

# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

**Thursday 9:30 A.M., January 10, 2019**

**CHAIR**

Steve Manos  
Lake Elsinore

**VICE CHAIR**

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**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
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(951) 955-5132

[www.rcaluc.org](http://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, 14<sup>th</sup> 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](http://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](mailto: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 ITEMS**

**BERMUDA DUNES AIRPORT**

2.1 ZAP1075BD18 – City of Indio (Leila Namvar, Development Services Department). A proposal by the City of Indio to adopt a new General Plan 2040 to guide the future development of the City that focuses on revitalizing and connecting neighborhoods, establishing a human-scale network of complete streets and community open spaces, and enhancing community health and wellness. The General Plan includes the following elements/chapters: Vision and General Plan Strategies, Land Use and Urban Design, Mobility, Economic Development, Health and Equity, Parks, Recreation, and Open Space, Conservation, Infrastructure and Public Facilities, Safety, Noise, and Implementation. (The Housing Element is also part of the General Plan, but is not proposed for change as part of this effort.) The City includes land within all Compatibility Zones of the Bermuda Dunes Airport Influence Area. Continued from September 13, October 11, November 8 and December 13, 2018. Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)

Staff Recommendation: CONSISTENT

**3.0 PUBLIC HEARING: NEW ITEMS****REGIONAL**

- 3.1 ZAP1034RG18 – City of Riverside (Representative: Doug Darnell)– City Planning Case No. P18-0865. A proposal to amend the City of Riverside’s Zoning Code (Title 19 of the Riverside Municipal Code), primarily updating the provisions of Chapter 19.442 relating to Accessory Dwelling Units (previously known as second units) to comply with State laws enacted in 2016 and subsequent years. Pursuant to this amendment, Accessory Dwelling Units (ADUs) would be allowed in the R-3 and R-4 zones on existing lots in conjunction with an existing or proposed primary single-family residence. The Incidental Use Table (19.150.020B) would be amended to reflect this change. Table 19.580.060 relating to parking space requirements would be amended to delete requirements for an additional parking space in certain circumstances. Finally, the definitions section would be amended to provide that an ADU may be a detached or attached structure or, located within a primary single-family residential dwelling. ADUs would be required to include permanent provisions for living, sleeping, cooking, eating, and sanitation. (Citywide). Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rivco.org](mailto:jguerin@rivco.org)

Staff Recommendation: CONSISTENT

**MARCH AIR RESERVE BASE**

- 3.2 ZAP1338MA18 – CHI/Acquisitions, L.P. (Representative: EPD Solutions, Inc.) – County of Riverside Case No. PPT180023 (Plot Plan). A proposal to construct a 203,445 square foot industrial warehouse building with second floor mezzanine on 9.6 gross acres located on the northwest corner of Harvill Avenue and Rider Street. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: CONSISTENT

- 3.3 ZAP1339MA18 – LDC Industrial Realty, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180025 (Plot Plan). A proposal to construct a 207,892 square foot industrial manufacturing building with second floor mezzanine on 10.07 gross acres located on the southeast corner of Seaton Avenue and Perry Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: CONDITIONALLY CONSISTENT

- 3.4 ZAP1343MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180033 (Plot Plan). A proposal to construct two industrial manufacturing buildings totaling 230,292 square feet on a total of 14.88 acres located easterly of Decker Road, northerly of Old Oleander Avenue, westerly of Harvill Avenue and southerly of Nandina Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: CONDITIONALLY CONSISTENT

**MARCH AIR RESERVE BASE**

- 3.5 ZAP1342MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180029 (Plot Plan). A proposal to construct a 347,672 square foot industrial manufacturing building on 19.4 gross acres located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street, and easterly of Decker Road. (Also proposed is an off-site 2.7 acre water detention basin located on the corner of Markham Street and Harvill Avenue) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: **CONDITIONALLY CONSISTENT**

- 3.6 ZAP1341MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180032 (Plot Plan). A proposal to construct a 406,496 square foot industrial manufacturing building on 18.2 gross acres located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street and easterly of Decker Road (Also proposed is an off-site 2.7 acre water detention basin located on the corner of Markham Street and Harvill Avenue) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: **CONDITIONALLY CONSISTENT**

- 3.7 ZAP1340MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180028 (Plot Plan). A proposal to construct three industrial manufacturing buildings (each on separate parcels) totaling 1,285,400 square feet (including second floor mezzanine) on 72.5 gross acres located southerly of Martin Street, westerly of Harvill Avenue, northerly of Cajalco Expressway, and easterly of Seaton Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: **CONDITIONALLY CONSISTENT**

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals

5.0 **APPROVAL OF MINUTES**

December 13, 2018

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:** 2.1 2.2 3.5

**HEARING DATE:** JANUARY 10, 2019 ~~December 13, 2018~~ ~~November 8, 2018~~ ~~October 11, 2018~~ (continued from September 13, 2018 due to lack of a quorum *and from October 11, 2018, and November 8, 2018, AND DECEMBER 13, 2018 with the consent of the applicant jurisdiction)*

**CASE NUMBER:** ZAP1075BD18 - City of Indio

**APPROVING JURISDICTION:** City of Indio

**JURISDICTION CASE NO:** Indio General Plan 2040 (City of Indio General Plan Update)

**MAJOR ISSUES:**

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination. ~~As of the date of preparation of this staff report (August 23, 2018), staff review is ongoing. While we hope to be able to ultimately reach a finding of consistency with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to certain changes being made to the maps and/or text of the proposed General Plan, at this time, we must recommend a continuance. On October 2, 2018, the City of Indio submitted a letter agreeing to a continuance to November 8 to provide the City "with sufficient time to revise the document to comply with the Bermuda Dunes Airport Land Use Compatibility Plan." As of October 15, staff is awaiting the necessary additions and revisions. On November 6, 2018, the City of Indio submitted a letter agreeing to an additional continuance to December 13. As of November 14, staff is awaiting the necessary additions and revisions.~~ THE CITY'S PROJECT MANAGER SUBSEQUENTLY SENT AN E-MAIL REQUESTING CONTINUANCE TO JANUARY AND SUBMITTED AN AMENDED EDITION OF THE LAND USE ELEMENT, INCLUDING LIMITED TEXT CHANGES IN SUPPORT OF COMPATIBILITY.

## RECOMMENDATIONS:

~~As initially submitted, the proposed General Plan Update is inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. However, staff would prefer to find a path to consistency. At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of this matter to its October 11, 2018 public hearing agenda.~~

~~As of the date of this staff report, the City of Indio has not requested or consented to a continuance. Due to the provisions of the Public Utilities Code, the Commission must render its determination within 60 days of project submittal unless the City agrees to a continuance. In the event that the City is not willing to agree to a continuance, staff would have to recommend a finding of inconsistency.~~

~~*The City of Indio did agree to a continuance to the October 11 agenda and subsequently agreed to an additional continuance to November 8. THE CITY HAS SUBSEQUENTLY REQUESTED AN ADDITIONAL CONTINUANCE TO DECEMBER 13. However, as of NOVEMBER 14, September 19, October 15, 2018, ALUC staff has not received any revisions to the maps or text of the proposed General Plan that would bring the Plan into consistency. Therefore, at this time, staff would support an additional continuance TO JANUARY 10, 2019 if requested by the City, else staff would have to recommend a finding of INCONSISTENCY for the proposed General Plan.*~~

~~This recommendation is subject to change if once the City of Indio, at minimum, agrees to revise revises the General Plan in accordance with the recommendations offered in the e-mail sent to the City on September 14, 2018. ALUC staff is able to use amenable to using the additional time between the date of this staff report and the hearing date to work out additional details with City staff in order to facilitate such revisions. and would support an additional continuance if requested by the City.~~

**STAFF RECOMMENDS THAT THE COMMISSION REOPEN THE PUBLIC HEARING, CONSIDER TESTIMONY, AND FIND THE PROPOSED CITY OF INDIO GENERAL PLAN, AS AMENDED TO INCLUDE THE DIRECTOR'S EDITS INCLUDED HEREWITH, CONSISTENT WITH THE 2004 BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN.**

## PROJECT DESCRIPTION:

The City of Indio proposes to adopt General Plan 2040, a comprehensive update to the City's General Plan to guide the long-term development of the City and its sphere of influence. The General Plan Update includes the following elements: Land Use and Urban Design, Mobility, Economic Development, Public Health and Equity, Parks and Recreation, Conservation, Community Facilities and Infrastructure, Safety, Noise, and Implementation. (The Housing Element is also a part

of the General Plan, but no changes are proposed through this effort.) The City includes land within all Compatibility Zones (A, B1, B2, C, D, and E) of the Bermuda Dunes Airport Influence Area.

**PROJECT LOCATION:**

All land within the City of Indio, its Sphere of Influence, and unincorporated areas within the County of Riverside that could potentially be annexed into the City. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City and its Sphere of Influence and Planning Area within the Airport Influence Area of Bermuda Dunes Airport.

**AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN:**

The Bermuda Dunes Airport is acknowledged in the Land Use and Urban Design Element, with the map of Compatibility Zones illustrated on Figure 3-3. ~~There is a reference to “use restrictions” within the Airport’s “adjacency,” but these restrictions are not specified.~~

**ADDITIONALLY, A FOOTNOTE HAS BEEN ADDED TO TABLE 3-2, GENERAL PLAN PLACE TYPES, IN THE COLUMN INDICATING MAXIMUM GROSS DENSITY/FAR [FLOOR-AREA RATIO] STATING AS FOLLOWS:**

**\*DENSITIES, INTENSITIES, AND PROHIBITED USES SHALL BE CONSISTENT WITH CRITERIA OF THE BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN, INCLUDING APPLICABLE COUNTYWIDE CRITERIA AS MAY EXIST AT THE TIME OF PROJECT REVIEW. IF THE PROJECT IS LOCATED IN THE BERMUDA DUNES AIRPORT COMPATIBILITY ZONES, PLEASE SEE ALUCP AND INDIO CITY PLANNING STAFF FOR THE MOST UP-TO-DATE REGULATIONS.**

**(NOTE: PURSUANT TO THE DIRECTOR’S EDITS, THE SECOND SENTENCE WILL BE REVISED AS FOLLOWS: IF THE PROJECT IS LOCATED IN THE BERMUDA DUNES AIRPORT INFLUENCE AREA, COMPATIBILITY ZONES APPLY. PLEASE SEE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION STAFF ([WWW.RCALUC.ORG](http://WWW.RCALUC.ORG)) AND INDIO CITY PLANNING STAFF FOR THE MOST UP-TO-DATE REGULATIONS.)**

**THIS FOOTNOTE WAS ALSO ADDED TO THE LAND USE MAP (FIGURE 3-5: GENERAL PLAN PLACE TYPES), ALBEIT IN VERY SMALL PRINT WHEN THE FIGURE IS REPRODUCED ON A LETTER-SIZE PAGE. THE BOUNDARIES OF THE AIRPORT INFLUENCE AREA WERE ALSO ADDED TO THIS FIGURE.**

**(NOTE: PURSUANT TO THE DIRECTOR’S EDITS, THE FONT SIZE OF THE FOOTNOTE ON THE LAND USE MAP WILL BE INCREASED FOR LEGIBILITY.)**

Proposed Policy LU-1.6 ~~“Bermuda Dunes Airport Capability [sic]”~~ states as follows: ~~“Indio shall~~

~~work to achieve consistency between General Plan land use and the Airport Comprehensive Land Use Plan [old name for ALUCP], as is appropriate for the community. Measures may include restrictions on permitted land uses and development criteria, including height, land use type, and intensity.”~~ **HAS BEEN AMENDED TO READ AS FOLLOWS: “BERMUDA DUNES AIRPORT COMPATIBILITY ZONE. PROJECTS SHALL BE CONSISTENT WITH THE DENSITIES, INTENSITIES, PROHIBITED USES, AND OTHER DEVELOPMENT CONDITIONS DEFINED IN THE BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN.”**

**(NOTE: PURSUANT TO THE DIRECTOR’S EDITS, LU-1.6 WILL BE FURTHER AMENDED TO READ AS FOLLOWS: “BERMUDA DUNES AIRPORT INFLUENCE AREA COMPATIBILITY ZONES. PROJECTS WITHIN THE AIRPORT INFLUENCE AREA (AIA) SHALL BE CONSISTENT WITH THE DENSITIES, INTENSITIES, PROHIBITED USES, AND OTHER DEVELOPMENT CONDITIONS DEFINED IN THE BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN, AS ADOPTED BY THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC). FOR INFORMATION, SEE WWW.RCALUC.ORG.”)**

On page 4-2 of the Mobility Element, it states that “The City will maintain a safe and efficient system for delivering goods and services, specifying truck routes on City streets, and shall maintain compatibility with the Bermuda Dunes Airport.”

Page 4-26 of the Mobility Element includes the following discussion:

“In addition to the goods movement corridors noted above, the Bermuda Dunes Airport is adjacent to the City of Indio. As such, the airport flight approaches and departures does [sic] influence potential land use within the City to ensure compatibility with the airport and its flight paths. Most of the compatibility requirements related to types of use and building heights within flight paths of the airport. This mobility element ensures that development near the airport remains consistent with the Bermuda Dunes Airport Master Plan.”

Goal ME-5 of the Mobility Element states as follows: “Truck Routes and Airport Compatibility. The City shall maintain a safe and efficient system for delivering goods and services and ensure compatibility with the Bermuda Dunes Airport.” Policy ME-5.2 Airport Compatibility states as follows: “Support the continued use of the Bermuda Dunes Airport through ensuring consistency with the airport master plan.”

The Safety Element lists a number of potential hazards, but not airplane crashes.

The City submitted its proposed new General Plan for formal Airport Land Use Commission review on July 24, 2018. Commissioners should be receiving a CD copy of the proposed General Plan with this staff report.

At first glance, it would appear that much, if not most, of the land within Airport Compatibility

Zones B1, B2, C, and D is proposed for designations on the City's General Plan Land Use Map that are inconsistent or potentially inconsistent with the density and intensity criteria included in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, as applied to the Bermuda Dunes Airport Influence Area. The General Plan place types are not the conventional land use designation categories, but, pursuant to State law, they must provide information regarding densities and intensities of land use.

### Regional Commercial Districts

The Draft General Plan designates land in Airport Compatibility Zone B1 westerly and northerly of Bermuda Dunes Airport as Regional Commercial, which provides for "large-format retail development along with restaurant and commercial service activity". This designation would apply to all of the properties in the City located northerly of Varner Road and Interstate 10 and westerly of Adams Street. This area is entirely in Compatibility Zone B1, except for the rear portion of the most easterly parcel, which is partially in Compatibility Zone C. The Regional Commercial designation would allow floor-area ratios ranging from 0.35 to 1.0. However, pursuant to the Countywide Policies presently applicable in this area, Compatibility Zone B1 is limited to an average of 25 persons per acre and a maximum single-acre intensity of 50 persons (applicable to parcels two acres or larger that concentrate their usage within a given acre). A retail establishment occupying an entire acre of land would be evaluated as having an intensity of 726 persons, while a retail establishment occupying 0.35 acre would be evaluated as having an intensity of 254 persons. A restaurant with a dining area occupying 0.2 acre would be evaluated as having an intensity of 581 persons. Therefore, this designation would allow for intensities that are inconsistent with the Compatibility Zone.

The Regional Commercial designation also applies to a large area located easterly of Adams Street, northerly of Varner Road, and southerly of Avenue 40. This area includes land in Compatibility Zones B2, C, and D, as well as B1. ALUC issued a determination of inconsistency for an auto dealership in this area, which was ultimately overruled by the City Council.

Continuing from west to east along Varner Road, the Regional Commercial designation is also proposed for land on both the easterly and westerly sides of Jefferson Street in the vicinity of its intersection with Varner Road. This area is predominantly located in Compatibility Zone D, although the southeastern tip includes a small area in Compatibility Zone B2.

The Regional Commercial designation is also proposed for land located along the northerly side of Varner Road and Interstate 10 on both the easterly and westerly sides of Monroe Street, extending northerly to Avenue 42. The portions of this area westerly of a straight-line extension of Clinton Street are located in Compatibility Zones C and D. (The areas of this designation farther to the east are in Compatibility Zone E, where intensities for retail and restaurant development are not limited.)

The zoning classifications considered to best correlate with the Regional Commercial District land use designation are Regional Commercial and Community Commercial. However, schools, hospitals, and skilled nursing facilities (all of which are prohibited uses in Compatibility Zones B1, B2, and C) and places of worship (a prohibited use in Compatibility Zones B1 and B2) are listed as



“permitted uses in any Regional Commercial” zone, as are uses that could accommodate large numbers of persons, such as theaters, hotels, and large retail stores. Additionally, multi-family residential development is listed as permissible, with a conditional use permit.

Uses permitted in any Community Commercial zone include day care centers (a prohibited use in Compatibility Zones B1, B2, and C) and places of worship. Schools, hospitals, skilled nursing facilities, and multi-family residential development are listed as permissible, with a conditional use permit.

Much of the area north and northwest of the airport proposed for the Regional Commercial designation is currently zoned Business Park. Uses permitted in any Business Park zone include schools and day care centers (prohibited uses in Compatibility Zones B1, B2, and C). Hospitals, licensed care facilities, places of worship, and retail stores are listed as permissible, with a conditional use permit.

#### Mixed Use Neighborhoods

The Draft General Plan designates land in Airport Compatibility Zones B1, B2, C, and D (and a small portion of Compatibility Zone A) as Mixed Use Neighborhood, which provides for “moderate to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets.” This designation allows residential densities up to 40 dwelling units per acre and floor area ratios up to 0.5 for nonresidential development. The residential density is acceptable in Compatibility Zone D, but is inconsistent within the other Compatibility Zones. The Northgate Specific Plan is included in this designation. The Specific Plan was found inconsistent by ALUC, but this decision was overruled by the Indio City Council.

This designation is also applied to the fish-shaped area bounded by Indio Boulevard on the south and the rail line and Interstate 10 on the north, easterly of Jefferson Street. A proposed multi-building industrial, office, and retail center with a self-storage component proposed in this area was reviewed by ALUC and found consistent. However, we would recommend that the proposed designation of this area be changed from Mixed Use Neighborhood, which provides for residential use, to Workplace and Employment Center, with an asterisk providing a more limited floor-area ratio than the 1.0 FAR normally allowed in that designation.

An additional Mixed Use Neighborhood designation is proposed for an area southerly of Indio Boulevard, northerly and southerly of Fred Waring Drive and easterly and westerly of Monroe Street. The area northerly of Fred Waring and westerly of Monroe, as well as much of the area southerly of Fred Waring and westerly of Monroe, is located in Compatibility Zone C, where residential densities are limited to one dwelling unit per five acres and nonresidential intensity is limited to an average of 75 persons per acre. The area east of Monroe is in Compatibility Zone D, where the residential densities greater than 5 dwelling units per acre are acceptable. However, the nonresidential FAR allowance of 0.5 would be a concern.

Similar concerns apply to the proposed Mixed Use Neighborhood located easterly of Madison Street,

both northerly and southerly of Avenue 42. The portion westerly of a straight-line northerly extension of Clinton Street and southerly of Avenue 42 is located in Compatibility Zones C and D. The portion westerly of a straight-line extension of Clinton Street and northerly of Avenue 42 is located in Compatibility Zone D. (The portion easterly of the straight-line extension of Clinton Street is in Compatibility Zone E, where residential densities are not restricted pursuant to the Compatibility Plan and most nonresidential uses are permitted.)

The zoning classifications considered to best correlate with the Mixed Use Neighborhood designation are Residential High, Neighborhood Commercial, Community Commercial, and Public. The Residential High zone allows residential development, normally at densities of 12 to 15 dwelling units per acre, which would be consistent with Compatibility Zone D, but not with Compatibility Zones B1, B2, and C. However, it would also allow lower density residential development. On the nonresidential side, places of worship, licensed day care centers, and clubs, lodges, and halls are permissible with a conditional use permit.

The Neighborhood Commercial zone is already described as providing for “convenient small scale shopping and personal service uses in close proximity to residential neighborhoods.” Permitted uses include day care centers (a prohibited use in Compatibility Zones B1, B2, and C), as well as restaurants and large retail establishments such as grocery stores over 15,000 square feet in size. Conditionally permitted uses include hospitals, skilled nursing facilities, schools, and places of worship. Residential uses are not permitted.

The Public Zone allows schools, libraries, and day care centers (all of which are prohibited uses in Compatibility Zones B1, B2, and C) as permitted uses, with hospitals and licensed community care facilities permissible, subject to a conditional use permit.

### Workplace and Employment Districts

The Draft General Plan designates land in Airport Compatibility Zones B1, B2, C, and D easterly and northerly of Bermuda Dunes Airport as Workplace and Employment District, which provides “an area for a wide variety of employment-generating activity, including office, industrial and light manufacturing, research and development, and supportive commercial.” Ostensibly, this is the most suitable category of land uses for areas in the vicinity of an airport, as it excludes new residential development. However, this designation provides for floor-area ratio of up to 1.0 for nonresidential development, which for most uses would result in intensities greater than 100 persons per acre. (The exception would be warehouses, which would have a maximum intensity of 86 persons per acre at a FAR of 1.0.)

The zoning classifications considered to best correlate with the Workplace and Employment District designation are Commercial Office, Business Park, Industrial Park, Manufacturing, and Neighborhood Commercial. The list of uses permitted in the Commercial Office zone without a conditional use permit does not include any of the uses prohibited in Compatibility Zones B1, B2, or C. (Those uses – schools, day care centers, places of worship, hospitals, and licensed community care facilities – would require conditional use permits in the Commercial Office zone, as would

restaurants, retail stores, and other high-intensity uses. This would allow City staff or ALUC staff an opportunity to evaluate intensity and consistency with the Compatibility Plan.)

The Industrial Park and Manufacturing zones allows schools, and day care centers as permitted uses, along with other uses of potentially high intensity such as restaurants and health clubs. Uses permissible with a conditional use permit include places of worship, licensed community care facilities, retail stores, and clubs, lodges, or halls, and, in the Industrial Park zone, hospitals.

### Connected Neighborhoods

The Draft General Plan designates land in Airport Compatibility Zones C and D easterly of Bermuda Dunes Airport as Connected Neighborhoods, which provide “a broad range of housing choices within a walkable neighborhood setting within a short distance of goods and services. Housing types include single-family detached and attached dwellings of various sizes, courtyard apartments and condos, and medium-sized multifamily buildings designed for neighborhood compatibility.” This designation allows residential development at densities up to 20 dwelling units per acre and nonresidential development at floor-area ratios up to 0.5. This designation would not be consistent within Compatibility Zone C, where densities are limited to one dwelling unit per five acres. However, if we exclude fully developed areas from consideration, the only remaining land designated Connected Neighborhood in Zone C consists of an area on the south side of Indio Boulevard between the channel on the west and Clinton Street on the east.

Proposed Connected Neighborhoods in Zone D include an area located southerly of Northgate, easterly of Jefferson Street, and westerly of Burr Street and an area located easterly of Madison Street, southerly of Sun City Boulevard, and northerly of Avenue 42.

The zoning classifications considered to best correlate with the Connected Neighborhood designation are Residential Medium, Residential High, Residential Low Central Indio, Country Estate and Visitor Serving, and Public.

The Residential Medium zone prohibits commercial uses and requires conditional use permits for places of worship, licensed community care facilities, day care centers, and clubs, lodges, and halls. While there is no penalty for development at lower densities, it does provide for a threshold density of 6 dwelling units per acre, with a maximum density of 8 dwelling units per acre, and this range is acceptable in Compatibility Zone D.

The Residential Low Central Indio zone does prohibit commercial uses and requires conditional use permits for places of worship and licensed day care centers. However, the threshold density is 3.5 dwelling units per acre, with a minimum lot size of 6,600 square feet (8,000 square feet in new subdivisions). Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estate and Visitor Serving zone does not provide for any of the nonresidential uses prohibited in Compatibility Zones B1, B2, C, or D, but it is a low density residential zone that would

not allow for the minimum five dwelling units per acre. However, the C-E-5 and C-E-10 zones would be considered consistent within Compatibility Zones C and D due to minimum lot sizes of 5 acres or 10 acres.

### Suburban Neighborhoods

Some land in Airport Compatibility Zones C and D easterly of Bermuda Dunes Airport is designated as Suburban Neighborhoods, which provide low-intensity neighborhood development for single-family, detached homes. Most of this area is within developed residential tracts. The closest large undeveloped area proposed for this designation is located northerly of Avenue 40 and easterly of Adams Street in Compatibility Zone D.

The zoning classifications considered to best correlate with the Suburban Neighborhoods designation are Residential Low, Residential Medium, Country Estates and Visitor Serving, Equestrian Estates, Country Estates Transition, and Country Estates Indio Ranchos.

Except for Residential Medium, these zones would result in densities below five dwelling units per acre.

The Residential Low zone prohibits commercial uses and requires conditional use permits for places of worship, licensed community care facilities, and day care centers. However, the threshold density is 3.5 dwelling units per acre and an 8,000 square foot minimum lot size, with a maximum density of 4.0 dwelling units per acre and a minimum lot size of 7,200 square feet. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Equestrian Estates zone allows for licensed in home day care centers serving not more than 12 children, and requires conditional use permits for larger day care centers, schools, and places of worship. However, the maximum density is 2.0 dwelling units per acre, with a minimum lot size of 20,000 square feet. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estates Transition zone does not provide for any of the nonresidential uses prohibited in Compatibility Zones B1, B2, C, and D, while allowing for licensed in home day care centers serving not more than 12 children, but the maximum density is 3.0 dwelling units per acre, with a 13,000 square foot minimum lot size. Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

The Country Estates Indio Ranchos zone does not provide for any of the prohibited nonresidential density, but the minimum area per dwelling unit is one-half acre (21,780 square feet). Thus, this zone would result in densities below the minimum five dwelling units per acre required in Compatibility Zone D.

### Downtown

ALUC reviewed the City's proposed Indio Downtown/Old Town Specific Plan, covering 117 acres, including 21.87 acres within the Bermuda Dunes Airport Influence Area, last fall. Staff had initially recommended an inconsistency finding, as the Specific Plan's density and intensity standards as proposed could potentially have allowed uses that would have been inconsistent with Compatibility Zone D density and intensity criteria. The matter was resolved when the City revised its document requiring new residential projects in Zone D (the portion of the project westerly of Oasis Street) to maintain a minimum density of at least five dwelling units per acre and specifying that all subsequent nonresidential development and/or change of use proposals within the portion of the Specific Plan in the airport influence area shall be consistent with the intensity criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review.

### **STATE HANDBOOK RECOMMENDATIONS:**

The California Airport Land Use Planning Handbook issued by the State of California Department of Transportation, Division of Aeronautics, includes a Table 5A, General Plan Consistency Checklist, which is "intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP." While the checklist "is not intended as a state requirement," failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts "between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable "must be made consistent with the equivalent ALUCP criteria." However, it also states that "a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources," noting that "this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises."

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that "local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria." This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

A copy of Table 5A is included herewith.

Y:\AIRPORTCASEFILES\BermudaDunesHemet-Ryan\ZAP1075BD18\ZAP1023HR11  
IndioGenPlan ~~oct11~~ jan12 ~~nov8~~ dec13 JAN2019sr.doc

## **DIRECTOR'S EDITS**

*Airport Influence Area*

*for Bermuda Dunes Airport.*

## Bermuda Dunes Airport

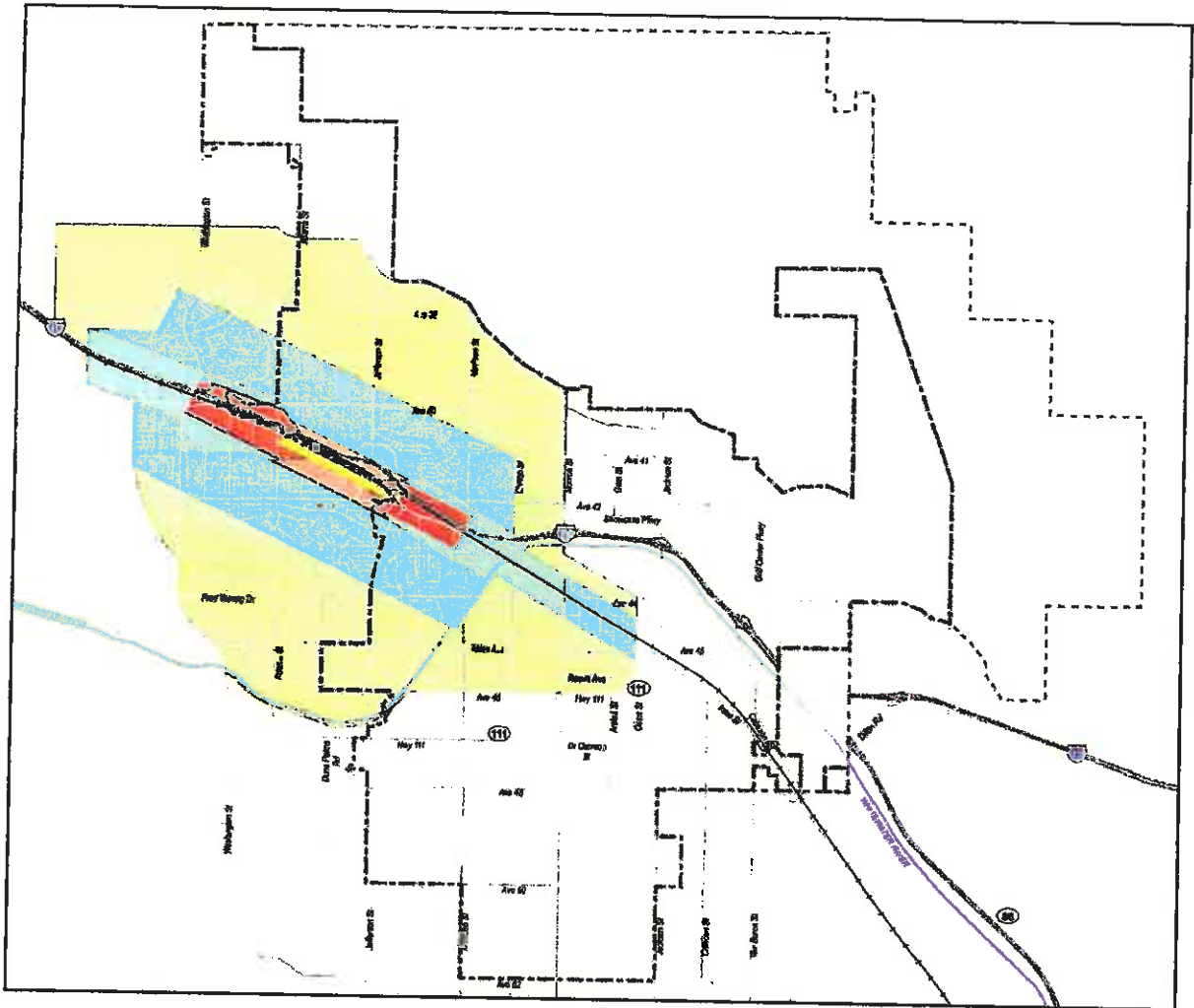
The Bermuda Dunes Airport is a privately-owned, public-use general aviation airport located along the central, western edge of Indio. It is an operational facility currently used by businesses, charters, medical, and other private and recreational entities. The airport services approximately 11,500 flights each year, with seasonal peak periods. As a consequence of the airport, certain restrictions apply to new projects within its adjacency as identified in the adopted Riverside County Airport Land Use Compatibility Plans (ALUCP(s)). Specifically, there are limits on the maximum structure height, use restrictions, and mitigation and other treatments for new development built within the compatibility zones identified in the ALUCP(s). Figure 3-3 illustrates the compatibility zones and Figure 11-2 shows the noise contours.



*Bermuda Dunes Airport*



Figure 3-3: Bermuda Dunes Airport Compatibility Map



Planning Area

- Roads
- Railroads
- Highways
- City Boundary
- Sphere of Influence

Airport Compatibility Zones

- A
- B1
- B2
- C
- D
- E

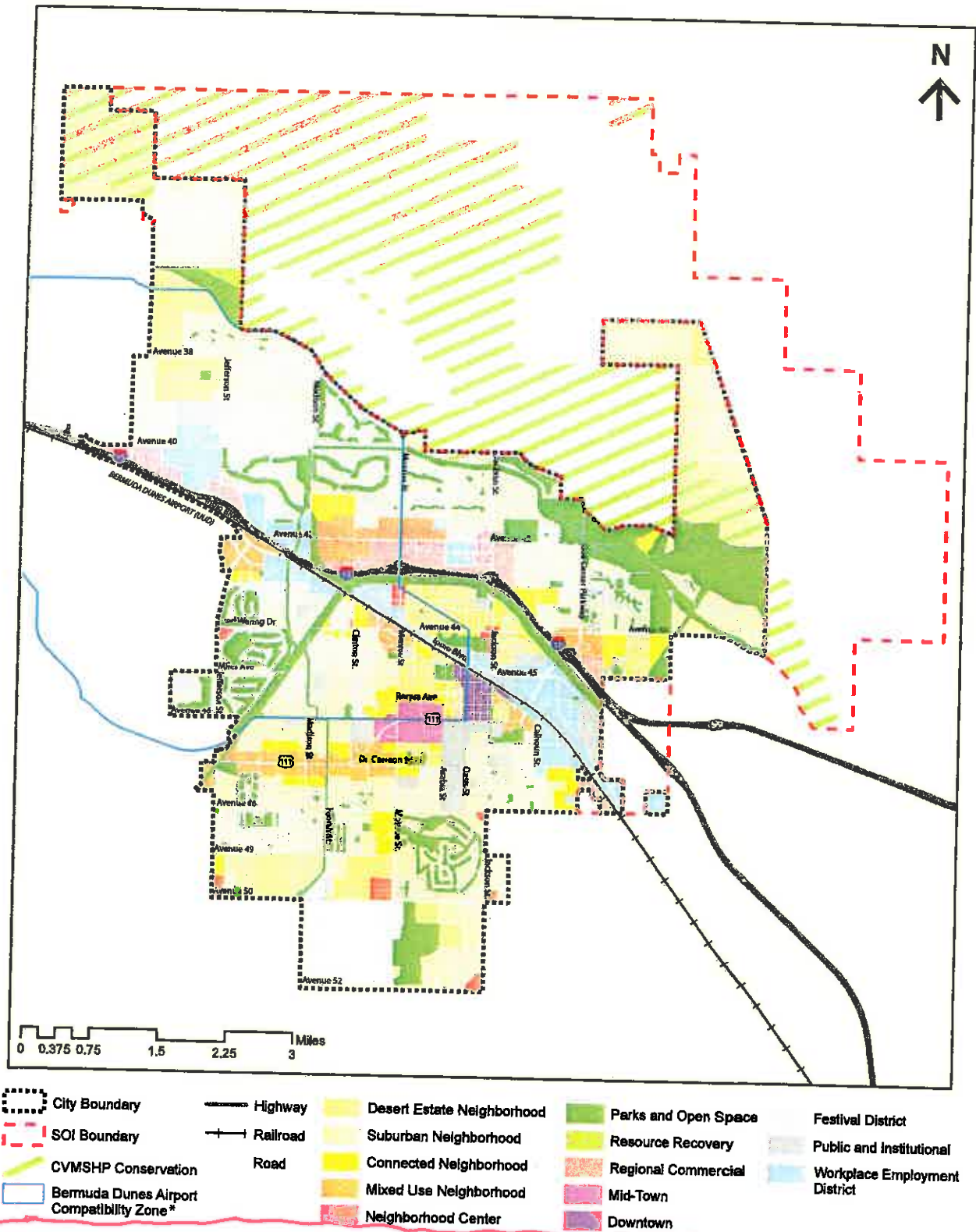


*Increase font size.*

Source: Riverside County/LARC (City Boundaries, 2015; SOLIST);  
 Riverside County/TJBA (Roads, Railroads, Highways); Riverside County  
 (Water)

The information on this map was derived from various digital  
 databases, as noted above. Care was taken in the creation of this map  
 but it is provided "as is". PDC cannot accept any responsibility for any  
 errors, omissions, or positional accuracy and therefore, there are no  
 warranties which accompany this product. Users are cautioned to field  
 verify information on this product before making any decisions.

Figure 3-5: General Plan Place Types



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

Increase font size.

Table 3-2: General Plan Place Types

Major Classes	Place Type and Intent	Max. Gross Density/FAR <sup>+</sup>	Zoning Correlation
NEIGHBORHOODS	<b>Desert Estates (DE).</b> Conserves natural features while providing the lowest intensity residential neighborhood development.	DU/AC: Up to 1	EE, CEIR, CET, CE
	<b>Suburban Neighborhoods (SN).</b> Provides low-intensity neighborhood development for single-family, detached homes.	Up to 8 DU/AC	EE, CEIR, CET, CE, RL, RM
	<b>Connected Neighborhood (CN).</b> Provides a broad range of housing choices within a walkable neighborhood setting within a short distance of goods and services. Housing types include single-family detached and attached dwellings of various sizes, courtyard apartments and condos, and medium-sized multifamily buildings designed for neighborhood compatibility.	DU/AC: Up to 20 FAR: up to 0.25	RLCI, RM, CE, RM, RH, P
	<b>Mixed Use Neighborhood (MUN).</b> Provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets.	DU/AC: Up to 40 FAR: up to 0.5	RH, NC, CC, P
CENTERS	<b>Downtown (DT).</b> Supports lively, thriving Downtown area by accommodating multi-story, mixed-use buildings at higher intensities. Provides for vertical and horizontal mixed-use development.	DU/AC: Up to 60 FAR: Up to 2.0	DC, P, RH
	<b>Midtown (MT).</b> Provides of an active, mixed-use center in Midtown by allowing multi-story, mixed-use buildings at higher intensities, community gathering spaces, and land uses to support residents and visitors. Provides for vertical and horizontal mixed-use development.	DU/AC: Up to 40 FAR: Up to 1.0	NC, CC, RH, P
	<b>Neighborhood Center (NC).</b> Provides for areas with a variety of neighborhood-serving retail and commercial uses, housing of various types, other neighborhood-serving amenities, and community-gathering spaces for residents.	DU/AC: 10 to 20 FAR: Up to 0.5	NC, CC, RH, P
DISTRICTS	<b>Workplace and Employment District (WEP).</b> Provides an area for a wide variety of employment-generating activity, including office, industrial and light manufacturing, research and development, and supportive commercial.	Up 1.0 FAR	CO, BP, IP, M, NC
	<b>Festival District (FD).</b> Reserves area for outdoor festivals, events, sporting activities and related activities.	Up to 0.5 FAR	NC, MMFOZ
	<b>Regional Commercial (RC).</b> Provides large-format retail development along with associated restaurant and commercial service activity.	FAR: 0.35 to 1.0	RC, CC
	<b>Resource Recovery (RR).</b> Applies to land where recovery and/or reclamation activities are primary land uses. Future uses in the area designation will require the approval of a Conditional Use Permit (CUP) and mining and reclamation plan.	Determined on a case-by-case basis	RR
PUBLIC AND INSTITUTIONAL	<b>Public and Institutional (PI).</b> Reserves areas for public, educational, and institutional uses.	Up to 0.5 FAR	P
	<b>Parks and Open Space (OS).</b> Provides public and private space for recreational uses, including open space, and golf course greens.	Up to 0.01 FAR	P, OS
	<b>Resource Management and Open Space Overlay (R-OS).</b> Provides an overlay for areas consistent with the Coachella Valley Multi-Species Habitat Management Plan, passive recreation, trails/paths, restoration, ecotourism, and environmental educational activities.	Consistent with CVMSHMP	P, OS, RR

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

*Influence Area 3-15*  
*Area, compatibility zones apply.*  
*Riverside County Airport Land Use Commission staff (www.rcaluc.org)*

**LU-1.5 Subareas.** Implement the strategies identified for each distinct subarea in Indio in this General Plan.

**LU-1.6 Bermuda Dunes Airport Compatibility Zones.** Projects shall be consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan, *as adopted by the Riverside County Airport Land Use Commission (ALUC).*

*within the Airport Influence Area (AIA)*

*Influence Area*

*For information, see [www.rcaluc.org](http://www.rcaluc.org).*

## Public Realm

Indio will offer pleasant, safe, and enjoyable public spaces. The following goals and policies strive to ensure Indio's public realm serve the community.

**Goal LU-2: Active Places.** Indio is a City with active and comfortable places that encourage social interaction and community gathering.

### LU-2 Policies

- LU-2.1 Walkable Neighborhoods.** Require all new neighborhoods to be pedestrian friendly by including features, such as short blocks, wide sidewalks, shaded streets, buildings that define and are oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets designed for pedestrians, cyclists, and vehicles.
- LU-2.2 Balanced Land Uses.** Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.
- LU-2.3 Access to Amenities.** Strive to create development patterns such that the majority of residents are within one-half to one-mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, places of worship, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.
- LU-2.4 New Gathering Spaces.** Require new developments to provide public parks, plazas, and squares that establish interesting gathering spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.
- LU-2.5 Existing Gathering Spaces.** Improve existing gathering spaces throughout the City to provide attractive, comfortable, and inviting public and pedestrian spaces, encouraging walking and public gathering spaces.
- LU-2.6 Shade.** Require the use of large shade trees or structures to provide comfortable environments during hot months.
- LU-2.7 Parking Lot and Prominent Pathways.** Require trees, shade structures, and/or other cooling methods to provide comfortable walkways during hot months.

# **AMENDED PAGES, LAND USE AND URBAN DESIGN ELEMENT**

## Key Considerations and Strategies

While a clear vision of Indio's future is the starting point and the target for the General Plan, the City's vision for the future will only be realized by ensuring that each new private development and each new public improvement builds towards that future. The following strategies shall guide public and private actions and investments to achieve the vision, and are reflected in the General Plan Place Types, neighborhood subarea descriptions, and policy framework.

### Infill First

- + **Make it Happen:** Focus on target subareas, such as Downtown and Midtown, reinvesting in and connecting existing neighborhoods, while limiting the expansion of the City's development footprint.
- + **Let it Happen:** Allow the 42nd Street corridor to happen, ensuring the result is a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive pattern of neighborhoods and centers.
- + **Let it Wait:** Delay annexation and development in the Northern and Eastern Sphere of Influence subareas at least until existing large neighborhood infill areas are substantially built. Allowing development in these subareas will reduce market support for infill neighborhoods, result in adverse environmental and public impacts, and strain limited financial resources for construction and maintenance of infrastructure and provision of municipal services to a disconnected patchwork development pattern.

### Plan and Build Places

- + **Active:** Integrate a range of housing types, amenities, and uses within compact, walkable neighborhoods. New uses and activities will be co-located in centers to encourage social gathering and interaction and to reduce vehicle miles traveled.
- + **Comfortable:** Reinforce human comfort in new and existing neighborhoods by making and sustaining safe, clean, and accessible places for all of Indio's residents.
- + **Accessible:** Ensure convenient transportation connections, including roadways, sidewalks, trails, and efficient transit that provide safe and comfortable access by all travel modes.
- + **Building Facades:** Improve building facades and frontages with uniform elements of building design to create visual appeal and attractive business corridors and neighborhoods.

### Connect at All Scales

- + **Buildings to the Street:** Orient housing, retail shops, offices, and civic buildings to their adjacent streets so that streets are safe, pleasant, and provide useful linkages and spaces for daily trips by all modes.
- + **Neighborhoods to the Amenities:** Connect new and existing neighborhoods to adjoining neighborhoods, parks, schools, and retail shops through high-quality streets and pathways designed to facilitate walking and biking.
- + **Neighborhoods to Centers and the Rest of the City:** Provide route choices for pedestrians, bicyclists, and motorists to Downtown, Midtown, and other key centers, avoiding overloading major streets with traffic and providing mobility choice to all residents. Mobility choice is particularly critical for the very old, very young, and very poor who have reduced access to automobiles.

### Generate Habitable, Human-Scaled Public Realm

- + **Front Yards:** Focus on front yards, which along with the streets they face form the “outdoor rooms” of the City in which residents live, shop, and play.
- + **Parks and Open Spaces:** Form an integrated open space network that unifies the City, weaving together neighborhoods, centers and employment districts. Design neighborhood parks and other special public spaces to enhance the value and pride of the neighborhoods around them.
- + **Safe:** Orient buildings towards public spaces to provide “eyes on the street” to create welcoming and safe places for Indio residents.

### Focus on Specific Areas

- + **Focus as Strategy:** From the original small town around the Downtown, Indio has grown rapidly in patchwork pattern over the past 50 years. Realizing the new General Plan’s vision for better connecting those pieces and infilling the gaps will require many decades of work. Only through focusing finite resources of staff time and resources and City and developer capital on high-priority areas will residents enjoy the benefits of significant, tangible improvement within the next 10 to 20 years.
- + **Downtown and Midtown:** Focus on Indio’s historic Downtown and surrounding neighborhoods, major opportunity sites along Highway 111, and the County Fairgrounds. Collectively, these areas represent an enormous opportunity to realize many of the goals of this Plan, and to anchor civic and economic activity for the benefit of all residents.
- + **Entertainment District:** Build on the success of Indio’s festivals and special events, which draw the world’s attention and investment, to support collateral development and improvements in Indio is a top priority.
- + **42nd Street corridor:** Establish a pattern of connected neighborhoods, centers, and employment districts along both sides of Avenue 42 to leverage the economic and fiscal value of that area for future generations.



*Miles Avenue, Coachella Valley History Museum*



*Downtown Indio*

## Bermuda Dunes Airport

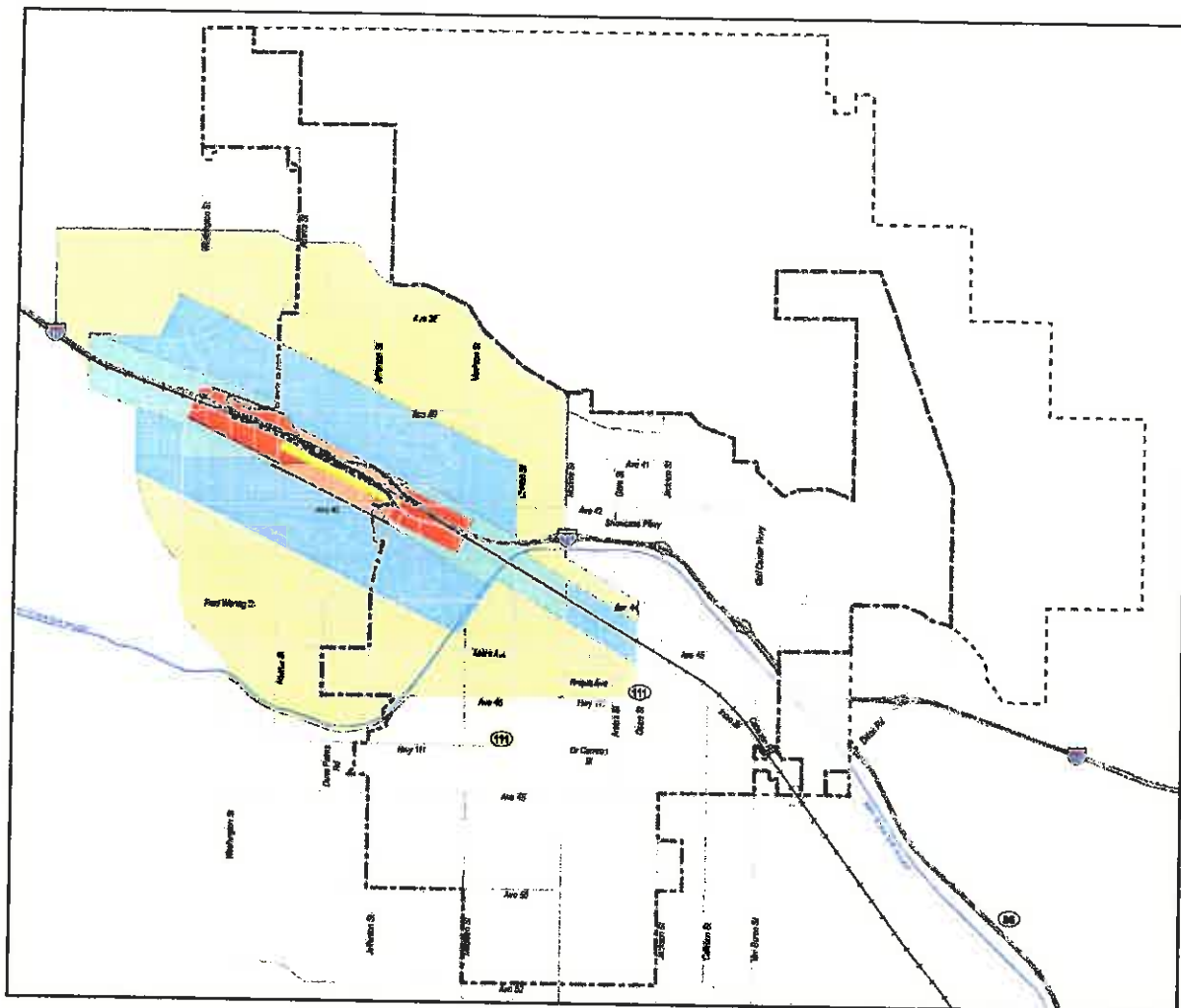
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*Bermuda Dunes Airport*



Figure 3-3: Bermuda Dunes Airport Compatibility Map



Planning Area

- Roads
- Railroads
- Highways
- City Boundary
- Sphere of Influence

Airport Compatibility Zones

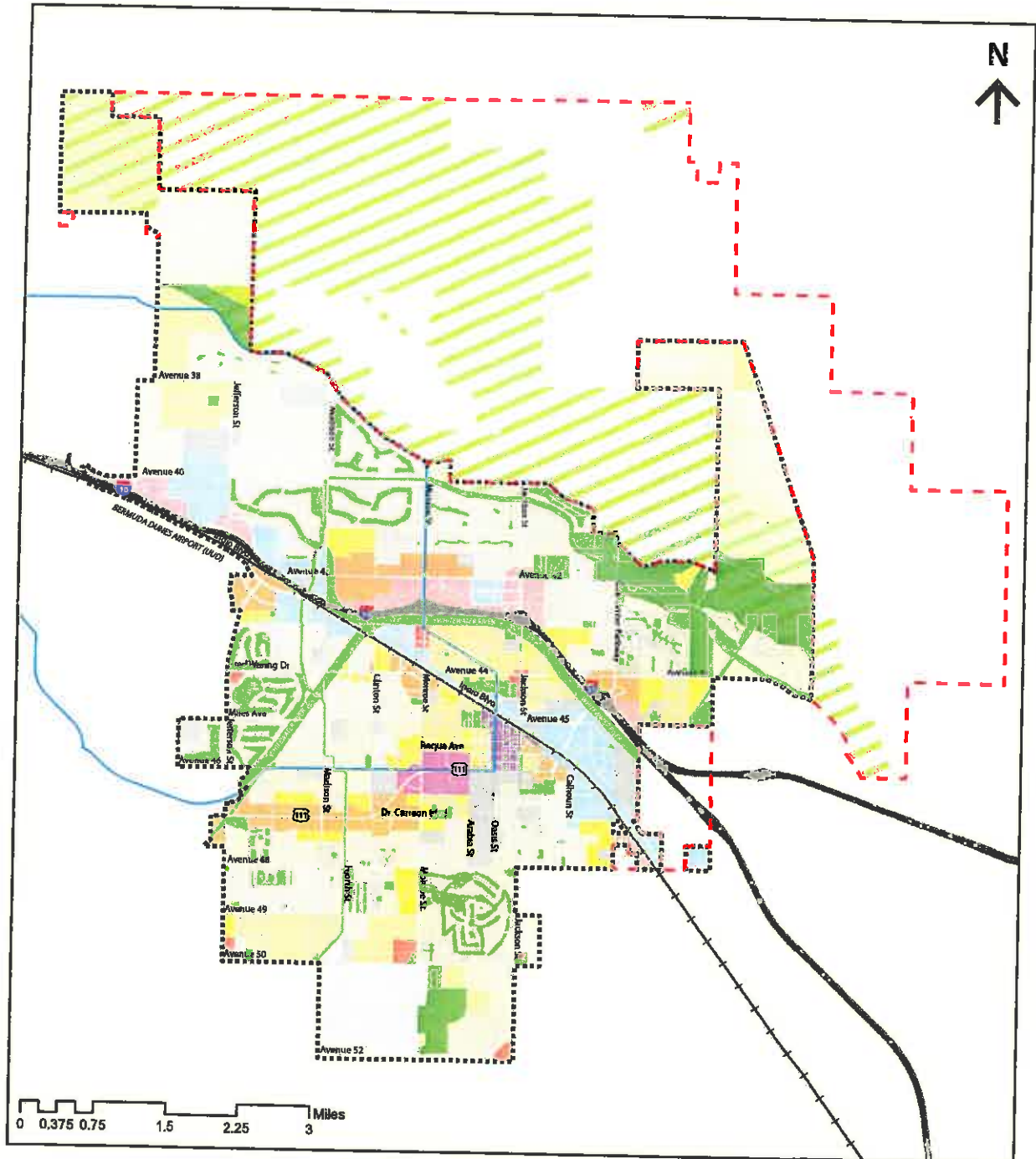
- A
- B1
- B2
- C
- D
- E



Source: Riverside County LAPCO (City Boundary, 2012; 601,2012)  
 Riverside County TMA (Roads, Railroads/Highways) Riverside County (2008)

The information on this map was derived from various digital databases, scanned files. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany the product. Users are encouraged to field verify information on this product before making any decisions.

Figure 3-5: General Plan Place Types



- |   |          |                            |                      |                               |
|---|----------|----------------------------|----------------------|-------------------------------|
| City Boundary                             | Highway  | Desert Estate Neighborhood | Parks and Open Space | Festival District             |
| SOI Boundary                              | Railroad | Suburban Neighborhood      | Resource Recovery    | Public and Institutional      |
| CVMSHP Conservation                       | Road     | Connected Neighborhood     | Regional Commercial  | Workplace Employment District |
| Bermuda Dunes Airport Compatibility Zone* |          | Mixed Use Neighborhood     | Mid-Town             |                               |
|   |          | Neighborhood Center        | Downtown             |                               |

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**Table 3-2: General Plan Place Types**

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<b>CENTERS</b>	<b>Downtown (DT).</b> Supports lively, thriving Downtown area by accommodating multi-story, mixed-use buildings at higher intensities. Provides for vertical and horizontal mixed-use development.	DU/AC: Up to 60 FAR: Up to 2.0	DC, P, RH
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<b>PUBLIC AND INSTITUTIONAL</b>	<b>Public and Institutional (PI).</b> Reserves areas for public, educational, and institutional uses.	Up to 0.5 FAR	P
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\*Densities, intensities, and prohibited uses shall be consistent with criteria of the Bermuda Dunes Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Bermuda Dunes Airport Compatibility zones, please see ALUCP and Indio City Planning Staff for the most up-to-date regulations.

- LU-1.5 Subareas.** Implement the strategies identified for each distinct subarea in Indio in this General Plan.
- LU-1.6 Bermuda Dunes Airport Compatibility Zone.** Projects shall be consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan.

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**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1 2.2 3.5

**HEARING DATE:** JANUARY 10, 2019 ~~December 13, 2018 November 8, 2018~~ October 11, 2018 (continued from September 13, 2018 due to lack of a quorum and from October 11, 2018, and November 8, 2018, AND DECEMBER 13, 2018 with the consent of the applicant jurisdiction)

**CASE NUMBER:** ZAP1075BD18 - City of Indio

**APPROVING JURISDICTION:** City of Indio

**JURISDICTION CASE NO:** Indio General Plan 2040 (City of Indio General Plan Update)

**MAJOR ISSUES:**

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination. ~~As of the date of preparation of this staff report (August 23, 2018), staff review is ongoing. While we hope to be able to ultimately reach a finding of consistency with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to certain changes being made to the maps and/or text of the proposed General Plan, at this time, we must recommend a continuance. On October 2, 2018, the City of Indio submitted a letter agreeing to a continuance to November 8 to provide the City "with sufficient time to revise the document to comply with the Bermuda Dunes Airport Land Use Compatibility Plan." As of October 15, staff is awaiting the necessary additions and revisions. On November 6, 2018, the City of Indio submitted a letter agreeing to an additional continuance to December 13. As of November 14, staff is awaiting the necessary additions and revisions.~~ THE CITY'S PROJECT MANAGER SUBSEQUENTLY SENT AN E-MAIL REQUESTING CONTINUANCE TO JANUARY AND SUBMITTED AN AMENDED EDITION OF THE LAND USE ELEMENT INCLUDING LIMITED TEXT CHANGES IN SUPPORT OF COMPATIBILITY.

**RECOMMENDATIONS:**

Figure 3-7: Example of neighborhood infill along the Avenue 42 corridor

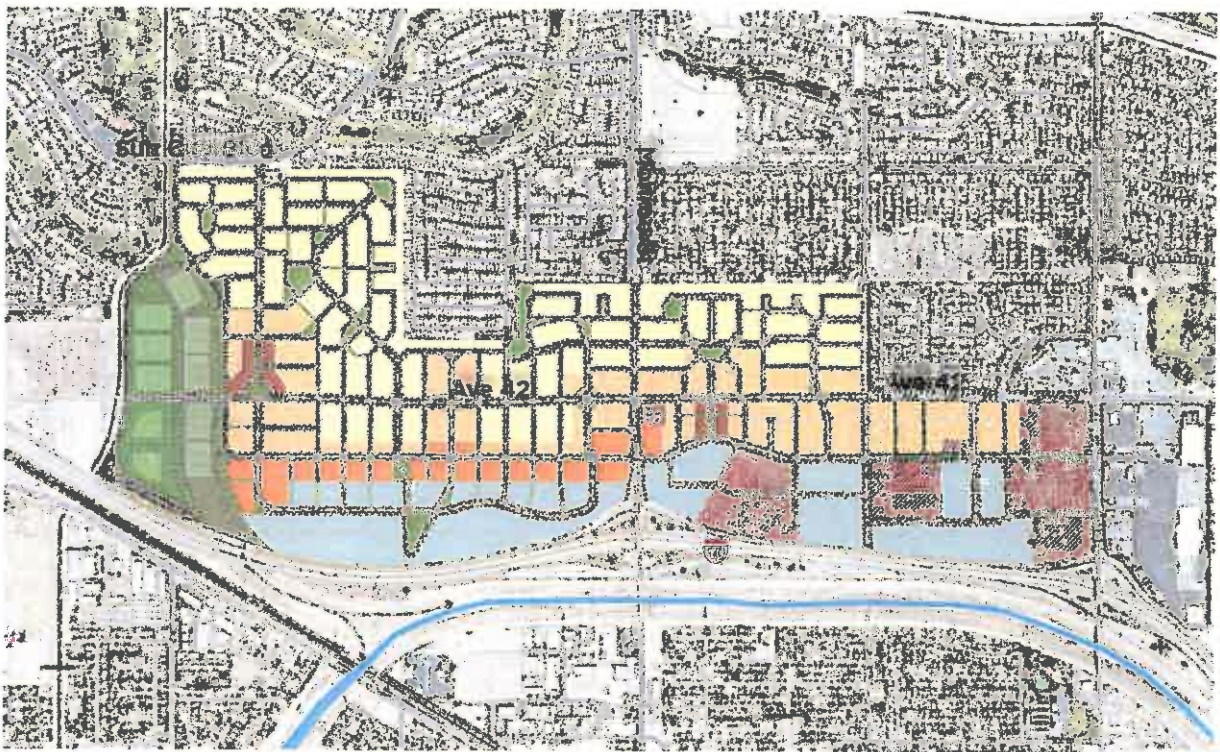
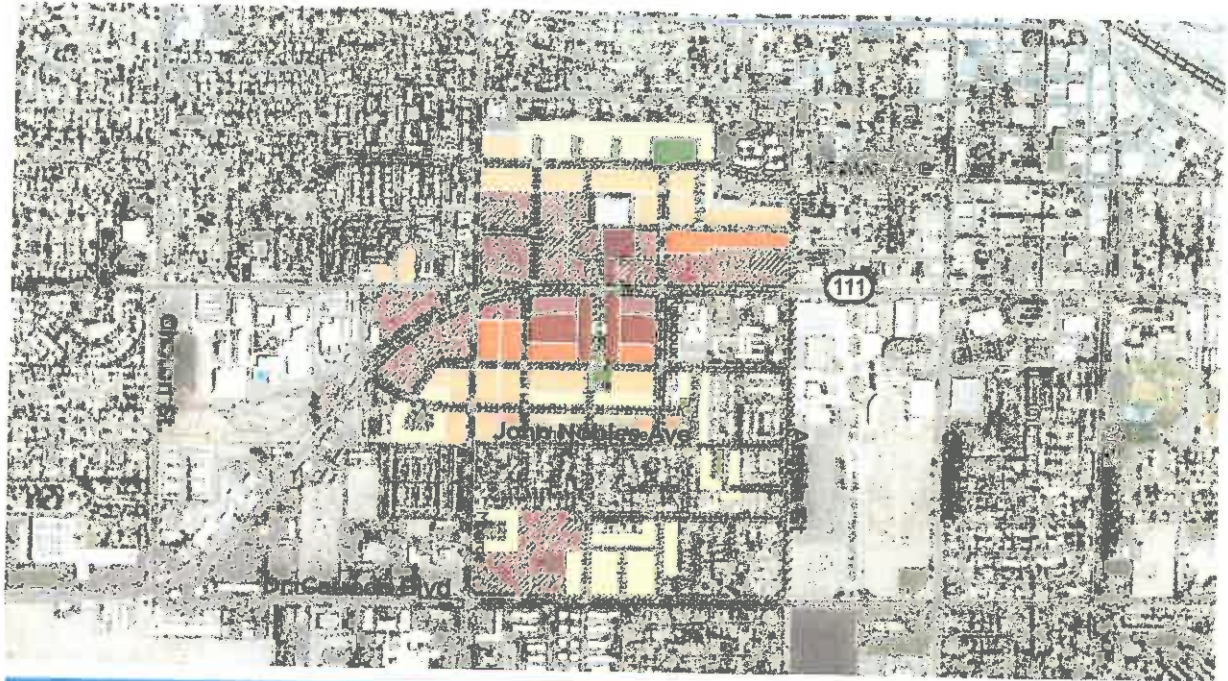


Figure 3-8: Illustration of Midtown Infill Center and Neighborhoods



Mixed use, neighborhood centers, gateway center

## Central Neighborhoods

These areas lie just to the south of the Highway 111 corridor and the Midtown, West Gateway, and Downtown subareas. The Central Neighborhoods are characterized by single-family suburban housing development. This area is not expected to undergo significant change in the future. Rather the area will preserve the existing housing stock. Improvements envisioned for this area may include streetscape enhancements to improve safety and comfort for pedestrians and bicyclists, and to better connect the neighborhoods to Midtown, Downtown, and Highway 111. Streetscape improvements may also include aesthetic and environmental beautification. New neighborhood-serving commercial uses are also encouraged through infill development on opportunity sites on major streets and avenues.

### Subarea Strategies:

- + Identify active transportation and transit options and develop implementation strategies.
- + Encourage infill residential development to encourage neighborhood cohesion.
- + Cluster medical uses around JFK Hospital and adjacent medical uses.
- + Consider the use of CDBG funding in this neighborhood to improve physical infrastructure.



*Single family residential neighborhoods*



*Trilogy at the Polo Club Active Adult Community*



*Class II bikeway*



*Multi-family residential neighborhood*



**Goal LU-3: Human-Scaled Public Realm. A City designed for people, fostering interaction, activity, and safety.**

### LU-3 Policies

- LU 3.1 Streetscape Design.** Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages.
- LU 3.2 Pedestrian Focus on High Volume Streets.** Design the streetscape of high volume corridors to balance regional traffic flow with safe and convenient pedestrian movement.
- LU 3.3 Parking Frontages.** Require parking design standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.
- LU 3.4 Tree Planting.** Encourage the planting of trees that appropriately shade the sidewalk and off-street parking areas to improve the pedestrian experience throughout the City.
- LU 3.5 Lighting.** Require all new street lights in commercial areas to be pedestrian-oriented and scaled, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security in accordance with best practices for night sky protection.
- LU 3.6 Public Plazas.** Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.
- LU 3.7 CPTED.** Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following strategies:
- + Active public space
  - + Building design to promote “eyes on the street”
  - + Clear delineation between private and public space
  - + Natural access control between public and private space
  - + Maintenance of public places
  - + Removal or repair of vandalism or broken property
- LU 3.8 Underground Utilities.** Require private development to underground all under 92 kw electric poles and other overhead utilities. Require City to codify this policy.

**Goal LU-4: High-Quality Building Design. A beautiful city with a high-quality architecture and building design.**

### LU-4 Policies

- LU-4.1 Quality Design.** Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.
- LU-4.2 Scale and Articulation.** Use building organization and construction to derive scale and articulation rather than surface ornamentation.
- LU-4.3 Building Materials.** Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, stone and masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic of the materials they simulate.

**LU-4.4 Building Entrances.** Use visual and physical design cues within a building's design and entries to emphasize the building entrance and connections to public spaces.

**LU-4.5 Iconic Design.** Allow iconic and memorable building designs, particularly on larger non-residential properties.

**LU-4.6 Climate-Appropriate Design.** Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and use of shade in building design and associated pedestrian amenities.

**LU-1.5 Protect Visual Characteristics.** Protect Indio's unique visual characteristics and views.

**Goal LU-5: Connected Places.** A network of transportation corridors throughout the city that provides a high level of connectivity for vehicles, bicyclists, and pedestrians.

### LU-5 Policies

**LU-5.1 Complete Street Projects.** Design, plan, maintain, and operate streets using complete street principals for both new infrastructure and for retrofit/maintenance projects. This includes reviewing the entire right of way and prioritizing modes as noted on Figure 4-1.

**LU-5.2 Street Connectivity.** Encourage short block spacing for new development to enhance connectivity to neighborhoods. In key areas of the City, work with existing land owners to improve connectivity for bicycles and pedestrians.

**LU-5.3 Complete Street Context.** Ensure that complete street applications integrate the neighborhood and community identity into the street design.

**LU-5.4 Subarea Connectivity.** Ensure a high-level of connectivity in all Neighborhoods, Centers and Districts throughout the City. The connectivity should be measured as block perimeter or length and in external connectivity on the perimeter of a new development project.

**LU-5.5 Connections between Development Projects.** Require the continuation of the street network or pedestrian connections between adjacent development projects and discourage the use of cul-de-sacs except where necessary or due to existing development, topographic conditions or limited access to transportation systems.

**LU-5.6 Improved Connections.** Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City's neighborhoods to increase access to local parks, schools, neighborhood centers, and neighborhood gathering spaces.

**LU-5.7 Pedestrian-Supportive Building Design.** Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design:

- + Ensure pedestrian orientation of ground floor uses in new development.
- + Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases allow small plazas and active landscaped areas for social gathering between the building and sidewalk.
- + Scale building elements to pedestrians.
- + Design new buildings along corridors to provide for a rear building transition between the primary arterials and any adjacent low-density residential neighborhoods.
- + Require parking internal to buildings that faces primary arterials or side streets to use appropriate design (such as faux facades, green walls, public murals, etc.) to minimize its visual impact.
- + Require that new development include wide sidewalks, trees, pedestrian furniture, safe pedestrian crossings and direct connections to the front entrances of retail and services.
- + Encourage new commercial developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.
- + Screen trash and recycling collection areas, loading facilities, mechanical equipment, outdoor storage areas, utility connections, and antennas from public view.
- + Encourage covered parking

**LU-5.8 Connective Corridors.** Ensure high-quality, people-oriented street design and urban design occurs where highlighted by the Connective Corridors in Figure 3-9.

**FULL COPY, AMENDED LAND USE AND URBAN DESIGN ELEMENT**





## *chapter three*

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# LAND USE AND URBAN DESIGN

This Element provides the long-term vision, goals, policies, and implementation actions for land use, development, and urban design in Indio over the next 20 to 25 years. Land use is a State-mandated element, and topics covered include the location, distribution and intensity of future land use, the form and character of future land use, enhancement of the Downtown and Midtown areas, preservation of existing neighborhood character, development of new growth areas, and mixed-use corridor revitalization.

This Element also includes an extensive treatment of community urban design. While not required by the State, it is one of the central components of this General Plan since understanding characteristics of the built environment – the location and design of our homes, stores, parks, offices and the way that we interact with these various places in the public realm – is vital to strengthening quality of life. Setting the appropriate design parameters for future change and redevelopment is critical to realizing the community's vision.

Building on citywide goals and policies, the Element also provides a vision and key strategies for each of the City's unique neighborhoods, districts, and centers, delineating strategies for the desired uses, character, and economic development opportunities for each area.

## Key Considerations and Strategies

While a clear vision of Indio's future is the starting point and the target for the General Plan, the City's vision for the future will only be realized by ensuring that each new private development and each new public improvement builds towards that future. The following strategies shall guide public and private actions and investments to achieve the vision, and are reflected in the General Plan Place Types, neighborhood subarea descriptions, and policy framework.

### Infill First

- + **Make it Happen:** Focus on target subareas, such as Downtown and Midtown, reinvesting in and connecting existing neighborhoods, while limiting the expansion of the City's development footprint.
- + **Let it Happen:** Allow the 42nd Street corridor to happen, ensuring the result is a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive pattern of neighborhoods and centers.
- + **Let it Wait:** Delay annexation and development in the Northern and Eastern Sphere of Influence subareas at least until existing large neighborhood infill areas are substantially built. Allowing development in these subareas will reduce market support for infill neighborhoods, result in adverse environmental and public impacts, and strain limited financial resources for construction and maintenance of infrastructure and provision of municipal services to a disconnected patchwork development pattern.

### Plan and Build Places

- + **Active:** Integrate a range of housing types, amenities, and uses within compact, walkable neighborhoods. New uses and activities will be co-located in centers to encourage social gathering and interaction and to reduce vehicle miles traveled.
- + **Comfortable:** Reinforce human comfort in new and existing neighborhoods by making and sustaining safe, clean, and accessible places for all of Indio's residents.
- + **Accessible:** Ensure convenient transportation connections, including roadways, sidewalks, trails, and efficient transit that provide safe and comfortable access by all travel modes.
- + **Building Facades:** Improve building facades and frontages with uniform elements of building design to create visual appeal and attractive business corridors and neighborhoods.

### Connect at All Scales

- + **Buildings to the Street:** Orient housing, retail shops, offices, and civic buildings to their adjacent streets so that streets are safe, pleasant, and provide useful linkages and spaces for daily trips by all modes.
- + **Neighborhoods to the Amenities:** Connect new and existing neighborhoods to adjoining neighborhoods, parks, schools, and retail shops through high-quality streets and pathways designed to facilitate walking and biking.
- + **Neighborhoods to Centers and the Rest of the City:** Provide route choices for pedestrians, bicyclists, and motorists to Downtown, Midtown, and other key centers, avoiding overloading major streets with traffic and providing mobility choice to all residents. Mobility choice is particularly critical for the very old, very young, and very poor who have reduced access to automobiles.

### Generate Habitable, Human-Scaled Public Realm

- + **Front Yards:** Focus on front yards, which along with the streets they face form the “outdoor rooms” of the City in which residents live, shop, and play.
- + **Parks and Open Spaces:** Form an integrated open space network that unifies the City, weaving together neighborhoods, centers and employment districts. Design neighborhood parks and other special public spaces to enhance the value and pride of the neighborhoods around them.
- + **Safe:** Orient buildings towards public spaces to provide “eyes on the street” to create welcoming and safe places for Indio residents.

### Focus on Specific Areas

- + **Focus as Strategy:** From the original small town around the Downtown, Indio has grown rapidly in patchwork pattern over the past 50 years. Realizing the new General Plan’s vision for better connecting those pieces and infilling the gaps will require many decades of work. Only through focusing finite resources of staff time and resources and City and developer capital on high-priority areas will residents enjoy the benefits of significant, tangible improvement within the next 10 to 20 years.
- + **Downtown and Midtown:** Focus on Indio’s historic Downtown and surrounding neighborhoods, major opportunity sites along Highway 111, and the County Fairgrounds. Collectively, these areas represent an enormous opportunity to realize many of the goals of this Plan, and to anchor civic and economic activity for the benefit of all residents.
- + **Entertainment District:** Build on the success of Indio’s festivals and special events, which draw the world’s attention and investment, to support collateral development and improvements in Indio is a top priority.
- + **42nd Street corridor:** Establish a pattern of connected neighborhoods, centers, and employment districts along both sides of Avenue 42 to leverage the economic and fiscal value of that area for future generations.



*Miles Avenue, Coachella Valley History Museum*



*Downtown Indio*



# Context

## Land Use

Table 3-1 describe the amount and current distribution of land uses in the City of Indio. Approximately one-quarter of the total City developed land area is occupied by residential uses, the majority of which is single-family housing. The next largest land use category is transportation, communication, and utility at one-quarter of the total developed land area of the City. This is followed by agricultural uses, which equates to 17 percent of the land area.

Public lands account for approximately 20 percent of the total developed land area of the City. This includes institutional and public facilities, and parks, open spaces, and recreation. Retail, office, industrial and lodging uses account for 12 percent of the total developed land area of the City.



*Typical residential neighborhood in Indio*

**Table 3-1: Existing Land Uses**

Land Use	Acreage	Percent of Planning Area	Percent of Developed Area
Rural Residential	472	1%	2%
Single-Family Residential	3,913	10%	21%
Multi-Family Residential	220	< 1%	1%
Mobile Home Parks	450	1%	2%
Commercial	1,029	3%	5%
Office	204	< 1%	1%
Industrial	958	3%	5%
Public Facilities	615	2%	3%
Transportation/Communication/Utilities	4,954	13%	26%
Open Space/Recreation/Horse Facilities	1,926	5%	10%
Agriculture	3,203	8%	17%
Water	98	< 1%	1%
Vacant	20,145	52%	N/A
Under Construction	887	2%	5%
<b>Total</b>	<b>39,074</b>	<b>100%</b>	<b>100%</b>

## Urban Form and Pattern

Indio has an urban pattern that includes established residential areas and commercial corridors in the historic part of the City and suburban housing and commercial uses along the edge of the City.

The City's core residential neighborhoods are built at moderate densities with consistent setbacks in small blocks with a well-connected street networks. New subdivisions have a more suburban building layout, with larger yards and less regular building placement within large blocks with more fragmented street network. Most of the City's commercial districts, such as Highway 111, Monroe and Jackson Street, are developed in a strip commercial development style; however, Miles Avenue has a more traditional main street commercial-style. There are large building footprints in the City scattered throughout, and the hotels/big box retail around the intersection of Jackson Street and I-10, among others.

Different patterns also emerge at the block level. Small, walkable blocks less than 2 acres in size dominate the older, central areas of the historic City. Moderate blocks of 5 to 25 acres are most common in the suburban expansions along the edge of the city core. Superblocks larger than 50 acres are found in the northern part of the City. There are numerous, very large, undeveloped areas scattered throughout the City. These large undeveloped areas can be a potential asset, as it allows coordinated development adjacent to existing development with a unified vision.

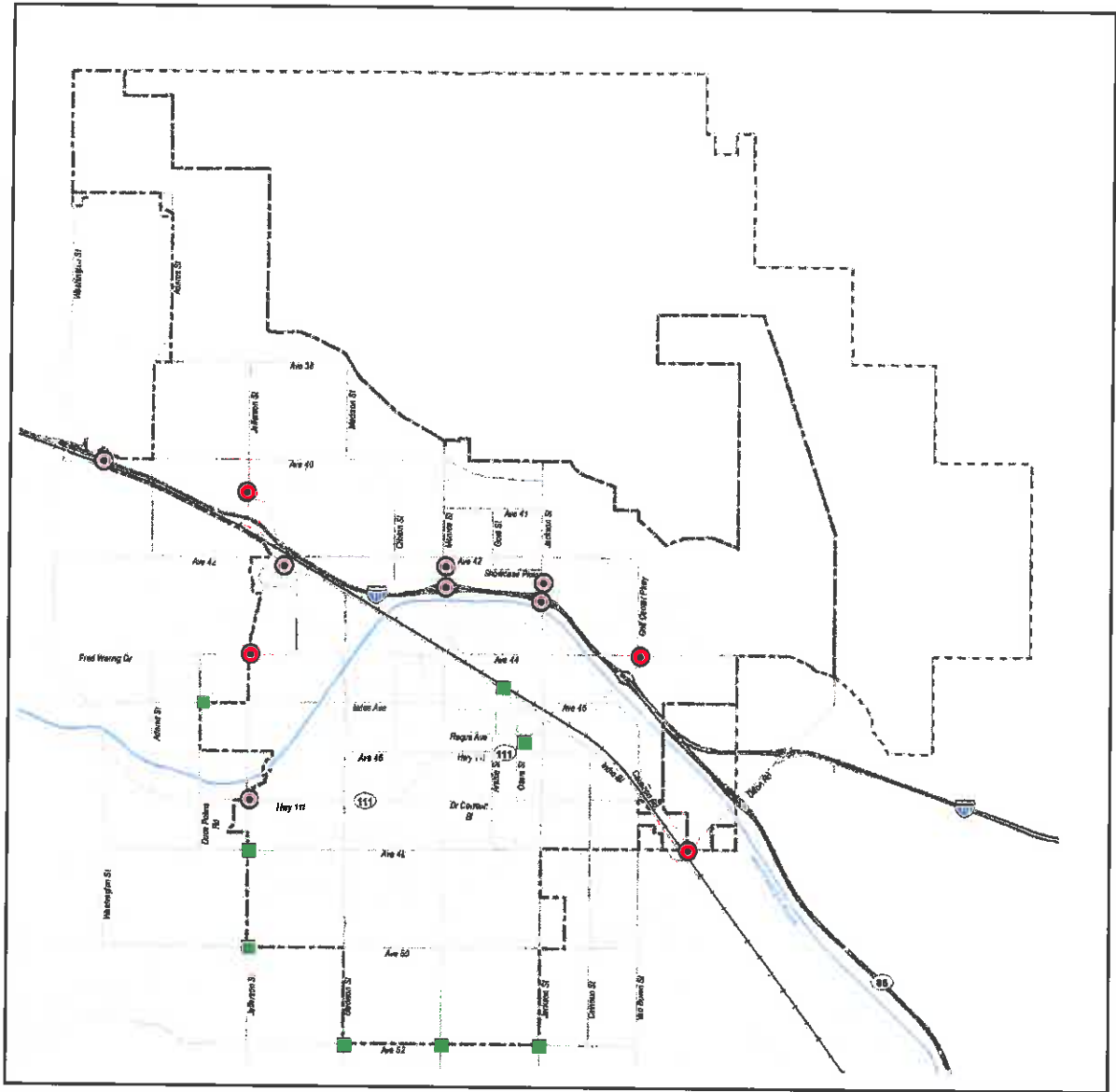
## Gateways

Gateways are identified entrance points into the City that are (or could be) enhanced with unique design features, such as monuments, gateway markers, art, or signage. Currently there are nine primary gateways into the City and eight secondary gateways. The majority of gateways, whether primary or secondary, do not include gateway elements. These gateways are mapped on Figure 3.2.








### Primary Gateways

- Jackson Street, north of I-10: This primary gateway is largely undeveloped. Currently there is no signage at this intersection.
- Jefferson Street, south of I-10: This primary gateway is largely undeveloped. Currently there is no signage at this intersection.
- Jefferson Street at Fred Warring Drive: This western gateway is a mixed commercial, residential, and undeveloped intersection. There are no gateway elements provided at the intersection.
- Jefferson Street at Highway 111: This western gateway is under construction. It is largely a commercial intersection.
- Avenue 48 at Indio Boulevard: This eastern gateway is largely a commercial and undeveloped intersection. There are no gateway elements provided at the intersection.
- Avenue 44 and Golf Center Parkway: This northeast gateway is mostly undeveloped. There are no gateway elements provided at the intersection.
- Avenue 42 and Jackson Street: This is largely a commercial intersection with no gateway elements. There are no gateway elements provided at the intersection.
- Avenue 42 and Monroe Street: This northeast gateway is mostly undeveloped. There are no gateway elements provided at the intersection.

Figure 3-2: Gateways



### Gateways

-  City Boundary
-  Sphere of Influence
-  Roads
-  Railroads
-  Highways
-  Primary Gateway
-  Secondary Gateway



Source: Riverside County/LAFCO (City Boundary, 2012; SOL2012)  
 Riverside County/TDMA (Roads, Railroads, Highways) Riverside County  
 (2008)

The information on this map was derived from various digital  
 databases, scanned maps. Care was taken in the creation of this map  
 but it is provided "as is". FCC cannot accept any responsibility for any  
 errors, omissions, or professional accuracy, and therefore, there are no  
 warranties which accompany this product. Users are cautioned to  
 verify information on this product before making any decisions.

### Secondary Gateways

- Oasis Street and Highway 111. This central gateway is a commercial intersection. This is a key entrance to Downtown Indio. There are no gateway elements provided at the intersection.
- Arabia Street and Indio Boulevard. This is an entrance into Downtown Indio. The gateway has a mix of commercial and park uses. There are no gateway elements provided at the intersection.
- Dune Palms Drive at Miles Avenue: This secondary, western gateway is largely a residential intersection. There are no gateway elements provided at the intersection.
- Jefferson Street at Avenue 48: This western gateway is largely a residential intersection. There are no gateway elements provided at the intersection.
- Jefferson Street at Avenue 50: This western gateway is a mixed commercial, residential, and undeveloped intersection. There are no gateway elements provided at the intersection.
- Madison Street at Avenue 52. This gateway is a mixed residential and undeveloped intersection. There are no gateway elements provided at the intersection.
- Monroe Street at Avenue 52. This gateway is largely undeveloped. Currently there is no signage at this intersection.
- Jackson Street at Avenue 52. This gateway is largely a commercial and undeveloped intersection. There are no gateway elements provided at the intersection.



*Sample Gateway elements*

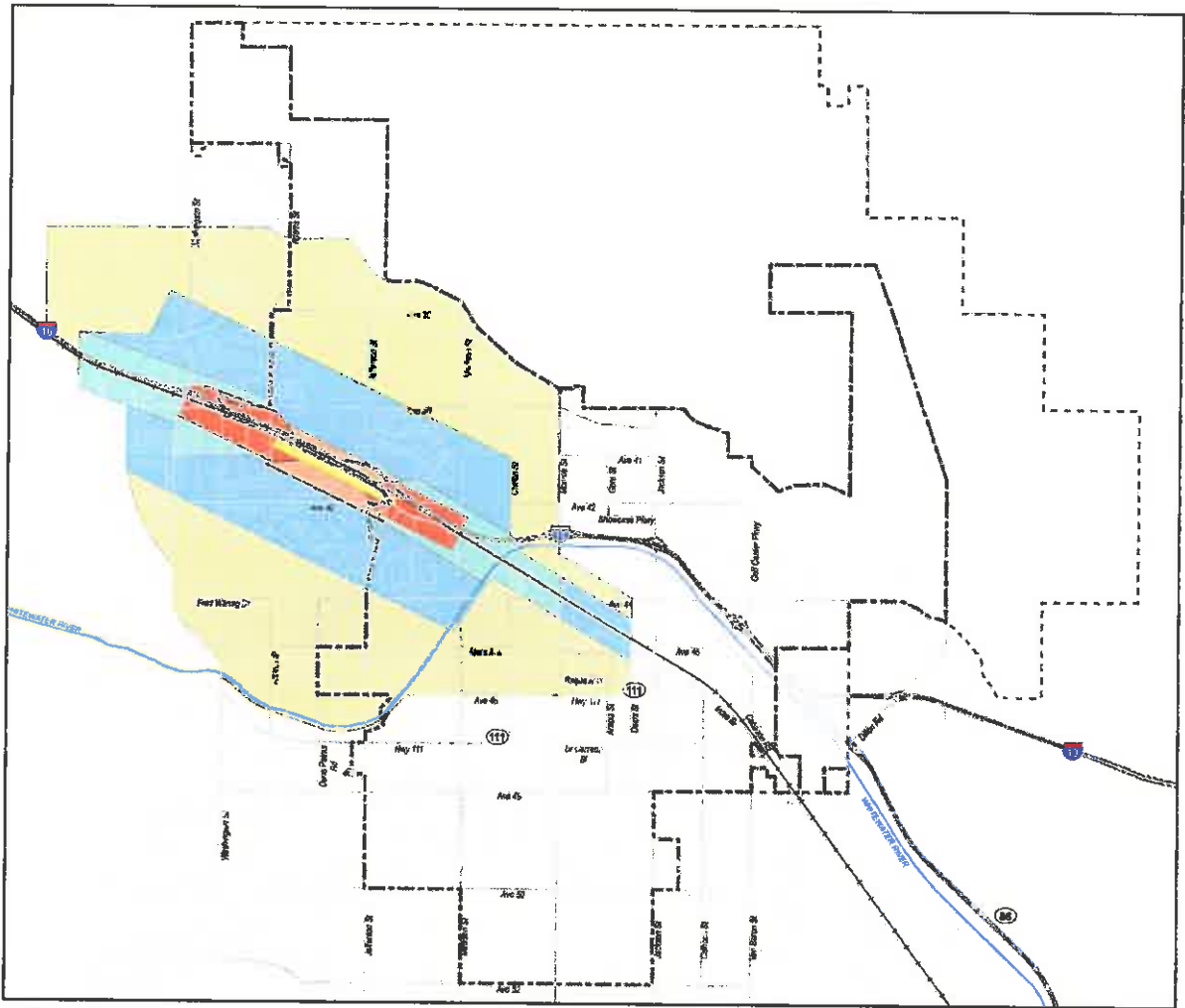
## Bermuda Dunes Airport

The Bermuda Dunes Airport is a privately-owned, public-use general aviation airport located along the central, western edge of Indio. It is an operational facility currently used by businesses, charters, medical, and other private and recreational entities. The airport services approximately 11,500 flights each year, with seasonal peak periods. As a consequence of the airport, certain restrictions apply to new projects within its adjacency as identified in the adopted Riverside County Airport Land Use Compatibility Plans (ALUCP(s)). Specifically, there are limits on the maximum structure height, use restrictions, and mitigation and other treatments for new development built within the compatibility zones identified in the ALUCP(s). Figure 3-3 illustrates the compatibility zones and Figure 11-2 shows the noise contours.



*Bermuda Dunes Airport*

Figure 3-3: Bermuda Dunes Airport Compatibility Map

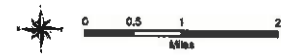


**Planning Area**

- Roads
- Railroads
- Highways
- City Boundary
- Sphere of Influence

**Airport Compatibility Zones**

- A
- B1
- B2
- C
- D
- E



Source: Riverside County/LAFCD (City Boundary, 2012; BDL2012)  
 Riverside County/TMA (Roads, Railroads, Highways) Riverside County  
 (River)

The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of the map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions or positional accuracy and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

## Areas of Change

The General Plan Place Types Map (Figure 3-5) identifies the future intended use of land on every parcel in the City. Equally important is to identify the locations where growth and development is expected (or desired) to occur and locations that should be protected from future development. These characterizations allow the public and decision-makers to have a common understanding of where change will occur, the vision for change in each area, and the overall level of intensity. Equally important, this map signals to the community that certain areas are to be protected from new development and land use changes.

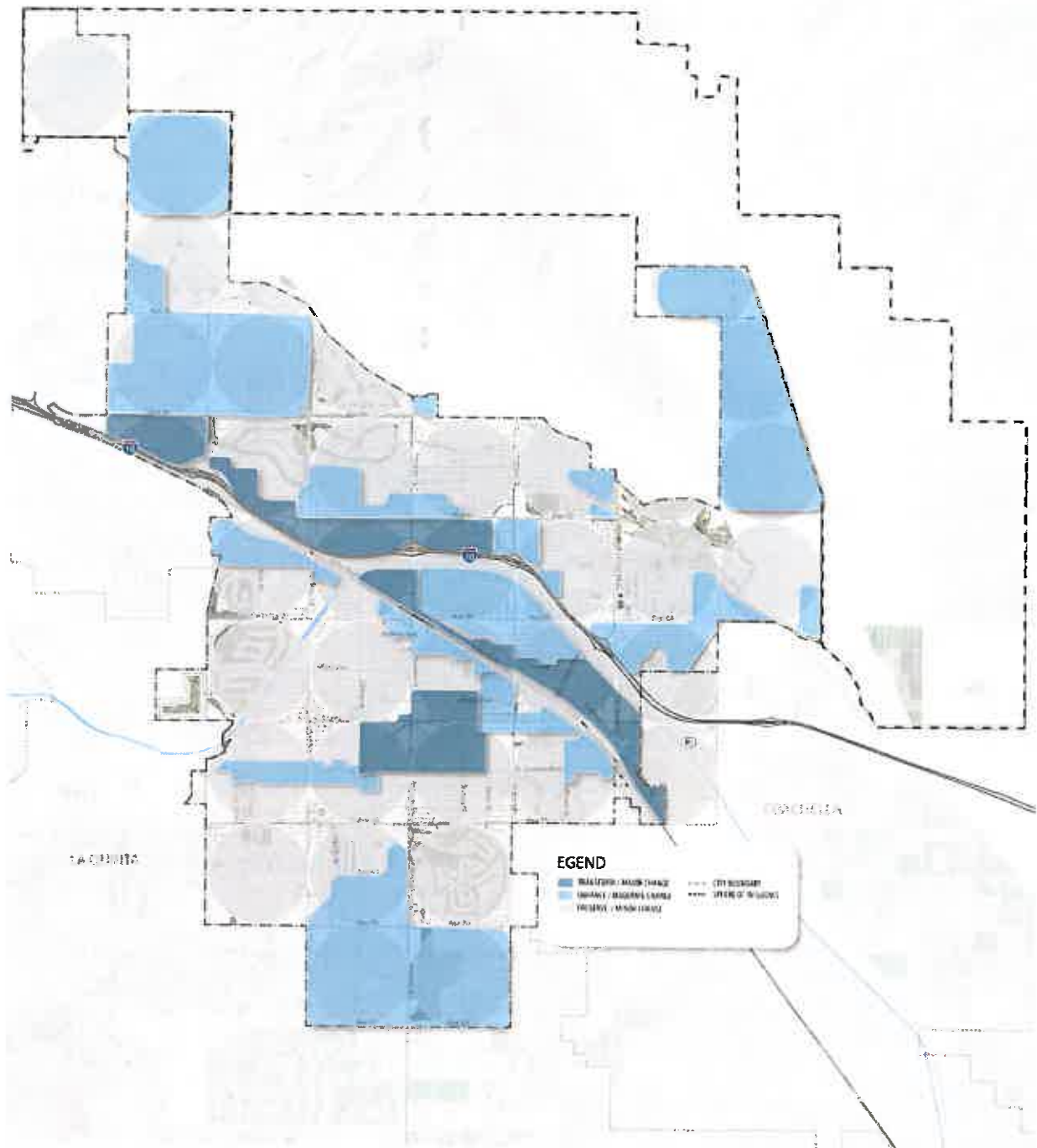
Figure 3-4 indicates the location and degree of change for key area within the City. These change areas were defined by consolidating existing plans for each neighborhood, analyzing existing conditions, opportunities, and trends, and facilitating discussions with stakeholders and the community. These also indicate the priority level for each area of change. Definitions of the three categories are as follows:

- + **Preserve, Minor Change:** Areas of the City where the general character of the area will remain the same but improvement is desired in limited ways. This includes but is not limited to improvements to the public realm, the addition of a second story to a single-story home or the addition of community facilities or neighborhood-serving retail uses that are desired but currently absent. The majority of the residential areas and some of the commercial areas are classified as preserve and enhance.
- + **Enhance, Moderate Change:** Areas of the City where change is desired over the time horizon of the General Plan and where change will happen gradually over the entire horizon of the General Plan and beyond. These areas are expected to see moderate development over time and the area may, after 15 to 20 years, look very different than it does today.
- + **Transformation, Major Change:** Areas where the community wants to actively facilitate significant change in the short to middle term. These areas may look very different in a short period of time and these are areas where the City of Indio may want to prioritize staff and financial resources or actively encourage new private development.



*Area of transformation; Indio Fashion Mall in the Midtown Area*

Figure 3-4 Degree of Change





## General Plan Designations

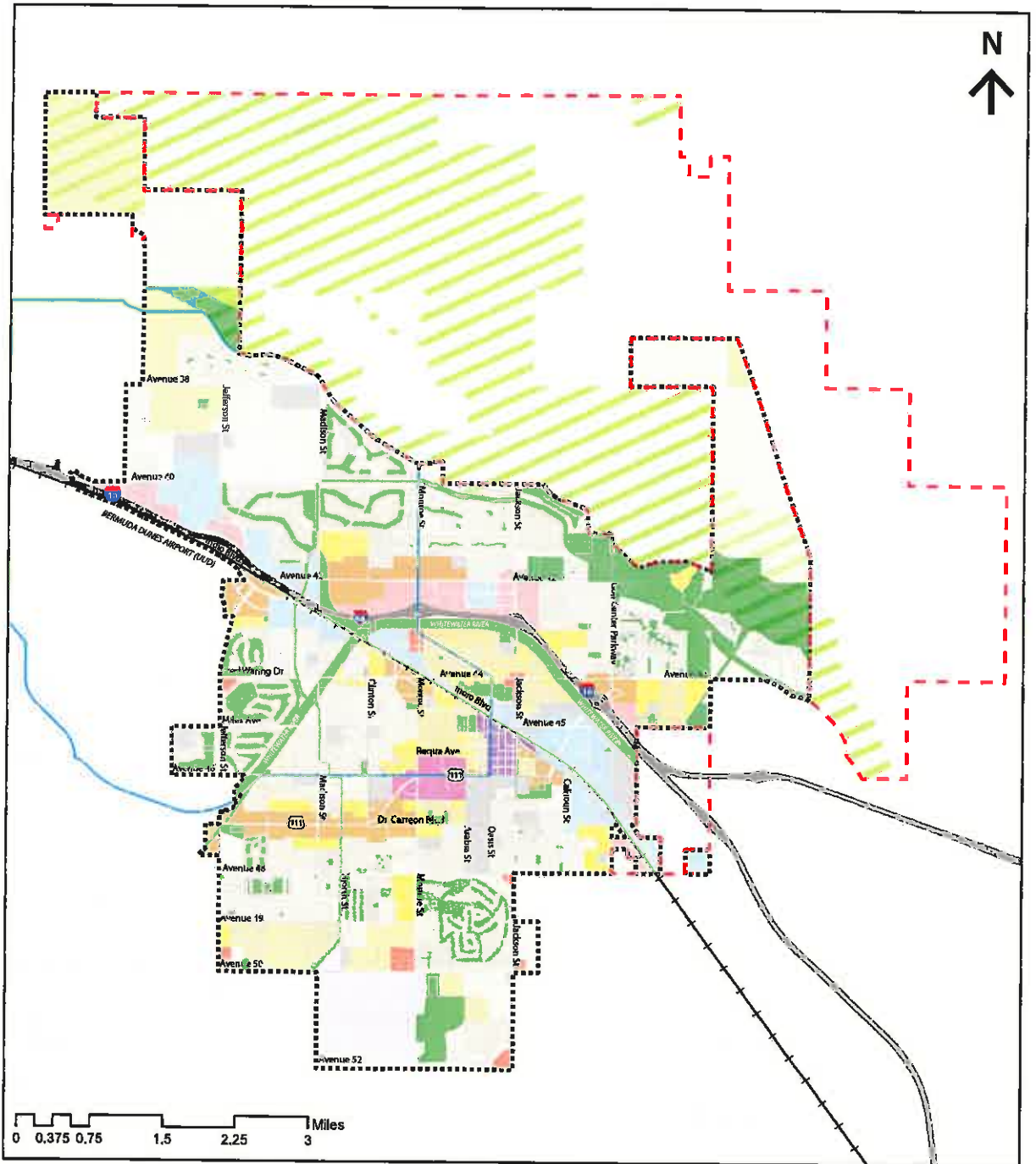
The General Plan sets forth land use designations called place types that indicate the purpose and intended use for each parcel within the City. These place types are developed to provide clear, yet flexible, structure that adapts to changing economic conditions and community vision.

