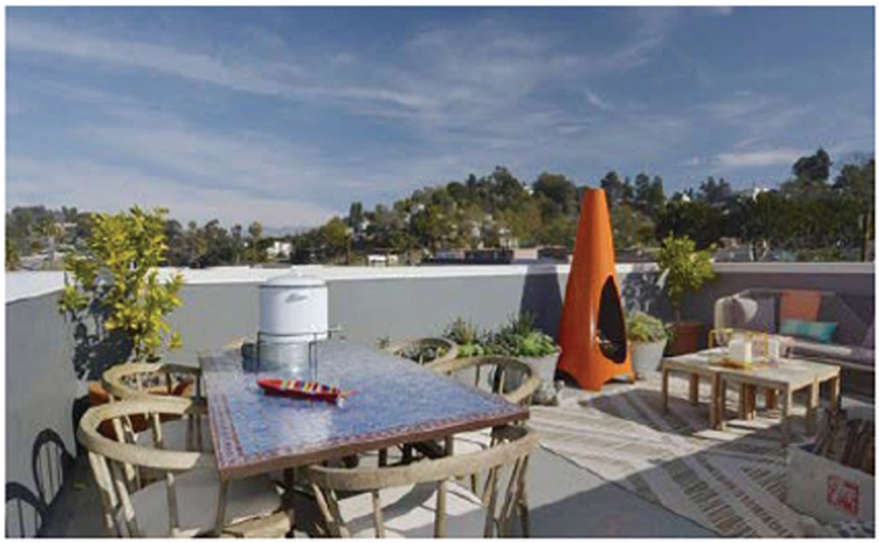
Performance Standards:

- A maximum of one-half (50%, or 75 square feet) of the Usable Private Open Space requirements may be credited to a deck or balcony, with the balance provided at ground level.
- A minimum deck or balcony area of 50 square feet shall be utilized to qualify for usage under this ADS.
- In order for decks or balconies to be creditable toward Usable Private Open requirements:
    - Decks located on the roof are creditable, as long as they do not take sole access through a bedroom or bathroom.
    - Balconies or decks located on the 2nd or 3rd story may be creditable only when immediately adjacent to, and accessible from, the public portion of the residence (i.e., great room, living room, family room, dining room and/or kitchen, etc.). Balconies or decks that have any access point to or from a bedroom or bathroom will not be creditable.
    - Decks and balconies shall be open on one side or more to allow for views and must meet a minimum width/length ratio of 2:1.
    - By code roof decks and balconies must be surrounded by a guardrail. Open rail design is encouraged (see examples on Exhibits).
- Any deck or balcony located above ground level will not be credited toward Usable Private Open Space in Age Qualified Planned Concept projects.

Project Benefits:

- Equivalent compliance with all aspects of Ranch Plan PC Program Text Section III.A.2.d.8)b).
- Potential increase in home values due to views.

Roof Decks | Representative Imagery



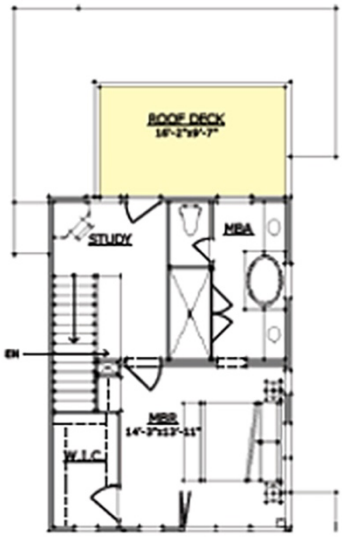
















Exhibit D17-1

Balconies | Representative Imagery





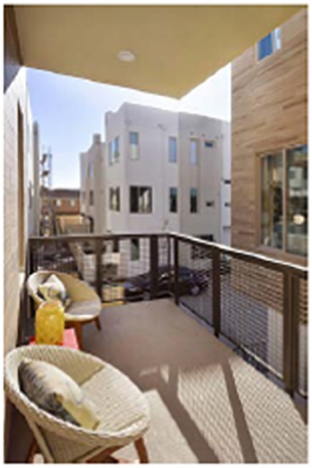







Exhibit D17-2

D-18. **Director Approval of Alternatives to Off-Street Recreational Parking Requirements**

Disapproved by Planning Commission 12-14-22 – Request Deleted

D-19. **Allowed Air-Gap Building Separation for Age-Qualified Planned Concept Detached Dwellings on Fee Simple Lots (3 or more in-a-row):** *(NEW)*
Per the approval of the OC Planning Commission, allow 3-inch minimum and 6-inch maximum side setback from building face to property line (i.e., 6-inch to 12-inch wall separations) for a row of three or more Planned Concept Detached Dwellings:

Project Benefit:

a. The air-gap composite floor plans (see Exhibits D-19b and D-19e) create an efficient, compact neighborhood layout (see Exhibit D-19i) that will be equivalent to other residential neighborhoods of single-family detached and duplex homes in terms of public health and safety (including emergency access), and general community welfare (including usable private open space and privacy).
b. Provides a unique housing ownership option not presently available in southern Orange County, with the density of attached housing, the air-gap buildings with no shared walls allow for "fee simple ownership" legal privileges over a real estate property, rather than "air space" condominium ownership.

Performance Standards:

a. OC Building Official confirmation that all applicable Building and Fire Codes are met (per compliance with the RMV Air-Gap Construction Protocol details depicted on Exhibit D-19h). 3-inch minimum and 6-inch maximum side setback from the property line (i.e., 6-inch to 12-inch wall separations from building-face-to-building-face) to be verified by Structural Engineer per seismic analysis.
b. Air-gap wall separations allowed only when two single-story walls are adjacent to the shared property line.
c. Second story elements are allowed only when located 5 feet or more from the property line.
d. Compliance with the RMV Air-Gap Construction Protocol details contained in Exhibit D-19h – Air-Gap Construction Details.
e. No roof-decks shall be located immediately adjacent to each other.
f. The Rancho Mission Viejo Master Maintenance Corporation (Rancho MMC, the master homeowner's association) Covenants, Codes and & Restrictions (CC&Rs) shall address maintenance, repair, easement rights and other issues related to air-gap residences (see Exhibit D-19g)
g. Usable Project Open Space requirements may not be satisfied by using Section III.A.2.d.8)a)(4), "Sidewalks and adjacent parkway…"
h. Planned Community Detached Dwellings per site development standards in Section III.A.2.d.6 Minimum Building Setback requirements shall be met for front setbacks, rear setbacks, and non-air-gap side setbacks.
i. All required trash receptacles are to be provided within the garage, including trash, recycling and the organic material receptacles soon to be required statewide, and shown for each proposed unit as part of the project Site Development Permit plan.
j. All A/C units shall be shown for each proposed unit as part of the project Site Development Permit plan and shall not be located in the Usable Private Open Space.
k. Parking shall be consistent with all other PC Text and/or ADS requirements.
l. The project Site Development Permit plan shall depict convenient and direct external gate access/ingress and egress from each private yard to the sidewalk/street/alley, such as, but not limited to, a secondary pedestrian access path as shown in Exhibit D19-i below.
m. All units utilizing access as described in Performance Standard "L" shall have the address number of the unit clearly posted on the gate that provides access to/from the private yard of the unit.
n. This ADS may be used for a maximum of 500 units only in Planning Areas 3 and 4.

o. A minimum of 200 square feet of Usable Private Open Space per unit is required under this ADS and must be shown on a lot-by-lot basis
p. ADS D4-a may not be used in combination with this ADS (Planned Concept minimum building setback requirements).
q. ADS D-8 may not be used in combination with this ADS (lots greater than 3,000 SF).
r. ADS D-17 may not be used in combination with this ADS (roof decks).
s. Standard 13-D fire sprinkler systems are required for each unit.
t. All internal, local streets of any development utilizing this ADS shall be designated as private streets.
u. Parking reductions, through the use of the Site Development Permit process or ADS, will not be allowed.

Exhibit D-19a – Single Level Elevations



PLAN 3 | PLAN 2 | PLAN 1 | PLAN 2 | PLAN 3

Exhibit D-19b – Single Level Floorplans:



PLAN 3
1,620 SF
2 Bed | 2 Bath | Den
2-Bay Garage

PLAN 2
1,310 SF
2 Bed | 2 Bath
2-Bay Garage (Tandem)

PLAN 1
1,220 SF
2 Bed | 2 Bath
1-Bay Garage + 1 Driveway Space

PLAN 2
1,310 SF
2 Bed | 2 Bath
2-Bay Garage (Tandem)

PLAN 3
1,620 SF
2 Bed | 2 Bath | Den
2-Bay Garage

Exhibit D-19c – Single Level Roof Plans:

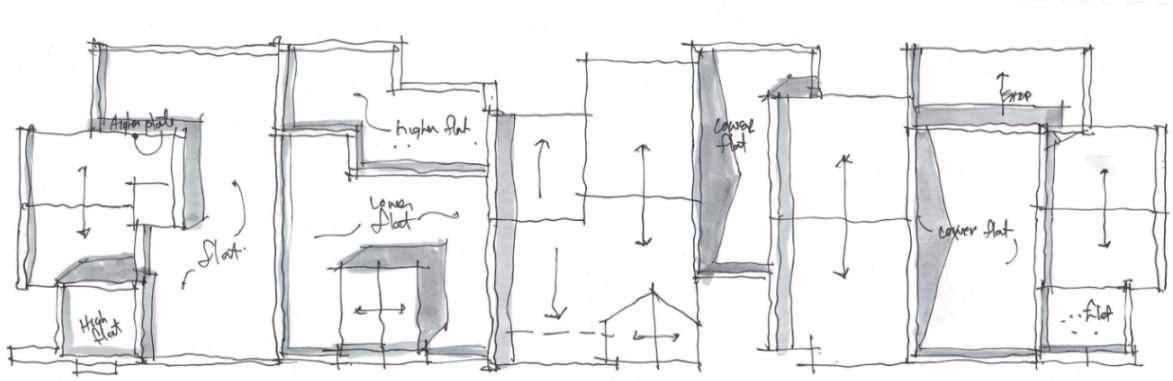


Exhibit D-19d – Two Story Option Elevations



PLAN 3X | PLAN 2X | PLAN 1 | PLAN 2X | PLAN 3X

Exhibit D-19e – Two Story Option Floorplans:



PLAN 3X	PLAN 2X	PLAN 1	PLAN 2X	PLAN 3X
2,409 SF	1,665 SF	1,220 SF	1,665 SF	2,409 SF
3 Bed | 3 Bath | Den | Bonus	2 Bed | 3 Bath | Bonus	2 Bed | 2 Bath	2 Bed | 3 Bath | Bonus	3 Bed | 3 Bath | Den | Bonus
2-Bay Garage	2-Bay Garage (Tandem)	1-Bay Garage + 1 Driveway Space	2-Bay Garage (Tandem)	2-Bay Garage

Exhibit D-19f – Two Story Option Roof Plans:

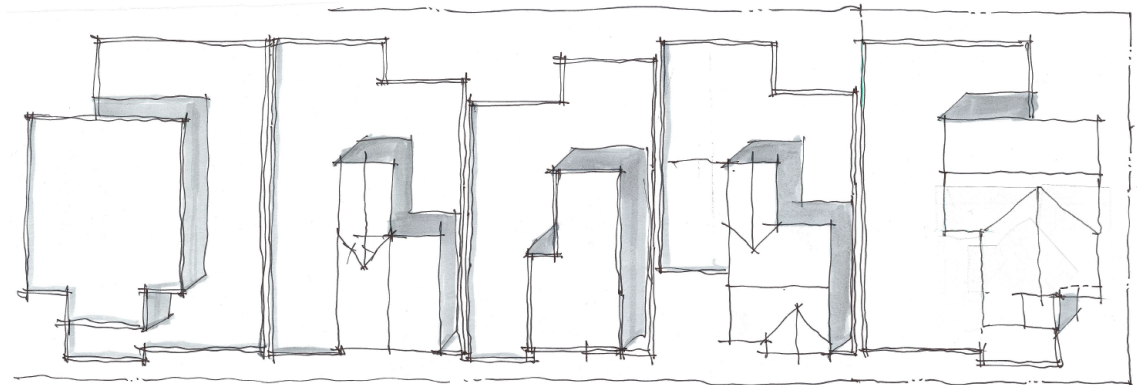


Exhibit D-19g – Master CC&Rs – Draft Air Gap Supplemental Declaration Insert

Proposed Addition to form of Supplemental Declaration for Clarification:
Rancho Mission Viejo Master Maintenance Corporation (Rancho MMC, the master homeowners association) would add a supplement to the relevant provisions in the Master Covenants, Codes and & Restrictions (Master CC&Rs) to clarify the obligations related to Air Gap residences:

A. ***Disclosure regarding Connected Residences***. Lots __ to __ of Tract No. ____ are designated as residential Lots, as defined in the Master Declaration. The Residences on these Lots are free-standing structures each located on a separate, individual Lot. The Residences are approximately 6 to 12 inches apart with no shared walls. The Residences are connected at the front and back by weather-sealed control-joints over the space between them. The control-joints, weather-proofing Improvements and attachment devices that connect the two Residences are the **"Shared Features"**. The Residences attached by the Shared Features are **"Connected Residences"**. All of the provisions of the Master Declaration applicable to Lots in general apply to each of the Lots in this Phase. Each Lot Owner will be responsible for maintaining, repairing and replacing all Improvements on the Owner's Lot. In addition, each Lot Owner has the responsibility for maintaining the Shared Features and working with the Owners of the other Connected Residences to ensure that their Residences are properly maintained.

Additional Restrictions Include:

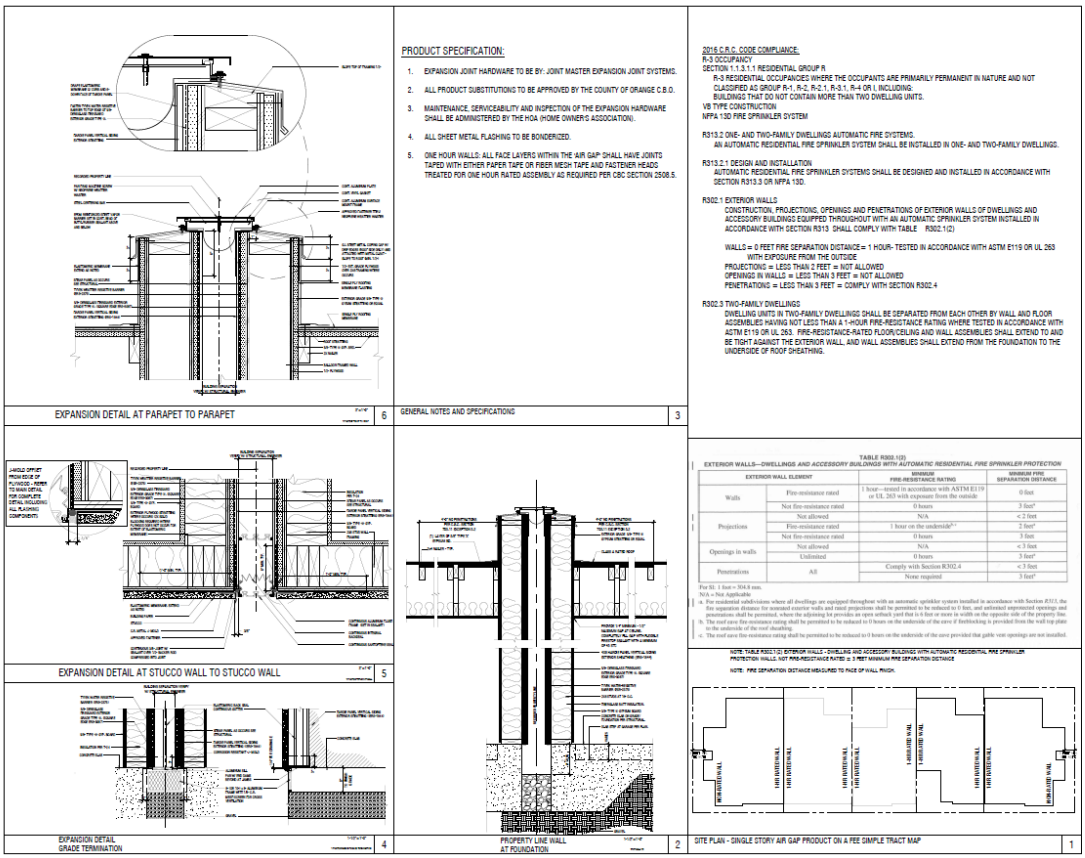
1. ***Shared Features***. The cost of reasonable maintenance, repair and replacement of the Shared Features shall be shared equally by the Owners of the Connected Residences. If Shared Features are destroyed or damaged, the Owner of either Connected Residence may restore the Shared Features to their undamaged condition, unless another design has been approved by the Aesthetics Review Committee and agreed to by the Owners of both Connected Residences. An Owner who negligently or willfully causes a Shared Feature to require maintenance work, repair or replacement shall bear the whole cost of the necessary maintenance along with the whole cost of any work required to repair any damage to the Connected Residences caused by the Owner's negligent or willful actions. The right of any Owner to contribution from any other Owner under this Subsection is appurtenant to each Owner's Lot and passes to such Owner's successors in title. If an Owner fails to cooperate, the other Owner is entitled to proceed to enforce the Master Declaration. Rancho MMC is not obligated to maintain the Shared Features nor enforce this provision.
2. ***Termite Eradication***. Each Owner is responsible for preventing and eradicating termites and other wood-destroying pests and organisms within the Owner's Residence. Each Owner is responsible for eradicating infestations within the Owner's Residence upon detection. The Owners of the Connected Residences may work together to have all of the Connected Residences fumigated at the same time. If, for any reason, a Connected Residence cannot be fumigated concurrently with the others, other pest control methods must be used.
3. ***Easements and Cooperation***. Each Owner shall have the easement rights described and reserved for Owners in the Master Declaration, Section 7.8. Such provisions allow Owners of Connected Residences easements and entry rights on adjacent property in order to perform maintenance and repair, and reciprocal easements for drainage of water over, across and upon adjacent Lots. The Owners of Connected Residences are obligated to cooperate with each other to address issues affecting the Connected Residences.

B. **Proposed Disclosure for Buyers**:
The Residence you are purchasing is a separate free-standing structure connected to the adjacent Residence only by weather-sealed control-joints. All of the provisions of the Master Declaration applicable to Lots apply to each of the Lots in this Phase. The Supplemental Declaration for your Residence includes additional restrictions addressing this style of Residence. In your purchase of this Residence, consider the following:

1. ***Maintenance.*** You are responsible for maintaining all of your home, including the roof, structure, walls and floor. There is a 4-to-8-inch gap between your home and the neighbor's home. You must not pierce that gap. You and your neighbor share responsibility for maintaining the weather-sealed control-joints that connect your homes. However, if you are negligent or deliberately damage it, you must pay to repair or replace it. Each homeowner must maintain their own structure and (if necessary) they must work together to maintain (i) the walls facing each other within the 6" to 12" gap or (ii) the Shared Features. You must first contact the Owner of the Connected Residence and allow them 30 days to respond. If they don't respond within the 30 days you must notify them of the date and time of the repairs and the access required from their home. You must repair all damage done to their home resulting from the repairs.
2. ***Pest Control/Termite Tenting***. Because your home is so close to your neighbor's home, you may not be able to 'tent' your home unless your neighbor also tents his or her home, but your neighbor is not obligated to agree to tent. There are effective alternatives to tenting. You may be required to use one of these alternatives, even if it is more expensive than tenting. Many pest control companies offer annual pest control contracts that include regular inspection and control of termites. You may wish to enter into such a contract on close of escrow as a preventative measure.
3. ***Damage to Neighboring Homes.*** Because your home is so close to the neighboring home, it is possible that something from your home could damage the neighbor's home. For example, water could leak from your home and flood, possibly into the space between the homes. If you caused the leak because you were negligent or did something deliberately, you will be responsible for repairing both your home and your neighbor's home. The cost may or may not be covered by your homeowners insurance. If a leak occurs and there is no negligence or deliberate conduct, then each owner will be responsible for repairing his or her own property.
4. ***Easements/Entry Rights.*** The Master Declaration reserves easements over your home and your neighbor's home for a variety of reasons including:
   - Maintenance and repair of utility services
   - Drainage
   - Maintenance and repair of any improvement installed by the master developer or homebuilder
   - Encroachments
   - Accommodating settling, minor engineering and construction variances and overhanging architectural features.

   If your neighbor needs to enter your home to perform work, you must allow your neighbor to do that. The neighbor must not damage your property and must do the work at an agreed to time. You have the same rights to enter your neighbor's home, if you need to.
5. ***Cooperation.*** As you can see from this summary, you must only purchase this home if you are willing to be considerate of your neighbor and if you are willing to work with your neighbor to maintain shared improvements and address shared concerns.

Exhibit D-19h – Air-Gap Construction Details



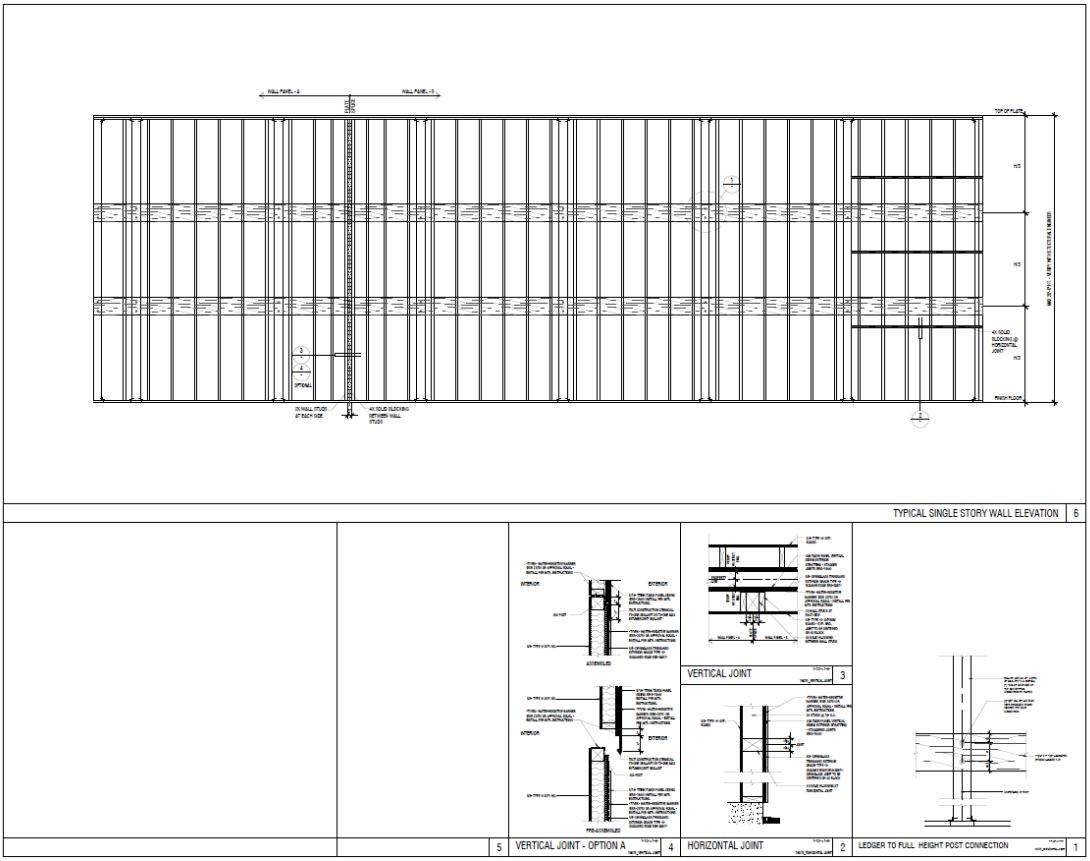
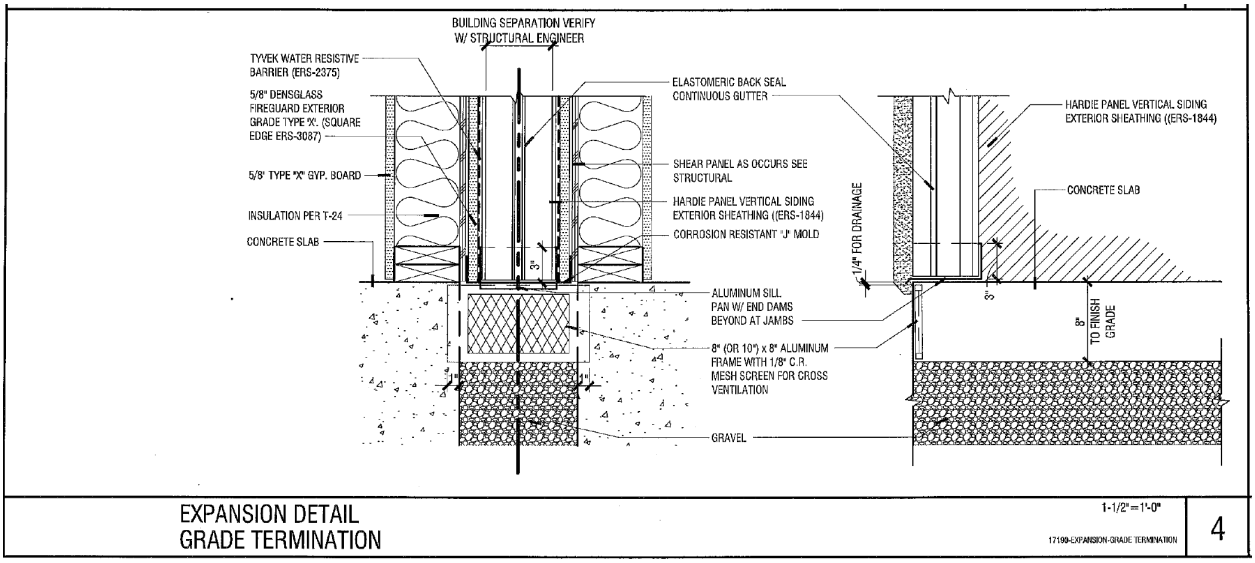


