



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administrative Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside, California

Thursday 9:00 A.M., October 12, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

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Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rivco.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEM

- 2.1 ZAP1051PS17 – Sons of Italy (Representative: Doug Jones) – City of Palm Springs Planning Case No. 5.0707 (Conditional Use Permit) and 3.3883 (Minor Architectural). The applicant proposes to reinstitute permitted status for a continuously operating meeting hall and provide for an improved parking lot for the existing Dolly Sinatra Lodge facility. The physical proposal is for the addition of 23 parking spaces on the east half of the 0.68-acre parcel (Assessor's Parcel Number 501-352-015) located on the northerly side of Vista Chino, easterly of Sahara Road and westerly of Park View Drive. No change in use of the existing building or building expansion is being proposed. (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area). Continued from 9-14-17. ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: **CONDITIONALLY CONSISTENT**

3.0 PUBLIC HEARING: NEW ITEMS**JACQUELINE COCHRAN REGIONAL AIRPORT**

- 3.1 ZAP1038TH17 – Thermal Operating Company, LLC/JTM Land Company, LLC (Representative: Fayres Hall, Albert A. Webb and Associates) – County of Riverside Planning Case No. PP24690R2 (Revised Plot Plan). The applicant is proposing to develop within the existing Thermal Club facility a new 7,040 square foot trackside garage with a second story viewing deck, a new members clubhouse facility including a 3,863 square foot recreational center with tennis and game courts, a 2,280 square foot adult pool and 3,578 square foot kids pool, a 1,700 square foot fitness center and 1,558 square foot locker room, and six residential suite buildings (2,320 square feet per building, and eight suites inside each building) totaling 13,920 square feet, located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Ascot Drive (Airport Compatibility Zones C and D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

REGIONAL

- 3.2 ZAP1024RG17 – City of Riverside (Representative: Doug Darnell) – City Planning Case Nos. P17-0096 (General Plan Amendment), P17-0180 (Zoning Map Amendment), P17-0182 (Zoning Code Text Amendment), and P17-0521 (Specific Plan Amendment). The City proposes to implement its new 2014-2021 Housing Element by amending its General Plan, Zoning Map, Zoning Code, and the text of the University Avenue Specific Plan. Citywide, up to 303 parcels comprising 395 acres would be rezoned, including 103 acres within the Magnolia Avenue and University Avenue Specific Plans. Within the Riverside Municipal Airport Influence Area, P17-0096 would amend the General Plan land use designation of 46.67 acres to High Density Residential (HDR) or Very High Density Residential (VHDR), and P17-0180 would rezone these areas, plus an additional 15.56 acres, to R-3-1500, R-4, or MU-V. Within the March Air Reserve Base/Inland Port Airport Influence Area, P17-0096 would amend the General plan land use designation of 23.12 acres to HDR and VHDR and 17.37 acres to Mixed Use Village (MU-V), and P17-0180 would rezone these areas, plus an additional 13.28 acres, to R-3-1500, R-4, MU-U, or MU-V.

The proposed Zoning Code Amendments and Specific Plan text amendment are intended to accommodate housing needs and would allow for:

- Multi-family dwellings (apartments) as a “by-right” permitted use in the R-3, R-4, MU-U, and MU-V zones
- Supportive and transitional housing as a permitted use in all residential and mixed-use zones
- “Tiny home” communities with a Planned Residential Development permit in the R-1, RE, and RR zones and with a Conditional Use Permit (CUP) in the R-3 and R-4 zones
- Accessory dwelling units (formerly known as “second units”) and “tiny homes” as incidental uses in the R-1 and R-3 zones

- Dwelling units as an incidental use to assemblies of people with a CUP in the R-3, R-1, RE, RR, MU-N, MU-U, MU-V, O, CR, CP, and CRC zones
- Temporary emergency shelters incidental to assemblies of people with a Temporary Use Permit in the BMP, I, R-3, R-1, RE, RR, MU-N, MU-U, MU-V, O, CR, CP, and CRC zones
- Single-room occupancies with a CUP in the MU-U zone
- Drive-thru businesses with a CUP in the MU-U and MU-V zones

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

BERMUDA DUNES AIRPORT

3.3 ZAP1071BD17 – City of Indio – City of Indio Planning Case No. SP 17-7-37 (Specific Plan). The City proposes a new Specific Plan (the Plan), the Indio Downtown/Old Town Specific Plan, to supersede their 1997 Old Town Indio Specific Plan, covering 117 acres, including 21.87 acres within the Bermuda Dunes Airport Influence Area. The goal of the Plan is to encourage and promote economic development and revitalization, enhance the City’s attractiveness in the local and regional marketplace through adaptive reuse of existing structures, promote infill development, and encourage residential mixed-use commercial/retail and transit supportive development. Properties within the Plan area will be designated as Specific Plan Area, and may be further designated as Light Industrial Subarea, Non-Residential Subarea and Height Restriction Subarea. The Plan is located southerly of Indio Boulevard, westerly of Flower Street, easterly of Deglet Noor Street, and northerly of State Route 111. Only those portions of the Plan westerly of Oasis Street are located within the Airport Influence Area (Airport Compatibility Zones D and E of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: INCONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director’s Approvals

4.2 Correspondence to Caltrans regarding adoption of 2017 Hemet-Ryan ALUCP

5.0 **APPROVAL OF MINUTES**

September 14, 2017

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

7.0 **COMMISSIONER’S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: ~~3.2~~ 2.1

HEARING DATE: October 12, 2017 (continued from September 14, 2017)

CASE NUMBER: ZAP1051PS17 – Dolly Sinatra Lodge, Sons of Italy
(Representative: Doug Jones)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: Case 5.0707 (Conditional Use Permit), Case 3.3883 (Minor Architectural)

MAJOR ISSUES: If this were a new land use being proposed (such as conversion of residence to a fraternal lodge capable of accommodating 122 to 129 persons), the use would be clearly inconsistent at a location so close to the end of the Runway Protection Zone at Palm Springs International Airport. It is the City's position that the applicant must obtain a new Conditional Use Permit, as the pre-existing one has expired. However, the activity authorized by the pre-existing use permit has not ceased except for ~~an annual~~ a customary summer hiatus. Therefore, staff is of the opinion that the intensity limitations imposed by the 2005 Palm Springs International Airport Land Use Compatibility Plan should not be applicable to the ongoing use of the existing building and grounds. From a safety perspective, and in light of the Farrell's Sacramento 1972 tragedy *and other similar occurrences*, we would recommend that the Lodge look toward ultimate relocation to a less risky site, as resources permit.

RECOMMENDATION: Staff recommends that ~~the project be~~ CONTINUED to ALUC's October 12 hearing. ~~However, if, prior to the September 14 hearing, the FAA OES website reveals that the submittal is in a "Work in Progress" status, staff will recommend that the Commission find the Conditional Use Permit and Minor Architectural Application~~ CONDITIONALLY CONSISTENT, subject to the conditions included herein and such additional conditions as may be necessary to meet the requirements of the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The physical proposal is for the addition of 23 parking spaces on the east half of the 0.68-acre parcel. No change in use of the existing building or building expansion is being proposed. The applicant proposes to reinstitute permitted status for a continuously operating meeting hall and to provide for an improved parking lot for the existing Dolly Sinatra Lodge facility.

PROJECT LOCATION: The site is located northerly of Vista Chino, easterly of Sahara Road, and westerly of Park View Drive, within the City of Palm Springs, approximately 2,030 feet northwesterly of the northerly end of Runway 13L-31R at Palm Springs International Airport.

LAND USE PLAN: 2005 Palm Springs International Airport Land Use Compatibility Plan

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Compatibility Zone B1
- c. Noise Levels: 65-70 CNEL from aircraft noise

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Palm Springs International Airport, the site is located within Compatibility Zone B1. Non-residential intensity in Compatibility Zone B1 is restricted to an average intensity of 25 people per acre.

The applicant's plans indicate a potential occupant load of 122 persons on-site (64 in the building and 58 for outdoor dining). The applicant estimates average use at about 60 persons on a regular basis, but as many as 129 persons have attended special events. The facility is only in use, open to the public, on Wednesday evenings and is closed in the summer.

The project proposes no new buildings or building expansions. The building is in use as a fraternal lodge offering weekly meals to the public as a fundraising activity during much of the year. This occupancy pre-dates the 2005 ALUCP and therefore, could arguably be considered as an existing use; however, its pre-existing permit has expired, resulting in the City requesting a new Conditional Use Permit. In any event, no new occupancy will be generated by the addition of a parking lot. This would simply alleviate the existing insufficiency of customer parking.

Non-Residential Single-Acre Intensity: As previously noted, the project is located within Compatibility Zone B1 which restricts non-residential intensity to 50 people in any given single acre.

Based on the site plan and business operation of the proposed project as discussed above, no new occupancy will be generated by the proposed improvements. Customers and employees will utilize the proposed parking lot from the existing Dolly Sinatra Lodge and would be considered as part of the overall occupancy.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone B1 of the Palm Springs International Airport Influence Area.

Noise: The site is located within the 65 to 70 dBA CNEL contour range from aircraft noise for Palm Springs International Airport. However, the proposed parking lot is not sensitive to noise, and would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 13L-31R at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 2,030 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 494 feet AMSL. The site's elevation is 497 feet AMSL and the tallest proposed structure height, parking lot light pole, is 18 feet, for a top point elevation of 515 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is required. **The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2017-AWP-9623-OE to this project, which is currently in a status of work in progress.**

Open Area: Compatibility Zone B1 requires 30% 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. The proposed project is 0.68 acres in area, so Zone B1 open area is not required.

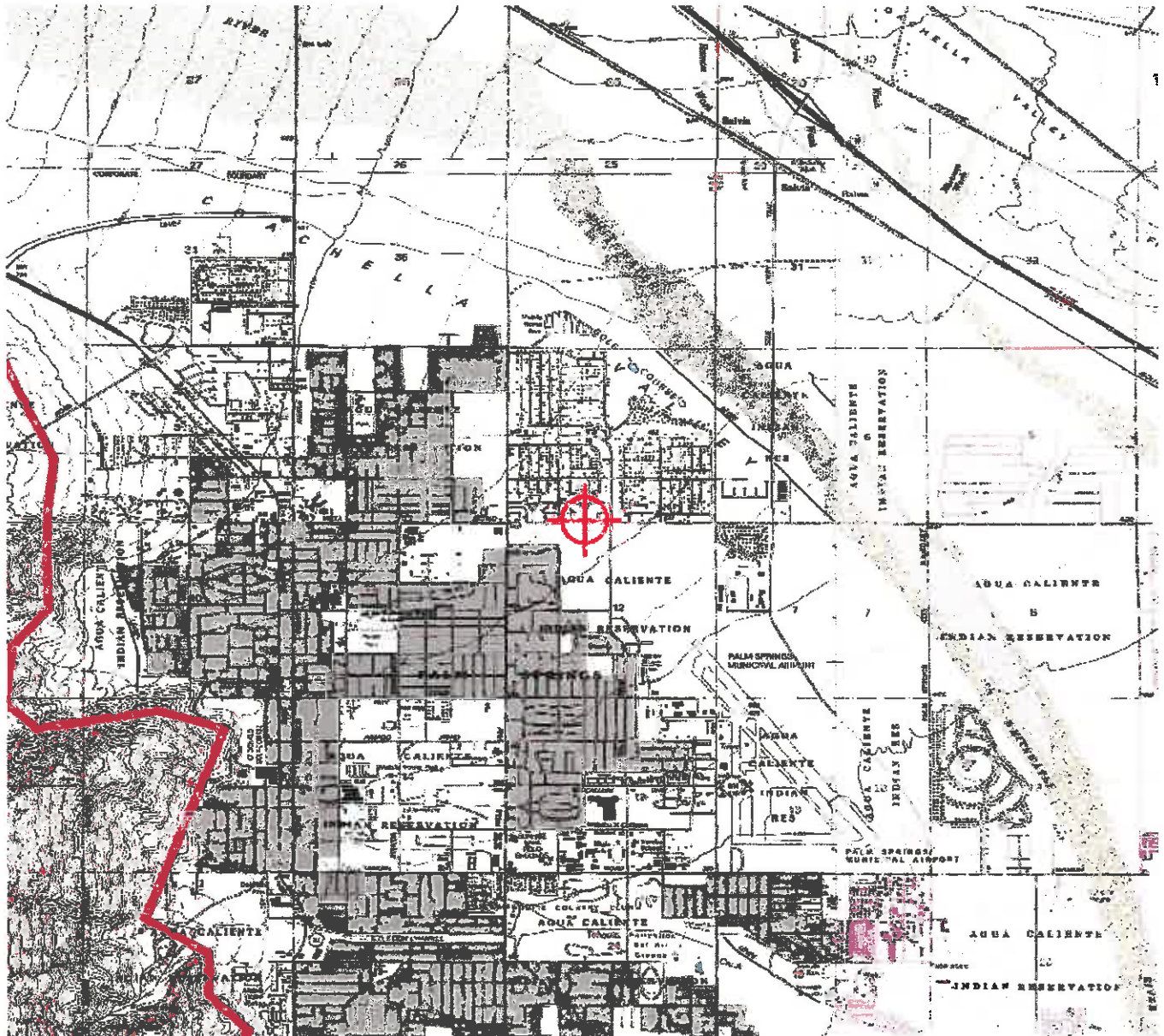
CONDITIONS:

1. Any new 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, production of cereal grains, sunflower, and row crops, composting operations, 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, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or lessees of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
 5. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

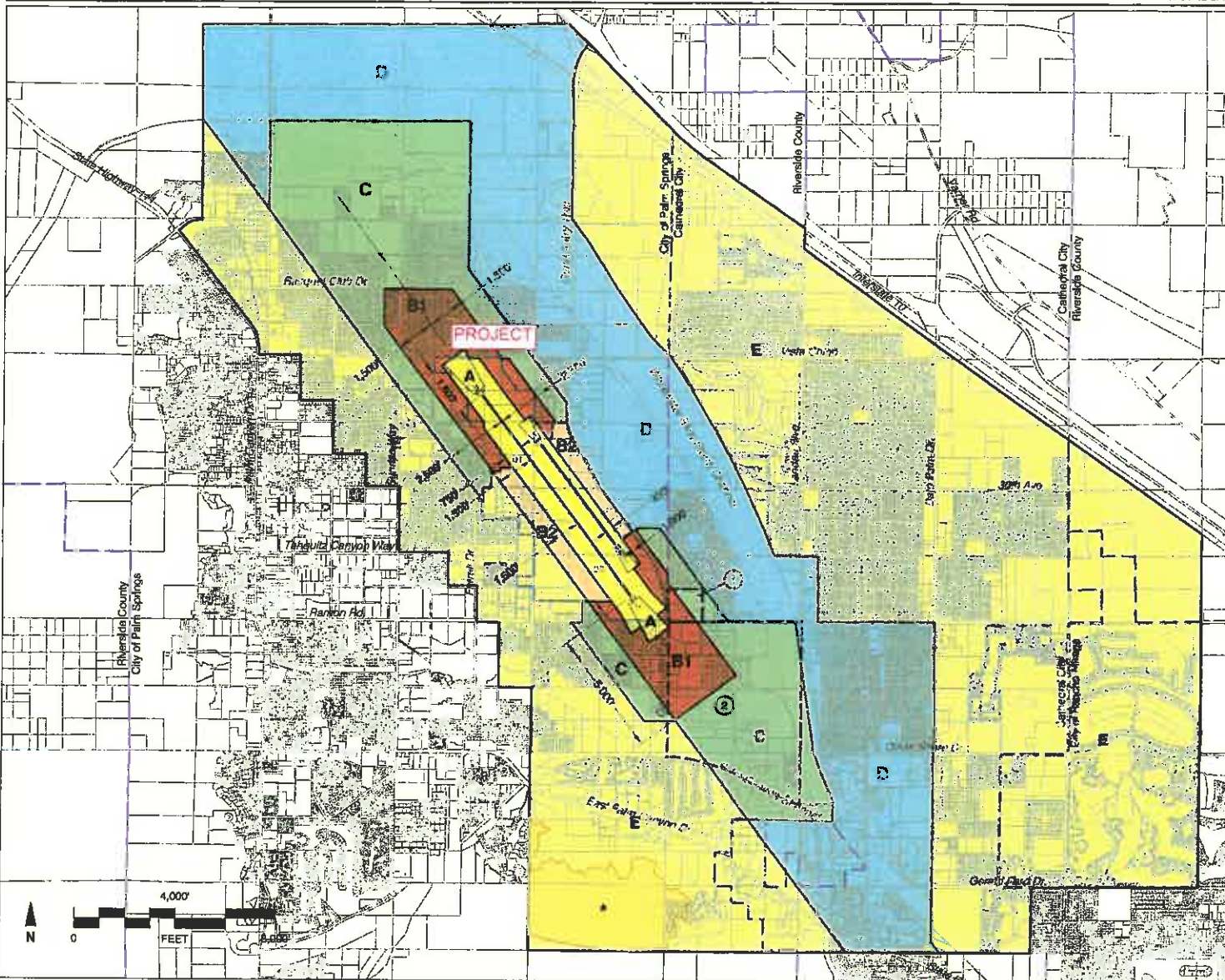
Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around any detention basin shall not include vegetation that produces seeds, fruits, or berries.
 6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the existing building shall require ALUC review.

Close Print



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)



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
 - City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted March 2005)

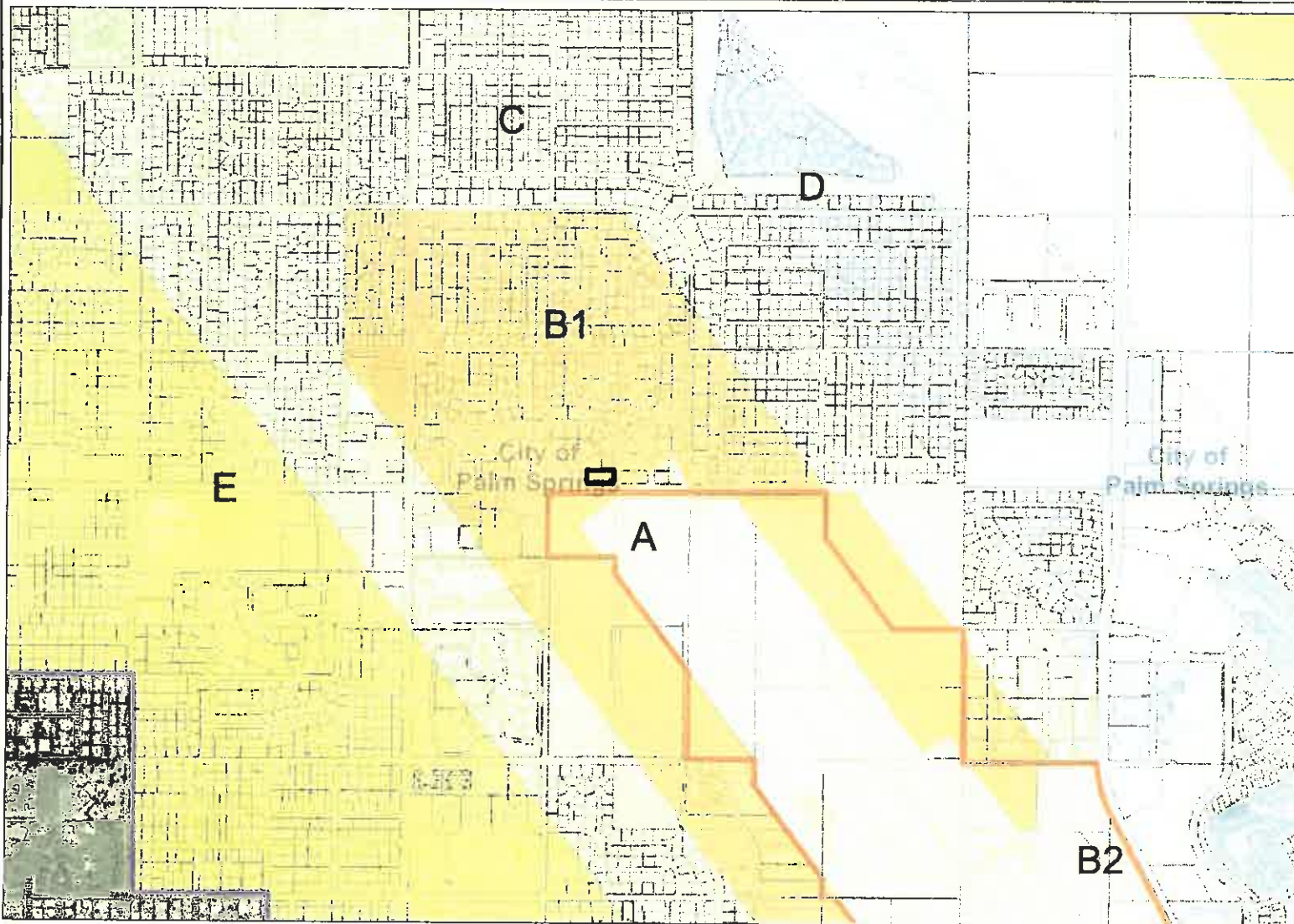
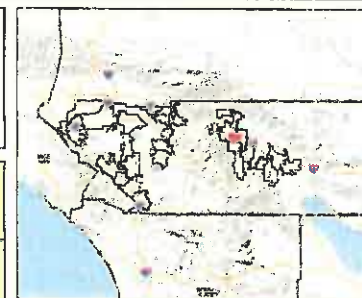
Map PS-1

Compatibility Map
 Palm Springs International Airport



FSP-compatibility

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
- C2-HIGHT



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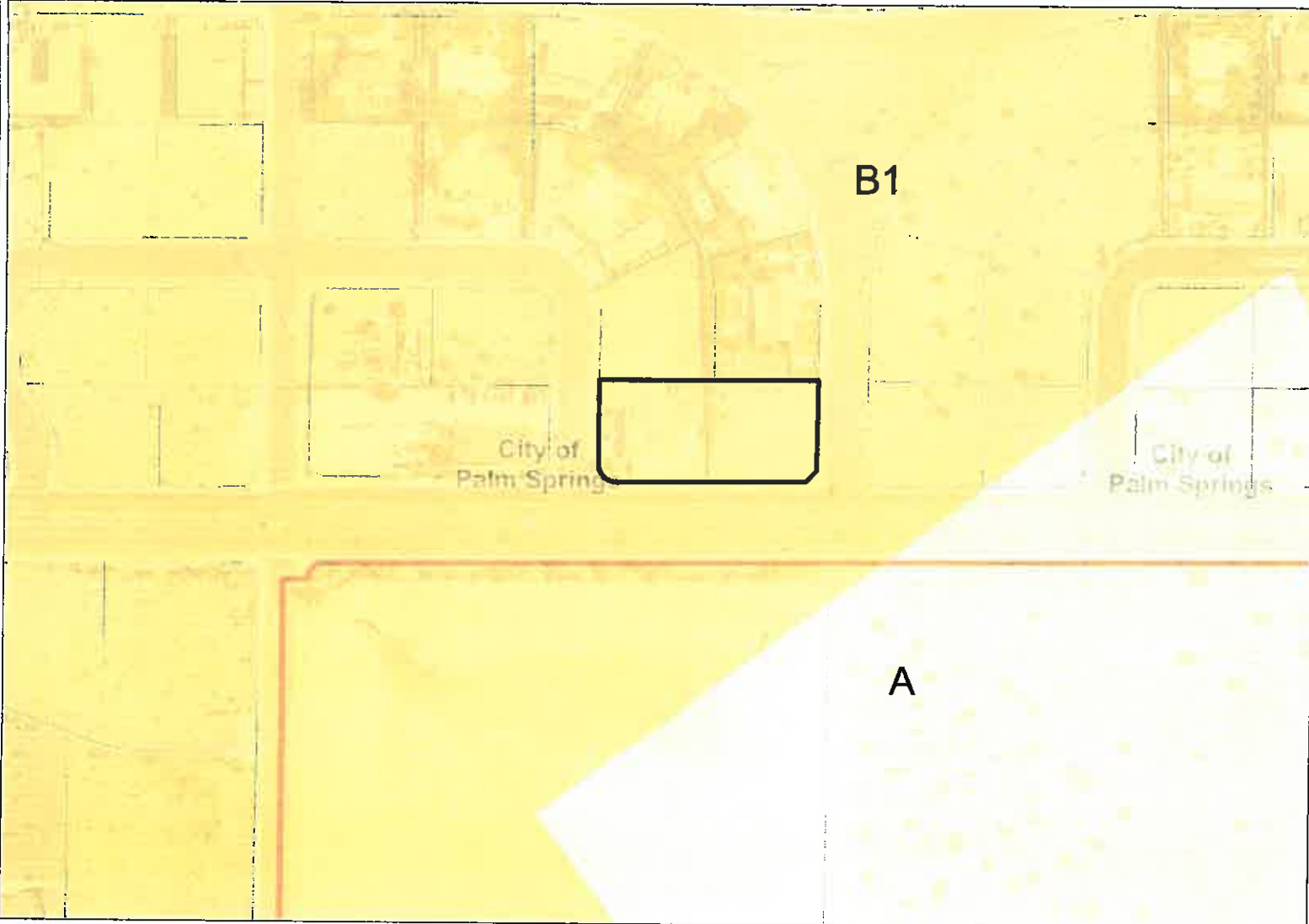
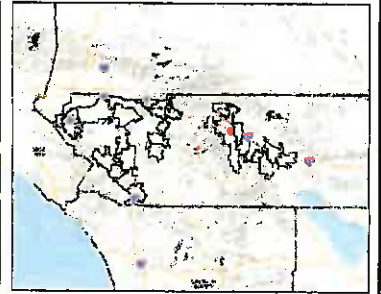
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Notes

My Map




Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
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- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



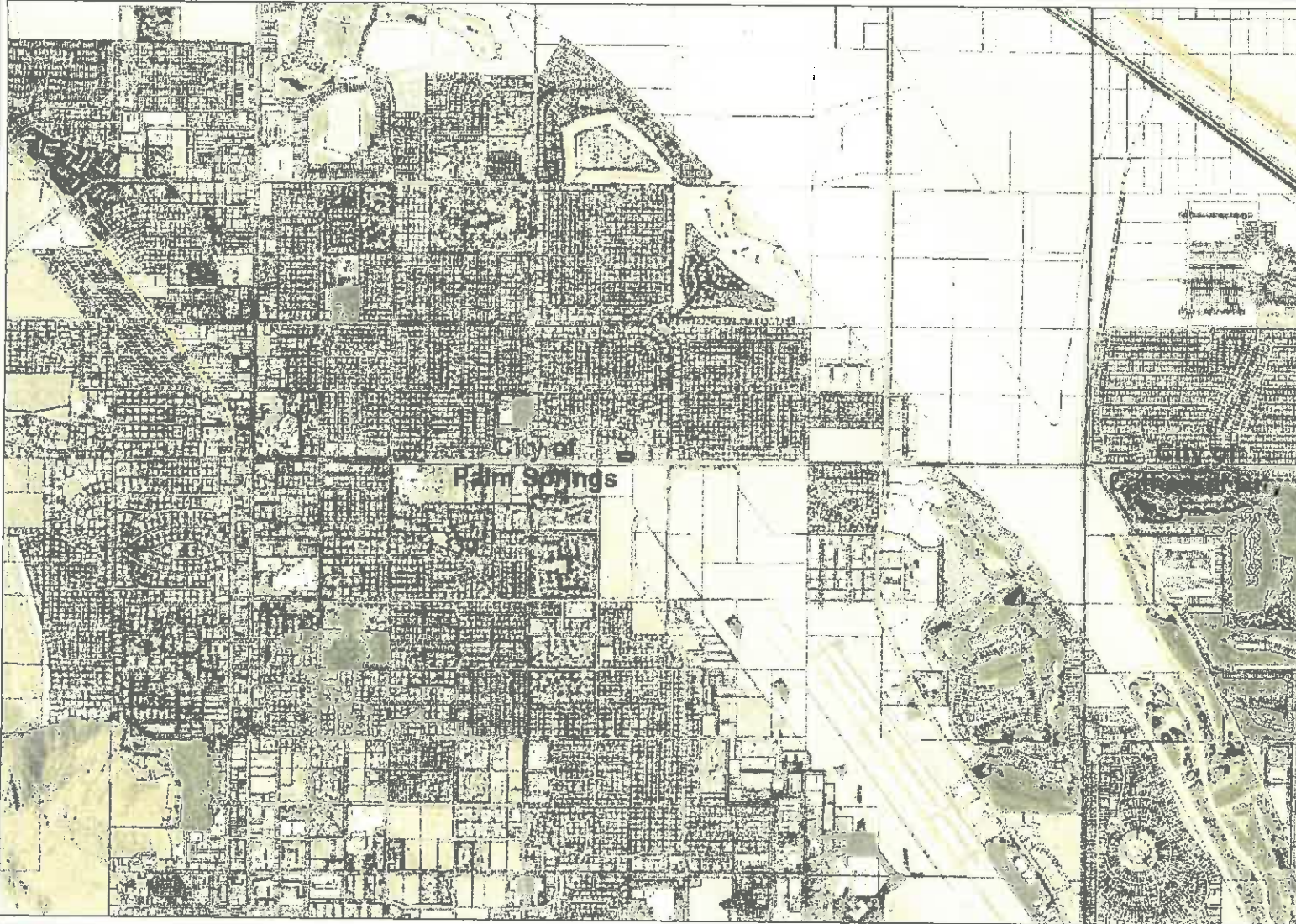
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads**
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



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3,573

7,146 Feet



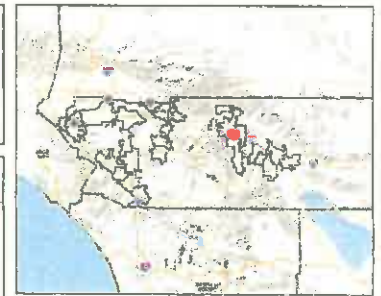
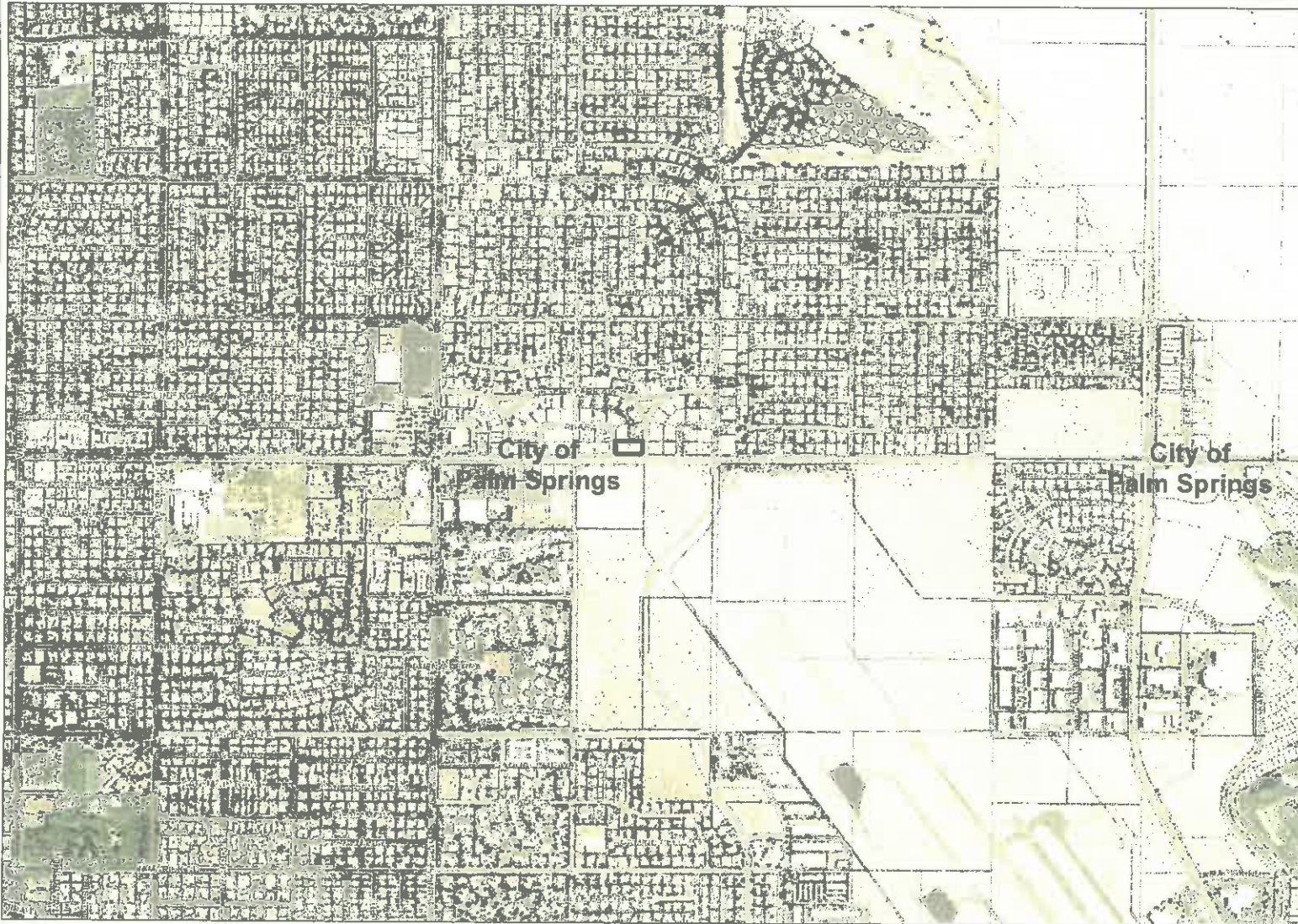
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




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Notes

My Map



Legend

-  City Boundaries
- Cities**
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers

Notes

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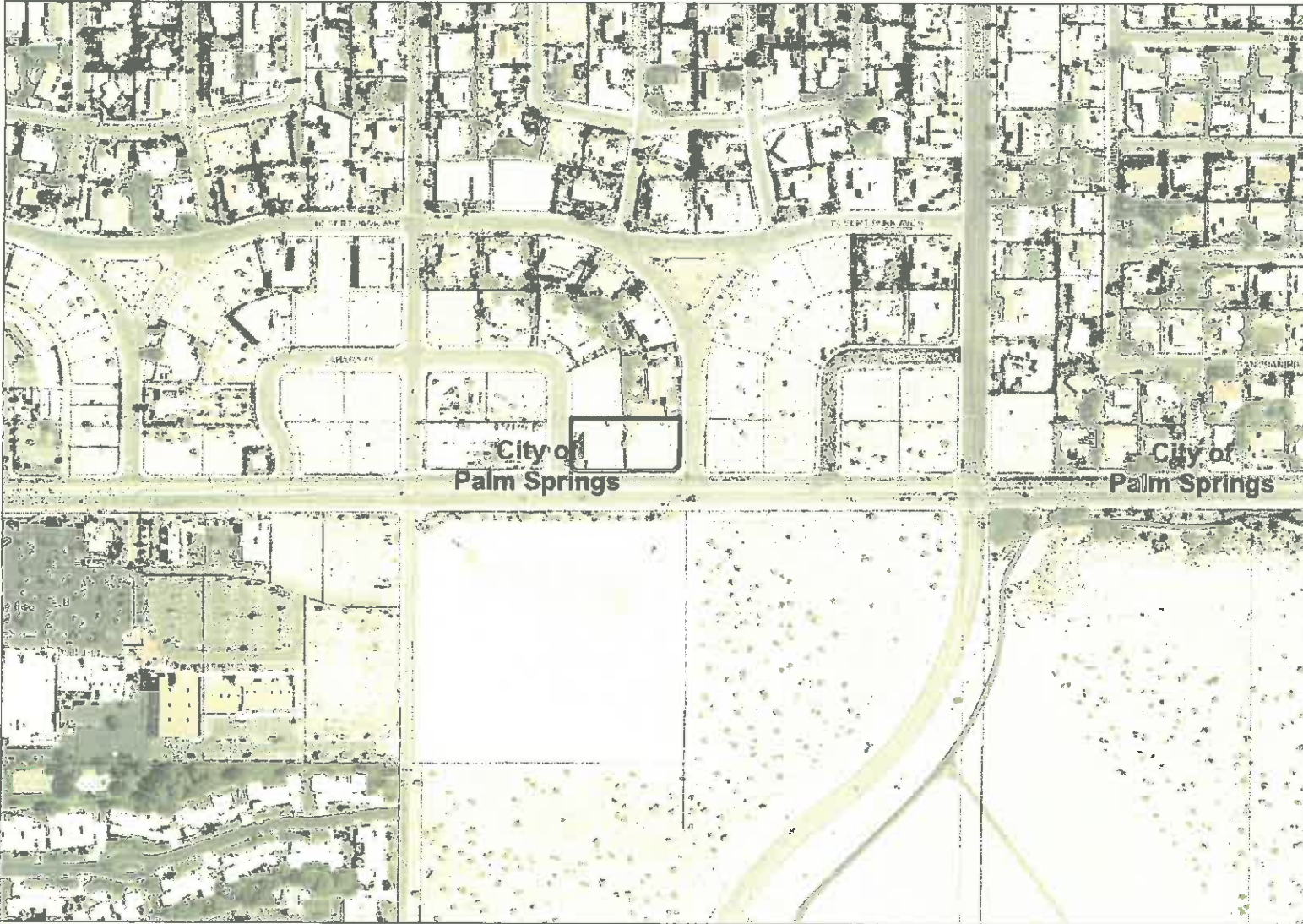
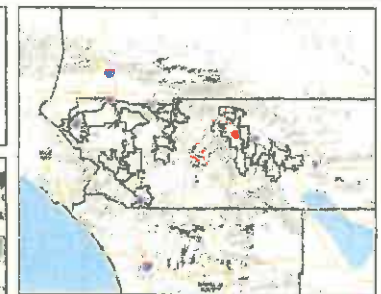
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My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
- counties
- cities
- hydrographylines
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 - Lakes
 - Rivers



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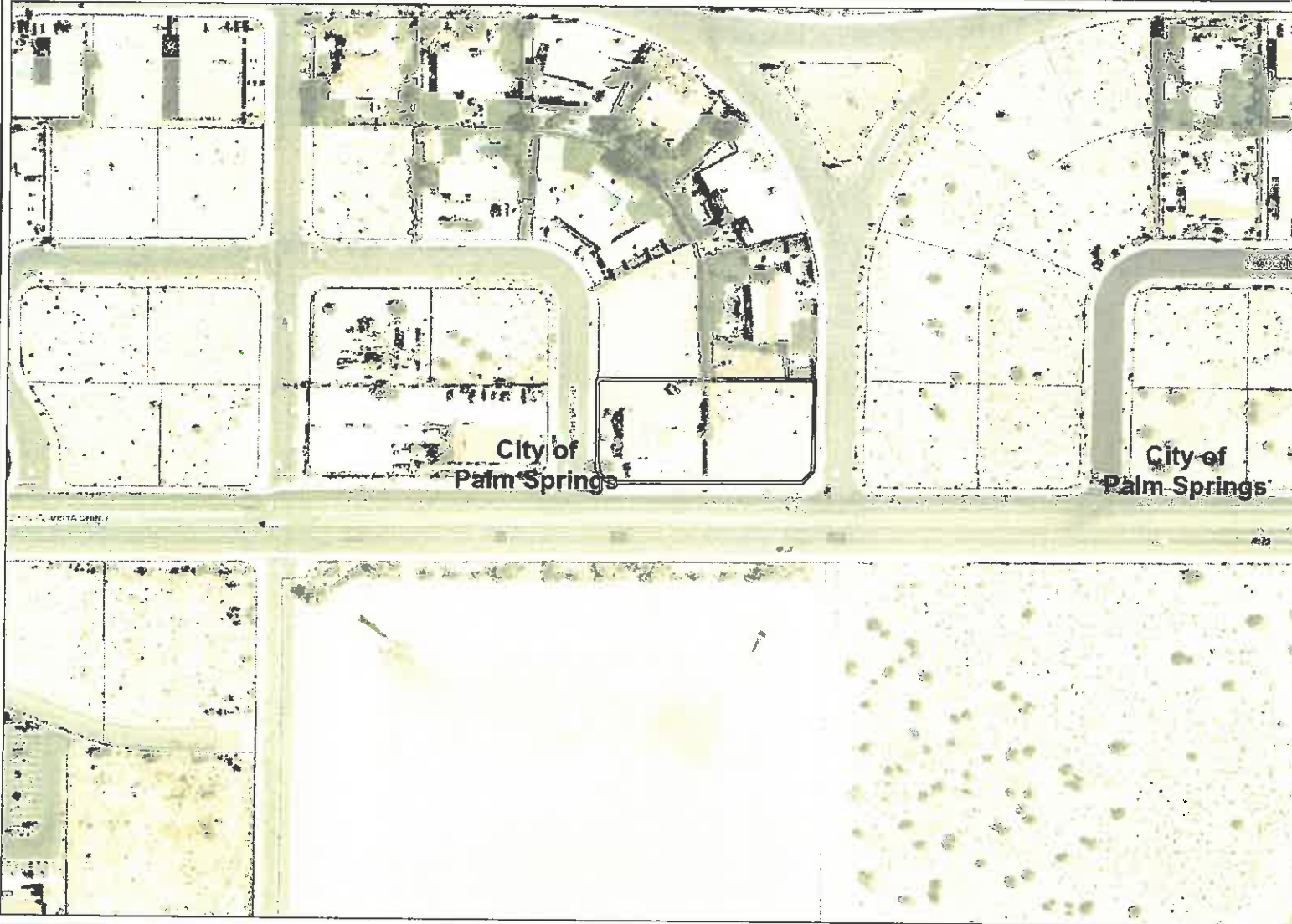
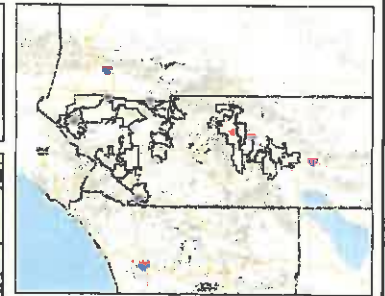
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
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 - HWY
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 - Rivers



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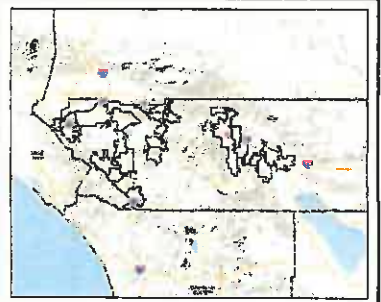
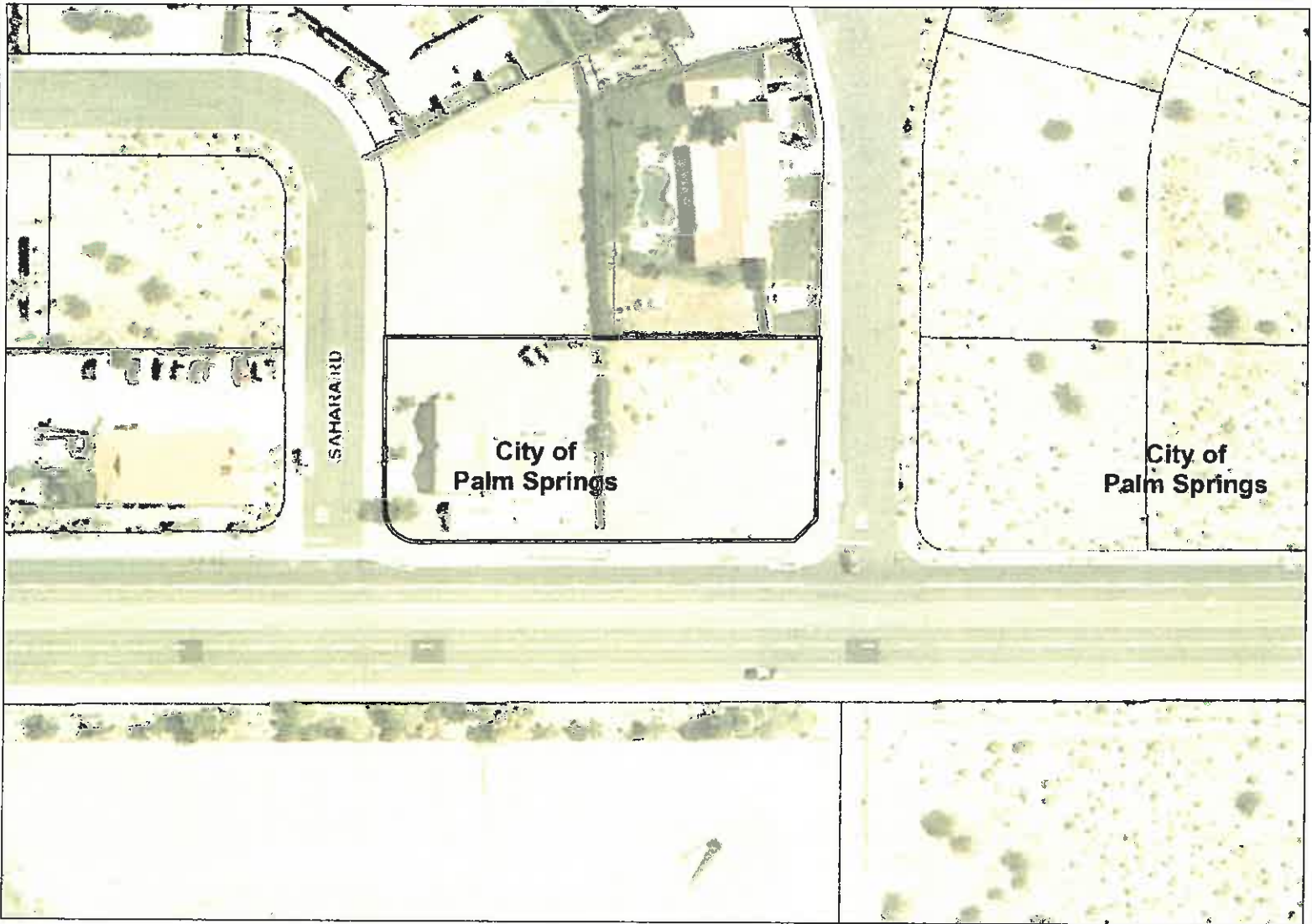
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno
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- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



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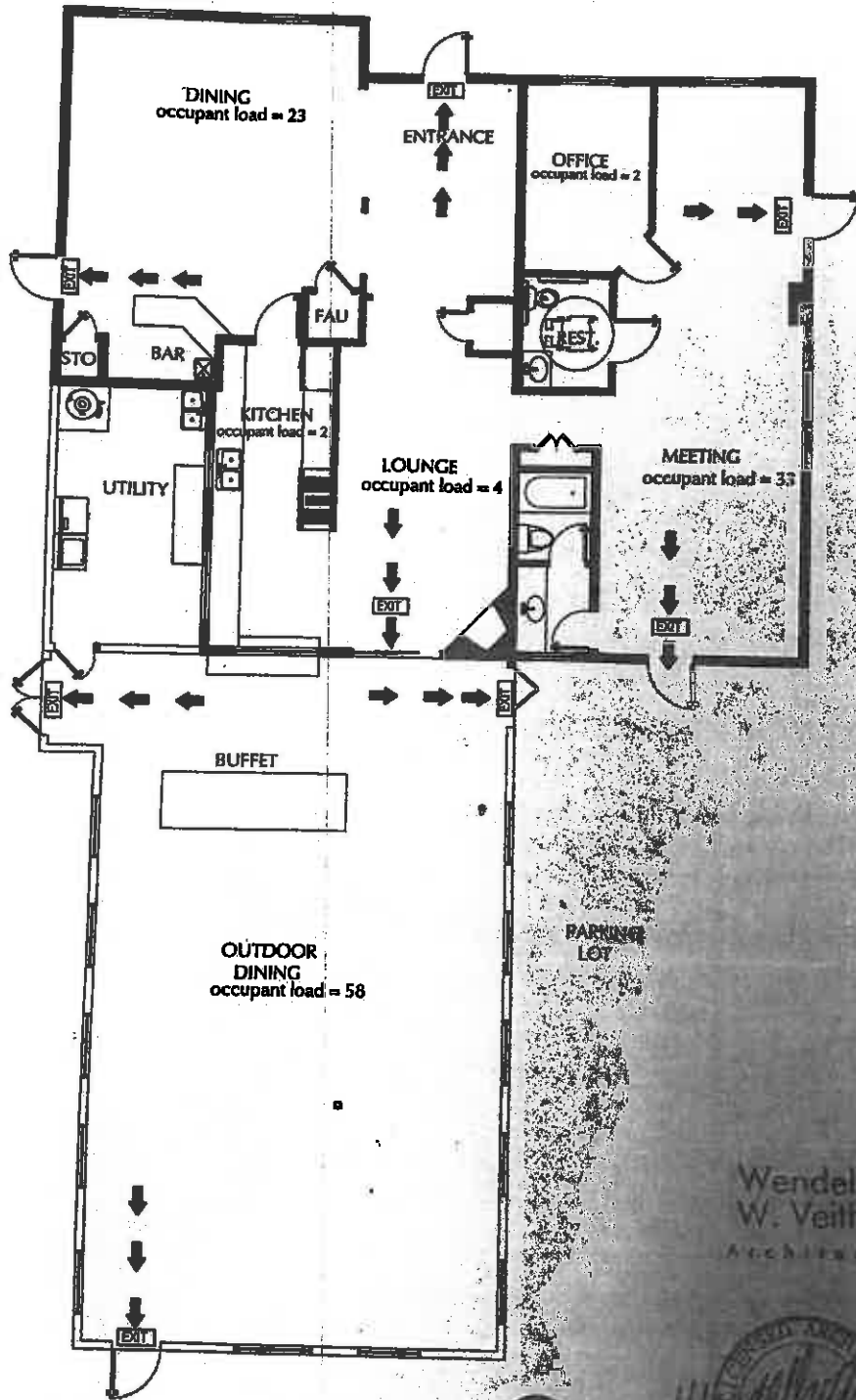


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Notes



MAXIMUM OCCUPANT LOAD = 122



EXIT ANALYSIS PLAN

1700 SAHARA DR.
PALM SPRINGS, CA



Wendell
W. Veith
ARCHITECT





City of Palm Springs

Department of Planning Services

3200 E. Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 323-8215 • Fax: (760) 322-8360 • Web: www.palmspringsca.gov

July 21, 2015

Mr. Joseph LaPorta
1700 Sahara Road
Palm Springs, CA 92262

RE: Case Nos. 3.3883 MAA and 5.0707 CUP; 1700 Sahara Road

Mr. LaPorta,

The city is in receipt of your Minor Architectural Application (MAA) to construct a parking lot on the vacant portion of the property for the building located at the above address. Staff reviewed the case history associated with the site and determined that the Conditional Use Permit (CUP) issued for the property in 1996 had a 15-year term and expired in 2011. A new CUP must be submitted and approved in order to continue operating. Until this issue is resolved, staff is unable to process your application to construct the parking lot.

In addition, please note that review by the Riverside County Airport Land Use Commission (ALUC) will be required prior to the processing of your CUP application. Please contact their office to learn more about the review process and restrictions at (951) 955-5132.

To bring the site into compliance, we ask that you submit the CUP application within 30-days of the date of this letter.

If you have any questions about this letter, please contact me or Associate Planner David Newell at (760) 323-8245.

Sincerely,

Flinn Fagg, AICP
Director of Planning Services

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 4:30 p.m. except Monday, September 4 (Labor Day), and by prescheduled appointment on Friday, September 8 from 9:00 a.m. to 5:00 p.m. ALUC office will be closed on Friday, September 1.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Palm Springs may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: September 14, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1051PS17 – Sons of Italy (Representative: Doug Jones) – City of Palm Springs Planning Case No. 5.0707 (Conditional Use Permit) and 3.3883 (Minor Architectural). The applicant proposes to reinstitute permitted status for a continuously operating meeting hall and provide for an improved parking lot for the existing Dolly Sinatra Lodge facility. The physical proposal is for the addition of 23 parking spaces on the east half of the 0.68-acre parcel (Assessor's Parcel Number 501-352-015) located on the northerly side of Vista Chino, easterly of Sahara Road and westerly of Park View Drive. No change in use of the existing building or building expansion is being proposed. (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Ken Lyon of the City of Palm Springs Planning Department at (760) 323-8245.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

2A1051PS17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 5-19-17
 Property Owner DOLLY SINTRA LODGE - SONS OF ITALY Phone Number 760-219-9171
 Mailing Address P.O. Box 637
Palm SPRINGS CA 92263

Agent (if any) DOUG JONES Phone Number 760-275-4979
 Mailing Address 899 TAMARISK RD
PALM SPRINGS cpj6@verizon.net
CA 92262

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 1700 SAHARA DRIVE
 Assessor's Parcel No. 501-352-015 Parcel Size _____
 Subdivision Name Desert Park Estates Zoning Classification P
 Lot Number 81

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) MEETING HALL NON PROFIT SONS OF ITALY

Proposed Land Use (describe) CONTINUATION OF EXISTING USE

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use EVERY WEDNESDAY 5pm TILL 8.30 pm
 (See Appendix C) Number of People on Site 60 Maximum Number AVERAGE 60
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 40 FOOT POWER POOL ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No
 If yes, describe _____

R. Springs
 B1

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>PALM SPRINGS</u>
Staff Contact	<u>DAVID NEWELL</u>
Phone Number	<u>760-322-8364 ext. 8763</u>
Agency's Project No.	<u>5-0707 WP</u> <u>3.3883 MAA</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

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. SUBMISSION PACKAGE:

ALUC REVIEW

- 1. Completed Application Form
- 1. Project Site Plan – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of all property owners ~~within a 300' radius of the~~ project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1. Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1. Completed Application Form
- 1. Project Site Plans – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1. 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1. Check for review—See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: October 12, 2017

CASE NUMBER: ZAP1038TH17 – Thermal Operating Company, LLC/JTM Land Company, LLC (Representative: Fayres Hall, Albert A. Webb and Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP24690R2 (Plot Plan Revised)

MAJOR ISSUES: Consistency with single-acre intensity limits depends on use of net or gross square footage.

RECOMMENDATION: Staff recommends that the Commission find the Revised Plot Plan CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant is proposing to develop within the existing Thermal Motor Club facility a new two-story 7,040 square foot trackside garage with viewing deck on a 139.26 acre parcel, and a new member's club house facility including a 3,863 square foot recreational center with tennis and game courts, a 2,280 square foot adult pool and 3,578 square foot kids pool, a 1,700 square foot fitness center and 1,558 square foot locker room, and six commercial hotel suite buildings (2,320 square feet per building, and eight suites inside each building) totaling 13,920 square feet on a 5.39 acre parcel.

Thermal Motor Club includes a motorsports race track facility with adjacent lots established to allow club members to build garages for their vehicles with second floor office, kitchen, and entertainment space. The site was originally designated for Heavy Industrial uses on the Kohl Ranch Specific Plan, with no residential use or overnight stays. The project has since evolved. A chronological history of the Thermal Motor Club (as processed by ALUC) is provided in the background section of this report.

PROJECT LOCATION: The project site is located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Ascot Drive in the unincorporated community of Thermal, approximately 4,335 feet southerly of the southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zones C, D
- c. Noise Levels: Below 55 CNEL from aircraft at this location

BACKGROUND:

Thermal Motor Club History:

The following is a summary regarding all Thermal Motor Club projects that have been submitted, reviewed, and determined by the Airport Land Use Commission.

County Planning Case Number	Applicant	Project Details	ALUC Case Number
SP303S2	Kohl Ranch (Dinkin) Marathon Comm. (Lichtenstein) E. Hemphill	<ul style="list-style-type: none"> -Allowing for an automotive race track in the "Heavy Industrial" planning area -Track layout found consistent 3/11/10 -Providing conceptually for race track and private garages 	ZAP1014 TH09
SP303A2, PP24690, PM36293 (Commercial Schedule E)	Same above plus Phil Clayton TRM122, LLC; Evan Gordon, Marathon	<ul style="list-style-type: none"> -Conditionally consistent, vote 5-2 on 10/14/10 -Condition #13 re development on founders' lots: subpart 5 No residential uses or overnight occupancy is permitted -Condition #12 pertaining to lots less than 7,540 square feet: Use shall be occupancy Type S storage, garage, warehouse except up to 4,320 square feet of office (+kitchen if applicable) -Condition #15 Notice to potential purchasers: No Residential uses or overnight occupancy permitted 	ZAP1017 TH10

County Planning Case Number	Applicant	Project Description	ALUC Case Number
PP24640S1	Tim Rogers Andy Holloran Tom Collopy JTM Land	-Conditionally consistent 4/12/12 -Included “members storage garage”	ZAP1019 TH12
PP24690R1	Tim Rogers Tom Collopy Rich Clark JTM Land	-Consistent 9/12/13 -Allowed for entertainment uses in Founders’ lots garages -Racing limited to 7:00AM–7:00PM -Block wall requirement added -Irrigation reservoir added, to be netted -Splash pools to be covered -Condition #12 Reference to Occupancy Type S deleted	ZAP1020 TH13 July 2013
SP00303A3, CZ7852, TR36851 (individual owned 2-unit bldgs)		-Consistent 1/8/15 -Condition #12 and #13 restricted to lots in PA E-2 not allowing overnight stays. Overnight occupancy between 10:00PM–6:00AM -Condition #15 restricted to lots not allowing overnight occupancy 10:00PM-6:00AM (not applicable to village area) -Condition #33 added. Allows overnight stays in PA E-5 thru E-8. Up to 39 units in C (E-5, 7, 8) + 120 in D (E-6). No overnight in E-4	ZAP1024 TH14

Subsequently, a number of commercial and industrial buildings were approved pursuant to separate Plot Plans (PP25677, PP26120, and PP26121) that also received determinations of consistency from ALUC. While those projects benefit from the proximity of the track, the use of those buildings is not intertwined with the track to the same extent as development on the “Founders’ lots”.

Finally, ALUC has separately evaluated proposals for rooftop solar panels on a few of the structures on Founders’ lots.

Non-Residential Average Intensity: Compatibility Zone C limits average intensity to 75 people per acre, and Compatibility Zone D limits average intensity to 100 people per acre.

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:

- Garage storage – 1 person per 200 square feet
- Observation deck (tables and chairs) – 1 person per 15 square feet

- Observation deck (standing viewing) – 1 person per 7 square feet
- Kitchen– 1 person per 200 square feet
- Family dining – 1 person per 15 square feet
- Storage – 1 person 300 square feet
- Kids playroom – 1 person 50 square feet
- Exercise room – 1 person per 50 square feet
- Swimming pool – 1 person per 50 square feet
- Swimming pool deck area – 1 person per 15 square feet
- Locker rooms – 1 person per 50 square feet
- Commercial hotel suites – 1 person per 200 square feet
- Sports courts – 16 people total

Trackside Garage Occupancy			
Occupancy Type	Area (sq.ft. net*)	Occupancy Ratio	Occupancy (people)
1 st Floor Garage Storage	2,905	1 per 200	15
2 nd Floor Observation Deck (sitting)	1,188	1 per 15	79
2 nd Floor Observation Deck (viewing)	314	1 per 7	45
			TOTAL 139

* The total gross square footage of the trackside garage is 7,040 square feet (4,748 square feet first floor garage storage, and 2,292 square feet second floor viewing area). If we calculated the first floor garage storage as a net area for just the area with the car storage lifts (not including the walkways surrounding the lifts), it would result in 2,905 square feet. If we calculated the second floor viewing area as a net area for just the usable viewing area (eliminating walkways, corridors and elevator lobby), it would result in 1,502 square feet.

Members Club Facility Occupancy			
Occupancy Type	Area (sq.ft. net**)	Occupancy Ratio	Occupancy (people)
Recreational Center			
Kitchen	310	1 per 200	2
Dining	856	1 per 15	57
Dining Booths	3 booths	4 per booth	12
Kids Play	457	1 per 50	9
Storage	180	1 per 300	1
Laundry	222	1 per 100	2
Receiving	119	1 per 50	2
Exercise Room	1,402	1 per 50	28
Locker Rooms			
Locker	657	1 per 50	13
Massage	273	1 per 50	5
Quiet/Waiting	85		3
Swimming Pool Adult			
Pool	988	1 per 50	20

Deck	513	1 per 15	34
Swimming Pool Children			
Pool	1,225	1 per 50	25
Deck	944	1 per 15	63
Commercial Hotel Suites (6 bldgs)	10,056	1 per 200	50
Sports Courts	3 courts	4 per court	16
			TOTAL 342

** The total gross square footage of the members club facility in gross acreage is 3,863 square foot recreational center with tennis and game courts, a 2,280 square foot adult pool and 3,578 square foot kids pool, a 1,700 square foot fitness center and 1,558 square foot locker room, and six commercial hotel suite buildings (2,320 square feet per building, and eight suites inside each building) totaling 13,920 square feet. If we calculated the net area for each use excluding extraneous non-usage areas space like corridors, walls, walkways, stairways, bathrooms, etc., the results would be the numbers in the table above.

Based on the site plan provided, the proposed trackside garage (total 7,040 gross square feet) includes 4,748 square feet of first floor garage storage area, and 2,292 square feet of second floor track viewing area, accommodating 139 people on a 139.26 gross acre parcel (56.67 acres within Zone C). The resulting average intensity of 1 persons per acre (considering only this building) would be consistent with the Compatibility Zone C average intensity criterion of 75 people per acre. Also located on the same 139.26 gross acre parcel as the proposed garage are the existing/approved control tower (141 people), tuning shop (83 people), member's storage garage (23 people), and fuel island (6 people). Taken into conjunction with the 139 people from the proposed trackside garage, the total occupancy for the entire parcel would be 392 people, resulting in an average intensity of 3 persons per acre, which is also consistent with the Compatibility Zone C average intensity criterion. Even if we considered only the acreage in Zone C the average intensity would still be less than 10 persons per acre.

Based on the site plan provided, the proposed members club facility includes a 3,863 square foot recreational center with tennis and game courts, a 2,280 square foot adult pool and 3,578 square foot kids pool, a 1,700 square foot fitness center and 1,558 square foot locker room, and six commercial hotel suites buildings (2,320 square feet each building, eight suites inside each building) totaling 13,920 square feet, accommodating 342 people on a 5.39 acre parcel (4.87 acres within Zone D and 0.52 acres in Zone C which is not impacted by the members club facility). The resulting average intensity of 70 persons per acre 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 in the absence of more precise data).

Based on the number of parking spaces provided for the garage of 8 parking spaces (excludes vehicles parked in the garage), the total occupancy would be 12 people for an average intensity of 1 person per acre in the Zone C portion of the project.

Based on the number of parking spaces provided for the members club facility of 60 spaces, the total occupancy would be 90 people for an average acre intensity of 18 people per acre in the Zone D portion of the project.

Non-Residential Single-Acre Intensity: Compatibility Zone C limits single-acre intensity to 150 people, and Compatibility Zone D limits single-acre intensity to 300 people.

Based on the site plan and floor plans provided for the trackside garage, the entire 7,040 square foot garage building in Compatibility Zone C. This includes 4,748 square feet of first floor garage storage area (2,905 net square feet of car storage area), and 2,292 square feet of second floor viewing area (1,502 net square feet of usable viewing area), resulting in an occupancy of 139 people, which is consistent with the Zone C single acre criterion of 150 people.

Based on the site plan and floor plans provided for the members club facility, the most intense single-acre would include: 3,863 square foot recreational center, 2,280 square foot adult pool, 3,578 square foot kids pool, 1,700 square foot fitness center, 1,558 square foot locker room, and 2,100 square feet portion of two commercial hotel suite buildings, resulting in an occupancy of 290 people, which is consistent with the Zone D single acre criterion of 300 people.

Residential Density Concerns: This project does not propose any dwelling units. The hotel suites would accommodate visitors, as well as members and guests, including those that own units not allowing for overnight stays (Planning Areas E-2 and E-4). In order to assure that these suites will not be converted into residential condominium dwelling units, staff is recommending a condition that the suites not be converted to ownership units or sold individually.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zones C or D (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) within the project.

Noise: The property lies outside the areas subject to average exterior noise levels greater than 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

Part 77: The elevation of Runway 18-36 at its southerly terminus is approximately -134 feet (i.e., 134 feet below mean sea level). At a distance of approximately 4,335 feet from the runway to the member's club facility and suites, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding -90.6 feet mean sea level (MSL). At a distance of approximately 4,980 feet from the runway to the trackside garage, FAA review would be required for

any structures with top of roof exceeding -84.2 feet mean sea level (MSL). The site elevation is approximately -148 feet MSL for the member's club facility and suites, and their maximum building height is 32 feet, for a top point elevation of -116 feet MSL. The site elevation is approximately -148 feet MSL for the trackside garage, and their maximum building height is 29 feet, for a top point elevation of -119 feet MSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAA OES) is not required.

Open Area: Compatibility Zone C requires a minimum of 20% open area, and Zone D requires a minimum of 10% of open area for projects 10 acres or larger. The Thermal Club project on the whole provides 233.6 acres of open area. The open area consisting of the track and its surroundings provides sufficient open area to satisfy the open area requirements of the entire development north of 62nd Avenue.

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 plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
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, or any type of strobe light, 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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, 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, highly noise-sensitive outdoor non-residential uses, and hazards to flight.
- 3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the buildings thereon, and shall be recorded as a deed notice.
- 4. Any new detention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 5. The project evaluated consists of a trackside garage with 4,748 square feet of garage storage area and 2,292 square feet of track viewing area and a "members club facility" with 3,863 square foot recreational center and game courts, 2,280 square foot adult pool, 3,578 square foot kids pool, 1,700 square foot fitness center, 1,558 square foot locker room, and six commercial hotel suites buildings of 2,320 square feet each. Any increase in building area or change in use of the project will require an amended review by the Airport Land Use Commission.
- 6. The proposed trackside garage second floor viewing area shall be designed and constructed per the submitted floor plan layout i.e. 1,502 square feet of viewing area. No other area on the second floor shall be allowed to have a designated use unless approved by the Airport Land Use Commission.
- 7. The proposed commercial hotel suites buildings shall be designed, constructed and utilized as presented in this entitlement. They shall not be sold individually or converted into condominium dwelling units.

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)

CONDITIONS APPLICABLE TO OTHER AREAS OF PP24690

**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



January 28, 2015

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

Steve Manos
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STAFF

Director
Ed Cooper

Russell Brady
John Guerin
Barbara Santos

County Administrative Center
4080 Lemon St., 4th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. Matt Straite, Contract Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
[VIA HAND DELIVERY]

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW
File No.: ZAP1024TH14
Related File No.: SPA00303A3 (Specific Plan Amendment), CZ07852 (Change of Zone), TR36851 (Tentative Tract Map)
APN: 759-180-004, -005, -006, -008, and -013; 759-190-012; 759-190-013; recorded lots within Parcel Map No. 36293

Dear Mr. Straite:

On January 8, 2015, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced projects **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (as amended in 2006), pursuant to Policy 3.3.6 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, based on special Findings 1 through 3, allowing for up to 39 units with overnight occupancy within Compatibility Zone C and 120 within Compatibility Zone D, and prohibiting overnight occupancy within Planning Area E-4, subject to the following conditions as amended at the hearing:

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:

1. The inherent ambient noise from the racetrack already exposes the proposed units within Compatibility Zone D for overnight stays to considerable noise, so the impact from aircraft noise to these units is negligible.
2. The project provides approximately 233.6 acres of open area, which is 64.97 acres greater than the 168.63 minimum acres required, thus limiting any potential safety impacts on the proposed residential area.
3. These findings are dependent on the continued operation of the racetrack which generates the noise impacts and provides the open area as noted.

THIS DETERMINATION OF CONSISTENCY RELATES SPECIFICALLY TO THE PORTION OF THE SPECIFIC PLAN LOCATED NORTHERLY OF 62ND AVENUE.

CONDITIONS:

NOTE: The following conditions pertain to the portion of the Specific Plan known as the Thermal Club and the proximate open areas, specifically Planning Areas A-3, A-6, A-7, D-1, E-1, E-2, E-3, E-4, E-5, E-6, E-7, and E-8, or portions thereof. Conditions for other areas of

the Specific Plan remain as specified in the ALUC letters addressing Specific Plan No. 303, Amended No. 2 and Specific Plan No. 303, Amended No. 1.

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission.

[This condition shall be considered as "MET."]

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
3. 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, or any type of strobe light, 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. (Amended 2013)
 - (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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (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, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
4. The attached notice shall be provided to all potential purchasers and tenants and the contents of such notice language shall also be contained in a legally recordable instrument to be recorded at time of map recordation or building permit issuance.
5. Any detention or retention basin shall be designed so as to provide a maximum 48-hour

detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
7. No portion of any roadway or track shall be located within the Runway Protection Zone.
8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
9. Development of the area addressed through Plot Plan No. 24690 Revised Permit No. 1 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.
10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point on the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
11. Occupancy of the 3rd floor of the Control Tower shall be limited to track control officials only or their designees.
12. Prior to building permit issuance on any of the Founders' Lots not allowing overnight stays within Planning Area E-2 and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Garage" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Garage" shall be defined as having a total square footage not exceeding 7,150 square feet, with office, entertainment, and kitchen areas, as applicable not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses, and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than storage, garage, and warehousing uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.

(Amended by ZAP1020TH13 and ZAP1024TH14)

13. Development on Founders' Lots not allowing overnight stays within Planning Area E-2 shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy (occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

(Amended by ZAP1020TH13 and ZAP1024TH14)

14. The following special occupancy load restrictions shall be posted:
- a) The maximum number of persons permitted in the tower building at any given time shall not exceed one hundred fifty (150) persons.
 - b) The maximum number of persons permitted in the members' storage garage in the village area at any given time shall not exceed seventy-five (75) persons.
 - c) The maximum number of persons permitted in the tuning shop building at any given time shall not exceed one hundred fifty (150) persons.

(Amended by ZAP1020TH13)

15. A notice to potential purchasers of lots not allowing overnight stays within Planning Area E-2, indicating that no residential uses or overnight occupancy (between 10:00 P.M. and 6:00 A.M. – between 2200 and 600 hours military time) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. This restriction does not apply to the nonresidential use of the tuning shop and members' storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.

(Amended ZAP1020TH13 and ZAP1024TH14)

16. No trees, light poles, utility poles, or any other object greater than four feet in height and thicker than four inches shall be allowed within designated open areas.

(Amended by ZAP1020TH13)

17. Per the applicant's comment, racing on the track shall be limited to the hours of 7:00 A.M. to 7:00 P.M.

(Amended by ZAP1020TH13 and ZAP1024TH14)

18. No pole affixed lighting shall be allowed on interior private streets.
19. The control tower shall be limited to a maximum 3 above ground habitable floors.
20. Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, elevation of the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA.

21. Any future revisions to the Plot Plan or any specific proposal for grading or pad

elevations for Phase II as identified on the Substantial Conformance Exhibit for Plot Plan No. 24690 dated 3/20/12 shall be transmitted to ALUC staff for review to determine whether submittal to ALUC is required. This review is intended to confirm any changes in intensities proposed and to determine whether FAA review for Obstruction Evaluation may be required.

22. The Federal Aviation Administration has conducted an aeronautical study of the control tower building (Aeronautical Study Nos. 2012-AWP-2704-OE through 2012-AWP-2707-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
23. The maximum height of the structure, including all roof-mounted appurtenances (if any) shall not exceed 61 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 82 feet below mean sea level.
24. The specific coordinates, height, and top point elevation of the control tower structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
25. Temporary construction equipment used during actual construction of the structural improvements shall not exceed the height of the building (61 feet above ground level), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
26. Within five (5) days after construction of the control tower reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Boulevard, Fort Worth TX 76137. This requirement is also applicable in the event the project is abandoned.
27. The irrigation reservoir shall be completely covered at all times from top, sides, and bottom so as to prevent access by birds and other wildlife. The cover shall consist of 1" x 1" UV-protected polypropylene mesh secured at ground level around the edges and suspended four feet above the edge elevation, on steel cables spaced not greater than 30 feet apart, as depicted on the attached exhibits. The suspension design is intended to allow for the sagging of the netting material without touching the surface of the waters, so that the material stays dry. The cables and netting material shall be maintained in operable condition (no gaps or tears) throughout the life of the permit, as long as the reservoir holds water or other liquid.

(Added by ZAP1020TH13)

28. Prior to issuance of a letter of consistency for this project, the applicant team shall submit to the Riverside County Airport Land Use Commission a letter from a qualified airport wildlife biologist (as specified in FAA Advisory Circular 150/5200-36) stating that he/she has reviewed the proposed reservoir design and finds that the proposed measures will be effective in mitigating wildlife attraction to the facility.

(Added by ZAP1020TH13)

29. In the event that any incidence of wildlife hazard affecting the safety of air navigation occurs as a result of the presence of the irrigation reservoir on-site, upon notification to the airport operator (currently the Riverside County Economic Development Agency) of an incidence, the airport operator shall notify Thermal Operating Company, LLC (or its successor(s)-in-interest) (hereafter referred to as "owner") in writing. Within 15 days of written notice, the owner shall be required to promptly take all measures necessary to eliminate such wildlife hazard, including, if necessary, the emptying of the reservoir and replacement of the netting material. 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 owner shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include providing for scheduled joint inspections of the reservoir by representatives of the owner and the airport to assure that the cables and netting material continue to prevent access to the waters. For each such incidence made known to the owner, 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 owner's satisfaction.

(Added by ZAP1020TH13)

30. The covenants, conditions, and restrictions established for this project shall specify that any splash pools or other water features associated with individual member garage units shall be equipped with electronic covers. The water shall not be allowed to stagnate and shall be completely covered at all times when the individual member garage unit is not in immediate use.

(Added by ZAP1020TH13)

31. This finding of consistency does not pertain to the following notes listed on the PP24690R1 exhibit plotted on July 22, 2013:
- (a) Note that Occupancy Type for the Members' Private Garages is R/S2.
 - (b) Note that overnight stays are permitted in the D zone.

The project is located within an area designated for industrial use within Specific Plan No. 303. Prior to issuance of a letter of consistency for this project, the applicant team shall submit an amended exhibit that excises these references.

(Added by ZAP1020TH13)

[NOTE: Condition No. 31 is retained for historical reference purposes only, as these references were subsequently excised.]

32. Prior to issuance of building permits for garage units on Lots 156 through 201, a block wall shall be constructed along the property line separating the easterly boundary of the airport property and the private street providing access to these properties.

(Added by ZAP1020TH13)

33. **Prior to building permit issuance on any of the Founders' Lots allowing overnight stays within Planning Areas E-5, E-6, E-7, E-8 and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and**

determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.

(Added by ZAP1024TH14)

If you have any questions, please contact Russell Brady, Airport Land Use Commission Contract Planner, at (951) 955-0549, or John Guerin, Airport Land Use Commission Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: Thermal Operating Company, LLC – Attn.: Tim Rogers
Albert A. Webb Associates – Attn.: Melissa Perez
Nick Johnson, Johnson Aviation
Daryl Shippy, Riverside County Economic Development Agency – Aviation Division

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determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.

(Added by ZAP1024TH14)

If you have any questions, please contact Russell Brady, Airport Land Use Commission Contract Planner, at (951) 955-0549, or John Guerin, Airport Land Use Commission Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

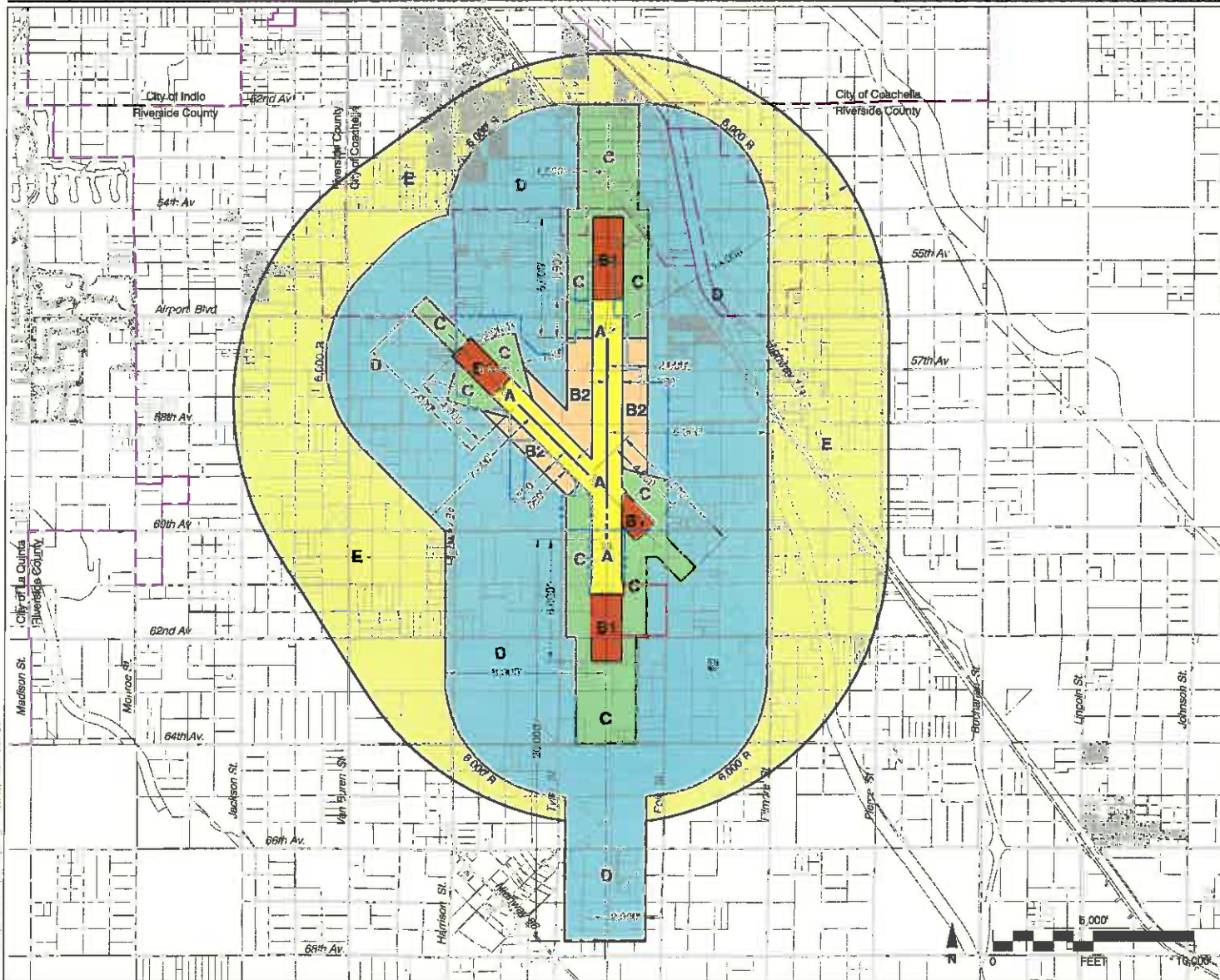


Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: Thermal Operating Company, LLC – Attn.: Tim Rogers
Albert A. Webb Associates – Attn.: Melissa Perez
Nick Johnson, Johnson Aviation
Daryl Shippy, Riverside County Economic Development Agency – Aviation Division
.ALUC copy

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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.

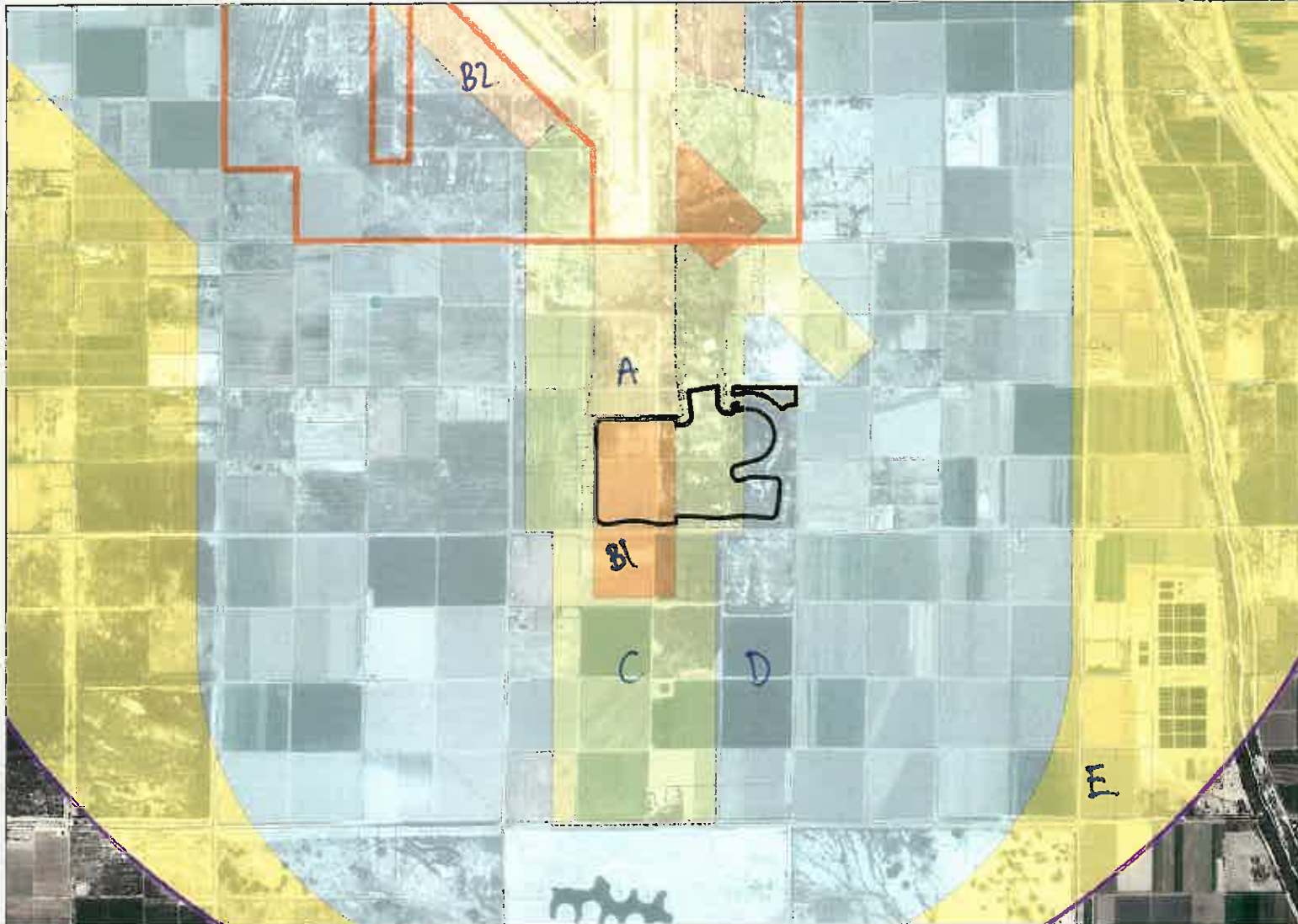
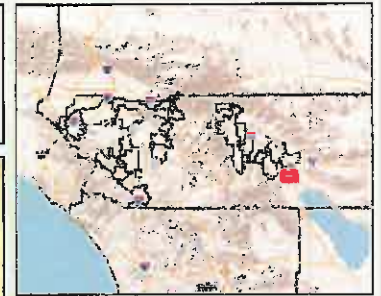
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted June 2005)

Map JC-1

Compatibility Map
Jacqueline Cochran Regional Airport



My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
- C2-HIGHT



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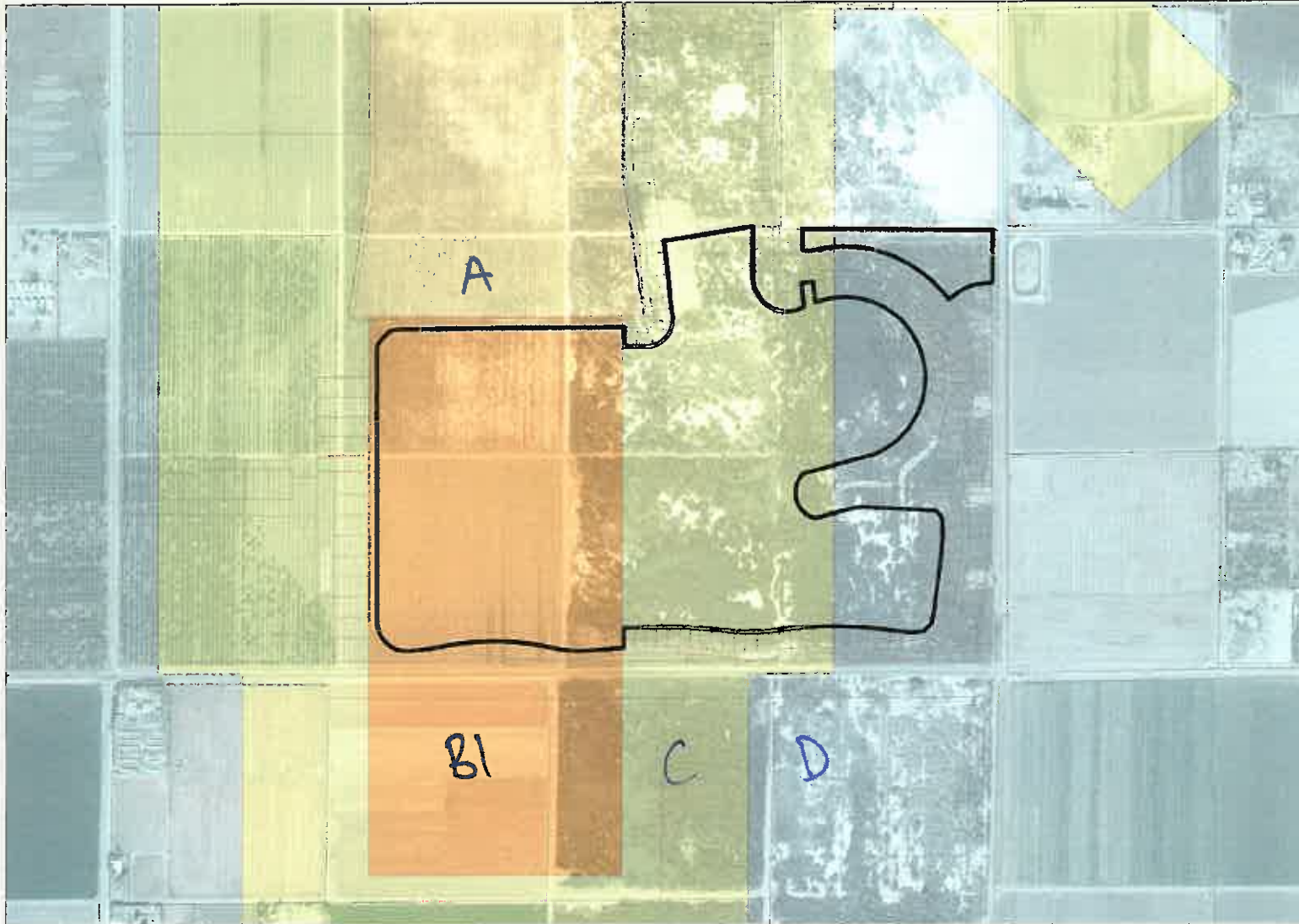
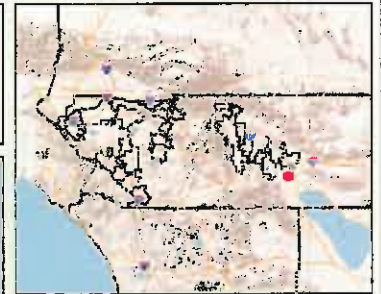


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Notes

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
- C2-HIGHT



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0 1,106 2,212 Feet

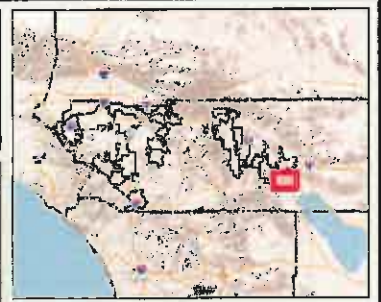


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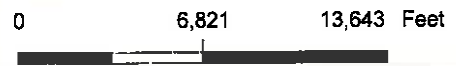
Notes

My Map



Legend

- City Boundaries
- Cities
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



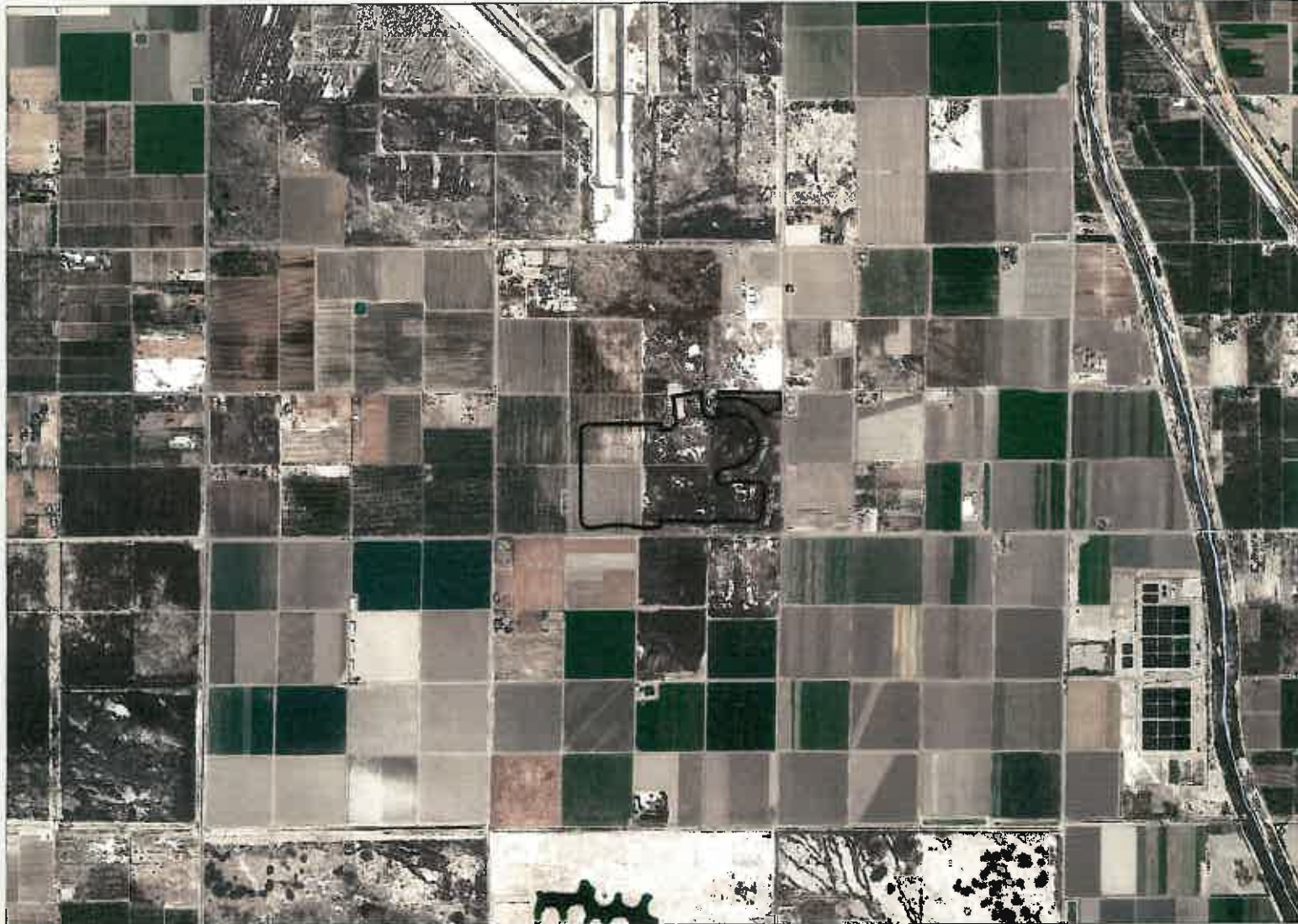
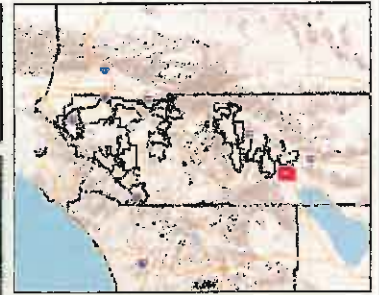
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
- roads
 - Major Roads
 - Arterial
 - Collector
 - Residential
- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 3,411 6,821 Feet



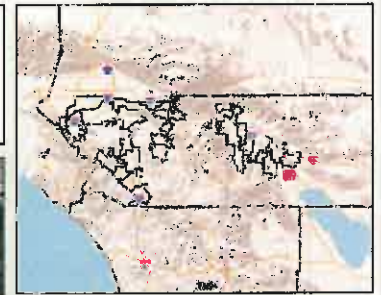
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 1,705 3,411 Feet



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




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Notes

My Map



Legend

-  City Boundaries
-  Cities
-  roads
-  highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  counties
-  cities
-  hydrography
-  waterbodies
-  Lakes
-  Rivers



0 1,106 2,212 Feet



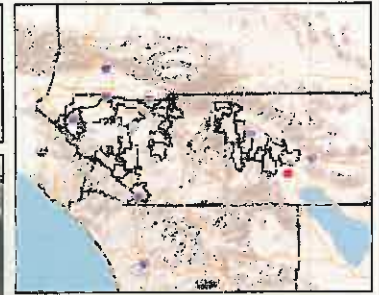
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Notes

My Map



Legend

-  City Boundaries
-  Cities
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-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  counties
-  cities
-  hydrographylines
-  waterbodies
-  Lakes
-  Rivers



0 853 1,705 Feet



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Notes



Point 51

PROJECT DESCRIPTION

THE THERMAL MOTORSPORTS TRACK & CLUB WAS ORIGINALLY APPROVED AND BEGAN CONSTRUCTION UNDER PLOT PLAN 24690 ON 329.72 ACRES LOCATED WITHIN PLANNING AREAS A-5 THRU A-7 AND E-1 THRU E-9 OF THE KOHL RANCH SPECIFIC PLAN (PARCELS 1 AND 6 OF PM 36315) AT THE NORTHWEST CORNER OF POLK STREET AND AVENUE 62 IN THE COMMUNITY OF THERMAL, CA. IT IS THE FIRST WORLD CLASS ROAD COURSE BUILT IN SOUTHERN CALIFORNIA AND FEATURES A MEMBERSHIP PROGRAM SIMILAR TO A GOLF COURSE COUNTRY CLUB. THE GRAND PRIX TRACK IS 5.2 MILES IN LENGTH AND HAS MULTIPLE CONFIGURATION POSSIBILITIES.

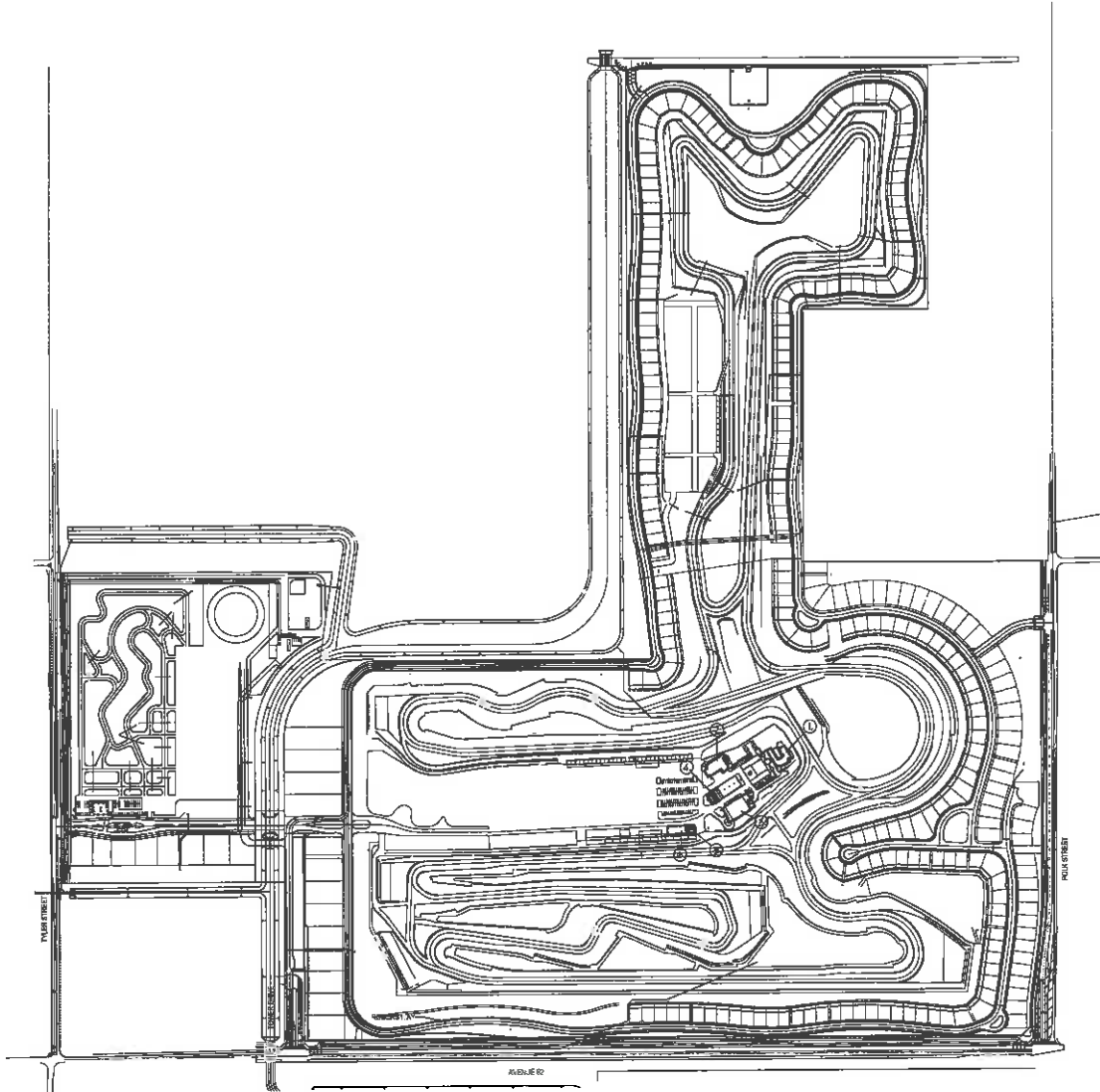
THE THERMAL CLUB IS A PRIVATE FACILITY. ONLY MEMBERS, THEIR INVITED GUESTS, STAFF AND CREDENTIALLED 3RD PARTIES ARE ALLOWED INSIDE THE GATE. THE MAIN EXCEPTIONS ARE GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS.

CHANGES TO THIS REVISED PLOT PLAN (PP24690R2) INCLUDE THE ADDITION OF A MEMBERS CLUB AND A TRACKSIDE GARAGE WITH A VIEWING DECK. THE MEMBER'S CLUB IS AN EXCLUSIVE CLUB SERVING ONLY THERMAL MOTORSPORTS MEMBERS AND THEIR GUESTS. THE MEMBER'S CLUB AMENITIES INCLUDE AN ADULT POOL, KID'S POOL, TENNIS COURT, PICKLE BALL COURT, ½ SIZE SPORT COURT, FITNESS/WORK OUT AREA WITH LOCKER ROOMS AND MASSAGE ROOMS, SMALL KITCHEN AND FAMILY DINING AREA ATTACHED TO A SMALL KID'S PLAY AREA, LAUNDRY AND GENERAL STORAGE (TO SERVE MEMBER'S CLUB ONLY).

THE TRACKSIDE GARAGE WILL BE LOCATED IN THE MAIN CORE JUST TO THE SOUTH OF THE MAIN PARKING LOT AND WEST OF THE COMMUNITY RESTROOMS WHICH WILL SERVE THIS FACILITY. THE MAIN LEVEL OF THE TRACKSIDE GARAGE CONSISTS OF OVERFLOW CAR STORAGE. THE UPPER LEVEL IS PROPOSED AS A ROOFTOP PATIO FOR VIEWING THE TRACK. THE ROOFTOP PATIO WILL BE ACCESSIBLE VIA AN ELEVATOR OR ONE OF TWO STAIRS. SINCE THIS STRUCTURE IS PROPOSED WITHIN ALUC ZONE C, THERE WILL BE A MAXIMUM OF 9 OCCUPANTS ALLOWED ON THE GROUND LEVEL STORAGE AREA AND 140 OCCUPANTS ON THE UPPER LEVEL VIEWING PATIO, FOR A TOTAL OCCUPANT LOAD OF 149. THE COMMUNITY RESTROOM FACILITY WILL SERVE AS THE RESTROOMS FOR THIS FACILITY. THE RESTROOM FACILITY ENTRY DOORS ARE LOCATED 28 FEET FROM THE TRACKSIDE GARAGE.

IN ADDITION, REVISED PLOT PLAN #24690R2 WILL INCORPORATE ALL APPROVED CHANGES TO THE PLOT PLAN 24690 COVERED IN REVISED PLOT PLAN # 24690R1, AS WELL AS SUBSTANTIAL CONFORMANCES 1-4. IT ALSO REMOVES FROM THE BOUNDARY OF THE PLOT PLAN PROJECTS APPROVED UNDER SEPARATE PLOT PLANS I.E. BMW FACILITY (PP 25677), ASCOT AND JASPER PLOT PLANS (PP26120 AND PP 26121).

C:\Users\Thermal - Thermal Group\7-40433 Working Drawings\A\A\A\1 Site Planning Sep 14, 2007



1 OVERALL SITE PLAN
SCALE: 1" = 300'-0"

PLAN NORTH
N ↑

THERMAL CORE AREA OCCUPANT LOAD CHART BREAK DOWN	
STRUCTURES	TOTAL OCCUPANT LOADS (PREVIOUSLY APPROVED)
1. CONTROL TOWER	140.6
2. TUNING SHOP	82.8
3. MEMBER STORAGE GARAGE	22.5
4. FUEL ISLAND	6.0
5. PUBLIC RESTROOM	0.0
6. PROPOSED TRACKSIDE GARAGE	145.0

NOTES:
1. WE COMBINED THE TUNING SHOP, MEMBER'S STORAGE GARAGE AND THE FUEL ISLAND IN TERMS OF A TOTAL OCCUPANT LOAD DUE TO THEIR SEPARATION. THE TOTAL OCCUPANT LOAD FOR THESE THREE STRUCTURES IS AT 313.



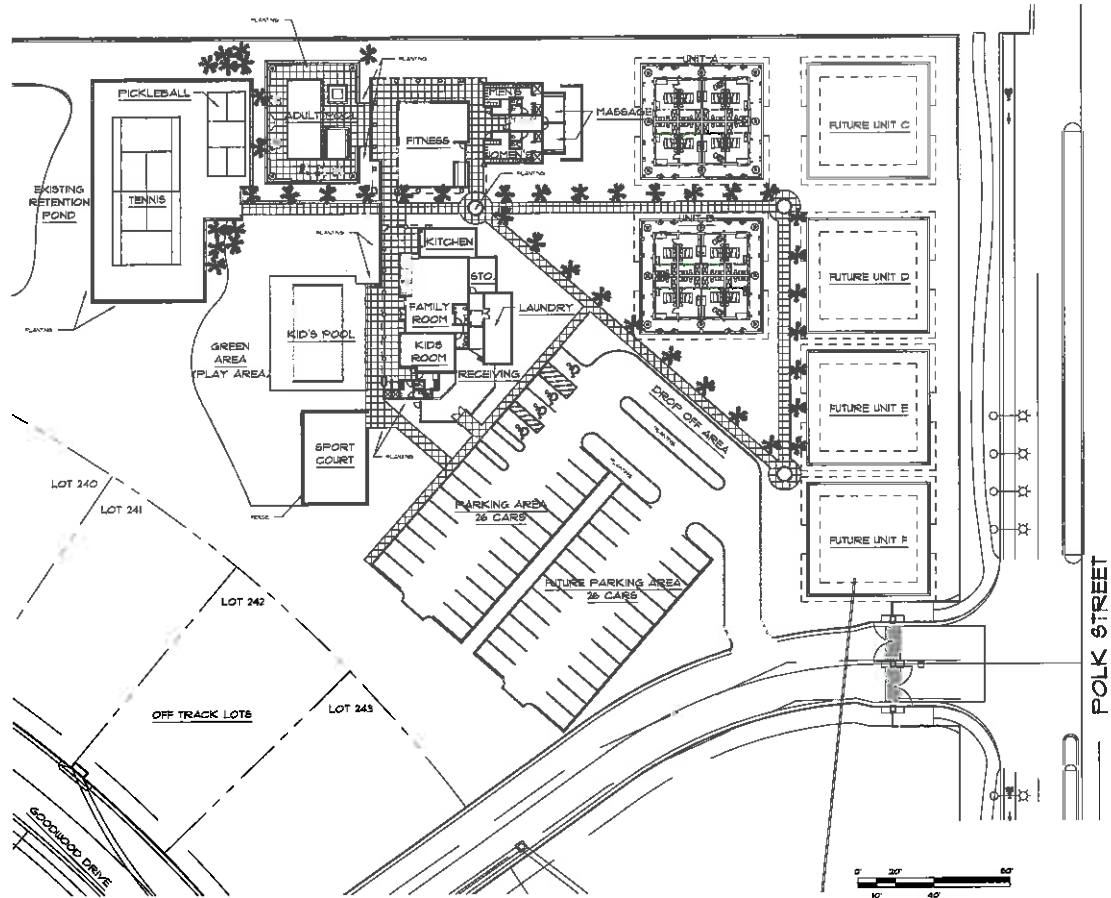
No.	Date	Revision

Project Number: T-604
NEW TRACKSIDE GARAGE FOR Thermal Motorsports

ISSUED FOR REVIEW
ALL WORKING DRAWINGS TO BE APPROVED BY THE CITY OF THERMAL, CA
DESIGN: DS, SL
DRAWING: WF, DS
DATE: September 14, 2007

Sheet Title:
SITE PLAN
Sheet Number:
A1.1

THE MEMBERS' CLUB AT THERMAL



THERMAL MEMBERS CLUB OCCUPANT LOAD CHART				
STRUCTURE	GROSS SQ. FT.	SPACES/NET SQUARE FEET (SEE LARGER FLOOR PLANS)	OCCUPANT LOAD PER S.F.	OCCUPANT LOAD
SUITES	2320 PER UNIT X 6 UNITS = 13,920 S.F. TOTAL	SUITE A: 4 x 201 = 808 S.F. SUITE B: 4 x 22 = 848 S.F. TOTAL PER STRUCTURE = 1676 S.F.	1/200 S.F.	6 STRUCTURES = 1676 S.F. EACH = 10,056 S.F. = 50.02 TOTAL = 50.02
LOCKER ROOMS & MASSAGE AREA	2568 SQ. FT.	LOCKER ROOMS = 656 S.F. MASSAGE ROOMS = 278 S.F. QUIET ROOM	1/80 S.F. 1/150 S.F. ACTUAL	= 13.13 = 5.46 = 3.00 TOTAL = 21.59
FITNESS	1700 SQ. FT.	FITNESS = 1401 S.F. STORAGE = 81.5 S.F.	1/80 S.F. 1/300 S.F.	= 28.03 = 0.75 TOTAL = 28.32
FAMILY ROOM, KIDS, KITCHEN, STORAGE, LAUNDRY	3,863 SQ. FT.	FAMILY ROOM = 856 S.F. FIXED BOOTH SEATING KITCHEN = 309.5 SQ. FT. STORAGE = 180 S.F. LAUNDRY STORAGE = 222 S.F. LAUNDRY = 222 S.F. KIDS AREA = 486.5 S.F.	1/18 S.F. ACTUAL 1/200 S.F. 1/300 S.F. 1/300 S.F. 1/100 S.F. 1/80 S.F.	= 57.06 = 1.95 = 0.80 = 0.74 = 2.22 = 3.13 TOTAL = 83.3
COURTS	-	TENNIS PICKLE BALL 1/2 SIZE SPORT COURT	ACTUAL ACTUAL ACTUAL	= 4 = 4 = 8 TOTAL = 16
ADULT POOL AREA	2,280 SQ. FT.	POOL = 427' 7" x 368 S.F. POOL DECK = 513 S.F.	1/80 S.F. 1/18 S.F.	= 13.76 = 34.2 TOTAL = 53.81
KIDS POOL AREA	3,578 SQ. FT.	POOL = 228 S.F. POOL DECK = 344 S.F.	1/30 S.F. 1/18 S.F.	= 24.5 = 62.93 TOTAL = 87.43

1 THE MEMBERS CLUB - SITE PLAN
SCALE: 1" = 30'-0"





Auto Lift Car-Park-7 Four Post Storage Parking Lift 7,000 lb.



7,000 lb. capacity and large 3" cylinder, one-piece diamond-plate runways and scratch-resistant powder coat paint.

- Specifications: Car-Park-7**
- Capacity: 7,000 lbs
 - Overall Height: 127"
 - Overall Length w/Ramp: 202-170"
 - Overall Width (Base to Base): 108"
 - Track Columns: 99"
 - Lifting Height: 68-172"
 - Max Clearance (Under Track): 54"
 - Power Unit: 110V / 20 Amp / 1PH

Limited Time Offer
Sale Price Available While Supplies Last



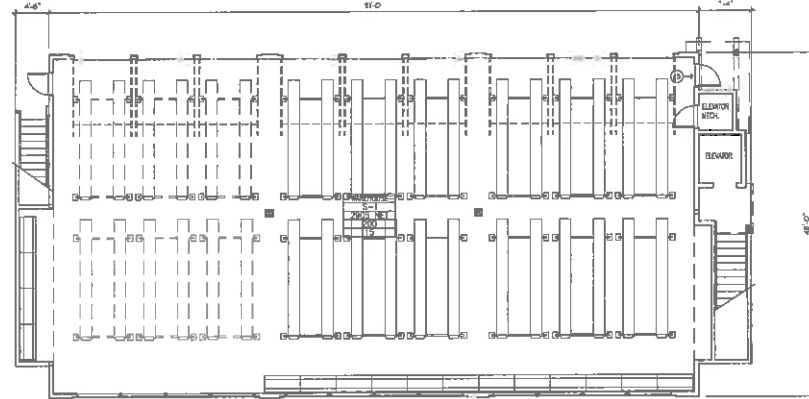
Auto Lift Car-Park-8 Basic Storage Lift 8K lb 4 Post Parking Lift



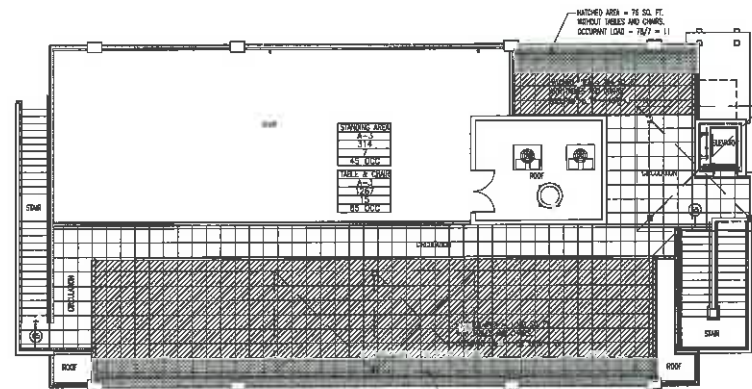
8,000 lb. capacity and large 3" cylinder, one-piece diamond-plate runways and scratch-resistant powder coat paint. The clearance between the column posts are about 6 inches wider than most hobbyist lifts.

- Specifications: Car-Park-8 Basic**
- Capacity: 8,000 lbs
 - Overall Height: 86-134"
 - Overall Length w/Ramp: 202-178"
 - Overall Width (Base to Base): 103-1/2"
 - High Station Columns: 94-1/2"
 - Lifting Height: 74-134"
 - Max Clearance (Under Track): 70"
 - Power Unit: 110V / 20 Amp / 1PH

TRACKSIDE GARAGE OCCUPANT LOAD CHART BREAKDOWN				
SPACES	GROSS SQUARE FOOTAGE	NET SQUARE FOOTAGE	OCC. LOAD PER S.F.	TOTAL OCC. LOAD
GROUND FLOOR STORAGE AREA	4,148 S.F.	2,909 S.F.	1/300 S.F.	15 OCC
UPPER LEVEL WELDING DECK STANDING AREAS TABLES & CHAIRS	2,292 S.F.	314 S.F. 1,261 S.F.	1/1 S.F. 1/15 S.F.	48 OCC. 85 OCC
TOTAL OCCUPANT LOAD = 148 OCC				



① MAIN LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



② UPPER DECK PLAN (ROOF)
SCALE: 1/8" = 1'-0"



No.	Date	Revised

Project Number: 17-004
NEW TRACKSIDE GARAGE FOR Thermal Motorsports

THERMAL, CA

ISSUED FOR REVIEW

ALL WORK SHALL BE SUBJECT TO THE APPROVAL AND REVIEW BY THE CITY OF THERMAL. THE CITY ENGINEER'S REVIEW IS NOT A GUARANTEE OF THE ACCURACY OF THIS DRAWING.
Drawn: DB, SU
Checked: NP, DB
Date: September 14, 2017

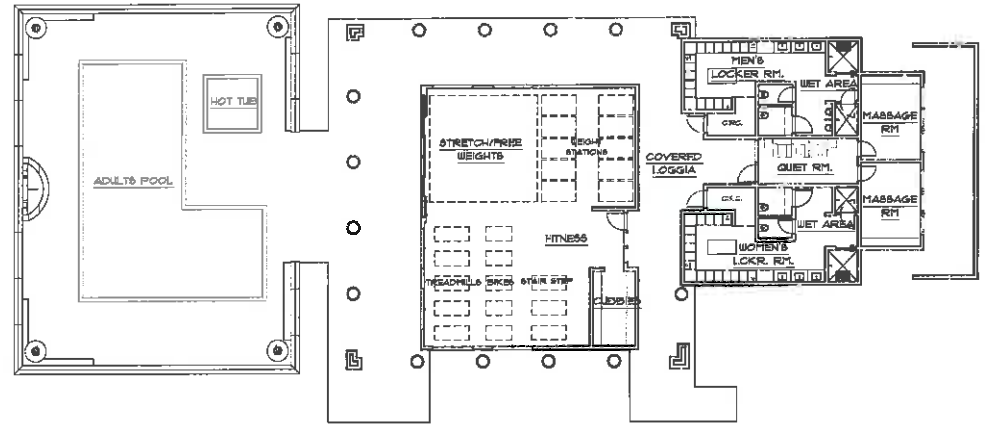
Drawn: Title

CODE ANALYSIS

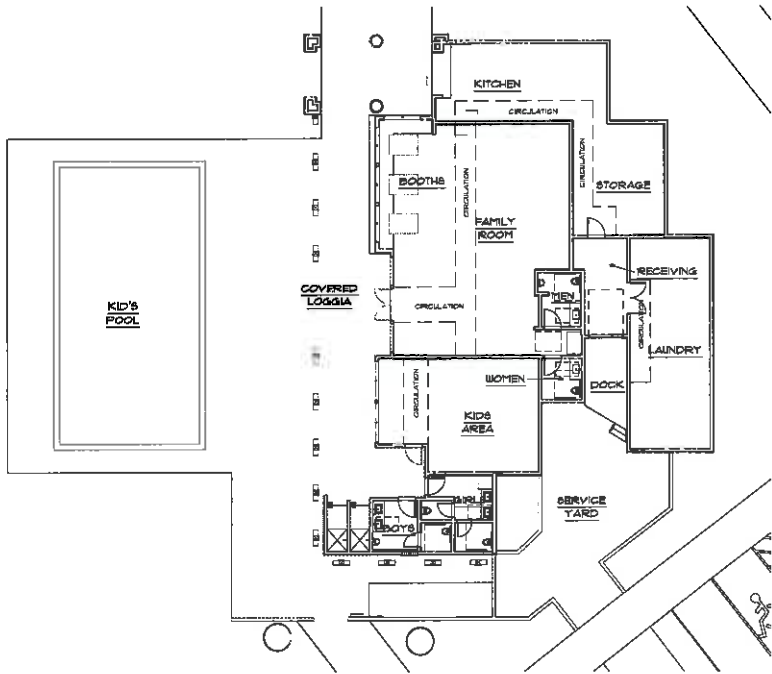
Drawn: Title

T1.2

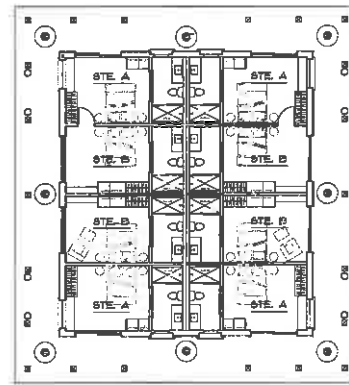
THE MEMBERS' CLUB AT THERMAL



2 FITNESS AREA
SCALE: 1/10" = 1'-0"



1 KITCHEN / FAMILY BUILDING
SCALE: 1/10" = 1'-0"



3 MEMBER UNITS
SCALE: 1/10" = 1'-0"

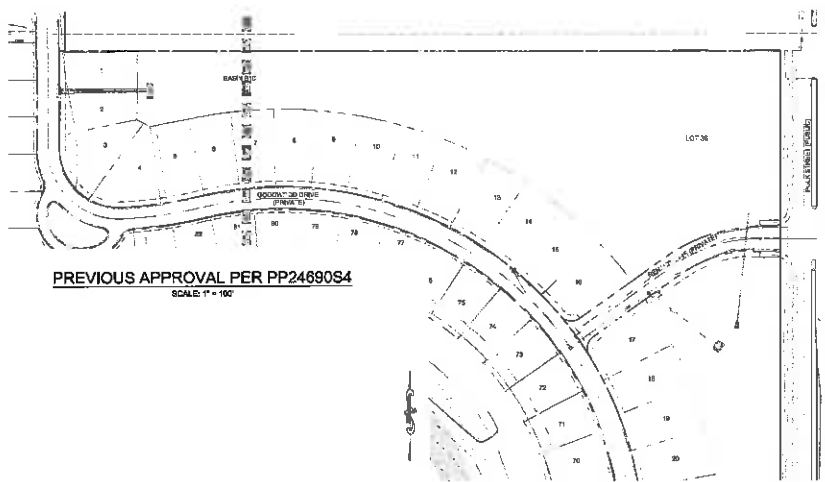
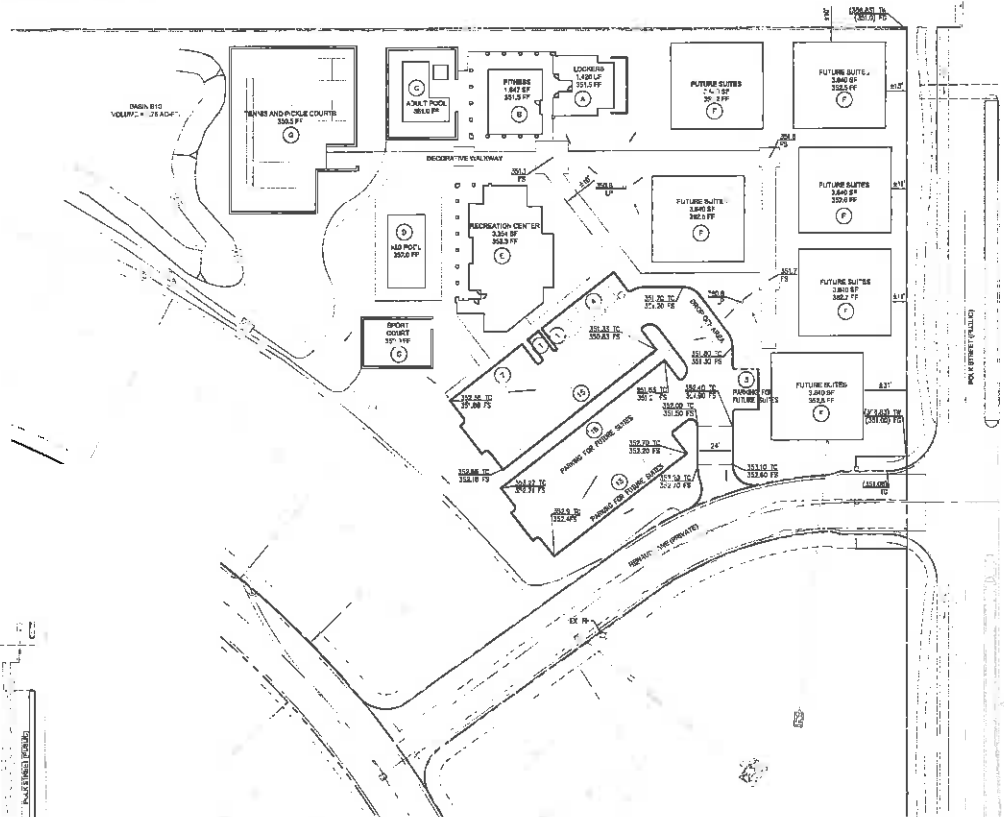
REVISED PLOT PLAN NO. 24690R2 - THE THERMAL CLUB
 PARCEL MAP 36293-1 BEING A PORTION OF THE SE 1/4 OF SECTION 33 T.6S, R.8E, S.B.B.M.

MEMBER'S CLUB PROPOSED BUILDING LEGEND AND DATA

BUILDING NAME	SIZE/COUNT	CONSTRUCTION TYPE	OCC. PANCY
① LOCKERS & WASHROOM	1,535 SF	WB	31.81
② FITNESS	1,100 SF	WB	28.32
③ ADULT POOL	2,800 SF	N/A	53.87
④ KIDS POOL	3,576 SF	N/A	87.43
⑤ RECREATION CENTER	3,863 SF	WB	85.5
⑥ FUTURE SUITES	11,200 SF	WB	285
⑦ GAME COURTS		N/A	18

MEMBER'S CLUB PARKING CALCULATIONS

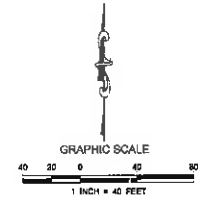
BUILDING NAME	SIZE/COUNT	USE	PARKING	TOTAL PARKING REQUIRED	PARKING PROVIDED	ADA PARKING PROVIDED
① LOCKERS & WASHROOM	744 SF	SPRINGING, TENS AND HEALTH STUDIOS	1 SPACE/200 SF	4	4	
② FITNESS	1,100 SF	CHARLIE TENS AND HEALTH STUDIOS	1 SPACE/250 SF	7	7	
③ RECREATION CENTER	2,060 SF	BILLIARD AND POOL ROOMS	1 SPACE/250 SF	8	8	
④ FUTURE SUITES	48	SHOWER, BATHROOM, BLENDED DRINKING FOUNTAIN	1.25 SPACE/UNIT	60	60	
⑤ GAME COURTS	3	GAME COURT	1 SPACE/COURT	3	3	
⑥ VAN PARKING		HOV SHAKE	-1 SPACE/FAH	-1/4	(25)	
					28	



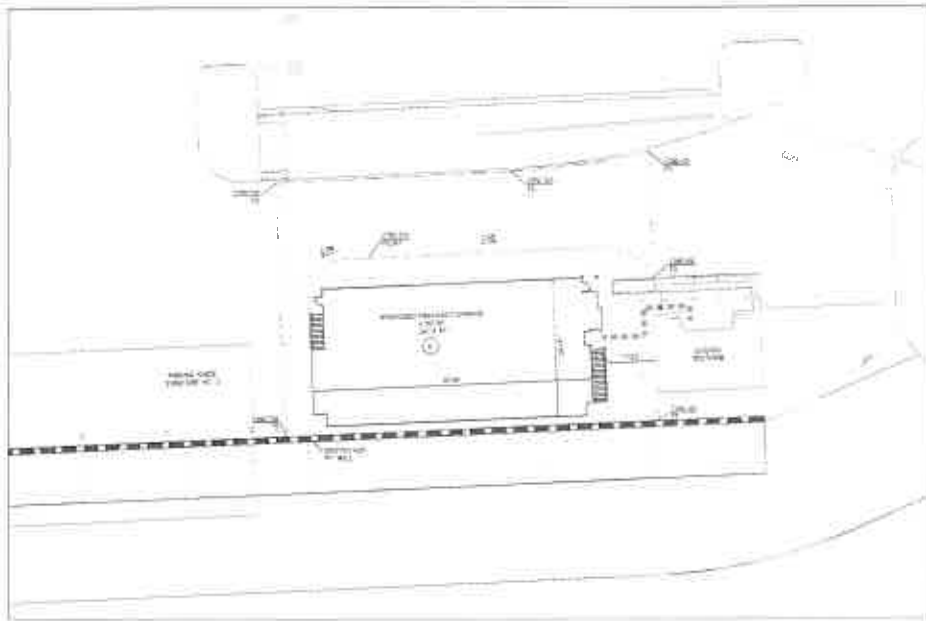
DIFFERENCES BETWEEN APPROVED PP24690S4 & PROPOSED PP24690R2

- ADDED MEMBER'S CLUB AREA
- REVISED RETENTION BASIN GEOMETRY - VOLUME UNCHANGED

LEGAL DESCRIPTION FOR MEMBER'S CLUB
 LOT 38 OF PARCEL MAP NO. 36293-1 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING A SUBDIVISION OF PARCEL 1 OF PARCEL MAP NO. 36293, AS PER MAP RECORDED IN BOOK 228 PAGES 55-60 OF PUBLIC MAPS, RECORD OF SAID COUNTY.
 36293-1-38-01



	24122 Avenida de la Carlota Suite 300 Laguna Hills, Ca. 92653 Phone: 949-453-0111	STAMP BASIS OF BEARINGS BEARINGS ARE BASED UPON THE NORTHERLY LINE OF THE NORTHWEST ONE-QUARTER OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 8 EAST, S.B.B.M., AS BEING REFERENCE AS KNOWN BY RECORD OF SURVEY ON FILE IN BOOK 48 AT PAGES 38 THROUGH 41 THROUGH RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.	BENCH MARK CALTRANS BM NO. 814-148.1, 3'-1/2" SPACES OVER IN CONCRETE AT 816.7' W. EASEL OF HWY 52 AND AVE. 44, STAMPED CALIFORNIA DEPT. OF TRANSPORTATION 1' OVER 14-8.1 (1.0') BELOW GROUND AND 3' S.E. OF PPS 9507580 ELEVATION = 378.31 VERTICAL CURVE 4500' 1872' ADJUSTMENT	APPROVED BY:	IN THE UNINCORPORATED TERRITORY OF THERMAL, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA PLOT PLAN NO. 24690R2 THE THERMAL CLUB PM36293-1, FAST TRACK #2011-11 BEING A PORTION OF THE SE 1/4 OF SECTION 33 T.6S, R.8E, S.B.B.M.	DRAWING NAME: PP 24690R2 02 PP PROJECT No. 0580.0001.423
	DATE NO.	REVISIONS	SHEET 2 OF 3			



TRACKSIDE GARAGE PARKING CALCULATIONS

BUILDING NAME	SIZE	USE	PARKING	TOTAL PARKING REQUIRED	PARKING PROVIDED	ADA PARKING PROVIDED
(K) TRACKSIDE GARAGE (NEWING DECK DECK)	8,392 SF	BEARING AND POLE HOUSE	1 SPACE/217 SF	9		

TRACKSIDE GARAGE PROPOSED BUILDING LEGEND AND DATA

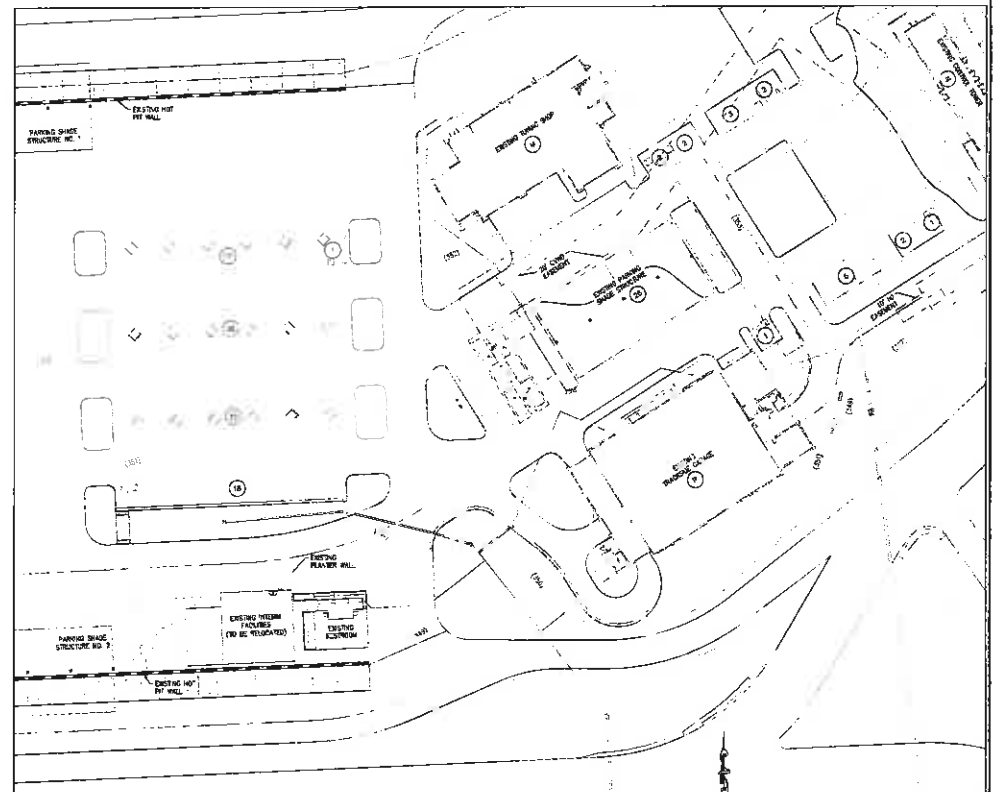
BUILDING NAME	SIZE	CONSTRUCTION TYPE	OCCUPANCY
(K) TRACKSIDE GARAGE	4,748 SF	VB	MS

DIFFERENCES BETWEEN APPROVED PP24690S4 & PROPOSED PP24690R2

- ADDED TRACKSIDE GARAGE
- RELOCATION OF INTERIM FACILITY

LEGAL DESCRIPTION FOR TRACKSIDE GARAGE

LEGAL DESCRIPTION FOR TRACKSIDE GARAGE: BEING A PORTION OF THE SE 1/4 OF SECTION 33, T6S, R9E, S.B.M. AS SHOWN BY RECORD MAP NO. 123456789, FILED IN BOOK 123, PAGE 456, COUNTY OF RIVERSIDE, CALIFORNIA.



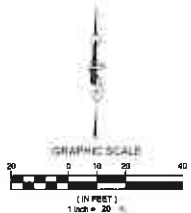
PREVIOUS APPROVAL PER PP24690S4
SCALE: 1"=40'

EXISTING PARKING CALCULATIONS

BUILDING NAME	SIZE	USE	PARKING
(K) TRACKSIDE GARAGE	8,392 SF	BEARING AND POLE HOUSE	1 SPACE/217 SF

LEGEND

SYMBOL	DESCRIPTION
(K)	ADDITIONAL BLDG.
(A)	ADA PATH OF TRAVEL



REVISIONS	DATE	NO.