The land use place types are organized into three broad categories: neighborhoods, centers, and district. Each place type may contain a mix of uses, including residential, commercial, industrial, and public uses, at a variety of scales and intensities. Given Indio's place-making goals and the community's interest in shaping the form and character of their City, each place type provides direction on use, intensity/density, form, and character. Citywide goals and policies are organized by broad categories of place types (neighborhoods, centers, and districts).

- + **Neighborhoods** are the basic building block of all great cities and this General Plan identifies a range of neighborhood types for Indio. Neighborhoods include a balanced mix of activity that includes a variety of dwellings, small shops and workplaces, civic buildings, and parks. The vision of the Plan is to create complete, compact, and connected neighborhoods that provide a high quality of life for residents. Future Indio neighborhoods should mix a variety of residential types, parks, schools, and neighborhood centers within a walkable network of streets. The public spaces should be safe, attractive, accessible, and comfortable places to live and play. The General Plan includes several types of residential neighborhoods including Desert Estate, Suburban Neighborhood, Mixed Use Neighborhood, and Connected Neighborhood. Resorts may be incorporated into any neighborhood type.
- + **Centers** are concentrations of neighborhood-serving commercial uses, medium- and higher-density housing, and employment uses in a walkable urban environment. Centers bring goods, services, amenities, arts and culture, and civic activities within a short distance of residents. Centers are scaled for compatibility with nearby neighborhoods. They can be larger or smaller, more or less intense depending on the location in the City and the adjacent neighborhoods. Several of types of centers are defined, including Downtown, Midtown, and Neighborhood Centers.
- + **Districts** are areas with larger concentrations of non-residential uses, typically dominated by a single activity. They include regional shopping centers, auto dealership centers and other auto service uses, larger manufacturing uses (excluding small office and maker / Research & Development uses). Districts play an important role in Indio since they provide jobs and economic development opportunities. By their intensity and single-use focus, districts are more automobile-oriented than neighborhoods and centers. Districts can abut neighborhoods but great care must be taken in designing the connections and transitions between them. Several types of districts are defined, including the Work Place and Employment, Festival, and Regional Commercial.

The proposed Indio place types differ from traditional land use designations in that each specifies additional guidance related to development form and character. These designations include allowable uses and building density but also address building placement on a lot, parking location and access, building frontage, and streetscape design. This refinement is consistent with the community's desire to provide more specific guidance on the intended future character of the City, and allows the City to establish zoning designations that similarly communicate form and character.

Figure 3-5: General Plan Place Types



- |   |          |                            |                      |                               |
|---|----------|----------------------------|----------------------|-------------------------------|
| City Boundary                             | Highway  | Desert Estate Neighborhood | Parks and Open Space | Festival District             |
| SOI Boundary                              | Railroad | Suburban Neighborhood      | Resource Recovery    | Public and Institutional      |
| CVMSHP Conservation                       | Road     | Connected Neighborhood     | Regional Commercial  | Workplace Employment District |
| Bermuda Dunes Airport Compatibility Zone* |          | Mixed Use Neighborhood     | Mid-Town             |                               |
|   |          | Neighborhood Center        | Downtown             |                               |

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

## Understanding Density

State law requires that General Plan land use designations provide a measurement of the maximum development intensity allowed within each designation. The three generally accepted metrics are dwelling units per acre, floor area ratio, and persons per square mile. It is important to note that density is only loosely related to urban form and character.

### DU/AC – Dwelling Units per Acre

The term density is used for residential uses and refers to the population and development capacity of residential land. Density within the General Plan is described in terms of dwelling units per gross acre of land (du/ac), including existing and proposed streets and rights-of-way.

It should be noted that du/ac is not always a useful predictor of neighborhood design character or population density. While in areas of single-family detached homes, du/ac does establish how many homes—and presumably how many families—will be present in each acre, in areas of mixed-use or multi-family development it is much less helpful. For example, 2 or 3-story

### FAR – Floor Area Ratio

Development intensity, which applies to nonresidential and mixed uses, refers to the extent of development on a parcel of land or lot. Floor area ratio is used in the General Plan as a measure of non-residential or mixed-use development intensity.

Floor area ratio (FAR) expresses the intensity of use on the lot (see Figure to the right). The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot

yields a FAR of 0.5. A 0.5 FAR describes a single-story building that covers half of the lot, a two-story building covering approximately one-quarter of the lot, or a four-story building covering one-eighth of the lot. This makes FAR a useful tool for measuring environmental impacts but not a useful tool for regulating urban form or neighborhood design character.

### Persons/sq. mi – Inhabitants per Square Mile

A simplistic estimate of the number of total inhabitants in a square mile of a given land use designation, derived from known averages of building type occupancies.

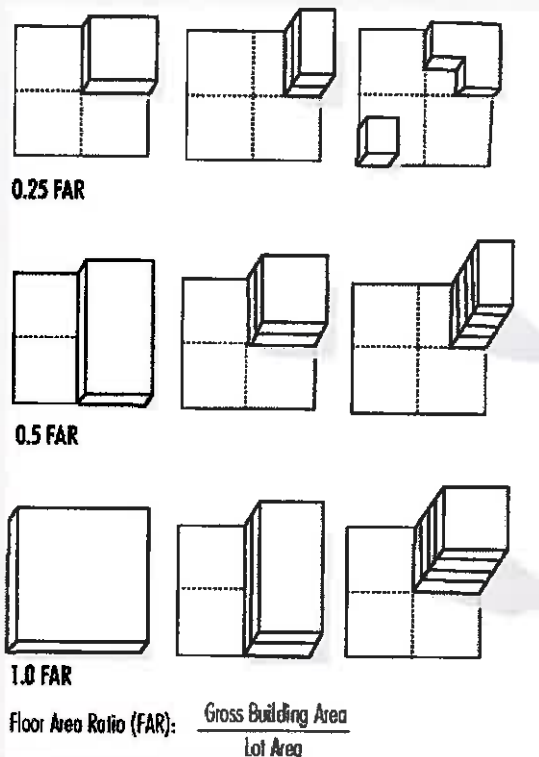


Table 3-2: General Plan Place Types

Major Classes	Place Type and Intent	Max. Gross Density/FAR*	Zoning Correlation
NEIGHBORHOODS	<b>Desert Estates (DE).</b> Conserves natural features while providing the lowest intensity residential neighborhood development.	DU/AC: Up to 1	EE, CEIR, CET, CE
	<b>Suburban Neighborhoods (SN).</b> Provides low-intensity neighborhood development for single-family, detached homes.	Up to 8 DU/AC	EE, CEIR, CET, CE, RL, RM
	<b>Connected Neighborhood (CN).</b> Provides a broad range of housing choices within a walkable neighborhood setting within a short distance of goods and services. Housing types include single-family detached and attached dwellings of various sizes, courtyard apartments and condos, and medium-sized multifamily buildings designed for neighborhood compatibility.	DU/AC: Up to 20 FAR: up to 0.25	RLCI, RM, CE, RM, RH, P
	<b>Mixed Use Neighborhood (MUN).</b> Provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets.	DU/AC: Up to 40 FAR: up to 0.5	RH, NC, CC, P
CENTERS	<b>Downtown (DT).</b> Supports lively, thriving Downtown area by accommodating multi-story, mixed-use buildings at higher intensities. Provides for vertical and horizontal mixed-use development.	DU/AC: Up to 60 FAR: Up to 2.0	DC, P, RH
	<b>Midtown (MT).</b> Provides of an active, mixed-use center in Midtown by allowing multi-story, mixed-use buildings at higher intensities, community gathering spaces, and land uses to support residents and visitors. Provides for vertical and horizontal mixed-use development.	DU/AC: Up to 40 FAR: Up to 1.0	NC, CC, RH, P
	<b>Neighborhood Center (NC).</b> Provides for areas with a variety of neighborhood-serving retail and commercial uses, housing of various types, other neighborhood-serving amenities, and community-gathering spaces for residents.	DU/AC: 10 to 20 FAR: Up to 0.5	NC, CC, RH, P
DISTRICTS	<b>Workplace and Employment District (WEP).</b> Provides an area for a wide variety of employment-generating activity, including office, industrial and light manufacturing, research and development, and supportive commercial.	Up 1.0 FAR	CO, BP, IP, M, NC
	<b>Festival District (FD).</b> Reserves area for outdoor festivals, events, sporting activities and related activities.	Up to 0.5 FAR	NC, MMFOZ
	<b>Regional Commercial (RC).</b> Provides large-format retail development along with associated restaurant and commercial service activity.	FAR: 0.35 to 1.0	RC, CC
	<b>Resource Recovery (RR).</b> Applies to land where recovery and/or reclamation activities are primary land uses. Future uses in the area designation will require the approval of a Conditional Use Permit (CUP) and mining and reclamation plan.	Determined on a case-by-case basis	RR
PUBLIC AND INSTITUTIONAL	<b>Public and Institutional (PI).</b> Reserves areas for public, educational, and institutional uses.	Up to 0.5 FAR	P
	<b>Parks and Open Space (OS).</b> Provides public and private space for recreational uses, including open space, and golf course greens.	Up to 0.01 FAR	P, OS
	<b>Resource Management and Open Space Overlay (R-OS).</b> Provides an overlay for areas consistent with the Coachella Valley Multi-Species Habitat Management Plan, passive recreation, trails/paths, restoration, ecotourism, and environmental educational activities.	Consistent with CVMSHMP	P, OS, RR

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

# NEIGHBORHOOD

## Desert Estates

Conserves natural features while providing the lowest intensity and amount of residential neighborhood development.

### Allowed Land Uses

- + Primary: Single-family residential, agriculture, parks and recreation
- + Secondary: Hospitality, recreational

### Allowed Development Intensities

- + DU/AC: Up to 1.0
- + Commercial FAR: N/A

### Streetscape

Streetscapes are natural, with primarily curbless and gutterless shoulders defined by informal tree arrangements, natural street edges, and drainage swales or ditches. Street alignments are relatively informal, typically following the natural topography to minimize grading disturbance of the natural environment. The typical vehicular design speed is 25 mph.

### Connectivity

Block sizes are typically large, up to 2,000 feet in perimeter. Some block edges may be defined by trails or multi-use paths. Some dead end roads may be warranted to preserve existing topography and/or natural environment. Approximately 50 intersections per square mile.

### Open Space

Open space is provided primarily through the preservation and integration of natural features and open space into the neighborhood design. Primary General Plan park types may include nature / open space, greenways, and trails.

### Building Form and Character

In general, limited portions of sites are developed with groupings of single-family houses organized around natural areas. Buildings are set back significantly from the natural street edge to provide very-large front yards with porches or terraces. Structures are clustered together to leave most of the natural area undisturbed. Buildings are generally limited to one- and two-stories in height.



# NEIGHBORHOOD

## Suburban Neighborhood

Provides low intensity neighborhood development that features a limited variety of housing choices. Uses are primarily single-family houses with small low intensity multi-family dwelling groupings organized along walkable streetscapes with commercial/retail activity nearby.

### Allowed Land Uses

- + Primary: Single-family residential, multi-family residential, parks and recreation
- + Secondary: Public facilities, resort

### Allowed Development Intensities

- + DU/AC: Up to 8
- + Commercial FAR: N/A

### Streetscape

Streets are landscaped with formal or informal street tree patterns and sidewalks on at least one side. The typical vehicular design speed is 25 mph.

### Connectivity

Blocks may be large, up to ½ mile in perimeter. They are defined by streets, but blocks should provide pedestrian paseos or paths reducing the effective pedestrian perimeter to no more than 2,000 feet. Intersection density should be no less than 200 per square mile.

### Open Space

Much of the neighborhood open space is provided by the generous streetscapes and landscaped front yards. Suburban neighborhoods also have neighborhood parks, linear parks, greenways, trails, and other park types. Landscape patterns may be naturalistic or formal.

### Building Form and Character

Buildings are set back from the street to provide moderate to large front yards. Buildings are primarily one- and two-story single-family houses. Single-family attached and small multifamily housing – with a scale and character compatible with nearby single-family homes – may be integrated with single-family detached housing.



# NEIGHBORHOOD

## Connected Neighborhood

Provides intensity range of housing choices within a walkable neighborhood setting within a short distance of goods and services that meet daily needs.

### Allowed Land Uses

- + Primary: Range of single-family and multi-family residential uses, including duplex, triplex, quadplex, rowhouses, townhouses, courtyard multifamily buildings, and small scale multifamily buildings, parks and recreation
- + Secondary: Retail, care, public facilities, guest houses, places of worship, schools, family day care homes, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of neighborhoods may also be allowed. Secondary uses should be focused along mixed-use corridors or at the edges of centers.



### Allowed Development Intensities

- + DU/AC: Up to 20
- + Commercial FAR: 0.25

### Streetscape

Streetscapes have steady rows of street trees planted in parkway strips and generous sidewalks. The typical vehicular design speed is 25 mph.

### Connectivity

Block perimeters should not exceed 1,600 feet, but blocks up to 2,200 feet may be allowed if a pedestrian paseo or greenway is provided near the midpoint. Intersection density should be at least 400 per square mile.

### Open Space

Open space consists of the generous streetscapes and landscaped front yards and a variety of park types. Connected neighborhoods may have neighborhood parks, mini parks, greens, linear parks, greenways, trails, and other park types.

### Building Form and Character

Buildings are set back to provide moderately sized front yards, facing the street with emphasis on porches, terraces, dooryards and/or fenced front yards. Buildings include a variety of housing types up to three-stories, with attached single-family and small-scale multi-family buildings massed and scaled for compatibility with adjacent homes. Small-scale non-residential uses may be incorporated in the form of live-work units and corner shops, primarily along mixed-used corridors or at the edges of centers.

# NEIGHBORHOOD

## Mixed Use Neighborhood

Provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. Allows commercial development along major streets and adjacent to a neighborhood center.

### Allowed Land Uses

- + Primary: Range of single-family and multi-family residential uses, parks and recreation, mixed use (retail/office, retail/residential, office/residential, and neighborhood-serving retail, general commercial, services, entertainment, live/work, and office
- + Secondary: Public facilities, guest houses, places of worship, schools, family day care homes, public facilities, and others which are determined to be compatible with and oriented toward serving the needs of neighborhoods may also be allowed. Secondary uses should be focused along mixed-use corridors or at the edges of centers.



### Allowed Development Intensities

- + DU/AC: up to 40
- + Commercial FAR: 0.5

### Streetscape

Streetscapes have an urban character with formal street tree patterns and are highly interconnected. The typical vehicular design speed is 25 mph.

### Connectivity

Block perimeters should not exceed 1,600 feet, which are generally deeper and shorter than other Connected Neighborhood types to accommodate deeper buildings and/or more parking. Blocks up to 2,200 feet may be allowed if a pedestrian paseo or greenway is provided near the midpoint. Intersection density should be at least 400 per square mile.

### Open Space

Open space consists of the generous streetscapes and landscaped front yards and a variety of park types, particularly plazas and greens adjacent to mixed-use areas. Connected neighborhoods may have neighborhood parks, mini parks, greens, linear parks, greenways, trails, and other park types.

### Building Form and Character

Buildings are set back from the sidewalk to provide moderately-sized front yards with porches and terraces except in mixed-use areas. In mixed-use areas, buildings are set near or at the back of the sidewalk to support outdoor dining and easy view of shopfronts. Buildings may include a variety of housing types up to three-stories, with mixed-use buildings up to three-stories focused at key intersections, along main corridors, and/or adjacent to public open spaces.



# CENTER

## Downtown

Supports lively, thriving Downtown area by accommodating multi-story, mixed-use buildings at higher densities intensities. Provides for vertical and horizontal mixed-use development.

### Allowed Land Uses

- + Allows both vertical and horizontal mixed use, and standalone uses.
- + Mixed use: Retail/office, retail/residential, office/residential.
- + Standalone uses: Neighborhood-serving retail, general commercial, services, entertainment, multi-family residential, live/work, and office.



### Allowed Development Intensities

- + DU/AC: Up to 60
- + Commercial FAR: Up to 2.0



### Streetscape

Streetscapes are urban with formal street tree patterns, wide sidewalks, corner curb-extensions, mid-block crosswalks, and on-street parking in parallel and/or angled configuration.

### Connectivity

Block perimeters should not exceed 1,600 feet, which are generally deeper and shorter to accommodate deeper buildings and/or more parking. Intersection density should be at least 400 per square mile.

### Open Space

Downtown open space includes corner plazas, courtyards, and in some cases public squares for dining, recreation and special events. Streets and paseos are well-landscaped.

### Building Form and Character

Buildings are set close to the street, with shopfronts at the back of sidewalk and residential ground floors set back behind shallow front yards, stoops, porches, and terraces to provide an appropriate degree of privacy for residents. Buildings are two to four stories and contain a mixture of uses.

# CENTER

## Midtown

Provides of an active, mixed-use center in Midtown by allowing multi-story, mixed-use buildings at higher intensities, community gathering spaces, and land uses to support residents and visitors. Provides for vertical and horizontal mixed-use development.

### Allowed Land Uses

- + Allows both vertical and horizontal mixed use, and standalone uses.
- + Mixed use: Retail/office, retail/residential, office/residential.
- + Standalone uses: Neighborhood-serving retail, general commercial, services, entertainment, multi-family residential, live/work, and office



### Allowed Development Intensities

- + DU/AC: 10 to 40
- + Commercial FAR: Up to 1.0



### Streetscape

Streetscapes are urban with formal street tree patterns, wide sidewalks, corner curb-extensions, often mid-block crosswalks, and on-street parking in parallel and/or angled configuration.

### Connectivity

Block perimeters should not exceed 1,600 feet, which are generally deeper and shorter to accommodate deeper buildings and/or more parking. Blocks up to 2,200 feet may be allowed if a pedestrian paseo or greenway is provided near the midpoint. Intersection density should be at least 400 per square mile.

### Open Space

In addition to the generous streetscapes and paseos, open space in Neighborhood Centers includes corner plazas, courtyards, and in some cases public squares for dining, recreation and special events.

### Building Form and Character

Buildings are set close to the street, with shopfronts at the back of sidewalk and residential ground floors set back behind shallow front yards, stoops, porches, and terraces to provide an appropriate degree of privacy for residents.

# CENTER

## Neighborhood Center

Provides for areas with a wide variety of neighborhood-serving retail and commercial uses, residential, other amenities, and community-gathering spaces for residents.

### Allowed Land Uses

- + Allows both vertical and horizontal mixed use, and standalone uses.
- + Mixed use: Retail/office, retail/residential, office/residential.
- + Standalone uses: Neighborhood-serving retail, general commercial, services, entertainment, multi-family residential, live/work, and office



### Allowed Development Intensities

- + DU/AC: 10 to 20
- + Commercial FAR: Up to 0.5



### Streetscape

Streetscapes are urban with formal street tree patterns, wide sidewalks, corner curb-extensions, often mid-block crosswalks, and on-street parking in parallel and/or angled configuration.

### Connectivity

Block perimeters should not exceed 1,600 feet, which are generally deeper and shorter to accommodate deeper buildings and/or more parking. Blocks up to 2,200 feet may be allowed if a pedestrian paseo or greenway is provided near the midpoint. Intersection density should be at least 400 per square mile.

### Open Space

In addition to the generous streetscapes and paseos, open space in Neighborhood Centers includes corner plazas, courtyards, and in some cases public squares for dining, recreation and special events.

### Building Form and Character

Buildings are set close to the street, with shopfronts at the back of sidewalk and residential ground floors set back behind shallow front yards, stoops, porches, and terraces to provide an appropriate degree of privacy for residents.

# DISTRICT

## Regional Commercial

Provides large-format retail development along with associated restaurant and commercial service activity. This district is located near major freeway connections and around major intersections.

### Allowed Land Uses

- + Large-format retail, commercial services, lodging, entertainment, restaurant, parks and recreation

### Allowed Development Intensities

- + DU/AC: N/A
- + Commercial FAR: 0.35 to 1.0

### Streetscape

Streetscapes are urban with formal street tree patterns, wide sidewalks, and on-street parking in parallel, perpendicular and angled configuration. To support large commercial uses, some “blocks” may be devoted entirely to parking.

### Connectivity

In pedestrian-oriented retail environments, larger blocks should be subdivided into smaller “virtual blocks” no longer than 400 or 500 feet.

### Open Space

Open space is primarily provided through generous streetscapes, outdoor plazas, and neighborhood green spaces.

### Building Form and Character

Buildings are entirely near or at the sidewalk to shape the streetscapes. Parking lots may be located on some frontages, provided that they are screened with low walls and/or plantings. Buildings frontages are continuous shopfronts unless broken by courtyards, paseos, or screened parking lots. Service functions, such as loading and trash pickup, should occur at the rear. Buildings can be up to three-stories.



# DISTRICT

## Workplace and Employment District

Provides for areas with a wide variety of neighborhood-serving retail and commercial uses, residential, other amenities, and community-gathering spaces for residents.

### Allowed Land Uses

- + Primary: Light industrial, manufacturing, office, R&D, live/work
- + Secondary: Small retail, commercial services

### Allowed Development Intensities

- + DU/AC: N/A
- + Commercial FAR: Up to 0.75

### Streetscape

Streets are wider than other areas to accommodate vehicle traffic and trucks, but are still well-landscaped with rows of street trees, wide sidewalks, and on-street parking in parallel, perpendicular, and angled configurations. To support large office uses, some blocks may be devoted entirely to parking.

### Connectivity

Larger block sizes are allowed in this district, with perimeters up to 2,600 feet in length. Pedestrian paseos are recommended to help facilitate walking and biking to work.

### Open Space

Open space is primarily provided through the generous streetscapes and variety of greens and plazas at key gathering areas. Small- to moderate-sized buildings should consolidate or align shared open spaces. Within larger buildings, open space is provided in the form of courtyards shaded by the buildings.

### Building Form and Character

Buildings are located near or at the sidewalk to shape the streetscapes and to frame public open space. In some areas, particularly in order to attract a large employer, it may be appropriate for several blocks to be joined together as a campus environment with pedestrian-only spaces and pathway connecting buildings to one another and to surrounding streets. Buildings may be up to three-stories in height.



# DISTRICT

## Festival District

Reserves area for outdoor festivals, events, sporting activities and related activities.

### Allowed Land Uses

- + Primary: Hospitality, resort, recreation

### Allowed Development Intensities

- + Commercial FAR: up to 0.5

### Streetscape

For contiguous developed areas, streetscapes have steady rows of street trees planted in parkway strips and generous sidewalks. The typical vehicular design speed is 25 mph.

### Connectivity

For contiguous developed areas, block perimeters should not exceed 1,600 feet. Pedestrian paseos are recommended to help facilitate walking and biking within the festival grounds as appropriate.

### Open Space

In addition to the generous streetscapes and paseos, open space in Festival District may include corner plazas, courtyards, and in some cases public squares for dining and recreation.

### Building Form and Character

Buildings are set close to the street, with shopfronts at the back of sidewalk.



# DISTRICT

## Public and Institutional District

Reserves areas for public, educational, and institutional uses.

### Allowed Land Uses

- + Primary: Civic center, libraries, community centers, senior centers, police stations, fire stations, corporate yards, public and private schools, higher-educational facilities, drainage facilities, public/private recreational facilities, and other similar uses.

### Allowed Development Intensities

- + DU/AC: N/A
- + Commercial FAR: up to 0.5 or as determined by City Council.

### Streetscape

Streetscapes should be consistent with the character identified by the General Plan placetype in which the public or institutional use is located. If located outside of a placetype, the requirements should be determined on a case-by-case basis.

### Connectivity

Connectivity should be consistent with the standards identified by the General Plan placetype in which the public or institutional use is located. If located outside of a placetype, the requirements should be determined on a case-by-case basis.

### Open Space

Public and institutional uses are encouraged to provide usable public open space.

### Building Form and Character

Public and institutional buildings are set close to the street.



# DISTRICT

## Parks and Open Space District

Reserves area for public and private recreational use and open space.

### Allowed Land Uses

- + Primary: Parks and open space, golf courses, trails, habitat management, passive recreation, amphitheaters, community centers, environmental education and similar uses.



### Allowed Development Intensities

- + DU/AC: N/A
- + Non-Residential FAR: up to 0.01

### Streetscape

Streetscapes should be consistent with the character identified by the General Plan placetype in which the public or institutional use is located. If located outside of a placetype, the requirements should be determined on a case-by-case basis.



### Connectivity

Connectivity should be consistent with the standards identified by the General Plan placetype in which the public or institutional use is located. If located outside of a placetype, the requirements should be determined on a case-by-case basis.

### Open Space

Open space is consistent within the types identified in the Parks and Recreation Element of the General Plan.

### Building Form and Character

Determined on a case-by-case basis.



# DISTRICT

## Resource Management and Open Space Overlay

Implements the provisions of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) to protect open space and natural resource areas.

### Allowed Land Uses and Development

#### Intensities

Allowed land use and development intensity should be consistent with the standards identified by the General Plan placetype in which the parcel is located and any relevant provisions in the CVMSHCP.

#### Streetscape and Connectivity

Streetscape and connectivity should be consistent with the character and standards identified by the General Plan placetype in which the parcel is located and any relevant provisions in the CVMSHCP.

#### Open Space

Open space is provided primarily through the preservation and integration of natural features and open space. Open space may be woven into neighborhood design. Primary General Plan park types may include nature / open space, greenways, and trails.

#### Building Form and Character

Building form and character should be consistent with the provisions identified by the General Plan placetype in which the parcel is located and any relevant provisions in the CVMSHCP. Structures should generally be clustered together to leave most of the natural area undisturbed with groupings of homes organized around natural areas.



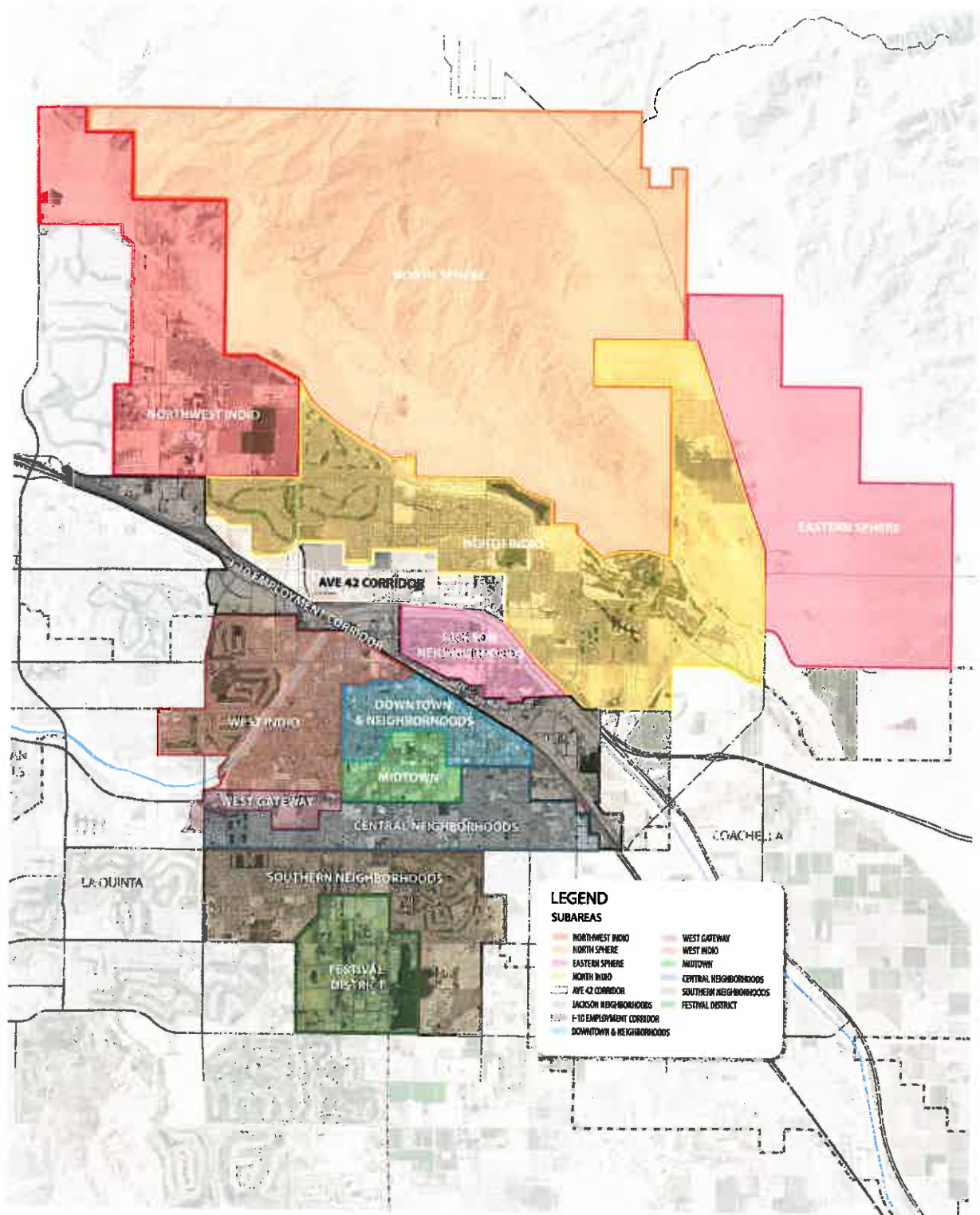
## Indio's Subareas

The following section includes a vision and key strategies for specific subareas in Indio, as illustrated in Figure 3-6. Each subarea has unique identifying characteristics and exemplify what makes Indio a desirable place. The location, character, and key issues for these areas are discussed in detail on the following pages, along with strategies that are specific to each. These strategies are in addition to citywide goals and policies discussed later in the Element. It is anticipated that a mix of both citywide and specific subarea strategies will be implemented for each neighborhood.



*Top: Lively downtown environment, Bottom: Neighborhood commercial*

Figure 3-6: Indio Subareas



## Northwest Indio

The Northwest Indio subarea currently includes a mixture of older rural neighborhood development, newer suburban neighborhood development, agricultural uses, and undeveloped open space. It is bounded on the west by golf course development within unincorporated Riverside County, on portions of the south and east sides by suburban residential development within Indio, and the northerly portion of the area is bounded by undeveloped desert to the east, north, and west.

This area offers significant potential for the development of Suburban Neighborhoods and Desert Estate Neighborhoods and resorts. It is recommended that a connected mix of such types be planned for this area, with Suburban Neighborhoods abutting existing similar neighborhoods, transitioning to Desert Estate Neighborhoods abutting the surrounding open desert areas.

### Subarea Strategies:

- + Provide greater connectivity in new neighborhoods than is present in the adjoining existing neighborhoods.
- + Provide strong spatial connections between new neighborhoods and adjoining open spaces, with new development facing edge drives along urban and natural open spaces rather than backing toward those spaces.
- + Allow for the development of a Neighborhood Center that would provide access to goods and services to community residents the northwest corner of 39th Avenue and Jefferson Avenue would be a candidate location for this use.
- + Provide a rural edge character along the open desert to north.
- + Plan for an orderly transition from rural land uses to a more urban character over time. Avoid land use incapability when assessing new development proposals.



*Neighborhood commercial center*



*Single family Desert Estates*

## North Indio

The North Indio subarea is substantially built out with suburban neighborhoods, and with limited exceptions, it is expected that future neighborhood development will follow that same pattern. The primary exception to this is along the Avenue 44 corridor, which is planned as a connective corridor with Connected Neighborhoods. This is a large undeveloped area to the south of Avenue 44, the Citrus Ranch area, and east of the I-10 corridor. Avenue 44 provides a critical connection into the Jackson Neighborhoods to the west, which are already older connective neighborhoods that would benefit from better connection to comparable newer development to the east.

### Subarea Strategies:

- + Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- + Ensure that new centers serve surrounding neighborhoods and are physically accessible via pedestrians and bicyclists.
- + Use specific plan(s) for the large development sites within the neighborhood, requiring coordination and consistency with adjacent specific plans and project master plans, in order to promote an integrated development pattern.
- + Implement clear, strong gateway elements at Golf Center Parkway and Avenue 44.



*Walkable neighborhood*

## Avenue 42 Corridor

The Avenue 42 corridor is one of the top opportunity areas in Indio. This is a key corridor with large areas of undeveloped land on both sides with good freeway access. It is also close to many of Indio's newest neighborhoods.

The mix of uses for this area will be largely driven by current and future market trends. The main strategy for capturing and leveraging the value of new investment in the area is to ensure connective development patterns and a strong public realm framework that unifies future neighborhoods, centers, and employment areas into a coherent framework. New development in this area should be planned comprehensively with the final street network and block structure, distribution of uses, and development types and intensities planned for entire neighborhood areas prior to any new development.

An illustrative diagram has been prepared for this area, showing Connective Neighborhoods with a range of low, middle and higher-intensity residential development and Neighborhood Centers at two intersections along Avenue 42. Properties along the south edge of this area are adjacent to the freeway and planned to be a Workplace and Employment District. This area should include an east-west street connected to and backing up to neighborhoods to the north. It will be important that uses be limited to non-noxious light industrial, R&D, and office uses with limited truck traffic.

### Subarea Strategies:

- + Require master planned development and large scale comprehensive development for the remaining undeveloped tracts in the area. Consider the use of a specific plan for the large development sites within the neighborhood in order to promote an integrated development pattern.
- + Create a highly-connected, pedestrian-friendly urban form with a fine-grained block and street network and connections to surrounding sub-areas.
- + Design Avenue 42 to balance modes, so bicyclists and pedestrians feel as welcome and safe as motorists.
- + Seek trail connections to parks, open space, and CV link/White Water River channel.
- + Encourage mixed use development along Avenue 42 with a diverse set of land uses on the developable parcels in the corridor.
- + Encourage and assist where practical the creation of a neighborhood center on west side near Madison Street and at Monroe Street.
- + Encourage and assist where practical the redevelopment and infill of retail center at Jackson Street and Avenue 42.
- + Plan for redevelopment and infill of large vacant commercial spaces, such as former Target store.
- + Ensure a variety of housing types and densities in walkable urban formats.
- + Require an extensive tree canopy on streets and parking areas to protect from the summer heat.
- + Create regional recreational area on west side.
- + Implement clear, strong gateway elements at Monroe Street and Jackson Street intersecting Avenue 42 and at I-10 Highway.

Figure 3-7: Example of neighborhood infill along the Avenue 42 corridor



## Jackson Neighborhoods

The Jackson subarea is envisioned as vibrant neighborhoods with a variety of housing types for different income levels and household sizes. This area includes older Connective Neighborhoods in need of reinvestment and updated amenities. A major new park is planned for this area, and a Neighborhood Center at Jackson Street and Avenue 44 is envisioned. The strong neighborhood center on Jackson Street will help to meet day-to-day needs of resident's services and goods. Most infill development should take the form of Connective Neighborhood- Middle, with Connective Neighborhood- High. Jackson Street will be a balanced street that fosters pedestrian and bicycle activity. New quality streetscape design and architecture will ensure this area is a beautiful gateway to City.

### Subarea Strategies:

- + Encourage infill residential development to encourage neighborhood cohesion.
- + Update zoning to:
  - o Focus on the pedestrian-oriented building design.
  - o Allow residential uses between major intersections on Jackson Street.
  - o Provide standards for adding second units to existing single family residential units to protect the established neighborhood character.
  - o Support small lot / missing middle housing on small and unusually-shaped lots.
- + Create a streetscape plan within a list of capital improvements for Jackson Street.
- + Consider the use of CDBG funding and other housing rehabilitation program resources in this neighborhood to improve physical infrastructure.



*Multi-family residential*



*Pedestrian-oriented neighborhood commercial*



## I-10 Employment Corridor

The Interstate 10 corridor consists primarily of industrial land – with fragments of older neighborhoods – along the railroad line and Indio Boulevard (historic Highway 99), and auto-oriented regional commercial uses. These areas developed naturally next to the railroad and Highway 99 early in Indio’s evolution. These areas include a mix of outdated industrial facilities and housing and newer industrial and office facilities.

The major opportunity that this area presents for the future is a “seam” of existing and new jobs in a central location, with good access from the region, the City, and adjoining neighborhoods. The areas would provide for a wide variety of employment types, including, but not limited to, light industrial, manufacturing, logistics, office, and auto mall. Retail and service uses will be integrated into the area to support employers. New developments should be connected to, but buffered from, existing and future neighborhoods on adjacent properties.

### Subarea Strategies:

- + Encourage business parks, research and development, and office uses within the area, while connecting this district to adjoining existing and future neighborhoods for multi-modal worker access.
- + Encourage the siting of light industrial, manufacturing, and logistics uses within the corridor that creates employment/job opportunities. Establish buffers between incompatible uses.
- + Encourage the expansion and retention of auto sales and related activities along I-10 near Varner Road.
- + Site regional retail opportunities that reduce retail leakage to neighboring communities and attract visitors in this neighborhood.
- + Collaborate with the local tribal governments to facilitate development of retail opportunities in the Fantasy Springs District that would complement their hospitality development and attract new visitors from their casino and entertainment venues.
- + Recognizing that this is the core of Indio’s non-retail employment generating land uses, encourage development that is complementary to these activities.
- + Prioritize businesses that provide jobs for a range of skill level and businesses that manufacture goods and provide services locally and regionally.
- + Systematically improve streetscape to attract new businesses and investment and to encourage and promote the full range mobility options. Require active-transportation connections and facilities to adjacent neighborhoods.
- + Encourage limited retail uses to support employment.
- + Implement clear, strong gateway elements on Jackson Street.



*Highway oriented commercial*



*Flexible employment space*

## West Indio

West Indio is largely built out with stable suburban neighborhoods. This area is not expected to undergo significant change in the future. Improvements envisioned for this area may include streetscape enhancements to improve safety and comfort for pedestrians and bicyclists, and aesthetics and environmental beautification through addition of street trees. Undeveloped or underutilized properties along major corridors, such as Madison Street, Miles Avenue, and Fred Waring Drive, present opportunities for new neighborhood-serving commercial uses proximate to existing neighborhoods.

### Subarea Strategies:

- + Implement secondary gateway elements at Miles Avenue and Fred Waring Drive.
- + Encourage mixed use development with a diverse set of land uses on the developable parcels along Madison Street, Miles Avenue, and Fred Waring Drive and at the intersection of Monroe Street and Indio Boulevard.
- + Implement spur connections to the CV Link.
- + Provide standards for adding second units to existing single family residential units to protect the established neighborhood character.
- + Identify improved pedestrian and bicycle connections to Midtown and Downtown.
- + Consider the use of community facilities districts, specifically landscape lighting and maintenance districts in the neighborhood to support the development of connected pedestrian friendly environments that encourage commercial activity.



*Mixed use center*

## West Gateway

This important entry to Indio from La Quinta lies along the south edge of the West Indio planning area and presents a significant opportunity for commercial, hospitality, and residential development. The vision for the area is a vibrant, pedestrian-oriented corridor that serves as welcoming gateway to Indio. Highway 111 is transformed into a multi-way boulevard to facilitate necessary automobile capacity as well as provide for safe, pleasant pedestrian and bicycle environment. New, frequent north-south streets connect existing and future neighborhoods to Highway 111. With a pedestrian-oriented design, a highly-connected street network, a connected open space network, and a mix of uses, the West Gateway subarea has the opportunity to connect seamlessly to Midtown and become a key gateway into the City.

### Subarea Strategies:

- + Use a specific plan or master plan (or zoning code update) for the large development sites within the neighborhood in order to promote an integrated development pattern that addresses urban land use, streets and mobility, public realm network, and open space network.
- + Plan for Highway 111 as a multi-way boulevard to facilitate necessary automobile capacity as well as provide for safe, pleasant pedestrian and bicycle environment. Establish public realm and streetscape requirements that provide shade for pedestrians and strong vertical element to help minimize automobile speeds.
- + Create multiple, closely-spaced pedestrian connections across Highway 111.
- + Support master planned development that allows for integration into the existing urban fabric for new projects along Highway 111, and creates a coherent, walkable, transit-serviceable subarea with a comprehensive network of complete streets.
- + Allow mixed-use development along Highway 111, balancing residential, office, and retail / service uses.
- + Encourage and recruit for commercial and hospitality uses as part of any mixed used proposals in the neighborhood.
- + Provide for medium density residential in a walkable format behind frontage parcels.
- + Implement clear, strong gateway elements at Highway 111 and Jefferson Street.



*Gateway commercial*

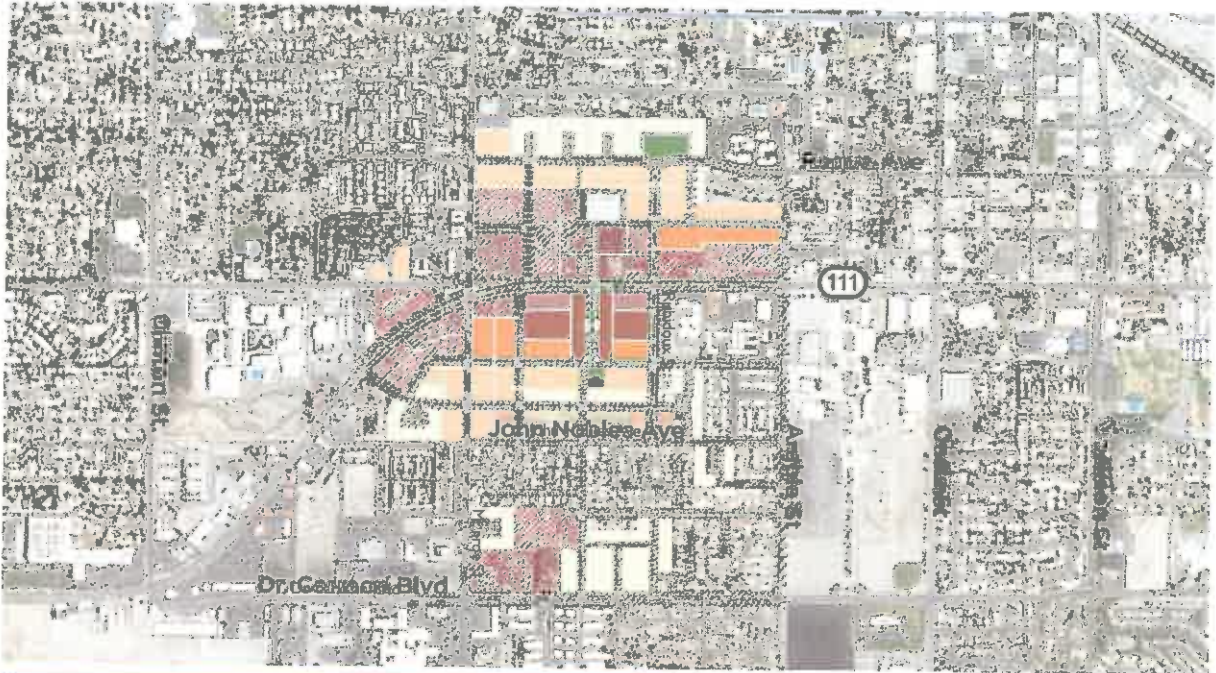
## Midtown

The Midtown subarea represents a significant opportunity (in tandem with the Downtown) for the creation of a strong and centered civic identity for Indio. Centered on the past-its-prime Fashion Mall, including many large vacant parcels of land, this area on Highway 111 is positioned to be reinvented as the working center of town. Close to and connected to the historic Downtown and County Fairgrounds – and at the center of town at Monroe Street and Highway 111 – this subarea can provide a vital mix of neighborhood and community-serving retail, office/employment, hotel/hospitality, restaurants, multi-family housing, and single family housing. Encourage Highway 111 to be transformed into a multi-way boulevard to facilitate necessary automobile capacity as well as provide for safe, pleasant pedestrian and bicycle environment. New, frequent streets subdivide large parcels, create valuable new addresses, and connect existing and future neighborhoods to Highway 111 and surrounding neighborhoods.

### Subarea Strategies:

- + Use a specific plan or master plan (or zoning code update) for the large development sites within the neighborhood in order to promote an integrated development pattern that addresses urban land use, streets and mobility, public realm network, and open space network.
- + Consider seeking a master developer to lead large-scale redevelopment efforts that are envisioned for the district. Support the plan with available municipal resources to ensure high-quality development and public realm improvements from the earliest phases to completion.
- + Implement a placemaking program transitioning from a short-term lighter, quicker, cheaper strategy to longer-term fixed placemaking solutions.
- + Provide support funding within Downtown and along the Highway 111 corridor to encourage the establishment of property-based business improvement districts (BIDs) among interested property owners that would provide marketing, enhanced local services, and a common voice to work in partnership with the City's economic development staff.
- + Work with local stakeholders to spur revitalization of older neighborhoods of the City. Target public, cultural, recreational, and infrastructure implementation actions within the neighborhood.
- + Explore providing incentives aimed at recruiting and retaining specific businesses, such as theaters, hotels, and sit-down restaurants that support active and sustained pedestrian and community use in the subarea.
- + Facilitate mixed-use residential development primarily within the Downtown, along the Highway 111 corridor, and near public transit to create additional demand for retail and dining opportunities.
- + Work cooperatively with property owners including the Indio Fashion Mall owners and surrounding properties to facilitate redevelopment of this area as a regional retail destination with residential and mixed-use development, building upon its central location in the community along Highway 111.
- + Implement a Midtown marketing and brand strategy.

Figure 3-8: Illustration of Midtown Infill Center and Neighborhoods



*Mixed use, neighborhood centers, gateway center*

## Downtown and Neighborhoods

Downtown Indio and the neighborhoods to the east and west represent the historic core of Indio. The General Plan – and parallel Downtown Specific Plan – envision the revitalization of the downtown as the civic and cultural heart of the community. The downtown is envisioned as a vibrant, mixed-use center of the City with residential, educational, civic, entertainment, office, and retail uses. The vision is also to reestablish passenger rail service, to reinvest in adjoining neighborhoods, and to reinvent the Highway 111 corridor. The downtown will be well connected to a new Midtown area and the adjacent neighborhoods.

### Subarea Strategies:

- + Support the implementation of the Downtown Specific Plan
- + Lead local businesses, property owners, the arts community, and the College of the Desert in the revitalization of Downtown as the central meeting place for living, working, dining, entertainment, civic, and cultural activities.
- + Provide support funding within Downtown and along the Highway 111 corridor to encourage the establishment of property-based business improvement districts (BIDs) among interested property owners that would provide marketing, enhanced local services, and a common voice to work in partnership with the City's economic development staff
- + Collaborate with the staff of Riverside County's expanded Downtown Government Center to anticipate the demand for future retail, dining, and professional service needs on adjacent or nearby sites.
- + Implement a placemaking program transitioning from a short-term lighter, quicker, cheaper strategy to longer-term fixed placemaking solutions.
- + Align infrastructure investments and the capital improvement program (CIP) with the aim of creating a walkable pedestrian-oriented character in the subarea. Maintain all existing streets, and with new development, require new paseos, pathways, bikeways, and walkways to increase connectivity.
- + Reduce surface parking by lower parking requirements, unbundling park (unbundling involves separating the cost to rent a parking space from the cost to rent an apartment), and establishing a shared parking system.
- + Work with local and regional transit agencies to assess and eventually establish passenger rail service to the Downtown.



*Pedestrian oriented downtown and paseo*

## Central Neighborhoods

These areas lie just to the south of the Highway 111 corridor and the Midtown, West Gateway, and Downtown subareas. The Central Neighborhoods are characterized by single-family suburban housing development. This area is not expected to undergo significant change in the future. Rather the area will preserve the existing housing stock. Improvements envisioned for this area may include streetscape enhancements to improve safety and comfort for pedestrians and bicyclists, and to better connect the neighborhoods to Midtown, Downtown, and Highway 111. Streetscape improvements may also include aesthetic and environmental beautification. New neighborhood-serving commercial uses are also encouraged through infill development on opportunity sites on major streets and avenues.

### Subarea Strategies:

- + Identify active transportation and transit options and develop implementation strategies.
- + Encourage infill residential development to encourage neighborhood cohesion.
- + Cluster medical uses around JFK Hospital and adjacent medical uses.
- + Consider the use of CDBG funding in this neighborhood to improve physical infrastructure.



*Single family residential neighborhoods*



*Trilogy at the Polo Club Active Adult Community*



*Class II bikeway*



*Multi-family residential neighborhood*

## Southern Neighborhoods

These neighborhoods lie between the Central Neighborhoods and the Festival District, presenting the opportunity for a rural/resort lifestyle with easy access to the commercial and civic amenities of Midtown and Downtown and the entertainment offerings of the Festival District. This quiet, secluded living environment close to Indio's arts and entertainment hubs (the Festival grounds) provides these neighborhoods with a unique value proposition and can help support this Plan's primary goals for supporting the success of those important centers of community life.

### Subarea Strategies:

- + Keep neighborhoods stable.
- + Improve multi-modal access to Midtown and the Festival District
- + Keep 20-acre minimum project master plan requirement in place for new development to maintain quality and cohesiveness.
- + Allow for uses that can benefit and create synergies with activities and events in the Festival District.



*Resort*



## Festival District

Indio's Festival District represents an unlikely and unique resource for the community – a private initiative that has put this City on the international entertainment map. The success of this venue springs from its combination of isolation and accessibility. As it matures from occasional concerts and special events to a more permanent venue, there are opportunities for surrounding it with carefully-considered hospitality and visitor-serving facilities and resort-oriented housing.

### Subarea Strategies:

- + Strictly limit uses of surrounding properties to uses that are directly supportive of, or not in conflict with, festival-resort atmosphere.
- + Provide all-mode connectivity between new hospitality and resort development to the festival grounds to promote a safe, active and attractive environment for visitors. Preserve and enhance access to and from District.
- + Retain 20-acre minimum project master plan requirement in place for new development to help maintain a high-quality and cohesive design character. Incentivize smaller properties to coordinate with adjacent properties. Consider the development of a coordinated Festival District Strategy.
- + Consider hospitality support services, small-scale service retail, and resort-oriented housing that add to a cohesive festival district.
- + Protect the festival grounds from encroachment by potential land use incompatibilities, recognizing the highly variable and intense use of the festival grounds.
- + Align capital improvement program (CIP) with infrastructure needs that support ongoing festival operations.
- + Work with festival operators and promoters to capture as much secondary and off site economic activity as possible. In particular work on maximizing transient-occupancy taxes (TOT) and other local revenues that could be generated by activities at the Festival grounds.
- + Encourage festival and event operators to utilize local labor from the community whenever possible. Consider negotiating community benefits agreements as part of any extraordinary permitting.



*Coachella Valley Music and Arts Festival*

## Northern Sphere

This subarea contains the northern portion of Indio's sphere of influence. The area is largely passive and active open space, housing a limited amount of existing commercial development and resource extraction. The Northern Sphere is considered a long-term planning reserve area. It may be considered for future urban expansion, including Desert Estates, when and if the capacity of Indio's existing incorporated area is substantially exhausted. Annexation must not create a revenue drain on the City. Much of the subarea is covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP). Hillside views from Indio should be maintained.

### Subarea Strategy:

- + Support active and passive recreational opportunities in the area.
- + Implement the Coachella Valley Multi-Species Habitat Conservation Plan.
- + Before allowing annexation, create a land use plan and conduct a related fiscal analysis that demonstrates that annexation will be revenue neutral or revenue enhancing.
- + Strongly limit the type, location, and nature of new development, in compliance with CVMSHCP.



*Hiking trails in Indio*

## Eastern Sphere

This subarea contains the eastern portion of Indio's sphere of influence. The area is largely passive open space, housing a limited amount of existing commercial development and resource extraction. The Eastern Sphere is considered a long-term planning reserve area. It may be considered for future urban expansion, including Desert Estates, when and if the capacity of Indio's existing incorporated area is substantially exhausted. Annexation must not create a revenue drain on the City. Some of the subarea is covered by the CVMSHCP. Hillside views from Indio should be maintained.

### Subarea Strategy:

- + Support active and passive recreational opportunities in the area.
- + Implement the Coachella Valley Multi-Species Habitat Conservation Plan.
- + Before allowing annexation, create a land use plan and conduct a related fiscal analysis that demonstrates that annexation will be revenue neutral or revenue enhancing.
- + Strongly limit the type, location, and nature of new development, in compliance with CVMSHCP.



*Indio's natural open space*

# Goals and Policies

## Urban Form

Indio will offer an appropriate mix of housing, employment, retail and services, recreation, arts, education, and entertainment for the City's residents and businesses. It will grow responsibly and sustainably in a manner which benefits the community now and into the future.

**Goal LU-1: Citywide Urban Structure.** An urban structure that enhances the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with established Indio neighborhoods.

### LU-1 Policies

**LU-1.1 Overall City Structure.** Establish a clearly defined City structure by:

- + Re-establishing the City's pedestrian-oriented Downtown as a community anchor with local and regional-serving civic, arts, education, and entertainment uses.
- + Transforming the Midtown area into a mixed-use center with retail, commercial services, and residential uses in a walkable format.
- + Maintaining and enhancing the Festival District as a key location for large-scale entertainment and recreational opportunities.
- + Creating mixed-use corridors along Highway 111, Monroe Street, Avenue 42, and Avenue 44 that contain a mix of retail, service, office, and residential uses. Corridors should have defined nodes that provide a mix of local- and regional-serving uses.
- + Investing in existing residential neighborhoods adjacent to Downtown and Midtown.
- + Infilling new residential neighborhoods arranged around neighborhood centers and community gathering spaces, such as schools and parks.
- + Maintaining the I-10 Employment Corridor subarea as a critical economic engine for the City.
- + Facilitating major, regional-serving commercial districts that provide a mix of commercial, entertainment, and service uses in a pedestrian-oriented format north of I-10 at Jackson Street and Avenue 40 to capitalize on regional transportation and access.
- + Preserving and protecting natural open space and conservation areas in the Northern and Eastern Sphere subareas.

**LU-1.2 Infill First.** Prioritize initial capital improvements and other public investments and guide private investments into the Downtown, Midtown, Jackson Neighborhood, and Avenue 42 Subarea first to limit expansion of the City's urban footprint.

**LU-1.3 Contiguous Development.** When development occurs outside the Downtown, Midtown, and existing central neighborhoods, locate new development adjacent to Indio's built environment to create a contiguous expansion of the City.

**LU-1.4 Connecting New and Old.** Connect new growth areas with existing Indio neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.

**LU-1.5 Subareas.** Implement the strategies identified for each distinct subarea in Indio in this General Plan.

**LU-1.6 Bermuda Dunes Airport Compatibility Zone.** Projects shall be consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan.

## Public Realm

Indio will offer pleasant, safe, and enjoyable public spaces. The following goals and policies strive to ensure Indio's public realm serve the community.

**Goal LU-2: Active Places. Indio is a City with active and comfortable places that encourage social interaction and community gathering.**

### LU-2 Policies

- LU-2.1 Walkable Neighborhoods.** Require all new neighborhoods to be pedestrian friendly by including features, such as short blocks, wide sidewalks, shaded streets, buildings that define and are oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets designed for pedestrians, cyclists, and vehicles.
- LU-2.2 Balanced Land Uses.** Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.
- LU-2.3 Access to Amenities.** Strive to create development patterns such that the majority of residents are within one-half to one-mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, places of worship, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.
- LU-2.4 New Gathering Spaces.** Require new developments to provide public parks, plazas, and squares that establish interesting gathering spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.
- LU-2.5 Existing Gathering Spaces.** Improve existing gathering spaces throughout the City to provide attractive, comfortable, and inviting public and pedestrian spaces, encouraging walking and public gathering spaces.
- LU-2.6 Shade.** Require the use of large shade trees or structures to provide comfortable environments during hot months.
- LU-2.7 Parking Lot and Prominent Pathways.** Require trees, shade structures, and/or other cooling methods to provide comfortable walkways during hot months.

**Goal LU-3: Human-Scaled Public Realm. A City designed for people, fostering interaction, activity, and safety.**

### LU-3 Policies

- LU 3.1 Streetscape Design.** Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages.
- LU 3.2 Pedestrian Focus on High Volume Streets.** Design the streetscape of high volume corridors to balance regional traffic flow with safe and convenient pedestrian movement.
- LU 3.3 Parking Frontages.** Require parking design standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.
- LU 3.4 Tree Planting.** Encourage the planting of trees that appropriately shade the sidewalk and off-street parking areas to improve the pedestrian experience throughout the City.
- LU 3.5 Lighting.** Require all new street lights in commercial areas to be pedestrian-oriented and scaled, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security in accordance with best practices for night sky protection.
- LU 3.6 Public Plazas.** Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.
- LU 3.7 CPTED.** Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following strategies:
- + Active public space
  - + Building design to promote “eyes on the street”
  - + Clear delineation between private and public space
  - + Natural access control between public and private space
  - + Maintenance of public places
  - + Removal or repair of vandalism or broken property
- LU 3.8 Underground Utilities.** Require private development to underground all under 92 kw electric poles and other overhead utilities. Require City to codify this policy.

**Goal LU-4: High-Quality Building Design. A beautiful city with a high-quality architecture and building design.**

### LU-4 Policies

- LU-4.1 Quality Design.** Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.
- LU-4.2 Scale and Articulation.** Use building organization and construction to derive scale and articulation rather than surface ornamentation.
- LU-4.3 Building Materials.** Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, stone and masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic of the materials they simulate.

**LU-4.4 Building Entrances.** Use visual and physical design cues within a building’s design and entries to emphasize the building entrance and connections to public spaces.

**LU-4.5 Iconic Design.** Allow iconic and memorable building designs, particularly on larger non-residential properties.

**LU-4.6 Climate-Appropriate Design.** Encourage the use of building techniques and materials that relate to Indio’s warm and dry desert climate. Promote solar control and use of shade in building design and associated pedestrian amenities.

**LU-1.5 Protect Visual Characteristics.** Protect Indio’s unique visual characteristics and views.

**Goal LU-5: Connected Places.** A network of transportation corridors throughout the city that provides a high level of connectivity for vehicles, bicyclists, and pedestrians.

### LU-5 Policies

**LU-5.1 Complete Street Projects.** Design, plan, maintain, and operate streets using complete street principals for both new infrastructure and for retrofit/maintenance projects. This includes reviewing the entire right of way and prioritizing modes as noted on Figure 4-1.

**LU-5.2 Street Connectivity.** Encourage short block spacing for new development to enhance connectivity to neighborhoods. In key areas of the City, work with existing land owners to improve connectivity for bicycles and pedestrians.

**LU-5.3 Complete Street Context.** Ensure that complete street applications integrate the neighborhood and community identity into the street design.

**LU-5.4 Subarea Connectivity.** Ensure a high-level of connectivity in all Neighborhoods, Centers and Districts throughout the City. The connectivity should be measured as block perimeter or length and in external connectivity on the perimeter of a new development project.

**LU-5.5 Connections between Development Projects.** Require the continuation of the street network or pedestrian connections between adjacent development projects and discourage the use of cul-de-sacs except where necessary or due to existing development, topographic conditions or limited access to transportation systems.

**LU-5.6 Improved Connections.** Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City’s neighborhoods to increase access to local parks, schools, neighborhood centers, and neighborhood gathering spaces.

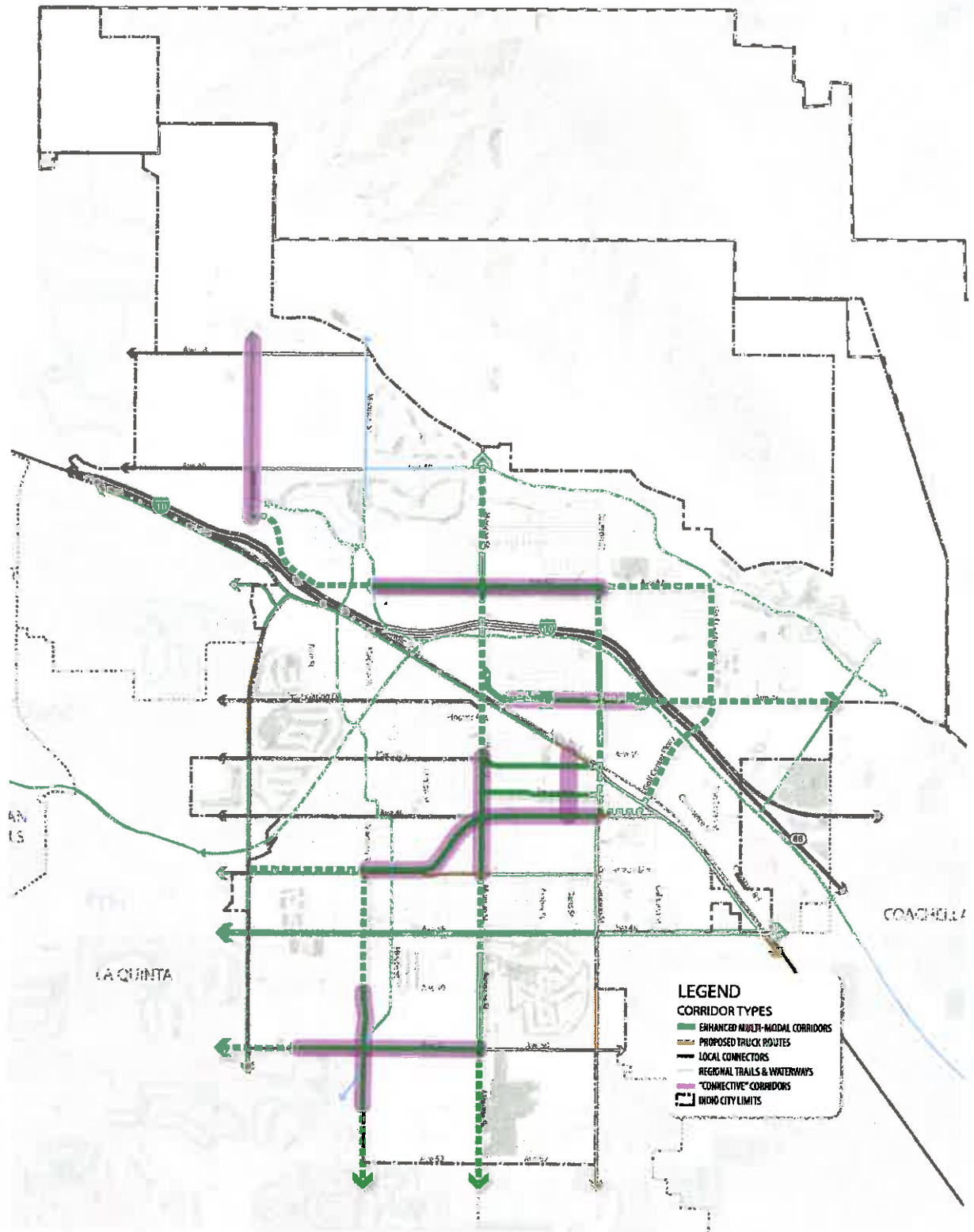
**LU-5.7 Pedestrian-Supportive Building Design.** Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design:

- + Ensure pedestrian orientation of ground floor uses in new development.
- + Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases allow small plazas and active landscaped areas for social gathering between the building and sidewalk.
- + Scale building elements to pedestrians.
- + Design new buildings along corridors to provide for a rear building transition between the primary arterials and any adjacent low-density residential neighborhoods.
- + Require parking internal to buildings that faces primary arterials or side streets to use appropriate design (such as faux facades, green walls, public murals, etc.) to minimize its visual impact.
- + Require that new development include wide sidewalks, trees, pedestrian furniture, safe pedestrian crossings and direct connections to the front entrances of retail and services.
- + Encourage new commercial developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.
- + Screen trash and recycling collection areas, loading facilities, mechanical equipment, outdoor storage areas, utility connections, and antennas from public view.
- + Encourage covered parking

**LU-5.8 Connective Corridors.** Ensure high-quality, people-oriented street design and urban design occurs where highlighted by the Connective Corridors in Figure 3-9.



Figure 3-9: Connective Corridors



## Neighborhoods

Indio will support existing stable, livable neighborhoods, and new walkable neighborhoods that provide a variety of housing types, densities, and designs in close proximity to amenities.

**Goal LU-6: Enhance Existing Neighborhoods. A City with well-maintained residential neighborhoods that support Downtown and Midtown.**

### LU-6 Policies

- LU-6.1 Maintenance.** Support the on-going maintenance and improvement of existing residential properties; in particular, encourage property owners to maintain and improve their front yards and building facades.
- LU-6.2 Orientation.** Orient all new residential construction towards streets, public spaces, or shared private spaces, placing parking to back or side of the lot.
- LU-6.3 Sustainable Residences.** Encourage sustainable building practices during new construction or when buildings are substantially renovated.
- LU-6.4 Home Businesses.** Support home businesses that meet City planning and permitting requirements and create jobs and opportunities for entrepreneurship.
- LU-6.5 Blight and Nuisances.** Work with neighborhood associations, commissions, and other community groups to proactively identify and address nuisances and eliminate blight.
- LU-6.6 Open Space Maintenance.** Strengthen public-private partnerships with local neighborhood organizations and homeowners associations to build and maintain neighborhood parks and recreational facilities.
- LU-6.7 Compatible Scale.** Maintain high-quality existing residential neighborhoods by ensuring new development projects and infill construction are of a compatible scale and provide adequate transitions to adjacent residential properties.
- LU-6.8 Second Units.** Permit second units on single-family residential lots.
- LU-6.9 Building Additions.** Allow additions, such as a new bedroom or bathroom that are complementary to the existing character of the neighborhood. Renovations and expansions should use complementary building materials and forms while allowing for flexibility for unique design conditions.
- LU-6.10 High-quality Landscaping and Fencing.** Encourage property owners to maintain and improve their yards and the front facades of homes and to encourage the use of drought-tolerant landscaping. Prohibit front yard fences made from concrete blocks or chain links.
- LU-6.11 Circulation Connectivity.** Seek opportunities to enhance and maintain existing residential neighborhoods by improving pedestrian and bicycle facilities, installing traffic calming measures, and “punch through” cul-de-sacs.

**Goal LU-7: New Neighborhoods.** Neighborhoods that provide a variety of housing types, densities, designs and mix of uses and services that support healthy and active lifestyles.

### LU-7 Policies

**LU-7.1 Complete Neighborhoods.** Through the development entitlement process, ensure that all new Neighborhoods (areas with a “Neighborhood” General Plan Designation) are complete and well-structured such that the physical layout and land use mix promote walking to services, biking and transit use, are family friendly, and address the needs of multiple ages and physical abilities. New neighborhoods should have the following characteristics:

- + Contain short, walkable block lengths.
- + Contain a high level of connectivity for pedestrians, bicycles and vehicles where practicable.
- + Organize around a central focal point such as a park, school, civic building or neighborhood retail such that most homes are no more than one quarter-mile from this focal point.
- + Have goods and services within a short walking distance.
- + Contain a diversity of housing types, where possible.
- + Have homes with entries and windows facing the street.
- + Have a grid or modified grid street network (except where topography necessitates another street network layout).
- + Provide a diversity of architectural styles.

**LU-7.2 Balanced Neighborhoods.** Within the allowed densities and housing types, promote and allow for a range of housing and price levels within each neighborhood in order to accommodate diverse ages and incomes. For development projects larger than five acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.

**LU-7.3 Housing Affordability.** Ensure affordable housing is distributed throughout the City to avoid concentrations of poverty and to be accessible to jobs.

**LU-7.4 Block Size.** Require new neighborhoods to be designed with blocks length ranging from 400 or less to 800 feet consistent with the General Plan place type. Exceptions can be made if mid-block pedestrian and bicycle connections are provided.

**LU-7.5 Provision of Sidewalks.** Except within designated Rural Estate areas, require sidewalks of at least five feet in width on at least one side of private and both sides of public streets in neighborhoods and prohibit obstructions, such as utility boxes, telephone poles, street signs, etc. that would impede sidewalk use.

**LU-7.6 Tree-lined Streets.** Require trees on both sides of at least 60 percent of new and existing streets within the project and on the project’s side of bordering streets, between the vehicle travel way and walkway at intervals averaging no more than 50-100 feet (excluding driveways and utility vaults). This standard shall apply whenever new streets are constructed or when existing streets and sidewalks are significantly rehabilitated with existing neighborhoods. Ensuring the appropriate revenue stream to provide long-term maintenance.

- LU-7.7 Shaded Sidewalks.** Require shade over at least 50 percent of the length of sidewalks on streets within a project. Trees must provide shade within five-years of landscape installation and should be as water efficient as possible.
- LU-7.8 Gated Communities.** Discourage the construction of new gated communities. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.
- LU-7.9 Soundwalls.** Allow the use of soundwalls to buffer new neighborhoods from existing sources of noise pollution, such as railroads and limited-access roadways. Prohibit the use of soundwalls to buffer residential areas from arterial, boulevard, connector, Downtown, and local streets. Instead design approaches such as building setbacks, landscaping, and other techniques shall be used. In the case where soundwalls might be acceptable, require regular pedestrian access points at intervals less than 600 feet to improve access from the neighborhoods.
- LU-7.10 Subdivision Gateways.** Strive for neighborhoods to blend seamlessly with one another and discourage distinguishing one residential project from another.
- LU-7.11 Connections to Key Destinations.** Require direct pedestrian and bicycle connections between residential areas and nearby commercial and public and institutional areas as well as other residential areas.
- LU-7.12 Access to Parks and Open Spaces.** Require the design of new neighborhoods and, where feasible, retrofit existing neighborhoods, so that the majority of dwelling units are within a half-mile walking distance of a usable open space such as a tot-lot, neighborhood park, community park, or plaza/green.
- LU-7.13 Density Bonuses.** Support projects that seek for density bonuses for affordable housing, special-needs housing, childcare, and senior housing.
- LU-7.14 Unbundled Parking.** Require unbundled parking, reducing or eliminating requirements for on-site parking in the Downtown and Midtown subareas.

**Goal LU-8: Resort Uses. Encourage resort uses within neighborhoods and centers that enhance the quality of places.**

### **LU-8 Policies**

- LU-8.1 Resort Uses.** Allow hospitality, recreation, single and multi-family residential with golf course activity or similar recreational orientation, small-scale retail and services, and similar uses which are compatible with and oriented towards serving the needs of resort-oriented living.
- LU-8.2 Resort Neighborhoods.** Permit resort uses in any General Plan placetype with a neighborhood designation. Resorts should reflect the overall character, allowed uses, and intensity of the placetype.
- LU-8.3 Resort Connectivity and Streetscape.** Require streetscape design and street connectivity be consistent with the character and standards identified by the General Plan placetype in which the resort parcel or project is located. Pedestrian access to perimeter streets or adjoining neighborhoods or districts should be provided approximately every 600 feet to encourage walking, biking, or equestrian activity.

**LU-8.4 Gated Resorts.** Allow resort uses to be gated, at the discretion of the City. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

## Centers and Districts

Indio will work to attract new businesses to the community, increase resident and visitor access to shops and services, and foster a distinctive character that enriches the City's image and identity to support and empower the community.

**Goal LU-9: Centers. A variety of mixed use, urban centers throughout the City that provide opportunities for shopping, recreation, commerce, employment, and arts and culture.**

### LU-9 Policies

**LU-9.1 Regional Destination.** Establish Downtown Indio as regional destination with a mix of uses that draw visitors from the Coachella Valley. Encourage a broad mix of uses that creates an inviting, active, and dynamic Downtown including:

- + Local- and regional-serving retail and services
- + Cultural, arts, and institutional uses
- + Educational uses and facilities
- + Small, local-serving office uses
- + Residential buildings to increase housing diversity and units
- + Innovative, public spaces and parks

**LU-9.2 Neighborhood Center Design.** Design new neighborhood centers to be walkable and pedestrian-friendly with buildings that face streets and public sidewalks. Primary building entrances should face the street.

**LU-9.3 Access to Transit.** Encourage the development of Neighborhood Centers that are located on existing or planned transit stops, particularly along Highway 111, Avenue 42, and Avenue 50, in order to facilitate and take advantage of transit service, reduce vehicle trips, and allow residents without private vehicles to access services.

**LU-9.4 Pop-up Uses.** Support transformation of vacant or under-utilized properties and buildings for pop-up uses including restaurants, art spaces, and cultural facilities, among other uses.

**LU-9.5 Parking Districts.** Create special parking districts in Downtown and Midtown to encourage shared parking and that can be used to fund and facilitate creation of park once facilities or other non-auto transportation improvements.

**LU-9.6 Unbundled Parking.** Require unbundled parking, reducing or eliminating requirements for on-site parking in the Downtown and Midtown subareas.

**LU-9.7 Incentives for Aggregation.** Allow or create incentives, such as density bonuses, parking reductions, setback reductions, or other regulatory modifications, for projects that aggregate parcels to create a larger contiguous parcel.

**Goal LU-10. Workplace and Employment Districts.** Employment-oriented districts provide space for industrial, manufacturing, office, and research and development in order to increase access to jobs and enhance the fiscal stability of the City.

**LU-10 Policies**

**LU-10.1 Design of Employment Districts.** Design Workplace and Employment Districts to be urban in character with compact buildings sited at or near front lot lines, provide a high percentage of lot coverage, and building facades and entrances directly facing the street. Buildings should have a high degree of transparency and visibility. Parking lots and large setbacks shall not dominate the frontage of the Workplace and Employment Districts.

**LU-10.2 Emerging Industries.** Support a diverse mix of light industrial, information, maker, and technology uses in order to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Workplace and Employment designation.

**LU-10.3 Flex Spaces.** Expand the number of flex facilities on land designated as Workplace and Employment to accommodate technology, light manufacturing, and service tenants and diversify the City's economic base.

**LU-10.4 Non-polluting Industries.** Promote development of non-polluting industries that are not major sources of air and water pollution or other negative externalities.

**LU-10.5 Industrial Compatibility.** Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors.

**LU-10.6 Employee Services.** Enhance the working environment within the Workplace and Employment District by promoting small retail areas and restaurants to serve employees.

**LU-10.7 Walkable Blocks.** Add new street connections to create walkable blocks to improve pedestrian safety and access consistent with the streetscape and connectivity standards defined for the placetype.

**LU-10.8 Transit Accessible.** Work with SunLine, area employers, and other partners to provide frequent, quality transit service to Workplace and Employment Districts.

**Goal LU-11. The Arts.** A high quality of life and strong community identity enhanced by rich arts and culture programs.

**LU-11 Policies**

**LU-11.1 Performing Arts.** Support the establishment of allowed land uses and facilities that embrace and celebrate the cultural diversity and rich history of Indio and that promote and encourage arts and entertainment.

**LU-11.2 Culture and Heritage.** Enhance community culture and heritage through the establishment of public art, themed street furniture, signage, banners, landscaping, special paving, and lighting.

**LU-11.3 Development Projects.** Require development projects provide public artwork or contribute to an Art in Public Places fund.

**LU-11.4 Public Art.** Continue to require art in public places to be located in an area that either highlights the design of the building or center or is incorporated within an on-site pedestrian plaza.

**LU-11.5 Art Interaction.** Support public art installations that encourage interaction with the public such as works that can be touched, sat on, walked on, etc.

**LU-11.6 Decorative Gateways.** Celebrate the gateways to Indio, Downtown, Midtown, and other prominent destinations by enhancing them with the integration of public art by local artists.

**LU-11.7 Artist Live/Work Studios.** Encourage live/work studio space in new Downtown developments, where appropriate.

**LU-11.8 Public Infrastructure.** Encourage integration of art into new and rehabilitated public infrastructure, such as streets, sidewalks, intersections, interchanges, etc.

**LU-11.9 Community Arts Programs.** Support transformation of vacant or under-utilized properties and public buildings for cultural and arts-based programs to support area revitalization.

## Infrastructure

Working in conjunction with project applicants, Indio will ensure adequate infrastructure and services for residents, businesses, and visitors.

**Goal LU-12: Infrastructure Provision. Existing and future residents and businesses are adequately serviced by public services and infrastructure.**

### LU-12 Policies

**LU-12.1 Annexation.** Before allowing annexation in the Northern or Eastern Sphere of Influence subarea, create a land use plan and conduct a related fiscal analysis that demonstrates that annexation will be revenue neutral or revenue enhancing. Annexation shall not create a revenue drain on the City.

**LU-12.2 Adequate Infrastructure.** Ensure adequate infrastructure and utility service levels before approving new development.

**LU-12.3 Fair Share.** Require new development to pay their fair share for required improvements to public services and infrastructure.

**LU-12.4 Actual Costs.** Ensure that development impact fees are updated often and reflect the actual costs of improvements.

**LU-12.5 Phasing of Public Facilities.** Require new parks, open spaces, and public facilities be constructed concurrent with, or prior to, the development of each residential neighborhood. All required parks, open spaces, and public facilities shall be constructed before a majority of the dwelling units are constructed.

**LU-12.6 Facilities Districts.** Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities and other shared resources.

# Implementation Actions

## Implementation Programs

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s land use and urban design vision and policies. Programs are consistent with this chapter’s goals and policies.

**Table 3-3: Land Use and Urban Design Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Specific Plan Consistency.</b> Following adoption of the General Plan, review the existing, adopted Specific Plans and Project Master Plans and make changes to ensure consistency with the General Plan.</p>	High	Medium	Planning
2.	<p><b>Update zoning.</b> Modify zoning standards to promote neighborhood, district, and center design. Zoning standards should consider building intensity, height and massing, placement on a lot, parking location and amount, ground-floor open space, and parking location and access. The revised zoning should include:</p> <ul style="list-style-type: none"> <li>• Form-based regulations and standards that create more certainty in the development review process, and clearly define walkable centers and neighborhoods. Design guidelines to illustrative community character and complement development requirements.</li> <li>• Building design standards to foster growth and development in the existing residential neighborhoods, including by-right up zoning and support for missing middle housing.</li> <li>• Updated subdivision ordinance.</li> <li>• Streamline desired uses to permit uses that foster greater economic opportunity and conform to General Plan by-right, including hospitality, visitor-serving uses, and temporary or pop-up uses.</li> <li>• Allow for reduced parking requirements, unbundled parking, shared parking, and multiple tenant structures that encourage development of shared spaces and services.</li> </ul>	High	Short	Planning



3	<p><b>Development Review.</b> Work to find efficacies and make development permitting as simple and as transparent as possible.</p> <ul style="list-style-type: none"> <li>• Move elements of permitting process on line where possible</li> <li>• Integrate the permitting and planning with GIS capabilities to aid in program development</li> <li>• Work to reduce multiple visits per applicant</li> </ul>	Medium	Ongoing	Planning
4	<p><b>Neighborhood master planning process.</b> Review existing project master plan requirements, and update the planning process to enable incremental development of vacant parcels while generating interconnected centers, neighborhoods, and employment areas of the City.</p>	High	Short	Planning, Public Works
5	<p><b>Development fees.</b> Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.</p>	High	Medium	Planning, Economic Development, Public Works, Parks
6	<p><b>Business Improvement Districts.</b> Facilitate the formation of Business Improvement Associations (BIA), Business Improvement Districts (BID), or similar to unite business owners into area branding, marketing, on-going maintenance, and beautification efforts. Focus initial efforts in Downtown, Midtown, and Highway 111.</p>	High	Medium	Planning, Economic Development
7	<p><b>Placemaking program.</b> Implement a placemaking program focused on cost-effective and flexible activities, such as a “lighter, quicker, cheaper” approach in Midtown and Downtown.</p>	High	Short	Planning, Economic Development
8	<p><b>Midtown marketing.</b> Create a Midtown branding and marketing strategy.</p>	Medium	Short	Planning, Economic Development
9	<p><b>Midtown Master Developer.</b> Study whether to seek a master developer to lead redevelopment efforts in the Midtown subarea.</p>	High	Short	Planning, Economic Development
10	<p><b>Development Monitoring.</b> Monitor future development and growth in the City and report annual changes to the Planning Commission and City Council. Key metrics may include: housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions.</p>	Medium	Ongoing	Planning
11	<p><b>Infill housing incentive program.</b> Establish an infill housing incentive program consistent with the Housing Element. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.</p>	Medium	Long	Planning, Economic Development
12	<p><b>General Plan Reviews.</b> Review the General Plan on a five-year cycle, including a review of individual elements and community programs. Periodically revise the General Plan and respond to individual Plan Amendment petitions.</p>	High	Short	Planning, Economic Development

**FULL COPY, OTHER ELEMENTS OF PROPOSED GENERAL PLAN  
(UNCHANGED FROM ORIGINAL SUBMITTAL)**



# *Indio*

## GENERAL PLAN UPDATE

*Public Draft | June 2018*



*Public Draft*

*June 2018*

# Acknowledgments

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Troy Strange, Mayor Pro Tem  
Elaine Holmes, Councilmember  
Glenn Miller, Councilmember  
Lupe Ramos Watson, Councilmember

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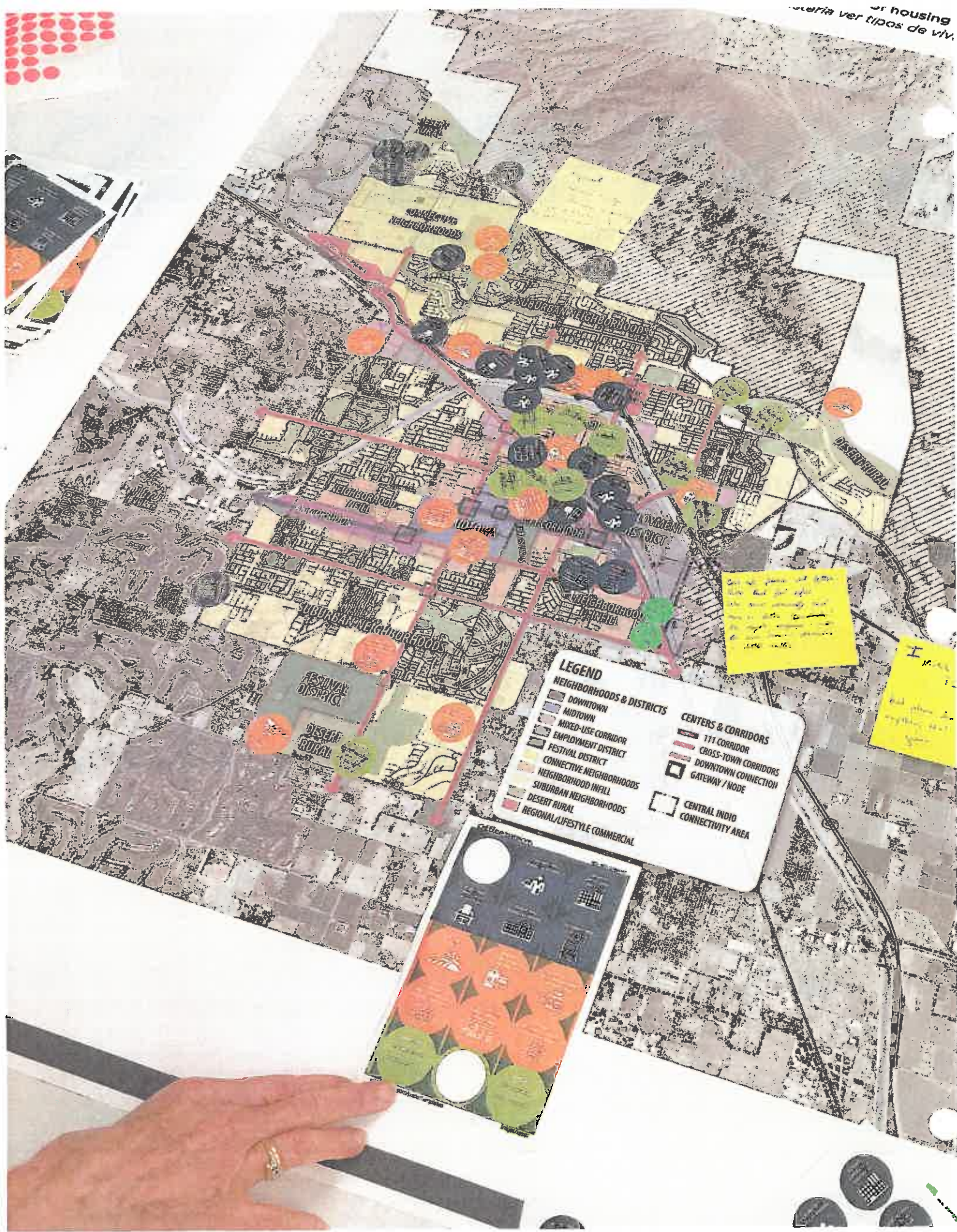
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## *chapter one*

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# VISION AND GENERAL PLAN STRATEGIES

This General Plan presents our vision for Indio over the next 20 years. This Plan is the culmination of a multi-year community-wide effort to reflect and define who we want to be as a community. We seek to enhance our local economy, maintain our "City of Festivals" reputation, while simultaneously improving our access to quality education, housing, and jobs. This General Plan Update is an important planning document that implements the community's vision, establishing goals, policies, and implementation actions that will help us achieve our long-term vision as a community that values our unique culture, entertainment and arts, and local character. This is our plan for our future. We take great pride in this document, and we are committed to achieving our collective community vision.

## Vision Statement

*“Indio is recognized as a vibrant community for arts and entertainment, education, commerce, and culture.”*

Being the oldest City in the Coachella Valley, Indio has gone through significant transformation throughout its history. Indio was the heart of commerce and activity in the Coachella Valley, a hub of tourism, manufacturing, retail and services, and agriculture. Over the last 60 years, as automobile use became more widespread and commercial activity in the Coachella Valley shifted from agriculture and military activity to tourism and recreation, the centers of activity shifted from Indio to cities on the western end of the Coachella Valley. Recently, Indio has begun to experience a resurgence in activity and investment. New, high-quality neighborhoods have been built, and new internationally-acclaimed music festivals have been established.

The General Plan provides a blueprint for Indio to build on this momentum and to become a complete 21<sup>st</sup> century city. The City will move into the next phase of its history, upgrading and modernizing itself for a future where connectedness and human-scale places are the keys to a vibrant, successful community.

## Key Outcomes

Key outcomes of this General Plan include:

- + **Quality of Life:** A high quality of life for all of our residents.
- + **Night Life, Entertainment, and Recreation:** A lively Downtown Indio, exceptional city-wide events, and regional parks and trails that will attract visitors and residents alike.
- + **Multi-Modal Transportation Network:** An interconnected transportation network that serves all users and modes in a healthy, equitable manner.
- + **Sustainable Community:** An efficient community that can persist for generations.
- + **Range of Housing Options:** A wide variety of housing types to serve a broad and diverse community of new and existing residents, providing housing opportunities for households of all ages, types, incomes, and lifestyles.
- + **Exceptional Educational Opportunities:** Extensive educational and vocational training opportunities that help develop a diverse and well-trained workforce.
- + **Expanded Employment:** A strong, resilient economy that offers opportunities for entry level, service, technology, and entrepreneurial employment to meet the needs of Indio’s residents and to attract future residents to the region.

- + **City of Festivals:** Indio's internationally-known festivals will continue to attract and support entertainment and hospitality that enhance Indio as the City of Festivals.
- + **Compelling Retail and Commercial Uses:** A retail sector that fully serves the needs of all of the City's residents, offering both quality every-day and specialty retail uses at locations throughout the City.
- + **Efficient Use of Infrastructure:** A well-planned and smartly-developed City that grows in concert with its ability to provide services.

## The Strategies to Achieve Our Vision

To implement the vision and key outcomes, the General Plan includes a series of major strategies to perform over the next 20 years.

**Restore Downtown as the heart of the community.** Indio is one of a few cities in Southern California's desert region that has a historic downtown. Like many California cities, Indio's Downtown suffered disinvestment as new commercial centers and neighborhoods were built on the periphery of the City. A key effort of the City will be to attract new development to the Downtown. In large part, this will be guided by a new Downtown Specific Plan and placemaking strategies. The City will also work to revitalize and connect the surrounding neighborhoods to Downtown, restoring the Downtown and its surrounding neighborhoods as the heart of Indio. The City will focus staff time and resource and public infrastructure investments in the area to help attract private investment.

**Reinvent the Highway 111 Corridor.** The area around Monroe Street and Highway 111 was the City's second generation commercial center, following the Downtown as the center of commerce in Indio. This area of the City has lost much of its vitality and economic activity. Uniquely located near the Downtown and at the cross-roads of Jefferson, Monroe, and Jackson Streets, the Highway 111 corridor serves as a major connector to the rest of the Coachella Valley. Highway 111 provides local access to homes and businesses while facilitating regional travel. This General Plan lays out a new future for the Highway 111 corridor centered on creating a walkable, mixed use-district in the vicinity of the old Fashion Mall. This "Midtown District" can serve as both a center of commerce and a gateway to the City's festivals.

**Establish a human-scale network of complete streets and community open spaces.** Indio residents articulated two desires that are mutually reinforcing: to provide more opportunity for active transportation, and to improve the visual character of the community. Both of these goals can be accomplished through urban design that focuses on the creation of a human-scaled public spaces. By designing public spaces, such as streets, sidewalks, parks, and other community spaces, with an emphasis on people first, the City's centers, neighborhoods, and districts will support more opportunities to gather and interact, reinforcing Indio's sense of community.

The City's centers, neighborhoods, and districts will be far more valuable and sustainable when connected by a complete circulation network that effectively balances all modes of transportation and supports all users. Designing the circulation network for pedestrians and bicyclists will result in places and streets that are more comfortable, safer, and easier to use.

Indio residents also expressed a desire for attractive, well-landscaped spaces that support a variety of family - and community-recreation activities. Quality of life, general health, and community character will

all be enhanced by new parks and recreational facilities and the rehabilitation of existing facilities that better support active, outdoor-oriented lifestyles.

**Expanding commerce in the City.** Indio expressed a deep desire for enhanced shopping and increased employment opportunities within the City. The City's central location in the Coachella Valley and regional freeway and rail accessibility will enable Indio to continue to attract and maintain a wide variety of commercial, office, and industrial employers within the Workplace and Employment District, Regional Commercial District, and centers. The City will build upon and expand these existing employment areas to generate more and new types of jobs in the future. The City will also capture neighborhood- and community-serving retail and services. Together these will improve the quality of life, diversity and resiliency of the local economy.

**Strengthen tourism and hospitality sector.** Indio's year-round festivals are the envy of cities everywhere. The variety of entertainment activities draws people from around the world to Indio, bringing more than 100,000 people into the City for just a single event. Yet, most visitors do not stay, shop, or dine in the City, creating a missed opportunity to capture revenue and taxes locally. The City seeks to enhance its hospitality offerings, emphasizing high-quality, resort-oriented development around the Festival District / Polo Grounds to both leverage and support the unique amenity.

**Revitalize and connect neighborhoods.** Indio is known throughout the Coachella Valley for its excellent new neighborhoods. These modern neighborhoods are regarded as models for high-quality, suburban development. Yet the City has a range of other traditional neighborhood types too. Many of these neighborhoods have suffered disinvestment over time. As the City moves forward with implementing this General Plan, a part of its success will hinge on the ability to revitalize existing neighborhoods through public improvements that spur private investment. The City will also create new Connected Neighborhoods anchored by Neighborhood Centers with schools, retail and services, and other amenities that enhance the quality of life in these neighborhoods. Similarly, new Desert Estate neighborhoods have the opportunity to capitalize on their unique desert context by emphasizing their rural location and character.

**Enhance community health and wellness for everyone in Indio.** A healthy community enables people of all ages and abilities to lead full, productive, and enjoyable lives. Indio is committed to promoting the well-being of its residents. The General Plan outlines steps that incorporate opportunities for active living into every neighborhood, maintain a clean and healthy environment, provide access to quality health and mental care services and facilities, provide decent and affordable housing, increase access to healthy and affordable foods, and nurture quality educational and employment opportunities.

## Community Engagement

Through a multi-year process, the City of Indio has worked with community members, businesses, and local organizations. The General Plan Update community engagement process occurred in two phases, the first from 2014 to 2016 that focused on public opinion and visioning. The City created a community questionnaire, hosted pop up workshops, and held a student essay contest. For more information on phase one, see Appendix A.

The second phase of engagement occurred from 2017 to 2018. During this time, the City conducted stakeholder interviews, convened a General Plan Advisory Committee (four meetings), hosted a community workshop, and presented to City Council and Planning Commission. The workshop took place in September 2017 with over 80 community members and interested stakeholders in attendance. The goal of this workshop was to confirm the direction and priorities for the General Plan. The top three priorities expressed by the community were to restore Downtown Indio, revitalize Highway 111, and balance multi-modal transportation.



*Participants at the September 19<sup>th</sup> 2017 General Plan Workshop at the Indio Senior Center*

# Old Time



*California beautiful  
I will be in  
Riverside tonight  
weather is nice  
of course & sunny*

INDIO  
JAN 10  
1949  
CALIF

Ms. Joan Lyon





## *chapter two*

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### **INTRODUCTION**

This updated General Plan represents a blueprint for the future of Indio and its residents. In preparing for the challenges and opportunities ahead, Indio has developed a General Plan that reflects the unique local identity, generation of new economic opportunities, and desire to continue lively festivals and preserve the desert habitat that extends beyond the City's boundaries. Economic investment, Downtown revitalization, and sustainability are centrally embedded in the General Plan goals, policies, and actions. This General Plan Update is partially funded by a Southern California Association of Governments (SCAG) Grant.

# City of Indio Profile

## Regional Context

Indio is located in Riverside County, approximately 120 miles east of Los Angeles and 20 miles east of Palm Springs (refer to Figure 2-1, Regional Location). It is bordered by the City of La Quinta to the west, unincorporated Riverside County land to the south and to the north, and the City of Coachella to the east. Indio's General Plan encompasses a planning area that includes the incorporated City limits as well as the sphere of influence (refer to Figure 2-2).

## City History

Indio is the oldest City within the Coachella Valley. Surveyed in 1872, it was chosen as a suitable location for a railroad depot because of its location halfway between Yuma, Arizona and Los Angeles, California. Originally named Indian Wells, the town was renamed Indio (Spanish for "Indian") to avoid confusion with other localities.<sup>1</sup> By 1876, the Southern Pacific Railroad began running trains from Los Angeles to Indio and the route was extended to Yuma the following year. In 1888, a formal Indio town site was surveyed and the plat was filed with the San Diego County Recorder. In 1893, Indio became one of the twelve judicial townships in the newly designated Riverside County. Most of the early settlement was by families attracted by the "Desert Entry" Homestead Act. Artesian wells and other available water sources likely influenced the placement of these homesteads. Early cultivated crops included melons, vegetables, and date palms. Date palms from Algeria were sent to the region in 1891.

Tourism played an important role in Indio's 20<sup>th</sup> Century growth. In 1901, the Riverside Press reported that Coachella Valley amusements consisted of "tennis, croquet, baseball, mountain climbing, and trails along the desert." In 1903, a tent health camp was opened just to the west of the Indio railroad depot, to take advantage of the highly-publicized health benefits of the desert. Golf courses were established in the region as early as 1926 and remain a tourist draw. Indio became an incorporated City on May 16, 1930.

In the early 1940s, Indio's business district consisted of more than 125 businesses, including the Indio branch of the Bank of America, two weekly newspapers, a movie theater, two hospitals, five hotels, auto camps, two department stores, and grocery stores.



*Indio Train Station circa 1905-1907. Courtesy of CVWD.*



*Railroad worker cottages circa 1907. Courtesy of CVWD.*

<sup>1</sup> Nordland, Ole. "Indian Wells." *The Periscope, A Collection of Stories and Recollections about the Coachella Valley* (1978).