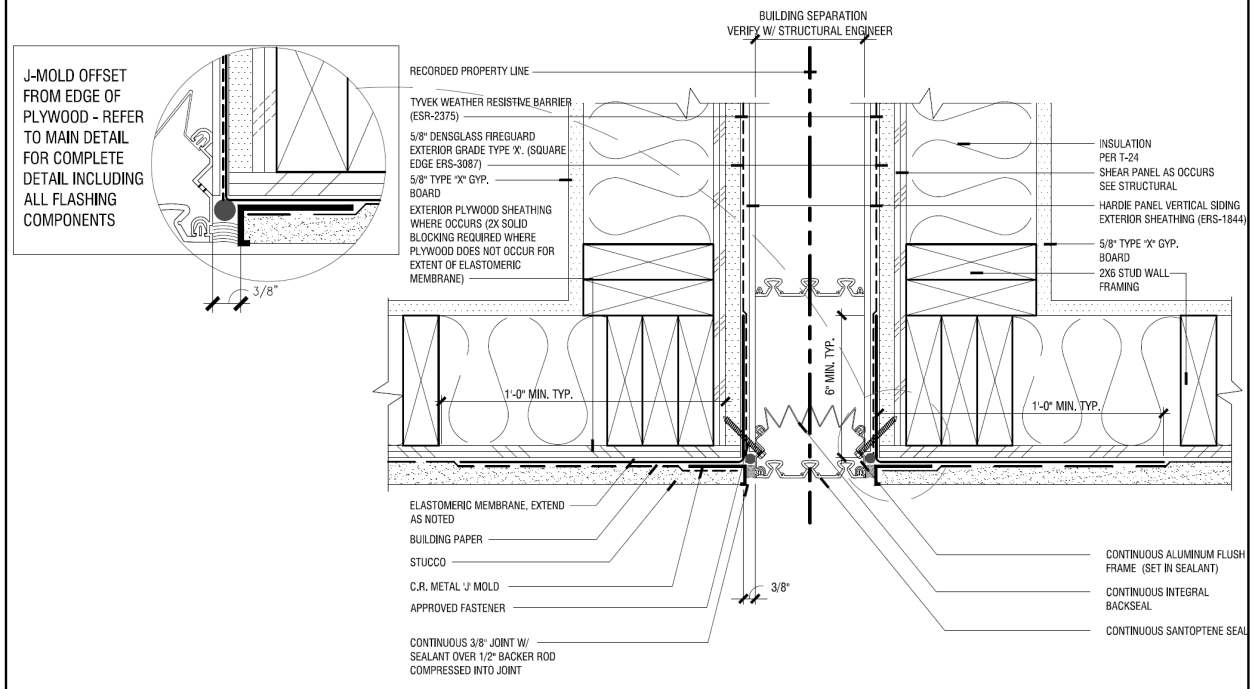
Exhibit D-19h – Air-Gap Construction Details (continued)



EXPANSION DETAIL
GRADE TERMINATION

1-1/2"=1'-0"
17190-EXPANSION-GRADE TERMINATION

4



EXPANSION DETAIL AT STUCCO WALL TO STUCCO WALL

3"=1'-0"
17190-EXP-STUCCO-WALL

5

Exhibit D-19h – Air-Gap Construction Details (continued)

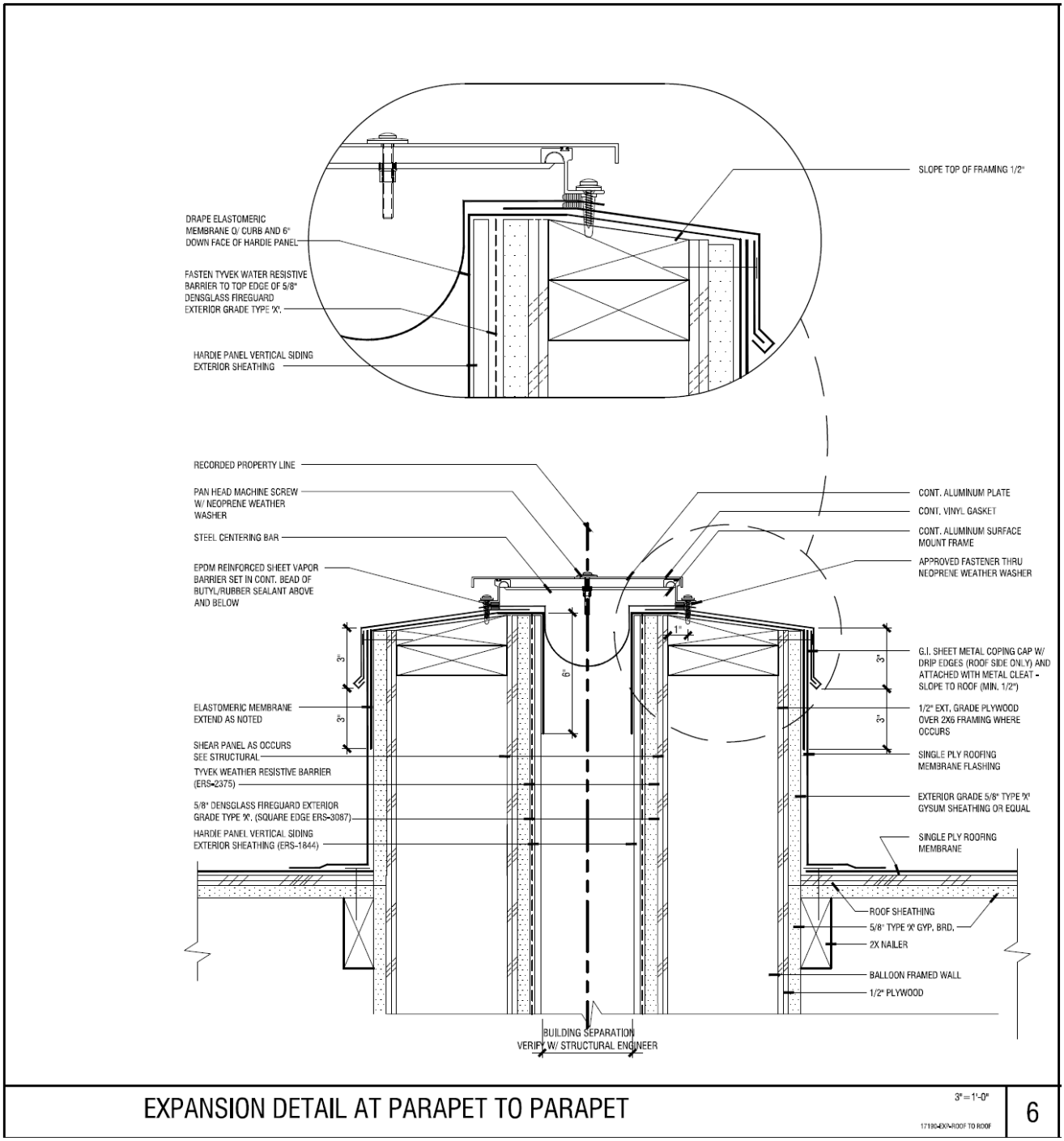


Exhibit D-19i – Air-Gap Prototype Plotting Study (Conceptual)



D-21. **Expanded Hours of Operation of Recreation Uses:** *(NEW)*
Per the approval of the OC Planning Commission, modify Ranch Plan PC Program Text Recreation Site Development Standard III.B.d.4. to allow hours of operation from 6:00am to 10:00pm.

Project Benefits:

- Allowing workout times and meeting times suited to all residents

Performance standards:

- If outdoor uses are proposed between 9:00pm and 10:00pm, sound attenuation of residential uses are required if within 300 feet of proposed outdoor use(s), or per the distance specified in the project acoustical report prepared by the developer/builder, whichever distance is greater.
- No outdoor uses allowed before 7am

D-22. **Mixed Use (UAC) and Neighborhood Center (Commercial) Wall Signage Specifications:** *(NEW)*

Per the approval of the OC Planning Commission, allow a reference within Ranch Plan PC Program Text Section III.L.2.b. “Wall Signs” to the following requirements of the current OC Zoning Code Section 7-9-114.9(b)(3):

> *Maximum sign area: In Mixed-Use [UAC in Ranch Plan community] and Commercial [Neighborhood Center in Ranch Plan community] Districts … the maximum allowable, permittable sign area on a lot for permanent signs, exclusive of the area of exempt signs, is as follows:*
>
> *a. Two (2) square foot of sign area is allowed for each linear foot of building frontage, up to a maximum of one hundred fifty (150) square feet for each sign and six hundred (600) square feet for all signs for each entity.*
> *b. If the building frontage of any entity is less than fifty (50) feet, only one (1) sign having a maximum area of fifty (50) square feet shall be permitted.*

Performance Standards:

- Compliance with all other applicable aspects of Ranch Plan PC Program Text Section III.L:
- Illuminated signage shall not face residential units located within 200 feet

Project Benefits:

- Ease of identification of businesses by motorists and pedestrians.

D-23. **Conventional Single-Family Projects with Density Greater than 9 DU/Acre:** *(NEW)*

Ranch Plan PC Program Text Section III.A.1.d.(2) is revised to delete the following text: "Net Density: Less than nine (9.0) dwelling units per net acre". Therefore, Conventional Single-Family Detached Dwellings are allowed to have a net density of greater than nine (9.0) dwelling units per net acre.

Performance Standards:

- Compliance with all other applicable aspects of Ranch Plan PC Program Text Section III.A.1. requires, but is not limited to the following:
    - Minimum Building Setback Requirements
    - Minimum Building Site Area
    - Garage and Carport Placement
- Maximum Net Density: 12 dwelling units per net acre

Project Benefit:

- Increased housing choices available to homebuyers across a wider range of price points.
- Increased residential density.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

Chapter G

Private Street Rights-of-Way & Intersections

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

G. Private Street Rights-Of-Way & Intersections

G-1. **Rural Local Street**

Per the approval of the County Chief Engineer, modify County Standard Plan 1110 and to allow the following Rural Local Street standards.

Performance Standards:

1. Only applicable in residential neighborhoods served by local residential streets with less than 500 ADT, no through traffic, less than 50 dwelling units total and a gross density of 2 dwelling units per acre or less.

2. Per the approval of the County Chief Engineer and Orange County Fire Authority, modify County Standard Plan 1107 to allow local residential street with 6-inch rolled curbs (see ADS G-9 for detail, Standard Plan 1201). Measured from 6-inches back of curb the rolled curb streets shall be the same width as vertical curb streets. Utilizing Orange County Fire Authority measurement techniques (Flowline-to-flowline) the rolled curb streets may be one foot less in width than typically required, due to automatic sprinklers being required in the entire Ranch Plan planned community:

   - 35-foot wide double loaded local residential street

   - 27-foot wide single loaded local residential street

3. Tapers longer than those allowed per Alternative Development Standard A-9, resulting in a minimum travelway width of 24 feet, would only be allowed per Alternative Development Standard G-2 below:

4. No sidewalks required, if alternative trail provided, with access every 500 feet.

5. A storm drain shall be constructed when longitudinal flow exceeds capacity of the maximum size ditch which can be constructed wholly within the street right of way.

6. Roadside drainage swales on 24-foot wide travel-ways with ribbon curbs would be allowed only after the following criteria are met:

   a. Parking per Alternative Development Standard G-2 below.

   b. Private local residential streets with less than 200 ADT and a percent grade of less than 8%.

   c. Drainage improvements and erosion control which meet current County Standard Plans and the Subdivision Manual.

   d. The flow velocity in the swales shall be non-erosive (less than approximately 6 feet per second).

   e. Master Maintenance Corporation (HOA) maintenance required.

   f. Landscaping will include low groundcover and trees.

Project Benefits:

- A semi-rural village ambiance.
- Equivalent drainage of private streets.
- Equivalent on-going maintenance costs.

G-2. **Modified Private Parking Standards**

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1107 to allow extensive chicanes or tapers (minimum travelway width of 24 feet per Alternative Development Standard A-9) with on-street parking in periodic parallel parking areas, sometimes on the opposite side of the street.

Performance Standards:

- This modification shall be allowed only if the following criteria are met:

    a. Private residential streets with less than 500 ADT, and less than 400 ADT when single loaded street parking is on opposite side of street.

    b. Off-street parking for four cars, with a minimum of two spaces in the garage and the remainder in the driveway with accessibility to one garage space (to be verified prior to approval of street improvement plans). Residential lots are part of one developer built project, not individual custom lots.

    c. On-street guest parking for 0.5 cars per dwelling unit (to be verified prior to issuance of a precise grading permit).

    d. Compliance with Ranch Plan Fire Protection Program Section B.1.e.

    e. Larger lots (at least 6,600 square feet or frontage of 60 feet), also reducing the demand for off-street parking spaces per acre served by the effected streets.

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent parking per dwelling and ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

G-3a. **Private Alley Drive Allowing Emergency Vehicle Access**

Deleted by OC-Engineer 10-5-23 - No Longer Applicable

G-3b. **Private Alley Drive With No Requirement for Emergency Vehicle Access**

Deleted by OC-Engineer 10-5-23 - No Longer Applicable

G-4 **Curb (and Gutter) Options on Private Streets, Private Drives & Alleys**
Per the approval of the Subdivision Committee and County Engineer, modify County Standard Plans 1108-1110 and 1201 per dimensions shown on Exhibit below.

Performance Standards:

4" vertical curb and gutter use shall be restricted to the following conditions:

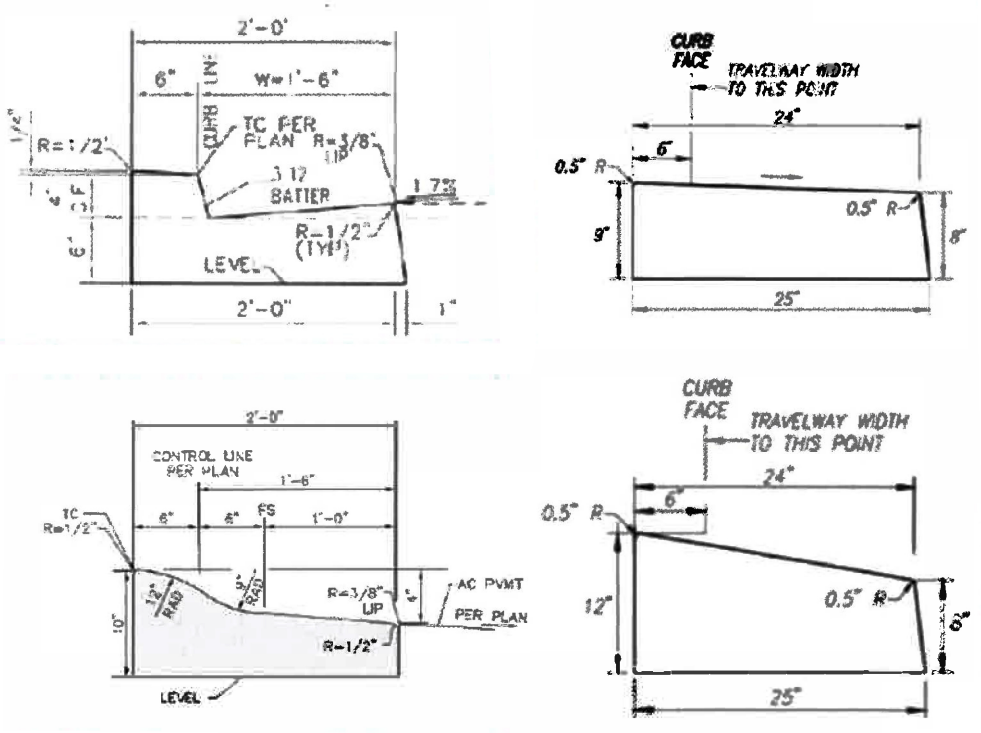
a. Used on local residential neighborhood streets (not intended for collector streets) with homes loaded onto roadway.

b. Drainage system shall be designed to meet County Design requirements, including the Local Drainage Manual. The reduced hydraulic capacity of these curbs shall require suppliemental inlets to the underground storm drainage system.

c. Curb cores through 4" vertical curb shall not be allowed and instead a behind-the-curb drainage system shall be required.

Project Benefits:

- A residential village ambiance.
- Equivalent or better drainage of private streets.



G-6 **Grated Inlets Catch Basins on Private Streets** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1304 (Inlet Type IV) and APWA Standard Plan 303-1 (Curbside Grating Catch Basin).

Performance Standards:

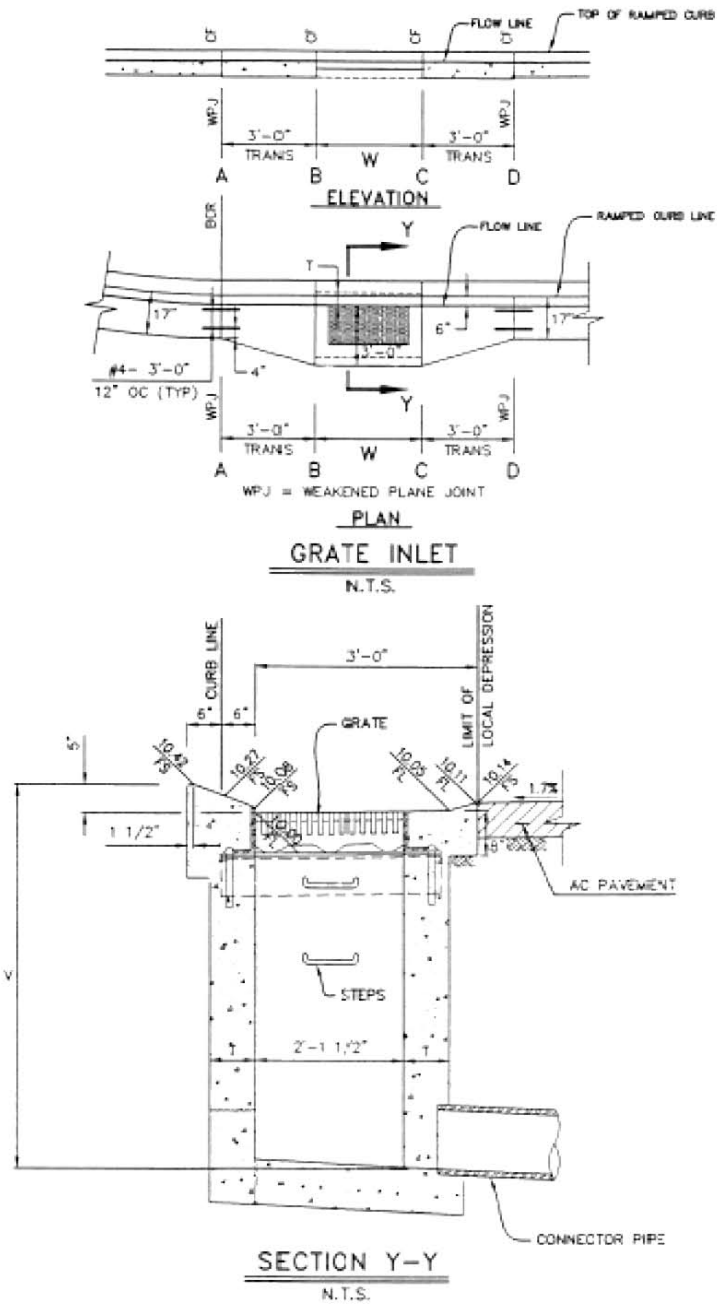
1. Grated Inlet Catch Basins will only be used where the following criteria are met:

    a. Private streets with ramped curbs per ADS G-3.
    b. County Standard Cast Nodular Iron Grate (Bicycle Proof) is used per County Standard Plan 1307 (Miscellaneous Inlet Details and Notes)
    c. Drainage design meets County Design requirements for grate inlets accounting for clogging.
    d. In sump conditions, grates may only be used as a secondary overflow device.

2. Master Homeowners Association responsible for verifying clog-free condition prior to rainy season and following each storm event.

Project Benefits:

- Integrates easily with ramped curb used in rural residential village
- Grated inlets improve drainage on steeper hillside streets.
- Restricts trash from entering storm drain system.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Grated Inlet Catch Basins on Private Streets	ADS G-6

G-7. **Reduced Local Depression on Private Streets** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1308 (Local Depression):

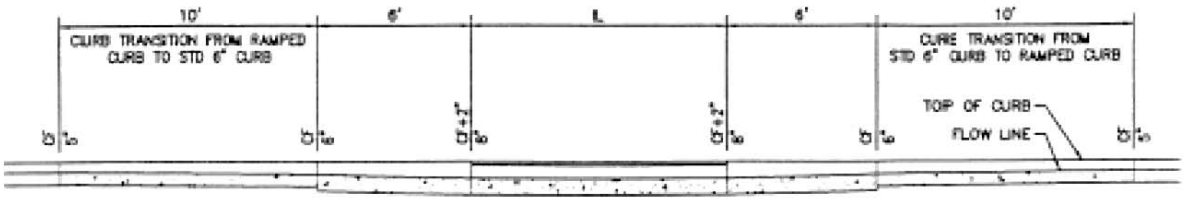
Performance Standards:

1. Reduced Local Depression will only be used where the following criteria are met:

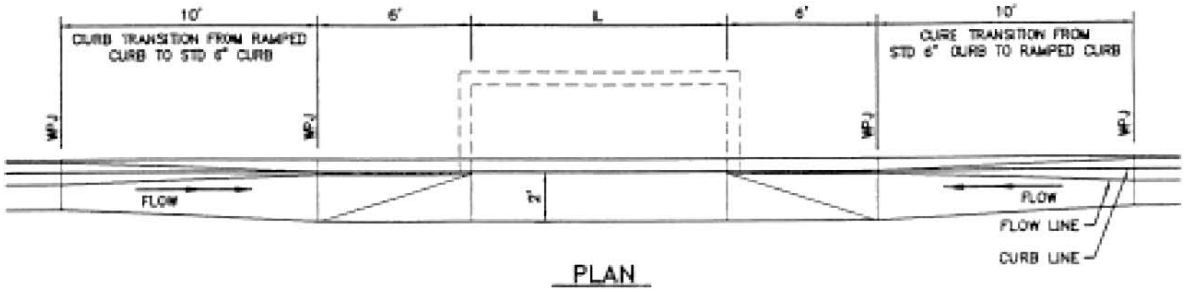
    a. Private streets with ramped curbs per ADS G-3.
    b. At sump conditions where primary flood conveyance facility is a curb opening catch basin per County Standard Plan 1301 or 1302 (Inlet Type I or II).
    c. Drainage design meeting County Design requirements taking reduced local depression into account.
    d. May be used in combination with grated inlet to reduce trash entering storm drain system.

Project Benefits:

- Integrates easily with ramped curb used in private rural residential village.
- Reduced impact to street sections, especially at 24 foot tapers.
- Higher degree of flood protection provided at low points with curb opening catch basin.



ELEVATION

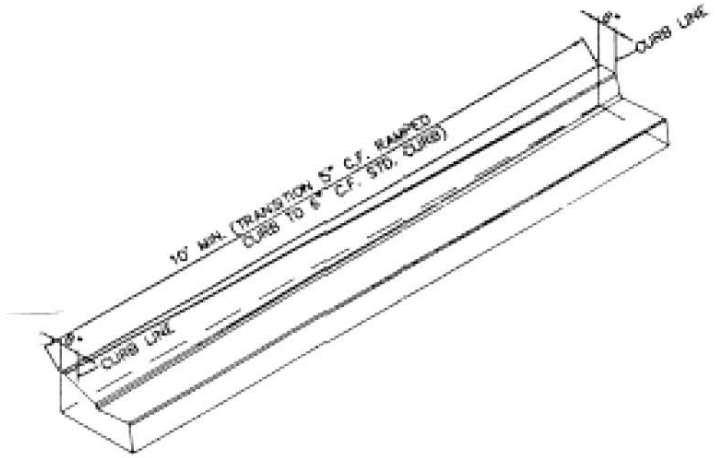


PLAN

WPJ = WEAKENED PLANE JOINT

CURB INLET MODIFIED LOCAL DEPRESSION

N.T.S.



RAMPED CURB TRANSITION TO STANDARD CURB

N.T.S.

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Reduced Local Depression on Private Streets

ADS

G-7

G-8. **Reduced Local Depression on Public Streets** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plan 1308 (Local Depression):

Performance Standards:

1. Reduced Local Depression will only be used where the following criteria are met:

    a. Public streets with standard curbs.

    b. At curb opening catch basin per County Standard Plan 1301 or 1302 (Inlet Type I or II).

    c. Drainage design meeting County Design requirements taking reduced local depression into account.

    d. May be used in either a flow-by or sump condition.

Project Benefits:

- Reduced impact to street sections, especially at 24 foot tapers.

G-9. **Rolled Curb on Private Streets** At Work in Ladera

Per the approval of the County Chief Engineer, modify County Standard Plans 1108-1110 and 1201 per dimensions as shown on exhibit on following page.

