

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: June 9, 2022

CASE NUMBER: ZAP1026PV22 – Richland Developers, Inc (Representative: Derek Barbour)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NOS: DPR 22-00002 (Development Plan Review), TPM38446 (Tentative Parcel Map)

LAND USE PLAN: 2011 Perris Valley Airport Land Use Compatibility Plan, 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Airport Influence Area: Perris Valley Airport, March Air Reserve Base/Inland Port Airport

Land Use Policy: Zones B2 and D (Perris Valley); Zone E (March)

Noise Levels: Between 65 - 70 CNEL range from Perris Valley aircraft; Below 60 CNEL from March aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Development Plan Review and Tentative Parcel Map be found **CONDITIONALLY CONSISTENT** with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: A proposal to construct two industrial buildings with mezzanines totaling 659,130 square feet on 37.55 acres. The applicant also proposes to divide the site into two parcels.

PROJECT LOCATION: The site is located on the northeast corner of Goetz Road and Mapes Road, within the City of Perris, approximately 701 feet northwesterly of the southeast terminus of Runway 15-33 at Perris Valley Airport.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project boundary is located within Zones B2 (13.85 acres) and D (23.48 acres), which limits average intensity to 100 people each. The project is also located in Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, which does not restrict non-residential intensity.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed buildings:

- Office – 1 person per 200 square feet
- Warehouse – 1 person per 500 square feet

The project proposes to construct 2 industrial buildings with mezzanines totaling 659,130 square feet (on separate parcels) on 37.55 acres. An individual lot-by-lot analysis is included below:

- Building 1, Parcel 1 (24.50 acres) is located within Zones B2 (13.36 acres) and D (11.34 acres) and proposes a 502,590 square foot industrial warehouse building with mezzanines, which includes in Zone B2 200,725 square feet of warehouse area, accommodating an occupancy of 401 people, and resulting in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone B2 average intensity criterion of 100 people per acre. The portion of the building located within Zone D consist of 288,649 square feet of warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, accommodating an occupancy of 627 people, and resulting in an average intensity of 55 people per acre, which is consistent with Compatibility Zone D average intensity criterion of 100 people per acre.
- Building 2, Parcel 2 (12.12 acres) is located within Zones B2 (0.55 acres) and D (11.57 acres) and proposes a 146,040 square foot industrial warehouse building with mezzanines (located entirely within Zone D, no buildings are proposed within Zone B2 portion of parcel 2), which includes 136,040 square feet of warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, accommodating an occupancy of 302 people, and resulting in an average intensity of 26 people per acre, which is consistent with the Compatibility Zone D average intensity criterion of 100 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). An individual lot-by-lot analysis is included below:

- Building 1 Parcel 1 includes 395 standard vehicles and 96 trailer spaces, accommodating a total occupancy of 491 people, resulting in an average intensity of 20 people per acre, which is consistent with the Compatibility Zone B2 and D average intensity criterion of 100 people per acre.
- Building 2 Parcel 2 includes 137 standard vehicles and 47 trailer spaces, accommodating a total occupancy of 184 people, resulting in an average intensity of 15 people per acre, which is consistent with the Compatibility Zone B2 and D average intensity criterion of 100 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project boundary is located within Zones B2 (13.85 acres) and D (23.48 acres), which limits single acre intensity to 200 people and 300 people respectively. The project is also located within March Air Reserve Base/Inland Port Airport Zone E, which does not restrict non-residential intensity.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for each of the buildings are as follows:

- Building 1 single acre intensity located in Zone B2 includes 43,560 square feet of warehouse building, resulting in single acre intensity of 87 people, consistent with the Compatibility Zone B2 single acre intensity criterion maximum of 200 people.

Building 1 single acre intensity located in Zone D includes 33,560 square feet of warehouse area, 5,000 square feet of first floor office area, 5,000 square feet of second floor office mezzanine area, resulting in a single acre intensity of 117 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 300 people.

- Building 2 single acre intensity located in Zone D includes 33,560 square feet of warehouse area, 5,000 square feet of first floor office area, 5,000 square feet of second floor office mezzanine area, resulting in a single acre intensity of 117 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 300 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2, D or E.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area below the 60 CNEL range from aircraft noise. The Perris Valley Airport Land Use Compatibility Plan depicts the site as being affected by aircraft noise of 65 - 70 CNEL. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the buildings.

Part 77: The elevation of Perris Valley Airport's Runway 15-33 at its southeasterly terminus is 1,413 feet above mean sea level (AMSL). At a distance of approximately 701 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,420 feet AMSL. The maximum finished floor elevation is 1,422 feet AMSL and the maximum building height is 50 feet, resulting in a top point elevation of 1,472 feet AMSL. Therefore, review of this building by the FAA Obstruction Evaluation Service (FAA OES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2022-AWP-8356-OE to this project. Its status is currently a "work in progress".

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 701 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 50,000 square foot bioretention basin in Zone D and therefore has the potential to provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management",

such basins are permissible in Zone D when vegetation is selected careful so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Open Area: The project site is split between Compatibility Zones B2 (13.85 acres) and D (23.48 acres). Compatibility Zone D requires 10% (2.35 acres) of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas (Compatibility Zone B2 does not require any amount of open area). The project provides 2.41 acres of ALUC eligible open areas consisting of driveway aisles and parking lot areas within the proposed development. The project is conditioned to maintain these areas consistent with ALUC open area requirements of 300 feet by 75 feet minimum shape and prohibit obstructions greater than 4 feet in height that are at least 4 inches in diameter.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. Prior to issuance of building permits, the property owner shall convey an avigation easement to the Perris Valley Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Perris.
4. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. This project has been evaluated as consisting of 10,000 square feet of first floor office area, 10,000 square feet of second floor mezzanine office area, and 630,280 square feet of warehouse area. Any increase in building area, height, change in use to any higher intensity use, change in building location or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. Noise attenuation measures shall be incorporated into the design of the office area, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. At least 2.35 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the

applicant shall agree to such specific mitigation measures as determined or requested by Riverside County.

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NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

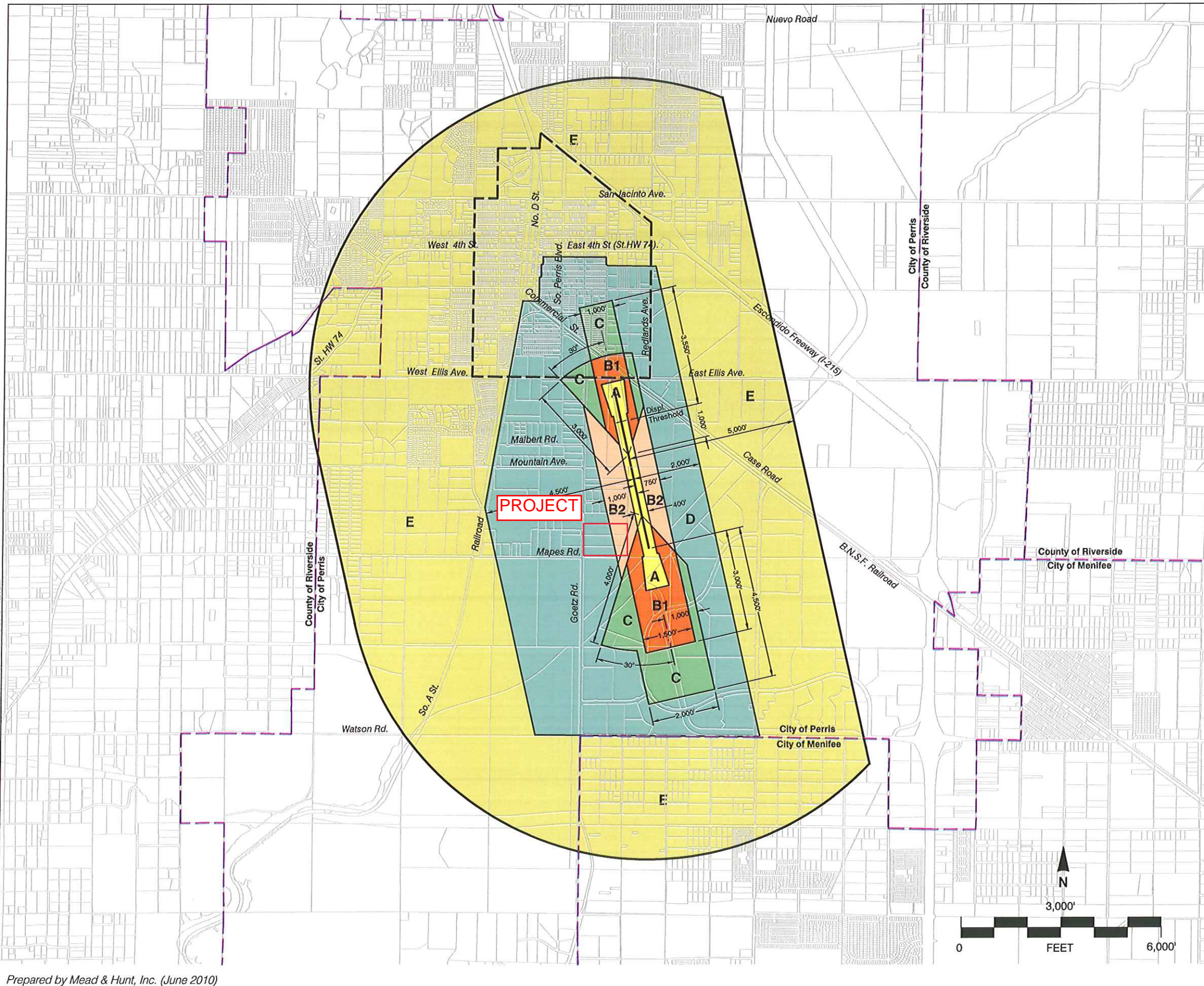
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

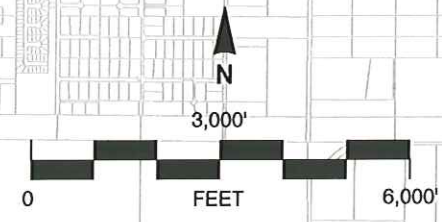
Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

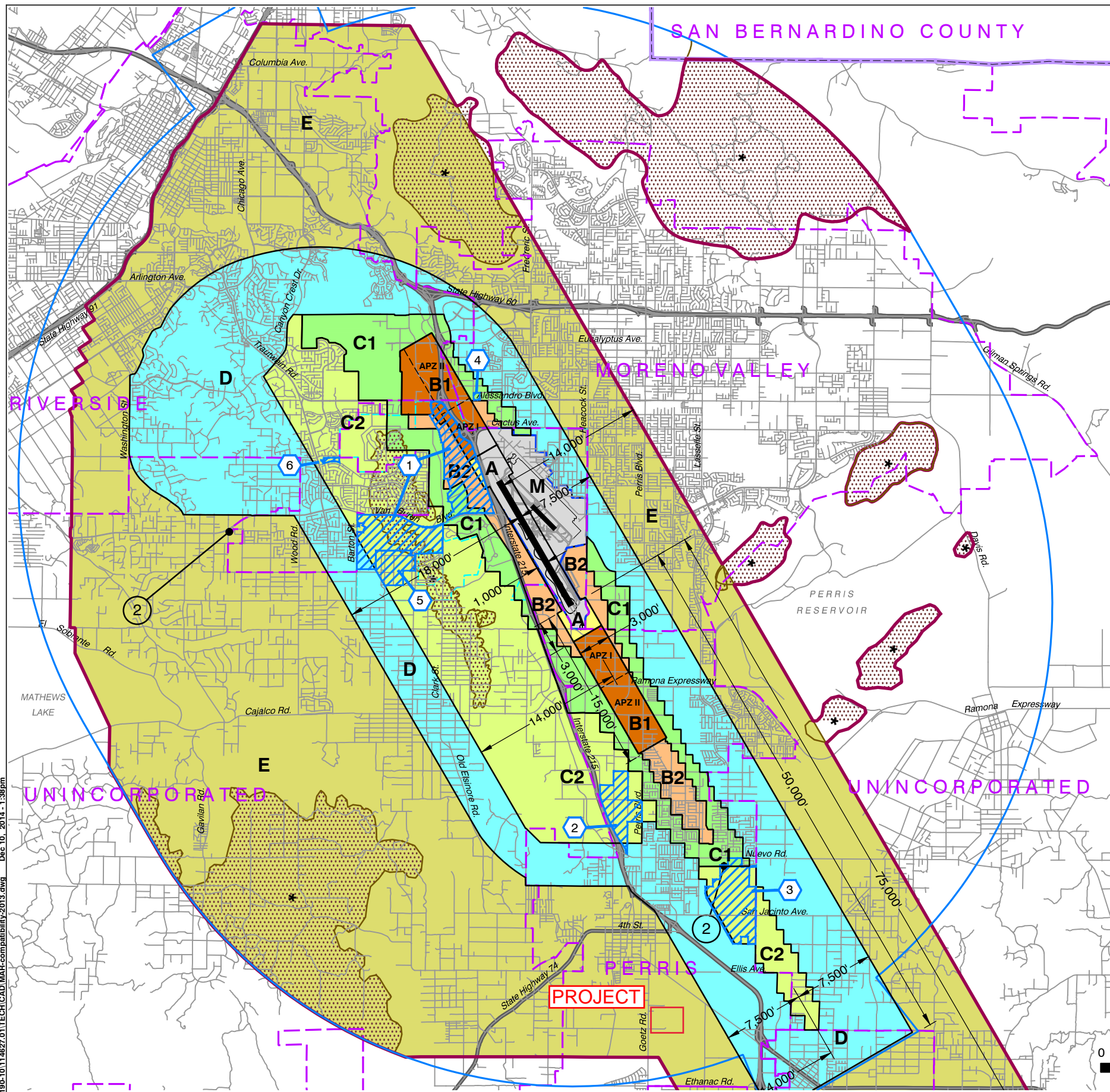
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (July 2010 Draft)



Map PV-1

Compatibility Map
 Perris Valley Airport

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LEGEND

Compatibility Zones

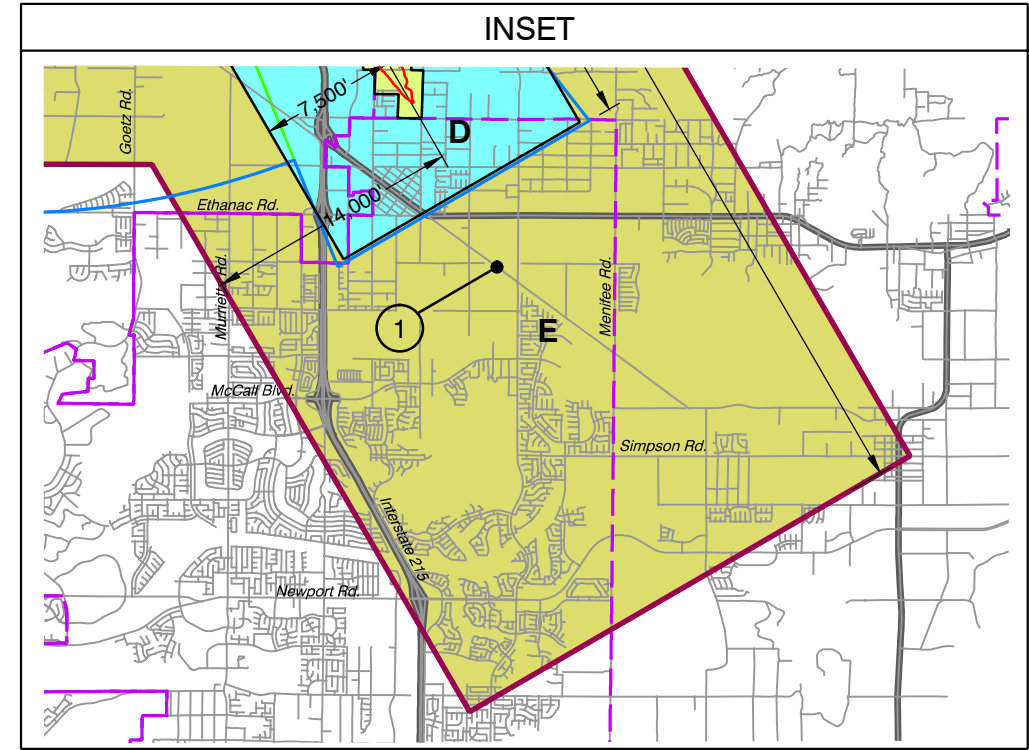
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

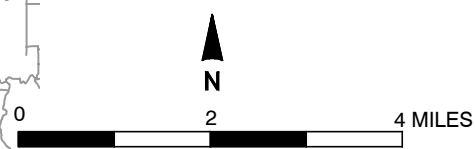
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

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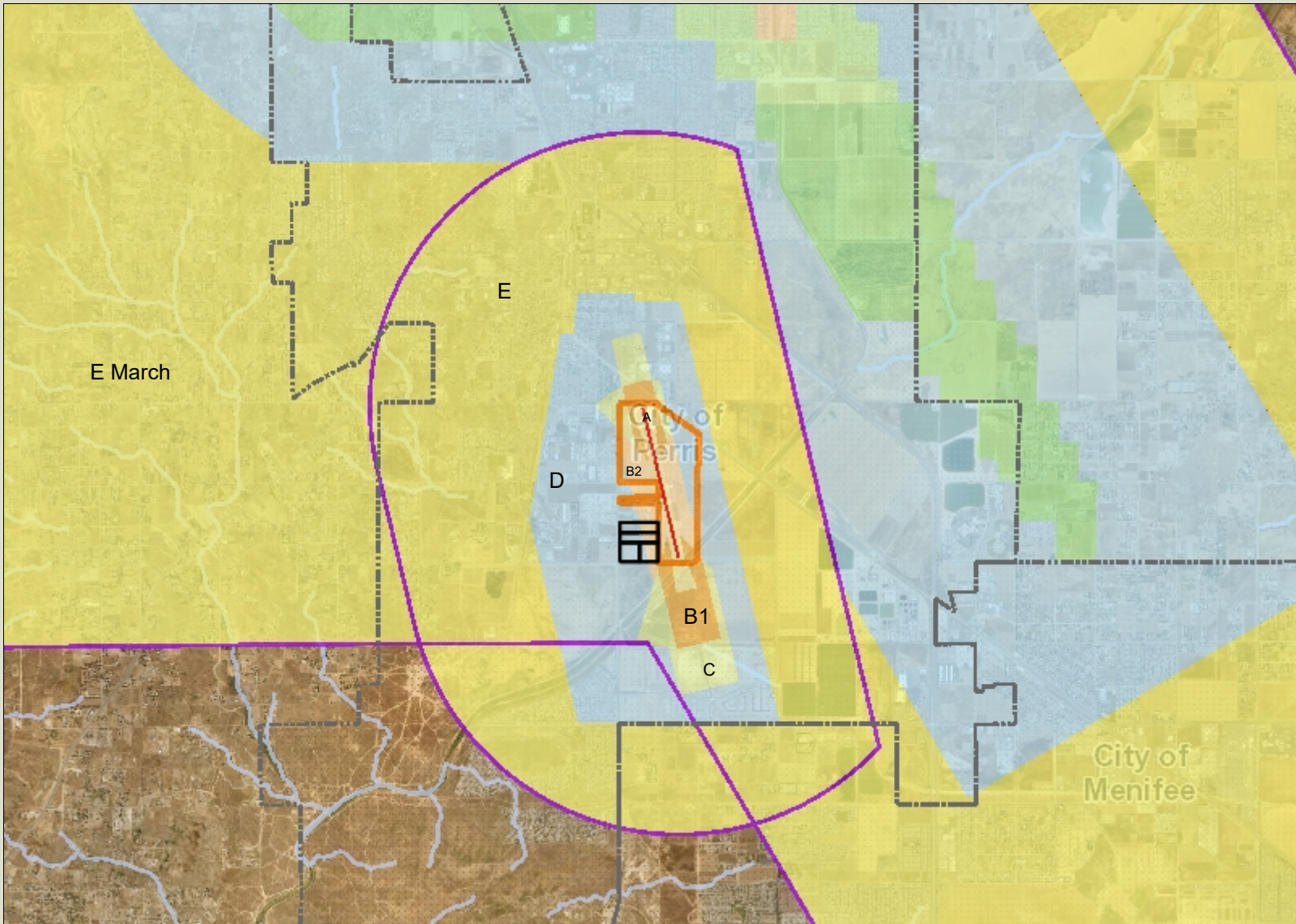
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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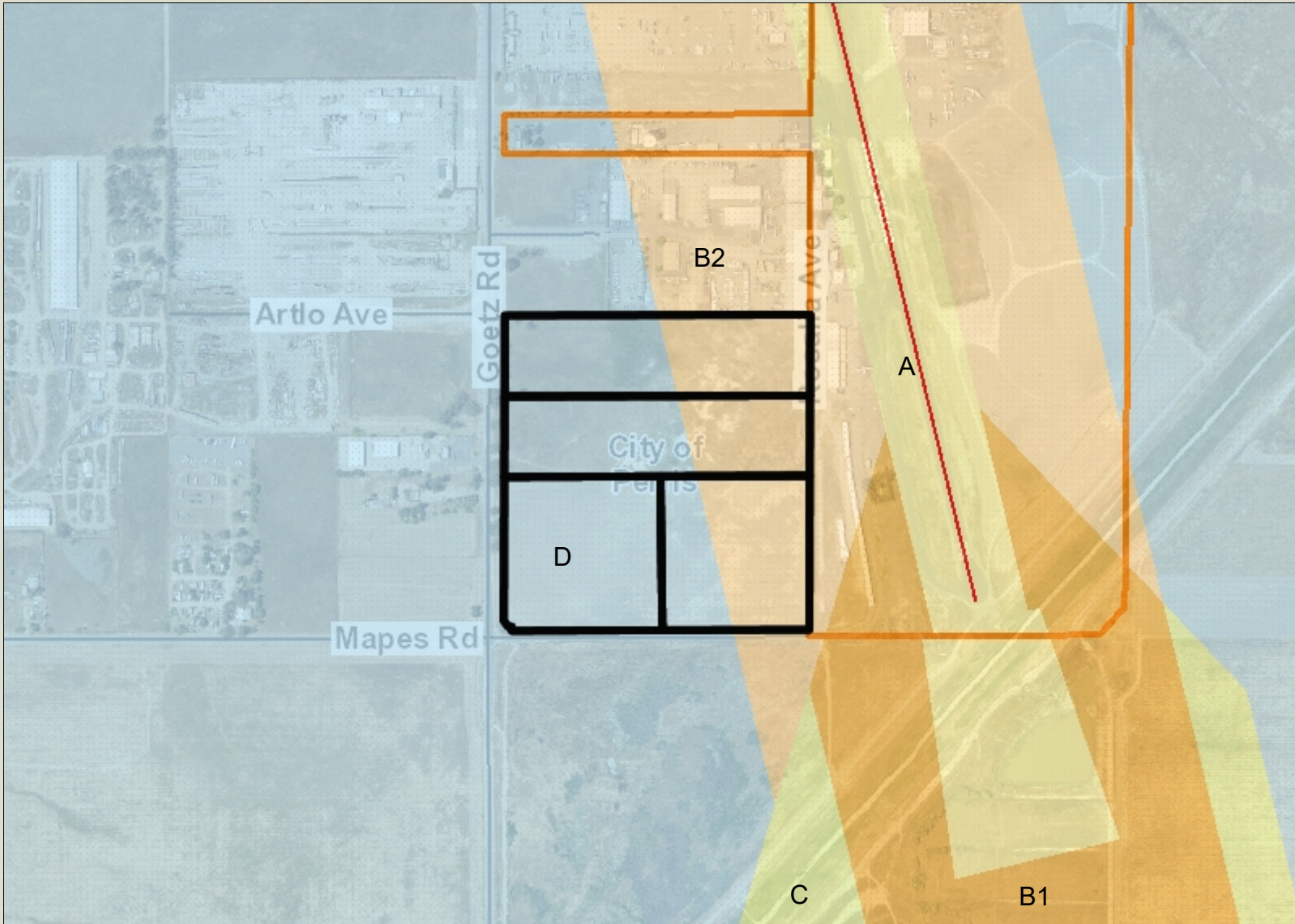


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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0 770 1,539 Feet

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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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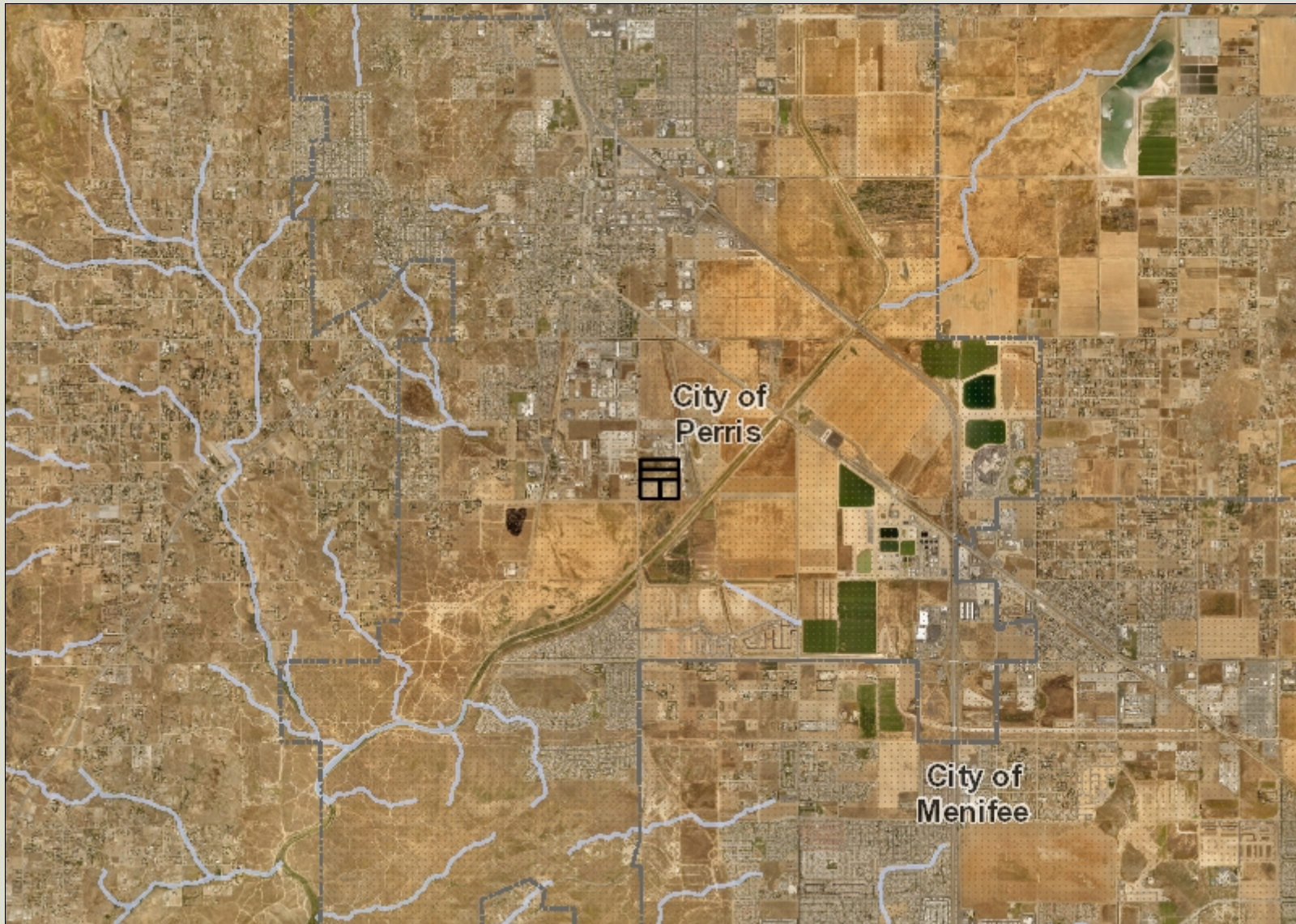


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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map

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Notes



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



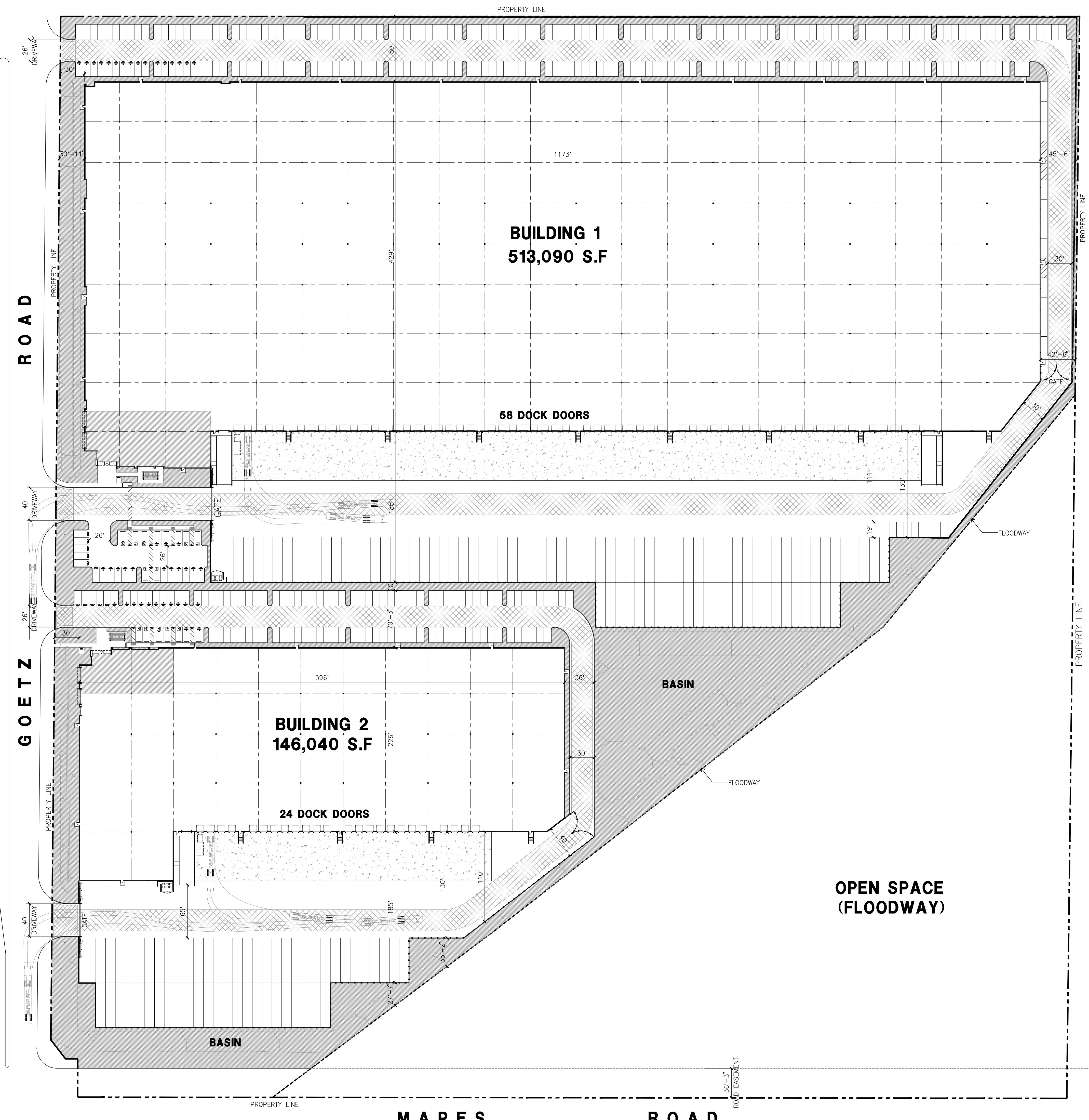
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Notes

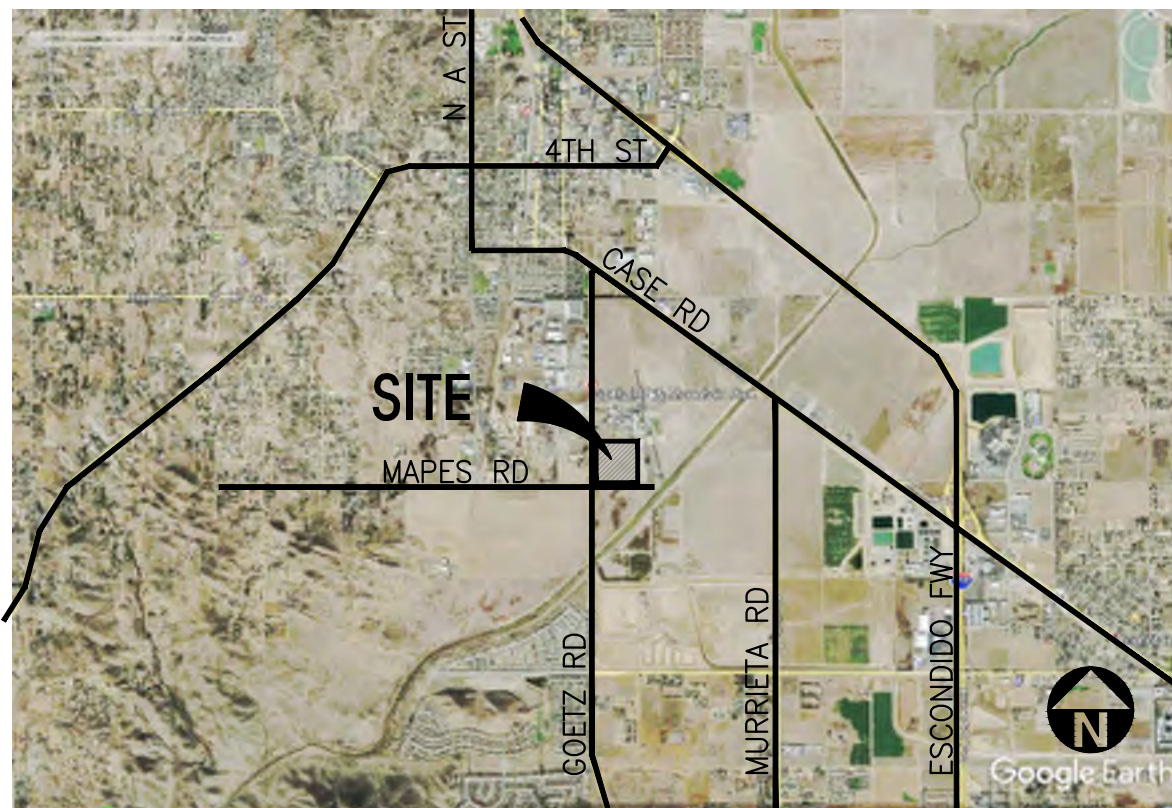


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VICINITY MAP



PROPERTY OWNER

RICHLAND
 3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92615
 CONTACT: DEREK BARBOUR
 TEL: 714.932.0650
 EMAIL: DBARBOR@RICHLANDCOMMUNITIES.COM

ADDRESS OF THE PROPERTY

MAPES RD. AND GOETZ RD.

ASSESSOR'S PARCEL NUMBER

330-100-005 330-100-027
 330-100-006 330-100-025

LEGAL DESCRIPTION

PARCEL ONE: (APN: 330-100-005)

LOT 5 OF EHRMAN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP RECORDED IN BOOK 11 PAGE 544 OF MAPS, SAN DIEGO COUNTY RECORDS, EXCEPTING THEREFROM THAT PORTION OF LAND CONVEYED TO THE CITY OF PERRIS, A MUNICIPAL CORPORATION AND GENERAL LAW CITY, IN GRANT DEED RECORDED JUNE 28, 2019, AS INSTRUMENT NO. 2019-0236246 OF OFFICIAL RECORDS.

PARCEL TWO: (APN: 330-100-006)

LOT 6 OF EHRMAN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP RECORDED IN BOOK 11 PAGE 544 OF MAPS, SAN DIEGO COUNTY RECORDS, EXCEPTING THEREFROM THAT PORTION OF LAND CONVEYED TO THE CITY OF PERRIS, A MUNICIPAL CORPORATION AND GENERAL LAW CITY, IN GRANT DEED RECORDED JUNE 28, 2019, AS INSTRUMENT NO. 2019-0250218, BOTH OF OFFICIAL RECORDS.

PARCEL A: (APN: 330-100-027)

PARCEL AS SHOWN ON LOT LINE ADJUSTMENT NO. 05-0352, AS EVIDENCED BY DOCUMENT RECORDED NOVEMBER 14, 2005 AS INSTRUMENT NO. 2005-943442 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 7 AND 8 OF EHRMAN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 544, OF MAPS, SAN DIEGO COUNTY RECORDER, DESCRIBE AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 8, BEING 30.00 FEET EAST OF THE CENTERLINE OF GOETZ ROAD; THENCE NORTH 89° 44' 45" EAST, ALONG THE SOUTH LINE OF SAID LOT 8, A DISTANCE OF 671.86 FEET; THENCE NORTH 0° 15' 15" WEST, A DISTANCE OF 662.97 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 7; THENCE SOUTH 89° 42' 51" WEST, ALONG THE NORTH LINE OF SAID LOT 7, BEING 30.00 FEET EAST OF THE CENTERLINE OF GOETZ ROAD; THENCE SOUTH 0° 08' 58" WEST, ALONG SAID GOETZ ROAD, A DISTANCE OF 662.62 FEET TO THE POINT OF BEGINNING; EXCEPTING THEREFROM THAT PORTION OF LAND CONVEYED TO RECORDED ON JUNE 14, 2019 AS INSTRUMENT NO. 2019-0215610 OF OFFICIAL RECORDS.

PARCEL B: (APN: 330-100-025)

PARCEL 2 AS SHOWN ON LOT LINE ADJUSTMENT NO. 05-0352, AS EVIDENCED BY DOCUMENT RECORDED NOVEMBER 14, 2005 AS INSTRUMENT NO. 2005-943442 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 7 AND 8 OF EHRMAN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 544 OF MAPS, SAN DIEGO COUNTY RECORDER, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 8, BEING 30.00 FEET EAST OF THE CENTERLINE OF GOETZ ROAD; THENCE NORTH 89° 44' 45" EAST, ALONG THE SOUTH LINE OF SAID LOT 8, A DISTANCE OF 671.86 FEET TO THE POINT OF BEGINNING; THENCE NORTH 0° 15' 15" WEST, A DISTANCE OF 662.97 FEET TO A POINT IN THE NORTH LINE OF SAID LOT 7; THENCE NORTH 89° 42' 51" EAST, ALONG THE NORTH LINE OF SAID LOT 7, A DISTANCE OF 616.17 FEET TO THE NORTHEAST CORNER OF SAID LOT 7; THENCE SOUTH 0° 21' 16" WEST, ALONG THE EAST LINES OF SAID LOTS 7 AND 8, A DISTANCE OF 663.35 FEET TO THE SOUTHEAST CORNER OF SAID LOT 8; THENCE SOUTH 89° 44' 45" WEST, ALONG THE SOUTH LINE OF SAID LOT 8, A DISTANCE OF 609.12 FEET TO THE POINT OF BEGINNING.

PROJECT DATA

SITE AREA	BLDG.1	BLDG.2	TOTAL
In s.f.			1,635,480 s.f.
In acres			37.55 ac
BUILDING AREA			
Office 1st Floor	5,000	5,000	10,000 s.f.
Office 2nd Floor	5,000	5,000	10,000 s.f.
Warehouse	503,090	136,040	639,130 s.f.
TOTAL	513,090	146,040	659,130 s.f.
FAR			40.3%

AUTO PARKING PROVIDED

Category	Count	Count	Total
Office: 1/300 s.f.	33	33	67 stalls
Whse: 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
above 20K @ 1/2,000 s.f.	242	58	300 stalls
TOTAL	295	111	406 stalls

TRAILER PARKING PROVIDED

Category	Count	Count	Total
Trailer (12' x 55')	92	57	149 stalls

ZONING ORDINANCE FOR CITY
 Zoning Designation - Light Industrial

MAXIMUM BUILDING HEIGHT ALLOWED
 Height - 50'

MAXIMUM FLOOR AREA RATIO
 FAR - 0.75

SETBACKS
 Mapes Rd. - 10' Note: Front yards for structures > 20' in height shall be increased by 5' for each 10' of structure height
 Goetz Rd. - 15'
 Rear - None

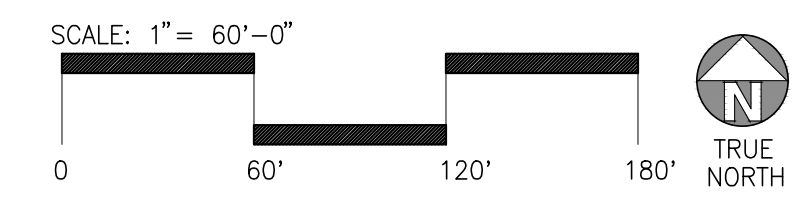
GENERAL NOTES - SITE PLAN

- THE SOILS REPORT PREPARED BY SOCAL GEO PROJ. NO. _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE UNL.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "C" DRAWINGS FOR FINISH.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
- APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT
- WITHIN ZONES C-1 AND D, RESTRICTION APPLY AND CONDITIONS OF APPROVAL WILL BE APPLIED TO ADDRESS DEVELOPMENT IN THESE ZONES.

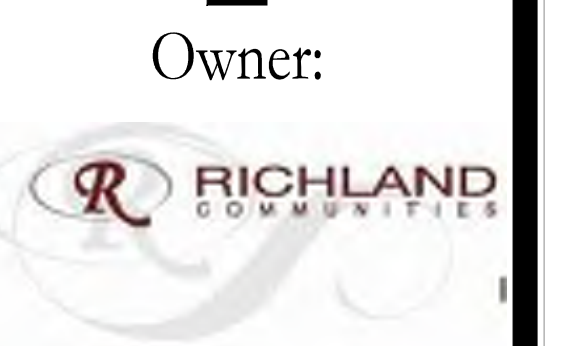
SITE LEGEND

	LANDSCAPED AREA		LIGHT STANDARD
	AC. PAVING - SEE "C" DRWS. FOR THICKNESS		EXISTING PUBLIC FIRE HYDRANT
	CONCRETE PAVING SEE "C" DRWS. FOR THICKNESS		PRIVATE FIRE HYDRANT- APPROXIMATE LOCATION
	CHAIN LINK FENCE		PEDESTRIAN WALKWAY WITH LED WARNING LIGHTS
	PROPERTY LINE		CATCH BASIN, APPROX. LOCATION. SEE CIVIL DRWS.
	STANDARD PARKING STALL (9' X 19')		WATER LINE SEE CIVIL DRWS.
	HANDICAP PARKING STALL (9' X 19')		GAS LINE SEE CIVIL DRWS.
	PATH OF TRAVEL		SEWER LATERAL SEE CIVIL DRWS.

MASTER SITE PLAN



hpa, inc.
 18831 bardeen avenue - ste. #100
 irvine, ca 92612
 tel: 949-863-1770
 fax: 949-863-0851
 email: hpa@hparchs.com



Owner:
 RICHLAND
 3161 Michelson Drive, Suite 425,
 Irvine, CA 92615
 tel: 714.932.0650

Project:
 MAPES RD AND GOETZ RD.
 PERRIS, CA

Consultants:

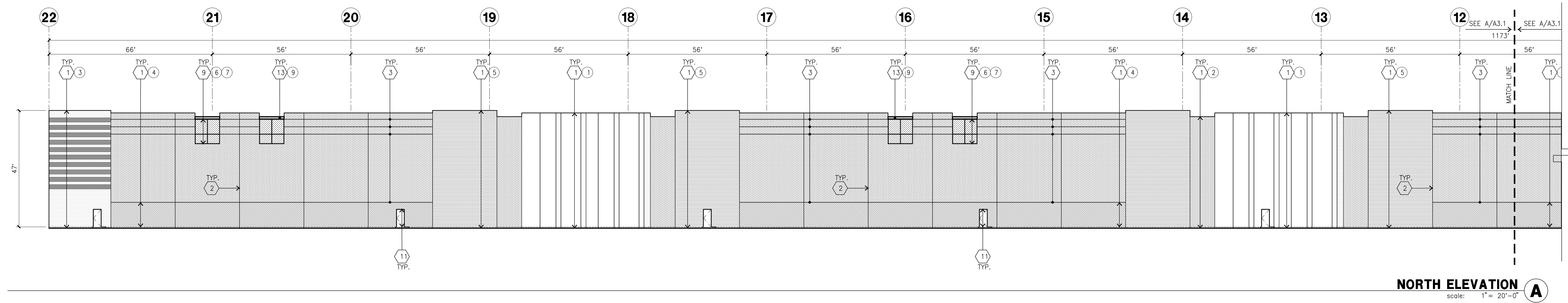
CIVIL	SB&O
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	EMERALD DESIGN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN

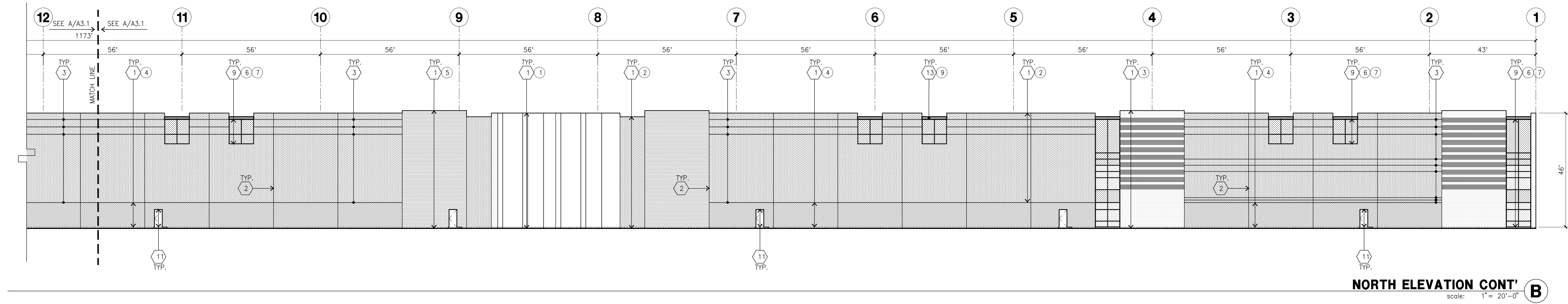
Project Number: 20219
Drawn by: Y.G.
Date: 02/04/22
Revision:

Sheet:
 DAB-A1.0
 PAM16-160

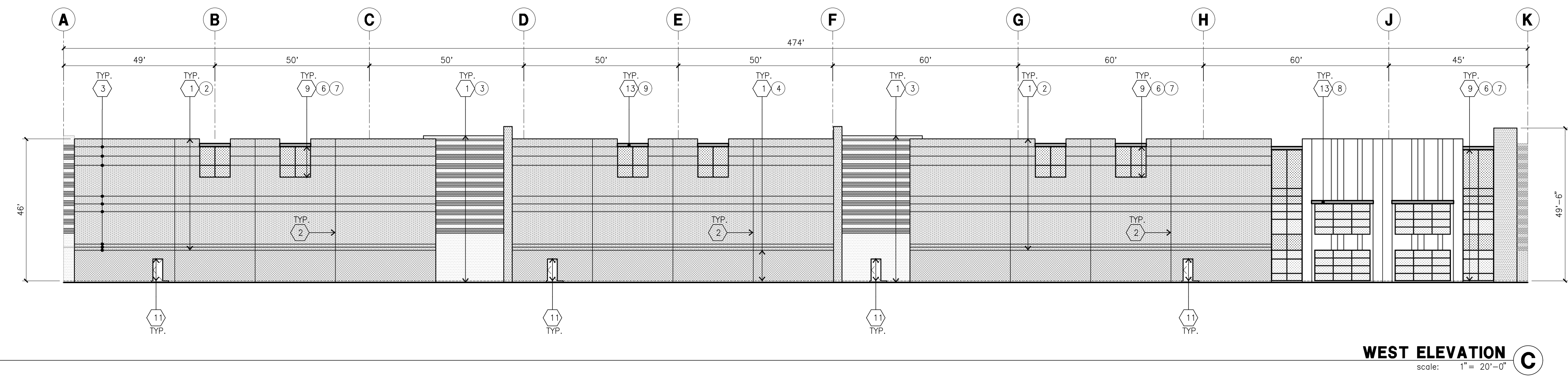
OFFICIAL USE ONLY



NORTH ELEVATION
scale: 1" = 20'-0"



NORTH ELEVATION CONT'
scale: 1" = 20'-0"



WEST ELEVATION
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED).
- 2 PANEL JOINT.
- 3 PANEL REVEAL.
- 4 CONCRETE TILT-UP SCREEN WALL.
- 5 OVERHEAD INSULATED DOOR @ DOCK HIGH.
- 6 OVERHEAD DOOR @ DRIVE THRU.
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- 8 DOCK BUMPER.
- 9 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 10 LOUVER (SIZE AND LOCATION APPROX. ONLY).
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- 12 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- 13 EXTERIOR CANOPY.
- 14 CORONADO STONE VENEER.

COLOR SCHEDULE - ELEVATIONS

- | | | | | |
|---|------------------------|------------|---|---------------------------------------|
| 1 | CONCRETE TILT-UP PANEL | PAIN | BRAND | SHERWIN WILLIAMS SW 7000 PURE WHITE |
| 2 | CONCRETE TILT-UP PANEL | PAIN | BRAND | SHERWIN WILLIAMS SW 7071 GRAY SCREEN |
| 3 | CONCRETE TILT-UP PANEL | PAIN | BRAND | SHERWIN WILLIAMS SW 7073 NETWORK GRAY |
| 4 | CONCRETE TILT-UP PANEL | PAIN | BRAND | SHERWIN WILLIAMS SW 7074 SOFTWARE |
| 5 | CONCRETE TILT-UP PANEL | PAIN | BRAND | SHERWIN WILLIAMS SW 7076 CYBERSPACE |
| 6 | MULLIONS | COLOR | CLEAR ANODIZED | |
| 7 | GLAZING | FINISH | BLUE REFLECTIVE | |
| 8 | METAL CANOPY | MODEL NAME | SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE SW 7072 ONLINE | |
| 9 | METAL CANOPY | MODEL NAME | SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE SW 7074 SOFTWARE | |

GLAZING LEGEND

- TEMPERED VISION GLASS
 - TEMPERED SPANDREL GLASS
- ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

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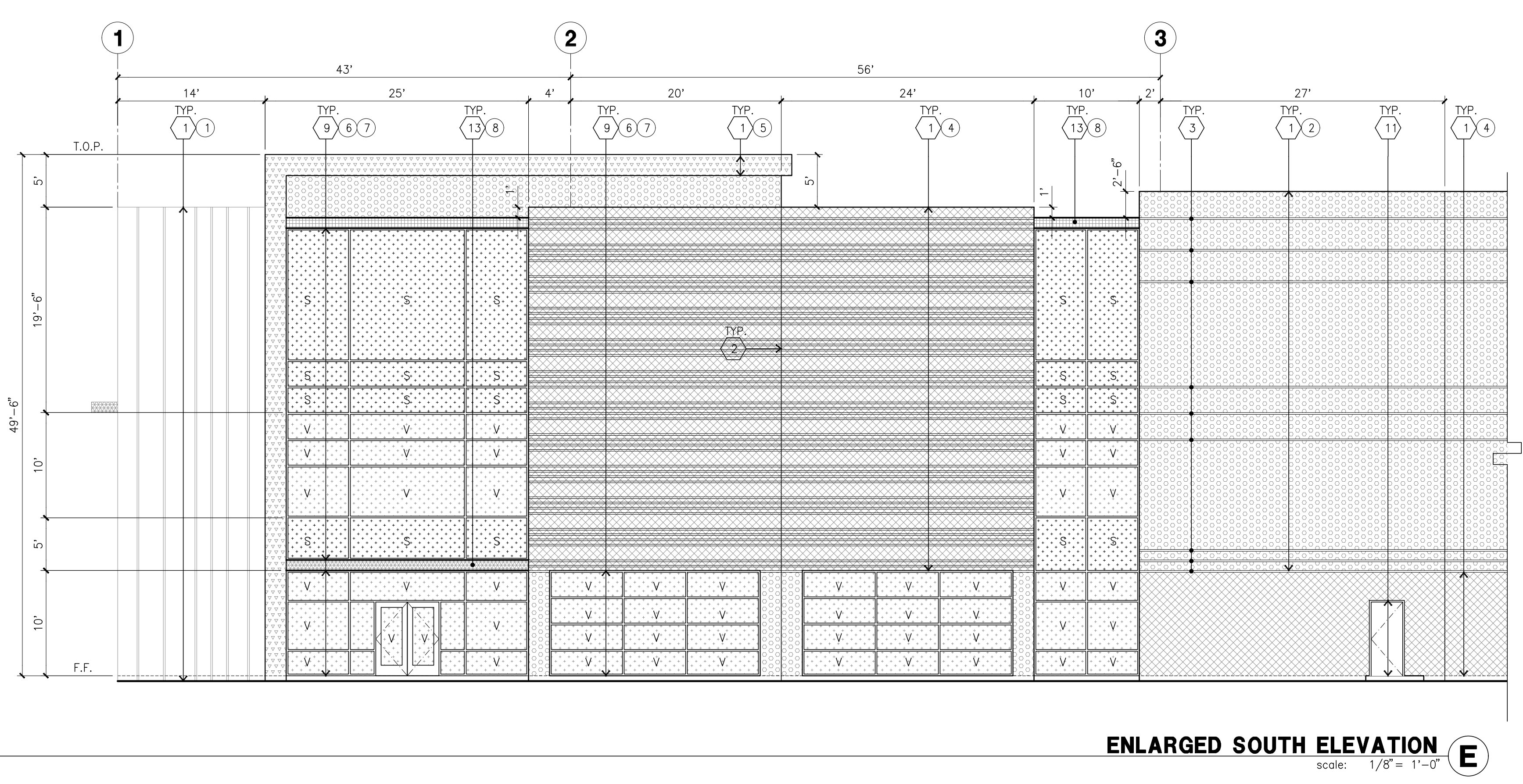
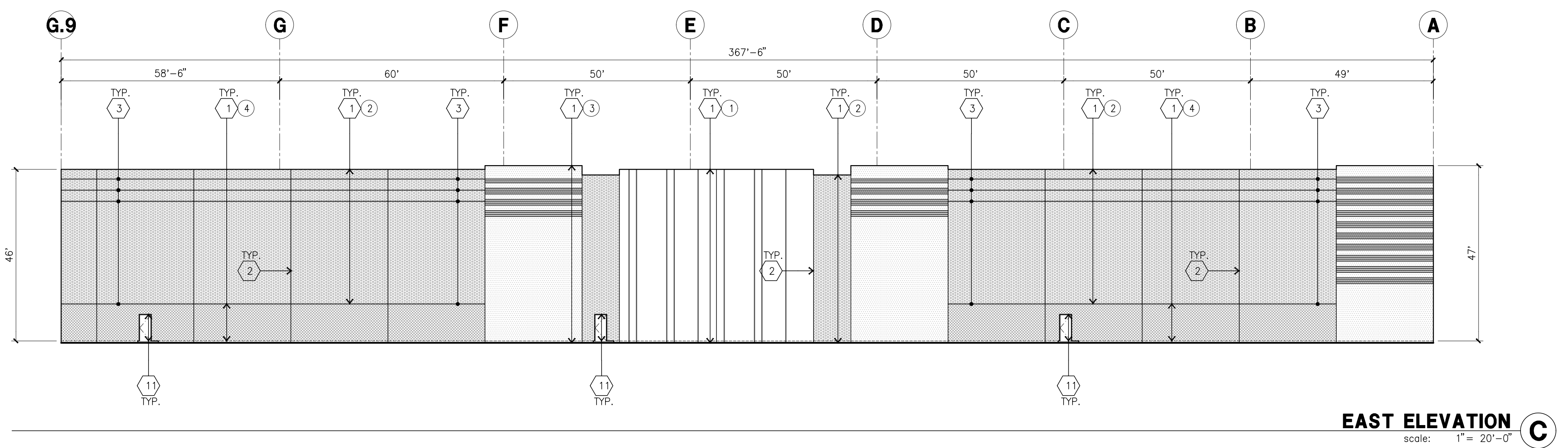
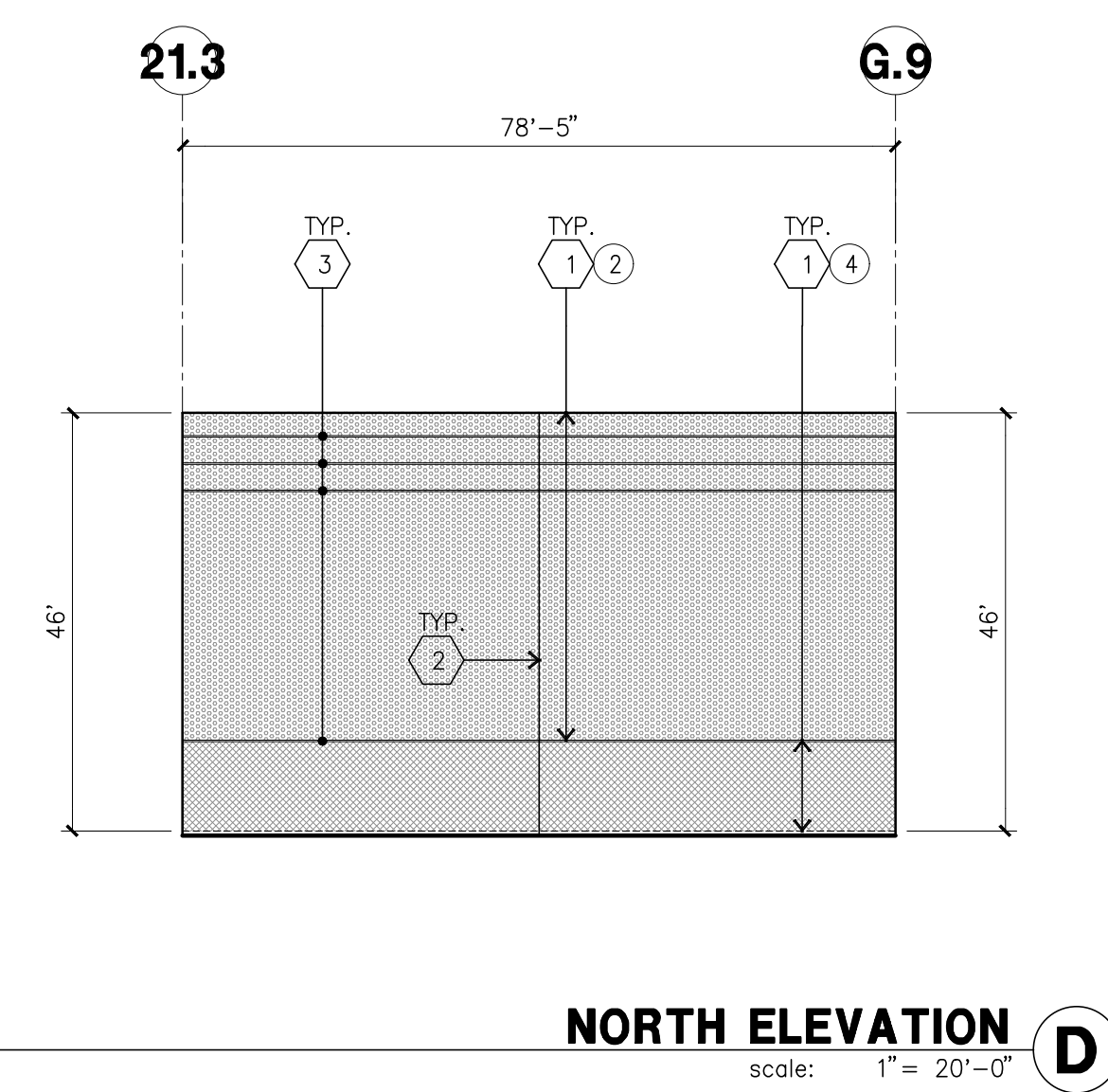
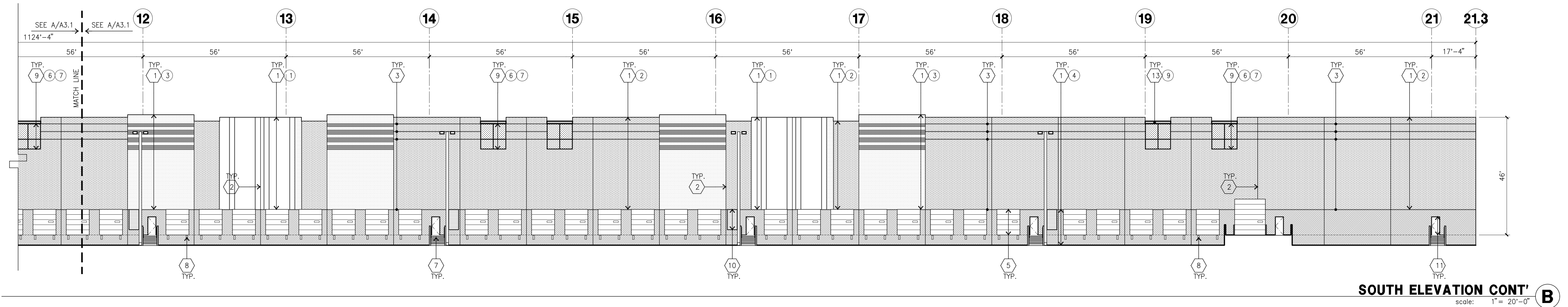
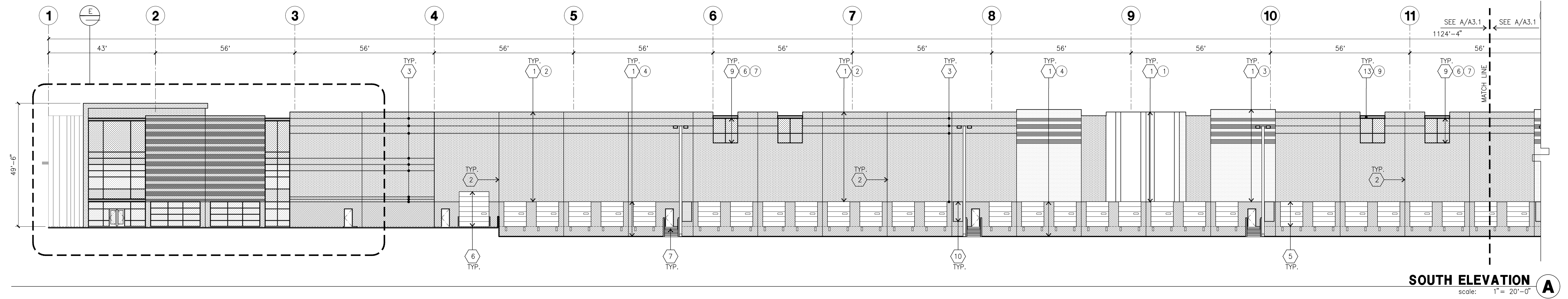
CIVIL	SB&O
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	EMERALD DESIGN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATIONS

Project Number: 20219
Drawn by: Y.G.
Date: 02/04/22
Revision:

Sheet:

1-DAB-A3.1
PAM16-160



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COLOR SCHEDULE - ELEVATIONS

KEYNOTE	DESCRIPTION	PAINT BRAND	COLOR
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7	GLAZING	BLUE REFLECTIVE	
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HPA architecture

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LICENSED ARCHITECT
YOUNG NAM
9-31-21
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

RICHLAND COMPUNITIES

RICHLAND

3161 Michelson Drive, Suite 425,
Irvine, CA 92615
tel: 714.932.0650

Project:

MAPES RD AND GOETZ RD.

PERRIS, CA

Consultants:

CIVIL	SB&O
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	EMERALD DESIGN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATIONS

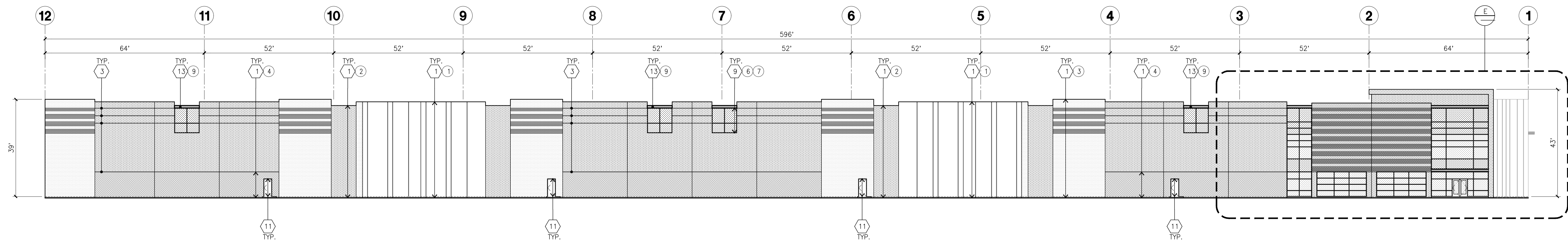
Project Number: 20219

Drawn by: Y.G

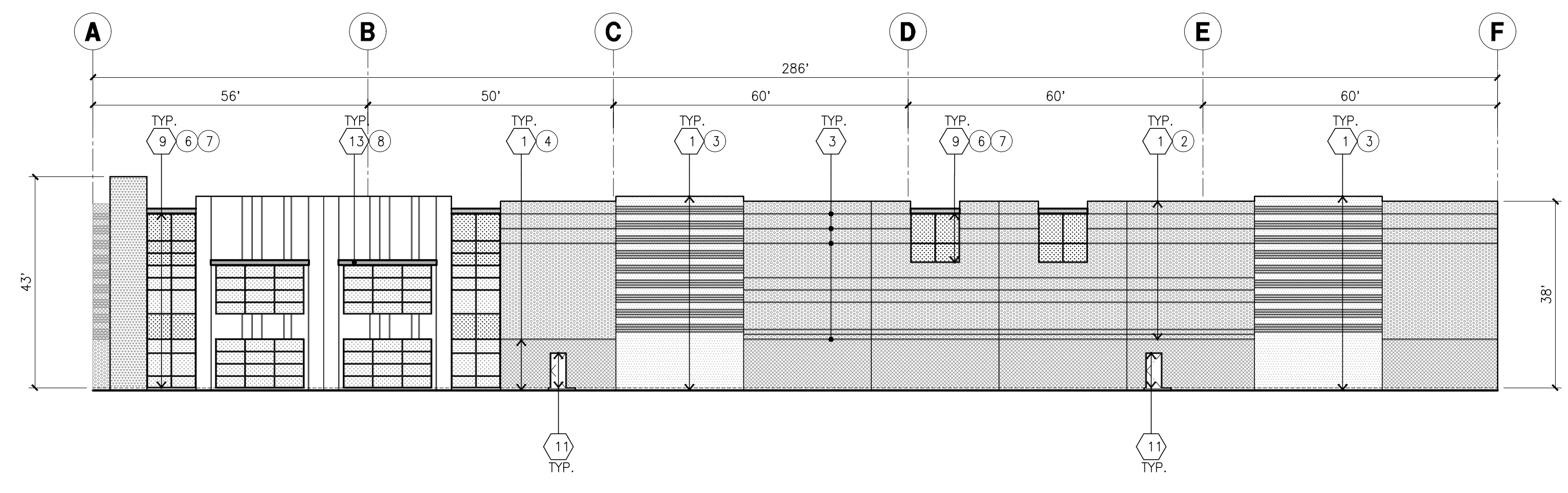
Date: 02/04/22

Revision:

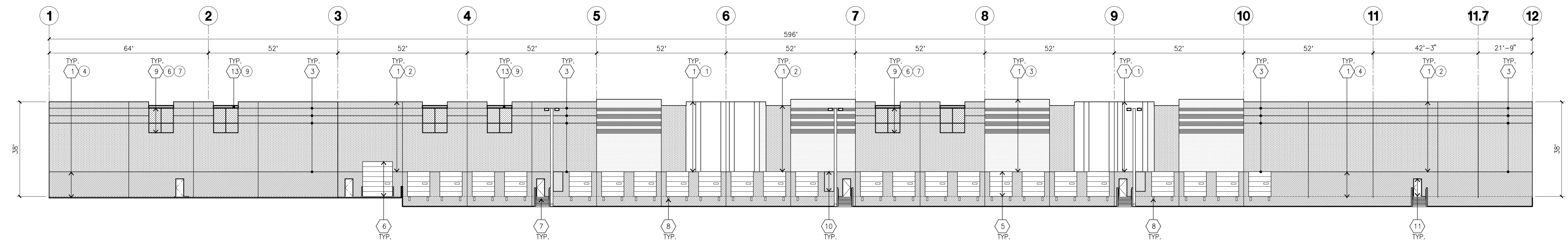
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PAM16-160



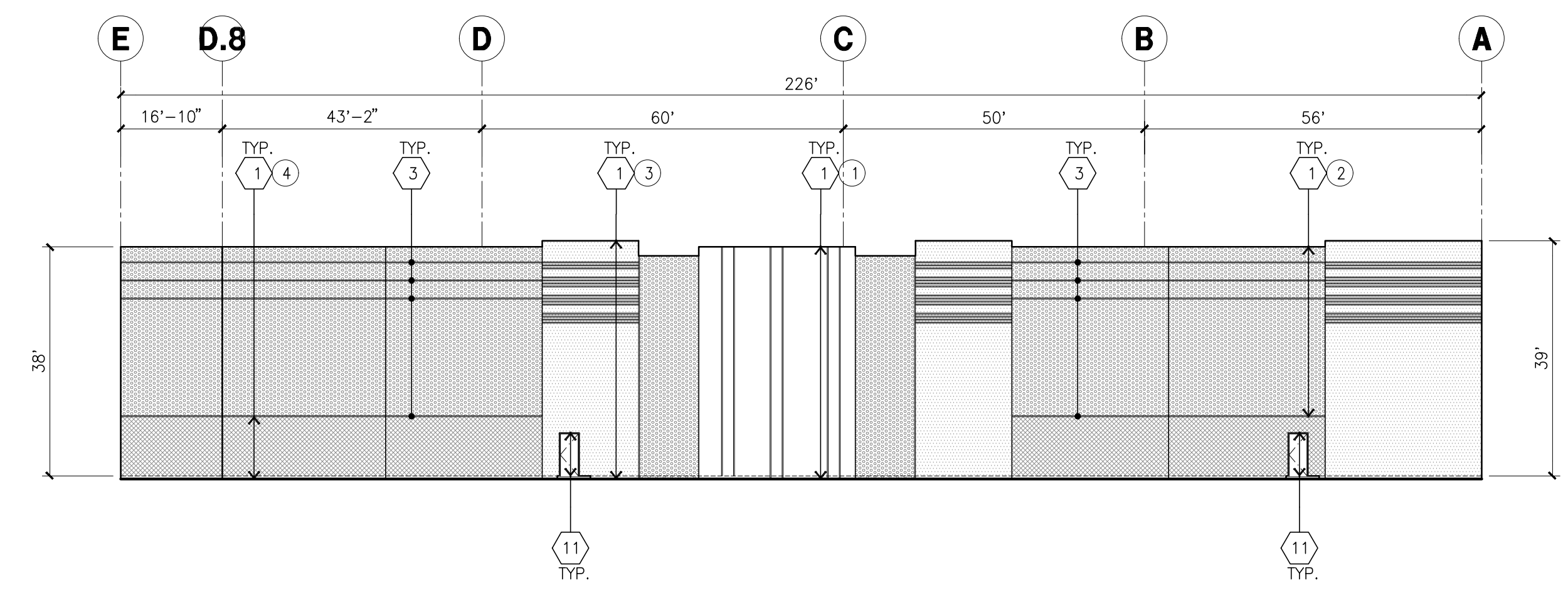
NORTH ELEVATION
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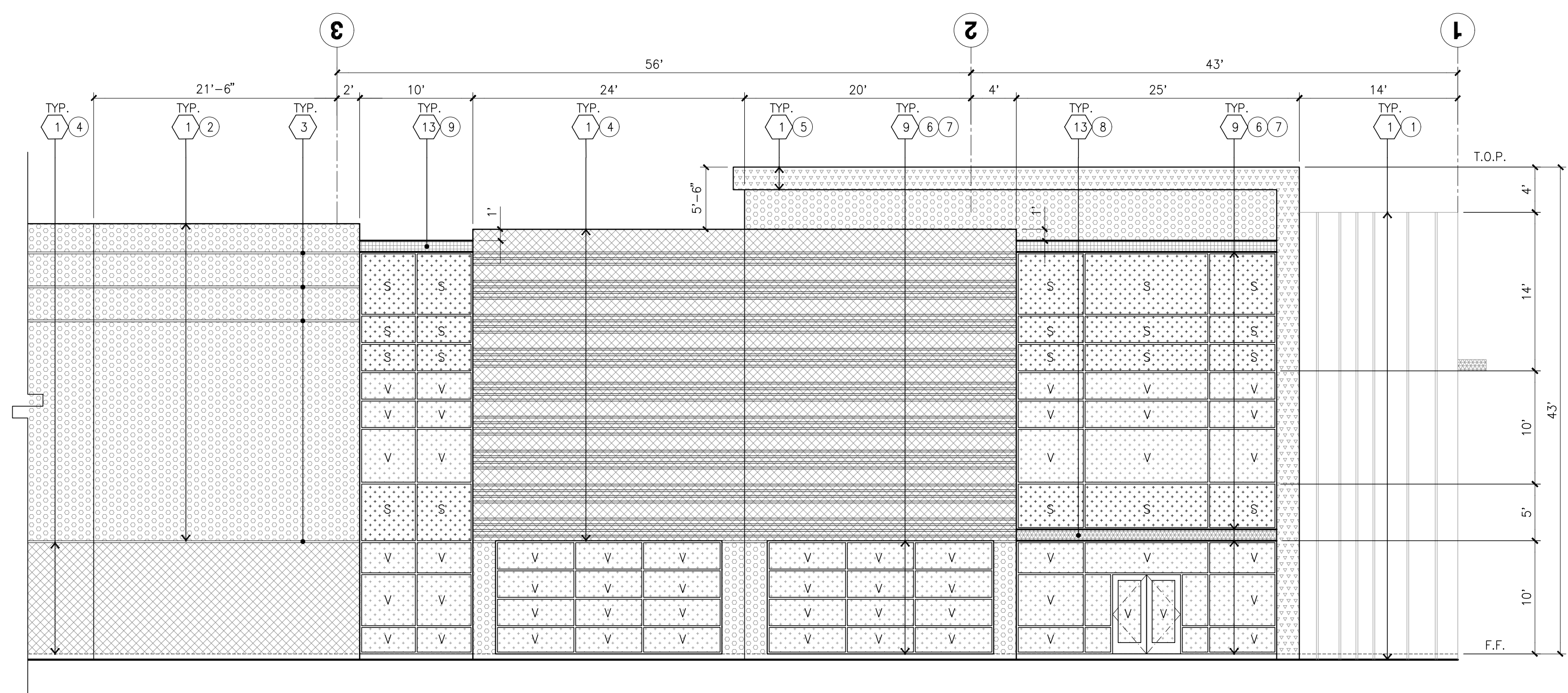
WEST ELEVATION
scale: 1" = 20'-0"



SOUTH ELEVATION
scale: 1" = 20'-0"



EAST ELEVATION
scale: 1" = 20'-0"



ENLARGED NORTH ELEVATION
scale: 1/8" = 1'-0"

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GLAZING LEGEND

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COLOR SCHEDULE - ELEVATIONS

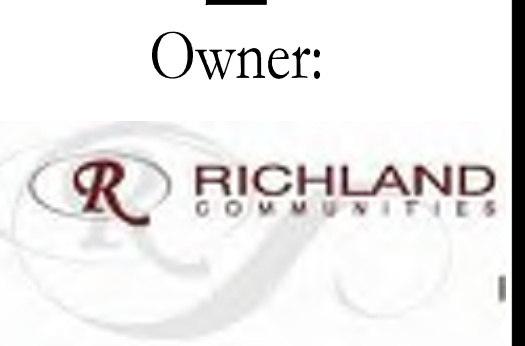
- | | | | |
|--|--------------------------|-------------|--|
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Title: ELEVATIONS

Project Number: 20219
Drawn by: Y.G
Date: 02/04/22
Revision:

Sheet:

2-DAB-A3.1

PAM16-160



DATE	REVISION	BY

EMERALD DESIGN GROUP
 30 N. Harbor Blvd, Suite 222
 Fullerton, California 92832
 Phone: (714) 771-1111
 Email: charles@emeraldgroup.com

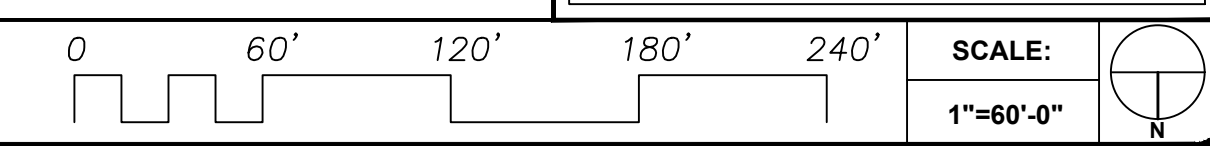
HPA
 1831 BARDEEN AVE, SUITE #100
 IRVINE, CALIFORNIA
 (949) 863-1770

RICHLAND PERRIS
 CORNER OF MAPES RD & GOETZ RD
 CITY OF PERRIS

LANDSCAPE CONCEPT

JOB NAME: RICHLAND PERRIS
 DRAWN BY: EFAC
 CHECKED BY: CL
 DATE: 2/2/22
SHEET NO.
LC1

PROGRESS DRAWING
 These documents are subject to change due to public agency comment, client-requested revisions, and/or owner review, and are therefore NOT ACCEPTABLE FOR BIDDING OR CONSTRUCTION. The landscape architect is not responsible for contract bids or project construction made from any document bearing this note.



SHRUB / GROUND COVER LEGEND

1 SHRUB PER 30 SF OF LANDSCAPE, 80% TO BE 5 GALLON OR LARGER

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
PARKING LOT SCREENING SHRUBS				
●	WESTRINGIA 'BLUE GEM'	BLUE GEM COAST ROSEMARY	5 GAL	LOW
●	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	LOW
SLOPE AND/OR BIOSWALE PLANTING				
■	BACCHARIS 'PIGEON POINT'	DWARF COYOTE BUSH		
■	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY		
■	SALVIA APIANA	WHITE SAGE		
■	WESTRINGIA 'BLUE GEM'	BLUE GEM WESTRINGIA		
ENHANCED PLANTING				
■	AGAVE PARRYI VAR. TRUNCATA	ARTICHOKE AGAVE	5 GAL	LOW
■	BULBINE FRUTESCENS	BULBINE	1 GAL	LOW
■	CHAMAEROPS HUMILIS MULTI TRUNK	MEDITERRANEAN FAN PALM	15 GAL	LOW
■	DIANELLA 'CLARITY BLUE'	CLARITY BLUE DIANELLA	1 GAL	LOW
■	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	VERY LOW
■	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	LOW
TYPICAL PLANTING				
■	AGAVE AMERICANA	CENTURY PLANT		VERY LOW
■	CAESALPINIA GILLIESII	DESERT BIRD OF PARADISE	5 GAL	LOW
■	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL	LOW
■	DASYLIRION WHEELERI	DESERT SPOON	5 GAL	LOW
■	GALVEZIA SPECIOSA 'FIRECRACKER'	ISLAND BUSH SNAPDRAGON	5 GAL	LOW
■	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW
■	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY 'EVE CASE'	5 GAL	LOW
■	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
■	TRICHOSTEMA LANATUM	WOOLLY BLUE CURLS	5 GAL	LOW
●	LARGE DECORATIVE BOULDERS			

TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
⊕	BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX	149	LOW
⊕	CERCIDIUM 'DESERT MUSEUM' MULTI TRUNK	DESERT MUSEUM PALO VERDE	36" BOX	16	LOW
⊕	PINUS HALEPENSIS	ALEPPO PINE	24" BOX	24	LOW
⊕	RHUS LANCEA STANDARD TRUNK	AFRICAN SUMAC	36" BOX	36	LOW
⊕	RHUS LANCEA MULTI TRUNK	AFRICAN SUMAC	36" BOX	5	LOW

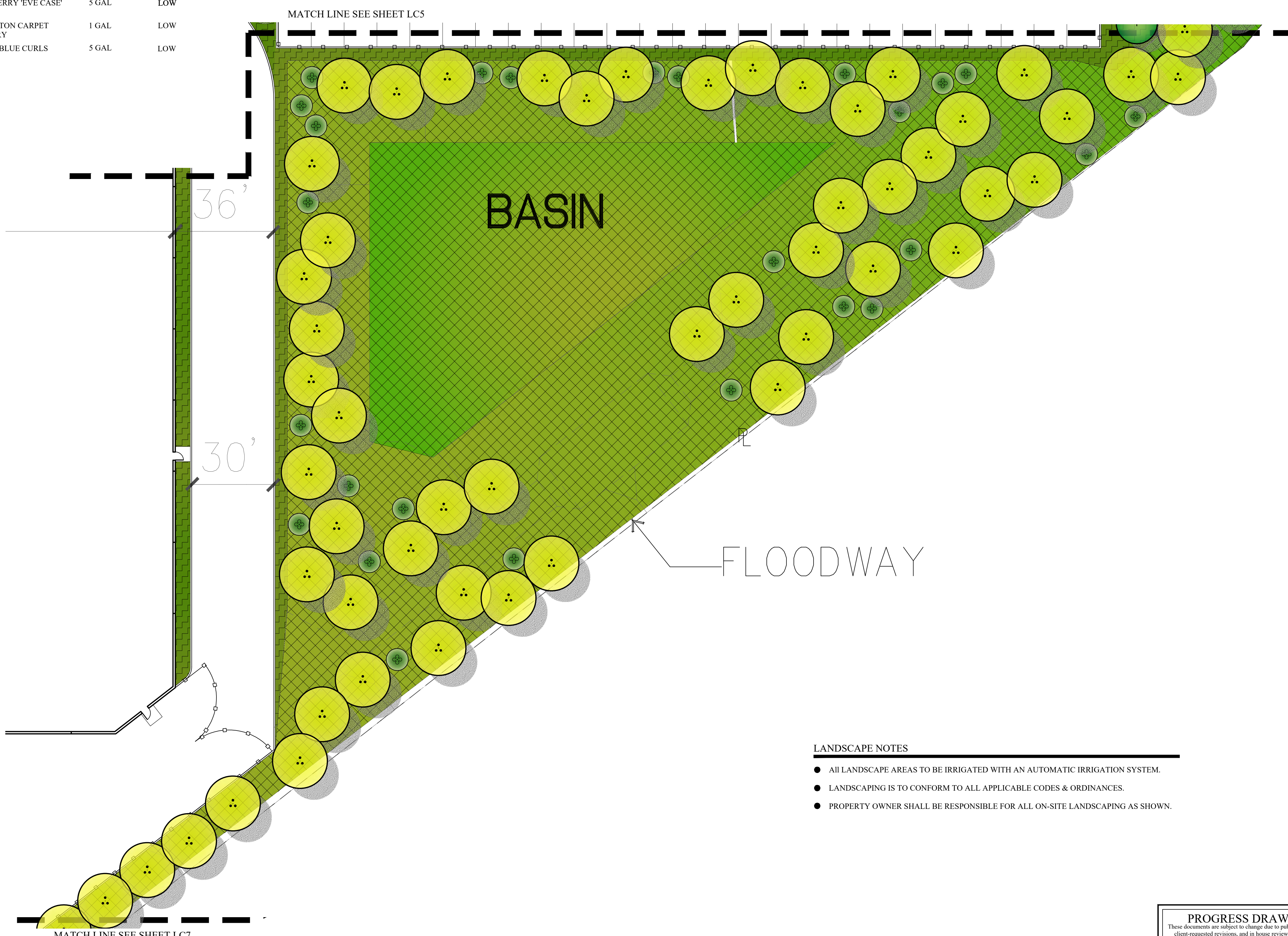
PARKING LOT TREE REQUIREMENTS:
 TOTAL PARKING LOT TREES REQUIRED = 67
 TOTAL PARKING LOT TREES PROVIDED = 138
 TOTAL TREES @ 36" BOX SIZE = 51 (37%)

SLOPE PLANT LEGEND (SLOPE = 55,580 SF)

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
⊕	CERCIDIUM 'DESERT MUSEUM' MULTI TRUNK	DESERT MUSEUM PALO VERDE	15 GAL	97	LOW
⊕	HETEROMELES ARBUTIFOLIA	TOYON TREE	5 GAL	42	LOW

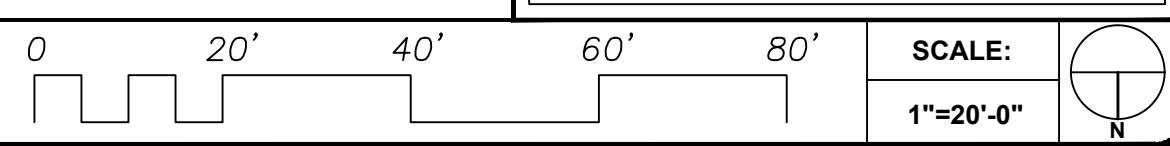
SLOPE TREES REQUIRED = 139
 SLOPE TREES PROVIDED = 15 GALLON- 97 (70%), 5 GALLON- 42 (30%)

SLOPE SHRUB REQUIREMENTS:
 5 GALLON SHRUBS EVERY 75 SF + GROUND COVER
 1 GALLON SHRUBS EVERY 60 SF



- LANDSCAPE NOTES**
- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
 - LANDSCAPING IS TO CONFORM TO ALL APPLICABLE CODES & ORDINANCES.
 - PROPERTY OWNER SHALL BE RESPONSIBLE FOR ALL ON-SITE LANDSCAPING AS SHOWN.

PROGRESS DRAWING
 These documents are subject to change due to public agency comment, client-requested revisions, and/or those review, and are therefore, NOT ACCEPTABLE FOR BIDDING OR CONSTRUCTION. The landscape architect is not responsible for contract bids or project construction made from any document bearing this note.



DATE	REVISION

EMERALD DESIGN
 30 N. Harbor Blvd, Suite 222
 Fullerton, California 92832
 Phone: (714) 771-1111
 California License #1098
 Email: chris@emeraldhd.com

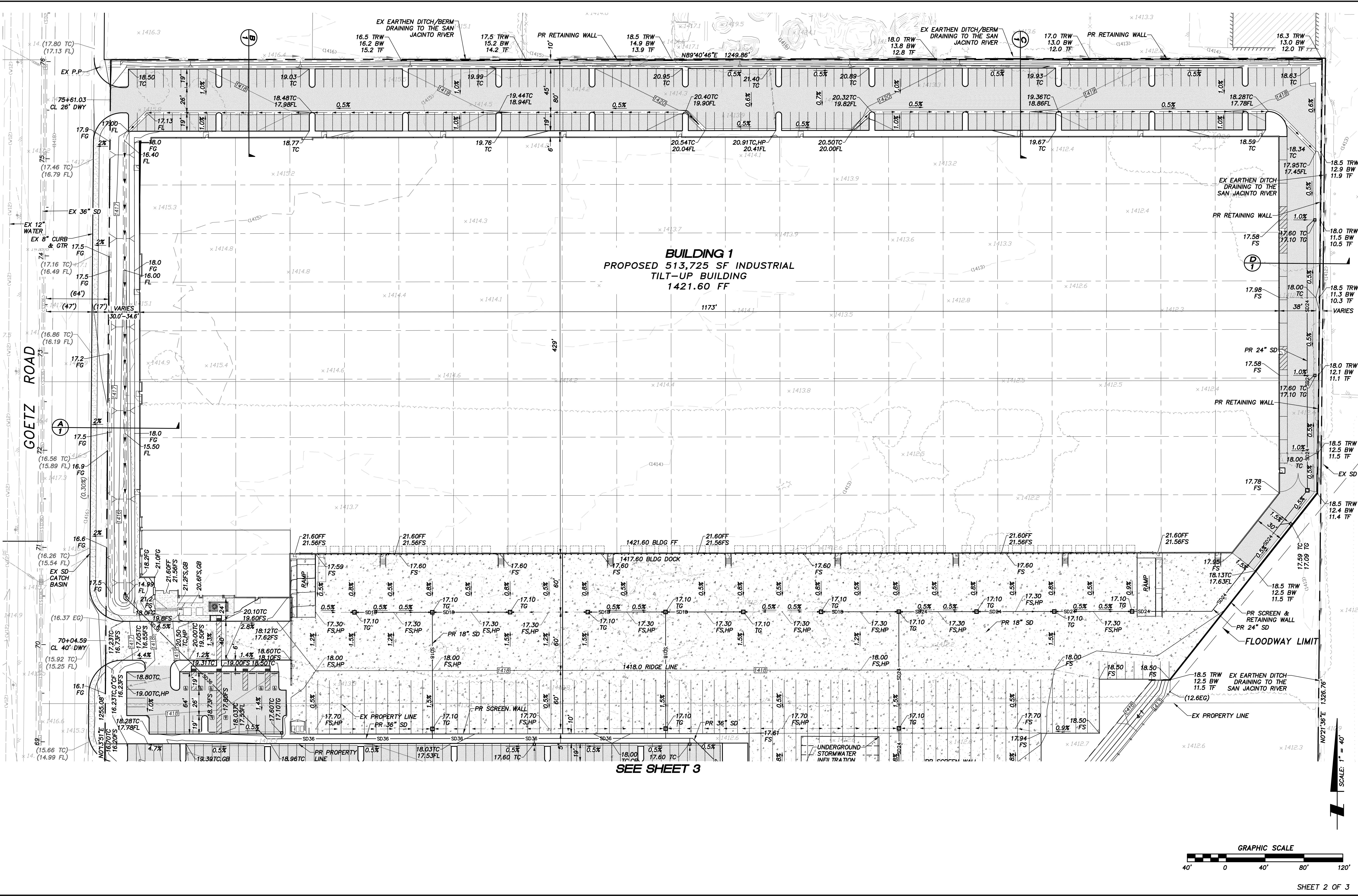
HPA
 1831 BARDEEN AVE, SUITE #100
 IRVINE, CALIFORNIA
 (949) 863-1770

RICHLAND PERRIS
 CORNER OF MAPES RD & GOETZ RD
 CITY OF PERRIS

LANDSCAPE CONCEPT

JOB NAME: RICHLAND PERRIS
 DRAWN BY: EFIAC
 CHECKED BY: CL
 DATE: 2/2/22

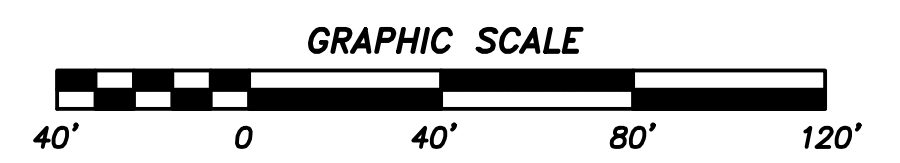
SHEET NO.
LC6



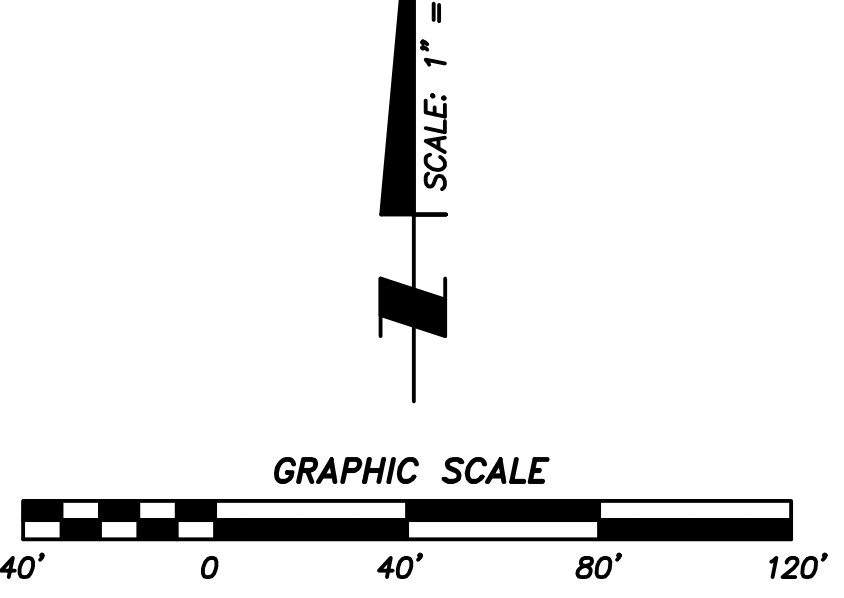
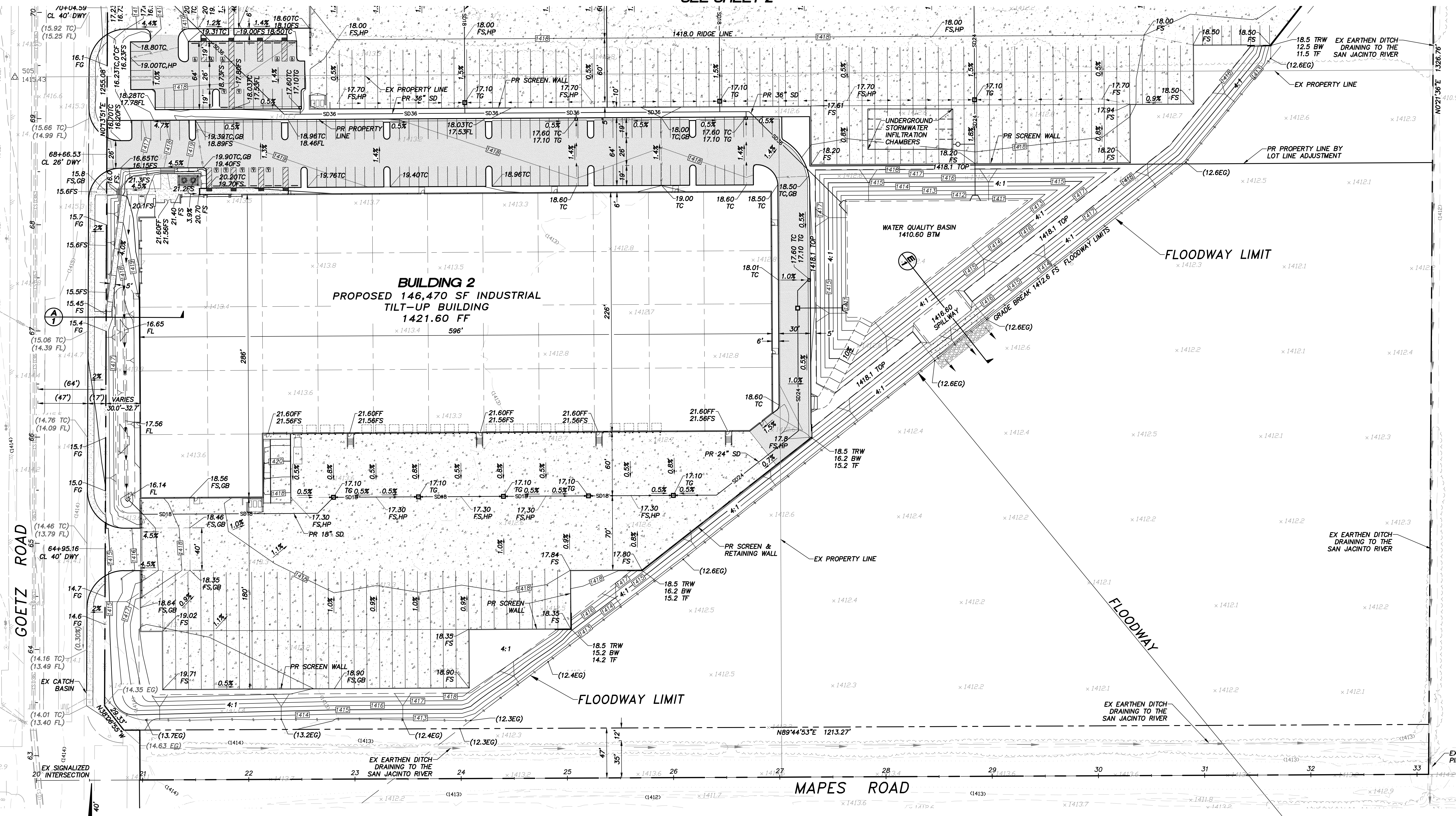
BUILDING 1
 PROPOSED 513,725 SF INDUSTRIAL
 TILT-UP BUILDING
 1421.60 FF

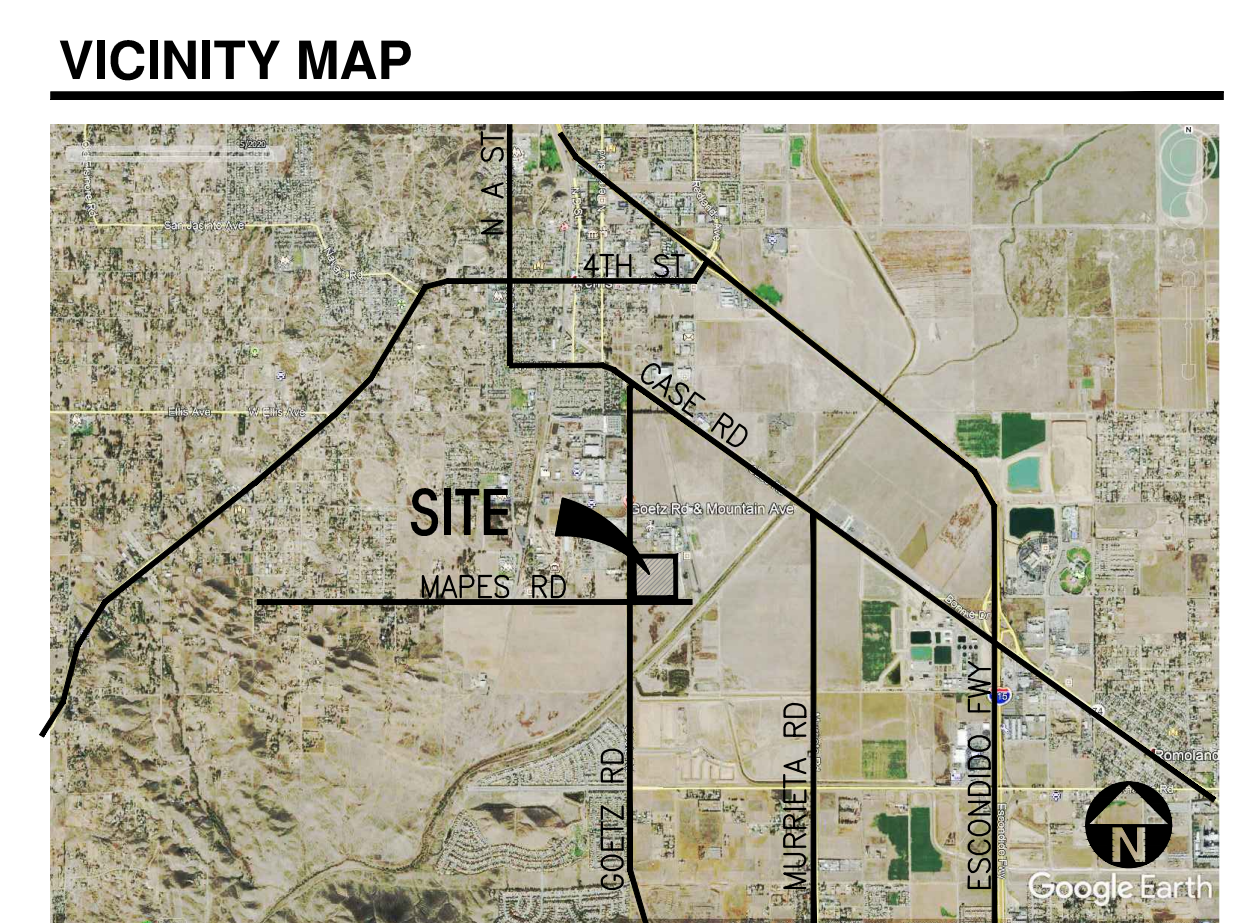
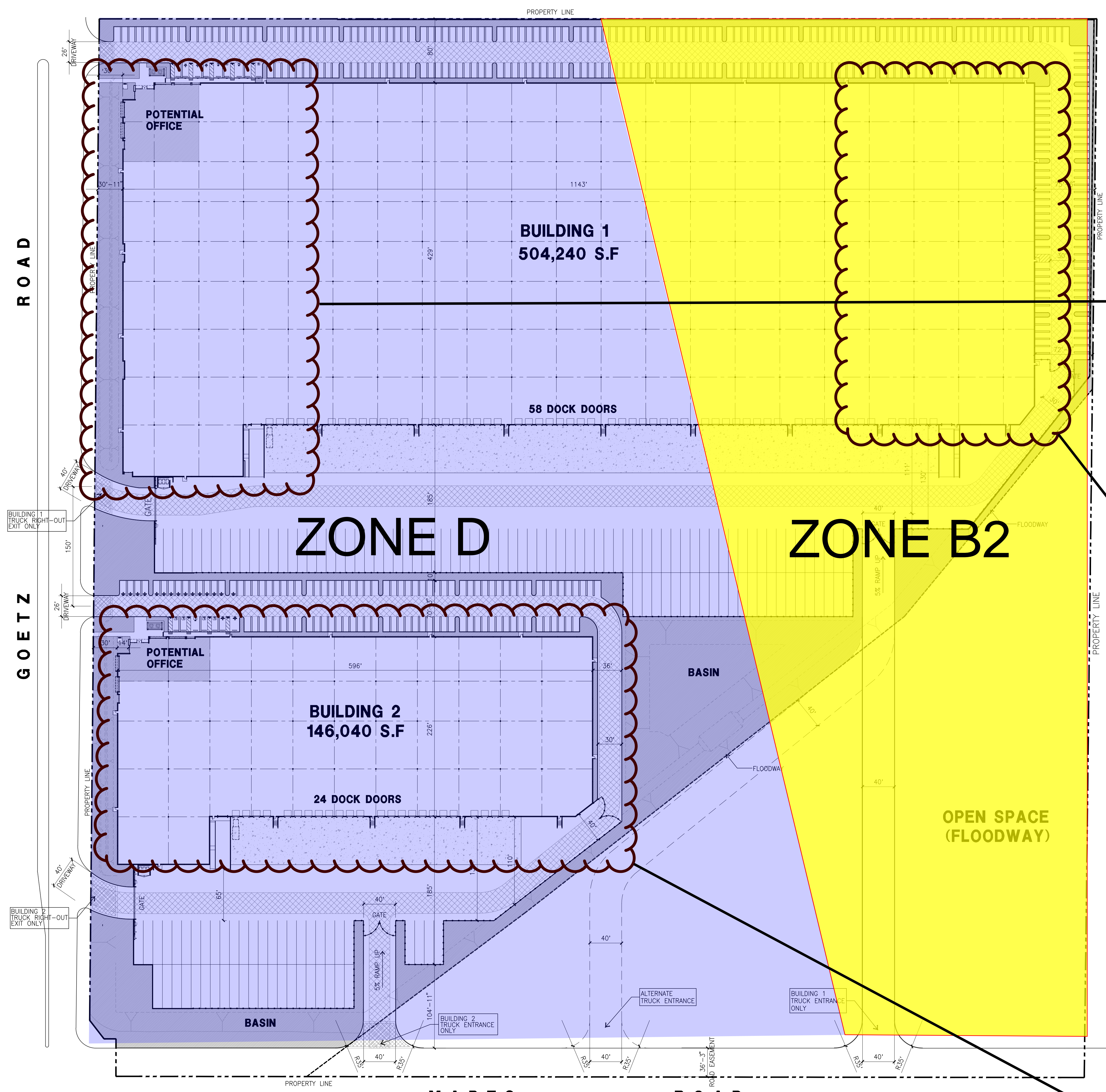
SEE SHEET 3

GOETZ ROAD



SEE SHEET 2





PROPERTY OWNER
 RICHLAND
 3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92615
 CONTACT: DEREK BARBOUR
 TEL: 714.932.0650
 EMAIL: DBARBOR@RICHLANDCOMMUNITIES.COM

ADDRESS OF THE PROPERTY
 MAPES RD. AND GOETZ RD.

ASSESSOR'S PARCEL NUMBER
 330-100-005 330-100-027
 330-100-006 330-100-025

LEGAL DESCRIPTION
 PARCEL ONE: (APN: 330-100-005)
 LOT 5 OF EHRMAN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP RECORDED IN BOOK 11 PAGE 544 OF MAPS, SAN DIEGO COUNTY RECORDS, EXCEPTING THEREFROM THAT PORTION OF LAND CONVEYED TO THE CITY OF PERRIS, A MUNICIPAL CORPORATION AND GENERAL LAW CITY, IN GRANT DEED RECORDED JUNE 28, 2019, AS INSTRUMENT NO. 2019-0236246 OF OFFICIAL RECORDS.

PROJECT DATA

Existing Grade: 1415.1
Proposed Grade: 1421.6
Proposed Building Height*: 46'
Proposed Roof Elevation: 1467.6
**Note: small sections of parapet walls to up to 47' tall*

Standard (9' x 19')	263	91
Accessible Parking (9' x 19')	6	4
Accessible Van Parking (12' x 19')	2	1
EV Parking (9' x 19')	28	11
EV Standard Accessible (9' x 19')	1	1

Existing Grade: 1412.5
Proposed Grade: 1421.6
Proposed Building Height*: 46'
Proposed Roof Elevation: 1467.6
**Note: small sections of parapet walls to up to 49.6' tall*

GENERAL NOTES - SITE PLAN

- THE SOILS REPORT PREPARED BY SOCAL GEO PROJ. NO. _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
- APP.
- WITH APP.

ZONING
 ZONING DESIGNATION - LIGHT INDUSTRIAL

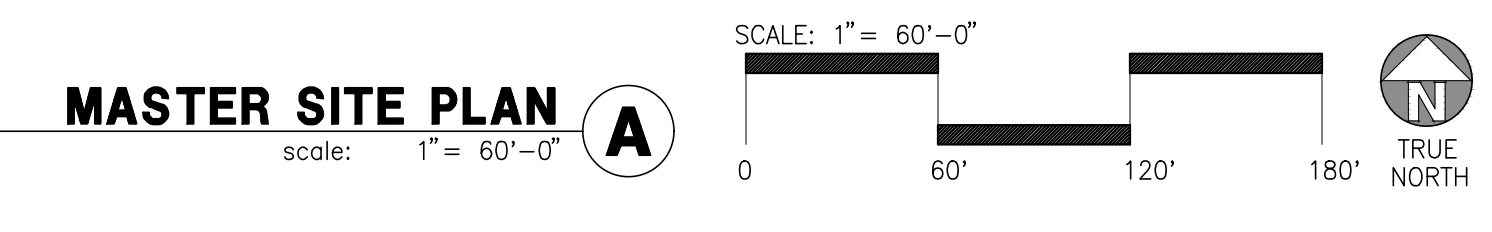
APPLICANT
 HPA, INC.
 18831 BARDEEN AVE SUITE 100
 IRVINE CA 92612
 TEL: (949) 862-2127
 CONTACT: YUNXUAN GUO

APPLICANT'S REPRESENTATIVE
 HPA, INC.
 18831 BARDEEN AVE SUITE 100
 IRVINE CA 92612
 TEL: (949) 862-2127
 CONTACT: YUNXUAN GUO

SITE LEGEND

	LANDSCAPED AREA		LIGHT STANDARD
	AC. PAVING - SEE "C" DRWS. FOR THICKNESS		EXISTING PUBLIC FIRE HYDRANT
	CONCRETE PAVING - SEE "C" DRWS. FOR THICKNESS		PRIVATE FIRE HYDRANT - APPROXIMATE LOCATION
	CHAIN LINK FENCE		PEDESTRIAN WALKWAY WITH LED WARNING LIGHTS
	PROPERTY LINE		CATCH BASIN, APPROX. LOCATION. SEE CIVIL DRWS.
	STANDARD PARKING STALL (9' x 19')		WATER LINE SEE CIVIL DRWS
	HANDICAP PARKING STALL (9' x 19')		GAS LINE SEE CIVIL DRWS
	PATH OF TRAVEL		SEWER LATERAL SEE CIVIL DRWS.

Existing Grade: 1413.5
Proposed Grade: 1421.6
Proposed Building Height: 36'
Proposed Roof Elevation: 1457.6
**Note: small sections of parapet walls to up to 43' tall*



HPA architecture

hpa, inc.
 18831 bardeen avenue - ste. #100
 irvine, ca 92612
 tel: 949-863-1770
 fax: 949-863-0851
 email: hpa@hparchs.com

LICENSED ARCHITECT
 YOUNG NAM
 3-31-21
 RENEWAL DATE

Owner:

RICHLAND COMMUNITIES

RICHLAND
 3161 Michelson Drive, Suite 425,
 Irvine, CA 92615
 tel: 714.932.0650

Project:

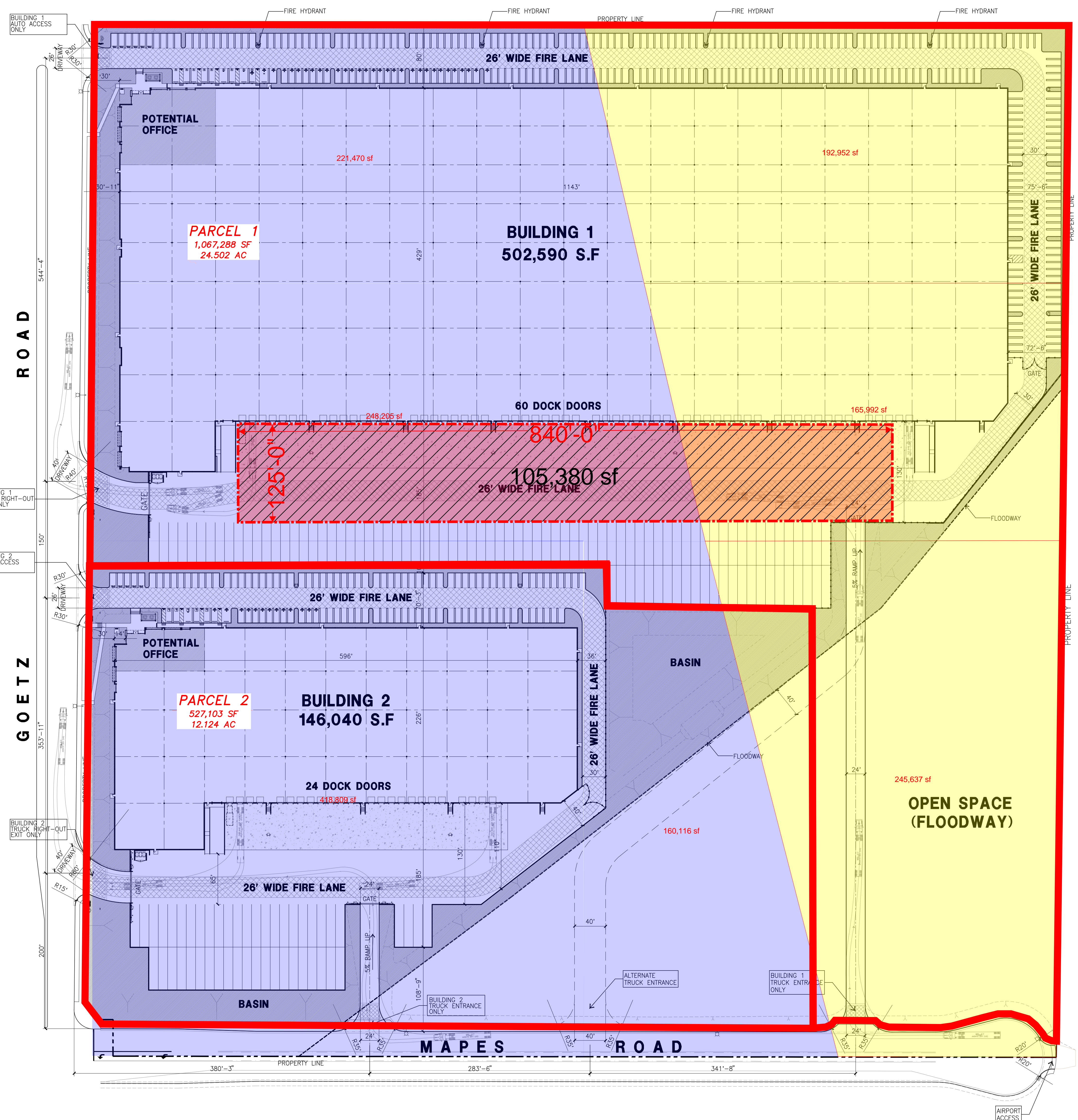
MAPES RD AND GOETZ RD.
 PERRIS, CA

Consultants:

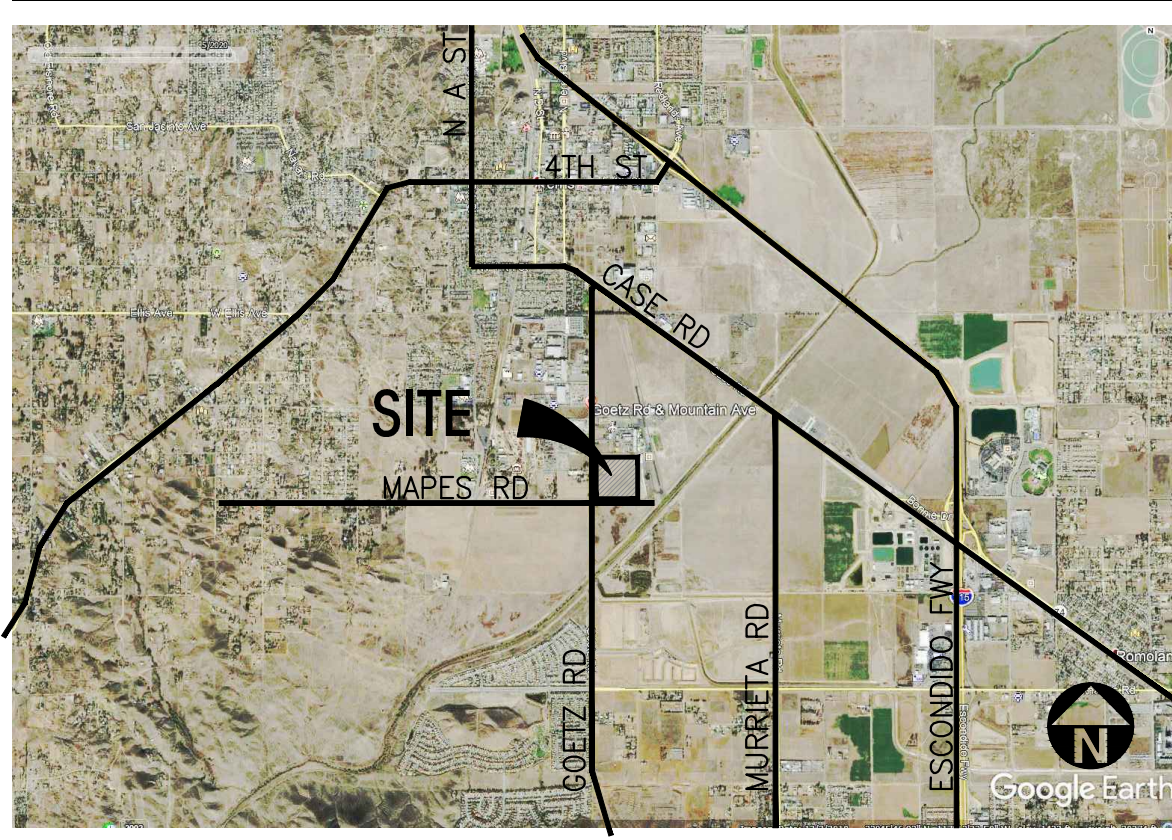
CIVIL STRUCTURAL SB&O
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE EMERALD DESIGN
 FIRE PROTECTION
 SOILS ENGINEER

Title: MASTER SITE PLAN

Project Number: 20219
 Drawn by: Y.G.
 Date: 03/31/22
 Revision:



VICINITY MAP



PROPERTY OWNER

RICHLAND
 3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92615
 CONTACT: DEREK BARBOUR
 TEL: 714.932.0650
 EMAIL: DBARBOUR@RICHLANDCOMMUNITIES.COM

ADDRESS OF THE PROPERTY

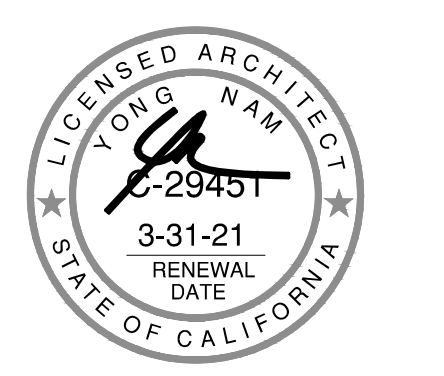
MAPES RD. AND GOETZ RD.
 CITY OF PERRIS

ASSESSOR'S PARCEL NUMBER

330-100-005 330-100-027
 330-100-006 330-100-025



hpa, inc.
 18831 bardeen avenue - ste. #100
 irvine, ca
 92612
 tel: 949-863-1770
 fax: 949-863-0851
 email: hpa@hparchs.com



Owner:

 RICHLAND
 3161 Michelson Drive, Suite 425,
 Irvine, CA 92615
 tel: 714.932.0650

Project:
 MAPES RD AND
 GOETZ RD.
 PERRIS, CA

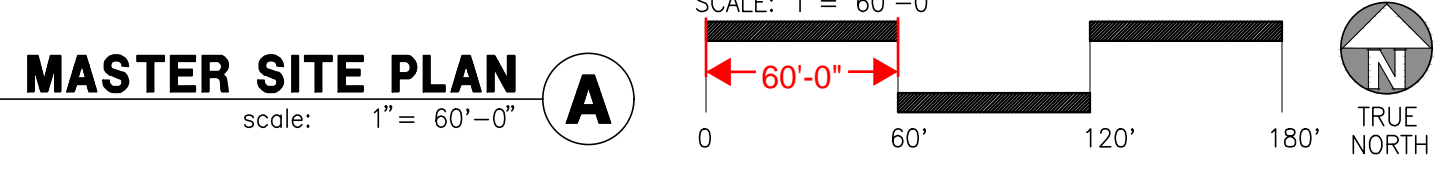
Consultants:

CIVIL	SB&O
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	EMERALD DESIGN
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN

Project Number: 20219
Drawn by: Y.G.
Date: 05/10/22
Revision:

Sheet:
 DAB-A1.0
 PAM16-160



OPEN LAND AREA SUMMARY
 Developed Site Area within Zone D = 23.5 AC (1,023,660 SF)
 Open Land Area Required (10%) = 2.35 AC (102,366 SF)
 Open Land Area Provided = 105,380 SF

OPEN LAND AREA:
 SHALL HAVE A MINIMUM DIMENSION OF 75' X 300' AND BE FREE OF MOST STRUCTURE AND OTHER MAJOR OBSTACLES SUCH AS WALLS, LARGE TREES OR POLES (GREATER THAN 4" DIA. MEASURED 4 FEET ABOVE THE GROUND), AND OVERHEAD WIRES.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Alfredo Garcia at (951) 943-5003.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: June 9, 2022

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1026PV22 – Richland Developers, Inc (Representative: Derek Barbour) – City of Perris Case No. DPR 22-00002 (Development Plan Review), TPM38446 (Tentative Parcel Map). A proposal to construct two industrial buildings with mezzanines totaling 659,130 square feet on 37.55 acres, located on the northeast corner of Goetz Road and Mapes Road The applicant also proposes to divide the site into two parcels (Airport Compatibility Zones B2 and D of the Perris Valley Airport Influence Area, and Zone E of March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: _____

Date Submitted: _____

AIA: _____

Zone: _____

Public Hearing _____

Staff Review _____

Applicant

Applicant

Full Name: _____

Applicant Address: _____

Phone: _____ Email: _____

Representative/ Property Owner Contact Information

Representative: _____ Email: _____

Phone: _____

Address: _____

Property Owner: _____ Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: _____ Phone: _____

Staff Contact: _____ Email: _____

Address: _____ : _____ :

Local Agency Case No.: _____

Project Location

Street Address: _____ Gross Parcel Size.: _____

Assessor's Parcel No.: _____

Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study.
(only if in Zone C or higher)

Data

Site Elevation:(above
mean sea level) _____

Height of Building or
structures: _____

What type of drainage basins are
being proposed and the square
footage: _____

Notice

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. REVIEW TIME: Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: June 9, 2022

CASE NUMBER: ZAP1088BD22 – City of Indio (Representative: Kevin Snyder)

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: ZTA2022-2 (General Plan Amendment, Zoning Code Amendment)

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

Airport Influence Area: Bermuda Dunes Airport

Land Use Policy: All Airport Compatibility Zones (A, B1, B2, C, D, and E)

Noise Levels: From below 55 CNEL to 65 CNEL from aircraft

MAJOR ISSUES: The proposed new Desert Estates Transition (DET) land use designation, which allows a density up to a maximum 3.0 dwelling units per acre, has two sites located within Compatibility Zone D, which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. While this has the potential to create conflicting densities, the City's General Plan references the density criteria of the Bermuda Dunes Airport Land Use Compatibility Plan (ALUCP), ensuring all underlying projects comply with the density criteria.

RECOMMENDATIONS: Staff recommends that the proposed City of Indio General Plan Amendments and related Zoning Code Amendment be found CONSISTENT with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: A City-initiated proposal to amend its General Plan 2040 in response to State housing legislation, including changes to the Land Use Element: creating 2 new land use designations (Suburban Neighborhood Low and High, and Connect Neighborhood Low and High); incorporating the new Desert Estates Transition land use designation, redesignating parcels to the new land use designations, and clean up parcels to address zoning consistency, property ownership, and existing uses on the ground. The City also proposes to update its Unified Development Code/Zoning Code to be consistent with the General Plan.

PROJECT LOCATION: All land subject to the land use jurisdiction of the City of Indio within the Airport Influence Area of Bermuda Dunes Airport, as delineated in the Bermuda Dunes ALUCP.

AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN UPDATE:

The project proposes amending its General Plan Land Use Element to include the following:

- Create 2 new land use designations in response to recent State legislation and in keeping with the original intent of the General Plan and current character of neighborhoods.
 - Split Suburban Neighborhood (up to 8 du/ac) into: Suburban Neighborhood Low (0 – 4 du/ac) and Suburban Neighborhood High (> 4 – 8 du/ac); and Split Connected Neighborhood (up to 20 du/ac) into: Connected Neighborhood Low (> 8 – 14 du/ac) and Connected Neighborhood High (> 14 – 20 du/ac).
- Incorporate the new Desert Estates Transition land use designations.
- Redesignate parcels to the new land use designations
- Clean up parcels to address zoning consistency, property ownership, and existing uses on the ground.

The proposed 2 new land use designations (Split Suburban Neighborhood and Split Connected Neighborhood) are either located within Compatibility Zone E of Bermuda Dunes Airport, which does not restrict residential density, or is outside of the airport influence area.

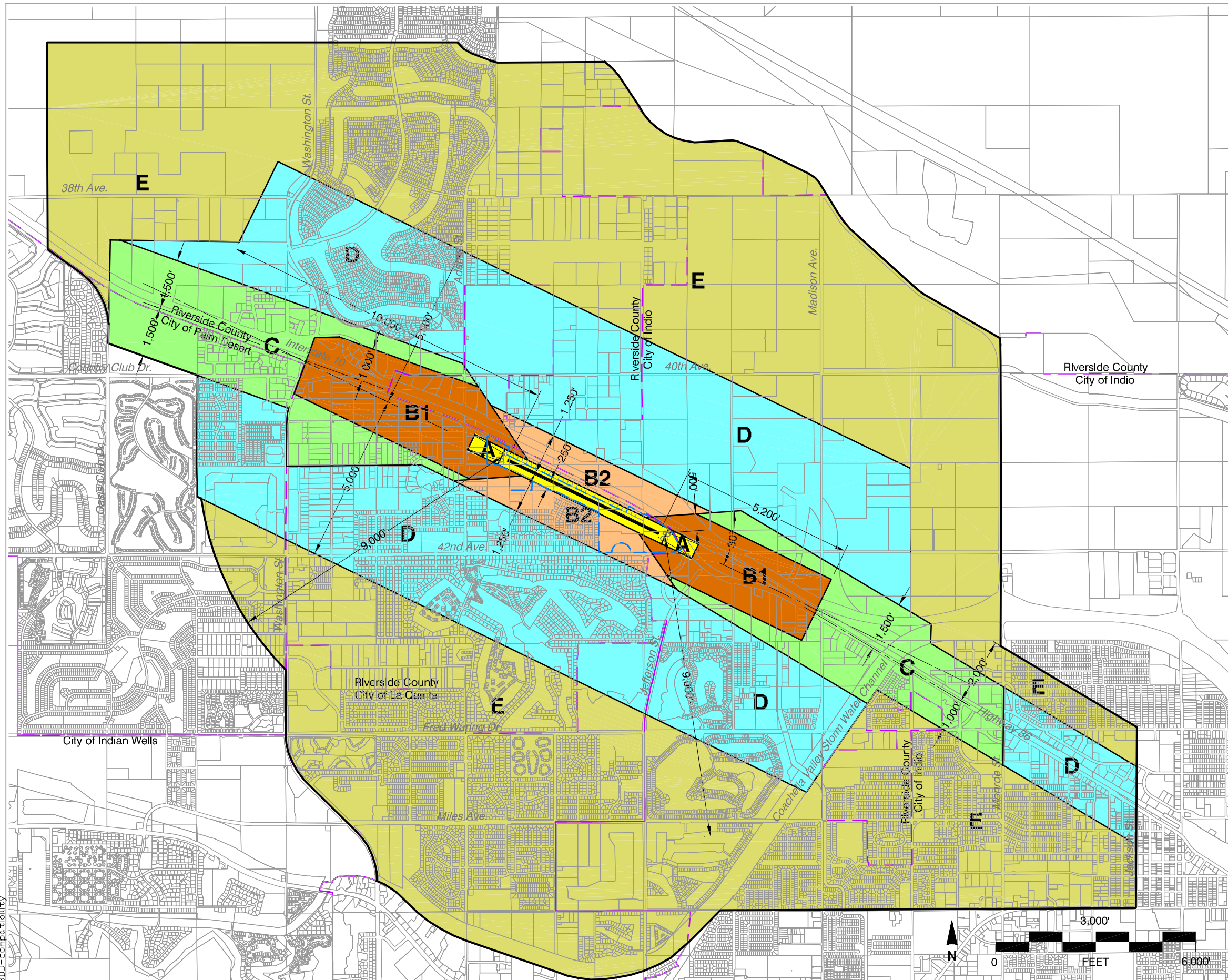
The new Desert Estates Transition (DET) land use designation, which allows a density up to a maximum 3.0 dwelling units per acre, has two sites located within Compatibility Zone D, which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. While this has the potential to create conflicting densities, the City's General Plan references the density criteria of the Bermuda Dunes Airport Land Use Compatibility Plan (ALUCP), ensuring all underlying projects comply with the density criteria.

AIRPORT LAND USE COMPATIBILITY REFERENCES IN ZONING CODE UPDATE:

As part of the proposed General Plan Update, the City is also considering its Unified Development Code/Zoning Code Update, which will implement the vision, goals, objectives, and policies of the General Plan. The Unified Development Code proposes the following Articles:








- Article 1: Introductory Provisions
- Article 2: Zone Regulations
- Article 3: Citywide Regulations
- Article 4: Regulations for Specific Uses
- Article 5: Subdivision Regulations
- Article 6: Administration and Procedures
- Article 7: Definitions

Article 2 references the Bermuda Dunes ALUCP, stating that projects shall be consistent with its criteria. Also, the proposed permitted land use table contains similar language identifying that all uses shall be consistent with the Bermuda Dunes ALUCP. These two measures will help ensure that projects are consistent with the ALUCP.



Legend

Compatibility Zones

-  Airport Influence Area Boundary
-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E

Boundary Lines

-  Airport Property Line
-  City Limits

Note

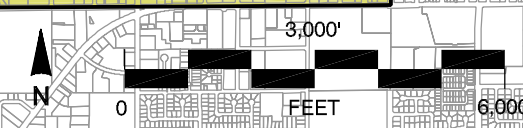
Southwestern edge of Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

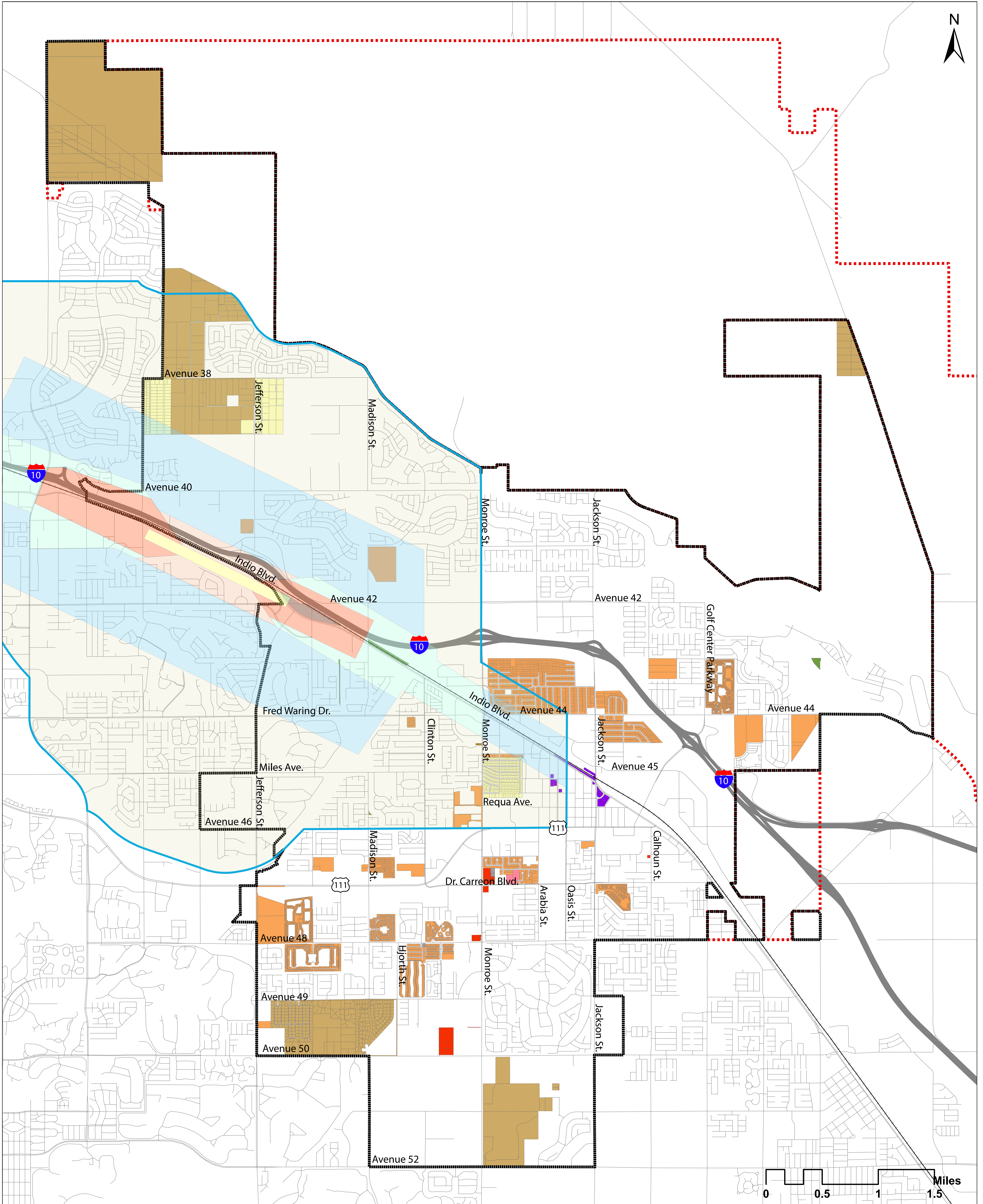
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted December 2004)

Map BD-1

Compatibility Map
Bermuda Dunes Airport

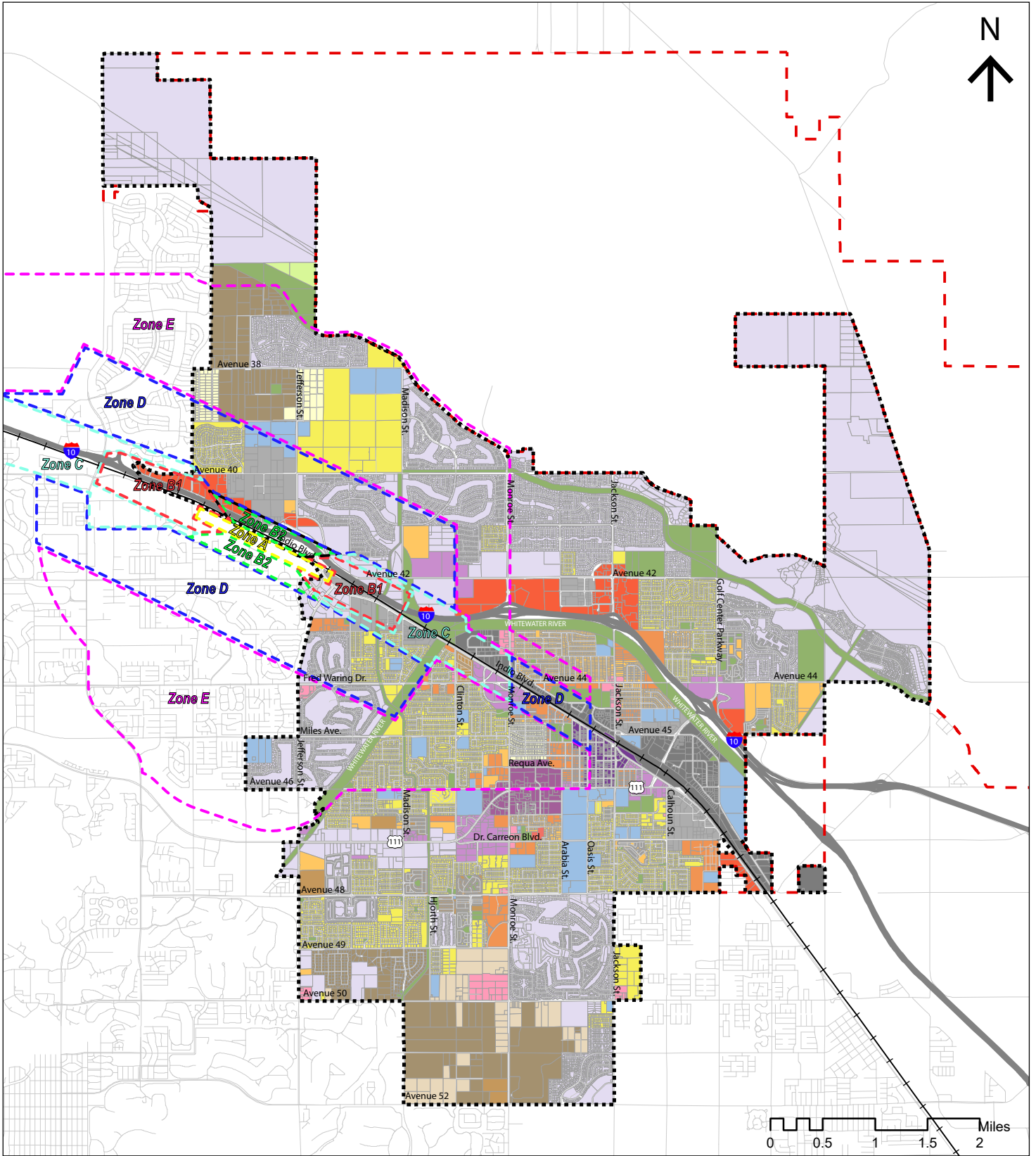


General Plan Amendments



- | | | | | |
|--|-------------------------------|---|----------------------------|-----------------------------------|
| City Boundary | Airport Compatibility Zones A | D | Desert Estates Transition | Regional Commercial |
| SOI Boundary | B1 | E | Suburban Neighborhood Low | Downtown |
| Bermuda Dunes Airport Compatibility Zone | B2 | | Connected Neighborhood Low | Workplace and Employment District |
| Railroad | C | | Mixed Use Neighborhood | Public and Institutional |
| Highways | | | Neighborhood Center | Parks and Open Space |

Zoning Map



City Boundary	Desert Estates (DE-1)	Mobile Home (MH)	Light Industrial (IL)
SOI Boundary	Desert Estates Transition (DET-3)	Mixed Use Neighborhood (MUN)	Heavy Industrial (IH)
Highway	Suburban Neighborhood-4 (SN-4)	Neighborhood Center (NC)	Parks and Open Space (OS)
Railroad	Suburban Neighborhood-8 (SN-8)	Regional Commercial (RC)	Resource Recovery (RR)
Bermuda Dunes Airport Compatibility Zones*	Connected Neighborhood-14 (CN-14)	Mid-Town (MT)	Public and Institutional (PI)
A	Connected Neighborhood (CN-20)	Downtown Specific Plan (DT-SP)	SP/PMP
B1			
B2			
C			
D			
E			

*Densities, intensities, and prohibited uses shall be consistent with criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Compatibility zones, please see ALUCP and Indio City Planning Staff for the most up-to-date regulations.

UNIFIED DEVELOPMENT CODE

~~MUNICIPAL CODE CHAPTER 159~~

CITY OF INDIO

Admin Draft [Date]



ARTICLE 1. INTRODUCTORY PROVISIONS

1.01 Purpose + Authority

1.01.01 Title

This Title shall be known and officially cited as the “Unified Development Code of the City of Indio.” It is referred to in this Title as the “Indio Development Code,” the “Development Code,” or the “Code.”

The provisions of this Code supersede all prior ordinances codified in Chapters 150, 154, 156, and 159 of the Indio Municipal Code and any amendments.

1.01.02 Purpose

The purpose of this Code is to implement the City’s General Plan and to protect, promote, and enhance the public health, safety, peace, comfort, convenience, prosperity, and general welfare. More specifically, the Code is adopted to achieve the following objectives:

- A. Achieve the arrangement of land uses depicted in the City of Indio General Plan, consistent with the goals and policies of the General Plan.
- B. Provide standards for the orderly growth and development of the city, and guide and control the use of land to foster a safe, harmonious, convenient, attractive, and workable relationship among land uses;
- C. Ensure that public and private lands ultimately are used for the purposes, which are most appropriate and most beneficial to the city as a whole;
- D. Ensure consideration of natural environmental features in the development and use of land within the city;
- E. Revitalize and connect neighborhoods to preserve and enhance quality of life in the city;
- F. Facilitate the appropriate location of community facilities, institutions, transportation, and parks and recreational areas;
- G. Promote economic growth and the creation of jobs;
- H. Promote high-quality design in the development process so that new development enhances the appearance of the city as it matures;
- I. Encourage infill development in existing sections of the city and provide for innovative and sustainable development in undeveloped areas;
- J. Define duties and powers of administrative bodies and officers responsible for implementation of the Code.

1.01.03 Authority

This Code is enacted based on the authority vested in the City by the State of California, including, but not limited to: the State Constitution, Sections 65800 and subsequent sections of the Government Code, the

California Environmental Quality Act, the Subdivision Map Act, the Health and Safety Code, and case law of the State and Federal courts as they may all be modified from time to time.

1.01.04 Scope

This Code is adopted to accomplish the stated objective of and to implement the City's General Plan. To accomplish these objectives the City shall regulate the use, location, area and dimension of sites for development; the bulk and height of structures, the appearance of certain uses, structures, and signs, open space, landscaping, access and egress, off-street parking, and other such aspects of land use which may be deemed necessary for the public peace, health, safety, and general welfare of the people working and living within the city.

1.01.05 Applicability + Exemptions

This Code applies to all land uses, activities, structures, subdivisions, and development within the incorporated jurisdiction of the City of Indio and to property for which applications for annexation and/or subdivisions have been submitted to the City of Indio, except as provided by this Section. The applicability described in this Section is not a comprehensive list; the Director of Community Development (Director) shall determine the specific applicability of the Code to all projects and applications within the city.

A. New Land Uses or Structures, Changes to Land Uses or Structures.

Compliance with the requirements of this Code is necessary for any private person, firm, corporation or organization or public agency to lawfully establish, construct, occupy, maintain, reconstruct, alter, expand, or replace any use of land or structure. Any governmental agency shall be exempt from the provisions of this Code only to the extent that such property may not be lawfully regulated by the City of Indio (e.g. Federal or Tribal lands that are not subject to local land use regulations).

B. Issuance of City Permits and Licenses.

No permit or business license shall be issued by the City unless the proposed project or activity complies with all applicable provisions of this Code and all other applicable provisions of law.

C. Subdivisions.

Each subdivision of land approved within the City shall comply with the minimum lot size requirements of Article 2 (Zone Regulations), the City's subdivision regulations in [Article 5 \(Subdivision Regulations\)](#), the Subdivision Map Act, and all applicable requirements of this Code.

D. Exemptions.

The following uses and conditions are exempt from modification by this Code:

1. Existing Uses and Structures.

An existing land use/structure is lawful if legally established, operated, and maintained in compliance with all applicable zoning and development regulations at the time of establishment, as provided by [Chapter 6.03 \(Nonconforming Provisions\)](#).

2. Violations.

A violation or nonconforming existing land use/structure that was established prior to the adoption of this Code shall maintain the violation and/or nonconforming status until steps are taken to bring the land use or structure into conformance with this Code. See [Chapter 6.03 \(Nonconforming Provisions\)](#) for regulations and standards for nonconforming uses and buildings.

3. Existing City Entitlements.

Any effective entitlement and/or permit issued by the City prior to the effective date and hour of this Code shall be permitted to be exercised regardless of compliance with any or all regulations of this Code.

4. Projects in Progress + Pending Proceedings.

Any actions or proceedings initiated under provisions repealed, amended or modified by the provisions of this Code, and any vested right, shall not be affected by the enactment of the provisions of this Code, except that subsequent proceedings shall conform to the provisions of this Code insofar as possible and allowable by State law.

5. Previous Violation or Conviction.

Any violation of and/or conviction under any provision repealed, amended or modified by the provisions of this Code shall be considered as a violation of and/or conviction under this Code. The repeal or substitution of any provisions shall not affect any prosecution which may be pending in any court for the violation of any provision of the Code at time of the repeal or substitution.

E. Density Bonuses for Affordable and Senior Housing

All proposed housing developments that qualify under California Government Code Section 65915 for a density increase and other incentives, and any qualified land transfer under California Government Code Section 65915 shall be eligible to apply for a density bonus (including incentives and/or concessions) consistent with the requirements, provisions and obligations set forth in California Government Code Section 65915, as may be amended. See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing).

F. Other Requirements May Apply.

Nothing in this Code eliminates the need for obtaining any other permits required by the City, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any County, State, or Federal agency. No use that is illegal under local or State law shall be allowed in any zone within the city.

G. Substandard Lots.

Legally created substandard lots on record prior to the adoption of this Code shall be deemed in compliance with the minimum lot area requirements. The lot area per dwelling unit, however, shall remain as specified in the applicable zone. In no instance shall these provisions prevent the erection of a single-family dwelling on any substandard residential lot.

1.01.06 Interpretation of Regulations

A. Clarification of Ambiguity.

The Director shall have the responsibility and authority to interpret the meaning and applicability of all provisions and requirements of this Code. Whenever the Director determines that the meaning or applicability of any of the requirements of this Code are subject to interpretation generally, or as applied to a specific case, the Director may issue an official interpretation or refer the question to the Planning Commission for determination. If ambiguity arises concerning the appropriate classification of a particular use or regulation within the meaning and intent of this Code with respect to any matters regulated by this

Code based on established or unforeseen circumstances, including technological changes in processing or application of materials, the Director shall have the authority to interpret the regulation based on understanding of the Code. Appeals on any such official interpretation by the Director may be filed and heard consistent with **Article 6 (Permits, Procedures, and Administration)**; see **Table 6.XX.XX-X** for the specific review/appeal hierarchy.

B. Discretion.

When this Code provides for discretion on the part of a City official or body, that discretion may be exercised to impose conditions on the issuance of any City entitlements, consistent with **Article 6 (Permits, Procedures, and Administration)**.

C. Minimum Requirements.

The provisions of this Code shall be minimum requirements for the promotion of the public health, safety, and general welfare. Where this Code provides for more discretion on the part of a City official or body, that discretion may be exercised to impose more stringent requirements than set forth in this Code, as may be determined by the applicable Review Authority, if it is deemed necessary to promote health and safety, orderly land use development, and the other purposes of this Code.

D. Conflicting Regulations.

The regulations of this Code and requirements or conditions imposed pursuant to this Code shall not supersede any other regulations or requirements adopted or imposed by the Indio City Council, the State of California, or any Federal agency that has jurisdiction by law over uses and development authorized by this Code. All uses and development authorized by this Code shall comply with all other such regulations and requirements. Where conflict occurs between the provisions of the Code and any other City ordinance, chapter, resolution, guideline, or regulation, the more restrictive provisions shall control, unless otherwise specified.

E. Private Agreements

The provisions of this Code are not intended to revoke, annul, or impair any easements, codes, covenants and restrictions or other existing agreement between parties, which are more restrictive than the provisions of this Code. Where this Code imposes a greater restriction or higher standard than that required by private agreement, this Code shall control. The City shall not enforce any private covenant or agreement unless it is a party to the covenant or agreement.

F. Development Agreements and Specific Plans.

Standards adopted as part of any development agreement or specific plan shall control over any conflicting Code requirements adopted subsequent to the development agreement or specific plan.

G. Time Limits.

Whenever a number of days is specified in the Code, or in any permit, condition of approval, or notice provided in compliance with the Code, the number of days shall be consecutive calendar days. A time limit shall extend to 5:00 p.m. on the following working day where the last of the specified number of days falls on a weekend or holiday.

H. Terminology.

Language used in this Code shall be understood as follows:

1. **Mandatory Language.** The words “shall,” “will,” “is to,” “must,” and “are to” are always mandatory and not discretionary.
2. **Encourage Language.** “Should” indicates that the standard is not mandatory but is strongly recommended. “May” is permissive and does not represent a regulatory requirement.
3. **Indicative Language.** The words “include,” “includes,” and “including” mean “including, but not limited to.” The word “and” means that all connected words or provisions apply; the word “or” means that the connected words or provisions shall apply singly or in any combination. The words “either ... or” indicate that the connected words or provisions shall apply singly, but not in combination.

I. Photo and Figure Disclaimer.

Images, photos, and diagrams in this Code are not intended to be interpreted literally; they are provided to illustrate regulations and assist in understanding the desired character or proposed implementation of a standard (e.g., measurement/calculation, range of scale, intensity, site organization, streetscape, building design). In case of conflict between the text and a figure, illustration, heading, caption, diagram, or graphic, the text controls.

1.01.07 Nuisances.

It is a public nuisance for any person, firm, company, or organization to own, use, operate, lease, or otherwise maintain a property or a building, or to own, operate, lease, or otherwise maintain property in violation of any provision of this Code. Notices of violation shall be provided and recorded, and nuisances abated according to the provisions of Municipal Code Chapter 95A (Nuisances).

1.01.08 Responsibility for Administration

This Code shall be administered by the City Council, the Planning Commission, the Director or designee, the Community Development Department, and any other departments, groups, personnel, or individuals as identified in a specific Chapter of this Code, in compliance with **Article 6 (Permits, Procedures, and Administration)**.

1.01.09 Relationship to the General Plan

This Code implements the goals and policies of the Indio General Plan by regulating the use of land and structures within the City. This Code and the General Plan shall be consistent with one another. Any permit, license, or approval issues in accordance with this Code must be consistent with the General Plan and all applicable specific plans. In any case where there is a conflict between this Code and the General Plan, the General Plan shall control.

1.01.10 Severability

The provisions of this Code are severable. If any applicability, Chapter, Section, subsection, paragraph, sentence, clause, or phrase of this Code is, for any reason, held to be invalid, unconstitutional, or unenforceable by a court of competent jurisdiction, the decision shall not affect the validity or constitutionality of any other portion or provision of this Code.

1.02 Zones and Zoning Map

1.02.01 Applicability

The Official Zoning Map, as established by this Code, shall apply to all real property within the City. The establishment of land uses and buildings in all zones shall be consistent with the provisions of this Code and the standards and regulations applicable to the zone. City zones and their relationship to the General Plan Place-Types are listed in Table 1.02.03-1 (Base Zones and Overlay Zones).

1.02.02 Zoning Map

The **City's Official Zoning Map** establishes and defines all zones and overlay areas, and their boundaries. Each zone outlines land use and development standards to implement the range of expected outcomes expressed in the Indio General Plan. All zone regulations shall be applied based on the zone boundaries and locations established by the Official Zoning Map. All overlay areas further regulate the land use or specific activities within the underlying zone and shall be applied based on the overlay boundaries and locations established by the City's Official Zoning Map.

The boundaries of the zones established by this Code are not included in this Code but are shown on the City's Official Zoning Map maintained by the Community Development Department. The Zoning Map, together with all legends, symbols, notations, references, zone boundaries, map symbols, and other information on the map has been adopted by the Council and is hereby incorporated into this Code by reference, together with any amendments previously or hereafter adopted.

A. Annexation of Properties.

When property outside of the City limits is submitted for annexation to the City, zoning of the property shall be determined by the City and shall be incorporated into the Official Zoning Map upon adoption.

B. Amendments to the Zoning Map

Amendments to the Official Zoning Map shall follow the process established in **Chapter X.XX (name)**.

1.02.03 Establishment of Zones

The city is divided into Residential Neighborhood Zones, Mixed-Use Zones, Commercial/Industrial Zones, and Public/Institutional Zones to individually regulate development form and land use of parcels. This specific mix of zones implements the General Plan by providing for a range of development intensity and uses that are compatible with the character of the City's neighborhoods, districts, and corridors. The city is divided into base zones and overlay zones that implement the General Plan as shown in Table 1.02.03-1, and are applied geographically by the Official Zoning Map.

Existing legally constructed nonconforming uses, buildings, and structures established prior to the adoption of this Code are legal, nonconforming uses and are permitted to operate subject to the regulations of **Chapter 6.05 (Nonconforming Provisions)**.

Table 1.02.03-1 Base Zones and Overlay Zones

Zone Symbol	Name of Zone	Section Reference	General Plan “Place-Type” Implemented by Zone
Residential Zones			
MH	Mobile Home (MH)	Chapter 2.01 (Residential Zones)	Connected Neighborhoods
DE - 1	Desert Estates - 1	Chapter 2.01 (Residential Zones)	Desert Estates
DET – 3	Desert Estates Transition - 3	Chapter 2.01 (Residential Zones)	Desert Estates
SN - 4	Suburban Neighborhood - 4	Chapter 2.01 (Residential Zones)	Suburban Neighborhood
SN - 8	Suburban Neighborhood - 8	Chapter 2.01 (Residential Zones)	Suburban Neighborhood
Mixed-Use Zones			
CN – 14	Connected Neighborhood - 14	Chapter 2.03 (Mixed Use Zones)	Connected Neighborhood
CN - 20	Connected Neighborhood - 20	Chapter 2.03 (Mixed Use Zones)	Connected Neighborhood
MUN	Mixed Use Neighborhood	Chapter 2.03 (Mixed Use Zones)	Mixed Use Neighborhood
NC	Neighborhood Center	Chapter 2.03 (Mixed Use Zones)	Neighborhood Center
MT	Midtown	Chapter 2.03 (Mixed Use Zones)	Midtown
DT	Downtown	Chapter 2.03 (Mixed Use Zones)	Downtown
Non-Residential Zones			
IL	Light Industrial	Chapter 2.04 (Non-Residential Zones)	Workplace and Employment District
IH	Heavy Industrial	Chapter 2.04 (Non-Residential Zones)	Workplace and Employment District
RC	Regional Commercial	Chapter 2.04 (Non-Residential Zones)	Regional Commercial
RR	Resource Recovery	Chapter 2.04 (Non-Residential Zones)	Resource Recovery
Public/Institutional Zones			
PI	Public and Institutional	Chapter 2.05 (Public/Institutional Zones)	Public and Institutional
OS	Parks and Open Space	Chapter 2.05 (Public/Institutional Zones)	Parks and Open Space
Other Zones			
SP/PMP	Specific Plans and Project Master Plans	Chapter 2.06 (Specific Plan and Project Master Plan Zones)	Various
Overlays			
R-OS	Resource Management and Open Space Overlay	Chapter 2.07 (Overlay Zones)	Resource Management and Open Space Overlay
FD	Festival District	Chapter 2.07 (Overlay Zones)	Festival District
ES	Emergency Shelter Overlay	Chapter 2.07 (Overlay Zones)	Various
PD	Planned Development	Chapter 2.07 (Overlay Zones)	Various

1.02.04 Interpretation of Zone Boundaries

When uncertainty exists about the location of any zone boundary or section shown on the Official Zoning Map, the precise location of the boundary shall be determined by the Director. Generally, the following boundary guidelines shall be used for reading the Zoning Map and for interpretation, unless otherwise determined by the Director.