In 1942, the U.S. War Department ordered Major General George Smith Patton, Jr., U.S. Army, to create, equip, and command a desert training center in California to prepare troops to fight in North Africa. General Patton's Desert Training Center was located near the present junction of I-10 and State Route 195. This desert training center became the largest Army post in the world in 1942. Indio local celebrity, Jacqueline Cochran, was named Director of Women Pilots of the U.S. Army Air Force. She trained women flyers to ferry Hudson bombers between the United States and England.

In the late 1950s, Indio was recognized as the hub of the Coachella Valley with a stable economy built on agriculture, distribution of goods and services, light manufacturing, and tourism. Indio emerged as a second seat of government for Riverside County with the 1968 opening of a \$2.3 million, four-story administrative building at the junction of Highway 111 and Oasis Street.

In 1966, Indio Community Hospital was rededicated as John F. Kennedy (JFK) Memorial Hospital. The Hospital became a Tenet Healthcare facility in 1979. Today, the hospital serves the community as a 162-bed, full-service, acute-care hospital with a 24-hour emergency room, surgical services, diagnostic testing, and preventive health programs. JFK Memorial Hospital delivers more than 3,500 babies each year.



*JFK Memorial Hospital Indio, CA*

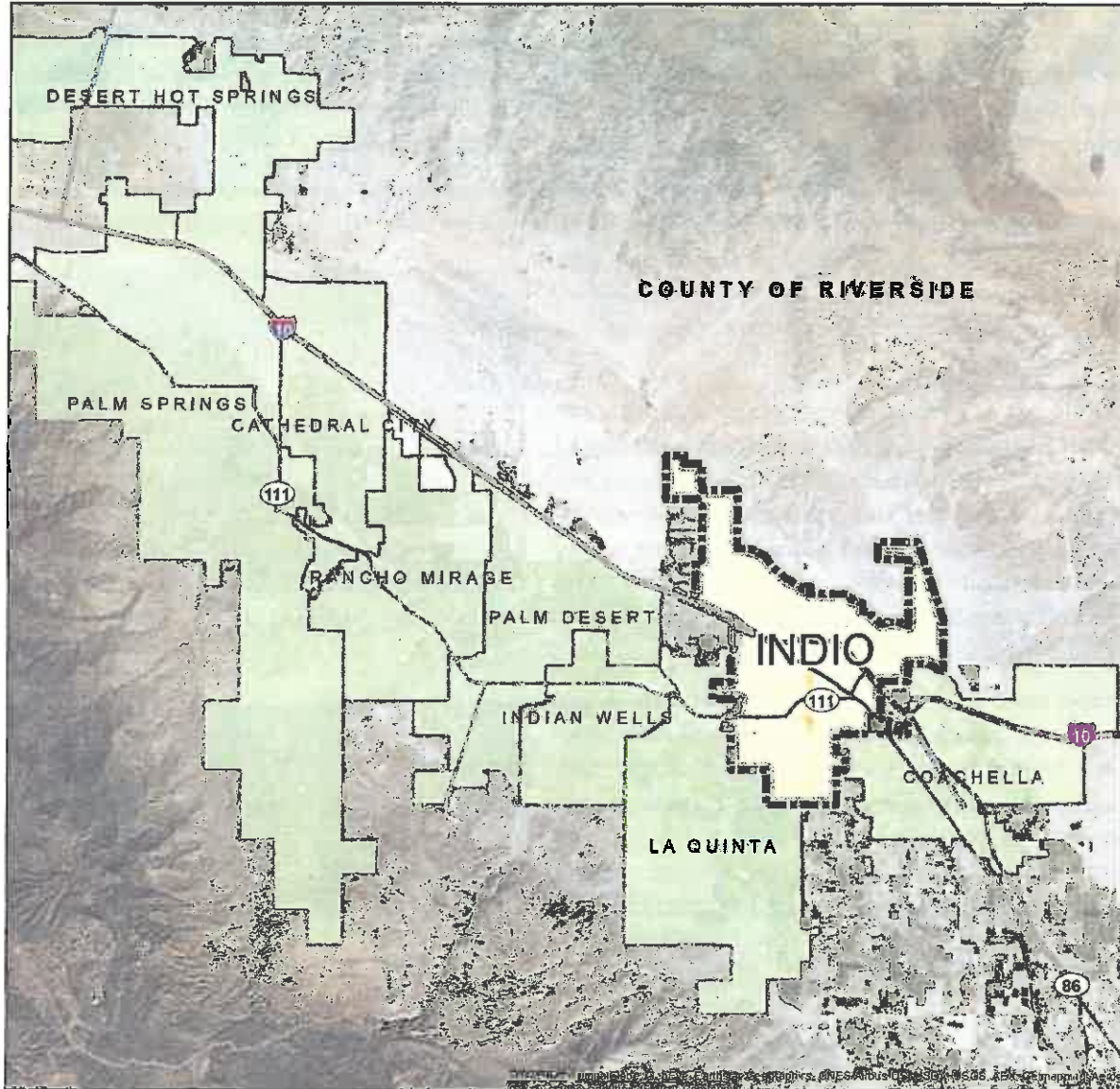
Today, Indio is known as the City of Festivals, which originated from a long history of celebrations. The Date Festival began as a celebration of the date harvest and was held in various Indio parks beginning as early as 1921. The National Date Festival was established in 1938. Present day fair attendance typically tops 270,000 people over the 10-day run.

With nearly 1.4 million visitors each year, the City is widely recognized as a cultural, music, sports, entertainment, and culinary events destination. From Native American Powwows to the Coachella Valley Music and Arts Festival, there's truly something for everyone in Indio.



*Riverside County Date Festival Indio, CA, 2017*

Figure 2-1 Regional Location



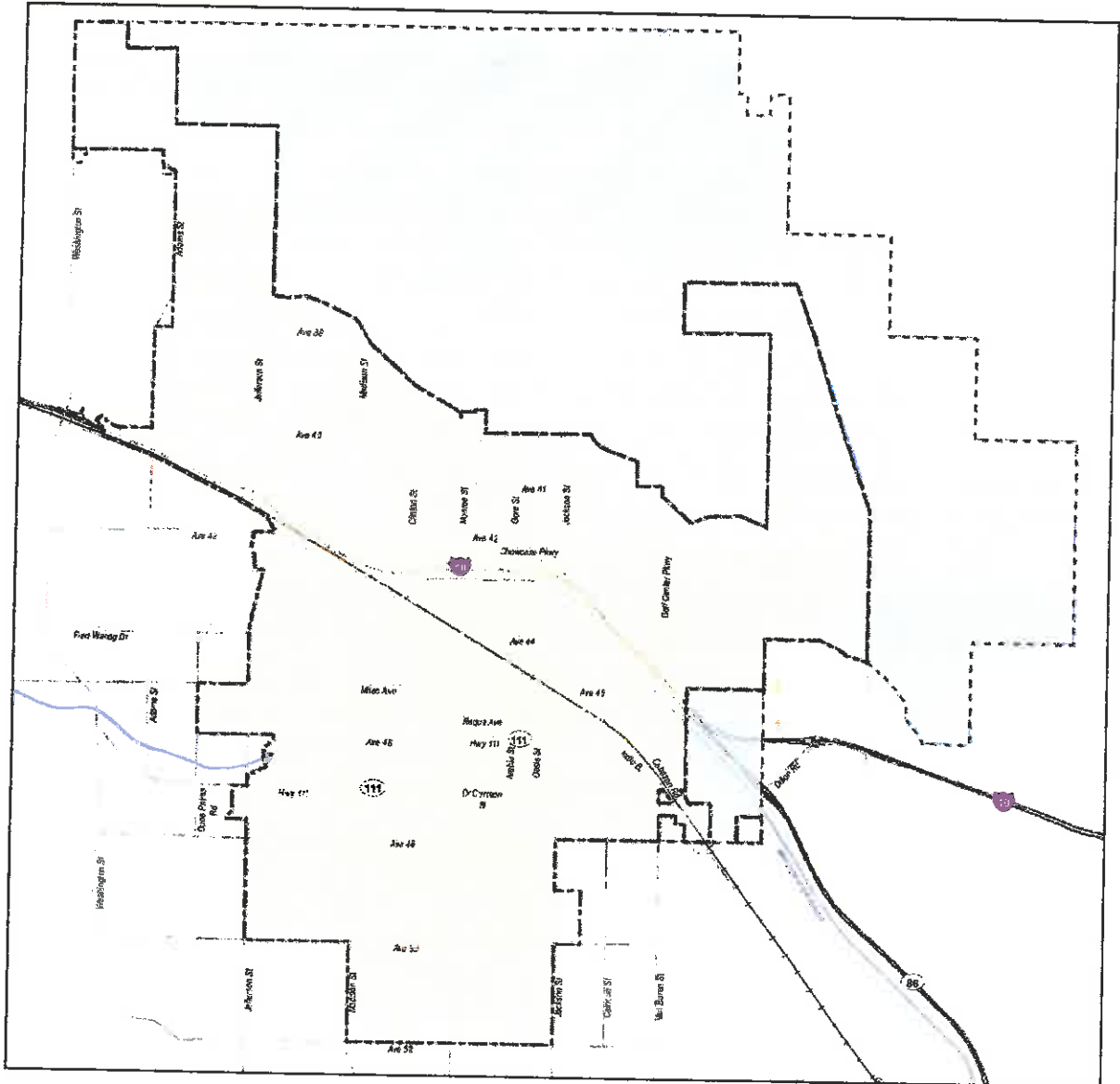
## Regional Location








Source: Riverside County & All City Boundary, 2012, SDI 7-12)  
Riverside County IIRAA (Roads & Interstates Highway) (Riverside County  
Home)

The information on this map was derived from various digital  
sources. The City of Indio is not responsible for any  
errors, omissions, or inaccuracies in the data. The City of Indio  
does not warrant the accuracy, reliability, or completeness of the  
information on this product before making any decisions.

Figure 2-2 Planning Area



**Planning Area**

-  City Boundary
-  Sphere of Influence
-  Roads
-  Railroads
-  Highways



Source: Riverside County/LAFCD (City Boundary, 2012; SOL2012)  
 Riverside County/TMA (Roads, Railroads, Highways) Riverside County  
 (TRCA)

The information on this map was derived from various digital  
 databases, sourced above. Care was taken in the creation of this map  
 but it is provided "as is". PDC cannot accept any responsibility for any  
 errors, omissions, or positional accuracy, and therefore, there are no  
 warranties which accompany this product. Users are cautioned to field  
 verify information on the product before making any decisions.

## Population and Growth Trends

Indio is the largest and most populated City in the Coachella Valley. According to the U.S. Census, Indio had an estimated population of 88,000 in 2018. Between 2010 and 2018, it was the 10<sup>th</sup> fastest growing city in California, adding approximately 12,000 new residents as shown in Table 2-1.

Indio is expected to continue to experience significant growth in the future. According to the Southern California Association of Governments (SCAG), Indio is expected to reach a population of approximately 123,000 by 2040, an increase of approximately 39%.<sup>2</sup> In addition to its permanent residents, thousands of people reside in the City during the winter months and festivals. It should be noted that, other special events attract nearly 1.4 million visitors annually to the City.

Indio has one of the younger populations in the Coachella Valley with a median age of 35.4 as of 2016.<sup>3</sup> Approximately 30% of Indio's residents were under age 19 in 2016, consistent with Riverside County. The City has more adults over 65 than Riverside County (approximately 15.7% compared to 13.2%).

Indio is expected to experience an influx of Millennials (typically those born between 1981 and 1997). Planning for the needs of this group is an important component of this General Plan.

**Table 2-1 Indio Growth Projections**

	Existing			Indio 2040 Growth Projections***		
	2010*	2018**	Incremental Growth (2018 - 2010)	2040	Incremental Growth (2040 - 2010)	Compound Annual Growth Rate
Population	76,036	87,883	11,847	119,857	43,821	1.6%
Households	23,378	26,234	2,856	38,203	14,825	1.7%
Household Size (Ave)	3.25	3.35	4.15	3.14	2.96	N/A
Employment	14,925	15,565	640	24,792	9,227	2.0%

\*Existing 2010 data collected from the US Census (population, households, and household size) and Census LEHD for employment

\*\*Existing 2018 data collected from the California Department of Finance (populations, households, household size) and Census LEHD for employment (2015)

\*\*\* Indio 2040 Projections developed by Metropolitan Research + Economics (average projection value) employment growth from 2015

<sup>2</sup> Southern California Association of Governments. 2016 Regional Transportation Plan/Sustainable Communities Strategy Draft Dataset for Indio.

<sup>3</sup> U.S. Census. Indio city, California. (2009-2013 American Community Survey 5-Year Estimates).

## What is a General Plan?

A General Plan is a city policy document required by California state law (Government Code Section 65300-65303.4) that provides a “long term, comprehensive, integrated, internally consistent and compatible statement” of goals and policies that reflect local conditions and the community vision. Within this general requirement, some aspects of the general plan are tightly prescribed, while others are left to the discretion of individual cities or counties.

### Statutory Requirements

The plan serves as a basis for decisions that affect Indio’s future. The law requires that a General Plan address the following eight mandatory subject areas, or “elements:”

- + **Land Use.** The land use element identifies the location and intensity of land uses throughout the City.
- + **Circulation.** This element plans for the transportation system including roadways, transit, bicycle and pedestrian facilities; it can also address sewer, gas, water, and other infrastructure conveyance systems.
- + **Housing.** The housing element seeks to accommodate housing needs for all incomes, groups with disabilities, and the homeless.
- + **Open Space.** The open space element identifies parks and open space throughout the City.
- + **Conservation.** This element guides the use and conservation of natural resources such as soils, wildlife, water, energy, and historic resources.
- + **Noise.** This element seeks to limit the community’s exposure to excessive noise.
- + **Safety.** The safety element seeks to reduce the risk of death, injuries, property damage, and economic and social dislocation from natural and human-made hazards.
- + **Environmental Justice.** This element seeks to reduce the unique or compounded health risks of disadvantaged communities.

State law also allows for optional “elements” and for elements to be organized or combined at the City’s discretion. This general plan includes four optional elements: Community Facilities and Infrastructure, Health and Equity (inclusive of Environmental Justice), Economic Development, and Implementation.

## Relationship to Other Documents

### Zoning

The General Plan is primarily implemented by the Zoning Ordinance. The Zoning Ordinance specifies detailed development regulations, such as permitted uses and building standards for the zoning classifications that implement the General Plan land use designations. State law requires that the Zoning Ordinance be consistent with the General Plan.

### Subdivision Map Act

The Subdivision Map Act authorizes cities and counties to regulate and control the design and development of subdivisions including, but not limited to, public improvements, street design, drainage and sanitary facilities, and lot size configuration. California Government Code Section 66473.5 states that before any city or county approves a subdivision map (including parcel maps), the public agency must determine that the proposed subdivision is consistent with the policies and objectives of the General Plan. The City of Indio's Subdivision Ordinance sets forth the requirements for the subdivision of land and implements the General Plan and Subdivision Map Act.

### California Environmental Quality Act (CEQA)

A general plan is considered a project under the CEQA. CEQA requires state and local agencies to identify the potential environmental impacts of a project and avoid or mitigate those impacts to the extent feasible. A Program Environmental Impact Report (PEIR) has been prepared to identify potential environmental impacts and feasible mitigation measures for Indio's General Plan Update. To the extent possible, mitigation measures have been integrated into the General Plan goals and policies such that the General Plan becomes a self-mitigating document. As a result, there are very few impacts that would occur solely on the basis of implementation of the General Plan.

The General Plan PEIR also streamlines the review of future development projects by allowing the CEQA documents for subsequent projects to "tier" off of the General Plan PEIR. "Tiering" refers to incorporating by reference the analysis of general matters contained in a broader EIR. This allows future development projects to concentrate on the issues specific to the particular project.

## Maintenance and Update of the Plan

The Indio General Plan will be implemented over the next 20 years with a time horizon of 2040. During this time, the long-range planning efforts for Indio will continue using the goals, policies, and implementation programs in this General Plan to guide growth, development, and conservation. However, the General Plan is a living document. As the City grows and changes, it will be necessary to amend maps, specific policies, and implementation actions to address changing economic and demographic conditions. In fact, State law encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure it is still consistent with the community's goals. Any part of a general plan may be amended to accommodate changing conditions.

Property owners, the Planning Commission, the City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and potential environmental impacts must be evaluated in accordance with the CEQA. Community members, neighborhood groups, and local organizations are encouraged to get involved in the ongoing planning efforts of the City and to participate in the implementation of the General Plan. By maintaining active engagement in the process, Indio's residents can be part of shaping the City to make it an even more inclusive, vital, and thriving City than it is today.

## Plan Organization

This General Plan is comprised of the State-mandated elements and additional optional chapters as listed below:

- + The **Land Use and Community Design Element** designates the general distribution, location, and extent of residential, commercial, industrial, public facility, open space, and other public or private land uses. It establishes design criteria to contribute to a positive character for Indio while welcoming design innovation and flexibility. It also organizes Indio into distinct subareas and establishes policy guidance that will direct the development and conservation of those areas.
- + The **Mobility Element** is closely correlated to the land use element and identifies the general location and extent of existing and proposed thoroughfares, transportation routes, terminals, airports, railroads, and other transportation facilities. It plans for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
- + The **Economic Development Element** provides a set of policies goals and objectives that are geared towards promoting sustainable, fair, and equitable economic growth in the City of Indio. The Element helps guide the City towards a more diverse local economy and improved quality of life.
- + The **Public Health and Equity Element** addresses public health considerations including access to healthy food sources, medical services, and opportunities to engage in healthy and active living, and addresses environmental justice by seeking opportunities to reduce disadvantaged communities associated and compounded health risks.
- + The **Parks and Recreation Element** details plans for Indio's recreational open space network including parks, trails, civic plazas, community gardens and other urban agricultural activities, open space corridors that link recreation areas, and scenic resources, such as Indio Hills.
- + The **Conservation Element** addresses the preservation and conservation of natural resources including, water resources, energy resources, mineral resources, biological resources, wildlife habitats, and cultural, paleontological, and archaeological resources. It also addresses climate change.
- + The **Community Facilities and Infrastructure Element** provides goals and policies for the sustainability of the water supply and distribution system, sanitary sewer system, drainage and water quality facilities, and solid waste disposal.
- + The **Safety Element** establishes policies to protect the community from risks associated with natural and manmade hazards, such as seismic, geologic, flooding, and fire hazards as well as exposure to hazardous materials. It also addresses the potential impacts of climate change on Indio. Crime prevention and the availability of public safety services and facilities to support existing and future development are also addressed.



- + The **Noise Element** identifies current and potential future sources of noise and provides goals and strategies necessary to protect the community from excessive noise levels.
- + The **Implementation Element** houses all implementation actions for each Element within the General Plan. The Element includes a matrix of programs and physical improvements, specifying the priority, timing, and parties responsible for carrying out implementation.
- + The **Housing Element** (under separate cover) assesses current and projected housing needs and establishes policies and programs for improving housing and providing adequate housing for all income levels. The housing element is required to be updated every eight years.

## How to Use This General Plan

Each element of the General Plan is organized with the following sections:

- ✦ **Key Considerations, Strategies, and Context.** A summary of the key topics and issues facing the community. The issues serve as background for the goals and policies noting key issues, opportunities, and challenges in Indio.
- ✦ **Goals, Policies, and Actions.** Each element contains goals, policies, and actions necessary to achieve the community's vision. They are intended to provide clear direction on how the City will implement the overall vision of this plan.

Together, the General Plan language creates a hierarchy of goals and policies that will be mandated, encouraged, or allowed by the City over the next 20 years.

### Goals, Policies, and Actions

Each element of this General Plan contains goals, policies, and actions. Implementation actions are also included in the Implementation Chapter.

Goals are an overarching statement describing the overall vision and direction for the community. Goals are broad in both purpose and aim, but are designed to establish directions and outcomes. The following is an example of a goal:

- **Goal LU-2: Active Places.** Indio is a City with active and comfortable places that encourage social interaction and community gathering.

Specific position statements that support the achievement of goals and serve as guides to the City Council, Planning Commission, other City commissions and boards. City staff also use the policies when reviewing development proposals and making other decisions. Policies seek to achieve the goals by mandating, encouraging, or permitting certain actions. Certain policies are critical and must be implemented. Thus, compliance with the policy or action is mandatory. Language used to describe this intent includes will, must, require, prohibit, conduct, maintain, and implement. Other policies are strongly encouraged by the City, but total implementation may not be possible; thus compliance is not mandatory. Language used to describe this intent includes should, may, encourage, consider, explore, allow, discourage, and promote. The following are examples of policies in the Indio General Plan Land Use and Community Design Element:

- **LU-2.2 Balanced Land Uses.** Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.
- **LU-2.4 New Gathering Spaces.** Require new developments to provide public parks, plazas, and squares that establish interesting gathering spaces in planned districts and neighborhoods.

8-5-8

Miles





## *chapter four*

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# **MOBILITY**

The purpose of the Mobility element is to create a transportation network for the City that balances model priorities to address the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a “complete streets” lens – meaning that all streets should provide safe accommodation for all users of the transportation network.

This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use.

## Key Considerations and Strategies

Mobility serves as a key component of a City. City-owned streets represent the single largest asset for a City and need to be planned for accordingly. However, streets need to be properly sized to meet the user's demand. Making streets unnecessarily wide increases the City's capital and maintenance costs, increases vehicle speeds, and increases pedestrian exposure crossing the roadway. While under sizing a roadway can create congestion and increase travel times for vehicles and deliveries. The goal of this Element is to develop a street network that balances the needs of all users.

The City's vision for the future will only be realized by ensuring that each new public improvement builds towards that future. The following strategies shall guide public and private investments in the transportation to achieve the vision and are reflected in the General Plan mode priority map, Street Plan, and policy framework.

- ✦ **Implement Complete Streets:** The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of all users of all ages and abilities. Additional details on complete streets are provided in the following section.
- ✦ **Advocate for Active Transportation:** One of the City's goal is to provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, and parks, open space, and trails like CV Link.
- ✦ **Support Transit:** The City will work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends to develop strategic ways to make a more efficient transit system.
- ✦ **Maintain Levels of Service:** The City will identify and maintain existing roadway levels of service, specifically high-volume roads or main corridors in the City's transportation network.
- ✦ **Actively Oversee Goods Movement and Airport Compatibility:** The City will maintain a safe and efficient system for delivering goods and services, specifying truck routes on City streets, and shall maintain compatibility with the Bermuda Dunes Airport.
- ✦ **Manage Parking:** The City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements, and unbundling parking in key subareas.
- ✦ **Integrate Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** This City will plan for and support an increase in use of TNCs and AVs.
- ✦ **Manage Traffic:** The City will support the safe and efficient movement of goods and services by providing signal synchronization and to allow optimum flow in automobile prioritized corridors.

Several State laws as well as regional and local planning efforts provide context related to planning the transportation system. Appendix M describes these key efforts in greater detail.

## Complete Streets

The National Complete Streets Coalition (which is a subsection of Smart Growth America) defined complete streets as:

*“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”*

The National Complete Streets Coalition also identifies the following key ten components that make up a comprehensive complete streets policy:

- + Includes a vision for how and why the community wants to complete its streets.
- + Specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and motor vehicles.
- + Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- + Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- + Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- + Is adoptable by all agencies to cover all roads.
- + Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- + Directs that Complete Streets solutions will complement the context of the community.
- + Establishes performance standards with measurable outcomes.
- + Includes specific next steps for implementation of the policy.

A complete streets vision is more than implementation of a State-mandated approach. It is a fundamental shift in how the City will plan and design the street system – recognizing the street as a public space and ensuring that the public space serves all users of the system (elderly, children, bicycles, pedestrians, etc.) within the urban context of that system (e.g. accounting for the adjacent land uses).

The Mobility Element is consistent with and further enhances the State and federal requirements for complete streets. Complete streets recognize that each street within the City is unique given its geographic setting, adjacent land uses, and the desired use of that facility. As such, the Mobility Element identifies the City’s transportation network, and based on the uniqueness of the street and surrounding land uses, determines which modes of travel (pedestrian, bicycle, vehicles, etc.) should be prioritized on that street.

Typically, pedestrian streets have slow vehicle travel speeds, short-distance pedestrian crossings, and include some type of buffer between the vehicle travel way and the pedestrian walkway. Streets that prioritize automobiles may have wide travel lanes, multiple turn lanes, and higher travel speeds.

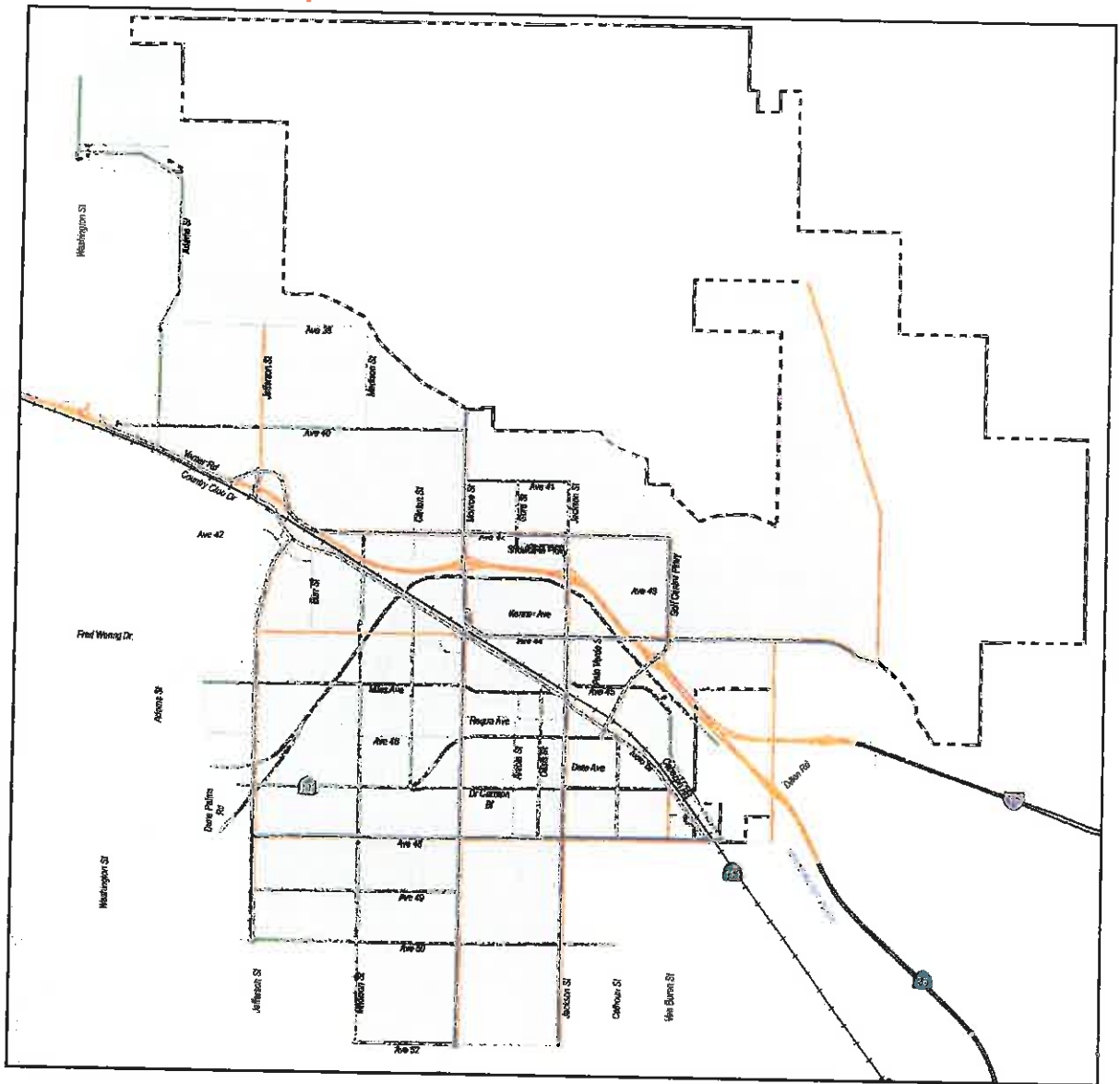
The complete streets implementation utilizes the Institute of Transportation Engineer’s guidance related to a “layered networks” approach. This approach identifies preferred travel modes for each street in the City. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. The priorities of some of these streets may shift 10 to 20 years into the future. If the desire for transit or other active modes of transportation increases, more streets could move from auto-prioritized to prioritizing other modes.

Figure 4-1 depicts the City’s layered network complete street system. Figure 4-6 identifies the City’s complete streets strategy for prioritizing modes based on street typology.

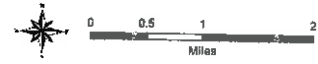


*Example of a complete street transformation along Avenue 44 (existing street above, complete street below).*

Figure 4-1: Mode Priority Streets



### Mode Priority Streets



- City Limits
- Sphere of Influence
- Roads
- Railroads
- Highways
- Truck Routes
- Automobile Priority
- Bicycle Priority Streets

Source: Riverside County/LAFCD (City Boundary, 2012; SO(2012))  
 Riverside County/TLMA (Roads, Railroads/Highways), Riverside County (Bicyc)

The information on this map was derived from various digital databases, sponsored above. Care was taken in the creation of the map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy and therefore, there are no warranties which accompany this product. Users are advised to find verify information on the ground before making any decisions.



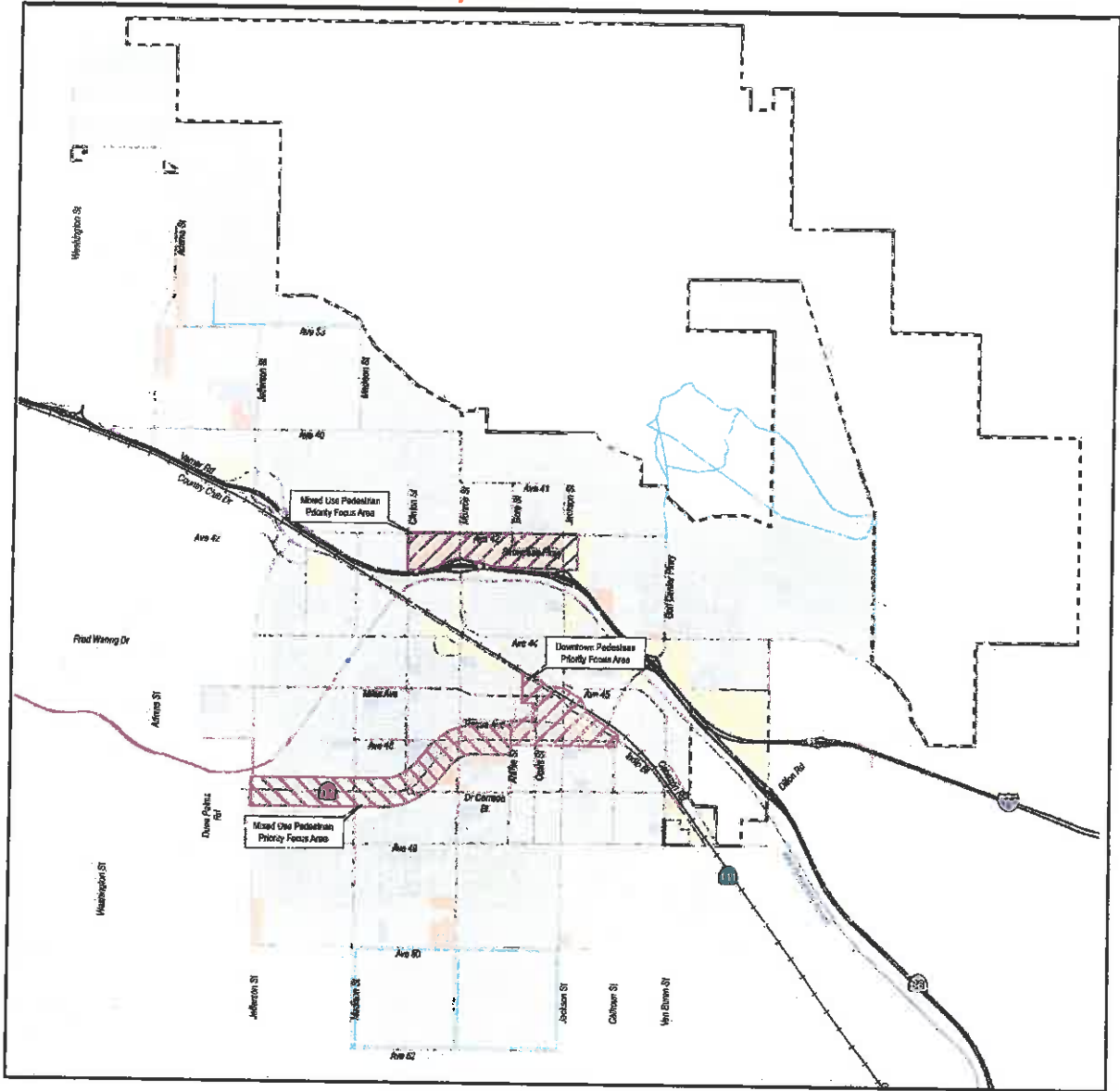
## Pedestrian Network

Pedestrian environment affects all residents and visitors—whether driving, bicycling, or riding transit, most people are a pedestrian at some point in their journey. Adequate pedestrian infrastructure, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, as well as exercise, and can consequently provide significant health benefits to those who are able to participate.

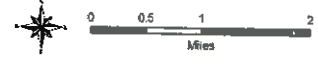
Pedestrian facilities (i.e., sidewalks, crosswalks, trails) are a key component of a multi-modal transportation system, which should enable people of all age groups and abilities to safely walk to their destinations. These facilities help connect and provide access to schools, shopping, employment, transit stations, and other amenities.

This mobility element identifies three key areas of the City as Pedestrian-Priority Areas as shown on Figure 4-2. In these areas, the City will look to minimize the number of lanes on the roadway, reduce vehicle travel speeds, and provide shade and separation for pedestrians.

Figure 4-2: Planned Pedestrian-Priority Areas



**Planned Pedestrian Priority**



- City Limits
- Sphere of influence
- Roads
- Railroads
- Highways
- Continental Crosswalk with Lead Pedestrian Interval
- Sidewalk Infill
- Trails
- Existing School
- Recreation, Parks and Open Space
- Mixed Use
- Commercial
- Planned Transit Center

Source: Riverside County LAPCD (City Boundary 2012, SOI 2012)  
 Riverside County/TDMA (Roads, Railroads, Highways) Riverside County (Power)

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## Bicycle Network

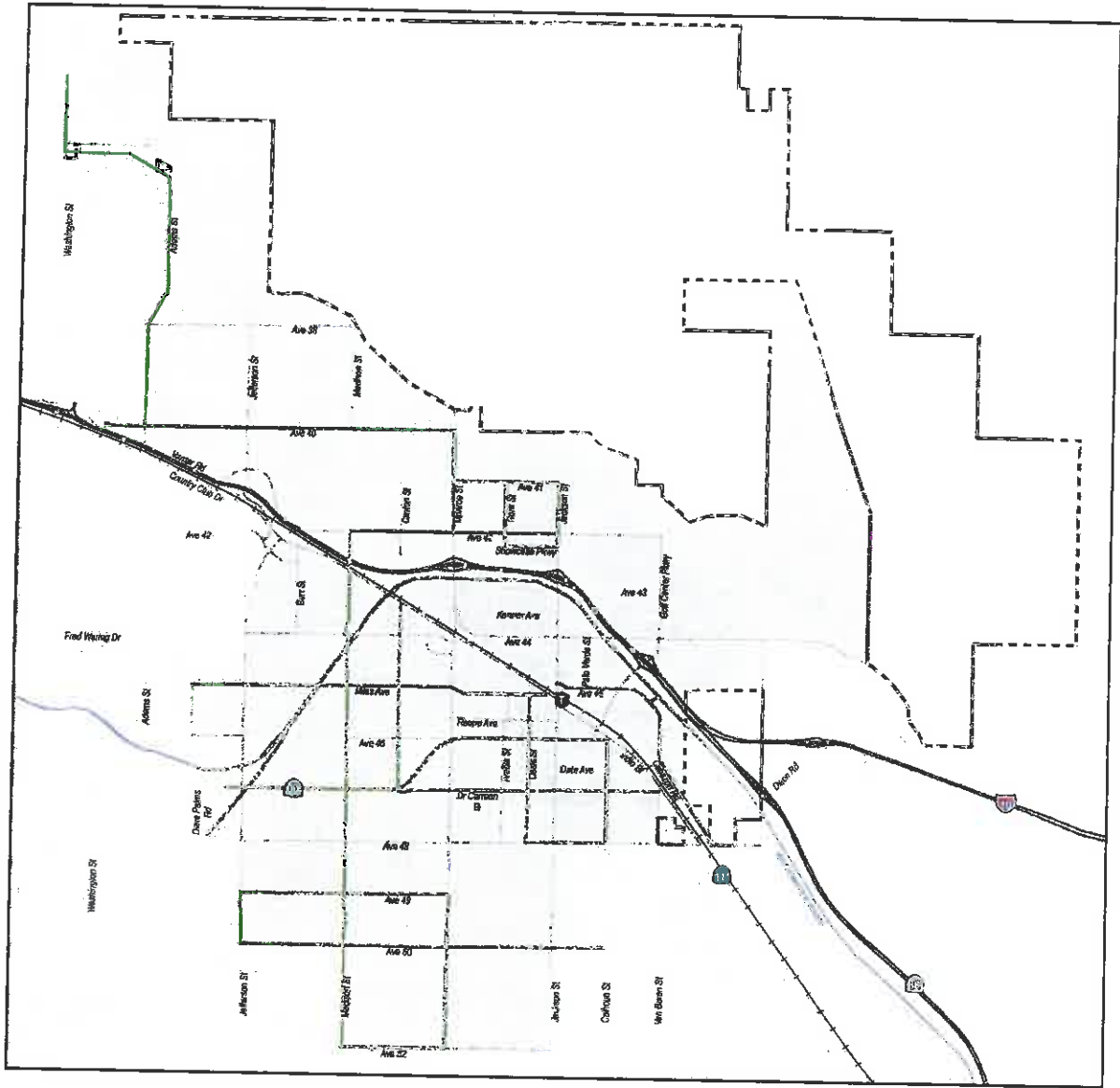
A comprehensive, safe, and well-maintained bikeway network with supporting facilities has multiple benefits. It can help to increase the mode share for bicycling, reducing the number of short vehicle trips by shifting those trips to bicycling helps improve circulation, and reduce greenhouse gas emissions. This mobility element identifies a high-quality bicycle network that includes Class I, II, and IV bicycle facilities to support active transportation, as shown on Figure 4-3.

The City is also beginning a Complete Streets Master Plan which will provide additional guidance on this topic. Although that process will further refine the City's preferred bicycle network, a preliminary bicycle network has been defined and is presented on Figure 4-5 to supplement the bicycle priority facilities noted above.

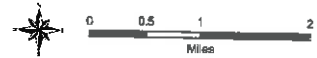


*Example of a Class II bikeway.*

Figure 4-3: Bicycle Priority Streets



### Bicycle Priority Streets

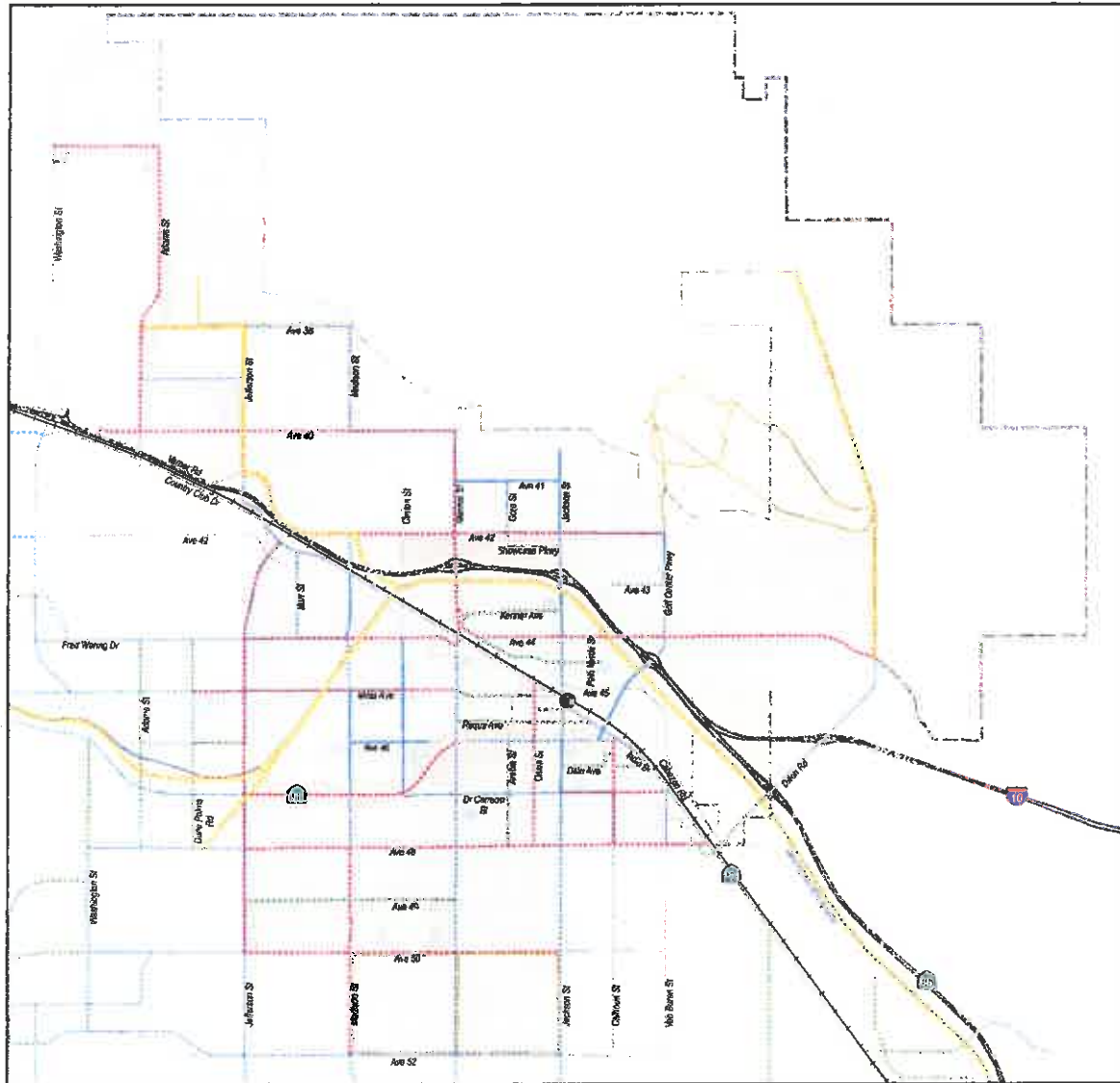


- City Limits
- Sphere of Influence
- Roads
- Railroads
- Highways
- Bicycle Priority Streets

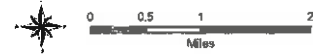
Source: Riverside County/LAFCD (City Boundary, 2012; 801,2012); Riverside County/TDMA (Roads, Railroads, Highways); Riverside County (River)

The information on this map was derived from various digital datasets, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, users use at their own risk, especially for critical purposes. Users are cautioned to hold verify information on this product before making any decisions.

Figure 4-4: Planned Bicycle Network



## Planned Bicycle Network



- |                     |                           |                                  |
|---------------------|---------------------------|----------------------------------|
| City Limits         | Class 1 - Bike Path       | Existing School                  |
| Sphere of Influence | Class 2 - Bike Lane       | Mixed Use                        |
| Roads               | Class 3 - Bike Route      | Commercial                       |
| Railroads           | Class 4 - Cycle Track     | Recreation, Parks and Open Space |
| Highways            | Proposed Bicycle Facility | Planned Transit Center           |
|                     | Trails                    |                                  |

Source: Riverside County/LAFCD / City Planning 2012, SCL 0123  
 Riverside County/TAA (Roads, Railroads, Highways) Riverside County (River)

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Caltrans has defined four primary bikeway facility types. These facility types are described below:

- + **Class I Bike Path.** Provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and cross flow conflicts are minimized. CV Link will be a Class I facility connecting the Coachella Valley.

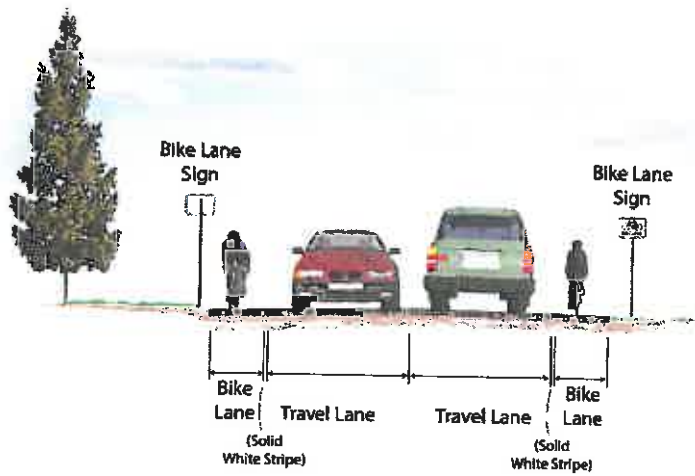


**CLASS I - Multi-Use Path**  
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

- + **Class II Bike Lane.** Provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, accommodating bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists.

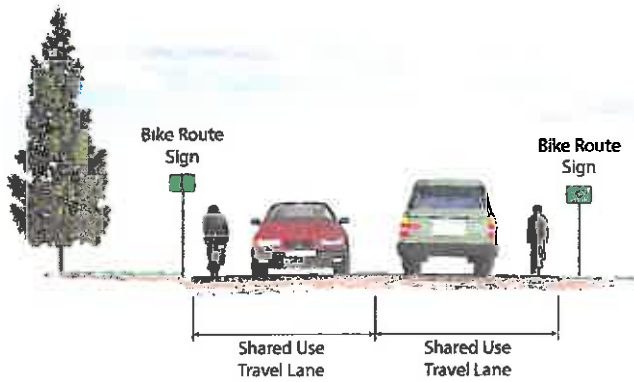


**CLASS II - Bike Lane**  
Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)

- + **Class III Bike Route.** Shared facility that serves either continuity to other bicycle facilities or designates preferred routes through high demand corridors.

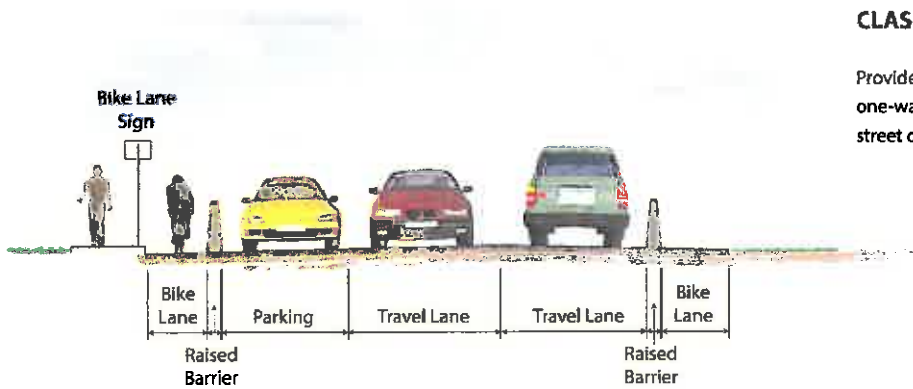


**CLASS III - Bike Route**  
 Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1

- Class IV Separated Bikeway or Cycle Track.** Provides delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle. This separation can include parked vehicles, bollards, curbs, or any other physical device that provides this separation. This “new” bicycle classification was defined in AB 1193, amended the streets and highways code to allow for this treatment, and directed Caltrans to update Chapter 1000 of the Highway Design Manual to include this facility (which is currently being updated). One example of a future Class IV facility is a CV Link spur route on Avenue 48 which will be a pilot project for the City.



**CLASS IV - Separated Bikeway (Cycle Track)**

Provides a protected lane for one-way bike travel on a street or highway.

In addition to the four facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, it may be adequately safe and efficient as bike routes.

## Golf Cart Network

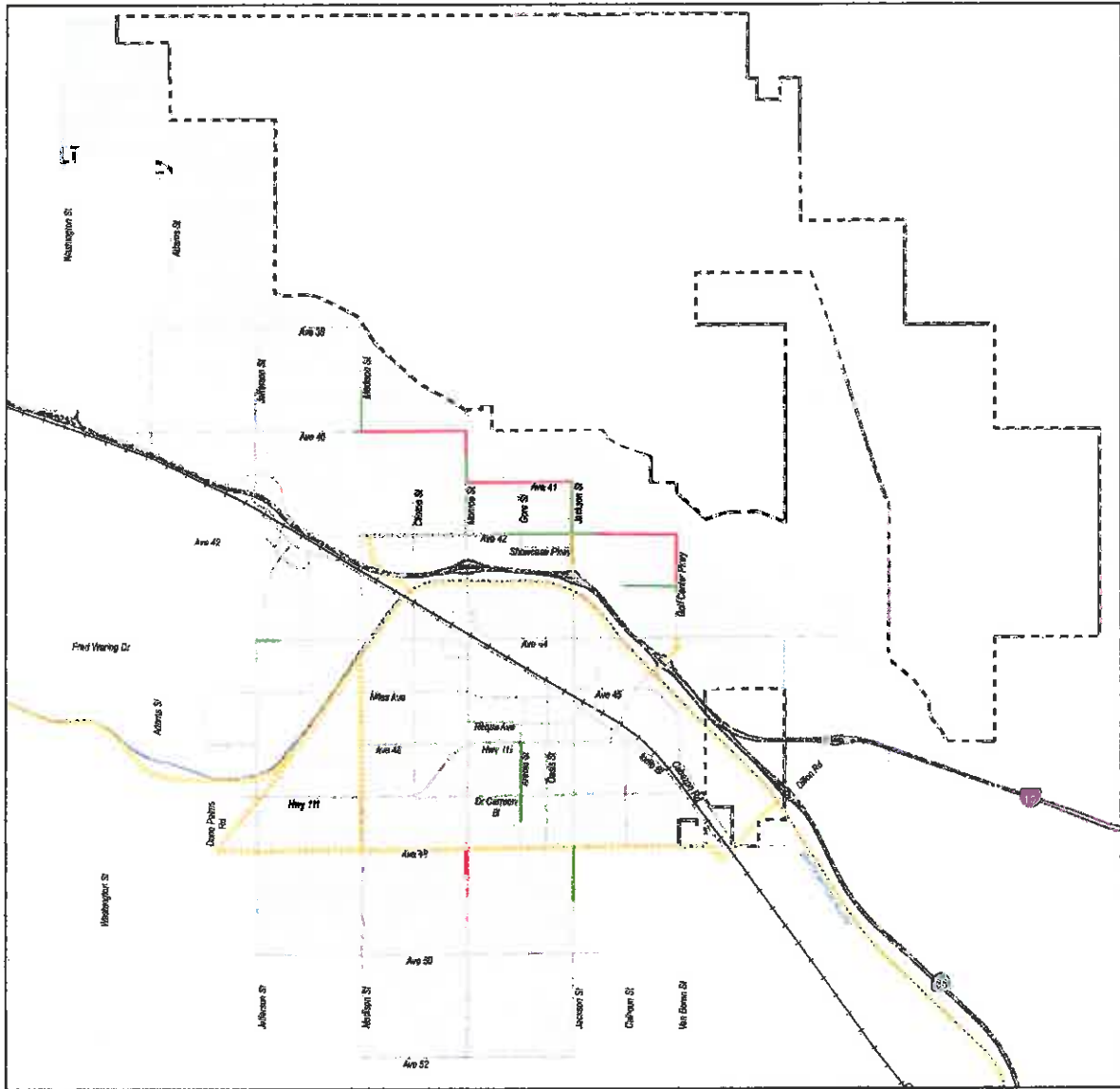
A golf cart network can provide enhanced mobility for short trips in Indio. It is also an environmentally-superior travel mode compared to the automobile as most carts are electric and produce fewer emissions. Golf carts are also smaller, reducing the wear on City facilities and reducing the needed parking footprint, and they can provide a fun mobility option for persons who are not able to walk or bike for short distance trips. As such, the golf cart network in Indio can play a key mobility role for the City.

The City will continue to promote and support use of golf carts through the maintenance of the existing facilities and support of future facilities that are planned in the City. Figure 4-5 presents the existing and proposed golf cart routes within the City.

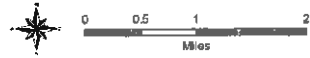
The Coachella Valley has been a leader in providing golf cart pathways as part of the off-street and on-street system. The CV Link project will provide golf cart accessibility for the entire region, connecting most of the cities and providing an off-street facility for longer distance golf cart trips.



Figure 4-5: Existing and Planned Golf Cart Routes



### Existing and Planned Golf Cart Routes



- City Limits
- Sphere of Influence
- Roads
- Railroads
- Highways
- Bike Lane
- Sidewalk
- Future Sidewalk
- Planned CV Link and Spurs

Source: Riverside County/LARCDO (City Boundary 2010, SO, 2012); Riverside County/T.M.A. (Roads/Highways/Riverside County Rivers)

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## Transit

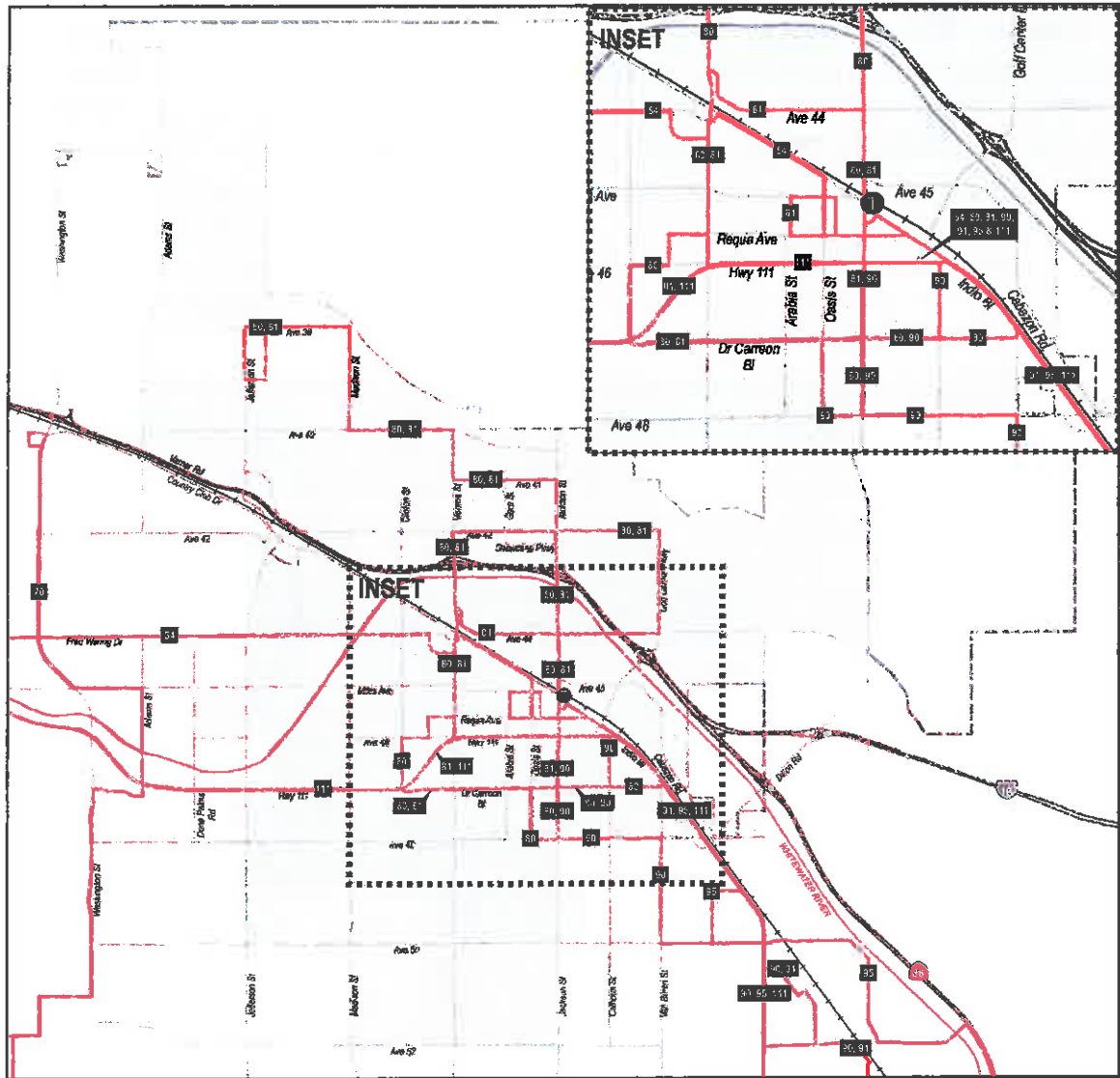
Transit typically consists of publicly-operated services, such as buses, trains, paratransit, commuter rail, and streetcar services. Currently, SunLine Transit operates a variety of bus routes in Indio. SunLine transit provides good access to activity centers in the City, particularly around Downtown and Highway 111. This mobility element seeks to enhance accessibility to transit to provide more facilities and connecting services to residents and visitors.

As shown on Figure 4-6, the City is working with other regional planning agencies to create opportunities for future rail options for the City. The goal of rail options is to ultimately serve the residents and visitors by providing a commuter rail connection to and from the City of Riverside and other part of southern California. As such, the element provides policies that support this desire, including the identification of a potential transit station near the City's Downtown.



*Public transit in Indio.*

Figure 4-6: Proposed Transit Network



## Proposed Public Transit Network



- City Limits
- Sphere of influence
- Roads
- Railroads
- Highways
- SunLine Transit Routes
- Realigned Route
- Planned Transit Center

Source: Riverside County APCO (City Boundary, 2012; S01, R012)  
 Riverside County/TLMA/RCSA/Rainbow Highways/Riverside County (River)

This information on this map was derived from various digital databases sourced above. CDM has taken no responsibility for any errors, omissions, or potential inaccuracies, and therefore, there are no warranties which accompany this product. Users are cautioned to rely only on the information on this product before making any decisions.

## Vehicle Circulation

To provide efficient vehicular circulation in the City, this Mobility Element provides policies related to vehicle mobility, which is a major mode of transportation for residents and visitors of the City. Figure 4-7 provides the City's recommended priority roadway network and Figure 4-8 presents the City's recommended street typologies.

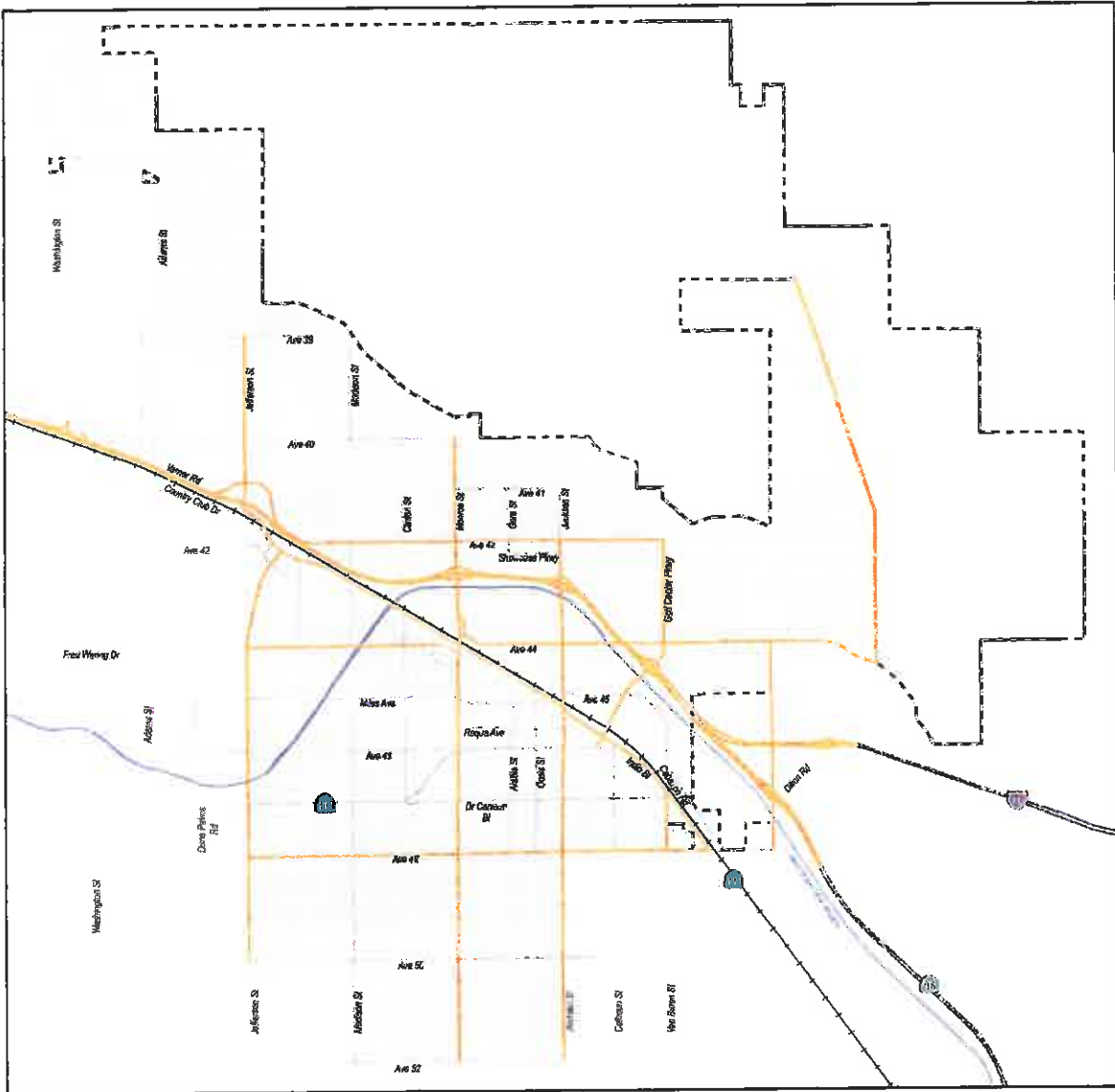
Although the State and the region have been deemphasizing auto travel as a primary mode of travel due to environmental impacts associated with auto travel (e.g. vehicle emissions), most residents in the City value use of their automobile and using vehicles in Indio is still a priority. The City will continue to use vehicle levels of service (LOS) as a key metric to measure the freedom to maneuver vehicles. Definitions for LOS are summarized below and are based on information from the Transportation Research Board's *Highway Capacity Manual*. Please note that LOS E represents "at capacity" operations.

**Table 4-1 Level of Service**

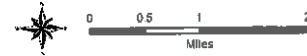
Auto Level of Service Definitions	
LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

*Source: Highway Capacity Manual 2010.*

Figure 4-7: Auto Priority Streets



**Automobile Priority Streets**



- City Limits
- Sphere of Influence
- Auto Priority
- Roads
- Railroads
- Highways

Source: Riverside County APCO (City Boundary 2012, G01, 2012); Riverside County TMA (Roads, Railroads, Highways) Riverside County (2007)

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Another metric used is called Vehicle Miles of Travel (VMT). VMT is a metric of land use efficiency. A lower VMT reflects either lower trips generated by a land use or shorter trip lengths associated with vehicle trips. Additionally, new State guidance is under the rule making process that will require California Environmental Quality Act (CEQA) documents to utilize VMT as the transportation metric for identifying transportation impacts (VMT is replacing LOS in this respect). Although freedom to maneuver is important to residents, VMT will be required for future CEQA documents.

In addition to these performance metrics, this Mobility Element provides guidance related to Street Typology. Street Typology differs from Roadway Classifications in that it identifies the character and purpose of the street, recognizing the context of the street related to the prioritized user of the street and the interaction of the street with adjacent land uses. Table 4-2 describes the street typologies and figure 4-8 illustrates those typologies.

**Table 4-2: Street Typology and Priority Modes Matrix**

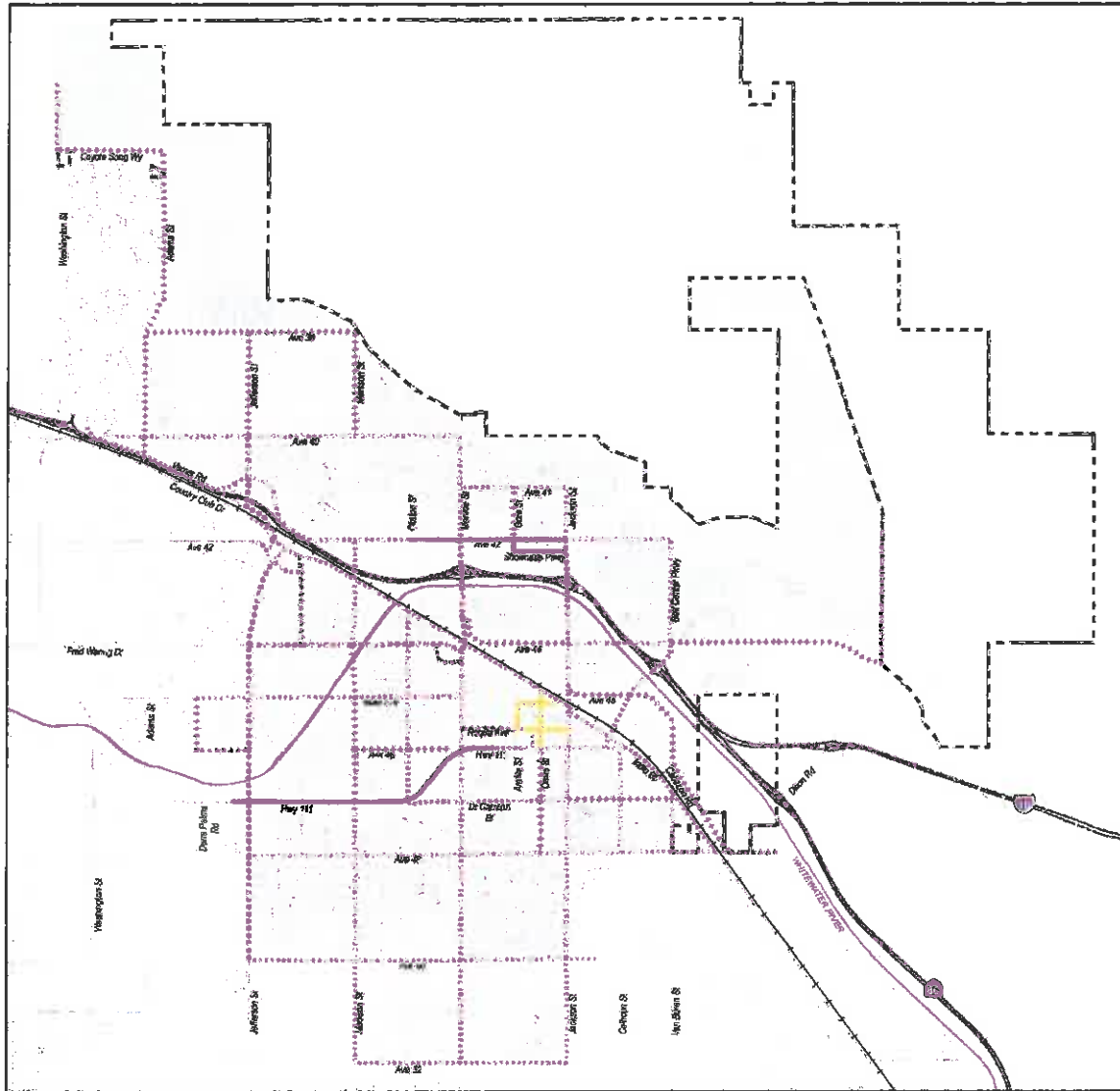
Street Typology and Priority Modes	Street Typology Attributes
<p><b>Freeways</b></p> <p><i>Priority Autos, Buses</i></p>	<ul style="list-style-type: none"> <li>• High-speed facilities designed to accommodate vehicles moving through the City</li> <li>• Bicycles and pedestrians are prohibited</li> </ul>
<p><b>Arterial</b></p> <p><i>Priority: Autos, Trucks, Buses</i></p>	<ul style="list-style-type: none"> <li>• Arterials should provide four to six travel lanes.</li> <li>• Vehicular efficiency shall be prioritized.</li> <li>• Traffic signals shall be coordinated to prioritize vehicle movements.</li> <li>• Bicycle lanes can be provided and can be further enhanced or complemented by other facilities or off-street pathways.</li> <li>• Pedestrian facilities should be provided consistent with ADA requirements.</li> <li>• Mid-block crossings should not be provided.</li> <li>• Parking should be prohibited along these corridors.</li> <li>• Traffic calming techniques should not be considered.</li> </ul>

<p><b>Boulevard</b> <i>Priority Autos, Bikes, Pedestrians</i></p>	<ul style="list-style-type: none"> <li>• Boulevards should have two to four travel lanes and a median, as shown on Figures 4-9 – 4-11</li> <li>• Bicycle lanes should be provided</li> <li>• Vehicle speeds should complement the adjacent land uses, typically 35 MPH or less</li> <li>• Off-street bicycle parking should be provided in retail areas</li> <li>• Bike racks may be provided within the public right-of-way and encouraged on private property</li> <li>• Traffic calming devices, such as curb extensions (bulbouts) or enhanced pedestrian crossing may be implemented</li> <li>• Street furniture shall be oriented toward the businesses</li> <li>• Mid-block pedestrian crossings could be provided at appropriate locations (e.g. where sight distance is adequate and speeds are appropriate)</li> <li>• On-street vehicle parking should be provided. In areas with high parking demand, innovative parking management techniques should be implemented / considered.</li> <li>• Pedestrians should be “buffered” from vehicle traffic using landscaping or parked vehicles.</li> </ul>
<p><b>Collector</b> <i>Priority: Pedestrians, Bicycles, Autos</i></p>	<ul style="list-style-type: none"> <li>• Collector should provide either two lanes without a median or two lanes with a median or center left-turn lane, as shown on Figures 4-12 and 4-13.</li> <li>• The primary function of the street is to connect people and different areas and land uses of the City to each-other directly or by connecting to/from arterial streets.</li> <li>• Collectors should provide for space vehicles, bicycles, and pedestrians.</li> <li>• Bicycle lanes should be provided. Bicycle Boulevards may be considered.</li> <li>• Pedestrians should be accommodated on sidewalks adjacent to the travel way (minimum 5’ wide sidewalk).</li> <li>• Mid-block pedestrian crossings and traffic calming devices may be provided, but it should only be considered at locations in areas with high-activity levels or destination attractions.</li> <li>• Parking may be provided on-street.</li> </ul>





<p><b>Downtown Street</b></p> <p><i>Priority Pedestrians, Bicycles</i></p>	<ul style="list-style-type: none"> <li>• Streets should provide two travel lanes with left turn lanes but can be four travel lanes (although not preferred)</li> <li>• Pedestrians shall not cross more than five travel lanes</li> <li>• Vehicle speeds shall be managed to support adjacent land uses (typically less than 30 MPH)</li> <li>• Enhanced bicycle and pedestrian crossings should be provided, including             <ul style="list-style-type: none"> <li>○ Enhanced pedestrian notifications (e.g. responsive push-button devices) and treatments to enhance pedestrian visibility, and</li> <li>○ Enhanced bicycle detection</li> </ul> </li> <li>• Bicycle lanes shall be provided and can be further enhanced or complimented by other facilities or off-street pathways</li> <li>• Pedestrian sidewalks should be a minimum of five feet and shall strive for six to eight feet in width and shall conform to ADA requirements</li> <li>• Wider sidewalks may be provided in high pedestrian activity areas or where on-street dining is provided</li> <li>• Opportunities for mid-block pedestrian crossings should be investigated</li> <li>• Traffic calming devices that improve service levels for prioritized modes should be considered</li> <li>• On-Street parking is typically provided in a variety of forms, including parallel, angled, and back-in angled parking configurations</li> </ul>
<p><b>Other Pedestrian Priority Areas</b></p> <p><i>Priority: Pedestrians, Bicycles</i></p>	<ul style="list-style-type: none"> <li>• No more than four vehicle travel lanes are typically provided.</li> <li>• Vehicle speeds shall be managed to support adjacent land uses (typically 30 MPH or less).</li> <li>• Enhanced bicycle and pedestrian crossings should be provided, including:             <ul style="list-style-type: none"> <li>○ Enhanced pedestrian notifications (e.g. responsive push-button devices) and treatments to enhance pedestrian visibility; and</li> <li>○ Enhanced bicycle detection.</li> </ul> </li> <li>• Bicycle lanes shall be provided and can be further enhanced or complimented by other facilities or off-street pathways.</li> <li>• Pedestrian facilities should be a minimum of five feet and shall strive for six to eight feet in width and shall conform to ADA requirements.</li> <li>• Wider sidewalks may be provided in high pedestrian-activity areas or where on-street dining is provided.</li> <li>• Opportunities for mid-block pedestrian crossings should be investigated.</li> <li>• Traffic calming devices that improve service levels for prioritized modes should be considered.</li> <li>• Parallel parking is typically provided.</li> </ul>
<p><b>Local / Neighborhood Street</b></p> <p><i>Priority: Pedestrians, Bicycles</i></p>	<ul style="list-style-type: none"> <li>• Local or neighborhood streets provides access to residential use as shown on Figures 4-14 and 4-15</li> <li>• Pedestrians should be accommodated on a sidewalk</li> <li>• Bicycles may be accommodated with a bicycle route (Class III) if vehicle volumes and/or speeds necessitate, otherwise, bicycles can share the roadway</li> <li>• Bicycle boulevards may be considered</li> <li>• Traffic calming measures should be supported</li> <li>• On-street parking should be provided</li> <li>• Pedestrian facilities should be provided consistent with ADA requirements</li> </ul>



Figure 4-8: Street Typologies



## Street Typologies

-  City Limits
-  Sphere of Influence
-  Railroads
-  Highways
-  Arterial
-  Boulevard
-  Connector with Median
-  Connector without Median
-  Downtown Streets
-  Pedestrian Priority
-  Local Streets



Source: Riverside County/LAPCO (City Boundary 2012 SOL2012)  
 Riverside County/TDMA (Roads/Railroads/Highways) Riverside County  
 (2008)

The information on this map was obtained from various digital  
 databases, as noted above. Data was taken in the digital form of the map  
 but is provided "as is" PDC cannot accept any responsibility for any  
 errors, omissions, or potential accuracy and therefore there are no  
 warranties which accompany this product. Users are cautioned to first  
 verify information on this product before making any decisions.

**Figure 4-9: Street Cross Section Example: Boulevard with 2 Travel Lanes and Bicycle Lanes**



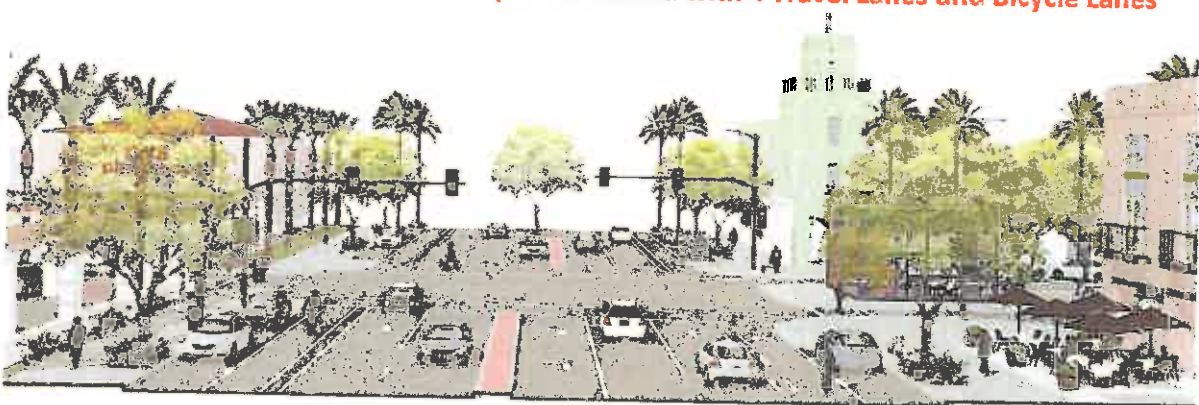
*Example implementation location: Dr Carreon*

**Figure 4-10: Street Cross Section Example: Boulevard with 4 Travel Lanes**



*Example implementation location: Monroe Street north of Highway 111*

**Figure 4-11: Street Cross Section Example: Boulevard with 4 Travel Lanes and Bicycle Lanes**



**Figure 4-12: Street Cross Section Example: Connector Street**



*Example implementation location: Avenue 48<sup>th</sup> East of Dillon Road*

**Figure 4-13: Street Cross Section Example: Connector Street with Class II Bike Lanes**



*Example implementation location: Requa Avenue east of Monroe Street*

**Figure 4-14: Street Cross Section Example: Neighborhood / Local Street**



*Example implementation location: John Nobles Aveune east of Monroe Street*

**Figure 4-15: Street Cross Section Example: Neighborhood / Local Street**



*Example implementation location: Rubidoux Street south of Highway 111*

## Goods Movement and Airport Compatibility

Facilities that provide for the movement of goods and services in the City consist of the Union Pacific rail corridor that traverses east and west through the City and designated truck routes. These facilities are shown on Figure 4-16.

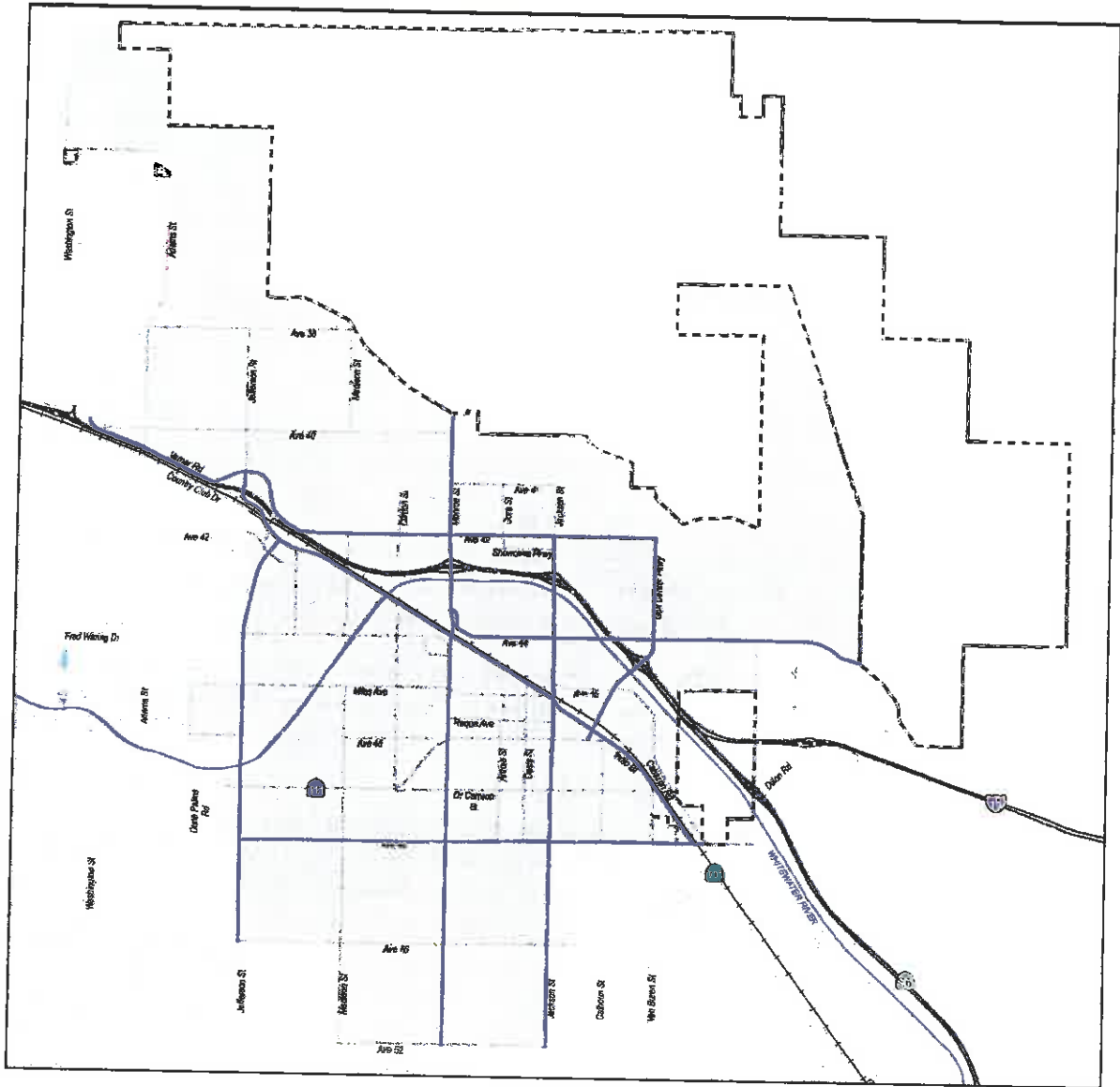
Many of the existing truck routes overlap with the vehicle and bicycle priority routes identified in the layered streets approach. This is not desirable as trucks and bicycles should be prioritized on different routes to the extent possible. As such, this Mobility Element recommends an update to the City's current truck route map to reflect the changes in the City.

In addition to the goods movement corridors noted above, the Bermuda Dunes Airport is adjacent to the City of Indio. As such, the airport flight approaches and departures does influence potential land use within the City to ensure compatibility with the airport and its flight paths. Most of the compatibility requirements related to types of use and building heights within flight paths of the airport. This mobility element ensures that development near the airport remains consistent with the Bermuda Dunes Airport Master Plan.

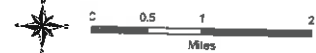


*Goods movement through Indio*

Figure 4-16: Potential Truck Priority Streets



Potential Truck Route Priority Streets



- City Limits
- Sphere of Influence
- Roads
- Railroads
- Highways
- Truck Routes

Source: Riverside County/LAFCD | City Boundary(2012; SOL2012)  
 Riverside County/TLMA (Roads,Railroads,Highways) Riverside County  
 (2012)

The information on this map was derived from various digital  
 databases, sources above. Care was taken in the creation of this map  
 but it is provided "as is". RDC cannot accept any responsibility for any  
 errors, omissions, or positional accuracy, and therefore, there are no  
 warranties which accompany this product. Users are cautioned to use  
 only information on this product before making any decisions.

## Parking

Parking is critical to the success of both residential neighborhoods and commercial businesses. Inadequate parking means that businesses and residents find it difficult to access their destination. For example, visitors to commercial centers may “spillover” into surrounding neighborhoods. On the other hand, too much parking underutilizes valuable land, resulting in lower-density development that discourages other forms of transportation, such as walking and biking. Providing too much parking may also spread out land uses, creating gaps between businesses and store fronts, increasing vehicular use, and introducing additional points of conflict between pedestrians and vehicles. Too much, or too little, parking may also impact Downtown and Midtown redevelopment. Therefore, it is crucial to “right size” and manage parking such that the required spaces are balanced with the number of space needed.

The City’s Municipal Code provides standards for parking facilities based on land use type within the City. The Code also identifies bicycle parking requirements and allows parking reductions due to transit proximity and shared parking between land uses.

The City will continue to promote “right sizing” of parking facilities, by applying the following techniques:

- ✦ **Park once:** A strategy in destination centers to enable visitors to “park once” and visit a series of destinations on foot. Park-once strategies will work well in areas, such as Downtown, Midtown, and other pedestrian-priority areas that are well-connected by pedestrian and bicycle facilities. The creation of well-signed centralized parking areas supports this strategy.
- ✦ **Shared parking:** The City will continue to allow land uses that have different parking demands at different times of the day to share the same parking facilities. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area.
- ✦ **Unbundled parking.** Rather than provide free guaranteed parking, “unbundling” parking from a development project requires residents and/or employees to separately pay for use of a parking space. Unbundling parking will allow tenants to choose whether or not to purchase (or rent) a parking space, reducing rental or ownership costs and making housing and commercial space more affordable. It may also reduce the total amount of parking required for the building lowering construction costs.
- ✦ **In-lieu parking fees.** Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park-once locations. This strategy will work best in centers, such as Downtown and Midtown, assisting in paying for structured parking and providing developers an opportunity to increase density on their parcels.
- ✦ **Parking management strategies.** The City may also manage high-demand parking locations and destinations through a number of different strategies, including demand pricing, time restrictions, valet parking, and other techniques.
- ✦ **Public-private partnerships.** The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels

owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots.

- + **Parking locator signs.** Electronic monitoring devices that identify the available parking in a given facility and utilize changeable message signs to assist travelers in identifying available parking locations. This may require modifications to the City's Zoning Ordinance to be implemented in some areas of the city.
- + **Reduced parking standards.** Reducing parking standards in Downtown, Midtown, and other areas that are well-served by transit and providing parking cash out programs (employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right size onsite parking.
- + **Biking equals business program.** Businesses may provide bicycle parking or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bicycle corral that accommodates more people.
- + **Transit equals business program.** Businesses may provide their customers and employees incentives to encourage them to use transit rather than drive.

Although there are additional parking strategies that are available and may become available in the future, most of the strategies work best in walkable, mixed-use areas, including the Connected Neighborhoods, Neighborhood Centers, and Downtown, as identified in the Land Use and Community Design Element.



*Commercial center parking*



## Transportation Network Companies and Autonomous Vehicles

The future of mobility is changing rapidly. Transportation network companies (TNCs), such as Uber and Lyft, are increasing in popularity and usage. TNCs combine web-based applications, such as mobile applications, and ridesharing vehicles. While TNCs could reduce the number of vehicles on the roadway network, it is also likely to increase VMT as transportation becomes more convenient, especially for the young and elderly. Studies suggest that the limited amount of curb space requires public agencies to make clear choices and tradeoffs about the priority of curb space if they desire efficient operations.

There is a growing trend linking TNCs and transit. TNCs often provide transportation to and from key destinations, such as transit stations. The growth in use of TNCs will be dependent on the ability to expand coverage, reach new passengers while retaining existing passengers, attract drivers, work with cities and regulators, show that TNCs can have a profitable business model, and to develop autonomous technology that will fold into a shared AV fleet network. This Mobility Element guides the policy directives to embrace TNCs and provide infrastructure to support their increase in usage. Policies also address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.

For AVs, there are several levels of vehicle autonomy. They range from cruise control (low level of autonomy) to fully-autonomous vehicles (AVs) that require no interaction with the driver. Manufacturers are developing this technology, and the federal and state governments will likely determine regulations for a fully-autonomous fleet.

It is unknown how long the vehicle fleet will take to turn over to a fully autonomous fleet. However, it is being developed and is something that this element recognizes from a policy perspective.

This expansion will likely change future travel behaviors in the City. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways. AV interactions with pedestrians and cyclists will also require careful planning and design. In a shared AV fleet, the need for that many parking spaces will not be required and this element directs the City to adjust parking requirements accordingly. This Mobility Element provides guidance to embrace a future AV fleet and provide infrastructure to support this fleet.

## Transportation Management

This Mobility Element also supports and promotes Transportation Demand Management (TDM) and Transportation Systems Management (TSM) techniques. TDM consists of programs and policies to reduce the demand for the single-occupant automobile. Common techniques include carpool programs, car-sharing and bike-sharing programs, flexible work hours, telecommute provisions, shuttle services to nearby transit stations, employee transit subsidies (e.g. employers will subsidize bus or rail tickets), installation of bicycle facilities (lockers, racks, lanes, showers at employment areas, etc.), or other measures that would reduce the demand to drive. TDM is critical for the City to build-out without over expanding infrastructure and serving the “first mile/last mile” component of a transit trip.

The City’s future transit effectiveness will be dependent on major employers assisting with providing TDM measures. TDM is envisioned to include potential shuttle circulators from transit stations to major employers and destinations, showers and changing rooms at those locations, and a host of other typical

TDM techniques that would support transit usage and the connection to the ultimate destination. This Mobility Element also supports TDM through potential incentives (such as reduced parking standards for TDM implementation) to further support transit access to these destinations<sup>1</sup>.

The City has also implemented a state-of-the-practice Transportation System Management (TSM) system. This system integrates traffic signals in the City to a single access point, allowing City staff to monitor and update signal timings to improve safety and mobility for all users in the City. This Mobility Element supports further implementation of this program and use of other technologies that become available, which have the ability to improve mobility for all users of the City's transportation system. TSM measures include, but are not limited to: improving design standards (e.g. adjusting design standards to reduce pedestrian crossing distances to promote pedestrian use while allocating more green time toward high demand vehicle movements), upgrading and coordination of traffic control devices, intelligent transportation systems (ITS) (e.g. "smart" systems that manage the system better, such as signal coordination, driver information signs, or other technologies that allow more efficient use of the transportation system), controlling on-street parking, and use of sophisticated electronic control methods to supervise the flow of traffic.



Traffic flow in Indio

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<sup>1</sup> NCHRP Report 548-A

## Goals and Policies

### Complete Streets

Establishing a comprehensive complete streets policy requires ten key elements be addressed. These policies and guidance are provided below along with other policies supporting the implementation of complete streets.

**Goal ME-1: Complete Streets. A City that embraces complete streets by providing streets that are safe and accessible by users of all ages and all abilities.**

#### ME-1 Policies

**ME-1.1 Vision.** Utilize the layered networks approach to provide enhanced mobility for prioritized modes along streets as shown on Figure 4-1. This will guide investment along streets in the City.

**ME-1.2 Users.** Design and build streets that accommodate users of all ages and all abilities. This includes utilizing the layered networks approach noted on Figure 4-1 to identify key modes that shall be prioritized and enhanced along streets.

**ME-1.3 Projects and Phases.** Design, plan, maintain, and operate streets using complete streets principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. This includes repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements (e.g. road diets) when Average Daily Traffic (ADT) volumes are less than 20,000 vehicles.

**ME-1.4 Street Connectivity.** Encourage short block spacing for new development consistent with the Land Use and Community Design Element to enhance connectivity to neighborhoods. In key areas of the City (e.g. the pedestrian-priority areas, Downtown, Midtown, and the Festival District), work with existing land owners to improve connectivity for bicycles and pedestrians.

**ME-1.5 Responsibility.** All departments are responsible for implementing complete streets and incorporating these complete streets policies into their action plans and other planning documents.

**ME-1.6 Design Criteria.** Create engineering design and guidelines to specifically address the complete streets goals. This may result in updating the City's Engineering Standards and other City policy or ordinances.

**ME-1.7 Context.** Ensure that complete streets applications integrate the neighborhood and community identity into the street design. This includes recognition of the prioritized users of the street, as noted on Figures 4-1 – 4-6, 4-8, and providing enhanced treatments for those users, such as special provisions for bicycle and pedestrians on bicycle and pedestrian-prioritized streets.

**ME-1.8 Performance Standards.** Monitor and evaluate multi-modal performance standards, such as Multi Modal Levels of Service (MMLOS), as a means to measure the service levels of prioritized modes based on the layered networks approach. When and if these methodologies are applied in the City, LOS D or better for prioritized modes and LOS E or better for non-prioritized travel modes will be maintained unless exempted from this requirement (see implementation policy PWD-2). Where modes conflict, e.g. when a bicycle-priority street intersects with an auto-priority street, the most vulnerable user shall dictate modal priority.

**ME-1.9 Funding.** Pursue funding for multi-modal infrastructure projects that promote complete streets, such as impact fees and local, regional, State, and federal grants.

**ME-1.10 Future Improvements.** Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

**ME-1.11 Residential Streets.** Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. This could be accomplished through management and implementation of complete streets strategies, short block lengths, narrow streets, and/or traffic calming measures.

**ME-1.12 Traffic Calming Tools.** Use traffic-calming tools to assist in implementing complete streets principles. Traffic calming tools include roundabouts, curb extensions, high-visibility crosswalks, and separated bicycle infrastructure.

## Active Transportation

Establishing a comprehensive active transportation network requires more than implementation of a comprehensive complete streets policy. The following policies provide additional guidance related to active transportation systems.

**Goal ME-2: Active Transportation. A City that provides a first-rate network of bicycle and pedestrian infrastructure.**

### ME-2 Policies

**ME-2.1 CV Link.** Support and complement implementation of the CV Link project by providing connections from CV Link to activity centers of the City and assisting in the thoughtful implementation of the facility. This includes CV Link connectivity, including CV Link spur routes, the Avenue 48 Class IV pilot project, and the North Spur Bike Path.

**ME-2.2 Pedestrian Priority Areas.** Monitor and work to transition areas shown on Figure 4-2 to a more pedestrian-friendly environment in the future. This would include deemphasizing these corridors as vehicle thoroughfares and creating better pedestrian environments with fewer travel lanes, slower vehicle speeds, and buffers between the road and the pedestrian area.

**ME-2.3 Facility Enhancement.** Enhance the bike and pedestrian-preferred facilities as identified in Figure 4-1 as part of development, private grants, signing of shared routes, maintenance activities, etc. The City will also complete and continually update a Complete Streets Master Plan which will also assist in enhancing bicycle and pedestrian infrastructure.

**ME-2.4 Safe Routes to School.** Encourage the use of bicycles and walking as the preferred transportation mode for trips to and from elementary, middle, and high schools by implementing a "Safe Route to School" Program and a bike safety education program.

**ME-2.5 Intersection and Signal Enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing according to California MUTCD guidelines.

**ME-2.6 Golf Cart Facilities.** Maintain and expand the golf cart network shown on Figure 4-4 to support that mode of travel within the City.

## Transit

Indio strives to provide safe, affordable, and convenient public transportation for the community. The following policies provide additional guidance related to public transit.

**Goal ME-3: Transit.** The City will work with Sunline Transit and other regional partners to enhance bus transit, and to implement a future transit station in conjunction with the planned commuter rail extension to and from Riverside.

### ME-3 Policies

- ME-3.1 Riverside Commuter Transit.** Support a potential expansion of commuter rail transit from Riverside to the Coachella Valley, including support for a transit station adjacent to the City's Downtown area.
- ME-3.2 Local Service.** Work with SunLine Transit to expand transit routes in the City and enhance bus stops in the City to provide shelters, secure bicycle parking, benches, and safe waiting areas at each stop.
- ME-3.3 Safe Linkages.** Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the transit stop.
- ME-3.4 Park-Ride Lots.** Work to expand park-and-ride facilities by partnering with businesses that generate minimal parking demand during typical weekdays, such as assembly uses.

## Vehicle Circulation

The following goals and policies relate to Indio's vehicle circulation.

**Goal ME-4: Vehicle Circulation.** The City will provide appropriate vehicle circulation, especially along streets identified as priority-auto streets.

### ME-4 Policies

- ME-4.1 Street Typologies.** Minimize street widths to minimize capital costs, maintenance costs, decrease vehicle speeds, and improve safety for all users of the street while ensuring consistency with the Street Typology guidance provided in Table 4-1. This will require updates to the City's Engineering Standards and or the City's soon to be completed Complete Streets Master Plan
- ME-4.2 Right of Way.** Maintain appropriate right of way to implement the ultimate roadway sizing as shown on Figure 4-6.
- ME-4.3 Highway 111.** Monitor traffic volumes along Highway 111, and work to transition areas shown on Figure 4-2 to a more pedestrian-friendly environment in the future.
- ME-4.4 Regional Coordination.** Coordinate with Caltrans, CVAG, SCAG, and adjacent agencies to implement complete streets and maintain consistency with regional plans such as the Regional Transportation Plan and Sustainable Communities Strategy and Congestion Management Program.

**Goal ME-5: Truck Routes and Airport Compatibility.** The City shall maintain a safe and efficient system for delivering goods and services and ensure compatibility with the Bermuda Dunes Airport.