Performance Standards:

1. 5-inch and 6-inch rolled curb hydraulic capacity shall be equivalent to or greater than standard vertical curb.

2. 4-inch rolled curb use shall be restricted to the following conditions:

    a. Local residential neighborhood streets (not intended for collector streets) with homes loaded onto roadway.

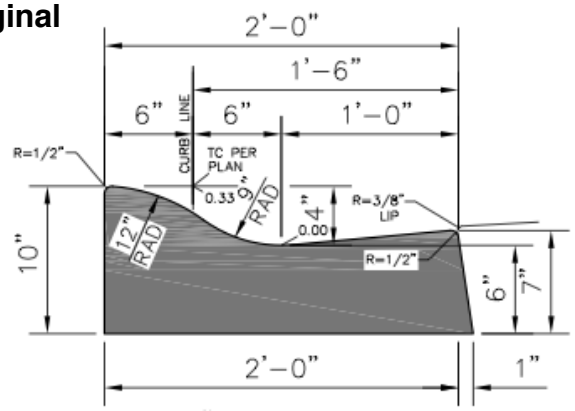
    b. Drainage system shall be designed to meet County Design requirements. The reduced hydraulic capacity of 4-inch high curb shall require supplemental inlets to the underground storm drainage system.

    c. Curb cores through 4-inch rolled curb shall not be allowed. Instead, a behind-the-curb drainage system shall be required.

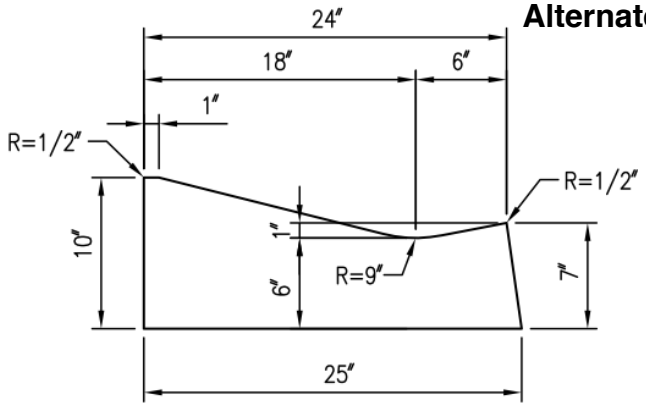
Project Benefits:

- A rural residential village ambiance
- Equivalent or better drainage of private streets
- The 4-inch high rolled curb improves vehicular access to driveways.

Original



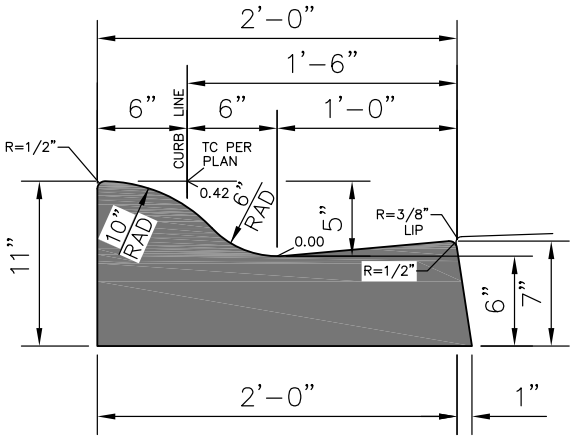
Alternate



Note: Curb cores through 4" Rolled curb shall not be allowed and instead a behind-the-curb drainage system shall be required.

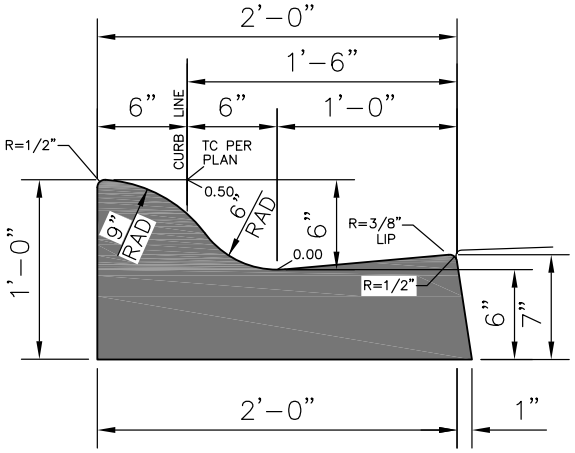
4" ROLLED CURB & GUTTER

N.T.S.



5" ROLLED CURB & GUTTER

N.T.S.



6" ROLLED CURB & GUTTER

N.T.S.

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

March 6, 2007
Modified: September 14, 2011
Modified: November 14, 2014

ROLLED CURB ON PRIVATE STREETS

ADS
G-9
SHEET 1 OF 1

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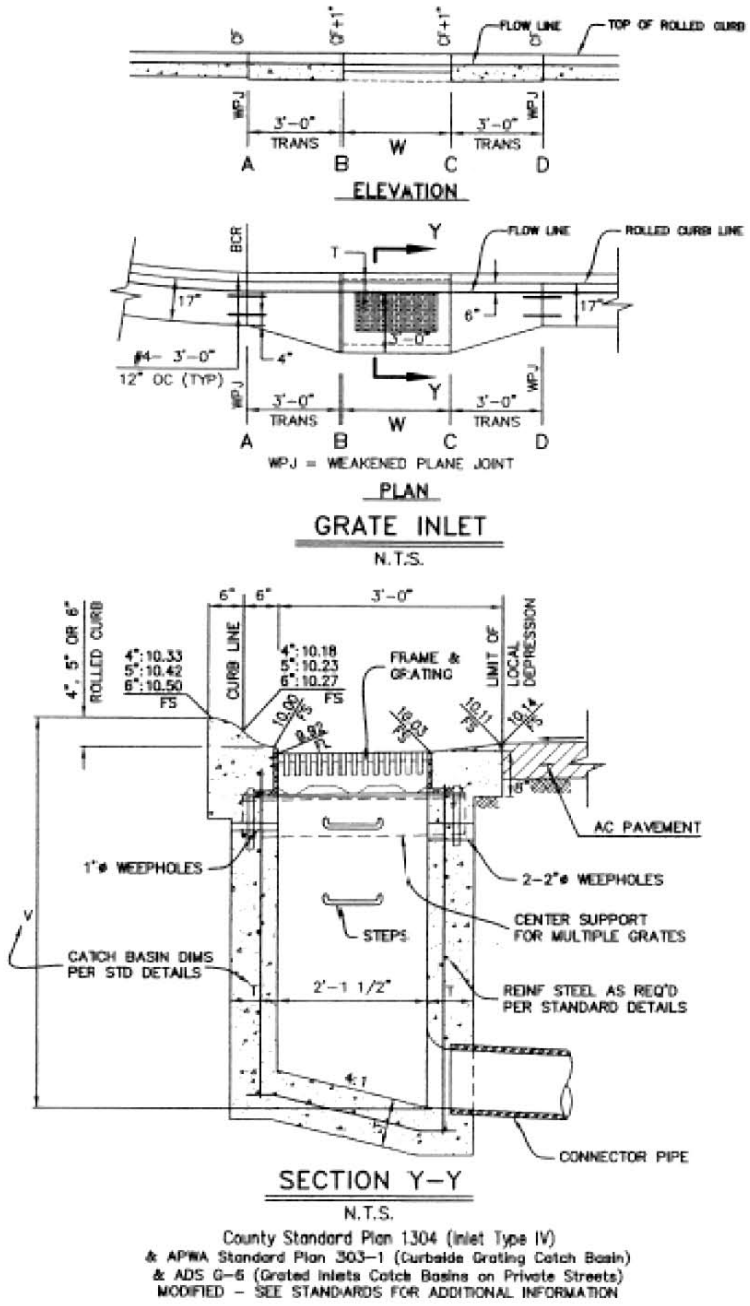
G-10. **Grated Inlet Catch Basins With Rolled Curb on Private Streets** At Work in Ladera
Per the approval of the County Chief Engineer, modify County Standard Plans 1304 (Inlet Type IV), APWA Standard Plan 303-1 (Curbside Grating Catch Basin), and ADS G-6 (Grated Inlet Catch Basins on Private Streets) as shown on exhibit on following page.

Performance Standards:

1. Grated Inlet Catch Basins will only be used where the following criteria are met:
    a. Private streets with rolled curbs per ADS G-9
    b. Use County Standard Cast Nodular Iron Grate (Bicycle Proof) per County Standard Plan 1307 (Miscellaneous Inlet Details and Notes)
    c. Drainage design meeting County Design requirements for grate inlets accounting for clogging (50% clogging at sumps, 25% clogging at flow-by conditions with 80-85% interception).
    d. In sump conditions may only be used as a secondary overflow device.
2. Master Maintenance Corporate (HOA) responsible for verifying clog-free condition prior to rainy season and following each storm event.

Project Benefits:

- Integrates easily with rolled curb used in private rural residential village.
- Grated inlets improve drainage on steeper hillside streets
- Restricts trash from entering storm drain system.



County Standard Plan 1304 (Inlet Type IV)
& APWA Standard Plan 303-1 (Curbside Grating Catch Basin)
& ADS G-6 (Grated Inlets Catch Basins on Private Streets)
MODIFIED – SEE STANDARDS FOR ADDITIONAL INFORMATION

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Grated Inlet Catch Basins With Rolled Curb on Private Streets

ADS

G-10

G-11. **Reduced Local Depression With Rolled Curb on Private Streets** At Work in Ladera
Per the approval of the County Chief Engineer, modify County Standard Plans 1308 (Local Depression), and ADS G-7 (Reduced Local Depression on Private Streets) as shown on exhibit on following page.

Performance Standards:

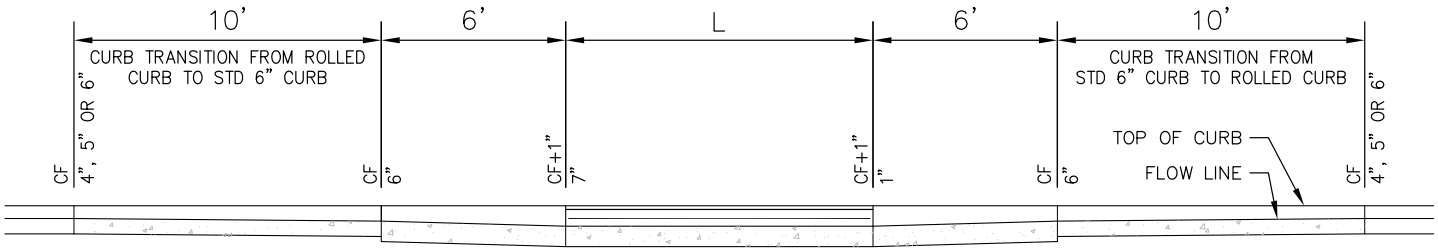
a. Private streets with rolled curbs per ADS G-9

b. At sump conditions where primary flood conveyance facility is a curb opening catch basin per County Standard Plan 1301 or 1302 (Inlet Type I or II).

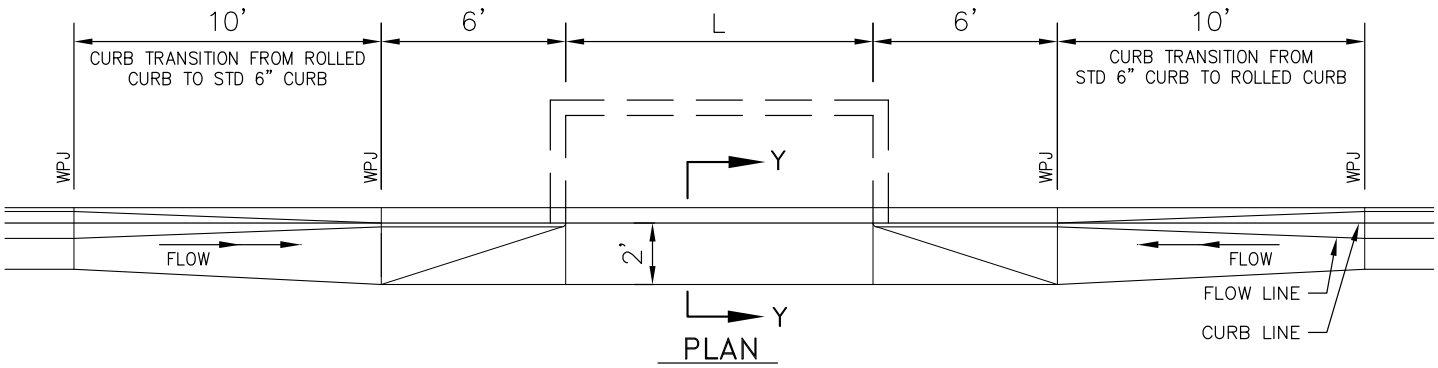
c. Drainage design meeting County Design requirements taking reduced local depression into account.

Project Benefits:

- Integrates easily with rolled curb used in private rural residential village.
- Reduced impact to street sections, especially at 24-foot tapers
- Curb opening catch basin provides higher degree of flood protection at low points than otherwise would be provided with a rolled curb and grated inlet.



ELEVATION

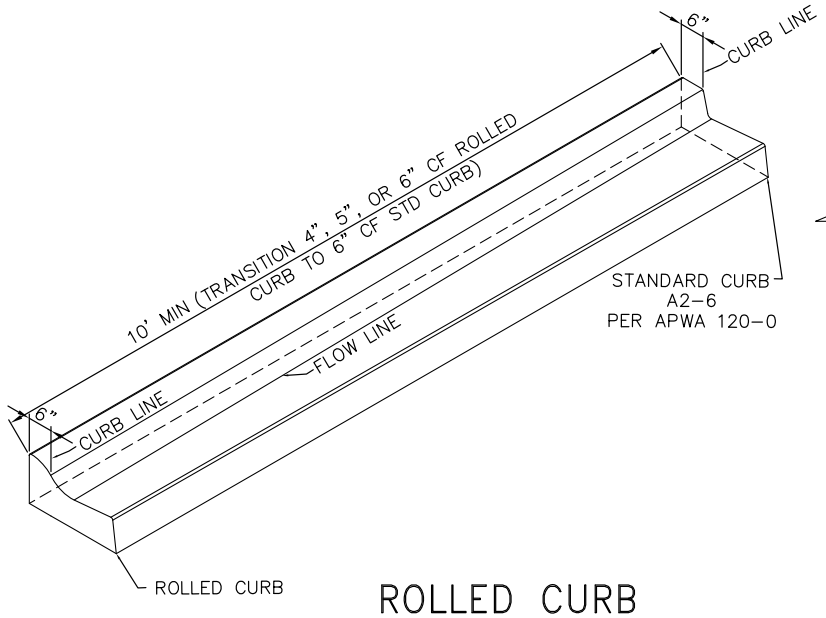


PLAN

WPJ = WEAKENED PLANE JOINT

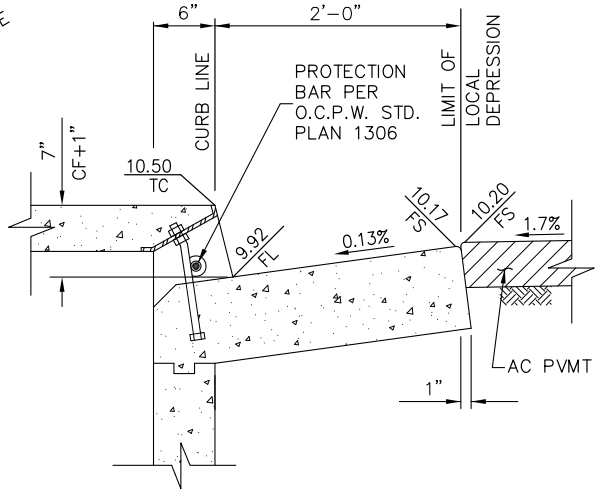
CURB INLET MODIFIED LOCAL DEPRESSION

N.T.S.



ROLLED CURB TRANSITION TO STANDARD CURB

N.T.S.



SECTION Y-Y

N.T.S.

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

March 6, 2007
Modified: September 14, 2011

REDUCED LOCAL DEPRESSION WITH ROLLED CURB ON PRIVATE STREETS

Page 161

ADS
G-11
SHEET 1 OF 1

G-12. **Modified Curb Ramp (Type 5)** At Work in Ladera

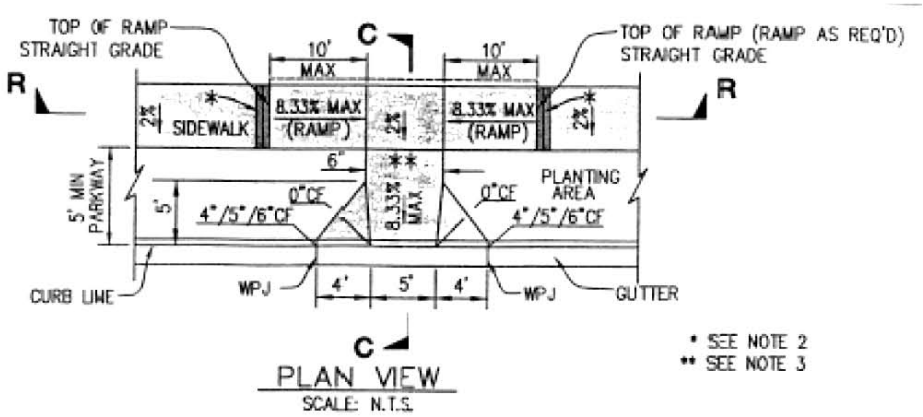
Per the approval of the County Chief Engineer, modify County Standard Plans 1115 (Curb Ramps) per dimensions as shown on exhibit on following page.

Performance Standards:

a. Used with 4-inch, 5-inch or 6-inch rolled curb per ADS G-9, ribbon curb per ADS A-36, or standard curbs.

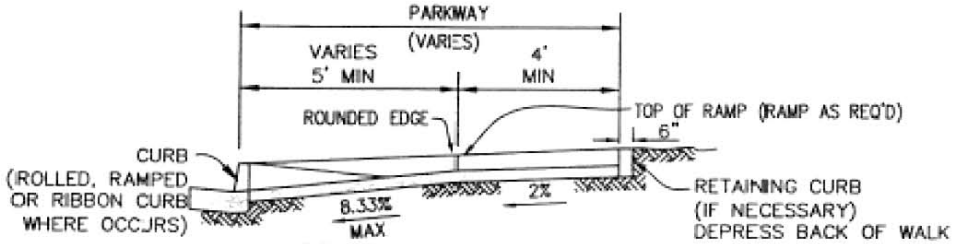
Project Benefits:

- Reduced footprint compared to standard Type 5 ramp.
- Works equally well with narrow or wide parkways.
- Adaptable to any curb type.

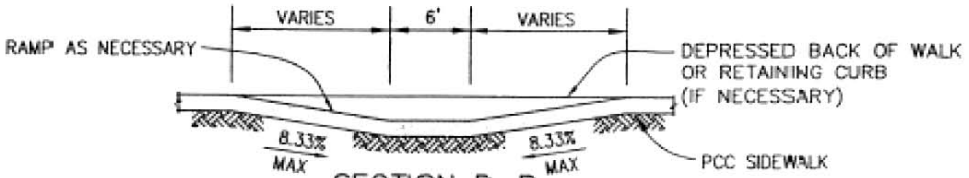


* SEE NOTE 2
** SEE NOTE 3

PLAN VIEW
SCALE: N.T.S.



SECTION C–C
SCALE: N.T.S.



SECTION R–R
SCALE: N.T.S.

NOTES:

(1) PAVED SURFACE – ALL CONCRETE SURFACES TO RECEIVE MEDIUM BROOM FINISH (ALLOWED) OR LIGHT WASH FINISH (PREFERRED ON PRIVATE STREETS).

(2) 12" WIDE WITH 1/4" GROOVES AT 3/4" APPROX. O.C. – PER GROOVING DETAIL ON PIER PF&RD STANDARD PLAN 1115 SHEET 6 OF 8 AND GENERAL NOTE 2 SHEET 7 OF 8.

(3) RAMP SURFACE TO HAVE TRANSVERSE BROOMED FINISH PER GENERAL NOTE 3 PER PF&RD STANDARD PLAN 1115 SHEET 7 OF 8.

(4) SIDEWALK SCORELINES PATTERN PER ALTERNATIVE NEIGHBORHOOD SIDEWALK DETAIL (CURB-SEPARATED WALKWAY) PER ALTERNATIVE DEVELOPMENT STANDARD A-20.

MODIFIED TYPE 5 CURB RAMP FOR MIN 5' WIDE PARKWAY
MID-BLOCK LOCATIONS ONLY
PER PF&RD STD PLAN 1115 (TYPE 5)

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Modified Curb Ramp
County Standard Plan 1115 (Type 5)

ADS

G-12

G-13. **Pedestrian Crossing at Drainage Swale on Private Streets** At Work in Ladera
Per the approval of the County Chief Engineer, create a unique standard pedestrian crossing at drainage swales on private streets, per dimensions as shown on exhibit on following page.

Performance Standards:

1. Used with ADS A-36 ribbon curb at mid-block locations

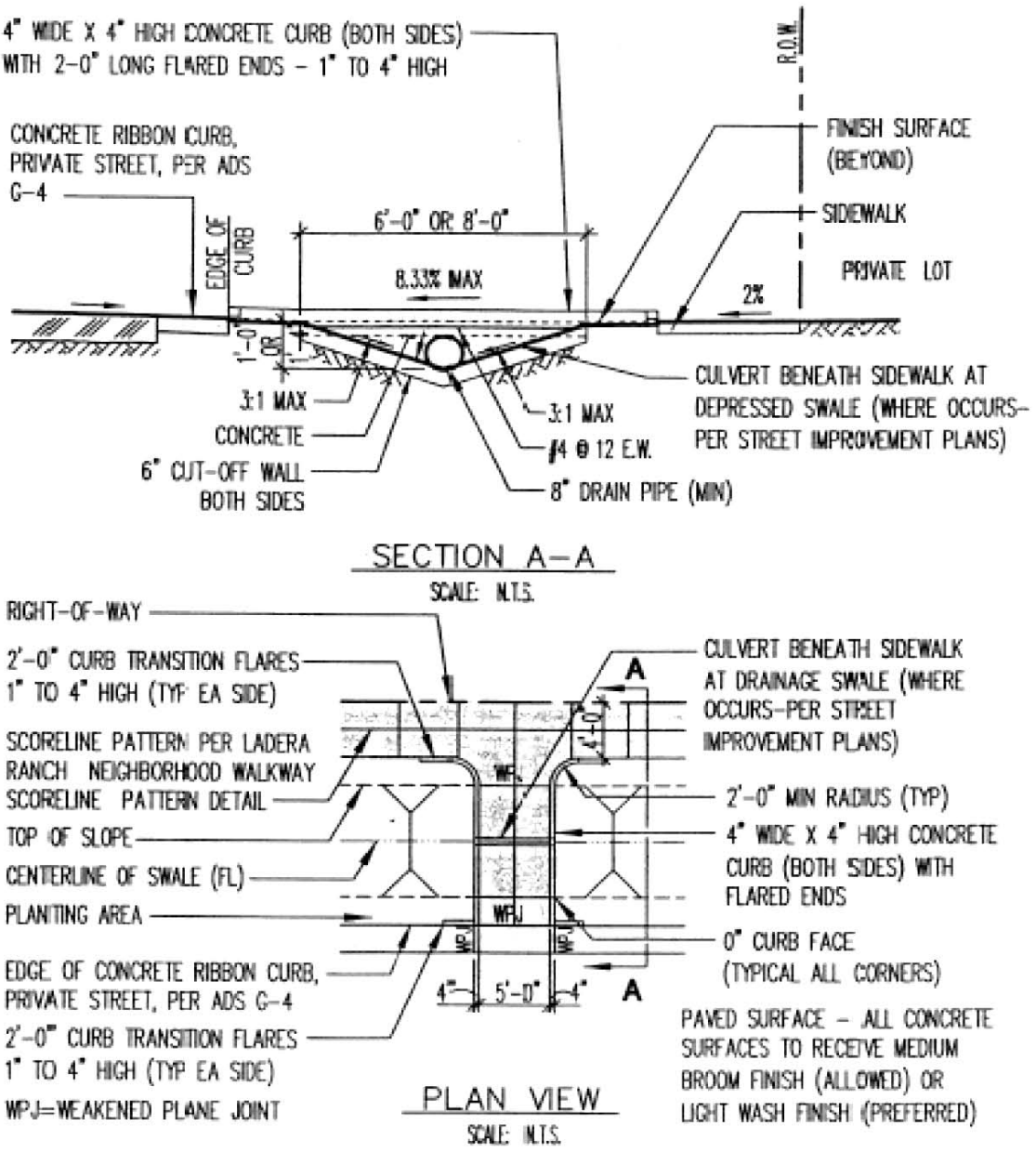
2. Pedestrian crossing's use shall be restricted to the following conditions:

    a. Used on local residential neighborhood streets (not intended for collector streets)

    b. Drainage system shall be designed to meet County Design requirements. A minimum 8-inch diameter culvert shall be provided to convey flows through the pedestrian crossing. In any case, the responsible engineer shall verify the culvert is adequate to prevent ponding an overtopping of the pedestrian crossing in the drainage swale.

Project Benefits:

- A rural residential village ambiance.
- Equivalent or better drainage of private streets.
- Provides pedestrian access across drainage swales where driveways may not be present.



THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

Pedestrian Crossing at Drainage Swale on Private Street

ADS

G-13

G-14. **Corner Curb Ramp With Ribbon Curb on Private Streets** At Work in Ladera

Per the approval of the County Chief Engineer, create a unique standard corner curb ramp with ribbon curb on private streets, per dimensions as shown on exhibit on following page.

Performance Standards:

1. Used with ADS A-36 ribbon curb at middle of curb returns.

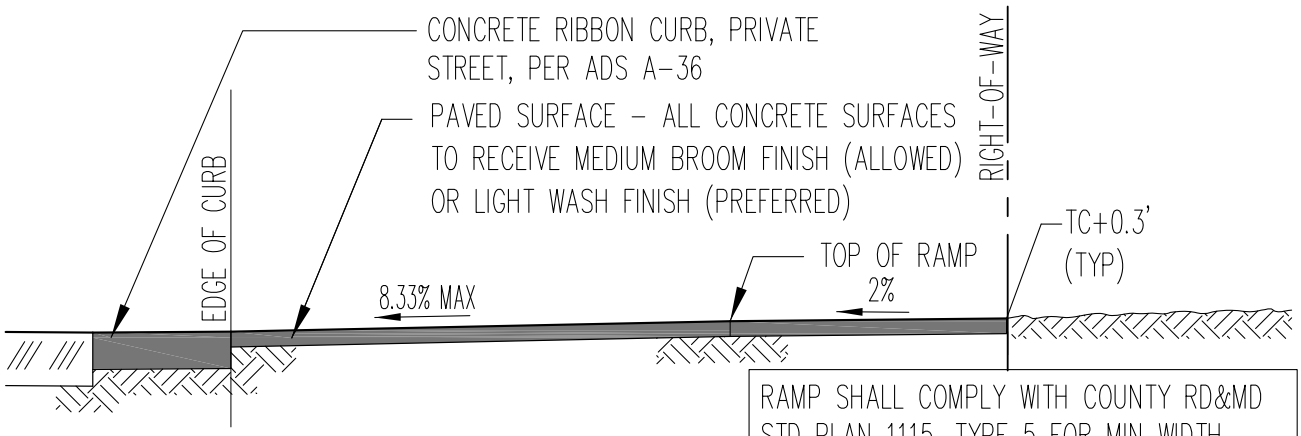
2. Curb ramp's use shall be restricted to the following conditions:

    a. Used on local residential neighborhood streets (not intended for collector streets)

    b. Drainage systems (swales and catch basins) shall be designed to meet County Design requirements. Inlets shall be provided (as needed) prior to curb ramp to prevent excessive ponding and overtopping the curb ramp.

Project Benefits:

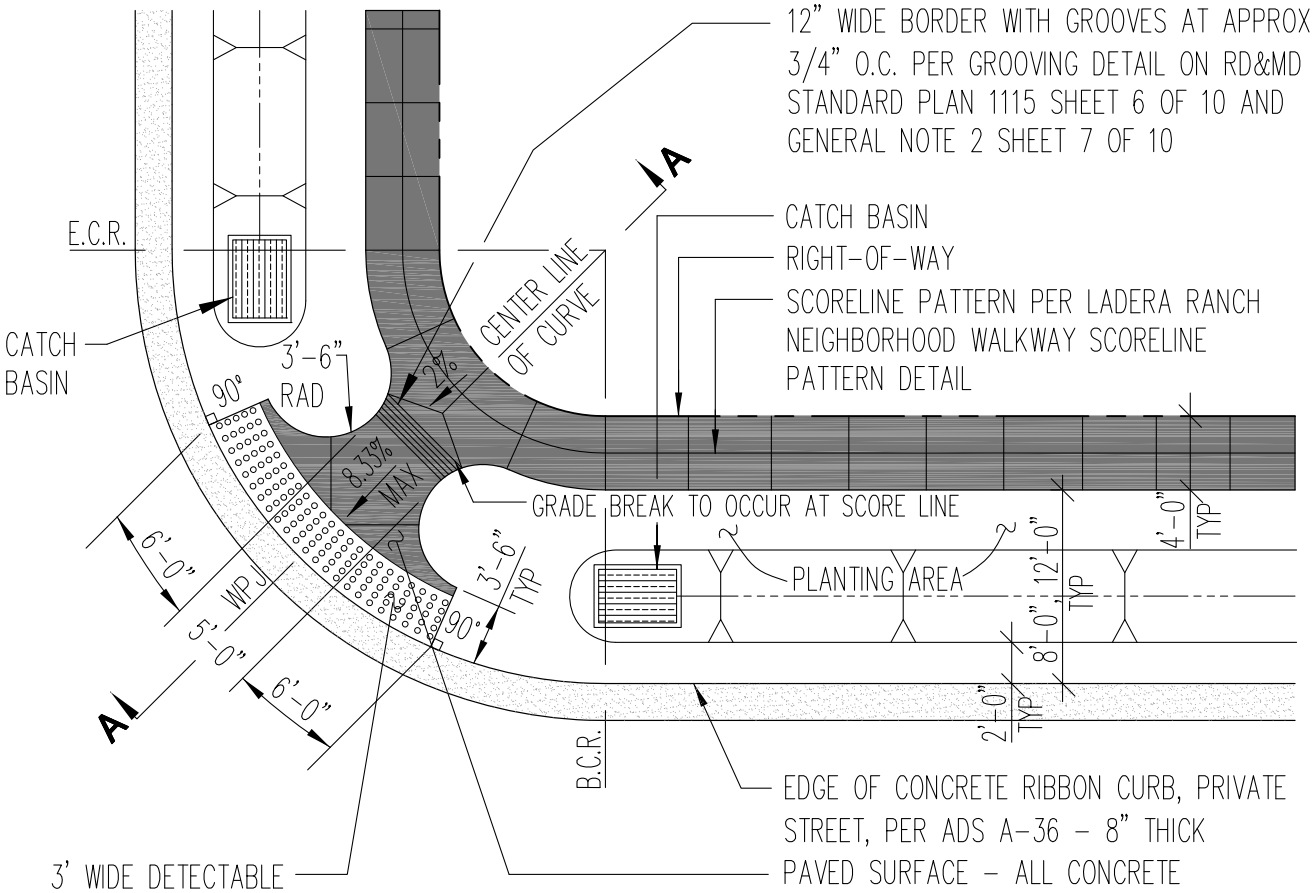
- A rural residential village ambiance.
- Equivalent or better drainage of private streets.
- Ease of pedestrian circulation from sidewalk to curb return.



RAMP SHALL COMPLY WITH COUNTY RD&MD STD PLAN 1115, TYPE 5 FOR MIN WIDTH AND MAX GRADE

SECTION A-A

SCALE: N.T.S.



PLAN VIEW

SCALE: N.T.S.

WPJ=WEAKENED PLANE JOINT

THE RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

March 6, 2007
Modified: September 14, 2011

CORNER CURB RAMP WITH RIBBON CURB ON PRIVATE STREETS

ADS
G-14
SHEET 1 OF 1

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G-15. **Single Sided Parking on Double Loaded Private Streets**

Per the approval of the County Engineer, modify County Standard Plan 1107 to allow 30-foot wide (curb-face to curb-face) private residential local streets with traffic levels of up to 200 average daily trips (ADT). This modified standard would apply on public local streets with residential frontage both sides. Parkway widths would be provided per County Standard Plan 1107 unless modified by Alternative Development Standard #A-5.

Performance Standards:

a. Residential parking to be provided per the Orange County Zoning Code.

b. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet.

c. Driveway parking of at least 18 feet in length is provided at each home site on any affected street.

d. Lot sizes of at least 5,000 square feet or wider than 50 feet), thereby reducing the demand for off-street parking spaces per acre served by the effected streets.

e. Only allowed on local residential streets with less than 200 ADT

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

Chapter J

Neighborhood Electric Vehicles

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

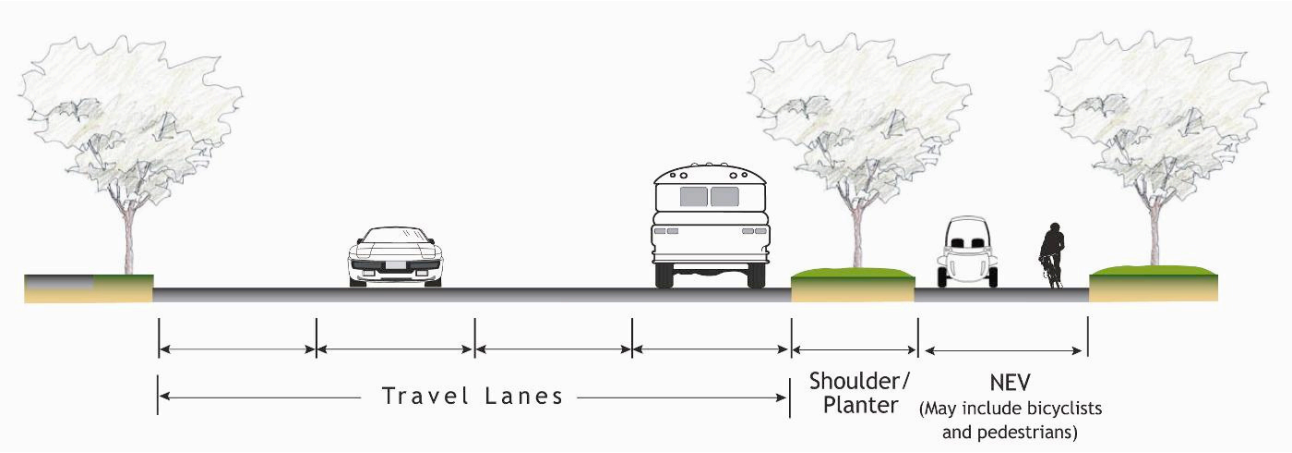
J. Neighborhood Electric Vehicles

A unique aspect of the Ranch Plan is the integration of low-speed Neighborhood Electric Vehicles (NEV) throughout the fabric of the community. NEVs provide an alternative to the automobile for short trips. NEV usage would be accommodated by a network of paths connecting neighborhoods with shopping, parks, and, community facilities. NEV paths would be largely off-street; however, on-street paths and NEV intersection crossings would exist.

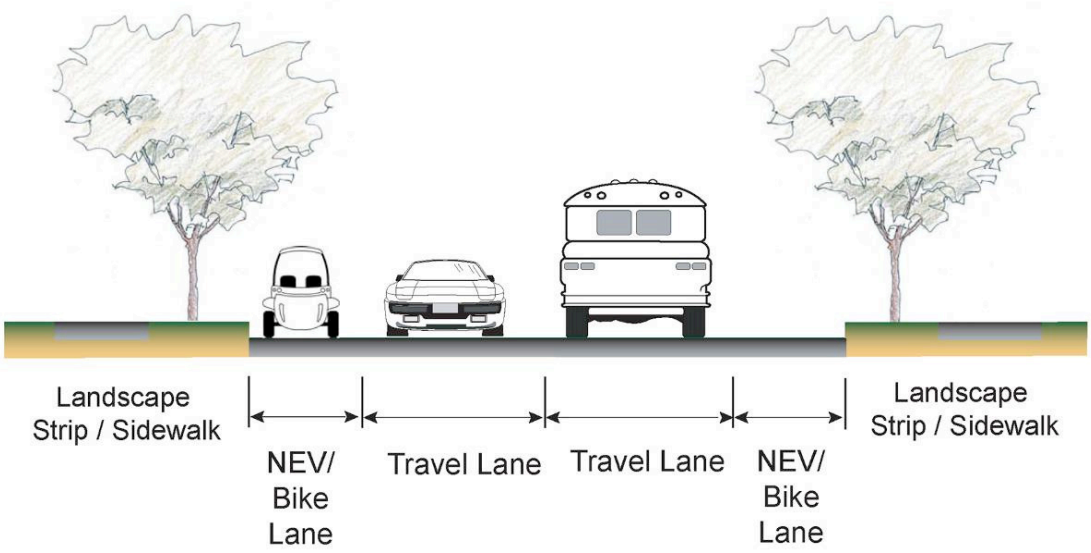
Senate Bill No. 956, approved by the Governor October 10, 2007, authorizes the County of Orange to establish a neighborhood electric vehicle transportation plan for the Ranch Plan Planned Community. This Chapter J of the Alternative Development Standards includes elements of the Ranch Plan neighborhood electric vehicle transportation plan. As required by Senate Bill No. 956, Section 1965.2(b), these elements of the NEV transportation plan have been reviewed by, and comments received from, the Orange County Transportation Authority, the California Highway Patrol, and the California Department of Transportation.

The facility nomenclature for NEVs mimics those of bicycles, namely: Class I is an off-street path, Class II is a striped on-street lane, and on a Class III route NEVs share a travel lane with automobiles (see Exhibits J-1A, J-1B, J-1C, J-1D, J-2A, J-2B, J-3A, J-3B, J-3C, J-3D, J-3E, J-4A, and J-4B). NEV roadway designation types are as described below:

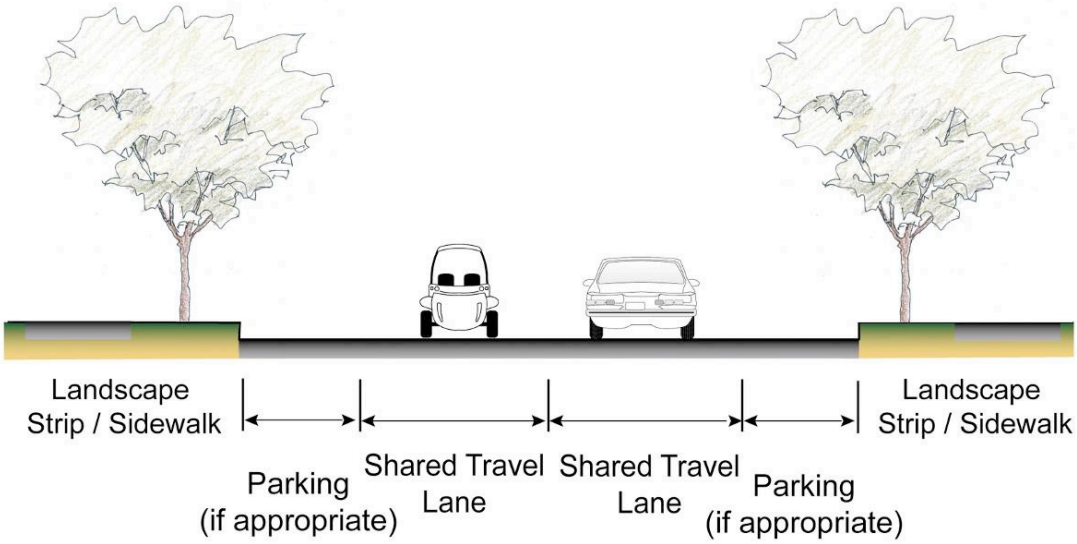
- **Class I** NEV facilities typically provide for a separate right-of-way for the exclusive use of NEVs, away from automobile traffic. Class I NEV trails may be shared with pedestrians and bicyclists in certain circumstances, such as local connections, commercial centers, or in an environmentally constrained right-of-way. Additional width may be required in locations where the Class I trail includes high NEV usage and bicycle and/or pedestrian traffic.



Class II NEV facilities provide for a separate striped lane adjacent to roadways, with regulated speeds equal to 55 miles per hour or less.



Class III NEV facilities provide for shared use by NEVs and conventional vehicle traffic on streets. Roadways with Class III facilities will have regulated speeds of 25 miles per hour or less.



Note: These illustrations are intended to show the classifications of NEV/Bike facilities and are to be used for informational purposes only. See the following Exhibits for additional details.

This chapter addresses the following design aspects of NEV activity: intersection treatments, signage, striping, widths, maximum grades, etc. Additional details or situations should be based on typical highway and bikeway design principals.

J-1 NEV Intersection Treatments

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plans 1107 and 1111 to allow NEV treatments to be included in public intersections.

The following four main NEV intersection treatments have been identified for potential inclusion in Planning Area 1 of the Ranch Plan:

- Exhibit J-1A – details intersection treatments of Class I to Class I NEV connections.
- Exhibit J-1B – details intersection treatments of Class I to Class II NEV connections.
- Exhibit J-1C – details intersection treatments that provide Class II to Class II and Class II to Class III NEV connections.
- Exhibit J-1D – details treatments at roundabouts with Class II NEV lanes.

Project Benefits:

- Reduction in fossil fuel use and greenhouse gases throughout the Ranch Plan Planned Community due to:
    - Reduction of auto trips.
    - Reduction of auto miles traveled.
- Provides alternative forms of transportation, with ease of circulation and direct connectivity, between land uses.
- Promotes a sense of community.
- Provides protected crossings for NEV users at intersections.
- Complies with current law, which allows NEVs to use roadways with a regulated speed limit of 35 miles per hour or less.

Performance Standards:

- Applies to signalized, unsignalized, and roundabout intersections where NEV accommodation may be desirable.

- Applies to all roadways and intersections with Class I or II NEV lanes or Class III NEV roadways.

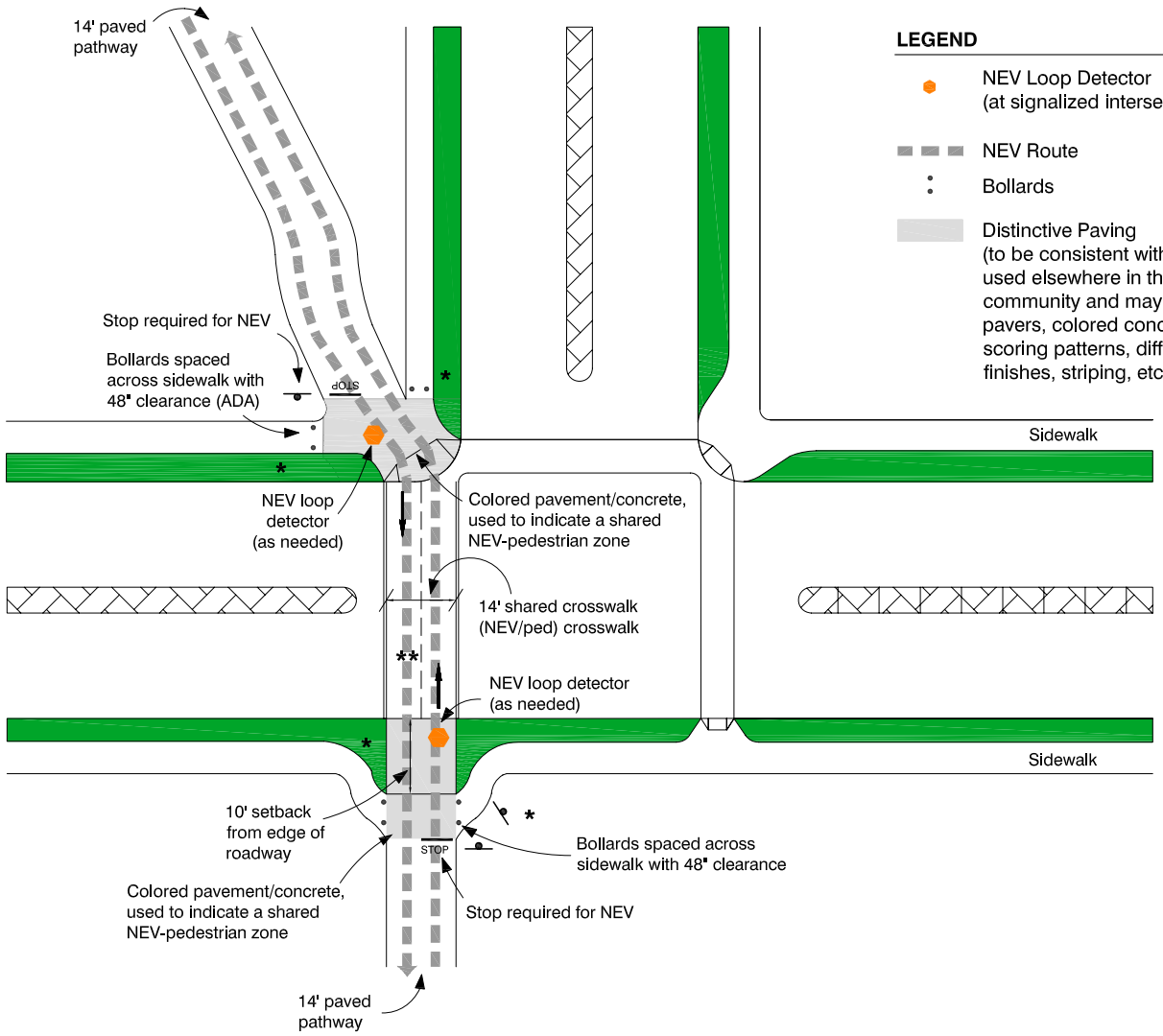
- Crossings may require special paving.

- Crossings may require NEV loop detectors (or similar actuation detector).

- Crossings require NEV-specific signage, as described in ADS section J-2.

- NEVs may cross a roadway with a regulated speed limit of greater than 35 miles per hour, if the crossing begins and ends: on a roadway with a regulated speed limit of 35 miles per hour or less, on a roadway with Class II on-street lanes, on a roadway with an adjacent Class I off-street facility, and occurs at an intersection of approximately 90 degrees.

- NEVs shall not cross an uncontrolled intersection (i.e., no traffic signal) with any state highway (this applies only to Ortega Highway, State Route 74), unless the intersection has been approved and authorized by the California Highway Patrol.

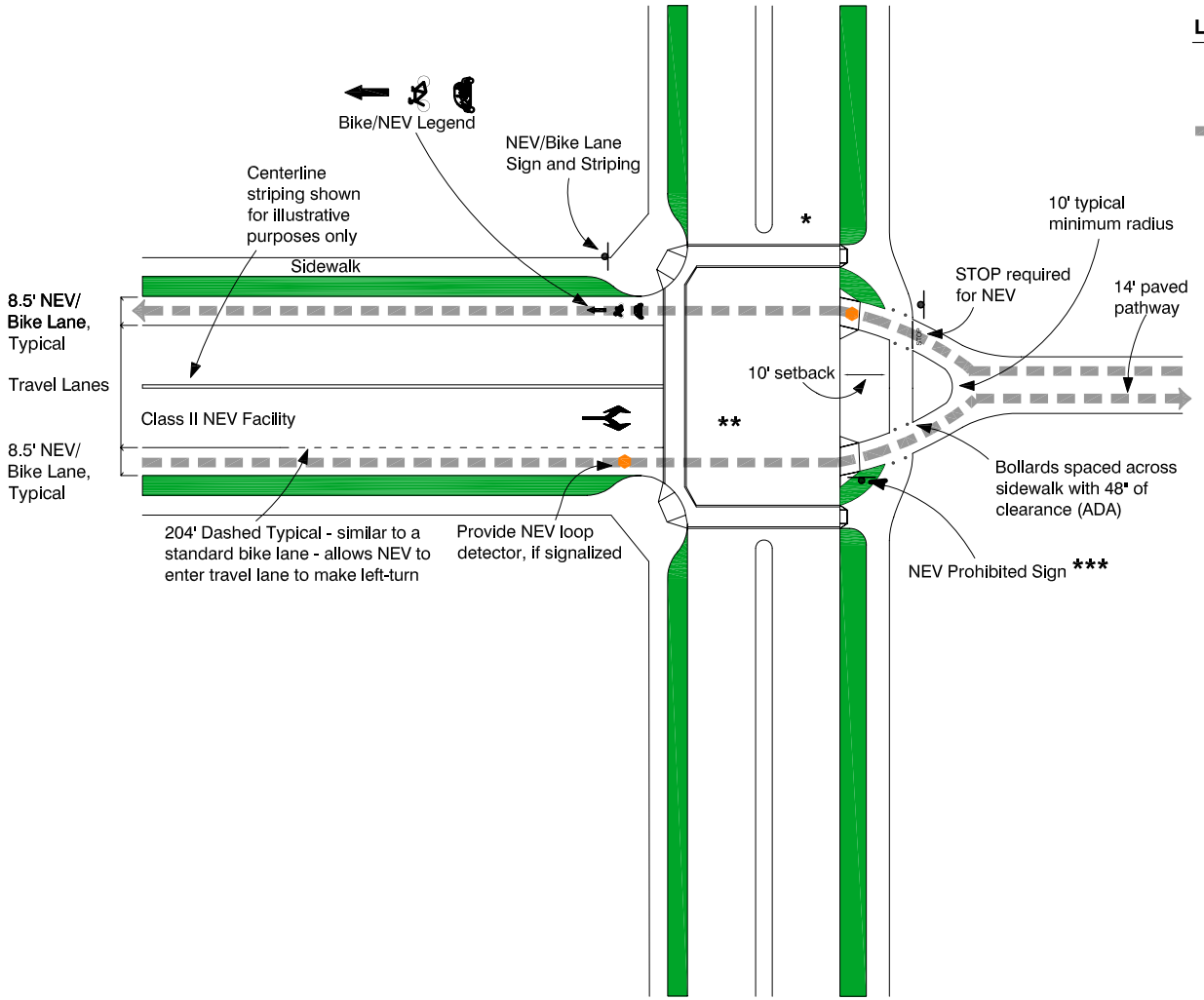


FEHR & PEERS
TRANSPORTATION CONSULTANTS

May 21, 2008 TR
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CLASS I NEV CROSSING