A. General Boundaries.

Zone boundaries approximately following the right-of-way shall be construed to follow the proximate property line or right-of-way line.

B. Scale.

If a zone boundary does not follow a property line, or where a zone boundary divides a property, the location scale on the Official Zoning Map shall be used to determine the location of the boundaries, unless the boundaries are indicated by dimensions.

C. Split Zone Properties.

Where a zone boundary divides a property, each portion of the property shall be developed in accordance with the applicable zoning designation. If more than 80 percent of the property falls under one zoning designation, the property owner may choose to develop the entire property according to that designation.

D. Centerline Boundaries.

Zone boundaries shown within a right-of-way that do not follow the outside right-of-way line(s) shall be construed to follow the centerline of such rights-of-way.

E. Vacated Areas.

Vacated, abandoned, or non-occupancy uses (e.g., dedicated circulation rights-of-way, utility or maintenance easement/corridors, creek easements, railroad rights-of-way, or similar uses) identified in **Chapter XX.XX (Enforcement)** shall be treated in one of the following ways:

1. Revert to the identified zone.
2. Where no zone is identified by the Official Zoning Map, the vacated right-of-way or non-occupancy use shall acquire the zoning district classification of the adjacent property to which it reverts.
3. The Director shall determine the applicable zone; City Council approval and adoption by ordinance of the assigned zone shall be required to incorporate the zoning of the property into the Official Zoning Map.

F. Unclassified Areas.

Dedicated circulation rights-of-way, utility or maintenance easement/corridors, creek easements, railroad rights-of-way, or similar non-occupancy uses shown within a designated zone shall be deemed to be unclassified and shall not be used for development or structural purposes inconsistent with the established right-of-way use. In accordance with the provisions of **Chapter 3.0X (Parking and Loading)**, off-street automobile parking may be permitted within such unclassified rights-of-way, provided that such parking is constructed in accordance with all applicable standards and all necessary permits and approvals are obtained. Railroad rights-of-way shall be used solely for the purpose of accommodating tracks, signals, other operative devices, and the movement of rolling stock, unless otherwise vacated.

1.03 How to Use this Code

The following information summarizes how to use this Zoning Code given the anticipated range of applications that will be submitted and processed.

1.03.01 Instructions

A. Zoning.

Find the property on the City's Official Zoning Map to determine which zone applies.

B. Land Uses.

See the "allowed land uses" table applicable to the zone to determine what uses are allowed on the site and what types of permit(s) are required. See **Article 2 (Zone Regulations)** for allowed land use tables for each zone.

C. Application Requirements.

Follow the application requirements identified in **Table X.XX.XX-X General Land Use Permit Types and Processes for processing by City staff in Article 6.**

D. Zone Standards.

See the Chapters applicable to the zone to determine the development standards, operational standards, and all other provisions applicable to and required by the zone, per Table 1.02.03-1 Base Zones and Overlay Zones.

E. Additional Standards.

Apply the design standards or other standards applicable to the zone or land use, if any. Supplemental development and design standards can be found by zone in Article 2 (Zone Regulations). Standards applicable to all uses or zones can be found in Article 3 (Citywide Regulations). Standards for special uses can be found in Article 4 (Special Uses). Density bonus regulations and incentives for affordable housing can be found in Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing).

F. Parking Standards.

Provide at least the minimum required parking spaces as regulated by Chapter 3.02 (Parking and Loading).

G. Submit Application for Processing.

If in compliance with all applicable requirements, and if a Conditional Use Permit (CUP) is not required, the application will be processed by planning staff for Director approval. (To be expanded once Article 6 is completed)

ARTICLE 2. ZONE REGULATIONS

2.01 Purpose + Use Classifications

2.01.01 Purpose

The purpose of this chapter is to establish allowed land uses and corresponding requirements for permits and entitlements for each of the City's base and overlay zones. Uses allowed herein are consistent with and implement the corresponding land use designations in the Indio General Plan. Allowed land uses include both primary and accessory uses that are permanent in nature. Regulations for temporary uses are listed separately in [Chapter 4.11 \(Temporary Uses\)](#).

2.01.02 General Requirements

All land uses shall conform to the purpose and intent of the applicable zone, and shall comply with the following:

A. Special Use Regulations

Additional use regulations for special land uses are listed in [Article 4 \(Regulations for Specific Uses\)](#).

B. Special Planning Areas

Special Planning Areas include areas of the city with adopted planning documents for development within each respective project area (e.g., specific plans, planned developments, master plans). These Special Planning Area documents establish land use and/or development regulations that are unique to the particular project area. When a property is located within a Special Planning Area, the allowed use provisions of that Special Planning Area document shall govern. If a planning document refers back to, utilizes, or defers to one or more of the City's base zones, the allowed use provisions in those base zones shall apply. If a planning document (Specific Plan, Project Master Plan, Development Agreement) refers back to, utilizes, or defers to the zoning in effect at the time of its adoption, refer [Appendix B \(Municode Chapter 159 – operative prior to XX\)](#). If there are any conflicts between a base zone and a Special Planning Area document, the Special Planning Area document shall control.

C. Overlay Zones

When a property is located within an overlay zone, the allowed use provisions of that overlay zone shall control. When an overlay zone is silent on allowed use provisions, it defers to the allowed use provisions of the base zone. Only where there is a conflict between two regulations will the overlay zone provisions control.

D. Bermuda Dunes Airport Compatibility Zones

The City of Indio does not directly regulate the Bermuda Dunes Airport Land Use Compatibility Plan as this is the responsibility of the Riverside County Airport Land Use Commission and its Staff. However, for properties affected by this Plan, densities, intensities, and prohibited uses shall be consistent with criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Compatibility zones, a project proponent is responsible for coordinating with Indio City Staff and Airport Land Use Commission Staff, as appropriate.

E. Unlisted or Similar Compatible Uses

If a use is not specifically listed, or if the use is not substantially similar to a use classification provided in this Code, the use shall not be allowed. When a use is not specifically listed in this title, the use may be permitted if the Director determines that the use is substantially similar to other uses when all the following findings are made by the Director in writing:

1. The characteristics of, and activities associated with, the proposed use are equivalent to and comparable to one or more of the listed permitted uses, and will not involve a higher level of activity or density than the uses permitted in the applicable zoning district.
2. The proposed use is substantially similar to a listed permitted use.
3. The proposed use is compatible with the purpose and intent of the applicable zone.
4. The proposed use has a similar degree of traffic, noise, light, odor, and other operational impacts as a listed permitted use.
5. The operation of the proposed use will not be detrimental to existing uses in the area of influence. Decisions of the Director may be appealed as described in [Section 6.03.13 \(Appeals\)](#).

F. Unlisted Standards and Permit Requirements

When the Director makes the Subsection D findings in writing, the proposed use will be treated in the same regulatory manner as the zone listed use for allowable location(s), permits required, and all other applicable standards and requirements of this Code.

G. Illegal Uses

No use that is illegal under local, State, or Federal law shall be allowed in any zone within the city.

H. Prohibited Uses

No operations conducted on any property shall create objectionable and/or obnoxious dust, light, matter, mud, noise, odor, refuse, smoke, steam, vibration, maintenance needs of grounds or buildings, or other nuisance(s). No land use shall be detrimental to the health and welfare of the Indio community. For the purposes of public health, safety, and general welfare, land uses listed in Table 2.01.02-1 are prohibited in any zone in the city, and are not subject to the Director’s discretion. Full provision is made for all types of uses necessary for industrial development within the city and, thus, the following uses, because of their nuisance and hazard characteristics if permitted within the developed area of Indio, would defeat the basic purposes of zoning.

Table 2.01.02-1 Prohibited Land Uses

Prohibited Land Uses
Cannabis Related Uses
Manufacture of Nitrocellulose Products
Rendering Plant
Dead Animal Reduction or Dumping Slaughterhouse
Distillation of Bones
Smelting
Garbage Processing
Gas Manufacture
Glue Manufacture
Tannery

Explosives Manufacture/Storage
Unlawful Use based on State, Federal, or other regulations

2.01.03 Permissions Tables and Establishment of an Allowed Use

The land use permissions, as established by zone per Tables 2.02.02-1, 2.03.02-1, 2.04.02-1, 2.05.02-1, and 2.06.03-1 in this Chapter, shall be applicable to all new uses, structures, and activities within the identified zone. See Chapter 6.07 (Nonconforming Provisions) for regulations and standards for existing nonconforming uses.

Prior to the establishment of any land use identified in the land use permissions tables of this Chapter, the applicant shall obtain all necessary approvals and permits in compliance with all applicable requirements of this Code. Chapter 6.04 (Permits and Approvals) identifies the requirements of development proposals, and procedures and processing requirements for administrative and discretionary permit applications.

Land uses listed in the land use permissions tables and throughout this Code have been grouped into general categories based on common function, product, or compatibility characteristics. These use categories are called use classifications. The classifications are listed in alphabetical order in the use tables. Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may be appropriate within the classification. For that reason, the City has established a similar use determination process as described in Subsection D of this Section. Each land use is described in Article 7 (Definitions). For example, personal service use includes a wide range of individual personal service uses (beauty parlor, dry cleaning, tanning salons, tailors).

Any one or more land uses allowed per the land use permissions tables in this Chapter may be established on any lot within the zone, subject to the planning permit requirement listed in the tables, and in compliance with all applicable requirements of this Code. Accessory uses are allowed only in conjunction with a primary use to which the accessory use relates, or as specified in the tables.

Where a single parcel is proposed for development with two or more of the land uses listed in the table at the same time, the overall project will be subject to the permit type requiring the highest level of review required by the table for any individual use, however all applicable fees shall be paid for one or more permit types.

In addition to the regulations and development standards of the applicable zone, all land uses are subject to the specific use standards identified in the “Additional Use Regulations” column of the allowed use tables. Refer to the referenced Sections for additional operational standards and regulations applicable to the use.

2.01.04 Allowed Uses + Permit Requirements

Allowed uses by zone and corresponding requirements for entitlements are listed in Tables 2.02.02-1, 2.03.02-1, 2.04.02-1, 2.05.02-1, and 2.06.03-1 for all of the city’s base zones. Generally, a use is either allowed by right, allowed through issuance of a permit, or not allowed. In addition to the requirements for planning entitlements of this Code, other permits may be required prior to establishment of the use (e.g., building permit or permits required by other agencies). The requirements for planning entitlements include:

A. Permitted (P)

A land use shown with a “P” indicates that the land use is permitted by right in the designated zone, subject to compliance with all applicable provisions of this Code (e.g., development standards) as well State and Federal law.

B. Accessory Use (A)

A land use shown with “A” indicated that the land use is permitted only as a secondary use in conjunction with a primary use, subject to compliance with all applicable provisions of this Code (e.g., development standards) as well State and Federal law.

C. Administrative Use Permit (AUP) Required

A land use shown with “AUP” indicates that the land use is permitted in the designated zone upon issuance of an administrative use permit from the designated approving authority, subject to compliance with all applicable provisions of this Code (e.g., development standards), as well as State and Federal law.

D. Conditional Use Permit (CUP) Required

A land use shown with “CUP” indicates that the land use is permitted in the designated zone upon issuance of a conditional use permit from the designated approving authority, subject to compliance with all applicable provisions of this Code (e.g., development standards) as well as State and Federal law.

E. Not Permitted (X)

A land use shown with an “X” in the table is not allowed in the applicable zone.

F. Temporary Uses (TUP)

On occasion, property will be used for an event, activity, or use on a short-term basis. Such use is considered a temporary use. A land use shown with “TUP” indicates that the land use is permitted as a temporary use in conjunction with the issuance of a temporary use permit in accordance with Section 6.04.05 (Temporary Use Permits). Chapter 4.26 (Temporary Uses) provides the regulations for these uses, including development standards and time limits.

2.02 Residential Zones

2.02.01 Purpose + Intent

The purposes of the residential zones are to:

- A. Provide for a full range of housing types consistent with the General Plan;
- B. Preserve, protect, and enhance the character of the City’s different residential neighborhoods;
- C. Enhance the quality of life for City residents;
- D. Ensure that the scale and design of new development and alterations to existing development are compatible with surrounding residences and appropriate to the physical and aesthetic characteristics of proposed locations; and
- E. Provide sites for public and semi-public land uses such as parks, schools, day care, and other community uses that will serve City residents and will complement surrounding residential development.

Additional purposes of each residential zone are as follows:

F. Desert Estates - 1 (DE-1)

The Desert Estates – 1 (DE-1) zone applies to semi-rural areas of the city and is intended to conserve natural features while providing low-intensity residential neighborhood development for single-family, detached homes at a density of up to one dwelling unit per acre. This zone implements the Desert Estates General Plan land use designation.

G. Desert Estates Transition – 3 (DET-3)

The Desert Estates Transition – 3 (DE-3) zone applies to semi-rural areas of the city and is intended to conserve natural features while providing low-intensity residential neighborhood development for single-family, detached homes at a density of up to three dwelling units per acre. This zone implements the Desert Estates General Plan land use designation.

H. Suburban Neighborhoods - 4 (SN-4)

The Suburban Neighborhoods – 4 (SN-4) zone is intended to provide low-intensity neighborhood development for single-family, detached homes at a density of up to four dwelling units per acre. This zone implements the Suburban Neighborhoods General Plan land use designation.

I. Suburban Neighborhoods - 8 (SN-8)

The Suburban Neighborhoods – 8 (SN-8) zone is intended to provide low-intensity neighborhood development for single-family, detached homes at a density of up to eight dwelling units per acre. This zone implements the Suburban Neighborhoods General Plan land use designation.

J. Mobile Home Park (MH)

The Mobile Home Park (MH) zone applies to areas of the city appropriate for the exclusive and orderly planned development of mobile home parks and subdivisions, and travel trailer parks and recreational vehicle parks. The purpose of the zone is to establish appropriate regulations and standards in accordance with

Section 18000 et seq. of the Health and Safety Code of the State of California. This zone falls within the Connected Neighborhoods General Plan land use designation.

2.02.02 Land Use Regulations

The land uses allowed in the residential zones are listed in Table 2.02.03-1. Development Standards – Residential Zones, together with the planning permit type required for each use. Numeric notes can be found at the end of the table.

Table 2.02.02-1. Allowed Uses – Residential Zones

P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A = Accessory Use; X = Not Permitted

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Agriculture and Animal Keeping Uses						
Agricultural Support, Sales, Service, and Storage	X	X	X	X	X	
Aquaculture	X	X	X	X	X	
Animal Husbandry and Production	X	X	X	X	X	
Animal Raising and Keeping, Exotic	X	X	X	X	X	
Animal Raising and Keeping, Domestic Pets	A	A	A	A	A	See Chapter 4.03 (Animal Keeping)
Animal Raising and Keeping, Horses	A ^{2,3} , AUP	A ^{2,3} , AUP	X	X	X	See Chapter 4.03 (Animal Keeping)
Animal Raising and Keeping, Large Livestock	A ^{2,3} , AUP	X	X	X	X	See Chapter 4.03 (Animal Keeping)
Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping	A ²	A ²	A ²	X	X	See Chapter 4.03 (Animal Keeping)
Backyard Breeding	A ²	A ²	A ²	X	X	See Chapter 4.03 (Animal Keeping)
Community Garden	P	P	P	P	P	
Crop Production	P	X	X	X	X	
Greenhouse, Private	A	A	A	A	A	
Horticultural Production	X	X	X	X	X	
Kennels, Private/Hobby	AUP	AUP	X	X	X	
Private Garden	P	A	A	A	A	
Stable/Equestrian Facility, Commercial/Public	CUP ^{2,3}	CUP ^{2,3}	X	X	X	See Chapter 4.03 (Animal Keeping)
Stable/Equestrian Facility, Hobby/Private	A ^{2,3} , AUP	A ^{2,3} , AUP	X	X	X	See Chapter 4.03 (Animal Keeping)
Automobile and Vehicle Uses						
Auto and Vehicle Rental	X	X	X	X	X	
Auto and Vehicle Sales, New	X	X	X	X	X	
Auto and Vehicle Sales, Used	X	X	X	X	X	

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	X	X	X	X	X	
Auto and Vehicle Services and Repair – Major	X	X	X	X	X	
Auto and Vehicle Services and Repair – Minor	X	X	X	X	X	
Auto and Vehicle Towing/Impounding	X	X	X	X	X	
Auto and Vehicle Washing and Detailing	X	X	X	X	X	
Auto and Vehicle Wrecking/Dismantling	X	X	X	X	X	
Fueling Stations	X	X	X	X	X	
Truck Stop/Fueling Station	X	X	X	X	X	
Cannabis Related Uses						
Cannabis Cultivation	X	X	X	X	X	
Cannabis Logistics, Distribution, and Transportation Facility	X	X	X	X	X	
Cannabis Manufacturing	X	X	X	X	X	
Cannabis Retailer, Microbusiness, or Dispensary	X	X	X	X	X	
Cannabis Testing Laboratory	X	X	X	X	X	
Eating and Drinking Establishments and Entertainment Uses						
Bar/Nightclub/Lounge	X	X	X	X	X	
Brewpub/Taproom/Wine Bar/Microdistillery	X	X	X	X	X	
Cinema/Theater/Performing Arts Center	X	X	X	X	X	
Drive-Through, Non-Restaurants (Accessory)	X	X	X	X	X	
Live Entertainment as Accessory Use, Indoors (Accessory)	X	X	X	X	X	
Live Entertainment as Accessory Use, Outdoors (Accessory)	X	X	X	X	X	
Outdoor Dining	X	X	X	X	X	
Outdoor Entertainment	X	X	X	X	X	
Restaurant, Dine-In and Take-Out	X	X	X	X	X	
Restaurant, Drive -Through	X	X	X	X	X	
Industrial and Manufacturing Uses						
Artisan Manufacturing/Makers Space	X	X	X	X	X	

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Brewery/Distillery/Winery - without tasting room or > 10,000 sf	X	X	X	X	X	
Brewery/Distillery/Winery - with tasting room and <10,000 sf	X	X	X	X	X	
Construction and Materials Yards	X	X	X	X	X	
Food or Beverage Manufacturing	X	X	X	X	X	
Hazardous Materials/Wholesale Fuel Storage and Distribution	X	X	X	X	X	
Indoor Warehousing, Storage, Wholesaling, and Distribution	X	X	X	X	X	
Manufacturing/Processing, Heavy	X	X	X	X	X	
Manufacturing/Processing, Light	X	X	X	X	X	
Mining/Resource Extraction	X	X	X	X	X	
Outdoor Storage (Primary Use)	X	X	X	X	X	
Outdoor Storage (Accessory)	X	X	X	X	X	
Salvage and Wrecking Yards	X	X	X	X	X	
Lodging						
Bed and Breakfast	CUP	CUP	AUP	AUP	X	
Lodging - Extended Stay	X	X	X	X	X	
Lodging - Hotels	X	X	X	X	X	
Lodging - Motels	X	X	X	X	X	
Lodging - Timeshares	X	X	X	X	X	
Recreation, Education, and Public Assembly Uses						
Campground, Temporary	TUP	TUP	TUP	TUP	TUP	See Chapter 4.26 (Temporary Uses)
Cemeteries, Crematories, or Mausoleums	CUP	CUP	X	X	X	
Civic/Government	CUP	CUP	CUP	CUP	X	
College/University	CUP	CUP	CUP	CUP	X	
Commercial Recreation and Sports, Indoor	X	X	X	X	X	
Commercial Recreation and Sports, Outdoor	AUP	AUP	AUP	AUP	X	
Community Assembly, Up to 5,000 sf (gross sf)	P	P	P	P	X	
Community Assembly, > 5000 sf - 12,000 sf (gross sf)	AUP	AUP	AUP	AUP	X	
Community Assembly, >12,000 sf (gross sf)	CUP	CUP	CUP	CUP	X	

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Cultural Institutions	CUP	CUP	CUP	CUP	X	
Day Care Centers	AUP	AUP	AUP	AUP	X	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Instructional Services, <= 5000 sf	X	X	X	X	X	
Instructional Services, > 5000 sf	X	X	X	X	X	
Open Space, Natural	P	P	P	P	P	
Parks and Recreation Facilities	P	P	P	P	P	
Public Service Facility	AUP	AUP	AUP	AUP	X	
Recreational Vehicle (RV) Park	X	X	X	X	X	
Schools, Public or Private (TK-12)	X	X	CUP	CUP	X	
Social Service Facilities	X	X	CUP	CUP	X	
Tutoring Facilities	X	X	X	X	X	
Vocational/Trade School	X	X	CUP	CUP	X	
Residential Uses						
Accessory Dwelling Unit (ADU) and Jr ADU	A	A	A	A	A	See Section X.XX (ADUs and JADUs)
Caretaker's Unit	X	X	X	X	A	
Child Day Care in a Home, Large	AUP	AUP	AUP	AUP	AUP	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Child Day Care in a Home, Small	P	P	P	P	P	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Cottage Industry	A, AUP	A, AUP	A, AUP	A, AUP	A, AUP	See Chapter 4.11 (Cottage Industry)
Emergency Shelter	X	X	X	X	X	
Group Residential Home	AUP	AUP	AUP	AUP	X	
Home Occupation	A	A	A	A	A	See Chapter 4.14 (Home Occupations)
Cottage Food Operation	A, AUP	A, AUP	A, AUP	A, AUP	A, AUP	See Chapter 4.10 (Cottage Food Operations)
Live/Work	AUP	AUP	AUP	AUP	X	See Chapter 4.15 (Live/Work)
Manufactured/Mobile Home Park	X	X	X	X	P	See Chapter 4.16 (Manufactured/Mobile Home Park)
Residential Care Facilities, Large	CUP	CUP	CUP	CUP	X	
Residential Care Facilities, Small	P	P	P	P	X	

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Residential Housing Types						
Single-Family Dwelling, Detached	P	P	P	P	X	
Single-Family Dwelling, Attached	X	X	P	P	X	
Two-Family Dwelling/Duplex	X	X	P	P	X	
Multi-Family Dwelling, Triplex/Quadplex	X	X	P	P	X	
Multi-Family Dwelling, ≥ 5 Units	X	X	X	P	X	
Mobile Home	X	X	X	X	P	See Chapter 4.16 (Manufactured/Mobile Home Park)
Manufactured/Modular/Prefabricated Dwelling Unit	P	P	P	P	P	See Chapter 4.16 (Manufactured/Mobile Home Park)
Single-Room Occupancy	X	X	X	X	X	
Supportive Housing	X	X	CUP	CUP	X	
Transitional Housing	X	X	CUP	CUP	X	
Yard Sales (Temporary)	P	P	P	P	P	See Chapter 4.26 (Temporary Uses)
Retail, Service, and Office Uses						
Adult-Oriented Business	X	X	X	X	X	
Alcohol Sales, Off-Sale	X	X	X	X	X	
Animal Sales and Services	X	X	X	X	X	
ATM (Accessory)	X	X	X	X	X	
Bail Bonds	X	X	X	X	X	
Banks, Financial, and Savings and Loan Institutions	X	X	X	X	X	
Building Materials Sales and Services	X	X	X	X	X	
Business to Business Support Services	X	X	X	X	X	
Check-Cashing Businesses	X	X	X	X	X	
Convenience Market	X	X	X	X	X	
Food Preparation, Commercial	X	X	X	X	X	
Fortunetelling, Palm and Card Reading	X	X	X	X	X	
Funeral Homes and Mortuaries	X	X	X	X	X	
General Retail ≤ 5,000 sf	X	X	X	X	X	

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
General Retail 5,000 sf - 25,000	X	X	X	X	X	
General Retail/Superstore > 25,000	X	X	X	X	X	
Grocery Store	X	X	X	X	X	
Hospital	X	X	X	X	X	
Kennels/Boarding, Commercial	X	X	X	X	X	
Kiosk/Outdoor Vending	X	X	X	X	X	
Laundromat	X	X	X	X	X	
Massage Establishment, Accessory	X	X	X	X	X	
Massage Establishment, Stand-Alone	X	X	X	X	X	
Medical Services, Extended Care	X	X	X	X	X	
Medical Services, Medical/Dental/Holistic/Clinic	X	X	X	X	X	
Medical Services, Urgent Care	X	X	X	X	X	
Mini-Storage Warehousing or Facility	X	X	X	X	X	
Neighborhood Market	X	X	CUP	AUP	X	
Nursery/Garden Center	CUP	CUP	X	X	X	
Offices, Processing	X	X	X	X	X	
Offices, Professional/Administrative	X	X	X	X	X	
Offices, Service	X	X	X	X	X	
Outdoor Display	X	X	X	X	X	
Pawnshop	X	X	X	X	X	
Personal Services	X	X	X	X	X	
Research and Development	X	X	X	X	X	
Smoke Shops	X	X	X	X	X	
Smoking Lounge	X	X	X	X	X	
Swap Meet, Outdoor	X	X	X	X	X	
Tattoo/Body Art/Piercing	X	X	X	X	X	
Resale/Consignment/Thrift Shop	X	X	X	X	X	
Veterinary Hospitals	X	X	X	X	X	
Utility, Transportation, and Communication Uses						

Residential Zones						
Use ¹	DE-1	DET - 3	SN-4	SN-8	MH	Additional/Specific Use Regulations
Airports and Heliports	X	X	X	X	X	
Communications, Facilities within Buildings	X	X	X	X	X	
Communications, Telecommunications/Large Commercial Antennas	AUP/CUP	AUP/CUP	AUP/CUP	AUP/CUP	X	An AUP or CUP is required, depending on the design and height of the large commercial antenna, as regulated by Section 4.25.04 (Large Commercial Antennas).
Communications, Telecommunications/Small Wireless Facilities	P	P	P	P	P	See Chapter 4.25 (Telecommunications/Wireless Facilities)
Freight/Trucking Facility	X	X	X	X	X	
Light Fleet-Based Services	X	X	X	X	X	
Mobile Recycling Unit (Accessory)	X	X	A, AUP	A, AUP	A, AUP	
Parking Lots and Structures	X	X	X	X	X	
Passenger Transportation Facilities	X	X	X	X	X	Bus stops are allowed in all zones.
Public Utilities, Major	CUP	CUP	X	X	X	
Public Utilities, Minor	AUP	AUP	AUP	AUP	AUP	
Renewable Energy System (Primary Use)	X	X	X	X	X	
Renewable Energy System, Building-Mounted (Accessory)	A	A	A	A	A	
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	A, CUP	A, CUP	A, CUP	A, CUP	A, CUP	
Recycling Collection Facility	X	X	X	X	X	
Recycling Processing Facility	X	X	X	X	X	
Reverse Vending Machine (Accessory)	X	X	X	X	X	
Utility Yard	X	X	X	X	X	

Notes:

1. Uses shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.
2. Permitted use on any lot containing a single-family residence, including a legal r single-family residence, provided the use complies with Section 4.03 (Animal Keeping).
3. Permitted only on lots greater than 20,000 square feet.

2.02.03 Development Regulations

Table 2.02.03-1 prescribes the development standards for the residential zones. Additional regulations are also denoted in the righthand column. Section numbers in this column refer to other sections of this Code.

Table 2.02.03-1. Development Standards – Residential Zones

Standards	Zones					Additional Regulations
	DE-1	DET - 3	SN-4	SN-8	MH	
Lot and Density Standards¹						
Density (units/acre)						
<i>Minimum</i>	0	0	0	> 4.0	-	Applies to new development only.
<i>Maximum</i>	1.0	3.0	4.0	8.0	10 mobile home spaces/gross acre	See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing)
Minimum Lot Size (sf)	40,000	10,000	6,600	4,500	10 acres	
Minimum Lot Width (ft) ²	100	80	60	40	40	
Minimum Lot Depth (ft)	200	100	80	80	80	
Maximum Lot Coverage (% of lot)	30	40	50	60	70	
Building Form and Location						
Maximum Height (ft) - Primary Building	25 or 2 stories, whichever is less	25/2 stories	30	30	25 or 2 stories, whichever is less	Projects must comply with both stories and overall height maximums. See Section 3.01.03 (Measuring Heights)
Maximum Height (ft) - Primary Building w/ Architectural Features	35	35	40	40	-	See Section 3.01.03 (Measuring Heights).
Maximum Height (ft) - Accessory Building	20	20	20	20	-	
Minimum Distance between Structures	Main structures and accessory structures shall be located no closer than 6 ft to any other main structure or to another accessory structure, except as required by adopted Building or Fire Codes				-	
Minimum Setbacks (ft) - Primary Structure						
<i>Front (primary frontage)</i>	25	20	15	10	5 ft along exterior property lines abutting a public street	For new single-family attached and detached dwelling units, front-loaded garages shall be set back at minimum 5 ft behind the front façade.
<i>Street Side (corner lots)</i>	25	20	15	10		
<i>Interior Side</i>	20	15	5	5		Only applies to detached single-family dwellings and the ends of attached single-family dwellings.
<i>Interior Side - Zero Lot Line/Common Wall Developments</i>	-	-	-	10 ft minimum on one side of the dwelling unit, and no setback required on the opposite side		See Section 2.02.04.A (Zero Lot Line Option).

	Zones					
Standards	DE-1	DET - 3	SN-4	SN-8	MH	Additional Regulations
Rear	40	25	15	15		
Alley	5	5	5	5		
Parking Frontage						
Maximum Parking Frontage on a Public Street (for new residential development)	-	-	-	60%	-	Garage doors that face the street shall not occupy more than 60% of the width of any street-facing building façade. This limitation does not apply to frontages along alleys.
Open Space Standards						
Minimum Open Space	-	-	-	300 sf total per unit, of which 150 must be private	-	Setback areas are not considered usable open space unless they are at least 20 feet wide. Minimum private open space is 6 feet in either direction.
Minimum Required Front Yard Landscaped Area	40% of the Minimum Required Front Yard Area, of which half must be planted with live plant material				15% of site	See Section 3.02.09 (Landscaping)
Other Standards						
Accessory Structures	In the DE-1 zone, stables and barn yards shall be set back at minimum 50 ft from all property lines. See Section 3.02.04 (Accessory Structures) for additional regulations for accessory structures.					
Setbacks and Encroachments	See Section 3.02.03 (Setbacks and Encroachments)					
Utilities, Service Areas, and Building Equipment	See Section 3.02.07 (Utilities, Service Areas, and Building Equipment)					
Refuse and Recycling	See Section 3.02.08 (Refuse and Recycling)					
Landscaping	See Section 3.02.09 (Landscaping)					
Fences, Walls, and Screening	See Section 3.02.10 (Fences, Walls, and Screening)					
Outdoor Lighting	See Section 3.02.11 (Outdoor Lighting)					
Parking and Loading	See Chapter 3.03 (Parking and Loading)					
Performance Standards	See Chapter 3.04 (Performance Standards)					
Signs	See Chapter 3.05 (Sign Regulations)					
Animal Provisions	See Chapter 4.03 (Animal Keeping)					

1. Densities and intensities shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2. No site shall have less than the required lot width as prescribed in the applicable land use district, except lots fronting on cul-de-sac or knuckle streets may have 35 feet of frontage.

2.02.04 Supplemental Standards

New single-family structures, and alterations to existing single-family structures, shall comply with the supplemental standards in this Section.

A. Zero Lot Line Option

1. All or part of the setback requirements of interior yards along property lines adjoining other private lots may be waived with the written approval of the City and the property owner of the lot adjoining the yard which is being encroached upon. This written agreement shall take the form of a zero lot line agreement which shall be recorded on the chain of title of both properties involved. The zero lot line agreement shall describe in detail the extent of said waiver. Zero lot line agreements may be executed between private property owners only. Swimming pools are not eligible for zero lot line agreements.
2. Approval of a zero lot line agreement shall be subject to the following requirements:
 - a. All building and fire code requirements resulting from the waiver of the setback requirement shall be met by the construction;
 - b. Approval by the fire chief to ensure that adequate fire-fighting access is retained shall be obtained; and
 - c. Where the setback is reduced to less than three feet, a maintenance access easement of five feet in width shall be provided on the adjoining property.

B. Services and Utilities

1. **Utilities.** All new utility boxes and equipment and utility connections shall be undergrounded unless otherwise prohibited by the utility provider (e.g., water backflow prevention device that must be placed above ground) or the City Engineer grants an exemption following his/her determination that such undergrounding is not practicable.
2. **Location of Above-ground Utilities and Service Areas.** All above-ground utilities and equipment (e.g. electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below. For refuse and recycling standards, see Section 3.02.08 (Refuse and Recycling).
 - a. Utilities and equipment shall be located on non-primary street frontages, alleys, parking areas, and/or at the rear or side of buildings.
 - b. Utilities and equipment shall not be located within the front or street side setback area of the lot or development site.
 - c. Utilities and equipment shall be screened from view per Subsection B.3 below.
3. **Service, Utility, and Equipment Screening.** Screening of utilities and equipment shall meet the following standards:
 - a. Screening shall be equal to or higher than the height of the equipment to be screened.
 - b. Screening shall be made of a primary exterior finish material used on other portions of the residential unit, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted.

2.03 Mixed-Use Zones

2.03.01 Purpose + Intent

The purposes of the mixed-use zones are to:

- A. Provide opportunities for a mix of complementary uses that may combine residential and nonresidential uses or combine a variety of nonresidential uses on the same site;
- B. Provide for the orderly, well-planned, and balanced development of mixed-use zones;
- C. Provide for a range of multi-family housing types consistent with the General Plan;
- D. Encourage missing middle housing types;
- F. Provide appropriately located commercial areas and neighborhood centers that provide a variety of goods and services for residents, employees, and visitors;
- G. Promote accessibility, business development, and a unified character; and
- H. Promote pedestrian-oriented, mixed-use development at appropriate locations, including major corridors, thoroughfares, and districts in the city.

Missing Middle Housing

The Missing Middle Housing types provide diverse housing options, such as duplexes, fourplexes, cottage courts, and multiplexes. These house-scale buildings fit seamlessly into existing residential neighborhoods and support walkability, locally-serving retail, and public transportation options. They provide solutions along a spectrum of affordability to address the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability.

Source: <https://missingmiddlehousing.com>

Additional purposes of each mixed-use zone are as follows:

I. Connected Neighborhoods – 14 (CN-14)

The Connected Neighborhoods – 14 (CN-14) zone provides a range of intensities and housing choices within a walkable neighborhood setting within a short distance of goods and services that meet daily needs. Appropriate housing types include single-family detached and attached dwellings of various sizes, courtyard apartments and condos, and small-sized multi-family buildings designed to promote neighborhood compatibility with densities up to 14 dwelling units per acre. Small-scale non-residential uses may be incorporated in the form of live-work units and corner shops, primarily along mixed-use corridors or at the edges of centers. This zone implements the Connected Neighborhoods General Plan land use designation.

J. Connected Neighborhoods – 20 (CN-20)

The Connected Neighborhoods – 20 (CN-20) zone provides a range of intensities and housing choices within a walkable neighborhood setting within a short distance of goods and services that meet daily needs. Appropriate housing types include single-family attached dwellings of various sizes, courtyard apartments and condos, and medium-sized multi-family buildings designed to promote neighborhood compatibility with densities up to 20 dwelling units per acre. Small-scale non-residential uses may be incorporated in the form of live-work units and corner shops, primarily along mixed-use corridors or at the edges of centers. This zone implements the Connected Neighborhoods General Plan land use designation.

K. Neighborhood Center (NC)

The Neighborhood Center (NC) zone provides for areas with a variety of neighborhood-serving retail and commercial uses, housing of various types, other neighborhood-serving amenities, and community-gathering spaces for residents. It is intended primarily to create mixed-use neighborhood centers at key locations throughout the city. It allows vertical and horizontal mixed-use development and stand-alone retail, general commercial, services, office, live/work, and entertainment uses, with multi-family residential as a secondary or supporting use. This zone implements the Neighborhood Center General Plan land use designation.

L. Mixed-Use Neighborhood (MUN)

The Mixed-Use Neighborhood (MUN) zone provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. Allows commercial development along major streets and adjacent to a neighborhood center. Buildings may include a variety of housing types up to three stories, with mixed-use buildings up to three stories focused at key intersections, along main corridors, and/or adjacent to neighborhood centers and public open spaces. This zone is intended to accommodate uses that provide essential daily services and retail needs as well as recreational amenities, within walking distance of surrounding neighborhoods. Non-residential uses include live-work units, small-scale neighborhood-serving retail, general commercial, service, and office uses. This zone implements the Mixed-Use Neighborhood General Plan land use designation.

M. Midtown (MT)

The Indio General Plan lays out a new future for the Highway 111 corridor centered on creating a walkable, mixed use-district in the vicinity of Indio Grand Marketplace (former Indio Fashion Mall). Close to and connected to the historic Downtown and County Fairgrounds, this “Midtown District” will serve as both a center of commerce and a gateway to the City’s festivals. The General Plan Midtown land use designation is implemented through the Midtown (MT) zone, which provides for an active, mixed-use center in the City’s Midtown neighborhood by allowing multi-story, mixed-use buildings at higher intensities, community gathering spaces, and land uses to support residents and visitors. It provides for vertical and horizontal mixed-use development with residential densities up to 40 dwelling units per acre.

2.03.02 Land Use Regulations

The land uses allowed in the mixed-use zones are listed below, together with the planning permit type required for each use. For allowed uses and development regulations for Downtown Indio, refer to the Downtown Specific Plan (provided in Appendix A). Numeric notes can be found at the end of the table.

Table 2.03.02-1. Allowed Uses – Mixed-Use Zones

P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A-U = Accessory Use; X = Not Permitted

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Agriculture and Animal Keeping Uses						
Agricultural Support, Sales, Service, and Storage	X	X	X	X	X	
Aquaculture	X	X	X	X	X	
Animal Husbandry and Production	X	X	X	X	X	
Animal Raising and Keeping, Exotic	X	X	X	X	X	
Animal Raising and Keeping, Domestic Pets	A	A	A	A	A	See Chapter 4.03 (Animal Keeping)
Animal Raising and Keeping, Horses	X	X	X	X	X	
Animal Raising and Keeping, Large Livestock	X	X	X	X	X	
Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping	X	X	X	X	X	
Backyard Breeding	X	X	X	X	X	
Community Garden	P	P	P	P	A	
Crop Production	X	X	X	X	X	
Greenhouse, Private	A	A	A	A	A	
Horticultural Production	X	X	X	X	X	
Kennels, Private/Hobby	X	X	X	X	X	
Private Garden	A	A	A	A	A	
Stable/Equestrian Facility, Commercial/Public	X	X	X	X	X	
Stable/Equestrian Facility, Hobby/Private	X	X	X	X	X	
Automobile and Vehicle Uses						
Auto and Vehicle Rental	X	X	CUP	CUP	CUP	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Sales, New	X	X	X	X	X	
Auto and Vehicle Sales, Used	X	X	X	X	X	
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	X	X	X	X	X	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Auto and Vehicle Services and Repair – Major	X	X	X	X	X	
Auto and Vehicle Services and Repair – Minor	X	X	CUP	CUP	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Towing/Impounding	X	X	X	X	X	
Auto and Vehicle Washing and Detailing	X	X	X	X	X	
Auto and Vehicle Wrecking/Dismantling	X	X	X	X	X	
Fueling Stations	X	X	CUP	CUP	CUP	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Truck Stop/Fueling Station	X	X	X	X	X	
Cannabis Related Uses						
Cannabis Cultivation	X	X	X	X	X	
Cannabis Logistics, Distribution, and Transportation Facility	X	X	X	X	X	
Cannabis Manufacturing	X	X	X	X	X	
Cannabis Retailer, Microbusiness, or Dispensary	X	X	X	X	X	
Cannabis Testing Laboratory	X	X	X	X	X	
Eating and Drinking Establishments and Entertainment Uses						
Bar/Nightclub/Lounge	X	X	AUP	P	P	
Brewpub/Taproom/Wine Bar/Microdistillery	X	X	AUP	P	P	
Cinema/Theater/Performing Arts Center	X	X	AUP	AUP	P	
Drive-Through, Non-Restaurants (Accessory)	X	X	A, AUP	A, AUP	X	See Chapter 4.12 (Drive-Through Uses)
Live Entertainment as Accessory Use, Indoors (Accessory)	X	X	A	A	A	
Live Entertainment as Accessory Use, Outdoors (Accessory)	X	X	TUP, A, AUP	TUP, A, AUP	TUP, A, AUP	Regular outdoor events as an accessory use require an AUP. Sporadic events require a TUP (See Chapter 4.26 ((Temporary Uses)).
Outdoor Dining (Accessory)	A	A	A	A	A	
Outdoor Entertainment	X	X	CUP	CUP	CUP	
Restaurant, Dine-In and Take-Out	AUP	AUP	P	P	P	
Restaurant, Drive -Through	X	X	CUP	CUP	X	See Chapter 4.12 (Drive-Through Uses)
Industrial and Manufacturing Uses						
Artisan Manufacturing/Makers Space	X	X	AUP	AUP	AUP	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Brewery/Distillery/Winery - without tasting room or > 10,000 sf	X	X	X	X	X	
Brewery/Distillery/Winery - with tasting room and <10,000 sf	X	X	AUP	AUP	AUP	
Construction and Materials Yards	X	X	X	X	X	
Food or Beverage Manufacturing	X	X	X	X	X	
Hazardous Materials/Wholesale Fuel Storage and Distribution	X	X	X	X	X	
Indoor Warehousing, Storage, Wholesaling, and Distribution	X	X	X	X	X	
Manufacturing/Processing, Heavy	X	X	X	X	X	
Manufacturing/Processing, Light	X	X	X	X	X	
Mining/Resource Extraction	X	X	X	X	X	
Outdoor Storage (Primary Use)	X	X	X	X	X	
Outdoor Storage (Accessory)	X	X	X	X	X	
Salvage and Wrecking Yards	X	X	X	X	X	
Lodging						
Bed and Breakfast	P	P	X	X	X	
Lodging - Extended Stay	X	X	X	AUP	AUP	
Lodging - Hotels	X	X	P	P	P	
Lodging - Motels	X	X	AUP	AUP	CUP	
Lodging - Timeshares	X	X	X	X	X	
Recreation, Education, and Public Assembly Uses						
Campground, Temporary	X	X	X	X	X	
Cemeteries, Crematories, or Mausoleums	X	X	X	X	X	
Civic/Government	AUP	AUP	AUP	P	P	
College/University	CUP	CUP	CUP	CUP	CUP	
Commercial Recreation and Sports, Indoor	AUP	AUP	P	P	P	
Commercial Recreation and Sports, Outdoor	AUP	AUP	P	X	X	
Community Assembly, Up to 5,000 sf (gross sf)	P	P	P	P	P	
Community Assembly, > 5000 sf - 12,000 sf (gross sf)	AUP	AUP	P	P	P	
Community Assembly, >12,000 sf (gross sf)	CUP	CUP	CUP	CUP	CUP	
Cultural Institutions	AUP	AUP	AUP	AUP	AUP	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Day Care Centers	P	P	P	P	P	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Instructional Services, <= 5000 sf	P	P	P	P	P	
Instructional Services, > 5000 sf	X	X	AUP	AUP	P	
Open Space, Natural	P	P	P	P	P	
Parks and Recreation Facilities	P	P	P	P	P	
Public Service Facility	AUP	AUP	AUP	P	P	
Recreational Vehicle (RV) Park	CUP	CUP	X	X	X	See Chapter 4.21 (Recreational Vehicle (RV) Parks)
Schools, Public or Private (TK-12)	AUP	AUP	AUP	AUP	AUP	
Social Service Facilities	CUP	CUP	CUP	CUP	CUP	
Tutoring Facilities	AUP	AUP	P	P	P	
Vocational/Trade School	CUP	CUP	CUP	CUP	AUP	
Residential Uses						
Accessory Dwelling Unit (ADU) and Jr ADU	A	A	A	A	A	See Chapter X.XX (ADUs and Jr ADUs)
Caretaker's Unit	X	X	X	X	X	
Child Day Care in a Home, Large	AUP	AUP	AUP	AUP	AUP	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Child Day Care in a Home, Small	P	P	P	P	P	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Cottage Industry	A, AUP	A, AUP	A, AUP	A, AUP	A, AUP	See Chapter 4.11 (Cottage Industry)
Emergency Shelter	X	X	X	X	X	See Chapter 4.13 (Emergency Shelters)
Group Residential Home	CUP	CUP	CUP	CUP	CUP	
Home Occupation	A	A	A	A	A	See Chapter 4.14 (Home Occupations)
Cottage Food Operation	A, AUP	A, AUP	A, AUP	A, AUP	A, AUP	See Chapter 4.10 (Cottage Food Operations)
Live/Work	P	P	P	P	P	See Chapter 4.15 (Live/Work)
Manufactured/Mobile Home Park	CUP	CUP	X	X	X	See Chapter 4.16 (Manufactured/Mobile Home Park)
Residential Care Facilities, Large	CUP	CUP	CUP	CUP	CUP	
Residential Care Facilities, Small	P	P	P	P	P	
Residential Housing Types						
Single-Family Dwelling, Detached	P	P	P	AUP	AUP	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Single-Family Dwelling, Attached	P	P	P	P	P	
Two-Family Dwelling/Duplex	P	P	P	AUP	AUP	
Multi-Family Dwelling, Triplex/Quadplex	P	P	P	P	P	
Multi-Family Dwelling, ≥ 5 Units	P	P	P	P	P	
Mobile Home	CUP	CUP	X	X	X	See Chapter 4.16 (Manufactured/Mobile Home Park)
Manufactured/Modular/Prefabricated Dwelling Unit	CUP	CUP	CUP	CUP	CUP	See Chapter 4.16 (Manufactured/Mobile Home Park)
Single-Room Occupancy	CUP	CUP	CUP	AUP	AUP	
Supportive Housing	CUP	CUP	CUP	CUP	CUP	
Transitional Housing	CUP	CUP	CUP	CUP	CUP	
Yard Sales (Temporary)	P	P	P	P	P	See Chapter 4.26 (Temporary Uses)
Retail, Service, and Office Uses						
Adult-Oriented Business	X	X	X	X	X	See Chapter 4.02 (Adult-Oriented Businesses)
Alcohol Sales, Off-Sale	X	X	CUP	CUP	CUP	
Animal Sales and Services	X	X	P	P	P	
ATM (Accessory Use)	A	A	A	A	A	
Bail Bonds	X	X	X	X	CUP	See Chapter 4.05 (Bail Bonds)
Banks, Financial, and Savings and Loan Institutions	X	P	P	P	P	Drive-through financial institutions are covered under “Drive-Through, Non-Restaurant”
Building Materials Sales and Services	X	X	X	X	X	
Business to Business Support Services	X	X	X	X	X	
Check-Cashing Businesses	X	X	X	CUP	CUP	See Chapter 4.07 (Check-Cashing Businesses)
Convenience Market	X	X	CUP	CUP	CUP	
Food Preparation, Commercial	X	X	P	P	P	
Fortunetelling, Palm and Card Reading	AUP	AUP	P	P	P	
Funeral Homes and Mortuaries	X	X	AUP	AUP	AUP	
General Retail ≤ 5,000 sf	P ¹	P ¹	P	P	P	
General Retail 5,000 sf - 25,000	AUP	AUP	P	P	P	
General Retail/Superstore > 25,000	X	X	AUP ²	AUP ²	AUP ²	
Grocery Store	X	CUP	P	P	P	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Hospital	X	X	X	CUP	CUP	
Kennels/Boarding, Commercial	X	X	AUP	AUP	AUP	
Kiosk/Outdoor Vending	X	X	A	A	A	
Laundromat	X	X	P	P	P	
Massage Establishment, Accessory Use	X	X	A	A	A	
Massage Establishment, Stand-Alone	X	X	CUP	CUP	CUP	See Chapter 4.17 (Massage Establishment (Stand-alone))
Medical Services, Extended Care	X	X	X	CUP	CUP	
Medical Services, Medical/Dental/Holistic/Clinic	P	P	P	P	P	
Medical Services, Urgent Care	X	X	P	P	P	
Mini-Storage Warehousing or Facility	X	X	X	X	X	
Neighborhood Market	P	P	P	P	P	
Nursery/Garden Center	X	X	X	X	X	
Offices, Processing	X	X	X	X	X	
Offices, Professional/Administrative	P	P	P	p ³	p ³	
Offices, Service	P	P	P	P	P	
Outdoor Display (Accessory)	A	A	A	A	A	
Pawnshop	X	X	CUP	CUP	CUP	See Chapter 4.20 (Pawnshops)
Personal Services	P	P	P	P	P	
Research and Development	X	X	X	CUP	CUP	
Smoke Shops	X	X	CUP	CUP	CUP	See Chapter 4.23 (Smoke Shops)
Smoking Lounge	X	X	AUP	AUP	AUP	
Swap Meet, Outdoor (Temporary)	X	X	TUP	TUP	TUP	See Chapter 4.26 (Temporary Uses)
Tattoo/Body Art/Piercing	X	X	AUP	AUP	AUP	See Chapter 4.24 (Tattoo/Body Art/Piercing Establishment)
Resale/Consignment/Thrift Shop	X	X	AUP	AUP	AUP	See Chapter 4.22 (Resale/Consignment/Thrift Shops)
Veterinary Hospitals	X	X	AUP	AUP	AUP	
Utility, Transportation, and Communication Uses						
Airports and Heliports	X	X	X	X	X	
Communications, Facilities within Buildings	X	X	X	X	X	

Mixed Use Zones						
Use ¹	CN-14	CN-20	NC	MUN	MT	Additional/Specific Use Regulations
Communications, Telecommunications/Large Commercial Antennas	X	X	X	X	X	See Chapter 4.25 (Telecommunications/Wireless Facilities)
Communications, Telecommunications/Small Wireless Facilities	AUP	AUP	AUP	AUP	AUP	See Chapter 4.25 (Telecommunications/Wireless Facilities)
Freight/Trucking Facility	X	X	X	X	X	
Light Fleet-Based Services	X	X	X	X	X	
Mobile Recycling Unit	A, AUP	A, AUP	A, AUP	A, AUP	A, AUP	
Parking Lots and Structures	X	X	A, AUP	A, AUP	A, AUP	
Passenger Transportation Facilities	CUP	CUP	CUP	CUP	CUP	Bus stops are allowed in all zones.
Public Utilities, Major	X	X	X	X	X	
Public Utilities, Minor	AUP	AUP	AUP	AUP	AUP	
Renewable Energy System (Primary Use)	X	X	X	X	X	
Renewable Energy System, Building-Mounted (Accessory)	A	A	A	A	A	
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	A, CUP	A, CUP	A, CUP	A, CUP	A, CUP	
Recycling Collection Facility	X	X	X	X	X	
Recycling Processing Facility	X	X	X	X	X	
Reverse Vending Machine (Accessory)	X	X	A	A	A	
Utility Yard	X	X	X	X	X	

Notes:

1. Uses shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2.03.03 Development Regulations

Tables 2.03.03-1 and 2.03.03-2 prescribe the development standards for the mixed-use zones. Additional regulations are also denoted in the righthand column. Section numbers in this column refer to other sections of this Code.

Table 2.03.03-1. Development Standards – Mixed-Use Zones – Middle Housing

Mixed Use - Middle Housing Zones				
Standards	CN-14	CN - 20	NC	Additional Regulations
Lot and Density Standards¹				
Non-Residential Maximum Floor Area Ratio	0.25	0.25	0.5	
Residential Density (units/acre)				
<i>Minimum</i>	> 8.0	> 14.0	0	Applies to new development only.
<i>Maximum</i>	14.0	20.0	20.0	See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing)
Minimum Development Project Site (sf) (for new lots)	10,000	10,000	10,000	
Minimum Development Project Site Width (ft) (for new lots)	60	60	60	
Minimum Development Project Site Depth (ft) (for new lots)	100	100	100	
Minimum Lot Size per Dwelling Unit (sf) (for new lots)	2,500	1,800	1,800	See Section 2.03.04 (Small-Lot Detached Single-Family Homes) for maximum lot size and unit size for small-lot detached single-family homes.
Minimum Lot Width per Dwelling Unit (ft) (for new lots) ²	30	20	20	Attached Single-Family Homes/Townhomes: A minimum lot width of 30 to 40 feet may be necessary for townhomes with double loaded attached garages in front, and to comply with parking location and design requirements. Minimum lot width may be reduced to 20 feet if garages are single-car wide, detached and/or accessed from an alley. Small-Lot Detached Single Family Homes: A lot width of 35 feet may be necessary for small-lot single-family homes with attached double loaded garages in front and to comply with parking location and design requirements. Lot width may be reduced to 30 feet if garages are single-car wide, detached and/or accessed from an alley.
Minimum Lot Depth (ft) (for new lots)	80	60	60	
Building Form and Location				
Maximum Height/Stories (ft)	40 ft/3 stories	40 ft/3 stories	40 ft/3 stories	Projects must comply with both stories and overall height maximums.
Maximum Height/Stories (ft) – w/ Architectural Features	45	45	45	Architectural features include rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as

Mixed Use - Middle Housing Zones				
Standards	CN-14	CN - 20	NC	Additional Regulations
				approved by City staff. See 3.01.03 (Measuring Heights).
Minimum Ground Floor Height – Non-Residential (Floor to Floor)	15	15	18	
Distance between Main Structures (sf)	Main structures and accessory structures shall be located no closer than 15 ft to any other main structure or to another accessory structure, except as required by adopted Building or Fire Codes			
Building Site Setbacks (ft)³				See Figure 2.03.05-1. Example Small-Lot Detached Single-Family Residential Site Plans illustrating building site and lot setbacks.
<i>Front – Minimum</i>	10	10	10	
<i>Front – Maximum (Residential Ground Floor)⁴</i>	25	25	20	Parking not permitted in front setback area.
<i>Front – Maximum (Non-Residential Ground Floor)⁴</i>	15	15	15	
<i>Street Side – Minimum</i>	10	10	10	
<i>Street Side – Maximum (Residential Ground Floor)⁴</i>	20	20	15	
<i>Street Side – Maximum (Non-Residential Ground Floor)⁴</i>	10	10	10	
<i>Interior Side – Minimum</i>	5; 10 ft abutting residential zones	5; 10 ft abutting residential zones	0; 10 ft abutting residential zones	
<i>Rear – Minimum</i>	10 ft	15; 20 ft abutting residential zones	15; 20 ft abutting residential zones	
Lot Setbacks – Minimums (ft)				See Figure 2.03.05-1. Example Small-Lot Detached Single-Family Residential Site Plans illustrating building site and lot setbacks.
<i>Front – Minimum (Residential Ground Floor)</i>	10	5	10	For single-family attached and detached dwelling units, garage shall be set back at minimum 5 feet behind the front façade.
<i>Front – Minimum (Non-Residential Ground Floor)</i>	0	0	0	
<i>Street Side – Minimum (Residential Ground Floor)</i>	10	5	10	
<i>Street Side – Minimum (Non-Residential Ground Floor)</i>	0	0	0	
<i>Interior Side – Minimum</i>	5	5	5	Only applies to detached single-family dwellings and the ends of attached single-family dwellings.
<i>Interior Side – Zero Lot Line/Common Wall Developments</i>	10 ft minimum on one side of the dwelling unit, and no setback required on the opposite side			See Section 2.03.04.D (Zero Lot Line Option)
<i>Rear – Minimum</i>	20	15ft (not abutting residential zones); 20 ft (abutting residential zones)	15ft (not abutting residential zones); 20 ft (abutting residential zones)	Not additive with building site (inclusive). See Figure 2.03.05-1. Example Small-Lot Detached Single-Family Residential Site Plans illustrating building site and lot setbacks.
Parking Frontage				

Mixed Use - Middle Housing Zones				
Standards	CN-14	CN - 20	NC	Additional Regulations
Maximum Surface Parking along Primary Frontage	30%	30%	30%	Applies to new development and major additions or renovations (as defined in Article 7 (Definitions)).
Open Space Standards				
Minimum Usable Open Space (sf per unit) – Applies to Residential Component	300 sf total per unit; minimum 100 sf of private open space required for ground-level units and 60 sf of private open space for upper-level units	200 sf total per unit, minimum 100 sf of private open space required for ground-level units and 60 sf of private open space for upper-level units	200 sf total per unit; minimum 100 sf of private open space for ground-level units and 60 sf of private open space for upper-level units	<ul style="list-style-type: none"> • Common open space includes roof decks and other shared common open areas. • Minimum common open space dimension is 20 feet in either direction. Setback areas are not considered usable open space unless they are at least 20 feet wide. • Minimum private open space is 6 feet in either direction. • Up to 40 square feet per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
Minimum Usable Open Space (sf) – Applies to Non-Residential Component Over 25K sf	3% of gross floor area	3% of gross floor area	3% of gross floor area	Could be common open space for employees or publicly-accessible open space.
Maximum Front Yard Paving	60%	70%	70%	Includes areas devoted to parking, driveways, and walkways.
Minimum Required Landscaping	<p>For SFR on Individual Lots: 40% of the Minimum Required Front Yard Area, of which half must be planted with live plant material</p> <p>For All Other Development Types: 10% of the lot, of which half must be planted with live plant material</p>			Excludes areas devoted to parking, driveways, and walkways. Additional standards for front yard landscaping – see Section 2.03.06 (Mixed-Use and Multi-Family Residential Design Standards).
Other Standards				
Accessory Structures	See Section 3.02.04 (Accessory Structures)			
Setbacks and Encroachments	See Section 3.02.03 (Setbacks and Encroachments)			
Utilities, Service Areas, and Building Equipment	See Section 3.02.07 (Utilities, Service Areas, and Building Equipment)			
Refuse and Recycling	See Section 3.02.08 (Refuse and Recycling)			
Landscaping	See Section 3.02.09 (Landscaping)			
Fences, Walls, and Screening	See Section 3.02.10 (Fences, Walls, and Screening)			
Outdoor Lighting	See Section 3.02.11 (Outdoor Lighting)			
Parking and Loading	See Chapter 3.03 (Parking and Loading)			
Performance Standards	See Chapter 3.04 (Performance Standards)			
Signs	See Chapter 3.05 (Sign Regulations)			

1. Densities and intensities shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2. No site shall have less than the required lot width as prescribed in the applicable land use district, except lots fronting on cul-de-sac or knuckle streets may have 35 feet of frontage.

3. Building site setbacks are inclusive of individual lot setbacks, however, the minimum setbacks along the exterior development site boundaries shall be the greater of the setback required for the development site or the individual lot.

4. If a development provides a publicly-accessible plazas or forecourt, and there is clear visibility between the sidewalk and building entrance, the maximum setback may be waived for up to 40 percent of the building frontage. Entry courtyards, plazas, entries, or outdoor eating areas must be located adjacent to the property line and buildings shall be built to the edge of the courtyard, plaza, or dining area.

Table 2.03.03-2. Development Standards – Mixed-Use Zones

Mixed Use Zones			
Standards	MUN	MT	Additional Regulations
Lot and Density Standards¹			
Non-Residential Maximum Floor Area Ratio	0.5	1.0	
Residential Density (units/acre)			
<i>Minimum</i>	20.0	20.0	Applies to new development only.
<i>Maximum</i>	40.0	40.0	See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing)
Minimum Lot Size (sf) (for new lots)	20,000	20,000	
Minimum Lot Width (ft) (for new lots) ²	100	100	
Minimum Lot Depth (ft) (for new lots)	100	100	
Building Form and Location			
Maximum Height/Stories (ft)	55 ft/4 stories	55 ft/4 stories	Projects must comply with both stories and overall height maximums.
Maximum Height/Stories (ft) – w Architectural Features	60	60	Architectural features include rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff. See Section 3.01.03 (Measuring Heights).
Maximum Height Adjacent to Single-Family Zoned Property	Within 45-degree plane from property line at grade		See Section 2.03.06.J (Neighborhood Transitions).
Minimum Ground Floor Height – Non-Residential (Floor to Floor)	18	18	
Setbacks (ft)			
<i>Front – Minimum (Residential Ground Floor)</i>	15	15	
<i>Front – Maximum (Residential Ground Floor)²</i>	25	25	
<i>Front – Minimum (Non-Residential Ground Floor)</i>	5	5	
<i>Front – Maximum (Non-Residential Ground Floor)³</i>	10	10	
<i>Street Side – Minimum (Residential Ground Floor)</i>	10	10	
<i>Street Side – Maximum (Residential Ground Floor)³</i>	20	20	
<i>Street Side – Minimum (Non-Residential Ground Floor)</i>	5	5	
<i>Street Side – Maximum (Non-Residential Ground Floor)³</i>	10	10	

Mixed Use Zones			
Standards	MUN	MT	Additional Regulations
<i>Interior Side – Minimum</i>	0; 10 ft abutting residential zones	0; 10 ft abutting residential zones	
<i>Rear – Minimum</i>	10, 20 ft abutting residential zones	10, 20 ft abutting residential zones	
<i>Alley – Minimum</i>	5	5	
Parking Frontage			
Maximum Parking Frontage Along Primary Street ⁴	30%	30%	No more than 30% of the primary street frontage shall be devoted to parking garages and openings, carports, and open/surface parking. This limitation does not apply to frontages along alleys (See Figure 2.03.03-1. Maximum Parking Frontage Along a Primary Street).
Open Space Standards			
Minimum Usable Open Space (sf per unit) – Applies to Residential Component	150 sf total per unit; a minimum of 50% of the units must have 60 sf of private open space	150 sf total per unit; a minimum of 50% of the units must have 60 sf of private open space	Common open space includes roof decks and other shared common open areas. Minimum common open space dimension is 20 feet in either direction. Setback areas are not considered usable open space unless they are at least 20 feet wide. Minimum private open space is 6 feet in either direction. Up to 40 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
Minimum Usable Open Space (sf) – Applies to Non-Residential Component Over 25K sf	3% of gross floor area	3% of gross floor area	Could be common open space for employees or publicly-accessible open space. If the open space is over 1,000 square feet and provided as publicly-accessible, up to 50 percent may counted towards the required residential common open space.
Minimum Landscaping (% of lot)	10% of the lot, of which half must be planted with live plant material		
Other Standards			
Accessory Structures	See Section 3.02.04 (Accessory Structures)		
Setbacks and Encroachments	See Section 3.02.03 (Setbacks and Encroachments)		
Utilities, Service Areas, and Building Equipment	See Section 3.02.07 (Utilities, Service Areas, and Building Equipment)		
Refuse and Recycling	See Section 3.02.08 (Refuse and Recycling)		
Landscaping	See Section 3.02.09 (Landscaping)		
Fences, Walls, and Screening	See Section 3.02.10 (Fences, Walls, and Screening)		
Outdoor Lighting	See Section 3.02.11 (Outdoor Lighting)		
Parking and Loading	See Chapter 3.03 (Parking and Loading)		
Performance Standards	See Chapter 3.04 (Performance Standards)		
Signs	See Chapter 3.05 (Sign Regulations)		

1. Densities and intensities shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

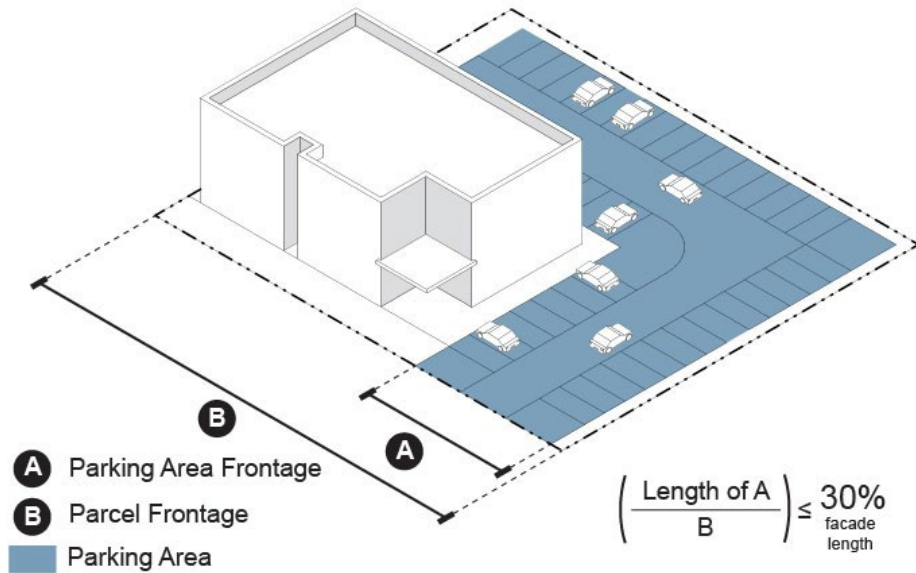
2. No site shall have less than the required lot width as prescribed in the applicable land use district, except lots fronting on cul-de-sac or knuckle streets may have 35 feet of frontage.

3. If a development provides a publicly-accessible plaza or forecourt, and there is clear visibility between the sidewalk and building entrance, the maximum setback may be waived for up to 40% of the building frontage. Entry courtyards, plazas, entries, or outdoor

eating areas must be located adjacent to the property line and buildings shall be built to the edge of the courtyard, plaza, or dining area.

4. See Figure 2.03.03-1 (Maximum Parking Frontage Along a Primary Street) for an illustration of maximum parking frontage along a primary street.

Figure 2.03.03-1. Maximum Parking Frontage Along a Primary Street



2.03.04 Small-Lot Detached Single-Family Residential

For the purposes of this Code, a small-lot detached single-family residential lot/development shall be defined and regulated as follows:

A. Lot Size.

A small-lot detached single-family residential lot/development shall be defined as a detached single-family residential lot(s) of 4,000 square feet or less.

B. Unit Size.

Maximum unit size for small-lot detached single-family residential lots/developments shall be 2,500 square feet.

2.03.05 Detached Single-Family Residential Design Standards

A. Purpose

The following detached single-family residential design standards are intended to ensure that single-family detached homes are well-designed while allowing for flexibility and creativity. A broad range of configurations are permitted including cluster homes, cottages, auto courts, and other configurations that meet the permitted density requirements and development standards of the applicable zone.

B. Applicability

This Section shall apply to all developments consisting of more than one detached single-family residential structure.

C. Zero Lot Line Option

1. All or part of the setback requirements of interior yards along property lines adjoining other private lots may be waived with the written approval of the City and the property owner of the lot adjoining the yard which is being encroached upon. This written agreement shall take the form of a zero lot line agreement which shall be recorded on the chain of title of both properties involved. The zero lot line agreement shall describe in detail the extent of said waiver. Zero lot line agreements may be executed between private property owners only. Swimming pools are not eligible for zero lot line agreements.
2. Approval of a zero lot line agreement shall be subject to the following requirements:
 - a. All building and fire code requirements resulting from the waiver of the setback requirement shall be met by the construction;
 - b. Approval by the fire chief to ensure that adequate fire-fighting access is retained shall be obtained; and
 - c. Where the setback is reduced to less than three feet, a maintenance access easement of five feet in width shall be provided on the adjoining property.

D. Site Planning Standards

1. Access and Connectivity

- a. Private Street Placement. Where a private street serves more than one lot and would abut existing single-family zoned properties, it shall be placed where it would abut the least number of existing single-family zoned properties. Private street access on corner development sites shall be located as far as possible from intersections. Where a private street serves lots on both sides of the private street, the private street shall be doubly loaded with lots on either side.
- b. Turnaround Areas. Dead-end private streets longer than 150 feet shall provide a vehicle turnaround area.
- c. Sound Barrier Walls. The use of sound barrier walls to buffer residential areas from arterial, boulevard, connector, Downtown, and local streets is prohibited. If a development has sound barrier walls, it shall provide frequent pedestrian and bicycle connections between the community and surrounding areas at distances no more than 600 feet apart.
- d. External Connectivity. Streets within any proposed subdivision or building site shall be aligned with existing and planned streets in the surrounding area to create a continuous street pattern. All streets in any subdivision or development site shall connect to other streets and to existing and planned streets outside the proposed subdivision or development

to the extent feasible. Any cul-de-sac or other dead-end street longer than 300 feet shall be connected to other streets by a pedestrian path. If a development is gated, it shall provide frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

- e. Pedestrian Pathways/Sidewalks. Pedestrian pathways/sidewalks connecting to the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. A pedestrian pathway/sidewalk shall connect the primary building entry or entries to the public sidewalk on each street frontage. Pedestrian pathways/sidewalks a minimum five feet wide shall be provided from the public right-of-way to all primary entryways and common areas, guest parking, and centralized trash enclosures.

2. Landscaping

- a. Private Street and Pathway Landscaping. All publicly-accessible private streets and pathways shall provide a combination of trees, shrubs, and ground cover in a planting strip. Trees shall be planted at a minimum of one tree per 35 feet of linear street/path. Shrubs and groundcover shall cover at least 30 percent of the planting strip.

3. Parking

a. Parking Location and Design.

- i. Required parking shall be provided on each lot, within a common parking area, or in a combination of the two.
- ii. Curb cuts and driveways providing access to parking shall be from an alley or secondary/private street, rather than from the public right-of-way, wherever such alley or secondary/private access is feasible.
- iii. Parking is not permitted in the front setback area for individual lots and building sites.
- iv. Garage doors that face the street shall not occupy more than 60 percent of the width of any street-facing building façade. This limitation does not apply to frontages along alleys.

Figure 2.03.05-1. Example Small-Lot Detached Single-Family Residential Site Plans



4. Services and Utilities

- a. Utilities. All new utility boxes and equipment and utility connections shall be undergrounded unless otherwise prohibited by the utility provider (e.g., water backflow prevention device that must be placed above ground) or the City Engineer grants an exemption following his/her determination that such undergrounding is not practicable.
- b. Location of Above-ground Utilities and Service Areas. All above-ground utilities and equipment (e.g. electric and gas meters, fire sprinkler valves, irrigation backflow prevention

devices, etc.), shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

- i. Utilities and equipment shall be located on non-primary street frontages, alleys, parking areas, and/or at the rear or side of buildings.
 - ii. Utilities and equipment shall not be located within the front or street side setback area of the lot or development site.
 - iii. Utilities and equipment shall be fully screened from view (see Subsection E.4.c (*Service, Utility, and Equipment Screening*)).
 - iv. Small lot single-family residential development projects of less than six units do not necessitate communal or shared trash and recycling areas/containers. In such cases, no enclosure structure shall be required, however individual trash and recycling containers shall be stored in such a manner that containers are not visible or screened from public view from the front of the property. Containers may be placed in public view for purposes of collection only on the scheduled collection day and should be removed from public view following said collection.
 - v. For small lot single-family residential development projects with six units or more, trash and recycling containers and collection areas shall be adequate in capacity, number, and distribution to accommodate all waste generation of the site. The number of containers and collection areas shall be reviewed by the local disposal service and approved by the Director. Refuse collection areas shall be located inside of enclosures located along alleys, in parking areas, or at the rear or side of buildings and shall be fully screened from view per the screening standard below (see *Service, Utility, and Equipment Screening* standard in this Subsection, below). Communal refuse collection areas are prohibited on primary frontages (defined as the front lot line).
 - vi. **Mailboxes.** Mailbox clustering is not required for small lot single-family residential development projects with less than six units. For small lot single-family residential development projects with six units or more, mailboxes shall be clustered (group mailboxes) and shall meet the following standards:
 - a) The cluster mailbox unit(s) and any associated shelters shall be designed using exterior finish materials and colors used on the surrounding residential units.
 - b) Group mailboxes shall be illuminated with lights and fixtures similar to those used externally throughout the development.
 - c) Design and location of group mailboxes shall conform to U.S. Post Office requirements.
- c. **Service, Utility, and Equipment Screening.** Screening of refuse collection areas, utilities, and equipment shall meet the following standards:
- i. Screening shall be equal to or higher than the height of the equipment to be screened.
 - ii. Screening shall be made of a primary exterior finish material used on other portions of the residential units, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted.

E. Building and Façade Design Standards

1. Architectural Variability.

For all developments involving four or more contiguous lots, there shall be multiple “distinctly different” front facade designs. No more than two houses shall be of the same front facade design as any other house directly adjacent along the same block face. Mirror images of the same configuration do not meet the definition of “distinctly different.” “Distinctly different” shall be defined to mean that a single-family dwelling’s elevation must differ from other house elevations in the following (see *Façade Modulation and Articulation* standard):

- a. Number of stories (optional);
- b. Modulation strategies - at least one;
- c. Articulation strategies - at least one;
- d. Variation in materials - different material palette, with a different primary material.

The number of required different front facade designs shall be in accordance with Table 2.03.04-1 (Architectural Variability).

Table 2.03.04-1 . Architectural Variability

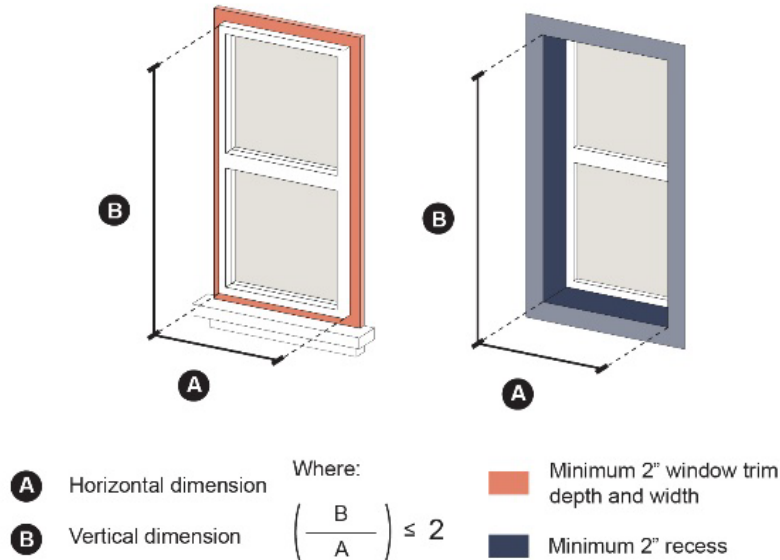
Total number of Dwelling Units	Minimum Number of Façade Designs
4 - 8	2
9 – 20	3
20 - 30	4
–31 - 40	5
41 - 60	6
61 - 100	7
>100	8

2. Façade Modulation and Articulation

- a. Modulation. Residential units shall employ at least two of the following building modulation strategies:
 - i. Varied roof form, such as changes in roof height, offsets, change in direction of roof slope, dormers, parapets, etc.
 - ii. Use of balconies, front porches, overhangs, or covered patios.
 - iii. Projections, offsets, and/or recesses of the building wall at least one foot in depth, such as bay windows, chimneys, brackets, and cornices.
- b. Articulation. All building elevations that face a street or a cluster driveway shall employ varied façade articulation of wall surfaces. Facades shall incorporate at least three of the following features, consistent in design style, that provide articulation and design interest:
 - i. Variation in texture or material, provided all exterior wall textures and materials are consistent with the overall architectural style of the dwelling;

- ii. Building base (typically bottom three feet) that is faced with a stone or brick material, or is delineated with a channel or projection;
 - iii. Railings with a design pattern and materials such as wood, metal, or stone which reinforces the architectural style of the building;
 - iv. Decorative trim elements that add detail and articulation, such as door surrounds with at least a two-inch depth, decorative eave detailing, belt courses, etc.;
 - v. Decorative window elements such as, lintels, shutters, window boxes, etc.
 - vi. Roof overhangs at least 18 inches deep.
- 3. Side Elevations.** Side facades facing a private street or cluster driveway shall include details which are compatible with those on the front facade, with similar types and treatments of roofs, windows, shutters, planter boxes, and other architectural elements.
- 4. Building Entries:**
- a. Orientation.
 - i. Dwelling units that abut a public right-of-way shall orient the primary entryway toward the public street. Exceptions to this requirement may be approved by the Director or designee for projects where the project site is located on a major arterial, provided the façade facing the public street is designed with similar details and treatments to those of the front facade.
 - ii. Dwelling units located in the interior of a development shall orient the primary entryway toward and visible from a private street, pedestrian pathway, or open space that is connected to a public right-of-way or private street.
 - b. Projection or Recess. Building entrances shall have a roofed projection (such as a porch) or recess with a minimum depth of at least five feet and a minimum area of 30 square feet. Exceptions to this requirement may be approved by the Director or designee for alternative designs that create a welcoming entry feature facing the street, such as a trellis or landscaped courtyard entry.
 - c. Grade. Ground floor/entry height shall be a maximum of three feet above grade.
- 5. Building Roofs. Building roofs shall be designed as follows:**
- a. Roof Form. Primary roof forms shall be gable, hipped, flat, or shed. Turret/cone style roof forms are prohibited.
 - b. Roof Pitch. Steep roofs with a rise to run ratio over 6:12 (26.6 degrees) are prohibited.
- 6. Window Trim or Recess.** Trim at least two inch in depth shall be provided around all windows, or windows shall be recessed at least two inches from the plane of the surrounding exterior wall (see Figure 2.03.04-1 Window Trim or Recess). Foam is not a permitted trim material.

Figure 2.03.05-2 Window Trim or Recess



F. Colors and Materials

1. **Variation in Materials.** Each home shall incorporate at least two materials for facades.
2. **Prohibited Siding Materials.** The use of plywood, vinyl, plastic (and plastic laminate), and fiberglass is prohibited.
3. **Building Component Colors.** All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface.

G. Transitions and Privacy

1. **Window Placement.** Windows on adjacent units shall be offset by at least three feet to avoid direct sightlines into and from neighboring properties.
2. **Upper-Story Decks and Balconies.** Upper-story decks and/or balconies over 20 square feet in area shall be setback a minimum of 15 feet from an off-site single-family zoned property.
3. **Landscape Buffer.** For development projects of six units or more, a landscaped planter strip of at least three feet in width shall be provided along the abutting property line between a small lot subdivision/development and any adjoining low-density residential zoning district boundaries. Trees shall be planted within this area every 20 to 40 feet on center (depending on the tree species and canopy at maturity) to provide screening between the small lot subdivision/development and the adjacent low density residential uses.

H. Open Space

1. **Common Open Space:** If common open space is provided, it shall be landscaped with trees, shrubs, and groundcover with the exception of areas used for amenities which enhance usability such as play/exercise equipment, benches, picnic tables, swimming pools, and the like. Common open space shall have a minimum useable width of 15 feet, a slope of no more than 10 percent, be accessible by all units, and provide at least one tree. Additional trees shall be provided at a rate of 1 tree per 1,000 square feet.

2.03.06 Mixed-Use and Multi-Family Residential Design Standards

A. Applicability

The design standards in this Section shall be applicable to the following, unless specified otherwise:

1. All mixed-use or stand-alone multi-family residential development, redevelopment, expansions, and modifications of buildings and uses within the Mixed-Use zones.
2. All residential mixed-use development projects, located in other zones throughout the city (e.g. Regional Commercial).

B. Site Design - Access and Connectivity

All applicable development projects shall comply with the following site design standards. Additional site design regulations can be found in Section 3.01.01 (Site Design) of Article 3. Where a conflict exists between the standards in Article 3 (Citywide Regulations) and this Section, this Section shall prevail.

1. **Smaller Blocks and New Connections.** The following standards apply to projects (development sites) over 5 acres in size.
 - a. New developments or projects shall create smaller blocks and new connections such as publicly-accessible streets or bicycle/pedestrian pathways such that no new block shall be longer than 400 feet in length without a publicly-accessible connection through the parcel.
 - b. Where a site has through access to two parallel public or publicly-accessible rights-of-way, at least one publicly-accessible street or multi-use path (pedestrian and/or bicycle) shall connect through the site to another publicly-accessible sidewalk, street, and/or bike path for every 400 feet of parcel frontage.
 - c. A street shall be designed and constructed per a classification determined by the Director. Street designs are determined by the City of Indio Public Works Engineering Standards. Street rights-of-way shall be dedicated to the City or provided as a public access easement.

2. External Connectivity.

Streets within any proposed development site shall be aligned with existing and planned streets in the surrounding area to create a continuous street pattern. All streets in any development site shall connect to other streets and to existing and planned streets outside the proposed development to the extent feasible. Any dead-end street longer than 400 feet shall be connected to other streets by a pedestrian path. If a development is gated, it shall provide frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

3. Vehicular Access Hierarchy.

Parking and service area access shall be provided from the following, in order of preference: 1) from an alley; 2) in the absence of an existing or proposed alley, access shall be from a driveway shared with a property abutting the development site; 3) in the absence of an alley or shared driveway, access shall be from the side/lesser street abutting the development site; 4) in the absence of a side street, from a curb cut/driveway along the primary street frontage. See additional standards in Chapter 3.03 (Parking and Loading).

4. Driveway and Curb Cuts.

These standards shall apply to driveways and associated curb cuts providing vehicular access to parcels improved with mixed-use and/or multi-family residential development projects. Alley frontages are exempt from these standards. See also Chapter **3.03** (Parking and Loading).

- a. Driveways shall be a minimum of 50 feet from any street intersection. For parcels less than 75 feet wide, driveways shall be located along the lot line farthest from the intersection.
- b. Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 400 feet of public street frontage, or two curb cuts per street frontage, whichever is less (unless otherwise required for emergency vehicle access).

5. Pedestrian Access.

Primary entries for buildings along street frontages shall meet the following standards (excludes individual residential entries):

- a. At least one pedestrian entry is required for each building or tenant space on each primary street frontage, unless a greater number is required by the adopted Building or Fire Codes. A single corner entry may be provided to fulfill this requirement.
- b. Primary building entries shall be at or above the back of sidewalk grade.
- c. Primary building entries shall face or be directly visible from the public right-of-way or a publicly-accessible path/open space. This may be through a front porch or forecourt.

C. Services and Utilities

1. Utilities.

2. All new utility boxes and equipment and utility connections shall be undergrounded unless otherwise prohibited by the utility provider (e.g., water backflow prevention device that must be placed above ground) or the City Engineer grants an exemption following his/her determination that such undergrounding is not practicable. **Location of Above-ground Utilities, Storage, and Service Areas.**

All above-ground utilities and equipment (e.g. electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and outdoor storage areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

- a. Utilities and equipment, service, storage, and non-passenger loading areas shall be located inside buildings or on non-primary street frontages, alleys, parking areas, and/or at the rear or side of building.
- b. Utilities and equipment, service, storage, and non-passenger loading areas shall not be located within minimum setback areas, along mid-block pedestrian connections, within the public right-of-way, and/or within 25 feet of a street corner.
- c. Utilities and equipment, service, storage, and non-passenger loading areas shall be fully screened from view per Subsection C.3 (Service, Utility, and Equipment Screening) below.

- d. Refuse collection areas to the extent possible shall be located as far as possible from the residential portion of mixed-use buildings and open space areas. Additional regulations for refuse collection areas can be found in **Section 3.05.08 (Refuse and Recycling)**.

3. Service, Storage, Utility, and Equipment Screening.

All service and storage areas, utilities, and equipment not housed inside buildings shall meet the following screening standards:

- a. Screening shall be equal to or higher than the height of the equipment to be screened.
- b. Screening shall be made of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted.

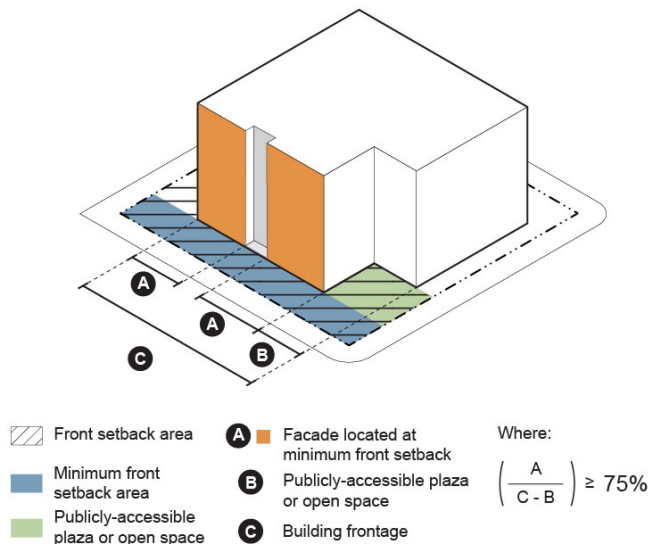
D. Building Massing and Articulation

Building façades shall use a variety of strategies, including building modulation, fenestration, and facade articulation to create visual interest and express a variety of scales as follows.

1. Building Frontage Location.

In Mixed-Use zones, at least 75 percent of the building facade shall be located within the minimum and maximum setback lines. Up to 25 percent of the building façade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range, as shown in Figure 2.03.05-1 Building Frontage Location.

Figure 2.03.06-1 Building Frontage Location



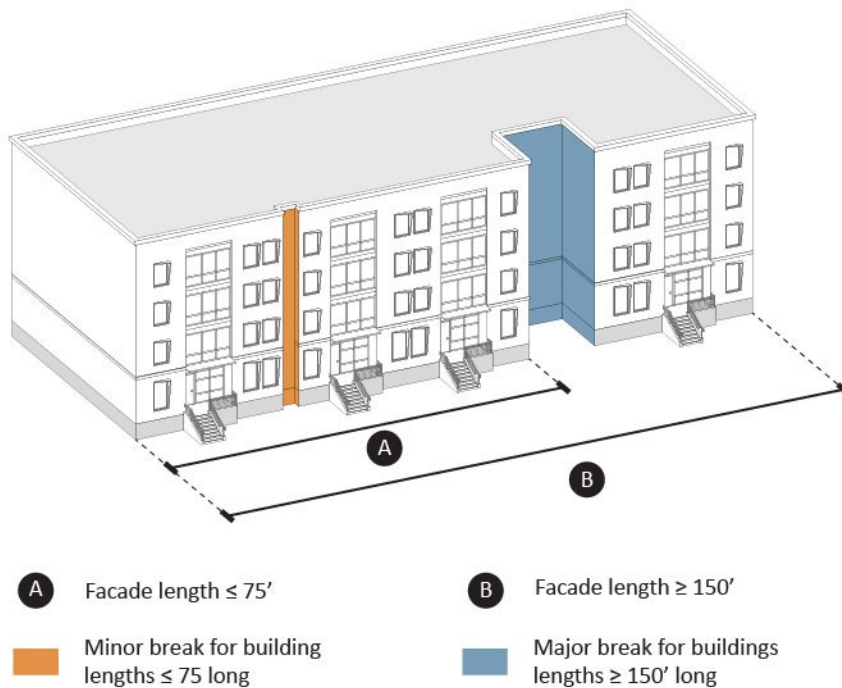
2. Massing Breaks.

- a. Major Massing Breaks. Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major massing break. Major massing breaks shall be a minimum depth of five feet and a minimum width of 10 feet and

shall extend the full height of the building including a break in the roofline. Building façades greater than 300 feet in length shall include at least two major massing breaks, with one major break with a minimum depth of 10 feet and minimum width of 20 feet (the other break may be at the smaller size - minimum depth of five feet and a minimum width of 10 feet).

- b. Minor Massing Breaks. Continuous building facades greater than 75 feet in length shall have at least one minor massing break (vertical shift modulation). Minor breaks shall be a minimum of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.

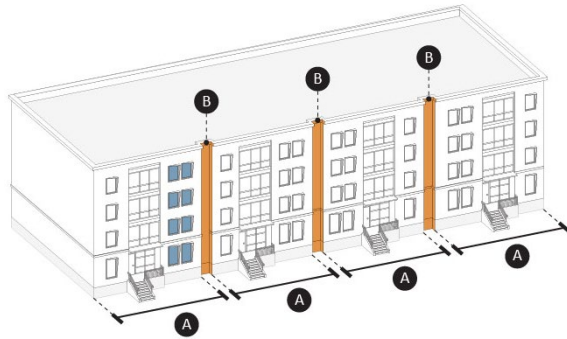
Figure 2.03.06-2 Massing Breaks



3. Facade Rhythm and Pattern.

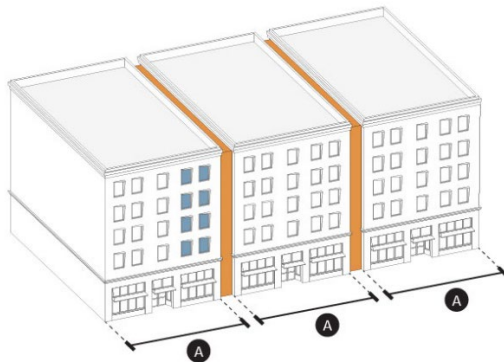
- a. Multi-family residential and residential mixed-use buildings shall express a rhythm and pattern that reflects the size and scale of a housing unit and/or individual rooms and spaces. Architectural rhythm and pattern is expressed through repeated patterns of lines, shapes, forms, and/or colors. This may be achieved with building modulation to create vertically oriented facades (height greater than the width of the façade), façade articulation, and repeating vertically oriented patterns of fenestration as follows:
 - i. Residential facades shall use vertical patterns of building modulation, façade articulation, and fenestration. This rhythm shall be between 20 to 50 feet in width for housing units or 10 to 20 feet in width for individual rooms and spaces.
 - ii. Ground floor storefront uses shall express a vertical rhythm not to exceed 20 to 50 feet in width.

Figure 2.03.06-3 Façade Rhythm and Pattern



Residential Façade

- A** Vertical rhythm:
 - Housing units: 20' - 50'
 - Individual rooms: 10' - 20'
- B** Vertical shift in modulation
- Vertically oriented pattern
- Vertically oriented articulation and fenestration pattern



Storefront Façade

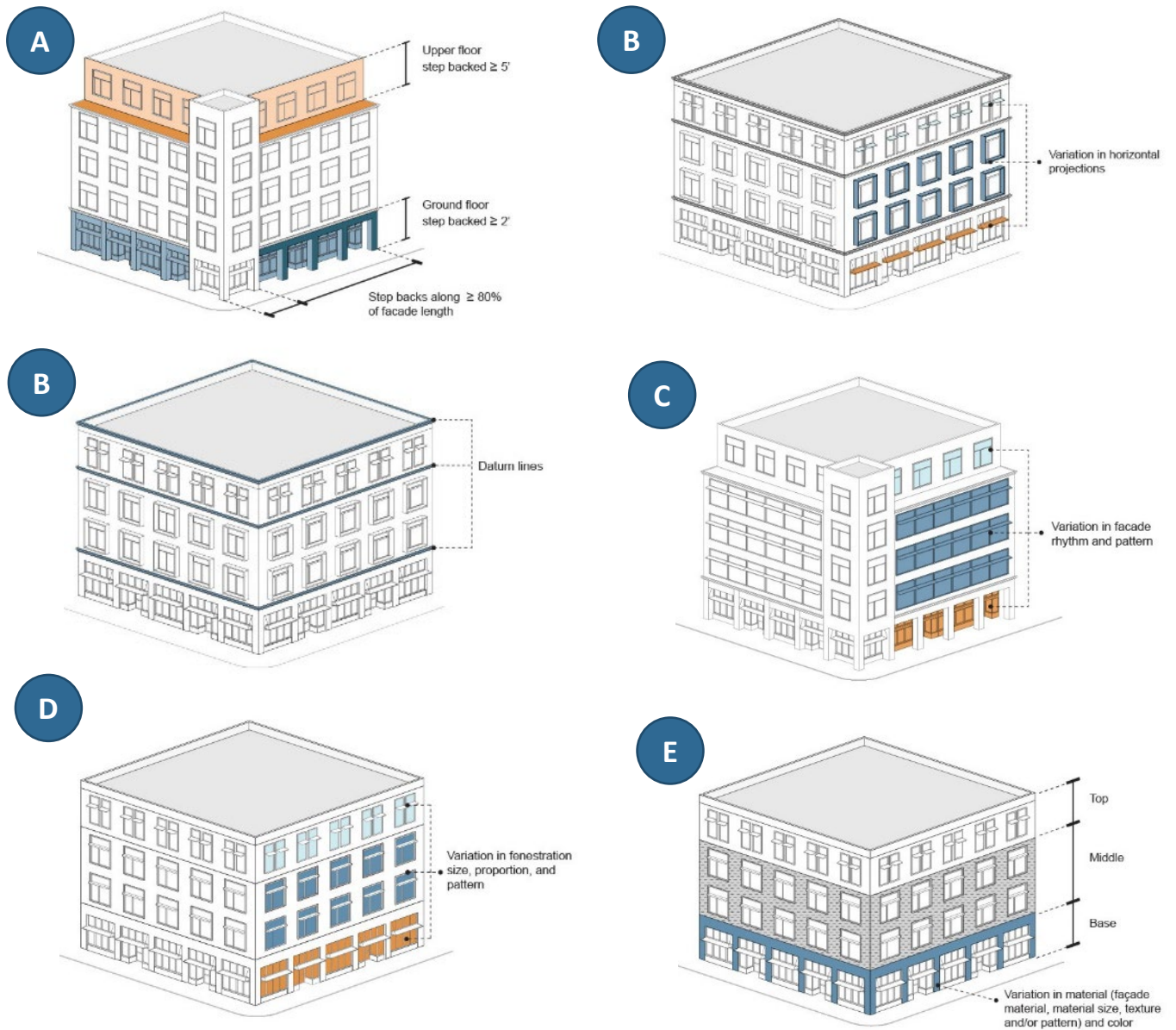
- A** Vertical rhythm 20' - 50'
- Vertical shift in modulation/ minor break
- Vertically oriented articulation and fenestration pattern

4. Building Components (Base/Middle/Top).

Buildings four stories and higher shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap. Buildings three stories or less shall include at minimum a defined base and top. Each of these elements shall be distinguished from one another for a minimum of 80% of the façade length through use of **two or more of the following**:

- a. Horizontal façade modulation which could include upper floor or ground floor step backs. Ground floor step backs shall include a horizontal shift of the ground floor façade with a minimum depth of two feet to create an overhang or arcade. Upper floor step backs shall include at minimum a five-foot step back from the primary façade for a minimum of 80% of the length of the façade.
- b. Horizontal façade articulation and/or variation in façade articulation strategy (see 2.03.04.D4 (Façade Articulation)).
- c. Variation in façade rhythm and pattern (see 2.03.04.D2 (Façade Rhythm and Pattern)).
- d. Variation in fenestration strategy (size, proportions, pattern, and depth or projection) (see 2.03.04.D5 (Fenestration)).
- e. Variation in material (façade material, material size, texture and/or pattern) and color.

Figure 2.03.06-4 Building Components (Base/Middle/Top)



5. Façade Articulation.

All facades shall include a minimum of **two** of the following façade articulation strategies to create visual interest:

- a. Vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies. The recess shall be a minimum four inches in depth.
- b. Vertical and horizontal projections such as shading and weather protection devices, decorative architectural details, or similar strategies. Shading and weather protection projections shall be a minimum of two feet in depth. Architectural projections shall be a minimum of four inches in depth.
- c. Datum lines that continue the full length of the building, such as cornices, with a minimum four inches in height, and a minimum two inches in depth with a change in material.

- d. Balconies or Juliet balconies (every 20 to 50 feet). Balconies shall be a minimum of six feet in depth; Juliet balconies shall be a minimum of four inches in depth.
- e. Screening devices such as lattices, louvers, shading devices, perforated metal screens, or similar strategies (see also Subsection F.2 (Awnings, Canopies, and Weather Protection))

6. Fenestration.

Fenestration shall meet the following standards:

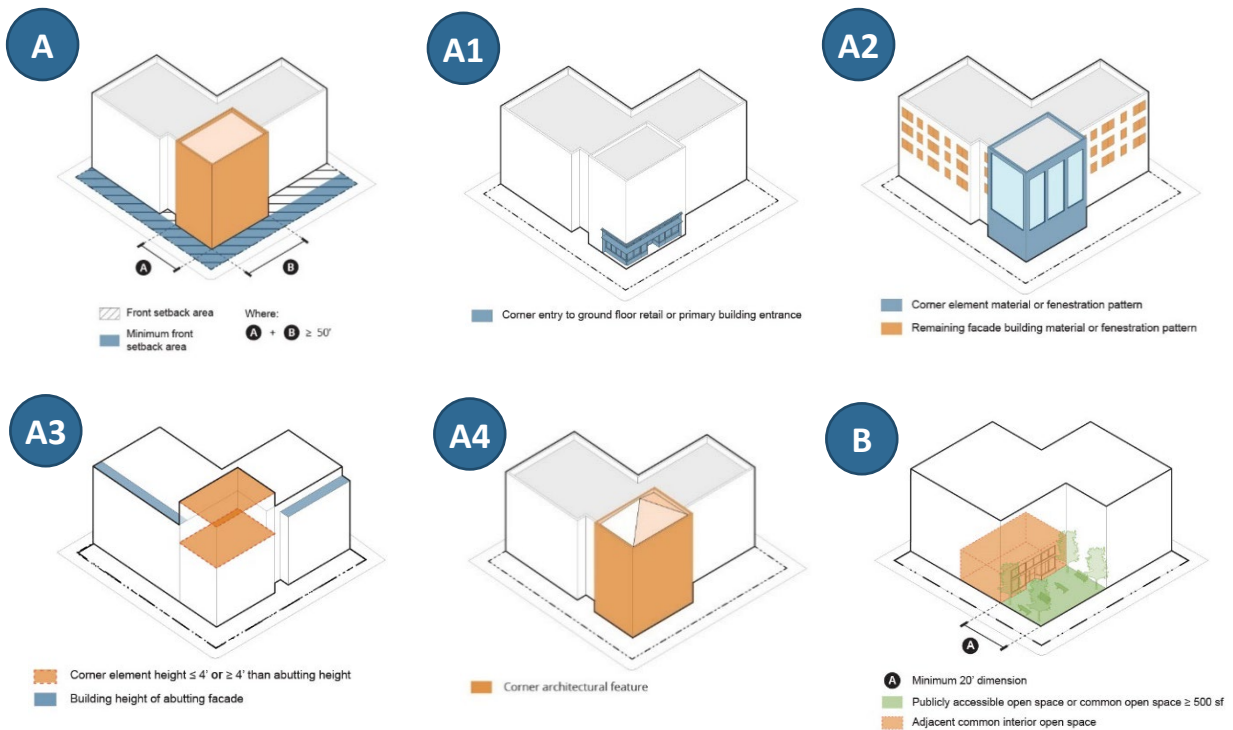
- a. Fenestration shall reinforce vertical proportions and patterns with windows that shall not exceed a 2:1 horizontal-to-vertical ratio.
- b. Windows that are flat or “flush” with the facade are prohibited unless applied to a portion of a building that is part of a recessed facade modulation as identified in horizontal or vertical shift modulation strategies in Subsection D.5 (Façade Articulation) above.
- c. Windows shall be recessed a minimum of two inches to provide a “punched” recessed character, or window trim shall be a minimum of two inches in width and depth.
- d. Curtain walls, if used, shall have a vertical orientation of mullions, joints, or solid panels that create a vertical pattern that does not exceed a 2:1 horizontal-to-vertical ratio.

7. Treatment of Corner Buildings.

Buildings located at street corners that are three stories and higher shall include at least one of the following special features:

- a. The building façade shall be located at the minimum front yard setback or build-to line for a minimum aggregated length of 50 feet on both facades meeting at the corner, and shall include one or more of the following building features:
 - i. An entry to ground floor retail or primary building entrance located within 25 feet of the corner of the building.
 - ii. A different material application and/or fenestration pattern from the rest of the façade.
 - iii. A change in total height of at least 4 feet greater or less than the height of the abutting primary façade.
 - iv. A special architectural feature such as a rounded or cut corner, tower/cupola, or similar.
- b. A publicly-accessible open space/plaza or outdoor seating area for public dining with a minimum dimension of 20 feet and minimum area of 400 square feet.

Figure 2.03.06-5 Treatment of Corner Buildings



E. Ground Floor Design - General

1. Primary Shared Residential Building Entries.

Primary residential building entries shared by multiple units (e.g. leading to upper stories) shall be accentuated from the overall building façade through a façade modulation that includes **at least one** of the following:

- a. A recess or projection from the primary façade plane with a minimum depth of two feet.
- b. A change in roof form.
- c. Weather protection that is a minimum 6 feet wide and 4 feet deep by recessing the entry, providing an awning/canopy or using a combination of these methods.

2. Blank Walls.

Blank walls (façades without doors, windows, landscaping treatments, artistic treatments, or façade articulation as identified in [2.03.04.D4 \(Façade Articulation\)](#)) shall be no more than 30 feet in length along public rights-of-way, pedestrian pathways, or publicly-accessible open space areas.

3. Front Yard Setback Character.

Required front setbacks shall provide a landscaped area to create a transition between public and private space. The following standards apply, based on intended use and exclusive of areas devoted to public access/sidewalks, outdoor seating, front porches, door swing of building entries, and publicly-accessible open space:

- a. For ground-floor retail or retail-like uses. A minimum of 20% of the required front setback area.
- b. For other ground-floor non-residential uses. A minimum of 40% of the required front setback area.

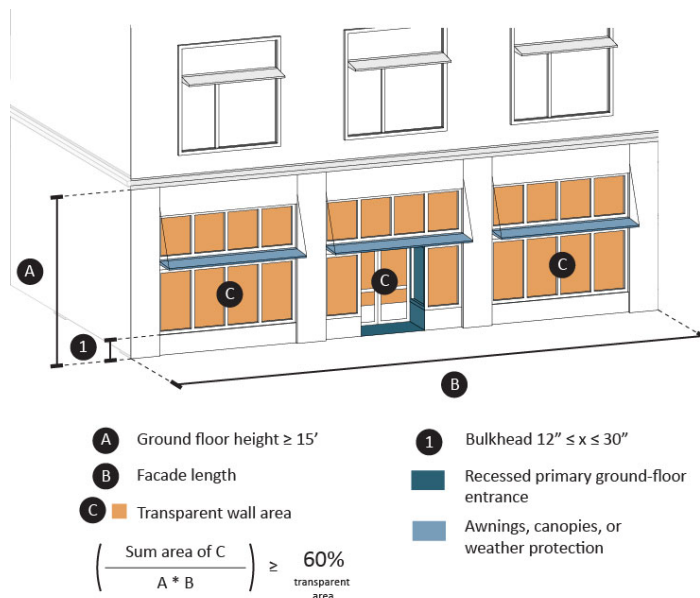
- c. For ground-floor residential uses. A minimum of 60% of the required front setback area. Front setbacks that are 10 feet or greater shall also include at minimum one tree per 40 linear feet of street frontage.

F. Ground Floor Design – Non-Residential

1. Retail/Storefront Ground Floor Design.

- a. Ground Floor Height. Retail/commercial ground floor space shall have a minimum height of 15 feet floor-to-ceiling.
- b. Transparency (Openings and Windows). Storefronts in new mixed-use developments shall contain clear openings and windows for a minimum of 60% of the total area of the first-floor facades facing public rights-of-way, pedestrian pathways, or publicly-accessible open space areas. Transparent glazing shall have a minimum Visible Transmittance (VT) value of 60 and be without tint or coloration.
- c. Bulkheads and Solid Base Walls. If provided, bulkheads and solid base walls shall not be less than 12 inches or higher than 30 inches.
- d. Weather Protection. Primary ground floor entrances shall include weather protection that is a minimum 6 feet wide and 4 feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

Figure 2.03.06-6 Retail/Storefront Ground Floor Design



2. Awnings, Canopies and Weather Protection.

- a. Awnings and canopies shall provide a minimum of eight feet of vertical clearance over the sidewalk.
- b. When transom windows are provided above display windows, awnings, canopies, or similar weather protection elements shall be installed between the transom and display windows. These elements should allow for light to enter the storefront through the transom windows and allow the weather protection feature to shade the display window.
- c. Awnings may be fixed or retractable.

- d. Awnings, canopies, and other weather protection elements shall not extend across more than 80 percent of the facade. Instead, individual segments shall be installed over each storefront entry or set of storefront windows and shall not extend across wall sections, across multiple windows, or over columns.
- e. Awnings and canopies shall be made of fabric, glass, wood (synthetic or weather treated), metal or a combination of such materials. **Vinyl and plastic awnings are prohibited.**

3. Other Non-Residential Ground Floors.

- a. Ground floor space shall have a minimum height of 15 feet floor-to-ceiling.
- b. A minimum of 30% of the total area of first-floor facades facing public rights-of-way, pedestrian pathways, or publicly-accessible open space areas shall include clear openings and windows. Transparent glazing shall have a minimum Visible Transmittance (VT) value of 60 and be without tint or coloration.
- c. Primary entries shall include weather protection that is a minimum 8 feet wide and 6 feet deep by recessing the entry, providing an awning or canopy or using a combination of these methods.

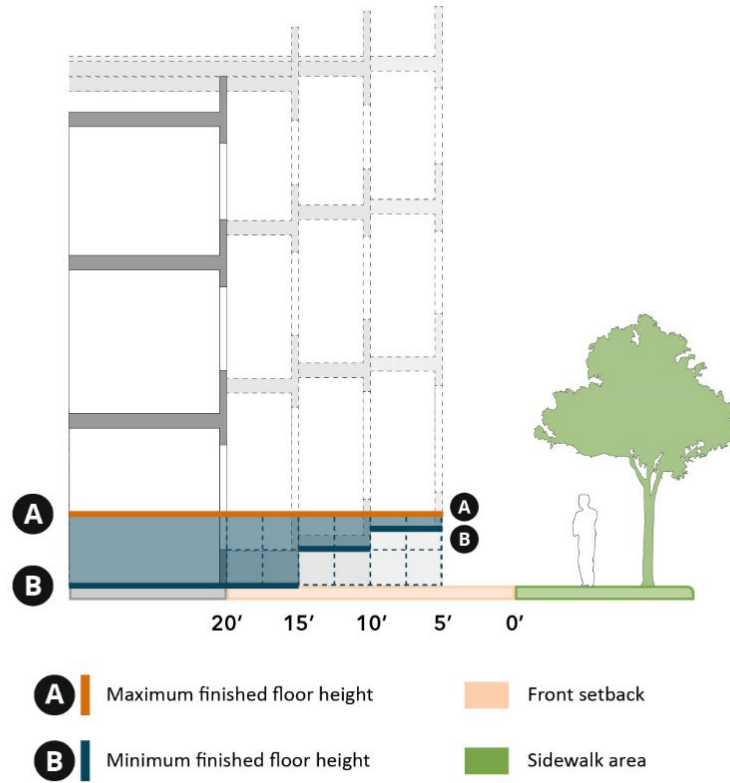
G. Ground Floor Design - Residential

1. Ground Floor Residential Units.

The finished floor of ground floor residential units shall be within the minimum and maximum heights according to setback distance from back of walk as described below and illustrated in Figure 2.03.05-7. Finished Floor Range for Ground Floor Residential Units.

- a. Finished Floor Height:
 - i. **Setback between 0 – 10 feet:** Minimum finished floor height of 4 feet, maximum finished floor height of 5 feet.
 - ii. **Setback between 10 - 15 feet:** Minimum finished floor height of 2.5 feet, maximum finished floor height of 5 feet.
 - iii. **Setback > 15 feet:** Minimum finished floor height of 0 feet, maximum finished floor height of 5 feet.
- b. On sites with a cross slope greater than 2% along a building facade, the average height of the finished floor and back of walk shall be used. Where ADA accessibility requirements prohibit raised unit entries for some or all units, those units are exempt. For corridor buildings, accessible entries shall be located on the interior corridor.
- c. When the underlying zoning district has a minimum setback of zero feet, all residential units shall be set back a minimum 5 feet from back of walk.
- d. A minimum of 60% of the ground floor residential units that face a public right-of-way, publicly-accessible path, or open space shall have unit entries with direct access to the sidewalk, path, or open space. (Senior units or other deed-restricted units for special populations are exempt.)
- e. Primary ground-floor entrances serving individual residential units shall include weather protection that is a minimum 4 feet wide and 4 feet deep by recessing the entry, providing an awning or canopy, or using a combination of these methods.

Figure 2.03.06-7. Finished Floor Range for Ground Floor Residential Units



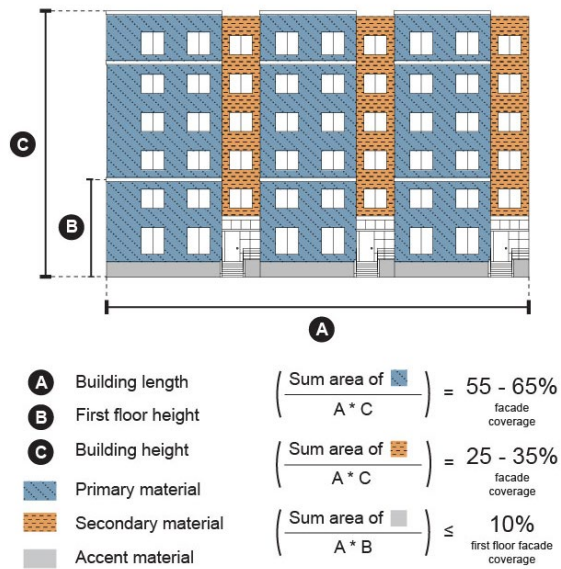
H. Building Materials

1. Variation in Building Materials.

Each façade shall include the following materials:

- a. Primary materials shall cover between 55 and 65% of each exterior (excluding windows, doors, garage doors, and building trim).
- b. A secondary material(s) shall cover the remaining 25 to 35% of each facade (excluding windows, doors, garage doors, and building trim).
- c. Durable finish and/or accent materials, including masonry, tile, stone, brick, and/or finished metal may cover up to 10% of the first floor of the front facade (excluding building trim).

Figure 2.03.06-8 Variation in Building Materials



2. Prohibited Siding Materials.

Plywood, vinyl, plastic (and plastic laminate), and fiberglass are prohibited as siding materials.

3. Building Component Colors.

All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface.

I. Open Space

1. Publicly-Accessible Open Space

This section applies to publicly-accessible private open spaces (PAPOS), when provided (either where required or provided voluntarily). Publicly-accessible open space may include: plazas, courtyards, seating areas, parklets, play areas, recreational facilities or equipment, dog parks, and usable green space, among others.

- a. PAPOS Design and Dimensions. PAPOS shall be designed to create usable open space for public use. PAPOS shall meet the following standards
 - i. Minimum dimension of 20 feet in one direction with a minimum of 15 feet in any other direction. Minimum total area of 400 square feet .
 - ii. A maximum of 40 percent of the open space may be covered but cannot be enclosed. Open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has sides taller than 50 inches in height on more than two sides.
 - iii. Minimum 20% landscape area as per **Subsection I.1.c** below.
 - iv. The space shall be publicly accessible for a minimum of 12 consecutive hours per day.
 - v. The space shall be directly accessible from a public right-of-way or from a publicly-accessible lobby; or if the PAPOS is not directly accessible and visible from a public right-of-way, clear signage shall be visible from the public right-of-way directing users to the

PAPOS and well as identifying the PAPOS, open space type, hours of access, and amenities.

- b. PAPOS Amenities. PAPOS shall include seating options (e.g. seat walls, planter ledges, benches, picnic tables, and seating steps) and shade structures ((e.g. awnings, trellises, umbrellas), and at least one of the following amenities and features:
 - i. Water features
 - ii. Public art
 - iii. Drinking fountains
 - iv. Public restrooms
- c. PAPOS Landscaping. PAPOS shall provide a combination of trees, shrubs, and ground cover as follows:
 - i. A minimum of 20% of the open space area shall be planted with ground cover and/or shrubs.
 - ii. A minimum of one tree shall be planted per 400 square feet of the open space area.

2. Common Open Space

This section applies to private common open space in residential subdivisions, multi-family residential projects, and residential mixed-use projects. Private common open spaces may be indoor rooms or outdoor open spaces that are shared and accessible only to building residents and their visitors. They can be located at the ground level, on parking podiums, or on rooftops, provided they are adequately landscaped. Common open spaces may include: courtyards, gardens, play areas, outdoor dining areas, recreational amenities, rooftop amenities, and community rooms, among others.

- a. Common Outdoor Open Space Design and Dimensions. Common outdoor open spaces shall meet the following standards. Entry porches and required setback areas with a dimension less than 20 feet shall not be counted towards common open space requirements.
 - i. Minimum dimension of 20 feet in any direction;
 - ii. A maximum of 40 percent of the common open space may be covered but cannot be enclosed. Common open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has sides taller than 50 inches in height on more than two sides.
 - iii. Courtyards enclosed on four sides shall have a minimum dimension of 40 feet and have a minimum courtyard width to building height ratio of 1.25:1;
 - iv. Minimum 20 percent of the open space area shall be planted with trees, ground cover, and/or shrubs.
 - v. Slope shall not exceed 10 percent;
 - vi. Include places to sit, shade structures, and **at least two** of following amenities:
 - a) Playground equipment;
 - b) Picnic tables;
 - c) Barbecue grills;
 - d) Exercise equipment;
 - e) Sports facilities.

- b. Common Community Room Design and Dimensions. Common community rooms shall be easily accessible by building residents and designed to serve as gathering places. Common community rooms may include: lounges, fitness rooms, shared kitchens, dining areas, co-working spaces, game rooms, or other spaces that provide opportunities for shared experiences. Common community rooms shall meet the following standards:
 - i. Have direct access to and be directly adjacent to common outdoor open spaces or PAPOS;
 - ii. Minimum dimension of 15 feet by 15 feet;
 - iii. Minimum floor-to-ceiling height of 11 feet.

3. Private Open Space

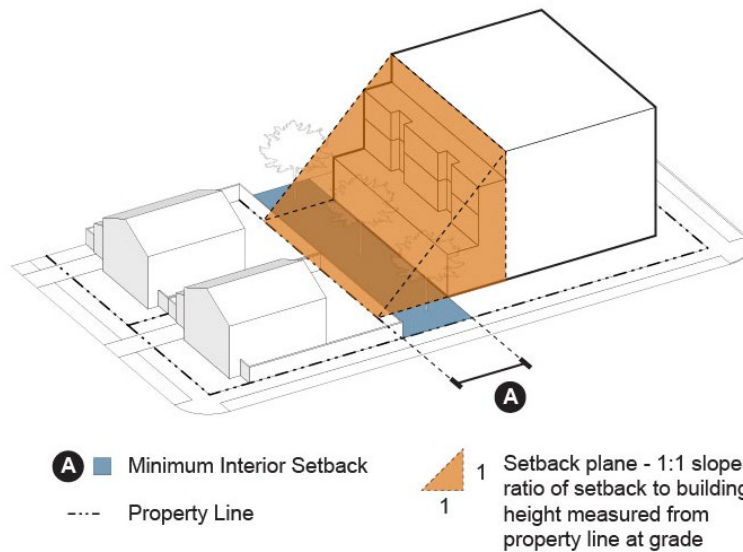
This section applies to personal private open space in multi-family residential and residential mixed-use projects. Private open space areas are intended for private use for each dwelling unit and may include: balconies (covered or uncovered), private gardens, private yards, terraces, decks, and porches, among others.

- a. Private Open Space Design and Dimensions. Private open spaces shall be designed to create usable space for residents to spend time sitting and relaxing outdoors or observing public and common open spaces, and to provide direct visible access to the sky. Entry porches and required setback areas with a dimension less than 20 feet shall not be counted towards private open space requirements. Private open spaces shall meet the following standards:
 - i. Be directly accessible from a residential unit;
 - ii. Minimum dimension of 6 feet in any direction;
 - iii. Minimum clear height dimension of 8 feet 6 inches.
 - iv. May be covered but cannot be enclosed. Private open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has more than two sides taller than 50 inches in height.
- b. Private Open Space Screening. Ground level private open space shall be screened or buffered from adjacent private or common open space and dwellings by landscaping, fencing, walls, trellises, or other screening elements. Such screening or buffering shall be a minimum of 30 inches and a maximum of 42 inches in height.

J. Neighborhood Transitions

1. Transition to Lower Density Building Types.

When a building has a rear property line abutting a single-family residential zoned parcel, no portion of a building shall be within the setback established by a diagonal plane that begins at finished grade at the rear property line and slopes at a 45-degree angle moving away from the abutting property line until a point not to exceed maximum allowable building height.

Figure 2.03.06-9 Transition to Lower Density Building Types**2. Window Placement.**

Windows shall be offset a minimum of three feet opposite windows of adjacent residences when located closer than 10 feet to a side property line.

3. Balconies Placement.

Upper-story balconies shall be offset a minimum of 10 feet opposite windows of adjacent single-family residences.

4. Landscape Buffer.

Landscape buffers shall be provided between uses in accordance with Section 3.02.09 (Landscaping).

K. Performance Standards for Mixed-Use Zones**1. Purpose**

The purpose of this section is to ensure that residential uses in mixed-use zones are not adversely impacted by adjacent commercial uses, including but not limited to traffic, noise, light, and safety impacts.

2. Applicability

The following performance standards shall apply to non-residential uses in mixed-use zones, and mixed-use developments in any zone within the city.

3. Hours of Operation.

The hours of operation for non-residential uses in mixed-use zones, and the non-residential component of mixed-use developments in any zone in the city shall be no earlier than 7:00 a.m. and no later than 10:00 p.m. daily, unless modified by an administrative or conditional use permit.

4. Loading.

Loading, unloading, and all service and maintenance activities shall be conducted within the hours of operation noted in Subsection 3.05.16.C, to minimize noise and other negative impacts on residential uses.

5. Lighting.

Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that it does not negatively impact the residential units in the development or any adjacent residential uses and shall comply with Section 3.02.11 (Outdoor Lighting).

6. Noise.

All residential units shall be designed to minimize adverse noise impacts from nonresidential uses and shall comply with the maximum levels permitted in *Table 11-1: Noise Compatibility Guidelines* in the Noise Element of the City of Indio General Plan and Chapter 95C: Noise Control of the City of Indio Municipal Code. Proper design may include, but shall not be limited to, building orientation, double windows, wall and ceiling insulation, and orientation of vents. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

7. Air Quality and Odors.

All residential units shall be designed to minimize adverse impacts from mechanical equipment and operations of nonresidential uses on air pollutant emissions and odors. Odors released from any operation or activity shall not exceed detectable concentration beyond lot lines, measured at any location on the lot lines. Non-residential uses with attached residential units shall provide state-of-the-art ventilation systems to prevent odors from penetrating residential units.

8. Limitations on Use.

Any activity or use as determined by the Director not to be compatible with residential uses and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration, or other impacts, or create a hazard because of materials, processes, products, or wastes shall not be permitted within any mixed use development or mixed-use zone. This includes, but is not limited to, storage or shipping of flammable liquids or hazardous materials beyond that normally associated with a residential use; and welding, machining, or open flame work.

9. Security.

Residential units shall be designed to ensure the security of residents through the provision of separate and secured entrances and exits that are directly accessible to parking areas. Where residential units are in the same structure as a non-residential/commercial use, access to residential units shall be from a secured area or entrance located on the ground floor. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies. Shared or common residential entrances shall automatically lock upon closing.

2.04 Non-Residential Zones

2.04.01 Purpose + Intent

The purposes of the non-residential zones are to:

- A. Designate adequate land for commercial and industrial uses and growth consistent with the General Plan;
- B. Maintain and strengthen the City's economic resources;
- C. Provide a range of employment opportunities to meet the needs of current and future residents;
- D. Designate adequate land for a full range of local- and regional-serving commercial and retail services consistent for residents, employees, and visitors;
- E. Provide sufficient areas for a wide range of manufacturing, industrial processing, and service industrial uses and protect areas where such uses now exist; and
- F. Ensure that appropriate site design and operational standards are in place to promote commerce while protecting health and safety and minimizing impacts on adjacent properties.

Additional purposes of each non-residential zone are as follows:

G. Regional Commercial (RC)

The Regional Commercial (RC) zone provides for large-format retail development along with associated restaurant and commercial service activity. It is intended to accommodate retail, commercial, service, entertainment/amusement, and other regional- and visitor-serving amenities in areas near major freeway connections and around major intersections. This zone implements the Regional Commercial General Plan land use designation.

H. Light Industrial (IL)

The Light Industrial (IL) zone is intended to accommodate a wide variety of employment-generating uses and protect these areas from incompatible uses. This zone provides for offices, business and industrial parks, research and development, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and supportive commercial uses. This zone implements the Workforce and Employment District General Plan land use designation.

I. Heavy Industrial (IH)

The Heavy Industrial (IH) zone is intended to accommodate manufacturing, processing, storage, and similar heavy industrial uses, including those which may create some objectionable conditions, and protect these areas from incompatible uses. This zone provides for manufacturing, processing, assembly, wholesale and storage uses, trucking terminals, railroad facilities, public and quasi-public uses, and similar and compatible uses, subject to regulations needed to protect health and safety, adjoining properties, and the surrounding area. This zone implements the Workforce and Employment District General Plan land use designation.

J. Resource Recovery (RR)

The Resource Recovery (RR) zone applies to land where natural resource recovery and/or reclamation activities such as mining and extraction are primary land uses. This zone implements the Resource Recovery

General Plan land use designation. All uses and development regulations shall be determined on a case-by-case basis.

2.04.02 Land Use Regulations

The land uses allowed in the non-residential zones are listed below, together with the planning permit type required for each use. Numeric notes can be found at the end of the table.

Table 2.04.02-1. Allowed Uses – Non-Residential Zones

P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; T = Temporary Use Permit; A-U = Accessory Use; X = Not Permitted

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Agriculture and Animal Keeping Uses					
Agricultural Support, Sales, Service, and Storage	P	P	X	X	
Aquaculture	AUP	AUP	X	X	
Animal Husbandry and Production	CUP	CUP	X	X	
Animal Raising and Keeping, Exotic	X	X	X	X	
Animal Raising and Keeping, Domestic Pets	X	X	X	X	
Animal Raising and Keeping, Horses	X	X	X	X	
Animal Raising and Keeping, Large Livestock	X	X	X	X	
Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping	X	X	X	X	
Backyard Breeding	X	X	X	X	
Community Garden	A	A	A	X	
Crop Production	X	X	X	X	
Greenhouse, Private	P	P	P	X	
Horticultural Production	AUP	AUP	AUP	X	
Kennels, Private/Hobby	AUP	AUP	AUP	X	
Private Garden	A	A	A	X	
Stable/Equestrian Facility, Commercial/Public	X	X	X	X	
Stable/Equestrian Facility, Hobby/Private	X	X	X	X	
Automobile and Vehicle Uses					
Auto and Vehicle Rental	X	X	P	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Sales, New	X	X	P	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Sales, Used	X	X	P	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	AUP	P	X	X	4.04 (Auto and Vehicle Services and Repair)
Auto and Vehicle Services and Repair – Major	AUP	P	X	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Services and Repair – Minor	P	P	P	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Towing/Impounding	CUP	P	X	X	
Auto and Vehicle Washing and Detailing	AUP	P	AUP	X	
Auto and Vehicle Wrecking/Dismantling	X	P	X	X	
Fueling Stations	CUP	CUP	CUP	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Truck Stop/Fueling Station	AUP	P	AUP	X	See Chapter 4.04 (Automotive Service and Repair/Fueling Stations)
Cannabis Related Uses					
Cannabis Cultivation	X	X	X	X	
Cannabis Logistics, Distribution, and Transportation Facility	X	X	X	X	
Cannabis Manufacturing	X	X	X	X	
Cannabis Retailer, Microbusiness, or Dispensary	X	X	X	X	
Cannabis Testing Laboratory	X	X	X	X	
Eating and Drinking Establishments and Entertainment Uses					
Bar/Nightclub/Lounge	P	X	P	X	
Brewpub/Taproom/Wine Bar/Microdistillery	P	X	P	X	
Cinema/Theater/Performing Arts Center	P	X	P	X	
Drive-Through, Non-Restaurants (Accessory)	A	A	A	X	See Chapter 4.12 (Drive-Through Uses)
Live Entertainment as Accessory Use, Indoors (Accessory)	A	X	A	X	
Live Entertainment as Accessory Use, Outdoors (Accessory)	A, AUP, TUP	X	A, AUP, TUP	X	Regular outdoor events as an accessory use require an AUP. Sporadic events require a TUP (See Chapter 4.26 ((Temporary Uses)).
Outdoor Dining (Accessory)	A	X	A	X	
Outdoor Entertainment	AUP	X	AUP	X	

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Restaurant, Dine-In and Take-Out	P	AUP	P	X	
Restaurant, Drive -Through	AUP	AUP	P	X	See Chapter 4.12 (Drive-Through Uses)
Industrial and Manufacturing Uses					
Artisan Manufacturing/Makers Space	P	P	AUP	X	
Brewery/Distillery/Winery – without tasting room or > 10,000 sf	P	P	CUP	X	
Brewery/Distillery/Winery – with tasting room and <10,000 sf	P	P	AUP	X	
Construction and Materials Yards	AUP	P	X	X	
Food or Beverage Manufacturing	AUP	P	X	X	
Hazardous Materials/Wholesale Fuel Storage and Distribution	X	P	X	X	
Indoor Warehousing, Storage, Wholesaling, and Distribution	P	P	CUP	X	Small footprint fulfillment centers less than 50K sf in size may be allowed in the RC Zone with a CUP.
Manufacturing/Processing, Heavy	X	P	X	X	
Manufacturing/Processing, Light	P	P	X	X	
Mining/Resource Extraction	X	X	X	CUP	The following uses may be permitted in the RR district subject to a CUP: mining; sand or gravel extraction; batch plants; asphalt plants; and secondary processing of raw mineral materials.
Outdoor Storage (Primary Use)	AUP	P	X	X	See Chapter 4.19 (Outdoor Storage)
Outdoor Storage (Accessory)	A	A	A	X	See Chapter 4.19 (Outdoor Storage)
Salvage and Wrecking Yards	X	P	X	X	
Lodging					
Bed and Breakfast	X	X	X	X	
Lodging – Extended Stay	AUP	X	P	X	
Lodging – Hotels	AUP	X	P	X	
Lodging – Motels	AUP	X	P	X	
Lodging – Timeshares	AUP	X	P	X	
Recreation, Education, and Public Assembly Uses					
Campground, Temporary	X	X	TUP	X	See Chapter 4.26 (Temporary Uses)

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Cemeteries, Crematories, or Mausoleums	AUP	AUP	X	X	
Civic/Government	P	P	P	X	
College/University	CUP	X	CUP	X	
Commercial Recreation and Sports, Indoor	P	P	P	X	
Commercial Recreation and Sports, Outdoor	AUP	CUP	AUP	X	
Community Assembly, Up to 5,000 sf (gross sf)	P	AUP	P	X	
Community Assembly, > 5000 sf – 12,000 sf (gross sf)	AUP	AUP	P	X	
Community Assembly, >12,000 sf (gross sf)	CUP	CUP	AUP	X	
Cultural Institutions	P	X	P	X	
Day Care Centers	P	X	P	X	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Instructional Services, <= 5000 sf	P	X	P	X	
Instructional Services, > 5000 sf	P	X	P	X	
Open Space, Natural	P	P	P	P	
Parks and Recreation Facilities	P	X	P	X	
Public Service Facility	P	P	P	X	
Recreational Vehicle (RV) Park	X	X	X	X	
Schools, Public or Private (TK-12)	CUP	X	CUP	X	
Social Service Facilities	AUP	X	AUP	X	
Tutoring Facilities	P	X	P	X	
Vocational/Trade School	CUP	X	AUP	X	
Residential Uses					
Accessory Dwelling Unit (ADU) and Jr ADU	X	X	X	X	
Caretaker’s Unit	A	A	X	X	
Child Day Care in a Home, Large	X	X	X	X	
Child Day Care in a Home, Small	X	X	X	X	
Cottage Industry	X	X	X	X	
Emergency Shelter	P	X	AUP	X	See Chapter 4.13 (Emergency Shelters)
Group Residential Home	AUP	X	AUP	X	

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Home Occupation	A	A	X	X	See Chapter 4.14 (Home Occupations)
Cottage Food Operation	X	X	X	X	
Live/Work	AUP	X	AUP	X	See Chapter 4.15 (Live/Work)
Manufactured/Mobile Home Park	X	X	X	X	
Residential Care Facilities, Large	X	X	X	X	
Residential Care Facilities, Small	X	X	X	X	
Residential Housing Types					
<i>Single-Family Dwelling, Attached</i>	X	X	X	X	
<i>Single-Family Dwelling, Detached</i>	X	X	X	X	
<i>Two-Family Dwelling/Duplex</i>	X	X	X	X	
<i>Multi-Family Dwelling, Triplex/Quadplex</i>	X	X	X	X	
<i>Multi-Family Dwelling, ≥ 5 Units</i>	X	X	X	X	
<i>Mobile Home</i>	X	X	X	X	
<i>Manufactured/Modular/Prefabricated Dwelling Unit</i>	X	X	X	X	
Single-Room Occupancy	X	X	X	X	
Supportive Housing	CUP	X	X	X	
Transitional Housing	CUP	X	X	X	
Yard Sales (Temporary)	P	P	X	X	See Chapter 4.26 (Temporary Uses)
Retail, Service, and Office Uses					
Adult-Oriented Business	CUP	CUP	X	X	See Chapter 4.02 (Adult-Oriented Businesses)
Alcohol Sales, Off-Sale	P	P	P	X	
Animal Sales and Services	P	P	P	X	
ATM (Accessory)	A	A	A	X	
Bail Bonds	CUP	X	X	X	See Chapter 4.05 (Bail Bonds)
Banks, Financial, and Savings and Loan Institutions	P	X	P	X	Drive-through financial institutions are covered under "Drive-Through, Non-Restaurant"
Building Materials Sales and Services	P	P	AUP	X	
Business to Business Support Services	P	P	AUP	X	
Check-Cashing Businesses	CUP	X	CUP	X	See Chapter 4.07 (Check-Cashing Businesses)

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Convenience Market	CUP	CUP	CUP	X	
Food Preparation, Commercial	P	P	P	X	
Fortunetelling, Palm and Card Reading	P	X	P	X	
Funeral Homes and Mortuaries	P	P	P	X	
General Retail ≤ 5,000 sf	P	CUP	P	X	General Retail allowed with a CUP in the IH zone only when in conjunction with a mini-storage warehouse or facility (see Chapter 4.18 Mini-Storage Warehousing or Facility).
General Retail 5,000 sf – 25,000	P	CUP	P	X	General Retail allowed with a CUP in the IH zone only when in conjunction with a mini-storage warehouse or facility (see Chapter 4.18 Mini-Storage Warehousing or Facility).
General Retail/Superstore > 25,000	P	X	P	X	
Grocery Store	P	X	P	X	
Hospital	AUP	X	AUP	X	
Kennels/Boarding, Commercial	P	P	P	X	
Kiosk/Outdoor Vending	P	P	P	X	
Laundromat	P	AUP	P	X	
Massage Establishment, Accessory Use	A	X	A	X	
Massage Establishment, Stand-Alone	X	X	CUP	X	See Chapter 4.17 (Massage Establishment (Stand-alone))
Medical Services, Extended Care	AUP	X	AUP	X	
Medical Services, Medical/Dental/Holistic/Clinic	P	X	P	X	
Medical Services, Urgent Care	P	X	P	X	
Mini-Storage Warehousing or Facility	CUP	CUP	X	X	See Chapter 4.18 (Mini-Storage Warehousing or Facility)
Neighborhood Market	P	X	P	X	
Nursery/Garden Center	P	P	P	X	
Offices, Processing	P	P	P	X	
Offices, Professional/Administrative	P	CUP	P	X	Office uses allowed with a CUP in the IH zone only when in conjunction with a mini-storage warehouse or facility (see Chapter 4.18 Mini-Storage Warehousing or Facility)

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Offices, Service	P	CUP	P	X	Office uses allowed with a CUP in the IH zone only when in conjunction with a mini-storage warehouse or facility (see Chapter 4.18 Mini-Storage Warehousing or Facility)
Outdoor Display (Accessory)	A	X	A	A	
Pawnshop	CUP	X	CUP	X	See Chapter 4.20 (Pawnshops)
Personal Services	P	X	P	X	
Research and Development	P	P	AUP	X	
Smoke Shops	P	X	P	X	See Chapter 4.23 (Smoke Shops)
Smoking Lounge	P	X	P	X	
Swap Meet, Outdoor (Temporary)	TUP	X	TUP	X	
Tattoo/Body Art/Piercing	P	X	P	X	See Chapter 4.24 (Tattoo/Body Art/Piercing Establishments)
Resale/Consignment/Thrift Shop	P	X	P	X	See Chapter 4.22 (Resale/Consignment/Thrift Shops)
Veterinary Hospitals	P	AUP	P	X	
Utility, Transportation, and Communication Uses					
Airports and Heliports	CUP	CUP	CUP	X	
Communications, Facilities within Buildings	P	P	AUP	X	
Communications, Telecommunications/Large Commercial Antennas	AUP/CUP	AUP/CUP	AUP/CUP	X	An AUP or CUP is required, depending on the design and height of the large commercial antenna, as regulated by Section 4.25.04 (Large Commercial Antennas).
Communications, Telecommunications/Small Wireless Facilities	P	P	AUP	X	See Chapter 4.25 (Telecommunications/Wireless Facilities)
Freight/Trucking Facility	AUP	P	AUP	X	
Light Fleet-Based Services	P	P	AUP	X	
Mobile Recycling Unit	A	A	A	X	
Parking Lots and Structures	P	P	A, AUP	X	
Passenger Transportation Facilities	CUP	CUP	CUP	X	

Non-Residential Zones					
Use ¹	IL	IH	RC	RR	Additional/Specific Use Regulations
Public Utilities, Major	AUP	P	CUP	X	
Public Utilities, Minor	P	P	P	X	
Renewable Energy System (Primary Use)	P	P	CUP	X	
Renewable Energy System, Building-Mounted (Accessory)	A	A	A	X	
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	A	A	A, AUP	X	
Recycling Collection Facility	AUP	P	X	X	
Recycling Processing Facility	AUP	P	X	X	
Reverse Vending Machine (Accessory)	A	A	A	X	
Utility Yard	AUP	P	CUP	X	

Notes:

1. Uses shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2.04.03 Development Regulations

Table 2.04.03-1 prescribes the development standards for the non-residential zones. Additional regulations are also denoted in the righthand column. Section numbers in this column refer to other sections of this Code.

Table 2.04.03-1. Development Standards – Non-Residential Zones

Non-Residential Zones				
Standards	RC	IL	IH	Additional Regulations
Lot and Density Standards¹				
Minimum Lot Size (sf)	40,000	10,000	20,000	
Minimum Lot Width (ft)	100	80	100	
Minimum Lot Depth (ft)	200	100	100	
Building Form and Location				
Maximum Floor Area Ratio	1.0	1.0	1.0	
Maximum Stories (ft) – Primary Building	55 ft/3 stories	55 ft/3 stories	55 ft/3 stories	Projects must comply with both stories and overall height maximums.
Maximum Height (ft) – Primary Building w Architectural Features	65	65	65	Architectural features include rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff. See Section 3.01.03 (Measuring Heights).
Maximum Height Adjacent to Residential Zones	Within 45-degree plane from property line at grade.			
Distance between Structures (sf)	Minimum required by Building and Fire code.			
Setbacks – Minimums (ft)				
<i>Front</i>	10	10	10	<ul style="list-style-type: none"> • Minimum front setback shall be landscaped in the IL and IH zones, excluding driveways. • No parking allowed in minimum setback area.
<i>Street Side</i>	10	10	10	<ul style="list-style-type: none"> • Minimum front setback shall be landscaped in the IL and IH zones, excluding driveways. • No parking allowed in minimum setback area.
<i>Interior Side</i>	10; 25 ft abutting a residential zone	10; 25 ft abutting a residential zone	10; 25 ft abutting a residential zone	
<i>Rear</i>	10; 25 ft abutting a residential zone	10; 25 ft abutting a residential zone	10; 25 ft abutting a residential zone	
<i>Alley</i>	5	5	5	
Open Space Standards				
Minimum Open Space	10% of lot (must be publicly-accessible)	400 sf total for the first 20 employees ² , and additional 10 sf per employee over 20	400 sf total for the first 20 employees ² , and additional 10 sf per employee over 20	Common open space includes roof decks and other shared common open areas. Minimum open space dimension is 15 feet in either direction. Setback areas are not considered usable open space unless they are at least 20 feet wide.
Minimum Landscaping (% of lot)	10	10	10	25% must be live plant material.

Non-Residential Zones				
Standards	RC	IL	IH	Additional Regulations
				See Section 3.02.09 (Landscaping)
Other Standards				
Accessory Structures	See Section 3.02.04 (Accessory Structures)			
Setbacks and Encroachments	See Section 3.02.03 (Setbacks and Encroachments)			
Utilities, Service Areas, and Building Equipment	See Section 3.02.07 (Utilities, Service Areas, and Building Equipment)			
Refuse and Recycling	See Section 3.02.08 (Refuse and Recycling)			
Landscaping	See Section 3.02.09 (Landscaping)			
Fences, Walls, and Screening	See Section 3.02.10 (Fences, Walls, and Screening)			
Outdoor Lighting	See Section 3.02.11 (Outdoor Lighting)			
Parking and Loading	See Chapter 3.03 (Parking and Loading)			
Performance Standards	See Chapter 3.04 (Performance Standards)			
Signs	See Chapter 3.05 (Sign Regulations)			

1. Densities and intensities shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2. Number of employees shall be based on the largest shift that occurs in a typical week.

2.04.04 Supplemental Regulations

A. Open Space

1. Publicly-Accessible Open Space (PAPOS)

This section applies to publicly-accessible private open spaces in non-residential zones, when provided (either where required or provided voluntarily). Publicly-accessible open space may include: plazas, courtyards, seating areas, and parklets, among others.

- a. PAPOS Design and Dimensions. PAPOS shall be designed to create usable open space for public use. PAPOS shall meet the following standards:
 - i. Minimum dimension of 20 feet in one direction with a minimum of at least 15 feet in any other direction. Minimum 400 square feet in total area.
 - ii. A maximum of 40 percent of the open space may be covered but cannot be enclosed. Open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has sides taller than 50 inches in height on more than two sides.
 - iii. Minimum 20% landscape area as per Subsection A.1.c below.
 - iv. Be publicly accessible for a minimum of 12 consecutive hours per day.
 - v. Be directly accessible from a public right-of-way or from a publicly-accessible lobby; or if the PAPOS is not directly accessible and visible from a public right-of-way, clear signage shall be visible from the public right-of-way identifying the PAPOS, open space type, hours of access, and amenities.

- b. PAPOS Amenities. PAPOS shall include seating options (e.g. seat walls, planter ledges, benches, picnic tables, and seating steps), shade structures (e.g. awnings, trellises, umbrellas), and at least one of the following amenities and features:
 - i. Water features
 - ii. Public art
 - iii. Drinking fountains
 - iv. Public restrooms
- c. PAPOS Landscaping. PAPOS shall provide a combination of trees, shrubs, and ground cover as follows:
 - i. A minimum of 20% of the open space area shall be planted with ground cover and/or shrubs.
 - ii. A minimum of one tree shall be planted per 400 square feet of the open space area.

2. Common Outdoor Open Space

This section applies to private common outdoor open space in non-residential zones. Private common outdoor open spaces are shared and accessible only to building occupants and their visitors. They can be located at the ground level, on parking podiums, or on rooftops, provided they are adequately landscaped. Common outdoor open spaces may include: courtyards, gardens, outdoor dining areas, and rooftop amenities, among others.

- a. Common Outdoor Open Space Design and Dimensions. Common outdoor open spaces shall meet the following standards. Required setback areas with a dimension less than 20 feet shall not be counted towards common open space requirements.
 - i. Common outdoor open spaces shall be located a minimum of 15 feet from parking areas, with minimum five feet of landscape screening.
 - ii. Minimum dimension of 20 feet in any direction;
 - iii. A maximum of 40 percent of the common outdoor open space may be covered but cannot be enclosed. Common open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has sides taller than 50 inches in height on more than two sides.
 - iv. Courtyards enclosed on four sides shall have a minimum dimension of 40 feet and have a minimum courtyard width to building height ratio of 1.25:1;
 - v. A minimum of 20% of the open space area shall be planted with trees, ground cover, and/or shrubs.
 - vi. Slope shall not exceed 10 percent;
 - vii. Common outdoor open spaces shall include places to sit, and shade structures.

2.05 Public/Institutional Zones

2.05.01 Purpose + Intent

The purposes of the public/institutional zones are to:

- A. Provide land for development of public, quasi-public, and open space uses that provide services to the community and support existing and new residential, commercial, and industrial land uses;
- B. Provide areas for educational facilities, cultural and institutional uses, health services, parks and recreation, general government operations, utility and public service needs, and other similar and related supporting uses;
- C. Provide opportunities for outdoor recreation and meet the recreational needs of City residents; and
- D. Reserve areas for passive recreation, open space, and habitat protection and enhancement.

Additional purposes of each public/institutional zone are as follows:

E. Public and Institutional (PI)

The Public and Institutional (PI) zone is intended to reserve areas for public, educational, and institutional uses. It provides for government offices and other civic facilities, libraries, community centers, senior centers, police stations, fire stations, corporate yards, public and private schools, higher-educational facilities, drainage facilities, public/private recreational facilities, and other similar uses. This zone implements the Public and Institutional General Plan land use designation.

F. Parks and Open Space (OS)

The Parks and Open Space (POS) zone is intended for public and private land for recreational uses. It provides areas for parks and open space, golf courses, trails, habitat management, passive recreation, amphitheaters, community centers, environmental education, and similar uses. This zone implements the Parks and Open Space General Plan land use designation.

2.05.02 Land Use Regulations

The land uses allowed in the public/institutional zones are listed below, together with the planning permit type required for each use.

Table 2.05.02-1. Allowed Uses – Public/Institutional Zones

P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A-U = Accessory Use; X = Not Permitted

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Agriculture and Animal Keeping Uses			
Agricultural Support, Sales, Service, and Storage	X	X	
Aquaculture	X	X	
Animal Husbandry and Production	X	X	
Animal Raising and Keeping, Exotic	X	X	
Animal Raising and Keeping, Domestic Pets	X	X	
Animal Raising and Keeping, Horses	CUP	X	See Chapter 4.03 (Animal Keeping)
Animal Raising and Keeping, Large Livestock	X	X	
Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping	X	X	
Backyard Breeding	X	X	
Community Garden	P	P	
Crop Production	X	X	
Greenhouse, Private	X	X	
Horticultural Production	X	X	
Kennels, Private/Hobby	X	X	
Private Garden	X	X	
Stable/Equestrian Facility, Commercial/Public	CUP	X	See Chapter 4.03 (Animal Keeping)
Stable/Equestrian Facility, Hobby/Private	X	X	
Automobile and Vehicle Uses			
Auto and Vehicle Rental	X	X	
Auto and Vehicle Sales, New	X	X	
Auto and Vehicle Sales, Used	X	X	
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	X	X	
Auto and Vehicle Services and Repair – Major	X	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Auto and Vehicle Services and Repair – Minor	X	X	
Auto and Vehicle Towing/Impounding	X	X	
Auto and Vehicle Washing and Detailing	X	X	
Auto and Vehicle Wrecking/Dismantling	X	X	
Fueling Stations	X	X	
Truck Stop/Fueling Station	X	X	
Cannabis Related Uses			
Cannabis Cultivation	X	X	
Cannabis Logistics, Distribution, and Transportation Facility	X	X	
Cannabis Manufacturing	X	X	
Cannabis Retailer, Microbusiness, or Dispensary	X	X	
Cannabis Testing Laboratory	X	X	
Eating and Drinking Establishments and Entertainment Uses			
Bar/Nightclub/Lounge	X	X	
Brewpub/Taproom/Wine Bar/Microdistillery	X	X	
Cinema/Theater/Performing Arts Center	P	X	
Drive-Through, Non-Restaurants (Accessory)	X	X	
Live Entertainment as Accessory Use, Indoors (Accessory)	A	A	
Live Entertainment as Accessory Use, Outdoors (Accessory)	A, AUP, TUP	A, AUP, TUP	Regular outdoor events as an accessory use require an AUP. Sporadic events require a TUP (See Chapter 4.26 ((Temporary Uses)).
Outdoor Dining (Accessory)	A	A, AUP	Outdoor dining is allowed in conjunction with approved food vendors/concessions within parks when permitted by the City's Public Works Department.
Outdoor Entertainment	A, AUP	A, AUP	
Restaurant, Dine-In and Take-Out	AUP	AUP	
Restaurant, Drive-Through	X	X	
Industrial and Manufacturing Uses			
Artisan Manufacturing/Makers Space	X	X	
Brewery/Distillery/Winery - without tasting room or > 10,000 sf	X	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Brewery/Distillery/Winery - with tasting room and <10,000 sf	X	X	
Construction and Materials Yards	X	X	
Food or Beverage Manufacturing	X	X	
Hazardous Materials/Wholesale Fuel Storage and Distribution	X	X	
Indoor Warehousing, Storage, Wholesaling, and Distribution	X	X	
Manufacturing/Processing, Heavy	X	X	
Manufacturing/Processing, Light	X	X	
Mining/Resource Extraction	X	X	
Outdoor Storage (Primary Use)	X	X	
Outdoor Storage (Accessory)	A	A	
Salvage and Wrecking Yards	X	X	
Lodging			
Bed and Breakfast	X	X	
Lodging - Extended Stay	X	X	
Lodging - Hotels	X	X	
Lodging - Motels	X	X	
Lodging - Timeshares	X	X	
Recreation, Education, and Public Assembly Uses			
Campground, Temporary	X	X	
Cemeteries, Crematories, or Mausoleums	CUP	X	
Civic/Government	P	X	
College/University	P	X	
Commercial Recreation and Sports, Indoor	X	X	
Commercial Recreation and Sports, Outdoor	X	X	
Community Assembly, Up to 5,000 sf (gross sf)	AUP	X	
Community Assembly, > 5000 sf - 12,000 sf (gross sf)	AUP	X	
Community Assembly, >12,000 sf (gross sf)	AUP	X	
Cultural Institutions	P	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Day Care Centers	P	X	See Chapter 4.08 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Instructional Services, <= 5000 sf	AUP	X	
Instructional Services, > 5000 sf	AUP	X	
Open Space, Natural	P	P	
Parks and Recreation Facilities	P	P	
Public Service Facility	P	X	
Recreational Vehicle (RV) Park	X	X	
Schools, Public or Private (TK-12)	P	X	
Social Service Facilities	P	X	
Tutoring Facilities	P	X	
Vocational/Trade School	P	X	
Residential Uses			
Accessory Dwelling Unit (ADU) and Jr ADU	A	X	See Chapter X.XX (ADUs and Jr ADUs)
Caretaker's Unit	A	X	
Child Day Care in a Home, Large	X	X	
Child Day Care in a Home, Small	X	X	
Cottage Industry	X	X	
Emergency Shelter	CUP	X	See Chapter 4.13 (Emergency Shelters)
Group Residential Home	CUP	X	
Home Occupation	X	X	
Cottage Food Operation	X	X	
Live/Work	X	X	
Manufactured/Mobile Home Park	X	X	
Residential Care Facilities, Large	CUP	X	
Residential Care Facilities, Small	CUP	X	
Residential Housing Types			
Single-Family Dwelling, Attached	X	X	
Single-Family Dwelling, Detached	X	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
<i>Two-Family Dwelling/Duplex</i>	X	X	
<i>Multi-Family Dwelling, Triplex/Quadplex</i>	X	X	
<i>Multi-Family Dwelling, ≥ 5 Units</i>	X	X	
<i>Mobile Home</i>	X	X	
<i>Manufactured/Modular/Prefabricated Dwelling Unit</i>	X	X	
Single-Room Occupancy	CUP	X	
Supportive Housing	CUP	X	
Transitional Housing	CUP	X	
Yard Sales (Temporary)	X	X	
Retail, Service, and Office Uses			
Adult-Oriented Business	X	X	
Alcohol Sales, Off-Sale	X	X	
Animal Sales and Services	X	X	
ATM (Accessory)	A	X	
Bail Bonds	X	X	
Banks, Financial, and Savings and Loan Institutions	X	X	
Building Materials Sales and Services	X	X	
Business to Business Support Services	X	X	
Check-Cashing Businesses	X	X	
Convenience Market	X	X	
Food Preparation, Commercial	X	X	
Fortunetelling, Palm and Card Reading	X	X	
Funeral Homes and Mortuaries	X	X	
General Retail ≤ 5,000 sf	X	X	
General Retail 5,000 sf - 25,000	X	X	
General Retail/Superstore > 25,000	X	X	
Grocery Store	X	X	
Hospital	CUP	X	
Kennels/Boarding, Commercial	X	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Kiosk/Outdoor Vending	A	A	
Laundromat	X	X	
Massage Establishment, Accessory Use	X	X	
Massage Establishment, Stand-Alone	X	X	
Medical Services, Extended Care	X	X	
Medical Services, Medical/Dental/Holistic/Clinic	X	X	
Medical Services, Urgent Care	X	X	
Mini-Storage Warehousing or Facility	X	X	
Neighborhood Market	X	X	
Nursery/Garden Center	X	X	
Offices, Processing	X	X	
Offices, Professional/Administrative	X	X	
Offices, Service	X	X	
Outdoor Display (Temporary)	X	X	
Pawnshop	X	X	
Personal Services	X	X	
Research and Development	X	X	
Smoke Shops	X	X	
Smoking Lounge	X	X	
Swap Meet, Outdoor (Temporary)	TUP	TUP	Only permitted in parking lots within parks when permitted by the City's Public Works Department. See Chapter 4.26 (Temporary Uses).
Tattoo/Body Art/Piercing	X	X	
Resale/Consignment/Thrift Shop	X	X	
Veterinary Hospitals	X	X	
Utility, Transportation, and Communication Uses			
Airports and Heliports	CUP	X	
Communications, Facilities within Buildings	CUP	X	

Public Zones			
Use	PI	OS	Additional/Specific Use Regulations
Communications, Telecommunications/Large Commercial Antennas	AUP/CUP	X	An AUP or CUP is required, depending on the design and height of the large commercial antenna, as regulated by Section 4.25.04 (Large Commercial Antennas).
Communications, Telecommunications/Small Wireless Facilities	AUP	CUP	See Chapter 4.25 (Telecommunications/Wireless Facilities)
Freight/Trucking Facility	X	X	
Light Fleet-Based Services	X	X	
Mobile Recycling Unit (Accessory)	A, AUP	X	
Parking Lots and Structures	P	A	
Passenger Transportation Facilities	CUP	X	
Public Utilities, Major	AUP	CUP	
Public Utilities, Minor	P	P	
Renewable Energy System (Primary Use)	CUP	X	
Renewable Energy System, Building-Mounted (Accessory)	A	A	
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	A, AUP	A, AUP	
Recycling Collection Facility	CUP	X	
Recycling Processing Facility	X	X	
Reverse Vending Machine (Accessory)	A	X	
Utility Yard	P	X	

Notes:

1. Uses shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations

2.05.03 Development Regulations

Table 2.05.03-1 prescribes the development standards for the public/institutional zones. Additional regulations are also denoted in the righthand column. Section numbers in this column refer to other sections of this Code.

Table 2.05.03-1. Development Standards – Public/Institutional Zones

Public/Institutional Zones			
Standards	PI	OS	Additional Regulations
Lot and Density Standards¹			
Maximum Floor Area Ratio (for both residential and non-residential uses)	Case-by-case basis	0.01	The intensity of non-residential facilities will be determined on a case-by-case basis based on the compatibility of the proposed use with existing or proposed uses surrounding the site.
Density (units/acre)			
<i>Maximum</i>	NA	0.05	Single family residential is allowed at a density of one unit per 20 acres. Density may be further constrained in areas having slopes greater than 15%. Cluster development will be encouraged.
Minimum Lot Size (acres)	NA	NA	
Minimum Lot Width (ft)	NA	NA	
Minimum Lot Depth (ft)	NA	NA	
Maximum Lot Coverage	NA	NA	
Building Form and Location			
Maximum Stories (ft) - Primary Building	45 ft/3 stories	Case-by-case basis	Projects must comply with both stories and overall height maximums.
Maximum Height (ft) - Primary Building w Architectural Features	55	Case-by-case basis	Architectural features include rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff.
Maximum Height (ft) - Accessory Building	20	20	
Setbacks - Minimums (ft)			
<i>Front</i>	10	Case-by-case basis	
<i>Street Side</i>	10	Case-by-case basis	
<i>Interior Side</i>	10 ft; 15 ft abutting residential zones	Case-by-case basis	
<i>Rear</i>	10 ft; 20 ft abutting residential zones	Case-by-case basis	
<i>Alley</i>	5	Case-by-case basis	
Distance between Structures (sf)	Minimum required by Building and Fire code.		
Open Space Standards			
Minimum Landscaping (% of lot)	15	NA	
Other Standards			
Accessory Structures	See Section 3.02.04 (Accessory Structures)		
Setbacks and Encroachments	See Section 3.02.03 (Setbacks and Encroachments)		

Public/Institutional Zones			
Standards	PI	OS	Additional Regulations
Utilities, Service Areas, and Building Equipment	See Section 3.02.07 (Utilities, Service Areas, and Building Equipment)		
Refuse and Recycling	See Section 3.02.08 (Refuse and Recycling)		
Landscaping	See Section 3.02.09 (Landscaping)		
Fences, Walls, and Screening	See Section 3.02.10 (Fences, Walls, and Screening)		
Outdoor Lighting	See Section 3.02.11 (Outdoor Lighting)		
Parking and Loading	See Chapter 3.03 (Parking and Loading)		
Performance Standards	See Chapter 3.04 (Performance Standards)		
Signs	See Chapter 3.05 (Sign Regulations)		

1. Densities and intensities shall be consistent with criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. Please see Riverside County Airport Land Use Commission Staff (www.rcaluc.org) and Indio Planning Staff for the most up-to-date regulations.