### ME-5 Policies

**ME-5.1 Rail.** Support the continued use of the rail corridor through the City as a key goods movement corridor.

**ME-5.2 Airport Compatibility.** Support the continued use of the Bermuda Dunes Airport through ensuring consistency with the airport master plan.

**Goal ME-6: TNCs and AVs.** Proactively plan for and support changes in mobility technologies.

### ME-6 Policies

**ME-6.1 Adaptation.** Monitor the effects of increased use of TNCs and AVs and adjust design standards and codes as needed to adapt to changing travel behaviors.

**ME-6.2 Parking.** New parking facilities will be planned to ensure a relevant use in the future if parking requirements are dramatically decreased due to new technologies.

**ME-6.3 Curb Space Management.** Manage curb spaces in activity areas to balance the demands of AVs and TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc. to ensure a balanced provision to all users.

**Goal ME-7: Transportation Management.** Utilize TDM and TSM techniques to maximize the City's current transportation infrastructure investments.

### ME-7 Policies

**ME-7.1 Transportation Demand Management.** Utilize Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours.

**ME-7.2 Transportation System Management.** Utilize Transportation System Management (TSM) measures throughout the City to ensure that the City's circulation system is as efficient and cost effective as possible and reflect the desire of the City to implement improved pedestrian and bicycle facilities.

**ME-7.3 Festival Management.** Work with event producers to control mobility during festivals. This includes appropriate circulation and connectivity for all modes of travel.

## Parking

As parking needs continue to change, Indio will work to achieve parking ratios that serve the community while minimizing impacts on residents. The following goals and policies relate to parking within Indio.

**Goal ME-8: Parking. Parking will be right sized within the City.**

**ME-8 Policies**

**ME-8.1 Off-Street Parking.** Require new developments to provide sufficient off-street parking (or payment of in-lieu fees) to reduce on-street parking congestion and increase both auto and pedestrian safety. New development shall provide electric vehicle charging stations and preferential parking for carpools, vanpools, and alternative fuel vehicles.

**ME-8.2 Off-Street Parking Alternatives.** Allow developers to meet their minimum parking requirements via shared parking techniques that can leverage unused parking with nearby parcels, in-lieu fees, or on-street parking.

**ME-8.3 Managed Parking Supply.** Manage parking supply through implementation of time limits, pay parking, or permits, while ensuring the preservation of economic development goals.

**ME-8.4 Bicycle Parking.** Safe and secure bicycle parking facilities shall be provided with all new development.

## Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s mobility vision and policies. Programs are consistent with this chapter’s goals and policies.

**Table 4-3: Mobility Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Design Guidelines.</b> Complete the City’s complete street design guidelines and update the City’s design standards for consistency with complete streets.	High	Short	Public Works
2	<b>Protected Streets and Intersections List.</b> Develop a list of protected streets and intersections that are exempt from a level of service standard (see policy ME-1.8) for any mode or that are exempt from implementing appropriate complete street standards. This list will be maintained by the City’s Public Works Department and shall be approved by City Council resolution. Conditions that would warrant a complete streets exception would include inadequate right-of-way, potential impacts to environmentally sensitive areas, the need to modify mode priority due to an adjacent land use compatibility issue, or the need to maintain enhanced designs for other prioritized modes.	High	Short	Public Works
3	<b>Development Review.</b> Update the City’s site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development projects.	High	Short	Planning, Public Works
4	<b>SB 743 Monitoring.</b> Monitor implementation of SB 743 and update the City’s CEQA guidelines to reflect revisions in CEQA requirements. The City’s consistency with SB 743 requirements does not relieve development from maintaining the City’s level of service requirements noted in Policy ME-1.8.	Medium	Short	Public Works
5	<b>Truck Routes.</b> Update the designated truck routes shown on Figure 4-8 to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with preferred modes (e.g. minimize truck routes along bicycle or pedestrian prioritized corridors), and minimize incompatibility with other sensitive land uses in the City including residential neighborhoods. The updated truck route map will be provided on the City’s website and will be adopted by City Resolution.	High	Short	Public Works
6	<b>Curb-Space Allocation.</b> Develop curb space priorities and guidelines to assist with actively managing increased demands on curb space utilization.	Medium	Medium	Public Works
7	<b>Parking Requirements.</b> Revise the Zoning Ordinance requirements for off-street parking to ensure consistency with the General Plan.	High	Short	Public Works, Planning
8	<b>Dedicate City Staff for Complete Streets and Safe Routes to School Projects.</b> Allocate additional staff resources to manage, implement and pursue funding for complete street projects, including the submittal of grant applications for bikeway, pedestrian and Safe Routes to School (SRTS) funding.	High	Ongoing	Public Works



9	<b>Vehicle Idling.</b> Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).	Medium	Medium	Public Works, Planning
10	<b>Collision Analysis.</b> Analyze areas of high risk of pedestrian or cyclist danger and develop a priority list of future physical improvements that consider future land uses within the area.	High	Short	Public Works, Planning

A photograph of a building's exterior with a tan, geometric-patterned facade. The building features a large sign that reads "Joey's BARBER SHOP". The word "Joey's" is in a blue, cursive font with a white outline, while "BARBER SHOP" is in a bold, red, sans-serif font with a blue outline. Three tall palm trees are visible against a clear blue sky with a few wispy clouds. The building's roofline is visible, and the overall scene is brightly lit, suggesting a sunny day.

**Joey's**  
**BARBER**  
**SHOP**



## *chapter five*

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# **ECONOMIC DEVELOPMENT**

The purpose of the Mobility element is to create a transportation network for the City that balances modal priorities to address the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a "complete streets" lens – meaning that all streets should provide safe accommodation for all users of the transportation network. This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use.

## Key Considerations and Strategies

Indio has prepared an Economic Development Action Plan, which identifies strategies to strengthen and build upon the City's key assets and opportunities for economic growth. The Action Plan contains the following community goals:

1. Bolster Indio's tourism and hospitality sector
2. Strengthen Indio's existing retail base and recruit new retail development
3. Create livable communities and facilitate neighborhood revitalization
4. Promote Indio's image, identity, and opportunities
5. Be development ready
6. Seek alternative sources of sustainable revenue

The Economic Development Element of the General Plan builds upon this foundation, taking steps to foster continued economic growth and prosperity. This Economic Development Element will provide policies that support the community goals and vision that is stated by the General Plan as a whole. The Element is closely tied to several other elements that are associated with the physical development of Indio. It is correlated to the Land Use and Community Design Element in that the development pattern, mix of land uses, and aesthetic improvements are important components of a balanced and healthy economy. It is associated with the Housing Element, which addresses the provision of housing for all income groups to support a diverse population and labor force. It is related to the Mobility Element, which addresses the variety of transportation options available to access job centers, shopping areas, schools, and public facilities. It is also associated with the Conservation Element, which establishes a framework for the responsible and efficient use of resources. Additionally, the Economic Development Element is related to the Parks and Recreation Element insofar as parks, recreational facilities, and community gardens attract users and visitors and offer opportunities to host special events or support other economic development activities.

**Figure 5-1: Economic Development and Planning**



## Festival City

As the “City of Festivals,” Indio is recognized as a premier location for arts and entertainment, education, commerce, history, and culture. The City annually hosts a variety of world-renowned cultural festivals and events, such as the Coachella Valley Music and Arts Festival and the Stagecoach Country Music Festival, that attract nearly 12 million visitors. Increasing the ability of the City to capture a higher proportion of these taxable expenditures is an important opportunity. To approach this opportunity, the City can focus on expanding the development of tourism-related uses, specifically in Midtown, the Fantasy Springs Leisure and Hospitality District, Empire Polo Club Resort and Entertainment District, and Polo Square Lifestyle Zone. The addition of lodging, dining, and hospitality businesses will encourage visitors to stay in Indio, which will create economic benefits for the entire community.

## Economic Diversity

Indio is the original City of the Coachella Valley and for most of its history the community has served as an important center for regional commercial activity. With over 2,000 businesses ranging size from small businesses to large scale commercial enterprises, Indio is continually in the process of reinventing and growing as a vibrant community with a strong and diverse commercial base.

## Downtown and Midtown

The revitalization of Downtown has been a priority for many years. While the recent development of the College of the Desert’s Eastern Valley Campus, Loma Linda Children’s Clinic, and the Coachella Valley Arts Center and History Museum has brought new life to Downtown, the necessary catalytic projects to modernize Downtown have not yet materialized. To address these concerns, the City has prepared a Downtown Specific Plan that seeks to transform the area into a vibrant, mixed-use destination. The California Desert Trial Academy recently opened, and the new East County Detention Center is currently under construction, reinforcing Indio’s role as the second county seat. To expand economic growth, the City is engaging in public-private partnerships with the Coachella Valley Economic Partnership to establish a business incubator that would provide assistance to startup companies. Such assistance may include low-cost office space and business support resources. Collectively, these projects could bring additional year-round activity to Downtown.

Similar to Downtown, the Midtown / Indio Fashion Mall District is in need of redevelopment. Located at the crossroads of Highway 111 and Monroe Street, this district has the potential to become a prime retail and entertainment destination. However, the abundance of vacant retail space and vacant and underutilized lots has hindered the revitalization of this area. The City of Indio has been working with property owners to revamp the area and attract regional visitors. Further retail and residential mixed-use development opportunities may emerge along Highway 111 as the Midtown area comes to evolve.

## Land Uses

As Indio continues to grow and attract new businesses, developers have seen the City’s full, long-range potential as a commercial location. In recent years, major retail development has emerged along I-10 and Highway 111, with the development of power centers, an auto mall, and small-scale retailers. These new

businesses have not only increased retail and taxable sales opportunities but have also provided Indio with a variety of employment opportunities.

To expand economic growth, Indio has designed the Land Use and Community Design and Transportation Elements to accommodate compact, mixed-use environments that are linked together by an attractive network of pedestrian and bicycle friendly streetscapes. Providing such uses promotes economic growth by supporting local businesses, creating employment opportunities, and giving developers an incentive to invest in the City. Through this Economic Development Element, Indio continues to implement actions that reinforce the City's reputation as the place for opportunity and growth.

### Workforce Development

To maintain a highly educated and skilled workforce, Indio is partnering with local school districts and appropriate agencies to provide job training programs that can prepare the local workforce for occupations in new and emerging industries. This increases the economic competitiveness of the local labor force, which fulfills Indio's economic development objective to become a key employment center for the Coachella Valley.



*College of the Desert near Downtown Indio*

## Goals and Policies

A strong, diversified economy and tax base increases prosperity for both residents and businesses. With an increasingly educated and skilled workforce, it ensures that Indio secures its role as an employment center for the Coachella Valley with quality jobs and housing and is viewed as a desirable place to work, shop, and live. It also serves to retain existing and attract new businesses as well as promote long-term economic vitality. It further seeks to facilitate economic growth in both new, emerging areas of Indio and older areas in need of revitalization.

This section provides goals and policies that enhance the economic well-being of Indio. This Economic Development Element provides policies and goals on a city-wide basis with more focused recommendations integrated into the Land Use and Community Design Element by subarea within Indio. These policies are designed to facilitate business retention and expansion, job growth, an educated and skilled workforce, and an economically-viable community that supports a high-quality of life.

**Goal ED-1: Vibrant Economy. A vibrant economy that maintains existing businesses and attracts new development.**

### ED-1 Policies

- ED-1.1 Regional and Local Partnerships.** Engage in public-private partnerships with local and regional organizations, such as the Coachella Valley Association of Governments (CVAG), the Indio, Coachella, La Quinta, Palm Desert, and Coachella Valley Hispanic Chambers of Commerce, the Coachella Valley Economic Partnership (CVEP), and the East Valley Coalition (EVC).
- ED-1.2 East Valley Coalition (EVC).** Support the EVC partnership between La Quinta, Coachella and Riverside County to jointly market and promote economic development in the Eastern Coachella Valley.
- ED-1.3 Permitting Process.** Improve the permitting process where businesses can identify their economic development requirements early and work with a dedicated staff member who will guide them along the way in order to ensure that development is realized in a timely manner.
- ED-1.4 Project Review.** Provide a timely and thorough review of proposed economic development projects.
- ED-1.5 Financing Priorities.** Set public infrastructure financing priorities by key economic focus areas as identified in the City's Economic Development Action Plan as they are updated and revised over the life of the General Plan
- ED-1.6 Business Outreach.** Expand the City of Indio's economic development role to include a regular outreach effort to better understand and respond to the ongoing economic needs of existing and new businesses in Indio.
- ED-1.7 Branding Program.** Maintain a unique brand comprised of visual themes and taglines that distinguish Indio from other jurisdictions in the Coachella Valley and accentuate its opportunities and attractions.

- ED-1.8 Marketing Program.** Support marketing programs that emphasize Indio's unique economic opportunities including, cultural, arts, and environmental advantages and attributes.
- ED-1.9 Placemaking.** Support a variety of revitalization and improvement programs focused on placemaking and beautification, such as facade improvements, small plazas, public art, and community events.
- ED-1.10 Flexible Spaces.** Promote flexible work spaces that can be shared among commercial and/or educational tenants to support entrepreneurship, affordability, sharing of resources and appeal to start-ups and/or spin-offs from regional institutions of higher learning and the modern workforce.

## **Goal ED-2: Employment Base. A growing employment base with a diversity of job opportunities for current and future residents.**

### **ED-2 Policies**

- ED-2.1 Business Development Opportunities.** Identify business development opportunities that will increase the number of professional and technical jobs as well as increase skill and wage levels. Emphasis should be placed on development opportunities that diversify the local economy.
- ED-2.2 Incubators.** Encourage development of incubator facilities in Indio through the provision of low cost space and business resources that support the startup and expansion of firms with creative new ideas and products; work cooperatively with the California and Coachella Valley Innovation Hub (iHub) Programs.
- ED-2.3 Infrastructure Improvements.** Identify public services and public infrastructure improvements necessary to expand existing and encourage new industrial development. Conduct regular business surveys, business outreach forums, and public-private partnerships with the local Chambers of Commerce and the EVC to identify those improvements.
- ED-2.4 Industrial Growth.** Support the retention and growth of the industrial and manufacturing sector and activity attract new industrial businesses.
- ED-2.5 Job Fairs.** Work with the local Chambers of Commerce, CVEP, and EVC to host an annual local jobs fair to facilitate the awareness of employment opportunities for both the local labor force and local businesses.
- ED-2.6 Attract Livable Wages.** Continue to pursue and attract companies and industries who offer livable wages and medical benefits for employees in Indio.



**Goal ED-3: Workforce Development. A City with a highly-educated, skilled, and adaptable workforce that is growing.**

**ED-3 Policies**

- ED-3.1 Economic Development and Labor Pool Alignment.** Align economic development efforts with the labor pool to increase the number of jobs filled by Indio residents.
- ED-3.2 Training.** Collaborate with the College of the Desert and other appropriate entities to identify and strengthen educational and training courses in new and emerging technologies that are compatible with the City's economic development policies and increase the economic competitiveness of the local labor force.
- ED-3.3 Trades.** Attract trade colleges and training programs that can prepare the local workforce for occupations in new and emerging industries.
- ED-3.4 Schools.** Collaborate with the local K-12 school districts to provide students in their STEM (Science, Technology, Engineering and Math) plus the arts and humanities courses (STREAM) with summer and part-time internship opportunities with local businesses and government agencies.
- ED-3.5 Internet Access.** Support the availability of community-wide WI-FI and high-speed internet connectivity for both businesses and households.

**Goal ED-4: Fiscal Sustainability. A fiscally-sustainable community with opportunities to maximize public revenue.**

**ED-4 Policies**

- ED-4.1 Economic Development Performance Monitoring.** Apply accepted fiscal analysis methods and establish a system of fiscal performance measures to evaluate the ongoing revenue and cost performance of economic development in Indio; regularly monitor measures such as sales tax, property tax, and other major revenue sources in order to track fiscal trends.

**Goal ED-5: Infrastructure Financing. A City that uses creative and innovative infrastructure financing options to meet the needs of current and future residents and employees.**

**ED-5 Policies**

- ED-5.1 Implement Economic Vision.** Expand the role of the Citizens Finance Advisory Commission to include assisting with the implementation of the City's economic vision, monitoring progress, and recommending effective revisions to ongoing programs and actions.
- ED-5.2 Infrastructure Financing Districts.** Explore the feasibility of establishing one or more targeted infrastructure financing districts in Indio to facilitate public capital improvements. This would

entail evaluating existing options, such as the newly adopted legislation for an enhanced Infrastructure Financing District, or other options that may become available.

- ED-5.3 Infrastructure Capital Needs Linking.** Coordinate the public infrastructure capital needs with Indio’s annual Capital Improvement Program (CIP) to create effective linkages between the General Plan’s economic development objectives and the timely provision of new or refurbished public infrastructure.
- ED-5.4 Grant Funding.** Partner with local and regional agencies and organizations, such as CVAG, CVEP and EVC, to identify and obtain federal, State, and regional grants for public infrastructure that reinforce the General Plan goals for economic development, jobs-housing balance, improved accessibility, and community sustainability.
- ED-5.5 Infrastructure Financing Sources.** Continue to identify, update, and apply traditional financing techniques, such as outside grants and loans, development impact fees, special assessments, and special taxes to maximize Indio’s access to infrastructure financing sources.
- ED-5.6 New Financing Techniques.** Continue to evaluate and implement emerging financing techniques as they become available.
- ED-5.7 Public-Private Broadband Partnership.** Actively seek a public-private partnership to provide ultra, high-speed fiber optic communications to businesses in Indio. When feasible and applicable, new construction shall install future cables to support citywide broadband internet accessibility.

## **Goal ED-6: Tax Base Diversification. A City with a diversified tax base that allows it to flourish during different market cycles.**

### **ED-6 Policies**

- ED-6.1 New Retailers.** Where appropriate support the entry of new retail uses into the City, including uses that will attract spending from visitors and residents of neighboring communities in the Coachella valley
- ED-6.2 Retail Development.** Support retail development that meets the community needs of Indio’s residents in appropriate locations in order to prevent the leakage of local expenditures to neighboring communities.
- ED-6.3 Transient Occupancy Taxes.** Encourage the development of uses that generate transient occupancy taxes. Require operators of short term accommodations to comply with regulations that generate transient occupancy taxes.
- ED-6.4 Non-Retail Taxes.** When possible, identify and attract industrial and warehousing/distribution businesses that have substantial business-to-business or other non-retail taxable sales potential.

**Goal ED-7: Retail and Services. A City with the destination hospitality, retail, and entertainment opportunities to meet the needs of visitors and residents.**

**ED-7 Policies**

- ED-7.1 Hospitality Inventory.** To assess hospitality needs, prepare a current hospitality facility inventory that includes the types of hotels/motels, number of rooms, price structure, location, amenities and other associated resort-style facilities.
- ED-7.2 Hospitality Opportunities.** Continue to work closely with the Greater Palm Springs Visitors and Convention Bureau to identify both hospitality businesses and locational opportunities for the Eastern Coachella Valley.
- ED-7.3 Music Events.** Continue to support local music festival event promoters and work to extend opportunities to increase development opportunities that would complement the festivals.
- ED-7.4 Cultural and Art Events.** Continue to publicize cultural and arts events and attractions in Indio to residents, potential visitors and business prospects.
- ED-7.5 Cultural Tourism.** Recognize the value of music, dance, theater and visual arts to Indio's quality of life and economy, supporting cultural tourism as part of an economic development strategy for the City.

**Goal ED-8: Jobs-Housing Balance. A City that grows with a balance of jobs and housing to meet the needs of current and future residents.**

**ED-8 Policies**

- ED-8.1 Transportation Connectivity.** Coordinate transportation investments to create better connectivity between residences and job locations.
- ED-8.2 Employment Infill.** Allow employment generating land uses at infill sites and in development locations
- ED-8.3 Missing-Middle Housing.** Encourage the growth of diverse housing types including missing-middle housing opportunities in Indio.

# Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s land use and urban design vision and policies. Programs are consistent with this chapter’s goals and policies.

**Table 5-1: Economic Development Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Update Economic Development Planning.</b> Continue to update and implement an economic development strategy. The strategy should be based on analysis, community and stakeholder engagement, General Plan goals and policies, and City Council priorities. In addition to the vision, goals, objectives, and actions generated during preparation of the strategy, it should actively seek to achieve the goals of the General Plan, and it may provide or address the following:</p> <ul style="list-style-type: none"> <li>• A business visitation program</li> <li>• A communications strategy to market Indio to existing businesses, residents, and potential new business</li> <li>• Specific business types to target for business attraction efforts</li> <li>• An incentives policy</li> <li>• Measurable objectives for local economic development efforts and for collaboration with regional economic development partners</li> <li>• Economic development performance benchmarks and targets</li> </ul> <p>A mechanism to measure performance and adjust programs where needed to improve performance.</p>	High	Ongoing	Economic Development, community partners
2	<p><b>Establish and implement an annual business visitation program.</b> Focus on attracting and recruiting new investment in key sectors with a focus on hospitality and retail.</p> <ul style="list-style-type: none"> <li>• Participate in investment events such as ICSC conferences</li> <li>• Commission a hospitality market study and identify sites for future investment</li> <li>• Maintain and update inventory of sites for commercial development</li> </ul>	High	Ongoing	Economic Development, community partners

3	<p><b>Establish, update, and publish an inventory of sites and facilities.</b> Continue to make inventory of available spaces for economic development and new investments available. Keep information up to date and available on line.</p> <ul style="list-style-type: none"> <li>• Provide information of commercial development sites by type of land use</li> <li>• Provide information on large scale residential developments</li> </ul>	High	Ongoing	Economic Development, community partners
4	<p><b>Downtown Indio Specific Plan.</b> Market the Downtown Specific Plan to developers and businesses generally conducive to a pedestrian-oriented Downtown area, such as a mix of local and regional-serving retail, local serving office uses, arts and cultural facilities, and cafes / restaurants.</p>	High	Ongoing	Economic Development, Planning
5	<p><b>Midtown District.</b> Market the Midtown District to developers and businesses to revitalize the area around the Fashion Fair Mall.</p>	High	Short	Economic Development, Planning
6	<p><b>Streamline Development Permitting Process.</b> Work to find efficacies and make development permitting as simple and as transparent as possible.</p> <ul style="list-style-type: none"> <li>• Move elements of permitting process on line where possible</li> <li>• Integrate the permitting and planning with GIS capabilities to aid in program development</li> <li>• Work to reduce multiple visits per applicant</li> </ul>	Medium	Ongoing	Planning
7	<p><b>Marketing and Placemaking Programs.</b> Develop marketing and beautification strategies to raise awareness of areas targeted for revitalization.</p>	High	Short	Economic Development, Planning
8	<p><b>Workforce Training Inventory.</b> Conduct an inventory of workforce training needs of businesses in Indio and coordinate with regional partners and other educational institutions to identify or create suitable training programs and help coordinate training resources in the County.</p>	High	Short	Economic Development
9	<p><b>Public-private partnerships.</b> Support the use of public-private partnerships to foster job growth and vocational training, including partnerships used or planned by major public entities in Indio.</p>	Medium	Ongoing	Economic Development





## *chapter six*

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# HEALTH AND EQUITY

The purpose of the Health and Equity Element is to protect the people and assets that make Indio a great place to live, work, and recreate. Place, income, living conditions and education are all significant contributing factors to health and equity in a community. How we plan and prioritize growth for the future can determine the well-being of residents in the long term. The City's physical, social, and economic environments combine to make specific individuals and groups more vulnerable to long-term changes and short-term shocks. From global climate change to economic transformation, the City has the opportunity to make choices that will positively impact the community, environment, and economy and make it more healthy, sustainable, and resilient to future change.

## Key Considerations and Strategies

California law requires that a General Plan include elements (or chapters) specifically addressing environmental justice. This Health and Equity element was prepared to meet the requirements California adopted with Senate Bill 1000 (SB 1000), or the Planning for Healthy Communities Act. SB 1000 requires cities to develop an Environmental Justice element, or related environmental justice goals and policies to reduce the unique or compounded health risks in “disadvantaged communities.” Elements may address the reduction of pollution exposure, the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity in disadvantaged communities.

The Health and Equity Element supports equitable development practices that are responsive to disadvantaged communities and that protect all members of a community from environmental harm and risk. Community-centered planning and design also elevates the values and priorities of historically-underserved populations, including lower-income residents and people of color, in guiding community development. In supporting and enhancing opportunities for meaningful engagement, the General Plan process recognizes the importance of addressing the intersection of health, equity, and environmental justice in creating access and expanding opportunities for all members of the community.

## Public Engagement

The community engagement strategy in Indio involved ongoing community outreach, including a series of public workshops, a community questionnaire, pop-up outreach efforts (such as community blackboards), a student essay contest, and also informal observations provided by City staff. As part of this process, many community residents, along with City Council members, Planning Commissioners, General Plan Advisory Committee members, and other stakeholders shared their ideas about the opportunities and issues facing Indio, as well as how they envisioned the future of the City. The goal of the community engagement strategy was providing diverse opportunities for participation and for community members to share firsthand experiences with issues and opportunities in the City.



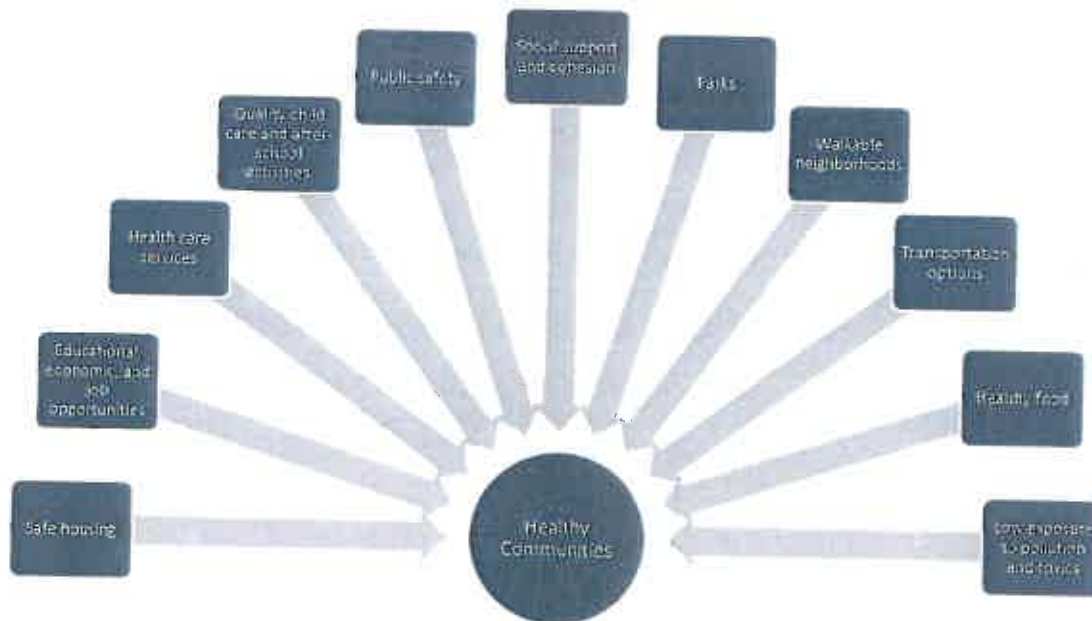


## Healthy Communities

On February 7, 2018, the Indio City Council adopted a Healthy Eating Active Living (HEAL) Cities Campaign. The HEAL Cities campaign focuses on improving health across three policy areas: employee wellness, access to healthy food, and land use. The City of Indio is committed to reducing and preventing obesity and promote healthier lifestyles for all residents.

A community's overall health depends on many factors. Eating well, staying active, and seeing a doctor all influence health. Health, however, is also influenced by access to social and economic opportunities, the quality of education, neighborhood conditions, workplace safety, and the cleanliness of water and air, among others. These conditions influence why some people are healthier than others, and why where people live and work matter to community health. Figure 6-1 shows examples of key healthy community components.

**Figure 6-1: Example of Healthy Communities Components**



Because healthy communities are influenced by a wide variety of factors, strategies to improve health are woven throughout the General Plan. Examples include:

- Promoting development of non-polluting industries that are not major sources of air and water pollution (Land Use and Community Design Element, Goal 10).
- Encouraging the use of bicycles and walking as the preferred transportation mode for trips to and from schools by implementing a "Safe Routes to School" Program (Mobility Element, Goal 2).

- Collaborating with the College of the Desert and other appropriate entities to identify and strengthen educational and training courses in new and emerging technologies (Economic Development Element, Goal 3).
- Focusing City efforts to create a variety of new parks types, including mini, neighborhood, and community gardens within Indio’s existing neighborhoods, particularly the most disadvantaged neighborhoods (Parks, Recreation, and Open Space Element, Goal 2).

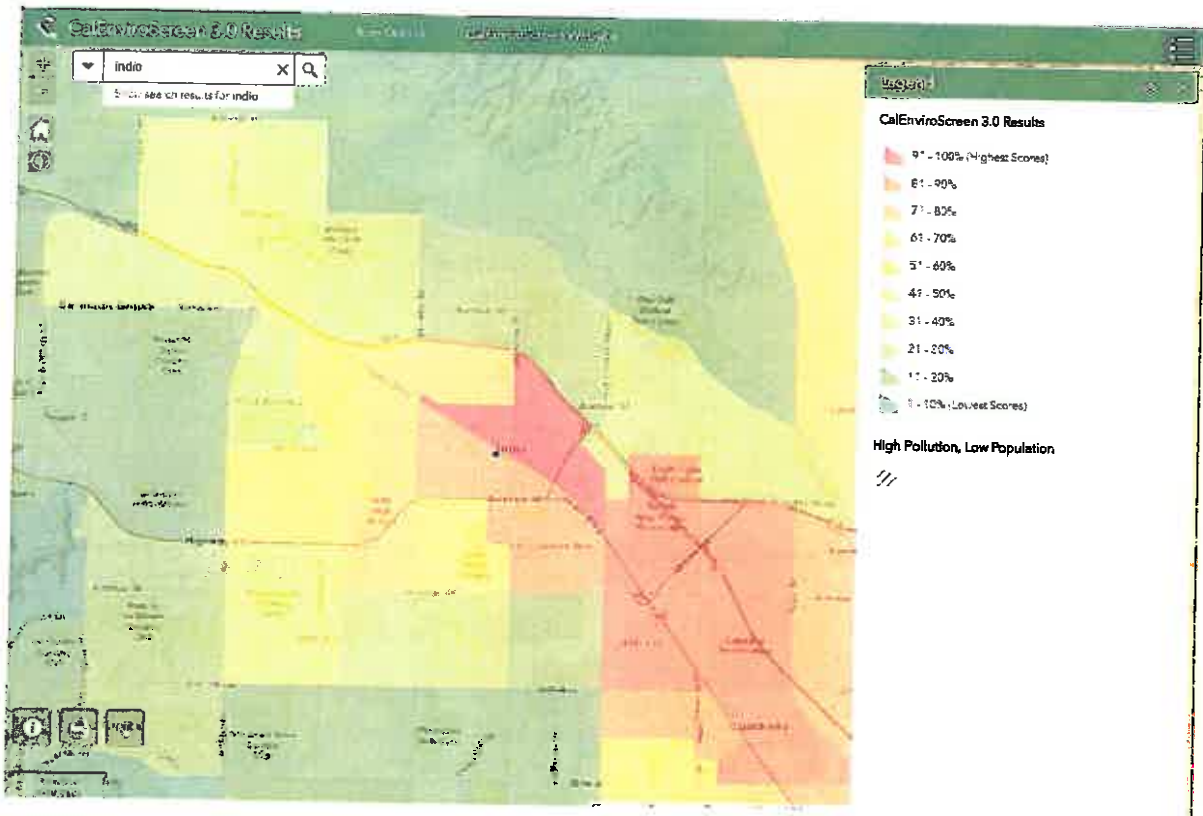
Encouraging a healthy community can bring many benefits to a community, from better health to new jobs to economic investments. Improving these determinants can also help promote equity and community development over the long term.

### Disadvantaged Communities

While the promotion of healthy communities can bring many benefits to all members of a community, the impacts of environmental burdens and poor planning can have disproportionate impacts on disadvantaged communities, including low-income residents, minority populations, communities of color, and tribal nations. The California Environmental Protection Agency (CalEPA) defines a disadvantaged community as an area that is a low-income area and that is disproportionately affected by environmental pollution. The CalEnviroScreen (CES) tool can be used to identify disadvantaged communities disproportionately impacted by environmental pollution and other hazards. The CES tool provides a data source for identifying communities burdened by multiple sources of pollution, based on environmental exposures, environmental effects, and population characteristics, including health outcomes and socioeconomic data.

As shown in Figure 6-2, the CES tool identifies various communities in Indio as “most disadvantaged.” Based on the scores, the City has relatively high levels of ozone, which is compounded by a concentration of neighborhoods and individuals that struggle with high levels of poverty, low levels of educational attainment, and poor health conditions.

Figure 6-2: CalEnviroScreen (CES) Tool



A second tool, the California Healthy Places Index (HPI), can be used to analyze the cumulative burden of social, economic, and environment conditions that may lead to unequal, inequitable, or disparate outcomes on a specific group of neighborhoods. In addition to pollution burden, the HPI tool emphasizes a broader spectrum of social factors (or determinants) that impact health, including education, housing, economic, and access to health. As shown in Figure 6-3, Indio has various neighborhoods with a low HPI score and higher proportion of residents considered especially vulnerable to public health risks, including children, the elderly, the disabled, recent immigrants, and those in poverty. Additionally, Figure 6-4 provides a map of disadvantaged communities in the lowest quartile of the HPI, identified by census tract.

Figure 6-3: Healthy Places Index (HPI)

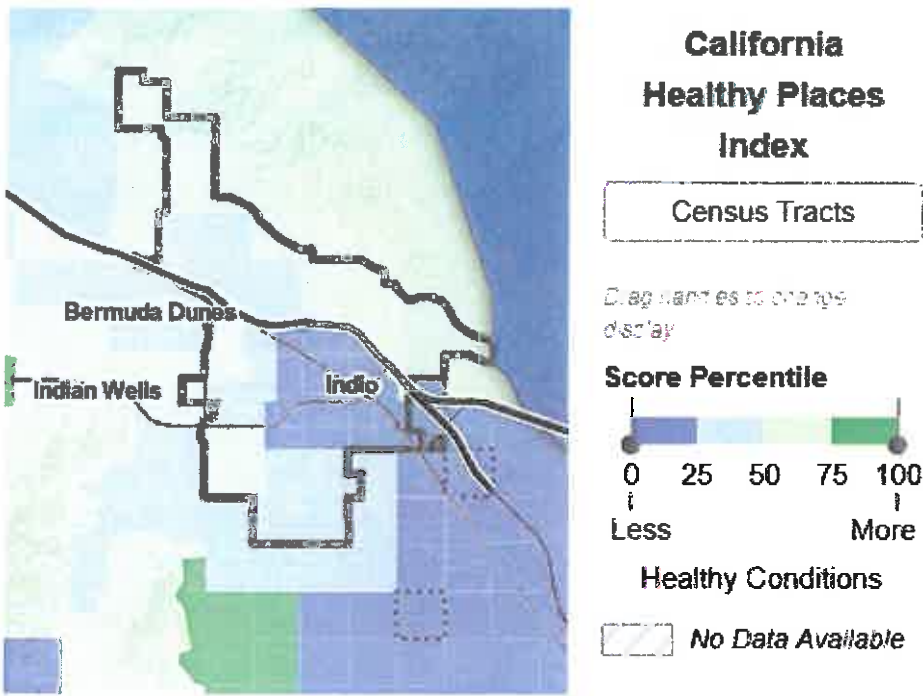
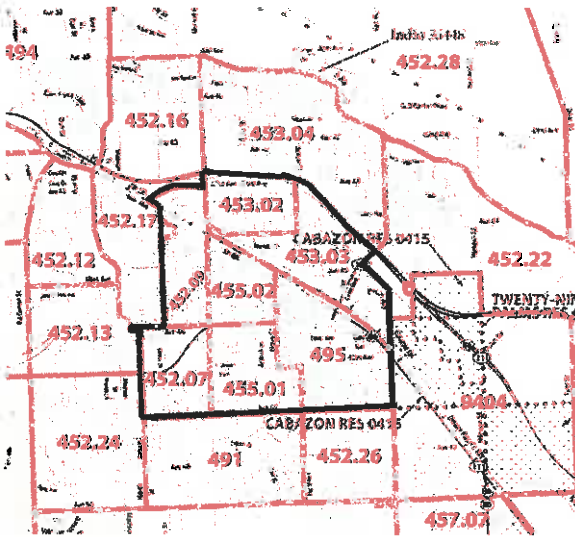


Figure 6-4: Indio Census Tract Map



Poverty consistently co-exists with a wide variety of negative health outcomes. Table 6-1 provides a comparative profile of disadvantaged communities in the City of Indio. While census tract 9404 includes an area within the City, it is largely within Coachella and has not been included within the Indio Health Profile. In Indio, poverty disproportionately impacts families with children. Families with children fare poorly, with poverty rates much higher than the rates for all families, particularly in neighborhoods

identified by the HPI as disadvantaged communities. This is particularly important because children in poverty can experience learning difficulties, and social, emotional and behavioral problems. In general, children are also especially susceptible to asthma from air pollution.

Residents in disadvantaged communities also face health risks from overcrowding, and if recent immigrants, may also be less likely to seek health services out of fear of legal repercussions due to their immigration status. Language barriers can lead to miscommunication, but also feelings of social isolation and solitude. Compared to the rest of the City, all census tracts identified by the HPI as disadvantaged communities have over one third or residents that identify with speaking English less than 'very well.' Issues of social isolation and a lack of physical activity can also impact an aging population. While the number of residents age 65 and over are generally lower in disadvantaged communities, there are two census tracts (452.09 & 455.02) where the number of residents age 65 and over living alone are higher than the rest of the City. For the City, these neighborhoods present an opportunity to enhance social relationships and improve physical health for these residents.

**Table 6-1: Indio Health Profile**

Demographic	Census Tract							Indio City
	452.07	452.09	453.02	453.03	455.01	455.02	495	
<b>Demographic</b>								
Under age 5	10.5%	6.0%	6.6%	6.9%	6.9%	11.2%	7.3%	7.1%
Under age 18	22.5%	24.6%	21.7%	26.6%	20.7%	17.7%	22.6%	20.2%
Age 65 and over	9.1%	10.7%	14.8%	7.4%	7.3%	10.3%	9.4%	15.7%
Age 65 and over living alone	5.9%	14.9%	5.3%	7.1%	2.1%	10.7%	5.4%	8.8%
Average household size	3.2	3.25	3.92	3.53	3.31	3.23	3.38	3.1
Non-White (including Hispanic or Latino)	66.9%	62.7%	54.5%	69.0%	68.5%	57.9%	56.6%	49.1%
Percent high school graduate or higher	71.4%	61.2%	57.4%	48.2%	64.3%	51.7%	54.0%	74.2%
Percent bachelor's degree or higher	7.1%	7.0%	3.2%	2.6%	5.0%	8.1%	9.6%	16.0%
Speaks English less than 'very well'	31.8%	33.2%	39.1%	38.5%	30.3%	37.1%	43.3%	24.0%
<b>Percentage of families whose income in the past 12 months is below the poverty level</b>								
All families	26.0%	27.3%	22.1%	38.6%	16.1%	25.8%	15.9%	14.0%
With related children under 18	30.1%	40.5%	24.0%	54.0%	26.2%	43.1%	22.3%	22.2%
With related children under 5	54.5%	42.7%	-	46.0%	27.3%	23.9%	0.0%	19.1%
<b>Employment</b>								
Percent Unemployed	10.4%	12.0%	8.8%	13.7%	9.5%	4.2%	8.2%	7.2%
<b>Health Insurance</b>								
No health insurance coverage	23.5%	24.3%	25.7%	27.4%	24.7%	30.7%	23.0%	18.1%

Source: 2012-16 American Community Survey 5-year estimates

## Broader Context

A guiding principle of environmental justice is that all members of a community should benefit from understanding the risks of environmental harms and the protections to mitigate their impacts. The built environment actively shapes health outcomes in communities. Although conventional planning practices (such as separating residential and commercial uses, building low density areas, constructing streets primarily for automobiles, and not providing adequate transportation choices) are not the single cause of chronic health problems in the United States, there is increasing documentation that they are often a contributing factor. Research indicates that auto-oriented, low-density, single-use places – as well as places underserved by parks and active recreation facilities – discourage physical activity and therefore contribute to an increased risk of heart disease, cancer, stroke, and diabetes.

As part of its commitment to the Healthy Eating Active Living (HEAL) Cities Campaign, the General Plan will build on existing efforts to encourage physical activity and access to healthy food in the City. For instance, the City has begun improving existing streets and sidewalks to encourage walking and biking and is currently developing a Safe Routes to School Master Plan, conducting a Multi-Modal Feasibility Study, and creating a five-mile hiking trail in the northern part of the city.

The following section provides a snap-shot of several key health outcomes and issues in the City.

### Health Status

Based on data from UCLA's *California Health Interview Survey* (CHIS), the City of Indio has a low rate of children and youth (5.3%) that report fair or poor health. In contrast, adults (18-64) in the City (21.8%) and older adults (65+) in the County of Riverside report a higher rate of being in fair or poor health. Age is also a major risk factor for these chronic diseases. Because Indio has a younger-than-average population, there may be residents with unhealthy lifestyles that are at high risk for developing these chronic diseases in older age, but that have not yet been diagnosed. Treatment and diagnosis is often hampered by lack of preventative care, lack of insurance, and poor access to healthcare.

The data also suggests that obesity may be a critical public health problem for Indio. This is borne out by the fact that 28.4% of adults in Indio are obese or overweight, compared to 26.1% of residents in Riverside County and 25.8% in the state of California. The City's health challenges also include high rates of diabetes and death rates from heart disease, cancer, and chronic lower respiratory disease/chronic obstructive pulmonary disease. These diseases are generally linked to unhealthy weight, poor nutrition, and physical inactivity.

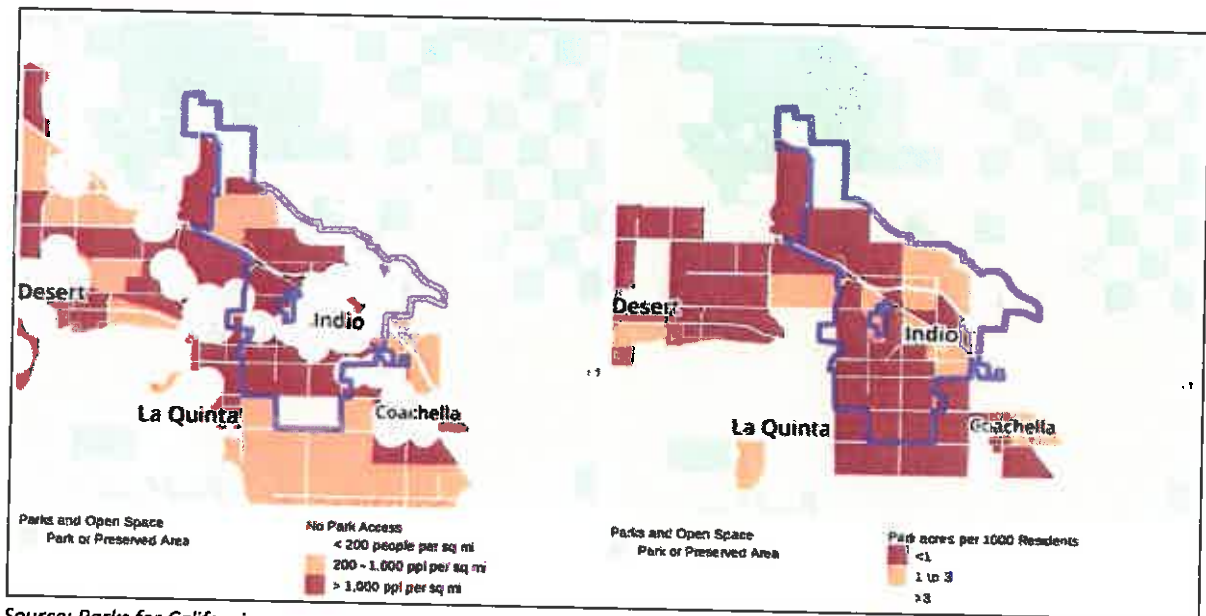
## Life Expectancy

Life expectancy is an overarching health indicator for any population. Leading causes of death can highlight a population’s risk factors and suggest policy priorities. Average life expectancy in zip code 92201 is 82 years, 3 years less than in 92203. There is no single cause for this disparity; rather, it suggests that the average Indio resident faces a variety of combined physical, social, and economic conditions that reduce health status and life expectancy. This disparity in life expectancy underscores why improving community health is a critical long-term goal.

## Barriers to Physical Activity

The high rates of overweight and obese residents are compounded by a high percentage of adults (29.3%) in the City that do not participate in any physical activity. Generally, the City has a good pedestrian network. However, many transportation corridors – such as roadways, freeways, and train tracks – are difficult and dangerous for pedestrians to cross and thus discourage physical activity. In parts of the City, the prominence of suburban street design is not conducive to pedestrian activity. Residents’ ability to bicycle, walk, and exercise for recreation is also limited by a relative lack of public parks and recreation facilities, a cohesive bicycle network, and the distance many residents must travel to reach such facilities.

Figure 6-5: Park Access



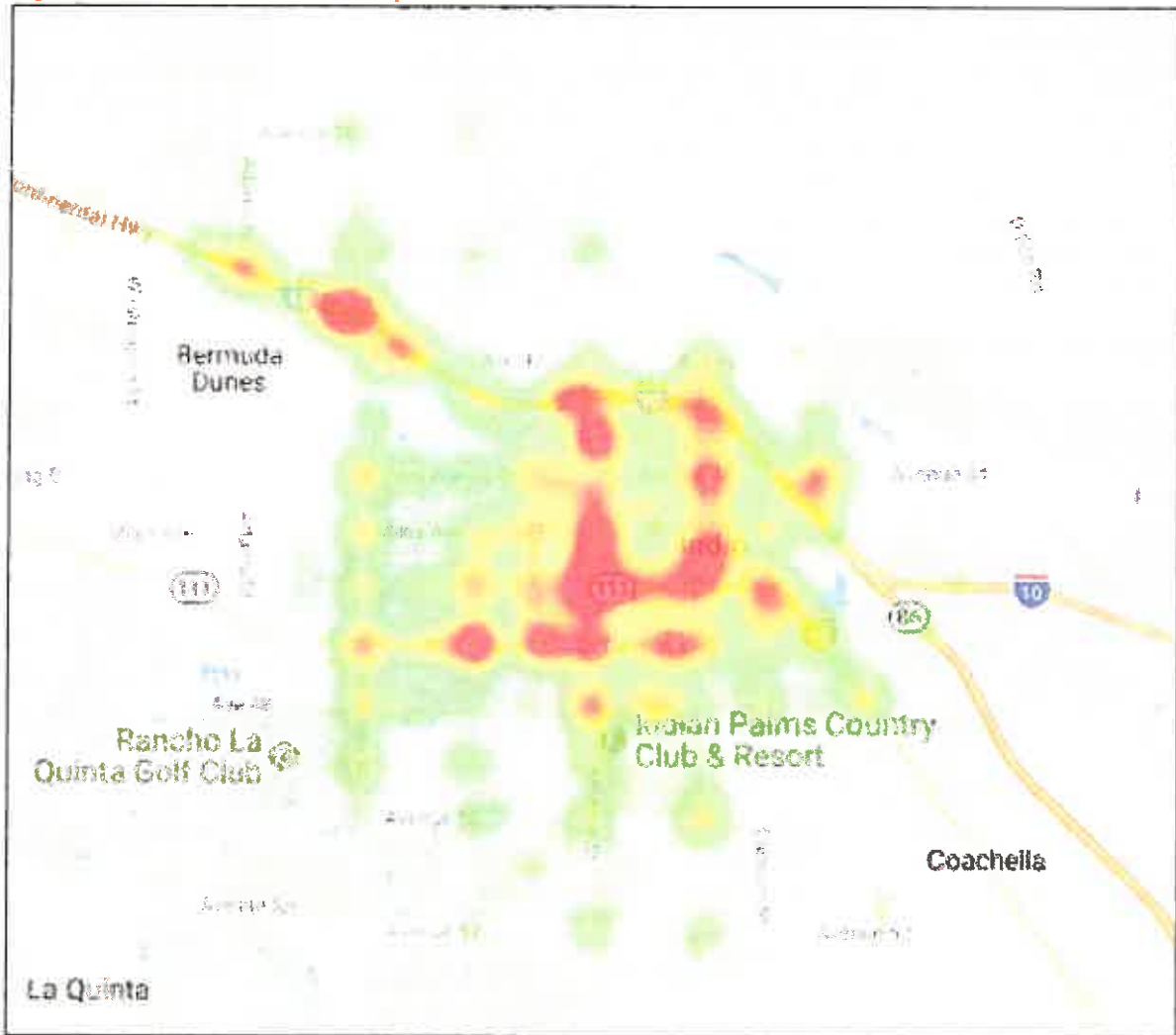
Source: Parks for California

While approximately one-third (33.5%) of Indio residents report walking at least 150 minutes a week, a limiting factor to physical activity levels is restricted access to public recreational and open space, as shown in Figure 6-5. Across the City, 53% percent of residents live further than half a mile from a public park. Despite the high density of people living in the City, 93% of residents live in areas with less than 3 acres of public parks or open space per thousand residents. Lastly, the bicycle network in Indio is incomplete and certain areas lacks infrastructure, a fact which limits the ability of residents to use bicycles for commuting, daily needs, or recreational purposes as illustrated in Chapter 4.

## Street Safety for Walking, Driving, and Cycling

Concerns about pedestrian, bicycle, and vehicle safety in Indio are amplified by the number of traffic collisions along the City's largest streets. This is especially true of areas with high pedestrian and vehicle traffic. Based on data provided by the Transportation Injury Mapping System, there were a total of 1,008 traffic collisions in Indio from 2010 to 2014. Of these, 9% involved a pedestrian and 25 (2%) resulted in fatalities. The locations of these accidents are shown in Figure 6-6.

**Figure 6-6: Vehicle Collision Map in Indio**



Source: Transportation Injury Mapping System

The majority of injury and fatality incidents occurred along Indio's high-volume streets, most notably Monroe Street, Dr. Carreon Boulevard, and Highway 111, but also along the I-10 corridor, Jackson Street, and Avenue 48. The majority of pedestrian collisions took place at crossings and not in crosswalks (45.6%).



## Nutrition

Better access to nutritious food and more opportunities for physical activity could reduce Indio residents' vulnerability to chronic diseases and is a key component of the HEAL Campaign. Poverty, low levels of education, and lack of access to health care may also contribute to these health conditions. As noted above, Indio has a high rate of obesity and overweight residents. Poor diet is likely a significant cause of this trend. According to the Centers for Disease Control, 82% of adult residents eat less than five servings of fruits and vegetables a day. One reason people may consume higher levels of unhealthy food is that it is often cheaper and easier to access than healthier food options. In the period between 2009-2014, the number of fast food restaurants increased (10%) across Riverside County. There is a significant number of retailers selling food with low nutritional values across the City and only one farmers' market exists in the City.

Food security is also important for community health and wellbeing. "Food security" is defined as having access to enough food for an active, healthy life for all people at all times. Food insecurity can lead to undernourishment and malnutrition, which coincide with fatigue, stunted child development, and other health issues. Food insecurity among low income households is significantly higher in Indio (11.4%) than at the County (7.6%) and State (8.1%) levels. Households that lack "food security" can obtain supplemental assistance from government programs, such as SNAP and the Women Infants and Children (WIC) program. These vendors are generally located along Jackson Street and Highway 111.

## Air Quality

The City of Indio is located within the Salton Sea Air Basin (SSAB). Within this Basin, ozone and particulates are the pollutants that pose the most significant threat to human health. Ozone and fine particle matter are difficult to detect with the naked eye, so it is not always apparent when there is poor air quality. Ozone is a gas composed of three oxygen atoms. It is formed when volatile organic compounds (VOC) combine with nitrogen oxides in the presence of ultraviolet sunlight. Inhaling ground-level ozone can result in a number of health effects that are observed in broad segments of the population. People may experience symptoms such as coughing, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, and chest tightness, wheezing, or shortness of breath. Particulate matter (PM) consists of a mixture of dry solid fragments and small droplets of liquid. These particles are linked with increases in mortality rates, respiratory infections, and the number and severity of asthma attacks.

Air quality in Indio is regulated by the South Coast Air Quality Management District (SCAQMD), which has jurisdiction over the South Coast Air Basin (SCAB) and the desert portion of Riverside County in the SSAB. The District monitors air quality at two permanent locations: one in Palm Springs and one in Indio. The stations assess PM<sub>2.5</sub>, PM<sub>10</sub>, ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide levels.

The Coachella Valley has a history of elevated PM levels, which are closely associated with fugitive dust emissions from construction activities and the area's natural wind processes. The Coachella Valley is currently designated as a serious non-attainment area for PM<sub>10</sub>, which refers to particulate matter that is larger than 2.5 micrometers, but smaller than 10 micrometers. Coachella Valley governments, agencies, private and public stakeholders, and the SCAQMD, have proactively worked to reduce unhealthy levels of PM<sub>10</sub> dust. In response to high levels of dust, SCAQMD adopted the State Implementation Plan for PM<sub>10</sub> for the Coachella Valley (CVSIP), which outlines reasonably available control measures and establishes a future attainment date for areas previously unable to meet federal PM<sub>10</sub> standards.

Ozone levels have been declining; however, concentrations have exceeded State and federal standards in recent years. In 2014, there were 30 days where the monitoring station in Indio registered an exceedance of the State's eight-hour concentration standard and 61 days where the monitoring station in Palm Springs registered exceedance of the State's eight-hour concentration standard. In the same year, the federal eight-hour concentration standard was exceeded 10 days at the Indio monitoring station and 35 days at the Palm Springs station.

Periodically, the SCAQMD prepares an update to the Air Quality Management Plan to comply with federal requirements and/or incorporate the latest technical planning information. This is a regional and multi-agency effort to develop strategies primarily focused on addressing ozone and PM standards. The SCAQMD also offers assistance to government policy-makers in adopting and implementing local air quality policies. This Element provides Indio with goals and policies to improve its air quality. The City has also prepared a Climate Action Plan, which establishes current emissions and sets targets for reductions in greenhouse gases that will improve overall air quality.

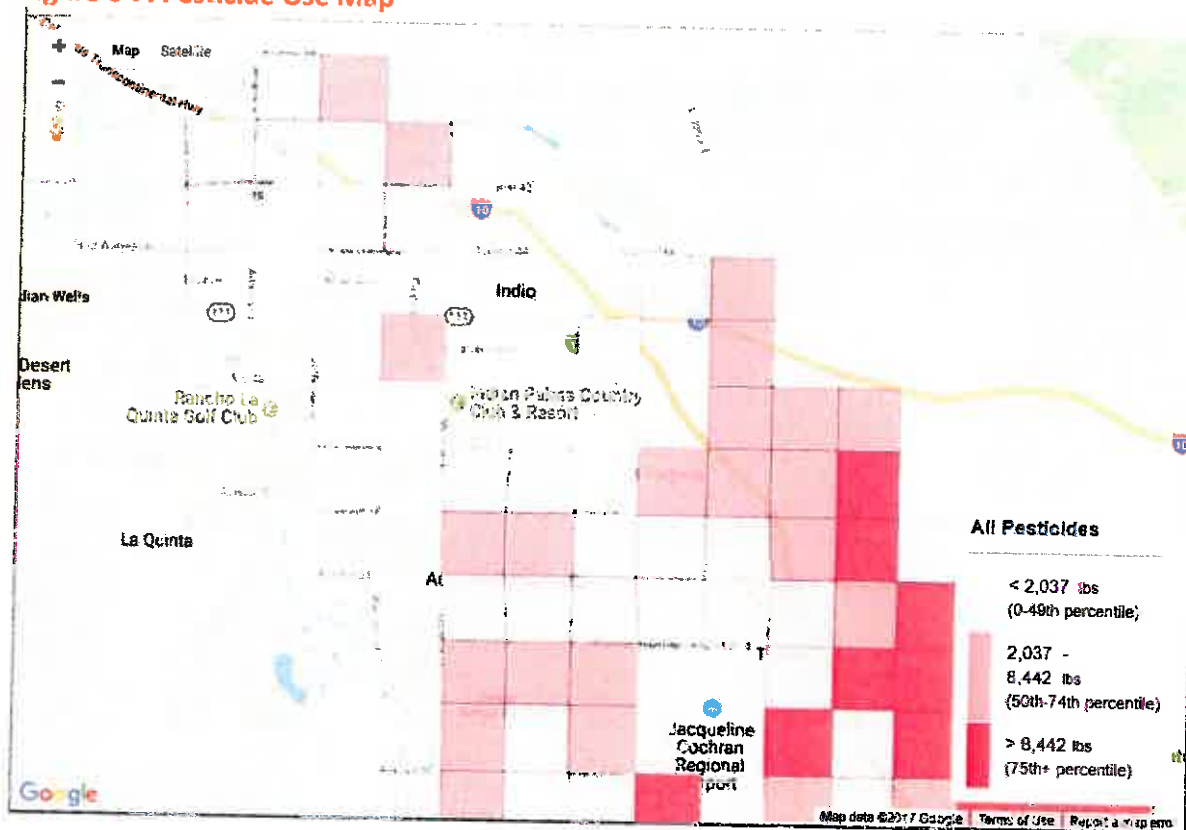
Indio's reported rates of adult asthma are higher in areas south of the 10 freeway, where many residents live near sources of air pollution – industrial lands, truck routes or freeways – that contribute to respiratory illnesses. It is also possible that the City's lower than average level of access to health insurance, information and care leads to under-diagnosing and under-reporting of respiratory disease.

### Environmental Concerns

Various environmental concerns also negatively impact the health of residents and Indio's food system. Pollution from agricultural fertilizers and pesticides are primary sources of groundwater contamination in Indio. While contaminants can be naturally occurring or manmade, these can impact both the environment and human health.

Pesticides, for instance, are used to prevent and control pests, weeds, and other plant pathogens. Exposure to pesticides can happen by touching treated surfaces (skin contact), eating or drinking contaminated food or water (ingestion), or by breathing it in (inhalation). Areas with higher concentrations of pesticide use are shown in Figure 6-7.

Figure 6-7: Pesticide Use Map



A single or short-term high-level exposure can result in poisoning or illness. Similarly, chronic, or long-term exposure, can result in serious illness, including some types of cancers, pregnancy issues, abnormal births, and poor brain development. Symptoms can include headaches, dizziness, and allergies to chemical burns on the skin, unconsciousness, and death. In Indio, pesticide use includes Chloropicrin, 1,3-Dichloropropene, Sulfur, and Mancozeb.

Additionally, occupational exposure can put agricultural workers in particular risk for pesticide-related illnesses. Children and pregnant women are at greater risk from the health effects of pesticide exposure. Exposure can also be a problem in disadvantaged communities where the risk to in-home pesticide use is high and where community residents may have little or no participation in pest control decisions.

The effects of short or long-term exposure can be compounded by industrial manufacturing, agricultural run-off, and wastewater discharge. Chromium-6, a cancer-causing chemical is found in Indio's tap water at a rate of 13.1 parts per billion, while California's Public Health Goal for chromium-6 is 0.02 ppb. The adverse effects of drinking or inhaling Chromium-6 include lung cancer, kidney damage, and occupational asthma.

### Access to Healthcare and Health Facilities

Access to health care is a major health policy issue in Indio. Many people cannot afford health care and there is a limited number of health providers in the area. In 2014, 26.9% of adults between the age of 18

and 64 were uninsured in Indio. A lack of access to health care can further complicate chronic diseases, include heart disease or diabetes, which are already prevalent in the City.

There are also a limited number of health care facilities in the City. John F. Kennedy Memorial is the only hospital in the City. Other nearby facilities include Eisenhower Medical Center in Rancho Mirage, Kaiser Permanente in Palm Desert, and Desert Regional Medical Center in Palm Springs.

There are neighborhoods of the City, particularly those concentrated north of Avenue 46, that are located within a Health Professional Shortage Area (HPSA) for primary care and mental health professionals. A Health Professional Shortage Area is a federal designation given to areas that demonstrate a shortage of healthcare professionals, which may include primary care professionals, dentists, and mental health professionals.<sup>1</sup> Additionally, many of Indio's neighborhoods have also been designated as a Medically-Underserved Area (MUA).<sup>2, 3</sup>

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<sup>1</sup> California Office of Statewide Health Planning and Development (2015). Health Professional Shortage Areas.

<sup>2</sup> MUAs are determined through a ratio of primary medical care physicians per 1,000 population, infant mortality rate, percentage of the population with incomes below the poverty level, and percentage of the population age 65 or over.

<sup>3</sup> U.S. Department of Health and Human Services.

## Goals and Policies

### Healthy Neighborhoods

Promote community health programs, services, and design that improve health outcomes by expanding and leveraging resources and capacity. Health Equity can increase access to medical care and social and economic opportunities.

**Goal HE-1: Health Equity.** A City that supports health equity for all residents by promoting access to affordable, quality health care, mental health care, and social services.

#### HE-1 Policies

**HE-1.1 Health Equity.** Encourage programs and practices that aim to reduce health inequities. Partner with public and private health partners to work towards ensuring a healthy and sustainable lifestyle for all Indio residents and workers.

**HE-1.2 Health in All Policies Approach.** Integrate a Health in All Policies approach to governance that aligns with County initiatives, policies, and strategies.

**HE-1.3 Partnerships for Health.** Support partnerships with local health service providers, the County Public Health Department, schools, and other community-based organizations to promote health, wellness, and preventative care.

**HE-1.4 City Actions and Programs.** Implement the HEAL Campaign by promoting and addressing the health and wellness of the public through the City's actions, policies, programs and publications.

**HE-1.5 Educational Materials about Health.** Provide information about existing health care facilities through City-sponsored events, publications and activities.

**HE-1.6 Flexible Spaces.** Promote the flexible use of community centers, libraries, and schools to provide important health services to Indio residents. Consider novel health care alternatives, like pop-up vaccinations or pop-up health screening.

**Goal HE-2: Healthy Neighborhood Design.** Neighborhoods designed to encourage a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

#### HE-2 Policies

**HE-2.1 Neighborhood Design.** Design neighborhoods to promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

**HE-2.2 Complete Streets.** Prioritize transportation system improvements that encourage activity by all users, particularly in the areas with the highest need. This policy is implemented through the Mobility Element.

**HE-2.3 Universal Park Access.** Increase access to existing and proposed parks and open spaces. Apply universal design principles to ensure that people of any culture, age, size, weight, race, gender,

and ability can experience an environment that promotes their health, safety, and welfare. This policy is implemented through the Parks, Recreation, and Open Space Element.

**HE-2.4 Sidewalk Network.** Design neighborhoods to facilitate social connectivity and walkability. This policy is implemented through the Mobility and the Land Use and Community Design Elements.

**HE-2.5 Community Engagement.** During future neighborhood planning processes, encourage continuous participation by those who will be affected by the plan, including residents, property owners, and businesses, as well as the general public and interested groups. If possible, pursue public-private partnerships to implement projects and ensure long-term sustainability and benefits to the community.

**HE-2.6 Coordination with Regional Agencies.** Integrate a Health in All Policies approach to governance that aligns with County initiatives, policies, and strategies.

**HE-2.7 Health-Promoting Uses.** Prioritize health-promoting uses in new development including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

## Environmental Factors Affecting Health

Clean air, water, and soil are critical for Indio residents. Other effects on health include access to food, quality education, and safe neighborhoods. The following goals and policies aim to reduce negative environmental factors that contribute to poor health for Indio residents.

**Goal HE-3: Environmental Quality. A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.**

### HE-3 Policies

**HE-3.1 Regional Air Quality Planning Efforts.** Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.

**HE-3.2 Contaminated Sites.** Continue to work with the appropriate local, State, and federal agencies to promote the clean-up of contaminated sites to protect human health.

**HE-3.3 Construction Pollution.** Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

**HE-3.4 Sensitive-Receptor Uses.** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

**HE-3.5 Truck Routes.** Designate truck routes to avoid sensitive land uses, where feasible.

**HE-3.6 Smoke-Free.** Encourage smoke-free and Vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

**HE-3.7 Public Education.** Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

**HE-3.8 Sensitive Receptors and Agricultural Operations.** When new sensitive receptors are proposed adjacent to existing active agricultural operations, ensure that an appropriate buffer is provided to minimize adverse impacts and that future residents will be provided with a notice specifying the potential nuisances, such as dirt, noise, odors, and slow moving agricultural machinery that would be associated with the agricultural operations.

**HE-3.9 Agricultural Outreach.** Work with the agricultural community to develop and distribute an informational brochure regarding best practices to reduce or eliminate surface and groundwater contamination, reduce particulate emissions from agricultural operations, minimize soil erosion, and prevent the buildup of salts in soils.

**Goal HE-4: Healthy Food. Healthy and affordable food available to all residents.**

**HE-4 Policies**

**HE-4.1 Healthy Food.** Ensure convenient access to affordable, fresh produce in all neighborhoods, including grocery stores, farmers' markets, and community gardens, particularly in underserved areas of Indio.

**HE-4.2 Fast Food Access.** Discourage unhealthy fast food outlets from locating near schools.

**HE-4.3 Healthy Food Awareness.** Promote public awareness and education about the importance of locally-produced food and food security.

**HE-4.4 Local Food Production.** Encourage local food production and distribution from Riverside County to reduce the distance food travels and pollution associated with transporting food.

**HE-4.5 Mobile Food Markets.** Maintain regular, weekly certified farmers' market and other mobile health food markets in Indio.

**HE-4.6 Youth Food Programs.** Work with the Desert Sands Unified School District and other Indio schools to create or implement educational programs for kids about healthy eating, such as edible school yards and healthy cooking classes.

**HE-4.7 Liquor Stores.** Be cognizant of potential concentrations (e.g., multiple stores on the same block or intersection) of liquor stores and corner stores that sell liquor.

**HE-4.8 Food Insecurity.** Educate residents about eligibility requirements for government nutrition programs, such as WIC and CalFresh.

**HE-4.9 Food Businesses.** Encourage and promote innovative food microenterprises in Indio and create economic development opportunities for entrepreneurs.

**Goal HE-5: Safety. Neighborhoods that enhance the safety and welfare of all residents, employers, and tourists in the City of Indio.**

**HE-5 Policies**

**HE-5.1 Crime Prevention Programs.** Promote Business and Neighborhood Watch programs to help maintain a clean and safe environment.

**HE-5.2 Community Volunteer Programs.** Support the creation of community volunteer programs, including police cadets, Citizens Helping Indio Police (CHIP), and the Police Chaplain unit.

**HE-5.3 Community and Recreational Programs.** Encourage the development and operation of community and recreational facilities, programs, internships and block-party neighborhood events as pre-emptive strategies to reduce youth-related crime and to serve all phases of life (e.g., children, families, senior citizens).

**HE-5.4 CPTED.** Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including lighting, building orientation, and landscaping measures.

**HE-5.5 At-risk Youth Programs.** Continue to support programs for at-risk youth and parents of at-risk youth, such as parent training programs to prevent and intervene in destructive adolescent behavior, youth community outreach events, and the youth offender court program where juvenile offenders are tried in front of a jury comprised of their peers.

**HE-5.6 Graffiti Removal.** Continue the robust graffiti prevention and removal efforts through the City of Indio's Graffiti Abatement Team which is managed by the Indio Police Department. The Team removes graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

## **Goal HE-6: Education and Workforce. High-quality educational and expanded workforce opportunities for all Indio residents.**

### **HE-6 Policies**

**HE-6.1 Enrichment Programs.** Promote free or low-cost child and family enrichment programs and afterschool supplemental education programs.

**HE-6.2 Workforce Training.** Develop public-private partnerships with automakers, telecommunications, green industry, health care, education, and other sectors to support educational and workforce training opportunities, particularly to assist vulnerable populations in competing for career opportunities in growth industries. This policy is also implemented through the goals and policies in the Economic Development Element.

**HE-6.3 Early Childhood Education.** Support a high quality, universal system of early childhood education, especially in low income communities.

**HE-6.4 Youth Training and Employment.** Support participation in youth training and employment programs as a strategy to improve educational attainment and generate professional aspirations.

**HE-6.5 County Partnership.** Partner with the network of Riverside County Libraries to promote educational programs that teach children, teens, and adults with low literacy to improve reading skills, improve English conversational skills, and homework support.

**HE-6.6 Adult Education.** Support the creation of adult education and training programs, including English language classes, vocational training, and financial literacy programs that empower residents to save, budget, build credit, and explore investment opportunities.



## Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s community health and equity vision and policies. Programs are consistent with the HEAL Cities Campaign and support this chapter’s goals and policies.

**Table 6-2: Community Health and Equity Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Health Resources Inventory.</b> Develop an inventory of health resources in the City in cooperation with the Riverside County University Health System and local hospital system.	Medium	Short	Planning
2	<b>Healthy Food Plan.</b> Develop a plan to attract more healthy food choices for residents of the City. The plan should strategically consider location and expansion of new and existing businesses to promote access to healthy food choices, including farmers’ markets (see action 3), throughout the City, including incentives to locate or expand grocery stores and other healthy food purveyors throughout the City.	Medium	Long	Planning
3	<b>Farmers’ Market.</b> Pursue funding and partner with local organizations to provide a year-round farmers market in the City and seek out additional vendors to participate in the market.	Medium	Medium	Planning
4	<b>Health Fitness Challenges.</b> Create and implement health fitness challenges for City employees, businesses, and residents to encourage healthy living.	Low	Medium	Community Services
5	<b>Health Fair.</b> Host an annual Health Day Fair with information, health care screenings and services, and activities celebrating an active lifestyle. The event should be sponsored by the City and involve a wide range of service providers.	Medium	Ongoing	Community Services
6	<b>Employee Health and Wellness Program.</b> Implement employee health and wellness programs such as: <ul style="list-style-type: none"> <li>• Offering discounts for gym or health club memberships;</li> <li>• Offering onsite health clinics for employees;</li> <li>• Bringing in exercise instructors to teach lunchtime classes;</li> </ul>	Medium	Medium	Community Services

	<ul style="list-style-type: none"> <li>• Distributing educational information about physical fitness, nutrition, and other health topics to employees;</li> <li>• Organizing competitive events that encourage employees to be physically active; and</li> <li>• Prohibiting smoking and vaping on City property.</li> </ul>			
7	<p><b>Town Hall Meetings.</b> Hold bi-annual town hall meetings to implement the General Plan. Publicize the meetings widely and in multiple languages.</p>	Medium	Short	Planning
8	<p><b>Zoning Code Updates.</b> Amend City codes and ordinances for their impact on health. Topics that should be addressed include:</p> <ul style="list-style-type: none"> <li>• Location of fast food restaurants and liquor stores.</li> <li>• Standards for improved indoor air quality resulting from pollution such as toxics, VOCs, mold, paint, asbestos, smoking, and other chemicals.</li> <li>• Encouragement for HVAC systems that achieve high levels of indoor air quality.</li> <li>• Reduction of dust and other emissions from construction sites and unpaved industrial areas of the City.</li> <li>• Standards for multi-family buildings that locate along freeways or truck routes or near hazardous materials.</li> </ul>	High	Short	Planning
9	<p><b>Development Checklist.</b> Coordinate with the Riverside County Public Health Department to implement a land development review checklist to ensure that projects enhance public health outcomes. The checklist should address topics such:</p> <ul style="list-style-type: none"> <li>• Pedestrian environment</li> <li>• Building siting</li> <li>• Access to transit</li> <li>• Access to parks</li> <li>• Proximity to healthy food sources</li> <li>• Proximity to existing or potential sources of pollution (such as freeways and land uses that use hazardous materials)</li> <li>• Shade and tree canopy</li> </ul>	High	Short	Planning

10	<b>Smoke-Free Events.</b> Support smoke-free public events and facilities, including farmers' markets, public parks and trails, and community street fairs.	Medium	Ongoing	Community Services
11	<b>Regional Coordination.</b> Cooperate with local, regional, and state agencies that work to improve air quality and mitigate negative health impacts.	Medium	Ongoing	Planning
12	<b>Vandalism and Maintenance Reporting.</b> Create a program and/or method for residents to monitor and report vandalism along with maintenance issues in parks and public Right-of-Way.	Medium	Medium	Public Works
13	<b>CPTED Manual.</b> Develop a development manual to provide basic requirements and incentives for the inclusion of design features in new development to reduce potential for crime. These features could include well-lighted parking areas, open landscaping, limited access into and between buildings, and limited access to rooftops.	Medium	Medium	Planning
14	<b>Learning Partnerships.</b> Partner with local institutions and other public and private organizations to maintain and enhance existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, and weekends for all children.	High	Medium	Community Services
15	<b>Housing Element.</b> Incorporate analysis of key livability issues, including overcrowding, lead exposure, and other substandard housing conditions, in the next housing element update.	High	Short	Planning





## *chapter seven*

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# **PARKS, RECREATION AND OPEN SPACE**

Easy access to safe and well-maintained parks, open space, and recreation facilities is vital to Indio as a community. Quality green spaces can encourage physical activity, improve well-being, provide a respite from developed areas, serve as habitat for native species, and provide an aesthetic backdrop to the City. Taken together, such parks and natural areas can contribute to a more livable and attractive urban environment. In addition, parks and open space provide urban sanctuaries that reduce stress and promote good mental health, accommodate trees and vegetation that reduce the heat-island effect of paved developed areas. The City of Indio recognizes that parks, recreational facilities, and open space provide numerous benefits to the community while contributing to the character and charm of Indio. As the City of Indio continues to expand and develop, future demand for open space and parks will increase. The Parks, Recreation, and Open Space Element establishes long-term goals and policies for producing, managing, and maintaining public parks, citywide trails network, open space, and recreational facilities in Indio. This Element also provides an inventory of existing parks and recreational facilities, urban agricultural sites, and parkland classifications.

## Key Considerations and Strategies

Well-designed and properly-maintained parks and recreational facilities promote a healthy community and enhance the quality of life for residents and visitors. Parks provide space for active and passive recreation and special events, enhance the appearance of the community, and contribute to higher property values. Natural open space can protect critical habitat and special status species, creating places for trees and other vegetation that work to improve air and water quality.

As Indio continues to grow in population, conservation of open space for ecosystems services, expanded resource conservation efforts, and passive and active recreational facilities planning is imperative. Indio's parks underserve existing, disadvantaged neighborhoods, and are not distributed evenly across the City. Indio provides 1.2 acres of City-owned parkland per 1,000 residents (this excludes resort open spaces, such as golf courses. Using the Quimby Act's, California Government Code Section 66477, standard of 3 acres per 1,000 residents, the City provides approximately 40% of the recommended park acreage (*107 acres of parkspace with a population of 87,883 in 2018*). Key strategies moving forward will include expanding parkland citywide and targeting specific neighborhoods in an effort to reach disadvantaged populations.

The City maintains sixteen existing parks, and owns several other properties which may be developed as parks in the future. Indio is also exploring opportunities to provide a network of recreational trails for residents and visitors to enjoy. Existing pedestrian hiking trails are located generally northeast of Golf Center Parkway, as well as along Avenue 38 adjacent to the Talavera/Andreas Ranch development. The following parks improvements and construction efforts are expected:

- ✦ Miles Avenue Park rehabilitation;
- ✦ Expansion of Dr. Carreon Park;
- ✦ Development of a sports park located south of Avenue 44 and north of Market Street; and
- ✦ Development a neighborhood park located south of Avenue 49 and west of Monroe Street.

The following trail expansion projects are also planned:

- ✦ Development of CV Link and trail spurs;
- ✦ The North Indio Trailhead located at Golf Center Parkway and Ave 42;
- ✦ Internal pedestrian trails and trailheads connecting to the Bureau of Land Management (BLM) lands in and surrounding the Virada Specific Plan area;
- ✦ Hiking and pedestrian trails within the Indio Trails Specific Plan area;
- ✦ Hiking and pedestrian trails within the Citrus Ranch Specific Plan area; and
- ✦ Recreational trails within the Indio Ranchos Polo Resort Specific Plan area and Indio Ranchos Polo Estates Specific Plan area.

Additional opportunities to increase parkland include negotiating joint-use agreements with the school districts to ensure school recreational facilities are open to the public during non-school hours, and

working with utility and public service providers to allow recreational easements along utility corridors. Another potential opportunity is allowing vacant property to be leased for the establishment of temporary urban parks or community gardens to create a sense of place and promote economic development.

The Coachella Valley Association of Governments (CVAG) is currently working on the Coachella Valley Link (CV Link), a multi-modal transportation route that is intended to traverse the Coachella Valley. CV Link serves as an integral component of Indio’s recreational open space system by accommodating cyclists, pedestrians, low-speed electric, and other alternative-powered vehicles. Accompanying recreational and commercial uses will be permitted along this route, such as healthy food stands, bicycle rental stations, and charging stations. As described in the Mobility Element, the City is designing a multi-modal transportation network that will provide connections to the CV Link and other recreational open space areas throughout Indio.

## Context

### Existing Parks and Recreation Facilities

There are sixteen existing City parks totaling 107 acres distributed throughout Indio. Each park provides a variety of amenities that support passive and active recreation. Table 7-1 summarizes the existing public parks in Indio. Figure 7-1 identifies the location of existing public parks in Indio, as well as their respective service areas.

**Table 7-1: Existing Park and Recreation Facilities**

Park Name	Size	Park Type	Amenities
South Jackson Park and Davis Field	17.5 acres	Community	Soccer field, racquetball, tennis courts, concessions with restrooms, open turf, picnic grounds, playground equipment, public art, event space, and group shelter. It also includes the Pawley Pool Family Aquatic Complex, owned by the Desert Recreation District. This complex features a lap pool, wading pool, and splash pad
Yucca Park	1 acre	Neighborhood	Water play, basketball courts, picnic grounds, playground equipment, and group shelter
Dominguez Park	3.3 acres	Neighborhood	Water play, a basketball court, loop walk, open turf, picnic grounds
North Jackson Park and Rotary Field	4.5 acres	Community	Water play, softball fields, basketball court, racquetball, tennis court, concessions with restrooms, loop walk, picnic grounds, playground equipment, and group shelter
Miles Avenue Park	16 acres	Community	Water play, basketball court, open turf, picnic grounds, playground equipment, restroom, event space, and group shelter
Shields Park	1 acre	Mini	Loop walk and picnic grounds
Cahuilla Park	4 acres	Neighborhood	Water play, basketball court, open turf, picnic grounds, playground equipment, group shelter

George S Patton Park	4.3 acres	Neighborhood	Basketball court, tennis court, open turf, playground equipment, restrooms, and group shelter
Dr. Carreon Park	2.4 acres	Neighborhood	Water play, basketball court, loop walk, open turf, playground equipment, public art, restrooms
Doug York Plaza	0.25 acre	Mini	Open turf and group shelter
Mulligan Dog Park	2 acres	Neighborhood	Dog park with fenced dog run and benches
Marshall Parkway	0.5 acre	Mini	Garden and playground equipment
Burr Street Park	2.5 acres	Mini	Basketball court, playground equipment, picnic grounds
Hjorth Street Park	3 acres	Neighborhood	Loop walk, open turf, picnic grounds
Municipal Golf Course	46 acres	Special Use	Driving range, clubhouse/pro shop, putting green, 3 par course
Station 87 Dog Park	0.8 acres	Mini	Dog park with fenced dog run, separation for small and large dogs, benches, water and shade structure

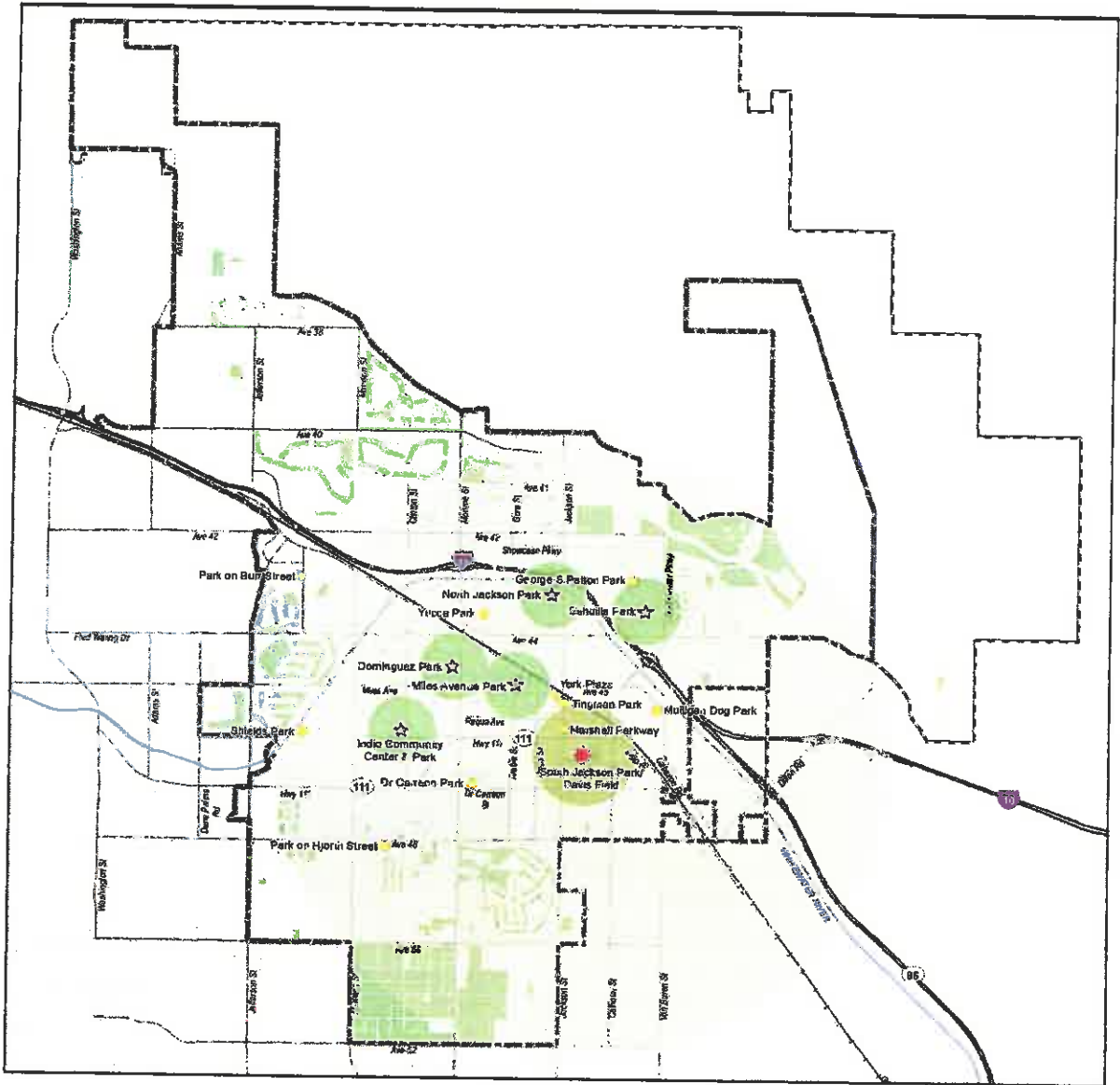
The South Jackson Community Park also hosts the Boys and Girls Club John Carroll and Jim O'Brien Clubhouse. This clubhouse serves as an afterschool center for local students. In addition to these parks, the Desert Recreation District operates the Indio Community Center, gymnasium, and park located at Avenue 46 and Clinton Street. The Community Center offers a variety of programs and services to residents including fitness programs, children's programs, and recreation opportunities, which are enhanced by the outdoor park space. The park includes playground equipment, a walking path and benches, and open turf areas.



South Jackson Park

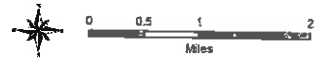


Figure 7-1: Existing Parks and Recreation Facilities



Existing Park Service Radii

- City Boundary
- Sphere of Influence
- Roads
- Railroads
- Highways
- Other Open Space / Recreation
- Parks Under 5 Acres
- Neighborhood Parks 5-20 Acres
- Community Parks 20-100 Acres
- Mini Parks: 1/4 Mile Radius
- Neighborhood Parks: 1/3 Mile Radius
- Community Parks: 1/2 Mile Radius
- Community Parks: 3 Mile Radius



Source: Riverside County/LATCO (City Boundary 2012; SOI 2012); Riverside County/TLMA (Roads, Railroads, Highways); Riverside County (River)

The information on this map was derived from various digital databases sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to fully verify information on the product before making any decisions.

## Parkland Classifications

As the City continues to acquire and develop parkland, the following classifications serve as a guideline for identifying the size and amenities to be provided for various types of parks. Refer to Figure 7-1 for a map of existing parks and recreational facilities.

### Mini Parks

Parks that exist primarily in residential areas and have features, such as grass, shade trees, passive areas, green space, shelters, native plant life, playgrounds, and play structures. They may be implemented in “tot-lot” configurations that provide secure recreational space for small children and include equipment, such as swings, slides, ‘monkey bars’, and sand boxes, while leaving sufficient room for people to sit and enjoy the space. Mini-parks are typically less than an acre in size and are intended to serve a population within walking distance or short biking distance. Indio’s mini parks include: Shields Park, Doug York Plaza, Marshall Parkway, Burr Street Park, and Station 87 Dog Park.



*Station 87 Dog Park*

### Plazas and Greens

Typically, two acres or less, plazas and greens host a wide variety of activities that serve as formal or informal community gathering spaces. These park types are shaped primarily by building frontages and are primarily hardscape with occasional landscape in planters or containers. Greens are landscaped open areas located at the center of a community. Features may include gazebos, water features, trees, shade, performance areas, public artwork, and other similar features.



*Example of a typical plaza*

### Neighborhood Parks

Neighborhood parks provide unobstructed areas for passive or active recreation and are primarily located in residential areas. They include features such as: grass, trees, restrooms, tot lots, picnic and shade shelters, grills, playground equipment, open fields, informal sports areas, swimming pools, community gardens, or neighborhood centers. Neighborhood parks typically serve the surrounding neighborhood and are less than ten acres in size. Cahilla and Dr. Carreon Parks are examples of neighborhood parks in Indio.



*Dominguez Park*

### Community Parks

Community parks are designed to serve all residents of the City. They are typically 10 to 50 acres in size and include features such as: a swimming pool, a community center, sports areas or complexes, lights, entertainment areas, large grass areas, large picnic and shelter areas, restrooms, on-site parking, special features such as skateboard areas, outdoor theatres, disc golf, BMX, exercise station, ponds, or water features. South Jackson Park is an example of a community park.



*South Jackson Park*

### Special Use Areas

Special use areas may include a variety of activities including: large-scale sports complexes, fair grounds, polo grounds, tennis courts, swimming pools, gardens, concessions, lakes, and animal uses. Special use areas serve the entire community and may serve adjacent cities. The Fairgrounds and Empire Polo fields are examples of a special use area in Indio.



*Empire Polo Fields*

### Open Space

Areas generally free from development or developed with low-intensity uses that respect the natural environment. Open space areas and serve as preservation of natural, cultural, archaeological resources, passive outdoor recreation, public safety and health, and shape urban form. This includes areas such as the Indio Hills and Whitewater River.



*Open space in the Coachella Valley*

### Greenways and Trails

Greenways and trails consist of walking, biking, hiking, equestrian, greenway, long distance, off road, rail, canal, and waterway paths with the purpose to meet passive or active recreation, informal, or formal transportation. CV Link is an example of a greenway.



*CV Link*

## Urban Agriculture

Urban agriculture also provides many benefits to public health, environmental sustainability, and economic vitality. Locally-grown food ensures healthy, nutritious, and fresh foods are accessible to the public. Urban agriculture also reduces the environmental impact of transporting food long distances to reach the consumer (i.e. vehicle miles traveled and greenhouse gas emissions) and can provide social, physical, and emotional benefits of gardening.

In order to continue to provide access to locally-grown food, the City is creating opportunities to integrate small-scale agricultural activities into the City's neighborhoods in publicly-accessible community gardens, and edible landscaping on City property. Schools can also take part in providing urban agricultural activities by planting gardens on school properties that can serve as an educational resource and a healthy food source.

## Goals and Policies

### Open Space

A comprehensive network of parks and open space with both active and passive recreational facilities, promote healthy living and community wellness, and enhance the character of Indio.

**Goal PR-1: Open Space Network: A comprehensive open space network that balances recreation, wellness, and habitat protection.**

#### PR-1 Policies

**PR-1.1 Accessibility to Open Space.** Ensure that areas designated as open space for public use remain accessible to users of all ages and abilities.

**PR-1.2 Balance Conservation Efforts with Accessible Open Space.** Balance public access to natural open space resources with habitat and wildlife conservation efforts by locating trail easements within the less environmentally-sensitive areas and directing users to remain on designated trails through signage or fencing. Implement the Coachella Valley Multi-Species Habitat Conservation Plan.

**PR-1.3 CV Link.** Support development and maintenance of the CV Link along the Whitewater River as a fundamental and integral part of Indio's active recreational open space system, along with supportive, ancillary uses (e.g. healthy food stands, bicycle and alternative-fuel vehicle rental stations, and similar uses).

**PR-1.4 CV Link Spurs.** Implement development of "spurs" that connect CV link to neighborhoods along Avenue 48 and Madison Street, and in North Indio.

**PR-1.5 Trail Connections.** Encourage projects to provide connections to existing trails, and include mini parks, dog parks, community gardens, or other recreational features within the design.

**PR-1.6 Regional Open Space.** Support State and regional efforts to create regional open space networks.

### Parks

The City offers parkland for existing and future residents, employees, and visitors.

**Goal PR-2: High-Quality Parks. High-quality parks and recreational facilities that promote community health and are safe and convenient to access.**

#### PR-2 Policies

**PR-2.1 Park Ratio.** Work to achieve a ratio of 3 acres of public parks per 1,000 residents and place a park or recreation amenity within one-half mile of all Indio residents. Maintain adequate land dedication requirements and/or development fees for new development to meet the park ratio.

**PR-2.2 Parks classification system.** Utilize the parks classification system identified in the General Plan to help guide public park planning and improvements in the City.

**PR-2.3 Infill Parks in Disadvantaged Neighborhoods.** Focus City efforts to create a variety of new parks types, including mini, neighborhood, and community gardens within Indio's existing

neighborhoods, particularly the most disadvantaged neighborhoods as identified in the Health and Equity Element. Ensure parks are safe, easy to access, and well maintained.

**PR-2.4 Temporary / Pop-Up Parks.** Encourage the establishment of temporary or pop-up urban parks, public plazas, community gardens, fitness opportunities, or similar on vacant land, parking lots, or undeveloped land until permanent development occurs. Use as a short-term placemaking strategy in Downtown, Midtown, and other areas of the City.

**PR-2.5 Design for Heat.** Design cool parks and playgrounds to facilitate activity in hot weather conditions by including shade structures, shade trees, water fountains, splash pads, lighting for night play, and other design features that mitigate heat.

**PR-2.6 Design for Safety.** Utilize CPTED design techniques, such as providing clear lines of sight, adequate lighting, and wayfinding signs, to ensure parks are safe. Face residential and commercial buildings towards new parks.

**PR-2.8 New Development.** Ensure that new residential developments provide adequate on-site recreational and open space amenities consistent with the values and standards of the community and the needs of new development. Require projects to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities.

**PR-2.9 Existing Gated Communities.** Work with developers of residential neighborhoods to allow the general public access to private open space and recreational spaces.

**PR-2.10 Maintain Public Parks.** Provide the appropriate resources and staffing to improve and maintain existing park and recreational facilities in Indio.

**PR-2.11 Art in Public Spaces.** Ensure new park facilities have adequate spaces and equipment for active and passive recreation, as well as incorporate public art into the park design.

**PR-2.12 Recreation Programs.** Promote opportunities for physical activities for all ages and abilities by improving and expanding community recreation programs.

**PR-2.13 Partner with Local Schools.** Seek opportunities to partner with local schools and public agencies to allow for the joint use of school properties as parks and recreational centers that are open to the public during non-school hours, and to develop community gardens on school property.

**PR-2.14 Park Facility Locations.** Ensure that public facilities and services are equitably distributed throughout Indio.

## Public Trails

Locate and design trails to protect sensitive habitats and natural resources to the extent practical.

**Goal PR-3: Quality Trails Network.** Trails sited to ensure compatibility with natural resource protection and to encourage physical activity.

### PR-3 Policies

**PR-3.1: Trails Network.** Support a comprehensive and cohesive system of recreational trails with linkages to the CV Link, key centers, parks, recreation, and open space areas.

**PR-3.2: Trail Design.** Design and manage trails in natural open space areas in a manner consistent with the Coachella Valley Multiple Species Habitat Conservation Plan. Coordinate efforts with local hiking and equestrian trail groups.

**PR-3.3 Dedicate Space for Trails.** Require new development projects to dedicate easements for trails, trailheads, and other needed improvements, where appropriate. Dedications may include paseos, urban trails, greenways, and/or Class I bicycle facilities that connect to centers, schools, parks, and open space areas. Seek opportunities to enhance them with informational kiosks, public art, outdoor fitness equipment, and rest areas.

**PR-3.4 Utility Easements.** Work with utility providers other key organizations and agencies to utilize utility easements for recreational purposes.

**PR-3.5 Maintain Public Trails.** Ensure adequate funding and resources are available to maintain the City's recreational trails.

## Recreation

Indio has a rich history of festivals, special events, and community recreation. Continued support for these events will maintain the culture and character of the City.

**Goal PR-4: Community Recreation.** Offer a variety of recreational programs, festivals, and other special events that provide opportunities for community gathering and social interaction.

### PR-4 Policies

**PR-4.1: Equitable Access to Recreation and Special Events.** Continue to ensure that residents have equal access and opportunity to participate in the City's recreational activities and programs regardless of age, economic status, disability, culture, or other factors

**PR-4.2: Special Events.** Provide opportunities for special activities, such as open mic nights, movie nights, community dances, plays, concerts, and similar events, within the City's parks and other appropriate public spaces for all ages and abilities.

**PR-4.3: Temporary Open-Air Markets.** Encourage the establishment of temporary markets and structures, such as farmers' markets, craft fairs, food trucks, and similar temporary or mobile vending opportunities. Use as a short-term placemaking strategy in Downtown, Midtown, and other areas of the City.

**PR-4.4: Affordable Events.** Seek opportunities to partner with the Indio Performing Arts Center, College of the Desert, County of Riverside Indio Library, Coachella Valley History Museum, and other cultural institutions to provide affordable events and entertainment.

**PR-4.5: Youth Programs.** Continue to support the Indio Teen Center, Boys and Girls Club, Desert Recreation District, after school programs, and other facilities and activities that cater to Indio's youth.

**PR-4.6: Adult and Senior Programs.** Continue to support the Senior Center/Mature Adults Center, Life Long Learning Programs, and other facilities and activities that cater to Indio's older adults.

**PR-4.7: Promote Physical Activity.** Promote physical activity by encouraging community sports and tournament events to take place within the City's parks.

## Urban Agriculture

Urban agriculture, including community gardens, edible landscapes, and community-support agriculture, supports a local-food system that increases access to healthy and nutritious foods, encourages social connectivity, and reduces natural resource consumption for the production and distribution of food.

**Goal PR-5: Urban Agriculture. Promote urban agriculture that supports public health, fosters community involvement, and provides a local food source.**

### PR-5 Policies

**PR-5.1: Urban Agriculture.** Support small-scale, urban agriculture and farming in residential areas, where possible, while ensuring such activities do not result in negative impacts on neighboring properties.