ADS J-1A

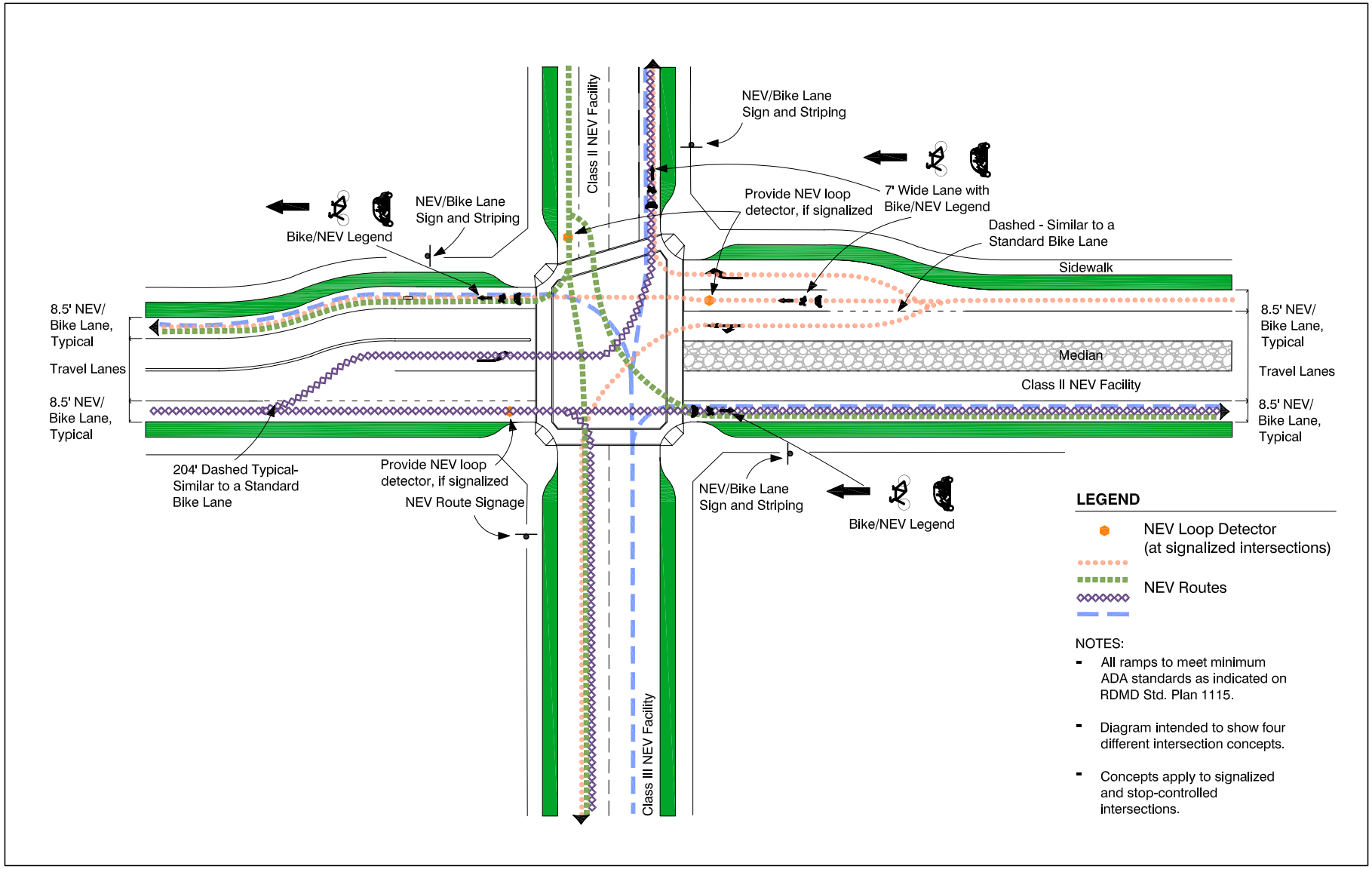


FEHR & PEERS
TRANSPORTATION CONSULTANTS

May 21, 2008 TR
N:\PROJECTS\OC05\0007_Rancho_MV\Graphics\Graphics_From_RS\Class2_to_Class1_trans_no_hump_052008.dwg

CLASS II TO CLASS I TRANSITION

ADS J-1B

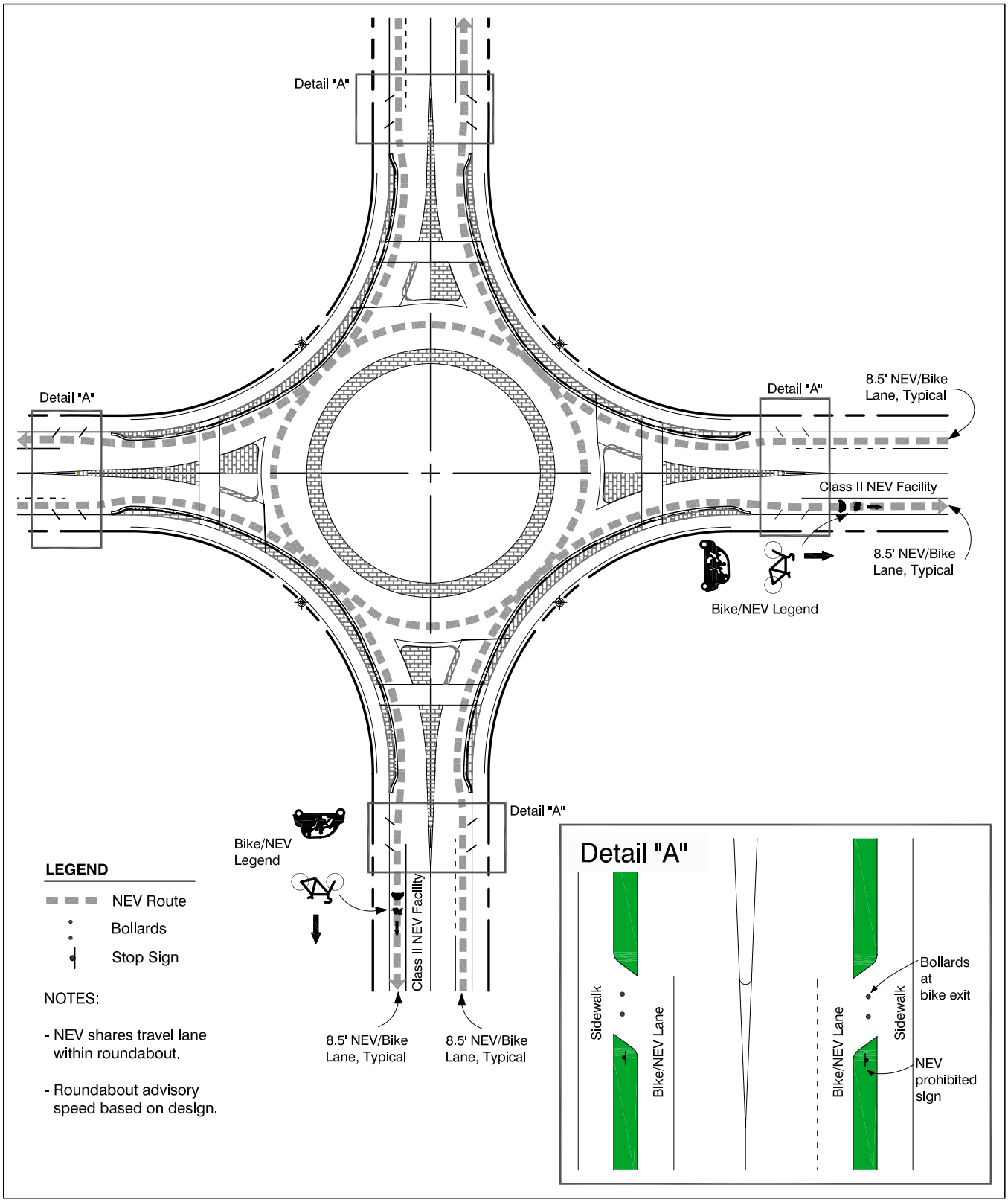


FEHR & PEERS
TRANSPORTATION CONSULTANTS

May 21, 2008 TR
N:\PROJECTS\OC05\0007_Rancho_MV\Graphics\Graphics_From_RS\Class2_Int_Treat2_052008.dwg

CLASS II INTERSECTION TREATMENT
APPLIES TO COMMUTER, COLLECTOR AND LOCAL ROADS

ADS J-1C


Detail "A"
Detail "A"
Detail "A"
8.5' NEV/Bike Lane, Typical
Class II NEV Facility
8.5' NEV/Bike Lane, Typical
Bike/NEV Legend
Detail "A"
Bike/NEV Legend
Class II NEV Facility
8.5' NEV/Bike Lane, Typical
8.5' NEV/Bike Lane, Typical
LEGEND
NEV Route
Bollards
Stop Sign
NOTES:
- NEV shares travel lane within roundabout.
- Roundabout advisory speed based on design.
Detail "A"
Sidewalk
Bike/NEV Lane
Bollards at bike exit
NEV prohibited sign
Bike/NEV Lane
Sidewalk

J-2 NEV Signage

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1409 to allow NEV-specific signage installations along public roadways.

NEV-specific signage would provide guidance to NEV users, motorists, pedestrians, and bicyclists. This signage should accompany the NEV facilities and NEV activity planned for the Ranch Plan Planned Community.

Project Benefits:

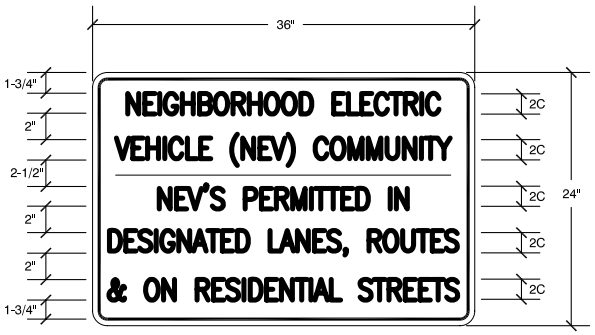
- Advise motorists of NEV activity and crossing locations in the community.
- Advise bicyclists of a shared NEV/bike lane.
- Direct NEV users to the appropriate travel routes and crossings.

Performance Standards:

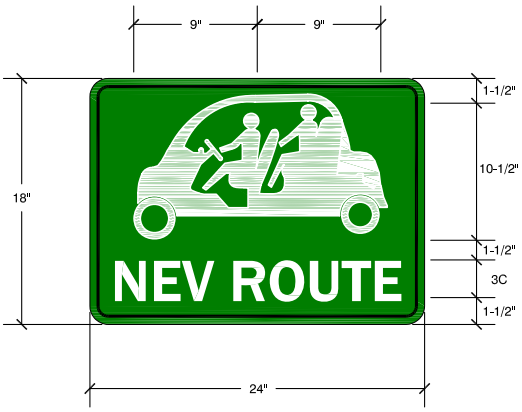
- Signage should be applied at all locations deemed necessary during signing and striping design.
- Signage should be located at typical locations of standard bike route signage.



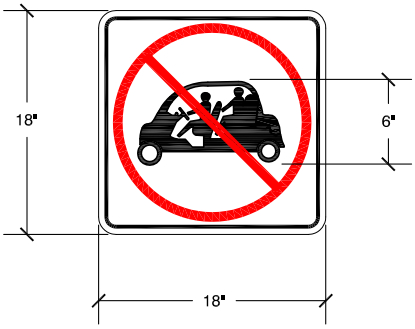
Title: Bike/NEV Lane Sign
Colors: Black on White
Notes: To be used on Class II (on-road) Bike & NEV lanes.



Title: NEV Community Sign
Colors: Black on White
Notes: To be used at entrance to community (when entering community from MPAH arterial).

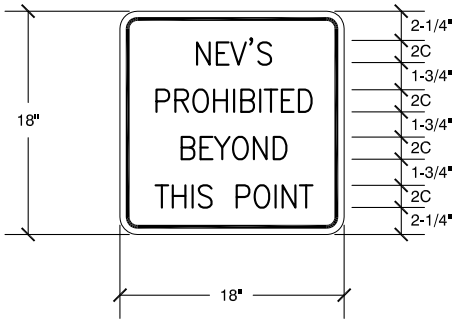


Title: NEV Route Sign
Colors: White on Green
Notes: To be used on Class III NEV routes.



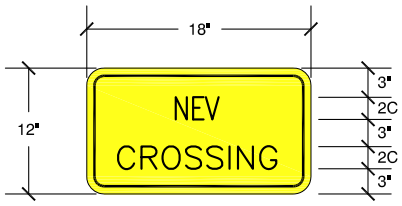
Title: NEV Prohibited Symbol Sign
Colors: Red and Black on White

Notes: To be used to indicate prohibited NEV areas.



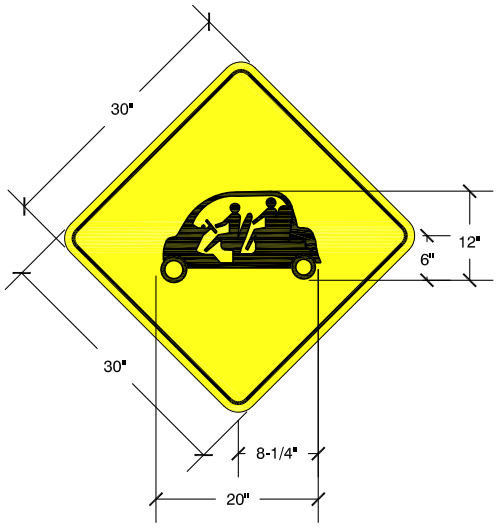
Title: NEV Prohibited Written Sign
Colors: Black on White

Notes: To be used to indicate prohibited NEV areas.



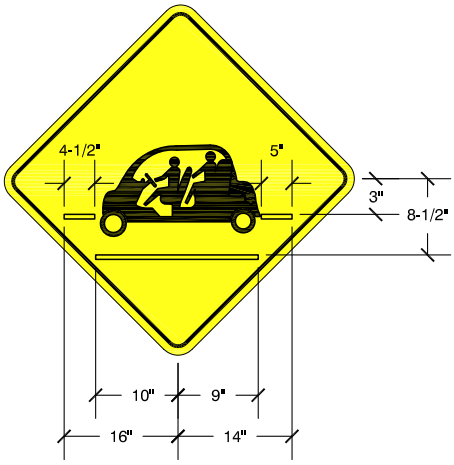
Title: NEV Crossing Clarification Sign
Colors: Black on Yellow

Notes: To accompany and clarify the signs illustrated below.



Title: NEV Crossing Advisory Sign
Colors: Black on Yellow

Notes: To be used to advise motorists of upcoming NEV crossings.



Title: NEV Crosswalk Advisory Sign
Colors: Black on Yellow

Notes: To be used adjacent to NEV crossings.

J-3 Class I Off-Street NEV Trail

Per the approval of the Subdivision Committee and the County Chief Engineer, allow Class I off-street NEV trails that would connect land uses and planning areas in the Ranch Plan Community.

Off-street trails would provide a pleasant environment for NEV users away from general automobile traffic. The Class I NEV trails would often be located parallel and adjacent to the Countywide Bikeway, such as on the north side of San Juan Creek and near Cow Camp Road. In certain locations the trails may utilize utility access roads.

Class I NEV Trails are designed for the exclusive use of NEVs with the exception of the occasional maintenance vehicle. Class I NEV trails shall have a design speed of 25 miles per hour.

The following five exhibits detail the off-street NEV trails.

- Exhibit J-3A – Provides a section view of the Community's shared NEV/bicycle/pedestrian trail section.
- Exhibit J-3B – Provides a plan view of the NEV trail sections.
- Exhibit J-3C – Details parallel NEV and Countywide Bikeway/Pedestrian trails.
- Exhibit J-3D – Details adjacent NEV and Countywide Bikeway/Pedestrian trails.
- Exhibit J-3E – Provides a description of the "turtle-style" raised pavement markers that would help to separate the NEV users from the bicyclists and pedestrians.

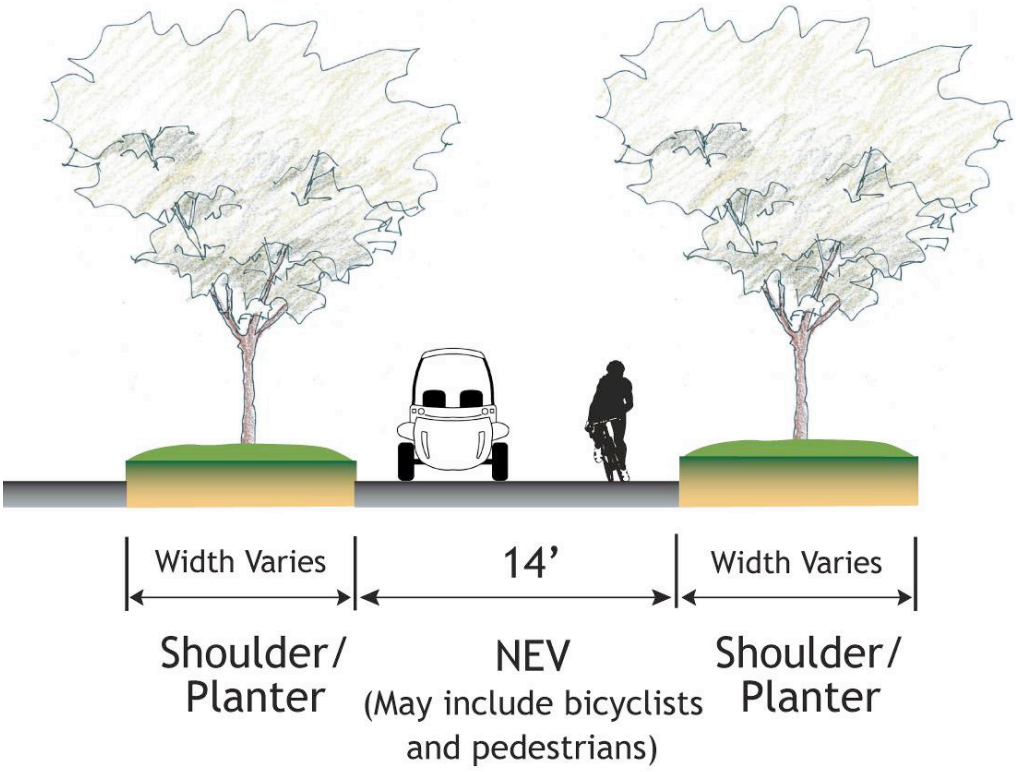
Project Benefits:

- Reduction in fossil fuel use and greenhouse gases throughout the Ranch Plan Planned Community due to:
  - Reduction of auto trips.
  - Reduction of auto miles traveled
- Provides alternative forms of transportation, with ease of circulation and direct connectivity, between land uses.
- Promotes a sense of community.

- Provides additional opportunities for residents to experience the park and creek area.
- Maintains bicycle and pedestrian facilities.

Performance Standards:

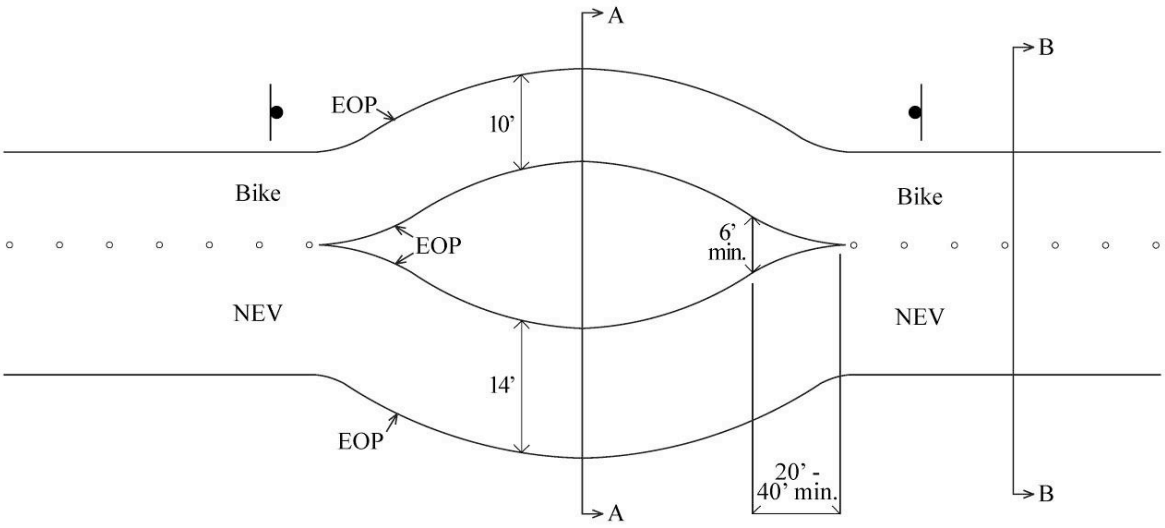
- Applies to all Class I off-street NEV trails.
- Signage, striping, and delineation of trails may be required.



Community Trail

Notes: - Trail may be shared by NEVs, bicyclists, and pedestrians.
- Off-street trail shown is not intended for application of Countywide regional Class I bicycle facilities.
- Refer to Exhibits J-3B to J-3D for regional Class I bicycle facilities.

Exhibit J-3A

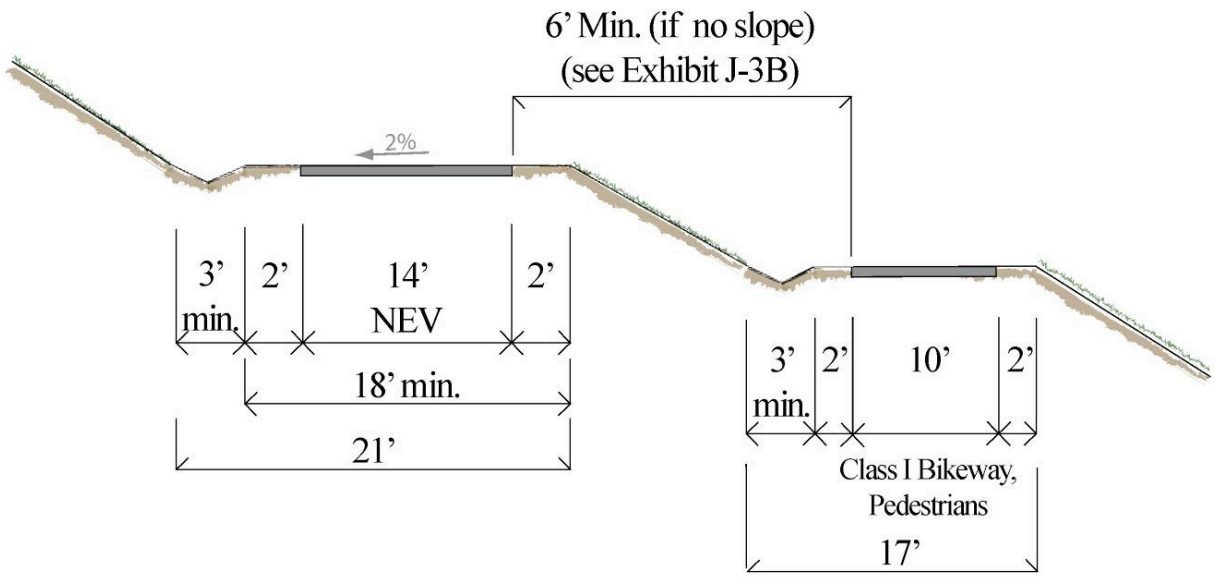


Typical Class I NEV Trail Sections

Notes: - NEV and bicycle trails may be separated by at least six feet (measured from edge of pavement) when a substantial grade does not exist.
- Distance to reach a minimum six foot separation is based on a 25 mile per hour design speed and varies between 20 and 40 feet depending on whether one or both trails experience horizontal deflection.
- EOP = edge of pavement

Exhibit J-3B

Section A-A (refer to Exhibit J-3B)

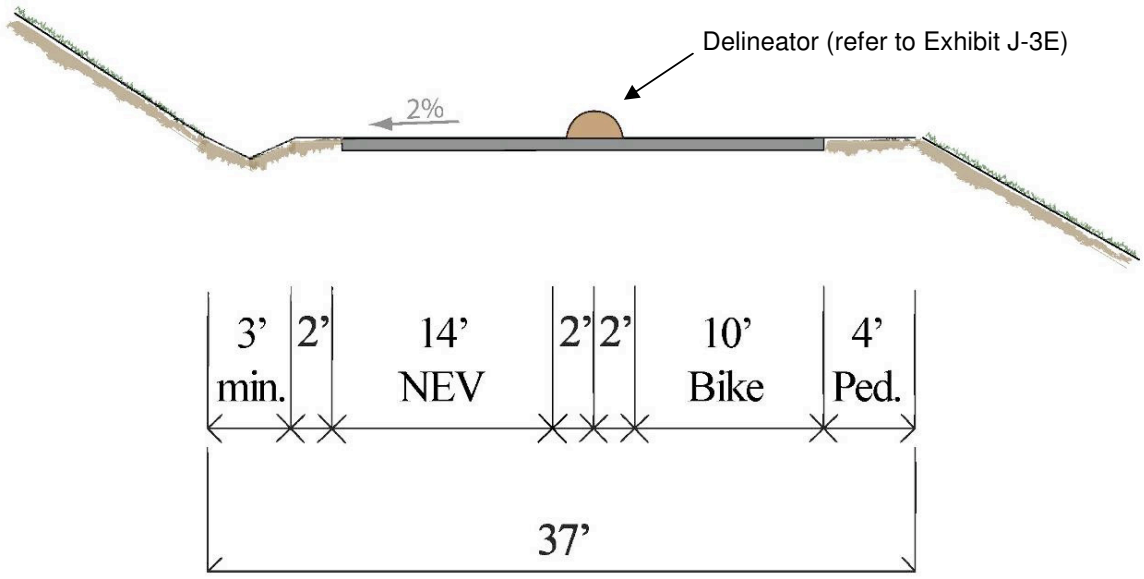


Typical Class I NEV Trail with Separated Parallel Class I Bikeway

Notes:
- This section may be used when a NEV facility parallels a regional Class I bikeway.
- Regional bikeway per County standards and pedestrian facilities per County standards.
- Drainage culvert width is flexible and can vary depending on local conditions.
- Center line or edgeline striping may be needed at sub-standard curves/widths/grades.
- Minimum overhead clearance of 14 feet for NEV trail needed to accommodate maintenance vehicles.
- Typical maximum grade of 6%.
- Typical maximum grade of 12% at bridge undercrossings.