2.06 Specific Plan and Project Master Plan Zones

2.06.01 Purpose + Intent

The purpose of this Chapter is to identify all of the adopted Specific Plans (SPs) and Project Master Plans (PMPs) that apply in the city and reference the regulations that apply.

2.06.02 Applicability

Once adopted, a Specific Plan or Project Master Plan shall govern all use and development of properties within the bounds of that Specific Plan or Project Master Plan.

- A. Where a Specific Plan or Project Master Plan is silent regarding development standards, the provisions of this Code shall govern. The Director shall have the authority to determine which provisions of this Code apply where a Specific Plan or Project Master Plan is silent.
- B. When a use is not specifically listed as permitted in the Specific Plan or Project Master Plan, the Director shall assign the land use or activity to a classification that is substantially similar in character. Land uses not listed in the Specific Plan or Project Master Plan as permitted or not found to be substantially like a permitted use are prohibited.
- C. No discretionary entitlement applications or other permits may be approved, adopted, or amended within an area covered by a Specific Plan or Project Master Plan, unless found to be consistent with the adopted Specific Plan or Project Master Plan.
- D. The contents, requirements, and adoption and amendment procedures for Specific Plans and Project Master Plans are listed in Section 6.05.03 (Specific Plans) or within the plans themselves.
- E. Current Specific Plans and Project Master Plans are administered and maintained by the Community Development Department.

E.

2.07 Overlay Zones

2.07.01 Purpose + Intent

This Chapter sets forth additional standards for defined areas (i.e., overlay zones) that are applied in addition to allowed uses and standards provided in the base zones. An overlay zone supplements the base zone and is intended for the following purposes:

- A. To allow more flexibility from the standard provisions of the underlying base zone;
- B. When special provisions are needed to protect unique site features or implement location-specific provisions; and/or
- C. To specify a particular standard for a defined area.

2.07.02 Major Music Festival Overlay Zone (MMF)

Refer to refer [Appendix B \(Municode Chapter 159 – operative prior to XX\)](#) and [Appendix C \(Ordinance No. 1765\)](#) for the original adoption language and subsequent amendments to the Major Music Festival Overlay Zone.

A. Purpose

The purpose and objectives of the MMF Overlay Zone are to provide for the long-term permitting and regulation of Major Music Festival Event uses within the Indio Ranchos – Polo Estates Specific Plan and the adjoining properties that are within the MMF Overlay Zone district to ensure the continued viability of Major Music Festival Events in this area, the promotion of the City of Indio as an international Major Music Festival Event venue, and the continued protection of the community’s health, safety and public welfare. This zone implements the Major Music Festival Overlay General Plan land use designation.

B. Applicability

1. The Major Music Festival Overlay zone applies to all use and development of properties within the boundaries of the Indio Ranchos – Polo Estates Specific Plan and the adjoining properties, designated with an “MMF” as shown on the Official Zoning Map.
2. **Major Music Festival Event.** A major music festival event is an event that meets the following criteria:
 - a. Includes a permitted attendance up to 125,000 people;
 - b. The event venue and Ancillary Uses encompass at least 500 acres of land located in the Festival District subarea under the Indio General Plan and located within the Major Music Festival Event Overlay Zone;
 - c. Provides for Ancillary Uses, if any, to support the Major Music Festival Event; and
 - d. Includes up to three (3) days of musical performances.

C. Allowed Uses

1. Primary Uses

Major Music Festivals, as defined by this Code, are permitted as a primary use in the MMF Overlay zone.

2. Ancillary Uses

Ancillary uses allowed in the MMF Overlay zone, as defined by this Code, include uses associated with Major Music Festival Events such as parking, tent, car and/or recreational vehicle camping and associated facilities, portable lavatory facilities, temporary structures such as pavilions, tents, outdoor stages, platforms, back drops, orchestra shells, audio platforms, other temporary shelter structures or enclosures, temporary grandstands and bleachers and other similar temporary structures or infrastructure as determined by the Director.

Except as otherwise provided for by this Section, no lot, premises, building or portion thereof in the MMF Overlay Zone shall be used for any purpose except the uses permitted in the applicable base zone and/or the Indio Ranchos – Polo Estates Specific Plan.

D. Implementation

Major Music Festival Events within the MMF Overlay Zone are permitted only with a development agreement and an approved Major Music Festival Event permit.

E. Major Music Festival Event Permit Required.

- 1. Permit.** Major Music Festival events shall be permitted within the MMF Overlay zone, provided, however, that no Major Music Festival event shall be permitted, engaged or commenced until a Major Music Festival event permit has been issued by the City Council pursuant to Subsection 2.07.02.H (Decision). The City Council may not permit more than five Major Music Festival events in one calendar year.
- 2. Number of Events.** A Major Music Festival event permit may permit up to five Major Music Festival Events, which may include car and/or recreational vehicle camping and any Ancillary Uses, during a single calendar year, with no more than three Major Music Festival Events occurring in consecutive weekends. The maximum term of any Major Music Festival event permit shall be no more than 37 years.
- 3. Conditions of Approval.** A Major Music Festival Event Permit shall contain any conditions of approval imposed by the City, including, but not limited to, a condition that the applicant enter into an agreement with the City for the provision and reimbursement of necessary and supplemental municipal services to ensure safety, security, and order at such events.

F. Application and Submittal Requirements.

An application for a Major Music Festival Event Permit shall be filed with the Community Development Department and may be made by the property owner, its authorized agent, a party to a purchase contract with the property owner or who has a contractual or other legal interest in the property, or by a party to a valid use agreement with the property owner or its agent authorizing the party to use the property for the purposes described in the Major Music Festival Event Permit application. The application shall include a description and site plan of the Major Music Festival Event venue and Ancillary Uses, including proposed

temporary structures; the requested number of years covered by the permit; the number of proposed Major Music Festival events per year; the approximate time of year when each of the Major Music Festival event or events will be held; the proposed maximum all-inclusive attendance; the proposed maximum number of vehicles (car and recreational) authorized for camping; the proposed hours of operation; proposed alcohol service and “beer garden” plan if required by ABC; and a description of any proposed operational plans and other information as may be reasonably required by the Director to evaluate the application and recommend conditions of approval.

G. Annual Implementation Plan

After the issuance of a Major Music Festival Event Permit, the permittee shall annually submit an implementation plan including the site plan, proposed temporary structures, time of year when the events are to be held and operational plans for the upcoming year for review and approval by the City Manager, in consultation with the Director and Community Services Manager. Approval of the annual implementation plan by the City Manager shall be administrative provided that the implementation plan is consistent with the Major Music Festival Event Permit and conditions of approval and shall not require an amendment to the Major Music Festival Event Permit. If the permittee does not propose any changes in the annual implementation plan from the prior year, the permittee may instead submit a letter to that effect in satisfaction of this requirement.

H. Decision

The City Council may approve an application for a Major Music Festival Event Permit for a term of up to 37 years if the application meets the requirements of this Section and upon the approval of a development agreement as required by Subsection D. The City Council may impose conditions on the Major Music Festival Event Permit which are necessary to preserve the public health, welfare, or safety including conditions to ensure that the Major Music Festival events will not be materially injurious to properties or improvements in the vicinity when balanced with the temporary nature of the events.

2.07.03 Resource Management and Open Space Overlay (R-OS)

A. Purpose and Intent

The Resource Management and Open Space (R-OS) Overlay zone provides an overlay for areas consistent with the Coachella Valley Multi-Species Habitat Management Plan (CVMSHCP) to protect open space and natural resource areas of the city. It is intended for passive recreation, trails/paths, restoration, ecotourism, environmental educational, and similar activities. This zone implements the Resource Management and Open Space Overlay General Plan land use designation.

A. Applicability

The Resource Management and Open Space Overlay zone shall apply to the areas designated with an “R-OS” as shown on the Citywide Zoning Map.

B. Allowed Uses and Development Standards

Allowed land use and development regulations shall be consistent with the regulations for the underlying base zone in which the parcel is located and any relevant provisions in the CVMSHCP.

2.07.04 Planned Development Overlay (PD)

A. Purpose and Intent

The Planned Development Overlay (PD) zone applies to areas of the City appropriate for a flexible and creative design approach to development, which allows the development of diverse and varied uses and development that may not comply with all of the base zone regulations and otherwise applicable standards of this Code, but for which the application of site-specific regulations and standards is appropriate to promote the orderly growth of Indio consistent with the General Plan. The overlay provides for one or more properties to be developed under a plan that provides for better coordinated development and incorporates development standards crafted to respond to specific site conditions. To adopt a Planned Development, the procedures established in Section 6.05.01 (Planned Developments) must be followed. Once established, the PD becomes, in effect, the zoning for the area within its respective boundaries.

B. Applicability

Once established through the Planned Development (PD) Permit/Plan process, the Planned Development Overlay zone shall apply to the areas designated with a “-PD” as shown on the Citywide Zoning Map, followed by the number of the Planned Development.

C. Allowed Uses

The PD Overlay Zone allows any permitted or conditional use consistent with the base zone.

D. Development Regulations

1. Minimum Area

The minimum area of a PD Overlay Zone shall be 10 acres; however, the City Council may approve a smaller area if it finds that a PD would provide greater benefits to the general welfare of the Indio residents and property owners than development under conventional zoning because of unique characteristics of the site or the proposed use.

2. Residential Unit Density

Except where a density bonus is granted in compliance with Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing) the total number of dwelling units in a PD Overlay zone shall not exceed the maximum number permitted by the General Plan density for the total area of the planned development designated for residential use, excluding areas devoted to public and private streets.

3. Performance Standards

The Performance Standards prescribed by Chapter 3.04 (Performance Standards) apply.

4. Other Development Standards

Other development standards shall be as prescribed by an approved PD Permit/Plan. Where the PD Permit/Plan is silent regarding particular development standards, the development standards of the applicable base zone shall apply.

E. Procedures

See Section 6.05.01 (Planned Developments) for procedures for the PD zoning process.

ARTICLE 3. CITYWIDE REGULATIONS

3.01 Rules of Measurement

For all calculations, the applicant shall be responsible for supplying drawings illustrating the measurements that apply to a project. These drawings shall be drawn to scale and of sufficient detail to allow easy verification upon inspection by the Approving Authority.

3.01.01 Fractions.

Whenever this Code requires consideration of distances, parking spaces, dwelling units, or other aspects of development or the physical environment expressed in numerical quantities, and the result of a calculation contains a fraction of a whole number, the results will be rounded as follows:

1. General Rounding.

Fractions exceeding one-half (0.5) or greater shall be rounded up to the nearest whole number and fractions equal to or less than one-half (0.5) shall be rounded down to the nearest whole number, except as otherwise provided.

2. Exception for State Affordable Housing Density Bonus.

The calculation of fractions related to permitted bonus density units for projects eligible for bonus density pursuant to Government Code Section 65915 or any successor statute, and Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low Income and Senior Housing) any fractional number of units shall be rounded up to the next whole number.

3.01.02 Measuring Distances

1. Measurements are Shortest Distance.

When measuring a required distance, such as the minimum distance between a structure and a lot line, the measurement is made at the closest or shortest distance between the two objects.

2. Distances are Measured Horizontally.

When determining distances for setbacks and structure dimensions, all distances are measured along a horizontal plane from the appropriate line, edge of building, structure, storage area, parking area, or other object. These distances are not measured by following the topography or slope of the land.

3. Measurements Involving a Structure.

Measurements involving a structure are made to the closest support element of the structure. Structures or portions of structures that are entirely underground are not included in measuring required distances.

4. Measurement of Vehicle Stacking or Travel Areas.

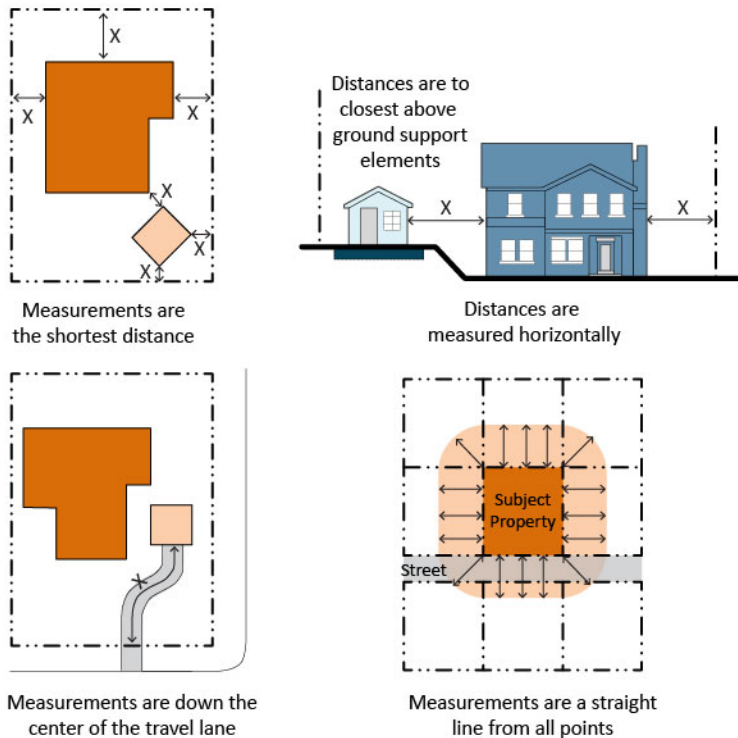
Measurement of a minimum travel distance for vehicles, such as garage entrance setbacks and stacking lane distances, are measured down the center of the vehicle travel area. For example,

curving driveways and travel lanes are measured along the center arc of the driveway or traffic lane.

5. Measuring Radius.

When a specified land use is required to be located a minimum distance from another land use, the minimum distance is measured in a straight line from all points along the lot line of the subject project, in all directions.

Figure 3.01.02-1. Measuring Distances

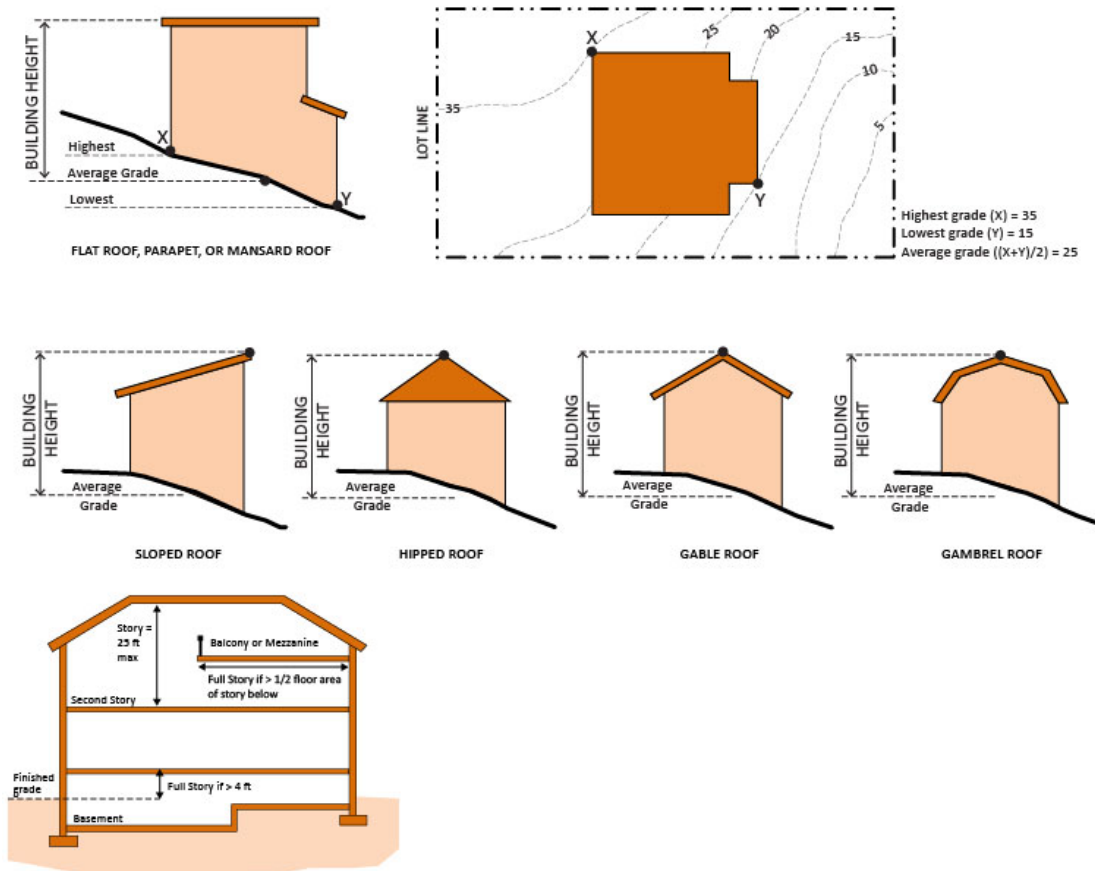


3.01.03 Measuring Heights

A. Height Measurements.

Height shall be measured as the vertical distance from finished grade at all points adjacent to the building exterior to the highest point of the structure directly above (see Figure X.XX.XX-1 (Height Measurement)). For properties on a slope, the height of a structure shall be measured as the vertical distance from the average elevation of the finished grade to the highest point of the structure. The average elevation is determined by averaging the highest and lowest elevation points of the structure (see Figure 3.01.03-1. Measuring Heights)

Figure 3.01.03-1. Measuring Heights



B. Height of Structures.

The height of each structure shall not exceed the height limit established for the applicable zone in Article 2 (Zone Regulations), except as otherwise provided by this Section. Maximum building height may include one additional subterranean story. Additional height limits are established for Accessory Structures (Chapter X.XX), Fences, Walls, and Screening (Chapter X.XX), Outdoor Lighting (Chapter X.XX), and Signs (Chapters X.XX), and Wireless Communications Facilities (Chapter X.XX).

C. Height of Structure Exceptions.

The overall building height shall not exceed the maximum height standard of the zone, except that the following architectural features may exceed height limits up to the “Maximum height with architectural features” as established by zone in Article 2 (Zone Regulations), by Review Authority approval, or as otherwise allowed by this Code:

1. Architectural features, including skylights, chimneys, steeples, spires, towers, cupolas, and similar unoccupied features as approved by the Director.
2. Elevators and stairways;
3. Solar roof panels and appurtenant equipment;
4. Antennas allowed without a discretionary permit, as identified by the FCC;

5. Other mechanical equipment usually required to be placed above the roof level and not intended for human occupancy or to be used for any commercial or advertising purpose (e.g. water tanks, air conditioning units)
6. Flagpoles and sculptures, provided that the same may be safely erected and maintained at such a height with respect to the surrounding conditions and circumstances.

D. Measuring the Number of Stories.

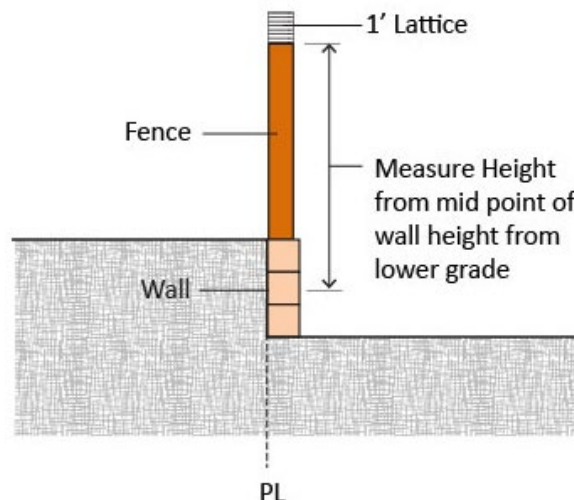
In measuring the number of stories in a building, the following rules shall apply:

1. An interior balcony or mezzanine shall be counted as a full story if its floor area exceeds one-half of the total area of the nearest full floor directly below it.
2. Subterranean stories do not count towards maximum number of stories except as noted. A subterranean story shall be counted as a full story if the vertical distance between finished grade and the finished surface of the floor above the basement is more than four feet at any point.
3. A story shall not exceed 25 feet in height from the upper surface of the floor to the ceiling above.

E. Fence and Wall Height Measurement

1. Fence and wall height shall be measured as the vertical distance from the average of the ground levels immediately adjacent to both sides of the fence or wall to the top edge of the fence, wall, or other screening device. For example, when there is a difference in the ground level between two adjoining parcels, the fence or wall shall be measured at the mid-point of the retaining wall height as measured on the side with the lowest finish grade. See Figure 3.01.10-1. Measurement of Fence and Wall Height on Parcels with Different Elevations.
2. Where a grade differential exists between two properties and/or retaining wall, the height of a fence or wall is measured as the vertical distance from the average of the ground levels immediately adjacent to both sides of the fence or wall to the highest point of such fence or wall.

Figure 3.01.03-2. Measurement of Fence and Wall Height on Parcels with Different Elevations



- 3. An earthen berm or mound not taller than two feet may count toward required height of landscaping and screening.

F. Measuring the Height of Decks.

Deck height is determined by measuring from the ground to the top of the floor of the deck directly above the ground below.

3.01.04 Lots and Setbacks

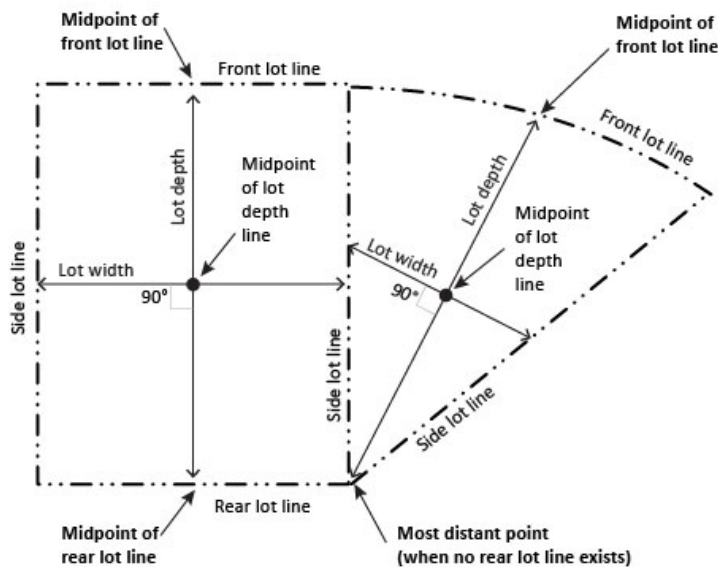
A. Lot Width.

Lot width is the horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.

B. Lot Depth.

Lot depth is measured along a straight line down from the midpoint of the front property line of the lot to the midpoint of the rear property line or to the most distant point on any other lot line where there is no rear lot line.

Figure 3.01.04-1. Measuring Lot Width and Depth



C. Setbacks and Yards.

The calculations of measurements related to setbacks and yards are described in [Section 3.01.05 \(Setbacks and Encroachments\)](#)

3.01.05 Floor Area and Lot Coverage

A. Determining Floor Area.

The floor area of a building is the sum of the gross horizontal areas of all floors of a building or other enclosed structures, measured from the outside perimeter of the exterior walls.

1. Included in Floor Area.

Floor area includes, but is not limited to, all habitable space (as defined in the California Building Code) that is below the roof and within the outer surface of the main walls of principal or accessory buildings. In the case of a multi-story building that has covered or enclosed stairways, stairwells, or elevator shafts, the horizontal area of such features shall be counted only once at the floor level of their greatest area of horizontal extent.

2. Excluded from Floor Area.

Floor area does not include mechanical, electrical, and communication equipment rooms that do not exceed two percent of the building’s gross floor area; bay windows or other architectural projections where the vertical distance between the lowest surface of the projection and the finished floor is 30 inches or greater; areas that qualify as usable open space such as balconies and outdoor terraces; and subterranean floors submerged more than four feet below finished grade of the property. Also excluded are areas used for all off-street parking spaces or loading spaces, driveways, ramps between floors of a multi-level parking garage, and maneuvering aisles.

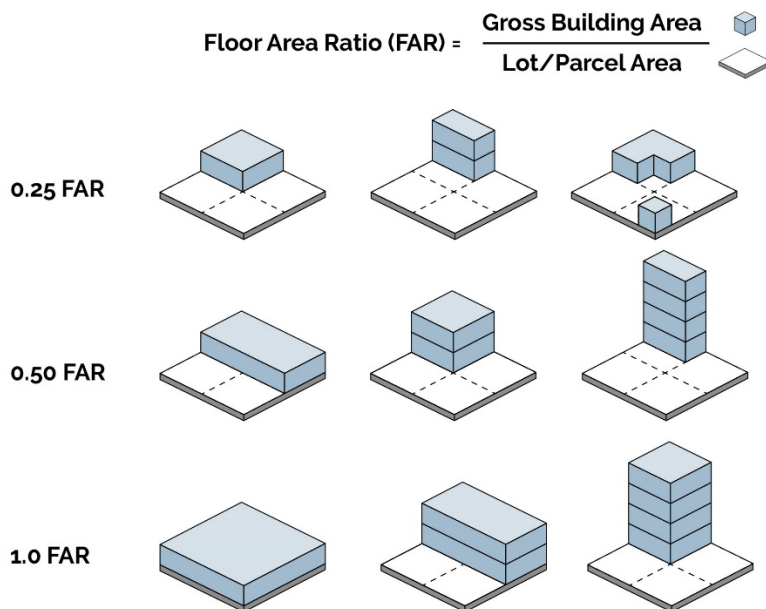
3. Non-Residential Uses.

For non-residential uses, gross floor area includes pedestrian access interior walkways or corridors, interior courtyards, walkways, paseos, or corridors covered by a roof or skylight. Non-residential gross floor area does not include arcades, porticoes, and similar open areas that are located at or near street level and are accessible to the public but are not designed or used as sales, display, storage, service, or production areas.

B. Determining Floor Area Ratio.

The floor area ratio (FAR) is the ratio of the floor area, excluding the areas described in **Subsection 3.01.06.C**, of all primary and accessory buildings on a site to the site area. To calculate the FAR, gross floor area is divided by site area, and typically expressed as a decimal. For example, if the floor area of all buildings on a site totals 20,000 square feet, and the site area is 10,000 square feet, the FAR is expressed as 2.0.

Figure 3.01.05-1. FAR

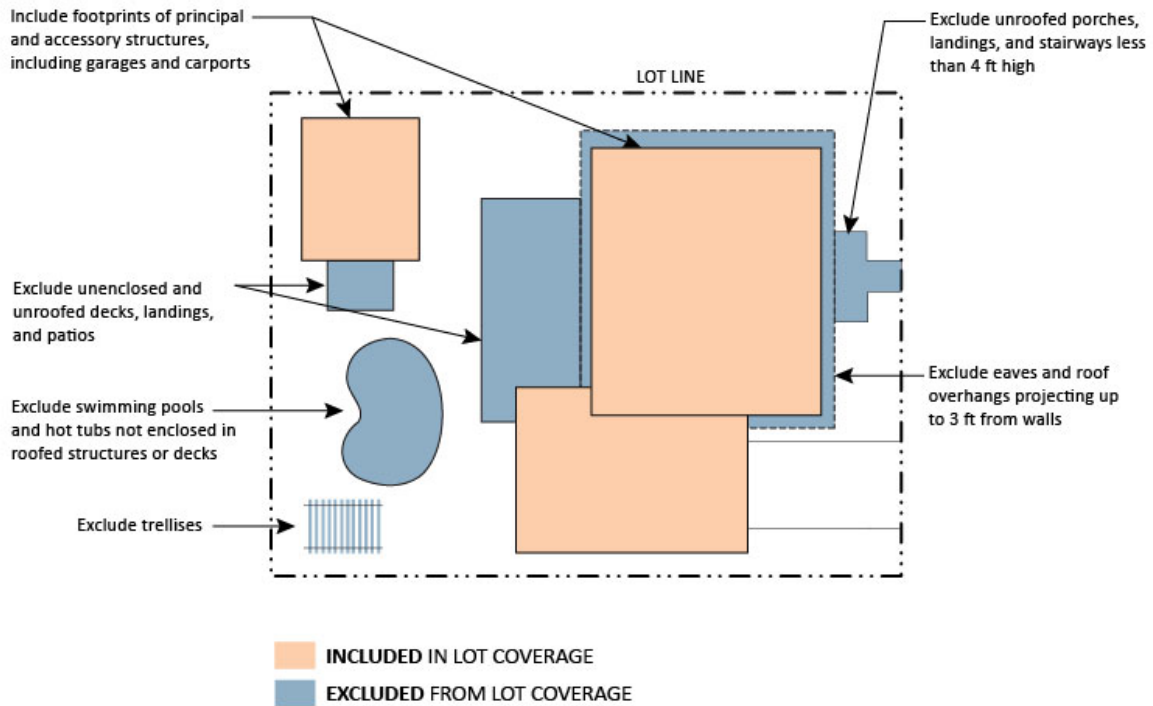


C. Determining Lot Coverage.

Lot coverage is the ratio of the total footprint area of all structures on a lot to the net lot area, typically expressed as a percentage. The footprints of all principal and accessory structures, including garages, carports, covered patios, and roofed porches, shall be summed to calculate lot coverage. The following structures shall be excluded from the calculation:

1. Unenclosed and unroofed decks, patio slabs, porches, landings, and stairways less than four feet in height;
2. Eaves and roof overhangs projecting up to three feet from a wall;
3. Trellises and similar structures that have roofs that are at least 50 percent open to the sky through uniformly distributed openings;
4. Swimming pools and hot tubs that are not enclosed in roofed structures or decks.

Figure 3.01.05-2. Determining Lot Coverage



3.01.06 Density

Density is the number of units per gross acre of a given land area (project area, subdivision, parcel). In mixed use projects, density is the number of housing units divided by the land area of the mixed use development (that includes areas used for non-residential uses such as retail space). The lot area that contains publicly-accessible private open space, public and private streets and pathways, dedicated public parkland, above ground stormwater facilities, and required easements will be counted toward lot area for the purposes of calculating residential density.

3.02 General Site Development Standards for All Zones

3.02.01 Purpose + Applicability

The purpose of this Chapter is to prescribe site regulations that apply, except where specifically stated, to development in all zones and are intended to ensure that proposed development is compatible with existing and future development on neighboring properties. These standards shall be used in conjunction with the standards for each zone established in Article 2 (Zone Regulations). In any case of conflict, the standards specific to the zone shall control.

3.02.02 Site Design

A. Applicability

The standards in this Section shall apply in all residential, commercial, and mixed-use zones.

B. Block Size

The maximum block size shall be no greater than 4 acres in size. No block shall be greater than 400 feet in length without a publicly-accessible path or street connecting from one public right-of-way to another public right-of-way or turn around point. Alleys do not count as a connecting street or publicly-accessible path.

C. External Connectivity

Streets within any proposed building/development site shall, to the extent feasible and unless alternatively approved by the Director, be aligned with existing and planned streets and pathways in the surrounding area to create a continuous street pattern. All streets, alleys, pedestrian and bike pathways in any building/development site shall connect to other streets and to existing and planned public sidewalks, streets, open spaces, and bike paths outside the proposed development to the extent feasible. Any dead-end street longer than 300 feet shall be connected to other streets by a pedestrian path.

D. Multi-Modal Site Access.

Pedestrian and bike connections shall connect to existing and proposed public sidewalks, streets, transit stops, open spaces, bike paths, bicycle parking areas, and automobile parking areas adjacent to the project site.

a.

1. A pedestrian pathway or multi-use path (pedestrian and/or bicycle) between buildings or through parking lots from the sidewalk to the interior of the site shall be provided for every 400 feet of a project's frontage.

Pedestrian pathways/sidewalks shall have a minimum six-foot wide unimpeded throughway for the extent of the path or sidewalk.

Multi-use paths through sites that connect two parallel public or publicly-accessible rights-of-way shall permit 24-hour access for pedestrians, cyclists, and as appropriate emergency vehicles, and shall provide at minimum a 12-foot-wide path within a minimum 20-foot-wide public access easement.

2. Pedestrian pathways/sidewalks connecting to the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. A pedestrian pathway/sidewalk shall connect the primary building entry or entries to the public sidewalk on each street frontage. Pedestrian pathways/sidewalks a minimum five feet wide shall be provided from the public right-of-way to all primary entryways, common areas, guest/customer vehicle parking and bicycle parking areas.

E. Internal Streets and Paths:

Internal private drives, streets, and paths shall meet the following standards:

1. Private streets shall be a minimum of 26 feet wide, including a clear 20-foot-wide path of travel, and be designed consistent with City standards in the City Design and Engineering Manual. All publicly-accessible private streets and multi-use pathways shall provide a minimum of one tree per 35 linear feet of street/pathway.
2. Private streets, including emergency vehicle access areas, shall be set back a minimum of five feet from interior property lines.
3. Differentiated paving materials, textures (i.e. stamped patterns), and/or colors shall be required where pedestrian paths cross parking areas (where applicable).
4. Private streets shall include on both sides of a street a minimum 6-foot wide sidewalk with a minimum 4-foot wide planting strip. Trees shall be planted at a minimum average spacing between trees of 35 feet. Shrubs and groundcover shall cover at least 30 percent of the planting strip. . See also the City standards in the City Design and Engineering Manual.
5. Private streets and paths shall be publicly accessible 24 hours a day.
6. Buildings fronting internal streets and paths, both public and private, shall follow all standards as if the building has a front parcel line at the back of walk for the internal street or path.

F. Access.

Appropriate access routes necessary for fire and safety access, subject to City approval, shall be provided for all areas of a project. See also the City standards in the City Design and Engineering Manual.

G. Development on Substandard Lots

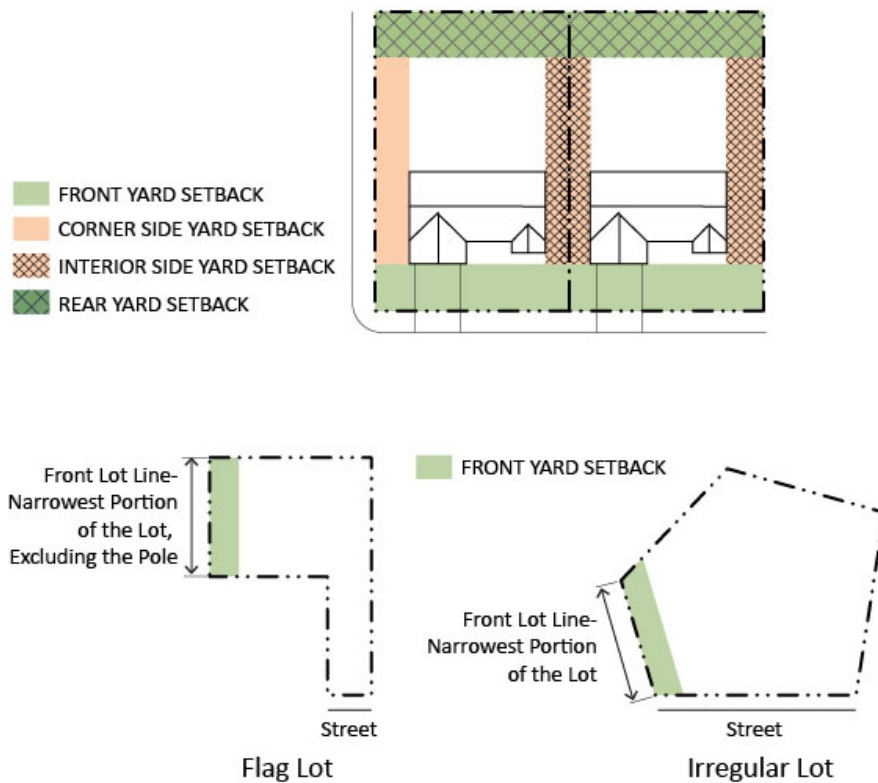
7. Any lot or parcel of land that was legally created through a recorded deed may be used as a building site even when consisting of an area, width, or depth less than that required by zone regulations.
8. Substandard lots shall be subject to the same development standards as a standard lot.
9. No substandard lot shall be further reduced in area, width, or depth, unless such reduction is required as part of a public improvement.

3.02.03 Setbacks and Encroachments

A. Measurement of Setbacks.

1. Required setbacks shall be measured as the minimum horizontal distance from the nearest point of the front, side, or rear property line of the parcel to the nearest wall of the structure (see Figure 3.02.03-1 Measurement of Setbacks), with the following exceptions:
 - a. When a property abuts a street with a required dedication or easement, the required setback shall be measured from the dedication/easement line.
 - b. Where a specific street plan has been adopted by the City Council, site area and required yards shall be measured from the plan line.
2. Generally, the front yard setback is determined by the front lot line, which is the lot line paralleling the street.
3. For flag lots and other irregularly shaped parcels, the front lot line is determined to be the narrowest portion of the lot. For flag lots, this excludes the narrow portion of the lot that represents the "pole."
4. For through lots/double frontage lots, both lot lines are front lot lines and the lot is considered to have no rear lot line.

Figure 3.02.03-1 Measurement of Setbacks



B. Setback and Yard Requirements.

1. Except as permitted in section 3.01.05.D (Encroachments into Minimum Required Setbacks), or as otherwise specified in this Code for specific types of structures (e.g., accessory structures, signs) or through the issuance of a variance, structures shall not extend beyond required setback lines as established for each zone in Article 2 (Zone Regulations).
2. A required yard area is the yard space between the property line and the minimum setback as required by this Code. Lot and yard types are further defined in Article 7 (Definitions).
3. On a reversed corner lot, the minimum street side yard shall be no less than the required front yard on the adjoining key lot.
4. Except as otherwise permitted, front and street side yards shall be used only for landscaping, pedestrian walkways, driveways, or off-street parking.

C. Encroachments into Minimum Required Setbacks.

Projections such as eaves, cornices, awnings, louvers, porches, stairs, flues, and chimneys may encroach into required setbacks according to the standards of Table 3.01.05-1. (Allowed Encroachments into Setbacks), subject to all applicable requirements of the Building Code. The “Limitations” column states any dimensional, area, or other limitations that apply to such projections. Table 3.01.05-1 applies to all zones unless otherwise specified. Any projection over City property is subject to City discretion and issuance of an encroachment permit.

Table 3.01.03-1. Allowed Encroachments into Setbacks

Projection	Front/Street Side Yard	Interior Side Yard	Rear Yard	Limitations/Additional Regulations
All projections	<ul style="list-style-type: none"> • Unless otherwise specified, no projection may extend closer than three feet to an interior lot line or into a public utility easement. • The total area of all building projections shall not exceed 35 percent of the primary building facade area. Primary building facade is the facade built at the property or setback line. • Where any allowance of this Code conflicts with applicable building codes, the more restrictive shall apply. 			
Architectural Features (Eaves, Cornices, Bay Windows, Chimneys)	3 ft	3 ft	3 ft	<ul style="list-style-type: none"> • May encroach to within 3 feet of property line. • Aggregate width of oriel or bay windows shall not exceed 50% of the length of the wall in which they are located and the width of any individual oriel or bay window shall not exceed 10 feet. • Upper-floor architectural projections shall have a minimum vertical clearance of 8 feet above grade.

Projection	Front/Street Side Yard	Interior Side Yard	Rear Yard	Limitations/Additional Regulations
Weather Protection (awnings, canopies)	5 ft from building face at property line or at the minimum setback line	To within 3 feet of rear and side property lines.		May encroach beyond the front property line over sidewalk in instances where the minimum setback is less than 5 feet with an encroachment permit. Weather protection shall have a minimum vertical clearance of 8 feet above grade.
Open, unenclosed fire escapes and fireproof outside stairways	4 ft	4 ft	4 ft	May encroach to within 3 feet of property line. May be covered but not enclosed.
Uncovered and unenclosed porches, landings, decks, patios, stoops, and similar features less than 4 ft in height	6 ft	5 ft	6 ft	May encroach to within 5 ft of property line.
Uncovered and unenclosed stairs, porches, landings, decks, patios, stoops, and similar features exceeding 4 ft in height, and upper-level balconies and decks	3 ft	3 ft	6 ft	May encroach to within 5 ft of property line.
Covered patios and porches attached to main structure	4 ft	0 ft	6 ft	May encroach to within 5 ft of property line. May be covered but not fully enclosed.
Uncovered steps and ramps under 4 ft in height	To within 3 ft of property line	To within 3 ft of property line	To within 5 ft of property line	
Outdoor fireplaces	May not encroach	No closer than 5 feet from a property line, except when adjacent to permanent open space such as a golf course, common landscape or hardscape area, drainage channel, and the like, in which case it may be within 3 feet of the property line		The height of the chimney may be up to six feet unless required to be higher to comply with building code requirements. In such cases, the height shall not be higher than the minimum height required by the adopted building codes.
Ponds, waterfalls, and other water features	No closer than 5 feet from a property line, except when adjacent to permanent open space such as a golf course, common landscape or hardscape			Within 5 feet of any property line, the height of water features shall not exceed 6 feet when adjacent to a residentially zoned property.

Projection	Front/Street Side Yard	Interior Side Yard	Rear Yard	Limitations/Additional Regulations
	area, drainage channel, and the like, in which case it may be within 3 feet of the property line.			
Evaporative coolers, air conditioners, and compressors	May not encroach	To within 3 feet of rear and side property lines.		Cannot be located in front of any building.
Pools and Spas	See Section X.XX.XX (Pools and Spas)			
Accessory Structures	See Section 3.01.06 (Accessory Structures)			

D. Encroachments Allowed without Restrictions.

The following features are allowed anywhere in any required yard without restriction:

1. Plant material including trees, shrubs, vines, hedges, and ground cover.
2. Uncovered landscape features such as paths, benches, flagpoles, sculptures, and similar decorative features.
3. Retaining walls, berms, earthen mounds, embankments, and other fill, subject to building and/or grading permits.
4. Fences, hedges, and walls not exceeding the maximum allowed height per Section X.XX.XX (Fences, Walls, and Screening)
5. Trellises and arbors to support vines and planting.
6. Entry features such as gates, arbors, and similar entry features not exceeding eight feet in height, ten feet in width, and three feet in depth.
7. Irrigation, drainage, and lighting systems.
8. Utility poles, wires, and pipes.
9. Stormwater treatment features.
10. Public art
11. Bicycle parking
12. Disabled access features, including, but not limited to, ramps and mechanical lifts, as required by the California Building Code and/or Americans with Disabilities Act.

3.02.04 Accessory Structures

A. Purpose and Intent

This Chapter establishes development standards for detached residential accessory structures. The purpose of this Chapter is to protect the public health, safety, and welfare by maintaining safe distances between structures, establishing architectural compatibility between primary structures and certain types of accessory structures, and minimizing potential impacts associated with lot coverage, privacy, and maintenance of light and air space.

B. Applicability

The requirements contained in this Section shall apply to detached accessory structures on private property and shall be in addition to any other development standards contained elsewhere in this Code. These include, but are not limited to, garages, carports, sheds, workshops, gazebos, and covered patios, that are detached from and accessory to the main building on the site. In the event of a conflict between the provisions of this Section and any other provisions of this Code, the stricter regulation shall control. For the purposes of this Code, accessory dwelling units are not considered accessory structures; accessory dwelling units are governed by the requirements of **Chapter X.XX.XX (Accessory Dwellings Units and Jr Accessory Dwelling Units)** and are exempt from the requirements of this Section. Structures with a common wall or roof with the main building shall be considered part of the main building. The provisions of this Section also do not apply to accessory buildings or structures attached to the main building, which shall comply in all respects with the requirements of this Code applicable to the main building. Allowed building projections into yards and required building separations are provided in **Section X.XX.XX (Encroachments into Minimum Required Setback)**.

C. Development Standards for Accessory Structures

1. Relation to Existing Structures.

A detached accessory building or structure may only be constructed on a lot on which there is a permitted main building to which the accessory building or structure is related.

2. Amenities.

Accessory structures shall not contain indoor cooking facilities (combination of a sink, cooking apparatus, and refrigeration appliance) and shall not be designed for full-time living, guest accommodation (i.e., guesthouses), or rental purposes (**see Section X.XX.XX (Accessory Dwelling Units and Junior Accessory Dwelling Units)**). Pool houses that conform to the requirements of this Chapter are permitted. Accessory structures may have plumbing for a washer, dryer, toilet, shower, and/or utility sink.

3. Separation Between Structures.

Minimum distance between structures shall be provided in accordance with the regulations set forth in Article 2 (Zone Regulations) for each zone.

4. Lot Coverage.

The total lot coverage of the main dwelling, any accessory dwelling unit, and/or any accessory structures shall not exceed the maximum lot coverage as established by the applicable zone.

5. Setbacks and Heights.

Accessory structures shall meet the setback and height standards provided in Table 3.01.04-1. Accessory Structure Setbacks and Height Limits).

Table 3.01.04-1. Accessory Structure Setbacks and Height Limits

Accessory Structure	Minimum Setback from Property Line ¹			Maximum Height ¹
	Front	Street Side	Rear/Interior Side	
Detached garage	Same as for primary structure	Same as for primary structure	3 ft	14 ft
Structure/Building, ≤ 80 sf and ≤ 6 ft tall	Same as for primary structure	Same as for primary structure	3 ft	6 ft
Structure/Building, ≤ 80 sf and > 6 ft tall	Same as for primary structure	Same as for primary structure	3 ft	14 ft
Structure/Building, > 80 sf and ≥ 14 ft tall	Same as for primary structure	Same as for primary structure	5 ft	20 ft
Play Equipment	Same as for primary structure	Same as for primary structure	3 ft	14 ft

1. In the DE-1 zone, maximum height for barns and stables shall be 35 feet. Stables and barn yards shall be set back at minimum 50 feet from all property lines.

3.02.05 Swimming Pools and Spas

Swimming pools, spas, and any body of water having a depth of more than 18 inches and related equipment shall comply with the following standards, in addition to all applicable requirements of the Building Code.

A. Water-Containing Portions of Swimming Pools and Spas.

The outside wall of the water-containing portion of any swimming pool or spa shall be located as follows:

1. **Front Setback.** The outside wall of the water-containing portion of any swimming pool or spa shall not encroach into the front setback area unless approved by the Director due to special lot conditions.
2. **Street Side Setback.** The outside wall of the water-containing portion of any swimming pool or spa shall be located a minimum of 10 feet from the street side property line. Where the lot is enclosed by a masonry subdivision perimeter wall, the street side setback is five feet.
3. **Interior Side and Rear Setbacks.** The outside wall of the water-containing portion of any swimming pool or spa shall be located a minimum of five feet from the interior side and rear property lines.
4. **Dwelling Unit Setback.** The outside wall of the water-containing portion of any swimming pool or spa shall be located a minimum of five feet from the exterior wall of any dwelling unit.

B. Pool Filter, Heating, and Maintenance Systems.

All pool and spa filter, heating, and maintenance systems and equipment shall not be located within any required setback adjacent to a public street, or within three feet of an interior side or rear property line, or

within 10 feet of the living area of any dwelling unit on an adjacent parcel unless located completely within a soundproof enclosure.

3.02.06 Visibility Area

A. Height Limit at Street Corners.

Development proposed adjacent to any public or private street, or an alley intersection, shall be designed to provide a traffic safety visibility area (i.e., sight triangle) for pedestrian and traffic safety.

1. Measurement of Visibility Area.

The traffic safety visibility area is the triangle formed at the intersection of two streets and/or alley rights-of-way by measuring twenty feet along both the front and side property lines and connecting the lines diagonally across the property.

2. Height Limit.

No structure, sign, or landscaping shall exceed three feet in height within the traffic safety visibility area (i.e., sight triangle), unless approved by Public Works.

B. Height Limit at Driveways.

A minimum sight triangle extending ten feet shall be maintained at all driveways.

1. Pedestrian Safety.

Within a driveway sight triangle, no plant material, tree trunks, signage, walls, fences, or any other obstructions shall interfere with the driver's view of pedestrians on a public sidewalk.

2. Height Limit.

Within the driveway sight triangle, signage, walls, fences, etc., shall not exceed three feet in height. Within the driveway sight triangle, plant material shall not exceed three feet in height at maturity; trees shall be trimmed so that branches are at least seven feet above top of curb level.

3.02.07 Utilities, Service Areas, and Building Equipment

A. Applicability

This Section applies to stand-alone non-residential uses in the city.

See Section 3.01.10 (Refuse and Recycling) for regulations on refuse and recycling areas.

B. Undergrounding of Utilities.

All new utility boxes and equipment and utility connections shall be undergrounded unless otherwise prohibited by the utility provider (e.g., water backflow prevention device that must be placed above ground) or the City Engineer grants an exemption following his/her determination that such undergrounding is not practicable.

C. Location of Service Areas, Storage, Utilities, and Equipment.

All above-ground utilities and equipment (e.g. electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and storage areas shall be integrated into building and

landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

1. Utilities and equipment, service, storage, and non-passenger loading areas shall be located inside of buildings or on non-primary street frontages, alleys, parking areas, and/or at the rear or side of building.
2. Utilities and equipment, service, storage, and non-passenger loading areas shall not be located within the minimum setback areas, along mid-block pedestrian connections, within the public right-of-way, and/or within 25 feet of a street corner.
3. Utilities and equipment, service, storage, and non-passenger loading areas shall be fully screened from view per Section 3.01.09.D (Service, Utility, and Equipment Screening) below.

D. Service, Storage, Utility, and Equipment Screening.

All service and storage areas, utilities, and equipment not housed inside buildings shall meet the following screening standards:

1. Screening shall be equal to or higher than the height of the equipment to be screened, unless specified otherwise.
2. Screening shall be made of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted.

E. Location and Screening of Rooftop Equipment.

Rooftop elements including roof access, mechanical equipment, and other features needed for the function of the building shall be located to minimize visual impact by meeting the following requirements. Mechanical equipment less than two (2) feet in height, solar panels, wind generators, or green roof features are exempt from these requirements.

3. Mechanical equipment shall be set back a minimum of 10 feet from the roof edge or screened with a parapet wall.
4. Rooftop equipment shall be screened such that it is not visible from any point at or below the roof level of the subject building (see 3.01.09.D (Service, Utility, and Equipment Screening)).

3.02.08 Refuse and Recycling

A. Applicability.

Any project for which an application for a building permit is submitted after the effective date of this ordinance, shall include adequate, accessible areas for collecting and loading refuse and recyclable materials. These regulations apply to refuse and recycling areas not accessible to the public, and which are used exclusively by the tenants/owners of the development site. The provisions of this Section apply to all development except as follows.

1. All non-residential developments.

2. Single-family or multi-family residential development projects that do not necessitate communal or shared trash and recycling areas/containers. In such cases, no enclosure structure shall be required, however individual trash and recycling containers shall be stored in such a manner that containers are not visible or screened from public view from the front of the property. Containers may be placed in public view for purposes of collection.

B. General Requirements

1. Trash and recycling containers and collection areas shall be adequate in capacity, number, and distribution to accommodate all waste generation of the site. An area for the storage of trash shall be provided with minimum clear dimensions of five feet by seven feet for all multi-family residential uses of four to 19 dwelling units, and for all nonresidential uses with a gross floor area of less than 25,000 square feet. Multi-family residential uses with 20 or more dwelling units, and nonresidential uses with 25,000 square feet of gross floor area or more, shall provide trash storage areas with the minimum size determined by the local disposal service based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection.
2. Adequate and accessible enclosures for the storage of trash and recyclable materials shall be provided. An alternative to a trash/recycling enclosure shall include the placement of a bin in a concrete or metal lined pit. The use, location, design, construction, and accessibility of enclosures shall conform to the requirements in this Code, and shall be reviewed by the local disposal service and approved by the Director.
3. When a site is retrofitted or upgraded to comply with refuse and recycling standards, the location of any new enclosures shall be reviewed by the local disposal service and approved by the Director. A maximum of one parking space per enclosure may be eliminated if it can be shown that the elimination of said parking space will not be deleterious to the circulation and parking conditions on site.
4. Solid waste collection areas shall not be used for storage or other purposes.

C. Location

1. Refuse and recycling collection areas shall be located inside of buildings or inside of enclosures located along alleys or in parking areas at the rear or side of buildings. Refuse collection areas are prohibited within any required front yard, street side yard, any required parking spaces, landscape areas, and open space areas.
2. Enclosures shall be located a minimum of 10 feet from any structure, 25 feet from any public street, 15 feet from a private street and, in non-residential areas, 20 feet from any residential zoned property line.
3. The location of enclosures shall not conflict with circulation or parking conditions on site. A condition shall not be created where a parked vehicle will obstruct access to an enclosure nor where a disposal truck will obstruct parked vehicles.

D. Access

The storage area for refuse and recyclable materials shall be accessible to pedestrians (both residents and/or employees) of the development site and to refuse and recycling haulers. Vehicle access requirements are as follows:

1. Driveways or travel aisles leading to exterior collection areas or enclosures shall be a minimum of 16 feet in width and paved in accordance with this Code's paving requirements.
2. Where driveways do not extend from street to street, a turnaround area for collection vehicles shall be provided. Minimum turning radius for collection vehicles at 26/46.
3. Driveways or travel aisles shall provide unobstructed paved access for collection vehicles and provide a minimum of 15 feet vertical clearance. In loading areas, minimum overhead vertical clearance shall be 25 feet for loading operations.
4. A concrete apron or pad, having a minimum size of 10 feet wide by 20 feet long, shall be constructed in front of each exterior collection area or enclosure or at the point of pick-up by the collection vehicle. The purpose of this pad is to prevent damage to the surrounding asphalt paving. The pad shall have a level surface (no slope) and shall be paved with concrete. The Director may waive the requirement for, and/or size of, the concrete apron or pad provided the property owner can demonstrate that the existing asphalt located at the access and servicing areas of the refuse and recycling enclosure has withstood on-going, regular use without appreciable degradation.

E. Enclosures

Exterior collection areas must be within an enclosure that meets the following standards.

1. Minimum Height.

Enclosures shall be adequate height to fully screen containers and materials within, with a minimum height of six feet.

2. Design and Materials

Trash/recycling enclosures shall be constructed of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or decorative block.

3. Access.

A pedestrian access and separate access for primary collection shall be provided.

4. Gates

Solid metal gates painted to match the enclosure shall be required. All gates shall be post mounted.

5. Covers.

The refuse and recyclable materials in exterior collection areas shall be protected from the rain by a roof over the collection area or by use of covered receptacles/containers within the collection area. Lids must always remain closed except when loading or unloading.

6. Protection from Bins and Vehicles.

Concrete curbs, bollards, or wheel stops shall be installed or constructed inside the enclosure to prevent bins from damaging the enclosure. Concrete curbs or equivalent shall protect the exterior of enclosures from adjacent vehicle parking and travel ways.

F. Maintenance.

Maintenance of each enclosure area and any bins and containers shall be the responsibility of the property owner. The property owner shall be responsible for keeping the area clean and free of litter, rodents, and insects. Enclosures that are damaged to the point of non-use will result in a service interruption if the hauler cannot access the containers and shall be repaired or replaced within 60 calendar days following notification by the City.

G. Procedures and Exceptions.

The Director shall have the authority to approve exceptions, or consider modified design standards, to the requirements of this Section, for new development projects and projects involving the expansion or retrofit of an existing development. The property owner/applicant must first prove that he/she cannot meet the requirements for the refuse and recycling collections areas as set forth in this Section and any other applicable Section.

1. Reasons for Exceptions.

Exceptions may be approved for reasons including, but not limited to, the following:

- a. The requirement to provide adequate space for refuse and recyclable materials storage and collection would necessitate the conversion or removal of required parking spaces or required landscaping, or would conflict with some other essential site improvement required by the City;
- b. The nature of the proposed development justifies the provision of less recyclable materials storage and collection space than mandated by this Section; or
- c. Construction of the full enclosure would reduce the vehicular access aisle to less than acceptable width. Cost alone is not a valid reason for granting an exception.

2. Required Findings.

- a. Exceptions from any provision of this Section may be approved if the following findings can be made:
 - b. That the exception from these requirements will not be detrimental to public health, safety, or welfare nor result in a nuisance; and
 - That the project will provide adequate capacity, number, and distribution of collection areas to serve the new or existing development.

3.02.09 Landscaping

A. Purpose

The purpose of this Section is to establish minimum landscape standards to enhance the appearance of developments, reduce heat and glare, control soil erosion, conserve water, establish buffers and screening between land uses or of unsightly features, and to ensure the ongoing maintenance of landscape areas.

B. Applicability

These standards shall apply to all new development and major modifications of existing uses in the City, including any construction, expansion, or improvement on private property which requires the issuance of a building permit or other approval by the City, except business licenses. This Section shall not apply to the following:

1. Properties zoned OS (Open Space).
2. Properties zoned RR (Resource Recovery).

C. Landscape Plan and Review Process

Refer to Article 6 (Permits and Procedures).

D. Irrigation and Water Efficient Landscape Standards.

Required landscape areas shall be supported by a permanent, automatic irrigation system coordinated to meet the needs of various planting areas. Proper irrigation shall be provided for healthy plant growth and maturation, and shall be designed to avoid the watering of structures, public walkways, and pedestrian access areas.

A landscape documentation package prepared and approved in accordance with Indio Municipal Code Section 54.063 (Water Efficient Landscape Development Standards) shall be required for any project that is subject to the procedures and standards set forth in that Section. For all other projects, the following apply:

1. Irrigation systems shall be designed to avoid runoff, excessive low head drainage, overspray or other similar conditions where water flows or drifts onto adjacent property, non-irrigated areas, walkways, roadways, or structures.
2. Low-volume irrigation systems with automatic controllers shall be required. Low-volume irrigation systems include low-volume/high-efficiency sprinkler heads, bubbler, drip irrigation, and soaker hose emitters. Irrigation systems shall be equipped with a meter or submeter and backflow preventer.
3. Automatic controllers shall be set to water between 7:00 p.m. and 10:00 a.m. to reduce evaporation.
4. An irrigation schedule indicating the four seasons of watering cycles is recommended for all irrigated landscape areas, and is required for those projects with a total landscape area of 2,500 square feet or more.

E. Timing of Installation.

Required landscape and irrigation improvements shall be installed prior to the issuance of a certificate of occupancy by the Building Official unless specified otherwise in the project's conditions of approval.

F. Minimum Landscape Coverage and Live Plant Material

Yards and setback areas shall be landscaped in accordance with the regulations set forth in Article 2 (Zone Regulations) which establishes minimum landscape coverage and percentage of live plant material required for each zone. Areas devoted to parking, driveways, and walkways are excluded from the calculation of minimum landscaped area. Live plant materials include groundcover, shrubs, and trees. The remainder of landscaped yard and setback areas may be rock, gravel, pebbles, stones, or similar natural non-living material. Landscaped areas shall be top dressed with a rock, gravel, or an approved alternative to avoid exposed bare soil. Synthetic turf may be counted towards the required minimum landscape coverage, but does not count as live plant material.

Required landscaping of public and common open spaces can be found in Article 2 (Zone Regulations).

G. Plant Types

1. Drought-Tolerant and Native Species.

Landscape planting shall incorporate at minimum 50 percent drought-tolerant and native species (especially along natural, open space areas), and shall be suitable for the soil and climatic conditions specific to the site.

2. Group Plants by Water Use.

Plants shall be grouped according to their water needs and irrigated separately from other groupings to promote water efficiency.

a. 3. Street and Parking Lot Trees.

b. Street and parking lot trees shall be selected from the Coachella Valley Water District's "Lush and Efficient: Desert-Friendly Landscaping in the Coachella Valley" guidebook.

Trees planted within ten feet of a street, sidewalk, paved trail, parking area, or walkway shall be a deep-rooted species or shall be separated from hardscapes by a root barrier to prevent physical damage to public improvements.

H. Turf and Synthetic Turf

1. Turf areas shall be limited to activity or recreation areas.

a. 2. Synthetic turf may be used as a substitute for natural turf for the purposes of water conservation, or in in high activity or foot-traffic areas such as sports fields. The following standards shall apply to the use and maintenance of synthetic turf.

b. Synthetic turf shall consist of lifelike individual blades of grass that emulate real grass in look and color and have a minimum pile height of one and one-half inches.

c. Synthetic turf used for pet areas shall be specifically formulated for that purpose.

d. A proper drainage system shall be installed underneath to prevent excess runoff or pooling of water.

Synthetic turf shall be installed and maintained to effectively simulate the appearance of a well maintained lawn.

The use of indoor or outdoor plastic or nylon carpeting as a replacement for synthetic turf or natural turf shall be prohibited.

Trees should be kept a minimum of 10 feet away from synthetic turf areas.

Synthetic Turf Maintenance Guidelines

- e.
 - i. Synthetic turf should be maintained free of moss, mold, algae, and fungi growth.
 - ii. Chemical agents or contaminated water should not be applied to synthetic turf.
 - iii. A turf groomer should be used to maintain the distribution of the infill material in the turf and to raise the turf fibers. Brushing should be performed every couple weeks, raking of the turf should be performed once a month, and cleaning/sanitizing should be performed once a year.
- f.
- g.

I. Plant Size, Spacing, and Location

In order to achieve an immediate effect of a landscape installation and to allow sustained growth of planting materials, minimum plant material sizes, plant spacing, and minimum planter widths (inside measurements) are as follows:

1. Shrubs Size.

All proposed shrubs except accent, color, or ground cover planting shall be a minimum 5 gallons in size, with a 15-gallon minimum size where required for screening. The minimum planter width for shrubs is 3 feet.

2. Trees Size.

The minimum planting size for trees shall be 15-gallon, with 25 percent of all trees on a project site planted at a minimum 24-inch box size. Minimum planter width for trees shall be 5 feet.

3. Spacing.

The spacing of trees, shrubs, and ground cover plants shall accommodate mature planting size. Where required for screening, spacing shall form an opaque barrier when planted.

4. Location.

Trees and shrubs shall be located and spaced to ensure unobstructed access for vehicles and pedestrians and provide clear vision at intersections per Section 3.01.06 (Visibility Area).

J. Landscape Maintenance

All landscaping shall be kept in an orderly condition, as follows:

1. Prior to the installation of landscaping in the public right-of-way the developer shall provide for the continued maintenance by an agreement with the City of Indio.
2. Lawn and ground cover shall be trimmed or mowed regularly. All planting areas shall be kept free of weeds and debris.
3. All plantings shall be kept in a healthy and growing condition. Fertilization, cultivation, and pruning shall be a part of regular maintenance. Good horticultural practices shall be practiced in all instances.
4. Irrigation systems shall be kept in working condition. Adjustments, replacements, repairs, and cleaning shall be a part of regular maintenance.

5. All significantly injured, decayed, or dead trees and other plant material shall be replaced within thirty days.
6. Trees and shrubs shall not overhang or encroach upon walkways, drives, parking areas, and traffic signs to the extent that they interfere with the use of these areas. Tree limbs which overhang public sidewalks shall be kept trimmed to a height of at least eight feet above the sidewalk level. Tree limbs which overhang the street shall be kept trimmed to a height of at least 13 feet above the street level.
7. Trees shall be staked and tied with lodge poles at the time of installation.
8. Stakes and ties on trees shall be checked regularly for correct functions. Stakes and ties shall be adjusted to avoid creating abrasions or girdling on trunks or branches, and removed after trees are well-established.

K. Parking Lot Landscaping

Parking lot landscaping includes perimeter planters, abutting parking lots and drive aisles, tree planting for parking lot shade, and a combination of continuous planting strips, planting fingers, and parking islands throughout the parking lot. The following parking lot landscape requirements are applicable to parking lots in commercial, industrial, mixed-use, and residential developments with five or more spaces.

1. Parking Area Landscape Plans.

Landscape and automatic system plans, including the type and location of plant materials, shall be submitted to and approved by the applicable Review Authority either as a part of a review process applicable to the subject property or prior to the issuance of building permits if no such review process is required.

a. 2. Minimum Landscaping and Distribution.

Minimum Landscaping. A minimum of 15% of the total off-street open parking area shall be landscaped with a mixture of trees, shrubs, ground cover, and other plant material. A minimum of one-third of the required landscaping shall be distributed within the interior of the parking facility and the remaining two-thirds of the required landscaping shall be provided as peripheral planting on the exterior edges of the parking area. The parking area shall be computed by adding the areas used for access drive aisles, stalls, maneuvering, and landscaping within that portion of the premises that is devoted to vehicular parking and circulation.

Minimum Trees. A minimum of one 24-inch box tree shall be required for each four parking spaces. Said trees are intended to provide shade to parked vehicles and shall be of a type adapted for the climate of the Coachella Valley. Street side planters may contain palm trees at a rate of not more than 25 percent. Parking lot trees may be coordinated with required street trees, but in no event shall the number of trees be less than one for every 30 lineal feet of street frontage. The following exceptions shall apply:

- i. Where this ratio cannot be achieved due to the installation of solar facilities, trees shall be provided along the perimeter of the parking lot.

- ii. An existing shade tree may fulfill this requirement, so long as the existing shade tree is a minimum of four inches diameter at breast height. Existing mature trees on the site in good health shall be preserved whenever possible.

Non-Plant Material. Crushed rock, wood chips, pebbles, stones, and similar non-plant materials shall be allowed up to 60% of the total required landscaping. Landscaped areas shall be top dressed with a bark chip mulch or an approved alternative to avoid exposed bare soil.

- c. **Parking Lot Hardscape Requirements.** Parking lot dividers, islands, planters, and planting areas shall be a minimum of five feet wide and five feet long (including the curb). Planters shall be separated from maneuvering and parking areas by a six-inch, raised concrete curb or equivalent. Tree areas shall be planted a minimum of five feet from walls, walkways, or buildings. To protect hardscape and encourage deep root development, root barriers shall be installed during planting operations.

- d. **Access.** Landscaping shall be located so that pedestrians are not required to cross unpaved landscaped areas to reach building entrances from parked cars. This shall be achieved through proper orientation of the landscaped planters and islands, and by providing pedestrian access through landscaped areas that would otherwise block direct pedestrian routes.

- e. **Perimeter Landscape Strip.** Each unenclosed parking lot shall provide a perimeter landscaped strip where the facility adjoins a property line in accordance with the following standards. The perimeter landscaped strip shall be planted with trees, shrubs, and groundcover, and may include any landscaped yard or landscaped area otherwise required. The landscape strip shall be continuous, except for required access to the site or parking facility.

- i. Minimum five-foot landscape strip in the SN-4, SN-8, CN-14, CN-20, NC, MUN, and MT zones.
- ii. Minimum 10-foot landscape strip in the RC, IL, and IH zones.

a.

3. Landscaping Installation and Maintenance.

- b. **Maintenance.** All parking lot landscaping shall be maintained in perpetuity, with all maintenance to include, but not be limited to, irrigation corrections, fertilization, pruning, and staking as required by **Section X.XX.XX.J (Landscape Maintenance).**

Landscaping Irrigation. Irrigation systems shall be installed within parking lot landscaping. The irrigation system shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to provide adequate deep root irrigation.

3.02.10 Fences, Walls, and Screening.

A. Permit Requirements and Exemptions.

Unless otherwise exempt below, a Building Permit is required for new fences, walls, and screening.

1. Residential Fences and Walls.

Fences and walls located on in single-family residential zones (DE-1, DET-3, SN-4, SN-8) shall be constructed in compliance with the requirements of this Section.

2. Required Fences and Walls.

The requirements of this Section shall not apply to a fence or wall required by any law or regulation of the County, State, or Federal government, or any agency thereof.

3. Temporary Fencing.

Nothing in this Section shall be deemed to prohibit the erection of a temporary fence, including chain-link fencing, around construction projects in compliance with the building code and other applicable requirements of this Code.

B. Required Screening Between Different Zones.

A screening wall or fence is required between different zones for new development. Within the required front or street side setback the wall or fence shall be reduced consistent with the property line site wall/fence height standards of the applicable zone (See Section 3.02.10.C Maximum Height). Required screening shall be landscaped in accordance with Section 3.02.10.F (Landscape Screening).

1. Between Non-Residential and Residential or Mixed-Use Zones.

Where a non-residential zoned property abuts a residential or mixed-use zoned property, a solid masonry wall or wood fence shall be installed along the adjacent interior property lines with a minimum height of six feet and a maximum height of seven feet.

2. Between Mixed-Use and Stand-Alone Residential Zones.

Where a Mixed-Use zoned property abuts a residential zoned property, a solid masonry wall or wood fence shall be installed along the adjacent interior property lines with a minimum height of six feet and a maximum height of seven feet.

3. Between Non-Residential Zones.

Where non-residential zones abut each other, a solid masonry wall shall be installed along the interior property lines with a minimum height of six feet and a maximum height of eight feet. Where a non-residential property abuts another property in the same zone, walls are allowed but not required.

4. Mobile Home Parks.

See Chapter 4.15 (Manufactured/Mobile Home Park).

5. Adjacent to Freeways.

Fences, walls, berms and/or other sound attenuation features that border freeways may be constructed to a height of six feet above natural grade or to such other height as required by the Director, to adequately mitigate the adverse effects of noise and/or for aesthetic reasons as discussed in an environmental document (e.g., an EIR or negative declaration).

6. Utilities, Equipment, and Service Areas.

All utilities, equipment, and service areas shall be screened in accordance with Section X.XX.XX (Utilities, Service Areas, and Building Equipment) and Section X.XX.XX (Refuse and Recycling).

7. Parking and Loading Areas.

Parking and loading areas shall be screened in accordance with Chapter 3.03 (Parking and Loading).

8. Outdoor Storage Areas.

Outdoor storage areas shall be screened from view from any adjacent public street or freeway, existing or planned residential area/property, or publicly-accessible open space area with a solid masonry wall or wood fence a minimum of six feet in height and a maximum height of eight feet. In the IL and IH zones, screening walls shall be a minimum of eight and maximum of 10 feet in height.

C. Maximum Height.

Unless otherwise specified and per Section X.XX.XX.D (Intersection and Driveway Visibility), fences, walls, and similar screening structures are limited to a maximum height as follows:

1. Residential and Mixed-Use Zones.

- a. **Within Required Front Setbacks:** Three feet. An additional foot of fencing is allowed (maximum four feet) provided that all fencing above three feet in height is at least 50 percent open/transparent.
- b. **Within Required Street Side Setbacks:** Six feet. An additional foot is allowed (maximum seven feet), provided that the portion of the fence exceeding six feet in height consists of lattice or similar non-solid material.
- c. **Within Required Interior Side and Rear Setbacks.** Six feet. An additional foot is allowed (maximum seven feet), provided that the portion of the fence exceeding six feet in height consists of lattice or similar non-solid material.

a. 2. Commercial Zones

- b. **No Closer than Five Feet from any Street-Facing Property Line.** Three feet. An additional foot of fencing is allowed (maximum four feet) provided that all fencing above three feet in height is at least 50 percent open/transparent.
- a. **All Other Required Setback Areas.** Six feet. An additional foot is allowed (maximum seven feet), provided that the portion of the fence exceeding six feet in height consists of lattice or similar non-solid material.
- b.
- c.

3. Industrial Zones.

No Closer than Five Feet from any Street-Facing Property Line. Six Feet.

All Other Required Setback Areas. Eight feet.

Exception. See outdoor storage screening standards in Section X.XX.XX.B.8

4. Decorative Features.

Support posts or columns not exceeding 18 inches in width may exceed maximum allowable fence heights by a maximum of 4 inches. One entry gateway, trellis, or other entry structure is permitted in the required front or street-facing setback of each lot, provided that the maximum height or width of the structure does not exceed 10 feet. Such decorative feature shall not have any solid obstruction that exceeds two feet in diameter between the height of three and 10 feet.

5. Recreational Fencing.

Fencing located around tennis courts, badminton courts, basketball or volleyball courts and similar recreation facilities up to 12 feet in height may be allowed with Director approval, providing that all parts of the fence over six feet are made of open wire construction or other corrosion-resistant and semi-transparent materials.

6. Pools, spas, and similar features.

Swimming pools, spas, and other similar water features shall be enclosed in compliance with building code requirements.

D. Intersection and Driveway Visibility.

Notwithstanding other provisions of this Section, fences, walls, and related structures shall comply with the intersection and driveway visibility requirements in [Section 3.01.08 \(Heights and Measurements\)](#).

E. Retaining Walls

Retaining walls shall be required at all locations where there is a grade separation of more than 12 inches between properties. This may be waived by the Director upon approval of an alternative design by the City Engineer.

F. Landscape Screening.

Required screening between different zones shall be landscaped as follows:

1. Minimum one tree at least 15-gallons in size per 20 linear feet.
2. Minimum three shrubs per 20 linear feet.

See Section 3.02.09 (Landscaping) for additional landscaping requirements.

G. Materials.

1. Prohibition on Potentially Hazardous Fencing Materials.

- The use of barbed wire, razor wire, ultrabARRIER, electrified, broken glass, and other hazardous fencing is not permitted unless such fencing is required by any law or regulation of the City, the State of California, Federal Government, or other public agency.

Exceptions.

- i. Public safety facilities, such as police stations and fire stations, are exempt.
- ii. The Director may approve an exception to this standard for sites in the I-L, I-H, or RR zones, provided the hazardous fencing materials are located at the top portion of a fence which is at least six feet in height and where the Director finds such fencing is necessary for security purposes. An Administrative Use Permit is required. These approvals shall not be granted unless the fence complies with all the following standards:
 - a) No part of the electric fence is adjacent to public uses and public property, including but not limited to: parks, active open spaces, schools, daycare centers, after school programs, or other places where children may congregate.

- b) The applicant shall provide security and construction plans to the Indio Fire Department and Indio Police Department, both of which must review and approve the plans prior to the public hearing.
 - c) The applicant shall design and install the electric fence in a manner that in an emergency situation the responding crews could immediately disable the electricity at the entry point.
 - d) The applicant shall design and locate the lighting used to illuminate the electric fence to confine direct rays to the premises. No spillover or bleeding of light beyond the property line or into the sky shall be permitted.
 - e) The applicant shall install an approved emergency access key lock box to the satisfaction of Indio Police Department and Indio Fire Department for emergency access to any site armed with electric fences.
- iii. Electrified fencing may be allowed in the DE-1 or DET-3 zones for animal control. An Administrative Use Permit is required. Such fences shall also be adequately signed with warnings.

2. Limitation on Chain-Link Fencing.

Residential Zones. Chain-link fencing is prohibited in residential and mixed-use zones.

- a. **Non-Residential Zones.** In non-residential zones, chain-link fencing shall not be visible from adjacent at-grade public streets, a State highway, or adjacent residential or mixed-use zones.

- b. **Vacant Properties.** Vacant properties in any zone may be fenced with chain-link fencing not to exceed six feet in height when the purpose of such fencing is to prevent unauthorized use, dumping, or vehicular soil disturbance that results in fugitive dust or nuisance conditions. Such fencing of vacant properties shall not be construed to allow use of the property for outdoor storage. Barbed wire is not permitted.
- c.

3. Anti-Graffiti Treatment.

Walls shall be constructed of a graffiti-resistant material consisting of a hard, smooth, impermeable surface (e.g. ceramic tile or baked enamel), or treated with an anti-graffiti sealant.

4. Wall and Fence Design.

All new sound walls, masonry walls, or non-transparent fences that face a public right-of-way or publicly-accessible path or open space, and that are 50 feet in length or longer and 4 feet in height or taller shall be designed to minimize visual monotony through at least one of the following:

- a.
- b.
- c.
- d. **Changes in plane.** An offset a minimum of 1 foot deep for every 50 feet to 75 feet of wall;
- Changes in height.** Wall inserts and/or decorative columns or pilasters every 20 feet to provide relief;
- Changes in material.** Changes in material and/or material texture;
- Landscaping.** Continuous and opaque landscape screening.

5. Limitation on Concrete Block.

Plain, concrete block is not permitted as a fence/wall material. Concrete block must be finished with stucco (or decorative split-faced block) and capped with a decorative cap.

6. Retaining Walls.

Retaining walls shall be constructed of masonry material such as brick, concrete, or paver block.

H. Measuring Height of Fences or Walls.

For measurement of fences and walls, see Section 3.01.03 (Measuring Heights).

I. Location.

1. Fence Location on a Lot.

Fences may be erected, placed, or maintained along or adjacent to a lot line or within a yard. A fence located on a lot line shall be considered as being within the yard adjacent to that lot line. The fence owner shall be responsible for properly locating all lot lines before construction of any fence.

2. Fences near Utility Structures.

All walls and fences shall provide four-foot clearance around fire hydrants, water meters, and all other utility structures, per Indio Municipal Code Section 97.068 (Fences and Walls in Parkway and Public Streets).

3. Fences within a Public Utility Easement.

Fencing shall not be located within any public utility easement without written approval from Public Works and all affected utility companies.

4. Fence Encroachment onto Public Property.

No portion of any fence, including gate doors, shall encroach upon or project into any public right-of-way or other public property without the fence owner first obtaining an encroachment permit from the City.

J. Maintenance.

Fencing, walls, and other screening devices shall be continuously maintained, with no sign of rust or disrepair.

K. Openings and Pedestrian Connections.

Fence or wall openings for pedestrian connections may be required at the discretion of the Director.

3.02.11 Outdoor Lighting

A. Applicability.

The standards of this Section apply to all new development and to exterior alterations and additions that involve replacement light fixtures or systems, except as provided below.

1. Exceptions.

The following outdoor lighting shall not be subject to the provisions of this Section.

Public and Private Street Lighting

Athletic Field Lights. Athletic field lights, provided they are not operated between the hours of 10:00 p.m. and 6:00 am.

Safety and Security Lighting. Safety and security lighting for public facilities.

Construction and Emergency Lighting. All construction or emergency lighting fixtures provided they are temporary and are discontinued immediately upon completion of the construction work or abatement of the emergency.

Temporary Lighting. Temporary lights used for holiday decorations, and lighting for temporary uses and special events permitted consistent with this Code.

c.

B. Lighting Plan.

The submittal of a lighting plan is required as part of a development application or land use permit (except for lighting on an existing single-family residence). All lighting plans shall be prepared and certified to its compliance with the requirements of this Section by a qualified lighting engineer prior to submitting lighting plans to the City. Lighting plans shall contain the information as specified by the lighting plan submittal requirements as specified in Article 6 (Permits and Procedures).

C. Prohibitions.

The following types of outdoor lighting are prohibited.

1. Searchlights.

Searchlights, laser source lights, or any similar high-intensity light, except for emergency use by police or fire personnel or at their discretion, or for approved temporary lighting for a special event approved by the City.

2. Hazardous Lighting.

Lighting fixtures operated in such a manner as to constitute a hazard or danger to persons or to safe vehicular travel.

3. Mercury Vapor.

Mercury vapor lights are prohibited.

4. Illumination of Entire Buildings.

5. Large Commercial Antenna Lighting

See Chapter 4.24 (Telecommunications/Wireless Facilities).

6. Roof-Mounted Lighting

Roof-mounted lighting is prohibited, except for security purposes.

7. Flashing Light Types.

Laser lights or any other lighting that flashes, blinks, scrolls, alternates, or moves (excluding bi-level lighting).

D. General Requirements

The requirements listed below shall apply to all outdoor lighting.

1. Dark-Sky Compliance.

In accordance with the International Dark-Sky Association recommendations, the color temperature of outdoor lighting shall not exceed 3,000 Kelvins.

2. Nuisance Prevention.

All outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. See Figure 3.01.11-1. Shielded Light Fixtures.

Figure 3.01.11-1. Shielded Light Fixtures



3. Maintenance.

Fixtures and lighting shall be maintained in good working order and in a manner that serves the original design intent.

- a. Lighting fixtures shall be weather and vandal resistant.
- b. Burnt-out and broken light bulbs shall be replaced.
- c.
- d. Lighting fixtures shall remain free of graffiti and rust.
Painted light fixtures shall be maintained to minimize chipping or peeling.

4. Signs.

Lighting of signs shall be in compliance with Chapter 3.06 (Signs) of this Code.

5. Maximum Height of Freestanding Outdoor Light Fixtures.

- a. Height shall be measured from the finished grade to the top of the illumination fixture (excluding decorative elements on the top of the fixture).
- b.
- c. **Abutting Residential Zones.** The maximum height of freestanding outdoor light fixtures abutting residential zones is 16 feet.
- d. **Industrial Zones.** The maximum height limit for freestanding outdoor light fixtures in industrial zones (zones IL and IH) is 25 feet.
- e. **Other Locations.** In all other locations, the maximum height for freestanding outdoor light fixtures shall be 20 feet.
Pole or fence-mounted decorative landscape lights shall be no more than six feet above grade.
Additional Height. The Planning Commission may allow additional height for activities, uses, or development with unique lighting needs; accentuating historic architectural features of a building; accentuating signage and/or landscape features; or for security purposes.

6. Fixture Types.

All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for “Cut Off” or “Full Cut Off” luminaries.

7. Design of Fixtures.

Fixtures on building shall be attached only to walls or eaves, and the top of the fixture shall not exceed the height of the parapet, roof, or eave of the roof.

Accent Lighting. Architectural features may be illuminated by uplighting, provided that the lamps are low intensity, and fully shielded such that no glare or light trespass is produced.

a. 8. Minimum Lighting Requirements.

- b. **Parking Areas.** Lighting in parking, garage, and carport areas shall be maintained with a minimum of one foot-candle of illumination at the ground-level during hours of darkness, with a maximum of four foot-candles. All lighting shall be on a time-clock or photo-sensor system. Lighting used to illuminate parking areas shall be designed and located to prevent light trespass or glare, in accordance with Subsection C.9 below. Illumination shall not include low pressure sodium or similar lighting techniques.

- a. **Multi-Unit Residential Developments.** Aisles, passageways, and entryways/recesses related to and within the building complex shall be illuminated with an intensity of at least one-quarter foot-candles at the ground level during the hours of darkness.

- b. **Non-Residential Developments.** All exterior doors, during the hours of darkness, shall be illuminated with a minimum of one-quarter foot-candles of light.
- c.

9. Light Trespass.

All lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. The light level at property lines shall not exceed 0.3 foot-candles.

10. Timing Controls.

All outdoor lighting in non-residential zones shall be on a time clock or photo-sensor system and turned off during daylight hours and during hours when the building(s) is not in use and the lighting is not required for security.

11. Energy-Efficient Fixtures Required.

Outdoor lighting shall utilize energy-efficient fixtures and lamps such as metal halide, hard-wired compact fluorescent, LED, or other lighting technology that is of equal or greater efficiency. All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours.

3.03 Parking + Loading

3.03.01 Purpose

The purposes of this Chapter are to:

- A.** Require parking spaces and loading spaces for all land uses that are sufficient in number, size, and arrangement;

- B.** Minimize the negative environmental and urban design impacts of parking lots, driveways, and drive aisles within parking lots;
- C.** Ensure the provision of adequate off-street bicycle parking;
- D.** Establish standards and regulations for safe and well-designed parking, unloading, and vehicle circulation areas that minimize conflicts within parking lots and, where appropriate, create buffers from surrounding land uses;
- E.** Offer flexible means of minimizing the amount of area devoted to parking by allowing reductions in the number of required spaces in transit-served locations, shared parking facilities, and other situations expected to have lower vehicle parking demand;
- F.** Encourage modal shift; and
- G.** Reduce urban run-off and heat island effect.

3.03.02 Applicability

A. New Buildings and Land Uses.

On-site vehicle parking, bicycle parking, and loading spaces shall be provided in accordance with this Chapter at the time any main building or structure is erected or any new land use is established.

B. Existing Non-Residential Buildings.

1. When a change in use, expansion of use, or expansion of floor area creates an increase of 30 percent or more in the number of required vehicle parking or loading spaces, additional parking and loading shall be provided for such addition, enlargement, or change in use. For existing uses with nonconforming parking conditions, additional parking shall be provided for the new additions or enlargements, and not for the entire building or site.
2. Bicycle parking shall be provided for any change in use, expansion of use, or expansion of floor area.
3. A change in tenancy or ownership is not considered a change in use unless the new occupant is in a different use classification than the former occupant.
4. Additional parking and loading spaces are not required for the reconstruction of an existing building when there is no increase in floor area.
5. If the number of existing vehicle parking, bicycle parking, and/or loading spaces is greater than the requirements for a proposed use, the number of excess parking or loading spaces may be counted toward meeting the requirements for any change, expansion, or major alteration.

C. Existing Residential Buildings.

Parking in accordance with this Chapter shall be provided where additional dwelling units are created through the alteration of an existing building or construction of an additional structure or structures. Parking for ADUs and JADUs shall be provide in accordance with **Section X.XX.XX (Accessory Dwelling Units and Junior Accessory Dwelling Units).**

D. When Constructed.

Parking and loading facilities required by this Chapter shall be constructed or installed prior to final inspection or the issuance of a Certificate of Occupancy for the uses that they serve.

3.03.03 General Requirements

A. Existing Parking and Loading to be Maintained.

No existing parking and loading area serving any use may be reduced in amount or changed in design or location below the requirements for such use, unless equivalent substitute facilities are provided.

B. Nonconforming Parking and Loading.

An existing use of land or structure shall not be deemed to be nonconforming solely because of a lack of parking and/or loading facilities required by this Chapter as long as facilities used for parking and/or loading are not further reduced in number to less than what is required as of the date of adoption of this Code.

C. Parking Areas.

Motorized vehicle parking is only allowed within garages, carports, parking lots, and other approved structures and locations that have been developed in conformance with this Code.

D. Use of Required Parking Spaces.

Except as otherwise provided by this Section, required parking spaces must be available for residents, customers, or employees of the use. Parking and loading areas shall be accessible for their intended purpose during all hours of operation. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to [Section X.XX.XX \(Shared Parking\)](#).

E. Stacked and Valet Parking.

Stacked or valet parking is allowed if an attendant is present or an automated system is in place to move vehicles. Uses with valet parking shall provide an approved valet parking plan which includes insurance provisions for patrons. Such provisions must be approved by the City Attorney. If stacked parking managed by an attendant is used for required parking spaces, an acceptable form of guarantee must be filed with the Director ensuring that an attendant will be present while the parking lot is in operation.

F. Assigned Parking.

Lots developed with multiple uses and a shared parking area shall not assign parking spaces to individual tenant spaces or uses, except that parking spaces for residential uses in a mixed-use development shall be assigned to residential occupants.

G. Unbundling Parking for Residential Uses.

The following rules apply to the sale or rental of parking spaces accessory to attached single unit and multi-unit residential developments of five units or more in the unless waived by the Director as infeasible:

1. All off-street spaces shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

2. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to owners or renters of two-bedroom units, and then to owners and renters of other units. Spaces shall be offered to tenants first. Non-tenants may lease with a provision for 30 days to terminate the lease.
3. Renters or buyers of on-site affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units.

3.03.04 Permit Requirements and Exemptions

A. Permit Requirements.

New parking lots and modifications or expansions to existing parking lots will be evaluated as part of project review for other permits and approvals (e.g., Design Review, Use Permit, Planned Development). At a minimum, Plan Check is required for new parking lots and modifications to existing parking lots to determine compliance with all applicable provisions of this Code.

B. Exempt Activities.

Parking lot improvements listed below shall be considered minor in nature if they do not alter the number or configuration of parking stalls and are therefore exempt from Plan Check requirements. However, exempt activities listed herein may require other ministerial permits (e.g., building permit).

1. Repair of any defects in the surface of the parking area, including repairs of holes and cracks.
2. Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces.
3. Repair or replacement in the same location as damaged planters and curbs.
4. Work in landscape areas, including sprinkler line repair or replacement of landscape materials, except removal of trees.

3.03.05 Off-Street Vehicle Parking Requirements

A. Minimum Number of Vehicle Spaces Required.

Each land use shall be provided at least the number of parking spaces stated in Table 3.03.05-1 Required Number of Vehicle Parking Spaces. The parking requirement for any use not listed in Table 3.03.05-1 shall be determined by the Director based upon the requirements for the most similar comparable use, the characteristics of the proposed use, and any other relevant data regarding parking demand (e.g. parking demand analysis of similar facilities in the City or region).

B. Maximum Number of Vehicle Spaces Allowed.

To support walking, transit, and other forms of non-automobile transportation and to eliminate the incentive to build as much parking as possible, the number of parking spaces to be provided shall not exceed 150 percent of the number of parking spaces required pursuant to Table 3.03.05-1 Required Number of Vehicle Parking Spaces. This limitation may be waived or modified pursuant to [Chapter 17.40, Modifications](#), based on the following findings:

1. Special conditions exist that will increase parking demand at the site. Conditions include but are not limited to, the nature of the proposed operation; lack of transit service or other transportation alternatives; or transportation characteristics of persons residing, working, or visiting the site;
 2. The use will not be adequately served by the maximum allowed number of parking spaces; and
 3. Parking demand generated by the project will exceed the maximum allowed number of parking spaces and have a significant impact on the supply of on-street parking in the surrounding area.
- C. Handicapped Spaces.** Handicapped parking spaces shall be provided in accordance with State and Federal regulations and shall be considered in the calculation of required spaces.

D. Electric Vehicle Charging Spaces.

1. **Non-Residential Development.** Non-residential development shall provide electric vehicle charging stations in accordance with CalGreen.
2. **Multi-Family Residential Development.** New multi-family residential developments with 40 or more parking spaces shall be equipped with raceways, wiring, and power to support future Level 2 EV charging stations at a rate of one per 20 parking spaces. To incentivize the provision of electric vehicle charging stations, required parking may be reduced by two spaces for every Level 2 EV charging station provided, up to a maximum of a 10 percent reduction in total required parking. Notwithstanding the above, all electric vehicle charging facilities shall comply with the requirements in the California Building Code and California Electrical Code.

E. Calculation of Required Spaces.

The following rules apply to the calculation of vehicle parking spaces in this Chapter.

a. 1. Parking Ratios.

- b. **Floor Area.** Where an on-site parking or loading requirement is stated as a ratio of parking spaces to floor area, the floor area is assumed to be net floor area, unless otherwise stated.
- c. **Employees.** Where an on-site parking or loading requirement is stated as a ratio of parking spaces to employees, the number of employees shall be based on the largest shift that occurs in a typical week.
- d. **Bedrooms.** Where a parking requirement is stated as a ratio of parking spaces to bedrooms, any rooms meeting the standards of the Building Code as a sleeping room shall be counted as a bedroom.
- e. **Students.** Where a parking or loading requirement is stated as a ratio of parking spaces to students (including children in day care), the number is assumed to be the number of students at the state-certified capacity or at Building Code Occupancy where no state certification is required.
- f. **Seating.** Where fixed seats provided are either benches, bleachers, or pews, such seats shall be calculated at one seat per 18 inches, and one seat per 24 inches of booth length for dining.
Assembly Area. All rooms or areas that can be logically used for seating, in addition to any fixed seating area, shall be calculated in determining the parking requirement for assembly areas.

2. Sites with Multiple Uses.

The number of parking spaces is computed based on the primary uses on the site except as stated in Subsection 3.03.05.C.3, below. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses, unless a reduction is approved pursuant to **Section X.XX.XX (Parking Reductions)**.

3. Accessory Uses.

When more than **20 percent** of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses, except as provided in Table 3.03.05-1.

4. Fractions.

If the calculation for parking needs results in the requirement for a fraction of a parking space, the value shall be rounded to the nearest whole number.

F. Required Vehicle Spaces.

Each land use is subject to the following minimum vehicle parking space requirements unless otherwise provided in another section of this Code. All spaces may be uncovered unless otherwise specified.

Table 3.02.05-1 Required Number of Vehicle Parking Spaces

Land Use	Required Vehicle Parking Spaces
Agricultural and Animal Keeping Uses	
Agricultural Support, Sales, Service, and Storage	1 space/employee
Animal Husbandry and Production	Not applicable
Animal Raising and Keeping (domestic, livestock, horses, poultry)	Not applicable
Horticultural/Crop Production/Aquaculture	1 space/employee
Kennels, Private/Hobby	Not applicable
Stable/Equestrian Facility, Commercial/Public	1 space/4 stables
Stable/Equestrian Facility, Hobby/Private	Not applicable ¹
Residential Uses	
Accessory Dwelling Unit (ADU) and Jr ADU	See Section X.XX.XX Accessory Dwelling Units and Junior Accessory Dwelling Units
Caretaker's Unit	1 space/unit
Child Day Care in a Home, Large	1 for each nonresident employee plus one space for loading and unloading children plus parking required for the Residential Housing Type
Child Day Care in a Home, Small	None beyond the parking required for the Residential Housing Type
Cottage Industry	None beyond the parking required for the Residential Housing Type
Emergency Shelter	1 space/40 beds

Land Use	Required Vehicle Parking Spaces
Group Residential Home	1 per employee, plus 1 per bedroom/sleeping room
Home Occupation	None beyond the parking required for the Residential Housing Type
Cottage Food Operation	None beyond the parking required for the Residential Housing Type
Live/Work	2 per 1,000 square feet of nonresidential area plus 1 space for each residential unit
Manufactured/Mobile Home Park	1 space/unit, plus 1 guest space/4 home lots
Residential Care Facilities, Large	1 space/employee, plus 1 space/facility vehicle, plus 1 space/8 beds
Residential Care Facilities, Small	1 space/employee, plus 1 space/facility vehicle, plus 1 space/6 beds
Residential Housing Types	
<i>Single-Family Dwelling (Attached or Detached)</i>	2 spaces per unit, of which 1 shall be enclosed
<i>Two-Family Dwelling/Duplex</i>	<ul style="list-style-type: none"> • 1.5 per studio or one-bedroom unit • 2 per unit with two or more bedrooms Minimum 1 space per unit shall be enclosed
<i>Multi-Family Dwelling, Triplex/Quadplex</i>	<ul style="list-style-type: none"> • 1.5 per studio or one-bedroom unit • 2 per unit with two or more bedrooms Minimum 1 space per unit shall be covered.
<i>Multi-Family Dwelling, ≥ 5 Units</i>	<ul style="list-style-type: none"> • 1 per studio or one-bedroom unit • 1.5 per two-bedroom unit • 2 per unit with three or more bedrooms • Plus 0.2 guest spaces per unit
<i>Senior Housing</i>	For senior housing developments (62 years or age or older), 0.5 per unit. Developments with 10 or more units shall provide 1 guest space per 10 units.
Single-Room Occupancy	0.5 spaces per unit
Supportive Housing	0.3 spaces per unit
Transitional Housing	0.3 spaces per unit
Recreation, Education, and Public Assembly Uses	
Campground	1 space/campsite, plus 1 per onsite caretaker
Cemeteries, Crematories, or Mausoleums	1 space/6 fixed seats or 1 space/150 sf of assembly area if no fixed seats
Civic/Government	2.5 spaces/1000 sf of gross floor area, plus 1 space/2 employees
College/University	Adequate number as determined through CUP and Design Review
Commercial Recreation and Sports, Indoor	Health, Fitness and Sports Clubs: 4.5 spaces/1,000 sf Bowling Alleys and Billiard Clubs: 4 spaces per bowling lane and/or billiard table plus additional spaces for accessory uses (e.g. restaurant) Pools: 2 spaces/1,000 square feet of pool area, minimum 5 spaces Indoor tennis, racquet, or handball facilities: 3 spaces/court Coin-operated electronic amusement centers: 4.5 spaces/1,000 sf

Land Use	Required Vehicle Parking Spaces
	All Other Uses: 2 spaces/1,000 sf
Commercial Recreation and Sports, Outdoor	Golf Facilities: <ul style="list-style-type: none"> • Pitch and Putt: 3 spaces /hole • Driving Range: 1 space/tee • Golf Course: 5 spaces/hole Outdoor tennis, racquet, or handball facilities: 3 spaces/court Pools: 2 spaces/1,000 square feet of pool area, minimum 5 spaces All Other Uses: 1 space/1,000 sf of lot area
Community Assembly, Up to 5,000 sf (gross sf)	1 space/4 fixed seats, or 1 space/40 sf of assembly area if no fixed seats
Community Assembly, > 5000 sf - 12,000 sf (gross sf)	1 space/4 fixed seats, or 1 space/40 sf of assembly area if no fixed seats
Community Assembly, >12,000 sf (gross sf)	1 space/4 fixed seats, or 1 space/40 sf of assembly area if no fixed seats
Cultural Institutions	2.5 spaces/1000 sf
Day Care Centers	1 space per employee plus 1 space per 10 children/adults for loading and unloading
Instructional Services, <= 5000 sf	1 space per employee plus 1 space/4 students
Instructional Services, > 5000 sf	1 space per employee plus 1 space/4 students
Open Space, Natural	Not applicable
Parks and Recreation Facilities	5 spaces per acre, minimum 5 spaces Additional spaces shall be required for uses such as swimming pools, gymnasiums, and tennis courts as follows: <ul style="list-style-type: none"> • Tennis, racquet, or handball facilities: 3 spaces/court • Pools: 2 spaces/1,000 sf of pool area, minimum 5 spaces • Gymnasiums: 2 spaces/1,000 sf
Public Service Facility	Adequate number as determined through Design Review
Recreational Vehicle (RV) Park	1 space/travel trailer/RV site
Schools, Public or Private (TK-12)	Elementary and Middle Schools: 1.5 space/classroom, plus 1 space for every 2 employees or admin personnel High School: 5 spaces/classroom, plus 1 space for every 2 employees or admin personnel
Social Service Facilities	4 spaces/1,000 sf
Tutoring Facilities	1 space per employee plus 1 space/4 students
Vocational/Trade School	1 space/employee, plus 1 space/3 students
Utility, Transportation, and Communication Uses	
Airports and Heliports	Adequate number as determined through Design Review
Communications, Facilities within Buildings	3 spaces/1,000 sf of office space, plus 1 space/service or fleet vehicle
Communications, Telecommunications/Large Wireless Facilities	Not applicable

Land Use	Required Vehicle Parking Spaces
Communications, Telecommunications/Small Wireless Facilities	Not applicable
Freight/Trucking Facility	2 spaces/1,000 sf of office space, plus 1 space/service or fleet vehicle
Light Fleet-Based Services	2 spaces/1,000 sf of office space, plus 1 space/service or fleet vehicle
Mobile Recycling Unit	Not applicable
Parking Lots and Structures	Not applicable
Passenger Transportation Facilities	Adequate number as determined through CUP
Public Utilities, Major	Not applicable ¹
Public Utilities, Minor	1 per vehicle operated or kept on-site; minimum 2 spaces
Renewable Energy System (Primary Use)	Not applicable
Renewable Energy System, Building-Mounted (Accessory)	Not applicable
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	Not applicable
Recycling Collection Facility	1 space per employee, plus 2 spaces per container or 1,000 sf
Recycling Processing Facility	1 space per employee
Utility Yard	1 space/service or fleet vehicle
Eating and Drinking Establishments and Entertainment Uses	
Bar/Nightclub/Lounge	Greater of: 1 space/3 seats or 10 spaces/1,000 sf, plus 1 per 150 sf of outdoor dining and seating area over 450 sf
Brewpub/Taproom/Wine Bar/Microdistillery	Greater of: 1 space/3 seats or 6 spaces/1,000 sf, plus 1 per 150 sf of outdoor dining and seating area over 450 sf
Cinema/Theater/Performing Arts Center	1 space/4 fixed seats, or 1 space/40 sf of assembly area if no fixed seats
Drive-Through, Non-Restaurants (Accessory)	Not applicable
Live Entertainment as Accessory Use, Indoors (Accessory)	Not applicable
Live Entertainment as Accessory Use, Outdoors (Accessory)	Not applicable
Outdoor Dining (Accessory)	Not applicable
Outdoor Entertainment	1 space/4 fixed seats for all assembly areas, or 1 per/1,000 sf of lot area
Restaurant, Dine-In and Take-Out	Greater of: 1 space/3 seats or 6 spaces/1,000 sf, plus 1 per 150 sf of outdoor dining and seating area over 450 sf
Restaurant, Drive-Through Only	1 space/employee plus 2 spaces for pickup
Retail, Service, and Office Uses	
Adult-Oriented Business	Greater of: 1 space/3 fixed seats or 4 spaces/1,000 sf
Alcohol Sales, Off-Sale	4 spaces/1,000 sf

Land Use	Required Vehicle Parking Spaces
Animal Sales and Services	4 spaces/1,000 sf
ATM	1 space/ATM (if stand-alone)
Bail Bonds	3 spaces/1,000 sf
Banks, Financial, and Savings and Loan Institutions	3 spaces/1,000 sf
Building Materials Sales and Services	2 spaces/1,000 sf interior sales area, plus 1 space/1,000 sf exterior sales and storage area
Business to Business Support Services	2 spaces/1,000 sf, plus 1 space/service or fleet vehicle
Check-Cashing Businesses	3 spaces/1,000 sf
Convenience Market	4 spaces/1,000 sf
Food Preparation, Commercial	2 spaces/1,000 sf, plus 1 space/service or fleet vehicle
Fortunetelling, Palm and Card Reading	3 spaces/1,000 sf
Funeral Homes and Mortuaries	1 for each 4 permanent seats or 1 for every 40 square feet of assembly area where no seats or where temporary or moveable seats are provided
General Retail ≤ 5,000 sf	5 spaces/1,000 sf
General Retail 5,000 sf - 25,000	25 spaces for the first 5,000 sf; 4 spaces/1,000 sf above 5,000 sf
General Retail/Superstore > 25,000	105 spaces for the first 25,000 sf; 3 spaces/1,000 sf above 25,000 sf
Grocery Store	25 spaces for the first 5,000 sf; 4 spaces/1,000 sf above 5,000 sf
Hospital	Adequate number as determined through CUP
Kennels/Boarding, Commercial	3 spaces/1,000 sf
Kiosk/Outdoor Vending	Not applicable
Laundromat	4 spaces/1,000 sf
Massage Establishment, Accessory Use	Not applicable
Massage Establishment, Stand-Alone	3 spaces/1,000 sf
Medical Services, Urgent Care	4 spaces/1,000 sf
Medical Services, Medical/Dental/Holistic/Extended/Clinic	5 spaces/1,000 sf
Mini-Storage Warehousing or Facility	1 space per 75 storage units, plus 3 spaces/1,000 sf of office area. A minimum of 5 spaces shall be provided.
Neighborhood Market	4 spaces/1,000 sf
Nursery/Garden Center	2/1,000 sf of floor area; 1 space/1,000 sf of outdoor display area
Offices, Processing	7 spaces/1,000 sf
Offices, Professional/Administrative	4 spaces/1,000 sf
Offices, Service	5 spaces/1,000 sf
Outdoor Display (Accessory)	Not applicable
Pawnshop	5 spaces/1,000 sf
Personal Services	Greater of: 4 spaces/1,000 sf or 2/chair
Research and Development	2.5 spaces/1000 sf

Land Use	Required Vehicle Parking Spaces
Smoke Shops	5 spaces/1,000 sf
Smoking Lounge	Greater of: 1 space/3 fixed seats or 5 spaces/1,000 sf
Swap Meet, Outdoor (Temporary)	Not applicable
Tattoo/Body Art/Piercing	Greater of: 4 spaces/1000 sf or 2/chair
Resale/Consignment/Thrift Shop	5 spaces/1,000 sf
Veterinary Hospitals	4 spaces/1,000 sf
Lodging	
Bed and Breakfast	1 space/guest room, plus 2 spaces/resident owner or manager
Lodging – Hotels, Motels, Extended Stay	1 space/guest room Additional spaces shall be required for uses such as ballrooms and restaurants (see respective parking requirements for each)
Lodging - Timeshares	1 space/unit, plus 1 space/10 units for guest and staff parking Additional spaces shall be required for uses such as ballrooms and restaurants (see respective parking requirements for each)
Automobile and Vehicle Uses	
Auto and Vehicle Rental	3 spaces/1,000 sf of office or retail area, 1 space/rental vehicle, plus 1 per service bay when repair services are included
Auto and Vehicle Sales, New	3 spaces/1,000 sf of office or retail area, 1 space/sale vehicle, plus 1 per service bay when repair services are included
Auto and Vehicle Sales, Used	3 spaces/1,000 sf of office or retail area, 1 space/sale vehicle, plus 1 per service bay when repair services are included
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	2/1,000 sf of office or retail area, plus 1 space per 1,000 sf of outdoor display
Auto and Vehicle Services and Repair – Major	2 spaces/service bay
Auto and Vehicle Services and Repair – Minor	2 spaces/service bay
Auto and Vehicle Towing/Impounding	1 space/employee plus space for impounded vehicles
Auto and Vehicle Washing and Detailing	2 spaces/service bay or lane
Auto and Vehicle Wrecking/Dismantling	3 spaces, plus 1 space/employee
Fueling Stations	1 space/employee, plus additional for convenience store and/or service/repair If a convenience store is included, see “General Retail” for additional required parking. If service bays are included, see “Auto and Vehicle Services and Repair” for additional required parking.
Truck Stop/Fueling Station	1 space/employee, plus truck space parking, plus additional parking required (per this table) for additional uses
Industrial and Manufacturing Uses	
Artisan Manufacturing/Makers Space	2 spaces/1,000 sf
Brewery/Distillery/Winery - without tasting room or > 10,000 sf	2 spaces/1,000 sf, plus space to accommodate all service trucks/vehicles
Brewery/Distillery/Winery - with tasting room and <10,000 sf	2 spaces/1,000 sf, plus 1 space/4 seats in tasting room area

Land Use	Required Vehicle Parking Spaces
Construction and Materials Yards	1.5 spaces/1,000 sf
Food or Beverage Manufacturing	2 spaces/1000 sf, plus space to accommodate all service trucks/vehicles
Hazardous Materials/Wholesale Fuel Storage and Distribution	1 space/employee, plus space to accommodate all service trucks/vehicles
Indoor Warehousing, Storage, Wholesaling, and Distribution	0.5 spaces/1,000 sf or 1 space/employee, plus space to accommodate all service trucks/vehicles
Manufacturing/Processing, Heavy	1 spaces/1000 sf, plus space to accommodate all service trucks/vehicles
Manufacturing/Processing, Light	2 spaces/1000 sf, plus space to accommodate all service trucks/vehicles
Mining/Resource Extraction	Not applicable ¹
Outdoor Storage (Primary Use)	0.5 spaces/1,000 sf, plus space to accommodate all service trucks/vehicles
Outdoor Storage (Accessory)	Not applicable
Salvage and Wrecking Yards	1 space/employee, plus space to accommodate all service trucks/vehicles

1. No minimum or maximum required.

3.03.06 Exceptions and Reductions to Off-Street Parking.

The number of parking spaces required by Section 3.03.05 may be reduced as follows if the Director finds any or all of the following criteria. Parking reductions are cumulative up to a maximum of 30 percent; all applicable parking reductions may be applied in determining the number of required parking spaces.

A. Transit Access.

Site has a bus stop with frequent transit service (every 15 min on average during peak hours) located within a quarter mile to it: Allow up to a 10 percent reduction to the standard number of automobile parking spaces.

B. Carpool/Vanpool Spaces.

Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 5 percent reduction to the standard number of automobile parking spaces.

C. Motorcycle/Scooter Spaces.

Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces.

D. Adjacent On-Street Parking.

For non-residential uses and the non-residential portion of a mixed-use development, the Director may approve a reduction to the off-street parking standards of Table 3.03.05 1 by one parking space for every two on-street parking spaces located adjacent to the subject site (along the frontage), provided the parking spaces meet the dimensional standards of this Chapter.

E. Car Sharing Programs.

Required parking spaces may be substituted with designated carshare vehicle parking spaces, and the required number of parking spaces may be reduced, pursuant to the following.

1. **Carshare Parking Designation.** A maximum of 10 percent of the required parking spaces may be designated as carshare vehicle parking spaces.

2. **Reduction Allowed.**

Parking Areas with 50 or Fewer Parking Spaces. A five percent reduction in the required parking shall be allowed where five percent of the required spaces are designated as carshare vehicle parking spaces.

- a. **Parking Areas with 51 or More Parking Spaces.** A 10 percent reduction in the required parking shall be allowed where 10 percent of the required spaces are designated as carshare vehicle parking spaces.

b.

3. **Accessibility.** Car sharing spaces shall be made available to a car share organization for purposes of providing car share services for service subscribers. In addition to conforming to the requirements of this Chapter, the parking area shall be designed to be accessible to local and non-local car share subscribers 24 hours a day, seven days a week.

Exception. Car share parking spaces may be occupied by non-car share vehicles, if it is demonstrated to the satisfaction of the Director that no car share organization can make use of the parking spaces. These spaces shall not be separately leasable and shall be made available on a first come first serve basis.

a.

4. **Deed Restriction.** Prior to issuance of a building permit, a deed restriction shall be recorded identifying the number and location of the car share parking spaces. The location of the car share spaces shall be subject to approval by the Director.

F. Shared Parking

Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. The total number of spaces and their distribution through the site shall be substantiated through a parking demand study and a parking management plan prepared by a qualified traffic engineering professional. Shared parking requests shall be subject to administrative review and approval by the Director unless subject to Design Review entitlement based on the following criteria and findings:

1. Factors evaluated to establish shared parking arrangements shall include operating hours, seasonal/daily peaks in parking demand, the site's orientation, location of access driveways, transit service, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, availability of parking spaces, special trip reduction programs (e.g., subsidized vanpooling, transit, shuttle or telecommuting), and cooperation of adjacent owners.

2. The parking demand, rates, and/or number of parking spaces required shall be based on well-recognized sources of parking data such as the Urban Land Institute (ULI) or Institute of Transportation Engineers (ITE) reports. If standard rates are not available or are limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation.
3. The peak hours of parking demand from all uses do not coincide so that peak demand will not be greater than the parking provided.
4. Commercial/non-residential parking demand often occurs at different times of the day.
5. Residential parking spaces will be available to residents between the hours of 8pm and 7am.
6. The efficiency of parking provided will equal or exceed the level that can be expected if parking for each use were provided separately.
7. If a privately owned parking facility is to serve two or more separate properties, a legal agreement is established between property owners guaranteeing access to, use of, and management of designated spaces.

G. Other Exceptions/Reductions through Parking Analysis

The applicant may propose a parking standard that is different than the standards in Table 3.03.05-1 above, for administrative review and approval by the Director. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified transportation professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors.

3.03.07 Location of Required Parking

- A. Residential Uses.** Required parking for residential uses shall be on the same lot as the dwelling or use they serve, on a parcel or tract owned in common by all the owners of the properties that will use the parking area, or in an off-site facility as provided in **Subsection 3.03.07.C (Off-Site Parking Facilities)**. For single-family detached residential uses, parking shall not be located within a required front or street-facing side yard, however driveways may count towards required residential parking. For single-family residential uses, parking is only permitted in the approved driveway. There shall be no expansion of parking areas through the addition of paved areas in the front, side, or rear yards.
- B. Nonresidential Uses.** Required parking spaces serving nonresidential uses shall be located on the same lot as the use they serve, or in an off-site parking facility as provided in **Subsection 3.03.07.C (Off-Site Parking Facilities)**.
- C. Off-Site Parking Facilities.** Parking facilities for uses other than Single-Unit Dwellings, Two-Unit Dwellings, and Second Units may be provided off-site with Director approval of an Administrative Use Permit provided the following conditions are met.

1. Location.

Residential Uses. Any off-site parking facility must be located within 200 feet, along a pedestrian route, of the unit or use served.

- a. **Nonresidential Uses.** Any off-site parking facility must be located within 600 feet, along a pedestrian route, of the principal entrance containing the use(s) for which the parking is required.

2. Parking Agreement.

A written agreement between the landowner and the City in a form satisfactory to the City Attorney shall be executed and recorded in the Office of the County

- a. Recorder. The agreement shall include:
- b. A guarantee among the landowner for access to and use of the parking facility; and
A guarantee that the spaces to be provided will be maintained and reserved for the uses served for as long as such uses are in operation.

3.03.08 Parking Development and Design Standards

All parking areas except those used exclusively for stacked or valet parking, shall be designed and developed consistent with the following standards. Parking areas used exclusively for stacked or valet parking are subject only to **Subsections E through M**. Stacked or valet parking areas which will allow parking at some times without attendants must be striped in conformance with the layout requirements of this Section.

- A. Tandem Parking.** Tandem parking may be permitted to satisfy parking requirements in accordance with the following.
1. No more than two vehicles shall be placed one behind the other.
 2. Both spaces shall be assigned to the same residential dwelling unit or non-residential establishment for employee parking.
 3. Tandem parking to meet required parking for non-residential uses may be used for employee parking; the maximum number of tandem parking spaces shall not exceed 50 percent of the total number of spaces.

4. Tandem parking for visitors or customers may be allowed with valet parking, subject to an Administrative Use Permit.
5. Tandem parking to meet required parking for multi-unit residential development shall be located within an enclosed structure; the maximum number of tandem parking spaces shall not exceed 30 percent of the total number of spaces.
6. Tandem parking shall not be used to meet the guest parking requirement.

B. Parking Access. Parking access areas shall be designed to ensure vehicular access to parking spaces as determined by the Public Works Director.

1. **Access Hierarchy.** Parking and service area access shall be provided from the following, in order of preference: 1) from an alley; 2) in the absence of an existing or proposed alley, access shall be from a driveway shared with a property abutting the development site; 3) in the absence of an alley or shared driveway, access shall be from the side/lesser street abutting the development site; 4) in the absence of a side street, from a curb cut/driveway along the primary street frontage.
2. **Distance from Intersection.** Driveways for parking facilities shall be located a minimum of 50 feet from the intersection of any two streets, or the maximum feasible distance from the intersection.
3. **Shared Vehicle Access.** Nonresidential projects are encouraged to provide shared vehicle and pedestrian access to adjacent nonresidential properties for convenience, safety, and efficient circulation. A joint access agreement guaranteeing the continued availability of the shared access between the properties approved by the Director shall be recorded in the County's Records Office, in a form satisfactory to the City Attorney.
4. **Forward Entry.** Parking areas of four or more spaces shall be provided with suitable maneuvering room so that all vehicles therein may enter an abutting street in a forward direction.
5. **Driveway Separation.** Driveways on the same parcel shall be at least 24 feet apart. Driveways may start from the property line, but in no case may driveways on adjoining parcels be closer than three feet apart, except where recorded mutual easements provide for a common driveway along the property line. Such common driveways shall be subject to all other requirements and specifications.
 - a.
 - b.
 - c.
6. **Driveway Length.** Driveway length shall be regulated per the following to properly facilitate lot layout and on-site parking.
 - a.
 - b.
 - c. Driveways for non-residential uses shall be designed to prevent queuing and backing up onto public rights-of-way. Parking stalls within the first 40 feet are strongly discouraged. Driveways providing direct access from a public street to a garage or carport shall be at least 19 feet in depth, unless otherwise specified. Resident parking is permitted in a driveway with a minimum depth of 19 feet. Short driveways for CN-14 and CN-20 zone lots are permitted at three feet from the property line. With the exception of small-lot detached single-family homes, a driveway with a length between 3 feet and 19 feet shall not be permitted. See **Figure X.XX.XX-1** for a diagram of this standard.

7. Driveway Width.

Minimum width of 10 feet for any driveway serving one residence. Driveways shall not exceed 20 feet nor exceed two driveways per parcel.

Minimum width of 12 feet for a one-way driveway.

Minimum width of 20 feet for a two-way driveway serving any use other than one residence.

The width of driveways shall be limited to the width necessary to access the permitted parking spaces or garage/carport.

a.

b.

C. Size of Parking Spaces and Maneuvering Aisles. Parking spaces and maneuvering aisles shall meet the minimum dimensions required by this Subsection. Screening walls, roof support posts, columns, or other structural members shall not intrude into the required dimensions for parking spaces.

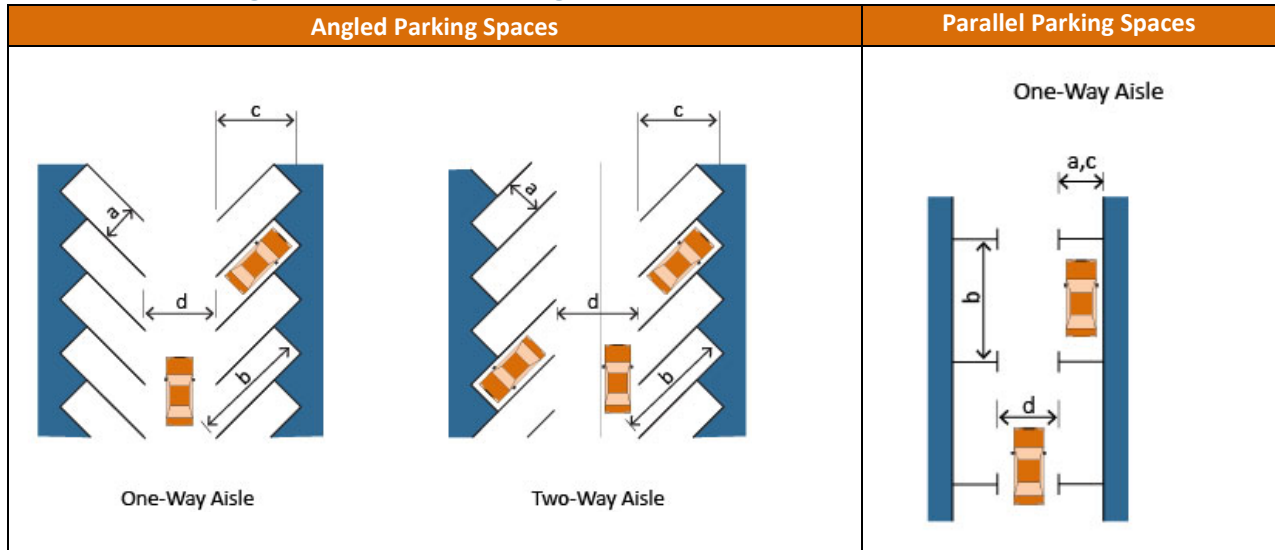
1. Standard Parking Spaces and Drive Aisles.

The minimum basic dimension for standard parking spaces is 9 feet by 18 feet, with a minimum vertical clearance of seven feet. End spaces where clear back-out space is restricted on one side shall be 11 feet in width. Overhang of two feet shall credit towards minimum stall dimension requirements where appropriate and provided a minimum of four feet clearance is maintained where the overhang is adjacent to a sidewalk or walkway. Table 3.02.08-1 provides the dimensions of spaces (stalls) and aisles according to angle of parking spaces, and is accompanied by Figure 3.02.08-1. Parking Space and Drive Aisle Dimensions. The required aisle width may be modified if the Public Works Director finds that sufficient space is provided, so that maneuvering areas will not interfere with traffic and pedestrian circulation.

Table 3.02.08-1 . Parking Space and Drive Aisle Dimensions

Stall Type	Minimum Space and Aisle Dimensions				
	A Stall Width	B Stall Length	C Stall Depth (aisle to curb)	D Drive Aisle Width	
				One-Way	Two-Way
Parallel	9 ft	18 ft	9 ft	12 ft	18 ft
30 Degree	9 ft	18 ft	17 ft	14 ft	18 ft
45 Degree	9 ft	18 ft	19 ft	14 ft	18 ft
60 Degree	9 ft	18 ft	20 ft	16 ft	18 ft
90 Degree	9 ft	18 ft	18 ft	20 ft	24 ft
Compact Stalls, all angles	8.5 ft	16 ft	—	Same as standards above per stall type	

Figure 3.02.08-1. Parking Space and Drive Aisle Dimensions



Key:

- a* = Stall width
- b* = Stall length
- c* = Stall depth
- d* = Drive aisle width

2. Compact Parking Spaces. Up to 30 percent of required spaces may be compact and reduced to 8.5 feet by 16 feet for all non-residential and public/institutional uses, and for unassigned stalls for residential uses with more than 25 spaces. Compact car parking spaces shall be clearly marked “compact cars only,” “compact,” or “c.”

3. Parking Spaces Abutting a Wall or Fence. Each parking space adjoining a wall, fence, column, or other obstruction higher than 0.5 feet in the vicinity of where a vehicle door may be located shall be increased to accommodate access to the vehicle through the door.

4. Minimum Dimensions for Residential Garages and Carports. Garages and carports serving residential uses shall be constructed to meet the following minimum inside dimensions and related requirements.

- a.
- b.
- c. A single car garage or carport: 10 feet in width by 20 feet in length.
- d. A two-car garage or carport: 20 feet in width by 20 feet in length.
- e. A garage or carport containing three or more spaces: 10 feet in width by 20 feet in length per space.

The vertical clearance for garage or carport parking spaces shall not be less than seven feet. Stairs may encroach into the parking area of a garage provided that the front end of a standard size automobile can fit under the stair projection. The bottom of the stairwell (including exterior finish) shall be a minimum of five feet above the garage floor.

- D. Parking Lot Striping.** All parking stalls shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.
- E. Surfacing.** All parking lots shall be paved and improved, and all sites shall be properly graded and drained, consistent with applicable stormwater runoff regulations and subject to the approval of the City Engineer. Drainage shall not be permitted across the surface of sidewalks or driveways. All areas used for the movement, parking, loading, repair, or storage of vehicles shall be paved according to the requirements in this Subsection. All areas within the parking area not used for parking stalls or maneuvering areas shall be landscaped per **Section X.XX.XXX (Parking Lot Landscaping)**.
- 1. Pavement Standards.** Parking areas shall be paved consistent with the following materials or comparable material approved by the City Engineer.
 - Asphalt.** Two inches of asphaltic concrete on four inches of aggregate base material (crushed rock, gravel, or similar material).
 - Concrete.** Four inches of Portland cement concrete on three inches of aggregate base material (crushed rock, gravel, or similar material). Concrete approaches shall be provided for ingress and egress.
 - Pavers or Permeable Pavement Systems.** Pavers or permeable pavement systems with strength equivalent to a or b above.
 - 2. Landscaping Alternative.** Up to two feet of the front of a parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped with ground cover plants instead of paving. In addition, a “Hollywood driveway” with a three-foot landscape strip in the middle is allowed.
- F. Perimeter Curbing.** Parking areas within 15 feet of a building, structure, fence/wall, public right-of-way or lot line, except spaces within a garage or carport shall provide six-inch wide and six-inch high concrete curbing along the outer edge of the parking facility pavement. Curbs separating landscaped areas from parking areas shall be designed to allow stormwater runoff to pass through.
- G. Wheel Stops.** Parking areas designed to accommodate 10 or more vehicles shall provide concrete wheel stops for all unenclosed parking spaces. A six-inch high concrete curb surrounding a landscape area at least six feet wide may be used as a wheel stop, provided that the overhang will not damage or interfere with plant growth or its irrigation. A concrete sidewalk may be used as a wheel stop if the overhang will not reduce the minimum required walkway width.
- H. Parking Location/Orientation.** Off-street parking serving multi-unit and mixed-use residential development shall be located in one of the following facilities:
1. Surface parking lots, garages, or carports located to the side or rear of residential buildings in relation to adjacent streets. (If a site fronts on two or more streets, the standard shall apply on the street with the highest classification in the General Plan. If a site fronts on two public streets of equal classification, the project applicant may determine on which frontage to meet the standard.)

2. Parking structures in which parking is located underground or the exterior facades are treated with an external skin, façade articulation strategy, or an integrated building facade. See Subsection 3.03.08.M (Parking Structure Design and Screening).

I. Parking Structure Design and Screening. Except for garage entrances, structured parking shall not be visible from the street, or any adjacent public park or publicly-accessible open space area. Public-facing elevations of parking structures shall be integrated into the building architecture and/or screened from public view by meeting the following standards:

1. All portions of parking visible above grade shall be designed and treated with the same level of detail, material quality, and facade articulation as other facade areas and/or screened with landscape screening (e.g. shrubs, landscaped trellises) and/or crafted ornamental metal screens.
2. Parking levels above the ground level may be visible on (or extend to) the building facade but shall be designed and treated with the same level of detail and material quality as other facade areas (e.g. Facade articulation and modulation, use of real windows with glazing or false windows defined by frames, lintels, or sills). No more than two levels of parking shall extend to the building facade.

J. Surface Parking Screening. All surface parking areas designed to accommodate five or more vehicles shall be screened from view from public streets, publicly-accessible open spaces, and adjacent lots in a more restrictive zoning district, according to the following standards.

1. **Height.** The maximum height of a fence or wall along street frontages and walkways/sidewalks shall be no taller than three feet when used to screen the parking lot. Alley frontages are exempt from this standard. Screening of parking lots along interior lot lines that abut Residential zones shall be six feet in height, except within the required front setback of the applicable zone, where screening shall be three feet in height.

a. 2. **Materials.** Screening may consist of one or any combination of the methods listed below.

b. **Walls.** Low-profile walls consisting of brick, stone, stucco, or other quality durable material approved by the Director. Plain concrete blocks are not allowed as a screening wall material unless capped and finished with stucco or other material approved by the Director.

c. **Fences.** An open fence of wood, wrought iron, or similar material combined with plant materials to form an opaque screen.

d. **Planting.** Plant materials consisting of compact plants that form an opaque screen. Such plant materials must achieve a minimum height of two feet within 18 months after initial installation and must be permanently maintained.

Berms. In industrial zones, berms planted with grass, ground cover, or other low-growing plant materials.

K. Landscaping. Parking areas shall be landscaped in accordance with Section X.XX.XX (Parking Lot Landscaping).

L. Heat Island Reduction. In order to reduce ambient surface temperatures in parking areas, at least 50 percent of the areas not landscaped shall be shaded, of light-colored materials with a Solar Reflectance Index of at least 29, or a combination of shading and light-colored materials. Shade may be provided by canopies, shade structures, trees, or other equivalent mechanism. If shade is provided by trees, the amount of required shading is to be reached within 15 years.

M. Lighting. Parking areas lighting shall comply with the regulations in Section 3.02.12 (Lighting).

N. Circulation and Safety.

1. Visibility shall be assured for pedestrians, bicyclists, and motorists entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility. Parking shall not be allowed within the traffic safety visibility area per Section 3.02.06 (Visibility Area).
2. Off-street parking areas of four or more spaces shall be provided with sufficient maneuvering room so that all vehicles can enter and exit from a public street by forward motion only.
3. Parking lots shall be designed so that sanitation, emergency, and other public service vehicles can provide service without backing up unreasonable distances or making other dangerous or hazardous turning movements.
4. Separate vehicular and pedestrian circulation systems shall be provided where possible. Multi-unit residential developments of five or more units must provide pedestrian access that is separate and distinct from driveways. Parking areas for commercial and mixed-use developments with 25 or more parking spaces must have distinct and dedicated pedestrian access from the commercial use to parking areas, building entries, and public sidewalks, according to the following standards:
 - a. **Connection to Public Sidewalk.** An on-site walkway shall connect parking areas to building entries and to the public sidewalk.
 - b. **Separation from On-site Buildings.** Parking areas designed to accommodate five or more vehicles must be separated from the front and side exterior walls of on-site buildings by walkways or landscaping a minimum of four feet in width.
 - c. **Routes through Parking Areas.** Walkways running parallel to the parking rows shall be provided for every four rows.
 - d. **Materials and Width.** Walkways shall provide at least four feet of unobstructed width and be hard-surfaced.
 - e. **Identification.** Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method.
 - f. **Separation and Distinction.** Pedestrian pathways shall be clearly delineated by using landscaping, raised walkways, special pavers, bollards, arches, trellises, and/or other design elements to alert drivers to potential conflicts with pedestrians. Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier. Where the path crosses the auto lane, the path shall be clearly delineated by a contrasting color, pavement material or pattern, and/or be raised slightly to form a speed table.

- O. Alternative Parking Area Designs.** Where an applicant can demonstrate to the satisfaction of the Director that variations in the requirements of this Section are warranted in order to achieve environmental design and green building objectives, including but not limited to achieving certification under the LEED™ Green Building Rating System or equivalent, an alternative parking area design may be approved.
- P. Maintenance.** Parking lots, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be kept in good repair at all times.

3.03.09 Bicycle Parking

- A. Short-Term Bicycle Parking.** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests, and other visitors to a site who generally stay for a short time.

1. Parking Spaces Required.

Multi-unit residential with five or more units. At least 10 percent of the number of required automobile parking spaces; minimum two spaces per development.

- a. **Educational Uses.**
- b.
- i. **Nursery/Preschools, Day Care Centers.** One short-term bicycle parking space per 20 students at planned capacity.
 - ii. **Elementary and Middle Schools.** One short-term bicycle parking space per 20 students at planned capacity.
 - iii. **High Schools.** One short-term bicycle parking space per 10 students at planned capacity.
 - iv. **Colleges and Universities.** One short-term bicycle parking space per 10 students at planned capacity.
- c.

All other non-residential uses anticipated to generate visitor or customer traffic (e.g. public/institutional, retail and commercial, entertainment, etc.). At least 10 percent of the number of required automobile parking spaces; minimum two spaces per development.

- 2. Location.** Short-term bicycle parking must be located outside of the public right-of-way and pedestrian pathways and within **50 feet** of a main entrance to the building it serves. Where the bicycle parking area is not visible from the main entrance of the building, signs located at the main entrance of the building shall identify the location of bicycle parking.
- a.

3. Anchoring and Security (Racks).

Rack Style. For each short-term bicycle parking space required, a stationary, securely anchored bike rack/structure shall be provided to which a bicycle frame and one wheel (two points of contact) can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such rack may serve multiple bicycle parking spaces. Decorative bicycle racks, such as circular, ring, or bicycle shaped racks are recommended. No wave racks are allowed.

Rack Spacing. Racks shall be spaced a minimum of three feet between each other when placed side by side, and a minimum of five feet when placed end to end.

Lighting. Short-term bicycle parking areas shall be lit during hours of darkness for security purposes.

4. **Size and Clearance.** Each short-term bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian pathways and at least five feet from vehicle parking spaces.
 - b.
 - c.

B. Long-Term Bicycle Parking. Long-term bicycle parking shall be provided in order to serve employees, students, residents, commuters, and others who generally stay at a site for four hours or longer.

1. Parking Spaces Required.

Multi-Unit Residential Uses. A minimum of one long-term bicycle parking space shall be provided for every four units for multi-unit residential.

- a. **Educational Uses.**
 - b.
 - i. **Nursery/Preschools and Day Care Centers.** One long-term bicycle parking space per 15 employees.
 - ii. **Elementary, Middle, and High Schools.** One long-term bicycle parking space per 15 employees; minimum one space.
 - iii. **Colleges and Universities.** One long-term bicycle parking space per 15 employees; minimum one space.

- c. **Other Uses.** Any establishment with 15 or more full time equivalent employees shall provide long-term bicycle parking for five percent of required automobile spaces; minimum one space.
- d.

Parking Structures. Long-term bicycle parking shall be provided at a minimum ratio of one space per 20 vehicle spaces.

2. Location. Long-term bicycle parking must be located on the same lot as the use it serves and within 50 feet of the facility entrance. In parking garages, long-term bicycle parking must be located within 50 feet of an entrance to the facility. Where the bicycle parking area is not visible from the entrance of the building, signs located at the entrance or in an entry lobby of the building shall identify the location of bicycle parking.

3. Covered Spaces. 100 percent of required bicycle parking for multi-unit developments shall be inside buildings or garages or in bike lockers. At least 60 percent of other required long-term bicycle parking must be covered either inside a building, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

- a.
- b.

4. Electric Bicycle Charging. Bike rooms shall provide outlets for charging electric bicycles.

5. Security. Long-term bicycle parking must be in:

An enclosed bicycle locker;

A fenced, covered, and locked or guarded bicycle storage area;

A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas or within secure/restricted bicycle storage room; or
Other secure area approved by the Director.

6. Size, Clearance, and Accessibility.

- c. **Size.** Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle.
- d. **Clearance.** Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian pathways and at least five feet from vehicle parking spaces.
- a. **Accessibility.** Bicycle parking areas must be accessible from the public right-of-way. The access path must be clear at all times, provide a five-foot minimum width, a three foot minimum door width, five percent maximum slope, elevator minimum interior dimensions of 80 inches by 54 inches, require no lifting of bicycle over any steps, and provide lighting for the access route and bicycle parking spaces. At least one main access path shall meet all the above listed criteria if multiple access paths are provided.
- b.
- c.

7. Rack Style and Spacing. Racks, if used, shall be designed and spaced as follows:

- a. **Rack Style.** Decorative bicycle racks, such as circular, ring, or bicycle shaped racks are recommended. No wave racks are allowed.
- b. **Rack Spacing.** Racks shall be spaced a minimum of three feet between each other when placed side by side, and a minimum of five feet when placed end to end.

3.03.10 Off-Street Loading Requirements

All uses requiring the receipt or distribution by vehicles or trucks of material or merchandise shall provide off-street loading and unloading areas to handle the volume of truck traffic and loading requirements. The loading space(s) shall be maintained during the existence of the building or use it is required to serve. No loading space which is provided for the purpose of complying with the provisions of this Section shall hereinafter be eliminated, reduced, or converted in any manner below the requirements established herein, unless equivalent facilities are provided elsewhere, conforming to this Code. See also Section X.XX.XX (Utilities, Service Areas, and Equipment) for additional standards related to service areas.

A. Number of Loading Spaces Required.

a. 1. Commercial and Industrial Uses.

At a minimum, loading spaces shall be provided in compliance with Table X.XX.XX-X Required Loading Spaces.

- b. **Multi-Tenant Buildings.** The gross floor area of the entire building shall be used in determining spaces for multi-tenant buildings. A common loading area may be required, if each tenant space is not provided with a loading area. Drive-in roll-up doors for multi-tenant industrial projects may be substituted for required loading areas.
- Reduction to Number of Loading Spaces Required.** The Director may waive the loading space requirement upon finding that the applicant has satisfactorily demonstrated that, due to the specific nature of the use and building, such loading space will not be necessary.

Additional Loading Spaces Required. Additional loading spaces may be required to ensure that trucks will not be loaded, unloaded, or stored on public streets. Such requirement shall be based on the anticipated frequency of truck deliveries.

Table 3.02.10-1. Required Loading Spaces

c.

Total Square Feet of Building Space (Gross Floor Area)	Loading Spaces Required
Commercial and Industrial Buildings	
Less than 6,000	0
6,000 - 15,000	1
15,001 - 40,000	2
40,001 and over	3
Hospitals and Institutions	
Less than 10,000	0
10,000 - 50,000	1
50,001 - 100,000	2
100,001 and over	3
Other Uses	
Hotels/Motels	1

B. Maneuvering Area. Sufficient space shall be provided for turning and maneuvering vehicles such that vehicles may enter and exit the site in a forward direction.

C. Location and Orientation.

1. Off-street loading facilities shall be located on the same site with the use for which the berths are required.
2. Off-street loading facilities shall be designed and located so that loading vehicles are not parked in required setbacks, driveways, or required parking spaces during loading activities.
3. No loading berths shall be closer than 30 feet to any property in a residential zone unless completely enclosed within a build, or a uniformly solid fence or wall, or any combination thereof, not less than eight feet in height.
4. No permitted or required loading berth shall be located within 25 feet of the nearest point of any street intersection.
5. Loading areas shall be located inside of buildings or on non-primary street frontages, alleys, parking areas, and/or at the rear or side of building in accordance with **Section 3.02.07 (Utilities, Service Areas, and Building Equipment)**, and loading docks shall not face a public right-of-way.

- 6. Exceptions.** The location requirement may be modified or waived where the Review Authority finds that:
- The intended use of the property or the location of or shape of the site and/or existing development warrant a variance;
 - That street-facing loading areas will exhibit architectural treatment, or will be enhanced with landscaping, in such a way as to minimize visual and noise impacts, and
 - There are specific features of the site and design of the building such that strict application of the location requirement is impractical.
- a.
- D. Size and Dimensions.** Each on-site loading space required by this Section shall not be less than 12 feet wide, 45 feet long, and 14 feet high, exclusive of driveways and areas for maneuvering. The minimum size requirement may be modified if the Director finds that the applicant has satisfactorily demonstrated that due to the nature of the proposed use, such size will not be needed.
- E. Screening.** All loading zones and truck parking areas shall be screened from view by a minimum of an eight-foot-high hedge, vine-covered fence, or wall and landscaping in accordance with the Section 3.02.07 (Utilities, Service Areas, and Building Equipment).
- F. Bumpers.** Bumper rails shall be provided in loading areas where needed for safety or to protect property.
- G. Paving.** Loading areas, aisles, and access driveways shall be paved so as to provide a durable, dustless surface and shall be graded and drained to dispose of surface water.
- H. Use of Required Loading Spaces.** Loading areas shall be accessible for their intended purpose during all hours of operation. No repair work or servicing of vehicles shall be conducted in a loading area. Space allocated to any off-street loading berth shall not be used to satisfy the space requirements for any off-street parking facility.

3.04 Performance Standards

3.04.01 Purpose

The purposes of this Chapter are to:

- A. Establish permissible limits and permit objective measurement of nuisances, hazards, and objectionable conditions;
- B. Ensure that all uses will provide necessary control measures to protect the community from nuisances, hazards, and objectionable conditions; and
- C. Protect industry from arbitrary exclusion from areas of the City.

3.04.02 Applicability

The standards of this Chapter shall apply to all new uses in the City at the time of adoption of this Code. In addition, these standards apply to major modifications to existing uses.

- A. The Director may approve an extension for compliance for existing uses with a contract and schedule for full compliance. The extension shall be based on the degree of expenditure needed to achieve full compliance compared to the total value of the improvements related to the use and the degree of hazard or impact to the adjoining properties and the community from the existing noncompliance with the standards.

3.04.03 General Standard

Land and buildings shall not be used or occupied in a manner creating any dangerous, injurious, or noxious fire, explosive, or other hazard that would adversely affect the surrounding area.

3.04.04 Measurement of Impacts

Measurements necessary for determining compliance with the performance standards of this Chapter shall be taken at the property line of the establishment or use that is the source of a potentially objectionable condition, hazard, or nuisance.

3.04.05 Dust Control and Soil Erosion

- A. Any soil disturbance due to excavation, grading or building construction shall comply with the regulations and standards in [Chapter 152: Dust Control](#) of the City of Indio Municipal Code.
- B. Any ground or soil disturbance due to excavation, grading, cultivating, plowing, removal of vegetation, or other similar acts shall comply with the regulations and standards in Chapter 155: Soil Erosion of the City of Indio Municipal Code.

3.04.06 Air Contaminants

Uses, activities, and processes shall not operate in a manner that emits excessive dust, odor, fumes, smoke, or particulate matter, unless authorized under Federal, State, or local law. Sources of air emissions shall comply with all rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40), the California Air Resources Board, and the South Coast Air Quality Management District (SCAQMD). The

City shall consult, when appropriate, with SCAQMD to determine which uses shall be equipped with emission-control devices or measures to preclude fugitive dust and particulate emissions from the site. Such devices or measures shall be approved by SCAQMD prior to issuance of a building permit or other approval authorizing construction activities. All devices shall be maintained by the owner.

3.04.07 Odors

No obnoxious odor or fumes shall be emitted that are perceptible without instruments by a reasonable person at the property line of the site.

3.04.08 Noise and Vibration

- A. No development project shall generate noise exceeding the maximum levels permitted in *Table 11-1: Noise Compatibility Guidelines* in the Noise Element of the City of Indio General Plan. An acoustic study shall be required for any proposed project which could create or be subject to a noise that exceeds the levels contained in *Table 11-1 Noise Compatibility Guidelines* of the General Plan should the Director determine that such a study is needed.
- B. **Vibration.** No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) are exempt from this standard. Where vibration dampeners are proposed, project applications shall include an engineered study establishing the effectiveness of the dampeners based on actual conditions.
- C. **Other noise and vibration sources.** All land uses shall be subject to regulations and standards in Chapter 95C: Noise Control of the City of Indio Municipal Code.

3.04.09 Hazardous Materials

Uses, activities, and processes involving the use, storage, or disposal of hazardous and extremely hazardous materials shall be regulated and monitored according to standards established by the United States Environmental Protection Agency (EPA), the California Department of Health Services (DHS), the California Department of Toxic Substances Control (DTSC), the Riverside County Department of Environmental Health, and the City of Indio Fire and Building Codes.

3.04.10 Fire and Explosive Hazards

Uses, activities, and processes involving the use of, or storage of, flammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion. No use shall store or process flammable or explosive materials more than the quantities exempted by the Building Code, unless a permit has been granted by the Fire Department. All incineration is prohibited with the exception of substances such as, but not limited to, chemicals, insecticides, hospital materials and waste products, required by law to be disposed of by burning, and those instances wherein the Fire Department deems it a practical necessity. Firefighting and fire suppression equipment and devices standard in industry shall be approved by the Fire Department.

3.04.11 Glare

Uses, activities, and processes shall not be operated such that significant, direct glare, incidental to the operation of the use, is visible beyond the boundaries of the property where the use is located.

3.04.12 Heat and Humidity

Heat emitted by a use shall not cause a temperature increase of more than five degrees Fahrenheit on an adjacent property.

3.04.13 Radioactivity

Uses, activities, and processes shall not generate or emit any fissionable or radioactive materials into the atmosphere or sewage system or onto the ground.

3.04.14 Electromagnetic Interference

All uses, activities and processes shall comply with applicable Federal Communications Commission regulations.

3.04.15 Waste

A. Discharge.

Liquids and solids of any kind shall not be discharged, either directly or indirectly, into a public or private body of water, sewage system, watercourse, or into the ground, except in compliance with Title V (Public Works) of the City of Indio Municipal Code, Valley Sanitary Sewer District, other County agencies, and all applicable regulations of the Colorado River Basin Regional Water Quality Control Board.

B. Containment.

Waste shall be handled and stored to prevent nuisances, health, safety, and fire hazards, and to facilitate recycling. Material, including but not limited to paper products, plastic, dirt, sand, lime, seed, bran, chaff, wood refuse, and other readily transportable compounds, shall be contained in a way it cannot be tracked or carried by wind off-site.

3.05 Sign Regulations

[Insert sign code at end – see separate file]

3.06 Art in Public Places

A. Purpose

The City Council finds and declares:

1. This chapter may be known and cited as the Indio Art in Public Places Program. The city has developed a nationwide reputation through the annual International Tamale Festival, mural program, and other artistic events, that attract thousands of visitors every year to the city. The public health, safety and welfare, the preservation and enhancement of property values and economic vitality, as well as the popularity and prosperity of the community, are dependent upon and enhanced by visually pleasing and high-quality public art.

2. A stated goal of the General Plan is to provide a high quality of life and strong community identity enhanced by rich arts and culture programs. The Art in Public Places Program is intended to achieve this purpose by providing visual art throughout the city.
3. Residential and commercial development throughout the city will benefit from public art, both financially and visually. All property within the city will prosper through the enhancement and preservation of property values that will result from the location of visual art throughout the city. As such, the cost of providing public art should be shared. This program is a means of achieving a balanced responsibility of providing a cultural enhancement.
4. Establishment of the Art in Public Places Program will promote the general welfare through balancing the community's physical growth with revitalization and its cultural and artistic resources.

B. Art in Public Places Program Established

The Art in Public Places Program is hereby established, which shall be applicable to public, residential, non-residential development. Each development subject to the program shall allocate a percentage of the costs of the development towards the placement of artwork within the development or elsewhere in the city, provided that a developer may pay a fee in lieu thereof. The allocation percentage is established in Subsection D (Program Allocation).

C. Art in Public Places Fund

1. There is hereby created a fund to be known as the "Art Fund" to account for fees paid pursuant to Subsection D (Program Allocation). This fund shall be maintained by the City Finance Director and shall be used:
 - a. For the design acquisition, commission, installation, improvement, maintenance and insurance of an artwork, including the development of a design concept and the preparation of construction drawings, which are separate and apart from the cost of the fabrication and installation of the artwork;
 - b. For the acquisition and improvement of real property for the purpose of displaying artwork, which has been or may be subsequently approved by the city;
 - c. During a fiscal year, for maintenance of artwork purchased pursuant to **Subsection 1.a above;**
 - d. For costs associated with administering the Art in Public Places Program.
2. If real property purchased with monies from the Art Fund is subsequently sold, the proceeds from the sale shall be returned to the Art Fund.

D. Program Allocation

- e.
 1. The **Program Allocation** is the percentage of the construction costs set aside for the Art in Public Places Program. All residential construction of more than one unit, rehabilitation or expansion with a building permit valuation of \$100,000 or more will be assessed an amount equal to 1/4% for that portion of the permit valuation in excess of \$100,000.

All other residential development, including two or more single-family dwellings being built concurrently in the same tract by the same owner or contractor will be assessed an amount equal to 1/4% of the total building valuation, excluding land acquisition and off-street improvement costs.

All public, non-residential development will be assessed an amount equal to 1/2% of the total building valuation, excluding land acquisition and off-site improvement costs.

The total building valuation shall consist of the dollar amount of all construction permits using the latest building valuation data, as set forth by the International Code Council, unless, in the opinion of the Director, a different valuation methodology is more appropriate for a particular project.

f.

2. In lieu of placement or donation to the City of an approved artwork, the applicant may pay to the Art Fund an amount equal to the program allocation set forth in this Subsection. In lieu fees are due prior to the issuance of a building permit.

3. Nothing in this section shall prohibit the applicant from placing an approved artwork with acquisition and installation costs in an amount less than the program allocation, provided that the applicant shall also pay to the Art Fund an amount equal to the difference between the program allocation and the costs of acquisition and installation of such artwork.

E. Authority to Adopt Guidelines

The City Manager shall have the power and authority to promulgate guidelines for the implementation of the Art in Public Places Program, and when duly promulgated, such rules and regulations shall be in full force and effect.

UNIFIED DEVELOPMENT CODE

MUNICIPAL CODE CHAPTER 159

CITY OF INDIO

Public Review Draft

February, 2022



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ARTICLE 3. CITYWIDE REGULATIONS

3.05 Sign Regulations

3.05.01 General Provisions

A. Purpose.

This Chapter has been adopted to ensure that all signs installed in the City are compatible with the unique character and environment of the community and in compliance with the General Plan. This Chapter promotes the public health, safety, and welfare through a comprehensive system of reasonable, effective, consistent, content neutral, and nondiscriminatory sign standards and requirements.

More specifically, this Chapter is intended to:

1. Ensure that all signs are compatible with the unique character and environment of the City, and that they support the desired ambience and development patterns of the various zones within the City; and,
2. Balance public and private objectives by allowing adequate avenues for both commercial and non-commercial messages; and,
3. Ensure pedestrian and traffic safety by promoting the free flow of traffic and the protection of pedestrians and motorists from injury and property damage caused by, or which may be fully or partially attributable to, cluttered, distracting, and/or illegible signage; and,
4. Prevent property damage, personal injury, and litter caused by signs that are improperly constructed or maintained; and,
5. Protect property values, the local economy, and quality of life by preserving and enhancing the appearance of the streetscape; and,
6. Provide consistent sign design standards that enable the fair and consistent enforcement of these sign regulations.

B. Applicability.

1. This Chapter applies to all signs within the City regardless of their nature or location, unless otherwise specifically exempted in Subsection 3.05.01.B.5 (Exemptions).
 - a. Standards for permanent signs are found in Section 3.05.05 (Standards for Permanent Signs).
 - b. Standards for temporary signs are found in Section 3.05.7 (Standards for Temporary Signs).
 - c. Standards for signs proposed within the boundaries of the City of Indio Downtown Specific Plan are subject to the sign standards established in Section 3.11 (Signs) of the Downtown Specific Plan.
 - d. The provisions of this Chapter shall be applied in a content-neutral manner.
Noncommunicative aspects of all signs, not related to the content of the sign, must comply

with the provisions of this Chapter. “Non-communicative aspects” include the time, place, manner, design, location, size, height, illumination, spacing, and orientation of signs.

2. Nothing in this Chapter shall be construed to prohibit a person from holding a sign while picketing or protesting on public property that has been determined to be a traditional or designated public forum, so long as the person holding the sign does not block ingress and egress from buildings, create a safety hazard by impeding travel on sidewalks, in bike or vehicle lanes, or on trails, or violate any other reasonable time, place, and manner restrictions adopted by the City.

C. Substitutions and Interpretations.

1. This Chapter is not intended to, and does not, restrict speech on the basis of its content, viewpoint, or message. No part of this Chapter shall be construed to favor commercial speech over non-commercial speech. A non-commercial message may be substituted for any commercial or non-commercial message displayed on a sign, or the content of any non-commercial message displayed on a sign may be changed to a different noncommercial message, without the need for any approval or permit, provided that the size of the sign is not altered and the sign otherwise complies with the provisions of this Chapter. To the extent any provision of this Chapter is ambiguous, the term will be interpreted not to regulate on the basis of the content of the message.
2. Where there is any question regarding the interpretation of a provision of this Chapter, or its application to any specific case or situation, the Director shall interpret the intent of this Chapter.

D. Exemptions. The following are not regulated under this Chapter and do not require a Sign Permit:

1. Building identification signs not exceeding two square feet in area for residential buildings and four-square feet in area for non-residential buildings;
2. Any sign, posting, notice or similar signs placed, installed, or required by law by a city, county, or a federal or state governmental agency in carrying out its responsibility to protect the public health, safety, and welfare, including the following:
 - a. Numerals and letters identifying an address from the street to facilitate emergency response and compliant with City requirements;
 - b. Emergency and warning signs necessary to warn of dangerous and hazardous conditions and that serve to aid public safety or civil defense;
 - c. Traffic signs erected and maintained by an authorized public agency;
 - d. Signs required to be displayed by any applicable federal, state, or local law, regulation, or ordinance;
 - e. Signs directing the public to points of interest; and
 - f. Signs showing the location of public facilities.
3. Incidental signs not to exceed an aggregate of three-square feet in sign area in all single-family residential zones and six square feet in all other zones;
4. Landmark signs;
5. Signs not readable from the public right-of-way, including:

- a. Signs or displays located entirely inside of a building, within a courtyard, open-air pedestrian space or similar open area and not visible from the building’s exterior;
 - b. Signs intended to be readable from within a parking area or City park but not readable beyond the boundaries of the lot or parcel upon which they are located or from any public right-of-way; and
6. Certain Historic and Architectural Features. Historical plaques erected and maintained by non-profit organizations, memorials, building cornerstones, and date-constructed stones not exceeding four square feet in area.

3.05.02 Administration and Procedures

The procedures for submittal, review, and approval for all signs are provided in Chapter 6.04 (Permits and Approvals).

A. Sign Permits – Permanent Signs

The procedures for the submittal, review, and approval of permanent signs are provided in Subsection 6.04.OX.B (Sign Permits – Permanent Signs).

B. Sign Permits – Temporary Banner Signs

The procedures for the submittal, review, and approval of temporary signs are provided in Subsection 6.04.OX.C (Sign Permits – Temporary Banner Signs).

C. Sign Permits – Master Sign Plans

The procedures for the submittal, review, and approval of master sign plans are provided in Subsection 6.04.OX.D (Sign Permits – Master Sign Plans).

3.05.03 General Restrictions for All Signs

A. Location Restrictions.

Except where specifically authorized in this Chapter, signs must not be placed in the following locations or manner:

1. Within, on, or projecting over public property including City rights-of-way, except as specifically provided in this Chapter;
2. Any sign attached to any public utility pole, structure or streetlight, tree, fence, fire hydrant, bridge, curb, sidewalk, park bench, statue, memorial, or other location on public property, except those signs approved as part of a special event permit on City property or banner signs permitted by the City on light poles within the City;
3. Tacked, painted, pasted, or otherwise affixed, to the walls of any building, barn or shed, accessory structure, or on trees, poles, posts, fences, ladders, or other structures that are visible from a public way;
4. Any location that obstructs the view of any authorized traffic sign, signal, or other traffic control device or which by reason of shape, color, or position interferes with or could be confused with any authorized traffic signal or device;

5. Any sign which is placed in a manner that would prevent or inhibit free ingress to or egress from any door, window, vent, or any exit way required by the Building Code, or by Fire Department regulations (currently in effect);
6. Off-the-premises to which the sign refers, except as provided in Section 3.05.07 (Standards for Temporary Signs);
7. Mounted, attached, or painted on a trailer, boat, or motor vehicle when parked, stored, or displayed conspicuously on private premises in a manner intended to attract attention of the public for the purpose of advertising or identifying the business premises unless such vehicles are purposefully incorporated into the design of the sign and the sign has either been issued a permit by the Director or is nonconforming. Vehicles must be operable and parked in a lawful or authorized manner. This provision excludes signs indicating the name of the owner or business that are permanently painted or wrapped on the surface of the vehicle, adhesive vinyl film affixed to the interior or exterior surface of a vehicle window, or signs magnetically attached to motor vehicles or rolling stock that are actively used in the daily conduct of the business.
8. Painted, attached, or mounted on fuel tanks, storage containers, solid waste receptacles or their enclosures, and similar structures, except for a manufacturer's or installer's identification, appropriate warning signs and placards, and information required by law;
9. Areas where a sign would cover the architectural features of a building, such as dormers, insignias, pilasters, soffits, transoms, trims, or another architectural feature; and
10. Within the site visibility triangle (Refer to Section 3.01.XX (Site Visibility Triangle)) that must be observed at all in street intersections and the intersections of dedicated alleys or driveways with streets.