**PR-5.2: Community Gardens.** Establish an Indio community garden program that provides opportunities for residents and school children to grow fruits, vegetables, and herbs for personal consumption. Ensure that public community gardens and other urban agricultural resources are accessible to all members of the community.

**PR-5.3: Underutilized Space.** Allow underutilized park areas, utility right-of-ways, and other undeveloped land to be used as productive space for growing food.

**PR-5.4: Farmers' Markets.** Actively seek a farmers' market for Indio.

**PR-5.5: Farm Stands.** Allow farm stands diverse locations throughout Indio, including on commercial or mixed-use zoning districts, the Riverside County Fairgrounds, vacant lots, and parking lots.

**PR-5.6: Edible Landscaping.** Use edible gardens and landscaping, where appropriate, in residential, commercial, and public and institutional projects.

**PR-5.7: Promote Healthy Food Education.** Support educational opportunities for youth and adults to participate in healthy food activities, including community gardens, cooking classes, organic gardening, and health and nutrition classes.

**PR-5.8: School Gardens.** Work with the Desert Sands Unified School District and other local schools to develop community gardens on school sites to raise awareness and promote an urban food system.



## Implementation Actions

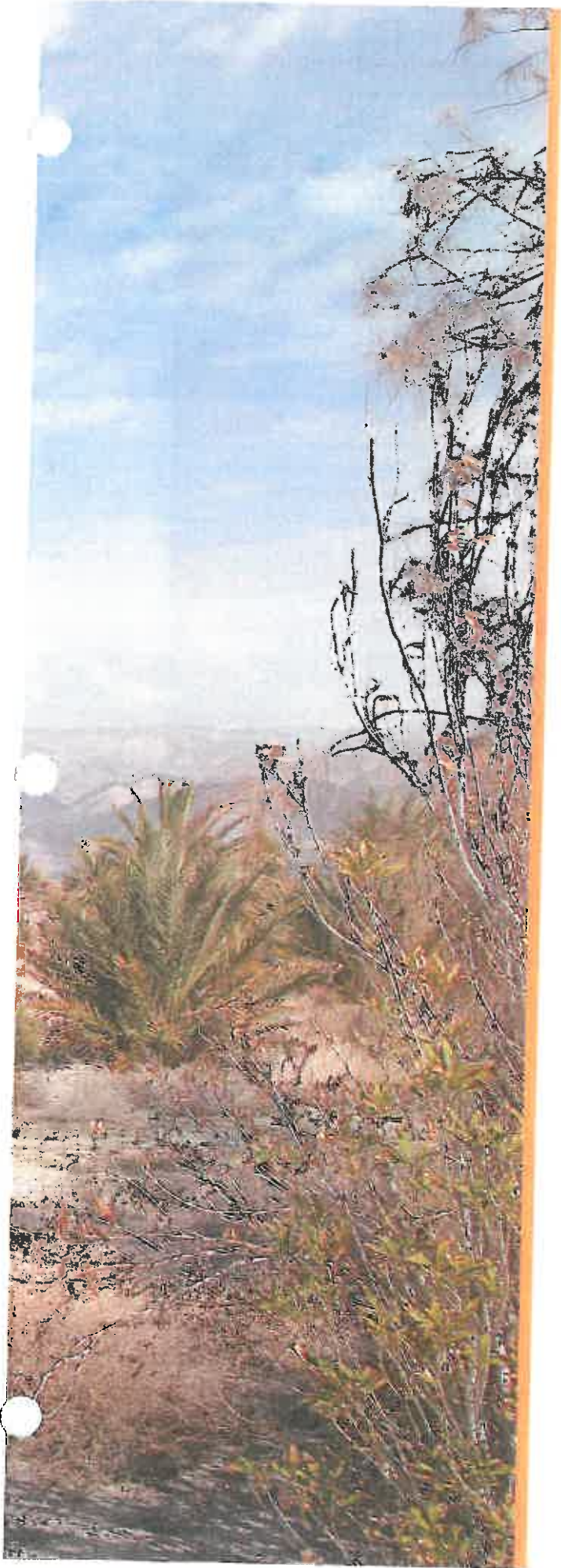
The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s parks, recreation, and open space vision and policies. Programs are consistent with this chapter’s goals and policies.

**Table 7-2: Parks, Recreation, and Open Space Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Park Master Plan.</b> Prepare a Park Master Plan that includes the following:</p> <ul style="list-style-type: none"> <li>• A comprehensive inventory of the City’s existing and planned parks and recreational facilities, including regional park and open space initiatives.</li> <li>• A comprehensive inventory of the City’s existing and planned trails.</li> <li>• An assessment of future park and recreational needs.</li> <li>• Preferred planning and zoning tools for new development, such as land dedication and in lieu fees.</li> <li>• Park funding and financing options, including mechanisms to maintain existing and future park resources, including development extract, general fund, bonds, and grants.</li> </ul>	High	Short	Planning, Community Services
2	<p><b>Park and Recreational Facility Fee Study.</b> Conduct a park and recreational facility fee study, in conjunction with other fee studies defined in the General Plan, to support updated park and recreational impact fees.</p>	High	Short	Planning, Community Services
3	<p><b>Urban Agriculture.</b> Amend the Municipal Code to implement the General Plan Update to support urban agriculture. Adopt regulations that specify the requirements for community gardens and other urban agricultural uses, such as farm stands, farmers’ markets, and animal keeping.</p>	Medium	Short	Planning
4	<p><b>Community Garden Program.</b> Establish a Community Garden Program in the City.</p>	Medium	Medium	Community Services, Planning

5	<b>Park Placemaking.</b> Create incentives for converting vacant, underutilized, or parking lots into small parks or open spaces throughout the City.	Medium	Short	Planning
6	<b>Increase Parkland.</b> Establish a funding source to increase parkland within Indio by transforming abandoned utility corridors into linear parks, reclaiming unused street rights-of-way, or purchasing fallow farmland.	Medium	Short	Planning and Public Works
7	<b>Trail Signage.</b> Develop trail signage program to include signage along trails for interpretative purposes, and to display rules of appropriate use and conduct on trails.	Low	Short	Public Works
8	<b>Edible Landscaping Program.</b> Develop a program that permits planting fruit trees within parks or on other City property. Coordinate with non-profit organizations or community volunteers to identify funding sources, plant and maintain the trees, and harvest the fruit.	Low	Short	Planning and Public works, Parks
9	<b>Joint Use Agreements.</b> Create joint-use agreements with Desert Sands Unified School District to maximize shared community use of school facilities and City park facilities, where appropriate, to expand opportunities for physical activity.	High	Short	Planning, Community Services





## *chapter eight*

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# CONSERVATION

The purpose of the Conservation Element is to address the conservation, development, and sustainable use of Indio's natural resources, including, but not limited to, water, soils, natural gas, fossil fuels, renewable energy sources, and mineral deposits. Strategies to improve air quality and reduce greenhouse gas emissions that contribute to global climate change are also discussed. In addition, this element provides guidance to enhance and protect cultural, paleontological, and historic resources as well as sensitive biological resources, such as the native desert plants and wildlife species that occupy the northern portion of the planning area.

## Key Considerations and Strategies

Human population growth and urbanization is a worldwide concern. Human activities such as the burning of fossil fuels and deforestation are creating concentrations of greenhouse gases in the atmosphere. High levels of greenhouse gases contribute to higher global temperatures, resulting in changes to snow and rainfall patterns, glacial ice coverage, and sea levels. Such changes can have significant impacts on the availability of water and energy resources at the local level. In addition, climate change can have a negative impact on human health due to increased air pollution and heat-related illnesses.

To combat these problems, Indio is taking a leadership role in addressing sustainability, climate change, and resource conservation at the local level. In 2017, the City of Indio was awarded the gold level Beacon Award from the Institute for Local Government. This award recognized the accomplishments of Indio, including:



*Drought-tolerant landscaping*

- + Purchasing City electric vehicles and installing solar electric vehicle charging stations;
- + Expediting the review and permit process for solar projects;
- + Reducing greenhouse gas emissions by using local vendors and locally-produced goods;
- + Replacing grass with drought-tolerant landscaping throughout the City;
- + Enacting a recycling ordinance requiring 65% or more diversion of project waste; and
- + Participating in regional and local planning efforts to offset carbon emission.

This General Plan builds on those existing efforts by including a broad policy framework to reduce greenhouse gas emissions and adapt to climate change. For example, the Land Use and Community Design Element focuses new growth and redevelopment into compact mixed-use areas, such as Midtown and Downtown, that provide opportunities for people to who live in adjacent connected neighborhoods to use public transit, walk, and bike. Along with multi-modal transportation improvements, this helps to reduce vehicle miles traveled and lower greenhouse gas emissions associated with driving. However, vehicles are not the only sources of greenhouse gas emissions. Residential buildings, commercial and industrial buildings, municipal buildings, solid waste, and water and wastewater systems also emit greenhouse gas and contribute to climate change.

Reducing the impact of these human activities on the natural environment is a priority for Indio. This Conservation Element addresses topics, such as green building code regulations, renewable energy sources, energy and water conservation measures, low impact development, solid waste reduction, and public awareness programs that contribute to the long-term health and viability of Indio's natural resources.

Consistent with General Plan goals and policies, the City of Indio has developed a Climate Action Plan that sets forth a series of strategies to achieve greenhouse gas reduction targets. These efforts are in line with the number of laws and regulations that California has passed to address climate change, such as the Senate Bill 32, which requires greenhouse gas emissions to reach 40% below 1990 levels by 2030.

Land use development pressure can also impact areas that support natural resources and that help define Indio’s identity, contribute to community health, and are relied upon for economic prosperity. This General Plan supports objectives to limit development in these areas. For example, the northern portion of the planning area (refer to Figure 8-4) encompasses a diverse landscape of desert and hillsides that form the scenic backdrop to the City and support many sensitive plant and animal species. These species contribute to biological diversity and are crucial to maintaining a healthy ecosystem. Many of these species are protected under the federal Endangered Species Act (ESA). To safeguard these areas, the City of Indio complies with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which balances environmental protection and economic development objectives.

The northern portion of the planning area also contains important mineral resources, such as sand and gravel, which provide necessary materials for the local economy (refer to Figure 8-2). This Element promotes the long-term viability of mineral resource sites.

Indio has, and will continue to, celebrate and embrace its past. The preservation of significant cultural and historic resources serves to strengthen community identity and provides educational opportunities. This Conservation Element promotes the preservation and maintenance of these resources.

## Context

### Water Conservation

Both the Indio Water Authority (IWA) and the Coachella Valley Water District (CVWD) have implemented water conservation programs to reduce water demand. Water conservation efforts include such measures as a Landscaping and Water Conservation Ordinance, a hotline to report water misuse, rebate programs, a Water Conservation Master Plan, education and outreach programs, landscape audits, water-wise landscape workshops and seminars, and an agricultural conservation program.



*Water waste*

### Energy Conservation

The City of Indio has made significant progress towards conserving energy. As part of the Desert Cities Energy Partnership (DECP), the City has received direction and support in identifying and addressing energy efficiency and demand response opportunities for both municipal facilities and the broader community. The City has sponsored and supported a wide variety of environmental and sustainability programs including:

- + Energy Star promotions and rebates;
- + Standard appliance efficiency improvements;

- + Solar installations by the Imperial Irrigation District (IID), the Indio Water Authority (IWA), and City Hall;
- + Solar installation at the City Corporate Yard;
- + Solid waste recycling and diversion programs;
- + Water saving initiatives;
- + Fleet fuel shifting from gasoline to compressed natural gas (CNG) by SunLine, Burrtec, and Desert Sands Unified School District;
- + The use of alternative-fuel vehicles in the municipal fleet service; and
- + The adoption of a plastic bag ban.
- + School outreach programs
- + Sustainability Commission

Additionally, the Southern California Gas Company (SCG) is responsible for providing natural gas services to Indio. SCG provides rebate and incentive programs that reward residents for using energy efficient natural gas equipment. Residential customers are eligible for rebates if they install high-efficiency water heaters, clothes washers, and furnaces, utilize low-flow showerheads, or insulate their attics and walls. In addition, customers can receive incentives for making other energy efficient-upgrades to their homes.

## Urban Forest

Indio recognizes the importance of preserving and maintaining the urban forest. Indio is a member of Tree City USA, which is a nationwide movement that provides a framework for communities to manage and expand their public trees. Urban forests provide many environmental benefits and quality of life benefits, such as improving water quality by capturing stormwater runoff, reducing the urban heat island effect by providing shade, producing oxygen, and creating sound buffers.

Indio's urban forest is comprised of trees along public rights-of-ways, in parks, in parking lots, and along private and publicly-owned property. The urban forest is most prominent in older neighborhoods where trees have fully matured. The Public Works Department is committed to protecting existing trees, properly planting and maintaining new trees, and educating the public about the benefits of maintaining a healthy urban forest.

## Greenhouse Gas Emissions

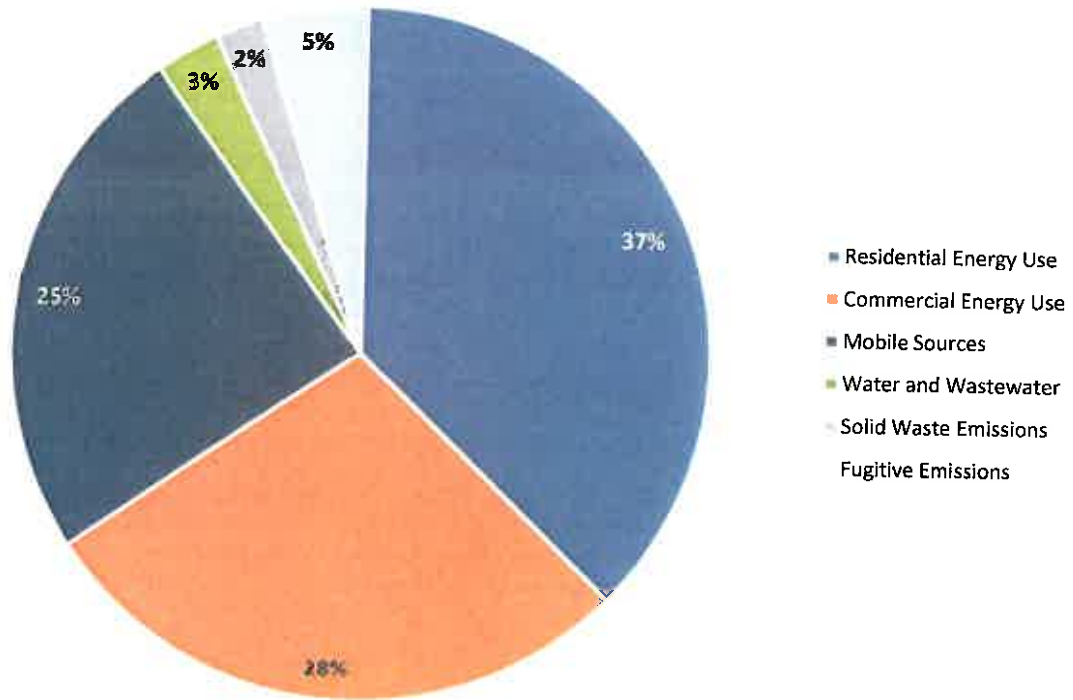
The Indio greenhouse gas emissions inventory provides a snapshot of emissions for 2010 to quantify the main sources of emissions from municipal operations and the community as a whole. The purpose of the inventory is to:

- + Identify and understand the sources and quantities of emissions within a local government's jurisdictional boundary;
- + Create an emissions baseline that can be used by the City to measure progress towards emissions reductions targets;

- + Use the baseline to prioritize and evaluate potential government actions; and
- + Make informed policy decisions related to greenhouse gas emissions reduction.

In 2010, total greenhouse gas emissions in Indio were approximately 610,000 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e). On a per person basis, this is approximately 8 MTCO<sub>2</sub>e per Indio resident, less than the State average of 11.9 MTCO<sub>2</sub>e. These emissions account for direct emissions from the on-site combustion of fuels and the combustion of fuel in vehicles, indirect emissions associated with electricity consumption, and emissions from solid waste generated and water consumed by Indio. Figure 8-1 shows communitywide greenhouse gas emissions by sector.

**Figure 8-1: 2010 Communitywide Greenhouse Gas Emissions**





## Mineral Resources

Indio's important mineral resources include sand, gravel, and termed aggregate. These minerals are an important component of asphalt, concrete, road base, stucco, and plaster, and provide materials for the local economy.

The State Mining and Geology Board has defined Mineral Resource Zones for Indio, which describes mineral resources deposit areas (Table 8-1). The Indio Quarry/Indio Hills Fan, located within Indio's Sphere of Influence, is an existing permitted sand and gravel operation. The subject resource area consists of a moderate-sized deposit that is located within 750 acres of an alluvial fan adjacent to and immediately south of Indio Hills as shown in Figure 8-2.

**Table 8-1: Description of Mineral Resource Zones**

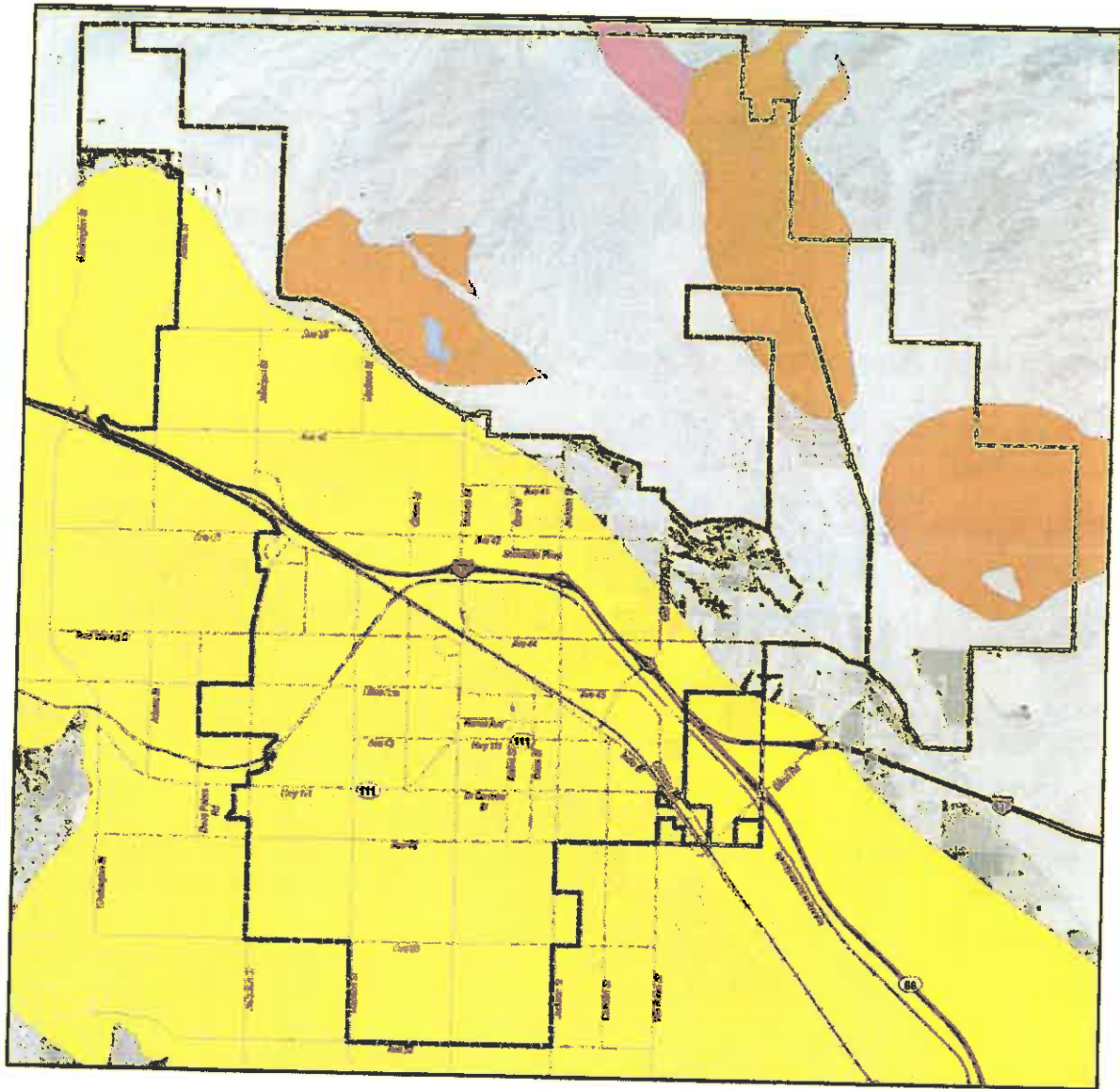
Zone	Description
MRZ-1	Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
MRZ-2a	Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Contains known economic mineral deposits.
MRZ-2b	Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.
MRZ-3	Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.
MRZ-4	Areas where available information is inadequate for assignment to any other MRZ.

*Source: 2007 California Geological Survey. Special Report 198.*

## Soils

There is a wide variety of agricultural soils in Indio. Soils vary appreciably in origin, degree of weathering, and depth and texture. There are still many locations in Indio which have productive soil and other requisites to be especially well suited for agricultural purposes. Soils in the region with higher Storie Indices and capability classifications include the Coachella, Gilman, and Indio soil series, which compose approximately 57% of Indio's total area. Figure 8-3 identifies the soil types within the planning area.

Figure 8-2: Mineral Resource Zones in Indio



### Mineral Resource Zones

- City Boundary
- Sphere of Influence
- Roads
- Railroads
- Highways

#### Mineral Resource Zones (2008)

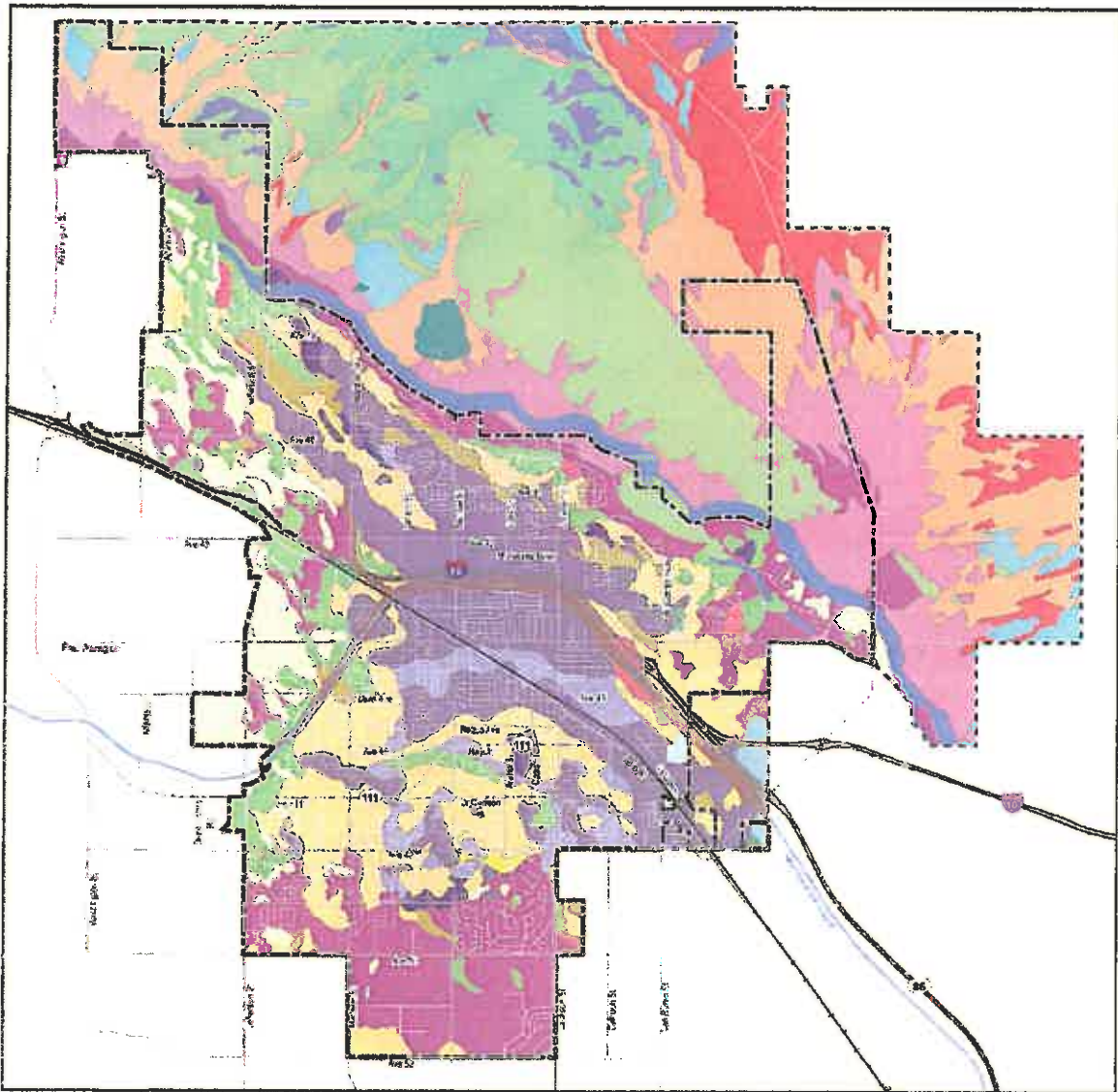
- MRZ-1
- MRZ-2a
- MRZ-2b
- MRZ-3



Source: Riverside County/LAFCD; City Boundary, 2012; SOL2012; Riverside County/TDMA (Roads, Railroads, Highway); Riverside County (Data)

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Figure 8-3: Soil Types in Indio



**Soils**

- City Boundary
- Sphere of Influence
- Roads
- Railroads
- Highways
- 12S, Goldenrose Outlet and Whalerock complex, 30 to 75% slopes
- BA Badland
- DP Dunes pits
- CcC, Cassia silty sand, 2 to 8% slopes
- CdC, Cassia gravelly sand, 0 to 8% slopes
- DnC, Cassia sandy sand, 2 to 9% slopes
- CoB, Chuckawalla very gravelly sandy clay loam, 2 to 5% slopes

- CoU, Chuckawalla very gravelly sandy clay loam, 5 to 15% slopes
- GpA, Coachella fine sand, 0 to 2% slopes
- CoA, Coachella fine sandy loam, 0 to 2% slopes
- Fe, Fluvials
- GP, Gravel pits and dumps
- GaB, Gilman loamy fine sand, 0 to 9% slopes
- GbA, Gilman fine sandy loam, 0 to 2% slopes
- GbB, Gilman fine sandy loam, 2 to 6% slopes
- GcA, Gilman fine sandy loam - wet, 0 to 2% slopes
- GeA, Gilman silty loam, 0 to 2% slopes
- GbA, Gilman silt loam - wet, 0 to 2% slopes
- IaA, Imperial silty clay, 0 to 2% slopes
- Ip, Indio fine sandy loam



- I, Indio fine sandy loam - wet
- Is, Indio very fine sandy loam
- LR, Little Tonto remnants Rock outcrop complex
- MaB, Myoma fine sand, 0 to 5% slopes
- MaU, Myoma fine sand, 5 to 15% slopes
- RU, Rubble loam
- W, Water

Soils were identified using the Soil Survey of Indio, CA, by the United States Department of Agriculture, Soil Conservation Service, 1960.

Soils were identified using the Soil Survey of Indio, CA, by the United States Department of Agriculture, Soil Conservation Service, 1960. The map shows the distribution of various soil types within the Indio city limits. The legend provides a key for the different soil types and their characteristics, including soil name, texture, and slope percentages.

## Biological Resources

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) provides a regional vision for balanced growth to meet the requirements of federal and State endangered species laws, while promoting enhanced opportunities for recreation, tourism, and job growth. The CVMSHCP aims to conserve over 240,000 acres of open space and protect 27 plant and animal species across the region. By providing comprehensive compliance with federal and State endangered species laws, the CVMSHCP not only safeguards the desert's natural heritage for future generations, it also allows for more timely construction of roads and other infrastructure that is essential to improving quality of life in the Coachella Valley. The Indio City Council adopted the plan in 2008, and it guides development within key conservation areas.

The CVMSHCP designates five conservation areas where development is limited to protect environmentally sensitive lands:

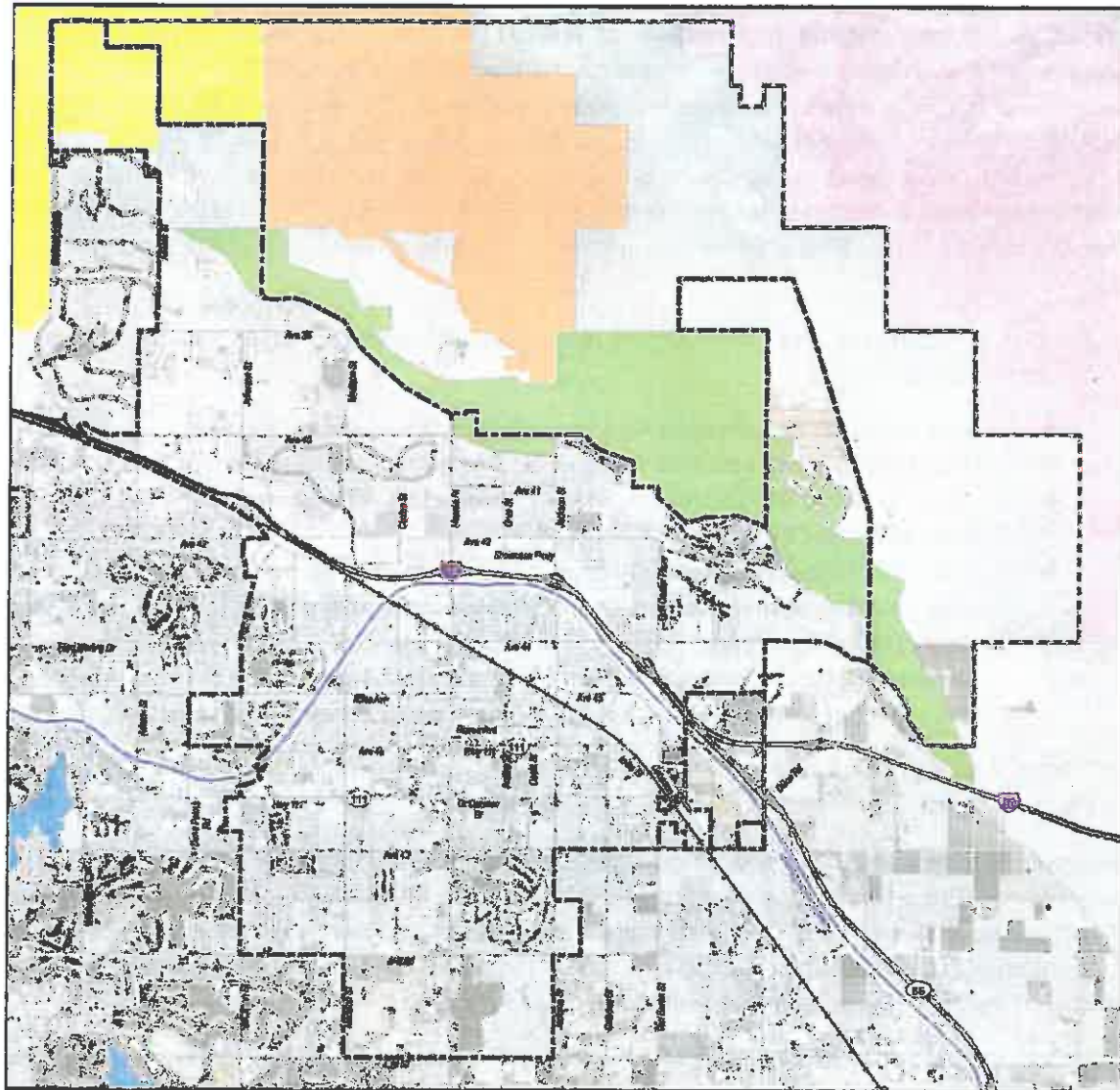
- + East Indio Hills Conservation Area located along the northern City limit;
- + Thousand Palms Conservation Area located near the northwest corner of the City limits;
- + Santa Rosa and San Jacinto Mountains Conservation Area located to the southwest and outside of the City limits;
- + Indio Hills Palms Conservation Area located along the northern edge of and outside of the City limit but within the sphere of influence area adjacent to the Thousand Palms Conservation Area; and
- + Desert Tortoise and Linkage Conservation Area located just outside the northeast part of the sphere of influence area with a small portion located within the sphere of influence.

The CVMSHCP is shown on Figure 8-4 and on the Land Use and Community Design Element Place Type map (Figure 3-5) as an overlay zone.

Although most of Indio has been largely developed, biological resource areas are present within the City urbanized area. These resources are confined to areas of native vegetation that occur in the northwest and northeast portions of the planning area, generally north of I-10 and lie partially within designated conservation areas that are part of the CVMSHCP area. These conservation areas provide core habitat for a number of sensitive plants, insects, mammals, birds, and reptiles.

The Coachella Valley and Indio is also part of the Whitewater River watershed which drains into the Salton Sea and is part of the larger Colorado River Watershed. The watershed is also home to a diverse desert landscape that provides habitat for dozens of plant and animal species.

Figure 8-4: CVMSHCP Areas in Indio



### CVMSHCP Conservation Areas



- City Boundary
- Sphere of Influence
- Roads
- Railroads
- Highways
- Desert Tortoise and Linkage Conservation Area
- East Indio Hills Conservation Area
- Indio Hills Palms Conservation Area
- Santa Rosa and San Jacinto Mountains Conservation Area
- Thousand Palms Conservation Area

Source: Riverside County (AHC) / City Boundary, 2012 (2017); Riverside County, ILMF (Roads, Railroads, Highways) Hewlett Co. Inc (2016)

The information on this map was derived from various digital databases sourced above. Care was taken in the creation of this map but it is provided "as is." PDC cannot accept any responsibility for any errors, omissions, or outdated accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on the product before making any decisions.

## Cultural and Tribal Cultural Resources

### Cultural Resources

Cultural resources include prehistoric and historic archaeological sites, buildings, structures, features (including significant trees or other landscaping), places, or other objects of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. Several prehistoric archaeological resource sites occur in Indio, including habitation sites, temporary camps, lithic and ceramic scatters, quarries, and trails. Archaeological sites in arid regions, such as Indio and the Coachella Valley, are more frequent in areas of permanent or seasonal water sources. Historic archaeological sites consist predominately of trash dumps/scatters but may also include structure remains.

Within Indio, archaeological resources will most likely be encountered in undeveloped parcels of land. However, subsurface archaeological resources may be encountered in areas that have been developed but have not been subject to extensive subsurface disturbance.

### Historic Resources

Included under the broader umbrella of cultural resources is the subcategory of “historic resources,” also referred to as built environment resources. Historic resources can include buildings, structures, sites, objects, districts, and cultural landscapes that have architectural, cultural, social, or historic significance. In order to qualify as a historic resource, a property must meet applicable eligibility criteria and retain historic integrity.

A number of potential historic and prehistoric sites and structures have been recorded in the City. A number of these resources fall within the historic resource subcategory. In the case of Indio, these resources include a range of property types, such as residences, institutional, commercial, recreational, and agricultural properties. These resources reflect and embody the City’s rich cultural heritage, from its founding years as a small railroad town and date capital of the United States, through the war years and an extensive postwar building boom and City expansion.

In order to manage and preserve its cultural heritage, the City maintains a Historic Resource List. Established in 2008, the City of Indio Historic Resource List currently includes a total of 39 buildings that are eligible or potentially eligible as historic resources. An additional 19 properties are included on the City’s list as warranting evaluation. The list also includes all Unreinforced Masonry (URM) buildings in Indio.



*Indio’s water tower at the Date Museum*

### Tribal Land

Three tribes are located within the vicinity of Indio. The Cabazon Tribal lands are located immediately east and southeast of the City. Augustine Tribal Lands and Torres-Martinez Tribal Lands are located to the south. Agua Caliente Tribal Lands are located to the northwest. The City engages with these tribes when planning development that may affect Native American cultural resources or sacred sites.

### Paleontological Resources

Paleontological resources include the fossilized remains or traces of animals and plants from a previous geologic period. Indio is located in the Coachella Valley, a large northwest to southeast trending basin that is the result of the well-known San Andreas Fault system in California. Sedimentary deposition has been slowly filling this basin since the Miocene Epoch (23.0 to 5.3 million years ago). Being an area of sedimentary deposition, the potential for paleontological resources exists.

Five sedimentary units in Indio have the potential to contain significant paleontological resources:

- + The Mecca Formation, dated from the late Miocene/early Pliocene, for which little information is available, has been given a High Potential sensitivity ranking.
- + The Palm Springs Formation dates from the Pleistocene and contains vertebrate fossils such as horse and cotton rat. It is considered to have a High Potential sensitivity ranking.
- + The Canebrake Conglomerate, which dates from the Pliocene to the Pleistocene, has produced mammalian, reptilian, and avian fossils. It is also considered to have a High Potential sensitivity ranking.
- + The Older Quaternary Lake Sediments, found above the high shoreline of Lake Cahuilla, date from the Late Pleistocene and contain abundant fossil fresh water fauna. This unit is considered to have a High Potential sensitivity ranking.
- + The Ocotillo Conglomerate, an alluvial fan deposit, dates from the mid to late Pleistocene. It has been given a sensitivity rating of Undetermined Potential.

## Goals and Policies

### Greenhouse Gas Emissions

Indio seeks to meet greenhouse gas reduction targets set by the State. To achieve this, the City will continually evaluate total emissions produced by Indio and update strategies for reducing greenhouse gas emissions.

**Goal CE-1: Greenhouse Gas Emissions.** Indio maintains a leadership role in the Coachella Valley by reducing greenhouse gas emission to support a resilient community.

### CE-1 Policies

- CE-2.1 Reduction Targets.** Establish greenhouse gas emission reduction targets in line with those of the State that call for reducing greenhouse gas emissions as follows:
- 1990 levels by 2020
  - 40 percent below 1990 levels by 2030
  - 60 percent below 1990 levels by 2040
  - 80 percent below 1990 levels by 2050
- CE-2.2 Reduction Measures.** Implement greenhouse gas reduction measures consistent with the Climate Action Plan to achieve greenhouse gas reduction targets.
- CE-2.3 Monitor Emissions.** Monitor and report greenhouse gas emissions so that reductions can be tracked in a transparent, consistent, and accurate manner.
- CE-2.4 Reduction Programs.** Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.
- CE-2.5 Municipal Emissions.** Prioritize municipal policies and programs that reduce the City's carbon footprint, such as purchasing alternative fuel vehicles, pursuing solar installation, implementing green purchasing, and retrofitting existing buildings.
- CE-2.6 Green Jobs.** Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.
- CE-2.7 Sustainable Communities Strategy.** Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.



## Water Conservation

In order to ensure that there is a sufficient supply of water to meet current and future needs, it is important to continue to conserve water and explore other ways to reduce the demand for potable water.

**Goal CE-2: Water Conservation. Sustainable domestic water facilities and water conservation measures to effectively meet current and future demand.**

### CE-2 Policies

- CE-2.1 Rate schedule.** Work with the Indio Water Authority to continue to maintain a water conservation rate schedule intended to reduce water use.
- CE-2.2 Regional coordination.** Continue to work with CVWD and IWA to implement water conservation projects, including conducting water audits, disseminating information about water conservation measures and rebate programs, and participating in regional water planning efforts.
- CE-2.3 New development requirements.** Require new development projects to implement water conservation measures that are equivalent to or exceed CalGreen Tier One or other applicable standards in effect at the time of development.
- CE-2.4 Drought-Tolerant Landscaping.** Exceed State landscaping water efficiency standards by requiring the use of drought tolerant landscaping, minimizing the use of turf, and encouraging the retrofitting of existing irrigation systems
- CE-2.5 Water-efficient landscaping and appliances.** Encourage the retrofitting of existing water-intensive appliances and irrigation systems. Continue to disseminate information about the CVWD and IWA rebate programs.
- CE-2.6 Greywater systems.** Encourage new residential development to be constructed to allow for easy implementation of greywater systems that redirect water from washbasins, showers, and tubs for use in toilet flushing, irrigation, and other non-potable uses.
- CE-2.7 Reclaimed and Recycled Water Use.** Work with the Coachella Valley Water District (CVWD), Valley Sanitation District (VSD), and the Indio Water Authority (IWA) to use reclaimed and recycled water.

## Energy Conservation and Renewables

Most energy is generated by the use of non-renewable resources such as fossil fuels. Fossil fuels contribute to air pollution and release greenhouse gases into the atmosphere. It is necessary to reduce reliance on fossil fuels and develop renewable alternative energy solutions, such as solar and wind power. These are clean forms of energy that improve the overall health and sustainability of the community.

**Goal CE-3: Energy Efficiency, Conservation, and Renewables. Energy-efficient buildings and vehicles that use energy from renewable sources.**

### CE-3 Policies

- CE-3.1 Regional Energy Leadership.** Continue involvement with CVAG and the Desert Energy Cities Partnership and be a regional leader in energy conservation, efficiency, and renewables implementation. Seek opportunities to join a Community Choice Energy program.

- CE-3.2 Residential Energy Efficiency Education.** Maintain a designated City staff member to oversee an Energy Awareness Program that provides lectures, seminars, and training on green building.
- CE-3.3 Low Income Weatherization Assistance Program.** Partner with Imperial Irrigation District and SoCal Gas to promote existing programs that provide financial assistance to low-income households for weatherization improvements and heating, ventilation, and air conditioning (HVAC) tune-ups.
- CE-3.4 Energy Audits.** Require energy audits to be performed on residences prior to sale or transfer of title and provide prospective owners with recommendations for retrofit measures.
- CE-3.5 Commercial Benchmarking.** Promote commercial benchmarking using the Environmental Protection Agency’s ENERGY STAR Portfolio Manager or equivalent benchmarking tool.
- CE-3.6 Zero Net Energy Use.** Implement building design requirements to achieve zero net energy use for new residential development by 2020 and zero net energy use for new commercial development by 2030 consistent with the California Public Utilities Commission’s California Long Term Energy Efficiency Strategic Plan.
- CE-3.7 Solar Financing.** Promote installation of solar panels by continuing to support Indio’s Ygrene and HERO Programs and by distributing information on actual savings achieved by PV systems.
- CE-3.8 Building Energy Use.** Encourage the use of building placement, design, and construction techniques to limit energy consumption, reduce the heat island effect, increase renewable energy use, and maintain solar access.
- CE-3.9 Municipal Buildings.** Continue to take a leadership role in ensuring that municipal buildings are designed to be as sustainable and energy efficient as feasible by:
- Requiring new City buildings to achieve LEED Gold certification or an equivalent standard;
  - Retrofitting existing buildings with renewable energy infrastructure or updating energy efficient appliances and fixtures;
  - Implementing stringent water conservation measures;
  - Capturing and reusing rainwater to the extent feasible; and
  - Planting new native or low water use trees in conjunction with City-initiated projects to expand Indio’s urban forest, decrease demand for air conditioning, and reduce the heat island effect.
- CE-3.10 Municipal Vehicle Fleet Upgrades.** When replacing or adding new municipal vehicles, require the analysis of alternative-fuel vehicles along with gasoline-fueled vehicles. When appropriate and economically-feasible, preference the purchase of alternative-fuel vehicles over gasoline-fueled vehicles.
- CE-3.11 Grant Funding.** Seek grant funding to implement a “green building” demonstration project to promote awareness of available “green” technologies that work within Indio’s desert setting.
- CE-3.12 Alternative Energy.** Explore future solar and wind initiatives with IID. Facilitate the development of small-scale alternative energy infrastructure, such as windmills and solar fields.
- CE-3.13 Innovative Systems.** Identify opportunities to implement innovative infrastructure systems that utilize natural ecological processes.

**CE-3.14 Sustainability Commission.** Work with the Sustainability Commission to identify and develop energy efficiency and sustainability programs.

## Urban Forest

Urban forests improve water quality by removing pollutants from water as it is absorbed into the ground, reduce energy use by providing shade, and mitigate climate change by taking carbon dioxide out of the atmosphere. Urban forests also result in better air quality by releasing oxygen as a byproduct of photosynthesis.

**Goal CE-4: Urban Forest.** A healthy and thriving urban forest that results in improved air and water quality, lower greenhouse gas emissions, and reduced energy use.

### CE-4 Policies

- CE-4.1 Public Trees.** Require the planting of new trees in conjunction with City-initiated projects, where feasible, and manage and care for all publicly-owned trees.
- CE-4.2 Heritage Trees.** Support the conservation of heritage trees, or trees that are recognized as unique due to their age, rarity, and large size as well as their aesthetic, botanical, ecological, and historic value.
- CE-4.3 Shade Trees.** Promote the planting of shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade buildings, parking facilities, sidewalks, and other facilities to minimize heat island effects and decrease demand for air conditioning.
- CE-4.4 Fruit Tree Program.** Explore the feasibility of implementing a fruit tree program that permits fruit trees to be planted within parks or on another City property. Work with non-profit organizations or community volunteers to identify funding sources (such as grants), plant and maintain the trees, and harvest the fruit for to give to the homeless or low-income families, sell at farm stands or farmers' markets, and/or offer a subscription service to residents that allows the fruit to be delivered to their home or office for a set price.
- CE-4.5 New Development Requirements.** Ensure that new development incorporates and maintains street trees and parking lot plantings as required, and work with residents and businesses to retain healthy trees as part of Indio's streetscape.

## Mineral Resources

**Goal CE-5: Mineral Resources.** Viable long-term production of mineral resource sites that do not adversely impact public health or the environment.

### CE-5 Policies

- CE-5.1 Mining Operations Buffers.** Maintain buffers between active mining operations and incompatible land uses, such as housing and commercial development.
- CE-5.2 Reclaimed Mining Sites.** In coordination with the State, periodically declassify and remove mining sites from the State list once a site has been reclaimed.

- CE-5.3 Best Practices.** Coordinate with Riverside County to assure that mining operations continue to implement best available management practices to minimize or avoid nuisances, hazards, or adverse environmental impacts including, but not limited to dust, noise, and erosion.
- CE-5.4 Raw Mineral Resources.** Support efforts to conserve and recycle raw mineral resources.
- CE-5.5 Annexing Active Mining Operations.** Consider the feasibility, benefits, and costs of annexing active mining operations and mineral resource areas with potential for active mining. Conduct a related fiscal analysis that demonstrates that annexation will be revenue neutral or revenue enhancing. Annexation shall not create a revenue drain on the City.

## Soils

Protecting and enhancing soil quality through conservation efforts and utilizing best management practices is critically important for sustaining our environment.

**Goal CE-6: Soils. The protection of soils from erosion by wind and water, and from the build-up of salts on agricultural lands.**

### CE-6 Policies

- CE-6.1 Grading.** Minimize grading of land to project specific efforts so as to limit the impact of soil erosion from wind, water, and landslides in areas of unstable slopes, and reduce negative aesthetic impacts in areas of significant landforms.
- CE-6.2 Agricultural Soil Erosion.** Continue to work with agricultural property owners and operators to minimize the impacts of tilling and grading on soil erosion.
- CE-6.3 Agricultural Best Practices.** Promote best agricultural practices regarding to address surface and groundwater contamination, particulate emissions from agricultural operations, minimal soil erosion, and the buildup of salts in soils.

## Biological Resources

Maintaining biological diversity is an important component of ensuring the proper function of ecosystems. The conservation of biological resources is integral to ensuring biodiversity and promoting the long-term health of the community and the environment.

**Goal CE-7: Biological Resources. The protection and conservation of sensitive biological resources.**

### CE-7 Policies

- CE-7.1 CVMSHCP and Other Regulations.** Implement the CVMSPHCP. Ensure development is consistent with federal, State, and regional regulations for habitat and species protection.
- CE-7.2 Desert Fan Palm.** Work with Riverside County, public and private landowners to maintain and enhance the desert fan palm oases located in the southern slopes of the Indio Hills.

- CE-7.3 Riparian Resources.** Preserve and enhance wetland functions and values to the extent feasible and maintain ecological integrity in order to support riparian resources.
- CE-7.4 Volunteerism.** Encourage community volunteerism and stewardship to help protect and rehabilitate natural resources.
- CE-7.5 Public and Private Partnerships.** Encourage public and private partnerships to acquire and protect habitat areas containing sensitive resources for preservation as permanent open space.
- CE-7.6 Native Plants.** Incorporate native desert plant materials into new development projects to the extent possible and feasible.
- CE-7.7 Sensitive Biological Area Development.** Apply appropriate land use and development regulations to limit development of sensitive biological areas, including wetlands, wildlife movement corridors, and sensitive habitats.
- CE-7.8 Preserve Night Sky.** Ensure that outdoor lighting is shielded and directed away from natural open space areas.
- CE-7.9 Hazards and Open Space.** Maintain open space areas that are designed to protect people and property from risks associated with hazards, such as fault lines, flood zones, high voltage power line areas, and electrical substations.
- CE-7.10 Agency Coordination.** Communicate with neighboring jurisdictions (including the cities of La Quinta, Indian Wells, Palm Desert, Coachella, and the County of Riverside), regional agencies (including the Southern California Association of Governments (SCAG), Coachella Valley Association of Governments (CVAG), and the Local Agency Formation Commission (LAFCO), and Riverside County Transportation Commission (RCTC)), Caltrans, and the SunLine Transit Agency to seek opportunities to improve and expand upon the regional open space/biological preserve system.
- CE-7.11 Aquifer Recharge Areas.** Continue to identify and protect aquifer recharge areas and natural drainages throughout Indio.

## Cultural and Tribal Cultural Resources

Identifying and preserving significant cultural and historic resources strengthens community heritage and identity. These resources provide a constant reminder of the culture and history of Indio and the Coachella Valley, and serve as a valuable educational resource for residents and visitors.

**Goal CE-8: Historic, Archaeological, and Paleontological Resources. Historic, archaeological, and paleontological resources preserved for their scientific, educational, aesthetic, and cultural values.**

### CE-8 Policies

- CE-8.1 Site Plan Review.** Ensure adequate site plan review and mitigation measures are implemented for the development of sites with the potential to contain historic, archaeological, and paleontological resources.

- CE-8.2 Avoidance of Impacts to Historic Resources.** For projects that could affect historic resources, ensure adequate study to identify eligible resources and project-level review to avoid or lessen negative impacts through conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- CE-8.3 Incentivize Retention of Historic Landmarks.** Explore opportunities to provide economic and regulatory incentives for the retention and sensitive upgrades and changes to historic landmarks and contributors to designated historic districts.
- CE-8.4 Monitoring.** Require monitoring on sites where grading has the potential to impact subsurface cultural and paleontological resources during excavation and construction activities.
- CE-8.5 Public Education.** Support opportunities to promote public awareness of the history and pre-history of the area as the oldest Valley City and the cultural center of the Coachella Valley.
- CE-8.6 Coordination with Local Tribes.** Periodically meet with representatives from local tribes to:
- Obtain input prior to making decisions, taking actions, or implementing programs/projects that may impact cultural resources;
  - Discuss methods to preserve and protect highly sensitive cultural resources; and
  - Ensure that there is agreement regarding the protocol to be followed when cultural resources are discovered.

## Implementation Actions

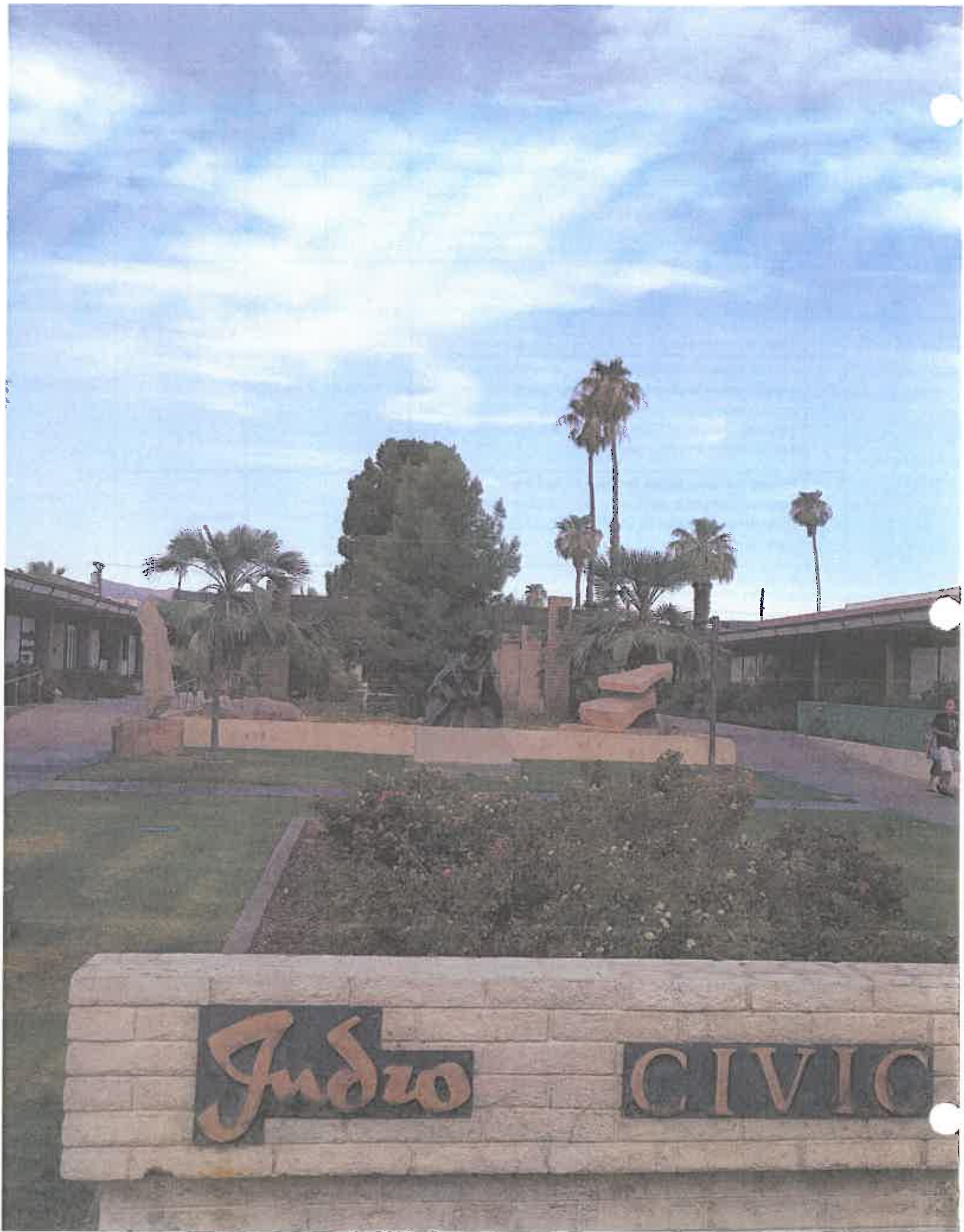
The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s conservation policies. Programs are consistent with this chapter’s goals and policies.

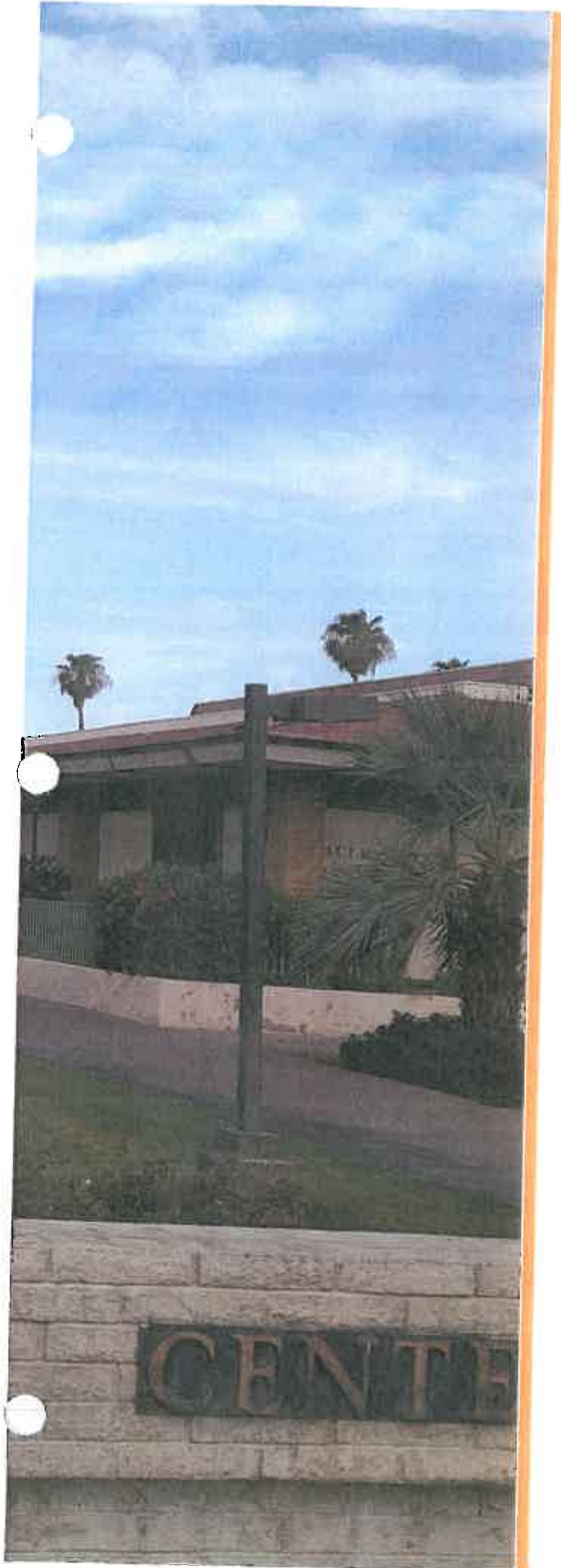
**Table 8-4: Conservation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Staff Allocation.</b> Designate a City staff member(s) responsible for overseeing implementation of its energy and water conservation programs. Example activities may include:</p> <ul style="list-style-type: none"> <li>• Manage the residential energy disclosure program.</li> <li>• Promote installation of solar panels and implementation of energy upgrades through Indio’s Ygrene and HERO Programs.</li> <li>• Benchmark municipal facilities using the Environmental Protection Agency’s ENERGY STAR Portfolio Manager or equivalent benchmarking tool and identify energy efficiency upgrades in City buildings.</li> <li>• Establish an employee carpooling program.</li> <li>• Provide lectures, seminars, and training on green building based on guide and training material emphasizing desert conditions and opportunities.</li> </ul>	High	Short	Sustainability Coordinator
2	<p><b>Residential Transfer of Title Energy Disclosures.</b> Establish an energy disclosure program to be performed prior to sale or other transfer of title. Disclosures should provide prospective owners with recommendations for retrofit measures to be given to the buyer prior to transfer of title.</p>	High	Short	Planning, Sustainability Coordinator
3	<p><b>Low Income Weatherization Assistance Program.</b> Partner with Imperial Irrigation District and SoCal Gas to aggressively promote existing programs that provide financial assistance to low-income households for weatherization improvements and heating, ventilation, and air conditioning (HVAC) tune-ups.</p>	High	Ongoing	Sustainability Coordinator
4	<p><b>Solar Financing.</b> Formalize and implement a protocol to promote installation of solar panels by continuing to support Indio’s Ygrene and HERO Program and by distributing information on actual savings achieved by PV systems.</p>	High	Short	Sustainability Coordinator
5	<p><b>Landscape and Water Conservation Ordinance.</b> Adopt the Coachella Valley Model Water Efficient Landscape Ordinance.</p>	High	Short	Planning, Public Works
6	<p><b>Greywater Ordinance Study and adopt an ordinance allowing greywater systems that redirect water from washbasins, showers, and tubs.</b></p>	Medium	Medium	Planning, Public Works
7	<p><b>Zoning and implementation ordinances.</b> Regularly review and update zoning and building codes to enable innovative sustainability measures, including implementation of the following:</p> <ul style="list-style-type: none"> <li>• Permit approval streaming for renewable energy or energy upgrades</li> <li>• Greywater capture and reuse systems</li> <li>• Wind generation on residential and commercial buildings</li> <li>• Electric vehicle infrastructure requirements</li> </ul>	High	Ongoing	Planning, Public Works, Sustainability Coordinator

	<ul style="list-style-type: none"> <li>• Green building performance standards, such as those to achieve Net Zero goals</li> <li>• Dark Sky Ordinance</li> </ul>			
8	<b>Heritage Trees.</b> Identify heritage trees that should be preserved. Trees on this list shall only be removed when a public interest served by removal outweighs the interest in preservation and heritage status.	Medium	Ongoing	Community Services/Planning
9	<b>Agricultural Study.</b> Develop a study of sound agricultural practices that addresses surface and groundwater contamination, particulate emissions from agricultural operations, minimal soil erosion, and the buildup of salts in soils. Based on the study, create brochures available to the agricultural community.	Low	Short	Community Services
10	<b>Historic Resources Program.</b> Establish a program and identify potential funding sources to facilitate the preservation and maintenance of identified historic resources. Ensure that any proposed changes to such landmarks are appropriate to the historic character of the original structure.	Medium	Short	Planning
11	<b>Historic Resources Design Guidelines.</b> Prepare and adopt design guidelines that contribute to the creation of a distinctive character for each subarea based on important historic/cultural resources within each subarea.	Medium	Short	Planning







## *chapter nine*

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# **INFRASTRUCTURE AND PUBLIC FACILITIES**

The purpose of this Element is to inform and guide future investment in infrastructure and public facilities in the City of Indio. This Infrastructure Element addresses the following support systems important to Indio:

- Water Resources
- Domestic Water Facilities
- Storm drain and flood control facilities
- Wastewater collection and Treatment
- Potable Water Service and Supply
- Electricity and Natural Gas Utilities
- Solid Waste

## Key Considerations and Strategies

Infrastructure is the backbone of the community and provides support systems important to the community's development. Storm drains protect properties from flooding. The water system, waste water collection lines, electric power, natural gas, and telecommunications facilities help us live in comfort and are critical to the quality of life in Indio. All these support systems must be sufficient to accommodate the present and future needs the community. When infrastructure ages or growth outpaces capacity, maintenance and infrastructure expansion to meet community needs becomes important. In addition to utility infrastructure, the City operates a number of facilities throughout the City and houses numerous schools and education facilities. Emergency services, including police and fire, are addressed in the Safety Element.

## Context

### Water Resources and Facilities

The Indio Water Authority (IWA) and the Coachella Valley Water District (CVWD) are responsible for providing water service to Indio. Both water agencies are committed to providing a safe, reliable, and high-quality water supply system that supports current and future generations. IWA's service area covers approximately 38 square miles. It encompasses the majority of Indio and some of the unincorporated sphere of influence. The remaining portion of the planning area is served by CVWD, which has a service area that spans approximately 1,000 square miles from the San Geronio Pass to the Salton Sea. Figure 9-1 identifies these service area boundaries as they relate to Indio's planning area.

Indio's largest water supply source is groundwater from the Whitewater River Basin. This basin has an estimated storage capacity of approximately 30 million acre feet.<sup>1</sup> IWA and CVWD pump groundwater from multiple wells as needed to meet the demands within their service areas. Since the 1930s, groundwater levels have been declining as a result of overdraft, a condition where more water is extracted from the basin than is naturally recharged to it every year. However, in eastern Coachella Valley, groundwater levels have stabilized in recent years. Natural recharge to the groundwater basin is estimated to be approximately 50,000 acre feet per year (AFY), which is only a fraction of annual pumping.<sup>2</sup>

In addition to groundwater, IWA and CVWD have access to or are working to obtain other water supply sources to meet projected water needs and help eliminate groundwater overdraft. IWA is collaborating with the Valley Sanitation District (VSD) on a recycled water plant that could potentially serve a variety of irrigation customers, including golf courses, parks, schools, and homeowners associations. IWA is also planning a new surface water plant that would treat Colorado River water from the Coachella Canal for potable use and groundwater recharge.<sup>3</sup> CVWD relies on a combination of Colorado River water, State Water Project water, surface water, and recycled water. CVWD is also working on a demonstration desalination facility to treat drain water and groundwater for potable and non-potable uses. Additionally, stormwater capture has been identified as a potential method for increasing local water available for

<sup>1</sup> Coachella Valley Water District (2012). Coachella Valley Water Management Plan 2010 Update.

<sup>2</sup> Coachella Valley Regional Water Management Group (2010). Coachella Valley Integrated Regional Water Management Plan.

<sup>3</sup> Indio Water Authority (2012). Indio Water Authority – 2012 Water Master Plan Update.

either groundwater recharge or direct use. Feasible stormwater capture projects would be developed in conjunction with new flood control facilities as development occurs in eastern Coachella Valley.<sup>4</sup>

Water suppliers are required to prepare an Urban Water Management Plan (UWMP) that ensures adequate water supplies are available to meet existing and future water demands. These plans must be updated every five years to support long-term resource planning. They include water demand projections and identify how those demands will be met. While IWA and CVWD are responsible for managing water supplies, the City of Indio has developed goals, policies, and programs that aim to facilitate the sustainable use of water resources.

To continue to meet the growing needs of the City of Indio, IWA and CVWD have partnered with the Coachella Water Authority, Desert Water Authority, and Mission Springs Water District to develop an Integrated Regional Water Management Plan (IRWMP). The IRWMP addresses the Coachella Valley's current and future water needs by paying specific attention to overdraft issues, water supply management, environmental and economic impacts, compliance with State and federal guidelines, and long-term sustainability.

The existing IWA water distribution system consists of 20 groundwater wells, seven storage reservoirs, one large main pressure zone, and two smaller development-based higher zones, which are pumped at the booster pumps at the Shadow Lakes and Terra Lago reservoir. These zones are served by 326 miles of distribution system pipes, which range in diameter from two to 24 inches.

CVWD's domestic water distribution system is nearly 1,990 miles in length, and provides approximately 132,000 AFY to over 280,000 residents. The system consists of approximately 106,000 active meters, 115 deep wells, 59 reservoirs, and 30 pressure zones, which are served by 2,000 miles of distribution system pipes.<sup>5</sup>

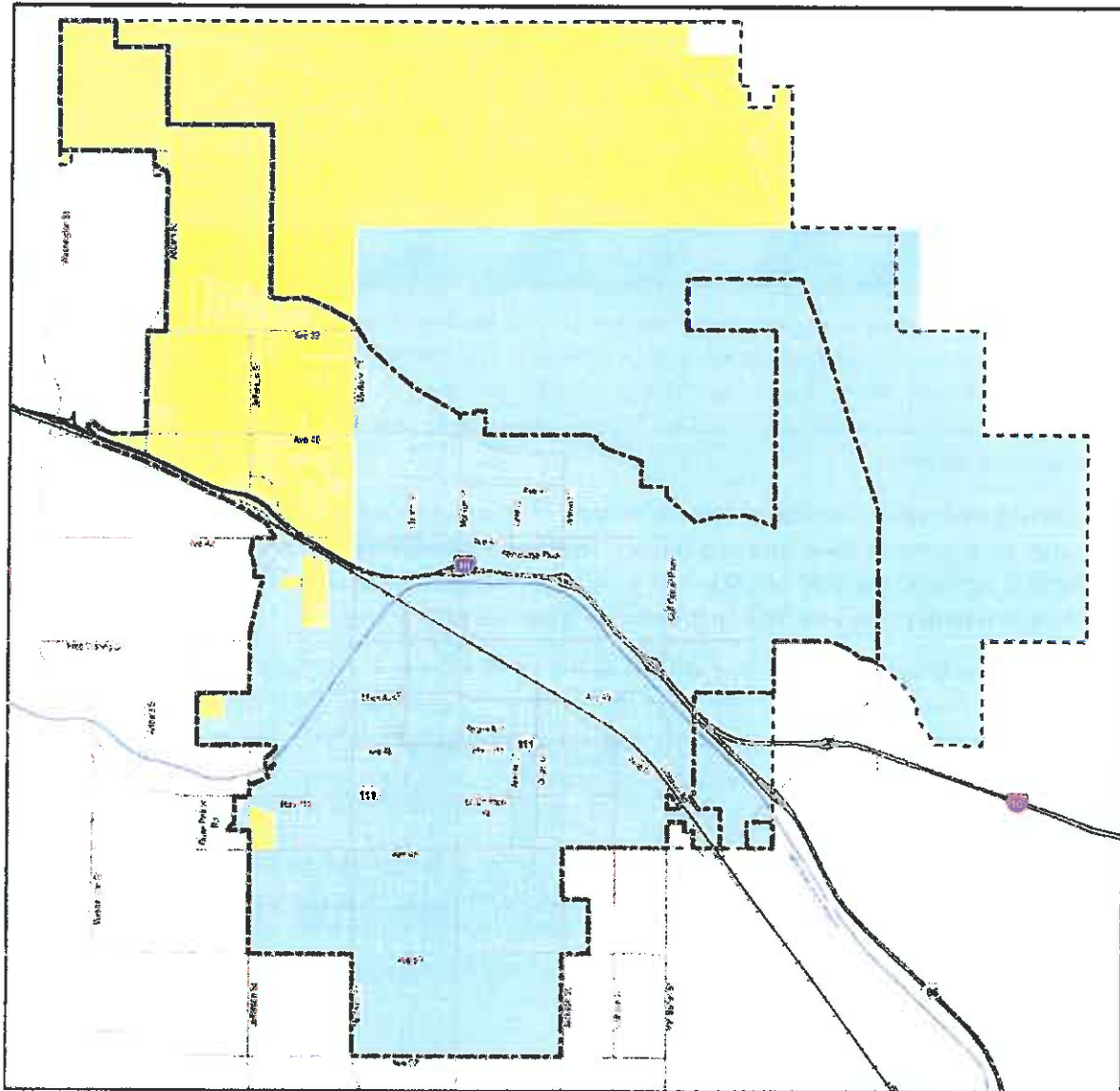
IWA and CVWD's existing distribution system is sufficient to meet Indio's current and future demands. Additional pumping, booster systems, and pressure zones will continue to be implemented through Capital Improvement Programs (CIPs) as needed to satisfy the system's performance criteria.

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<sup>4</sup> Coachella Valley Water District (2012). Coachella Valley Water Management Plan 2010 Update.

<sup>5</sup> Coachella Valley Regional Water Management Group (2012). Coachella Valley Integrated Regional Water Management Plan.

Figure 9-1: Water Service Providers



### Water Service Providers

-  City Boundary
-  Sphere of Influence
-  Roads
-  Railroads
-  Highways
-  CVWD Service Area
-  IWA Service Area



City of Indio Public Draft General Plan, Chapter 9: Infrastructure and Public Facilities  
 Map 9-1: Water Service Providers  
 Date: 10/20/2015

This map is for informational purposes only. It is not intended to be used as a legal document. The City of Indio is not responsible for any errors or omissions on this map and does not warrant the accuracy of the information shown.

## Storm Drain and Flood Control Facilities

Regional drainage facilities are constructed, operated, and maintained by the CVWD. Local drainage facilities are maintained by the City and generally convey runoff from local streets to the regional facilities. The Whitewater River Storm Channel, which is part of the Colorado River Basin Region, is the main regional drainage facility for Indio, eventually draining into the Salton Sea. Flood protection efforts by the CVWD have realigned, widened, and deepened the channel to resolve regional flood problems.

The local storm drain system consists of gutters, engineered storm drains, and channels. The majority of these existing facilities are located south of the Whitewater River Storm Channel and I-10. In 2005, the City prepared a Drainage Master Plan to evaluate the condition of these existing facilities. At that time, a number of areas were identified where flooding or standing water resulted after a storm. Storm drain upgrades were determined for the facilities that could not adequately convey the 10-year storm peak discharge and new storm drains were identified to eliminate observed flooding areas. As with other infrastructure improvements, these recommendations are prioritized and budget is allocated to the projects through the City's CIP to facilitate implementation.

A significant issue associated with drainage is stormwater pollution, which results from daily activities. The most common pollutants are trash, such as fast food wrappers and cigarette butts, and toxins, such as used motor oil, fertilizer, and pesticides. These pollutants enter the Whitewater River Storm Channel untreated as water from rain, hoses, or sprinklers drain from streets, parking lots, and lawns. This pollution can pose serious public health risks due to the pesticides, bacteria, and chemicals that are washed from City streets into nearby water bodies.

To protect against stormwater pollution, Indio requires new development to comply with the requirements of the National Pollution Discharge Elimination System (NPDES). This requires that specific measures will be taken by developers to prevent stormwater pollution before, during, and after construction.



*Whitewater River*

## Wastewater Collection and Treatment

Wastewater service is provided to the City of Indio by the Valley Sanitation District (VSD), which serves 98% of the City's population, and the Coachella Valley Water District (CVWD), which treats the remaining percentage of Indio's wastewater. There are no wastewater services within Indio's sphere of influence.

The existing VSD wastewater collection system consists of approximately 246 miles of sanitary sewer line, five active pump stations, eight siphons, and a wastewater treatment plant. The collection system pipes range in size from four to 54 inches in diameter. Roughly 75% of the gravity sewer system is made up of eight inch or smaller diameter pipes. The oldest known sewer pipes that are still in operation were connected to the system in 1935. Roughly half of the pipes have been constructed within the last 20 years.

VSD operates a wastewater treatment plant at the northeast quadrant of Van Buren Street and Enterprise Way, just southwest of I-10. This plant treats approximately 6.5 million gallons per day (MGD) of wastewater. CVWD also owns and maintains a wastewater treatment facility located at Avenue 38 and Madison Street. This is a tertiary treatment facility and the effluent produced is recycled for nonpotable uses for CVWD customers.

## Energy Services

Electrical power within the City of Indio is provided by the Imperial Irrigation District (IID). IID maintains and operates the remission and distribution infrastructure necessary to provide electricity to users throughout the City. The Southern California Gas Company (SCG) is responsible for providing natural gas services to Indio. Both provide reliable and efficient energy services.

## Solid Waste and Recycling

Solid waste services are provided by Burrtec Waste and Recycling Services. Burrtec supports a variety of sustainability and zero waste initiatives intended to achieve the State legislature's goal of recycling, composting, or reducing solid waste by 75% by 2020. Converting green waste and food waste to compost, implementing food waste programs, offering educational community workshops on composting, recycling, and relevant City ordinances, and providing participating food establishments with biodegradable bags are some of Burrtec's current practices.



*E-waste event in Indio*

## Public Facilities

The City of Indio operates a number of facilities throughout the City, including City Hall, City offices, Police Station, Fire Station, Indio Community Center, and Indio Teen Center. City Hall is located at 100 Civic Center Mall and is home to many City offices, while City Council Chambers are located at 150 Civic Center Mall. The County of Riverside also manages the Fairgrounds, and Library System Indio Branch.



Indio Teen Center

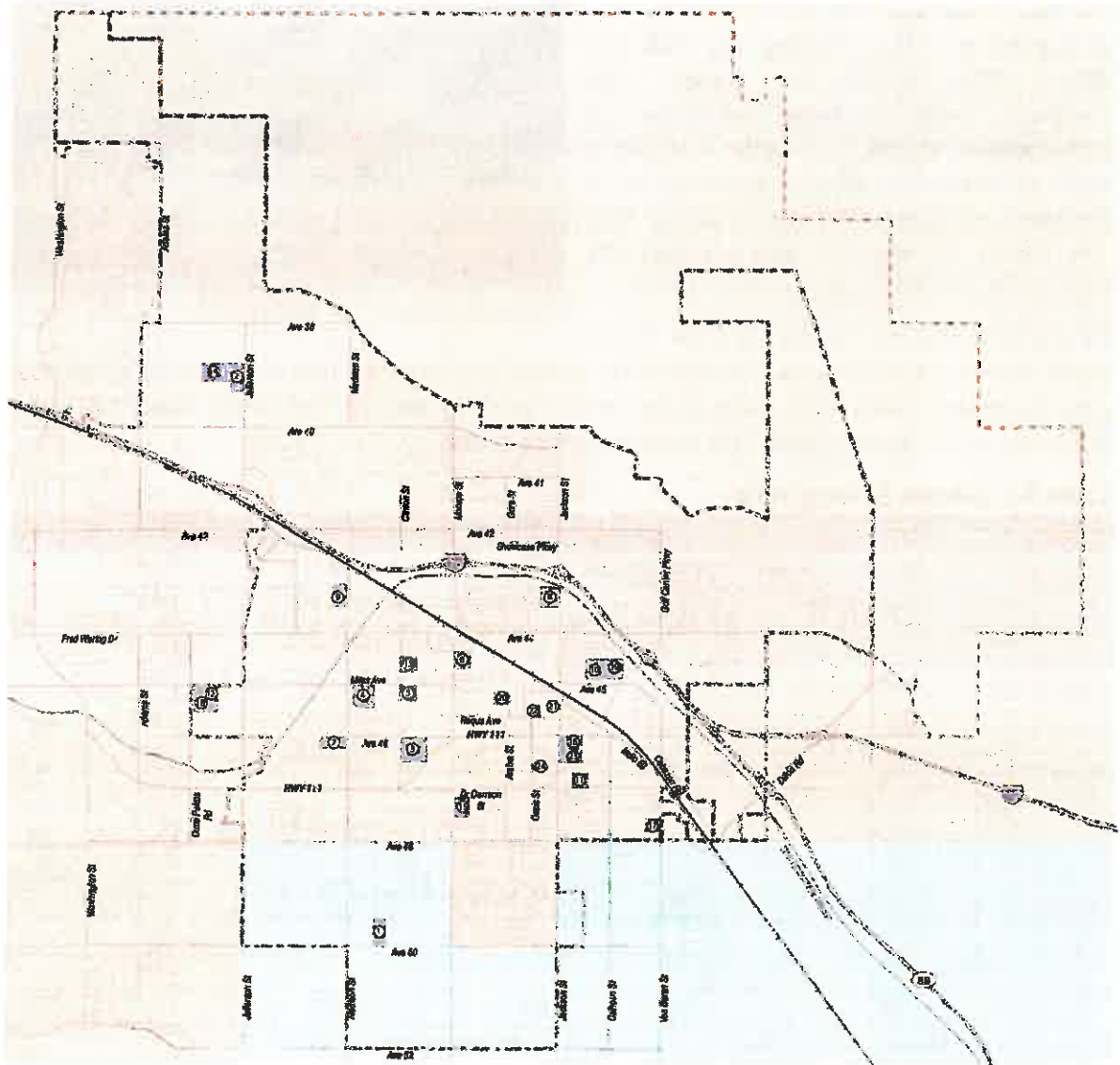
Indio is located within the Desert Sands Unified School District (DSUSD) and the Coachella Valley Unified School District (CVUSD). There are 20 schools in Indio, as shown in Table 9-1. The City is also home to other educational institutions, including College of the Desert, and California Desert Trial Academy College of Law.

**Table 9-1: Schools Serving Indio**

	Schools	Address	Grades
1	Mountain Vista Elementary School	49750 Hjorth St, Indio, CA 92201	K-6
2	Shadow Hills High School	39225 Jefferson St, Indio, CA 92203	9-12
3	Indio High School	81750 Ave 46, Indio, CA 92201	9-12
4	Indio Middle School	81-195 Miles Ave, Indio, CA 92201	6-8
5	John F. Kennedy Elementary School	45100 Clinton St, Indio, CA 92201	K-5
6	Herbert Hoover Elementary School	44300 Monroe St, Indio, CA 92201	K-5
7	James Madison Elementary School	80845 Ave 46, Indio, CA 92201	K-5
8	Andrew Jackson Elementary School	82850 Kenner Ave, Indio, CA 92201	K-5
9	Carillo Ranch Elementary School	43775 Madison St, Indio, CA 92201	K-5
10	Dwight Eisenhower Elementary School	83391 Dillon Ave, Indio, CA 92201	K-5
11	Theodore Roosevelt Elementary School	83200 Dr Carreon Blvd, Indio, CA 92201	K-5
12	John Glenn Middle School of Intl Studies	79655 Miles Ave, Indio, CA 92201	6-8
13	Lyndon B. Johnson Elementary School	44640 Clinton St, Indio, CA 92201	K-5
14	Desert Ridge Academy Middle School	79767 Ave 39, Indio, CA 92203	6-8
15	Dr. Reynaldo J. Carreon Jr. Academy	47368 Monroe St, Indio, CA 92201	K-5
16	Thomas Jefferson Middle School	83-089 CA-111, Indio, CA 92201	6-8
17	Martin Van Buren Elementary School	47733 Van Buren St, Indio, CA 92201	K-5
18	Amelia Earhart Elementary School	45250 Dune Palms Rd, Indio, CA 92201	K-5
19	Amistad Continuation High School	83501 Dillon Ave, Indio, CA 92201	9-12
20	Our Lady of Perpetual Help School	82470 Bliss Ave, Indio, CA 92201	Preschool, K-8
21	California Desert Trial Academy College of Law	45-290 Fargo St, Indio, CA	College of Law
22	College of the Desert	45524 Oasis St, Indio, CA 92201	Community College
23	Desert Sand Adult School	83089 CA-111, Indio, CA 92201	Adult School
24	Don F. Kenny Regional Learning Center	47-336 Oasis St, Indio, CA 92201	Middle and High School, Independent Studies, Adult Transition Program




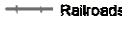

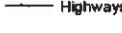

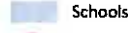
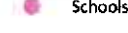


Figure 9-2: Schools and School District Boundaries



## Schools and School District Boundaries



- |   |   |
|---|---|
|  City Boundary             |  Roads     |
|  Sphere of Influence       |  Railroads |
|  Coachella District        |  Highways  |
|  Coachella Valley District |   |
|  Schools                   |   |
|  Schools                   |   |

Source: Riverside, Calif. Statewide City Boundaries, 2012, S-05-0121  
 Hierarchy: County (1) Area (1) District (1) Highway (1) Interstate County  
 (0) Area

The information on this map was derived from various digital  
 datasets, sourced above. Care was taken in the creation of this map  
 but it is provided "as is." PDC cannot accept any responsibility for any  
 errors, omissions, or inaccuracies in this data. There are no  
 warranties, express or implied, in this product. Users are cautioned to  
 verify information on this product before making any decisions.

## Goals and Policies

### Surface and Subsurface Water Resources

The City will implement best practices and not only replenish, but improve the quality of surface and subsurface water resources in order to support water needs of present and future generations.

**Goal IE-1: Surface and Subsurface Water. Surface and subsurface water resources that meet or exceed established water quality standards.**

#### IE-1 Policies

- IE-1.1 **Water Supply.** Work with CVWD and IWA to ensure an adequate supply of domestic water facilities to sustain existing and projected water needs.
- IE-1.2 **Water Facilities.** Ensure adequate funding is available to accommodate existing and future water facilities.
- IE-1.3 **NPDES Compliance.** Ensure project developer compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.
- IE-1.4 **Promote Public Awareness.** Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.
- IE-1.5 **Agricultural Contamination.** Work with the agricultural community to reduce or eliminate surface and groundwater contamination due to agricultural activities.
- IE-1.6 **Public Awareness.** Use agency websites, public service announcements, and other means to inform the public about water quality issues and methods to prevent contaminants from entering the storm drain system.

**Goal IE-2: Storm Drain and Flood Control. Well-designed storm drain and flood control facilities that benefit the community and protect sensitive streams and watercourses.**

#### IE-2 Policies

- IE-2.1 **Facility capacity.** Ensure that local storm drain and flood control facilities are designed with sufficient capacity to protect the public and property from stormwater damage.
- IE-2.2 **Stormwater Facility Funding.** Ensure adequate funding is available to maintain and improve existing local stormwater facilities
- IE-2.3 **Storm Drain Master Plan.** Periodically review and update the City's Storm Drain Master Plan and Hydraulics Analysis to determine the facilities and improvements necessary to adequately service existing and future demand.
- IE-2.4 **Multiple Use.** Promote multiple use of flood control facilities where feasible, combining for example retention basins and recreational facilities.

- IE-2.5 **Agency Coordination.** Work with the CVWD when regional stormwater facility projects are planned in or adjacent to Indio.
- IE-2.6 **Stormwater Facility Design.** Design storm drain facilities to allow for infiltration, evapotranspiration, or reuse of stormwater on the site where it is generated to the extent practical.
- IE-2.7 **Mitigation Measures for New Development.** Restrict, or where feasible, require adequate mitigation measures for any development of habitable structures within watercourses and/or other stormwater facilities.
- IE-2.8 **Flood Control Facilities.** Allow flood control facilities to be developed in conjunction with compatible recreational facilities or other land uses that are not susceptible to flood damage.
- IE-2.9 **State and Federal Guideline.** Construct and maintain storm drains and flood control facilities in accordance with local, State, and federal guidelines.

## Wastewater Collection and Treatment

The City will maintain a safe, efficient, and adequate wastewater system to meet the needs of current and future populations.

**Goal IE-3: Wastewater Collection. Wastewater facilities that effectively collect and treat wastewater.**

### IE-3 Policies

- IE-3.1 **Agency Coordination.** Work with the Valley Sanitary District (VSD), CVWD, and IWA to ensure reasonable and adequate wastewater capacity is available to serve current and future demand and pursue opportunities to utilize reclaimed and recycled water.
- IE-3.2 **Wastewater Facility Funding.** Ensure that adequate funding is available to maintain and improve existing facilities as well as construct new infrastructure as needed.
- IE-3.3 **Sustainable Wastewater Systems.** Continue to provide innovative and sustainable wastewater systems, such as the biological wetlands at the Coachella Valley Wild Bird Center, that both treat wastewater and serve as habitat for waterfowl and shorebirds.
- IE-3.4 **Greywater Systems in New Development.** Encourage new residential development to provide easy implementation of greywater systems that redirect water from washbasins, showers, and tubs for use in toilet flushing, irrigation, and other non-potable uses.
- IE-3.5 **Agency Coordination.** Work with the Coachella Valley Water District (CVWD), Valley Sanitation District (VSD), and the Indio Water Authority (IWA) to ensure that reclaimed water is available and used where appropriate and disseminate information about water conservation measures.

## Electricity and Natural Gas Utilities

The City supports a more diverse portfolio of energy sources, particularly as renewable sources of energy, such as biomethane, solar, and wind power. The City will also ensure that electricity and natural gas services are available to the community.

**Goal IE-4: Energy. Efficient electricity and natural gas utilities that ensure the availability of these resources for future generations.**

### IE-4 Policies

- IE-4.1 Agency Coordination.** Work with the Imperial Irrigation District (IID) and the Southern California Gas Company (SCG) to ensure that cost-effective utilities are provided, maintained, and operated in a safe manner.
- IE-4.2 Environmental Review.** Require the appropriate environmental review and clearance of electricity and natural gas infrastructure projects including solar generation, cogeneration facilities, wind energy systems, and similar developments to ensure proper siting and operation.
- IE-4.3 Methane Reuse.** Partner with SCG and VSD to find a productive use for the methane produced at the wastewater treatment facility in Indio.
- IE-4.4 Below-Ground Utilities.** Phase out and replace overhead electric lines with subsurface lines that will not be affected by fallen trees and branches during windstorms.
- IE-4.5 Tree Trimming.** Enforce the national guidelines on tree trimming and vegetation management around electric transmission and communication lines to prevent or reduce the potential for felled branches or trees to cause power outages and disrupted communications.

## Telecommunications

In an effort to attract business, institutional uses, and industry, Indio will support high quality telecommunication services and utilities.

**Goal IE-5 Telecommunications. High-quality telecommunication services and utilities to meet the needs of residents and businesses.**

### IE-5 Policies

- IE-5.1 Public-Private Broadband Partnership.** Actively seek a public-private partnership to provide ultra-high speed fiber optic communications to businesses in Indio. When feasible and applicable, new construction shall install future cables to support citywide broadband internet accessibility.
- IE-5.2 Telecommunication Facility Siting.** Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.
- IE-5.3 Utility Undergrounding.** Work with local utility providers and provide assistance in facilitation of complete community undergrounding of all utility distribution lines.
- IE-5.4 Visual Impacts.** Power and other transmission towers, cellular communication towers, and other viewshed intrusions shall be designed and sited to minimize environmental hazards and visual impacts.

## Solid Waste and Recycling

Indio strongly supports efforts to reduce, reuse, and recycle to divert as much solid waste as possible from landfills. The City is dedicated to maintaining a clean and safe environment.

**Goal IE-6: Solid Waste and Recycling. Maximum diversion of solid waste from landfills through the reduction, reuse, and recycling of materials.**

### IE-6 Policies

- IE-6.1 Solid Waste Generated from Landfills.** Develop strategies to divert a minimum of 75% of the solid waste generated from landfills through source reduction, recycling, and composting, with an ultimate objective of achieving zero waste whereby all discarded materials are designed to become resources for other uses.
- IE-6.2 Waste Collection.** Work with Burrtec to expand residential and commercial services to include food waste collection in addition to recycling, green waste, and solid waste pick-up. Initiate food scrap program at City facilities.
- IE-6.3 Educate the Public.** Provide information to the public on composting, recycling, and “green purchasing,” which refers to buying environmentally-friendly products and services that utilize fewer resources, are designed to last longer, and minimize impacts to the environment from production to disposal.
- IE-6.4 Commercial Waste Audit.** Work with Burrtec to continue to provide free waste audits to commercial customers
- IE-6.5 Waste Management Facilities.** Acknowledge that material recovery facilities and transfer stations are an important and fundamental component of effective waste management and allow such facilities to locate within limited and appropriate locations in employment districts where they will not negatively impact adjacent land uses.
- IE-6.6 Community Reuse.** Support community-based programs that promote food sharing, electronics recycling, and the reuse of consumer goods.
- IE-6.7 Zero Waste Government Operations.** Strive for zero waste government operations, modeling best practices in solid waste management and recycling for the rest of the community.
- IE-6.8 Recycled Building Material.** Encourage the use of recycled building and infrastructure materials in new public and private development.
- IE-6.9 Paper Waste Reduction.** Reduce paper waste and encourage the use of recycled paper in City operations.
- IE-6.10 Neighborhood Cleanup.** Encourage neighborhood pride and cleanup events.
- IE-6.11 Street Sweeping.** Continue to provide regular street sweeping for residential, commercial, and industrial areas.

## Public Facilities

The City will maintain high-quality public facilities and schools for Indio residents and visitors.

**Goal IE-7 Educational Opportunities. High-quality educational opportunities for lifelong learning.**

**IE-7 Policies**

- IE-7.1 Future Demand.** Coordinate with the local school districts in identifying potential school sites needed to meet future demand, as well as the planning, site acquisition, and development of educational facilities in the City.
- IE-7.2 Higher Education.** Prioritize well-planned, higher-educational facilities in Indio, including satellite university campuses and vocational training schools in medical research, technology, and other trade areas as needed to support local industry needs.
- IE-7.3 Library Space.** Continue to work with Riverside County to ensure adequate library space, services, books, and other resources are available to residents and students.
- IE-7.4 Quality Early Education.** Work with local school districts, private schools, pre-schools, and other agencies to maximize educational quality.
- IE-7.5 Senior and Teen Centers.** Continue to support Indio's Senior and Teen Centers as a local resource for youth and seniors.
- IE-7.6 Safe Youth Programs.** Prioritize programs for youth that serve as safe after school activities.

## Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s infrastructure and public facilities policies. Programs are consistent with this chapter’s goals and policies.

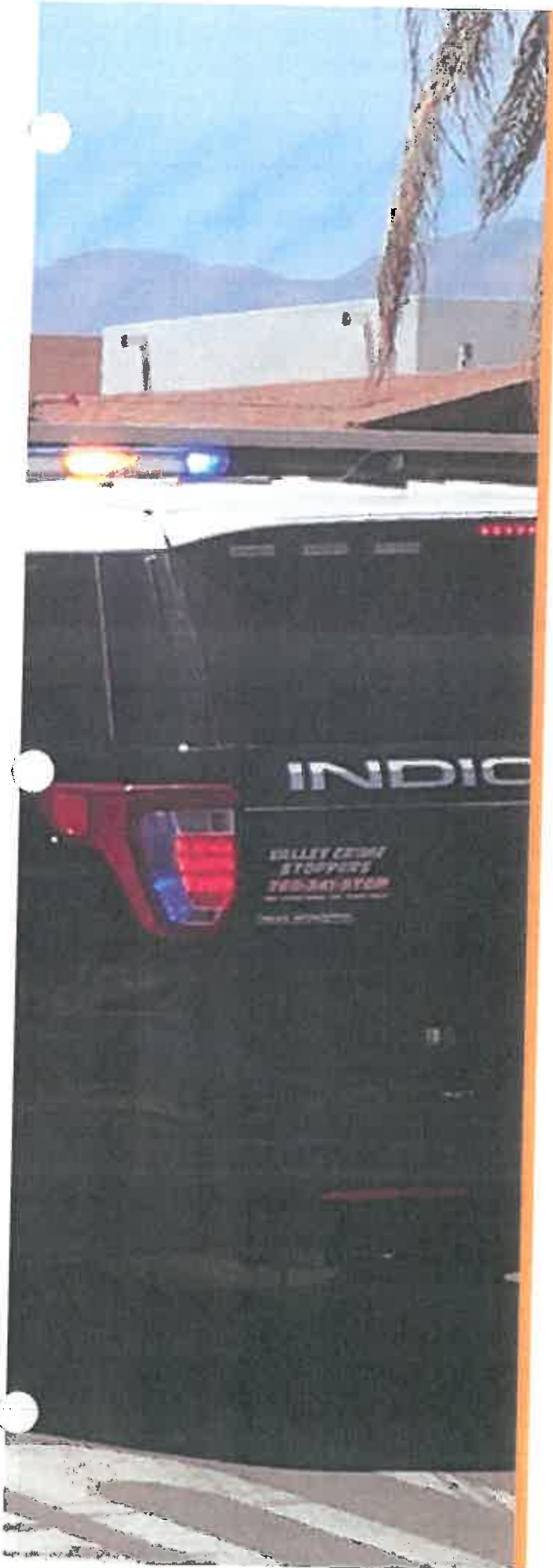
**Table 9-2: Infrastructure and Public Facilities Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Plan Consistency.</b> Following adoption of the General Plan, review the existing utility master plans and make changes to ensure consistency with the General Plan.	High	Short	Public Works
2	<b>City Ordinances.</b> Update the existing City code and ordinances to reflect current requirements and GP policies for water, sewer, and storm drainage requirements and policies. This should include low-impact development practices which improve water quality and promote groundwater recharge, increase on-site infiltration.	High	Short	Public Works, Planning
3	<b>Groundwater Management Plan.</b> Complete the Groundwater Management Plan, as required by State law. Oversee the completion of the Plan and provide materials and resources as needed.	Medium	Short	Public Works
4	<b>Solid Waste Diversion.</b> Establish a waste diversion plan with in a minimum diversion rate of 75% of solid waste generated from landfills.	High	Short	Public Works
5	<b>Multifamily Recycling.</b> Establish a protocol to expand outreach and technical assistance to multifamily buildings to increase recycling in accordance with AB341.	Medium	Short	Public Works
6	<b>Green Purchasing.</b> Implement a “green purchasing” program that minimize impacts to the environment from production to disposal. The program should address product stewardship and producer responsibility.	Medium	Short	City Manager
7	<b>Food share programs.</b> In conjunction with community partners and neighborhood organizations, explore and pilot food share programs reduce food waste.	Low	Medium	Planning, Public Works.