SIGNATURE _____
24422 Avenida de la Carlota Suite 300
Laguna Hills, CA 92653
Phone: 949-453-0171

STAMP

BASIS OF BEARINGS

BENCH MARK

APPROVED BY:

IN THE UNINCORPORATED TERRITORY OF THERMAL, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

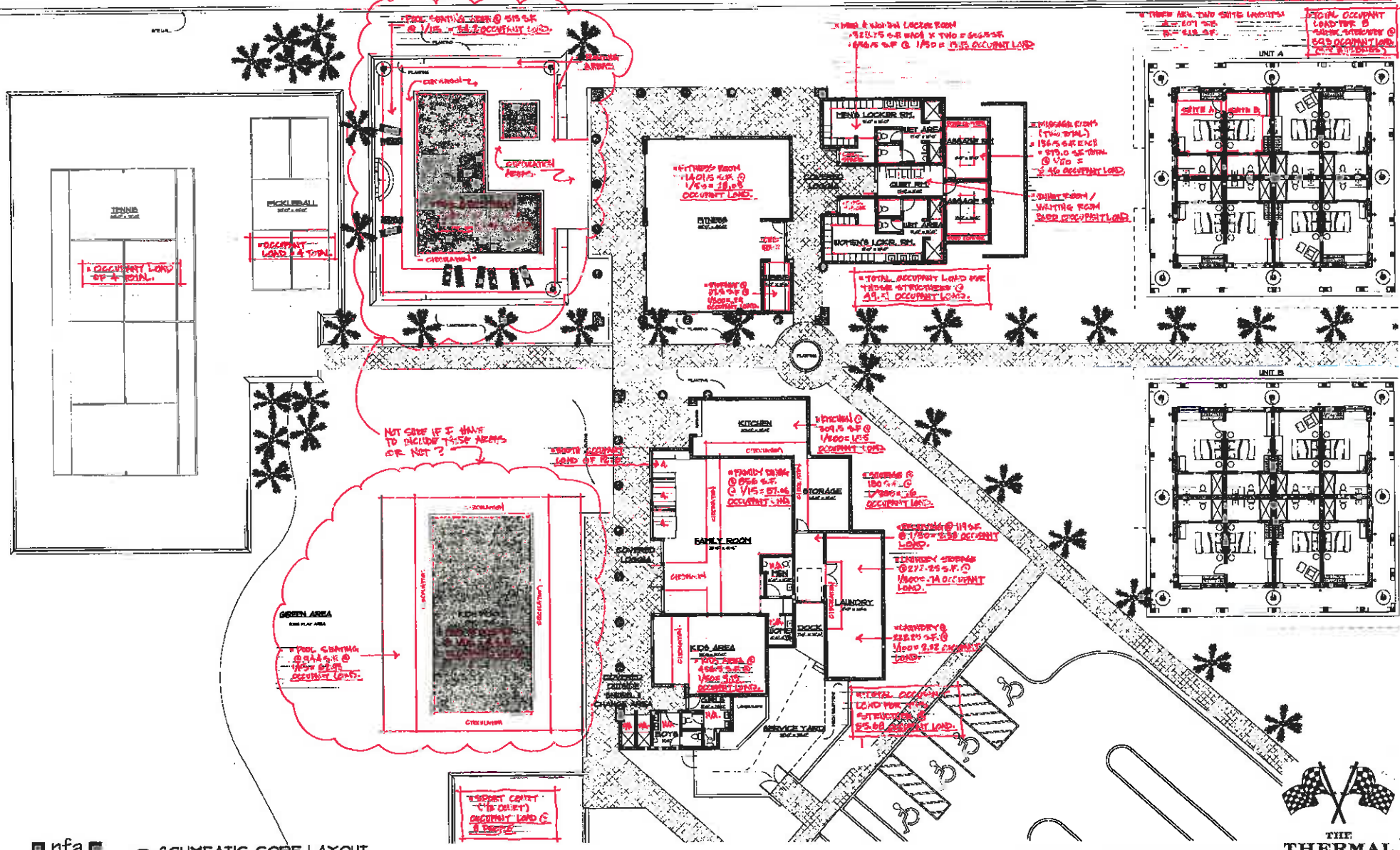
BEARINGS ARE BASED UPON THE NORTH-SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SECTION 33, T6S, R9E, S.B.M. AS SHOWN BY RECORD MAP NO. 123456789, FILED IN BOOK 123, PAGE 456, COUNTY OF RIVERSIDE, CALIFORNIA.

DALYBOND BY NO. 10-11-11-11 2'-0" BENCH MARK IN CENTERLINE AT THE EYE OF THE ROAD AND ADJACENT TO THE CALIFORNIA DEPT. OF TRANSPORTATION CORNER PLUS 1.0' OLD GROUND AND 7' S.E. OF 1992 BENCHMARK. ELEVATION = 375.53 (VERTICAL DATUM = 1985 ADJUSTMENT)

PLOT PLAN NO. 24690R2
THE THERMAL CLUB
PM36293-1, FAST TRACK #2011-11
BEING A PORTION OF THE SE 1/4 OF SECTION 33 T.6S, R.9E, S.B.M.

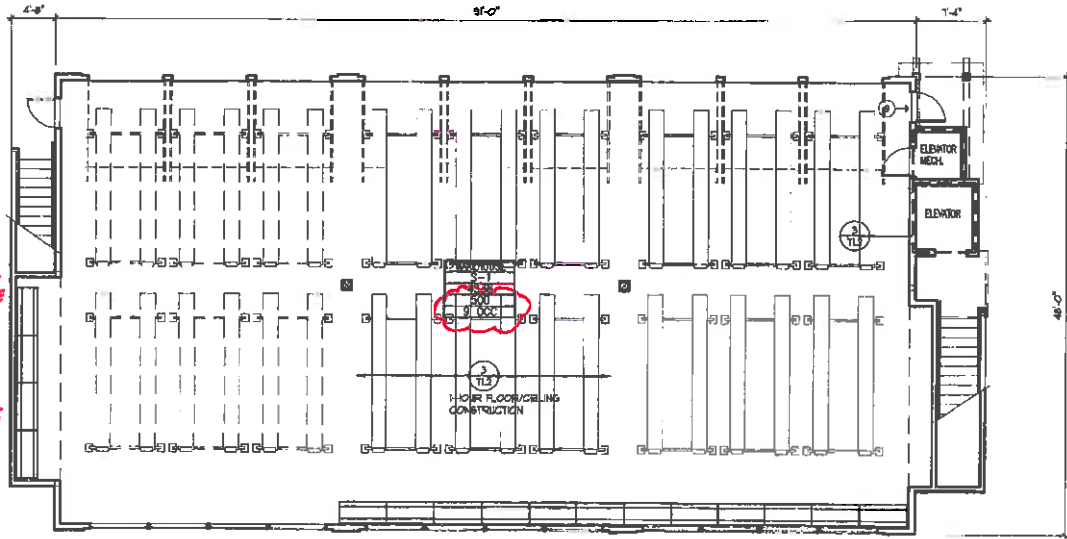
DRAWING NAME: PP 24690R2 03 PP
PROJECT No.
SHEET 3 OF 3

THE MEMBERS' CLUB AT THERMAL





No.	Date	Revision



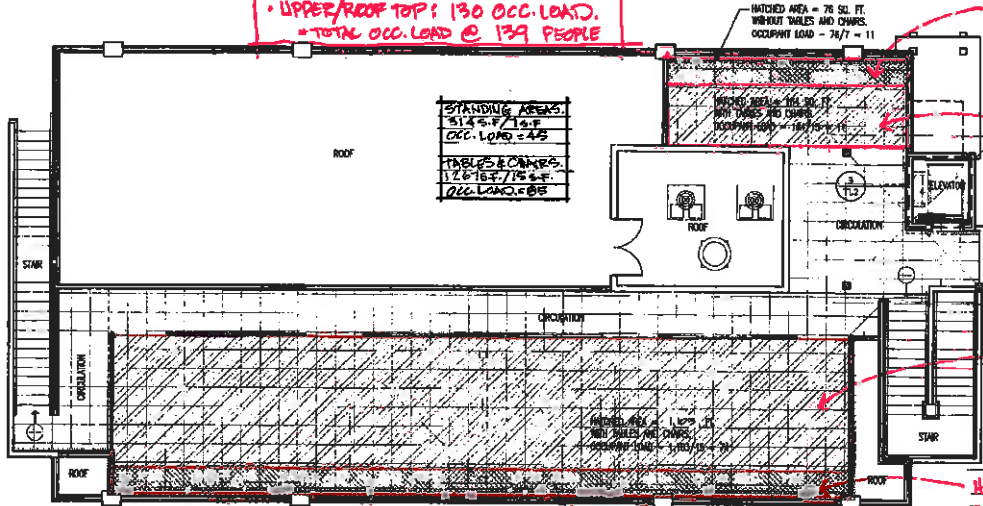
*WE CLASSIFIED THIS SPACE AS WAREHOUSE - SINCE THE CARS ARE ON LIFTS, & ONLY ACCESSIBLE BY THERMAL (NOT JUST OPEN STORAGE)

*THE ACTUAL INSIDE S.F. IS AT 4291 S.F. & AT 1/500 S.F. = 8.58 OR 9 OCCUPANT LOAD.

2,190 S.F. NET FOR CAR LIFT

1 MAIN LEVEL FLOOR PLAN
 SCALE: 1/8" = 1'-0"

TOTALS:
 - LOWER/GROUND FLOOR: 9 OCC. LOAD
 - UPPER/ROOF TOP: 130 OCC. LOAD.
 - TOTAL OCC. LOAD @ 139 PEOPLE



HIGHER CONCENTRATION OF PEOPLE, 36" DEEP. 16 S.F. @ 1/7 = 11 OCCUPANTS
 THIS AREA IS TABLES & CHAIRS - 1/15 @ 16 S.F. = 11 OCCUPANT LOAD.

THIS AREA IS TABLES & CHAIRS - 1/15 @ 1,024 S.F. = 74 OCCUPANT LOAD.

HIGHER CONCENTRATION OF PEOPLE, 36" DEEP. 288 S.F. = 34 OCCUPANT LOAD

2 UPPER DECK PLAN (ROOF)
 SCALE: 1/8" = 1'-0"

Project Number: T-604
 NEW TRACKSIDE GARAGE FOR Thermal Motorsports

THERMAL, CA

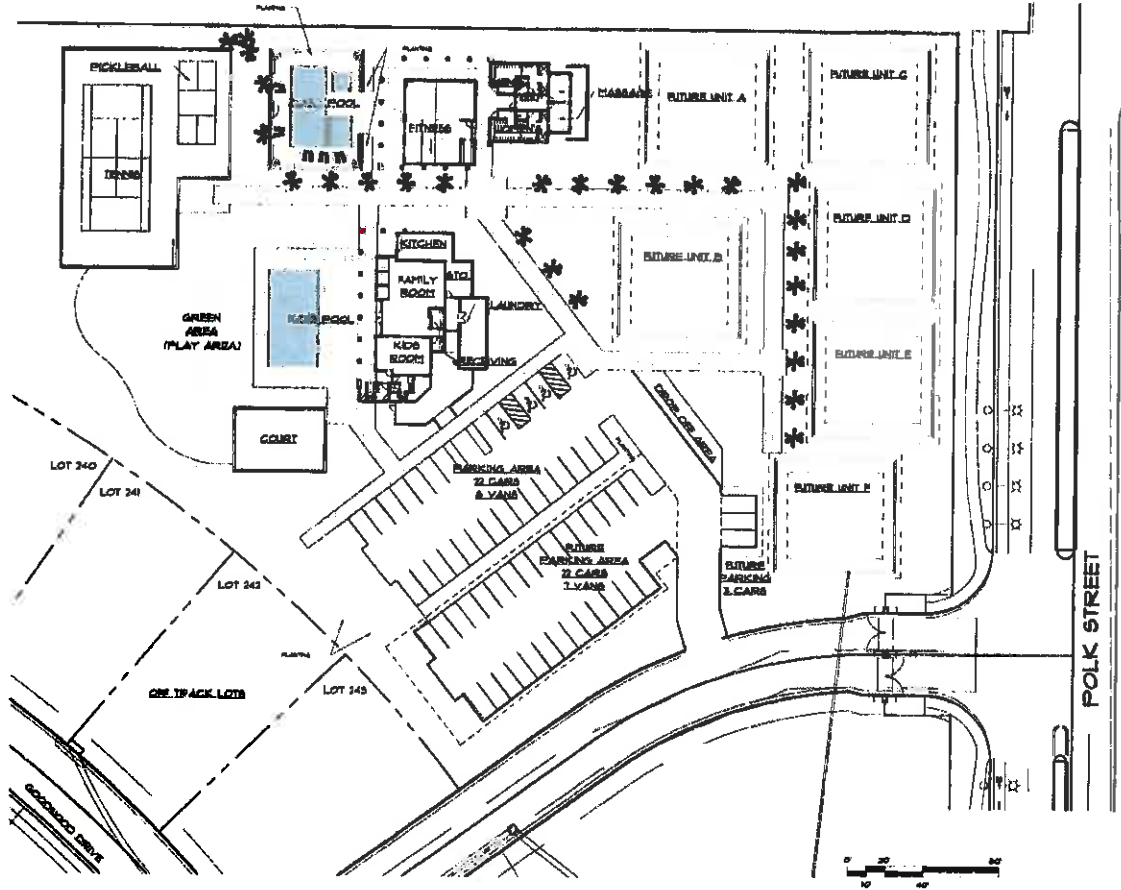
ISSUED FOR REVIEW

ALL RIGHTS RESERVED BY PALMCOCA ARCHITECTS P.C.
 50-47 COPY OR REPRODUCE WITHOUT WRITTEN PERMISSION.

Drawn:	DS, SU
Checked:	NE, DS
Date:	August 17, 2017

CODE ANALYSIS

Sheet Number: T1.2



① SCHEMATIC SITE PLAN

 SCALE: 1" = 30'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

Project Name:

THE MEMBERS' CLUB AT THERMAL

 THERMAL, CA

PROJECT

ALL WORK SUBJECT TO ALL CITY ORDINANCES &

 STATE LAWS AND REGULATIONS GOVERNING THE

 CONSTRUCTION OF SUCH WORK.

 Drawn: _____

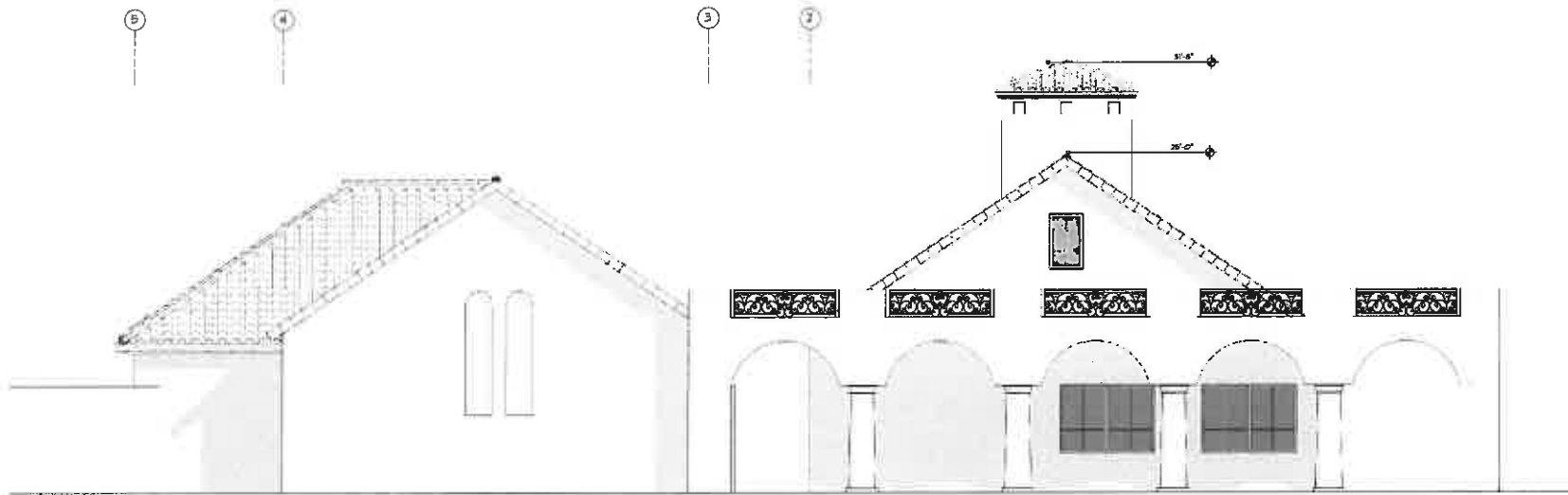
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 Date: JULY 20, 2011

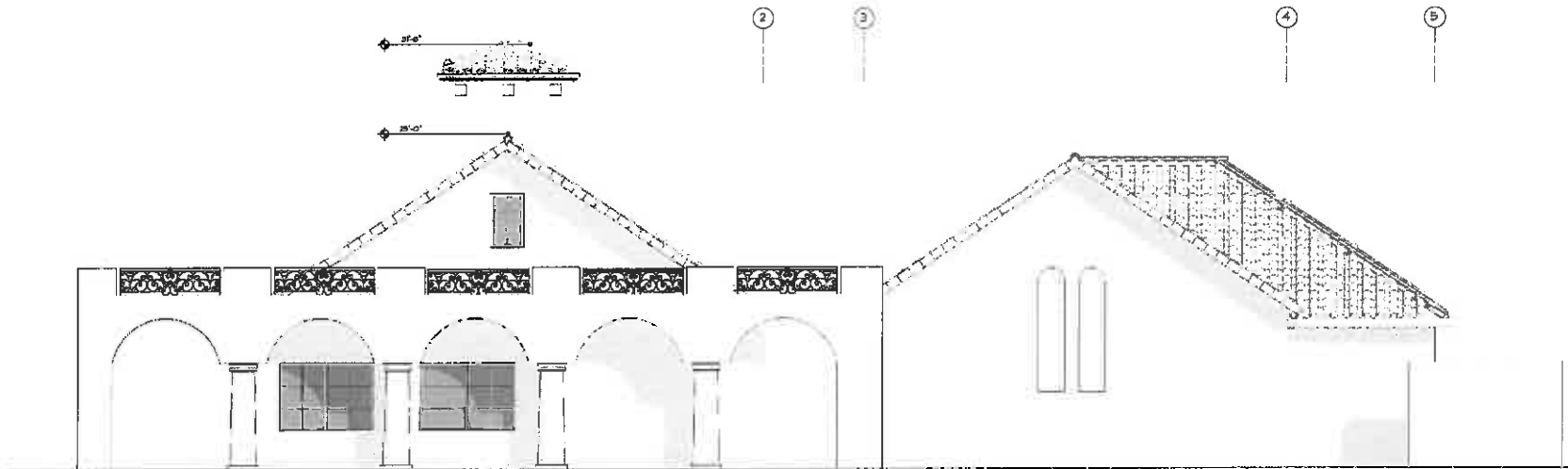
Draw Title:

SITE PLAN

A1.0



① FITNESS CENTER NORTH
SCALE: 1/4" = 1'-0"



② FITNESS CENTER SOUTH
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

rfa
 ARCHITECT
 ARCHITECTS P.C.
 P.O. Box 370, Bismarck, ND 58101
 Tel: 701-223-1100 Fax: 701-223-1100
 Email: rfa@rfa.com

No.	Date	Revision

Project Number

THE MEMBERS' CLUB AT THERMAL

THERMAL, CA

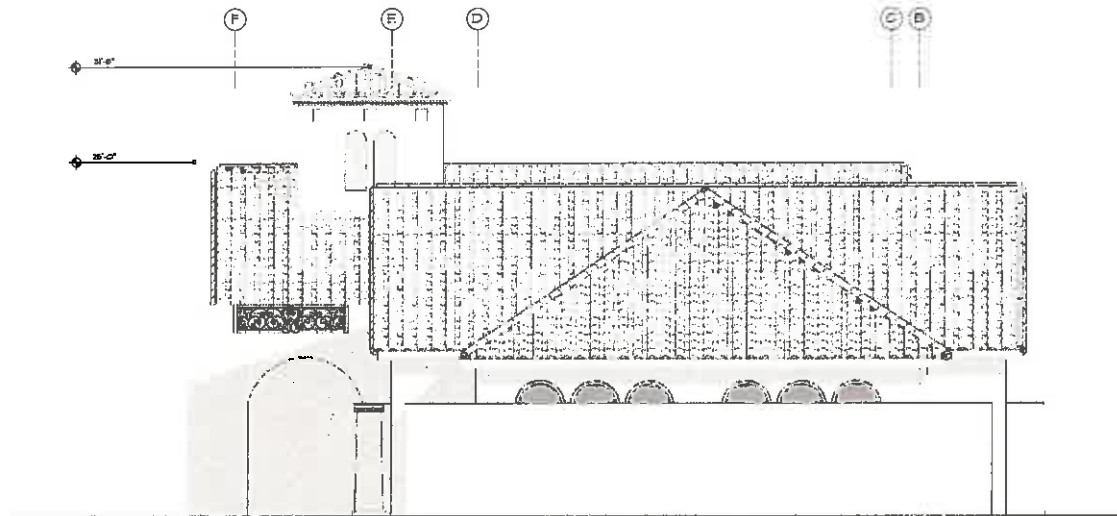
SCOPE OF SET

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Checked	DS, WF
Date	JULY 24, 2011

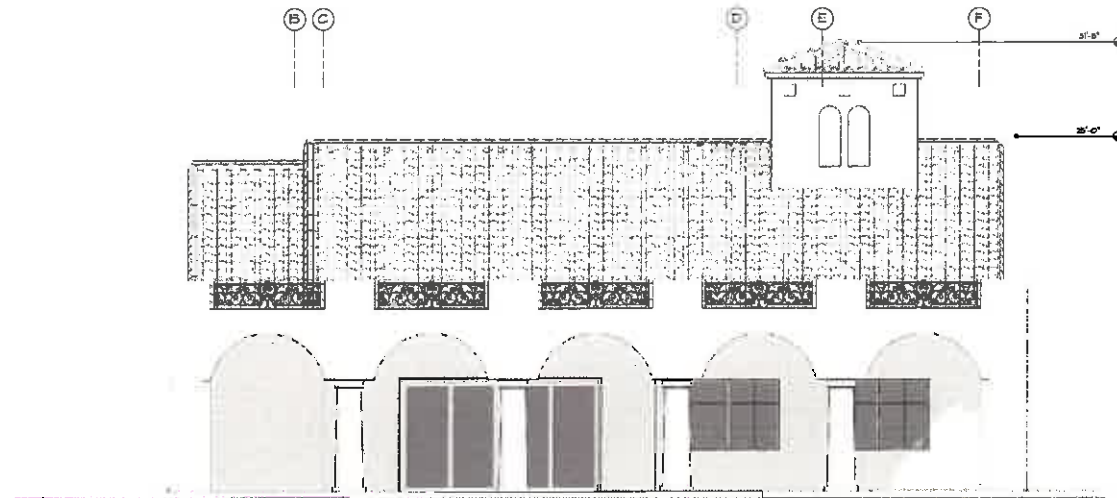
Sheet Title

EXTERIOR ELEVATIONS

A3.1



① FITNESS CENTER EAST
SCALE: 1/4" = 1'-0"



② FITNESS CENTER WEST
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

rfa
 rullerton
 architects p.c.
 P.O. Box 1778, Berkeley, CA 94701
 Tel. 415-871-1000 Fax 415-871-1000
 Email: rfa@rullerton.com

No. Date Rev./Note

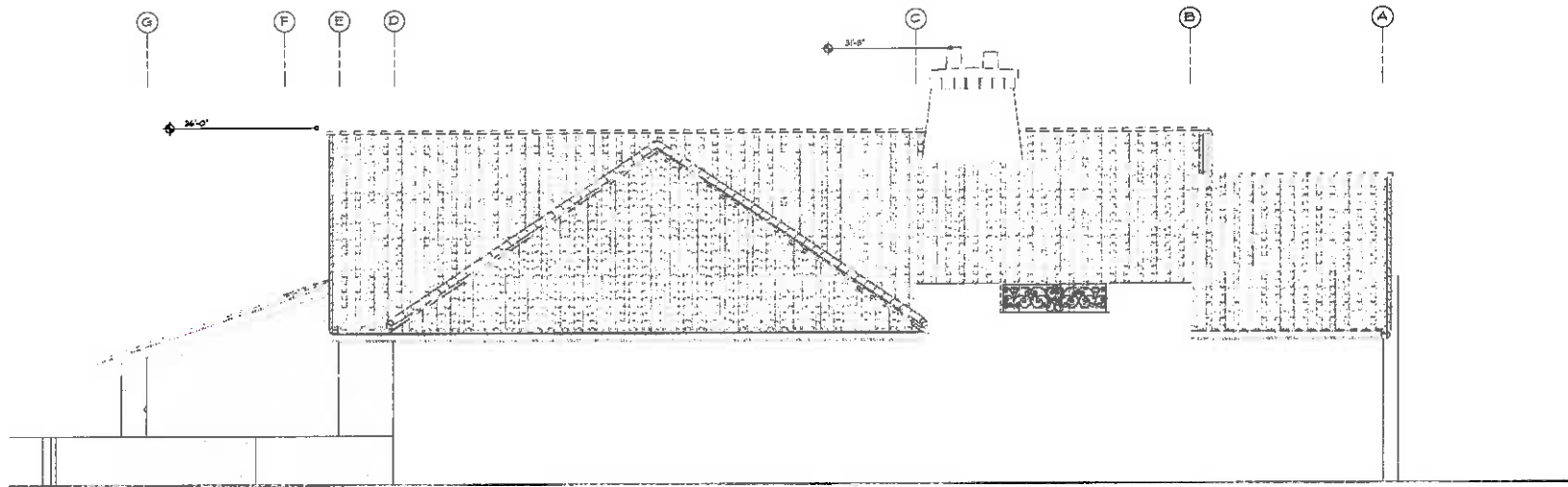
Project Number
 THE MEMBERS' CLUB AT THERMAL
 THERMAL, CA

SCOPE OF SET
 ALL PARTS REFERRED TO BY TITLE AND/OR NUMBER
 SHALL BE SHOWN ON THIS SHEET UNLESS OTHERWISE NOTED

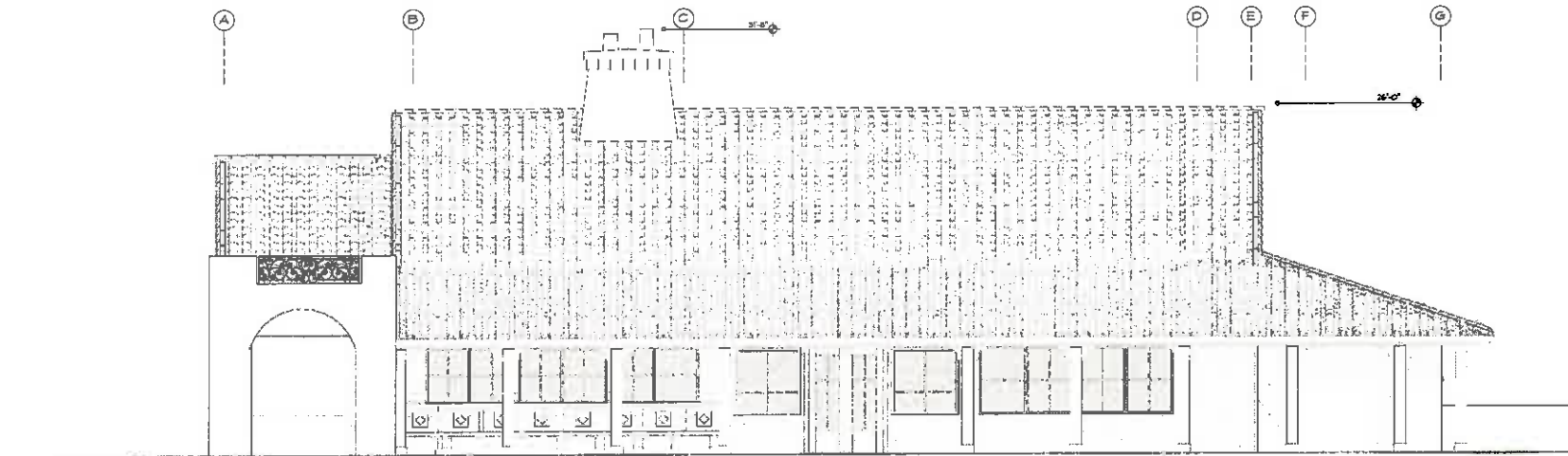
Drawn	TR, SK
Checked	DS, HF
Date	JULY 30, 2011

Sheet Title
 EXTERIOR ELEVATIONS

A3.2



① RECREATION CENTER EAST
SCALE: 1/4" = 1'-0"



② RECREATION CENTER WEST
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

nfa
Hilbert
architects p.c.
1115 East 17th Street, Suite 101
Fort Lauderdale, FL 33304
Phone: 754.467.8100
Fax: 754.467.8101
www.nfa.com

No. Date Rev./Date

Project Number 24-03

PELICAN GOLF CLUB - GRILL & GOLF SHOP
THE TOWN OF WILLEMAR, FLORIDA

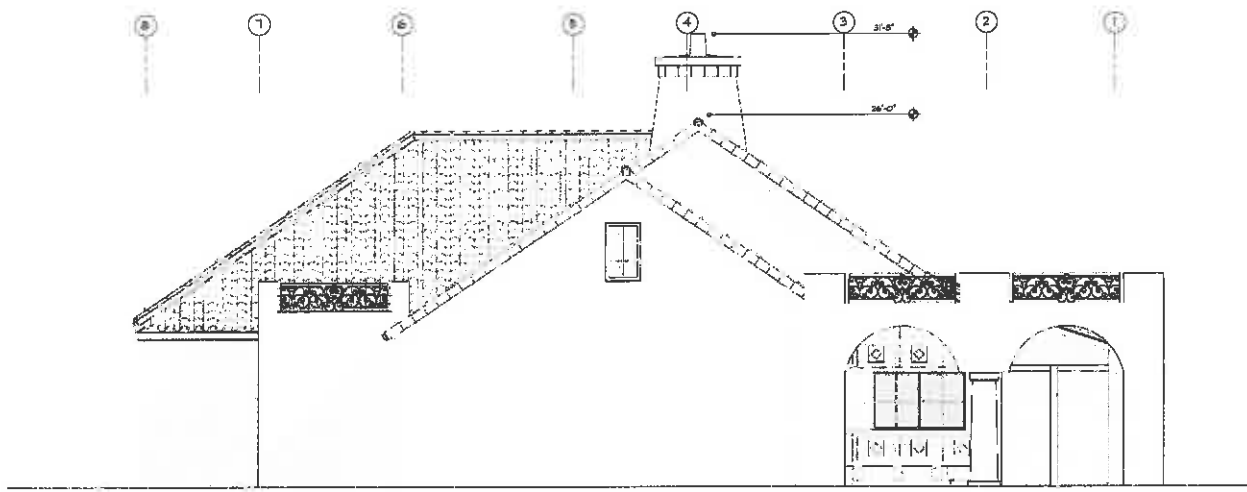
SCOPE OF SET

ALL WORK SHOWN IS SUBJECT TO APPROVAL & PERMITS BY THE TOWN OF WILLEMAR, FLORIDA
Drawn: TP
Checked: DS, ME
Date: MAY 30, 2011

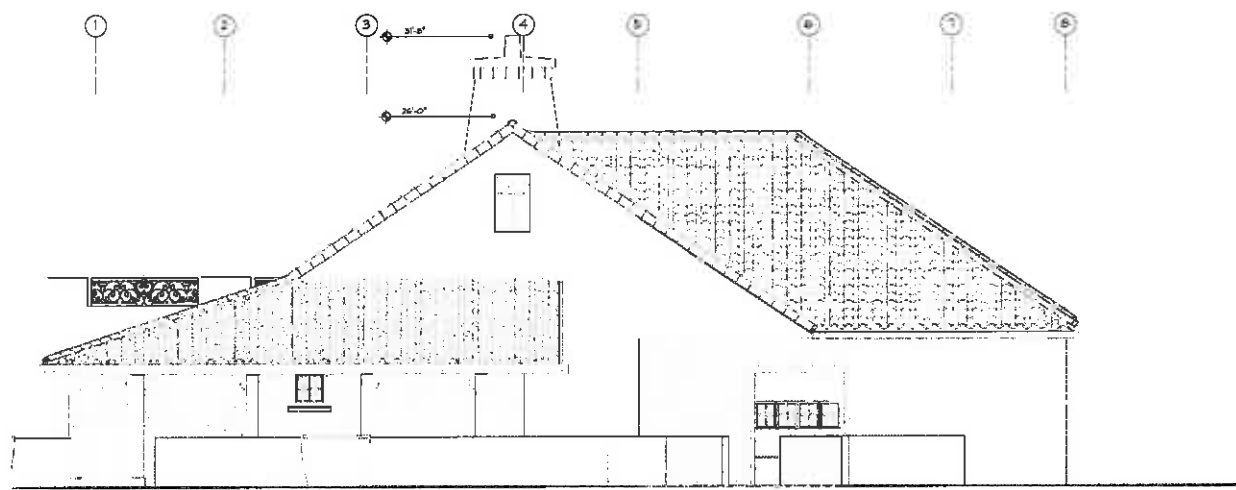
Sheet Title:

EXTERIOR ELEVATIONS

A3.3



① RECREATION CENTER NORTH
SCALE: 1/4" = 1'-0"



② RECREATION CENTER SOUTH
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

rfa
 rufation
 architects p.c.
 P.O. Box 2788, Naples, FL 34101
 Tel: 239-441-3363 Fax: 239-441-3370
 Email: info@rfa.com

No.	Date	Revision

Project: Walton No: 14-03

PELICAN GOLF CLUB - GRILL & GOLF SHOP
 THE TOWN OF BELLEAIR, FLORIDA

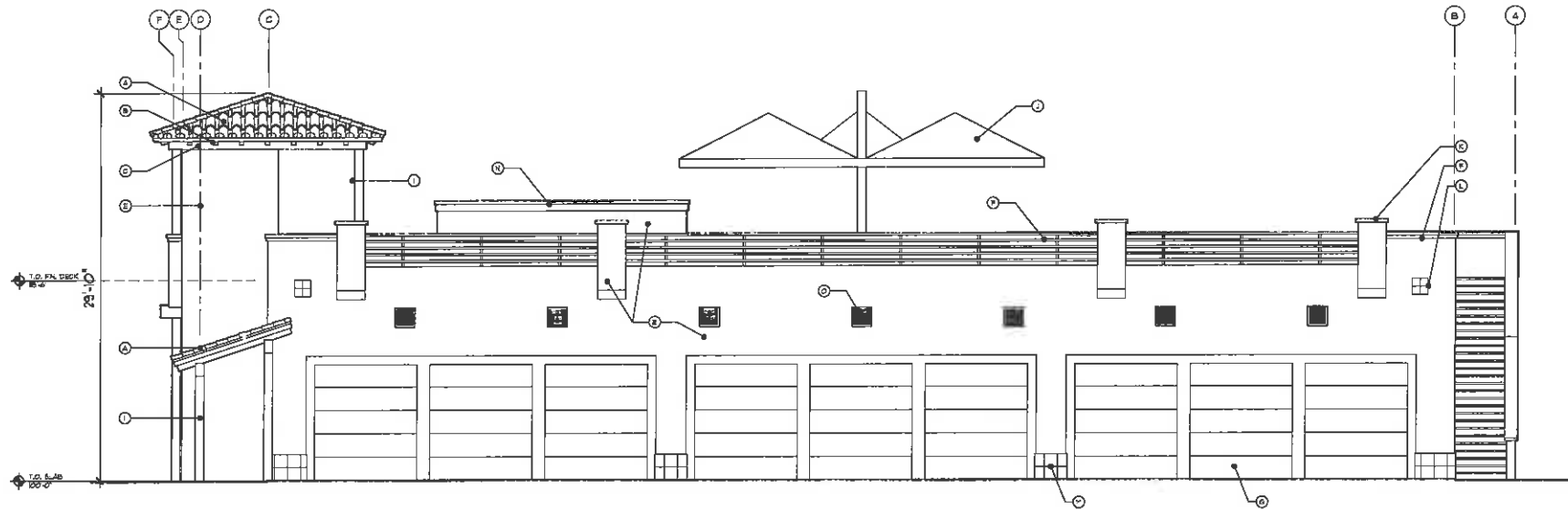
SCOPE OF SET

All work shown is for the project as shown on the drawings unless otherwise noted.

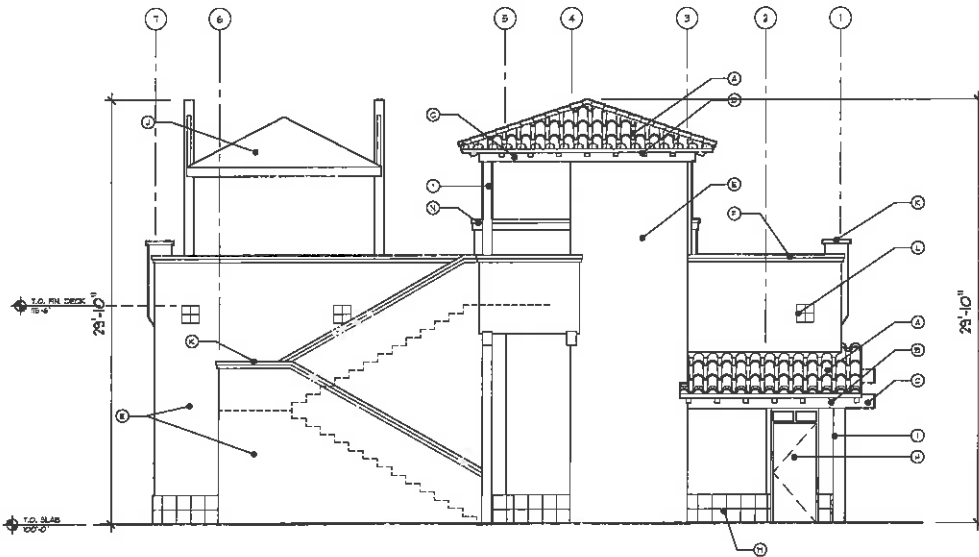
Drawn:	TR, BK
Checked:	DB, MP
Date:	MAY 30, 2011
Sheet Title:	

EXTERIOR ELEVATIONS

A3.4



1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



2 EAST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
A	RED/LAND, TWO-PHASE CLAY, FOUR COLOR BLEND - COLOR BANDCAST MEDIUM PORFAIR, 30% BODY, RANDOM SET HORIZONTAL AS WELL AS VERTICAL, 100' SQUARE
B	R.8. 4X8 RAFTER TAILS 4 24" O.C.
C	R.8. 2X4 BRUSH (SEE DETAIL)
D	ELEVATOR DOORS PAINTED
E	PAINTED EXTERIOR PLASTER W/ HAND TROWEL FINISH
F	METAL GUARD RAIL, SEE DETAILS, PAINTED
G	OVERHEAD SECTIONAL GARAGE DOOR
H	STEEL UNDERDOOR, SEE DOOR AND WINDOW SCHED.
I	R.8. COLUMN (SEE DETAIL)
J	FABRIC SHADE STRUCTURE
K	STONE CAP
L	TILE ACCENTS
M	STONE TILE
N	PAINTED EXTERIOR PLASTER W/ HAND TROWEL FINISH OVER ROUGH BACKER
O	1/2" x 1/2" RELIEF LOUVERS 1/2" RESO-GO DECORATIVE GRILL

NOTES:
1. ALL ALUMINUM MATERIAL TO BE REFINISHED IN S.A. ALUMINUM UNLESS NOTED OTHERWISE.

NOTE:
ALL EXTERIOR LIGHT FIXTURES SHALL COMPLY WITH RIVERSIDE COUNTY ORDINANCE NO. 666, ZONE B, REQUIREMENTS. CONTRACTOR TO VERIFY MANUFACTURER CUT SHEET FOR REVIEW PRIOR TO ORDERING.

nfa
nfa architects, inc.
P.O. Box 3702, Brea, CA 92620
PH: 949-451-2000 F: 949-451-2000
WWW.NFAARCHITECTS.COM

Consultants, Inc.
3401 AVENUE DE LA CAROLINA, SUITE 300
LAGUNA HILLS, CALIFORNIA 92653
PH: 949-941-4101

G
GOUVIS
4400 CANTON DRIVE
LAGUNA BEACH, CA 92653
PH: 949-451-2000



No.	Date	Revision

Project Number: P-204
NEW TRACKSIDE GARAGE FOR
Thermal Motorsports

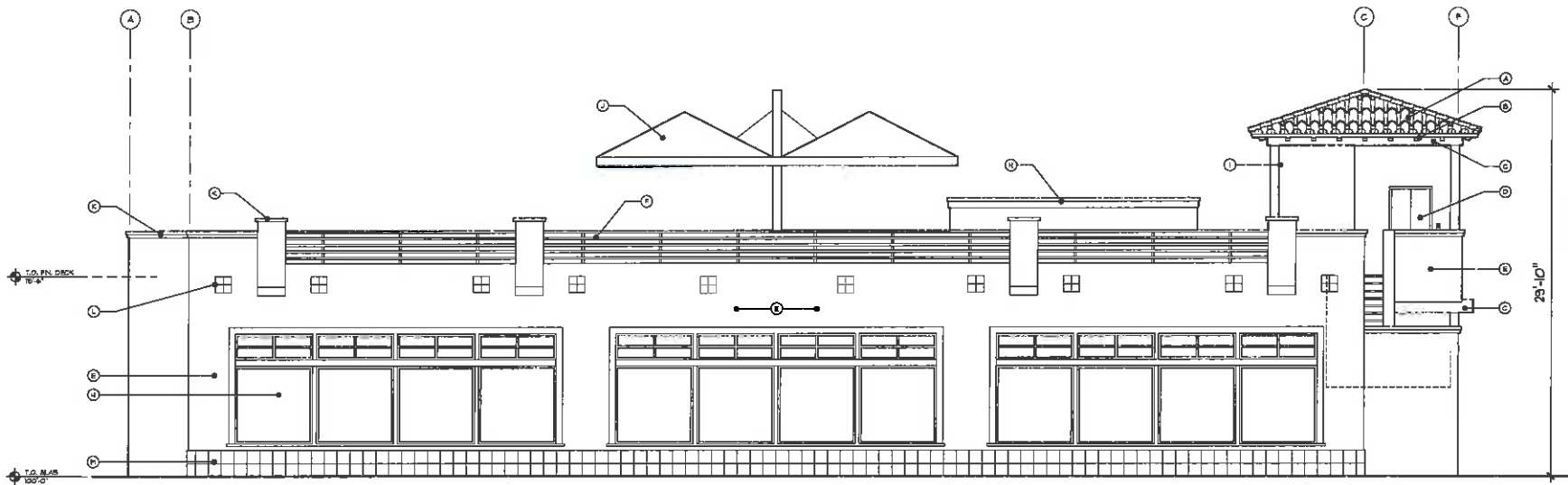
ISSUED FOR REVIEW

ALL WORK SHALL BE IN ACCORDANCE WITH THE RIVERSIDE COUNTY ORDINANCE NO. 666, ZONE B, REQUIREMENTS. CONTRACTOR TO VERIFY MANUFACTURER CUT SHEET FOR REVIEW PRIOR TO ORDERING.

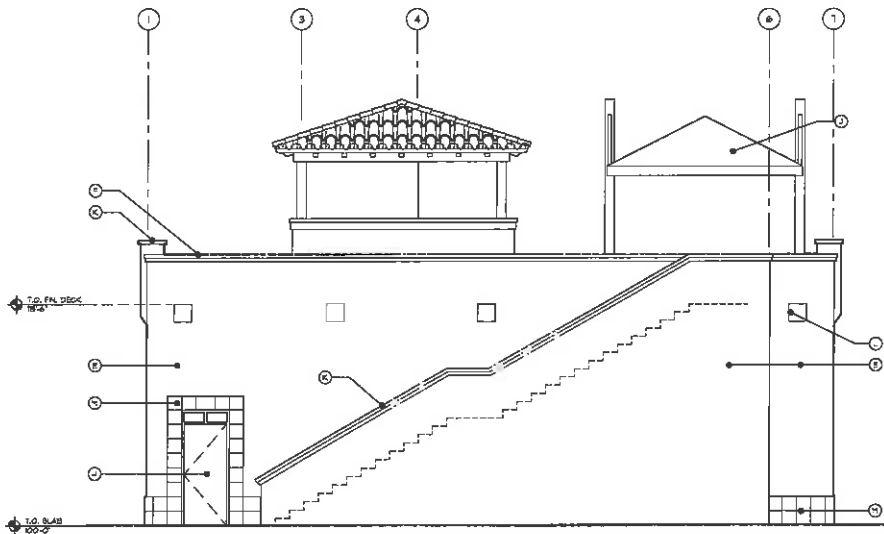
Drawn: CA, BC
Checked: NF, DS
Date: August 11, 2017

Sheet Title: ELEVATIONS

Sheet Number: A3.1



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 WEST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
(A)	IRELAND, TWO-FACE CLAY, FOUR COLOR BLEND - COLOR BANDCAST MEDIUM PORTAR, 3/8" BODST, RANDOM SET HORIZONTAL AS WELL AS VERTICAL, 100 SBR-1485
(B)	R.S. 4x6 RAFTER TAILS # 2" O.C.
(C)	R.S. BEAM (6x8 SPLY)
(D)	ELEVATOR DOORS, PAINTED
(E)	PAINTED EXTERIOR PLASTER w/ HAND TROSEL, FINISH
(F)	METAL GUARD RAIL, SEE DETAILS, PAINTED
(G)	OVERHEAD SECTIONAL GARAGE DOOR
(H)	ETHEL WINDOW/DOR, SEE DOOR AND WINDOW BOARD
(I)	R.A. COLUMN (4x6 SPLY)
(J)	FABRIC BRACK STRUCTURE
(K)	STONE CAP
(L)	TILE ACCENTS
(M)	STONE TILE
(N)	PAINTED EXTERIOR PLASTER w/ HAND TROSEL, FINISH OVER FOAM BACKER
(O)	"W" RELIEF LOUVERS w/ "REGGRO" DECORATIVE GRILL

NOTE:
1. ALL FINISHING MATERIAL TO BE PREPARED IN S.A. UNLESS NOTED OTHERWISE

NOTE:
ALL EXTERIOR LIGHT FIXTURES SHALL COMPLY WITH INVERGATE COUNTY ORDINANCE NO. 369, SECTION B. REQUIREMENTS, PARAGRAPH 4.090 UNLESS OTHERWISE SPECIFIED. CONTRACTORS TO OBTAIN MANUFACTURER'S CUT SHEET FOR REVIEW PRIOR TO ORDERING.

nfa
NATIONAL FIRE ALARMS
ENGINEERS ASSOCIATION, INC.
1101 BOY LEO BLVD., SUITE 107, 98811
SEASIDE, CA 94133
TEL: 415-533-1900
FAX: 415-533-1901
WWW.NFA-USA.ORG

Consultants, Inc.
1340 AVENUE OF LA CALIFORNIA SUITE 100
LAJUALI ALTA CALIFORNIA 92037
P. 949-483-0000 F. 949-483-0400

G
GOUVIS
440 CAMINO DEL MAR
SAN DIEGO, CA 92108
P. 619-594-1100 F. 619-594-1103



No.	Date	Revision

Project Number: T-204
NEW TRACKSIDE GARAGE FOR
Thermal Motorsports

THERMAL, CA

ISSUED FOR REVIEW

ALL RIGHTS RESERVED BY ARCHITECT UNLESS OTHERWISE NOTED.
NO PART OF THIS DOCUMENT IS TO BE REPRODUCED, STORED IN A RETRIEVING SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.
Drawn: DS, BS
Checked: NP, DS
Date: August 11, 2017

Sheet Title:

EXTERIOR ELEVATIONS

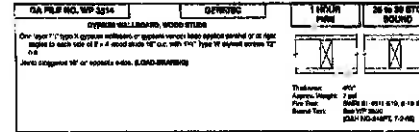
Sheet Number:

A3.2

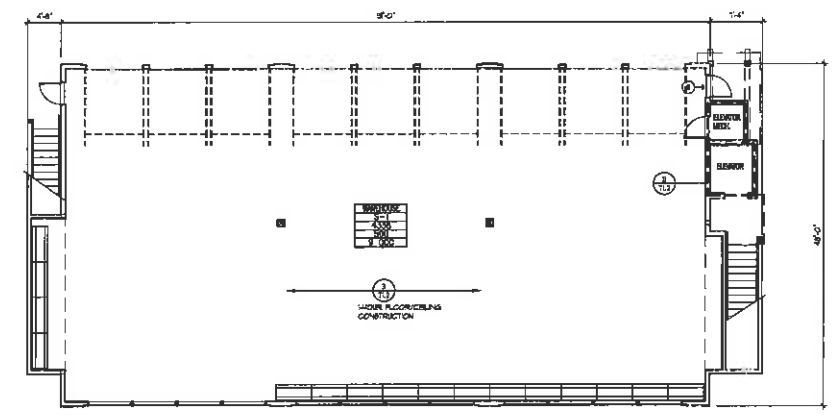
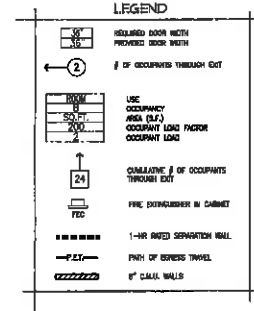
5/16/2017 Tjimm - Thermal Garage T-204 BS Working Drawings/AS Bledenkamp Aug 29, 2017

PROJECT SUMMARY

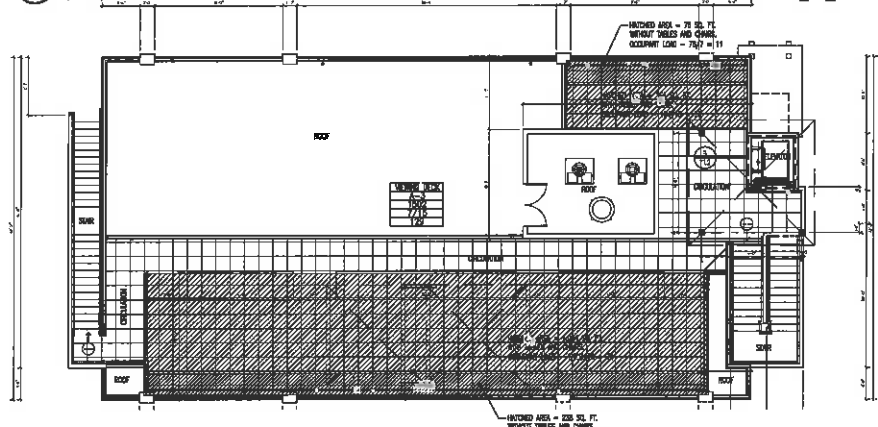
PROJECT NAME: THE THERMAL CLUB - STORAGE BUILDING
LOCATION: THERMAL, CALIFORNIA
JURISDICTION: RIVERSIDE COUNTY BUILDING DEPARTMENT
APPLICABLE CODES: ALL CONSTRUCTION SHALL COMPLY WITH THE FOLLOWING CODES AND AMENDMENTS PER THEIR ADOPTING ORDINANCE
 2016 CALIFORNIA BUILDING CODE
 2016 CALIFORNIA MECHANICAL CODE
 2016 CALIFORNIA ELECTRICAL CODE
 2016 CALIFORNIA PLUMBING CODE
 2016 CALIFORNIA GREEN CODE
 LOCAL ORDINANCES & REQUIREMENTS
OCCUPANCY: MIXED OCCUPANCY (A-3 & B-1) - SEPARATED
TOTAL OCCUPANCY: 1ST LEVEL: 8 OCCUPANTS
 2ND LEVEL: NO OCCUPANTS
CONSTRUCTION: V-0
SPRINKLER SYSTEM: AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE INSTALLED THROUGHOUT THE BUILDING TO COMPLY WITH CALIFORNIA FIRE CODE REQUIREMENTS.
ALLOWABLE BUILDING AREA (TABLE B02): A-3 OCCUPANCY - 34,000 S.F. PER STORY (NO INCREASES CALCULATED)
 A-3 OCCUPANCY - 18,000 S.F. PER STORY (NO INCREASES CALCULATED)
PROPOSED BUILDING AREA: MAIN LEVEL (A-3) 4,148 SF
 UPPER LEVEL (A-3) 2,792 SF
 TOTAL 6,940 SF
 BUILDING FOOTPRINT = 4,148 SF
ALLOWABLE BUILDING HEIGHT (TABLE B03): A-3 OCCUPANCY - 3-STORIES (NO INCREASES CALCULATED) 60 FEET
 A-3 OCCUPANCY - 2-STORIES (NO INCREASES CALCULATED) 60 FEET
PROPOSED BUILDING HEIGHT: 1-STORY, 28'-10" HEIGHT
PROPERTY DESCRIPTION:



3 1-HR WALL ASSEMBLY
SCALE: NONE



1 MAIN LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



2 UPPER DECK PLAN (ROOF)
SCALE: 1/8" = 1'-0"

PLUMBING REQUIREMENTS - TABLE 402.1 CALIFORNIA PLUMBING CODE

TOTAL OCC. LOAD = 88 PERSONS

OCCUPANCY TYPE	WC	URINALS	LAVS	DRINKING FOUNTAIN	SINK
A-3 ASSEMBLY (514 SQ. FT. / 300 (TOTAL OCC. + 8))	MALE = 4 OCC. REG. 1 FEMALE 4 OCC. REG. 1	MALE = 4 OCC. REG. 1	MALE = 4 OCC. REG. 1 FEMALE 4 OCC. REG. 1	OCC. + B REG. 1	1
B-1 STORAGE/PARKING (498 SQ. FT. / 5,000 (TOTAL OCC. + 1))	MALE = 1 OCC. REG. 1 FEMALE 0 OCC. REG. 1	MALE = 1 OCC. REG. 1 FEMALE 0 OCC. REG. 1	MALE = 1 OCC. REG. 1 FEMALE 0 OCC. REG. 1	OCC. + B REG. 1	1
TOTAL REQ.	MALE 5 FEMALE 4	MALE 5 FEMALE 1	MALE 5 FEMALE 1	MALE 1 FEMALE 1	1
TOTAL PROVIDED	-	-	-	-	0

nfa
nfa
CONSULTANTS, INC.
 1400 A-ROAD DE LA GARITA SUITE 100
 LAGUNA HILLS, CALIFORNIA 92653
 (714) 944-6100
G
GOUVIS
 400 EASTERN DRIVE
 SUITE 1000
 COSTA MESA, CA 92626
 (714) 941-1000

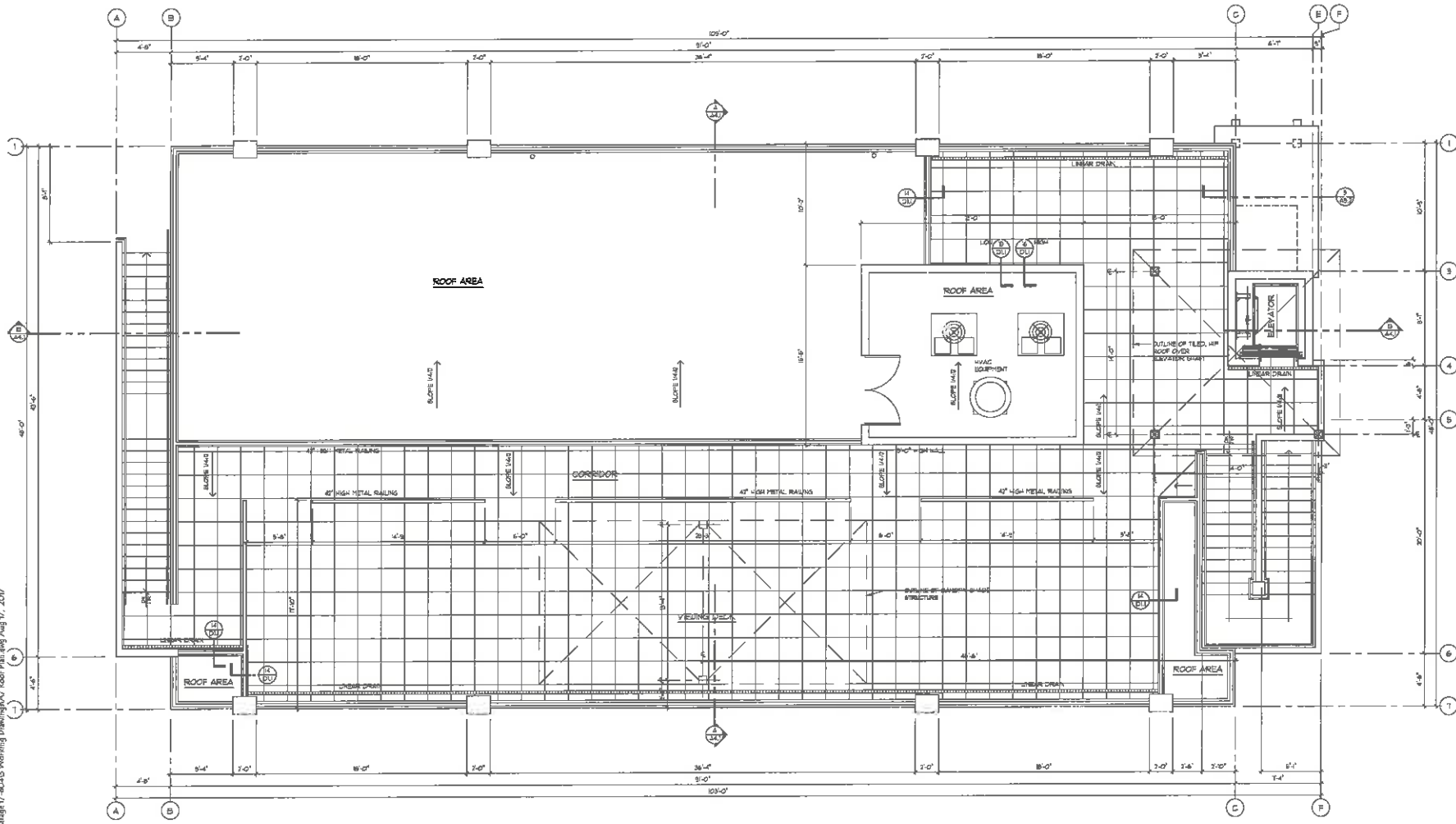


No.	Date	Revision

Project Name: T-024
 NEW TRACKSIDE GARAGE FOR Thermal Motorports
 THERMAL, CA
 ISSUED FOR REVIEW
 PREPARED BY: JEFFREY J. HARRIS
 DRAWN BY: DANIEL S. BROWN
 CHECKED BY: NICKI D. DODD
 DATE: August 17, 2017
 SHEET TITLE: CODE ANALYSIS
 SHEET NUMBER: T1.2

3/16/2017 Thermal - Thermal Garage T-024-015 Working Drawings/T Title sheet.dwg Sep 04, 2017

31620101Thermal - Trackside Garage 17-40215 Working Drawing/AS2 Roof Plan, Issued Aug 17, 2011



1 ROOF PLAN
SCALE: 1/4" = 1'-0"



nfa
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architects p.c.
P.O. Box 2700, Denville, NJ 07834
908-345-0000 F 908-345-0000
www.nfa.com

Consultants, Inc.
3405 AVENUE DE LA GARITA SUITE 100
LAGUNA HILLS, CALIFORNIA 92653
949.451.0101 • WWW.CIC-CA.COM

G
GOUVIS
400 CANYON DRIVE
MOUNTAIN VIEW, CA 94039
707.542.1200
WWW.GOUVIS.COM



No.	Date	Revision

Project Number: T1604
NEW TRACKSIDE GARAGE FOR
Thermal Motorsports

THE THERMAL, CA

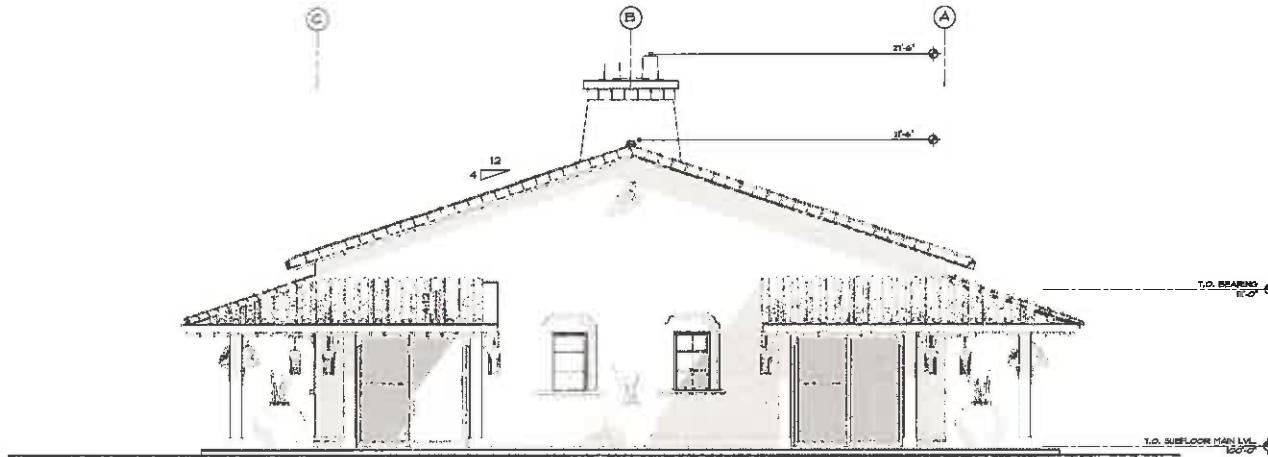
ISSUED FOR REVIEW
ALL WORK REVIEWED BY CLIENT ARCHITECTS &
AS NOTED ON REVISIONS SHEET NUMBER 0
Drawn: CA, SC
Checked: VE, DG
Date: August 17, 2011

Sheet Title:

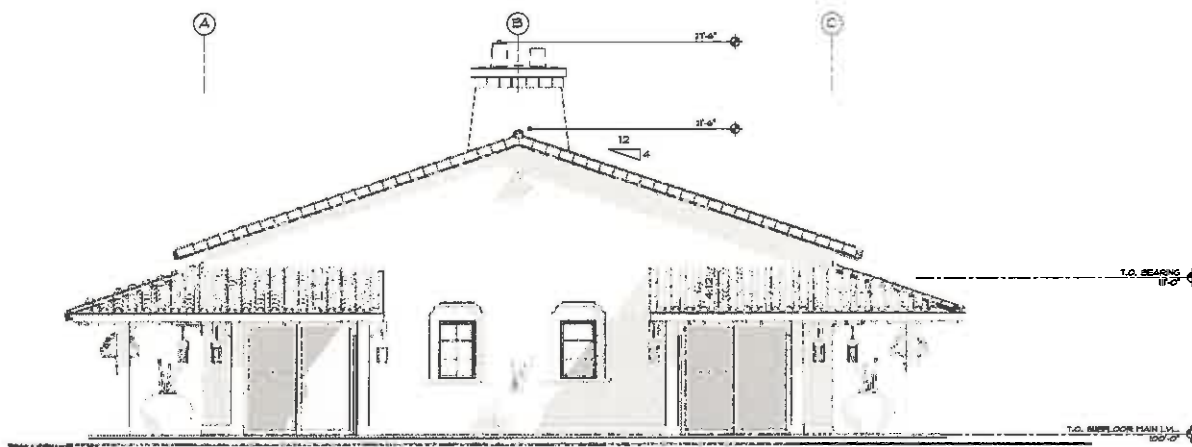
ROOF PLAN

Sheet Number:

A1.2



① NORTH ELEVATION
SCALE: 1/4" = 1'-0"



② SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

nfa
 Fullerton
 architects p.c.
 700 East 77th Street, #1100
 Fullerton, CA 92630
 Tel: 714-771-5000 Fax: 714-771-5001
 www.nfa.com

No.	Desc	Revision

Project Number

THERMAL MEMBER CLUB GUIDES

THERMAL MOTORSPORTS
 THERMAL, CA

SCOPE OF SET

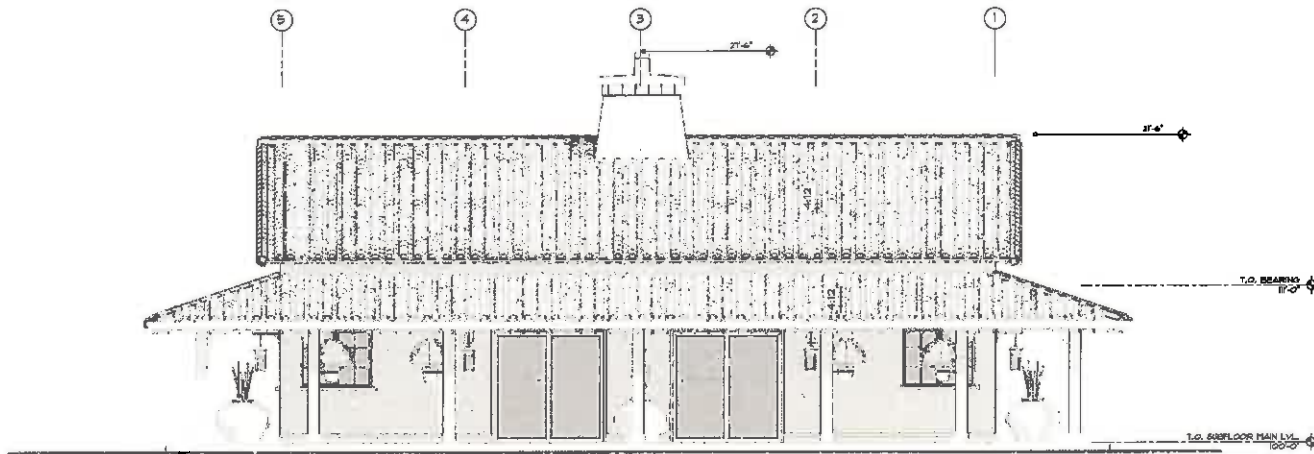
All work shall be in full compliance with the applicable building codes and all other applicable codes and regulations.

Drawn	TR, GC
Checked	DS, NF
Date	March 31, 2011

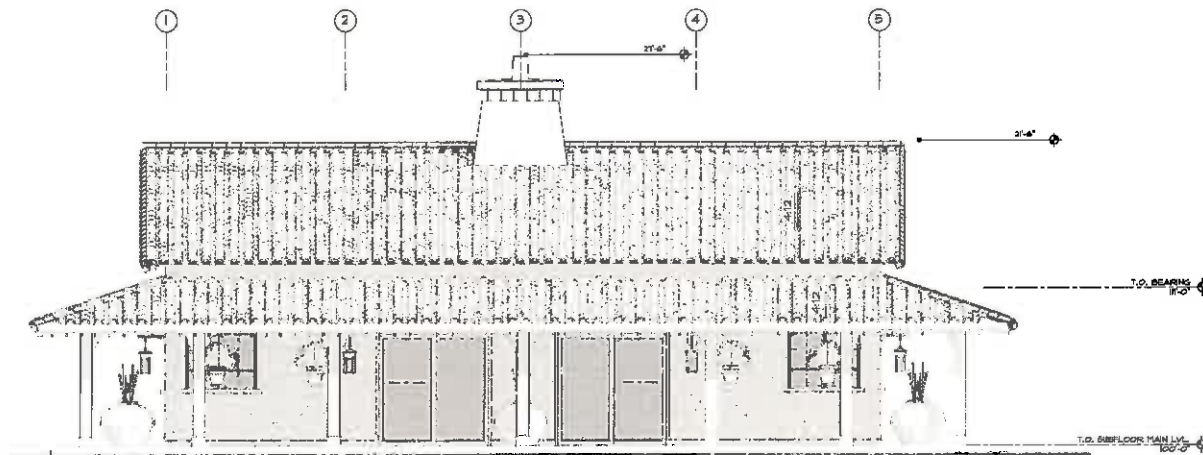
Sheet Title

NORTH & SOUTH ELEVATION

A3.5



① EAST ELEVATION
SCALE: 1/4" = 1'-0"



② WEST ELEVATION
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION

nfa
 National
 Fire Protection
 Association
 11 Dupont Circle, N.W.
 Washington, D.C. 20036
 (202) 391-5000

No.	Date	Revision

Project Number

THERMAL MEMBER CLUB SUITES

THERMAL MOTORSPORTS
 THERMAL, GA.

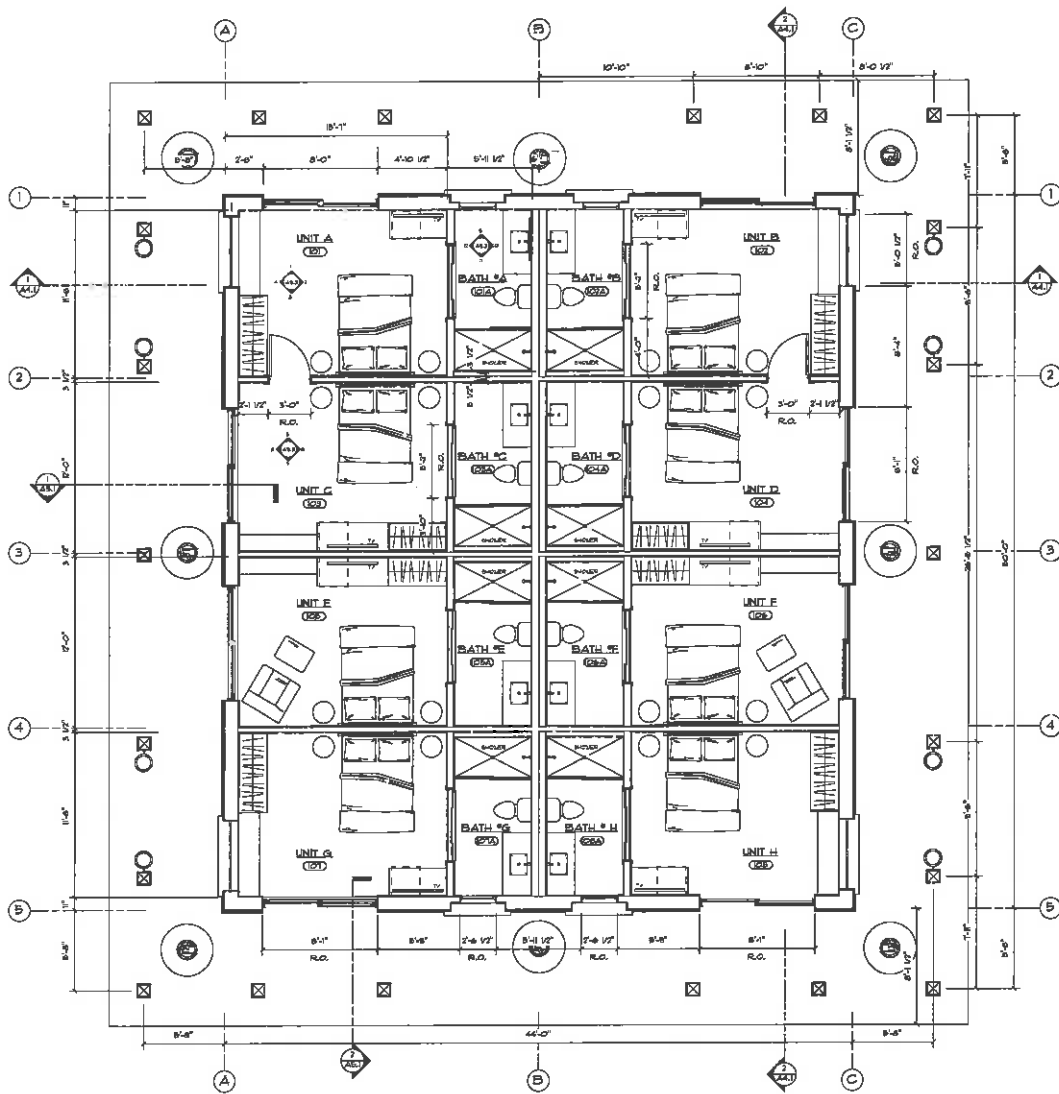
SCOPE OF SET

Drawn	TR, SK
Checked	DS, NP
Date	March 31, 2011

Sheet Title

**EAST & WEST
 ELEVATION**

A3.6



① FUTURE A, B, C, D, E + F - SUITES
SCALE: 1/4" = 1'-0"

PROGRESS PRINT - NOT FOR CONSTRUCTION



No.	Date	Revision

Project Number
THERMAL MEMBER CLUB SUITES

THERMAL, HOTORAFORTAL
 THERMAL, GA

SCOPE OF SET

Drawn	TF, SC
Checked	DS, WF
Date	March 31, 2011

Sheet Title

MAIN LEVEL FLOOR PLAN

A2.1

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, October 9 (Columbus Day) and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The County of Riverside may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: October 12, 2017

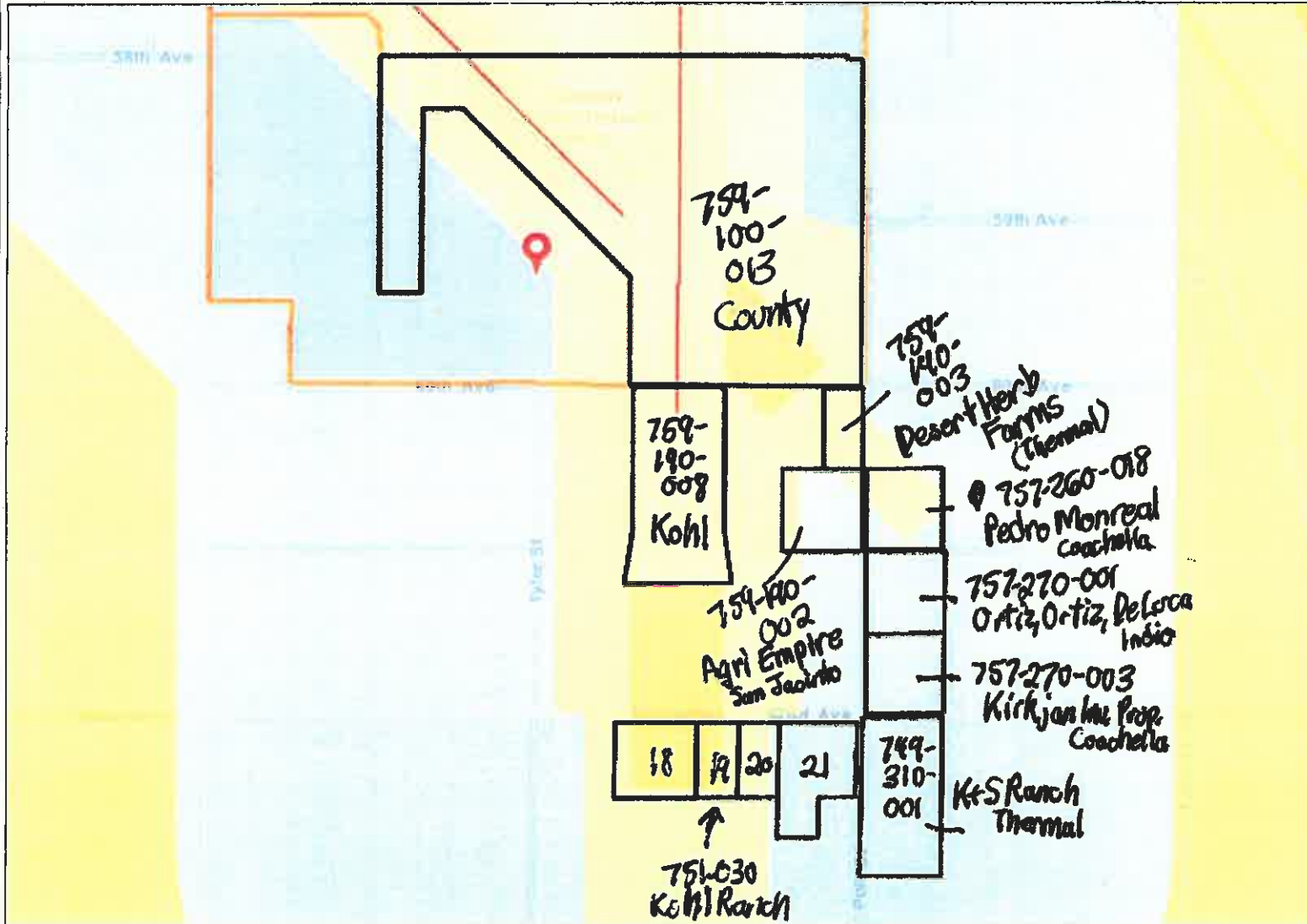
TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1038TH17 – Thermal Operating Company, LLC/JTM Land Company, LLC
(Representative: Fayres Hall, Albert A. Webb and Associates) – County of Riverside Planning Case No. PP24690R2 (Revised Plot Plan). The applicant is proposing to develop within the existing Thermal Club facility a new 7,040 square foot trackside garage with a second story viewing deck, a new members clubhouse facility including a 3,364 square foot recreational center with tennis and game courts, a 2,280 square foot adult pool and 3,578 square foot kids pool, a 1,647 square foot fitness center and 1,420 square foot locker room, and six residential suite buildings (3,840 square feet per building, and eight suites inside each building) totaling 23,040 square feet, located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Ascot Drive (Airport Compatibility Zones C and D of the Jacqueline Cochran Regional Airport Influence Area)

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Charles Rangel of the County of Riverside Planning Department at (760) 863-7684.

Map My County Map *Property Ownership - Thermal Club Vicinity*



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-EXC8



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.

Notes



APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1038TH17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 8/23/2017
 Property Owner JTM Land Company, LLC (Tim Rogers) Phone Number (310) 486-4774
 Mailing Address 1983 W. 190th Street, Suite 100 Torrance, CA 90504

Agent (if any) Albert A. Webb Associates (Fayres Hall) Phone Number (951) 320-6085
 Mailing Address 3788 McCray Street Riverside, CA 92506

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address North of Avenue 62, south of Avenue 60, east of Tyler Street and west of Polk Street.
 Effected Assessor's Parcel No. 759-180-013 (garage) and 759-280-017 (member's club) Parcel Size 269.26 ac
 Subdivision Name 139.602 5.59AC Zoning Classification SP-Zone A-2-10
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) See attached detailed project description.

Proposed Land Use (describe) _____

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 32^{ft} ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No
 If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received _____

Type of Project

Agency Name

County of Riverside Planning Department

General Plan Amendment

Zoning Amendment or Variance

Staff Contact

CHARLES RANGEL

Subdivision Approval

Phone Number

760-863-7684

Use Permit

Agency's Project No.

PP24690R2

Public Facility

Other _____

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. SUBMISSION PACKAGE:

ALUC REVIEW

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1. Completed Application Form
- 1. Project Site Plan – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1. Check for Fee (See Item "C" below)

- 1. Completed Application Form
- 1. Project Site Plans – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1. 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1. Check for review—See Below

PP26490R2

ASSESSOR'S PARCEL NUMBER

APN 759-180-010 THRU
011,759-180-013 THRU 014,
759-200-001 THRU 759-200-018,
759-210-001 THRU 759-210-028,
759-220-001 THRU 759-220-031,
759-230-001 THRU 759-230-009,
759-230-012 THRU 759-230-020,
759-240-001 THRU 759-240-018,
759-280-001 THRU 759-280-018,
AND 759-290-001 THRU
759-290-022

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: October 12, 2017

CASE NUMBER: ZAP1024RG17 – City of Riverside (Representative: Doug Darnell)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NOS: P17-0096 (General Plan Amendment), P17-0180 (Rezoning), P17-0182 (Zoning Code Amendment), P17-0521 (Specific Plan Amendment)

MAJOR ISSUES: The General Plan Amendment and Rezoning actions relate to sites that were previously reviewed, and the Specific Plan Amendment does not affect areas with density or intensity restrictions. The main concerns relate to the changes being proposed by the Zoning Code Amendment. However, the proposal includes a requirement that “by-right” multiple-family residential projects be consistent with any applicable Airport Land Use Compatibility Plan, and City staff has agreed to also add this requirement to the section addressing development standards for temporary emergency shelters.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the proposed General Plan Amendment, Rezoning, and Specific Plan Amendment. Staff also recommends a finding of CONSISTENCY for the proposed Zoning Code Amendment, provided that Section 19.150.020 (C) Temporary Uses Table and Section 19.740 Temporary Use Permits are amended in accordance with the provisions specified by City of Riverside planner Doug Darnell in the e-mail dated September 19, 2017, a copy of which is attached hereto and incorporated herein by reference.

PROJECT DESCRIPTION:

P17-0096, P17-0180, P17-0182, and P17-0521 are proposals by the City of Riverside to implement its new “2014-2021” Housing Element by amending its General Plan, Zoning Map, and Zoning Code, as well as the text of the University Avenue Specific Plan. The Housing Element identified existing and projected housing needs and articulated the City’s “official policies for the preservation, conservation, improvement, and production of housing within the City.” A series of actions was proposed in an Implementation Plan to address unmet needs for high density housing affordable for lower-income households and those with special housing needs. In order to fulfill housing needs as identified in the Regional Housing Needs Assessment (RHNA) as assigned by the Southern California Association of Governments (4,767 dwelling units for lower-income households alone), the City proposes to amend the General Plan designation and zoning of hundreds of properties City-

wide so that these properties would then be available for the possibility of development of high density housing without requirements for discretionary action. A total of 69 candidate sites were identified, comprising 303 parcels totaling 395 acres, including 103 acres within the Magnolia Avenue and University Avenue Specific Plans. Up to 41 sites totaling 198 acres would be rezoned to R-3-1500 or R-4 and up to 28 sites would be rezoned to MU-U or MU-V. Within the Riverside Municipal Airport Influence Area, 46.67 acres would be re-designated as High Density Residential (HDR) or Very High Density Residential (VHDR), and these areas, plus an additional 15.56 acres, would be rezoned to R-3-1500, R-4, or MU-V. (Some of these sites are located within the Magnolia Avenue Specific Plan.) Within the March Air Reserve Base/Inland Port Airport Influence Area, 23.12 acres would be re-designated as HDR or VHDR and 17.37 acres would be re-designated as Mixed Use – Village (MU-V), and these areas, plus an additional 13.28 acres, would be rezoned to R-3-1500, R-4, MU-U, or MU-V. (Some of these sites are located within the University Avenue Specific Plan.)

The proposed General Plan designations and zoning for these properties would allow for densities at or above 25 dwelling units per acre. Each site would potentially accommodate at least 16 units, and at least 50 percent of the unfulfilled housing need would be accommodated on sites zoned exclusively for residential uses, in accordance with California Department of Housing and Community Development directives.

At one point, this project was to include two sites that were partially located within Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. The City agreed to withdraw these sites from the proposal in the process of ALUC review of the proposed Housing Element in August. At this point, the proposed sites that are within an Airport Influence Area are located within Compatibility Zones D and E of the Riverside Municipal Airport Influence Area and Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area. High density and very high density housing are not prohibited within Compatibility Zones D and E.

The proposed Zoning Code Amendments are intended to accommodate housing needs and promote diverse housing types. Multiple changes to the Permitted Uses and Incidental Uses Tables in Chapter 19.150 of the City's Zoning Code are proposed.

Perhaps the farthest reaching element (also specified in Chapter 19.100, *Residential Zones*, a selection from Article V, *Base Zones and Related Use and Development Provisions*) would be the amendment that would allow for multiple-family dwellings as a "by right" permitted use in the R-3, R-4, MU-U, and MU-V zones. (This is also the purpose of the text amendment to the University Avenue Specific Plan.) They would be subject to Design Review by the City's Community and Economic Development Director, but would not be subject to the discretionary Site Plan Review Permit process that is currently applicable to multiple-family projects with 10 or more dwelling units. Additionally, Chapter 19.100 would be amended to reduce the minimum lot size for multiple-family developments from one acre to 30,000 square feet.

Supportive and transitional housing would be a permitted use in all residential and mixed use zones.

“Tiny home” communities would be allowed with a Planned Residential Development permit in the R-1, RE, and RR zones, and with a Conditional Use Permit in the R-3 and R-4 zones. Single-room occupancies would be allowed with a CUP in the MU-U zone. Accessory dwelling units (formerly known as “second units”) would be permitted as incidental uses in the R-1 and RE zones, as would “tiny homes.” Dwelling units as an incidental use to assemblies of people would be permitted with a CUP in the R-3, R-1, RE, RR, MU-N, MU-U, MU-V, O, CR, CG, and CRC zones, and temporary emergency shelters would be allowed in those zones, plus the BMP and I zones, with a Temporary Use Permit. Finally, drive-thru businesses, which had been prohibited uses in the MU-U and MU-V zones, would now be permitted with a Conditional Use Permit in those zones, subject to on-site restrictions on the locations of drive-thru lanes and pick-up windows and requirements for visual screening of drive-thru lanes.

These changes to the Permitted Uses, Incidental Uses, and Temporary Uses Table expand the scope of the overall project, in that they would apply Citywide, not just to those parcels (the “candidate sites”) proposed for upgrades from existing General Plan designations and zoning.

Related changes include amendments to Chapters 19.710, *Design Review*, and 19.770, *Site Plan Review Permit*, to be consistent with the change to the process for evaluation and permitting of multi-family residential projects. Chapters 19.205, *Emergency Shelter Overlay*, 19.400, *Shelters – Drop-In, Permanent Emergency, Homeless or Transitional*, and 19.580, *Parking and Loading*, are proposed to be amended so as to separate supportive and transitional housing (being permitted by right) from emergency shelters (which would still require a Conditional Use Permit or a Temporary Use Permit, except in the Emergency Shelter Overlay Zone).

The proposed amendment to Chapter 19.080, *Nonconformities*, deletes a provision that prohibits development of multiple-family residential units on nonconforming parcels in multiple-family residential zones, extends the period within which a discontinued non-conforming use can be legally re-established from 180 days to one year from the date of discontinuance, amends and extends the allowance for continued use of non-conforming single-family residences to non-conforming multiple-family residences (changing the procedure from a Minor Conditional Use Permit to the granting of a Nonconforming Status Determination by the Director), and allows non-residential uses discontinued for more than one, but less than three, years to be reinstated with a Conditional Use Permit, among other changes.

The City proposes to add a new chapter, Chapter 19.401, to its Zoning Code to address Single Room Occupancies (SROs). Chapter 19.401 would provide development standards for SROs, which would be allowed within the Mixed Use – Urban Zone with a Conditional Use Permit.

The State of California has changed the law relating to second dwelling units and now refers to them as accessory dwelling units. Accordingly, the City proposes to rename Chapter 19.525, *Second Dwelling Units*, as Chapter 19.525, *Accessory Dwelling Units*. In order to increase placement of accessory dwelling units, Chapter 19.525 is also being amended to delete the requirement for a minimum lot size of 10,000 square feet where not required by the underlying zoning. The floor area

of the accessory dwelling unit would be limited to a maximum of 1,200 square feet. In an effort to decrease construction costs, the requirement for a separate covered parking space for the accessory dwelling unit is being deleted.

The additional requirements for drive-thru businesses in the MU-U and MU-V zones would be added to Chapter 19.475, *Drive-Thru Businesses*.

As one might expect, given all these changes, Article X, *Definitions*, will be changed. For example, a definition of “accessory dwelling unit” will be added, while a definition of “second dwelling unit” will be deleted. In conjunction with this, a definition of “accessory living quarters” is also being added. An “accessory living quarters” differs from an “accessory dwelling unit” in that an “accessory living quarters” (also known as a “guest house” in other jurisdictions) has no kitchen and is not rented or otherwise used as a separate dwelling unit. A definition would also be added for Single Room Occupancy units: “A multi-unit housing development for very low income persons that typically consists of a single room and shared bath and also may include a shared common kitchen and common activity area.”

The biggest change in Article X, however, is the addition of a definition of a “tiny home.” It is defined as a self-contained unit with at least 100 square feet of first floor interior living space that “includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry.” It is not a recreational vehicle as defined in the Zoning Code and cannot be able to (or be designed to) move under its own power, but it cannot be larger than allowed by State law for movement on public highways. If on wheels, the wheels and undercarriage are to be skirted when sited on a parcel, and it must be designed and built to look like a conventional building structure; however, if not placed on a permanent foundation, the tiny home shall be licensed and registered with the California Department of Motor Vehicles. A definition is also added for a “tiny home community”: “A group of Tiny Homes, typically smaller than 1,200 square feet per unit, that are arranged in common relationship to one another, usually surrounding a shared landscaping area. Also known as a ‘pocket neighborhood.’”

LAND USE PLAN: March Air Reserve Base/Inland Port Airport, Riverside Municipal Airport, and Flabob Airport Land Use Compatibility Plans

ALUC CONCERNS:

ALUC’s primary concern has been whether allowance for a “by right” permitted use, as proposed by the Zoning Code Amendment, would potentially allow for land uses that are inconsistent with an adopted Compatibility Plan to be established without the opportunity for evaluation to assure compatibility. As noted above, the site-specific general plan amendments and rezoning do not present a problem.

The revisions to Section 19.710.020 establishing procedures for design review state as follows: “To

facilitate the development of affordable housing throughout the City consistent with California Government Code Section 65580, an administrative Design Review application for standalone multi-family residential building(s) shall be reviewed by the Community and Economic Development Director or his/her designee when the proposed development complies with all of the following criteria:”. Criteria No. 4 states as follows: “Is consistent with the County’s Airport Land Use Compatibility Plan, when applicable.” After listing the applicable criteria, the section concludes that “The multi-family housing permitted pursuant to RMC [Riverside Municipal Code] Article V – Permitted Use Table – 19.150.020 (A) shall be a “permitted use by right”, as defined by Government Code Section 65583.”

This requirement for ALUCP consistency is critically important, as the areas east and south of the primary runway at Riverside Municipal Airport include lands designated for High Density Residential use and zoned R-3-1500 within Compatibility Zones B1 and C.

An additional concern relates to the provision for temporary emergency shelters as an incidental use to assemblies of people. In addressing emergency shelters with other jurisdictions, ALUC staff has proceeded by identifying a maximum number of beds for projects in the various Compatibility Zones. In this case, the proposed text does not have a limit on the number of beds. Additionally, while there is a limit on the amount of time any individual could stay at the shelter (180 days), it appears that the emergency shelter could remain in continuous use, or at least reopen annually for half of the year. Given that these shelters would be allowed in so many of the City’s zones, including the BMP and I zones that are prevalent in the inner Compatibility Zones around Riverside Municipal Airport and March Air Reserve Base/Inland Port Airport, this proposal raises additional issues if airport land use compatibility cannot be evaluated through the Temporary Use Permit process.

In response to this concern with regard to the Zoning Code Amendment as originally proposed, the City has agreed to add a provision to the development standards for Temporary Emergency Shelters requiring consistency with applicable ALUCPs and changing the type of Temporary Use Permit for this use from “Minor” to “Major” to enable the Community and Economic Development Director or his/her designee (i.e., City Zoning Administrator) to review the proposal to assure consistency prior to granting such a permit.

CONDITIONS:

The following “conditions” shall be fulfilled prior to issuance of a letter of consistency for the proposed Zoning Code Amendment through the submittal of revised documentation by the City of Riverside:

1. Add the following to the Temporary Use Permit provisions, Section 19.740.050.14 Temporary Emergency Shelter development standards: *“e. Temporary Emergency Shelters shall be consistent with applicable airport land use compatibility plans. See Chapter 19.149 – Airport Land Use Compatibility.”*

2. Amend Temporary Use Permit Table 19.740.020 in Section 19,740 by changing the type of Temporary Use Permit for Temporary Emergency Shelters from “*Minor*” to “*Major*”. This change would offer a level of discretion by the Community and Economic Development Director (Zoning Administrator), unlike the Minor, which can be requested via the on-line TUP system and are exempt from a TUP fee.
3. Amend the Temporary Emergency Shelter with Assemblies of People – Non-Entertainment row in Section 19.150.020 (C), Temporary Uses Table, by adding in the “Location of Required Standards in the Municipal Code” column the following additional text: “*See Chapter 19.149 – Airport Land Use Compatibility.*”

Any other changes (either additions or deletions) to the proposed Zoning Code Amendment occurring subsequent to the determination by the Airport Land Use Commission shall be forwarded to the Airport Land Use Commission for evaluation, which may require additional consideration at an ALUC meeting.

Any additional parcels added to the General Plan Amendment and rezoning proposals located within Airport Influence Areas and any additional changes to the University Avenue Specific Plan text shall be subject to additional ALUC review. If located in Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, such additional review may be accomplished by the ALUC Director.

Guerin, John

From: Darnell, Doug <DDarnell@riversideca.gov>
Sent: Tuesday, September 19, 2017 2:28 PM
To: Guerin, John
Cc: Housman, Simon; Eastman, Jay; Bartscher, Christina
Subject: RE: [External] P17-0182 Zoning Code Amendment

John,

Thank you for your detailed feedback. I hope that the response below answers all of your questions.

Your observations regarding the bulleted items are accurate.

As stated in Jay's prior message, the proposed Zoning Code amendments for the Housing Element effort will not supersede the consistency item that the ALUC had previously reviewed and approved. In fact, we are currently taking measures to ensure that the ALUCP consistency amendments are adopted by the City Council prior to the Housing Element amendments; so the "red-line" pages of the Housing Element Code Amendments will be revised to reflect the consistency revisions as "adopted text".

Please see responses below regarding your specific questions. Let me know if this does not clarify or and addresses your concerns. I am happy to respond to additional questions.

Thanks,

Doug Darnell, AICP

"Second units" are exempt from ALUC review, so this would also apply to an "accessory" dwelling unit as long as the number of dwellings on the parcel did not exceed two. We don't mind if the second dwelling is "tiny," but this allowance should not allow the total number of units to exceed two without review.

Nothing in the proposed Accessory Dwelling Unit provisions would allow any greater number of units for a property zoned as single-family residential, beyond a primary dwelling unit and the accessory dwelling unit allowed by right (maximum of 2 dwelling units).

I am presuming that, in the cases where a CUP or PRD would be required, there would be an opportunity for City Planning to review to make a determination as to the consistency of the proposal with the applicable ALUCP.

Conditional Use Permits (CUP) and Planned Residential Permits (PRD) are discretionary permits, subject to review by the City's Planning Commission. A determination of consistency with the applicable ALUCP will be required for uses subject to these permits.

In the Permitted Uses Table, the newly defined or separately charted uses (single room occupancies, supportive housing, tiny home communities, and transitional housing) should be subject to the triple asterisk

statement in the “Location of Required Standards...” column [See 19.149 – Airport Land Use Compatibility] when ready for adoption. So should Dwelling Unit(s) with Assemblies of People, Tiny Homes Community, and Tiny Homes in the Incidental Uses Table and Temporary Emergency Shelter with Assemblies of People in the Temporary Uses Table. (Yes, in some cases, this would be a quadruple asterisk statement.) (So, would “tiny” homes only be allowed as accessory units, not as primary units, except in a “Tiny Home Community”??)

Yes, the defined or separately charted uses (single room occupancies, supportive housing, tiny home communities, and transitional housing) will include the triple or, quadruple asterisk statement in the “Location of Required Standards...” column [See 19.149 – Airport Land Use Compatibility].

The remaining item of concern would be the temporary emergency shelters. In addressing emergency shelters with other jurisdictions, we have identified a maximum number of beds for projects in the various Compatibility Zones if the project is in an AIA. In this case, the proposed text does not have a limit on the number of beds. And, while there is a limit on the amount of time any individual could stay in the shelter (180 days), it appears that the emergency shelter could remain in continuous use, or at least reopen annually for half of the year. Given that these shelters would be allowed in so many of the zones, including the BMP and I zones that are prevalent in the inner Compatibility Zones around Riverside Municipal and March ARB/IP, this raises additional issues if airport land use compatibility cannot be evaluated through the Temporary Use Permit process.

Regarding your concerns with Temporary Emergency Shelters, we propose the following:

- Add the following to the Temporary Use Permit provisions, Section 19.740.050.14 Temporary Emergency Shelter development standards: *“e. Temporary Emergency Shelters shall be consistent with applicable airport land use compatibility plans. See Chapter 19.149 – Airport Land Use Compatibility.”*
- In the Temporary Uses Table for Temporary Emergency Shelters add in the “location of Required Standards...” column, add the following: *“See 19.149 – Airport Land Use Compatibility”*
- In Table 19.740.020 Temporary Use change the Type of Temporary Use for Temporary Emergency Shelters from *“Minor”* to *“Major”* This change would offer a level of discretion by the Community Development Director (Zoning Administrator) unlike the Minor, which can be requested via the on-line TUP system and are exempt from a TUP fee.

Is this Zoning Code Amendment subject to the same tight time schedule as the GPA and CZ? If not, it may be best to split this one from the rest and schedule for November.

We prefer not to split the items or schedule for November, since we must to have the Planning Commission take action on the entire package at their scheduled October 19th meeting.

Douglas A. Darnell, AICP, Senior Planner

3900 Main Street
Riverside, CA 92522

Ph: 951-826-5219

Fax: 951-826-5981

e-mail: ddarnell@riversideca.gov

From: Guerin, John [mailto:JGUERIN@RIVCO.ORG]
Sent: Thursday, September 14, 2017 6:13 PM
To: Eastman, Jay <JEastman@riversideca.gov>
Cc: Darnell, Doug <DDarnell@riversideca.gov>; Housman, Simon <shousman@rivco.org>
Subject: RE: [External] P17-0182 Zoning Code Amendment

As I continue my review, I can see that the General Plan Amendment, Zoning Map Amendment (rezoning of specific properties), and Specific Plan Amendment (affecting only Zone E) do not present compatibility issues. However, the Zoning Code Amendments are quite extensive and require time to “digest.”

As I see it, the Code Amendments would:

- allow for multi-family dwelling units as a “by-right” permitted use in the R-3, R-4, MU-U, and MU-V zones;
- permit supportive and transitional housing in all residential and mixed-use zones;
- allow “Tiny home” communities with a Planned Residential Development permit in the R-1, RE, and RR zones
- allow “Tiny home” communities with a Conditional Use Permit (CUP) in the R-3 and R-4 zones;
- allow Single-Room Occupancies with a CUP in the MU-U zone;
- permit accessory dwelling units (including “tiny homes”) as incidental uses in the R-1 and RE zones;
- permit dwelling units as an incidental use to assemblies of people with a CUP in the R-3, R-1, RE, RR, MU-N, MU-U, MU-V, O, CR, CG, and CRC zones;
- permit temporary emergency shelters in all of the above zones, plus the BMP and I zones, with a Temporary Use Permit.

We have no problem with housing being “supportive” or “transitional” as long as the density is consistent with the Compatibility Plan. However, we would be concerned with densities that are not consistent.

“Second units” are exempt from ALUC review, so this would also apply to an “accessory” dwelling unit as long as the number of dwellings on the parcel did not exceed two. We don’t mind if the second dwelling is “tiny,” but this allowance should not allow the total number of units to exceed two without review.

I am presuming that, in the cases where a CUP or PRD would be required, there would be an opportunity for City Planning to review to make a determination as to the consistency of the proposal with the applicable ALUCP.

Allowing for multi-family dwelling units as a “by-right” permitted use expands the scope of the overall project, in that this amendment affects not just those parcels proposed for upgrades from existing designations and zoning, as provided for in the GPA and rezone, but also would apply Citywide to properties zoned R-3, R-4, MU-U, and MU-V. Therefore, this new provision would also apply to properties so zoned within inner Compatibility Zones such as B1, C, C1, and C2. **Fortunately, you have included a provision (19.070.020 D4) requiring consistency with any applicable Compatibility Plan.**

In the Permitted Uses Table, the newly defined or separately charted uses (single room occupancies, supportive housing, tiny home communities, and transitional housing) should be subject to the triple asterisk statement in the “Location of Required Standards...” column [See 19.149 – Airport Land Use Compatibility] when ready for adoption. So should Dwelling Unit(s) with Assemblies of People, Tiny Homes Community, and Tiny Homes in the Incidental Uses Table and Temporary Emergency Shelter with Assemblies of People in the Temporary Uses Table. (Yes, in some cases, this would be a quadruple asterisk statement.) (So, would “tiny” homes only be allowed as accessory units, not as primary units, except in a “Tiny Home Community”??)

The remaining item of concern would be the temporary emergency shelters. In addressing emergency shelters with other jurisdictions, we have identified a maximum number of beds for projects in the various Compatibility Zones if the project is in an AIA. In this case, the proposed text does not have a limit on the number of beds. And, while there is a limit on the amount of time any individual could stay in the shelter (180 days), it appears that the emergency shelter

could remain in continuous use, or at least reopen annually for half of the year. Given that these shelters would be allowed in so many of the zones, including the BMP and I zones that are prevalent in the inner Compatibility Zones around Riverside Municipal and March ARB/IP, this raises additional issues if airport land use compatibility cannot be evaluated through the Temporary Use Permit process.

Is this Zoning Code Amendment subject to the same tight time schedule as the GPA and CZ? If not, it may be best to split this one from the rest and schedule for November.

If it is, and if the provisions addressing emergency shelters must be included, can a provision similar to 19.070.020 D4 be included requiring consistency with any applicable Compatibility Plan?

From: Eastman, Jay [<mailto:JEastman@riversideca.gov>]
Sent: Tuesday, September 12, 2017 3:19 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Darnell, Doug <DDarnell@riversideca.gov>
Subject: Re: [External] P17-0182 Zoning Code Amendment - First Set of Questions/Comments

Thanks John.

Regarding #1... Yes, this amendment will not supersede the consistency item that ALUC has previously approved. The items are going to Council separately, and we are very aware of the need to ensure the second amendment Council approves doesn't undo the first.

#2... We have a few properties that currently have the overlay applied, and do not intend to add any others. They are all located at the cul-de-sac street of Hulen Place, off Massachusetts Avenue.

Doug can follow-up with the specifics properties if you need them.

Best,

Jay S. Eastman, AICP
Principal Planner
Planning Division - Advanced Planning & Strategic Initiatives
Community Development Department
City of Riverside
(951) 826-5264

Sent from my iPhone

On Sep 12, 2017, at 3:00 PM, Guerin, John <JGUERIN@RIVCO.ORG> wrote:

- 1) The Zoning Code Amendment affects the Permitted Uses, Incidental Uses, and Temporary Uses Table, which is fine, but I just want to be sure that adoption of this amendment set would not negate or supersede the adoption of the amendment(s) to bring the Zoning Code into consistency with the Compatibility Plan [which also added notes and citations to the column titled "Location of Required Standards in the Municipal Code"] in the event that this amendment set is adopted later. (Similarly, you would not want this amendment set to be superseded by the adoption of the compatibility-driven amendment if that occurs later.)

- 2) Where does the Emergency Shelter Overlay Zone currently exist?

Confidentiality Disclaimer

CANDIDATE SITES FOR GENERAL PLAN AMENDMENT AND/OR REZONING

Only those sites within an Airport Influence Area are depicted herein.

Northwest of Intersection at Blaine St. & Watkins Dr.

(W1G4S44)



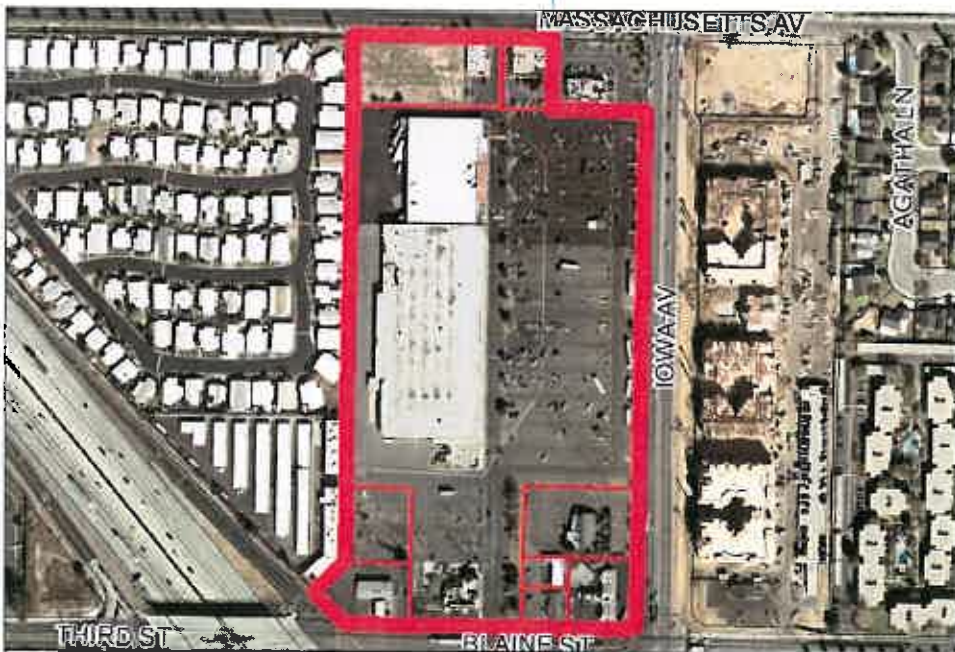
Total Acreage:
4.21
Existing Zoning:
CR
Proposed Zoning:
R-4
Existing General Plan:
MU-U
Proposed General Plan
VHDR

APNs:
251070007, 251070008

March E

Northwest of Intersection at Iowa Ave. & Blaine St.

(W1G3S11)



Total Acreage:
17.37 Acres
Existing Zoning:
CR
Proposed Zoning:
MU-V
Existing General Plan:
C
Proposed General Plan
MU-V

APNs:
250080002, 250080006, 250080007, 250080009, 250080013, 250080014, 250080016, 250080017,
250080018, 250080019

March E

Southeast of Intersection at Massachusetts Ave. & Iowa Ave. (W1G4S01)



Total Acreage:
.92 Acres

Existing Zoning:
R-1-7000

Proposed Zoning:
R-4

Existing General Plan:
HDR

Proposed General Plan:
VHDR

APNs:
250281001

March E

Northwest of Intersection at University Ave. & Iowa Ave. (W2G2S01)



Total Acreage:
5.01 Acres

Existing Zoning:
CR-SP

Proposed Zoning:
MU-U

Existing General Plan:
MU-U

Proposed General Plan:
MU-U

APNs:
250190006, 250190008, 250190036, 250190038, 250190040, 250190042

March E

South of University Ave. and West of Cranford Ave.

(W2G2S02)



Total Acreage:
1.04 Acres

Existing Zoning:
CR-SP

Proposed Zoning:
MU-U

Existing General Plan:
MU-U

Proposed General Plan
MU-U

APNs:
253020012

March E

Northeast of Intersection at Ottawa Ave. & University Ave.

(W2G2S03)



Total Acreage:
.82 Acres

Existing Zoning:
CR-SP

Proposed Zoning:
MU-V

Existing General Plan:
MU-V

Proposed General Plan
MU-V

APNs:
211182026

March E

Northwest of Intersection at Cranford Ave. & University Ave. (W2G2S04)



Total Acreage:
2.05 Acres
Existing Zoning:
CR-SP
Proposed Zoning:
MU-V
Existing General Plan:
MU-U
Proposed General Plan
MU-U

APNs:
250170005, 250170040

March E

East of Chicago Ave. & North of University Ave.

(W2G2S06)



Total Acreage:
.58 Acres
Existing Zoning:
CG-SP
Proposed Zoning:
MU-U
Existing General Plan:
MU-U
Proposed General Plan
MU-U

APNs:
250170011

March E

Southeast of Intersection at Iowa Ave. & University Ave. (W2G2S07)



Total Acreage:

3.78 Acres

Existing Zoning:

CR-SP

Proposed Zoning:

MU-U

Existing General Plan:

MU-U

Proposed General Plan

MU-U

APNs:

253050002, 253050012, 253050018, 253050022, 253050023

March E

North of Linden St. & West of Dwight Ave.

(W2G4S30)



Total Acreage:

4.22 Acres

Existing Zoning:

R-1-7000

Proposed Zoning:

R-3-1500

Existing General Plan:

MDR

Proposed General Plan

HDR

APNs:

211111037, 211111040, 211111041, 211111053, 211111054, 211111055, 211111060

March E

East of Jefferson St. & South of Magnolia Ave.

(W3G4S09)



Total Acreage:
1.59 Acres
Existing Zoning:
R-1-7000
Proposed Zoning:
R-4
Existing General Plan:
MDR
Proposed General Plan
VHDR

APNs:
230020017, 230020018

Rivmond

East of Jefferson St. & South of California Ave.

(W3G4S11)



Total Acreage:
2.96 Acres
Existing Zoning:
R-3-3000
Proposed Zoning:
R-3-1500
Existing General Plan:
MDR
Proposed General Plan
HDR

APNs:
227130025

Rivmond

East of Magnolia Ave. & North of Merrill Ave.

(W3G4S15)



Total Acreage:
2.23 Acres
Existing Zoning:
CG-SP, CR-SP
Proposed Zoning:
R-4
Existing General Plan:
C
Proposed General Plan
VHDR

APNs:
225052008, 225052009, 225052010, 225052019, 225052021

*RivMon E
CITY*

South on Jurupa Ave. between Essex St. & Chester St.

(W3G4S27)



Total Acreage:
.94 Acres
Existing Zoning:
R-1-7000
Proposed Zoning:
R-3-1500
Existing General Plan:
MDR
Proposed General Plan
HDR

APNs:
190022044, 190022045

*RivMon D
CITY*

Northeast of Intersection at Lincoln Ave. & Bunker St.

(W4G4S16)



Total Acreage:
11.97 Acres
Existing Zoning:
R-1-7000, PF
Proposed Zoning:
R-3-1500
Existing General Plan:
MDR, PF
Proposed General Plan
HDR

APNs:

230351016, 230360001, 230360004, 230360005, 230360006, 230360010

Riv Mune

Southeast of Intersection at Van Buren Blvd. & Chicago Ave.

(W4G4S42)



Total Acreage:
13.77 Acres
Existing Zoning:
CR-S-2-X-SP
Proposed Zoning:
R-3-1500
Existing General Plan:
C
Proposed General Plan
HDR

APNs:

266020061

March E

North of Magnolia Ave. between Donald Ave. & Jackson St. (W5G1S13)



Total Acreage:
4.93 Acres
Existing Zoning:
CR-SP, R-1-7000
Proposed Zoning:
MU-V
Existing General Plan:
MU-V
Proposed General Plan
MU-V

APNs:
191232016, 191232017, 191232034, 191232037

RivMunE

North of Magnolia Ave. between Stotts St. & Donald Ave. (W5G1S14)



Total Acreage:
1.97 Acres
Existing Zoning:
CR-SP
Proposed Zoning:
MU-V
Existing General Plan:
MU-V
Proposed General Plan
MU-V

APNs:
191331031

RivMunE

Southeast Intersection at California Ave. and Monroe St.

(W5G3S08)



Total Acreage:

7.70 Acres

Existing Zoning:

CR

Proposed Zoning:

MU-V

Existing General Plan:

MU-V

Proposed General Plan

MU-V

APNs:

193261027, 193261029

Riv Mun D

Northwest of Intersection at Magnolia Ave. & Jefferson St.

(W5G4S06)



Total Acreage:

.96 Acres

Existing Zoning:

R-1-7000

Proposed Zoning:

R-4

Existing General Plan:

VHDR

Proposed General Plan

VHDR

APNs:

227223006

Riv Mun D

Northeast of Intersection at Duncan Ave. & Van Buren Blvd. (W5G4S10)



Total Acreage:
4.01 Acres

Existing Zoning:
R-1-7000

Proposed Zoning:
R-3-1500

Existing General Plan:
MDR, MHDR

Proposed General Plan:
HDR

APNs:

191200010, 191200011, 191200012, 191200013, 191200017, 191200024, 191200027, 191200028

RivMon E

Janet Ave. between Challen Ave. & Picker St. (W6G4S32)



Total Acreage:
3.48 Acres

Existing Zoning:
BMP, R-3-1500

Proposed Zoning:
R-3-1500

Existing General Plan:
MDR

Proposed General Plan:
HDR

APNs:

151111034, 151111046

RivMon D

Between Crest Ave. & Wells Ave.

(W6G4S34)



Total Acreage:
5.98 Acres
Existing Zoning:
R-1-7000
Proposed Zoning:
R-3-1500
Existing General Plan:
LDR, MDR
Proposed General Plan
HDR

APNs:
147310001, 151300007

RivMun E

Northwest of Intersection at Challen Ave. & Van Buren Blvd. (W6G4S41)



Total Acreage:
6.66 Acres
Existing Zoning:
CR, CG, CG-S-1, CR-S-1, CR-X
Proposed Zoning:
R-3-1500
Existing General Plan:
HDR, MU-V
Proposed General Plan
HDR

APNs:
145082037, 145082038, 145082035, 145082036, 145161007, 145161004, 145161008

RivMun E

Northwest of Intersection at Arlington Ave. & Van Buren Blvd. (W7G4S35)



Total Acreage:

6.85 Acres

Existing Zoning:

CR, CG, CR-AP

Proposed Zoning:

R-4

Existing General Plan:

C

Proposed General Plan

VHDR

APNs:

155290012, 155290013, 155290014, 155290015, 155290016, 155290017, 155290018, 155290019

Ricardo D

SPECIFIC PLAN AMENDMENT

UNIVERSITY AVENUE SPECIFIC PLAN

City of Riverside, California

August 6, 1992
Revised September 25, 1992
Adopted January 26, 1993
Resolution # 18169

As amended by:

<u>Case</u>	<u>Adoption Date</u>	<u>Resolution No.</u>
SP-001-945	October 25, 1994	18587
SP-005-990	May 9, 2000	19686
SP-007-990	July 11, 2000	19715
P05-0519	October 11, 2005	21054

Prepared By:

Gruen Associates
6330 San Vicente Boulevard
Los Angeles, California 90048

In Consultation With:

The Riverside Planning Department
The Riverside Development Department
The University Avenue Citizen's Task Force
The Mayor's University Community Task Force

6.0 LAND USE REGULATIONS

The policies, standards and design guidelines in this Specific Plan are formulated to implement portions of the overall vision and development strategies presented in the University Avenue Strategic Development Plan and to address additional concerns of the Citizen Advisory Task Force. This chapter outlines objectives and policies for the first of the major plan components - subdistricts and land use.

6.1 Definitions

For the purposes of this Specific Plan, the meanings of words and phrases ascribed to them in Chapter 19.04 of the Riverside Municipal Code shall apply. Additionally, for the purposes of this Specific Plan, the following words and phrases, whenever used in this Plan, shall be construed as defined in this Chapter, unless from the context, a different meaning is specifically defined and more particularly directed to the use of such words or phrases:

- **Check Cashing Facility** shall mean a person or business that for compensation engages, in whole or in part, in the business of cashing checks, payday advances, warrants, drafts, money orders or other commercial paper serving the same purpose. "Check cashing facilities" do not include a State or Federally chartered bank, savings associations, credit union or industrial loan company. "Check casing facilities" also does not include a retail seller engaged primarily in the business of selling consumer goods, including consumables, to retail buyers that cash checks or issue money orders for minimum flat fee as a service that is incidental to its mail purpose or business.
- **Consolidated Block Development** shall mean a project submitted for approval under a single application, 1) containing an entire block of lots fronting on University Avenue between intersecting streets and which eliminates all curb cuts directly from University Avenue, or 2) consisting of contiguous lots totaling 2 acres or more, which substantially reduces curb cuts on University Avenue and improves pedestrian/vehicular circulation and landscaped image.
- **Indoor Swap Meet** shall mean any store event where merchandise is offered or displayed for sale or exchange and in which the sales area has been subdivided to allow for individual sales booths that are available for lease to individual tenants. For purposes of this definition, areas bounded by permanent floor-to-ceiling walls or windows, in which all entryways are capable of being closed and locked, shall be considered separate stores and not subdivisions of one store. No store in which one vendor occupies at least eighty percent (80%) of the floor area used for sale of goods shall be considered an indoor swap meet. For purposes of this section, a vendor is each person offering goods for sale in a store who is subject to a permit from the State Board of Equalization to engage in or conduct business as a seller at that store. Each such vendor shall be deemed a tenant in that store. The term swap meet is interchangeable with and applicable to flea markets, auctions, farmer's markets (except certified farmer's market as defined in Chapter 19.04 of the Riverside

Municipal Code) or other similarly named or labeled activities; but the term does not include the usual supermarket or department store retail operations.

- **Mini Mall** (see zoning code).
- **Planned Mixed-Use Commercial/Residential Development** (also "Mixed-Use" Development) shall mean a project submitted for approval under a single application, which project contains a combination of commercial, ~~office~~ and residential on a lot or a group of contiguous lots which constitute a single building site, and which is characterized by an integrated architecture, site design, function and purpose ~~and occupies a site of 15 acres or more.~~
- **Shared Parking Analysis** shall mean an evaluation of the total parking requirement of all individual land uses within a "Planned Mixed Use Commercial/Residential Development" in order to determine the number of such required parking spaces which may be shared by two or more individual land uses without conflict, thus reducing the total parking requirement for the development.
- **Streetscape** is a term for improving the visual and pedestrian environment of a street by providing landscaping, street trees, pedestrian scale lighting, sidewalks, street furniture and other pedestrian amenities.
- **Tobacco Store/Smoke Shop** shall mean a business with the sale of tobacco, either loose or prepared as cigarettes, and products for the smoking of tobacco constituting more than thirty percent of gross sales and/or thirty percent of net lease area.

6.2 Intent of the Land Use Regulations

Land uses within the Specific Plan area are discussed below in terms of: 1) overall objectives 2) the relationship of Specific Plan land uses to those in the Land Use Element of the General Plan and Specific Plan Land Use Designations 3) land uses permitted within the Specific Plan area.

The Specific Plan incorporates the following in order to achieve the expressed intent of the plan:

- Encourage and appropriate mix of land uses and investment on the Avenue to revitalize and bring about a demonstrable change in the Avenue's character.
- Limit or prohibit certain objectionable uses or over concentration of uses along certain segments of University Avenue including gas stations, some auto uses, fast food drive-in facilities, liquor stores, and motels.
- Provide land use and development standards incentives to encourage mixed-use developments and the conversion of nonconforming land uses to new uses that reflect the long-term vision for the corridor.

- Implement the land use concept of the University Community Plan, which includes distinctions between land uses east and west of Chicago Avenue.
- ~~Require conditional use permits for the mixed-use village concept proposed for Subdistricts 4a and 4b.~~

6.2.1 Relationship to the General Plan Land Use Element

It is important that the General Plan and the Specific Plan remain consistent. ~~At the writing of this Specific Plan the General Plan is still in the hearing process. The following land use designations have been approved by the Planning Commission and are pending review and approval by the City Council¹:~~

~~Subdistricts 1 and 3 ————— Retail, Business and Office~~

~~Subdistricts 2 and 4a ————— Mixed-Use Office, Institutional Uses~~

~~Subdistrict 4b ————— Mixed-Use Residential, Institutional Uses~~

The Specific Plan interprets and refines the ~~Draft~~ General Plan designations for this Specific Plan as follows:

- In general, retail, commercial, and office uses are permitted along the entire corridor.
- In addition, ~~in Subdistricts 2 and 4~~, Planned Mixed-Use Commercial/Residential Development, ~~which requires lot consolidation~~, are encouraged with a ~~Conditional-Use Site Plan Review~~ Permit.

6.2.2 Land Uses Permitted Within the Specific Plan or by Subdistrict and Limitations

Table 2 and Table 3 list limitations on these permitted uses.

Key To Land Use Classifications

The symbols in Table 2 designate the following land use classifications within each of the University Avenue Subdistricts:

- The letter "P" designates use classifications PERMITTED in the University Avenue Specific Plan Area.

¹ The Draft City of Riverside General Plan was under preparation at the same time as the University Avenue Strategic Development Plan and Specific Plan and the above land use designations are under consideration at the time of preparation of this document.

- The letter "L" designates use classifications in the University Avenue Specific Plan Area, which are subject to certain LIMITATIONS prescribed by the number or numbers following the "L" designator shown in Table 2. Prescribed limitations can be found in Table 3, "Additional Use Regulations," that follow.
- The letter "C" designates use classifications only permitted in the University Avenue Specific Plan Area subject to the granting of a CONDITIONAL USE PERMIT. The granting of such permits may be for a specified, limited period of time as determined through the approval process.
- The letter "M" designates use classifications only permitted in the University Avenue Specific Plan Area subject to the granting of a MINOR CONDITIONAL USE PERMIT. The granting of such permits may be for a specified, limited period of time as determined through the approval process.
- The letter "SP" designates use classifications permitted in the University Avenue Specific Plan Area subject to the granting of a Site Plan Review permit.
- The symbol "-" (a dash) designates use classifications NOT PERMITTED in the University Avenue Specific Plan Area.

Using Tables 2 and 3

Land Uses Permitted In Each Subdistrict. The land uses permitted in each Subdistrict shall be only those uses expressly permitted in Table 2.

This table of land uses is based upon uses that are listed in the underlying zones within the University Avenue Specific Plan Area. These zones are the ~~Restricted Commercial ("C-2")~~ Commercial Retail (CR) Zone, ~~General Commercial ("C-3")~~ General Commercial (CG) ("C-3") Zone, ~~Community Shopping Center ("C-1-A") Zone~~, ~~Parking ("P") Zone~~, ~~Restricted Office ("R-O") Zone~~, Mixed-Use Urban (MU-U) Zone, and Multiple Family Residential-3 ("R-3") Zone. In order to implement the vision for University Avenue, the applicability of these uses has been modified or expanded as appropriate. Land uses are arranged alphabetically in Table 2.

The criteria established in this Specific Plan shall apply to all land uses permitted in the University Avenue Specific Plan Area and shall govern where conflicts arise with any regulations of an underlying zone. Unless specifically otherwise indicated in Table 2, all uses within the University Avenue Specific Plan Area, shall be conducted wholly within a building, except for off-street parking. Exceptions to this would be outdoor dining, food carts and kiosks. Outdoor dining is acceptable in association with any restaurant, subject to the approval of design and location factors by the Design Review Board. Food carts and kiosks are anticipated to be part of potential mixed-use projects ~~in Subdistricts 2, 4 and 4a~~. Provisions for these would be made as part of the conditional use permit process.



Table 1
LAND USES PERMITTED IN EACH SUBDISTRICT

Land Use Classification	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4a	Subdistrict 4b
Keeping animals or fowl, including poultry, pigeons, rabbits, horses, mules, ponies, goats, sheep, cows, reptiles, exotic or similar animals	--	--	--	--	--
Laboratory	P, L28	P, L28	--	--	--
Land title company office	P	P	P	P	--
Landscape architect office	P	P	P	P	--
Laundry agency	--	--	--	--	--
Laundry - commercial	--	--	--	--	--
Laundry - self-service (laundromat)	P	P	P	--	--
Leather goods or luggage store	P	P	P	P	--
Libraries and museums (nonprofit)	C	C	C	C	--
Liquor store	--	--	--	--	--
Liquor sales - ancillary use	C, L29	C, L29	C, L29	C, L29	--
Manufacturer's representative office	P	P	P	P	--
Mental health counseling - outpatient facility	P	P	P	P	--
Millinery shop	P	P	P	C	--
Mini mall	C, L35	--	C, L35	--	--
Mineral extraction / surface mining	--	--	--	--	--
Mixed-use development, planned commercial/residential	-SP, L11	eSP, L11	-SP, L11	eSP, L11	eSP, L11
<u>Mixed Use (5th Cycle Housing Element Rezone Program Sites with Mixed Use Zoning)</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>
Mobile home sales	--	--	--	--	--
Motel	--	--	C, L30	--	--
Mortuary and associated chapel	--	--	--	--	--
Movie theater	C	C	C	C	--
Multiple-family residences	--	C, L10	--	C, L10	P
<u>Multiple-family residences (5th Cycle Housing Element Rezone Program Sites with Mixed Use Zoning)</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>	<u>P, L36</u>
Museum (commercial)	C	C	C	--	--
Music store, record store	P	P	P	P	--
Newspaper publishing or printing	P	P	P	--	--
Newsstand	P	P	P	P	--
Night club	--	C	C	C	--

Table 1
LAND USES PERMITTED IN EACH SUBDISTRICT

Land Use Classification	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4a	Subdistrict 4b
Oculist office	P	P	P	P	--
Optician office	P	P	P	P	--
Optometrist office	P	P	P	P	--
Outdoor dining as defined in Section 19.04.394 of the Zoning Code	P	P	P	P	--
Osteopath office	P	P	P	P	--
Parking, off-street (independent lot)	P	P	P	P	--
Patio furniture sales	P	P	P	--	--
Pawnshop / pawnbroker	--	--	--	--	--
Pet shop	P	P	P	P	--
Photocopying and blueprinting	P	P	P	P	--
Photographer studio	P, L6	P, L6	P, L6	P, L6	--
Physical therapist	P	P	P	P	--
Physician office	P	P	P	P	--
Plant nursery, retail	P, L18	P, L18	P, L18	--	--
Post office	P	P	P	P	--
Prescription pharmacy	P	P	P	P	--
Psychiatrist office	P	P	P	P	--
Psychologist office	P	P	P	P	--
Public accountant office	P	P	P	P	--
Public notary office	P	P	P	P	--
Public relations consultant offices	P	P	P	P	--
Public uses	C	C	C	C	C
Publishing company office	P, L3	P, L3	P, L3	P, L3	--
Public utility service office	P	P	P	P	--
Public stenographer office	P	P	P	P	--
Real estate broker office	P	P	P	P	--
Research offices	P, L4	P, L4	P, L4	P, L4	--
Restaurant or cafe - with no on-site liquor sales	P	P	P	P	--
Restaurant or cafe - with on-site liquor sales	MC	MC	MC	MC	--
Restaurant - fast food, as defined in Section 19.04 of the Zoning Code, with drive-thru but excluding drive-thru lanes except within Subdistrict 2 where drive-thru lanes are	C, L33	C, L33	C, L33	C, L33	--

**Table 1
LAND USES PERMITTED IN EACH SUBDISTRICT**

Land Use Classification	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4a	Subdistrict 4b
permitted subject, pursuant to specified development standards in Table 4					
Restaurant – take out, as defined in Section 19.04910 of the Zoning Code	C, L33	C, L33	C, L33	C, L33	--
Roller skating rink	--	C	C	C	--
Shoe repair shop	P	P	P	P	--
Shoe store	P	P	P	P	--
Smoke shop	--	--	--	--	--
Soda fountain	P	P	P	P	--
Sporting goods store	P	P	P	P	--
Stationery store	P	P	P	P	--
Stockbroker office	P	P	P	P	--
Studio or school - art, music, voice, dance or modeling	P	P	P	P	--
Substance abuse facility	--	--	--	--	--
Supermarket	P	P	P	--	--
Surgeon office	P	P	P	P	--
Swap meet - indoor	C	--	--	--	--
Swap meet - outdoor	--	--	--	--	--
Tabulation and computing service office	P	P	P	P	--
Tailor shop - custom making	P	P	P	P	--
Taxidermist	--	--	--	--	--
Telegraph consumer service office	P	P	P	P	--
Telephone answering service office	P	P	P	P	--
Theater, excluding outdoor theater	C	C	C	C	--
Ticket office / ticket agency	P	P	P	P	--
Tobacco shop	--	--	--	--	--
Tobacco sales – Ancillary to a permitted use	P	P	P	P	--
Toy shop	P	P	P	P	--
Trade associations, labor organizations, fraternal and social organizations	P, L5	P, L5	P, L5	P, L5	--
Trailer sales or rentals	--	--	--	--	--
Transportation ticket agency office	P	P	P	P	--
Travel bureau or agency	P	P	P	P	--
Vocational and self improvement school	C, L19	C, L19	C, L19	C, L19	--

Table 1
LAND USES PERMITTED IN EACH SUBDISTRICT

Land Use Classification	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4a	Subdistrict 4b
Variety store	P	P	P	P	--
Veterinary clinic and small animal hospital	C, L23	C, L23	--	--	--
Video / game arcade	--	C	--	C	--
Video / game arcade, ancillary use	P	P	P	P	--
Video sales / rental store	P	P	P	P	--
Watch and clock repair shop	P, L15	P, L15	--	--	--
Wedding chapel or parlor	C	--	C	--	--
Yogurt shop	P	P	P	P	--

Table 2
ADDITIONAL USE REGULATIONS

- L23 Provided that the use is restricted to the medical treatment and incidental care such as bathing, the trimming of common household pets on an outpatient basis only, except that temporary boarding in connection with medical treatment shall be permitted and except that short-term boarding shall be permitted.
- L24 (Reserved)
- L25 (Reserved)
- L26 Provided the use involves retail sales only, and the products are sold only on the premises.
- L27 Provided that such use does not include the sale of alcoholic beverages, including beer and wine.
- L28 Provided that such laboratory shall not involve the use or storage of goods, articles or substances which are combustible, inflammable or explosive or likely to create a fire, radiation or explosive hazard; and further provided that such laboratory use shall not be obnoxious or offensive by reason of emission of dust, gas, smoke, noise, fumes, odors, vibrations, potential releases of hazardous materials or other similar causes.
- L29 Closed container sale of alcoholic beverages, including beer and wine, shall be permitted only as an ancillary use incidental to the sale of consumer soft goods; and further provided that space allocated to the sale of such alcoholic beverages is limited to no more than 15% of the total floor area devoted to the sale of such goods within the establishment.
- L30 Provided that the facility includes no less than 100 rooms and that on-site amenities include a full-service coffee shop, a 24-hour staffed front-office and rooms accessible by interior corridors. Rate sign advertising shall not be permitted. Commercial Hotel shall not mean a motel or a facility designed for single-room occupancy purposes, care facilities, half-way houses, or similar special purpose residential lodging facilities.
- L31 (Reserved)
- L32 (Reserved)
- L33 ~~Provided that establishments constructed after the approval date of this ordinance shall be part of a larger complex with shared parking in such a manner as to minimize curb cuts on University Avenue. Restaurant Drive-thru lanes, operations and service shall not be permitted, except within Subdistrict 2, which is permitted to have drive thru restaurants subject to the approval of a Conditional Use Permit and the criteria found in Table 4, Development Standards by Subdistrict.~~
- L35 Subject to the provisions of the Zoning Code.
- L36 For properties zoned as Mixed-Use Village (MU-V) or as Mixed Use-Urban (MU-U) as part of the 5th Cycle Housing Element Rezone Program to meet the City's Regional Housing Needs Allocation (RHNA), mixed use, and multiple-family residential uses shall be subject to the provisions of the Zoning Code. As provided in the Zoning Code, the mixed-use zoning for these sites shall allow stand-alone multi-family residential use by right per State Law (Government Code Section 65583.2).