B. Display Restrictions

This Subsection regulates the manner in which signs convey their messages by specifying prohibited display features that create distractions to the traveling public and visual clutter that mars the natural and architectural aesthetics of the City. Signs with the following display features are prohibited:

1. Any sign or lighting device, whether on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel, or from any public right-of-way, with intermittent, flashing, rotating, blinking, or strobe light illumination;
2. Any sign with an exposed light source, except for neon incorporated into the design of the sign;
3. Any sign which uses florescent colors;
4. Any sign which emits sound, odor, smoke, laser or hologram lights, or other visible matter, including any sign that uses motion picture projection;
5. Any sign animated by any means, including fixed aerial displays, balloons, pennants, spinners, including strings of flags, streamers, tubes, or other devices affected by the movement of the air or other atmospheric or mechanical means;
6. Any sign in which the sign body or any portion of the sign rotates, moves up and down, or any other type of action involving a change in position of the sign body or any portion of the sign, whether by mechanical or any other means. Barber poles no larger than three feet high and 10 inches in diameter, and clocks, are excepted from this restriction; and

7. Strings of lights arranged in the shape of a product, arrow, or any commercial message.

C. Prohibited Sign Types.

1. Bandit signs;
2. Billboard signs;
3. Stuffed or inflated animals or characters used as signs;
4. Any sign which advertises a business no longer in existence or a product or service no longer being sold, except landmark signs; and
5. Any signs not specifically allowed in this Chapter.

3.05.04 General Requirements for All Signs

A. Sign Message. Any permitted sign may contain, in lieu of any other message or copy, any lawful non-commercial message, so long as the sign complies with the size, height, area, location, and other requirements of this Chapter.

B. Rules of Measurement.

1. **Sign Area Measurement.** Sign area is measured as follows:
 - a. **Signs on Background Panel.** Where the sign copy is mounted, affixed, or painted on a background panel or distinctively painted, textured, or constructed surface, the sign area is measured as the sum of the smallest rectangle(s) that will enclose both the sign copy and the background, as shown in Figure 3.05.04-1.

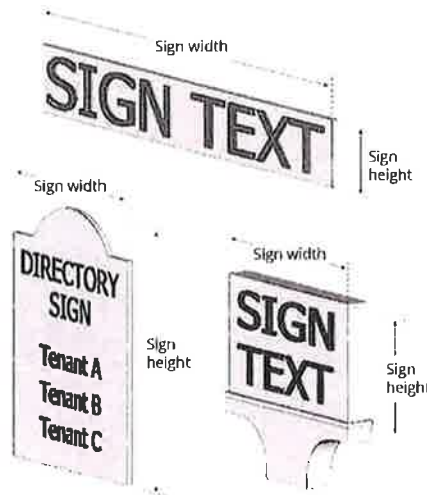


Figure 3.05.04-1, Signs on Background Panel

- b. **Signs with Individual Letters.** Where the sign has individual letters or graphics mounted against a wall, fascia, mansard, parapet, or other building surface that has not been distinctively painted, textured or constructed as a background panel, the sign area is measured as a sum of the smallest rectangle(s) that will enclose each word and each graphic in the total sign except for the descending elements of lower case letters, as shown in Figure 3.05.04-2. As an incentive to encourage the use of individual letters in a sign, sign area for individual letters

or graphics will be counted as 75 percent of the area enclosing the sign copy so that a larger sign area may be permitted.

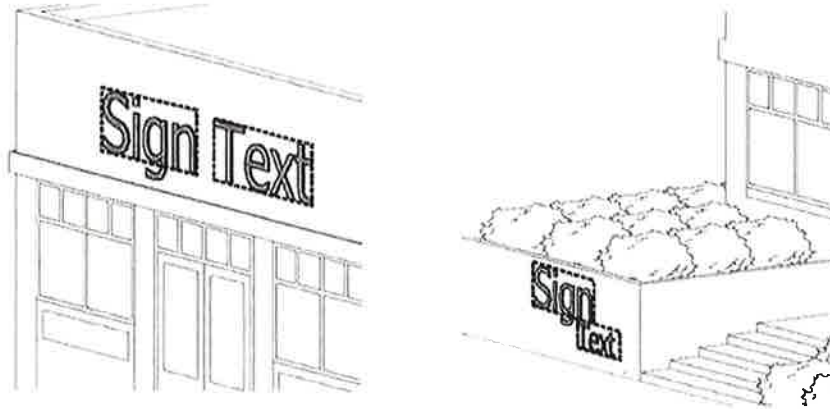


Figure 3.05.04-2, Signs with Individual Letters

- c. **Signs on Illuminated Surfaces.** Where the sign is mounted, affixed, or painted on an illuminated surface or illuminated element of a building or structure, the sign area is measured as the entire illuminated surface or illuminated element, which contains sign copy, as shown in Figure 3.05.04-3.

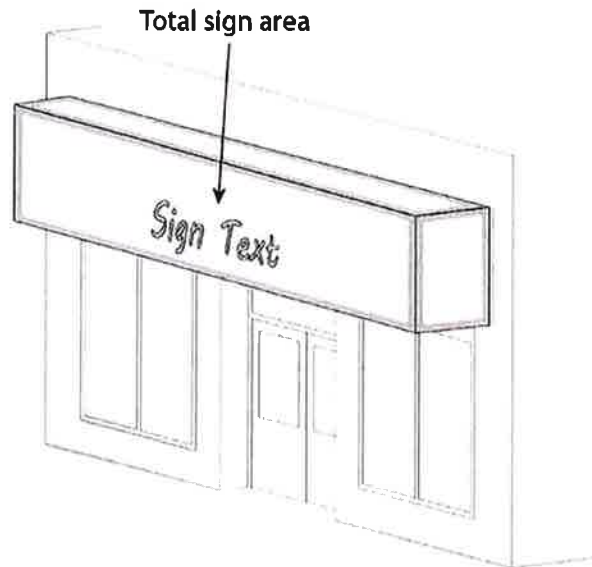


Figure 3.05.04-3, Signs on Illuminated Surfaces

- d. **Irregular Shaped Signs.** Sign area for irregular shaped signs is determined by dividing the sign into squares, rectangles, triangles, circles, or arcs as shown in Figure 3.05.04-4.



Figure 3.05.04-4, Irregular Shaped Signs

- e. **Multi-Face Signs.** The sign area for multi-face signs, as shown in Figure 3.05.04-5 are measured as follows:
 - i. **Two-Face Signs.** Where the interior angle between the two sign faces is 45 degrees or less and the sign faces are less than 42 inches apart, the sign area is measured as the area of one sign face only. Where the angle between the two sign faces is greater than 45 degrees, the sign area is the sum of the areas of the two sign faces.
 - ii. **Three- or Four-Face Signs.** The allowable sign area is measured as 50 percent of the sum of the areas of all sign faces.

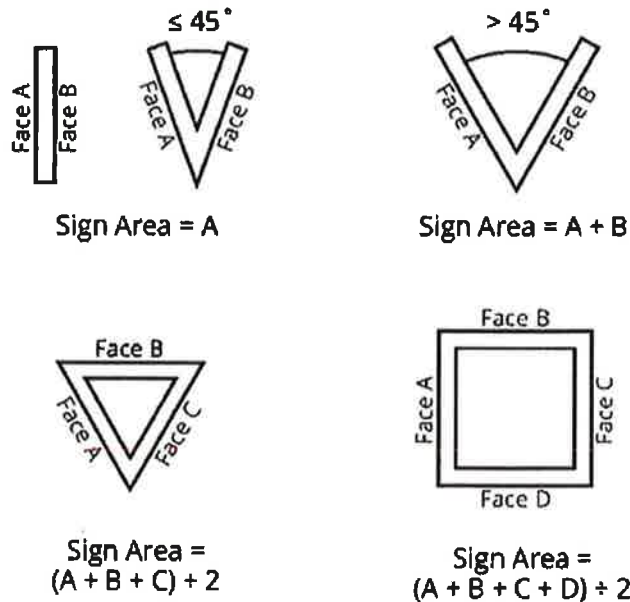
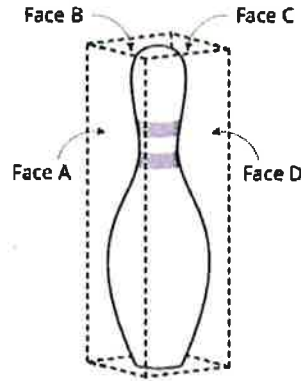


Figure 3.05.04-5, Multi-Face Signs

- iii. **Spherical, Free-Form, or Sculptural Signs.** The sign area is measured by encasing the longest portion of the sign with four dimensionally equal lines, and the shortest portion of the sign with at least two dimensionally equal lines to form a cuboid. The sign area is 50 percent of

the sum of the areas between the longest four dimensionally equal lines encompassing the cuboid, as shown in Figure 3.05.04-6.



$$\text{Sign Area} = (A + B + C + D) + 2$$

Figure 3.05.04-6, Spherical, Free-form, or Sculptural Signs

2. Sign Height Measurement.

- a. **Freestanding Signs.** Sign height for freestanding signs is measured as the vertical distance from the finished grade to the top of the sign, exclusive of any filling, berming, mounding or landscaping solely for the purpose of locating the sign as shown in Figure 3.05.04-7, excluding decorative embellishments as permitted by the provisions of this Section.

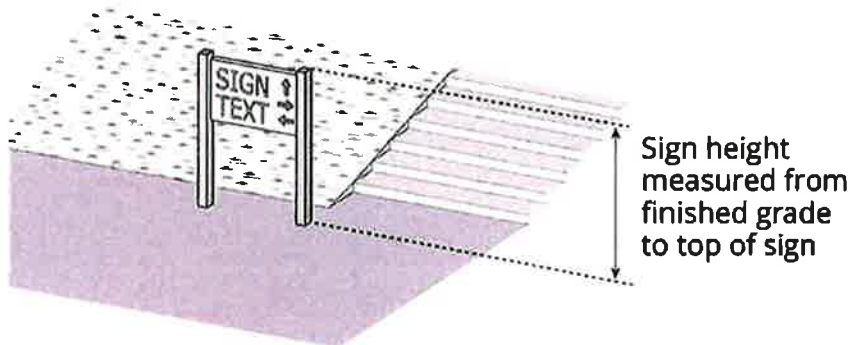


Figure 3.05.04-7, Freestanding Sign Height

- i. **Higher Than Adjacent Grade.** Where the natural grade at the base of a sign is higher than the grade of the adjacent road, sign height is measured from the base of the sign, as shown in Figure 3.05.04-8.

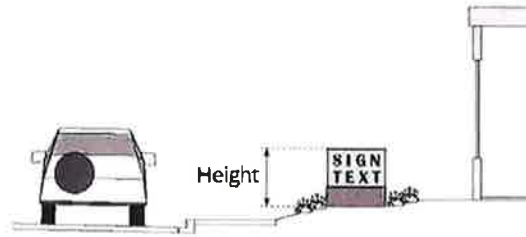


Figure 3.05.04-8, Freestanding Sign Height, Higher than Adjacent Grade

- ii. **Lower Than Adjacent Grade.** Where the natural grade at the base of a sign is lower than the grade of an adjacent road, the height of the sign is measured from the top of curb elevation, as shown in Figure 3.05.04-9.

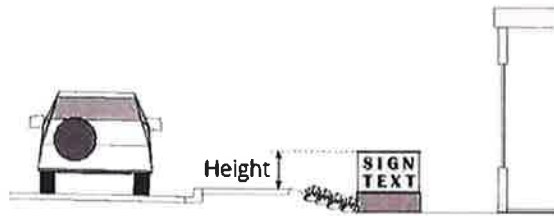


Figure 3.05.04-9, Freestanding Sign Height, Lower than Adjacent Grade

- b. **Wall Signs.** The height of building-mounted signs is the vertical distance measured from the base of the wall on which the sign is located to the top of the sign or sign structure, as shown in Figure 3.05.04-10.

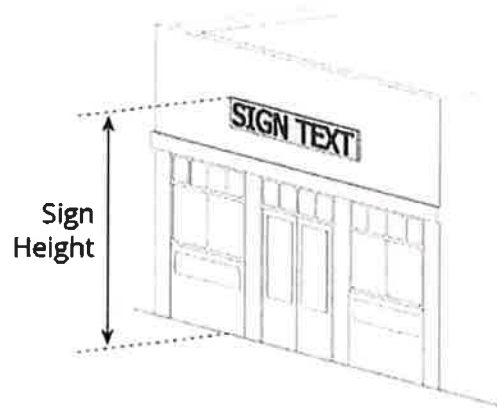


Figure 3.05.04-10, Wall Sign Height

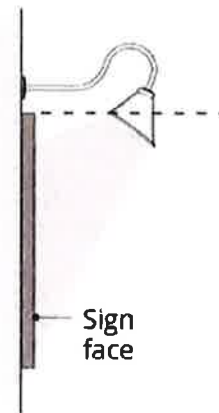
C. Sign Illumination.

1. **Internal Illumination.** Internally illuminated signs include cabinet signs, single- or two-color LED signs, signs constructed with pan channel letters, or indirect halo illuminated channel letters on an unlit or otherwise indistinguishable background on a freestanding sign or building wall.
 - a. To minimize glare, internally illuminated signs such as cabinet signs must either be constructed with an opaque background and translucent text and symbols, or with a colored (not white, off-white, light gray, or cream) background and generally lighter text and symbols as shown in Figure 3.05.04-11.

Light Background Not Allowed	Colored Background Allowed	Opaque Background Allowed
RESTAURANT CAFE	GAS STATION	HOTEL

Figure 3.05.04-11, Internal Illumination

- b. Internally illuminated cabinet signs may be used only for non-residential uses in the Residential zones and in the Non-Residential and Public/Institutional zones (Refer to Chapter 2.02 (Residential Zones), Chapter 2.03 (Mixed-Use Zones), and Chapter 2.04 (Non-Residential Zones) provided the illumination intensity does not exceed 0.5 foot candles at the property line. Internally illuminated cabinet signs are not allowed in any of the Mixed Use zones.
2. **External Illumination.**
 - a. Externally illuminated signs must be illuminated only with steady, stationary, fully shielded light sources directed solely onto the sign without causing glare.
 - b. The light source for externally illuminated signs must be arranged and shielded to substantially confine all direct light rays onto the sign face and away from streets and adjacent properties as illustrated in Figure 3.05.04-12.



Permitted

Figure 3.05.04-12, External Illumination

3. Neon.

- a. Exposed neon sign lighting on permanent signs and single-color or two-color LED signs are only allowed in Mixed-Use and Non-Residential zones (Refer to Chapter 2.02 and Chapter 2.03).
- b. Neon signs placed in a window are counted toward the total aggregate area for all window signs (Refer to Table 3.05.05-13 (Standards for Window Signs)).

4. Single-Color or Two-Color LED Signs.

- a. Single-color or two-color LED signs are exempt from the sign area limitations for wall signs and window signs established in Table 3.05.05-12 (Standards for Wall Signs) and Table 3.05.05-13 (Standards for Window Signs).
- b. Any individual single-color or two-color LED sign must not exceed four square feet in area.

5. Electronic Message Signs.

- a. One electronic message sign may be allowed subject to approval of an Administrative Conditional Use Permit (Refer to Section 6.03.0X (Administrative Conditional Use Permits)) as an integral component of a freestanding or wall sign (Refer to Table 3.05.05-12 (Standards for Wall Signs) and Table 3.05.05-18 (Standards for Monument Signs)) per lot or parcel in Mixed-Use and Non-Residential zones and for mixed-use and non-residential uses in all zones. The Director may require Planning Commission approval of the Administrative Conditional Use Permit if, in the Director's opinion, there are special or unusual circumstances associated with the application for the electronic message sign.
- b. Electronic message signs must not flash, blink, flutter, include intermittent or chasing lights, or display video messages (i.e., any illumination or message that is in motion or appears to be in motion). Electronic message signs may display changing messages provided that each message is displayed for no less than 15 seconds.
- c. **Night-time Brightness.**
 - i. Automatic Control. Electronic message signs must be equipped with photocell technology to control and vary the intensity of light output depending on the amount of ambient light that is present to prevent overly bright luminance at night. Automatic controls must limit night

luminance to a maximum of 100 nits when the display is set to show maximum brightness in 100 percent full white mode.

- ii. **Manufacturer Certification.** The applicant shall include with the Building Permit application a written certification from the sign manufacturer that the nighttime luminance has been factory pre-set not to exceed 100 nits as described in paragraph c.(i). above, and that this setting is protected from end-user modification by password-protected software or other method as deemed appropriate by the Building Official.
- d. **Electronic message signs** must be set to a maximum lighting intensity of 0.6 candela (foot-candles) over ambient light levels as measured using a foot-candle meter placed 100 feet from the sign. Each sign shall have a redundant system for controlling sign brightness, including an automatic light sensing device or photocell that will adjust the brightness as ambient light conditions change, and a backup system based on local sunrise and sunset times.

D. Sign Structure and Installation. The installation of signs shall be enforced and administered by the Building Official. All signs and sign structures must be designed to comply with the provisions of this Chapter, the applicable provisions of the Building Code, and constructed to withstand wind loads, dead loads, and lateral forces.

- 1. **Engineer.** If the desired freestanding sign is more than 12 feet from grade to the bottom of the sign or is more than 100 square feet in one single face, it shall be reviewed and sealed by a licensed engineer.
- 2. Any angle iron, bracing, guy wires, or similar features used to support a sign must not be visible to the extent technically feasible.
- 3. Where electrical service is provided to freestanding signs, all such electrical service must be placed underground and be concealed. Electrical service to building mounted signs, including conduit, housings, and wire, must be concealed or, when necessary, painted to match the surface of the structure upon which they are mounted. A Building Permit must be issued prior to installation of any new signs requiring electrical service.
- 4. All permanent signs allowed by this Chapter must be constructed of durable materials capable of withstanding continuous exposure to the elements and the conditions of a built-up environment, and must be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
- 5. Raceway cabinets, as illustrated in Figure 3.05.04-13, must only be used in building mounted signs when access to the wall behind the sign is not feasible, or when the Director determines that a benefit exists to preserve a historic or architectural feature of a building. In such cases, the raceway cabinet must not extend in width and height beyond the area of the sign and must match the color of the building to which it is attached. Where a raceway cabinet provides a contrast background to sign copy, the colored area is counted in the total allowable sign area allowed for the site or business.

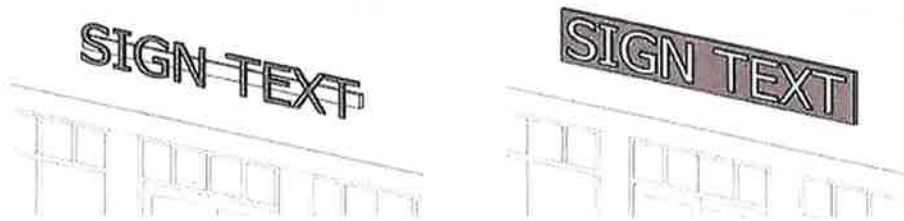


Figure 3.05.04-13, Raceway Cabinet

E. Sign Maintenance.

1. All signs shall be maintained by any property owner, lessor, lessee, manager, agent, or other person having lawful possession or control over a sign, building, structure, or parcel of land, in a condition or state of equivalent quality to which it was approved or required by the City.
2. All signs together with their supports and appurtenances must be maintained in good structural condition, in compliance with applicable Building Codes, and in conformance with this Chapter. Maintenance of a sign includes annual cleaning; replacement of flickering, burned out or broken light bulbs or fixtures; repair or replacement of any faded, peeled, cracked, or otherwise damaged or broken parts of a sign; replacement of broken or removed components of the sign; and any other activity necessary to restore the sign so that it complies with the requirements and contents of the Sign Permit issued for its installation and the provisions of this Chapter.
3. **Landscape Maintenance.** Required landscaped areas contained by a fixed border, curbed area, wall, or other perimeter structure must receive regular repair and maintenance. Plant materials that do not survive after installation in required landscape areas are required to be replaced within three months.
4. The Building Official is authorized to order the repair, maintenance, or removal of any sign or sign structure that has not been maintained and is dangerous or in disrepair, or which is erected or maintained contrary to the requirements of this Section.
5. Failure to maintain a sign constitutes a violation of this Chapter and will be subject to enforcement action, in which case the Building Official may order the removal of any sign that is determined to be in disrepair or dangerous.
6. Any owner of a sign victimized by graffiti shall remove, repair, or repaint sign(s) within 10 days of the graffiti being applied or within 10 days of notification by the Director whichever event comes first.

3.05.05 Standards for Permanent Signs.

A. Applicability.

1. This Section establishes the standards for permanent signs.
2. Table 3.05.05-1 (Allowed Sign Types by Zone) establishes which sign types are allowed in each zone. Any combination of allowed sign types may be used within a given zone unless specifically prohibited. The zones listed in Table 3.05.05-1 (Allowed Sign Types by Zone) are consistent with the land use types established in the General Plan.
3. Table 3.05.05-2 (Dimensional Standards for Permanent Signs) establishes standards for building-mounted and freestanding signs based on the uses allowed within a specific zone(s). Tables 3.05.05-3 through 3.05.05-18 provide the standards and supporting illustrations for each of the allowed sign types.
4. A sign type not specifically included in this Section may be allowed by the Director provided the sign meets the intent of the zone in which it is proposed. The Director may refer a decision on a sign type to the Planning Commission if the Director finds the public interest would be better served by having the Planning Commission act as the decision-maker.
5. A permanent freestanding sign is only allowed on a panel on which a primary use or building has been established.

Table 3.05.05-1: Allowed Sign Types by Zone

Sign Type	Single-family Residential Zones	Multi-family Residential Zones	Mixed-Use Zones	Commercial Zone	Industrial Zones	Public and Institutional Zones	
	DE-1, DET-3, SN-4, SN-8, and RLCI Zones	MH, CN-14, and CN-20 Zones	MUN-40, NC-20, MT-40, and DT SP Zones	RC Zone	IL, IH, RR Zones	PI Zone	OS Zone
• = Allowed; — Not Allowed							
Building Mounted Signs							
Awning Sign	—	—	•	•	•	•	—
Blade Sign	—	—	•	•	•	—	—
Canopy Sign	—	—	•	•	•	—	—
Directional Sign	—	•	•	•	•	•	•
Directory Sign	—	•	•	•	•	•	—
Marquee Sign	—	—	•	•	—	—	—
Roof-Mounted Sign	—	—	•	•	•	—	—
Service Island Canopy Sign	—	—	•	•	•	—	—

Sign Type	Single-family Residential Zones	Multi-family Residential Zones	Mixed-Use Zones	Commercial Zone	Industrial Zones	Public and Institutional Zones	
	DE-1, DET-3, SN-4, SN-8, and RLCI Zones	MH, CN-14, and CN-20 Zones	MUN-40, NC-20, MT-40, and DT SP Zones	RC Zone	IL, IH, RR Zones	PI Zone	OS Zone
Vertical Projecting Sign	—	—	•	•	•	—	—
Wall Sign	—	—	•	•	•	•	•
Window Sign	—	—	•	•	•	•	—
Freestanding Sign							
Directional Sign	—	•	•	•	•	—	•
Directory Sign	—	•	•	•	•	—	•
Front Yard Sign	•	•	•	—	—	—	—
Monument Sign	•	•	•	•	•	•	•
Post Sign	•	•	•	•	•	•	•

B. Standards for Permanent Building-Mounted and Freestanding Signs.

1. The maximum total area for all building-mounted and freestanding signs is established in Table 3.05.05-2 (Dimensional Standards for Permanent Signs).
2. The area of all building-mounted signs is included in the maximum total sign area for wall signs, except when specifically exempted.
3. All permanent building-mounted and freestanding signs must comply with the corresponding sign type standards provided in Tables 3.05.05-3 to Table 3.05.05-18.

Table 3.05.05-2: Dimensional Standards for Permanent Signs

"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet			
		Standard	
Single-family Residential Uses			
Applies to single-family residential (attached and detached), two-family/ duplex, and tri-/quadplex uses in Residential and Mixed-Use zones.			
Building Mounted Sign			
Max. Sign Area	3 sf		
Max. Sign Height	8 ft		
Max. Number of Signs	1 per parcel		
Illumination	Non-illuminated		
Freestanding Sign			
Max. Sign Area	Front yard sign – 4 sf For permitted nonresidential uses and subdivisions: Monument sign – Max. 32 sf or Post sign – Max. 16 sf		
Max. Sign Height	4 ft		
Max. Number of Signs	1 per parcel		
Illumination	Non-illuminated		
Multi-family Residential Uses			
Applies to multi-family residential uses in Residential and Mixed-Use zones.			
Building Mounted Sign			
Max. Sign Area	For multi-family residential uses with 5 dwelling units or more, 1 building mounted sign allowed max. sign area of 40 sf		
Max. Sign Height	10 ft		
Illumination	Non-illuminated or internal illumination		
Other Requirements	Building mounted or freestanding directory signs, max. 5 sf; no limit on the number of signs.		
Freestanding Signs - Monument and Post Sign (Only allowed in lieu of Building Mounted Signs)			
Max. Sign Area	Monument sign – 32 sf or Post sign – 16 sf		
Max. Sign Height	5 ft		
Max. Number of Signs	1 sign per street frontage; Max. 2 signs		
Illumination	Non-illuminated or internal illumination		
Other Requirements	2 sf of landscape area placed at the base of the sign for 1 sf of sign area		
Mobile Home and RV Park			
Applies to all mobile home and recreational vehicle parks in Residential and Mixed-Use zones.			
Building Mounted Sign			
Max. Sign Area	32 sf in residential and mixed-use zones 50 sf in commercial zones		
Max. Sign Height	Plate line		
Max. Number of Signs	1 sign per street frontage; Max. 2 signs		
Freestanding Signs – Monument and Post Sign (Only allowed in lieu of Building Mounted Signs)			
	Residential Zones	Mixed-Use Zones	Commercial Zones
Max. Sign Area	Monument Sign - 32 sf Post Sign – 16 sf	Monument Sign – 32 sf Post Sign – 16 sf	Monument Sign - 40 sf Post Sign - 24 sf

“ft” = Feet; “lf” = Linear Feet; and “sf” = Square Feet			
Standard			
Max. Sign Height	Monument Sign - 5 ft Post Sign - 6 ft	Monument Sign – 5 ft Post Sign – 6 ft	Monument Sign - 10 ft. Post Sign - 6 ft
Max. Number of Signs	1 sign per street frontage; Max. 2 signs		
Public and Institutional Uses			
Only applies to public and institutional uses in all zones.			
Building Mounted Signs			
Max. Sign Area	40 sf		
Max. Sign Height	Plate line		
Max. Number of Signs	1 per street frontage; Max. 2 signs		
Illumination	Non-illuminated or internal illumination		
Freestanding Signs			
Max. Sign Area	32 sf		
Max. Sign Height	6 ft		
Max. Number of Signs	1 sign per street frontage; Max. 2 signs		
Illumination	Non-illuminated or internal illumination		
Other Requirements	2 sf of landscape area placed at the base of the sign for 1 sf of sign area.		
Mixed-Use Commercial Uses			
Only applies to commercial uses in Mixed-Use zones.			
Building Mounted Signs			
Max. Sign Area	Single tenant total building mounted sign area: 1 sf to 1 lf of building elevation where sign is placed (Includes awning, blade (≤ 6 sf), canopy, wall (max. 40 sf), and window signs) Multi-tenant total building mounted sign area: 1 sf to 1 lf building tenant frontage (Includes awning, blade (≤ 6 sf), canopy, wall (max. 40 sf), and window signs)		
Max. Sign Height	16 ft		
Max. Number of Signs	1 per business		
Illumination	Non-illuminated or internal illumination		
Other Requirements	Signs for an ancillary business located within an existing business are allowed 1 wall sign, max. 24 sf.		
Freestanding Signs (Monument or Post Sign)			
Max. Sign Area	Signs placed on primary street: Monument sign – 32 sf or Post sign – 16 sf Signs on a secondary street facing the parking lot: Monument sign – 20 sf or Post sign – 10 sf		
Max. Sign Height	Monument sign – 8 ft; Post sign – 6 ft		
Max. Number of Signs	1 per street frontage; Max. 2 signs		
Illumination	Non-illuminated or internal illumination		
Other Requirements	2 sf of landscape area placed at the base of the sign for 1 sf of sign area		
General Commercial Uses			
Only applies to commercial uses in the Regional Commercial zone.			
Building Mounted Signs			
Max. Sign Area per Tenant	Lot Size	Max. Sign Size	

"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet	
	Standard
	0 - 6,000 sf 80 sf
	6,0001 – 12,000 sf 100 sf
	12,001 – 24,000 sf 150 sf
	24,001 and above 200 sf
Max. Sign Height	Plate line
Max. Number of Signs	None, provided the total sign area per tenant is not exceeded.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	A roof-mounted sign is permitted in lieu of a wall sign or freestanding sign.
Freestanding Signs	
Max. Sign Area	Sign area for multi-tenant properties shall be 20 sf.
Max. Sign Height	Monument sign: 20 ft. Post Sign: 6 ft
Max. Number of Signs	1 per street frontage; Max. 2 signs (Excludes freestanding signs on individual buildings pads).
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Individual building pads in a shopping center are allowed 1 monument sign placed on the building pad with max. area 20 sf and max. height of 6 ft. 2 sf of landscape area placed at the base of the sign for 1 sf of sign area.
Freeway-Oriented Signs (Applies to all freestanding signs in Regional Commercial zone and Industrial zones)	
Parcels ≥ 20 acres with frontage on Interstate 10.	
Max. Sign Area	500 sf.
Max. Sign Height	Max. 55 ft; Max. 25 ft above freeway grade.
Sign Location	Min. 500 feet from any other freestanding freeway-oriented sign. Min. 25 feet setback from I-10 right-of-way.
Max. Number of Signs	1 per freeway-oriented frontage.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Line of sight study required to determine optimum height for sign structures. For each freeway-oriented sign allowed an additional street-oriented freestanding sign may be permitted by design review provided the sign has a distinctive design and is max. 50 sf in area and not taller than 15 feet.
Parcels < 20 acres with frontage on Interstate 10.	
Max. Sign Area	300 sf.
Max. Sign Height	Max. 40 ft; Max. 25 ft above freeway grade.
Sign Location	Min. 400 feet from any other freestanding freeway-oriented sign. Min. 25 feet setback from I-10 right-of-way.
Max. Number of Signs	1 per freeway-oriented frontage.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Line of sight study required to determine optimum height for sign structures. For each freeway-oriented sign allowed an additional street-oriented freestanding sign may be permitted by design review provided the sign has a distinctive design and is max. 50 sf in area and not taller than 15 feet.
Downtown Zone	
Standards for Downtown Zone	Refer to the Downtown Specific Plan, Section 3.11 (Signs)

“ft.” = Feet; “lf” = Linear Feet; and “sf” = Square Feet			
Standard			
Manufacturing, Industrial, and Office Park Uses			
Applies to manufacturing, industrial, office park uses in Light Industrial/ Business Park, Heavy Industrial/ Manufacturing, and Regional Commercial zones.			
Building Mounted Signs			
Max. Sign Area per Tenant	Lot Size	Max. Sign Size	
	0 - 6,000 sf	80 sf	
	6,0001 – 12,000 sf	100 sf	
	12,001 – 24,000 sf	150 sf	
	24,001 and above	200 sf	
Max. Sign Height	Plate line		
Max. Number of Signs	1 per tenant.		
Illumination	Non-illuminated, internal illumination, or external illumination.		
Other Requirements	A roof-mounted sign is permitted in lieu of a wall sign or freestanding sign.		
Freestanding Signs			
Max. Sign Area	1 acre or larger property, Max. 400 sf		
	Frontage Length	Max. Sign Area	Max. Sign Height
	0 - 99 lf	80 sf	25 ft
	100 - 199 lf	100 sf	35 ft
	> 200 lf	200 sf	45 ft
Max. Sign Area - Monument Signs	45 sf (monument sign only)		
Max. Sign Height – Monument Signs	20 ft		
Number of Signs	1 per street frontage; Max. 2 signs		
Illumination	Non-illuminated, internal illumination, or external illumination		
Other Requirements	2 sf of landscape area placed at the base of the sign for 1 sf of sign area		
Parks and Open Space			
Applies to parks and open space uses in all zones.			
Building Mounted Signs			
Max. Sign Area	12 sf		
Max. Sign Height	15 feet		
Max. Number of Signs	1 per street frontage; Max. 2 signs		
Illumination	Non-illuminated, internal illumination, or external illumination		
Freestanding Signs			
Max. Sign Area	24 sf		
Max. Sign Height	6 ft		
Max. Number of Signs	1 sign per parcel		
Illumination	Non-illuminated, internal illumination, or external illumination		
Other Requirements	2 sf of landscape area placed at the base of the sign for 1 sf of sign area.		

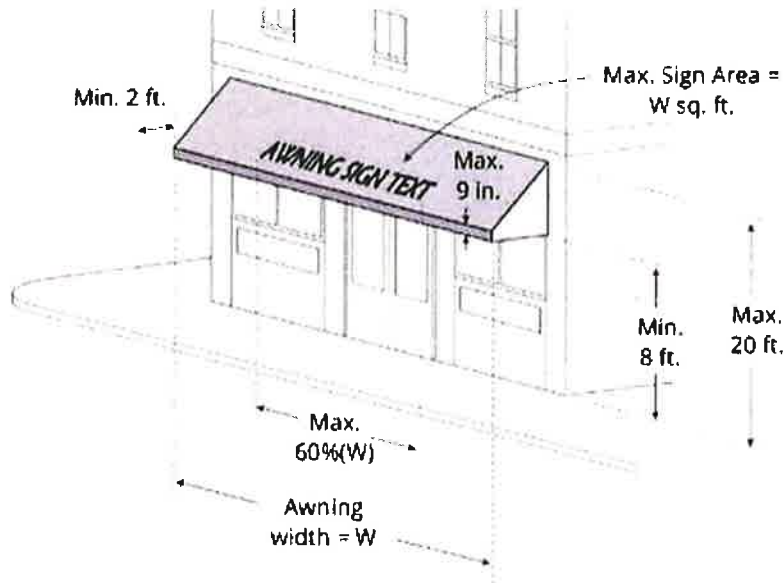
C. Standards for Permanent Building-Mounted Signs.

Standards for each allowed permanent building-mounted sign type are provided in tables with a supporting illustration of each sign type. All permanent signs must comply with the standards for sign area, height, number, type, and other requirements provided in these tables. Each sign type listed in this Section must be included in the calculation of the total sign area allowed on a parcel or development site by the Table 3.05.05-2 (Dimensional Standards for Permanent Signs) except as explicitly provided otherwise in Tables 3.05.05-3 through Table 3.05.05-18.

- Awning Signs.** Awning signs must comply with the standards provided in Table 3.05.05-3 (Standards for Awning Signs).

Table 3.05.05-3: Standards for Awning Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 1 sf per linear foot of awning width
Sign Height	Min. 8 ft from the bottom of the awning to the nearest grade or sidewalk Max. 20 ft
Number of Signs	No limit provided the max. area for building mounted signs is met.
Sign Placement	Must be placed above the doors and windows of the ground, second, or third floor. Awnings must not project above, below, or beyond the edges of the face of the building wall or architectural element. Sign width must not be greater than 60% of the width of the awning face or valance on which it is displayed. If an awning is placed on multiple storefronts, each business is permitted signage no greater than 60% of the width of the storefront. May project into public right-of-way with approval of an Encroachment Permit.
Valance Height	Max. 9 in
Horizontal Distance from the Front Edge of the Awning to the Back-of-Curb	Min. 2 ft
Illumination	Illumination allowed under the awning.



2. Blade Signs. Blade signs must comply with the standards provided in Table 3.05.05-4 (Standards for Blade Signs).

Table 3.05.05-4: Standards for Blade Signs

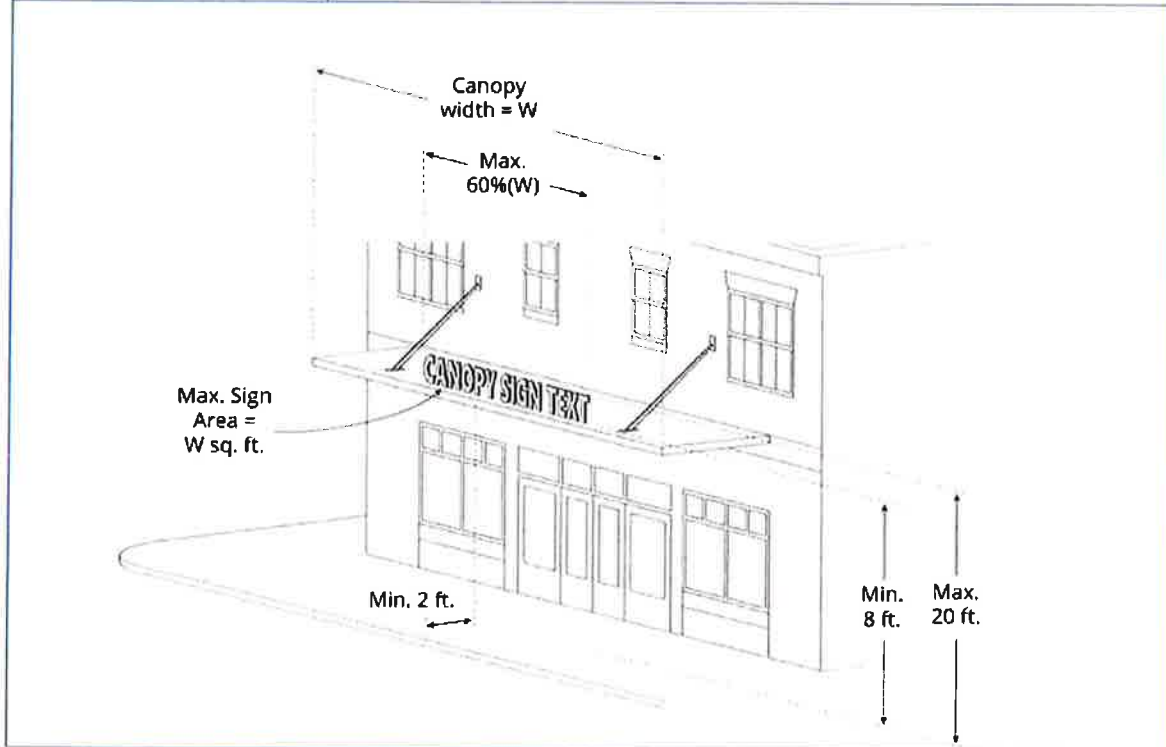
Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 12 sf
Number of Signs	1 per business frontage.
Mounting Height	Min. 8 feet from the bottom of the sign to the nearest grade or sidewalk. Must be mounted perpendicular to the building face or the corner of the building.
Sign Placement	If mounted below the underside of a walkway or overhead structure, must not extend beyond the edge of the structure on which it is located. May project into public right-of-way with approval of an Encroachment Permit.
Illumination	Non-illuminated, internal illumination, or external illumination.



3. Canopy Signs. Canopy signs must comply with the standards provided in Table 3.05.05-5 (Standards for Canopy Signs).

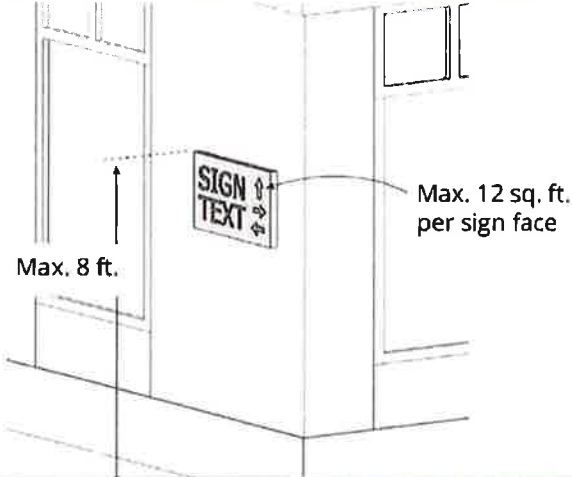
Table 3.05.05-5: Standards for Canopy Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 1 sf per linear foot of canopy width.
Sign Height	Min. 8 ft from the bottom of the canopy to the nearest grade or sidewalk; Max. 20 ft
Number of Signs	1 per business frontage.
Sign Placement	Must be placed above the doors and windows of the ground floor of a building. Sign width must not be greater than 60% of the width of the canopy on which it is displayed. If a canopy is placed on multiple store fronts, each business is permitted signage no greater than 60% of the store width or tenant space. May project into public right-of-way with approval of an Encroachment Permit.
Horizontal Distance from the Edge of the Canopy to Back-of-Curb	Min. 2 ft
Illumination	Non-illuminated, internal illumination, or external illumination.



4. Directional Signs (Building-Mounted). Directional signs must comply with the standards provided in Table 3.05.05-6 (Standards for Directional Signs (Building-Mounted)).

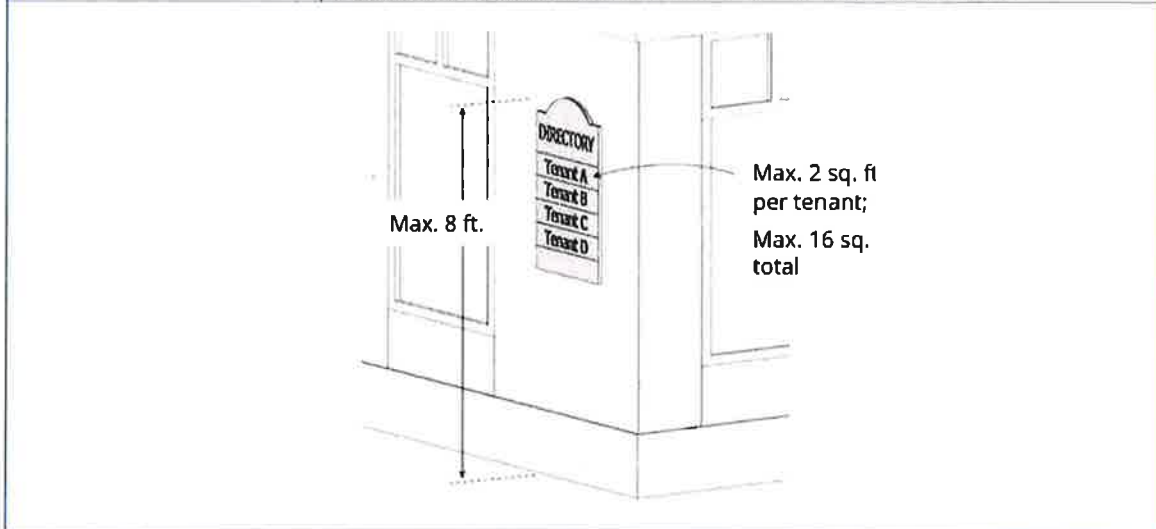
Table 3.05.05-6: Standards for Directional Signs (Building-Mounted)

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 12 sf. Excluded from the total allowed sign area for all building-mounted signs.
Sign Height	Max. 8 ft
Number of Signs	Max. 1 per driveway entrance; 6 signs per site or development. If not readable from the right-of-way, no limit. Excluded from the total number of allowed signs for all building-mounted signs.
Illumination	Non-illuminated, internal illumination, or external illumination.
 <p>The diagram illustrates a building-mounted directional sign. A vertical arrow on the left indicates a maximum height of 8 feet from the ground to the top of the sign. A callout box on the right indicates a maximum area of 12 square feet per sign face. The sign itself is rectangular and contains the text 'SIGN' and 'TEXT' with directional arrows. The sign is mounted on a building facade next to a window.</p>	

5. Directory Signs (Building-Mounted). Directory signs must comply with the standards provided in Table 3.05.05-7 (Standards for Directory (Building-Mounted)).

Table 3.05.05-7: Standards for Directory Signs (Building Mounted)

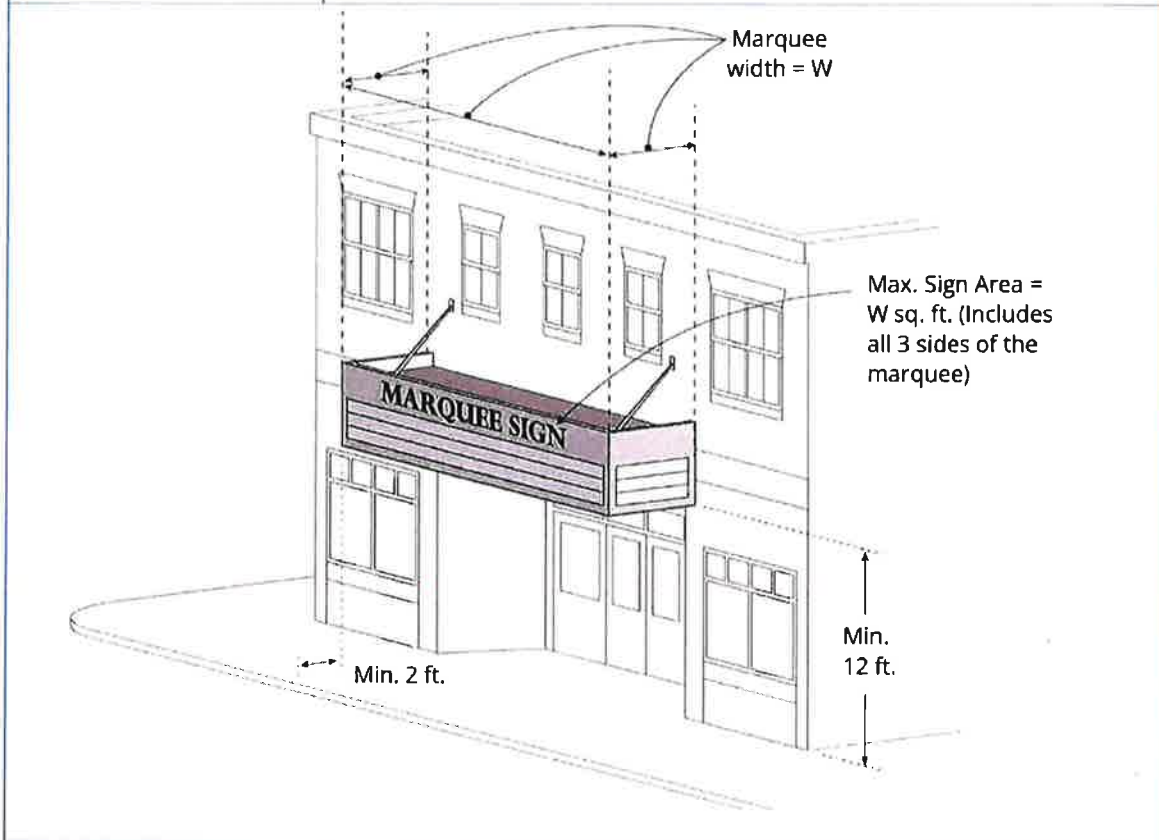
Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 2 sf per tenant space; Max. total area 16 sf. Excluded from the total allowed sign area for all building-mounted signs.
Mounting Height	Max. 8 feet from nearest grade.
Number of Signs	Max. 1 per primary building entrance. Excluded from the total number of allowed signs for all building-mounted signs.
Illumination	Non-illuminated, internal illumination, or external illumination.



6. Marquee Signs. Marquee signs must comply with the standards provided in Table 3.05.05-8 (Standards for Marquee Signs).

Table 3.05.05-8: Standards for Marquee Signs

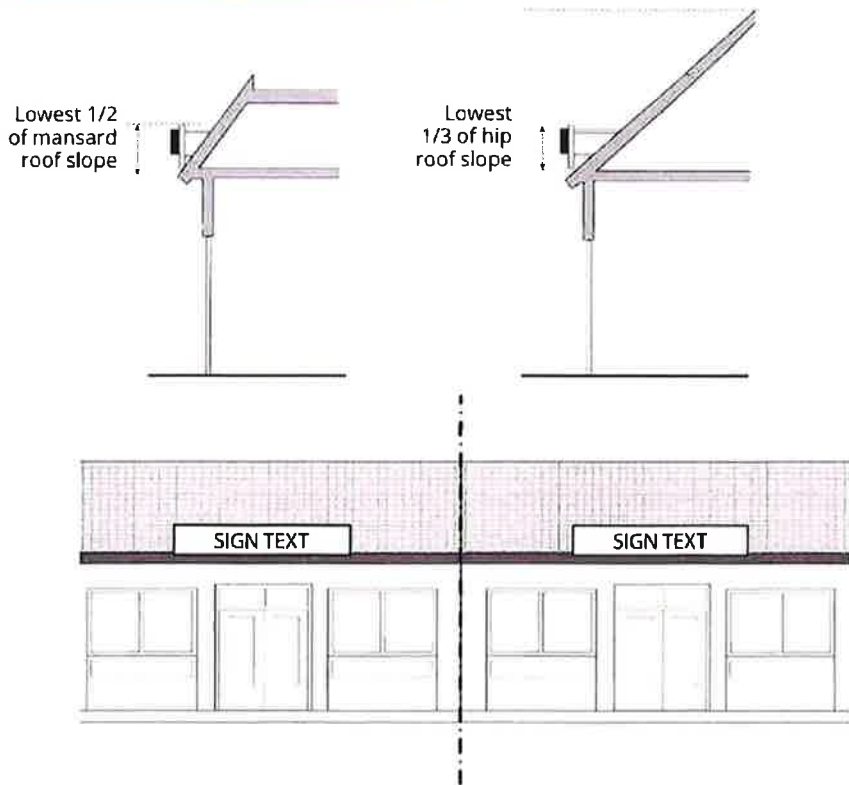
Standards	Requirements
<i>"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet</i>	
Sign Area	Max. 200 sf; Includes all 3 sides of the marquee.
Mounting Height	Min. 12 ft from the bottom of the marquee to the nearest grade or sidewalk.
Sign Placement	May project into public right-of-way with approval of an Encroachment Permit. Sign letters may be placed above the marquee with approval of a Conditional Administrative Use Permit (Refer to Section 06.03.OX).
Number of Signs	Max. 1 per business.
Horizontal Distance from the Front Edge of the Marquee to the Back-of-Curb	Min. 2 ft
Illumination	Direct illumination or internal illumination.



7. Roof-Mounted Signs. Roof-mounted signs must comply with standards provided in Table 3.05.05-9 (Standards for Roof-Mounted Signs).

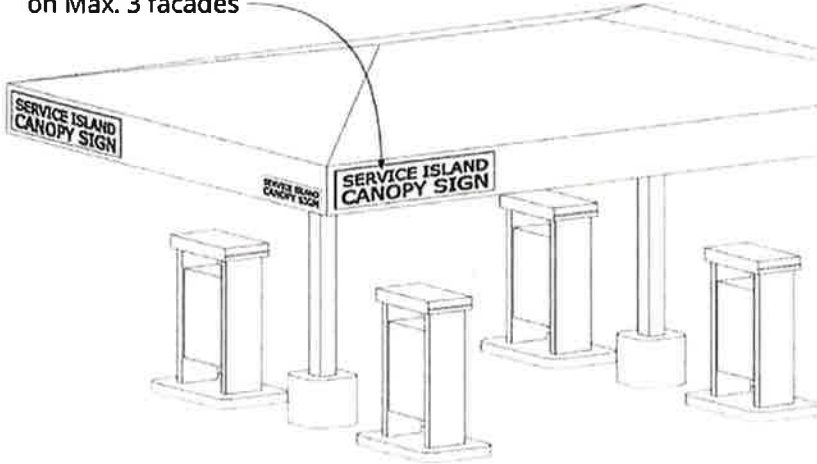
Table 3.05.05-9: Standards for Roof-Mounted Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Refer to the standards for Wall Signs, Table 3.05.05-13. Sign width shall not be greater than 50% of the width of the roof or mansard in which it is displayed.
Sign Placement	Hip roof: Only placed on the lowest 1/3 of the slope of the roof measured from the peak. Mansard roof: Only placed on the lowest 1/2 of the slope of the roof. Signs for individual tenants in multi-tenant centers shall be centered above the tenant space and only mounted on a mansard roof.
Number of Signs	Max. 1 per business. For corner sites, 1 sign per frontage.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Signs made of individual letters must have a minimum depth of 6 inches to convey a three-dimensional appearance. Roof mounted signs must be mounted in compliance with the requirements of Section 3.05.04.D.2 (Sign Structure and Installation).



8. Service Island Canopy Signs. Service Island Canopy signs must comply with the standards provided in Table 3.05.05-10 (Standards for Service Canopy Signs).

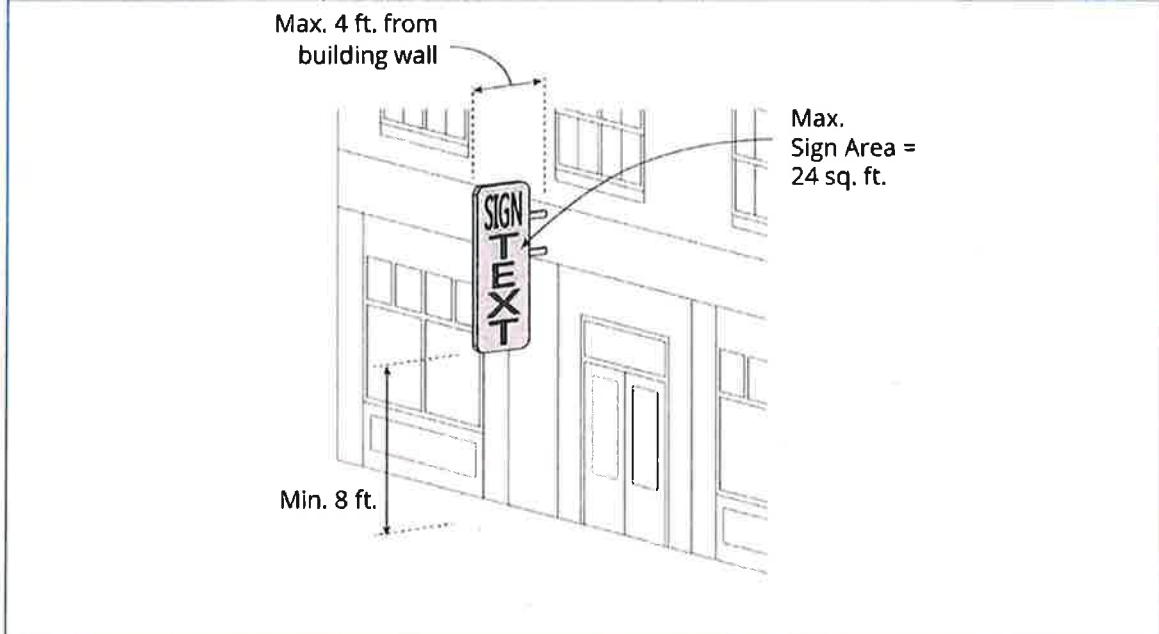
Table 3.05.05-10: Standards for Service Island Canopy Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 60 sf for the total area of all signs on the canopy. As allowed by use permit but not to exceed 150 sq. ft. for detached signs and 32 sq. ft. for attached.
Number of Signs	Signs may only be displayed on max. 3 canopy façades.
Illumination	Non-illuminated or internal illumination.
<p data-bbox="440 682 743 741">Max. Sign Area = 60 sq. ft. on Max. 3 facades</p> 	

9. Vertical Projecting Signs. Projecting signs must comply with the standards provided in Table 3.05.05-11 (Standards for Vertical Projecting Signs).

Table 3.05.05-11: Standards for Vertical Projecting Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 24 sf
Mounting Height	Min. 8 feet from the bottom of the sign to the nearest grade or sidewalk and 14 ft above vehicular ways.
Sign Placement	Only on the wall of a building. May project into public right-of-way with approval of an Encroachment Permit. Signs projecting over a public right-of-way shall be limited to those attached to a building located at or within six feet of the building entrance.
Number of Signs	Max. 1 per business frontage.
Projection	Max. 4 feet from the building wall to the outer edge of the sign. No such sign shall extend closer than four feet to a curb line. For any building located on the property line may have a sign which projects up to 18 inches into the public right-of-way.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	No sign or sign structure shall project into a driveway or a public alley.



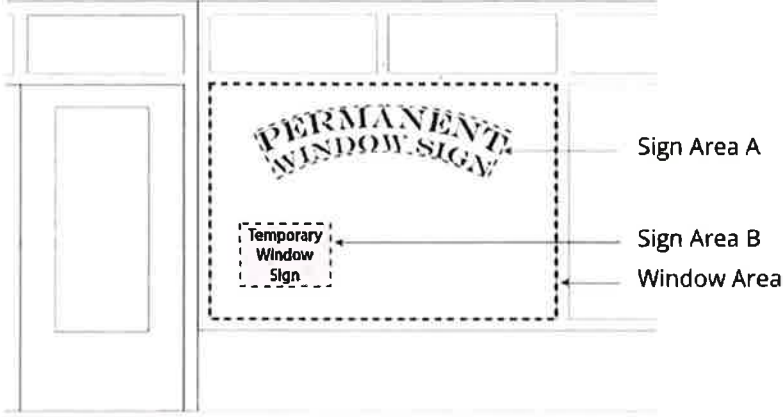
10. Wall Signs. Wall signs must comply with the standards provided in Table 3.05.05-12 (Standards for Wall Signs).

Table 3.05.05-12: Standards for Wall Signs

Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	As provided in Table 3.05.05-2.
Number of Signs	As provided in Table 3.05.05-2.
Illumination	Non-illuminated, internal illumination, or external illumination.
Sign Placement	Refer to the illustration below for applicable standards. Signs for businesses exclusively on the second or third floor of a multi-level building are allowed a wall or awning signs, max. 50% of the sign area allocated to business on the first floor.
Special Provisions	Requirements
Painted Wall Signs	Painted wall signs are allowed on any exterior building wall of an individual tenant space or building. The allowable area for painted wall signs will be increased by 10% over the normal allowable sign dimensions for the zone. Painted wall signs must be professionally painted. Non-illuminated or external illumination only.
Changeable Copy and Electronic Message Signs	Max. sign area 25% of the total allowable sign area for the building. The changeable sign copy must be an integral part of a permanent building-mounted sign. Changeable sign copy may only be non-illuminated or internally illuminated.
<p>The diagram illustrates the placement standards for wall signs on a building facade. It shows a building with a sign area labeled "Wall Sign Placement". The sign is positioned on the upper portion of the facade, above a set of windows. The following dimensions are indicated:</p> <ul style="list-style-type: none"> Sign Width: Min. 12 in. or 20% building element width (whichever is less). Sign Height: Min. 12 in. or 20% building element height (whichever is less). Sign Placement Area Width: Max. 60% building element width. Building Element Dimensions: Building element width and Building element height are also indicated for the overall facade section. 	

11. Window Signs. Window signs must comply with the standards provided in Table 3.05.05-13 (Standards for Window Signs).

Table 3.05.05-13: Standards for Window Signs

Standards	Requirements
<i>“ft” = Feet; “lf” = Linear Feet; and “sf” = Square Feet</i>	
Sign Area	Permanent window signs – max. 20% of the area of the window on which they are displayed. The combined area of temporary and permanent window signs must not exceed 40% of the area of the window on which they are displayed. Painted window signs or perforated vinyl signs are included in this calculation. Excluded from the total allowed sign area for all building-mounted signs.
Sign Placement	Must be mounted or displayed on the interior of the window. Allowed on 1 st , 2 nd , and 3 rd story windows only.
Illumination	Non-illuminated, neon, or single- or two-color LED signs are allowed.
 <p style="text-align: center;">Sign Area A + Sign Area B ≤ 40% Window Area</p>	

D. Standards for Permanent Freestanding Signs

Standards for each allowed permanent freestanding sign type are provided in tables with a supporting illustration of each sign type. All permanent signs must comply with the standards for sign area, height, number, type, and other requirements provided in these tables and Table 3.05.05-2 (Dimensional Standards for Permanent Signs).

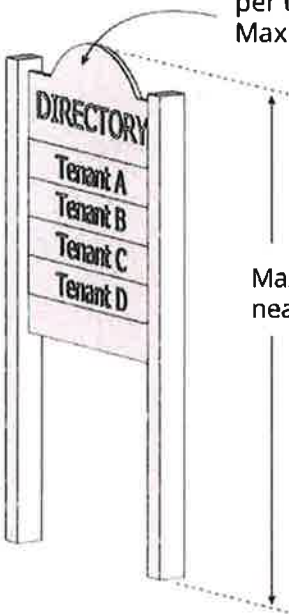
- 1. Directional Signs (Freestanding).** Directional signs must comply with the standards provided in Table 3.05.05-14 (Standards for Directional Signs (Freestanding)).

Table 3.05.05-14: Standards for Directional Signs (Freestanding)

Standards	Requirements
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet	
Sign Area	Max. 2 sided allowed; 3 sf per sign face. Excluded from the total allowed sign area for all freestanding signs.
Sign Height	Max. 6 ft; except 4 feet at driveway or drive-through lanes.
Sign Placement	Max. 10 ft setback from the property line.
Number of Signs	Max. 1 per driveway entrance; 6 signs per site or development. Excluded from the total number of allowed signs for all freestanding signs.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Freestanding directional signs must be located in a landscape area defined by a vertical curb to protect the sign. Lack of landscaping associated with a legal non-conforming use is not cause for abatement. Refer to the landscaping standards in Table 3.05.05-2.

2. Directory Signs (Freestanding). Directory signs must comply with the standards provided in Table 3.05.05-15 (Standards for Directory Signs (Freestanding)).

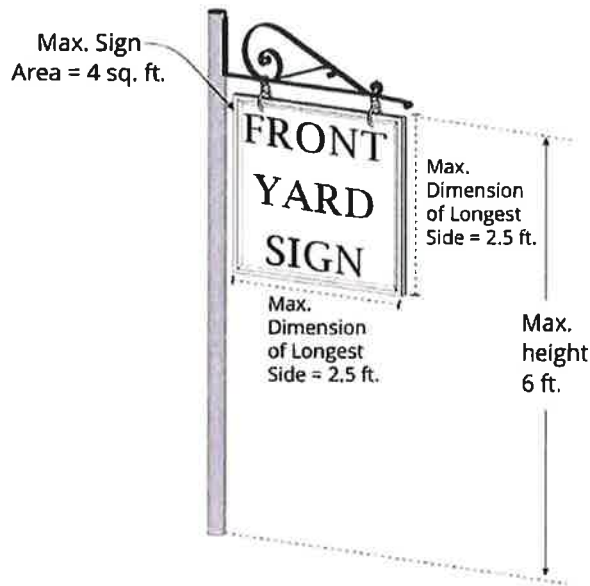
Table 3.05.05-15: Standards for Directory Signs (Freestanding)

Standards	Requirements
<p><i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet</p>	
<p>Sign Area</p>	<p>Max. 12 sf; Max. 1 sf per tenant space. Excluded from the total allowed sign area for all freestanding signs.</p>
<p>Height</p>	<p>Max. 5 feet from nearest grade.</p>
<p>Sign Placement</p>	<p>Max. 10 ft setback from the property line.</p>
<p>Number of Signs</p>	<p>Max. 1 per building. Excluded from the total number of allowed signs for all freestanding signs.</p>
<p>Illumination</p>	<p>Non-illuminated, internal illumination, or external illumination.</p>
<p>Other Requirements</p>	<p>Freestanding directory signs shall be located in a landscaping area defined by a vertical curb to protect the sign. Lack of landscaping associated with a legal non-conforming use shall not be cause for abatement. Refer to the landscaping standards in Table 3.05.05-2.</p>
<div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;">  </div> <div style="margin-left: 20px;"> <p>Max. 1 sq. ft. per tenant space; Max 12 sq. ft. total</p> <p>Max. 5 ft. from nearest grade</p> </div> </div>	

3. Front Yard Signs. Front Yard signs must comply with the standards provided in Table 3.05.05-16 (Standards for front Yard Signs).

Table 3.05.05-16: Standards for Front Yard Signs

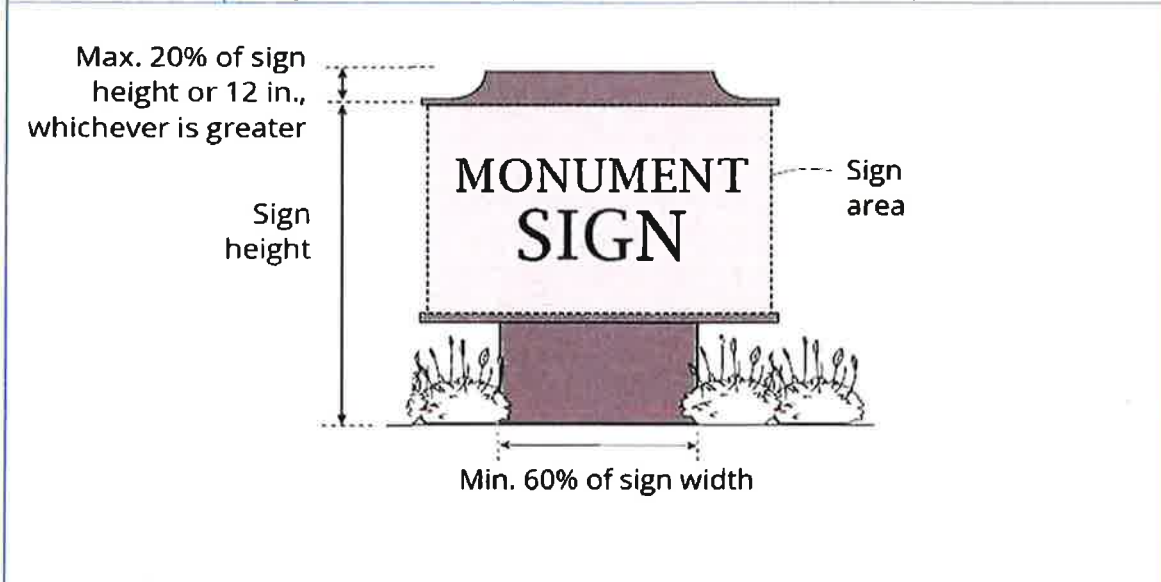
Standards	Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet	
Sign Area	Max. 4 sf per sign face; Max. dimension of longest side 2.5 ft. Excluded from the total area of allowed signs for all freestanding signs.
Height	Max. 6 ft
Sign Placement	Max. 10 ft setback from the property line.
Number of Signs	Max. 1 per business.
Illumination	Non-illuminated or external illumination.



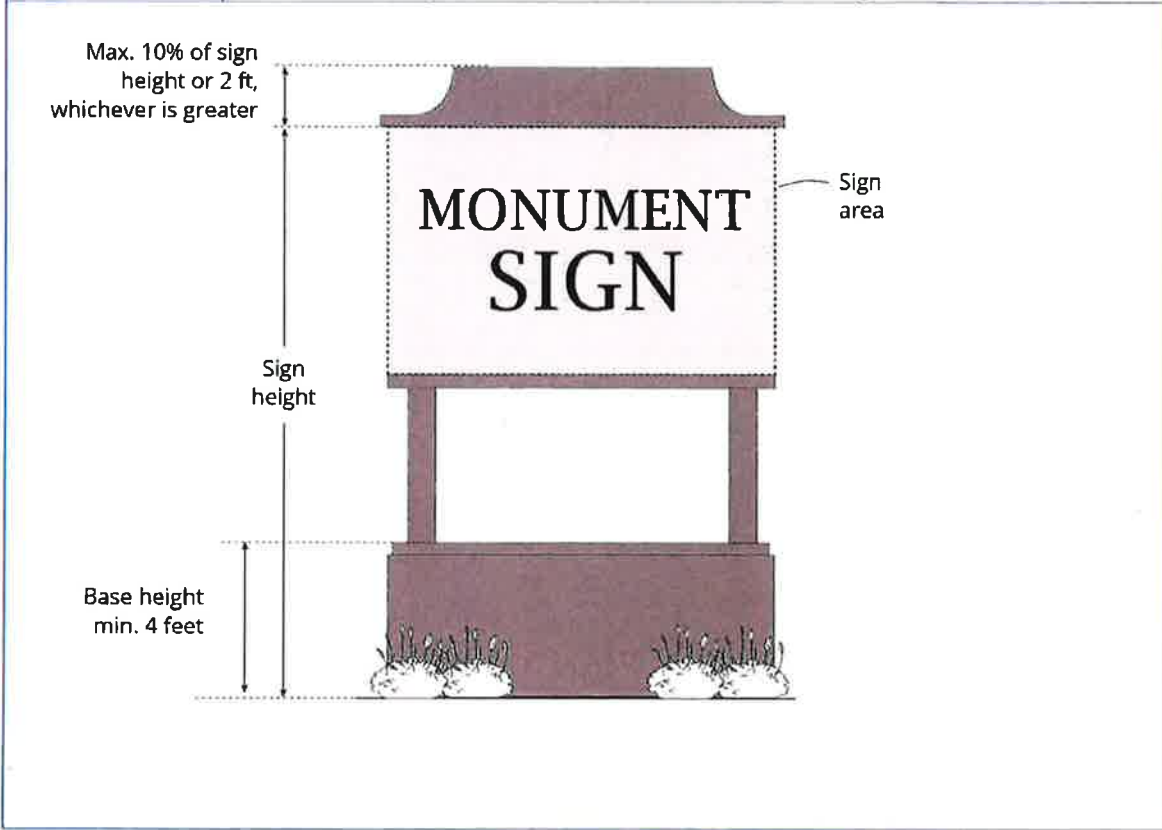
4. Monument Signs. Monument signs must comply with the standards provided in Table 3.05.05-17 (Standards for Monument Signs).

Table 3.05.05-17: Standards for Monument Signs

Standards	Requirements
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet	
Sign Area	As provided in Table 3.05.05-2
Sign Height	As provided in Table 3.05.05-2 Elements to enhance the design of a sign structure may extend above the sign to a max. of 20% of the sign's allowed height, or 12 inches, whichever is greater.
Base Width/Height	The monument sign's base must be at least 60% of the width of the sign. The monument sign's base must be maximum 4 feet in height.
Sign Placement	Max. 10 ft setback from the property line
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Monument signs shall be located in a landscaping area defined by a vertical curb to protect the sign. Lack of landscaping associated with a legal non-conforming use shall not be cause for abatement. Refer to the landscaping standards in Table 3.05.05-2.
Special Provisions	Requirements
Changeable Copy and Electronic Message Signs	Max. sign area 30% of the total allowable sign area. The changeable sign or electronic message sign copy must be an integral part of a permanent monument sign. Changeable sign copy may only be non-illuminated or internally illuminated.



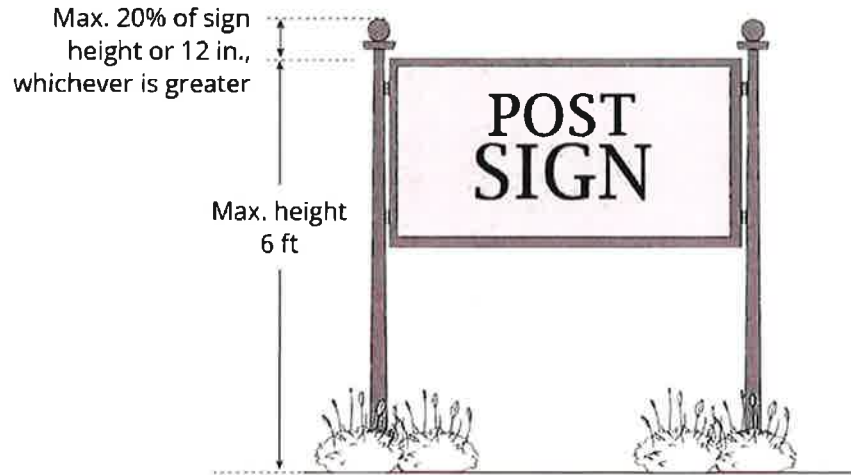
Standards	Requirements
Monument Sign Standards for IL, IH, and RC Zones	
Standards	Requirements
Sign Area	As provided in Table 3.05.05-2
Sign Height	As provided in Table 3.05.05-2
	Elements to enhance the design of a sign structure may extend above the sign to a max. of 10% of the sign's allowed height, or 2 feet, whichever is greater.
	The monument sign's base must be the same width as the width of the sign. The monument sign's base must be minimum 4 feet in height.



5. Post Signs. Post signs must comply with the standards provided in Table 3.05.05-18 (Standards for Post Signs).

Table 3.05.05-18: Standards for Post Signs

Standards	Requirements
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet	
Sign Area	As provided in Table 3.05.05-2
Sign Height	Max. 6 ft. Elements to enhance the design of a sign structure may extend above the sign to a max. of 20% of the sign's allowed height, or 12 inches, whichever is greater.
Sign Placement	Max. 10 ft setback from the property line.
Number of Signs	Max. 1 per property frontage.
Illumination	Non-illuminated, internal illumination, or external illumination.
Other Requirements	Post signs shall be located in a landscaping area defined by a vertical curb to protect the sign. Lack of landscaping associated with a legal non-conforming use shall not be cause for abatement. Refer to the landscaping standards in Table 3.05.05-2.



3.05.06 Sign Design Standards

A. Applicability.

The standards established in this Section apply to all permanent signs. These standards complement the mandatory sign regulations established in Section 3.05.05 (Standards for Permanent Signs).

B. General Sign Design Standards.

These general sign design standards will be utilized during the review of any permit for a sign or master sign plan to ensure the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the sign designer. However, unless there is a compelling reason, these design standards must be observed.

1. **Use a Brief Message.** Signs must be designed with a brief message because the fewer words used, the more effective the sign. A sign with a brief message is quicker and easier to read, looks cleaner, is more effective in conveying its message, and is more attractive.
2. **Avoid Overly Intricate or Peculiar Fonts.** Simple, easy-to-read fonts must be utilized in signs to enhance their readability. Signs that include very intricate font styles are generally difficult to read and reduce a sign's ability to communicate effectively. Signs with peculiar fonts may look good today, but soon go out of style, and the image conveyed may quickly become that of a dated and unfashionable business.



Figure 3.05.06-1, Examples of Signs with a Brief Message and Simple Font Style

3. **Emphasize One Line of Text.** Signs with more than one line of text must emphasize one line over the others to enhance the message conveyed.
4. **Limit the Number of Fonts.** The number of fonts used in a sign must be limited because the use of more than two font styles makes the sign harder to read. The primary purpose of a sign is to quickly convey information to motorists and pedestrians.
5. **Sign Colors and Materials.** Sign colors and materials must contribute to sign legibility and design integrity. Signs with poor color selection are generally unattractive and unsuccessful at communicating the message. Too many different colors compete with the sign's content for a viewer's attention and makes the sign less effective. Sign materials must be durable and weather-resistant.

- 6. Provide Contrast Between Background and Letters/Symbols.** Signs must be designed with high contrast between the sign's letter/symbol color and its background color to be most effective. Signs with little contrast in the hue (shade or tint) and/or intensity (brightness) between the background and letter/symbol colors are difficult to read.



Figure 3.05.06-2, Examples of Signs with a Simple Color Palette, Limited Fonts, and Good Contrast

- 7. Graphic Relief.** Signs must utilize individual lettered business and logo design, or where appropriate, sign copy, logo, and/or decorative embellishments in relief on the face of the sign to enhance readability and project a positive image of the business or use. Signs must be designed to provide three-dimensional relief, i.e. be raised above, or set below the sign background.



Figure 3.05.06-3, Examples of Raised Letters

8. **Sign Placement.** Signs must be placed at or near the entrance of a site or building to show the most direct access to the business.



Figure 3.05.06-4, Examples of Well-placed Signs Emphasizing A Building Entrance

9. **Proportion, Scale and Rhythm of Sign Placement.** Signs must be placed consistent with the proportions and scale of building elements within a building's façade:
- a. A large sign may fit well on a large, plain wall area, but could overpower the finer scale and proportion of if placed above a small storefront.
 - b. Signs must establish rhythm, scale, and proportion on a façade where these elements are weak in the building design. On buildings with plain façade, signs must establish or continue appropriate design rhythm, proportion, and scale.
 - c. The proportion of letter area to sign background area must be carefully considered. Letters must not appear to occupy more than 70 percent of the sign's background area. Signs where the letters take up too much of the background area are harder to read. Generally, large letters are not necessarily more legible than smaller ones.



Figure 3.06.06-5, Examples of Signs with Good Proportion, Scale, and Rhythm

10. **Complementary Sign Design.** Where there is more than one sign for a business (e.g., single tenant buildings) or group of businesses (e.g., multiple tenant buildings, commercial centers, or business or industrial parks), all signs must be designed to ensure consistency of sign design and be complementary to one another in the following ways:
 - a. Type of construction materials used in the sign body, sign copy, sign base, supports, etc.);
 - b. Letter size and style of copy;
 - c. Method and design of sign support (wall mounting or monument base);
 - d. Configuration of sign area; and
 - e. Proportion of sign copy area to background.
11. **Artistry and Innovation.** The use of artistry and innovation in sign design will make the sign stand out and draw attention to the use or activity it is advertising. It can also improve the overall appearance of a building or neighborhood.
12. **Sign Scale.** Signs must be designed and placed relative to who the intended viewer will be. Signs intended to be read by pedestrians (i.e. usually read from a distance of 15 to 20 feet) must be smaller in scale than a vehicle-oriented sign which is designed to be viewed from a much greater distance. In general, the closer the sign's viewing distance, the smaller the sign needs to be.
13. **Freestanding Signs.** Freestanding signs must incorporate the materials and architectural features used in the building(s) they serve. Freestanding signs are most effective when placed perpendicular to approaching vehicular traffic.



Figure 3.05.06-6, Example of a Freestanding Sign Incorporating the Architectural Details of the Main Building

C. Sign Design Performance Standards.

1. **Sign Design Elements.** Increases in the allowable area and/or height of certain types of signs may be approved to encourage permanent signs with design features that are preferred by the City and the community at large. The design features detailed below apply to both freestanding and building mounted signs subject to the limitations in Subsection 2 (Cumulative Adjustment) below.
 - a. **Raised Letter Signs.** This standard encourages the use of individual lettered business and logo design, or where appropriate, signs containing copy, logo and/or decorative embellishments in relief on the face of the sign. Such improved sign design enhances the readability of sign copy and projects a positive image of the business or use. A sign area and/or height increase as established in Table 3.05.06-1 (Percentage Increases for Design Features Used) may be approved for sign designs that display either:
 - i. Pan channel letters without raceways, or internal/indirect illuminated halo channel letters on an unlit or otherwise indistinguishable background on a freestanding sign or building wall; or
 - ii. Where appropriate, carved signs with a three-dimensional textured surface that is integral to its design, such as extensively carved, routed, and/or sandblasted signs containing the business name and/or logo.



Figure 3.05.06-7, Examples of Pan Channel Letter and Raised Letter Signs

- b. **Simplified Letter and/or Logo Copy.** The purpose of this standard is to encourage easily recognizable business identification while simplifying the appearance of the City streetscape. A sign area and/or height increase as established in Table 3.05.06-1 (Percentage Increases for Design Features Used) may be approved for the sign standard.



Figure 3.05.06-8, Example of A Sign with a Simplified Logo

- c. **Sign Structure Materials.** This standard encourages the use of native or natural materials in the construction of sign structures, resulting in improved and innovative sign design and an improved image of the business or development to which it refers. A sign area and/or height increase as established in Table 3.05.06-1 (Percentage Increases for Design Features Used) may be approved for the sign designs in which a minimum of 75 percent of the sign structure and face are constructed of native or natural materials, including rock native to the area, flagstone, river rock, hardwoods or softwoods, durable wood substitute materials, used brick, and/or unpainted or unfinished nonreflective metals. A sign area or height increase as provided in Table 3.05.06-1 (Percentage Increases for Design Features Used) does not apply if the sign structure includes a cabinet sign or electronic message sign.
- d. **Sign Structure Which Blends with the Development Site.** This standard encourages the incorporation of a sign and sign structure into a major element of a building facade or significant landscape feature, resulting in the creation of a unique image for the development or premises on which it is located. A sign area and/or height increase as established in Table 3.05.06-1 (Percentage Increases for Design Features Used) may be approved for the sign designs that integrate major architectural elements or details of the development site into the building facade for a building mounted sign, or the support structure for a freestanding sign.
- e. **Freestanding Signs of Reduced Height.** This standard encourages the reduction of overall height for freestanding signs as established in the standards for permanent freestanding signs in Section 3.05.05 (Standards for Permanent Signs), while maintaining sign and site compatibility and improving the image of the business or development. See Table 3.05.06-1 (Percentage Increases for Design Features Used) for percentage increases allowed.

Table 3.05.06-1: Percentage Increases for Design Features Used

Design Feature	Freestanding Sign		Building-Mounted Sign	
	Area Increase	Height Increase	Area Increase	Height Increase
Single-Tenant Use				
Raised Letter without raceways	15%	10%	10%	5%
Simplified Letter and/or Logo Copy	15%	10%	10% ¹	5%
Sign Structure Materials	15%		10%	5%
Sign Structure which Blends with Development Site	15%		10%	5%
Freestanding Signs of Reduced Height	15% area increase for each 1 foot in height reduction		N/A	
Multi-Tenant Use				
Raised Letter without raceways	15%	10%	10%	5%
Simplified Letter and/or Logo Copy ²	15%	20%	N/A	
Sign Structure Materials	15%	15%	10%	5%

Design Feature	Freestanding Sign		Building-Mounted Sign	
Sign Structure which Blends with Development Site	15%	15%	10%	5%
Freestanding Signs of Reduced Height			N/A	
End Notes:				
¹ Also applies to individual occupancy within a multi-tenant building, development, or shopping center.				
² Applies to multi-tenant building, development, or shopping center.				

- Cumulative Adjustments.** Where more than one feature listed in Subsection 1 is proposed, the adjustment allowed for each individual feature is cumulative. Such sign area and/or height adjustment is measured and based upon the permitted sign area and height for the applicable site as determined in Section 3.05.05 (Standards for Permanent Signs). Cumulative adjustments for sign area and sign height for freestanding and building mounted signs are provided in Table 3.05.06-2 (Cumulative Adjustments).

Table 3.05.06-2: Cumulative Adjustments

Number of Features Used	Freestanding Sign		Building-Mounted Sign	
	Area	Height	Area	Height
2	30%	20-30% ¹	20%	10%
3	40%	35-40%	30%	20%
Cumulative Maximum Sign Area Increase Allowed	45%	45%	45%	30%
End Note:				
¹ This percentage varies depending on which design features listed in Table 3.05.06-1 are utilized.				

3.05.07 Standards for Temporary Signs

- A. Purpose.** The Council finds that the proliferation of temporary signs is a distraction to the traveling public and creates aesthetic blight and litter that threatens the public's health, safety, and welfare. In addition to the purpose provisions of Section 3.05.01 (General Provisions), these regulations ensure that temporary signs do not create a distraction to the traveling public by eliminating the aesthetic blight and litter caused by temporary signs.
- B. General to All.** Temporary signs are allowed only in compliance with the provisions of this Section.
1. **Permits.** No permits are required place or display any temporary signs. However, all temporary sign types are required to be registered with the City and to display a tag with the name and address of the entity placing the sign, and the date the sign was placed or installed. There is no fee for registration of a temporary sign.
 2. **Multi-Tenant Banner Signs.** Each tenant in a multi-tenant building is entitled to a temporary banner sign in accordance with this Section.
 3. **Not Included in Permanent Sign Allowances.** Temporary signs are not counted toward the maximum total sign area established in Section 3.05.05 (Standards for Permanent Signs).
 4. **General Time, Place, and Manner Restrictions.**
 - a. **Time Restrictions.** There is no limitation on the maximum length of time that a temporary sign may be displayed, except that the maximum display time for a banner beginning from the date of issuance of the permit is two 45 day display periods separated by a minimum of 30 days.
 - b. **Location Restrictions.** Unless specifically exempted by this Section or the requirements of A.R.S. § 16-1019), temporary signs must be placed in compliance with Subsection 3.05.03.A (Location Restrictions).
 - c. **Prohibited Elements.** Any form of illumination, including flashing, blinking, or rotating lights; animation; reflective materials; and attachments including balloons, ribbons, loudspeakers, etc. are prohibited.
 - d. **Design and Construction.** Temporary signs must be of sufficient weight and durability to withstand wind gusts, storms, etc. and must be professionally crafted.

C. Additional Standards for Temporary Signs.

1. Temporary signs are allowed in compliance with provisions in Table 3.05.07-1 (Standards for Temporary Signs).


Table 3.05.07-1: Standards for Temporary Signs

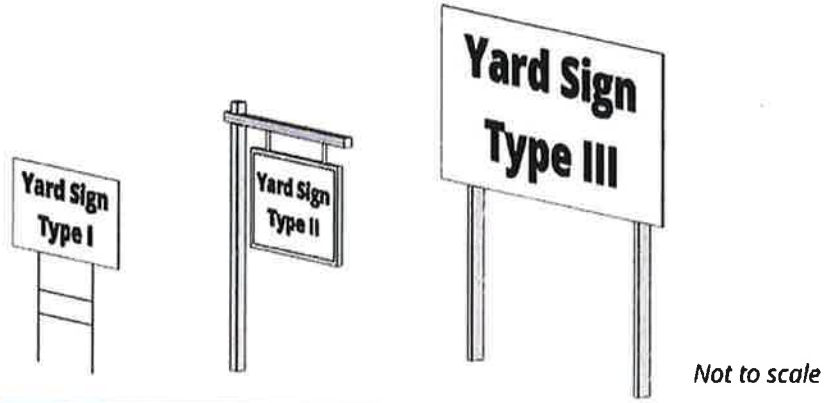
Standards	Requirements
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet	
Residential Zones	
Total Area of all Temporary Signs at Any One Time	Max. 16 sf per lot or parcel
Number of Signs	Unlimited except that the total sign area must not exceed 16 sf.
All Other Zones	
Total Area of All Temporary Signs at Any One Time	Max. 24 sf per business, with a total of max. 72 sf per lot. Excludes the area of temporary window signs and banner signs.
Number of Signs	Unlimited except that the total sign area of all temporary signs (excludes the area of temporary window signs and banner signs) must not exceed 24 sf per business. Exception: Multi-tenant shopping centers or offices—Max. 2 temporary banner signs per 150 linear feet of property frontage not to exceed 64 sf combined.

2. **Standards for Specific Temporary Sign Types.** Temporary signs must comply with the standards provided in Table 3.05.07-2 (Standards for Specific Temporary Sign Types).

Table 3.05.07-2: Standards for Specific Temporary Sign Types

Temporary Sign Type	Standards			Other Requirements
	Height (Max.)	Width (Max.)	Area (Max.)	
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet				
Temporary Sign Type ¹				
<p>A-Frame or Upright Sign</p>	4 ft	2 ft	6 sf	<p>Prohibited in SN-4, SN-8, RLCI, DE-1, DET-3, MH, and CN-20 zones. If advertising a business, only permitted during regular business hours.</p>

Temporary Sign Type	Standards			Other Requirements
"ft" = Feet; "lf" = Linear Feet; and "sf" = Square Feet				
Temporary Sign Type ¹	Height (Max.)	Width (Max.)	Area (Max.)	Other Requirements
<p>Banner Sign</p> 	—	—	32 sf	<p>Prohibited in SN-4, SN-8, RLCI, DE-1, DET-3, MH, and CN-20 zones.</p> <p>Must be mounted on a building wall or on T-posts or stakes installed ≤ 6" from a wall on which the banner would be hung.</p> <p>Max. Mounting Height: 25 feet to top of banner.</p>
<p>Window Sign</p>	—	—	See End Note ²	<p>Max. Mounting Height: Placed no higher than first story windows.</p> <p>Inside mounting required.</p> <p>Not included in the total sign area for all temporary signs.</p>
<p>Yard Sign Type I</p>	4	2 ft	3 sf	<p>Installation Requirements: Installed securely in the ground.</p>
<p>Yard Sign Type II</p>	6	2 ft	4 sf	<p>Installation Requirements: Installed securely in the ground.</p>
<p>Yard Sign Type III</p>	7	8 ft	32 sf	<p>Prohibited in DE-1, SN-4, DET-3, RLCI, and SN-8 zones.</p> <p>Installation Requirements: Installed securely in the ground.</p>

Temporary Sign Type	Standards			Other Requirements
<i>"ft"</i> = Feet; <i>"lf"</i> = Linear Feet; and <i>"sf"</i> = Square Feet				
Temporary Sign Type ¹	Height (Max.)	Width (Max.)	Area (Max.)	Other Requirements
				
<p>End Notes:</p> <p>¹ Other temporary sign types may be allowed (e.g. fuel pump topper signs, wraps around waste receptacles, or balloon bobbers) provided the max. area limitation for all temporary signs is not exceeded. The max. height of tether and string support shall be 3 feet.</p> <p>² The area of temporary and permanent window signs combined (including signs constructed of perforated vinyl or painted on the window) must not exceed 40% of the area of the window on or within which they are displayed.</p>				

- 3. Temporary model home complex/active residential subdivision signs.** Temporary model home complex/active residential subdivision signs are allowed as a condition of the subdivision approval in all residential zones and for residential developments in the mixed-use zones. These signs must comply with the standards provided in Table 3.05.07-3 (Standards for Temporary Model Home Complex/Active Residential Subdivision Signs in All Residential Zones).

Table 3.05.07-3: Standards for Temporary Model Home Complex/ Active Residential Subdivision Signs in All Residential Zones

Sign Type	Maximum Number of Signs
Banner ^{1 2}	1 per boundary street frontage of the model home complex/active residential subdivision
Yard Sign Type I ^{1 2}	1 per lot or dwelling 1 per boundary street frontage of the model home complex/active residential subdivision
Yard Sign Type II ^{1 2}	1 per lot or dwelling
Yard Sign Type III ^{1 2}	1 per boundary street frontage of the model home complex/active residential subdivision
<p>Additional Standards for Temporary Model Home Complex/ Active Residential Subdivision Signs: ¹All temporary model home complex/active residential subdivision signs must be removed upon the conversion of the model home(s) to a residential use and must be removed upon the close of escrow of the last lot in the subdivision or upon cessation of use, whichever comes first. ² Any temporary model home complex/active residential subdivision signs placed in public right-of-way requires approval of an Encroachment Permit.</p>	

- D. Sign Walkers.** To promote pedestrian and traffic safety, sign walkers are subject to the following time, place, and manner restrictions:
1. Sign walkers are only allowed in the commercial and industrial zones and commercial planned development zones;
 2. Sign walkers are permitted to stand on a sidewalk provided pedestrian movement is unimpeded in conformance with applicable provisions of the Americans with Disabilities Act (ADA).
 3. Sign walkers are prohibited from standing in the median of streets, in travel lanes landscaped areas, curb ramps at crosswalks, and unimproved rights-of-way areas. Sign walkers may not interfere with traffic or block pedestrians or bicyclists;
 4. A business is only allowed to use sign walkers for up to 10 consecutive days in any 30-day period and there must be at least a 20-day period before the commencing of another 10-day period;
 5. Sign walkers are permitted only from 8:00 am to 8:00 pm;
 6. Sign walker signs must not exceed 10 square feet in the area;
 7. Sign walker signs that include any of the following are prohibited:
 - a. Audio devices to attract attention;
 - b. Any form of illumination, including flashing, blinking, or rotating lights; and
 - c. Animation on the sign itself.
 8. Spinning, waving, throwing the sign in the air or any other similar erratic movements intended to attract attention is prohibited;
 9. No shade structure, chair, or other sitting device is permitted for a sign walker; and
 10. Sign walkers are not required to get a Sign Permit.

3.05.08 Nonconforming Signs.

Section 6.03.0X (Nonconforming Signs) provides the standards and regulations for nonconforming signs.

3.05.09 Variance

The requirements of this Section shall be enforced in compliance with the variance provisions of Chapter 6.0X (Variances).

3.05.10 Enforcement.

It shall be unlawful for any person, firm, or corporation to erect, construct, enlarge, alter, repair, display, maintain or use a sign within the City contrary to, or in violation of, any provision of this Chapter. The requirements of this Chapter shall be enforced in compliance with the enforcement provisions of Chapter 6.05 (Enforcement and Penalties).

3.05.11 Severability.

If any Section, sentence, clause, phrase, word, portion or provision of the Chapter is held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect, impair, or invalidate any other Section, sentence, clause, phrase, word, portion, or provision of this Chapter which can be given effect without the invalid provision. The invalidation of the application of any Section, sentence, clause, phrase, word, portion, or provision of this Chapter to a particular property or structure, or any particular properties or structures, by any court of competent jurisdiction shall not affect the application of such Section, sentence, clause, phrase, word, portion or provision to any other property or structure not specifically included in said invalidation.

ARTICLE 4. Regulations for Specific Uses

ARTICLE 5. Subdivision Regulations

ARTICLE 6. Permits, Procedures, and Administration

6.03 Nonconforming Provisions

6.03.01 Nonconforming Signs

- A. Purpose.** This Section establishes regulations for nonconforming signs that were lawful before the adoption or amendment of this Chapter, but which would be prohibited, regulated, or restricted differently in compliance with the current regulations. These provisions provide for the orderly termination of nonconforming signs to promote the public health, safety, and general welfare, and to bring nonconforming signs into conformity with the goals and policies of the City's adopted General Plan. In recognition of these declarations, it is the intent of this Chapter to:
1. Prevent the expansion of nonconforming signs to the maximum extent feasible;
 2. Establish criteria under which nonconforming signs may be continued or expanded; and
 3. Provide for the correction or removal of nonconforming signs in an equitable, reasonable, and timely manner.
- B. Applicability.** Nonconforming signs may be maintained, expanded upon, and/or abated only in accordance with the provisions of this Chapter. In no event will the degree of nonconformity of any sign or type of signage on any lot be increased. Illegal signs, such as signs installed without a required building permit, are not considered to be nonconforming signs.
- C. Signs Rendered Nonconforming.** Any sign which becomes nonconforming subsequent to [insert date - the effective date of this Chapter] either by reason of the annexation to the City of the territory upon which the sign is located, or the amendment of this Chapter to render a sign nonconforming, shall also be subject to the provisions of Section 6.03.0X0 (Exception to Compliance (Nonconformities)).

D. Modification and Maintenance.

1. No nonconforming sign shall be altered in any manner, reconstructed, or moved without being made to comply in all respects with the provisions of this Chapter. Nothing in this Section shall prohibit the normal upkeep or repair of any sign, nor the painting or repainting of the face of the sign, during its lawful existence.
2. Nonconforming signs are required to be maintained in good condition in compliance with Section 3.05.04 (General Requirements for All Signs). Maintenance of legal nonconforming signs shall be consistent with applicable California law. Nothing in this Chapter shall affect existing property or the right to its continued use for the purpose used at the time this Chapter takes effect, nor to make any reasonable repairs or alterations.
3. A legal nonconforming sign that has been damaged to the extent of more than 50 percent of the appraised value of the sign structure or is temporarily or permanently removed by any means, including "an act of God," shall be removed or rebuilt, repaired, or replaced only in compliance with the provisions of this Chapter if an application for a Sign Permit to re-erect the sign is made within 6-months of its destruction.

E. Signs Previously Approved. Any sign erected and installed pursuant to a permit lawfully issued by the City prior to the enactment date of this Chapter (Insert Date) shall be treated as a conforming sign. All signs determined to be conforming signs may be continued, maintained, and repaired so long as the sign is not structurally altered or expanded.

F. Removal or Replacement of a Nonconforming Sign. Removal of a nonconforming sign, or replacement of a nonconforming sign with a conforming sign, is required when:

1. A building is renovated and the cost of the renovation is 50 percent or more of the value of the building as determined by the Building Official or the building is demolished and rebuilt; or
2. The use of the sign and/or the property on which the sign is located has been abandoned, ceased operations, become vacant, or been unoccupied for a period of 90 consecutive days or more as long as the period of non-use is attributable at least in part to the property owner, tenant, or other person or entity in control of the use. For purposes of this Section, rental payments or lease payments and taxes shall not be considered as a continued use. In the event this should occur, such conditions will be considered as evidence of abandonment, requiring removal of the sign by the owner of the property, his/her agent, or person having the beneficial use of the property, building or structure upon which such sign or sign structure is erected within 30 days after written notification from the Community Development Director. If, within the 30-day period, such sign(s) is (are) not removed, enforcement action shall be pursued.

G. Incentive for Replacement of a Nonconforming Freestanding Sign.

1. As an incentive for the replacement of a nonconforming freestanding sign with a new sign that is in closer conformance with the area and height standards for freestanding signs of Subsection 3.05.05.D (Standards for Permanent Freestanding Signs), a new freestanding sign may be approved and erected that is reduced in height and area by 10 percent of the existing nonconforming sign, or the area and height standards for freestanding signs established in

Subsection 3.05.05.D (Standards for Permanent Freestanding Signs), whichever is larger. The replacement freestanding sign must be a type authorized in Subsection 3.05.05.D.

2. The new replacement sign shall be located in the same place as the former nonconforming sign, unless it would be located in a corner cut-off area or similar location where freestanding signs are prohibited (refer to Subsection 3.05.04.A), in which case it may be placed as close as possible to its original location and still satisfy the requirements of this Chapter. Any nonconforming sign modified in accordance with the provisions of this Section will still be considered a nonconforming sign until full compliance with the area and height standards of Section 3.05.05 (Standards for Permanent Signs) has been achieved.

H. Abatement. Abatement of non-conforming signs shall be accomplished in the following manner:

1. Signs painted on buildings, walls and fences shall be painted over in such a manner that the sign is no longer visible. The new painting shall be applied so that the sign area blends with and is compatible with, the color scheme of the building.
2. All other signs not otherwise specified by this Section shall be removed or altered to cause it to conform with the provisions of this Title.

I. Maintenance.

1. Nonconforming signs are required to be maintained in good condition in compliance with the sign maintenance provisions of Section 3.05.04 (General Requirements for All Signs). Maintenance of legal nonconforming signs shall be consistent with applicable California law. Nothing in this Chapter affects an existing sign or the right to its continued use for the purpose used at the time this Chapter takes effect, nor the right to make any reasonable repairs or alterations within the existing sign envelope.
2. A legal nonconforming sign that has been damaged to the extent of more than 50 percent of the appraised value of the sign structure or is temporarily or permanently removed by any means, including "an act of God," shall be removed or rebuilt, repaired, or replaced only in compliance with the provisions of this Chapter.

J. Amortization of Nonconforming Signs and Inventory.

1. All nonconforming signs, except as described in paragraphs 2. and 3. below, shall have a useful and legal life of 15 years from the Effective Date.
2. All nonconforming freeway-oriented signs shall have a useful and legal life of 25 years from the Effective Date.
3. All nonconforming billboards located within the City limits and not within Interstate 10 corridor shall have a useful and legal life of 7 years from the Effective Date.
4. After the time frames described in paragraphs 1. through 3. above, nonconforming freeway-oriented signs and billboards may be removed in compliance with the requirements of the California Business and Professions Code. As often as may be desirable, but no less frequently than required by State law, the Director shall authorize an identification and inventory of all illegal and abandoned signs within the City in compliance with the requirements of State law.

6.04 Permits and Approval

6.04.01 Sign Permits and Procedures

A. Purpose.

1. Review Authority.

- a. It is the duty of the Department to enforce all permitting and entitlement provisions of this Chapter. The Director has the authority under this chapter to designate a representative of the Department to implement the provisions herein.
- b. All department officials and public employees of the City vested with the duty or authority to issue permits shall conform to the provisions of this chapter and shall issue no permit, certificate, or license for uses in conflict with the provisions of this chapter. It shall be the duty of the Director, and the Fire Department to enforce the provisions of this Chapter.

2. Applications and Fees.

- a. Application for a Sign Permit shall be made upon a form provided by the City and shall contain such information as may be required to assure compliance with this chapter of the code. If the applicant does not agree with the decision made, an appeal process is available under Special Review to the Planning Commission.
- b. The application fee for Sign Permits shall be fixed from time to time by City resolution. The fee shall be doubled when the installation of a sign is commenced before obtaining a Sign Permit.

3. Identification. Every sign erected, altered, or relocated must include the following information where it is readily visible; the date of erection or installation, the date of alteration, the Sign Permit number, and the voltage of any internal electrical components as well as the Underwriter's Laboratory approval stamp in a conspicuous place.

B. Sign Permits - Permanent Signs

1. Purpose. This section establishes the permitting requirements for permanent sign structures as described in Chapter 3.05 (Signs) to ensure compliance with the applicable provisions of this Code.

2. Sign Permit Requirement.

- a. Where a Sign Permit is required by Section 6.04.OX (Sign Permits), except as provided in Subsection 6.04.OX.A.2 (Applications and Fees), it shall be unlawful for any person to erect, place, display, alter, repair, or relocate a permanent sign structure without first obtaining approval for a Permanent Sign Permit from the Director.
- b. A sign permit is not required for the following;
 - i. Changes to the face or copy of changeable signs;
 - ii. Changes to the face or copy of an existing single-tenant or multi-tenant freestanding or building mounted sign from one business to another with no structural or lighting modifications to the sign; and
 - iii. The normal repair and maintenance of conforming or legal nonconforming signs, except as provided in Section 3.05.04.E (Sign Maintenance).

3. Review and Approval.

- a. **Review and Determination.** The Director shall review the Sign Permit application and supporting documentation for compliance with the standards of Chapter 3.05 (Signs). The Director shall determine whether the Sign Permit may be issued or if additional information is required from the applicant to complete the permit application in compliance with the Review Schedule on file with the Department. If the Sign Permit application is denied, the reason shall be stated in writing.
- b. **Method of Review.** After receipt of a sign application, the Director shall render a decision to approve, approve with modifications, or deny the sign request within seven working days. Such review will ensure that any sign proposal is in conformance with this chapter and is consistent with the City's objectives or as stated in a design agreement. The Director may grant slight deviations from the designated sign area or location or distance between signs, not to exceed 10 percent, when he or she determines no other reasonable method of signing is functional.
- c. **Substitution.** Any time after a Sign Permit is issued, a new owner, tenant, or lessee of record may be substituted for the original applicant if a record of the new interest is made with the City and the new interest assumes all obligations they would have had consistent with the original permit.
- d. **Expiration.** A Sign Permit shall expire and become null and void if the work authorized in compliance with the permit is not commenced within 180 days from the date of issuance of such permit, or if work is suspended or abandoned for a period 90 days or more at any time after the work has commenced. If a Sign Permit has not been obtained within 180 days after the approval of permit plans and issuance of the permit, the Director shall consider the application withdrawn.
- e. **Inspections.**
 - i. All signs for which a Sign Permit is required are subject to inspection to establish compliance with the provisions of Chapter 150 (Signs), as well as the following additional inspections, unless waived in writing by the Building Official:
 - ii. Footing inspections on all freestanding signs, including the addition of additional sign area to existing signs;
 - iii. Electrical inspections for all sign structure(s) prior to placement; and,
 - iv. Final inspection to establish compliance with provisions of this Code and other applicable City codes.
- f. **Violations.**
 - i. Any work commenced without a Sign Permit, or any work beyond the authorized scope of a Sign Permit constitutes a violation of this Chapter and is grounds for the Director to issue a correction notice and/or to stop all work on the sign until appropriate permits are obtained.
 - ii. Permits issued for work commenced without a Sign Permit, or any work beyond the authorized scope of a Sign Permit shall be assessed double the required permit fees for the sign(s) otherwise as established in Appendix X (Planning Fee Schedule). Payment of a double permit fee shall not exempt any person from compliance with all other provisions of Chapter 150 (Signs), nor from any penalty prescribed by law.

C. Signs Permits – Temporary Banner Signs

1. **Purpose.** This Section establishes the permitting requirements for temporary banner signs to ensure compliance with the applicable provisions of this Code.
2. **Temporary Banner Sign Permit Requirement.** It is unlawful for any person to erect, place, display, alter, or relocate a temporary banner sign without first obtaining approval for a Temporary Banner Sign Permit from the Director.
3. **Duration of Temporary Banner Sign Permit.** The duration of a Temporary Banner Sign Permit is established in Section 3.05.07.B.4 .
4. **Review and Approval.**
 - a. **Review.** The Director shall review the Temporary Banner Sign Permit application and supporting documentation for compliance with the standards of Section 6.04.0X (Temporary Use Permits).
 - b. **Determination.** The Director shall determine whether the Temporary Banner Sign Permit may be issued or if additional information is required from the applicant to complete the permit application in compliance with the Review Schedule on file with the Department. If the Temporary Banner Sign Permit application is denied, the reason shall be stated in writing.
 - c. **Authorization.** Issuance of a Temporary Banner Sign Permit authorizes the holder to install a temporary sign(s) in compliance with the terms of the permit. At any time after a Temporary Banner Sign Permit is issued, a new owner, tenant, or lessee of record may be substituted for the original applicant if a record of the new interest is made with the City and the new interest assumes all obligations he or she would have had in compliance with the original permit. The change of interest shall not imply that any fees paid for the permit will be returned to either the interest which has been replaced or the substitute.
5. **Inspections.** All temporary banner signs for which a Temporary Banner Sign Permit is required are subject to inspection to establish compliance with the provisions of Chapter 3.05.07 (Standards for Temporary Signs) and any other applicable City codes.
6. **Violations.** Any temporary banner sign installed or displayed without a Temporary Banner Sign Permit is in violation of this Section and is grounds for the Director to issue a correction notice and/or to cause removal of the temporary banner sign until appropriate permits are obtained.

D. Sign Permits – Master Sign Plans

1. **Purpose.** The purpose of this Section is to provide a process to respond to special signage needs for proposed or existing multi-family residential and nonresidential uses, as well as to provide sign design incentives that promote superior sign design, materials, and methods of installation. Master Sign Plan provides mixed-use, non-residential, and multi-family residential uses with flexibility to develop innovative, creative, and effective signage and to improve the aesthetics of the City. This plan also provides an alternative to minimum standard signage subject to sign design performance standards.
2. **Applicability.** Master Sign Plan apply to proposed or existing mixed-use, non-residential, and multi-family residential uses as follows:

- a. **Master Sign Plan is required for:**
 - i. All proposed multi-tenant, or multi-story non-residential developments including mixed-use developments, and multi-family residential uses; and
 - ii. Existing mixed-use and non-residential multi-tenant uses, when:
 - 1) A building addition and/or an increase of use is proposed in terms of gross floor area, seating capacity, or other units of measurement indicating an intensification of use of 25 percent or more; or
 - 2) An exterior structural remodeling of the building facade is proposed which affects signage.
 - b. A Master Sign Plan may voluntarily be developed and maintained by the owner, applicant, or representative of any new or existing mixed-use, non-residential, and multi-family residential use, when the owner, applicant or representative seeks allowed adjustments under Section 3.05.06 (Sign Design Standards). Any adjustments authorized under a Master Sign Plan using the Sign Design Performance Standards apply to all building mounted signs and freestanding signs within the boundaries of the subject site.
- 3. Review.**
- a. Applications for a Master Sign Plan, including a Master Sign Plan that utilizes the sign design performance standards provided in Section 3.05.06 (Sign Design Standards), shall be reviewed by the Director.
 - b. At a minimum, all Master Sign Plans shall include the type, number, size, location/placement, and general design parameters of all permanent building mounted and freestanding signs. Modifications to any uniform sign program shall be made in the same manner as the original approval. All Master Sign Plan submittals shall be reviewed for compliance with the requirements of this Section, and the Director shall either approve, conditionally approve, or deny the proposed Master Sign Plan. Following approval by the Director, a copy of the approved Master Sign Plan will be made available to the applicant. Individual signs for multi-tenant developments included within the approved Master Sign Plan are subject to the issuance of separate Sign Permits in compliance with this Chapter.
 - c. The Planning Commission shall review all Master Sign Plans that request an increase in allowable sign height and area beyond the limits established in Section 3.05.06 (Sign Design Standards) for freestanding and building mounted signs for multi-tenant buildings and shopping centers.
- 4. Supplemental Provisions.**
- a. Modifications to an approved Master Sign Plan shall be reviewed by the Director.
 - b. No sign identified in this Section may be placed upon real property without the consent of the real property owner(s), who shall either sign and submit the application for a Master Sign Plan or designate in writing an authorized representative.
 - c. A Master Sign Plan may be implemented in phases.
- 5. Submittal Requirements.** A complete application for Master Sign Plan review and approval is required following, or in conjunction with, the approval of the required site plan for the development, and prior to issuance of a building permit. An application for Master Sign Plan review shall be submitted on a form prescribed by the City in compliance with Section 6.02.01

(Application Process). The application shall be signed by the property owner(s), and/or their authorized agent(s), if appropriate.

6. **Individual Signs Authorized by an Approved Master Sign Plan.** Sign Permits, which must be obtained in compliance with Subsection 6.04.OX.B (Sign Permits - Permanent Signs), are required for individual signs authorized by an approved Master Sign Plan, provided:
 - a. The signs comply with all applicable conditions of the approved Master Sign Plan;
 - b. Sign Permit applications are submitted within a time period specified as part of the conditions of the content or review of the Master Sign Plan, where applicable; and
 - c. Sign Permit applications are submitted prior to any subsequent amendment to this Chapter which is more restrictive than provisions existing when the Master Sign Plan was approved.

6.05 Enforcement

6.05.01 Enforcement

- A. **Authority.** It shall be unlawful for any person, firm, or corporation to erect, construct, enlarge, alter, repair, display, maintain, or use a sign within the City contrary to, or in violation of, any provision of this Chapter.
- B. **Abatement.** Any sign located on any public right of way or public property or on any utility pole or streetlight in violation of this Chapter or located on private property without the permission of the property owner, may be removed by the Director. The signs will be held for 10 days by the City prior to destruction. If the name and address of the person responsible for the sign can be reasonably ascertained, the City shall provide at least seven days written notice by first class mail to the sign owner stating the location of the signs, the fact they will be destroyed, and the cost for recovering the signs.
 1. **Agency Relationship.** Persons posting signs within the City are responsible for knowing the City's sign regulations. Any person posting signs is deemed the agent of any other person or directed the manufacture or posting of the signs. These persons shall be individually and severally liable to the City for the costs of abatement of any illegal signs, as well as criminally liable for violations of this Chapter.
 2. **Costs.** The fees to be charged for the removal and storage of non-conforming signs shall be established by resolution of the City Council in the City's fee schedule and shall not exceed the City's estimated reasonable cost for the removal and storage of the signs. The Director shall review such fees as appropriate and recommend any necessary adjustments to the City Council.

ARTICLE 7. Measurements and Definitions

7.02 Definitions

7.02.01 Sign Definitions.

A. Definitions "A"

1. **Approved Bottom-Mounted Outdoor Advertising Fixture:** A system of lighting which is installed at or on the lower portion of a billboard.

B. Definitions "B"

1. **Balloon:** A colored bag made of flexible material, inflated with air or other gas, and sealed, often to make it rise in the air.
2. **Balloon Bobber:** A reusable pre-formed balloon with regular air made of a durable PVC vinyl that does not need to be inflated, and typically attached to a short pole.
3. **Building Element:** The maximum lineal dimension of an exterior wall, excluding canopies and projections, measured on a straight line parallel to the site's street frontage.

C. Definitions "C"

1. **Channel Letters:** Three dimensional, individually manufactured letters or figures with an open back which may contain a light source to provide light onto the sign background against which the channel letters are silhouetted.
2. **Commercial Message:** A message conveyed by any sign that is solely intended to interest, entice, or solicit any person to participate in commercial transactions with a business, including offers of goods, cash, discounts on products or services, or other items, including the offering of free goods or services made in exchange for or with the intent to induce the recipient's willingness to receive information relating to a possible commercial transaction.

D. Definitions "D"

1. **Direct Illumination:** Illumination resulting from light emitted directly from a light bulb or light fixture, not light diffused through translucent signs or reflected from other surfaces such as the ground or building face.

E. Definitions "E"

1. **Electronic Message Display Technology:** A sign or portion of a sign that utilizes computer-generated messages or some other electronic means of changing its characters, letters, numbers, illustrations, display, color, and/or light intensity, including animated graphics and video, by electronic or automatic means. A sign utilizing Electronic Message Display Technology is not a Single- or Two-Color LED Sign.

F. Definitions “F”

1. **Flag:** A fabric sheet of square, rectangular, or triangular shape that is typically mounted on a pole.

G. Definitions “G”

H. Definitions “H”

1. **Halo Illumination:** A form of sign illumination in which neon tubing, LED, or similar lights are mounted within the letter to illuminate the mounting surface causing a halo of light around the letter.
2. **Historical Plaque:** A sign that memorializes a person, event, building, former use of a place, or something else of historical significance.

I. Definitions “I”

J. Definitions “J”

K. Definitions “K”

L. Definitions “L”

1. **Landscape Area:** For purposes of sign regulation, an area surrounding the base of a freestanding sign, and containing living plant materials with or without a fixed border.
2. **Laser Light Display:** A display that emits light through the use of a laser beam(s).
3. **LED (Light Emitting Diode):** A semiconductor diode that emits light when a voltage is applied to it.
4. **Logo:** See Sign, Logo.

M. Definitions “M”

N. Definitions “N”

1. **Neon:** A type of illumination emanating from a luminous glass tube filled with a gas or gas mixture (including neon, argon, mercury, or other gasses), usually of small diameter (10-15 millimeters), caused to emit light by the passage of an electric current, and commonly bent into various forms for use as decoration or signs. A "neon" tube. Does not include common fluorescent tubes.

O. Definitions “O”

P. Definitions “P”

1. **Pan Channel Letter:** A specific type of sign letter consisting of a metal pan enclosure fabricated in the shape of a letter. The metal pan enclosure is used to house the lighting and electrical components of the letter and can be mounted directly to wall of a building. The sign face is usually made of colored plastic attached to the metal pan to seal it off from pests and harsh weather.
2. **Plate Line:** The uppermost horizontal line of a building wall upon which the roof above rests.

3. **Professionally Crafted or Painted Sign:** A temporary or permanent sign that is made to a high standard by a competent individual(s) skilled in sign design, fabrication, and installation.

Q. Definitions “Q”

R. Definitions “R”

1. **Raceway:** An enclosed conduit for electrical wiring.

S. Definitions “S”

1. **Sign:** A structure, device, figure, display, message placard or other contrivance, or any part thereof, situated outdoors or indoors, which is designed, constructed, intended or used to advertise, provide information in the nature of advertising, provide historical, cultural, archaeological, ideological, political, religious, or social information, or direct or attract attention to an object, person, institution, business, product, service, message, event or location by any means, including words, letters, figures, designs, symbols, fixtures, colors, or illumination.
2. **Sign Face:** The exterior surface of a sign, exclusive of structural supports, on which is placed the sign copy.
3. **Sign, Abandoned:** sign that identifies a business, lessor, owner, product, service, or activity that is no longer on the premises where the sign is displayed.
4. **Sign, A-Frame:** A pedestrian oriented sign that is not permanently affixed to a structure or the ground to advertise special goods, services, or products offered on the site (also known as a Sandwich Board Sign or an Upright Sign).
5. **Sign, Awning:** Any sign that is part of or attached to an awning, canopy, or other fabric, plastic or structural protective cover located over a door, entrance, window, storefront, or outdoor service area.
6. **Sign, Bandit:** Any sign that is placed on public or private property without the consent of the property owner or as authorized in Chapter 3.05 (Sign Regulations).
7. **Sign, Banner:** A temporary sign constructed of cloth, bunting, plastic, paper, or similar material and securely attached to a wall or support structure. Flags are not considered temporary banners.
8. **Sign, Billboard:** A permanent structure for the display of a commercial or non-commercial message.
9. **Sign, Blade:** A permanent sign that is perpendicular to the face of a building and projects outward from the building face.
10. **Sign, Building Identification:** A sign consisting of letters or numbers applied to a building wall, engraved into the building material or consisting of a sculptural relief which contains the name of the building or describes its function, but which does not advertise any individual tenant of the building or any products or services offered.
11. **Sign, Building Mounted:** A permanent sign attached connected, painted, or erected on the wall, parapet, or fascia of a building or structure.

12. **Sign, Cabinet:** A permanent building-mounted or freestanding sign with its text and/or logo symbols and artwork on a translucent face panel that is mounted within a metal frame or cabinet either that contains the lighting fixtures which illuminate the sign face from behind.
13. **Sign, Canopy:** A sign that is printed, painted, or affixed to a canopy, typically used to accent building entries.
14. **Sign, Changeable Copy:** A sign that is designed so that characters, letters, numbers, or illustrations can be manually or mechanically changed or rearranged without altering the face or surface of the sign.
15. **Sign, Copy:** Any graphic, word, numeral, symbol, insignia, text, sample, model, device, or combination thereof that is primarily intended to advertise, identify, or notify.
16. **Sign, Directional:** A sign erected to inform the viewer of the approximate route, direction, or location of a facility or tenant.
17. **Sign, Directory:** A sign on a multi-tenant site providing information including a list of tenants and occupants, addresses, and suite numbers or a map of the building or complex. These signs are typically internal to a center, oriented to pedestrians, or motorists circulating in a parking lot rather than vehicles travelling on an arterial street.
18. **Sign, Electronic Message Display:** A sign or portion of a sign that utilizes computer-generated messages or some other electronic means of changing its characters, letters, numbers, illustrations, display, color, and/or light intensity, including animated graphics and video, by electronic or automatic means. An Electronic Message Sign is not a Single- or Two-Color LED Sign.
19. **Sign, Externally Illuminated:** Any sign, the facing of which reflects light from an external light intentionally directed upon it.
20. **Sign, Feather Banner:** A sign that is taller than it is wide and made of a flexible material (typically cloth, nylon, or vinyl) and mounted to a pole.
21. **Sign, Freestanding:** A sign that is erected or mounted on its own self-supporting permanent structure or base detached from any supporting elements of a building.
22. **Sign, Freestanding Projecting:** A freestanding sign type featuring a double or single sided sign face, projecting outward at a perpendicular angle from a sign pole or post.
23. **Sign, Freeway Oriented:** Signs in the freeway corridor, a zone measuring 1,320 feet from the center line of the freeway. The width of the storm channel shall not be included in determining this distance.
24. **Sign, Front Yard:** A freestanding sign type featuring a double or single sided sign face, projecting outward at a perpendicular angle from a sign pole or post.
25. **Sign, Fuel Pump Topper:** A sign affixed to the top of an operable fuel dispensing pump used to advertise goods offered for sale on the same parcel on which the fuel pump is located.
26. **Sign, Incidental:** A sign which provides incidental information, including security, credit card acceptance, business hours, open/closed, directions to services and facilities, or menus.
27. **Sign, Individual Letter:** A cut-out or etched letter or logo which is individually mounted on a building wall, or freestanding sign.

28. **Sign, Internally Illuminated:** Any sign in which the source of light is entirely enclosed within the sign and not directly visible.
29. **Sign, Landmark:** A historically designated sign determined by the City to have attained a high degree of community, cultural, aesthetic, or historic designation and significance.
30. **Sign LED:** A sign consisting of light emitting diodes (electronic components that let electricity pass in only one direction) that emit visible light when electricity is applied.
31. **Sign, Logo:** A stylized group of letters, words, numbers, or symbols used to represent and distinguish a business or product.
32. **Sign, Marquee:** A permanent sign structure placed over the entrance to a building and typically used for a theater or other entertainment use.
33. **Sign, Monument:** A freestanding sign, with a solid base that is equal to or larger than the width of the sign face.
34. **Sign, Non-Conforming:** Any sign legally established prior to the Effective Date which does not fully comply with the standards imposed by the individual sections of this Code.
35. **Sign, Off-premises:** Any sign that directs attention to a business, commodity, service, entertainment, product, structure, use or property different from a structure or use existing on the property where the sign is located, and/or any sign on which space is rented, donated, or sold by the owner of said sign or property for the purpose of conveying a message.
36. **Sign, Painted Wall:** A sign painted directly onto the exterior wall of a building and having no sign structure.
37. **Sign, Pennant:** A temporary sign made of flexible materials usually longer than it is wide, often triangular in shape, and frequently displayed with other pennants on a string.
38. **Sign, Permanent:** A sign constructed of durable materials and intended to exist for the duration of time that the use or occupant is located on the premises.
39. **Sign, Post:** A permanent sign mounted on either a single post or two or more posts.
40. **Sign, Prohibited:** Any sign not in accordance with or authorized in Chapter 3.05 (Sign Regulations).
41. **Sign, Projecting:** A sign that is perpendicular to the face of a building and projects outward from the building face.
42. **Sign, Raised Letter:** A sign containing copy, logo, and/or decorative embellishments in relief on the face.
43. **Sign, Roof-Mounted:** Any sign erected, painted, or attached on or over the roof of a building.
44. **Sign, Service Island Canopy:** A sign mounted on or under a service island canopy, including on a fascia.
45. **Sign, Single-Color or Two-Color LED:** A permanent or temporary sign or portion of a sign composed of single-color or two-color LEDs that displays static or changeable sign messages using characters, letters, and numbers only. Examples of these signs include, but are not limited to, "open" or "closed" signs", "time and temperature" signs or signs indicating the number of available spaces in a parking facility.

- 46. **Sign, Spinner:** A lightweight, durable, and colorful device designed to be affected by the movement of air so that it spins or rotates in a manner to capture attention.
- 47. **Sign Structure:** The supports, uprights, bracing, and/or framework of a sign.
- 48. **Sign, Temporary:** A sign constructed of paper, cloth, vinyl, fabric, or similar material, which is intended for a definite and limited period of display and which is not permanently affixed to a structure, sign area, or window.
- 49. **Sign, Vehicle:** Any sign on or affixed to a truck, van, automobile, trailer, or other vehicle.
- 50. **Sign, Wall:** A sign affixed to or erected against the wall or fascia of a building or structure, with the exposed face of the sign parallel to the plane of wall or fascia to which it is affixed or erected.
- 51. **Sign, Walker:** A person who wears, holds, or balances a sign.
- 52. **Sign, Window:** A sign posted, painted, placed, or affixed in, on, or within a window, or otherwise exposed to public view through a window.
- 53. **Sign, Yard, Type I:** A small temporary sign typically constructed of corrugated plastic and supported on an H-shaped wire frame used for example, for advertising by local businesses or by election campaigns. (Syn: Lawn Sign).
- 54. **Sign, Yard, Type II:** A sign mounted on a single post installed securely in the ground with a small sign hanging from a cross-bar mounted parallel to the ground.
- 55. **Sign, Yard, Type III:** A large typically wooden sign mounted on two posts installed securely in the ground.
- 56. **Static Display:** shall mean a sign face that does not change within a twenty-four hour period.

T. Definitions “T”

U. Definitions “U”

V. Definitions “V”

- 1. **Valance:** The vertical front face of an awning, parallel to the face of the building to which it is mounted.

W. Definitions “W”

X. Definitions “X”

Y. Definitions “Y”

Z. Definitions “Z”

UNIFIED DEVELOPMENT CODE

MUNICIPAL CODE CHAPTER 159

CITY OF INDIO

Public Review Draft

March 2022



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ARTICLE 4. Regulations for Specific Uses

4.01 Purpose + Authority

4.01.01 General Provisions

- A.** This Article provides site planning, development, and operating standards for certain land uses when allowed in accordance with Article 2 (Zone Regulations) and for activities that require special standards to ensure their compatibility with site features, existing uses, and surrounding uses. The standards in this Article supplement the development standards established in Article 2 (Zone Regulations). For land uses not discussed in the following Chapters, refer to Article 7 (Definitions).
- B.** The intent is to ensure that such developments do not have negative impacts on traffic, safety, air quality, and visual character of the area in which they are located.
- C.** Parking for all land uses shall be provided in accordance with Chapter 3.02 (Parking and Loading).
- D.** Signage for all land uses shall be provided in accordance with Chapter 3.05 (Sign Regulations).
- E.** Exterior lighting for all land uses shall be provided in accordance with Section 3.X (Exterior Lighting).
- F.** Fences, walls, and screening for all land uses shall be provided in accordance with Section 3.01.09 (Fences, Walls, and Screening).
- G.** As applicable, the provisions of Chapter 152 (Dust Control) shall apply.
- H.** Any decision of the Director may be appealed to the Planning Commission as prescribed in Chapter XX (Appeals).
- I.** All distances shall be measured in a straight line, without regard to intervening structures or objects, from the nearest exterior wall of the unit or structure containing or proposed to contain the specific use listed in this Article to the nearest property line or zone enumerated in Article 2 (Zone Regulations). The distance between any two specific uses shall be measured in a straight line, without regard to intervening structures or objects, from the nearest exterior wall of the unit or structure in which each use is located or to be located.

4.02 Adult-Oriented Businesses

4.02.01 Purpose and Applicability

- A.** The purpose of this Chapter is to establish standards to enhance the compatibility of adult-oriented businesses with other uses in the same zone and to minimize impact of these uses to abutting residential properties. Adult-oriented businesses provide products and services of a mature nature capable of causing serious negative secondary effects on the community, including depreciation of property values; increase in vacancies in residential and commercial areas in the vicinity of adult-oriented businesses; interference with residential property owner's enjoyment of

their properties when the properties are located in the vicinity of adult-oriented businesses; and blight conditions such as inadequate maintenance of commercial premises and parking lots, which thereby have deleterious effects upon adjacent areas.

- B.** The intent of these zoning provisions is to provide special design standards and regulatory guidelines which will direct the time, place, and manner of the operation of adult-oriented businesses in order to minimize the associated negative secondary effects.

4.02.02 Location Standards

All new adult-oriented business shall be located consistent with the following standards:

- A.** Located a minimum of 500 feet from another adult-oriented business
- B.** Located a minimum of 1,000 feet from all of the following uses:
 1. Any religious institutions;
 2. Schools;
 3. Park and recreation facilities;
 4. Community centers;
 5. Libraries; and
 6. Youth organizations; and
 7. Child Day Care in a Home (Small or Large), or Day Care Center.
- C.** Located a minimum of 250 feet from all of the following uses:
 1. Any business involving an on-premises sale of liquor or alcoholic beverages; and
 2. Any zone other than the IL and IH zones.
- D.** An adult-oriented business shall not be operated within any building or structure containing another adult-oriented business or use as defined by this Section.

4.02.03 Standards

- A.** Adult-oriented business shall comply with all permitting or licensing requirements and otherwise applicable standards in Chapter 120 (Sexually Oriented Businesses).
- B.** To maintain the City's standard for safe business conduct, adult-oriented businesses must remain in compliance with the following:
 1. Maximum occupancy load, fire exits, aisles and fire equipment shall be regulated, designed, and provided in compliance with the Fire Department and building regulations and standards adopted by the City.
 2. No adult-oriented business shall be operated in any manner that allows the observation of any material or activities depicting, describing, or relating to "specified sexual activities" or "specified anatomical areas" from any public way or from a location outside the building or areas of such establishment. This provision shall apply to any display, decoration, sign, show window, or other opening. No exterior door or window on the premises shall be propped or kept open at any time while the business is open, and any exterior windows shall be covered with opaque covering at all times.

3. Lighting shall be required which is designated to illuminate all off-street parking areas serving such use for the purpose of increasing the personal safety of patrons and reducing the incidents of vandalism and theft. Said lighting shall be consistent with Chapter X.XX (Lighting).
4. No loudspeakers or sound equipment shall be used by an adult-oriented business for the amplification of sounds to a level discernible by the public beyond the walls of the building in which such use is conducted or which violates any existing noise restrictions or standards adopted by the City. The premises within which the adult-oriented business is located shall provide sufficient sound-absorbing insulation so that noise generated inside said premises shall not be audible anywhere on any adjacent property or public right-of-way or within any other building or other separate unit within the same building.
5. The building entrance to an adult-oriented business shall be clearly and legibly posted with a notice indicating that persons under 18 years of age are precluded from entering the premises. Said notice shall be constructed and posted to the satisfaction of the Director. No person under the age of 18 years shall be permitted within the premises at any time.
6. The adult-oriented business shall not be located, in whole or in part, within any portable structure.
7. The adult-oriented business shall not conduct or sponsor any special events, promotions, festivals, concerts, or similar activities which would increase the demand for parking spaces beyond the number of spaces for the business, as required by the Code.
8. The adult-oriented business shall not conduct any massage, acupuncture, tattooing, acupressure, or escort services and shall not allow such activities on the premises.
9. Landscaping shall conform to the standards established for the zone, except that, if the adult-oriented business is the sole use on a lot, no planting shall exceed 30 inches in height, except trees with foliage not less than six feet above the ground.
10. All indoor areas of the adult-oriented business within which patrons are permitted, except restrooms, shall be open to view by the management at all times.
11. Specified sexual activities are prohibited in restrooms of any adult-oriented business.
12. All areas of the adult-oriented business accessible to patrons shall be illuminated to a minimum level of 20 foot-candles, minimally maintained and evenly distributed at ground level except as otherwise required by law for adult motion picture theaters and as provided in Subsection 4.02.03.A.14 with regard to adult arcades.
13. Adult-oriented businesses are prohibited to operate between the hours of 1:00 a.m. and 9:00 a.m., daily.
14. Adult-oriented business shall not sell or offer for sale any device, instrument or paraphernalia designed or marketed primarily for sexual stimulation or for sadomasochistic use or abuse of themselves or others. Such devices, instruments or paraphernalia include but are not limited to; phallic shaped vibrators, dildos, muzzles, whips, chains, bather restraints, racks, non-medical enema kits, body piercing implements (excluding earrings or other decorative jewelry) or other tools of sadomasochistic abuse.
15. Public nudity is prohibited at adult-oriented businesses, whether or not alcoholic beverages are sold, served or consumed on the premises. Any adult-oriented business found to have violated this Section shall have its permit suspended or revoked pursuant to Chapter 120.09 (Suspension of Permit) and 120.10 (Revocation of Permit). It is hereby further

declared that California Penal Code Section 314, relating to lewd public nudity specifically applies to sexually oriented businesses (regardless of whether or not a permit has been issued to said businesses under this Chapter), including said businesses even if no alcoholic beverages are sold, served or consumed at the premises of said businesses, pursuant to Cal. Penal Code Subsection 318.5 and 318.6. Prosecution for violations shall be maintained under the Penal Code by the appropriate enforcement officials.

16. The Conditional Use Permit shall be conspicuously posted and visible to patrons inside the adult-oriented business.
17. The following additional requirements shall pertain to adult arcades which provide one or more viewing area(s):
 - a. One or more manager's stations (not to exceed 32 square feet of floor area with no dimension greater than eight feet) shall be provided.
 - b. It shall be the duty of the owner(s) to ensure that at least one employee is on duty and situated at each manager's station at all times that any patron is present inside the adult arcade.
 - c. The interior of the adult arcade shall be configured in such a manner that there is an unobstructed view from a manager's station of every area of the adult arcade to which any patron is permitted access, excluding restrooms. If the adult arcade has two or more manager's stations designated, then the interior of the adult arcade shall be configured in such a manner that there is an unobstructed view of each area of the adult arcade to which any patron is permitted access, excluding restrooms, from at least one of the manager's stations. The view required in this subsection must be by direct line of sight from the manager's station.
 - d. It shall be the duty of the owner(s) and also the duty of all employees present in the adult arcade to ensure that the individual viewing areas remains unobstructed by any doors, walls, persons, merchandise, display racks or other materials at all times and to ensure that no patron is permitted access to any area of the adult arcade which has been designated as an area in which patrons will not be permitted in the application filed pursuant to this Section.
 - e. No individual viewing area may be occupied by more than one person at a time. Individual viewing areas of the adult arcade shall be operated and maintained without any hole or other opening or means of direct communication or visual or physical access between the interior space of two or more individual viewing areas.
 - f. No individual viewing area shall contain booths, stalls, or partitioned portions of such individual viewing area used for viewing of adult material or other forms of entertainment, having doors, curtains or portal partitions, unless such individual viewing areas containing booths, stalls or partitioned portions have at least one side open to the manager's station and is visible to such manager's station. Any booth, stall, or partitioned portion of an individual viewing area authorized under this subparagraph shall be constructed so as to allow 12 inches of open space between the bottom of the stall or partition and the floor. Such open space shall remain unobstructed at all times.
 - g. The adult arcade shall be equipped with overhead lighting fixtures of sufficient intensity to illuminate every place to which patrons are permitted access, but such lighting shall not be of an intensity as to prevent the viewing of the adult material.

4.02.04 Definitions for Adult-Oriented Businesses

- A. Adult-Oriented Business.** An establishment of concern that, as a regular and substantial course of conduct, offers, sells or distributes adult-oriented merchandise, or that offers to its patrons materials, products, merchandise, services, entertainment or performances that have sexual arousal, sexual gratification, and/or sexual stimulation as their dominant theme, or are characterized by an emphasis on specified sexual activities or specified anatomical areas and are not customarily open to the general public because they exclude minors by virtue of their age. This classification does not include any establishment offering professional services conducted, operated, or supervised by medical practitioners, physical therapists, nurses, chiropractors, psychologist, social workers, marriage and family counselors, osteopaths, and persons holding licenses or certificates under applicable State law or accreditation from recognized programs when performing functions pursuant to the respective license or certificate. Adult-oriented businesses include adult arcades, adult bookstores, adult novelty shops, adult video stores, adult cabarets, adult motels, adult motion picture theaters, adult theaters, sexual encounter establishment, escort agencies, and nude model studios, among others, as further defined in Chapter 120 (Sexually Oriented Businesses) of the Indio Municipal Code.
- B. Adult Motion Picture Theater.** A business establishment where, for any form of consideration, films, computer generated images, motion pictures, video cassettes, slides or similar photographic reproductions are shown, and in which a substantial portion of the total presentation time is devoted to the showing of material which is characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas.
- C. Adult-Oriented Business, Owner, Permit Holder, or Permittee.** Any of the following: (1) the sole proprietor of an adult-oriented business; or (2) any general partner of a partnership which owns and operates an adult-oriented business; or (3) the owner of a controlling interest in a corporation which owns and operates an adult-oriented business; or (4) the person designated by the officers of a corporation to be the permit holder for an adult-oriented business owned and operated by the corporation.
- D. Specified Sexual Activities.** Any of the following:
1. The fondling or other erotic touching of human genitals, pubic region, buttocks, anus, or female breasts;
 2. Sex acts, actual or simulated, including intercourse, oral copulation, or sodomy;
 3. Masturbation, actual or simulated; or
 4. Human genitals in a state of sexual stimulation, arousal or tumescence;
 5. Excretory functions as part of or in connection with any of the activities described in subdivision 1 through 3 of this definition.
 6. Striptease, the removal of clothing, or the wearing of transparent or diaphanous clothing, including models dressed only in lingerie to the point where specified anatomical areas are visible or exposed.

4.03 Animal Keeping

4.03.01 Purpose and Applicability

The purpose of this Chapter is to ensure that the keeping, raising, and maintenance of animals and bees within the City does not create an adverse impact on adjacent properties by reason of dust, fumes, noise, odor, insect or vermin infestations, or visual blight, and to maintain animal welfare and public health, safety, and well-being.

4.03.02 Standards

- A.** The keeping of exotic or wild animals shall not be permitted in any zone in accordance with Article 2 (Zone Regulations).

- B.** Domestic animals are allowed in all zones where residential uses are allowed subject to the following standards:
 - 1. Up to four dogs or cats or a combination, over four months of age.
 - 2. An unlimited number of small birds, fish, or nonpoisonous reptiles, provided they do not become a public nuisance due to odors, noise, or public health considerations.
 - 3. Up to four domesticated rodents, provided they do not become a public nuisance due to odors, noise, or public health considerations.

- C.** The number of large and small livestock in residential zones is established in Table 4.03.02-1 (Number of Animals Permitted by Lot Area). Refer to Table 2.02.02-1 (Allowed Uses – Residential Zones) to determine in what residential zones large and small livestock may be kept:

Table 4.03.02-1: Number of Animals Permitted by Lot Area

Type of Animal	Maximum Number of Animals Permitted per Lot Size				
	8,000 sq. ft. – 12,999 sq. ft.	13,000 sq. ft. – 19,999 sq. ft.	20,000 sq. ft. – 43,559 sq. ft.	43,560 sq. ft. – 87,119 sq. ft.	≥ 87,120 sq. ft.
"ft" = Feet and "sf" = Square Feet					
Large Livestock					
Cattle, Swine, Llamas, Alpacas, Goats, Sheep, and Other Livestock Not Prohibited By This Chapter	0	0	2 ¹	4 ¹	Max. 5
Horses, Mules, and Donkeys	0	0	2	4	Max. 4 per acre
Small Livestock					
Goats (miniature, pygmy, dwarf)	2	2	4	8	Max. 10
Poultry and Rabbits	5	10	15	20	Max. 25
End Note: ¹ Max. 1 animal per 20,000 square feet gross lot area.					

1. **Offspring.** Young animals born to a permitted animal kept on the site may be kept until such animals are weaned (cats and dogs: four months; large animals: six months; horses: 12 months) and are not subject to the maximum number of animals allowed in Table 4.03.02-1 (Number of Animals Permitted by Zone).
2. **Standards for Large Livestock.**
 - a. Shelters for large livestock must be located:
 - i. No less than 75 feet from any dwelling unit.
 - ii. No less than 50 feet from any property line.
 - b. At least 10,000 square feet of pasture must be made available for each large livestock animal.
3. **Additional Standards for Horse Corrals are as follows:**
 - a. Horse corrals shall be a minimum of 300 square feet for the first horse and an additional 200 square feet for each additional horse.
 - b. Horse corral fences shall be at least five feet in height and constructed securely to confine the horses.
 - c. The corral and stable areas shall be sprinkled or otherwise treated so as to prevent dust, and all accumulation of manure, mud, or refuse shall be eliminated so as to prevent the breeding of flies.
 - d. Stables shall be provided consisting of structures with weatherproof roofs with an area of 60 square feet for the first horse and an additional 36 square feet for each additional horse.

- e. Enclosed box stalls shall be a minimum of 12' x 12' per horse.

4. Standards for Small Livestock and Poultry.

- a. Male dwarf or pygmy goats must be neutered and dehorned by four months of age.
 - b. Shelters and fenced enclosures for housing, keeping, or caring for small livestock must:
 - i. Be located no less than 10 feet from any property line and at least 20 feet from the nearest neighboring dwelling.
 - ii. Have a minimum of four square feet of indoor space per poultry or rabbit.
 - iii. Have a minimum of 10 square feet of permeable outdoor space per poultry or rabbit.
 - iv. Have a minimum of 130 square feet of permeable space per dwarf or pygmy goat.
5. All livestock and the pens, stalls, stables, yards, shelters, cages, and premises where they are held or kept, shall be maintained in such a manner so as to not become a public health nuisance. Livestock shelters and runs must be clean and sanitary, generally free of fecal and other matter that may attract flies, rodents, or cause an offensive odor that can be detected beyond the property line. Nothing in this Subsection shall be deemed to prohibit the use of animal manure or droppings to fertilize any farm, garden, lawn, or ranch in such a manner and for such purposes as are compatible with customary methods of good horticulture.
6. Feeding of livestock shall be done exclusively from containers (e.g. a trough) or on an impervious platform. Food for feeding livestock shall be stored in rodent and predator resistant containers. The area where livestock are fed must be located a minimum of 20 feet from any dwelling.
7. Watering troughs or tanks shall be provided, which shall be equipped with adequate facilities for draining the overflow, so as to prevent the ponding of water, the breeding of flies, mosquitoes, or other insects, or any additional health hazards. Watering troughs must be located a minimum of 20 feet from any dwelling.
8. Shelters must be covered, predator-resistant, properly ventilated, and designed to be easily accessed, cleaned, and maintained.
9. No incineration of animal refuse shall be permitted on the premises.
10. All animal-keeping facilities must be designed in a manner such that water runoff does not become a health hazard or nuisance to uses on other properties and is contained and disposed of and does not contribute to the pollution of local groundwater or the flooding of adjacent properties.
11. No person shall keep or harbor any animal which by frequent or habitual howling, yelping, barking, crowing, or the making of any other noise, day or night, unreasonably disturbs the peace and quiet of any person or persons.
12. Manure Storage and Removal.
- a. Removal of manure must occur no less than once a month or as necessary to ensure the health, safety and welfare of residents and visitors to the area.
 - b. Manure shall be stored within enclosures built expressly for this purpose. Manure storage containers shall be setback a minimum of 50 feet from any perimeter property line.
 - c. Any condition that results in odors, unsightly areas, or infestation shall be deemed a public nuisance and/or health hazard and shall be abated within seven days of proper notice.
- D.** The keeping of all animals must comply with all applicable local, state, and federal regulations.

4.03.03 Standards for Bee Keeping

A. The following standards provide for the safe and orderly keeping of bees.

1. Bee keeping is allowed in the DE-1, DET-3, and SN-4 zones. The principal use of the property on which beehives are kept must be residential, institutional, or educational.
2. Beehives shall only be located in rear yards and shall be placed a minimum of 20 feet from any property line, except that in the DE-1 and DET-3 zoning beehives also may be placed in the interior side yards. In all zones the entrance to the beehive shall face away from the property line closest to the hive.
3. A flyway barrier shall be established and maintained so that all bees are forced to fly at an elevation of at least six feet above ground level in the vicinity of the beehive. Any fence, wall, or natural barrier proposed as a flyway barrier shall comply with the provisions of **Section 3.01.09 (Fences, Walls and Screening)**, as well as the following:
 - a. Be a minimum of six feet tall;
 - b. Be solid such that bees cannot fly through it;
 - c. Be placed parallel to the property line; and
 - d. Extend a minimum of five feet beyond the beehive(s) in each direction.
4. A convenient source of water shall be made available for the bees at all times of the year so that bees are less likely to congregate at swimming pools, pet watering bowls, bird baths, or other water sources.
5. In any instance in which a bee colony exhibits unusually defensive characteristics by stinging or attempting to sting without provocation or exhibits an unusual disposition toward swarming, beekeepers shall promptly re-queen the colony with another marked queen. Queens shall be selected with a gentle disposition from stock bred for gentleness and non-swarming characteristics. An owner/keeper of a bee hive must be able to produce proof of a receipt from a queen breeder.

4.03.04 Backyard Breeding

A. Purpose.

The purpose of this subsection is to protect the public health, safety, general welfare, and quality of life in the City. The City Council finds that backyard breeding of dogs and cats to potentially be incompatible with surrounding uses in any residential zone of the City because of the noise and odors associated therewith. In addition, the City Council finds that backyard breeding contributes to the stray animal population of the City. Furthermore, the City Council finds that backyard breeding often contributes to unhealthy and inhumane conditions for dogs and cats in the City.

B. Prohibition.

Unless conducted by a licensed breeder, backyard breeding is prohibited on any residentially zoned property in the City, except as allowed as an accessory use in the DE-1, DET-3, and SN-4 zone as stipulated in Article 2 (Zone Regulations), and no person shall establish or operate a backyard breeding operation on any residentially zoned property.

C. Backyard Breeding Standards.

No person shall cause or allow any dog or cat owned, harbored, or kept within the City to breed without first obtaining a Riverside County unaltered dog license for dogs and a City business license for the breeding of either dogs or cats. Backyard breeding of dogs or cats shall only be conducted by a reputable breeder and is subject to the following:

1. A reputable residential breeder must obtain a City business license and shall not allow the whelping or queening of more than one litter per business license within any 12-month period. Within 30 days of each litter, the reputable residential breeder shall notify the City of the date and the number of dogs or cats in the litter;
2. A reputable residential breeder must obtain a State of California sellers permit;
3. No offspring may be sold, adopted, bartered, or otherwise transferred, until it has reached the age of at least eight weeks.
4. No offspring may be sold or adopted until properly immunized against common disease. The sale or adoption of a dog or cat shall include a statement signed by the seller attesting to the signatory's knowledge of the animal's health and the animal's immunization history.
5. Any person who advertises the availability of any dog or cat for sale, adoption, or transfer, whether for compensation or otherwise must prominently display the business license in any such advertisement. Further, the business license number shall be provided to any person who purchases, adopts, or receives any animal and placed on any receipt of sale.
6. Any person conducting backyard breeding activity shall be subject to inspection by the City or parties commissioned by the City to conduct such.
7. Any person selling or otherwise transferring a dog or cat, shall provide to the new animal owner City application(s) for a license and permit as well as written information regarding the license and permit requirements of the City and Riverside County Animal Control applicable to such animal.
8. The number of animals kept shall comply with the standards established in Section 4.03.02 (General Standards).

D. Violation and Enforcement.

Any violation of this Section is a misdemeanor and a public nuisance. The nuisance may be enjoined or otherwise abated by the City in the manner described in Section 10.100 of the Municipal Code and any other applicable provision of state or local law.

4.03.05 Definitions for Animal Keeping Section.

- A. Beehive:** A structure for housing honey bees.
- B. Bee Colony:** The hive and its equipment and appurtenances including honey bees, comb, honey, pollen and brood.
- C. Equine:** Horse or other member of the horse family including mules and donkeys.
- D. Flyway Barrier:** A solid wall, fence, dense vegetation, or combination of these materials at least six feet high that extends at least 10 feet beyond the hives on each end of a bee colony.
- E. Livestock:** Domesticated animals raised to produce commodities such as food, fiber, and labor.
- F. Livestock, Large:** Horses, cattle, swine, donkeys, mules, llamas, ostriches, goats, sheep, alpaca, and other similarly sized animals.

- G. Livestock, Small:** Rabbits, chickens, miniature, dwarf or pygmy goats that are dehorned and neutered, and other similarly sized animals.
- H. Nuisance:** Anything offensive or obnoxious to the health and welfare of the inhabitants of the City; or any act or thing repugnant to, or creating a hazard to, or having a detrimental effect on the property of another person or to the community.
- I. Pasture:** Open, uncultivated land used for the grazing of livestock.
- J. Poultry:** A domesticated bird that is used to produce meat or eggs, including but not limited to, chickens, ducks, pigeons, and quail.
- K. Shelter:** A structure or environment, adequate to the species of animal, which provides protection from adverse weather conditions and predators.

4.04 Automotive Service and Repair/Fueling Stations

4.04.01 Purpose and Applicability

The purpose of this Chapter is to establish standards to enhance the compatibility of automotive service and repair or fueling station uses including fueling stations and convenience stores with other uses in the same zone and to minimize the impact of these uses to abutting residential properties.

4.04.02 Standards

The following supplemental development standards shall apply to development or conversions subsequent to the Effective Date and to expansions or modifications to existing development.

- A.** Automobile repair facilities falling under the category of an accessory use for an allowed retail or service/fueling use in the mixed-use and non-residential zones shall be subject to the applicable requirements of this Chapter.
- B.** Repair work shall be conducted entirely within an enclosed building. Dismantled vehicles and tow trucks shall be stored inside a building or, inside a screened area where the vehicles will not be visible from off-site when the business is closed. Where possible, service bay entrances shall not face a public street.
- C.** Surfaced parking areas shall be provided on site for the storage of vehicles awaiting service. No actual repair work shall be conducted on vehicles awaiting service, except for cursory examination.
- D.** Minor repair and body or refinishing shops are allowed as accessory uses to automobile sales dealerships when located not less than 200 feet from a residentially zoned property. Accessory automobile repair facilities shall not exceed one third of the total floor area devoted to the entire principal use.
- E.** Major repair and body or refinishing shops as a primary use shall be considered as industrial uses.
- F.** Major or minor automobile repair facility structures shall not be placed closer than 40 feet to any street right-of-way or closer than 60 feet to any lot in a residential zone.

- G.** Garage doors on buildings used for vehicle repair shall be positioned to face away from all residential zones.
- H.** Pump islands shall be located a minimum of 20 feet from all property lines. Pump island canopies shall be located a minimum of 10 feet from all property lines.
- I.** The operation, display, or storage of merchandise or auxiliary activities (including rental trailers or ice machines) shall be located within a structure, except for those activities directly required to dispense gasoline, oil, water, or air.

4.05 Bail Bonds

4.05.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for bail bonds establishments which make available to the public undertakings of bail in connection with judicial proceedings and to ensure that such businesses are appropriately located and operated so as to not pose a significant threat to the public health, safety, and welfare.

4.05.02 Location Standards

All new bail bonds establishments shall be located consistent with the following standards:

- A.** Located a minimum of 1,000 feet from another bail bond services establishment.
- B.** Located a minimum of 500 feet from all of the following uses:
 1. Schools;
 2. Parks and recreation facilities;
 3. Community centers;
 4. Libraries;
 5. Youth organizations; and
 6. Any business involving an on-premises sale of liquor or alcoholic beverages, excluding restaurants and grocery stores/supermarkets.

4.05.03 Standards.

In addition to the development standards of the underlying zone, the following special standards apply to all bail bonds establishments (existing and new):

- A.** Operation of bail bonds establishments shall be limited to Monday through Saturday, from 7:00 a.m. to 7:00 p.m.
- B.** Management shall be responsible for the removal of litter from adjacent property and streets that results from the bail bonds establishment (with adjacent property owner consent).

4.06 Cannabis Activity

The regulations for Cannabis Activity are provided in Chapter 123 (Cannabis Activity).

4.07 Check Cashing Businesses

4.07.01 Purpose and Applicability

The purpose of this Chapter is to establish specific site planning, development, and/or operating standards for check cashing businesses. The development standards of this Chapter shall apply to all check cashing businesses in the City, unless specified otherwise.

4.07.02 Location Standards

All new check cashing businesses shall be located consistent with the following standards:

- A.** Located a minimum of 1,000 feet from another check cashing establishment.
- B.** Located a minimum of 500 feet from all of the following uses:
 - 1. Schools;
 - 2. Parks and recreation facilities;
 - 3. Community centers;
 - 4. Libraries;
 - 5. Youth organizations; and
 - 6. Alcoholic beverage sales, excluding restaurants and grocery stores/supermarkets.

4.07.03 Standards

In addition to the development standards of the underlying zone, the following special standards apply to all check cashing businesses (existing and new):

- A.** Operation of check cashing businesses shall be limited from 7:00 a.m. to 7:00 p.m., daily.
- B.** Management shall be responsible for the removal of litter from adjacent property and streets that results from the check cashing business (with adjacent property owner consent).

4.08 Child Day Care in a Home (Small and Large) and Day Care Centers

4.08.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for child day care in a home (small and large) and/or day care centers. Child day care in a home (small and large) shall be clearly incidental to the use of the dwelling and may not change the character of the dwelling or adversely affect the uses allowed in its zoning district.

4.08.02 Location Standards

All new child day care in a home (large) and day care centers shall be located consistent with the following standards:

- A. Child day care in a home (large) shall be located a minimum of 300 feet from a residential care facility, child day care in a home (small and large), and day care center.

4.08.03 Standards

- A. Child day care in a home (small and large) and day care centers shall comply with the following standards:

1. Child day care in a home (small) shall serve eight or fewer children, including children who reside at the home and are under the age of 10.
2. Child day care in a home (large) shall serve seven to 14 children, including children who reside at the home and are under the age of 10.
3. Day care centers shall serve seven or more persons.

- B. Child day care in a home (large) and day care centers shall be located, developed, and operated in compliance with the following standards:

1. **License.** The operator shall secure and maintain a license from the State of California Department of Social Services.
2. **Pick-up and Drop-off Plan.** A plan and schedule for the pick-up and drop-off of children or clients shall be provided for approval by the Director. The plan shall demonstrate that adequate parking and loading are provided to minimize congestion and conflict points on travel aisles and public streets. The plan shall include an agreement that includes, at a minimum:
 - a. A scheduled time for pick-up and drop-off with allowances for emergencies; and
 - b. Prohibitions of double-parking, blocking driveways of neighboring properties, or using driveways of neighboring properties to turn around.
3. **Screening.** A periphery wall, constructed of wood or masonry, or landscaping screen shall be provided to screen outdoor activity areas and shall achieve 75 percent opacity. Chain metal fencing or barbed wire is prohibited. The height of the screening shall comply with the standards of the underlying zone.
4. **Hours of Operation.** Hours of operation shall only be within the hours of 6:00 a.m. and 7:00 p.m., Monday through Friday. Additional hours may be allowed subject to approval of an Administrative Use Permit.