Exhibit J-3C

Section B-B (refer to Exhibit J-3B)

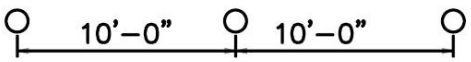


Typical Class I NEV Trail Adjacent to Class I Bikeway

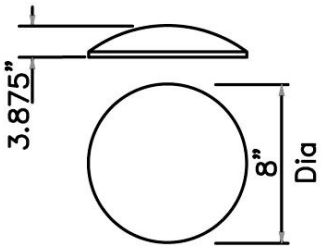
Notes:
- All pavement marking delineators should follow Exhibit J-3E.
- Delineators should be used with a minimum 10-foot spacing.
- Drainage culvert width is flexible and can vary depending on local conditions.
- Edgeline striping may be needed at sub-standard curves/widths/grades.
- Edgeline striping (4 inch, white) may be used adjacent to delineators, in which case it should be striped at an outside distance 2 feet from delineator.

Exhibit J-3D

MARKER PLACEMENT



MARKER DETAILS



MODIFIED TYPE A
STANDARD

LEGEND
MARKERS

◯ Modified TYPE A White Non–reflective

Delineator Detail – Modified Detail 38

Notes:
- Marker detail from Caltrans Modified Detail 38 (Caltrans 2006 Standard Plan A20D).
- Refer to insert of Exhibit J-3D for placement details.
- Dimensions shown are approximate and can vary based on location.
- Delineators should be used with a minimum 10-foot spacing.
- Master association assumes maintenance.
- Edgeline striping may be needed at sub-standard curves/widths/grades.
- Edgeline striping (4 inch, white) may be used adjacent to delineators, in which case it should be striped at an outside distance 2 feet from delineator.

Exhibit J-3E

J-4 Class II On-Street NEV Lane

Per the approval of the County Chief Engineer, modify County Standard Plans 1107 and 1111 to allow a Class II NEV lane to be striped on appropriate roadways (7-foot minimum NEV travel lane, exclusive of the gutter area).

Class II NEV lanes would provide an on-street exclusive lane for NEV and bike users to travel within the Ranch Plan Community and between Class III roadways and Class I off-street trails (as shown in Exhibits J-3). Through signage and striping, Class II NEV lanes shall merge into Class III shared travel lanes immediately prior to entering roundabouts (ADS B-6).

Parking shall be prohibited within typical width Class II NEV/bike lanes. Where on-street parking is required on a designated NEV/bike lane additional width shall be provided.

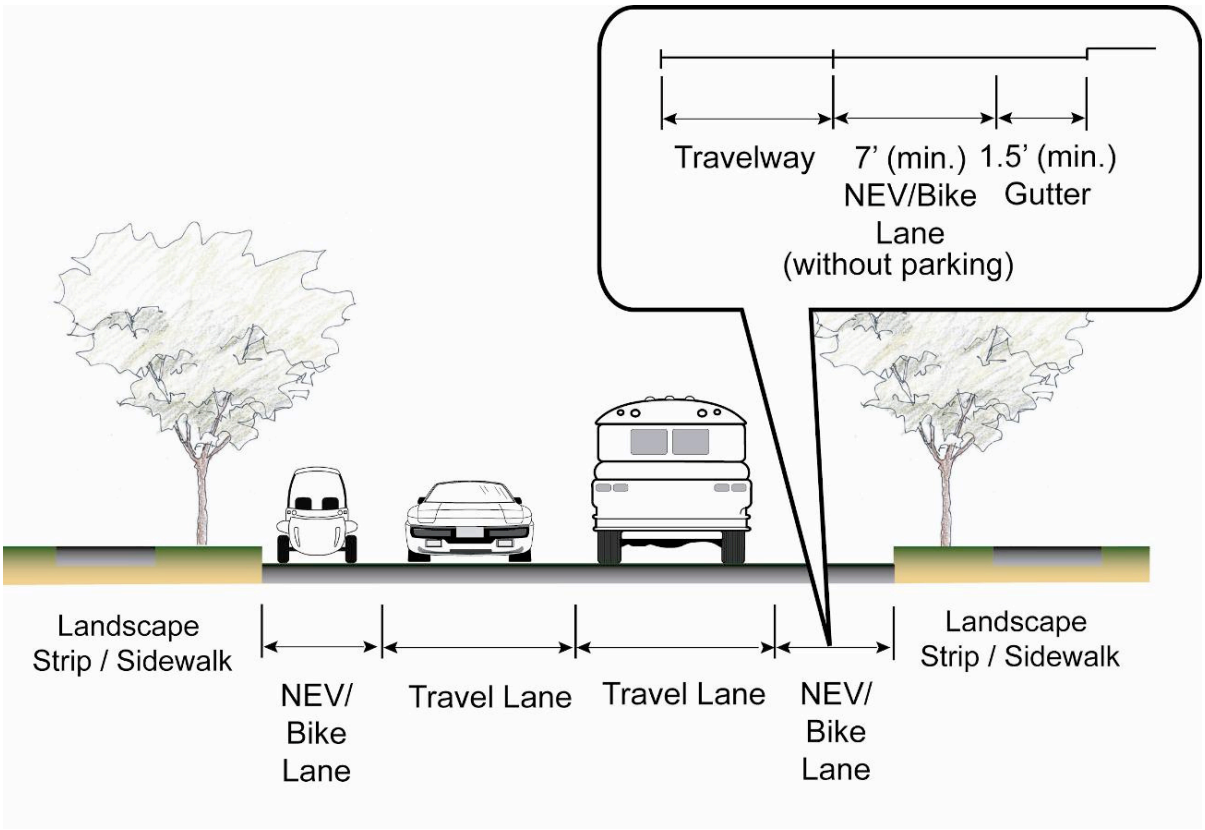
NEV-specific striping would provide guidance to NEV users, motorists, and bicyclists. This signage should accompany the NEV facilities and NEV activity planned for the Ranch Plan Community.

Project Benefits:

- Advise motorists of NEV/bike-only travel lane.
- Advise bicyclists of a shared NEV/bike lane.
- Creates dedicated lane for NEV travel.

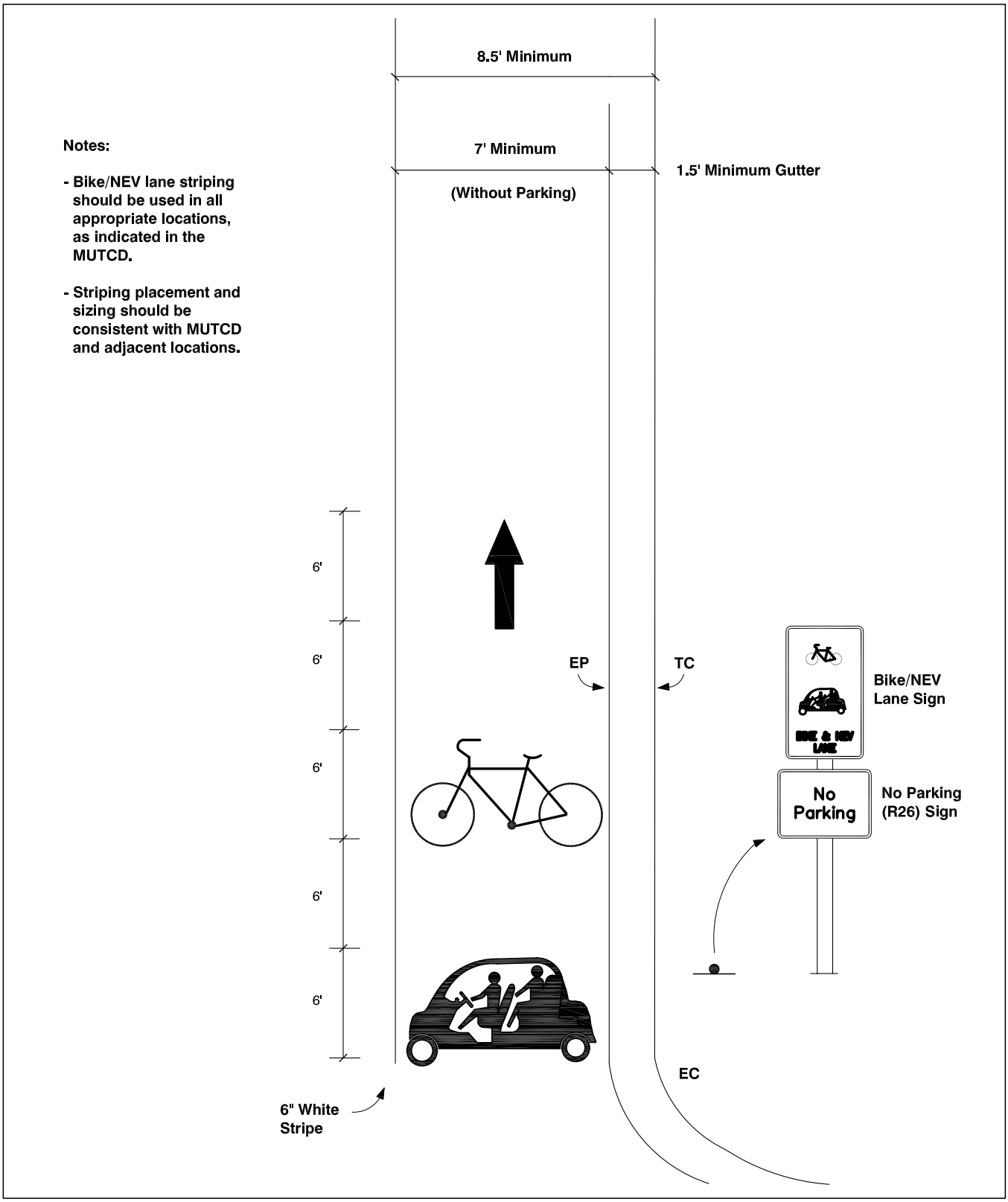
Performance Standards:

- Striping should be applied for all Class II (on-street) NEV lanes on roadways within the Ranch Plan Community.



Class II On-Street NEV/Bike Lane

Exhibit J-4A


Notes:
- Bike/NEV lane striping should be used in all appropriate locations, as indicated in the MUTCD.
- Striping placement and sizing should be consistent with MUTCD and adjacent locations.
8.5' Minimum
7' Minimum
(Without Parking)
1.5' Minimum Gutter
6'
6'
6'
6'
6'
EP
TC
Bike/NEV Lane Sign
BIKE & NEV LANE
No Parking
No Parking (R26) Sign
EC
6" White Stripe

J-5 Class III NEV Route

The California Vehicle Code allows NEVs to share the travelway with automobiles on all roadways with a speed limit of 35 miles per hour or less (CVC Section 2160.a). Therefore, shared automobile-NEV travel is legal on all roadways in the Ranch Plan Planned Community with speed limits of 35 miles per hour or less, unless specifically prohibited or supplanted by a Class II on-street lane.

The designation of a Class III NEV Route would be reserved for locations which provide continuity between other NEV facilities or to designate the preferred NEV route through a high demand corridor.

Project Benefits:

- Provides alternative forms of transportation, with ease of circulation and direct connectivity, between land uses.

- Promotes a sense of community.

Performance Standards:

- Roadways specifically identified as Class III NEV Routes will be signed in accordance with the NEV Route Sign shown on Figure ADS J-2A.

J-6 NEV Parking Associated with Recreation, Neighborhood Center, Urban Activity Center, Business Park, and Community Facility Uses

Per the approval of the Subdivision Committee, alternative provision of off-street parking is allowed in compliance with Ranch Plan Planned Community Program Text Section III.K and the Orange County Zoning Code Section 7-9-145.4(a), 7-9-145.5(a). A unique aspect of the Ranch Plan is the integration of NEVs throughout the fabric of the community. In order to further encourage NEV use:

- Two percent (2%) of all required non-residential parking within the Ranch Plan Planned Community (uses allowed by Ranch Plan Planned Community Program Text Sections III.B-F) may be provided by NEV spaces with a minimum of 3 NEV spaces per lot and maximum of 25 NEV spaces per applicable parking lot. The County of Orange and RMV understand that the parking criteria may be revisited as information about the NEV program and its function within the community are available and support changes to these standards.
- The size of all covered and uncovered off-street NEV parking spaces shall be a minimum clear unobstructed seven (7) feet in width and twelve (12) feet in length.
- For all portions of a parking lot where NEV spaces are located on both sides of a parking aisle, or where NEV spaces are located only on one side of a parking aisle, and no parking is located on the other side, any one-way parking aisle shall have a minimum width of thirteen (13) feet and any two-way parking aisle shall be a minimum width of sixteen (16) feet.
- For all portions of a parking lot where NEV spaces are located on the other side of a parking aisle from standard width parking spaces, the parking aisle widths shall be per Zoning Code Section 7-9-145.4.

Project Benefits:

- NEVs provide an alternative to the automobile for short trips.
- As a result, there is a reduction in fossil fuel use and greenhouse gases throughout the Ranch Plan Planned Community due to:
    - Reduction of auto trips.
    - Reduction of auto miles traveled.
- Encourages alternative forms of transportation, with ease of circulation and direct connectivity, between land uses.

Performance Standards:

- Applies only to non-residential uses located adjacent to, or served by, Class I, Class II, or Class III NEV facilities, as part of the network of paths, lanes, and travelways connecting residential neighborhoods with shopping, parks, offices, and community facilities.

Appendix

CERTIFICATION:

1. **County of Orange (RDMD) (Date: March 6, 2007)**
   Ranch Plan Community Wide Alternative Development Standards

2. **Final Subdivision Committee Report (Date: March 14, 2007)**
   Ranch Plan Planned Community Alternative Development Standards

3. **Certification (Date: July 9, 2008)**
   Ranch Plan Alternative Development Standards (ADS) Supplement #2: (Neighborhood Electric Vehicles)

4. **Orange County Public Works Memorandum (Date: September 14, 2011)**
   2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions (C-6, C- 7, and C-8)

5. **Orange County Public Works Memorandum (Date: September 14, 2011)**
   2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions (B-6, B- 7, B-8, B-9, G-9, G-11, G-14 and G-15)

6. **Orange County Public Works Memorandum (Date: March 15, 2012**)
   Ranch Plan Alternative Development Standards (ADS) Additions/Revisions (A-18 and A-37)

7. **Orange County Planning Commission Summary Minutes (HD: July 24, 2013)**

8. **Orange County Public Works Memorandum (Date Signed: November 14, 2014)** Ranch Plan Alternative Development Standards (ADS) Additions (B-6 and G-9)

9. **Orange County Public Works Memorandum (Date Signed: March 10, 2015)**
   Ranch Plan Alternative Development Standards (ADS) Additions C-6

10. **Orange County Public Works Memorandum (Date: May 26, 2015, Signed May 29, 2015)**
    Ranch Plan Alternative Development Standards (ADS) Additions (B-2 and C-5)

11. **Orange County Planning Commission Summary Minutes (HD: May 27, 2015)**

12. **Orange County Planning Commission Minutes of the Regular Meeting (Hearing Date: September 26, 2018)** Approve revision to Alternative Development Standard (ADS) D-3, D-4(a), D-11, D-12, D-13 and create new ADS D-17 for community-wide application within the Ranch Plan Planned Community, excluding Planning Areas 1 and 2, subject to the attached Findings and Conditions of Approval.

13. **Orange County Public Works Memorandum (Date: July 31, 2025, Date Signed: August 4, 2025)**
    Ranch Plan Alternative Development Standards (ADS) Additions (A-39 and A-40)

Certification #1

County of Orange (RDMD)
(Date: March 6, 2007)
Ranch Plan Community Wide
Alternative Development Standards

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

COUNTY OF ORANGE

RESOURCES & DEVELOPMENT MANAGEMENT DEPARTMENT

Bryan Speegle, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300
Fax: (714) 834-5188

DATE: March 6, 2007

TO: Orange County Subdivision Committee

FROM: Assistant Public Works Director/Chief Engineer

SUBJECT: RANCH PLAN COMMUNITY WIDE ALTERNATIVE DEVELOPMENT STANDARDS

I have reviewed the submitted Ranch Plan Alternative Development Standards that proposed alternatives to Orange County Standard Plans. These alternatives have been reviewed and are hereby approved for use throughout the Ranch Plan Planned Community, with a scheduled Subdivision Committee concurrence on March 14, 2007.

Please feel free to call me should you have any questions concerning this item.

Approval:

Ignacio Ochoa

HP/mmc

Attachment:
Alternative Development Standards

cc: Tim Neely, Director, Planning and Development Services
Harry Persaud, Manager, Subdivision and Infrastructure Services
Grant Anderson, Supervisor, Traffic Engineering
Javier Soto, Manager, Road Design

Certification #2

Final Subdivision Committee Report
(Date: March 14, 2007)

Ranch Plan Planned Community
Alternative Development Standards

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

FINAL
SUBDIVISION COMMITTEE REPORT
PREPARED MARCH 14, 2007

HEARING DATE: March 14, 2007

SUBJECT: Ranch Plan Planned Community Alternative Development Standards

LANDOWNER: RMV Community Development, LLC (Rancho Mission Viejo)

LOCATION: Ranch Plan Planned Community

STAFF CONTACTS: Harry Persaud **PHONE:** (714) 834-5282
Mark Esslinger (714) 834-5049

PROPOSAL:

The attached alternative development standards (ADS) are proposed for the Ranch Plan development. The County supports these ADS because they are more appropriate for the unique character of the development proposed for Ranch Plan Planned Community. They have been reviewed by County staff (Subdivision & Infrastructure and Road Division) and approved by the Assistant Public Works Director/Chief Engineer.

ATTACHMENT:

Ranch Plan Planned Community Alternative Development Standards

CERTIFICATION:

I hereby certify that the Ranch Plan Planned Community Alternative Development Standards were approved by the Orange County Subdivision Committee on March 14, 2007.

Grant Anderson
Chairman, Subdivision Committee

Certification #3

Certification
(Date: July 9, 2008)

Ranch Plan Alternative Development Standards (ADS)
Supplement #2: (Neighborhood Electric Vehicles)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

CERTIFICATION

I hereby certify that the Ranch Plan Planned Community Alternative Development Standards Supplement #2: Neighborhood Electric Vehicles was approved by the Orange County Subdivision Committee on July 9, 2008.

Grant Anderson
Chairman, Subdivision Committee

Certification #4

Orange County Public Works Memorandum
(Date: September 14, 2011)

2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions (C-6, C- 7, and C-8)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

ORANGE COUNTY
OC Public Works
Our Community. Our Commitment.

Jess A. Carbajal, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300
Fax: (714) 834-5188

Memorandum

DATE: September 14, 2011

TO: File/Records/OC Public Works

FROM: Rick Le Feuvre, Director, OC Planning, OC Public Works
Ignacio Ochoa, P.E., Director/Chief Engineer, OC Engineering

SUBJECT: 2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions (C-6, C-7, C-8)

We have reviewed the submitted 2011 Ranch Plan Alternative Development Standards (ADS) Additions (C-6, C-7, and C-8). Three items listed below are proposed alternatives to both Orange County Standard Plans and previously approved Ranch Plan Community-Wide Alternative Development Standards dated March 14, 2007, amended on July 9, 2008 and August 12, 2008.

1. New C-6 – Additional Parkway and Street Median Trees: A proposal to broaden the list of trees allowed to be planted in parkways and medians.

2. New C-7 – Additional Drought Tolerant Plants: A proposal to broaden the palette of drought tolerant plants allowed to be planted in public rights-of-way.

3. New C-8 – Turfgrass Irrigation in Parkways: An important proposed clarification to Orange County's 2010 Water Efficient Landscape Ordinance.

CERTIFICATION

I hereby certify that the subject 2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions, (C-6, C-7, and C-8) has been approved.

Rick LeFeuvre, Director, OC Public Works/OC Planning Date: 9/14/11

Ignacio Ochoa, P.E., Director/Chief Engineer Date: 9/14/11
OC Public Works/OC Engineering

c: Khalid Bazmi, Manager, OC Engineering/OC Road
Isaac Alonso Rice, Manager, OC Engineering /OC Road
Harry Persaud, Manager, Manager, OC Planning/OC Planned Communities
David Shepherd, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities
Laree Brommer, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities

Certification #5

Orange County Public Works Memorandum
(Date: September 14, 2011)

2011 Proposed Ranch Plan Alternative Development Standards (ADS) Additions (B-6, B-7, B-8, B-9, G-9, G-11, G-14 and G-15)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

ORANGE COUNTY
OC Public Works
Our Community. Our Commitment.

Jess A. Carbajal, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300
Fax: (714) 834-5188

Memorandum

DATE: September 14, 2011

TO: File - Records/OC Public Works

FROM: Ignacio Ochoa, P.E., Director, Chief Engineer, OC Engineering

SUBJECT: 2011 Ranch Plan Alternative Development Standards (ADS) Additions, Revisions (B-6, B-7, B-8, B-9, G-9, G-11, G-14, and G-15)

I have reviewed the submitted 2011 Ranch Plan Alternative Development Standards (ADS) Additions, Revisions (B-6, B-7, B-8, B-9, G-9, G-11, G-14, and G-15). Eight items listed below are proposed alternatives to both Orange County Standard Plans and previously approved Ranch Plan Community-Wide Alternative Development Standards dated March 14, 2007, amended on July 9, 2008 and August 12, 2008.

1. B-6 – Roundabouts: A proposed modification to the roundabout concrete gutter detail to add a one-inch "batter" (Sheet 7 of 8), per the request of the Manager of Inspection Services.

2. B-7 – Alternative Residential Corner Ramp Condition – Tapered Intersection: A proposed modification to add a detectable warning surface, per County Standard Plan 1115, per the request of Manager, Inspection Services.

3. B-8 – Alternative Residential Corner Ramp Condition – Typical Intersection: A proposed modification to add a detectable warning device, per County Standard Plan 1115, per the request of Manager of Inspection Services.

4. B-9 – Modified Color of Curb Ramp Detectable Warning Surface: A proposed modification to allow alternative colors based on demonstrable effectiveness per FHWA study data.

5. G-9 – Rolled Curb on Private Streets: A proposed minor modification to add a one–inch "batter" to curb detail, per request of Manager of Inspection Services.

6. G-11 – Reduced Local Depression With Rolled Curb on Private Streets: A proposed minor modification to add an inlet protection bar, per request of Manager of Inspection Services.

7. G-14 – Corner Curb Ramp With Ribbon on Private Streets: A proposed minor modification to add a one-inch "batter" to curb detail, per request of Manager of Inspection Services.

8. New G-15 – Single Sided Parking on Double Loaded Private Streets: As presently allowed on public streets, per existing ADS A-2b, the ADS would simply clarify that this standard may also be applied to private streets.

These additions and revisions have been reviewed by the OC Public Works staff from OC Planning Division and OC Engineering Division.

CERTIFICATION

I hereby certify that the subject 2011 Ranch Plan Alternative Development Standards (ADS) additions and revisions 2011 (B-6, B-7, B-8, B-9, G-9, G-11, G-14, and G-15) are hereby approved for use throughout the Ranch Plan Planned Community.

Ignacio Ochoa, P.E., Director/Chief Engineer
OC Public Works/OC Engineering

Date: 9/14/11

c: Rick LeFeuvre, Director, OC Planning
Harry Persaud, Manager, OC Planning/OC Planned Communities
David Shepherd, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities
Laree Brommer, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities
Khalid Bazmi, Manager, OC Road
Isaac Alonso Rice, Manager, OC Road

Certification #6

Orange County Public Works Memorandum
(Date: March 15, 2012)

Ranch Plan Alternative Development Standards (ADS)
Additions/Revisions (A-18 and A-37)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

ORANGE COUNTY
OC Public Works
Our Community. Our Commitment.

Jess A. Carbajal, Director
300 N. Flower Street
Santa Ana, CA

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300
Fax: (714) 834-5188

Memorandum

DATE:	March 15, 2012
TO:	File - Records/OC Public Works
FROM:	Ignacio G. Ochoa, P.E., Director/Chief Engineer, OC Engineering
SUBJECT:	Ranch Plan Alternative Development Standards (ADS) Additions/ Revisions (A-18 and A-37)

I have reviewed the submitted Ranch Plan Alternative Development Standards (ADS) Additions/ Revisions A37 and A-18. The two items listed below are proposed alternatives to both Orange County Standard Plans and previously approved Ranch Plan Community-Wide Alternative Development Standards dated March 14, 2007, amended on July 9, 2008, August 12, 2008, November 14, 2011 and December 14, 2011.

1. A-18 – Modified Knuckle (Revised): Clarify that parking is allowed within the modified "knuckle" only along the outside curve. This is a modification to County Standard Plan 1112.