Table 2
ADDITIONAL USE REGULATIONS

- L1 Only as temporary offices during the construction of a permanent building.
- L2 Subject to the limitation that manufacture, fabricating or selling of any article or commodity other than that incidental to dental offices shall not be permitted.
- L3 Provided that printing operations are not included.
- L4 Provided that such research offices are for the conduct of scientific research, theoretical studies and investigations by or under the supervision of professional scientists and/or highly trained specialists in the fields of physical, economic or social research; and provided that such research shall not involve the manufacture, fabrication, processing or sale of products on the premises; and provided that such research shall not be obnoxious or offensive by reason of emission of dust, gas, smoke, noise, fumes, odors, vibrations and potential release of hazardous materials or other similar causes.
- L5 Provided that the use is limited to administrative or executive offices only.
- L6 Provided that wholesale commercial sales of equipment or supplies shall not be permitted; but incidental film processing may be included.
- L7 Provided that wholesale commercial sales of equipment or supplies shall not be permitted.
- L8 Private catering business in conjunction with such uses may be included as an ancillary function provided that the conditional use permit specifically includes the catering business.
- L9 Only within an auditorium as a part of a hotel or educational facility.
- L10 Only as an integral part of a mixed-use development containing at least 15-acres in accordance with the provisions of this Specific Plan.
- L11 Refer to ~~Section 7.0, Table 5 or 6 as applicable~~ Table 19.120.050 (Mixed-Use Zones Development Standards) for development standards for Planned Residential and Commercial Mixed-Use Developments. See Section 7.2 of the Specific Plan for applicability.
- L12 (Reserved)
- L13 In accordance with the provisions of Chapter 19.40 of the Zoning Code; except that the sale of beer, wine and other closed container alcoholic beverages shall not be permitted.
- L14 (Reserved)
- L15 Excluding the sale of any merchandise or product except necessary parts sold in connection with the repair of watches and clocks.
- L16 (Reserved)
- L17 (Reserved)
- L18 Need not be conducted wholly within a completely enclosed building, provided that plants shall be the only items stored or displayed outside an enclosed building; and further provided that storage of fertilizers, plant food, mulches, potting soils, planters, flower pots, garden tools and similar items shall be screened from views from public rights-of-way and common private access ways.
- L19 Provided that schools involving the use or storage of goods, articles or substances which are combustibles, inflammable or explosive or likely to create a fire, radiation or explosive hazards and schools using equipment or processes permitted only in the C-3, M-1, M-2 and AIR Zones shall be prohibited; and further and provided that such use shall not be obnoxious or offensive by reason of emission of dust, gas, smoke, noise, fumes, odors, vibrations and potential release of hazardous materials or other similar causes.
- L20 (Reserved)
- L21 (Reserved)
- L22 In accordance with the provisions of Section 19.30.020(63) of the Zoning Code.

7.0 DEVELOPMENT STANDARDS

7.1 Intent of the Development Standards

As stated in the preceding chapter, the policies, standards and design guidelines in this Specific Plan are formulated to implement an overall vision and development strategy for University Avenue as articulated through a number of means, not the least of which are the Strategic Development Plan for University Avenue and concerns raised through the public review process. This chapter outlines a further tier of objectives and policies pertaining to the plan's second major component - development standards.

The development standards contained in this section are regulatory in nature and govern all development within the Specific Plan Area. The standards should be used in combination with the Design Standards and Guidelines set forth in Section 8.0.

The densities proposed are consistent with the General Plan and, therefore, the roadway widths and types provided for in the Circulation Element will accommodate anticipated traffic demands. Major projects will, of course, be supplemented with specific traffic studies designed to address traffic impacts on a project specific basis. Where traffic would impact State Route 91 and Interstate 215, Cal-Trans will be invited to comment on any proposed projects. In addition, the Planning Department's environmental review function will address traffic impacts through such "Traffic Management Association" (TMA), considerations as flex-time work scheduling, on-site rideshare coordination and the like. In addition, the City's current fee schedule assesses fees for traffic impacts from project development.

7.2 Organization of the Development Standards into Three Tables

Table 43 lists development standards by Subdistrict. ~~Table 5 lists Planned Mixed-Use Development Standards for Subdistrict 2, and Table 6 lists Mixed-Use Development Standards for Subdistrict 4. It is intended that a project within Subdistrict 2, comprising 15 acres or more may be renovated or reconstructed (including new construction or major modifications) under the Subdistrict 2 development standards listed in Table 4 or the Planned Mixed-Use Development standards listed in Table 5, at the election of the owner. For Mixed-Use Developments as defined in Section 6.1.1 (Definitions), the standards contained in Table 19.120.050 (Mixed-Use Zones Development Standards) of the Zoning Code shall apply based upon the mixed-use zone corresponding to the General Plan Land Use Designation of the subject site.~~

Table 3				
DEVELOPMENT STANDARDS BY SUBDISTRICT				
Section	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4
7.4	Signs	Chapter 19.76 of the Zoning Code shall apply. New billboards are prohibited.		
7.5	Subdivision	No property shall be subdivided into smaller parcels within the University Avenue Specific Plan Area, except that subdivision may be permitted within an integrated project, such as a shopping center, condominium or planned mixed use commercial/residential development in accordance with the provisions of this Specific Plan.		
7.6	Drive-thru Restaurant Design & Development Criteria	<p>General Standards</p> <ol style="list-style-type: none"> 1) Drive-thru restaurants are only permitted in Subdistrict 2 with the approval of a Conditional Use Permit. 2) The proposed site, either currently or proposed, shall be part of a commercial complex of eight acres or greater in size with shared access via a driveway serving the restaurant as well as the greater commercial complex. If the proposed site is on a separate parcel, the parcel should be no less than 30,000 square feet. 3) A minimum building size of 3,000 square feet of usable interior space. 4) Associated indoor or outdoor playgrounds shall be prohibited. 5) Additional driveway openings to a parcel shall be discouraged and existing driveways are to be closed where feasible. 6) Buildings shall be designed with substantial mass (height and bulk) to create a strong building profile on the property as seen from the street frontage. <p>Drive-thru Lane and Window Standards</p> <ol style="list-style-type: none"> 7) Drive-thru windows are prohibited on the front building elevation directly facing a street frontage. 8) Drive thru lanes shall be designed in such a way as to be screened from view from the street through elevation differences, landscaping, arbors, trellises, canopies, walls and other architectural features used to reduce the visual presence of drive-thru operations. <p>Outdoor Dining Standards</p> <ol style="list-style-type: none"> 9) If an outdoor dining area is proposed, it shall be located fronting on the street frontage to promote pedestrian traffic. 10) All outdoor dining areas shall be designed in compliance with the City's "Outdoor Dining and Outdoor Food Preparation Requirements and Design Guidelines." 11) Outdoor dining areas may encroach to within five feet of the street frontage property line to encourage pedestrian usage. <p>Additional Design Standards for Drive-thrus with frontage on University Avenue</p> <ol style="list-style-type: none"> 12) The building shall be located in close proximity to the street frontage with parking and drive-thru lanes located to the rear and sides of the building elevations to the extent possible. 13) The restaurant should incorporate significant outdoor dining facilities, which shall be prominently visible from and integral to University Avenue. 14) No parking shall be located between University Avenue and the applicable primary building on the parcel. 15) Clear and dominant pedestrian access should be provided from University Avenue to the restaurant use. 		

Table 4
PLANNED MIXED-USE DEVELOPMENT STANDARDS
APPLICABLE TO SUBDISTRICT 2

1.0 Site Area	A minimum of 15 acres shall be submitted for approval under a single project application to qualify as a mixed-use project for SubDistrict 2 under this Section.
2.0 Land Use Location	Residential uses shall be located adjacent to existing residential uses and generally away from University Avenue. A minimum of 25% of the site shall be devoted to residential.
3.0 Vehicular and Pedestrian Access	<p>Major vehicular accesses to the properties from University Avenue and Chicago Avenue shall be located no closer than approximately 450 feet from the intersection of University and Chicago Avenues. Major access is also permitted from Ottawa Avenue. Right turn in and out access is also permitted but not within 200 feet of any public street intersecting University Avenue.</p> <p>A major pedestrian connection shall be provided to connect the property on the east and west sides of Chicago Avenue, combined with the major vehicular access south of the intersection of University Avenue and Chicago Avenue or in another location subject to Design Review.</p> <p>A clearly defined pedestrian path shall connect the retail, office, and residential uses within the project.</p>
4.0 Building Height	Building height shall not exceed a maximum of 75 feet and shall not exceed 35 feet within 50 feet of any adjacent residential uses.
5.0 Setbacks	Subject to Design Review Board approval, surface parking may face University Avenue and some buildings may be located in the rear of the property provided greater landscape standards and pedestrian connections are provided that those described in Table 4.
6.0 Intensity	Up to 2.0 FAR (excluding parking structures) shall be permitted averaged over the entire site.
7.0 Lot Coverage	A maximum building coverage for residential of fifty percent (50%)

Table 5 [Continued]

**PLANNED MIXED-USE DEVELOPMENT STANDARDS
APPLICABLE TO SUBDISTRICT 2**

8.0 Lot Area	<p>The required lot area for any residential development at site within SubDistrict 4 shall be no less than the total of:</p> <ul style="list-style-type: none"> ● 1,500 square feet for each 4 bedroom unit, and ● 1,200 square feet for each 3 bedroom unit, and ● 1,000 square feet for each 2 bedroom unit, and ● 800 square feet for each 1 bedroom unit or smaller.
9.0 Pedestrian Amenities	<p>The following pedestrian amenities shall be developed as a part of the pedestrian pathway system: outdoor dining areas, planters, trash receptacles, pedestrian scale lighting and signage, pattern and textured paving, kiosks for directories and flowers, newsstands, seating areas, bicycle parking areas, a bus shuttle stop, public art and sculpture. Pedestrian amenities shall be compatible with the architectural theme described in the Design Standards and Guidelines section of the Specific Plan.</p>
10.0 Landscaping	<p>Main vehicular entrances shall be lined with similar plant materials specified in the University Avenue Streetscape Concept Plan or subsequently updated plans.</p>
11.0 Streetscape	<p>If an assessment district for implementing the Streetscape Plan for University Avenue has not been approved before development of the property, the improvements within the public right-of-way shall be constructed and integrated with the Project.</p>
12.0 Parking	<p>Due to the mixed use nature of the project, the total minimum parking requirement may be reduced from that defined in Sections 19.74.030 and 19.74.010 of the Zoning Code, subject to the submittal by the landowners of a shared parking analysis and approval by the Design Review Board.</p>
13.0 Development Agreement	<p>An appropriate developer agreement must be approved for any Planned Mixed Use Development.</p>
14.0 Phasing	<p>An approved phasing plan shall be required of all projects.</p>

Table 5
PLANNED MIXED-USE DEVELOPMENT STANDARDS
APPLICABLE TO SUBDISTRICT 4

1.0—Site Area	A minimum of 15 acres shall be submitted for approval under a single project application in order to qualify as a mixed-use project for SubDistrict 4 under this Section. A minimum of 50% of the total site shall be devoted to residential uses.
2.0—Land Use Location	At the northeast corner of Iowa Avenue and University Avenue, retail shops, restaurants, and theaters shall be clustered around an outdoor pedestrian paseo and courtyard which includes areas for outdoor dining and entertainment. Residential, preferably housing for students, shall be located west of Iowa Avenue as well as east of Iowa Avenue north of and adjacent to the commercial uses.
3.0—Vehicular and Pedestrian Access	Major vehicular access to the property shall be located on University Avenue approximately 600 feet east of the center line of Iowa and shall be located on Iowa Avenue, approximately 600 to 750 feet north of the center line of University Avenue, subject to review of the Public Works Director. Pedestrian crossing of these streets shall be located at these two major access points, as well as at the intersection of University Avenue and Iowa Avenue. A clearly defined pedestrian path shall connect the residential uses with retail, office and entertainment uses and a clearly defined pedestrian path shall be provided from student housing to UCR.
4.0—Building Height	Maximum building height shall generally vary from 35 feet for residential to up to 75 feet for offices. One, unoccupied tower taller than 75 feet is permitted for identity, as well as other unoccupied areas as permitted in Section 19.68.030 of the Zoning Code. The tower may not include signs other than one logo on each facade.

Table 6 {Continued}

**PLANNED MIXED-USE DEVELOPMENT STANDARDS
APPLICABLE TO SUBDISTRICT 4**

5.0 Setbacks

Building facades shall generally be located close to University and Iowa Avenues and surface parking away from these streets. At least 70% of the frontage along University Avenue shall be no more than 35 to 40 feet from the curb face of University Avenue.

Minimum setbacks along Iowa Avenue shall be 15 feet for residential uses and 10 feet from the property line for commercial uses. No parking is permitted within this setback area. All setbacks shall be landscaped in accordance with the provisions of the University Avenue Streetscape Concept Plans or its subsequently refined plans.

6.0 Intensity

Buildings (excluding parking structures) shall not exceed an FAR, averaged over the entire site, of 2.0.

7.0 Lot Coverage

The maximum lot coverage within SubDistrict 4a shall not exceed fifty percent (50%) of the total lot area.

8.0 Lot Area

The required lot area for any residential development site within SubDistrict 4 shall be no less than the total of:

- 1,500 square feet for each 4 bedroom unit, and
- 1,200 square feet for each 3 bedroom unit, and
- 1,000 square feet for each 2 bedroom unit, and
- 800 square feet for each 1 bedroom unit or smaller.

9.0 Pedestrian Amenities

The following pedestrian amenities shall be developed as a part of the paseo and pedestrian pathway system: outdoor dining areas, planters, trash receptacles, pedestrian scale lighting and signage, pattern and textured paving, kiosks for directories and flowers, newsstands, seating areas, bicycle parking areas, a bus shuttle stop on University Avenue, public art and sculpture. Pedestrian amenities shall be compatible with the architectural theme described in the Design Standards and Guidelines section of the Specific Plan.

Table 6 [Continued]

**PLANNED MIXED-USE DEVELOPMENT STANDARDS
APPLICABLE TO SUBDISTRICT 4**

10.0 — Landscaping	Main vehicular entrances shall be lined with similar plant materials specified in the University Avenue Streetscape Concept Plan or subsequently updated plans.
11.0 — Streetscape	If an assessment district for implementing the Streetscape Plan for University Avenue has not been approved before development of the property, the improvements within the public right-of-way shall be constructed and integrated with the Project.
12.0 — Parking	For housing dedicated as student apartments, the minimum off-street parking standards shall be 1.5 spaces for each dwelling unit containing up to two bedrooms and 2 spaces for each dwelling unit containing three bedrooms or more. Due to the mixed-use nature of the project, the total minimum parking requirement may be reduced from that defined in Sections 19.74.030 and 19.74.010 of the Zoning Code, subject to the submittal by the landowners of a shared-use analysis and approval by the Design Review Board. If retail commercial uses, theaters, and office are a part of the development, the total minimum parking requirement may be reduced by a minimum of 20%.
13.0 — Development Agreement	An appropriate developer agreement must be approved for any Planned Mixed-Use Development.
14.0 — Phasing	An approved phasing plan shall be required of all projects.

ZONING CODE AMENDMENT

Due to the extent of these subsections of the Municipal Code, in order to conserve resources, in some cases, ALUC staff has elected to include only those pages within a section or subsection wherein text changes are proposed.

ARTICLE III: NONCONFORMING PROVISIONS

Chapter 19.080

NONCONFORMITIES

- 19.080.010 Intent and Purpose.
- 19.080.020 Establishment of Nonconforming Status.
- 19.080.030 Continuation and Maintenance.
- 19.080.040 Loss of Nonconforming Status.
- 19.080.045 Amortization.
- 19.080.050 Continuation and Use of a Nonconforming Lot.
- 19.080.055 Landlocked Lots.
- 19.080.060 Modification of Nonconforming Lots.
- 19.080.060~~70~~ Modification or Expansion of Nonconforming Structures.
- ~~19.080.070 Modifications or Expansions of Nonconforming Uses.~~
- 19.080.080 Restoration of a Destroyed Nonconforming Structure or Use.
- 19.080.090 Revocation of Nonconforming Structure or Use.
- 19.080.100 Loss of Nonconforming Status for Alcoholic Beverage Sales.
- 19.080.110 Nonconforming Uses and Structures Generally.
- 19.080.120 Structural Alterations.
- 19.080.130 Building Permit Issuance.

DIVISION I: GENERAL NONCONFORMING PROVISIONS - LOTS, STRUCTURES AND USES.

- 19.080.010 Intent and Purpose.
- 19.080.020 Establishment of Nonconforming Status.
- 19.080.030 Continuation and Maintenance.
- 19.080.040 Loss of Nonconforming Status.
- 19.080.045 Amortization.

- 19.080.010 Intent and Purpose.

- A. This Article provides for the orderly termination of nonconforming rights for lots, structures and uses that were legally established but, due to revisions to the provisions of the Zoning Code, no longer comply. The orderly termination of legally established nonconforming lots, structures and uses is necessary to promote the public health, safety and general welfare, and to bring such lots, structures and uses into conformity with the goals, objectives and policies of the Zoning Code and the General Plan. Where a lot, structure or use is referred to as nonconforming it shall mean that it is legally nonconforming.

- B. This Article limits the expansion of nonconforming lots, structures and uses and establishes the circumstances under which they may be continued, and provides for the correction, maintenance, and removal of such lots, structures and uses.

- C. The City finds that nonconforming lots, structures and uses within the City, both those that are legally established and those that are illegal, are detrimental to the orderly development

of the City and are detrimental to the health, safety, peace, comfort and general welfare of persons and property within the City.

D. Nonconforming lots, structures and uses shall be eliminated as rapidly as possible as set forth in this Article and without infringing upon the constitutional rights of the owners of legally established nonconforming properties.

E. These provisions shall regulate the continuation, termination, and modification of lots, structures and uses that were lawfully established, but which no longer conform to the provisions of the Zoning Code due to a change in zoning boundaries, change in zoning regulations or upon annexation.

F. Only the provisions contained in DIVISION IV of this Chapter shall apply to property zoned RA-5 or RC and described in Sections 3 or 4 of Measure R, enacted November 13, 1979.

19.80.20 Establishment of Nonconforming Status.

~~A. These provisions shall regulate the continuation, termination, and modification of lots, structures and uses that were lawfully established, but which no longer conform to the provisions of the Zoning Code due to a change in zoning boundaries, change in the regulations for the zone in which it is located or upon annexation. A change in ownership or tenancy without any change in use, occupancy, or development shall not affect any of the legal nonconforming rights, privileges and responsibilities provided under this Article.~~

~~BA.~~ Lots, structures and uses not having previously acquired proper permits are illegal and subject to immediate abatement.

~~CB.~~ It shall be the property owner's responsibility to provide evidence or information to justify the establishment of nonconforming rights.

D. All decisions and determinations, related to nonconforming uses, structures, and lots including whether a lot, structure or use qualifies as nonconforming, whether a nonconforming structure or use can be restored after partial destruction, or whether a building permit can be issued for work on a nonconforming structure or use shall be the Community & Economic Development Director or his/her designee's responsibility. The Community & Economic Development Director or his/her designee may approve, deny, conditionally approve or refer any determination request to the Planning Commission. Any approval, denial, or conditional approval of the Community & Economic Development Director or his/her designee may be appealed in accordance with Chapter 19.680 (Appeals).

E. Any nonconforming situation that becomes specifically authorized under the terms of an approval pursuant to the Zoning Code, such as but not limited to the granting of a Conditional Use Permit or Variance, shall henceforth be governed by the terms of such approval and shall no longer be considered to be a nonconformity, unless and until such approval expires or is revoked.

19.080.030 Continuation and Maintenance.

A. Continuation

P17-0096, P17-0180, P17-0182, & P17-0521

Exhibit 4a

1. Except as otherwise provided herein, any lot, structure or use legally established on the effective date of the Zoning Code, may continue as a nonconforming lot, structure, or use.
2. Any lot, structure, or use legally established prior to the annexation of the property may continue as a nonconforming lot, structure, or use, respectfully.
3. A change in ownership or tenancy without any change in use, occupancy, or development shall not affect any of the legal nonconforming rights, privileges, and responsibilities provided under this Article.
4. Any lawfully created lot that becomes nonconforming with regard to lot area, street frontage, lot width, lot depth, or accessibility may continue indefinitely with such nonconformity and may be developed and used as if it were a conforming lot.

B. Maintenance

1. Routine maintenance and repairs may be performed on a nonconforming lot, use, or structure, provided such work does not involve structural alterations or any enlargement of the structure subject to the granting of building permits as required by the Building Official.

19.080.040 Loss of Nonconforming Status.

- A. When any nonconformity is eliminated or brought into conformance with the current regulations of the Zoning Code, the nonconforming rights and privileges with respect to that nonconformity are terminated and shall not be restored.
- B. Except as otherwise provided ~~herein for nonconforming single-family residential uses and except for nonconforming uses involving the on-sale or off-sale of alcoholic beverages,~~ whenever a nonconforming use has been discontinued for a continuous period of ~~180 days~~ one year or more or whenever a nonconforming use is changed to another use, the nonconforming use shall not be reestablished, and the use of the structure or site thereafter shall be brought into conformity with the zone in which it is located. Discontinuation shall mean any termination of a use, regardless of intent to resume the use. Payment of a valid business tax certificate shall in and of itself not be considered to be a continuation of the use.
- C. A nonconforming ~~single-family~~ residential use that has been discontinued, ~~for a period of 180 days or more~~ may be reestablished subject to the granting of a Nonconforming Status Determination of a minor conditional use permit and affirmative determinations by the Community & Economic Development Director or his/her designee based on the following findings:
 1. The continuation of the nonconforming ~~single-family~~ residential use will not adversely affect or be detrimental to the health, safety and general welfare of the public or property or improvements within the area.
 2. The nonconforming ~~single-family~~ residential use is substantially compatible with existing and proposed uses in the general area, including factors relating to the nature of its location, operation, building design and site design.

3. The continuation of the nonconforming ~~single-family~~ residential use will protect a valuable property investment.

D. A nonconforming non-residential use that has been discontinued for a continuous period of more than one year but no more than three years may be reestablished subject to the granting of a conditional use permit.

19.080.045 Amortization.

The Zoning Code gives the City Council the authority to establish Amortization Regulations for nonconforming uses or structures.

DIVISION II: NONCONFORMING LOTS

19.080.050 Continuation and Use of a Nonconforming Lot.

19.080.055 Landlocked Lots.

19.080.060 Modification of Nonconforming Lots.

19.080.050 Continuation and Use of a Nonconforming Lot.

Any lawfully created lot that becomes nonconforming with regard to lot area, street frontage, lot width, lot depth or accessibility may continue indefinitely with such nonconformity and may be developed and used as if it were a conforming lot. ~~However, any property proposed for development with multi-family dwellings shall be fully conforming as to lot area and lot width.~~

19.080.055 Landlocked Lots.

Any lawfully created lot zoned for residential uses with no direct access to a public street (landlocked) may be developed provided the owner/developer demonstrates that legal access has been secured through an easement or other binding document. In determining setbacks, all lots lines shall be considered "side lot lines."

19.080.060 Modification of Nonconforming Lots.

A nonconforming lot may be modified through a Lot Line Adjustment/Consolidation/Merger or Map without a variance or modification, provided that such modifications do not increase the degree of nonconformity.

DIVISION III: NONCONFORMING STRUCTURES AND USES

19.080.06070 Modification or Expansion of Nonconforming Structures or Uses.

~~19.080.070 Modifications or Expansions of Nonconforming Uses.~~

19.080.080 Restoration of a Destroyed Nonconforming Structure ~~or Use.~~

19.080.090 Revocation of Nonconforming ~~Structure or Use Rights.~~

19.080.100 Loss of Nonconforming Status for Alcoholic Beverage Sales.

19.080.06070 Modification or Expansion of Nonconforming Structures or Uses.

P17-0096, P17-0180, P17-0182, & P17-0521

Exhibit 4a

~~No~~ A nonconforming structure or use shall not be altered, ~~reconstructed~~ or expanded to increase the degree of nonconformity, except as follows:

A. Expansion of a nonconforming structure with respect to development standards ~~for~~, including but not limited to, ~~the setbacks, height of structures, distances between structures and the parking facilities as prescribed in the regulations for the zone in which the structure is located, regulations, is~~ shall be subject to the granting of a variance ~~unless a variance is granted pursuant to this Title. The granting of a variance for the expansion of the nonconforming structure shall not authorize any expansion of the use. A minor conditional use permit shall also be required for expansions to a nonconforming use according to the applicability of the provisions found in paragraphs B and C.~~

~~19.080.070 — Modifications or Expansions of Nonconforming Uses.~~

~~B.A.~~ Expansion of a nonconforming non-residential use is permitted only with subject to the granting of a minor conditional use permit. ~~To~~ the granting of a minor conditional use permit, all of the following findings shall be made:

1. ~~Such~~ The expansion of the use will protect a valuable property investment;
2. ~~Such~~ The expansion of ~~and~~ the ~~proposed~~ use will not adversely affect or be materially detrimental to the surrounding neighborhood;
3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
4. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;
5. The expansion of the use shall be compatible with the character of the surrounding area; ~~and~~
6. The expansion shall not displace on-site parking; ~~and.~~
7. The use has not been discontinued for a period of one year or more, except as provided in section 19.080.040.

~~C. B.~~ Expansion of a nonconforming residential use is ~~permitted on the legally recognized parcel upon which it is established,~~ subject to the granting of a minor conditional use permit. ~~In the~~ To granting of a minor conditional use permit, all of the following findings shall be made:

1. The expansion shall not ~~be for the purpose of increasing~~ increase the number of living units on the property;
2. The expansion of the use shall benefit the health, safety, and welfare of the occupants;
3. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;

4. The expansion of the use shall be compatible with the character of the surrounding area; and
5. The expansion shall not displace on-site parking.

~~C. The provisions of paragraph A and B of this Chapter do not apply to property zoned RA-5 or RC and described in Sections 3 or 4 of Measure R, enacted November 13, 1979.~~

19.080.080 Restoration of a Destroyed Nonconforming Structure ~~or Use.~~

- A. ~~Except as otherwise provided for nonconforming residential uses under 19.080.080 C below, w~~Whenever a nonconforming structure ~~that does not comply with the development standards of the underlying zone, including setbacks, height of structures, distances between structures, parking or the use of which does not conform with the regulations of the underlying zone,~~ is destroyed by fire or other calamity, by act of God, or by the public enemy to the extent of 50 percent or less, as outlined in subsection D below, the structure may be restored and the nonconforming use may be resumed, provided that all required permits are obtained and the restoration construction is started within one year 90 days and diligently pursued to completion.
- B. ~~Whenever a nonconforming non-residential structure is destroyed by fire or other calamity, by act of God, or by the public enemy, and the destruction exceeds 50 percent, as outlined by subsection D below, or the nonconforming structure is voluntarily demolished or is required by law to be demolished,~~ the structure ~~shall not may~~ be restored subject to the granting of a conditional use permit, except in in full conformity with the regulations of the zone in which it is located.
- C. ~~A~~Whenever a nonconforming ~~single or multiple family residential use structure is destroyed by fire or other calamity, by act of God, or by the public enemy, and the destruction exceeds that has been destroyed by more than~~ 50 percent as outlined in subsection D below, the structure may be restored subject to the granting of a minor conditional use permit and affirmative determination of all of the following findings:
 1. The restoration of the nonconforming ~~single or multiple family~~ residential use will not adversely affect or be detrimental to the health, safety, and general welfare of the public or property or improvements within the area.;
 2. The restoration of the nonconforming ~~or multiple family~~ residential use is substantially compatible with existing and proposed uses in the general area, including factors relating to the nature of its location, operation, building design, and site design; and
 3. The restoration of the nonconforming ~~or multiple family~~ residential use will protect a valuable property investment.
 4. ~~The restoration of the nonconforming multiple family residential structure(s) shall comply with the minimum development standards for multiple family residences in effect at the time of re-construction. The number of units allowed to be re-established through the granting of a Minor Conditional Use Permit within any given project site cannot exceed the number of non-conforming units that existed on the property prior to destruction, even if a project can be designed to comply with current~~

Exhibit 4a

~~development standards with more units than the number existing prior to destruction.~~

- D. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the nonconforming structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior thereto. Estimates for this purpose shall be made by or shall be reviewed and approved by the Building Official and the Community & Economic Development Director or his/her designee and shall be based on the minimum cost of construction in compliance with the Building Code.

19.080.090 Revocation of Nonconforming ~~Structure or Use Rights.~~

The City may revoke the right to continue a nonconforming use or structure pursuant to the procedures for permit modification and revocation contained in Chapter 19.700 (Modification and Revocation of Permits/Variances and Other Approvals).

19.080.100 Loss of Nonconforming Status for Alcoholic Beverage Sales.

Any ~~nonconforming use business~~ that sells on-sale or off-sale alcoholic beverages, ~~including beer and wine,~~ may not be continued or reestablished ~~as a business that sells on-sale or off-sale alcoholic beverages, including beer and wine,~~ without a conditional use permit or a minor conditional use permit in accordance with the Zoning Code if any of the following occur:

- A. There is a change in type of retail liquor license within a license classification; or
- B. The sales of alcoholic beverages is abandoned or discontinued (including but not limited to circumstances such as suspension, cancellation or revocation of an existing retail liquor license) for any period of time, excluding a maximum 30-day closure required to perform necessary repairs or restoration that does not increase the square footage of the business used for the sale of alcoholic beverages; or
- C. There is a substantial change in the mode or character in the operation of the alcoholic beverage sales business (e.g. due to physical expansion of the alcoholic beverage sales business floor area or increased hours of operation).

DIVISION III: NONCONFORMING STRUCTURES AND USES IN THE RA-5 AND RC ZONES

19.080.110 Nonconforming Uses and Structures Generally.

19.080.120 Structural Alterations.

19.080.130 Building Permit Issuance.

19.080.110 Nonconforming Uses and Structures Generally.

Except as specifically provided elsewhere in this chapter, any nonconforming use or structure may be continued indefinitely. If a nonconforming use is changed to any different use, such different use shall conform to the provisions of this chapter. Any discontinuance of a nonconforming for a continuous period of one year shall be deemed to constitute an abandonment of such nonconforming use and any future use shall conform to the provisions of this chapter. If any nonconforming building be destroyed by fire, explosion or other casualty, act of God or the public enemy, the owner may reconstruct a building of the same size or smaller to continue the previous use, provided a building permit is obtained and repairs are commenced within one

year, then the right to continue the nonconforming use shall terminate and the use of the property must thereafter conform to the provisions of this chapter for the zone in which it is located.

19.080.120 Structural Alterations.

The nonconforming use of a nonconforming building may be expanded or extended throughout such building; provided that no structural alterations, except those required by law or ordinance, shall be made therein unless a conditional use permit is obtained. The nonconforming use of a conforming building may be expanded or extended into any other portion of such conforming building, subject to the granting of a conditional use permit.

19.080.130 Building Permit Issuance.

A building permit for ordinary and routine maintenance and repair work may be issued by the building official if such maintenance and repair work will not require a structural alteration, reconstruction or enlargement of a nonconforming building or improvement or increase the floor area or cubical content of a nonconforming building or improvement. The alteration and reconstruction of a nonconforming buildings or improvements requiring building permits may be permitted subject to the granting of a conditional use permit. Within the limitations hereinafter set forth a building permit for a new building, enlargement of an existing building, or increase in floor area or cubical content may be permitted. Such building permit may be granted if all of the following conditions do exist:

- A. Such expansion will protect a valuable property investment;
- B. Such expansion and proposed use will not adversely affect or be materially detrimental to the adjoining properties;
- C. That there is need for relief of overcrowded conditions or for modernization in order to properly operate the use and protect valuable property rights.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4b

ARTICLE V: BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100

RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

- 19.100.010 Purpose.**
- 19.100.030 Permitted Land Uses.**
- 19.100.040 Residential Development Standards.**
- 19.100.050 Additional Regulations for the RC Zone.**
- 19.100.060 Additional Regulations for the RA-5, RE, RC, RR and R-1 Zones.**
- 19.100.070 Additional Regulations for the R-3 and R-4 Zones.**
- 19.100.080 Site Plan Review and Design Review.**
- 19.100.090 Other Regulations Applicable to All Residential Zones.**

19.100.010 Purpose.

The purpose of this Chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

A. Residential Agricultural Zone (RA-5)

The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.

B. Residential Conservation Zone (RC)

The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:

1. To preserve and enhance the beauty of the City's landscape;
2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;

4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
6. To conserve the City's natural topographic features.

C. Rural Residential Zone (RR)

The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

D. Residential Estate Zone (RE) and R-1-½ Acre Zone

The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.

E. Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000)

Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.

F. Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500)

Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences within a single structure, including such residential development types as apartments, town homes and condominiums.

G. Multiple-Family Residential Zone (R-4)

The Very High Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.

19.100.030 Permitted Land Uses.

Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Use Table) and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land

notice shall be given to adjacent property owners as prescribed by Section 19.670.020 (Notice Requirements for Administrative Discretionary Permits with No Public Hearing) of this title for minor variances. The standard time extension application fee for conditional use permits shall be required,

- g. The property owners shall execute and record a covenant and agreement with the City to revert the property to single-family residential use, including the removal of the kitchen facilities of any permanent addition, and the removal of any mobile home which does not meet the requirements of the residential agricultural zone, after the expiration of the conditional use permit or the termination of the agricultural business;
16. Home occupations and telecommuting as defined by Sections 19.910.090 (“H” Definitions) and 19.910.210 (“T” Definitions) of this Code in accordance with the provisions contained in Chapter 19.485 (Home Occupations) of this title. Such uses shall not be allowed in the RA-5 zone unless mandated by State law.
- ~~17. Second dwelling, as defined by Section 19.910.050 (“D” Definitions) of this Code in accordance with the provisions contained in Chapter 19.525 (Second Dwelling Units). Second Dwelling Units are prohibited in the RA-5 Zone.~~
- ~~17.17.~~ Parolee/probationer home, as defined by Section 19.910.170 (“P” Definitions), transitional shelter housing, as defined by Section 19.910.210 (“T” Definitions), permanent emergency shelter, as defined by Section 19.910.060 (“E” Definitions) and drop-in center, as defined by Section 19.910.050 (“D” Definitions) of this Code, are prohibited in the RA-5 Zone.
- ~~17.18.~~ Small family day care homes as defined by Section 19.910.050 (“D” Definitions) of this Code;
- ~~17.19.~~ Large family day care homes as defined by Section 19.910.050 (“D” Definitions) of this Code, subject to the granting of a Day Care Permit and meeting the criteria contained in Chapter 19.470 (Day Care Homes – Family).

A. RC Zone Permitted Uses

A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this Section and the Tables exists, the provisions of this Section shall apply.

1. One-family dwellings of a permanent character placed in a permanent location and of not less than seven hundred fifty square feet ground floor area, exclusive of open porches and garage;
2. Planned residential developments subject to the granting of a planned residential development permit as set forth in Chapter 19.780 (Planned Residential Development Permit);

Table 19.100.040 B

Residential Development Standards: Multiple-family Residential Zones

Development Standards	Multiple-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Density – Maximum (Dwelling Units per Gross Acre)	10.9	14.5	17.4	21.8	29	40
Lot Area per Parent Parcel – Minimum (Net)	1-acre <u>30,000</u> sq. ft.	1-acre <u>30,000</u> sq. ft.	1-acre <u>30,000</u> sq. ft.	1-acre <u>30,000</u> sq. ft.	1-acre <u>30,000</u> sq. ft.	1-acre <u>30,000</u> sq. ft.
Lot Area per Dwelling Unit – Minimum (Net)	4,000 sq. ft.	3,000 sq. ft.	2,500 sq. ft.	2,000 sq. ft.	1,500 sq. ft.	1,000 sq. ft.
Lot Width ⁵ – Minimum	80 ft.	80 ft.	80 ft.	80 ft.	80 ft.	100 ft.
Lot Depth ⁵ – Minimum	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.	150 ft.
Building Height ⁴ – Maximum	30 ft. ²	30 ft. ²	30 ft. ²	30 ft. ²	30 ft. ²	50 ft.
Number of Stories – Maximum	2 ⁵	2 ⁵	2 ⁵	2 ⁵	2 ⁵	4
Setbacks – Minimum						
A. Front ^{1,3}	25 ft.	25 ft.	20 ft.	15 ft.	15 ft.	15 ft.
B. Interior Side ¹	10 ft.	10 ft.	10 ft.	7.5 ft.	7.5 ft.	7.5 ft.
C. Adjoining Side ¹	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
D. Rear ¹	20 ft.	20 ft.	20 ft.	15 ft.	15 ft.	10 ft.

- c. For lots greater than 10,500 square feet in area, but less than 13,000 square feet in area, the R-1-10500 standards apply.
- d. For lots greater than 13,000 square feet in area, but less than 20,000 square feet in area, the R-1-13000 standards apply.

D. Duplexes in the R-1-7000 Zone

- 1. Duplexes are permitted in the R-1-7000 zone subject to the following standards:
 - a. The units shall have been legally established in the R-2 Zone as of the effective date, November 3, 2006 (P06-1062).
 - b. Expansion of units is permitted subject to compliance with the development standards of the R-1-7000 Zone.
 - c. If one or both units are destroyed, they may be rebuilt.
 - d. Occupancy is limited to one family per dwelling unit (i.e., two-families in one duplex).
 - e. Construction of new duplexes, where a duplex did not previously legally exist, is not permitted.
 - f. ~~Second~~Accessory Dwelling Units (19.525442) are not permitted on lots with existing duplexes.

19.100.070 Additional Regulations for the R-3 and R-4 Zones.

A. Floor Area per Dwelling Unit

The minimum floor area per dwelling unit in the R-3 and R-4 zones shall be as follows:

- 1. 400-square-feet for each unit; and
- 2. An additional 100-square-feet shall be required for each bedroom.

B. Common Usable Open Space

- 1. The minimum common usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 Open Space Standards: Multi-Family Residential Zones below:

**Table 19.100.070
Open Space Standards: Multi-Family Residential Zones**

Open Space Standards	Multi-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4

Section 19.100.080 (Site Plan Review and Design Review Required - R-3 and R-4 Zones).

J. Landscaping

Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).

K. Lighting

1. All outdoor lighting shall be designated with fixtures and poles that illuminate uses, while minimizing light trespass into neighboring areas.
2. The candlepower of outdoor lighting shall be the minimum required for safety purposes.
3. The provisions of Section 19.590.070 (Light and Glare) shall apply.
4. The provisions of Chapter 19.556 (Lighting) shall apply.

19.100.080 ~~Site Plan Review and Design Review.~~

A. Infill Developments in the Single Family Residential Zones

A cursory review of building elevations for infill developments will take place in the Plan Check stage of the Building Permit process to insure compatibility of the new development with the existing neighborhood.

B. Multi-Family Residential

~~In any R-3 or R-4 Zone, All new buildings, structures, and all exterior alterations or enlargements of an existing building or structure in any R-3 or R-4 Zone consisting of 10 units or more shall require Site Plan Review approval pursuant to the provisions of Chapter 19.770 (Site Plan Review Permit) and Design Review approval pursuant to the provisions of Chapter 19.710 (Design Review). Projects of less than 10 units shall not be subject to the provisions of Chapter 19.770 (Site Plan Review) but will be subject to the provisions of Chapter 19.710 (Design Review).~~

19.100.090 Other Regulations Applicable to All Residential Zones.

In addition to the requirements contained in this Chapter, regulations contained in the following Titles of the Riverside Municipal Code and other Chapters of the Zoning Code may apply.

Title 5: Business Taxes, Licenses and Regulations

Chapter 5.49: Garage Sales

Chapter 5.75: Mobile Home Parks Rent Stabilization Procedures

Title 6: Health and Sanitation

Chapter 6.13: Exterior Structure Maintenance

Chapter 6.14: Landscape Maintenance

Chapter 6.15: Abatement of Public Nuisances

Chapter 6.16: Fly-Producing Conditions

Article V – PERMITTED USES TABLE

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4c

19.150.020 (A)

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Use	Zones																				[Grab your reader's attention with emphasize a key point. To place 1 Location of Required Standards in the Municipal Code	
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		NC Overlay
Accessory Buildings & Structures																						See Incidental Uses Table
Adult-Oriented Businesses	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	X	9.40 – Adult-Oriented Businesses 19.240 – Adult-Oriented Businesses
Agricultural Field Office																						See Incidental Uses Table
Agricultural Stand																						See Incidental Uses Table
Agriculture, Horticulture and Growing of Nursery Plants (Farms, Field Crops, Flower & Truck Gardening, Orchards, Ranches & Tree Crops)	P	P	P	P	P	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X		
Aircraft Charter Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Offices – Business and Professional under 19.580
Aircraft Parts, Supplies, Merchandise and Equipment Shops	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X		For parking see Vehicle Sales under 19.580
Aircraft Sales, Rental, Service, Repair and Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X		For parking see Vehicle Sales under 19.580
Airports – Private	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X		
Airports – Public	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X		
Alcohol Sales																						See Incidental Uses Table
Ambulance Company:																						See Incidental Uses Table
With Vehicle Storage	X	X	X	X	X	X	X	X	X	C	X	X	X	P	P	P	P	X	X	X		5.65 – Convalescent Transport Vehicles
Without Vehicle Storage	X	X	X	X	X	X	X	P	P	P	X	X	X	P	P	P	P	X	X	X		5.66 – Ambulances
Animal Keeping																						See Incidental Uses Table
Arcades and Internet/Cyber Cafés	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	X	X	X	X	X	X	MC		19.245 – Arcades and Internet/Cyber Cafés
Artist Studio (Including Photo)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	P		For parking see Offices – Business, and Professional under 19.580
Assemblies of People – Entertainment – Not Including Adult-Oriented Businesses (e.g., Theater – Live Performance, Motion Picture, Auditoriums, Banquet Halls, Nightclubs, etc.)	X	X	X	X	X	X	X	X	C	C	C	C	C	X	X	X	X	X	X	X		19.250 – Assemblies of People – Entertainment 5.24 – Dance Halls & Public Dances

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 DCP = Day Care Permit – Large Family, Chapter 19.860
 MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730
 PRD = Planned Residential Development Permit, Chapter 19.780
 RCP = Recycling Center Permit, Chapter 19.870
 P = Permitted
 SP = Site Plan Review Permit, Chapter 19.770
 X = Prohibited
 sq. ft. = Square Feet

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Assemblies of People – Non-Entertainment (e.g., Places of Worship, Fraternal, Service Organizations, Conference Facilities, etc.)	X	X	C	C	C	C	X	C	C	C	C	C	C	C	C	C	X	X	X	X	X	19.255 – Assemblies of People – Non-Entertainment 5.24 – Dance Halls & Public Dances 5.60 – Bingo 19.740 - Temporary Use Permit (Temporary Emergency Shelter with Assemblies of People – Non-Entertainment) 19.910 – Definitions See Incidental Use Table for Tiny Homes and Tiny Home Communities See Temporary Use Table for Temporary Emergency Shelter
Storefront	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	MC	X	X	X	19.260 – Assisted Living 5.65 – Convalescent Transport Vehicles 8.42 – Fortunetelling & Occult Arts For parking see Offices – Business, and Professional under 19.580
Assisted Living (Residential Care Facilities)	X	X	X	X	C	C	X	C	C	C	X	X	X	X	X	X	X	X	X	X	X	19.260 – Assisted Living 5.65 – Convalescent Transport Vehicles 8.42 – Fortunetelling & Occult Arts For parking see Offices – Business, and Professional under 19.580
Astrology and Fortune-telling (Occultist)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	X	X	For parking see Offices – Business, and Professional under 19.580
Auction House (Indoor)	X	X	X	X	X	X	X	X	C	C	X	X	X	X	C	C	X	X	X	X	X	For parking see Assemblies of People under 19.580
Auxiliary Dwelling Unit																						See Incidental Uses Table
Bail Bonds Office	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	19.265 – Bail Bonds Establishments For parking see Offices – Business, and Professional under 19.580
Bakery – Retail	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	For parking see Retail Sales under 19.580
Bakery – Wholesale	X	X	X	X	X	X	X	X	P	P	P	X	X	X	P	P	P	X	X	X	X	For parking see Manufacturing under 19.580
Banks and Financial Institutions/Services, Including Brokerages	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	X	X	X	X	P	19.475 – Drive-Thru Businesses

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
With Drive-thru Lanes (including drive-up ATM's)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	19.450 – Alcohol Sales
Bars, Saloons, Cocktail, Lounges & Taverns	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	X	X	X	X	X	X	C	
Bed and Breakfast Inn	X	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast
In Historic Residence	X	X	MC	MC	MC	MC	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	
Boardinghouse	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.910 Definitions
Boarding of Cats and Dogs/Kennels:																						
Outdoor Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	19.270 – Boarding of Cats and Dogs/Kennels
Indoor Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	
Sales	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
Grooming (No overnight/long term boarding)	X	X	X	X	X	X	X	X	P	P	P	P	P	P	MC	MC	X	X	X	X	P	
Brewery:																						
Brewery, Microbrewery and Winery manufacturing and wholesale only.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	19.272 – Breweries, Micro-Breweries, Brewpubs, and Brew-On-Premises
Brewery, Microbrewery, and Winery with off-sale retail and/or on-site tasting.	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	MC	MC	MC	MC	X	X	C	
Brewpub	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	X	MC	
Brew-On-Premises (no tasting or sale of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	MC	MC	MC	X	X	X	
Brew-On-Premises (with tasting and/or retail sales of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	MC	MC	MC	MC	X	X	C	
Distillery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	19.273 – Building Materials Supply Store (Wholesale with ancillary retail sales)
Building Materials Supply Store (Wholesale with ancillary retail sales)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	X	
Bus Terminals	X	X	X	X	X	X	X	X	X	C	X	X	X	C	X	C	X	X	X	X	X	19.275 – Bus Terminals
Business Support Services & Facilities (Including Graphic Reproduction, Computer-services, etc.)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	P	P	X	X	P	
Caretaker Living Quarters																						See Incidental Uses Table

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Catering Establishments	X	X	X	X	X	X	X	MC	P	P	P	P	P	P	P	P	X	P	X	X	P	6.08 – Regulation of Food Establishments and Food Facilities 6.09 – Regulation of Food Handlers
Cemeteries, Mortuaries & Ancillary Uses Crematoriums	X	X	C	C	C	X	X	X	C	C	X	X	X	X	X	C	C	C	X	X	X	
Check Cashing	X	X	X	X	X	X	X	X	P/MC	P/MC	X	X	X	X	X	X	X	X	X	X	MC	19.280 – Check Cashing Establishments For parking see Banks and Financial Service under 19.580
Commercial Storage Facilities (Mini-Warehouse) ¹																						19.190 – Commercial Storage Overlay Zone
Day Care Centers	X	X	C	C	C	C	X	C	C	C	C	C	C	C	C	X	X	X	X	X	C	19.290 – Day Care Centers
Day Care Homes – Large Family																						See Incidental Uses Table
Day Care Homes – Small Family																						See Incidental Uses Table
Drug Store or Pharmacy:																						
2,000 sq. ft. or less and no drive-thru lane(s)	X	X	X	X	X	X	X	MC	P	P	P	P	P	P	X	X	X	X	X	X	P	
2,000 sq. ft. or less with drive-thru lane(s)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
More than 2,000 sq. ft. and no drive-thru lane(s)	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	X	
More than 2,000 sq. ft. with drive-thru lane(s)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Equipment (Large) Sales and Rental	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	MC	MC	MC	X	X	X	19.300 – Equipment (Large) Sales and Rental
Equipment (Small) Sales and Rental	X	X	X	X	X	X	X	MC	MC	X	X	X	X	X	MC	P	P	P	X	X	X	
Farmers' Markets – Certified	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	MC	MC	MC	X	X	X	X	X	X	P/MC	19.305 – Farmers' Markets – Certified
Florist Shops	X	X	X	X	X	X	X	MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	19.310 – Florist Shops
With Incidental Alcohol Sales	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	MC	For incidental sale of alcohol see 19.415 – Alcohol Sales

¹ Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

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Flying Schools	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	See Incidental Uses Table
Fueling Systems – Private (Above Ground Tanks)																						See Incidental Uses Table
Furniture Upholstery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	X	X	Prohibited Use
Gambling (including Card house)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Group Housing (Convalescent Homes, SRO's, Alcohol & Drug Treatment Facilities, 6 or Fewer Occupants)	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.315 – Group Housing
Group Housing (Convalescent Homes, SRO's, Alcohol & Drug Treatment Facilities, more than 6 Occupants)	X	X	C	C	C	X	X	C	C	C	C	X	X	X	X	X	X	X	X	X	X	19.315 – Group Housing
Hangars	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	
Heliport or Helistop	X	X	X	X	X	X	X	C	C	C	C	X	X	C	C	C	X	P	C	X	X	19.320 – Heliports and Helistops
Historic Residence Used for Retail Business, Office or Bed and Breakfast																						See Bed and Breakfast Inn, Office and Retail Sales on this table
Home Improvement, Sales and Service (Hardware, Lumber and Building Material Stores) – Retail:																						
Under 20,000 sq. ft.	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	See Incidental Uses Table for Outdoor Display
20,000 s.f. or More	X	X	X	X	X	X	X	X	C	P	P	X	X	X	X	X	X	X	X	X	X	See Incidental Uses Table
Home Occupations																						See Incidental Uses Table
Hotel, Motel or Hotel/Motel - Long-term Stay	X	X	X	X	X	X	X	X	C	C	C	X	C	C	X	X	X	X	X	X	X	5.32 – Transient Occupancy Tax 9.55 – Limitation on Continuous and Cumulative Occupancy of Transient Hotels and Motels 19.330 – Hotel/Motel, Long-Term Stay
Laboratories – Research	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Laundry, Commercial (Cleaning Plants, Industrial Laundries, Carpet and Upholstery Cleaners)	X	X	X	X	X	X	X	X	X	P	X	X	X	X	P	P	P	X	X	X	X	
Live/Work Unit	X	X	X	X	X	X	X	X	X	X	X	F/MC	F/MC	P/MC	X	X	X	X	X	X	MC	19.335 – Live/Work Units
Lumber Yard and Building Materials – Wholesale	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	P	X	X	X	X	X	See Incidental Uses Table for Outdoor Display

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Article V – PERMITTED USES TABLE

P17-0090, P17-0180, P17-0182, & P17-0321
Exhibit 4c

19.150.020 (A)

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Use	Zones																				[Grab your reader's attention with emphasize a key point. To place t Location of Required Standards in the Municipal Code	
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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		NC Overlay
Manufactured Dwellings:	P	P	P	P	P	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	19.850 – Fair Housing and Reasonable Accommodations 19.100 – Residential Zones 19.340 – Manufactured Dwellings
Sales of Manufactured Dwellings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	19.100 – Residential Zones 19.340 – Manufactured Dwellings
Manufacturing (Indoors)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Marijuana Cultivation, Commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Marijuana Cultivation, Personal																						See Incidental Uses Table
Medical Marijuana Dispensary	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Medical Services – Clinic, Medical/Dental Offices, Laboratory, Urgent/Express Care, and Optometrist	X	X	X	X	X	X	X	P	P	P	P	P	P	P	MC	MC	MC	MC	X	X	P	5.52 – Massage
Medical Services – Hospital	X	X	X	X	X	X	X	C	C	C	C	X	X	X	C	X	X	X	X	X	X	
Mobile Home Park	X	X	With the MH Overlay Zone			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.210 – Mobile Home Park Overlay Zone 5.75 – Mobile Home Parks Rent Stabilization Procedures 19.345 – Model Homes
Model Homes	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.345 – Model Homes
Multi-tenant Indoor Mail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Multiple-family Dwelling:	X	X	X	X	X ²	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.850 – Fair Housing and Reasonable Accommodations
2-9 units	X	X	X	X	X ²	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
10 or more units	X	X	X	X	X ⁴	SP	SP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Offices (Administrative, Business, Executive and Professional, but not Medical or Dental)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	X	X	P	19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast
In Historic Residence	X	X	MC	MC	MC	MC	X	P	P	P	P	P	P	P	P	P	P	P	X	X	MC	
Outdoor Dining and/or Food Preparation (Permanent)																						See Incidental Uses Table
Outdoor Display of Incidental Plant Materials																						See Incidental Uses Table
Outdoor Sales, Display and Storage																						See Incidental Uses Table

² Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

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P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4c

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Outdoor Storage Yard – Primary Use	X	X	X	X	X	X	X	X	X	C	X	X	X	X	MC	P/MC	X	X	X	X	X	19.285 – Outdoor Storage Yard
Parking Lot or Parking Structure (Stand Alone)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	19.580 – Parking
Parolee/Probationer Homes: 2 to 6 Occupants	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.350 – Parolee/Probationer Home
More than 6 Occupants	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Pawn Shop / Gold Buying	X	X	X	X	X	X	X	X	MC	MC	X	X	X	X	X	X	X	X	X	X	X	For parking see Retail Sales -- 19.580 19.355 – Pawn Shop
Personal Services (Barber, Beauty Salon, Spa, Tailor, Dry Cleaner, Self-service Laundry, Etc.)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	X	P	5.52 – Massage
Planned Residential Development	PRD	X	PRD	PRD	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.780 – Planned Residential Development Permit
Plant Nurseries – Retail	X	X	X	X	MC	MC	X	X	P	P	X	MC	X	X	X	X	X	X	X	X	X	19.360 – Plant Nurseries – Retail 19.505 – Outdoor Display and Sales
Plant Nurseries – Wholesale	X	P	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	
Publishing and Printing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Manufacturing – 19.580
Rail Transit Station	X	X	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Recreational Facilities – Commercial:																						
Billiard Parlors and Pool Halls	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	5.28 – Poolrooms 19.370 – Recreational Facilities – Commercial (Billiard Parlors and Pool Halls)
Bowling Alleys	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	X	
Skate Facility	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	X	
Amusement Parks	X	X	X	X	X	X	X	X	C	C	C	C	C	X	X	X	X	X	X	X	X	
Golf Courses and Driving Ranges	C	C	C	C	C	X	X	X	C	C	C	C	C	X	X	X	C	X	X	X	X	
Health and Fitness, music, dance or martial arts studios:																						
4000 sq. ft. or less	X	X	X	X	X	X	X	X	P	P	P	P	P	MC	MC	MC	MC	X	X	MC	MC	
more than 4000 sq. ft.	X	X	X	X	X	X	X	X	MC	MC	MC	X	C	C	X	X	X	X	X	X	C	
Other Indoor or Outdoor Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	C	C	X	X	X	

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-M	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Recycling Center – Paper, Glass, Plastic, Aluminum and Nonferrous Metals	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	19.375 – Recycling Center -- Paper, Glass, Plastic, Aluminum and Other Nonferrous Metals
Recycling Center – Solid Waste Transfer Stations and Material Recovery Facilities (MRF)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	19.380 – Recycling Center – Solid Waste Transfer Stations and Material Recovery Facilities (MRF)
Recycling Facilities:																						19.385 – Recycling Facilities
Indoor Collection Centers	X	X	X	X	X	X	X	X	P	P	P	P	P	X	X	X	X	X	X	X	P	
Reverse Vending Machines	X	X	X	X	X	X	X	X	P	P	P	P	P	X	X	X	X	X	X	X	P	
Bulk Reverse Vending Machines	X	X	X	X	X	X	X	X	RCP	RCP	RCP	RCP	RCP	X	X	X	X	X	X	X	RCP	
Mobile Recycling Units	X	X	X	X	X	X	X	X	RCP	RCP	RCP	RCP	RCP	X	X	X	X	X	X	X	RCP	
Repair Shop – Small Items (Computers, Small Appliances, Jewelry, Etc.) with Incidental Sales	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	X	X	P	
Restaurants (sit down and take-out)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	P	P	P	X	X	P	6.08 – Regulation of Food Establishments and Food Facilities 6.09 – Regulation of Food Handlers
With Drive-thru Lanes	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	Outdoor Dining – See Incidental Uses Table 19.475 – Drive-Thru Businesses
Retail Sales:	X	X	X	X	X	X	X	X	P	P	P	P	P	X	X	X	X	X	X	X	P	19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast 19.390 – Retail Sales Ancillary to a Manufacturing Use
In Historic Residence With Incidental Repairs (Except as Noted in this Table)	X	X	MC	MC	MC	MC	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	X	P/MC	
Ancillary to a Manufacturing Use On-site (Floor area not to exceed 15% of gross floor area)	X	X	X	X	X	X	X	X	P	P	P	P	P	X	X	X	X	X	X	X	P	

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-UP*	BMP	I	AI	AIR	PF	RWY	NC Overlay		
Schools:																						19.395 – Schools	
College, Community College, University and Professional (Private)	X	X	X	X	C	X	X	C	C	C	C	X	C	C	C	X	X	C	C	X	X		
Private (Grades K-12)	X	X	C	C	C	X	X	C	C	C	C	C	C	C	X	X	X	X	C	X	X		
Vocational and Technical:																						19.395 – Schools	
Total Enrollment 20 persons or less or a total size of 2,000 sq. ft. or less	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X		
Total Enrollment more than 20 persons or a total size greater than 2,000 sq. ft.	X	X	X	X	X	X	X	C	C	C	C	C	C	C	C	C	C	C	X	X	X		
Senior Housing	X	X	X	X	C	C	C	X	X	X	X	C	C	C	X	X	X	X	X	X	X	Age Restricted 55+	
Shelters, Homeless Emergency (2-to-6 occupants)																						19.205 – Emergency Shelter Overlay Zone (permitted by right) 19.400 – Shelters – Emergency Shelter, Supportive Housing and Transitional and Transitional Housing Development 19.740 - Temporary Use Permit (Temporary Emergency Shelter with Assemblies of People – Non-Entertainment)	
Emergency Shelter	X	X	MC	MC	MC	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X		
Supportive Housing	X	X	MC	MC	MC	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X		
Transitional Housing and Transitional Housing Development	X	X	C	C	C	X	X	C	C	C	X	X	X	X	C	X	X	X	X	X	X		
2 to 6 occupants	X	X	MC	MC	MC	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X		
more than 6 occupants	X	X	C	C	C	X	X	C	C	C	X	X	X	X	C	X	X	X	X	X	X		
Shelters, Homeless (more than 6 occupants)																						19.400 – Shelter – Emergency Shelter, Supportive Housing and Transitional and Transitional Housing Development	
Emergency Shelter	X	X	C	C	C	X	X	C	C	C	X	X	X	X	C	X	X	X	X	X	X		
Supportive Housing	X	X	C	C	C	X	X	C	C	C	X	X	X	X	C	X	X	X	X	X	X		
Transitional Housing and Transitional Housing Development	X	X	C	C	C	X	X	C	C	C	X	X	X	X	C	X	X	X	X	X	X		
Shopping Center – Regional:																							
Up to 5 Acres	X	X	X	X	X	X	X	X	P	P	X	X	SP	SP	X	X	X	X	X	X	X		
More than 5 Acres	X	X	X	X	X	X	X	X	SP	SP	SP	X	SP	SP	X	X	X	X	X	X	X		
Showroom	X	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	X	X	X		
Single-family Dwelling:																							

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Attached	X	X	P	P	P	P ⁵	P ⁶	X	X	X	X	P	X	X	X	X	X	X	X	X	X	Chapter 19.850 – Fair Housing and Reasonable Accommodations
Detached	P	P	P	P	P	P ⁵	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	19.401 – Single Room Occupancies
Single Room Occupancy (SRO)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Smog Shop (Test Only)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	P	X	MC	X	X	X	For parking see Single Family Dwelling – 19.580
Sober Living Homes	P	P	P	P	P	P	P	X	X	X	X	P	P	F	X	X	X	X	X	X	X	
Student Housing, Including Fraternities, Sororities and Dormitories	X	X	X	X	X	C	C	X	C	C	X	X	C	C	X	X	X	X	X	X	X	
Subdivision Sales Trailer and/or Office During Construction																						See Temporary Uses Table
Supportive Housing	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	
Tattoo and Body Piercing Parlors	X	X	X	X	X	X	X	X	MC/C	MC/C	X	X	X	X	X	X	X	X	X	X	X	19.405 – Tattoo and Body Piercing Parlors For parking see Medical Services – 19.580
Taxi Company with Vehicle Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Tiny Home Community	X	X	PRD	PRD	PRD	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Transitional Housing	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	
Truck Terminal	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	X	X	X	
Tutoring Center:																						
20 students or less	X	X	X	X	X	X	X	P	P	P	P	P	F	P	MC	X	X	X	X	X	MC	
21-40 students	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	C	
40 or more students	X	X	X	X	X	X	X	C	C	C	C	C	C	C	C	X	X	X	X	X	X	
Vehicle Dismantling & Wrecking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Vehicle Fuel Stations (i.e. Gasoline Stations)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	C	C	X	X	X	5.64 – Motor Vehicle Fuel Pricing 19.410 – Vehicle Fuel Stations
Vehicle Impound and Tow Yards	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	19.415 – Vehicle Impound Yard
Vehicle Parts and Accessories:																						

⁵Permitted under a Planned Residential Development Permit, Chapter 19.780.

⁶Permitted in the R-3-4000 Zone only with a Planned Residential Development (PRD) Permit, Chapter 19.780.

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19.100.030 A and 19.100.030 B shall apply.

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

PRD = Planned Residential Development Permit, Chapter 19.780

X = Prohibited

DCP = Day Care Permit – Large Family, Chapter 19.860

RCP = Recycling Center Permit, Chapter 19.870

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

SP = Site Plan Review Permit, Chapter 19.770

P = Permitted

sq. ft. = Square Feet

Article V – PERMITTED USES TABLE

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4c

19.150.020 (A)

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

Use	Zones																				[Grab your reader's attention with emphasize a key point. To place th Location of Required Standards in the Municipal Code	
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		NC Overlay
Sales Only	X	X	X	X	X	X	X	X	P	P	P	P	P	P	MC	C	X	X	X	X	X	
Sales and Installation (Indoor only)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	X	X	X	X	X	
Vehicle Repair Facilities – Major (Indoor)	X	X	X	X	X	X	X	X	X	C	X	X	X	X	C	P/MC	P/MC	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Major (Outdoor – fully screened)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Minor (Indoor)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	MC	P/MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Minor (Outdoor – fully screened)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Rental:																						
Moving Trucks	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Passenger Vehicles	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Incidental Sales	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	
Vehicle Sales, Rental and Leasing – New and Used (No Outdoor Display)																						See Retail Sales in This Table
Vehicle Sales, Rental and Leasing – New and Used (With Outdoor Display)	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	
Vehicle Wash Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	19.425 – Vehicle Wash Facilities
Vehicle Wholesale Business:																						
Indoor (less than 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	X	X	19.427 – Vehicle Wholesale Business
Outdoor & Indoor (In excess of 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	
Veterinary Services:																						
Clinics and Small Animal Hospitals (short term boarding)	X	X	X	X	X	X	X	X	MC	MC	MC	X	C	C	MC	C	C	X	X	X	MC	19.430 – Veterinary Services
Incidental to a Pet Shop	X	X	X	X	X	X	X	X	P	P	P	X	MC	MC	X	X	X	X	X	X	P	
Warehousing & Wholesale Distribution Centers:																						
400,000 sq. ft. or less	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Greater than 400,000 sq. ft.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	

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** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19.100.030 A and 19.100.030 B shall apply.

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

DCP = Day Care Permit – Large Family, Chapter 19.860

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

P = Permitted

PRD = Planned Residential Development Permit, Chapter 19.780

RCP = Recycling Center Permit, Chapter 19.870

SP = Site Plan Review Permit, Chapter 19.770

sq. ft. = Square Feet

X = Prohibited

Article V – PERMITTED USES TABLE

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4c

19.150.020 (A)

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

Use	Zones																					[Grab your reader's attention with emphasize a key point. To place th Location of Required Standards in the Municipal Code
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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Wireless Telecommunication Facilities and Related Support Structures	X	X	P/C ⁷	P/C ⁶	P/C ⁶	P/C ⁶	P/C ⁶	P/C	P/C	P/C	P/C	P/C ⁶	P/C ⁶	P/C ⁶	P/C	P/C	P/C	P/C	P/C	P/C	P/C	19.530 -- Wireless Telecommunications Facilities and Related Support Structures

⁷ Permitted or conditionally permitted on sites that does not include a residential use.

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**= For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19.100.030 A and 19.100.030 B shall apply.

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MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

SP = Site Plan Review Permit, Chapter 19.770

P = Permitted

sq. ft. = Square Feet

Article V – INCIDENTAL USES TABLE

19.150.020 (B)

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4d

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

Use	Zones																					Location of Required Standards in the Municipal Code
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Library)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Accessory Buildings & Structures	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	19.440 – Accessory Buildings & Structures
Cargo Containers	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.442 – Accessory Dwelling Unit
Accessory Dwelling Unit	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.910 – Definitions
Accessory Living Quarters	P	P	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.910 – Definitions
Agricultural Field Office	C	C	MC	X	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.445 – Agricultural Field Office
Agricultural Stand	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Alcohol Sales:																						
Off-Sale	X	X	X	X	X	X	X	X	C	C	C	C	C	C	X	X	X	X	X	X	C	19.310 – Florist Shops
On-Sale ¹	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	MC	X	X	MC	
Incidental to Florist Shop	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	MC	
Concurrent Sale of Vehicle Fuel	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	C	C	X	X	X	19.450 – Alcohol Sales
Animal Keeping:																						
Domestic Animals	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.455 – Animal Keeping
Non-Domestic Animals	P	P/C	P/MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Dairies	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Riding Stables & Academies	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Bees	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Earthworms	X	P/C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Aviaries	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Auxiliary Dwelling Unit (Granny Housing)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.450 – Auxiliary Dwelling Unit (Granny Housing)
Caretaker Living Quarters:																						
Agricultural	X	C	MC	X	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.465 – Caretaker Living Quarters
Industrial Uses & Commercial Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	

¹ See exemptions noted in 19.450 – Alcohol Sales

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*** = Accessory to an Assembly of People – Non Entertainment and shall meet all applicable standards identified in Chapter 19.255.

P = Permitted

RCP = Recycling Center Permit, Chapter 19.870.

DCP = Day Care Permit - Large Family, Chapter 19.860

PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

TUP = Temporary Use Permit, Chapter 19.740

sq. ft. = Square Feet

RRP = Room Rental Permit

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770

Article V – INCIDENTAL USES TABLE

19.150.020 (B)

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4d

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

Use	Zones																				Location of Required Standards in the Municipal Code	
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Temporary During Construction	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	
Day Care Homes – Large Family	DCP	DCP	DCP	DCP	DCP	DCP	DCP	X	X	X	X	DCP	DCP	DCP	X	X	X	X	X	X	X	19.470 – Day Care Homes – Family
Day Care Homes – Small Family	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.470 – Day Care Homes – Family
Drive-thru Businesses Incidental to:																						
Restaurants	X	X	X	X	X	X	X	X	C	C	C	X	XG	XG	X	X	X	X	X	X	X	19.475 – Drive-thru Businesses
Banks & Financial Institutions / Services (including Standalone ATMs)	X	X	X	X	X	X	X	MC	MC	MC	MC	X	XG	XG	X	X	X	X	X	X	X	
Drug Store & Pharmacies:																						
2,000 sq. ft. or less	X	X	X	X	X	X	X	MC	MC	MC	MC	X	XG	XG	X	X	X	X	X	X	X	
More than 2,000 sq. ft.	X	X	X	X	X	X	X	X	MC	MC	MC	X	XG	XG	X	X	X	X	X	X	X	
Other Uses	X	X	X	X	X	X	X	C	C	C	C	X	XG	XG	X	X	X	X	X	X	X	
<u>Dwelling Unit(s) with Assemblies of People – Non-Entertainment***</u>	X	X	C	C	C	C	X	C	C	C	C	C	C	C	X	X	X	X	X	X	X	19.255 Assemblies of People – Non-Entertainment
Entertainment - Incidental	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
Fuel Systems – Private (Above Ground Tanks)	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	19.480 – Fueling Systems – Private (Above Ground Tanks)
Home Occupations	X	X	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	P	19.485 – Home Occupations
Marijuana Cultivation:																						
Commercial (Prohibited use)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.342 – Marijuana Cultivation – See Article X (Definitions)
Personal	X	X	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Mining/Mineral Extraction	X	X	C	C	C	C	C	X	C	C	X	X	X	X	X	C	X	X	X	X	X	19.490 – Mining/Mineral Extraction
Outdoor Dining (Permanent)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	X	P	X	X	P	19.495 – Outdoor Dining and Food Preparation (Permanent)

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*** = Access to an Assembly of People – Non-Entertainment shall meet all applicable standards indicated in Chapter 19.255.

P = Permitted
RCP = Recycling Center Permit, Chapter 19.870.
DCP = Day Care Permit - Large Family, Chapter 19.860
PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760
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sq. ft. = Square Feet
RRP = Room Rental Permit

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Article V – INCIDENTAL USES TABLE

19.150.020 (B)

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4d

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

Use	Zones																					Location of Required Standards in the Municipal Code
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Outdoor Food Preparation (Permanent)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	MC	X	X	MC	19.495 – Outdoor Dining and Food Preparation (Permanent)
Outdoor Display of Incidental Plant Materials	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	19.500 – Outdoor Display of Incidental Plant Materials
Outdoor Display and Sales - Incidental ²	X	X	X	X	X	X	X	X	X	TUP	X	X	X	X	X	X	X	X	X	X	X	19.505 – Outdoor Display and Sales
Outdoor Storage - Incidental	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	19.510 – Outdoor Storage
Play Areas Incidental to Restaurants ³	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	19.515 – Play Areas Incidental to Restaurants
Rental of Rooms																						19.100 – Residential Zones
2 or fewer	P	P	P	P	P	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	19.520 – Rental of Rooms
3 or 4	P	P	RRP	RRP	RRP	X	X	X	X	X	X	RRP	X	X	X	X	X	X	X	X	X	19.895 – Room Rental Permit
Second Dwelling Units	X	X	X	P/MC	P/MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.525 – Second Dwelling Units
Tiny Home(s) Community***	X	X	C	C	C	C	X	C	C	C	C	C	C	C	X	X	X	X	X	X	X	19.255 – Assemblies of People – Non-Entertainment
Tiny Homes	X	X	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.910 - Definitions
Vehicle Repair - Personal	P	P	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.527 – Vehicle Repair - Personal

²Outdoor Sales and Display – Incidental are permitted on an intermittent basis with a TUP. See Section 19.740

³Where play areas are proposed in conjunction with a new drive-thru restaurant, the play area can only be considered under the same Conditional Use Permit required for the drive-thru business.

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*** - Accessory to an Assemblies of People - Non Entertainment and shall meet all applicable standards identified in Chapter 19.255.

P = Permitted

RCP = Recycling Center Permit, Chapter 19.870.

DCP = Day Care Permit - Large Family, Chapter 19.860

PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

TUP = Temporary Use Permit, Chapter 19.740

sq. ft. = Square Feet

RRP = Room Rental Permit

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770

Article V – TEMPORARY USES TABLE 19.150.020 (C)

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4e

This table identifies uses that are temporary in nature.

Use	Zones																				Location of Required Standards in the Municipal Code		
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones				
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CE	CRC*	MU-H	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		DSP	
Car Show	X	X	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP			
Caretaker Living Quarters – Temporary During Construction	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	X		19.465 – Caretaker Living Quarters	
Christmas Tree and Pumpkin Sales (Seasonal)	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP		
Circus or Carnival (With or Without Tent)	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X		
Dwelling Unit (Motor Home, RV, Camper, etc.)	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	X	TUP	X	X	X	X	X	X	X	X	X		
Entertainment (Trial Basis Only)	X	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	X	X		
Fair, Concert, Exhibit or Similar Uses	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP ¹	TUP	TUP	TUP	TUP	X	TUP	TUP	TUP	TUP	TUP	TUP	TUP ¹	X			
Fruit Stand	X	X ²	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	X	X		
Mobile Medical Units for Humans	X	X	X	X	X	X	X	X	TUP	TUP	TUP	X	TUP	TUP	X	TUP	X	X	X	X	X		
Non-Commercial Tent Meetings	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP		
Outdoor Preparation of Food (Temporary)	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	X	X	TUP	X	X		19.495 – Out Dining and Food Preparation	
Outdoor Sales event in Conjunction with a Permanent Land Use (Parking lot sale)	X	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	X	X		
Outdoor Sales event not in Conjunction with a Permanent Land Use (Parking lot sale)	X	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP									
Special Events (Running Events, Parades, Block Parties etc.)																						Special Event Permits are administered by the Arts and Cultural Affairs pursuant to 2.28	
Subdivision Sales Trailer and/or Office During Construction	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	X			

¹All sites having active minor conditional use permits or conditional use permits, Private schools, Assemblies of People, etc.

²For Exceptions, see Chapters 19.100.030 (A) – RA-5 Permitted Uses and 19.150.020 (B) Incidental Uses Table

** = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Permitted Uses). If any conflict between this Table and Sections 19.100.030A and 19.100.030 B exists, the provisions of Sections 19.100.030A and 19.100.030 B shall apply.

P = Permitted

RCP = Recycling Center Permit, Chapter 19.870.

DCP = Day Care Permit - Large Family, Chapter 19.860

PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

TUP = Temporary Use Permit, Chapter 19.740

sq. ft. = Square Feet

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770

Article V – TEMPORARY USES TABLE 19.150.020 (C)

This table identifies uses that are temporary in nature.

Use	Zones																				Location of Required Standards in the Municipal Code	
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		DSP
Temporary Emergency Shelter with Assemblies of People – Non-Entertainment	X	X	TUP	TUP	TUP	TUP	X	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X		19.255 – Assemblies of People – Non-Entertainment 19.740 – Temporary Use Permit 19.910 – Definitions
Temporary Holiday Storage Containers	X	X	X	X	X	X	X	X	TUP	TUP	TUP	TUP	TUP	TUP	X	X	X	X	X	X		
Vapor Recovery Operations	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP		

* = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19.100.030 A and 19.100.030 B shall apply.

P = Permitted

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PRD = Planned Residential Development Permit, Chapter 19.780

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TUP = Temporary Use Permit, Chapter 19.740

sq. ft. = Square Feet

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 15.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770

Chapter 19.205

EMERGENCY SHELTER OVERLAY ZONE (ES)

- 19.205.010 Purpose.**
- 19.205.020 Locational Standards.**
- 19.205.030 Development Standards.**
- 19.205.040 Concurrent Design Review Required.**

19.205.010 Purpose.

The Emergency Shelter Overlay Zone (ES) is established to permit emergency shelter uses in areas that have a realistic potential for development or reuse opportunities for emergency shelters. The ES Zone may be applied to any zone except the RC - Residential Conservation, RA-5 - Residential Agricultural, MU-N - Mixed Use Neighborhood, MU-V - Mixed Use Village, MU-U - Mixed Use Urban, RWY - Railway Zones and in conjunction with other overlay zones except the CS - Commercial Storage, NC - Neighborhood Commercial, RL - Residential Livestock and WC - Water Course Zones.

19.205.020 Locational Standards.

- A. The site chosen for the application of the ES Zone should account for environmental constraints, such as flooding, seismic hazards, chemical contamination, slope instability or erosion that could make building an emergency shelter infeasible.
- B. The site should be located within proximity to transit, job centers and public and community services.

19.205.030 Development Standards.

As part of the evaluation of the ES Overlay Zone the rezoning application shall indicate compliance with the following development standards:

A. Maximum Number of Beds

The maximum number of beds shall be evaluated as part of this application based upon the design and layout of the building and the appropriate building and fire codes.

B. On-site Waiting and Client Intake Areas

- 1. An adequate sized indoor client intake area shall be provided.
- 2. Any queuing areas shall be on-site, in covered areas and away from public sidewalks and avoid spilling into parking and landscape areas.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4g

Chapter 19.255

ASSEMBLIES OF PEOPLE - NON-ENTERTAINMENT

19.255.010 Purpose.

19.255.020 Applicability and Permit Requirements.

19.255.030 Site Location, Operation and Development Standards.

~~19.255.040 Additional Setback and Yard Requirement.~~

19.255.050~~40~~ Modifications.

19.255.010 Purpose.

The purpose of regulating assemblies of people for non-entertainment (places of worship, fraternal and service organizations conference facilities, etc.), is to ensure compatibility with surrounding uses and properties and to avoid impacts associated with such uses.

19.255.020 Applicability and Permit Requirements.

A. Assemblies of ~~people~~People - ~~non~~Non~~entertainment~~ Entertainment uses ~~and Assemblies of People - Non-Entertainment - Storefront~~, as defined in Article X (Definitions), ~~as a stand-alone use~~ are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter.

B. ~~Assemblies of people - non-entertainment - storefront uses, as defined in Article X (Definitions), located in a storefront within an existing industrial, office or commercial complex, as defined in Article X (Definitions) are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter. Assemblies of People - Non - Entertainment - Storefront shall not exceed 4,000 square feet. Any facility larger than 4,000 square feet shall not be considered a "Storefront".~~

C. ~~To be considered a "Storefront" Assembly of People - Non-Entertainment Use, the maximum floor area allowed shall not exceed 4,000 square feet. Any Assembly of People - Non-Entertainment Use larger than 4,000 square feet shall not be considered a "Storefront" facility and thus be subject to the provisions applicable to stand-alone Assemblies of People - Non-Entertainment Uses. Dwelling Units are not permitted in any industrial zones, or in conjunction with Assemblies of People - Non - Entertainment - Storefront.~~

19.255.030 Site Location, Operation and Development Standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to assemblies of people - non-entertainment uses unless otherwise specified here.

A. General Requirements ~~applicable to both stand-alone and storefront assemblies of people - non-entertainment uses.~~

1. Parking shall be provided in accordance with Chapter 19.580 (Parking and Loading). In determining the adequacy of parking to serve an ~~a~~Asssemblies of ~~p~~People - ~~n~~Non-~~e~~Entertainment use, the Development Review Committee or Planning Commission, as applicable, shall take into account such factors as off-

peak hours of operation of the use relative to other uses within the complex. The Development Review Committee or Planning Commission, as applicable, may impose such conditions as necessary on the operating hours and characteristics of the operations to provide for adequate parking at all times.

2. ~~No use other than those specifically authorized by the Approving or Appeal Authority under the discretionary permit shall be permitted. Setbacks shall be at least 20 feet from every property line and shall not be located within any front yard required in such zone; provided, however, that any interior side or rear yard may be used for off-street parking purposes.~~

B. Additional requirements or special conditions applicable to Dwelling Unit(s) incidental to Assemblies of People – Non - Entertainment.

1. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.
2. Maximum height of any Dwelling Units shall be 35 feet.
3. A written management, maintenance and security plan shall be provided for review and approval by the Community & Economic Development Director or his/her designee.
4. The property owner and/or management shall become an active member of the Riverside Police Department's Crime Free Multi-Housing Program or equivalent program.

B.C. Additional requirements for ~~storefront~~ Assemblies of p People – n Non – e Entertainment uses - Storefront.

~~1. Site location standards:~~

- ~~a. The assemblies of people – non entertainment use shall be located within a building in a multi-tenant industrial, commercial or office complex as defined in Article X (Definitions);~~

2-1. Operation and Development Standards:

- a. Facilities shall be limited to ~~use for~~ Assemblies of p People – n Non-e Entertainment uses (e.g., including worship services, prayer meetings, church socials, Sunday school and incidental office uses). No other activities are permitted including use as a residence, community social and recreational programs or activities;
- b. Normal operations of the facilities shall be restricted to indoor uses;
- c. No substantial adverse impacts on adjoining uses will result.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4g

~~19.255.040 — Additional Setback and Yard Requirement.~~

~~Any assemblies of people — non-entertainment use, when permitted in any residential zone or the Office (O) Zone, shall be set back at least 20 feet from every property line and shall not be located within any front yard required in such zone; provided, however, that any interior side or rear yard may be used for off-street parking purposes.~~

19.255.05040 Modifications

Modifications to site location, operation and development standard ~~A.1~~ may be considered in conjunction with the required Conditional Use Permit or Minor Conditional Use Permit, as applicable pursuant to Chapter's 19.730 and 19.760.

~~Modifications to the above setback and yard requirement may be considered in conjunction with the required Conditional Use Permit or Minor Conditional Use Permit, as applicable.~~

Chapter 19.400

SHELTERS – EMERGENCY SHELTER, SUPPORTIVE HOUSING, TRANSITIONAL HOUSING AND TRANSITIONAL HOUSING DEVELOPMENT

- 19.400.010 Purpose.
- 19.400.020 Applicability and Permit Requirements.
- 19.400.030 Additional Application Requirements.
- 19.400.040 Site Location, Operation and Development Standards.
- 19.400.050 Special Noticing Requirements.
- 19.400.060 Existing Facilities Require a Permit.
- 19.400.070 Change in Operating Conditions.
- 19.400.080 Abandonment of Use.
- 19.400.081 Modifications.

19.400.010 Purpose.

The purpose of regulating emergency shelters, ~~supportive housing and transitional housing and transitional housing development~~ is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

19.400.020 Applicability and Permit Requirements.

A. Except as provided in paragraph B, Emergency shelters, ~~supportive housing and transitional housing and transitional housing development~~ as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter.

B. The provisions of this Chapter shall not apply to properties in the Emergency Shelter Overlay Zone, where emergency shelters are a permitted use.

19.400.030 Additional Application Requirements.

The application for a discretionary permit for emergency shelters, ~~supportive housing, transitional housing and transitional housing development~~ shall include the following additional information:

- A. Client profile (the subgroup of the population of the facility is intended to serve such as single men, families, elderly, minor children, developmentally disabled, etc.);
- B. Maximum number of occupants and hours of facility operation;
- C. Term of client stay;
- D. Support services to be provided on-site and projected staffing levels; and
- E. Rules of conduct and/or management plan.

19.400.040 Site Location, Operation and Development Standards.

In addition to the standards for emergency shelters set forth in Article V, Base Zones and Related Use and Development Provisions, the following findings shall be made: apply to all emergency shelters, ~~supportive housing, transitional housing and transitional housing development unless otherwise specified here.~~

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4h

- A. The use shall be compatible with neighboring uses.
- B. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.
- C. The facility shall be located along or near an arterial with ready access to public transportation.
- D. The facility shall be accessible to necessary support services.
- E. To avoid over-concentration of emergency shelters, ~~supportive housing, transitional housing and transitional housing development~~, there shall be a five-thousand-foot separation requirement as measured from the nearest outside building walls between the subject use and the nearest property line of any other shelter facility.
- F. Emergency shelters, ~~supportive housing, transitional housing and transitional housing development~~ shall not be located within 1,000 feet of a public or private school (kindergarten through twelfth grade), universities, colleges, student housing, senior housing, child care facilities, public parks, businesses licensed for on- or off-site sales of alcoholic beverages or parolee/probationer home as defined in Article X (Definitions) and as measured from any point on the outside walls of the facility to the nearest property line of the noted use.
- G. To avoid over-concentration of homeless housing facilities and assisted living and/or group housing facilities, there shall be a 300-foot separation requirement as measured from the nearest outside building walls between the subject use and the nearest property line of another assisted living or group housing facility as defined in Article X (Definitions).
- H. The facility should be compatible with the character of the surrounding neighborhood.
- I. Both indoor and outdoor open areas should be provided on site.
- J. All setback standards of the underlying zone shall be met.
- K. On-site staff supervision shall be required during all hours of facility operation.
- L. Individual client stays shall not exceed 180 days.
- M. The facility's management shall participate in any formal residential crime prevention program (e.g., Crime Free Multi-Housing Program or its successor).
- N. Establishment of the facility shall conform to the adopted Countywide Comprehensive Homeless Plan and the City Comprehensive Homeless Assistance Plan.

19.400.050 Special Noticing Requirements.

All property owners within 1,000 feet of the proposed facility, as measured from the subject property lines, shall be notified of the proposed discretionary permit.

19.400.060 Existing Facilities Require a Permit.

P17-0096, P17-0180, P17-0182, & P17-0521 Exhibit 4h

An existing facility in good standing may file a written request for an extension of time of up to one year in which to file for the required discretionary permit. The written request shall include the reason for the request, including budgeting and/or securing filing fees, subject to confirmation and approval by the Planning Division. A filing extension may be granted by the Planning Division when it is verified that good faith efforts to budget and/or secure funds are made, financial hardship exists, and a favorable recommendation is obtained from the Police Department. The Police Department recommendation is based upon a review of calls for service and criminal history at the shelter facility for the previous 12 months. This subsection shall sunset and no longer be effective on the date as of June 8, 2006.

19.400.070 Change in Operating Conditions.

Any change in operating conditions from what was originally approved and imposed by the City, including, but not limited to, number of occupants or clients or any modifications to the conditions of approval pursuant to the required discretionary permit shall require the immediate submittal of a request for revision of the required discretionary permit.

19.400.080 Abandonment of Use.

An existing facility, established pursuant to any discretionary permit discontinued for any period of time, excluding a maximum 30 day closure required to perform necessary repairs or restoration that does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a facility shall be required to first obtain a new discretionary permit, as appropriate.

19.400.081 Modifications.

Modifications to the above Site Location, Operation and Development Standards may be considered under the required Minor Conditional Use Permit or Conditional Use Permit.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4i

Chapter 19.401

SINGLE ROOM OCCUPANCIES (SRO's)

19.400.010 Purpose.

19.400.020 Applicability and Permit Requirements.

19.400.030 Site Location, Operation and Development Standards.

19.400.010 Purpose.

The purpose is to allow for Single Room Occupancies (SRO's) consistent with State Law, Assembly Bill (AB 2634), to appropriately regulate SRO's to ensure compatibility with surrounding uses and properties, and to minimize impacts associated with such uses.

19.400.020 Applicability and Permit Requirements.

Single Room Occupancies (SRO's) as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter.

19.400.030 Site Location, Operation and Development Standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to SRO development, unless otherwise specified here.

A. Findings

1. The use will have no substantial adverse impacts on adjoining properties or land uses.
2. Adjacent development will not constitute a hazard to occupants.
3. The establishment of the use will not result in harm to the health, safety or general welfare of the surrounding neighborhood.

B. Site Location Standards

1. The use shall be located along or near a major arterial with ready access to public transportation such (i.e., transit stations and along major bus routes/stops).
2. The use will be in proximity to shopping areas and services such as, community centers, and medical facilities.
3. To avoid over-concentration of SRO's, there shall be a 300-foot separation requirement as measured from the nearest outside building walls between a proposed SRO and any other SRO.

C. Operation and Development Standards

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4i

1. The design of the facility and lay shall be compatible with character of the surrounding neighborhood and consistent with the Citywide Sign and Design Guidelines.
2. On-site parking shall be provided as required for multiple-family residential use pursuant to the requirements of Chapter 19.580.
3. All lighting fixtures shall be directed away from adjacent properties and public right-of-ways.
4. The SRO living unit facility shall provide interior common space based on the unit size as follows:

<u>Unit size:</u>	<u>Required Common Area</u>
<u>Less than 160 sq. ft.</u>	<u>4.5 sq. ft. of common space</u>
<u>160 - 169 sq. ft.</u>	<u>4.0 sq. ft.</u>
<u>170 - 179 sq. ft.</u>	<u>3.5 sq. ft.</u>
<u>180 + sq. ft.</u>	<u>3.0 sq. ft.</u>

An SRO living unit facility must provide at least two hundred (200) square feet in area of interior common space, excluding janitorial storage, laundry facilities and common hallways.

5. Excluding the closet and the bathroom area, an SRO living unit must be a minimum of one hundred fifty (150) square feet in floor area. The average unit size in a living unit facility shall be no greater than two hundred seventy-five (275) square feet and no individual living unit may exceed four hundred (400) square feet.
6. Each SRO living unit shall be designed to accommodate a maximum of two (2) persons.
7. An SRO living unit is not required to but may contain partial or complete kitchen and bath facilities. If individual bath facilities are not provided, common bath facilities must be provided. If individual kitchen facilities are not provided, common kitchen facilities must be provided that adequately serve the residents of the SRO living unit facility. Additional requirements may be imposed by the Planning Commission.
8. Individual SRO living units may not have separate external entryways.
9. Laundry facilities must be provided in a separate room at the ratio of one (1) washer and one (1) dryer for every twenty (20) units or fractional number thereof.
10. A cleaning supply storeroom and/or utility closet with at least one (1) laundry tub with hot and cold running water must be provided on each floor of the living unit building.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4i

11. The SRO living unit facility must have a management plan approved by the City's Housing Authority.
12. The facility's management shall participate in any formal residential crime prevention program (e.g., Crime Free Multi-Housing Program or its successor).
13. The Planning Commission or the City Council, on appeal, may modify any of the above standards if a finding is made that such modifications will not be detrimental to the health and safety of the residents.

ARTICLE VII: SPECIFIC LAND USE PROVISIONS

Chapter 19.525442

SECOND ACCESSORY DWELLING UNITS (ADU)

- 19.525442.010** Purpose.
19.525442.020 Applicability and Permit Requirements.
19.525442.030 Site Location, Operation and Development Standards.

19.525442.010 Purpose.

~~The State of California has declared accessory dwelling units to be a valuable form of housing in California. The City recognizes the importance of livable housing balanced with an attractive living environment for all residents. The availability of accessory dwelling units contributes to local housing, to the community's housing stock, and are considered to be a residential use consistent with the General Plan and Zoning Code. purpose of regulating second dwelling units is required by State law pursuant to. The purpose of this Chapter is also to ensure compatibility with Government Code Section 65852.2 and to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.~~

19.525442.020 Applicability and Permit Requirements.

~~Second Accessory~~ dwelling units, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions including the R-1 and RE zones, subject to the requirements contained in this Chapter.

19.525442.030 Site Location, Operation and Development Standards.

~~An application for an accessory dwelling unit shall demonstrate compliance with all the standards and limitations set forth in this section, to the satisfaction of the Community and Economic Development Director or his/her designee.~~

A. Lot Size.

~~The lot size shall be the minimum lot area of 10,000 square feet or the minimum lot area required by the underlying zone, whichever is greater.~~

B. Lot Coverage.

Maximum lot coverage shall be the same as the underlying zone.

C. Setbacks.

~~Second Accessory dwelling units are not allowed in the required rear yard setback shall meet the minimum building setback requirements of the underlying zone.~~

D. Number of Dwellings.

The number of ~~total~~ dwellings permitted on a single lot in any single-family residential zone, ~~except the RR, RC and RA-5 Zones~~, shall be limited to ~~no more than~~ two, that may include the primary dwelling and either an second accessory dwelling unit, auxiliary

~~dwelling unit, a guest house, or an~~ accessory living quarters. The ~~second~~accessory dwelling unit may be established within or connected to the primary dwelling per Table 19.150.020 B (Incidental Use Table).

E. Dwelling Size.

~~There is no maximum size for the second dwelling, except that size shall be limited by meeting all of the lot development standards for the underlying zone. An accessory dwelling unit shall not exceed 1,200 square feet.~~

F. Height Limitation.

- ~~1. For a Detached ~~second~~accessory dwelling units, the height shall be limited to a single-story, 20-foot-high building.~~
- ~~2. An attached accessory dwelling unit's height shall comply with the underlying zone.~~

G. Parking.

~~Second~~No additional parking is required for an accessory dwellings unit.~~shall be required to meet the minimum building setback requirements of the underlying zone.~~

~~————The second dwelling shall have a separate, minimum one-car, covered parking space separate from, and in addition to, parking provided for the primary dwelling and shall not be permitted within the building setbacks.~~

H. Design.

~~The second dwelling, whether attached or detached from the primary structure, shall be architecturally compatible to the primary dwelling in architectural style, colors, and materials. If a property is located within the boundaries of a designated historic district, the second dwelling shall comply with the Citywide Residential Historic District Design Guidelines. No exterior stairways may be visible from located on the side of the structure facing a public right-of-way, ~~excepting from~~ alleys.~~

I. Occupancy.

- ~~1. One of the two dwellings, either the primary or secondaccessory dwelling unit, is required to be occupied by the owner of the property.~~
- ~~2. If one of the dwellings is not owner occupied for any period longer than 90 days, one of the two dwellings is required to be converted to an accessory living quarters or a guest house, and kitchen facilities shall be removed in accordance with this Title.~~

J. Covenant Required.

A covenant shall be recorded with the Riverside County Recorder on the property, subject to approval of the Planning Division and City Attorney's Office, to restrict the

property with the requirements of this section prior to issuance of a building permit for the ~~second~~accessory dwelling unit. This use restriction shall be binding upon any successor in ownership of the property.

~~A Minor Conditional Use Permit is required for a second dwelling unit not in compliance with all of the provisions of 19.525.030 (this section).~~

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4k

Chapter 19.475

DRIVE-THRU BUSINESSES

- 19.475.010 Purpose.**
- 19.475.020 Applicability and Permit Requirements.**
- 19.475.030 Traffic Study.**
- 19.475.040 Site Location, Operation and Development Standards.**
- 19.475.050 Additional Permit Findings.**
- 19.475.060 Modifications.**

19.475.010 Purpose.

The purpose of regulating drive-thru businesses is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

19.475.020 Applicability and Permit Requirements.

Drive-thru businesses, as defined in Article X (Definitions), incidental to a permitted use, unless specifically prohibited by the provisions of Article V, Base Zones and Related Use and Development Provisions.

19.475.030 Traffic Study.

A traffic study addressing both on-site and off-site traffic and circulation impacts may be required as part of the permit application, at the discretion of the Development Review Committee.

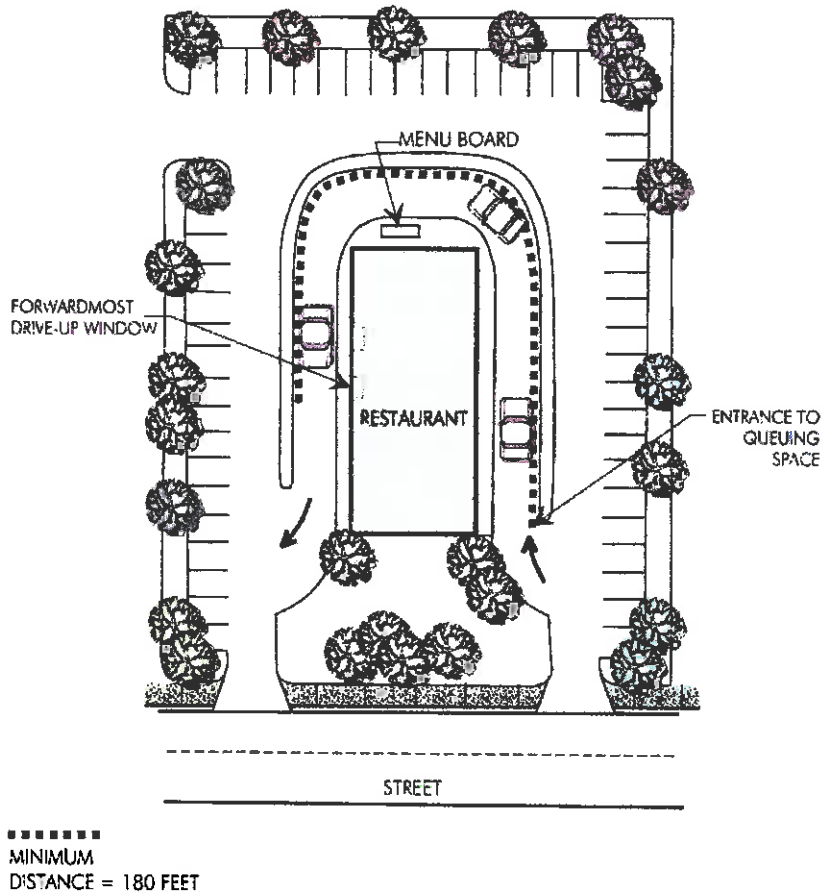
19.475.040 Site Location, Operation and Development Standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to drive-thru businesses unless otherwise specified here.

- A. The drive-thru business shall maintain a minimum 100-foot street frontage and be located on an arterial street, as indicated by the Riverside General Plan Figure CCM-4 - [Master Plan of Roadways](#).
- B. When a drive-thru business adjoins any lot in a residential, office or any mixed use zones, a minimum 6-foot-high masonry wall shall be erected and maintained along such property line; provided, however, that such wall shall be only 3 feet high from the setback line of the adjoining property to the front property line.
- C. Building and Landscape Setback Standards.
 - 1. Where a drive aisle or parking is adjacent to a street frontage, a landscape planter with a minimum width of 15 feet in width shall be provided along all street frontages. Where a building is adjacent to a street frontage, the building setback of the base zone shall apply.
 - 2. A landscape planter with a minimum width of 5 feet shall be provided along interior property lines, unless the site part of an integrated, master planned commercial complex, where no landscape setback is required along interior property lines.

D. Drive-thru Lane Standards

1. Restaurants shall maintain drive-thru lanes that are a minimum of 180 feet in length to provide on-site storage for a minimum of 10 vehicles, as measured from the forward most drive-thru window to the entrance to the queuing space.



19.475.040 E 1
Drive-thru Lanes

2. All other uses shall maintain drive-thru lanes that are a minimum of 36 feet in length to provide on-site automobile storage for a minimum of 2 vehicles.
3. Each drive-thru lane shall be a minimum of 12 feet in width. The lane shall be independent of any on-site parking, parking maneuvering areas, public streets, alleys or traffic ways.

E. Additional requirements for drive-thru lanes associated with restaurants:

1. Drive-thru windows are discouraged on any building elevation directly facing a street frontage.
2. Drive-thru lanes shall be designed in such a way as to be screened from view from the street through elevation differences, landscaping, arbors, trellises,

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canopies, walls and other architectural features used to reduce the visual presence of drive-thru operations.

3. Freestanding drive thru restaurants should be located on lots with at least 30,000 square feet, except for drive thru restaurants in master planned integrated commercial complexes with shared parking and access.
4. A minimum five-foot-wide landscaped planter should be installed between the drive-thru lane and parking lot maneuvering area when adjacent to one another, as determined necessary on a case-by-case basis.

F. Additional requirements for business with drive-thru lanes within the MU-U and MU-V Zones:

1. Drive-thru pick-up windows shall not be located on any building elevation facing a street.
2. Drive-thru lanes shall be located at the rear of the building in such a way as to be screened from view from adjacent streets. For corner properties, a combination of walls and other architectural and landscape features, such as arbors, trellises, canopies, and landscape berms may be used to screen the drive-thru lane from one adjacent street.

19.475.050 Additional Permit Findings.

In addition to the findings required for the granting of the applicable discretionary application, the following additional findings are required to be made by the Approving or Appeal Authority in approving a discretionary permit for a drive-thru business:

- A. That the use will not substantially increase vehicular traffic on streets in a residential zone.
- B. That the use will not substantially lessen the usability of adjacent or nearby commercially zoned property or commercial use by interfering with pedestrian traffic.
- C. That the use will not create increased traffic hazards to pedestrians.
- D. That the site will be adequate in size and shape to accommodate said use and to accommodate all yards, walls, parking, landscaping and other required improvements.
- E. That the use will not substantially lessen the usability and suitability of adjacent or nearby residentially zoned property for residential use.

19.475.060 Modifications.

Modifications to the above Site Location, Operation and Development Standards may be considered in conjunction with the required Minor Conditional Use Permit or Conditional Use Permit, as applicable.

Chapter 19.580

PARKING AND LOADING

- 19.580.010 Purpose.**
- 19.580.020 Applicability.**
- 19.580.030 Exemptions.**
- 19.580.040 Permit Requirements.**
- 19.580.050 Basic Limitations for Off-Street Parking.**
- 19.580.060 Parking Requirements.**
- 19.580.070 Off-Street Parking Location and Type Requirements.**
- 19.580.080 Design Standards.**
- 19.580.090 Parking Lot Landscaping.**
- 19.580.100 Prohibition of Commercial, Heavy or Oversize Vehicle Parking.**
- 19.580.110 Off-Street Loading Requirements.**
- 19.580.120 Maintenance for Off-Street Parking.**
- 19.580.130 Enforcement.**
- 19.580.140 Variances.**

19.580.010 Purpose.

This Chapter establishes regulations to:

- A. Regulate off-street parking and loading to minimize traffic congestion and hazards to motorists, bicyclists and pedestrians.
- B. Allow flexibility in addressing vehicle parking, loading and access issues.
- C. Provide for off-street parking in proportion to the needs generated by different land uses.
- D. Ensure access to projects by emergency response vehicles.
- E. Ensure that parking areas are designed and operate in a compatible manner with surrounding land uses.
- F. Ensure that off-street parking, loading, and access demands associated with new development will be met without adversely affecting other nearby land uses and surrounding neighborhoods.

19.580.020 Applicability.

- A. These off-street parking provisions shall apply to existing and new developments. Specifically for all buildings or structures erected and all uses of land established within the City of Riverside, parking facilities shall be provided as required by this Section.
- B. The off-street parking development standards shall also apply to all off-street parking facilities provided in the City but not required by this Title.

19.580.030 Exemptions.

- A. The following parking lot improvements shall be considered minor in nature in that the number or configuration of parking stalls is not altered, and shall be exempt from permit requirements:

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Exhibit 4I

1. ~~R~~Repair of any defects in the surface of the parking area, including holes and cracks;
2. ~~R~~Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces; and
3. ~~R~~Repair or replacement of damaged planters and curbs in the same location and replacement of damaged landscaping as originally approved by the City.

19.580.040 Permit Requirements.

- A. No building permit shall be issued for any building or structure, or use requiring off-street parking until plans and specifications clearly indicating the proposed development, including location, size, shape, design, curb cuts, lighting, landscaping and other features and appurtenances of the proposed parking area are approved by the Planning Division and the Public Works Department. A plot plan is required to be submitted with any permit application that involves the provision of new parking spaces or the redesign of existing parking facilities. The plot plan shall contain sufficient information and be at a scale as required by the Planning Division.
- B. No building shall be occupied and no final inspection shall be given by the Planning Division until off-street parking is provided in accordance with the provisions of this Chapter.

19.580.050 Basic Limitations for Off-Street Parking.

- A. Except as otherwise permitted herein, all required off-street parking spaces shall be independently accessible from a street at all times.
- B. No compact parking spaces shall be permitted unless approved by variance pursuant to Chapter 19.720 (Variance). However, any compact parking spaces approved and constructed prior to the effective date of this regulation shall be allowed to continue.
- C. On-street-parking within public or private streets, driveways or drives shall not be used to satisfy the off-street parking requirements.
- D. Parking a vehicle on any portion of a lot, other than paved areas permitted by Section 19.580.070 (Off Street Parking Location and type Requirements), is prohibited.
- E. Parking spaces shall not preclude direct and free access to stairways, walkways, elevators, any pedestrian access-way or fire safety equipment. Such access shall be a clear minimum width required by State law, no part of which shall be within a parking space.

Table 19.580.060	
Required Spaces	
Use	Number of Spaces Required
A	
Ambulance Service	1 space/ambulance plus 1 space/250 square feet of office area
Animal Keeping: a. Kennel (Dogs and Cats) b. Horse Stable - Commercial	a. 1 space/250 square feet of floor area b. 1 space/employee plus 1 space/5stalls
Appliance sales or repair (household)	1 space/500 square feet of floor area ⁽¹³⁾
Assemblies of People - Entertainment and Non Entertainment ⁽¹⁵⁾ (Includes places of worship, fraternal service organizations, indoor theater, stadiums, auditoriums, auction houses, community centers, clubs or meeting halls)	1 space/4 fixed seats or 1 space/30 square feet of floor area in the main assembly area for non-fixed seats. ⁽¹³⁾ <u>Additional requirements applicable to incidental Dwelling Unit(s)</u> ⁽¹⁷⁾
Arcades and Internet Cyber Cafes	1 space/250 square feet of floor area ⁽¹³⁾
Assisted Living	0.5 spaces/bed
B	
Banks and Financial Service a. Automated teller situated as part of a bank or financial institution, located indoor or outdoor b. Automated teller separate from a bank or financial institution, located outdoor c. Drive through automated teller or indoor automated teller associated with a retail use.	1 space/180 square feet ⁽¹³⁾ a. No spaces required. b. 2 spaces for the first teller station and 1 space per each additional teller station, all located on the same lot or within 100 feet of the teller station. ⁽¹¹⁾ c. No spaces required.
Bars, Saloons, Cocktail, Lounges and Taverns	1 space/100 square feet of floor area ⁽¹²⁾
Bed and Breakfast Inn	1 space/ guest room ⁽¹⁶⁾
Boardinghouse	1 space/ guest room ⁽¹²⁾
Bus Terminal	⁽⁵⁾
Business Support Services (Including graphic reproduction, computer services, etc.)	1 space/250 square feet of floor area ⁽¹³⁾

Table 19.580.060	
Required Spaces	
Use	Number of Spaces Required
C	
Caretaker Living Quarters	1 space/dwelling unit
Catering Establishment	1 space/employee plus 1 space/500 square feet of floor area ⁽¹³⁾
Cemeteries, Mortuaries, Funeral Chapels and ancillary uses a. With indoor facilities b. Outdoor only	a. See "Assemblies of People" for parking requirements b. ⁽⁵⁾
Commercial Storage (mini-warehouse, self-storage facilities)	1 space/ 250 square feet of office area plus 1 space for a resident manager or caretaker ⁽¹⁰⁾
Outdoor Storage Yard	The greater of: 1 space/4,000 square feet net lot area or 1 space/250 square feet of office space or 1 space/500 square feet of enclosed storage
D	
Day Care Facilities (more than six people): a. Children (day care centers, preschools, infant centers) b. Adult (not in a group home)	1 space/employee plus 1 space/facility vehicle plus 1 space/10 persons at facility capacity ⁽¹⁰⁾
Drug Store/Pharmacy	1 space/250 square feet of floor area ⁽¹³⁾
Dwelling: a. Single-family dwelling b. Multiple-family dwelling c. <u>Accessory Dwelling Unit</u>	a. 2 spaces within a private garage/dwelling unit b. 1.5 spaces/ dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms ⁽¹⁾ c. <u>No additional parking is required.</u>
E	
Equipment Sales/ Construction: a. Small - Rental and Repair b. Large - Rental and Repair	a. 1 space/500 square feet of office or retail area b. 1 space/500 square feet of office area and 2 spaces/ repair bay, in addition to the service bays
F	
Family Day Care Homes: a. Small Family Day Care Home b. Large Family Day Care Home	a. No requirement beyond standard single-family use b. 1 space for the single-family dwelling plus 1 space/employee not residing in the home and a drop-off/ pick-up space ⁽⁴⁾

Table 19.580.060	
Required Spaces	
Use	Number of Spaces Required
Restaurant (sit-down, drive-through, fast food, take-out, café, cafeteria, excluding any outdoor dining area)	1 space/100 square feet of floor area ⁽¹²⁾
Retail Sales (uses not located in a regional shopping center - i.e., in the CRC Zone) ⁽⁸⁾	1 space/250 square feet of floor area ⁽¹³⁾
S	
Schools:	
a. College, Community College, University, and Professional	a. (5)
b. Elementary or Secondary (Junior High)	b. 2 space/classroom plus 2 bus loading spaces
c. High School	c. 7 spaces/classroom plus 3 bus loading spaces
d. Vocational and Technical	d. 0.75 spaces/employee plus 0.75 spaces/student at maximum enrollment ⁽⁹⁾ (13)
Second Dwelling Unit	1 covered space
Senior Housing	1.1 spaces/unit ⁽²⁾
Shelters, Emergency for Homeless (2 or more)	a. (5) b. (6) c. (6)
a. Drop-in	
b. Emergency (Permanent)	
c. Transitional	
	<u>Based upon demonstrated need, provided that the standards do not require more parking than that for other residential or commercial uses within same zone.</u>
Shopping Center - Regional (i.e., in the CRC Zone)	1 space/200 square feet of gross leasable floor area
Single Room Occupancies -	<u>1.5 spaces/ dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms.⁽¹⁾</u>
Student Housing (including dormitories, fraternities, sororities, etc.)	1.1 spaces/bed ⁽¹⁰⁾
Supportive Housing	<u>Based upon demonstrated need, provided that the standards do not require more parking than that for other residential uses within same zone.</u>
T	
Taxi Company with Vehicle Storage	1 space/taxi plus 1 space/250 square feet of office area
Transitional Housing	<u>Based upon demonstrated need, provided that the standards do not require more parking than that for other residential uses within same zone.</u>

Table 19.580.060	
Required Spaces	
Use	Number of Spaces Required
Table 19.580.060	
Notes:	
1.	See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studios, or other similar rooms that may be used as bedrooms shall be considered bedrooms.
2.	For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3.	For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4.	Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5.	Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6.	Excluding lath and green houses.
7.	Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8.	For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9.	Additional parking for assembly rooms or stadiums is <u>not</u> required.
10.	Parking may be provided on the same or adjoining lot.
11.	Parking may be provided on the same lot or within 100 feet of the subject site.
12.	Parking may be provided on the same lot or within 150 feet of the subject site.
13.	Parking may be provided on the same lot or within 300 feet of the subject site.
14.	The pump islands are not counted as parking stalls.
15.	A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16.	Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17.	<u>Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.</u>

19.580.070 Off Street Parking Location and Type Requirements.

A. Single Family Dwellings

1. Required Number and Type of Spaces

See Table 19.580.060 (Required Spaces) Dwelling-Single Family.

2. Parking Location in the Front and Side Yard Areas

Parking and maneuvering in front yard areas of single-family residential zones for all vehicles, except recreational vehicles, that are regulated by Section 19.580.070 A (Recreational Vehicle Parking in Residential Zones), shall be limited to the space within a carport or garage plus a paved driveway between such garage or carport and the street from which it is served, not exceeding the width of the garage. In addition, the following front and side yard areas may also

Chapter 19.710

DESIGN REVIEW

- 19.710.010 Purpose.**
- 19.710.020 Applicability.**
- 19.710.030 Approval Required.**
- 19.710.035 Review Responsibilities of Planning Commission or Development Review Committee and Community & Economic Development Director.**
- 19.710.040 Design Review Standards.**
- 19.710.050 Citywide Design Review Guidelines.**
- 19.710.060 Drawings to Be Approved -- Alterations to Be Approved.**
- 19.710.065 Drawings to Be Submitted.**
- 19.710.070 Appeals.**

19.710.010 Purpose.

The City Council finds, determines and declares that the application of the design review procedures are necessary to preserve and promote the health, safety and general welfare of the community by achieving the following purposes:

- A. To protect and preserve the value of properties and to encourage high quality development thereof in areas where adverse effects will result from excessive uniformity, dissimilarity, poor exterior quality and appearance of buildings and structures, and from inadequate and poorly planned landscaping, and from failure to preserve where feasible natural landscape features, open spaces and the like, and will result in the impairment of the benefits of occupancy and use of existing properties in such areas;
- B. To recognize the interdependence of land values and aesthetics and to provide a method to implement this interdependence in order to maintain the values of surrounding properties and improvements, and to encourage excellence of development of property, compatible with the general plan for, and character of, the City, with due regard to the public and private interests involved;
- C. To ensure that the public benefits derived from expenditures of public funds for improvement and beautification of streets and public facilities shall be protected by the exercise of reasonable controls over the character and design of private buildings, structures and open spaces;
- D. To ensure the maintenance of high design standards in the vicinity of public buildings and grounds for the preservation of the architecture and general appearance in the areas of the City containing the buildings and grounds and to preserve the property values in the areas;
- E. To promote the maintenance of high design standards adjoining thoroughfares of Citywide importance to ensure that the community benefits from the natural growth and vegetation as much as possible, and from the natural terrain, and to preserve and stabilize the architecture and general appearance of buildings and grounds adjoining the thoroughfares; and to preserve and protect the property values in the areas; and

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- F. To ensure the design of landscaping and irrigation that shades paved areas, buffers or screens undesirable views, compliments building architecture and that implements the purposes of Chapter 19.570 (Water Efficient Landscaping and Irrigation).

19.710.020 Applicability.

- A. The design review procedures set forth in this Chapter shall apply to the following:
1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC – Residential Conservation, ~~Multiple-Family Residential~~, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
 2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.
 3. Establishment of any manufactured dwelling on the lot. The Design Review process shall apply only to the approval of foundation, roof material, roof pitch, roof overhang, siding material and any structures attached to the dwelling.
- B. The Design Review procedures set forth in this chapter shall not apply to any restoration, rehabilitation, alteration, development, construction, demolition, removal or appearance change of any landmark, landmark structure, landmark site or any structure or site within a preservation district. Said structures are subject to [Title 20](#).
- C. The following types of projects are exempt from Design Review, however, the Planning Division will review them for compliance with the Zoning Code and consistency with the Citywide Design Guidelines during the building permit plan check process:
1. Infill development consisting of a single-family residence or new residences and structures within an approved conventional residential subdivision (unless otherwise specified in the project specific conditions of approval).
 2. Minor exterior modifications or renovations that do not expand the size of the building.
 3. Accessory Buildings and Structures.
 4. Outdoor dining areas (not including outdoor food preparation).
 5. Minor site improvements or landscape modifications or renovations that are not subject to the Water Efficient Landscape Ordinance and/or do not require a Water Quality Management Plan (WQMP).
- D. To facilitate the development of affordable housing throughout the City, consistent with California Government Code Section 65580, an administrative Design Review application for standalone multi-family residential building(s) shall be reviewed by the

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Exhibit 4m

Community and Economic Development Director or his/her designee when the proposed development complies with all of the following criteria:

1. Development standards and regulations of the Riverside Municipal Code, including but not limited to, Title 7 (Noise), 16 (Building & Construction), 17 (Grading), 18 (Subdivision), 19 (Zoning) and 20 (Cultural Resources);
2. Water Quality Management Plan (WQMP) requirements;
3. No other discretionary review is required to approve the development proposal, such as, but not limited to, a variance, rezoning, specific plan amendment or general plan amendment;
4. Is consistent with the County's Airport Land Use Compatibility Plan (ALUCP), when applicable;
5. Mitigation measures of the Final Program Environmental Impact Report (FPEIR) certified for the City's 2014-2021 5th Cycle Housing Element (SCH # 2017041039); and
6. Requirements of a Traffic Operations Assessment (TOA) prepared for and reviewed by the City of Riverside Public Works Department. A TOA is required when a development results in any of the following:
 - a. Generates 100 or more new peak hour vehicle trips;
 - b. Does not conform with the City of Riverside's Access Management Guidelines; or
 - c. Is anticipated to contribute vehicle trips to a roadway or intersection where reported vehicular accidents have occurred three (3) or more times in a 12 month period, or five (5) or more times in a 24-month period, and where the installation of traffic controls could reduce vehicular accidents. A project site located within a 1,000 feet of a roadway or intersection with the accident criteria above is automatically assumed to be a contributor for the purposes of preparing a TOA.

This Administrative Design Review process ensures compliance with California Housing Element law. The multi-family housing permitted pursuant to RMC Article V – Permitted Use Table - 19.150.020(A) shall be a “permitted use by right”, as defined by Government Code Section 65583.

19.710.030 Approval Required.

- A. Where applicable, no new building, structure or sign or exterior alteration or enlargement of an existing building, structure, sign or new landscaping and irrigation shall be commenced or installed until Design Review approval has been granted pursuant to this Chapter.
- B. The restoration, rehabilitation, alteration, development, construction, demolition, removal or appearance change of any landmark, landmark structure, landmark site or any structure or site within a preservation district requires the granting of a permit by the Cultural Heritage Board or the City Council on appeal (see [Title 20](#)).

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Chapter 19.740

TEMPORARY USE PERMIT

- 19.740.010 Purpose.
- 19.740.020 Applicability.
- 19.740.040 Exemption.
- 19.740.050 Development, Operational and Location Standards.
- 19.740.060 Limitations of Approval.
- 19.740.070 Temporary Outdoor Storage and Loading.
- 19.740.080 Application and Permit Issuance.
- 19.740.090 Revocation of Temporary Use Permits.
- 19.740.100 Appeal.

19.740.010 Purpose.

The purpose of a Temporary Use Permit (TUP) is to regulate those uses and activities of a temporary nature that may affect the public peace, health, safety, and general welfare.

19.740.020 Applicability.

- A. Temporary uses shall be permitted on private property with the issuance of a Temporary Use Permit (TUP) as specified in Tables 19.150.020 C (Temporary Use Table) and 19.740.020 (Temporary Uses) in zones where the temporary use is permitted.
- B. Temporary uses shall be limited to the maximum number of contiguous days each use is allowed per event, the maximum number of occurrences each use is allowed and the maximum number of days per calendar year on each property or commercial complex as listed below.
- C. Non-City Sponsored events or uses located within the Public Right-of-Way, Public Park or other City owned land shall be subject to Chapter 2.28 of the Riverside Municipal Code and the granting of a Special Events Permit issued by the Arts and Cultural Affairs Division of the City of Riverside. Events which occur on both Public and Private Property (i.e. a Marathon using a public street but starting or ending at a privately owned shopping center) would be governed by the Special Event Permit provisions of Chapter 2.28 of the Riverside Municipal Code and not subject to a Temporary Use Permit.
- D. Temporary Uses listed in Table 19.740.020A below shall obtain a TUP for each event.
- E. A filing fee established by City Council Resolution shall be required prior to the issuance of a Major Temporary Use Permit.
- F. *Other Uses Not Listed* - The Community & Economic Development Director or their designee may determine that a use is similar to, and no more detrimental than, a listed Temporary Use. The maximum number of days and occurrences shall be at the discretion of the Community & Economic Development Director or their designee.
- G. Determination of City departments and other agencies whose approval is required prior to each occurrence will be determined by the Planning Division as part of the TUP review process with respect to each proposed temporary use.

Table 19.740.020 Temporary Use Permit				
Temporary Use	Maximum Number of Consecutive Days per Event^a	Maximum Number of Occurrences per Calendar Year¹	Maximum Number of Days Per Calendar Year¹	Type of Temporary Use Permit^b
Car Show	3	16	48	Minor
Caretaker Living Quarters - Temporary During Construction	Initial period of no more than six months, except that individual extensions of up to three months each with a maximum of one year from the date of the initial siting may be granted.			Minor
Christmas Tree and Pumpkin Sales (Seasonal)	30	2	60	Major
Circus or Carnival (With or without Tent)	7	1	7	Major
Dwelling Unit (Motor Home, RV, Camper, etc.)	30	4	60	Minor
Entertainment (Trial basis)	A maximum of 20 entertainment days within a 60 day period is permitted. The maximum number of days per week shall be determined by the Planning Division in collaboration with the Riverside Police Department. Refer to 19.740.050.E.6 for more information. An extension of up to 90 days may be permitted as noted under 19.740.050.E.6.g during the processing of a Conditional or Minor Conditional Use Permit (depending on Zone) only if a MCUP or CUP has already been filed with the Planning Division.			Major
Fair, Concert, Exhibit or Similar Uses	7	2	14	Major
Fruit Stands	4	8	32	Minor
Garage Sales	Garage Sales are Regulated by Chapter 5.49 of the Riverside Municipal Code			N/A
Mobile Medical Units for Humans	7	2	14	Minor
Non-Commercial Car Wash	Contact Public Works Department for requirements for temporary Car Washes			N/A
Non-Commercial Tent Meetings	10	1	10	Major
Outdoor Preparation of Food (Temporary)	3	6	18	Major
Outdoor Sales in Conjunction with a Permanent Land Use (Parking Lot Sale)	5	8	40	Minor

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Outdoor Sales Event <u>not</u> in Conjunction with a Permanent Land Use (Swap Meet)	4	4	16	Major
Special Events (Events on Public Properties including streets, schools, or parks)	Special Events are administered by the Arts and Cultural Affairs Division pursuant to Chapter 2.28 of the Riverside Municipal Code			N/A
Subdivision Sales Trailer or Office During Construction	Initial period of no more than one year from the date of the initial siting may be granted.			Minor
<u>Temporary Emergency Shelter</u>	=	=	<u>180</u>	<u>Minor</u>
Temporary Holiday Storage Containers	45	1	45	Minor

¹ An applicant or property owner may request an increase in the maximum number of days per event, number of occurrences, or days per calendar year by requesting consideration of a Temporary Use Permit to the City Manager and paying all applicable filing fees.

² Events in compliance with all applicable Development Standards Listed in 19.740.050F shall be exempt from the Major TUP process and may file online; however, any event that does not comply with all applicable Development Standards may be considered under the TUP Major process.

19.740.040 Exemption.

- A. Any temporary uses allowed by this Chapter proposed to be located within the boundaries of the Riverside Convention Center shall be exempt from the TUP process. Any proposed tents or structures shall be reviewed and approved by the Building and Safety Division and/or Fire Department which may require additional permits. Events which utilize adjacent sidewalks or other public property shall be subject to the granting of a Special Events Permit.
- B. Activities clearly incidental to a Public K-12 School, College or University (UCR and RCC) regulated and funded by a public governmental agency, such as graduation and sporting events, contained entirely on-site (including all parking) shall be exempt from the TUP process.
- C. Activities clearly incidental to a Private K-12 School, College or University (CBU and LSU), such as graduation and sporting events, contained entirely on-site (including all parking) shall be exempt from the TUP process provided there is an active Conditional Use Permit (CUP) or Campus-Wide Specific Plan for the institution. Fairs, Concerts, etc. which rely on on-street parking or path of travel shall not be included in this exception. Vocational and Training Schools are not included in this exemption.
- D. Events sponsored and sanctioned by the Master Property Association or Property Manager for Regional Shopping Centers which are 20 acres or larger located within the CR – Commercial Retail, CG – Commercial General or CRC - Commercial Retail Center Zone shall be exempt from the TUP process provided the entire event occurs on Managed or Owned Properties.

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Exhibit 4n

- e) No later than seven days following the issuance of a certificate of occupancy for the permanent building, the temporary unit shall be removed from the site.
- f) An active building permit shall be in effect prior to locating the temporary unit on-site and at all times that the unit remains on-site. The unit is to be removed within seven days of expiration of the building permit.

14. Temporary Emergency Shelter

- a) A written management and security plan shall be provided for review and approval by the Community & Economic Development Director or their designee.
- b) The owner and/or management shall become an active member of the Riverside Police Department's Crime Free Multi-Housing Program or equivalent program.
- c) A site maintenance and operations plan for ongoing property cleaning, noise control, and odor, dust, and litter control shall be submitted for review and approval of the Community & Economic Development Director or their designee prior to commencement of operations.
- d) The placement of beds are temporary and limited to the maximum number of days identified in Table 19.740.020.

14.15. Temporary Holiday Storage Containers

- a) A maximum of four (4) temporary holiday storage containers may be permitted for retail outlets with 15,000 square feet or more of gross floor area for overstock of products and goods.
- b) A maximum of two (2) temporary holiday storage containers may be permitted for retail outlets with 10,000 to 15,000 square feet of gross floor area for overstock of products and goods.
- c) A maximum of one (1) temporary holiday storage containers may be permitted for retail outlets with 5,000 to 10,000 square feet or more of gross floor area for overstock of products and goods.
- d) The containers shall be located behind the building to minimize the visual impact from public view.
- e) The containers shall not be located within any building setback area.
- f) The containers shall maintain the minimum building setback from all property lines as determined by the California Building Code or 10 feet whichever is greater.
- g) The containers shall not be located within a fire lane nor block any fire hydrant.

15.16. Vapor Recovery Operations - Vapor recovery operations for fuel-contaminated soil are subject to the site location criteria, operation and development standards below:

a) Site Location Criteria

- i. All equipment shall be located as far as possible, but not closer than 10 feet, to any property with a residential use or other uses designed for overnight human habitation, such as motels, hotels, hospitals or group homes.
- ii. The location on the site shall not disrupt the flow of traffic onto and off of the site.
- iii. Whenever possible, the facility shall not displace required parking. If this is not possible, the Zoning Administrator may grant a temporary displacement of required parking for the time the vapor recovery operation is in operation.

b) Operation and Development Standards

- i. All equipment shall be screened with landscaping, block walls or opaque fencing consistent with landscaping and/or physical improvements in the area.
- ii. Sound emanating from machinery shall be muffled so as not to exceed sixty dBA at the nearest property line of any nonresidential use and forty-five dBA at the nearest property line of a residential use or other uses designed for overnight human habitation, such as motels, hotels, hospitals or group homes.
- iii. The Community & Economic Development Director or their designee may limit the hours of operation to between nine a.m. and ten p.m. where vapor recovery operations are located near residential uses or other uses designed for overnight human habitation, such as motels, hotels, hospitals or group homes.
- iv. Approval from all applicable governmental agencies shall be obtained.
- v. At the conclusion of the vapor recovery operation, all machinery and improvements shall be completely removed from the site and the previously existing improvements shall be replaced in accordance with all local standards. The Community & Economic Development Director or their designee may require suitable documentation guaranteeing such removal and repairs.

19.740.060 Limitations of Approval.

Each permitted temporary use shall be limited to the maximum number of days and the maximum number of occurrences allowed per calendar year by Table 19.740.020 (Temporary Uses) of this Chapter unless extended by the Community & Economic Development Director or their designee. When either the maximum number of days or the maximum number of occurrences has been reached the temporary use shall not be permitted on the property for the

ARTICLE IX: LAND USE DEVELOPMENT PERMIT REQUIREMENTS/PROCEDURES

Chapter 19.780

PLANNED RESIDENTIAL DEVELOPMENT PERMIT

- 19.780.010 Purpose.**
- 19.780.020 Applicability and Permit Requirements.**
- 19.780.030 Procedures.**
- 19.780.040 Permitted Uses.**
- 19.780.050 Density and Findings.**
- 19.780.060 Development Standards.**
- 19.780.070 Common Ownership- Land or Improvements.**

19.780.010 Purpose.

A. These Planned Residential Development (PRD) regulations are established to allow for flexibility and creativity in design of single-family residential developments, and for the application of unique development standards that reflect special property conditions. Specifically, the Planned Residential Development Permit is intended to achieve the following:

1. In All Applicable Zones:

- a. Address the need to provide mechanisms to assist in producing a diversity of single-family residential housing and product types;
- b. Provide an incentive for clustered property development of environmentally and topographically constrained land in order to minimize the impacts of development on more environmentally sensitive portions of that land, particularly in the RC Zone;
- c. Allow the development of small-lot infill subdivisions in existing single-family neighborhoods, thereby allowing a more efficient and creative use of often difficult to develop properties when the proposed development is designed in a manner that is compatible with all existing development in the vicinity;
- d. Encourage and allow more creative and imaginative project design by allowing increased development densities. In return, planned residential developments are required to incorporate open space, amenities for recreational and visual enjoyment and superior design features, which are encouraged, but not required of standard single-family residential developments;
- e. To provide increased opportunities for home ownership consistent with the objectives of the City's General Plan; and
- f. Assist in the preservation and enhancement of valuable natural areas, where appropriate and especially in the RC Zone.

2. In the RC Zone:

PRD's in the Residential Conservation Zone (RC) shall be established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:

- a. To promote clustering of lots on less sensitive portions of the property to preserve valuable open space and wildlife habitat;
- b. To provide each individual lot with its own private open space areas preserving natural open space areas and features in common open space areas pursuant to Proposition R and Measure C; and
- c. To promote the preservation of viewscales and low impact development.

19.780.020 Applicability and Permit Requirements.

A Planned Residential Development is permitted in any single-family residential zone, except the RA-5 Zone, subject to granting of a Planned Residential Development Permit.

The Approving Authority shall review and evaluate a proposed project, including plot plans, architectural plans, grading plans, tract map, and proposed amenities, and shall approve, conditionally approve, or deny the proposed project, based on the findings and criteria indicated in Section 19.780.050.A.

19.780.030 Procedures.

A. General Process

Planned Residential Development Permit (PRD) applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

B. Map Required

The application shall be accompanied by a tentative map that shall be filed with the Planning Division in accordance with procedures set forth in Chapter 18.080 of Title 18 (Subdivision Code).

C. Phasing

If a Planned Residential Development is proposed to be constructed in phases, the proposed phasing schedule is subject to approval by the Director of Community & Economic Development.

D. Planned Residential Development Permit Expiration

Time limits and extensions shall be the same as for the related subdivision, consistent with the provisions of Title 18 (Subdivision Code) prior to issuance of the first building permit. After the first building permit has been pulled the Planned Residential Development Permit is vested.

E. Voting Approval Requirements

P17-0096, P17-0180, P17-0182, & P17-0521

Exhibit 4o

The decision of Planning Commission to grant a Planned Residential Development Permit shall require an affirmative vote of 2/3 of the membership present and voting.

19.780.040 Permitted Uses.

A. Single-family dwellings, attached or detached.

B. Tiny Home Community (on foundation only).

B.C. Related recreation and community facilities for the use of residents of the development and their guests.

G.D. Natural open spaces.

D.E. Golf courses.

E.F. Multipurpose trails.

F.G. Other uses as may be permitted as part of the planned residential development.

G.H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

19.780.050 Density and Findings.

A. Benchmark Density and Findings for Approval.

Densities up to the densities shown in Table 19.780.050 B (PRD Benchmark and Bonus Densities) for the underlying zone in which the project is located may be approved with the granting of a Planned Residential Development Permit, provided that the Approving Authority determines, based on demonstrated evidence, the project complies with the following criteria and findings, and the intent, standards, and requirements of this Chapter. Additional density up to the limit of the bonus density shown in Table 19.780.050.B may be considered if the project meets all the requirements stated in Section 19.780.050.E – *Density Bonus for Superior Design*.

Compliance with the following criteria shall be demonstrated for a proposed project to be approved, and the benchmark density to be granted. Failure to substantially meet or exceed all these standards shall result in disapproval of the project, or a lower density than the benchmark density.

1. In all single-family residential zones, other than RA-5 and RC Zone:
 - a. The property is well served by public infrastructure;
 - b. The project enjoys good access to public services, including schools, shopping and public and semipublic facilities;
 - c. The site is located on streets capable of accommodating the anticipated traffic. A traffic study may be required to assess consistency with Policy CCM - 2.3 of the General Plan to maintain LOS "D" or better on arterial streets or greater, except where LOS "E" has been designated as an acceptable standard;

Table 19.780.050 A Basic Community Resources
Arts and entertainment center
Bank
Community or civic center
Convenience Store
Daycare center
Fire station
Fitness center or gym
Laundry or dry cleaner
Library
Medical or dental office
Pharmacy
Police station
Post office
Place of worship
Restaurant
School
Supermarket
Other neighborhood-serving retail
Other office building or major employment center
Note: Up to two of each type of community resource may be counted. For example, two restaurants within ¼ mile may be counted as two community resources; four restaurants also count as two.

- (a) Transit rides per weekday are calculated as follows:
- i. Within ½ mile radius, count all the transit stops;
 - ii. Multiply each transit stop by the number of buses and/or trains that pass through that stop per day; then
 - ii. **aA** Add the total number of rides available as each stop within ½ mile together.

Example: If there are 4 bus stops, and at each bus stop the service frequency is half-hourly (48 times per day), the total transit rides per day is 192.

- (4) Locate trees or other plantings to provide shading for at least 50% of sidewalks, patios and driveways. Shading should be calculated for noon on June 21, when the sun is directly overhead, based on five year's growth.
- (5) Install light-colored high-albedo materials or vegetation for at least 50% of sidewalks, patios and driveways.
- (a) Acceptable strategies include the following:
- i. White concrete;
 - ii. Gray concrete;

ARTICLE X: DEFINITIONS

- 19.910.010 Purpose and Applicability.**
- 19.910.020 "A" Definitions.**
- 19.910.030 "B" Definitions.**
- 19.910.040 "C" Definitions.**
- 19.910.050 "D" Definitions.**
- 19.910.060 "E" Definitions.**
- 19.910.070 "F" Definitions.**
- 19.910.080 "G" Definitions.**
- 19.910.090 "H" Definitions.**
- 19.910.100 "I" Definitions.**
- 19.910.110 "J" Definitions.**
- 19.910.120 "K" Definitions.**
- 19.910.130 "L" Definitions.**
- 19.910.140 "M" Definitions.**
- 19.910.150 "N" Definitions.**
- 19.910.160 "O" Definitions.**
- 19.910.170 "P" Definitions.**
- 19.910.180 "Q" Definitions.**
- 19.910.190 "R" Definitions.**
- 19.910.200 "S" Definitions.**
- 19.910.210 "T" Definitions.**
- 19.910.220 "U" Definitions.**
- 19.910.230 "V" Definitions.**
- 19.910.240 "W" Definitions.**
- 19.910.250 "X" Definitions.**
- 19.910.260 "Y" Definitions.**
- 19.910.270 "Z" Definitions.**

Chapter 19.910

DEFINITIONS

19.910.010 Purpose and Applicability.

For the purposes of the Zoning Code, certain words, phrases and terms used herein shall have the meaning assigned to them by this Article, except that definitions derived from State and Federal regulations that are referenced herein shall have the meaning contained in the referenced regulations.