8	<b>Event waste diversion.</b> Require recycling and food waste diversion at special events, including City-hosted events.	High	Short	Public Works
9	<b>Neighborhood Clean-up Program.</b> In coordination with the Housing and Development Services Department, host community and neighborhood clean-up program, tree planting, and other beautification programs.	Low	Short	Planning, Public Works.
10	<b>Development impact fees.</b> Adopt nexus-based impact fees that mitigate the cost of providing infrastructure and public facilities to serve new development. Address infrastructure improvements that are necessitated by new development – including water, sewer, stormwater, and utilities. Seek additional funding mechanisms as necessary.	High	Ongoing	Planning, Public Works
11	<b>Sewer and Stormwater user fees.</b> Update existing user fees for sewer and stormwater to fund needed system upgrades and, to the extent feasible, allow for waste water recycling and stormwater capture for beneficial use.	Medium	Medium	Planning







## *chapter ten*

# **SAFETY**

The purpose of the Safety Element is to establish a policy framework for maintaining and improving the safety of Indio's residents. This Element seeks to strengthen links between quality community design and safety issues. It also identifies known seismic, flooding, and geological hazards, as well as methods to reduce the potential risk of illness, injury, death, or property damage that can occur as a result of these hazards. Crime prevention, police and fire protection, and emergency preparedness and response are also addressed within this Element.

## Key Considerations and Strategies

Indio is at risk to a number of natural and man-made hazards. The City’s Local Hazard Mitigation Plan (LHMP) explores the severity, probability, and ranking of all hazards in the City, and identifies risks and vulnerabilities from hazards, such earthquakes, floods, agricultural hazards, technological hazards, and extreme weather. Table 10-1 shows the ranking of hazards in Indio and Riverside County as listed in the City’s Local Hazard Mitigation Plan.

**Table 10-1: Hazard Ranking in Indio**

HAZARDS/THREATS	COUNTY			LOCAL JURISDICTION		
	SEVERITY 0 - 4	PROBABILITY 0 - 4	RANKING 1-23	SEVERITY 0 - 4	PROBABILITY 0 - 4	RANKING 1-20
1. Earthquake	4	2	7	4	4	1/1
2. Wildland Fire	3	4	3	2	1	15/16
3. Flood	3	3	9	3	3	7/8
4. Drought	3	3	11	4	3	5/9
5. Landslide	3	3	21	1	1	17/22
6. Insect Infestation	2	3	13	3	3	6/17
7. Tomado	2	1	17	3	1	—/20
8. Extreme Weather	3	2	13	4	4	2/2
9. Pipeline Disruption	3	2	20	3	3	13/19
10. Aqueduct Event	3	2	16	3	3	14/15
11. Transportation Failure	3	2	14	3	3	9/11
12. Electrical Failure	4	4	4	3	4	4/4
13. Hazardous Materials Incident	3	4	22	3	3	10/5
14. Nuclear/Radiological Incident	4	1	12	4	1	11/21
15. Terrorist Event	3	1	7	4	3	12/6
16. Civil Disorder	3	2	10	1	1	18/12
17. Jail/Prison Event	2	1	19	2	1	19/13
18. Communications Failure	3	2	8	4	2	—/3
19. Cyber-Attack	2	4	6	4	3	—/7
20. Water Supply Disruption/Contamination	2	3	23	3	2	—/10
21. Emergent Disease/Contamination	3	3	5	2	1	3/14
22. Pandemic Flu	4	2	2	3	2	4/18
23. Dam Failure	3	1	15	--	--	—/—

2012 City Ranking /2017 City Ranking

Source: The information reflects estimations made in 2017 (City of Indio 2017 Local Hazard Mitigation Plan).

Climate change is anticipated to be a risk amplifier for many of these natural hazards. For example, warmer temperatures and changes in precipitation patterns may increase the length, intensity, and frequency of drought. Similarly, the City is projected to experience more frequent, more intense, and

longer heat waves.<sup>1</sup> These extreme weather events will place more people, particularly seniors, children, and outdoor workers at increased risk of illness and death. Pursuant to Senate Bill 379 (SB 379), updates to the Safety Element must also address climate adaptation and resiliency strategies.

## Context

### Police Services and Crime Prevention

The Indio Police Department is located at 46800 Jackson Street and currently has a staff of approximately 80 employees. The Department is composed of the Field Services Division and the Support Services Division. These two Divisions fall under the Office of the Chief, which is charged with communicating the overall direction, mission, and goals to all areas of the Police Department. The Field Services Division is responsible for controlling crime and public safety issues throughout Indio, investigating traffic collisions, enforcing traffic violations, participating in community outreach efforts, operating the K-9 Teams, Code Enforcement, and the School Resource Officer (SOR) program. The support Services Division is responsible for supporting the Department's policing activities and initiatives. The Division consists of Police Investigations, the Communications Unit, Information Technology (IT), and Property and Evidence Unit.

The Indio Police Department uses a variety of strategies to address crime. The Department has a long-standing and successful tradition of maintaining positive relationships with members of the community through effective community outreach and public engagement strategies. The Department embraces a community-oriented policing philosophy that supports the systematic use of partnerships and innovative techniques to proactively address the conditions that give rise to public safety issues.

### Fire and Emergency Medical Services

Indio's Fire Department is committed to protecting all lives and property within the City from the adverse effects of fire, medical emergencies, and hazardous conditions. A full range of cost-effective fire services are provided in the City as part of the regional fire protection system through a cooperative agreement with the Riverside County Fire Department. The City provides a full-service Fire Department currently equipped with approximately 56 full-



*Indio fire station*

time staff. Fire services are delivered from four stations strategically located throughout the City to provide timely response and services.

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<sup>1</sup> This information was gathered from the internet based Cal-Adapt planning tool, which was developed to assist local jurisdictions in identifying the risks that climate change pose to specific geographic areas. Go to <http://cal-adapt.org> for additional information.

The Indio Fire Department offers a Fire Explorer program, a volunteer program, and a Prevention Office.

## Emergency Preparedness

The City of Indio's public safety personnel plan and train for all types of emergency and disaster situations that could affect the health and safety of Indio's residents, visitors, business owners, and pass-through commuters. The Community Emergency Response Team (CERT) Program, managed through the County of Riverside Emergency Management Department, educates the public about disaster preparedness. CERT also trains citizens in basic emergency skills, including team management, fire safety, light search and rescue, and basic medical practices. California Government Code Section 3100-3101 states that all public employees are declared to be disaster service workers in the event of a natural or human-made disaster.

The City of Indio's Emergency Operations Center is located at 45222 Towne Street and there is an alternate Center located at 83101 Avenue 45. Emergency Services volunteers provide support to the City's Emergency Operations Center, support community presentations and public safety events, serve as emergency amateur radio operators, and support emergency management field activities. Indio is also home to the Riverside County East County Emergency Operations Center, which is located at 82695 Dr. Carreon Boulevard. This high-tech facility is where regional operations are coordinated in the event of a natural, technological, intentional human-made and unintentional human-made disaster.

## Hazardous Materials/Brownfields

As cities age, land uses associated with hazardous materials are often abandoned. These uses include former industrial properties, gasoline stations, and military sites. Uses such as this may have soils and groundwater that are contaminated and are often referred to as "brownfields."

Indio has few brownfield or hazardous material sites. One active voluntary cleanup site is located at a metal manufacturer. Indio High School has completed a cleanup and is now certified. Five schools within the City have been investigated and no additional remediation is necessary, and two other sites are waiting for investigation.

Hazardous materials facilities are regulated by the Environmental Protection Act of 1970 and various others with oversight from the Riverside County Department of Environmental Health Hazardous Materials Branch.

## Geologic and Seismic Hazards

There are three major, known faults located in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. The San Andreas and San Jacinto are two of California's most active faults. Several properties within Indio and its sphere of influence are directly impacted by the southernmost section of the San Andreas fault and/or secondary faults and fractures, as shown on Figure 10-1. These faults pose geologic and seismic hazards in the form of earthquakes, fault rupture, liquefaction, and landslides. The most recent earthquake along this stretch of the fault occurred more than 300 years ago leading scientists

to suggest that it has accumulated a substantial amount of tectonic stress and is likely to produce a large (7 to 8 magnitude) earthquake in the near future.<sup>2</sup>

An earthquake involves the rapid shaking of the ground, which alters the position of the earth's tectonic plates. Earthquakes can also result in fault rupture, which occurs when movement on a fault deep within the earth breaks through to the surface creating an offset in the ground as the two sides of the fault slip past each other. The intense shaking of an earthquake can cause damage and lead to the collapse of buildings and structures. A structure's ability to withstand the magnitude of an earthquake is often dependent on when and where it was built, and whether it was built to seismic codes.

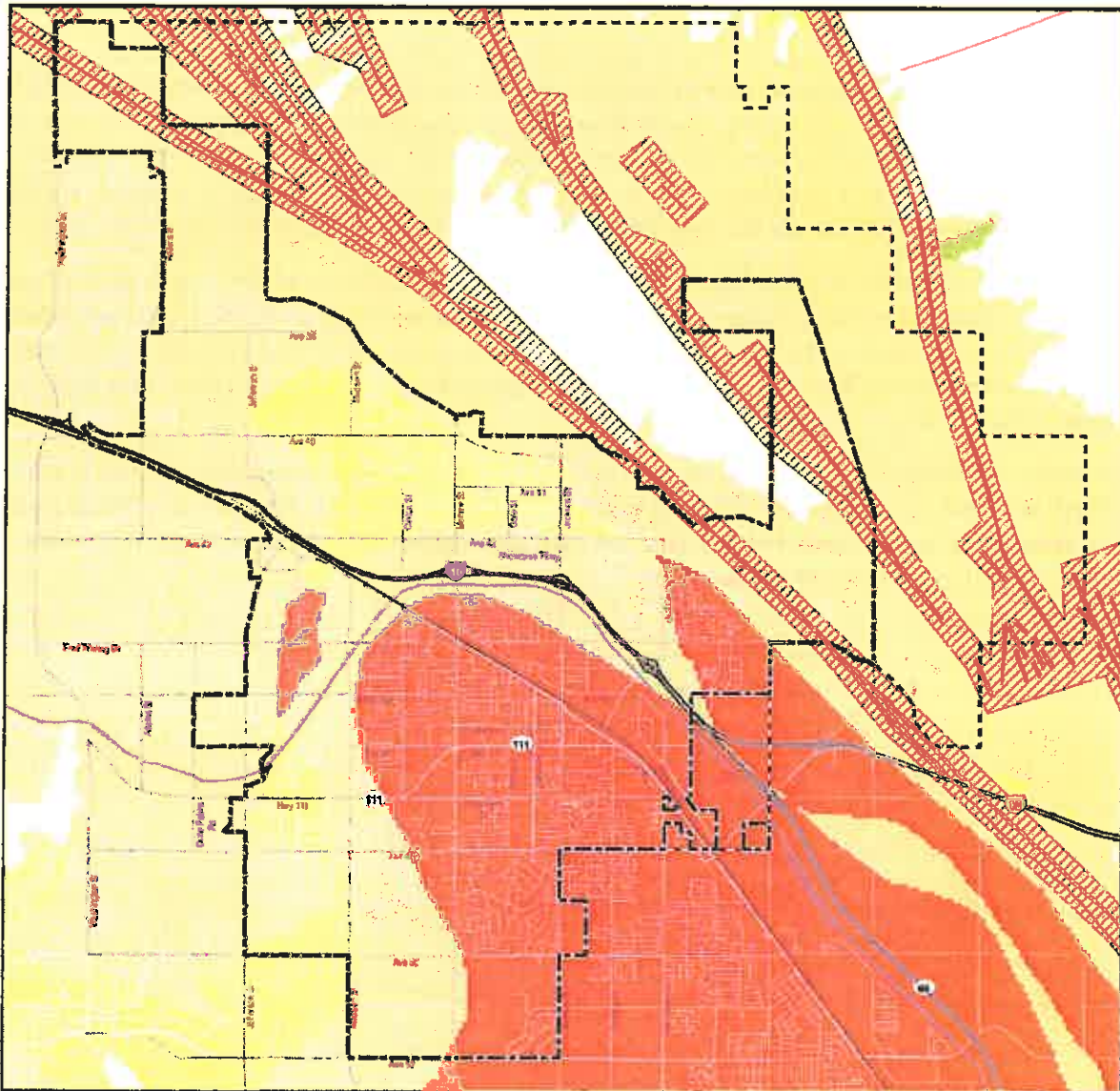
Liquefaction, most often caused by earthquakes, describes a phenomenon where a soil's strength and stiffness is substantially reduced. Liquefaction causes the soil's composition to liquefy, which destabilizes buildings that are supported by the ground. Indio could experience seismic shaking levels that have the potential for liquefaction in areas where groundwater is generally shallower than 30 feet. These areas are shown on Figure 10-1.

Landslides occur when masses of rock, earth, or other material move rapidly down a slope. Landslides and surficial slope failure are most likely to occur in areas with a slope greater than 25 percent (hillside areas) and along steep bluffs. Since Indio is relatively flat with undeveloped hillsides along the northern boundary, the City is at low risk for landslides.

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<sup>2</sup> Phillibosian, B., Fumal, T., and Weldon, R. (2011). San Andreas Fault Earthquake Chronology and Lake Cahuilla History at Coachella, California. Bulletin of the Seismological Society of America, Vol. 101, No. 1.

Figure 10-1: Seismic Hazards Map



### Seismic Hazards

- City Boundary
  - Sphere of Influence
  - Roads
  - Railroads
  - Highways
- Earthquake Faults**
  - Faults
  - Fault Zones
- General Ground Shaking Risk**
  - Very Low
  - Low
  - Moderate
  - High



Source: MapInfo, Inc. (2011). City of Indio, California. Seismic Hazard Map. Prepared by: E.A. Hulse & Associates, Inc. for the City of Indio, CA.

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## Flood Hazards

The LHMP identified flooding as having above average severity and above average probability. Portions of the City are located within the 100-year floodplain, including the northwest portion of the City, north of the I-10 Freeway, and within the Whitewater River. Some isolated areas within the northwestern and southwestern portion of the City fall within the 500-year floodplain.<sup>3</sup> Figure 10-2 illustrates the area within the 100-year and 500-year floodplain.



*Flooding in Indio*

Flash flooding is another form of hazardous flooding. Flash floods occur when excessive water fills normally dry creeks or river beds along with currently flowing creeks and rivers, and typically combines the destructive power of a flood with speed and unpredictability.<sup>4</sup> Populations most at risk during flash flooding may include hikers, homeless, and children.

The Coachella Valley Water District (CVWD) recently approved a regional flood project that will provide protection for northeast Indio and the surrounding area. This North Indio Regional Flood Control System (NIFCS) will collect flood flows from the outlets of the Sun City Palm Desert Whitewater River/stormwater channels and convey them to the Sun City Shadow Hills channels, which will ultimately connect to the Coachella Valley Storm Channel. The second phase of this project includes obtaining levee accreditation from FEMA for the existing East Side Dike. This will reduce the likelihood of the hazard.

Additionally, the City is currently replacing an existing at grade low-water crossing where Avenue 44 crosses the Coachella Valley Storm Channel with a permanent, elevated all-weather bridge. The bridge will reduce the possibility of overtopping of the roadway during flood events, enhance emergency response, and improve overall road safety.

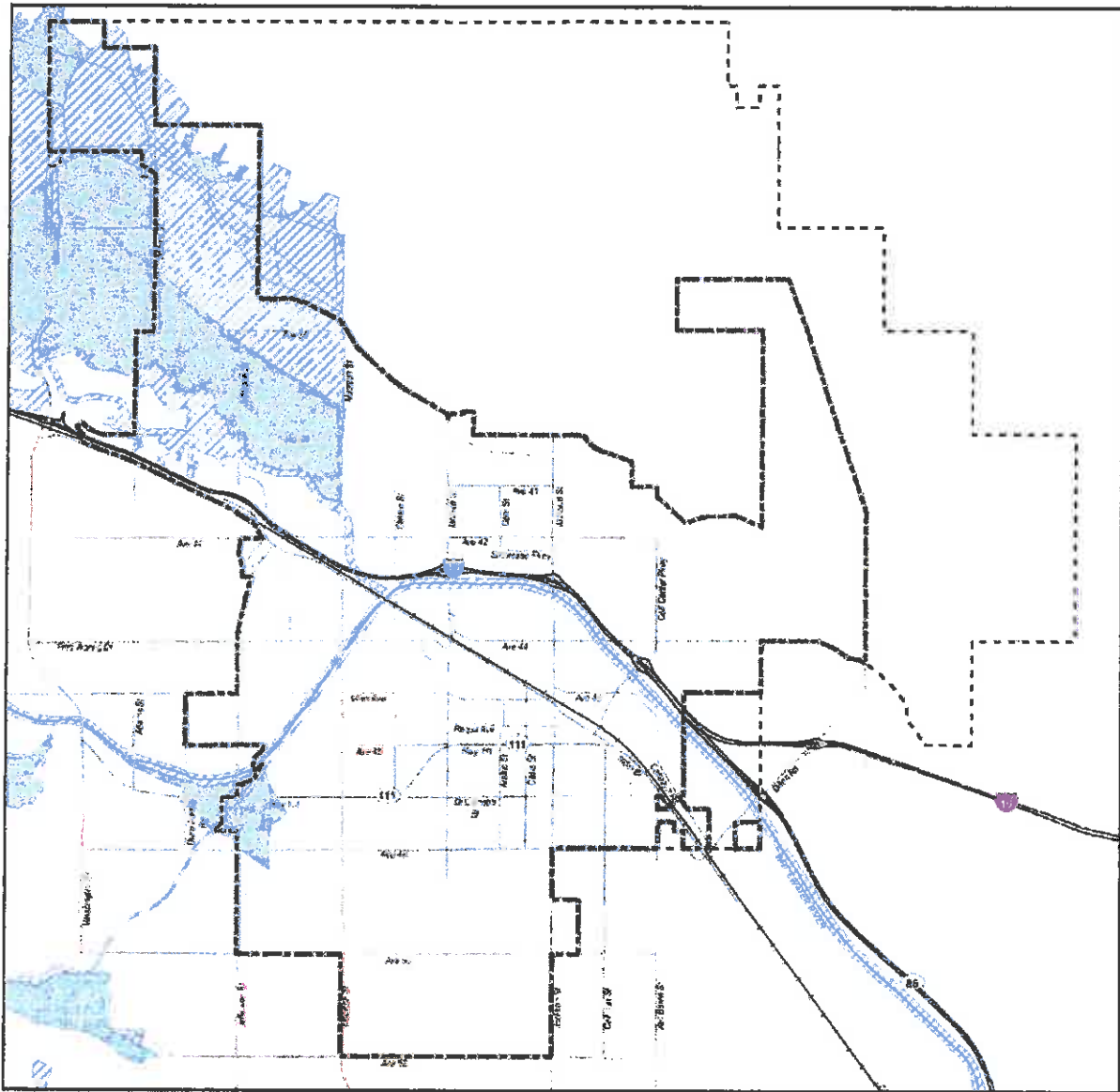
Indio does not have the risk of dam failure because no true dams exist; however, levees and dikes are types of dams. Indio also has earthen retention basins on the north side of the City, which pose a threat for failure and subsequent flooding. In addition, Riverside County does contain several local dams and reservoirs, dam failure inundation zones are limited to the western region of Riverside County.

<sup>3</sup> The Federal Emergency Management Agency (FEMA) defines a 100-year flood zone as having a 1% chance of flooding each year, while areas in a 500-year floodplain have a 0.2% chance of flooding in any given year.








<sup>4</sup> The National Severe Storms Laboratory (NSSL) Flood Basics: <https://www.nssl.noaa.gov/education/svrwx101/floods/>



Figure 10-2: Flood Hazards



### Flood Hazards

-  City Boundary
-  Sphere of Influence
-  Roads
-  Railroads
-  Highways
-  FEMA FIRM 100-Year Floodplain
-  FEMA FIRM 500-Year Floodplain



Source: Floodmap.com, FEMA, City of Indio, Sphere of Influence, 2014. Prepared by TDM Associates, Inc. for the City of Indio.

This map is intended to provide information only. It is not intended to be used as a basis for any legal action. The user assumes all responsibility for any use of this information. The City of Indio is not responsible for any errors or omissions. The City of Indio is not responsible for any damages or losses resulting from the use of this information.

## Climate Change

Climate change presents Indio with a series of challenges. Climate change impacts pose an immediate and growing threat to the economy, environment, and public health. Cities like Indio will continue to experience the effects of climate change, including the increased likelihood of droughts, worsening air quality, increased flooding, and heatwaves.<sup>5</sup>

These climatic changes may result in significant social, economic, and environmental issues and opportunities for residents and businesses in Indio in the long term, including:

- + **Public health impacts:** Indio will experience longer, more frequent, and more severe heat waves, increasing the risk of heat-related morbidity in vulnerable populations. An increase in regional wildfires will further worsen air quality.
- + **Flood impacts:** Stormwater infrastructure may require costly upgrades and increased maintenance costs in order to accommodate more intense rain storms.
- + **Drought:** Changes to the amount and timing of rainfall and regional groundwater levels may threaten already limited regional water supply. Changes in precipitation can impact the production of staple crops, impacting the quantity and quality that is available, potentially increasing price.

The following section summarizes key information about climate changes in the region.

### Temperature and Extreme Heat

During the last century, temperatures in California rose steadily. Between 1918 and 2006, the average minimum temperature increased by 0.3°F per decade, and the average maximum temperature increased by 0.13°F per decade. The rate of warming intensified from 1970 to 2006, with average minimum temperatures increasing 0.56°F per decade and average maximum temperatures rising 0.49°F per decade. Average minimum and maximum temperatures in Southern California rose faster than the State as a whole. Between 1970 and 2006, the average minimum temperature rose by 0.67°F per decade and the average maximum temperature increased by 0.74°F per decade across the region.<sup>6</sup>

Models indicate that temperatures will continue to rise in the Indio. Annual maximum temperatures are projected to increase between 4.7°F and 5.8°F by mid-century (2040-2060) and 5.6°F and 9.1°F by end of century (2080-2100).<sup>7</sup> By the end of the century, average temperatures are anticipated to fall outside of the annual variability range seen in the historic record, particularly in the summer and fall. More simply put, the average future temperature in the climate scenario with the least warming is greater than the

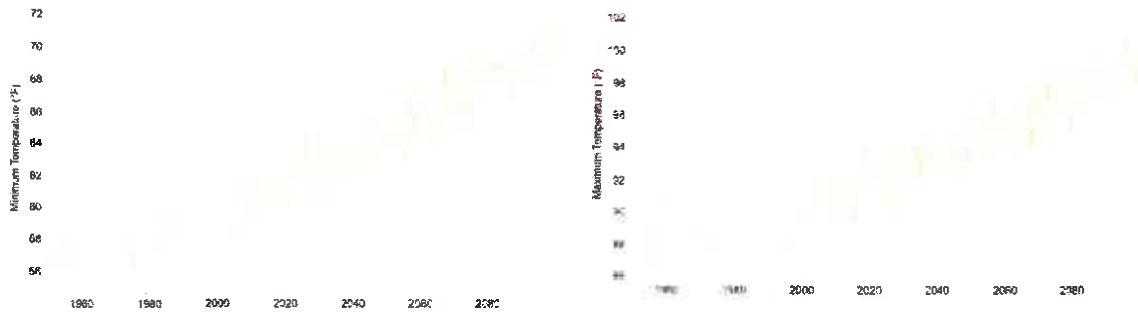
<sup>5</sup> California Natural Resources Agency (2017). Safeguarding California. <http://resources.ca.gov/wp-content/uploads/2017/05/DRAFT-Safeguarding-California-Plan-2017-Update.pdf>

<sup>6</sup> Cordero, E. C., W. Kessomkiat, J. Abatzoglou, and S. A. Mauget. (2011). the identification of distinct patterns in California temperature trends. *Climatic change* 108:357– 382.

<sup>7</sup> California Energy Commission. (2017). Cal-Adapt. Available at <http://cal-adapt.org/>.

very warmest year of the historic record.<sup>8</sup> Figure 10-3 shows the projected change in average annual minimum and maximum temperatures.

**Figure 10-3: Projected Change in Average Annual Minimum and Maximum Temperatures in Indio**



*Note: Business as Usual Scenario (High Emissions), CanESM2 Model (Average)*  
*Source: CalAdapt*

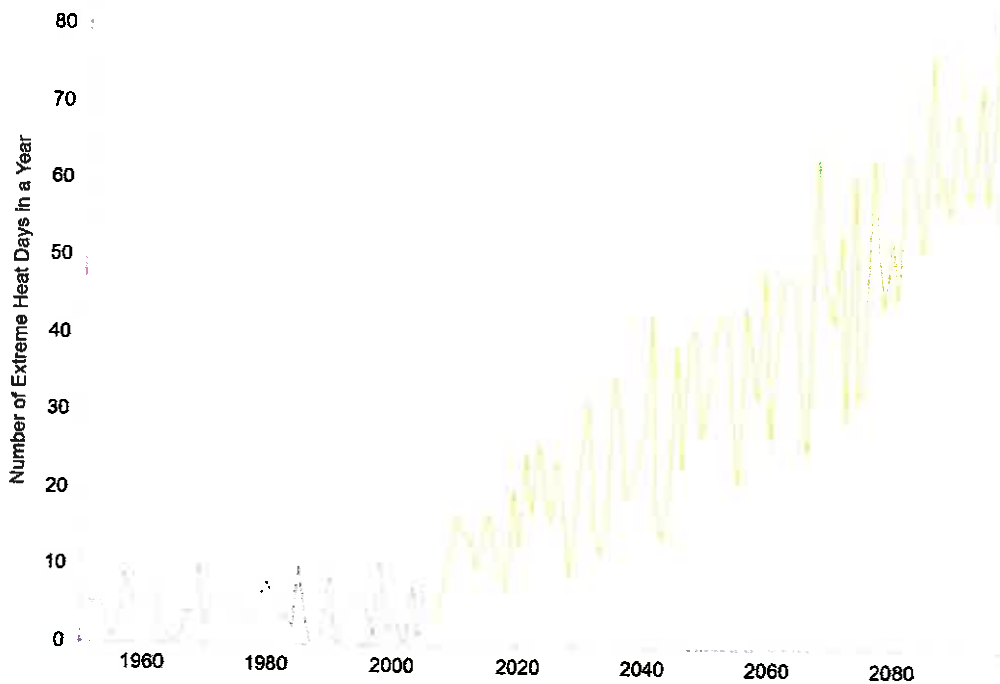
With climate change, extreme heat events in California and Indio are becoming more frequent, more intense, and longer lasting. An extreme heat day is defined as a day between April and October when the maximum temperature exceeds a heat threshold. This threshold is often calculated as the 98<sup>th</sup> percentile of historical maximum temperatures between April 1 and October 31 based on observed daily temperature data. For Indio, this threshold is 104°F.

Between 1950 and 2005, Indio experienced, on average, about four extreme heat days per year. The number of extreme heat days is anticipated to increase significantly across the Coachella Valley region during the next century. Under a business-as-usual scenario, by mid-century Indio is expected to have 25 extreme heat days. By end of century, Indio is projected to experience 51 extreme heat days. Figure 10-4 shows the projected number of extreme heat days in Indio. More extreme heat days can pose a serious threat to human health, resulting in an increase in emergency department visits and hospitalizations<sup>9</sup> and deaths.<sup>10</sup>

<sup>8</sup> Fengpeng S, et al. (2015). A Hybrid Dynamical–Statistical Downscaling Technique. Part II: End-of-Century Warming Projections Predict a New Climate State in the Los Angeles Region. *Journal of Climate*. 28:4618-4636.

<sup>9</sup> Knowlton, K., et. al. 2009. The 2006 California Heat Wave: Impacts on Hospitalizations and Emergency Department Visits. *Environmental Health Perspectives*, 117(1): pp. 61-67.

<sup>10</sup> Basu, R., Feng, W., and Ostro B. 2008. Characterizing temperature and mortality in nine California counties. *Epidemiology*, 19(1): pp. 138-45.

**Figure 10-4: Projected Number of Extreme Heat Days**

Note: Business as Usual Scenario (High Emissions), CanESM2 Model (Average)

Source: CalAdapt

Heat waves, defined as three or more days with temperatures above 90°F, are also projected to occur more frequently by the end of the century. These events are predicated to impact larger areas, last longer, and have higher temperatures.<sup>11</sup>

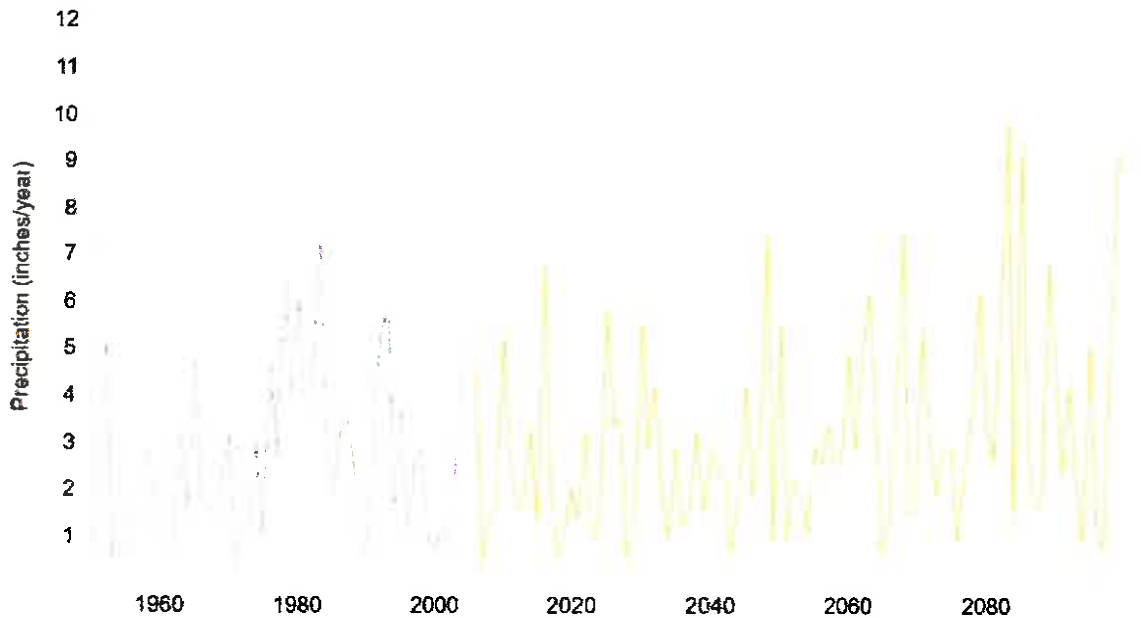
### Precipitation

Between 1961 and 2005, the historic annual precipitation mean in the Indio region was approximately 2.8 inches.<sup>12</sup> Annual precipitation, however, varies significantly between years. Overall changes in future precipitation and runoff are highly variable among climate models and relatively uncertain. Some precipitation projections for the region show a slight increase in annual rainfall, others show a slight decrease, and others show no change at all.<sup>13</sup> During the next century, Indio can expect approximately the same amount of total annual precipitation as it received in the last few decades of the 20<sup>th</sup> century. Figure 10-5 shows historic and future precipitation levels in Indio, which has fluctuated over time.

<sup>11</sup> Gershunov, A., and Guirguis, K. (2012). California heat waves in the present and future. *Geophysical Research Letters*, 39(18), 7.

<sup>12</sup> California Energy Commission. 2017. Cal-Adapt. Available at <http://beta.cal-adapt.org/>.

<sup>13</sup> Berg, N, et al. 2015. Twenty-Frist Century Precipitation Changes over the Los Angeles Region. *Journal of Climate*. 28: 401 – 421.

**Figure 10-5: Average Annual Precipitation**

*Note: Business as Usual Scenario (High Emissions), CanESM2 Model (Average)*  
*Source: CalAdapt*

In the present-day climate, the region experiences wide swings in precipitation from year-to-year, and this variability is expected to continue under climate change with fluctuations between wet years and dry years.<sup>14</sup> Southern California’s annual variability originates primarily from fluctuations of the biggest storms, with approximately 90% of variability coming from the wettest days.<sup>15</sup> Therefore, drought happens during years missing a few large storms and wet years occur when there are large storms. Figure 10-5 shows the projected annual variability in precipitation, which is relatively consistent with historic observations.<sup>16</sup>

Due to anticipated warmer temperatures, more intense periods of rain may lead to an increase in winter runoff, which may impact flood risk. Annual stormwater runoff volume and peak runoff may increase. Increased runoff volume and higher peak flow rates are anticipated to increase flood risk.

<sup>14</sup> Berg, N, et al. (2015). Twenty-Frist Century Precipitation Changes over the Los Angeles Region. *Journal of Climate*. 28: 401 – 421.

<sup>15</sup> Dettinger, M.D., and Cayan, D.R. (2014) Drought and the California Delta—A matter of extremes: *San Francisco Estuary and Watershed Science*, 12(2).

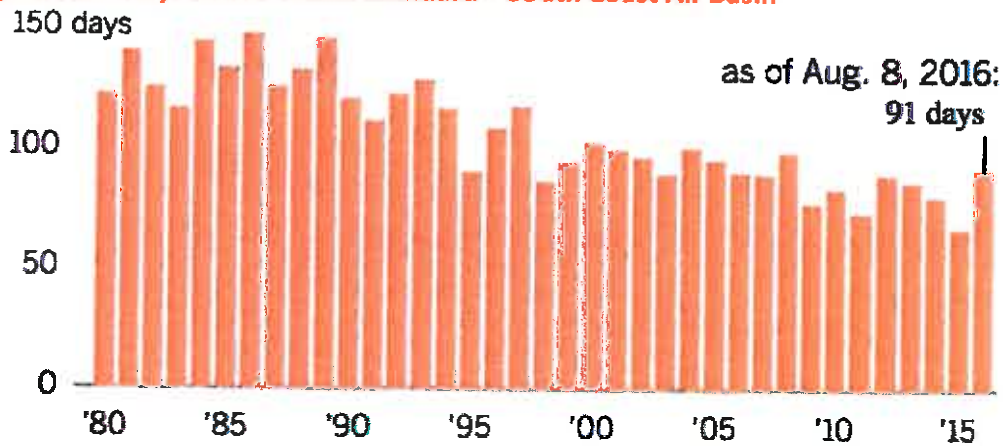
<sup>16</sup> California Energy Commission. (2017). Cal-Adapt. Available at <http://beta.cal-adapt.org/>.

### Air Quality and Wildfires

Air quality is expected to worsen with increasing climate change. Air quality is strongly dependent on weather, and climate change is expected to impact air quality through warming temperatures and more frequent episodes of stagnant air. Many strategies that are used to reduce greenhouse gases will also reduce emissions of air pollutants, such as ozone and particulate matter.

Overall, Southern California has the nation’s worst smog and consistently fails to meet federal ozone standards since 1979.<sup>17</sup> The number of days above the ozone standard, however, has been steadily declining since the 1980’s in the South Coast Air Basin, as shown in Figure 10-6. However, in the summer of 2016, Southern California experienced its worst smog since 2008. By August 2016, ozone had exceeded federal standards on 91 days since the beginning of the year, compared to 67 days over the same period the previous year.<sup>18</sup>

**Figure 10-6: Days above Ozone Standard – South Coast Air Basin**



Source: Los Angeles Times

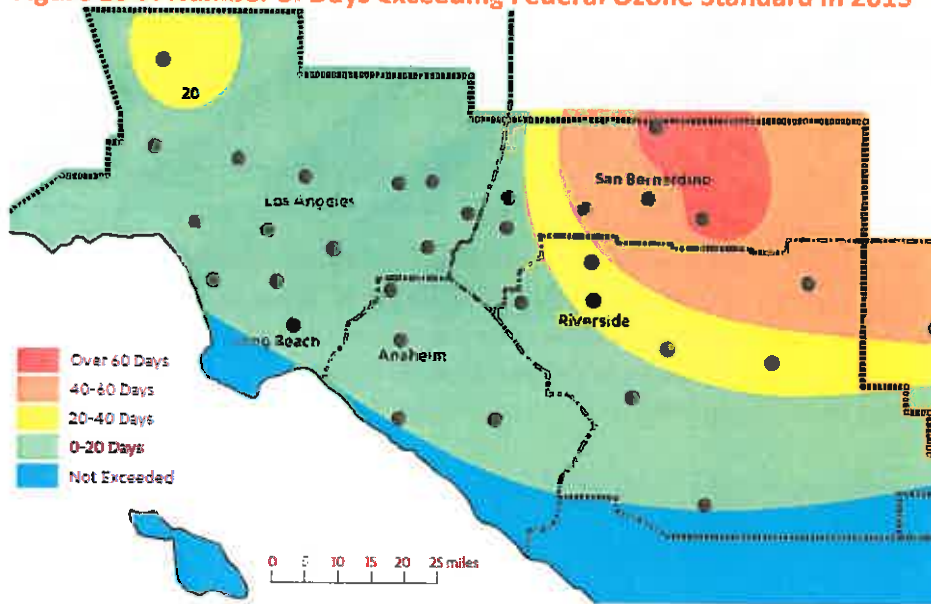
Figure 10-7 shows the number of days exceeding the federal ozone standard in the Los Angeles region and Coachella Valley. It illustrates the significant differences among non-attainment days across the entire region, including more days in Riverside County and the Coachella Valley.<sup>19</sup>

<sup>17</sup> CalEPA. 2017. Air Quality and Meteorological Information (AQMIS2). Available at <https://www.arb.ca.gov/aqmis2/display.php?year=2017&report=AREAMYR&o3pa8=SC&param=OZONE&ptype=aqd>.

<sup>18</sup> Barboza, T. Aug. 11, 2016. SoCal Hit with Worst Smog in Years as Hot, Stagnant Weather Brings Surge in Hospital Visits. Los Angeles Times. Available at <http://www.latimes.com/local/lanow/la-me-ln-summer-smog-20160805-snap-story.html>.

<sup>19</sup> UCLA Institute of the Environment and Sustainability. 2016. 2015 Environmental Report Card for Los Angeles County.

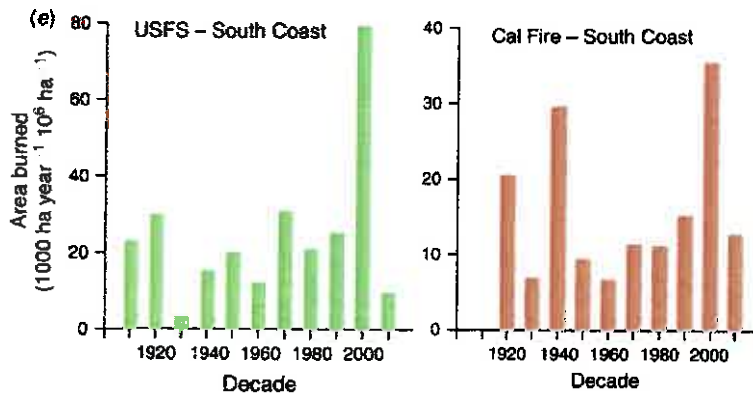
**Figure 10-7: Number of Days Exceeding Federal Ozone Standard in 2013**



Source: UCLA Institute of the Environment and Sustainability

Wildfires have increased over the Western US and Southern California in recent decades. These changes in wildfire pattern are often attributed to climate change and fire suppression techniques. As shown in Figure 10-8 the South Coast region, which includes Indio, had significant peaks in the area burned in the 1920s, 1940s, 1970s, and 2000s. The South Coast region was among the few areas within the State that had an increase in burned area in recent decades.<sup>20</sup>

**Figure 10-8: Decadal Burning on US Forest Service and Cal Fire Managed Lands in California Climate Divisions**



<sup>20</sup> Keeley, JE, AD Syphard. (2017). Different historical fire-climate patterns in California. International Journal of Wildland Fire 26(4): 253-268.

While the direct impacts of wildfire may be less of a concern for Indio, wildfires can be a significant source of air quality pollution. Wildfires burning within 50 to 100 miles of a city routinely cause air quality to be 5 to 15 times worse than normal, and often two to three times worse than the worst non-fire day of the year.<sup>21</sup> Emissions from wildfire can lead to excessive levels of particulate matter, ozone, and volatile organic compounds.<sup>22</sup>

### Unequal Impacts

While climate change affects everyone in a community, not all people are impacted equally. People of color, immigrants, and lower-income populations experience increased exposure and sensitivity to climate hazards and a reduced capacity to adapt. Cities that begin planning now will have the best options for adapting to climate change. The City of Indio encourages residents to know the risks in their communities and be informed with information about severe heat warnings and other climate related hazards.

The impacts of climate change are already being felt in some places, but they are relatively small at this time. However, the longer cities wait, the greater the costs of these impacts. As Indio begins to plan for and implement their response to climate change, an opportunity exists to create stronger, more equitable communities for everyone. Many of the actions needed to reduce the impacts of climate change will provide additional benefits to the community, including individual climate preparedness, increased public safety, reduced greenhouse gas emissions, and greater economic stability.<sup>23</sup>

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<sup>21</sup> Kenward, A, et al. 2013. Wildfires and Air Pollution: The Hidden Health Hazards of Climate Change. Climate Central. Available at <http://assets.climatecentral.org/pdfs/WildfiresAndAirPollution.pdf>.

<sup>22</sup> Phuleria, HC, et al. 2005. Air Quality Impacts of the October 2003 Southern California Wildfires. Journal of Geophysical Research. 110(D7).

<sup>23</sup> California Emergency Management Agency and Natural Resource Agency (2012). California Adaptation Planning Guide. [http://resources.ca.gov/docs/climate/01APG\\_Planning\\_for\\_Adaptive\\_Communities.pdf](http://resources.ca.gov/docs/climate/01APG_Planning_for_Adaptive_Communities.pdf)



# Goals and Policies

## Emergency Response

The City will continue to implement best practices to maintain high quality emergency services and response.

**Goal SE-1: Police Services. Excellent law enforcement and a reduction in criminal activities and focus on community policing.**

### SE-1 Policies

- SE-1.1 Service Levels.** Maintain adequate police protection capabilities by retaining the current peace officer staffing positions, forecasting future demand, and providing additional staff, law enforcement equipment and technology acquisition, and facilities when fiscally appropriate and needed.
- SE-1.2 Proactive Policing Strategies.** Collaborate with the Bureau of Justice Assistance (BJA), the SNA Research Corporation, and academic researchers to address crime and quality of life issues through the implementation of best practices in policing.
- SE-1.3 Community Engagement.** Continue to implement community-oriented policing strategies that emphasize community engagement and collaboration.
- SE-1.4 Crime Prevention Through Environmental Design.** Promote Crime Prevention Through Environmental Design (CPTED) concepts, including, but not limited to:
- Controlling access by creating real and perceptual barriers to entry and movement through the use of fences or landscaping to define site boundaries, clearly defined pathways to guide movement, gates or doors to limit access, and signs to define appropriate activities.
  - Maximizing opportunities to see and be seen through the use of lighting, windows, building orientation and location, proper selection of landscaping materials and regular maintenance, furniture arrangements, surveillance equipment, or other security or design measures.
  - Clearly defining ownership and encouraging maintenance of properties through measures such as landscaping, front porches, fencing, variations in paving materials, or other elements to distinguish between private and public spaces. Display signs to establish ownership and keep buildings, yards, gardens, sidewalks, and other features well maintained, clean, and in working order.
- SE-1.5 Neighborhood Watch.** Continue to support the formation of neighborhood watch groups.
- SE-1.6 Effective Programs for At-Risk Programs.** Continue to support programs for at-risk youth and parents of at-risk youth, such as the nationally recognized “The Parent Project” which seeks to prevent and intervene in destructive adolescent behavior, in addition to facilitating youth community outreach events and participation in Youth Court Program where juvenile offenders are tried in front of a jury comprised of their peers.

- SE-1.7 Volunteer and Educational Programs.** Continue to promote volunteer and educational programs to assist police personnel such as the police cadets, Citizens Helping Indio Police (CHIP), and the Police Chaplain Program.
- SE-1.8 Graffiti Abatement.** Continue the robust graffiti prevention and removal efforts through the City of Indio's Graffiti Abatement Team which is managed by the Indio Police Department. The Team removes graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.
- SE-1.9 Funding.** Assess the adequacy of the current funding structure for police services and facilities and continue to monitor and assess the opportunities for additional funding sources such as special event reimbursement fees, research and application for state and federal grants, development impact fees, a public safety tax for facility construction, and general fund increases.

## Community Emergency Preparedness

The City of Indio will work with local agencies and organizations to promote resilience and disaster preparedness.

**Goal SE-2: Emergency Preparedness. Provide City leadership within the region by promoting a collaborative environment that sustains maximum resilience to emergencies and disasters.**

### SE-2 Policies

- SE-2.1 Local Hazard Mitigation Plan.** Maintain the City's Local Hazard Mitigation Plan (LHMP) as an integrated component of the General Plan, in coordination with Riverside County and other participating jurisdictions. After each regular LHMP update, update the City's Safety Element to ensure consistency.
- SE-2.2 Emergency Operations Plan.** Ensure that the City's Emergency Operations Plan is compatible with Federal, State and local emergency requirements, review for possible updates every 2-3 years, as directed by FEMA Best Practices.
- SE-2.3 Climate Change.** When updating hazard mitigation and emergency management plans, incorporate climate change hazards, vulnerabilities, and risks into the analysis.
- SE-2.4 Hazard Profile.** Work to minimize the frequency, severity, and probability of future hazard events in the City by taking actions that prepare and mitigate those hazards before they occur.
- SE-2.5 City Ordinances:** Ensure the effectiveness of the City's Ordinances in addressing requirements for emergency access and evacuation in new and existing development.
- SE-2.6 CERT.** Continue to promote citizen-based disaster preparedness and emergency response through Riverside County's Community Emergency Response Team (CERT) training and certifications to engage the community to be self-reliant and prepared to take care of themselves and others. Encourage members from IPD and FD to become certified CERT instructors, and also volunteer corps can be CERT instructors also.

**SE-2.7 Public Awareness.** Promote public awareness of the City’s emergency preparedness and response techniques by:

- Distributing the Emergency Operations Plan (EOP) to business associations, community groups, schools, hospitals, and other community groups each time an updated version is completed; and
- Maintaining a current version of the EOP on the City’s website.

**SE-2.8 Response Times.** Periodically update emergency response times and other indicator measurements, to monitor progress made in implementation of the General Plan and make adjustments to implementation measures/programs as necessary to improve the City’s effectiveness.

**SE-2.9 Interdepartmental Coordination.** Work with City applicable departments to:

- Conduct mock emergency drills to test the effectiveness of emergency response activities.
- Review and update designated evacuation routes as needed.
- Ensure that public facilities and services are targeted towards the most vulnerable populations and that critical facilities are not sited in geologic or flood hazard zones.
- Remain up-to-date on mandatory emergency management training for all departments, as necessary.

## Fire

**Goal SE-3: Fire Safety.** A community safe from the risk of fire and with appropriate fire response standards.

### SE-3 Policies

**SE-3.1 Compliance.** Comply with the National Fire Protection Association (NFPA) 1710 and Riverside County Fire response standard of arriving to fire and medical emergency incidents within a four (4) minute drive time.

**SE-3.2 Water Service and Pressure.** Ensure that sufficient water service and pressure is available throughout the City for firefighting purposes, including continuing to require new development to provide necessary water mains, fire hydrants, and access for emergency vehicles and personnel.

**SE-3.3 Brush and Weed Control.** Maintain and enforce standards for weed and brush abatement and establish clearances around structures to minimize fire hazard risk.

**SE-3.4 Fire-Resistant Materials.** Require the use of fire-resistant building construction materials to reduce the hazard of structure fires, within the developed areas of the City and at the urban-wildland interface.

**SE-3.5 Fire Retrofits.** Encourage owners of non-sprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.

**SE-3.6 New Growth.** Address Indio’s existing and future fire service needs by planning and funding infrastructure to support the City’s growth and continuing to develop and staff new fire stations

when and where they are needed to meet NFPA and County Fire response time standards. Ensure new fire stations are not located in geologic or flood hazard zones.

- SE-3.7 Response Adequacy.** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure and response times, are adequate for all sections of the City. To that end, continue to regularly evaluate specific fire hazard areas, and adopt reasonable safety standards, such as adequacy of nearby water supplies, fire-retardant roofing materials, fire-equipment accessible routes, clarity of addresses, street signage and street maintenance, and fire-hydrant inspection and maintenance.
- SE-3.8 Development Applications.** Continue to review development applications for consistency with applicable fire and building code regulations, including emergency access/evacuation routes.
- SE-3.9 Partnerships.** Continue to work with the Riverside County Fire Department to utilize the Cooperative Integrated Regional Fire Protection System to fulfill additional resource needs and increase service capabilities during major emergency events.
- SE-3.10 Funding.** Continue to assess the adequacy of the current funding structure for fire and emergency services and research and apply for additional funding sources.
- SE-3.11 Public Education.** Inform the public about fire safety and fire prevention measures by:
- Holding public workshops or speaking engagements at schools, community centers, business associations, and other various groups;
  - Posting information on the City's website and social media pages;
  - Issuing press releases;
  - Distributing emergency preparedness information and handouts at City Hall, community centers, the library, and at community events;
  - Involving the public in mock fire response drills;
  - Continuing to train volunteer firefighters; and
  - Continuing to provide Community Emergency Response Training.

## Seismic Hazards

Seismic Hazards have a high probability of occurrence in Indio with high severity of damage. This goal seeks to ensure better responsiveness, minimize risk of property damage and personal injury, and require seismically-compliant buildings and improvements.

**Goal SE-4: Seismic Hazards. A community that is minimally affected and less vulnerable to earthquakes and seismic hazards.**

### SE-4 Policies

- SE-4.1 Development Plan Review.** Require all new structures to be designed in accordance with the most recent California Building Code adopted by City Council, including the provisions regarding seismic loads, lateral forces and grading and not built across the trace of an active fault.
- SE-4.2 Technical Reports.** Require submittal of applicable geotechnical reports prepared by qualified professionals as part of the development review process.

- SE-4.3 Liquefaction.** Require liquefaction assessment studies be conducted for all projects proposed in areas identified as potentially susceptible to liquefaction. In areas where geotechnical testing shows the sediments are susceptible to liquefaction, require the implementation of mitigation measures as a condition of approval. Liquefaction mitigation measures shall be applied to all habitable structures, bridges, roadways, major utility lines, and park improvements to be built in these areas. Work with insurers to require additional insurance coverage in liquefaction areas.
- SE-4.4 Information and Education.** Encourage earthquake preparedness within the community through early and clear information and education so the community avoids and/or is prepared for seismic and geologic hazards. Encourage participation in The Great ShakeOut, an annual earthquake drill in California that Indio residents are encouraged to participate in.
- SE-4.5 Critical Facilities Planning.** When planning for new fire stations or other critical facilities, review hazard maps to ensure that they are not sited in geologic or flood hazard zones and employ critical infrastructure design and building standards to enable City operations to continue after an earthquake.
- SE-4.6 Inventory of Unreinforced Structures.** Periodically review and update the City's inventory of unreinforced masonry buildings, existing multifamily housing constructed before 1971, and other structures that may result in unsafe conditions during seismic events. Any historic landmarks discovered through the inventory process shall be added to the City's inventory of historic places.
- SE-4.7 Seismic Maps.** Maintain an updated Seismic Hazards Map, periodically consult with the California Geological Survey (CGS) Seismic Hazards Zonation Map and coordinate information with geotechnical reports filed at the City to ensure the latest information is available to the City.

## Climate Change and Community Resilience

Climate change is anticipated to amplify existing natural hazards. This goal aims to establish a framework for Indio to begin addressing the impacts of climate change.

**Goal SE-5: Community Resilience.** A community that is prepared for the potential impacts of climate change.

### SE-5 Policies

- SE-5.1 Regional Partnerships.** Establish partnerships with State, Federal, regional, and local agencies to collaborate and better understand the regional impacts of climate change, and to develop multijurisdictional solutions.
- SE-5.2 Climate Change Research.** Integrate climate change research and adaptation planning into City operations, services, and public infrastructure development, including capital improvements.
- SE-5.3 Cooling Centers.** Establish cooling centers to reduce Indio resident's vulnerability to extreme heat events and severe storms.
- SE-5.4 Backup Power.** Support critical facilities, such as schools, hospitals, and cooling centers to operate on micro-grids, which use various redundant backup systems including generator power, solar, and wind turbine power sources.

- SE-5.5 Neighborhood and Building Cooling.** Encourage new development and redevelopment to take steps to reduce the impacts of extreme heat events, including:
- Protect the City's healthy trees and plant new ones to provide shade, increase carbon sequestration and purify the air.
  - Shade public parks and open spaces, including bus shelters.
  - Support residential energy efficiency and weatherization programs.
  - Design buildings to use less cooling through passive heat and cooling techniques.
- SE-5.6 Reduced Water Supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.
- Ensure compliance with the landscape conservation ordinance.
  - Encourage the use of water conservation measures in new development beyond current requirements.
  - Encourage the use of sustainable landscaping techniques.
  - Support recycled water use.
- SE-5.7 Communications and Outreach.** Continue to work with the Riverside County Public Health Department and County of Riverside Emergency Management Department to establish social networks and website updates to distribute information on climate change impacts to vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.
- SE-5.8 Equitable Distribution of Resources.** Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.
- SE-5.9 Funding Opportunities.** Pursue climate change grant funding opportunities when appropriate.

## Flooding

This goal aims to minimize community risk from stormwater runoff, flooding or inundation hazards, and minimize community expenditure of funds, and emergency personnel resources.

**Goal SE-6: Flood Hazards. A community that is minimally disrupted by flooding and inundation hazards.**

### SE-6 Policies

- SE-6.1 Flood Hazard Enforcement.** Restrict development in Special Flood Hazard Areas. Require mitigation measures which may include (but are not limited to) the design of onsite drainage systems connected to the Coachella Valley Stormwater Channel, keeping surface waters within the project area, grading of the sites so that runoff does not affect adjacent properties, and building structures so they are elevated above the anticipated flood levels.
- SE-6.2 Flood Mitigation in Repetitive-Flooding Areas with Existing Development.** Prioritize hydrological studies of areas that flood repeatedly during storms and require feasible engineering solutions to mitigate these sites. Prohibit any additions or reconstruction of structures damaged by flooding, unless the structure is relocated to a safer area or can be demonstrated that the proposed project and its occupants can be protected from future,

recurrent flood damage by implementing mitigation measures not present in the original, damaged structure.

- SE-6.3 Hydrological Studies in New Development.** Require new development proposals to include as a condition of approval, hydrological and hydraulic studies prepared by a state-certified engineer with expertise in these kinds of studies, that assess the impact the new development will have on the flooding potential of existing development down-gradient. The studies shall provide mitigation measures to reduce this impact to an acceptable level.
- SE-6.4 New Critical Facilities.** Limit the future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.
- SE-6.5 Existing Critical Facilities.** Encourage critical facilities to implement feasible mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical. Also encourage ingress/egress of facility also follows mitigation measures.
- SE-6.6 Storm Drainage Facilities and Stormwater Runoff.** Maintain, develop and improve where needed, the storm drain facilities (including bridges and other stormwater channel crossings) with an emphasis on those areas in the City that flood repeatedly. Promote the use of bio-swales, tree wells, green roofs, and other infiltration mechanisms to reduce the volume and velocity of stormwater runoff.
- SE-6.7 Hazardous waste in stormwater.** Support Indio residents and businesses to properly dispose of hazardous waste by continuing to host bi-annual collection events.
- SE-6.8 Floodplain Development.** Promote the use of floodplains as parks, nature trails, equestrian parks, golf courses or other types of recreational facilities that can withstand periodic inundation. In the planned build-out of the City, create an atmosphere of working with nature and the natural processes characteristic of the arid environment.
- SE-6.9 Flood Barriers.** Minimize construction of flood barriers within the 100-year flood plain which would divert flood water or increase flooding in other areas.
- SE-6.10 Coordination.** Work with the Coachella Valley Water District (CVWD), the Regional Floodplain Administrator, the Indio Water Authority (IWA), and federal agencies, where applicable, to limit the potential for inundation by levee or water tank failure, or seismically induced inundation.
- SE-6.11 Disaster Response Plan.** Require all essential and critical facilities, including but not limited to essential City offices and buildings, medical facilities, schools, childcare centers and nursing homes in or within 200 feet of Flood Zones A and X, to develop disaster response and evacuation plans that address the actions to be taken in the event of storm flooding or inundation due to catastrophic failure of a water reservoir or other water retention facilities such as the All American Canal, the Eastside Dike and levees of the Coachella Valley Stormwater Channel. Encourage the use of technology to identify flood-prone areas and to warn residents and motorists of impending flood hazards.

- SE-6.12 Residential Response Plan.** Require new residential associations over one hundred homes to establish a response plan and practice the plan regularly.
- SE-6.13 Flood Insurance.** Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in those areas that have experienced flooding in the past.
- SE-6.14 Land Use and Flood Hazard Maps.** In coordination with the Public Works Department, annually review the City's Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by the Federal Emergency Management Agency (FEMA) as being subject to flooding.
- SE-6.15 Designing for Changing Precipitation Patterns.** Periodically evaluate stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

## Hazardous Material

The City will work to protect the community from hazardous material contamination.

**Goal SE-7: Hazardous Materials Management. A healthier and safer community with reduced potential for hazardous materials contamination**

### SE-7 Policies

- SE-7.1 Enforcement Actions.** Require all users, generators, and transporters of hazardous materials and wastes to identify the materials they store, use or transport, in accordance with disclosure laws, to have adequate spill clean up kits while transporting, and to have a clean up response plan with contact phone numbers.
- SE-7.2 Hazardous Materials Transport Routes.** Require submittal of a transportation of hazardous materials plan to address possible impacted facilities along these routes and identify emergency response actions that can be implemented in case of an accident. Limit transportation routes to areas away from critical facilities and infrastructure and not over bridges if possible.
- SE-7.3 Hazardous Materials Siting.** Prohibit the placement of proposed new facilities that will be involved in the production, use, storage, transport or disposal of hazardous materials near existing land uses that may be adversely affected by such activities. Conversely, prohibit the development of new sensitive facilities (like schools, child-care centers, nursing homes, senior housing, etc.) near existing sites that use, store or generate hazardous materials.
- SE-7.4 Site Remediation.** Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.
- SE-7.5 Agency Coordination.** Coordinate with the Riverside County Environmental Health Department to maintain and periodically update an inventory of permitted hazardous materials and clean-up sites within the City and monitor future uses at those locations. Work with other City departments to promote programs to reduce hazardous materials and promote non-toxic, non-hazardous alternatives in City operations.
- SE-7.6 Hazardous Mitigation Training.** Establish clear policies and protocol for action in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.



## Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan's Safety policies. Programs are consistent with this chapter's goals and policies.

**Table 10-2: Safety Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Plan Consistency.</b> Following adoption of the General Plan, review the existing hazard mitigation and emergency operations plans and make changes to ensure consistency with the General Plan.	High	Ongoing	Emergency Services Coordinator
2	<b>California Building Codes.</b> As new versions of the California Building Standards Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes. Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.	Medium	Ongoing	Planning, Public Works
3	<b>Develop City Standards and Guidelines.</b> The City shall develop standards and guidelines and require their use in new construction to provide the greatest possible protection for human life and property in areas where there is a high risk of seismic or geologic hazard occurrence. This could include requirements for geotechnical reports and seismic safety plans and setbacks for new construction, among others.	Medium	Short	Planning
4	<b>Maintain GIS Database.</b> Maintain the City's Geographic Information System (GIS) database to assist hazard planning, including: <ul style="list-style-type: none"> <li>• Critical facilities</li> <li>• Vulnerable populations</li> <li>• Infrastructure</li> </ul>	High	Ongoing	Planning, Public Works
5	<b>Critical Facility Insurance Coverage.</b> Document current City insurance coverage on critical City facilities. Collect all costs associated with mitigation from a disaster and operating costs as required by Federal funding eligibility.	High	Short	Emergency Services Coordinator
5	<b>Residential Disaster Response Plans.</b> Establish a program that requires all residential associations over 100 homes to establish a disaster response plan and practice the plan regularly. Establish a disaster	Low	Ongoing	Emergency Services Coordinator, Planning

	response drill/exercise schedule requirement and practice annually.			
6	<b>Emergency Management.</b> Establish an ordinance for anti-price gouging, on call debris management contractors, and pre-identified mass care shelter locations.	Low	Short	Emergency Services Coordinator
7	<b>CERT Newsletter.</b> Regularly publish a CERT newsletter.	Low	Short	Emergency Services Coordinator
8	<b>Reduce Fire Hazards.</b> Amend the Municipal Code to include weed abatement/brush management regulations to reduce fire hazards and ensure adequate coordination between planning and fire issues.	Medium	Short	Planning, Emergency Services Coordinator
9	<b>Hazard Impact Assessment.</b> Hire a consultant to conduct an Hazards Impact Assessment for City of Indio that will identify losses to revenue, and recovery time objectives for businesses and the City.	Medium	Medium	Emergency Services Coordinator
10	<b>Disaster Mitigation Funding.</b> Consider applying for Mitigation grant funding opportunities before a disaster (Stafford Act Section 404) and prepare as much as possible for mitigation projects after a disaster (Stafford Act Section 406). Typically private property is not eligible, but there may be other funding opportunities for HOAs, etc.	Medium	Ongoing	Emergency Services Coordinator
11	<b>Hazardous Mitigation Training Course.</b> Implement an 8-hour hazardous mitigation basic training course requirement for new hires of the City of Indio.	Low	Short	Emergency Services Coordinator
12	<b>Climate Vulnerability Assessment.</b> Complete a climate vulnerability assessment consistent with the requirements of SB 379 at the time of the next Housing Element update.	High	Short	Planning, Emergency Services Coordinator

10 Indio  
other Desert  
Cities

Pal





## *chapter eleven*

### **NOISE**

The purpose of the Noise Element is to minimize exposure to excessive noise which can adversely affect physical and psychological well-being, property values, the environment, and quality of life. As required by State law, local governments are required to quantify noise levels and exposure through analysis and noise modeling. This element evaluates community noise levels and establishes a land use pattern that is compatible with current and future noise sources. California law requires that a general plan include elements (or chapters) specifically addressing noise. This element was prepared to meet these requirements (Government Code Section 65302(f)). The Noise Element must identify and appraise noise problems in the community from a variety of sources, establish a pattern of land use that minimizes exposure of residents to excessive noise, and include possible solutions to address existing and foreseeable noise problems.

## Key Considerations and Strategies

Noise is usually defined as an unwanted sound. Excessive levels of noise can interfere with sleep, work, and quality of life. It can even cause physiological or psychological damage. The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable.

Noise-sensitive receptors are land uses that tend to be more impacted by noise than others. Examples of such land uses include residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. Excessive noise can interfere with human activities in these locations, such as talking, reading, and sleeping. Animal species and their habitats may also be affected by noise, especially during their breeding season.

Many potential noise impacts can be addressed through the design of our buildings and public spaces. How buildings are designed, how land uses are arranged, and how our roads are designed and operated all contribute to the ambient noise levels in our community. The most efficient and effective way to minimize noise impacts is at the time of project design through the use of strategies that reduce the noise levels generated such as through the use of mufflers on stationary equipment and reducing traffic speeds, protect receptors from noise such as through the use of sound walls along roads, managing the time frame of noise generation such as through the use of operating hours, and reducing noise exposure by separating activities through the use of setbacks.



*Traffic in Indio contributes to noise levels.*

## Context

Transportation, including roadways, rail, and the Bermuda Dunes Airport, represents the most dominant source of noise in Indio. Figure 11-1 identifies the existing roadway transportation noise contours throughout Indio. The most significant roadway noise is generated from motor vehicles travelling along I-10, SR-86, and Highway 111. Other major sources of transportation noise are railroad activity from the Union Pacific rail line that runs adjacent to Indio Boulevard and airport activity from the Bermuda Dunes Airport. The Bermuda Dunes Airport Noise Contours are shown Figure 11-2.

Festivals and special events also generate a significant amount of noise in Indio. The City established the Major Music Festival Overlay Zone around the Festival District in order to monitor and adjust noise levels during major festivals. Other noise sources in Indio are manufacturing and industrial operations, agricultural operations, air conditioning and other mechanical equipment, landscaping equipment, and human speech.

### Noise and Land Use Compatibility Matrix

Indio has established noise / land use compatibility guidelines. The noise / land use compatibility guidelines are a planning tool that establishes criteria for the acceptable total noise levels to which land uses are exposed. Proposed developments are assessed for conformance with the noise land use compatibility guidelines.

Table 11-1 displays these guidelines, which are based on Community Noise Equivalent Level (CNEL). CNEL averages noise levels over a 24-hour period and is weighted to recognize that sounds appear louder during the quiet evening and nighttime hours when ambient noise levels are lower. The CNEL scale identifies the acceptable ranges of noise for a various land uses ranging from single-family residential to industrial and manufacturing uses. As shown in Table 11-1, acceptable noise levels increase as the sensitivity of the land use decreases.

Once land uses are established, noise levels are regulated through the City's noise ordinance (Chapter 95C of the Municipal Code), which establishes hourly noise level limits and enforcement procedures to restrict noise from individual noise generators.

Coordination of the guidelines and the noise ordinance is essential to reducing noise impacts. The guidelines reduce the burden of enforcement through preemptive measures and also address noise sources, such as traffic noise, which cannot be restricted after land uses are established. The noise ordinance provides continued monitoring to ensure actual and planned noise levels are consistent. This includes regulation of nuisance noise sources that cannot be planned for and noise that would be considered acceptable during daytime hours and disruptive during nighttime hours.

**Table 11-1: Noise Compatibility Guidelines**




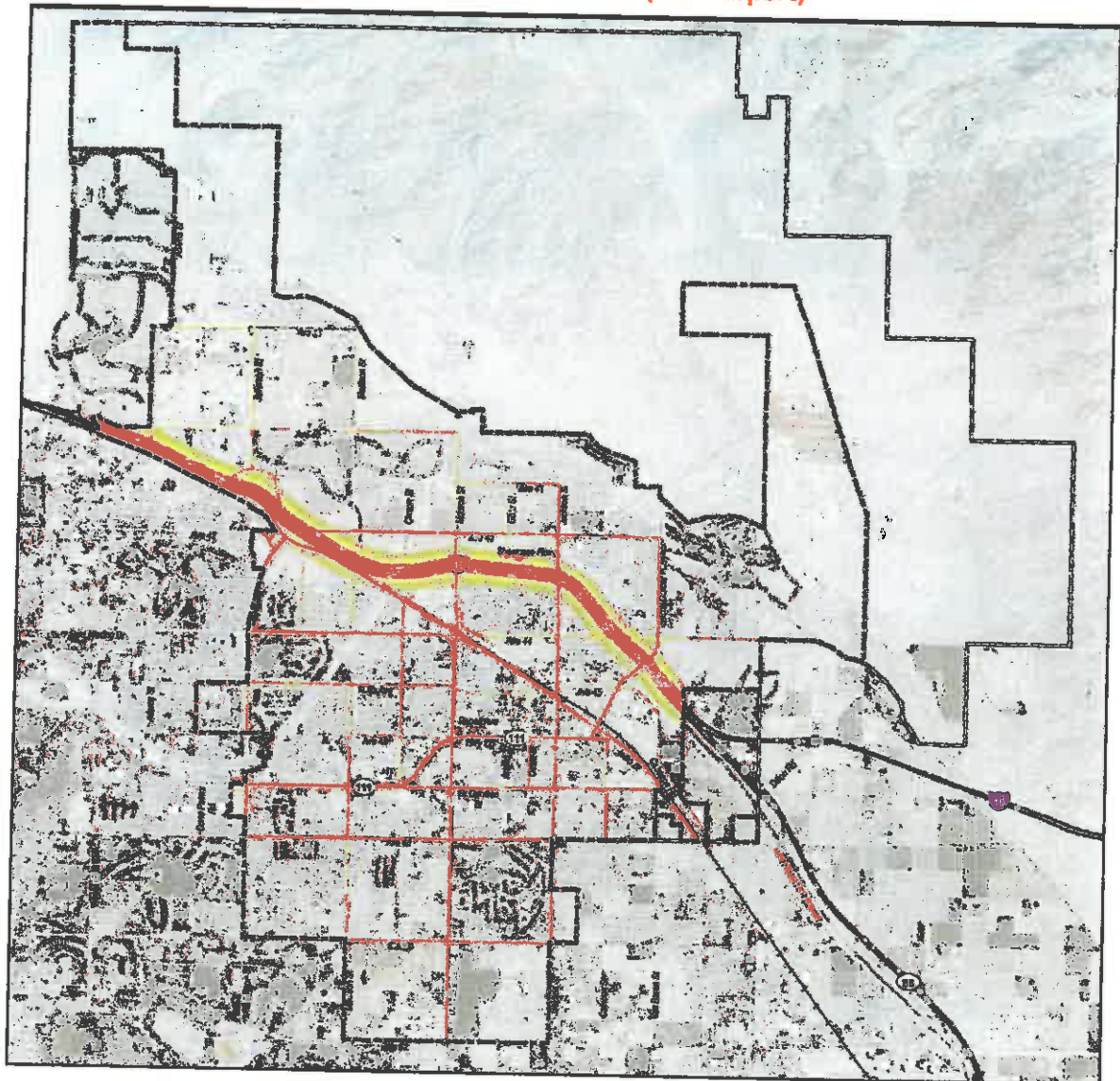





Land Use Category		Exterior Noise Level (CNEL)						
		50	55	60	65	70	75	80
A	Residential – single family residences, mobile homes, senior housing, convalescent homes							
B	Residential – multi-family residences, mixed-use (commercial/residential)							
C	Transient lodging – motels, hotels, resorts							
D*	Schools, churches, hospitals, nursing homes, child care facilities							
E*	Passive recreational parks, nature preserves, contemplative spaces, cemeteries							
F*	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation							
G*	Office/professional, government, medical/dental, commercial, retail, laboratories							
H*	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair							
	ACCEPTABLE – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.							
	CONDITIONALLY ACCEPTABLE – New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. Criteria for determining exterior and interior noise levels are listed in Table N-2, Noise Standards. If a project cannot mitigate noise to a level deemed Acceptable, the appropriate county decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.							
	UNACCEPTABLE – New construction or development shall not be undertaken.							

Figure 11-1: Existing Transportation Noise Contours (Non-Airport)

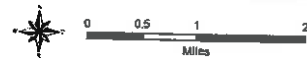


### Existing Noise Contours

-  City Boundary
-  Sphere of Influence
-  Roads
-  Railroads
-  Highways

#### Existing Noise Contours

-  60-65 CNEL
-  65-70 CNEL
-  70+ CNEL

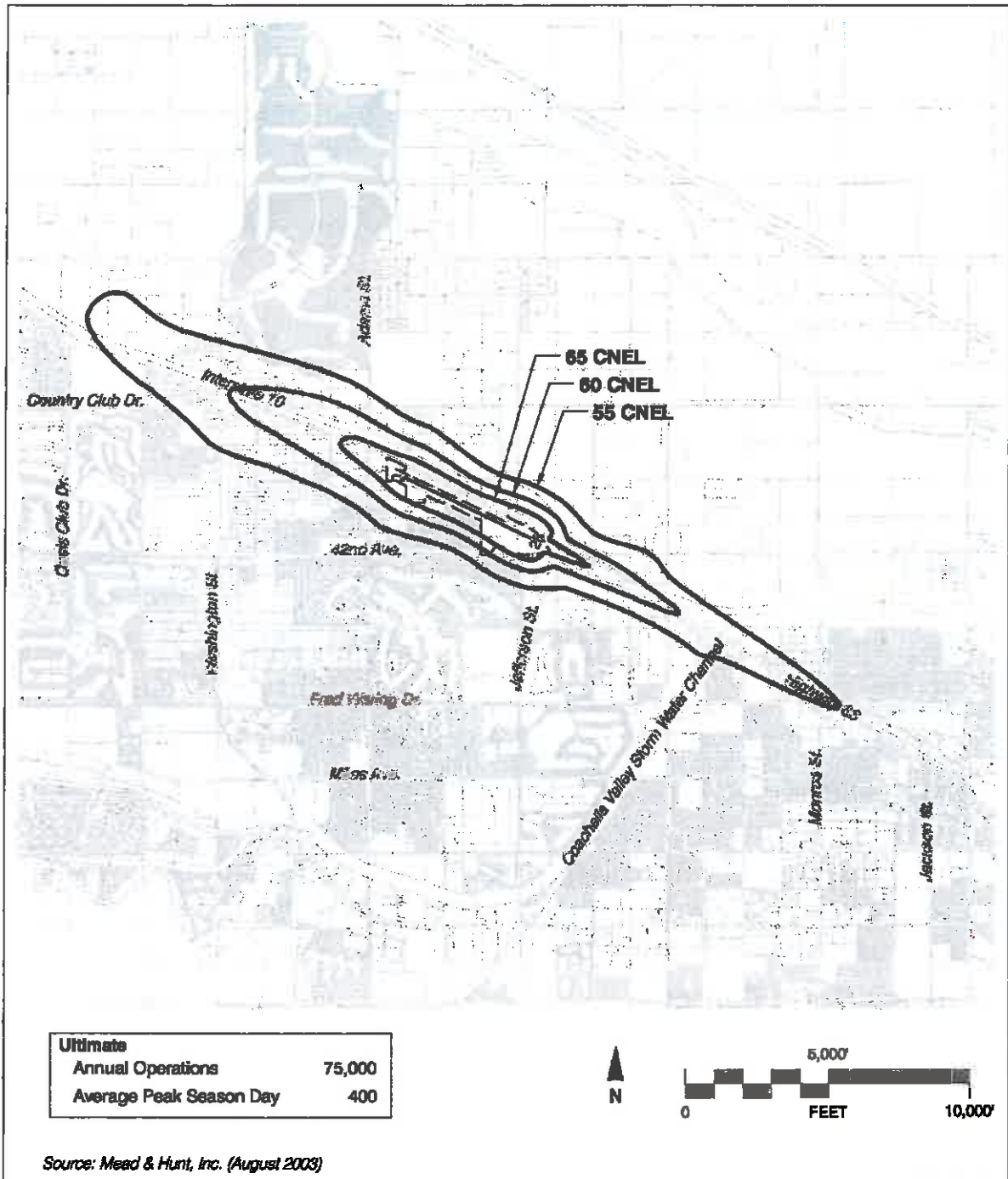


Source: Riverside County's ATCE (City Boundary 2017, NEM 2012)  
 Riverside County (LMA/Hroads/Hairroads/Highways) Nove sals County  
 (2007)

The information on this map was derived from various digital  
 databases, sources and/or data. Care was taken in the creation of this map  
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 errors, omissions, or positional accuracy, and therefore, users are to  
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Figure 11-2: Bermuda Dunes Airport Noise Contours

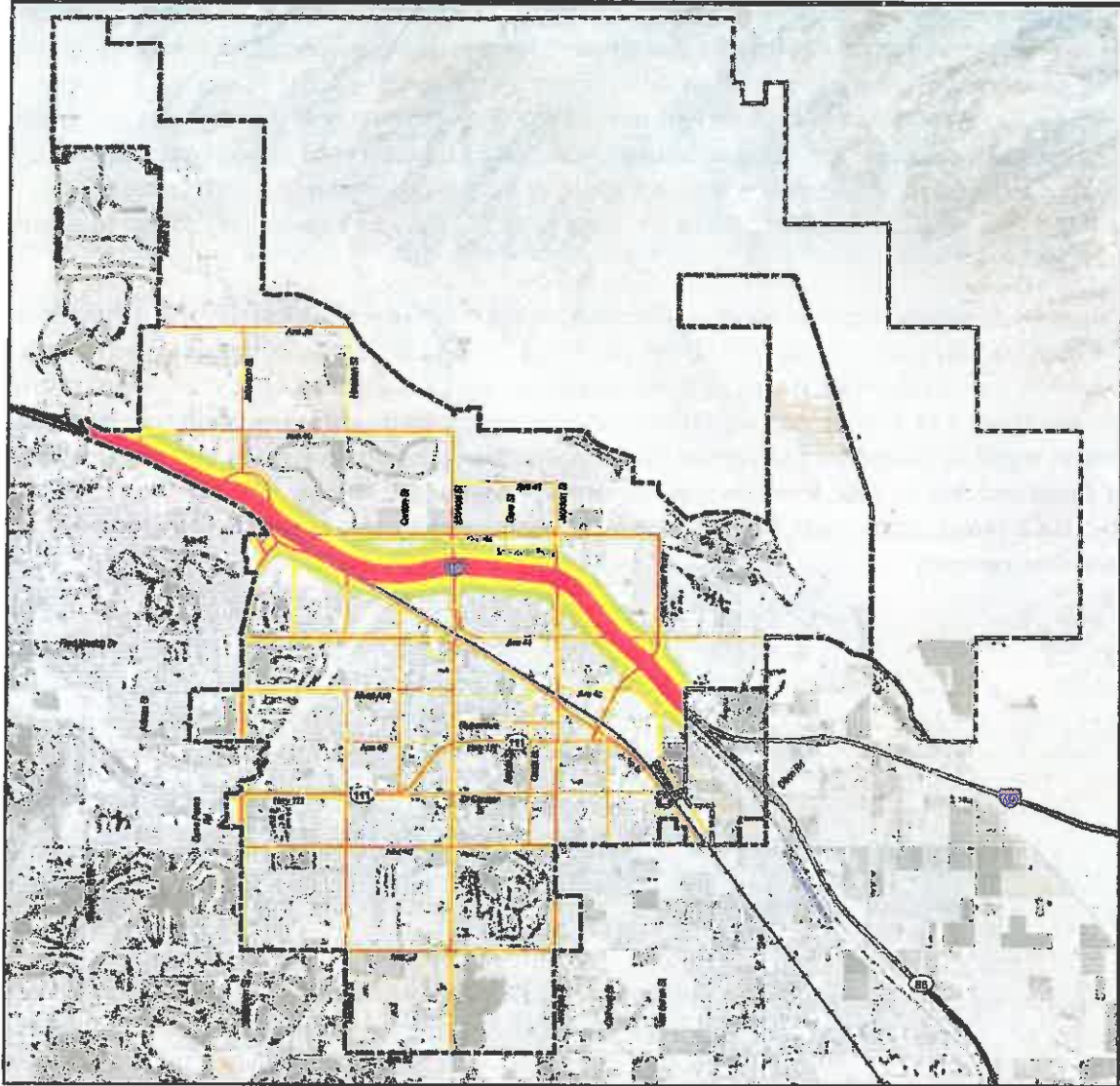


## Future Noise Conditions

Future conditions from most noise sources would remain substantially similar to existing conditions. Railway operation and aircraft overflights would have limited increases in operational frequency. As Indio grows, temporary noise sources, such as construction activities and special events, may increase in frequency; however, there would be no fundamental change in the nature of these sources and existing regulation under the noise ordinance would continue. Stationary sources of noise associated with land uses, such as landscaping equipment, air conditioning units, and other mechanical equipment would be associated with new developments; however, these sources would be substantially similar to existing uses.






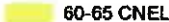
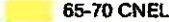
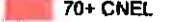
Indio's most dominant source of noise, traffic noise, would increase with future development in Indio. Noise from freeway segments adjacent to Indio including I-10 and SR-86 would increase by an average 3 dB(A). Noise from local surface streets including major thoroughfares and minor collectors would increase by an average of 2 to 3 dB(A). Although traffic noise increases would occur throughout the community, increases would be exaggerated on certain roadways. Roadways subject to a readily perceptible (5 dB[A] or greater) increase in noise levels include segments of Avenue 38, Avenue 40, Burr Street, Madison Street, Oasis Street, Dillon Road, Avenue 44, Avenue 48, Avenue 50, and Avenue 52. Figure 11-3 shows future noise contours.

Figure 11-3: Projected Future Transportation Noise Contours (Non-Airport)



### Projected Noise Contours



-  City Boundary
  -  Sphere of Influence
  -  Roads
  -  Railroads
  -  Highways
- 
- Projected Noise Contours**
-  60-65 CNEL
  -  65-70 CNEL
  -  70+ CNEL

Source: Riverside County (MFCO), City Boundary, 2012; SGI, 2012; Riverside County TMA (Black Railroad Highway) (Pawnee County, Iowa)

The information on this map was derived from various digital databases sourced above. Care was taken in the creation of this map but it is provided "as is". FIRM cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties with respect to the product. Users are cautioned to take every precaution on this product before making any decisions.

## Goals and Policies

### Noise Compatibility

Establishing noise/land use compatibility guidelines helps to prevent and/or minimize adverse or undesirable noise impacts. Noise can cause stress, disrupt sleep, and cause health and auditory problems. For the well-being of the community, land use planning is important to avoid excessive noise levels.

**Goal NE-1: Land Use Compatibility. A City where noise exposure is minimized for those living, working, and visiting the community.**

### NE-1 Policies

- NE-1.1 Sensitive Receptors.** Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, and churches, from excessive noise levels through land use capability / adjacency, build design, and noise ordinance enforcement.
- NE-1.2 Noise Compatibility.** Apply the Noise Compatibility Matrix, shown in Table 11-1, as a guide for planning and development decisions. The City will require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Noise Compatibility Matrix shown in Table 11-1. Mitigation measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.
- NE-1.3 Airport Land Use Planning.** Implement all applicable noise-related policies contained in the Bermuda Dunes Airport Land Use Plan.
- NE-1.4 Major Music Festival Overlay Zone.** Ensure implementation, monitoring, and enforcement of noise standards within the Major Music Festival Overlay Zone.
- NE-1.5 Special Events.** In conjunction with permitting for special events, such as concerts and festivals, permit variances to allow such uses to temporarily exceed the maximum allowable decibel level while minimizing noise impacts to surrounding uses to the extent feasible.
- NE-1.6 Limit on Hours of Operation.** Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.
- NE-1.7 Land Use and Community Design.** Prioritize the building design and character policies in the Land Use and Community Character Element over those in the Noise Element to ensure that new development meets the design vision of the city. This policy will not apply when noise levels are clearly in the incompatible range as shown in the City's Noise Compatibility Matrix shown in Table 11-1.

## Noise Sources

The City will implement noise reducing measures, such as appropriate setbacks and/or noise barriers to minimize impacts to adjacent land uses from mobile and stationary sources.

### Goal NE-2: Mobile Noise Sources. A City with minimal mobile source-generated noise levels.

#### NE-2 Policies

**NE-2.1 Freeway Noise.** Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10.

**NE-2.2 Truck Routes.** Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

**NE-2.3 Railway Noise.** Ensure that noise and vibration from rail lines is taken into account during the land use planning and site development processes.

**NE-2.4 Roadway Noise.** Implement the policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix shown in Table 11-1.

**NE-2.5 Traffic Calming.** Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix shown in Table 11-1.

**NE-2.6 Noise-reducing Paving.** Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.

**NE-2.7 City Fleet.** Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.

### Goal NE-3: Stationary Noise Sources. A City with minimal stationary source-generated noise levels.

#### NE-3 Policies

**NE-3.1 Noise Ordinance.** Minimize noise conflicts between neighboring properties through enforcement of applicable regulations, such as the City's Noise Control Ordinance.

**NE-3.2 Noise Complaints.** Respond timely to noise complaints and conduct field monitoring compliance checks to regulate noise violators.

**NE-3.3 Entertainment Uses.** Require noise generating uses, such as restaurants, bars, entertainment venues, and industrial manufacturing operations to minimize noise impacts on adjacent noise-sensitive receptors when there is a potential for adverse noise impacts to occur.

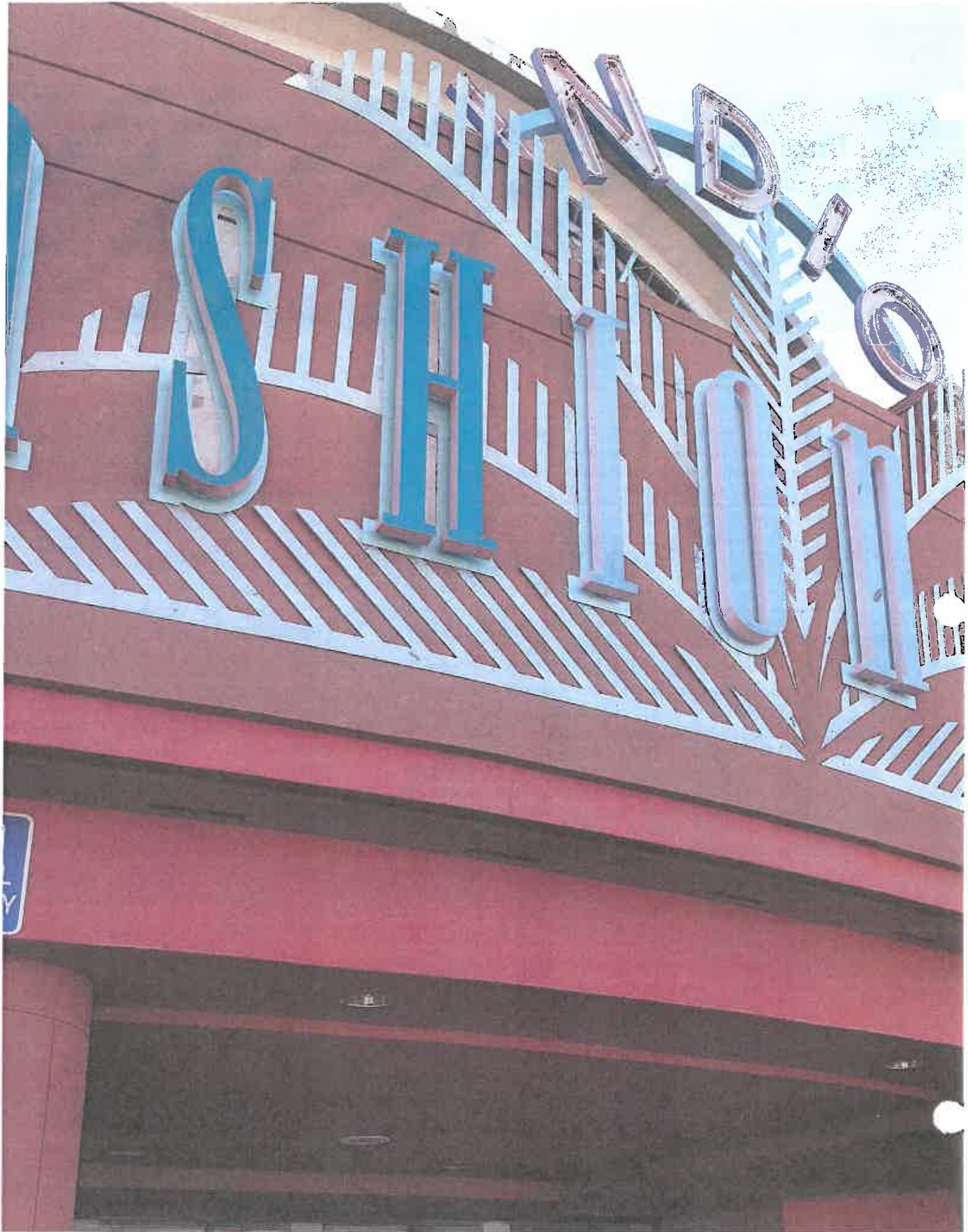
**NE-3.4 Construction Noise.** Require development to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity during all phases of construction.

## Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan's noise sources and compatibility. Programs are consistent with this chapter's goals and policies.

**Table 11-2: Noise Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Special Events Noise Mitigation Program.</b> Continue to monitor Special Events noise levels and seeks ways to mitigate for least neighborhood disruption, including in the Major Music Festival Overlay Zone.	High	Ongoing	Planning, Public Works
2	<b>Noise Ordinance.</b> Amend the noise ordinance to include day and nighttime noise level limits and to specifically protect noise sensitive land uses during overnight hours.	High	Short	Planning
3	<b>Airport Overlay.</b> Adopt an overlay zone, as part of the Noise Ordinance or separately, for lands that fall within the airport influence area of the Bermuda Dunes Airport.	Medium	Medium	Planning
4	<b>Construction Noise Limits.</b> Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.	Medium	Short	Planning
5	<b>Noise Studies.</b> Require submittal of applicable technical reports prepared by qualified professionals as part of the development review process. Depending on the location, size, or type of development proposed, technical reports could be required, including a noise impact analysis.	High	Ongoing	Planning





*chapter twelve*

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## IMPLEMENTATION

This section describes implementation programs for the General Plan. Implementation actions are generally actions needed to direct City Staff and execute specific policies within the General Plan, such as creating an ordinance or updating a master plan. This chapter also includes indicators to track the implementation of the General Plan over time.



## Plan Implementation

The General Plan will be implemented over an extended period of time (estimated to be 20 years with a time horizon of 2040). During this time, long-range planning efforts will continue using the goals and policies in the General Plan as a guide.

Although, the General Plan is a living document, State law allows it to be updated and refined over the coming decades. It encourages annual review of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals.

The General Plan may be amended up to four times per year to accommodate changing conditions. Property owners, the Planning Commission, City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act.

This implementation chapter includes programmatic actions to be completed by the City, such as updating plans, completing studies, or implementing new programs. Each implementation program identifies the responsible City Departments, a level of priority (high, medium, or low) and a suggested time frame, as described in Table 12-1.

Table 12-1: Time Frame Guide	
Estimated Date of Completion	
Short	<i>1 – 5 years</i>
Medium	<i>5 – 10 years</i>
Long	<i>10+ years</i>
Ongoing	<i>Recurring or continuous action</i>

# Implementation Programs

The tables below identify programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s vision and policies. Programs are organized by General Plan chapter and are consistent with each chapter’s goals and policies.