2. A-37 – Model Home Trap Fencing (New): Modify County Standard Plan 1801 (Item #22) to allow a model home solution that avoids the need for double sidewalks (i.e. private sidewalk inside model trap fencing, and parallel public sidewalk outside trap fencing).

These additions and revisions have been reviewed by the OC Public Works staff from OC Planning Division and OC Engineering Division.

CERTIFICATION

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) additions and revisions A-18 and A37 are hereby approved for use throughout the Ranch Plan Planned Community.

Ignacio G. Ochoa, P.E.,
Director/Chief Engineer , OC Engineering

cc: Rick LeFeuvre, Director, OC Planning
Harry Persaud, Manager, OC Planning/OC Planned Communities
David Shepherd, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities
Laree Brommer, Manager, OC Planning/OC Planned Communities/Land Use Planned Communities
Khalid Bazmi, Manager, OC Road
Isaac Alonso Rice, Manager, OC Road

Certification #7

Orange County Planning Commission
Summary Minutes
(Hearing Date: July 24, 2013)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

ORANGE COUNTY PLANNING COMMISSION

SUMMARY MINUTES

HEARING DATE: JULY 24, 2013

II. Roll Call

All commissioners were present.

III. Consent Item(s) – Minutes of July 10, 2013

The minutes of July 10, 2013 were moved for approval by Commissioner Adams and seconded by Commissioner Nguyen as submitted, and approved by a unanimous vote, with Commissioner Hall abstaining.

IV. Discussion Item(s)

ITEM #1 PUBLIC HEARING – PA130025 – OWNER/APPLICANT, RMV COMMUNITY DEVELOPMENT, LLC – LOCATION – RANCH PLAN PLANNED COMMUNITY – DISTRICT 5

Review and consider the proposed revision and additions to the existing Ranch Plan Planned Community-Wide Alternative Development Standards (ADS) to include nine (9) additional and one (1) revised ADS to the Zoning, Subdivision, and Planning Issues section.

Recommended Action:

1. Receive staff report and public testimony as appropriate;

2. Find that proposed project (PA130025) is covered by Final EIR No. 589, previously certified on November 8, 2004, Addendum 1.0 certified July 26, 2006, Addendum 1.1 certified February 23, 2011, and the PA2 Addendum certified on March 27, 2013 as adequately satisfying the requirements of CEQA; and,

3. Approve revision to Alternative Development Standard (ADS) D-4 and create new ADS D-8 through D-16 (PA130025) for community-wide application within the Ranch Plan Planned Community subject to the attached Findings and Conditions of Approval.

The following is the action taken by the Orange County Planning Commission:

The first motion for Item #1 was made by Commissioner Hall and seconded by Commissioner Adams to find that proposed project is covered by Final EIR No. 589, previously certified on November 8, 2004, Addendum 1.0 certified July 26, 2006, Addendum 1.1 certified February 23, 2011, and the PA2 Addendum certified on March 27, 2013 as adequately satisfying the requirements of CEQA.

APPROVE ☒ OTHER ☐

DELETED ☐

Unanimous ☒ (1) Nguyen: Y (2) Adams: Y (3) Secor: Y (4) Irons: Y (5) Hall: Y

The second motion for Item #1 was made by Commissioner Hall and seconded by Commissioner Adams to approve the revisions to the Alternative Development Standards (ADS) D-4 and create new ADS D-8 through D-16 for community-wide application within the Ranch Plan Planned Community, subject to the attached Findings and Conditions of Approval, and to the following changes:

1. *ADS D-4.1-C shall be revised to strike the word "per" to read: "Building separation shall be eight (8) feet and the following criteria shall be met…"*

2. *ADS D-13 shall be revised to strike the words "each of the residential types" to read: "… project-wide dwelling units for residential units located off of motorcourts or alleys."*

APPROVE ☒ OTHER ☐

DELETED ☐

Unanimous ☒ (1) Nguyen: Y (2) Adams: Y (3) Secor: Y (4) Irons: Y (5) Hall: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

Special Notes: Laree Brommer, Manager of Planned Community Land Use Support with the County of Orange, presented the staff report and answered questions from the Planning Commission. Jay Bullock, the project agent for Rancho Mission Viejo, also answered questions.

V. Reports from OC Planning

a) Upcoming Agenda Items

August 14, 2013
Public Hearing – Zoning Code Amendment CA 11-02

b) Reports on Recent Actions of the Board of Supervisors

There is no report on recent actions, but there are a few items which will be going before the Board in the future, including some discussion about funding for the La Pata Road expansion project. The environmental consultants for affordable housing at the Ranch development will go through a selection process before the Board, at the upcoming meeting in August.

c) Major Decisions and Proposals of Staff

Some upcoming projects with OC Planning:

- The Esperanza Hills and Cielo Vista development in the unincorporated areas of Yorba Linda.
- The Preserve in San Juan, a 52-unit subdivision over by Ortega Highway, along the border of Riverside and Orange County.

At the last meeting, during the workshop for the Zoning Code Update, there was a representative from the Ladera Civic Council who spoke. This council had a meeting this past week with this as an agenda item, but staff has not heard anything from them.

d) Previous Commission or Commissioner Requests

None

e) Litigation

The writ for Saddlecrest was heard this past Friday and the judge indicated that there would be a ruling by 5:00 pm last night, but the County has not been updated as of yet.

Planning Commission Hearing adjourned at 2:51 p.m.

Certification #8

Orange County Public Works Memorandum
(Date Signed: November 14, 2014)

Ranch Plan Alternative Development Standards (ADS)
Additions (B-6 and G-9)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

OC PublicWorks
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

Memorandum

DATE: October 9, 2014

TO: File Records/ OC Public Works

FROM: Kevin Onuma, OC Infrastructure Programs Manager

SUBJECT: Ranch Plan Alternative Development Standards Revisions (B-6 and G-9)

We have reviewed the submitted Ranch Plan Alternative Development Standards (ADS) revisions to B-6 and G-9, as outlined below:

ADS B-6: Proposed update of previously approved B-6:

Page1:

1. Revised B-6 first paragraph to clarify approvals are granted by the County Chief Engineer and Orange County Fire Authority (OCFA) for the construction of single-lane, three-way or four-way roundabouts.
2. Deleted previous performance standard #2.
3. Clarified intersection angles in performance standard #3 (previous performance standard #4).
4. Deleted armoring from performance standard #5 (previous performance standard #6).
5. Eliminated bike ramp requirement from performance standard #9 (previous performance standard #10).
6. Replaced previous performance standard #9 (new number #8) with "Provide roundabout.... An Informational Guide or Table 1 of the IES DG-19-08 Design Guide for Roundabout Lighting."
7. Added new performance standard #10 "traversable truck apron shall support OCFA vehicles."
8. Added new performance standard #11 "Roundabout signs and pavement delineation shall be per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD)."

Sheet 1:

1. Removed outside OCFA vehicle apron and associated dimensions.
2. Provided new radii range for roundabout approach and departure.
3. Increased circulatory roadway pavement width to 20-ft to accommodate OCFA vehicles, including striped center island extension and associated dimensions.
4. Added splitter island detail.
5. Added splitter island length design criteria based on approach speeds.

6. Added Note: Local depressions for catch basins within 150' of right edge of roundabout circulatory roadway shall be designed not to exceed the width of the gutter.
7. Added Note: The gutter pan shall remain outside the vehicle tracking wheel path within 150' of right edge of roundabout circulatory roadway, including the roundabout circulatory roadway.
8. Added Note: No local depressions for catch basins within Splitter Island.

Sheet 2:

1. Removed outside OCFA vehicle apron and associated dimensions.
2. Provided new radii range for roundabout approach and departure to increase roundabout entry deflection.
3. Increased circulatory roadway pavement width to 20' to accommodate OCFA vehicles, including striped center island extension and associated dimensions.
4. Added splitter island detail.
5. Added Note: Local depressions for catch basins within 150' of right edge of roundabout circulatory roadway shall be designed not to exceed the width of the gutter and no local depressions allowed in raised median within 150' of right edge of roundabout circulatory roadway.
6. Added Note: The gutter pan shall remain outside the vehicle tracking wheel path within 150' of right edge of roundabout circulatory roadway, including the roundabout circulatory roadway.

Sheet 3: (Previous Sheet 5)

1. Revised and added new dimensions associated with updates to sheets 1 and 2.
2. Added crosswalk setback dimensions based on proximity to schools, recreational, commercial and secondary highway areas.

Sheet 4 (Previous Sheet 3):

1. Removed outside OCFA vehicle apron.
2. Revised roundabout layout to reflect changes on sheet 1.
3. Moved corner right-of-way lines outside the approach and departure sight distance areas.

Sheet 5 (New Sheet):

1. New sheet showing design criteria for roundabout approach stopping sight distance.

Sheet 6 (New Sheet):

1. New sheet showing design criteria for circulatory roadway stopping sight distance.

Sheet 7 (Previous Sheet 4):

1. Removed outside OCFA vehicle apron.
2. Updated typical section to reflect circulating pavement width to accommodate OCFA vehicles
3. Added striped roundabout center island extension.
4. Clarified circulating pavement width excludes gutter.

5. Added additional design criteria for planting height restrictions within the center islands.

Sheet 8 (Previous Sheet 6):

1. Changed detail title from "Wedge Curb detail" to "Truck Apron Detail".
2. Revised detail to remove armored pavement and specified traversable truck apron pavement treatment must be capable of supporting OCFA vehicles.
3. Mirrored detail to match the section callouts on sheet 1 and 2.
4. Added Note 3: Median island landscape shall be designed with area drain system to capture surface drainage (to be shown on landscape plans).
5. Added Note 4: Soil conditions within median island may determine need for additional sub-drain systems.

Sheet 9 (Previous Sheet 7):

1. Revised detail to apply to concrete curb, gutter and sidewalk at roundabout only.
2. Removed outside OCFA vehicle apron "Concrete Gutter Detail".

Sheet 10 (New Sheet):

1. Added new sheet showing typical one lane roundabout approach signs
2. Note: No roadside signs shall be installed within the roundabout traversable apron.

Sheet 11 (New Sheet):

1. Added new sheet showing typical one lane roundabout approach striping.

ADS G-9: Proposed addition of alternate four-inch (4") rolled curb and gutter section for use within private streets.

These additions and revisions have been reviewed by OC Public Works staff from OC Planning and OC Infrastructure Programs, as well as the OC Fire Authority.

CERTIFICATION:

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) revisions to B-6 and G-9 are hereby approved for use throughout the Ranch Plan Planned Community.

Kevin Onuma

Kevin Onuma, P.E.
Deputy Director, OC Public Works
OC Infrastructures Programs Manager

Date: 11/14/14

c: Robyn Uptegraff, Assistant Director, OC Public Works
Rose Fistrovic, OC Development Services/Land Development
Isaac Alonso Rice, OC Traffic Engineer
Rebecca Schade, OCFA

Certification #9

Orange County Public Works Memorandum
(Date Signed: March 10, 2015)

Ranch Plan Alternative Development Standards (ADS)
Additions C-6

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

OC PublicWorks
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

Memorandum

DATE: March 5, 2015

TO: File Records / OC Public Works

FROM: Kevin Onuma, OC Infrastructure Programs Manager

SUBJECT: Ranch Plan Alternative Development Standards Revision C-6

We have reviewed the submitted Ranch Plan Alternative Development Standards (ADS) revision to C-6, as outlined below:

ADS C-6: Proposed update to previously approved C-6:

Page 1:

1. Added note that placement of trees within roundabout medians will be regulated by approved ADS B-6, Sheet 7 of 11.
2. Revised Performance Standard A to clarify that additional Standard Plan 1700 Parkway and Street Median Trees will have a separate exhibit and have been reviewed and approved by the Orange County Fire Authority.
3. Added Performance Standard that the Ranch Plan shall only allow Trees from Standard Plan 1700 that are allowed by the Ranch Plan Fire Protection Program Section C.4 and C.8.A.
4. Added Performance Standard that streets trees allowed in parkways by ADS C-6 will not result in any portion of the trunk being located within 24-inches of curb-face. If any individual tree planted within the parkway eventually grows to a diameter whereby the trunk is 24-inches from the curb-face, the maintenance contractor shall remove that individual tree.

Exhibit:

1. Added note that minimum planter widths are measured from face of curb and include on-going compliance with Performance Standard C-6(c).
2. Added note from Orange County Fire Authority that the Ranch Plan shall only allow trees from Standard Plan 1700 that are allowed by the Ranch Plan Fire Protection Program Section C.4 and C.8.A.I.
3. Added California Sycamore (Platanus racemosa) and Coastal Live Oak (Quercus agrifolia) to list of additional parkway and street median trees along with adding special conditions.
4. Revised Planting Width and Spacing for already approved Mesa Oak (Quercus engelmannii) along with adding special conditions.
5. Revised Spacing for already approved Southern Live Oak (Quercus viginiana) and Evergreen Chinese Elm (Ulmus parvifolia "Sempervirens").

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714.667.8800 | Info@OCPW.ocgov.com

6. Added note that placement of trees within Roundabout Medians will be regulated by ADS B-6, Sheet 7 of 11.

These additions and revisions have been reviewed by OC Public Works staff from OC Development Services and OC Infrastructure Programs, as well as the OC Fire Authority.

CERTIFICATION:

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) revision to C-6 is hereby approved for use throughout the Ranch Plan Planned Community.

Kevin Onuma

Kevin Onuma, P.E.
Deputy Director, OC Public Works
OC Infrastructure Programs Manager

Date: 3/10/15

C: Robyn Uptegraff, Assistant Director, OC Public Works
Rose Fistrovic, OC Development Services / Land Development
Isaac Alonso Rice, OC Traffic Engineer
Rebecca Schade, OC Fire Authority

C-6 **Additional Parkway and Street Median Trees**

Per the approval of the Director, OC Planning and the County Chief Engineer, allow an expansion of County Standard Plan 1700 (Parkway and Street Median Trees) to allow the following species to be planted in public rights-of-way within the Ranch Plan. All planting requirements in Standard Plan 1700 shall be followed. This ADS allows the Landscape Architect to choose from the addition species listed on the ADS C-6 exhibit, based on site suitability.

NOTE: Placement of trees within roundabout medians regulated by ADS B-6, Sheet 7 of 11

Performance Standards:

a) Additional Standard Plan 1700 Parkway and Street Median Trees (see exhibit on next page) within the rights-of-way of public local streets and arterial highways, as reviewed and approved by the Orange County Fire Authority.
b) The Ranch Plan shall only allow Trees from Standard Plan 1700 that are allowed by Ranch Plan Fire Protection Program Section C.4 and C.8.A.
c) The street trees allowed in parkways by ADS C-6 will not result in any portion of the trunk being located within 24" of curb-face. If any individual tree planted within the parkway eventually grows to a diameter whereby the trunk is 24-inches from the curb-face, the maintenance contractor shall remove that individual tree.

Project Benefits:

- Increased water conservation.

C-7 **Additional Drought Tolerant Plants**

Per the approval of the Director, OC Planning and the County Chief Engineer, allow an expansion of County Standard Plan 1701 (Drought Tolerant Plant List) to add the trees, vines, shrubs, grasses and succulents to the list of species allowed within public rights-of-way within the Ranch Plan. As stated in Standard Plan 1701, the objective is to provide landscaping which is aesthetic initially and will retain its aesthetic appeal with time, yet is lower in maintenance and water requirements than traditional planting. It is required that a landscape plan be developed by a licensed Landscape Architect, and that selections from the list on the ADS C-7 exhibit be made be made by the Landscape Architect based on site suitability as long as the species selected are in compliance with Orange County Fire Authority requirements.

Drought tolerance refers to the degree to which a plant is adapted to arid or abnormal low rainfall conditions. Drought tolerant plants native to Southern California typically do not need supplemental irrigation, with the exception of plant establishment.

Addition to Standard Plan 1701 also allows inclusion as part of Standard Plan 1700 (Street Tree List), as the County of Orange is supportive of native and drought tolerant species within public road rights-of-way.

Performance Standards:

a) Allow within the rights-of-way of public local streets and arterial highways

Project Benefits:

- Increased water conservation.

ADDITIONAL STANDARD PLAN 1700 PARKWAY AND STREET MEDIAN TREES

BOTANICAL NAME COMMON NAME	Type	Height	Spread	Minimum Planter Width from face of curb, and on-going compliance with Performance Standard C-6 (c)	Spacing	NOTE: The Ranch Plan shall only allow Trees from Standard Plan 1700 that are allowed by Ranch Plan Fire Protection Program Section C.4 and C.8.A.1 Special Conditions
	(All dimensions are in feet)					
Citrus sp. Varies	E	20	20	5	20	Nitrogen Fertilizer
Dracaena draco Dragon Tree	E	20	20	10	20	
Elaeocarpus decipiens Japanese Blueberry Tree	E	40	15	5	15	
Jacaranda mimosifolia Jacaranda	D	35	20	5	20	
Koelreuteria bipinnata Chinese Flame Tree	D	30	30	6	30	
Lagerstroemia hybrid 'Muskogee' Crape Myrtle	D	25	12	5	12	Mildew resistant.
Lagerstroemia hybrid 'Natchez' Crape Myrtle	D	25	12	5	12	Mildew resistant.
Laurus nobilis Sweet Bay	E	20	20	5	20	
Platanus Racemosa California Sycamore	D	80	60	10 or 20	40	If planted in medians of roadways, this species shall be planted at least 5' from the face of curb
Podocarpus henkelii Long Leafed Yellow Wood	E	40	18	5	18	
Podocarpus macrophyllus Yew Pine	E	30	12	5	12	
Pyrus calleryana 'Bradford' Bradford Pear	D	50	30	5	30	
Quercus agrifolia Coastal Live Oak	E	40	50	6	40	To be planted in parkways and medians without fronting residences
Quercus engelmannii Mesa Oak	E	60	50	5 or 14	40 ~~50~~	If planted in medians of roadways, this species shall be planted at least 5' from the face of curb
Quercus viginiana Southern Live Oak	E	60	120	5	40 ~~120~~	
Ulmus parvifolia "Sempervirens" Evergreen Chinese Elm	E	40+	30+	4	30 ~~40~~	

RANCH PLAN ALTERNATIVE DEVELOPMENT STANDARDS

ADDITIONAL STANDARD PLAN 1700
PARKWAY AND STREET MEDIAN TREES
Placement of trees within Roundabout Medians regulated by ADS B-6, Sheet 7 of 11

ADS
C-6
Sheet 1 of 1

Certification #10

Orange County Public Works Memorandum
(Date: May 26, 2015, Date Signed: May 29, 2015)
Ranch Plan Alternative Development Standards (ADS)
Additions (B-2 and C-5)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

OC PublicWorks
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

Memorandum

DATE: May 26, 2015

TO: File Records / OC Public Works

FROM: Kevin Onuma, OC Infrastructure Programs Manager

SUBJECT: Revisions to Ranch Plan Alternative Development Standards B-2 and C-5

We have reviewed the submitted revisions to Ranch Plan Alternative Development Standards (ADS) B-2 and C-5 as outlined below:

ADS B-2: Proposed revision to previously approved B-2:

Page 1:

1. Revised Performance Standard B to state "Trees are allowed to be planted per OC Standard Plan 1700 (as augmented by ADS C-6) but no closer than 30 feet on center provided standard sight distance is given."
2. Revised Performance Standard C to state "Maximum height of plant material allowed to be up to 30 inches on residential streets and 18 inches for streets classified as collectors or higher provided standard sight distance is provided."
3. Removed Performance Standard A because that information is already stated in OC Public Works Standard Plan 1117.

Exhibit:

1. Revised to clarify line of sight and limited use areas.
2. Added exhibit for residential streets.

ADS C-5: Proposed revision to previously approved C-5:

Page 1:

1. Clarify Planting Criteria 1.a as "Horizontal Plane"
2. Add Performance Standard B which provides a planting list for trees that are not anticipated to grow to an eventual diameter greater than 18-inches. Trees found on these lists will be allowed to be planted between 5-feet and 10-feet of each residential driveway.

These additions and revisions have been reviewed by OC Public Works staff from OC Development Services and OC Infrastructure Programs.

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714.667.8800 | Info@OCPW.ocgov.com

CERTIFICATION:

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) revision to B-2 and C-5 is hereby approved for use throughout the Ranch Plan Planned Community.

Kevin Onuma

Kevin Onuma, P.E.
Deputy Director, OC Public Works
OC Infrastructure Programs Manager

Date: 5/29/15

C: Robyn Uptegraff, Assistant Director, OC Public Works
Colby Cataldi, Director, OC Development Services
Rose Fistrovic, OC Development Services / Land Development
Isaac Alonso Rice, OC Traffic Engineer

B-2. **Intersection Sight Line Standards (Standard Plan 1117)**
Per the approval of the Subdivision Committee and the County Chief Engineer, allow landscaping in intersection sight line "limited use area" zone in the limited instances identified below.

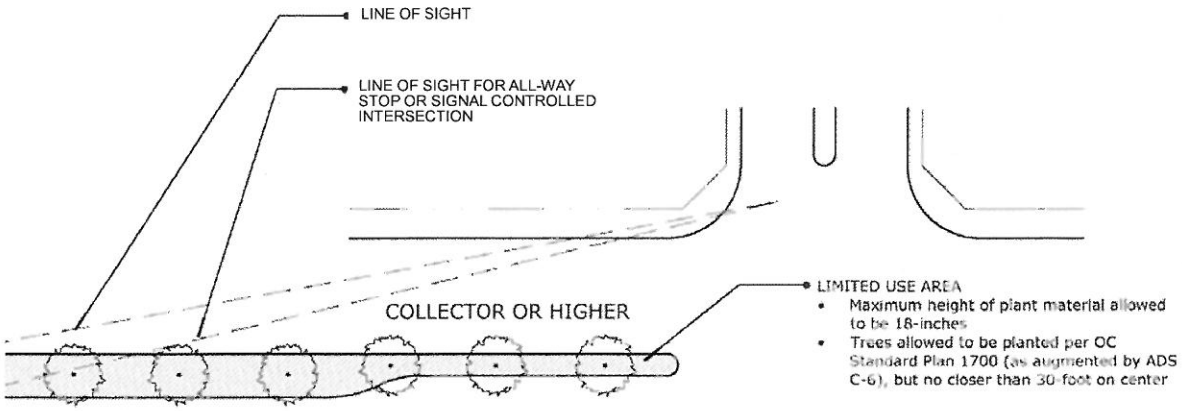
Performance Standards:

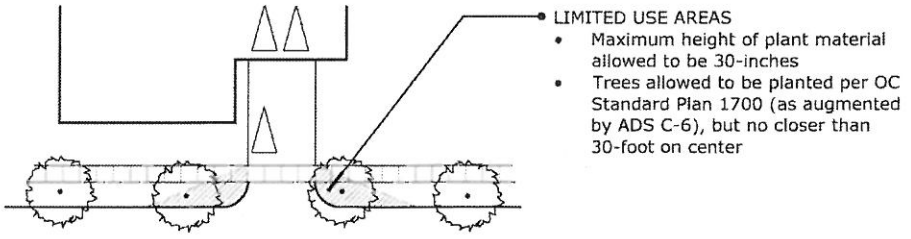
a. Trees are allowed to be planted per OC Standard Plan 1700 (as augmented by ADS C-6), but no closer than 30 feet on center provided standard sight distance is given.

b. Maximum height of plant material allowed to be 30 inches on residential streets and 18 inches for streets classified as collectors or higher provided standard sight distance is provided.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping at controlled intersections.
- Equivalent or better pedestrian and vehicular ease of circulation and safety.
- Equivalent or better on-going maintenance costs.





RESIDENTIAL STREET

C-5. **Trees Planted Within Fifty Feet of Intersection**

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1700 (Planting Criteria 1.a – Horizontal Plane) to allow trees to be planted within fifty (50) feet from an intersecting street measured from the intersecting right-of-way lines.

Performance Standards:

- This modification shall be allowed if the following criteria are met:

  a. Limited planting of trees and landscaping within fifty (50) feet allowed as long as these plantings do not obstruct the line-of-sight for approaching vehicles (see ADS B-2).

  b. The following species of trees are allowed to be planted between 5-feet to 10-feet of each residential driveway because they are not anticipated to grow to an eventual diameter greater than 18-inches:

From OC Std Plan 1700 Street Tree List:

1. Agonis flexuosa (Australian Willow, Peppermint)
2. Alnus rhombifolia (White Alder)
3. Bauhinia baleana (King Orchid Tree)
4. Koelreuteria bipinnata (Chinese Lantern Tree)
5. Lagerstroemia indica (Crape Myrtle)
6. Liquidambar styraciflua (American Sweet Gum)
7. Magnolia grandiflora (Southern Magnolia)
8. Malaleuca quinquenervia (Cajeput Tree)
9. Pittosparum viridiflorum (Cape Pittosporum)
10. Platanus acerifolia (London Plane Tree)
11. Podocarpus gracilior (Fern Pine)
12. Quercus ilex (Holly Oak)
13. Tristania conferta (Brisbane Box)
14. Umbellularia Californica (California Bay Laurel)

From ADS C-6 Street Tree List:

1. Citrus sp. (Varies)
2. Elaeocarupus decipiens (Japanese Blueberry Tree)
3. Jacaranda mimosoifolia (Jacaranda)
4. Koelreuteria bipinnata (Chinese Flame Tree)
5. Lagerstroemia hybrid (“Muskogee”, Crape Myrtle)
6. Lagerstroemia hybrid (“Natchez”, Crape Myrtle)
7. Laurus nobilis (Sweet Bay)
8. Podocarpus henkelii (Long Leafed Yellow Wood)
9. Podocarpus macrophyllus (Yew Pine)
10. Pyrus calleryana (“Bradford”, Bradford Pear)
11. Ulmus parvifolia (“Sempervirens”, Evergreen Chinese Elm)

  c. The homeowners association would be responsible for maintenance.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping.
- Equivalent or better on-going maintenance costs.