For general terminology used throughout the Zoning Code, refer to Section 19.060.030.A (Rules and Interpretations – Terminology). For terminology used in the Zoning Code but not defined in this Title, the definitions used elsewhere in the Riverside Municipal Code, the Uniform Building Code or accepted dictionaries of the English language shall govern.

19.910.020 “A” Definitions

Abandon

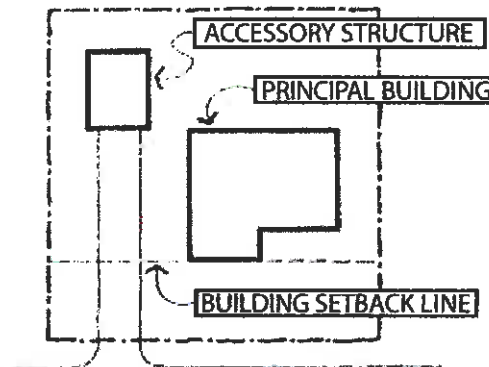
To cease to use, operate or occupy.

Abandoned sign

See [sign, abandoned](#).

Accessory building or structure

A building, part of a building or structure, portable building including a cargo container, pool, spa fence or wall that is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot.



Accessory dwelling unit

See [dwelling unit, accessory](#).

Accessory living quarters

~~See [dwelling unit, accessory](#).~~ Living quarters within an accessory building located on the same premises with the main building, such quarters having no kitchen facilities and not rented or otherwise used as a separate dwelling unit.

Accessory Use

A use incidental to and customarily associated with a specific principal use, located on the same lot or parcel.

Acoustical Structure

Means a structure that would reduce noise emitted so as to be consistent with Title 7 - Noise Control of the Municipal Code

Antenna, amateur radio	Any antenna used for the purpose of transmitting and receiving radio signals in conjunction with an amateur radio station licensed by the Federal Communication Commission (FCC).
Antique Store	A place offering, antiques for sale. An antique, for the purposes of this Code, shall be a work of art, piece of furniture, decorative object, or the like, of or belonging to the past, at least 30 years old.
Apartment house	Any building, or portion thereof, that is designed, built, rented, leased, let or hired out to be occupied, or that is occupied as a home or residence of two or more households living independently of each other and doing their own cooking in an independent unit of said building, and shall include flats and apartments. See also dwelling unit, multi-family .
Apartment project, community	See community apartment project .
Apartment unit	See dwelling unit, efficiency .
Approving Authority	The designated authority responsible for the review and action on land use and development permits and approvals.
Appurtenance	A subordinate or adjunct portion of a structure.
Arcade	An establishment containing four or more electronic amusement devices, such as video games, pinball machines, internet computer cafes and the like. This definition shall not apply to restaurants or recreational premises, such as bowling alleys or skating rinks, where an arcade is clearly incidental to the primary use and providing less than 25% of its gross revenue.
Architectural element	A design element incorporated into a freestanding sign for the purpose of making the sign reflect the architecture of the building(s) that house(s) the establishments(s) it identifies.
Area of a sign	See sign, area .
Article of information	See sign, article of information .
Articulation	Clear and distinct separation between design elements such as materials, walls and architectural details. <i>See definition in Citywide Design Guidelines.</i>
Assemblies of People - Entertainment	A use or indoor facility that provides for the gathering of more than 10 people on a regular or intermittent basis, whereby the purpose of the use or facility is to provide passive or active entertainment - for a fee or for no fee - for those people so assembled. Examples include but are not limited to assembly halls, banquet halls, live theaters, movie theaters, sports facilities, exhibitions and convention halls, auditoriums not associated with another primary permitted use and dance facilities. (See also Entertainment – Incidental).

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4p

**Assemblies of People -
Non-Entertainment**

A use or indoor facility that provides for gathering of more than 10 people on a regular or intermittent basis, whereby the purpose of the use or facility is to provide a location for meetings or congregations for those people so assembled. Examples include but are not limited to religious assemblies, clubs, fraternal service organizations, ~~and similar activities not including schools.~~ Schools, Day Care Centers, Dwelling Units, and Temporary Emergency Shelters may be allowed as incidental uses.

**Assemblies of People -
Non-Entertainment -
Storefront**

An assemblies of people - non-entertainment located within an existing building in a multi-tenant industrial, commercial or office complex where such tenant space does not exceed 4,000 square feet.

Assembly hall

A structure for groups of people to gather for an event or regularly scheduled program. Places of public assembly include but are not limited to arenas, religious institutions, lecture halls, banquet facilities and similar facilities.

Assisted living facility

A special combination of housing, supportive services, personalized assistance and health care designed to respond to the individual needs of persons who need help with activities of daily living. A facility with a central or private kitchen, dining, recreational and other facilities with separate bedrooms or living quarters, where the emphasis of the facility remains residential. *See definition in General Plan.*

Association

A nonprofit corporation or unincorporated association created for the purpose of managing a common interest development.

Attic

The uninhabitable space between the upper surface of the top floor and the roof above. An attic is not a covered story.

Auction house

A business operating either as a full time enterprise or temporary use, involved in the public sale of property to the highest bidder.

Auditorium

A stand-alone room, hall, or building used for public gatherings. For the purpose of this definition, an auditorium associated with a permitted educational facility is not considered a stand-alone room, hall, or building.

Auxiliary dwelling unit

~~See dwelling unit, auxiliary.~~

Average natural slope

The average natural inclination of the ground surface of a lot or parcel expressed as a percent and as measured by the following formula:

$$S = \frac{0.002296 \times l \times L}{A}$$

Where:

- S = average natural slope in percent
- l = natural contour interval in feet
- L = length of natural contours in feet
- A = acres of property (parcel of record existing on November 13, 1979)
- 0.002296 = constant that converts square feet into acres and expresses slope in percent

The average natural slope shall be computed from photogrametric maps, grading permit plans and other data or evidence approved by the Public Works Department.

Aviary

Any place where more than 15 domestic and/or non-domestic birds are kept outside.

19.910.030 "B" Definitions.

Bachelor unit

See [dwelling unit, efficiency unit](#).

Bail bonds facilities

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.

Banner

See [sign, banner](#).

Bar

An area primarily devoted to the serving of alcoholic beverages and in which the service of food is only incidental to the consumption of such beverages.

Brewery, Wine

An alcoholic beverage obtained from normal alcoholic fermentation of the juice of sound ripe grapes or other agricultural products containing natural or added sugar or any such alcoholic beverage to which is added grape brandy, fruit brandy, or spirits of wine, which is distilled from the particular agricultural product or products of which the wine is made and other rectified wine products and by whatever name and which does not contain more than 15 percent added flavoring, coloring, and blending material and which contains not more than 24 percent of alcohol by volume, and includes vermouth and sake, known as Japanese rice wine. (Section 23007 Business and Professions Code)

Brewery, Winery

A facility that engaged in the conversion of grapes, berries, or other fruit into wine and is engaged in the production of wine.

Building

See the definition of "building" as defined in [Title 16](#).

Building area

The sum in square feet of the ground area occupied by all buildings and structures on a lot.

~~Building coverage~~

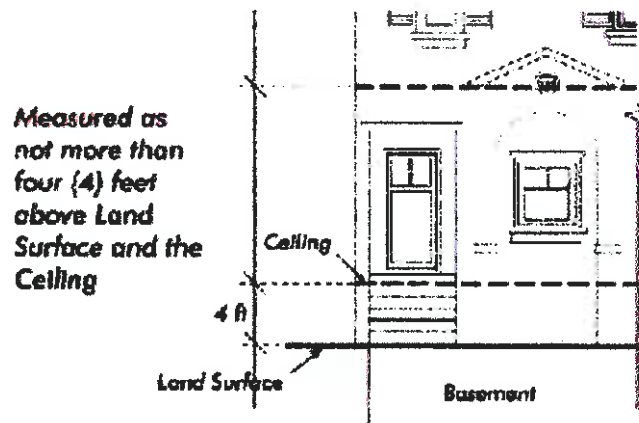
~~A percentage figure referring to that portion of a lot covered only with principal and accessory buildings.~~

Building frontage

See [frontage, building](#).

Building height

The vertical distance measured from the highest point of the roof or parapet wall of the uppermost story to the average elevation of the highest and lowest point of the ground covered by the foundation of the building.



Building line

See [setback building line, front, setback building line, rear](#) or [setback, building line, side](#).

Building Materials Supply Stores (Wholesale with Ancillary Retail Sales)

Any facility specializing in the wholesale of building and construction materials (e.g. lumber, irrigation, plumbing, electrical, etc.) with ancillary retail sales in an area not to exceed 20,000 square feet or 50% of the total area of the primary building or lease space, whichever is less.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4p

Dwelling Area	The total combined floor area of a Dwelling Unit intended for human habitation. Dwelling Area shall not include garages, carports, patios, sheds, or other similar spaces.
Dwelling unit	Two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. <i>See definition in the General Plan.</i>
Dwelling unit, accessory	Living quarters within an accessory building located on the same premises with the main building, such quarters having no kitchen facilities and not rented or otherwise used as a separate dwelling. An attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons which is located on the same lot as permitted primary use. An accessory dwelling unit may also include the following: <ul style="list-style-type: none">A. <u>An Efficiency Unit as defined in Section 17958.1 of the Health and Safety Code.</u>B. <u>A Manufactured Home, as defined in Section 18007 of the Health and Safety Code.</u>C. <u>Tiny Home.</u>
Dwelling unit, auxiliary	A dwelling unit located on a property zoned for single-family residential use that is subsidiary to the primary dwelling unit situated on that property.
Dwelling unit, caretaker	See <u>caretaker living quarters.</u>
Dwelling unit, efficiency	One room with kitchen facilities and with a private bath designed for occupancy by one household.
Dwelling unit, manufactured	A mobile home or manufactured house constructed in full compliance with the National Mobile Home construction and Safety Standards Act intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.
Dwelling unit, motor home, RV, camper, trailer, etc.	A structure standing on wheels used for short term human occupation.
Dwelling unit, multi-family	A building, or portion thereof, designed for occupancy by two or more families living independently of each other and containing two or more dwelling units. See also <u>apartment house.</u> <i>See definition in the Downtown Specific Plan and the General Plan.</i>

Dwelling unit, second

~~A dwelling located on a property zoned for single-family residential use that is designed exclusively for single-family residential purposes with a kitchen and sanitation facilities and located on the same lot as the primary dwelling. See definition in the General Plan.~~

Dwelling unit, single-family

A dwelling designed for occupancy by one family and located on one lot delineated by front, side and rear lot lines. See definition in the Downtown Specific Plan.

Dwelling unit, single-family, attached

Two or more dwelling units, each owned in fee and located on individual lots but joined along a single lot line, each of which is totally separated from the other by an unpierced wall extending from ground to roof. See definition in the Downtown Specific Plan and the General Plan.

Dwelling unit, single-family, detached

A dwelling unit owned in fee and located on an individual lot that is not attached to any other dwelling unit by any means. See definition in the General Plan.

19.910.060 "E" Definitions.

Easement

A recorded right or interest in the land that belongs to someone else, that entitles the holder thereof to some use, privilege or benefit out of or over said land. See definition in the General Plan.

Efficiency unit

See ~~dwelling unit, efficiency accessory~~

Electronic message center sign

See [sign, electronic message center](#).

Emergency shelter

~~Has the same meaning as defined in subdivision (e) of Section 50801 of the Health and Safety Code. See [Shelters, Emergency](#)~~

Entertainment

Except as specifically exempted in this Title, "entertainment" means any live entertainment, dancing, disc-jockey-hosted music, night clubs, comedy clubs and entertainment clubs.

Entertainment, incidental

Entertainment provided not as the principal means of business, such as a piano and guitar player providing background music within a bar or restaurant or karaoke sing-alongs provided none of the above involve a stage or any dancing.

Entertainment venue, public

A publicly owned or operated facility or any privately operated amusement park that regularly hosts entertainment events open to the general public.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4p

Freeway exit	Any location along a freeway where an exit ramp or exit ramps exist.
Front lot line	See lot line, front .
Frontage	That portion of a structure facing a public street and from that the address is normally taken. <i>See definition in the Design Guidelines.</i>
Frontage, building	For the purpose of calculating sign areas, "building frontage" means the linear measurement of exterior walls enclosing interior spaces that are oriented to and most nearly parallel to public streets, public alleys, parking lots, malls or freeways. <i>See definition in the Sign Design Guidelines.</i>
Frontage, major street	The street frontage from which the majority of the pedestrian or vehicular traffic is drawn or toward which the building or buildings are oriented for primary visual impact. Each commercial complex or shopping center shall be allowed to designate only one major street frontage. Where no single street frontage can be identified as the major street frontage, or in cases of dispute as to which street frontage is the major street frontage, the Community & Economic Development Director or his/her designee shall designate the major street frontage in conjunction with the review of proposed signs.
Frontage, secondary street	A street frontage other than a major street frontage.
Fuel systems - private (above ground tanks)	That portion of property where flammable or combustible liquids or gases used as fuel are stored and dispersed for private use.

19.910.080. "G" Definitions.

Garage, private	A completely enclosed accessory building or accessory portion of the main building used for shelter or storage of vehicles.
General Plan	The General Plan of the City of Riverside, adopted pursuant to the California Government Code Section 65301 et seq. and adopted by the Riverside City Council. <i>See definition in the General Plan.</i>
Glare	Any brightness within the field of vision of such a character as to cause annoyance, discomfort, interference with vision, or loss in visual performance and visibility.
Granny Flat	See dwelling unit, auxiliary; accessory living quarters .
Gross acreage	See acreage, gross .

Group housing or home Any living situation including motels and hotel buildings that are not for temporary use, that accommodates unrelated individuals, and may include but not be limited to the following types of facilities: (1) licensed alcohol and drug treatment facilities; (2) licensed board and care homes for the elderly including convalescent or rest homes and nursing homes; (3) licensed homes for minor children; (4) licensed homes for mental patients; (5) licensed homes for the developmentally disabled; and (6) single- room occupancy (SRO) projects. Group housing would typically involve a living arrangement where either support services are provided to the occupants, where cooking, living or support sanitary facilities are shared in common between the occupants or where there is a formal program establishing rules of conduct and purpose of the facility. *See definition in the General Plan.*

Guest house See [dwelling unit, aAccessory- living quarters.](#)

19.910.090. “H” Definitions.

Habitable floor area As defined in the [Building Code](#) as currently adopted by the City.

Hardscape Decorative elements within yards that may be combined with landscaping. Hardscape includes patios, decks, fountains, walls, art work, walkways, etc. *See definition in the Downtown Specific Plan.*

Height, building See [building height.](#)

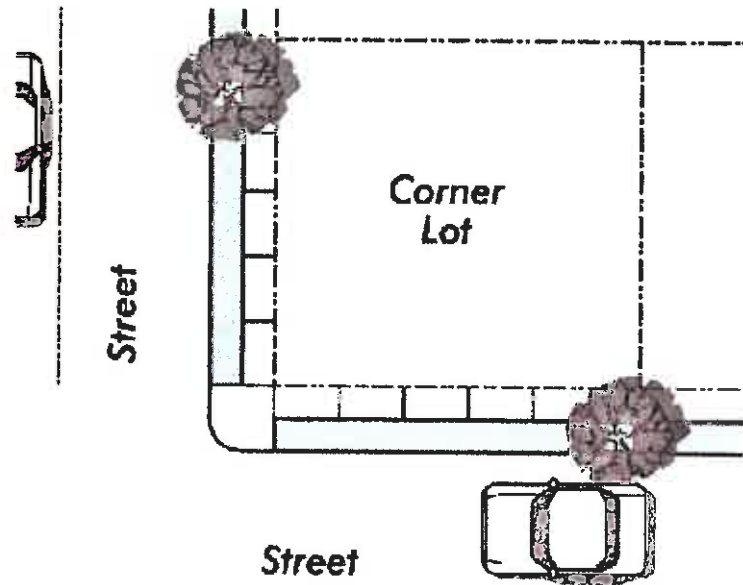
P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4p

Lot area

The total horizontal area within the lot lines of a lot, excluding any street or right of way area, except that in the RA-5 Zone, "lot area" includes that portion of the adjoining street or streets measured from the street centerline or centerlines.

Lot, corner

A lot situated at the intersection of two or more streets, having an angle of intersection of not more than one hundred thirty-five degrees.



Lot, corridor access

See [lot, flag](#).

Lot coverage

The area of a lot that is covered by a building(s) or structure(s), expressed as a percentage of the total lot area (excluding pools, fences, and walls). Lot coverage is measured from the exterior wall or post of the building(s) or structure(s) (including lattice, trellis, or solid roof).

Lot depth

The horizontal distance between the front and rear lot lines, measured from the midpoint of the front lot line to the midpoint of the rear lot line.

P17-0096, P17-0180, P17-0182, & P17-0521
Exhibit 4p

Major street frontage	See frontage, major street .
Mall	A shopping center where stores front on both sides of a pedestrian way that may be enclosed or open. Malls are typically enclosed, with a climate-controlled walkway between two facing strips of stores. The term represents the most common design mode for regional and superregional centers and has become an informal term for these types of centers. Any concentration of retail stores or service establishments that share customer-parking areas and are located within an enclosure having public walkways whereby a customer in one store or establishment may walk to another store or establishment without leaving the enclosure. For purposes of Chapter 19.620 (General Sign Provisions) and Chapter 19.625 (Private Party Signs on City-Owned Property and the Public Right-of-Way) a mall is defined as an open area located adjacent to urban buildings and designed primarily for pedestrian traffic, featuring walkways, trees and shrubs, and places to sit.
Mansard roof	A sloped, decorative roof element attached to the face of a building wall. <i>See definitions in the Design and Sign Design Guidelines.</i>
Manufacture	To assemble, fabricate, compound, treat, etc. in order to produce something.
Manufactured dwelling unit: Manufactured home	See dwelling unit , manufactured and Dwelling Unit, Accessory Dwelling Unit for incidental uses .
Marijuana Cultivation	The planting, growing harvesting, drying, trimming, clipping or processing of any kind, number, or size of marijuana plants or any part thereof. Marijuana shall be synonymous with cannabis, hemp, and any other cannabis derivatives.
Marijuana Cultivation Personal	Marijuana Cultivation for personal medical use pursuant to Chapter 19.342 and consistent with the Compassionate Use Act (California Health and Safety Code Section 11362.5) and the Medical Marijuana Program Act (California Health and Safety Code Section 11362.7 et seq.).
Marijuana Cultivation, Delivery	The transport, shipment, conveyance, delivery, or transfer of marijuana for any purpose.
Marijuana, Mobile Dispensary	See definition in Chapter 9.65 – Mobile Marijuana Dispensaries
Marijuana, Primary Caregiver	See the definition for Primary Caregiver set forth in California Health and Safety Code Sections 11362.5 and 11362.7 et seq.

Pedestrian Mall

A pedestrian mall is established and is described as follows: Main Street between the southerly line of Sixth Street and the northerly line of Tenth Street but excluding from the mall the intersections of Main Street with Mission Inn Avenue (formerly known as Seventh Street), University Avenue (formerly known as Eighth Street), and excluding from the mall Ninth Street. See definition in the Sign Design Guidelines. (Ordinance No. 6929)



Pedestrian mall sidewalk sign

See [sign, pedestrian mall sidewalk](#).

Pennant

See [sign, pennant](#).

Permanent emergency shelter

See [shelter, permanent emergency](#).

Permit

A document issued by the Planning and Building Department allowing a person to begin an activity provided for in the Zoning Code.

School, vocational	A specialized instructional establishment that provides on-site training of business, commercial and/or trade skills such as accounting, data processing and computer repair. This classification excludes establishments providing training in an activity that is not otherwise permitted in the zone. Incidental instructional services in conjunction with another primary use shall not be considered a business and trade school.
Second dwelling unit	See dwelling unit, second.
Secondary street frontage	See frontage, secondary street.
Secondhand store	A retail or wholesale business in which the largest portion of merchandise is used. This classification does not include secondhand motor vehicle parts or accessories.
Semi-public	A use owned or operated by a private non-profit, religious or charitable institution that provides educational, cultural, recreational, religious or similar types of programs to the general public.
Senior housing	A housing facility consisting of 3 or more dwelling units the occupancy of which is limited to persons 55 years of age or older
Separate interest	<p>Has the following meanings:</p> <ol style="list-style-type: none"> 1. In a community apartment project, "separate interest" means the exclusive right to occupy an apartment, as specified in 19.790 subdivision (d). 2. In a condominium project, "separate interest" means an individual unit, as specified in 19.790 subdivision (f). 3. In a planned development, "separate interest" means a separately owned lot, parcel, area or space. 4. In a stock cooperative, "separate interest" means the exclusive right to occupy a portion of the real property, as specified in 19.790 subdivision (m). <p>Unless the declaration or condominium plan, if any exists, otherwise provides, if walls, floors, or ceilings are designated as boundaries of a separate interest, the interior surfaces of the perimeter walls, floors, ceilings, windows, doors and outlets located within the separate interest are part of the separate interest and any other portions of the walls, floors or ceilings are part of the common areas.</p> <p>The estate in a separate interest may be a fee, a life estate, an estate for years, or any combination of the foregoing.</p>
Service station	See vehicle fuel station.

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Exhibit 4p

Setback	The distance from a defined point or line governing the placement of buildings, structures, parking or uses on a lot. <i>See definition in the General Plan.</i>
Setback building line, front	A line parallel with the front lot line or planned street line and located at the required front yard setback for regular lots and a line parallel with the street measured one third the lot depth back for cul-de-sac lots and knuckle lots.
Setback building line, rear	A line parallel with the front lot line or planned street line and located at the required rear yard setback.
Setback, building line, side	A line parallel with the front lot line or planned street line and located at the required side yard setback.
Shared parking	The provision that two or more uses that are within close proximity may share parking facilities to fulfill their individual parking requirements because their prime operational hours do not overlap.
Shelters, <u>Emergency</u>	See emergency shelter, supportive housing and transitional housing, and transitional housing development. Has the same meaning as defined in subdivision C of Section 50801 of the Health and Safety Code except as allowed with a Temporary Use Permit with Assemblies of People – Non – Entertainment.
Shopping Center	Same as <u>complex, commercial</u> .
Showroom	An area for the display of goods/merchandise in conjunction with a permitted use on the site.
Side lot line	See <u>lot line, side</u> .
Sign	See Chapter 19.620 – General Sign Provisions, Section 19.620.150 Definitions for sign definitions.
Single-family, attached, dwelling unit	See <u>dwelling unit, single family, attached</u> .
Single-family, detached, dwelling unit	See <u>dwelling unit, single family, detached</u> .
Single-family dwelling unit	See <u>dwelling unit, single family</u> .

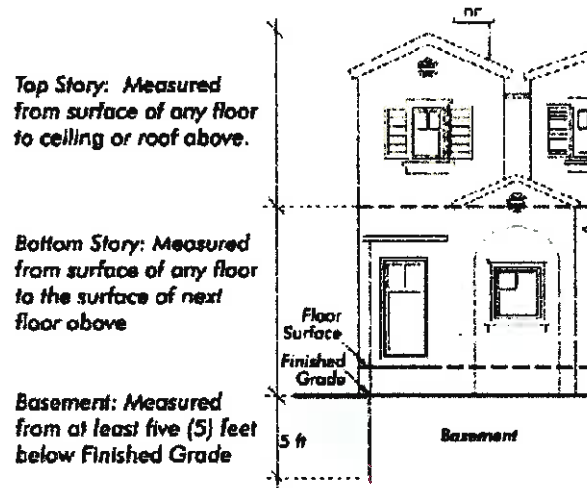
Single housekeeping unit	One household where all the members have common access to and common use of all living, kitchen, and eating areas within the dwelling unit, and household activities and responsibilities such as meals, chores, expenses, and maintenance of the premises are shared or carried out according to a household plan or other customary method. If all or part of the dwelling unit is rented, the lessees must jointly occupy the unit under a single rental agreement or lease, either written or oral, or implied with an owner; an owner's agent, representative or manager or family thereof is in residence.
<u>Single Room Occupancy</u>	<u>A multi-unit housing development for very low income persons that typically consists of a single room and shared bath, also may include a shared common kitchen and common activity area.</u>
Site	A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. <i>See definition in the General Plan.</i>
Site, building	The ground area of a building or group of buildings together with all open spaces as required by this Title.
Site plan	A plan drawn to scale, showing uses and structures proposed for a property.
Smart growth	Can be defined as, but not limited to, seeking to identify a common ground where developers, environmentalists, public officials, citizens and financiers can find ways to accommodate growth. It promotes compact, mixed-use urban-style development that offers a high-quality living and working environment and encourages a choice of travel mode - walking, cycling and transit, while protecting environmental features and resources.
Smoke shops/tobacco stores	A business with sales of tobacco, either loose or prepared as cigarettes and products for the smoking of tobacco constituting more than thirty percent of gross sales and/or thirty percent of net lease area.
Solid waste	All putrescible and non-putrescible solid, semi-solid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge that is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. <i>See definition in the General Plan.</i>
Sorority house	See <u>Fraternity or sorority house</u> .
Spandrel sign	See <u>sign, Spandrel</u> .

Store, mini-mart

A retail establishment that provides a limited volume and variety of commonly consumed goods and intended to provide quick service.

Story, building

A space in a building between the surface of any floor and the surface of the next floor above, or if there is no floor above, the space between such floor and the ceiling or roof above; provided, however, where the ceiling of the first floor level is four feet or less above the elevation of the lowest point of the land surface at the structure perimeter, the space shall be considered a basement (see [basement](#)).



Street

A public or City approved private way designed primarily for vehicular traffic, whether designated as a street, arterial, highway, thoroughfare, road, avenue, boulevard, lane, place or other designation, but not including an alley. *See definition in Title 18.*

Street line

The boundary line between a street and abutting property.

Street, side

That street bounding a corner lot and which is generally parallel to the side lot line.

Structural alterations

See Building Code as adopted by the City.

Structure

See Building Code as adopted by the City.

Structure, nonconforming

See [nonconforming structure](#).

Student housing

A structure specifically designed for a long-term stay by students of a college or university for the purposes of providing rooms for sleeping purposes.

Studio unit

See ~~dwelling-unit, efficiency~~ [Efficiency unit](#)

Tiny home

A Dwelling Unit that meets the following:

1. The unit cannot (and is designed not to) move under its own power. When sited on a parcel per requirements of this Code, the wheels and undercarriage shall be skirted;
2. No larger than allowed by California State Law for movement on public highways;
3. Has at least 100 square feet of first floor interior living space;
4. Is a self-contained unit which includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry;
5. Is designed and built to look like a conventional building structure;
6. Units not placed on a permanent foundation shall be licensed and registered with the California Department of Motor Vehicles and meet the American National Standards Institute 119.2 or 119.5 requirements; and
7. A Tiny Home is not a recreational vehicle as defined in the Zoning Code.

Townhouse

A dwelling unit occupying its own lot but which is physically attached to at least one other dwelling unit. *See definition in the General Plan.*

Traffic pattern modification

A modification that occurs when an existing roadway traffic flow and/or speed is changed by such means as one-way streets, raised medians, speed humps or terminated through means of a cul-de-sac.

Transfer station

A collection and transportation facility used by persons and route collection vehicles to deposit collected solid waste from off-site into a larger transfer vehicle for transport to a solid waste handling facility. Transfer stations may also include recycling facilities.

Transitional housing and transitional housing development

Has the same meaning as defined in subdivision (h) of Section 50675.2 of the Health and Safety Code.

Trash

See solid waste.

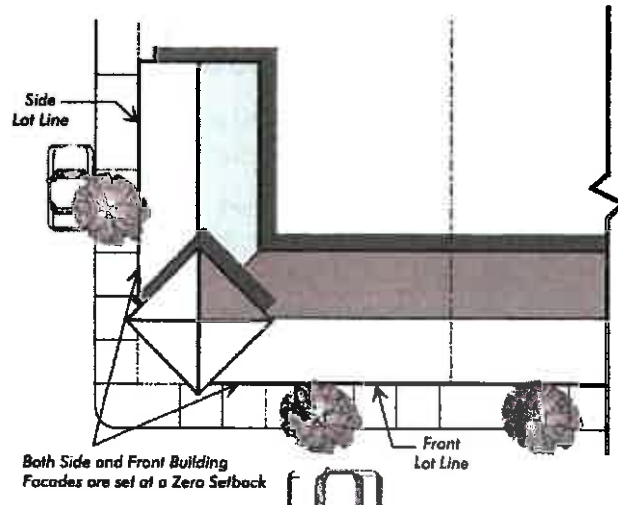
Tutoring Center

A tutoring center is an educationally oriented facility that provides personalized academic assistance on a relatively high teacher to student ratio. The facilities themselves are not schools.

19.910.270. "Z" Definitions.

Zero lot line

The location of a building on a lot in such a manner that one or more of the building's walls is situated directly on the lot line or property line.



Zoning

A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement and other development standards. The Zoning Code consists of a map and text. *See definition in the General Plan.*

Zoning Administrator

Community & Economic Development Director or his or her designee who is authorized to act as the Zoning Administrator according to the procedures set forth in the California Government Code and this Title. *See definition in Title 18.*

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Exhibit 6

Chapter 19.770

SITE PLAN REVIEW PERMIT

- 19.770.010 Purpose.**
19.770.020 Procedures.
19.770.030 Applicability and Permit Requirements.
19.770.040 Conditions of Approval.

19.770.010 Purpose.

The Site Plan Review Permit process is established to meet certain community goals that include the following:

- A. To ensure that the highest quality of land planning is incorporated into development projects;
- B. To ensure that new projects are compatible with existing neighborhoods in terms mass, scale and functionality;
- C. To ensure that development occurs with due regard to environmental factors;
- D. To provide for public improvements necessitated by the development; and
- E. To promote orderly, attractive and harmonious development, and promote the general welfare by preventing the establishment of uses or erection of structures that are not properly related to or that would adversely impact their sites, surroundings, traffic circulation or environmental setting.

19.770.020 Procedures.

A. General Process

Site Plan Review Permit (SPR) applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code.

19.770.030 Applicability and Permit Requirements.

The following ~~multiple-family residential~~, commercial or mixed use projects require a Site Plan Review Permit:

~~A. Multi-Family Residential~~

~~Ten (10) or more units as one project in the multi-family residential zones R-3 and R-4, either as rental apartment type or condominium projects.~~

B. Commercial

In addition to any other permits required by the Zoning Code, no new building, structure, exterior alteration or enlargement of an existing building or structure exceeding 10,000

P17-0096, P17-0180, P17-0182, & P17-0521

Exhibit 6

square feet shall be commenced in the Commercial Regional Center Zone (CRC) (Chapter 19.110) until a Site Plan Review Permit has been granted pursuant to this Chapter.

C. Mixed-Use

In addition to any other permits required by the Zoning Code, no new building, structure or exterior alteration or enlargement of an existing building or structure exceeding 10,000 square feet shall be commenced in any Mixed-Use Village or Urban Zones (Chapter 19.120) until a Site Plan Review Permit has been granted pursuant to this Chapter.

D. Planning Commission Requirement

The Planning Commission, at its discretion, may require a Site Plan Review Permit as a condition for any project.

E. Exemption

1. Any Site Plan Review included as part of the review for conditional use permits, minor conditional use permits and planned residential development permits and design review is subject to the requirements of Chapters 19.730 (Minor Conditional Use Permit), 19.760 (Conditional Use Permits) and 19.780 (Planned Residential Development Permit) and is therefore exempt from the requirement of a separate Site Plan Review Permit unless such Site Plan Review is deferred at the time of approval of such permits.

2. Stand-alone multi-family residential uses in any Mixed-Use zone are permitted by right, pursuant to Government Code Section 65583.2. Stand-alone multi-family residential buildings do not require Site Plan Review, but are subject to Chapter 19.710 – Design Review.

19.770.040 Conditions of Approval.

In order to achieve the purposes of this Chapter, the Approving or Appeal Authority may require reasonable conditions of approval on a Site Plan Review Permit including, but not limited to the following.

A. Special conditions or requirements to revise the site plan, that are more restrictive than the development standards in the underlying base zone or including, but not limited to, the following:

1. Building height, bulk or mass;
2. Setbacks;
3. Lot coverage;
4. Lighting;
5. Private and common open space and/or recreational amenities;

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Exhibit 6

6. Screening, including garages, trash receptacles, or mechanical equipment;
 7. Landscaping;
 8. Fencing plans;
 9. Parking, access and on-site circulation;
 10. Pedestrian circulation;
 11. Grading;
 12. Street dedication and improvements;
 13. Public improvements either on or off the subject site that are needed to service the proposed development;
 14. Project phasing;
 15. Participation and completion by the project's ownership and/or management staff in the Crime Free Multi-Family Housing Program, or its successor equivalent;
 16. Any other revisions to the site plan or operational conditions deemed necessary to further the purposes of this Title.
- B. Reduced development standards for affordable housing projects in accordance with the provisions of Chapter 19.545 (Density Bonus).

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, October 9 (Columbus Day), and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Riverside will hold hearings on this item and should be contacted on non-ALUC issues.

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

DATE OF HEARING: October 12, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1024RG17 – City of Riverside (Representative: Doug Darnell) – City Planning Case Nos. 17-0096, P17-0180, P17-0182, and P17-0521. The City proposes to implement its new 2014-2021 Housing Element by amending its General Plan, Zoning Map and Zoning Code, and the University Avenue Specific Plan. Citywide, up to 303 parcels comprising 395 acres would be rezoned. **If you receive this notice by mail, your property (Assessor's parcel number above your name on envelope label) is proposed for rezoning and/or an amended General Plan designation, and is located in or adjacent to an Airport Influence Area.** Within the Riverside Municipal Airport Influence Area, 46.67 acres would be re-designated as High Density Residential (HDR) or Very High Density Residential (VHDR), and these areas, plus an additional 15.56 acres, would be rezoned to R-3-1500, R-4, or MU-V. Within the March Air Reserve Base/Inland Port Airport Influence Area, 23.12 acres would be re-designated as HDR or VHDR and 17.37 acres would be re-designated as Mixed Use-Village (MU-V), and these areas, plus an additional 13.28 acres, would be rezoned to R-3-1500, R-4, MU-U, or MU-V. Land use and zoning changes include areas in the Magnolia Avenue and University Avenue Specific Plans. Additionally, the City proposes amendments to the text of its Zoning Code and the text of the University Avenue Specific Plan. These amendments would permit multi-family residential units "by right" in the R-3, R-4, MU-U, and MU-V zones and make various other changes to the Code.

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Doug Darnell of the City of Riverside Planning Division at (951) 826-5219.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, October 9 (Columbus Day), and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Riverside will hold hearings on this item and should be contacted on non-ALUC issues.

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

DATE OF HEARING: October 12, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1024RG17 – City of Riverside (Representative: Doug Darnell) – City Planning Case Nos. P17-0096 (General Plan Amendment), P17-0180 (Zoning Map Amendment), P17-0182 (Zoning Code Text Amendment), and P17-0521 (Specific Plan Amendment). The City proposes to implement its new 2014-2021 Housing Element by amending its General Plan, Zoning Map, Zoning Code, and the text of the University Avenue Specific Plan. Up to 303 parcels comprising 395 acres would be rezoned, including 103 acres within the Magnolia Avenue and University Avenue Specific Plans. Many would also have amended General Plan land use designations. The proposed Zoning Code Amendments and the Specific Plan text amendment are intended to accommodate housing needs and would allow for multi-family dwellings as a “by-night” permitted use in the R-3, R-4, MU-U, and MU-V zones. Supportive and transitional housing would be a permitted use in all residential and mixed use zones. “Tiny home” communities would be allowed with a Planned Residential Development permit in the R-1, RE, and RR zones and with a Conditional Use Permit (CUP) in the R-3 and R-4 zones. Single-room occupancies would be allowed with a CUP in the MU-U zone. Accessory dwelling units (formerly known as “second units”) would be permitted as incidental uses in the R-1 and RE zones, as would “tiny homes.” Dwelling units as an incidental use to assemblies of people would be permitted with a CUP in the R-3, R-1, RE, RR, MU-N, MU-U, MU-V, O, CR, CP, and CRC zones, and temporary emergency shelters would be allowed in those zones, plus the BMP and I zones, with a Temporary Use Permit. Drive-thru businesses would be allowed with a CUP in the MU-U and MU-V zones.

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Doug Darnell of the City of Riverside Planning Division at (951) 826-5219.

The following list includes all parcels proposed through these cases for a General Plan Amendment and/or rezoning by the City of Riverside. Some of these parcels are not in the Airport Influence Area ("NOT IN AIA"). ALUC notified only those whose properties are in the Airport Influence Area. Where listed property owners are identified identically for more than one parcel, duplicate ("Dup") notices were not sent.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1024 RG 17 DATE SUBMITTED: 08/30/2017

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	City of Riverside	Phone Number 951-826-5219
Mailing Address	3900 Main Street Riverside, CA 92522	Email ddarnell@riversideca.gov
Representative	Doug, Darnell, Senior Planner	Phone Number _____
Mailing Address	3900 Main Street, 3rd Floor Riverside, CA 92522	Email _____
Property Owner		Phone Number _____
Mailing Address		Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Riverside	Phone Number 951-826-5219
Staff Contact	Doug, Darnell, Senior Planner	Email ddarnell@riversideca.gov
Mailing Address	3900 Main Street, 3rd Floor Riverside, CA 92522	Case Type
Local Agency Project No	P17-0096 General Plan Map Amendments ; P17-0521 Specific Plan Amendment to University Avenue Specific Plan; P17-0180 Zone Map Amendments and P17-0182 Zoning Code Text Amendments	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address	Citywide	
Assessor's Parcel No.		Gross Parcel Size
Subdivision Name		Nearest Airport
Lot Number		and distance from Airport

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	_____ _____ _____
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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 12, 2017

CASE NUMBER: ZAP1071BD17 – City of Indio

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: SP 17-7-37

MAJOR ISSUES: The proposed Specific Plan’s density and intensity standards could potentially allow uses that would be inconsistent with Compatibility Zone D residential density (below 0.2 dwelling units per acre minimum and above 5.0 dwelling units per acre) and non-residential intensity (100 people average acre, 300 people per single acre) criteria.

RECOMMENDATION: Staff recommends that the Specific Plan be found INCONSISTENT with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan (ALUCP), due to the Plan’s density/intensity standards exceeding Compatibility Zone D non-residential intensity criteria and potential allowance for intermediate residential densities, unless the City provides a revised Specific Plan document that is consistent with the ALUCP criteria.

PROJECT DESCRIPTION: The City proposes a new Specific Plan, the Indio Downtown/Old Town Specific Plan, to supersede their 1997 Old Town Indio Specific Plan, covering 117 acres, including 21.87 acres within Zones D and E of the Bermuda Dunes Airport Influence Area. The goal of the Plan is to encourage and promote economic development and revitalization, enhance the City’s attractiveness in the local and regional marketplace through adaptive reuse of existing structures, promote infill development, and encourage residential mixed-use commercial/retail and transit supportive development. Properties within the Specific Plan area will be designated as Specific Plan Area, and may be further designated as Light Industrial Subarea, Non-Residential Subarea and Height Restriction Subarea.

PROJECT LOCATION: The specific plan area is located southerly of Indio Boulevard, westerly of Flower Street, easterly of Deglet Noor Street, and northerly of State Route 111, approximately 15,445 feet southeasterly of Runway 10-28 at Bermuda Dunes Airport. Only those portions of the Plan westerly of Oasis Street are located within the Airport Influence Area.

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

a. Airport Influence Area: Bermuda Dunes Airport

b. Land Use Policy: Compatibility Zones D and E, and outside AIA

c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Non-Residential Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, a 21.87-acre portion of the Specific Plan is located within Compatibility Zones D (14.06 acres) and E (7.81 acres). Zone D restricts average intensity to 100 people per acre and 300 people per single acre. Zone E does not restrict intensity.

The Plan outlines a list of permitted and prohibited uses within its boundaries, and it restricts non-residential intensity to a maximum standard of 2.0 FAR (Floor Area Ratio) (FAR is the relationship between the total amount of usable floor area in a building and the total lot area. FAR does not calculate occupancy of a use within the building, which is how the Airport Land Use Compatibility Plan calculates non-residential intensity). Although these uses comply with Compatibility Zones D and E permitted use criterion, the Plan’s proposed 2.0 FAR could potentially exceed Zone D non-residential intensity criteria of 100 persons per average acre and 300 persons per single acre. This could realistically occur as the Plan’s maximum height restriction of 60 feet could result in a multi-story building resulting in a FAR of 2.0, and a proposed use (restaurant, church, school, fitness center) with an occupancy intensity exceeding 300 persons per single acre.

Staff is recommending that language be added to the Specific Plan text specifying that all subsequent nonresidential development and/or change of use proposals within the portion of this Specific Plan in the airport influence area shall be consistent with intensity criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review.

Table 4-1 Preferred Uses (1)	
Land Use	Reference and Notes
General Commercial	
Street-Adjacent Retail Development	
Civic and Cultural Facilities	
Mixed Use Development	
High Density Residential Development	
Live Entertainment Uses and Activities	Adult-Oriented Businesses not permitted
Restaurants and Sidewalk Dining	
Live/Work Development	
Professional Services and Medical (2 nd floor and above)	Preferred adjacent to Highway 111 corridor
Breweries, Brewpubs and Microbreweries	Pursuant to ABC and ATF regulations

Note: (1) preferred uses represent the City of Indio’s preferences for development in the Downtown Area. These land uses and activities are subject to the Development standards contain within this Chapter and other applicable permits and approval as governed by local, state and federal law. All development defined as a preferred use shall be approved through the Development Services Department under the authority of the Development Services Director. A listing of all use and activity types are contained within the Appendix of this Specific Plan.

Table 4-2 Not Permitted Uses (1)	
Land Use	Reference and Notes
General Commercial	
Automotive (sales and service)	
Industrial and Manufacturing	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.
Single-Family Residential	
Adult Oriented Business	
Outdoor Storage	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.
Warehousing and Storage	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.

Note: (1) Not Permitted uses represent the City of Indio's preferences for development in the Downtown Area. All development defined as a not permitted shall not be allowed in the Specific Plan area. A listing of all use and activities types are contained within the Appendix of this Specific Plan

Residential Density: As previously noted, a 21.87-acre portion of the Specific Plan is located within Compatibility Zones D (14.06 acres) and E (7.81 acres). Zone D restricts residential density to less than 0.2 dwelling units per acre, and/or greater than 5.0 dwelling units per acre. Zone E does not restrict residential density.

The Plan restricts residential density to 30 dwelling units per acre minimum within the Plan area, which is consistent with Compatibility Zone D residential criteria allowing densities greater than 5.0 dwelling units per acre. However, the Plan also provides for exceptions to this density requirement, allowing project densities less than 30 dwelling unit per acre if certain conditions are met (projects contributing to downtown character, site constraints exist, use of mixed use development). Therefore, in cases where exceptions are made, a project with a density less than 5 dwelling units per acre could potentially be approved by the City despite inconsistency with the ALUCP.

Staff is recommending that language be added to the Specific Plan text requiring that new residential projects westerly of Oasis Street maintain a minimum density of at least 5 dwelling units per acre.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zones D and E of the Bermuda Dunes Airport Influence Area, provided that said future uses are consistent with density and intensity criteria for Zone D.

Noise: The site is located outside the 55CNEL contour range from aircraft noise. As standard construction for new buildings is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, future developments within this specific plan would not require special measures to mitigate aircraft-generated noise.

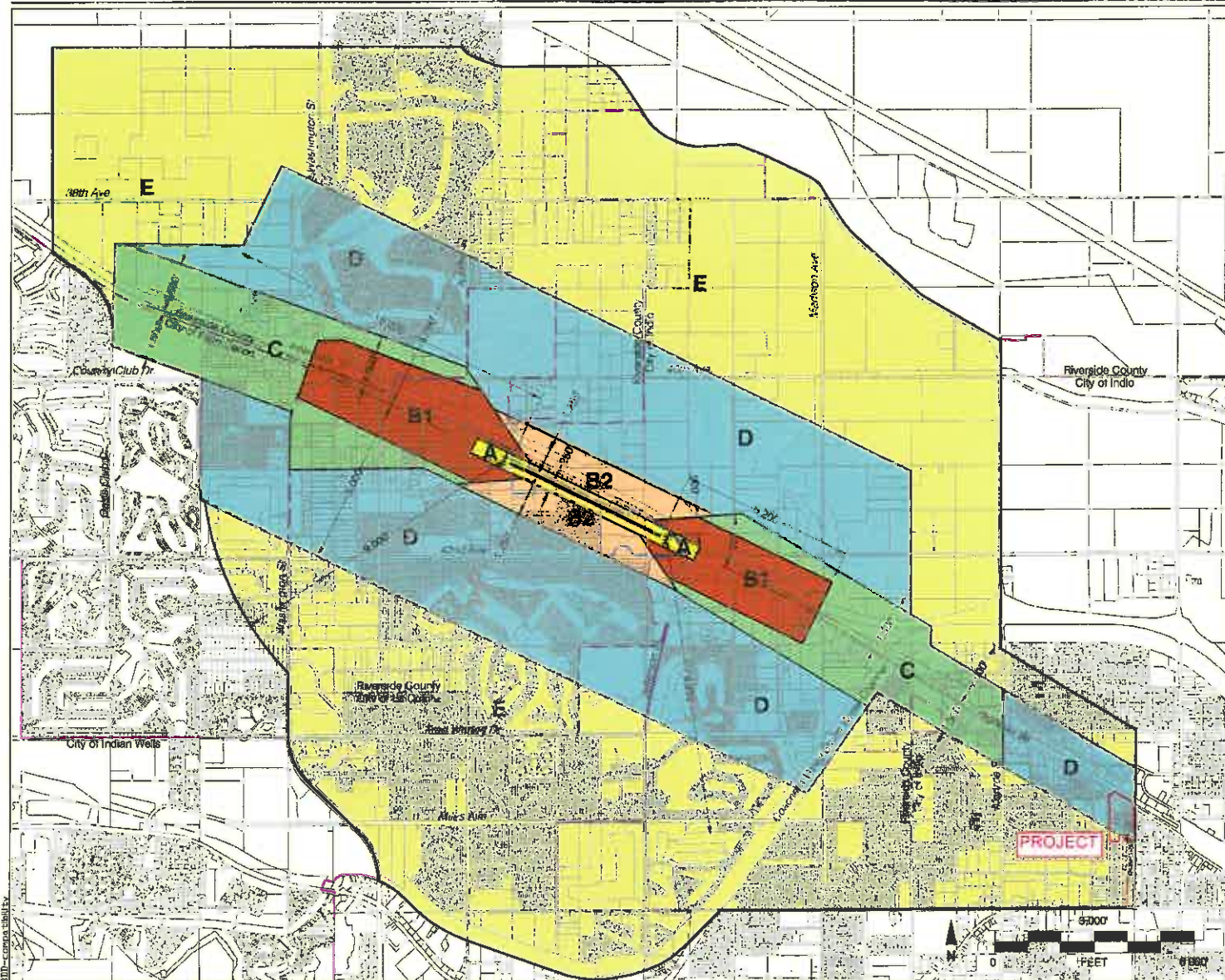
Part 77: The elevation of Runway 10-28 at its easterly terminus is approximately 49 feet above mean sea level (AMSL). At a distance of approximately 15,445 feet from the runway, FAA review would be required for any structures with top of roof exceeding 203.5 feet AMSL. The proposed plan restricts maximum building heights to 60 feet. The plan also does not implement any projects. The

plan's parcels nearest to the runway range from -1 feet to -10 feet mean sea level, which in conjunction with the maximum building height allowance of 60 feet, would result in a maximum top point elevation of 59 feet AMSL, which is below the threshold for FAA obstruction evaluation review.

Open Area: The site is located within Airport Compatibility Zones D and E of the Bermuda Dunes Airport Influence Area. Zone D requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Zone E does not require open area to be set aside. Since the proposed specific plan is not an implementing project, no open area is required at this point. However, future implementing projects with at least 10 acres located within Zone D would be required to set aside 10% as open area.

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)



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 (FAA Part 77). All other dimensions measured from runway ends and centerlines.

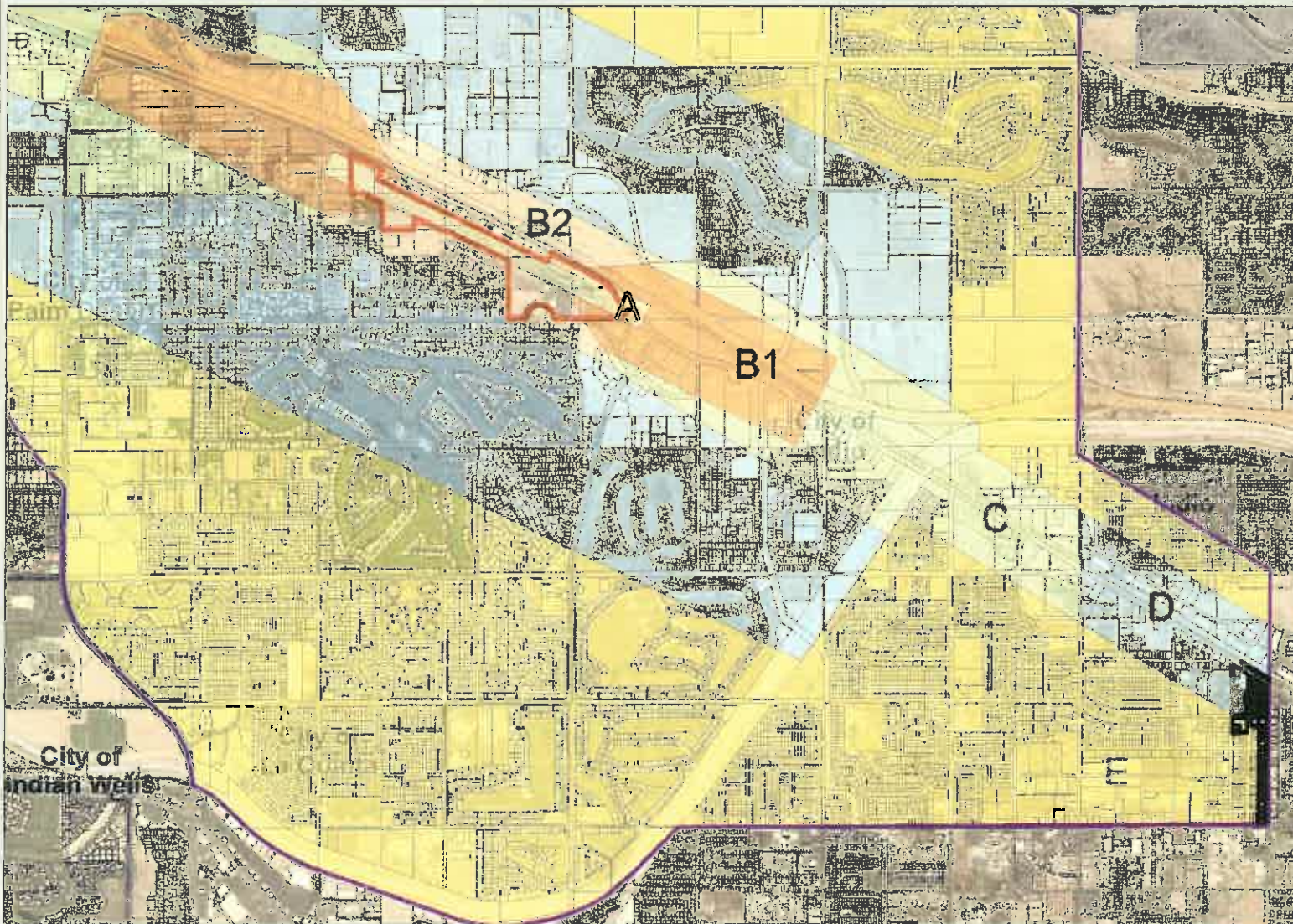
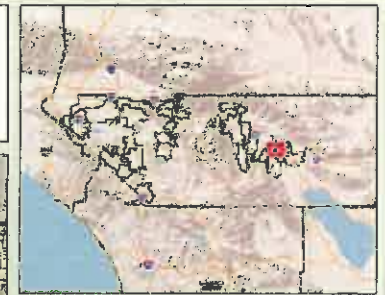
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- R2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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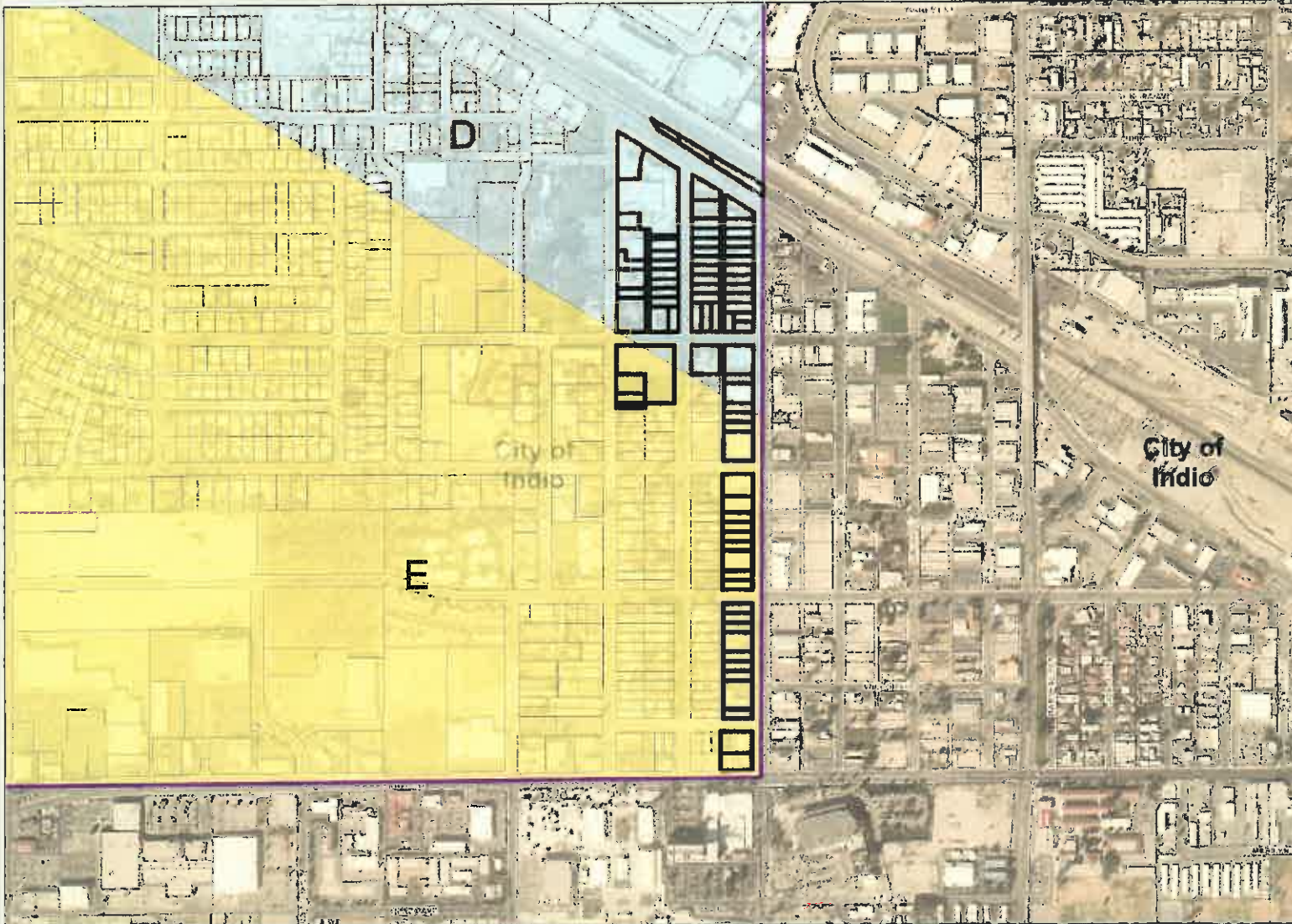
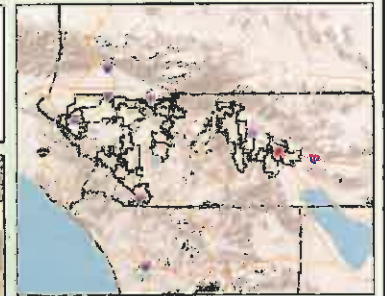
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My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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-FXC2
- C2-FXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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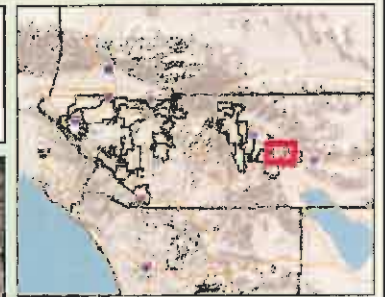
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My Map



Legend

- City Boundaries
- Cities
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- majorroads
- counties
- cities



0 7,796 15,592 Feet



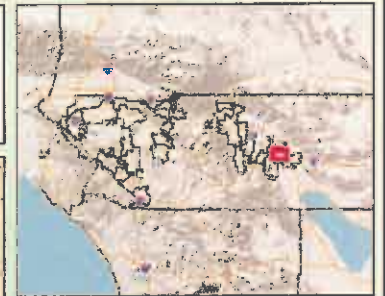
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
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- Major Roads
- Arterial
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- Residential
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- hydrographylines**
- waterbodies**
- Lakes
- Rivers



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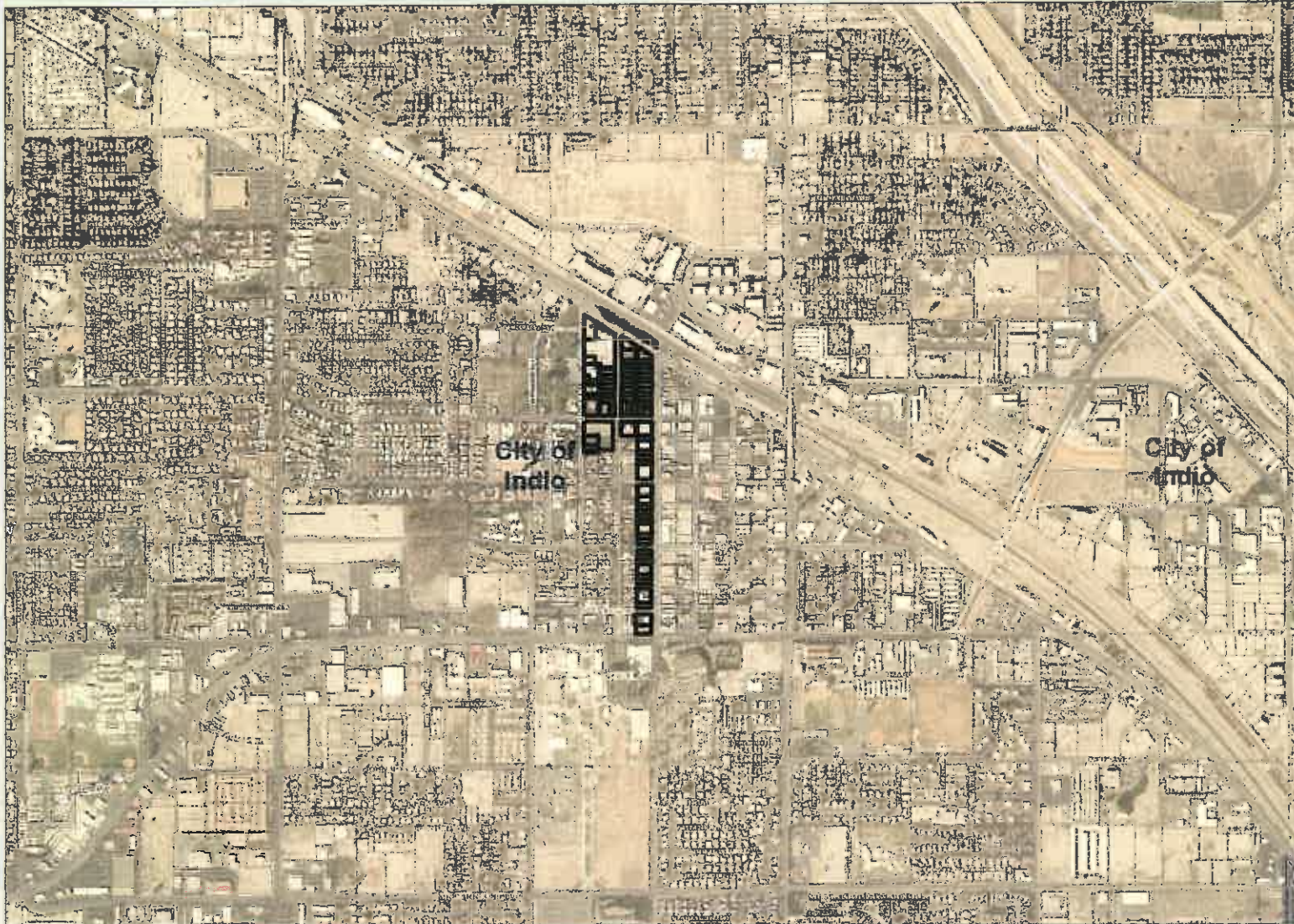
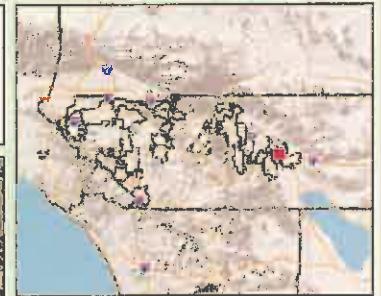
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Notes

My Map



Legend

- City Boundaries
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 - Lakes
 - Rivers



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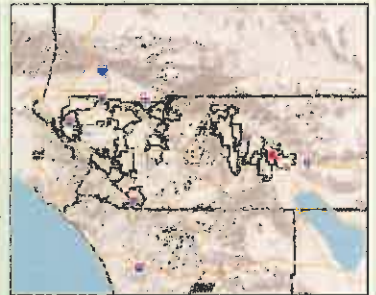
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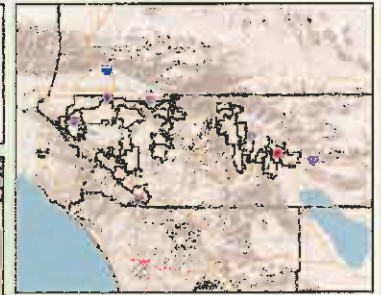
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My Map



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- Lakes
- Rivers



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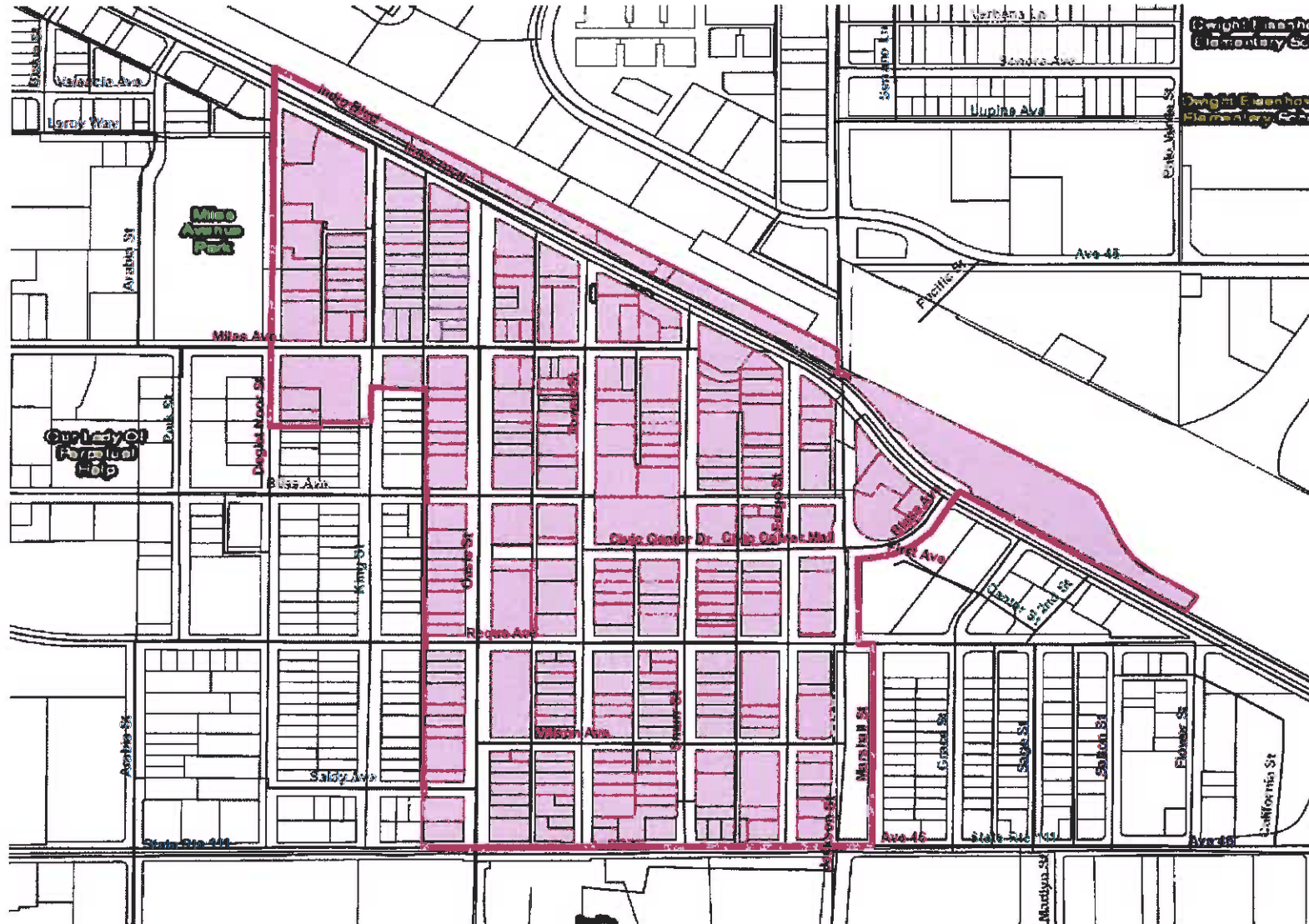


Figure 1-2 Downtown Specific Plan

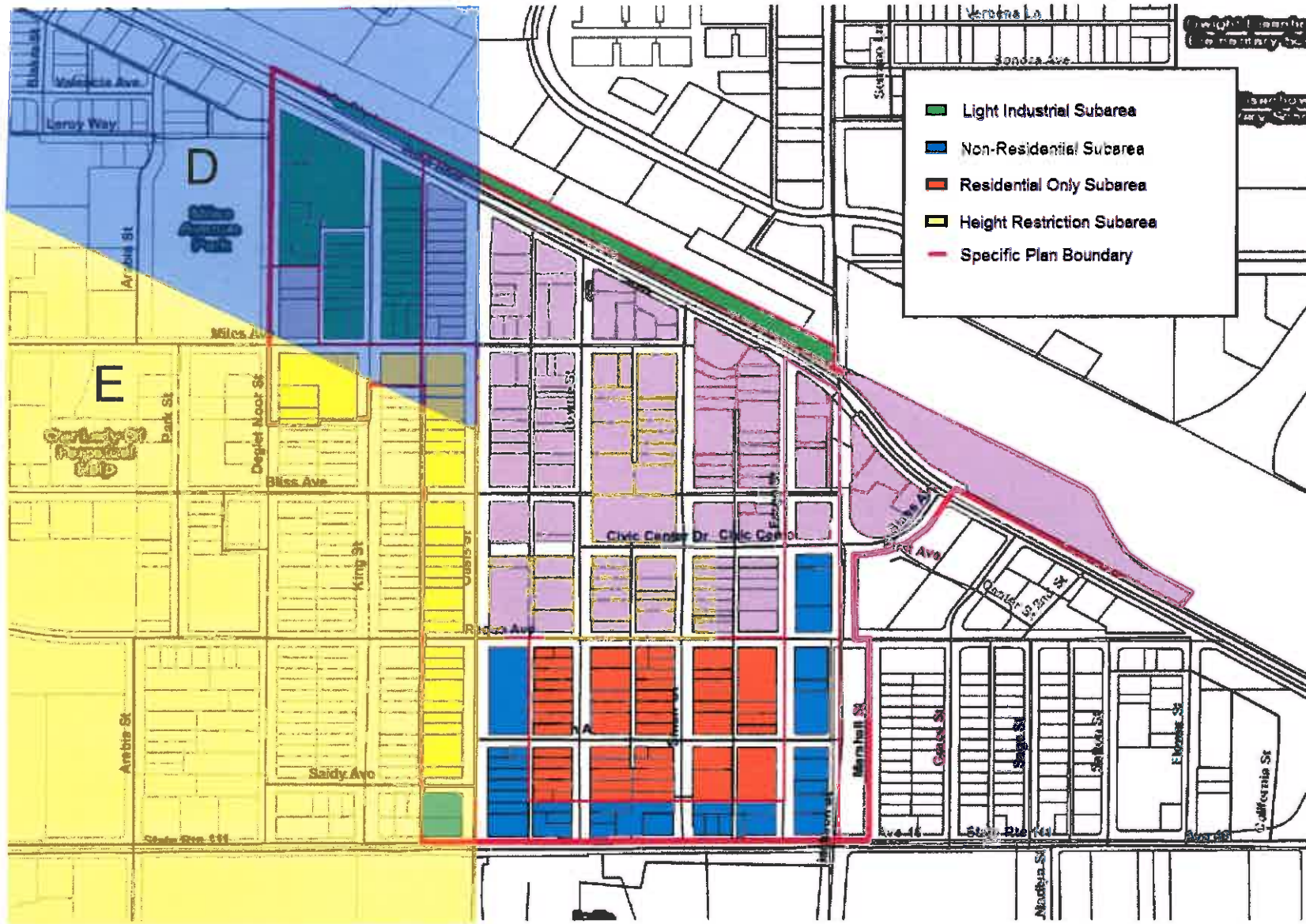


Figure 1-2: Specific Plan Area



DOWNTOWN INDIO SPECIFIC PLAN





EXECUTIVE SUMMARY / INTRODUCTION

1

Chapter 1 provides a general introduction of the Specific Plan, including a project description, purpose and intent of the plan, and scope and authority of the Specific Plan.

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1.1 EXECUTIVE SUMMARY

The desert community of Indio is located within the Coachella Valley, just west of the San Bernardino Mountains in Riverside County, California. Regionally, the City is approximately 10 miles west of Joshua Tree National Park, 17 miles northwest of the Salton Sea and 15 miles east of the City of Palm Springs. Interstate Highway 10 runs east-west through the Valley and Indio, which links the Los Angeles and Phoenix metropolitan areas. California State Route 111 (Highway 111) is the main state highway and retail corridor running through the Coachella Valley including central Indio. The Coachella Valley communities of Palm Desert, Indian Wells, Rancho Mirage, Cathedral City and Palm Springs are to the west/northwest along Highway 111. Adjacent Coachella Valley jurisdictions include the cities of La Quinta, Indian Wells, to the west, unincorporated areas of Riverside County to the south and north, and the City of Coachella to the south. **Figure 1-1, Regional Vicinity Map**, shows the location of Indio relative to the surrounding communities. The 2016 Census indicated a total population of 88,488 residents in the City. From 2000 to 2010, the population grew approximately 55 percent.

The Specific Plan area covers approximately 117 acres in the City's southeast portion, including the historic downtown area and Civic Center. **Figure 1-2, Downtown Specific Plan Area**, shows the boundaries of the Specific Plan Area. The Specific Plan Area is generally bounded by Marshall Street to the southeast; the Indio Transportation Center to the northeast;

Highway 111 to the south; Deglet Noor Street to the northwest; and Indio Boulevard to the north.

1.2 PURPOSE AND INTENT OF THE SPECIFIC PLAN

The purpose and intent of the Downtown Specific Plan is to facilitate and encourage development and improvements that will help realize the community's vision for Downtown.

The Downtown Indio Specific Plan implements the vision for the downtown area of the City of Indio. This vision is expressed as;

“Downtown Indio - Our community's center for commerce, arts, education, culture, entertainment and creative enterprise. A vibrant, mixed use urban center that provides opportunities for living, working and playing in a pedestrian-oriented, integrated environment. “

The Downtown Indio Specific Plan replaces the existing Old Town Indio Specific Plan and provides the community, stakeholders, City staff and developers a plan that emphasizes a walkable mixed-use community that compliments the old town characteristics while embracing new enterprise. What is now a collection of vacant and underutilized commercial and residential properties can grow into a vibrant center for Indio and reestablish its prominence as the commercial hub of the

Coachella Valley. The provisions of this Specific Plan encourage and promote economic development and revitalization, provide opportunities that will enhance the City's downtown image locally and regionally, as well as provide centrally located gathering spaces for the community.

The Downtown Specific Plan provides a catalyst to revitalize the downtown area of Indio. Since the adoption of the Old Town Specific Plan, many social, demographic and economic factors have changed. These changes are reflective in the Downtown Indio Specific Plan to preserve, protect and enhance past traditions while facilitating the creation of new traditions.

Music, art and culture are treasured by the Indio community. Known as the City of Festivals, Indio has made deliberate efforts to enhance the value of music, art and culture for Indio's residents and visitors. The Downtown Specific Plan identifies these new traits and aspires to make the Downtown a hub for creative enterprise. Artists, musicians, sculptors, writers, painters and other creative talents are envisioned to have a place to prosper, collaborate and contribute to the music, art and culture community.

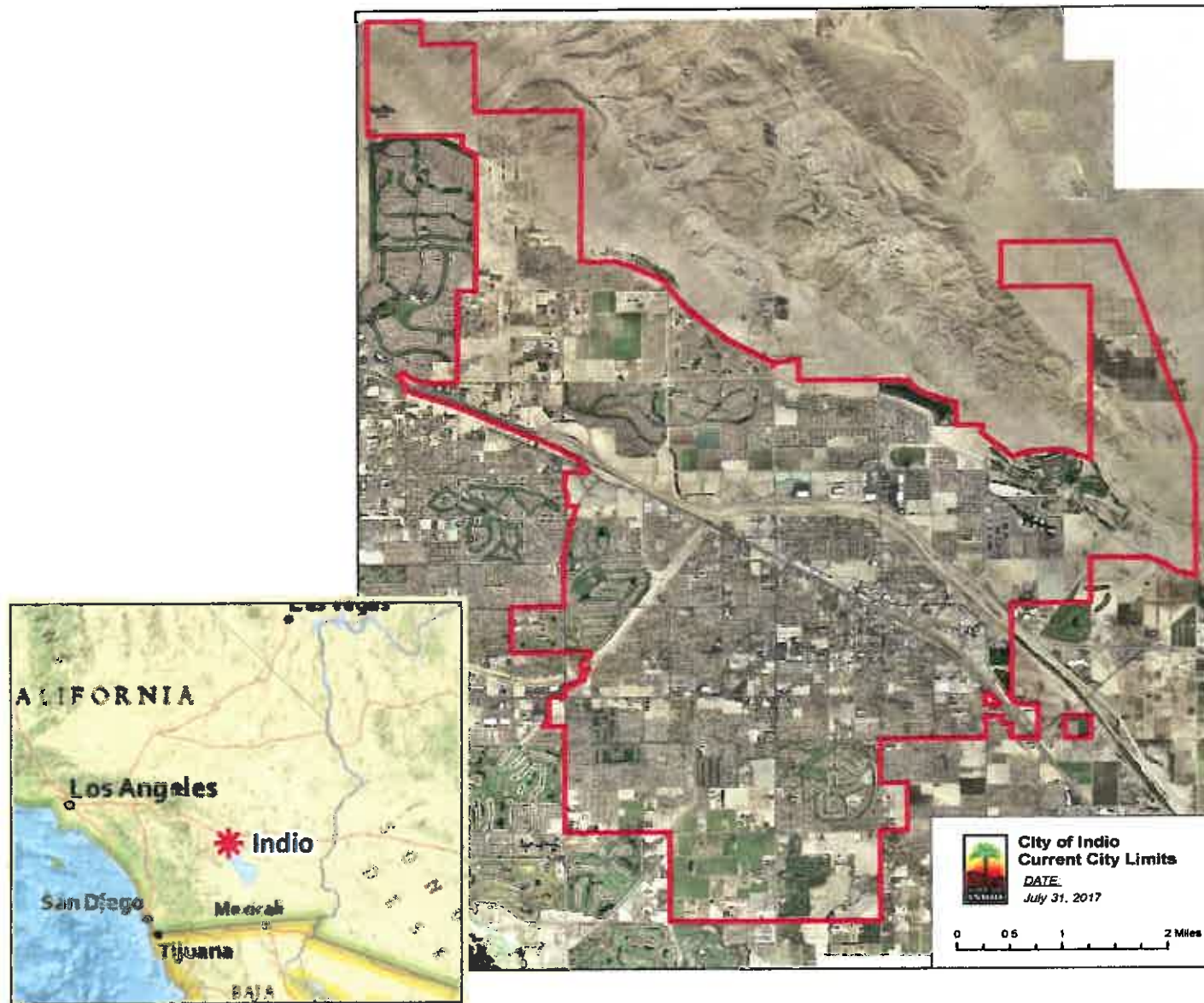


Figure 1-1 Regional Vicinity Map



Figure 1-2 Downtown Specific Plan

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1.3 HISTORICAL PERSPECTIVE

Indio's Downtown area has always been the heart and historic center of Indio and for much of the City's history, the downtown was the center of activity for the entire Coachella Valley. With the start of railroad service in 1876, the community that would become Indio was established as the heart of the Coachella Valley. As one of the earliest communities established in Riverside County, Indio has a significant and important history.

The Indio region was settled with the arrival of the Southern Pacific Railroad. When surveyed in 1872, Indio was the ideal location for a railroad depot; a key stopping point for water necessary for steam locomotives being halfway between Yuma and Los Angeles. The nearby Native American reservation also provided an accessible labor force. The railroad began running trains from Los Angeles to Indio in 1876; the route to Yuma was completed the following year. The City was originally named Indian Wells but was renamed Indio (Spanish for "Indian") to avoid confusion with other localities.

A formal Indio town site was surveyed and the plat map was filed in 1888 with the San Diego Recorder. In 1893, Indio became one of the 12 judicial townships in the newly designated Riverside County.



Desert Theater on Fargo Street

By 1896, the City had 50 residents. A school and a church were established and housed in an adobe building constructed on the northeast corner of Fargo Street and Bliss Avenue. Indio had steady growth until the turn of the 20th century, that's when Indio began to experience rapid development. A lot map of the town from 1900 indicates most of the town's planned development existed in an area bounded by Indio Avenue on the north, Jackson Street on the east, Requa Avenue on the south, and Park Street on the west. Artesian wells and other available water sources probably influenced the placement of these first homesteads. Early cultivated crops in the area included melons, vegetables, and date palms.



Norman's Pharmacy and Hotel Indio

The City of Indio was incorporated in 1930 and its first mayor was the owner of the historic Desert Theater, LeRoy Pawley. During the 1930s, Indio's agricultural economic base protected it from the worst effects of the Great Depression. In the 1940s the General George S. Patton's Desert Training Center was established which brought some soldiers to settle in the area permanently. Today, agriculture is still the economic base of the region with service-based industries for commerce, recreation and winter residency contributing to the local economy.

Downtown's historic charm reflects its past as the heart of the Coachella Valley. The Coachella Valley History Museum is a historic campus which includes the 1926 Smiley-Tyler House adobe, the 1909 Indio School House, and the Date Museum. The

neighborhoods in the northwestern area of Downtown include homes built in the 1920s and 1930s in the Bungalow and Spanish Colonial Revival styles. Buildings along Fargo Street, such as the Desert Theater, highlight Indio's history.



Desert Gold Date Shop, Indio

Today, the Indio downtown is bordered by highly utilized roadways, including Highway 111, Jackson Street, and Indio Boulevard. Planned roadway improvements and growth in and around the Specific Plan area will continue to have a large influence on the plan area. New development activity and developer interest in the downtown area have shown signs of improvement. Projects such as the new Loma Linda University Children's Hospital, the expansion of the College of the Desert



College of the Desert Campus in Downtown

Campus, the Indio Civic Center expansion, and the California Desert Trial Academy will continue to contribute to increased utilization and local daytime population growth. These new developments will also help create new demand for services, housing and other complimentary uses. The Downtown Specific Plan seeks to capitalize on the current momentum in development through regulatory and design guidance that encourages and incentivizes new development.

1.4 SPECIFIC PLAN ORGANIZATION

The Downtown Indio Specific Plan is organized into the following Chapters:

- Chapter 1: Executive Summary/Introduction
- Chapter 2: Specific Plan Policy Framework
- Chapter 3: Land Use and Urban Design Framework
- Chapter 4: Land Use and Development Standards
- Chapter 5: Public Improvements Plan
- Chapter 6: Design Guidelines
- Chapter 7: Implementation Program
- Appendices

1.5 AUTHORITY AND SCOPE

The Downtown Indio Specific Plan is established through the authority granted to the City of Indio by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans). As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution. This allows jurisdictions to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance).

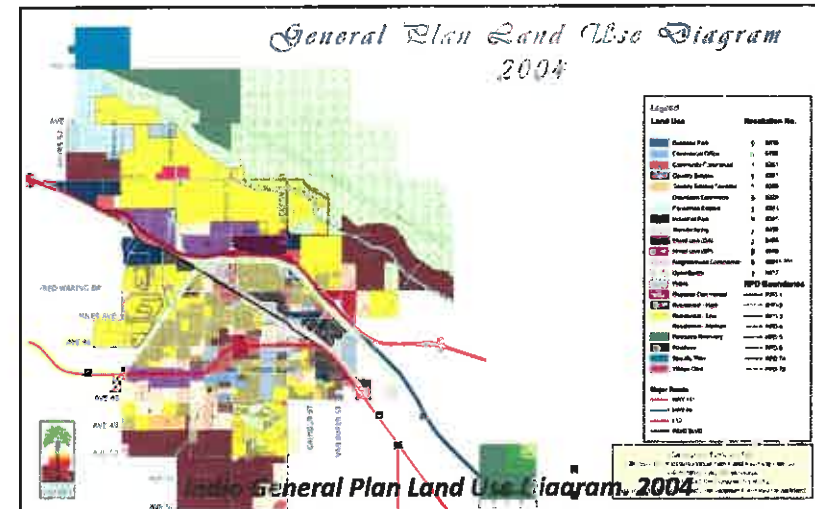
The Indio Downtown Specific Plan is a regulatory plan constituting the development concept and zoning for the subject properties. Site or Master Development Plans, tract or

parcel maps, development agreements, local public work projects, zoning ordinances (Government Code Sections 65455, 65867.5(b)), and any action requiring ministerial or discretionary approval related to the Downtown must be consistent with the final adopted Indio Downtown Specific Plan.

Furthermore, California Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. It formally allows mixed-use developments and provides for the regulation of relationships between buildings as well as between buildings and outdoor public areas, including streets.

1.5.1 Relationship to the Indio General Plan

The current City of Indio General Plan was last updated in 1993. The Specific Plan reflects current land use build-out and other development policies, as described within the General Plan. The Specific Plan's regulations will comply with the directives of the General Plan's policies and action programs



1.5.2 Relationship to the Indio Municipal Code

The provisions contained in this Indio Downtown Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions as set forth in the City of Indio Municipal Code. As part of the implementation of this Specific Plan, the City of Indio Municipal Code shall be amended to include the Specific Plan Area (Downtown Specific Plan) zoning designation, including its associated land use districts.

1.5.3 Compliance with the California Environmental Quality Act (CEQA)

The Indio Downtown Specific Plan has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and Local CEQA Guidelines, the City of Indio prepared an expanded notice of preparation. The City has determined that the Specific Plan will result in additional environmental impacts, which require environmental analysis. As a Supplement to this Specific Plan, an Environmental Impact Report (EIR) has been prepared to respond to the anticipated environmental impacts associated with the project.

The Downtown Indio Specific Plan includes an Introduction, Project Description, description of existing environmental conditions, and an assessment of impacts and mitigation measures as directed by the City of Indio, in accordance with CEQA.



POLICY FRAMEWORK

2

Chapter 2 provides the policy foundation for the Specific Plan document, including a summary of the community outreach process, key planning factors, guiding principles, policies, and an overall vision plan.

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2.1 THE PLANNING PROCESS



Indio Civic Center

2.1.1 Public Outreach and Community Input

Throughout the development of the Downtown Indio Specific Plan, the City of Indio sought input from residents and stakeholders through various community outreach and participation activities. Development of the Downtown Indio Specific Plan has been influenced through public participation activities as described.

City Council Study Session, October 22, 2013

On October 22, 2013, the City held a study session for City Council members to provide an introduction on the Downtown Indio Specific Plan update, identify the current challenges and opportunities in the project area, and explore the Council members' visions for Downtown Indio.

Community Workshop, April 17, 2014

On April 17, 2014, the City held a community workshop for Indio residents, business owners, and other stakeholder groups. Workshop participants were provided with an overall introduction of the Downtown Indio Specific Plan Update and participated in hands-on group exercises.

Workshop attendees participated in a post-it note exercise to reveal the opportunities, challenges, and overall vision of the Downtown Indio area. Participants identified opportunities for improving and enhancing Downtown Indio; the biggest challenges facing the area; and ideal features, changes, and vision for Downtown that would represent the Indio community.

Additional City Council Study Sessions

City staff also held additional City Council Study Sessions that were open to the public on the following dates:

- October 2013
- July 2014
- February 2015
- June 2016
- April 2016

These study sessions provided an overview of economic development strategies, changes in Specific Plan boundaries, potential development incentives, parking strategies, and overall progress to date.



Post-It Note Exercise at Community Workshop

2.1.2 Key Community Input Findings

The following summarizes key findings from community workshop participants:

Maintain a Family-Friendly and Safe Community

Residents and business owners in Indio would like to ensure that future development in the Downtown Specific Plan area enhances and complements their community and encourages a family-friendly and safe atmosphere. This means the establishment of more “eyes on the street” through a highly active pedestrian utilized area.

Create Activity Destinations for Residents and Visitors Alike

Vacancies and underutilized properties in the Downtown area provide opportunity for new civic and cultural uses, commercial/retail businesses and other types of uses, such as additional restaurants, entertainment, professional office centers, and new residential types such as high density residential that is for lease and for sale. New uses and building types should focus on creating activity destinations for residents and visitors alike.

Promote Community Identity through Preservation of History and Public Relations

Workshop participants expressed the desire to change the perception of the Downtown area and promote a positive community identity. They identified the importance of consistently promoting a community image that supports economic development and revitalization of the Downtown area

that also recognizes the history and cultural influences the downtown played in the past showing how it can contribute in the future.

Introduce Cohesive Streetscape Elements to Unify Area

The Downtown Indio Specific Plan area presents an opportunity for distinct uses and building forms. Workshop participants expressed a desire to create a unifying theme throughout the Downtown area by using physical improvements and other streetscape elements.

Promote Walkability and Non-Motorized Mobility

Workshop participants expressed the desire to improve the Downtown area's built environment to allow and encourage pedestrian accessibility. Participants also identified the need to support other non-motorized transportation such as bicycles.

Explore Additional Residential Opportunities

Vacancies and underutilized parcels in the Downtown area also provides opportunity for additional residential development. Workshop participants expressed the desire for new residential types in the Downtown area to encourage more activity and support future commercial and retail development. This includes a variety of housing types for a variety of income ranges and residential development types.



Community Vision for Downtown Indio

2.2 VISION PLAN

The Downtown Indio Specific Plan establishes a vision for the transformation of Downtown Indio, specifically regarding its center area. The subject area is generally located south of Indio Boulevard between Jackson Street and Oasis Street. This stretch of Downtown Indio contains some of the city's most important buildings and places, including City Hall, the Indio Performing Arts Center, College of the Desert, and the Downtown's Main commercial streets, Miles Avenue and Oasis Street.

This vision provides a broad planning framework to guide the revitalization of Downtown Indio, identifying a series of distinct place-making strategies – public and private – to guide the beginnings of this process. This is the outline of a planning vision that can and should be used to stimulate new development, promote adaptive reuse of existing buildings, and encourage investment in the public realm, which all contributes to the revitalization of downtown into a pedestrian oriented local and regional destination.



Center of Downtown

2.2.1 Downtown Vision

The vision for Downtown Indio is expressed as;

“Downtown Indio - Our community’s center for commerce, arts, education, culture, entertainment and creative enterprise. A vibrant, mixed use urban center that provides opportunities for living, working and playing in a pedestrian-oriented, integrated environment. “

2.2.2 Overarching Goals

The Downtown Indio vision was guided by the following overarching goals:

1. Commit necessary resources to establish new cultural plazas and a promenade creating and supporting opportunity for the activation of downtown through new mixed-use infill development and providing a location for cultural entertainment, festivals and events.
2. Create a new Civic Center Campus that includes police, library, emergency operations and enhanced municipal services that connects with and supports the surrounding land uses.
3. Promote and encourage the enhancement of downtown streets that provide landscaping improvements, increase opportunity for public parking and establish wayfinding signage.
4. Provide development standards and establish project approval processes that promote and encourage high quality new development and adaptive reuse of existing structures.
5. Encourage a variety of multi-family residential development that enhances and supports the livability and sustainability of the downtown area.
6. Promote a “park once” program wherein non-residential parking opportunities are established to encourage pedestrian activity and walkability.



2.3 GUIDING PRINCIPLES FOR THE VISION

This vision asserts that Downtown Indio will be like no other place in the Coachella Valley. Its development will build on the

history, culture, visual character and environmental qualities of the desert. It will leverage all of its existing public, private and institutional assets. It will be an Arts-centered mixed-use, mixed-income, and pedestrian-first environment that attracts people on a 24/7 basis. As a unique, experience-based, memorable and attractive environment, it will become an economically and environmentally viable and sustainable urban center for the City.

Keys to such success include:

- **Visibility from and connection with arterial roads** – One of the most obvious issues with Downtown Indio is that it is not easily visible from Indio Boulevard, Jackson Street or Highway 111, all of which carry significant traffic. This vision encourages street improvements, and improved navigation signage to announce Downtown Indio’s presence to these surrounding arterials.
- **Urban not Suburban** – The character of the new downtown envisioned in this document will be urban in character as opposed to suburban. Buildings will line the sidewalks rather than being significantly set back, defining streets as cogent public spaces. Parking lots will be primarily hidden from the public realm. Individual buildings will be designed to create a continuous urban fabric that will transform the Downtown experience into a rich 24/7 walking environment.
- **Historic building and place preservation, beginning with Miles Avenue** – The vision should build on Downtown Indio’s numerous assets, including historic buildings and streets. New infill will be designed in forms compatible with the character of

this historic fabric, particularly along Miles Avenue, creating a place where old and new seamlessly meet.

- **A first-class network of multi-modal streets** – One of Downtown Indio’s greatest assets is its existing grid of streets. These streets are not just circulation routes for cars, but a continuous public realm network for people and multiple modes of transit. The new downtown will be organized around the rich network of such streets, carefully designed as public rooms that encourage walkability and multi-modality.
- **Planning and Coordinating the Design of Downtown** – Provide coordinated land use, urban design, transportation and infrastructure planning in order to create a cohesive organization of the new Downtown.
- **A unique destination and iconic place** - The signature of Downtown Indio will be the concept of a two-block long, iconic flex street in the form of a Central Promenade, terminated at either end by plazas, commercial and cultural buildings. This iconic open space is envisioned to create a new 24-7 local and regional destination, vibrant with shopping and cultural activities, unique and different from the downtowns of neighboring cities.
- **A first class pedestrian environment** - Downtown is to be designed for a comfortable pedestrian environment. Shaded sidewalks, conveniently and frequently located crosswalks, low-speed automobile traffic, ample on-street parking, and interesting building frontages will combine to make Downtown Indio a place to explore on foot.

- **Residential Diversity** - Provide opportunities for a variety of residential development types to attract a wide diversity of new residents. This will encourage mixed use development with the range of potential new coming residents in Downtown.

- **Parking in its place** - Downtown will be significantly different in the future as a result of its approach and attitude towards vehicles and parking. Cars will be subservient to the pedestrian across the board. On-street parking will be conveniently located in front of stores, while long-term public parking will be consolidated in select places within walking distance from the center of the Downtown. Unlike strip shopping centers, which are designed to facilitate one car trip per store visit, Indio's new Downtown will be designed as a "park-once" environment; where people are encouraged to visit multiple businesses and other destinations from a single trip and parking in one space. This strategy attracts shoppers, supports longer shopper trips, and cleans the environment by reducing automobile trips.

- **Attractive to diverse business interests** – Downtown will be a magnet for diverse businesses that will leverage its plazas and streets as places to shop, dine and linger. Place-making and economic vitality will be synergistic components of this larger vision.

- **A mix of commercial, civic and employment activities** - To thrive as a shopping, dining and entertainment destination, Downtown Indio's offerings will be diverse and dynamic to keep customers and visitors interested. Special events and the performing arts will play a large role in keeping public interest

fresh, and the new Central Promenade and Plazas will be designed to make these events even more special. Expanding the available dining options, and growing a collection of unique retail shops, attracting new employers to this increasingly attractive location, and adding new urban housing, will gradually build its stature as a significant regional center of activity.

- **Accommodating to the artist community** – Downtown Indio will welcome and encourage the location of a robust art district of working artists, art galleries, and performance venues. Both through Public Art initiatives as well as private development, the new Downtown will be a place where members of Indio's art community feel welcomed and empowered. New open spaces will foster rich cultural and art activity throughout the year.

- **Respecting Indio's Desert Climate** - In order to soften the extreme climate during the peak heat season, the physical components of the vision prioritize shade for the pedestrian in smaller, narrower streets using trees and in smaller patios and courtyards, using a variety of frontages, such as arcades, walled patios, etc. Cooling towers will further accent the public realm while mitigating the effects of the desert heat.

- **Embracing Indio's History** - The Vision stems from a deep understanding and respect for Indio's history and culture as the historically prominent commercial hub of the Coachella Valley. Reinforcing the new Downtown's unique identity while ensuring the enhancement of Indio's cultural and civic traditions as well as its historical significant features.

- **Create an efficient yet practical entitlement process** - Development standards and land use regulations need to encourage new development through a streamlined and predictable entitlement process.

2.4 KEY PLANNING FACTORS

Key Planning Factors identify opportunities and constraints that influence and contribute to the successful implementation of the Downtown Indio Specific Plan.

Planning Factor #1: Downtown Indio is one of the most significant areas poised for future economic growth. As a central area of civic activity at the local and regional level, an emerging center for education, a popular location for special events and the availability of land for future development, the Specific Plan area is primed for redevelopment and revitalization.

Planning Factor #2: Housing in Downtown will play a significant role in future success and vibrancy. Having residential opportunities for a variety of income ranges and residential development types (rental/for-sale) is an important factor in generating a diverse population that contributes to the economic vitality of the downtown area.

Planning Factor #3: To create a vibrant community, the Downtown area should balance, civic, cultural commercial and residential uses in order to create a place for people to live, work and play. The Downtown area has a long history of civic, cultural and special events that the community desires to protect and enhance.

Planning Factor #4: Adjacent activities and developments, such as regional civic uses, should be considered to maximize the complimentary nature of a strong daytime population and positively influence the utilization of the Downtown during the daytime, evenings and weekends.

Planning Factor #5: The Downtown area is an ideal pedestrian-friendly area with a small grid layout. To be successful, the Downtown must encourage stronger pedestrian utilization through street adjacent development, accessible pedestrian amenities and a variety of commercial, civic, recreation, residential and cultural uses.

Planning Factor #6: Indio is proud of its history and culture. Valuing and celebrating the community's history through preservation and enhancement of historic structures, activities and traditions will ensure the downtown is successful.

LAND USE AND URBAN DESIGN FRAMEWORK

3

Chapter 3 provides a summary of existing conditions, including on-the-ground land uses and current infrastructure. This chapter sets forth the area's land use and urban design foundation for future development.

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3.1 ABOUT THE CITY OF INDIO

The City of Indio is the largest city in the Coachella Valley and is home to approximately 90,000 residents and encompasses approximately 60 square miles (39,700 acres). Indio currently has numerous vacant and underutilized parcels. The land uses in the City are a mix of residential, commercial, public and industrial uses. Industrial uses within the city currently account for 1,341 acres or approximately 7 percent of the City's total land area. Within the City, the area surrounding Avenue 42 is primarily industrial and manufacturing uses. Indio features two prime commercial corridors on Interstate 10 and Highway 111.

Indio is called the City of Festivals and hosts major cultural and music festivals annually. The City has the highest projected population growth in Coachella Valley over the next decade, with nearly 30,000 additional residents anticipated.

3.1.1 Downtown Indio Today

Indio's Downtown is the historic heart of Indio and the Coachella Valley. The revitalization of downtown Indio has been a priority for many years. The new College of the Desert has brought attractive new construction to the area, and construction of the Law School building is complete. These projects will collectively bring a host of new year-round activity to downtown Indio. With an abundance of available city-owned property in the Downtown area, a significant long-term

opportunity exists for the attraction of vibrant mixed-use development.

The Downtown Area covers approximately 150 acres in the City's central area, including the historic downtown area and Civic Center. Access to Downtown is provided by Indio Boulevard which runs along the northern border of the area, and Highway 111 which runs east to west along the southern boundary of the Downtown area and Jackson Street which runs along the eastern border of the Specific Plan area.

3.2 EXISTING LAND USE

The Indio Downtown Specific Plan area comprises approximately 117 acres in the City's southeast portion. Existing land uses include commercial, manufacturing, open space, public, and residential uses. **Table 3-1, Existing Land Use**, summarizes the existing land uses in Downtown Indio and **Figure 3-1, Existing Land Use** illustrates these land uses.



Figure 3-1: Existing Land Use

Existing commercial uses total approximately 572,036 square feet in the Specific Plan area, which are concentrated east of King Street and along SR-111. Storefront retail is the predominant commercial type. There are numerous small-scale retail centers along Indio Boulevard and SR-111. Other uses, such as auto-related professional services/medical and manufacturing uses are located throughout the plan area, as shown in **Figure 3.1**.

Description	Existing Units	Existing SF	Acres
Commercial		572,036	31.74
Manufacturing		67,138	35.85
Open Space			3.92
Public/Institutional		160,058	15.91
Residential Multi-Family	76		3.5
Residential Single-Family	26		4.14
Vacant			21.84
TOTAL	102	799,232	116.90

Open space uses account for 3.92 acres of the Downtown area. York Plaza, located on Indio Boulevard and Fargo Street has a gazebo and benches. There are also several vacant lots located in the northern portion of Downtown that are currently green space.

The Civic Center and the College of the Desert, along with its 2nd building expansion, are located to the center of the project area. Other public and institutional uses are located immediately outside and within the Specific Plan area including Loma Linda University Children's Hospital, County Courthouse and Law Offices, Riverside County offices, Desert Trial Academy, Our Lady of Perpetual Help Catholic Church and School (K-8), and several other churches. There is a total of 160,058 square feet of public and institutional uses that occupy 15.91 acres of Downtown Indio.

Multi-family residential uses are concentrated west of Oasis Street. There are 76 multi-family units on 3.5 acres in the Downtown area. There are several larger multi-family complexes, but the majority of the multi-family parcels contain two to six units. There are 26 single-family residential units in the project area on 4.14 acres. The single-family residential homes are concentrated between Deglet Noor Street and Oasis Street, south of Bliss Avenue and north of Saily Avenue. There are additional single-family homes scattered throughout the Downtown area.

Vacant parcels account for 21.84 acres, or approximately 19 percent, of the total project. The majority of the vacant land is east of Towne Street. Many of the vacant parcels are city-owned which present a significant long-term opportunity for development in the Specific Plan area.

3.2.1 Adjacent Land Uses

Uses surrounding the Downtown area include manufacturing, residential, commercial and public, which are generally complementary uses within the Specific Plan area. On the north side of Indio Boulevard are railway tracks, manufacturing and warehouse uses, auto services and small local restaurants.

Primarily residential uses are located west of the Downtown area, including a large single-family neighborhood west of Palm Street, multi-family, and single-family residential neighborhoods; with commercial centers west of Park Street. Nearby retail areas in the City include the Indio Fashion Mall Shopping Center to the west along Highway 111 and Pacific Indio Shopping Center to the north along Jackson Street.



Riverside County Fair

Located south of the Specific Plan area is a significant County facility serving the entire Coachella Valley. This includes the Larson Justice Center, law offices, detention center and a variety of County administrative offices. The Riverside County Fairground is located to the southwest of the Specific Plan area and is the site of the Riverside County Fair and National Date Festival. The Festival attracts over 300,000 visitors and is held annually every February.

3.3 INFRASTRUCTURE AND UTILITIES

3.3.1 Water

Indio Water Authority supplies water to the Downtown area through a network of transmission and distribution pipelines that are mostly 6-inch diameter pipes. There are 12-inch diameter transmission pipelines located on Jackson Street, Fargo Street, Miles Avenue, and Highway 111, and upgraded 8-inch diameter pipes around the Civic Center area. The 12-inch diameter pipes can supply approximately 3,500 gallons per minute (gpm) at a velocity of 10 feet per second (fps), while the 6-inch diameter pipes and 8-inch diameter pipes can supply approximately 900 gpm and 1,600 gpm, respectively. **Figure 3-2, Existing Water Lines**, illustrates the location of water infrastructure in the project area.

While the 6-inch pipes can supply sufficient water for domestic and commercial uses, current fire flow requirements as established by California law, require a minimum flow of 1,500

gpm for a single fire hydrant. Determination of adequate fire flow will be required based on the size and type of structure or development proposed for constructions, but in general, compliance with this requirement will require a minimum of 8-inch diameter pipelines. As future development is proposed, upgrades to the water distribution system will be required.

3.3.2 Wastewater

The sewage collection system, shown in **Figure 3-3 Existing Wastewater System** in the Downtown area is operated and maintained by the Valley Sanitary District (VSD). Collector sewers are minimum 8-inch diameter and have the capacity to handle the anticipated increase in flow resulting from proposed development in the future. VSD is currently analyzing some of the lines in the Downtown Area as part of their program to identify sewers that need upgrading. In addition, VSD is close to completing the Requa Interceptor project, which will provide additional capacity for the Requa/Highway 111 corridor, benefiting service to the downtown area. The interceptor will consist of approximately 22,000 feet of 10- to 36-inch pipe beginning at the treatment facility on Van Buren Street extending west to the intersection of Shields Road and Highway 111. It is anticipated that the project is anticipated to be completed by December 2017.



Figure 3-2 Existing Water Lines



Figure 3-3 Existing Wastewater Lines

3.3.3 Stormwater

An infrastructure analysis study completed in 2007, found that the City has no subsurface storm drains in the Downtown area. During periods of heavy rainfall, storm water is carried within existing streets and the runoff can accumulate causing flooding and traffic hazards. The City's Storm Drain Master Plan proposed two new storm drains for the Downtown area as part of a City-wide upgrade of storm drain facilities. The proposed storm drains included a 42-inch diameter storm drain constructed in Oasis Avenue from Highway 111 to Indio Boulevard and a 39-inch diameter line in Civic Center Mall from west of Jackson to Indio Boulevard. The Indio Boulevard line would then run east to Dillon Road, then north to the Whitewater. Preliminary analysis in 2007 indicated that while construction of the two storm drains would alleviate some of the flooding and hazardous conditions experienced in the area, some accumulation of water would still occur in the Downtown area during major rainstorms

Storm drainage improvements for individual developments that complement the storm drains recommended in the City Storm Drain Master Plan will be part of the review of any proposed development in the Specific Plan area.

3.3.4 Dry Utilities

Electricity is furnished by the Imperial Irrigation District (IID). Downtown Indio is supplied through substations; one located west of Monroe Street and north of Indio Boulevard, the other on Garden Avenue west of Daisy Street. Power lines in the area

supply electricity at 12 kW and the supply is adequate for any future proposed redevelopment in the Specific Plan area.

Natural gas is distributed through the area by a network of pipelines owned and operated by the Southern California Gas Company. The existing pipelines are 2" and 4"-diameter and are adequate to supply current demand trends. Discussion with the Gas Company indicates that there is capacity to supply an adequate quantity of natural gas required by any proposed redevelopment in the Downtown Indio area. If the demand for additional natural gas were to increase because of new development, the Gas Company would respond by upgrading their system to meet the demand.

Burrtec Waste and Recycling Services is the current provider of residential and commercial solid waste collection services. There are currently no waste transfer stations, which serve as local collections points to the final disposal site in the City of Indio.



LAND USE AND DEVELOPMENT STANDARDS

4

Chapter 4 establishes the land use and development standards for the Downtown Specific Plan Area. The Chapter provides the standards and provisions for the use of private property, including development standards, permitted land uses and activities and permit procedures

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4.1 PURPOSE AND INTENT

A. Purpose and Intent. The purpose and intent of this Chapter is to provide land use and development standards that implement the goals and policies of the Indio General Plan, Downtown Indio Specific Plan and other similar long-range planning documents that collectively encourage the development of an integrated, mixed-use, pedestrian-oriented environment.

B. Relationship to other City Plans and Documents. The City of Indio General Plan provides for land use designations and supportive goals and policies for the development of the Downtown Specific Plan. The Downtown Specific Plan is intended to implement the goals, policies and objectives of the City of Indio General Plan. The City of Indio has also adopted its 2014-2021 General Plan Housing Element. The Downtown Indio Specific Plan is intended to implement adequate site requirements adopted in the General Plan Housing Element.

C. Applicability. This Chapter describes the applicability of Downtown Indio Specific Plan standards for a property within the boundaries of the Downtown Indio Specific Plan.

D. Relationship between Zoning Code standards and Specific Plan standards. For property within the Downtown Indio Specific Plan area (*Figure 1-1: Specific Plan Area*), the standards and provisions contained within this Chapter shall govern the use and entitlement of all legal property.

Whenever the requirements of the Downtown Indio Specific Plan impose a more or less restrictive standard than the provisions of the Indio Municipal Code, the requirements of the Downtown Indio Specific Plan shall prevail.

E. Uses and Permit Requirements Table 4-1 and Table 4-2 describe the uses and activities that are preferred in the Downtown area as well as those that are not permitted. A fully listing of land use permit requirements is provided the Appendix of this Specific Plan.

The uses described in Table 4-1 shall be permitted as a matter of right, in addition to applicable state and federal regulations, approvals or permits. These uses and activities shall be administered at the counter level through the Development Services Department and do not require additional discretionary review. For a complete listing of permit requirements identified as permitted (P), conditionally permitted (CUP) and not permitted (-) in the Specific Plan, refer to Appendix A.

Supplemental definitions for land uses and activities not contained in Title XV of the Indio Municipal Code are include in Appendix C

F. Exceptions to Permitted Uses. For properties within the Downtown Indio Specific Plan sub-areas (*Figure 1-2: Specific Plan Sub-Areas*), encouraged uses will be specified as well as areas with special restrictions to height.

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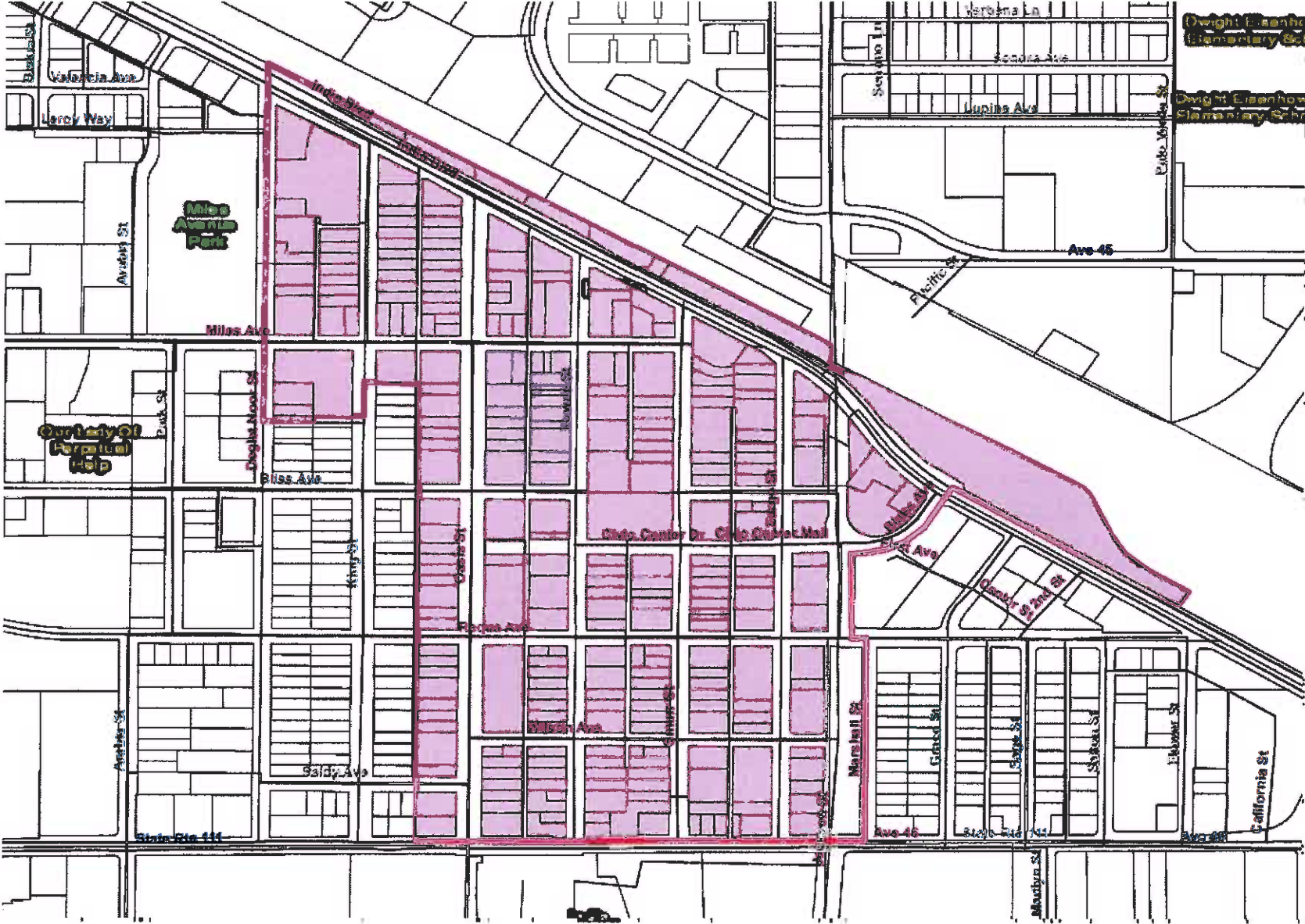


Figure 1-1: Specific Plan Area Page 37

Table 4-1 Preferred Uses (1)	
Land Use	Reference and Notes
General Commercial	
Street-Adjacent Retail Development	
Civic and Cultural Facilities	
Mixed Use Development	
High Density Residential Development	
Live Entertainment Uses and Activities	Adult-Oriented Businesses not permitted
Restaurants and Sidewalk Dining	
Live/Work Development	
Professional Services and Medical (2 nd floor and above)	Preferred adjacent to Highway 111 corridor
Breweries, Brewpubs and Microbreweries	Pursuant to ABC and ATF regulations

Note: (1) preferred uses represent the City of Indio's preferences for development in the Downtown Area. These land uses and activities are subject to the Development standards contain within this Chapter and other applicable permits and approval as governed by local, state and federal law. All development defined as a preferred use shall be approved through the Development Services Department under the authority of the Development Services Director. A listing of all use and activity types are contained within the Appendix of this Specific Plan.

Table 4-2 Not Permitted Uses (1)	
Land Use	Reference and Notes
General Commercial	
Automotive (sales and service)	
Industrial and Manufacturing	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.
Single-Family Residential	
Adult Oriented Business	
Outdoor Storage	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.
Warehousing and Storage	Except in areas represented on Figure 1-2 of Chapter 4 Section 4.1.

Note: (1) Not Permitted uses represent the City of Indio's preferences for development in the Downtown Area. All development defined as a not permitted shall not be allowed in the Specific Plan area. A listing of all use and activities types are contained within the Appendix of this Specific Plan

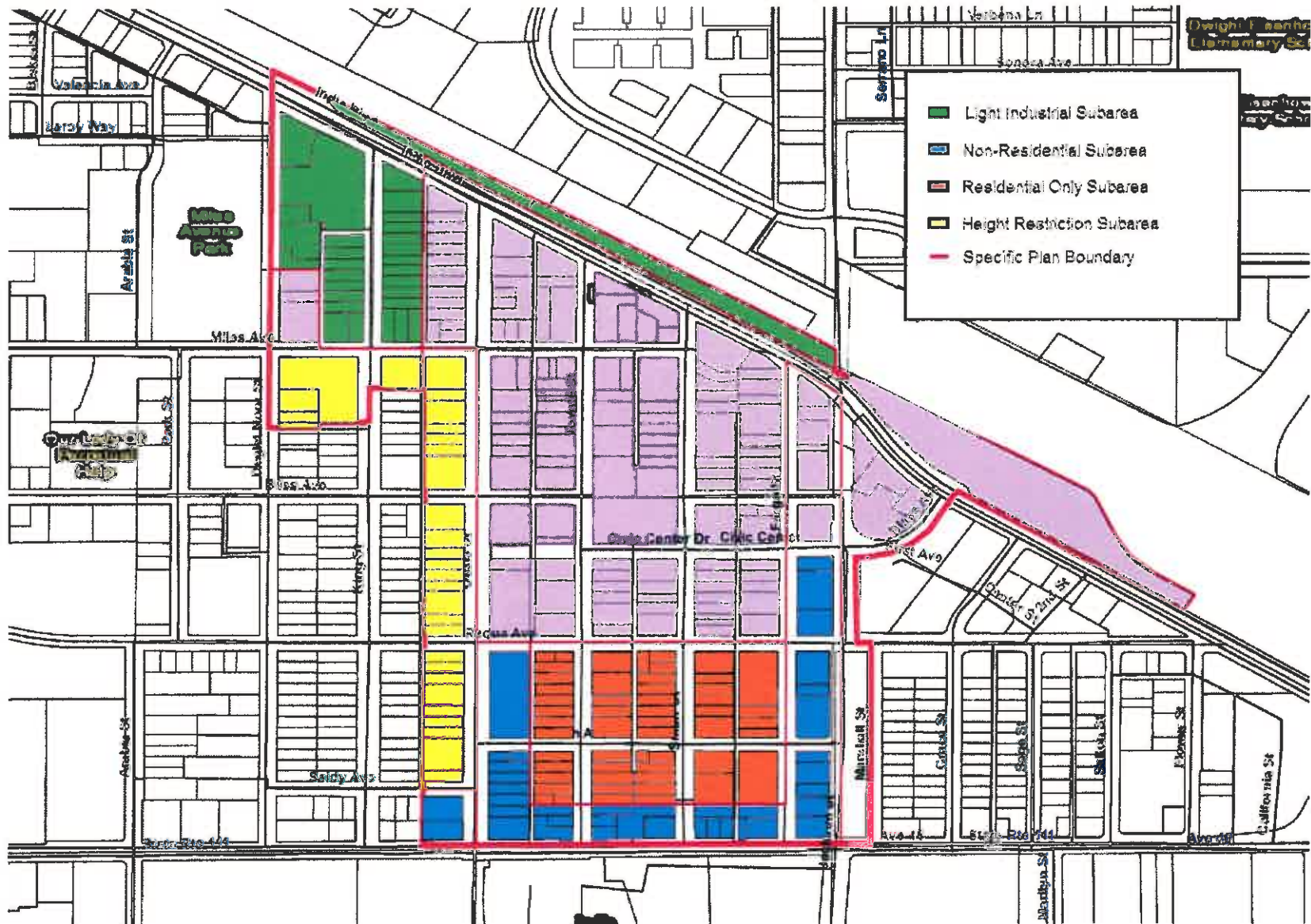


Figure 1-2: Specific Plan Area

Light Industrial Subarea – Provides opportunity for light manufacturing and industrial uses that range from fabrication to retail and display. In addition to the preferred uses listed in Table 4-1, the following shall be considered:

- a) Light industrial uses including, but not limited to, paint shops, machine or tool and dye shops, cabinet or woodworking shops, framing, furniture shops, or product service center. No auto related uses allowed.
- b) Warehousing or storage;
- c) Mini-storage;
- d) Outdoor storage, when completely screened from public right-of-way, including, but not limited to, contractors yards, lumber yards, construction supplies, equipment rental yards; except any auto related uses.

The aforementioned land uses shall be reviewed by the Development Services Director as an administrative conditional use permit. Consideration shall be given to potential impacts to surrounding uses, including noise, odor, hours of operation, product/material storage. The Development Services Director shall have the authority to approve, approve with conditions, deny, or direct the proposal to the Planning Commission. Planning Commission review shall be processed as a conditional use permit.

Non-Residential Subarea – Residential development within this subarea is prohibited as this subarea is intended for service, office and commercial uses.

Residential Only Subarea – This subarea is intended to support attached residential development at a minimum density of 8

units/acre. All residential uses will be allowed except single-family residential.

Non-residential uses shall only be allowed in conjunction with a residential development and require a conditional use permit.

Height Restriction Subarea – Development within this subarea shall be limited to a maximum height of 3 stories or 36 ft.. Development within 80 ft. of any residential zone properties shall have a maximum building height of 2 stories or 24 feet.

Zones with encouraged uses will also allow all other uses specified in this Specific Plan with the approval of as CUP.

4.2 DEVELOPMENT REGULATIONS

This Section provides development intensity and standards that govern development on properties specifically located in the Downtown Indio Specific Plan. See **Tables 4-3 through 4-19**, as well as related illustrations. For the purpose of this Zoning Code, mixed-use projects shall comply with nonresidential standards when no mixed-use standards exist.

Table 4-3 Specific Plan Density/Intensity Standards	
Density Standards	Minimum/Maximum Density for residential uses expressed in dwelling units per gross acre.
Residential Uses	30 du/ac minimum
Intensity Standards	Maximum Intensity of nonresidential land uses measure in Floor Area Ratio (FAR)
Nonresidential Uses	2.0 FAR

Notes:

A. Exceptions to Specific Plan Density/Intensity Standards

Exceptions to the standards provided in Table 4-3 may be granted under certain circumstances.

1. **Residential Uses.** Residential uses shall be permitted at a density less than 30 du/ac if the following conditions are satisfied:
 - a) The proposed development exceptionally contributes to downtown character and the intent and purpose of the Specific Plan.
 - b) Site constraints and other development standards prohibit use of the site.
 - c) The residential use is a component to an integrated mixed use development.

2. **Non-Residential Uses.** Non Residential uses may exceed Floor Area Ratio standards if the following conditions are satisfied:

- a) Application of the increased FAR does not exceed height standards for the Downtown Specific Plan.
- b) Exemplary design and architecture that exceptionally contributes to downtown character and the intent and purpose of the Specific Plan.
- c) All applicable off-street parking requirements are met or fully mitigated.

B. Build-To Zone

The area between the minimum and maximum setbacks within which the principal building's front façade (building facade line) is to be located.). See Figure 4-2 – Build To Zone.

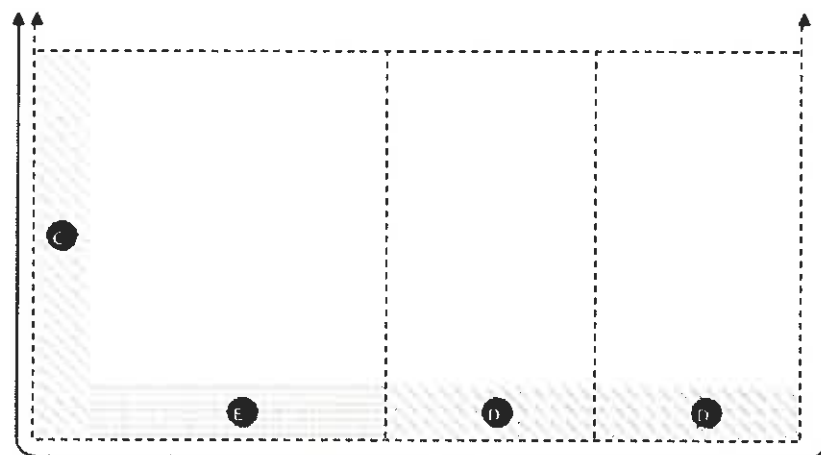


FIGURE 4-2: Build-to -Zone

**Table 4-4
Build-to-Zone Standards**

Key	Location	Standard
C	Front Setback : Along Oasis	0-20 ft.
D	Front Setback: All other Streets	0-10 ft.
E	Street Side Setback	0-10 ft.

C. Building Height Standards

Building heights are measured from the finished floor elevation to the top of roofline or parapet.

**Table 4-5
Building Standards**

	Standard
Number of Stories (1)	5 stories
Maximum Height (1)	60 feet
Underground Levels (2)	Allowed
Mezzanines/Lofts (3)	Allowed

Notes:

- (1) Wherever a lot abuts a lot in any single-family residential zone, a 10-foot upper story setback is required for those portions of buildings that are above 30 feet from finished grade.
- (2) Underground levels are not counted against height requirement if underground level(s) or portions thereof do not exceed 6 feet above grade.
- (3) Mezzanines and lofts shall not be counted as a floor if less than 1/3 of the unit's floor area.

D. Setback Standards

Setback standards are the minimum and maximum required setbacks. See Table 4-6: Setback Standards and Figure 4-3: Setback Standards.

**Table 4-6
Setback Standards**

Key	Location	Standard
F	Front Setback	0 ft. (min) / 5 ft. (max)
G	Front Setback (Oasis and Highway 111 only)	0 ft. (min) / 15 ft. (max)
H	Street Side Setback	0 ft. (min) / 10 ft. (max)
I	Interior Side Setback (1)	5 ft. (min) / 10 ft. (max)
J	Rear Setback (1)	10 ft. (min)

Notes:

- (1) Wherever a lot line abuts a lot in any single-family residential zone, a minimum setback equal to the building height, but not less than 10 feet shall be required or to the extent the single family residential use...can.

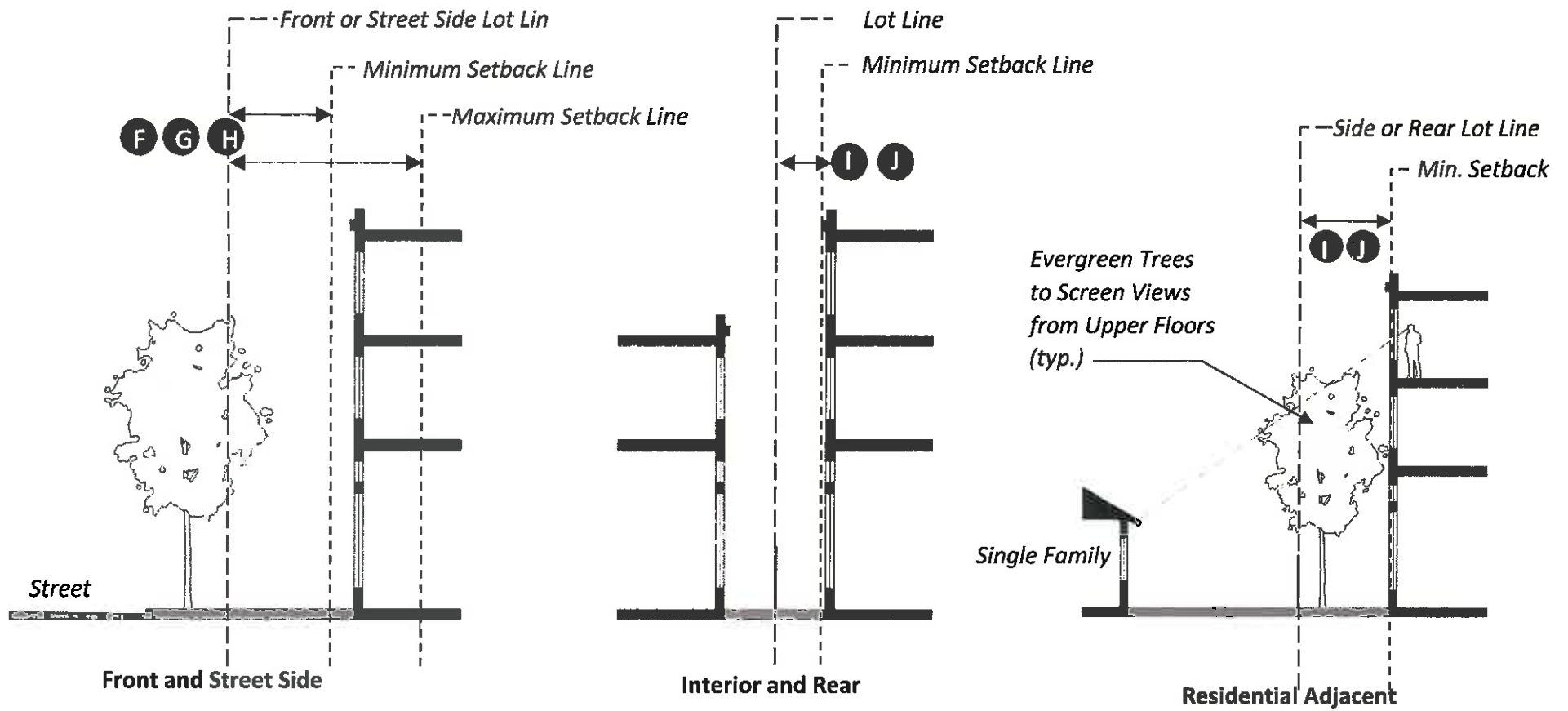


Figure 4-3: Setback Standards

E. Building Frontage Length

Building frontage length is the percentage of building built to the Build to Zone

Table 4-7 Building Frontage Length		
Key	Location	Standard
K	Within 300 feet of street intersections	75%
L	Over 300 feet from Street intersections	55%

Notes:

(1) Wherever a lot line abuts a lot in any single-family residential zone, a minimum setback equal to the building height, but not less than 10 feet shall be required or to the extent the single family residential use...can.

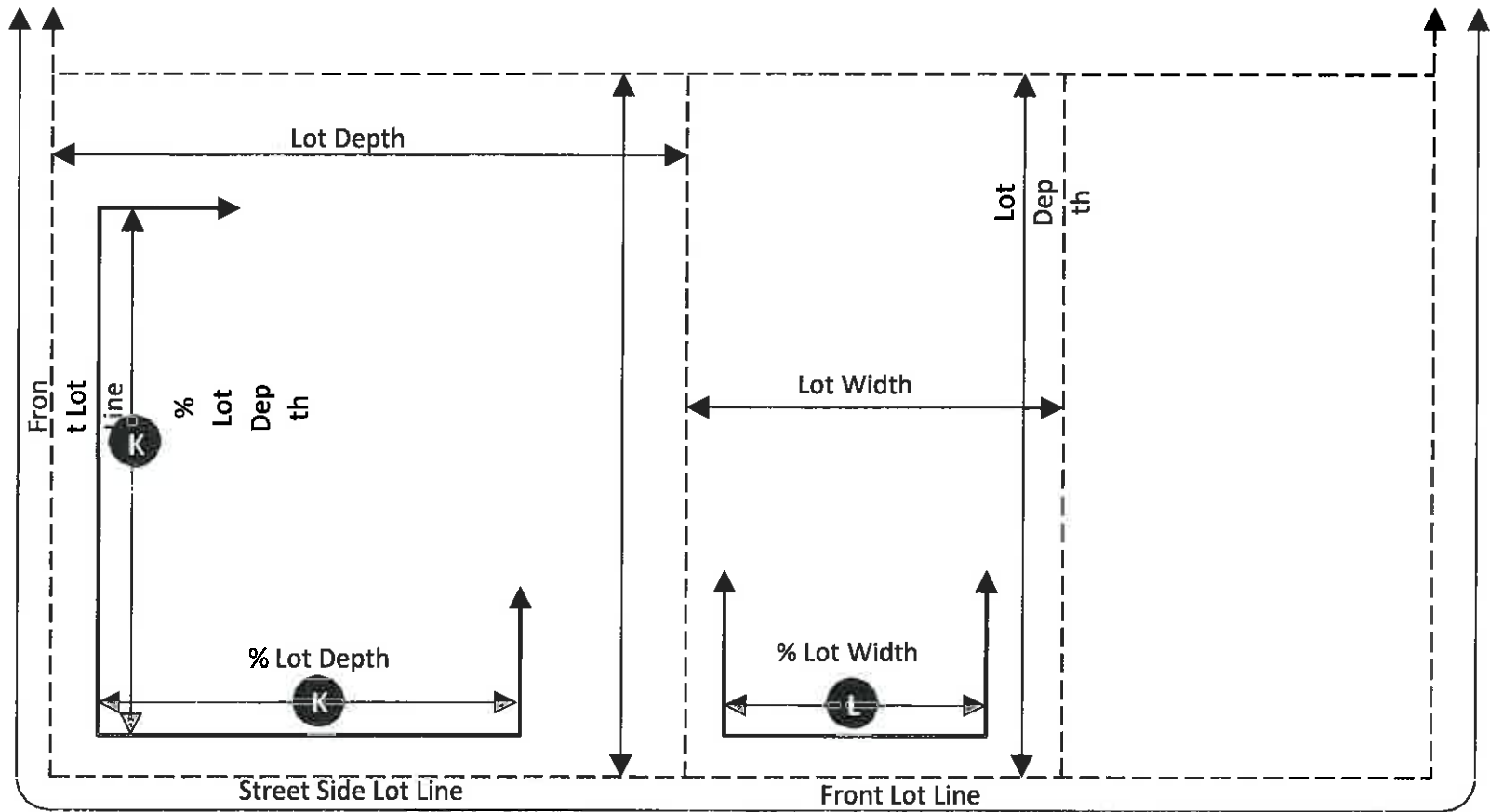


Figure 4-4: Building Frontage Length

F. Frontage Type Standards – Live Work/Office Fronts

Live-Work/Office Fronts are frontages that reinforce both residential and work activities that can occur in the building. The elevation of the ground floor is located at or near the grade of sidewalk to provide direct public access to the building. Entrances and windows are provided on the front of the facade to provide eyes on the street and direct sidewalk access to commercial and office uses. The front setback (if provided) may be improved with landscaping or as an extension of the public sidewalk to create a more pedestrian-friendly environment.