4.09 Convenience Markets (Placeholder)

4.10 Cottage Food Operations

4.10.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for cottage food operations in residential dwellings within the City. It is the intent of the City in adopting this Chapter that cottage food operation uses shall not alter or disturb the residential nature of the premises or its surrounding.

4.10.02 Permitted Accessory Use

Subject to the limitations, standards and requirements of this Chapter, cottage food operations are permitted as an accessory use in all lawfully constructed and occupied dwelling units in accordance with Article 2 (Zone Regulations).

4.10.03 Standards

Cottage food operations shall be subject to the following standards and requirements:

- A.** A cottage food operation shall comply with all development standards of the zone where the dwelling unit is located.
- B.** A cottage food operation shall comply with all permitting or licensing requirements and otherwise applicable Riverside County standards.
- C.** The site of the cottage food operation must be a principal residence of a person engaged in and the owner of the cottage food operation.
- D.** No more than one full-time equivalent cottage food employee may engage in cottage food operation activities on the site of the cottage food operation at any one time.
- E.** A cottage food operation shall be incidental and accessory to the principal residential use of a dwelling unit.
- F.** There shall be no outside storage related to the cottage food operation on the site.
- G.** The cottage food operation activities shall be conducted entirely within a primary dwelling unit.
- H.** There shall be no outside activities or uses which indicate the presence of a cottage food operation nor shall the cottage food operation alter or disturb the area in which the dwelling unit is located.
- I.** The residential character of the exterior of the dwelling unit shall not be changed.
- J.** No signs other than one non-illuminated building-mounted sign, not more than two square feet in area, shall be erected on the premises in which the dwelling unit is located and is consistent with applicable standards in Chapter 3.05 (Sign Regulations).
- K.** Direct retail sales of any other products at the site of the cottage food operation are prohibited, except for cottage food products that have been prepared for sale in the kitchen of a cottage food operation.
- L.** A maximum of one customer vehicle may be parked at the site of a cottage food operation at any given time. A maximum of two customers may visit the site of a cottage food operation at any given time.

- M.** A maximum of one vehicle not larger than 10,000 pounds gross vehicle weight rating, used in conjunction with a cottage food operation, may be parked at the cottage food operation site.
- N.** A cottage food operation shall not be conducted so it creates or results in noise, glare, smoke, dust, vibration, fumes, odor, electrical interference, radio interference, television interference, fire hazard, significant vehicular or pedestrian traffic or any other hazard or nuisance disruptive to reasonable use of surrounding properties.
- O.** The use or storage of any flammable, combustible, or toxic material in conjunction with a cottage food operation shall be limited to materials and quantities allowed for a residential use pursuant to applicable law.

4.10.04 Exceptions

Cottage food operations shall not be permitted in any second unit, guest quarter, accessory building, ADU, or junior ADU.

4.11 Cottage Industry

4.11.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for cottage industry and provide for limited commercial uses in conjunction with dwelling which are more extensive than home occupations, but which, like home occupations, do not alter or disturb the residential or rural nature of the premises or its surroundings.

4.11.02 Standards

Cottage industries shall conform to the following requirements:

- A.** The particular uses conducted by the cottage industry, and their operation and appearance, shall not change or disturb the residential or rural character of the premises or its surroundings.
- B.** The use shall be environmentally sound regarding the project site and region.
- C.** No additional service demands shall be created by the use.
- D.** Not more than three full-time equivalent cottage industry employees shall work on the premises in addition to the members of the family residing on the premises.
- E.** The cottage industry shall be clearly incidental and subordinate to the use of the premises for residential purposes.
- F.** Multiple uses are permitted within a cottage industry. The area occupied by all uses within the cottage industry, including storage, shall not exceed 1,000 square feet.
- G.** All aspects of the cottage industry shall be located and conducted within a dwelling unit or enclosed accessory building(s), with the exception of outdoor storage of materials, products, or vehicles as specifically provided by the Administrative Use Permit when completely screened from the street and adjoining properties.
- H.** There shall be no other change in the outside appearance of the building or premises, except one nonilluminated sign not exceeding four square feet.

- I. The sale of merchandise not produced on the premises (except mail order only businesses) shall be incidental and accessory to the merchandise or service produced by the cottage industry and shall not be advertised in any manner.
- J. A maximum of one customer vehicle may be parked at, and a maximum of two customers may visit, the site of a cottage industry at any given time.
- K. A maximum of one vehicle not larger than 10,000 pounds gross vehicle weight rating, used in conjunction with a cottage industry, may be parked at the cottage industry site.
- L. No equipment or process used in the cottage industry shall create noise, vibration, glare, fumes, dust, odors, smoke, electrical interference or other impacts in excess of those customarily generated by single-family residential uses in the neighborhood, nor shall noise exceed the single- and multi-family residential standards in **Chapter XX.XX (Noise)** and **Chapter XX.XX (Performance Standards)**.

4.12 Drive-Through Uses

4.12.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for drive-through facilities provided with other commercial uses including but not limited to restaurants and financial institutions. These development standards shall apply to all drive-through uses in the City.

4.12.02 Design Objectives

A drive-through retail facilities shall only be permitted if the Director first determines that the design and operation will avoid congestion, excessive pavement, litter, and noise.

4.12.03 Location Standards

The drive-through shall not be located along a primary street-facing frontage.

4.12.04 Standards

A. Drive-Through Aisle Design

1. The entrance/exit of any drive aisle shall be a minimum of 50 feet from an intersection of public rights-of-way (measured at the closest intersecting curbs).
2. The drive aisle shall be designed with a minimum 10-foot interior radius at curves and a minimum 10-foot width.
3. The drive aisle shall not be located between the property line and front of the building.

B. Drive-Through Stacking Area:

1. A clearly identified area shall be provided for vehicles waiting for drive up or drive-through service that is physically separated from other onsite traffic circulation. The Director may approve alternatives to the requirements of this Subsection where it is determined that the alternate design will, given the characteristics of the site, be equally effective in ensuring on- and off-site pedestrian and vehicular traffic safety and minimizing traffic congestion.
2. The stacking area shall accommodate a minimum of five cars for each drive-up or drive-through window in addition to the vehicle receiving service.
3. The stacking area shall be located at and before the service window (e.g., pharmacy, teller, etc.).
4. Separation of the stacking area from other traffic shall be by concrete curbing or paint striping on at least one side of the lane.
5. Stacking areas adjacent and parallel to streets or public rights-of-way shall be prohibited.

C. Screening.

The drive-through aisle shall be fully screened from the sidewalk or street with landscaping or walls and berms.

D. Parking.

Parking shall be in compliance with Section XX.XX (Parking and Loading).

4.13 Emergency Shelters

4.13.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for emergency shelters consistent with Government Code Section 65583(a)(4). Emergency shelters shall conform to all development standards of the zone in which it is located, except as modified by the standards in this Chapter.

4.13.02 Standards

Emergency shelters shall be located, developed, and operated in compliance with the following standards:

- A. Location.** Emergency shelters shall be located at least 300 feet from another emergency shelter.
- B. Number of Residents.** No more than 50 clients may be present on the premises at any one time.
- C. Length of Occupancy.** Occupancy by an individual or family may not exceed 60 days. Extensions up to a total stay of 180 days may be provided if no alternative housing is available, upon determination by the Director.
- D. Common Area.** The shelter shall provide at least 10 square feet per bed of public or communal gathering space, exclusive of hallways.
- E. Parking Reduction.** The Director may reduce the number of on-site parking spaces required by Section XX.XX.XX (Required Parking Spaces), where a shelter is located on a bus route, or other

evidence is provided to indicate that less parking will be needed. The shelter shall, however, provide at least one space for each staff member who will be on duty when residents are present, and at least one space for residents.

- F. Outdoor Activities.** All functions associated with the shelter, except for children's play areas, outdoor recreation areas, and parking shall take place within the building proposed to house the shelter. There shall be no space for clients to congregate in front of the building, and there shall be no outdoor public telephones.
- G. Designated Smoking Area.** The shelter shall provide a designated smoking area, preferably outside, that is not visible from public rights-of-way.
- H. Noise.** The use shall be conducted in conformance with the noise standards set forth for multifamily housing in the noise element of the General Plan.
- I. Supervision.** On-site management shall be provided any time that clients are present at the shelter.
- J. Management and Security Plan.** The operator of the shelter shall submit a management and security plan for approval by the Director. The Plan shall address issues identified by the Director, including emergencies, transportation, client supervision, security, client services, staffing, and good neighbor issues.

4.14 Home Occupations

4.14.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for home occupation uses generally conducted within a dwelling and by its occupants. The use must be clearly incidental to the use of the dwelling and may not change the character of the dwelling or adversely affect the uses allowed in its zone.

4.14.02 Standards

In addition to standards for the applicable zone, home occupations shall comply with the following standards:

- A.** A home occupation shall be conducted entirely within a dwelling and shall be incidental to the use of the structure as a dwelling;
- B.** No more than 400 square feet of the dwelling area shall be used for the home occupation;
- C.** A home occupation may be conducted in an accessory structure;
- D.** There shall be no storage of equipment or supplies in an accessory structure or outside the dwelling;
- E.** There shall be no external alteration of the dwelling in which the home occupation is conducted;
- F.** The existence of a home occupation shall not be apparent beyond the boundaries of the parcel;
- G.** No one other than a resident of the dwelling shall be employed in the conduct of a home occupation;
- H.** Any mechanical, electrical equipment, or stock material which is essential in the conduct of the home occupation shall not generate, emit, or create noise, dust, vibration, odor, smoke, glare,

electrical interference, fire hazard, or any other hazard or nuisance to any greater or more frequent extent than normally experienced in an average residential neighborhood;

- I. The home occupation shall not create any radio or television interference or create noise audible beyond the boundaries of the parcel.
- J. Not more than five customers or clients per day shall enter the dwelling for meetings, service, or products and not more than 10 vehicle trips per day shall be created by customers or clients. Customers or clients must park either in the driveway of the dwelling or in front of the dwelling only.
- K. It shall be unlawful to park or store any commercial vehicle on property which is zoned for residential use. One vehicle not to exceed a rated one-ton capacity or less shall be allowed.
- L. Delivery of product(s) and/or pickup of supplies or materials shall be made in a noncommercial vehicle, by the proprietor or resident help of the home occupation, or by a licensed parcel service.
- M. There shall be no use of utilities or community facilities beyond that normal to the use of a residential property.
- N. The conduct of any home occupation including, but not limited to the storage of goods and equipment, shall not reduce or inhibit the required off-street parking space(s).
- O. No storage or display of materials, goods, supplies, or equipment related to the operation of a home occupation shall be visible from the outside of any structure located on the parcel.

4.14.03 Business License Requirement

A request for a home occupation shall be made to the Director through the business license process. The Director shall approve the issuance of a business license upon determining that the proposed home occupation meets all the requirements of this Chapter.

4.14.04 Revocation

When any home occupation results in an undesirable condition interfering with the general welfare of the surrounding community, the Director may revoke the business license.

4.15 Live/Work

4.15.01 Purpose and Applicability

The purpose of this Chapter is to establish standards for live/work uses and artists' lofts/studios, including the reuse of existing nonresidential structures to accommodate live/work opportunities. Live/work units should be primarily commercial in nature.

4.15.02 Standards

In addition to standards for the applicable zone, live/work uses shall comply with the following standards:

- A. **Permitted Work Activity.** The work activity in a building where live/work units are allowed shall be any use permitted by right or use permit in the zone, with the following exceptions:

1. Sexually-oriented businesses, motor vehicle maintenance and repair, and welding and machining and are prohibited in a live/work unit.
2. In order to protect the health and safety of persons who reside in a live/work unit or in a building which contains one or more live/work units, no work activity shall be permitted nor shall any live/work unit be established on any site that contains those uses which the Director finds would, by virtue of size, intensity, hours of operation, number of employees or the nature of the operation, have the potential to adversely affect others living or working in or nearby the live-work development by reason of dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration or other impacts, or would be hazardous by way of materials, process, product or wastes.

B. No Separate Sale or Rental of Portions of Unit. No portion of a live/work unit may be separately rented or sold as a commercial space for a person or persons not living on the premises or as a residential space for a person or persons not working in the same unit.

C. Occupancy and Employees.

1. At least one full-time employee of business activity occupying the live/work unit shall also reside in the unit; conversely at least one of the persons living in the live portion shall work in the work portion.
2. The business activity occupying the live/work unit may utilize nonresident employees, as necessary.

D. Design Standards.

1. Floor Area Requirement.

- a. A live/work unit shall have a minimum floor area of at least 1,250 square feet.
- b. The maximum size of the residential portion of the work/live unit shall be 30 percent of the unit or 500 square feet, whichever is less, in order to ensure that the residential portion remains an accessory to the primary commercial use.

2. Commercial Activity.

- a. **Ground-Floor Height.** The ground floor of live-work units shall have a minimum floor-to-ceiling height of 13 feet.
- b. **Depth.** A ground-level live/work unit with street frontage shall devote the initial 25 feet of floor area depth to commercial activity.
- c. **Transparency.** The ground floor of live/work units uses shall contain clear openings and windows for a minimum of 60% of the total area of the first floor facades facing sidewalks, pedestrian walks, or publicly-accessible outdoor space areas. Transparent glazing shall have a minimum Visible Transmittance (VT) value of 60 and be without tint or coloration. Transparent areas shall be designed and maintained to provide views into and out of the non-residential portion of the live/work unit.

3. Entries.

- a. Each live/work unit shall have a pedestrian entry on the street-facing facade that provides direct access to the non-residential portion of the unit. A separate entry for the residential portion of the unit shall be provided through a consolidated/central entrance along the

street-facing façade or individual residential entries located at the rear or side of the building.

- b. Where there are multiple live/work units within a single structure, each unit shall be physically separated from other units and uses within the structure, and access to individual units shall be from a common open space, corridor, hallway, or other common access area.
4. **Ventilation.** All live/work units shall be provided with at least one operable window. A ventilation system shall be installed subject to the approval of the Chief Building Official and Fire Marshal for any live/work activity which requires additional ventilation or which generates hazardous fumes or dust.

4.15.03 Business License Requirement

A request for a live/work unit/business shall be made to the Director through the business license process. The Director shall approve the issuance of a business license upon determining that the proposed live/work unit/business meets all the requirements of this Chapter.

4.15.04 Changes in Use

After approval, a live/work unit shall not be converted to entirely residential use unless authorized through an **Administrative Use Permit approval**.

4.15.05 Revocation

When any live/work unit results in an undesirable condition interfering with the general welfare of the surrounding community, the Director may revoke the business license.

4.16 Manufactured/Mobile Home Park

4.16.01 Purpose and Applicability

- A. The purpose of this Chapter is to establish development standards that enhance the compatibility of mobile and manufactured home parks and associated activities to adjacent zones and ensure protections to abutting properties.
- B. Mobile and Manufactured home parks shall be subject to Planning Commission Design Review pursuant to Section **XX.XX (Name)**. These supplemental development standards apply to development or conversions subsequent to the adoption of this Code and to existing development proposed to be expanded or its operations modified.

4.16.02 Standards

- A. Minimum parcel size shall be 10 acres.
- B. Density shall not exceed 10 lots per gross acre.
- C. One shade tree per space shall be required.
- D. The minimum space size shall be 50 feet in width by 85 feet in length.

- E.** Interior streets shall be a minimum of 24 feet wide. Rolled curbs are allowed subject to approval by the City Engineer.
- F.** Decorative block walls shall be required around the perimeter of all manufactured/mobile home parks. The wall height shall be minimum five feet and maximum six feet.
- G.** A minimum of 25 percent of the parcels shall be maintained as common landscaped open space such as golf courses, tennis courts, and trails. Recreation rooms, playgrounds, laundry rooms, offices, restrooms, or other common structures or buildings are excluded from this open space requirement.
- H.** A minimum 15 feet setback shall be maintained for recreational vehicles from the exterior property boundary of the park.
- I.** No structure, accessory building, or storage shed shall exceed the height of the perimeter wall within 5 feet of the property line abutting a public street.
- J.** No more than 75 percent of any mobile home lot shall be covered by mobile homes or accessory structures.
- K.** Parking shall be provided in accordance **Section X.XX.XX (Required Vehicle Parking)**
- L.** All utility lines shall be placed underground.
- M.** All mobile homes shall be skirted within 60 days of installation or shall be recessed into the ground.
- N.** Solid waste and recycling enclosures shall be required.
- O.** Recreational amenities shall be provided appropriate to the size and scale of the project and shall be reviewed and approved as part of the design review process.

4.16.03 Manufactured Homes in Single-Family Zones

- A.** Manufactured homes are allowed in certain single-family zones and are subject to the same development standards to which a conventional single-family residential dwelling on the same lot would be subject, including building setback standards, side, and rear yard requirements, standards for enclosures, access and vehicle parking, aesthetic requirements, and minimum square footage requirements.
- B.** Any architectural requirements imposed on the structure itself shall be limited to its roof overhang, roofing material, and siding material. Any manufactured home in the DE-1, DET-3, SN-4, SN-8, CN-14, and CN-20 zones shall be secured to a permanent foundation.

4.17 Massage Establishment (Stand-alone)

4.17.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for Massage Establishments (Stand-alone) provided with other commercial uses. The development standards of this Chapter shall apply to all Massage Establishments (Stand-alone) in the City.

4.17.02 Location Standards

All new stand-alone massage establishments shall be located consistent with the following standards:

- A.** Located a minimum of 1,000 feet from another stand-alone massage establishment.
- B.** Located a minimum of 400 feet from:
 1. Schools;
 2. Parks and recreation facilities;
 3. Community centers;
 4. Libraries;
 5. Youth organizations; and
 6. Child Day Care in a Home (Small or Large), Day Care Center, or any parcel zoned for residential use.

4.17.03 Standards

- A.** The hours of operation shall be limited to the period between 6:00 a.m. and 10:00 p.m., unless further limited by the City Council on a case-by-case basis.
- B.** Operation of massage establishments shall be limited from 7:00 a.m. to 7:00 p.m., daily.

4.18 Mini-Storage Warehousing or Facility

4.18.01 Purpose and Applicability

The purpose of this Chapter is to establish standards to enhance compatibility of mini-storage warehousing or facilities with other commercial and industrial uses in the same zone and to minimize the impact of these uses on nearby properties. The development standards of this Chapter shall apply to all mini-storage warehousing or facilities in the City.

4.18.02 Standards

- A.** No more than one manager's security residence shall be permitted.
- B.** All storage shall be within an enclosed building except for the storage of recreational vehicles, which shall be completely screened from view from surrounding properties and abutting streets.
- C.** The following activities are prohibited on or from the premises of a mini-storage warehouse or facility:
 1. The conduct of a business (other than the mini-storage business itself and permitted accessory uses);
 2. The retail sale of stored items;
 3. The commercial repair of motor vehicles, boats, trailers and other like vehicles;
 4. The operation of spray-painting equipment, power tools, welding equipment, or other similar equipment; and
 5. The production, fabrication, or assembly of products.
- D.** The rental of single unit trucks and small utility trailers shall be permitted as an accessory use to a mini-storage warehouse or facility, provided the business is conducted out of the same office as that of the mini-storage warehouse or facility. No trucks or trailers shall be displayed in public

view, and the combined total of all trucks and trailers stored on site shall not exceed a ratio of two trucks or trailers for each 100 storage units.

- E.** Truck and trailer storage shall be screened from streets and adjacent properties.
- F.** When adjacent to a residential use, the exterior wall of the mini-storage shall be constructed of decorative block and subject to the standards in Chapter 3.01.09 (Fences, Walls, and Screening).

4.19 Outdoor Storage

4.19.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for Outdoor Storage to ensure that such developments do not have negative impacts on the area they are located in. The development standards of this Chapter shall apply to all outdoor storage uses in the City.

4.19.02 Standards

Storage of goods, materials, machines, equipment, and inoperable vehicles or parts outside of a building for more than 72 hours shall conform to the standards listed below. The regulations of this Chapter do not apply to temporary storage of construction materials reasonably required for construction work on the premises pursuant to a valid building permit, the parking or overnight storage of vehicles associated with the primary use (e.g. delivery truck), or the parking and storage of recreational vehicles or trailers pursuant to Section X.XX.XX (Parking and Vehicle Storage in Required Yards).

A. Permissibility of Outdoor Storage.

1. **Mixed-Use Districts.** Not permitted (All storage must be within an enclosed building).
2. **Non-Residential Districts.** Permitted as a primary and accessory use outside of required yards, parking and circulation areas, and required landscaped areas per Article 2 (Zone Regulations).
3. **Public and Institutional Districts.** Permitted as an accessory use outside of required front and street side yards, parking and circulation areas, and required landscaped areas as stipulated in Article 2 (Zone Regulations).

B. Standards for Outdoor Storage.

1. **Location.** Outdoor storage may not be located within any required front or street side yard for the applicable zoning district within which the activity is located.
2. **Height and Screening Limitation.**
 - a. Outdoor storage areas shall be screened from view and, where possible, located behind the primary buildings on the site from:
 - i. Any public street or freeway;
 - ii. An existing or planned residential area; or
 - iii. A publicly-accessible open space area.
 - b. Screening walls and fences shall comply with the standards established in Section 3.01.09 (Fences, Walls, and Screening).

3. **Parking.** Parking for permanent outdoor storage shall be provided as required in Chapter XX.XX (Parking and Loading).

4.20 Pawnshops

4.20.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for Pawnshops which purchase and sell secondhand tangible personal property incidental to their primary business (such as a jewelry store which purchases gold/jewelry) to ensure that such businesses are appropriately located and operated so as to not pose a significant threat to the public health, safety, and welfare by curtailing the dissemination of stolen property and facilitating the recovery of stolen property. The development standards of this Chapter shall apply to all Pawnshops in the City.

4.20.02 Location Standards

All new pawnshops shall be located consistent with the following standards:

- A. Located a minimum of 1,000 feet from another pawnshop.
- B. Located a minimum of 500 feet from all of the following uses:
 1. Schools;
 2. Parks and recreation facilities;
 3. Community centers;
 4. Libraries; or
 5. Youth organizations.

4.20.03 Standards

- A. Operation of pawnshops shall be limited from 7:00 a.m. to 7:00 p.m. daily.

4.21 Recreational Vehicle (RV) Parks

4.21.01 Purpose and Applicability

The purpose of this Chapter is to establish standards that enhance the compatibility of recreational vehicle (RV) parks and their associated activities to adjacent zones and afford protection to abutting residential property.

4.21.02 Standards

- A. A recreational vehicle park established prior to, and continually operated since the Effective Date of this Code shall be allowed in any zones in which it currently operates, subject to the following standards:

1. A recreational vehicle park may expand or modify its size or number of allowed spaces, as existed on the Effective Date of this Code, only upon approval of a Conditional Use Permit. A Conditional Use Permit may include conditions relating to the conduct of special events.
 2. A recreational vehicle park shall comply with all applicable State laws and City ordinances regulating the operation and design of recreational vehicle and travel trailer parks, except for the standards set forth in Subsection 4.20.03.B below.
- B.** Recreational vehicle parks established after the Effective Date of this Code, shall be allowed as stipulated in Article 2 (Zone Regulations) and shall be subject to Planning Commission Design Review pursuant to Section **XX.XX (Name)**.
- C.** The following standards supplement the development standards for the applicable zones, per Article 2 (Zone Regulations). These supplemental development standards shall only apply to development or conversions subsequent to the Effective Date of this Code.
1. Minimum parcel size shall be 10 acres.
 2. Density shall not exceed 12 spaces per gross acre.
 3. A minimum 15-foot setback shall be maintained for recreational vehicles from the exterior property boundary of the park.
 4. One shade tree per space shall be required.
 5. The minimum space size shall be 30 feet in width by 65 feet in length
 6. “Park Models” and other permanent or semi-permanent residential units shall be prohibited, except that one permanent residential structure may be allowed as a caretaker’s residence.
 7. Interior streets shall be a minimum of 24 feet wide. Rolled curbs may be allowed subject to approval of City Engineer.
 8. Decorative block walls shall be required around the perimeter of all recreational vehicle parks. The wall height shall be minimum five feet and maximum six feet.
 9. All of the spaces shall be installed with sewer, water, and electricity.
 10. A minimum of 25 percent of the parcel shall be maintained as common landscaped and recreational open space such as golf courses, tennis courts, and trails, but not to include recreation rooms, laundry rooms, offices, restrooms or other common structures or buildings.
 11. Each space shall be improved with concrete or other acceptable hard surface.
 12. Enclosures for solid waste and recycling bins are required.

4.21.03 Revocation

A permit issued by the Director under this Chapter may be revoked if it is determined that the recreational vehicle or travel traveler park is in violation of this Chapter. The operator shall be given 72 hours to correct violations or cease operation.

4.21.04 Definitions for Recreational Vehicle (RV) Parks

- A. Park Model:** A park trailer built on a single chassis, mounted on wheels or originally mounted on wheels and from which the wheels have been removed. A fifth wheel trailer is not considered a park home. A park home is designed to be connected to utilities necessary for operation of

installed fixtures and appliances and has a gross trailer area of not less than 320 square feet and not more than 400 square feet when it is set up.

4.22 Resale/Consignment/Thrift Shops

4.22.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for resale, consignment, and/or thrift shops which purchase and sell secondhand tangible personal property incidental to their primary business and to ensure that such businesses are appropriately located and operated so as to not pose a significant threat to the public health, safety, and welfare. The development standards of this Chapter shall apply to all resale/consignment/thrift shops in the City.

4.22.02 Location Standards

All new resale/consignment/thrift shops shall be located consistent with the following standards:

- A.** Located a minimum of 1,000 feet from another resale/consignment/thrift shop.

4.22.03 Standards

In addition to the development standards of the underlying zone, the following standards apply to resale/consignment/thrift shops:

- A. Enclosed Activities.** All activities shall be completely enclosed within the building for the use.
- B. Collection/Receiving Area.** A dedicated collection area shall be established separate from the main patron entrance and may be located on the front, side, or rear of the building. If the collection area is located in the front of the building, the bulk donation area shall be shielded from public view. Adequate directional signage shall be provided from the main entrance to the use to direct individuals to the collection area. The collection area shall be noticed to prohibit depositing goods when the store is closed.
- C. Hours.** Operation of resale/consignment/thrift shops shall be limited from 7:00 a.m. to 7:00 p.m., daily.
- D. Litter.** Management shall be responsible for the removal of litter from adjacent property and streets that results from the resale/consignment/thrift shop (with adjacent property owner consent).

4.23 Smoke Shops

4.23.01 Purpose and Applicability

The purpose of this Chapter is to establish specific standards for smoke shops, to ensure that smoke shops are appropriately located and operated so as not to pose a significant threat to the public health, safety, and welfare, and to limit potential adverse impacts on sensitive uses located in surrounding neighborhoods.

4.23.02 Location Standards

All new smoke shops shall be located consistent with the following standards:

- A.** Located a minimum of 1,000 feet from another smoke shop.
- B.** Located a minimum of 500 feet from all of the following uses:
 - 1. Schools;
 - 2. Parks and recreation facilities;
 - 3. Community centers;
 - 4. Libraries;
 - 5. Youth organizations; and
 - 6. Child Day Care in a Home (Small or Large), or Day Care Center.
- C.** Located a minimum of 250 feet from any business involving an on-premises sale of liquor or alcoholic beverages, excluding restaurants and grocery stores/supermarkets.
- D.** Located a minimum of 100 feet (250 feet if separated by a major street or arterial) from any residential zones.

4.23.03 Standards

In addition to any conditions imposed by the Review Authority, retail sales of tobacco and smoking products that require a Conditional Use Permit shall comply with the following development standards:

- A.** Smoke shops shall comply with all applicable local, State, and Federal laws regarding the advertising, display, or sales of tobacco and smoking products.
- B.** Only store employees shall have immediate access to the tobacco products, smoking products and tobacco/smoking paraphernalia. It is unlawful for any person, business, or smoke shop to sell, permit to be sold, offer for sale or display for sale any tobacco product or smoking product by means of Self-Service Display or by means other than vendor-assisted sales.
- C.** Smoke shops shall not sell or transfer a tobacco product, smoking product, or tobacco/smoking paraphernalia to another person who appears to be under the age of 27 years, without first examining the identification of the recipient to confirm that the recipient is at least the minimum age under State law, to purchase and possess the tobacco product, smoking product, or tobacco/smoking paraphernalia.
- D.** Smoke shops shall not permit any person who is younger than the minimum age established by State law for the purchase or possession of tobacco products, to engage or participate in the sale of tobacco products or tobacco/smoking paraphernalia.
- E.** No person, business, smoke shop, or other establishment shall sell or offer for sale cigarettes or other tobacco or smoking products not in the original packaging provided by the manufacturer and with all required health warnings.
- F.** No permit may be issued to authorize tobacco retailing at a location that is licensed under State law to serve alcoholic beverages for consumption on the premises (e.g., an “on sale” license issued by the California Department of Alcoholic Beverage Control) and no license may be issued to authorize tobacco retailing at any location offering food for sale for consumption by guests on the premises.

- G.** Litter and trash receptacles shall be conveniently located inside and outside the establishment, and trash and debris shall be removed from the receptacles on a daily basis.
- H.** The exterior of the establishment, including all signs, accessory buildings and structures, shall be maintained free of litter and graffiti at all times. Graffiti shall be removed within 24 hours of written notice from the City.
- I.** Loitering in the public right-of-way, parking area, and in front of the property and adjacent properties shall be prohibited.
- J.** The establishment shall conspicuously post the following interior sign stating:

“We ID everyone under 27 years of age for tobacco sales.”

The dimensions of this sign shall be at least eight inches by 11 inches. If the predominant language of the establishment’s clientele is not English, then a sign shall also be posted in that language.

4.23.04 Training Requirements

- A.** Each person who sells tobacco or smoking products or tobacco/smoking paraphernalia shall successfully complete a responsible tobacco retailing training. The program shall be completed within 60 days of assuming the position that involves sale of tobacco or smoking products and/or tobacco/smoking paraphernalia and shall be periodically completed again not less than once every three years.
- B.** Records of successful completion of responsible tobacco retailing training shall be maintained on the premises and shall be presented to City and Riverside County Sheriff’s Department representatives upon request.

4.23.05 Existing Tobacco/Smoking Product Retailers

Any smoke shop legally established prior to the Effective Date of this Code shall not be required to obtain a Conditional Use Permit and shall not be considered a legal non-conforming use subject to abatement, unless a modification of the approval for the use is sought and the modification is not considered minor subject to **Section XX.XX.XX (Minor Modifications)**. Any existing smoke shop that has been discontinued for a period of 180 days or more shall require a Conditional Use Permit, prior to reestablishing retailing of tobacco/smoking products.

4.24 Tattoo/Body Art/Piercing Establishments

4.24.01 Purpose and Applicability

The purpose of this Chapter is to establish development standards for the siting and operation of tattoo/body art/piercing establishments so as not to pose a significant threat to the public health, safety, and welfare, and to limit potential adverse impacts on sensitive uses located in surrounding neighborhoods. The standards of this Chapter shall apply to all tattoo/ body art/piercing establishments.

4.24.02 Location Standards

All new tattoo/body art/piercing establishments shall be located consistent with the following standards:

- A.** All new tattoo/body art/piercing establishments shall be located a minimum of 1,000 feet from another tattoo/body art/piercing establishment.
- B.** Located a minimum of 500 feet from all of the following uses:
 - 1. Adult-oriented business;
 - 2. Schools;
 - 3. Parks and recreation facilities;
 - 4. Community centers;
 - 5. Libraries;
 - 6. Youth organizations; and
 - 7. Child Day Care in a Home (Small or Large), or Day Care Center.
- C.** Located a minimum of 250 feet from any business involving an on-premises sale of liquor or alcoholic beverages, excluding restaurants and grocery stores/supermarkets.
- D.** Located a minimum of 100 feet (250 feet if separated by a major street or arterial) from any residential zones.

4.24.03 Development Standards

In addition to any conditions imposed by the Review Authority, tattoo/body art/piercing establishments shall comply with the following development standards:

- A.** The hours of operation shall be no earlier than 8:00 a.m. and no later than 10:00 p.m., daily.
- B.** The owner of an establishment shall obtain a Health Permit through the Riverside County Department of Public Health (DPH) to operate the facility in a safe and clean manner, maintain written procedures for the operation of the facility, and maintain records of training and equipment sterilization.
- C.** All practitioners shall annually register with the Riverside County Department of Public Health, obtain annual blood-borne pathogen training, provide documentation of Hepatitis B vaccination status, obtain specific health information from clients, and obtain “informed consent” from clients, as required by the Department of Public Health.
- D.** Records of successful completion of registration and annual renewals of Riverside County Department of Public Health permits for the owner of the establishment and any person providing services in the establishment shall be maintained on the premises and shall be presented to City employees and Riverside County Department of Public Health, Environmental Health Division inspectors on demand. An electronic copy of such records shall be provided on an annual basis to the Planning Division.
- E.** No tattoo, body art, or body piercing shall be performed without first obtaining “Informed Consent” from a client, as required by the DPH.
- F.** No establishment shall provide services to any person who is younger than the minimum age established by State law.

- G.** Amplified sound and loud music shall not be heard outside of the premises; the establishment shall contain all activities within the establishment.
- H.** Litter and trash receptacles shall be conveniently located inside and outside the establishment, and trash and debris shall be removed from the receptacles on a daily basis.
- I.** The exterior of the establishment, including all signs, accessory buildings and structures, shall be maintained free of litter and graffiti at all times. Graffiti shall be removed within 24 hours of written notice from the City.
- J.** Loitering in the public right-of-way, parking area, and in front of the property and adjacent properties shall be prohibited.
- K.** The establishment shall conspicuously post the following interior sign stating:

“We ID everyone under 27 years of age for any request for our services.”

The dimensions of such sign shall be at least eight inches by 11 inches. If the predominant language of the establishment’s clientele is not English, then a sign shall also be posted in that language.

4.25 Telecommunications/Wireless Facilities

4.25.01 Purpose and Applicability

A. Purpose. The purpose of this Chapter is to regulate the location, height, appearance, and placement of large commercial antennas and other wireless communications facilities. These regulations are designed to protect and promote the public health, safety, welfare, and aesthetic quality of the City.

B. Applicability.

This Chapter establishes standards to regulate the design and placement of towers, antennas, and other wireless communication transmission and/or reception facilities (hereinafter called wireless communication facilities) on public and private property, including facilities within the public right-of-way, to minimize the potential safety and aesthetic impacts on neighboring property owners and the community, and to comply with applicable State and Federal laws, including the Federal Telecommunications Act of 1996.

1. **Small Wireless Facilities.** Section 4.26.03 (Small Wireless Communication Facilities) applies to small wireless facilities.
2. **Large Wireless Facilities.** All other Sections of this Chapter, with the exception of Section 4.26.03 (Small Wireless Communication Facilities), apply to large commercial antennas.
 - a. **Existing Facilities.** All large commercial antennas for which applications were approved and/or building permits issued prior to the adoption date of this Section shall not be subject to the application of these regulations and guidelines contained in this Chapter, unless an alteration or intensification of use is requested in which case the provisions of this Section shall apply.

- b. **Proposed Facilities.** All large commercial antennas for which applications were received by the Community Development Department but not approved prior to the Effective Date, shall be subject to the provisions of this Section.

C. To fulfill its purposes, this Chapter is intended to:

1. Establish review and approval requirements, application submittal requirements, and development standards to regulate the design and placement of wireless communication facilities so as to preserve the visual character of the City and to ensure public health and safety, consistent with federal law and FCC regulations.
2. Acknowledge the community benefit associated with the provision of wireless communication services within the City.
3. Encourage the joint use of new and existing ground mounted facility monopole/tower sites as a primary option rather than construction of additional single-use towers.
4. Allow the Director to make certain determinations under the provisions of this Section.

4.25.02 Small Wireless Facilities

A. Except as provided elsewhere in this Chapter, all small wireless facilities as defined by the FCC in 47 C.F.R. § 1.6002(l), as may be amended or superseded, are subject to a permit as specified in the Indio City Council's "Policies, Procedures, Standards and Limitations for Submittal and Review of Small Wireless Facilities Within the Public Right-Of-Way pursuant to Indio Municipal Code Section 4.26.03" ("Policy"), as adopted and amended from time to time by City Council resolution, and all small wireless facilities shall comply with such Policy. If the City Council Policy is repealed, an application for a small wireless facility shall be processed pursuant to Section 4.26.03 (Small Wireless Communication Facilities).

B. Waiver Request. A waiver from the strict locational or physical requirements of the Policy may be granted by the Director, in his or her discretion, if the applicant can show, by substantial evidence, any of the following:

1. That compliance with a particular requirement is technologically infeasible, would result in an unreasonable interference with signal quality, or would result in an effective prohibition. The applicant will be required to prove that there are no feasible alternatives to the waiver request. A waiver request may be subject to peer review conducted by a qualified RF engineering consultant selected by the City and paid for by the project applicant.
2. Because of special, unique circumstances applicable to the proposed location and/or the proposed small wireless facility, the strict application of the requirements of the Section would deprive the applicant of privileges enjoyed by other permittees in the vicinity operating a similar small wireless facility.
3. Denial of the small wireless facility as proposed would violate federal law, state law, or both.
4. A provision of the Policy, as applied to applicant, would deprive applicant of its rights under federal law, state law, or both.

C. A waiver may be granted subject to such conditions or other requirements that will meet the purposes and intent of this Section and the Policy.

4.25.03 Large Commercial Antennas

Any monopole, single antenna or group of antennas attached to a monopole support structure, mounted on the ground or to a building shall be subject to the following:

A. Permitted Locations. A large commercial antenna may be permitted in certain zones as specified in Article 2 (Zone Regulations), and in the public right-of-way.

B. Permit Required.

1. A large commercial antenna designed as a “monopalm” or any other stealth facility (i.e. water tower, windmill, weather vane) not exceeding 70 feet in height and fully complying with all of the development standards as contained in Section 4.26.08, and located in any of the permitted zones may be approved pursuant to an Administrative Use Permit pursuant to **Section 6.0X.0X0 (Administrative Use Permit)**.
2. A large commercial antenna designed as a “monopalm” or any other stealth facility that exceeds 70 feet shall be subject to the approval of and compliance with a Conditional Use Permit **(Section 6.0X.0X0 (Conditional Use Permit))**.
3. A large commercial antenna not exceeding 35 feet in height, designed as and substantially in compliance with the City's Engineering Standards for utility poles, and fully complying with all of the development standards as contained in Section 4.26.08, may be located in the public right-of-way subject to an Administrative Use Permit pursuant to **(Section 6.0X.0X0)** (Administrative Use Permit). The Director must also determine, based on an analysis by an independent, qualified consultant, that the antenna's location in the City's public right-of-way is necessary to close a significant gap in coverage and is the least intrusive means of doing so. The cost of this analysis shall be paid for by the applicant.
4. A large commercial antenna designed as a “monopalm” or any other stealth facility that is to be placed on vacant property or property used for agricultural uses regardless of size shall be subject to the approval of and compliance with a Conditional Use Permit **Section 6.0X.0X0** (Conditional Use Permit).
 - a. The applicant shall submit an analysis of the location of the commercial antenna as it relates to the development of the site.
 - b. The applicant shall submit a letter from the telecommunications carrier that the site is the proper location for the commercial development.

C. Eligible Facilities Request (EFR).

1. Eligible Facilities Requests, collocation of new transmission equipment, removal of transmission equipment, or the replacement of transmission equipment may be approved by the Director through an Administrative Use Permit (refer to **Section 6.0X.0X0** (Administrative Use Permit) provided the modification of an existing tower or base station does not substantially change the physical dimensions of such tower or base station.
2. In addition to compliance with the requirements of this Chapter, all eligible facilities requests shall be subject to each of the following conditions of approval, as well as any modification of these conditions or additional conditions of approval deemed necessary by the Director:
 - a. Any permit granted in response to an application qualifying as an eligible facilities request shall be subject to the terms and conditions of the underlying permit.

- b. The City’s grant or grant by operation of law of an eligible facilities request permit constitutes a federally-mandated modification to the underlying permit or approval for the subject tower or base station. Notwithstanding any permit duration established in another permit condition, the City’s grant or grant by operation of law of a eligible facilities request permit will not extend the permit term for the underlying permit or any other underlying regulatory approval, and its term shall be coterminous with the underlying permit or other regulatory approval for the subject tower or base station.

4.25.04 Required Findings

A. General Findings. In approving any large commercial antenna facility except for a collocation facility request or an eligible facilities request, the Director shall make the following findings:

1. The proposed use conforms with the specific purposes of this Chapter and any special standards applicable to the proposed facility;
2. The applicant has made good faith and reasonable efforts to locate the proposed facility on a support structure other than a new ground-mounted antenna, or monopole or to accomplish collocation;
3. The proposed site results in fewer or less severe environmental impacts than any feasible alternative site; and
4. The proposed facility uses a stealth design.

B. Additional Findings for a Large Commercial Antenna. To approve a large commercial antenna facility, the Director shall find that a small wireless communication facility is not feasible because of technical, aesthetic, or legal considerations including that such siting:

1. Would have more significant adverse effects on views or other environmental considerations;
2. Is not permitted by the property owner;
3. Would impair the quality of service to the existing facility; or
4. Would require existing facilities at the same location to go off-line for a significant period of time.

C. Findings for Collocation Facilities Requests. The proposed collocation facility meets the requirements of Section 4.24.02.A.

D. Findings for Eligible Facilities Requests:

1. The proposed collocation or modification meets each and every one of the applicable criteria for an eligible facilities request stated in 47 C.F.R. 1.6100(b)(3)-(9), or any successor provisions, after application of the definitions in 47 C.F.R. 1.6100(b). The Director shall make an express finding for each criterion.
2. The proposed facility complies with conditions associated with the siting approval of the construction or modification of the eligible support structure or base station equipment, except to the extent preempted by 47 C.F.R. 1.6100(b)(7)(i) through (iv), or any successor provisions.
3. The proposed facility will comply with all generally applicable laws.

E. Additional Findings for Setback Reductions. The Director shall make one or more of the following findings, except for a collocation facility request or an eligible facilities request:

1. The facility will be collocated onto or clustered with an existing, legally established telecommunications/wireless facility; and/or
2. The reduced setback enables further mitigation of adverse visual and other environmental impacts than would otherwise be possible.

F. Additional Findings for Any Other Exception to Standards. The Planning Commission may waive or modify requirements of this Section upon finding that strict compliance would result in noncompliance with applicable Federal or State law. Requirements may be waived or modified only to the minimum extent required to avoid the noncompliance. An applicant seeking an exception must provide all supporting evidence for the request at the time of application submittal



4.25.05 Large Commercial Antenna Applications

An application for approval of a large commercial antenna shall include the following in addition to submittal requirements found in the Community Development Department application packet:

- A. Site Plans.** A site plan shall be prepared and drawn to scale showing the site boundary; all existing and proposed structures; vehicular parking and access; existing landscaping to be retained, removed, or replaced; land use and zoning designations on the site; and abutting parcels.
- B. Elevations.** Elevations drawn to scale showing all sides of any proposed building(s) and structures.
- C. Landscape Plans.** A landscape plan shall be prepared and drawn to scale showing proposed landscaping, including species types, size, spacing, and other features.
- D. Graphics.** A visual impact analysis a photo simulation, field mockup, or other pictorial representation identifying the potential visual impacts of the site location existing and proposed large commercial antenna.
- E. Siting of Antennas.** Information demonstrating that the applicant's proposed large commercial antenna complies with the City's location guidelines, development standards, and that the proposed site best achieves the City's standards over other available sites.
- F. FCC and State Authorization.** Documentation from the applicant that the proposed large commercial antenna meets all of the requirements of the various federal and state regulatory agencies.
- G. FAA Authorization.** Proof that the location and design of the proposed large commercial antenna is approved by the Federal Aviation Administration or local airport authority, if such approval is required.

4.25.06 Development Standards for Large Commercial Antennas

- A. Height.** The maximum height for large commercial antennas mounted on a monopole or a lattice tower shall not exceed 70 feet above grade. Additional height may be approved by the Planning Commission provided that technical data justifies the need for greater height in order to close a significant gap in coverage and the additional height is the least intrusive means of doing so.
- B. Setback of Monopole Support Structure.** A large commercial antenna consisting of a monopole design shall be located at least 100 feet from any residentially zoned property. A monopole design support structure shall comply with all setbacks according to the zone it is located in.
- C. Design Guidelines.** Because palm trees are plentiful throughout the City, a suggested screening method for a monopole antenna or large commercial antenna may be a “monopalm.”
1. A “monopalm” designed large commercial antenna may include a cluster of at least three “*Washingtonia robusta*” (Mexican Fan Palm) or “*Phoenix dactylifera*” (Date Palm) to enhance the camouflaged antenna. Palms may have a height that is within 20 feet of the height of the “monopalm” and at varying heights planted around the “monopalm” at the time of installation. Existing landscaping material may be considered in order to screen the “monopalm.”
 2. The monopole itself shall be textured in such a way to appear as the trunk of a palm tree. Manufactured palm fronds shall adequately camouflage the panel antennas from view from adjacent properties and public streets. Other screening methods may be utilized.
 3. All large commercial antennas shall be a “stealth facility,” except where completely screened from view to the public right-of-way and/or adjacent properties. Other stealth facilities may be utilized such as water towers, windmills, weather vanes, etc.
 4. Monopoles representing religious, cultural, commercial or other symbols, signs, or statuary shall be prohibited.
 5. If a large commercial antenna is permitted within the public right-of-way, it shall be designed as and substantially comply with the City's Engineering Standards for a street light, to the satisfaction of the City Engineer. The City Engineer may authorize a design that substantially complies with the standards of other utility poles if he or she determines that a street light is inappropriate for the location.
- D. Lighting.** Large commercial antenna lighting is prohibited, except as may be required by the Federal Aviation Administration.
- E. Signage.** Large commercial antennas shall not bear any signs or advertising devices other than those required by Federal regulations or other applicable law.
- F. Co-Location or Co-siting of Large Commercial Antennas.** In order to encourage co-location or co-siting of large commercial antennas and maximize community aesthetics, applicants for Administrative Conditional Use Permits may request authorization, at the time of original application submittal, for subsequent applicants to be co-located on or co-sited around the same facility. Should such request, specifying the number of subsequent users, be authorized by the Director at the time of Administrative Conditional Use Permit approval, such

subsequent requests for authorization may be processed by staff administratively, provided all other code requirements and conditions of approval are adhered to.

- G. Accessory Buildings.** Accessory buildings supporting large commercial antennas shall not exceed 600 square feet of gross floor area and a height of 12 feet and shall not be used for offices or material storage. All accessory structures or buildings shall comply with the minimum required setbacks in the zone that the facility will be located in.
- H. Accessory Buildings Material and Colors.** The use of materials and colors for accessory structures/buildings or cabinets shall be designed to blend with the exterior of existing structures within the area.
- I. Landscaping and Fencing.** Landscaping shall be utilized around accessory structures/buildings or cabinets to further screen the building or cabinets. Chain link fencing shall be prohibited where visible from any public right-of-way. A decorative block wall shall be required where visible from any public right-of-way for the purpose of enclosing accessory structures/buildings, cabinets, or equipment.
- J. Roof Mounted Antennas.** Roof mounted antennas shall be screened from view from adjacent properties and public rights-of-way. The screening may include parapets, walls, or similar architectural elements such as towers, provided that they are colored and texturized to integrate with the existing architecture of the building.
- K. Building Mounted Antennas.** When located on a building façade, building mounted antennas shall be of a color and texture to match the existing building.
- L. Utilities.** All utilities associated with large commercial antennas shall be placed underground.
- M. Access Roads.** Access roads shall be limited to 12 feet in width except where the Fire Department requires a greater width. The access road shall be paved to the satisfaction of the City Engineer.
- N. Building Code Compliance.** Large commercial antennas, including but not limited to antennas, support structures, equipment enclosures, equipment structures, and related structures and equipment shall be designed, constructed, and maintained in accordance with the uniform building, mechanical, electrical, and other applicable codes, laws, and regulations, as enforced by the Engineering and Building Services Department, to assure that all such facilities will maintain their structural integrity despite the effects of the elements.
- O. Interference Problems.** Interference is governed by the rules and regulations promulgated by the FCC. All large and small commercial antennas that are subject to such rules and regulations shall abide by and be in compliance with applicable FCC rules and regulations.
- P. Right-of-Way Authority.** Only applicants authorized to enter the public right-of-way pursuant to state or Federal law or a franchise or other agreement with the City shall be eligible for a permit to install or modify a large commercial antenna in the public right-of-way.

4.25.07 Removal and Abandonment of Commercial Antennas

- A.** Any large commercial antenna carrier who intends to abandon or discontinue use of a commercial antenna shall notify the City by certified mail no less than 30 days prior to such action. The large commercial antenna carrier or owner of the affected real property shall have 90 days from the date of abandonment or discontinuance, or a reasonable time as may be approved by the

Director, to dismantle and remove the commercial antenna. In the case of multiple carriers sharing use of a single tower, this provision shall not become effective until all carriers cease operation. The subject Conditional Use Permit shall become null and void.

- B.** Any large commercial antenna that is not in operation for a continuous period of 180 days, shall be considered abandoned. Upon a finding of abandonment, the City shall provide notice to the large commercial antenna carrier last known to use such facility and, if applicable, the owner of the affected real property, providing 30 days from the date of the notice to dismantle and remove the large commercial antenna. The subject Conditional Use Permit shall become null and void. This Section may not be applicable for an application to reuse an abandoned large commercial antenna provided that it complies with all development standards of this Chapter.

4.25.08 Definitions for Telecommunications Facilities

- A. Antenna.** Any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission or reception of electromagnetic waves when such system is operated or operating from a fixed location.
- B. Base Station.** A telecommunication/wireless structure or equipment at a fixed location that enables Commission-licensed or authorized wireless communications between user equipment and a communications network. The term does not include a tower or any equipment associated with a tower.
1. The term includes, but is not limited to, equipment associated with wireless communications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.
 2. The term includes, but is not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems and small-cell networks).
 3. The term includes any telecommunication/wireless structure other than a tower that, at the time the relevant application is filed with the State or local government under this Section, supports or houses equipment described in paragraphs 1 and 2 above and that has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the telecommunication/wireless structure was not built for the sole or primary purpose of providing such support.
 4. The term does not include any telecommunication/wireless structure that, at the time the relevant application is filed with the State or local government under this Section, does not support or house equipment described in paragraphs 1 and 2 above.
- C. Collocation.** (1) Mounting or installing a wireless telecommunication/wireless on a pre-existing structure; and/or (2) Modifying a telecommunication/wireless structure for the purpose of mounting or installing a wireless telecommunications facility on that telecommunication/wireless structure. For the purposes of Eligible Facilities Requests, collocation means the mounting or installation of transmission equipment on an existing tower or base station.

- D. Eligible Facilities Request.** Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, involving;
1. Collocation of new transmission equipment;
 2. Removal of transmission equipment; or
 3. Replacement of transmission equipment
- E. Lattice Tower.** A three or more legged telecommunication/wireless structure designed and erected on the ground to support wireless telecommunication antennas and connecting appurtenances.
- F. Monopole.** A telecommunication/wireless structure of single pole (non-lattice) design and erected on the ground to support wireless telecommunications antennas and connecting appurtenances.
- G. Monopalm.** A monopole camouflaged to resemble a palm tree.
- H. Stealth Design.** Improvements or treatments added to a wireless telecommunication/wireless which are intended to make the facility look like something other than a wireless tower or base station or to mask or blend the proposed facility into the existing telecommunication/wireless structure or visual backdrop in such a manner as to render it minimally visible to the casual observer.
- I. Tower.** Any telecommunication/wireless structure built for the sole or primary purpose of supporting any Commission-licensed or authorized antennas and their associated facilities, including telecommunication/wireless structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site.
- J. Wireless Telecommunications or Telecommunications/Wireless Facility.** A facility that transmits and/or receives electromagnetic signals. It includes antennas, microwave dishes, horns, and other types of equipment for the transmission or receipt of such signals, equipment, switches, wiring, cabling, power sources, shelters, or cabinets associated with an antenna, monopoles, telecommunication towers, or similar telecommunication/wireless structures supporting said equipment, equipment buildings, parking areas, and other accessory development.
1. **Telecommunications/Large Commercial Antenna.** Any new stand-alone facility, excluding stand-alone small wireless facilities up to 35 feet.
 2. **Telecommunications/Small Wireless Facility.** Collocations and small wireless facilities up to 35 feet in height. If a facility does not meet these criteria then it is considered a large telecommunications facility.

4.26 Temporary Uses

4.26.01 Purpose and Applicability

The purpose of this Chapter to regulate certain land uses that are intended for a limited duration of time and to ensure they do not pose a significant threat to the public health, safety, and welfare. The intent is to ensure that temporary uses will be compatible with surrounding land uses, to protect the rights of adjacent residents and landowners, and to minimize adverse effects on surrounding properties and the environment.

4.26.02 Temporary Uses Not Requiring a Temporary Use Permit

The following types of temporary uses may be conducted without a Temporary Use Permit. Other permits, such as a Building Permit, may be required.

A. Garage Sales.

1. Garage sales of personal property may be conducted by a resident of the premises subject to the requirements for a Garage Sale Permit as regulated by Chapter 122 (Garage Sale Permits) of the Indio Municipal Code.

B. Indoor Entertainment.

1. Indoor amplified music performances accessory to a commercial use is allowed per Article 2 (Zone Regulations) and provided the temporary use complies with the Performance Standards of Chapter 3.04 (Performance Standards).

C. Seasonal Sales.

1. Examples of seasonal sales include Christmas tree lots, pumpkin patches, etc.
2. Building Official approval for all temporary electrical service is required prior to establishing the seasonal sale.
3. Seasonal sales associated with holidays are allowed up to a month preceding and one week following the holiday. Christmas tree sales are allowed from Thanksgiving Day through December 31st.
4. All items for sale, as well as signs and temporary structures, shall be removed within 10 days after the end of sales, and the appearance of the site shall be returned to its original state.
5. The provisions of this Section do not apply to the sale and display of fireworks. Refer to Chapter 101 (Safe and Sane Fireworks) of the Indio Municipal Code.

D. Temporary Buildings or Storage Facilities (Accessory).

This section applies to storage containers or other temporary buildings for the temporary storage of goods.

1. An application shall be made no less than 15 days prior to the date of commencement of the proposed use.
2. Building Official approval is required.

3. The use shall be discontinued upon completion of the project.

E. Temporary Real Estate Sales Office.

1. The structure shall comply with all standards for temporary buildings or storage facilities in the Building Code.
2. No more than one temporary real estate office may be located on any new subdivision in any zone.
3. The temporary real estate office to be erected is only for use in the sale of homes or parcels within the subdivision in which it is located.
4. Temporary real estate sales offices may be conducted by a resident of the premises subject to the requirements for a Model Home Sales Complex Permit as regulated by Section 151.190 (Model Home Sales Complex Permit Established) of the Indio Municipal Code and subsequent Sections.

F. Vehicle Washing and Detailing.

1. Auto and vehicle washing and detailing shall be sponsored by a non-profit organization.
2. The duration of use shall not exceed two days.
3. There shall be a minimum of 30 days between events.
4. No more than one sign shall be allowed on the parcel and the sign shall not exceed six square feet.
5. All water run-off shall be maintained on the parcel.

4.26.03 Temporary Uses Requiring a Temporary Use Permit

- A.** A Temporary Use Permit (see Section X.XX.XX (Temporary Use Permit)) shall be required prior to establishing, commencing, or engaging in any of the temporary uses specified in Section 4.26.04 (Allowed Temporary Uses and Associated Standards) and Article 2 (Zone Regulations).
- B.** A Temporary Use Permit provides a process for administrative review for short-term activities that may not meet normal development or use standards of the applicable zone but may be acceptable because of their temporary nature. Additional or more stringent requirements may be established through the Temporary Use Permit process in order to prevent the use from becoming a nuisance with regard to the surrounding neighborhood or the city as a whole.
- C.** In addition to any other conditions imposed by the Director for the temporary use, the standards for height, off-street parking, setbacks, and other structure and property development standards that apply to the category of use or the zone of the subject parcel shall also apply to all temporary activities.

4.26.04 Allowed Temporary Uses and Associated Standards

A. Off-Site Auto and RV Sales.

1. No more than six off-site auto sales events may be held within a 12-month period.
2. The duration of each off-site auto sales event shall not exceed seven consecutive days, including set up and break down.
3. There shall be a minimum of 30 days between each off-site auto sales event.

4. Canopies shall be adequately braced and anchored to prevent weather-related collapse and must be in good condition. Weathered or dilapidated canopies shall not be used.
5. Off-site auto sales shall not restrict or impair the public's view of another business or activity, the public's view of the signage for another business or activity, and the points of ingress and egress to the site.
6. A new temporary permit is required for each off-site auto sales event.

B. Live Entertainment – Outdoors (Accessory).

1. Entertainment uses are allowed subject to Article 2 (Zone Regulations). A Temporary Use Permit is required for events with a duration of two days or less.
2. An application for a Temporary Use Permit shall be made no less than 30 days prior to the date of commencement of the entertainment event.
3. The duration of use shall not exceed two days.
4. There shall be a minimum of 30 days between events.
5. Events lasting more than two days or occurring more frequently than every 30 days shall require review and approval per Article 2 (Zone Regulations) and may require an Entertainment Permit issued by the Police Department per Chapter 113 (Entertainment Permits) of the Indio Municipal Code.
6. Live entertainment events requiring a Temporary Use Permit pursuant to this Chapter are prohibited within 1,000 feet of a Major Music Festival Event, as defined under Section 2.07.02 (Major Music Festival Overlay Zone (MMF)).
7. Certification of the safety of rides and all pertinent equipment for carnivals, circuses, or similar events, shall be made by a professional engineer registered in the State of California, with such certification being given to the Director prior to the commencement of use of the equipment.
8. The Director may permit subject to approval of a Temporary Use Permit (see Section X.XX.XX (Temporary Use Permit)) a special event such as, but not limited to, the following types of events: sporting and athletic events, street fairs, social events such as large weddings, picnics, or fireworks displays which by their nature are non-recurring, occurring on improved or unimproved property, which requires regulation because it may, among other things:
 - a. Involve the potential for a substantial number of participants or spectators;
 - b. Require the provision of public services for street blockage, erecting barriers, traffic control or crowd control;
 - c. Require portable restrooms, electrical connections; or
 - d. Require the use of flammable materials.

C. Swap Meet, Outdoor.

1. Outdoor swap meets, farmers markets, and the like are allowed subject to Article 2 (Zone Regulations).
2. An application for a swap meet on private property shall be made no less than seven days prior to the date of commencement of the proposed use.
3. Sales shall be sponsored by one or more merchants or by a non-profit organization.
4. The duration and frequency of the use shall be allowed as determined by the Director.

D. Temporary Campground.

Temporary campgrounds may be allowed on private or public property subject to Article 2 (Zone Regulations). A Temporary Use Permit is required, subject to the following conditions and standards:

1. A temporary campground shall be allowed for no more than 21 days in any one calendar year.
2. A minimum of 10 feet between vehicles or trailers shall be required.
3. Aisle ways shall be a minimum of 24 feet in width.
4. Toilets, if provided, shall be allowed at a rate of no more than one per 15 spaces and shall be emptied daily by an approved method.
5. Fire hydrants shall be no more than 500 feet from any space.
6. Electrical, sewer, and water hookups shall be prohibited. Provisions for solid waste and recycling collection shall be made.

UNIFIED DEVELOPMENT CODE

MUNICIPAL CODE CHAPTER 159

CITY OF INDIO

Public Draft – 05/12/22



PART 6. ADMINISTRATION + PROCEDURES

6.01 Purpose

- A.** This Article establishes provisions and processes for the application, administration, review and approval, and permitting of all land use and development activities in the City of Indio subject to the regulations in this Development Code.
- B.** Chapter 6.02 (Review and Decision-Making Bodies) identifies and describes the responsibilities of the bodies that review and decide upon development applications. Subsequent chapters provide detailed information on procedures, applications, and permits.
- C.** In response to changes in State law, the City shall adopt regulations that follow the statutory guidance and direction. In the absence of codified regulations, the City shall follow the statutes as written.

6.02 Review and Decision-Making Bodies

The purpose of this Chapter is to identify the bodies, officials, and administrators with designated responsibilities under various chapters of the Development Code. When carrying out their assigned duties and responsibilities, all bodies, administrators, and officials shall interpret and apply the provisions of this Ordinance as minimum requirements adopted to implement the policies and achieve the objectives of the General Plan.

6.02.01 City Council

The powers and duties of the City Council under this Code include, but are not limited to the following:

- A.** Consider and adopt, reject or modify amendments to the General Plan map and text pursuant to the provisions of Chapter 6.06 (General Plan and Zoning Amendments), and of the Government Code, following a public hearing and recommended action by the Planning Commission.
- B.** Consider and adopt, reject, or modify amendments to the Official Zoning Map and to the text of this Code pursuant to the provisions of Chapter 6.06 (General Plan and Zoning Amendments), and the Government Code, following a public hearing and recommended action by the Planning Commission.
- C.** Hear and decide applications for development agreements, pursuant to Section 6.05.02 (Development Agreements).
- D.** Hear and decide appeals from decisions of the Planning Commission pursuant to Section 6.03.12 (Appeals).
- E.** Call for review a decision of the Director or Planning Commission pursuant to Section 6.03.11 (Calls for Review).

- F. Appoint and remove members of the Planning Commission as provided for in Title 3 (Administration) of the Indio Municipal Code.
- G. Establish, by resolution, a Municipal Fee Schedule listing fees, charges, and deposits for various applications and services provided, pursuant to this Code.

6.02.02 Planning Commission

The Planning Commission is established and organized pursuant to Chapter 32 (City Commissions) of the Indio Municipal Code and the requirements of the Government Code. The powers and duties of the Planning Commission under this Code include, but are not limited to the following:

- A. Conduct hearings and make recommendations to the City Council on proposed amendments to the General Plan map and text, pursuant to Chapter 6.06 (General Plan and Zoning Amendments).
- B. Conduct hearings, and make recommendations to the City Council on proposed amendments to the Official Zoning Map and to the text of this Code, pursuant to Chapter 6.06 (General Plan and Zoning Amendments).
- C. Approve, conditionally approve, modify, or deny Conditional Use Permits, Planning Reviews, and Variances, pursuant to Chapter 6.04 (Permits and Approvals), and Section 6.04.06 (Administrative Variances and Variances).
- D. Hear and decide on modifications to approved Conditional Use Permits, Planning Reviews, and Variances, pursuant to Section 6.03.15 (Modification of Approved Plans).
- E. Hear and decide proposals to revoke permits, pursuant to Section 6.03.16 (Revocation of Permits) following a public hearing.
- F. Hear and decide appeals from decisions of the Community Development Director on decisions, determinations, or interpretations made in the enforcement of this Code and any other decisions that are subject to appeal, pursuant to Section 6.03.12 (Appeals).
- G. Call for review a decision of the Director pursuant to Section 6.03.11 (Calls for Review).
- H. Make environmental determinations on any approvals it grants that are subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to State law.
- I. Such other duties and powers as assigned or directed by the City Council.

6.02.03 Community Development Director

The following powers and duties of the Community Development Director (the “Director”) under this Ordinance include, but are not limited to the following:

- A. Maintain and administer the Development Code, including processing of applications, abatements, and other enforcement actions.
- B. Interpret the Development Code to members of the public and to other City Departments.

- C. Prepare and effect rules and procedures necessary or convenient for the conduct of the Director’s business. These rules and procedures shall be as approved by a resolution of the City Council following review and recommendation of the Planning Commission. They may include administrative details of hearings officiated by the Director (e.g., scheduling, rules of procedure and recordkeeping).
- D. Issue administrative regulations for the submission and review of applications subject to the requirements of this Code and Government Code Section 65950 (Deadlines for Project Approval Conformance; Extensions).
- E. As part of the building permit review, review applications for conformance with this Code and issue a zoning clearance letter when the proposed use, activity, or building is allowed by right and conforms to all applicable development and use standards.
- F. Review applications for discretionary permits and approvals under this Code for conformance with applicable submission requirements and time limits.
- G. Review applications for discretionary permits and approvals to determine whether the application is exempt from review under CEQA and notify the applicant if any additional information is necessary to conduct the review.
- H. Process and make recommendations to the City Council on all applications, amendments, appeals, and other matters upon which the Council has the authority and the duty to act under this Code.
- I. Process and make recommendations to the Planning Commission on all applications, appeals, and other matters upon which the Commission has the authority and the duty to act under this Code.
- J. Conduct Administrative Planning Review pursuant to 6.04.03 (Planning Review).
- K. Approve, conditionally approve, modify, or deny applications for Administrative Use Permits, pursuant to Chapter 6.04 (Permits and Approvals).
- L. Refer items to the Planning Commission where, in his/her opinion, the public interest would be better served by a Planning Commission public hearing and action.
- M. Negotiate the components and provisions of development agreements for recommendation to the City Council.
- N. Serve as Staff of the Planning Commission.
- O. Investigate and make reports to the Planning Commission on violations of permit terms and conditions when the City has initiated revocation procedures.
- P. Delegate administrative functions to members of the Planning Division as deemed necessary.
- Q. Other duties and powers as may be assigned by the City Council or established by legislation.

6.02.04 Summary of Review Authorities for Decisions and Appeals

Table 6.02.04-1 summarizes the powers and duties that each Review Authority has under this Code. Where a land use project requires more than one type of application, all permit requests shall be reviewed and decided on by the highest Review Authority established for any of the applications. Numbers refer to notes

at the bottom of the table.

Table 6.02.04-1. Summary of Review Authorities for Decisions and Appeals

PROCEDURE	REVIEW AND DECISION-MAKING BODIES			
	PRE-APPLICATION COMMITTEE	DIRECTOR OR DESIGNEE	PLANNING COMMISSION	CITY COUNCIL
GENERAL PLAN AND ZONING				
Annexation	R			D
General Plan Amendment (Text or Map or Text and Map)	R	R	RC	D
Development Code Text Amendment	R	R	RC	D
Zoning Map Amendment	R	R	RC	D
Specific Plan and Project Master Plans	R	R	RC	D
Planned Development	R	R	RC	D
ENTITLEMENTS				
Administrative Use Permit	R	D	A	
Administrative Variance	R	D	A	
Variance	R	R	D	A
Conditional Use Permit	R	R	D	A
Appeal of Administrative Decision		R	A	A
Appeal of Planning Commission Decision		R		D
Planning Review - Administrative	R	R	A	
Planning Review – Ministerial (Residential + Mixed Use)	R	R	D	A
Planning Review - Discretionary	R	R	D	A
Home Occupation Permit ¹		D		
Temporary Use Permit	R	D	A	
Sign Permit ²		D	A	
Minor Modifications to Approved Permit		D	A	
Major Modifications to Approved Permit ³		R	D	A
Permit Revocation		R	D	A
Permit Extension		D	A	
OTHER PROCEDURES				
CEQA Environmental Review	R	R	D	D
Development Agreement	R	R	R	D
Interpretations		D	A	

1. See Section 4.14.03 (Home Occupation Permit; Issuance; Modification; and Revocation) for home occupation permit requirements and procedures.

2. See Section 3.05.09 (Sign Permits and Procedures) for sign permit requirements and procedures.

3. Major modifications are a Planning Commission action item only, not subject to public hearing.

6.03 Common Procedures

6.03.01 Purpose

This Chapter establishes procedures that are common to the application and processing of all permits and approvals provided for in this Code, unless superseded by specific requirement of this Code or State law.

6.03.02 Time Limits

Whenever a number of days is specified in the Code, or in any permit, condition of approval, or notice provided in this Article, the number of days shall be consecutive calendar days.

6.03.03 Application Forms and Fees, and Reapplications

A. Applicant.

The owner of property or the owner's authorized agent. If the application is made by someone other than the owner or the owner's agent, proof, satisfactory to the Director, of the right to use and possess the property as applied for, shall accompany the application.

B. Application Forms and Materials.

1. Application Forms.

The Director shall prepare and issue application forms and lists that specify the information that will be required from applicants for projects subject to the provisions of this Code.

2. Supporting Materials.

The Director may require the submission of supporting materials as part of the application, including but not limited to statements, photographs, plans, drawings, renderings, models, material samples and other items necessary to describe existing conditions and the proposed project and to determine the level of environmental review pursuant to CEQA. If a neighborhood review meeting was required prior to submitting an application, the applicant shall submit post meeting information and materials with the submittal of a development application in accordance with Subsection 6.03.04.F (Post Meeting Submittal Requirements). Each permit application checklist lists the minimum necessary submittal materials for that particular type of permit.

3. Availability of Materials.

All material submitted becomes the property of the City, may be distributed to the public, and shall be made available for public inspection. At any time upon reasonable request, and during normal business hours, any person may examine an application and materials submitted in support of or in opposition to an application in the Planning Division offices. Unless prohibited by law, copies of such materials shall be made available at a reasonable cost.

C. Application Fees.

1. Schedule of Fees.

The City Council shall approve by resolution a Master Fee Schedule that establishes fees for permits, informational materials, penalties, copying, and other such items or applications authorized or required by this Code.

2. Payment of Fees.

All required fees shall be paid at the time an application is filed and no application shall be accepted as complete and processed without payment of a fee unless a fee waiver has been approved.

3. Multiple Applications.

The City's processing fees are cumulative. For example, if an application for Planning Review also includes a Conditional Use Permit, both fees shall be charged.

4. Fee Waiver.

No fee shall be required when the applicant is the City, or if it is waived under any other provision of the Municipal Code.

5. Refund of Fees.

Application fees are refundable at the discretion of the Director with good cause unless otherwise provided for in the Indio Municipal Code or by policy of the City Council.

D. Reapplication.

An application shall not be accepted or acted upon if within the past 12 months the City has denied an application for substantially the same project on substantially the same real property, unless the Director finds one or more of the following circumstances to exist:

1. New Evidence.

There is new evidence that would support approving the project that was not presented at the previous hearing and could not have been previously discovered in the exercise of reasonable diligence by the applicant.

2. Substantial and Permanent Change of Circumstances.

There has been a substantial and material change of circumstances since the previous hearing that affects the applicant's real property. A change in circumstances could include, but is not limited to, change in infrastructure conditions, change in project proposal, change in environmental conditions, etc.

3. Mistake at Previous Hearing.

A verified factual mistake was made at the previous hearing that was a material factor in the denial of the previous application.

6.03.04 Pre-Application Review and Conferences

A. Purpose:

A Pre-Application Review is a review process and opportunity to:

1. Acquaint a potential application with information on relevant policies, code regulations, and other relevant criteria and procedures. This review is intended for large or complex projects and projects that are potentially controversial.
2. Provide a potential applicant with an early opportunity to meet with the City's Pre-Application Committee to identify possible major issues and discuss the City's review processes to help expedite permit processing and approvals.
3. To acquaint City staff with a potential applicant and application.

B. Scope and Limitations:

1. A Pre-Application Review does not:
 - a. Vest an applicant under the existing rules and regulations adopted by the City in effect at the time of the pre-application conference meeting.
 - b. Provide an exhaustive review of all potential issues.
 - c. Bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the pre-application meeting.
 - d. Constitute an approval in any manner of a proposal as the pre-application meeting is intended to be informational only.
2. **Exemption from Permit Streamlining Act.**
Pre-application review is not subject to the requirements of the California Permit Streamlining Act (the Act). An application that is accepted for pre-application review shall not be considered complete pursuant to the requirements of the Act unless and until the Director has received an application for approval of a development project, reviewed it, and determined it to be complete under Section 6.03.06 (Review of Applications).
3. **Recommendations are Advisory.**
Neither the pre-application review nor the provision of information and/or pertinent policies shall be construed as a recommendation for approval or denial of the application by City representatives. Any recommendations that result from pre-application review are considered advisory only and shall not be binding on either the applicant or the City.

C. Applicability and Requirements

1. Applications for which Pre-Application is Required.

A pre-application conference is required for all of the following before an application will be required for the processing of:

- a. Conditional Use Permits

- b. Any project requiring Discretionary Planning Review
- c. General Plan Text and/or Map Amendments
- d. Specific Plans
- e. Development Agreements
- f. Amendments to Existing Specific Plans or Project Master Plans
- g. Tentative Maps (refer to adopted Subdivision Regulations)
- h. Variances
- i. Development Code and/or Zoning Map Amendments

2. Applications for which Pre-Application is Optional.

An applicant for a project not requiring Pre-Application Review may request such review. The Director may approve this optional review request provided that an application is filed, and appropriate fee is paid.

D. Process and Procedures:

1. Review Procedure.

Planning staff shall facilitate the pre-application review process. The Director may consult with or request review by any City agency or official with interest in the application.

2. Application Submittal.

A request for Pre-Application Review shall be filed with the Community Development Department on a pre-established City form. The required fee shall be paid at the time of application.

3. Application Process.

A counter-completeness review shall be conducted at time of submittal. If all required information is present at time of submittal, the application shall be accepted for processing. An incomplete application shall not be accepted.

4. Pre-Application Meetings.

Following submittal of the Pre-Application Review application, the Community Development Department shall route the application to relevant review parties and schedule the pre-application conference meeting following consultation with the applicant regarding meeting availability. Staff from other City Departments and external agency service providers will meet with the applicant and representatives. Following the pre-application conference meeting, a written meeting summary may be prepared and distributed to the applicant and representatives, if applicable. The summary will be based upon the information that was presented to staff (i.e., what is submitted along with the Request form) and may identify applicable development regulations, policies, and engineering design standards, key issues, requirements for special studies, and other information.

6.03.05 Neighborhood Review Meetings

A. Purpose.

The purpose of the neighborhood review meeting is for a developer/applicant of a proposed project to hold a meeting with surrounding and adjacent neighboring residents, property owners, homeowners' associations, and businesses (hereinafter collectively referred to as "neighbors") prior to submitting an application to the City. The neighbors would have an early opportunity to become familiar with the proposed project and the City's development review process and to identify any associated project issues or concerns. The neighborhood review meeting is intended to assist in producing applications that are responsive to neighborhood concerns, and to reduce the likelihood of delays and appeals. The city expects an applicant to take into consideration the reasonable concerns and recommendations of the neighbors and other interested persons when preparing an application.

B. Applicability.

1. Applications for which Neighborhood Review is Required.

A minimum of one neighborhood review meeting shall be required for the following types of new land use application in any applicable zoning district within the city:

- a. Conditional Use Permits
- b. Any project that requires Discretionary Planning Review
- c. General Plan Text and/or Map Amendments
- d. Specific Plans
- e. Development Agreements
- f. Amendments to Existing Specific Plans or Project Master Plans
- g. Tentative maps
- h. Variances
- i. Development Code and/or Zoning Map Amendments

2. Applications for which Neighborhood Review is Optional.

Neighborhood review meetings are not required but are strongly encouraged for multi-family residential developments and residential mixed-use projects that qualify for streamlined ministerial planning review.

C. Time Frames.

1. Prior to submittal of an application, an applicant shall provide an opportunity to meet with neighbors within the City-specified notice radius to review the proposal.
2. The applicant shall not be required to hold more than one neighborhood review meeting, provided that if that the Director determines that there are substantive and significant changes between the project presented at the neighborhood meeting and the submitted project, the Director may require the applicant to conduct an additional neighborhood review meeting to solicit additional feedback prior to the scheduling of any required public hearings.

D. City Involvement.

The neighborhood review meeting is intended to be a developer-neighborhood interaction. City staff are not required to attend and/or participate in neighborhood review meetings. There will be other official

opportunities for residents and neighbors to make comment during the development review process that would follow the neighborhood review meeting. Any City staff attendance at a neighborhood review meeting is for informational purposes only, does not represent the City's position on the merits of the development proposal and does not constitute an approval or denial of an application, now or submitted in the future.

E. Procedures.

1. The applicant shall select the meeting time and place. The starting time selected shall be limited to a weekday evening after 6:00 p.m. or a weekend at any reasonable time and shall not occur on a Federally recognized holiday. The meeting shall be held at a location open to the public and in compliance with the Americans with Disabilities Act. The public meeting shall be held within the Indio City limits, at a location no further than two miles from the project site unless an alternate meeting location is approved by the Director. A sign at least 22 inches by 28 inches in size with minimum two-inch lettering shall be placed at the main entrance of the building where the meeting will take place at least one hour prior to the meeting. Such sign will announce the meeting purpose, that the meeting is open to the public, and that interested persons are invited to attend. This sign shall be removed upon conclusion of the meeting by the applicant.
2. The applicant shall send by regular mail a written notice announcing the neighborhood review meeting to the Director and property owners within 500 feet of the property(ies) involved in the development review application. The Director at his/her discretion may request the applicant to increase the mailing area size for the written notification if he/she believes that the nature of the project will result in the need for more public awareness. The notice shall include the date, time and location of the meeting and briefly discuss the nature and location of the proposal. The notice shall be mailed not less than 20 days prior to the meeting date. The mailing list shall be obtained by the applicant and based on the most recent property tax assessment rolls of the Riverside County Assessor's Office.
3. The sign at the building entrance and the notices sent by mail shall each contain the following statement:

The intent of this meeting is to facilitate an early informal discussion between the project developer and the neighbors regarding the project. While required by the City of Indio, this meeting is not conducted by the City of Indio and is in addition to any future hearings or public comment opportunities available under the City's development review processes.
4. At the neighborhood review meeting, the applicant shall describe the proposed application to persons in attendance. The attendees may identify any issues that they believe should be addressed in the application and recommend that those issues be submitted for City consideration and analysis.
5. The applicant shall prepare and make available the following materials for review and discussion at the public meeting:
 - a. Type, location, and total number of dwelling units for residential expected to be built;
 - b. Type, location, and conceptual building elevations for non-residential projects

- c. Conceptual site plan/plat layout showing buildings, road layout, parking, landscaping, topography and open space areas, and adjacent properties; and
 - d. Aerial photograph showing the subject property and adjacent properties.
6. At the neighborhood review meeting, a sign-in-in sheet shall be distributed to all meeting attendees that specifies the date, time, and location of the neighborhood review meeting and asks for the name, address, phone number, and electronic mail address of each meeting attendee.
 7. At the neighborhood review meeting, the applicant shall take notes of the discussion on the proposed application for eventual submittal to the City.

F. Post Meeting Submittal Requirements.

The applicant shall submit the following information with the submittal of a development application:

1. A copy of the notice provided to surrounding property owners within a minimum of 500 feet on all sides of the proposed development site.
2. A copy of the mailing list used to send out meeting notices.
3. A written statement containing the information posted on the property.
4. An affidavit of mailing notices.
5. A copy of the meeting sign-in sheet.
6. Copies of written materials and plans presented at the neighborhood review meeting.
7. Notes of the meeting including a summary of oral and written comments received.
8. If responses to the meeting notice were not received by the applicant and no one attended the neighborhood review meeting or persons in attendance made no comments, the applicant shall submit evidence as indicated above, with the notes reflecting the absence of comment, attendance, or both.

G. Notice of Decision.

1. All property owners who receive notice of the neighborhood review meeting shall be eligible to receive a copy of the written City decision for the development proposal through a request made directly to the City.

H. Consideration.

The City shall consider as part of the development review process the concerns and issues raised by the neighbors and applicant at the neighborhood review meeting, including any agreed-upon solutions or resolutions to outstanding issues or areas of contention. The City, however, shall not be bound in its decision-making by any agreements or understandings made between the neighbors and applicants. Nothing in this section shall be construed to delegate development review decision-making authority to the participants in the neighborhood review meeting.

6.03.06 Environmental Review

A. Environmental Review.

All projects shall be reviewed for compliance or exemption with the California Environmental Quality Act (CEQA). Environmental review will be conducted pursuant to Title 14 of the California Code of Regulations (CEQA Guidelines). If Title 14 of the California Code is amended, such amendments will govern City procedures.

1. Project Exempt from Environmental Review.

Within 30 days of the date the City has determined an application to be complete, a determination must be made whether the project is exempt from Environmental Review per State CEQA requirements.

2. Project for which a Negative Declaration or Mitigated Negative Declaration is Prepared.

Within 60 days of the date a Negative Declaration or Mitigated Negative Declaration has been completed and adopted for project approval, the City shall take action on the accompanying discretionary project.

3. Project for which an EIR is Prepared.

Within 180 days from the date the decision-making authority certifies a Final EIR, the City shall take action on the accompanying discretionary project.

B. AB 52 Consultation Requirement

Per AB 52 (Native American Historic Resource Protection Act), Tribal Consultation requirements apply to all CEQA projects for which a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration is filed on or after July 1, 2015. The following applies to all applicable projects:

1. The City authorized representative shall comply with the procedures specified in Public Resources Code (PRC) Sections 21080.3.1, 21080.3.2, 21082.3, and 21084.3 to notify, consult, and mitigate for any significant impacts to tribal cultural resources.
2. The City's authorized representative is the authorized representative of the City in all tribal consultation under state law.
3. The Community Development Department shall maintain a list of California Native American tribes, as defined in PRC Section 21073, which requested notification of discretionary projects under its jurisdiction pursuant to PRC Section 21080.3.1, subdivision (b)(1).
4. Within 14 days of determining that an application for a discretionary project is complete and the City is ready to undertake CEQA review, the City's authorized representative shall notify, by letter, all tribes that requested notification and afford them 30 calendar days to respond to accept or decline consultation.

5. Within 30 days of receiving a written acceptance from a tribe, the City's authorized representative shall initiate consultation with the tribe.
6. The City's authorized representative shall take into consideration information provided by the tribe during consultation when making the required determinations of impact during the CEQA process, and shall conclude consultation as specified in Section 21080.3.2(b) of the PRC prior to adopting or certifying the CEQA document.

6.03.07 Review of Applications

A. Review Process.

1. Application Completeness.

The Director shall determine whether an application is complete within 30 days of the date the application is filed with the required fee. For the purposes of this Section, completeness shall not include a substantive of the quality, content or merit of the submitted items that shall be analyzed as part of the subsequent application review process. The Director shall notify the applicant in writing of the determination that either all submittal requirements have been satisfied and the application is complete, or additional information is necessary and the application is deemed incomplete (see Subsection B below).

B. Incomplete Application.

If an application is incomplete, the Director shall provide written notification to the applicant listing the applications for permit(s), forms, information, and any additional fees that are necessary to complete the application.

1. Zoning Ordinance Violations.

An application shall not be found complete if conditions exist on the site in violation of this Code or any permit or other approval granted in compliance with this Code, unless the proposed project includes the correction of the violations.

2. Appeal of Determination.

Determinations of incompleteness are subject to the provisions of Section 6.03.13 (Appeals), except there shall be a final written determination on the appeal no later than 60 days after receipt of the appeal. The fact that an appeal is permitted to both the Planning Commission and the City Council does not extend the 60-day period.

3. Submittal of Additional Information.

The applicant shall provide the additional information within the time limit specified by the Director, which shall be no later than 30 days. The Director may grant one extension of up to 90 days.

4. Resubmittal Review.

Upon receipt and resubmittal of any incomplete application, a new 30-calendar day period shall begin during which the Director shall determine the completeness of the application.

5. Expiration of Application.

If an applicant fails to correct the specified deficiencies within the specified time limit, the

application shall expire and be deemed withdrawn. Unexpended fees, as determined by the Director, will be returned to the applicant. After the expiration of an application, project review shall require the submittal of a new, complete application, along with all required fees.

C. Complete Application.

When an application is determined to be complete, the Director shall make a record of that date. If an application requires a public hearing, the Director shall schedule it in a timely manner and notify the applicant of the date and time.

D. Extensions.

The Director may, upon written request and for good cause, grant extensions of any time limit for review of applications imposed by this Code.

6.03.08 Public Notice

Unless otherwise specified, whenever the provisions of this Code require public notice, the City shall provide notice in compliance with State law as follows. Application types that require a decision by or appeal to the Planning Commission or City Council require a public hearing, per Table 6.02.04-1. (Summary of Review Authorities for Decisions and Appeals). All projects requiring an Administrative Permit or public hearing(s) require public noticing as follows.

A. Mailed Notice for Administrative Permits. For projects requiring an Administrative Permit, a mailed notice shall be delivered by First Class mail 10 days before the date of action to:

1. The applicant, the owner or owner's duly authorized agent, and any occupant of the subject property;
2. All property owners within a 500-foot radius of the subject property as shown on the latest available assessment role, or a larger radius if deemed necessary by the Director in order to provide adequate public notification.

B. Mailed Notice for Public Hearings. At least 10 days before the date of the public hearing, the Director, or the City Clerk for hearings before Planning Commission and/or City Council, shall provide notice by First Class mail delivery to:

1. The applicant, the owner or owner's duly authorized agent, and any occupant of the subject property;
2. Each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.
3. All property owners of record within a minimum 500-foot radius of the subject property as shown on the latest available assessment role or a larger radius if deemed necessary by the Director in order to provide adequate public notification;
4. All neighborhood and community organizations that have previously filed a written request for notice of projects in the area where the site is located; and

5. Any person or group who has filed a written request for notice regarding the specific application.
- C. Newspaper Notice.** At least 10 days before the date of the public hearing, the Director or the City Clerk for hearings before the Planning Commission and/or City Council, shall publish a notice in at least one newspaper of general circulation in the City.
- D. Public Places.** At least 10 days before the date of the public hearing, the Director or the City Clerk for hearings before the Planning Commission and/or City Council, shall publish a notice in at least three public places in the City including a minimum of one public notice sign on the property(ies) directly affected by the proceeding, per Section 6.03.08.G (Standards and Specifications for Public Notice Signs).
- E. Contents of Notice.** The notice shall include the following information:
1. The location of the real property, if any, that is the subject of the application;
 2. A general description of the proposed project or action;
 3. The date, time, location, and purpose of the public hearing or the date of action when no public hearing is required;
 4. The identity of the hearing body or officer;
 5. The names of the applicant and the owner of the property that is the subject of the application;
 6. The location and times at which the complete application and project file, including any environmental impact assessment prepared in connection with the application, may be viewed by the public;
 7. A statement that any interested person or authorized agent may appear and be heard;
 8. A statement describing how to submit written comments;
 9. For Council hearings, the Planning Commission recommendation; and
 10. Other information required by specific provision of these regulations or which the City, through its Department Heads, may consider necessary or desirable.
- F. Failure to Notify Individual Properties.** The validity of the proceedings shall not be affected by the failure of any property owner, resident or neighborhood or community organization to receive a mailed notice.
- G. Standards and Specifications for Public Notice Signs**
1. **Applicability.**
All projects requiring an Administrative Permit or public hearings before the Planning Commission and/or City Council shall be required to post one or more public notice signs in accordance with the provisions herein.

2. Public Notice Sign Requirements.

- a. Only public notice signs provided by the City of Indio shall be utilized. Any sign that is posted that is not provided by the City of Indio shall be deemed non-compliant with this Section. Each sign heretofore posted shall contain at a minimum a copy of the public notice, a copy of the submitted site plan and, for those projects requiring a public hearing, a copy of the public hearing notice.
- b. A minimum of one non-illuminated sign shall be installed in accordance with the City of Indio Public Notice Sign Specifications published by the Community Development Department as amended. The sign(s) shall be erected on or near the subject property facing each public right-of-way adjacent to the subject property and private easement or tract road providing primary vehicular access to the subject property and to any property that abuts the subject property. The Community Development Department shall approve the location of each sign.
- c. The sign shall be placed in an area of the property most visible to the public, not more than five feet from the front property line in residential areas, and not more than three feet from the front property line in commercial and industrial areas.
- d. At least one sign for every 500 feet of street frontage shall be displayed per street frontage of the subject property. The Director may reduce the number of signs, however the reduction shall be no less than one sign per street frontage.
- e. The Director may require the placement of notice boards in additional and/or alternative locations than the street frontage if, in his/her opinion, public notice for the project if furthered will benefit the public safety, health and welfare and enhance the public's opportunity to be made aware and comment on a proposed land use action.

3. Sign Posting Acknowledgement.

A completed Sign Posting Acknowledgment form prepared and signed and dated by the applicant or an authorized representative of the applicant together with Photograph of Installed Signs form shall be submitted to the Community Development Department no later than three days following the pickup of the signs from the Department. This document shall be mailed or dropped off or emailed to the assigned Project Planner.

4. Timing of Installation.

- a. Signs must be installed no later than five calendar days from the date of pick-up from the Community Development Department.
- b. Posted signs are to physically remain on the property until the last decision-making action specified by Community Development Department. This shall include the timeframe for items that are required to obtain City Council approval.

5. Removal

- a. Signs shall be removed from the property no later than 10 days following the final action by the City of Indio.
- b. A completed Sign Removal Acknowledgment form together with a completed Photograph of Removed Signs form prepared and signed and dated by the applicant or an authorized representative of the applicant shall be submitted to the Indio Community Development

Department no later than three days following the physical removal of the signs. This document shall be mailed, dropped off or emailed to the assigned Project Planner.

6. Maintenance.

The applicant/owner shall be responsible for maintaining the notice board such that it is readable during the period of time it is required to be in place. If the board is damaged, defaced or otherwise made illegible, the applicant/owner shall replace the board with another obtained from the City. The applicant shall pay the replacement cost of such board.

6.03.09 Public Hearings

A. Hearing Time and Notice.

1. The Community Development Director shall set the time and place of hearings required by this Code to be held by the Planning Commission. The Planning Commission may, however, change the time or place of a hearing, if necessary.
2. The City Clerk shall set the time and place of public hearings required by this Code to be held by the City Council; provided, that the Council may change the time or place of a hearing.

B. Conduct of Public Hearings

Whenever the provisions of this Ordinance require a public hearing, the hearing shall be conducted in compliance with the requirements in Indio Municipal Code Article III (Administration).

6.03.10 Timing and Notice of Decision and Findings Required

When making a decision to approve, approve with conditions, modify, revoke or deny any discretionary permit under this Code, the responsible authority shall issue a Notice of Decision and make findings of fact as required by this Code.

A. Date of Decision.

The responsible authority shall decide to approve, modify, revoke, or deny any discretionary permit following the close of the public hearing, or if no public hearing is required, within the time periods set by statutory requirements (e.g. Permit Streamlining Act, Housing Accountability Act). These deadlines do not apply to any action that has been appealed to the City Council in accordance with Section 6.03.13 (Appeals). Time extensions may be granted pursuant to Section 6.03.15 (Expiration and Extension).

B. Notice of Decision.

After the Director or Planning Commission takes any action to approve, modify, or deny an application that is subject to appeal under the terms of this Code, the Director shall issue a Notice of Decision. The Notice shall describe the action taken, including any applicable conditions, shall list the findings that were the basis for the decision, and shall include the procedure for appealing the decision. The Director shall file the Notice with the City Clerk and mail the Notice to the applicant, to the members of the City Council and the Planning Commission, and to any other person or entity that has filed a written request for such notification with the

Planning Division.

C. Findings.

Findings, when required by State law or this Code, shall be based upon consideration of the application, plans, testimony, reports, and other materials that constitute the administrative record and shall be stated in writing in the resolution or record of the action on the permit.

6.03.11 Scope of Approvals

A. Scope.

Any approval permits include only those uses and activities actually proposed in the application, and excludes other uses and activities. Unless otherwise specified, the approval of a new use shall terminate all rights and approvals for previous uses no longer occupying the same site or location.

B. Conditions of Approval.

The site plan, floor plans, building elevations and/or any additional information or representations, whether oral or written, indicating the proposed structure or manner of operation submitted with an application or submitted during the approval process shall be deemed conditions of approval. Any approval may be subject to requirements that the applicant guarantees, warranties, or ensures compliance with permit's plans and conditions in all respects.

C. Actions Voiding Approval.

If the construction of a building or structure or the use established is contrary to the description or illustration in the application, so as to either violate any provision of this Ordinance or require additional permits, then the approval shall be deemed null and void.

D. Periodic Review.

All approvals may be subject to periodic review to determine compliance with the permit and applicable conditions. If a condition specifies that activities or uses allowed under the permit are subject to periodic reporting, monitoring or assessments, it shall be the responsibility of the permit holder, the property owner or successor property owners to comply with such conditions.

6.03.12 Calls for Review

A. Applicability.

Notice of decision by the Director shall be communicated to the Planning Commission and City Council members immediately after approval. Notice shall be made to each member individually and any calls for review shall be made as follows:

1. A majority of the Planning Commission may call for review of a decision of the Director or Zoning Administrator.
2. A majority of the City Council may call for review of a decision of the Director or Planning Commission.
3. If a decision is called for review by both the Planning Commission and the City Council, the City Council shall conduct the review.
4. Such call for review shall not require any statement of reasons and shall not represent opposition to or support of a decision, application, or appeal.

B. Time Limits.

All calls for review shall be received within 30 days of the date which the decision was communicated to the Planning Commission and City Council. In the event the 30-day period ends on a Saturday, Sunday, or any other day the City is closed, the time period shall end at the close of business on the next consecutive business day.

C. Procedure.

1. Administrative Planning Review and Other Ministerial Actions.

Where the call for review regards an Administrative Planning Review or other ministerial action, the call for review shall be scheduled as a staff report item at the next available meeting within 30 days of the body which called for review.

2. Use Permits and Other Discretionary Actions.

Where the call for review regards a Use Permit or other discretionary action, the call for review shall be processed in the same manner as an appeal by any other person.

6.03.13 Appeals

A. Applicability.

Any action by the Director or Planning Commission in the administration or enforcement of the provisions of this Code may be appealed in accordance with this Section.

1. Appeals of Director Decisions.

Decisions of the Director may be appealed to the Planning Commission by filing a written appeal with the Planning Division.

2. Appeals of Planning Commission Decisions.

Decisions of the Planning Commission may be appealed to the City Council by filing a written appeal with the City Clerk.

B. Rights of Appeal.

Appeals may be filed by the applicant, by the owner of property, or by any other person aggrieved by a decision that is subject to appeal under the provisions of this Ordinance.

C. Time Limits.

Unless otherwise specified in State or Federal law, all appeals shall be filed in writing within 15 days of the date which the action was taken. In the event an appeal period ends on a Saturday, Sunday, or any other day the City is closed, the appeal period shall end at the close of business on the next consecutive business day.

D. Fee.

An appeal shall be accompanied by a fee established by resolution of the City Council to cover the cost of processing the appeal.

E. Procedures.

1. Filing.

The appeal shall identify the decision being appealed and shall clearly and concisely state the factual reasons for the appeal. The appeal shall be accompanied by the required fee.

2. Proceedings Stayed by Appeal.

The timely filing of an appeal shall stay all proceedings in the matter appealed including, but not limited to, the issuance of City building permits and business licenses.

3. Transmission of Record.

Within 30 days of receipt of the appeal, the Director shall transmit to the City Clerk the application of appeal, and copies of the application and all other papers and documents constituting the record upon which the Planning Commission or Staff made their decision.

The Director, or in the case of appeals to the City Council, City Clerk, shall schedule the appeal for consideration by the authorized hearing body **in a timely manner**. The Director shall prepare a staff report that responds to the issues raised by the appeal and may include a recommendation for action.

F. Standards of Review.

When reviewing any decision on appeal, the appeal body shall use the same standards for decision-making required for the original decision. The appeal body may adopt the same decision and findings as were originally approved; it also may request or require changes to the application as a condition of approval.

G. Public Notice and Hearing.

Public notice shall be provided and the hearing conducted by the applicable appeal body pursuant to Chapter 6.03 (Common Procedures). Notice of the hearing shall also be given to the applicant and party filing the appeal and any other interested person who has filed with the City Clerk a written request for such notice. In the case of an appeal of a Planning Commission decision, notice of such appeal shall also be given to the Planning Commission. The Planning Commission may be represented at the hearing.

H. Action.

An action to grant an appeal shall require a majority vote of the hearing body members. A tie vote shall have the effect of rejecting the appeal.

6.03.14 Effective Dates

A final decision on an application for any approval subject to appeal shall become effective after the expiration of the **15 day appeal period** following the date of decision, unless an appeal is filed pursuant to Section 6.03.13 (Appeals), or a member of the Planning Commission or City Council call for review of a decision pursuant to Section 6.03.12 (Calls for Review). No building permit or business license shall be issued until the 15th day following the date of the decision. If a different termination date is fixed at the time of granting, or if actual construction or alteration has begun under valid building permits, the 15-day period may be waived.

6.03.15 Expiration and Extension

A. Expiration.

The decision-maker, in the granting of any permit, may specify a time, consistent with the purposes of the use and necessary to safeguard the public safety, health and welfare, within which the proposed use must be

undertaken and actively and continuously pursued. If no time period is specified, any permit granted under this Code shall automatically expire if it is not exercised or extended **within two years of its approval.**

B. Exercise of Use Permit.

A permit for the use of a building or a property is exercised when, if required, a valid City business license has been issued, and the permitted use has commenced on the site.

C. Exercise of Building Permit.

A permit for the construction of a building or structure is exercised when a valid City building permit, if required, is issued, and construction has lawfully commenced.

D. Extensions.

The following applies to all development projects with the exception of projects that qualify for State Streamlined Ministerial Approval per Government Code Section 65913.4 (See Section 6.04.03.E.6 (Permit Conditions)).

The Director may approve a two-year extension of any permit or approval granted under this Code, as follows:

1. Process.

An application for extension shall be filed not less than 60 days prior to the expiration date of the permit or within two years of the date of approval, along with appropriate fees and application submittal materials.

2. Conditions.

The permit, as extended, may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.

3. Permit Extension Findings.

The extension may be granted only when the Director finds that the original permit findings can still be made and there are no changed circumstances or there has been diligent pursuit to exercise the permit that warrants such extension.

4. Expiration.

If the time limits are reached with no extension requested, or a requested extension is denied or expires, the permit expires.

6.03.16 Modification of Approved Plans

No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in this Code. For the purposes of this Section, the modification of a permit may include modification of a planning review approval.

A. Minor Modifications.

The Director may approve minor changes or modifications to approved plans provided that they meet the following:

1. They have no potential for significant offsite impacts and would not intensify any potentially detrimental effects of the project.
2. They are consistent with the original findings and conditions approved by the hearing body.

3. They do not change the use designated in the original use permit.
4. They are consistent with the development and design standards they were approved under.
5. They do not increase, reduce, or alter the size or shape of the premises beyond the following:
 - a. A five percent increase in building height;
 - b. A 10 percent increase in floor area or building coverage when calculated on a total, aggregate project bases; or
 - c. A 10 percent decrease in common open space.

B. Major Modifications.

The Planning Commission may approve major changes or modifications to approved plans provided that they meet the following. This is an action item only, not subject to public hearing.

1. They have no potential for significant offsite impacts and would not intensify any potentially detrimental effects of the project.
2. They are consistent with the original findings and conditions approved by the hearing body.
3. They do not change the use designated in the original use permit.
4. They are consistent with the development and design standards they were approved under.
5. They do not increase, reduce, or alter the size or shape of the premises beyond the following:
 - a. A 10 percent increase in building height;
 - b. A 15 percent increase in floor area or building coverage when calculated on a total, aggregate project bases; or
 - c. A 15 percent decrease in common open space.

C. New Application.

A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan beyond those allowed under the thresholds for major modifications above shall be treated as a new application.

6.03.17 Revocation of Permits

Any permit granted under this Code may be revoked or modified for cause if any of the conditions or terms of the permit are violated or if any law or ordinance is violated. Notwithstanding this provision, no lawful residential use can lapse regardless of the length of time of the vacancy.

A. Initiation of Proceeding.

Revocation proceedings may be initiated by the City Council, Planning Commission, or Director.

B. Public Notice, Hearings and Action.

After conducting a duly-noticed public hearing, the Planning Commission shall act on the proposed revocation.

C. Required Findings.

The Planning Commission may revoke or modify the permit if it makes any of the following findings:

1. The approval was obtained by means of fraud or misrepresentation of a material fact;
2. The use, building, or structure has been substantially expanded beyond what is set forth in the permit or substantially changed in character;
3. The use in question has ceased to exist or has been suspended for six months or more (see also Chapter 6.07 (Nonconforming Provisions));
4. There is or has been a violation of or failure to observe the terms or conditions of the permit or Variance, or the use has been conducted in violation of the provisions of this Code, or any applicable law or regulation; or
5. The use to which the permit or Variance applies has been conducted in a manner detrimental to the public safety, health and welfare, or so as to be a nuisance.

D. Notice of Decision.

Following Planning Commission action to revoke or modify a permit, the Director shall within 14 days issue a Notice of Decision describing the Commission's decision, with its findings. The Director shall mail notice to the permit holder and to any person who requested the revocation proceeding.

6.03.18 Interpretations and Determinations

Requests for interpretations of this Code and verifications relating to prior approvals or permits may be made to the Director. Requests shall be in writing. The decision of the Director on such requests may be appealed under Section 6.03.13 (Appeals).

6.04 Permits and Approvals

6.04.01 Certificate of Occupancy

A. Purpose

This Chapter establishes procedures for issuing a Certificate of Occupancy to verify that buildings and the proposed use of land complies with all applicable building and health laws and ordinances and with the requirements of this Code.

B. Certificate of Occupancy Required

No structure erected, moved, altered or enlarged after the effective date of this Code shall be occupied or used, and no site shall be occupied or used until a Certificate of Occupancy has been issued by the Building Official or staff person designated by the Director to perform such actions.

C. Application

Application for a Certificate of Occupancy shall be filed with the Building Official prior to the erection, moving, alteration or enlargement of any structure and prior to the commencement of a new use or a change in use of any structure or site.

D. Issuance

The Building Official shall issue a Certificate of Occupancy upon receipt of written notice that the structure or site is ready for occupancy or use and after inspection; provided, that the structure or site and the intended use conform with all applicable building and health laws, all required screening, landscaping, off-street parking and loading facilities have been completed, and all other conditions attached to the use permit, variance, and/or planning review have been met; .

6.04.02 Zoning Clearance (as part of Building Plan Check)

A. Purpose and Applicability.

The purpose of zoning clearance is to ensure that all new and modified uses and structures comply with applicable provisions of this Code, using simple administrative plan check procedures. Zoning clearance is required for all structures that require a building permit and for signs.

B. Review Authority.

The Community Development Director is the designated review authority for zoning clearance. The Director approves, conditionally approves, or denies the zoning clearance in accordance with the requirements of this title.

C. Process.

1. General.

No application form is necessary for zoning clearance. This process will be conducted by the Community Development Department as part of the building permit application review. If there

are any fees required for this, the fee(s) shall be paid prior to the commencement of the zoning clearance review. Zoning clearance shall be granted only when the Director or his/her designee finds the proposal to be in conformance with all applicable provisions of this Code. The Director may modify plans in whole or in part, apply conditions of approval, or require guarantees to ensure compliance with applicable provisions of this Code. Building permits shall not be issued without zoning clearance approval.

2. Signs.

Sign permit requirements and procedures can be found in Section 3.05.09 (Sign Permits and Procedures).

6.04.03 Planning Review

A. Purpose

This Section establishes the planning review procedure to ensure that new development supports the goals and objectives of the General Plan and other adopted plans and guidelines. The specific purposes of the planning review process are to:

1. Promote excellence in site planning and design and the harmonious appearance of buildings and sites;
2. Ensure that new and modified uses and development will be compatible with the existing and potential development of the surrounding area; and
3. Supplement other City regulations and standards in order to ensure control of aspects of design that are not otherwise addressed.

B. Applicability

Planning review is required for all projects that require a permit for new construction, reconstruction, rehabilitation, alteration, or other improvements to the exterior of a structure, site, or a parking area except for:

1. Additions, construction, reconstruction, alterations, improvements, and landscaping for a project developed in compliance with a previous planning review approval; and
2. Replacement of exterior materials, including openings, with the same materials.
3. Individual single-family homes and additions to single-family homes (see Section 6.04.02 (Zoning Clearance (as part of Building Plan Check))).

C. Procedures; Design Standards and Guidelines

1. Forms and Fees.

Written applications for planning review applications shall be submitted to the Planning Division in compliance with the application procedures in Chapter 6.03 (Common Procedures).

2. Design Standards and Guidelines.

All projects shall be consistent with applicable design standards and/or guidelines.

- a. **Objective Design Standards.** Objective Design Standards, pursuant to State law, are required for housing development projects (defined as projects which consist of residential units only, mixed-use projects with 2/3 of the square footage dedicated to residential units, and transitional or supportive housing projects) requesting streamlined approval (see Subsection 6.04.03.E (Planning Review – Ministerial)). If a project does not qualify for streamlining under State law, or if an applicant seeks exceptions or modifications to standards contained in this Code, the project becomes subject to the Discretionary Planning Review process (see Subsection 6.04.03.F (Planning Review – Discretionary)). Standards are written with “shall” statements or similar language imposing a requirement to which projects must adhere.
- b. **Design Guidelines.** Design guidelines provide recommendations to be used in the Discretionary Planning Review process. Guidelines are written with “should” statements. Project applicants may choose to forgo one or more design standards and instead meet the intent of the design standards and/or guidelines. Guidelines are design criteria subject to interpretation by the City during the Discretionary Planning Review process. The standards and any guidelines together are utilized during the City’s Discretionary Planning Review process to encourage the highest level of design quality, while simultaneously providing the flexibility necessary to encourage creativity on the part of project designers. Projects are evaluated on the degree to which they comply with the intent of the standards and guidelines in this document, ultimately leading to Staff-level or Planning Commission decision and approval.

3. Concurrent Processing.

When a proposed project requires more than one permit application with more than one Review Authority, all project permits shall be processed concurrently as interrelated permits for a project and shall not be bifurcated. The highest designated Review Authority for all requested permits shall take final action on all permits. For example, the Planning Commission takes final action on a conditional use permit. However, when processed in conjunction with a Specific Plan, the conditional use permit shall be reviewed and acted upon by the City Council in conjunction with the other application request(s). The Planning Commission provides recommendations to the City Council on both entitlement requests.

D. Planning Review – Administrative

1. **Applicability.** Administrative planning review applies to the following proposed uses or buildings allowed as a matter of right or through an Administrative Use Permit by this Code, so long as they conform to all the applicable development and use standards:
 - i. Commercial development projects 5,000 square feet or less in size.
 - ii. Industrial development projects 10,000 square feet or less in size.
2. **Review Authority.** The Director shall be the review authority for administrative planning reviews. The Director may, at his/her discretion, refer any administrative application to the Planning Commission for a decision rather than acting on it himself/herself.
3. **Application Review and Approval Process**
The Director will review the project against all applicable use, development, and design standards. If the Director determines that the proposed use or building is allowed as a matter of

right by this Code, and conforms to all the applicable development and use standards, the Director shall issue an approval. Staff will draft a Findings and Notice of Decision document containing all relevant findings and conditions of approval.

E. Planning Review – Ministerial

1. Applicability.

Ministerial planning review applies to the following types of proposed uses or buildings that qualify for streamlined ministerial planning review under California Government Code Sections 65650 et seq. ("State Supportive Housing Law"), 65660 et seq. ("State Low Barrier Navigation Centers Law"), and 65913.4 ("State Streamlined Ministerial Approval Process"):

- a. Affordable housing developments (per SB 35).
- b. Residential developments of two or more units and mixed-use developments in which two-thirds of the project's square footage is used for residential purposes (per Housing Crisis Act/SB 330).
- c. Transitional or supportive housing (per SB 744/AB 2162)
- d. Low Barrier Navigation Centers (per SB 48)

2. Review Authority.

The Planning Commission shall have the authority to conduct ministerial planning reviews to make sure that a project complies with all applicable objective plans, regulations, policies, development and design standards.

3. Conditions for Approval.

Before approving an application for Ministerial Planning Review approval, **the Planning Commission** must make the following findings based on evidence in the record, as applicable, that:

- a. The housing development or Low Barrier Navigation Center is eligible for Ministerial Planning Review approval.
- b. If the Ministerial Planning Review approval is based all or in part on the provision of Supportive Housing, a finding that all the requirements for a Supportive housing development that are specified in the State Supportive Housing Law have been or will be met.
- c. If the Ministerial Planning Review approval is for a Low Barrier Navigation Center, a finding that all the requirements for a Low Barrier Navigation Center that are specified in the State Low Barrier Navigation Centers Law have been or will be met.
- d. If the Ministerial Planning Review approval request is based all or in part on the State Streamlined Ministerial Approval process, a finding that all the requirements for a housing development approval that are specified in the State Ministerial Approval Process have been or will be met.
- e. If the application includes a request for a density bonus, incentive, waiver, or modification under the State Housing Density Bonuses and Incentives Law, a finding that all the requirements for density bonuses and/or other incentives that are specified in the State Housing Density Bonuses and Incentives Law have been or will be met.

- f. If the project complies with all applicable objective plans, regulations, policies, development standards and Objective Design Standards.

4. Conditions for Denial.

- a. The Planning Commission may deny an application for Ministerial Planning Review Approval if the findings required by Subsection 3 above, as applicable, cannot be made.
- b. The Planning Commission may deny a Ministerial Planning Review Approval if doing so would be contrary to State and Federal law, and this finding is made in writing.
- c. Nothing in this Section limits the City's right to deny an affordable housing project under Government Code Section 65589.5.

5. Application Review and Approval Process

- a. **Affordable Housing Streamlined Ministerial Approval (per SB 35).** If the project is an affordable housing development that qualifies for Streamlined Ministerial Planning Review under SB 35, then the project will be evaluated by Staff for compliance with all applicable objective plans, regulations, policies, development standards and Objective Design Standards. If the project is in compliance, the City will issue an approval within the required timeline.
- b. **Streamlined Ministerial Approval.** If a project qualifies for streamlined ministerial approval, staff will review the application to determine compliance with all applicable and objective plans, regulations, policies, development standards and design standards.
 - i. If Staff determines the project to be in compliance with all applicable and objective plans, regulations, policies, development and design standards then the project goes to Planning Commission for its final consideration and approval. The Planning Commission may consider the entire project (site plan, floor plan, elevations, landscaping, context, etc.), but ultimately cannot impose conditions that would have the effect of “impacting the development’s ability to provide housing,” (i.e. precluding the applicant’s ability to achieve the proposed density). The Planning Commission may make recommendations or impose subjective conditions if the condition does not impact the project’s ability to provide housing such as physically or financially impacting the proposed density. The applicant may submit justifications regarding how any such conditions may impact the density of the project.
 - ii. If Staff determines the project is not in compliance, they shall provide the applicant with written documentation identifying the specific provision(s) and an explanation of the reason for the inconsistency. The applicant then has several options for how to proceed:
 - a) The project applicant can make revisions to bring the project into compliance.
 - b) The project applicant can choose not to make revisions to the project, forfeits the benefits of Streamlined Ministerial Planning Review, and elects to follow the Discretionary Planning Review process.
 - c) The project applicant may appeal the determination of non-compliance to the Planning Commission (see Section 6.03.13 (Appeals)).

6. Permit Conditions

- a. **Term.** Unless otherwise required by State law, Ministerial Planning Review approvals shall automatically expire three years from the date of the final action establishing that approval,

unless otherwise provided in the permit, from and after the date of issuance of the development permit if within such three-year period, pursuant to and in accordance with the provisions of the Ministerial Planning Review approval (Government Code Section 65913.4). The duration of the approval may be extended as provided for in State law.

- b. **Modifications.** Modifications to the development subsequent to the approval of a Ministerial Planning Review approval, but prior to issuance of a final building permit shall be granted in compliance with State law (Government Code Section 65913.4).

F. Planning Review – Discretionary

1. Applicability.

Discretionary planning review applies to all projects requiring Planning Commission approval (such as Conditional Use Permits and Variances), and all projects that do not qualify for administrative or ministerial planning review. If a project *does* qualify for streamlined ministerial approval under State law, but the applicant seeks exceptions or modifications to the City's standards, the project is subject to the Discretionary Planning Review process.

2. Review Authority.

The Planning Commission shall be the review authority for Discretionary Planning Reviews.

3. Reduction in Density or Floor Area Ratio Prohibited.

Planning review shall not result in a reduction in the residential density or the allowable square footage of a proposed project.

4. Discretionary Planning Review Criteria/Conditions of Approval

When conducting planning review, the review authority shall evaluate applications to ensure that they satisfy the following criteria, conform to the policies of the General Plan and any applicable specific plan, project master plan or development agreement, objective design standards, and any adopted design guidelines, and are consistent with any other policies or guidelines the City Council may adopt for this purpose. In addition, outside agencies may impose conditions of approval, as applicable. To obtain planning review approval, projects must satisfy the following criteria/findings to the extent they apply.

- a. Consistency with General Plan policies and any applicable specific plan, project master plan or development agreement.
- b. Consistency with applicable objective development standards and design standards and/or design guidelines adopted by the City Council.
- c. **Overall Function and Design.** The project design is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community. The overall design of the project including its scale, massing, site plan, exterior design, and landscaping will enhance the appearance and features of the project site and surrounding natural and built environment.
- d. **Site Design.** Structures within the development and between the structures and the site relate to one another. Proposed structures and related site development improvements (e.g., access, parking, grading, etc.) relate and connect to existing development in the vicinity. The site is designed to promote efficient circulation and encourage a range of transportation modes by providing safe and convenient routes for pedestrians and cyclists. Projects incorporate necessary utilities and service areas (e.g., refuse and recycling

- enclosures) such that they are compatible with the overall design of the project and minimize visual impacts.
- e. **Building Design.** Buildings are designed to mediate scale, massing, and bulk, reflect a human scale design, and enhance the pedestrian experience through building modulation, and façade articulation treatments. The project architecture is harmoniously integrated internally and in relation to the architecture in the vicinity in terms of colors and materials, scale, and building design. The design is sensitive to and compatible with historic and low-density or sensitive uses in the vicinity.
 - f. **Streetscape.** The design of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the intended character of the area.
 - g. **Parking.** Parking areas are designed and developed to provide adequate parking, buffer surrounding land uses, compliment pedestrian-oriented development, enhance the environmental quality of the site (e.g. by minimizing stormwater run-off and the heat-island effect), and achieve a safe, efficient, and harmonious development. Parking areas are properly sited, designed, and screened to minimize the impacts of parking and vehicles on the pedestrian experience.
 - h. **Screening and Fencing/Walls.** Fences, walls, and other visual screening elements are made of high-quality materials, add visual interest, are compatible with the character of surrounding development, and help community members differentiate between public and private property. Appropriate screening is provided between incompatible uses.
 - i. **Lighting.** Lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, and avoid creating glare.
 - j. **Landscaping.** Landscaping is designed to be compatible with and enhance the architectural character and features of the buildings on site, conserve water, provide buffers or screening, and help relate the building to the surrounding landscape.
 - k. **Consistency and Compatibility.** Project details, materials, signage, and landscaping, are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design.
 - l. **Public Art Component.** Public art is provided in satisfaction of Chapter 3.06. Art in Public Places.
 - m. The project will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.

G. Notice of Decision; Appeals; Expiration, Extensions, and Modifications

1. Notice of Decision.

- a. **Planning Review by the Director.** Where Planning Review is conducted by the Director, Notice of Decision shall be provided pursuant to Section 6.03.10 (Timing and Notice of Decision and Findings Required). The Director shall provide a report at every regularly scheduled Planning Commission meeting of administrative decisions made by the Director or his/her designee.
- b. **Planning Review by the Planning Commission.** Where Planning Review is conducted by the Planning Commission, Notice of Decision of Planning Review shall be provided concurrently

with the associated project approval (such as the Conditional Use Permit or Variance). See Section 6.03.10 (Timing and Notice of Decision and Findings Required).

2. Appeals.

Planning Review decisions are subject to the appeal provisions of Section 6.03.13 (Appeals).

3. Expiration, Extensions, and Modifications.

Planning Review approval is effective and may only be extended or modified as provided for in Chapter 6.03 (Common Procedures).

6.04.04 Use Permits

A. Purpose

The Use Permit review and approval process is intended to apply to uses that are generally consistent with the purposes of the zoning district where they are proposed but require special consideration to ensure that they can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties.

B. Applicability

Approval of a Use Permit is required for uses or developments specifically identified in Article 2 (Zone Regulations), and/or any other section of this Code which requires a Use Permit.

C. Review Authority

1. Administrative Use Permits.

The Director shall approve, conditionally approve, or deny applications for Administrative Use Permits based on consideration of the requirements of this Chapter. The Director may, at his/her discretion, refer any application for an Administrative Use Permit for a project that may generate substantial public controversy or involve significant land use policy decisions to the Planning Commission for a decision rather than acting on it himself/herself. In that case, the application shall be processed as a Conditional Use Permit.

2. Conditional Use Permits.

The Planning Commission shall approve, conditionally approve, or deny applications for Conditional Use Permits based on consideration of the requirements of this Section.

D. Application Requirements

Applications for Use Permits shall be filed with the Planning Division on the prescribed application forms. In addition to any other application requirements, the application for a Use Permit shall include data or other evidence in support of the applicable findings required by Subsection 6.04.04.F (Required Findings), below.

E. Public Notice and Hearing

1. Conditional Use Permits.

All applications for Conditional Use Permits shall require public notice and hearing before the Planning Commission pursuant to Chapter 6.03 (Common Procedures).

2. Administrative Use Permits.

Administrative Use Permit applications do not require public hearings, but do require public noticing per Section 6.03.08 (Public Notice).

F. Required Findings

The decision-maker must make all of the following findings in order to approve or conditionally approve a Use Permit application. The inability to make one or more of the findings is grounds for denial of an application.

1. The proposed use is allowed within the applicable zone and complies with all other applicable provisions of this Code and all other titles of the Municipal Code;
2. The proposed use is consistent with the General Plan and any applicable Specific Plan;
3. The proposed use will not be adverse to the public health, safety, or general welfare of the community, nor detrimental to surrounding properties or improvements;
4. The proposed use complies with any design or development standards applicable to the zoning district or the use in question unless waived or modified pursuant to the provisions of this Code;
5. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and reasonably foreseeable future land uses in the vicinity; and
6. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

G. Conditions of Approval

In approving a Use Permit, the decision-maker may impose reasonable conditions or restrictions deemed necessary to:

1. Ensure that the proposal conforms in all significant respects with the General Plan and with any other applicable plans or policies adopted by the City Council;
2. Achieve the general purposes of this Code or the specific purpose of the zone in which the project is located;
3. Achieve the findings for a Use Permit listed in Subsection 6.04.04.F (Required Findings), above; or
4. Mitigate any potentially significant impacts identified as a result of environmental review conducted in compliance with CEQA.

In addition, the City may impose conditions or restrictions, as applicable, from external review agencies. The decision-maker may require reasonable guarantees and evidence that such conditions are being, or will be, complied with.

H. Notice of Decision; Appeals; Expiration, Extensions, and Modifications

1. **Notice of Decision.** Notice of Decision shall be provided pursuant to Section 6.03.10 (Timing and Notice of Decision and Findings Required).
2. **Appeals.** A decision of the Director may be appealed to the Planning Commission and a decision of the Planning Commission may be appealed to the City Council, as provided in Section 6.03.13 (Appeals).
3. **Expiration, Extensions and Modifications.** Use Permits are effective and may only be extended or modified as provided for in Chapter 6.03 (Common Procedures).

6.04.05 Temporary Use Permits

A. Purpose and Applicability

This Chapter establishes a process for review and approval of certain uses that are intended to be of limited duration of time and will not permanently alter the character or physical facilities of the site where they occur. A Temporary Use Permit is required prior to establishing, commencing, or engaging in any of the temporary uses specified in Section 4.26.04 (Allowed Temporary Uses and Associated Standards) and Article 2 (Zone Regulations).

B. Review Authority

The Director shall act as the Review Authority for Temporary Use Permits based on consideration of the requirements of this Section.

C. Application

Unless specified otherwise in Chapter 4.26 (Temporary Uses), an application for a Temporary Use Permit shall be submitted at least 30 days before the use is intended to begin, pursuant to Section 6.03.03 (Application Forms and Fees, and Reapplications).

D. Required Findings

The Director must make the following findings to approve or conditionally approve a Temporary Use Permit application. The inability to make one or more of the findings is grounds for denial of an application.

1. The proposed use will not unreasonably affect adjacent properties, their owners and occupants, or the surrounding neighborhood, and will not in any other way constitute a nuisance or be detrimental to the health, safety, peace, comfort, or general welfare of persons residing or working in the area of such use or to the general welfare of the City; and
2. The proposed use will not unreasonably interfere with pedestrian or vehicular traffic or circulation in the area surrounding the proposed use and will not create a demand for additional parking that cannot be safely and efficiently accommodated by existing parking areas.
3. The proposed use meets all of the standards specified in Section 4.26.04 (Allowed Temporary Uses and Associated Standards).

E. Conditions of Approval

The Director may impose reasonable conditions deemed necessary to ensure compliance with the findings for a Temporary Use Permit listed in Subsection D (Required Findings) above, including, but not limited to:

1. Regulation of ingress, egress, and traffic circulation;
2. Regulation of fire protection and access for fire vehicles;
3. Regulation of lighting and signage;
4. Regulation of hours of operation, staffing, or other aspects of the use; and
5. Removal of all trash, debris, temporary structures, and electrical service.

In addition, the City may impose conditions or restrictions, as applicable, from external review agencies. The Director may also require reasonable guarantees and evidence that such conditions are being, or will be, complied with.

6.04.06 Administrative Variances and Variances

A. Purpose

This Chapter is intended to provide a mechanism for relief from the strict application of this Ordinance where this will deprive the property owner of privileges enjoyed by similar properties because of the subject property's unique and special conditions.

B. Applicability

Variances may be granted to vary or modify dimensional and performance standards, but Variances may not be granted to allow uses or activities that this Ordinance does not authorize for a specific lot or site.

C. Application Requirements.

Applications for an Administrative Variance or Variance shall be filed with the Community Development Department on the prescribed application forms in accordance with the procedures in Chapter 6.03 (Common Procedures). In addition to any other application requirements, the application for an Administrative or Regular Variance shall include data or other evidence showing that the requested Administrative or Regular Variance conforms to the required findings set forth in this Section.

D. Administrative Variances.

This section sets forth the requirements for Administrative Variances, which are minor deviations from otherwise applicable standards when the small size of the modification requested, and the unlikelihood of any adverse effects on nearby properties or the neighborhood, make it unnecessary to complete a regular Variance process.

1. Review Authority.

The Director shall approve, conditionally approve, or deny applications for Administrative Variances based on the requirements and considerations in the Section.

2. Applicability and Requirements.

The Director may grant an Administrative Variance for adjustments from the development standards in this Code where, in his/her opinion, the intent of the ordinance can be achieved, and equal performance obtained by granting an Administrative Variance. The authority to grant such variances shall be limited to requests that do not exceed a 20 percent deviation in the development standards for the following:

- a. Lot area
- b. Lot width
- c. Required yards
- d. Parking regulations
- e. Encroachments into required yards

3. Required Findings for Administrative Variances

The Director may approve or approve with conditions an Administrative Variance application if all of the following findings are made.

- a. There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the vicinity and identical zone, and that the granting of an Administrative Variance will not constitute a granting of a special privilege inconsistent with the limitations on the property in the vicinity and identical zone;
- b. The granting of the application is necessary to prevent a physical hardship which is not of the applicant's own actions or the actions of a predecessor in interest;
- c. The granting of the application will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare or convenience; and
- d. The granting of the Administrative Variance will be consistent with the general purposes and objectives of this Code, any applicable specific plans, and of the General Plan.

4. Public Notice.

An application for an Administrative Variance shall require public noticing per Chapter 6.03 (Common Procedures). An Administrative Variance application does not require a public hearing.

E. Variances.

1. Review Authority.

All other Variances that do not qualify as an Administrative Variance shall be reviewed and approved or denied by the Planning Commission based on consideration of the requirements of this Section.

2. Applicability.

All variances that do not meet the requirements for an Administrative Variance shall go through the Variance review and approval process.

3. Public Notice and Hearing.

An application for an Administrative Variance or Variance shall require public noticing and hearings before the Planning Commission per Chapter 6.03 (Common Procedures).

4. Required Findings for Variances

After conducting a public hearing, the Planning Commission may approve or conditionally approve a Variance application if all of the following findings are made. The Commission shall deny an application for a Variance if it is unable to make any of the required findings, in which case it shall state the reasons for that determination.

- a. There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the vicinity and identical zone, and that the granting of a Variance will not constitute a granting of a special privilege inconsistent with the limitations on the property in the vicinity and identical zone;
- b. The granting of the application is necessary to prevent a physical hardship which is not of the applicant's own actions or the actions of a predecessor in interest;
- c. The granting of the application will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare or convenience; and
- d. The granting of the Variance will be consistent with the general purposes and objectives of this Code, any applicable specific plans, and of the General Plan.

5. Conditions of Approval

In approving a Variance, the Planning Commission may impose reasonable conditions deemed necessary to ensure compliance with the findings required in Subsection E.4 (Required Findings for Variances) above, and may require reasonable guarantees and evidence that such conditions are being, or will be, complied with.

F. Notice of Decision; Appeals; Expiration, Extensions, and Modifications

1. **Notice of Decision.** Notice of Decision shall be provided pursuant to Section 6.03.10 (Timing and Notice of Decision and Findings Required).
2. **Appeals.** The applicant or any other aggrieved party may appeal a decision on an Administrative or Variance pursuant to the provisions of Section 6.03.13 (Appeals).

G. Expiration, Extensions and Modifications.

1. Variances are effective and may only be extended or modified as provided for in Chapter 6.03 (Common Procedures).

6.04.07 Reasonable Accommodation

A. Purpose.

This Chapter establishes the procedures to request Reasonable Accommodation for persons with disabilities seeking equal access to housing under the California Fair Employment and Housing Act, the Federal Fair Housing Act, and the Americans with Disabilities Act ("the Acts") in the application of zoning law and other land use regulations, policies, procedures, and conditions of approval.

B. Applicability.

1. A request for Reasonable Accommodation may be made by any person with a disability, their representative, or any other entity, when the application of zoning law or other land use regulation, policy, or procedure acts as a barrier to fair housing opportunities.
2. A person with a disability is a person who has a physical or mental impairment that limits or substantially limits one or more major life activities, anyone who is regarded as having this type of impairment, or anyone who has a record of this type of impairment.
3. A request for Reasonable Accommodation may include a change or exception to the practices, rules, and standards for the development, siting, and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice.

C. Review Authority.

The Director shall act as the Review Authority for Reasonable Accommodation applications based on consideration of the requirements of this Section. Requests submitted for concurrent review with another discretionary land use application shall be reviewed by the Review Authority for the discretionary land use application.

D. Application.

An application for a Reasonable Accommodation shall be prepared, filed, and processed in compliance with Section 6.03.03 (Application Forms and Fees, and Reapplications). No noticing or public hearing are required for a Reasonable Accommodation request. In addition to any other information required under the City of Indio Municipal Code, an applicant submitting a request for Reasonable Accommodation must provide the following information:

1. Description of the accommodation request;
1. The applicant's name, address, and telephone number;
2. Location of the subject property, including address and assessor's parcel numbers;
3. Name and address of the property owner and the owner's written consent to the application;
4. The current actual use of the subject property;
5. Verifiable documentation of the individual's disability status;
6. The regulation(s), policy, or procedure for which accommodation is sought;
7. Reason that the requested accommodation may be necessary for the individual(s) with the disability to use and enjoy the dwelling; and
8. Additional information necessary for Planning Division staff to facilitate proper consideration of the request, consistent with fair housing laws.

E. Procedures

The Director shall make a written determination within 90 days for non-concurrent review requests of the application being deemed complete and either approve, modify, or deny a request for Reasonable

Accommodation in compliance with Subsection F (Required Findings), below. For concurrent review requests, the decision to approve, modify, or deny a request shall be made at the same time as the decision for the discretionary land use application(s).

F. Required Findings

The Review Authority must consider all of the following factors in order to approve or deny a request for Reasonable Accommodation that will be consistent with the Acts.

1. Whether the housing, which is the subject of the request, will be used by an individual defined as disabled under the Acts;
2. Whether the request for Reasonable Accommodation is necessary to make specific housing available to an individual with a disability under the Acts;
3. Whether the requested Reasonable Accommodation would impose an undue financial or administrative burden on the City; and
4. Whether the requested Reasonable Accommodation would require a fundamental alteration of a City program or law, including but not limited to land use and zoning.

G. Conditions of Approval

In granting a request for Reasonable Accommodation, the Review Authority may impose any conditions of approval deemed reasonable and necessary to ensure that the Reasonable Accommodation would comply with the findings required herein. The conditions shall also state whether the accommodation granted shall terminate if the recipient of the accommodation was requested no longer resides on the property.

H. Appeals, Expiration, Extensions, and Revisions

1. **Appeals.** Reasonable Accommodation decisions may be appealed as provided for in Section 6.03.13 (Appeals).
2. **Expiration, Extensions, and Revisions.** Reasonable Accommodations may only be expired, extended, or revised as provided for in Chapter 6.03 (Common Procedures). A Reasonable Accommodation shall terminate if the accommodation is no longer required, or if the recipient of the accommodation no longer resides at the property.

6.05 Other Types of Plans

6.05.01 Planned Developments

A. Purpose and Applicability

This Section establishes procedures and requirements for Planned Developments. Additional information on the Planned Development Overlay (PD) zone can be found in Section 2.07.04 (Planned Development Overlay (PD)) of Article 2.

B. Review Authority

A Planned Development (PD) Overlay Zone must be adopted by the City Council. A public hearing before the Planning Commission is required prior to City Council review, and the Planning Commission shall make a recommendation to the City Council.

C. Procedures

1. Initiation.

An application for a PD Overlay Zone shall be initiated by a property owner or authorized agent, or by the Director, Planning Commission, or City Council. If the property is not under a single ownership, all owners must jointly file the application, and a map showing the extent of ownership shall be submitted with the application.

2. Application Contents.

A qualified applicant shall apply for a PD Overlay Zone on a form prescribed by the Community Development Department accompanied by the required fee. The Director may require an applicant to submit additional information and supporting data as considered necessary to process the application.

3. Zoning Amendment.

An application for a PD Overlay Zone shall be processed as an amendment to the Zoning Map, according to the procedures of Chapter 6.06 (General Plan and Zoning Amendments), and shall include a PD Permit/Plan.

4. PD Permit.

A PD Permit is required and shall be processed in the same manner as a Conditional Use Permit application, pursuant to Section 6.04.04 (Use Permits).

5. Tentative Subdivision Map.

When a PD Permit requires the submission of a tentative subdivision map, this map and all supporting documents shall be prepared and submitted concurrently with the application of the PD.

D. Required Findings

A PD Permit and subsequent PD Overlay Zoning Map Amendment shall only be approved if all of the following findings are made:

1. The proposed development is consistent with the General Plan and any applicable specific plan, including the density and intensity limitations that apply;
2. The subject site is physically suitable for the type and intensity of the land use(s) being proposed;
3. Adequate transportation facilities and public services exist or will be provided in accordance with the conditions of development plan approval, to serve the proposed development; and the approval of the proposed development will not result in an increase in traffic levels or a reduction of levels of public services so as to be a detriment to public health, safety, or welfare;
4. The proposed development will not have a substantial adverse effect on surrounding land uses and will be compatible with the existing and planned land use character of the surrounding area;
5. The development generally complies with applicable adopted design standards and guidelines; and
6. The proposed development will achieve superior community design, environmental preservation and/or substantial public benefit as compared to the development that would occur under the standards applicable to the underlying base zone.

E. Conditions of Approval.

In approving a PD Permit and PD Overlay Zone, the Review Authority may impose reasonable conditions deemed necessary to:

1. Ensure that the proposal conforms in all significant respects with the General Plan and with any other applicable plans or policies that the City has adopted;
2. Achieve the general purposes of this Code or the specific purpose of the zone in which the project is located;
3. Achieve the findings listed above; or
4. Mitigate any potentially significant impacts identified as a result of review conducted in compliance with the requirements of the California Environmental Quality Act.

F. Expiration and Extension

1. Expiration

- a. **PD Permit.** A PD Permit shall expire two years after the effective date unless actions specified in the conditions of approval have been taken, or a building permit has been issued and construction diligently pursued. An approved PD Permit may specify a development staging program exceeding two years.
- b. **Tentative Map.** Where a tentative map has been approved in conjunction with a PD Permit, the PD Permit shall expire upon the expiration of the tentative map.
- c. **Phased Development.** If the applicant intends to develop the project in phases, and the Review Authority approves phased development, the PD Permit shall remain in effect so long as not more than one year lapses between the end of one phase and the beginning of the next phase.

2. Extension

The Director may approve extensions of time for PD Permits/Plans, including those approved by the Planning Commission or City Council, in accordance with the following:

- a. Such extensions shall be approved only when it is found that the circumstances under which the permits were granted have not substantially changed.
- b. At the discretion of the Director, such extensions shall be approved for not more than two years. Any requests for extensions beyond two years shall be reviewed by City Council.

G. Amendments of Approved Plans

1. Amended Plans

Amendments to a PD Overlay Zone or PD Permit/Plan may be requested by the applicant or its successors. Amendments to the approved Permit/Plan shall be classified as major or minor amendments. Upon receipt of an amendment application, the Director shall determine if the proposed amendment constitutes a major or minor amendment.

2. Major Amendments

Major amendments to an approved PD Overlay zone or PD Permit/Plan shall be considered by the City Council at a duly noticed public hearing. An amendment will be deemed major if it involves one or more of the following changes.

- a. A change in the boundary of the PD Overlay Zone;
- b. An increase or decrease in the number of dwelling units for the PD Overlay Zone that is greater than the maximum or less than the minimum stated in the PD Permit/Plan;
- c. An increase or decrease in the floor area for any non-residential land use that results in the floor area exceeding the minimum or maximum stated in the PD Permit/Plan;
- d. Any change in land use or density that is likely to negatively impact or burden public facilities and utilities infrastructure as determined by the Public Works Director;
- e. Any change in land use or density that is likely to negatively impact or burden circulation adjacent to the PD Overlay Zone or to the overall major street system, as determined by the Public Works Director; or
- f. Any other proposed change to the PD Permit/Plan or the conditions of approval that substantively alters one or more of its components as determined by the Director.

3. Minor Amendments

Amendments not meeting one or more of the criteria listed in this Section shall be considered minor if they are consistent with and would not change any original condition of approval. Minor Amendments may be approved by the Director.

H. Project Review

Plans for a project in a PD Overlay Zone shall be accepted for planning and building permits or subdivisions only if they are consistent with an approved PD Permit/Plan and any conditions of approval. No project may be approved and no building permit shall be issued unless the project, alteration or use is consistent with an approved PD Permit.

6.05.02 Development Agreements

A. Purpose

This Section establishes procedures and requirements for considering and entering into legally binding agreements with applicants for development projects, as provided for in State law. Such agreements provide a greater degree of certainty than the normal permit approval process by granting assurance that an applicant may proceed with development in accord with policies, rules, and regulations in effect at the time of the approval, subject to conditions to promote the orderly planning of public improvements and services, allocate costs to achieve maximum utilization of public and private resources in the development process, and ensure that appropriate measures to enhance and protect the environment are achieved.

B. Applicability

1. The City incorporates by reference the provisions of Government Code Sections 65864- 65869.5. In the event of any conflict between those statutory provisions and this Chapter, the statutes shall control.
2. A development agreement may be considered for a proposed development that will require a developer to make a substantial investment at the early stages of the project for planning and engineering for the entire project and for public facilities and services.

C. Review Authority

1. The Director shall negotiate the specific components and provisions of the Development Agreement on behalf of the City for Planning Commission review and recommendation to the City Council. The Director may request input from other affected Departments as needed.
2. The Planning Commission shall act as the advisory body and review the Development Agreement to provide recommendation to the City Council.
3. The City Council shall act as the Review Authority, and after receiving recommendations from the Planning Commission, may adopt, reject, or modify a Development Agreement based on consideration of the requirements of this Chapter.

D. Procedures

An applicant for a development project may request that the City review the application as a Development Agreement application in accordance with the following procedures. The City incorporates by reference the provisions of Government Code Sections 65864-65869.5. In the event of any conflict between these statutory provisions and this Section, this Section shall control.

1. Application Requirements.

Applications for Development Agreements shall be filed with the Community Development Department in accordance with the provisions set forth in Section 6.03.03 (Application Forms and Fees, and Reapplications). In addition to any other application requirements, the application for a Development Agreement shall include data or other evidence in support of the applicable findings required by Subsection G (Required Findings) of this Section.

2. Contents of Development Agreements.

- a. **Required Contents.** A Development Agreement shall specify its duration, the permitted uses of the subject property, the general location and density or intensity of uses, the general location, maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. It shall contain provisions concerning its transferability (assignment).
- b. **Additional Contents.** Development Agreements may also include the following:
 - i. **Improvements and Fees.** A Development Agreement may include requirements for construction and maintenance of onsite and offsite improvements or payment of fees in lieu of such dedications or improvements.
 - ii. **Conditions.** A Development Agreement may also include conditions, terms, restrictions, and requirements for subsequent discretionary actions but does not eliminate the applicant's responsibility to obtain all required land use approvals.
 - iii. **Phasing.** A Development Agreement may provide that the project be constructed in specified phases, that construction shall commence within a specified time, and that the project or any phase thereof be completed within a specified time.
 - iv. **Financing.** If the Development Agreement requires applicant financing of necessary public facilities, it may include terms relating to subsequent reimbursement over time for such financing.
 - v. **Indemnity.** A Development Agreement may contain an indemnity clause requiring the applicant to indemnify and hold the City harmless against claims arising out of or in any way related to the actions of applicant in connection with the application or the development process, including all legal fees and costs.
 - vi. **Performance Obligation Fees.** A Development Agreement may include provisions to guarantee performance of obligations stated in the agreement.
 - vii. **Other Items.** Other components and provisions as negotiated by City.

3. Application Completeness.

The Director shall review the application to determine whether or not it is complete. If it is found that the application is complete, the Director shall accept it for filing. If the application is found to be incomplete, the Director shall refuse to accept the application for filing and shall inform the applicant in writing of the items necessary to properly complete the application.

4. Concurrent Processing.

It is the intent of this Section that the application for a Development Agreement will be made and considered simultaneously with the review of other necessary applications, including, but not limited to Development Code text amendments, rezoning, Planned Development permits, and Conditional Use Permits. If combined with an application for rezoning, Planned Development, or Conditional Use Permit, the application for a Development Agreement shall be submitted with said application and shall be processed, to the maximum extent possible, jointly to avoid duplication of hearings and repetition of information. A Development Agreement is not a substitute for, nor an alternative to, any other required permit or approval, and the qualified applicant or developer must comply with all other required procedures for development approval.

E. Planning Commission Hearings and Recommendations

1. Notice.

Public notice of hearings by the Planning Commission for a Development Agreement shall be given as specified in Section 6.03.08 (Public Notice). Notice of the hearing shall also be mailed or delivered to any other local agency expected to provide essential facilities or services to the property that is the subject of the Development Agreement.

2. Hearing.

The Planning Commission shall conduct a public hearing for making recommendations to the City Council in conformance with the provisions of Section 6.03.09 (Public Hearings).

3. Recommendation to Council.

Following the public hearing, the Planning Commission shall make a written recommendation on the proposed Development Agreement. The Director shall transmit the Planning Commission's written recommendation and complete record of the application to the City Council for action.

F. City Council Hearings and Actions

1. Applicant Execution of Agreement.

A proposed Development Agreement shall be executed by the Applicant before it is placed before City Council for consideration at a public hearing.

2. Notice.

Public notice of hearings by the City Council for a Development Agreement shall be given as specified in Section 6.03.08 (Public Notice). Notice of the hearing shall also be mailed or delivered to any other local agency expected to provide essential facilities or services to the property that is the subject of the Development Agreement.

3. Hearing.

After receiving the report from the Planning Commission but no later than the time specified by Section 65943 of the Government Code, the City Council shall hold a public hearing in conformance with the provisions of Section 6.03.09 (Public Hearings).

4. Decision.

After the City Council completes the public hearing, the City Council shall approve, modify, or deny the Development Agreement. Approval of a Development Agreement shall be by ordinance. The ordinance shall refer to and incorporate by reference the text of the Development Agreement. Matters not previously considered by the Planning Commission during its hearing may, but need not, be referred to the Planning Commission for report and recommendation. The Planning Commission may, but need not, hold a public hearing on matters referred to it by the City Council.

G. Required Findings

After the public hearing, the City Council may approve, modify or disapprove the proposed Development Agreement. The City Council shall make the following findings for the approval of a Development Agreement:

1. The proposed Development Agreement and its provisions are consistent with the objectives, policies, general land uses, and programs specified in the General Plan and any applicable specific

plan. This requirement may be satisfied by a finding that the provisions of a proposed Development Agreement are consistent with proposed General Plan or specific plan provisions to be adopted concurrently with the approval of the proposed Development Agreement.

2. The proposed Development Agreement and its provisions will not adversely affect the orderly development of property or the preservation of property value.
3. The proposed Development Agreement and its provisions will not be detrimental to the health, safety and general welfare.

H. Execution and Recordation

Within 10 days after the ordinance approving the Development Agreement takes effect, the City Manager or his/her designee shall execute the Development Agreement on behalf of the City. The City Clerk shall record the fully executed Development Agreement with the County Recorder.

I. Periodic Review

The applicant shall be required to demonstrate compliance with the provisions of the Development Agreement at least once a year at which time the City Manager or his/her designee shall review each approved Development Agreement. The City Manager shall provide a written report to the City Council on the status and performance of each Development Agreement.

1. Finding of Compliance.

If the City Manager or his/her designee, based on substantial evidence, finds compliance by the applicant with the provisions of the Development Agreement, no action is required.

2. Finding of Noncompliance.

If the City Manager or his/her designee finds the applicant has not complied with the provisions of the Development Agreement, the Director may issue a finding of noncompliance which may be recorded by the City with the County Recorder after it becomes final. The Director shall specify in writing to the applicant the respects in which the applicant has failed to comply and shall set forth terms of compliance and specify a reasonable time for the applicant to meet the terms of compliance. If the applicant does not comply with any terms of compliance within the prescribed time limits, the Development Agreement shall be subject to termination or revision pursuant to this Chapter.

3. Appeal of Determination.

Within 10 days after issuance of a finding of noncompliance, any interested person may file a written appeal of the finding with the City Council. The appellant shall pay fees and charges for the filing and processing of the appeal in amounts established by resolution of the City Council. The appellant shall specify the reasons for the appeal. The issuance of a finding of compliance or finding of noncompliance and the expiration of the appeal period without appeal, or the confirmation by the City Council of the issuance of the finding on such appeal, shall conclude the review for the applicable period and such determination shall be final.

J. Amendment or Cancellation

1. Mutual Agreement.

Any Development Agreement may be canceled or amended by mutual consent of the parties following compliance with the procedures specified in this Section. A Development Agreement

may also specify procedures for administrative approval of minor amendments by mutual consent of the applicant and City Manager or his/her designee.

2. After Finding of Noncompliance.

If a finding of noncompliance does not include terms of compliance, or if applicant does not comply with the terms of compliance within the prescribed time limits, the City Manager or his/her designee may refer the Development Agreement to the City Council for termination or revision. After the public hearing, the City Council may terminate the Development Agreement, modify the finding of noncompliance, or rescind the finding of noncompliance, and issue a finding of compliance.

3. Recordation.

If the parties to the agreement or their successors in interest amend or cancel the Development Agreement, or if the City terminates or modifies the Development Agreement for failure of the applicant to fully comply with the provisions of the Development Agreement, the City Clerk shall record notice of such action with the County Recorder.

4. Rights of the Parties After Cancellation or Termination.

If a Development Agreement is cancelled or terminated, all rights of the applicant, property owner or successors in interest under the Development Agreement shall terminate. If a Development Agreement is terminated following a finding of noncompliance, the City may, in its sole discretion, determine to return all benefits, including reservations or dedications of land, and payments of fees, received by the City.

K. Effect of Approved Agreement

1. Existing Rules and Regulations.

Unless otherwise specified in the Development Agreement, the City's rules, regulations, and official policies governing permitted uses of the property, density and design, and improvement standards and specifications applicable to development of the property shall be those City rules, regulations, and official policies in force on the effective date of the Development Agreement.

2. Future Rules and Regulations.

A Development Agreement shall not prevent the City, in subsequent actions applicable to the property, from applying new rules, regulations and policies that do not conflict with those rules, regulations and policies applicable to the property as set forth in the Development Agreement. A Development Agreement shall not prevent the City from denying or conditionally approving any subsequent land use project or authorization for the project on the basis of such rules, regulations, and policies. Unless otherwise specified in the Development Agreement, a Development Agreement shall not exempt the applicant from obtaining future discretionary land use approvals.

3. State and Federal Rules and Regulations.

In the event that any regulation or law of the State of California or the United States, enacted or interpreted after a Development Agreement has been entered into prevents or precludes compliance with one or more provisions of the Development Agreement, then the Development Agreement may be modified or suspended in the manner and pursuant to the procedures specified in the Development Agreement, as may be necessary to comply with such regulation or law.

L. Enforcement

The procedures for enforcement, revision, cancellation, or termination of a Development Agreement specified in this Section and in Government Code Section 65865.4 or any successor statute, are non-exclusive. A Development Agreement may be enforced, revised, cancelled, or terminated by any manner otherwise provided by law or by the provisions of the Development Agreement.

6.05.03 Specific Plans

A. Purpose

The purpose of this chapter is to provide a process for preparing, processing, reviewing, adopting, and amending Specific Plans in compliance with State law (Government Code Section 65450 et seq. or as this subsection may be amended/replaced from time to time).

B. Intent and Relationship to Zoning

1. A Specific Plan shall be utilized to provide more flexibility to encourage a more creative development approach that will result in a more efficient, aesthetically pleasing, and desirable use of land than might be normally allowed under the zone and associated development standards applied to the property(ies).
2. A Specific Plan shall not be an alternate to adopted development regulations of the City unless an applicant can demonstrate that the specific plan achieves one or more of the following:
 - a. Provides for community benefits beyond those normally required under existing development regulations.
 - b. Preserves open space, identified environmentally sensitive areas, natural vegetation and significant trees, watercourses, historic buildings and places and other features of value to the community.
 - c. Provides for efficient street and utility systems through the clustering of structures.
3. A Specific Plan adopted by ordinance shall replace the base zone for the subject property, and the development standards and guidelines identified in the Specific Plan shall take precedence over the general standards and guidelines contained in this Code.

C. Applicability

At the discretion of the Director, a Specific Plan may be required under the following circumstances:

1. If the General Plan requires preparation of a Specific Plan for a particular geographic area;
2. For areas included within the city's sphere of influence and proposed for annexation to the City address unique biological resources or create fiscal benefits for the city or enhance infrastructure; and
3. As a tool to assist in the comprehensive master planning of non-residential project sites.

D. Review Authority

1. The Director shall negotiate the specific components and regulations of the Specific Plan on behalf of the City for Planning Commission review and recommendation to the City Council. The Director may request input from other affected Departments as needed.
2. The Planning Commission shall act as the advisory body and review the Specific Plan to provide recommendation to the City Council.
3. The City Council shall act as the Review Authority, and after receiving recommendations from the Planning Commission, may adopt, reject, or modify a Specific Plan based on consideration of the requirements of this Section.

E. Minimum Project Area

1. The minimum project area for a privately initiated Specific Plan shall be 100 acres. For publicly initiated Specific Plans, there shall be no minimum project area size
2. The project area may be one parcel under single ownership or a combination of adjoining parcels subject to a unified planning concept with written concurrence of one or more applicable property owners.

F. Procedures

1. Initiation and Pre-submittal Requirements

A Specific Plan may be initiated in the following manner:

- a. By City Council minute order direction;
- b. By an application being filed by or on behalf the owner(s) of one or more parcels which would be the subject of the Specific Plan. If initiated by an applicant, the following should first occur:
 - i. A pre-application conference shall be conducted before the filing of a Specific Plan with the City. Pre-application meetings shall be conducted in conformance with Section 6.03.04 (Pre-Application Review and Conferences); and
 - ii. Before submittal of a Specific Plan, a minimum of two neighborhood meetings shall be held to identify potential community impacts and concerns relating to the proposed Specific Plan. Neighborhood meetings shall be conducted in conformance with Section 6.03.05 (Neighborhood Review Meetings).

2. Preparation and Content

- a. The applicant shall prepare a draft Specific Plan for review by the City that includes detailed information in the form of text and diagram(s), organized in compliance with State Law (Government Code Section 65451).
- b. The following information shall be provided:
 - i. The distribution, location, and extent of land uses proposed within the area covered by the Specific Plan, including open space areas;

- ii. The proposed distribution, extent, intensity, and location of major components of public and private circulation/transportation, drainage, energy, sewers, solid waste disposal, water, and other essential facilities proposed to be located within the Specific Plan area and needed to support the proposed land uses;
 - iii. Standards, criteria, and guidelines by which development would proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
 - iv. A program of implementation measures, including financing, regulations, programs, and public works projects, necessary to carry out the proposed land uses, infrastructure, and development and conservation standards and criteria;
 - v. A discussion of the relationship of the Specific Plan to the actions, goals, objectives, and policies of the adopted General Plan inclusive of detailed analysis as to how the Specific Plan complies with the actions, goals, objectives, and policies;
 - vi. The Specific Plan shall contain additional information deemed to be necessary by the Director based on the characteristics of the area to be covered by the plan, applicable actions, goals, objectives, and policies of the General Plan, or any other issue(s) determined by the Director to be significant.
- c. The Specific Plan application shall be accompanied by a market study prepared by a qualified real estate professional and/or land use economist that analyzes the “highest and best use” land use considerations for the property(ies) being considered for the Specific Plan; and
 - d. The Specific Plan application shall be accompanied by appropriate environmental analysis addressing compliance with the provisions of CEQA that assesses whether there will be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless findings are made in compliance with CEQA. This environmental analysis may be accompanied by one or more relevant supporting studies addressing environmental topical areas including but not limited to transportation, air quality, biological resources, water quality, noise, aesthetics, and cultural resources.

3. Application Filing, Processing, and Review

- a. A draft Specific Plan and application shall be filed with the Community Development Department and shall be accompanied by written and graphic documents intended to substantiate the request on a form provided by the Department. The draft plan shall be processed in the same manner as required for general plans by State law.
- b. The required fee established by the city’s fee resolution shall be submitted at the same time as the application submittal.
- c. After the filing of an application draft Specific Plan, the Director or his/her designee shall review the draft plan and associated documents to determine whether it is in compliance with the provisions of the submittal requirements for the processing for a Specific Plan.
- d. If the application for the draft plan is not in compliance, a notice of incompleteness shall be issued to the applicant with written specification(s) as to why it does not comply and with suggested revisions to ensure compliance.
- e. When the applicant resubmits the required elements needed for a completeness determination to the department and the Director determines it is complete and in compliance with this Section, the proposed Specific Plan application shall be deemed to be accepted for processing.

- f. The draft Specific Plan shall be subject to environmental review pursuant to the provisions of the CEQA.

4. Concurrent Processing

It is the intent of this Section that the application for a Specific Plan will be made and considered simultaneously with the review of other necessary applications, including, but not limited to rezoning, planning review applications, and Conditional Use Permits. If combined with an application for rezoning, planning review application, or Conditional Use Permit, the application for a Specific Plan shall be submitted with said application and shall be processed, to the maximum extent possible, jointly to avoid duplication of hearings and repetition of information. A Specific Plan is not a substitute for, nor an alternative to, any other required permit or approval, and the qualified applicant or developer must comply with all other required procedures for development approval. The applicant shall proceed at known risk and any decision for the other associated applications shall be contingent upon the City Council's approval of the Specific Plan.

G. Planning Commission Hearings and Recommendations

1. Notice.

Public notice of hearings by the Planning Commission for a Specific Plan shall be given as specified in Section 6.03.08 (Public Notice). Notice of the hearing(s) shall also be mailed or delivered to any other local agency expected to provide essential facilities or services to the property that is the subject of the Specific Plan.

2. Hearing.

The public hearing(s) shall be held after transmittal to and receipt of comments from other City Departments and external review agencies, required noticing, as applicable, to Native American Indian tribes, the conduct of required environmental analysis and associated noticing, as applicable, and the conduct of required public noticing. The Planning Commission shall conduct one or more public hearings for making recommendations to the City Council in conformance with the provisions of Section 6.03.09 (Public Hearings).

3. Recommendation to City Council.

Following the conclusion of the public hearing process, the Planning Commission shall recommend to the City Council the approval, approval in modified form or disapproval based on making required findings per Subsection I (Required Findings) of this Section. The Director shall transmit the Planning Commission's written recommendation and complete record of the application to the City Council for final action.

H. City Council Hearings and Actions

1. Notice.

Public notice of hearings by the City Council for a Specific Plan shall be given as specified in Section 6.03.08 (Public Notice). Notice of the hearing(s) shall also be mailed or delivered to any other local agency expected to provide essential facilities or services to the property that is the subject of the Development Agreement.