Certification #11

Orange County Planning Commission
Summary Minutes
(Hearing Date: May 27, 2015)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

ORANGE COUNTY PLANNING COMMISSION
SUMMARY MINUTES
HEARING DATE: May 27, 2015

II. Roll Call

All Commissioners were present.

III. Consent Item(s) – Minutes of May 13, 2015

The minutes of May 13, 2015 were moved for approval by Commissioner McCormick and seconded by Commissioner Adams with corrections to the hearing date and the date of the consent items, and approved by a unanimous vote. Commissioner McCormick abstained due to an excused absence.

IV. Discussion Item(s)

ITEM #1 PUBLIC HEARING - PA 150043- REVISIONS TO EXISTING RANCH PLAN PLANNED COMMUNITY ALTERNATIVE DEVELOPMENT STANDARDS (ADS) – APPLICANT- RMV COMMUNITY DEVELOPMENT, LLC- LOCATION – NORTH AND SOUTHEAST OF ORTEGA HIGHWAY, EAST OF ANTONIO PARKWAY, SOUTH OF THE PLANNED COMMUNITY OF COTO DE COZA – FIFTH DISTRICT

Recommended Action:

a. Receive staff report and public testimony as appropriate;

b. Find that proposed project (PA150043) is covered by Final EIR No. 589, previously certified on November 8, 2004, Addendum 1.0 certified July 26, 2006, Addendum 1.1 certified February 23, 2011, PA2 Addendum certified on March 27, 2013, and Addendum 3.1 certified February 25, 2015 as adequately satisfying the requirements of CEQA; and,

c. Approve revision to Alternative Development Standard (ADS) D-4, D-9, and D-12 for community-wide application within the Ranch Plan Planned Community subject to the attached Findings and Conditions of Approval

Special Notes: Rose Fistrovic and Richard Vuong, Land Use Managers, provided a presentation and answered questions for the Commission. Jay Bullock, representative of RMV thanked OC Traffic and especially Isaac Alonso-Rice, OC Traffic Manager.

The following is the action taken by the Orange County Planning Commission: The motion for Item #1 was made by Commissioner McCormick and seconded by Commissioner Irons and was carried by a unanimous vote.

APPROVE ☒ OTHER ☐

DENIED ☐

Unanimous ☒ (1) Vacant (2) Adams: Y (3) Secor: Y (X) Irons: Y (5) McCormick: Y
Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

V. Reports from OC Development Services

In response to Commissioner's inquiry of Cielo Vista, Laree Brommer reported that Cielo Vista is going to meet with the City of Yorba Linda regarding future Annexation. The County is still waiting for topical responses and response to comments. Laree Brommer also reported that the Esperanza Hills project is scheduled to go before the Board of Supervisors on June 2, 2015.

a) Upcoming Agenda Items

June 10, 2015
No items scheduled

b) Reports on Recent Actions of the Board of Supervisors

1) Four Tract Maps within the Ranch Plan – June 16,2015

2) Wireless Ordinance with language of Master Plan suggested by Planning Commission – June 16, 2015

c) Previous Commission or Commissioner Requests

- Staff continue outreach to Emerald Bay

e) Litigation

Saddle Crest Project- The Court of Appeal decision in favor of the County and the real party of interest is final and there has been no petition to the Supreme Court. Therefore, the Saddle Crest Developer will be preceding with their development approvals.

Public Comments

None

Planning Commission Hearing adjourned at 4:15 pm.

Certification #12

Orange County Planning Commission
Minutes of the Regular Meeting
(Hearing Date: September 26, 2018)

Approve revision to Alternative Development Standard (ADS) D-3, D-4(a), D-11, D-12, D-13 and create new ADS D-17 for community-wide application within the Ranch Plan Planned Community, excluding Planning Areas 1 and 2, subject to the attached Findings and Conditions of Approval.

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

MINUTES OF THE REGULAR MEETING OF THE
PLANNING COMMISSION
ORANGE COUNTY, CALIFORNIA
Wednesday, September 26, 2018, 1:30 P.M.

PLANNING COMMISSION ROOM, FIRST FLOOR
333 W. Santa Ana Blvd., 10 Civic Center Plaza
Santa Ana, California

TRUNG "JOE" HA
CHAIRMAN
First District

KEVIN RICE
VICE CHAIRMAN
Third District

DAVID E. BARTLETT
COMMISSIONER
Fifth District

THOMAS TRI QUACH
COMMISSIONER
Second District

CAMERON IRONS
COMMISSIONER
Fourth District

ATTENDANCE: Commissioners: Rice, Bartlett, and Irons

PRESENT:	EXECUTIVE OFFICER	Colby Cataldi
	COUNTY COUNSEL	Nicole Walsh
	SECRETARY	Sharon Gilliam

PLEDGE OF ALLEGIANCE: Commissioner Quach, Second District, led the assembly in the Pledge of Allegiance.

I. CONSENT ITEM(S) - Minutes

The minutes of September 12, 2018 were motioned for approval by Commissioner Bartlett, seconded by Commissioner Irons, and approved by a unanimous vote. Commissioner Quach abstained.

II. DISCUSSION ITEM(S)

ITEM #1 PUBLIC HEARING – PA180024 – APPLICANT – RMV COMMUNITY DEVELOPMENT, LLC – AGENT- JAY BULLOCK - LOCATION – RANCH PLAN PLANNED COMMUNITY, WITHIN THE 5TH SUPERVISORIAL DISTRICT.

Recommended Action (s):

a) Receive staff report and public testimony, as appropriate;

b) Find that proposed project (PA180024) is covered by Final EIR No. 589, previously certified on November 8, 2004, Addendum 1.0 certified July 26, 2006, Addendum 1.1 certified February 23, 2011, PA2 Addendum certified on March 27, 2013, and Addendum 3.1 certified on February 25, 2015 as adequately satisfying the requirements of CEQA;

c) Approve revision to Alternative Development Standard (ADS) D-3, D-4(a), D-11, D-12, D-13 and create new ADS D-17 for community-wide application within the Ranch Plan Planned Community, excluding Planning Areas 1 and 2, subject to the attached Findings and Conditions of Approval.

Special Notes: Cameron Welch, Planner provided a presentation and answered questions of the Planning Commission. Bea Bea Jiménez, Division Manager, Land Development answered questions of the Planning Commission. Jay Bullock, Vice President, Planning & Entitlements, representing the applicant, provided a presentation and answered questions of the Planning Commission.

The following is the action taken by the Orange County Planning Commission:

The motion for item #1was made by Commissioner Bartlett and seconded by Commissioner Quach to approve the recommended actions as presented by staff.

APPROVE ☒ OTHER ☐

DENIED ☐

Unanimous ☐ (1) Ha: X (2) Quach: Y (3) Rice: Y (4) Irons: Y (5) Bartlett: Y
Vote Key: Y=Yes; N=No; A=Abstain; X=Excused

III. EXECUTIVE OFFICER UPDATE

- Board of Supervisors approved the Esperanza Hills project with a vote of 4 to 1 on 9/25/18

IV. COUNTY COUNSEL UPDATE

- Future litigation expected based on the approval of the Esperanza Hills project

V. PLANNING COMMISSIONER COMMENTS

- None

VI. PUBLIC COMMENTS

- None

Planning Commission meeting adjourned at 2:50 pm.

Certification #13

Orange County Public Works Memorandum
(Date: July 31, 2025, Date Signed: August 4, 2025)

Ranch Plan Alternative Development Standards (ADS)
Additions (A-39 and A-40)

RANCH PLAN
Planned Community-Wide

Alternative Development Standards

Docusign Envelope ID: 763A552D-49A0-4BE6-B24D-0721ABFE017D

County Administration South
601 North Ross Street
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OCPublicWorks.com

Administrative Services

OC Development Services

OC Facilities Design & Construction Management

OC Facilities Maintenance & CUF

OC Fleet Services

OC Construction

OC Environmental Resources

OC Operations & Maintenance

OC Infrastructure Programs

OC Survey

ORANGE COUNTY OC Public Works

MEMORANDUM

To: File Records / OC Public Works

From: Edward Frondoso, County Engineer

Date: July 31, 2025

Subject: PA25-0008 New Ranch Plan Alternative Development Standards (ADS)

We have reviewed the submitted updates to Ranch Plan Alternative Development Standards (ADS) outlined below, and have confirmed that, in accordance with General Regulation #25, the following conditions have been met:

a. The use or project proposed is consistent with the General Plan.
b. The use, activity or improvement(s) is consistent with the provisions of the Zoning Code.
c. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act.
d. The location, size, design, and operating characteristics of the proposed use will not create significant noise, traffic, or other conditions or situations that may be objectionable, detrimental or incompatible with other permitted uses in the vicinity.
e. The application will not result in conditions or circumstances contrary to the public health and safety and the general welfare.
f. The alternative development standard(s) will result in an equivalent or better project in terms of adverse impacts and public benefits to the immediate and surrounding community.

The modifications are as follows:
Proposed New ADS

- A-39 Ranch Plan Version of Standard Plan 1309 Parkway Culvert – TYPE "C" New ADS supporting parkway drain pipe size reduction from 4" to 3" and utilizing a 3 ½" cored hole in existing curb and sidewalk reinforcement for residential and small open space lot drainage into the document to reflect previously to OC Standard Plan 1309 as an aide to both applicants and plan checkers.
- A-40 Ranch Plan Version of Private Area Drain Connection to Catch Basin Inlet. New ADS supporting private storm drain connections to inlet types with specific constraints on pipe size, orientation, and maintenance, for residential and small open space lots as an aide to both applicants and plan checkers.

Docusign Envelope ID: 763A552D-49A0-4BE6-B24D-0721ABFE017D

These new additions have been reviewed by OC Public Works staff from OC Development Services and OC Infrastructure Programs.

Certification:

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) updates, listed above, are approved for use throughout the Ranch Plan Planned Community.

DocuSigned by:
F9ECAE6EC531498...

8/4/2025 | 8:24 AM PDT

Edward Frondoso, P.E. Date
County Engineer
OC Public Works

Attachments:
1. See proposed ADS additions

CC: Justin Golliher, Engineering Deputy Director, OC Infrastructure Programs
Justin Kirk, Deputy Director, OC Development Services
Bea Bea Jimenez, Division Manager, OC Development Services/Land Development
Denis Bilodeau, Engineering Manager, OC Infrastructure Programs/Traffic Engineering

Certification #14

Orange County Planning Commission
(Date: July 8, 2025)
Ranch Plan Alternative Development Standards (ADS)

Updated ADS D-4b, New ADS D-23

RANCH PLAN

Planned Community-Wide

Alternative Development Standards

ATTACHMENT 2

RESOLUTION NO. 2026-03
RESOLUTION OF THE PLANNING COMMISSION OF
ORANGE COUNTY, CALIFORNIA
July 8, 2026

On Motion of Commissioner_____, duly seconded and carried, the following Resolution was adopted:

WHEREAS, the applicant, Ranch Mission Viejo (RMV), submitted a Planning Application (PA26-0009) ("Project") requesting approval of the following community-wide Alternative Development Standards:

1) D-4b – Revision to existing building setback requirements and clarification to one existing performance standard;
2) D-23 – New Alternative Development Standard to allow Conventional Single-Family projects with density greater than 9 dwelling units per acre ("du/ac")

; and

WHEREAS, the Project is located within the Ranch Plan Planned Community; and

WHEREAS, the Project is subject to the Ranch Plan Planned Community Program Text (PC Text), all applicable zoning standards, and the requirements and regulations contained in the Ranch Compliance Matrix, which is an executive summary of the Ranch EIR mitigation measures; the terms and conditions of the Development Agreement; the terms and conditions contained in various settlement agreements and the Affordable Housing Implementation Agreement; and the standards of the Orange County Fire Authority Ranch Plan Fire Protection Program; and

WHEREAS, the project is covered under Final Environmental Impact Report (EIR) Nos. 589, 584, and 623, Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, Addendum No. 3.1, and Addendum No. 3.2 which reflect the independent judgment of the County and are deemed adequate to satisfy the requirements of the California Environmental Quality Act (CEQA) for approval of the Project, which is a necessarily included element contemplated as part of the overall actions evaluated in Final EIR Nos. 589, 584, and 623, Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, Addendum No. 3.1, and Addendum No. 3.2; and

WHEREAS, a duly noticed public hearing was held on July 8, 2026, before the Planning Commission, at which time all interested persons were given the opportunity to be heard, and the Planning Commission reviewed and considered all evidence presented, including the staff report and public testimony; and

WHEREAS, the Planning Commission reviewed and fully considered the proposed Planning Application PA26-0009 and has heard and considered any public comments received on this request, and determined after review and consideration to approve Planning Application PA26-0009.

NOW, THEREFORE, BE IT RESOLVED THAT THE PLANNING COMMISSION ADOPTS THIS RESOLUTION TO:

a. Adopt Addendum No. 3.2 to Final EIR Nos. 589, 584, and 623 for Planning Application PA26-0009;

b. Find that Final EIR Nos. 589, 584, and 623, certified by the Board of Supervisors on November 8, 2004, October 24, 2006, and November 8, 2026, respectively; together with Addendum No. 1.0 approved on July 26, 2006, Addendum No. 1.1 approved on February 23, 2011, PA2 Addendum approved on March 27, 2013, Addendum No. 3.1 approved on February 25, 2015, and Addendum No. 3.2, adequately address the effects of the proposed Project, reflect the independent judgment of the County of Orange and are approved for the proposed project based on the following additional findings:

    i. The circumstances of the Project are substantially the same and Final EIR Nos. 589, 584, and 623, Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, Addendum No. 3.1, and Addendum No. 3.2 adequately address the effects of the proposed Project. No substantial changes have been made in the Project, no substantial changes have occurred in the circumstances under which the Project is being undertaken, and no new information of substantial importance to the Project, which was not known or could not have been known when the Final EIR Nos. 589, 584, and 623 were certified, when Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, and Addendum No. 3.1 were approved, or through the date of approval and adoption of Addendum No. 3.2 has become known; therefore, no further environmental review is required.

c. Approve Planning Application PA26-0009 to revise Alternative Development Standard (ADS) D-4b and add ADS D-23 for community-wide application within the Ranch Plan Planned Community subject to the Findings and Conditions of Approval contained within the Resolution.

Recommended Findings:

1. GENERAL PLAN – The use or project proposed is consistent with the General Plan. The General Plan Land Use designations for the subject site are Suburban Residential (1B) and Urban Activity Center (6). The proposed community-wide ADS revision and addition both pertain to the Conventional Single-Family Detached Dwellings land use category of the Ranch Plan. This land use category allows for the development of medium density single-family detached residential neighborhoods, which is consistent with the identified general

plan land use designations. Both the Suburban Residential (1B) and the UAC (6) designations allow for development of residential units ranging from low/medium density to medium/high density. Therefore, the proposed community-wide ADS revision and addition are consistent with the General Plan and the intended land use objectives for the subject site.

2. RANCH PLAN PC TEXT AND ZONING CODE – The proposed Project application is consistent with the provisions of the Ranch Plan PC Text and provisions of the Zoning Code. Pursuant to Zoning Code Section 7-9-47.5, the proposed project is subject to the provisions of the Ranch Plan PC Text. The proposed revision to an existing ADS and addition of a new ADS to the previously approved Ranch Plan Community-Wide Alternative Development Standards document is permitted under Section I.B.25 (General Provisions and Regulations) of the Ranch Plan PC text. Therefore, the proposed project is consistent with the Ranch Plan PC Text and the Zoning Code.

3. CEQA – The approval of the development application is in compliance with the requirements of CEQA. The proposed project will not result in any new significant impacts beyond those originally identified by the Ranch Plan Final Program EIR 589 nor will there be any substantial increase in the severity of any previously identified environmental impacts, as indicated in Addendum 3.2. The circumstances of this project are substantially the same as Final EIR Nos. 589, 584, and 623 certified by the Board of Supervisors on November 8, 2004, October 24, 2006, and November 8, 2016, respectively, together with Addendum No. 1.0 approved on July 26, 2006, Addendum No. 1.1 approved on February 23, 2011, PA2 Addendum approved on March 27, 2013, and Addendum No. 3.1 approved on February 25, 2015; but changes or additions have been made as set forth in Addendum No. 3.2. Together, Final EIR Nos. 589, 584, and 623, Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, Addendum No. 3.1, and Addendum No. 3.2 adequately address the effects of the proposed Project. No substantial changes have been made in the Project, no substantial changes have occurred in the circumstances under which the Project is being undertaken, and no new information of substantial importance to the Project which was not known or could not have been known when Final EIR Nos. 589, 584, and 623 were certified, when Addendum No. 1.0, Addendum No. 1.1, PA2 Addendum, and Addendum No. 3.1 were approved, or through the date of approval and adoption of Addendum No. 3.2 has become known; therefore no further environmental review is required.

4. COMPATIBILITY – The location, size, design and operating characteristics of the proposed revision to an existing ADS and addition of a new ADS will not create significant noise, traffic or other conditions or situations that are objectionable, detrimental or incompatible with other permitted uses in the vicinity of the project area. The proposed revisions to community-wide ADS D-4b will not result in any new adverse impacts compared to the previously approved ADS. Consistent with the previous approval, the revisions would not change any of the existing minimum building setback requirements of

the ADS; rather, they would restore the flexibility to apply building setbacks based on project design, as originally intended.

The proposed new community-wide ADS D-23 is intended for new Conventional Single-Family projects that are to be designed as part of a master planned community and will be surrounded by similar residential uses. Significant noise, traffic or any other situations that are objectionable, detrimental or incompatible will not be generated by this project. Except for the increase to allowable net density, projects utilizing ADS D-23 will be required to comply with all other applicable development standards from the Ranch Plan PC Text and the Zoning Code, which will ensure compatibility with surrounding residential uses.

5. GENERAL WELFARE – The application will not result in conditions or circumstances contrary to public health, safety and general welfare. Addendum No. 3.2 to Final EIR Nos. 589, 584, and 623 was prepared for the proposed project and indicated the project will not result in any new significant environmental impacts nor will there be any substantial increase in the severity of any previously identified environmental impacts.

6. EQUIVALENT OR BETTER PROJECT – The alternative development standard(s) will result in an equivalent or better project in terms of reducing adverse impacts and/or providing additional or superior public benefits to the immediate and surrounding community. The proposed revisions to ADS D-4b regarding building setbacks will allow projects equivalent to those permitted under the ADS before the 2020 Zoning Code update. The revisions will not change any of the existing minimum building setback requirements; rather, they would restore the flexibility to apply building setbacks based on project design, as originally intended.

   The proposed new ADS D-23 to allow for a maximum project net density of 12 du/ac will result in an equivalent project as the ADS will not result in any adverse impacts. The new ADS will only be applicable to new Conventional Single-Family projects that are to be designed as part of a master planned community and will be surrounded by similar residential uses. Although the increased project net density may result in up to 3 additional units per net acre in new developments, all proposed lots in developments utilizing D-23 will be required to either meet or exceed all other applicable development standards for approval, including building site area, building setbacks, and parking requirements. Therefore, the proposed new and revised ADS will result in an equivalent project in terms of adverse impacts and public benefits to the immediate and surrounding community.

Recommended Conditions of Approval:

1. RANCH PLAN REGULATION COMPLIANCE MATRIX – The applicant shall comply with all applicable requirements of the Planning Area 3 and 4 Regulation Compliance Matrix (Appendix A of Addendum No. 3.2 to Final EIR Nos. 589, 584, and 623) to the satisfaction of the appropriate decision maker listed in each applicable Ranch Plan

Regulation Compliance Matrix item.

2. BASIC/ZONING REGULATIONS – This approval constitutes approval of the Project only to the extent that the Project complies with the Orange County Zoning Code, the Ranch Plan PC Text, and any other applicable zoning regulations. Approval does not include any action or finding as to compliance or approval of the project regarding any other applicable ordinance, regulation or requirement.
3. BASIC/TIME LIMIT – This approval is valid for a period of 36 months from the date of final determination. If the use approved by this action is not established within such period of time, this approval shall be terminated and shall thereafter be null and void.
4. BASIC/PRECISE PLAN – Except as otherwise provided herein, this permit is approved as a precise plan. If the applicant proposes changes regarding the location or alteration of any use or structure, the applicant shall submit a changed plan to the Deputy Director, OC Development Services, for approval. If the Deputy Director, OC Development Services, determines that the proposed change complies with the provisions and the spirit and intent of the original approval action, and that the action would have been the same for the changed plan as for the approved plot plan, he may approve the changed plan without requiring a new public hearing.
5. BASIC/COMPLIANCE – Failure to abide by and faithfully comply with any and all conditions attached to this approving action shall constitute grounds for the revocation of said action by the Orange County Planning Commission.
6. INDEMNIFICATION – Applicant shall defend with counsel approved by the County of Orange in writing, indemnify and hold harmless the County of Orange, its officers, agents and employees from any claim, action or proceeding against the County, its officers, agents or employees to attack, set aside, void, or annul any approval of the application or related decision, or the adoption of any environmental documents, findings or other environmental determination, by the County of Orange, its Board of Supervisors, Planning Commission, Zoning Administrator, Director of OC Public Works, or Deputy Director, OC Development Services concerning this application. The County may, at its sole discretion, participate in the defense of any action, but such participation shall not relieve applicant of his/her obligations under this condition. Applicant shall reimburse the County for any court costs and attorney's fees that the County may be required to pay as a result of such action. The County shall promptly notify the applicant of any such claim, action or proceeding.
7. BASIC/APPEAL EXACTIONS – Pursuant to Government Code Section 66020, the applicant is hereby informed that the 90-day approval period in which the applicant may protest the fees, dedications, reservations or other exactions imposed on this project through the conditions of approval has begun.

The foregoing resolution was passed and adopted by the following vote of the Orange County Planning Commission, on July 8, 2026, to wit:

Ayes: Noes:

Excused:

Abstained:

I HEREBY CERTIFY that the foregoing Resolution No. 26-03 was adopted on July 8, 2026 by the Orange County Planning Commission.

_____

Justin Kirk
Executive Officer, Orange County Planning Commission

Resolution No. 26-03
Date of Adoption: July 8, 2026

Certification #15

Orange County Public Works Memorandum
(Date: July 15, 2025)
Ranch Plan Alternative Development Standards (ADS)

Updated ADS A-11

RANCH PLAN

Planned Community-Wide

Alternative Development Standards

Docusign Envelope ID: 4A68B0D1-3868-8A05-810B-799A9D1EA874

County Administration South
601 North Ross Street
Santa Ana, CA 92701

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Santa Ana, CA 92702

(714)667-8800

projectinfo@pw.oc.gov

pw.oc.gov

Administrative Services

OC Agricultural Commissioner's Office

OC Construction

OC Environmental Resources

OC Development Services

OC Facilities Design & Construction Management & CUF

OC Facilities Maintenance

OC Fleet Services

OC Infrastructure Programs

OC Operations & Maintenance

OC Public Works
MEMORANDUM

Date: July 15, 2026

To: File Records / OC Public Works

From: Edward Frondoso, County Engineer

Subject: PA26-0028 Modify Existing Ranch Plan Alternative Development Standard (ADS)

We have reviewed the submitted updates to Ranch Plan Alternative Development Standards (ADS) outlined below, and have confirmed that, in accordance with General Regulation #25, the following conditions have been met:

a. The use or project proposed is consistent with the General Plan.

b. The use, activity or improvement(s) is consistent with the provisions of the Zoning Code.

c. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act.

d. The location, size, design, and operating characteristics of the proposed use will not create significant noise, traffic, or other conditions or situations that may be objectionable, detrimental or incompatible with other permitted uses in the vicinity.

e. The application will not result in conditions or circumstances contrary to the public health and safety and the general welfare.

f. The alternative development standard(s) will result in an equivalent or better project in terms of adverse impacts and public benefits to the immediate and surrounding community.

The modification is as follows:

Proposed Modified ADS

1. **A-11. Curb Returns at Each Residential Driveway**
   Modify ADS Exhibit A-11 to replace the previously indicated "4-foot wide" sidewalk dimension with "Varies – 4-feet Minimum" to reflect that some sidewalks may be wider.

This update has been reviewed by OC Public Works staff from OC Development Services and OC Infrastructure Programs.

Certification:

I hereby certify that the subject Ranch Plan Alternative Development Standards (ADS) updates, listed above, are approved for use throughout the Ranch Plan Planned Community.

Signed by:
F9ECAE5EC531498...

Edward Frondoso, P.E.
County Engineer
OC Public Works

7/17/2026 | 8:34 AM PDT
Date

Docusign Envelope ID: 4A68B0D1-3868-8A05-810B-799A9D1EA874

Attachments:

1. Modified ADS A-11

CC: Justin Golliher, Engineering Deputy Director, OC Infrastructure Programs
Justin Kirk, Deputy Director, OC Development Services
Bea Bea Jimenez, Division Manager, OC Development Services/Land Development
Denis Bilodeau, Engineering Manager, OC Infrastructure Programs/Traffic Engineering