Figure 4-5: Examples of Live Work Building Fronts

Table 4-8
Live Work/Office Frontage Standards

KEY		Refer to Figure 4-6: Live Work/Office Frontage Standards
A	Elevation of Ground Floor	The ground floor elevation shall be located near the elevation of the sidewalk to minimize the need for external steps and external ADA ramps at public entrances.
B	Minimum Ground Floor Interior Height	12 feet minimum (floor-to-floor height) (Commercial Ready)
C	Ground Floor Unit Entrances	All ground floor tenant spaces that have street frontage shall have entrances on a facade fronting a street. All other ground floor uses may have a common lobby entrance along the front facade or private entrances along other facades. Entrances to upper floor units may be provided through a common lobby entrance and/or by a common entrance along a facade fronting a street. <u>Entrances may be recessed into the facade.</u>
D	Ground Floor Windows	At least 40% of the surface area of the ground floor facade (1) shall be occupied by windows (2) .
E	Upper Floor Windows	At least 25% of the surface area of each upper floor facade (1) shall be occupied by windows (2) .
F	Awnings and Marquees	Awnings or marquees may be provided over storefront windows and entrances. Awning and marquees may project up to 6 feet from the facade and extend over the sidewalk provided that at least 8 feet of vertical clearance is <u>provided</u> .
G	Projecting Elements (Windows)	Projecting Elements on upper floors may project three feet from the facade and project into the <u>setback</u> .
H	Adjacent Sidewalk	The public sidewalk shall be improved with street trees with an average spacing of 30 feet on-center and pedestrian-scaled street lights (no taller than 14 feet). If the front facade is setback from the public sidewalk, the setback shall be landscaped and/or improved as an extension of the <u>public sidewalk</u> .

Notes: (1) All ground floor tenant spaces that have street frontage shall have entrances on a facade fronting a street. All other ground floor uses may have a common lobby entrance along the front facade or private entrances along other facades.

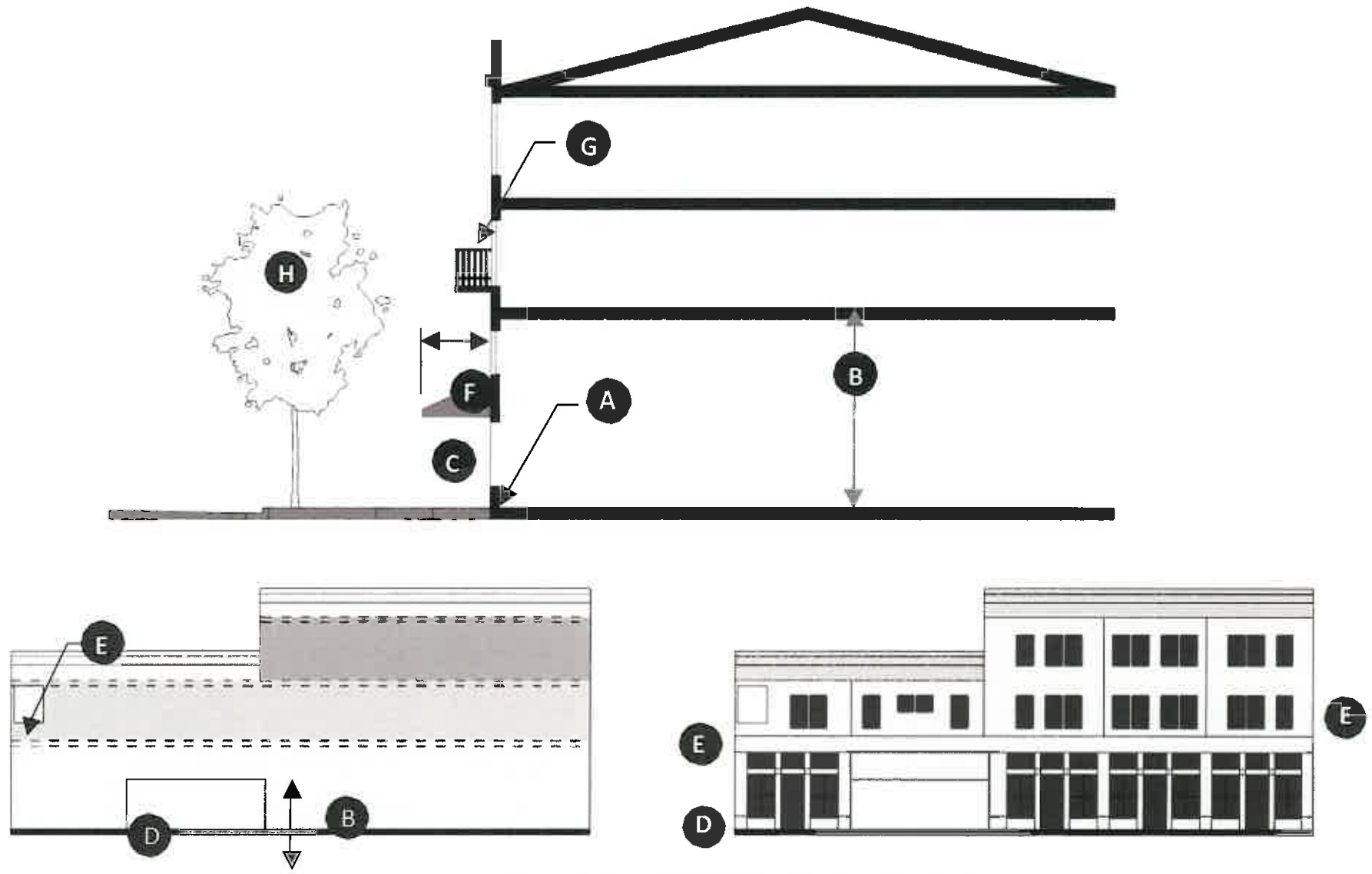


Figure 4-6: Live Work/Office Frontage Standards

G. Frontage Type Standards – Residential Fronts

Residential Fronts are frontages that reinforces the residential character and use of the building. The elevation of the ground floor is elevated above the grade of the lot to provide privacy for residences by preventing direct views into the home from the sidewalk. Entrances and windows are provided on the front of the facade to provide eyes on the street and direct sidewalk access to the building. Stoops are allowed to project into the front setback to enhance entrances. The front setback is primarily improved with landscaping.



Figure 4-7: Examples of Residential Building Fronts

Table 4-9
Residential Frontage Standards

KEY		Refer to Figure 4-6: Live Work/Office Frontage Standards
A	Elevation of Ground Floor	The ground floor elevation shall be located near the elevation of the sidewalk to minimize the need for external steps and external ADA ramps at public entrances.
B	Ground Floor Interior Height	12 feet minimum (floor-to-floor height)
C	Ground Floor Entrances	All ground floor tenant spaces that have street frontage shall have entrances on a facade fronting a street. All other ground floor uses may have a common lobby entrance along the front facade or private entrances along other facades. Entrances to upper floor units may be provided through a common lobby entrance and/or by a common entrance along a facade fronting a street. Entrances may be recessed into the facade.
D	Ground Upper Floor Windows	At least 40% of the surface area of the ground floor facade (2) shall be occupied by windows (3).
E	Stoops/Porches	At least 25% of the surface area of each upper floor facade (2) shall be occupied by windows (3).
F	Projecting Elements	Awnings or marquees may be provided over storefront windows and entrances. Awning and marquees may project up to 6 feet from the facade and extend over the sidewalk provided that at least 8 feet of vertical clearance is provided.
G	Sidewalk Setback treatments	Projecting Elements on upper floors may project up to five feet from the facade and extend up to three feet over the sidewalk provided an easement is provided for such and the projecting element does not obstruct or interfere with use of the sidewalk. The public sidewalk shall be improved with street trees with an average spacing of 30 feet on-center and pedestrian-scaled street lights (no taller than 14 feet). If the front facade is setback from the public sidewalk, the setback shall be landscaped and/or improved as an extension of the public sidewalk.

Notes:

- (1) As measured by multiplying the width of the facade by the floor-to-floor height. Opening in the facade (such as entrances to parking facilities or covered outdoor hallways/entrances) shall be subtracted from the surface area calculation.
- (2) All parts of the window (e.g. head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Portions of the window that are not visible on the elevation drawing (such as a window that is blocked by a solid balcony wall) shall not be included in the calculation)

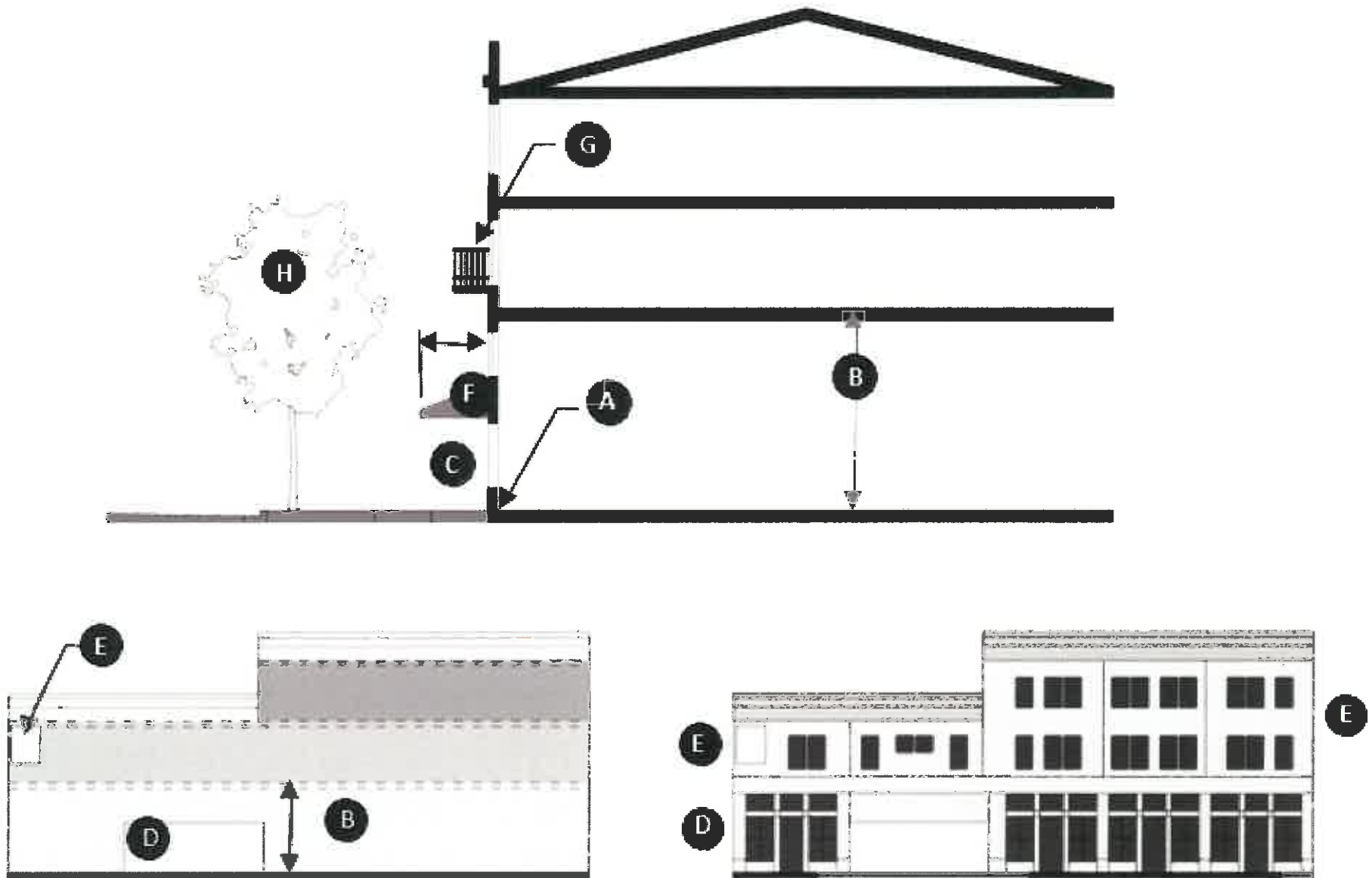


Figure 4-6: Live Works/Office Frontage Standards

H. Frontage Type Standards – Storefronts

Storefronts are frontages that reinforce the commercial character and use of the ground floor of the building. The elevation of the ground floor is located at or near the grade of sidewalk to provide direct public access into the building. Large storefront display windows are provided on the front of the facade to encourage visual access to merchandise displays and to encourage window shopping. Awnings or marquees are provided over storefront windows and entrances. The front setback (if provided) is primarily improved as an extension of the public sidewalk to create a more pedestrian-friendly environment



Figure 4-9: Examples of Commercial Storefronts

Table 4-10
Commercial (Storefront) Frontage Standards

KEY		Refer to Figure 4-10: Commercial (Storefront) Frontage Standards
A	Elevation of Ground Floor	The ground floor elevation shall be located near the elevation of the sidewalk to minimize the need for external steps and external ADA ramps at public entrances.
B	Ground Floor Interior Height	15 feet minimum (floor-to-floor height)
C	Store Front Entry	All ground floor tenant spaces that have street frontage shall have storefront entrances on the facade fronting a street.
	Lobby Entry	Lobby entrances to upper floor uses shall be located on a facade fronting a street.
	Recessed Entry	Storefront and lobby entrances may be recessed into the facade.
D	Ground Floor Windows	At least 75% of the surface area of the ground floor facade (1) shall be occupied by windows (2).
E	Upper Floor Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
F	Awnings and Marquees	Awnings or marquees are required over storefront windows and entrances. Awning and marquees may project up to 6 feet from the facade and extend over the sidewalk provided that at least 8 feet of vertical clearance is provided.
G	Projecting Elements	Projecting Elements on upper floors may project 3 feet from the facade and project into the setback
H	Sidewalk and Setback Treatments	The public sidewalk shall be improved with street trees with an average spacing of 30 feet on-center and pedestrian-scaled street lights (no taller than 14 feet). If the front facade is setback from the public sidewalk, the setback shall be improved as an extension of the public sidewalk.

Notes:

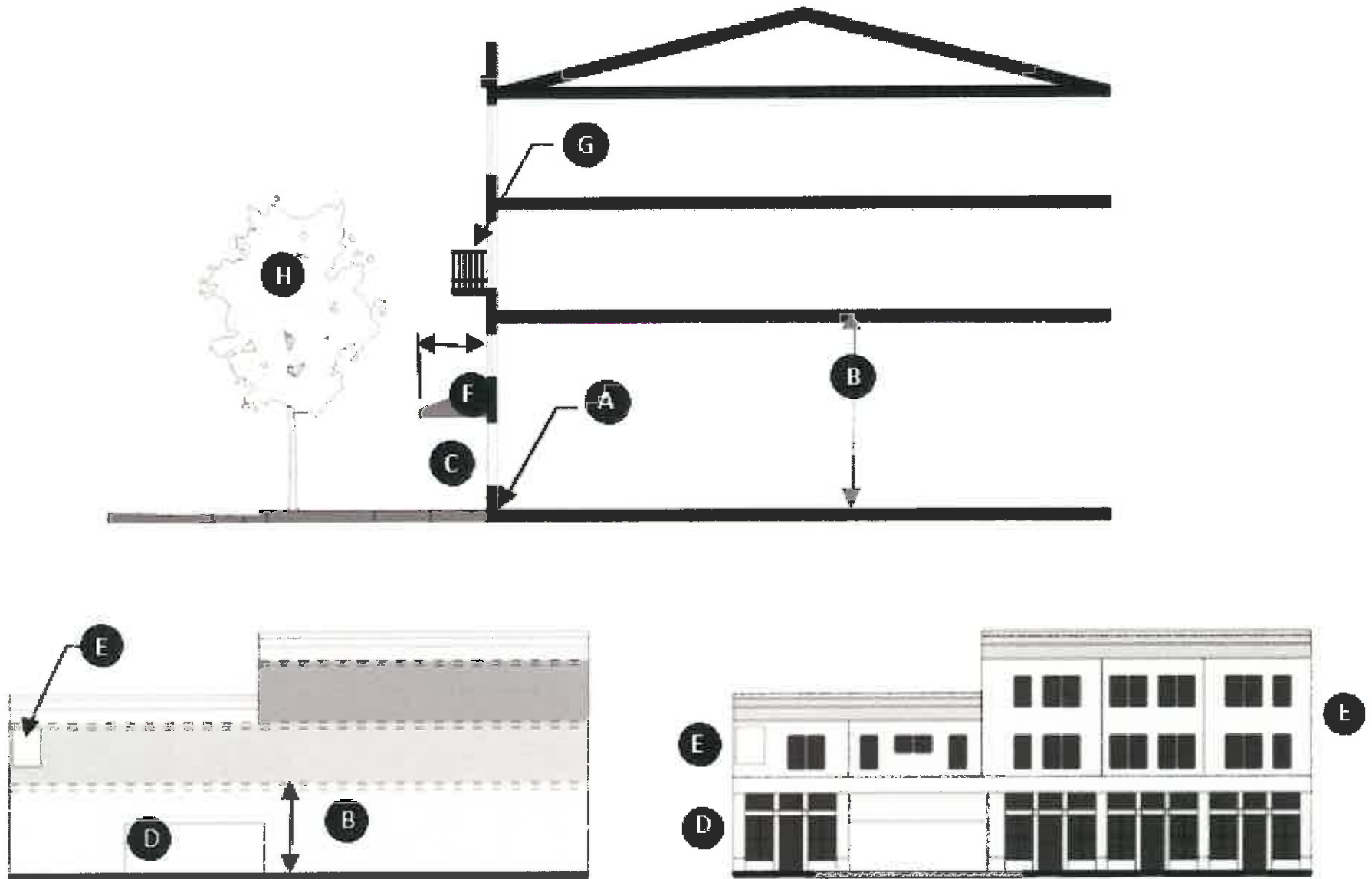


Figure 4-10: Live Works/Office Frontage Standards

I. Driveway Standards

This Section describes standards for the design and placement of driveways. Design considerations include ingress/egress, width and distance from intersections.

Table 4-11
Driveway Standards

Key	Location	Standard
A	Access	Driveway access to a lot may be provided from a street or an adjacent property (if a shared access easement is provided). Driveways are encouraged to connect to other driveways to increase accessibility.
B	Location	Driveway access points are prohibited within 50 feet of street intersections. A minimum of 50 ft. between driveways shall be maintained.
C	Width	One-way driveways shall be 10 to 14 feet in width and two-way driveways shall be 20 to 28 feet in width.

Notes:

(1) Wherever a lot line abuts a lot in any single-family residential zone, a minimum setback equal to the building height, but not less than 10 feet shall be required or to the extent the single family residential use.

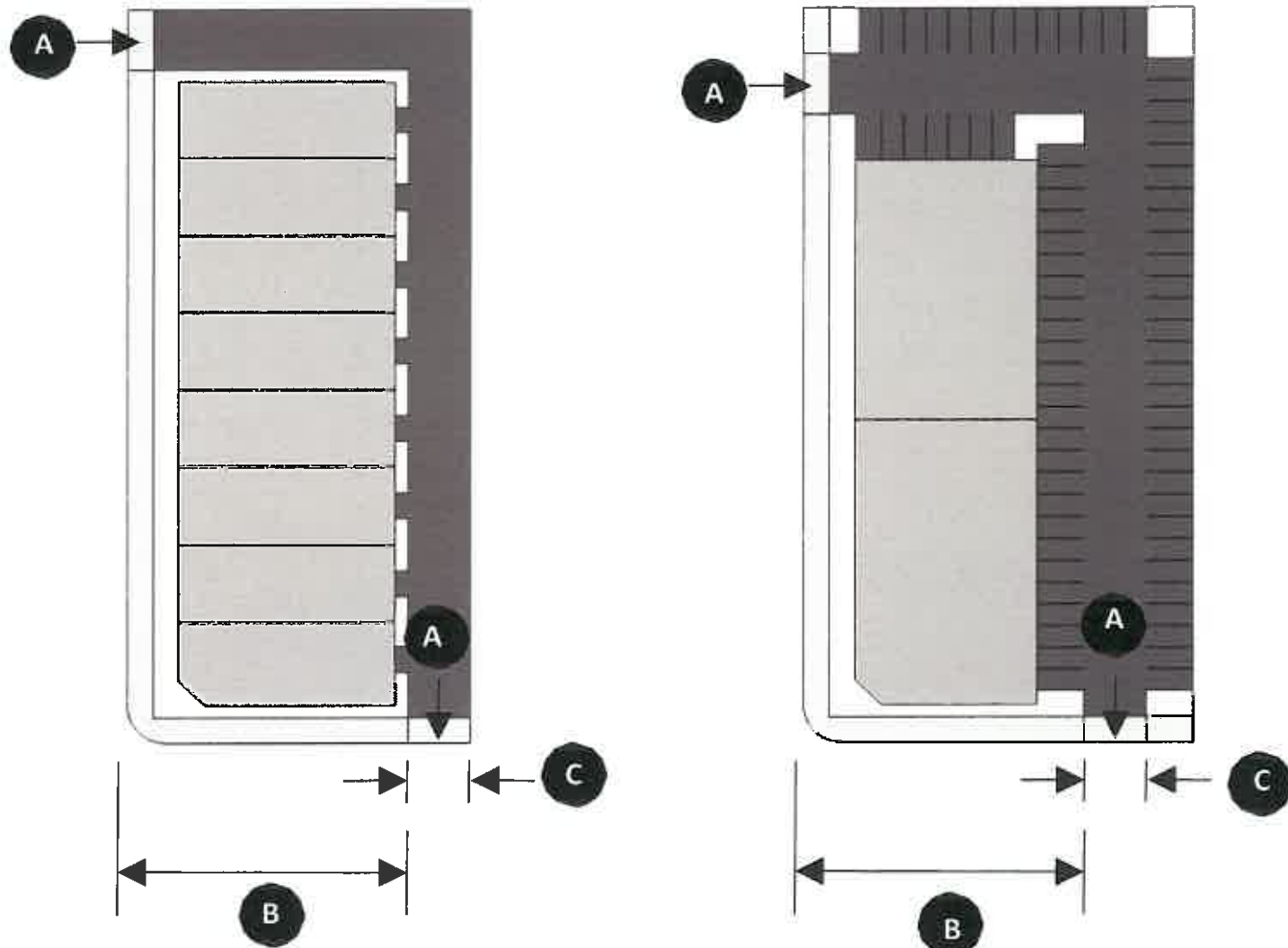


Figure 4-11: Driveway Standards

J. Parking Locations

This Section describes standards for the location of parking facilities on private property.

Key		Standard
S	Surface Parking	20 ft. min setback from front lot line; 15 ft. min setback from side lot line
T	Garage/Tuck Under	Prohibited along front lot lines
U	Underground/Podium	Allowed beneath building footprint
V	Above Ground Structure	Allowed if screened from views from public right-of-way and adjacent single-family residential districts

Notes:

(1) Wherever a lot line abuts a lot in any single-family residential zone, a minimum setback equal to the building height, but not less than 10 feet shall be required or to the extent the single family residential use...can.

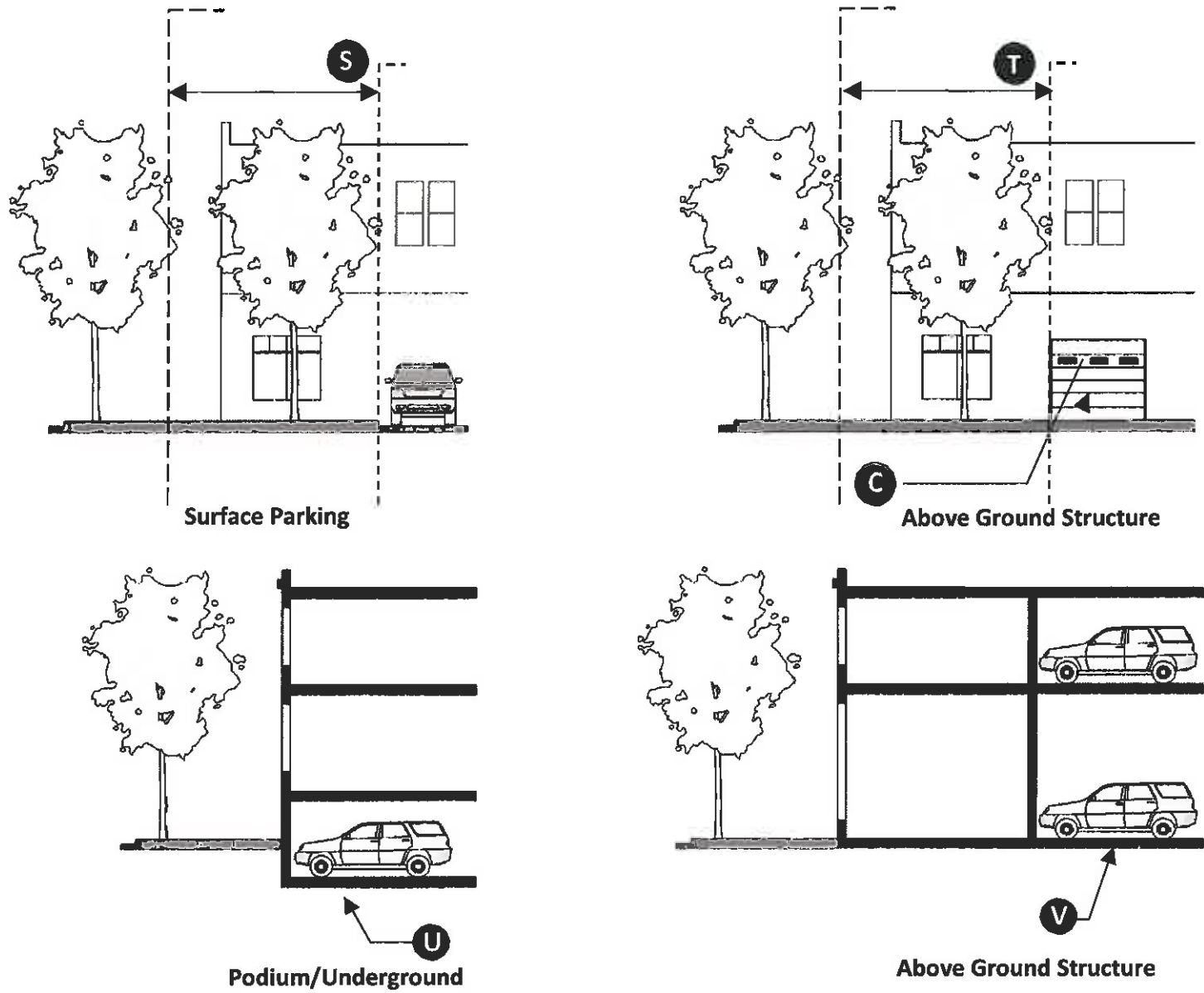


Figure 4-12: Parking Standards

K. Public Space Amenities

Each project proposed within the Downtown Specific Plan shall include a public open space amenity, or some form of physical interface between the public and private realm. Such features may include, but not be limited to:

- 1. Formal Plazas.** A formal plaza would be a publicly accessible open space which has a design that is influenced by classical urban planning design. A formal plaza would typically include some sort of central water fountain, shade amenities and/or symmetrical landscaping.
- 2. Urban Gardens.** An urban garden can be located on the ground level, or on upper levels of a structure. Urban gardens include ornamental landscaping arranged in raised or at-grade planters or planting areas, potted plants and trees. Many times there are sculptures or other forms of public art that are included within the urban garden. Shade opportunities should be incorporated when possible.
- 3. Covered Colonnades.** Colonnades are linear in design and generous in depth. The intent is to provide a comfortably wide, covered/shaded pathway that is adjacent to the openings of a building. Sometimes the second floor of a building is utilized to create the “covered” element of the colonnade.
- 4. Sidewalk Dining.** Sidewalk dining may occur wherever a sidewalk space is ample enough to accommodate dining furniture without impeding ADA-compliant pedestrian access of the sidewalk. Sidewalk dining may be defined with a railing or planters, or be open and accessible. Shade,

misters and other amenities to create comfort during hot days should be incorporated.

5. Pedestrian Alleys and Walkways. A pedestrian alley or walkway is typically a “lane” that does not follow the alignment of a vehicular street, but provides a pedestrian access to either a public space or some other feature within the interior of a development. Pedestrian alleys or walkways must be designed in such a manner so as to be inviting to pedestrians. Therefore, issues such as lighting, security, line of sight, cleanliness and visual appeal are important considerations to a well-designed pedestrian alley or walkway. Sometimes public art, street furniture, shade amenities and access to shops and public spaces are features of pedestrian alleys and walkways.

6. Direct Public Transit Connection. A direct connection to public transportation facilities, or amenities that service public transit facilities such as benches, shade structures, informational kiosks, walkways, parking facilities or other similar amenities.

L. Signs

All development within Downtown Indio Specific Plan shall have a “sign program” as part of the project design. The sign program shall identify the location for all signage that may be located on the building, the sign materials, lighting methods and sign design. In addition, temporary signs and banners shall be included in the sign program, as to whether or not they are allowed, and if they are allowed, then where these signs may be located within the development project.

“Box” signs, “canister” or “can” signs are prohibited.

Pedestrian-oriented, non-illuminated hanging “blade” signs that either hang under a colonnade or canopy, or project from the facade of a building, shall not be counted within the sign area formula that is used to calculate the maximum amount of sign area for each building. In other words, the hanging or projecting blade sign is a “free” sign in regards to being included in calculating the maximum amount of sign area that a development or store may have. In no case, shall a pedestrian-oriented, non-illuminated hanging or projecting blade sign exceed two (2) square feet maximum per sign face, or two (2) square feet for a double-faced blade sign.

M. Open Space Standards

This Section provides standards for publicly accessible open space areas in order to ensure a high level of pedestrian connectivity and activity between the public realm and the private realm.

1. Minimum Size. All new nonresidential development shall provide publicly accessible open spaces as a percentage of the total development site area as indicated in this title.

2. Eligible Areas. Publicly accessible open space areas shall not include parking, driveway, or rear setback areas, but may include front and side setback areas provided that they are integrated into the overall design of the project.

3. Ground-level installation. Plazas, courtyards, or other similar publicly accessible open space areas shall be installed

at ground level and shall be incorporated into the design of the development.

4. Visibility and Accessibility. Public open space areas shall be visible and accessible from the public rights-of-way to engage the interest of pedestrians and encourage public use and provide necessary measures to ensure sufficient site security and visibility (e.g., planting locations, appurtenances and lighting).

5. Landscaping and Hardscapes. A combination of landscape and hardscape materials shall be used in the design of these areas and shall include the following components:

Hardscape paving may include brick, stone, interlocking concrete pavers, textured concrete, and/or impressed patterned concrete. Hardscape elements may include, but are not limited to, seating areas, potted plant materials, water features, and public art installations.

The balance of the open space areas shall be landscaped with turf, shrubs, or groundcover, and trees.

All plant materials shall be in proportion to the height and mass of the building and shall be permanently maintained and irrigated.

6. Minimum Height to Width Ratios. To achieve sunlight and air circulation in required publicly accessible open space areas, the following minimum height to width ratios shall be provided:

- a. Enclosed Open Space (i.e., open space that is enclosed on four sides, such as a courtyard): 2 to 1 ratio. The required open space shall have a width of at least one-half the

height of the adjacent building facade (measured perpendicularly from the facade). This requirement shall apply to all sides of the required open space.

- b. Open Space that is open on one or more sides: 3 to 1 ratio. The required open space shall have a width of at least one-third the height of the adjacent building facade (measured perpendicularly from the facade). This requirement shall apply to all sides of the required open space.

N. Design Configuration

Sharing of the required publicly-accessible open space (“quasi-public space”) for nonresidential uses and the required common open space for residential uses may be allowed by the applicable review authority when it can be demonstrated that the open space will provide direct benefit to residents of the project and the general public subject to the following limitations:

1. Up to 30 percent of the required open space for residential uses in a horizontal mixed use project may be provided as quasi-public open space within the nonresidential component of the project; or
2. Up to 50 percent of the required open space for residential uses in a vertical mixed use project may be provided as quasi-public open space within the nonresidential component of the project.

3. The minimum dimension (length and width) of shared common open space areas shall be 20 feet.
4. These areas shall be located at grade and shall be accessible for use by the general public.
5. Quasi-public open space areas shall not include outdoor dining areas or other outdoor activity areas for exclusive use by an individual business.
6. Quasi-public open space areas are areas located on private property and accessible to the general public. These areas shall include pedestrian-oriented amenities, including enhanced seating, lighting, paving, landscaping, public art, water features, and other similar features deemed appropriate by the Development Services Director.

Publicly accessible open space areas shall be located and configured as any one of the following:

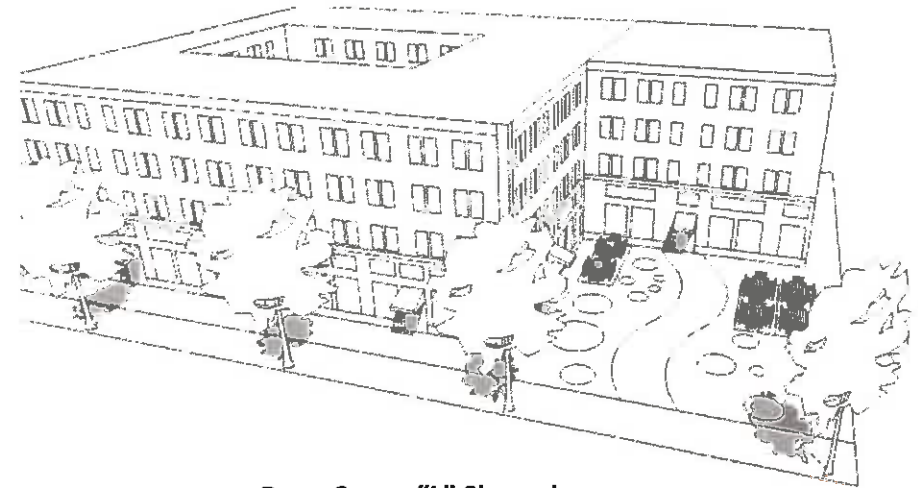
1. Forecourt: The publicly accessible open space area is located along a recessed center section of the front facade of the building as illustrated in Figure 4-13 (Publicly Accessible Open Space – Forecourt).
2. Front: The publicly accessible open space area is located along the street facing frontage of the building as illustrated in Figure 4-13 (Publicly Accessible Open Space – Front).
3. “L” Shaped: The publicly accessible open space area is located along the front and side of the lot as

illustrated in Figure 4-13 (Publicly Accessible Open Space – “L” Shaped).

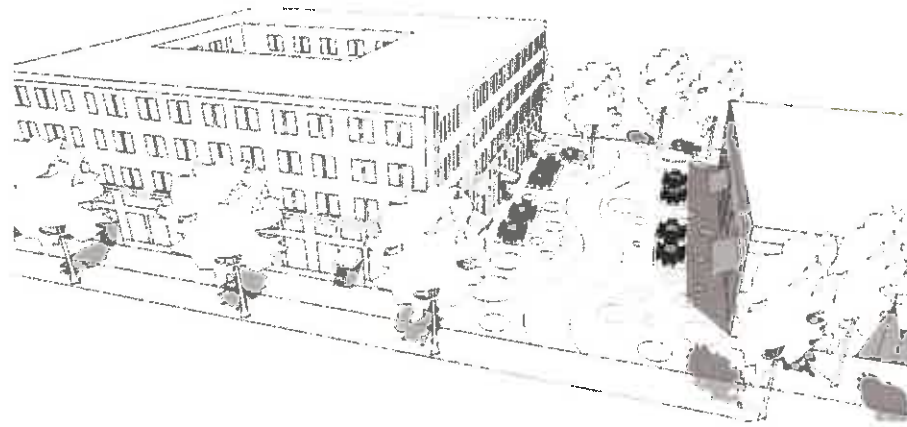
4. Paseo or Central Courtyard: The publicly accessible open space area is located on the side of the building or along a center pedestrian paseo or courtyard as illustrated in Figure 4-13 (Publicly Accessible Open Space – Paseo or Central Courtyard).



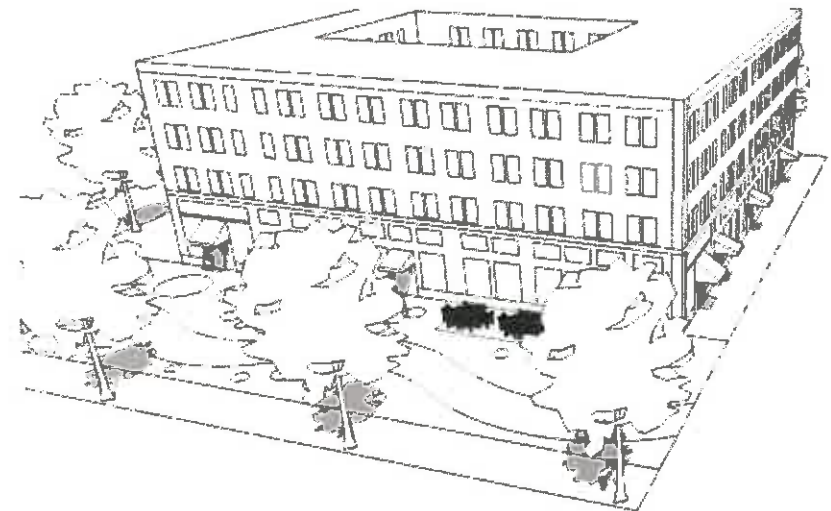
Open Space at Forecourt



Open Space "L" Shaped



Open Space at Paseo or Central Courtyard



Open Space at Frontage

Figure 4-13: Publicly Accessible Open Space Configurations

4.3 DEVELOPMENT STANDARDS BY USE TYPE

A. Live/Work Units.

1. Purpose. Live/work units are intended to be occupied by business operators (especially artisans and artists) who live in the same structure that contains the commercial or industrial activity. A live/work unit is intended to function predominantly as workspace with incidental residential accommodations.

2. Applicability and Allowed Uses. The provisions of this section shall apply to live/work units were permitted by Table 4-1. The nonresidential component of a live/work project shall only be a use permitted in the Specific Plan area.

3. Limitations on Use. A live/work unit shall not be established or used in conjunction with any of the following activities:

- a) Adult businesses;
- b) Vehicle maintenance or repair (e.g., body or mechanical work, including boats and recreational vehicles), vehicle detailing and painting, upholstery, etc.);
- c) Storage of flammable liquids or hazardous materials beyond that normally associated with a residential use; and
- d) Other activities or uses, not compatible with residential activities and/or that have the possibility

of affecting the health or safety of live/work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products or wastes as determined by the Development Services Director.

4. Allowable Density. One live/work unit shall be permitted for each 2,000 square feet of parcel area.

5. Development Standards.

- a) Floor Area Requirements. The minimum total floor area of a live/work space shall be 1,000 square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.
- b) Street Frontage Treatment. Each live/work unit fronting a public street, and located at street level, shall have a pedestrian-oriented frontage that publicly displays the interior of the nonresidential areas of the structure. The first 25 feet of the floor area depth at the street-level frontage shall be limited to display and sales activity.

6. Access to Units. Where more than one live/work unit is proposed within a single structure, each live/work unit shall be separated from other live/work units and other uses in the structure. Access to individual units shall be from common access areas, corridors, or hallways. Access to each unit shall be clearly identified to provide for emergency services.

- a) **Integral Layout.** The living space within the live/work unit shall be contiguous with, and an integral part of the working space, with direct access between the two areas. The residential component shall not have a separate street address from the business component.
- b) **Parking.** Each live/work unit shall be provided with a minimum of 2 off-street parking spaces for each unit. The Development Services Director may modify this requirement for the use of existing structures with limited parking.

6. Operating Standards.

- a) **Occupancy.** A live/work unit shall be occupied and used only by a business operator, and/or a household of which at least one member shall be the business operator.
- b) **Sale or Rental of Portions of Unit.** No portion of a live/work unit may be separately leased, rented, or sold.
- c) **Notice to Occupants.** The owner or developer of any structure containing live/work units shall provide written notice to all live/work occupants and users that the surrounding area may be subject to levels of dust, fumes, noise, or other impacts associated with commercial and industrial uses at higher levels than would be expected in more typical residential areas.

- d) **Nonresident Employees.** Up to 2 persons who do not reside in the live/work unit may work in the unit, unless this employment is prohibited or limited by a Use Permit.

7. Required Findings.

Approval of a live/work unit shall require the review authority to make all of the following findings;

- a) The establishment of live/work units will not conflict with nor inhibit other uses in the area where the project is proposed;
- b) The structure containing live/work units and each live/work unit within the structure has been designed to ensure that they will function predominantly as work spaces with incidental residential accommodations meeting basic habitability requirements in compliance with applicable regulations; and
- c) Any changes proposed to the exterior appearance of an existing structure will be compatible with adjacent uses and structures.

B. Mixed Use

1. Mixed Use Development Definition. For the purpose of this section, mixed-use projects are developments that combine both commercial retail/office and residential uses or structures on a single parcel, or as components of a single development.

2. Mix of Uses. A mixed-use project shall be a combination of residential, commercial or office uses. Mixed-use projects may provide commercial and/or office space on the ground floor with residential units above.

3. Required Findings. Approval of a mixed use development shall require the review authority to make the following findings;

- a) The design and placement of residential use shall demonstrate the use will not be detrimental or adversely affect the use and function of existing non-residential uses;
- b) The establishment of residential or live/work units will not conflict with nor inhibit other uses in or adjacent to the area where the project is proposed;
- c) The residential or live/work units will not be designed or placed on a parcel in such a way that would expose residential uses to unreasonable amounts of objectionable noise, odor, or other nuisances from existing uses;
- d) Site access and circulation for residential uses shall not compete with or share access with existing non-residential uses.
- e) Residential or live/work units provide all required parking onsite.

4. Parking – Mixed Use Projects.

a. Residential Uses. A minimum of 1 parking space per bedroom up to 2 spaces for each dwelling unit shall be provided, or a minimum of one parking space shall be provided for senior housing. The following shall also apply;

- i. An additional parking space per every 5 units shall be provided for guest parking. Guest parking shall be clearly identified with the words "GUEST PARKING" painted in the space or signage provided.
- ii. Nonresidential uses. Off-street parking for non-residential uses shall be provided for each separate use and comply with the standards provided in the Specific Plan or Indio Municipal Code.
- iii. For additional information on off street parking check *Section E - Off Street Parking Standards*.

b. Parking and Access Standards.

- i. All parking spaces required for the residential use are encouraged to be provided on site or shall be provided within 300 feet of the project site.
- ii. Parking spaces to serve residential uses shall be specifically designated and shall be reserved for the exclusive use of the residents.
- iii. If structured parking is provided for the entire complex, separate dedicated and accessible

areas shall be provided for residential and commercial uses.

- iv. Separate site access drives shall be provided for the residential uses and commercial uses whenever possible.
- v. Security gates shall be strongly encouraged for access to residential uses and residential parking areas, as well as for securing commercial parking areas when businesses are closed.

5. Loading and Storage Facilities. Trash collection areas shall be contained within an enclosed structure. Trash collection areas shall be designed, located or screened so as not to be readily identifiable from adjacent streets.

- a) Loading and Storage Facilities. Loading areas and solid waste storage facilities shall be located as far as possible from the on-site residential units and shall be completely screened from view from adjacent residential portions of the project. The location and design of the solid waste enclosures shall account for potential nuisances from odors and noise from collection vehicles.

6. Storage Space-Private. A minimum 90 cubic feet of private storage space shall be provided for each residential dwelling unit outside the unit unless a private attached garage serving the dwelling unit is provided. Private storage spaces shall be fully enclosed and lockable.

7. Exterior Lighting. All exterior lighting shall be appropriately shielded so as not to spill over into residential units. Residential units shall also be shielded from illuminated commercial signs.

8. Exterior and Rooftop Equipment. All exterior mechanical equipment shall be screened from ground-level view. Special consideration shall be given to the location and screening of noise generating equipment (e.g., air conditioning, exhaust fans, refrigeration units, etc.).

- a) Noise reducing screens and insulation may be required where equipment has the potential to impact residential uses.
- b) Satellite dish system or antennas must be roof mounted and screened from view.
- c) Rooftop solar equipment shall not be required to be screened. Consideration should be given to minimize focus upon said equipment.

9. Outdoor space for Residential uses – Mixed use projects

- a) A minimum outdoor space of 100 square feet shall be provided for each dwelling unit.
- b) Outdoor space may be provided as common or private space. Any common outdoor space shall have a minimum level surface dimension of 20 feet and a minimum area of 400 square feet.
- c) Outdoor space intended for use by residents only and shall not be accessible from the commercial areas.

- d) Open space and courtyards located in the commercial areas may be accessible to residential occupants and visitors.
- e) Landscaping and seating shall be permanently integrated into all required outdoor spaces.

10. Hours of Operation. The Development Services Director may restrict the hours of operation of nonresidential uses to mitigate adverse impacts upon residential uses.

11. Joint Owners' Association. A joint tenant/owners' association shall be formed to ensure the well-being of each tenant on site. The association shall be formed of equal voting rights according to type of use (e.g., residential, commercial, office). The association's bylaws shall include the following: determination of the maintenance and landscaping responsibilities, trash facility responsibilities, parking facility maintenance responsibility, assignment of parking spaces per each use, relationship between uses regarding association representation, voting procedures, and ways that problems are solved between the different uses. The association bylaws shall be subject to review by the City Attorney.

12. Building Design.

- a) *Design Standards.* A mixed-use project shall be designed and constructed to:
 - i. Be compatible with and complement adjacent land uses;

- ii. Maintain or enhance the character of development in the immediate neighborhood;
 - iii. Maintain or increase the existing number of residential units generally and specifically those for seniors and a variety of income levels; and
 - iv. Mitigate glare, light, noise, traffic, and other potential environmental impacts to the maximum extent feasible.
 - v. Architectural style and use of materials shall be consistent throughout the entire project. Differences in materials and/or architectural details shall only occur on a structure where the intent is to differentiate between the residential scale and character of the structure and the commercial scale and character.
- b) *Separate Entrances.* When residential and commercial uses are provided in the same structure, separate entrances shall be provided for the different use types.
 - c) *Access to Dwelling Units.* An elevator shall be provided when dwelling units are provided above two stories.
 - d) *Distance Between Buildings.* The windows or window/doors of any dwelling unit shall not face the windows or window/doors of any other dwelling unit unless separated by a distance of 10 or more feet except where the angle between the walls of the

separate dwelling units is 90 degrees or more. Walls parallel to each other shall be considered to be at a zero degree angle.

- e) *Sound Mitigation.* Residential units shall be designed to be sound attenuated against present and future project noise. New projects, additions to existing projects, or new nonresidential uses in existing projects shall provide an acoustical analysis report, by an acoustical engineer, describing the acoustical design features of the structure required to satisfy the exterior and interior noise standards, as required by the Indio Municipal Code.

13. Landscaping.

- a) All street setback areas and other areas not occupied by buildings, parking, driveways, walkways, and other incidental residential activities shall be fully landscaped and shall be permanently maintained in a neat and orderly manner, as well as in substantial conformance with the approved plan.
- b) A minimum of 15 percent of the total lot area shall be permanently landscaped. If a parking area that is within a required setback is landscaped, the landscaped area may be counted toward meeting the minimum landscaping area requirement for the project.
- c) For the purposes of this section, permanent

landscaping shall consist of landscaped areas at the ground level.

- d) The soil depth shall be increased to 30 inches minimum in the area where trees are to be planted.
- e) Decorative design elements (e.g., as fountains, sculptures, planters, rocks or other similar elements) may be permitted where they are integral parts of a landscape plan composed primarily of live plant materials.
- f) Pedestrian walks and vehicular access shall be permitted in landscaped areas.
- g) Permanent and automatic irrigation facilities shall be provided in all permanent landscaped areas except potted containers.

14. Lighting.

- a) Lighting for uncovered parking areas, vehicle access ways and walkways shall not exceed a height of 16 feet, except that the maximum height on the rooftop of any parking structure located on a lot adjacent to any residential zone shall not exceed a height of 8 feet.
- b) The overall height shall be measured from the paved parking areas or hardscape surface to the uppermost part of the light standard, including the light globe.
- c) Lighting shall be directed onto the driveways,

walkways and parking areas within the development and away from adjacent properties and public rights-of-way. Appropriate shields shall be incorporated into lighting fixtures to ensure lighting does not spill onto adjoining properties.

15. Laundry Facilities.

- a) Where applicable, laundry facilities shall be provided to serve all residential dwelling units on a lot.
- b) Laundry facilities, constituting washer and dryer appliances, shall be provided in the individual dwelling units where there are fewer than 10 dwelling units on a lot.
- c) Where there are 10 or more dwelling units on a lot, laundry facilities shall either be provided in the individual dwelling units or in common laundry room.
- d) A common laundry room shall be in an accessible location and shall have at least one washer and one dryer for each 10 dwelling units, maintained in operable condition and accessible to all tenants daily.

C. Outdoor Dining/Sidewalk Dining

1. Applicability. Outdoor/sidewalk dining areas that utilize the public right-of-way shall be subject to approval of an

Administrative Conditional Use Permit and obtaining a public right-of-way encroachment permit.

2. Standards. Outdoor/sidewalk dining areas shall be subject to the following standards;

- a) Outdoor/Sidewalk dining must maintain an ADA compliant 4-foot minimum clearance, exclusive of landscape areas, fire hydrants, streetlights, and other street furniture or on-street auto overhang.
- b) Sound amplification devices, musical instrument or sound reproduction device shall not be used or operated with outdoor/sidewalk dining.
- c) Outdoor lighting shall comply with the standards set forth in the Indio Municipal Code.
- d) Prior to the approval of any permit, a finding shall be made by the Development Services Director or designee that the outdoor/sidewalk dining will not adversely affect the neighborhood or be detrimental to persons working, living or visiting the area.
- e) A liability insurance policy naming the City as additionally insured shall be kept on file with the City.
- f) Application for an administrative Conditional Use Permit shall include the following information;
 - a. A brief description of the proposed encroachment, use and hours of use.

- b. A properly scaled and dimensioned site plan showing local conditions, including street and sidewalk width, and the location and dimension of all street furniture (including maximum number of tables and seats) and elements to be placed in the public right of way.
- g) A permit issued for outdoor/sidewalk dining may be revoked by the City after a 30-day notice.

D. Parking Structures/Parking Garages

1. Applicability. The following standards shall apply to parking structures, including above grade and below grade.

2. Site Organization.

- a) Where appropriate, parking garages shall incorporate ground floor retail adjacent to the public sidewalk.
- b) A minimum 5-foot landscaped setback shall be provided on all sides of the parking structure except where ground floor retail space is provided. Landscaping must provide adequate facilities to ensure proper watering and maintenance.

3. Access and Circulation.

- a) Vehicle stacking areas for entering and exiting traffic shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. A minimum of 2 vehicle lengths of stacking distance shall be

provided between the street and the control gate.

- b) One inbound lane shall be provided for a garage with a capacity of up to 500 vehicles. At least 2 inbound lanes shall be provided for garages with a capacity of 500 or more vehicles.
- c) Exit lanes shall be provided at a ratio of one lane for each 200-250 vehicles. The maximum aisle length shall not exceed 400 feet without providing a cross aisle.
- d) Ramp grades shall not exceed 10 percent and parking areas shall not exceed a slope of 4 to 5 percent.
- e) Ease of pedestrian access in relation to public right of way and surrounding uses shall be fully considered.

4. Lighting and Security.

- a) A minimum of 5 foot-candles of illumination shall be provided inside the structure and a minimum of 3 foot-candles for exterior parking areas. Higher levels are recommended for remote areas subject to security considerations (e.g., stairways, elevators, and other pedestrian access points). Minimum illumination, levels measured from the adjacent finished floor, shall be as provided in Table 4-13.
- b) Lighting fixtures shall be designed and placed to provide uniform illumination over all parking areas.
- c) Light sources shall be shielded so that the source of the illumination is not seen from outside the

structure.

- d) The architectural design of the garage should eliminate possible hiding places and openings that could allow random pedestrian access.
- e) During periods when parking activity is substantially less than the garage capacity, as during night operations, there shall be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a 24-hour basis the entire facility shall be secured from access during hours when the facility is closed to normal business activities.
- f) At a minimum, stair towers should include glass, or appropriate visually penetrable material running vertically the height of the tower. Elevators should be provided with glass-back cabs and shafts.
- g) Stairs and elevators should be located adjacent to a street on the exterior of the structure where

Table 4-13 Minimum Illumination Levels	
Facility	Illumination Levels
Stairways and exits	5 foot-candles
Interior driving aisles, centerline	5 foot-candles
Interior parking areas at barrier railings	0.5 foot-candles
Roof parking areas	0.5 foot-candles

lobbies can be exposed to outside view.

5. Parking Structure Design.

- a) Parking garages shall be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.
- b) Vehicles should be concealed from view through a combination of screen walls and plantings.
- c) The design of exterior and interior elevations shall provide an adequate level of design detail to reduce a monolithic appearance.
- d) Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
- e) Incorporation of simple, clean geometric forms, and coordinated massing. Step back upper levels of the garage.
- f) Use of ground floor retail or other uses adjacent to setback.
- g) Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses.
- h) Design openings in the parking garage to resemble architectural elements of adjoining or adjacent structures.
- i) Minimize use of unpainted concrete.
- j) Avoid a sloping ramp appearance by providing level

and uniform spandrels.

- k) Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.

E. Off Street Parking Standards

1. Purpose. The purpose of this section is to ensure that sufficient parking and loading areas are provided and properly designed and located in the Downtown Indio Specific Plan area. Every use, including a change in or expansion of an existing use or structure shall have appropriately maintained off-street parking and loading areas in compliance with the standards as described in this Specific Plan. For standards and provisions that are not explicitly stated, the standards and provisions of the Indio Municipal Code shall apply.

2. Regulations for Off-Street Parking. Off-street parking and loading for uses within the Downtown Indio Specific Plan area shall be provided as follows:

- a) Fractional Spaces. Any use requiring less than a full parking space shall be deemed not to require that space.
- b) On-Street Parking. Existing or required parking spaces, for standard-sized vehicles along a public street, that abut a parcel, are eligible to meet part or all of the parking requirements for the development on that parcel. For parcels fronting on all parcels w/ existing and adjacent street parking, 50 percent (50%) of the

number of on-street parking spaces for standard sized vehicles within 100 feet of a parcel, or 50 percent (50%) of the number that will be within 100 feet upon completion of planned street/parking improvements, whichever is greater, may be counted toward the required number of parking spaces for commercial or mixed uses.

- c) Off-Street Parking Reduction. The number of off-street parking spaces required by Title XV of the Indio Municipal Code may, upon approval by the Development Services Director, be reduced by the greater of the number of spaces listed below;
 - i. If the parcel is within 600 feet of a public parking lot or structure, a reduction of twenty percent (20%) of the required number of spaces may be granted.
 - ii. Structured Parking. A twenty five percent (25%) reduction of required parking spaces for all new development may be approved by the Development Services Director if 50 percent (50%) or more of required off-street parking is located within an on-site parking structure. The reduction shall increase up to thirty five percent (35%) if all required parking is located within an on-site parking structure.
 - iii. Location of Parking. Required parking spaces for commercial or mixed uses shall be located on the same parcel or another parcel not further than 300 feet from the parcel they are intended

to serve. On-site parking areas shall be located as specified in Table 4-14, below

Table 4-14 Parking Location	
Location	Permitted
Front Setback	No
Side Setback	Yes
Rear Setback	Yes

3. Shared Parking. The utilization of shared parking facilities within the Downtown Specific Plan project area is encouraged. Shared parking standards are based on the assumption that patrons will use a single parking space for more than one destination in certain locations within the Downtown Indio Specific Plan area and that one parking space will be open and available for short-term parking to serve different uses which may have different peak hours. Shared parking shall be provided in accordance with the following provisions;

- a) **Eligible Development.** The following categories of development shall be eligible to use shared parking standards to meet parking requirements:
 - i. Commercial or mixed-use new construction on sites of less than 30,000 square feet in size;
 - ii. New construction on sites greater than 30,000 square feet in size for retail commercial, restaurants, community centers, museums, and movie theaters; and
 - iii. Additions to existing buildings, rehabilitation of

existing buildings, or changes in use or occupancy in existing buildings.

- b) **Ineligible Development.** The following types of uses are not eligible to use shared parking standards:
 - i. New or existing residential uses not part of a mixed-use development; and
 - ii. New construction of hotel or office uses on sites greater than 25,000 square feet in size.

4. Parking Study.

- a) **Parking Study Required - Development 30,000 square feet or greater in size shall be required to prepare a parking study that demonstrates adequate parking for average daily demand (rather than peak day demand). A parking study may be used in lieu of the standards and provisions of this Specific Plan and the Indio Municipal Code provided the following conditions are met;**
 - i. The parking study provides sufficient justification for modifications to prescribed standards;
 - ii. The project demonstrates the use of creative design and use concepts, such as shared parking facilities, proximity to and connection with transit, pedestrian access and amenities, as well as supporting bicycle and other modes of transportation.
- b) **Parking Study Option – At the discretion of the**

Development Services Director, commercial uses and mixed use development less than 30,000 square feet in size shall be provided the option of preparing a parking study that justifies the need for parking and loading facilities provided the following conditions are met;

- i. The parking study provides sufficient justification for modifications to prescribed standards;
- ii. The project demonstrates the use of creative design concepts, such as shared parking facilities, proximity to and connection with transit, pedestrian access and amenities, as well as supporting bicycle and other modes of transportation.

5. On-street and common loading. As approved by the Development Services Director, the following loading requirements may apply:

- a) Multi-story mixed use development less than 10,000 square feet of gross leasable area may utilize on-street loading when demonstrated that the loading activity will not be detrimental to the public health, safety, or welfare, or adversely affects traffic patterns. On-street loading shall be prohibited on Indio Boulevard, Jackson Street and Highway 111.
- b) Uses within a mixed use development within the Downtown Indio Specific Plan area may utilize common loading facilities when demonstrated that the loading activity will not be detrimental to the

public health, safety, or welfare, or adversely affect traffic patterns.

F. Landscape, Walls and Fences

1. Landscaping and Irrigation required. All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan and the Indio Municipal Code. Standards for the provision of landscaping within the public right-of-way in conjunction with any private development shall be in compliance with the Indio Municipal Code.

2. Tree Preservation Required. All project applicants shall consult with the City of Indio prior to the removal or modification of any existing tree within private property. It is the intent of this section to preserve newer streetscape landscape trees, historically important trees within the project area and preservation of significant tree resources within the community.

3. Landscaping.

- a) Landscaping adjacent to streets. All street-adjacent landscaped areas shall include a combination of trees, shrubs, vines or ground cover. For properties allowing 0 foot setbacks, a combination of planters, potted plants or other appropriate materials shall be provided.
- b) Drought Tolerant landscaping. All landscaping shall be installed and maintained to minimize irrigation demand. Shrubs, trees, vines, perennials, and ground cover shall demonstrate drought-tolerant features

consistent with the California Department of Water specifications.

4. Walls and Fences.

- a) Height and Location. Perimeter fences or walls that are within a front yard setback shall not exceed a height of three feet unless specifically allowed to a height of 6 feet by the Development Services Department to achieve a specific screening purpose.
- b) Exception. Walls adjacent to residential sites that front the public right-of-way shall be allowed up to 6 feet, subject to the requirements of this section and with approval by the Development Services Director.

5. Design. The design of walls and fences shall be consistent with the overall project design and/or adjacent streetscape.

- a) Perimeter walls and fences shall be articulated by providing a minimum 3-foot deep by 6-foot long recession for every 50 feet of continuous wall. The design of the wall shall include an appropriate mix of materials and landscaping.
- b) Chain link, wood, vinyl or similar fencing shall not be permitted within the public view.

G. Signs

Except as otherwise stated in this section, the signage standards and review procedures of applicable sections of

the Indio Municipal Code shall apply for all signs within the Downtown Indio Specific Plan project area.

1. Monument Signs.

- a) Monument Signs shall be allowed in the Specific Plan area.
 - i. Exception. Monument signs shall not be permitted in location where the primary access is located off of alley way.
- b) Signs allowed. One monument sign per property frontage
- c) Sign height. Monument signs shall have a maximum height of 4 feet.
 - i. Exception. Monument signs heights may exceed 4 feet to accommodate desirable architectural features or other elements that contribute to quality design. Any request for height in excess of 4 feet shall be subject to approval by the Development Services Director.
- d) Sign area and copy. A maximum of 40 square feet of sign per face shall be allowed. Sign copy shall be limited to the name address, type of business, and any related trademark or logo, and/or other graphics used to identify the business.
- e) Illumination. Monument signs shall be permitted to be internally illuminated, provided only the sign copy is illuminated. However, external illumination

of monument signs is the preferred method of sign illumination. External illumination shall only illuminate the monument sign and provide consistency with the architectural design of the primary structure on the site.

- f) Design. Monument signs shall be consistent with the Downtown Specific Plan Design Guidelines
- g) Spacing. There shall be a minimum of 75 feet between monument signs to ensure proper visibility for all signs. The Development Services Director may waive this requirement in situations where its enactment may be impractical due to the location of signs on adjacent properties
- h) Location. Monument signs shall not project over or into public property or easements. Monument signs shall not obstruct traffic sight lines or create any visual obstruction that may create life, health or safety hazards.
- i) Landscaped base required. Signs shall be located with a landscaped area, with the base of the sign equal to twice the area of one face of the sign. A permanent irrigation system shall be provided and landscaping maintained to preclude obstruction of the sign copy.

2. Freestanding Signs in Public Right-of-Way.

- a) Freestanding signs in the public right-of-way shall be allowed in Downtown Specific Plan area in

compliance with the following conditions;

- i. A-Frame or similar signs shall not be permitted.
- ii. One per business.
- iii. Maximum of two faces per sign.
- iv. Maximum height of 4 feet and 3 feet in width.
- v. No external or internal illumination.
- vi. No highly reflective or fluorescent colors.
- vii. Not permanently affixed to any object, structure or the ground, including utility poles, light standards, trees or any merchandise or products display outside of building.
- viii. Portable self-supporting, stable and weighted or strong enough to withstand overturning by wind or contact.
- ix. No sign shall be on display during non-business hours.
- x. Located directly in front of the building/business.
- xi. Not placed in such a way to interfere with pedestrian or vehicular sight lines or corner clear zones.

- xii. Not placed in such a way as to obstruct access to a public sidewalk, public streets, parking space, fire door, fire escape, disabled access or any way that obstructs the free passage over any portion of the public right of way.
- xiii. Not obscure or interfere with a public safety device or official notice.
- xiv. Maintain a minimum of four feet for pedestrian clearance over the entire length of the sidewalk or public right of way in front of the business.
- xv. Shall not be allowed in combination with an existing monument sign.

3. Placement of freestanding signs in the public right of way.

- a) In addition the standards for freestanding signs in the public right of way, freestanding signs shall be subject to review and approval by the Development Services Department prior to installation. Placement of signs in the public right-of-way shall require the submittal of the following information and are subject to the following limitations;
 - i. A brief description of the proposed sign and its proposed location in the public right of way.
 - ii. An appropriately scaled and dimensioned site plan showing local conditions, including street and sidewalk width and location/dimension of

- all street furniture and element on the sidewalk.
- iii. The description and site plan shall be reviewed and approved at the sole discretion of the Planning Director.
- iv. An approved sign may be revoked by the City after a 30-day notice.
- v. A liability insurance policy naming the City as additionally insured in the amount of \$1,000,000 shall be on file with the Director of Finance.

4. Signs for Shopping Centers, Office Complexes and Mixed Use Development.

- a) Integrated office complexes, commercial centers or mixed use development occurring in the Downtown Specific Plan area with a minimum of 200 feet of street frontage shall be subject to the following;
 - i. One primary identification sign near the primary street entrance to the center identifying up to five primary tenants of the center.
 - ii. Sign copy shall display business name/identification only.
 - iii. A maximum of 100 square feet per sign face.
 - iv. Maximum height of 10 feet.

- v. Minimum street side setback of 10 feet.
- vi. Signs shall be located within a landscaped area equal to twice the area of one face of the sign. A permanent irrigation system shall be provided and landscaping maintained to preclude obstruction of the sign copy.
- vii. One additional secondary monument sign along each street frontage, except for the street on which the primary identification sign is located, in compliance with the following standards;
 - (1) Sign copy shall identify business name identification only.
 - (2) Signs shall not be located directly across from a residential use.
 - (3) Up to (3) tenants per sign.
 - (4) A maximum of 50 square feet per sign face.
 - (5) A maximum height of 5 feet.
 - (6) A minimum street-side setback of 10 feet.

5. Pole Signs. Pole signs shall not be permitted within the Specific Plan area.

6. Awning Signs. Awning signs shall be permitted in the Specific Plan area subject to the following requirements.

- a) Awnings with signs shall be located only on

structure frontages, including those fronting a parking lot or pedestrian way.

- b) Signs on awnings are limited to the ground level and second story only.
- c) A clear distance of 8 feet shall be maintained from the lowest part of the awning sign to the ground.
- d) Maximum area of an awning sign shall be calculated in conjunction with the requirements for wall signs, below.

7. Projecting Signs. Projecting signs shall be allowed in Downtown Specific Plan area, subject to the following requirements.

- a) Signs shall be located only on the wall frontage with the primary entrance to the structure;
- b) A clear distance of 10 feet shall be maintained from the lowest point of the projecting sign to the ground level. For projecting signs over public driveways, alleys and thoroughfares a clear distance of 15 feet shall be maintained from the lowest point of the projecting sign to the ground.
- c) A sign shall be attached to the wall no more than two feet from the nearest point of the sign to the wall.

- d) All mounting hardware shall be architecturally compatible.
- e) No part of a sign shall be located within two feet of a curb.
- f) Signs may comprise or be configured as logos, symbols, or figures in addition to or instead of written words.
- g) The maximum area of each sign face shall be 20 square feet.

7. Wall Signs. Wall signs shall be allowed in the Downtown Specific Plan area, subject to the following requirements;

- a) Wall signs shall be located only on walls having frontage along streets, alleys, parking lots, or on-site parking lots and not located directly across from a residential use.
- b) Can signs shall not be permitted.
- c) Wall signs shall not project from the surface from which they are attached more than required for construction purposes and in no case more than 6 inches.
- d) Signs shall not project above the eave of a roof or parapet.
- e) Signs shall not be mounted in such a way as to obstruct any portion of a window or storefront,

unless for window signs in compliance with Section 8, below.

- f) Wall signs shall have a maximum of 2 square feet of sign area per linear foot for ground floor storefronts with direct access to the street, alley or on-site parking lot.
- g) One address identification sign for the structure per street frontage to a maximum of 15 square feet is permitted.

8. Window Signs. Window signs shall be allowed in the Downtown Specific Plan area, subject to the following requirements;

- a) Placement of window signs shall be reviewed and approved by the Development Services Department.
- b) Signs shall be allowed only on the ground floor level and second story of a structure frontage.
- c) Signs shall not occupy more than 25 percent of the window area.
- d) The maximum area for window signs shall be calculated in conjunction with the requirements for wall signs, above.

9. Neon Signs.

- a) Neon signs shall contain no flashing or moving parts.

- b) The use of exposed neon signs shall be allowed within the Specific Plan.
- c) Neon signs and linear tubing shall be UL (underwriters laboratory) listed with a maximum of 20 amps per circuit and be designed to accommodate an automatic dimmer in order to reduce the brightness of the neon.
- d) Neon tubing shall not exceed one-half inch in diameter.
- e) Neon lighting shall not be located within 300 feet of a single-family residential property unless the neon lighting is not visible from the residential use. The distance shall be measured in a straight line from nearest point of the proposed sign.
- f) Neon tubing shall minimize reflection from any reflective materials in such a manner that it does not obscure the readability of the sign.
- g) Neon tubing shall not be used to line storefront windows.

H. Auxiliary Structures, Equipment, Utilities and Storage

1. Auxiliary structures, equipment and utilities shall not be located directly adjacent to the street frontage of any property.

2. All roof appurtenances including but not limited to, air conditioning units and mechanical/electrical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties. Screening should be designed to be compatible with the architectural design of the building.
3. All ground mounted mechanical/electrical equipment, including heating and air conditioning units and refuse disposal areas shall be completely screened from surrounding properties by use of a wall, fence or landscaping, or shall be enclosed within a building.
4. Outdoor storage shall be minimized. Storage areas shall be enclosed by a solid architecturally compatible masonry wall with a height adequate to fully screen such areas from public view.
5. Outdoor storage shall not be located adjacent to any street-facing property line unless storage is the primary use of the site.

I. Development Incentives

The following development incentives provide specific guidance for the granting of additional development potential, provided certain conditions are met. The development incentives contained within this section shall encourage the effective utilization and consolidation of

parcels to encourage more viable development opportunities. The following provisions apply to all applicable legal parcels within the Downtown Specific Plan.

1. Lot Consolidation –Incentives.

Purpose. To provide incentives for the consolidation of adjacent parcels within the Downtown Indio Specific Plan. The City of Indio encourages the consolidation of real property within the Specific Plan project area to maximize development and redevelopment potential that is consistent with the intent of this Specific Plan.

- a) **Incentives.** The following incentives shall be made available to applicants who consolidate two or more parcels within the Downtown Indio Specific Plan area;
 - i. **Development Intensity (FAR) bonus.** Increased floor area ratio (FAR) bonus for the amount listed in Table 4-15 shall be granted to properties requesting lot consolidation. The bonus incentives shall apply to the gross square footage of a single parcel following consolidation.

Table 4-15 Lot Consolidation FAR Bonus	
Base FAR	% Bonus
2.0 FAR	25%
<i>Notes:</i>	

- ii. **Residential Density Bonus.** Residential density

bonus incentives shall be provided for the amount listed in Table 4-16. The density bonus incentives shall apply to the gross square footage of a single parcel following consolidation.

Table 4-16 Lot Consolidation Residential Density Bonus	
Base Density	% Bonus
30 du/ac	25%
<i>Notes:</i>	

- 2. **Financial Incentives.** At the discretion of the City of Indio, fee assistance and other financial incentives may be made available to encourage development activities, subject to available resources. Financial incentives may include, but not limited to;
 - a) Permit fee assistance (waivers, reduced fees, etc.)
 - b) Reductions in approval procedure timeline.
 - c) Others as deemed appropriate by the City Council.

Financial incentives shall be approved by the City Manager or City Council, depending upon the incentive type and amount being considered. Interested parties shall submit a written request for fee assistance to the Economic Development Director. The request shall specifically identify the incentive being requested, use of incentive, and all applicable financial and project related information. Requests for financial incentives shall be reviewed on a case-by-case basis and shall be

considered based upon currently available resources as prescribed by the City Council and/or City Manager.

3. Facade Improvement Incentives.

- a) Purpose. The section provides incentives for the encouragement of building facade by offering financial incentives established by the Indio City Council. These incentives are intended to fulfill the following objectives:
- i. Provide a financial incentive for property owners within the Downtown Indio Specific Plan project area to upgrade the exterior of their building;
 - ii. Promote the retention and attraction of businesses to strengthen the business potential of the Downtown;
 - iii. Increase the utilization and restore the economic vitality of buildings within the corridor;
 - iv. Maintain and enhance the property values and economic benefits of property ownership within the corridor.
- b) Eligible improvements. Improvements may include sign renovation or replacement, wall repairs and repainting, window replacement or modification, door replacement or modification, planter box installation, landscaping, disabled access improvements, ornamental or decorative features, exterior lighting, awnings and other improvements that demonstrate an increase in the visual quality of

the building. Professional services and City permit fees are also considered eligible expenses

- c) Non-qualifying improvements. Interior improvements are not eligible for facade improvement incentives.
- d) Evaluation criteria. The following evaluation criteria will be used when evaluating any application for Facade improvements;
- i. Incentives will be based upon available financial resources as determined by the Indio City Council. No incentives shall be granted without the prior authorization and budgeting by the City Council.
 - ii. Demonstrated upgrade of building facade conditions.
 - iii. Location within a prescribed "Target Area", as defined by the Development Services Director.
 - iv. Maintenance or resuscitation of historic character.
 - v. Enhancement of the pedestrian environment.
 - vi. Renovation of prominent locations.
 - vii. Consistency with the Downtown Indio Specific Plan Design Guidelines.
 - viii. Improvements which will lead to the occupancy of vacant buildings.
 - ix. Facilitation of the retention and growth of

existing businesses and expansion of economic activity.

- e) **Streamlined approval.** All eligible facade improvement activities shall be approved at the staff level. Staff will evaluate each proposal for consistency with the evaluation criteria as described in this Chapter
 - i. **Exception.** At the discretion of the Development Services Director, eligible improvements may require additional design review, subject to the requirements of this Chapter.

4. Mixed Use Development Incentives.

- a) **Purpose.** To provide incentives for the encouragement of mixed used development within the Downtown Indio Specific Plan. Mixed-use development shall meet the requirements of applicable sections of this Specific Plan and the Indio Municipal Code. The City of Indio encourages the development of mixed use projects within entire Specific Plan project area as a means to maximize development and redevelopment potential that is consistent with the purpose and intent of this Specific Plan.
- b) **Mixed Use Requirement.** Mixed use development incentives shall apply to projects that combine residential and non-residential units. Any development excluding residential use shall not be

considered mixed use for the purpose of this section.

- c) **Development Intensity (FAR) Incentives.** Increased floor area ratio (FAR) bonus for the amount listed in Table 4-17 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to the non-residential gross square footage of the development site.

Table 4-17 Mixed Use Development FAR Incentives	
Base Intensity (FAR)	% Bonus
2.0 FAR	25%
<i>Notes:</i>	

- d) **Development Density Incentives.** Development density (du/ac) bonus for the amount listed in Table 4-18 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to the residential gross square footage of a single parcel.

Table 4-18 Mixed Use Development FAR Incentives	
Base Intensity (FAR)	% Bonus
1.0 FAR	25%
<i>Notes:</i>	

- e) **Height Bonus.** A height bonus for the amount listed in Table 4-19 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to any combination

of non-residential or residential gross square footage of a single parcel.

Table 4-19 Mixed Use Development Height Incentives	
Base Allowable Height	Bonus
5 Stories	1-story
<i>Notes:</i>	

- f) Additional Incentives. At the discretion of the Development Services Director, additional intensity or density bonuses may be granted if the project exhibits any one or more of the following;
- i. Exemplary architectural design.
 - ii. Further promotes the purpose and intent of this Specific Plan in terms of development quality, design and economic opportunity.
 - iii. Contributes to increased employment opportunities. Granting of additional incentives in addition to those allowed in this Section shall be subject to review by the Planning Commission.

4.5 DEVELOPMENT REVIEW PROCEDURES

1. Applicability. The procedures and regulatory provisions necessary to administer development review procedures for applicable properties, structures and uses within the

Specific Plan project area shall be subject to the requirements as set forth in Title XV, Chapter 159 of the Indio Municipal Code in addition to the provision as set forth in this section.

2. Administrative Review.

To staff's discretion, smaller projects can be taken for Administrative Review for review and approval by the Development Services Director.

3. Administrative Conditional Use Permits.

- a) Uses requiring an Administrative Conditional Use Permit. Administrative Conditional Use Permits for projects located within the Downtown Specific Plan project area may be granted for only the following land use activities, in addition to those listed in Table 4-1 (Allowable land uses) of this Chapter.
- i. Maintenance/repair requiring building permit.
 - ii. Interior improvements requiring a permit (no square footage increase)
 - iii. Signage modifications.
 - iv. Expansion of a use. Exterior expansion of an existing use, that normally requires the approval of a conditional use permit, in an existing development where there would be no change of occupancy or primary use, there would be expansion of floor area subject to the requirements of this Specific Plan and the request would not significantly modify the

- original intent of the project or site.
- v. New building construction.
- vi. Facade/Exterior rehabilitation
- vii. New Signage.
- viii. Lot Consolidation.
- ix. Density/Intensity bonus incentives.
- x. Maintenance/Repair to nonconforming structures.
- xi. Mixed used development less than 30,000 square feet.
- xii. Development no higher than three stories.
- xiii. Use of Development Opportunity Reserve

b) Application Filing, Processing and Review.

- i. Exercising of approved applications. Approved applications shall be exercised within one year of the approval. Two, one year time extensions are allowed, subject to separate application and fee, after which time and new application shall be filed with the Development Services Department
- ii. Run with the land. An Administrative Conditional Use Permit that is valid and in effect, and was granted in compliance with the provisions of this division, shall run with the land and continue to be valid upon the change of ownership or the land or any lawfully existing structure on the land.

Administrative Conditional Use Permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the Administrative Conditional Use Permit to revocation.

- iii. Administrative Conditional Use Permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the Administrative Conditional Use Permit to revocation.
- c) Referred Applications. The Development Services Director, or designee shall have the discretion to refer Administrative Conditional Use Permits to the Planning Commission.

4. Conditional Use Permits.

- a) Applicability. Any application for a Conditional Use Permit within the boundaries of the Downtown Indio Specific Plan project area shall be considered by the Planning Commission and City Council for a specified land use that is allowed with the approval of a Conditional Use Permit in compliance with applicable Sections of this Chapter and the Indio Municipal Code.
- b) Uses requiring a Conditional Use Permit. Conditional Use Permits for projects within the boundaries of the Specific Plan project area may be granted for only the following land uses or activities, in addition to those listed in Appendix A.

- i. Development Services Director appealed or referred projects.
 - ii. Mixed used development greater than 30,000 square feet.
 - iii. Applications for heights greater than 5 stories.
- c) Application Filing, Processing and Review.
- i. Exercising of approved applications. Approved applications must be exercised within one year of the approval. Two, one year time extensions are allowed, subject to separate application and fee, after which time and new application must be filed with the Development Services Department.
 - ii. Run with the land. A Conditional Use Permit that is valid and in effect, and was granted in compliance with the provisions of this division, shall run with the land and continue to be valid upon the change of ownership or the land or any lawfully existing structure on the land. Conditional Use Permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the Conditional Use Permit to revocation.



PUBLIC IMPROVEMENTS PLAN

5

Chapter 5 provides the specific land use, circulation, community design/streetscape, and infrastructure improvement plans.

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5.1 PUBLIC IMPROVEMENTS PLAN

The Chapter provides a summary of publicly-initiated improvements in the Specific Plan and include Streetscape Improvements, Planting palettes to compliment streetscape enhancements, parking and infrastructure (water, sewer and stormdrain).

The Public Improvements in this Chapter are utilized as a guideline and not a requirement. The public improvements described shall be used to determine future capital improvement programming and will be prioritized based upon funding/financing resources, benefits to the downtown area and other citywide priorities. The public improvements described in this Chapter include some of the following:

Short-Term Goals – Tactics for Immediate Urban Enhancement – Identification of small scale projects that can visually enhance Downtown in the short-term.

Streetscape Enhancements – Identification of streetscape expansions areas utilizing the existing design features along Towne Street and Miles Avenue.

Planting Palettes – Guideline plant palettes to compliment the palettes used in the Downtown streetscape enhancements.

Parking Facilities – Describes the City’s prioritization plan to reduce the immediate and future need for new parking facilities.

Potable Water – Description of water conveyance system in the Downtown.

Sewer System – Description of the sewer conveyance system in the Downtown.

Stormwater System – Description of the stormwater conveyance system in the Downtown.



Public Improvements and Facade Rehab - Miles Avenue.

5.2 SHORT-TERM GOALS – TACTICS FOR IMMEDIATE URBAN ENHANCEMENT

These short term goals suggest modest budget tactics to enhance the experience of Downtown Indio. While mid and long-term planning strategies can take significant budget and time, short-term goals can be employed immediately.



Public art in a variety of forms can create the immediate experience of Downtown Indio.

They include simple yet artful navigation signage to enhance Downtown Indio's visibility and presence from peripheral arterials: Various lighting and art projects can create moments of visual interest. Walls painted with murals and art can shield parking lots helping create a continuous street face.



Community gardens can become both educational and community magnets in various locations. The adjoining photos are offered to inspire such tactics and ideas.



5.3 Streetscape Enhancements

Prior to the development of the Downtown Specific Plan, the City of Indio initiated a downtown Streetscape program. The streetscape enhancements included hardscape treatments (sidewalks, bulb-outs, decorative paving), landscape treatments (trees, shrubs and ornamental plants) and furnishings (refuse containers, benches, ADA compliance and street lighting).



Downtown Streetscape Enhancements - Miles Avenue

The streetscape enhancements have been constructed on the following segments in the Downtown Specific Plan area:

- **Towne Street** – Indio Boulevard to Highway 111
- **Miles Avenue** – Oasis Street to Smurr Street
- **Oasis Street** – Miles Avenue to Requa Avenue

Improvements in these areas extend onto intersecting road segments, where the intersection is fully enhanced.

The Downtown Indio Specific Plan seeks to extend the existing streetscape enhancement throughout the entire Specific Plan area. Prioritization of these enhancements are depicted in Figure 5-1: Streetscape Enhancement Prioritization Areas.



Downtown Streetscape Enhancements - Towne Avenue



Downtown Streetscape Enhancements - Miles /Oasis Street

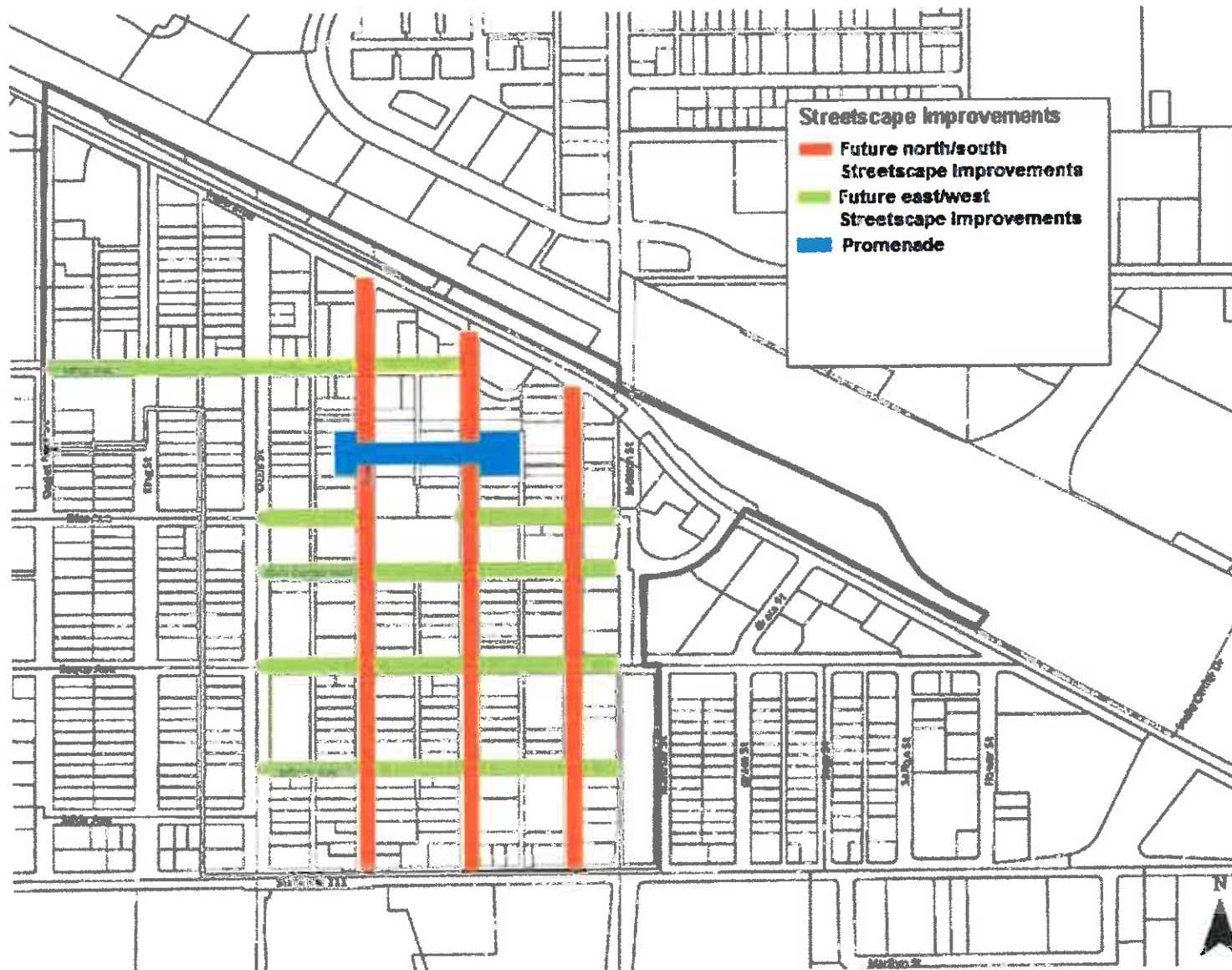


Figure 5-1: Streetscape Enhancement Prioritization Areas

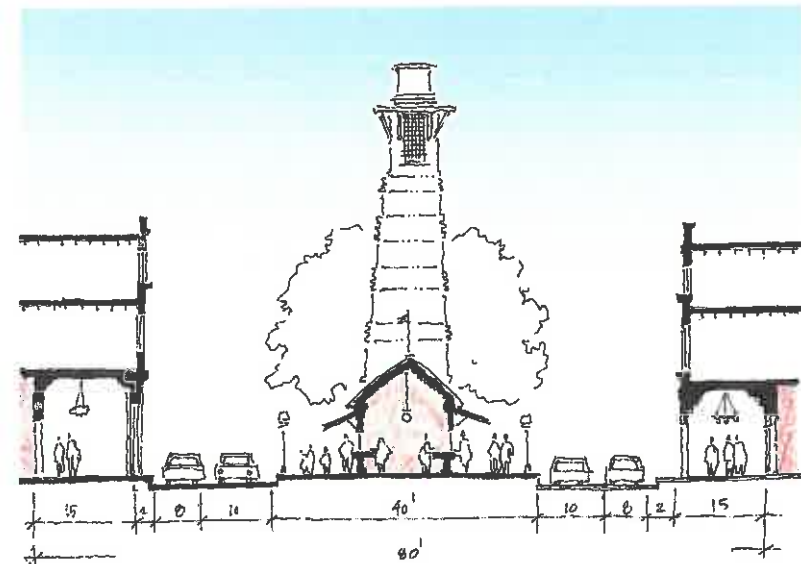
5.4 STREET TYPES

One of Downtown Indio’s greatest asset is its grid of streets. Some of them like Oasis and Miles have recently seen street improvement through the introduction of medians and new planting. However, most of these streets are too wide for the traffic volume they carry. The following diagrams show how existing streets might be reconfigured with new parking forms to make them more pedestrian friendly, and how strategic planting can generate different street character between east-west and north-south streets, and also provide much needed shade in Indio’s desert climate.

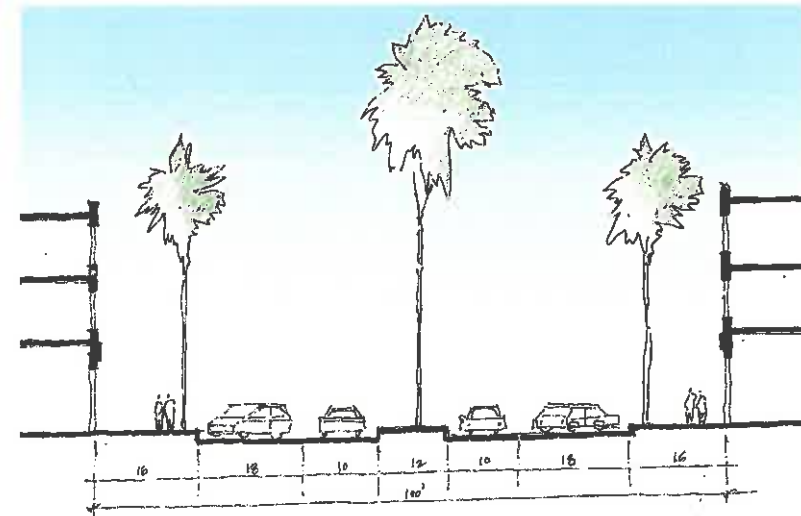
Specifically, north-south streets have angled parking on one side and parallel parking on the other. They have palm trees in the sidewalks and canopy trees interrupting the parking bays.

East-west streets have parallel parking on both sides. They have a canopy of trees in the sidewalk and in a new median.

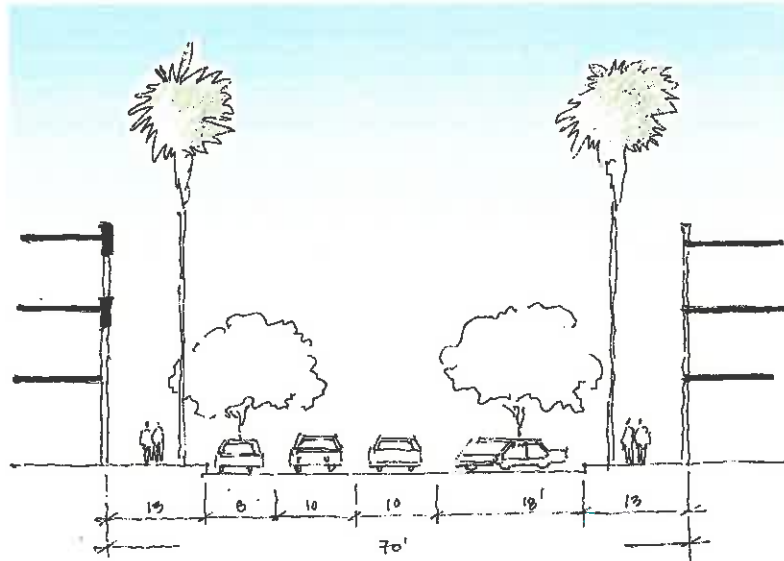
The new central promenade has a drive lane and parallel parking lane on either side of a wide median. There are cooling towers, retail pavilions and a double row of canopy trees within this median.



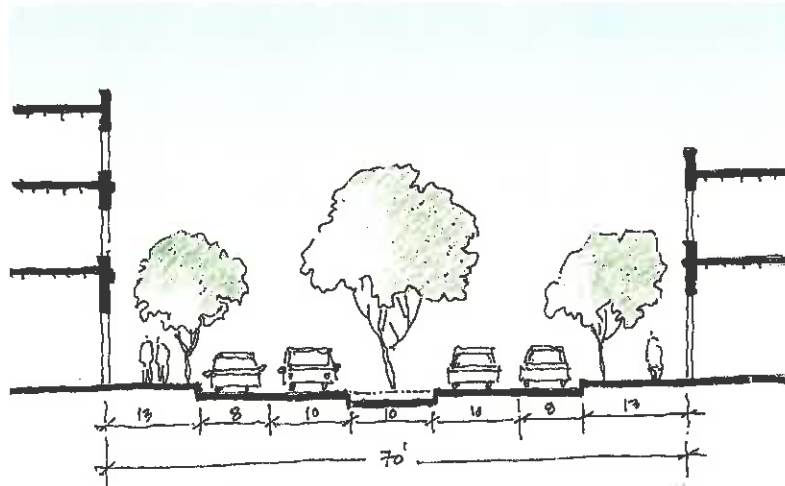
Promenade



Oasis Street



North - South



East - West

5.5 STREET PRECEDENTS

The following images show a variety of streets that can inform the redesign of Downtown Indio's streets in different ways.

A tree canopy along sidewalks and in the medians creates shaded public places for pedestrian activity. Medians can be designed in various ways with native desert planting etc. to become water catchment areas, and become more than street dividers.



Street with angled and parallel parking can provide needed support to street-oriented retail businesses.



Streets with angled and parallel parking

Palms along the sidewalk can create a distinct street character in contrast to streets with canopy trees.



Palm Trees create distinct street character

Trees or planters can be located not just on sidewalks, but also between parallel parked spaces, making the street more narrow, verdant and pedestrian-friendly.



Planted Medians

5.6 PLANT PALETTE

The Downtown Indio Specific Plan Plant Palette is intended to provide a range of landscape choices to complement the design and development as well as recent improvements in the Downtown Area. The Plant Palette provides a range of trees, palms, shrubs, groundcover and accents to enhance and

promote native, water conserving plant materials suitable for a desert environment.

The Plant Palette shall not limit development applicants from the creative uses of decorative plant and landscape materials, rather used as a guideline for future applicants to strongly consider when design landscape design features.



5.7 PARKING & CIRCULATION

Parking and circulation are a vital component to the success of Downtown. As part of the planning process, an inventory of existing off-street and on-street parking was conducted to evaluate the relative need for new parking in the Downtown Specific Plan area. This analysis included an on-site survey and inventory of existing parking facilities.



Original On-Street Parking Configuration in the Downtown

5.8 ON-SITE PARKING INVENTORY

On-Site parking inventories were conducted in the Specific Plan Area and environs. These included both marked and unmarked parking spaces. Regular standard parking and handicap parking were identified.

Table 5-1
On Site Parking Inventory

Parking Type	No. of Space
Regular Parking Spaces	4,511
Handicap Parking Spaces	218
TOTAL	4,729

5.9 STREET PARKING INVENTORY

Street parking was inventoried, as shown in Table 5-2: Street Parking inventory.

Table 5-2
Street Parking Inventory

Parking Type	No. of Spaces
Regular Parking Spaces	1,881
2-Hr Parking Spaces	301
TOTAL	2,182



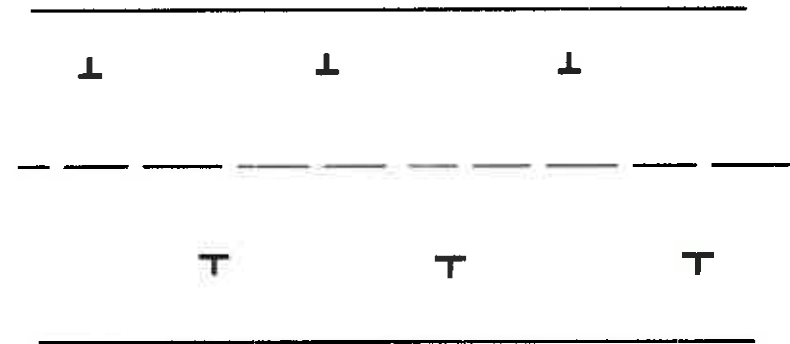
Figure 5-1 Off-Street Parking Inventory

The inventory conducted represents that Downtown currently has an oversupply of parking, based upon existing business mix, vacancy rates and the nature of businesses in the Downtown area. To ensure the continued accessible and convenient availability of parking, the future of downtown parking will be focused on street parking. Additionally, the existing parking configuration has the opportunity to return to the original configuration of parking in the Downtown.

5.10 FUTURE AVAILABILITY OF DOWNTOWN STREET PARKING

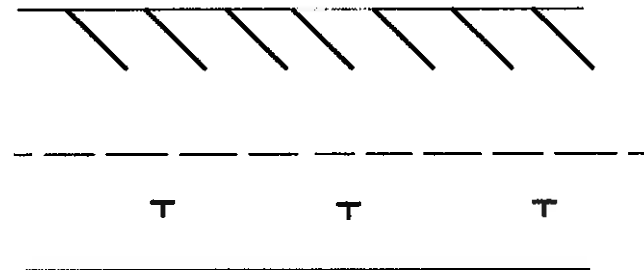
The existing configuration of parking in the Downtown consists of a combination of public parking lots, private lots serving private property and street parking mainly consisting of parallel parking. Additionally, there is substantial right of way in the downtown area, where most streets are designed with very generous widths for a downtown urbanized environment. The Specific Plan seeks to take advantage of these generous street widths and utilize them to capture future parking demand as growth occurs in the downtown area.

Phase I: Utilize existing on-street parking until observed parking exceeds 80% of demand, as showing in a semi-annual parking survey of the Downtown. Or, to supplement underserved areas as determined by the City in consultation with property owners.



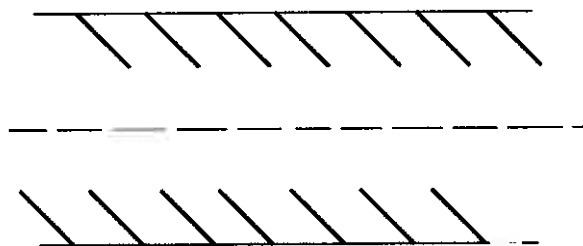
Phase I: Existing On-Street Parking Configuration

Phase II: Utilize one half of roadway cross section to add angled parking. Parking can be in 30-degree or 45-degree configurations depending upon right of way width, site conditions or other factors.



Phase II: Parking Configuration

Phase III: Utilize both sides of roadway cross section to add angled parking. Parking can be in 30-degree or 45-degree configurations depending upon right of way width, site conditions or other factors.



Phase III: Parking Configuration

5.11 INFRASTRUCTURE AND UTILITIES

5.11.1 Potable Water System

Indio Water Authority supplies water to the Downtown area through a network of transmission and distribution pipelines that are mostly 6-inch diameter pipes. There are 12-inch diameter transmission pipelines located on Jackson Street, Fargo Street, Miles Avenue, and Highway 111, and upgraded 8-inch diameter pipes around the Civic Center area. The 12-inch diameter pipes can supply approximately 3,500 gallons per minute (gpm) at a velocity of 10 feet per second (fps), while the 6-inch diameter pipes and 8-inch diameter pipes can supply approximately 900 gpm and 1,600 gpm, respectively. **Figure 5-3, Existing Water Lines**, illustrates the location of water infrastructure in the project area.

While the 6-inch pipes can supply sufficient water for domestic and commercial uses, current fire flow requirements as established by California law, require a minimum flow of 1,500 gpm for a single fire hydrant. Determination of adequate fire flow will be required based on the size and type of structure or development proposed for constructions, but in general, compliance with this requirement will require minimum 8-inch diameter pipelines. As future development is proposed, upgrades to the water distribution system will be required.

5.11.2 Wastewater

The sewage collection system in the Downtown area is operated and maintained by the Valley Sanitary District (VSD). Collector sewers are minimum 8-inch diameter and have the capacity to handle the anticipated increase in flow resulting from proposed development in the future. VSD is currently analyzing some of the lines in the Downtown Area as part of their program to identify sewers that need upgrading and has started construction of the Requa Interceptor project, which will provide additional capacity for the Requa/Highway 111 corridor. The interceptor will consist of approximately 22,000 feet of 10- to 36-inch pipe beginning at the treatment facility on Van Buren Street extending west to the intersection of Shields Road and Highway 111. It is anticipated that the project is anticipated to be complete in December 2017.



Figure 5-4 Existing Wastewater Lines

5.11.3 Stormwater System

An infrastructure analysis study completed in 2007, found that the City has no subsurface storm drains in the Downtown area. During periods of heavy rainfall, storm water is carried within existing streets and the runoff can accumulate causing flooding and traffic hazards. The City's Storm Drain Master Plan proposed two new storm drains for the Downtown area as part of a City-wide upgrade of storm drain facilities. The proposed storm drains included a 42-inch diameter storm drain constructed in Oasis Avenue from Highway 111 to Indio Boulevard and a 39-inch diameter line in Civic Center Mall from west of Jackson to Indio Boulevard. The Indio Boulevard line would then run east to Dillon Road, then north to the Whitewater. Analysis in 2007 Study indicated that while construction of the two storm drains would alleviate some of the flooding and hazardous conditions experienced in the area, some accumulation of water would still occur in the Downtown area during major rainstorms.

Storm drainage improvements for individual developments that complement the storm drains recommended in the City Storm Drain Master Plan will be part of the review of any proposed development in the Specific Plan area.

5.11.4 Dry Utilities

Electricity is furnished by the Imperial Irrigation District (IID). Downtown Indio is supplied through substations located at Monroe Street north of Indio Boulevard and on Garden Avenue west of Daisy. Power lines in the area supply electricity at 12

kW and the supply is adequate for any future proposed redevelopment in the Specific Plan area.

Natural gas is distributed through the area by a network of pipelines owned and operated by the Southern California Gas Company. The existing pipelines are 2" and 4"-diameter and are adequate to supply current demand trends. Discussion with the Southern California Gas Company indicates that there is capacity to supply an adequate quantity of natural gas required by any proposed redevelopment in the Downtown Indio area. If the demand for additional natural gas were to increase because of new development, the Gas Company would respond by upgrading their system to meet the demand.

Burrtec Waste and Recycling Services is the current provider of residential and commercial solid waste collection services. There are currently no waste transfer stations, which serve as local collections points to the final disposal site in the City of Indio.

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DESIGN GUIDELINES

6

Chapter 6 establishes the design guidance for public and private realm development in the Specific Plan area. The Design Guidelines describes the City of Indio's expectation for quality design and development within the Downtown Specific Plan area.

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6.1 INTRODUCTION

6.1.1 Purpose of Design Guidelines

The Downtown Indio Design Guidelines are intended to encourage the preservation of the City's historic core while allowing creativity in new infill development that is compatible with the character of the area that the overall community would like to preserve and perpetuate. The design guidelines are intended to promote high-quality design and to ensure that new development and rehabilitation of existing structures promote a clear community identity and sense of place. It is not the intent of the guidelines to eliminate freedom in design, discourage innovation, or impose an overriding style, particular color palette, or artificial theme.

The design guidelines provide a defined framework of design principles that supplement zoning development standards by providing direction and guidance on the more qualitative aspects of a development project. A project may not be required to meet all design guidelines, as not all guidelines may be applicable on a case-by-case basis. In addition, alternative measures may be considered if the measures meet or exceed the intent of the design guidelines. The purpose is to ensure that plans for new development or rehabilitation of existing structures carefully consider the community context and make a conscious effort to develop a compatible relationship with neighboring properties.



Downtown Indio Mural

6.1.2 Application of the Design Guidelines

The Downtown Indio Design Guidelines (Guidelines) will be utilized during the City's design review process to encourage the highest level of design quality, while at the same time providing flexibility in their application to specific projects. The design elements of each project (including site design, architecture, landscaping, lighting, and signage) will be reviewed comprehensively by the applicable review authority.

The Guidelines apply to all parcels within the Specific Plan area. Where a particular guideline or set of guidelines is most applicable to a certain area or project type, it is noted in the

text. During the review process, the review authority may interpret these design guidelines with some flexibility in their application to specific projects, as not all design criteria may be workable or appropriate for each project. Projects will be evaluated on the degree to which the project demonstrates substantial compliance with the intent of the Guidelines, leading to a recommendation of project approval or denial.

6.1.3 Using the Design Guidelines

The Guidelines are designed to meet the needs of many users, including property owners, merchants, real estate professionals, architects, building contractors, vendors, craftspeople, City of Indio staff, and other interested persons and organizations in the community. Each group plays a vital role in establishing quality development in the Downtown area.

The Guidelines supplement the Development Regulations found in Chapter 4, providing guidance on a variety of design elements and are intended to further define the desired character and imagery within the Downtown Indio Specific Plan area.

To effectively utilize the Guidelines and gain an optimum understanding of the document and its purpose, the following basic process is recommended:

- When preparing a new project in the Downtown area, or proposing changes to an existing building or site, users of the Design Guidelines should first consult the Specific Plan area map to determine the existing character of the area within which the project falls.
- The user should identify any specific design guidelines that are applicable, paying closer attention to guidelines that may be unique to that area's character.
- Schedule a meeting with the Development Services Department to review ideas, identify processes and requirements, ask questions, and discuss potential issues, solutions, and approaches.

6.1.4 Organization of Design Guidelines

The Downtown Indio Design Guidelines are organized as follows:

- Section 6.2 Site Design
- Section 6.3 Architectural Guidelines
- Section 6.4 Development Details
- Section 6.5 Commercial Signs

6.2 SITE DESIGN

Important considerations for appropriate site design within the Specific Plan area include:

- The relationship of the project to adjacent public rights-of-way (edge conditions);
- The internal relationship of the project's key elements, including buildings, parking, site access, circulation, public spaces, and landscaping;
- The design and function of parking areas; and
- The relationship of the project to the neighboring property developments.

6.2.1 Edge Conditions

The “edge conditions” of a particular development (existing or proposed) is defined by the relationship of the building(s) and parking area to the street. The development standards in Chapter 4 provide the minimum setback requirements for buildings and parking areas, while the following edge conditions determine the appropriate locations of buildings, parking, and front yard landscaping.

- Street Adjacent Buildings with Pedestrian Orientation
- Semi-Street-Adjacent Buildings with Landscaped Setback
- Buildings Set Back from Street with Limited Parking in Front
- Buildings Set Back from Street with Parking in Front
- Alley with Automobile Orientation

- Alley with Shared Pedestrian and Automobile Orientation
- Buildings along western Boundary of Project Area Abutting Residential Development





Maintain continuity of the street wall



Create pedestrian paseos into parking lots



Form a continuous line of active building fronts

A. Street Adjacent Buildings with Pedestrian Orientation

Buildings should be built to the front and side property lines to form a continuous line of active building fronts (a “street wall”) along the street, avoiding gaps, and parking should be in the rear. In addition, the following should be considered:

- Provide corner cut-offs for buildings on prominent intersections.
- Place the ground-level front elevation of the building at the sidewalk edge to maintain the continuity of the street wall.
- Driveway cuts are discouraged along the street edge.
- Avoid setbacks from the sidewalk edge; where small setbacks occur, use the space for pedestrian plazas.
- Avoid parking lots that interrupt commercial space; where parking lots exist, create a landscaped buffer along the sidewalk edge.
- Avoid blank walls and other dead spaces at the ground level; entrances should generally be spaced no more than 25 to 30 feet apart.
- Create pedestrian paseos into parking lots at the rear of buildings.

B. Semi Street-Adjacent Buildings with Landscaped Setback

Buildings should be set back from the front and side property line at varying distances. The setbacks are landscaped, and parking should be in the rear or on the sides. In addition, the following should be considered:

- Fully landscape setback areas, interrupting the landscape only with pedestrian areas and sidewalks.
- Buildings may be clustered, allowing varying setbacks and orientations.
- Parking should not be located in the front yard setback; parking at the rear of the building is encouraged.
- Parking lots, if located at the sides of buildings or elsewhere on the site where they may be visible from the street, should be screened from street view by low walls and/or shrubs.
- Keep driveways to a minimum number and width, within safety requirements.
- Provide vehicular access to adjoining parcels wherever possible.



Fully landscaped setback areas



Interrupt landscape only with pedestrian areas and sidewalks



Trees and shrubs to screen parking area



Accent Landscaping to highlight entries

C. Buildings Set Back from Street with Limited Parking in Front

Buildings should be set back from the property at a distance to allow for a landscaped pedestrian walkway and (at most) two rows of parking in front of the building; locate additional parking in the rear or on the sides.

- Only one bay of parking (two rows plus aisle) is encouraged.
- Provide landscaped pedestrian areas at the primary building entrances.
- Trees, shrubs, and/or low walls are encouraged to screen the parking area from street view.
- Accent landscaping and enhanced paving are encouraged to highlight project entries.
- Provide vehicular access and pedestrian connections to adjoining parcels wherever possible.
- Parking areas located directly off the street without defined edges are discouraged.

D. Buildings Set Back from Street with Parking in Front

Buildings should be set back from the property at a distance that allows the primary parking to be in the front setback. . In addition, the following should be considered:

- Set buildings back from the street to allow parking between the street and the building(s).
- Locating smaller buildings closer to the street edge is encouraged.
- Provide fully landscaped buffers at the street edge of parking areas; trees, shrubs, and/or low walls are encouraged to screen parking areas from street view.
- Landscaped pedestrian areas are encouraged at primary building entrances.
- Provide access to adjoining parcels, wherever possible.
- Arrange parking bays so that pedestrians walk parallel to drive aisles.



Provide fully landscaped buffers at the street edge



Pedestrian walkways parallel to drive aisles



Alley parking for employee and delivery vehicles



Improve rear facades of buildings

E. Alley with Automobile Orientation

Alleys that are oriented primarily toward vehicular traffic should accommodate parking, circulation, and deliveries.

- Vary the building setbacks on alley edges.
- Use setbacks for parking, deliveries, storage, and refuse.
- Locate alley parking primarily to accommodate employee and delivery vehicles.
- Improvements to rear facades are encouraged.
- Screen all refuse containers.

F. Alley with Shared Pedestrian and Automobile Orientation

Alleys oriented for both pedestrian and automobile traffic should include a variety of pedestrian enhancements.

- Vary the building setbacks on alley edges.
- Setbacks should accommodate outdoor dining and small plazas, while still supporting parking, deliveries, and refuse containers; screen all refuse containers well.
- Landscaping, pedestrian-level lighting, special paving, shade structures, benches, and other amenities are encouraged.
- Rear entrances to businesses along the alley with improved rear facades (e.g., lighting and awnings) are encouraged.
- Delineated pedestrian walkways are encouraged through the use of special paving and/or landscaping.
- Pedestrian connections between buildings that create a direct link to the sidewalk are encouraged.
- Locate alley parking primarily to accommodate visitors and shoppers; clearly identify parking spaces through signage and striping.



Pedestrian connections between buildings



Accommodate outdoor dining and small plazas



Rear entrances to buildings with improved rear facades



Set back upper floors to mitigate privacy impacts



Trees, shrubs, and other landscaping should be used as buffers between different uses

G. Buildings along western Boundary of Project Area Abutting Residential Development

New development along the western boundary of the project area should be compatible with and consider adjacent areas, especially residential neighborhoods.

- New buildings should be compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood.
- New non-residential development abutting residential areas should provide fencing along the boundary except at pedestrian access points. The compatibility of adjacent land uses should be considered in choosing appropriate fencing materials and design.
- New development should provide a sensitive transition by maintaining a height compatible with adjacent buildings. Upper floors should be set back to mitigate privacy impacts on neighboring residential uses.
- Trees, shrubs, and other landscaping should be used between property lines.

6.2.2 Internal Site Organization

- Locate buildings and on-site circulation systems to minimize conflicts between pedestrian and vehicle; wherever possible, link buildings to the public sidewalk with textured paving, landscaping, etc.
- For larger projects with multiple buildings, consider clustering buildings around areas of usable open space

to provide opportunities for plazas and prevent long “barracks-like” rows of buildings; when clustering is impractical, establish visual links between buildings.

- When residential and commercial uses are provided in the same structure (mixed-use), provide separate pedestrian entrances and parking facilities for each use.
- Orient primary entrances toward major streets and sidewalks to encourage a high level of pedestrian activity; provide clearly defined pedestrian paths to primary entrances.
- Recognize the importance of spaces between buildings as “outdoor rooms” or “paseos” on the site; outdoor spaces should have clear shapes that reflect careful planning and are not simply “left-over” areas between buildings.
- Organize landscaped areas to define outdoor spaces and to buffer the visual impact of buildings and parking lots.
- Incorporate public art into the site design and organization.



Link buildings to public sidewalk with textured paving



Outdoor spaces should have clear shapes that reflect careful planning

- Consider the location of all property line walls and fences; show a detail of the property line wall and how it corresponds with existing, adjacent building walls on site plans and drawings, as well as all roof overhangs.
- Locate loading facilities, equipment and service areas, and refuse enclosures at the rear of buildings or in areas where they will be the least visible; screen all such facilities from public view by a combination of dense landscaping, walls, and/or berms.



Organize landscaped areas to define outdoor spaces



Organize landscape areas to define outdoor spaces



Orient primary entrances towards major streets

6.2.3 Relationship to Adjacent Sites and Features

- Site design should consider the arrangement of buildings, parking, circulation, and landscaping on adjacent sites; locate buildings and open space for the mutual advantages of access, circulation, open space, and sunlight.
- Wherever possible, connect adjacent projects to promote ease of access by pedestrians and automobiles and to reduce traffic movements on adjacent streets; in some cases, only a sidewalk connection may be necessary, while in other cases, shared access and parking will be appropriate.
- When a new project is developed adjacent to a vacant site, consider how future connections will be accommodated.
- Show buildings, parking, public art and other important features on adjacent sites on site plans; consider the site arrangement of adjacent properties and try to create a design that respects the important influences around it.
- Buffer commercial uses from residential uses as much as possible; use building orientation, landscaping, setbacks, and low walls to provide adequate separation.
- Where service and work bays are permitted on site, orient them so that the interiors are not visible or audible from adjacent public streets, residential structures, or active open space.

6.2.4 Parking Lot Design and Configuration

Private parking in the Downtown Indio should be located according to the appropriate edge condition, as described in the following guidelines:

- Make building and driveway approach (not the parking lot) the primary visual presence along the major street.
- If a parking lot is adjacent to a public street, landscape it to screen the visual impact of parked vehicles from the public right-of-way, using planting on the setback line.
- Separate parking from the buildings with landscaping to reduce the visual impact of paved surfaces, and to provide shade.
- Minimize the number of access driveways to the site and located them as far as possible from street intersections; parking lot access points should not interfere with the function of adjacent roadways and should minimize potential conflicts with pedestrians.
- Provide opportunity for parking lot and pedestrian walkway shade, either vegetation or structure, whenever possible.



Provide safe, convenient pedestrian linkages



Ensure visibility for vehicles entering and exiting the site

- Common shared-access driveways and shared parking circulation aisles are strongly encouraged in adjacent parking areas.
- Provide safe, convenient, pedestrian links between parking areas and businesses; link parking areas directly to public sidewalks, pedestrian walkways, mid-block paths, alleys, or open space areas.
- Ensure visibility for vehicles entering and exiting the site by providing unobstructed sight lines at corners and mid-blocks.
- Position on-site pick-up and drop-off areas adjacent and parallel to streets and/or drive aisles to allow vehicles to easily exit the main flow of traffic and be able to stop. Drop-offs include bus stops, loading areas, and pedestrian drop-off areas.

6.3 ARCHITECTURAL GUIDELINES

6.3.1 Building Form and Mass

- The use of standardized “corporate franchise” architectural styles is discouraged. Architectural styles must consider compatibility with surrounding character, including building style, form, size, materials, and roofline.
- Height and scale of new infill developments within Downtown should complement existing structures and provide a sense of human scale and proportion.
- Multi-story buildings should be made less imposing by physical stepping back from the street level.
- Building design and features should strongly encourage shade and solar control for the building and surrounding outdoor space.



Multi-story buildings should be stepped back from street-level



Buildings should provide a sense of human scale and proportion

6.3.2. Rhythm and Proportion

- The predominant difference between upper story openings and street level storefront openings (windows and doors) is that they should be repeatedly maintained.
- When an infill building is proposed, the common horizontal elements (e.g. cornice line, window height/width, and spacing) found in neighboring structures should be used to maintain a similar architectural rhythm.
- When a proposed infill building façade is wider than the existing façades on the street, the infill façade should be broken down into a series of appropriately proportioned components to continue and/or complement the existing façade rhythm.



Building facades should be detailed to create visual interest

6.3.3 Wall Articulation

- Long, blank, unarticulated street-facing facades shall be avoided. Monolithic street wall facades should be “broken” by vertical and horizontal design elements.
- Building facades should be detailed to create visual interest and promote pedestrian scale. This can be partly achieved by articulating the separate floor levels and increasing the level of detail at the street level.
- Common design features should be continued or repeated on all building elevations for new construction only. Side and rear elevations of a building should be given design treatment equal to that of others.



Building facades should be detailed to create visual interest

6.3.4. Roof Articulation

- Roofs should be given design considerations and treatment equal to that of the rest of a building's exterior.
- Roofs and rooflines should be continuous in design except where there is a major change in an element of a building elevation.
- Roofline elements, including parapet walls, should be developed along all elevations, regardless of orientation from the public right-of-way.



Roofs and rooflines should be continuous in design

- Roofs should be flat or sloped. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, mansards, and geodesic domes should be avoided.
- Flat roofs should include ornamental cornices and edge details.
- The visible portion of sloped roofs should utilize materials complementary to the architectural style of the building and other surrounding buildings.
- Roof eaves should be designed to provide shade and solar control for the building.
- Roof-mounted mechanical or utility equipment is required to be screened from public view or adjacent properties up to one foot above the equipment height. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape, and size. Equipment should be screened by solid building elements (e.g., parapet wall) instead of add-on screening (e.g., wood or metal slats).



Exterior materials, textures, and colors should contribute to visual quality



Use natural, light-colored base walls

6.3.5. Materials and Colors

- Materials should be generally compatible with materials used on adjacent buildings.
- Exterior materials, textures, and colors should be appropriate for the architectural style or theme of the building and contribute to the visual quality of the streetscape.
- Colors and materials should be durable and designed to withstand the local climate, not readily deteriorate if exposed to the elements.
- Natural, light-colored (e.g. neutrals such as off-white, beige, and sand) base walls of buildings and other large expanses are encouraged unless otherwise dictated by architectural style.
- Use color to accent architectural details.
- No more than three colors should be used on any given façade, including “natural” colors such as unpainted brick or stone.
- Chimneys, roof flashing, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent adjacent colors and materials.

6.3.6. Storefront Design Guidelines

The storefront is one of the most important elements of a façade even though it is only one architectural element. There are a number of design elements that can help achieve a traditional storefront design that enhances the experience of the pedestrian, yet also meets important functional needs.

- Treat each storefront like a small building, with its own base, roofline, and door and window pattern.
- For buildings on corners, include storefront design features for at least 50% of the wall area on the sidewall.
- Generally, base storefronts on modules of approximately 25 feet in width. For new buildings that are wider than existing facades on the street, break them down into a series of “structural bays” or storefronts segmented by a series of columns or piers.
- Building recesses are encouraged to define entryways and window openings along a building’s exterior and to provide weather protection and a transition zone from sidewalk activity into the store. Recommended treatments are special paving materials such as ceramic tile or brick, ornamental ceilings such as coffering and decorative light fixtures.



Treat each storefront like a small building



Building recesses are encouraged to define entryways and windows



Clearly articulate entries to commercial structures



Provide rear pedestrian entrances via alleys

- To reduce glare, recess windows and large areas of glass in deep shadow, and inset glass a minimum of 3 inches from the exterior wall surface to add relief. Clear glazing is strongly recommended, while reflective glazing and tinting are discouraged.
- Clearly articulate entries to commercial structures with substantial, well-detailed doors that match the materials, design, and character of the display window framing. Doors to retail shops should contain a high percentage of glass to display retail contents.
- Providing rear pedestrian entrances via alleys and parking lots is encouraged. Improvements to rear facades should be subtle and modest, and may include signs, landscaping, and awnings.

6.4 DEVELOPMENT DETAILS

6.4.1 Landscaping

Landscaping not only softens the built environment but preserves and restores the scenic qualities of the natural landscape by retaining and/or re-vegetating areas with native plant species.

Landscaping should be an integral part of the overall design concept. A carefully planned landscape can serve more than one function for the site as well as for the streetscape. The landscaping and public spaces within Indio should add character as well as provide a functional purpose. The following guidelines will help ensure that landscaping is used appropriately in Downtown Indio.

- Landscaping should enhance the quality of development by framing and softening the appearance of buildings, enhancing the overall image, screening undesirable views, and providing shade and wind protection.
- Landscaped parking area are encouraged to avoid direct views of parked vehicles from public right-of-ways, and to minimize noise, light, exhaust fumes, and other negative effects on pedestrians.



Landscaping should enhance the quality of development



Keep landscaping in scale with adjacent buildings



Use trees and plants appropriate to Indio



Landscape parking areas to avoid direct views of parking vehicles

- Landscaping should be placed so that it does not interfere with the lighting of the project area or restrict access to utilities (such as electrical boxes) or emergency apparatus (such as fire hydrants or fire alarm boxes). Keep landscaping in scale with adjacent buildings and/or appropriate size at maturity.
- Use trees and plants appropriate to Indio and the Coachella Valley region, and that have low maintenance requirements. Group plants in combinations to support desired design themes and based on common environmental conditions, such as soil type, water, sun, temperature, and precipitation, etc.
- Placing planters and pots in building recesses and adjacent to blank walls is encouraged as they provide visual interest and color accents, and enrich sidewalks, courtyards, and plazas. Planter and pot materials should complement the building's architectural design.

6.4.2 Public Spaces and Site Amenities

Public spaces include plazas, courtyards, pedestrian paseos, and gardens that are designed with public amenities and landscaping to provide shade, an opportunity to rest, adequate lighting, and relief from traffic noise.

- Incorporate courtyards, plazas, outdoor eating areas, mid-block pedestrian paseos, and other amenities into development designs.
- Make public spaces visible from the street or link them to the street via a clear circulation element, such as an open passage or covered arcade.
- Make site furniture (chairs, tables) simple in design so as to not detract from the surroundings. Design site furniture to maximize shade areas, yet also maintain overall site visibility. Wind-resistance umbrellas are encouraged to create shade areas and to minimize heat build-up.
- Visual treatments, such as decorative paving, that adds visual interest and a sense of place is encouraged in public spaces.
- Interpretive signs may be incorporated as an integral part of the design of pedestrian spaces, using design features that highlight the area's history and historical and natural environment.



Incorporate outdoor eating areas into development



Link outdoor spaces to the street via covered arcade



Add visual interest and a sense of place with decorative



Design features should add local meaning



Public art and design should encourage



Use low-level decorative lighting

- Public art and design features (interpretive features and signs, sculptures, etc.) that invite participation and interaction in public spaces are encouraged. Design features should add local meaning; interpret the local culture, environment and/or history; and capture or reinforce the unique character of place.

6.4.3 Lighting

- Use low-level decorative lighting to provide appropriate nighttime visibility for safety and pedestrian movement as well as accent detail.
- Where appropriate, design down-directed, exterior lighting as part of the overall architectural style of the building that highlights interesting architectural features. Lighting of full facades or roofs is discouraged.
- Lighting should not produce glare or spill over onto adjacent properties; consider the latest technical and operational energy conservation concepts in lighting designs.

6.4.4 Building Equipment and Services

- Locate refuse, storage, and equipment out of view from the public and/or screen it to the degree possible. Make screening devices compatible with the architecture, materials, and colors of the building(s) and incorporate creativity, art, and landscaping to enhance the desired character of the area.
- If all rooftop equipment is visible from the ground or upper stories of adjacent buildings, screen it well from view, using architectural materials and colors that are consistent with related buildings.



Incorporate creativity and art to enhance the character of the area



Locate refuse out of view from the public

6.5 COMMERCIAL SIGNS

Signs are important because they communicate the type of goods and services being offered at a particular establishment and also the quality of the businesses and the image of the community in general. Attractive, creative, and pedestrian-oriented signs will help create a more pleasing visual environment in Downtown Indio.

6.5.1 Sign Materials and Colors

Sign materials and colors should complement the materials and colors on the façade and the architectural style of the building.

- Appropriate sign materials may include:
 - Wood (carved, sandblasted, etched, properly sealed and painted or stained),
 - Tile (painted, sealed, inlaid tiles),
 - In certain cases, metal (formed, etched, cast, engraved, and properly primed or factory coated to protect against erosion),
 - Stucco, and
 - Decorative iron brackets or wood (preferred for sign hardware support).
- The selected materials should contribute to the legibility of the sign; for example, glossy finishes are often difficult to read because of glare and reflections.
- Sign materials should be very durable; paper and cloth signs are not suitable for outside use because they deteriorate quickly.

- Neon signs are appropriate if they are consistent with the historical character of the area in which they are located.
- Too many colors on a sign overwhelm the viewer's ability to process quickly what the sign is communicating. Limit use of accent colors to increase legibility, and limit colors to no more than three on a single sign.
- Contrast is an important influence on the legibility of signs; the most aesthetic and effective graphics are produced with light-colored letters and images on a dark, contrasting-colors background.

6.5.2 Encouraged Sign Types

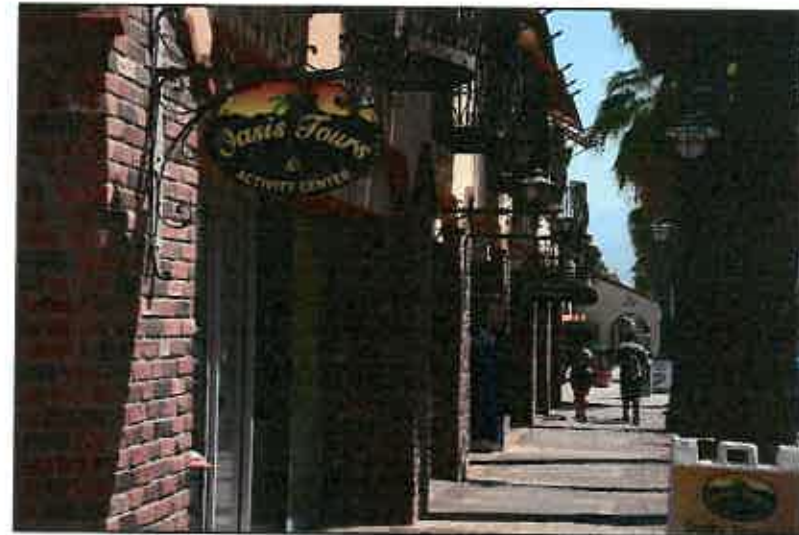
Roof signs, pole signs, and internally illuminated box signs are discouraged. The following sign types are encouraged for new projects in Downtown Indio.

A. Projecting Signs

- The use of small, pedestrian-oriented signs is strongly encouraged.
- Use projecting signs for ground floor uses only; on a multi-storied building, suspend the sign between the bottom of the second story windowsill and the top of the doors or windows of the first story. On a one-story building, position the top of the sign in line with the lowest point of the roof.
- The scale of projecting signs should not detract from the architectural character of the building.
- Hang projecting signs at a 90-degree angle from the face of the building, and use sign supports and brackets that are compatible with the design and scale of the building. Decorative iron and wood brackets are encouraged.



Use small, pedestrian-oriented signs



Use sign supports and brackets that are compatible with design of building



Window signs should primarily be individual letters



Glass-mounted graphic logos may also be applied



Limit the text to the business name and product or service

B. Hanging Signs

- Where overhangs or covered walkways exist, pedestrian-oriented hanging signs are encouraged. Hang signs over the pedestrian right-of-way.
- Keep hanging signs simple in design and avoid using them to compete with existing signage at the site, such as wall signs.

C. Window Signs

- Window signs should be primarily individual letters placed on the interior surface of the window and intended to be viewed from outside, with white and gold-leaf paint being the recommended colors. Glass-mounted graphic logos may also be applied, as long as they comply with the 25 percent limitation.
- Limit the text or sign copy of a window sign to the business name and a brief message identifying the product or service (e.g., “maternity wear” or “attorney”) or pertinent information (e.g., “reservations required”).

D. Wall Signs

- Locate a wall sign where the architectural features or details of the building suggest a location, size, or shape for the sign. The best location is generally a band or blank area between the storefront and the parapet.
- Wall signs should not project from the surface upon which they are attached more than that is required for construction purposes and, in no case, more than six (6) inches.
- Place new wall signs for individual businesses in a shopping center consistent with the location of signs for other businesses in the center or building, which will establish visual continuity among storefronts and create a unified appearance.
- For a new or remodeled shopping center or building, develop a comprehensive sign program for all signs in the center.
- Indirect or reverse channel halo lighting types are encouraged.



Wall signs should not project from the surface more than six inches



Best location is generally a blank area between the storefront and parapet

E. Awning Signs

- Awning signs should be placed only on the valance portion of the awning; the use of adhesive/press lettering is strongly discouraged; letter color should be compatible with the awning and the building color scheme.
- Carefully design the shape, design, and color of awnings to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, keep the design and color of all sign awnings consistent.
- Use only permanent signs that are an integral part of the canopy or awning. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in, consider using replaceable valances.



Letter color should be compatible with the awning and building color scheme



Use only permanent signs that are an integral part of the canopy or awning
Page 144

F. Monument/Freestanding Signs

- The sign area and height of the sign should be in proportion to the site and surrounding buildings; signs should not be overly large so as to be a dominant feature of the site.
- Place monument and freestanding signs perpendicular to the street so that the sight lines at entry driveways and circulation aisles are not blocked.
- Design monument and freestanding signs to create visual interest and complement their surroundings, incorporating architectural elements, details, and articulation.
- Incorporate materials and colors into the sign support structures that match or are compatible with materials and colors of the development the sign serves so it does not appear out of scale with its adjacent building(s).



Design monument and freestanding signs to create visual interest

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IMPLEMENTATION PROGRAM

7

Chapter 7 discussed the administrative procedures required for timely review and permitting of land use and development activity within the project area. This chapter also identifies the anticipated costs of public improvements and potential financing strategies to implement the public improvements.

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7.1 SPECIFIC PLAN PHASING

Future development and redevelopment of the Downtown Indio Specific Plan project area will occur over a multi-year timeline. Each land use will be phased in at the appropriate time in the life of the project, and will be active in the market area for an unspecified number of years, the exact period of which will depend on how each area within the Specific Plan evolves (i.e. how much in large developments and how much is on individual parcels). Future development and/or redevelopment in the Specific Plan area will be responsive to prevailing market conditions at the time of actual development, which makes forecasts of the timing and extent of future conditions challenging. The Downtown Indio Specific Plan will provide substantial guidance for future capital improvement programming and other City-initiated projects.

7.2 APPLICABILITY

The provisions of this chapter are applicable to the considerations of development activity and land use within the boundary of the Downtown Indio Specific Plan area. The regulations, development standards, and design guidelines as contained in the Specific Plan shall apply in their entirety in the review of new development proposals. However, in the review of proposals involving the modification of existing development, it is recognized that existing site conditions may constrain the extent to which these development standards and

guidelines can be met. Acceptable modifications for existing development are noted in their respective sections.

Administration of the Specific Plan from project entitlement through construction shall be done by the City of Indio Development Services Department. All decisions and/or interpretations as well as referrals to the Planning Commission applicable to the Downtown Specific Plan shall be made by the Development Services Director.

7.3 GENERAL PLAN AMENDMENTS

The City of Indio General Plan shall be amended concurrent with the adoption of the Downtown Indio Specific Plan to provide consistency between both documents. The following amendments to the General Plan shall occur:

- Necessary update to the General Plan Land Use Element, Housing Element, Circulation Element, and other related conforming amendments to the General Plan Land Use Map and General Plan Exhibits shall be performed to ensure that the Downtown Indio Specific Plan and the City General Plan, as amended, are internally consistent.

7.4 ZONING CODE/MAP AMENDMENTS

The Specific Plan shall be incorporated by reference in the City of Indio Municipal Code, Title XX. The Zoning Classification shall be defined as “Downtown Specific Plan”. The City of Indio Zoning Map shall be amended to identify the Specific Plan area “Downtown Specific Plan”.

7.5 ADMINISTRATION AND ENFORCEMENT

The provisions as set forth in the Downtown Indio Specific Plan shall be enforced by the Director of Housing and Economic Development. All officers, employees, and officials of the City of Indio who are vested with the duty or authority to issue permits or licenses shall conform with the provisions of this Specific Plan, and shall not issue any permit or license, or approve any use or building, which would be in conflict with this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be considered null and void.

7.6 RELATIONSHIP TO ZONING CODE

The provisions contained in this Downtown Indio Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions as set forth in the City of Indio Municipal Code. As part of the implementation of this Specific Plan, the City of Indio Municipal Code shall be amended to include the Specific Plan area zoning designation.

The Specific Plan provides all development standards and guidelines necessary to design a project, unless otherwise noted. Permit processing procedures (e.g., noticing, hearing, appeals, and expiration procedures) and enforcement procedures are provided in Municipal Code Title XX, unless otherwise noted. Where there is a conflict between the provisions in this Specific Plan and those in the Zoning Regulations and Municipal Code, the Specific Plan provisions shall prevail to the extent allowable under Federal or State law. Where there is no conflict, both shall be applied concurrently.