**Table 12-2: Land Use and Community Design Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Specific Plan Consistency.</b> Following adoption of the General Plan, review the existing, adopted Specific Plans and Project Master Plans and make changes to ensure consistency with the General Plan.</p>	High	Short	Planning
2	<p><b>Update Zoning.</b> Modify zoning standards to promote neighborhood, district, and center design. Zoning standards should consider building intensity, height and massing, placement on a lot, parking location and amount, ground-floor open space, and parking location and access. The revised zoning should include:</p> <ul style="list-style-type: none"> <li>• Form-based regulations and standards that create more certainty in the development review process, and clearly define walkable centers and neighborhoods. Design guidelines to illustrative community character and complement development requirements.</li> <li>• Building design standards to foster growth and development in the existing residential neighborhoods, including by-right up zoning and support for missing middle housing.</li> <li>• Updated subdivision ordinance.</li> <li>• Streamline desired uses to permit uses that foster greater economic opportunity and conform to General Plan by-right, including hospitality, visitor-serving uses, and temporary or pop-up uses.</li> <li>• Allow for reduced parking requirements, unbundled parking, shared parking, and multiple tenant structures that encourage development of shared spaces and services.</li> </ul>	High	Short	Planning
3	<p><b>Development Review.</b> Work to find efficiencies and make development permitting as simple and as transparent as possible.</p> <ul style="list-style-type: none"> <li>• Move elements of permitting process on line where possible</li> <li>• Integrate the permitting and planning with GIS capabilities to aid in program development</li> </ul>	Medium	Ongoing	Planning

	<ul style="list-style-type: none"> <li>• Work to reduce multiple visits per applicant</li> </ul>			
4	<b>Neighborhood Master Planning Process.</b> Review existing project master plan requirements and update the planning process to enable incremental development of vacant parcels while generating interconnected centers, neighborhoods, and employment areas of the City.	High	Short	Planning, Public Works
5	<b>Development Fees:</b> Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.	High	Medium	Planning, Economic Development, Public Works, Parks
6	<b>Business Improvement Districts.</b> Facilitate the formation of Business Improvement Associations (BIA), Business Improvement Districts (BID), or similar to unite business owners into area branding, marketing, on-going maintenance, and beautification efforts. Focus initial efforts in Downtown, Midtown, and Highway 111.	High	Medium	Planning, Economic Development
7	<b>Placemaking Program.</b> Implement a placemaking program focused on cost-effective and flexible activities, such as a “lighter, quicker, cheaper” approach in Midtown and Downtown.	High	Short	Planning, Economic Development
8	<b>Midtown Marketing.</b> Create a Midtown branding and marketing strategy.	Medium	Short	Planning, Economic Development
9	<b>Midtown Master Developer.</b> Study whether to seek a master developer to lead redevelopment efforts in the Midtown subarea.	High	Short	Planning, Economic Development
10	<b>Development Monitoring.</b> Monitor future development and growth in the City and report annual changes to the Planning Commission and City Council. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions.	Medium	Ongoing	Planning
11	<b>Infill Housing Incentive Program.</b> Establish an infill housing incentive program consistent with the Housing Element. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	Medium	Long	Planning, Economic Development
12	<b>General Plan Reviews.</b> Review the General Plan on a five-year cycle, including a review of individual elements and community programs. Periodically revise the General Plan and respond to individual Plan Amendment petitions.	High	Short	Planning, Economic Development

**Table 12-3: Mobility Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Design Guidelines.</b> Complete the City's complete street design guidelines and update the City's design standards for consistency with complete streets.	High	Short	Public Works
2	<b>Protected Streets and Intersections List.</b> Develop a list of protected streets and intersections that are exempt from a level of service standard (see policy ME-1.8) for any mode or that are exempt from implementing appropriate complete street standards. This list will be maintained by the City's Public Works Department and shall be approved by City Council resolution. Conditions that would warrant a complete streets exception would include inadequate right-of-way, potential impacts to environmentally sensitive areas, the need to modify mode priority due to an adjacent land use compatibility issue, or the need to maintain enhanced designs for other prioritized modes.	High	Short	Public Works
3	<b>Development Review.</b> Update the City's site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development projects.	High	Short	Planning, Public Works
4	<b>SB 743 Monitoring.</b> Monitor implementation of SB 743 and update the City's CEQA guidelines to reflect revisions in CEQA requirements. The City's consistency with SB 743 requirements does not relieve development from maintaining the City's level of service requirements noted in Policy ME-1.8.	Medium	Short	Public Works
5	<b>Truck Routes.</b> Update the designated truck routes shown on Figure 4-8 to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with preferred modes (e.g. minimize truck routes along bicycle or pedestrian prioritized corridors), and minimize incompatibility with other sensitive land uses in the City including residential neighborhoods. The updated truck route map will be provided on the City's website and will be adopted by City Resolution.	High	Short	Public Works
6	<b>Curb-Space Allocation.</b> Develop curb space priorities and guidelines to assist with actively managing increased demands on curb space utilization.	Medium	Medium	Public Works
7	<b>Parking Requirements.</b> Revise the Zoning Ordinance requirements for off-street parking to ensure consistency with the General Plan.	High	Short	Public Works, Planning

8	<b>Dedicate City Staff for Complete Streets and Safe Routes to School Projects.</b> Allocate additional staff resources to manage, implement and pursue funding for complete street projects, including the submittal of grant applications for bikeway, pedestrian and Safe Routes to School (SRTS) funding.	High	Ongoing	Public Works
9	<b>Vehicle Idling.</b> Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).	Medium	Medium	Public Works, Planning
10	<b>Collision Analysis.</b> Analyze areas of high risk of pedestrian or cyclist danger and develop a priority list of future physical improvements that consider future land uses within the area.	High	Short	Public Works, Planning

**Table 12-4: Economic Development Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Update Economic Development Planning.</b> Continue to update and implement an economic development strategy. The strategy should be based on analysis, community and stakeholder engagement, General Plan goals and policies, and City Council priorities. In addition to the vision, goals, objectives, and actions generated during preparation of the strategy, it should actively seek to achieve the goals of the General Plan, and it may provide or address the following:</p> <ul style="list-style-type: none"> <li>◦ A business visitation program</li> <li>• A communications strategy to market Indio to existing businesses, residents, and potential new business</li> <li>• Specific business types to target for business attraction efforts</li> <li>• An incentives policy</li> <li>• Measurable objectives for local economic development efforts and for collaboration with regional economic development partners</li> </ul>	High	Ongoing	Economic Development, community partners

	<ul style="list-style-type: none"> <li>Economic development performance benchmarks and targets</li> <li>A mechanism to measure performance and adjust programs where needed to improve performance.</li> </ul>			
2	<p><b>Establish and implement an annual business visitation program.</b> Focus on attracting and recruiting new investment in key sectors with a focus on hospitality and retail.</p> <ul style="list-style-type: none"> <li>Participate in investment events such as ICSC conferences</li> <li>Commission a hospitality market study and identify sites for future investment</li> <li>Maintain and update inventory of sites for commercial development</li> </ul>	High	Ongoing	Economic Development, community partners
3	<p><b>Establish, update, and publish an inventory of sites and facilities.</b> Continue to make inventory of available spaces for economic development and new investments available. Keep information up to date and available on line.</p> <ul style="list-style-type: none"> <li>Provide information of commercial development sites by type of land use</li> <li>Provide information on large scale residential developments</li> </ul>	High	Ongoing	Economic Development, community partners
4	<ul style="list-style-type: none"> <li><b>Downtown Indio Specific Plan.</b> Market the Downtown Specific Plan to developers and businesses generally conducive to a pedestrian-oriented Downtown area, such as a mix of local and regional-serving retail, local serving office uses, arts and cultural facilities, and cafes / restaurants.</li> </ul>	High	Ongoing	Economic Development, Planning
5	<p><b>Midtown District.</b> Market the Midtown District to developers and businesses to revitalize the area around the Fashion Fair Mall.</p>	High	Short	Economic Development, Planning
6	<p><b>Streamline Development Permitting Process.</b> Work to find efficiencies and make development permitting as simple and as transparent as possible.</p> <ul style="list-style-type: none"> <li>Move elements of permitting process on line where possible</li> <li>Integrate the permitting and planning with GIS capabilities to aid in program development</li> </ul> <p>Work to reduce multiple visits per applicant</p>	Medium	Ongoing	Planning
7	<p><b>Marketing and Placemaking Programs.</b> Develop marketing and beautification strategies to raise awareness of areas targeted for revitalization.</p>	High	Short	Economic Development, Planning

8	<p><b>Workforce Training Inventory.</b> Conduct an inventory of workforce training needs of businesses in Indio and coordinate with regional partners and other educational institutions to identify or create suitable training programs and help coordinate training resources in the County.</p>	High	Short	Economic Development
9	<p><b>Public-private partnerships.</b> Support the use of public-private partnerships to foster job growth and vocational training, including partnerships used or planned by major public entities in Indio.</p>	Medium	Ongoing	Economic Development

**Table 12-5: Health and Equity Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Health Resources Inventory.</b> Develop an inventory of health resources in the City in cooperation with the Riverside County University Health System and local hospital system.	Medium	Short	Planning
2	<b>Healthy Food Plan.</b> Develop a plan to attract more healthy food choices for residents of the City. The plan should strategically consider location and expansion of new and existing businesses to promote access to healthy food choices, including farmers' markets (see action 3), throughout the City, including incentives to locate or expand grocery stores and other healthy food purveyors throughout the City.	Medium	Long	Planning
3	<b>Farmers' Market.</b> Pursue funding and partner with local organizations to provide a year-round farmers market in the City and seek out additional vendors to participate in the market.	Medium	Medium	Planning
4	<b>Health Fitness Challenges.</b> Create and implement health fitness challenges for City employees, businesses, and residents to encourage healthy living.	Low	Medium	Community Services
5	<b>Health Fair.</b> Host an annual Health Day Fair with information, health care screenings and services, and activities celebrating an active lifestyle. The event should be sponsored by the City and involve a wide range of service providers.	Medium	Ongoing	Community Services
6	<b>Employee Health and Wellness Program.</b> Implement employee health and wellness programs such as: <ul style="list-style-type: none"> <li>• Offering discounts for gym or health club memberships;</li> <li>• Offering onsite health clinics for employees;</li> <li>• Bringing in exercise instructors to teach lunchtime classes;</li> <li>• Distributing educational information about physical fitness, nutrition, and other health topics to employees;</li> <li>• Organizing competitive events that encourage employees to be physically active; and</li> <li>• Prohibiting smoking and vaping on City property.</li> </ul>	Medium	Medium	Community Services
7	<b>Town Hall Meetings.</b> Hold bi-annual town hall meetings to implement the General Plan. Publicize the meetings widely and in multiple languages.	Medium	Short	Planning



8	<p><b>Zoning Code Updates.</b> Amend City codes and ordinances for their impact on health. Topics that should be addressed include:</p> <ul style="list-style-type: none"> <li>• Location of fast food restaurants and liquor stores.</li> <li>• Standards for improved indoor air quality resulting from pollution such as toxics, VOCs, mold, paint, asbestos, smoking, and other chemicals.</li> <li>• Encouragement for HVAC systems that achieve high levels of indoor air quality.</li> <li>• Reduction of dust and other emissions from construction sites and unpaved industrial areas of the City.</li> <li>• Standards for multi-family buildings that locate along freeways or truck routes or near hazardous materials.</li> </ul>	High	Short	Planning
9	<p><b>Development Checklist.</b> Coordinate with the Riverside County Public Health Department to implement a land development review checklist to ensure that projects enhance public health outcomes. The checklist should address topics such:</p> <ul style="list-style-type: none"> <li>• Pedestrian environment</li> <li>• Building siting</li> <li>• Access to transit</li> <li>• Access to parks</li> <li>• Proximity to healthy food sources</li> <li>• Proximity to existing or potential sources of pollution (such as freeways and land uses that use hazardous materials)</li> <li>• Shade and tree canopy</li> </ul>	High	Short	Planning
10	<p><b>Smoke-Free Events.</b> Support smoke-free public events and facilities, including farmers' markets, public parks and trails, and community street fairs.</p>	Medium	Ongoing	Community Services
11	<p><b>Regional Coordination.</b> Cooperate with local, regional, and state agencies that work to improve air quality and mitigate negative health impacts.</p>	Medium	Ongoing	Planning
12	<p><b>Vandalism and Maintenance Reporting.</b> Create a program and/or method for residents to monitor and report vandalism along with maintenance issues in parks and public Right-of-Way.</p>	Medium	Medium	Public Works
13	<p><b>CPTED Manual.</b> Develop a development manual to provide basic requirements and incentives for the inclusion of design features in new development to</p>	Medium	Medium	Planning

	reduce potential for crime. These features could include well-lighted parking areas, open landscaping, limited access into and between buildings, and limited access to rooftops.			
14	<b>Learning Partnerships.</b> Partner with local institutions and other public and private organizations to maintain and enhance existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, and weekends for all children.	High	Medium	Community Services
15	<b>Housing Element.</b> Incorporate analysis of key livability issues, including overcrowding, lead exposure, and other substandard housing conditions, in the next housing element update.	High	Short	Planning

**Table 12-6: Parks, Recreation, and Open Space Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Park Master Plan.</b> Prepare a Park Master Plan that includes the following:</p> <ul style="list-style-type: none"> <li>• A comprehensive inventory of the City’s existing and planned parks and recreational facilities, including regional park and open space initiatives.</li> <li>• A comprehensive inventory of the City’s existing and planned trails.</li> <li>• An assessment of future park and recreational needs.</li> <li>• Preferred planning and zoning tools for new development, such as land dedication and in lieu fees.</li> <li>• Park funding and financing options, including mechanisms to maintain existing and future park resources, including development extract, general fund, bonds, and grants.</li> </ul>	High	Short	Planning, Community Services
2	<p><b>Park and Recreational Facility Fee Study.</b> Conduct a park and recreational facility fee study, in conjunction with other fee studies defined in the General Plan, to support updated park and recreational impact fees.</p>	High	Short	Planning, Community Services
3	<p><b>Urban Agriculture.</b> Amend the Municipal Code to implement the General Plan Update to support urban agriculture. Adopt regulations that specify the requirements for community gardens and other urban agricultural uses, such as farm stands, farmers’ markets, and animal keeping.</p>	Medium	Short	Planning
4	<p><b>Community Garden Program.</b> Establish a Community Garden Program in the City.</p>	Medium	Medium	Community Services, Planning
5	<p><b>Park Placemaking.</b> Create incentives for converting vacant, underutilized, or parking lots into small parks or open spaces throughout the City.</p>	Medium	Short	Planning
6	<p><b>Increase Parkland.</b> Establish a funding source to increase parkland within Indio by transforming abandoned utility corridors into linear parks, reclaiming unused street rights-of-way, or purchasing fallow farmland.</p>	Medium	Short	Planning and Public Works
7	<p><b>Trail Signage.</b> Develop trail signage program to include signage along trails for interpretative</p>	Low	Short	Public Works

	purposes, and to display rules of appropriate use and conduct on trails.			
8	<b>Edible Landscaping Program.</b> Develop a program that permits planting fruit trees within parks or on other City property. Coordinate with non-profit organizations or community volunteers to identify funding sources, plant and maintain the trees, and harvest the fruit.	Low	Short	Planning and Public works, Parks
9	<b>Joint Use Agreements.</b> Create joint-use agreements with Desert Sands Unified School District to maximize shared community use of school facilities and City park facilities, where appropriate, to expand opportunities for physical activity.	High	Short	Planning, Community Services

Table 12-7: Conservation Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Staff Allocation.</b> Designate a City staff member(s) responsible for overseeing implementation of its energy and water conservation programs. Example activities may include:</p> <ul style="list-style-type: none"> <li>• Manage the residential energy disclosure program.</li> <li>• Promote installation of solar panels and implementation of energy upgrades through Indio's Ygrene and HERO Programs.</li> <li>• Benchmark municipal facilities using the Environmental Protection Agency's ENERGY STAR Portfolio Manager or equivalent benchmarking tool and identify energy efficiency upgrades in City buildings.</li> <li>• Establish an employee carpooling program.</li> <li>• Provide lectures, seminars, and training on green building based on guide and training material emphasizing desert conditions and opportunities.</li> </ul>	High	Short	Sustainability Coordinator
2	<p><b>Residential Transfer of Title Energy Disclosures.</b> Establish an energy disclosure program to be performed prior to sale or other transfer of title. Disclosures should provide prospective owners with recommendations for retrofit measures to be given to the buyer prior to transfer of title.</p>	High	Short	Planning, Sustainability Coordinator
3	<p><b>Low Income Weatherization Assistance Program.</b> Partner with Imperial Irrigation District and SoCal Gas to aggressively promote existing programs that provide financial assistance to low-income households for weatherization improvements and heating, ventilation, and air conditioning (HVAC) tune-ups.</p>	High	Ongoing	Sustainability Coordinator
4	<p><b>Solar Financing.</b> Formalize and implement a protocol to promote installation of solar panels by continuing to support Indio's Ygrene and HERO Program and by distributing information on actual savings achieved by PV systems.</p>	High	Short	Sustainability Coordinator
5	<p><b>Landscape and Water Conservation Ordinance.</b> Adopt the Coachella Valley Model Water Efficient Landscape Ordinance.</p>	High	Short	Planning, Public Works

6	<b>Greywater Ordinance Study</b> and adopt an ordinance allowing greywater systems that redirect water from washbasins, showers, and tubs.	Medium	Medium	Planning, Public Works
7	<b>Zoning and implementation ordinances.</b> Regularly review and update zoning and building codes to enable innovative sustainability measures, including implementation of the following: <ul style="list-style-type: none"> <li>• Permit approval streaming for renewable energy or energy upgrades</li> <li>• Greywater capture and reuse systems</li> <li>• Wind generation on residential and commercial buildings</li> <li>• Electric vehicle infrastructure requirements</li> <li>• Green building performance standards, such as those to achieve Net Zero goals</li> <li>• Dark Sky Ordinance</li> </ul>	High	Ongoing	Planning, Public Works, Sustainability Coordinator
8	<b>Heritage Trees.</b> Identify heritage trees that should be preserved. Trees on this list shall only be removed when a public interest served by removal outweighs the interest in preservation and heritage status.	Medium	Ongoing	Community Services, Planning
9	<b>Agricultural Study.</b> Develop a study of sound agricultural practices that addresses surface and groundwater contamination, particulate emissions from agricultural operations, minimal soil erosion, and the buildup of salts in soils. Based on the study, create brochures available to the agricultural community.	Low	Short	Community Services
10	<b>Historic Resources Program.</b> Establish a program and identify potential funding sources to facilitate the preservation and maintenance of identified historic resources. Ensure that any proposed changes to such landmarks are appropriate to the historic character of the original structure.	Medium	Short	Planning
11	<b>Historic Resources Design Guidelines.</b> Prepare and adopt design guidelines that contribute to the creation of a distinctive character for each subarea based on important historic/cultural resources within each subarea.	Medium	Short	Planning

**Table 12-8: Infrastructure and Public Facilities Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Plan Consistency.</b> Following adoption of the General Plan, review the existing utility master plans and make changes to ensure consistency with the General Plan.	High	Short	Public Works
2	<b>City Ordinances.</b> Update the existing City code and ordinances to reflect current requirements and GP policies for water, sewer, and storm drainage requirements and policies. This should include low-impact development practices which improve water quality and promote groundwater recharge, increase on-site infiltration.	High	Short	Public Works, Planning
3	<b>Groundwater Management Plan.</b> Complete the Groundwater Management Plan, as required by State law. Oversee the completion of the Plan and provide materials and resources as needed.	Medium	Short	Public Works
4	<b>Solid Waste Diversion.</b> Establish a waste diversion plan with in a minimum diversion rate of 75% of solid waste generated from landfills.	High	Short	Public Works
5	<b>Multifamily Recycling.</b> Establish a protocol to expand outreach and technical assistance to multifamily buildings to increase recycling in accordance with AB341.	Medium	Short	Public Works
6	<b>Green Purchasing.</b> Implement a “green purchasing” program that minimize impacts to the environment from production to disposal. The program should address product stewardship and producer responsibility.	Medium	Short	City Manager
7	<b>Food share programs.</b> In conjunction with community partners and neighborhood organizations, explore and pilot food share programs reduce food waste.	Low	Medium	Planning, Public Works.
8	<b>Event waste diversion.</b> Require recycling and food waste diversion at special events, including City-hosted events.	High	Short	Public Works
9	<b>Neighborhood Clean-up Program.</b> In coordination with the Housing and Development Services Department, host community and neighborhood clean-up program, tree planting, and other beautification programs.	Low	Short	Planning, Public Works.
10	<b>Development impact fees.</b> Adopt nexus-based impact fees that mitigate the cost of providing infrastructure and public facilities to serve new development. Address infrastructure improvements that are	High	Ongoing	Planning, Public Works

	necessitated by new development – including water, sewer, stormwater, and utilities. Seek additional funding mechanisms as necessary.			
11	<b>Sewer and Stormwater user fees.</b> Update existing user fees for sewer and stormwater to fund needed system upgrades and, to the extent feasible, allow for waste water recycling and stormwater capture for beneficial use.	Medium	Medium	Planning



**Table 12-9: Safety Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Plan Consistency.</b> Following adoption of the General Plan, review the existing hazard mitigation and emergency operations plans and make changes to ensure consistency with the General Plan.	High	Ongoing	Emergency Services Coordinator
2	<b>California Building Codes.</b> As new versions of the California Building Standards Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes. Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.	Medium	Ongoing	Planning, Public Works
3	<b>Develop City Standards and Guidelines.</b> The City shall develop standards and guidelines and require their use in new construction to provide the greatest possible protection for human life and property in areas where there is a high risk of seismic or geologic hazard occurrence. This could include requirements for geotechnical reports and seismic safety plans and setbacks for new construction, among others.	Medium	Short	Planning
4	<b>Maintain GIS Database.</b> Maintain the City's Geographic Information System (GIS) database to assist hazard planning, including: <ul style="list-style-type: none"> <li>• Critical facilities</li> <li>• Vulnerable populations</li> <li>• Infrastructure</li> </ul>	High	Ongoing	Planning, Public Works
5	<b>Critical Facility Insurance Coverage.</b> Document current City insurance coverage on critical City facilities. Collect all costs associated with mitigation from a disaster and operating costs as required by Federal funding eligibility.	High	Short	Emergency Services Coordinator
5	<b>Residential Disaster Response Plans.</b> Establish a program that requires all residential associations over 100 homes to establish a disaster response plan and practice the plan regularly. Establish a disaster response drill/exercise schedule requirement and practice annually.	Low	Ongoing	Emergency Services Coordinator, Planning
6	<b>Emergency Management.</b> Establish an ordinance for anti-price gouging, on call debris management contractors, and pre-identified mass care shelter locations.	Low	Short	Emergency Services Coordinator

7	<b>CERT Newsletter.</b> Regularly publish a CERT newsletter.	Low	Short	Emergency Services Coordinator
8	<b>Reduce Fire Hazards.</b> Amend the Municipal Code to include weed abatement/brush management regulations to reduce fire hazards and ensure adequate coordination between planning and fire issues.	Medium	Short	Planning, Emergency Services Coordinator
9	<b>Hazard Impact Assessment.</b> Hire a consultant to conduct an Hazards Impact Assessment for City of Indio that will identify losses to revenue, and recovery time objectives for businesses and the City.	Medium	Medium	Emergency Services Coordinator
10	<b>Disaster Mitigation Funding.</b> Consider applying for Mitigation grant funding opportunities before a disaster (Stafford Act Section 404) and prepare as much as possible for mitigation projects after a disaster (Stafford Act Section 406). Typically private property is not eligible, but there may be other funding opportunities for HOAs, etc.	Medium	Ongoing	Emergency Services Coordinator
11	<b>Hazardous Mitigation Training Course.</b> Implement an 8-hour hazardous mitigation basic training course requirement for new hires of the City of Indio.	Low	Short	Emergency Services Coordinator
12	<b>Climate Vulnerability Assessment.</b> Complete a climate vulnerability assessment consistent with the requirements of SB 379 at the time of the next Housing Element update.	High	Short	Planning, Emergency Services Coordinator

**Table 12-10: Noise Implementation Programs**

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<b>Special Events Noise Mitigation Program.</b> Continue to monitor Special Events noise levels and seeks ways to mitigate for least neighborhood disruption, including in the Major Music Festival Overlay Zone.	High	Ongoing	Planning, Public Works
2	<b>Noise Ordinance.</b> Amend the noise ordinance to include day and nighttime noise level limits and to specifically protect noise sensitive land uses during overnight hours.	High	Short	Planning
3	<b>Airport Overlay.</b> Adopt an overlay zone, as part of the Noise Ordinance or separately, for lands that fall within the airport influence area of the Bermuda Dunes Airport.	Medium	Medium	Planning
4	<b>Construction Noise Limits.</b> Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits	Medium	Short	Planning

	(maximum noise levels, hours and days of allowed activity) established in the City’s noise regulations.			
5	<b>Noise Studies.</b> Require submittal of applicable technical reports prepared by qualified professionals as part of the development review process. Depending on the location, size, or type of development proposed, technical reports could be required, including a noise impact analysis.	High	Ongoing	Planning

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.1

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1034RG18 - City of Riverside (Representative: Doug Darnell)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO:** P18-0865 (Zoning Code Amendment)

**MAJOR ISSUES:** None.

### RECOMMENDATIONS:

**Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed City of Riverside Zoning Code Amendment CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.**

### PROJECT DESCRIPTION:

The City of Riverside proposes to amend the City's Zoning Code [Title 19 of the Riverside Municipal Code], primarily updating the provisions of Chapter 19.442 relating to Accessory Dwelling Units (previously known as second units) to comply with State laws enacted in 2016 and subsequent years. Pursuant to this amendment, Accessory Dwelling Units (ADUs) would be allowed in the R-3 and R-4 zones on existing lots in conjunction with an existing or proposed primary single-family residence. The Incidental Use Table (19.150.020B) would be amended to reflect this change. Table 19.580.060 relating to parking space requirements would be amended to delete requirements for an additional parking space in certain circumstances. The Definitions section of Title 19 would be amended to provide that an ADU may be a detached or attached structure or located within a primary single-family residential dwelling. ADUs would be required to include permanent provisions for living, sleeping, cooking, eating, and sanitation.

### BACKGROUND:

Section 3.3.4 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan specifies that: "Nothing in these policies prohibits construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted

by local land use regulations.”

In its effort to address California’s housing shortage, the State Legislature has passed a number of bills designed to ease local government limitations on housing development. In particular, Assembly Bill 2299, adopted in 2016 as Chapter 735 of that year’s Statutes, required local governments to ministerially approve ADUs on lots zoned for single-family or multifamily use and containing an existing single-family dwelling, provided that a detached ADU not exceed 1,200 square feet in floor area and that an attached ADU or an ADU within the living area of the existing residence not increase the floor area of that structure by more than 50 percent, with a maximum increase not to exceed 1,200 square feet. The local government could require compliance with local building code requirements and approval by the local health officer if the applicant was proposing to use a private sewage disposal system (septic tank), but would not be permitted to prohibit rental of the ADU or to require a passageway. The bill further rendered null and void any existing ADU ordinance that did not meet the bill’s requirements.

In the same year, the State Legislature passed Senate Bill 1069, adopted as Chapter 720, Statutes of 2016, which required local governments to ministerially approve ADUs on lots zoned for single-family residences if the ADU is contained within an existing residence or accessory structure, has independent exterior access from the existing residence, and has side and rear setbacks that are sufficient for fire safety. The local government would not be permitted to require fire sprinklers in the ADU if they are not required in the primary residence. The bill also stipulates that ADUs shall not be considered new residential uses for the purpose of calculating connection fees or capacity charges, including for water and sewer service, requires that utility connection fees or capacity charges for detached ADUs be proportionate to the burden of the unit on the water and sewer system and not exceed the reasonable cost of providing the service, and prohibits local agencies from requiring an ADU applicant to install a new or separate utility connection or imposing a related connection fee or capacity charge for ADUs contained within an existing residence or accessory structure.

**THE PROPOSAL:**

The following text is being added to Section 19.442.030:

- “A. The unit may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.
  
- B. The accessory dwelling unit shall be either attached or located within the living area of the proposed or existing primary dwelling or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling.
  
- C. A passageway, defined as an unobstructed pathway clear to the sky and extending from a street to one entrance of the accessory dwelling unit, shall not be required for an accessory dwelling unit.”

**Setbacks:** The present ordinance requires accessory dwelling units, except those contained within an existing structure, to comply with the minimum setback requirements of the underlying zone. This provision would be amended to provide that detached accessory units need not exceed a setback of five feet from the side and rear lot lines. No setback would be required for an existing garage converted to an accessory dwelling unit. An accessory dwelling unit constructed above a garage would be subject to five foot minimum side and rear yard setbacks.

Presently, accessory dwelling units are permitted within the R-1 and RE zones. The proposed amendment would extend this allowance to the R-3 and R-4 zones, with a footnote referring the reader of the Incidental Uses Table to the Permitted Uses Table in the situation where an accessory dwelling unit is proposed with a single-family residential dwelling on a property in a multiple-family residential zone. The Permitted Uses Table, in turn, includes a footnote allowing a single-family detached dwelling on legal lots in the R-3 and R-4 zones that do not exceed 0.25 acre in area and that were in existence prior to January 1, 2018. Since a single-family detached dwelling would be allowed on such lots, an accessory dwelling unit would also be allowed.

## Chapter 19.442 - ACCESSORY DWELLING UNITS (ADU)

### 19.442.010 - 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. The purpose of this chapter is also to ensure ~~compatibility compliance~~ with California 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.

### 19.442.020 - Applicability and permit requirements.

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.

### 19.442.030 - 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 ~~e~~Section, to the satisfaction of the Community and Economic Development Director or his/her designee.

A. The unit may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.

B. The accessory dwelling unit shall be either attached or located within the living area of the proposed or existing primary dwelling or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling.

C. A passageway, defined as an unobstructed pathway clear to the sky and extending from a street to one entrance of the accessory dwelling unit, shall not be required for an accessory dwelling unit.

A-D. Lot size. The minimum lot size shall be the ~~minimum lot area required by~~ the same as the underlying zone.

B-E. Lot coverage. Maximum lot coverage shall be the same as the underlying zone.

C-F. Setbacks.

1. New attached accessory dwelling units shall meet the minimum building setback requirements of the underlying zone.

2. New detached accessory dwelling units shall meet the minimum front yard building setback requirements of the underlying zone, and have a five-foot minimum side and rear yard building setback.

2-3. An accessory dwelling unit contained within an existing permitted structure shall not be subject to the underlying zone setback requirements, provided

that the structure has independent access and side and rear yard setbacks sufficient for fire safety.

3. No setback is required for an existing garage that is converted to an accessory dwelling unit or to a portion of an accessory dwelling unit.

4. An accessory dwelling unit that is constructed above a garage shall have a five-foot minimum side and rear yard building setback.

G. Accessory dwelling units shall comply with building code requirements.

H. Accessory dwelling units served by a private sewage system shall comply County Health Department requirements, as applicable.

D.I. Number of dwellings. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to two that may include, the primary dwelling and either an accessory dwelling unit, or an accessory living quarter. The accessory dwelling unit may be established within or connected to the primary dwelling per Table 19.150.020.B (Incidental Use Table).

E.J. Dwelling size.

1. The total floorspace of an attached An accessory dwelling unit shall not exceed 50 percent of the proposed or existing primary dwelling living area or 1,200 square feet.

2. The total floorspace of a detached accessory dwelling unit shall not exceed 1,200 square feet.

F.K. Height limitation.

1. Detached accessory dwelling unit height shall be limited to a single-story, 20-foot-high building.
2. attached Accessory Dwelling Unit height shall comply with the underlying zone.

G.L. Parking. See Chapter 19.580 Parking and Loading, Table 19.580.060.

H.M. Design. No exterior stairways may be located on the side of the structure facing a public right-of-way, except alleys. Notwithstanding the above requirements, a building permit application shall be ministerially approved for one accessory dwelling unit per single-family lot within a single-family residential zone, if the unit is contained within the existing space of a single-family residence or accessory structure, including but not limited to, a studio, pool house, or other similar structure, has independent exterior access from the existing residence, and the side and rear setbacks are sufficient for fire safety. Accessory dwelling units are not required to provide fire sprinklers if fire sprinklers are not required for the primary residence.



N. Accessory dwelling units shall not be considered a new residential use for the purposes of calculating connection fees or capacity charges for utilities including water and sewer service.

1. A new or separate utility connection, connection fee, or capacity charge shall not be required between the accessory dwelling unit and the utility for an accessory dwelling unit described in subsection M above.
2. A new or separate utility connection, connection fee, or capacity charge may be required for an accessory dwelling units not described in subsection M above. The connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed accessory dwelling unit, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system. The fee shall not exceed the reasonable cost of providing this service.

H.O. Occupancy.

1. One of the two dwellings, either the primary or accessory 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.P. 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 accessory dwelling unit. This use restriction shall be binding upon any successor in ownership of the property.



19.150.020 - Permitted land uses.

- A. Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Uses Table) and permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some tables are prohibited unless the Community and Economic Development Director or his/her tables are prohibited unless the Community and Economic Development Director or his/her detrimental than a listed permitted or conditional use. Any use which is prohibited by state
- B. Chapter 19.149 - Airport Land Use Compatibility includes additional Airport Land Use Comp Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restr

19.150.020

This table identifies uses which are generally only p

Use	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 Ge (Office, Cor Commercial Ge Regior	
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR
	Accessory Buildings & Structures	P	P	P	P	P	P	P	P
Cargo Containers	X	P	P	X	X	X	X	X	X
Agricultural Field Office	C	C	MC	X	MC	X	X	X	X
Accessory Dwelling Unit <sup>1</sup>	X	X	X	P	P	XP	XP	X	X
Accessory Living Quarters	P	P	P	P	P	X	X	X	X
Agricultural Stand	X	P	X	X	X	X	X	X	X
Alcohol Sales:									
Off-Sale	X	X	X	X	X	X	X	X	C
On-Sale <sup>42</sup>	X	X	X	X	X	X	X	MC	MC
Incidental to Florist Shop	X	X	X	X	X	X	X	MC	MC
Concurrent Sale of Vehicle Fuel	X	X	X	X	X	X	X	X	C
Animal Keeping:									
Domestic Animals	P	P	P	P	P	P	P	X	X
Non-Domestic Animals	P	P/C	P/MC	X	X	X	X	X	X
Dairies	X	C	X	X	X	X	X	X	X



Personal - Outdoor (Prohibited Use)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.490 - Mining/Mineral Extraction
Mining/Mineral Extraction	X	X	C	C	C	C	C	X	C	C	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	19.495 - Outdoor Dining and Food Preparation (Permanent)
Outdoor Dining (Permanent)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	19.495 - Outdoor Dining and Food Preparation (Permanent)
Outdoor Food Preparation (Permanent)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	19.500 - Outdoor Display of Incidental Plant Materials
Outdoor Display of Incidental Plant Materials	X	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	19.505 - Outdoor Display and Sales - Incidental
Outdoor Display and Sales - Incidental	X	X	X	X	X	X	X	X	X	TUP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.510 - Outdoor Storage
Outdoor Storage - Incidental	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.515 - Play Areas Incidental to Restaurants
Play Areas Incidental to Restaurants	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.100 - Residential Zones
Rental of Rooms	P	P	P	P	P	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	19.520 - Rental of Rooms
2 or fewer	P	P	RRP	RRP	RRP	X	X	X	X	X	X	RRP	X	X	X	X	X	X	X	X	X	X	X	X	X	19.895 - Room Rental Permit
3 or 4	P	P	RRP	RRP	RRP	X	X	X	X	X	X	RRP	X	X	X	X	X	X	X	X	X	X	X	X	X	19.255 - Assemblies of people—non-entertainment
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	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	X	X	X	X	19.527 - Vehicle Repair - Personal

**1** Accessory dwelling units are permitted when there is an existing or proposed primary single-family residential dwelling on the same property that the accessory dwelling unit is proposed. For accessory dwelling units proposed with a primary single-family residential dwelling on a multiple-family residential zone property, refer to the Single-Family Dwelling – Detached use in "Section 19.150.020.A - Permitted Uses Table"

**42** See exemptions noted in 19.450 - Alcohol Sales

**43** Outdoor Sales and Display - Incidental are permitted on an intermittent basis with a TUP. See Section 19.740

**44** Where 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.

\* = 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 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.

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

P = Permitted	C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760	MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730
RCP = Recycling Center Permit, Chapter 19.870.	TUP = Temporary Use Permit, Chapter 19.740	X = Prohibited
DCP = Day Care Permit - Large Family, Chapter 19.860	sq. ft. = Square Feet	SP = Site Plan Review Permit, Chapter 19.770
PRD = Planned Residential Development Permit, Chapter 19.780	RRP = Room Rental Permit	

**19.580.060 - Parking requirements.**

- A. *Minimum parking requirements.* The number of off-street parking spaces required by Table 19.580.060 (Required Spaces) shall be considered the minimum necessary for each use, unless off-street parking reductions are permitted pursuant to provisions herein. In conjunction with a conditional use, site plan review or planned residential development permit, the designated Approving or Appeal Authority may increase these parking requirements if it is determined that they are inadequate for a specific project.
- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community and Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
- C. *Mixed use complexes and parking credits.* In the case of shared parking facilities within a complex, the development shall provide the sum of parking spaces required for each separate use. However, if there are multiple uses in a complex with different operating characteristics, such as daytime office and nighttime commercial entertainment oriented uses, the Community and Economic Development Director or his/her designee may grant a mixed use parking credit to reduce the total number of required spaces by up to a maximum of 15 percent of the total required spaces. Another factor in favor of granting a credit is proximity to a transit stop. The following requirements apply to granting of a mixed use parking credit:
1. The applicant shall provide a parking analysis specifying the proposed mix of uses and the operating characteristics of each type use; including hours of operation and individual parking requirements. The analysis shall provide adequate justification for granting the credit.
  2. A covenant shall be recorded on the property limiting the mix of uses to those identified in the original parking analysis, including a mix with similar operating characteristics.
- D. *Required spaces.* Table 19.580.060 (Required Spaces) below sets forth minimum off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to this table.
1. "Square feet" (sq. ft.) means "gross square feet" and refers to total building gross floor area unless otherwise specified, not including areas used for off-street parking or loading spaces.
  2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
  3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.

4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded up to the nearest whole number.
5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.

**Table 19.580.060  
Required Spaces**

<b>Use</b>	<b>Number of Spaces Required</b>
<b>A</b>	
<b>Ambulance Service</b>	1 space/ambulance plus 1 space/250 square feet of office area
<b>Animal Keeping:</b> 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/5 stalls
<b>Appliance sales or repair (household)</b>	1 space/500 square feet of floor area <sup>(13)</sup>
<b>Assemblies of People</b> - Entertainment and Non Entertainment <sup>(15)</sup> (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. <sup>(13)</sup> Additional requirements applicable to incidental Dwelling Unit(s) <sup>(17)</sup>
<b>Arcades and Internet Cyber Cafes</b>	1 space/250 square feet of floor area <sup>(13)</sup>
<b>Assisted Living</b>	0.5 spaces/bed
<b>B</b>	
<b>Banks and Financial Service</b> 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	1 space/180 square feet <sup>(13)</sup> 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



c. Drive through automated teller or indoor automated teller associated with a retail use.	within 100 feet of the teller station. <sup>(11)</sup> c. No spaces required.
<b>Bars, Saloons, Cocktail, Lounges and Taverns</b>	1 space/100 square feet of floor area <sup>(12)</sup>
<b>Bed and Breakfast Inn</b>	1 space/guest room <sup>(16)</sup>
<b>Boardinghouse</b>	1 space/guest room <sup>(12)</sup>
<b>Bus Terminal</b>	<sup>(5)</sup>
<b>Business Support Services</b> (Including graphic reproduction, computer services, etc.)	1 space/250 square feet of floor area <sup>(13)</sup>
<b>C</b>	
<b>Caretaker Living Quarters</b>	1 space/dwelling unit
<b>Catering Establishment</b>	1 space/employee plus 1 space/500 square feet of floor area <sup>(13)</sup>
<b>Cemeteries, Mortuaries, Funeral Chapels and ancillary uses</b> a. With indoor facilities b. Outdoor only	a. See "Assemblies of People" for parking requirements b. <sup>(5)</sup>
<b>Commercial Storage</b> (mini-warehouse, self-storage facilities)	1 space/250 square feet of office area plus 1 space for a resident manager or caretaker <sup>(10)</sup>
<b>Outdoor Storage Yard</b>	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
<b>D</b>	
<b>Day Care Facilities</b> (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. <sup>(10)</sup>
<b>Drug Store/Pharmacy</b>	1 space/250 square feet of floor area <sup>(13)</sup>
<b>Dwelling:</b> a. Single-family dwelling	a. 2 spaces within a private garage/dwelling unit

<ul style="list-style-type: none"> <li>b. Multiple-family dwelling</li> <li>c. Studio Unit</li> <li>d. Accessory Dwelling Unit</li> </ul>	<ul style="list-style-type: none"> <li>b. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms <sup>(1)</sup></li> <li>c. 1 space/dwelling unit</li> <li>d. 1 space <del>in addition to spaces required for the primary dwelling per unit or bedroom whichever is less</del><sup>(18),(19),(20)</sup> or, <u>no parking required where the accessory dwelling unit meets criteria listed in Note 21 of this Table</u> <sup>(21)</sup></li> </ul>
<b>E</b>	
<p><b>Equipment Sales/Construction:</b></p> <ul style="list-style-type: none"> <li>a. Small - Rental and Repair</li> <li>b. Large - Rental and Repair</li> </ul>	<ul style="list-style-type: none"> <li>a. 1 space/500 square feet of office or retail area</li> <li>b. 1 space/500 square feet of office area and 2 spaces/repair bay, in addition to the service bays</li> </ul>
<b>F</b>	
<p><b>Family Day Care Homes:</b></p> <ul style="list-style-type: none"> <li>a. Small Family Day Care Home</li> <li>b. Large Family Day Care Home</li> </ul>	<ul style="list-style-type: none"> <li>a. No requirement beyond standard single-family use</li> <li>b. 1 space for the single-family dwelling plus 1 space/employee not residing in the home and a drop-off/pick-up space<sup>(4)</sup></li> </ul>
<p><b>Farmers Market - Certified</b></p>	<p><sup>(5)</sup></p>
<p><b>Food and Beverage Sales</b></p>	<p>See "Retail Sales" for parking requirements</p>
<p><b>Furniture Stores</b></p>	<p>1 space/500 square feet of floor area <sup>(13)</sup></p>
<b>G</b>	
<p><b>Group Housing:</b></p> <ul style="list-style-type: none"> <li>a. 6 or fewer residents</li> <li>b. more than 6 residents</li> </ul>	<ul style="list-style-type: none"> <li>a. 1 enclosed space/dwelling unit</li> <li>b. <sup>(5)</sup></li> </ul>
<b>H</b>	
<p><b>Heliport</b></p>	<p>10 spaces plus 1 space/2 seats on largest helicopter accommodated on the site <sup>(13)</sup></p>
<p><b>Helistop</b></p>	<p>5 spaces <sup>(13)</sup></p>

<b>Home Improvement Sales and Service</b> a. With outdoor storage/display area	1 space/250 square feet a. 1 space/1000 square feet storage/outdoor display area
<b>Home Improvement Boutique/Showroom and Related Installation Facilities</b>	1 space/500 square feet of floor area
<b>Hotel</b>	1 space/guest room <sup>(10)</sup>
<b>L</b>	
<b>Laundry, Commercial</b>	1 space/350 square feet of floor area
<b>Lumber Yard and Building Materials</b> - With or Without Outdoor Storage	1 space/350 square feet of office area plus 1 space/1000 square feet storage/outdoor display area
<b>M</b>	
<b>Manufacturing</b> (industrial zones)(3)	1 space/350 square feet of floor area <sup>(13)</sup>
<b>Medical Services:</b> a. Hospital b. Medical/Dental Office c. Laboratory, Research/Development d. Emergency Medical Service - urgent care e. Optometrist office	a. 1 space/bed <sup>(12)</sup> b. 1 space/180 square feet of floor area <sup>(13)</sup> c. 1 space/250 square feet of floor area d. 1 space/180 square feet of floor area e. 1 space/250 sq. ft. of floor area (minimum of 5 spaces) <sup>(13)</sup>
<b>Mobile Home Park</b>	1 space/mobile home site plus 1 off- street guest space/5 mobile home sites
<b>Model Homes</b>	2 spaces/model home
<b>Motel</b>	1 space/sleeping or living unit <sup>(10)</sup>
<b>O</b>	
<b>Offices - Business and Professional</b>	1 space/250 square feet of office area <sup>(13)</sup>
<b>Offices - Public or Private Utility Office with Payment Center</b>	1 space/180 square feet of office area <sup>(13)</sup>
<b>Outdoor sales</b> , display or storage	5 spaces plus 1 space/250 square feet of office area
<b>P</b>	
<b>Plant Nursery</b> <sup>(6)</sup>	5 spaces plus 1 space/250 square feet of building area
<b>Personal Service</b> <sup>(7)</sup>	1 space/250 square feet of floor area <sup>(13)</sup>
<b>Public Uses</b> (Public utility and services facilities)	<sup>(5)</sup>

**R****Rail Transit Station**

(5)

**Recreational Facilities - Commercial:**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>a. Billiard Parlor and Pool Halls</li> <li>b. Bowling Alleys</li> <li>c. Skate Facility (indoor/outdoor)</li> <li>d. Amusement Parks</li> <li>e. Golf Courses and Driving Ranges</li> </ul> | <ul style="list-style-type: none"> <li>a. 1 space/250 square feet</li> <li>b. 5 spaces/bowling lane <sup>(12)</sup></li> <li>c. 1 space/100 square feet of floor area</li> <li>d. <sup>(5)</sup></li> <li>e. 5 spaces/hole, 1.5 spaces/tee on the driving range plus additional spaces required for ancillary uses per the provisions of the Zoning Code.</li> </ul> |
| <ul style="list-style-type: none"> <li>f. Health/Fitness Club <sup>(15)</sup></li> <li>g. Swimming Pool</li> <li>h. Specialty Non-Degree (Dance and Martial Arts)</li> <li>i. Other indoor and outdoor facilities</li> </ul>       | <ul style="list-style-type: none"> <li>f. 1 space/150 square feet of floor area</li> <li>g. <sup>(5)</sup></li> <li>h. <sup>(5)</sup></li> <li>i. <sup>(5)</sup></li> </ul>  |

**Recycling Centers :**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>a. Paper, glass plastic, aluminum and nonferrous metals</li> <li>b. Solid Waste Transfer Stations and Material Recovery Facilities</li> </ul> | <ul style="list-style-type: none"> <li>a. 1 space/employee plus 1 space/1,000 square feet of floor area</li> <li>b. 1 space/employee</li> </ul> |
|--|---|

**Recycling Facilities:**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>a. Indoor Collection Center</li> <li>b. Reverse Vending Machine</li> <li>c. Reverse Vending Machine - Bulk Type</li> <li>d. Mobile Recycling Unit</li> </ul> | <ul style="list-style-type: none"> <li>a. <sup>(5)</sup></li> <li>b. No additional parking is required</li> <li>c. <sup>(5)</sup></li> <li>d. 1 space/attendant (if applicable)</li> </ul> |
|---|--|

**Restaurant** (sit-down, drive-through, fast food, take-out, café, cafeteria, excluding any outdoor dining area)

1 space/100 square feet of floor area <sup>(12)</sup>

**Retail Sales** (uses not located in a regional shopping center - i.e., In the CRC Zone) <sup>(8)</sup>

1 space/250 square feet of floor area <sup>(13)</sup>**S****Schools:**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>a. College, Community College, University, and Professional</li> <li>b. Elementary or Secondary (Junior High)</li> <li>c. High School</li> <li>d. Vocational and Technical</li> </ul> | <ul style="list-style-type: none"> <li>a. <sup>(5)</sup></li> <li>b. 2 space/classroom plus 2 bus loading spaces</li> <li>c. 7 spaces/classroom plus 3 bus loading spaces</li> <li>d. 0.75 spaces/employee plus 0.75 spaces/student at maximum enrollment <sup>(9) (13)</sup></li> </ul> |
|--|--|

<b>Senior Housing</b>	1.1 spaces/unit <sup>(2)</sup>
<b>Shelters, Emergency</b>	Based upon demonstrated need, provided that the standards do not require more parking than that for other residential or commercial uses within same zone.
<b>Shopping Center - Regional</b> (i.e., in the CRC Zone)	1 space/200 square feet of gross leasable floor area
<b>Single Room Occupancies</b>	1 space/dwelling unit
<b>Student Housing</b> (including dormitories, fraternities, sororities, etc.)	1.1 spaces/bed <sup>(10)</sup>
<b>Supportive Housing</b>	Based upon demonstrated need, provided that the standards do not require more parking than that for other residential uses within same zone.
<b>T</b>	
<b>Taxi Company with Vehicle Storage</b>	1 space/taxi plus 1 space/250 square feet of office area
<b>Transitional Housing</b>	Based upon demonstrated need, provided that the standards do not require more parking than that for other residential uses within same zone.
<b>Tutoring Center</b>	1 space per each faculty/staff; 1 space/2 students, for students 16 years old or older; and, 1 space/10 students, for students under 16 years old
<b>V</b>	
<b>Vehicle Fuel Station:</b> a. With Accessory Retail/Convenience Market  b. With Vehicle Maintenance/Repair c. With Indoor Storage Area d. With Restaurants (including all cooking, serving and seating areas) e. With Car Wash	a. 1 space/250 square feet of retail area including cooler areas <sup>(14)</sup> b. 2 spaces/service bay <sup>(14)</sup> c. 1 space/1,000 square feet of storage area <sup>(14)</sup> d. 1 space/100 square feet of floor area <sup>(14)</sup>  e. 1 space/washing bay <sup>(14)</sup>
<b>Vehicle Parts and Accessories</b>	See "Retail Sales" for parking requirements

<b>Vehicle Repair</b> - Major or Minor	6 spaces on same lot plus 2 additional spaces/service bay, in addition to the service bays <sup>(11)</sup>
<b>Vehicle Sales, Rental, Leasing</b> - New or Used a. Without Outdoor Display b. With Outdoor Display	a. See "Retail Sales" for parking requirements b. 5 spaces plus 1 space/250 square feet of office area
<b>Vehicle Wash Facilities:</b> a. Full Service - Automated  b. Self Service - (No separate office or retail use)	a. 1 space/2 employees of largest shift (Adequate stacking and drying areas as determined by Conditional Use Permit) b. 1 space/2 washing bays or stalls in addition to the bays
<b>Veterinary Services</b> (clinic and hospital, may include accessory grooming and boarding)	1 space/180 square feet of floor area
<b>W</b>	
<b>Warehousing and Wholesale Distribution Centers</b>	1 space/1,000 square feet of floor area plus 1 space/250 square feet of office area <sup>(13)</sup>
<b>Wireless Telecommunication Facilities</b>	<sup>(5)</sup>

**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, Studio Unit(s), 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 not 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. 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.
18. Parking for accessory dwelling units may be provided as tandem parking on an existing driveway.
19. Off-street parking shall be permitted in setback areas in locations determined by the City or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions, or that it is not permitted anywhere else in the jurisdiction.
20. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit, **or converted to an accessory dwelling unit**, replacement spaces as required, may be located in any configuration on the same lot as the accessory dwelling unit, including, but not limited to, as covered spaces, uncovered spaces, or tandem spaces, or by the use of mechanical automobile parking lifts.
21. Parking standards shall not apply for accessory dwelling units in any of the following instances:
  - a. The accessory dwelling unit is located within one-half mile of public transit.
  - b. The accessory dwelling unit is located within an architecturally and historically significant historic district.
  - c. The accessory dwelling unit is part of the **proposed or** existing primary residence or an **existing** accessory structure.
  - d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
  - e. When there is a car share vehicle located within one block of the accessory dwelling unit.

### **19.910.050 - "D" Definitions**

*Day care center - child* means a child day care facility other than a family day care home, including infant centers, extended day care facilities and school-age child care centers. (see California Health and Safety Code Section 1596.76).

*Day care center - adult* means a facility that provides supervision and non-medical care for more than six adults, including elderly persons, on a less than 24-hour basis.

*Day care home - adult* means a home that provides supervision and non-medical care to six or fewer adults, including elderly persons, in the provider's own home, on a less than 24-hour basis.

*Day care home, family* means a home that regularly provides care, protection and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while parents or guardians are away, and is either a large family day care home or a small family day care home (see California Health and Safety Code Section 1596.78 a).

*Day care home, large family* means a home that provides family day care for seven to 12 children, inclusive, including children under the age of ten years who reside at the home and can go up to 14 children if all of the following conditions are met:

- (1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.
- (2) No more than three infants are cared for during any time when more than 12 children are being cared for.
- (3) The licensee notifies a parent that the facility is caring for two additional school-age children and that there may be up to 13 or 14 children in the home at one time.
- (4) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).

*Day care home, small family* means a home that provides family day care for up to six children, including children under the age of ten years who reside at the home and can go up to eight children in all of the following conditions are met:

- (1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.
- (2) No more than two infants are cared for during any time when more than six children are cared for.
- (3) The licensee notifies each parent that the facility is caring for two additional school-age children and that there may be up to seven or eight children in the home at one time.



- (4) The licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 c and Section 1597.44).

*Department store.* See "store, department."

*Design flood.* See "flood, design."

*Designated floodway.* See "floodway, designated."

*Development* means as used in this title, "Development" has the meaning of Section 65927 (California Government Code or CGC) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the City or County, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations that are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. "Development" does not mean a "change of organization", as defined in Section 56021 (CGC) or a "reorganization", as defined in Section 56073 (CGC). See definition in the General Plan.

*Development Review Committee* means the Development Review Committee (DRC) is comprised of representatives from various City Departments having Approval Authority for certain development projects, pursuant to the Riverside Municipal Code. The DRC includes the City Planner, Building Official, and City Engineer or designee(s), as well as representatives from Public Utilities, Parks and Recreation, Police and Fire Departments. The DRC also serves as a recommending body to the Planning Commission on applications for discretionary land use entitlements. The DRC shall be chaired by the City Planner or designee.

*Directional sign.* See "sign, directional."

*Directory sign.* See "sign, directory."

*Discretionary decision* means decisions that require the exercise of judgment or deliberation when the Approving Authority decides to approve or disapprove a particular

activity, as distinguished from situations where the City individual, Board, Committee, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.

*Distilled Spirits.* See "brewery, distilled spirits."

*Distillery.* See "brewery, distillery."

*Domestic animal.* See "animal, domestic."

*Donation collection bin* means an outdoor receptacle made of metal, steel or a similar product, designed to allow the general public to donate unwanted but reusable items for charitable purposes.

*Dormitory* means a building intended or used principally for sleeping accommodations where such building is related to an educational or public institution, including religious institutions.

*Downtown Arts and Entertainment District* means an area intended to serve as a major, concentrated center of cultural and entertainment uses serving the City and surrounding communities. It consists of all commercially zoned land within an area bounded by properties south of Third Street, west of State Route 91 (the Riverside Freeway), north of properties fronting both sides of Fourteenth Street and east of properties fronting both sides of Market Street.



*Drive-thru business* means a business (such as a bank or restaurant) that is designed so that customers can be served while remaining in their cars.

*Driveway* means a private roadway providing access for vehicles to a parking space, garage, dwelling or other structure. See definition in Title 18.

*Driveway, Hollywood* means driveway with a middle planting strip to minimize paved access. See definition in the Downtown Specific Plan.

*Drop-off recycling center.* See "recycling center, drop-off."

*Drug store* means a business where drugs, medicines and other sundries are dispensed and sold.

*Dwelling* means a building or portion thereof designed for or occupied exclusively for residential purposes, including single-family and multiple family dwellings, but not including hotels, motels, boarding and lodging houses.

*Dwelling area* means 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* means two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. See definition in the General Plan.

*Dwelling unit, accessory* means an attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. An accessory dwelling unit may be located wholly within a primary single-family residential dwelling. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation which is located on the same lot parcel as where a permitted primary uses single-family dwelling is situated. An accessory dwelling unit ~~may~~ also includes the following:

- A. An efficiency unit as defined in Section 17958.1 of the Health and Safety Code.
- B. A manufactured home, as defined in Section 18007 of the Health and Safety Code.

*Dwelling unit, caretaker.* See "caretaker living quarters."

*Dwelling unit, manufactured* means 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.* means a structure standing on wheels used for short term human occupation.

*Dwelling unit, multi-family* means 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 apartment house. See definition in the Downtown Specific Plan and the General Plan.

*Dwelling unit, single-family* means 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* means 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* means 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.

# Summary of Recent Changes to ADU Laws



Courtesy of Karen Chapple, UC Berkeley

The California legislature found and declared that, among other things, allowing accessory dwelling units (ADUs) in single family and multifamily zones provides additional rental housing and are an essential component in addressing housing needs in California. Over the years, ADU law has been revised to improve its effectiveness such as recent changes in 2003 to require ministerial approval. In 2017, changes to ADU laws will further reduce barriers, better streamline approval and expand capacity to accommodate the development of ADUs.

ADUs are a unique opportunity to address a variety of housing needs and provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others. Further, ADUs offer an opportunity to maximize and integrate housing choices within existing neighborhoods.

Within this context, the Department has prepared this guidance to assist local governments in encouraging the development of ADUs. Please see Attachment 1 for the complete statutory changes. The following is a brief summary of the changes for each bill.

## SB 1069 (Wieckowski)

S.B. 1069 (Chapter 720, Statutes of 2016) made several changes to address barriers to the development of ADUs and expanded capacity for their development. The following is a brief summary of provisions that go into effect January 1, 2017.

### Parking

SB 1069 reduces parking requirements to one space per bedroom or unit. The legislation authorizes off street parking to be tandem or in setback areas unless specific findings such as fire and life safety conditions are made. SB 1069 also prohibits parking requirements if the ADU meets any of the following:

- Is within a half mile from public transit.
- Is within an architecturally and historically significant historic district.
- Is part of an existing primary residence or an existing accessory structure.
- Is in an area where on-street parking permits are required, but not offered to the occupant of the ADU.
- Is located within one block of a car share area.

## **Fees**

SB 1069 provides that ADUs shall not be considered new residential uses for the purpose of calculating utility connection fees or capacity charges, including water and sewer service. The bill prohibits a local agency from requiring an ADU applicant to install a new or separate utility connection or impose a related connection fee or capacity charge for ADUs that are contained within an existing residence or accessory structure. For attached and detached ADUs, this fee or charge must be proportionate to the burden of the unit on the water or sewer system and may not exceed the reasonable cost of providing the service.

## **Fire Requirements**

SB 1069 provides that fire sprinklers shall not be required in an accessory unit if they are not required in the primary residence.

## **ADUs within Existing Space**

Local governments must ministerially approve an application to create within a single family residential zone one ADU per single family lot if the unit is:

- contained within an existing residence or accessory structure.
- has independent exterior access from the existing residence.
- has side and rear setbacks that are sufficient for fire safety.

These provisions apply within all single family residential zones and ADUs within existing space must be allowed in all of these zones. No additional parking or other development standards can be applied except for building code requirements.

## **No Total Prohibition**

SB 1069 prohibits a local government from adopting an ordinance that precludes ADUs.

## **AB 2299 (Bloom)**

Generally, AB 2299 (Chapter 735, Statutes of 2016) requires a local government (beginning January 1, 2017) to ministerially approve ADUs if the unit complies with certain parking requirements, the maximum allowable size of an attached ADU, and setback requirements, as follows:

- The unit is not intended for sale separate from the primary residence and may be rented.
- The lot is zoned for single-family or multifamily use and contains an existing, single-family dwelling.
- The unit is either attached to an existing dwelling or located within the living area of the existing dwelling or detached and on the same lot.
- The increased floor area of the unit does not exceed 50% of the existing living area, with a maximum increase in floor area of 1,200 square feet.
- The total area of floorspace for a detached accessory dwelling unit does not exceed 1,200 square feet.
- No passageway can be required.
- No setback can be required from an existing garage that is converted to an ADU.

- Compliance with local building code requirements.
- Approval by the local health officer where private sewage disposal system is being used.

### **Impact on Existing Accessory Dwelling Unit Ordinances**

AB 2299 provides that any existing ADU ordinance that does not meet the bill's requirements is null and void upon the date the bill becomes effective. In such cases, a jurisdiction must approve accessory dwelling units based on Government Code Section 65852.2 until the jurisdiction adopts a compliant ordinance.

### **AB 2406 (Thurmond)**

AB 2406 (Chapter 755, Statutes of 2016) creates more flexibility for housing options by authorizing local governments to permit junior accessory dwelling units (JADU) through an ordinance. The bill defines JADUs to be a unit that cannot exceed 500 square feet and must be completely contained within the space of an existing residential structure. In addition, the bill requires specified components for a local JADU ordinance. Adoption of a JADU ordinance is optional.

### **Required Components**

The ordinance authorized by AB 2406 must include the following requirements:

- Limit to one JADU per residential lot zoned for single-family residences with a single-family residence already built on the lot.
- The single-family residence in which the JADU is created or JADU must be occupied by the owner of the residence.
- The owner must record a deed restriction stating that the JADU cannot be sold separately from the single-family residence and restricting the JADU to the size limitations and other requirements of the JADU ordinance.
- The JADU must be located entirely within the existing structure of the single-family residence and JADU have its own separate entrance.
- The JADU must include an efficiency kitchen which includes a sink, cooking appliance, counter surface, and storage cabinets that meet minimum building code standards. No gas or 220V circuits are allowed.
- The JADU may share a bath with the primary residence or have its own bath.

### **Prohibited Components**

This bill prohibits a local JADU ordinance from requiring:

- Additional parking as a condition to grant a permit.
- Applying additional water, sewer and power connection fees. No connections are needed as these utilities have already been accounted for in the original permit for the home.



## **Fire Safety Requirements**

AB 2406 clarifies that a JADU is to be considered part of the single-family residence for the purposes of fire and life protections ordinances and regulations, such as sprinklers and smoke alarms. The bill also requires life and protection ordinances that affect single-family residences to be applied uniformly to all single-family residences, regardless of the presence of a JADU.

## **JADUs and the RHNA**

As part of the housing element portion of their general plan, local governments are required to identify sites with appropriate zoning that will accommodate projected housing needs in their regional housing need allocation (RHNA) and report on their progress pursuant to Government Code Section 65400. To credit a JADU toward the RHNA, HCD and the Department of Finance (DOF) utilize the census definition of a housing unit which is fairly flexible. Local government count units as part of reporting to DOF. JADUs meet these definitions and this bill would allow cities and counties to earn credit toward meeting their RHNA allocations by permitting residents to create less costly accessory units. See additional discussion under JADU frequently asked questions.

**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

DATE OF HEARING: January 10, 2019

TIME OF HEARING: 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1034RG18 – City of Riverside (Representative: Doug Darnell)– City Planning Case No. P18-0865. A proposal to amend the City of Riverside’s Zoning Code (Title 19 of the Riverside Municipal Code), primarily updating the provisions of Chapter 19.442 relating to Accessory Dwelling Units (previously known as second units) to comply with State laws enacted in 2016 and subsequent years. Pursuant to this amendment, accessory dwelling units (ADUs) would be allowed in the R-3 and R-4 zones on existing lots not greater than 0.25 acre in size in conjunction with an existing or proposed primary single-family residence, and on existing lots at least 30,000 square feet in size with existing primary single-family residences. The Incidental Use Table (19.150.020B) would be amended to reflect this change. Table 19.580.060 relating to parking space requirements would be amended so as to delete requirements for an additional parking space in certain circumstances. Finally, the definitions section would be amended to provide that, in addition to detached or attached structures, an ADU may be located within a primary single-family residential dwelling. ADUs would be required to include permanent provisions for living, sleeping, cooking, eating, and sanitation. (In contrast, accessory living quarters are located in an accessory structure, but have no kitchen facilities and unlike an ADU, cannot be rented or otherwise used as a separate dwelling unit.) (Citywide)

**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.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1338MA18 – CHI/Acquisitions, L.P (Representative: EPD Solutions, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180023 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to construct a 203,445 square foot industrial warehouse building with second floor mezzanine on 9.6 gross acres.

**PROJECT LOCATION:** The site is located on the northwest corner of Harvill Avenue and Rider Street, in the unincorporated community of Mead Valley, approximately 11,137 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Warehouse – 1 person per 500 square feet.

The project proposes a total of 203,445 square feet of building area, which includes 196,445 square feet of warehouse area, 3,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area, accommodating 428 people, resulting in an average intensity of 45 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200. (At this time, only the northeast corner of the building will include the office and mezzanine area.)

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (126 spaces) and dock spaces (28 spaces) provided, the total occupancy would be estimated at 217 people for an average intensity of 23 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200

If the entire building was utilized as office space (with the 50% reduction) or for manufacturing uses, the occupancy of 1,017 people would result in an average intensity of 106 people per acre, which is still consistent with the Compatibility Zone C2 criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 40,560 square feet of warehouse area, 3,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 116 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

If the entire building and loading area were utilized as office space (with the 50% reduction) or manufacturing, the single acre-area occupancy would be 238 people, which would also be consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 11,137 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,599.4 feet AMSL. The site's finished floor elevation is 1,520 feet AMSL and the proposed building height is 44 feet, for a top point elevation of 1,564 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

### **CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

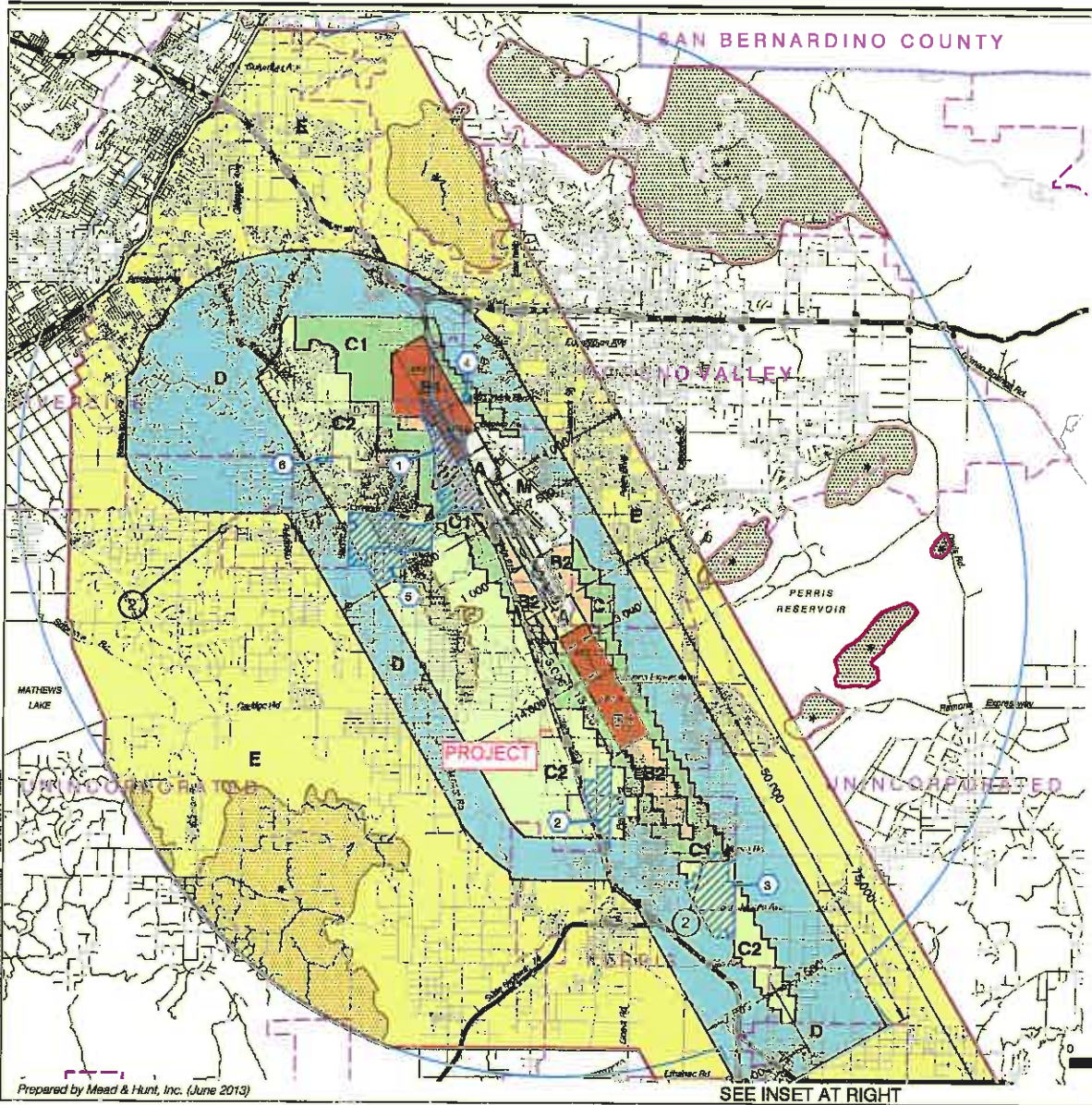
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 196,445 square feet of warehouse area, 3,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# 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 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

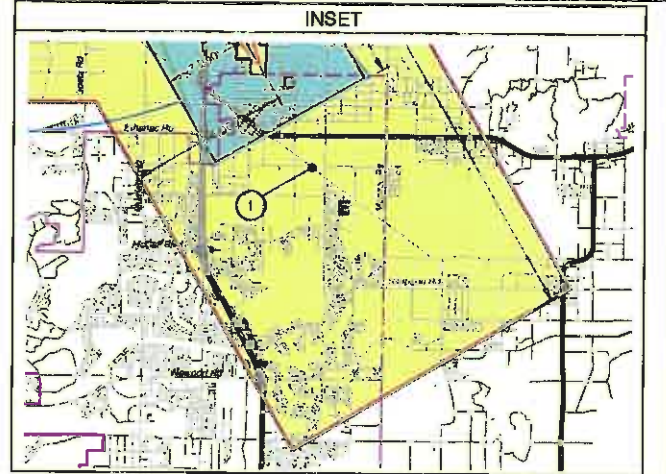
**Boundary Lines**

- 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 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

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

② Point at which departing aircraft typically reach 3,000 feet above runway end.



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



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

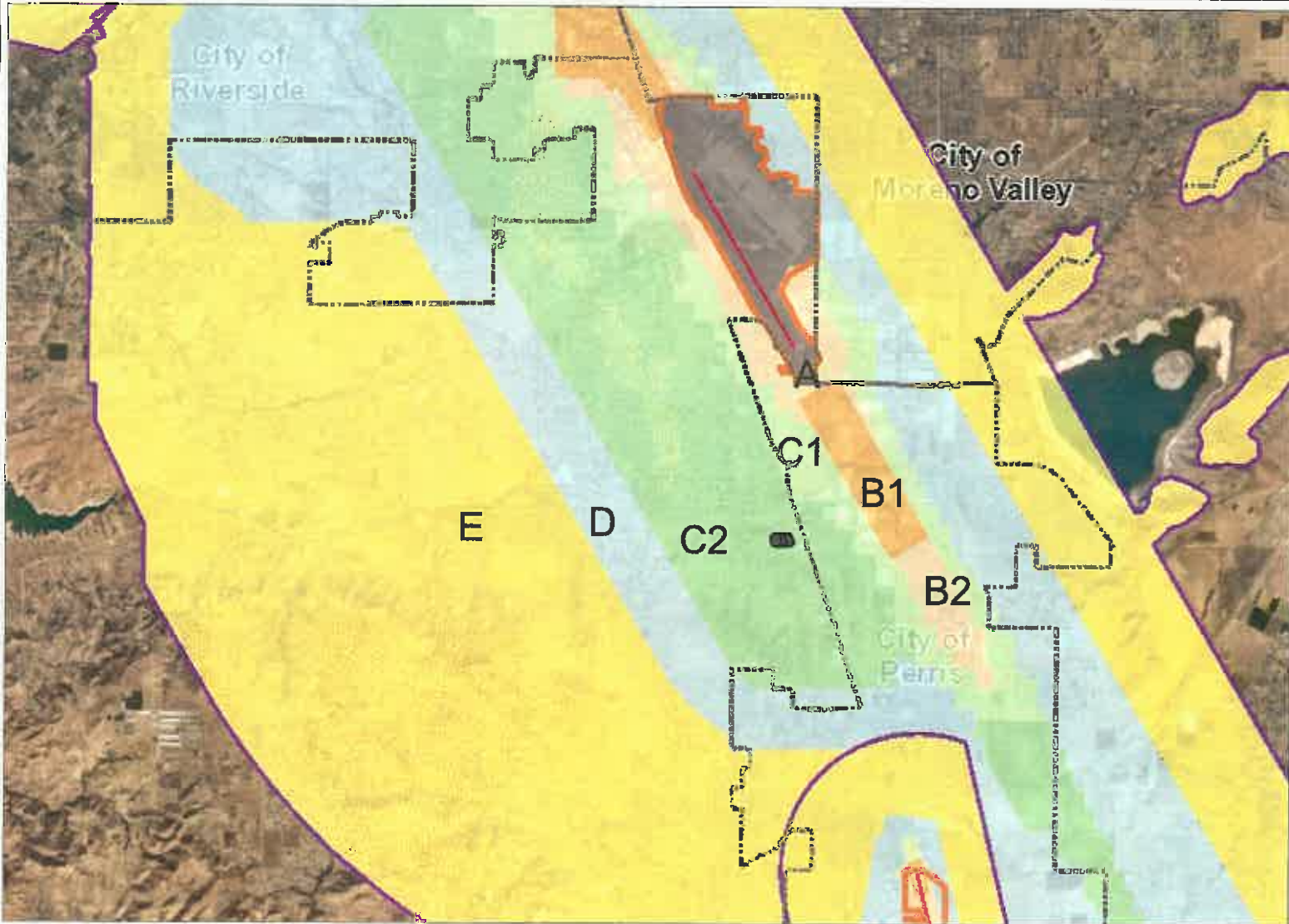
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Base map source: County of Riverside 2013



# Map My County Map



**Legend**

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

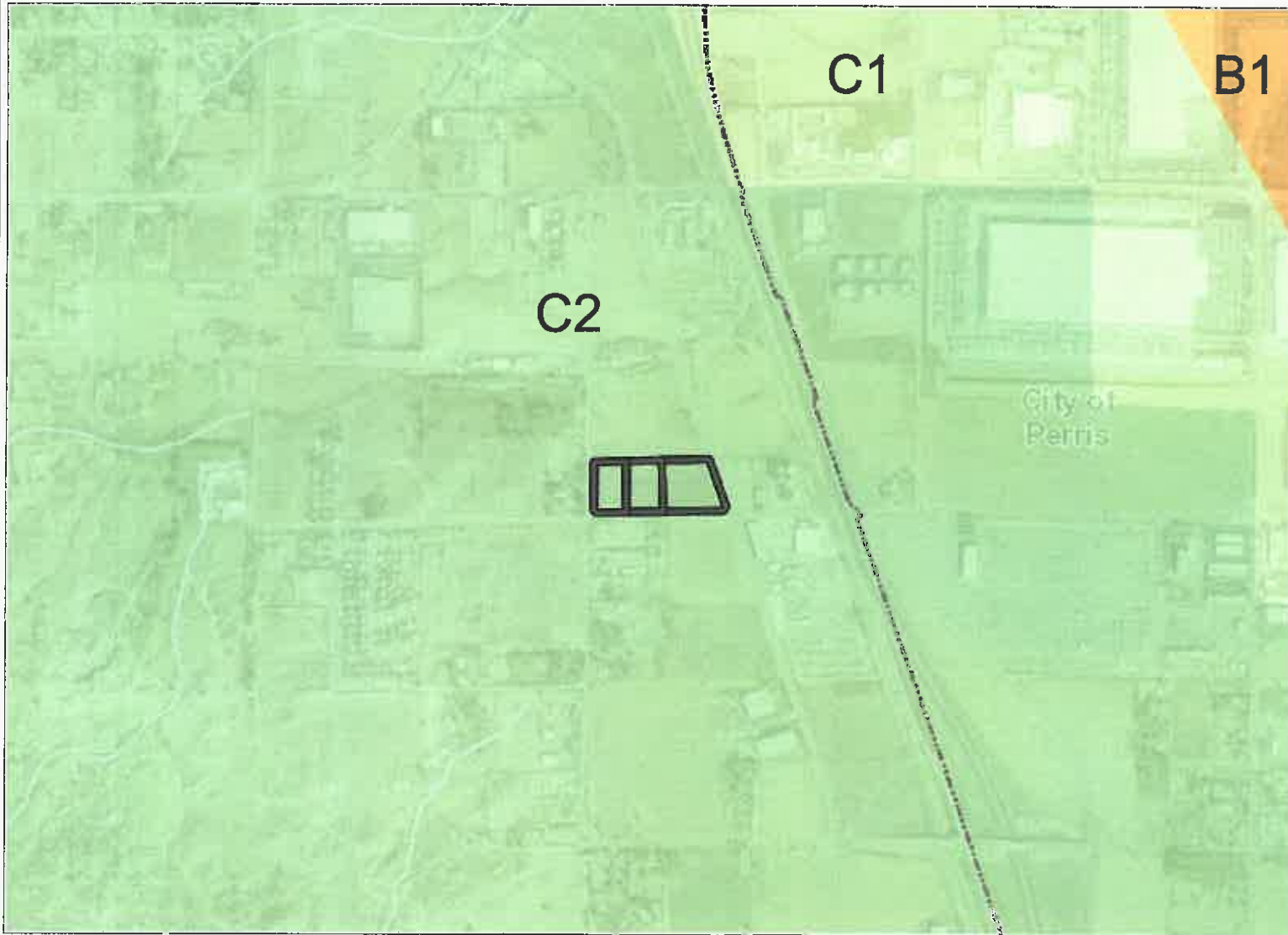


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**Notes**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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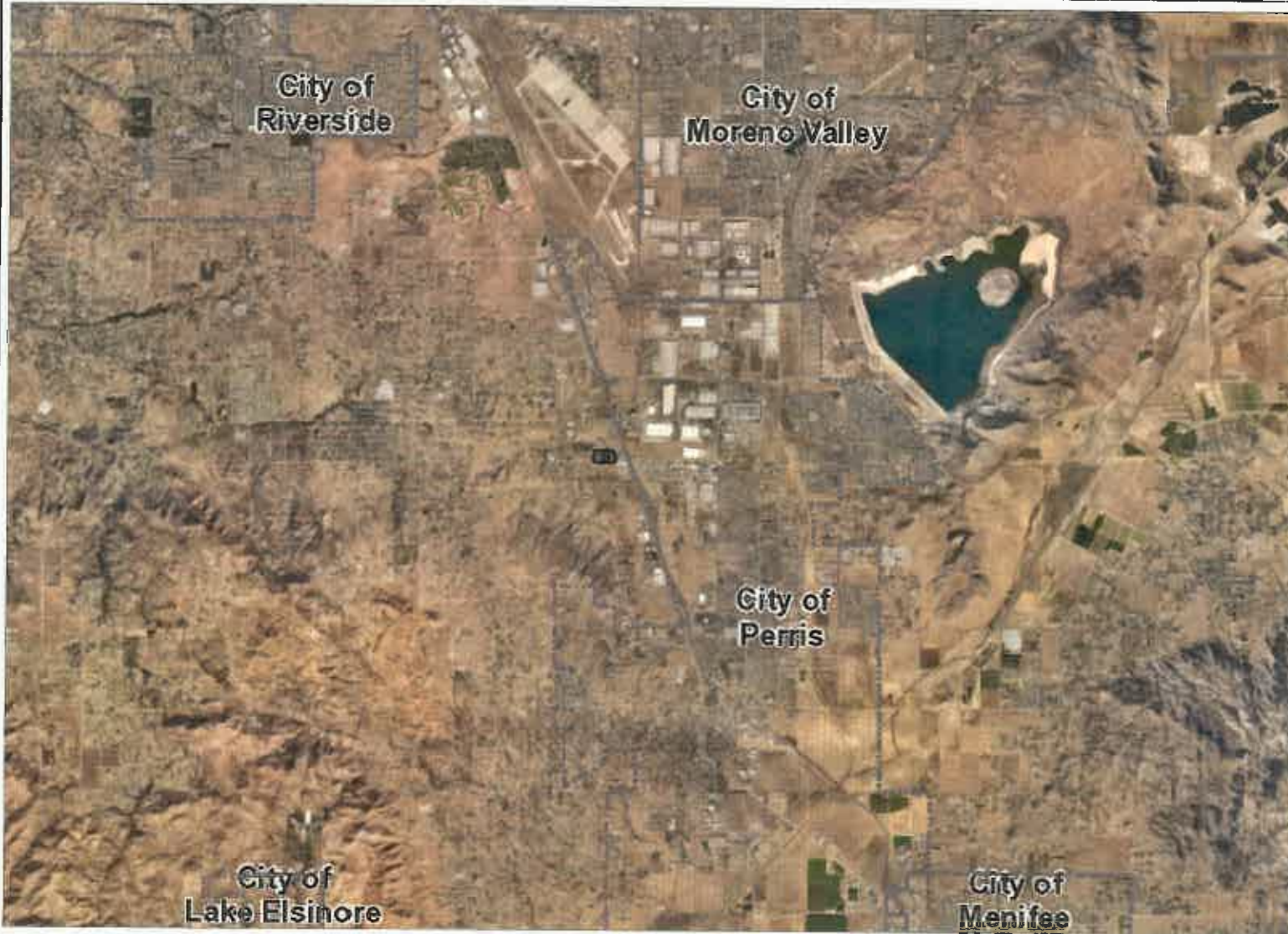


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## Notes

# Map My County Map



## Legend

- City Areas
- World Street Map



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## Notes

# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes



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# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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**Notes**



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# Map My County Map



**Legend**

- Blue line Streams
- City Areas
- World Street Map

**Notes**



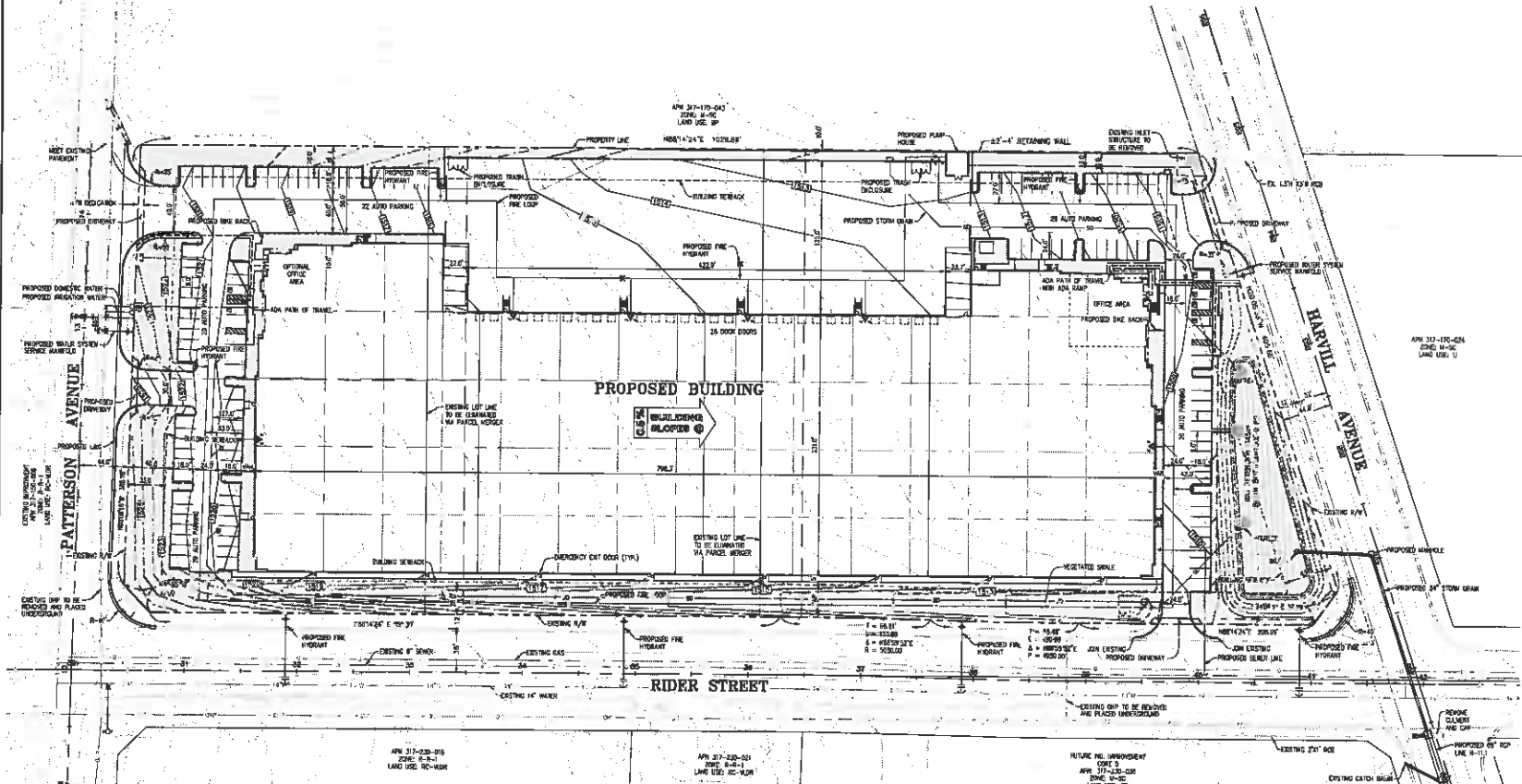
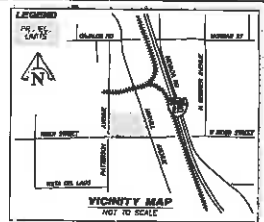
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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# IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA HARVILL AT RIDER INDUSTRIAL - PLOT PLAN



**OWNER/APPLICANT**  
CROW HOLDINGS INDUSTRIAL  
C/O CHANDRATIONS CA, L.P.  
JACED PRINCE  
527 W. 7TH STREET, 6TH  
LOS ANGELES, CA 90014  
(844)478-1885

**CIVIL ENGINEER**  
HUITT-ZOLLARS  
JOHN ZOLLARS  
3900 CONOURS, SUITE 310  
ONTARIO, CA 91764  
(909)41-7799

**ARCHITECT**  
RGA  
RGA CELL  
12231 ALTON PARKWAY, SUITE 100  
IRVINE, CA 92618  
(949)341-0220

**ASSessor'S PARCEL NUMBERS**  
37-170-040-2  
37-170-041-0  
37-170-041-3

**LAND USE/ZONING**  
EXISTING LAND USE: VACANT  
PROPOSED LAND USE: INDUSTRIAL  
EXISTING & PROPOSED ZONING: I-1  
RIVERSIDE COUNTY SPECIFIC PLAN: P00

**TOPOGRAPHY**  
HILLING-GEORGINO INC.  
3472 WEST HIGHWAY 10  
REDLANDS, CA 92373  
(909)786-2873  
MAY 7, 2018

**UTILITY COMPANIES**  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
SEWER: EASTERN MUNICIPAL WATER DISTRICT  
ELECTRIC: SOUTHERN CALIFORNIA Edison  
CABLE: FRONTIER  
GAS: SOUTHERN CALIFORNIA GAS COMPANY

**SITE ADDRESS**  
NORTHWEST CORNER OF HARVILL AVENUE  
AND RIDER STREET,  
UNINCORPORATED AREA OF RIVERSIDE  
COUNTY, CALIFORNIA 92570

**BALEWORK**  
CITY: 14000  
FILL: 27,300  
REINFORCEMENT: 6,000  
RETS: 18,000 SHORT

**SCHOOL DISTRICT**  
VAL VERDE UNIFIED SCHOOL DISTRICT

**PRODUCT DATA**  
NET LOT COVERAGE 43.72%  
F.A.R. COVERAGE 48.75%  
GROSS SITE AREA 417,554 SF  
NET SITE AREA 416,415 SF  
TOTAL BUILDING AREA 226,448 SF  
MAX BUILDING HEIGHT 44 FT  
PARKING REQUIRED:  
OFFICE (1/2,000=2,000SF) 28 STALLS  
MANUFACTURE (1/2,000=2,000SF) 58 STALLS  
TOTAL 126 STALLS

**PARKING PROVIDED:**  
STANDARD STALLS 110 STALLS  
ACCESSIBLE STALLS 6 STALLS  
EXCESSIVE STALLS 10 STALLS  
TOTAL 126 STALLS

**BIKE PARKING (AS REQUIRED)** 0 BIKES  
LANDSCAPE PROVIDED (150) 82,816 SF  
LANDSCAPE REQUIRED 87,418 SF  
PAVED AREA 130,577 SF

**SEE SHEET # FOR:**  
CONCEPT GRADING  
DATE PREPARED  
AUGUST 14, 2018

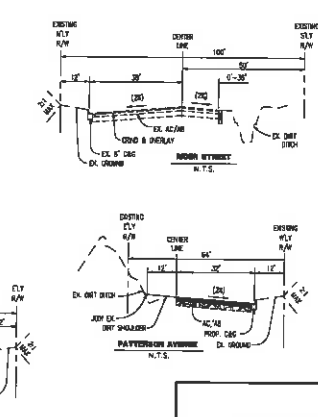
- NOTES:**
- 2008 THOMAS BROS. MAP PAGE 777, GRID D3
  - THIS AREA IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
  - THIS AREA IS NOT SUBJECT TO EROSION OR OTHER GEOLOGIC HAZARDS NOTED WITHIN ANY SPECIAL STUDIES ZONE.
  - FEMA COMMUNITY PANEL NO. 0060521400 AND 006051400, ZONE X, COUNTY OF RIVERSIDE.
  - THIS PROJECT IS WITHIN A SPECIFIC PLAN ("A" STREET CORRIDOR #100)
  - THIS PROPERTY IS WITHIN FLOOD HAZARD, OR FLOOD HAZARD.
  - THIS PROJECT IS LOCATED WITHIN ZONE C-2 OF THE MARION AS RESERVE BASE APPORT COMPATIBILITY ZONES AND WILL RECEIVE REVIEWS BY AIRPORT LAND USE COORDINATOR (ALUC).
  - THIS PROJECT IS WITHIN COUNTY SERVICE AREA - PERRIS SB.
  - THIS PROJECT IS WITHIN FIRM SEWER AND WATER SERVICE AREA.
  - ALL EXISTING UTILITIES ON THIS PLAN ARE APPROXIMATE IN LOCATION AND SIZE.
  - PARKING STALLS ARE STANDARD 8'x12'
  - THERE IS NO OPEN CHANNELS PROPOSED ON THIS SITE.
  - THERE IS NO EXISTING BUILDINGS ON THIS SITE.
  - THERE ARE NO HOMELESS HOMES OR RECREATIONAL VEHICLES ON THIS SITE.
  - PARKING LOT SHALL BE CONCRETE WITH CONCRETE CURBS AND GUTTERS MINIMUM GRADE FOR CONCRETE IS 0.00%.
  - REFER TO APPROVED ARCHITECTURAL ELEVATIONS FOR WALL FENCING, AND TRASH ENCLOSURE DETAILS.
  - ALL DRIVEWAYS ARE PER COUNTY STANDARD NO. 207A.
  - ALL GATES SHALL BE PROVIDED WITH WHOLE BOX ENTRY FOR FIRE DEPARTMENT.
  - THERE ARE NO OUTDOOR STORAGE OR SERVICE AREAS BEING PROPOSED.
  - OVERHEAD LINES ALONG PATTERSON ARE TO BE REMOVED AND PLACED UNDERGROUND. POWER POLE ON THE NORTH SIDE OF RIDER IS TO BE REMOVED AND OVERHEAD LINES PLACED UNDERGROUND.
  - THE PROJECT IS WITHIN CITY OF PERRIS SPHERE OF INFLUENCE.
  - THE PROJECT IS WITHIN MEAD VALLEY MUNICIPAL ADVISORY COUNCIL.

**LEGAL DESCRIPTION:** LEGAL DESCRIPTION IS FOR A PRELIMINARY FILE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, GROUP INC. AND SHOULD BE READ IN CONJUNCTION WITH THE RECORDS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

**PARCEL 1:** (APNs: 37-170-040-2) PARCEL 1 IS A 50' LOT LINE ADJUSTMENT NO. 5278 AS EVIDENCED BY DOCUMENT RECORDED SEPTEMBER 17, 2008 AS INSTRUMENT NO. 2008-029248 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF PARCEL 2 TOGETHER WITH THE EASTERLY 37.00 FEET OF PARCEL 3 OF PARCEL MAP NO. 24737, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PLOT MAP FILED IN BOOK 177 PAGES 85 AND 86, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**PARCEL 2:** (APNs: 37-170-041-0) PARCEL 2 IS A 50' LOT LINE ADJUSTMENT NO. 5278 AS EVIDENCED BY DOCUMENT RECORDED SEPTEMBER 17, 2008 AS INSTRUMENT NO. 2008-029248 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: PARCEL 3 TOGETHER WITH THE EASTERLY 34.00 FEET OF PARCELS 4 AND 5 OF PARCEL MAP NO. 24737, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PLOT MAP FILED IN BOOK 177 PAGES 85 AND 86, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY EXCEPT THEREFROM THE EASTERLY 34.00 FEET OF SAID PARCEL 3.

**PARCEL 3:** (APNs: 37-170-042-0) THAT CERTAIN REAL PROPERTY AS SHOWN ON CERTIFICATE OF PARCEL MAP NO. 1789 RECORDED NOVEMBER 02, 2008 AS INSTRUMENT NO. 2008-028181 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: PARCELS 4 AND 5 OF PARCEL MAP NO. 24737, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PLOT MAP FILED IN BOOK 177 PAGES 85 AND 86, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, INCLUDING THEREFROM THE EASTERLY 34.00 FEET OF SAID PARCELS 4 AND 5, AS REDESIGNED AS PARCEL 1, 2, 3 AND 4 OF A WAY CERTAIN NOTED ON LOT LINE ADJUSTMENT NO. 5278 RECORDED SEPTEMBER 17, 2008 AS INSTRUMENT NO. 2008-029248 OF OFFICIAL RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.



**LEGEND**

- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA
- SET BACK LINE
- PROPOSED REDUCE LINE
- PROPOSED ADA PATH
- PROPOSED STORM DRAIN
- PROPOSED FLOW LINE
- EXISTING SCHOOL
- EXISTING WATER
- EXISTING GAS
- EXISTING ELECTRIC
- PROPOSED GRATING INLET
- PROPOSED CURB OPENING INLET
- PROPOSED FINISH FLOOR ELEVATION
- TOP OF PAVEMENT
- TOP OF GRADE
- FL FLOORLINE
- CURB FACE
- FINISHED SURFACE
- DOUBLE DETECTOR CHECK ASSEMBLY
- GRASS BREAK
- LANDSCAPE AREA
- HIGH POINT
- LOW POINT
- TYPICAL
- CURB AND OUTER

**PLOT PLAN**  
CROW - HARVILL AT RIDER INDUSTRIAL  
PATTERSON AVENUE, HARVILL AVENUE & RIDER STREET  
COUNTY OF RIVERSIDE

**HUITT-ZOLLARS**  
3900 CONOURS, SUITE 310  
ONTARIO, CA 91764  
(909)41-7799  
WWW.HUITT-ZOLLARS.COM

**DATE PREPARED**  
AUGUST 14, 2018

**SCALE**  
1" = 40'

**PROJECT NO.**  
H-Z 1189

**SHEET**  
1 OF 2

**DATE**  
AUG 14, 2018

**BY**  
J.M.

**CHECKED BY**  
J.M.

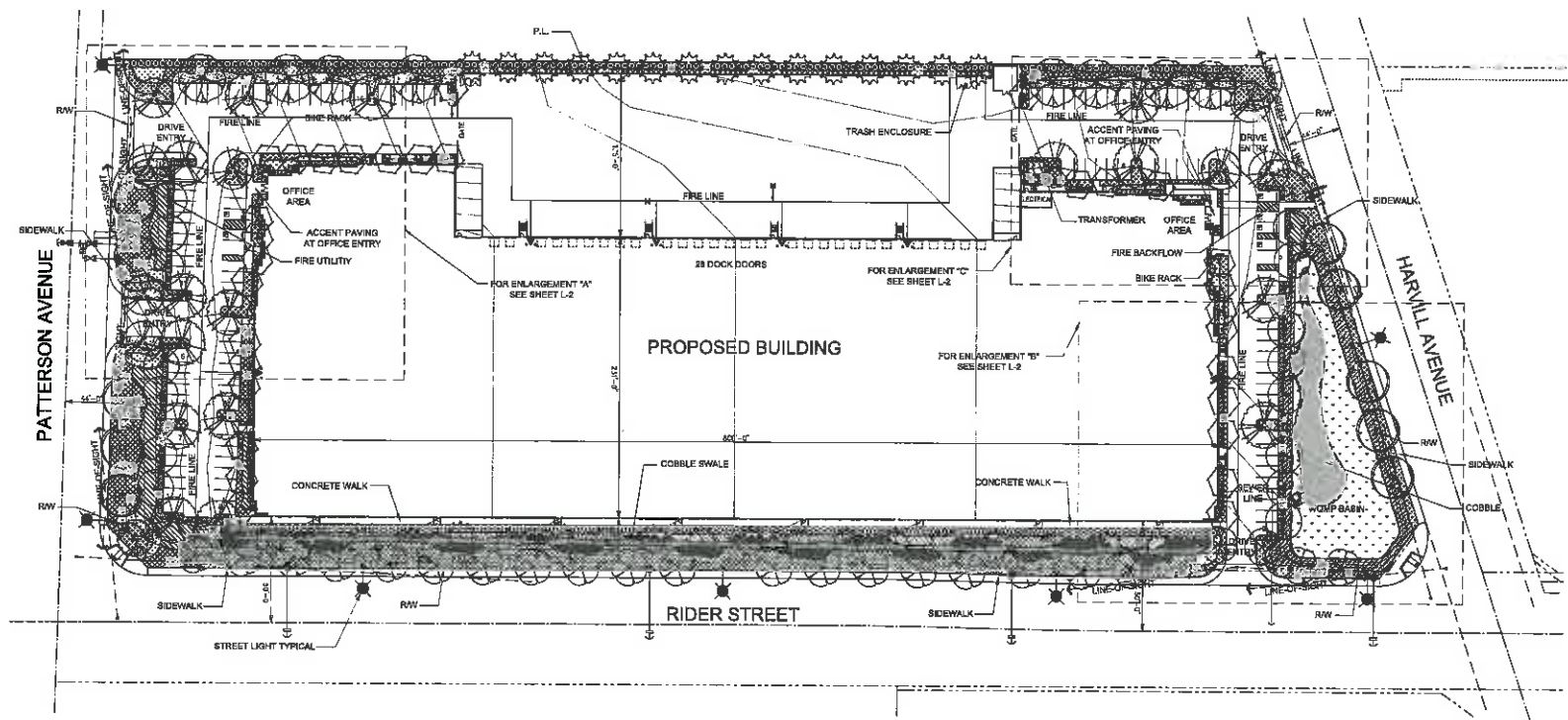
**DATE**  
AUG 14, 2018











**PLANT SCHEDULE**

TREE	BOTANICAL NAME / COMMON NAME	CONT	WALKER	QTY
	Castleberry / Coast Mahoe / Thomson Palo Verde	28" dia	Low	1
	Kalmia latifolia / Chinese Flame Tree - Standard	24" dia	Med	23
	Xanthoxylum / Chinese Flame Tree - Standard	48" dia	Med	1
	Pinus edulis / Afghan Pine	12" dia	Low	1
	Pinus edulis / Afghan Pine	24" dia	Low	1
	Platanus x acerifolia / London Plane Tree	24" dia	Med	10
	Pinus strobus / Chinese Mistletoe	24" dia	Low	1
	Quercus agrifolia / Southern Live Oak	24" dia	Med	11
	Pinus strobus / Atlas Cedar	24" dia	Low	13
	Pinus strobus / Database Box	24" dia	Low	1

**CONCEPT PLANT SCHEDULE**

Symbol	Description
	...
	...
	...
	...
	...
	...

**NOTES**

- ALL TREES WITHIN 4' OF HARDSCAPE SHALL BE IN A SHALLOWER LINEAR (LEAF AROUND NOT ALLOWED) ROOT BARRIER OR NON-LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 2' IN BOTH DIRECTIONS FOR A TOTAL OF 4'.
- NOTE: CONTRACTOR TO INSTALL CONCRETE MONUMENTS TO DEFINE THE FOLLOWING AREAS: BETWEEN DRIVEWAYS AND PARKING AREAS.
- NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.
- TREES SHALL BE STAKED WITH 3/8" STAKES AND A TREE TAG PER COUNTY STANDARD DETAILS. USE TREE STAKES WITH 2" DIAMETER BRASS FINISH TIPS.
- TREES SHALL HAVE BREATHING TUBES PER COUNTY STANDARD DETAILS.
- PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTERNAL WITH OR DOWNWARD INTO THE 6" WIDE CURB.
- THE FOLLOWING ITEMS WILL BE INCORPORATED INTO THE FINAL IRRIGATION DESIGN PLANS & SPECIFICATIONS:
  - SMART CONTROLLER WITH AN ET GAUGE WITH ACCESS TO REAL-TIME ET (MANUAL CONTROLLER SAVING SHALL BE LAZY COMMERCIAL)
  - WATER VALVE AND FLOW SENSOR (IDEAL FOR PRIVATE RESIDENTIAL LOTS)
  - RAIN SENSING DEVICE
  - ANTI-DRAIN CHECK VALVE
  - PRESSURE REGULATOR (IF NEEDED)
  - HYDRONOTES WILL BE PROPERLY DESIGNATED
  - NO OVERHEAD IRRIGATION WITHIN 4' OF NON-PERMEABLE SURFACES. NO RESTRICTIONS TO METHOD OF ADJUSTMENT TO PERMEABLE SURFACES WITH NO FLOW/TIME SENSITIVITY
  - SUBSURFACE OR LITHIUM IRRIGATION SHALL BE USED FOR FREQUENTLY SHAPED AREAS OR AREAS LESS THAN 10 FEET IN WIDTH
  - ALL IRIGATOR UTILITY LINES ARE TO BE COVERED WITH APPROPRIATE CURBS
  - ALL PLANT MATERIAL MUST BE PROTECTED BY A CURB 6" HIGH AND PROTECTED FROM VEHICULAR ENCROACHMENT OR OTHER DAMAGE.