2. Hearing.

After receiving the report from the Planning Commission but no later than the time specified in

Section 65943 of the Government Code, the City Council shall hold a public hearing in conformance with the provisions of Section 6.03.09 (Public Hearings).

3. Decision.

After the City Council completes the public hearing(s), the City Council shall approve, modify, or deny the Specific Plan. Approval of a Specific Plan shall be by ordinance in compliance with State law (Government Code Section 65453). The ordinance shall refer to and incorporate by reference the text of the Specific Plan. If there are any substantial change(s) to the Specific Plan that were not considered by the Planning Commission at time of Council review and consideration, the Council may refer the Specific Plan back to the Commission for its recommendation on said changes, in compliance with State law (Government Code Section 65356). The failure of the Planning Commission to report within 45 days after the referral, or within the time set by the City Council, shall be deemed a recommendation for approval.

I. Required Findings

After the public hearing, the City Council may approve, modify, or disapprove the Specific Plan. The City Council shall make the following findings for the approval of a Specific Plan:

1. The proposed Specific Plan is consistent with the General Plan and all relevant elements and is not inconsistent with any element thereof;
2. The proposed Specific Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the city;
3. The subject property(ies) proposed for the Specific Plan is physically suitable for the requested land uses and physical site development;
4. The Specific Plan provides for community benefits beyond those normally required under existing development regulations;
5. The Specific Plan preserves open space, identified environmentally sensitive areas, natural vegetation and significant trees, watercourses, historic buildings and places, and other features of value to the community;
6. The Specific Plan provides for efficient street and utility systems through the clustering of structures;
7. The Specific Plan utilizes innovative methods and concepts not readily available under traditional subdivision and zoning methods;
8. The Specific Plan prescribes reasonable controls and standards for affected land uses to ensure compatibility and integrity of those uses with other established uses.
9. The Specific Plan provides reasonable property development rights while protecting environmentally sensitive land uses and species.
10. The proposed Specific Plan ensures development of desirable character which would be harmonious with existing and proposed development in the surrounding neighborhood;

11. The Specific Plan has been designed to provide for flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of transportation access;
12. The Specific Plan is not an alternate to adopted development regulations of the City because the applicant has substantively demonstrated that the Specific Plan achieves one or more of the following:
 - a. Provides for community benefits beyond those normally required under existing development regulations.
 - b. Preserves open space, identified environmentally sensitive areas, natural vegetation and significant trees, watercourses, historic buildings and places and other features of value to the community.
 - c. Provides for efficient street and utility systems through the clustering of structures.
13. There are existing or planned public and private infrastructure available to the subject property(ies) proposed for the Specific Plan. If one or more public or private infrastructure is not currently available to serve the project, the applicant shall bear the burden of proof in demonstrating how such service will be provided;
14. The Specific Plan is the “highest and best use” of the land relative to the requested change in allowable land uses, development intensity and/or density, and development standards as compared against the current zoning applied to the property(ies) being proposed for the application of the Specific Plan; and
15. The proposed project has been reviewed in compliance with the provisions of CEQA and there would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless findings are made in compliance with CEQA.

J. Execution and Implementation

1. After the adoption of a Specific Plan, a public works project, a tentative map or parcel map, or an amendment to this Code may be approved/adopted within an area covered by a Specific Plan only if it is first found consistent with the Specific Plan.
2. Implementation of development projects within an area covered by a Specific Plan shall require the filing and approval of all applicable development permits unless filed and reviewed concurrently with the Specific Plan application.
3. The Council may impose a Specific Plan fee surcharge on development permits and approvals within the Specific Plan area, in compliance with State law (Government Code Section 65456).

K. Amendments

1. A Specific Plan may be amended through the same procedure specified by this Section for the approval of a Specific Plan.

2. The Specific Plan may be amended as often as deemed necessary by the Council, in compliance with State law (Government Code Section 65453).

6.06 General Plan and Zoning Amendments

6.06.01 Amendments to the General Plan, Development Code, and Zoning Map

A. Purpose

This Chapter establishes procedures for consideration and review of amendments to the General Plan, Development Code, and/or Official Zoning Map, when there are compelling reasons to do so. More specifically, this Chapter addresses:

1. Amendments to the General Plan, to address changes in State or Federal law and problems and opportunities that were unanticipated at the time of adoption or the last amendment; and
2. Amendments to the Development Code and Zoning Map, whenever the public necessity, convenience, general welfare, or good practice justify such amendment, consistent with the General Plan.

B. Applicability

The procedures in this Chapter shall apply to:

1. All proposals to change the text of the General Plan and the maps that illustrate the application of its provisions; and
2. All proposals to change the text of this Development Code or to revise a zone or boundary line shown on the Zoning Map.

C. Review Authority

The Planning Commission shall act as the advisory body for all amendments to the General Plan, Development Code, and Zoning Map and provide recommendations to the City Council. The City Council shall act as the Review Authority, and after receiving recommendations from the Planning Commission, may adopt, reject, or modify all amendments to the General Plan, Development Code, and Zoning Map.

D. Initiation of Amendment

An Amendment to the General Plan, Development Code, or Zoning Map may be initiated by any qualified applicant identified in Section 6.03.03 (Application Forms and Fees, and Reapplications), the Community Development Director, or by a motion of the City Council or Planning Commission.

E. Procedures

1. Application.

A qualified applicant shall submit an application accompanied by the required fee, pursuant to Chapter 6.03 (Common Procedures). The Community Development Department may require an applicant to submit such additional information and supporting data as considered necessary to process the application. The Community Development Department may allow amendments to the General Plan, Development Code, and Zoning Map to be processed concurrently with other applications.

2. Staff Report.

The Director shall prepare a report and recommendation to the Planning Commission on any amendment application. The report shall include, but is not limited to, a discussion of how the proposed amendment meets the criteria in Subsection I (Criteria for Zoning Amendments) of this Section (if applicable), as well as an environmental document prepared in compliance with the CEQA. Applications involving projects for which an environmental document is required shall not be heard until the environmental assessment procedures required by CEQA are satisfied.

3. Public Hearing and Notice.

All Amendments to the General Plan, Development Code, and Zoning Map shall be referred to the Planning Commission, which shall conduct at least one public hearing on any proposed amendment. **At least 10 days** before the date of any public hearing, the Planning Division shall provide notice as provided for in Section 6.03.08 (Public Notice). Notice of the hearing also shall be mailed or delivered to any local agency expected to provide essential facilities or services to the property that is the subject of the proposed amendment.

F. Planning Commission Hearing and Recommendation

1. Planning Commission Hearing.

Before submitting a recommendation report to the City Council, the Planning Commission shall conduct at least one public hearing in accordance with Section 6.03.09 (Public Hearings).

2. Recommendation to City Council.

Following the public hearing, the Planning Commission shall make a recommendation on the proposed amendment to the City Council. Such recommendation shall include the reasons for the recommendation, findings related to Subsection I (Criteria for Zoning Amendments) of this Section, and the relationship of the proposed amendment to other adopted documents. The recommendation shall be transmitted in the form of a Council memo, prepared by the Community Development Department, with a copy of the approved minutes from the Planning Commission meeting.

G. City Council Hearing and Action

1. City Council Hearing.

After receiving the recommendation from the Planning Commission, the City Council shall hold one or more hearings in accordance with Section 6.03.09 (Public Hearings). The notice for the hearing shall include a summary of the Planning Commission recommendation.

2. City Council Action.

After the conclusion of the hearing(s), the City Council may approve, modify, or deny the proposed amendment. If the Council proposes any substantial revision not previously considered by the Planning Commission during its hearings, the proposed revision shall first be referred to the Planning Commission for report and recommendation, but the Planning Commission shall not be required to hold a public hearing. The failure of the Planning Commission to report within 45 days after the referral shall be deemed a recommendation for approval and the amendment shall be returned to Council for adoption.

H. Criteria for General Plan Amendments

The Planning Commission shall not recommend and the City Council shall not approve an amendment to the General Plan unless the proposed amendment meets the following criteria:

1. The proposed amendment is internally consistent with other applicable provisions of the General Plan;
2. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan;
3. The proposed amendment would maintain the appropriate balance of land uses within the City;
4. The proposed amendment is compatible with existing or proposed uses in the area, and would not create an “island” or spot land use designation inconsistent with the intent and policies of the General Plan, and density or land uses of surrounding properties;
5. In the case of an amendment to the General Plan Land Use Map, the subject parcels are physically suitable (including, but not limited to, access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints), for the requested land use designation and the anticipated land use developments;
6. The proposed amendment would not be detrimental to the public interest, health, safety, and general welfare; and
7. The proposed amendment is in compliance with the provisions of CEQA.

I. Criteria for Zoning Amendments

The Planning Commission shall not recommend and the City Council shall not approve an amendment to the Development Code and/or Zoning Map unless the proposed amendment meets the following criteria:

1. The amendment is consistent with the General Plan;
2. The proposed amendment is internally consistent with other applicable provisions of the Code;
3. Any change in zone boundaries is consistent with the General Plan and is necessary to achieve the balance of land uses desired by the City; and
4. The amendment will promote the growth of the City in an orderly manner and to promote and protect the public health, safety, peace, comfort, and general welfare.
5. The proposed amendment is in compliance with the provisions of the CEQA.

6.06.02 Pre-Zoning

A. Purpose

The purpose of this Chapter is to establish a procedure for zoning property upon annexation.

B. Applicability

Unincorporated territory adjoining the city may be pre-zoned for determining the zoning that will apply to

such property upon annexation.

C. Procedure

Zoning of property to be annexed shall be established through initiation and processing according to the procedures established in this Chapter.

D. Notification of the Board of Supervisors

In addition to any other public notice required per Section 6.03.08 (Public Notice), the City shall, as a part of any rezoning request, notify the Board of Supervisors of the County of the proposed application of the pre-zoning process.

E. Effective Date of Zoning

Territory annexed to the city, shall, upon the date that the annexation becomes effective, become a part of the study district, unless the City Council determines otherwise by ordinance. The zoning shall be temporary and the Planning Commission shall recommend to the City Council within a period not to exceed one year a final zoning plan for the annexed territory.

F. Property Classification

The pre-zoning designation as approved shall be shown on the Zoning Map with a “UA” prefix attached to the designation to indicate upon annexation, for example “SN-4 (UA).” Once the annexation is completed, the UA additive shall be removed.

G. Annexation Schedule and Time Limits

Any pre-zoning classification may be subject to a specific time table for annexation of all or part of the property to the city. The City reserves the right to review annually whether the pre-zoned property is being annexed to the city in conformity with the time table, and the City Council may, and expressly reserves the right and power, to revoke the pre-zoned classification solely upon the ground that annexation has not taken place according to the timetable.

6.07 Nonconforming Provisions

6.07.01 Purpose

This Chapter is intended to permit continuation of uses and continued occupancy and maintenance of structures that were legally established but do not comply with all of the standards and requirements of this Title in a manner that does not conflict with the General Plan. To that end, this Chapter establishes the circumstances under which a nonconforming use or structure may be continued or changed and provides for the removal of nonconforming uses and structures when their continuation conflicts with the General Plan and public health, safety, and general welfare.

6.07.02 Applicability

This Chapter applies to structures, land, and uses that have become nonconforming by initial adoption of or amendments to this Code. It also applies to nonconformities that were legal nonconformities under previously applicable ordinances, even if the type or extent of nonconformity is different. Regulations on non-conforming signs and sign enforcement can be found in Chapter 3.05 (Signs).

6.07.03 Determination of Nonconformity Status

A. Burden of Proof

The burden of establishing that any nonconformity is a legal nonconformity shall, in all cases, be solely upon the owner of such nonconformity.

B. Appeal of Determination.

Any person, firm, or corporation aggrieved by a decision of the Director's determination of nonconformity in interpreting, applying, or enforcing this Chapter, may file an appeal in compliance with Section 6.03.13 (Appeals).

6.07.04 Nonconformities, Generally

Any lawfully established use or structure that is in existence on the effective date of this Code or any subsequent amendment thereto but does not comply with the standards and requirements of this Code shall be considered nonconforming.

- A. A nonconformity may result from any inconsistency with the requirements of this Code including, but not limited to, use, location, density, floor area, height, or setback.
- B. An existing use that was authorized by a previously approved permit or approval (e.g., Conditional or Administrative Use Permit, Variance, etc.), but is not allowed by this Code in its current location, may continue to exist in compliance with the original permit approval **and shall be deemed nonconforming.**

- C. A use lawfully existing without a permit that would require a permit under the current Code (e.g., a Conditional Use Permit was not required when the use was established, and the current Code now requires a Conditional Use Permit for that use), shall be allowed to operate to the extent that it previously operated (e.g., maintains the same site area boundaries, hours of operation, etc.) and shall be deemed nonconforming. Any use that is nonconforming solely by reason of the absence of a Use Permit may be changed to a conforming use by obtaining the appropriate Use Permit pursuant to the requirements in Section 6.04.04 (Use Permits).
- D. Nonconforming uses, structures, and/or physical improvements which lawfully exist on the date the property is annexed to the City, and which do not conform to this Code and any other relevant City document, may continue to exist and, upon annexation, shall be deemed nonconforming and subject to the provisions of this Chapter.

C. Exceptions.

No existing use of land or existing structure shall be deemed nonconforming solely because it was previously used and/or developed without site improvements required by this Code including but not limited to parking, paving, screening, landscaping, lighting, drainage, etc. Said use or structure shall retain conforming status for as long as the use or structure remains unmodified.

6.07.05 Projects Under Construction

A nonconforming structure that began construction under an active building permit prior to a change in regulations in this Code, which would make the structure nonconforming once completed, may be completed per approved building permit and plans, and shall be deemed a previously conforming structure.

6.07.06 Right to Continue

Any use or structure that was lawfully established prior to the effective date of this Code or of any subsequent amendments to its text or to the Zoning Map may only be continued and maintained provided there is no alteration, enlargement, addition, or other change to any building or structure or use therein; or no substitution, expansion, or other change including an increase in occupant load or any enlargement of the area, space, or volume occupied by or devoted to such use, except as otherwise provided in this Chapter.

- A. Nonconforming uses must comply with applicable City, County, State, and Federal laws regarding their operations, including compliance with all performance standards set for in this code (see Chapter 3.04 (Performance Standards)).
- B. The right to continue a nonconforming use or structure shall attach to the land and shall not be affected by a change in ownership, tenancy, or management.
- C. The right to continue a nonconforming use or structure shall not apply to uses or structures determined by the Planning Commission or City Council as described in this Chapter to be a public nuisance arising from conditions that constitute a threat to public health, safety, or general welfare.
- D. The right to continue a nonconforming use or re-occupy a nonconforming structure shall terminate if the nonconforming use has been abandoned or the nonconforming structure has been vacated for the relevant period described in Section 6.07.13 (Abandonment and Loss of Legal Nonconforming Status).

6.07.07 Phasing of Compliance.

Partial conversions of properties or structures to bring them into better compliance with this Code are permitted and encouraged. This applies to nonconforming outdoor activities such as product storage or parking. When a portion of a property, structure, or use is converted to bring it into conformance in phases, the owner does not waive the right to maintain previously allowed uses of other parts of the building or property under the conditions established in this Chapter.

6.07.08 Ownership of Multiple Parcels.

For the purposes of this Chapter, multiple contiguous parcels under the same or substantially the same ownership or control, shall be treated as if they were a single parcel or property, for enforcement of nonconforming use or building, including outdoor activities such as storage of product or parking. Ownership for the purposes of this Chapter is defined as the same or similar business ownership structure.

6.07.09 Maintenance and Repairs

Incidental repairs, normal maintenance, and interior alterations of nonconforming structures shall be permitted if the changes and improvements do not increase the extent of the nonconformity, enlarge the structure, change the building footprint, or increase building height or roof pitch, and are not otherwise expressly prohibited by this Code. This excludes any improvements required to meet accessibility requirements. Nothing in this Chapter shall be construed to prevent structures from being structurally strengthened or restored to a safe condition, in accordance with an official order of a public official.

6.07.10 Change of Use.

A nonconforming use may only be changed to a use allowed in the zone in which it is located. **A nonconforming use shall not be changed to another nonconforming use.** Once a nonconforming use is converted to a conforming use, it shall not be changed back to a nonconforming use.

6.07.11 Additions and Expansions to Nonconforming Structures

Additions or expansions of a nonconforming structure or use are permitted subject to the approval of the Director through Zoning Clearance/building permit process, as provided below. The addition or enlargement shall not increase the extent of the nonconformity and shall comply with all applicable laws and requirements of this Code.

Alterations or expansions of any nonconforming use that bring the land use or structure into partial or full compliance shall be permitted if the proposed improvements comply with the design and development standards of this Code, and the requirements of this Chapter. Such improvements will not be subject to the one-time expansion limitation.

A nonconforming structure shall not be moved in whole or in part to any other location unless the move results in the entire structure being brought into compliance with all applicable zone regulations and development standards of this Code.

A. One-Time Expansion of Nonconforming Structures.

A one-time expansion of up to 10 percent of the existing square footage is permitted, provided the following:

1. The expansion does not add residential units;
2. The expansion does not increase the number of stories; and
3. The expansion does not reduce the number of existing on-site parking spaces or access to the building.

B. Nonconforming Setbacks, Residential Zones.

In Residential zones, a nonconforming setback may be maintained and extended, and shall not be considered an increase in the discrepancy, provided that:

1. A new encroachment into any other required setback is not created;
2. The height of the portion of the structure that is within the required setback is not increased; and
3. Any residential additions above the first floor shall conform to the setbacks in effect at the time the application for the addition is submitted.

6.07.12 Repair and Replacement of Damaged or Destroyed Nonconforming Structures

A nonconforming structure that is damaged or partially destroyed by fire, explosion, earthquake, or natural disaster that was not caused by an act or deliberate omission of a property owner, their agent, or person acting on their behalf or in concert with them, may be restored or rebuilt subject to the following provisions.

A. Restoration When Damage is 50 Percent or Less of Value.

If the cost of repair or reconstruction is less than or equal to 50 percent of the appraised value of the structure, replacement of the damaged portions of the structure is allowed by right provided that the replaced portions are the same size, extent, and configuration as previously existed. The determination of the appraised value shall be made by a professional appraiser selected by the City, whose fee shall be paid by the building or property owner.

B. Restoration When Damage Exceeds 50 Percent of Value.

If the cost of repair or reconstruction exceeds 50 percent of the appraised value of the structure, as determined pursuant to Subsection A above, the land and building shall be subject to the requirements of this Code, except as provided below.

1. Non-Residential Structures.

Any nonconforming use must permanently cease. The Director or Planning Commission may approve the structure, per the Planning Review process, to be rebuilt to the same size, extent, and configuration as previously existed provided that the use of the structure is permitted or conditionally permitted in the zone. In such cases, any expansion or change to the previous use must conform to the requirements of this Chapter.

2. Residential Structures.

Any nonconforming residential structure may be reconstructed, restored, or rebuilt up to the size

and number of dwelling units prior to the damage and provided there is no increase in any other nonconformity. The nonconforming use, if any, may be resumed subject to a Zoning Clearance in the case of single-unit dwellings or Director/Planning Commission approval, per the Planning Review process, in the case of other residential uses, unless the review authority finds that the reconstruction, restoration, or rebuilding will be detrimental or injurious to the health, safety, or general welfare of persons residing or working in the neighborhood.

C. Timing.

Building permits must be obtained within two years of the date of the damage or destruction and construction shall be completed within one year of issuance unless another time period is specified by the Director. Building permits must be maintained valid through the completion of the project.

6.07.13 Abandonment and Loss of Legal Nonconforming Status

Except for residential uses, if a nonconforming use ceases to operate for any reason for a period of more than one year, the use shall be considered abandoned. Once abandoned, the legal nonconforming status shall be lost, and the use shall not be resumed, reestablished, reopened, or replaced by any other nonconforming use, except as provided in this Chapter. It is the responsibility of the applicant to provide evidence demonstrating to the satisfaction of the Director that the use was legally established and has not been abandoned.

A. Abandonment.

The time period set forth above shall commence when the use ceases to operate, whether with the intent to abandon the use or not, and any one of the following occurs:

1. The site is vacated;
2. The business license expires or is revoked;
3. Utilities are terminated; or
4. The applicable lease is terminated.

B. Notification and Abatement

The Director determines when land, structures, uses or outdoor activities have been abandoned and have lost their nonconforming status. The Director's determination is subject to appeal to the Planning Commission pursuant to Section 6.03.13 (Appeals) of this Code. The property owner(s) and lessee shall be notified in writing of the determination and abatement requirements within 10 days.

Any abandoned nonconforming use or structure shall be abated, including clearing of the land and any associated equipment or materials, within six months of notification by the Director and/or Planning Commission. All future use of such land shall conform to the applicable zone and use provisions of this Code.

C. Extension of Abandonment Period.

The Director may approve an additional one-year time period during which the use will not be considered abandoned; provided, that the Director finds that economic conditions warrant the additional time. If such additional time period is approved, the total period during which the use will not be considered abandoned shall not exceed two years from the date the use ceased to operate.

6.07.14 Nonconforming Site Conditions and Improvements

A. Nonconforming Parking

No existing use of land or existing structure, where parking for said use or structure was conforming at the time of establishment or modification, shall be deemed to be nonconforming solely because of the lack of parking or loading facilities prescribed in Chapter 3.03 (Parking and Loading). Uses that have off-street parking or loading that do not meet the requirements of this Code may continue in operation and retain conforming status for as long as the use or structure remains unmodified. Implications for modifications are addressed in Subsections 1 and 2, below.

1. Expansion of Multi-Family Residential and Non-Residential Structures.

For additions or expansions of existing structures or buildings that would increase the number of parking spaces required, the additional parking shall be required only for the addition or expansion or new dwelling units, and not for the preexisting structure or building or preexisting dwelling units. However, the Review Authority may grant a waiver of the parking requirement for the addition, enlargement, or new dwelling units if it is determined that sufficient parking is available on or near the site, and the project is consistent with the General Plan, otherwise consistent with the Code, and the waiver would not create a negative impact for neighboring properties.

2. Expansion of Single-Family Residential Structures.

Existing nonconforming single-family dwellings whose off-street parking facilities do not conform to the provisions of this Code may be expanded or added to a maximum of 20 percent of the existing structure without meeting current requirements for off-street parking. If the expansion or addition exceeds 20 percent of the existing structure, additional parking shall be required only for the addition or expansion.

3. Change in Use.

For any change of use or manner of operation that would increase the number of parking spaces required per Chapter 3.03 (Parking and Loading), no additional parking shall be required unless the change in use requires 15 percent or more parking spaces than currently exist. The number of parking spaces required for the change of use shall be the difference between the number required by Chapter 3.03 (Parking and Loading) and 115 percent of the number of spaces that currently exist.

4. Changes to Parking Area.

Any changes to a parking area layout, loading area, circulation aisles, access, lighting, or landscaping may only occur when the change reduces or corrects an existing substandard condition; changes shall be subject to applicable permitting of this Code.

5. Major Renovations.

If an application is filed for a building permit(s) for the renovation or remodeling of a structure(s) that has one or more nonconforming site features, and the value of the proposed improvements totals 75 percent or more of the current total appraised value of the existing property, the applicant shall be required to address the nonconforming site features, including parking and loading in compliance with Chapter 3.03 (Parking and Loading).

B. Nonconforming Driveways.

Nonconforming residential and non-residential driveways may continue to be maintained and repaired until such a time that the driveway is reconstructed, fully or partially realigned, modified dimensionally, connected to a new structure, or a change is made to any structure on the parcel that would require that the structure be brought into compliance with current Code standards.

C. Nonconforming Landscaping and Screening

No existing use of land or existing structure, where landscaping or screening for said use or structure was conforming at the time of establishment or modification, shall be deemed to be nonconforming solely because of the lack of landscaping and screening required by this Code. Uses that have nonconforming landscaping and screening shall retain conforming status for as long as the use or structure remains unmodified. Implications for modifications are addressed through Subsections 1 and 2, below.

1. Expansion of Structure.

For additions or expansions of existing structures that would increase the amount or type of landscaping or screening required, the additional landscaping or screening shall be required only for such addition or enlargement, and not for the preexisting structure.

2. Change in Use.

For any change of use or manner of operation that would increase the amount or type of landscaping or screening required, such additional landscaping and/or screening shall be provided.

3. Major Renovations.

If an application is filed for a building permit(s) for the renovation or remodeling of a structure(s) that has one or more nonconforming site features, and the value of the proposed improvements totals 75 percent or more of the current total appraised value of the existing property, the applicant shall be required to address the nonconforming site features, including landscaping and screening in compliance with Chapter 3.03 (Parking and Loading).

D. Addition of Outdoor Storage Area Only

When only outdoor operations/storage/display areas are being added or increased on a site, the percentage increase in outdoor operations area shall require 100 percent compliance with the screening and outdoor storage standards of this Code.

E. Exceptions

Sites that are physically constrained (due to limited size, topography, or other environmental considerations) from complying with these provisions or where full compliance would negatively impact adjacent properties, shall comply, to the maximum practical extent, as determined by the Director.

6.07.15 Elimination and Abatement of Nonconforming Uses and Structures

A. Elimination of Nonconforming Uses and Structures.

1. Nonconforming Uses Not Occupying a Structure or Occupying a Structure with Valuation Less Than \$2,500.

The following nonconforming uses shall be discontinued and removed from their sites within three years from the effective date of this Code:

- a. A nonconforming use which does not occupy a structure; or
- b. A nonconforming use occupying a structure having an appraised valuation of less than 2,500 dollars.

2. Other Nonconforming Uses.

The City Council may require other nonconforming uses to be discontinued and removed from their sites within a period determined pursuant to the process set forth in Subsection C.2 (Procedures) of this Section.

3. Elimination of Nonconforming Structures.

Nonconforming structures may continue except that the City Council may establish amortization periods for specific structures pursuant to Subsection C.2 (Procedures) of this Section.

B. Time for Elimination When Use or Structure Becomes Nonconforming.

Whenever a use or structure becomes nonconforming, the period of time prescribed in this Section for the elimination of the use or the removal of the structure is computed from the effective date of the change that results in the nonconforming status of the use or structure.

C. Revocation of Nonconforming Use or Structure.

The City Council may revoke or modify the nonconforming status of the use or structure upon finding that the nonconforming use or structure has been or will be materially detrimental or injurious to the neighborhood or public health and welfare, as shown by substantive evidence, as follows:

1. Public Noticing.

Notice shall be mailed to the recorded owner and lessee of the property not less than 20 days before the date of the public hearing. The notice shall state the facts concerning the impending action and shall request appearance by said owner at the time and place specified for the hearing, to show cause why the nonconforming status should not be revoked.

2. Procedures

Where a nonconforming uses or structure is recommended to be discontinued and removed from the site, such period shall be established as follows.

- a. The Director shall submit the nonconforming use or structure and a recommended amortization period, based on the criteria set forth in this Subsection to the Planning Commission for review.
- b. The Planning Commission shall hold a public hearing, noticed pursuant to Chapter 6.03 (Common Procedures), to consider the revocation and recommended amortization period.

Following the public hearing, the Planning Commission shall make a recommendation on the proposed amortization period to the City Council.

- c. After receiving the recommendation from the Planning Commission, the City Council shall hold a public hearing, noticed pursuant to Chapter 6.03 (Common Procedures), to consider the revocation and recommended amortization period.
- d. The City Council may establish a maximum time for which the nonconforming use shall be permitted to continue after considering the following in relation to the use or structure. However, the time period established by the City Council shall be no less than two years in length.
 - i. The amount of investment or original cost of the use or structure;
 - ii. The present actual or depreciated value of the use or structure;
 - iii. The remaining useful life of the use or structure;
 - iv. The remaining term of the lease;
 - v. The date or dates of construction;
 - vi. Amortization of the business or structure for tax purposes;
 - vii. The salvage value;
 - viii. The threat to the public health, safety, and welfare posed by the continuance of the nonconforming use; and
 - ix. Other factors as appropriate.

3. Notice of Decision.

Within 30 days after the public hearing, the Council may by resolution revoke or modify the nonconforming status of the use or structure. The property owner(s) and lessee shall be notified in writing of the decision within 10 days of the meeting. The notice shall include reasonable abatement and conformance requirement dates.

6.07.16 Abatement

Any nonconforming use or structure that has been abandoned or revoked shall be abated, including clearing of the land and any associated equipment or materials, within the time period established by the Director or City Council. All future use of such land shall conform to the applicable zone and use provisions of this Code.

The provisions of this Chapter are in addition to existing state law authority to declare and abate a public nuisance pursuant to California law and other applicable provisions of the Indio Municipal Code. If a legal nonconforming structure or use is found to constitute a public nuisance, appropriate action may be taken by the City pursuant to the Chapter 95A: Nuisances of the Indio Municipal Code.

6.07.17 Development on Substandard Lots

- A. Any lot or parcel of land that was legally created through a recorded deed may be used as a building site even when consisting of less area, width, or depth than that required by the regulations for the zone in which it is located except as provided below.

1. Two or More Adjoining Vacant Sites.

Two or more adjoining vacant sites with continuous frontage, each having an area, width or depth

less than the minimum prescribed for the zone in which the sites are located, in the same ownership as of the date of adoption of this Section or subsequent thereto, is subject to all regulations for the zone in which the sites are located, including minimum area, width and depth requirements, as if the sites constituted a single parcel of real property.

- B.** No substandard lot shall be further reduced in area, width, or depth, unless such reduction is required as part of a public improvement.
- C.** A substandard lot shall be subject to the same yard and density requirements as a standard lot, provided that in no instance shall these provisions prevent the erection of a single-family dwelling on any substandard lot.
- D.** An existing legal lot comprising a minimum size of 5,000 square feet or greater and a minimum width of 50 feet or greater shall not be considered substandard for purposes of this Section.

6.08 Enforcement and Abatement

See Chapter 10: General Provisions and Chapter 95A: Nuisances of the Indio Municipal Code for the procedures the City will use to identify, abate, remove, and enjoin uses, buildings, or structures that are deemed to be in violation of this Code and departments and officials responsible for enforcement.

ARTICLE 7. DEFINITIONS

7.01 Definitions of Terms and Land Use Types

7.01.01 Purpose

This Chapter provides definitions of terms, phrases, and land use types used in this Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Chapter conflict with definitions in other provisions of the Code, these definitions shall control for the purposes of this Code. If a word is not defined in this Chapter, or in other provisions of the Code, the Director shall determine the correct definition.

7.01.02 Terms

A. "A" Terms

Abut or Abutting. Adjoining or bordering. See also "Lot, Abutting."

Access. The place, means, or way by which pedestrians and vehicles shall have safe, adequate, and usable ingress and egress to a property or use as required by this Code.

Accessory Building. See "Building, Accessory."

Accessory Dwelling Unit. An additional detached or attached residential dwelling unit which provides complete independent living facilities for one or more persons. The unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family unit is located. The term "ADU" also includes an "Efficiency Unit" as defined in Health and Safety Code Section 17958.1 and a "Manufactured Home" as defined in Health and Safety Code Section 18007. Accessory structures are not considered accessory dwelling units.

Accessory Structure. See "Structure, Accessory."

Accessory Use. See "Use, Accessory".

Addition. Any construction which increases the size of a building or facility in terms of site coverage, height, length, width, or gross floor area.

Adjacent. Directly abutting, having a common boundary or property line, or contiguous to.

Adjoining. Having a common boundary. See also "Abutting."

Adult-Oriented Business. An establishment of concern that, as a regular and substantial course of conduct, offers, sells or distributes adult-oriented merchandise, or that offers to its patrons materials, products, merchandise, services, entertainment or performances that have sexual arousal, sexual gratification, and/or sexual stimulation as their dominant theme, or are characterized by an emphasis on specified sexual activities or specified anatomical areas and are not customarily open to the general public because they exclude minors by virtue of their age. This classification does not include any establishment offering professional services conducted, operated, or supervised by medical practitioners, physical therapists,

nurses, chiropractors, psychologist, social workers, marriage and family counselors, osteopaths, and persons holding licenses or certificates under applicable State law or accreditation from recognized programs when performing functions pursuant to the respective license or certificate. Adult-oriented businesses include adult arcades, adult bookstores, adult novelty shops, adult video stores, adult cabarets, adult motels, adult motion picture theaters, adult theaters, sexual encounter establishment, escort agencies, and nude model studios, among others, as **further defined in Chapter 120 (Sexually Oriented Businesses) of the Indio Municipal Code.**

Adult-Oriented Business, Owner, Permit Holder, or Permittee. Any of the following: (1) the sole proprietor of an adult-oriented business; or (2) any general partner of a partnership which owns and operates an adult-oriented business; or (3) the owner of a controlling interest in a corporation which owns and operates an adult-oriented business; or (4) the person designated by the officers of a corporation to be the permit holder for an adult-oriented business owned and operated by the corporation.

Agricultural Support/Sales/Service/Storage. The use of a site for supporting agricultural purposes including, but not limited to on-site sale of feed, grain, fertilizers, pesticides and similar goods; storage of materials, equipment, and products used in the operation of an agricultural industry or business; and the provision of agricultural services with incidental storage of goods off-site; or hay, feed, and grain stores and tree service firms.

Air Contaminant. Particulate matter, dust, fumes, gas, mist, smoke, vapor, or any combination thereof having or tending to have a deleterious effect on human beings, vegetation, animals, or property.

Airport/Heliport. A facility for the takeoff and landing of airplanes and helicopters, including runways, helipads, aircraft storage buildings, public terminal building and parking, air freight terminal, baggage handling facility, aircraft hangar and public transportation and related facilities, including bus operations, servicing and storage. Also includes support activities such as fueling and maintenance, storage, airport operations and air traffic control, incidental retail sales, coffee shops and snack shops and airport administrative facilities, including airport offices, terminals, operations buildings, communications equipment, buildings and structures, control towers, lights, and other equipment and structures required by the United States Government and/or the State for the safety of aircraft operations.

Alcohol Sales, Off-Sale. Any establishment that is making an application for or has obtained a retail liquor license from the California Department of Alcoholic Beverage Control authorizing the sale of alcoholic beverages for consumption off the premises in original, sealed containers.

Alley. An access roadway or drive that provides service or secondary vehicular access to the rear or side of properties abutting a street.

Alteration. Any change, addition, or modification that changes the arrangement of rooms or the supporting members of a building or structure, the relative position of buildings or structures on a site, or the exterior architectural appearance or materials of a structure or object. Alteration includes changes in exterior surfaces, changes in materials, remodels, demolitions, and relocation of buildings or structures, but excludes ordinary maintenance and repairs. Any work on a structure that does not result in any addition to the structure.

Ambient Noise Level. General noise level one finds in a certain area at a given time.

Amendment. A change in the wording, context, or substance of this Code, or, an addition or deletion or a change in the zone boundaries or classifications upon the zoning map, which imposes any regulation not theretofore imposed, or removes or modifies any such regulation theretofore imposed.

Animal Husbandry and Production. The raising and breeding of animals for commercial purposes or production of animal products. Typical uses include grazing, ranching, dairy farming, poultry farming, and beekeeping, but exclude slaughterhouses and feedlot operations. This classification includes accessory agricultural buildings accessory to such uses. Animal sales, boarding, and grooming are defined separately. Also see “Kennels, Commercial,” which provides for the boarding of animals.

Animal Raising and Keeping. The raising, care, and maintenance of animals on private property for non-commercial purposes including the following:

Animal Raising and Keeping, Domestic Pets. “Domestic pets” means small animals (no larger than the largest breed of dogs) customarily kept as pets within a dwelling unit. This classification includes dogs, cats, fish, and birds (excluding large tropical birds and poultry). Also see “Kennels, Commercial,” which provides for the boarding of animals

Animal Raising and Keeping, Exotic. “Exotic animals” means wild animals not customarily confined or cultivated by man for domestic or commercial purposes, but kept as a pet or for display, including miniature pigs, snakes, reptiles, and large tropical birds (including peacocks). This classification is distinct from Animal Husbandry and Production, animal sales and services, and stables (commercial or hobby).

Animal Raising and Keeping, Horses. For the purposes of this Code, "Horse" means equine - horses, ponies, donkeys or mules. This classification is distinct from Animal Husbandry and Production, animal sales and services, and stables (commercial or hobby).

Animal Raising and Keeping, Large Livestock. “Livestock animals” means domesticated animals that may be kept or raised in pens, barns, houses, and pastures, whether for commercial or private use. Large livestock includes, but is not limited to, cattle, sheep, swine, goats, alpaca, and other similarly sized animals, but excludes horses (see Animal Raising and Keeping, Horses), small livestock, poultry, and bees (See Animal Raising and Keeping, Horses and Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping). This classification is distinct from Animal Husbandry and Production, animal sales and services, and stables (commercial or hobby).

Animal Raising and Keeping, Small Livestock, Poultry, and Beekeeping. “Small Livestock” means miniature, pygmy, or dwarf goats, rabbits, and other similarly sized animals. “Poultry” means domesticated birds (fowl) customarily kept for eggs or meat. This classification includes chickens, roosters, ducks, geese, turkeys, guinea fowl, and Cornish game hens. "Beekeeping" means the keeping, maintaining, or allowing of any hive of any size on any parcel in the city. This classification is distinct from Animal Husbandry and Production, animal sales and services, and stables (commercial or hobby).

Animal Sales and Services. Retail sales of animals and/or services, including grooming, for animals on a commercial basis. Typical uses include dog bathing and clipping salons, pet grooming shops, and pet stores and shops. This classification excludes dog walking and similar pet care services not carried out at a fixed location and excludes pet supply stores that do not sell animals or provide on-site animal services.

Antenna. See “Telecommunications Terms.”

Applicant. The person, partnership, corporation, or state or local government agency applying for a permit, certificate, zoning approval, or other entitlement.

Aquaculture. The cultivation of marine or freshwater fish, shellfish, or plants under controlled conditions. Aquaculture includes aquaponics which integrates aquaculture with hydroponics by recycling the waste products from fish to fertilize hydroponically growing plants.

Architectural Feature. An exterior building feature, including a roof, walls, windows, doors, porches, posts, pillars, recesses or projections, and exterior articulation or walls, and other building surfaces.

Architectural Projection. A building feature that is mounted on, and/or extends from the surface of the building wall or façade, typically above ground level. Examples of architectural projections include balconies, bay windows, eaves, cornices, porches, chimneys, awnings, canopies, or similar projections from a building. Such projections may extend into required yards only as allowed by **Section 3.01.03(C)** of this Code.

Arterial Roadway. A street classified as an Arterial in the Transportation Element of the General Plan.

Articulation. Changes in the depth of the surface of a building face or façade such as attached columns, recessed windows or window bays, horizontal banding, or decorative cornices. Articulation provides three-dimensional detailing and gives texture to the building surface.

Artisan Manufacturing/Makers Space. Any establishment primarily engaged in on-site production or fabrication of goods by hand manufacturing or artistic endeavor, which involves only the use of hand tools or small mechanical equipment, and which may include incidental instruction or direct sales for consumers. Typical uses include ceramic studios, fabric and needleworking, leather working, metalworking, glass working, candle-making shops, woodworking, and custom jewelry manufacturers.

Attached Building or Structure. See “Building, Attached” and “Structure, Attached.”

Auto and Vehicle Rental. An establishment providing for the rental of automobiles, light/noncommercial trucks and vans, motorcycles, and motor homes. Typical uses include car rental agencies.

Auto and Vehicle Sales, New. Sale or lease, retail or wholesale, of new automobiles, light/noncommercial trucks and vans, motorcycles, and motor homes, together with associated repair services and parts sales, but excluding body repair and painting. Typical uses include new automobile dealers and recreational vehicle sales agencies.

Auto and Vehicle Sales, Used. The retail sale of previously owned or used automobiles, light/noncommercial trucks and vans, motorcycles, and motor homes, not directly from the manufacturer.

Auto and Vehicle Sales and Rental, Large Vehicles and Equipment. The use of a site for sales, servicing, rental, fueling, and washing of large trucks, trailers, tractors, and other equipment used for construction, moving, agricultural, or landscape gardening activities (e.g. cranes, earth moving equipment, tractors, combines). Includes large vehicle operation training facilities.

Auto and Vehicle Services and Repair – Major. Repair of automobiles, trucks, motorcycles, motor homes, boats and recreational vehicles, generally on an overnight basis that may include disassembly, removal or replacement of major components such as engines, drive trains, transmissions or axles; automotive body and fender work, vehicle painting or other operations that generate excessive noise, objectionable odors or

hazardous materials, and towing services. This classification excludes vehicle dismantling or salvaging and tire retreading or recapping.

Auto and Vehicle Services and Repair – Minor. The service and repair of automobiles, light-duty trucks, boats, and motorcycles, including the incidental sale, installation, and servicing of related equipment and parts. This classification includes the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, and smog checks, tire sales and installation, auto radio/electronics installation, auto air conditioning/heater service, and quick-service oil, tune-up and brake and muffler shops where repairs are made, or service provided in enclosed bays and no vehicles are stored overnight. It excludes repair of heavy trucks and construction vehicles.

Auto and Vehicle Towing/Impounding. An establishment primarily engaged in towing light or heavy motor vehicles, both local and long distance. These establishments may provide incidental services, such as vehicle storage and emergency road repair services (for automobile dismantling, see Salvage and Wrecking).

Auto and Vehicle Washing and Detailing. Any business, indoor or outdoor, providing machinery or staffing for the cleaning, washing, or detailing of automobiles and similar light vehicles as a primary use. Washing and detailing are permitted as an accessory use in conjunction with a primary automotive services repair use. This includes self-service auto washing facilities that include all appropriate utility connections and drainage.

Auto and Vehicle Wrecking/Dismantling. The dismantling or wrecking of used motor vehicles or trailers, or the storage and sale of dismantled or damaged vehicles or their parts, but not including the incidental storage of damaged vehicles in connection with the operation of a repair garage.

Automatic Teller Machine (ATM) (Accessory Use). A pedestrian-oriented machine used by bank and financial service patrons for conducting transactions, including deposits, fund transfers, and withdrawals, without contact with financial institution personnel. ATMs may be located as a freestanding machine or a machine installed in an exterior wall that functions as an ATM as an accessory use to the primary building use(s), or as a space located inside a building dedicated to the functions of an ATM as an accessory use to the primary building use(s). ATMs accessed by drive-through space shall be regulated as a drive-through service; see “Drive-Through Service, Non-Restaurant”. (Accessory use)

Awning. An architectural projection that provides weather protection, identity, or decoration, and is wholly supported by the building to which it is attached. An awning is typically constructed of non-rigid materials on a supporting framework which projects from and is supported by the exterior wall of a building.

B. “B” Terms

Backyard Breeding. The breeding of dogs or cats on a residential zoned property where any offspring is sold or exchanged for something of value.

Bail Bonds. A facility that provides bail bonds, documents that ensure to the court system that a person facing charges, and who typically is in jail, will appear for future court appointments if released.

Balcony. A horizontal platform extending from the exterior wall of a building, accessible from the building’s interior, and not directly accessible from the ground. A balcony may be roofed or unroofed and is typically enclosed by a railing or parapet. When a balcony is roofed and fully enclosed with operating windows or doors, it is considered part of the room it serves.

Bank/Financial/Savings and Loan Institution. A financial institution providing retail banking services. This classification includes only those institutions serving walk-in customers or clients, including banks, savings and loan institutions, and credit unions, but excluding check cashing businesses.

Bar/Nightclub/Lounge. An establishment where alcoholic beverages are offered for on-site consumption as its principal function in accordance with applicable California Department of Alcoholic Beverage Control regulations, where food service, if any, is incidental and subordinate to the sale of alcohol. May feature entertainment which includes, but is not limited to, music, dancing, comedy and karaoke with the issuance of an entertainment permit. Persons under the age of 21 are not admitted. Uses include but are not limited to a tavern, bar, cocktail lounge, or nightclub. Excludes a restaurant, cafe, or coffee shop which may include alcohol sales for on-site consumption as incidental to the primary use. Also excludes brewpubs, taprooms, wine bars, breweries, and wineries.

Basement/Subterranean Story. The portion of building between floor and ceiling which is partly or wholly underground. See [Chapter 3.01 \(Rules of Measurement\)](#) for measurement of stories including subterranean levels.

Bay Window. Any window projection from the wall of a building and forming a bay or alcove, that is raised at least 12 inches above the finished floor of the story where it is located.

Bed and Breakfast. A residential structure that is occupied by a resident as his/her primary residence with one or more bedrooms rented for periods of 30 consecutive days or less and meals may be provided.

Bedroom. Any room having the potential of being a bedroom and meeting the standards of the Building Code as a sleeping room.

Beehive. A structure for housing honey bees.

Bee Colony. The hive and its equipment and appurtenances including honey bees, comb, honey, pollen and brood.

Block. All property fronting on one side of a street between an intersection and intercepting streets or between a street and a waterway, dead-end street, major easement or right-of-way, or unsubdivided land. An intercepting street shall only determine the boundary of a block on the side of the street which it intercepts.

Brewery/Distillery/Winery. An establishment engaged in the production, processing, packaging or manufacturing of alcoholic beverage products primarily for off-site consumption, where retail sales are clearly incidental. This use is regulated based on size and the presence of retail sales/tasting rooms where alcoholic beverages are sold and consumed on site.

Brewpub/Taproom/Wine Bar/Microdistillery. A drinking establishment that also serves food, and where small amounts of beer or malt beverages, wine, and other alcoholic beverages are manufactured, brewed or distilled, or stored on site for retail purchase.

Buffer. An open area or barrier used to separate potentially incompatible activities and/or development features; for example, a required setback to separate an area of development from environmentally sensitive habitat, to reduce or eliminate the effects of the development on the habitat.

Building. Any structure having a roof supported by columns or walls and intended for the shelter, housing, or enclosure of any individual, animal, process, equipment, goods, or materials.

Building, Accessory. A detached, subordinate building used only as incidental to the principal building on the same lot.

Building, Attached. A building which has a common wall with another building or structure.

Building, Detached. A building which does not have a common wall with another building or structure.

Building, Main or Principal. A building or buildings within which is conducted the principal use permitted on the lot, as provided by this Code. See also “Structure, Main or Principal.”

Building Code. Any ordinance or regulations of the City governing the type and method of construction of buildings and structures, including sign structures and any amendments thereto and any substitute therefor including, but not limited to, the California Building Code and other State-adopted uniform codes.

Building Elevation. A view of a building seen from one side; a flat representation of one façade.

Building Face. The general outer surface of the structure or walls of a building. Where bay windows or pillars project beyond the walls, the outer surface of the windows or pillars is considered to be the face of the building.

Building Footprint. The horizontal area, as seen in plan view, of a building or structure, measured from the outside of exterior walls and supporting columns, and excluding eaves. Subsection 3.02.06.D (Determining Lot Coverage).

Building Frontage. See “Frontage, Building.”

Building Height. See “Height.”

Building Massing. The overall shape or arrangement of the bulk or volume of buildings and structures.

Building Materials Sales and Services. Retail sales or rental of building supplies or equipment. This classification includes lumber yards, tool and equipment sales or rental establishments, and includes establishments devoted principally to taxable retail sales to individuals for their own use. This definition does not include Construction and Material Yards, hardware stores less than 10,000 square feet in floor area or plant nurseries.

Building Modulation. A stepping back or projecting forward of sections of the facade of a structure from the base plane of the building wall within specified intervals of structure width and depth, as a means of breaking up the apparent bulk and mass of the exterior of the structure (e.g. massing breaks, stepbacks, etc.)

Building, Nonconforming. See “Nonconforming Structure.”

Building Site. See “Development Site.”

Business. Management, operation, sale, purchase, or other transaction involving the handling or disposition of commodities or services.

Business Support Services. An establishment providing non-retail-related services to other businesses on a fee or contract basis. Examples of these uses include, but are not limited to business equipment repair services; computer-related services (rental, repair); blueprint printing, binding, engraving, photocopying, or related services; janitorial/custodial and window-cleaning services; job printing; locksmith services; office

security; mailbox services; electronics/small machinery maintenance and repair; equipment rental businesses within buildings; film processing and photofinishing; heavy equipment repair services where repair occurs on the client site; and taxi or delivery services with two or fewer fleet vehicles on-site. Excludes auto and vehicle repair services.

C. "C" Terms

Camper. As defined in the California Vehicle Code.

Campground. An open-air facility, where recreational vehicle or camping spaces are rented, or held out for rent, for overnight stay in tents, trailers, or recreational vehicles for 30 consecutive days or less.

Cannabis Cultivation. A building or portion of a building used for a business involving the wholly indoor commercial cultivation of cannabis plants within California in compliance with the Medicinal and Adult-Use Cannabis Regulation and Safety Act (the "MAUCRSA", Business and Professions Code Section 26000, et. seq).

Cannabis Logistics/Distribution/Transportation Facility. A building, or portion thereof, used for a business involving the procurement, sale, and transport of cannabis and cannabis products within California in compliance with the Medicinal and Adult-Use Cannabis Regulation and Safety Act (the "MAUCRSA," Business and Professions Code Section 26000, et seq.).

Cannabis Manufacturing. A building, or portion thereof, used for a business involving the manufacture for off-site sale of cannabis products within California in compliance with the Medicinal and Adult-Use Cannabis Regulation and Safety Act (the "MAUCRSA", Business and Professions Code Section 26000, et. seq).

Cannabis Retailer/Microbusiness/Dispensary. Any facility or location, whether fixed or mobile, where cannabis is cultivated, provided, sold, made available, or otherwise distributed, as defined in Division 10 of the Business and Professions Code and Chapter 6, Article 2 and 2.5 of the Health and Safety Code.

Cannabis Testing Laboratory. A building, or portion thereof, used for a business involving the materials testing, investigation, scientific research, or experimentation of medicinal or nonmedicinal cannabis or cannabis products within California in compliance with the Medicinal and Adult-Use Cannabis Regulation and Safety Act (the "MAUCRSA", Business and Professions Code Section 26000, et. seq).

Canopy. A roofed shelter projecting over a sidewalk, driveway, entry, window, or similar area that may be wholly supported by a building or may be wholly or partially supported by columns, poles, or braces extending from the ground.

Carport. A roofed structure or covered space enclosed on not more than two sides, primarily for the parking or storage of motor vehicles.

Caretaker's Unit. A permanent residence that is secondary or accessory to the primary use of the property and used for housing a caretaker on the site of a nonresidential use where needed for security purposes or to provide 24-hour oversight or operations, equipment, or other resources on the site, including, but not limited to the care or monitoring of people, plants, animals, equipment, or other conditions on the site.

Cemeteries/Crematories/Mausoleums. Land and/or structure(s) that are dedicated for cemetery purposes or for the burial of the dead, including columbariums, crematoriums, and mausoleums. Excludes funeral homes and mortuaries (see "Funeral Home/Mortuary").

California Environmental Quality Act (CEQA). Public Resources Code Section 21000, et seq. or any successor statute and regulations promulgated thereto (14 California Code of Regulations Section 15000, et seq.) that require public agencies to document and consider the environmental effects of a proposed action before a decision.

Change of Use. The replacement of an existing use on a site, or any portion of a site, by a new use, or a change in the type of an existing use; does not include a change of ownership, tenancy, or management associated with a use for which the previous type of use will remain substantially unchanged.

Certificate of Occupancy. A required document issued by the Building Official prior to the occupation or use of land or prior to occupation or use of buildings erected or structurally altered.

Check-Cashing Business. An establishment that, for compensation, engages in the business of cashing checks, warrants, drafts, money orders, or other commercial paper serving the same purpose. This classification also includes the business of deferred deposits, whereby the check casher refrains from depositing a personal check written by a customer until a specific date pursuant to a written agreement as provided in Civil Code 1789.33. Check Cashing Businesses do not include state or federally chartered banks, savings associations, credit unions, or industrial loan companies. They also do not include retail sellers engaged primarily in the business of selling consumer goods, such as consumables to retail buyers, that cash checks or issue money orders incidental to their main purpose or business.

Child Day Care in a Home. A day care facility licensed by the State of California, located in a residential unit where resident of the dwelling provides care and supervision for children under the age of 18 for periods of less than 24 hours a day. A **Small Child Day Care in a Home** is a facility that provides care for six or fewer children, including children who reside at the home and are under the age of 10. A **Large Child Day Care in a Home** is a facility that provides care for seven to 14 children, including children who reside at the home and are under the age of 10.

Cinema/Theater/Performing Arts Center. Any indoor facility for performing arts or display of films and motion pictures on single or multiple screens/stages. This classification may include incidental food and beverage service to patrons as well as auditoriums within buildings.

City. The City of Indio.

City Council. The City Council of the City of Indio.

Civic/Government. An administrative, clerical, or public contact office of a government agency, including postal facilities and courts, along with secondary storage and maintenance. This classification excludes corporation yards, equipment service centers, and similar facilities that require maintenance and repair services and storage facilities for related vehicles and equipment (see Public Utilities).

Club. An association of persons for some common purpose but not including groups organized primarily to render a service which is customarily carried on as a business.

Cluster Development. An arrangement of dwelling units, attached or detached, constructed on smaller lots in return for the restriction or dedication of the remaining acreage as permanent common open space for use by the residents. See also "Cottage Cluster or Cottage Court."

College/University. A public or private institution of higher education providing curricula of a general or professional nature and granting degrees. This classification excludes Vocational/Trade schools.

Commercial. An enterprise or activity operated or carried on primarily for financial gain.

Commercial Recreation and Sports, Indoor. An establishment providing predominantly participant sports, indoor amusement and entertainment services conducted within an enclosed building, including coin-operated electronic amusement centers. Typical uses include bowling alleys, billiard parlors, card rooms, health clubs, ice- and roller-skating rinks, indoor racquetball courts, athletic clubs, and physical fitness centers.

Commercial Recreation and Sports, Outdoor. Predominantly spectator sports conducted in open or partially enclosed or screened facilities. Typical uses include driving ranges, golf courses, miniature golf courses, tennis clubs, outdoor batting cages, swimming pools, archery ranges, and riding stables.

Commercial Vehicle. See “Vehicle, Commercial.”

Commission or Planning Commission. The City of Indio Planning Commission.

Common Open Space. See “Open Space, Common.”

Communications, Facilities within Buildings. Facilities for the provision of broadcasting and other information-relay services using electronic and telephonic mechanisms. Includes radio, television or recording studios, and telephone switching centers.

Communications, Telecommunications/Large Commercial Antennas. Broadcasting and other communication services accomplished through electronic or telephonic mechanisms, as well as structures and equipment cabinets designed to support one or more reception/transmission systems. Uses include large commercial antennas and facilities, radio towers, television towers, telephone exchange/microwave relay towers, and associated equipment cabinets and enclosures. See also “Telecommunications Terms.”

Communications, Telecommunications/Small Wireless Facilities. See “Telecommunication Terms.”

Community Assembly. A facility for public or private meetings, including community centers, places of worship, union halls, meeting halls, country clubs, club houses, banquet centers, and other membership organizations. Included in this classification is the use of functionally related facilities for the use of members and attendees such as kitchens, multi-purpose rooms, classrooms, and storage.

Community Development Director. See “Director.”

Collector Roadway. A roadway classified as a Collector in the Transportation Element of the General Plan.

Community Garden. The cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity, by several individuals or households.

Conditional Use. A use which requires a special degree of control because of characteristics peculiar to it, or because of size, technological processes, type of equipment, or because of the exact location with reference to surroundings, streets, existing improvements or demands upon public facilities.

Condition of Approval. A performance standard, required change in a project, environmental mitigation measure, or other requirement imposed by the decision-making body to alter or modify a project in any manner from the description in the application originally submitted for City approval.

Conditionally Permitted. Permitted subject to approval of a Use Permit.

Condominium. A state of realty consisting of separate interests in residential buildings together with undivided interests common in other portions of same property unit as a separate interest, and common areas are entire condominium except units granted; thus, owners of condominiums are grantees of units. Each grantee owns a separate interest in his unit and an interest as granted in common, in common area.

Construction and Materials Yard. Storage of construction materials or equipment on a site other than a construction site. Examples of these uses include but are not limited to contractor's storage yards, and facilities used for the storage and wholesale trade of building materials.

Convenience Market. A neighborhood-serving retail store of 5,000 square feet or less in gross floor area that carries a range of merchandise oriented to daily convenience shopping needs, which may include alcoholic beverage sales as allowed by this Code. Excludes convenience markets with drive-through service.

Corral. A pen or enclosure for confining horses or other large animals.

Cottage Cluster or Cottage Court. A group of small, detached single-family residential dwelling units on a single lot, arranged around a shared open space or court.

Cottage Food Operation. A cottage food operation means an enterprise where an individual prepares or packages non-potentially hazardous foods in his or her private home for sale to consumers and as it is defined in California Health and Safety Code Section 113758. The definitions set forth in Health and Safety Code Section 113758 are hereby incorporated herein by reference, as they are now enacted or hereafter amended.

Cottage Industry. A more intensive form of home-based business, having more employees, more floor area used for the business, or other signs of greater use of a residential parcel for business purposes. A cottage industry, like a home occupation, remains clearly subordinate to the use of the parcel and dwelling for residential purpose but includes one or more of the following aspects: require regular visits by clients or customers; need frequent delivery or shipment of goods; conduct regular operations or store materials outside of the residence; have a tendency to create noise, odors, or glare; employ two or more individuals who reside off premises; or include on-site sales to the public.

County. The County of Riverside.

Court. An unoccupied space, other than a yard, on the same lot with a building or a group of buildings.

Courtyard apartments. A medium-density, multi-family housing typology consisting of apartment units surrounding a shared outdoor open space, garden, or courtyard. Dwelling units are typically accessed from the central courtyard.

Crop Production. The cultivation of tree, vine, field, forage, and other plant crops intended to provide food or fibers. The classification excludes wholesale or retail nurseries (See Nurseries/Garden Centers).

Cultural Institution. A public or quasi-public cultural institution, examples of which include aquariums, arboretums, art galleries and exhibitions, botanical gardens, zoo, historic sites and exhibits, libraries, and museums. May also include accessory retail uses such as gift/book shops, restaurant, etc.

Curb Cut. An opening in or through any existing curb, usually to allow access to private property by use of a driveway.

D. "D" Terms

Day Care Center. An establishment providing non-medical care for persons on a less than 24-hour basis other than Family Day Care. This classification includes nursery schools, preschools, and day care facilities for children or adults, and any other day care facility licensed by the State of California.

Deck. A platform, either freestanding or attached to a building that is supported by pillars or posts.

Density. The number of dwelling units per acre of land. See **Subsection 3.02.07 (Density)**.

Detached Building. "See Building, Detached."

Detached Structure. "See Structure, Detached."

Development. Any manmade change to improved or unimproved real estate, including but not limited to the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfill or land disturbance; and any use or extension of the use of land.

Development Agreement. An agreement between the City and any person having a legal or equitable interest in real property for the development of such property, and which complies with the applicable provisions of the Government Code for such development agreements.

Development Permit. Any permit issued by the city for the construction of real property improvements. Development permits include grading permits, encroachment permits, use permits, tentative maps, planned development permits and building permits. Sign permits are excluded from this definition.

Development Site. The land area, consisting of one or more recorded lots when comprehensively designed and developed. Could be either under one ownership or for use as a condominium. The site may be either occupied or to be occupied by a main building(s)/primary use(s) and accessory building(s)/use(s) together.

Director. The Community Development Director of the City, or his or her designee.

Disabled Person. A person who has a physical or mental impairment that limits or substantially limits one or more major life activities, anyone who is regarded as having such impairment, or anyone who has a record of such impairment, as those terms are defined in the fair housing laws.

District. See "Zone".

Drive-Through Service, Non-Restaurant. Any business that sells products or provides services to occupants in vehicles, including drive-through or drive-up windows and drive-through services.

Drive-Through Service, Restaurant. See "Restaurant, Drive-Through".

Driveway. A vehicular passageway for the exclusive use of the occupants of a property and their guests. A driveway shall not be considered as a street.

Dwelling Unit. One or more rooms designed, occupied, or intended for occupancy as separate living quarters, with full cooking, sleeping, and bathroom facilities for the exclusive use of a single household. Excludes garages, tents, cabins, boats, trailers, dormitories, labor camps, hotels, and motels.

Duplex. See "Two-Family Dwelling".

E. "E" Terms

Easement. A recorded right or interest in the land of another, which entitles the holder thereof to some use, privilege or benefit out of or over the land.

Educational Institution. A private or public school, college or university qualified by the State Board of Education to give general academic instruction.

Effective Date. The date on which a permit or other approval becomes enforceable or otherwise takes effect, rather than the date it was signed or circulated.

Elevation, Building. See "Building Elevation."

Emergency. A sudden unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

Emergency Shelter. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less, as defined in Section 50801 of the California Health and Safety Code. Medical assistance, counseling, and meals may be provided.

Emergency Vehicle. A self-propelled vehicle or trailer used in the discharge of duties of public districts, agencies or departments, or privately-owned public utilities responsible for fire prevention and control, policing, sanitation, sewerage, drainage, levee maintenance, flood control, public utility lines and all essential services.

Entry feature. An entrance to a building, a structure, or an architectural building feature, which signals to a person how to travel from the primary street to the primary uses within a building. Examples include a door, gate, front porch, front stoop, front terrace, canopy, and/or arcade.

Environmental Impact Report (EIR). An Environmental Impact Report as required under the California Environmental Quality Act (CEQA). See also "CEQA."

Environmental Review. An evaluation process pursuant to CEQA to determine whether a proposed project may have a significant impact on the environment.

Equine. Horse or other member of the horse family including mules and donkeys.

Equipment. Non-vehicular items such as, but not limited to, boats, campers, camper shells, tents and related camping supplies, tools, machinery, aircraft, barrels, drums, large cans or containers and parts related to these items.

F. "F" Terms

Façade. The exterior wall of a building exposed to public view or that wall viewed by persons not within the building. The portion of any exterior elevation of a building extending vertically from the grade to the top of a parapet wall or eave, and horizontally across the entire width of the building elevation.

Family. See "Household."

Feasible. Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Fence. A free-standing structure of metal, masonry, composition or wood or any combination thereof resting on or partially buried in the ground, and used for confinement, privacy, protection, screening or partition purposes.

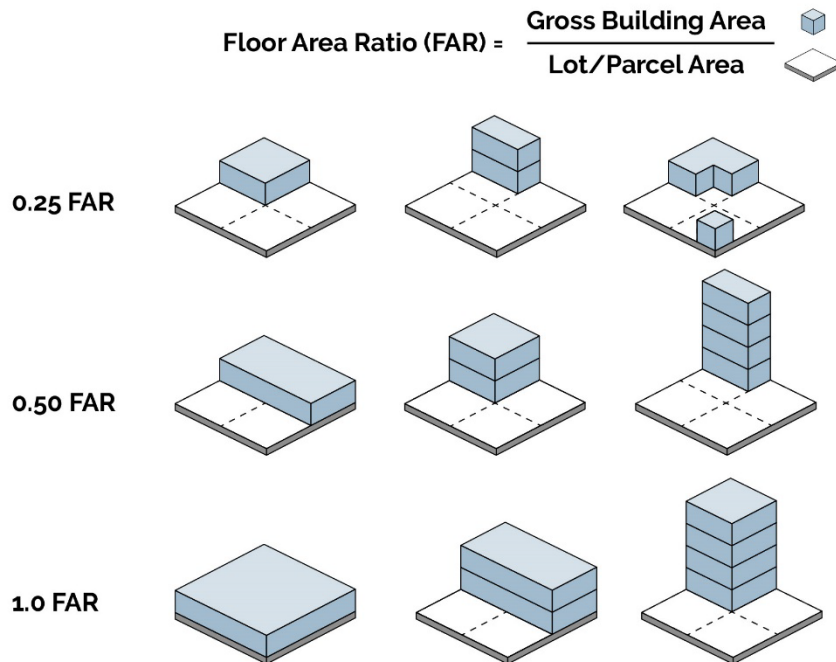
Fenestration. The arrangement of windows and doors on the elevations of a building.

Firearms. Any device designed to be used as a weapon or modified to be used as a weapon, from which a projectile is expelled through a barrel by the force of an explosion or other form of combustion.

Floor Area, Gross. The sum of the gross horizontal area of all floors of a building or other enclosed structure, measured from the outside perimeter of exterior walls. See Subsection 3.01.06 (Floor Area and Lot Coverage) for rules for determining floor area.

Floor Area Ratio (FAR). The ratio of the floor area of all primary and accessory buildings on a site, excluding unenclosed and unroofed areas as described in Subsection 3.01.06. (Floor Area and Lot Coverage), to the site area. See Subsection 3.01.06.B for rules for determining Floor Area Ratio.

Figure 7.01.02-1. FAR



Flyway Barrier. A solid wall, fence, dense vegetation, or combination of these materials at least six feet high that extends at least 10 feet beyond the hives on each end of a bee colony.

Food or Beverage Manufacturing. An establishment engaged in the production, processing, packaging, or manufacturing of food or beverage products for off-site consumption and any instruction, direct sales, or on-site consumption are incidental to the food production activity. Examples include coffee roasters, meat or fish processing, and wholesale bakeries. This definition does not include slaughtering of animals or fowl.

Food Preparation, Commercial. A business preparing and/or packaging food primarily for off-site consumption, excluding those of an industrial character in terms of processes employed, waste produced,

water used, and traffic generation. Typical uses include caterers and commercial kitchens, commercial/wholesale bakeries (bakeries, cheese shops, butchers, etc. operating for on-site sales only (not engaging in distribution to other food sellers outside of the City) are considered a “restaurant”).

Foot-Candle. A quantitative unit of measure for luminance. One foot-candle is equal to the amount of light generated by one candle shining on one square foot surface located one foot away. It is equal to one lumen uniformly distributed over an area of one square foot.

Footprint. See “Building Footprint.”

Fortunetelling/Palm Reading/Card Reading. An establishment providing any type of fortune telling, palm or card reading, psychic services, future telling, spirit communication, and/or any other related type of trade, donation, or compensation, retail or otherwise.

Freeway. A roadway classified as a Freeway in the Transportation Element of the General Plan.

Freight/Trucking Facility. Any property and improvements used for freight, courier, and postal services; freight transfer truck terminals; or for the operations of a "common carrier trucking company," including the parking, servicing, repairing, storage of trucks, truck tractors, and/or truck trailers. This classification does not include local messenger and local delivery services (see “Light Fleet-Based Services”).

Front of Building. That part of the facade oriented towards and visually prominent to the principal street.

Front Yard. See “Yard, Front.”

Frontage. The front lot line; also the length thereof. See also “Frontage, Building” and “Frontage, Street.”

Frontage, Building. The lineal dimension, parallel to the ground, of the façade of the building oriented towards or abutting on a street.

Frontage, Street. That portion of a lot or parcel of land that borders a public or private street. Street frontage shall be measured along the common lot line separating said lot or parcel of land from the public or private street.

Fueling Station. An establishment primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as providing minor automobile/vehicle repair services; selling automotive oils, replacement parts, and accessories; and/or providing incidental food and retail services. This classification includes “mini-marts” and/or convenience stores that sell products, merchandise, or services that are ancillary to the primary use related to the operation of motor vehicles where such sale is by means other than vending machines.

Funeral Home/Mortuary. A place of business where deceased are prepared for burial or cremation, and funeral services may be conducted.

G. “G” Terms

Garage, Private. A building, or a portion of a building, enclosed and used primarily for the parking of automobiles belonging to the occupants of the property.

Garage, Public. A building, or a portion of a building, enclosed and used primarily for the parking of automobiles belonging to the general public.

General Plan and Indio General Plan. The general plan of the City.

General Retail. The retail sale or rental of merchandise not specifically listed under another use classification. This classification is regulated by size and includes retail establishments such as department stores, clothing stores, furniture stores, pet supply stores (no on-site sale/keeping of animals), small hardware stores (with 10,000 square feet or less of floor area), and businesses retailing the following goods: toys, hobby materials, handcrafted items, jewelry, cameras, photographic supplies and services (including portraiture and retail photo processing), medical supplies and equipment, pharmacies, electronic equipment, sporting goods, kitchen utensils, hardware, appliances, art supplies and services, paint and wallpaper, carpeting and floor covering, office supplies, and bicycles. Retail sales may be combined with other services such as office machine, computer, electronics, and similar small-item repairs.

General Retail/Superstore. Any form of retail sales establishment with a retail floor area of greater than 25,000 square feet.

Glare. The effect produced by a light source within the visual field that is sufficiently brighter than the level to which the eyes are adapted, such as to cause annoyance, discomfort, or loss of visual performance and ability.

Government Code. The Government Code of the State of California.

Grade. The location of the ground surface.

Grade, Existing or Natural. Ground elevation prior to any grading or other site preparation related to, or to be incorporated into, a proposed development or alteration of an existing development.

Grade, Finished. Final ground elevation after the completion of any grading or other site preparation related to, or to be incorporated into, a proposed development or alteration of an existing development.

Grazing. The act of pasturing livestock on growing grass or other growing herbage, or on dead grass or other dead herbage existing in the place where grown, as the principal sustenance of the livestock so grazed.

Greenhouse, Private. A private food-producing greenhouse that is accessory to the primary use of the site.

Grocery Store. An establishment over 15,000 square feet, primarily engaged in the retail sale of all sorts of products including, but not limited to, dry goods, canned goods, fresh fruits and vegetables, dairy products, fresh and prepared meats, fish and poultry.

Gross Lot Area. The total area within the lot lines of a lot or parcel of land before public streets, easements, or other areas to be dedicated or reserved for public use are deducted from such lot or parcel. See [Section 3.01.06 \(Floor Area and Lot Coverage\)](#).

Ground Floor. The first floor of a building other than a basement that is closest to finished grade.

Group Residential Home. Shared living quarters without separate kitchen or bathroom facilities for each room or unit, offered for rent for permanent or semi-transient residents on a weekly or longer basis. This classification includes rooming and boarding houses, employee housing, dormitories and other types of organizational housing, and private residential clubs, but excludes Hotels and Motels, and Residential Care Facilities.

H. "H" Terms

Habitable Room. Any room for sleeping or living purposes excluding such enclosed places as closets, bath or toilet rooms, connecting corridors, unfinished attics, foyers, storage spaces, utility rooms, spaces used exclusively for cooking or eating, and similar spaces.

Hazardous Materials/Wholesale Fuel Storage and Distribution. The storage of hazardous materials including but not limited to pressurized gas, chemicals, minerals and ores, petroleum or petroleum-based fuels, fireworks, and explosives. Includes any establishment engaged in sale of petroleum/fuel products, including storage, refinery, and recycling of biodiesel fuels that may be serviced by pipeline, rail or trucks. This land use does not include the storage of small quantities of explosives or hazardous materials, as customary in hardware, landscaping, or sporting goods stores, etc.

Heat. Thermal energy of a radioactive, conductive, or convective nature.

Heliport. See "Airport/Heliport".

Height. The vertical distance from finished grade at all points adjacent to the building exterior to the highest point of the structure directly above. See Subsection 3.01.03 (Measuring Heights).

Highway. See "Street or Highway".

Home Kitchen Industry. See "Cottage Food Operation".

Home Occupation. Any activity of a non-residential nature carried on within a living unit or accessory structure, by an occupant of the living unit and which is clearly incidental and secondary to the residential use of the living unit. Home occupations typically include uses which involve infrequent or no visits by clients or customers, need infrequent delivery or shipment of goods, and utilize only a small area of the residence to conduct operations. A home occupation may include, but is not limited to, the handicraft manufacturing of products, the conduct of an art or profession, the offering of a service, or the conduct of a business.

Horticultural Production. A commercial facility for growing flowers, trees and ornamentals. This classification excludes wholesale or retail nurseries (See "Nursery/Garden Center").

Hospital. A facility providing medical, psychiatric, or surgical services for sick or injured persons, primarily on an inpatient basis, and including supplementary facilities for outpatient and emergency treatment, diagnostic services, training, research, administration, and services to patients, employees, or visitors. The institutions are to be licensed by the state of California to provide surgical and medical services. May include on-site accessory clinics and laboratories, accessory retail uses, and on-site ambulance dispatch facilities.

Household. One or more persons living together in a single dwelling unit, with common access to, and common use of, all living and eating areas and all areas and facilities for the preparation and storage of food; who share living expenses, including rent or mortgage payments, food costs and utilities, and who maintain a single mortgage, lease, or rental agreement for all members of the household. Household does not include larger institutional group living situations such as dormitories, fraternities, sororities, monasteries, convents, nor does it include such commercial group living arrangements such as boardinghouses, lodging houses, and the like.

Household Pets. Animals that are customarily kept within a dwelling or a yard for the personal use or enjoyment of the residents. Household pets include domestic birds, cats, dogs, fish, rabbits, rodents, or

snakes, but do not include horses, mules, goats, cows, hogs or other similar size animals, or roosters or peacocks.

I. "I" Terms

Illegal Use. Any use of land or building that does not have the currently required permits, and was originally constructed and/or established without permits or approvals required for the use at the time it was brought into existence.

Impact fee. A fee as defined in the Mitigation Fee Act (California Government Code Section 66000(b)), except that it also includes fees specified in the Quimby Act (California Government Code Section 66477). "Impact fee" does not include any connection fee or capacity charge charged by a local agency, special district, or water corporation.

Improvement. Any man-made, immovable item affixed to the ground which adds to the value or enhances the value of land, e.g. streets, utilities, buildings.

Impervious Surface. Any surface through which water does not easily pass. Impervious surfaces include all structures such as pavements (roads, sidewalks, driveways, parking lots) and impenetrable surfaces including asphalt, concrete, brick, stone, etc.

Indoor Warehousing/Storage/Wholesaling/Distribution. Indoor storage and/or sale of goods to other firms for resale; storage of goods for transfer to retail outlets of the same firm; or storage and sale of materials and supplies used in production or operation, including janitorial and restaurant supplies. This use includes cold storage, freight moving and storage, warehouses, and wholesalers. Wholesalers are primarily engaged in business-to-business sales but may sell to individual consumers through mail or internet orders. They normally operate from a warehouse or office having little or no display of merchandise and are not designed to solicit walk-in traffic. This classification does not include wholesale sale of building materials (see Building Materials Sales and Services) or any use that involves cannabis.

Incidental Use. See "Use, Incidental".

Income Levels. Income levels for households whose gross incomes do not exceed the qualifying extremely low, very low, low, and moderate-income limits established in Section 6932 of the California Code of Regulations, and amended periodically based on the U.S. Department of Housing and Urban Development (HUD) estimate based on the Riverside County median income levels by family size. These income limits are equivalent to the following:

Extremely Low Income Household. Under 30 percent of area median income, adjusted for household size appropriate for the unit.

Very Low Income Household. 30 to 50 percent of area median income, adjusted for household size appropriate for the unit.

Low Income Household. 50 to 80 percent of area median income, adjusted for household size appropriate for the unit.

Moderate Income Household. 80 to 120 percent of area median income, adjusted for household size appropriate for the unit.

Industry. The manufacture, fabrication, processing, reduction or destruction of any article, substance or commodity, or any other treatment thereof in such a manner as to change the form, character, or appearance thereof, and includes storage elevators, truck storage yards, warehouses, wholesale storage and other similar types of enterprise.

Institution. A social, educational, governmental, health, or religious organization.

Instructional Services. A facility that offers specialized programs in personal growth for students of any age group. Examples of these facilities include individual and group instruction and training in the arts; production rehearsal; photography; martial arts training studios; gymnastics instruction; and aerobics and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists. Excludes Recreation-Indoor. Small-scale facilities are up to 5000 sf in size; large-scale facilities are over 5000 sf in size.

Intensity of Use. The extent to which a use or the use in combination with other uses affects the natural and built environment in which it is located; the demand for services; and persons who live, work, and visit the area. Measures of intensity include, without limitation: requirements for water, gas, electricity, or public services; number of automobile trips generated by a use; parking demand; number of employees on a site; hours of operation; the amount of noise, light, or glare generated; the number of persons attracted to the site, or in eating establishments, the number of seats.

Interior Side Yard. See “Yard, Interior Side.”

Intersection, Street. The area common to two or more intersecting streets.

J. “J” Terms

Juliet Balcony. A very shallow balcony on an upper story window or French doors usually with a safety railing or balustrade connecting to the building facade.

Junior Accessory Dwelling Unit. A unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A junior accessory dwelling unit may include separate sanitation facilities or may share sanitation facilities with the existing structure.

Junk. Any worn out, castoff, or discarded article or material.

K. “K” Terms

Kennels/Boarding, Commercial. A commercial, non-profit, or governmental facility for keeping, boarding, training, breeding or maintaining dogs, cats, or other household pets not owned by the kennel owner or operator. Typical uses include pet clinics, pet day care, and animal shelters, but exclude pet shops and animal hospitals that provide 24-hour accommodation of animals receiving medical or grooming service.

Kennels, Private/Hobby. Any lot where four or more dogs, or cats, over the age of four months, are kept or maintained.

Kiosk/Outdoor Vending. A free-standing, walk-up facility for retail sales of merchandise or services; this use is generally operated as a kiosk or cart in conjunction with a shopping center or other retail establishment. For facilities with a drive-through access, see “Drive-Through Services” definition and operational standards.

Kitchen. Any room or area designed and/or used for the preparation of food, which includes any two of the following features:

- Cooking or food heating equipment, including a hot plate, microwave, oven, or range;
- A refrigerator or other device for cold storage;
- Cabinets, shelves, or other facilities for storage of food and/or utensils; or
- A sink and water supply.

L. "L" Terms

Land Use. The purpose for which land or a structure is designed, arranged, intended, occupied, or maintained, including residential, commercial, industrial, etc.

Landscaping. The planting of suitable plant materials or a combination of plant materials with minimum areas of paving, gravel, or otherwise dust free materials including an adequate irrigation system. See also [Section X.XX.XX \(Landscaping\)](#).

Large Commercial Antenna. See "Telecommunications Terms."

Laundromat. A business premises equipped with individual clothes washing and drying machines whether coin-operated or attendant operated for the use of retail customers, exclusive of laundry facilities provided as an accessory use in an apartment house, hotel or motel. Excludes commercial laundry facilities.

Light Fixture. The assembly that holds a lamp and may include an assembly housing, a mounting bracket or pole socket, a lamp holder, a ballast, a reflector or mirrors, and a refractor or lens.

Light Fleet-Based Services. Passenger transportation services, local delivery services, medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 lbs. This classification includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, non-emergency medical transport, local messenger and document delivery services, home cleaning services, and similar businesses.

Line of Sight. A visual path emanating from average eye level judged to be five feet above the ground.

Liquor Sales. The sale of liquor for offsite consumption.

Live Entertainment as Accessory Use, Indoors. Music, comedy, dancing, acting, or other entertainment performed indoors for 6 or more days during a calendar year (any activity with amplified sound that can be heard outside the facility). This includes dancing by patrons to live or recorded music.

Live Entertainment as Accessory Use, Outdoors. Music, comedy, readings, dancing, acting, or other entertainment performed in an outdoor setting.

Livestock. Domesticated animals raised to produce commodities such as food, fiber, and labor. See also "Animal Keeping and Raising."

Livestock, Large. Horses, cattle, swine, donkeys, mules, llamas, ostriches, goats, sheep, alpaca, and other similarly sized animals.

Livestock, Small. Rabbits, chickens, miniature, dwarf or pygmy goats that are dehorned and neutered, and other similarly sized animals.

Live/Work. An integrated housing unit and working space, occupied and utilized by a single household structure, either single-family or multi-family, that has been designed or structurally modified to

accommodate joint residential occupancy and work activity, and where the residential use is secondary and accessory to the primary use as a place of work.

Loading Space. An off-street space or berth on the same lot with a main building, or contiguous to a group of buildings, for the temporary parking of one or more vehicles, while loading or unloading, and which has access from a street, alley, or other permanent means of ingress or egress.

Local/Neighborhood Street. A roadway classified as a Local/Neighborhood Street in the Transportation Element of the General Plan.

Lodging, Extended Stay. A building or group of buildings under single ownership, containing six or more rooms or suites providing transient or temporary lodging for periods not limited to 30 days, available at daily, weekly or monthly rates to guests only. Rooms often have independent cooking facilities, and these establishments may also include accessory services such as restaurants, meeting rooms, function halls, common facilities, and recreation facilities. Includes extended stay hotels and apartment hotels.

Lodging, Hotel. A building or group of buildings containing individual rooms or suites of rooms, each having a private bathroom, for the purpose of providing overnight accommodations to the general public for compensation, for periods of 30 consecutive days or less. These establishments may provide additional services and amenities such as conference and meeting rooms, restaurants, bars, spas, or recreation facilities available to guests or to the general public. Common facilities, such as those for reservations, cleaning services, and on-site management, are provided.

Lodging, Motel. A building or group of buildings containing individual sleeping or living units for the purpose of providing overnight accommodations to the general public for compensation, for periods of 30 consecutive days or less. Usually a majority of such units open individually and directly to the outside, and where a garage is attached or a parking space is conveniently located near each unit, all for the temporary use by automobile tourists or transient travelers. Generally includes limited amenities or services.

Lodging, Timeshares. A facility in which a person receives the right in perpetuity, for life or for a specific period of time, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, or portion of real property for a period of time which has been or will be allocated from twelve or more occupancy periods into which the facility has been divided. A timeshare use may be coupled with an estate in the real property or it may entail a license, contract, membership, or other right of occupancy not coupled with an estate in the real property.

Lot. Any numbered or lettered parcel shown on a recorded tract map, a record of survey recorded pursuant to an approved division of land or a recorded parcel map. Lot types include the following (see Figure 7.01.02-1 Lot Types):

Lot, Abutting. A lot having a common property line or separated by a public path or lane, private street, or easement to the subject lot.

Lot, Corner. A lot located at the intersection or interception of two or more streets at an angle of not more than 135 degrees. If greater than 135 degrees, the lot shall be considered an exterior lot.

Lot, Flag. A lot so shaped and designed that the main building site area is set back from the street on which it fronts and includes an access strip not less than 20 feet in width at any point connecting the main building site area to the frontage street.

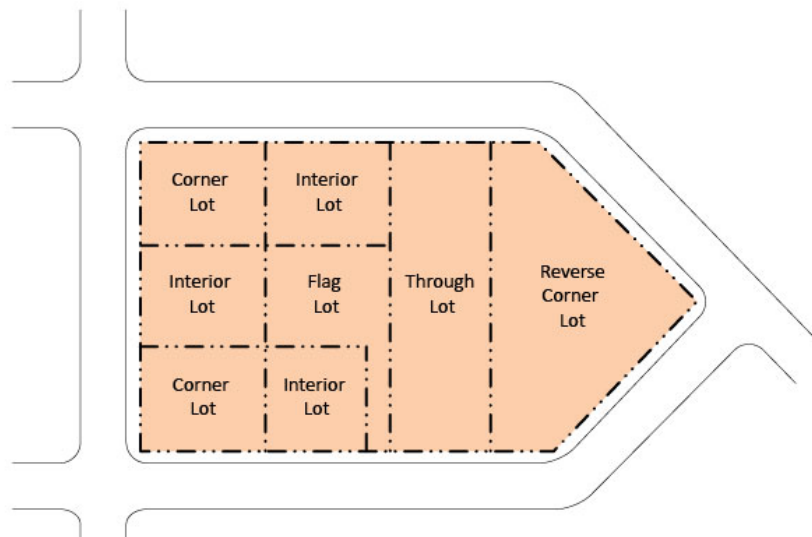
Lot, Interior. A lot bounded on one side by a street and on all other sides by lot lines between adjacent lots or that is bounded by more than one street with an intersection greater than 135 degrees; a lot other than an exterior, corner, or reverse corner lot.

Lot, Key. An interior lot adjoining the rear lot line of a reversed corner lot and not separated by an alley.

Lot, Reverse Corner. A corner lot in which the rear property line abuts the side property line of an adjoining interior lot (as opposed to the rear property line of another corner lot).

Lot, Through. A lot having frontage on two dedicated parallel or approximately parallel streets.

Figure 7.01.02-2 Lot Types



Lot Area. The area of a lot measured horizontally between bounding lot lines.

Lot Coverage. The ratio of the total footprint area of all structures on a lot to the net lot area, typically expressed as a percentage. The footprints of all principal and accessory structures, including garages, carports, covered patios, and roofed porches, shall be summed to calculate lot coverage. See also Subsection [3.02.06.D \(Determining Lot Coverage\)](#).

Lot Depth. The horizontal distance measured along a straight line down from the midpoint of the front property line of the lot to the midpoint of the rear property line, or to the most distant point on any other lot line where there is no rear lot line. See Subsection [3.01.04.B \(Lots and Setbacks\)](#).

Lot Line. Any line(s) bounding a lot as defined in this section under “Lot.” “Property Line” means the same as “Lot Line.” Lot lines include the following:

Lot Line, Front. On an interior lot, the lot line abutting the street. On a corner lot, the shorter lot line abutting a street. On a through lot, both lot lines are front lot lines and the lot is considered to have no rear lot line. For flag lots and other irregularly shaped parcels, the front lot line is determined to be the narrowest portion of the lot (for flag lots, this excludes the narrow portion of the lot that represents the “pole”).

Lot Line, Interior. A lot line not abutting a street.

Lot Line, Rear. The lot line(s) most distant and opposite the front lot line. Where no lot line is within 45 degrees of being parallel to the front lot line (e.g. triangular lot), a line 10 feet in length within the lot, parallel to and at the maximum possible distance from the front lot line, will be deemed the rear lot line for establishing the minimum rear yard. A lot which is bounded on all sides by streets may have no rear lot lines (e.g. through lots).

Lot Line, Side. The side lot line means any lot line that is not otherwise defined as a front, rear, or street side lot line.

Lot Line, Street Side. The street side (i.e. exterior side) lot line means any lot line abutting a street that is not determined to be a front lot line.

Lot, Nonconforming. A legal parcel of land having less area, frontage, or dimensions than required in the zone in which it is located.

Lot Width. The horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. See Subsection **3.01.04 (Lots and Setbacks)**.

Lounge. See “Bar/Nightclub/Lounge.”

M. “M” Terms

Maintenance and Repair. The repair or replacement of nonbearing walls, fixtures, wiring, roof, or plumbing that restores the character, scope, size, or design of a structure to its previously existing, authorized, and undamaged condition.

Major Music Festival Event. A major music festival event is an event that meets the following criteria (see also Section 2.07.02 (Major Music Festival Overlay Zone (MMF)):

1. Includes a permitted attendance up to 125,000 people;
2. The event venue and Ancillary Uses encompass at least 500 acres of land located in the Festival District subarea under the Indio General Plan and located within the Major Music Festival Event Overlay Zone;
3. Provides for Ancillary Uses, if any, to support the Major Music Festival Event; and
4. Includes up to three days of musical performances.

Manufactured Home. As defined in State of California Health and Safety Code Section 18007, a structure that was constructed on or after June 15, 1976, is transportable in one or more sections, is eight body feet or more in width, or 40 body feet or more in length, in the traveling mode, or, when erected on site, is 320 or more square feet, is built on a permanent chassis and designed to be used as a single-family dwelling with or without a foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein.

Manufactured/Mobile Home Park. A development designed and occupied by manufactured or mobile housing units including development with facilities and amenities used in common by occupants who rent, lease, or own spaces for mobile/manufactured housing units through a subdivision, cooperative, condominium or other form of resident ownership.

Manufacturing/Processing, Light. An establishment engaged in manufacturing of non-edible products and finished parts primarily from previously prepared materials by means of physical assembly or reshaping. These industrial activities produce limited impacts on nearby properties, such as noise, gas, odor, or vibration. This classification includes uses where retail sales are clearly incidental to an industrial or manufacturing use; monument works; printing, engraving and publishing; computer and electronic product manufacturing; furniture and related product manufacturing (excluding Artisan Manufacturing/Makers Spaces); commercial laundry processing and other cleaning operations that use chemical solvents, and industrial services.

Manufacturing/Processing, Heavy. An establishment engaged in the assembly, fabrication, or manufacturing of non-edible products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties, such as noise, gas, odor, dust, or vibration. This classification includes manufacturing for biomass energy conversion, commercial advertising, cosmetics and perfumes, electrical appliances and explosives, film and photographic processing plants, apparel and textile mills, leather and allied products manufacturing, wood and paper, glass and glass products, chemical products, medical/pharmaceutical products, plastics and rubber, nonmetallic minerals, primary and fabricated metal products, and automotive and heavy equipment.

Marquee. A roofed structure or awning or canopy attached to and supported by the building and extended over a building line and into public property.

Massage Establishment, Accessory Use. An establishment offering massage services as an accessory use. Examples include massage chairs/services at shopping malls or in hotels.

Massage Establishment, Stand-Alone. Any establishment having a fixed place of business where any person engages in or carries on any method of pressure on or friction against, or stroking, kneading, rubbing, tapping, pounding, vibrating, or stimulating of the external parts of the body with the hands or with the aid of any mechanical electrical apparatus or appliances with or without such supplementary aids as rubbing alcohol, liniments, antiseptics, oils, powder, creams, lotions, ointments, or other similar preparations commonly used in this practice. Such establishment shall have health enhancement as part of its purpose. Exempted from this definition are massage therapists operating in conjunction with and on the same premises as a physician, surgeon, chiropractor, osteopath, nurse or any physical therapist (State-licensed professions or vocations) who are duly State-licensed to practice their respective professions in the State of California.

Massing. See “Building Massing.”

Massing Break. A change in plane in the facade of a building (set forward or back), and/or significant break in eave line or roof form to break up the mass of the building. See also “Building Modulation.”

Medical Services, Extended Care. A private medical services facility providing for regular care on an extended basis as required; generates limited to no walk-in service. Examples include nursing homes, adult residential facilities treating mental health, and the like. Usually includes incidental medical laboratories.

Medical Services, Medical/Dental/Holistic/Clinic. A facility other than a hospital where medical, dental, holistic, mental health, surgical, and/or other personal health care services are provided on an outpatient basis (for example, chiropractors, medical doctors, psychiatrists, other than nursing staff). May also include

incidental medical laboratories, supporting pharmacies, etc. Counseling services by other than medical doctors or psychiatrists are included under “Offices - Professional/Administrative.”

Medical Services, Urgent Care. An establishment providing limited clinical and emergency medical services generating primarily walk-in service. May also include incidental medical laboratories.

Middle Housing. A range of medium-density, multi-unit housing types such as duplexes, triplexes, fourplexes, cottage courts, and courtyard apartments, which provide diverse housing options within walkable neighborhoods located near local-serving businesses and public transportation options.

Mini Market. See Convenience Market.

Mini-Storage Warehousing/Facility. A facility offering enclosed storage with individual access for personal effects and household goods including mini-warehouses and mini-storage. This use excludes workshops, hobby shops, manufacturing, or commercial activity.

Mining/Resource Extraction. The on-site extraction of surface or subsurface mineral products or natural resources. This use includes borrow pits, mining operations, oil drilling or fracking, and uses incidental to mining operations including structures necessary to the on-site production of mineral products or natural resources.

Mobile Home. A structure designed and equipped for human habitation, and for being drawn by a motor vehicle, to be used with or without a foundation system. A mobile home does not include a recreational vehicle, commercial coach, or factory-built housing.

Mobile Recycling Unit. An automobile, truck, trailer, or van licensed by the Department of Motor Vehicles that is used for collection of recyclable materials and taken elsewhere for sorting, etc. Bins, boxes, or containers used for collection of recyclable materials to be transported by (delivered/emptied/removed) the licensed vehicle are also considered mobile recycling units.

Model Home. A dwelling or residential building having all of the following characteristics:

1. The dwelling is constructed upon a proposed lot previously designated as a model home site in a subdivision for which there is an approved tentative map, and for which a final map has been recorded.
2. The dwelling is intended to be temporarily utilized as an example of the dwellings which have been built or which are proposed to be built in the same subdivision.

Modular/Prefabricated Unit. Modular or prefabricated units are constructed inside building facilities and then transported to the building site for assembly. The main difference between manufactured and modular homes is that manufactured homes are built to the national HUD code, while modular/prefabricated units are built to all applicable State and local building codes.

Modulation. See “Building Modulation.”

Motor Vehicle. A self-propelled device used or intended to be used for the transportation of freight or passengers upon a street or highway, excepting a device moved by human power or a device used exclusively upon stationary rails or tracks.

Multi-Family Dwelling. A structure that contains more than one separate residential dwelling unit. Multi-family dwellings are categorized into the following:

Multi-Family Dwelling, Triplex/Quadplex

Three or four dwelling units on one lot or parcel, or a single building designed or used for occupancy by three or four households, living independently of each other. Three or four side-by-side dwellings sharing a common wall but located on their own lots are considered single-family attached dwellings.

Multi-Family Dwelling, ≥ 5 Units

A building, parcel, or site with five or more dwelling units; units may be attached or detached.

Municipal Code. The City of Indio Municipal Code.

N. "N" Terms

Neighborhood Market. An establishment under 5,000 square feet, primarily engaged in the retail sale of all sorts of products including, but not limited to, dry goods, canned goods, fresh fruits and vegetables, dairy products, fresh and prepared meats, fish and poultry. Alcohol is not the majority retail item.

Net Lot Area. The total horizontal area within the property lines of a lot or parcel of land exclusive of all right-of-way and road or driveway easements.

Nightclub. See "Bar/Nightclub/Lounge".

Noise. Any sound that annoys or disturbs humans or which causes or tends to cause an adverse psychological or physiological effect on humans.

Noncommercial. An enterprise or activity which is not normally conducted for profit or gain.

Nonconforming Building. See "Nonconforming Structure".

Nonconforming Lot. See "Lot, Nonconforming".

Nonconforming Structure. See "Structure, Nonconforming."

Nonconforming Use. See "Use, Nonconforming."

Nuisance. Anything offensive or obnoxious to the health and welfare of the inhabitants of the city; or any act or thing repugnant to, or creating a hazard to, or having a detrimental effect on the property of another person or to the community.

Nursery/Garden Center. Any establishment primarily engaged in the retail sale of nursery and garden products, such as trees, shrubs, plants, seeds, bulbs, and sod that are predominantly grown elsewhere. These establishments may sell a limited amount of a product they grow themselves. This classification includes commercial and wholesale greenhouses and nurseries offering plants for sale.

O. "O" Terms

Office, Processing. An office-type facility characterized by high employee densities and occupied by businesses engaged in information processing and other computer-dependent and/or telecommunications-based activities. Examples of these uses include, but are not limited to, airline and rental car company reservation centers, computer software and hardware design and development, consumer credit reporting,

data processing services, call centers, HMO offices where no medical services are provided, insurance claim processing, telecommunications facility design and management, and mail order and electronic commerce transaction processing.

Office, Professional/Administrative. An office-type facility occupied by businesses that provide professional services or are engaged in the production of intellectual property. Examples of these uses include, but are not limited to, accounting services, advertising agencies, attorneys, business associations, commercial art and design services, construction contractor offices, design services (e.g. architecture, engineering), management and public relations services, news services, photography studios, financial management/counseling, clerical employee services, security and commodity brokers, and writer/artist offices.

Office, Service. An office-type facility providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, and elected official satellite offices. This use does not include “Bank, Financial Services,” which is separately defined. Does not include Medical Offices.

On-Site. Located on the lot that is the subject of discussion.

Open Space. Generally any undeveloped land or water area, or piece of property that is undeveloped.

Open Space, Common. Private common open space in residential subdivisions, multi-family residential projects, and residential mixed-use projects. Private common open spaces may be indoor rooms or outdoor open spaces that are shared and accessible only to building residents and their visitors. They can be located at the ground level, on parking podiums, or on rooftops, provided they are adequately landscaped. Common open spaces may include: courtyards, gardens, play areas, outdoor dining areas, recreational amenities, rooftop amenities, and community rooms, among others.

Open Space, Private. Personal private open space in multi-family residential and residential mixed-use projects. Private open space areas are intended for private use for each dwelling unit and may include: balconies (covered or uncovered), private gardens, private yards, terraces, decks, and porches, among others.

Open Space, Publicly-Accessible Private (PAPOS). Outdoor space that is privately owned and maintained but is made available for public use for the purposes of outdoor recreation and leisure, cultural arts, sports, or provision of green space. May include: plazas, courtyards, seating areas, parklets, play areas, recreational facilities or equipment, dog parks, and usable green space, among others.

Open Space, Natural. A natural open space, and habitat and/or resource conservation area.

Outdoor Dining. Any group of tables and chairs, and its authorized decorative and accessory features, situated and maintained in an unenclosed area on private property for use in connection with the consumption of food and beverage sold to the public.

Outdoor Display. The long-term placement of goods or merchandise not located within an entirely enclosed building and without screening or fencing. See Temporary Uses for temporary outdoor display.

Outdoor Entertainment. Predominantly spectator uses, conducted in open or partially enclosed or screened facilities. Typical uses include amusement and theme parks, sports stadiums and arenas, racetracks, amphitheaters, and drive-in theaters.

Outdoor Storage (Primary Use). An establishment whose principal use is the outdoor storage of materials, products, or equipment, subject to all storage and screening requirements of the applicable zone.

Outdoor Storage (Accessory). On-site at-grade or shelved space for the storage of business-related materials, products, and goods. All on-site storage is limited to those materials directly used or produced in relation to the functional on-site business activity, subject to all storage and screening requirements of the applicable zone.

Owner. A person or persons holding single or unified beneficial title to the property, including without limitation, the settlor of a grantor trust, a general partner, firm, or corporation.

P. "P" Terms

Parapet. That part of a wall that extends above the roof line.

Parcel. The same as "Lot," as defined in this section.

Parking Area. An area of a lot, structure, or any other area, including driveways, which is designed for and the primary purpose of which is to provide for the temporary storage of operable motor vehicles.

Parking Lot/Structure. A surface parking lot or structure when such use is not incidental to another on-site activity. May be located above or below grade and use of the parking structure may be subject to a fee. May include park and ride structures.

Parking Stall. A space within a building or a private or public parking area, exclusive of driveways, ramps, columns, office and working areas, for the parking of one automobile.

Park Model. A park trailer built on a single chassis, mounted on wheels or originally mounted on wheels and from which the wheels have been removed. A fifth wheel trailer is not considered a park home. A park home is designed to be connected to utilities necessary for operation of installed fixtures and appliances and has a gross trailer area of not less than 320 square feet and not more than 400 square feet when it is set up.

Park/Recreation Facility. A noncommercial park, playground, recreation facility, trail, and/or related open space. This classification includes playing fields, courts, gymnasiums, swimming pools, picnic facilities, tennis courts, golf courses, and botanical gardens, as well as related food concessions or community centers within the facilities.

Parkway Strip. The portion of a public street right-of-way lying between the curb and sidewalk intended for landscaping. It is sometimes referred to by other names such as sidewalk strip, planter strip, parking strip, or tree buffer.

Passenger Transportation Facility. A facility for passenger transportation operations, including rail stations, bus terminals and pick-up areas, and scenic and sightseeing facilities, but does not include terminals serving airports or heliports.

Passenger Vehicle. See "Vehicle, Passenger."

Pasture. Open, uncultivated land used for the grazing of livestock.

Pathway. An access way to accommodate pedestrians, bicycles, , or other non-vehicular transportation modes.

Patio. A level hard surfaced area at finished grade. (For an above-grade patio, see “Deck”)

Pedestrianway or Pedestrian Pathway. A right-of- way for pedestrians, free from vehicular traffic and including access ramps, stairs, and mechanical lifts and routes through buildings which are available for public use. See also “Sidewalk.”

Permitted Use. See “Use, Permitted”.

Person. Any individual, firm, association, organization, partnership, business trust, company, or corporation.

Personal Services. An establishment providing non-medical services to individuals as a primary use. In addition to the uses listed below, general personal service uses may also include accessory retail sales of products related to the services provided. Examples includes, but are not limited to, barber/beauty shops, clothing rental, home electronics/small appliance repair, locksmith, shoe and luggage repair, tailors, waxing/tanning salons, and dry-cleaning (pick-up/retail storefront, without processing facilities).

Physical or Mental Impairment. Any physiological disorder or condition and any mental or psychological disorder, including, but not limited to, orthopedic, visual, speech and hearing impairments, cosmetic disfigurement, anatomical loss, cerebral palsy, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, intellectual disabilities (formerly termed "mental retardation"), emotional or mental illness, learning disabilities, HIV disease (whether symptomatic or asymptomatic), tuberculosis, and alcoholism and drug addiction (but not including current use of illegal drugs). A temporary condition, such as a broken leg, pregnancy, use of crutches, etc. does not qualify as a physical or mental impairment.

Planned Development. A development of parcels of land as a coordinated project which have been developed according to an approved development plan. Adequate control of the development is provided in order to maintain aesthetic values and to protect the investment of developers as well as the community as a whole. Planned developments may be either residential, commercial, or industrial in nature or a combination thereof.

Planned Street Line. The planned right-of-way for a major or secondary highway or traffic collector street. A yard abutting such a highway or street shall be measured from this planned right- of-way line.

Planning Commission. See “Commission or Planning Commission”.

Pool. Any structure for swimming, bathing or wading or as a fish pond or similar use. See also “Swimming Pool.”

Porch. A structure attached to a building to shelter an entrance or to serve as a semi-enclosed landing area providing access to the building; usually roofed and generally open-sided.

Poultry. A domesticated bird that is used to produce meat or eggs, including but not limited to, chickens, ducks, pigeons, and quail.

Pre-existing. In existence prior to the effective date of this Code.

Primary Use. See “Use, Primary”.

Private. Belonging to or restricted for the use or enjoyment of particular persons.

Private Garden. A private food-producing garden that is accessory to the primary use of the site.

Private Open Space. See “Open Space, Private.”

Project. Any proposal for a new or changed use or for new construction, alteration, or enlargement of any structure that is subject to the provisions of this Code. This term includes, but is not limited to, any action that qualifies as a “project” as defined by the California Environmental Quality Act.

Property Line. See “Lot Line”.

Publicly-Accessible Private Open Space (PAPOS). See “Open Space, Publicly-Accessible Private.”

Public Resources Code. The Public Resources Code of the State of California.

Public Service Facility. A facility providing public safety and emergency services, including police and fire protection and emergency medical services, with incidental storage, training and maintenance facilities.

Public Transit. A location, including but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

Public Utilities, Major. A facility providing services for the public good that include generating plants, solid waste collection including transfer stations and materials recovery facilities, solid waste treatment and disposal, water or wastewater treatment plants, water towers, dams, flood control facilities, and other services that provide major public infrastructure services for urban development.

Public Utilities, Minor. A facility providing services for the public good that include utility substations, pumping stations and other transmission and distribution facilities.

Public Right-of-Way. Any street, alley, pedestrian way, pathway, channel, viaduct, subway, bridge, easement, right-of-way or other way in which the public has a right of use.

Public Works Director. The Public Works Director of the City of Indio.

Q. “Q” Terms

Qualified Applicant. The property owner, the owner’s agent, or any person, corporation, partnership, or other legal entity that has a legal or equitable title to land that is the subject of a development proposal or is the holder of an option or contract to purchase such land, or otherwise has an enforceable proprietary interest in such land.

R. “R” Terms

Rear Yard. See “Yard, Rear”

Reasonable Accommodation. Any deviation requested and/or granted from the strict application of the City’s zoning and land use laws, rules, policies, practices and/or procedures under provisions of Federal or California law to make housing or other facilities readily accessible to and usable by persons with disabilities and thus enjoy equal employment or housing opportunities or other benefits guaranteed by law.

Recreational Vehicle. A travel trailer, pickup camper, or motorized home, with or without motive power, designed for human habitation for recreational or emergency occupancy.

Recreational Vehicle (RV) Park. A mobile structure designed as temporary living quarters for recreation, vacation, camping, or travel use, which is either self-propelled or is mounted on or drawn by another vehicle. Examples include, but are not limited to, an RV, travel trailer, camping trailer, fifth-wheel trailer, truck camper, motor home, or camper van.

Recycling Collection Facility. Any establishment, including a place of business, center, or standalone container, for collecting or processing recyclable materials from the public. A “Certified Recycling Facility” or “Certified Processor” is a recycling facility certified by the California Department of Conservation as meeting the requirements of the California Beverage Container recycling and Litter Reduction Act of 1986. A recycling facility does not include storage containers or processing activity located on the premises of a residential, commercial, or manufacturing use and used solely for the recycling of material generated by that residential property, business, or manufacturer. The processing and sorting of such items is not conducted on-site.

Recycling Processing Facility. Any enclosed structure used for collecting and processing recyclable materials. Processing means the preparation of material for efficient shipment, or to an end-user’s specifications, by means such as bailing, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, or remanufacturing.

Renewable Energy System (Primary Use). The commercial processing, generating, conduction, or storing of any type of renewable energy (solar, wind, or similar or new technologies). Examples include large commercial solar arrays.

Renewable Energy System. Any equipment installed for processing, generating, conducting, or storing of any type of renewable energy (solar, wind, or similar or new technologies). Rain barrels are not regulated under this land use. Systems are regulated in the following ways:

Building-Mounted. Any renewable energy system mounted or affixed to the outside of a building (new or existing) or located interior to the structure.

Stand-Alone or Ground-Mounted. Any renewable energy system erected or installed separate from a building (new or existing).

Required Yard. See “Yard, Required.”

Research and Development. Any business combining activities, laboratories, and facilities for research; uses involve the production of experimental products that neither constitute nor cause a public health risk to employees and/or to surrounding properties and/or residents.

Residential Care Facility. An integrated facility that provides accommodations for varying levels of care to residents, depending on need. The use contains the following components: independent living units; assisted living units; residential care facilities; and continuing care, Alzheimer, and related facilities. This use may include supportive medical and non-medical services directly affiliated with the treatment of on-site patients. Residential care facilities are categorized by the following programmatic elements:

Residential Care Facility, Small. Any state-licensed facility, place, or structure that is maintained and operated to provide non-medical residential care, day treatment, or foster agency services for six or fewer adults, children, or adults and children as defined in Article 1 of Chapter 3 of the California Health and Safety Code, Section 1500 et seq. This use includes the administration of limited medical assistance (e.g., dispensing of prescribed medications).

Residential Care Facility, Large. Any state-licensed facility, place, or structure that is maintained and operated to provide primarily non-medical residential care, day treatment, or foster agency services for seven or more adults, children, or adults and children as defined in Article 1 of Chapter 3 of the California Health and Safety Code, Section 1500 et seq. This use includes the administration of limited medical assistance (e.g., dispensing of prescribed medications). This definition excludes hospitals and those facilities that qualify as small residential care homes.

Restaurant, Dine-In and Take-Out. Includes dine-in and take-out establishments. Any establishment operated for the primary purpose of providing food, beverages, or meals for compensation that has suitable kitchen facilities for the preparation, storage, and service of food. Food service may be for on-site consumption, off-site consumption, or a combination of service types. Any bar area with all applicable licenses is typically limited to approximately 500 square feet or approximately 30% of the dining area; bar areas exceeding these limits are classified as a bar.

Restaurant, Drive-Through. Any dine-in or take-out eating establishment with an affiliated drive-through facility for the service of food and beverages directly to patrons in vehicles.

Retail. The selling of goods, wares, or merchandise directly to the ultimate consumer.

Reverse Vending Machine. An automated recycling/depository mechanical device, as an accessory use, that accepts one or more types of recyclable beverage containers and issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value as determined by the state. The reverse vending machine may sort and process containers mechanically, provided the entire process is fully enclosed. A grouping of multiple reverse vending machines may be necessary/provided to meet the requirements of certification as a recycling facility.

Review Authority. Body or entity responsible for making decisions on applications.

Multi-Use/Hiking Trail. A trail or way designed for and used by equestrians, pedestrians, and cyclists using nonmotorized bicycles.

Right-of-Way. An area or strip of land, either public or private, on which a right of passage has been recorded.

Roofline. The top edge of a roof or building parapet, whichever is higher, excluding any cupolas, pylons, chimneys, or minor projections.

Roof Mounted Equipment. Anything other than roofing materials or skylights which is used for the operation of any building including, but not limited to heating, ventilation and air conditioning units, vents, antennae, air ducts, and equipment hoods.

Roof Pitch. The slope of the roof, or the angle which is formed between the roof and the horizontal plane.

S. "S" Terms

Salvage. Any article or material which is to be or intended to be reclaimed or saved from destruction.

Salvage/Wrecking Yards. Any property used for the breaking up, dismantling, sorting, storage, distribution, or sale of any scrap, waste material or junk. Excludes auto and vehicle wrecking/dismantling.

Scenic Highway. Any highway designated as a scenic highway by an agency of the City, County, State or Federal government.

School, Public or Private (TK-12). An institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained in compliance with the standards set by the State Board of Education. This use includes kindergarten, elementary school, middle or junior high school, or senior high school.

Screen or Screening. A structure used for concealment or visual buffer consisting of plant material, masonry, wood, other approved material.

Secondary Highway. A roadway classified as a Secondary Highway in the Transportation Element of the General Plan.

Secondhand Store, Pawnshop. An establishment engaged in the loaning of money on the security of property pledged in the keeping of the pawnbroker, and the incidental sale of such property.

Secondhand Store, Thrift Shop/Antique Store. An establishment engaged in the retail sale of secondhand merchandise, or offering loans secured by personal property and shall comply with all local and state operating requirements. Could include indoor swap meets.

Senior Citizen. An individual 62 years of age or older.

Service. An act, or any result of useful labor, which does not, in itself, produce a tangible commodity.

Setback. The minimum required distance by which any building or structure must be separated from a property line. See [Section 3.01.02 \(Measuring Distances\)](#) and [Section 3.01.05 \(Setbacks and Encroachments\)](#) for rules for measurement of setbacks.

Setback Line. A line delineating the minimum allowable distance between a property line and a building on a lot, as prescribed by the regulations for the applicable zone, within which no building or other structure shall be placed except as provided in [Section 3.01.05 \(Setbacks and Encroachments\)](#).

Shelter. A structure or environment, adequate to the species of animal, which provides protection from adverse weather conditions and predators.

Shopping Center. An integrated development of retail and service commercial activities on one or more lots of land sharing common parking and signing facilities and serving a wide spectrum of community shopping needs.

Side Yard. See “Yard, Side.”

Sidewalk. That portion of a thoroughfare, other than a roadway, set apart by curbs, barriers, markings, or other delineations for pedestrian travel. See also “Pedestrianway” as defined in this section.

Sign Terms. See [Chapter 7.02 \(Sign Terms and Types\)](#).

Single-Family Dwelling, Attached. A dwelling unit that is designed for occupancy by one household located on a separate lot from any other unit (except a second dwelling unit, where permitted), and is attached through common walls to one or more dwellings on abutting lots. An attached single-unit dwelling is sometimes called a “townhouse” or a “condominium”.

Single-Family Dwelling, Detached. A dwelling unit that is designed for occupancy by one household with private yards on all sides and located on a separate lot from any other unit (except an accessory dwelling

unit, where permitted). This classification includes individual manufactured, modular, and prefabricated housing units.

Single-Room Occupancy. A residential facility where living accommodations are individual secure rooms, with or without separate kitchen or bathroom facilities for each room, are rented to one- or two-person households for a weekly or monthly period of time. This use classification is distinct from a Hotel or Motel, which is a commercial use.

Site. A lot, or group of contiguous lots, that is proposed for development in accordance with the provisions of this Code and is in a single ownership or under unified control.

Smoke Shop. Any business that sells cigarettes, cigars, tobacco, electronic cigarettes, hookah supplies, or other smoke/vape related accessories and supplies, as a primary use. This does not include sales of cigarettes, cigars, or other smoke related accessories, within grocery stores, drug stores, convenience stores, or other similar types of markets.

Smoking Lounge. Any business establishment that is dedicated, in whole or in part, to the smoking of tobacco products, electronic cigarettes, or other substances, including but not limited to establishments known variously as cigar lounges, hookah lounges, tobacco clubs, tobacco bars, etc.

Social Service Facility. A facility providing a variety of supportive services on a less than 24-hour basis. Examples of services provided are counseling, providing limited medical services, meal programs, personal storage lockers, showers, instructional programs, television rooms, and meeting spaces. This classification is distinguished from licensed day care centers (see Day Care Centers), clinics, and emergency shelters providing 24-hour care (see Emergency Shelter).

Soil. Naturally occurring superficial deposits overlying bedrock.

Solar Reflectance Index. Measure of a surface's ability to reflect solar heat, combining reflectance and emittance into one number. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is zero and a standard white (reflectance 0.80, emittance 0.90) is 100.

Specific Plan. A plan for all or part of the area covered by the General Plan that is prepared to be consistent with and to implement the General Plan, pursuant to the provisions of Government Code, Subsection 65450 et seq.

Stable/Equestrian Facility, Commercial/Public. A facility dedicated to the keeping for commercial purposes of horses, donkeys, and/or mules, including horse ranches, boarding stables, riding schools and academies, horse exhibition facilities (for shows or other competitive events), pack stations, and barns, stables, corrals, and paddocks accessory and incidental to these uses.

Stable/Equestrian Facility, Hobby/Private. A stable, corral, and/or paddock used by the individual homeowners of corresponding property and their animals.

State. The State of California.

Stoop. A stoop is an uncovered unenclosed set of steps and elevated platform or landing projecting from the front wall of a structure providing access to the ground level of a building.

Story. That portion of a building included between the finished grade of any floor and the finished surface of the floor next above, except that the topmost story shall be that portion of a building included between the finished surface of the topmost floor and the ceiling or roof above.

Street. A public or private thoroughfare, which affords the principal means of access to a block and to abutting property. "Street" includes avenue, court, circle, crescent, place, way, drive, boulevard, highway, road, and any other thoroughfare, except an alley or walkway.

Street Centerline. A line laterally bisecting a street right-of-way into equal widths.

Street Line. The boundary between a street and a lot or parcel of land.

Street Side Yard. See "Yard, Street Side."

Structural Alteration. Any change in supporting members of a building or structure.

Structure. Anything constructed or erected requiring a fixed location on the ground or attached to something having a fixed location on the ground.

Structure, Accessory. A detached subordinate structure used only as incidental to the main structure on the same site or lot.

Structure, Attached. A structure which is affixed to another building or structure on the site.

Structure, Detached. A structure which is not affixed to another building or structure on the site.

Structure, Main or Principal. A structure housing the primary use of a site or functioning as the primary use.

Structure, Nonconforming. A lawfully established building or structure that does not conform to the regulations of this Code or is designed for a use that does not conform to the regulations of this Code for the zone in which it is located, either on the date of adoption of this Code or as the result of subsequent amendments to this Code.

Structure, Temporary. A structure without any foundation or footings, and which is intended to be removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Studio Unit. A dwelling unit consisting of a combined room for living and sleeping and a separate room for cooking.

Swimming Pool. An artificial body of water having a depth in excess of 18 inches, designed, constructed and used for swimming, dipping, or immersion purposes by humans.

Supportive Housing. A residential establishment containing dwelling units with no limit on length of stay, that are occupied by the target population as defined in subdivision (d) of Section 53260 of the California Health and Safety Code ("Target population" means adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.). Linked to onsite or offsite services that

assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, where possible, work in the community.

Swap Meet, Outdoor. An event at which two or more persons or entities offer goods or services for sale or exchange, and at which a fee is charged to the party selling the goods or the buyer is charged for the privilege of entering the site to engage in sales transactions. Also may be referred to as Flea Markets, Swap Lots, Open Air Markets, or Outdoor Bazaars.

T. "T" Terms

Tandem Parking. An arrangement of parking spaces such that one or more spaces must be driven across to access another space or spaces.

Tattoo/Body Art/Piercing. An establishment whose principal business activity is one or more of the following: 1) using ink or other substances that result in the permanent coloration of the skin using needles or other instruments designed to contact or puncture the skin; or 2) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration.

Telecommunications Terms.

Antenna. Any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission or reception of electromagnetic waves when such system is operated or operating from a fixed location.

Base Station. A telecommunication/wireless structure or equipment at a fixed location that enables Commission-licensed or authorized wireless communications between user equipment and a communications network. The term does not include a tower or any equipment associated with a tower.

1. The term includes, but is not limited to, equipment associated with wireless communications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.
2. The term includes, but is not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems and small-cell networks).
3. The term includes any telecommunication/wireless structure other than a tower that, at the time the relevant application is filed with the State or local government under this Section, supports or houses equipment described in paragraphs 1 and 2 above and that has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the telecommunication/wireless structure was not built for the sole or primary purpose of providing such support.
4. The term does not include any telecommunication/wireless structure that, at the time the relevant application is filed with the State or local government under this Section, does not support or house equipment described in paragraphs 1 and 2 above.

Collocation. (1) Mounting or installing a wireless telecommunication/wireless on a pre-existing structure; and/or (2) Modifying a telecommunication/wireless structure for the purpose of mounting or installing a wireless telecommunications facility on that telecommunication/wireless structure. For the purposes of Eligible Facilities Requests, collocation means the mounting or installation of transmission equipment on an existing tower or base station.

Eligible Facilities Request. Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, involving;

1. Collocation of new transmission equipment;
2. Removal of transmission equipment; or
3. Replacement of transmission equipment.

Lattice Tower. A three or more legged telecommunication/wireless structure designed and erected on the ground to support wireless telecommunication antennas and connecting appurtenances.

Monopole. A telecommunication/wireless structure of single pole (non-lattice) design and erected on the ground to support wireless telecommunications antennas and connecting appurtenances.

Monopalm. A monopole camouflaged to resemble a palm tree.

Support Equipment. The physical, electrical, and/or electronic equipment included within a telecom facility used to house, power, transport, and/or process signals from or to the facility's antenna or antennas.

Stealth Design. Improvements or treatments added to a wireless telecommunication/wireless which are intended to make the facility look like something other than a wireless tower or base station or to mask or blend the proposed facility into the existing telecommunication/wireless structure or visual backdrop in such a manner as to render it minimally visible to the casual observer.

Tower. Any telecommunication/wireless structure built for the sole or primary purpose of supporting any Commission-licensed or authorized antennas and their associated facilities, including telecommunication/wireless structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site.

Wireless Telecommunications or Telecommunications/Wireless Facility. A facility that transmits and/or receives electromagnetic signals. It includes antennas, microwave dishes, horns, and other types of equipment for the transmission or receipt of such signals, equipment, switches, wiring, cabling, power sources, shelters, or cabinets associated with an antenna, monopoles, telecommunication towers, or similar telecommunication/wireless structures supporting said equipment, equipment buildings, parking areas, and other accessory development.

1. **Telecommunications/Large Commercial Antenna.** Any new stand-alone facility, excluding stand-alone small wireless facilities.
2. **Telecommunications/Small Wireless Facility.** A small wireless facility as defined by federal law and/or the FCC and that meets each of the following requirements (If a facility does not meet these criteria then it is considered a large telecommunications facility.):
 - a. The facility:
 - i. Is mounted on structures 50 feet or less in height including their antennas as defined in 47 C.F.R. §1.1320(d);
 - ii. Is mounted on structures no more than 10 percent taller than other adjacent structures; or
 - iii. Does not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater;
 - b. Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of antenna in 47 C.F.R. § 1.1320(d)), is no more than three cubic feet in volume;
 - c. All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;
 - d. The facility does not require antenna structure registration under Part 17 of Subchapter A of Chapter 1 of Title 47 C.F.R., or its successor regulations;
 - e. The facility is not located on Tribal lands, as defined under 36 C.F.R. § 800.16(x), or its successor regulation; and
 - f. The facility does not result in human exposure to radio frequency radiation in excess of the applicable safety standards specified in 47 C.F.R. § 1.1307(b), or its successor regulation.

Temporary Structure. See “Structure, Temporary.”

Tenant. A person or household renting or leasing a housing unit or non-residential space.

Townhouse. An attached, single-family dwelling unit which is part of a group of two or more such units that are connected to but separated from one another by a common party wall having no doors, windows, or other provisions for human passage or visibility.

Townhouse Development. A cluster or grouping of townhouse units. See also “Single-Family Dwelling, Attached.”

Trailer. A vehicle with or without motor power, which is designed or used for hauling materials or vehicles, or for human habitation, office, or storage including camper, recreational vehicle, travel trailer, and mobile home, but not including mobile homes on a permanent foundation.

Transitional Housing. A rental housing development generally intended to provide housing and appropriate support services to homeless persons to facilitate movement to independent living operating under programmatic constraints that require the termination of assistance after a specified time or event, in no case less than 6 months after initial occupancy, and the re-renting of the assisted unit to another eligible participant.

Truck Stop/Fueling Station. An establishment whose principal activity is the retail sale and dispensing of vehicle fuels for non-passenger vehicles. This use may be accessory to a primary industrial or public agency use or a primary use for the regular fueling of site-specific or general commercial fleet vehicles. It may include maintenance and service facilities conducted completely within an enclosed structure, overnight parking, and/or the sale of accessories and equipment for heavy commercial vehicles.

Tutoring Facility. A facility offering academic instruction to individuals or to groups in a classroom setting where an adult accompanies a minor. Facilities where minors are not accompanied by adults are classified as Day Care Centers.

Two-Family Dwelling. A residential building containing two dwelling units, both of which are located on a single parcel (also referred to as a “duplex” or “two-flat”.) The dwelling units are attached and may be located on separate floors or side-by-side.

U. “U” Terms

Unified Development Code or This Code. The comprehensive development code of the City that includes all development-related regulations, including zoning and subdivision regulations and the Zoning Map.

University. See College/University.

Use. The purpose for which land or the premises of a building, structure or facility is arranged, designed, or intended, or for which it is or may be occupied or maintained.

Use, Accessory A use that is customarily associated with, and is accessory and subordinate to, a primary use and located on the same lot as a primary use.

Use, Incidental. A secondary use of a lot and/or building that is located on the same lot, but is not customarily associated with the primary use.

Use, Nonconforming. The use of a building, structure, site, or portion thereof, which was lawfully established and maintained, but which, because of the adoption and application of this Code, no longer conforms to the specific regulations applicable to the zone in which it is located.

Use, Permitted. Any use or structure that is allowed in a zone without a requirement for approval of a Use Permit, but subject to any restrictions applicable to that zone.

Use, Primary. The main purpose for which land or a building is occupied, arranged, designed or intended, or for which either land or building is or may be occupied or maintained.

Use, Principal. The same as **Use, Principal**, as defined in this section.

Use, Temporary. A use which is required for the proper function of the community or temporarily required in the process of establishing a permitted use, or construction of a public facility. **See Section X.XX.XX (Temporary Uses).**

Use Classification. A system of classifying uses into a limited number of use types on the basis of common functional, product, or compatibility characteristics (e.g. residential, industrial and manufacturing, etc.) See Article 2 (Zone Regulations).

Use Permit. A discretionary permit which may be granted by the appropriate City of Indio authority to provide for the accommodation of land uses with special site or design requirements, operating characteristics, or potential adverse effects on surroundings, which are not permitted as of right, but which may be approved upon completion of a review process and, where necessary, the imposition of special conditions of approval. See Chapter X.XX.XX (Use Permit).

Use Type. A category that classifies similar uses based on common functional, product, or compatibility characteristics. See also “Use Classification.”

Utilities. Equipment and associated features related to the mechanical functions of a building(s) and services such as water, electrical, telecommunications, and waste.

Utility Yard. A parcel of land, or portion of land, used by a private company or public entity for the production, storage, or repair of utility equipment (e.g., telecommunications, transit vehicles). Examples include bus yards, corporation yards, telecommunications equipment yards, etc.

V. “V” Terms

Valet Parking. A vehicular parking facility whereby a parking attendant is utilized to park cars in an assigned area that is not available to the general public.

Variance. A discretionary grant of permission to depart from the specific requirements of this Code that is warranted when, due to special circumstances regarding the physical characteristics of the property, the strict application of standards would deprive the property of privileges available to other property in the same zone.

Vehicle. Any vehicle, as defined by the California Vehicle Code, including any automobile, camper, camp trailer, trailer, trailer coach, motorcycle, house car, boat, or similar conveyance.

Vehicle, Commercial. A commercial vehicle as defined by the California Vehicle Code. Pickup trucks and vans not exceeding one-ton rated capacity and which are used primarily for private noncommercial purposes are not considered commercial vehicles.

Vehicle, Passenger. As defined in the California Vehicle Code.

Veterinary Hospital. An establishment providing medical and surgical treatment for domestic animals. This classification allows 24-hour accommodation of animals receiving medical services but does not include kennels.

Vibration. A periodic motion of the particles of an elastic body or medium in alternately opposite directions from the position of equilibrium.

Visible. Capable of being seen (whether legible) by a person of normal height and visual acuity walking or driving on a road or in a public place.

Vocational/Trade School. An institution providing education or training in business, commerce, language, or other similar activity or occupational pursuit that is not otherwise described as a home occupation, college/university, school, or instructional studio.

W. "W" Terms

Wall. Any vertical exterior surface of building or any part thereof, including windows.

X. "X" Terms

Y. "Y" Terms

Yard. An open space on a lot with a building or other structure, located between the building or structure and the adjacent property line, that is unoccupied and unobstructed from the ground to the sky, except for such encroachments as are specifically permitted in Section 3.02.03 (Setbacks and Encroachments). Types of yards include the following (see Figure 7.01.02-2. Yard Types):

Yard, Front. A yard extending across the front of a lot for the full width of the lot between the side lot lines. The depth of a front yard shall be a distance specified by this Code for the zone in which it is located and measured inward from the front lot line.

Yard, Interior Side. A yard which does not abut a street.

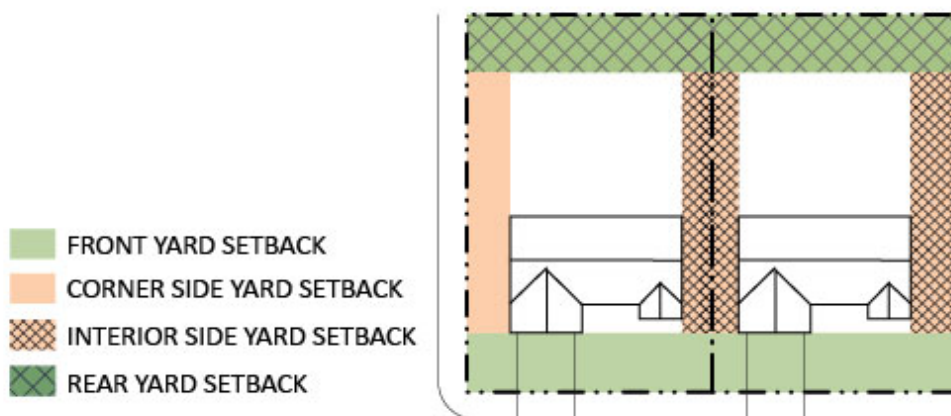
Yard, Rear. A yard extending across the rear of a lot for its full width between side lot lines, and to a depth specified by this Code for the zone in which it is located. If a lot has no rear lot line, a line 10 feet in length within the lot, parallel to and at the maximum possible distance from the front lot line, will be deemed the rear lot line for establishing the minimum rear yard.

Yard, Required. A yard which complies with the minimum setback requirements for the zone in which the lot is located.

Yard, Side. A yard extending from the rear line of the required front yard, or the front property line of the site where no front yard is required, to the front line of the required rear yard, or the rear property line of the site where no rear yard is required, the depth of which is the minimum horizontal distance between the side property line and a line parallel thereto on the site.

Yard, Street Side. A yard on a corner lot or reversed corner lot extending from the front yard to the rear lot line between the building setback line and the nearest side street lot line.

Figure 7.01.02-3. Yard Types



Yard Sale (Temporary Use). Any sale of personal property to the general public occurring on private or public property; commonly referred to as “garage sales,” “yard sales,” “patio sales,” “rummage sales,” “estate sales,” and similar activities.

Z. “Z” Terms

Zone. A specifically delineated area in the City within which regulations and requirements uniformly govern the use, placement, spacing, and size of land and buildings.

Zoning Map. The official zoning map of the City of Indio.

7.02 Sign Terms and Types

7.02.01 Purpose

This Chapter provides definitions of terms and phrases related to signage used in this Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Chapter conflict with definitions in other provisions of the Code, these definitions shall control for the purposes of this Code. If a word is not defined in this Chapter, or in other provisions of the Code, the Director shall determine the correct definition.

7.02.02 Sign Terms *(TBD – to be moved at the end)*

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Indio Planning Department should be contacted on non-ALUC issues. For more information please contact City of Indio Community Development Director Kevin Snyder at (760) 541-4255.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

PLACE OF HEARING: **Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California**

DATE OF HEARING: **June 9, 2022**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1088BD22 – City of Indio (Representative: Kevin Snyder) – City of Indio Case No. ZTA2022-2 (General Plan Amendment, Zoning Code Amendment). A City-initiated proposal to amend its General Plan 2040 in response to State housing legislation, including changes to the Land Use Element: creating 2 new land use designations (Suburban Neighborhood Low and High, and Connect Neighborhood Low and High); incorporating the new Desert Estates Transition land use designation, redesignating parcels to the new land use designations, and clean up parcels to address zoning consistency, property ownership, and existing uses on the ground. The City also proposes to update its Unified Development Code/Zoning Code to be consistent with the General Plan (All Compatibility Zones [A, B1, B2, C, D, and E] of the Bermuda Dunes Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1088BD22 Date Submitted: 4/26/22
 AIA: Airport Bermuda Dunes Zone: Zone Citywide Public Hearing Staff Review

Applicant

Applicant Full Name: City of Indio

Applicant Address: 100 Civic Center Mall, Indio, CA 92201

Phone: 760-541-4255 Email: ksnyder@indio.org

Representative/ Property Owner Contact Information

Representative: N/A Email: N/A SOA
N/A Phone: N/A SOA

Address: N/A

Property Owner: N/A Email: N/A SOA
N/A Phone: N/A

Address: N/A

Local Jurisdiction Agency

Agency Name: City of Indio Phone: 760-541-4255

Staff Contact: Kevin Snyder, Comm. Dev. Director Email: ksnyder@indio.org

Address: 100 Civic Center Mall, Indio, CA 92201

Local Agency Case No.: ZTA2022-2
City of Indio Unified Development Code/Zoning Code Update and Related General Plan Amendments

Project Location

Street Address: Citywide Gross Parcel Size: Citywide

Assessor's Parcel No.: Citywide

Solar

Is the project proposing solar Panels? Yes No If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) Citywide

Height of Building or structures: Refer to draft zoning regulations

What type of drainage basins are being proposed and the square footage: N/A

Notice

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

- A. During the period of April 16, 2022, through May 15, 2022, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed one non-legislative case within the Jacqueline Cochran Regional Airport Influence Area.

ZAP1062TH22 (Zone C JCR AIA) pertains to Riverside County Building and Safety Case No. BRS2200873 (Building Permit), a proposal to construct a 451.5 square foot rooftop solar panel system on a proposed residence located at 60864 Monza Street within the Thermal Motorclub. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 2,282 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -114 feet above mean sea level. The site's elevation is -147 feet AMSL and the proposed building height (with rooftop solar panels) is 40 feet, resulting in a top point elevation of -107 feet AMSL. Therefore, review by the FAA OES was required. The height of the proposed solar panels will not significantly increase the overall height of the building. The project is conditioned, prior to building permit issuance, to submit an application to the FAA OES and receive a Determination of No Hazard letter. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 451.5 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 170 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 1,140 minutes of "green" level glare, lasting up to 10 minutes a day from March to October from 5:00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All

previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on May 5, 2022.

- B. Additionally, ALUC Director Paul Rull reviewed one local jurisdiction non-impact legislative cases pursuant to ALUC Resolution No. 2011-02, and issued determinations of consistency.

ZAP1063RG22 (March and Perris AIA) pertains to a City of Perris General Plan Amendment (GPA22-05068), Ordinance Amendment (OA22-05069), a proposal to amend ordinance to remove section 1.42.030 related to permits for truck parking by City residents and amending Perris Municipal Code Chapter 10.40 and the Circulation element text and maps related to truck routes to be consistent policies directing truck routes away from residential areas. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Perris.

ALUC Director Paul Rull issued a determination of consistency for this project on April 28, 2022.

- 5.2** Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

X:\ALUC Administrative Items\Admin. 2022\Admin Item 6-9-22.doc



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

May 5, 2022

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Vacant

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1062TH22
Related File No.: BRS2200873 (Building Permit)
APN: 759-250-038

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2200873 (Building Permit), a proposal to construct a 451.5 square foot rooftop solar panel system on a proposed residence located at 60864 Monza Street within the Thermal Motorclub.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 2,282 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -114 feet above mean sea level. The site’s elevation is -147 feet AMSL and the proposed building height (with rooftop solar panels) is 40 feet, resulting in a top point elevation of -107 feet AMSL. Therefore, review by the FAA OES was required. The height of the proposed solar panels will not significantly increase the overall height of the building. The project is conditioned, prior to building permit issuance, to submit an application to the FAA OES and receive a Determination of No Hazard letter.

Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 451.5 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 170 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy

Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 1,140 minutes of “green” level glare, lasting up to 10 minutes a day from March to October from 5.00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 170 degrees. Solar panels shall be limited to a total of 451.5 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any “yellow” or “red” level

glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
5. Prior to building permit issuance, an application to the Federal Aviation Administration Obstruction Evaluation Service shall be made and a Determination of No Hazard to Air Navigation letter is issued.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
JTM Land Co. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

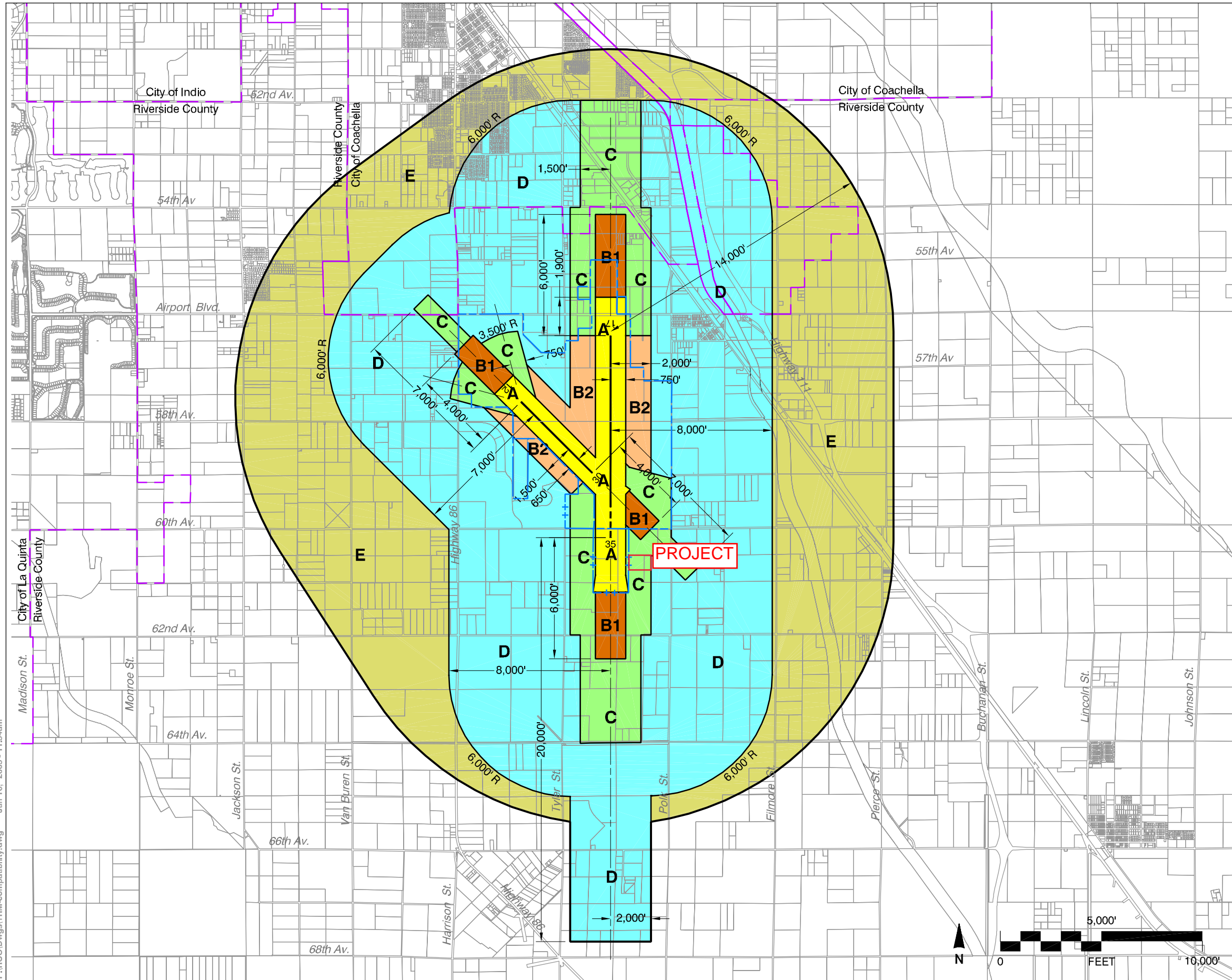
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:








Name: _____

Phone: _____



Legend

Compatibility Zones

-  Airport Influence Area Boundary
-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E

Boundary Lines

-  Airport Property Line - Existing
-  Airport Property Line - Planned
-  City Limits

Note

Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

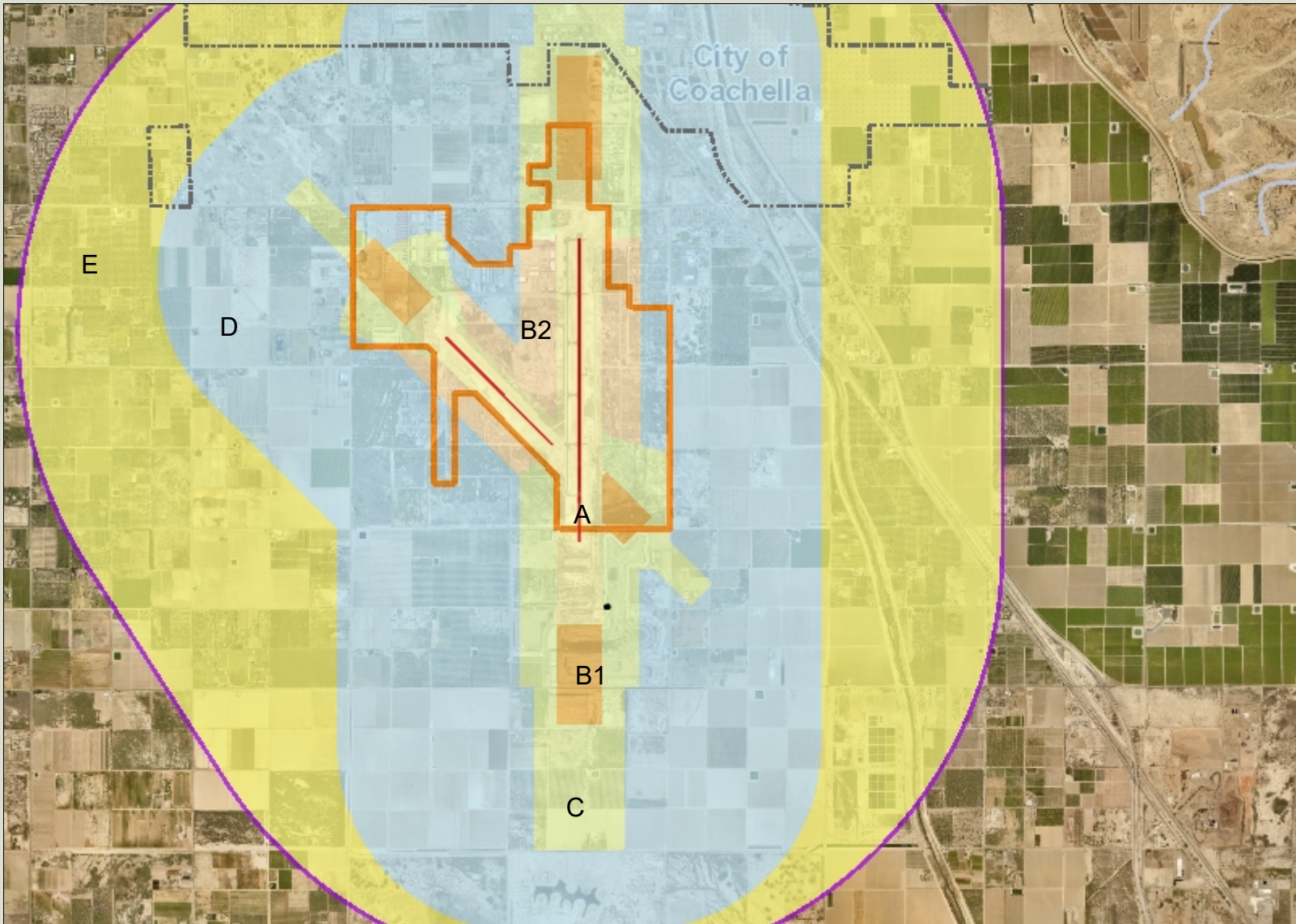
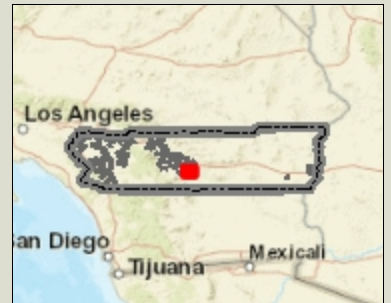
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted June 2005)

Map JC-1

Compatibility Map
Jacquellne Cochran Regional Airport

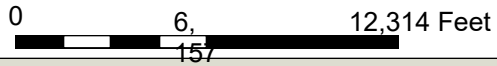
Map My County Map



- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

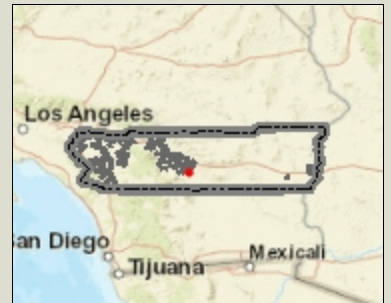


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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3



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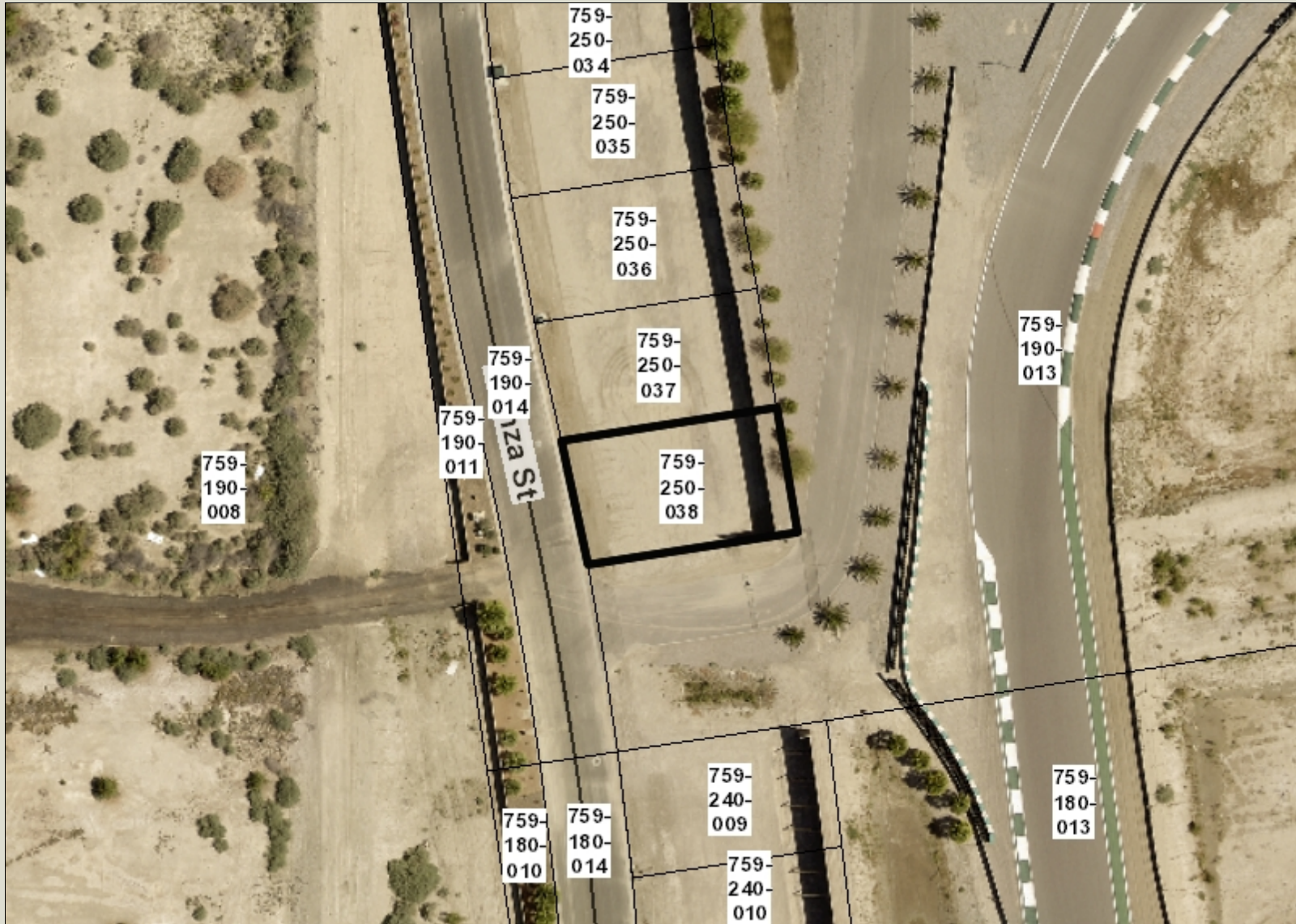


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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

0 3,079 6,157 Feet

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Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

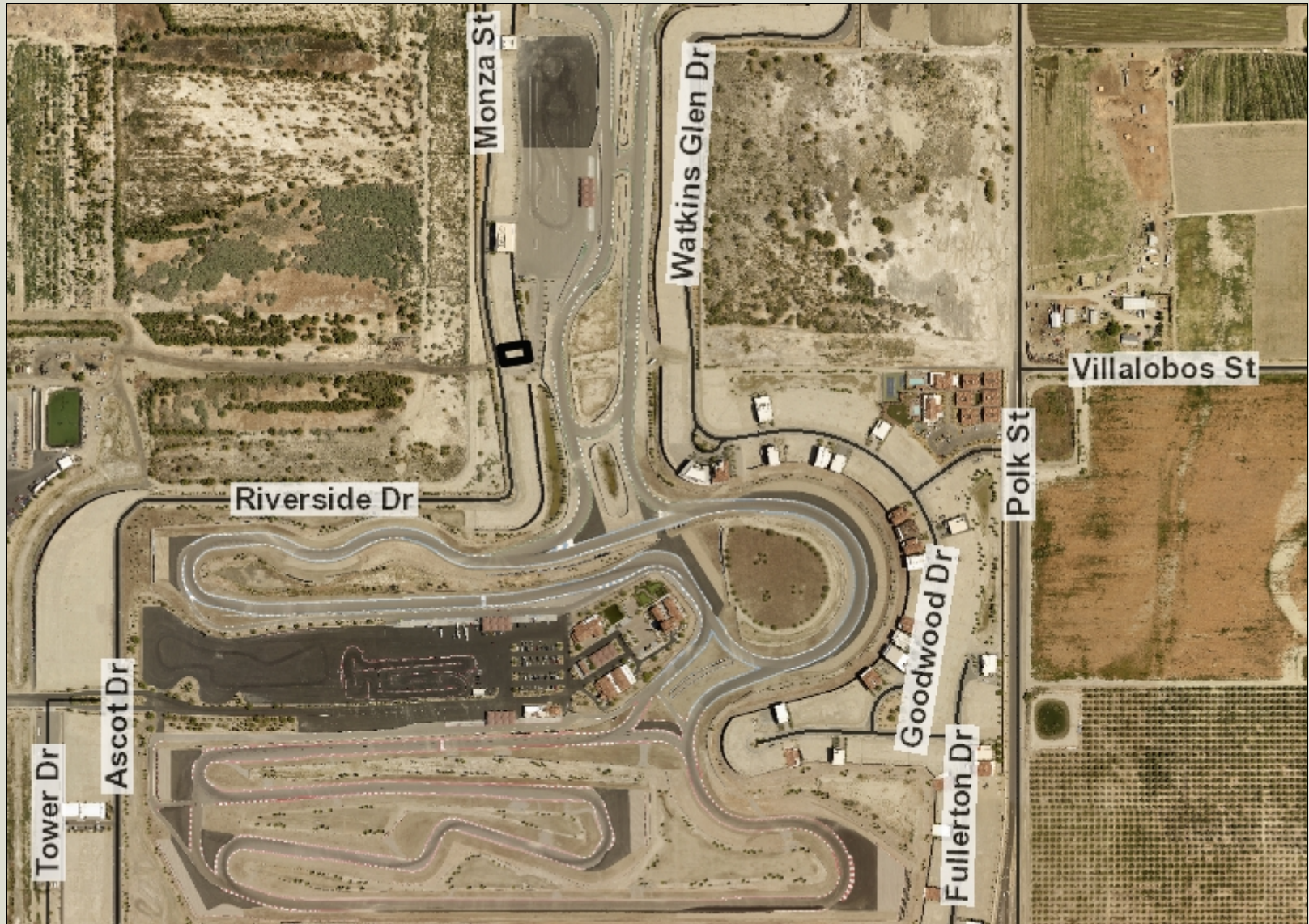


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Notes

Map My County Map



- Legend**
- County Centerline Names
 - County Centerlines
 - Blue Line Streams
 - City Areas
 - World Street Map



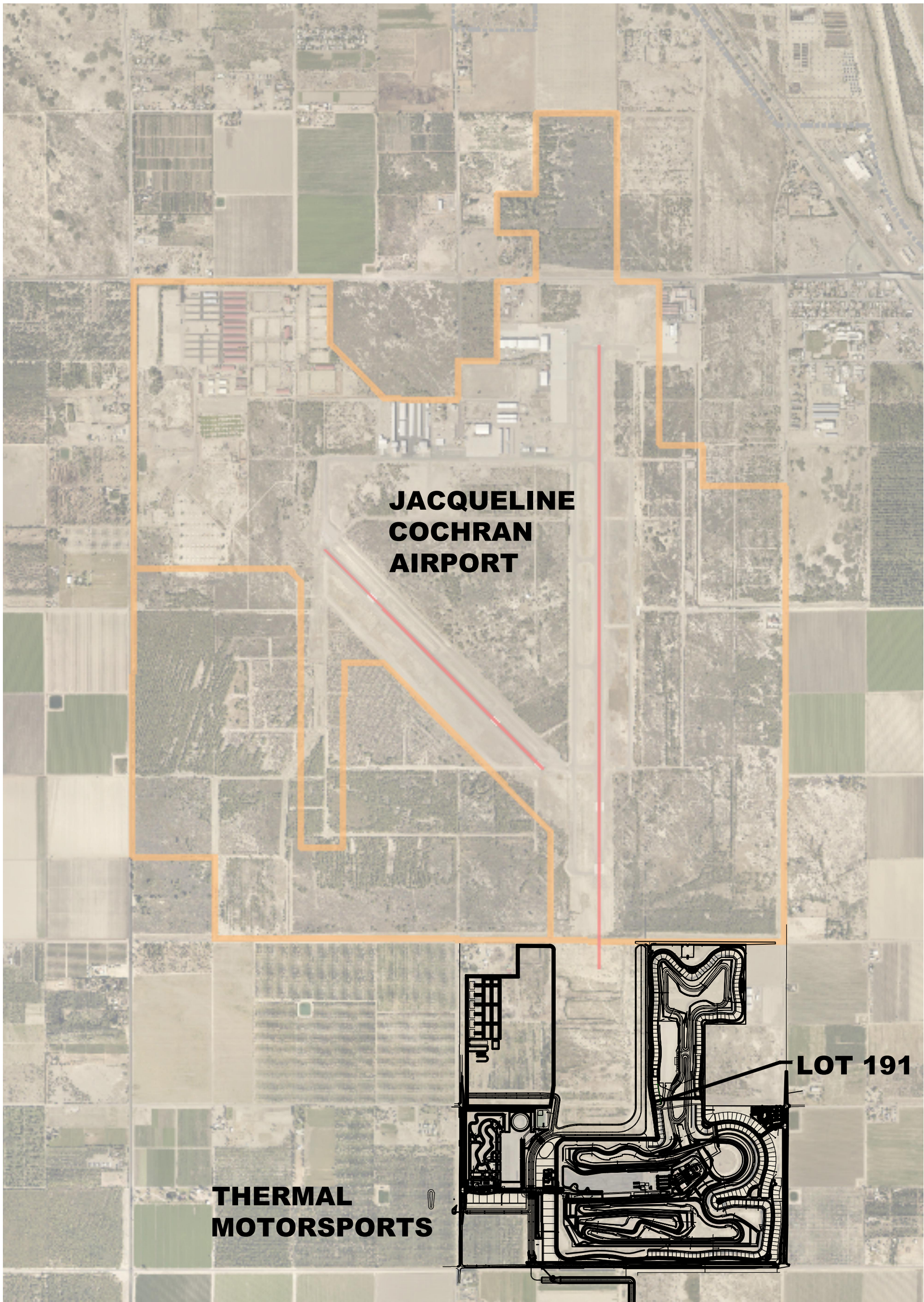
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0 770 1,539 Feet

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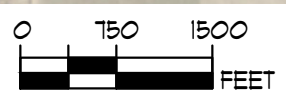
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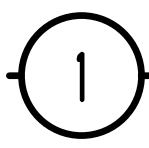
**JACQUELINE
COCHRAN
AIRPORT**

**THERMAL
MOTORSPORTS**

LOT 191

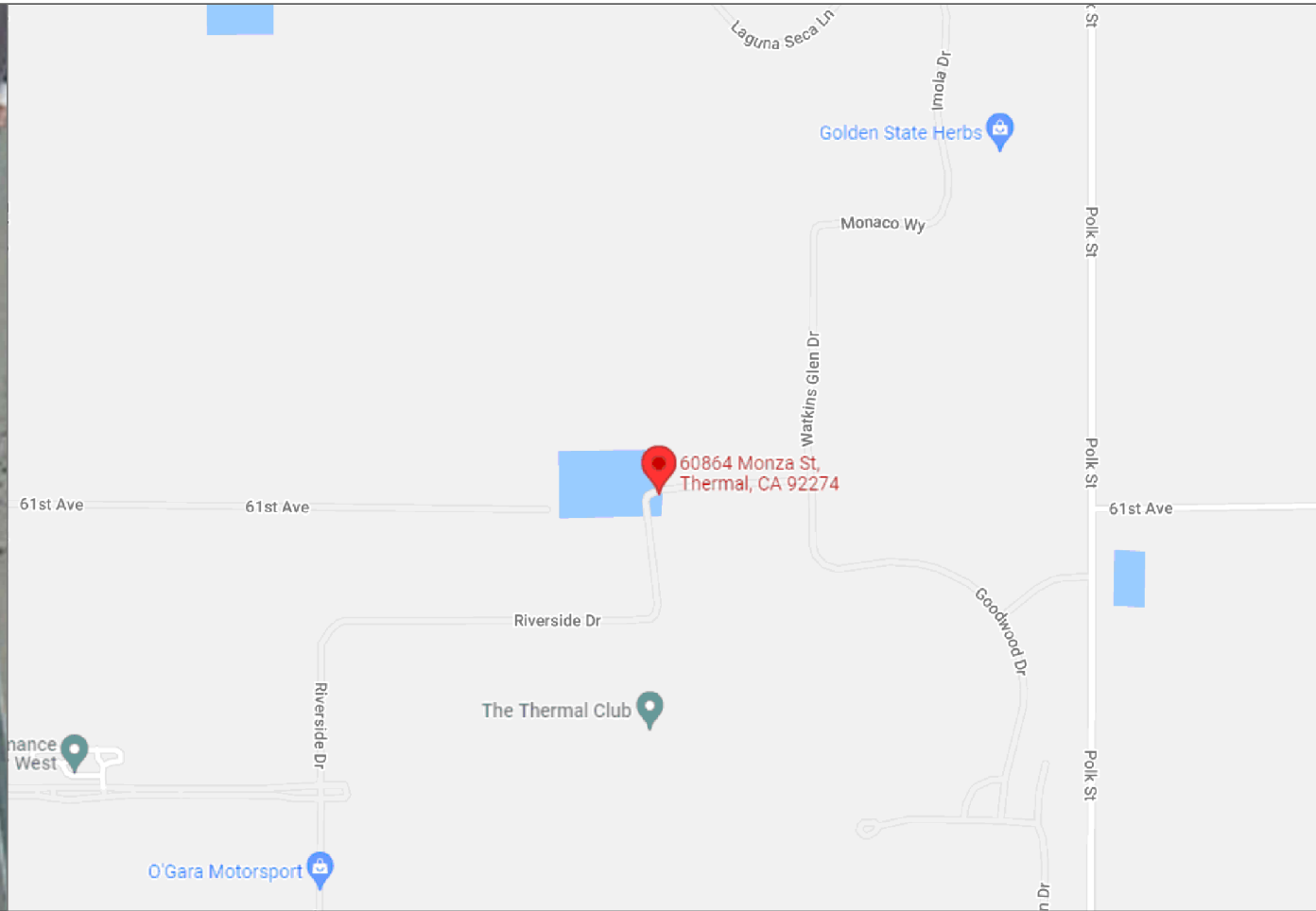


PLAN NORTH



SITE PLAN

SCALE: 1" = 1,500'



Revisions:	Date:

Michael Rango *Michael Rango*
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GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 170° CONSISTING OF (24) PANASONIC EVPV380 - 380 WATT MODULES (9.12kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS NEC 2020 705.13
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:

EVPV380 MODULE
SE10000H-US HD WAVE INVERTER
UNIRAC CERTIFICATION

Title:
**Thermal Lot 191
COVER SHEET
60864 Monza Street
Thermal, CA 92274**

Drawn by:
MJR

Checked by:
BD

Date:
3/15/22

Scale:
NTS

Job Number:
22025

Sheet Number:

PV-0.0

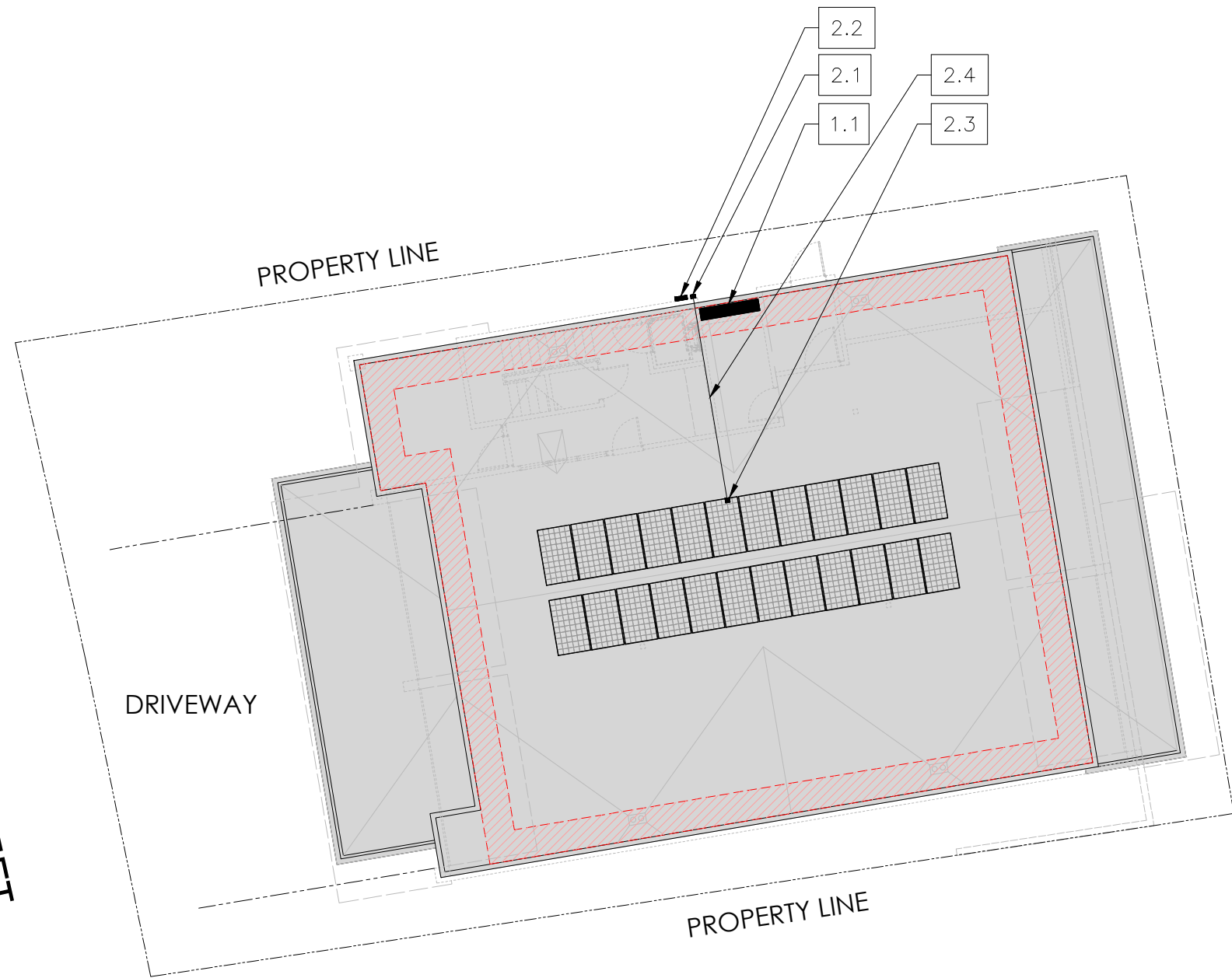
MONZA STREET

DRIVEWAY

PROPERTY LINE

PROPERTY LINE

- 2.2
- 2.1
- 2.4
- 1.1
- 2.3



SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

- 1.1 600A MAIN ELECTRICAL PANEL

NEW ELECTRICAL

(ADJACENT TO MSP)

- 2.1 60A SYSTEM AC DISCONNECT
- 2.2 SE10000H-US PV INVERTER

(ON THE ROOF)

- 2.3 RAIL MOUNTED J-BOX
- 2.3 .75" EMT CONDUIT OVER THE ROOF DOWN THE WALL TO INVERTER BELOW

SITE LEGEND

- FIRE EASEMENT/ACCESS
- EAVE SETBACK/WALL

Revisions:	Date:

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www.HotPurpleEnergy.com

INTEGRATOR:

Hot Purple Energy

Title:
**Thermal Lot 191
SITE PLAN**
60864 Monza Street
Thermal, CA 92274

Drawn by:
MJR

Checked by:
BD

Date:
3/15/22

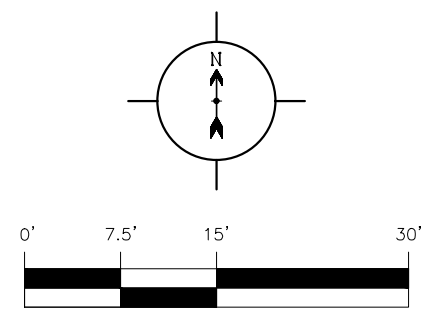
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1" = 15'

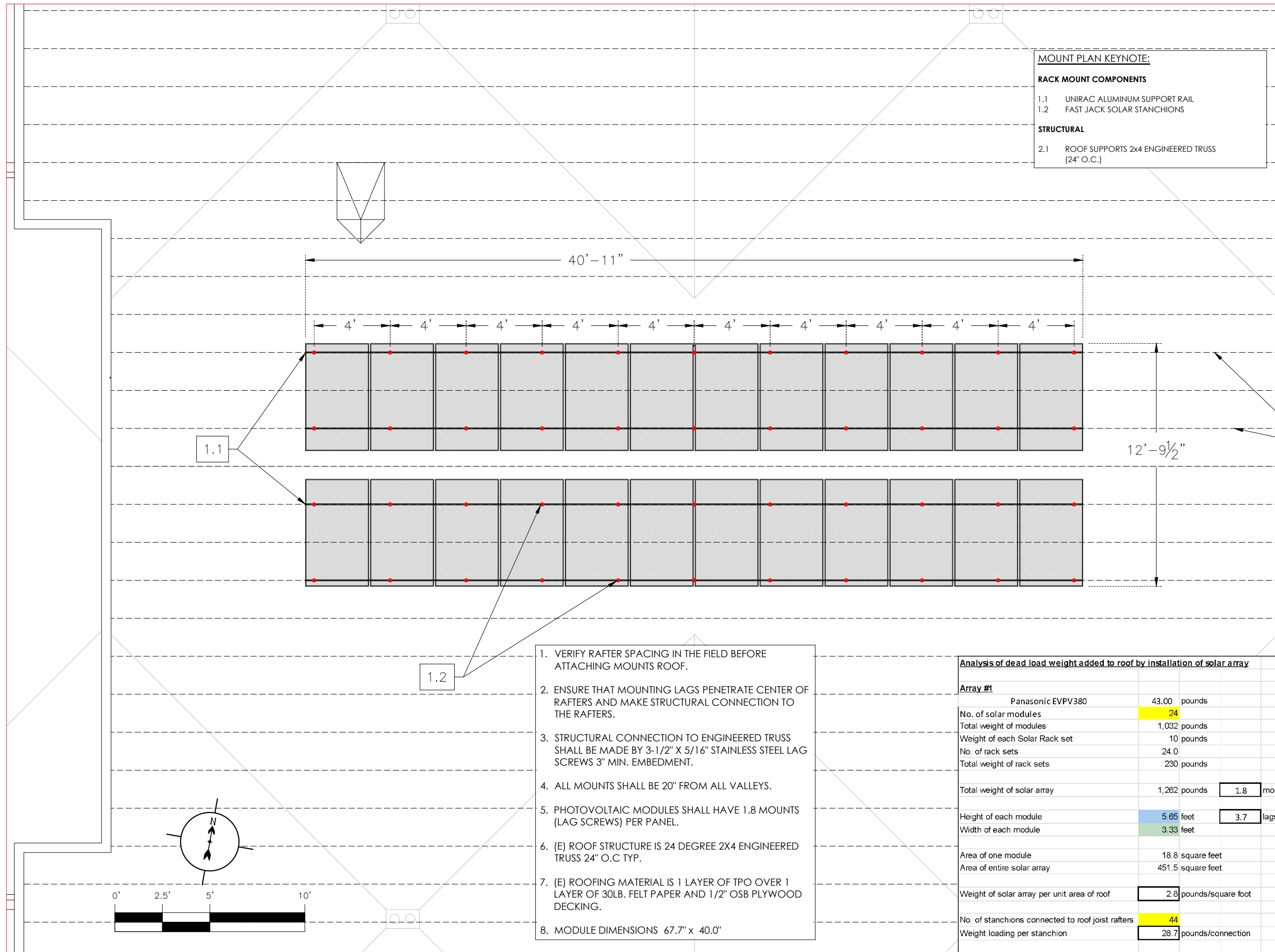
Job Number:
22025

Sheet Number:

PV-1.0

Sheet





MOUNT PLAN KEYNOTE:

RACK MOUNT COMPONENTS

1.1 UNIRAC ALUMINUM SUPPORT RAIL
 1.2 FAST JACK SOLAR STANCHIONS

STRUCTURAL

2.1 ROOF SUPPORTS 2x4 ENGINEERED TRUSS (24" O.C.)

1.1

1.2

2.1

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. ALL MOUNTS SHALL BE 20" FROM ALL VALLEYS.
5. PHOTOVOLTAIC MODULES SHALL HAVE 1.8 MOUNTS (LAG SCREWS) PER PANEL.
6. (E) ROOF STRUCTURE IS 24 DEGREE 2X4 ENGINEERED TRUSS 24" O.C TYP.
7. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
8. MODULE DIMENSIONS 67.7" x 40.0"

Analysis of dead load weight added to roof by installation of solar array			
Array #1			
Panasonic EVPV380	43.00	pounds	
No. of solar modules	24		
Total weight of modules	1,032	pounds	
Weight of each Solar Rack set	10	pounds	
No. of rack sets	24.0		
Total weight of rack sets	230	pounds	
Total weight of solar array	1,262	pounds	1.8 mounts per module
Height of each module	5.65	feet	3.7 lags per module with tile hooks
Width of each module	3.33	feet	
Area of one module	18.8	square feet	
Area of entire solar array	451.5	square feet	
Weight of solar array per unit area of roof	2.8	pounds/square foot	
No. of stanchions connected to roof joist rafters	44		
Weight loading per stanchion	28.7	pounds/connection	

Revisions:	Date:

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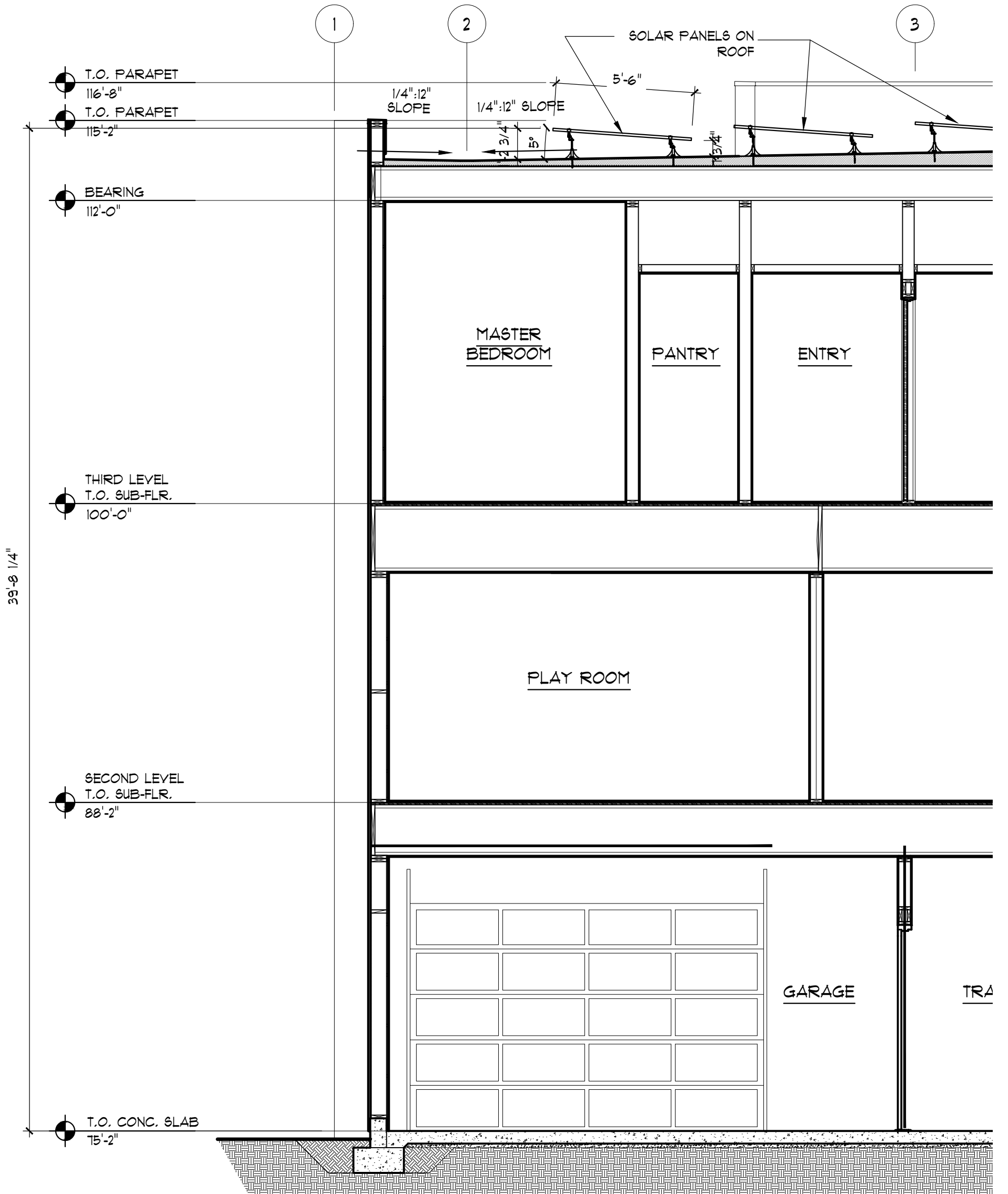


INTEGRATOR:

**Thermal Lot 191
 ROOF PLAN
 60864 Monza Street
 Thermal, CA 92274**

Title: Thermal Lot 191
 Drawn by: MJR
 Checked by: BD
 Date: 3/15/22
 Scale: 1" = 5'
 Job Number: 22025
 Sheet Number:

PV-2.0
 Sheet



1

PARTIAL BUILDING SECTION

SCALE: 1/4" = 1'-0"

THERMAL MOTORSPORTS - LOT 82



FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**

Fourteen rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **14 homes - incl proposed tower - added 60864 Monza Street**

Analysis conducted by Dave Belote (dave@darestrategies.com) at 18:30 on 04 Apr, 2022.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

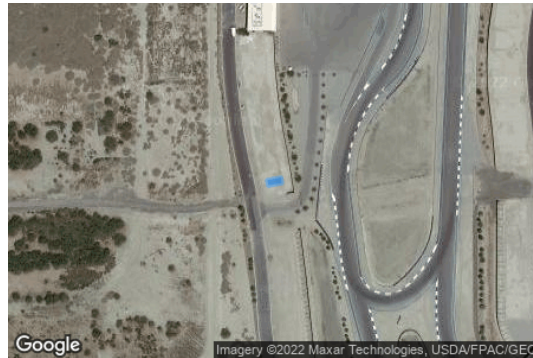
Analysis Parameters

DNI: peaks at 1,000.0 W/m²
 Time interval: 1 min
 Ocular transmission coefficient: 0.5
 Pupil diameter: 0.002 m
 Eye focal length: 0.017 m
 Sun subtended angle: 9.3 mrad
 Site Config ID: 59077.8001
 Methodology: V1



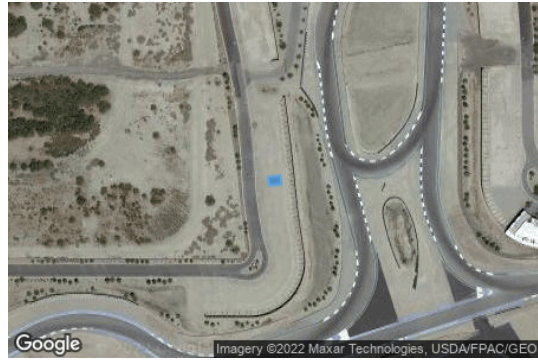
PV Array(s)

Name: 60864 Monza St
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 170.0°
Rated power: 9.12 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605821	-116.153520	-144.27	39.13	-105.14
2	33.605840	-116.153398	-144.30	39.13	-105.17
3	33.605800	-116.153390	-144.54	39.00	-105.54
4	33.605782	-116.153511	-144.54	39.00	-105.54

Name: 60984 Monza St
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 262.0°
Rated power: 13.0 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17

Name: 61197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: 11.5 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: 14.4 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 61341 Goodwood Dr
Axis tracking: Fixed (no rotation)
Tilt: 6.0°
Orientation: 209.0°
Rated power: 10.7 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

Name: 61365 Goodwood Dr

Axis tracking: Fixed (no rotation)

Tilt: 5.0°

Orientation: 228.0°

Rated power: 8.03 kW

Panel material: Smooth glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604424	-116.148509	-146.23	40.00	-106.23
2	33.604401	-116.148529	-145.79	39.50	-106.29
3	33.604449	-116.148599	-145.73	39.50	-106.22
4	33.604469	-116.148580	-145.92	40.00	-105.92

Name: 61557 Goodwood

Axis tracking: Fixed (no rotation)

Tilt: 5.0°

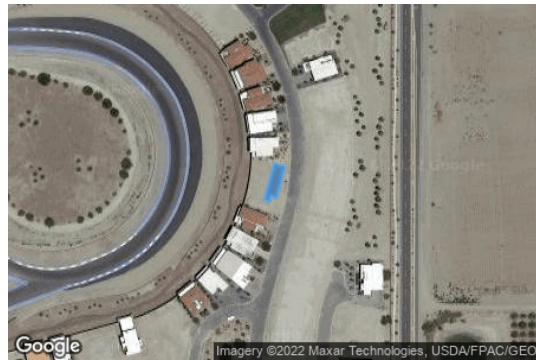
Orientation: 190.0°

Rated power: 24.0 kW

Panel material: Smooth glass with AR coating

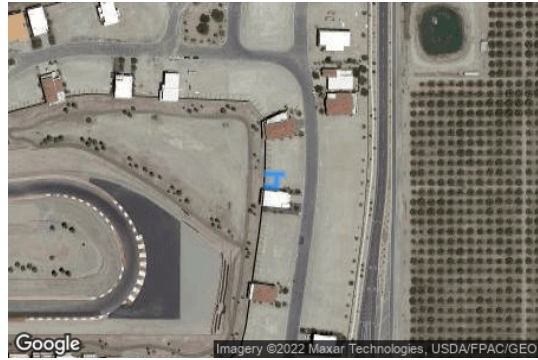
Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.602871	-116.147958	-153.54	40.40	-113.14
2	33.603135	-116.147868	-151.44	40.40	-111.04
3	33.603113	-116.147781	-151.36	39.20	-112.16
4	33.602886	-116.147855	-152.35	39.20	-113.15
5	33.602899	-116.147903	-152.89	39.80	-113.09
6	33.602858	-116.147917	-153.20	39.80	-113.40

Name: 61849 Fullerton Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 183.0°
Rated power: 13.3 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



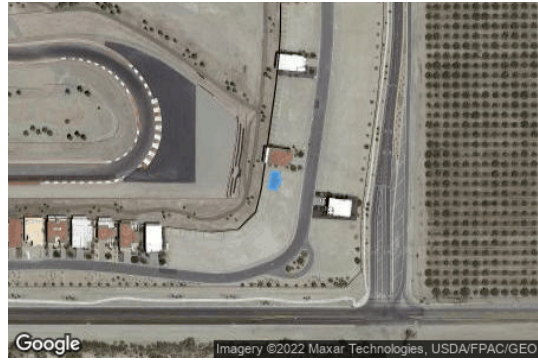
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600594	-116.147742	-149.68	43.42	-106.26
2	33.600569	-116.147742	-149.67	43.42	-106.25
3	33.600566	-116.147658	-148.64	43.42	-105.22
4	33.600496	-116.147663	-148.52	43.42	-105.10
5	33.600501	-116.147746	-149.74	43.42	-106.32
6	33.600475	-116.147748	-149.66	43.42	-106.24
7	33.600467	-116.147631	-148.64	43.42	-105.21
8	33.600565	-116.147623	-148.94	43.42	-105.52
9	33.600562	-116.147575	-149.23	43.42	-105.81
10	33.600591	-116.147576	-149.20	43.42	-105.78

Name: 61921 Fullerton
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 98.0°
Rated power: 11.0 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

Name: 61993 Fullerton Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 193.0°
Rated power: 11.315 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



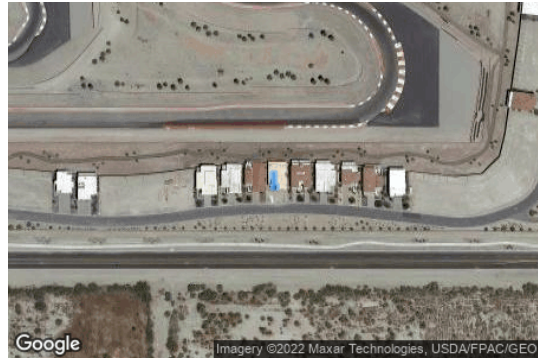
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599450	-116.147856	-145.79	40.48	-105.30
2	33.599566	-116.147828	-147.03	40.48	-106.55
3	33.599559	-116.147770	-147.90	40.48	-107.42
4	33.599519	-116.147778	-148.10	40.48	-107.62
5	33.599517	-116.147761	-148.15	40.48	-107.66
6	33.599476	-116.147772	-148.37	40.48	-107.89
7	33.599479	-116.147788	-148.27	40.48	-107.79
8	33.599442	-116.147796	-148.55	40.48	-108.07

Name: 86684 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: 9.1 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

Name: 86804 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 270.0°
Rated power: 8.7 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 8.0°
Orientation: 165.0°
Rated power: 9.6 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

Name: 86862 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 165.0°
Rated power: 9.1 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

Name: Rwy 17

Description:

Threshold height: 50 ft

Direction: 180.2°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

Name: Rwy 30

Description:

Threshold height: 50 ft

Direction: 315.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35

Description:

Threshold height: 50 ft

Direction: 0.2°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°

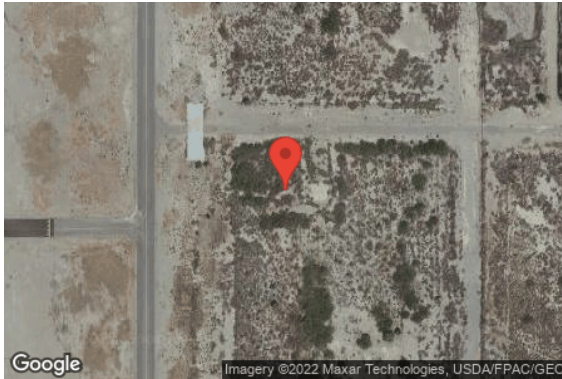


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
60864 Monza St	5.0	170.0	1,140	0	19,680.0
60984 Monza St	5.0	262.0	477	0	26,950.0
61197 Goodwood	7.0	168.0	1,690	0	25,210.0
61198 Goodwood	7.0	186.0	1,704	0	31,590.0
61341 Goodwood Dr	6.0	209.0	1,480	0	23,140.0
61365 Goodwood Dr	5.0	228.0	1,948	0	17,070.0
61557 Goodwood	5.0	190.0	592	0	51,790.0
61849 Fullerton Dr	5.0	183.0	223	0	28,740.0
61921 Fullerton	5.0	98.0	131	0	22,790.0
61993 Fullerton Dr	5.0	193.0	94	0	24,400.0
86684 Rogers Way	5.0	180.0	32	0	19,640.0
86804 Rogers Way	7.0	270.0	0	0	17,850.0
86814 Newton Way	8.0	165.0	764	0	21,180.0
86862 Newton Way	5.0	165.0	421	0	19,620.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	568	0
Rwy 17	0	0
Rwy 30	10128	0
Rwy 35	0	0
1-ATCT	0	0

Results for: 60864 Monza St

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1140	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 17

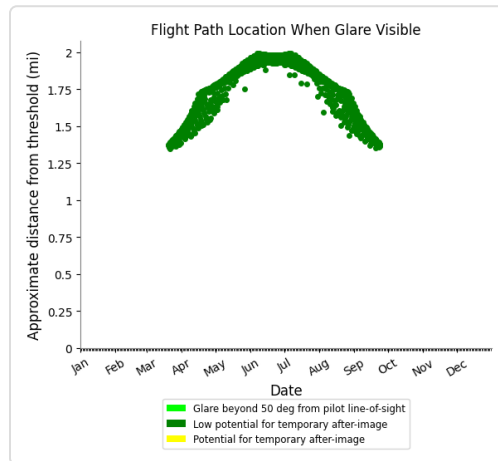
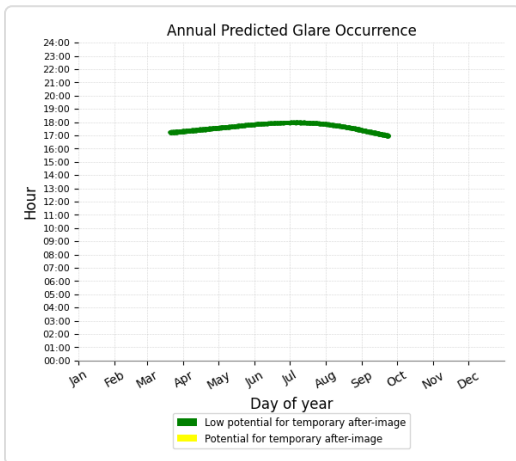
0 minutes of yellow glare

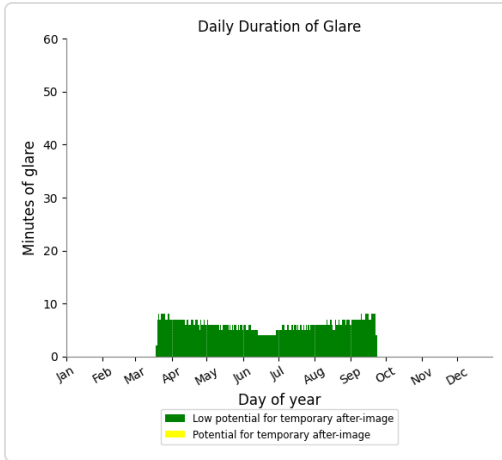
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

1140 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

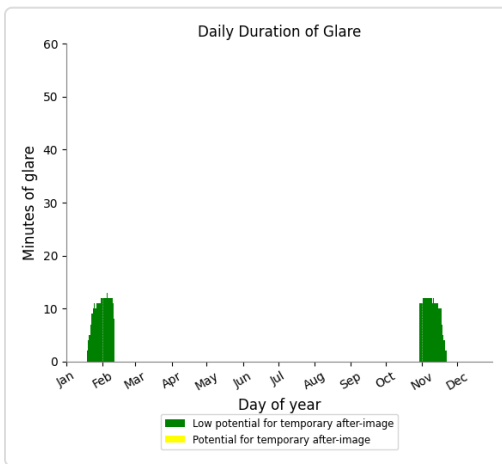
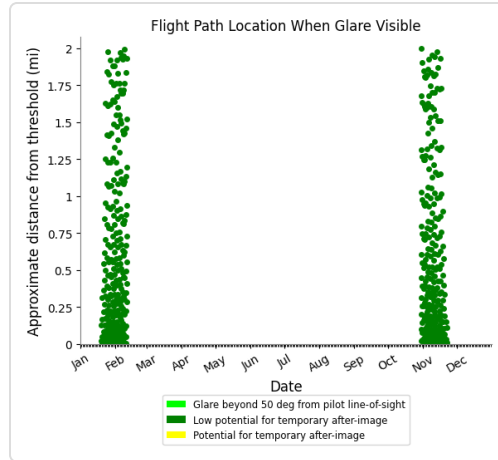
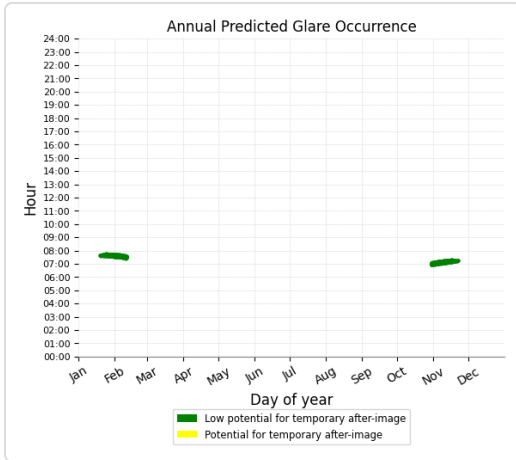
0 minutes of yellow glare
 0 minutes of green glare

Results for: 60984 Monza St

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	477	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 477 minutes of green glare



Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1690	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

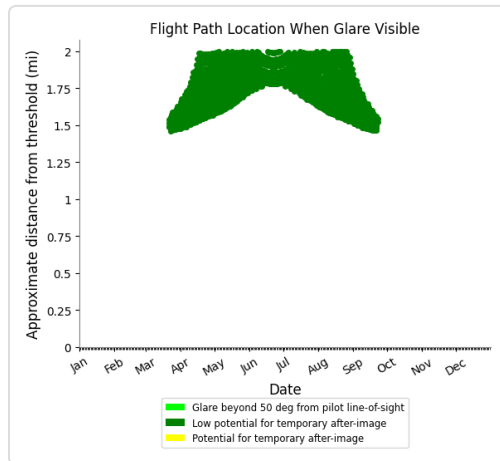
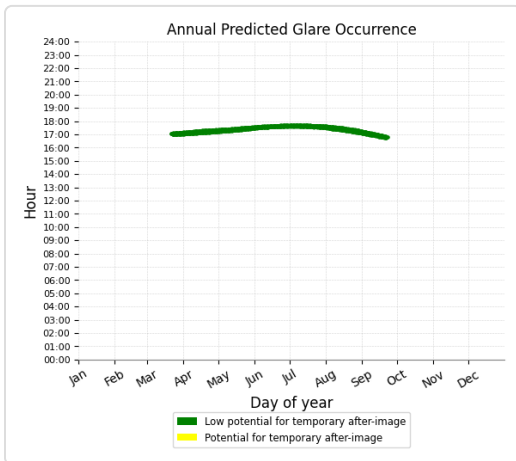
0 minutes of yellow glare
 0 minutes of green glare

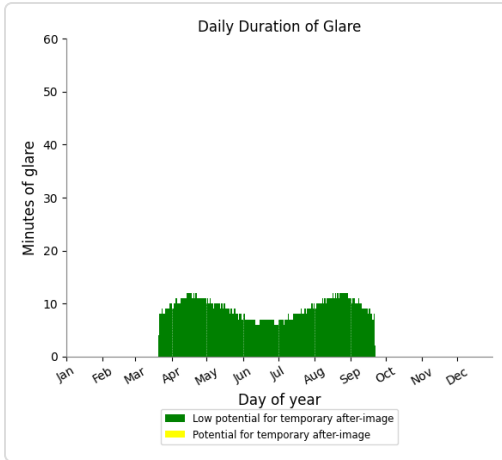
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
 1690 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
 0 minutes of green glare

Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1704	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 0 minutes of green glare

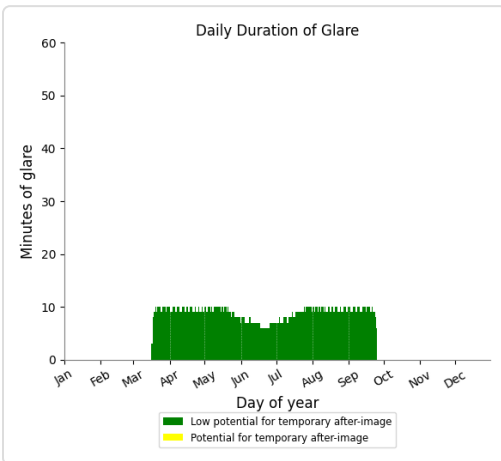
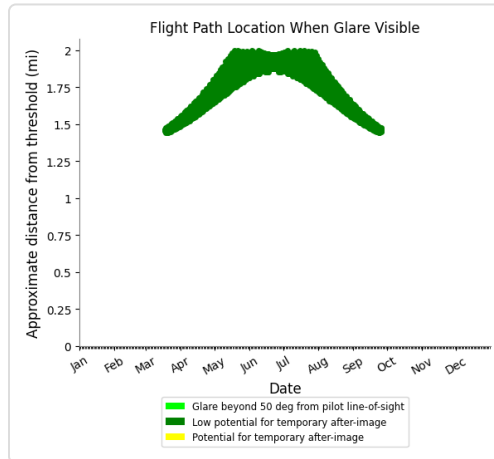
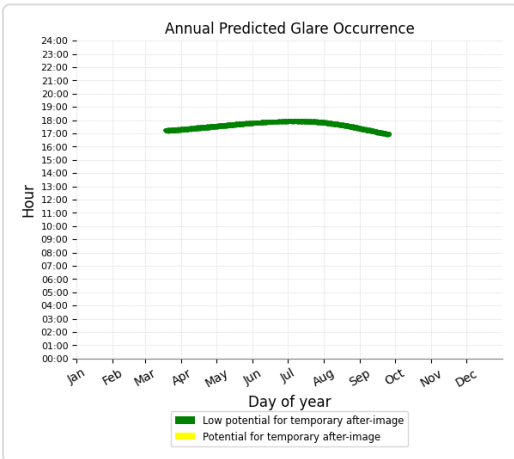
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

1704 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61341 Goodwood Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1480	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Flight Path: Rwy 12

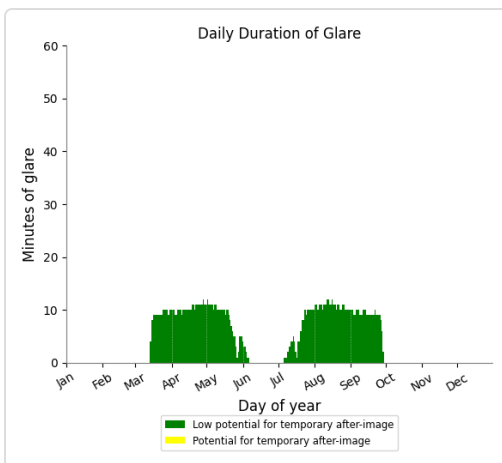
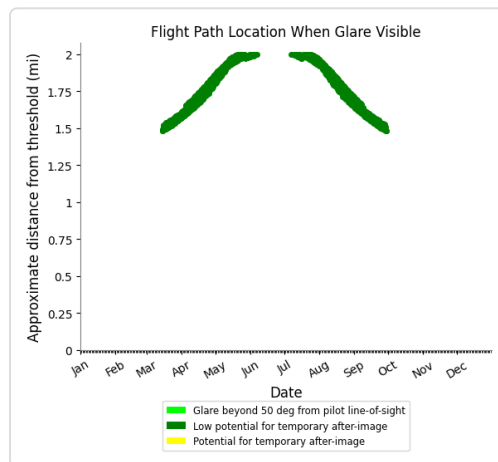
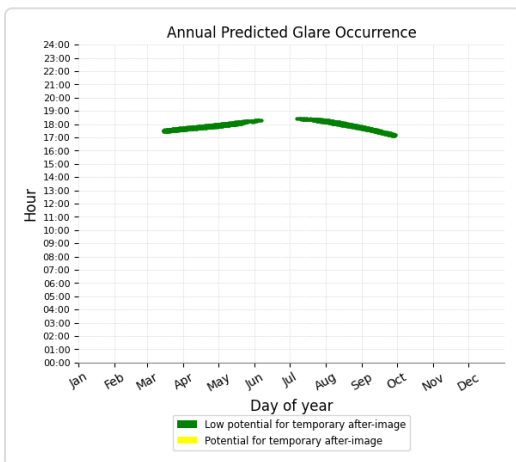
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1480 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

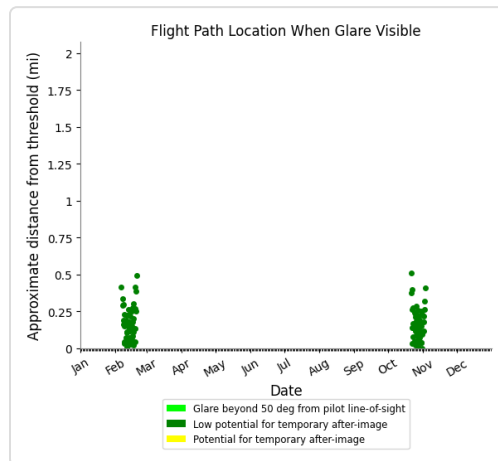
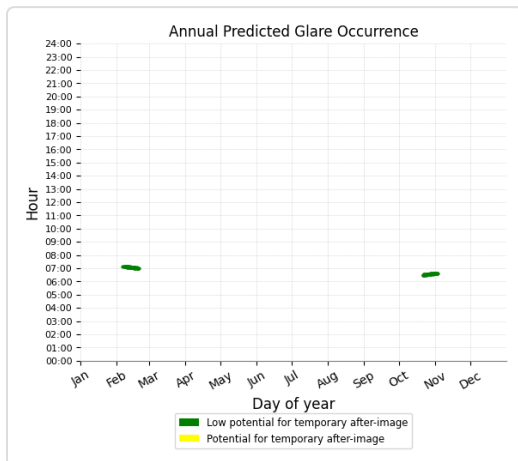
Results for: 61365 Goodwood Dr

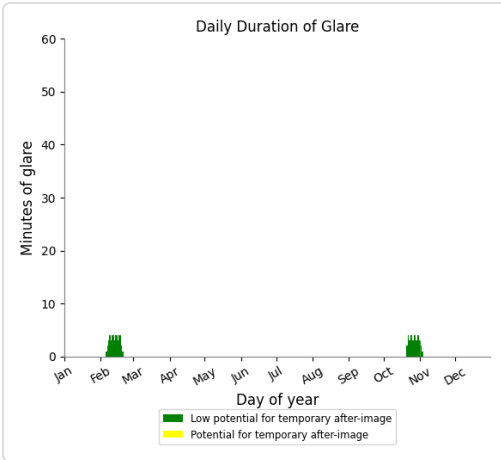
Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	91	0
Rwy 17	0	0
Rwy 30	1857	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare

91 minutes of green glare



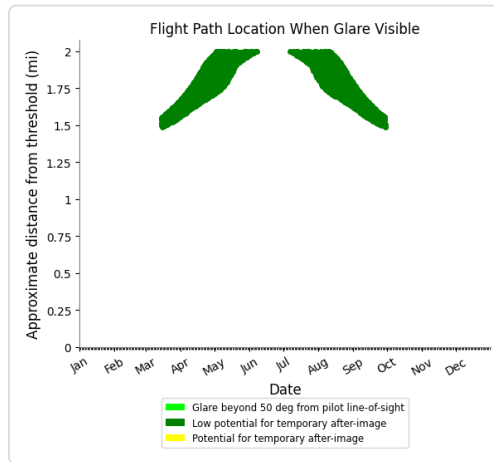
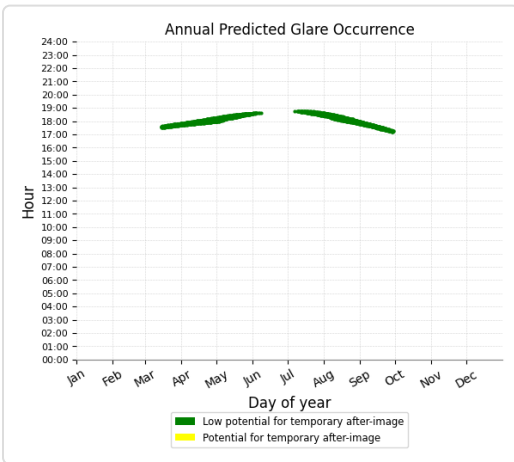


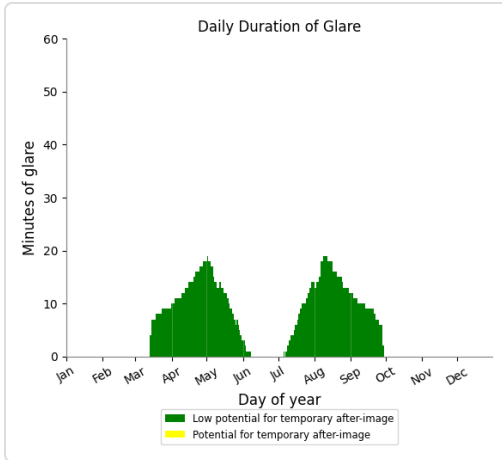
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
 1857 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
 0 minutes of green glare

Results for: 61557 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	592	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 0 minutes of green glare

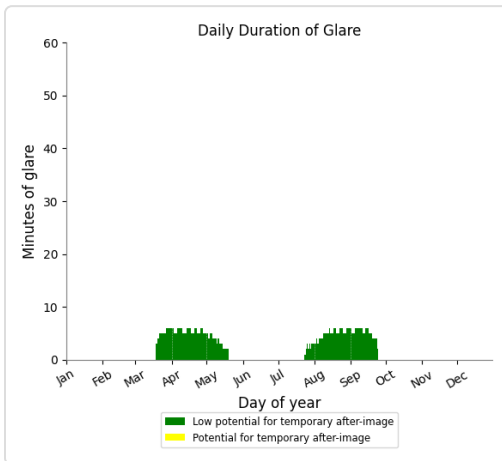
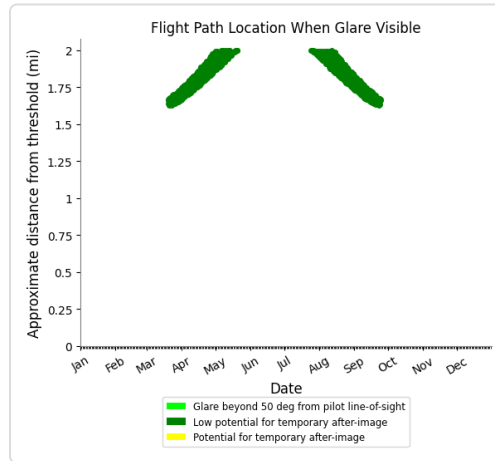
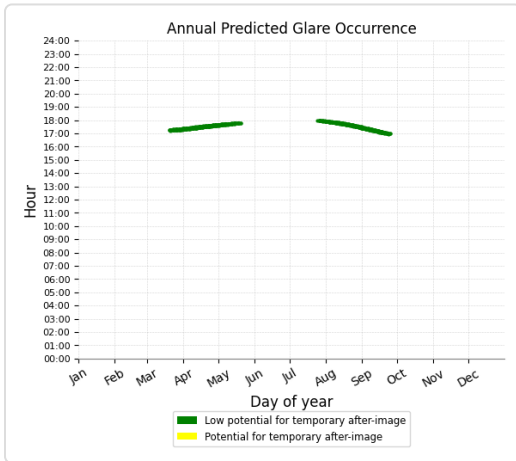
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

592 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61849 Fullerton Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	223	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Flight Path: Rwy 12

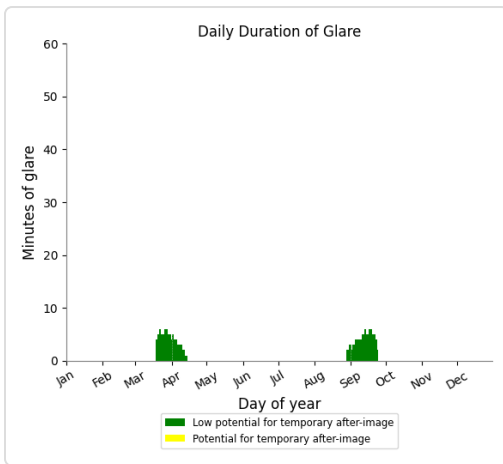
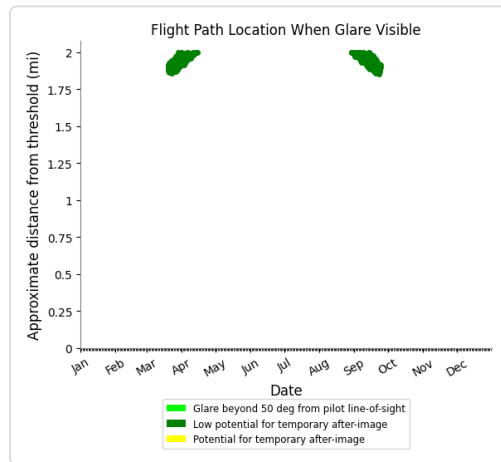
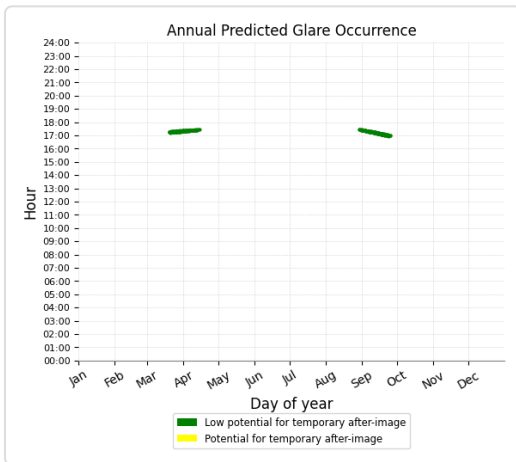
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
223 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 61921 Fullerton

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	131	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 17

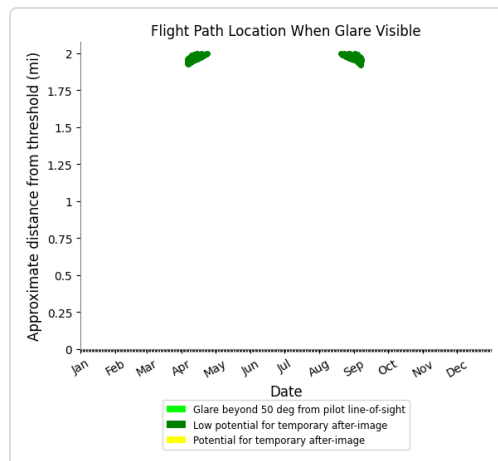
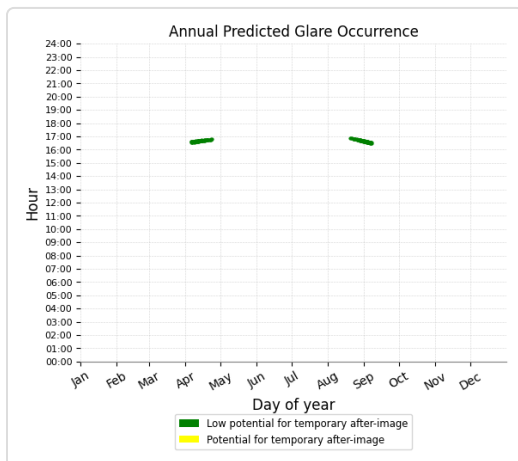
0 minutes of yellow glare

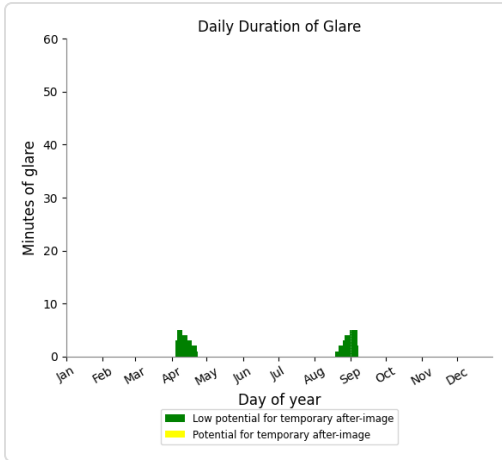
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

131 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
 0 minutes of green glare

Results for: 61993 Fullerton Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	94	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 0 minutes of green glare

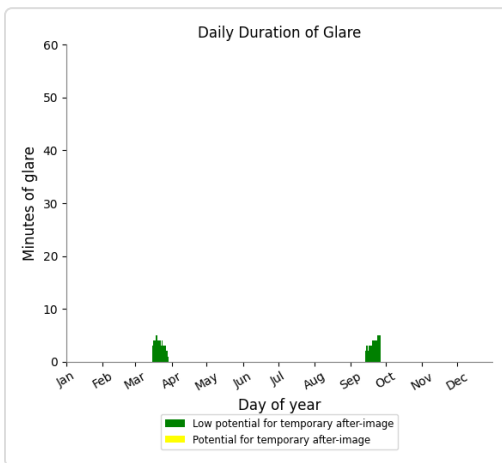
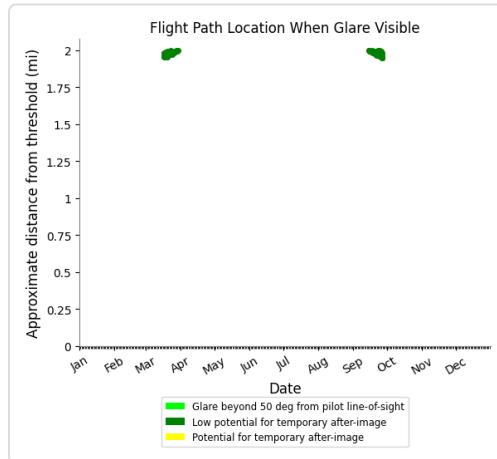
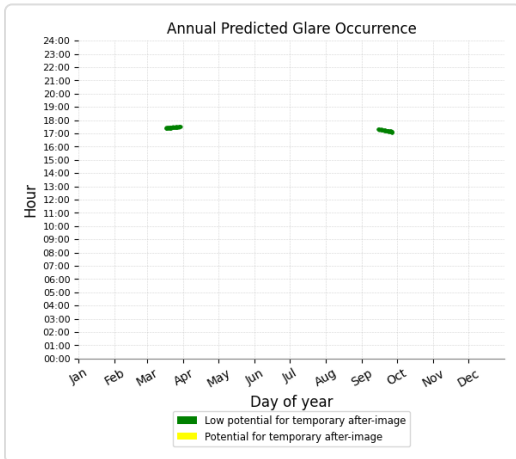
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

94 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86684 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	32	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Flight Path: Rwy 12

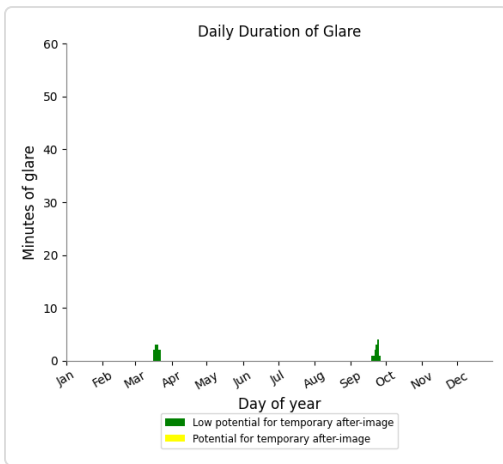
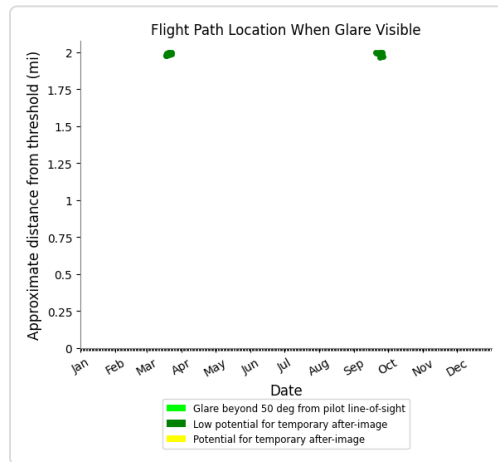
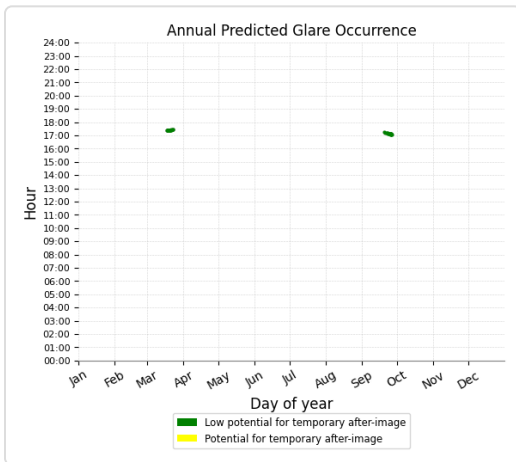
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
32 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	764	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 17

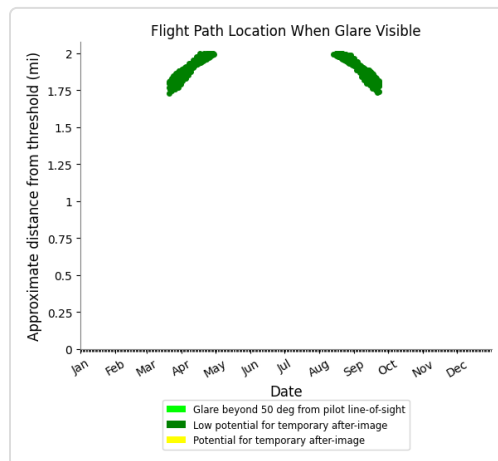
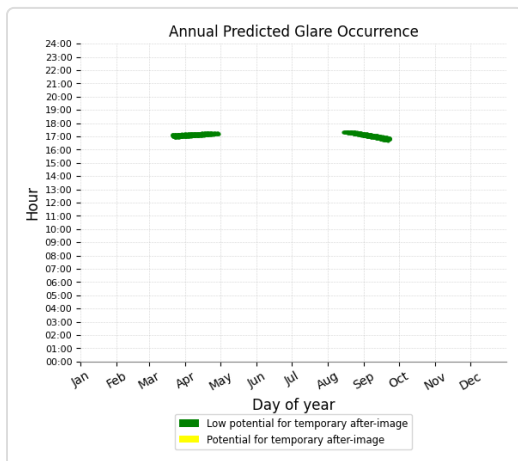
0 minutes of yellow glare

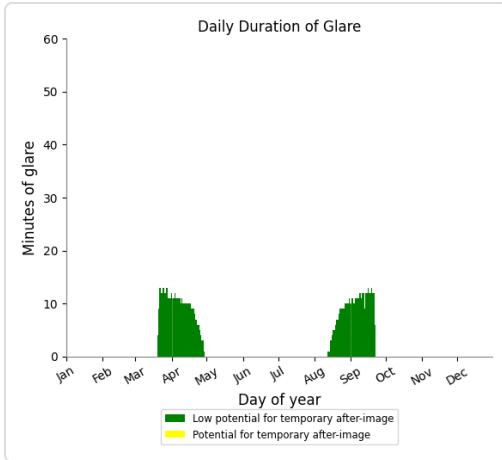
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

764 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
 0 minutes of green glare

Results for: 86862 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	421	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 0 minutes of green glare

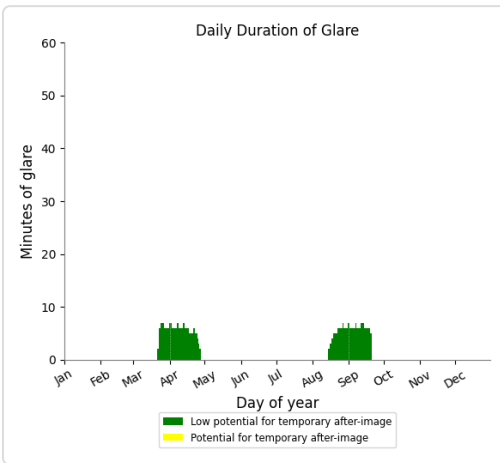
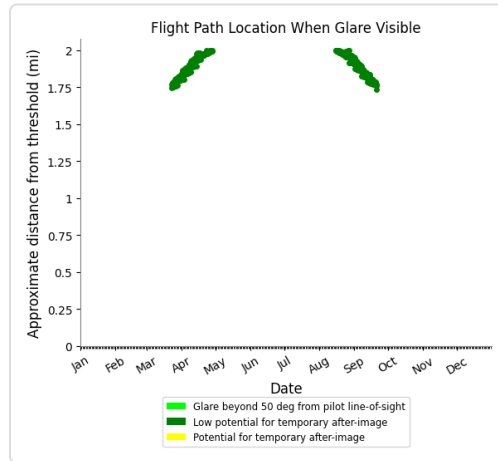
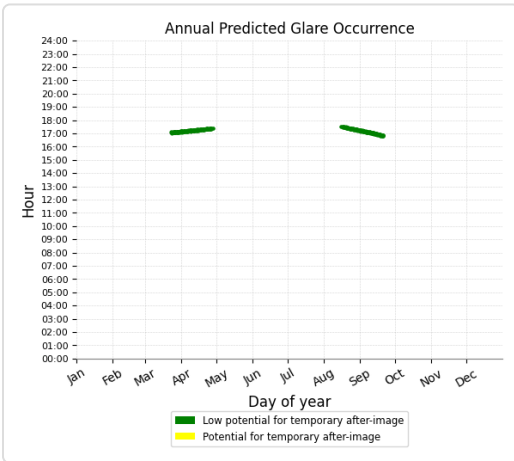
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

421 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



April 28, 2022

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City of Perris Planning Department
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Perris CA 92570

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www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1063RG22
Related File No.: GPA22-05068 (General Plan Amendment), OA22-05069 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Phung,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Perris General Plan Amendment (GPA22-05068), Ordinance Amendment (OA22-05069), a proposal to amend ordinance to remove section 1.42.030 related to permits for truck parking by City residents and amending Perris Municipal Code Chapter 10.40 and the Circulation element text and maps related to truck routes to be consistent policies directing truck routes away from residential areas.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Perris.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2011 Perris Valley Airport Land Use Compatibility Plan.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

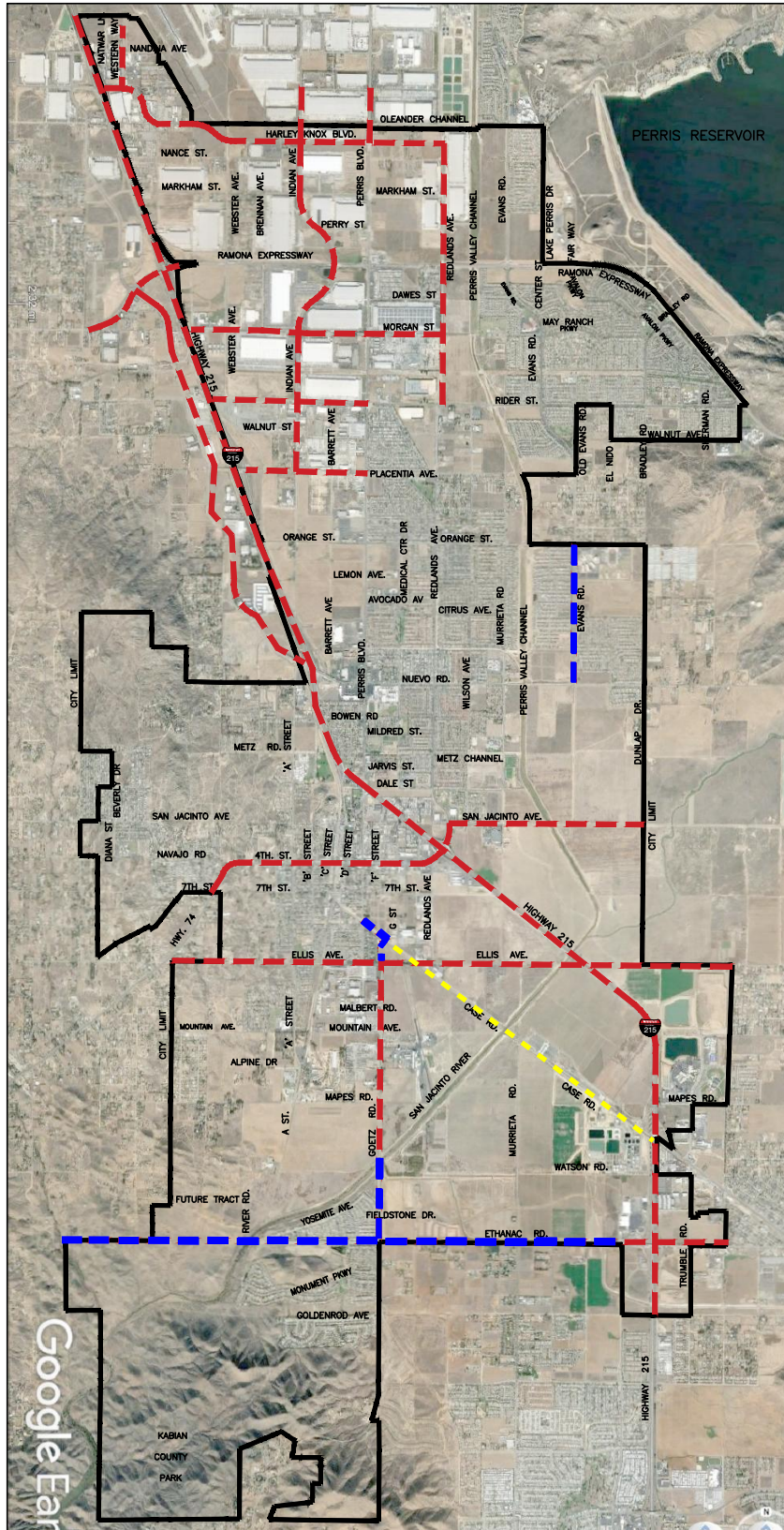
Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

CITY OF PERRIS TRUCK ROUTES

GPA22-05068 & OA22-05069



Google Earth

LEGEND:	
	PERRIS CITY LIMITS
	TRUCK ROUTES TO REMAIN IN PLACE
	NEW TRUCK ROUTE
	REMOVED TRUCK ROUTES



CHAPTER 10.42. PARKING RESTRICTIONS ON COMMERCIAL AND OTHER VEHICLES

Sec. 10.42.010. Parking prohibitions on certain vehicles.

- (a) Except as provided in section 10.42.020, it is unlawful for any person to park or leave standing on any street or alley within the city any of the following types of vehicles:
 - (1) Any truck tractor, with or without any attached trailer or semitrailer;
 - (2) Any trailer or semitrailer, whether or not attached to a truck tractor;
 - (3) Any commercial vehicle. As used in this chapter, the term "commercial vehicle" means a vehicle, as defined in section 260 of the California Vehicle Code, which has a manufacturer's gross weight rating of 10,000 pounds or more.
- (b) It is unlawful to park or leave standing within 100 feet of any street intersection, or within 100 feet of any official traffic control device, any vehicle which is six feet or more in height, including the height of any load thereon.
- (c) It is unlawful to park or leave standing on any street or alley within the city any truck tractor, trailer, semitrailer or commercial vehicle so that any part of such vehicle is within 30 feet of any driveway opening.
- (d) It is unlawful to park or leave standing on any street or alley within the city any truck trailer, trailer, semitrailer or commercial vehicle so that any part of such vehicle is within 50 feet of any part of any other truck tractor, trailer, semitrailer or commercial vehicle.
- (e) Except as provided in section 10.42.020, it is unlawful to park or leave standing any truck tractor, trailer, semitrailer or commercial vehicle on private property within a residential district.
- (f) It is unlawful to park or leave standing on commercially or industrially zoned private property any truck tractor, trailer, semitrailer or commercial vehicle so that any part of such vehicle is within ten feet of the property line, or of a public sidewalk, or of a public easement.
- (g) It is unlawful to park or leave standing on any street or alley within the city any vehicle which contains any hazardous substance as defined in section 2452 of the California Vehicle Code.
- (h) It is unlawful to park or leave standing within 300 feet of any human dwelling place, except with the consent of the person in charge of each such dwelling place, any vehicle which is used to transport animals and which harbors vermin or pestilence or which emits noxious or noisome odors.

(Code 1972, § 10.42.010; Ord. No. 710 (part), 1988)

Sec. 10.42.020. Exceptions.

- (a) The restrictions and prohibitions set forth in section 10.42.010(a) and (c) through (h) shall not apply in the following instances:
 - (1) During the first 24 hours during which a vehicle is mechanically disabled;
 - (2) During that period of time in which property is actually being unloaded from or loaded into a vehicle;

-
- (3) During that period of time in which a vehicle is parked or left standing in connection with, and in aid of, ongoing performance of a service to or on a property located in the city block in which such vehicle is parked or left standing.

~~(b) The restrictions and prohibitions set forth in section 10.42.010(a) and (e) shall not apply to vehicles which have valid and effective permits issued pursuant to section 10.42.030.~~

- (b)(e) The restrictions and prohibitions set forth in section 10.42.010(a) shall not apply to the parking or standing of a vehicle in a commercial or industrial zone for periods of two consecutive hours or less while the operator of such vehicle is taking a meal or rest break.

(Code 1972, § 10.42.020; Ord. No. 710 (part), 1988)

Sec. 10.42.030. Permits.

~~(a) Any resident of the city may apply to the police chief, or the designee of the police chief, for, and the police chief or the designee of the police chief may issue a permit for exemption from the restrictions and prohibitions of section 10.42.010(a) and (e). The permit shall be in such form as may be approved by the police chief. Application for such a permit shall be made on a form approved by, and subject to such verification as may be required by, the police chief, and shall be accompanied by such fee as may be prescribed by resolution of the city council.~~

~~(b) Permits, if issued, shall expire one year after the date of issuance. Applications for renewal of a permit shall be submitted to the police chief at least ten days prior to the expiration date of the then-current permit. Each application for a renewal of a permit hereunder shall be accompanied by such fee as is fixed by resolution of the city council.~~

~~(c) Permits, if issued to nonresident visitors, shall expire three days after the date of issuance. Not more than three nonresident visitor permits may be issued to any one person in any 12-month period of time.~~

~~(d) If issued, permits shall be nontransferable and shall apply only to the particular vehicle or vehicles described in the application. Each vehicle for which a valid permit has been issued hereunder shall be identified by a tag which shall be affixed to the kingpin lock of a trailer or semitrailer, and to the left hand front window of any truck tractor or other vehicle for which a permit is issued. Tags shall be in such form as is approved by the police chief and a fee for each tag issued shall be paid to the city in such amount as is fixed by resolution of the city council.~~

~~(e) Vehicles for which permits have been issued, and upon which permit tags are properly affixed may be parked on any major highway, arterial highway or secondary highway within the city. Within the meaning of this subsection, the terms "major highway," "arterial highway" and "secondary highway" mean those roadways designated as such or by substantially similar designations in the circulation element of the general plan of the city; provided, however, that no permit issued hereby shall be deemed to authorize the parking of a trailer or semitrailer on any street within a residential district unless the city block on which the trailer or semitrailer is parked is separated on both sides from abutting residences by a block wall; and provided further that the exemptions granted by any permit issued hereunder shall apply only to section 10.42.010(a) and (e).~~

~~(f) The police chief may revoke any permit issued hereunder prior to the permit's expiration date upon a determination by the police chief that good cause exists for such revocation. Good cause for revocation is established by a finding by the police chief that the permittee or any person operating a permitted vehicle with the permittee's consent, has violated one or more of the provisions of this chapter or any other provision of this Code or of state law relating to the operation, licensing, maintenance or parking of vehicles.~~

(Code 1972, § 10.42.030; Ord. No. 710 (part), 1988)

Sec. 10.42.040. Permit conditions.

Each permit issued pursuant to section 10.42.030 shall be subject to the following conditions:

- (1) ~~No vehicle shall be parked or left standing on the paved portion of any street unless the paved portion of the street is at least 42 feet in width.~~
- (2) ~~No vehicle shall be parked or left standing on any unpaved portion of a street right-of-way unless the parcel in front of which the vehicle is parked or left standing is unimproved, and unless all parts of the vehicle are at least five feet from the paved portion of the street.~~
- (3) ~~No vehicle shall be parked or left standing on that portion of any street which abuts a parcel upon which there exists a public facility, including, but not limited to, parks, schools and civic buildings.~~
- (4) ~~While parked or standing pursuant to a permit issued hereunder, the operator of the vehicle shall not idle the vehicle's engine for longer than 15 minutes, nor race the vehicle's engine, nor use "jake" brakes, nor blow air horns.~~
- (5) ~~While parked or standing pursuant to a permit issued hereunder, no vehicle shall be loaded or unloaded or have cargo transferred to or from the vehicle.~~
- (6) ~~While parked or standing pursuant to a permit issued hereunder, no refrigeration unit on the vehicle shall be operated within 300 feet of any human dwelling place except with the consent of the person in charge of each such dwelling place.~~
- (7) ~~No maintenance of any vehicle shall be performed on any vehicle while it is parked or standing on a public street pursuant to a permit issued hereunder.~~
- (8) ~~One truck trailer with a trailer or semitrailer attached may be parked on the owner or operator's single-family residential lot if such lot is at least one-half acre in size. One additional truck tractor with a trailer or semitrailer attached up to a maximum of three such vehicles may be parked on the owner or operator's single-family residential lot for each additional half-acre which said lot contains. No vehicle shall be parked or left standing pursuant to this subsection unless all parts of the vehicle are at least 15 feet from each property line and from all public sidewalks and easements.~~
- (9) ~~Truck trailers may be parked in the driveway of the owner or operator's single-family residential lot of any size, subject to the following:~~
 - a. ~~The truck tractor must be completely clear of all public street, sidewalks and easements, except that this condition may be waived or modified by the city manager on original review or on appeal to the city manager by an applicant from a decision by a delegate of the city manager that a permit may not be issued without this condition. Exercise of the discretion to waive or modify this decision may not be delegated by the city manager.~~
 - b. ~~No major mechanical work, nor any maintenance or repair work which causes an undue amount of noise may be performed.~~
 - c. ~~Light mechanical work or maintenance shall not be performed before 8:00 a.m. or after 8:00 p.m.~~
- (10) ~~In dark hours, trailers or semitrailers may be parked only under a street light or with the utilization of reflective devices which alert the operators of other vehicles to the presence of such trailer or semitrailer.~~

(Code 1972, § 10.42.040; Ord. No. 710 (part), 1988)



Circulation Element

(City Council Adoption – June 14, 2005)

CE1 (City Council Amendment (GPA 08-07-0010) – August 26, 2008)

CE2 (City Council Amendment (GPA 12-11-0005) – February 12, 2013)

CE3 (City Council Amendment (GPA20-01577) – December 8, 2020)

CE4 (City Council Amendment (North Truck Route GPA) – 11, 2022)

CE5 (City Council Amendment(GPA22-05068) _____)

only change to Circulation Element is CE 9 Exhibit (pg.30)



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Introduction

The transportation system of a community is vital to its prosperity. Efficient traffic circulation is important to economic viability and the creation and preservation of a quality living environment. The transportation system is also multi-modal, meaning that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that City of Perris citizens and visitors can access the region by a number of transportation options.

Authority and Purpose

The purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. This Element describes the extent of physical improvements needed to accommodate anticipated population growth and introduces other techniques (e.g., restricted street parking, transportation systems management plans and congestion management plans), which can be used to improve and maintain an acceptable level of service for the City's circulation system.

In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and

identifies funding options. This Circulation Element also identifies transportation routes, terminals, and facilities. The intent of the Element is to:

- ❖ identify the transportation needs and issues within the City, as well as regional relationships that affect the City's transportation system;
- ❖ describe the proposed circulation system in terms of design elements, operating characteristics, and limits of operation, including current standards, guidelines, and accepted criteria for the location, design, and operation of the transportation system;
- ❖ consider alternatives other than the single-occupant vehicle as essential in providing services and access to facilities;
- ❖ establish policies that coordinate the circulation system with General Plan land use maps and provide direction for future decision-making in the realization of the Circulation Element goals; and
- ❖ develop implementation strategies and identify funding sources to provide for the timely application of the Circulation Element goals and policies.

Regional and Local Setting

The City of Perris is located within Riverside County, California (Exhibits CE-1 and CE-2). The transportation system within the City of Perris and its Sphere of Influence is composed of two State highways [the Interstate 215 (I-215) freeway and State Route (SR) 74, an arterial highway], as well as numerous County and City routes (Exhibit CE-4). The public transit system within Perris and within the County includes Riverside Transit Agency (RTA) public transit service, common bus carriers, AMTRAK (intercity rail service), and



Metrolink (commuter rail service). In addition, the City and County transportation systems include general aviation facilities, extensive air passenger facilities in the Southern California and San Diego regions, freight rail service, bicycle facilities, and other services for non-motorized forms of transportation (pedestrian and equestrian trails).

Relationship to Other Technical and Planning Documents

The City of Perris is directly impacted by urban development and growth in the area surrounding the City. In addition to the General Plan, the City of Perris supports several transportation plans and programs that are necessary to manage current traffic demands in addition to planning for the City's future transportation needs.

Regional Transportation Planning

SCAG Regional Transportation Plan
The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Southern California Association of Governments (SCAG), in coordination with federal, state, and other regional, sub regional, and local agencies in southern California. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for the Southern California region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties). The RTP is prepared every three years and reflects the current future horizon based on a 25-year projection of needs.

The RTP's primary use is as a regional long-range plan for federally funded

transportation projects. It also serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within the region. Each agency responsible for transportation, such as local cities, the County, and Caltrans, has different transportation implementation responsibilities under the RTP. The RTP relies on the plans and policies governing circulation and transportation in each County to identify the region's future multi-modal transportation system. The RTP contains a listing of projects that are believed to be financially feasible within the 25-year time frame. Federally funded projects must be consistent with the RTP.

Copies of the RTP may be obtained from SCAG and can be downloaded from their WEB site at www.scag.ca.gov.

South Coast Air Quality Management Plan
The South Coast Air Quality Management District (SCAQMD), the agency responsible for monitoring air quality in the south coast region, has prepared the Draft 2003 Air Quality Management Plan (AQMP). The Plan identifies how the Air District will attain the federal and State air quality standards through the use of control measures and strategies, including mobile source controls. Mobile source control measures contained in the Plan include High Occupancy Vehicle (HOV) improvements, transit and systems management, information based measures, off-road and on-road emission control measures.

Inland Empire Intelligent Transportation System Strategic Plan
The Inland Empire Intelligent Transportation System (ITS) Strategic Plan was approved by the Riverside County Transportation Commission in 1997. The Strategic Plan contains a list of goals and policies to be followed by responsible agencies within the County to achieve a viable Intelligent Transportation System infrastructure that improves mobility and enhances safety within the region. Nine core ITS components have



been identified by the Riverside County Transportation Commission that are needed to deploy a comprehensive set of Intelligent Transportation System services throughout the metropolitan areas. These components are:

- ❖ Freeway Management;
- ❖ Transit Management;
- ❖ Incident Management;
- ❖ Electronic Fare Payment;
- ❖ Electronic Toll Collection;
- ❖ Railroad Grade Crossings;
- ❖ Emergency Management Services; and
- ❖ Regional Multimodal Traveler Information.

The City of Perris can benefit from the Plan by identifying appropriate ITS projects that will improve mobility and traveler safety. The Plan includes a process to evaluate the most effective Intelligent Transportation System projects and the benefits of those projects on the transportation system. The Plan can also be used to assist the City with applications for federal or State funding for specific types of Intelligent Transportation System projects.

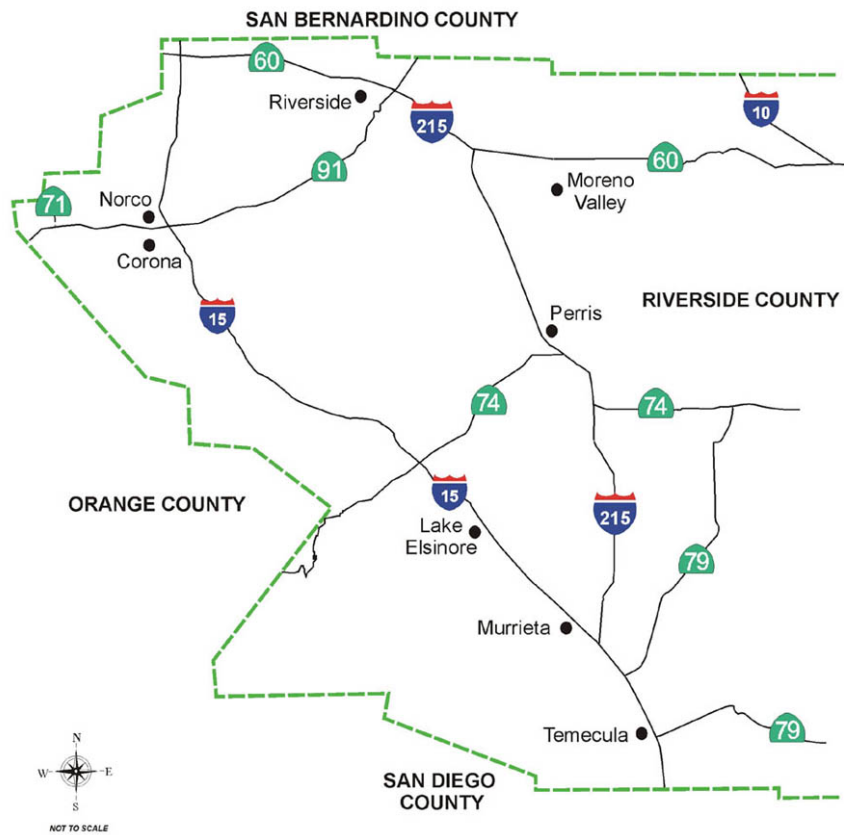


Exhibit CE-1: Project Location





Exhibit CE-2: City of Perris and Surrounding Communities



Legend

--- County Border



Exhibit CE-3: City of Perris





The Riverside County Transportation Commission and the Western Riverside Council of Governments are currently in the process of preparing the Inland Empire Intelligent Transportation System Architecture Plan which identifies how its components should be implemented to attain maximum capability.

improvements that will be necessary to address congestion and traveler safety. Given the significant funding shortfall anticipated from federal, State, regional, and local funding sources for transportation improvements over the next several years, the TUMF Program is intended to “make whole” the funding gap so that improvements can be accommodated.

County Transportation Planning

Measure A ½ Cent Sales Tax for Transportation

Measure “A” is the half-percent sales tax measure for transportation improvements originally passed by the voters of Riverside County in 1988 for a twenty year period and managed by the Riverside County Transportation Commission (RCTC). The Measure provides funding for transportation projects (highway, transit, and ridesharing) and voters in Riverside County extended Measure A on November 5, 2002 for an additional thirty years. This extension will give the City of Perris and all jurisdictions within Riverside County a significant advantage in the availability of future funding through 2038.

A Regional System of Highways and Arterials was identified for TUMF funding based on several transportation network and performance guidelines, including: arterial highway facilities proposed to have a minimum of four lanes at ultimate build-out (not including freeways), facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County, facilities with forecast traffic volumes in excess of 20,000 vehicles per day by 2025, facilities with forecast volume to capacity ratio of 0.82 (LOS E) or greater in 2025, facilities that accommodate regional fixed route transit services, and facilities that provide direct access to major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Funding derived from the Measure may be used in combination with other sources of funding. Currently, all the Measure funds available over the 30-year duration are committed to projects.

Based on the criteria described above the following roadways in the City of Perris have been identified on the regional system of highways and arterials: Oleander, Ramona, Placentia, Evans, Nuevo, Ellis, SR 74, Ethanac and Goetz.

At the present time, the Measure A Program is having a direct positive impact on the City of Perris’s transportation system. Measure A funds are used by Perris on an equal basis with the City’s Redevelopment Agency funds.

Congestion Management Program

WRCOG “TUMF” Program

The Western Riverside Council of Governments (WRCOG) has developed a “Transportation Unified Mitigation Fee (TUMF)” Program for Western Riverside County to provide funding for transportation infrastructure and

Each urbanized county in California is required to have a Congestion Management Program (CMP). The Riverside County Transportation Commission (RCTC) prepares and implements the CMP for Riverside County. The CMP was originally prepared and



approved by RCTC in 1991 and is updated biennially in accordance with Proposition III and other recent legislation.

The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. In addition, the CMP defines a roadway network and level of service to be maintained on that network. The target level of service for CMP roadways in Riverside County is E, except that the target is LOS F for roadways that were already at F at the inception of the program (1991). The CMP in Riverside County focuses mainly on the monitoring of traffic and level of service.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to anticipate such deficiencies is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

CMP facilities within the City of Perris include I-215 and SR 74. There are currently no local roadways identified as CMP facilities within the City of Perris. Copies of the CMP may be obtained from RCTC.

Riverside County Integrated Project / CETAP

Riverside County has recognized the potential impacts of population growth and the need to secure necessary

infrastructure improvements through extensive land-use planning and the mitigation of potential habitat impacts. One of the most extensive planning initiatives in the country, the Riverside County Integrated Plan (RCIP) seeks to accommodate Riverside County's growing population in a comprehensive plan that addresses conservation, transportation and land use needs for the next several decades. Due to the importance of the circulation and mobility systems in the County, the Community Environmental Transportation Acceptability Process (CETAP) was created as one of three planning efforts of the RCIP in addition to the Multi Species Habitat Conservation Plan, the Coachella Valley Multi Species Habitat Conservation Plan and the General Plan.

The CETAP committee served as an advisory body to the County staff during the development of the Integrated Plan, and made recommendations relating to transportation issues for the County to consider during the General Plan development and review process. The CETAP incorporated three levels of effort:

- ❖ identification of transportation corridors;
- ❖ development of the General Plan Circulation Element; and
- ❖ exploration of options for transit system development in the County.

The transportation corridors that were identified will serve as multi-modal facilities and be an integral part of the long-term strategy to keep Riverside County moving. Thirteen corridors were initially identified and were reduced to four, including: Winchester to Temecula, Hemet to the Corona/Lake Elsinore area, Moreno Valley to San Bernardino County, and Riverside County to Orange County. Within each corridor several alignment alternatives were identified, evaluation



criteria developed, and draft EIS/EIRs for each corridor were prepared. Within the City of Perris, the Ramona/Cajalco Expressway is the designated alignment for the Hemet to Corona/Lake Elsinore corridor.

The County's General Plan is meant to express the community's goals with respect to both human-made and natural environments and sets forth the policies and implementation measures to achieve them for the welfare of those who live, work, and do business in the County.

March Joint Powers Authority General Plan

Referencing Exhibit 2, the City of Moreno Valley, which adjoins the northerly boundary of Perris east of Interstate 215, is a rapidly growing industrial and residential development area. In addition, plans for significant business park, industrial, and residential growth and development are currently being implemented within the Plan Area of the March Air Reserve Base. Significant traffic volumes from this area outside the City will utilize the north-south arterials and the Ramona/Cajalco corridor as well as I-215. Further, residential growth in Southern Riverside County is significant, particularly in and around the I-215 and I-15 junction. The City of Perris has potential to be greatly affected by this regional growth given the availability of land and growing employment base within the City limits. It is therefore important to relate the City of Perris' Circulation system to other County and Regional plans.

Metrolink

"Metrolink" commuter rail system provides service to five Southern California counties: Los Angeles, Ventura, Orange, San Bernardino and Riverside. The rail system is operated by the Southern California Regional Rail Authority (SCRRA) and plans to extend service between the Cities of Riverside and Perris by 2008 - 2010.



Existing Conditions

This section of the Element describes the existing transportation system within the City's General Plan study area. A number of transportation systems are described including:

- ❖ Streets and Highways;
- ❖ Public/Mass Transportation;
- ❖ Non-Motorized Systems;
- ❖ Aviation;
- ❖ Goods Movement;
- ❖ Transportation Systems Management; and
- ❖ Intelligent Transportation Systems.

Street and Highway System

Referencing Exhibit CE-4, the northern portion of the City of Perris is mainly bordered by the I-215 Freeway on the west and Oleander Avenue to the north, while the central and southern portion of the City straddles I-215. The only other state maintained roadway in the City is SR 74, which joins Ethanac Road in the east to 4th Street via I-215. The local network is comprised of a variety of roadways that are defined below.

Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that most travel involves movement through a network of roads. Streets and highways shown on the Circulation Roadway Plan are described and classified according to their primary

functions. This current hierarchal system of roadways consists of five basic classifications as follows:

- ❖ Freeways and Expressways;
- ❖ Primary arterials;
- ❖ Secondary arterials;
- ❖ Collector streets; and
- ❖ Local streets.

Exhibit CE-4 depicts the current roadway network and classification system for the City of Perris.

Roadway Standards

The City of Perris has adopted roadway standards for its local street network. A description of the lane requirements for the various types of roadways within the City of Perris is provided below and typical cross-sections are provided in Exhibit CE-5.

Freeways and Expressways

Interstate 215 runs north to south through the City of Perris and is designated as a freeway. The freeway is 4 lanes south of Redlands Avenue and 6 lanes north of Redlands Avenue. State Route 74 generally runs east-west, connecting Ethanac Road east of Perris with the downtown area and continuing to Navajo Road. Between Case Road and 4th Street, State Route 74 and I-215 are the same roadway. SR 74 is 4 lanes from I-215 west through downtown Perris and is 2 lanes west of Navajo Road and east of I-215. Both roads are owned and maintained by Caltrans. Ramona Expressway is a four-lane expressway providing major east-west travel in northern Perris.

Secondary and Primary Arterial Streets

Arterial streets in general vary from a curb-to-curb width of 64 feet to 86 feet in accordance with the cross sections shown in Exhibit CE-5.



Collector Streets

The width of collector streets can range from 40 feet to 64 feet curb-to-curb with six feet of sidewalk on both sides depending on the particular design and traffic volumes to be served. Collector streets should have adequate capacity at their intersections with arterial streets in order to provide adequate numbers of traffic lanes to serve anticipated volumes within the prescribed level of service standard. This may mean that the curb-to-curb width may be wider for portions of the collector street at the approach to a particular intersection depending on the requirements based on a traffic study.

Local Streets

As general policy, local streets have a 60 feet right-of-way and a curb-to-curb width of 40 feet. Six-foot wide sidewalks are generally included in general on both sides of local streets. In industrial areas, the curb-to-curb width may be widened from 44 feet to 56 feet.



Exhibit CE-4: City of Perris Existing Roadway Network

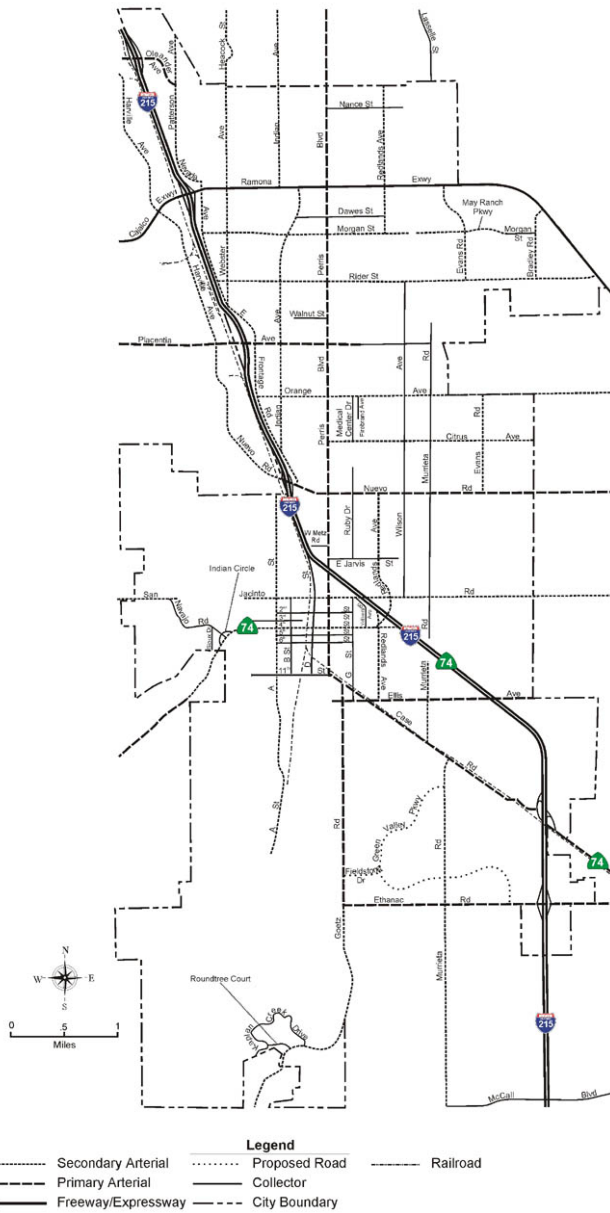
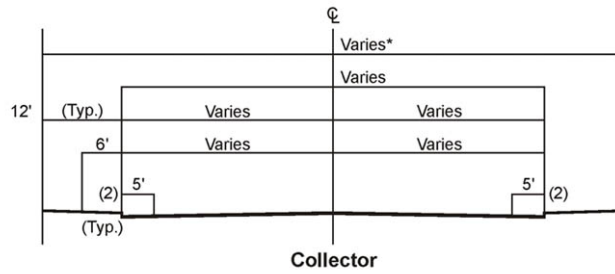
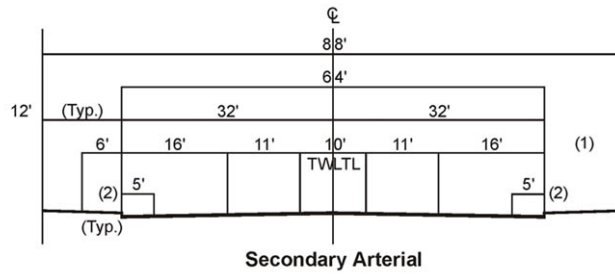
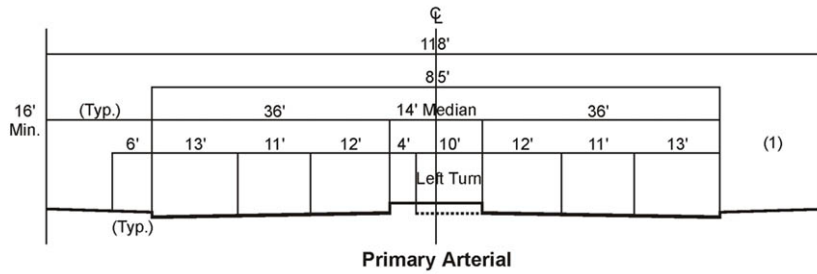




Exhibit CE-5: Typical Roadway Cross-Sections



Legend

- (1) No stopping any time both sides. * The width of the collector street can range from 40 feet to 64 feet curb-to-curb.
 - (2) Bike lane where designated.
- TWLTL = Two Way Left Turn Lane



Level of Service Analysis:

The Circulation Element has been developed in recognition of the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. Levels of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Perris, the County of Riverside, and other local agencies adopt minimum levels of service to determine future infrastructure needs.

According to Caltrans policy, roadways maintained by Caltrans (I-215 and SR 74 in the City of Perris) must maintain a minimum LOS of "D". The City of Perris currently has an adopted minimum LOS of "E" (based on the 1991 General Plan Circulation Element) along its local roads. The process of evaluating roadways can be accomplished by applying this minimum LOS method to both segments and intersections.

Segment Analysis:

Segment LOS is important in order to understand whether the capacity of the entire roadway can accommodate future traffic volumes. Table CE-1 provides a definition of segment LOS. The performance criteria used for evaluating volumes and capacities on the City street system for this Element were estimated using the Modified Highway Capacity Manual (HCM)-Based LOS Tables (Table CE-2 and Appendix A). These LOS Tables were also used to calculate segment LOS during development of the Riverside County General Plan Circulation Element.

The Tables indicate the capacity of individual street and highway segments based on numerous roadway variables (design speed, signalized intersections per mile, number of lanes, etc.). These variables were identified and applied to reflect existing traffic LOS conditions in the City of Perris.

Traffic volumes used to develop these LOS calculations were obtained through a count program conducted for this Circulation Element and from various relevant studies conducted by the City of Perris within the past year. Table CE-3 and Exhibit CE-6 document the existing Average Daily Traffic (ADT) for segments within the City and the corresponding LOS, based on Table CE-2.

Referencing Table CE-3 and Exhibit CE-6 the LOS of roadways in Perris ranges from LOS "A" through "C". On I-215 the range is LOS "A" through "D". Since the current city adopted minimum LOS is "E" there are no deficiencies at this time on any City streets and the number of through lanes is currently adequate for capacity.



Table CE-1: Segment Level of Service Definitions (2000 Highway Capacity Manual)

Level of Service	Definition
A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.
B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with other vehicles in the traffic stream.
D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
E	Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
F	Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic approaches a point that exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable.

Table CE-2: Perris Roadway Capacity / Level of Service ⁽¹⁾

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) ⁽²⁾				
		LOS A	LOS B	LOS C	LOS D	LOS E
<i>Collector</i>	2	7,800	9,100	10,400	11,700	13,000
<i>Collector</i>	4	15,540	18,130	20,700	23,300	25,900
<i>Arterial</i>	2	10,800	12,600	14,400	16,200	18,000
<i>Arterial</i>	4	21,540	25,130	28,700	32,300	35,900
<i>Arterial</i>	6	32,340	37,730	43,100	48,500	53,900
<i>Expressway</i>	4	24,540	28,630	32,700	36,800	40,900
<i>Expressway</i>	6	36,780	42,910	49,000	55,200	61,300
<i>Expressway</i>	8	49,020	57,190	65,400	73,500	81,700
<i>Freeway</i>	4	45,900	53,550	61,200	68,900	76,500
<i>Freeway</i>	6	70,500	82,250	94,000	105,800	117,500
<i>Freeway</i>	8	96,300	112,350	128,400	144,500	160,500
<i>Freeway</i>	10	120,360	140,420	160,500	180,500	200,600

⁽¹⁾ All Capacity Exhibits are based on optimum conditions and are intended as guidelines for planning purposes only.

⁽²⁾ Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.



Intersection Analysis:

The circulation system of the City of Perris is primarily composed of a system of signalized and unsignalized arterial and collector facilities. The vast majority of system vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. In addition to evaluating the LOS for roadway segments, some major intersections within the City of Perris were evaluated to determine current LOS. The level of service standards applied to calculate intersection LOS are in accordance with the current edition of the Highway Capacity Manual (HCM) which includes the input of truck percentages at each intersection.

- ❖ I-215 NB and Ramona Expressway – PM
- ❖ Nuevo Road and Ruby Drive – AM and PM (unsignalized)
- ❖ I-215 NB and Redlands Avenue – PM

In the case of existing conditions in the City of Perris, the segment analysis indicated favorable levels of service while the intersection analysis indicated several deficiencies. This indicates that the number of through lanes currently provided for city streets is appropriate for existing conditions and that some intersection improvements are needed.

Tables CE-4 and CE-5 indicate the ranges of average stop time delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from “A” through “F”. Intersection turning movements were counted, roadway geometrics identified and various studies conducted by the City of Perris were reviewed in calculating LOS. Appendix B contains the Highway Capacity Manual LOS analysis at the seven major intersections counted for this study. Table CE-6 and Exhibit CE-7 show the existing LOS at major intersections in the City of Perris. Appendix "B" contains the actual counts and calculations used in determining these current Levels of Service.

Referencing Table CE-6 and Exhibit CE-7, the intersection LOS in the City ranges from “C” through “F”. Based on the current City adopted minimum LOS of “E” the following intersections are deficient within the City:

- ❖ I-215 SB and Cajalco Expressway – PM



Table CE-3: Existing Segment Average Daily Traffic (ADT) & Level of Service (LOS)

Count Taken 9/02	Street	Segment	Classification	Number of Lanes	ADT	LOS
23	11th Street	A Street - B Street	Collector	2	4,631	A
24	11th Street	D Street - Perris Boulevard	Collector	2	6,041	A
	2nd Street	B Street - C Street	Collector	2	1,800	A
	2nd Street	D Street - Perris Boulevard	Collector	2	900	A
	5th Street	B Street - C Street	Collector	2	1,100	A
	5th Street	D Street - Perris Boulevard	Collector	2	2,200	A
	6th Street	B Street - C Street	Collector	2	800	A
	6th Street	D Street - Perris Boulevard	Collector	2	600	A
20	A Street	5th Street - 6th Street	Secondary Arterial	2	5,625	A
14	A Street	South of Nuevo Road	Secondary Arterial	2	5,348	A
	C Street	2nd Street - San Jacinto Road	Collector	2	5,000	A
	C Street	3rd Street - 2nd Street	Collector	2	8,700	B
	C Street	5th Street - 4th Street	Collector	2	100	A
	Cajalco Expressway	Harville Avenue - I-215	Freeway	4	14,500	A
25	Case Road	G Street - Ellis Avenue	Primary Arterial	2	1,975	A
28	Case Road	West of I-215	Primary Arterial	2	2,958	A
	D Street	11th Street - 6th Street	Collector	2	5,400	A
	D Street	2nd Street - San Jacinto Road	Collector	4	12,500	A
	D Street	3rd Street - 2nd Street	Collector	4	2,800	A
	D Street	5th Street - 4th Street	Collector	2	7,389	A
21	D Street	5th Street - 6th Street	Collector	2	7,389	A
4	D Street	San Jacinto Road - I-215	Collector	4	14,710	A
	Ethanac Road	Goetz Road - Murrieta Road	Primary Arterial	2	2,200	A
	Ethanac Road	I-215 - SR-74	Primary Arterial	2	4,400	A
29	Ethanac Road	Murrieta Road - I-215	Primary Arterial	2	4,133	A
	Goetz Road	Kaplan Creek Drive - Ethanac Road	Secondary Arterial	2	1,900	A
27	Goetz Road	North of Fieldstone Drive	Primary Arterial	2	2,127	A
30	Goetz Road	Roundtree Court - Kaplan Creek Drive	Secondary Arterial	2	3,001	A
	I-215	Case Road - Redlands Avenue	Freeway	4	63,000	D
	I-215	Ethanac Road - Case Road	Freeway	4	51,000	B
	I-215	North of Oleander Avenue	Freeway	6	84,000	C
	I-215	Nuevo Road - Placentia Avenue	Freeway	6	70,000	A
	I-215	Perris Boulevard - Nuevo Road	Freeway	6	67,000	A
	I-215	Ramona Expressway - Oleander Avenue	Freeway	6	81,000	B
	I-215	Redlands Avenue - Perris Boulevard	Freeway	4	57,000	C
	Indian Avenue	Daves Street - Ramona Expressway	Secondary Arterial	2	1,800	A
2	Lasselle Street	At City Boundary, North of Murrieta Road	Collector	2	8,393	B
	May Ranch Parkway	Morgan Street - Ryder Street	Secondary Arterial	2	1,500	A
	Murrieta Road	Ethanac Road - Case Road	Secondary Arterial	2	1,300	A
	Murrieta Road	McCall Boulevard - Ethanac Road	Secondary Arterial	2	3,600	A
18	Navajo Road	Sioux Drive - 4th Street	Collector	2	9,811	C
	Navajo Road	Sioux Drive - Indian Circle	Collector	2	9,811	C
10	Nuevo Road	I-215 - Perris Boulevard	Primary Arterial	4	23,486	B
12	Nuevo Road	Wilson Avenue - Murrieta Road	Primary Arterial	4	6,950	A
9	Orange Avenue	Firebrand Avenue - Wilson Avenue	Secondary Arterial	4	6,584	A
8	Orange Avenue	Frontage Road - Indian Avenue	Secondary Arterial	4	3,956	A
	Orange Avenue	Perris Boulevard - Wilson Avenue	Secondary Arterial	4	6,584	A
17	Perris Boulevard	2nd Street - 4th Street	Primary Arterial	4	12,544	A
	Perris Boulevard	3rd Street - 2nd Street	Primary Arterial	4	12,544	A
19	Perris Boulevard	4th Street - 5th Street	Primary Arterial	2	7,229	A



City of Perris
General Plan

<i>Count Taken 9/02</i>	<i>Street</i>	<i>Segment</i>	<i>Classification</i>	<i>Number of Lanes</i>	<i>ADT</i>	<i>LOS</i>
22	Perris Boulevard	6th Street - 11th Street	Primary Arterial	2	6,707	A
11	Perris Boulevard	Citrus Avenue - Nuevo Road	Primary Arterial	6	22,754	A
5	Perris Boulevard	Dawes Street - Morgan Street	Primary Arterial	4	16,765	A
	Perris Boulevard	E Jarvis Street - W Metz Road	Primary Arterial	4	18,581	A
	Perris Boulevard	Morgan Street - Dawes Street	Primary Arterial	4	16,765	A
1	Perris Boulevard	North of Nance Street	Primary Arterial	4	17,464	A
	Perris Boulevard	North of Nance Street	Primary Arterial	4	17,464	A
	Perris Boulevard	Placentia Avenue - Walnut Street	Primary Arterial	4	17,974	A
13	Perris Boulevard	W. Metz Road - E. Jarvis Street	Primary Arterial	4	18,581	A
6	Perris Boulevard	Walnut Street - Placentia Avenue	Primary Arterial	4	17,974	A
	Placentia Avenue	East of Perris Boulevard	Primary Arterial	2	2,700	A
7	Placentia Avenue	Indian Avenue - Perris Boulevard	Primary Arterial	2	1,076	A
	Placentia Avenue	Indian Avenue - Perris Boulevard	Primary Arterial	2	1,076	A
	Ramona Expressway	Bradley Road - Ryder Street	Expressway	4	10,500	A
	Ramona Expressway	Evans Road - Bradley Road	Expressway	4	11,700	A
	Ramona Expressway	I-215 - Nevada Avenue	Expressway	4	29,400	C
	Ramona Expressway	Indian Avenue - Perris Boulevard	Expressway	4	19,600	A
	Ramona Expressway	Nevada Avenue - Webster Avenue	Expressway	4	24,000	A
3	Ramona Expressway	Perris Boulevard - Redlands Avenue	Expressway	4	23,577	A
	Ramona Expressway	Redlands Avenue - Evans Road	Expressway	4	13,500	A
	Ramona Expressway	Webster Avenue - Indian Avenue	Expressway	4	19,000	A
	Redlands Avenue	I-215 - San Jacinto Road	Secondary Arterial	2	13,418	C
16	Redlands Avenue	San Jacinto Road - I-215	Secondary Arterial	2	13,418	C
	Ryder Street	Bradley Road - Ramona Expressway	Secondary Arterial	2	1,700	A
	Ryder Street	Indian Avenue - Perris Boulevard	Secondary Arterial	2	2,100	A
	Ryder Street	Wilson Avenue - May Ranch Parkway	Secondary Arterial	2	3,700	A
15	San Jacinto Road	Wilson Avenue - Murrieta Road	Secondary Arterial	4	3,750	A
	San Jacinto Road	Wilson Avenue - Murrieta Road	Secondary Arterial	4	3,750	A
	SR-74	B Street - C Street	Secondary Arterial	2	24,300	F
	SR-74	C Street - D Street	Secondary Arterial	2	23,600	F
	SR-74	D Street - Perris Boulevard	Secondary Arterial	2	19,100	F
26	SR-74	East of I-215	Primary Arterial	2	Future Count	
	SR-74	Indian Circle - Navajo Road	Secondary Arterial	2	17,200	E
	SR-74	Wilkerson Avenue - Redlands Avenue	Secondary Arterial	2	19,800	F
	Webster Avenue	Ramona Expressway - Oleander Avenue	Secondary Arterial	2	14,400	C



Exhibit CE-6: Existing Segment Average Daily Traffic (ADT) Counts and Level of Service (LOS)

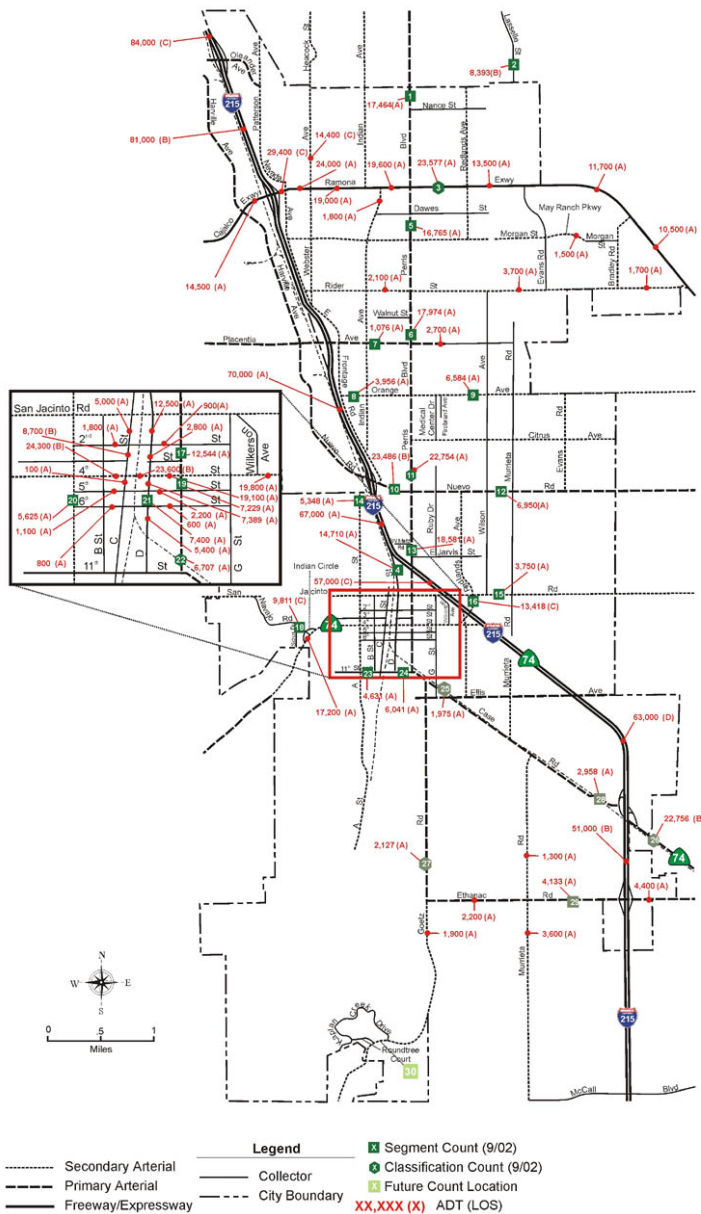




Table CE-4: Unsignalized Intersection Level of Service Definitions (2000 Highway Capacity Manual)

Level of Service	Definition	Average Delay (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for minor street.	<10
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.	>10 to 15
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.	>15 to 25
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.	>25 to 35
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.	>35 to 50
F	Describes operations that are at the failure point. This level, considered unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist therefore not allowing minor traffic to cross safely.	>50



Table CE-5: Signalized Intersections Level of Service Definitions (2000 Highway Capacity Manual)

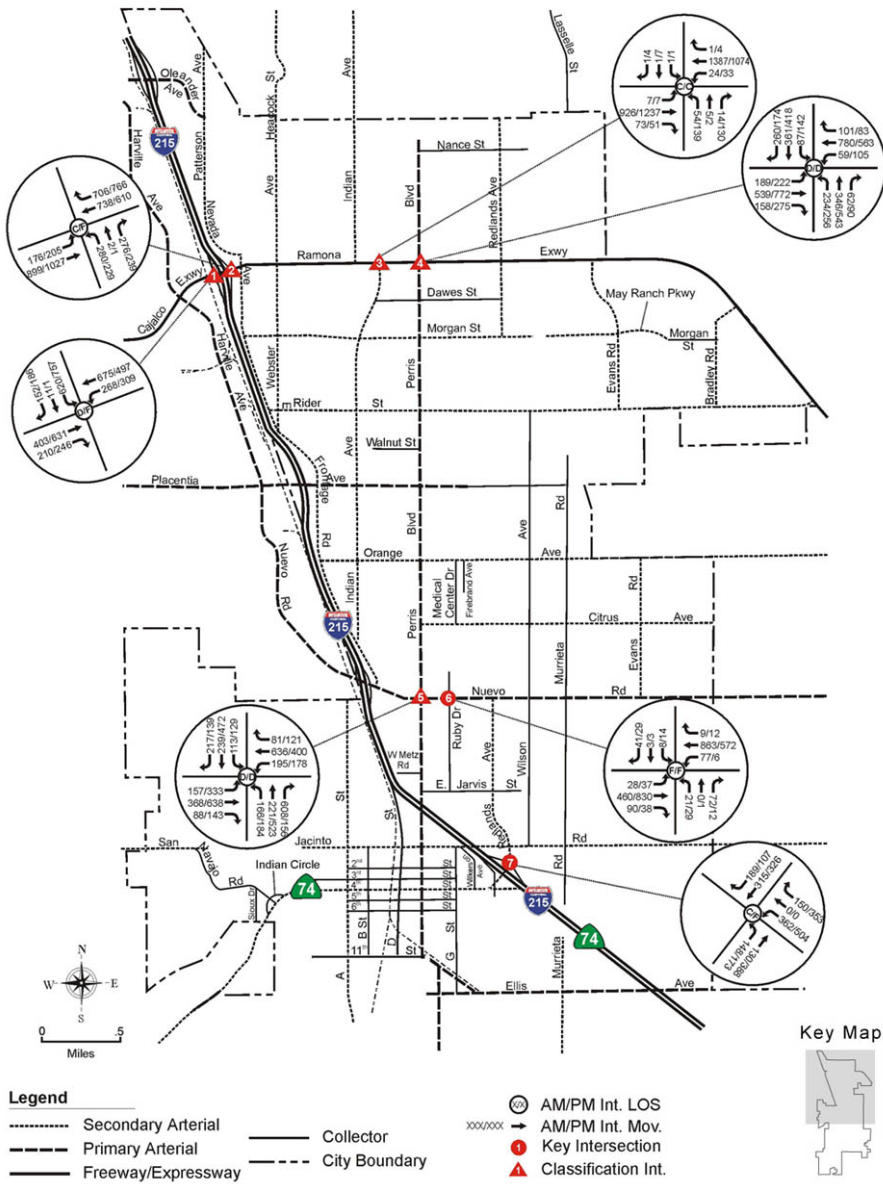
Level of Service	Definition	Average Delay (sec/veh)
A	Describes operations with very low delay.	<10.0
B	Describes operations with moderately low delay. This level occurs with good progression, short cycle lengths, or both.	> 10.0 and <20.0
C	Describes operations with average delays. These higher delays may result from fair progression, longer cycle lengths, or both.	> 20.0 and <35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Many vehicles stop, and the proportion of vehicles not stopping declines.	> 35.0 and <50.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay.	> 55.0 and <80.0
F	Describes operations that are at the failure point. This level, considered unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection.	> 80.0

Table CE-6: Existing Intersection Delay and Level of Service (LOS)

<i>Intersection Number</i>	<i>Intersection</i>	<i>AM Average Delay</i>	<i>AM LOS</i>	<i>PM Average Delay</i>	<i>PM LOS</i>
1	I-215 SB and Cajalco Expressway	46.2	D	>80.0	F
2	I-215 NB and Ramona Expressway	32.0	C	>80.0	F
3	Ramona Expressway and Indian Avenue	21.9	C	34.9	C
4	Ramona Expressway and Perris Boulevard	43.8	D	47.1	D
5	Nuevo Road and Perris Boulevard	38.8	D	43.0	D
6	Nuevo Road and Ruby Drive ⁽¹⁾	>50	F	>50	F
7	I-215 NB and Redlands Avenue ⁽¹⁾	15.9	C	>50	F



Exhibit CE-7: Existing Intersection Counts and Level of Service (LOS)





Public/Mass Transportation System

The City of Perris understands the need to promote development of a safe, efficient, and economical community, intercommunity and countywide public transportation system. Due to the interrelationship of urban and rural activities (employment, housing and services), and the low average density of existing land uses, the private automobile is the dominant mode of travel within the City of Perris. As the population grows, City roads will become increasingly congested by the automobile.

As a result, it is important to encourage increased ridership on public transit systems and increased use of alternative modes of transportation, including bicycles and walking. The public transit system alternatives for City of Perris include: fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The Riverside Transit Agency (RTA)

The Riverside Transit Agency (RTA) was formed in March of 1977 through a joint-powers agreement between the County of Riverside and the incorporated cities within its service area.

Fixed Route Transit Service

Currently, RTA operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all the cities and unincorporated communities in Western Riverside County, including the City of Perris. A Riverside Transit Agency System Map brochure has been included in Appendix C, which shows all the fixed

routes, route connection and transfer locations, and demand response system service areas. The brochure also includes helpful hints for using the system, an explanation of rider fares, and instructions on the use of bike racks. RTA also participates with OmniTrans in San Bernardino County to provide express bus service between downtown Riverside and downtown San Bernardino, connecting with express service to Ontario.

RTA is currently operating 76 full size buses, 67 mini-buses and vans, and two trolleys. The system carries approximately 6.4 million passengers annually, which are about 18,000 passengers per day. All of the RTA's vehicles are wheelchair accessible and all full size buses include bike racks. RTA was the nation's first transit agency to own and operate EPA-approved, methanol-powered buses, and has recently added several buses that operate on Compressed Natural Gas (CNG). Overall, the rolling stock fleet now includes 20 buses operating on alternative fuels. To provide the necessary fuel services, RTA has recently purchased an on-site CNG fueling station.

RTA currently utilizes several types of media and methods to share or distribute information about the transit services. The agency prints a Ride Guide, which includes fare schedules, route maps, and other rider information, as well as a multi-color RTA System Map.

The map is stapled into the center of the Ride Guide and can be easily separated from the rest of the document. RTA has developed an Internet Web Site (www.rta.com) that includes a variety of information about fares, routes, schedules, and other transit user information.

RTA is committed to increasing its use of advanced technologies for its monitoring and service delivery systems to improve



operating efficiency and insure proper and effective use of taxpayer dollars. The agency is moving toward the implementation of a Geo-Synchronous Positioning Satellite System, for both fixed route and dial-a-ride services, which will provide real-time information related to bus location, farebox collection, and vehicle management systems. RTA has earned an impressive safety record. While accumulating over 4.9 million miles per year, over 85 percent of the system's operators have been accident free for more than five years.

Within the City of Perris, RTA operates five (5) fixed route services that link the City with various Riverside County destinations such as Riverside, Woodcrest, Mead Valley, Moreno Valley, Hemet and Sun City. In addition, RTA maintains one fixed-route service within the City of Perris linking the Wal-Mart shopping center located at Orange Avenue and Perris Boulevard with Goetz and Ellis Roads in the south and Weston and Lamore Roads in the west. The route encompasses the downtown area via A Street, 11th Street, and D Street and makes a stop near the Civic Center and library.

All routes operate on regular schedules and the overall network serviced in Perris is depicted in Exhibit CE-8.

Community Systems

In addition to fixed route and demand-responsive services provided by RTA, specialized public transportation services are also available. Additionally, RCTC supports a number of specialized transportation programs, including shared-ride car and vanpool services, social service dial-a-ride, and specialized services for seniors and persons with disabilities.

ParaTransit Service.

The City supports reliable, efficient, and effective paratransit service by encouraging

development of service systems that satisfy the transit needs of the elderly and physically handicapped. paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs.

Dial-A-Ride

Dial-A-Ride is a general public, advance reservation service designed to provide curb to curb transportation. Anyone may use the Perris Dial-A-Ride if the beginning and ending points of their trip fall within the Dial-A-Ride service area (see Exhibit 3.5). Dial-A-Ride service hours are: Mon-Fri, 6:00 AM – 9:00 PM; Sat, 7:00 AM – 8:00 PM; and Sun, 7:00 AM – 9:00 PM. Dial-A-Ride fares range from: General \$2.00; Senior/Disabled \$1.00; and Child Free (first two 5 and under – additional child 50¢).

In order to become certified under the Americans with Disabilities Act (ADA) for priority service, an in-person functional assessment interview of 25 to 30 minutes is provided at no cost. The RTA fixed route transit system requires that the interviewee complete various tasks that involve cognitive and physical achievements in order to determine eligibility.

Common Carriers

Greyhound Bus Lines provides private transportation services that link the principal population centers of the County with other regions. This includes east-west service connecting Blythe, Indio, Palm Springs, Banning/Beaumont, and Riverside (via San Bernardino). The service continues westward to downtown Los Angeles and intermediate stops. North-south service connects Riverside with Temecula, continuing southward to San Diego. The number of bus trips in each direction ranges from five to eight per day.



AMTRAK Passenger Rail Service

AMTRAK does not currently directly service the City of Perris although a rail line does exist. The passenger rail station located along the rail line in Perris at D Street between San Jacinto Avenue and 4th Street in downtown is currently inactive. The only AMTRAK station located in Riverside County is in the City of Palm Springs. This station provides connecting AMTRAK service to points west including Los Angeles and to points east including Tucson, Arizona and El Paso, Texas. AMTRAK does provide bus connections to and from other Riverside County areas to the San Bernardino AMTRAK station on a daily basis. RTA Bus service is provided from downtown Riverside to downtown San Bernardino; however, a transfer will be needed to get to the AMTRAK station. There is also an Amtrak stop in Palm Springs at Indian Canyon Drive (extension of Indian Avenue South) at Amado Road.

Metrolink

Commuter rail in the Southern California Region has grown significantly along the Metrolink system from 940,000 riders per year in Fiscal Year (FY) 92-93 (with four operating commuter rail lines) to 4.2 million passengers per year in FY 94-95. In FY 96-97 almost 6 million riders chose Metrolink with six major commuter rail corridors in service. During that same period, the Riverside Line increased from 133,000 passengers in FY 92-93 to 927,000 passengers in FY 96-97.

Over the next 20 years, Metrolink is expected to increase to 169 daily trains and 50,400 daily riders on all lines to maximize use of commuter rail in the southern California region. The increased service may be supported by the introduction of demand response feeder systems. The long-term plan calls for extension of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the City of Hemet.

The 2001 Southern California Association of Governments' Regional Transportation Plan indicates that the commuter rail segment between 12th and Vine in the City of Riverside to 4th and D Street in Perris will be completed by 2010.

High Speed Rail Concepts

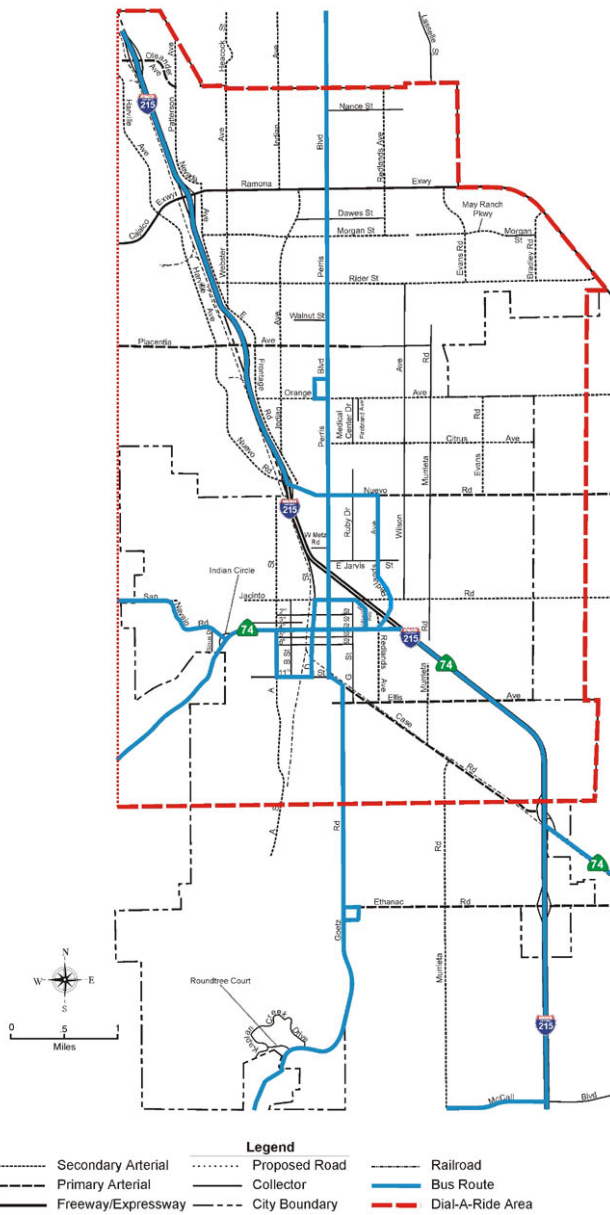
A regional high speed rail system is proposed that will connect major regional activity centers and significant inter-/multi-modal transportation facilities in Los Angeles, Orange, Riverside and San Bernardino Counties by year 2020. This system would also provide connection to the San Diego Region, and connect with the proposed high-speed rail system in Northern California. On July 21, 1999, the California High Speed Rail Authority adopted a plan for an Inland route for the system. This would include stops at Ontario Airport, Riverside, and Temecula. However, the Authority indicated that it would continue to consider an alternative route through Orange County. Cost and ridership estimates will be prepared to further investigate the system's feasibility.

Non-Motorized Transportation

The City of Perris accommodates non-motorized modes of transportation that enhance the future livability and character of the City through the provision of wide City streets and shoulders along the designated street and highway system. The City's non-motorized transportation systems connect parks, schools, community facilities, Metrolink stations, community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas, and activity areas. To satisfy the need for mobility within the activity centers and throughout the City, alternatives to the automobile and public transit have been developed.



Exhibit CE-8: Existing Public Transit Service Center Network





Aviation

There are five major commercial airports in southern California used for passenger service by residents of the City of Perris, including: Palm Springs International Airport, Ontario International Airport (San Bernardino County), Orange County - John Wayne Airport, Los Angeles International Airport, and Lindbergh Field (San Diego County). Of these, only Palm Springs International Airport is located in Riverside County.

Nine public-use general aviation airports are also located in the County of Riverside including: Flabob Airport, French Valley Airport, Hemet-Ryan Airport, Bermuda Dunes Airport, Desert Resorts Regional Airport, Chiriaco Summit Airport, Desert Center Airport, Riverside Municipal Airport, and Blythe Airport.

In addition to the regional air passenger airport facilities, the March Inland Port/Air Reserve Base is located along Interstate 215 north of Perris. This airport provides regional air cargo service and also continues to function as the Air Reserve Base in Riverside County. In 1997, there were 51,546 military aircraft operations and 2,252 civilian aircraft operations.

Also located within Perris City limits is the Perris Valley Airport located near the corner of Ethanac Road and Goetz Road in southern Perris. Perris Valley Airport is a privately owned public use airport with a 5100-foot runway and approximately 68 aircraft operations per day. In addition, the airport serves as home to ultralight plane rides and the Perris Valley Skydiving Company, the largest Skydiving Center in North America. The Center is home to several national skydiving competitions and its facilities include a school, restaurant and two cabins for overnight

stay. The Center is currently building a wind tunnel for skydiving simulation.

Goods Movement

The efficient movement of goods in and through City of Perris is vital to the City and the Inland Empire's economy and improves traveler safety. The ability of the County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. The City of Perris provides a key link in this system within its proximity to I-215, the rail line and March Air Reserve Base.

Truck Routes

Primary generators of truck traffic in the City of Perris are agricultural, commercial, and industrial uses. Since agriculture is a relatively mature industry throughout the County, overall truck traffic volume generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can significantly alter both regional and localized patterns and concentrations of truck traffic in the City. As healthy industrial growth is expected within the City, related truck traffic will continue to increase particularly in northern Perris. In addition, similar growth just north of Perris in Moreno Valley will exacerbate traffic conditions. The City also expects truck traffic to remain constant or increase around the Perris Valley Airport.

While port capacity is expected to remain adequate due to present expansion plans, airport and highway capacity will be under severe constraint in the region due to the lack of capacity-enhancing project capital investment. Currently, trucks comprise at



least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County. In the City of Perris, the daily truck volume along I-215 is 7,500 trucks.

Because of the operational characteristics of trucks, their net effect on traffic flow is two to three times that of an equal number of passenger cars on level terrain, and could be considerably more on long upgrades. Traffic engineers relate the effect of trucks to passenger car equivalents or PCEs. Thus, a roadway with 15 percent of the traffic as trucks could be regarded as having 30 to 40 percent of its capacity consumed by trucks in terms of PCEs. In most cases, the truck percentage in the peak commuting periods is lower (usually no more than 4 to 6 percent), as the passenger car volume is higher and some trucks tend to avoid those hours because of the slow speeds.

For the State of California, approximately 76 percent of all in-and outbound freight is shipped by truck. In addition, trucks transport 98 percent of all finished goods to the final retail and wholesale destinations, according to the California Trucking Association (CTA). A steady increase in heavy-duty trucks is expected in the future. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020. Current economies dictate that trucking will be used for the majority of surface traffic less than 800 miles, which encompasses most or all of California, Arizona, and Nevada.

Exhibit CE-9 shows the designated truck routes within the study area. The designated truck routes are intended to indicate arterial streets, which may be used by trucks, tractors, trailers, and other vehicles exceeding a maximum gross weight limit of five tons. In accordance with both local and State law, trucks or other vehicles with a maximum weight of

five tons or more may use restricted streets when necessary for the purpose of making pickups and deliveries of goods, wares or merchandise from or to any building or structure located on a restricted street or for delivering materials or equipment to be used in repair, alteration, remodeling or construction of any building or structure on a restricted street.

The City's Truck Route Enabling Ordinance is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated into specific legal routes when adopted by the City Council and the routes have been posted.

Air Cargo

Air cargo is the fastest growing method of transporting goods in and out of the Southern California Region, and is expected to continue to increase at a faster rate than passenger air service. The Los Angeles (LAX) and Ontario International Airports are the major cargo handling airports in Southern California. Both of these airports handle about 96 percent of all the air cargo movement, with LAX alone accounting for 79 percent of the air cargo traffic. The trucking, rail, and air cargo operations in this area make it one of the larger multi-modal freight management and distribution complexes in the nation. Land development is occurring in support of these functions, extending into the Mira Loma and Norco areas of Riverside County.

The March Air Reserve Base is currently a joint use status development. The Air Reserve Base will gradually reduce the military use of this facility and begin to increase the amount of goods and cargo that can be accommodated at this site. As the amount of goods transported into this area via the March Air Reserve Base increases, the potential to establish viable land uses that can make use of this facility



increases. This area can be used to accommodate the increased growth in goods movement, with the potential to become a passenger airport.

Freight Rail

The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east. Freight terminals and service to specific industries are located throughout the County. The SCAG Regional Transportation Plan estimates train volume on the UP line between Colton and Indio to be 26 daily. Every day an estimated 28 to 50 trains move on the BNSF line from Riverside to Atwood. Though the railroads are reluctant to provide information on the amount of freight originating in the County, it is likely that the predominant mode for freight movements in the County will continue to be by truck in the foreseeable future. This is certainly the trend expected for raw agricultural commodities moving to packing and processing facilities. For long distance trips (i.e., outside the 800-mile threshold), SCAG has estimated that

trains will carry approximately 50 percent of the freight into the region, by tonnage.

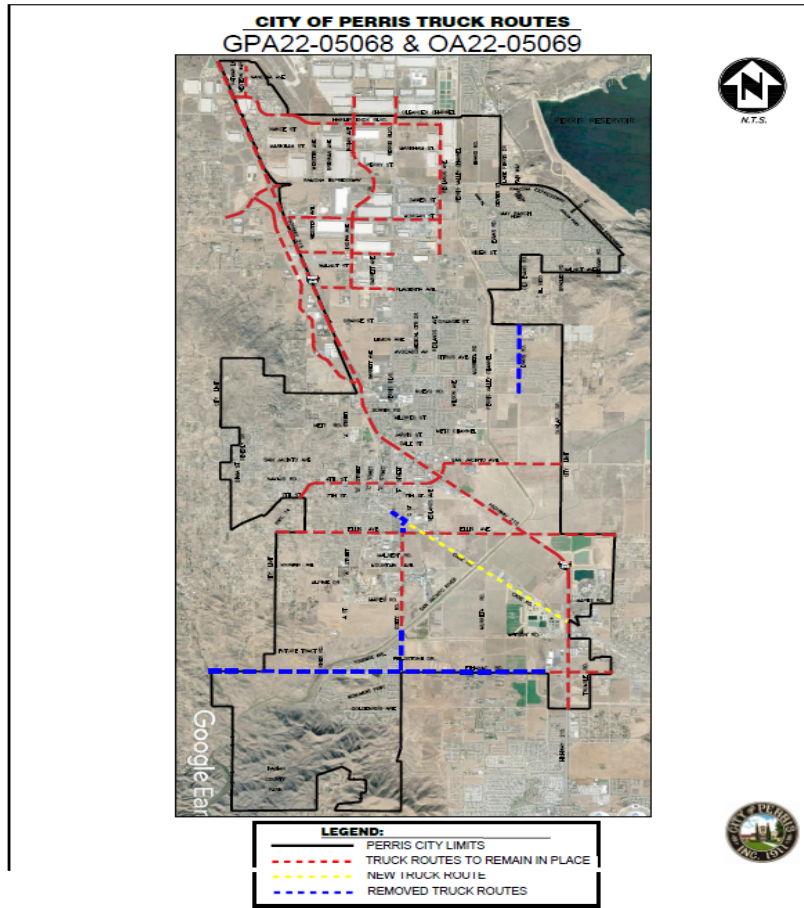
The BNSF Southern line from Riverside traverses through the City of Perris along I-215 in the north and transitions southeast along Case Road. Currently the rail line provides significant movement to the northern Perris distribution centers.

An emerging trend in goods movement is containerized cargo, in which containers are transferred from ship to rail to truck. Containerized cargo movement has helped rail lines to compete with trucks for medium to long haul goods movement. To assist in moving containerized cargo, railroad companies are proposing “multi-modal” facilities in various locations throughout the nation. Containerized cargo is shipped long haul to the metropolitan area by rail to facilities typically located within or adjacent to major metropolitan areas and are unloaded onto trucks at the “multi-modal” facility for local deliveries. BNSF has been investigating potential sites for a multi-modal facility along its line, which parallels the I-10 freeway from Fontana to Beaumont. March Inland Air Reserve Base is also a potential location or site for a “multi-model” facility.



Exhibit CE-9: Existing Designated Truck Routes

Commented [NP1]: Will change exhibit





Transportation Management

Systems Management

Transportation Systems Management (TSM) strategies can enhance traffic flow and reduce travel delay along the County roadway system. A more efficient use of the road network can be implemented by the utilization of TSM strategies such as: computerized traffic signals, metered freeway ramps, and one-way streets. Priority should be given to TSM strategies that improve level of service, especially in areas that are currently fully developed, before more costs and capacity increasing strategies are used.

High Occupancy Vehicle (HOV) lanes are a significant part of the southern California region's strategy to provide incentives for carpooling. HOV lanes were installed along State Route 91 as part of the Measure A program and are planned along Interstate 215/State Route 60 through Box Springs. To facilitate further increases in carpooling, the SCAG 2001 Regional Transportation Plan (RTP) identifies new carpool lanes along Interstate 215 connecting the City of Perris to the I-15 in the south and SR 60 in the north.

Transportation Demand Management

Transportation Demand Management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. A reduction in peak hour trips, overall roadway congestion, and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of these strategies include: telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips, and will supplement the traditional long-distance usage. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes.

In the last decade, the region's number of trips and amount of travel has grown at a much faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper.

Agencies in Riverside County, including the City of Perris, have participated extensively in TDM efforts over the years. The County is a participant in the regional rideshare program through SCAG (1-800-COMMUTE). To ensure efficient use of the transportation system, RCTC also helps commuters find better ways to get to work. RCTC's free commuter assistance programs include Advantage Rideshare, Club Ride, Commuter Exchange, and the Inland Empire Commuter Services.

The County has established TDM Guidelines to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people. Further, RCTC prepared a Model TDM Ordinance in accordance with requirements of the County's Congestion Management Program.

Intelligent Transportation System

Intelligent Transportation Systems are utilized to improve the performance of the surface transportation system using new technology in communication, computing, and control. These systems increase efficiency and safety of the transportation system and can be applied to arterials, freeways, transit, and private vehicles. Further, information is critical in order to understand the impacts of accidents and other events in the region, which ultimately reduce delay and congestion.



Future Conditions

This section of the Element describes the future transportation system within the City and its Sphere of Influence. A number of transportation systems are described including:

- ❖ Street and Highway System;
- ❖ Public/Mass Transportation System;
- ❖ Non-Motorized Transportation;
- ❖ Aviation;
- ❖ Goods Movement;
- ❖ Transportation Systems Management; and
- ❖ ITS.

Street and Highway System

Projected Future Transportation and Circulation Conditions

The purpose of this section is to provide a firm understanding of future transportation/circulation conditions in the City of Perris considering each primary mode of transportation. It is important to define the future transportation/circulation system and any deficiencies. Such deficiencies will be addressed during development of the implementation program.

Future Year Street Classification System

The City of Perris has identified the following street and highway classifications to define the future year (2030) planned system within the City of Perris. The proposed classifications and cross-sections are provided in Table CE-7 and Exhibit CE-11. Exhibit CE-12 provides the future transportation road network for the City of Perris.

The City considered designations and cross-sections as identified in the County General Plan. The City of Perris determined that, as an urbanized area its adopted standards must address the urban characteristics of the City and reflect current right-of-way constraints and existing development. The City, whenever feasible, has attempted to maintain lane geometrics consistent with those of the County. The City has also identified several safety measures to be incorporated in cross-section configurations, e.g. arterials no longer include parking lanes and 14 foot lanes are indicated whenever adjacent to a raised curb. The revised cross-section configurations provide for landscaped medians and parkways wherever possible.

Roadway improvements identified in the 2001 Transportation Plan (RTP) were included in the Year 2030-circulation system network. In addition, projects to be included in the most recent State Transportation Improvement Program (STIP) were considered. Table CE-8 and Exhibit CE-12 identify those significant projects that are expected to be complete and in place by 2030 and the justification for the project.

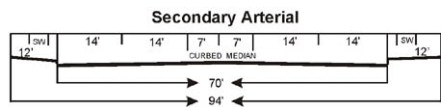
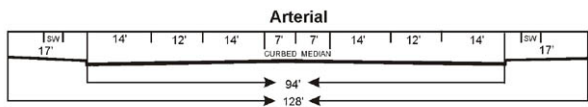
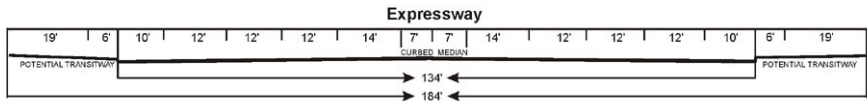


Table CE-7: City of Perris Future Street Classifications

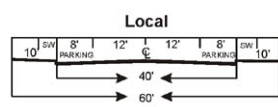
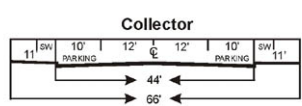
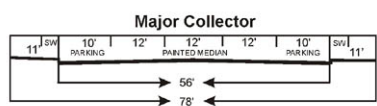
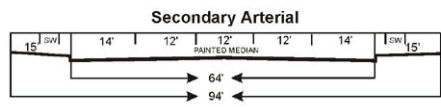
Classification	Right-of-Way	Lanes	Median
Local	60 feet	2	None
Collector	66 feet	2	None
Major Collector	78 feet	2	Painted
Secondary Arterial	94 feet	4	Raised or Painted
Arterial	128 feet	6	Raised
Expressway	184 feet	6 – 8	Raised
Freeway	Varies	Varies	Varies



Exhibit CE-II: City of Perris Future Cross-Sections



or



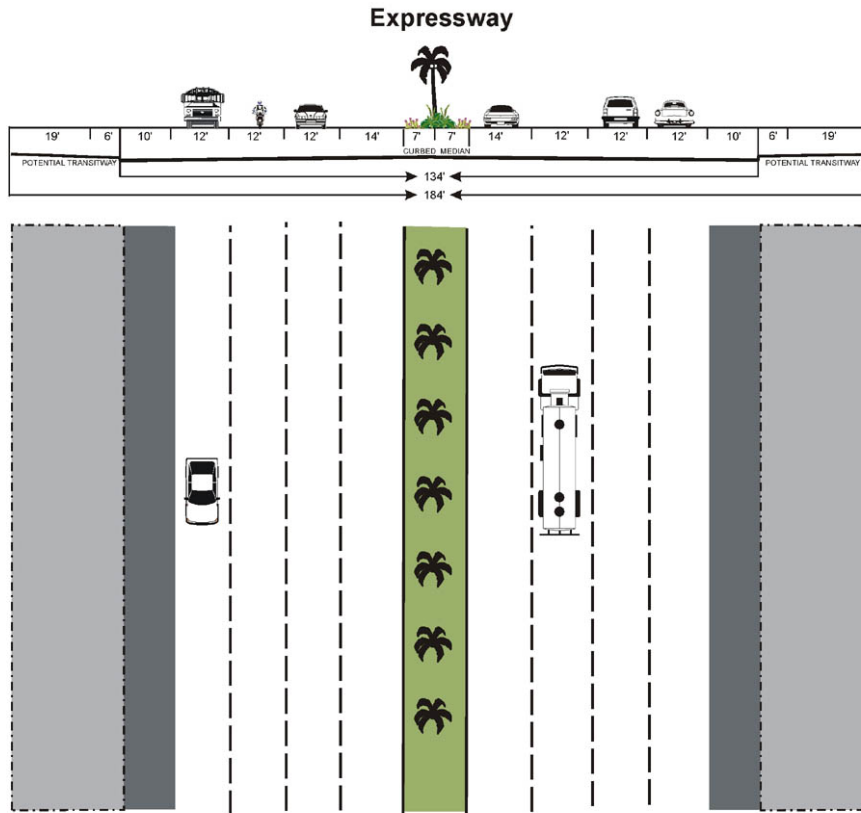
Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

- SW Sidewalk or Trail (at least 4 feet)
- PARKING Parking or Bike Lane
- PAINTED MEDIAN Center Median and/or Continuous Left Turning Lane
- CURBED MEDIAN Landscaped Center Median



Exhibit CE-11A: City of Perris Future Cross-Sections



Legend



Potential Transitway

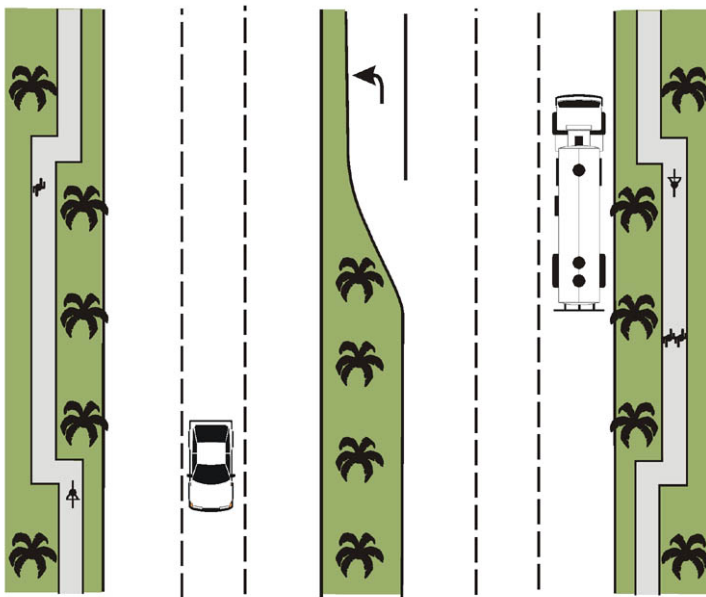
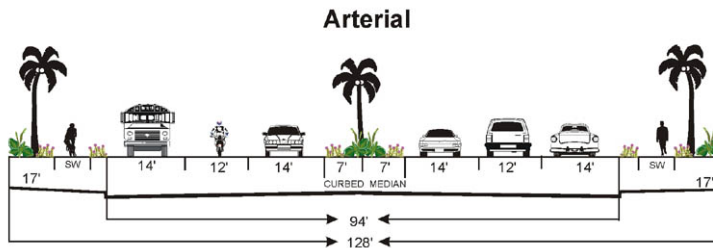


CURBED MEDIAN

Landscaped Center Median



Exhibit CE-11B: City of Perris Future Cross-Sections



Legend



Landscaped Parkway

SW

Sidewalk or Urban Trail

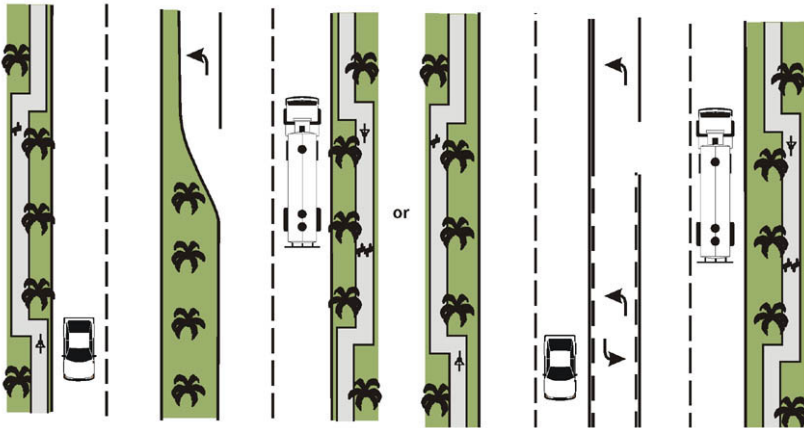
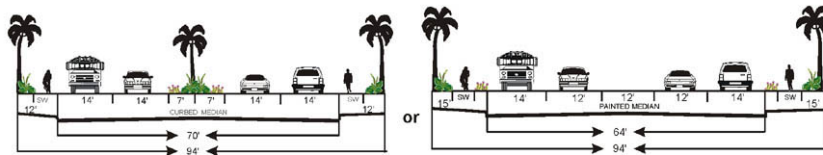
CURBED MEDIAN

Landscaped Center Median



Exhibit CE-11C: City of Perris Future Cross-Sections

Secondary Arterials



Legend



Landscaped Parkway

SW

Sidewalk or Urban Trail

CURBED MEDIAN

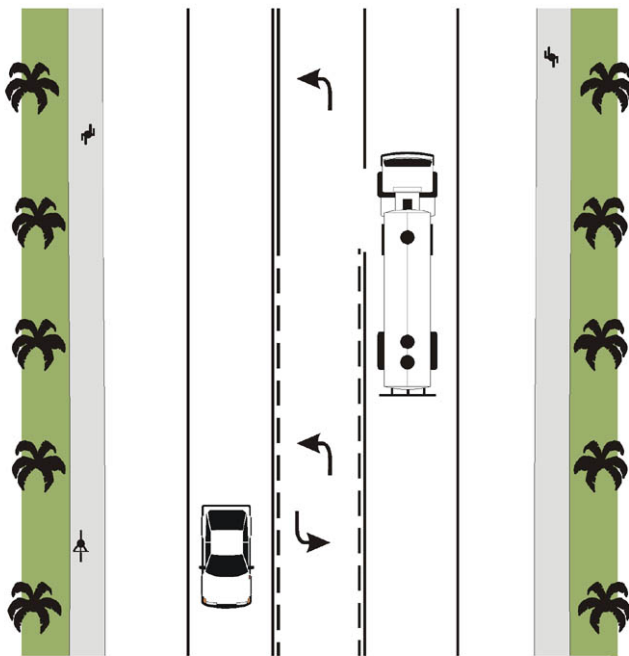
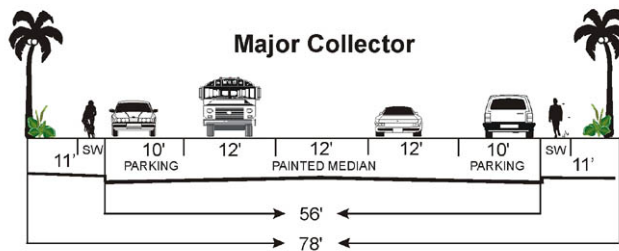
Landscaped Center Median

PAINTED MEDIAN

Center Median and/or Continuous
Left Turning Lane



Exhibit CE-IID: City of Perris Future Cross-Sections

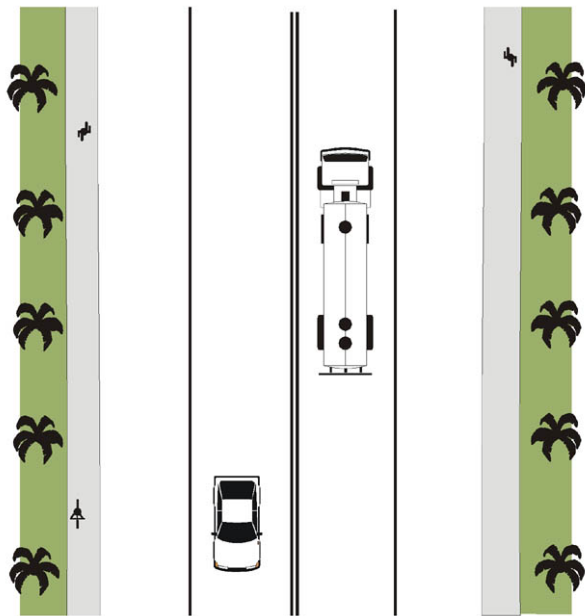
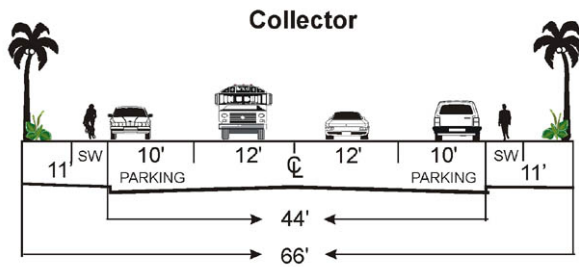


Legend

- | | | | |
|---------|----------------------|----|-------------------------|
| PARKING | Parking or Bike Lane | SW | Sidewalk or Urban Trail |
| | Painted Median | | Painted Median |



Exhibit CE-11E: City of Perris Future Cross-Sections

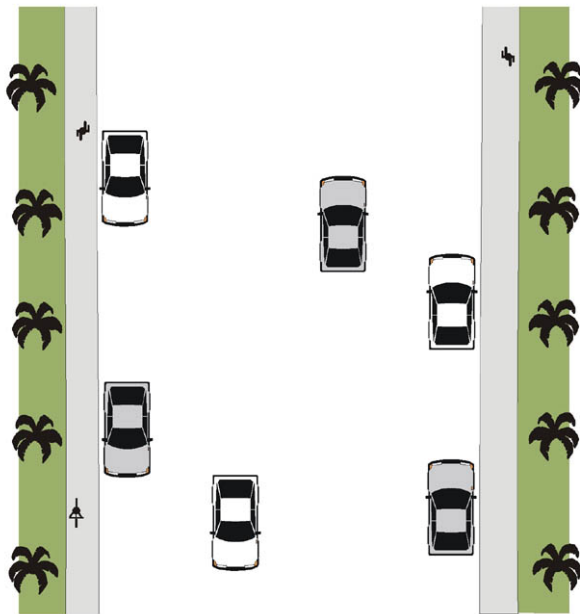
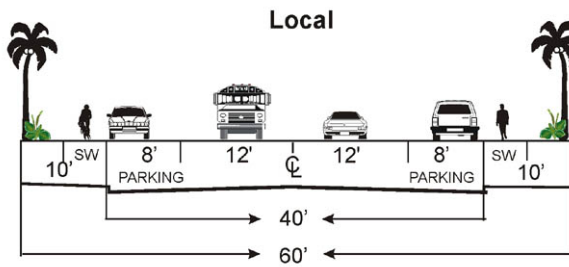


Legend

- PARKING Parking
- SW Sidewalk or Urban Trail



Exhibit CE-11F: City of Perris Future Cross-Sections

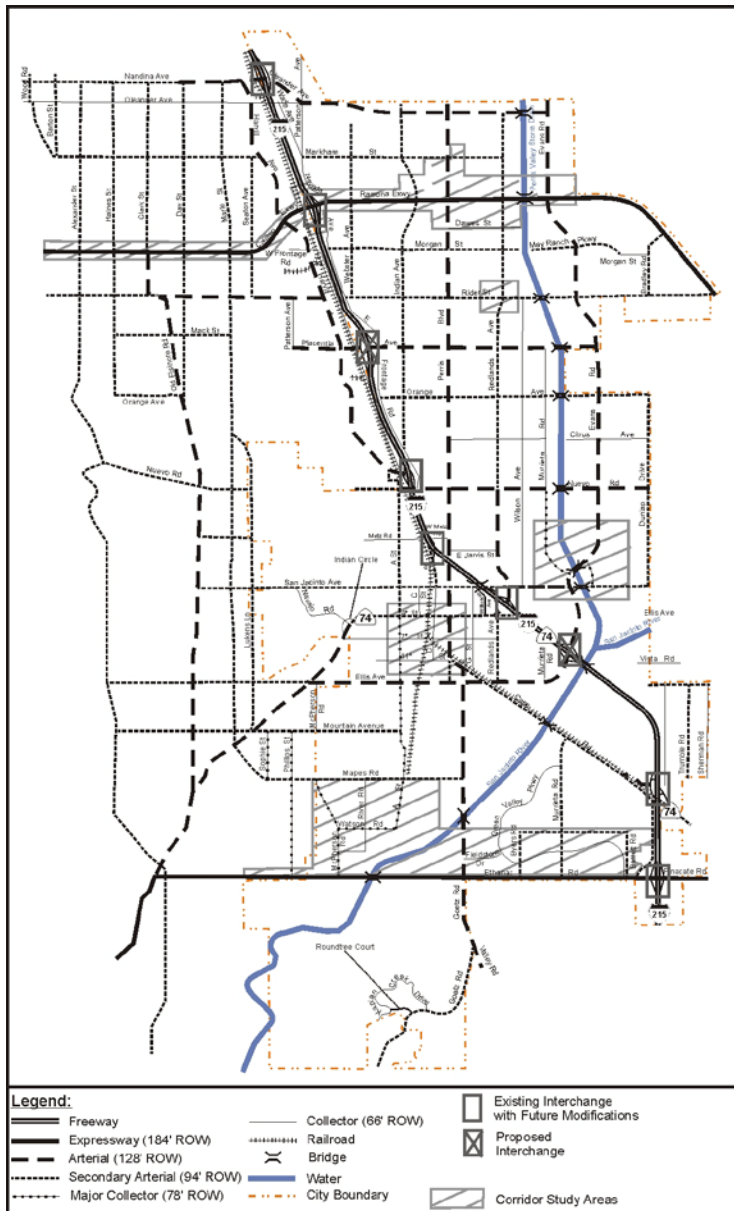


Legend

PARKING Parking SW Sidewalk



Exhibit CE-12: City of Perris Future Roadway Network





Projected Travel Demand

The Southern California Association of Governments (SCAG) traffic model was used to estimate average daily highway travel demand. SCAG's travel forecast model includes land use data applied to traffic analysis zones (TAZs) within the plan area. The model also incorporates a detailed street and highway network.