7.7 AMENDMENTS TO THE SPECIFIC PLAN

The Downtown Indio Specific Plan may be amended utilizing the procedure by which it was originally adopted. In addition, the amendment shall demonstrate that it meets the intent of the Specific Plan’s policy framework, including its Design

Guidelines and Specific Plan Objectives, or provide a finding that the amendment enhances the Plan or is necessary to implement the Plan. All sections or portions of the Specific Plan to be changed or that may be affected by the change must be included in the Specific Plan Amendment. A concurrent amendment to the General Plan would not be required provided the Director of Housing and Economic Development determines that substantive changes would not influence the goals, objectives, policies or programs of the City of Indio General Plan.

Allowing flexibility in the administration of the Specific Plan enhances the effectiveness of the Specific Plan as a comprehensive, “living” planning document. Minor modifications to the Specific Plan may be reviewed and approved by the Development Services Department by authority of the Development Services Director pursuant to the Zoning Regulations found in the Indio Municipal Code. Minor modifications will not require a formal Specific Plan amendment. Only the following list of modifications shall be considered minor:

- Changes in the location of infrastructure and public facilities (such as internal roads, drainage facilities, etc.);
- Minor change in roadway alignment and grade;
- Minor change of landscaping materials and/or locations, wall materials, wall alignment, and streetscape design as set forth in Chapter 6, Design Guidelines, which are intended to be flexible in nature;

- Deviations not exceeding 10 percent are allowed from the development standards set forth in Chapter 4, Land Use and Development Standards, subject to the discretion and approval of the Development Services Director;
- Clarification or conclusions relevant to land uses as determined by the Development Services Director or the Planning Commission;
- Other minor modifications similar to those listed above and deemed minor by the Development Services Director, which are in keeping with the intent of the Downtown Indio Specific Plan.

7.8 DEVELOPMENT REVIEW

Development Review procedures for the Specific Plan are contained in Chapter 4: Land Use and Development Standards of this Specific Plan. All non-residential and residential buildings shall be designed and developed in conformance with those development standards, guidelines, and provisions contained in this Specific Plan. All development projects will be required to undergo a Development Review Process and will require review and approval by the Development Services Director under the provisions contained in Chapter 4 of this Specific Plan.

7.9 SPECIFIC PLAN ENVIRONMENTAL COMPLIANCE

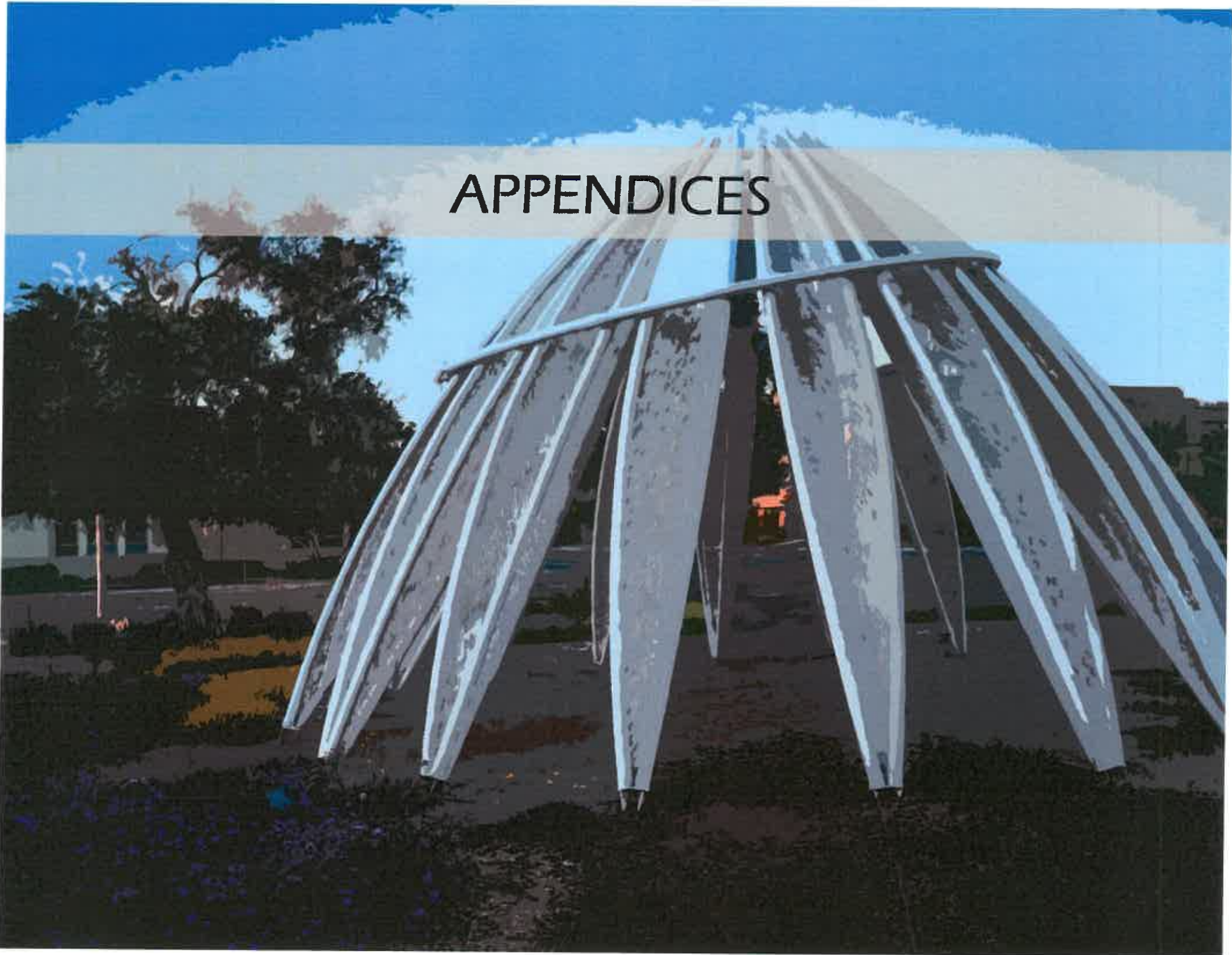
The Downtown Indio Specific Plan has been prepared in compliance with the California Environmental Quality Act (CEQA), which identifies potential impacts resulting from the proposed development and establishes mitigation measures that reduce them to a less than significant level, where feasible.

As the lead agency, the City of Indio will implement a monitoring program for the approved mitigation measures. To assist in this monitoring effort, a Mitigation Monitoring Program will be developed by the City as part of environmental findings and included in the Final Specific Plan approved by the Indio City Council. The approved Mitigation Monitoring program shall comply with the applicable section of the Indio Municipal Code.

7.10 SEVERABILITY

In the event that any regulation, condition, program, portion, or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court or competent jurisdiction, such portions shall be deemed a separate, distinct, and independent provision and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

APPENDICES



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APPENDIX A: ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

Appendix A provides a summary of allowable land uses and permit requirements. In addition to the permit requirements as shown in this Table, any other applicable discretionary approval or permit, as required by local, state or federal law shall apply.

For uses or activities not explicitly described in this table, the Development Services Director shall be granted the authority to make determination of the use type and the corresponding permit requirement.

The uses described in Table A-1 shall be permitted as a matter of right, in addition to applicable state and federal regulations, approvals or permits. These uses and activities shall be administered at the counter level through the Development Services Department and do not require additional discretionary review. The following is a complete listing of permit requirements identified as permitted (P), conditionally permitted (CUP) and not permitted (-) in the Specific Plan.

Table A-1 Allowable Uses and Permit Requirements		
Land Use	Permit Requirements	Reference and Notes
General Commercial		
Ambulance Service	—	
Animal Care		
Animal/pet sales	P	
Animal boarding & day care	ACUP	
Animal grooming, indoor only	P	
Animal medicine/veterinary	P	
Animal training	CUP	
Animal/pet supplies, indoor only	P	
Art Galleries/Museum	P	
Automobile Related Sales & Service		
Automobile repair & service	—	
Auto customization & service	—	
Auto parts & accessories	P	
Automobile sales, new & used	—	
Auto stereo/alarm installation	—	
Automobile carwash	—	
Banks and Savings and Loans	P	
Automated teller machines	P	
Drive thru teller	—	
Barbershops	P	
Beauty Shops & Nail Salons	P	
Billiards/Darts	P	
Billiard parlors – primary use	—	
Darts – accessory only	P	

Table A-1 Allowable Uses and Permit Requirements		
Bridal Shops	P	
Catering Services	P	
Carpet, Flooring & Tile, Retail Only	P	
Check Cashing & Cash Advance	—	
Child Day Care	ACUP	Refer to Title XV, Chapter 159.500, et. seq.
Copy Centers, Reproduction Centers	P	
Drive Thru – Component to Retail	—	Exception: Any parcel with exclusive access to Highway 111 shall be permitted drive-thru. Provided drive thru ingress and egress is located along Highway 111 frontage. .
Dry Cleaners	P	
DVD & Video Rental (no adult businesses)	P	
Fortunetelling	—	
Game Arcades	—	
Interior Decorating Showrooms	P	
Laundromats	ACUP	
Locksmiths	P	
Mailboxes, Mailroom, Postal Stores	P	
Massage Parlor	—	
Mortuary	—	
Museum/Art Galleries	P	
Optician, Optometrists, Optical Shops	P	
Outdoor Vendor Carts	CUP	
Pawn Shops	—	
Photography Studios	P	
Picture Frames – Sales/Service	P	
Recycling Facilities, Stand-Alone	ACUP	
Sporting Goods	P	
Storage, Wholesale or Retail	—	

Table A-1 Allowable Uses and Permit Requirements		
Tattoo Shops/Body Piercing	CUP	
Tire Stores, New or Used	CUP	
Tuxedo Shops, Sales & Rental	P	
Upholstery Shops	CUP	
Specialty Commercial		
Alcohol		
Cocktail lounge, bar, pub	CUP	ABC License, see code
On-site, accessory to food uses	CUP	ABC License, see code
Off-site sale, liquor, beer & wine	CUP	ABC License, see code
On-site, accessory all other uses	CUP	ABC License, see code
Antique Shops	P	Single tenant only. No shared use permitted.
Apparel and Clothing Stores	P	
Appliance Stores – Large, Retail Only	P	
Appliance Stores – Small, Retail Only	P	
Art Stores/Artist Supplies	P	
Bakeries, Retail Only	P	
Bicycle Shops	P	
Bookstores, New & Used	P	
Camera & Photography, Retail	P	
Candy & Confectionaries	P	
Computer Games/Accessories – Sales	P	
Convenience Stores/Mini Mart	CUP	
Costume Shops, Sales & Rental	P	
Drug & Pharmacy	P	
Dry Goods	P	
Electronics/Computers – Retail	P	
Food Uses – Retail (Non-Drive-Thru)		

Table A-1 Allowable Uses and Permit Requirements		
Coffeehouse/tea	P	
Delicatessens	P	
Food court/fast food	P	
Grocery, fresh produce/meat	P	
Health/organic/vitamins	P	
Ice cream, yogurt, smoothies	P	
Restaurants/cafés	P	
Fabric/Linens	P	
Florists/Floral	P	
Furniture/Home Goods	P	
Gift Shops/Stationery/Greeting Cards	P	
Gun Sales – Accessory Use	CUP	
Hardware/Home Improvement		
Less than 3,000 sq. ft. floor area	P	
3,001 sq. ft. floor area & greater	CUP	
Hobby & Crafts Sales	P	
Hotels & Motels	CUP	
Internet gaming	CUP	
Jewelry/Gems/Coins Sales	P	
Leather Goods/Luggage	P	
Liquor Stores (see Alcohol)	CUP	
Medical Supplies, Retail Only	P	
Microbrewery – On-Site (see Alcohol)	CUP	
Music		
Instrument sales – new or used	P	
Instrument repair – accessory	P	
Lessons – accessory	P	

Table A-1 Allowable Uses and Permit Requirements		
Lessons – primary	CUP	
Music supplies	P	
Recorded music – new or used	CUP	
Recording studio	CUP	
Sound equipment sales	P	
Office Supplies	P	
Outdoor Sales Area	CUP	
Paint & Wallcovering – Retail	P	
Party Supply Stores	P	
Patio/BBQ Furniture/Equipment	P	
Shoe Stores, Including Repair	P	
Smoke/Cigar Shop	CUP	
Surplus Stores	P	
Thrift Store	—	
Toy Store	P	
Trophy Shop	P	
Watch & Clock Sales/Repair	P	
Commercial Office/Administrative		
Administrative/Professional Offices	P	
Accountant/tax preparer	P	
Administrative offices, general	P	
Architecture/designer	P	
Attorneys/legal services	P	
Computer programming software	P	
Consulting offices	P	
Engineer	P	
Financial services	P	

Table A-1 Allowable Uses and Permit Requirements		
Insurance	P	
Real estate	P	
Travel agencies/ticket agencies	P	
Medical Offices		
Chiropractic	P	
Dental	P	
General & specialty medical	P	
Residential		
Home Occupations	P	Refer to Title XV, Chapter 159.000, et. seq.
Live-Work (no ground floor residential)	P	For Exceptions refer to Page 8-10.
Lofts	P	
Mixed-Use (no ground floor residential)	P	
Multiple-Family Residential <30 units	P	
Multiple Family Residential > 30 units	ACUP	
Senior Housing		
Other Uses/Miscellaneous		
Public Assembly Uses (such as fraternal halls/clubs, health/fitness centers, dance studios, karate/martial arts studio and theaters)	CUP	
Parking Lots/Parking Structures	P	
Public/Private Utility/Communication	P	
Private Storage/Mini Storage	—	
Swap Meet, Indoor & Outdoor	—	
Notes:		

APPENDIX B: BUSINESS IMPROVEMENT DISTRICT ANALYSIS

As a component to the Downtown Specific Plan process, a cursory level analysis was completed for the inclusion of a Business Improvement District (BID).

Background

The feasibility of a Business Improvement District in the Downtown area was requested by the City of Indio to provide an additional resource to further Downtown business success. The BID would provide the necessary management and guidance to pool resources for the mutual benefit of BID members.

Concurrent to the BID analysis, a Specific Plan for the Downtown area was being completed. The analysis of the Specific Plan provided a wealth of information for use in evaluating the feasibility of a BID in the Downtown.

Prior Efforts in the Downtown

The City of Indio has previously formed a Business Improvement District for the Downtown area, as contained in Chapter 161 of Title XV of the Indio Municipal Code. Chapter 161: Old Town Indio Business District provides the following topical areas for the establishment and management of the BID.

- Resolution of Intention, public hearing and findings
- Definitions
- Establishment of Boundaries
- Establishment of Board of Directors
- Purpose and use of benefit assessments
- Exclusions from benefit assessment
- New business assessment waiver
- Collection of benefit assessment
- Voluntary contribution to District
- Annual budget process
- Decisions regarding expenditure of funds
- District proceeds do not offset city services
- Public parking
- Disestablishment of the district

Although the City of Indio establishes the enabling legislation for the formation of the Old Town Business Improvement District, there was never a formal action by the property owners to establish a BID under the provisions of Chapter 161.4.

Our research concluded the establishment of the BID was not fully established for the following reasons;

1. There was not enough interest by existing business owners. This was in part due to absentee ownership of vacation parcels and structure.
2. There was not enough existing businesses to generate even a nominal revenue source for the BID.

3. There was a significant amount of vacant land and structures in the downtown area owned by the Redevelopment Agency.

Benefit Assessment Use of Funds

The existing Business Improvement District can utilize benefit assessments for the following improvements:

Acquisition, construction, installation or maintenance of any tangible property with an estimated useful life of five years or more including, but not limited the following improvements:

- Benches;
- Trash receptacles;
- Decorations;
- Façade Improvements;
- Permanent landscaping;

Activities, including but not limited to the following:

- Promotion of public events which benefit businesses in the area and which take place on or in public places within the area;
- Furnishing of music in any public place in the area;
- Activities which benefit businesses located and operating in the area, including but not limited to downtown shopping and promotional programs.

Influences Factors of the Downtown Indio Specific Plan

The adoption of the Downtown Indio Specific Plan will play an important role in the feasibility of a Downtown BID over time. Key considerations include:

- The amount of standalone residential development that occurs over time (they are excluded from benefit assessments)
- The structure of HOA’s for residential and mixed uses developments and the necessity for site by site property management,. Especially for commercial/residential mixed uses.
- The amount of land owned by the City of Indio and the relative speed by which these properties area disposed from City ownership.
- The speed by which vacant properties in the Specific Plan area entitled and constructed.

Conclusion

At this time, it is not recommended the BID for the downtown be fully instituted until the following:

1. The City of Indio disposes of current land holdings in the Downtown area.
2. New developments or tenants in the Downtown independently request the formation of a Board of Directors based upon need.
3. BID initial assessments have enough financial support by BID members to create a solvent financial position for the BID.

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APPENDIX C: MARKET ANALYSIS

The attached market analysis was conducted as part of the planning process.



City of Indio – Downtown Specific Plan Market & DOR Analysis

April 2017

*****DRAFT*****

Prepared By:
Kosmont Companies

1. Existing Market Conditions

- Economic & Demographic Profile
- Retail & Office Market Analysis
- Retail Demand Analysis
- Residential Analysis

2. Downtown Specific Plan Development Opportunity Reserve

- Background on Downtown Specific Plan
- Background on Development Opportunity Reserve
- Application of Development Opportunity Reserve within Downtown Specific Plan

Economic & Demographic Profile

Population & Household Demographics

Demographic Highlights

Population & Households

- Population of ~87,000 and ~26,000 households within the City in 2016
- Population of ~242,000 and ~84,000 households within 10 miles

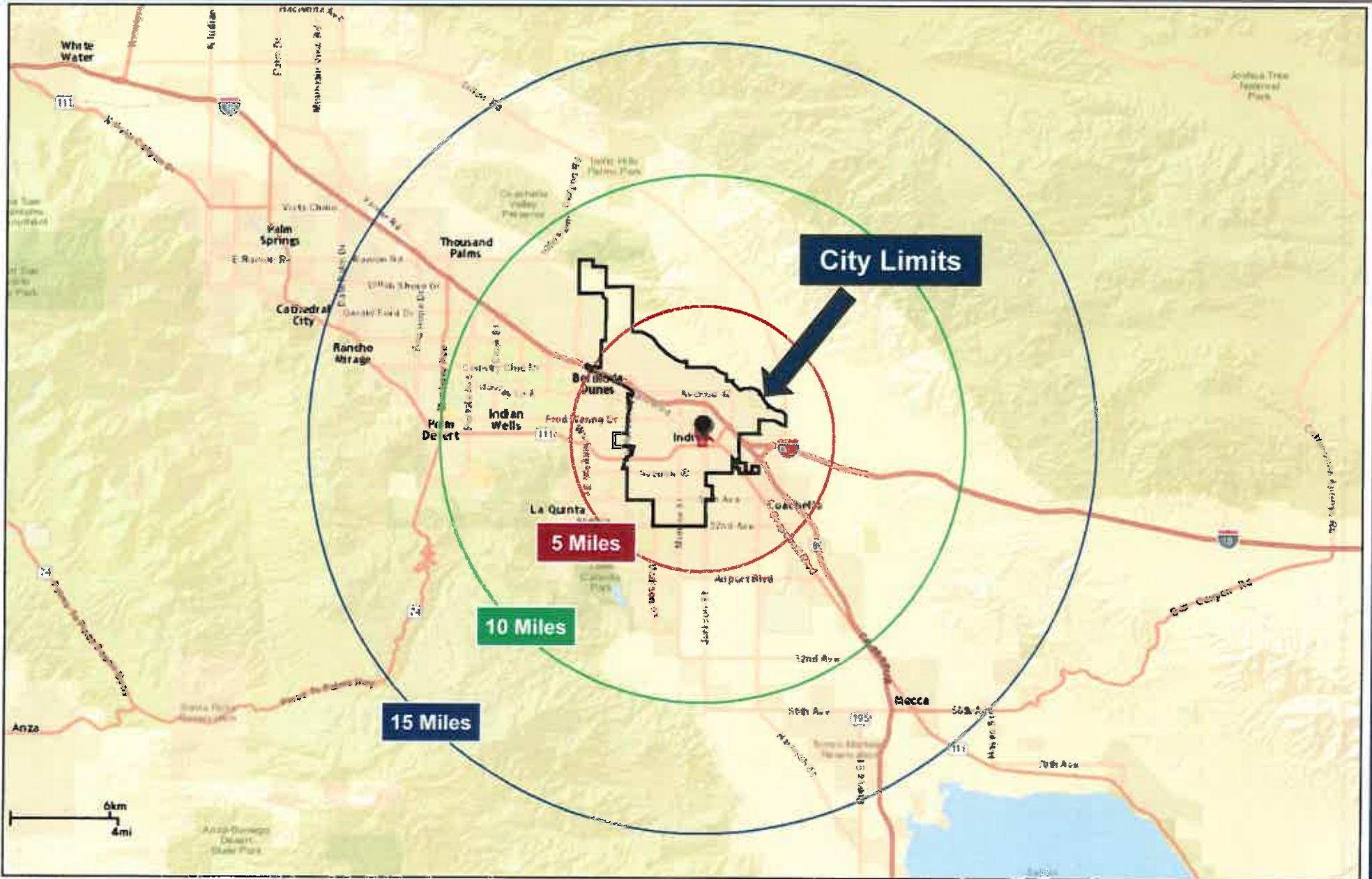
Income

- Avg. HH income ~\$72,000 in City and ~\$83,500 within 10 miles
- 0.86% annual growth projected for HH income over next 5 years in City

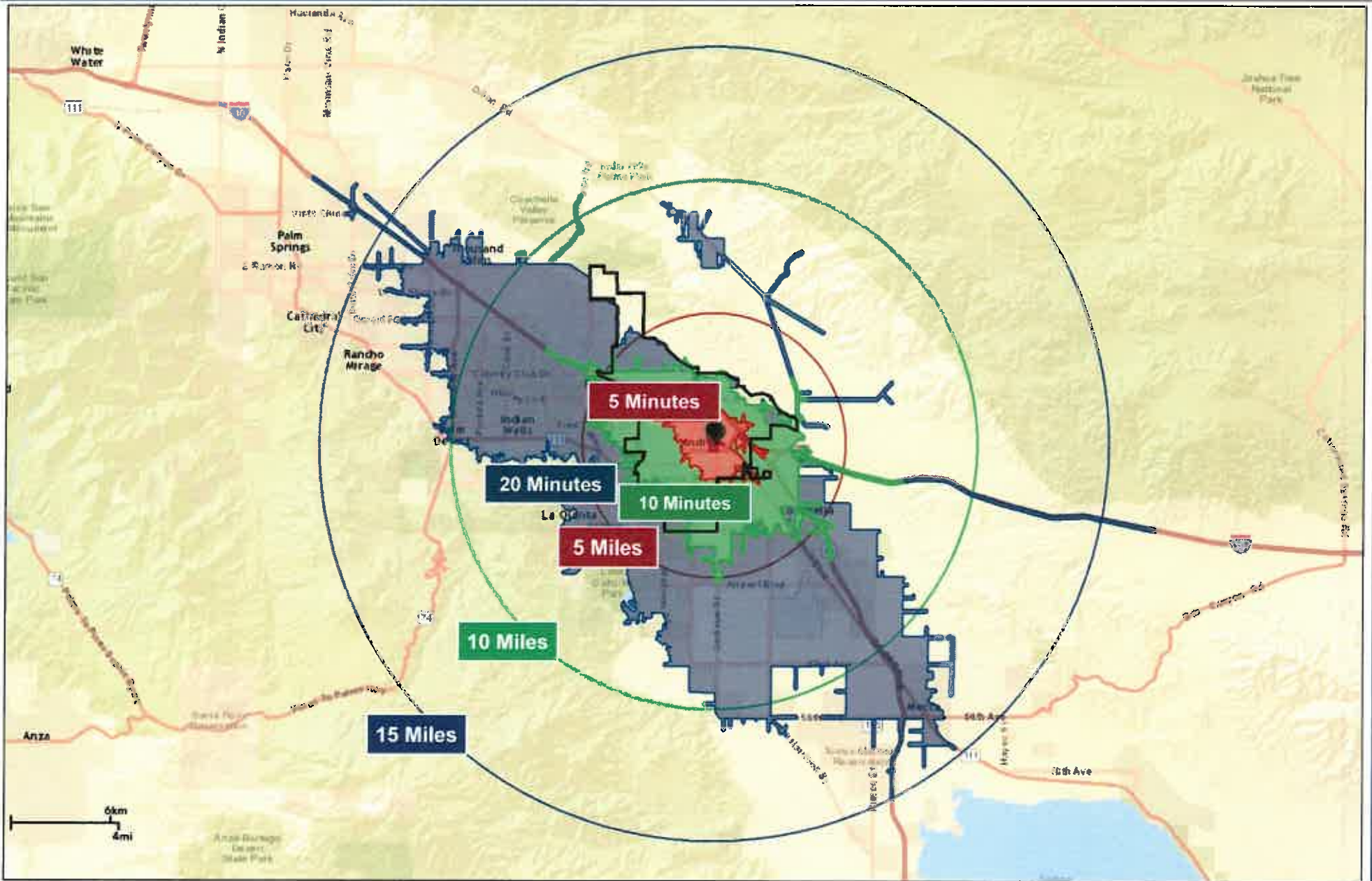
Other Demographic Characteristics

- Average household size of **3.25** in City
- Median age of **33.2** in City
- **18.1%** Bachelor's Degree or higher
- Race: ~60.4% White, ~39.6% other / two or more races
- Ethnicity: ~**69.8%** Hispanic Origin (Any Race) in City

Indio City Limits & Radii



Drive Times & Radii (From City Hall)



Population & Income (*City, County, State*)

<u>2016</u>	City of Indio	Riverside County	California
Population	86,544*	2,341,521	38,986,171
Households	26,333	724,521	13,029,292
Average HH Size	3.25	3.19	2.93
Median Age	33.2	34.4	35.8
% Hispanic Origin	69.8%	48.6%	39.4%
Per Capita Income	\$22,336	\$25,027	\$30,905
Median HH Income	\$53,183	\$58,155	\$62,554
Average HH Income	\$72,125	\$79,653	\$90,812
<u>2016-2021 Annual Growth Rate</u>			
Population	1.68%	1.22%	0.87%
Median HH Income	0.86%	1.82%	2.73%

Note: California Department of Finance Estimated City Population as 88,058 in 2016

Population & Income (*Radii*)

	Radii		
2016	5 Miles	10 Miles	15 Miles
Population	156,710	242,029	285,652
Households	46,351	83,991	108,671
Average HH Size	3.36	2.87	2.79
Median Age	32.3	38.6	40.2
% Hispanic Origin	70.8%	57.6%	55.8%
Per Capita Income	\$23,151	\$29,250	\$29,926
Median HH Income	\$54,807	\$55,505	\$53,502
Average HH Income	\$77,555	\$83,663	\$83,296
<u>2016-2021 Annual Growth Rate</u>			
Population	1.52%	1.32%	1.29%
Median HH Income	1.09%	1.27%	0.91%

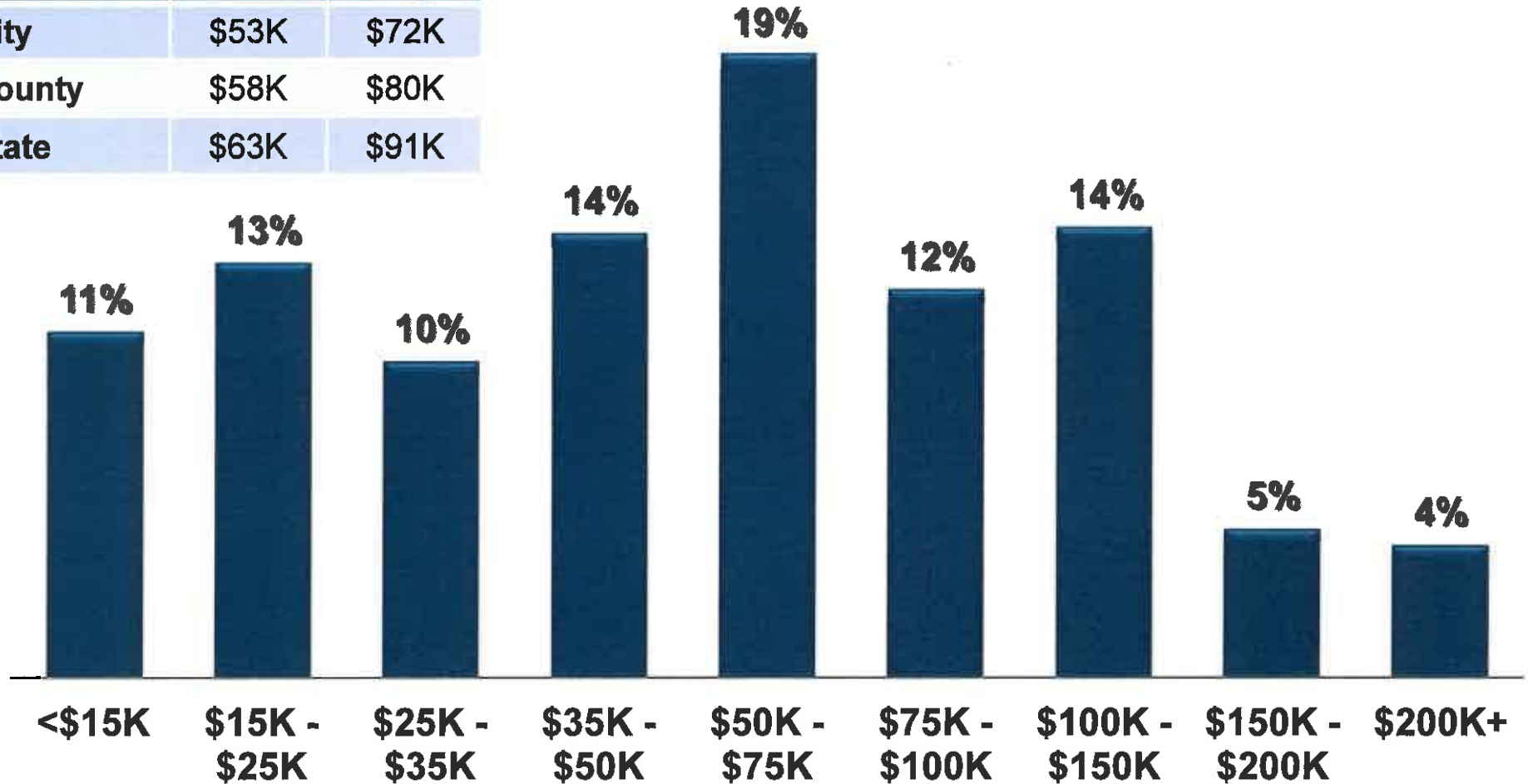
Population & Income (*Drive Times*)

	Drive Times		
<u>2016</u>	5 Minutes	10 Minutes	15 Minutes
Population	28,534	119,991	252,338
Households	7,406	34,929	86,292
Average HH Size	3.74	3.41	2.91
Median Age	28.0	32.0	37.9
% Hispanic Origin	88.5%	72.6%	59.1%
Per Capita Income	\$13,630	\$21,493	\$27,571
Median HH Income	\$35,458	\$53,205	\$53,434
Average HH Income	\$48,590	\$72,025	\$79,823
<u>2016-2021 Annual Growth Rate</u>			
Population	0.96%	1.38%	1.34%
Median HH Income	0.10%	0.88%	0.95%

Income Profile

City of Indio – 2016 Households by Income Bracket

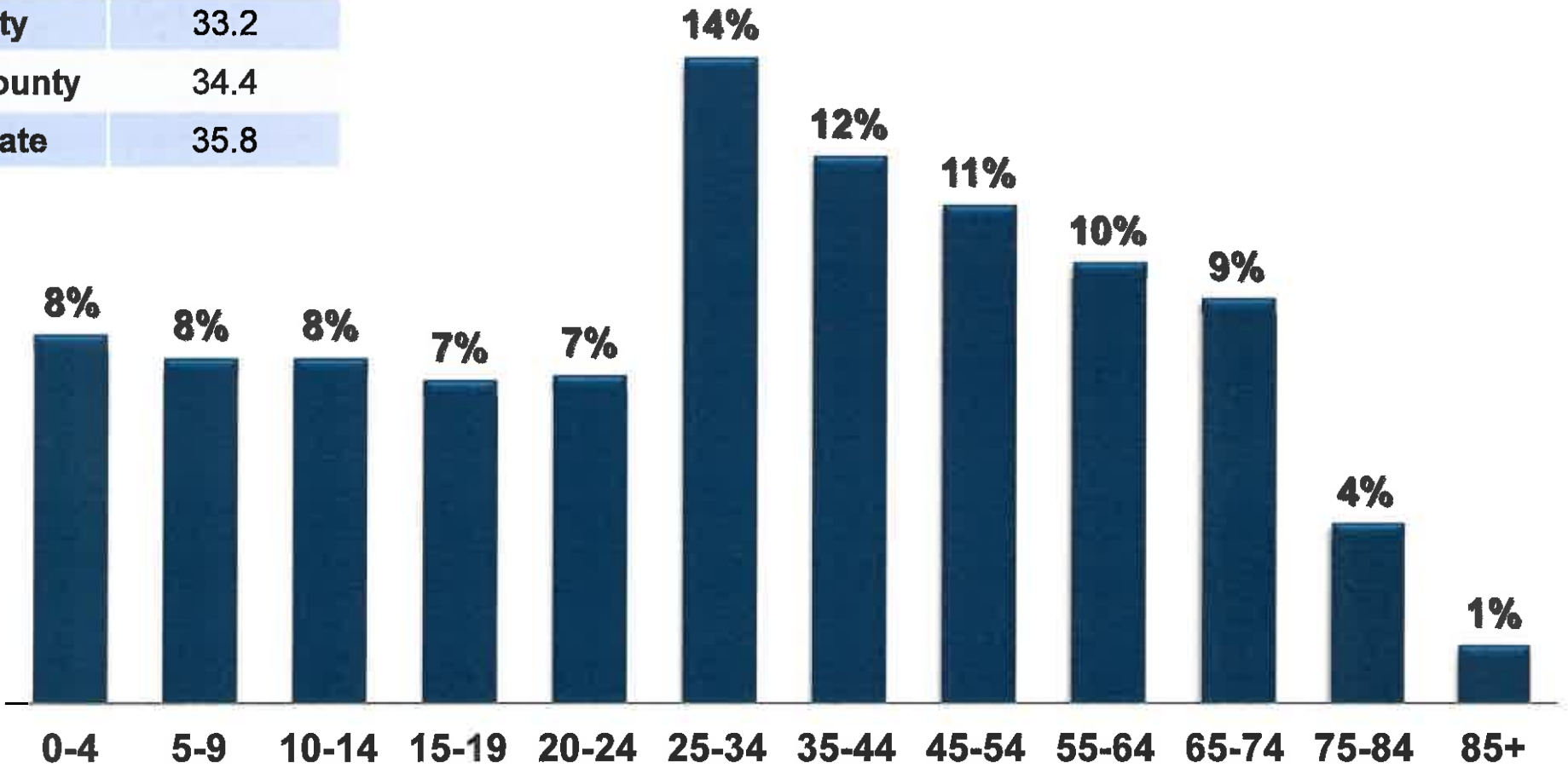
HH Income	Median	Avg.
City	\$53K	\$72K
County	\$58K	\$80K
State	\$63K	\$91K



Age Profile

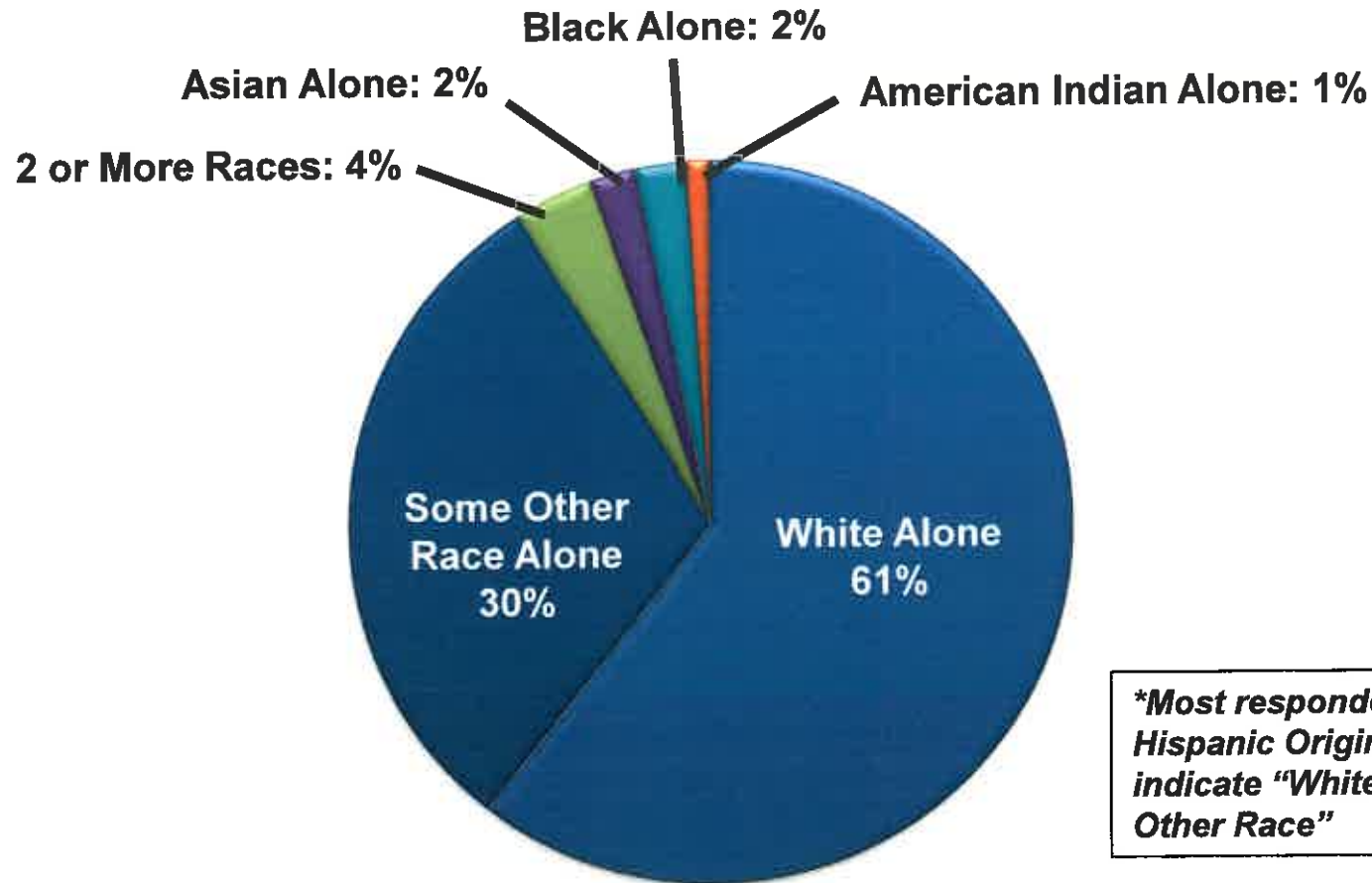
City Population by Age Bracket in 2016

	Median Age
City	33.2
County	34.4
State	35.8



Race & Ethnicity

City Population by Race & Ethnicity in 2016



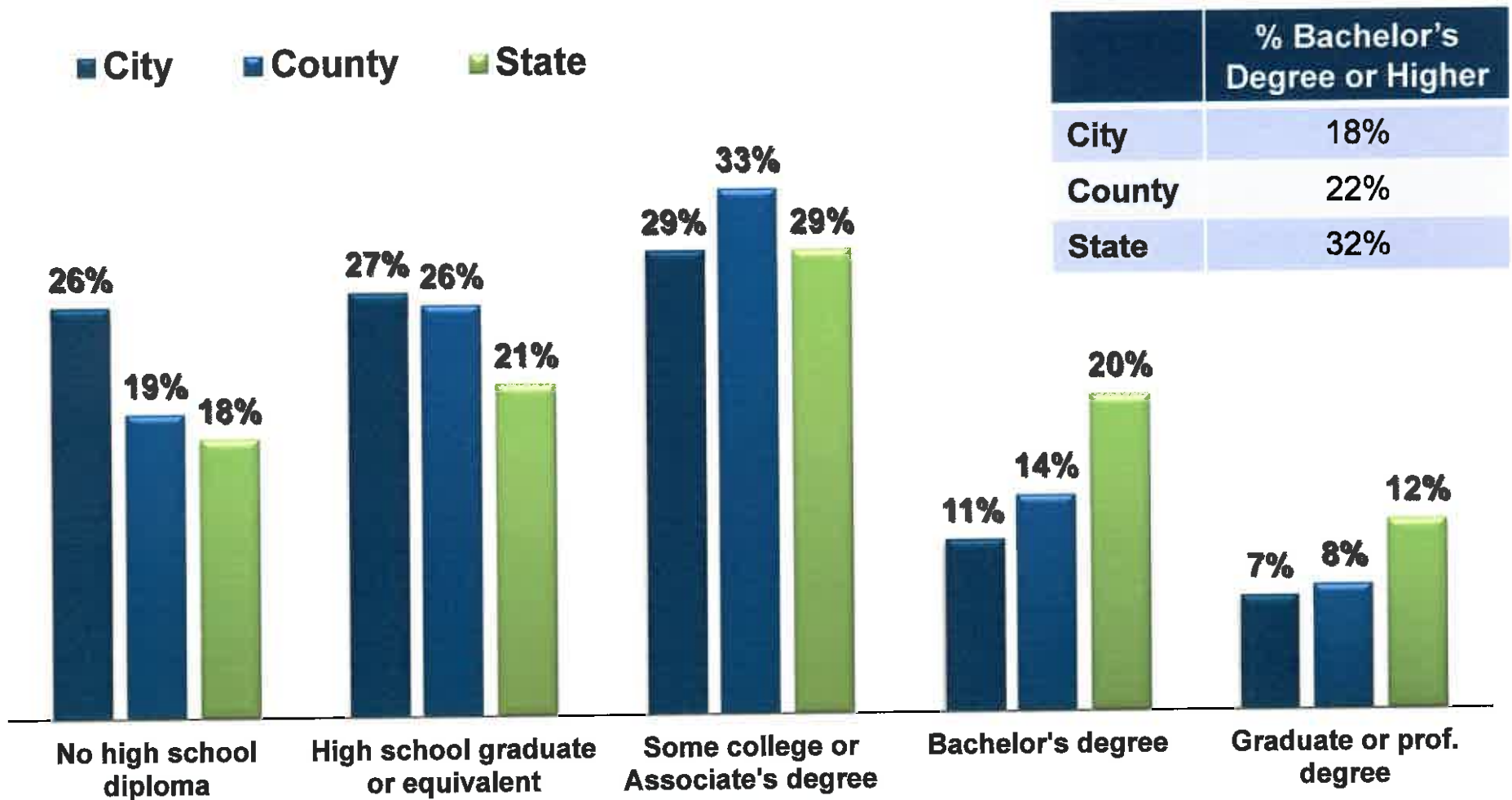
**Most respondents of Hispanic Origin additionally indicate "White" or "Some Other Race"*

Hispanic Origin of Any Race: 70%

Note: U.S. Census Bureau defines race and ethnicity as two separate and distinct identities. One Census question asks respondents which socio-political race (of categories in pie chart above) they associate most closely with, and a separate question asks whether they associate with "Hispanic, Latino, or Spanish origin" or not (defined as ethnicity).

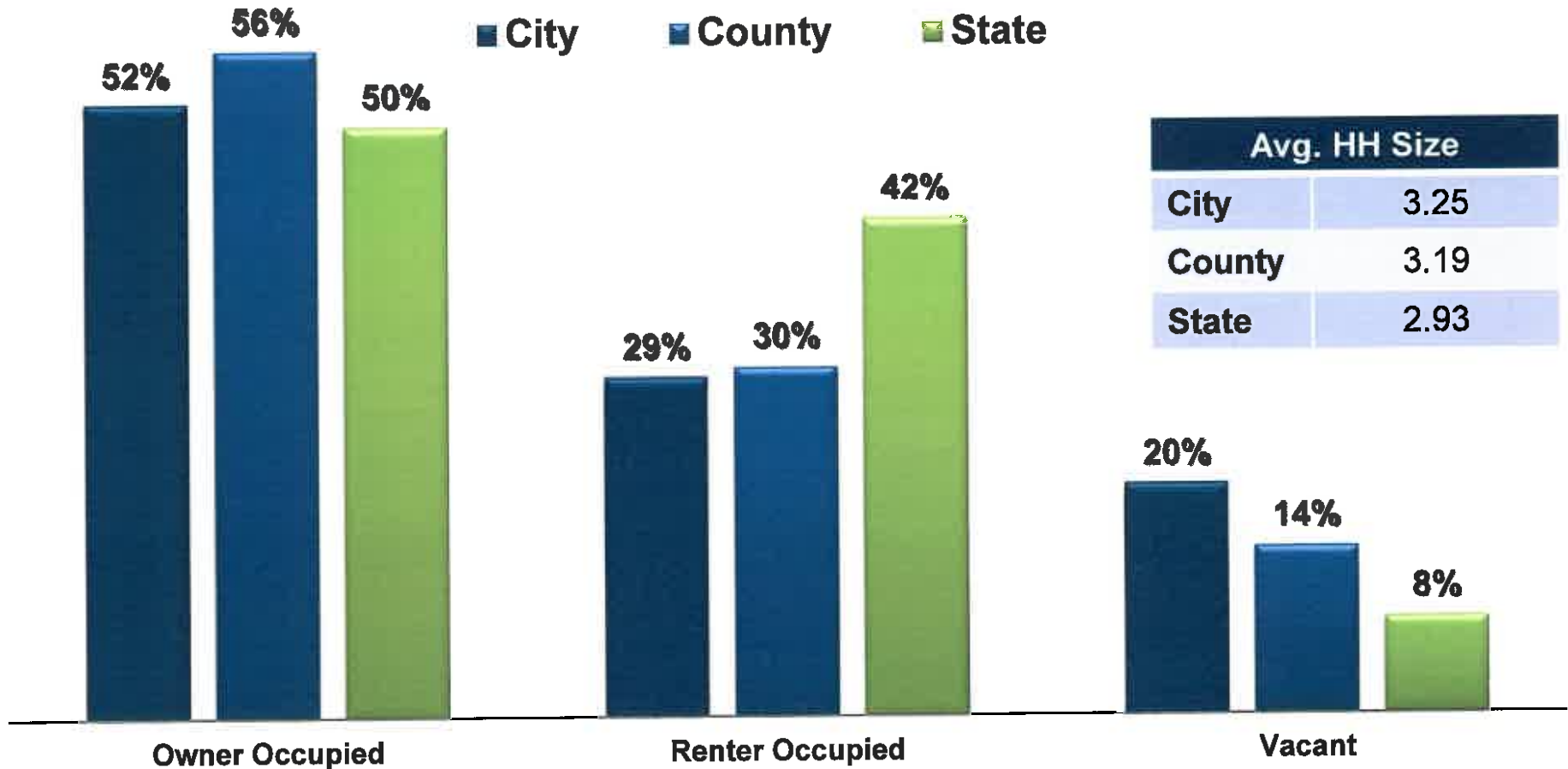
Educational Attainment

Population Aged 25+ by Educational Attainment



Housing & Household Size

Housing Breakdown (2016)



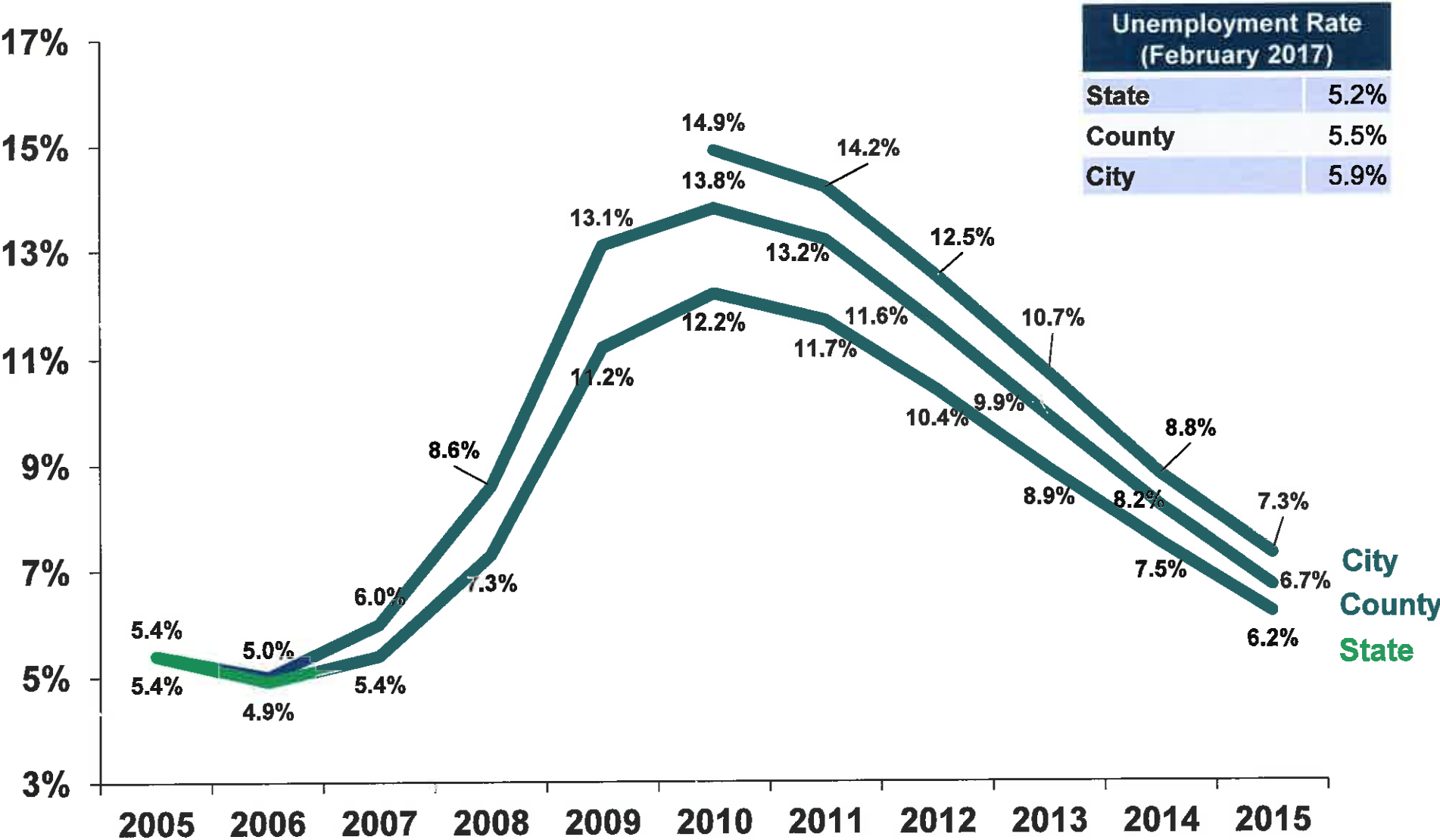
Population Segmentation Profile

Top "Tapestries" in City	Percent	Sample Characteristics
1. American Dreamers	17.4%	<ul style="list-style-type: none"> • Young families, children, multigenerational, ethn diverse • 'Affordable' single-fam home, higher unempl, dual income • Spend on necessities, them parks/zoo's, smart phones • Favor Taco Bell, Wendy's, Olive Garden, Denny's, IHOP
1. Up and Coming Families	15.5%	<ul style="list-style-type: none"> • Educated, young families, mobile and ethnically diverse • Dual income households, with low unemployment • Careful shoppers, aware of price, spend on rec & entert. • Single family homes, owner occupied, low vacancy
3. Las Casas	12.2%	<ul style="list-style-type: none"> • Young families, children, multigenerational, born abroad • Renters in apartments, higher unemployment, lower inc • Spend on baby products/apparel, Span media, soccer
4. Silver & Gold	9.7%	<ul style="list-style-type: none"> • Affluent, older married couple with resources and time • White, educated, retired, owner occ'd single-fam home • Spend on healthcare, travel, golf, boating, luxury cars
5. Southwestern Families	8.8%	<ul style="list-style-type: none"> • Young Hispanic families, multi-gen, single parent • blue-collar occupations and high unemployment • Spend on children prod, CVS, Marshalls, Sears, casino
6. Rural Resort Dwellers	5.9%	<ul style="list-style-type: none"> • Older, married couple, higher net-worth, lower income • Owner Occupied, single-family home, high vacancy • Favor hardware store

Economic & Demographic Profile

Unemployment & Employment by Industry

Unemployment

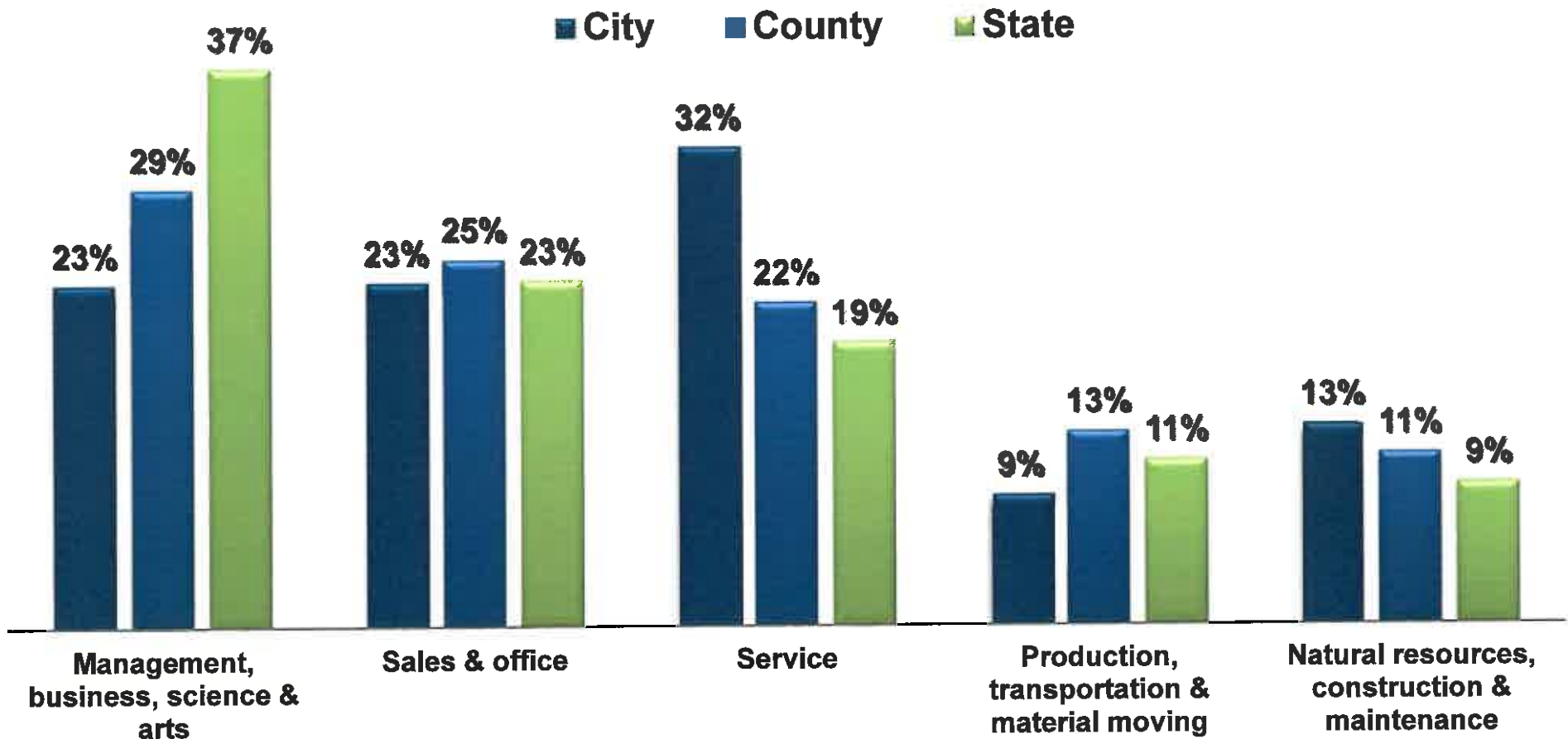


Note: Not seasonally adjusted; annual averages

Source: California Employment Development Department (2017)

Resident Employment by Occupation

Civilian Employed Population Age 16+ by Occupation



Employment by Industry

City Resident Employed Population (Age 16+)

Accommodation & Food Services	14.1%
Healthcare & Social Assistance	12.2%
Retail Trade	11.5%
Educational Services	9.3%
Waste Management & Remediation	7.2%
Arts, Entertainment & Recreation	7.1%
Construction	5.8%
Public Administration	5.4%
Agriculture, Forestry, Fishing & Hunting	5.1%
Other Services Except Public Admin	3.9%
Professional, Scientific, & Tech. Services	3.4%
Manufacturing	3.0%
Wholesale Trade	2.7%
Real Estate & Rental & Leasing	2.0%
Finance & Insurance	1.9%
Transportation & Warehousing	1.9%
Information	1.4%
Utilities	1.3%
Mgmt of Companies & Enterprises	0.7%
Mining, Quarrying, Oil & Gas Extraction	0.1%

“Industries in which City residents work”

Workers Employed within City

Retail Trade	15.6%
Construction	11.9%
Accommodation & Food Services	11.6%
Health Care & Social Assistance	10.8%
Arts, Entertainment, & Recreation	10.4%
Educational Services	8.5%
Waste Management & Remediation	5.5%
Agriculture, Forestry, Fishing & Hunting	4.8%
Real Estate and Rental & Leasing	4.1%
Other Services Except Public Admin	3.3%
Public Administration	3.2%
Wholesale Trade	2.3%
Manufacturing	2.2%
Professional , Scientific, & Tech Services	2.1%
Finance & Insurance	1.2%
Information	1.1%
Transportation & Warehousing	0.8%
Utilities	0.2%
Mining, Quarrying, Oil & Gas Extraction	0.1%
Mgmt of Companies & Enterprises	0.1%

“Jobs in the City”

Source: U.S. Census Bureau Center for Economic Studies (2017, 2014 Data)

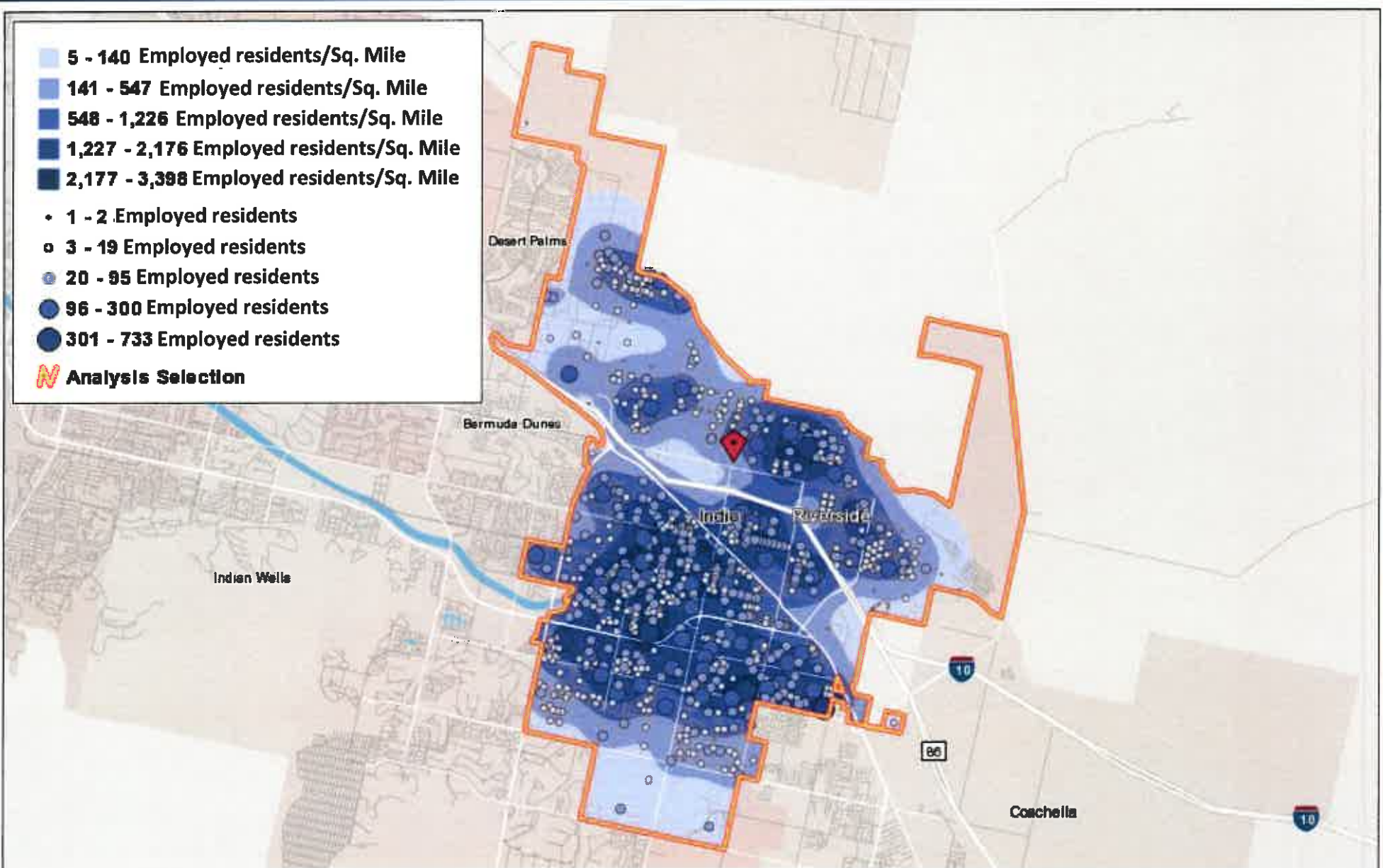
Select Major Employers within the City

<i>(Listed Alphabetically)</i>
Cardenas Market
County of Riverside
<u>City of Indio</u>
Desert Sands Unified School District
Fantasy Springs Resort Casino
Granite Construction
Home Depot
John F. Kennedy Memorial Hospital
Kirkpatrick Landscaping Service
Mathis Brothers Furniture
PHB Contracting Inc
Riverside Superior Court
Ralphs
Super Target
Tidwell Concrete Construction

Note: Listed alphabetically

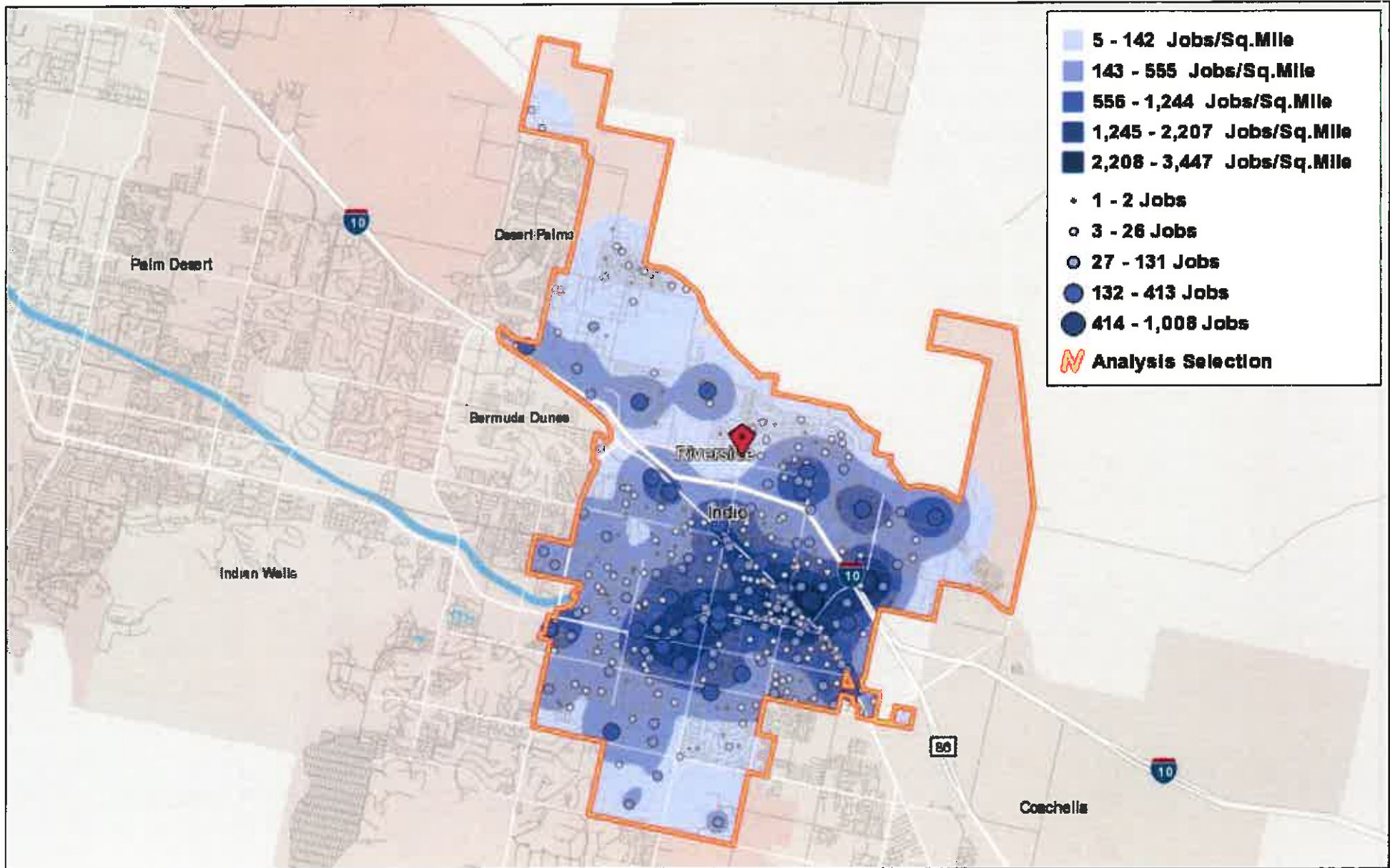
Source: City of Indio, ESRI, Dun & Bradstreet (2016)

Resident Concentration Within City



Source: U.S. Census Bureau Center for Economic Studies (2017, 2014 Data)

Employment Concentration Within City



Source: U.S. Census Bureau Center for Economic Studies (2017, 2014 Data)

Resident & Employee Commute

Employed Resident Place of Work

Indio	14.2%
Palm Desert	12.4%
La Quinta	7.9%
Palm Springs	5.4%
Coachella	5.3%
Rancho Mirage	5.2%
Indian Wells	2.7%
City of Riverside	2.4%
City of Los Angeles	2.4%
San Diego	2.2%
Other	39.9%

“Where City residents work”

City Employee Origin

Indio	26.8%
Coachella	12.6%
La Quinta	7.1%
Palm Desert	4.7%
Cathedral City	3.6%
Bermuda Dunes	1.9%
City of Los Angeles	1.8%
Desert Hot Springs	1.8%
Palm Springs	1.7%
San Diego	1.5%
Other	36.5%

“Where people who work in the City come from”

Source: U.S. Census Bureau Center for Economic Studies (2017, 2014 Data)

Worker Inflow / Outflow

“Are jobs coming or going?”

Working Coming (Inflow):	10,337
Workers Going (Outflow):	22,875
Net:	(12,538)

Workers employed in the City but living outside

10,337

Workers living in the City but employed outside

22,875

3,791

Workers living & employed in the City

Source: U.S. Census Bureau Center for Economic Studies (2017, 2014 Data)

Summary: Demographics and Employment

- Relatively young, Hispanic and ethnically diverse population; larger than average household size
- Lower incomes than found in broader region and State
- Social tapestry suggests preference for single family homes
- Higher unemployment than County and State, with most workers in the City employed in accommodation / food services, healthcare / social assistance, retail, and education
- Many residents are employed in Indio, Palm Desert, La Quinta, Palm Springs

Retail & Office Market

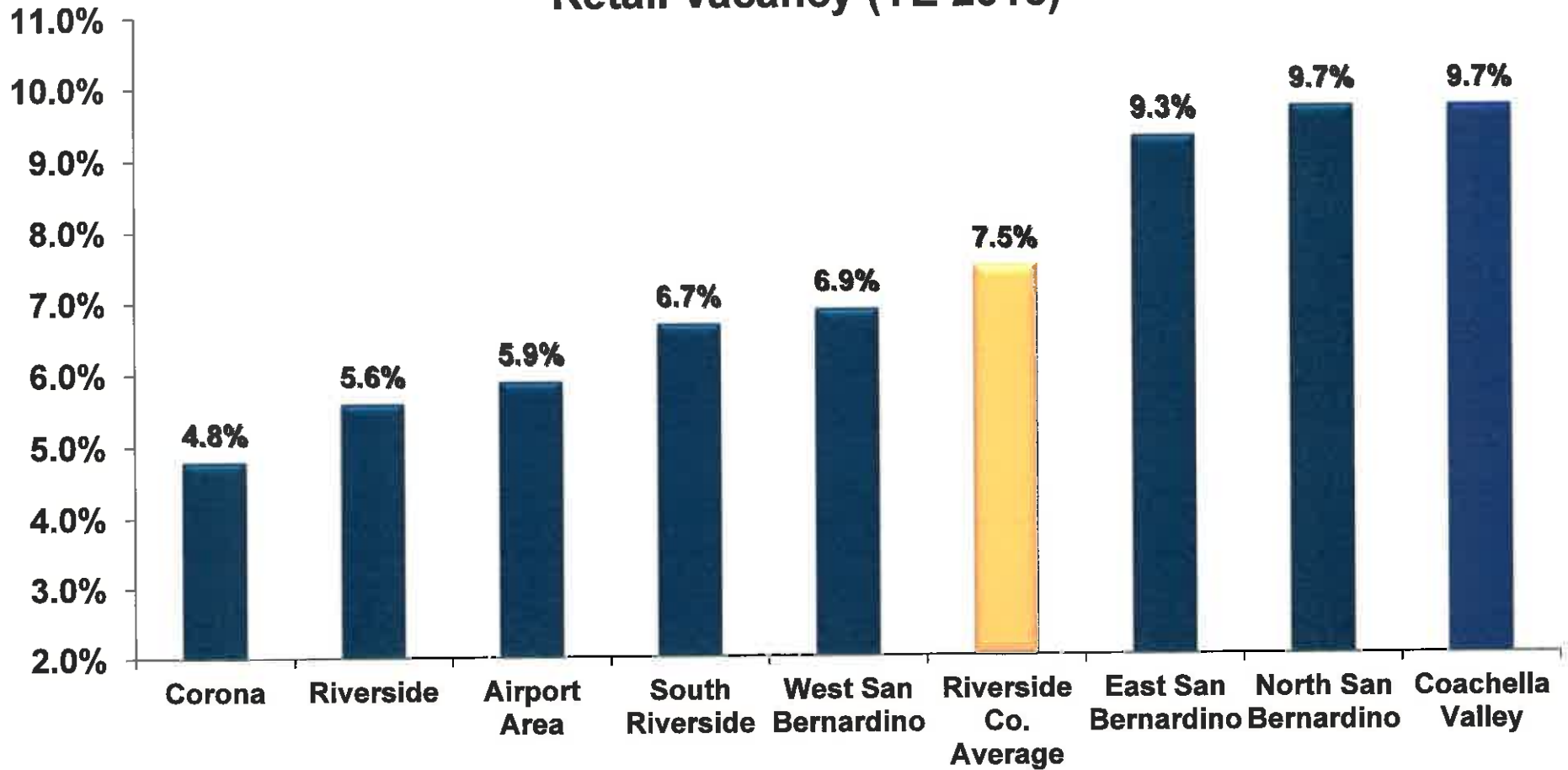
Supply, Vacancy & Lease Rates

Supply, Vacancy & Lease Rates

- Supply, vacancy, and lease rates for retail uses are compared between major Southern California markets
- City retail vacancy rate **below** Coachella Valley submarket but **above** Riverside County averages, with retail rents **below** submarket average and Riverside County
- In addition to Indio, the Coachella Valley submarket also includes:
 - *Bermuda Dunes CDP*
 - *Cathedral City*
 - *Coachella*
 - *Desert Hot Springs*
 - *Indian Wells*
 - *Indio Hills CDP*
 - *La Quinta*
 - *North Palm Springs**
 - *Palm Desert*
 - *Palm Springs*
 - *Rancho Mirage*
 - *Thermal CDP*
 - *Thousand Palms CDP*
 - *Whitewater CDP*

Retail Vacancy - Inland Empire Submarkets

Retail Vacancy (YE 2016)



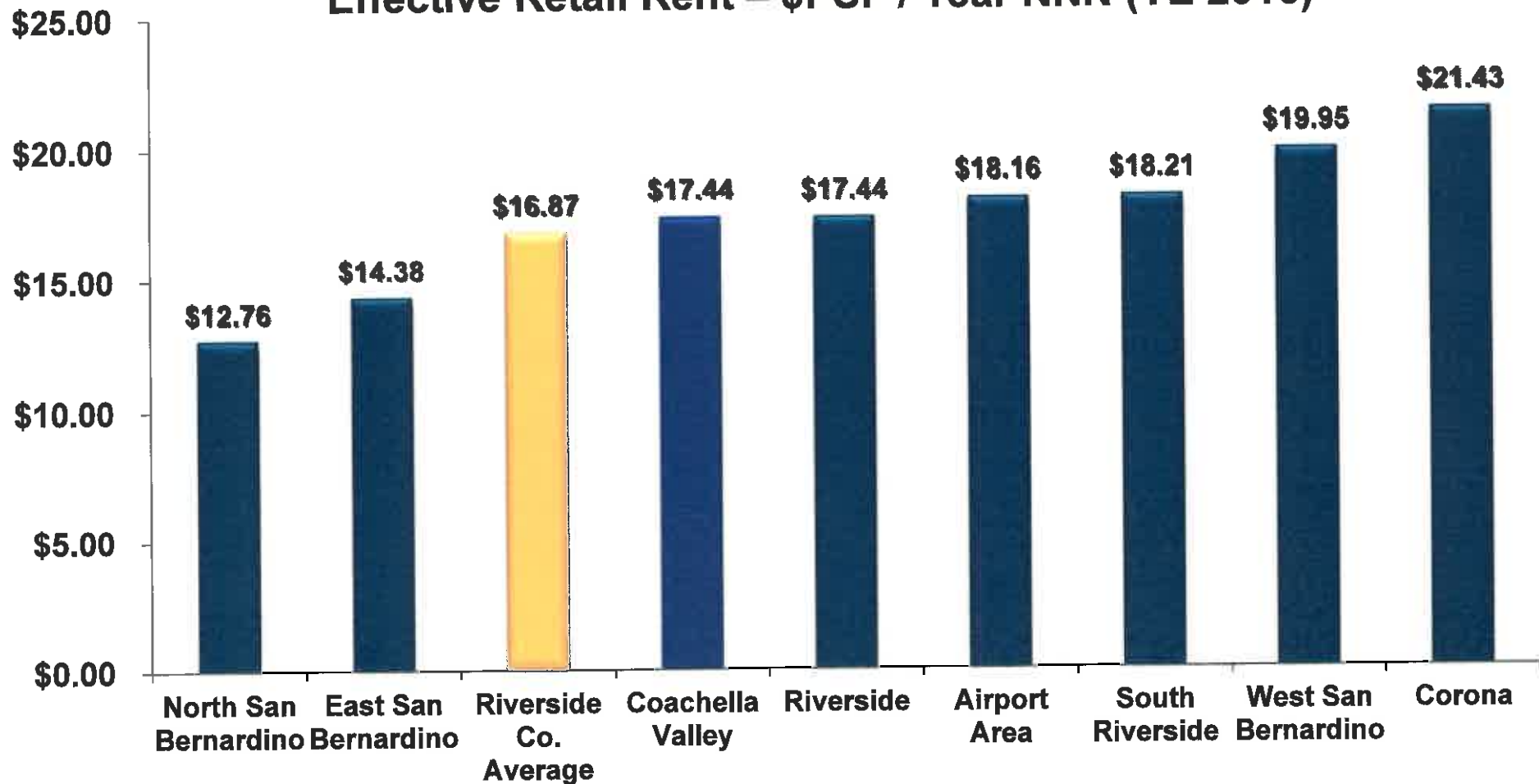
Total Gross Leasable Area (GLA) in millions of SF:

6.3	35.0	25.1	30.8	16.7	187.4	29.6	17.6	26.4
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Note: CoStar include Indio in the Coachella Valley submarket for retail; Indio Market = 4.3 M square feet

Retail Lease Rate - Inland Empire Submarkets

Effective Retail Rent – \$PSF / Year NNN (YE 2016)



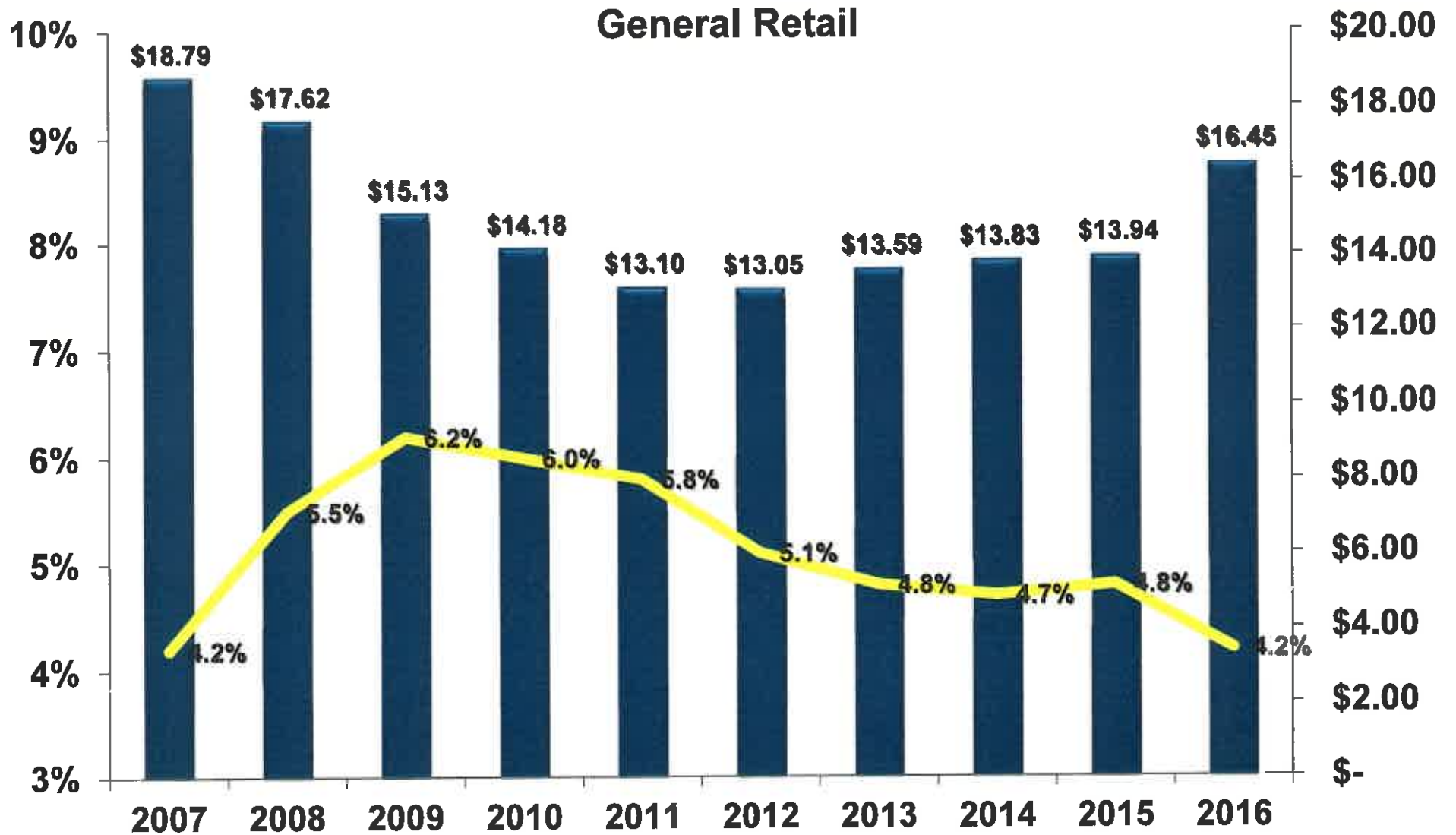
Total Gross Leasable Area (GLA) in millions of SF:

17.6	29.6	187.4	26.4	35.0	25.1	30.8	16.7	6.3
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Note: CoStar includes Indio in the Coachella Valley submarket for retail; Indio Market = 4.3 M square feet

Source: CoStar (2017)

Retail Vacancy & Lease Rate Trend



Note: Lease Rate is Quoted Rate Per Square Foot Per Year

Source: CoStar (2017)

Coachella Valley Retail Sub-Market Detail

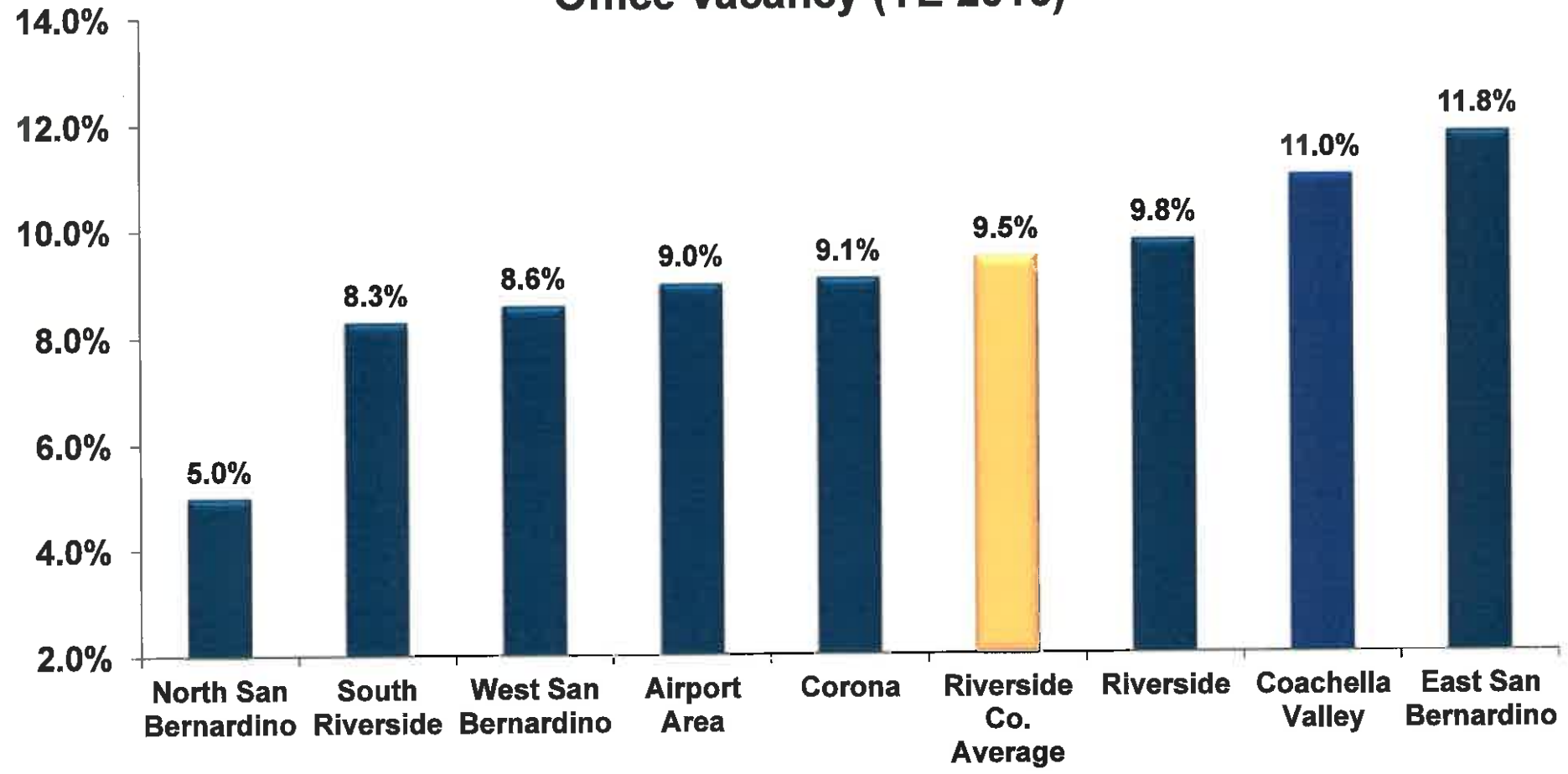
Retail Type	Buildings	G.L.A.	Vacancy	Asking NNN Rates
General Retail	1,246	8.1M SF	7.2%	\$18.79
Mall	4 Centers	2.2M SF	11.3%	\$11.23
Power Center	8 Centers	3.6M SF	11.7%	\$15.88
Shopping Center	226 Centers	12.1M SF	14.2%	\$16.33
Total Retail	2,054	26.4M SF	11.4%	\$16.45

G.L.A. = Gross Leasable Area

Source: CoStar (2017)

Office Vacancy - Inland Empire Submarkets

Office Vacancy (YE 2016)

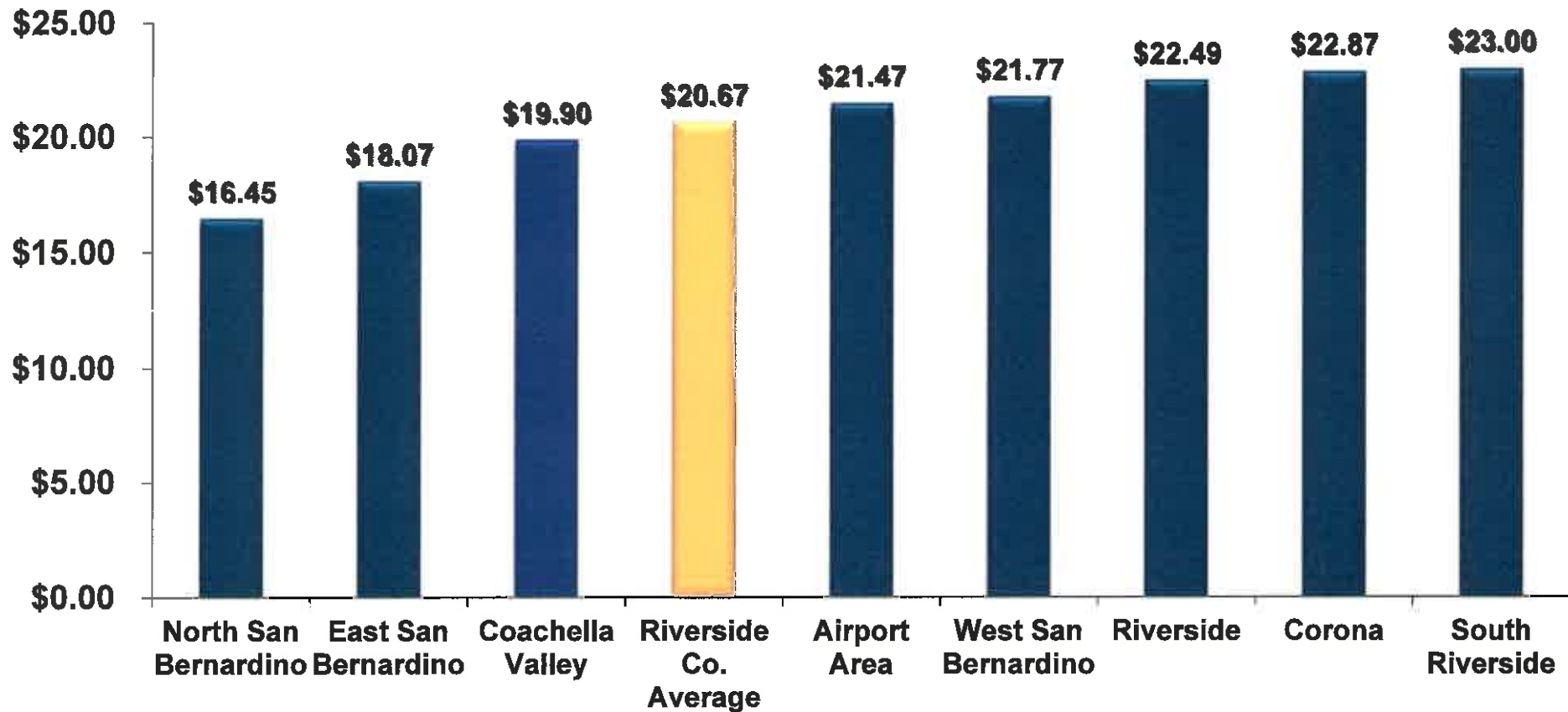


Total Rentable Building Area (RBA) in millions of SF:

5.8	8.7	4.2	13.1	3.6	73.3	14.0	8.3	15.6
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Office Lease Rate - Inland Empire Submarkets

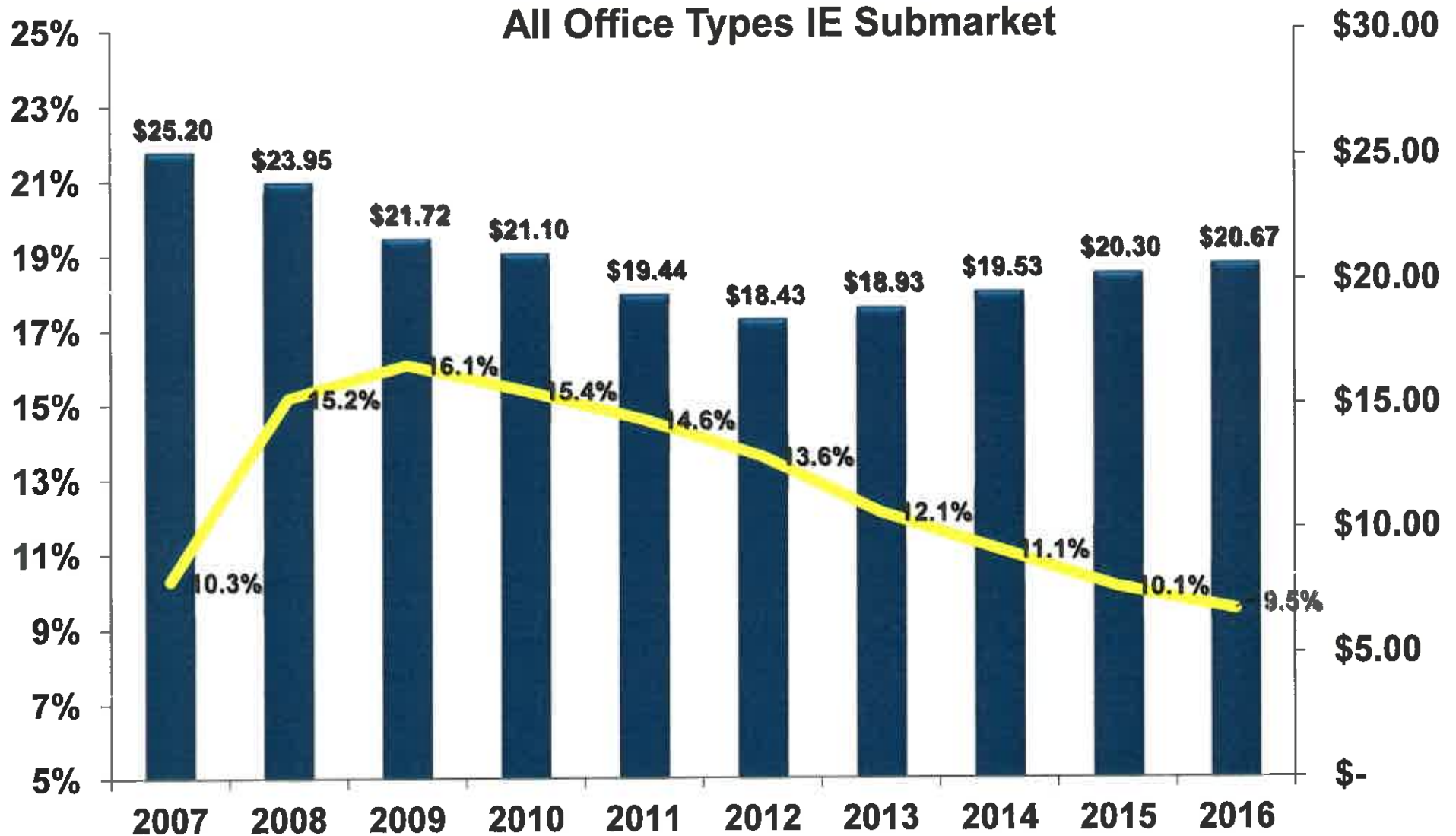
Effective Office Rent – \$PSF / Year (YE 2016)



Total Rentable Building Area (RBA) in millions of SF:

5.8	15.6	8.3	73.3	13.1	4.2	14.0	3.6	8.7
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Office Vacancy & Lease Rate Trend



Note: Lease Rate is Quoted Rate Per Square Foot Per Year

Source: CoStar (2017)

Coachella Valley Office Sub-Market Detail

Office Type	Buildings	R.B.A.	Vacancy	Quoted Rate
Class A	97	8.5M SF	11.1%	\$25.98
Class B	3,045	44.6M SF	10.4%	\$20.73
Class C	3,050	20.2M SF	7.0%	\$15.96
Total Office	6,192	73.3M SF	9.5%	\$20.67

G.L.A. = Gross Leasable Area

Source: CoStar (2017)

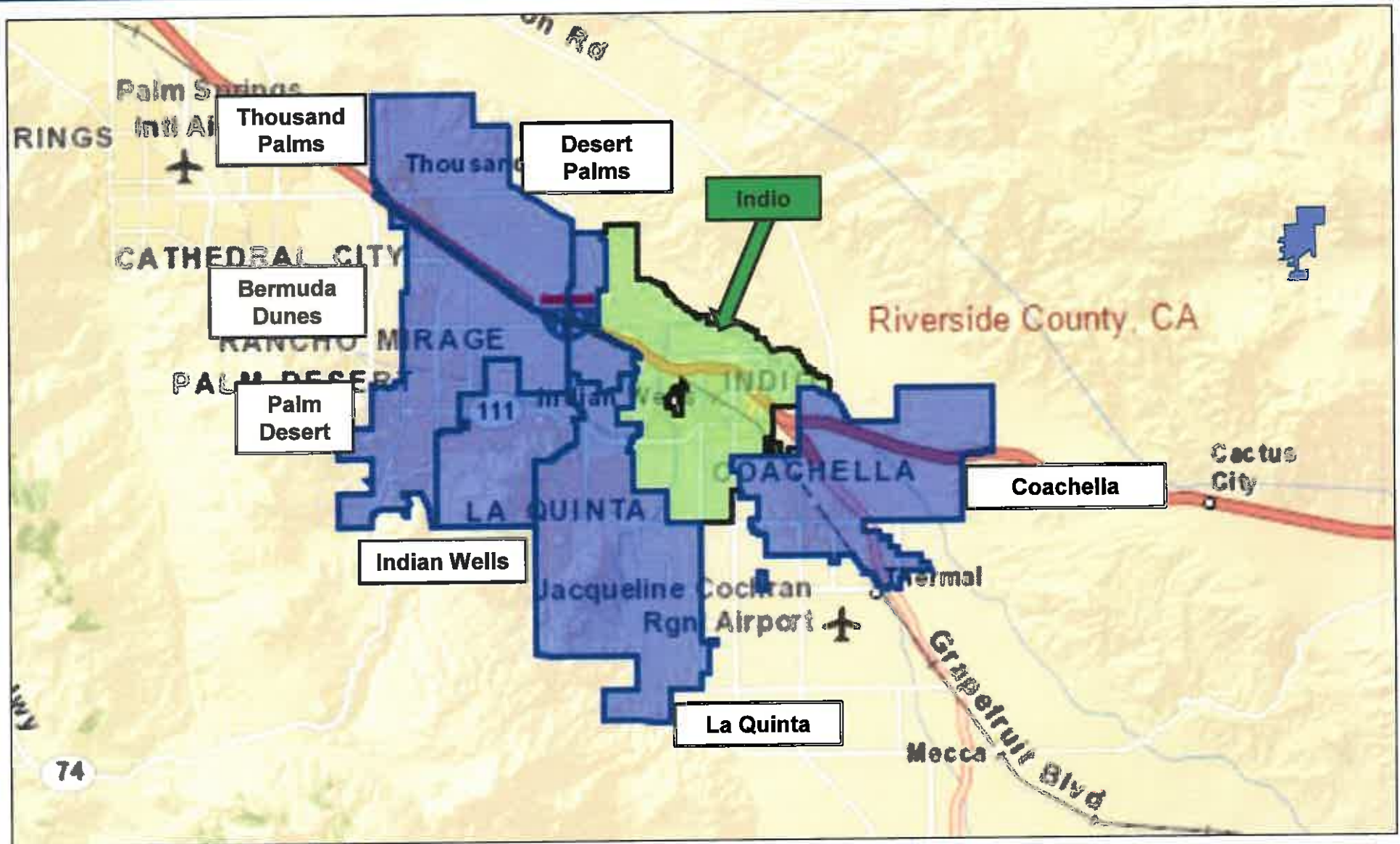
Retail Demand Analysis

Sales Performance

Retail Sales Performance

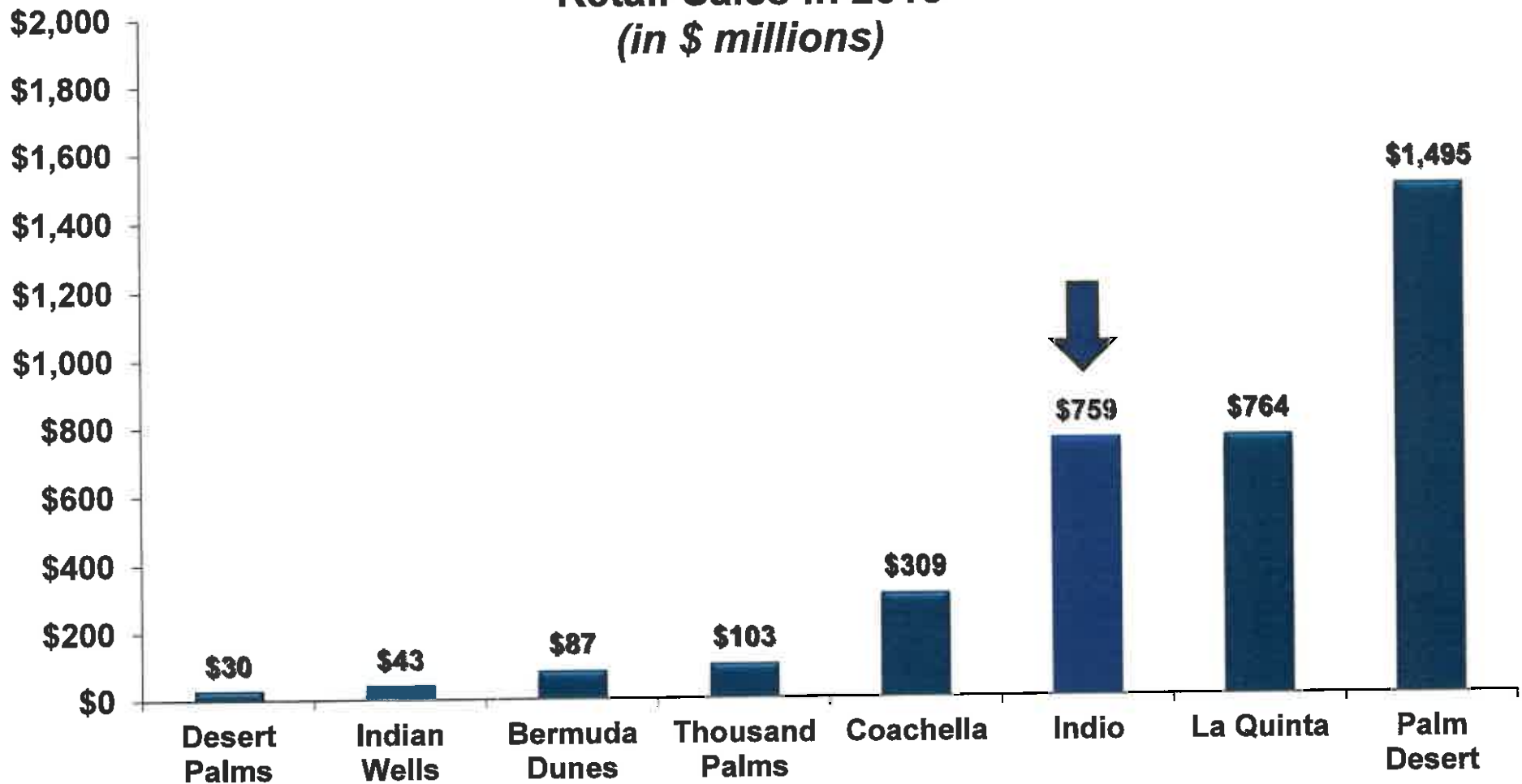
- Consumer spending across retail categories is totaled and normalized for population within the City and comparison regions for the purpose of evaluating potential sales leakage / capture across jurisdictions
- Retail sales per capita for the City (~\$9,300) is below average when compared to other Riverside County cities and the overall County average (~\$12,392)
- Higher performing sales categories include furniture & home furnishing stores and building materials & supply store sales
- Lower performing retail categories include apparel, gasoline stations, general merchandise, sporting goods, miscellaneous goods (office, florist, used), electronics, auto dealers, and restaurants.

Indio & Comparison Cities



Retail Sales - Indio & Comparison Cities

Retail Sales in 2015
(in \$ millions)

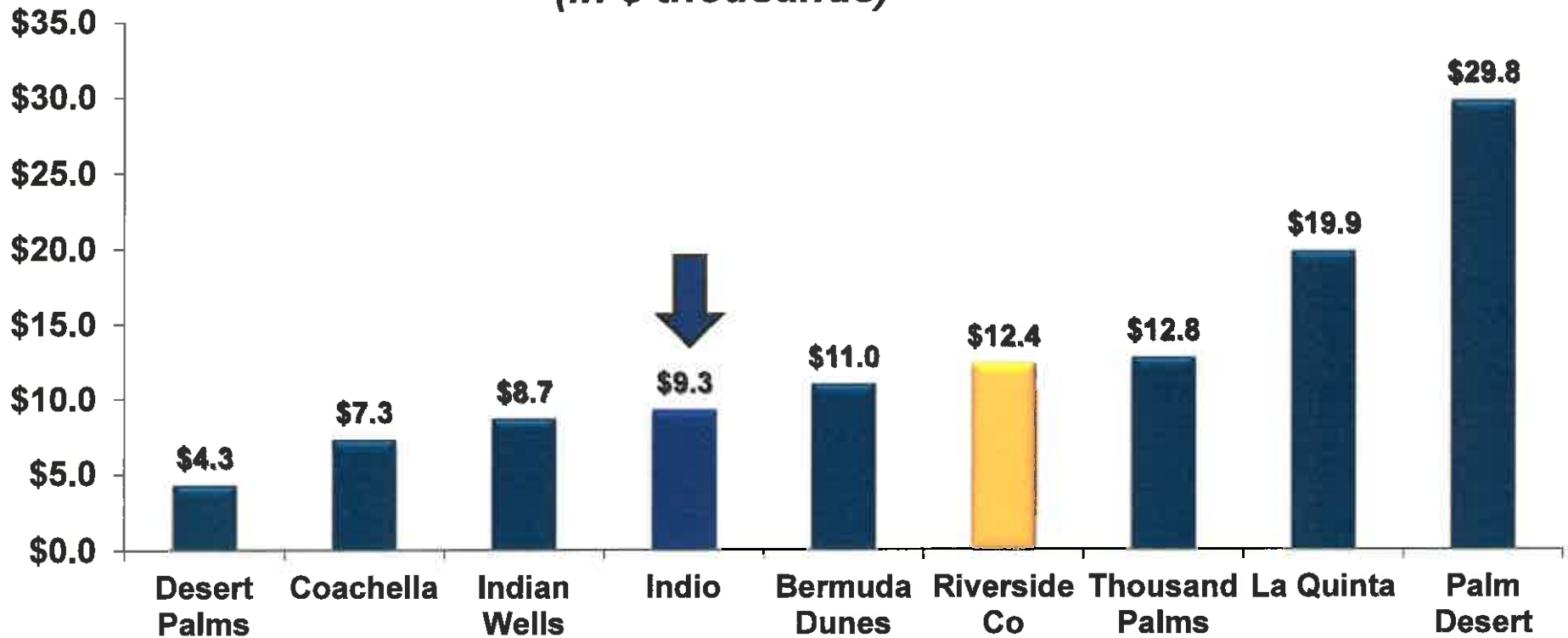


2015 Population (000s):



Per Capita Sales - Indio & Comparison Regions

Per Capita Retail Sales in 2015
(in \$ thousands)



2015 Population (000s):

50.2	42.6	5	81.4	8	2,302.4	8	38.5	50.2
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Retail Category Definitions

- **Shopper Goods / GAFO** (*General Merchandise, Apparel & Accessories, Furniture & Other Sales*)
 - Clothing & Clothing Accessories Stores
 - General Merchandise Stores
 - Furniture & Home Furnishings Stores
 - Health & Personal Care Stores
 - Sporting Goods, Hobby, Book & Music Stores
 - Electronics & Appliance Stores
 - Miscellaneous Store Retailers (incl. Office Supply)
- **Convenience Goods**
 - Food and Beverage (Grocery Stores)
 - Food Service and Drinking Places (Restaurants & Bars)
- **Heavy Commercial Goods**
 - Building Materials (Home Improvement)
 - Auto Dealers & Supplies
 - Gasoline / Service Stations
- Non-Store Retailers (e.g., Online Shopping & Mail-Order)

Note: Retail Categories delineated by NAICS / California Board of Equalization

Per Capita Retail Sales by Category

Per Capita Retail Sales	Indio	Palm Springs	Coachella	Indian Wells	Thousand Palms	La Quinta	Palm Desert	Riverside Co	Bermuda Dunes	Cathedral City
Shopper Goods (GAFO):										
Clothing & Accessories Stores	\$236	\$668	\$303	\$454	\$187	\$367	\$4,762	\$560	\$67	\$177
General Merchandise Stores	\$1,686	\$2,515	\$257	\$79	\$463	\$8,221	\$6,897	\$2,202	\$9	\$1,926
Furniture & Home Stores	\$466	\$731	\$164	\$71	\$210	\$336	\$1,391	\$306	\$773	\$746
Health & Personal Care Stores	\$759	\$1,571	\$489	\$645	\$284	\$390	\$1,673	\$134	\$1,519	\$489
Sporting Goods, Hobby, Book Stores	\$152	\$437	\$91	\$129	\$377	\$410	\$1,239	\$258	\$99	\$35
Electronics & Appliance Stores	\$159	\$294	\$83	\$675	\$3,574	\$655	\$1,030	\$422	\$242	\$68
Miscellaneous Store Retailers	\$301	\$1,118	\$1,531	\$389	\$553	\$895	\$1,434	\$639	\$434	\$399
Total GAFO	\$3,759	\$7,335	\$2,920	\$2,441	\$5,648	\$11,273	\$18,425	\$4,522	\$3,133	\$3,840
Convenience Goods:										
Food & Beverage Stores	\$2,015	\$2,449	\$1,782	\$2,882	\$717	\$2,227	\$5,184	\$1,782	\$2,197	\$2,405
Food Services & Drinking Places (Restaurants)	\$921	\$3,670	\$822	\$3,072	\$1,713	\$1,971	\$3,517	\$1,184	\$1,252	\$1,154
Total Convenience	\$2,936	\$6,118	\$2,604	\$5,954	\$2,430	\$4,198	\$8,701	\$2,967	\$3,450	\$3,559
Heavy Commercial:										
Bldg Materials, Garden Equip. Stores	\$672	\$1,131	\$365	\$133	\$883	\$904	\$852	\$859	\$1,312	\$511
Motor Vehicle & Parts Dealers	\$1,520	\$3,019	\$413	\$0	\$1,709	\$2,892	\$945	\$2,404	\$2,752	\$8,498
Gasoline Stations	\$393	\$1,470	\$942	\$0	\$2,173	\$585	\$728	\$573	\$377	\$660
Total Heavy Commercial	\$2,584	\$5,620	\$1,719	\$133	\$4,766	\$4,381	\$2,525	\$3,636	\$4,440	\$9,669
Non-store Retailers	\$43	\$65	\$23	\$143	\$0	\$0	\$103	\$791	\$18	\$17
Total Retail	\$9,322	\$19,138	\$7,266	\$8,671	\$12,844	\$19,852	\$29,754	\$1,804	\$11,041	\$17,085

Key: Indicates higher value for Indio

Indicates lower value for Indio

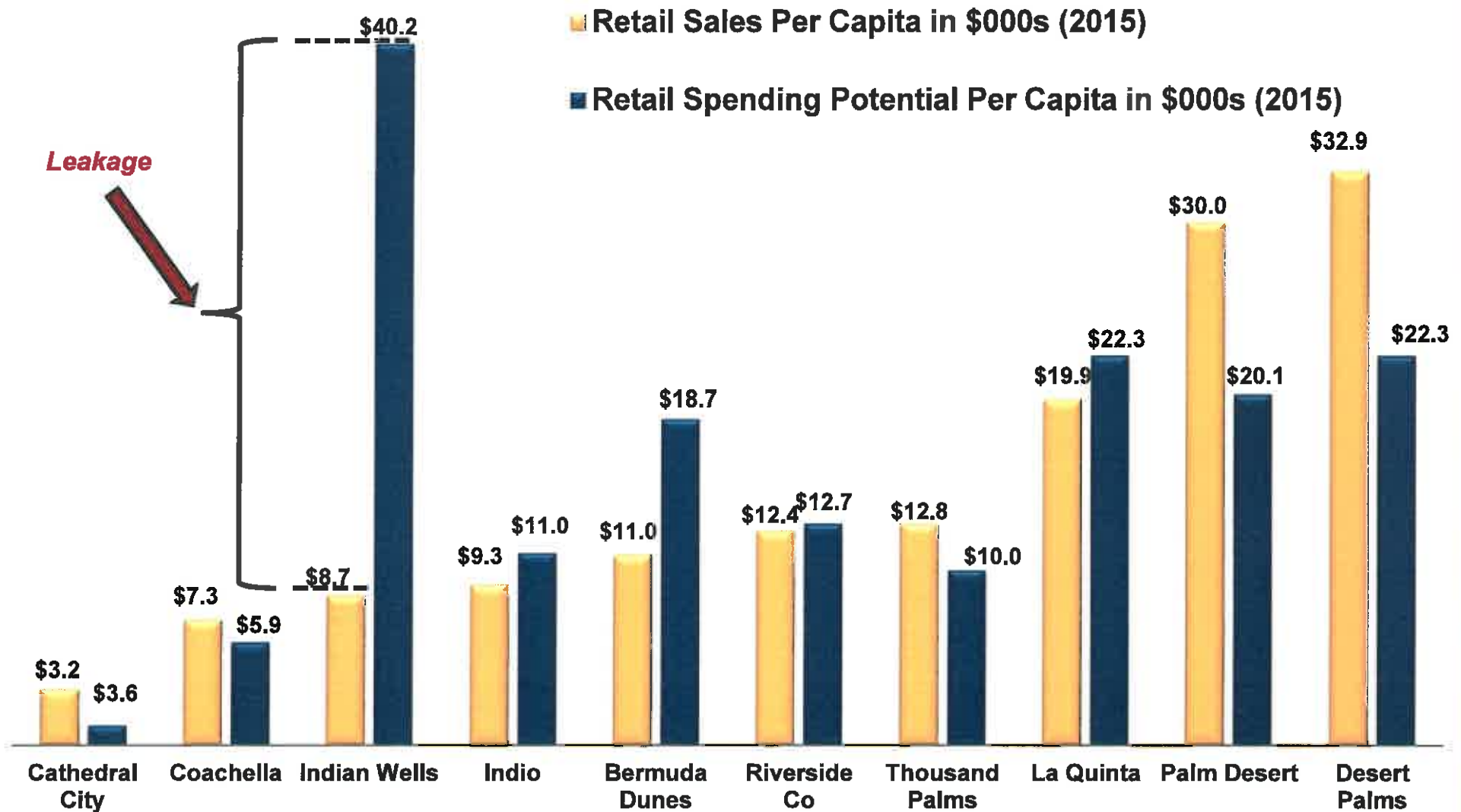
Retail Demand Analysis

Sales Surplus / Leakage

Retail Sales Surplus / Leakage

- Overall retail sales in the City are **lower** than retail spending potential based on households and average household income, suggesting that, overall, the City is likely not capturing all of Indio resident retail purchases or capturing retail spending by residents of other cities (i.e. sales **leakage**)
- Certain categories, however, are exhibiting a retail sales surplus, including:
 - Furniture & Home Furnishings Stores
 - Building Materials, Garden Equip. & Supply Stores
 - Health & Personal Care Stores

Retail Sales Surplus / Leakage



Note: Spending potential based on number of households, average household income, and estimated percentage of income spent on retail goods and services

Retail Sales Surplus / Leakage - Indio

Retail Category	Retail Spending Potential	Retail Sales	Retail Surplus/ (Leakage)	Percent Surplus/ (Leakage)
<i>Shopper Goods (GAFO):</i>				
Clothing & Clothing Accessories Stores	\$54,126,341	\$19,247,433	(\$34,878,908)	(64.4%)
General Merchandise Stores	\$124,319,713	\$137,229,913	\$12,910,200	10.4%
Furniture & Home Furnishings Stores	\$27,112,752	\$37,907,171	\$10,794,419	39.8%
Health & Personal Care Stores	\$153,838,561	\$164,015,221	\$10,176,660	6.6%
Sporting Goods, Hobby, Book & Music Stores	\$23,590,856	\$12,354,679	(\$11,236,177)	(47.6%)
Electronics & Appliance Stores	\$42,595,161	\$12,976,944	(\$29,618,217)	(69.5%)
Miscellaneous Store Retailers	\$41,338,368	\$24,495,609	(\$16,842,759)	(40.7%)
Subtotal – GAFO	\$366,907,921	\$306,002,430	(\$60,905,491)	(16.6%)
<i>Convenience Goods:</i>				
Food & Beverage Stores (Grocery)	\$153,838,561	\$164,015,221	\$10,176,660	6.6%
Food Services & Drinking Places (Restaurants)	\$84,157,720	\$74,972,158	(\$9,185,562)	(10.9%)
Subtotal – Convenience	\$237,996,281	\$238,987,379	\$991,098	0.4%
<i>Heavy Commercial Goods:</i>				
Bldg Materials, Garden Equip. & Supply Stores	\$37,756,086	\$54,669,156	\$16,913,070	44.8%
Motor Vehicle & Parts Dealers	\$181,275,125	\$123,725,887	(\$57,549,238)	(31.7%)
Gasoline Stations	\$49,967,291	\$31,977,727	(\$17,989,564)	(36.0%)
Subtotal – Heavy Commercial	\$268,998,502	\$210,372,770	(\$58,625,732)	(21.8%)
Non-store Retailers	\$19,204,492	\$3,496,299	(\$15,708,193)	(81.8%)
Total Retail	\$893,107,196	\$758,858,878	(\$134,248,318)	(15.0%)

Retail Sales Leakage & Supportable SF

Retail Sales Leakage Categories	Retail Sales Leakage	Estimated Sales PSF	Estimated Supportable SF
Clothing & Clothing Accessories Stores	(\$34,878,908)	\$350	99,634 SF
Sporting Goods, Hobby, Book & Music Stores	(\$11,236,177)	\$350	32,103 SF
Electronics & Appliance Stores	(\$29,618,217)	\$350	84,623 SF
Miscellaneous Store Retailers	(\$16,842,759)	\$350	48,122 SF
Food Services & Drinking Places (Restaurants)	(\$9,185,562)	\$500	18,371 SF
Gasoline Stations	(\$17,989,564)	\$1,000	17,990 SF
Motor Vehicle & Parts Dealers	(\$57,549,238)	\$1,200	47,950 SF
Total Sales Leakage Categories	(\$177,300,425)		348,821 SF

- ~348,821 square feet of retail supported by existing sales leakage
- Does not account for existing retail vacancy within the City

Surplus/Leakage Summary by Category

Surplus Retail Categories

- Furniture & Home Furnishings
- Building Material, Garden Equip, & Supply
- Health & Personal Care
- Food & Beverage Stores (grocery)
- General Merchandise Stores

Leakage Retail Categories

- Miscellaneous Store Retailers
- Clothing & Clothing Accessories Stores
- Sporting Goods, Hobby, Book & Music Stores
- Gasoline Stations
- Electronics & Appliance Stores
- Food Services & Drinking Places (restaurant)
- Motor Vehicle Dealers
- Non-store Retailers

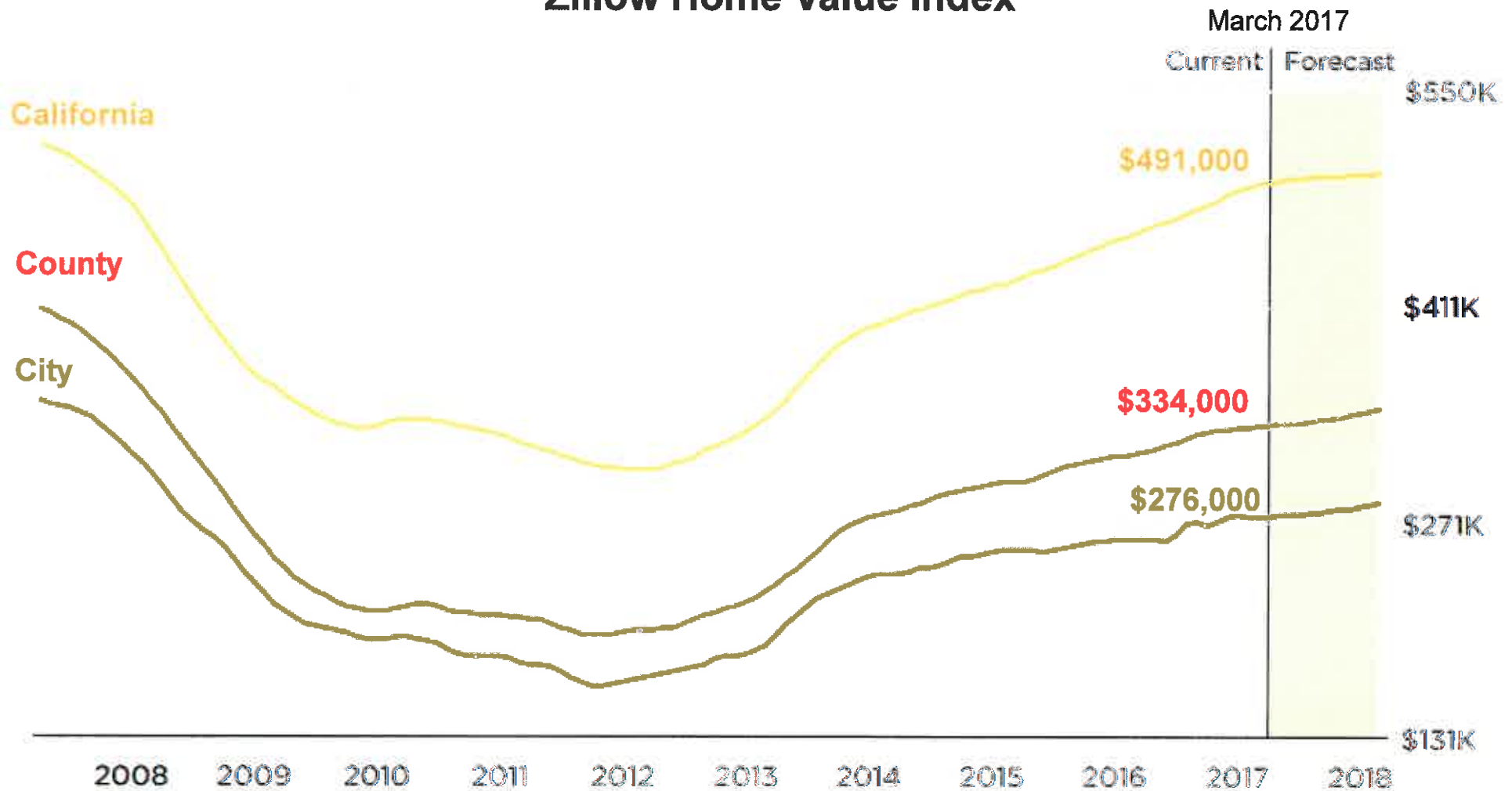
Residential Analysis

Residential Market Overview

- Currently ~32,700 dwelling units, projected to increase to ~35,600 dwelling units by 2021 (a 1.7% annual increase)
- Almost 20% of housing stock considered vacant
 - ~50% of this vacancy pool is attributed to seasonal use
 - ~20% of the vacancy pool is for rent and not occupied
 - ~15% of the vacancy pool is for sale and not occupied
- 24% of homes had no financing (as of 2010) / were owned free and clear
- Median home value of ~\$260,000, average value of ~\$300,000
- ~65% Owner Occupied, 35% Renter Occupied, not projected to change significantly

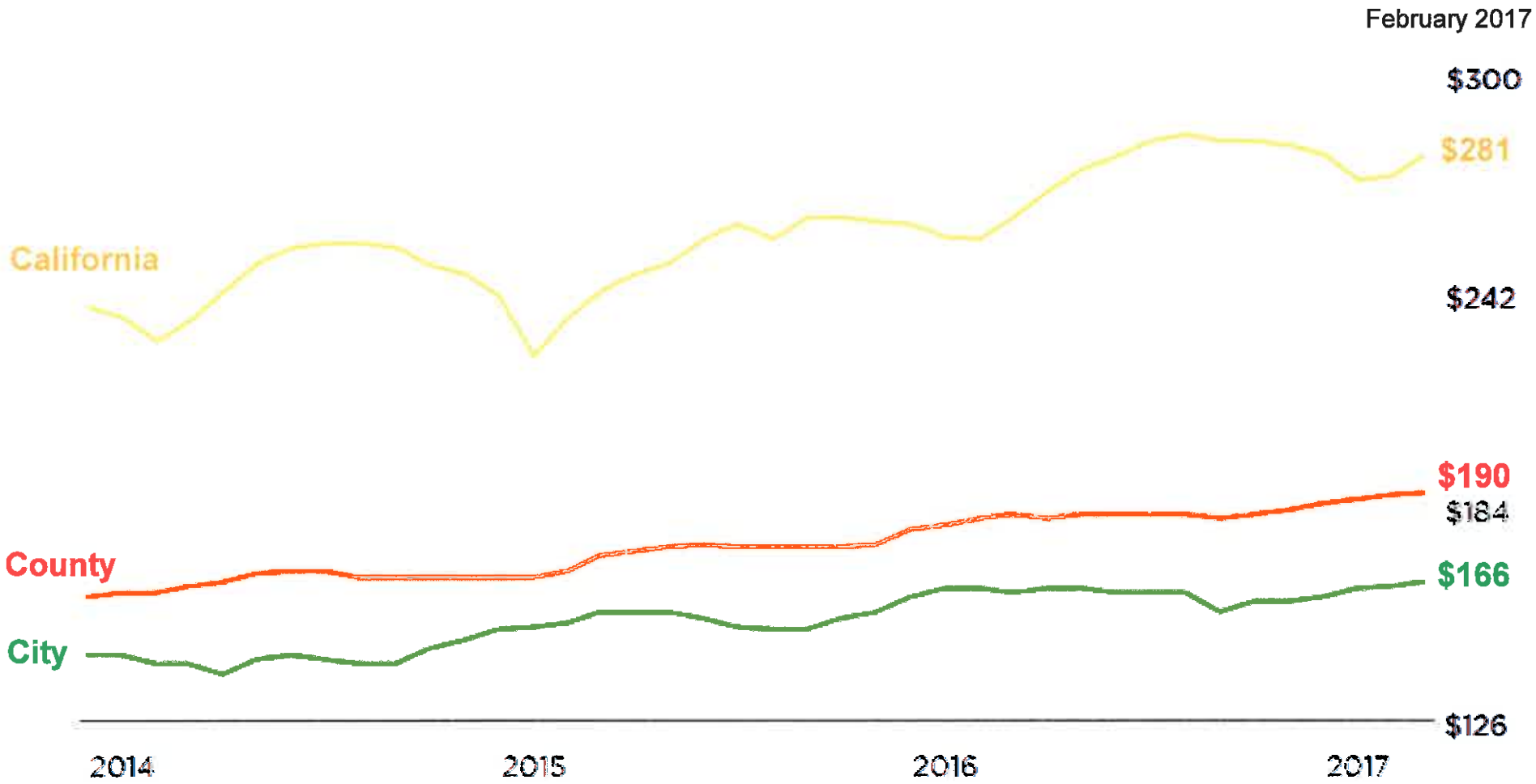
Residential Home Value History

Zillow Home Value Index



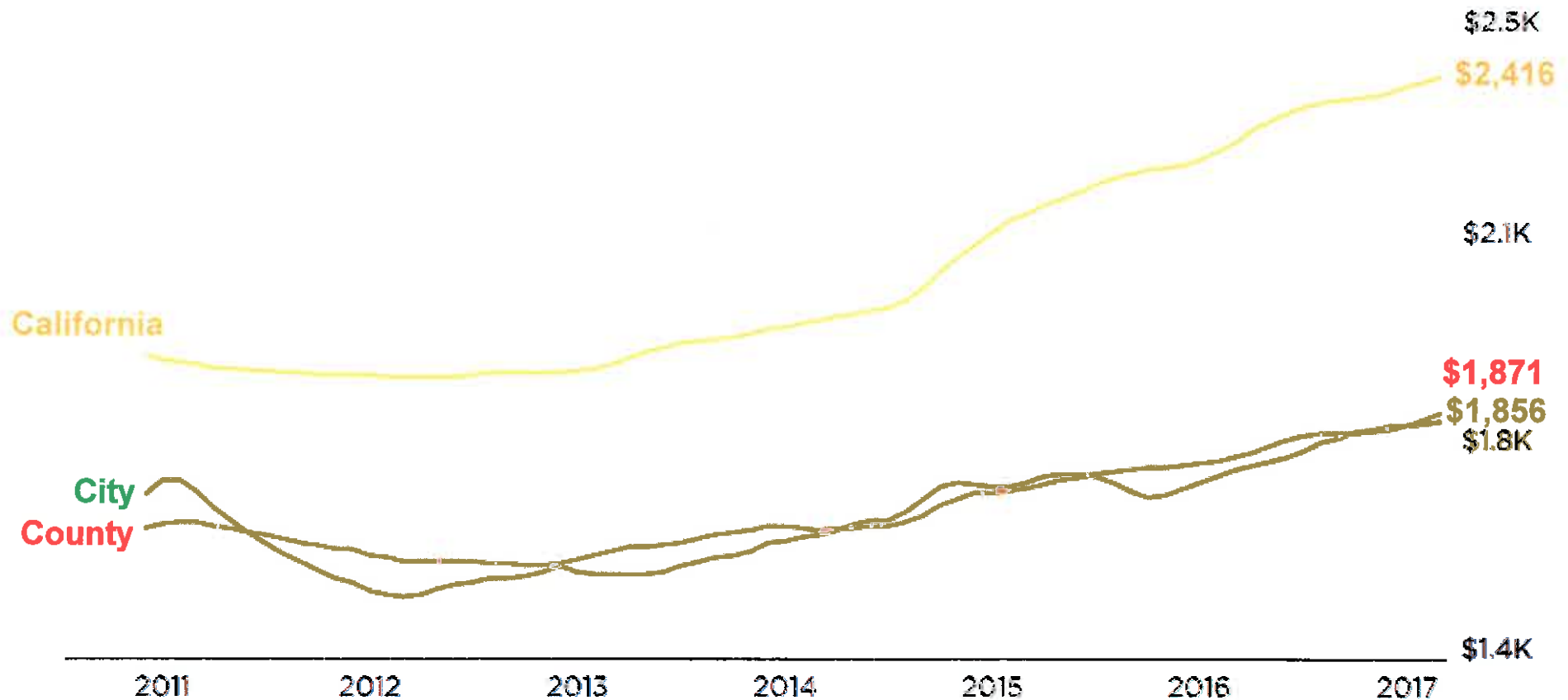
Residential Price Per Square Foot History

Zillow Median List Price Per Square Foot

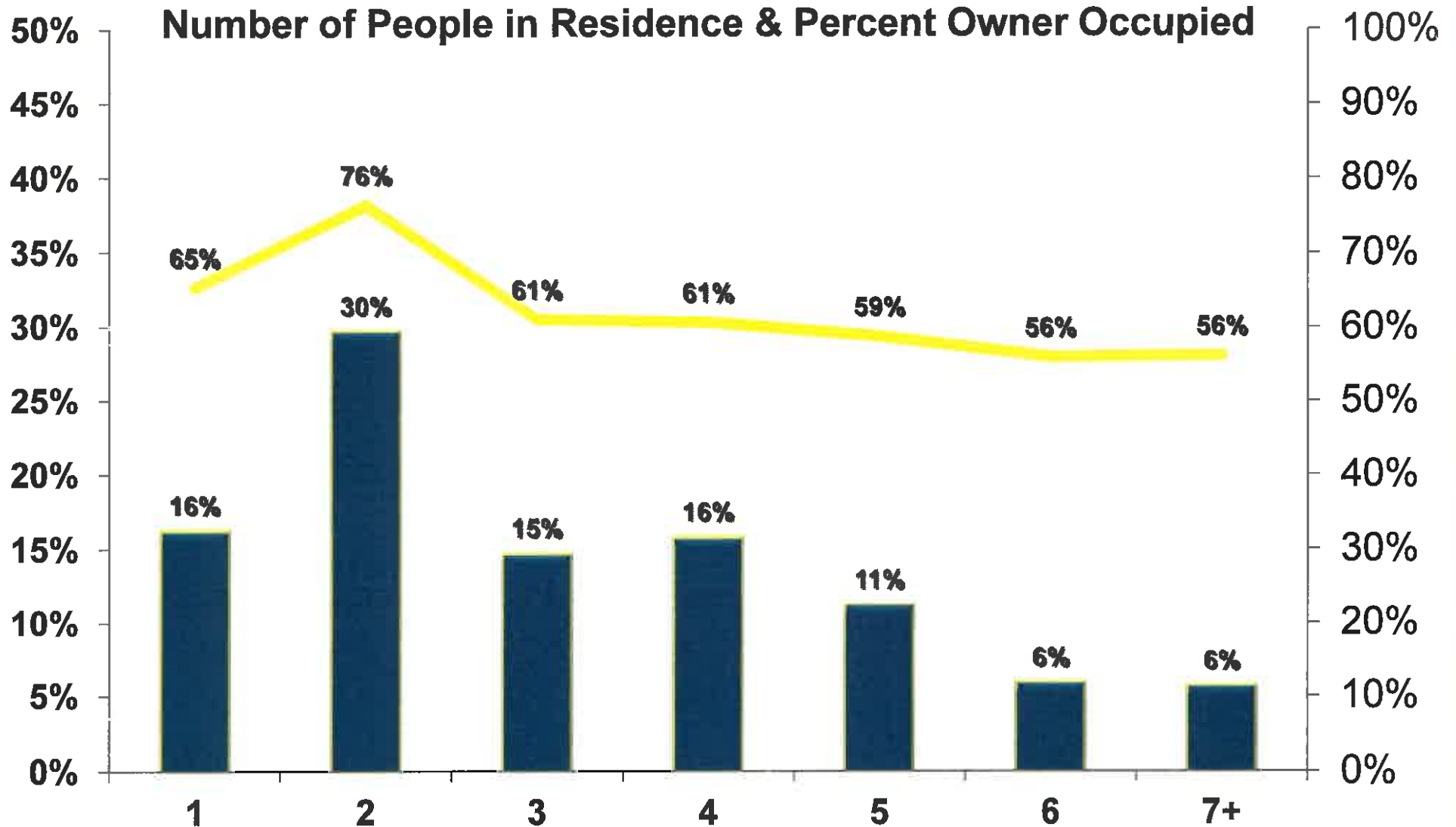


Residential Rent Index History

Zillow Rent Index



Housing Occupants & Ownership



Existing Market Conditions - Summary

Demographics & Employment

- Relatively young, Hispanic and ethnically diverse population; larger than average HH size
- Employment concentrated within accommodation / food services, healthcare / social assistance, retail trade and education

Retail, Office & Residential Market

- Lease rates for both Retail & Office are **lower** in Indio than surrounding areas, and vacancy rates in Indio are **higher** than in surrounding areas
- Residential rents in Indio are **inline** with surrounding areas
- High amount of seasonal Residential use
- Almost half of Residential units occupied by 1-3 people
- Sale, rent/lease and vacancy rates may support new product (all) within Indio

Retail Retention & Recruitment

- City performs **below average** relative to neighboring jurisdictions in terms of retail sales per capita and capture of resident and non-resident spending (i.e. leakage)
- Higher performing sales categories include **furniture & home furnishings, bldg. material, garden equip & supply stores, health & personal care, grocery, and general merchandise**, while lower performing retail categories include **apparel, gasoline stations, auto dealers, sporting goods, electronics, automotive, miscellaneous retailers, and restaurants**.

Background on Downtown Specific Plan

Downtown Plan Area - Existing Conditions

- ~117 Acres of historic Downtown / Municipal Center area
- Approximately 100 existing dwelling units (on ~7.6 acres of land), and 800,000 square feet of commercial, industrial, and public building area
 - ~570,00 square feet of commercial uses on ~32 acres of land
 - ~67,000 square feet of manufacturing uses on ~36 acres of land
 - ~160,000 square feet of public uses on ~16 acres of land
 - ~4 acres of open space
 - ~22 acres of vacant space
- Existing area is relatively low intensity development with an abundance of parking
- Minimal market interest in development / redevelopment of properties under existing zoning

Downtown Specific Plan - Proposed Zoning

- Designed to encourage increased development intensity, and activation of an urban environment
- Generally provides for up-zoning of the area / increased development intensity of up to:
 - 30 residential dwelling units per acre
 - A floor area ratio (FAR) of up to 2.0 for nonresidential uses
 - Three stories / 45 feet in height
 - Additional bonuses available to incentivize desired development activity
- Generally permits retail, office, residential uses (and vertical mixes of uses)

Downtown Specific Plan – Market Conditions

- Specific Plan area suffers from a lack of interest from private investment
- Given low land prices, market fundamentals appear to support financial feasibility for new residential, office, and retail product
- However, DSP area is unproven, may require a market maker as a first mover
- Given existing scale, buildout to full intensity contemplated in Specific Plan may not be initially practical
- Likely requires multiple catalyst projects to jump start revitalization
- Easier development opportunities exist for real estate capital elsewhere
- Redevelopment may take multiple market cycles to realize full potential

Background on Development Opportunity Reserve

Fundamentals of DOR

- Typically when a property is up-zoned through a specific plan, or other zoning change:
 - The value of the increased development potential goes to the existing property owner
 - Developers must buy property at a higher price, adding friction to redevelopment process
 - Increased development intensity results in an increased demand on public infrastructure that City must fund
 - The City may also want to make certain public improvements to stimulate private investment in a targeted area (i.e. new landscaping)
- The Development Opportunity Reserve allows the City to control elements of the value created by up-zoning, and utilize that value to deliver required and desired public improvements
- The delivery of the public improvements enhances the area, and thereby incentivizes further private investment

DOR Value Capture & Reinvestment Example

1. Existing zoning permits up to 10 dwelling units on a one acre parcel
2. New proposed zoning permits up to 20 dwelling units on the same one acre parcel, an increase of 10 units
3. If each permitted dwelling unit has a “lot value” of \$25,000 per unit, without the DOR the existing landowner would realize a potential gain of \$250,000 in value (10 units x \$25,000 per unit)
4. Under the DOR, the right to develop the additional 10 units are only permitted if granted by the City in exchange for the delivery of public benefits / improvements, or payment in-lieu of delivery
5. If a buyer wants to develop all of the potential 20 units on the one acre property it must deliver public benefits / improvements or pay an in-lieu fee equal to some or all of the increased value (i.e. \$250,000)
6. The City either benefits from the delivery of the public benefits / improvements, or utilizes the in-lieu fee (i.e. up to \$250,000) to deliver the desired / required public improvements

Example of DOR “Credit” Value

Existing Zoning

**Property
(Land)
Value for 10
Condo
Development
\$250,000**

DOR Up-Zoning

**Property
(Land)
Value for 20
Condo
Development
\$500,000**

Value of DOR Credit

**\$250,000
(The value of
the incremental
development
permitted under
the DOR)**

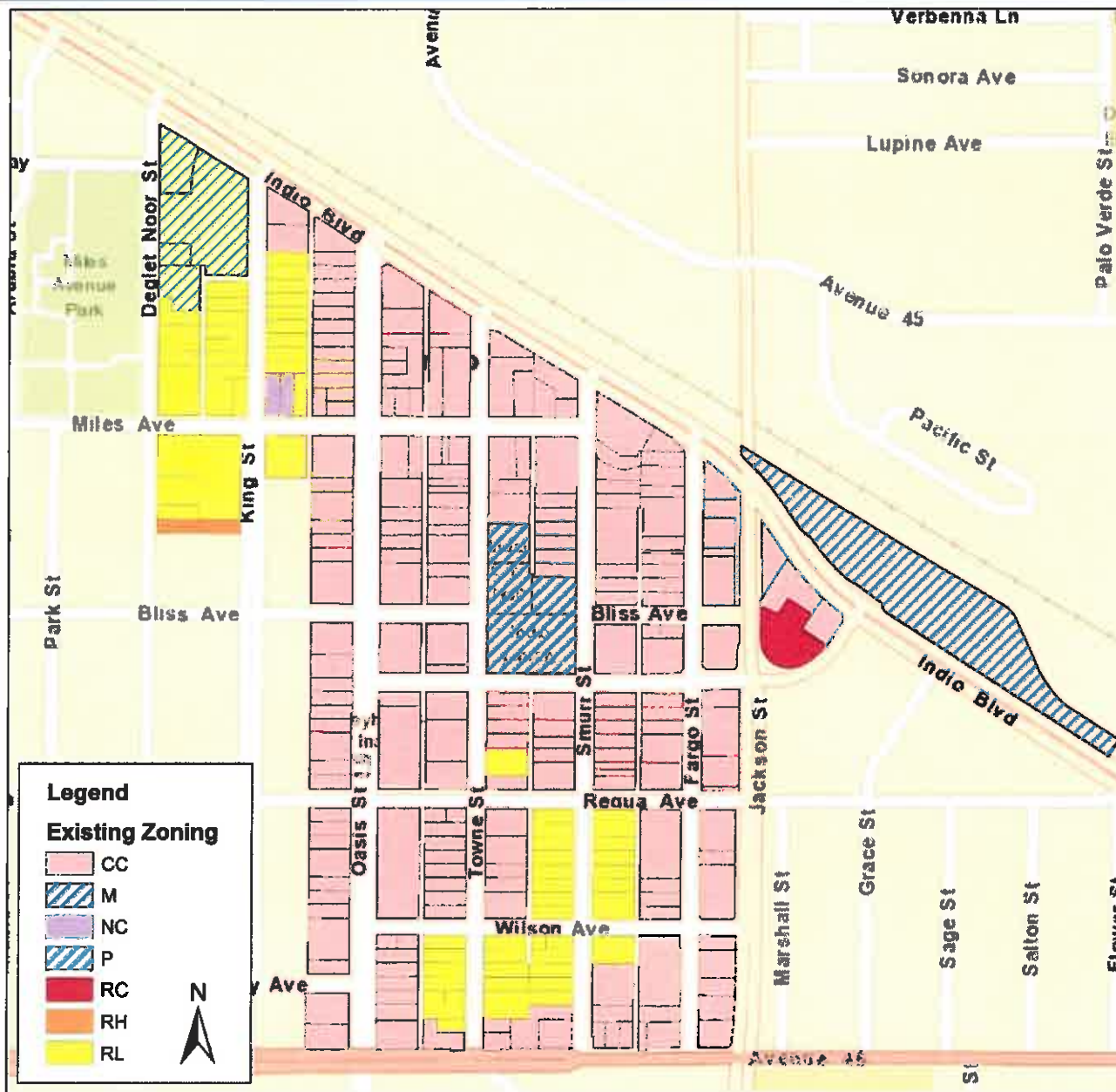
**(This portion /
10 Condos is
still permitted
“By Right”)**

Application of DOR to the Downtown Specific Plan

Steps in Application

1. Identify increase in development intensity permitted / difference between existing zoning “By Right” and proposed zoning
2. Evaluate market demand for increased development intensity
3. Evaluate incremental value per unit of development (i.e. per additional dwelling unit or per square foot of development)...the value of the “DOR Credits”
4. Establish implementation timeframe in consideration of market support and demand for increased development rights
5. Identity desired / required public benefits and improvements
6. Provide interested parties with increased development rights in exchange for desired / required improvements or payment of in-lieu fee
7. Continue to evaluate and adjust incremental per unit DOR Credit value based on market conditions

Development Permitted Under Existing Zoning



- Majority of the DSP area is currently zoned CC / Community Commercial
- CC Zone generally allows two story development, commercial uses, has no maximum lot coverage permits residential uses permitted under RH zone
 - RH Zone permits density of up to 15 dwelling units per acre
- Much of balance of DSP area is RL / Residential Low which generally permits low density residential of up to 4 dwelling units per acre

Sample Up-Zoning Under DSP

Existing Zone	Sample Use	Currently Permitted Intensity	Intensity Permitted Under DSP	Effective Up-Zoning / Potential DOR Value
CC / Community Commercial	Commercial	Hypothetically, up to 2.0 FAR	2.0 FAR (plus potential bonuses)	Delta between realistic FAR under existing versus 2.0 FAR
CC / Community Commercial	Residential	Up to 15 DU / Acre	Up to 30 DU / Acre (plus potential bonuses)	15 DU / Acre
RL / Residential Low	Commercial	None	2.0 FAR (plus potential bonuses)	Full Commercial Use / FAR
RL / Residential Low	Residential	Up to 4 DU / Acre	Up to 30 DU / Acre (plus potential bonuses)	26 DU / Acre

Market Demand & DOR Credit Value

- Given existing market fundamentals within the Specific Plan area, Market capacity to support delivery of public improvements or payment of in-lieu fee may initially be low
- If it does not make economic sense to develop at up-zoned intensity, then the DOR Credit has little or no value
- Need to identify catalyst projects that may receive incremental density for minimal additional public benefit / improvements
- With time, as market demand increases, DOR Credit unit equivalency / fee can be increased
 - The value of the DOR Credit is equal to the residual land value of each increment unit of development (dwelling unit or square foot)
 - The value of each DOR Credit for an incremental dwelling unit may initially be very low...i.e. \$5,000 initially
 - As development in the area gains traction, this value may increase to \$10,000 after three years, \$50,000 in ten years, etc.

DSP Public Benefits / Improvements

Benefit / Improvement	How to Value	DOR Credit
Lot Consolidation	No equivalency value	10% FAR, DU Bonus over existing By Right
Façade Improvements	City discretion	Financial compensation from City, or DOR Credit transferable to another property
Economic Opportunity	City discretion	TBD
Exemplary Architecture	City discretion	TBD
Mixed-Use Development	No equivalency value	20% FAR, one story bonus over existing By Right
Streetscape Enhancement	Cost	Applicable DOR Credit equivalency
Public Landscaping	Cost	Applicable DOR Credit equivalency
Parking Facilities	Cost	Applicable DOR Credit equivalency
Public Plaza's / Spaces	Cost	Applicable DOR Credit equivalency
Potable Water Enhancements	Cost	Applicable DOR Credit equivalency
Sewer System Enhancements	Cost	Applicable DOR Credit equivalency
Storm Drain Enhancements	Cost	Applicable DOR Credit equivalency

Note: DOR Credits can be additive, subject to maximum permissible DOR limits

- Establish By Right and DOR development intensities
 - By Right is based on current zoning
 - DOR intensity is based on proposed maximum DSP envelope
- Tailor permissible building envelope language in DSP to conform with DOR versus By Right development intensity
- Establish initial DOR Public Improvements List
- Establish initial DOR Credit value per dwelling unit and per commercial square foot

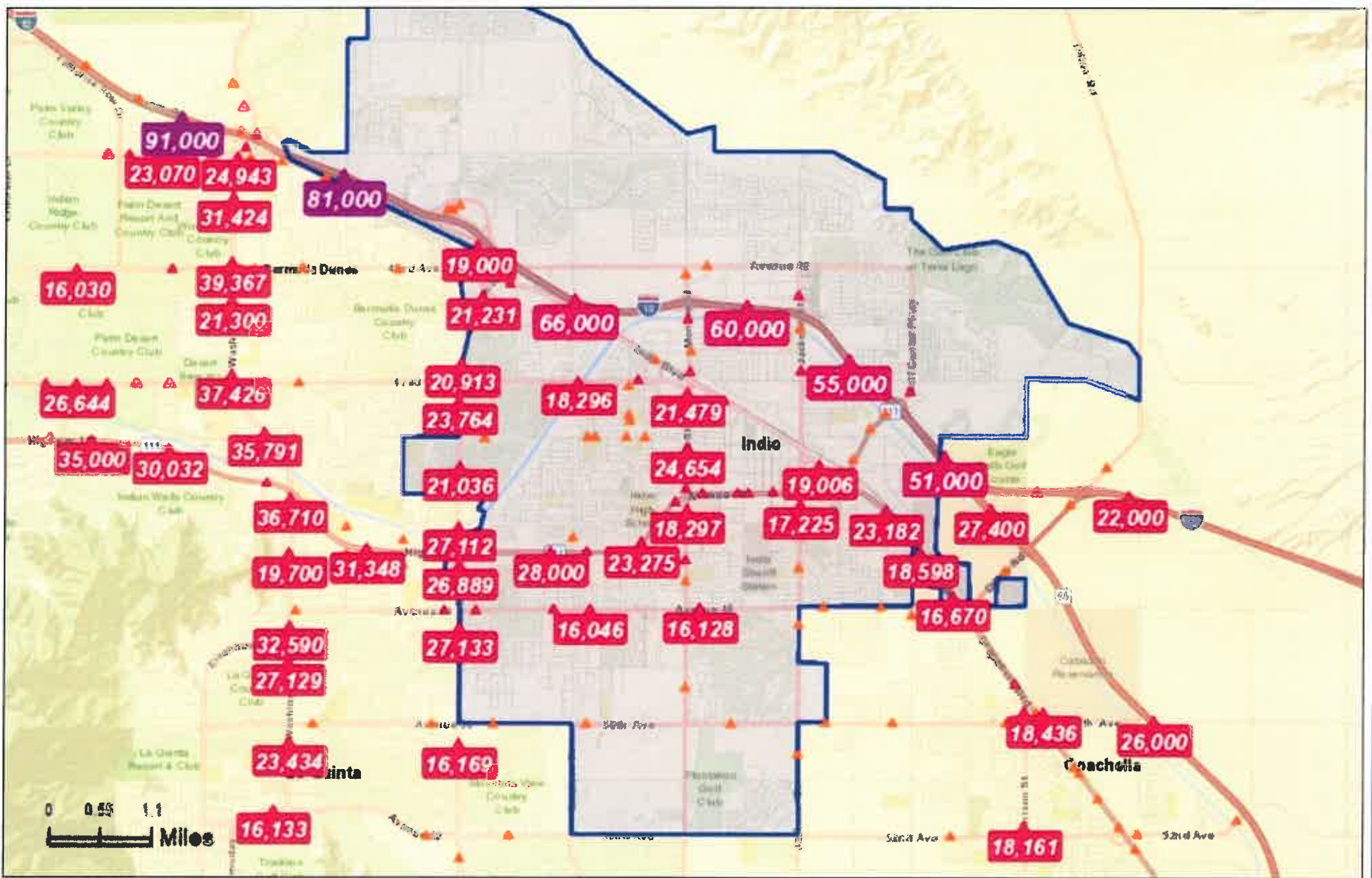
Questions & Discussion

Thank You



Backup / Reference

Traffic Count Map - City



APPENDIX D: POLYZOIDES VISION

The attached vision of Downtown was conducted as part of the planning process.

A VISION FOR DOWNTOWN INDIO

INDIO, CALIFORNIA

23 MAY 2017



MOULE & POLYZOIDES
ARCHITECTS AND URBANISTS

Project Team

City of Indio

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Nicole Cotes Chong



Regional Context



Study Area

Introduction

This report outlines a vision for the transformation of an approximately 10-block area of Downtown Indio, located just south of Indio Boulevard between Jackson Street and Oasis Street. This stretch of Downtown Indio contains some of the city's most important buildings and places including City Hall, the Indio Performing Arts Center, and the Downtown's Main street, Miles Avenue. Over the past decades this area of the city has seen significant disinvestment due to rampant sprawl even as it bears the potential to become the city's civic and communal heart.

This vision outlines a broad planning framework to create a new Downtown for Indio, identifying a series of distinct place-making strategies – public and private – to guide the beginnings of this process. This report is not a Master plan, but the outline of a planning vision that can and should be used to generate further studies leading towards a specific plan for Indio's downtown.

The main ideas contained within this report were produced over a 2-day collaborative informal workshop between Indio City officials and members of the consultant team.

The vision that follows was guided by the following overarching goals:

1. Invest all discretionary funds only in the Northern Downtown Core redevelopment project, to support downtown becoming a new, positive contributor to Indio's image and revenue.
2. Assemble private and Successor Agency properties to support the Northern Downtown Core redevelopment project.
3. Commit funds and approve plans to immediately construct plazas and paseos to seed downtown development.
4. Mitigate developer risk and render the DT Vision developer friendly by fast tracking the Specific plan and its EIR approval, establishing seismic programs/mitigations, and implementing a policy of pre-purchase entitlements on city owned parcels.
5. Design a City Hall/library/EOC & Police Station project in a Civic Center form that contributes to private reinvestment in the Downtown.



Downtown Indio, after 1962



Downtown Indio, late 1940's

Guiding Principles for the Vision

This vision asserts that Downtown Indio will be like no other place in the Coachella Valley. Its development will build on the history, culture, visual character and environmental qualities of the desert. It will leverage all of its existing public, private and institutional assets.

It will be an Arts- centered mixed- use, mixed- income, and pedestrian- first environment that attracts people on a 24/7 basis.

As a unique, experience- based, memorable, appealing, attractive place, it will become an economically and environmentally viable and sustainable urban center for the City, not just another project.

Keys to such success include:

- **Visibility from bounding arterial roads** – One of the most obvious issues with Downtown Indio is that it is not easily visible from Indio Boulevard or Highway 111, both of which carry significant traffic. This vision encourages street improvements, and improved navigation signage to announce Downtown Indio's presence to these surrounding arterials.
- **Urban not Suburban** – The character of the new downtown envisioned in this study will be urban in character as opposed to suburban. Buildings will line the sidewalks rather than be set back, defining streets as cogent public rooms. Parking lots will be hidden from the public realm. Individual buildings will be designed to create a continuous urban fabric that will transform the Downtown experience into a rich 24/7 walking environment.
- **Historic building and place preservation, beginning with Miles Avenue** – The vision will build on Downtown Indio's numerous assets, including historic buildings and streets. New infill will be designed in forms compatible with the character of this historic fabric, particularly along Miles Avenue, creating a place where old and new seamlessly meet.
- **A first- class network of multi-modal streets** – One of Downtown Indio's greatest assets is its existing grid of streets. These streets are not just circulation routes for cars, but a continuous public realm network for people and multiple modes of transit. The new downtown will be organized around the rich network of such streets, carefully designed as public rooms that encourage walkability and multi-modality.
- **A unique destination and iconic place:** The signature of Indio's new Downtown will be a two-block long, iconic flex street in the form of a Central Promenade, terminated at either end by plazas, commercial and cultural buildings. This iconic open space is envisioned to create a new 24-7 local and regional destination, vibrant with shopping and cultural activities. In a form unique and different from the downtowns of proximate cities.
- **A first class pedestrian environment:** The new Downtown is designed for easy access by car, and for the comfort of people on foot. Shaded sidewalks, conveniently and frequently located crosswalks, low-speed automobile traffic, ample on-street parking, and interesting building frontages will combine to make Downtown Indio a place to explore on foot.
- **Parking in its place:** The new Downtown will also be significantly different from the current one in its approach and attitude to the car and parking. The car will be subservient to the pedestrian across the board. On-street parking will be conveniently located in front of stores, while long-term public parking will be consolidated in select places within walking distance from the center of the Downtown. Unlike strip shopping centers,

which are designed to facilitate one car trip per store visit, Indio's new Downtown will be designed as a Park- Once environment. Where people are encouraged to visit multiple businesses and other destinations from a single trip and parking in one space. This kind of parking strategy attracts shoppers, supports longer shopper trips, and cleans the environment by reducing automobile trips.

- **Attractive to diverse business interests** – The new Downtown will be a magnet for diverse businesses that will leverage its plazas and streets as places to shop, dine and linger. Place-making and economic vitality will be synergistic components of this larger vision.
- **A mix of commercial, civic and employment activities:** To thrive as a shopping, dining and entertainment destination, Downtown Indio's offerings must be diverse and dynamic to keep customers and visitors interested. Special events and the performing arts will play a large role in keeping public interest fresh, and the new Central Promenade and Plazas will be designed to make these events even more special. Expanding the available dining options, and growing a collection of unique retail shops, attracting new employers to this increasingly attractive location, and adding new urban housing, will gradually build its stature as a significant regional center of activity.
- **Accommodating to the artist community** – The new Downtown will build upon Indio's history of the Arts. Both through Public Art initiatives as well as private development, the new Downtown will be a place where members of Indio's art community feel welcomed and empowered. New open spaces will foster rich cultural and art activity throughout the year.
- **Respecting Indio's Climate and History:** The Vision stems from a deep understanding and respect for Indio's history and origins as a desert town. The physical components of the vision prioritize shade for the pedestrian in smaller, narrower streets using trees. And in smaller patios and courtyards, using a variety of frontages, such as arcades, walled patios, etc. Cooling towers will further accent the public realm while mitigating the effects of the desert heat. Reinforcing the new Downtown's unique identity.



Historic photo of streets in Indio



Art Mural in Downtown Indio



Music Festival in Indio



New Cultural Plaza & Promenade



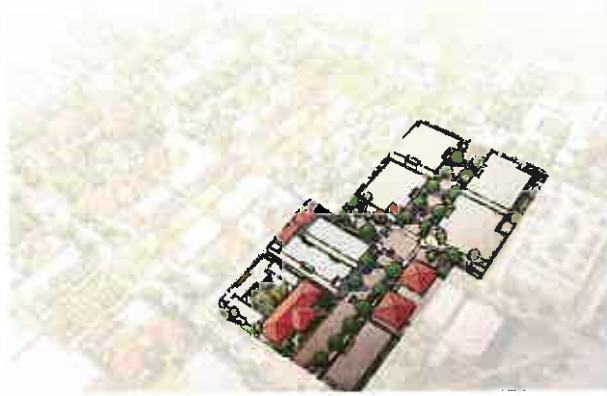
Civic Center



Residential Village along Promenade



Mixed use Infill



Enhanced Miles Avenue



Shard Public Parking Garages

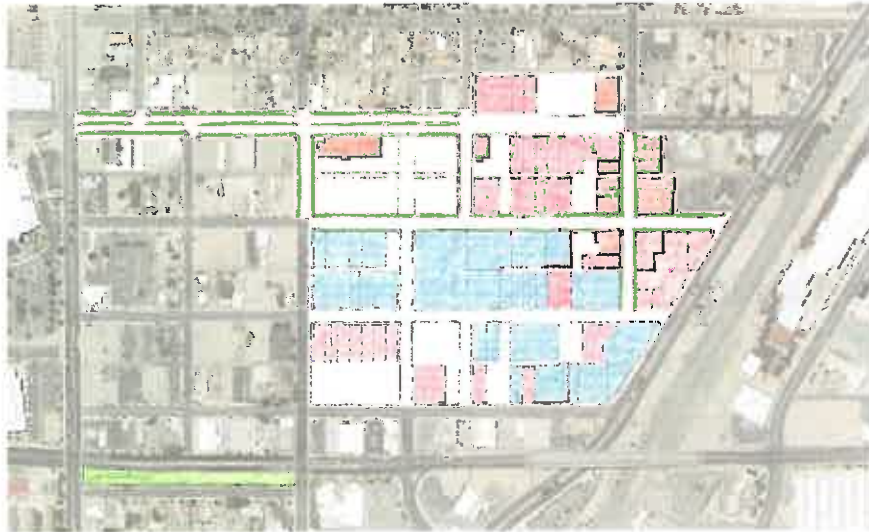


VISION AT A GLANCE

Opportunity Sites & Existing Assets

The adjoining diagram shows the various City- owned or former RDA/Successor Agency- owned parcels. It shows where these municipal-owned parcels form continuous swaths of development land, versus where they are interrupted by privately owned parcels creating potential development inefficiencies. It therefore suggests which parcels might be crucial for the City to acquire in the short and middle term, as this Vision unfolds. It helps guide where new open spaces and infill development might be able to occur immediately. It points to where the City might or might not be able to invest in the making of new places to encourage private investment.

The diagram also shows various privately owned buildings worthy of retrofit or conservation. And indicates recent street improvements in the public realm. The diagram on the opposite page, the Illustrative Plan, stems from this analysis. It keeps a number of existing buildings while creating new open spaces and infill buildings, within city-owned parcels or parcels that might be potentially acquired.



Illustrative Plan

The adjoining drawing illustrates a hypothetical built out rendition of the Vision for Downtown Indio. It specifically shows how public and private improvements could over time, transform an underperforming central district into a unique, urban destination.

The DT will over the next ten years will promote the following projects. These should be designed and built with the expectation that they support each other in the formation of a unique urban fabric and realm of public space:

Public Projects:

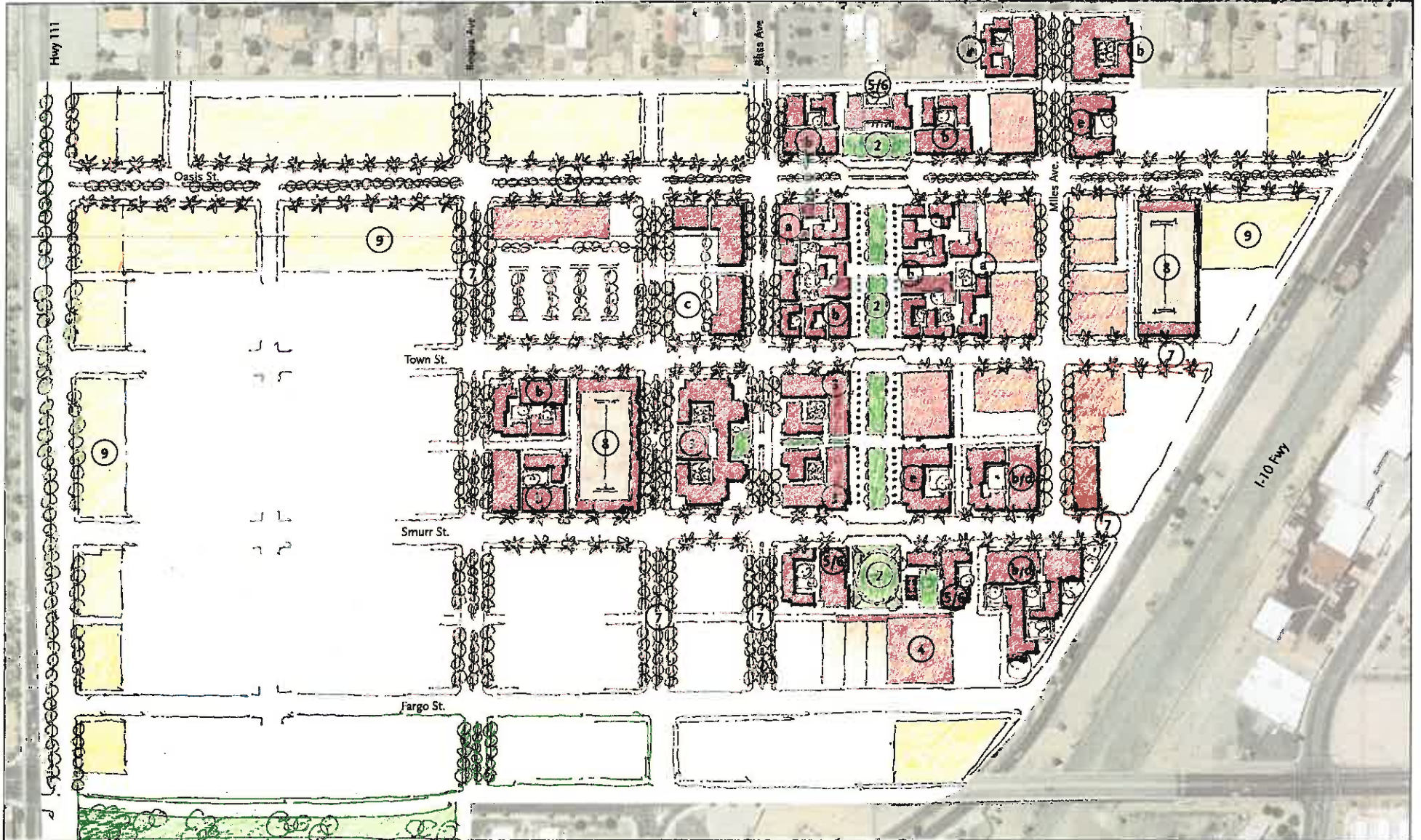
1. A proper division of the Downtown into development zones based on City land ownership, existing assets and accessibility by car and on foot.
2. An iconic network of public places at the heart of Downtown; two new parks and a unique thoroughfare connecting them;
3. A Civic Center campus including a City Hall, Library, EOC & Police Building;
4. Renovate and expand IPAC.
5. Incremental development of Art and Media-based projects around the new parks;
6. Civic buildings celebrating the world- famous annual Tennis & Music events taking place in the Coachella Valley;
7. Completion of the streetscape of Oasis Street and beautification of N/S and E/W streets;
8. Development of ample street parking and strategically located parking garages;
9. Up-zoning the arterial edges of the DT, Jackson, 111 and Indio Boulevard;

Private (or private-public) Projects:

- a. A two block pedestrian- centered Village of commercial, entertainment and residential uses;
- b. 300 units of mixed- income housing, in courtyard housing configurations, located in the core of the DT;
- c. Collaboration with the College of the Desert and Loma Linda Hospital to promote DT development goals;
- d. A new hotel on Miles Street;
- e. Various infill mixed-use buildings, forming new street faces and restoring the architectural fabric of Downtown.

The following are a few Quick First wins, that is, modest short-term tactics that could announce downtown Indio's transformation:

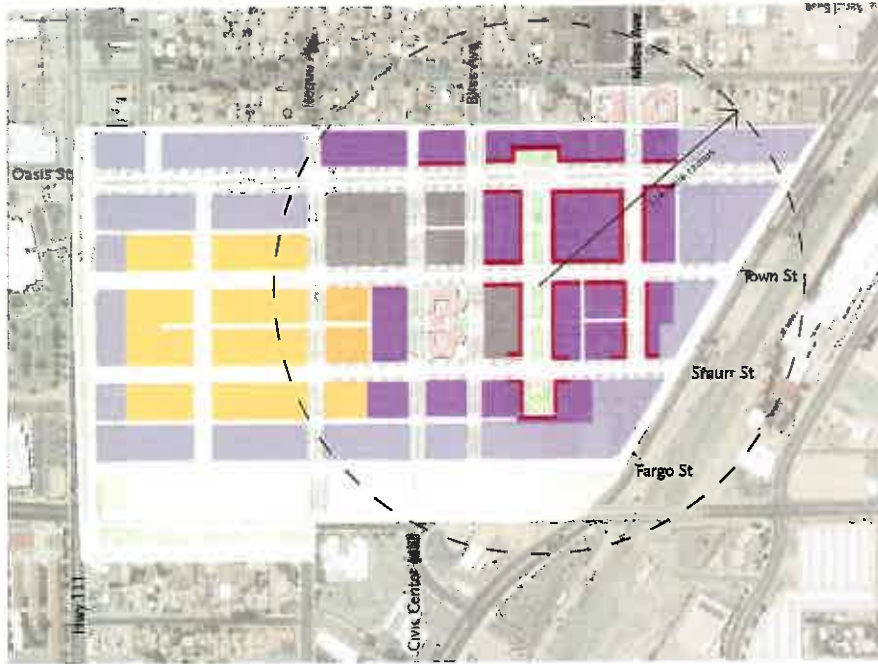
- a. Wayfinding at Freeway and Arterials
- b. Restriping parking on existing DT streets
- c. Turning Parking lots in to Groves
- d. Public Art



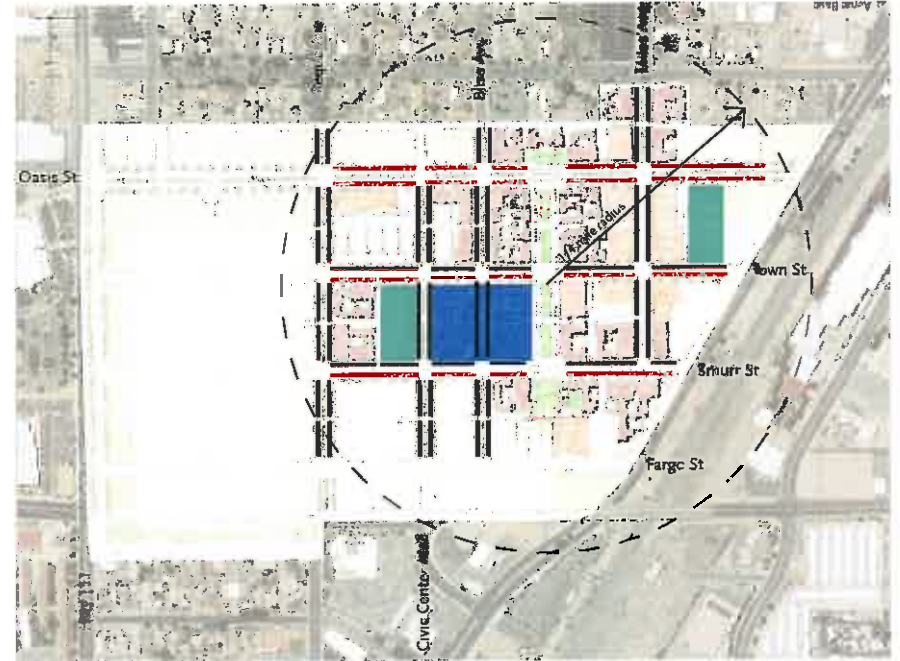
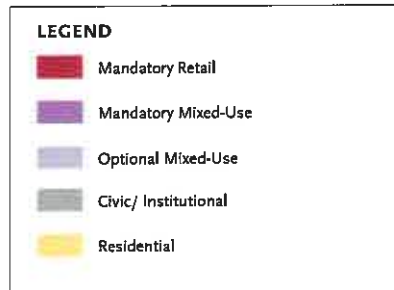
ILLUSTRATIVE PLAN

Key Planning Strategies

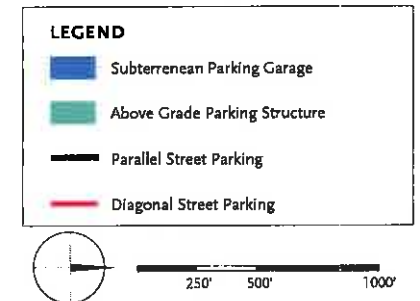
The adjoining diagrams show the fundamental strategies that summarize the fundamental logic of this vision.

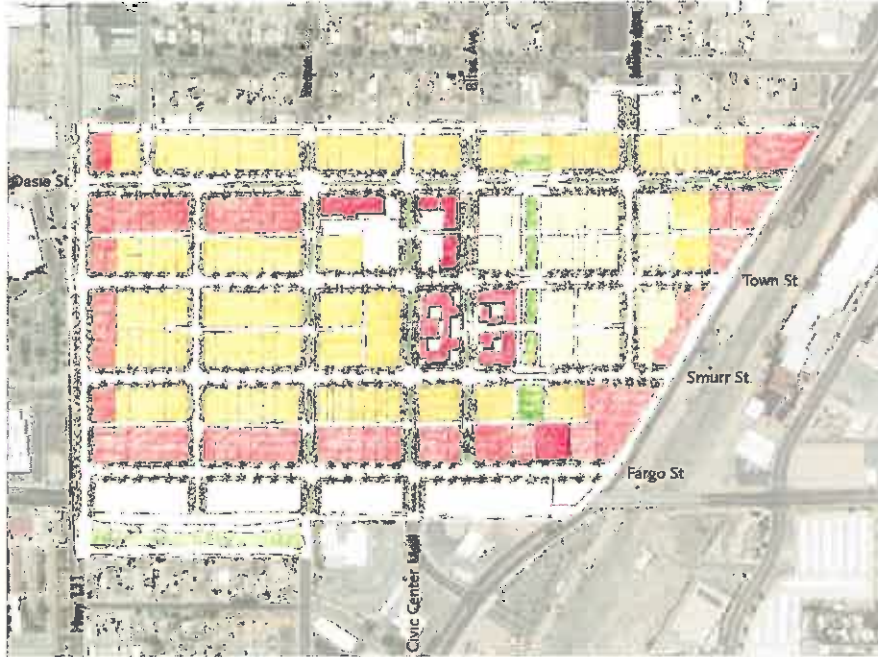


Regulating Uses: The downtown is envisioned to have a rich mix of uses. Retail uses are concentrated and organized along the central promenade and along Miles Street. Mixed-use buildings are mandated around this retail center to ensure the creation of a 24-7 environment. Areas south of this Downtown could have exclusively residential uses, with prominent arterials such as Oasis taking on residential or mixed uses as the market allows. The 1/4 mile radius indicates a walkability sled from the center of Downtown.

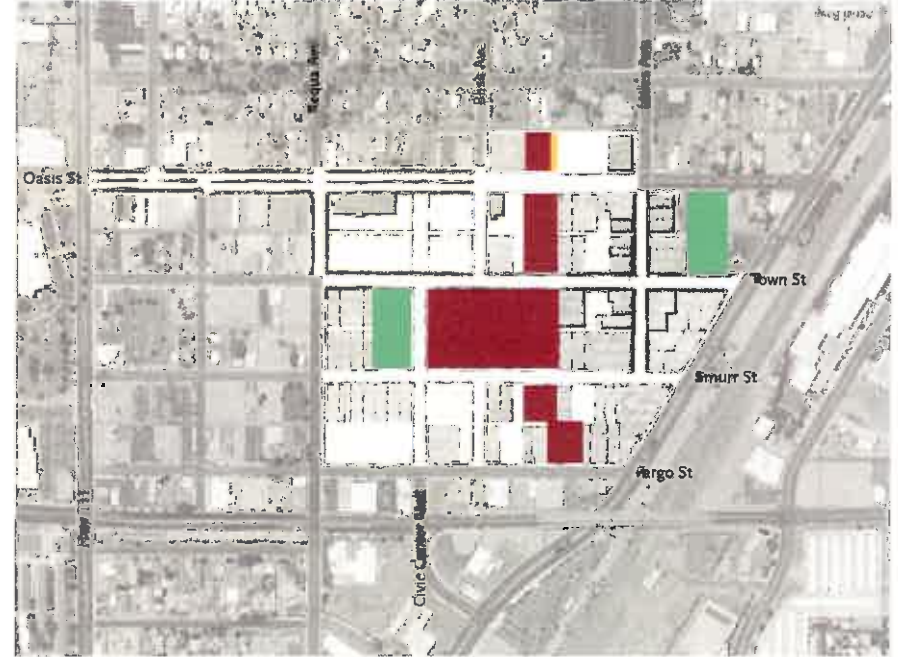


Consolidating Parking: The final form of public parking for the Downtown is in three parts: Parallel or angled parking on all public streets. A subterranean parking garage below the new Civic Center. And two parking structures located within walking distance of the Central Promenade. The intent is to create a Park-Once district wherein non-residential uses are parked in shared garages encouraging pedestrian activity and walkability. All parking will be developed incrementally, as public and private buildings are constructed.

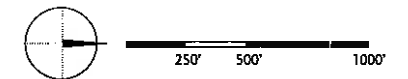
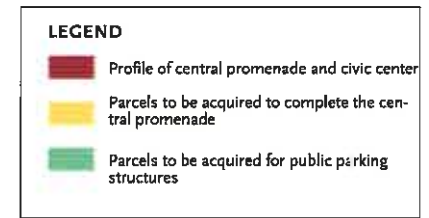


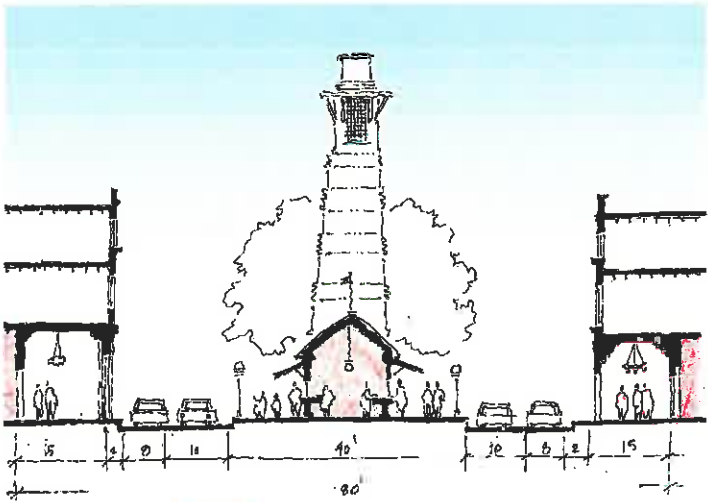


Regulating Development Intensity: The development intensity within the downtown is regulated to create a consciously designed District form. The highest intensity is reserved for the edge of the downtown district along major arterials with building up to 5 stories tall. Within the downtown around the central promenade, the scale of the buildings is limited to two and three stories, typical of the form of small cities. South of the Downtown, the development is allowed to be up to 4 stories. This helps define the image of Downtown not just through its iconic public spaces, but also its scale of development and the fabric of its buildings.



Leveraging Municipal Land Ownership: The adjoining diagrams show how the Central Promenade, the Vision's most iconic gesture is carefully planned on parcels owned by the Municipality (with the exception of one parcel that needs to be acquired). This helps in the implementation of this iconic open space with minimal private intervention, making it a magnet to attract new development into the Downtown.





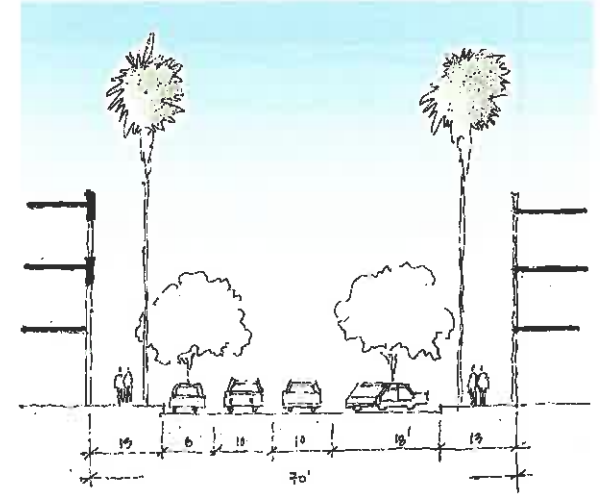
Orange square: Parkway 2

One of Downtown Indio's greatest asset is its grid of streets. Some of them like Oasis and Miles have recently seen street improvement through the introduction of medians and new planting. However, most of these streets are too wide for the traffic volume they carry. The following diagrams show how existing streets might be reconfigured with new parking forms to make them more pedestrian friendly, and how strategic planting can generate different street character between east-west and north-south streets, and also provide much needed shade in Indio's desert climate.

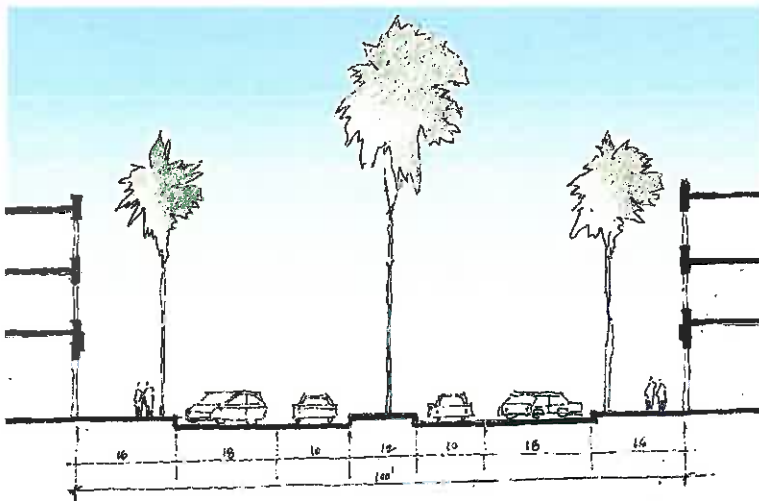
Specifically, north-south streets have angled parking on one side and parallel parking on the other. They have palm trees in the sidewalks and canopy trees interrupting the parking bays.

East-west streets have parallel parking on both sides. They have a canopy of trees in the sidewalk and in a new median.

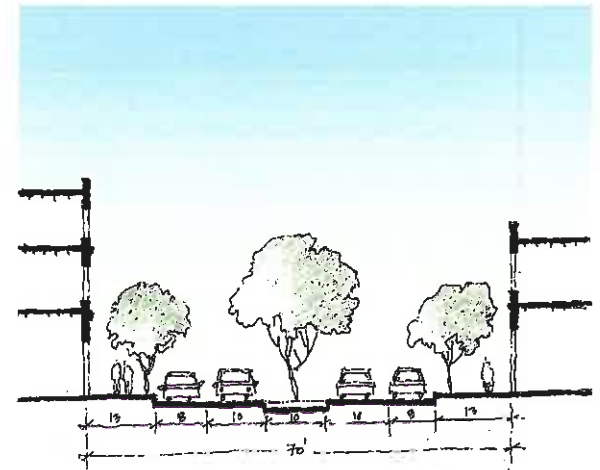
The new central promenade has a drive lane and parallel parking lane on either side of a wide median. There are cooling towers, retail pavilions and a double row of canopy trees within this median.



Pink square: 70 - 46 North South



Yellow square: Oasis



Blue square: 70 - 46 East West



Tree Canopy Shade



Planted Medians



Planted Medians



Planted Medians



Palm Trees create distinct street character

Streets

The following images show a variety of streets that can inform the redesign of Downtown Indio's streets in different ways.

A tree canopy along sidewalks and in the medians creates shaded public places for pedestrian activity.

Medians can be designed in various ways with native desert planting etc. to become water catchment areas, and become more than street dividers.

Street with angled and parallel parking can provide needed support to street-oriented retail businesses.

Palms along the sidewalk can create a distinct street character in contrast to streets with canopy trees.

Trees or planters can be located not just on sidewalks, but also between parallel parked spaces, making the street more narrow, verdant and pedestrian-friendly.



Streets with angled and parallel parking



Planters located between parking spaces



Planters located between parking spaces

STREET PRECEDENTS

Program

The following is a gross indication of the various use capacities possible within final built-out version of this vision. They are offered as the starting point for further study and exploration.

Development Capacity

Residential – 1,000 units (average gross unit size 1000 sf)
Retail – 100,000 sf
Commercial – 130,000 sf
Hotel – 100 rooms

Public Parking Capacity

On-street Parking – 600 cars
Civic Center Parking Garage – 300 cars
Parking Structure North – 300 cars (3.5 levels)
Parking Structure South – 300 cars (3.5 levels)

LEGEND

- Phase I
- Phase II
- Phase III
- Phase IV

Phasing

The adjoining diagrams show hypothetical scenarios on how the Vision for Downtown Indio may be carried out over time. These diagrams are intended as educated proposals for further study. In each case, they suggest different sizes and scales of successive economic investment directed to incremental place-making, all building towards a larger, eventual full-development vision.



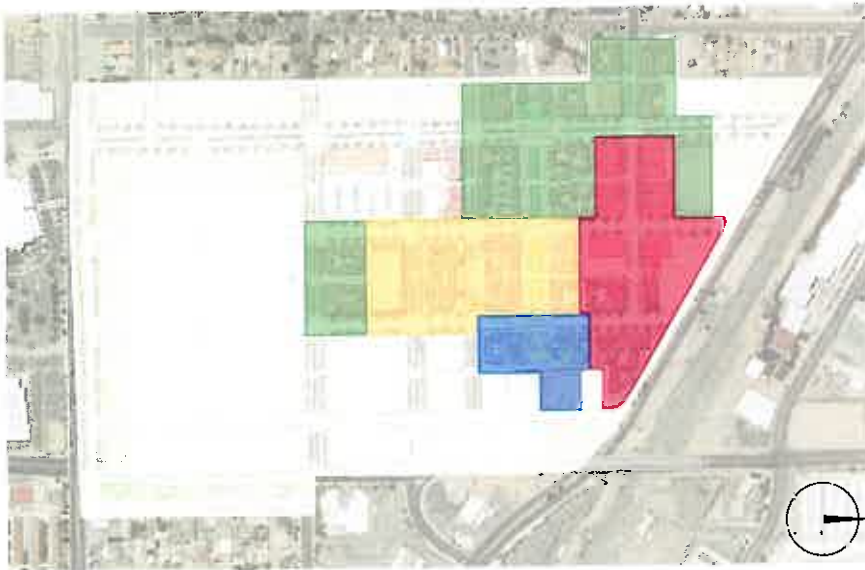
Scenario 1

Phase I - This scenario begins with the design of a new Cultural Plaza adjacent to the Indio Performing Arts Center, as the catalyst for a renewed community identity. This plaza is located on city owned parcels and can be implemented without any private intervention.

Phase II - This modest initial step is followed by a larger investment that creates the Central Promenade. This creates a new iconic public destination in downtown Indio that can transform the City's local and regional identity.

Phase III - New development, public and private around the Central Promenade, enhances its regional prominence and establishes DT Indio as a functioning living/retail/commerce/entertainment destination in the Coachella Valley

Phase IV and beyond - New infill development continues within the Downtown, even as Miles Street gets reprogrammed, infilled and retrofitted as a renewed retail destination within the Downtown.



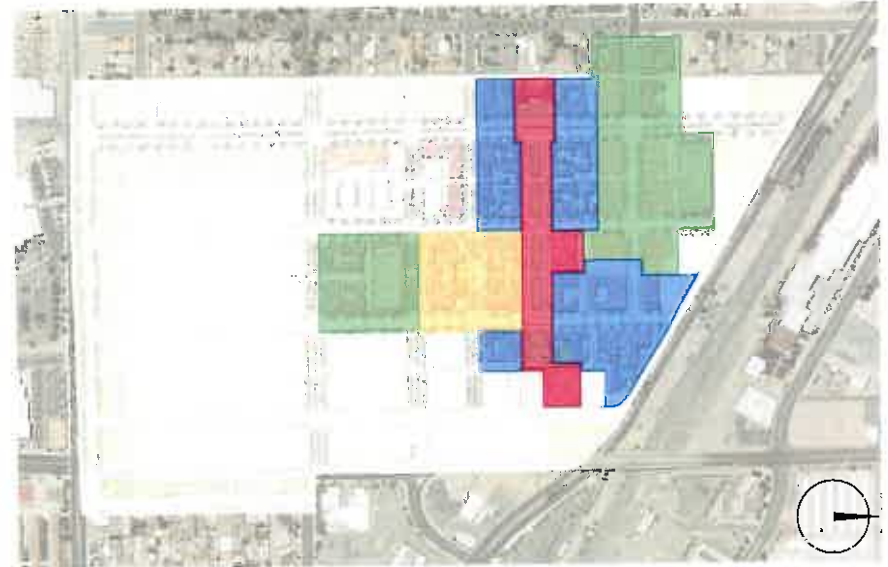
Scenario 2

Phase I - This scenario begins with a focus on Miles Street as the starting point for downtown Indio's transformation. A new hotel bookends the eastern end of the street, and new mixed use developments infill vacant parcels on this street. Existing buildings are enhanced and their retail is reprogrammed. Miles Street becomes a first-class destination, with a distinct local and regional identity.

Phase II - Building on the success of Miles Street, a new Cultural Plaza is created next to the Indio Performing Arts Center, as a major new regional destination.

Phase III - The first half of a Central Promenade extends the plaza with two new privately developed mixed use buildings to the north and a new Civic Center to the south, including a City Hall, Library, EOC & Police Station with a public use underground parking garage. This creates an iconic block long space, and a public/ private destination parallel to Miles Street. The new mixed use buildings bring a modest return on investment to the city.

Phase IV and beyond - The Central Promenade is extended one more block, all the way to Oasis Street. A new mixed use village is developed on both sides of it. This new infill development restores the architectural fabric of the Downtown, as it expands its economic performance.



Scenario 3

Phase I - This scenario begins with a bold, optimistic investment to create a unique network of public space that includes a Central Promenade and two plazas terminating it at both ends, a Cultural Plaza to the east and an Arts Plaza to the west, across Casis Street. This iconic space becomes the new Downtown's announcement and signature and also the magnet to attract further development.

Phase II - New private development occurs around the Central Promenade to the east and west of the Civic Center block, generating an economic return for the city.

Phase III - A new Civic Center facility is built with a City Hall, Library and Police Station with a public use underground parking garage.

Phase IV and beyond - As retail demand increases and new development reaches completion, increasing non-residential parking demand is met by building two new parking garages, while new infill development continues along Miles Street and south of the Civic Center.



Lighting can be creatively installed, becoming an essential part of the public identity of Downtown Indio.



Signage can help enhance Downtown Indio's visibility from the neighboring highway and arterial roadways.

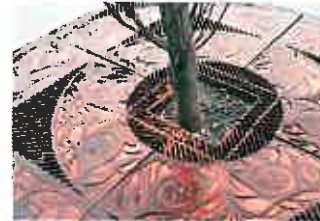


Quick Wins suggest modest budget tactics to enhance the experience of Downtown Indio. While mid and long-term planning strategies can take significant budget and time, Quick Wins can be employed immediately. They include simple yet artful navigation signage to enhance Downtown Indio's visibility and presence from peripheral arterials: Various lighting and art projects can create moments of visual interest. Walls painted with murals and art can shield parking lots helping create a continuous street face. Community gardens can become both educational and community magnets in various locations. The adjoining photos are offered to inspire such tactics and ideas.

Public art walls can shield parking lots



Public art in a variety of forms can create the immediate experience of Downtown Indio.



Community Gardens can be both educational and ecological places.





Paseos and covered passages can enhance transitions from one place to another, and create shaded activity zones at the same time.



Arcades can provide shade and become zones for a variety of public activities.





Cooling towers as iconic markers, to create comfortable conditions through passive means.



Urban architecture of many desert-appropriate styles, all with arcades, galleries, and traditional, climactic elements.





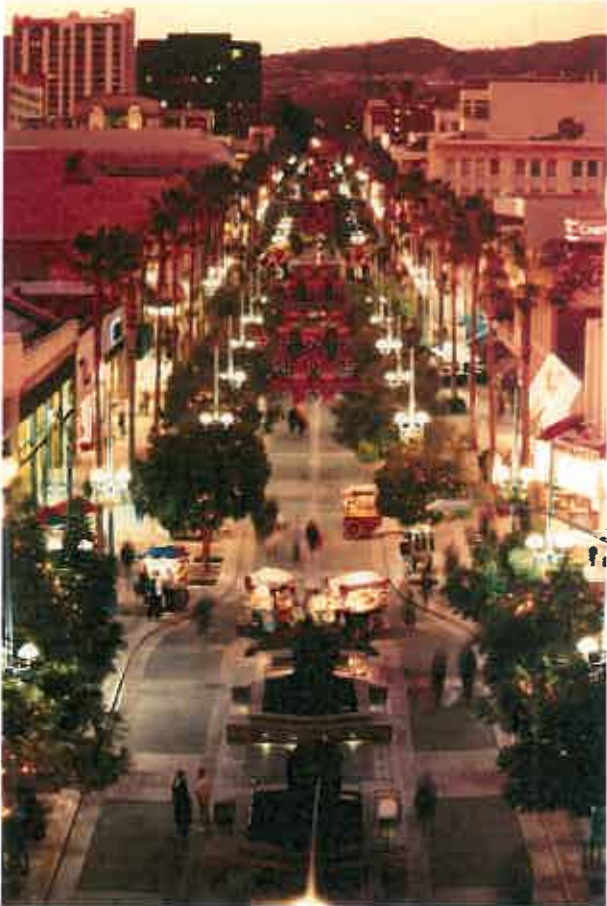
Landcaster Blvd. in Landcaster, CA, was a 2/3 mile long, whole main street improvement. It has brought more than \$200 million to the city through private development, while creating an iconic place in the region.



DOWNTOWN INDIO
MOULE & POLYZOIDES
23 May 2017



Third Street Promenade in Santa Monica, CA, is one of L.A.'s most iconic destinations.



ICONIC PUBLIC PLACES



The famous Las Ramblas in Barcelona.



The Plaza in Santa Fe, NM.



DOWNTOWN INDIO
MOULE & POLYZOIDES
23 MAY 2017



ICONIC PUBLIC PLACES



Civic Buildings, such as a new City Hall, should have an iconic presence.



Block scale mixed-use project.

Commercial and entertainment buildings, or parking structures, can be designed to fit seamlessly into the urban fabric.



A movie theater next to retail buildings.



DOWNTOWN INDIO
MOULE & POLYZOIDES
23 MAY 2017



Parking garages with liners.



Parking garages with liners.

PUBLIC & PRIVATE BUILDINGS



Courtyard Housing is organized around courtyards and outdoor living spaces.



A variety of Architectural Frontages.



PUBLIC & PRIVATE BUILDINGS



View looking South-East



View looking South-West

Issues & Recommendations to guide further study

The following is a concluding summary of issues and recommendations to guide further study of this vision for downtown Indio:

- Does every public investment in infrastructure and projects leverage significant private development initiatives?
- Is the City's overall utility infrastructure capable of absorbing both the volume of the incremental and the final redevelopment of the Downtown?
- How does the Specific Plan protect the character of adjacent neighborhoods by building scale transitions at alleys?
- Can the City engage a variety of development opportunities, big and small, incremental and transformative, in generating a believable pace and image of change at its center?

Recommendations

Priority One:

- Exclusive affordable housing projects should be avoided. Instead, affordable units should always be provided as a percentage of mixed-income projects;
- Establish consensus among City Departments on DT Development.

Priority Two:

- Purchase the few remaining properties within the Core of the Downtown, to consolidate the City's Real Estate holdings;
- Negotiate and acquire the Successor Agency Properties.

Priority Three:

- Execute various technical studies: Urban Retail Capacity and Preservation Assessment;
- Add a Form-Based Code to the DT Specific Plan, including Height Averaging;
- Establish a Park Once, Parking Improvement District;

The recommendations above are crucial to the success of this vision. They will ensure that Indio's new downtown will become a place that is economically vibrant at every stage of its development, while create a rich sense of place, and celebrating the history and traditions of the city.

Downtown Indio's success will stem from a successional urbanism. Each project and investment will not only make a great place and socio-economic opportunity, but also lay the foundations for future projects to build on its success. Downtown Indio will emerge through an incremental urbanism, each step catalytic to the next.





RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP10713D17 DATE SUBMITTED: 8-31-17

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	City of Indio	Phone Number (760) 391-4028
Mailing Address	100 Civic Center Mall	Email jrodriguez@indio.org
	Indio, CA 92201	

Representative	City of Indio	Phone Number (760) 391-4028
Mailing Address	100 Civic Center Mall	Email jrodriguez@indio.org
	Indio, CA 92201	

Property Owner	N/A	Phone Number N/A
Mailing Address	N/A	Email N/A

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Indio	Phone Number (760) 391-4028
Staff Contact	Juan S. Rodriguez	Email jrodriguez@indio.org
Mailing Address	100 Civic Center Mall	Case Type Specific Plan / EIR
	Indio, CA 92201	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment
Local Agency Project No	SP 17-7-37	<input type="checkbox"/> Zoning Ordinance Amendment
	EA 17-07-536	<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Site Plan Review/Plot Plan
		<input type="checkbox"/> Other

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address	Indio Downtown		
Assessor's Parcel No.	Multiple	Gross Parcel Size	N/A
Subdivision Name	N/A	Nearest Airport	
Lot Number	N/A	and distance from Airport	~2.75 Miles

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	Existing land uses vary with the different zones of the existing Specific Plan. Offices, Government Offices, Commercial, restaurants, specialty shops, industrial/business park uses, single-family detached residential, churches, schools, single-family attached residential, college/university campus, and student housing.
------------------------------	--

Proposed Land Use (describe)	The land uses will essentially remain the same throughout this area of the Specific Plan. It will encourage general commercial uses, retail, limited auto related uses, personal service establishments, sit-down restaurants, museums/art galleries, drug and pharmacy, hardware/home improvement, music, and commercial office/administrative.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	N/A	
	Number of People on Site	Maximum Number	N/A
	Method of Calculation	N/A	
Height Data	Site Elevation (above mean sea level)	14ft. below sea level	ft.
	Height of buildings or structures (from the ground)	Max 5 stories - 60ft.	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	If yes, describe	_____	

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 submittal to the next available commission hearing meeting.

C. **SUBMISSION PACKAGE:**

- 1. Completed ALUC Application Form
- 1. ALUC fee payment
- 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
- 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- 1. CD with digital files of the plans (pdf)
- 1. Vicinity Map (8.5x11)
- 1. Detailed project description
- 1. Local jurisdiction project transmittal
- 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of August 11, 2017 through September 15, 2017, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed three non-legislative cases within Zone E of various Airport Influence Areas and issued determinations of consistency.

ZAP1056PS17 (Palm Springs International, Zone E) pertains to City of Cathedral City Case No. 17-001 (Design Review), a proposal to construct a new 3,738 square foot 10 car service bay at the existing 2.6-acre Palm Springs Subaru/Volvo car dealership located at 67977 E. Palm Canyon Drive, at the southwest corner of East Palm Canyon Drive and Perez Road). The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of 13,821 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 533.7 feet AMSL. The project site elevation is 316 feet AMSL, and the tallest proposed structure height is 22 feet, resulting in a maximum top point elevation of 338 feet AMSL – below the runway elevation. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on August 24, 2017.

ZAP1280MA17 (March, Zone E) pertains to County of Riverside Case No. PP26204 (Plot Plan), a proposal to construct a 50 foot tall wireless communications mono-pine facility and a 200 square foot equipment shelter on 3.09 acres located on the westerly side of Birch Street, northerly of its intersection with Avenue D and southerly of its intersection with Avenue C, in the unincorporated Glen Valley area and Cajalco Zoning District. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where nonresidential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of approximately 27,100 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,759 feet AMSL. The elevation of the project site is 1,720 feet AMSL. With a maximum structure height of 50 feet, the top point elevation would be 1,770 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A “Determination of No Hazard to Air Navigation” letter for Aeronautical Study No. 2017-AWP-7998-OE was issued on August 29, 2017. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA conditions were incorporated into our recommended conditions. ALUC Director Simon Housman issued a determination of consistency for this project on September 7, 2017.

ZAP1048HR17 (Hemet-Ryan, Zone E) pertains to City of Hemet Case No. SDR17-005 (Site Development Review), a proposal to construct a 29,762 square foot, two-story Chrysler automobile dealership and a detached 1,414 square foot detail building on a 4.35-acre lot located on the southeast corner of Warren Road

and Auto Boulevard. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of Runway 5-23 at Hemet-Ryan Airport at its southerly terminus is approximately 1,508 feet above mean sea level (AMSL). At a distance of 3,243 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures exceeding a top point elevation of 1,540.43 feet AMSL. The finish floor elevation of the project building is 1,506 feet AMSL, and the proposed building has a maximum height of 32.66 feet, for a maximum top point elevation of 1,538.66 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. Recommended conditions include a requirement for FAA OES review and issuance of a Determination of No Hazard to Air Navigation prior to allowance for any additional building height or greater top point elevation. ALUC Director Simon Housman issued a determination of consistency for this project on September 14, 2017.

Copies of these consistency letters and background documents are attached, for the Commission's information.

4.2 Correspondence to Caltrans regarding adoption of 2017 Hemet-Ryan ALUCP

A copy of the most recent letter from ALUC Director Simon Housman to California Department of Transportation Division of Aeronautics Office of Aviation Planning Chief Ron Bolyard is attached, for the Commission's information. (Prior correspondence was provided at the September 14 meeting.)

Y:\ALUC\ALUC Administrative Items\Admin Item 10-12-17.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 24, 2017

Mr. Salvador Quintanilla, Project Planner
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
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Lake Elsinore

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Riverside

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Hemet

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Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lerron St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1056PS17
Related File Nos.: 17-001 (Design Review)
APN: 687-510-051

Dear Mr. Quintanilla:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. 17-001 (Design Review), a proposal to construct a new 3,738 square foot 10 car service bay at the existing 2.6-acre Palm Springs Subaru/Volvo car dealership located at 67977 E. Palm Canyon Drive (southwest corner of E. Palm Canyon Drive and Perez Road).

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone E of the Palm Springs International Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). At a distance of approximately 13,821 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 533.7 feet AMSL. The project site elevation is 316 feet AMSL, and the tallest proposed structure height is 22 feet, resulting in a maximum top point elevation of 338 feet AMSL -below the runway elevation. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City applies the following recommended conditions:

CONDITIONS:

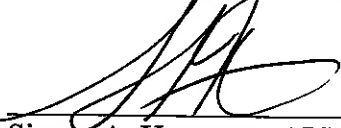
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:

- (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, production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property and tenants of the buildings.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

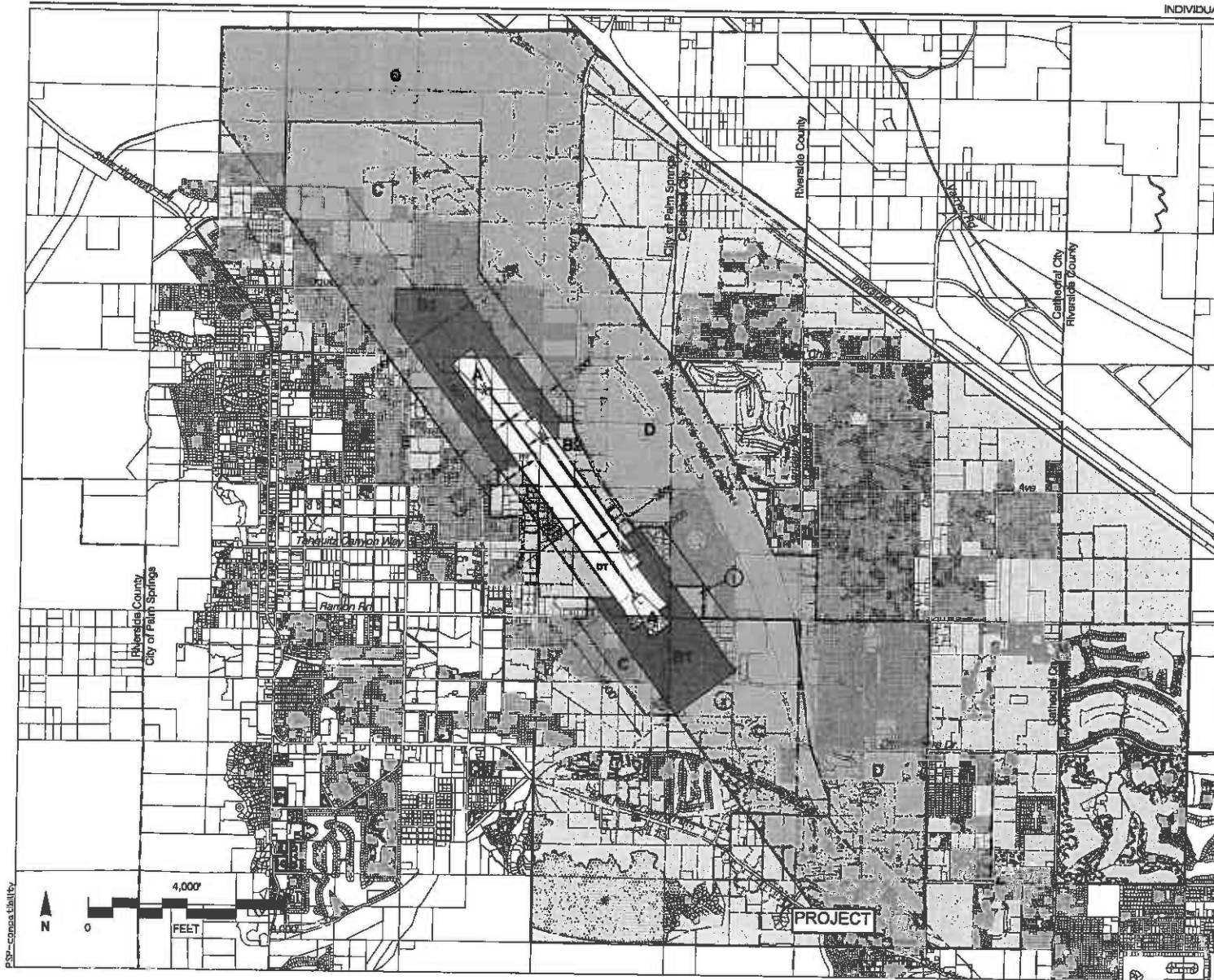
Attachment: Notice of Airport in Vicinity

cc: Palm Springs Subaru, Wes Hinkle (applicant)
Cathedral City Prop. (landowner)
Rich Anderson (architect)
Mr. Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1056PS17\ZAP1056PS17.LTR.doc

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)



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

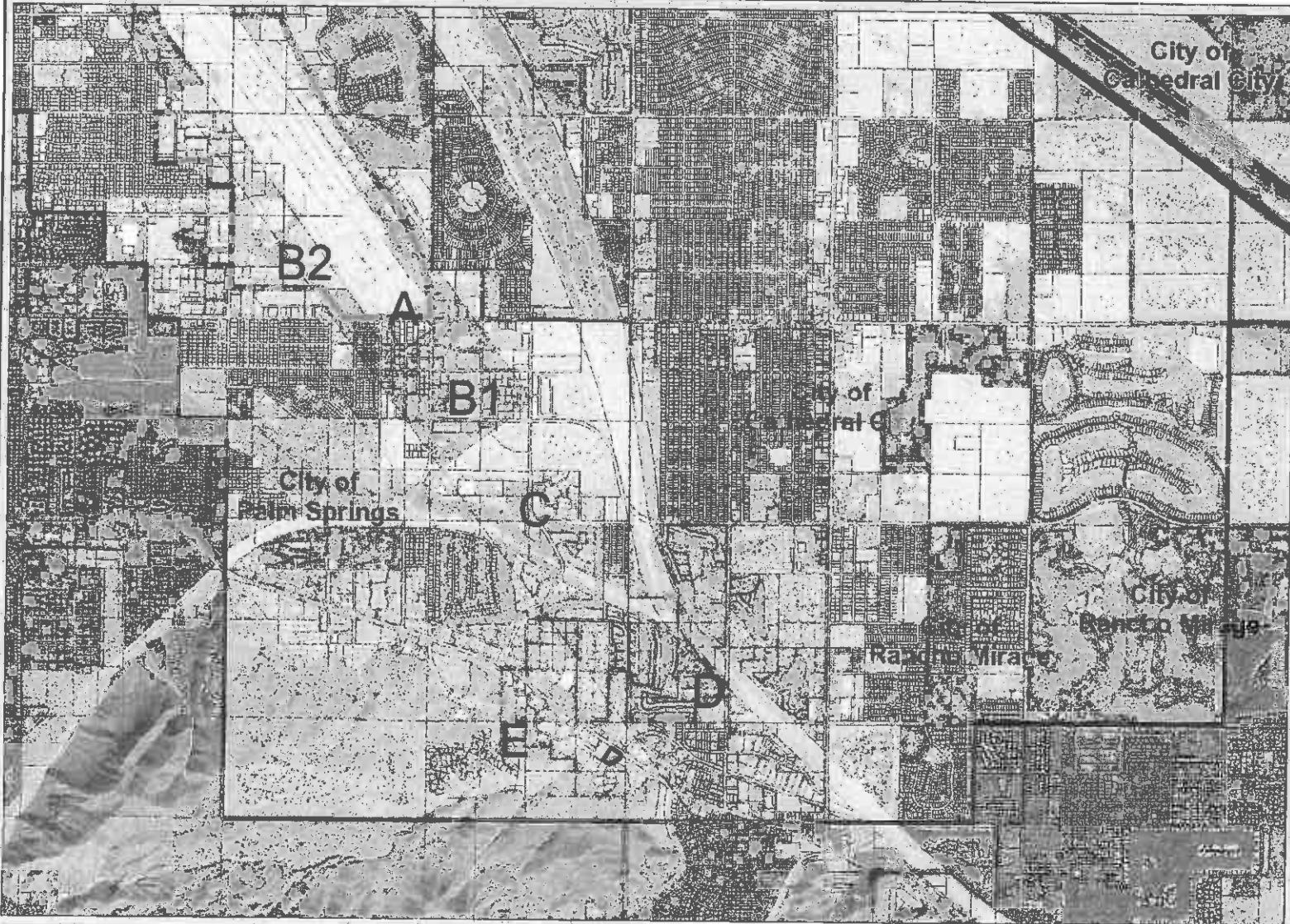
See Policy PS.2.1.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)



























Map PS-1

Compatibility Map
Palm Springs International Airport

My Map



Legend

-  Airports
-  AIA
- Airport Compatibility**
-  OTHER 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
-  C2-HIGHT



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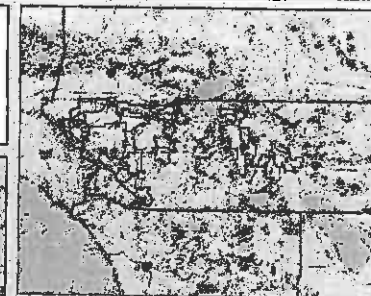
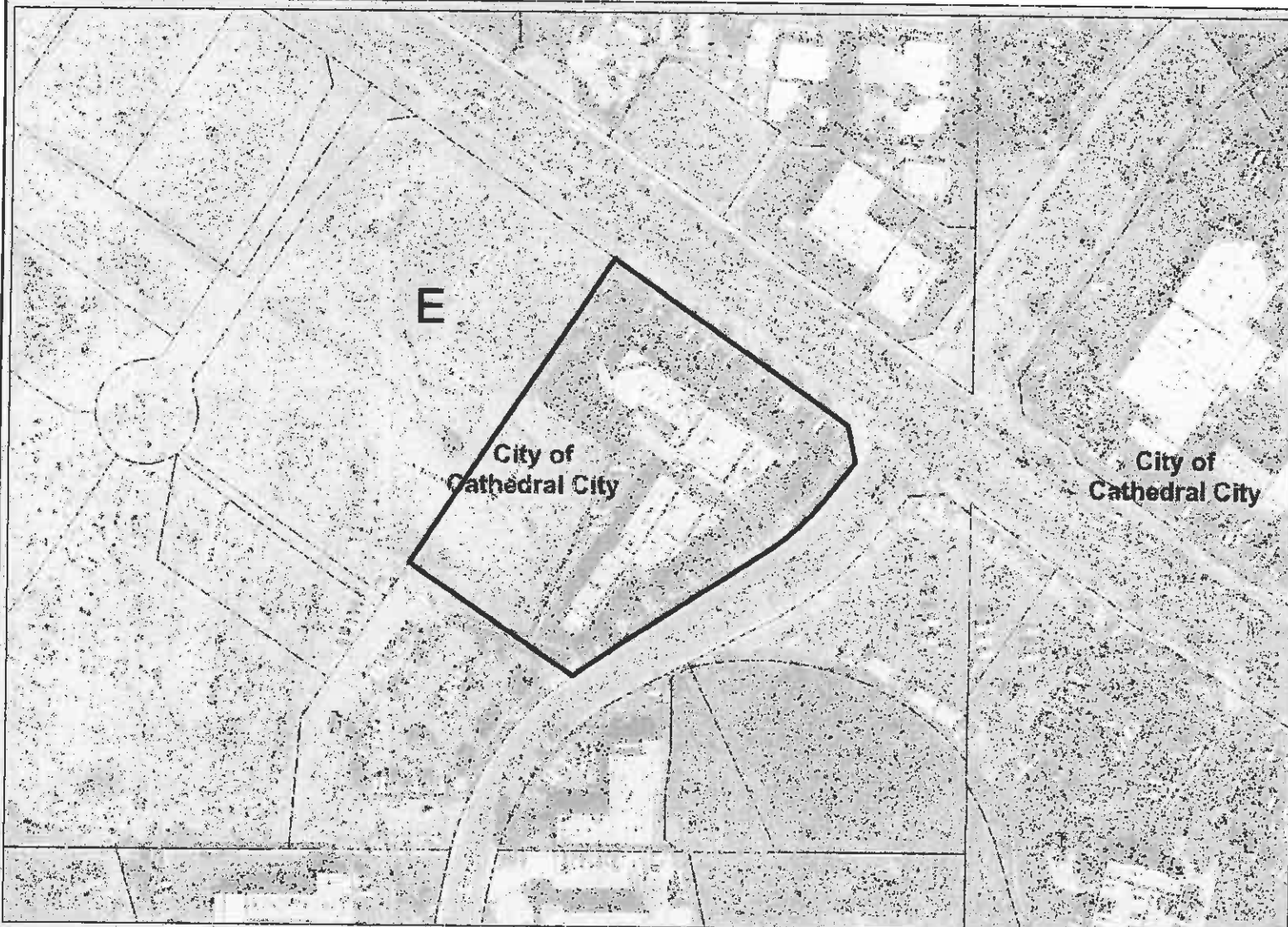
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Notes

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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-EXC6
- C2-EXC8
- C2-HIGHT



0 201 402 Feet



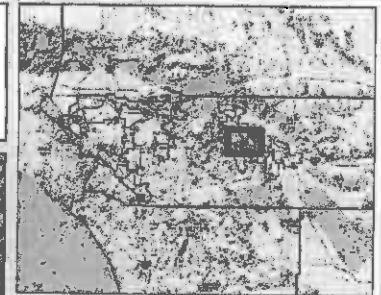
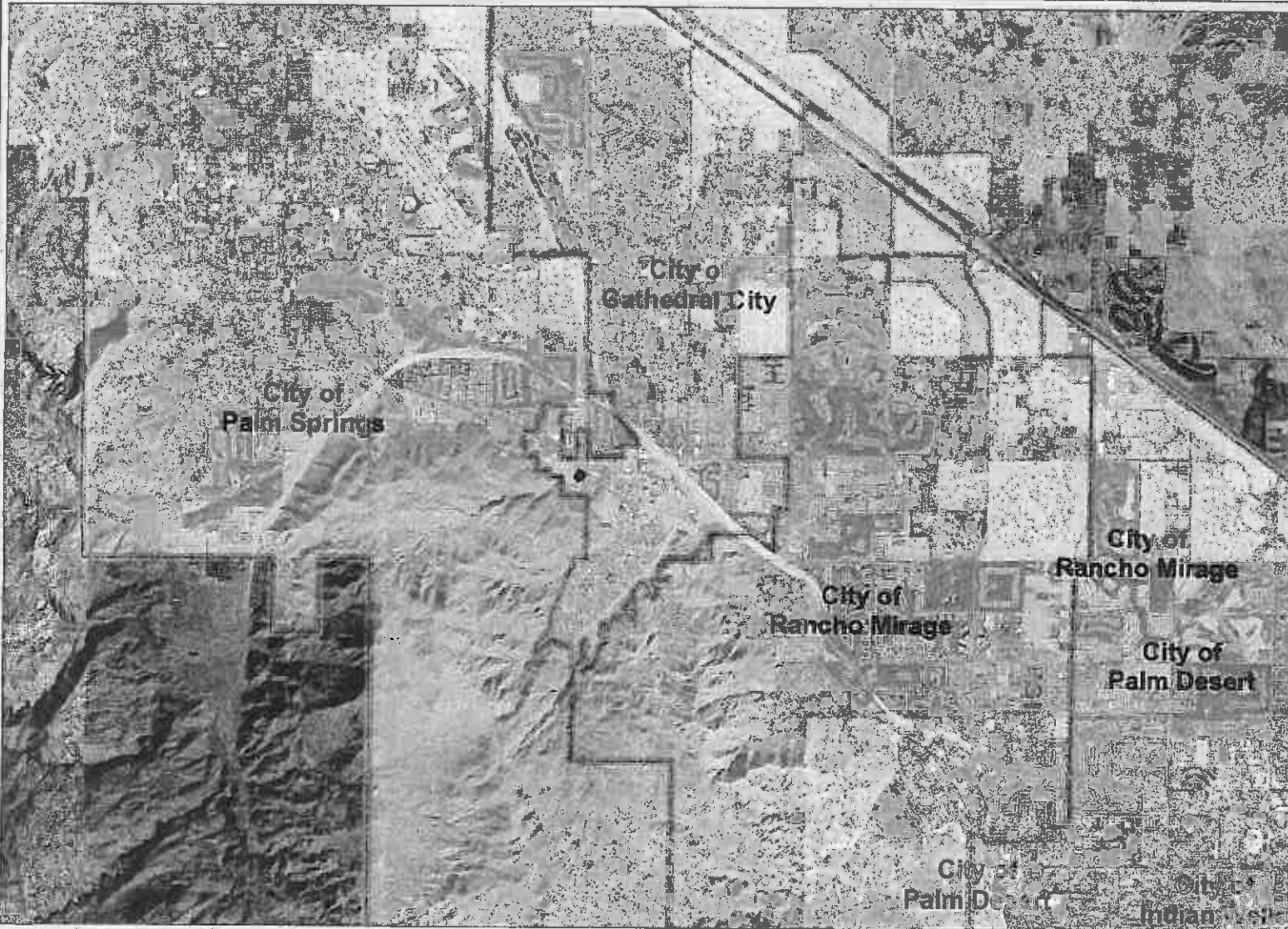
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Notes

My Map



Legend

-  City Boundaries
- Cities**
- adjacent_highways**
- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- OUT
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
-  counties
-  cities



0 9,745 19,490 Feet



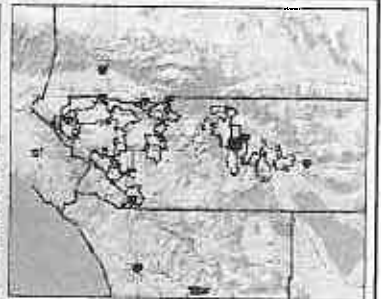
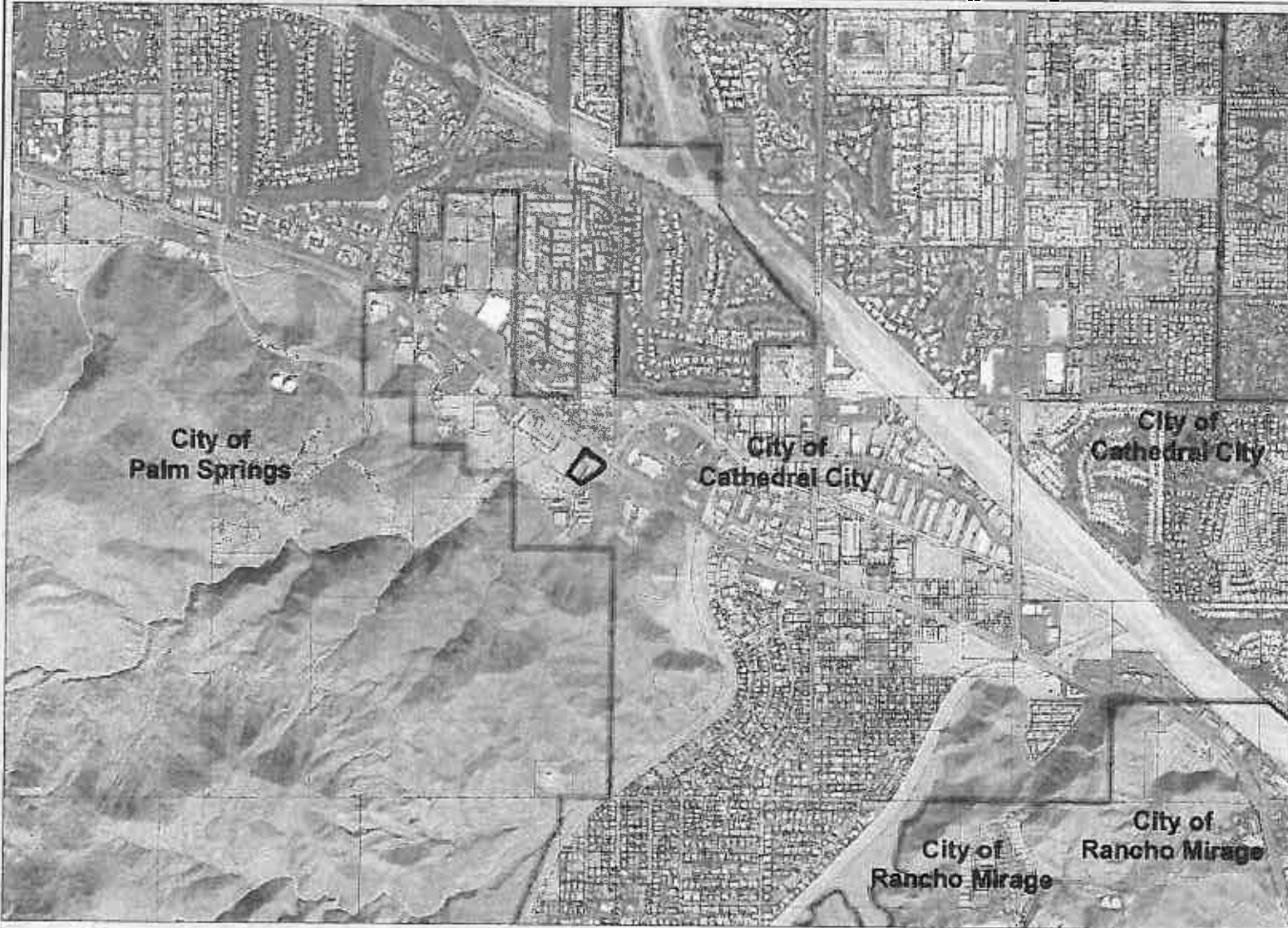
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roads**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads**
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrography**
- waterbodies**
- Lakes
- Rivers



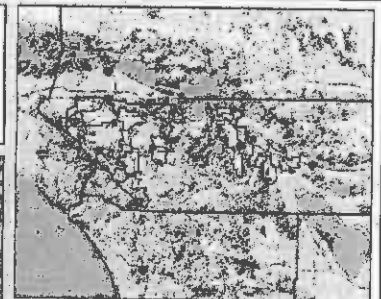
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 609 1,218 Feet



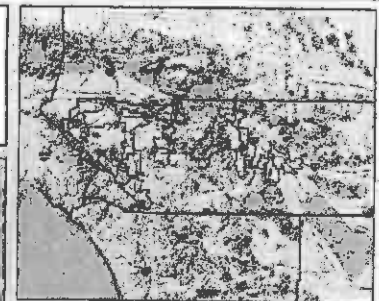
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0

201

402 Feet



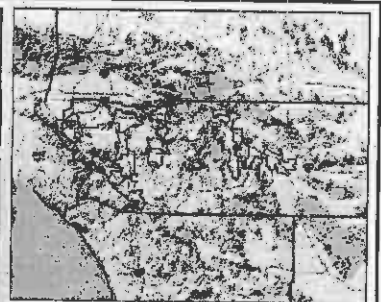
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
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- waterbodies
- Lakes
- Rivers



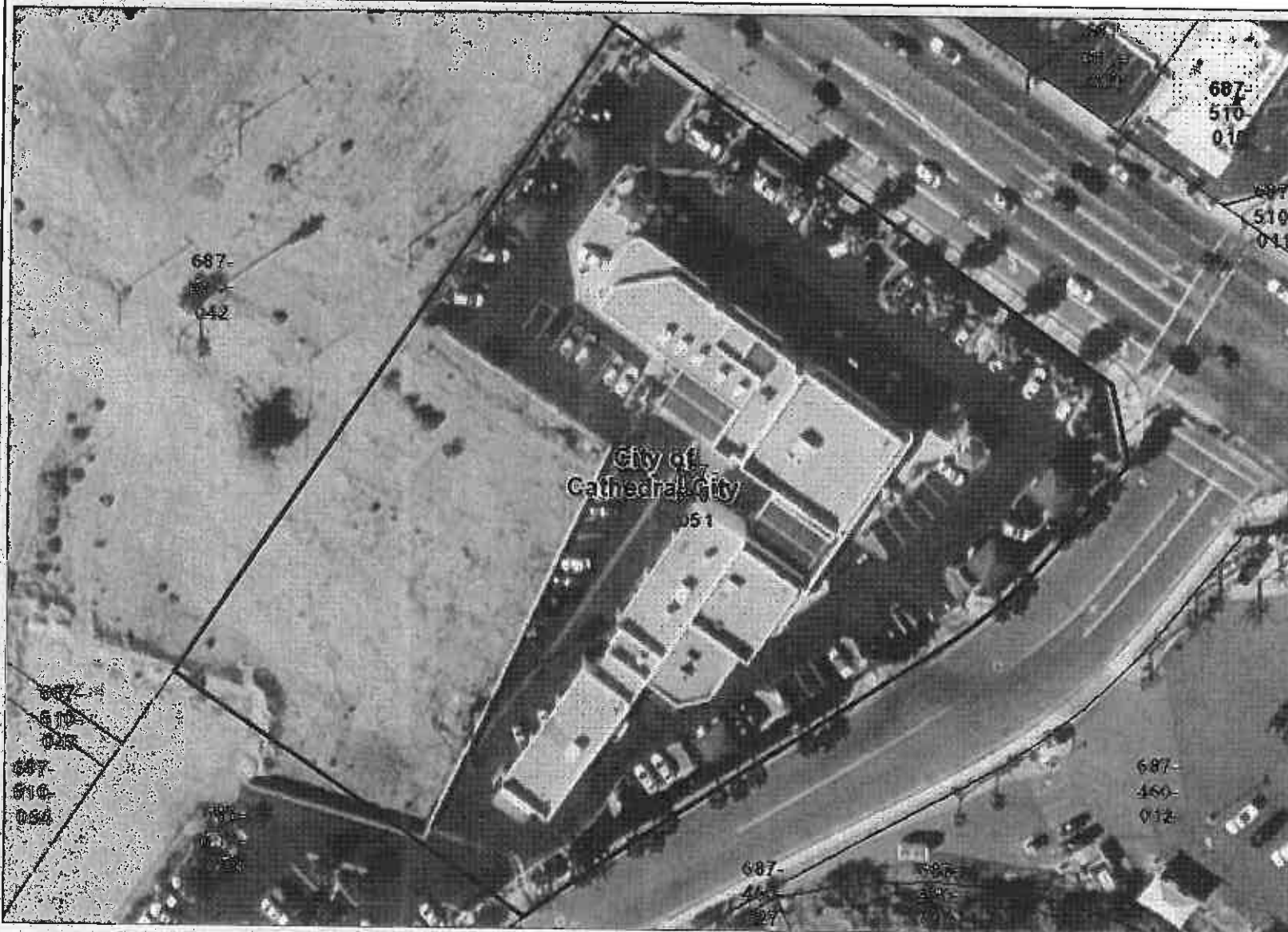
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Notes

Map My County Map



- Legend**
- Parcel APNs
 - Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - City Areas
 - World Street Map




0 94 188 Feet

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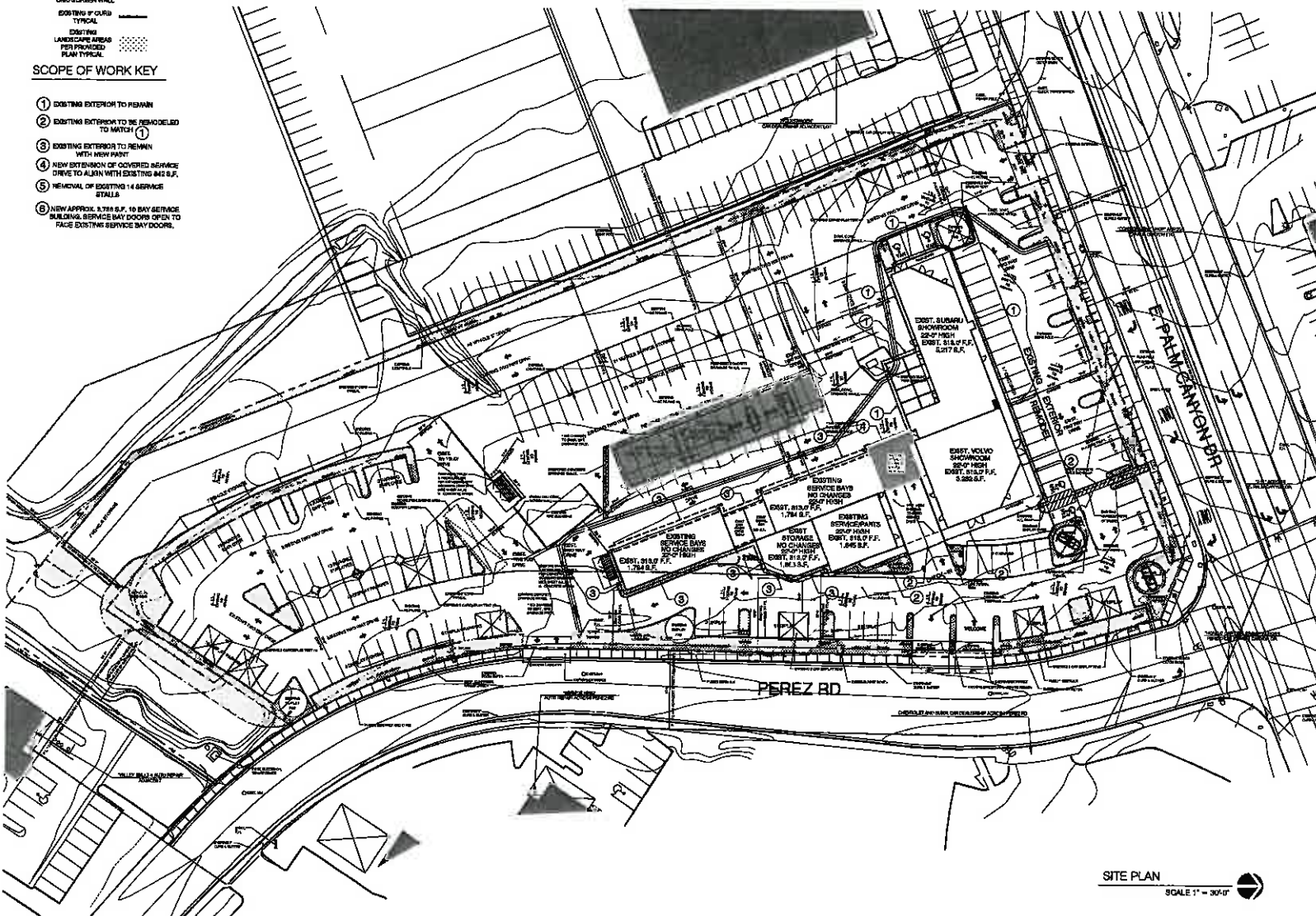
Notes

EXISTING OBJECT LEGEND

- EXISTING PUBLIC TRAFFIC STREET LIGHT TYP.
- EXISTING PUBLIC STREET LIGHT TYP.
- EXISTING 80 TALL 4 LIGHT POLE TYP.
- EXISTING 20 TALL 2 LIGHT POLE TYP.
- EXISTING 8 TALL CHU SCREEN WALL
- EXISTING OF CURB TYPICAL
- EXISTING LANDSCAPE AREAS PER PROPOSED PLAN TYPICAL

SCOPE OF WORK KEY

- 1 EXISTING EXTENSION TO REMAIN
- 2 EXISTING EXTENSION TO BE REMODELED TO MATCH 1
- 3 EXISTING EXTENSION TO REMAIN WITH NEW FINISH
- 4 NEW EXTENSION OF COVERED SERVICE DRIVE TO ALIGN WITH EXISTING 80 T.S.F.
- 5 REMOVAL OF EXISTING 14 SERVICE STALLS
- 6 NEW APPROX. 1700 S.F. 10 BAY SERVICE BUILDING. SERVICE BAY DOORS OPEN TO FACE EXISTING SERVICE BAY DOORS.



GENERAL NOTES

1. ALL UTILITIES SHOWN ARE BASED ON RECORDS.
2. ALL EXISTING UTILITIES SHALL BE REMOVED TO REVEAL AND CHANGES OR MODIFICATIONS.
3. EXISTING CONCRETE TO REMAIN UNLESS INDICATED OTHERWISE.

LEGEND

ADMISSIBLE TO REMAIN WITH ANY CHANGES OR MODIFICATIONS, WITH OR WITHOUT THE CHANGES SHOWN ON THIS DESCRIPTION OF WORKS.

PROJECT SCOPE

TO PROVIDE THE ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING DESIGN FOR THE RENOVATION AND ADDITION OF A 10 BAY SERVICE BAY TO THE EXISTING VOLVO SHOWROOM BUILDING. THE PROJECT ALSO INCLUDES THE REMOVAL OF EXISTING SERVICE BAY STALLS AND THE ADDITION OF A NEW APPROX. 1700 S.F. 10 BAY SERVICE BUILDING. THE PROJECT ALSO INCLUDES THE REMOVAL OF EXISTING SERVICE BAY STALLS AND THE ADDITION OF A NEW APPROX. 1700 S.F. 10 BAY SERVICE BUILDING. THE PROJECT ALSO INCLUDES THE REMOVAL OF EXISTING SERVICE BAY STALLS AND THE ADDITION OF A NEW APPROX. 1700 S.F. 10 BAY SERVICE BUILDING.

PROJECT TEAM

ARCHITECT: RICH ANDERSON ARCHITECT
 307 DUNBAR AVE
 SOLANA BEACH, CA 92075
 760-435-0442

CLIENT: PALM SPRINGS VOLVO/SUBARU
 67977 E PALM CANYON DR
 CATHEDRAL CITY, CA 92234

PROJECT DATA

PROJECT INFORMATION

PROPERTY OWNER: CATHEDRAL CITY PROPERTIES LLC
 600 N. GARDEN ST.
 CATHEDRAL CITY, CA 92234

PROJECT NO.: 2024-001
 DATE: 08/20/24

BUILDING INFORMATION

TYPE OF CONSTRUCTION:	V-8 FRAMEWORK
COOLING TYPE:	S & 1
COOLING SYSTEM:	WATER BASED
HEATING TYPE:	WATER BASED
HEATING SYSTEM:	WATER BASED
FLOOR FINISH:	CONCRETE
CEILING FINISH:	CONCRETE
WALL FINISH:	CONCRETE
ROOF FINISH:	CONCRETE
ROOF TYPE:	FLAT
ROOF SLOPE:	0%
ROOF AREA:	10,000 S.F.
ROOF VOLUME:	10,000 CU YD
ROOF WEIGHT:	10,000 LB
ROOF LIVE LOAD:	20 PSF
ROOF DEAD LOAD:	15 PSF
ROOF TOTAL LOAD:	35 PSF
ROOF TOTAL WEIGHT:	350,000 LB
ROOF TOTAL VOLUME:	3,500 CU YD
ROOF TOTAL AREA:	10,000 S.F.
ROOF TOTAL PERIMETER:	1,000 FT
ROOF TOTAL LENGTH:	1,000 FT
ROOF TOTAL WIDTH:	100 FT
ROOF TOTAL HEIGHT:	10 FT
ROOF TOTAL DEPTH:	10 FT
ROOF TOTAL DIAMETER:	10 FT
ROOF TOTAL RADIUS:	5 FT
ROOF TOTAL AREA:	10,000 S.F.
ROOF TOTAL PERIMETER:	1,000 FT
ROOF TOTAL LENGTH:	1,000 FT
ROOF TOTAL WIDTH:	100 FT
ROOF TOTAL HEIGHT:	10 FT
ROOF TOTAL DEPTH:	10 FT
ROOF TOTAL DIAMETER:	10 FT
ROOF TOTAL RADIUS:	5 FT

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SEWER/WATER:	300-200-3001
SEWER/WATER:	400-200-3001
SEWER/WATER:	500-200-3001
SEWER/WATER:	600-200-3001
SEWER/WATER:	700-200-3001
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SEWER/WATER:	9800-200-3001
SEWER/WATER:	9900-200-3001
SEWER/WATER:	10000-200-3001

VICINITY MAP

SITE PLAN
 SCALE 1" = 30'-0"

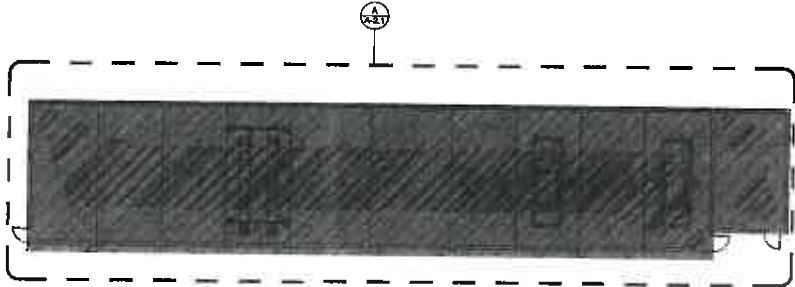
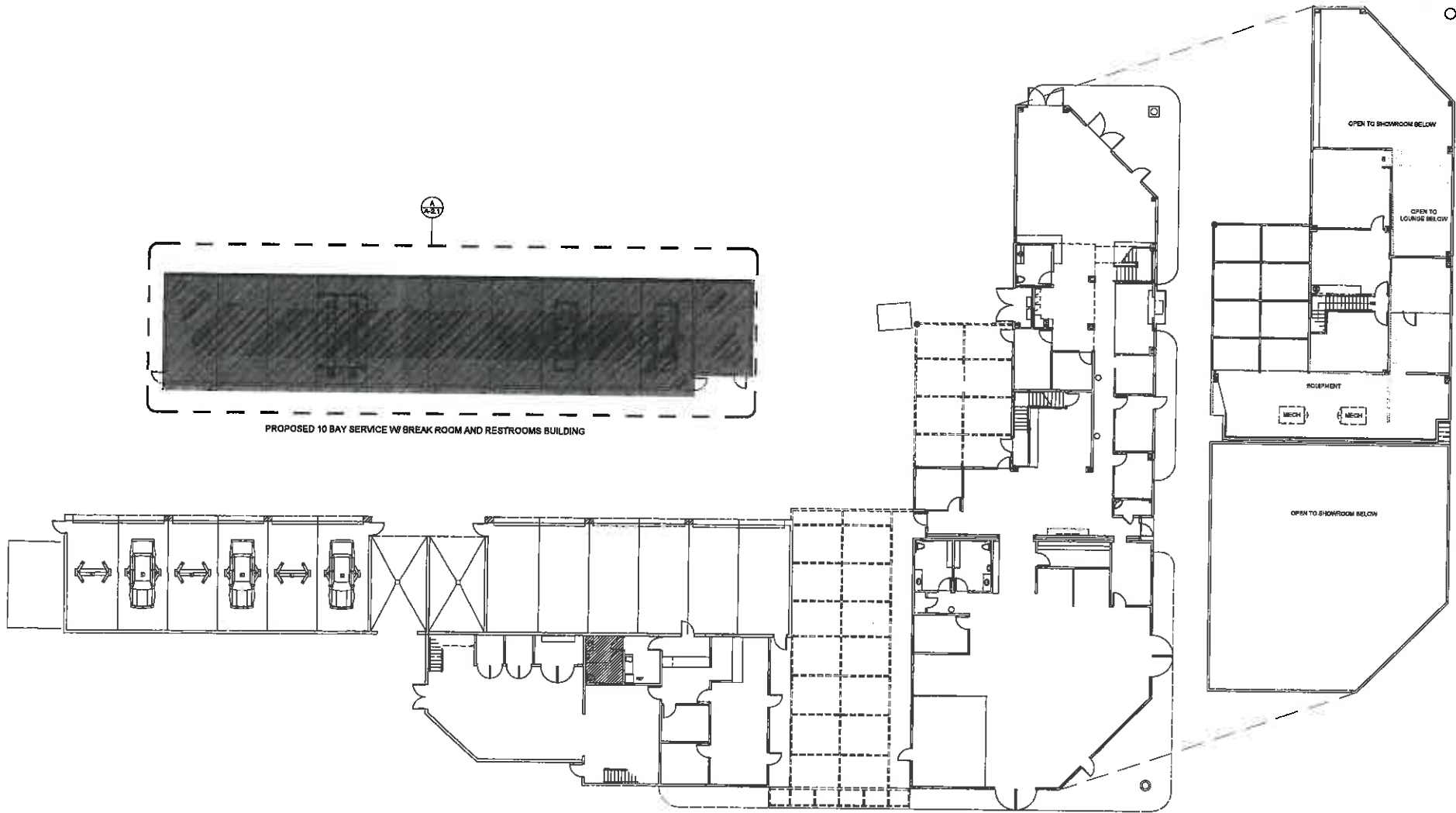
RICH ANDERSON
 Architect
 307 DUNBAR AVE
 SOLANA BEACH, CA 92075
 760-435-0442

SEAL OF THE CITY OF CALIFORNIA
 OFFICE OF THE CLERK OF THE SUPERIOR COURT
 COUNTY OF SAN DIEGO

PALM SPRINGS VOLVO/SUBARU
 67977 E PALM CANYON DR,
 CATHEDRAL CITY, CA 92234

SUBMITTALS
 REVISIONS

SITE PLAN
A-1.0



PROPOSED 10 BAY SERVICE W/ BREAK ROOM AND RESTROOMS BUILDING

* REF. TO SITE PLAN FOR SCOPE OF EXTERIOR WORK ON EXISTING BUILDING

OVERALL FLOOR PLAN
SCALE 3/32" = 1'-0"

RICH ANDERSON
ARCHITECT
321 BARBARA AVE.
SOLANA BEACH, CA 92075
714-762-0474



PALM SPRINGS VOLVO/SUBARU

67977 E PALM CANYON DR.
CATHEDRAL CITY, CA 92234

SUBMITTALS	
•	
•	
•	
REVISIONS	
▲	
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FLOOR PLAN
OVERALL

A-2.0

GENERAL NOTES	
1. PROVIDE ROOM IDENTIFICATION SIGNAGE - PER OWNER	13. EXIT AND EXIT-ACCESS DOORS SERVING GROUP A OCCUPANCIES SHALL NOT BE PROVIDED WITH A LATCH OR LOCK UNLESS IT IS PANIC HARDWARE
2. PROVIDE MEANS OF EGRESS IDENTIFICATION USING EXIT SIGNS THAT AREA INTERNALLY OR EXTERNALLY ILLUMINATED ALONG THE PATH OF EXIT TRAVEL WITHIN THE MEANS OF EGRESS SYSTEM. THE EXIT SIGNS SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:	14. IN PUBLIC AREAS OF GROUP B AND M OCCUPANCIES, AND IN ASSEMBLY OCCUPANCIES WITHOUT FIXED SEATS, THE MINIMUM CLEAR ABLE WIDTH SHALL BE 36 INCHES WHERE TABLES, COUNTERS, FURNISHINGS, MERCHANDISE, OR OTHER SIMILAR OBSTRUCTIONS ARE PLACED ON BOTH SIDES OF THE ABLE. SEE SECTION 1003.6.2
3. EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH	15. 5% OF NEW MILLWORK BUT NEVER LESS THAN ONE SHOULD BE ACCESSIBLE PER CBC 11928. THAT INCLUDES PARTS COUNTERS 94" HIGH BY 88" WIDE MIN.
4. EXIT SIGNS SHALL BE LOCATED TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL AND SUCH THAT NO POINT SHALL BE MORE THAN 100' FROM THE NEAREST VISIBLE SIGN. (SECTION 1003.6.3)	16. MAIN ENTRANCE SHALL BE ACCESSIBLE. REMAINING REQUIRED EXITS AND GROUND FLOOR COURTIYARD EXITS ARE ACCESSIBLE PER CODE
5. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY ELECTRICAL POWER SYSTEM (STORAGE BATTERY, UNIT EQUIPMENT, OR AN ON-SITE GENERATOR SET) OR AN APPROVED SELF-ILLUMINATING SYSTEM THAT PROVIDES CONT. ILLUMINATION INDEPENDENT OF THE EXTERNAL POWER SOURCE TO ENSURE THAT THE EXIT SIGNS ARE ILLUMINATED AT ALL TIMES. (SEE 1003.6.4)	17. SUSPENDED GLOS SHALL COMPLY WITH ASTM C888 & ASTM C886 PER CBC SECTION 808.1.1
6. EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100' FROM THE NEAREST VISIBLE SIGN. EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH	18. PLACEMENT OF LIGHT SWITCH SHALL BE MAX 6' AWAY FROM STRIKE SIDE OF DOOR IN ALL POSSIBLE LOCATIONS
7. GENERAL CONTRACTOR OR OWNER MUST POST ANY ASSEMBLY ROOM WITH OCCUPANT LOADS GREATER THAN 60	19. WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 6-8
8. PROVIDE FIRE EXTINGUISHERS WITHIN 50 FEET TRAVEL DISTANCE TO ANY PART OF THE AREA OF WORK. PROVIDE A MINIMUM 2A:10BC RATING SIZE FOR ASSEMBLY AREAS	20. ALL EXITS ARE TO BE OPERABLE FROM INSIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE UNLESS INDICATED ON DOOR SCHEDULE
9. ALL EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. PROVIDE SIGNS AT THE MAIN EXIT DOOR READING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (SECTION 1003.1.6)	21. ALL EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. PROVIDE SIGNS AT THE MAIN EXIT DOOR READING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (SECTION 1003.1.6)
10. REGARDLESS OF OCCUPANT LOAD, A FLOOR OR LANDING NOT MORE THAN 14" BELOW THE THRESHOLD IS REQUIRED ON EACH SIDE OF AN EGRESS DOOR. (SECTION 1003.1.4)	22. ALL INTERIOR WALLS FINISHES TO BE 3/4" MIN. STUO UNLESS NOTED OTHERWISE OR FOR HEIGHT RESTRICTIONS. (SEE 04 PER MANK. FOR HT.)
11. A TACTILE EXIT SIGN STATING "EXIT" AND COMPLYING WITH CO A117.1 SHALL BE PROVIDED ADJACENT TO EACH DOOR TO AN EGRESS STAIRWAY, AN EXIT PASSAGEWAY AND THE EXIT SIGN CHANGE. (SECTION 1011.2)	23. PROVIDE FIRE EXTINGUISHER IN CABINETS AS REQUIRED BY CODE/FIRE DEPARTMENT. COORDINATE LOCATIONS WITH ARCHITECT/OWNER. SUPPLY SEMI RECESSED CABINETS IN INT. STUO WALLS WHERE POSSIBLE
12. IN ASB.F.M AND 5 OCC. KEY LOCKING HARDWARE MAYBE USED AT THE MAIN ENTRY DOORS. PROVIDED A SIGN IN CONTRASTING LETTERS OF 1 INCH OR MORE IS PROVIDED AT THE DOORS STATING "THIS DOOR MUST REMAIN UNLOCKED WHEN OCCUPIED"	

GENERAL FINISH NOTES

PROVIDE APPROPRIATE TRANSITION STRIPS AS DICTATED BY OWNER AT CHANGES OF FLOOR MATERIALS.

WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN USC TABLE 6-8. SUSPENDED CEILING SHALL COMPLY WITH CBC TABLE 25-4.

WALL AND CEILING MATERIAL SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 6-8

GENERAL CEILING NOTES

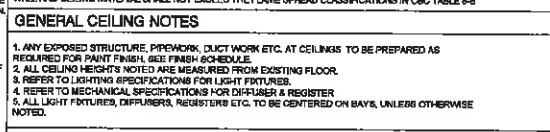
1. ANY EXPOSED STRUCTURE, PIPEWORK, DUCT WORK ETC. AT CEILING TO BE PREPARED AS REQUIRED FOR PAINT FINISH. SEE FINISH SCHEDULE.

2. ALL CEILING HEIGHTS NOTED ARE MEASURED FROM EXISTING FLOOR.

3. REFER TO LIGHTING SPECIFICATIONS FOR LIGHT FIXTURES.

4. REFER TO MECHANICAL SPECIFICATIONS FOR DIFFUSER & REGISTER

5. ALL LIGHT FIXTURES, DIFFUSERS, REGISTERS ETC. TO BE CENTERED ON BAYS, UNLESS OTHERWISE NOTED.



WALL TYPES LEGEND

1. EXTERIOR WALL:
4 CMU CONCRETE EXTERIOR WALL PER ELEVATIONS

LEGEND

1. FIRE EXTINGUISHER W/ STAINLESS STL. SEMI RECESSED CABINET ILLUMINATED EXIT SIGN - PROVIDE EACH EXIT DOOR W/ AN ELECTRICALLY ILLUMINATED EXIT SIGN (1 FOOTCANDLE MIN. @ FLOOR LEVEL) W/ AN EMERGENCY BATTERY POWERED BACK-UP

2. TACTILE SIGNAGE PER ADDITIONAL NOTES 11

3. INTERNATIONAL SYMBOL FOR ACCESSIBILITY

TOTAL BUILDING AREA 3,418 S.F./100' ±

TOTAL OCCUPANTS = 54 PER TABLE 1015.1
A MINIMUM OF 12 MEANS OF EGRESS IS REQ.
12 MEANS PROVIDED

PER TABLE 1015.1
THE 2018 CBC
OCCUPANT LOAD IS
LESS THAN 49.

SERVICE FLOOR LEGEND

1. 80" X 80" CLEAR CONCRETE DOOR STOOP, SLOPE AWAY FROM BUILDING MAX. 2%.

2. ROLL UP DOOR CONCRETE THRESHOLD, SLOPE AWAY FROM BUILDING MAX. 2%

3. CONT. RECESSED FLOOR DRAINAGE TROUGH

4. CONCRETE GARAGE SLAB FLOOR PER STRUCTURAL. SLOPED FROM BACK OF BAYS TO FRONT DOOR/ AT MIN. 1/8" PER 12".

5. HYDRAULIC LIFTS

6. INTERIOR OF CMU WALL PAINTED *

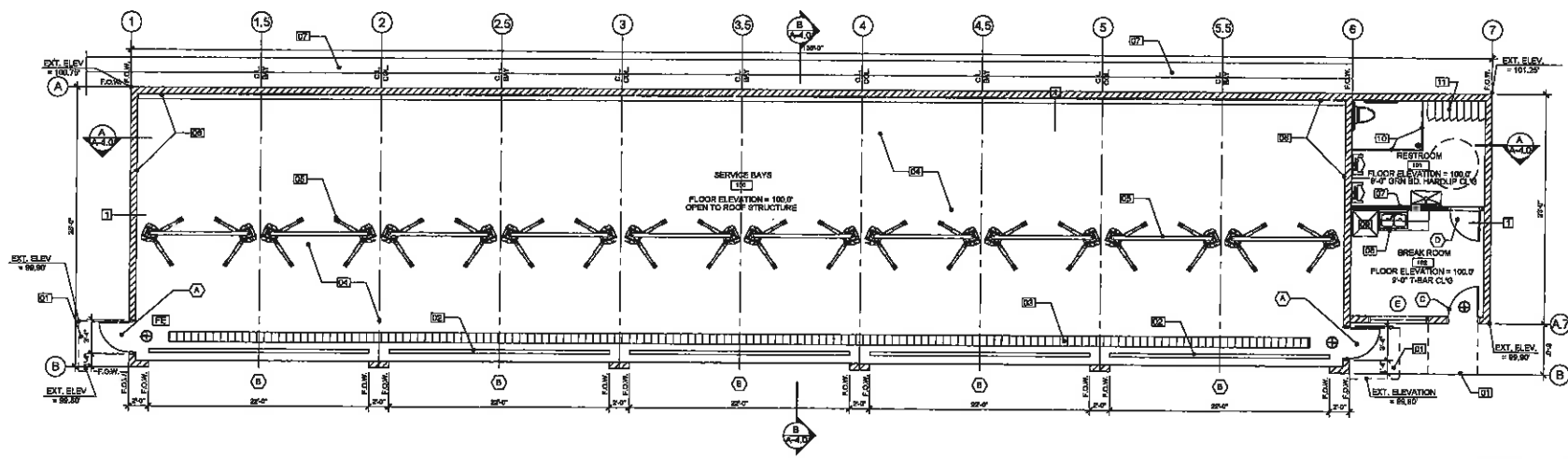
7. INTERIOR METAL STUO WALL W/ GRN. GYP. 90, BOTH SIDES

8. INTERIOR BASE COUNTER W/ UPPERS

9. REF. BY OWNER

10. RESTROOM PARTITION

11. EMPLOYEE LOCKERS



FLOOR PLAN
SCALE 1/16" = 1'-0"

RICH ANDERSON ARCHITECT
321 BARBARA AVE
SOLANA BEACH, CA 92075
P: 760-766-5046

REGISTERED ARCHITECT
STATE OF CALIFORNIA

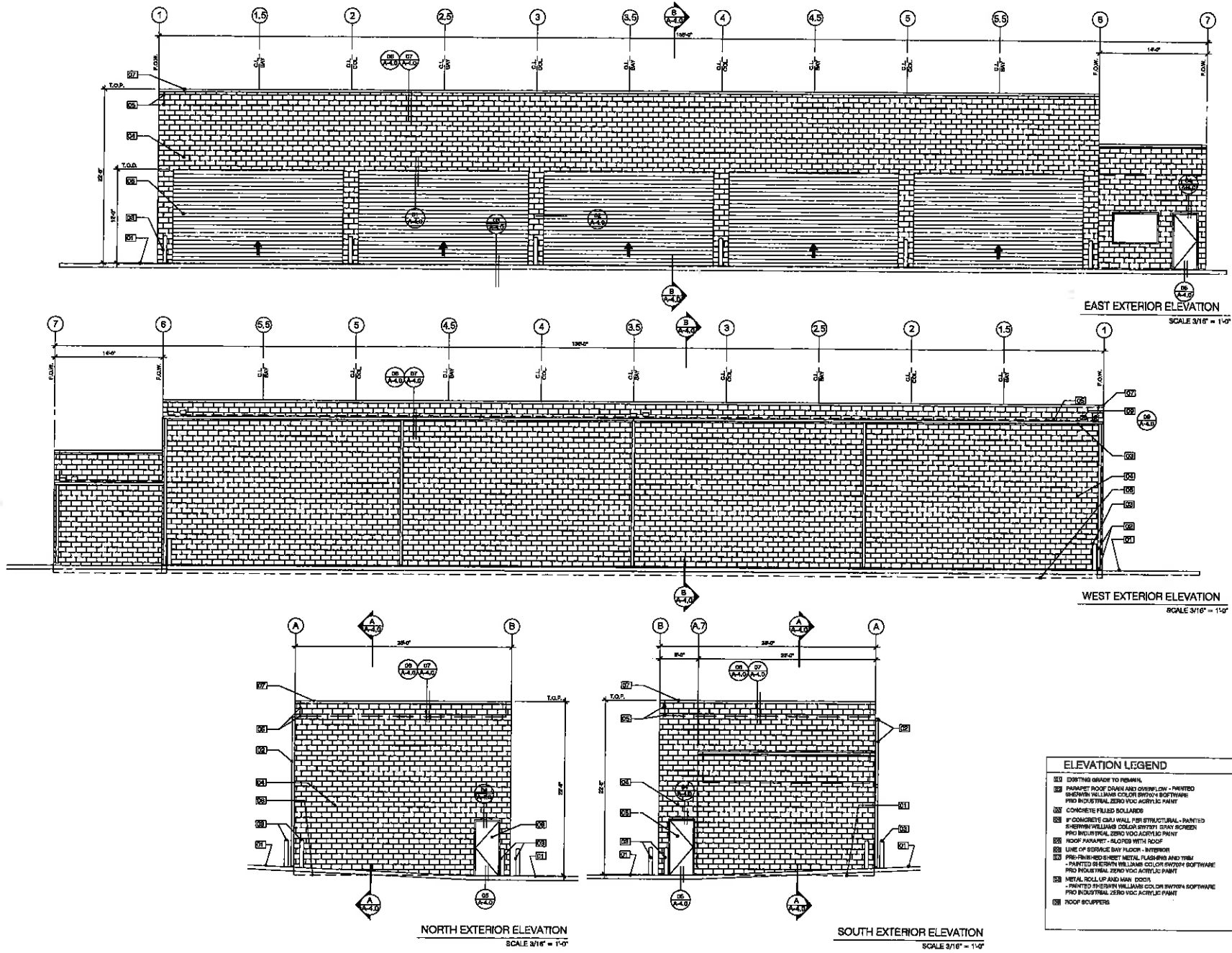
PALM SPRINGS VOLVO/SUBARU
67877 E PALM CANYON DR,
CATHEDRAL CITY, CA 92234

SUBMITTALS

REVISIONS

FLOOR PLAN SERVICE

A-2.1



ELEVATION LEGEND	
003	EXISTING BRICK TO REMAIN
004	PAVING ROOF DOWN AND OVERFLOW - PAINTED SHERWIN WILLIAMS COLOR ENVOY 4 SOFTWARE PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
005	CONCRETE FILLED SOLARISE
006	8\"/>
007	LINE OF SERVICE DAY FLOOR - INTERIOR
008	PRE-FINISHED SHEET METAL FLASHING AND TRIM - PAINTED SHERWIN WILLIAMS COLOR ENVOY 4 SOFTWARE PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
009	METAL SCULL UP AND NAIL DOWN
010	PAINTED SHERWIN WILLIAMS COLOR ENVOY 4 SOFTWARE PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
011	ROOF SCUPERS

RICH ANDERSON
 ARCHITECT
 321 BARBARA AVE.
 SOLANA BEACH, CA 92084
 (949) 485-1111
 www.richanderson.com

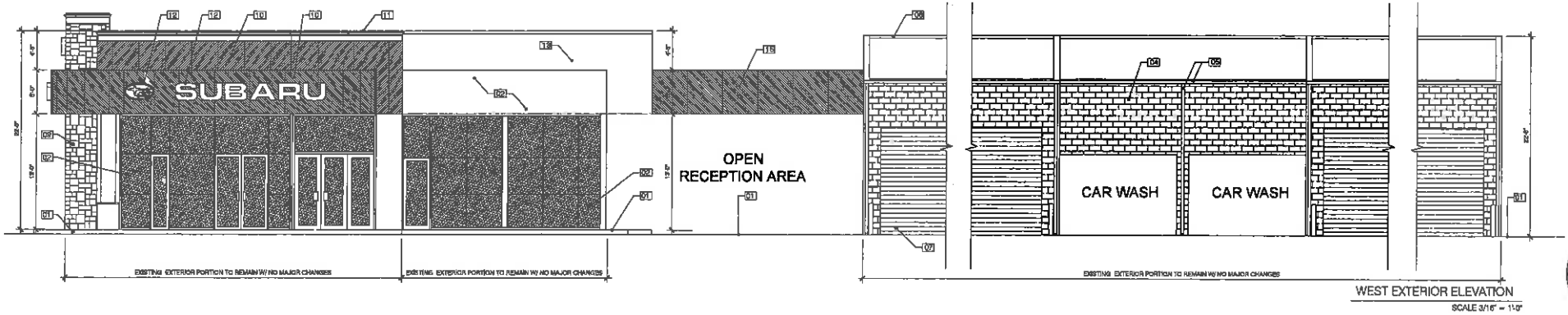
REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 No. 10000

PALM SPRINGS VOLVO/SUBARU
 67977 E PALM CANYON DR.
 CATHEDRAL CITY, CA 92234

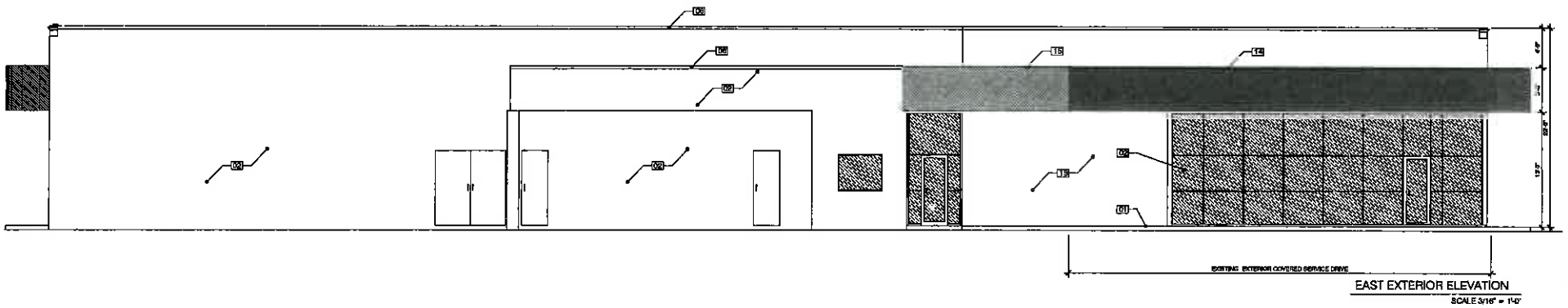
SUBMITTALS	
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EXTERIOR ELEVATIONS (PROPOSED)

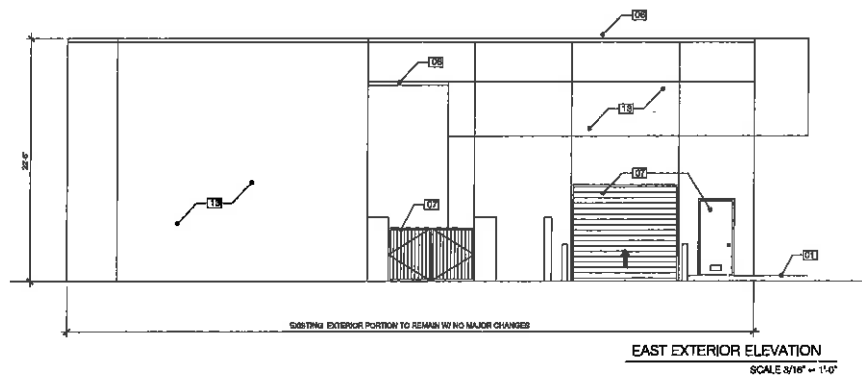
A-3.0



WEST EXTERIOR ELEVATION
SCALE 3/16" = 1'-0"



EAST EXTERIOR ELEVATION
SCALE 3/16" = 1'-0"



EAST EXTERIOR ELEVATION
SCALE 3/16" = 1'-0"

ELEVATION LEGEND	
01	EXISTING BRICK TO REMAIN
02	EXISTING ANODIZED ALUMINUM STOREFRONT SYSTEM TO REMAIN
03	EXISTING EXTERIOR STUCCO SIDING TO REMAIN
04	EXISTING CAR WALL - PAINTED SHERWIN WILLIAMS COLOR SW771 GRAY SCREEN PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
05	EXISTING ROOF DRAINAGE/SPONDON DOWN SPOUT - PAINTED SHERWIN WILLIAMS COLOR SW811 SILVER BRITZ
06	EXISTING SHEET METAL FLASHING AND TRIM - PAINTED SHERWIN WILLIAMS COLOR SW774 INDUSTRIAL ZERO VOC ACRYLIC PAINT
07	EXISTING SHEET METAL FLASHING AND TRIM - PAINTED SHERWIN WILLIAMS COLOR SW811 SILVER BRITZ
08	EXISTING CONCRETE COLUMN - PAINTED SHERWIN WILLIAMS COLOR SW771 GRAY SCREEN PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
09	EXISTING SILVER ALUMINUM TOWER TO REMAIN AS IS
10	EXISTING SILVER METALLIC COMPOSITE METAL PANELS TO REMAIN
11	EXISTING ALUMINUM CAP TO REMAIN
12	EXISTING SUBARU SIGNAGE TO REMAIN
13	EXISTING EXTERIOR STUCCO SIDING - PAINTED SHERWIN WILLIAMS COLOR SW771 GRAY SCREEN PRO INDUSTRIAL ZERO VOC ACRYLIC PAINT
14	EXISTING COVERED SERVICE RECEPTION DRIVE TO REMAIN WITH NEW COMPOSITE METAL PANELS
15	PROPOSED COVERED SERVICE RECEPTION DRIVE EXTENSION WITH NEW COMPOSITE METAL PANELS
16	PROPOSED 1" ILLUMINATED CHANNEL LETTERSET
17	PROPOSED ALUMINUM TOP CAP, VERTICAL FACE TO BE PWB 3000, REMAINDER OF METAL, INCLUDING DIAGONAL CAN BE TO BE SILVER METALLIC FINISH
18	PROPOSED SILVER METALLIC COMPOSITE METAL PANELS
19	PROPOSED 1" ILLUMINATED CHANNEL LETTERSET
20	PROPOSED 3" SUBARU STAR GLAZIER

RICH ANDERSON ARCHITECT
301 SHERBANE AVE
SCALANA BEACH CA 92675
760-422-0442

PALM SPRINGS VOLVO/SUBARU
67977 E PALM CANYON DR.
CATHEDRAL CITY, CA 92284

SUBMITTALS

REVISIONS

EXTERIOR ELEVATIONS (EXISTING)

A-3.2

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

September 7, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. Ashiq Syed, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1280MA17
Related File No.: PP26204 (Plot Plan)
APN: 321-050-029

Dear Mr. Syed:

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 County of Riverside Case No. PP26204 (Plot Plan), a proposal to construct a 50 foot tall wireless telecommunications monopine facility and a 200 square foot equipment shelter on 3.9 acres located on the westerly side of Birch Street, northerly of its intersection with Avenue D and southerly of its intersection with Avenue C, in the unincorporated Glen Valley area and Cajalco Zoning District.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 27,100 feet from the project property line to the nearest point of that runway, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1,759 feet AMSL. The elevation of the project site is 1,720 feet AMSL. With a maximum structure height of 50 feet, the top point elevation would be 1,770 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES) in 2017. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2017-AWP-7998-OE was issued on August 29, 2017. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAAOES conditions have been incorporated into this finding.

AIRPORT LAND USE COMMISSION

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, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
 - (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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of any home(s) thereon.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be used in project landscaping.
5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.