Travel demand, measured in vehicle-trips for each of several trip purposes, has been estimated for Year 2030. Travel demand was estimated considering: (1) projected land use consistent with the Land Use Plan in the Land Use Element in each of the TAZs; (2) the planned transportation network; and, (3) household behavior. Year 2030 socioeconomic data was developed for each TAZ by the City of Perris and is composed of the following information: the number of single family and multiple family households; population; and the number of retail, service, education, government and other employment types. Since most traffic congestion and capacity deficiencies are experienced during peak commute periods, forecasts of home-based work trips (home to work, work to home) are especially important.



Table CE-8: City of Perris Existing vs. Future Classification System

Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
7th Street	Redlands - SR74	2	Collector	2		
11th Street	West of 'A'	2	Collector	2		
11th Street	A Street - D Street	2	Collector	2		
11th Street	D Street - G Street	2	Collector	2		
A Street	North of San Jacinto	2	Secondary Arterial	4	Widen to 4 lanes	Safety concerns - public park and schools.
A Street	San Jacinto - 4th (SR 74)	2	Secondary Arterial	4		
A Street	4th Street - 11th Street	2	Major Collector	2		ROW Constraints, may remain at 60' ROW but be striped as Major Collector w/ continuous left turn lane.
A Street	11th Street - Ellis Avenue	2	Major Collector	2		
A Street	Ellis Avenue - Mountain	2	Major Collector	2		
A Street	Mountain - Mapes	2	Major Collector	2		
A Street	Mapes - Watson	2	Major Collector	2		
Bradley	Ramona Expressway - Rider Street	2	Secondary Arterial	4	Widen to 4 lanes	Major link to Ramona.
Cajalco Expressway	West of Haines	4	Expressway	6	Widen to 6 lanes	(Potential CETAP Corridor.)
Cajalco Expressway	Haines - Old Elsinore	4	Expressway	6		
Cajalco Expressway	Old Elsinore - Day	4	Expressway	6		
Cajalco Expressway	Day - Seaton	4	Expressway	6		
Cajalco Expressway	Seaton - Harvill	4	Expressway	6		
Cajalco Expressway	Harvill Avenue - I-215	4	Expressway	6		
Case Road	Perris - Goetz	2	Secondary Arterial	4	Widen to 4 lanes	
Case Road	Goetz - Ellis	2	Secondary Arterial	4		
Case Road	Ellis - Murietta	2	Secondary Arterial	4		
Case Road	Murietta - I-215	2	Secondary Arterial	4		
Citrus	Perris - Redlands	2	Collector	2		
Citrus	Redlands - Wilson	2	Collector	2		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Citrus	Wilson - Murrieta	2	Collector	2		
Citrus	West of Evans	2	Collector	2		
D Street	I-215 - 4th Street	2	Secondary Arterial	4	Widen to 4 lanes	
D Street	4th Street - 11th	2	Collector	2		
Dunlap	Orange - Citrus	2	Secondary Arterial	4	Widen to 4 lanes	Intensive residential growth.
Dunlap	Citrus - Nuevo	2	Secondary Arterial	4		
Dunlap	Nuevo - San Jacinto Road	2	Secondary Arterial	4		
Dunlap	San Jacinto - Ellis	2	Secondary Arterial	4		
East Frontage Rd	Rider - Placentia	2	Collector	2		
East Frontage Rd	Placentia - Orange	2	Collector	2		
East Frontage Rd	Orange - Indian	2	Collector	2		
East Frontage Rd	Indian - Nuevo Rd.	2	Collector	2		
Ellis Avenue	West of SR74	2	Secondary Arterial	4	Widen to 4 lanes	County Designation.
Ellis Avenue	SR74 - A Street	2	Arterial	6	Widen to 6 lanes	Evans Interchange not modeled in CETAP, volumes will be higher in Full Build conditions.
Ellis Avenue	A Street - Goetz Road	2	Arterial	6		
Ellis Avenue	Goetz Road - Case Road	2	Arterial	6		
Ellis Avenue	Case Road - Redlands	2	Arterial	6		
Ellis Avenue	Redlands - Murietta	2	Arterial	6		
Ellis Avenue	Murietta - Evans	2	Arterial	6		
Ethanac Road	West of Sophie	2	Expressway	6	Widen to 6 lanes	Major E-W movement in Southern Perris/Excess from SR74.
Ethanac Road	Sophie - River Rd.	2	Expressway	6		
Ethanac Road	River Rd. - Goetz Road	2	Expressway	6		
Ethanac Road	Goetz Road - Murrieta Road	2	Expressway	6		
Ethanac Road	Murrieta Road - Green Valley Pkwy	2	Expressway	6		
Ethanac Road	Green Valley Pkwy - I-215	2	Expressway	6		
Ethanac Road	I-215 - SR-74	2	Expressway	6		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Ethanac Road	East of SR 74	2	Expressway	6		
Evans Road	Oleander - Ramona Parkway	2	Arterial	6	Widen to 6 lanes	Major N-S movement/Excess from Perris.
Evans Road	Ramona Parkway - Morgan	2	Arterial	6		
Evans Road	Morgan - Rider	2	Arterial	6		
Evans Road	Rider Street - Placentia	4	Arterial	6		
Evans Road	Placentia - Orange	6	Arterial	6		
Evans Road	Orange - Citrus	2	Arterial	6	Widen to 6 lanes	
Evans Road	Citrus - Nuevo	2	Arterial	6		
Evans Road	Nuevo Road - Murietta	2	Arterial	6		
Evans Road	Murietta - San Jacinto	2	Arterial	6		
Evans Road	San Jacinto Road - I-215	2	Arterial	6		
Evans Road	I-215 - Ellis Avenue	2	Arterial	6		
Fieldstone	Goetz - Green River Parkway	2	Collector	2		
'G' Street	San Jacinto - 4th (SR 74)	2	Collector	2		
'G' Street	4th - Case	2	Collector	2		
Goetz Road	Case - Ellis	2	Arterial	6	Widen to 6 lanes	Major connector to Sun City/Excess from I-215.
Goetz Road	Ellis - Mountain	2	Arterial	6		
Goetz Road	Mountain - Mapes	2	Arterial	6		
Goetz Road	Mapes - Fieldstone Dr.	2	Arterial	6		
Goetz Road	Fieldstone Dr. - Ethanac	2	Arterial	6		
Goetz Road	Ethanac - Valley Road	2	Arterial	6		
Goetz Road	South of Valley Road	2	Secondary Arterial	4	Widen to 4 lanes	
Green River Parkway	Murietta - Ethanac	2	Collector	2		
Green River Parkway	Murietta - Fieldstone	2	Collector	2		
Green River Parkway	Fieldstone Dr. - Murietta	2	Collector	2		
Harvill	Oleander - Markham	2	Arterial	6		Major N-S



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Harvill	Markham - Ramona Expressway	2	Arterial	6		movements/Excess from I-215. Intensive industrial use.
Harvill	Ramona Expressway - Placentia	2	Arterial	6		
I-215	North of Oleander	6	Freeway	6	Widen to 6 lanes	Measure A funds targeted to widen to 8 lane facility by 2038.
I-215	Oleander - Ramona Expressway	6	Freeway	6		
I-215	Ramona Expressway - Placentia	6	Freeway	6		
I-215	Placentia Avenue - Nuevo	6	Freeway	6		
I-215	Nuevo Road - SR 74 (4th St.)	6	Freeway	6		
I-215	SR 74 - Evans	4	Freeway	6		
I-215	Evans - Case	4	Freeway	6		
I-215	Case - Ethanac	4	Freeway	6		
I-215	South of Ethanac	4	Freeway	6		
Indian Avenue	North of Oleander Avenue	2	Secondary Arterial	4	Build to 4 lanes	Major N-S movement/Excess from I-215. Intensive industrial use.
Indian Avenue	Oleander - Markham		Secondary Arterial	4		
Indian Avenue	Markham - Ramona		Secondary Arterial	4		
Indian Avenue	Ramona Expressway - Rider Street	4	Secondary Arterial	4		
Indian Avenue	Rider - Placentia	4	Secondary Arterial	4		
Indian Avenue	Placentia - Orange	4	Secondary Arterial	4		
Indian Avenue	Orange - E. Frontage Rd.	4	Secondary Arterial	4		
Jarvis	Perris - Redlands	2	Collector	2		
Mapes	Goetz - 'A'	2	Secondary Arterial	4	Widen to 4 lanes	Intensive residential growth beyond 2030.
Mapes	'A' - McPherson	2	Secondary Arterial	4		
Mapes	McPherson - Sophie	2	Secondary Arterial	4		
Mapes	Sophie - Mountain	2	Secondary Arterial	4		
Mapes	Mountain - Marie	2	Secondary Arterial	4		
Markham	West of Harvill	2	Secondary Arterial	4	Widen to 4 lanes	Intensive industrial use. Limited access along
Markham	I-215 - Harvill	2	Secondary Arterial	4		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Markham	Wade - Patterson	2	Secondary Arterial	4		Ramona will draw E-W movement including trucks.
Markham	Patterson - Webster	2	Secondary Arterial	4		
Markham	Webster - Indian	4	Secondary Arterial	4		
Markham	Indian - Perris	2	Secondary Arterial	4		
Markham	Perris - Redlands		Secondary Arterial	4		
May Ranch Parkway	Evans - Rider Street	2	Secondary Arterial	4	Widen to 4 lanes	
McPherson	North of Mountain	2	Collector	2		
McPherson	Mapes - Watson	2	Major Collector	2		
McPherson	Watson - Ethanac	2	Major Collector	2		
Morgan	Nevada - Webster	2	Secondary Arterial	4	Widen to 4 lanes	Intensive industrial use. Limited access along Ramona will draw E-W movement including trucks.
Morgan	Webster - Indian	4	Secondary Arterial	4		
Morgan	Indian - Perris	2	Secondary Arterial	4		
Morgan	Perris - Redlands	2	Secondary Arterial	4		
Morgan	East of Evans - Evans	4	Secondary Arterial	4		
Mountain	West of SR 74	2	Secondary Arterial	4	Widen to 4 lanes	Intensive residential growth beyond 2030.
Mountain	SR 74 - Sophie	2	Secondary Arterial	4		
Mountain	Sophie - McPherson	2	Secondary Arterial	4		
Mountain	McPherson - 'A' Street	2	Secondary Arterial	4		
Murrieta Road	Placentia - Orange	2	Collector	2		ROW Constraints.
Murrieta Road	Nuevo Road - Evans	2	Major Collector	2		
Murrieta Road	Case Road - Green Valley Pkwy	2	Secondary Arterial	4	Widen to 4 lanes	Intensive residential growth beyond 2030.
Murrieta Road	Green Valley Pkwy - Green Valley Pkwy So.	2	Secondary Arterial	4		
Murrieta Road	Green Valley Pkwy So. - Ethanac	2	Secondary Arterial	4		
Murrieta Road	Ethanac - McCall	2	Secondary Arterial	4		
Navajo Road	NW of 4th	2	Collector	2		
Nevada Frontage Rd	Markham - Ramona Pkwy	2	Collector	2		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Nevada Frontage Rd	Ramona Pkwy - Morgan	2	Collector	2		
Nevada Frontage Rd	Morgan - Rider	2	Collector	2		
Nuevo Road	Webster - I-215	4	Secondary Arterial	4		
Nuevo Road	I-215 to East Frontage Road	4	Arterial	6	Widen to 6 lanes	Major E-W movement to/from I-215.
Nuevo Road	East Frontage Road - Perris Boulevard	4	Arterial	6		
Nuevo Road	Perris Boulevard - Redlands Avenue	2	Arterial	6		
Nuevo Road	Redlands Avenue - Wilson	2	Arterial	6		
Nuevo Road	Wilson Avenue - Murrietta Road	2	Arterial	6		
Nuevo Road	Murrietta Road - Evans	2	Arterial	6		
Nuevo Road	Evans - Dunlap	2	Arterial	6		
Nuevo Road	East of Dunlap	2	Arterial	6		
Old Elsinore Road	Oleander - Ramona	2	Secondary Arterial	4		
Old Elsinore Road	Ramona - Rider	2	Arterial	6	Widen to 6 lanes	
Old Elsinore Road	Rider - Mack	2	Arterial	6		
Old Elsinore Road	Mack - Nuevo	2	Arterial	6		
Old Elsinore Road	Nuevo - San Jacinto	2	Arterial	6		
Oleander Avenue	West of Harvill	2	Arterial	6	Widen to 6 lanes	Major E-W movement in Northern Perris.
Oleander Avenue	Harvill - I-215	2	Arterial	6		
Oleander Avenue	I-215 - Patterson	2	Arterial	6		
Oleander Avenue	Patterson - Heacock	2	Arterial	6		
Oleander Avenue	Heacock - Indian	2	Arterial	6		
Oleander Avenue	Indian Avenue - Perris Boulevard		Arterial	6		
Oleander Avenue	Perris Boulevard - Laselle		Arterial	6		
Orange Avenue	West of I-215	2	Secondary Arterial	4	Widen to 4 lanes	Major E-W movement given limited access along Ramona.
Orange Avenue	E. Frontage Rd. - Indian Avenue	4	Secondary Arterial	4		
Orange Avenue	Indian Road - Perris	4	Secondary Arterial	4		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Orange Avenue	Perris Boulevard - Redlands	4	Secondary Arterial	4		
Orange Avenue	Redlands - Wilson	4	Secondary Arterial	4		
Orange Avenue	Wilson - Evans	2	Secondary Arterial	4		
Orange Avenue	Evans - Dunlap	2	Secondary Arterial	4		
Patterson	Oleander - Markham	2	Collector	2		
Perris Boulevard	North of Oleander	4	Arterial	6	Widen to 6 lanes	Major N-S movement/Excess from I-215. Intensive industrial use in the North.
Perris Boulevard	Oleander - Markham	4	Arterial	6		
Perris Boulevard	Markham - Ramona	4	Arterial	6		
Perris Boulevard	Ramona Expressway - Morgan	4	Arterial	6		
Perris Boulevard	Morgan - Rider	4	Arterial	6		
Perris Boulevard	Rider Street - Placentia Avenue	4	Arterial	6		
Perris Boulevard	Placentia Avenue - Orange	4	Arterial	6		
Perris Boulevard	Orange - Citrus	4	Arterial	6		
Perris Boulevard	Citrus - Nuevo	4	Arterial	6		
Perris Boulevard	Nuevo - E. Jarvis Avenue	4	Arterial	6		
Perris Boulevard	E. Jarvis - San Jacinto	4	Arterial	6		
Perris Boulevard	San Jacinto - 4th	4	Arterial	6		
Perris Boulevard	4th Street - 11th	4	Arterial	6		
Perris Boulevard	11th - Ellis	4	Arterial	6		
Placentia Avenue	West of Harvill	2	Arterial	6		
Placentia Avenue	Harvill - I-215	2	Arterial	6		
Placentia Avenue	I-215 - East Frontage Rd.	2	Arterial	6	Widen to 6 lanes	New interchange and intensive residential development in Eastern Perris will increase E-W movement.
Placentia Avenue	East Frontage Rd. - Indian Avenue	2	Arterial	6		
Placentia Avenue	Indian Avenue - Perris Boulevard	2	Arterial	6		
Placentia Avenue	Perris Boulevard - Redlands Avenue	2	Arterial	6		
Placentia Avenue	Redlands Avenue - Wilson	2	Arterial	6		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Placentia Avenue	Wilson - Murietta	2	Arterial	6		
Placentia Avenue	Murietta - Evans	2	Arterial	6		
Phillips Street	Mountain - Mapes	2	Major Collector	2		
Phillips Street	Mapes - Ethanac	2	Major Collector	2		
Ramona Expressway	I-215 - Nevada Avenue	4	Expressway	6	Widen to 6 lanes	(Potential CETAP Corridor.)
Ramona Expressway	Nevada Avenue - Webster Avenue	4	Expressway	6		
Ramona Expressway	Webster Avenue - Indian Avenue	4	Expressway	6		
Ramona Expressway	Indian Avenue - Perris Boulevard	4	Expressway	6		
Ramona Expressway	Perris Boulevard - Redlands Avenue	4	Expressway	6		
Ramona Expressway	Redlands Avenue - Evans Road	4	Expressway	6		
Ramona Expressway	Evans Road - Bradley Road	4	Expressway	6		
Ramona Expressway	Bradley Road - Rider Street	4	Expressway	6		
Ramona Expressway	East of Rider Street	4	Expressway	6		
Redlands Avenue	Oleander - Markham	2	Secondary Arterial	4		
Redlands Avenue	Markham - Ramona	4	Secondary Arterial	4		
Redlands Avenue	Ramona - Morgan	4	Secondary Arterial	4		
Redlands Avenue	Morgan - Rider	4	Secondary Arterial	4		
Redlands Avenue	Rider Street - Placentia Avenue	4	Secondary Arterial	4		
Redlands Avenue	Placentia Avenue - Orange	4	Secondary Arterial	4		Major N-S movement/Excess from I-215 and Perris. ROW Constraints.
Redlands Avenue	Orange - Citrus	4	Secondary Arterial	4		Major N-S movement/Excess from I-215 and Perris.
Redlands Avenue	Citrus - Nuevo	4	Secondary Arterial	4		
Redlands Avenue	Nuevo - E. Jarvis Avenue	2	Arterial	6	Widen to 6 lanes	
Redlands Avenue	E. Jarvis - San Jacinto	2	Arterial	6		
Redlands Avenue	San Jacinto Road - I-215	4	Arterial	6		
Redlands Avenue	I-215 - 4th (SR 74)	4	Arterial	6		
Redlands Avenue	4th - Ellis	4	Secondary Arterial	4		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
Rider Street	West of Alexander	2	Secondary Arterial	4	Widen to 4 lanes	Major E-W movement given limited access along Ramona. Safety concerns w/ 4 schools.
Rider Street	Alexander - Old Elsinore	2	Secondary Arterial	4		
Rider Street	Old Elsinore - Marie	2	Secondary Arterial	4		
Rider Street	Marie - Harvill	2	Secondary Arterial	4		
Rider Street	Nevada - Webster	2	Secondary Arterial	4		
Rider Street	Webster - Indian	4	Secondary Arterial	4		
Rider Street	Indian Avenue - Perris Boulevard	2	Secondary Arterial	4	Widen to 4 lanes	
Rider Street	Perris - Wilson	2	Secondary Arterial	4		
Rider Street	Wilson - Redlands	2	Secondary Arterial	4		
Rider Street	Redlands - Evans	2	Secondary Arterial	4		
Rider Street	Evans - May Ranch Plowly	2	Secondary Arterial	4		
Rider Street	May Ranch Plowly - Bradley	2	Secondary Arterial	4		
Rider Street	Bradley - Ramona	2	Secondary Arterial	4		
River Rd.	Watson - Ethanac	2	Collector	2		
San Jacinto Road	East of 'A' Street	2	Secondary Arterial	4	Widen to 4 lanes	Provides capacity for diverted N-S movement or excess from I-215.
San Jacinto Road	'A' - 'D'	2	Secondary Arterial	4		
San Jacinto Road	'D' - Perris	2	Secondary Arterial	4		
San Jacinto Road	Perris - 'G'	2	Secondary Arterial	4		
San Jacinto Road	'G' - Redlands	2	Secondary Arterial	4		
San Jacinto Road	Redlands - Wilson	2	Arterial	6	Widen to 6 lanes	
San Jacinto Road	Wilson - Evans	2	Arterial	6		
San Jacinto Road	Evans - Dunlap	2	Secondary Arterial	4	Widen to 4 lanes	
Sophie	Mountain - Mapes	2	Major Collector	2		
SR-74	South of Mountain	4	Arterial	6	Widen to 6 lanes	
SR-74	Marie - Mountain	4	Arterial	6		
SR-74	Mountain - Ellis	4	Arterial	6		



Street	Segment	2003	2030		2003-2030 Upgrade	Designation Justification
		Number of Lanes	Future Classification	Future Number of Lanes		
SR-74	Ellis - Navajo	4	Arterial	6		
SR-74	Navajo - 'A'	2	Secondary Arterial	4	Widen to 4 lanes	ROW Constraints.
SR-74	A Street - D Street	2	Secondary Arterial	4		
SR-74	D Street - Perris Boulevard	2	Secondary Arterial	4		
SR-74	Perris Boulevard - 'G'	2	Secondary Arterial	4		
SR-74	'G' - Redlands	2	Secondary Arterial	4		
SR-74	East of Redlands	2	Secondary Arterial	4		
Valley Road	South of Goetz	2	Arterial	6		
Wade	Oleander - Markham	2	Collector	2		
Watson	'A' Street - River Road	2	Major Collector	2		Residential development.
Watson	River Road - McPherson	2	Major Collector	2		
Webster Avenue	Oleander - Markham	2	Secondary Arterial	4	Widen to 6 lanes	Major N-S movement to/from Moreno Valley/Excess from I-215.
Webster Avenue	Markham - Ramona	2	Secondary Arterial	4		
Webster Avenue	Ramona Expressway - Morgan	2	Secondary Arterial	4	Widen to 4 lanes	Large industrial use.
Webster Avenue	Morgan - Rider	2	Secondary Arterial	4		
Wilson	Rider - Placentia	2	Collector	2		
Wilson	Placentia - Orange	2	Collector	2		
Wilson	Orange - Citrus	2	Collector	2		
Wilson	Citrus - Nuevo	2	Collector	2		
Wilson	Nuevo - San Jacinto Road	2	Collector	2		



Projected Traffic Volumes and Level of Service Conditions

Segment Analysis

Results of the traffic modeling process provided Year 2030 projected average daily traffic volumes on principal streets and highways in the City of Perris. Traffic volumes for each classified street and highway have been identified to project expected levels of service. To determine future LOS for each segment along the street and highway network, segment LOS was estimated using the Modified Highway Capacity Manual-Based Level of Service Tables (Appendix A). The Tables are widely used in the Inland Empire and consider the capacity of individual street and highway segments based on numerous roadway variables (freeway design speed, signalized intersections per mile, number of lanes, saturation flow, etc.). These variables were identified and applied to reflect existing traffic LOS conditions in the plan area. A complete description of the Modified Tables and the variables applied to calculate segment LOS is included in Appendix A and a summary follows as Table CE-9. Table CE-10 and Exhibit CE-13 identify the resulting Year 2030 average daily traffic volumes and LOS for each street and highway segment.

Areas designated as Corridor Study Areas in Exhibit CE-13 are expected to be studied during the planning period and are subject to change from the illustrated designations prior to 2030. Exhibit CE-13 therefore identifies future LOS for the planned regional street and highway system.

Results of the segment analysis for the Year 2030 indicate that a majority of the future year street and highway segments will be operating at LOS A through D (reference Table CE-10). Fourteen (14) segments referenced in Table CE-10 and

four (4) intersections from Table CE-6 are projected to be operating at LOS E or F by the Year 2030. As a result, these street and highway segments will fall short of the City's new Minimum LOS Standard of "D" or better, as identified in the Strategy for Action Goals and Policies.



Table CE-9: Perris Roadway Future Capacity / Level of Service ⁽¹⁾

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) ⁽²⁾				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector/Local	2	7,800	9,100	10,400	11,700	13,000
Major Collector	2	10,800	12,600	14,400	16,200	18,000
Secondary Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

⁽¹⁾ All Capacity Exhibits are based on optimum conditions and are intended as guidelines for planning purposes only.

⁽²⁾ Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.

Table CE-10: Future Segment Average Daily Traffic (ADT) and Level of Service (LOS)

Street	Segment	2030			
		Future Classification	Future Number of Lanes	Future ADT	Future LOS
7th Street	Redlands - SR 74	Collector	2	4,600	A
11th Street	West of 'A'	Collector	2	3,200	A
11th Street	A Street - D Street	Collector	2	3,100	A
11th Street	D Street - G Street	Collector	2	9,600	C
A Street	North of San Jacinto	Secondary Arterial	4	7,500	A
A Street	San Jacinto - 4th (SR 74)	Secondary Arterial	4	13,300	A
A Street	4th Street - 11th Street	Major Collector	2	7,900	A
A Street	11th Street - Ellis Avenue	Major Collector	2	7,900	A
A Street	Ellis Avenue - Mountain	Major Collector	2	10,000	A
A Street	Mountain - Mapes	Major Collector	2	10,000	A
A Street	Mapes - Watson	Major Collector	2	8,500	A
Bradley	Ramona Expressway - Rider Street	Secondary Arterial	4	1,700	A
Cajalco Expressway	West of Haines	Expressway	6	22,700	A
Cajalco Expressway	Haines - Old Elsinore	Expressway	6	21,800	A
Cajalco Expressway	Old Elsinore - Day	Expressway	6	24,900	A
Cajalco Expressway	Day - Seaton	Expressway	6	24,000	A



Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
Cajalco Expressway	Seaton - Harvill	Expressway	6	25,400	A
Cajalco Expressway	Harvill Avenue - I-215	Expressway	6	32,400	A
Case Road	Perris - Goetz	Secondary Arterial	4	10,300	A
Case Road	Goetz - Ellis	Secondary Arterial	4	10,500	A
Case Road	Ellis - Murietta	Secondary Arterial	4	17,700	A
Case Road	Murietta - I-215	Secondary Arterial	4	8,900	A
Citrus	Perris - Redlands	Collector	2	600	A
Citrus	Redlands - Wilson	Collector	2	5,800	A
Citrus	Wilson - Murrieta	Collector	2	1,900	A
Citrus	West of Evans	Collector	2	800	A
D Street	I-215 - 4th Street	Secondary Arterial	4	23,400	B
D Street	4th Street - 11th	Collector	2	8,900	B
Dunlap	Orange - Citrus	Secondary Arterial	4	15,500	A
Dunlap	Citrus - Nuevo	Secondary Arterial	4	9,200	A
Dunlap	Nuevo - San Jacinto Road	Secondary Arterial	4	12,200	A
Dunlap	San Jacinto - Ellis	Secondary Arterial	4		
East Frontage Rd	Rider - Placentia	Collector	2	3,700	A
East Frontage Rd	Placentia - Orange	Collector	2	2,200	A
East Frontage Rd	Orange - Indian	Collector	2	2,200	A
East Frontage Rd	Indian - Nuevo Rd.	Collector	2	2,100	A
Ellis Avenue	West of SR 74	Secondary Arterial	4	12,800	A
Ellis Avenue	SR 74 - A Street	Arterial	6	14,900	A
Ellis Avenue	A Street - Goetz Road	Arterial	6	17,400	A
Ellis Avenue	Goetz Road - Case Road	Arterial	6	17,800	A
Ellis Avenue	Case Road - Redlands	Arterial	6	19,400	A
Ellis Avenue	Redlands - Murietta	Arterial	6	11,200	A
Ellis Avenue	Murietta - Evans	Arterial	6	11,700	A
Ethanac Road	West of Sophie	Expressway	6	11,100	A
Ethanac Road	Sophie - River Rd.	Expressway	6	11,100	A
Ethanac Road	River Rd. - Goetz Road	Expressway	6	14,100	A
Ethanac Road	Goetz Road - Murrieta Road	Expressway	6	17,600	A
Ethanac Road	Murrieta Road - Green Valley Pkwy	Expressway	6	16,100	A
Ethanac Road	Green Valley Pkwy - I-215	Expressway	6	17,600	A
Ethanac Road	I-215 - SR-74	Expressway	6	18,700	A
Ethanac Road	East of SR 74	Expressway	6	24,100	A
Evans Road	Oleander - Ramona Parkway	Arterial	6	20,400	A
Evans Road	Ramona Parkway - Morgan	Arterial	6	22,500	A
Evans Road	Morgan - Rider	Arterial	6	14,800	A
Evans Road	Rider Street - Placentia	Arterial	6	13,500	A
Evans Road	Placentia - Orange	Arterial	6	12,800	A
Evans Road	Orange - Citrus	Arterial	6	12,400	A
Evans Road	Citrus - Nuevo	Arterial	6	12,100	A



City of Perris
General Plan

Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
Evans Road	Nuevo Road - Murietta	Arterial	6	10,800	A
Evans Road	Murietta - San Jacinto	Arterial	6	9,500	A
Evans Road	San Jacinto Road - I-215	Arterial	6	14,500	A
Evans Road	I-215 - Ellis Avenue	Arterial	6	12,600	A
Fieldstone	Goetz - Green River Parkway	Collector	2	700	A
'G' Street	San Jacinto - 4th (SR 74)	Collector	2	23,100	F
'G' Street	4th - Case	Collector	2	14,900	F
Goetz Road	Case - Ellis	Arterial	6	9,000	A
Goetz Road	Ellis - Mountain	Arterial	6	7,500	A
Goetz Road	Mountain - Mapes	Arterial	6	12,900	A
Goetz Road	Mapes - Fieldstone Dr.	Arterial	6	13,300	A
Goetz Road	Fieldstone Dr. - Ethanac	Arterial	6	12,500	A
Goetz Road	Ethanac - Valley Road	Arterial	6	12,900	A
Goetz Road	South of Valley Road	Secondary Arterial	4	2,500	A
Green River Parkway	Murietta - Ethanac	Collector	2	100	A
Green River Parkway	Murietta - Fieldstone	Collector	2	100	A
Green River Parkway	Fieldstone Dr. - Murietta	Collector	2	200	A
Harvill	Oleander - Markham	Arterial	6	11,100	A
Harvill	Markham - Ramona Expressway	Arterial	6	11,300	A
Harvill	Ramona Expressway - Placentia	Arterial	6	5,200	A
I-215	North of Oleander	Freeway	6	180,200	F
I-215	Oleander - Ramona Expressway	Freeway	6	176,500	F
I-215	Ramona Expressway - Placentia	Freeway	6	160,500	F
I-215	Placentia Avenue - Nuevo	Freeway	6	160,500	F
I-215	Nuevo Road - SR 74 (4th St.)	Freeway	6	159,500	F
I-215	SR 74 - Evans	Freeway	6	137,000	F
I-215	Evans - Case	Freeway	6	138,500	F
I-215	Case - Ethanac	Freeway	6	124,900	F
I-215	South of Ethanac	Freeway	6	124,500	F
Indian Avenue	North of Oleander Avenue	Secondary Arterial	4	4,100	A
Indian Avenue	Oleander - Markham	Secondary Arterial	4	4,300	A
Indian Avenue	Markham - Ramona	Secondary Arterial	4	3,000	A
Indian Avenue	Ramona Expressway - Rider Street	Secondary Arterial	4	1,900	A
Indian Avenue	Rider - Placentia	Secondary Arterial	4	5,400	A
Indian Avenue	Placentia - Orange	Secondary Arterial	4	5,500	A
Indian Avenue	Orange - E. Frontage Rd.	Secondary Arterial	4	6,300	A
Jarvis	Perris - Redlands	Collector	2	5,000	A
Mapes	Goetz - 'A'	Secondary Arterial	4	6,100	A
Mapes	'A' - McPherson	Secondary Arterial	4	1,300	A
Mapes	McPherson - Sophie	Secondary Arterial	4	1,300	A
Mapes	Sophie - Mountain	Secondary Arterial	4	1,300	A



Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
Mapes	Mountain - Marie	Secondary Arterial	4	4,300	A
Markham	West of Harvill	Secondary Arterial	4	13,700	A
Markham	I-215 - Harvill	Secondary Arterial	4	100	A
Markham	Wade - Patterson	Secondary Arterial	4	100	A
Markham	Patterson - Webster	Secondary Arterial	4	2,100	A
Markham	Webster - Indian	Secondary Arterial	4	2,900	A
Markham	Indian - Perris	Secondary Arterial	4	2,900	A
Markham	Perris - Redlands	Secondary Arterial	4	1,400	A
May Ranch Parkway	Evans - Rider Street	Secondary Arterial	4	22,500	B
McPherson	North of Mountain	Collector	2	1,700	A
McPherson	Mapes - Watson	Major Collector	2		
McPherson	Watson - Ethanac	Major Collector	2		A
Morgan	Nevada - Webster	Secondary Arterial	4	2,300	A
Morgan	Webster - Indian	Secondary Arterial	4	2,100	A
Morgan	Indian - Perris	Secondary Arterial	4	4,600	A
Morgan	Perris - Redlands	Secondary Arterial	4	6,700	A
Morgan	East of Evans - Evans	Secondary Arterial	4	800	A
Mountain	West of SR 74	Secondary Arterial	4	5,900	A
Mountain	SR 74 - Sophie	Secondary Arterial	4	4,800	A
Mountain	Sophie - McPherson	Secondary Arterial	4	4,400	A
Mountain	McPherson - 'A' Street	Secondary Arterial	4	2,800	A
Murrieta Road	Placentia - Orange	Collector	2	4,600	A
Murrieta Road	Nuevo Road - Evans	Major Collector	2	7,200	A
Murrieta Road	Case Road - Green Valley Pkwy	Secondary Arterial	4	9,300	A
Murrieta Road	Green Valley Pkwy - Green Valley Pkwy So.	Secondary Arterial	4	9,700	A
Murrieta Road	Green Valley Pkwy So. - Ethanac	Secondary Arterial	4	8,900	A
Murrieta Road	Ethanac - McCall	Secondary Arterial	4	3,400	A
Navajo Road	NW of 4th	Collector	2	7,600	A
Nevada Frontage Rd	Markham - Ramona Pkwy	Collector	2	2,600	A
Nevada Frontage Rd	Ramona Pkwy - Morgan	Collector	2	4,500	A
Nevada Frontage Rd	Morgan - Rider	Collector	2	4,200	A
Nuevo Road	Webster - I-215	Secondary Arterial	4	4,300	A
Nuevo Road	I-215 to East Frontage Road	Arterial	6	17,900	A
Nuevo Road	East Frontage Road - Perris Boulevard	Arterial	6	18,200	A
Nuevo Road	Perris Boulevard - Redlands Avenue	Arterial	6	17,700	A
Nuevo Road	Redlands Avenue - Wilson	Arterial	6	18,000	A
Nuevo Road	Wilson Avenue - Murrieta Road	Arterial	6	15,400	A
Nuevo Road	Murrieta Road - Evans	Arterial	6	20,500	A
Nuevo Road	Evans - Dunlap	Arterial	6	17,500	A
Nuevo Road	East of Dunlap	Arterial	6	17,500	A
Old Elsinore Road	Oleander - Ramona	Secondary Arterial	4	8,300	A
Old Elsinore Road	Ramona - Rider	Arterial	6	13,800	A



City of Perris
General Plan

Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
Old Elsinore Road	Rider - Mack	Arterial	6	11,500	A
Old Elsinore Road	Mack - Nuevo	Arterial	6	12,600	A
Old Elsinore Road	Nuevo - San Jacinto	Arterial	6	11,100	A
Oleander Avenue	West of Harvill	Arterial	6	16,200	A
Oleander Avenue	Harvill - I-215	Arterial	6	25,300	A
Oleander Avenue	I-215 - Patterson	Arterial	6	16,200	A
Oleander Avenue	Patterson - Heacock	Arterial	6	13,400	A
Oleander Avenue	Heacock - Indian	Arterial	6	7,600	A
Oleander Avenue	Indian Avenue - Perris Boulevard	Arterial	6	7,300	A
Oleander Avenue	Perris Boulevard - Laselle	Arterial	6	5,500	A
Orange Avenue	West of I-215	Secondary Arterial	4	3,500	A
Orange Avenue	E. Frontage Rd. - Indian Avenue	Secondary Arterial	4	1,400	A
Orange Avenue	Indian Road - Perris	Secondary Arterial	4	4,600	A
Orange Avenue	Perris Boulevard - Redlands	Secondary Arterial	4	6,700	A
Orange Avenue	Redlands - Wilson	Secondary Arterial	4	9,100	A
Orange Avenue	Wilson - Evans	Secondary Arterial	4	9,300	A
Orange Avenue	Evans - Dunlap	Secondary Arterial	4	4,900	A
Patterson	Oleander - Markham	Collector	2	8,900	A
Perris Boulevard	North of Oleander	Arterial	6	34,600	B
Perris Boulevard	Oleander - Markham	Arterial	6	27,000	A
Perris Boulevard	Markham - Ramona	Arterial	6	26,000	A
Perris Boulevard	Ramona Expressway - Morgan	Arterial	6	24,900	A
Perris Boulevard	Morgan - Rider	Arterial	6	25,600	A
Perris Boulevard	Rider Street - Placentia Avenue	Arterial	6	25,500	A
Perris Boulevard	Placentia Avenue - Orange	Arterial	6	24,600	A
Perris Boulevard	Orange - Citrus	Arterial	6	17,200	A
Perris Boulevard	Citrus - Nuevo	Arterial	6	17,600	A
Perris Boulevard	Nuevo - E. Jarvis Avenue	Arterial	6	25,700	A
Perris Boulevard	E. Jarvis - San Jacinto	Arterial	6	27,900	A
Perris Boulevard	San Jacinto - 4th	Arterial	6	24,000	A
Perris Boulevard	4th Street - 11th	Arterial	6	7,000	A
Perris Boulevard	11th - Ellis	Arterial	6		A
Placentia Avenue	West of Harvill	Arterial	6	14,200	A
Placentia Avenue	Harvill - I-215	Arterial	6	14,600	A
Placentia Avenue	I-215 - East Frontage Rd.	Arterial	6		A
Placentia Avenue	East Frontage Rd. - Indian Avenue	Arterial	6	30,200	A
Placentia Avenue	Indian Avenue - Perris Boulevard	Arterial	6	29,600	A
Placentia Avenue	Perris Boulevard - Redlands Avenue	Arterial	6	6,100	A
Placentia Avenue	Redlands Avenue - Wilson	Arterial	6	6,100	A
Placentia Avenue	Wilson - Murietta	Arterial	6	6,300	A
Placentia Avenue	Murietta - Evans	Arterial	6	5,600	A
Phillips Street	Mountain - Mapes	Major Collector	2		A



Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
Phillips Street	Mapes - Ethanac	Major Collector	2		A
Ramona Expressway	I-215 - Nevada Avenue	Expressway	6	55,800	E
Ramona Expressway	Nevada Avenue - Webster Avenue	Expressway	6	43,900	C
Ramona Expressway	Webster Avenue - Indian Avenue	Expressway	6	41,400	B
Ramona Expressway	Indian Avenue - Perris Boulevard	Expressway	6	37,800	B
Ramona Expressway	Perris Boulevard - Redlands Avenue	Expressway	6	41,600	B
Ramona Expressway	Redlands Avenue - Evans Road	Expressway	6	45,700	C
Ramona Expressway	Evans Road - Bradley Road	Expressway	6	39,500	B
Ramona Expressway	Bradley Road - Rider Street	Expressway	6	39,300	B
Ramona Expressway	East of Rider Street	Expressway	6	38,700	B
Redlands Avenue	Oleander - Markham	Secondary Arterial	4		
Redlands Avenue	Markham - Ramona	Secondary Arterial	4	13,600	A
Redlands Avenue	Ramona - Morgan	Secondary Arterial	4	14,700	A
Redlands Avenue	Morgan - Rider	Secondary Arterial	4	16,500	A
Redlands Avenue	Rider Street - Placentia Avenue	Secondary Arterial	4	21,400	A
Redlands Avenue	Placentia Avenue - Orange	Secondary Arterial	4	21,200	A
Redlands Avenue	Orange - Citrus	Secondary Arterial	4	15,700	A
Redlands Avenue	Citrus - Nuevo	Secondary Arterial	4	18,400	A
Redlands Avenue	Nuevo - E. Jarvis Avenue	Arterial	6	24,700	A
Redlands Avenue	E. Jarvis - San Jacinto	Arterial	6	24,400	A
Redlands Avenue	San Jacinto Road - I-215	Arterial	6	24,700	A
Redlands Avenue	I-215 - 4th (SR 74)	Arterial	6	26,400	A
Redlands Avenue	4th - Ellis	Secondary Arterial	4	18,600	A
Rider Street	West of Alexander	Secondary Arterial	4	4,300	A
Rider Street	Alexander - Old Elsinore	Secondary Arterial	4	8,300	A
Rider Street	Old Elsinore - Marie	Secondary Arterial	4	4,600	A
Rider Street	Marie - Harvill	Secondary Arterial	4	11,600	A
Rider Street	Nevada - Webster	Secondary Arterial	4	3,900	A
Rider Street	Webster - Indian	Secondary Arterial	4	3,600	A
Rider Street	Indian Avenue - Perris Boulevard	Secondary Arterial	4	4,600	A
Rider Street	Perris - Wilson	Secondary Arterial	4	4,000	A
Rider Street	Wilson - Redlands	Secondary Arterial	4	3,700	A
Rider Street	Redlands - Evans	Secondary Arterial	4	10,700	A
Rider Street	Evans - May Ranch Pkwy	Secondary Arterial	4	4,900	A
Rider Street	May Ranch Pkwy - Bradley	Secondary Arterial	4	6,100	A
Rider Street	Bradley - Ramona	Secondary Arterial	4	4,700	A
River Rd.	Watson - Ethanac	Collector	2	6,700	A
San Jacinto Road	East of 'A' Street	Secondary Arterial	4	6,000	A
San Jacinto Road	'A' - 'D'	Secondary Arterial	4	6,400	A
San Jacinto Road	'D' - Perris	Secondary Arterial	4	6,800	A
San Jacinto Road	Perris - 'G'	Secondary Arterial	4	15,500	A
San Jacinto Road	'G' - Redlands	Secondary Arterial	4	10,500	A

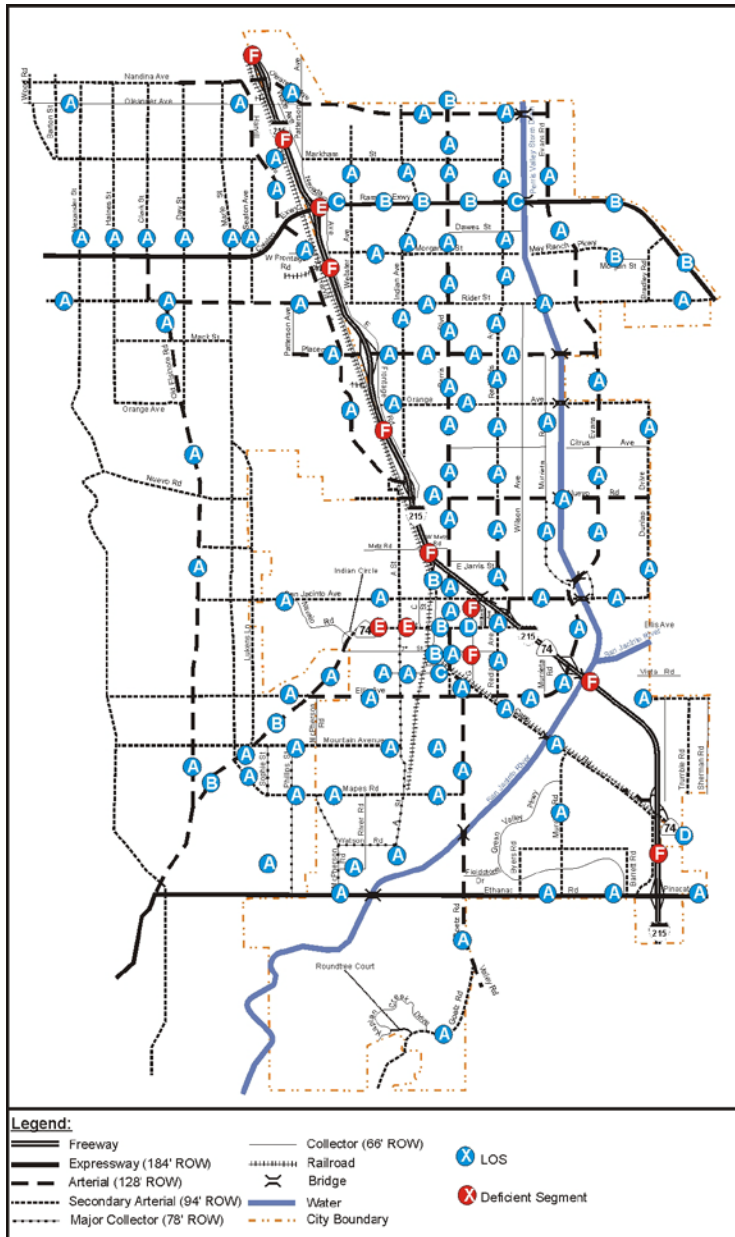


City of Perris
General Plan

Street	Segment	Future Classification	2030		
			Future Number of Lanes	Future ADT	Future LOS
San Jacinto Road	Redlands - Wilson	Arterial	6	3,300	A
San Jacinto Road	Wilson - Evans	Arterial	6	6,300	A
San Jacinto Road	Evans - Dunlap	Secondary Arterial	4	5,000	A
Sophie	Mountain - Mapes	Major Collector	2	9,000	A
SR-74	South of Mountain	Arterial	6	32,600	B
SR-74	Marie - Mountain	Arterial	6	29,600	A
SR-74	Mountain - Ellis	Arterial	6	33,400	B
SR-74	Ellis - Navajo	Arterial	6	29,000	A
SR-74	Navajo - 'A'	Secondary Arterial	4	34,300	E
SR-74	A Street - D Street	Secondary Arterial	4	34,500	E
SR-74	D Street - Perris Boulevard	Secondary Arterial	4	22,100	B
SR-74	Perris Boulevard - 'G'	Secondary Arterial	4	14,400	A
SR-74	'G' - Redlands	Secondary Arterial	4	14,600	A
SR-74	East of Redlands	Secondary Arterial	4	7,500	A
Valley Road	South of Goetz	Arterial	6	12,300	A
Wade	Oleander - Markham	Collector	2	3,300	A
Watson	'A' Street - River Road	Major Collector	2	5,400	A
Watson	River Road - McPherson	Major Collector	2	6,800	A
Webster Avenue	Oleander - Markham	Secondary Arterial	4	5,200	A
Webster Avenue	Markham - Ramona	Secondary Arterial	4	2,000	A
Webster Avenue	Ramona Expressway - Morgan	Secondary Arterial	4	2,000	A
Webster Avenue	Morgan - Rider	Secondary Arterial	4	1200	A
Wilson	Rider - Placentia	Collector	2	5,400	A
Wilson	Placentia - Orange	Collector	2	4,300	A
Wilson	Orange - Citrus	Collector	2	200	A
Wilson	Citrus - Nuevo	Collector	2	400	A
Wilson	Nuevo - San Jacinto Road	Collector	2	500	A



Exhibit CE-13: City of Perris Future Segment LOS





Intersection Analysis

In addition to the modeling activity for segment analysis, the seven intersections analyzed during existing conditions were re-examined for future year 2030 conditions. The intersection turning movements for future year were forecast based on model segment output and the results were analyzed using the Highway Capacity Manual (HCM) methodology to determine the intersection configuration needed to maintain a LOS 'E' or 'D' at the intersection (Appendix D).

Four of the seven intersections examined were along the Ramona/Cajalco Expressway. HCM analysis indicates that in order for the intersections along Ramona to maintain a LOS of "D" or better, urban interchanges would be necessary. An urban interchange is a limited access expressway facility with at-grade intersections at minor arterials or collectors and interchanges at connections with major arterials. At the writing of this Circulation Element, the Riverside Transportation Commission was conducting a multi-phase project to prepare a Project Report and Environmental Document for the Proposed Cajalco-Ramona Corridor Project, called the Mid County Parkway Project. The study will determine future configurations/geometrics of intersections or interchanges along Ramona Expressway from State Route 74 to Interstate 15.

The remaining intersections analyzed at Perris/Nuevo and Redlands/I-215 are operating at LOS "D" in 2030.

Designated Circulation Element/ Circulation Element Improvements

Based on the assessment of current and future (Year 2030) highway needs as discussed in this Circulation Element, and the City's transportation goals, policies and issues of concern, described in the last

section of this Element, a series of responsive transportation improvements have been incorporated into the Circulation Element. These projects are summarized in Table CE-11 and will achieve LOS "D" or better as the projects are implemented between Year 2003 and 2030. Referencing Table CE-11, designated segments contained in the improvement program have been classified to accommodate growth and development as anticipated in the Land Use Element. Level of Service analysis has been conducted as referenced previously to ensure that minimum level of service standard recommended in this element (LOS "D") will be maintained through the Year 2030.

Several ongoing studies will address a number of these deficiencies. Interstate 215 is expected to be upgraded to 8 lanes with Measure A funding before expiration of the 30-year tax measure and therefore will not be included in the cost estimate for improvements. SR 74 falls within the City limits and therefore due to right-of-way constraints can serve at LOS "E" as indicated in the policy section under Goal 2 which identifies the downtown area as an urban development area, where transit and pedestrian activity should be encouraged. G Street should be upgraded to a 4 lane secondary arterial wherever feasible and where right-of-way constraints prevent upgrade, TDM measures should be considered to improve intersection and operations. In addition, the City has identified as an implementation measure of Goal 1 to revise the Downtown Specific Plan and should include G Street in the study if possible. The Mid County Parkway Project previously described will identify improvements to be made to the interchange at Interstate 215 and Ramona Expressway and surrounding roadway segments. This study will address the deficient intersections at the off-ramps as



identified in Existing Conditions Table CE-6. Table CE-6 also identifies the Redlands Avenue and I-215 intersection as operating at LOS F. This intersection is also part of an ongoing Caltrans study and solutions such as installation of a roundabout are currently being discussed. Further the intersection at Nuevo and Ruby Drive has been warranted for a signal as indicated in Table CE-6 and the associated costs have been included above.



Table CE-11: Future Improvements

Street	Segment	Future Street Class.	Future # of Lanes	Future ADT	Future LOS	Req'd # of Lanes/Class	Result LOS	Segment Length (Miles)	Planning Level Cost (Includes Signals)
I-215	North of Oleander	Freeway	6	180200	F	N/A			
I-215	Oleander - Ramona Expressway	Freeway	6	176500	F	N/A			
I-215	Ramona Expressway - Placentia	Freeway	6	160500	F	N/A			
I-215	Placentia Avenue - Nuevo	Freeway	6	160500	F	N/A			
I-215	Nuevo Road - SR 74 (4th St.)	Freeway	6	159500	F	N/A			
I-215	SR 74 - Evans	Freeway	6	137000	F	N/A			
I-215	Evans - Case	Freeway	6	138500	F	N/A			
I-215	Case - Ethanac	Freeway	6	124900	F	N/A			
I-215	South of Ethanac	Freeway	6	124500	F	N/A			
I-215 Northbound off-ramp and Ramona Expressway Intersection (as identified in Table 3.6)						N/A			
I-215 Southbound off-ramp and Cajalco Expressway Intersection (as identified in Table 3.6)						N/A			



Street	Segment	Future Street Class.	Future # of Lanes	Future ADT	Future LOS	Req'd # of Lanes/Class	Result LOS	Segment Length (Miles)	Planning Level Cost (Includes Signals)
G Street	San Jacinto - 4th (SR74)	Collector	2	23100	F	4 Lane Secondary Arterial	B	0.25	\$375,000
G Street	4th - Case	Collector	2	14900	F	4 Lane Secondary Arterial	A	0.5	\$750,000
Ramona Express.*	I-215 - Nevada Avenue	Expressway	6	55800	E	8 Lanes	C	0.2	\$1,500,000
SR 74	Navajo - 'A' Street	Secondary Arterial	4	34300	E	N/A			
SR 74	'A' Street - 'D' Street	Secondary Arterial	4	34500	E	N/A			
I-215 off-ramp and Redlands Intersection (as identified in Table 3.6)						N/A			
Nuevo Road/Ruby Drive Intersection (as identified in Table 3.6)									\$200,000
TOTAL COST:									\$2,825,000



Public/Mass Transportation System

Fixed Route Transit Service

As indicated in the Existing Conditions analysis, the Riverside Transit Agency (RTA) currently operates five (5) fixed-route bus services that connect Perris to other areas of Riverside County including Riverside, Woodcrest, Mead Valley, Moreno Valley, Hemet, and Sun City.

The RTA's "Short Range Transit Plan (2003-2007 Update)" indicates that the agency will focus on increased commuter services over the next several years, including Regional Flyers (rapid bus) between Riverside County and San Diego and increased services to Metrolink stations.

RTA has identified the addition of ten (10) vehicles to service American with Disabilities Act services in FY 2002/2003 and an additional 31 new vehicles to the main fleet in FY 2003, many of which will operate from the Hemet facility opened in 2000. This expansion will contribute to improved peak hour services and additional routes. An Express Route on I-215 will link Perris to Sun City, Perris, Moreno Valley, and Riverside, beginning in May 2003. RTA is currently conducting a demonstration project of Bus Rapid Transit (BRT) that combines buses, stations, services, running way, and Intelligent Transportation System (ITS) elements into a fully integrated system to provide flexible service, improve system reliability and customer convenience. Specific elements of a BRT system include cleaner fuel vehicles and rapid fare collection. If successful and additional funding can be secured, the Bus Rapid Transit service will be expanded.

In addition to the above goals and objectives, RTA has developed a "Ten Year Strategic Plan" and SCAG has identified new transit service for the 2004 RTP Update. The SCAG RTP Update includes building a transit center for Perris/Moreno Valley and improving bus stop amenities if funding is secured. The transit center would link several transit services to HOV lanes for buses and make other commuter linkages.

The RTA "Ten Year Strategic Plan" identifies 15 arterials within the County for potential Primary Transit Network (PTN) service, high frequency bus service of approximately every 15 minutes. Route 19 connecting Moreno Valley/Perris via Perris Boulevard is one such arterial. Additionally it is anticipated that CETAP corridors will be appropriate for PTN service.

Finally, RTA will consider use of the following technologies to increase service throughout the region:

- ❖ signal preemption – an electronic device allows a traffic control signal to respond uniquely to the approach of a particular type of vehicle.
- ❖ queue bypasses – provide additional lane to speed preferred traffic through congested areas.
- ❖ bus-only lanes – dedicated lanes to give priority service to busses.

Common Carriers

There are no anticipated changes in the current services provided to the City of Perris.

Para Transit Service

The 1991 Americans with Disabilities Act requires complimentary paratransit for



people with disabilities within $\frac{3}{4}$ mile of any fixed route during the times that the fixed route is running. RTA provides ADA paratransit service for anyone in the service area, regardless of distance from a fixed route. This will likely change within the next ten-years given financial constraints. Existing riders would experience no suspension of service, but no additional riders outside of the $\frac{3}{4}$ mile distance from a fixed route would be added.

AMTRAK Passenger Rail Service

No additional AMTRAK services are planned for Riverside County.

Metrolink

Over the next 20 years, Metrolink is expected to increase service to 169 daily trains and 50,400 daily riders (on all lines to maximize use of commuter rail in the southern California Region. The increased service may be supported by the introduction of demand response feeder systems that provide service when and where the service is needed. System improvements are consistent with the Southern California Regional Rail Authority's long-term plan to extend the Riverside Transit Corridor, along the San Jacinto branch line to the City of Hemet. The 2001 RTP indicates that that the commuter rail segment between 4th and D Street in Perris will be completed between 2008 - 2010. This new rail project would include significant upgrade of the downtown station, downtown street closures, and parking structures on D Street.

High Speed Rail Concepts

A regional high speed rail system is proposed that will connect major regional activity centers and significant inter-/multi-modal transportation facilities in

Los Angeles, Orange, Riverside and San Bernardino Counties by year 2020. This system would also provide connection to the San Diego Region and the proposed high-speed rail system in Northern California. On July 21, 1999, the California High Speed Rail Authority adopted a plan for an Inland route for the system. This would include stops at Ontario Airport, Riverside, and Temecula. However, the Authority indicated that it would continue to consider an alternative route through Orange County. Cost and ridership estimates will be prepared to further investigate the system's feasibility.

Maglev System

The 2001 SCAG RTP identifies an Intra-Regional High Speed Rail Maglev (Magnetic Levitation Train Technology) system that would connect LAX to the March Inland Port and Palmdale via four lines by 2010. By 2025 two additional lines would be added to connect Palmdale to Los Angeles Union Passenger Terminal (LAUPT) and LAUPT to Orange County and San Bernardino. The program envisions connections to San Diego County, San Bernardino and Palmdale connecting with the proposed California High Speed Rail System. The Maglev system would provide high speed train service at 200 miles per hour.

Non-Motorized Transportation

The City of Perris will enhance and provide non-motorized transportation facilities to major activity centers such as parks, schools, community facilities and Metrolink stations within the City and connecting to regional facilities. The City intends to maintain a safe system by separating these facilities from vehicle traffic whenever possible. The anticipated non-motorized trail system, also referred to as a Class 1 Shared-Use Path, will be



determined by the City of Perris but will generally follow the design standards and trail system designated in the Perris Trail Master Plan, whenever possible. The Perris Trail Master Plan's designations are explained below and the bikeway systems for the City of Perris is depicted in Exhibit CE-14 and the pedestrian facilities are depicted in Exhibit CE-15.

Multipurpose Trails

The Multipurpose trails as defined by the Perris Trail Master Plan provide connect, provide linkages, and access to parks, schools, community facilities, and Metrolink stations. They also interconnect with other trails systems created by State, County, federal parks and recreation agencies. A variety of trail experiences are provided by locating the trails in varied terrain, scenic areas and interpretive points of interest. The Perris Trail Master Plan includes the following classifications of multipurpose-trails:

A **Multipurpose Trail** is an off-street path or trail for the use of non-motorized transportation (pedestrians, equestrians, bicyclists), which which may or may not be paved.

Greenways are an off-street path or trail located within a larger landscape corridor. This type of facility may have associated amenities such as seating areas or recreational facilities.



Exhibit CE-14: Bikeway Systems

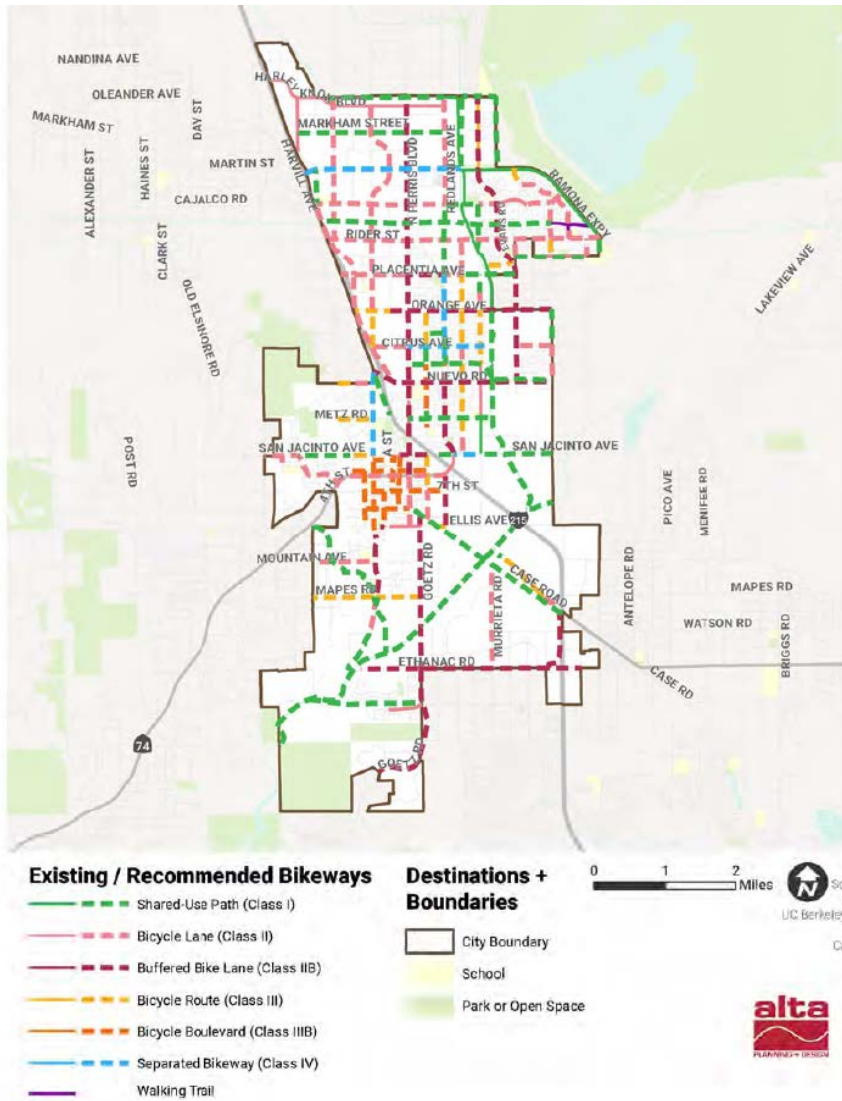
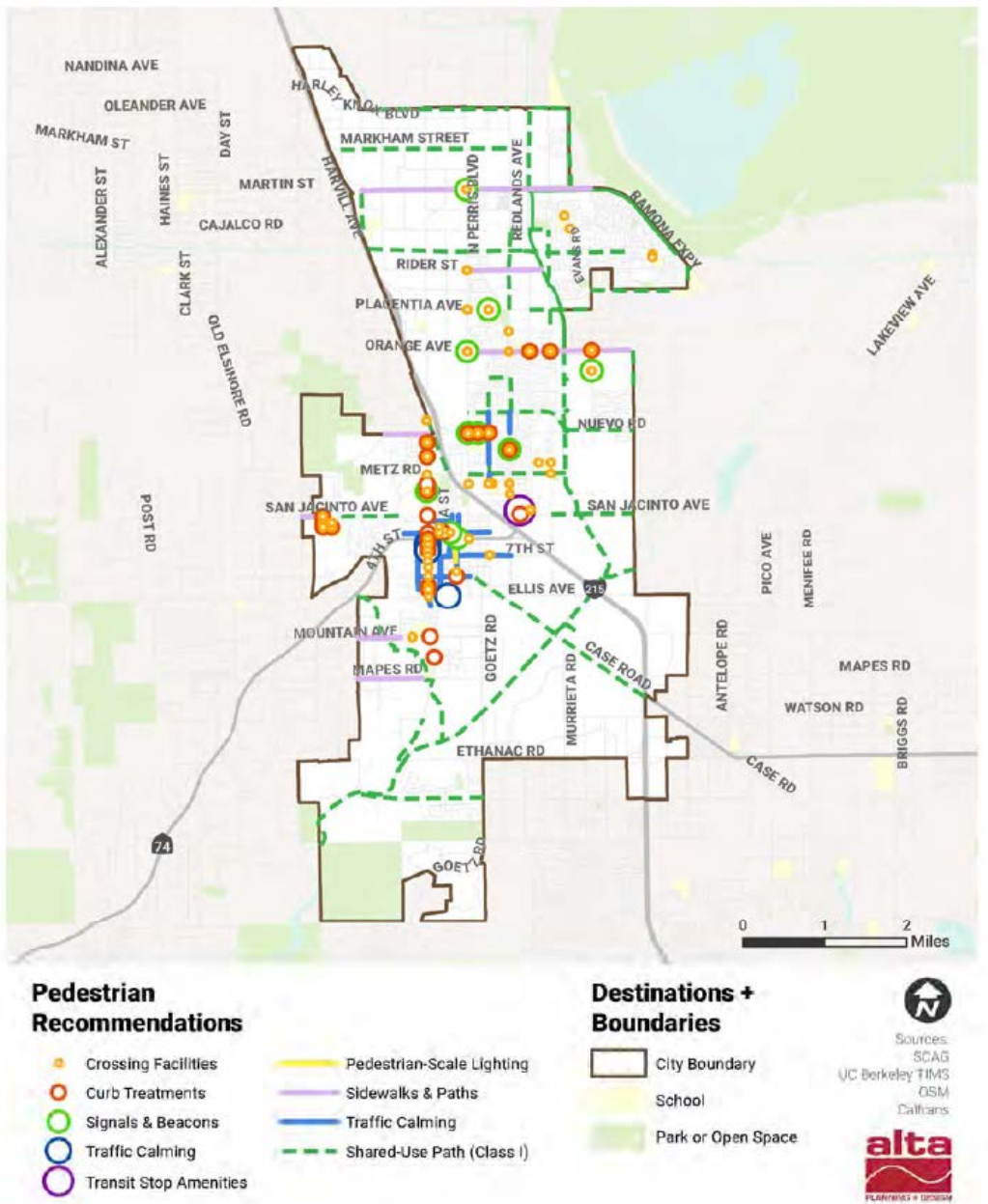




Exhibit CE-15: Pedestrian Facilities





Bikeways

The City of Perris's bikeway system is included as a part of the Active Transportation Plan and County's circulation system. The development of the bikeway system will be guided through the application of the General Plan's policies, programs, and standards, in conjunction with adopted bicycle routes as shown on the Bikeways and Trails Plan.

California Vehicle Code (Section 21200[a]) states that every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. While bicycles are permitted on all roads except the I-215 freeway in the City of Perris, many people will not consider a bicycle as a means of transportation unless some accommodation has been made for their safety and convenience. In order to entice these prospective bicycle riders, a variety of bicycle facility types are necessary.

Investment in bikeways provides an environmental-friendly transportation opportunity. Bicycle usage will continue to offer important relief to congested roadways, provide air quality benefits, and reduce energy consumption. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. However, the numbers of cyclists is small in comparison to the amount of auto traffic.

A number of barriers currently impede the increased usage of bicycles as an alternative non-motorized mode of travel. These barriers include negative perceptions about non-motorized commuting; unsafe, insufficient, and inconvenient bikeways; and crime,

including personal safety and security of property. Given the favorable climate for cycling most of the year, overcoming these institutional barriers would help increase bicyclist ridership throughout the City of Perris.

The term "Bikeway" describes all facilities that provide for bicycle travel. The Active Transportation Plan identifies six types of bike path classifications: Class I Shared-Use Path, Class II Bicycle Lane, Class IIB Buffered Bicycle Lane, Class III Bicycle Route, Class IIIB Bicycle Boulevard, and Class IV Separated Bikeway and is further described below. These six types of trails consist of a greater interconnected network of trails across the County. Reducing redundancy and maximizing connectivity among the six trail types will allow the system to be implemented faster and more efficiently over time, allowing greater use by residents in the future.

Class I Shared-Use Path provides paths completely separated from motor vehicle traffic used by people walking and biking. Comfortable for people of all ages and abilities. Typically located immediately adjacent and parallel to roadway or in its own independent right-of-way, such as within a park or along a body of water.

Class II (Bike Lane) provides a dedicated lane for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.

Class IIB Buffered Bicycle Lane provides a dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.

Class III Bicycle Route provides a signed bike route that people biking shared with motor vehicles. Can include pavement marking. Comfortable facility for more confident bicyclist. Recommended when space for a bike lane may not be feasible.



Class IIIB Bicycle Boulevard provides calm local streets where bicyclist have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists. Comfortable facility for bicyclists with a wide range of abilities.

Class IV Separated Bikeway provides an on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barriers.

Pedestrian Facilities

Pedestrian facilities include sidewalks, paths, crossing facilities, curb treatments, walkways, bridges, crosswalks, beacons, traffic calming, signals, pedestrian-scale lighting, illumination, and benches, among other items. These facilities are an important part of the City of Perris non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-n-rides. Without adequate pedestrian facilities, many commuters may be forced to utilize an automobile because of difficult or unsafe conditions that exist at their origin or destination. To promote walking in a safe and comfortable atmosphere, pedestrian facilities will follow the guidelines promulgated in the Active Transportation Plan whenever possible.

Pedestrian facilities within the immediate vicinity of schools and recreational facilities are important components of the non-motorized transportation system. Such facilities, typically in the form of sidewalks, are provided where they are appropriate and enhance the safety of those who choose to walk to and from their destination.

Pedestrian facilities may be warranted when any one or combination of the following conditions is present: any type of residential development; any type of activity center; any type of commercial center; downtown business districts; any type or combination of parks and recreation facilities; along or near transit routes and/or facilities; any type of business or office center; and, along or near any type of watercourse or body.

For the most part, sidewalks are installed in most urban environments when the roadway frontage is developed. Because development occurs in stages, numerous missing links can occur in the sidewalk system. Eventually these are filled in, but this can take many years.

Aviation

The 2001 SCAG RTP analyzed four airport scenarios for the region. It was further identified that a regional aviation plan needed to be completed as a component of the RTP. Specific to Perris is the possibility of March Air Reserve Base being converted to a civilian airport.

The March Inland Port Authority (MIPAA) was formed by the March JPA in 1996 for the purpose of creating a new civilian airport. This airport is being created as a joint use facility in cooperation with the U.S. Air Force Reserve Command at March Air Reserve Base in Riverside County, California.



MIPAA is responsible for the development and operation of the March Inland Port (MIP), a joint use aviation facility targeted for air cargo operations.

Approximately 600 acres east and west of the main runway are available for “airport related uses” as a result of the re-alignment and change of function of March Air Force Base in 1996. Under the agreement, the civilian (JPA) and the military (AFRC) entities share essential aviation facilities such as the control towers and runways, as well as maintenance of facilities, under this joint use arrangement.

Goods Movement

The efficient movement of goods in and through the City of Perris is vital to the City and the Inland Empire’s economy and improves traveler safety. The ability of the County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. The City of Perris provides a key link in this system with its proximity to I-215, the rail line and March Air Reserve Base.

Air Cargo

The March Air Reserve Base is currently a joint use status development. The Air Reserve Base will gradually reduce the military use of this facility and begin to increase the amount of goods and cargo that can be accommodated at this site. As the amount of goods transported into this area via the March Air Reserve Base increases, so does the potential to establish viable land uses that can make use of this facility. This area can be used to accommodate the increased growth in goods movement, with the potential to become a passenger airport.

Freight Rail

The City of Perris rail line will continue to be used for freight activity along the BNSF line and will share the line with future Metrolink service. The 2001 SCAG RTP identifies the need for a comprehensive study of the east-west main line infrastructure. The study would look at enhancing capacity and reliability of rail freight operations to connect the Los Angeles and Long Beach ports and downtown rail yards with the Inland Empire and the rest of the country.

Transportation Management

Systems Management

Transportation Systems Management provides for short-range transportation strategies designed to improve both the movement of people and goods and the operational efficiency of the existing transportation system at minimal cost. The types of transportation systems management strategies that should be considered on an ongoing basis include traffic signal synchronization, provision of left-turn pockets, parking and access management and similar traffic engineering treatments that maximize the use of existing streets and roads without major construction.

High Occupancy Vehicle (HOV) lanes are a significant part of the southern California region’s strategy to provide incentives for carpooling. HOV lanes were installed along State Route 91 as part of the Measure A program and are planned along Interstate 215/State Route 60 through Box Springs. To facilitate further increases in carpooling, the SCAG 2001 Regional Transportation Plan (RTP) identifies new carpool lanes along several major roadways in Southern California, including Interstate 215 Interstate 10 to



Ramona Expressway and from Nuevo Road Exit south to Interstate 15, providing Perris a direct link between Riverside and San Diego Counties.

partnerships such as the RTA and SunLine Transit initiative.

Transportation Demand Management

The 2001 SCAG RTP identifies the need to maintain the current transportation demand management (TDM) strategies that are being conducted throughout the region. It is further identified that efforts should be made to further educate the general public and dedicate funds for carpooling, telecommuting, and park-n-ride facilities.

Intelligent Transportation Systems (ITS)

Southern California (the SCAG Region and San Diego County) has been identified by Congress under the Intermodal Surface Transportation Efficiency Act (ISTEA) as one of four national significant areas for early Intelligent Transportation System (ITS) deployment. Currently ITS has been used to monitor traffic conditions, adjust traffic signals, automate collection of tolls, and advanced detection and television cameras to detect traffic accidents and incidents. In the future, the Southern California ITS Priority Corridor will use ITS technologies to automate transit fare collection and parking payments, use vehicle location systems to track trains and buses to give users "real time" arrival and departure information, as well as onboard systems to detect and avoid collisions.

As part of the ITS plan for the region local elements were developed by three public-private committees, one of which was in the Inland Empire. The SCAG Intelligent Transportation System hopes to encourage cities throughout the region to encourage signal prioritization for buses through



Implementation Program

It will be the responsibility of the City to insure that the transportation improvement projects identified in Table CE-10 will be implemented by the Year 2025 in order to maintain adequate levels of service. Further, it will be the City's responsibility to insure that potential revenue sources are identified and programmed to provide for a balanced financing plan.

The section below provides a summary of the estimated costs of planned State highway and local street and road improvements identified in the future conditions analysis. This section also provides a description of existing sources of revenue and a comparison of project costs and existing revenues. A description of potential sources of financing is also included. Finally, a proposed financing plan considering existing and potential funding options has been prepared.

The focus of the implementation program will be on the planned street and highway system and on other modes of transportation. Technical plans and studies, other General Plan elements, and the Southern California Regional Transportation Plan (RTP) also address measures to implement other modes of transportation.

Required Transportation Improvements

A review of major improvements is provided referencing information contained in the previous sections. Referencing Table CE-11, approximately four (4) street and highway projects will be required between years 2003 and 2030

to achieve LOS "D" conditions within the City of Perris, including the Ramona Expressway segment from I-215 to Nevada. In addition to the Ramona PSR, Caltrans will be addressing the widening of I-215 to 8 -10 lanes throughout the sphere of influence, the I-215 and the I-215 and Redlands Interchange. Finally, other modal projects will be required including transit service and nonmotorized (pedestrian and bikeway/trail) improvements. Most of these projects will be implemented through development fees or conditions of approval.

Existing Transportation Funding Sources

An overview of existing transportation funding sources can be found in Appendix E. The funding sources described in the Appendix will provide adequate funding for financing necessary street and highway improvements as well as other transportation system improvements including transit and non-motorized transportation improvement projects referenced previously.

The City currently implements transportation improvement projects from several revenue sources including the City's general fund, Federal and State funds, and the current Local Measure "A" Sales Tax Program. A brief description of these and other funding sources is also provided in Appendix E.

Potential Funding Sources

Appendix E provides a synopsis of potential revenue options that may be used to implement the City's Circulation Element. Included are the programming of vehicle in-lieu fees, and the extension of the Measure "A" sales tax funding, which was passed by the voters in Riverside



County in November 2002. Also, included are funds from the State/Local Transportation Partnership Program and local City contributions. A description of other potential funding options is also provided including traffic impact fees, community service/special assessment district fees, public/private joint venture revenues and redevelopment district funds.

As described above, revenues projected from existing transportation sources result in a shortfall of funds available to maintain the City's street system. However, there are several opportunities for the City of Perris to increase its sources of revenue toward implementation of its Circulation Element.

The Circulation Element identifies those transportation improvements that are desirable to adequately serve estimated travel demand in the Year 2025. Sources of funding are constantly being developed, eliminated or significantly changed. While all major capacity improvement projects are anticipated to be funded by using existing funding sources, any changes to the planned financing plan that could result in a shortfall of available funding should be identified. In addition, the City will likely experience a "shortfall" of funds available to adequately maintain its road system, therefore additional funding sources for this purpose must be identified.

Financing Plan

The preceding sections identified the existing funding sources that can be used to implement the City's Circulation Element; specifically those projects that will require mitigation referenced in Table CE-11 and other modal projects previously referenced. In addition, a variety of potential funding sources have been

identified for use in implementing the Element. Exactly how much (if any) each source would contribute to the implementation of this Element is dependent on the availability of funds from outside sources (State and federal), and on the desire of Perris residents to bear the financial burden of an improved circulation system.

The financing plan for the City should, therefore, be flexible, and consider the following concepts:

- ❖ Existing State and federal programs should be utilized to the maximum extent possible to finance circulation improvements and maintenance activities in the City of Perris' Sphere of Influence (SOI);
- ❖ The City should continue to participate in the STIP process through development of the RTIP and review of the STIP developed by Caltrans. The City should also continue to support "minimums" used to derive funding estimates toward implementation of the STIP;
- ❖ The City should coordinate the implementation of this Circulation Element with the County of Riverside's Element Update and review and comment on proposals to implement regional and local street and highway projects located within the SOI including the identification of City funding contributions from various sources;
- ❖ Improvements to local arterial and collector street facilities that provide access to the City's circulation system, as well as some intra-regional routes, should be financed either by fronting development or through creation



of a local benefit assessment district. Formation of such districts would provide funding to finance street and highway improvement projects within the SOI; and,

- ❖ The City should consider the implementation and financing of street and highway improvements through the application of tax increment funds provided through the City's redevelopment process. Redevelopment District Area Plans prepared by the City should identify street and highway improvements required to support new or improved development.

urban form element land use policies and identify ways to minimize growth inducing impacts of land use and development on the City's future transportation system.

Appendix E and F provide a review of the existing and potential funding sources expected over the twenty-two year period of the Element to finance the needed improvements identified in Table CE-11 and other modal improvements referenced in Section 4 to insure delivery of a balanced transportation system. While a number of existing and potential sources are anticipated to fund improvements over time, actions by the City of Perris may be necessary to address periodic shortfalls in revenue. Such actions that the City should consider when developing the balanced program to address a foreseen shortfall include:

- ❖ Generate funds/improvements necessary to meet needs through a combination of existing and potential funding sources (existing and extended Measure "A" Program, State and Federal funds and grant proceeds, development fees and conditions of approval, City contributions, etc.);
- ❖ Reduce the list of new construction projects (reference Table 4-5); and/or Review the City's General Plan land use and



Goals, Policies and
Implementation Measures

Strategy for Action

The intent of the Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the Land Use Element.

The Circulation Element *Strategy for Action* reflects the community’s expectations and ambitions for positive changes in the transportation system of the City and how these are to be achieved. *Strategy for Action* “Goals” represent a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. Outcomes consistent with these Goals will coalesce into an environment of the highest quality and livability possible for the City of Perris in the year 2022.

“Policies” included in the *Strategy for Action* provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals set forth in the *Strategy for Action*. Policies provide a measure of flexibility needed to adapt the course of action to changes in the circumstances occurring during the estimated thirty-year time span of the General Plan.

“Implementation Measures” are specific, discreet actions the City may take to achieve the future conditions reflected in the Circulation Element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the Circulation Element, consistent with Circulation Element Policies.

Goal I
A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City

Policy I.A

Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network

Implementation Measures

- I.A.1 Revise the downtown Specific Plan to address the planned Metrolink station and other modes of transportation.
- I.A.2 Identify incentives for development in the Downtown Specific Plan area.
- I.A.3 Support higher mixed-use (residential and commercial) densities near the planned Metrolink Station within the Downtown Specific Plan.
- I.A.4 Plan off-street parking facilities in downtown Perris to support and enhance the concept of walkable and transit-oriented communities.



I.A.5 Consider ancillary parking facilities with transit connections to activity centers such as downtown.

I.A.6 Require parking facility design that minimizes visual and physical impacts while maintaining pedestrian and motorist safety and supporting adjacent activities.

Policy I.B

Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.

I.B.1 Require on-site improvements that accommodate public transit vehicles (i.e. bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e. community centers, tourist and employment centers, etc.).

Policy I.C

Cooperate with local, regional, State and federal agencies to establish an efficient multi-modal circulation system.

Policy I.D

Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.

Goal II

A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.

Policy II.A

Maintain the following target Levels of Service:

- ❖ LOS “D” along all City maintained roads (including intersections) and LOS “D” along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS “E”, at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.
- ❖ LOS “E” may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

Implementation Measures

II.A.1 Utilize existing infrastructure (lanes, median islands, turn lanes, available right-of-way) and rights-of-way to the maximum extent practicable.



Policy II.B

Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

Implementation Measures

II.B.1 Develop Standard Specifications for the City of Perris that include the following:

- ❖ Cross sections and classifications identified in Exhibit CE-II;
- ❖ Facilities that accommodate bus operations, including bus turn outs, and other design features;
- ❖ Design guidelines that define the minimum design and technical criteria for the analysis and design of roadway facilities. Such design guidelines shall identify intersection improvements consistent with the lane geometrics referenced in Table CE-7;
- ❖ Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation; and
- ❖ Roadway pavement cross-section to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.

II.B.2 Allow roundabouts or other innovative design solutions when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety.

II.B.3 Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as expressways and arterials, and require all new development to provide adequate off-street parking based on expected parking needs.

II.B.4 Require traffic calming improvements in areas zoned for residential use, areas zoned for single-family use, along streets adjacent to school sites, and in the downtown area where such techniques will improve safety and manage traffic flow.

Goal III

To financially support a transportation system that is adequately maintained.

Policy III.A

Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.

Implementation Measures

III.A.1 Distribute the costs of transportation system improvements for new development equitably among beneficiaries through the City's Traffic Impact Fee Program.



III.A.2 Use redevelopment agreements, revenue sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

III.A.3 Prepare, review, and update annually a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period of 5 to 7 years.

III.A.4 Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

minimize potential conflicts with pedestrians and motor vehicles.

Implementation Measures

IV.A.1 Develop a multi-purpose recreational bikeway plan for the City of Perris based on standards in the Caltrans Highway Design Manual and in the Riverside County General Plan as identified in Chapter 4.

IV.A.2 Consider the use of future abandoned rail lines as multipurpose “rail-trails” for activities such as equestrian use, bicycling, hiking, and walking.

IV.A.3 Comply with Americans with Disabilities Act requirements for pedestrian movement along sidewalks, paths, trails and pedestrian crossings within City rights-of-way.

IV.A.4 Maximize access for pedestrians and encourage the removal of barriers in public rights-of-way (walls, easements, and fences) for safe and convenient movement of pedestrians.

IV.A.5 Incorporate pedestrian paths or sidewalks in road design standards and provide tree easements between curbs and paths or sidewalks except within the Downtown Specific Plan Area.

IV.A.6 Regularly review traffic signal timing plans to allow for safe pedestrian street crossing.

IV.A.7 Contact school districts to annually review safe routes to schools.

Goal IV

Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space and schools that service those neighborhoods.

Policy IV.A

Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and



Goal V

Efficient goods movement.

Policy V.A

Provide for safe movement of goods along the street and highway system.

Implementation Measure

- V.A.1 Construct new grade separations or reconstruct existing grade separations as necessary for the smooth flow of traffic within the City.
- V.A.2 Designate truck routes identified in Exhibit CE-9 and distribute the maps to the California Truck Association and to major truck operators.
- V.A.3 Monitor commercial truck movements and operations in the City and establish new truck routes away from noise-sensitive areas where feasible.
- V.A.4 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes to City traffic officers.
- V.A.5 Designate truck staging areas within the public right-of-way where short- and long-term parking can be accommodated.
- V.A.6 Encourage development of alternative fueling stations to

accommodate truck and transit vehicles.

V.A.7 Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.

V.A.8 Provide adequate off-street loading areas for all commercial and manufacturing land uses.

Goal VI

An efficient and convenient aviation system to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace.

Policy VI.A

Recognize and support policies contained in the March Air Cargo Port General Plan.

Implementation Measures

VI.A.1 Identify the location and design of adequate ground access to the Perris Valley Airport and the March Air Cargo Port during the review and update of Airport Plans and Studies.

Policy VI.B

Continue to support aviation services available at the Perris Valley Airport including the expansion of skydiving facilities.

Implementation Measures



VI.B.1 Identify the location and design of adequate ground access to the Perris Valley Airport and the March Air Cargo Port during the review and update of Airport Plans and Studies.

adjacent noise-sensitive land uses from traffic-generated noise impacts consistent with requirements of Title 24 of the California Codes and Regulations.

VI.B.2 Consider the recommendations of the Airport Land Use Commission regarding potential land uses or projects affecting the Perris Valley Airport Environs Area.

VII.A.3 Identify adequate flood control measures along roadways located within identified flood areas.

VII.A.4 Control dust and mitigate other environmental impacts during all stages of roadway construction consistent with air quality regulations and mitigation measures established in environmental documents.

Policy VI.C

Support multi-modal transportation connections to Southern California Airports providing air passenger services.

VII.A.5 Avoid, where practicable, disturbance of existing neighborhoods and biotic resource areas when identifying alignments for new roadways or for improvements to existing roadways and other transportation system improvements.

Goal VII

A transportation system that maintains a high level of environmental quality.

Policy VII.A

Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.

VII.A.6 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.

Implementation Measures

VII.A.1 Incorporate the specific requirements of the Riverside County Multi-Species Habitat Conservation Plan into transportation plans and development proposals.

VII.A.7 Implement NPDES Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

VII.A.2 Require noise mitigation measures (i.e. wall treatments, landscape berms or building and window enhancements) along freeways, expressways, and four-lane highways in order to protect

VII.A.8 Encourage the use of alternative fuel vehicles in and around the City of Perris.



Goal VIII

Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.

Policy VIII.A

Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.

Policy VIII.B

Identify Transportation Systems Management (TSM) strategies that will assist in mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.

Implementation Measures

VIII.B.1 Consider roadway expansion to relieve congestion only after the determination has been made that TSM measures will not be effective.

Policy VIII.C

Consider the strategies and programs outlined in the Inland Empire Intelligent Transportation System (ITS) Strategic Plan to reduce congestion levels and improve safety along the transportation system.

Implementation Measures

VIII.C.1 Encourage incorporation of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented.

Policy VIII.D

Support Riverside County Transportation Commission and Riverside Transit Authority educational efforts related to Transportation Demand Management (TDM) measures and transit benefits.

Implementation Measures

VIII.D.1 Implement the City's Transportation Control Measure (TCM) Ordinance to comply with federal, State, regional and local requirements.

VIII.D.2 Coordinate with Caltrans, the Riverside County Transportation Commission, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors and at major activity centers.

VIII.D.3 Construct traffic signals at intersections where signal warrants have been met.

VIII.D.4 To optimize traffic operation by maintaining spacing and operation of traffic signals as a coordinated system



Appendix A – Florida Table LOS Methodology

Florida Department of Transportation (DOT) Level of Service (LOS) Tables have been utilized to analyze street and highway segments along the City of Perris Street and Highway System. The Tables (referred to as "Modified Highway Capacity Manual LOS Tables") have been used to specifically evaluate the impacts of existing and planned growth and development on the existing and proposed traffic circulation system.

The Florida LOS Tables were developed in 1988 by Florida FDOT in response to the passage of significant growth management legislation during the mid-1980s, as well as to the need to comply to standards published in the revised 1985 Highway Capacity Manual (HCM). The Tables were established to:

- ❖ provide a grade LOS (A thru F) for future transportation corridor segment analysis. Such analysis is not available from HCM applications;
- ❖ to provide a better estimate of segment LOS versus reliance on the volume to capacity (V/C) ratio methodology which is not HCM-based, since it does not consider the effects of delay and congestion, especially at signalized intersections along rural facilities where passing opportunities are limited; and
- ❖ to provide a consistent process to measure LOS.

The Tables were recently updated in 2002 to reflect methodologies contained in the 1997 HCM. Because the Tables consider the effects that cause congestion and delay, they are considered HCM-based and in accordance with the 1997 HCM wherein delay is the primary factor used to measure LOS.

The standards incorporated in the Modified HCM-Based LOS Tables include the correlation between urban size and highway congestion, urban infill, the different roles provided by state facilities, the impact of development and the provision of necessary infrastructure, flexibility in assessing special transportation areas, consideration of the relationship between highways and exclusive transit systems servicing commuters, and recognition that numerous state facilities are constrained and backlogged with no potential for expansion due to physical or policy barriers. Furthermore, the LOS Tables are applicable in determining street and highway system needs and deficiencies; directing development of long-range transportation activities within urban areas; assessing project priorities; evaluating additional access points such as interchanges, roads and driveways; analyzing regional and local government transportation/circulation plans; and determining impacts from proposed developments.

Information provided in the LOS Tables includes three different types of area analysis including: urbanized areas; areas transitioning into urbanized areas or non-urbanized areas with a population of over 5,000; and rural undeveloped areas or developed areas with a population of less than 5,000. The Tables are representative of peak hour and peak direction conditions with daily volumes encompassing directional, subhourly, hourly, daily, monthly, and seasonal peaking characteristics of traffic. Traffic conditions are evaluated considering 1) service flow rates (considered as the maximum hourly rate at which vehicles can safely pass



through an intersection during a 15-minute interval under current traffic signalization conditions), and 2) a specified LOS.

Data provided by the LOS Tables are based upon methodologies provided from the 1997 HCM, as well as from actual traffic and signalization conditions. It should be noted that the Tables are considered measurement guidelines for street and highway LOS estimations, and are not to be considered as statewide standards. The use of LOS Tables is recommended for general planning applications necessary to evaluate street and highway LOS and through lane requirements. The Tables are directly applicable for use within more comprehensive planning activities in which less field data is available when planning takes longer to implement.

When dealing with the LOS Tables, default variables can be applied and include a variety of street and highway characteristics such as number of lanes, number of signalized intersections per mile, saturation flow rate, etc. The default variables referenced by street and highway types above, were only applied to calculate LOS when actual known data (existing and future) was not available. To the extent possible, actual or planned street and highway geometrics, speeds, saturation flow, etc., were applied to calculate LOS. This information was gathered from the County of Riverside, the cities, and the Riverside County Transportation Commission (RCTC).

Given the extensive application of LOS Tables to various types of projects and analysis, the Tables are considered extremely applicable to the goal of segment LOS. This conclusion is based upon detailed comparative analysis considering various other HCM and delay-based methodologies referenced in the HCM.



Appendix B – LOS Worksheets

HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: I-215 SB Ramps & Cajalco Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Cajalco Expressway N/S St: I-215 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	1	1
LGConfig	TR			L T						LT R		
Volume	403	210		268	675					620	11	152
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vol	53									38		

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		A			Thru			
Right		A			Right			
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A	A			Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	23.0	27.0			55.0			
Yellow	4.0	4.0			4.0			
All Red	1.0	1.0			1.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
	Capacity		v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR	714	3173	0.87	0.22	57.7	E	57.7	E
----	-----	------	------	------	------	---	------	---

Westbound

L	317	1656	0.94	0.19	101.7	F		
T	1518	3312	0.49	0.46	19.0	B	42.5	D

Northbound

Southbound

LT	761	1661	0.92	0.46	46.3	D	42.1	D
R	679	1482	0.19	0.46	19.4	B		

Intersection Delay = 46.2 (sec/veh) Intersection LOS = D



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 SB Ramps & Cajalco Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Cajalco Expressway N/S St: I-215 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	0	1	1
LGConfig	TR			L T						LT R		
Volume	631	246		309	497					757	1	186
Lane Width	12.0			12.0	12.0					12.0 12.0		
RTOR Vol	62									47		

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right			A		Right			
Peds			A		Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right			A		Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		9.0	22.0			25.0		
Yellow		3.0	5.0			4.0		
All Red		0.0	1.0			1.0		

Cycle Length: 70.0 secs

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS	Approach Delay LOS
Eastbound						
TR	1044	3322	0.87	0.31	30.6 C	30.6 C
Westbound						
L	221	1719	1.55	0.13	F	
T	1670	3438	0.33	0.49	8.8 A	406.5 F
Northbound						
Southbound						
LT	615	1723	1.37	0.36	696.2 F	590.9 F
R	549	1538	0.28	0.36	15.3 B	

Intersection Delay = 350.5 (sec/veh) Intersection LOS = F



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Perris Blvd & Nuevo Road
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Nuevo Road N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	0	1	3	0	2	2	1
LGConfig	L	T	R	L	TR		L	TR		L	T	R
Volume	157	368	88	195	636	81	166	221	608	113	239	217
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			22			20			152			54

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right			
Green		12.0	43.0			16.0	29.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
Cycle Length: 120.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	347	3467	0.50	0.10	52.3	D		
T	1281	3574	0.32	0.36	26.3	C	33.1	C
R	573	1599	0.13	0.36	26.0	C		
Westbound								
L	347	3467	0.63	0.10	55.4	E		
TR	1264	3527	0.61	0.36	30.5	C	36.0	D
Northbound								
L	238	1787	0.77	0.13	66.3	E		
TR	1116	4617	0.67	0.24	42.9	D	47.5	D
Southbound								
L	462	3467	0.27	0.13	47.1	D		
T	864	3574	0.31	0.24	37.5	D	36.0	D
R	613	1599	0.30	0.38	26.0	C		
Intersection Delay = 38.8 (sec/veh) Intersection LOS = D								



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: Perris Blvd & Nuevo Road
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Nuevo Road N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	0	1	3	0	2	2	1
LGConfig	L	T	R	L	TR		L	TR		L	T	R
Volume	333	638	143	178	400	121	184	523	156	129	472	139
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			36			30			39			35

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right			
Green		20.0	35.0			20.0	25.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
				Cycle Length: 120.0 secs				

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	567	3400	0.65	0.17	49.5	D		
T	1022	3505	0.69	0.29	39.5	D	41.9	D
R	457	1568	0.26	0.29	32.9	C		
Westbound								
L	567	3400	0.35	0.17	44.6	D		
TR	994	3407	0.55	0.29	36.2	D	38.4	D
Northbound								
L	292	1752	0.70	0.17	54.6	D		
TR	1020	4898	0.70	0.21	46.1	D	48.0	D
Southbound								
L	567	3400	0.25	0.17	43.7	D		
T	730	3505	0.72	0.21	47.7	D	43.2	D
R	653	1568	0.18	0.42	22.2	C		
Intersection Delay = 43.0 (sec/veh)				Intersection LOS = D				



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: I-215 NB Ramps & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: I-215 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	1	1	0	0	0	0
LGConfig	L T			TR			L TR					
Volume	176	899		738	706		280	1	276			
Lane Width	12.0	12.0		12.0			12.0	12.0				
RTOR Vol					192			60				

Duration	1.00	Area Type: All other areas									
Signal Operations											
Phase Combination	1	2	3	4	5	6	7	8			
EB Left		A			NB Left	A					
Thru		A	A		Thru	A					
Right					Right	A					
Peds					Peds						
WB Left					SB Left						
Thru			A		Thru						
Right			A		Right						
Peds					Peds						
NB Right					EB Right						
SB Right					WB Right						
Green		20.0	55.0			30.0					
Yellow		4.0	4.0			4.0					
All Red		1.0	1.0			1.0					
Cycle Length: 120.0 secs											

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	284	1703	0.69	0.17	54.3	D		
T	2271	3406	0.44	0.67	3.8	A	12.0	B
Westbound								
TR	1465	3196	0.95	0.46	43.5	D	43.5	D
Northbound								
L	426	1703	0.73	0.25	47.8	D		
TR	381	1525	0.63	0.25	43.5	D	45.9	D
Southbound								

Intersection Delay = 32.0 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 NB Ramps & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 12/12/02 Jurisd:
 Period: Existing PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: I-215 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	1	1	0	0	0	0
LGConfig	L T			TR			L TR					
Volume	205	1027		610	766		229	1	239			
Lane Width	12.0	12.0		12.0			12.0	12.0				
RTOR Vol					192			60				

Duration	1.00	Area Type:	All other areas							
		Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8		
EB Left		A			NB Left	A				
Thru		A	A		Thru	A				
Right					Right	A				
Peds					Peds					
WB Left					SB Left					
Thru			A		Thru					
Right			A		Right					
Peds					Peds					
NB Right					EB Right					
SB Right					WB Right					
Green		12.5	35.0			10.0				
Yellow		3.0	5.0			3.5				
All Red		0.5	0.0			0.5				
Cycle Length: 70.0 secs										

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	304	1703	0.75	0.18	37.9	D		
T	2482	3406	0.46	0.73	0.6	A	6.8	A
Westbound								
TR	1579	3158	0.83	0.50	15.7	B	15.7	B
Northbound								
L	243	1703	1.05	0.14	195.6	F		
TR	218	1525	0.92	0.14	87.2	F	147.9	F
Southbound								

Intersection Delay = 30.9 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Indian Ave & Ramona Expressway
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Indian Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	1	1	1	2	0
LGConfig	L	T	R	L	TR		L	T	R	L	TR	
Volume	7	926	73	24	1387	1	54	5	14	1	1	1
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vol			18			0			3			0

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	63.0			12.0	12.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
				Cycle Length: 120.0 secs				

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	179	1656	0.04	0.11	48.0	D		
T	1739	3312	0.59	0.52	14.8	B	15.0	B
R	778	1482	0.08	0.52	14.2	B		
Westbound								
L	179	1656	0.15	0.11	48.9	D		
TR	1739	3312	0.89	0.52	24.9	C	25.3	C
Northbound								
L	166	1656	0.36	0.10	51.8	D		
T	174	1743	0.03	0.10	48.8	D	51.2	D
R	148	1482	0.08	0.10	49.2	D		
Southbound								
L	166	1656	0.01	0.10	48.6	D		
TR	306	3064	0.01	0.10	48.6	D	48.6	D

Intersection Delay = 21.9 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: Indian Ave & Ramona Expressway
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Indian Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	1	1	1	2	0
LGConfig	L	T	R	L	TR		L	T	R	L	TR	
Volume	7	1237	51	33	1074	4	139	2	130	1	7	4
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vol			13			1			33			1

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	52.0			20.0	15.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
				Cycle Length: 120.0 secs				

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	188	1736	0.04	0.11	48.0	D		
T	1504	3471	0.91	0.43	37.6	D	37.1	D
R	673	1553	0.06	0.43	19.8	B		
Westbound								
L	188	1736	0.20	0.11	49.3	D		
TR	1504	3470	0.80	0.43	28.3	C	29.0	C
Northbound								
L	289	1736	0.53	0.17	47.7	D		
T	228	1827	0.01	0.13	46.0	D	49.8	D
R	194	1553	0.56	0.13	53.0	D		
Southbound								
L	289	1736	0.00	0.17	41.7	D		
TR	416	3329	0.03	0.13	46.1	D	45.7	D

Intersection Delay = 34.9 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Perris Blvd & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	2	1	1	2	1	1	2	1
LGConfig	L TR			L T R			L T R			L T R		
Volume	189	539	158	59	780	101	234	346	62	87	361	260
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	40			25			16			65		

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A				SB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right		A	
Green	20.0	35.0			21.0	24.0		
Yellow	4.0	4.0			4.0	4.0		
All Red	1.0	1.0			1.0	1.0		
Cycle Length: 120.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	292	1752	0.72	0.17	56.1	E		
TR	1429	4900	0.51	0.29	35.4	D	40.0	D
Westbound								
L	292	1752	0.23	0.17	43.7	D		
T	1022	3505	0.85	0.29	47.0	D	44.3	D
R	771	1568	0.11	0.49	16.4	B		
Northbound								
L	307	1752	0.85	0.17	70.7	E		
T	701	3505	0.55	0.20	44.0	D	53.7	D
R	314	1568	0.16	0.20	39.9	D		
Southbound								
L	307	1752	0.32	0.17	43.8	D		
T	701	3505	0.57	0.20	44.5	D	38.4	D
R	640	1568	0.34	0.41	24.7	C		
Intersection Delay = 43.8 (sec/veh) Intersection LOS = D								



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: Perris Blvd & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	1	2	1	1	2	1	1	2	1
LGConfig	L	TR		L	T	R	L	T	R	L	T	R
Volume	222	772	275	105	563	83	256	543	90	142	418	174
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			69			21			23			44

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right		A	
Green		20.0	32.0			22.0	26.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
				Cycle Length: 120.0 secs				

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	298	1787	0.83	0.17	68.5	E		
TR	1326	4973	0.82	0.27	45.7	D	49.9	D
Westbound								
L	298	1787	0.39	0.17	45.4	D		
T	953	3574	0.66	0.27	40.8	D	39.4	D
R	773	1599	0.09	0.48	16.8	B		
Northbound								
L	328	1787	0.87	0.18	72.9	E		
T	774	3574	0.78	0.22	49.6	D	55.7	E
R	346	1599	0.21	0.22	38.9	D		
Southbound								
L	328	1787	0.48	0.18	45.0	D		
T	774	3574	0.60	0.22	43.6	D	39.8	D
R	680	1599	0.21	0.43	22.0	C		
				Intersection Delay = 47.1 (sec/veh)		Intersection LOS = D		



HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: VRPA Technologies
 Agency/Co.:
 Date Performed: 9/30/02
 Analysis Time Period: Existing AM
 Intersection: Nuevo Road & Ruby Drive
 Jurisdiction: Fresno County
 Analysis Year: 2002
 Project ID:
 East/West Street: Nuevo Road
 North/South Street: Ruby Drive

Intersection Orientation: EW Study period (hrs): 1.00

		Vehicle Volumes and Adjustments						
Major Street:	Approach Movement	Eastbound			Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		28	460	90	77	863	9	
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		31	511	100	85	958	10	
Percent Heavy Vehicles		2	--	--	2	--	--	
Median Type		Undivided						
RT Channelized?								
Lanes		1	2	0	1	2	0	
Configuration		L	T	TR	L	T	TR	
Upstream Signal?		No			No			
Minor Street:	Approach Movement	Northbound			Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		21	0	72	8	3	41	
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR		23	0	80	8	3	45	
Percent Heavy Vehicles		2	0	2	0	0	2	
RT Channelized?								
Lanes		1	1	0	1	1	0	
Configuration		L		TR	L		TR	
		Delay, Queue Length, and Level of Service						
Approach Movement	Lane Config	EB	WB	Northbound		Southbound		
		1 L	4 L	7 L	8 L	9 TR	10 L	11 L
v (vph)		31	85	23		80	8	48
C(m) (vph)		707	964	99		690	75	375
v/c		0.04	0.09	0.23		0.12	0.11	0.13
95% queue length		0.14	0.29	0.89		0.39	0.35	0.44
Control Delay		10.3	9.1	52.3		10.9	58.7	16.0
LOS		B	A	F		B	F	C
Approach Delay					20.1			22.1
Approach LOS					C			C



HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: VRPA Technologies
 Agency/Co.:
 Date Performed: 9/30/02
 Analysis Time Period: Existing PM
 Intersection: Nuevo Road & Ruby Drive
 Jurisdiction: Fresno County
 Analysis Year: 2002
 Project ID:
 East/West Street: Nuevo Road
 North/South Street: Ruby Drive

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		37	830	38	6	572	12
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		41	922	42	6	635	13
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type		Undivided					
RT Channelized?							
Lanes		1	2	0	1	2	0
Configuration		L	T	TR	L	T	TR
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		29	1	12	14	3	29
Peak Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR		32	1	13	15	3	32
Percent Heavy Vehicles		2	0	2	0	0	2
RT Channelized?							
Lanes		1	1	0	1	1	0
Configuration		L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1 L	4 L	7 L	8 L	9 TR	10 L
v (vph)	41	6	32		14	15	35	
C(m) (vph)	934	710	96		393	134	428	
v/c	0.04	0.01	0.33		0.04	0.11	0.08	
95% queue length	0.14	0.03	1.44		0.11	0.38	0.27	
Control Delay	9.0	10.1	61.0		14.5	35.2	14.2	
LOS	A	B	F		B	E	B	
Approach Delay				46.8			20.5	
Approach LOS				E			C	



ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: VRPA
 Agency/Co.:
 Date Performed: 10/1/02
 Analysis Time Period: Existing AM
 Intersection: Redlands & I-215 NB Ramps
 Jurisdiction:
 Analysis Year: 2002
 Project ID: Perris Circ. Element
 East/West Street: Redlands Ave
 North/South Street: I-215 NB Ramps

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	148	130	0	0	315	189	362	0	150	0	0	0
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		T	R	L	R		
PHF	1.00		1.00	1.00	1.00	1.00		
Flow Rate	278		315	189	362	150		
% Heavy Veh	0		0	0	0	0		
No. Lanes		1		2		2		
Opposing-Lanes		2		1		0		
Conflicting-lanes		2		2		2		
Geometry group		3b		5		1		
Duration, T	1.00	hrs.						

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	278		315	189	362	150		
Left-Turn	148		0	0	362	0		
Right-Turn	0		0	189	0	150		
Prop. Left-Turns	0.5		0.0	0.0	1.0	0.0		
Prop. Right-Turns	0.0		0.0	1.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
Geometry Group		3b		5		1		
Adjustments Table 10-40:								
hLT-adj	0.2		0.2		0.2			
hRT-adj	-0.6		-0.6		-0.6			
hHV-adj	1.7		1.7		1.7			
hadj, computed	0.1		0.0	-0.6	0.2	-0.6		



Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	278		315	189	362	150		
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.25		0.28	0.17	0.32	0.13		
hd, final value	6.57		6.47	5.86	6.17	5.36		
x, final value	0.51		0.57	0.31	0.62	0.22		
Move-up time, m		2.0		2.3		2.0		
Service Time	4.6		4.2	3.6	4.2	3.4		

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	278		315	189	362	150		
Service Time	4.6		4.2	3.6	4.2	3.4		
Utilization, x	0.51		0.57	0.31	0.62	0.22		
Dep. headway, hd	6.57		6.47	5.86	6.17	5.36		
Capacity	528		543	439	567	400		
Delay	16.27		17.52	11.16	19.08	9.89		
LOS	C		C	B	C	A		
Approach:								
Delay		16.27		15.14		16.39		
LOS		C		C		C		
Intersection Delay	15.88							



ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: VRPA
 Agency/Co.:
 Date Performed: 10/1/02
 Analysis Time Period: Existing PM
 Intersection: Redlands & I-215 NB Ramps
 Jurisdiction:
 Analysis Year: 2002
 Project ID: Perris Circ. Element
 East/West Street: Redlands Ave
 North/South Street: I-215 NB Ramps

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	173	388	0	0	326	107	504	0	353	0	0	0

% Thrus Left Lane

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		T	R	L	R		
PHF	1.00		1.00	1.00	1.00	1.00		
Flow Rate	561		326	107	504	353		
% Heavy Veh	0		0	0	0	0		
No. Lanes		1		2		2		
Opposing-Lanes		2		1		0		
Conflicting-lanes		2		2		2		
Geometry group		3b		5		1		
Duration, T	1.00	hrs.						

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	561		326	107	504	353		
Left-Turn	173		0	0	504	0		
Right-Turn	0		0	107	0	353		
Prop. Left-Turns	0.3		0.0	0.0	1.0	0.0		
Prop. Right-Turns	0.0		0.0	1.0	0.0	1.0		
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0		
Geometry Group		3b		5		1		
Adjustments Table 10-40:								
hLT-adj		0.2		0.2		0.2		
hRT-adj		-0.6		-0.6		-0.6		
hHV-adj		1.7		1.7		1.7		
hadj, computed	0.1		0.0	-0.6	0.2	-0.6		



Worksheet 4 - Departure Headway and Service Time

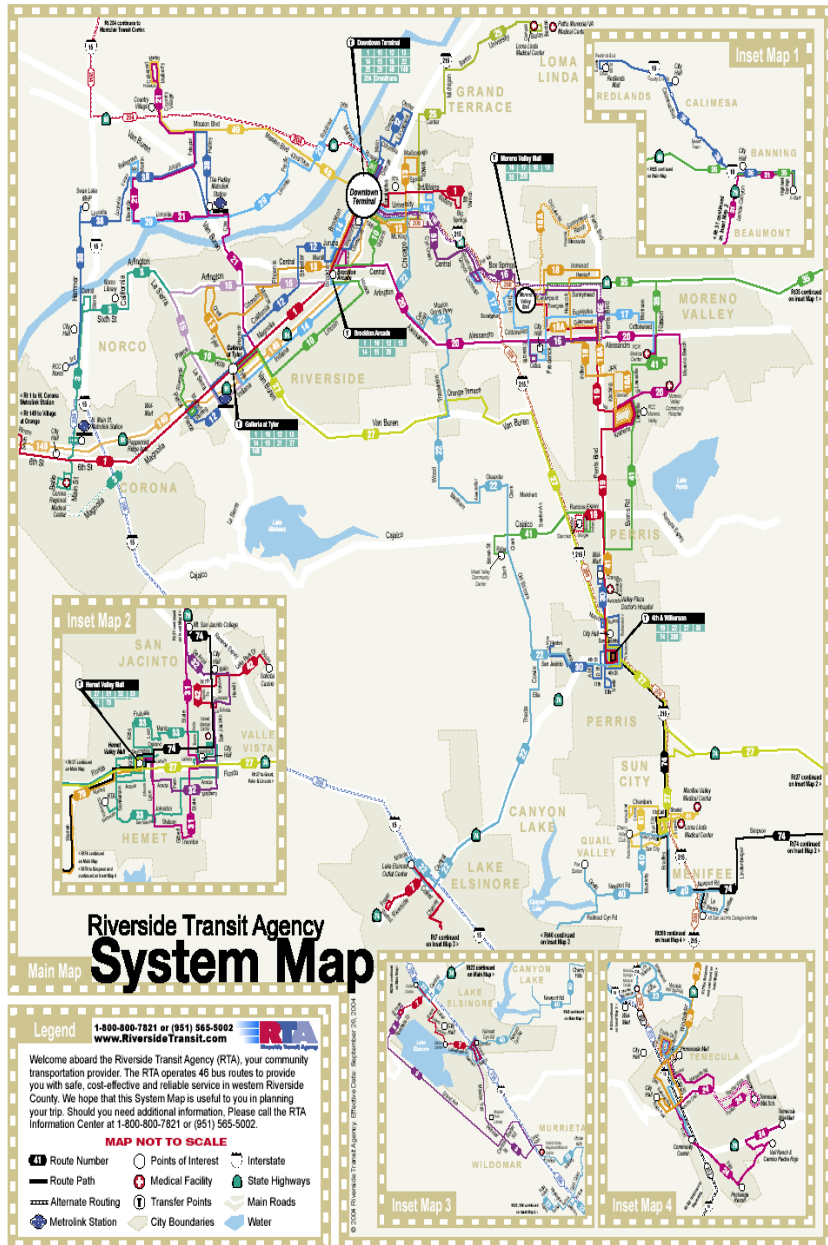
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	561		326	107	504	353		
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.50		0.29	0.10	0.45	0.31		
hd, final value	7.27		7.85	7.23	7.01	6.19		
x, final value	1.13		0.71	0.21	0.98	0.61		
Move-up time, m		2.0		2.3		2.0		
Service Time	5.3		5.5	4.9	5.0	4.2		

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	561		326	107	504	353		
Service Time	5.3		5.5	4.9	5.0	4.2		
Utilization, x	1.13		0.71	0.21	0.98	0.61		
Dep. headway, hd	7.27		7.85	7.23	7.01	6.19		
Capacity	561		457	357	514	581		
Delay	301.01		29.17	11.90	105.51	18.62		
LOS	F		D	B	F	C		
Approach:								
Delay		301.01		24.91		69.72		
LOS		F		C		F		
Intersection Delay	129.34				Intersection LOS	F		



Appendix C – Transit Map





Appendix D – HCS Analysis

HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Perris Blvd & Nuevo Road
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future AM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Nuevo Road N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	0	1	3	0	2	2	1
LGConfig	L	T	R	L	TR		L	TR		L	T	R
Volume	167	416	111	244	719	85	209	262	761	119	283	231
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			28			21			190			58

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right			
Green		12.0	40.0			19.0	29.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	347	3467	0.54	0.10	53.0	D		
T	1191	3574	0.39	0.33	29.6	C	35.3	D
R	533	1599	0.17	0.33	28.4	C		
Westbound								
L	347	3467	0.78	0.10	64.5	E		
TR	1177	3531	0.74	0.33	36.5	D	43.1	D
Northbound								
L	283	1787	0.82	0.16	68.5	E		
TR	1114	4608	0.83	0.24	48.9	D	52.8	D
Southbound								
L	549	3467	0.24	0.16	44.4	D		
T	864	3574	0.36	0.24	38.1	D	35.8	D
R	613	1599	0.31	0.38	26.2	C		
Intersection Delay = 43.3 (sec/veh) Intersection LOS = D								



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: Perris Blvd & Nuevo Road
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future PM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Nuevo Road N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	0	1	3	0	2	2	1
LGConfig	L	T	R	L	TR		L	TR		L	T	R
Volume	233	452	128	354	721	180	232	619	195	136	559	148
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
RTOR Vol			32			45			49			37

Duration	1.00	Area Type:	All other areas					
Signal Operations								
Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right			
Green		15.0	37.0			20.0	28.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	
Cycle Length: 120.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	433	3467	0.60	0.13	52.0	D		
T	1102	3574	0.46	0.31	33.0	C	38.4	D
R	493	1599	0.22	0.31	31.0	C		
Westbound								
L	433	3467	0.91	0.13	81.5	F		
TR	1076	3490	0.88	0.31	48.6	D	58.2	E
Northbound								
L	298	1787	0.87	0.17	76.3	E		
TR	1164	4989	0.73	0.23	44.9	D	52.2	D
Southbound								
L	578	3467	0.26	0.17	43.8	D		
T	834	3574	0.74	0.23	46.4	D	42.8	D
R	640	1599	0.19	0.40	23.5	C		
Intersection Delay = 49.3 (sec/veh) Intersection LOS = D								



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Indian Ave & Ramona Expressway
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future AM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Indian Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	2274	116	46	3407	6	86	28	27	6	6	6
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			29			1			8			1

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right		A	A		EB Right	A		
SB Right		A			WB Right	A		
Green		6.0	78.0			9.0	7.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	161	3213	0.29	0.05	56.0	E		
T	3093	4759	0.82	0.65	8.7	A	9.4	A
R	1136	1482	0.09	0.77	3.5	A		
Westbound								
L	161	3213	0.32	0.05	56.2	E		
T	3093	4759	1.22	0.65	415.7	F	410.2	F
R	1136	1482	0.01	0.77	3.3	A		
Northbound								
L	124	1656	0.77	0.08	84.5	F		
T	102	1743	0.30	0.06	55.9	E	66.7	E
R	1247	1482	0.02	0.84	1.5	A		
Southbound								
L	124	1656	0.06	0.08	51.7	D		
T	193	3312	0.04	0.06	53.4	D	49.9	D
R	222	1482	0.03	0.15	43.6	D		
Intersection Delay = 241.3 (sec/veh)			Intersection LOS = F					



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: Indian Ave & Ramona Expressway
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future PM Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Indian Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	3038	81	64	2638	26	220	11	251	6	39	24
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			6			63			6

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right		A			EB Right	A		
SB Right		A			WB Right	A		
Green		8.0	76.0			15.0	7.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	

Cycle Length: 126.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	105	1656	0.45	0.06	59.9	E		
T	2871	4759	1.18	0.60	334.9	F	324.8	F
R	1129	1482	0.06	0.76	3.8	A		
Westbound								
L	105	1656	0.68	0.06	74.9	E		
T	2871	4759	1.02	0.60	71.8	E	71.4	E
R	1129	1482	0.02	0.76	3.6	A		
Northbound								
L	197	1656	1.24	0.12	528.0	F		
T	97	1743	0.12	0.06	57.2	E	320.8	F
R	235	1482	0.89	0.16	94.0	F		
Southbound								
L	197	1656	0.04	0.12	49.2	D		
T	97	1743	0.44	0.06	60.9	E	55.3	E
R	235	1482	0.09	0.16	45.4	D		
Intersection Delay = 213.1 (sec/veh)					Intersection LOS = F			



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Perris Blvd & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future AM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	3	1	2	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	405	1585	339	135	2294	231	501	514	142	199	537	557
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	85			58			36			139		

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right		A			EB Right	A		
SB Right		A			WB Right	A		
Green		17.0	44.0			21.0	16.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	

Cycle Length: 118.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	490	3400	0.92	0.14	79.8	E		
T	1878	5036	0.94	0.37	44.7	D	47.3	D
R	930	1568	0.30	0.59	12.1	B		
Westbound								
L	490	3400	0.31	0.14	45.6	D		
T	1878	5036	1.36	0.37	680.9	F	603.4	F
R	930	1568	0.21	0.59	11.2	B		
Northbound								
L	605	3400	0.92	0.18	73.3	E		
T	683	5036	0.84	0.14	59.4	E	62.8	E
R	505	1568	0.23	0.32	29.6	C		
Southbound								
L	605	3400	0.37	0.18	43.0	D		
T	683	5036	0.87	0.14	63.9	E	61.7	E
R	505	1568	0.92	0.32	67.9	E		
Intersection Delay = 255.3 (sec/veh)					Intersection LOS = F			



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: Perris Blvd & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future PM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: Perris Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	3	1	2	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	476	2270	589	240	1656	190	548	807	205	324	621	373
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			85			58			36			139

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right		A			EB Right	A		
SB Right		A			WB Right	A		
Green		17.0	44.0			21.0	16.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		1.0	1.0			1.0	1.0	

Cycle Length: 118.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	490	3400	1.08	0.14	232.9	F		
T	1878	5036	1.34	0.37	655.1	F	494.2	F
R	930	1568	0.60	0.59	16.3	B		
Westbound								
L	490	3400	0.54	0.14	48.2	D		
T	1878	5036	0.98	0.37	59.9	E	55.3	E
R	930	1568	0.16	0.59	10.9	B		
Northbound								
L	605	3400	1.01	0.18	128.1	F		
T	683	5036	1.31	0.14	625.8	F	380.9	F
R	505	1568	0.37	0.32	31.3	C		
Southbound								
L	605	3400	0.60	0.18	46.2	D		
T	683	5036	1.01	0.14	130.1	F	87.8	F
R	505	1568	0.51	0.32	33.4	C		

Intersection Delay = 301.0 (sec/veh) Intersection LOS = F



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 NB Ramps & Redlands Ave
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future AM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Redlands Ave N/S St: I-215 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	2	1	0	0	0	0
LGConfig	L	T		T	R		L	TR				
Volume	347	260		630	464		735	1	321			
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0				
RTOR Vol					116				80			

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A	A		Thru	A		
Right					Right	A		
Peds					Peds			
WB Left					SB Left			
Thru			A		Thru			
Right			A		Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	45.0			40.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	551	3303	0.70	0.17	51.2	D		
T	1045	1792	0.28	0.58	7.8	A	32.6	C
Westbound								
T	1277	3406	0.55	0.38	27.6	C	30.1	C
R	572	1524	0.68	0.38	34.6	C		
Northbound								
L	1101	3303	0.74	0.33	38.2	D		
TR	508	1525	0.53	0.33	32.1	C	36.7	D
Southbound								

Intersection Delay = 33.2 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 NB Ramps & Redlands Ave
 Agency: Perris Area Type: All other areas
 Date: 08/18/03 Jurisd:
 Period: Future PM Year : 2003
 Project ID: Perris Circ. Element
 E/W St: Redlands Ave N/S St: I-215 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	0	2	1	2	1	0	0	0	0
LGConfig	L	T		T	R		L	TR				
Volume	405	775		651	263		1023	1	756			
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0				
RTOR Vol					66				189			

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right					Right	A		
Peds					Peds			
WB Left					SB Left			
Thru				A	Thru			
Right				A	Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	35.0			50.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	551	3303	0.82	0.17	58.3	E		
T	896	1792	0.96	0.50	54.1	D	55.5	E
Westbound								
T	993	3406	0.73	0.29	40.7	D	39.6	D
R	444	1524	0.49	0.29	36.0	D		
Northbound								
L	1376	3303	0.83	0.42	35.6	D		
TR	635	1524	0.99	0.42	95.9	F	57.1	E
Southbound								

Intersection Delay = 52.5 (sec/veh) Intersection LOS = D



MITIGATION



HCS2000: Signalized Intersections Release 4.1

Analyst: VRPA Technologies Inter.: I-215 SB Ramps & Cajalco Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing AM - Mitigated Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Cajalco Expressway N/S St: I-215 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	1	1	0
LGConfig	TR			L T						L LTR		
Volume	403	210		268	675					620	11	152
Lane Width	12.0			12.0	12.0					12.0	12.0	
RTOR Vol	53									38		

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru								
Right								
Peds								
WB Left		A						
Thru		A						
Right			A					
Peds								
NB Right								
SB Right								
Green		25.0	32.0			48.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR	846	3173	0.74	0.27	43.6	D	43.6	D
----	-----	------	------	------	------	---	------	---

Westbound

L	345	1656	0.86	0.21	69.6	E		
T	1711	3312	0.44	0.52	13.6	B	29.5	C

Northbound

Southbound

L	662	1656	0.62	0.40	30.6	C		
LTR	644	1610	0.64	0.40	28.3	C	29.5	C

Intersection Delay = 33.0 (sec/veh) Intersection LOS = C



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 SB Ramps & Cajalco Expwy
 Agency: Perris Area Type: All other areas
 Date: 09/30/02 Jurisd:
 Period: Existing PM + Mitigation Year : 2002
 Project ID:
 E/W St: Cajalco Expressway N/S St: I-215 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	1	2	0	0	0	0	1	1	0
LGConfig	TR			L T						L LTR		
Volume	631	246		309	497					757	1	186
Lane Width	12.0			12.0 12.0						12.0 12.0		
RTOR Vol	62									47		

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru								
Right								
Peds								
WB Left		A						
Thru		A						
Right			A					
Peds								
NB Right								
SB Right								
Green		21.0	26.0			29.0		
Yellow		3.0	5.0			4.0		
All Red		0.0	1.0			1.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

TR	960	3322	0.94	0.29	54.1	D	54.1	D
----	-----	------	------	------	------	---	------	---

Westbound

L	401	1719	0.86	0.23	52.2	D		
T	1910	3438	0.29	0.56	7.2	A	24.4	C

Northbound

Southbound

L	554	1719	0.91	0.32	53.3	D		
LTR	537	1667	0.91	0.32	54.8	D	54.0	D

Intersection Delay = 44.6 (sec/veh) Intersection LOS = D



HCS2000: Signalized Intersections Release 4.1

Analyst: Inter.: I-215 NB Ramps & Ramona Expwy
 Agency: Perris Area Type: All other areas
 Date: 12/12/02 Jurisd:
 Period: Existing PM- Mitigated timing Year : 2002
 Project ID: Perris Circ. Element
 E/W St: Ramona Expressway N/S St: I-215 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	1	1	0	0	0	0
LGConfig	L T			TR			L TR					
Volume	205	1027		610	766		229	1	239			
Lane Width	12.0	12.0		12.0			12.0	12.0				
RTOR Vol					192			60				

Duration	1.00	Area Type:	All other areas				
Signal Operations							
Phase Combination	1	2	3 4	5	6	7	8
EB Left		A		NB Left	A		
Thru		A		Thru	A		
Right				Right	A		
Peds				Peds			
WB Left				SB Left			
Thru		A		Thru			
Right		A		Right			
Peds				Peds			
NB Right				EB Right			
SB Right				WB Right			
Green		17.0	44.0		16.5		
Yellow		3.0	5.0		3.5		
All Red		0.5	0.0		0.5		
Cycle Length: 90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	322	1703	0.71	0.19	41.5	D		
T	2441	3406	0.47	0.72	1.1	A	7.8	A
Westbound								
TR	1544	3158	0.85	0.49	20.9	C	20.9	C
Northbound								
L	312	1703	0.81	0.18	52.3	D		
TR	280	1525	0.71	0.18	43.3	D	48.4	D
Southbound								

Intersection Delay = 19.2 (sec/veh) Intersection LOS = B



Appendix E – Existing Funding Sources

Senate Bill 45

Senate Bill (SB) 45 substantially revises the process for estimating the amount of State and federal funds to be available for transportation projects in the State, as well as appropriating and allocating the available funds, by changing the 7-year State Transportation Improvement Program (STIP) to a 4-year program. Other revisions included: changing the components of the regional and state transportation improvement programs, changing the name of the Transportation Planning and Development (TP&D) Account to the Public Transportation Account and changing the way funds are allocated from that account. SB 45 declared the Legislature's intent regarding budget estimates by Caltrans and the California Transportation Commission (CTC) based on specified factors. The bill eliminated various transportation-related programs, including traffic systems management, flexible congestion relief, commuter and urban rail transit, and the state-local transportation partnership program. The bill provided that Caltrans is continued as the responsible agency for the State highway system, as specified. The Legislature, through the enactment of SB 45, establishes priorities and processes for the programming and expenditure of State transportation funds that are at the discretion of the Legislature and the Governor. Caltrans is responsible for the planning, design, construction, maintenance and operation of the State highway system.

The method by which the estimate of funding is determined shall be determined by the CTC, in consultation with Caltrans, transportation planning agencies and County transportation commissions. This bill also allowed local agencies to have more power over funds allocated to transportation planning projects in their jurisdiction.

State Transportation Improvement Program (STIP)

State law requires the California Transportation Commission (CTC) to adopt a STIP every two years. Previously, the STIP allocated anticipated State and federal funding to projects over a seven-year period, but since SB 45 has passed this process has changed. The 2000 STIP covered a period of four years. Future STIPs will cover a period of five years. The STIP programs State and federal gas tax funds for CTC controlled highway and commuter rail projects. The current STIP includes a list of transportation projects proposed in the County's Regional Transportation Improvement Programs (RTIP) and the STIP, which are approved by funding by the CTC. It should be noted that funding in the current STIP has been severely reduced due to State budget shortfalls. SCAG and RCTC are working with the CTC and other local agencies to address funding issues and will be preparing the RTIP for Riverside County.



Surface Transportation Program (STP)

The STP provides flexible funding that may be used by States and localities for projects on any federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. STP funds are programmed through the STIP process.

Interregional Improvement Program (IIP)

The IIP deals with projects identified as providing the most adequate interregional road system to all economic centers throughout the State. Funding for this program is equal to 25% of all funds allocated through the SB 45 process. Caltrans submits the projects through the STIP process to program into the STIP. The STIP is a program based on the current adopted STIP and the most recent Project Delivery Report. It may include additional schedule changes and/or cost changes, plus new projects that Caltrans proposed for the interregional road system, as well as the intercity rail program, mass transit guideway or grade separation programs. The IIP is a State funded program.

Regional Improvement Program (RIP)

The RIP deals with projects identified as providing the most adequate regional road system to all economic centers throughout the State. Funding for this program is equal to 75% of all funds allocated through the SB 45 process. Regional planning agencies submit the projects through their RTIP process to program into the STIP. Currently, all State highways and other local regional facilities are eligible for RIP funding.

State Highway Operation and Protection Program (SHOPP)

State legislation created SHOPP for Caltrans to be responsible for State highway safety and rehabilitation projects, seismic retrofit projects, land and buildings projects, landscaping, operational improvements, bridge replacement and the minor program. Unlike STIP projects, SHOPP projects may not increase roadway capacity; SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The majority of the funds for this project come from the old nine-cent State gas tax from federal funds, but a portion is also funded through the recent State gas tax increase.

To be compatible with the Fund Estimate, a formula based on pavement condition and safety concerns are issued to estimate an additional three years of the SHOPP.

Congestion Mitigation and Air Quality (CMAQ) Program

The primary purpose of CMAQ Program is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10), which reduce transportation related emissions. The City of Perris may submit applications for eligible projects when funds are available.



Transportation Enhancement Program

Transportation Enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic and environmental aspects of the Nation's intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. The City of Perris may submit applications for eligible projects when funds are available.

Federal Transportation Administration (FTA)

The FTA provides Federal funds for improvements in rural and urban transit operations. The basic structure of the federal transit programs remains essentially the same, but several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in the ISTEA and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of non-fixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and health care, and transit enhancements. The FTA sections that provide transit moneys are as follows:

Formula Grants The various Formula Grants programs are authorized for FYs 1998-2003. After set asides for the Rural Transportation Accessibility Incentive Program, the Clean Fuels program and the Alaska Railroad (see "Rail" programs), the remaining funding is apportioned using three statutory formulas for urbanized areas, non-urbanized areas, and special needs of the elderly and persons with disabilities.

Rural Transportation Accessibility Incentive Program This program provides funding for the 5-year period of FYs 1999-2003 for over-the-road bus service. The purpose of the funding is to help public and private operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The Secretary will allocate available funding through a competitive grant selection process.

Clean Fuels Formula Grant Program This new program supports the global warming initiative by providing an opportunity to accelerate the introduction of advanced bus propulsion technologies into the mainstream of the Nation's transit fleets. When the authorization in this formula grants account is combined with the authorization in the Capital Investment Grants account, funding is authorized for the Clean Fuels Formula Grant Program. Eligible projects include the purchasing or leasing of clean fuel buses and facilities, and the improvement of existing facilities to accommodate clean fuel buses.



Clean fuel buses include those powered by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, certain clean diesel and other low or zero emissions technology. Available funds will be allocated among the eligible grant applications using a formula based on an area's non-attainment rating, number of buses and bus passenger-miles.

Urbanized Area Formula Grant Program Authorizations for the 6-year period are provided for the Urbanized Area Formula Grant Program (Title 49 U.S.C. Section 5307). Under this program, 91.23 percent of the funding is made available to all urbanized areas with a population of 50,000 or more. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. For urbanized areas with populations of 200,000 or more, the definition of "capital" has been revised to include preventive maintenance. Operating assistance for these larger areas is no longer an eligible expense. Also, for these larger areas, at least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access and enhanced access for persons with disabilities.

Formula Grant Program for other than Urbanized Areas This program receives 6.37 percent of the funding available for apportionment in proportion to each State's non-urbanized population. Funding may continue to be used for capital, operating, State administration and project administration expenses.

Formula Grant Program and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities This program receives 2.4 percent of formula funding available and is apportioned based on each State's share of population for these groups of people.

Capital Investment Grants

TEA-21 also continues the current program structure of three major programs:

New starts Total funding is authorized for FYs 1998-2003. Not less than 92 percent is to be applied to projects for final design and construction. The Secretary is to evaluate and rate New Starts projects as "highly recommended," "recommended" and "not recommended." In addition to the current report each February by the Secretary on funding recommendations, a supplemental report is now required to be submitted to Congress each August. This report is to describe the Secretary's evaluation and rating of each project that has completed alternatives analyses or preliminary engineering since the last report. In evaluating projects, the Secretary is to consider the following new factors: population density and current transit ridership in the corridor; the technical capability of the grant recipient to construct the project; and factors that reflect differences in local land, construction, and operating costs. A number of projects are identified for funding during the reauthorization period.

Fixed Guideway Modernization Authorizations for this program are over the 6-year period. The allocation of funding under the first four tiers has been modified slightly, but will continue to be apportioned using system-wide mileage based on data used to apportion the funding in FY 1997. Also, the number of tiers has been increased from four to seven. The funding in these three additional tiers will be apportioned based on actual route-miles and revenue vehicle-miles on segments at least 7 years old.



Bus. Funding is authorized for bus and bus-related facilities over the 6-year period. A portion is authorized for the Federal Transit Administration's Bus Testing Facility in Pennsylvania for each of the 6 years of the reauthorization period. A number of bus projects are identified for funding in FYs 1999 and 2000.

Transit Benefits

The Act changes the Internal Revenue Code to help level the playing field between parking benefits and transit/vanpool benefits. The limit on nontaxable transit and vanpool benefits is increased from \$65 to \$100 per month for taxable years beginning after December 31, 2001.

In addition, the bill allows transit and vanpool benefits to be offered in lieu of compensation payable to an employee for taxable years beginning after December 31, 1997, giving transit and vanpool benefits the same tax treatment given to parking benefits under the Taxpayer Relief Act of 1997.

Transportation Equity Act for the Twenty First Century (TEA-21)

TEA-21 is also known as "federal reauthorization," a piece of legislation passed by Congress in December of 1998 that provides for a major restructuring of the highway program. TEA-21 was adopted to provide funding for highways, highway safety and mass transportation for six years to improve air quality and congestion and has been a very successful program since its inception. Similar legislation will continue to be a contributor to City of Perris transportation improvements. Key components of this Act include a great flexibility in the programming of projects, a level of playing field between highway and transit projects with a consistent 80/20 matching ratio, ties to the Federal Clean Air Act and Americans with Disabilities Act and earmarked construction projects. The TEA-21 program consists of programs designed to provide funds to special projects that must qualify through the Federal Transportation Improvement Program (FTIP) before they receive funds.

TEA-21, as well as the Clean Air Act Amendment (CAAA) is changing the way transportation planning is accomplished in California. The current Federal Transportation Improvement Program (FTIP) fulfills each of the TEA-21 requirements and conforms to the RTP and other regional plans. Congress is currently in the process of developing new federal reauthorization legislation.

Transportation Development Act

The Transportation Development Act is California law, which provides funding for transit through Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF). These funds are California State sales tax funds that are available for transit operations and street and road purposes. The LTF has been in existence since 1972 derived from 1/4 cent of retail sales tax collected in the State of California. STAF, in existence since 1980, is generated by a gasoline sales tax. The LTF is distributed to each City and the unincorporated areas based on population. In Riverside County, the LTF may be used for both transit and street and road purposes as long as all transit needs are addressed, whereas STAF must be used for transit purposes only.



Local Funding Sources

Local contribution to State Highways and the regional and local roadway system in the City of Perris is optional. The only means of collecting revenue for local streets and roads is through mitigation and developer fees. The City has the responsibility and authority to enact and collect these fees in order to make transportation improvements.

In addition to mitigation and developer fees, the City of Perris requires dedication of right-of-way and improvement of infrastructure to accommodate proposed developments.



Appendix F – Potential Funding Sources

Vehicle In-Lieu Fees

As indicated above, vehicle in-lieu fees are collected by the State and returned to the County under Section 11005 of the Revenue and Taxation Code. The tax is paid annually by motor vehicle owners in lieu of a county property tax on motor vehicles. These funds are deposited in each local government's general fund (including the City of Perris), and can be used for any purpose.

The City currently programs these funds for public facilities and services it is mandated to provide through the general fund. Still, it is appropriate to identify motor vehicle in-lieu fees as a potential funding source to offset the "shortfall" needed to maintain the City's street and highway system.

Local Sales Tax Increase for Transportation

Local sales tax revenues provide the largest single source of funding to most state and local governments. In California, the State Legislature and Governor retain sole authority to enable other public entities to enact sales tax increases.

Sales tax increases used for transportation purposes have a long history. For example, a 0.5 percent sales tax increase was enacted in 1988 in Riverside County to provide necessary transportation improvements. The sales tax was extended in November 2002.

A number of other counties have also implemented sale tax increases for transportation purposes including Alameda, Contra Costa, Fresno, Imperial, Monterey, Sacramento, San Benito, San Bernardino, San Diego, San Francisco, San Mateo, Santa Barbara and Santa Clara. A local sales tax increase for transportation improvements has proven to be a good revenue source for the following reasons:

There is flexibility in how the revenues can be used, i.e., for highway maintenance or capital projects, or for transit purposes.

Sales taxes have proven extremely responsive to inflation, unlike gasoline taxes. In the 1970s, highway departments depended on gas tax revenues were hit a double flow: reduced vehicle-miles of travel and improved fuel economy. This resulted in reduced gas tax allocations. On the other hand, retail sales increased at least as much as inflation, and in many growing areas more-so, indicating that a sales tax increase can keep up with inflation.

Sales taxes also tend to be a fairly reliable source of funds, therefore it is possible to sell revenue anticipation bonds at reasonable interest rates backed by future tax receipts. This stability permits large projects to go ahead more quickly than they would under a "pay as you go" method.



Sales taxes provide a very broad tax base, so that a small tax increase can produce a considerable revenue stream. Depending on local conditions, a half-cent sales tax increase can generate the same revenue as a 20 to 25-cent per gallon (or even more) increase in the gasoline tax.

Historically, the electorate has been least opposed to sales tax increases since a majority of the population uses the transportation system on a daily basis and is aware of needed improvements.

Because a separate transportation authority outside the existing government framework is usually formed to administer the sales tax increase, expenditures are exempted from the existing Gann Initiative's spending limits. An increase in the Statewide gasoline tax, even though it is really a user fee, would be subject to the Gann funding limits.

The tax is easy to administer, since similar systems for collection and distribution already exist such as the Local Transportation Fund/Transportation Development Act (TDA/LTF) funding process.

A local sales tax increase gives an area more local control over project selection and priority than a gas tax increase which is collected by the State and disbursed consistent with State allocation requirements.

The passage of the Measure A sales tax extension will ensure a continued funding source of local transportation funds for the City of Perris. It should be noted that unlike existing sales tax revenues (where the State keeps three-quarters of the tax collected and returns only one quarter to the local jurisdiction), 100 percent of the increase in sales taxes are returned to the local jurisdictions responsible for administering the allocation. A small share of the tax is kept by the State to cover its administrative costs.

City Contributions

City contributions, composed of several funding sources, could be applied toward construction of the City's street and highway system. This revenue source could be developed in cooperation with the County. The amount of City contribution would be based upon the extent of improvement to facilities located or planned within the SOI. City contributions would be composed of several funding sources including City general funds, local agency imposed traffic impact fees, development fees, redevelopment area funds, etc.

To implement this system in the City of Perris, an assessment of existing revenue sources to complement the planned street and highway program would be developed. Cost estimates associated with unfunded projects would then be divided by the number of trips generated from planned land uses. The result would be traffic impact fees based upon cost per trip.

There is justification for the sharing of traffic impact fees between the City and the County for new development projects of regional significance such as a regional activity center or other large employment center. Traffic effects of such projects transcend jurisdictional boundaries; therefore, it would be reasonable to develop fee sharing between the City of Perris and the County.



Community Service/Special Assessment Districts for Roads

Assessment districts have been used to fund a variety of public works improvements in California since 1911. Assessment districts are used when a well-defined and limited area of land benefit from the improvement. An assessment may be paid in cash by the landholder, or through installments (usually on the land owner's property tax bill). Assessments do not require a vote of the owners or voters in the assessed area, but rather are created through administrative procedures. Typically, assessed land owners must be given appropriate notice and a hearing must be held. There is a mechanism for majority protest of the assessment.

Bonds issued to pay for improvements are exempt from State and federal taxes, and carry a lower interest rate than privately raised capital. Assessments can be levied by a county, City, or special district, and can overlap jurisdictional boundaries with the consent of local governments involved. Special district assessments must have specified enabling authority to levy assessments from the State Legislature.

The distribution of assessments (or "spread") is done on a formula basis, and must be reasonably related to benefits received. The assessment can be a flat fee (e.g., \$400 per acre), or it can be related to the benefit conferred on a parcel (e.g., a graduated fee based on distance, where land further from the improvement pays less). Operating costs may also be paid through assessment districts.

This funding mechanism is not currently used in the City of Perris for highway construction purposes. The City, however, should investigate this method of financing large projects. This method may also be appropriate for local circulation improvements within a defined area of benefit.

Local (Countywide) Gasoline Tax

A local option gas tax for streets and roads projects was enacted by the State in 1981. It may be imposed by voters after placed on the ballot by the Board of Supervisors and approval of a majority of the municipalities weighed by population. The County and its cities must agree through a tax agreement on how the funds are to be allocated. To date, no counties in California have adopted such a tax.

Public/Private Joint Venture Revenues

When a local jurisdiction owns excess land adjacent to its transportation facilities, the full value of such property may be captured by leasing the air, surface, or subsurface rights. These leases can provide a steady stream of income, usually over long lease terms (typically 40 to 99 years). Because land values in the City of Perris are not extremely high, the value of air rights over existing City facilities is presumably nonexistent, however, the leasing of excess surface rights may be desirable in some areas. Short-term leases can be negotiated for surface parking, mini storage facilities, recreational uses, etc.

Redevelopment District Areas



Transportation improvement projects within incorporated jurisdictions could be funded through the use tax increment funds provided from new or improved development located within City redevelopment areas. City redevelopment plans would contain planned circulation improvements required as a condition for redevelopment. Tax increments received by the City of Perris could be applied to street and highway projects within areas covered by Redevelopment Plans to defray the costs of such improvements.

Other State Programs

One other proposed State transportation improvement program implemented with passage of SCA-1 on June 5, 1990, included the "State/Local Transportation Partnership Program."

The State/Local Transportation Partnership Program provides new revenues for eligible projects on local roads, State highways, or mass transit guideways statewide. The State/Local Transportation Partnership Program is a "matching" program wherein the State's match never exceeds 50%. The State's match would be dependent upon the amount of revenues requested by local agencies for eligible projects.



CHAPTER 10.40. TRUCK ROUTES¹

Sec. 10.40.010. Establishment need.

It is for the best interests of the people of the city and the orderly handling of traffic that truck routes be established within the city for trucks, tractors, trailers and other vehicles exceeding a maximum gross weight limit of five tons.

(Code 1972, § 10.40.010; Ord. No. 310, § 1, 1967; Ord. No. 743, § 1, 1988)

Sec. 10.40.020. Truck routes designated.

The following streets and highways in the city are hereby designated truck traffic routes and shall be identified and posted with appropriate signs:

- (1) Interstate 215: from its northerly city limits to its southerly city limits.
- (2) Western Way: from its northerly city limits to Harley Knox Boulevard.
- (3) Harley Knox Boulevard: from Interstate 215 to Redlands Avenue
- (4) Indian Avenue: from Northern City limits to Placentia Avenue
- (5) Perris Boulevard: from its northerly city limit to Harley Knox Boulevard
- (6) Redlands Avenue: from Harley Knox Boulevard to Rider Street
- ~~(7) Evans Road: from its northerly city limits at the extension of Orange Street to its intersection with the extension of Nuevo Road.~~
- ~~(8) Morgan Street: from Interstate 215 to Redlands Avenue~~
- ~~(9) Rider Street: from Interstate 215 to Perris Boulevard~~
- ~~(10) Placentia Avenue: from Interstate 215 to Perris Boulevard~~
- ~~(11) State Highway 74 (Fourth Street): from its westerly city limits to its easterly city limits.~~
- ~~(12) Ellis Avenue: from its westerly city limits to its easterly city limits.~~
- ~~(13) Goetz Road: from its southerly city limits to its northerly terminus at Case Road. From the San Jacinto River to Ellis Avenue.~~
- ~~(14) Case Road: from Goetz Road to Perris Boulevard. "G" Street to I-215 freeway (Bonnie Drive)~~
- ~~(15) Ethanac Road: from its westerly city limits to its easterly city limits. from Barnett Road to the easterly city limits~~

(Code 1972, § 10.40.020; Ord. No. 905, § 1(part), 1992; Ord. No. 912, § 1, 1992; Ord. No. 1413, § 3, 1-11-2022)

¹State law reference(s)—Cities authorized to prohibit the use of certain streets by heavy vehicles, Vehicle Code § 35701.

Sec. 10.40.030. Use of truck routes required; exception.

- (a) Whenever any truck route has been duly established pursuant to this chapter and so designated by appropriate signs, the operation of any vehicle exceeding a maximum gross weight of five tons shall drive on such route or routes and none other.
- (b) Nothing in this section shall prohibit the operator of any vehicle exceeding the various maximum gross weights established by this section coming from a truck route established hereunder from having ingress and egress by direct route to and from restricted streets when necessary for the purpose of making pickups and deliveries of goods, wares or merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure upon such restricted streets for which a building permit has previously been obtained therefor.

(Code 1972, § 10.40.030; Ord. No. 310, § 3, 1967; Ord. No. 743, § 2, 1988; Ord. No. 905, § 1(part), 1992; Ord. No. 1413, § 4, 1-11-2022)

Sec. 10.40.040. Enforceability.

The operation of any vehicle exceeding a maximum gross weight limit of five tons on any street or highway not designated in section 10.40.030(b), shall be in violation of this Code and punishable as set forth in chapters 1.16, 1.17 and/or 1.18 in the discretion of the city and as against any responsible person as defined in section 1.04.010 of this Code.

(Code 1972, § 10.40.040; Ord. No. 905, § 1(part), 1992; Ord. No. 1413, § 5, 1-11-2022)



**AIRPORT LAND USE COMMISSION MEETING
MINUTES
May 12, 2022**

DRAFT

5-19-22

COMMISSIONERS PRESENT: Russell Betts, Michael Geller, Steve Manos, Steven Stewart, Larry Froehlich (alternate for Richard Stewart), Beth LaRock (alternate for John Lyon)

COMMISSIONERS ABSENT: Richard Stewart, John Lyon

2.0 PUBLIC HEARING: CONTINUED ITEMS
None

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **ZAP1086BD22 – AT&T (Representative: Smartlink Group)** – City of Palm Desert Planning Department Case No. CUP22-0001 (Conditional Use Permit). A proposal to establish a 65-foot-tall mono-palm tree wireless communications facility with a 562 square foot equipment shelter on 0.81 acres, located at 39750 Garand Lane (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

CONDITIONALLY CONSISTENT

Staff recommended at hearing: **CONDITIONALLY CONSISTENT**

ALUC Commission Action: **CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the FAA OES.**

**Motion: Michael Geller
Second: Larry Froehlich**

3.2 Staff report recommended: **ZAP1117FV22 – HD Commercial Ventures, Inc. (Representative: Strom Entitlement Permitting PM, LLC)** – County of Riverside Case No. PPT210140 (Plot Plan). A proposal to construct two industrial buildings totaling 173,653 square feet with mezzanines on 11.30 acres, located northerly of Murrieta Hot Springs Road, southerly of Technology Drive, westerly of Sky Canyon Drive, and easterly of Winchester Road. (Airport Compatibility Zone C of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

CONSISTENT

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 5-1; Steven Stewart dissenting)**

**Motion: Russell Betts
Second: Michael Geller**

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
May 12, 2022**

- 3.3 Staff report recommended: **ZAP1509MA22 – Black & Veatch** – March Joint Powers Authority Case No. COM-Solar 22-003 (Building Permit). A proposal to construct an 84,000 square foot rooftop solar panel system on an existing industrial building on 45 acres, located northerly of Van Buren Boulevard, westerly of Opportunity Way, and easterly of Meridian Parkway (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0)**
- Motion: Russell Betts
Second: Steve Manos**
- 3.4 Staff report recommended: **ZAP1516MA22 – Optimus Building Corporation (Representative: Mike Naggar & Associates)** – City of Perris Case Nos. SPA22-05047 (Specific Plan Amendment), DPR22-00006 (Development Plan Review). A proposal to construct an 878,750 square foot industrial manufacturing building with mezzanines on a 40.75 acres located northerly of Ramona Expressway, westerly of Redlands Avenue, easterly of Perris Boulevard, and southerly of Perry Street (approximately 4.5 acres of the site is planned for future commercial development – there are no entitlements proposed for this area at this time). The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial to Light Industrial (Airport Compatibility Zones C1 and D of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0)**
- Motion: Michael Geller
Second: Larry Froehlich**
- 3.5 Staff report recommended: **ZAP1515MA22 – Meridian Park West, LLC (Representative: Waypoint Property Group)** – March Joint Powers Authority Case Nos. GP 21-01 (General Plan Amendment), SP21-01 (Specific Plan), PP21-03 and PP21-04 (Plot Plans), TTM38063 (Tentative Tract Map). The applicant proposes the West Campus Upper Plateau Specific Plan, encompassing 817.9 acres within multiple Airport Compatibility Zones located southerly of Alessandro Boulevard, westerly of Meridian Parkway, northerly of Grover Community Drive, and easterly of Trautwein Road. As part of this project, the applicant proposes amending the General Plan land uses to increase Parks/Recreation and Open Space from 122 acres to 453 acres, eliminate approximately 622.5 acres of Business Park, eliminate approximately 63 acres of Industrial property, approve a 2.6 acre Public Facility area for an existing water tank, and adopt the West Campus Upper Plateau Specific Plan (SP-) on approximately 351 acres and creating policies for the future recordation of a 445 acre Conservation Area. The applicant also proposes to adopt Specific Plan SP-9 containing development standards, design guidelines, infrastructure master plans, maintenance responsibilities, phasing schedule, and implementation procedures necessary to develop a 359 acre business park and adjacent park space. The Specific Plan proposes 43.1 acres of Mixed Use, 66.4 acres of Business Park, 143.3 acres of Industrial, 28.9 acres of streets and roadways, 10 acres of developed
- CONSISTENT (GPA, Specific Plan); CONDITIONALLY CONSISTENT (Plot Plans, Tract Map)**
- Staff recommended at hearing: **CONSISTENT (GPA, Specific Plan, Plot Plans, Tract Map) subject to the conditions included herein, and added conditions from the FAA OES, and added condition that in the event the future BASH study, as prepared by a qualified wildlife hazard biologist, raises significant issues, that the study comes back to the ALUC for review.**
- ALUC Commission Action: **CONSISTENT (GPA, Specific Plan, Plot Plans, Tract Map) subject to the conditions**

VIDEO:

2

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
May 12, 2022**

included herein, and added conditions from the FAA OES, and added condition that in the event the future BASH study, as prepared by a qualified wildlife hazard biologist, raises significant issues, that the study comes back to the ALUC for review. (Vote 6-0)

Motion: Michael Geller
Second: Steven Stewart

Parks/Recreation/Open Space, 64.5 acres of undeveloped Parks/Recreation/Open Space, and 3.5 acres of Public Facilities. The Specific Plan will adopt zoning on the properties consistent with the Specific Plan land use designations. The applicant also proposes to construct 2 industrial buildings with mezzanines on separate parcels totaling 1,820,000 square feet on (combined) 115.88 acres, located northerly of (future roads) Bunker Hill Drive, easterly of Airman Drive, southerly of Arclight Drive, and westerly of Linebacker Drive. (Only development entitlements for PP21-03 and PP21-04 have been submitted with this application. No development projects for the other parcels have been proposed at this time.) The applicant also proposes a tentative tract map to divide 359.6 acres into 17 buildable lots and 7 lettered lots for streets/open space. (Airport Compatibility Zones B1, B2, C1, and C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals – Information Only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, Project Director March CUS expressed that they recently completed the first gathering of the senior staff of the various stakeholders to go over the initial findings that the consultant Matrix Design Group has developed.

5.3 Digitizing the ALUC Application Process

Jackie Vega, ALUC staff presented Power Point slides to the Commission indicating plans to move ALUC forward towards digitization, including updating and digitizing the ALUC application process.

6.0 APPROVAL OF MINUTES

Chair Manos motioned to approve the April 14, 2022 minutes. Seconded by Commissioner Steven Stewart. Abstained: Commissioners Froehlich and Geller. (Vote 4-0)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

8.0 COMMISSIONER'S COMMENTS

Commissioner Geller who attended ALUC meetings with his personal guide dog expressed that this will be his dog last meeting attendance.

9.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 11:02 a.m.

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VIDEO:

3

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