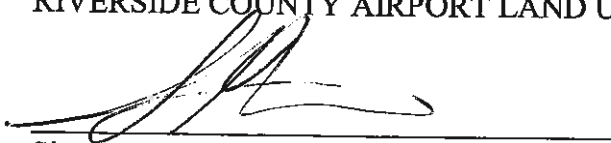
AIRPORT LAND USE COMMISSION

6. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2017-AWP-7998-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
7. The maximum height of the proposed structure to top point shall not exceed 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,781 feet above mean sea level.
8. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
9. The frequencies and power specified in the Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2017-AWP-7998-OE dated August 29, 2017 shall not be amended without further review by the Federal Aviation Administration, except as provided in said letter.
10. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,781 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study No. 2017-AWP-7998-OE

AIRPORT LAND USE COMMISSION

cc: Mobilitie Investments III, LLC [Newport Beach] (applicant/fee-payer)
Tom Johnson, TSJ Consulting (representative)
Wilma Gibson (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1280MA17\ZAP1280MA17.LTR.doc

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)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-7998-OE

Issued Date: 08/29/2017

Tom Johnson
Mobilitie
31878 Del Obispo St. #118-454
San Juan Capistrano, CA 92675

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Monopole IE24889
Location: Perris, CA
Latitude: 33-50-54.25N NAD 83
Longitude: 117-20-28.54W
Heights: 1731 feet site elevation (SE)
50 feet above ground level (AGL)
1781 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6558, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7998-OE.

Signature Control No: 339423320-342415729

LaDonna James
Technician

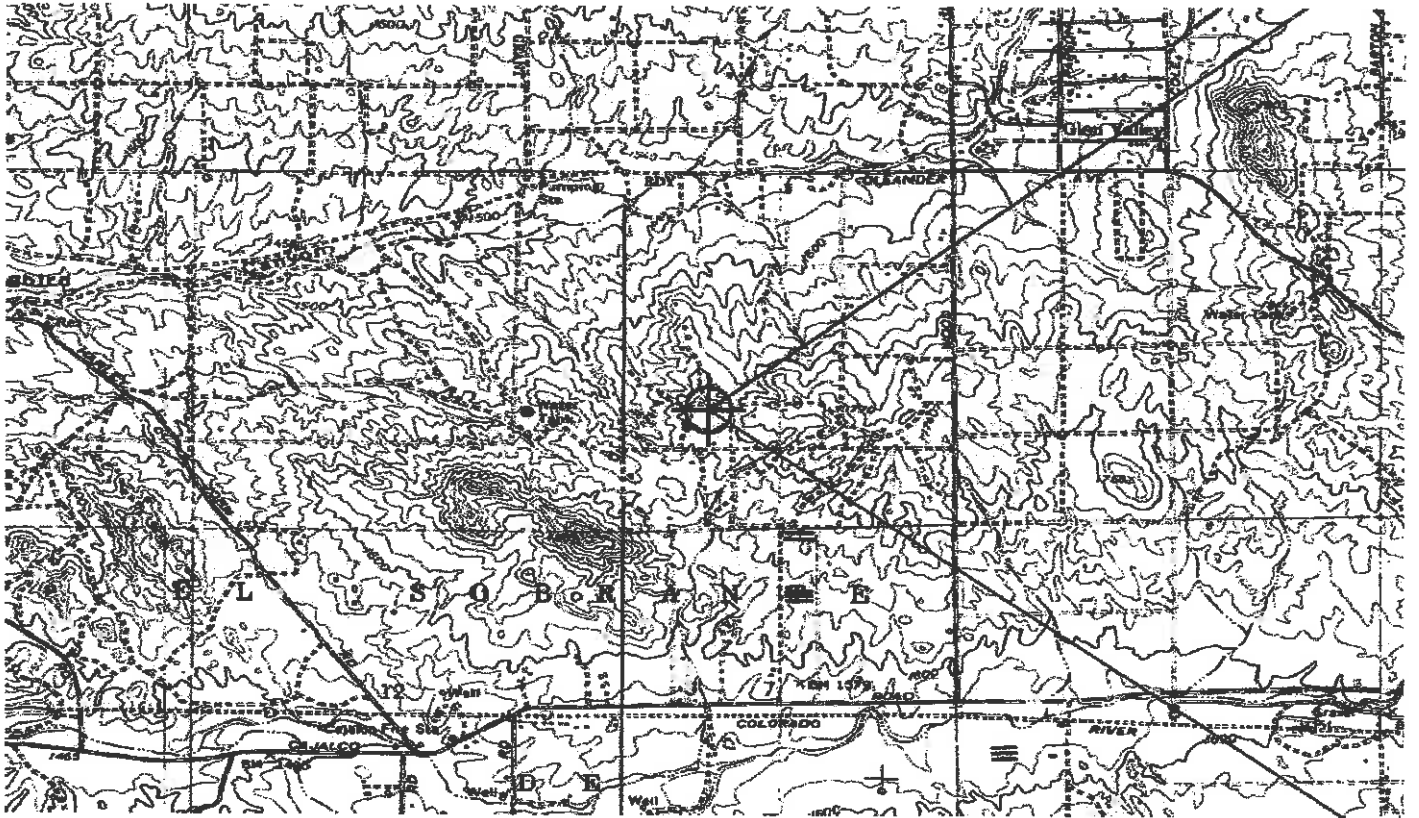
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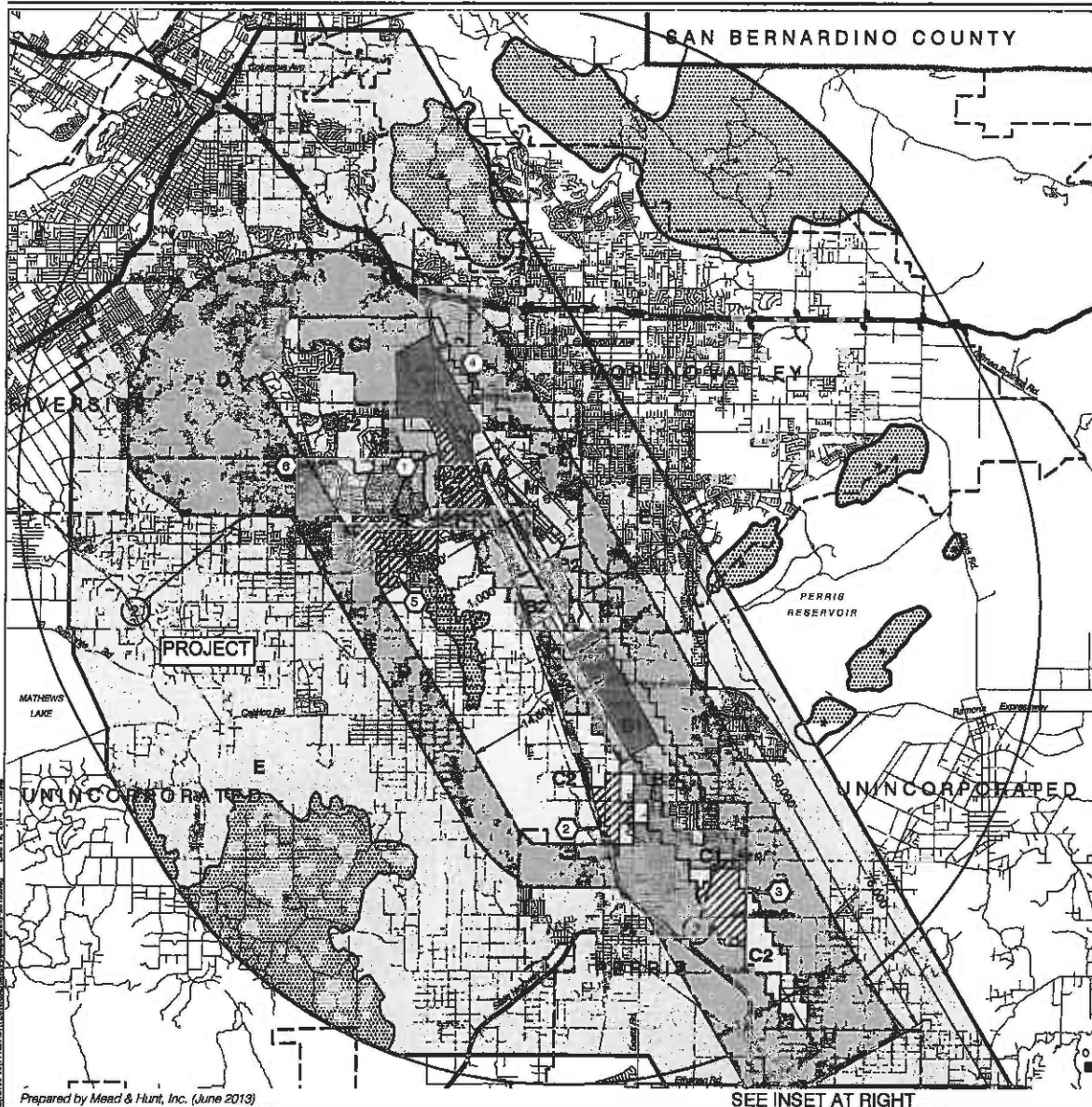
Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2017-AWP-7998-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
1710	1755	MHz	500	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
2110	2200	MHz	500	W





LEGEND

Compatibility Zones

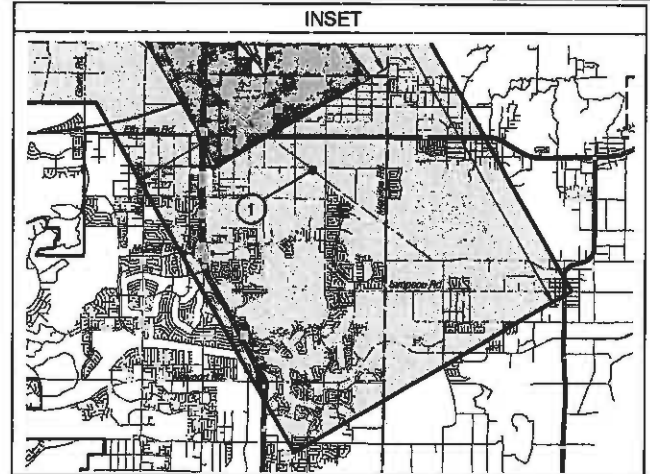
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 1,635 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)**

Map MA-1

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

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



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

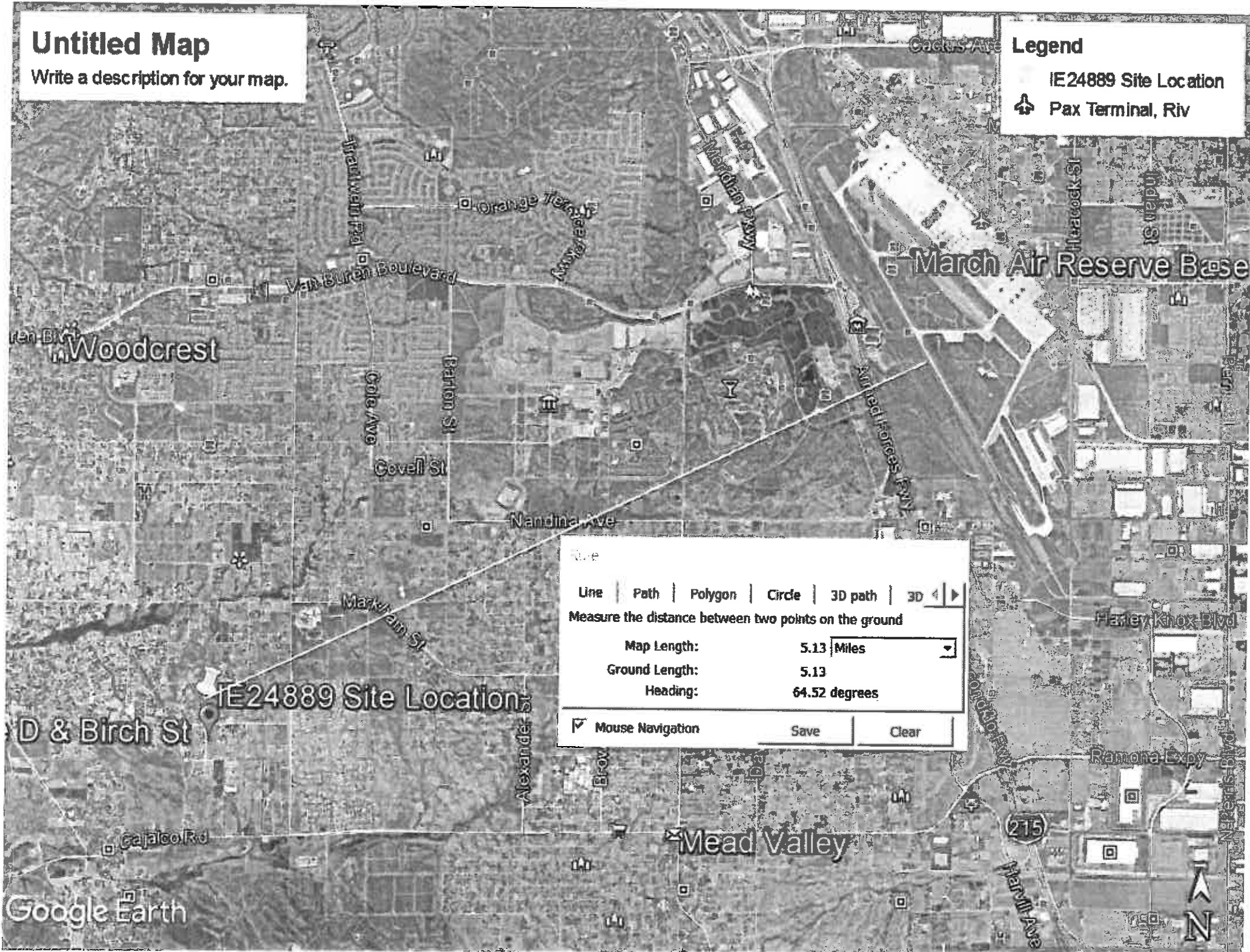
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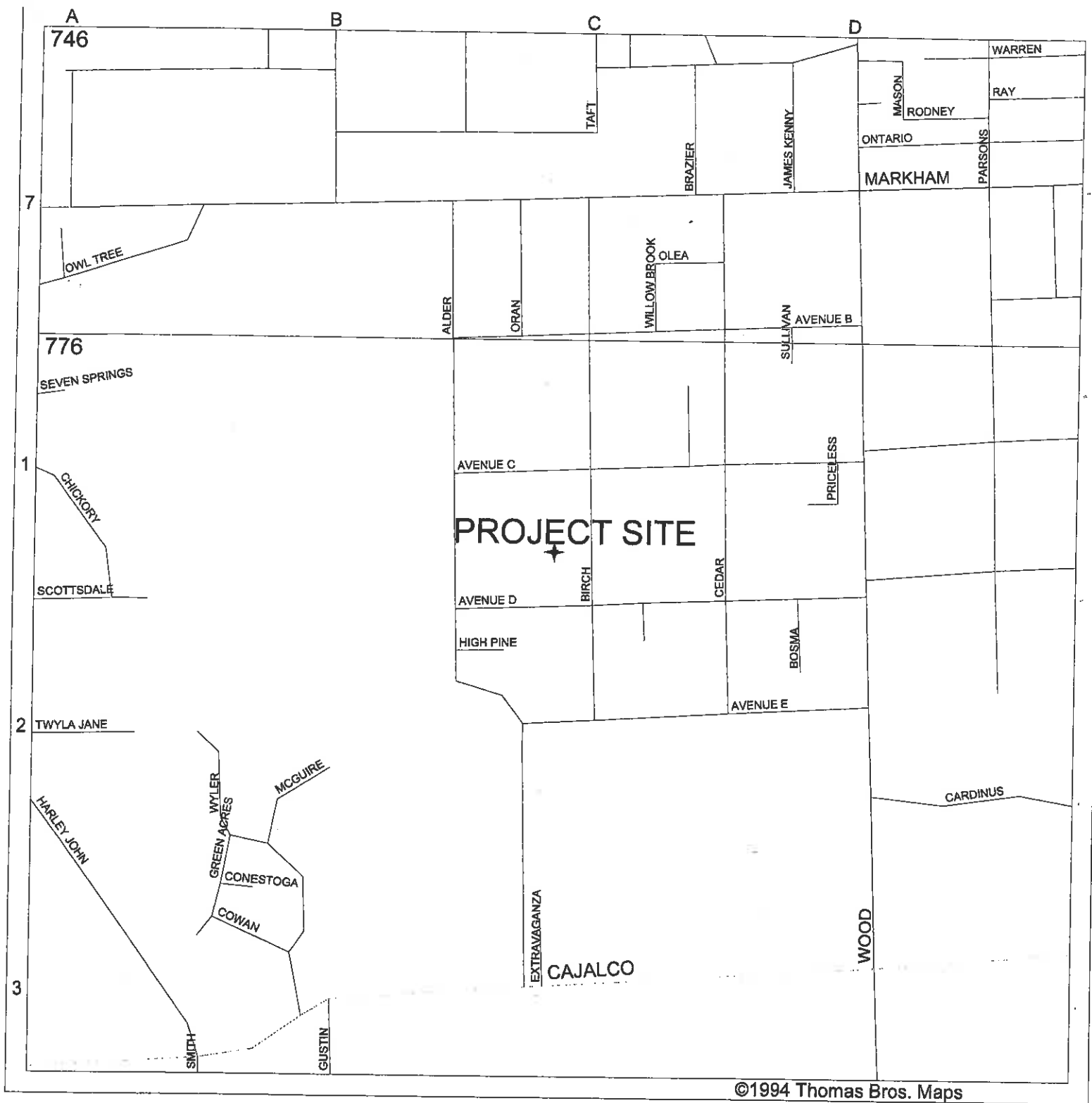
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Legend

IE24889 Site Location

Pax Terminal, Riv





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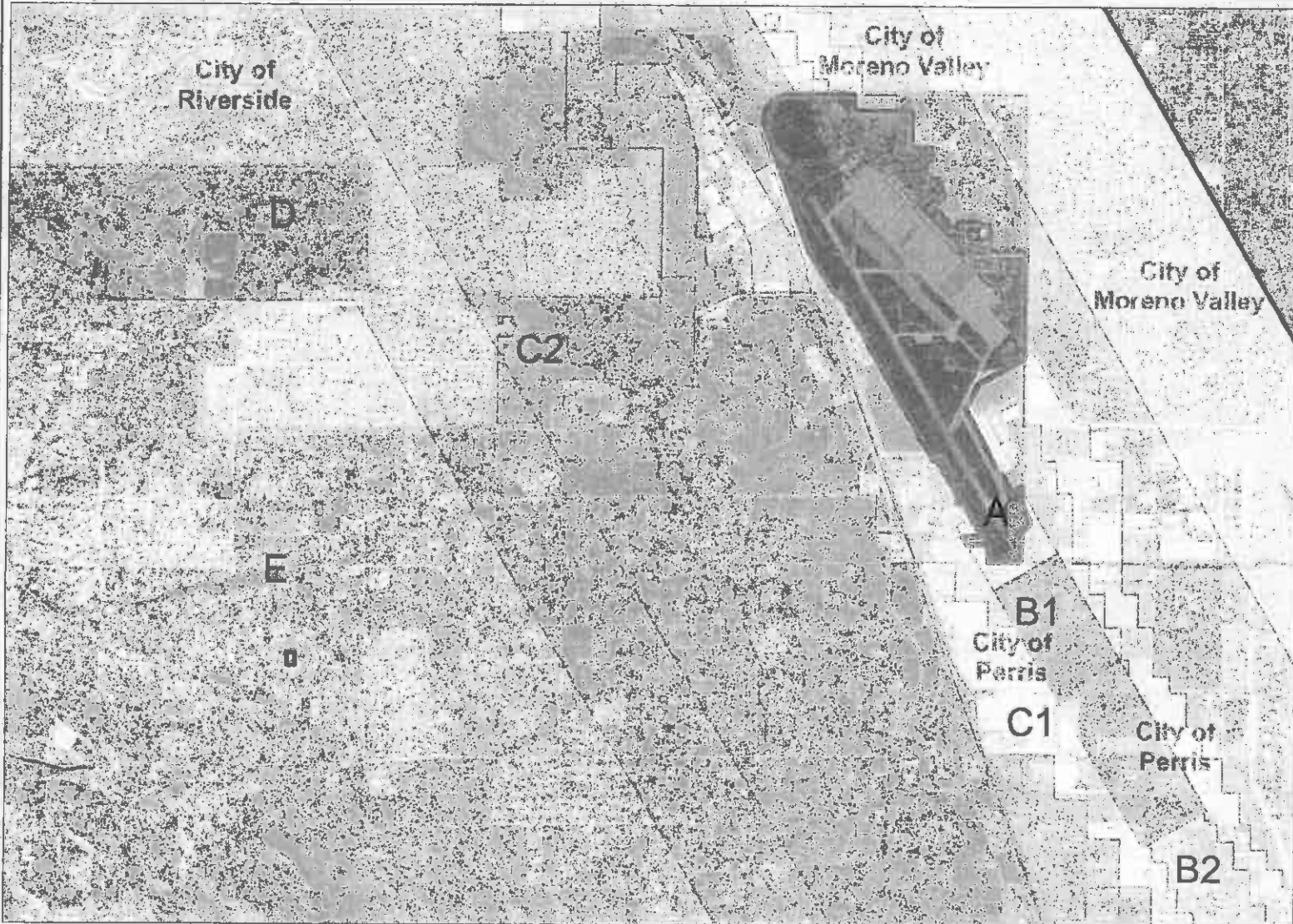
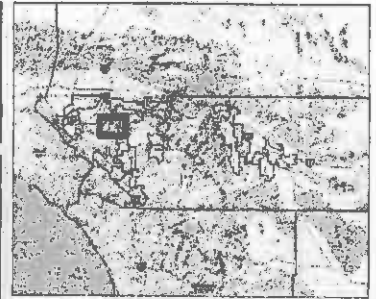
VICINITY MAP

SITE : BIRCH ST NORTH OF AVENUE D - IE24889/GIBSON

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



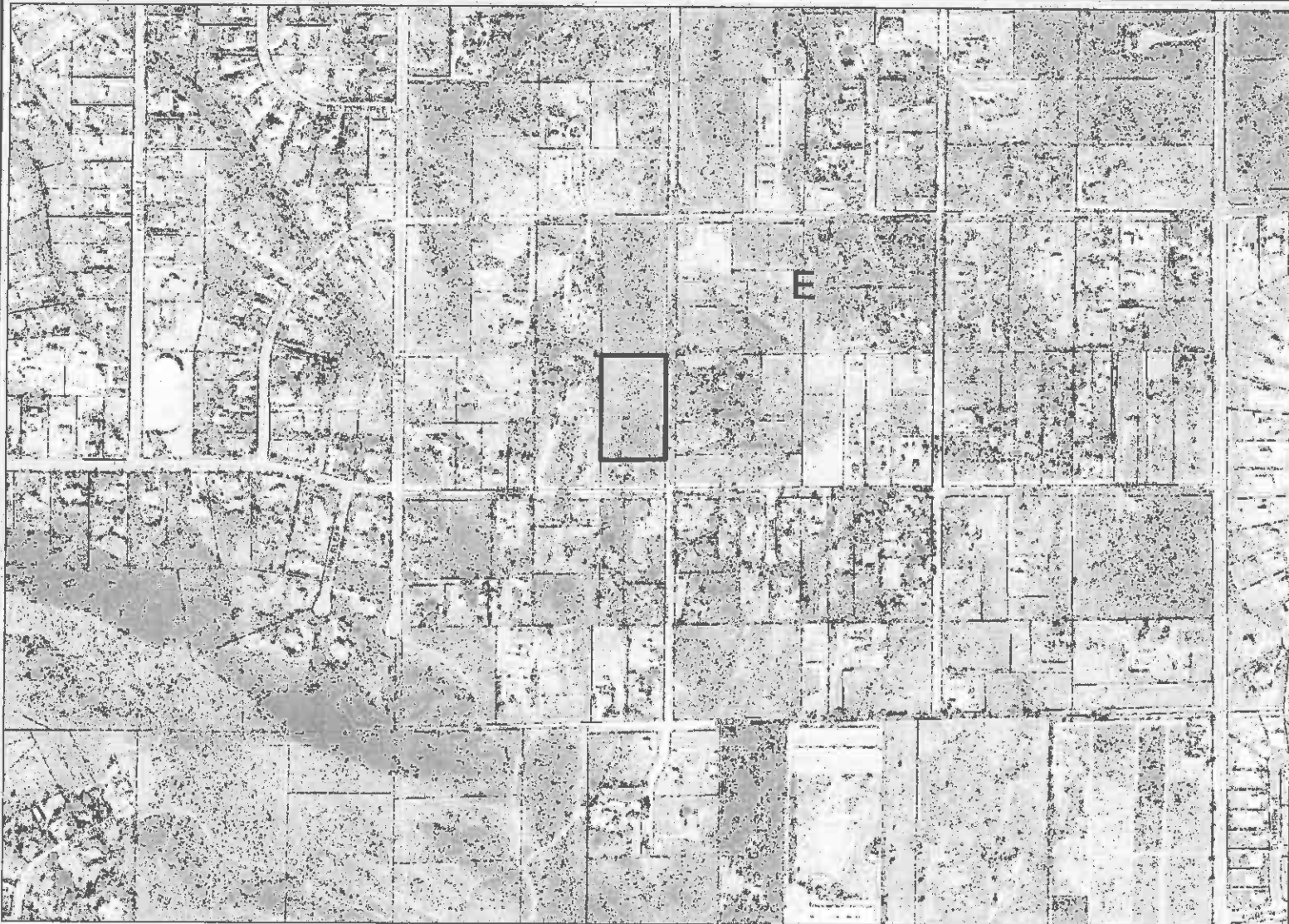
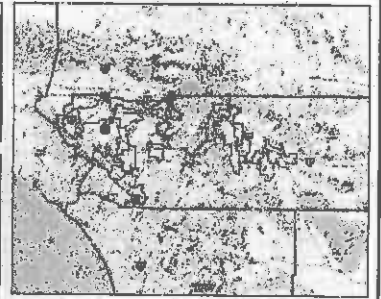
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






















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Notes

My Map



Legend

-  Airports
-  AIA
- Airport Compatibility**
-  OTHER 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
-  C2-HIGHT



0 936 1,872 Feet



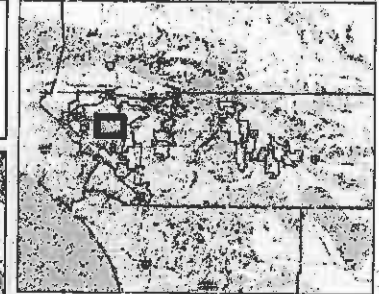
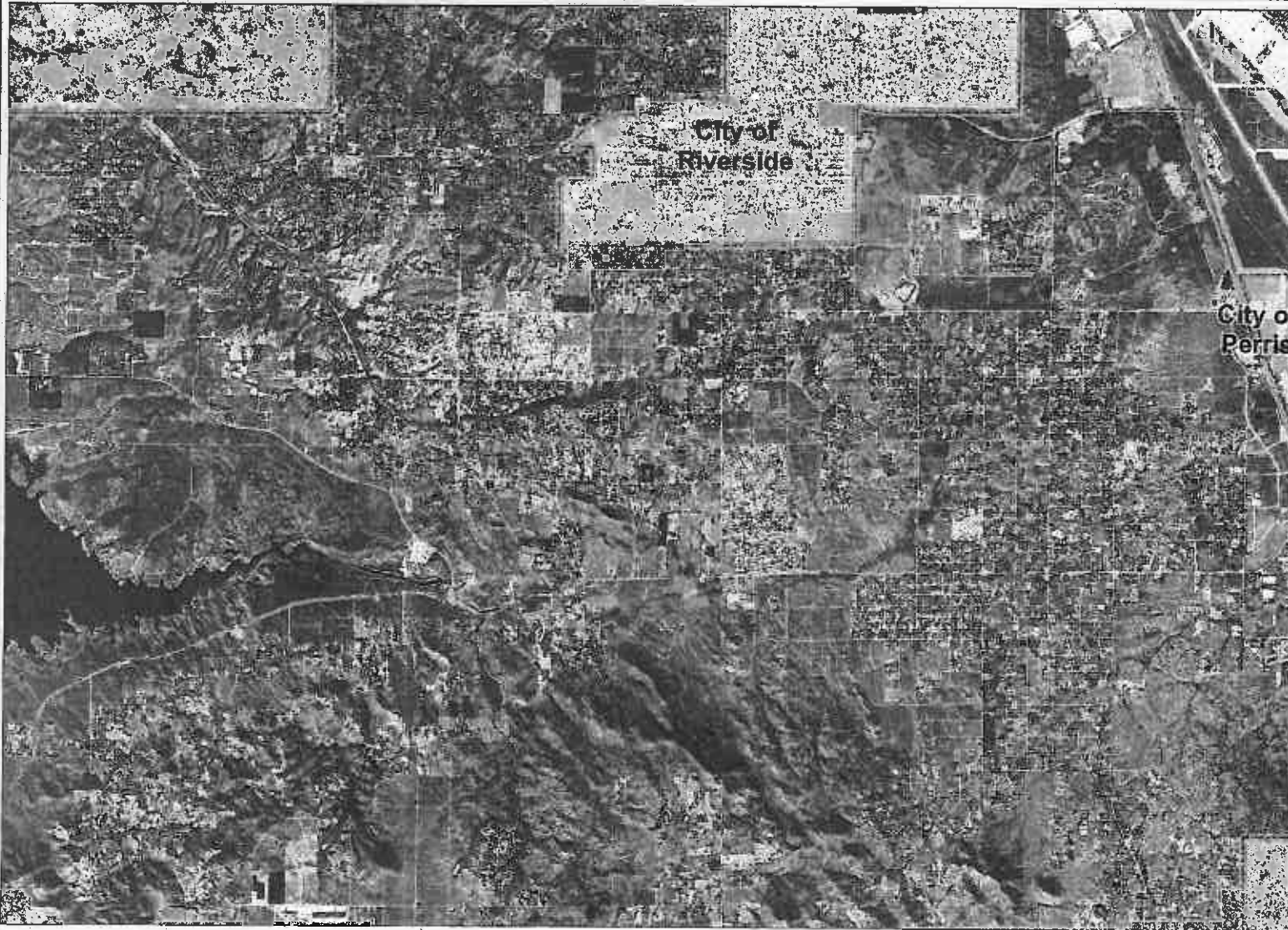
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Notes

My Map



Legend

-  City Boundaries
- Cities
- highways_large
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
 -  majorroads
-  counties
-  cities



0 7,487 14,974 Feet



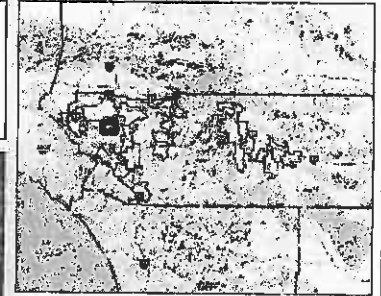
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Notes

My Map



Legend

- City Boundaries
- Cities
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 3,744 7,487 Feet



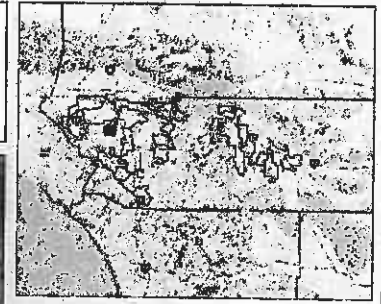
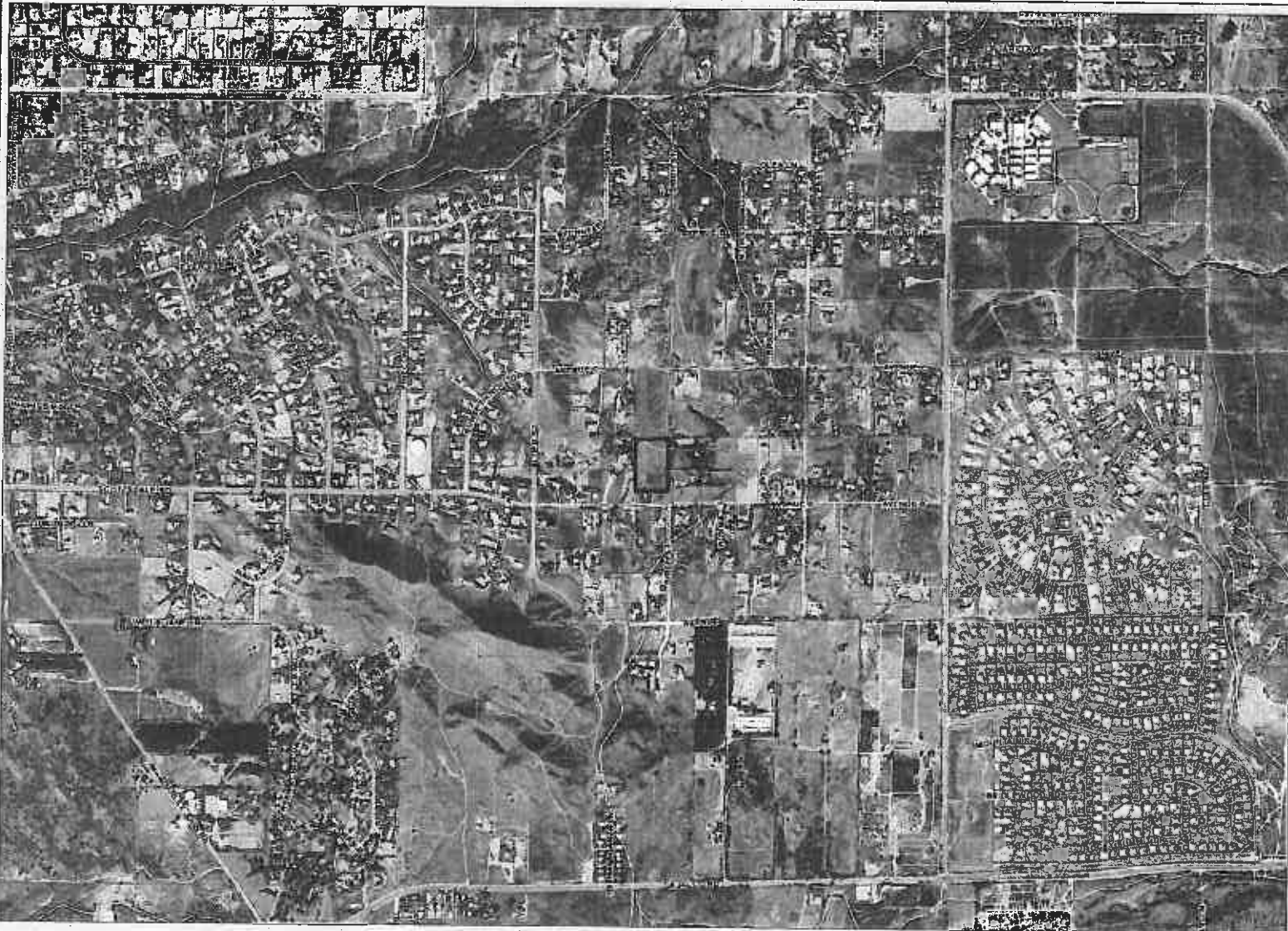
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

REPORT PRINTED ON...7/28/2017 8:38:27 AM

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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 1,872 3,744 Feet



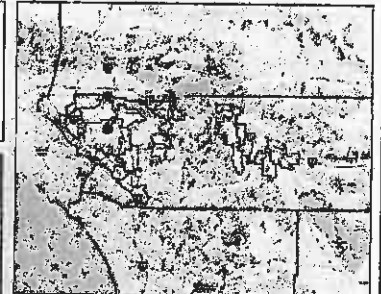
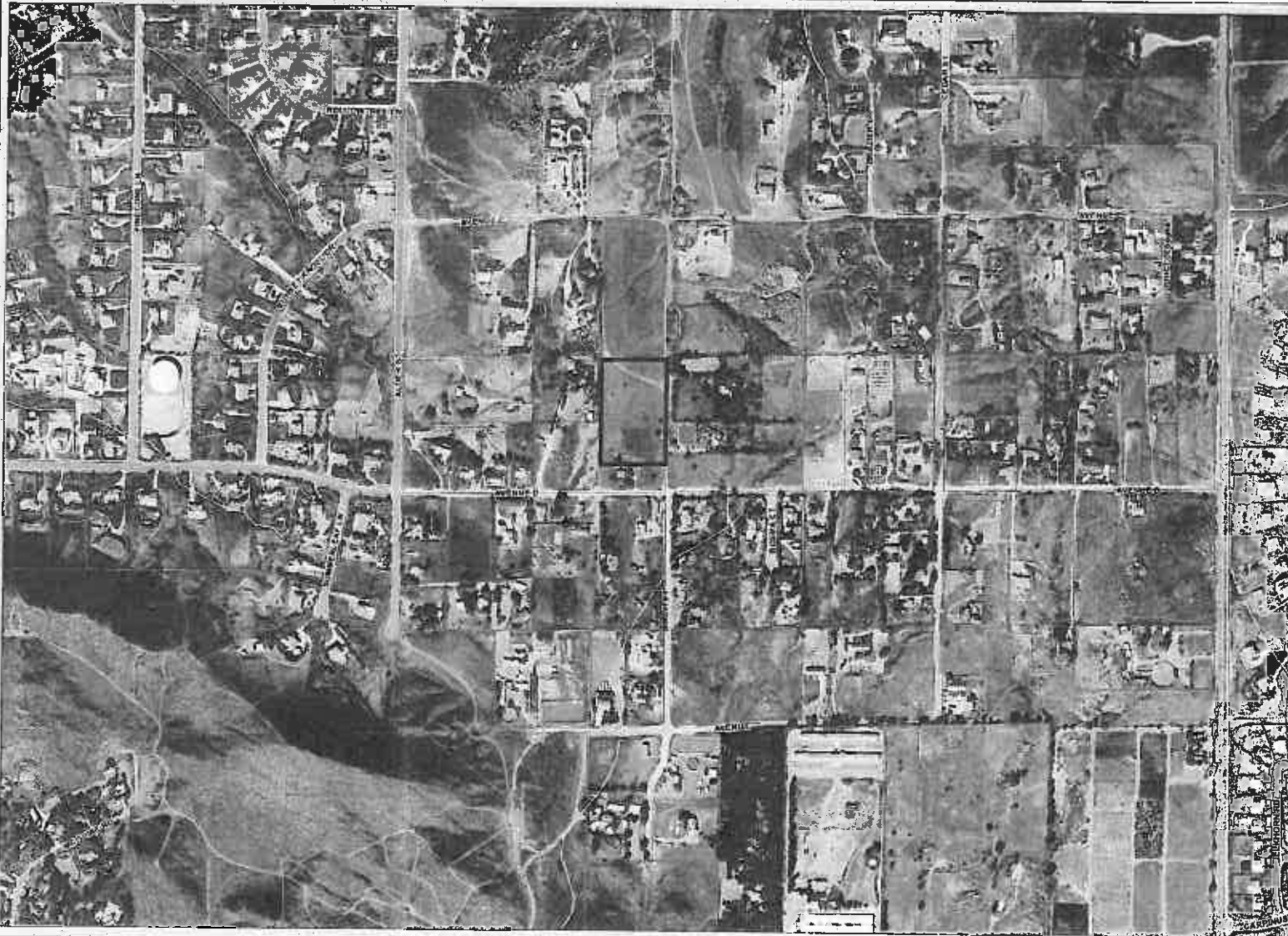
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

REPORT PRINTED ON... 7/28/2017 8:38:05 AM












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Notes

My Map



Legend

-  City Boundaries
- Cities
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



0 936 1,872 Feet



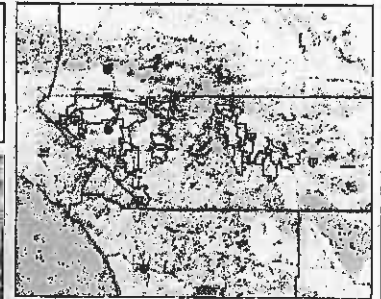
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

REPORT PRINTED ON... 7/28/2017 8:32:00 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 468 936 Feet



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.

REPORT PRINTED ON... 7/28/2017 8:39:48 AM

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Notes



SITE NUMBER: IE24889A
SITE NAME: GIBSON
SITE TYPE: RAWLAND

PLOT PLAN NO: 26204
COUNTY: RIVERSIDE
JURISDICTION: COUNTY OF RIVERSIDE



PLANS PREPARED BY:
INFINIGY8
 7846 BANGSD PROVY SOUTH
 LAKE FOREST, CA 92506
 OFFICE # (949) 250-8807
 FAX # (949) 250-8803

CONSULTING GROUP:

PROJECT SUMMARY:

SITE ADDRESS:
 BUNCH STREET
 PERRIS, CA 92570

PROPERTY OWNER:
 WILMA B. GIBSON
 2304 E. 81ST STREET
 BOLEWOOD, CA 92503
 CONTACT: TY HOLLAND
 PHONE: (310) 367-6434

APPLICANT:
 T-MOBILE WEST CORPORATION
 2008 MIDWAY BLVD.
 RIVERS, CA 92514
 PHONE: (714) 850-2400

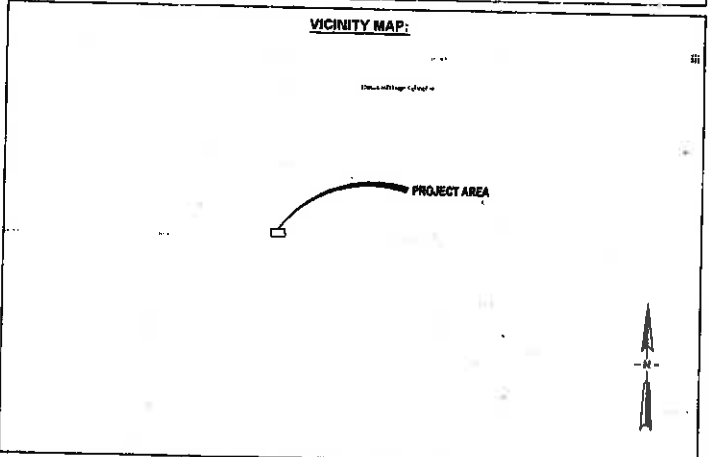
PROJECT DESCRIPTION:
 INSTALL 50' TALL MONOPOLE MAST
 INSTALL (2) T-MOBILE PIVOT ANTENNAS (2) PER SECTOR
 INSTALL (2) RRUS, (2) PER SECTOR
 INSTALL (1) GPS ANTENNA
 INSTALL (2) 6000 MEG CAPACITORS
 COAX RUNS FROM EQUIPMENT TO ANTENNAS
 200A ELECTRICAL & TELCO SERVICE TO EQUIPMENT

BUILDING SUMMARY:
 OCCUPANCY CLASSIFICATION: II (TELEPHONE EXCHANGE)
 TYPE OF CONSTRUCTION: I-4
 ZONING: R-A-1 (RURAL AGRICULTURE - 1 ACRE MINIMUM)
 TOTAL LEASE AREA: 2,200 SQ. FT.
 GROSS PROPERTY: 168,252 SQ. FT.
 NET PROPERTY: 168,122 SQ. FT.
 ASSESSORS PARCEL NUMBER: 221-050-029

SHEET INDEX:

SHEET NUMBER	DESCRIPTION
T-1	TITLE SHEET
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
A-1	SITE PLAN & ENLARGED SITE PLAN
A-2	ANTENNA & EQUIPMENT LAYOUTS
A-3	ARCHITECTURAL ELEVATIONS
A-4	ARCHITECTURAL ELEVATIONS

VICINITY MAP:



NO.	DATE	DESCRIPTION	BY
1	10/04/16	90% 2D'S	HL
2	10/11/16	90% 2D'S	HL
3	10/25/16	100% 2D'S	HL
4	12/21/16	100% 2D'S	JPC
5	04/18/17	100% 2D'S	JPC
6	05/03/17	100% 2D'S	JPC
7	05/11/17	100% 2D'S	SN

SITE INFORMATION:
GIBSON
IE24889A
 BUNCH STREET
 PERRIS, CA 92570

CONSULTING TEAM:

SAC/ZONING/PERMITTING:
 TSI CONSULTING, INC.
 37875 DEL GARDINO ST., #119-404
 SAN JUAN CAPISTRANO, CA 92575
 CONTACT: TOM JOHNSON
 PHONE: (925) 786-3727

ARCHITECTURAL & ENGINEERING:
 INFREED ENGINEERING
 28420 PANGLOSS PAVY SOUTH
 LAKE FOREST, CA 92506
 CONTACT: SAN CANNELL
 PHONE: (949) 308-4844

SURVEY:
 FLEETO SURVEYING, INC.
 34028 CALLEBORN STREET
 TEMECULA, CA 92590
 OFFICE: (949) 300-8826
 EMAIL: fsi@fleetosurveying.com

APPROVALS:

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION OCCURRENCE ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

	PRINT NAME	SIGNATURE	DATE
LANDLORD			
DEVELOP. MGR			
CONST. MGR			
ZONING MGR			
RF ENGINEER			
OPERATIONS			
SAC REP.			
UTILITIES			

DRIVING DIRECTIONS:

DIRECTIONS FROM THE LOCAL T-MOBILE OFFICE:

1. HEAD SOUTHEAST ON MIDWAY AVE.
2. TURN LEFT ONTO HANCOCK RD
3. CONTINUE ONTO CA-291N. MERGE ONTO CA-241N
4. TAKE EXIT 204 TO CA-81 E
5. TAKE EXIT 58 TOWARD VAN BUREN BLVD / ARLINGTON
6. TURN RIGHT ONTO VAN BUREN BLVD
7. TURN RIGHT ONTO MCGEEBERRY CANYON RD
8. TURN LEFT ONTO HARLEY JOHN RD
9. TURN LEFT ONTO SCOTTSDALE RD BECOMES AVE D
10. TURN LEFT ONTO BUNCH ST
11. THE SITE IS ON THE LEFT

BUILDING CODE REFERRED:

- ALL WORK IS TO COMPLY WITH THE 2016 CALIFORNIA BUILDING CODE (CBC)
- ANSI/NFPA-720-11
- 607 COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS
- ASCE - CONSTRUCTION MANUAL, 8TH EDITION OR LATER.
- CEC (CALIFORNIA ELECTRICAL CODE) 2016
- CFC (CALIFORNIA FIRE CODE) 2016 - 2015 IFC

SEAL:

SHEET TITLE:
TITLE SHEET

SHEET NUMBER:
T-1

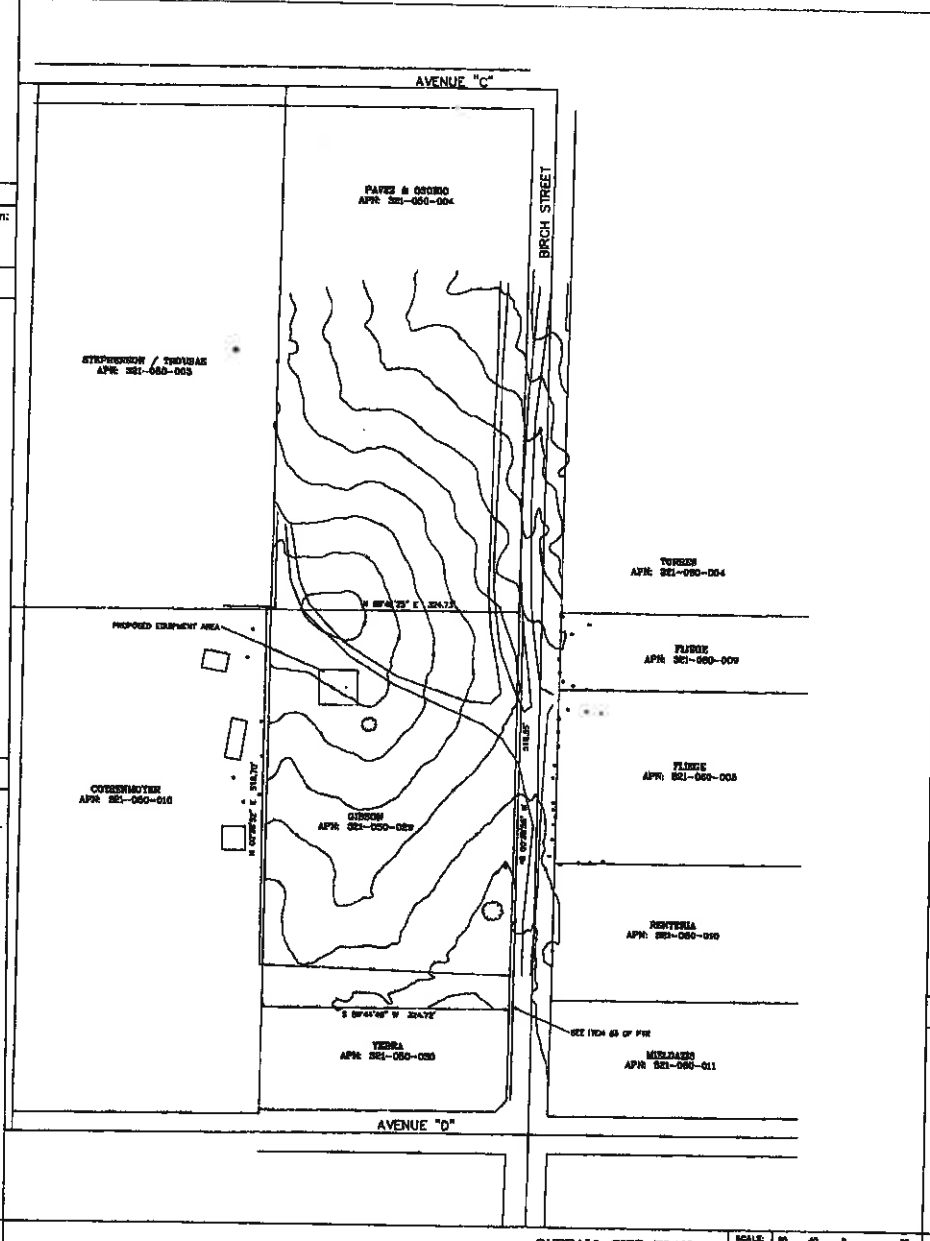
OWNER'S NAME: MELBA S. GIBSON
 ASSESSOR'S PARCEL NUMBER(S) 321-050-029
 BASIS OF BEARINGS: (MAD83; EPOCH 2010)
 THE BEARINGS SHOWN HEREON ARE BASED CALIFORNIA STATE PLANE
 COORDINATE SYSTEM - ZONE 4, AS DETERMINED BY D.P.S.
 OBSERVATIONS USING TRIMBLE 5700/5800 RECEIVERS AND TRIMBLE
 GEODETIC OPTRX 1.80 32777777.
 BASIS OF ELEVATIONS: NAVD 1988
 ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM TWO NATIONAL
 GEODETIC SURVEY C.O.R.S. REFERENCE STATIONS: 1) JPLM, ELEVATION
 = 1803.44' AND 2) TORP, ELEVATION = 1833.77' WITH GEOID 2012
 CORRECTIONS APPLIED.

SITE DATA
 FEMA FLOOD ZONE DESIGNATION: National Flood Insurance Program:
 County: INVERSIDALE Effective Date: 8/28/2008
 Panel: 08085014050
 The Flood Zone Designation for this site is: ZONE X

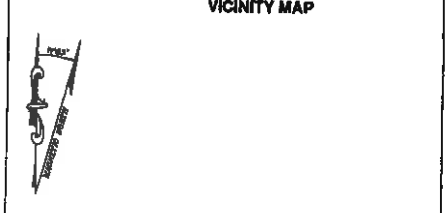
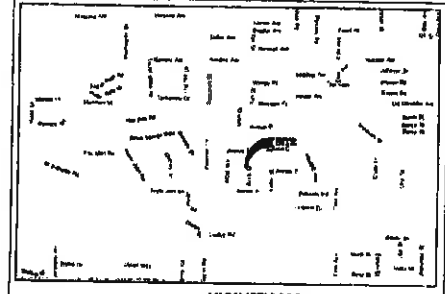
FEMA FLOOD ZONE INFORMATION
 PARCELS 1, LOT A, OF PARCEL MAP NO. 10745, IN THE COUNTY OF
 INVERSIDALE, STATE OF CALIFORNIA, AS FOR MAP RECORDED IN PARCEL MAP
 BOOK 54 PAGES 86 AND 85 OF PARCEL MAPS, IN THE OFFICE OF THE
 COUNTY RECORDER OF SAID COUNTY.

PROPERTY LEGAL DESCRIPTION

TITLE REPORT NOTES:
 THE FOLLOWING EASEMENTS EFFECT SAID PARCELS AND ARE SHOWN HEREON.
 SEE PRELIMINARY TITLE REPORT NO. PR-2006720-18.3 PREPARED BY
 FIDELITY NATIONAL TITLE COMPANY AND DATED SEPTEMBER 8, 2018 FOR
 OTHER DOCUMENTS (NON-EASEMENTS) EFFECTING SAID PROPERTY.
 ITEM #2 - Easement(s) for the purpose(s) shown below and rights
 incidental thereto as set forth in a document in favor of San Joaquin
 Land Conservancy and Herbert Ballinger of
 Purpose: roads, pole lines, pipe lines and conduits
 Recording Date: May 27, 1927
 Recording Ref: Book 334 Page 369 of Deeds
 (BLANKET IN NATURE OVER SAID LAND)
 ITEM #5 - An easement for public street and utility purposes over that
 portion of said land within Birch Street, (Lot A), as shown and dedicated
 by Parcel Map 10745; also private easements over said Streets for ingress
 and egress in favor of the owners of Parcels in said Parcel Map acquired
 under conveyance of Parcels by reference to said Map.
 (AS SHOWN HEREON DOES NOT CROSS PROJECT AREA LOCATED IN BIRCH
 STREET)
 END OF EASEMENTS



TITLE REPORT NOTES



LEGEND

These standard symbols will be found in the drawing.

- ◆ BOLLARD
- GUY WIRE
- GATE VALVE
- FOUND MONUMENT
- ⊕ TELEPHONE PED
- ⊖ TREE CONSPICUOUS
- TREE CONSPICUOUS
- ⊙ UTILITY POLE
- ▭ BUILDING
- ER EDGE OF DIRT ROAD
- NS GROUND SPOT ELEVATION
- RTOP ROOF TOP
- TTOP TREE TOP DECIDUOUS
- TTOP3 TREE TOP CONIFEROUS
- BOUNDARY LINE
- CENTERLINE
- MISC. PROPERTY LINE
- MISC. THE LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- FENCE LINE

LEGEND

- This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Field Surveying transferred the appropriate survey to record information using the two found monuments shown hereon. No title research was performed by Floyd Surveying.
- Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.
- These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions and data preferences over scales & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- Field survey completed on SEPTEMBER 18, 2018.

OVERALL SITE PLAN



GENERAL NOTES

T-Mobile
 stick together
 3 HAWTHORNE PROMENADE,
 SUITE 1100,
 SANTA ANA, CA 92701

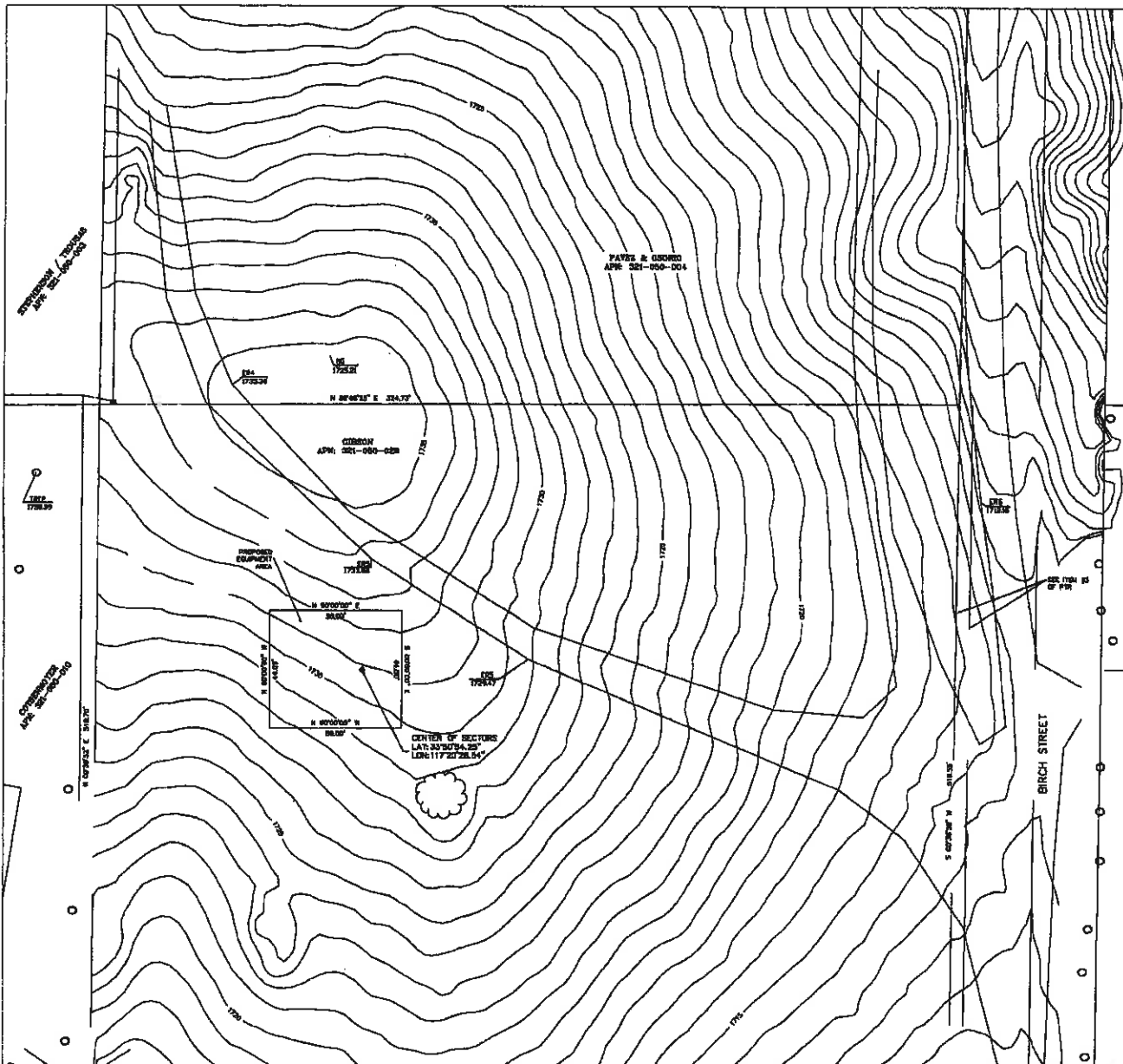
FLOYD SURVEYING
 3408 GALLAGHER STREET
 TEMECULA, CA 92592
 OFFICE (949) 300-0828
 EMAIL: floyd@floydsurveying.com

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE AGING UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL SURVEYOR, TO ALTER THIS DOCUMENT.

GIBSON
 IE24839
 BIRCH STREET
 PERRIS, CA 92570

SHEET TITLE
TOPOGRAPHIC SURVEY

SHEET NUMBER
LS1



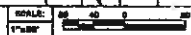
LEGEND

- These standard symbols will be found in the drawing.
- BOLLARD
 - GUY WIRE
 - GAS VALVE
 - FOUND MONUMENT
 - TELEPHONE PED
 - TREE CONIFEROUS
 - TREE DECIDUOUS
 - UTILITY POLE
 - BUILDING
-
- ER EDGE OF DIRT ROAD
 - NO ORLAND SPOT ELEVATION
 - RTOP ROOF TOP
 - TRTP TREE TOP DECIDUOUS
 - TRTP3 TREE TOP CONIFEROUS
-
- BOUNDARY LINE
 - CENTERLINE
 - MISC. PROPERTY LINE
 - MISC. TIE LINE
 - RIGHT-OF-WAY LINE
 - EASEMENT LINE
 - FENCE LINE

LEGEND

- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Floyd Surveying conducted the topographic survey to record information using the two found monuments shown hereon. No UTM research was performed by Floyd Surveying.
- 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.
- 3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over notes & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- 4) Field survey completed on SEPTEMBER 16, 2016.

OVERALL SITE PLAN



GENERAL NOTES

T-Mobile
stick together

3 IMPERIAL PROMENADE,
SUITE 1100,
SANTA ANA, CA 92701

C	4/17/17	NEW LASE AREA
B	10/24/18	TITLE REVIEW
A	8/25/18	SITE SURVEY
REV	DATE	DESCRIPTION

FLOYD SURVEYING
34006 GALLERON STREET
TERRACELLA, CA 92576
OFFICE: (949) 300-0188
EMAIL: info@floydsurveying.com

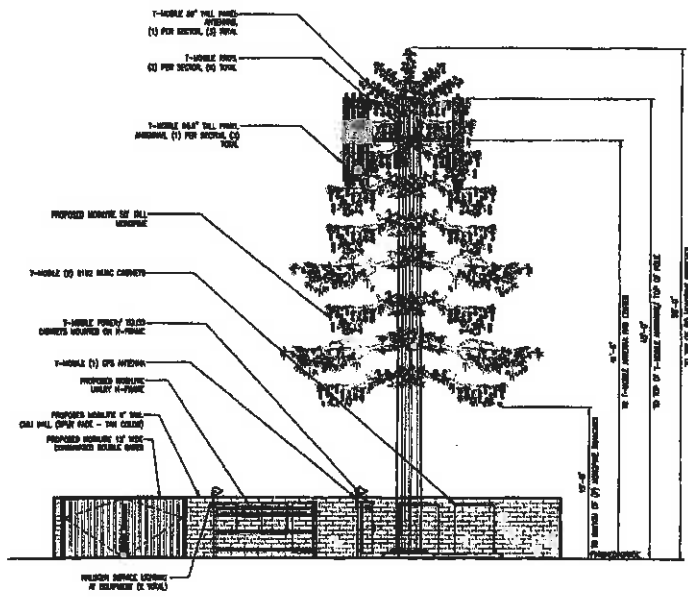
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL SURVEYOR, TO ALTER THIS DOCUMENT.

GIBSON
IE24889
BIRCH STREET
PERRIS, CA 92570

SHEET TITLE
TOPOGRAPHIC SURVEY

SHEET NUMBER
LS2

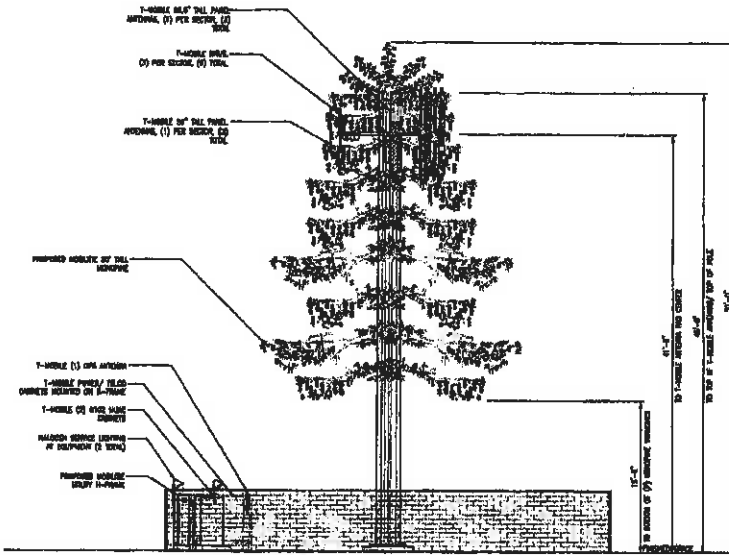
- NOTES:
- TOWER BRANCHES SHALL HAVE A MINIMUM OF BRANCHES EVERY 2 FEET VERTICALLY.
 - NEW BRANCHES SHALL HAVE THE NEAREST BRANCH BRANCHING SHALL BE ONE AND A HALF FEET TO BRANCH LINES.
 - BRANCHES AND POLE SHALL HAVE BRANCHES CLASSED TO MATCH BRANCH SIZE.



SOUTH ELEVATION

SCALE: 3/16"=1'-0" 0 2 4 6 2

- NOTES:
- TOWER BRANCHES SHALL HAVE A MINIMUM OF BRANCHES EVERY 2 FEET VERTICALLY.
 - NEW BRANCHES SHALL HAVE THE NEAREST BRANCH BRANCHING SHALL BE ONE AND A HALF FEET TO BRANCH LINES.
 - BRANCHES AND POLE SHALL HAVE BRANCHES CLASSED TO MATCH BRANCH SIZE.



EAST ELEVATION

SCALE: 3/16"=1'-0" 0 2 4 6 1



PLANS PREPARED BY:
INFINIGY8
 2645 RANCHED PRIMA SOUTH
 LAKE FOREST, CA 92509
 OFFICE # (949) 754-6627
 FAX # (949) 754-6653

CONSULTING GROUP:

NO.	DATE	DESCRIPTION	BY
1	10/04/16	90% ZD'S	HL
2	10/11/16	90% ZD'S	HL
3	10/26/16	100% ZD'S	HL
4	12/21/16	100% ZD'S	JPC
5	04/18/17	100% ZD'S	JPC
6	05/03/17	100% ZD'S	JPC
7	05/11/17	100% ZD'S	GN

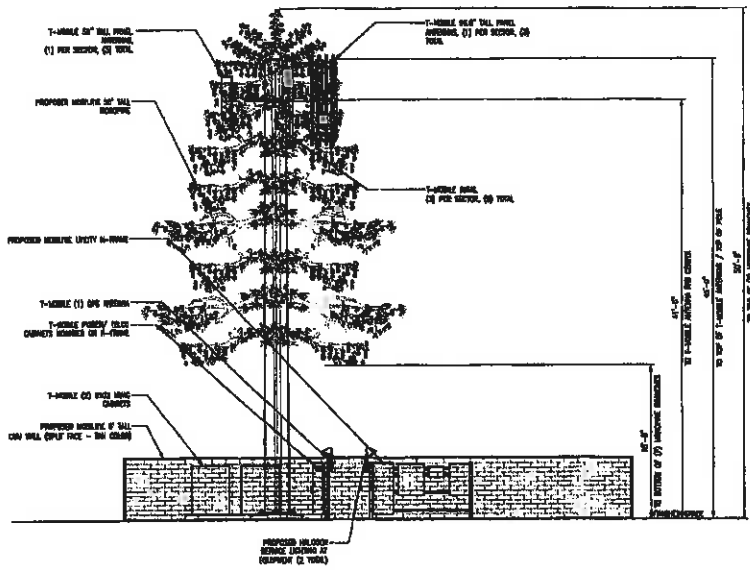
SITE INFORMATION:
GIBSON
IE24889A
 3100 STREET
 PERRIS, CA 92570

SHEET TITLE:
ARCHITECTURAL ELEVATIONS

SHEET NUMBER:
A-3

- NOTES:**
- EXISTING BRANCHES SHALL HAVE A MINIMUM OF THINER EVERY 2 FEET VERTICAL.
 - NEW BRANCHES SHALL HAVE FOUR SEPARATE SECTIONS.
 - EXISTING BRANCHES SHALL BE SPACED AND PRUNED TO MAINTAIN THE NEEDLES.
 - BRANCHES AND FOLIAGE SHALL HAVE SMOOTH WORK. CLADDING TO HAVE MINIMUM 1/8" DIA.

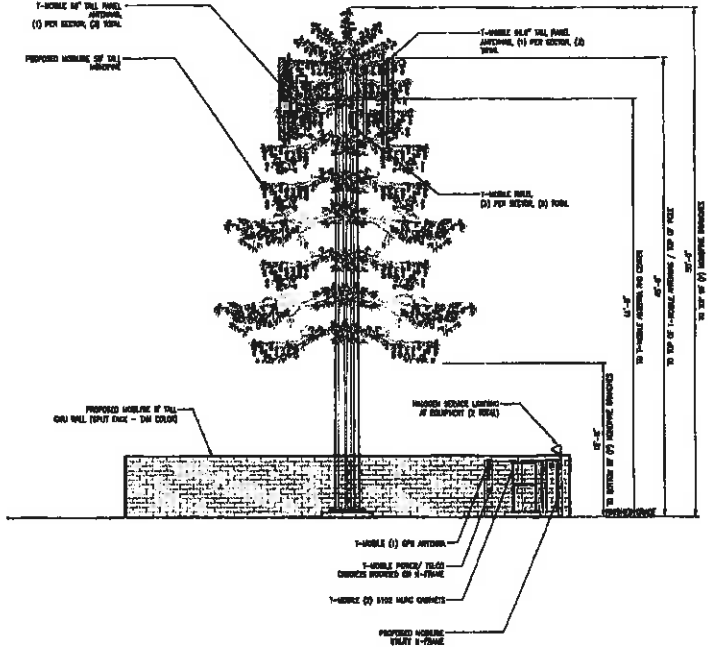
- NOTES:**
- EXISTING BRANCHES SHALL HAVE A MINIMUM OF THINER EVERY 2 FEET VERTICAL.
 - NEW BRANCHES SHALL HAVE FOUR SEPARATE SECTIONS.
 - EXISTING BRANCHES SHALL BE SPACED AND PRUNED TO MAINTAIN THE NEEDLES.
 - BRANCHES AND FOLIAGE SHALL HAVE SMOOTH WORK. CLADDING TO HAVE MINIMUM 1/8" DIA.



NORTH ELEVATION

SCALE: 3/16"=1'-0" 0 2 4 8

2



WEST ELEVATION

SCALE: 3/16"=1'-0" 0 2 4 8

1



PLANS PREPARED BY:
INFINIGY8 Design
 2843 RANCHO PINOY SOUTH
 LAKE FOREST, CA 92530
 OFFICE # 951-755-8207
 FAX # 951-755-8227

CONSULTING GROUP:

NO.	DATE	DESCRIPTION	BY
1	10/04/16	90% 2D'S	HL
2	10/11/16	90% 2D'S	HL
3	10/25/16	100% 2D'S	HL
4	12/21/16	100% 2D'S	JPC
5	04/18/17	100% 2D'S	JPC
6	05/03/17	100% 2D'S	JPC
7	05/11/17	100% 2D'S	ON

DATE INFORMATION:
GIBSON
IE24889A
 BRUSH STREET
 PELHAM, CA 94570

SEAL:

SHEET TITLE:
ARCHITECTURAL ELEVATIONS

SHEET NUMBER:
A-4

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

September 14, 2017

Ms. Carole Kendrick, Senior Planner
City of Hemet Community Development Department – Planning Division
445 E. Florida Avenue
Hemet CA 92543

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lamon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1048HR17
Related File No.: SDR17-005 (Site Development Review)
APN: 456-010-034

Dear Ms. Kendrick:

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 City of Hemet Case No. SDR17-005 (Site Development Review), a proposal to construct a 29,762 square foot, two-story Chrysler automobile dealership and a detached 1,414 square foot detail building on a 4.35 acre lot located on the southeast corner of Warren Road and Auto Boulevard.

The site is located within Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area (AIA). Within Compatibility Zone E of the Hemet-Ryan Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 5-23 at its existing southwesterly terminus is approximately 1,508 feet above mean sea level (AMSL). At a distance of approximately 3,243 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,540.43 feet AMSL. The finish floor elevation of the project building is 1,506 feet AMSL, and the proposed buildings have a maximum height of 32.66 feet, for a maximum top point elevation of 1,538.66 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, provided that the City of Hemet applies the following recommended conditions:

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

AIRPORT LAND USE COMMISSION

- (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. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, 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.
3. The attached notice shall be provided to all prospective purchasers of the property and to any lessees of the proposed structures.
 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The maximum height of the proposed structures shall not exceed 33 feet, and the maximum elevation at top point (including all roof-mounted equipment) shall not exceed 1,540.43 feet above mean sea level, unless the Federal Aviation Administration Obstruction Evaluation Service conducts an aeronautical study and issues a "Determination of No Hazard to Air Navigation."

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

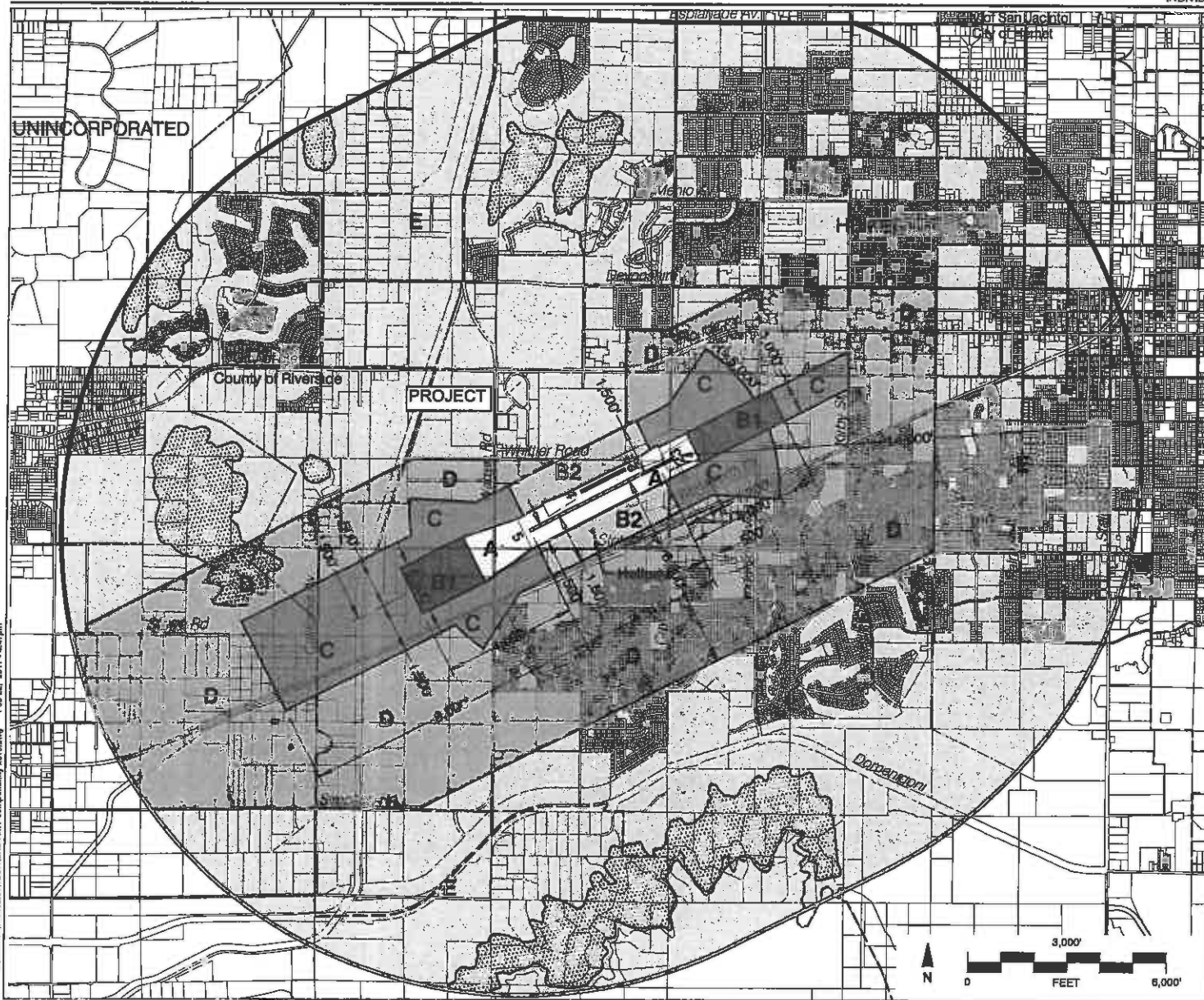
AIRPORT LAND USE COMMISSION

cc: George Stoutenburg, Prophet Solutions, Inc. (applicant/representative)
200 CC Holdings, LLC (property owner)
Tim Miller, Riverside County Economic Development Agency – Aviation Division
Frank Ioimo, Airports Manager, EDA – Aviation Division
ALUC Case File

Y:\AIRPORT CASE FILES\Hemet- Ryan\ZAP1048HR17\ZAP1048HR17LTR.doc

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)



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
 - City Limits
 - City Sphere of Influence

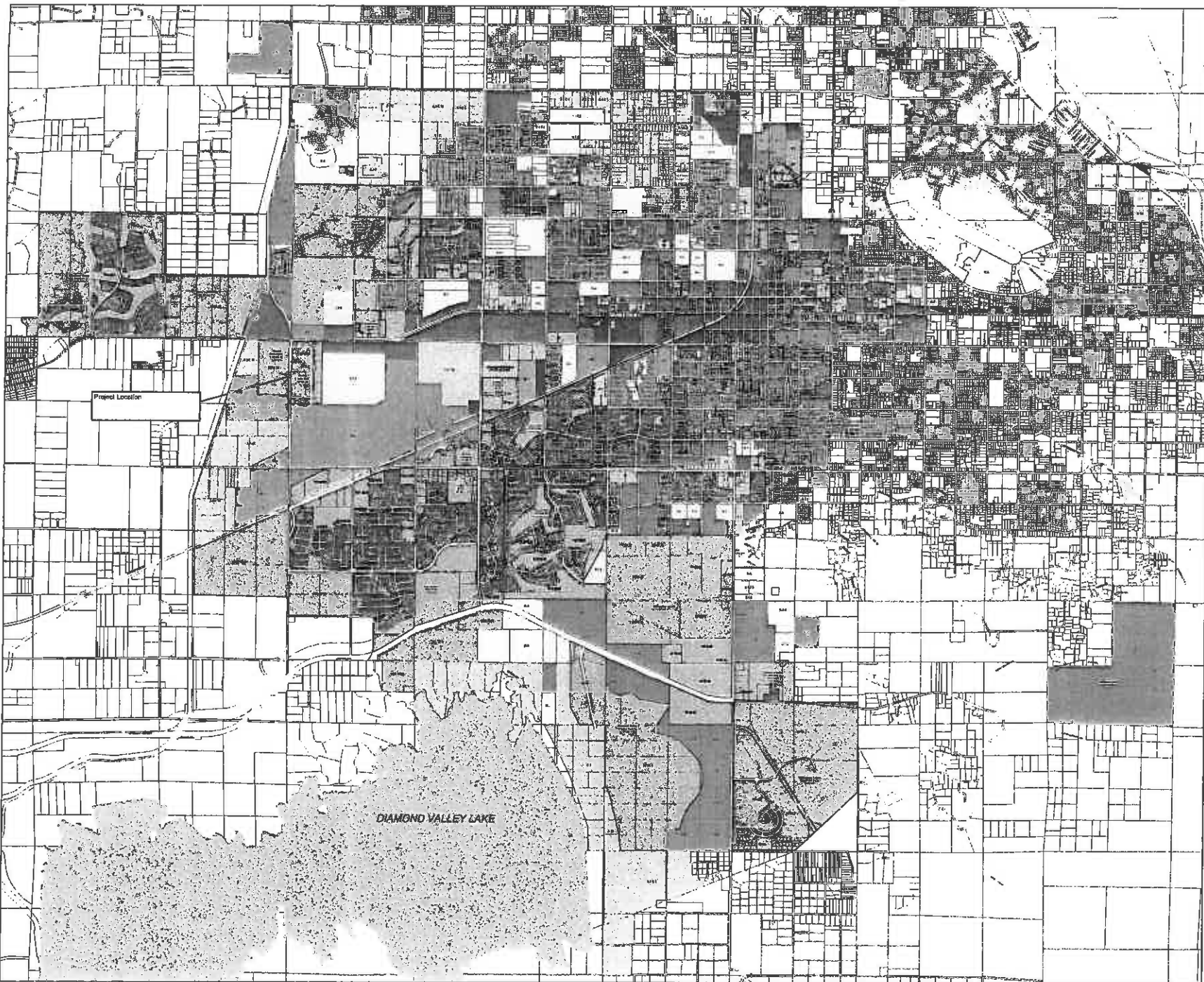
Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

**Riverside County
 Airport Land Use Commission
 Hemet-Ryan Airport
 Land Use Compatibility Plan
 (Adopted February 9, 2017)**

Map HR-1

**Compatibility Map
 Hemet-Ryan Airport**

X:\16\05\01\13332\01\TECH\CAD\HMT-compatibility 2016.dwg File 25, 9:17, -aef/gm



OFFICIAL ZONING MAP CITY OF HEMET

- A-1 = LIGHT AGRICULTURAL (1 ACRE MIN.)
- A-2 = HEAVY AGRICULTURAL (2 ACRE MIN.)
- A-5 = HEAVY AGRICULTURAL (5 ACRE MIN.)
- A-10 = HEAVY AGRICULTURAL (10 ACRE MIN.)
- RA = RESIDENTIAL AGRICULTURAL
- R-1 = SINGLE FAMILY RESIDENTIAL
- R-2 = TWO FAMILY RESIDENTIAL
- TR-20 = INDEPENDENT MOBILE HOME SUBDIVISION
- ER-3 = SENIOR APARTMENT
- SLR = SMALL LOT RESIDENTIAL
- R-3 = MULTIPLE FAMILY RESIDENTIAL
- R-P = RESIDENTIAL PROFESSIONAL
- D-1 = DOWNTOWN
- D-2 = DOWNTOWN
- C-1 = NEIGHBORHOOD COMMERCIAL
- C-3 = GENERAL COMMERCIAL
- CM = COMMERCIAL MANUFACTURING
- ML-1 = LIMITED MANUFACTURING
- MZ = HEAVY MANUFACTURING
- NZ = NO ZONE
- OS = OPEN SPACE
- PCD = PLANNED COMMUNITY DEVELOPMENT
- PLD = PLANNED UNIT DEVELOPMENT OVERLAY
- SP = SPECIFIC PLAN
- BL-1 = CHURCH
- I = INSTITUTIONAL
- Specific Plan Boundary
- City Boundary
- Highways
- Waterbodies
- Parcels

Code	Name	Area (Acres)	
A-1	Light Agricultural	1,200	
A-2	Heavy Agricultural	1,500	
A-5	Heavy Agricultural	1,800	
A-10	Heavy Agricultural	2,100	
RA	Residential Agricultural	2,400	
R-1	Single Family Residential	2,700	
R-2	Two Family Residential	3,000	
TR-20	Independent Mobile Home Subdivision	3,300	
ER-3	Senior Apartment	3,600	
SLR	Small Lot Residential	3,900	
R-3	Multiple Family Residential	4,200	
R-P	Residential Professional	4,500	
D-1	Downtown	4,800	
D-2	Downtown	5,100	
C-1	Neighborhood Commercial	5,400	
C-3	General Commercial	5,700	
CM	Commercial Manufacturing	6,000	
ML-1	Limited Manufacturing	6,300	
MZ	Heavy Manufacturing	6,600	
NZ	No Zone	6,900	
OS	Open Space	7,200	
PCD	Planned Community Development	7,500	
PLD	Planned Unit Development Overlay	7,800	
SP	Specific Plan	8,100	
BL-1	Church	8,400	
I	Institutional	8,700	
Total City Area			100,000

In compliance with Chapter 92, Article 1, Section 10.4 of the Hemet Municipal Code, this map represents the official Zoning, together with all amendments, of all other properties within the corporate boundaries of the City of Hemet, Oregon and is the governing code which the planning and zoning are adopted as part of the General Plan for the City of Hemet.

I, Sarah McCORMACK, City Clerk of the City of Hemet, California hereby certify that this is the Official Zoning Map for the City of Hemet, California.

DSJ
 DSJ
 Director City & Community Development Director Sarah McCORMACK City Clerk

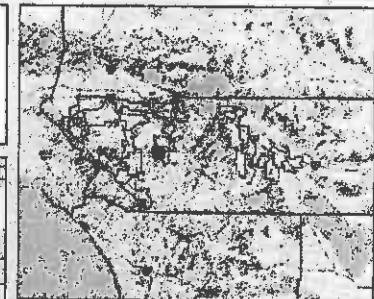
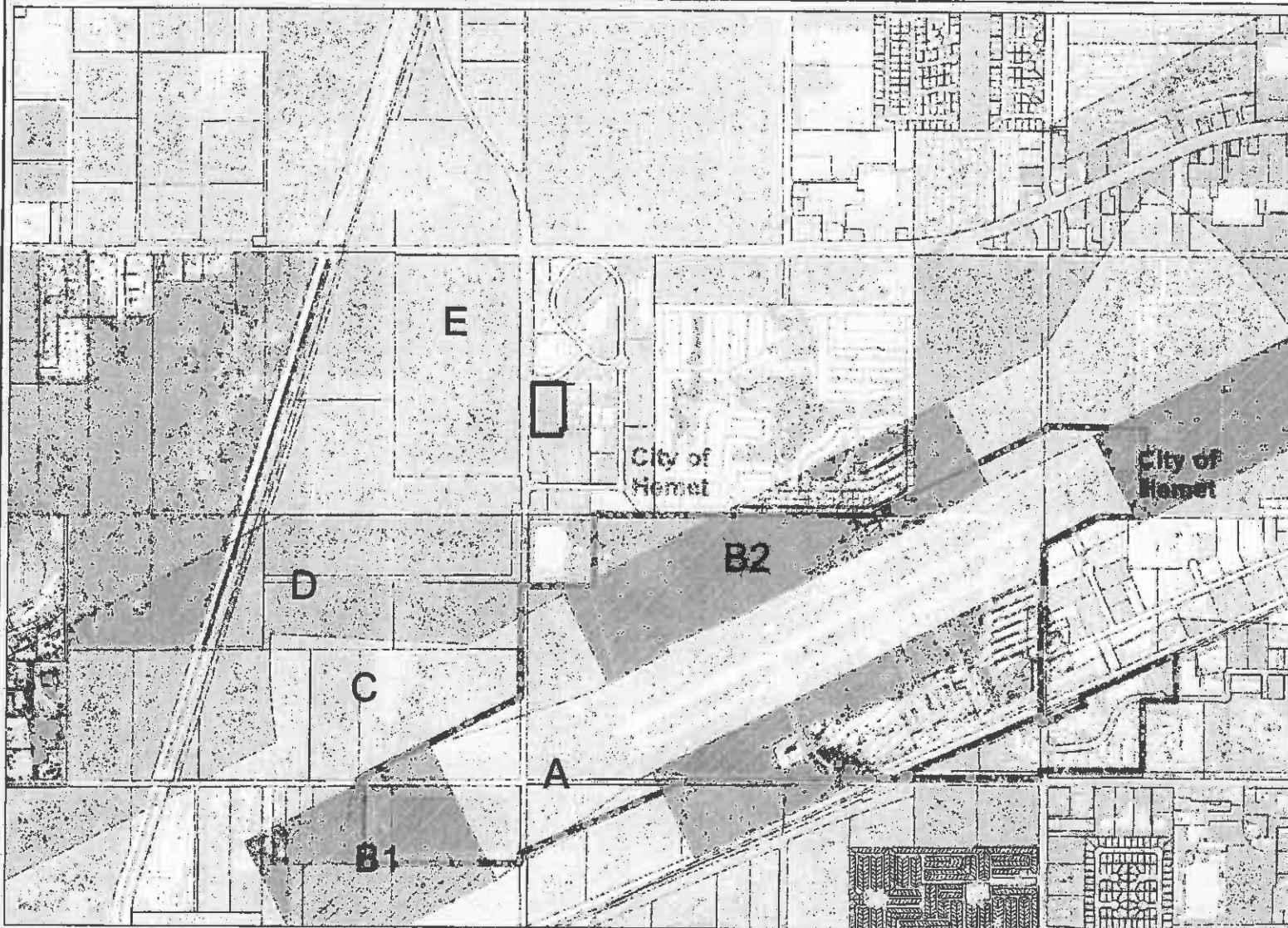


0 1,000 2,000 3,000 4,000
 1 inch = 1,000 feet





























This information and the data herein were made by a licensed professional surveyor and are true and correct to the best of their knowledge and belief. The City of Hemet, Oregon, is not responsible for any errors or omissions in this map. The City of Hemet, Oregon, is not responsible for any errors or omissions in this map. The City of Hemet, Oregon, is not responsible for any errors or omissions in this map.

My Map



Legend

-  Airports
-  AIA
- Airport Compatibility**
-  OTHER 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-EXC8
-  C2-HIGHT



0 1,873 3,745 Feet



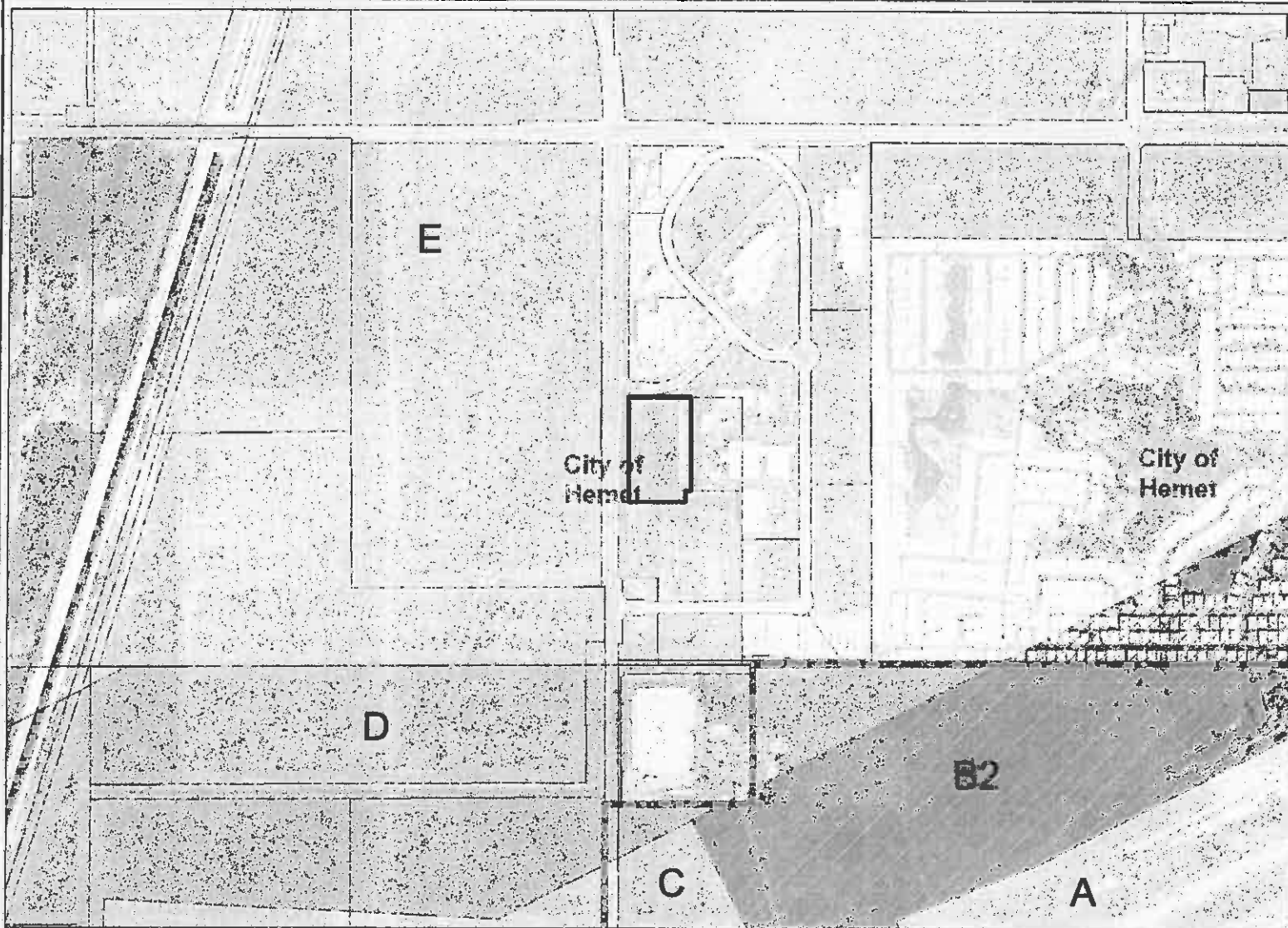
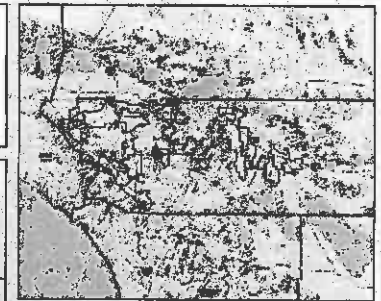
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REPORT PRINTED ON... 9/12/2017 9:43:51 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER 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
- C2-HIGHT



0 936 1,873 Feet



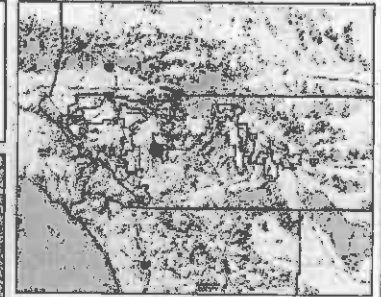
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 1,873 3,745 Feet



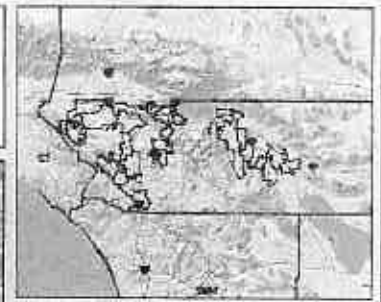
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Notes

My Map



Legend

-  City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



0 936 1,873 Feet



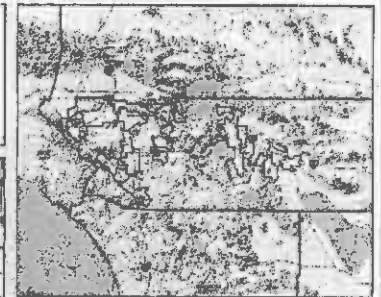
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers

Notes



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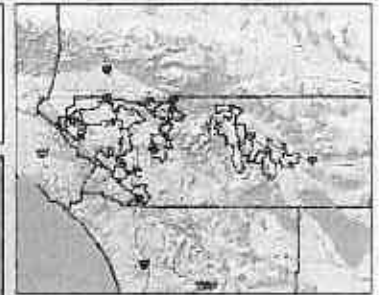
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My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 234 468 Feet



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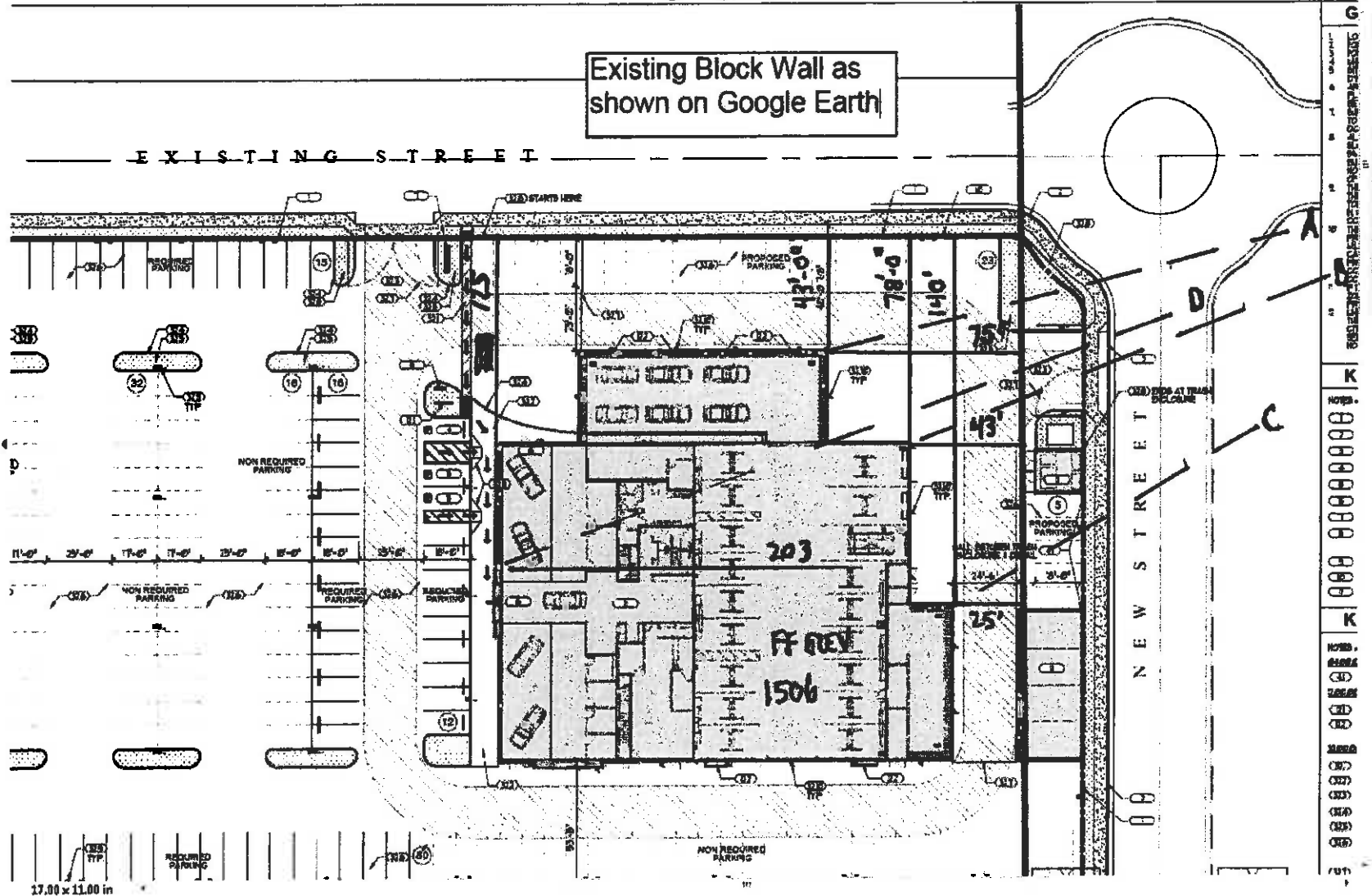
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© Riverside County RCIT GIS

Notes

HEMET / RYAN
 CHRYSLER DEALERSHIP

DISTANCES :	BLDG HT	MAX ELEV.	DESIGNED ELEV.
A 3085	21.5'	1538.85	1527.50
B 3067	28'	1538.67	1534.00
C 3180	16'	1539.80	1522.00
D 3243	32.66'	1540.43	1538.46



HEMET
 RYAN
 AIRPORT
 1508

- BUILDING & GENERAL NOTES**
1. ALL OPENINGS OF LIGHT, EITHER SHALL BE PLACED 4" AWAY FROM EDGE OF DOOR AT ALL POSSIBLE LOCATIONS.
 2. WALL AND CEILING MATERIALS SHALL NOT EXCEED THE PLATE SPREAD CLASSIFICATION PLATE TABLE 2-3.
 3. ALL DOORS ARE TO BE OPERABLE FROM EITHER SIDE USE OF A KEY OR SPECIAL CODE SHALL BE INDICATED ON DOOR SCHEDULE.
 4. ALL WINDOW DOORS SHALL BE EASILY OPERABLE FROM THE INSIDE AND SHOULD THE USE OF A KEY OR SPECIAL CODE BE REQUIRED ON EITHER SIDE OF THE DOOR, THE DOOR SHOULD BE KEPT OPEN TO PERMIT ALL-CODE USE.
 5. ALL WINDOWS SHALL BE KEPT TO BE 3/4" MIN. HEAD AND 1/2" MIN. OVERHUNG ON EACH HEIGHT RESTRICTIONS, UNLESS PER PLAN FOR 107.
 6. PROVIDE ONE EXHAUSTION IN CANNERS AS INDICATED BY CODE AND THE FRESH EXHAUSTING COORDINATE LOCATION WITH THE EXHAUSTING AND SUPPLY KEY RECEIVED CANNERS WITH AND WALLS BEING POSSIBLE.
 7. VERIFY WITH ARCHITECT BEFORE PROCEEDING WITH ANY EXHAUSTING REPORT FOR FINAL DESIGN RESIDENTS.

WAGNER
ARCHITECTURE
INCORPORATED

811 Civic Center Drive, Suite 110
Oceanside, CA 92054
Phone: 760.729.8900
Fax: 760.729.6500
Wagner@wagner.com

WE ACCEPT AND DESIGN
FOR THE FOLLOWING
SEISMIC ZONES
ZONES 1, 2, 3, 4, 5
AND ALL OTHERS
AS PER THE
CALIFORNIA
UNIFORM
BUILDING CODE
AND ALL OTHERS
AS PER THE
CALIFORNIA
UNIFORM
BUILDING CODE

Hemet Chrysler Dodge Jeep Ram
Carriage Circle, Hemet, CA 92543

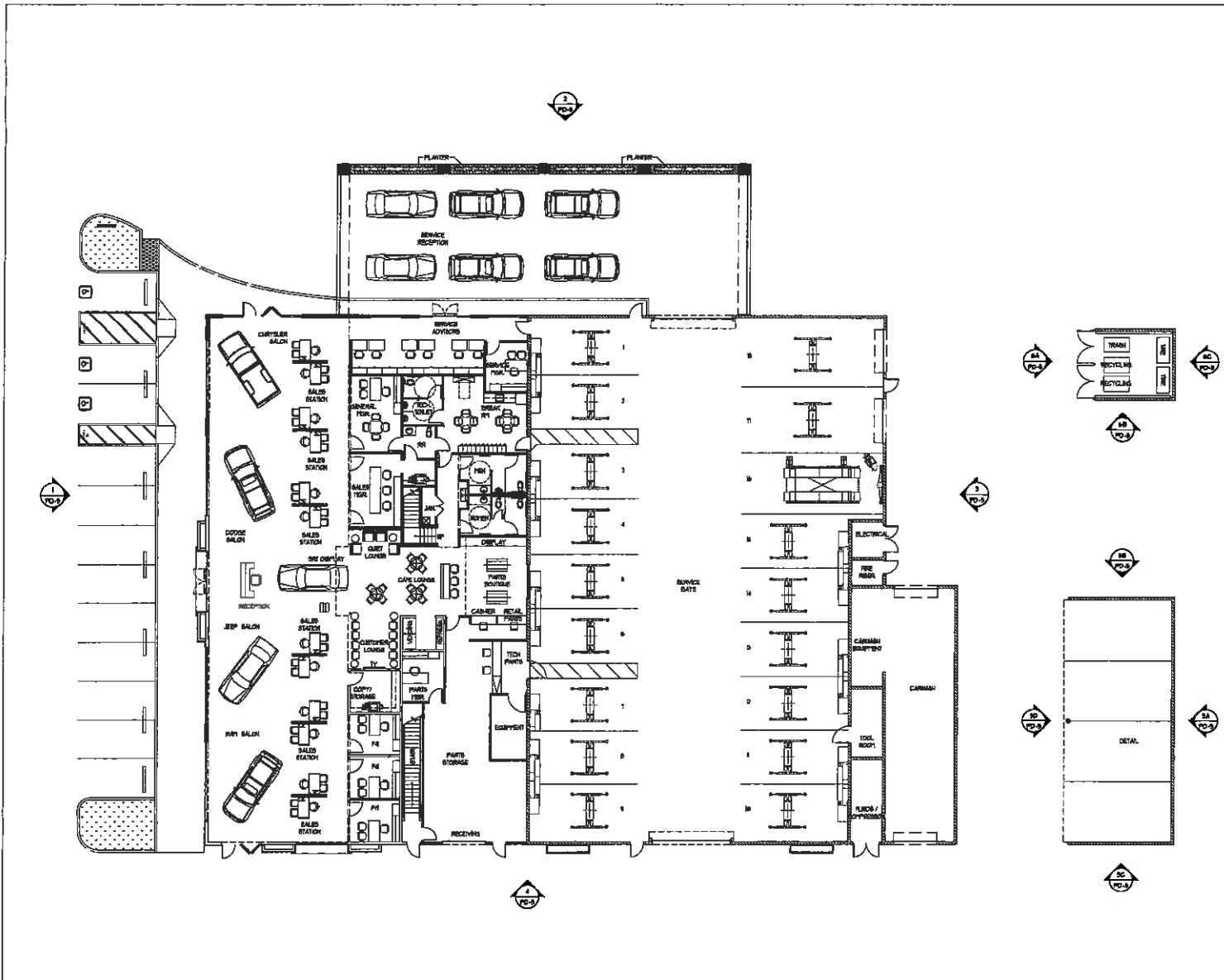
CHRYSLER
DODGE
Jeep
RAM

PROPOSED
1ST LEVEL
FLOOR PLAN

DATE: 08/20/2018
SCALE: 1/8"=1'-0"

DATE:	08/20/2018
SCALE:	1/8"=1'-0"
PROJECT:	
DATE:	
SCALE:	
PROJECT:	

PD-2.1



FIRST LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"

KEY ELEVATIONS NOTES

NOTES ARE GENERAL - FOR ALL ITEMS REFERENCED ON SHEET

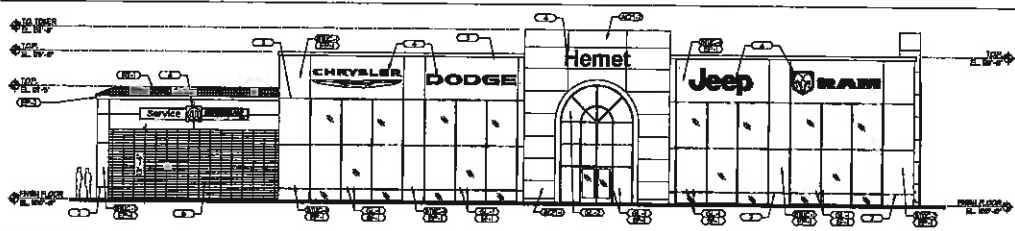
- (1) MECHANICAL INT - APPROPRIATE LOCATION ONLY
- (2) 3/4" VERTICAL JOINT
- (3) PREPARED METAL FLASHING TO MATCH (P-1)
- (4) APPROPRIATE LOCATION FOR RAINWATER RUN - PROVIDE ELECTRICAL LEGS FOR RAINWATER RUN AT BACKSIDE OF WALL
- (5) HOLLOW METAL DOOR
- (6) CURVED METAL DOOR
- (7) LED BACKPACK LIGHT
- (8) METAL DOUBLE SLING GATES

SIGNAGE NOTES

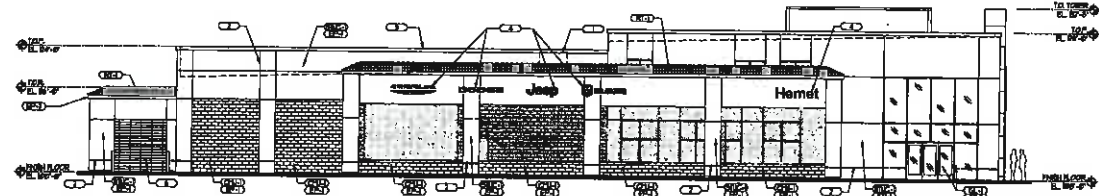
1. CONTRACTOR TO APPLY ALL SIGNS, ELECTRICAL, AND FINISH REQUIREMENTS
2. MULTI USE BY CHRYSLER, DODGE, JEEP, AND RAM. CONNECTION BY SIGN CONTRACTOR REQUIREMENTS
3. COORDINATE WITH SIGN CONTRACTOR ON EXACT LOCATION OF SIGNING AND ELEC. CONSULT WITH OWNER AND ARCHITECT ON FINAL LOCATION
4. EXTERIOR PAINT COLOR (P-1) IS TO BE USED FOR EXTERIOR COLOR PALETTE RANGING FROM BRASS TO TITAN BRASS PER CITY STANDARDS
5. EXTERIOR PAINT COLOR (P-2) IS TO BE USED FOR EXTERIOR COLOR PALETTE RANGING FROM BRASS TO TITAN BRASS PER CITY STANDARDS

EXTERIOR SURFACE FINISH SCHEDULE

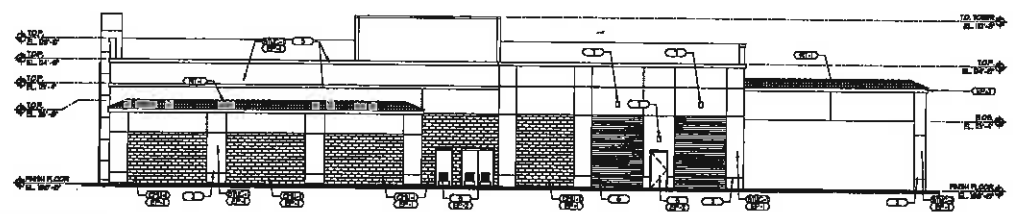
CODE	FINISH / TRADE	MANUFACTURER	PRODUCT	DESCRIPTION	FINISH	SPACING	LOCATION
AD-1	ALUMINUM COFFERED METAL PANEL (P-1)	ALPOLIC	DRY JOINT SYSTEM	SLAB METALLIC (P-1) OR SLAB			EXTERIOR FACADE SURROUND SERVICE DRIVE
AD-2	ALUMINUM COFFERED METAL PANEL (P-2)	ALPOLIC	DRY JOINT SYSTEM	HIGH POLISHED ALUMINUM (P-1) OR SLAB			DRY ARCH ACCENT BAND
CS-1	PRECAST CONCRETE UNIT FINISH (P-1)		SPLIT FACE			6" O.C.	SERVICE DRIVE
CS-2	CONCRETE FINISH (P-1)			COLOR COORDINATE WITH FINISH AND TEXTURE		1/4" THICK	SERVICE DRIVE
IP-1	EXTERIOR PAINT (P-1)	SEALANT FINISH		COLOR YELLOW GRAY 100 (P-1)			SPLIT FACE CONCRETE WALL
IP-2	EXTERIOR PAINT (P-2)	SEALANT FINISH		COLOR ROCK GRAY 100 (P-1) OR SLAB			EXTERIOR DOORS
IP-3	STANDARD PAINT (P-1)	KANSER	TWO IS BET OR NEW WALL SYSTEM	CLEAR ACCENT ALUMINUM			GENERAL DOORWAY
IR-1	ROOF TILE		TERRAZZO CLAY				
GL-1	EXTERIOR GLAZING (P-1)	PPG	LOW E CLEAR GLASS				GENERAL EXTERIOR
GL-2	EXTERIOR GLAZING (P-2)	PPG	BLACK SPANGLER GLASS				DRY ARCH



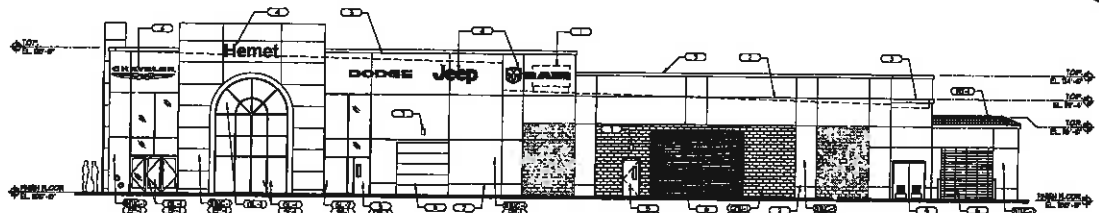
NORTH ELEVATION
SCALE: 3/32" = 1'-0"



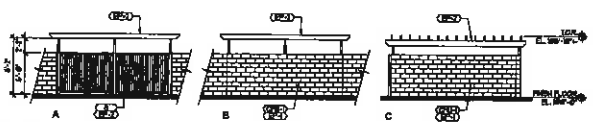
EAST ELEVATION
SCALE: 3/32" = 1'-0"



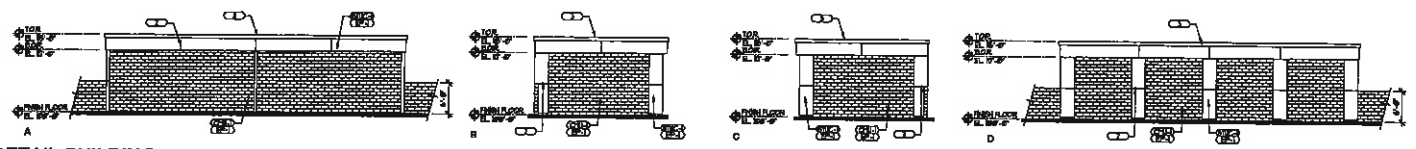
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



WEST ELEVATION
SCALE: 3/32" = 1'-0"



TRASH ENCLOSURE
SCALE: 1/8" = 1'-0"



DETAIL BUILDING
SCALE: 3/32" = 1'-0"

WAGNER
ARCHITECTS
1111 Chas. Carter Drive, Suite 120
Dunsmuir, CA 95924
Phone: 530.732.9843
Fax: 530.747.0340
Wagner@chrisler.com



Hemet Chrysler Dodge Jeep Ram
Carriage Circle, Hemet, CA 92545

CHRYSLER
DODGE
Jeep
RAM

PROPOSED BUILDING ELEVATIONS

DATE: 10/15/2024
DRAWN BY: [Name]
CHECKED BY: [Name]

PD-5

LANDSCAPE PLAN FOR:
CHRYSLER DODGE JEEP RAM
 HEMET, CALIFORNIA

AHLES
 LANDSCAPE
 ARCHITECTURE INC.
 P.O. Box 1563
 Rancho Santa Fe, California 92067
 858.756.8963
 ahl@ahland.com



CA# 2538

PLANT SCHEDULE

TREE	BOTANICAL NAME	CONT.	QTY.	
	ARECATHA ROMANOFFIANA GREEN PALM	24 IN. BOX	15	
	QUERCUS ILEX MOLLY OAK	24 IN. BOX	4	
VINE	BOTANICAL NAME	CONT.	QTY.	
	ABONUM X THARTTOP THARTTOP ABONUM	1 GALLON	24	
	AGAVE ATTENUATA 'ANSOUELA BLUE' BLUE FOXTAIL AGAVE	5 GALLON	24	
	HESPERALOE PARVIFLORA RED YUCCA	1 GALLON	24	
	LANTANA MONTEVIDENSIS 'PURPLE' TRAILING LANTANA	1 GALLON	20	
	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM GREEN CLOUD TERNIS RAVENEL	1 GALLON	12	
	LIVISTRUM JAPONICA 'TEXANUM' MANLEAF PRIVET	5 GALLON	20	
	PENNESETUM X 'FAIRY TAILS' EVERGREEN FOUNTAIN GRASS	1 GALLON	12	
	NESTORISIA PRUTICOSA 'MORNING LIGHT' MORNING LIGHT COAST ROSEMARY	1 GALLON	12	
VINESPALIER	BOTANICAL NAME	CONT.	QTY.	
	PODOCARPUS MAGNOPHYLLUS 'MAKI' SHREBBY YEM	15 GALLON	6	
GROUND COVER	BOTANICAL NAME	CONT.	SPACING	QTY.
	CAREX PRASERACILIS SLENDER SEDGE	4 IN. POTS	12" o.c.	4,320
	SENECIO HANDEALISCAE BLUE FINGER	PLANTS	12" o.c.	156
NON-LIVING GROUND COVER	BOTANICAL NAME	CONT.	SPACING	QTY.
	COBBLE 2-4 IN. COBBLE	8 IN. DEPTH		5,760 SF
	DECOMPOSED GRANITE D.S.	2 IN. DEPTH		2,340 SF

OWNER

PROFRET SOLUTIONS, INC.
 5945 AVENIDA ENCINO, SUITE 155
 CARLSBAD, CA 92008
 760.999.2446

SITE ADDRESS

CARRIAGE CIRCLE
 HEMET, CALIFORNIA

IRRIGATION NOTES

A- A WATER BUDGET (CALCULATIONS) SHALL BE DEVELOPED FOR LANDSCAPE IRRIGATION USE THAT COMFORMS TO THE LOCAL WATER EFFICIENT LANDSCAPE ORDINANCE OR TO THE CALIFORNIA DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT LANDSCAPE ORDINANCE WHICHEVER IS MORE STRINGENT.
 B- AUTOMATIC IRRIGATION SYSTEM CONTROLLERS SHALL BE WEATHER OR SOIL MOISTURE BASED.

CONCEPTUAL
 LANDSCAPE PLAN
 FOR:

HEMET
 CHRYSLER
 DODGE
 JEEP
 RAM

Carrage Circle
 Hemet, California

ALA PROJECT NO.: 1771

ISSUE: DATE:

INITIAL: 20 18 17

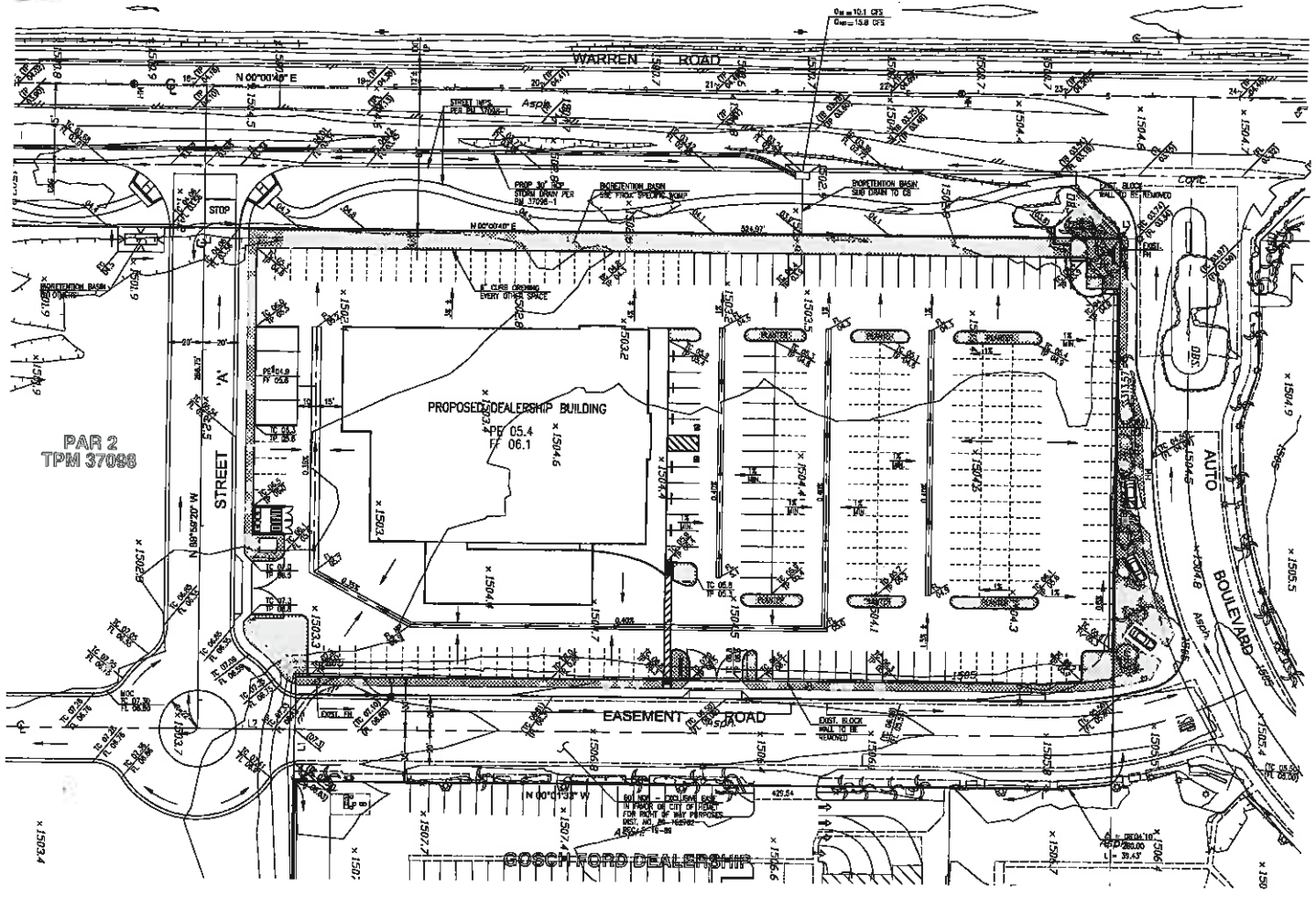
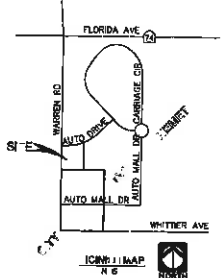
- 1 18 17

SHEET:

L-1



CITY OF HEMET CHRYSLER DODGE JEEP RAM DEALERSHIP CONCEPTUAL GRADING PLAN



LEGEND

- 0.5' INDICATES ELEVATION REL. TO LINE
- 1.0' INDICATES ELEVATION TO CENTER LINE
- 1.5' INDICATES ELEVATION TO STREET LIGHT
- 2.0' INDICATES ELEVATION TO THE CENTER
- 2.5' INDICATES ELEVATION TO CULVERT

OWNER/APPLICANT
MR. RUDOLPH AND
200 CARRIAGE CIRCLE
HEMET, CA 94301

PROPERTY DESCRIPTION
PARCEL 1.0 PARCEL MAP 2 81 88
SHOWN ON MAP ON FILE IN COK 340
PAGE 6 1/2 OF PARCEL MAPS REFERRED
COK 11 RECORDS

ACREAGE
0.4 ACRES NET
4.1 ACRES GROSS

SOURCE OF TOPOGRAPHY
AN AERIAL SURVEY INLAND AERIAL SURVEY 6 00 0 5/1/2016

LINE DATA

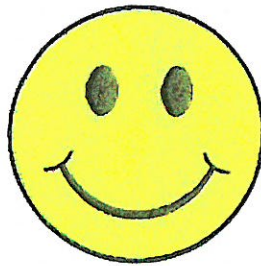
NO.	STARTING	DISTANCE
L1	N 88° 55' 30" W	10.50'
L2	N 00° 00' 00" W	11.25'
L3	N 88° 55' 30" W	0.75'

NOTE:
1. ALL ELEVATIONS OR OTHER IMPLEMENTATIONS ARE BY HEREIN ELEVATION OR PROPOSED PER PARCEL MAP 2 81 88

<p>Underground Service Alert</p> <p>Call: TOLL FREE 811</p> <p><small>TWO WORKING DAYS BEFORE YOU DIG</small></p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION				<p>APPROVED:</p> <div style="text-align: center;"> </div>	<p>BLAINE A. WOMER CIVIL ENGINEERING</p> <p><small>PLANNING SURVEYING ENGINEERING LANDSCAPE ARCHITECTURE PUBLIC WORKS</small></p>	<p>PREPARED UNDER THE SUPERVISION OF:</p> <p>DAI E: SCALE: 1" = 40'</p> <p>DATE: JUNE 2016</p>	<p>RECOMMENDED BY:</p> <p>G.T.O. HEMET</p> <p>DATE:</p>	<div style="text-align: center;"> </div> <p>City of Hemet PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION</p> <p><small>AIR E. POWERS REGISTERED CIVIL ENGINEER 0011746200</small></p>	<p style="text-align: center;">City of Hemet</p> <p style="text-align: center;">CHRYSLER DODGE JEEP RAM DEALERSHIP</p> <p style="text-align: center;">CONCEPTUAL GRADING PLAN</p>	<p style="text-align: center;">1 OF 1 SHEETS</p> <p style="text-align: center;">J.E.N.D.</p>
NO.	DATE	DESCRIPTION												

DATE PLOTTED: 06/20/16 10:58 AM
PLOTTER: HP DesignJet T1100PS
SCALE: 1" = 40'
SHEET: 1 OF 1
PROJECT: CHRYSLER DODGE JEEP RAM DEALERSHIP
DRAWING: CONCEPTUAL GRADING PLAN
DRAWN BY: J.E.N.D.
CHECKED BY: J.E.N.D.
DATE: 06/20/16

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

4.2

September 14, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. Ron Bolyard, Chief
Office of Aviation Planning
Department of Transportation
Division of Aeronautics-M.S. #40
1120 N. Street
Sacramento CA 94274-0001

Sent by U. S. Mail and E-mail attachment to Ron.Bolyard@dot.ca.gov

Re: Hemet-Ryan Airport ALUCP Grant

Dear Mr. Bolyard:

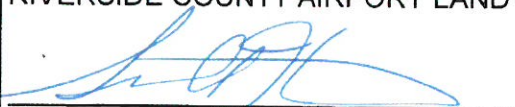
We are in receipt of your correspondence dated August 25, 2017 and thank you for reviewing the information provided with my letter of August 3, 2017. The Riverside County Airport Land Use Commission (RCALUC) has considered the underlying issues and the exchange of correspondence over the past several months regarding the disagreement between the RCALUC and the Department of Transportation (Caltrans) regarding the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) adopted in 2017. The RCALUC position and its basis are set forth in the correspondence.

Regarding grant contract, Riv-VAR-11-1, the RCALUC contends it has not breached the grant agreement. The RCALUC also contends that the amount of the Progress Payment #5 in the amount of \$34,259.34 is owed by Caltrans. The final retention payment in the amount of \$8,553.37 may be retained by Caltrans, per the grant agreement, based on its decision to not accept the ALUCP.

I hope that we can put this matter behind us and continue to collaborate on other matters, such as when jurisdictions seek to over-ride on inconsistent projects.

Your courtesy and cooperation are greatly appreciated.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Simon A. Housman, ALUC Director

cc: Riverside County: Ms. Olivia Balderrama, 3rd Supervisorial District
City of Hemet: Linda Krupa, Mayor
Ms. Deanna Elliano, Community Development Director
Danielle Morone, Esq.,
Mr. Ken Brody, Mead and Hunt

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 14, 2017
RIVERSIDE MEETING**

DRAFT

A regular scheduled meeting of the Airport Land Use Commission was held on September 14, 2017 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Chairman
Arthur Butler
Russell Betts
Glen Holmes
John Lyon
Steven Stewart

COMMISSIONERS ABSENT: Steve Manos, Vice Chairman

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: None

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 14, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1088RI17 – Inland Memorial Inc., Mark Durbin – City of Riverside Planning Case Nos. P17-0478 (Rezone) and P17-0630 (Design Review). The applicant proposes to remodel and utilize an existing 2,716 square foot single-family residence on a 0.27-acre parcel located at 4838 Arlington Avenue, on the south side of Arlington Avenue, easterly of its intersection with Aden Way, and westerly of its intersection with El Hijo Street, as an office. The applicant also proposes to rezone the property from Single Family Residential (R-1-7000) to Office (O) zoning. (Airport Compatibility Zone C of the Riverside Municipal Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Rezone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and that the Design Review be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to remodel and utilize an existing 2,716 square foot single-family residence on a 0.27 acre parcel as an office and to rezone the property from Single Family Residential (R-1-7000) to Office (O) zoning.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
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, production of cereal grains, sunflower, and row crops, composting operations, 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, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 14, 2017
RIVERSIDE MEETING**

3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
4. No new detention basins are depicted on the site plan. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. This project has been evaluated for 2,716 square feet of office area. Any increase in building area or change in use of the project will require an amended review by the Airport Land Use Commission or subsequent compatibility evaluation by the City.
6. Noise attenuation measures shall be incorporated into the design of the office building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Manos

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:02 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 14, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1051PS17 – Sons of Italy (Representative: Doug Jones) – City of Palm Springs Planning Case No. 5.0707 (Conditional Use Permit) and 3.3883 (Minor Architectural). The applicant proposes to reinstitute permitted status for a continuously operating meeting hall and provide for an improved parking lot for the existing Dolly Sinatra Lodge facility. The physical proposal is for the addition of 23 parking spaces on the east half of the 0.68-acre parcel (Assessor's Parcel Number 501-352-015) located on the northerly side of Vista Chino, easterly of Sahara Road and westerly of Park View Drive. No change in use of the existing building or building expansion is being proposed. (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).

II. **MAJOR ISSUES**

If this were a new land use being proposed (such as conversion of residence to a fraternal lodge capable of accommodating 122 to 129 persons), the use would be clearly inconsistent at a location so close to the end of the Runway Protection Zone at Palm Springs International Airport. It is the City's position that the applicant must obtain a new Conditional Use Permit, as the pre-existing one has expired. However, the activity authorized by the pre-existing use permit has not ceased except for an annual summer hiatus. Therefore, staff is of the opinion that the intensity limitations imposed by the 2005 Palm Springs International Airport Land Use Compatibility Plan should not be applicable to the ongoing use of the existing building and grounds. From a safety perspective, and in light of the Farrell's Sacramento 1972 tragedy, we would recommend that the Lodge look toward ultimate relocation to a less risky site, as resources permit.

III. **STAFF RECOMMENDATION**

Staff recommends that the project be CONTINUED to ALUC's October 12 hearing. However, if, prior to the September 14 hearing, the FAA OES website reveals that the submittal is in a "Work in Progress" status, staff will recommend that the Commission find the Conditional Use Permit and Minor Architectural Application CONDITIONALLY CONSISTENT, subject to the conditions included herein and such additional conditions as may be necessary to meet the requirements of the Federal Aviation Administration Obstruction Evaluation Service.

IV. **PROJECT DESCRIPTION**

The physical proposal is for the addition of 23 parking spaces on the east half of the 0.68-acre parcel. No change in use of the existing building or building expansion is being proposed. The applicant proposes to reinstitute permitted status for a continuously operating meeting hall and to provide for an improved parking lot for the existing Dolly Sinatra Lodge facility.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0 **CONTINUED project to 10-12-17 (applicant's request)**. Absent: Commissioner Manos

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:03 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 14, 2017
RIVERSIDE MEETING**

I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information only

4.2 Correspondence related to the Hemet-Ryan 2017 ALUCP

Simon Housman, ALUC Director, advised that a package of correspondence with the Caltrans Division of Aeronautics relating to the adoption of the 2017 Hemet-Ryan ALUCP was provided to the Commissioners. The next step will be discussed in the Closed Session at the end of the agenda.

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission by a unanimous vote of 6-0 approved the August 10, 2017 minutes. Absent: Commissioner Manos

III. **6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Simon Housman, ALUC Director, informed the Commission that there was an article published on the Desert Sun website discussing in detail the case of the surgical facility approved by Indio. The article announced that the California Pilots Association has filed a lawsuit against the City of Indio, objecting to the construction of the project and its location and also indicating that the ALUC Commission had found the project inconsistent with the Compatibility Plan. Chairman Ballance commented favorably on the video linked to the online article. Director Housman noted that the other Commissioners can access the video from the Desert Sun website. Commissioner Holmes asked if this was a situation where the City had overridden the ALUC determination, and Director Housman confirmed that it was.

IV. **7.0 COMMISSIONER'S COMMENTS**

Commissioner Holmes had a question concerning what he had heard on the radio regarding the groundwater problem at the March Air Reserve Base. Chairman Rod Ballance advised that he had attended several meetings and briefings at the Moreno Valley Chamber of Commerce in conjunction with the Western/Eastern Municipal Water District. Groundwater is as high as 12 feet below ground level. A grant has been secured for further studies. The groundwater problem will need to be resolved for March Air Reserve Base to remain a viable entity. Mr. Ballance also commented that he attended the 47th Annual March Military Appreciation Picnic which was a great event, and that he will not be present at the October 12 meeting.

V. **8.0 CLOSED SESSION**

Conference with Legal Counsel-Anticipated Litigation (d)(4) of Government Code Section 54956.9

There was no reportable action.

VI. **8.0 ADJOURNMENT**

Chairman Ballance adjourned the meeting at 9:15 a.m.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 4.0: TIME IS: 9:05 A.M.