**SHREDDED MULCH NOTE**

ALL SLOPE AREAS AND SLOPE AREAS TO RECEIVE A 4" LAYER OF SHREDDED COVER MULCH AND ANY NON-PLANTED AREAS TO RECEIVE A 2" LAYER OF SHREDDED MULCH AVAILABLE FROM (SANTOYOROS) (651) 753-9106.

**IRRIGATION CONCEPT STATEMENT**

IRRIGATION TO BE A COMBINATION OF DRIP, BUTTURAL AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDRONOTES. SPINALS WILL BE SET BACK 4' FROM NON-PERMEABLE PAVING IN ORDER TO PREVENT OVER-SPLAY AND NON-EFFICIENT IRRIGATION. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 860.

**STATEMENT OF COMPLIANCE**

I, the undersigned, agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 860 of the County of Riverside, California, and the requirements of the Division of Agriculture and the Department of Water Resources with the approved Landscape Concept Plan. Should the ordinance be revised, these plans may be subject to change based on the updated ordinance.

*[Signature]*  
 Date: \_\_\_\_\_  
 Brian K. Frank - Landscape Architect

**MAINTENANCE NOTE**

THIS PROPERTY FOR BOTH ON-SITE AND OFF-SITE (DOW) WILL BE MAINTAINED BY THE OWNER OF THIS PROPERTY.

**IRRIGATION CONCEPT STATEMENT**

IRRIGATION TO BE A COMBINATION OF DRIP, BUTTURAL AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDRONOTES. SPINALS WILL BE SET BACK 4' AWAY FROM NON-PERMEABLE PAVING IN ORDER TO PREVENT OVER-SPLAY AND NON-EFFICIENT IRRIGATION. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 860.

**STATEMENT OF COMPLIANCE**

I, the undersigned, agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 860 of the County of Riverside, California, and the requirements of the Division of Agriculture and the Department of Water Resources with the approved Landscape Concept Plan. Should the ordinance be revised, these plans may be subject to change based on the updated ordinance.

*[Signature]*  
 Date: \_\_\_\_\_  
 Brian K. Frank - Landscape Architect

**PRELIMINARY LANDSCAPE PLAN**

PROJECT LOCATION: RIDER COMMERCIAL CENTER  
 00000 RIDER STREET  
 COUNTY OF RIVERSIDE, CA

DESIGNED BY: BFK  
 DATE: 8-10-16  
 JOB NO: RGA00102  
 SHEET NO: 1 of 8 SHEETS

SCALE: 1" = 40'

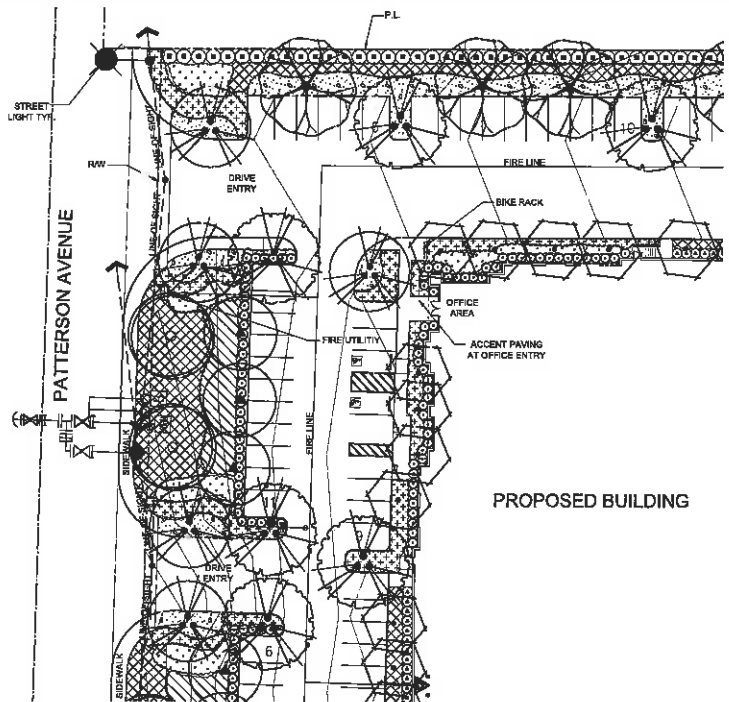
*[North Arrow]*

*[Professional Seal]*

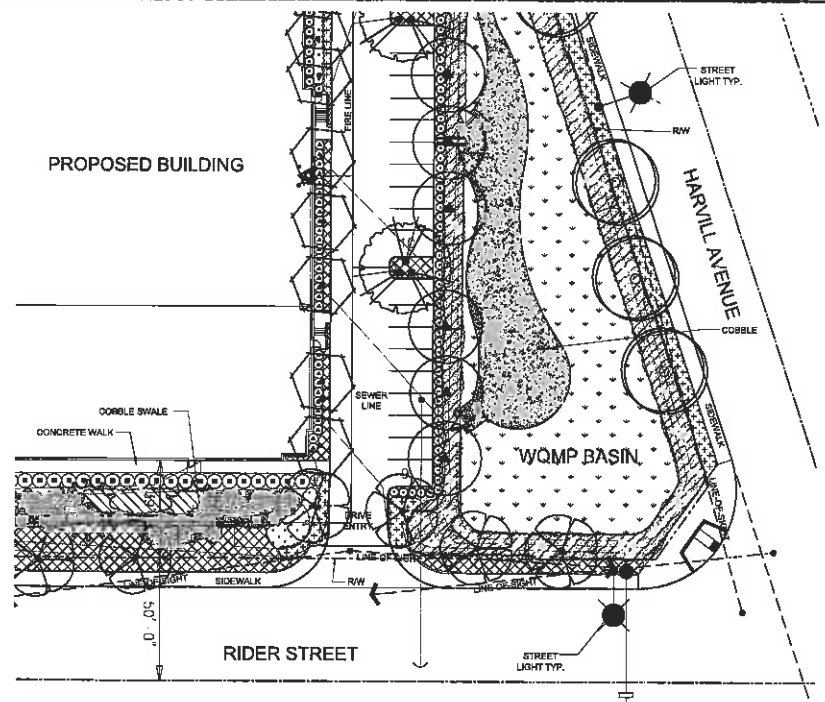
**EnviroN**  
 LANDSCAPE ARCHITECTURE  
 1111 UNIVERSITY AVENUE, SUITE 100, RIVERSIDE, CA 92507  
 (951) 514-1111

**Crow Holdings**  
 INCORPORATED

ENVIRONMENTAL



**ENLARGEMENT "A"**  
**NORTH WEST CORNER**  
 (SCALE 1"= 20'-0")



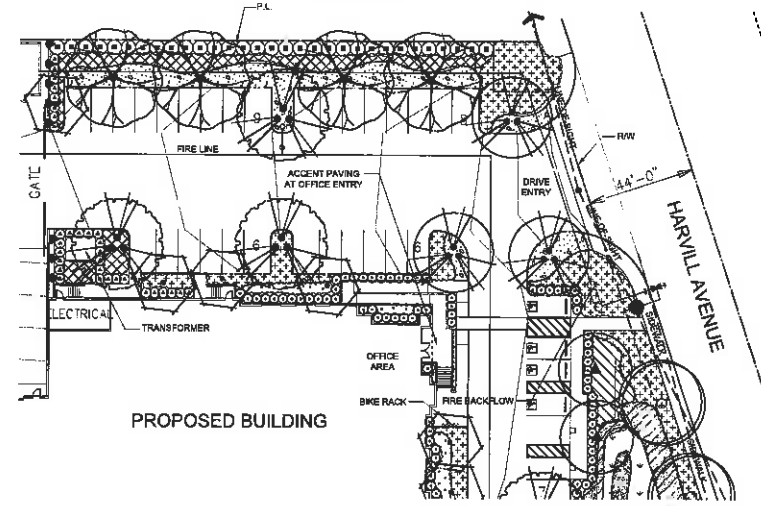
**ENLARGEMENT "B"**  
**SOUTH EAST CORNER**  
 (SCALE 1"= 20'-0")

**PLANT SCHEDULE**

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	QUANTITY	NOTES
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	31

**CONCEPT PLANT SCHEDULE**

	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Low	1
	Platanus x Spontanea / Tree Platanus	24"300	Med	1



**ENLARGEMENT "C"**  
**NORTH EAST CORNER**  
 (SCALE 1"= 20'-0")

DATE FOR CHECK: 05-16-18  
 If approved by the Design Review Committee, the applicant shall be required to submit a final landscape plan to the County of Riverside for review and approval. The final landscape plan shall be submitted to the County of Riverside within 30 days of the date of approval of the Design Review Committee. The final landscape plan shall be submitted to the County of Riverside within 30 days of the date of approval of the Design Review Committee.

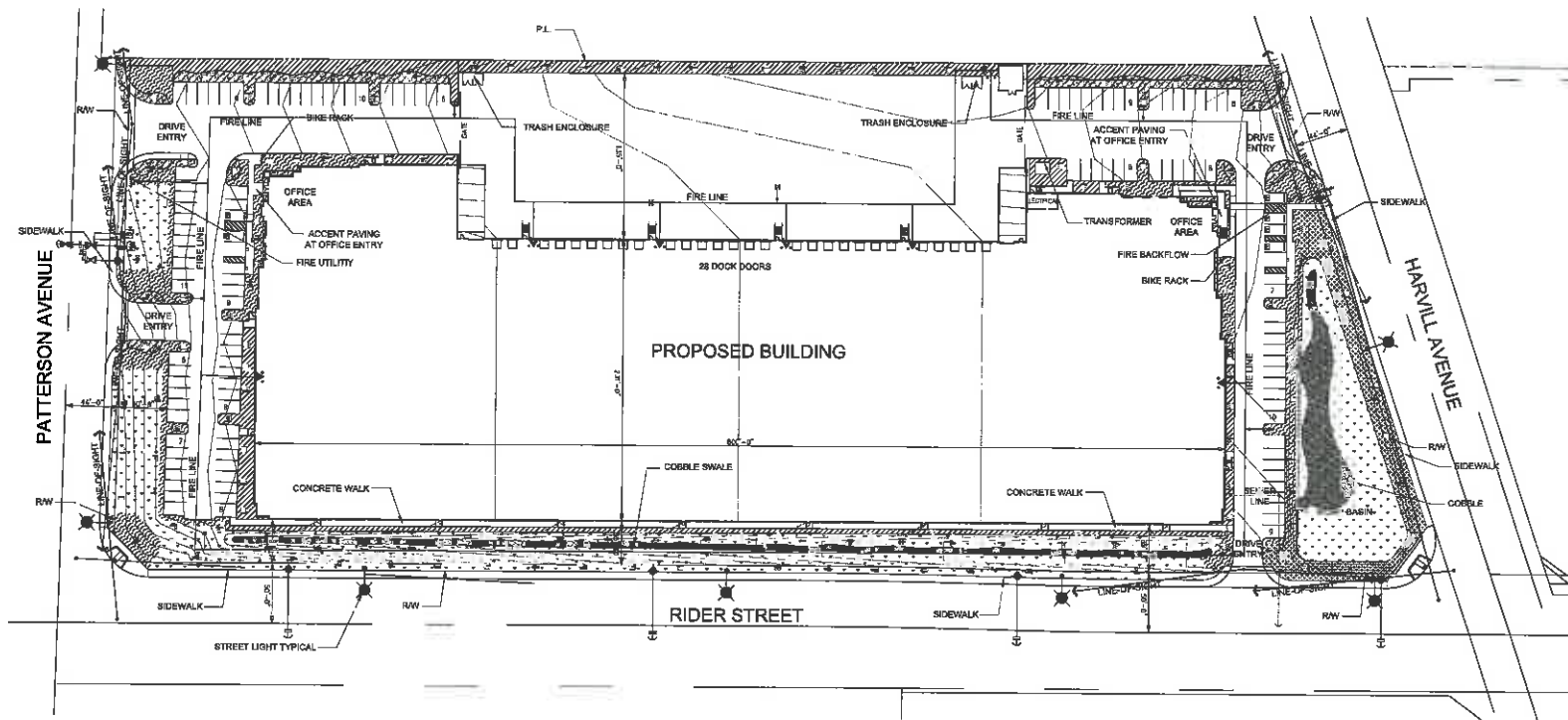


COUNTY OF RIVERSIDE  
 PRELIMINARY LANDSCAPE PLAN  
 RIDER COMMERCE CENTER  
 00000 RIDER STREET  
 COUNTY OF RIVERSIDE, CA

DRAWN BY: DATE  
 DFK 8-10-18  
 JOB NO.  
 RGA00102  
 SHEET NO.  
**L-2**  
 2 OF 5 SHEETS

ENVIRON  
 ENVIRONMENTAL DESIGN  
 10000 W. 14TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 PH: 303.733.1100  
 WWW.ENVIRON.COM

Crow Holdings  
 INDUSTRIAL



**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION	QTY
[Symbol]	HYDROZONE 1 - DRIP IRRIGATION - SHRUBS & GROUND COVER LOW WATER USE	15,365 sf
[Symbol]	HYDROZONE 2 - DRIP IRRIGATION - SHRUBS & GROUND COVER MID WATER USE	14,176 sf
[Symbol]	HYDROZONE 3 - OVERHEAD SPRAY - WYOMI GRASS, SHRUBS, & GROUND COVER LOW WATER USE	42,086 sf
[Symbol]	HYDROZONE 4 - OVERHEAD SPRAY - SHRUBS & GROUND COVER - MEDIUM WATER USE	8,820 sf
[Symbol]	HYDROZONE 5 - BUBBLER IRRIGATION - TREES - MODERATE WATER USE	2,648 sf
[Symbol]	HYDROZONE 6 - BUBBLER IRRIGATION - GRASS WITH TREES, SHRUBS, & GROUND COVER - VERY LOW WATER USE	4,521 sf
[Symbol]	HYDROZONE 7 - COBBLE	7,781 sf

Reference Project	Plant Factor	Application	Evapotranspiration (ET <sub>p</sub> )	ETAP	Non-Overhead	Overhead	Indicated Total
Reference	ET <sub>p</sub>	ET <sub>p</sub>	ET <sub>p</sub>	ET <sub>p</sub>	ET <sub>p</sub>	ET <sub>p</sub>	ET <sub>p</sub>
Hydrozone 1	0.3	0.81	0.37	11,044	9914	20777	31746
Hydrozone 2	0.3	0.81	0.42	11,044	9914	20777	31746
Hydrozone 3	0.3	0.81	0.42	42,086	16,834	58920	163206
Hydrozone 4	0.3	0.81	0.42	8,820	4,853	13,673	26,526
Hydrozone 5	0.3	0.81	0.42	2,648	1,394	4,042	8,136
Hydrozone 6	0.3	0.81	0.42	4,521	1,988	6,509	13,018
Hydrozone 7	0	0.79	0.00	7,781	0	7,781	15,562
<b>Total</b>				<b>89,947</b>	<b>38,728</b>	<b>128,675</b>	<b>157,403</b>

Area	ETAP	Total
Site Landscape Areas	128,675	128,675
Streambed	0	0
Streambank	0	0
Stream	0	0
<b>Total</b>	<b>128,675</b>	<b>128,675</b>

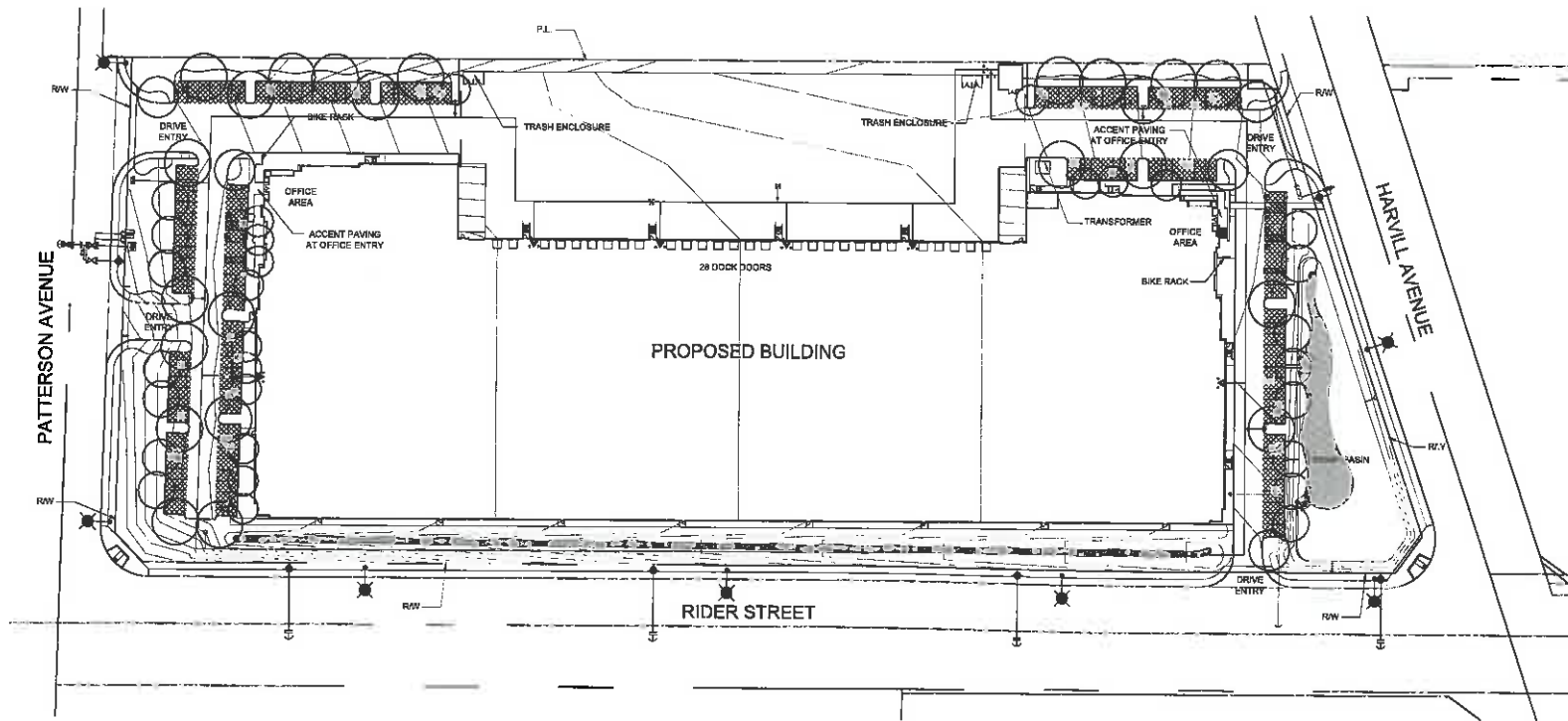
Stream Allowed Water Allowance (660000)



SHEET TITLE: HYDROZONE MAP & WATER USE CALCS  
PROPOSED DEVELOPMENT:  
**RIDER COMMERCE CENTER**  
00000 RIDER STREET  
COUNTY OF RIVERSIDE, CA



Drawn by: BFK  
Date: 6-10-16  
Job No.: RG-400102  
Sheet: 10  
**L-3**  
3 of 5 SHEETS



**REFERENCE NOTES SCHEDULE**

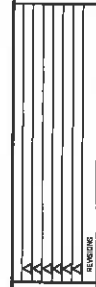
SYMBOL	DESCRIPTION	AREA
	PARKING LOT AREA	22,178 s.f.
	SHADE PROVIDED	13,264 s.f.

**SHADE TABULATION**  
 Parking area = 22,178 s.f.  
 Shade provided = 13,264 s.f.  
 by trees in parking area  
 Percentage of parking area  
 shaded by trees = 60%



SHEET TITLE: **SHADE PLAN**  
 PROPOSED DEVELOPMENT:  
**RIDER COMMERCE CENTER**  
 00000 RIDER STREET  
 COUNTY OF RIVERSIDE, CA

DRAWN BY: **BFK** DATE: **8-10-16**  
 JOB NO: **RG400102**  
 SHEET NO: **4**  
 4 OF 5 SHEETS

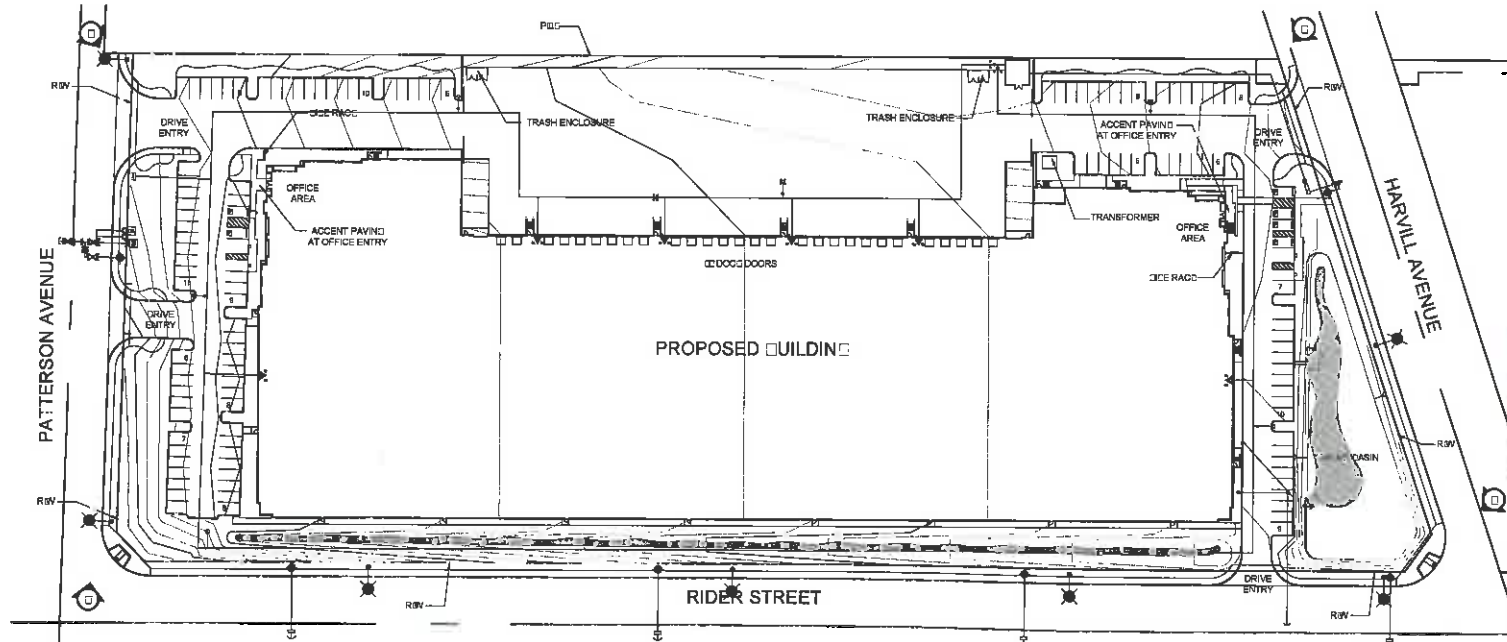




SITE PHOTO VIEW



SITE PHOTO VIEW



SITE PHOTO VIEW



SITE PHOTO VIEW



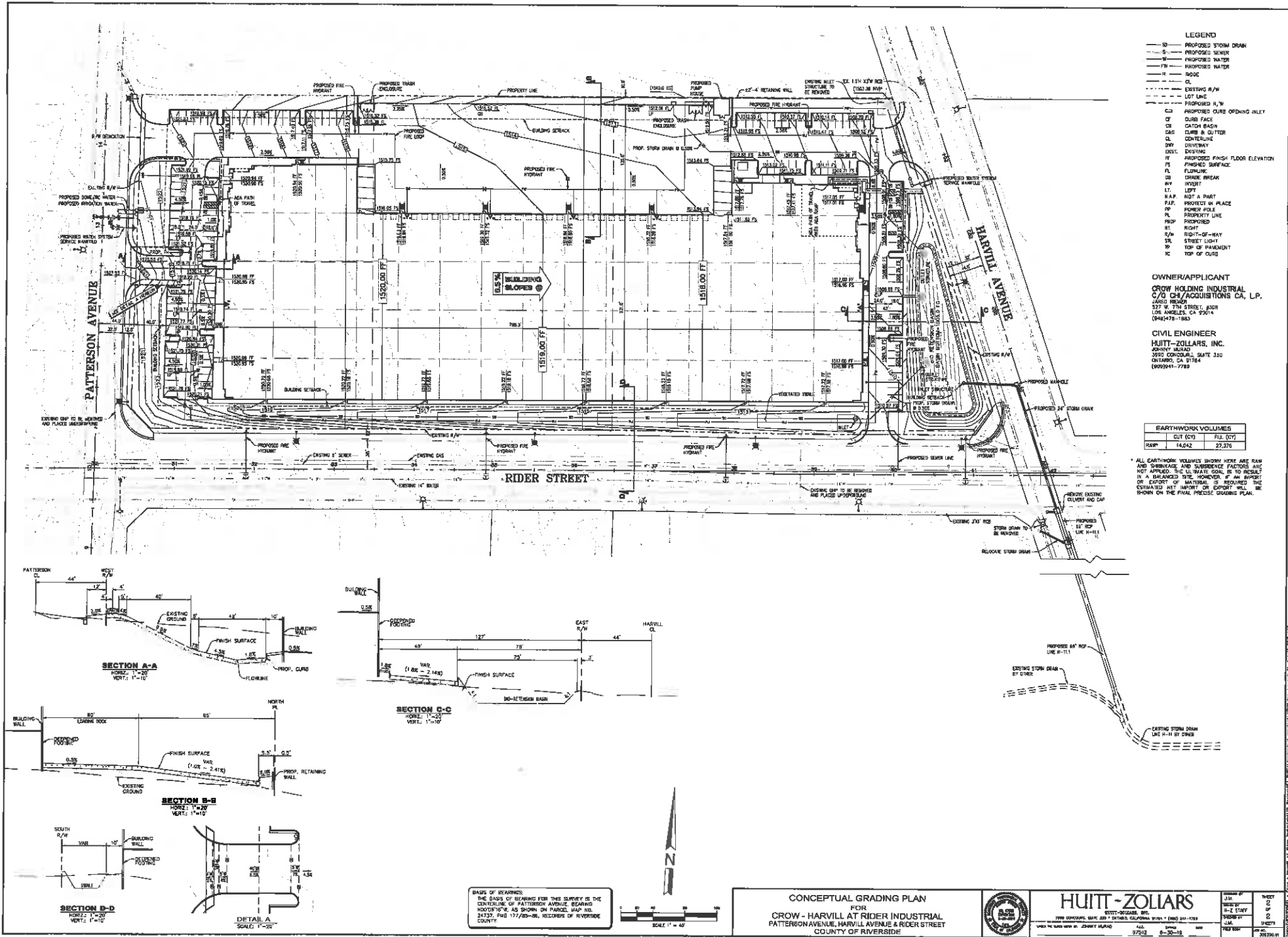
SITE PHOTO VIEW



SHEET TITLE: SITE PHOTOS  
 PROPOSED DEVELOPMENT:  
**RIDER COMMERCE CENTER**  
 11111 RIDER STREET  
 COUNTY OF RIVERSIDE, CA

DEVELOPER (IN):





- LEGEND**
- SD PROPOSED STORM DRAIN
  - S- PROPOSED SEWER
  - W PROPOSED WATER
  - FW PROPOSED FIRE WATER
  - R ROSE
  - CL
  - EXISTING R/W
  - LOT LINE
  - PROPOSED R/W
  - PROPOSED CURB OPENING INLET
  - OF
  - CB CATCH BASIN
  - C&S CURB & GUTTER
  - CL CONTROL LINE
  - DWY DRIVEWAY
  - DOSE EXISTING
  - FF PROPOSED FINISH FLOOR ELEVATION
  - FS FINISHED SURFACE
  - FL FLOWLINE
  - CB CHASE BREAK
  - HW HYDRANT
  - LT LEFT
  - M&P NOT A PART
  - SLF SLOPE PROTECT IN PLACE
  - PP POWER POLE
  - PL PROPERTY LINE
  - PROP PROPOSED
  - RT RIGHT
  - R/W RIGHT-OF-WAY
  - SL STREET LIGHT
  - SP TOP OF PARAPET
  - TC TOP OF CURB

**OWNER/APPLICANT**  
**CROW HOLDING INDUSTRIAL**  
 C/O CH/ACQUISITIONS CA, L.P.  
 3660 BROADWAY  
 137 W. 7TH STREET, 800  
 LOS ANGELES, CA 90014  
 (844)478-1183

**CIVIL ENGINEER**  
**HUITT-ZOLLARS, INC.**  
 JERRY ALABO  
 3690 CONCORD, SUITE 330  
 OAKLAND, CA 94614  
 (909)241-7789

EARTHWORK VOLUMES		
RAW	CUT (CY)	FILL (CY)
	14,642	27,375

\* ALL EARTHWORK VOLUMES SHOWN HERE ARE RAU AND OVERPAKE AND SUBMERSE FACTORS ARE NOT APPLIED. THE ULTIMATE GOAL IS TO RESULT IN A BALANCED SITE. HOWEVER, IF AN IMPORT OR EXPORT OF MATERIAL IS REQUIRED THE ESTIMATED NET IMPORT OR EXPORT WILL BE SHOWN ON THE FINAL PRECISE GRADING PLAN.

**SECTION A-A**  
 HORIZ: 1"=20'  
 VERT: 1"=10'

**SECTION C-C**  
 HORIZ: 1"=20'  
 VERT: 1"=10'

**SECTION B-B**  
 HORIZ: 1"=20'  
 VERT: 1"=10'

**SECTION D-D**  
 HORIZ: 1"=20'  
 VERT: 1"=10'

**DETAIL A**  
 SCALE: 1"=2'

**BASES OF BEARINGS:**  
 THE BASES OF BEARING FOR THIS SURVEY IS THE CENTERLINE OF PATTERSON AVENUE BEARING 100°01'00"W, AS SHOWN ON PARCEL MAP NO. 24737, FILED 12/28/06, RECORDS OF RIVERSIDE COUNTY.

**CONCEPTUAL GRADING PLAN**  
 FOR  
**CROW - HARVILL AT RIDER INDUSTRIAL**  
 PATTERSON AVENUE, HARVILL AVENUE & RIDER STREET  
 COUNTY OF RIVERSIDE



**HUITT-ZOLLARS**  
 3690 CONCORD, SUITE 330 • OAKLAND, CALIFORNIA 94614 (909) 241-7789  
 WWW.HZ.COM • JERRY ALABO

DATE	BY	CHKD BY
08/20/18	JAM	JAM
08/20/18	JAM	JAM
08/20/18	JAM	JAM



**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING:        January 10, 2019

TIME OF HEARING:        9:30 A.M.

CASE DESCRIPTION:

ZAP1338MA18 – CHI/Acquisitions, L.P. (Representative: EPD Solutions, Inc.) – County of Riverside Case No. PPT180023 (Plot Plan). A proposal to construct a 203,445 square foot industrial warehouse building with second floor mezzanine on 9.6 gross acres located on the northwest corner of Harvill Avenue and Rider Street. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner 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 Ms. Deborah Bradford of the County of Riverside Planning Department at (951) 955-6646.



# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1338 MA18 DATE SUBMITTED: 11-20-18

#### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	CHI/Acquisitions, L.P.	Phone Number 949-478-1883
Mailing Address	527 W. 7th Street, Suite 308 Los Angeles, CA 90014	Email jriemer@chindustrial.com
Representative	EPD Solutions, Inc.	Phone Number 949-278-5413
Mailing Address	2030 Main Street, Suite 1200 Irvine, CA 92614	Email andrea@epdsolutions.com
Property Owner	Granite Patterson, L.P.	Phone Number 949-623-1222
Mailing Address	4400 MacArthur Boulevard, Suite 700 Newport Beach, CA 92660	Email jeff.brown@blackrock.com

March  
C2

#### LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number 951-955-6646
Staff Contact	Deborah Bradford	Email dbradford@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor PO Box 1409 Riverside, CA 92502	Case Type Plot Plan
Local Agency Project No	PPT180023	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" 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	NW Corner of Rider and Harvill	
Assessor's Parcel No.	317-170-040-7, 317-170-041-8 & 317-170-042-9	Gross Parcel Size 9.58 Acres
Subdivision Name	N/A	Nearest Airport and distance from Airport
Lot Number	N/A	March Air Base - 6.0 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)	Site is currently undeveloped and vacant

Proposed Land Use (describe)	204,330 SF Industrial Building	
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	24 hours
	Number of People on Site	Maximum Number 408.66
	Method of Calculation	204,330 sq. ft. / 500 sq. ft./occupant = 408.66 people max building occupancy per CBC (warehouse use per Table C1 in Appendix C of ALUCP)
Height Data	Site Elevation (above mean sea level)	1506.50 - 1522 ft.
	Height of buildings or structures (from the ground)	40-44 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. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1339MA18 – LDC Industrial Realty, LLC  
(Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180025 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant proposes to construct a 207,892 square foot industrial manufacturing building with second floor mezzanine on 10.07 gross acres.

**PROJECT LOCATION:** The site is located on the southeast corner of Seaton Avenue and Perry Street, in the unincorporated community of Mead Valley, approximately 6,340 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were

used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a total of 207,892 square feet of building area, which includes 5,000 square feet first floor office area, 2,500 square feet second floor mezzanine office area, and 200,392 square feet of manufacturing area, accommodating an occupancy of 1,040 people, resulting in an average intensity of 103 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (150 spaces) and trailer spaces (33 spaces) provided, the total occupancy would be estimated at 258 people for an average intensity of 26 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 38,560 square feet of manufacturing area, 5,000 square feet of first floor office, and 2,500 square feet of second floor mezzanine office, resulting in a single acre occupancy of 230 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 6,340 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,551.4 feet AMSL. The site's finished floor elevation is 1,531 feet AMSL and the proposed building height is 47 feet, for a top point elevation of 1578 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the

FAAOES was made, and Aeronautical Study Number 2018-AWP-17869-OE has been assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a “Work in Progress” status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

**CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children’s schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers;

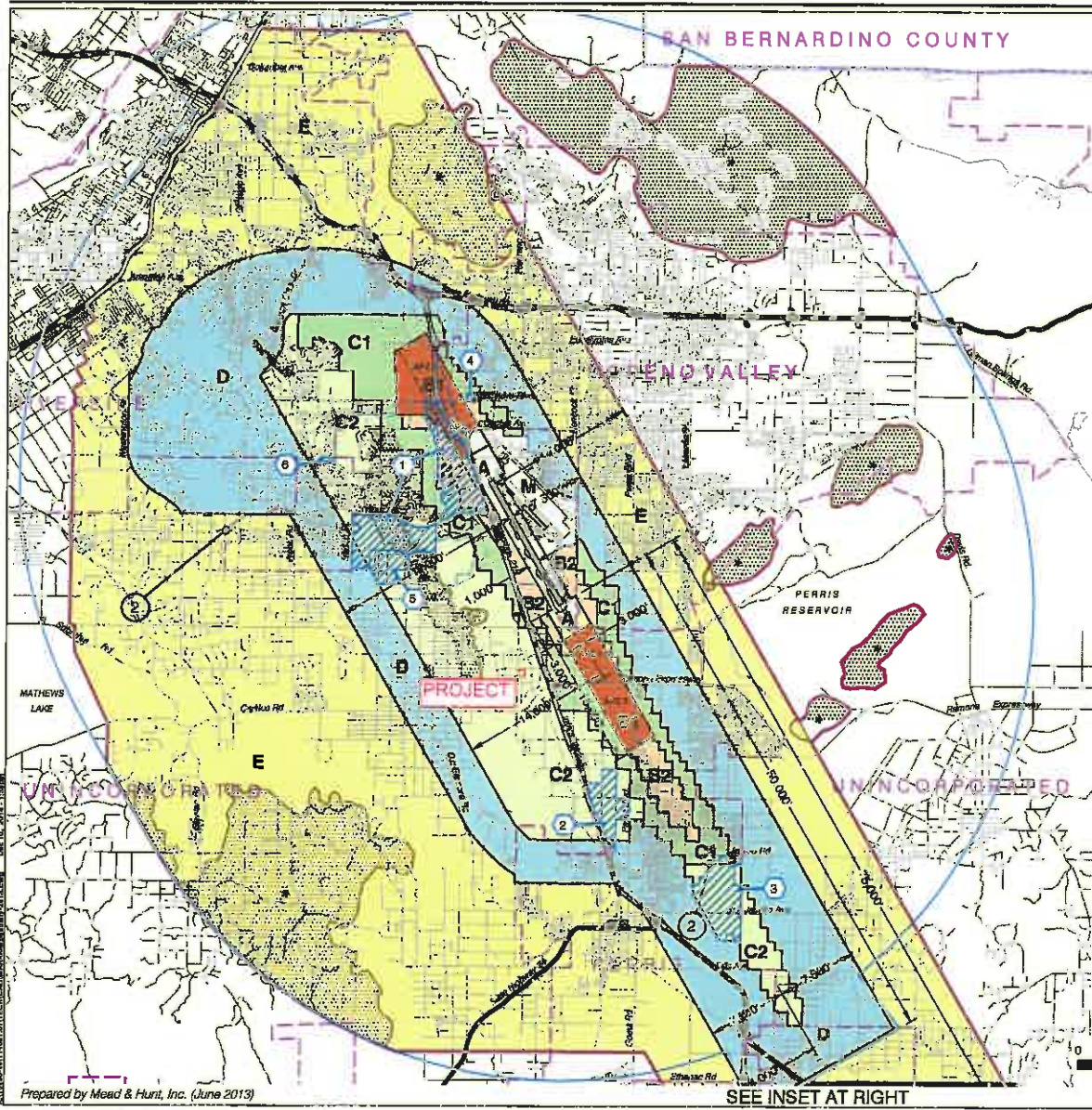
churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. Any aboveground detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 200,392 square feet of manufacturing area, 5,000 square feet of first floor office area, and 2,500 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# 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**

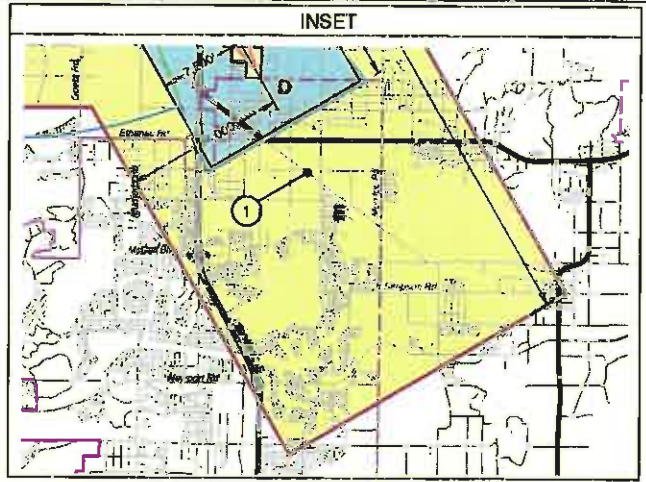
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



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

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

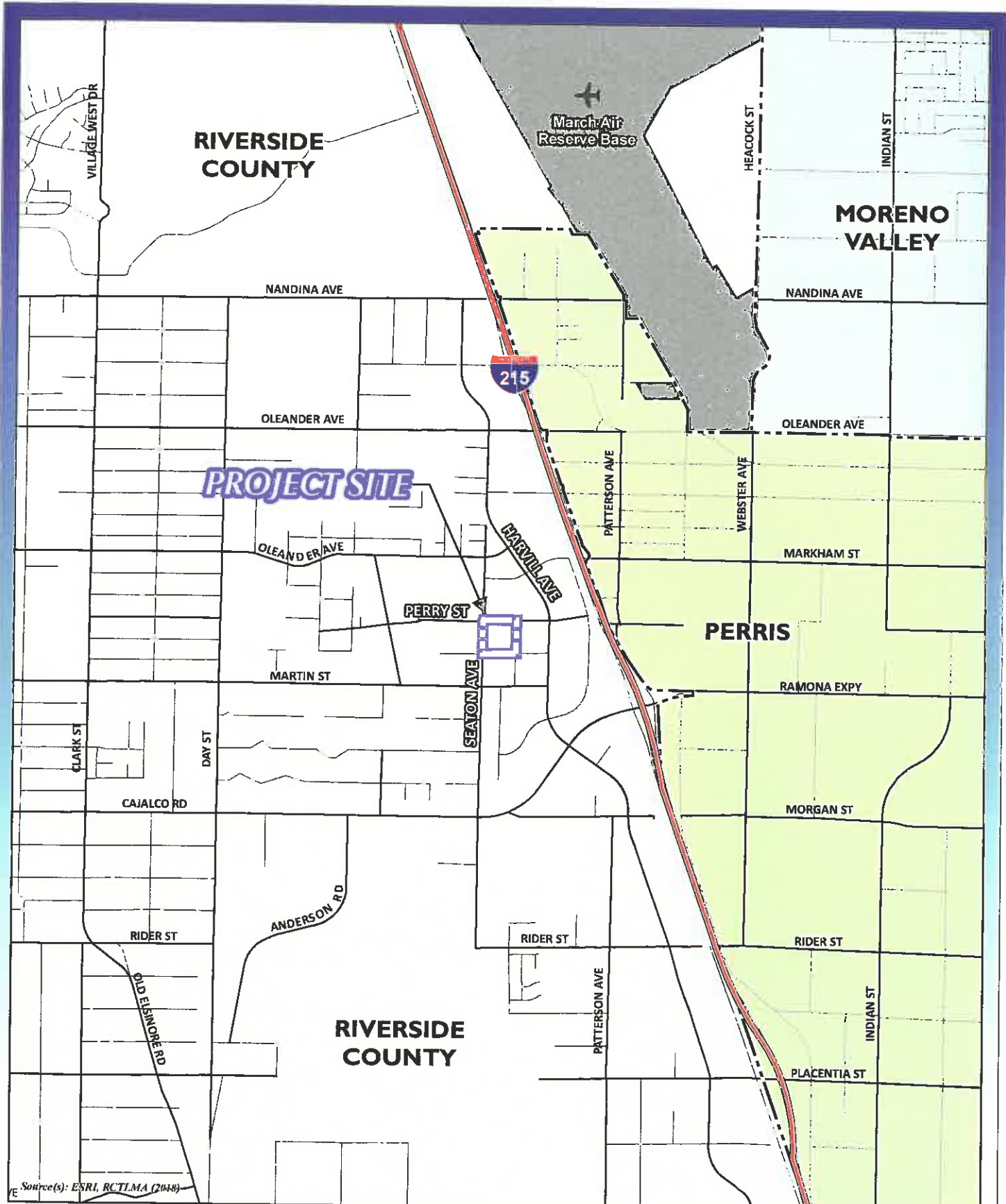


Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

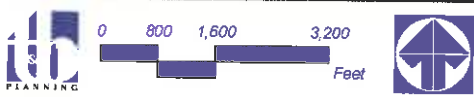
Map MA-1  
**Compatibility Map**  
March Air Reserve Base / Inland Port Airport



Source(s): ESRI, RCTLMA (2018)

# SEATON COMMERCE CENTER

Date: October 2018



## VICINITY MAP

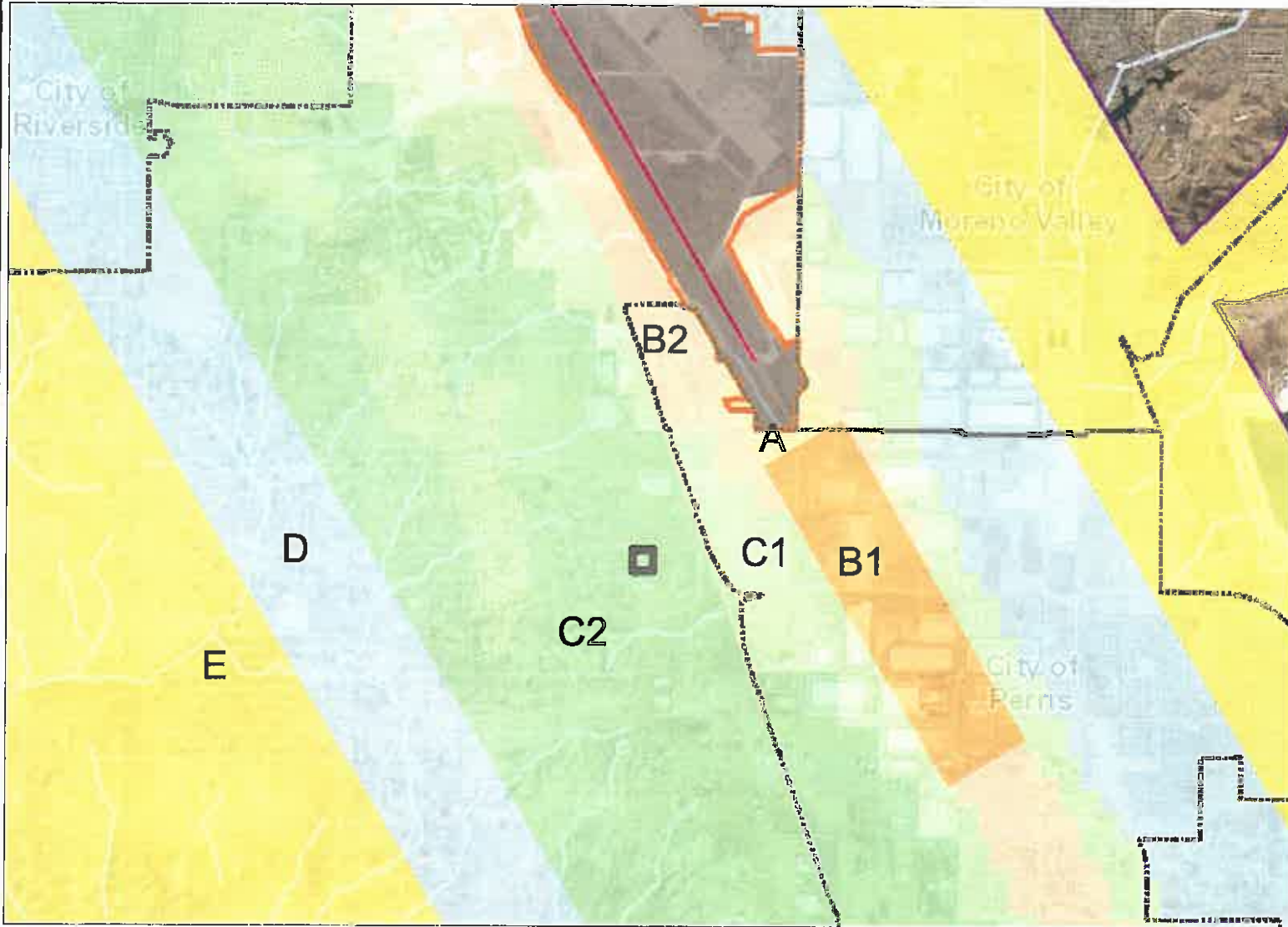
# Map My County Map

Los Angeles



San Diego

Tijuana Mexico



## 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.

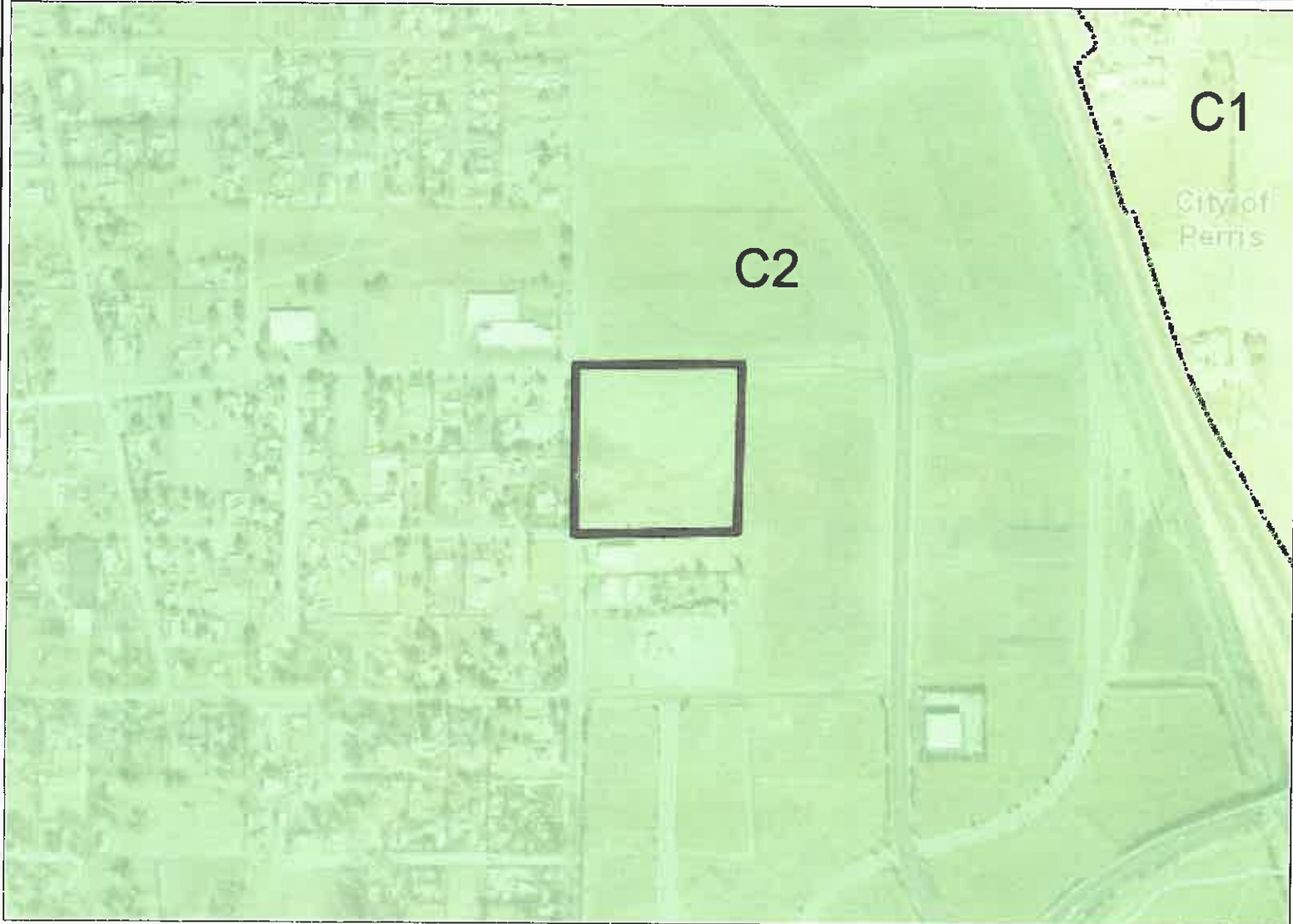


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## Notes

# Map My County Map



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



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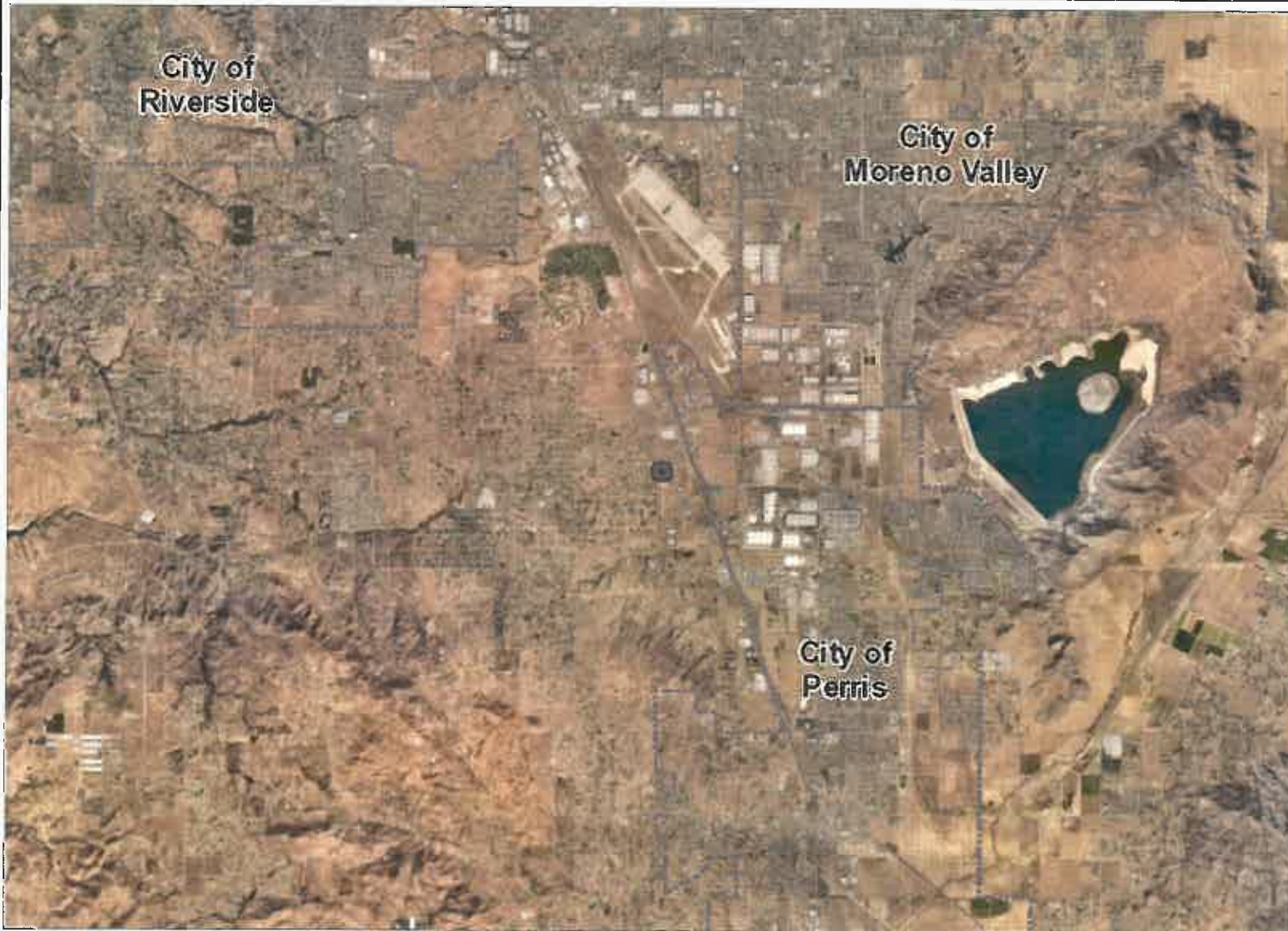


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**Notes**

# Map My County Map



## Legend

- City Areas
- World Street Map



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0 12 24,254 Feet

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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

# Map My County Map



## Legend

- Blue line Streams
- City Areas
- World Street Map



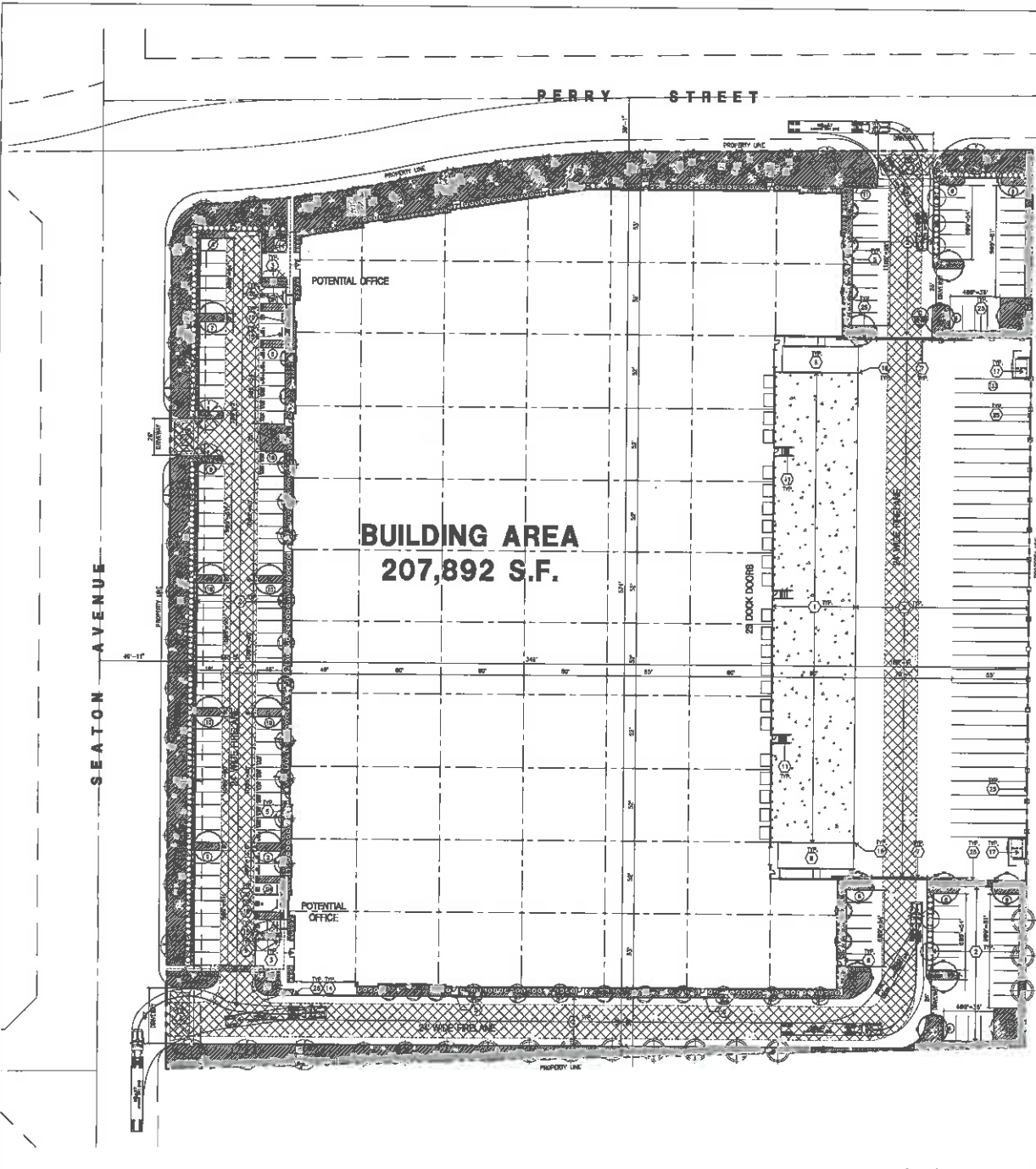
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0 758 1,516 Feet

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## Notes



**BUILDING AREA  
207,892 S.F.**

**PROJECT INFORMATION**

**Owner / Applicant**  
LDC INDUSTRIAL REALTY, LLC  
333 S. EL CAMINO REAL AVENUE  
SAN CLEMENTE, CA 92672  
TEL: (949) 225-1001  
CONTACT: LARRY D. COCHRAN

**Appoint Representative**  
H.P.A., INC.  
18331 HARBOUR BOWL - 04  
5100 Irvine, CA  
Tel: (949) 465-1773  
Fax: (949) 465-1951  
e-mail: lpc@dabcorp.com

**Project Address**  
SEATON AVE & PERRY AVE  
FRESNO COUNTY, CA

**Zoning**  
INDUSTRIAL PARK (I-P)  
MANUFACTURING - SERVICE COMMERCIAL (M-SC)

**Assessors Parcel Number**  
027-382-010

**Construction Type**  
CONCRETE TYPAR BUILDING OFFICE & WAREHOUSE  
BUILDING OCCUPANCY: S-1/B  
CONSTRUCTION TYPE: S-B

**Code Analysis**  
2016 CALIFORNIA FIRE CODE  
2016 CALIFORNIA PLUMBING CODE  
2016 CALIFORNIA MECHANICAL CODE  
2016 CALIFORNIA ELECTRICAL CODE  
2016 CALIFORNIA FIRE CODE  
2016 CALIFORNIA ENERGY CODE  
2016 CALIFORNIA GREEN BUILDING STANDARDS

**TABULATION**

<b>SEVERALS</b>		
IN S.F.	296,627 s.f.	
IN ACRES	6.827 ac	
<b>BUILDING AREA</b>		
Office	5,000 s.f.	
Warehouse	2,600 s.f.	
Accessories	200,292 s.f.	
<b>TOTAL</b>	207,892 s.f.	
<b>COVERAGE</b>		92.7%
<b>AUTO PARKING PROVIDED</b>		
Office (1/200 s.f.)	30 stalls	
Warehouse (1/2000 s.f.)	70 stalls	
<b>TOTAL</b>	100 stalls	
<b>AUTO PARKING PROVIDED</b>		
Standard (12' x 18')	27 stalls	
Accessories (9' x 18')	4 stalls	
Accessories Van (12' x 18')	1 stall	
Accessories 1V (10' x 10')	1 stall	
Accessories 1V (12' x 18')	1 stall	
Standard 1V (12' x 18')	6 stalls	
Carport/covered (12' x 18')	11 stalls	
<b>TOTAL</b>	70 stalls	
<b>TRAILER PARKING PROVIDED</b>		
Trailer (10' x 30')	35 stalls	
<b>POURING REQUIREMENTS FOR COUNTY</b>		
Zoning Designation - Industrial Park (I-P)		
Manufacturing - Service Commercial (M-SC)		
Maximum Allowable Floor Area Ratio		
Maximum - to be waived		
Height - to be waived		
MAXIMUM FLOOR AREA RATIO		
F.A.R. 0.25-1.00		
<b>LANDSCAPE REQUIREMENT</b>		
Percentage - 10%		
<b>LANDSCAPE PROVIDED</b>		
In percentage	11.2%	
In s.f.	44,878 s.f.	
<b>NOTES</b>		
Building	Permit - 20', 30' # shubs R zones	37
Landscaping	Permit - 20'	0
Other	0	

**AERIAL MAP**



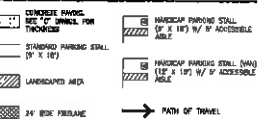
**SITE PLAN KEYNOTES**

- HEAVY BROOK FRESH CONCRETE PAVEMENT.
- ASPHALT CONCRETE (AC) PAVING.
- CONCRETE WALKWAY, MEDIUM BROOK FRESH.
- UNIFORM APPROX TO BE CONCRETE.
- 12'-6" x 12'-6" THICK CONCRETE EXTERIOR WALKWAY AND TYP. AT ALL EXTERIOR WALKWAYS TO LANDSCAPE AREAS. THESE TO BE MEDIUM BROOK FRESH. PROVIDE WALK TO PUBLIC USE OR DRIVE WAY AS REQ. BY CITY REQUIREMENTS.
- PROVIDE LOCATION OF TRANSPARENT CONDUCTOR TO VERIFY WITH A.E.C.
- PROVIDE # 4 MESH METAL MESH 1/2" HIGH PER FIRE DEPARTMENT REQUIREMENTS FOR DRIVWAYS.
- PROVIDE 3/4" x 1/2" HIGH CONCRETE WALL.
- EXTERIOR SIDE WALK TYPICAL.
- NET USED.
- EXTERIOR CONCRETE FINISH.
- NET USED.
- LANDSCAPE, ALL LANDSCAPE AREAS INDICATED BY SHADING.
- PAVED AREA.
- PRE-CAST CONCRETE WHEEL STOP.
- CONCRETE FILLED GUARD POST 7.5 DIA. UNCL. 42" H.
- FRANK ENDOLOGIC PER CITY STANDARDS.
- ACCESSIBLE ENTRY SOIL.
- ACCESSIBLE PARKING STALL SIGN.
- UNFINISHED DRIVE.
- APPROXIMATE LOCATION OF FAC HYDRANT.
- WALL MOUNTED LIGHTING FIXTURES.
- SEE LIGHT PLAN BY LANDSCAPE ENGINEER.
- 1/2" MESH METAL SHIELD OVER 1/2" HIGH PER FIRE DEPARTMENT REQUIREMENTS FOR DRIVEWAYS.
- 1/2" MESH METAL FENCE SEE M.I. FOR DETAILS.
- RESURFACED SIGNAGE AREA.

**SITE PLAN GENERAL NOTES**

- THE SITE PLAN BASED ON THE SOIL REPORT PREPARED BY...
- IF SOILS ARE EXPENSIVE IN INSURE, USE STEEL REINFORCING FOR ALL SIDE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR CURB LINE LAND.
- 8" x 12" PLANS FOR ALL CONCRETE CURBS, CURTAINS AND WALLS.
- 5" PVC DRAINAGE PIPES SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC CLEANOUT SYSTEM.
- 8" x 12" DRAINAGE FOR POINTS OF CONNECTION TO OFF-SITE UTILITIES. CONNECTION SHALL VERIFY ACTUAL SLOPE TO DRAINAGE.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DRAINAGE. SEE PLANS AND THE SUBDIVISION AND SHADING LAYOUT PORTION.
- 8" x 12" CONDUIT FOR FRESH CONCRETE DRAINAGE.
- CONCRETE DIMENSIONS TO BE A MINIMUM OF 4" THICK BY TYPICAL JOINTS AT ALL EXTERIOR WALLS/CONCRETE JOINTS SHALL BE A MINIMUM 1/2" DIA. PER CITY REQUIREMENTS TO HAVE COMPENSATED EXPANSION FILLER MATERIAL OF 1/2" FRESH TO BE A MEDIUM BROOK FRESH LAND.
- PAVED CURBS AND PROVIDE SIGNS TO AVOID OF FIRE LINES AS REQUIRED BY FIRE REQUIREMENTS.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND DESIGN OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO SIGNATURE OF BUILDING PERMITS.
- FROM NO FINAL CITY APPROVAL, ALL LANDSCAPE IDENTIFIED SHALL BE A MINIMUM OF 10% OF TOTAL LANDSCAPE DEVELOPMENT.
- ALL LANDSCAPE AND SIGNAGE ORDERS SHALL MEET CURRENT CITY REQUIREMENTS AS LISTED IN SUBDIVISION AS SO ORDERED FROM PUBLIC FACILITIES DEVELOPMENT.
- ALL VERTICAL MEASUREMENTS OF CHAIN LINK FENCING SHALL BE CAPTED.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM 6" BOLLARDS (BT) HIGH CURB.

**SITE LEGEND**



**HPA**  
H.P.A., INC.  
18331 HARBOUR BOWL - 04  
5100 Irvine, CA  
Tel: (949) 465-1773  
Fax: (949) 465-1951  
e-mail: lpc@dabcorp.com

**LDC**  
INDUSTRIAL REALTY, LLC  
555 N. El Camino Real #4468  
San Clemente, CA 92672  
Tel: 949-225-1001

**SEATON AVE & PERRY AVE**  
Fresno County, CA 92370

**Consultants:**  
Civil: THIERNES  
Structure: \_\_\_\_\_  
Mechanical: \_\_\_\_\_  
Plumbing: \_\_\_\_\_  
Fire: J.C. \_\_\_\_\_  
Landscape: S.P.L.A. \_\_\_\_\_  
City: \_\_\_\_\_  
Soils: \_\_\_\_\_

**Overall Site Plan**

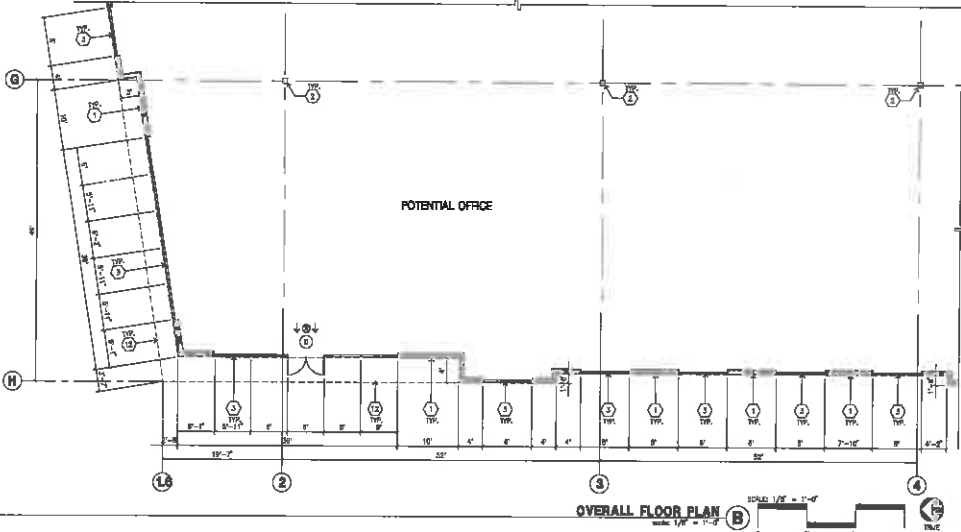
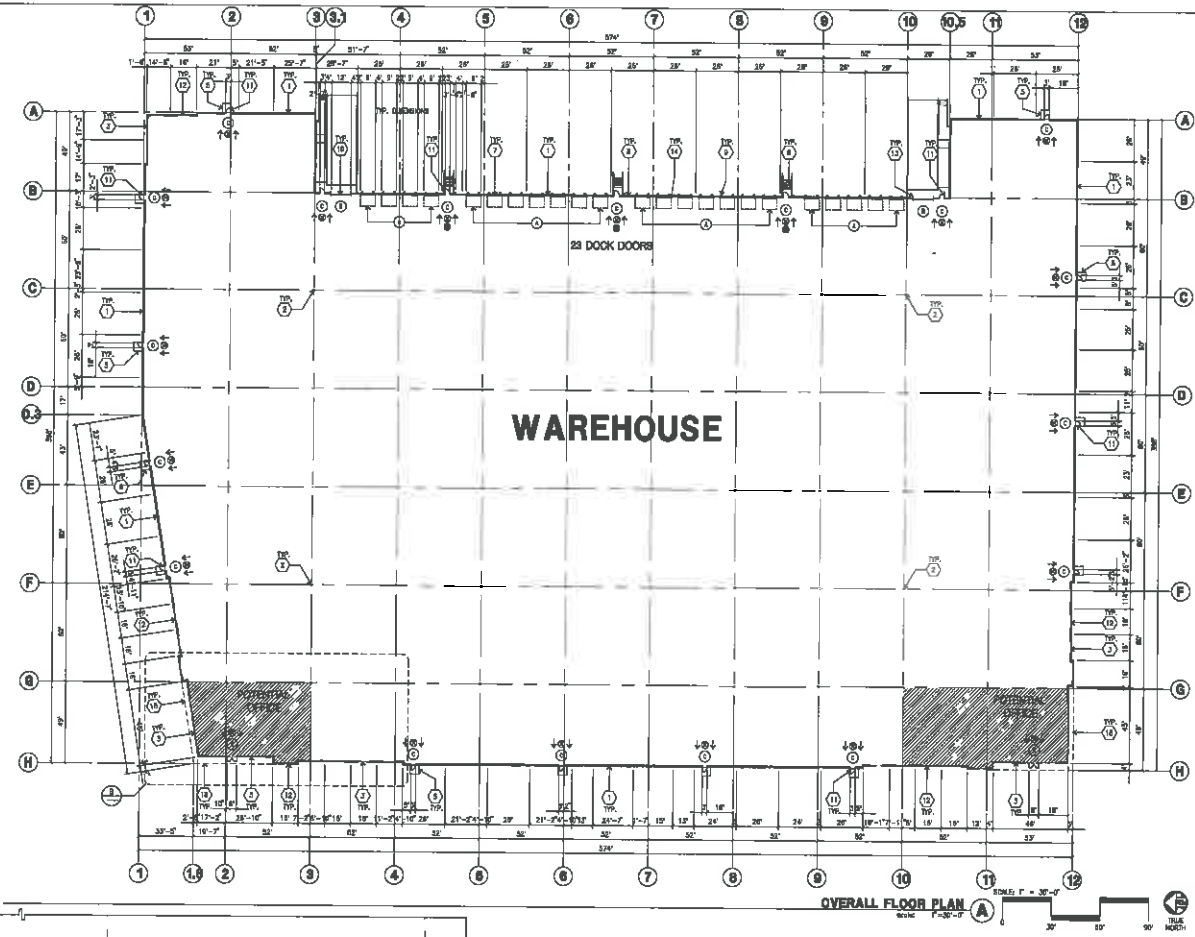
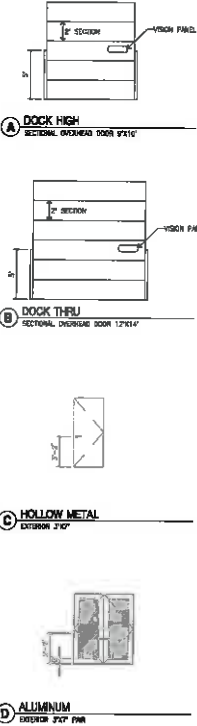
Project Number: 15349  
Drawn by: ML  
Date: 10/19/16  
Revision: \_\_\_\_\_

Sheet: \_\_\_\_\_

**DAB-A1.1**



**DOOR LEGEND**



**FLOOR PLAN KEYNOTES**

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL JOISTS.
3. TYPICAL CONCRETE SHALL BEIN CLASS. SEE OFFICE BLOW-UP AND LEGEND FOR SIZE, COLOR AND LOCATION.
4. CONCRETE CURB BY 4\"/>
- 5. 2\"/>
- 6. 2\"/>
- 7. 2\"/>
- 8. 2\"/>
- 9. 4\"/>
- 10. 12\"/>
- 11. 2\"/>
- 12. 2\"/>
- 13. 2\"/>
- 14. 2\"/>
- 15. 2\"/>

**FLOOR PLAN GENERAL NOTES**

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH PILE ACCESS MAIN DOORS APPROX. 100' MAXIMUM. A SEPARATE PILEMENT WILL BE REQUIRED FOR ANY BROWSE/CONVEYER SYSTEM.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SHOWN, SEE 'C' DRAWINGS FOR FINISH SURFACE SLABWORK.
- D. PROVIDE 2\"/>
- E. WAREHOUSE INTERIOR CONCRETE WALLS AT ALL FIRE RISK AND UNPROTECTED INTERIOR ROOF DRUM.
- F. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL 2\"/>
- G. ALL BRACKETS ARE TO BE PAINTED TO MATCH THE CONCRETE.
- H. FLOOR POOR TRIP 1/2\"/>
- I. ALL BRACKETS ARE TO THE FACE OF CONCRETE PANEL WALL.
- J. PROVIDE VAPOR BARRIER PER POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS, PLUMBING/ELECTRICAL COORDINATION.
- K. FOR DOOR TYPE AND SIZE, SEE DETAIL SHEET ADA. NOTE ALL DOORS FOR DOOR SCHEDULES AND OPEN SPACINGS.
- L. CONTRACTOR TO PREPARE AND KEEP THE FLOOR SLAB CLEAN. ALL DEBRIS TO BE REMOVED INCLUDING CURB AND TRUCKS.
- M. ALL DOOR MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. WAREHOUSE.
- N. HEAVY FLAGGING AND CONSTRUCTION MATERIAL SHALL NOT BE LEFT ON FLOOR OR IN THE BAY AREA.
- O. ALL EXTERIOR DOOR DOORS SHALL BE IDENTIFIED BY A TACTILE THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60\"/>
- P. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR BAY FOR ONE (1) SIDE ONLY.
- Q. ALL ROOF INSULATED MATERIALS SHALL BE FULLY SORTED FROM PUBLIC VIEW.

**FLOOR SLAB & POUR STRIPS REQ.**

1. FLOOR CONSTRUCTION - WISE
2. FLOOR CONSTRUCTION - WISE
3. BUILDING FLOOR SLAB WITH STRUCTURAL OVERLAP
4. CONCRETE TO BE CLASS V FLOOR PER A.C.I. 308-R-94
5. CONCRETE SLAB TO HAVE STEEL DECK WITH PERFORATED BRACKETS.
6. CONTRACTOR TO CLEAR SLAB TO BE MET CURING VOID BARLINE FOR 7 DAYS
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAMAGED.
8. NO CONCRETE BRACKETS OR ANCHORS SHALL BE PLACED ON THE SLAB.
9. SLAB TO BE FREE AND UNRESTRICTED WITHIN 24 HOURS.
10. 10 TO 15\"/>
- 11. BRIDGE
- 12. SEE EQUALS UNDER THE CONCRETE SLAB. PROVIDE 3\"/>

**NOTE: † NOT REQUIRED EXIT**

**NOTE: ● PROVIDE SIGNAGE NOT ACCESSIBLE**

**HPA**  
INDUSTRIAL GROUP

HPA, Inc.  
16331 Hardway Avenue - 6th.  
Folsom, CA 95618  
Tel: 916-932-1770  
Fax: 916-932-2556  
email: hpa@hpaoffice.com

Owner:

**LDC**  
INDUSTRIAL REALTY, LLC

355 N. El Camino Real #450  
San Clemente, CA 92672  
Tel: 949-226-4601

Project:

**SEATON AVE & PERRY AVE**

Riverside County, CA 92570

Consultants:

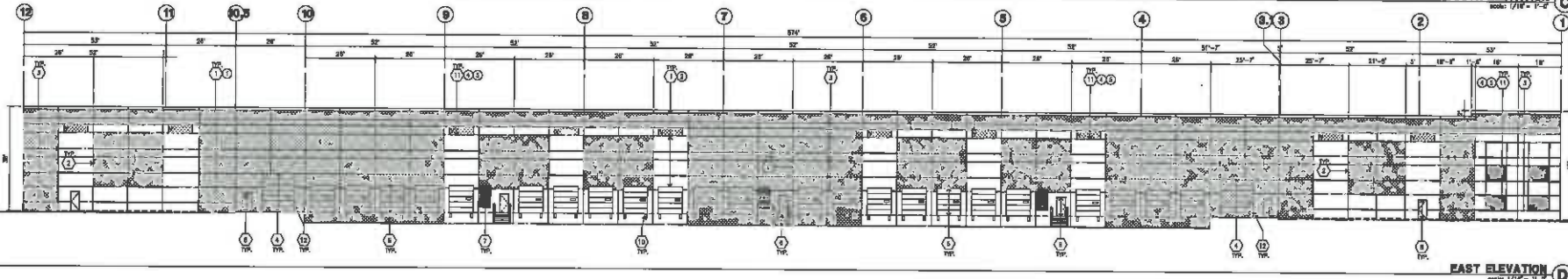
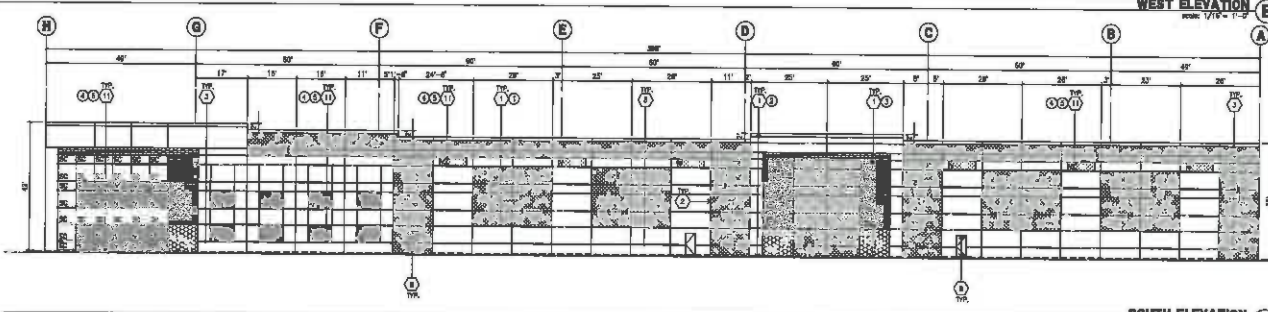
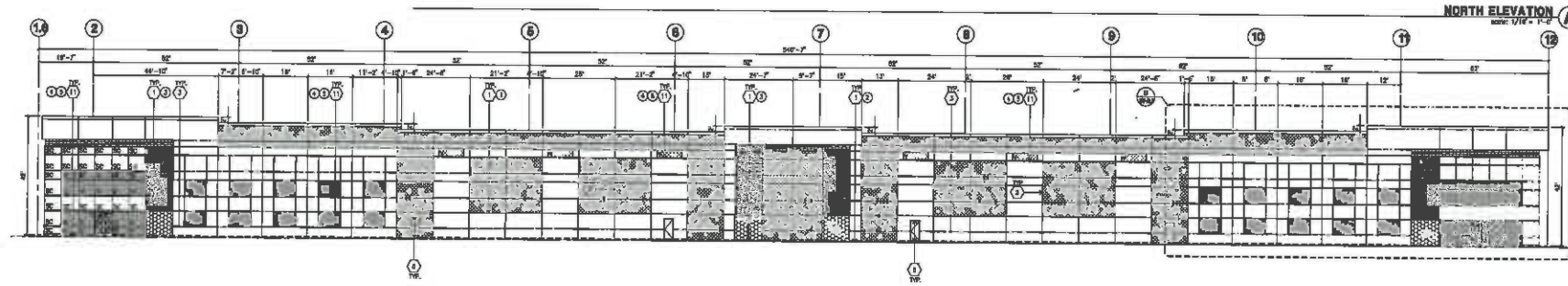
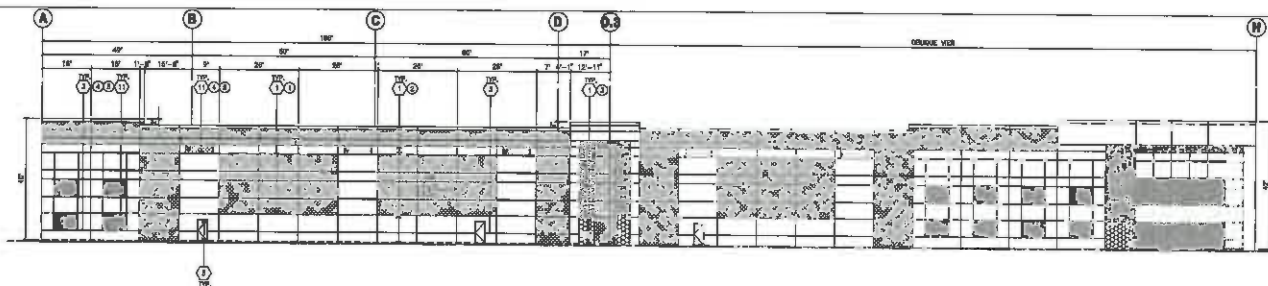
City:	THREWS
Structural:	
Mechanical:	
Plumbing:	
Electrical:	
Landscaping:	SPLA
Fire Protection:	
Soils Engineer:	

Title: Overall Floor Plan

Project Number: 18048  
 Drawn by: JLC  
 Date: 10/19/18  
 Revisions:

Sheet:

**DAB-A2.1**



**ELEVATION KEYNOTES**

- 1 CONCRETE SET-UP PANEL.
- 2 PANEL JOINT.
- 3 PANEL RECAL. ALL REVEALS TO HAVE A MAX. OF 3/8\"/>
- 4 1/2\"/>
- 5 1/2\"/>
- 6 CONCRETE SHALL BE FINISHED BY METAL PIPE FINISH. FINISHING AND BRUSHING TO BE COMPLETED PRIOR TO CONCRETE CASTING. CONCRETE SHALL BE FINISHED TO MATCH ADJACENT CONCRETE.
- 7 1/2\"/>
- 8 HOLLOW METAL DOOR. FINISH COMPLETE BRASS STRIPS ALL AROUND DOOR.
- 9 EXTERIOR DOOR STRIPS BY 2 OVERLAP SCUFFERS.
- 10 DOOR DOOR SHIMMER TYPICAL.
- 11 ALLOW FOR STAINLESS STEEL WITH TYPICAL GLAZING AT ALL DOORS. GLAZING TO BE INSTALLED TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 1/2\"/>
- 12 CONC. FILLED GROUND POST. 4\"/>

**ELEVATION GENERAL NOTES**

- 1. ALL PAINT COLOR CHANGES TO OCCUR AT JOINT CORNERS UNLESS NOTED OTHERWISE.
- 2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- 3. T.O.P. CL. = TOP OF FINISH FLOOR ELEVATION.
- 4. F.F. = FINISH FLOOR ELEVATION.
- 5. STORMDOOR CONSTRUCTION: GROUT, METAL ATTACHMENTS AND UNITS SHALL BE ORDERED TO FIT - 1/8\"/>
- 6. CONCRETE SHALL BE FULLY PAINT THE CONCRETE PANEL BY SELECTED COLOR, UNLESS NOTED OTHERWISE. APPLYING PAINT TO FINISH REBAR OF CONCRETE.
- 7. BACK EDGE OF FINISH TO HAVE BRUSHED FINISH AND BE FINISHED WITH ELASTOMERIC PAINT.
- 8. FOR BRUSHED GLAZING, ALLOW STAIN BRUSH STRIP TO BE PAINTED.
- 9. USE ADHESIVE BACK BOARD STRIPS FOR ALL REVEAL FORMS.
- 10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE BRUSHED-ON.

**ELEVATION COLOR LEGEND/SCHED.**

- 1 PAINT COLOR: SW 7045 SHILO WHITE
- 2 PAINT COLOR: SW 7044 SANDY GRAY
- 3 PAINT COLOR: SW 7049 SAGEY BLUE
- 4 PAINT COLOR: CLEAR ANODIZED
- 5 GLAZING COLOR: BRW REFLECTIVE GLAZING

**GLAZING LEGEND**

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TYPICAL.
- 1 INSULATED WOOD GLAZING
  - 2 SINGLE GLAZING
  - 3 DOUBLE GLAZING
  - 4 TYPICAL GLAZING
  - 5 TYPICAL GLAZING
  - 6 TYPICAL GLAZING
  - 7 TYPICAL GLAZING
  - 8 TYPICAL GLAZING
  - 9 TYPICAL GLAZING
  - 10 TYPICAL GLAZING
  - 11 TYPICAL GLAZING
  - 12 TYPICAL GLAZING

**HPA**  
INDUSTRIAL REALTY

HPA, Inc.  
16331 Redwood Avenue - Ste.  
#100 Irvine, CA  
92618  
Tel: 949-453-1773  
Fax: 949-453-0851  
email: hpa@hpa.com

Owner:  
**LDC**  
INDUSTRIAL REALTY, LLC

555 N. El Camino Real #4450  
San Clemente, CA 92672  
Tel: 949-225-4911

Project:  
**SEATON AVE & PERRY AVE**

Riverside County, CA 92570

Consultants:

Architect:	THIBES
Structural:	
Mechanical:	
Painting:	
Landscaping:	SPLA
Fire Protection:	
Site Engineer:	

Title: Elevations

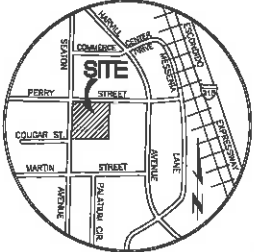
Project Number: 16346  
Drawn by: MK  
Date: 10/16/16  
Revisions:

DAB-A3.1

PERRY AVENUE

SEATON AVENUE

BUILDING AREA  
207,892 S.F.

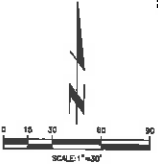


VICINITY MAP  
N.T.S.

**EARTHWORK ANALYSIS:**

NATURAL AVAILABLE		INTERIM REQUIRED	
TOTAL EXCAVATION	31,212 C.Y.	FIN.	5,480 C.Y.
OVER EXCAVATION	31,204 C.Y.	IMPROVEMENT (0.17')	5,392 C.Y.
		IMPROVEMENT (0.28')	2,400 C.Y.
		IMPROVEMENT (0.38')	2,388 C.Y.
APPROXIMATE IMPORT	0 C.Y.	TOTAL FILL	31,212 C.Y.

SEE SHEET 2712/1 OF 4 SHEETS FOR EARTHWORK DETAILS AND NOTES.



COUNTY OF RIVERSIDE  
PUBLIC WORKS DEPARTMENT  
**CONCEPTUAL GRADING PLAN**  
PERRY STREET AND SEATON AVE.

**TERRACON Engineering, Inc.**  
215 Pacific Lane, Suite 100  
Riverside, CA 92504  
Tel: (951) 514-1111  
Fax: (951) 514-1112

Designed by: _____	Approved by: _____
Checked by: _____	Date: _____
Drawn by: _____	Public Works Director: _____
Checked by: _____	Scale: 1" = 30'
Date: _____	Sheet: 1 of 4

2712/ 1 OF 4 SHEET

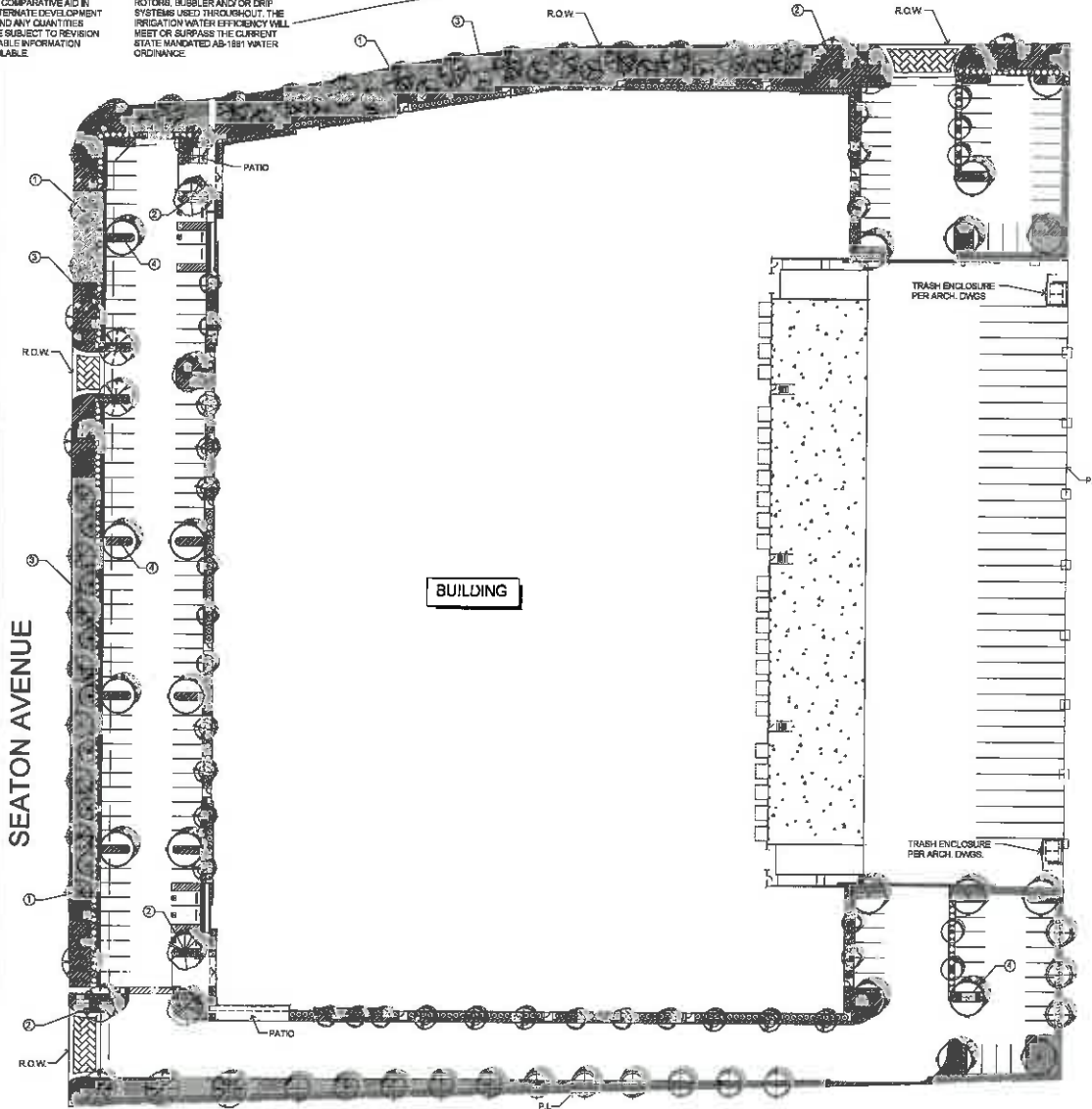
**CONCEPTUAL PLAN NOTE:**

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

**IRRIGATION NOTE:**

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, SUBLINER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1891 WATER ORDINANCE.

**PERRY STREET**



**DESIGN KEY NOTES:**

- ① NEW STREET TREE PER PLANTING LEGEND
- ② FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND
- ③ TYP. LAYERED ACCENT PLANTING ALONG STREET FRONTAGE PER LEGEND
- ④ EVERGREEN PARKING LOT CANOPY TREE
- ⑤ FOUNDATION SHRUB PLANTING PER LEGEND.

**PLANTING LEGEND**

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG SEATON AVENUE PLATANUS RACEMOSA, CALIFORNIA SYCAMORE PROPOSED BY TREE SHALL BE PLANTED PER COUNTY OF RIVERSIDE'S PUBLIC WORKS DEPT. STANDARDS.	11	L
	NEW STREET TREE ALONG PERRY ST. QUERCUS AGRIFOLIA, COAST LIVE OAK PROPOSED BY TREE SHALL BE PLANTED PER COUNTY OF RIVERSIDE'S PUBLIC WORKS DEPT. STANDARDS.	13	L
	LARGE FLOWERING ACCENT TREE DESIGNUM X DESERT MUSEUM, BLUE PALO VERDE 30" BOX SIZE.	13	L
	SMALL FLOWERING ACCENT TREE LAGERSTRÖMIA I WATERMELON RED, GRAPE MYRTLE 24" BOX SIZE.	5	M
	PARKING LOT SHADE TREE PHYLLOCLADUS, AFRICAN BUMAC 24" BOX SIZE.	10	L
	SECONDARY PARKING LOT SHADE TREE TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE.	16	M
	VERTICAL TREE ALONG BUILDING FOCCOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE.	13	L
	VERTICAL TREE ALONG BUILDING MAGNOLIA GRANDIFLORA, MAGNOLIA TREE 15 GAL. SIZE.	16	L
	PROPERTY LINE TREE BRACHYCHOTON POPULNEUS, BOTTLE TREE 15 GAL. SIZE.	14	L

**SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:**

SYMBOL	SHRUB NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', PURPLE HORSEBED DUSH 5 GAL. SIZE.	L
	LEUCOPHYLLUM FRUTICOSA, TEXAS RANGER 5 GAL. SIZE.	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE.	L
	CALLISTEMON 'LITTLE JOHNY', DWARF BOTTLE BRUSH 5 GAL. SIZE.	L
	LOULTRUM TEXANUM, TEXAS PRUNET 5 GAL. SIZE.	M
	RHAPHIOLEPIB 'PINK LADY', INDIAN HAWTHORN 5 GAL. SIZE.	M

**GROUND COVER AND SHRUB MASSES -**

GROUND COVER & SHRUB MASSES SHALL CONSIST OF THE FOLLOWING:

SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	ROSEMARINUS D 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. SIZE @ 24" O.C.	L
	LANTANA X 'NEW GOLD', NEW GOLD LANTANA (DWARF) 1 GAL. SIZE @ 36" O.C.	L
	MYOPORUM PARVIFOLIUM 'PUTA CREEK', PUTAH CREEK MYOPORUM 1 GAL. SIZE @ 36" O.C.	L
	SALVIA GREGBII, AUTUMN SAGE 1 GAL. SIZE @ 24" O.C.	L
	SALVIA LELICANTHA, MEXICAN BUSH SAGE 1 GAL. SIZE @ 36" O.C.	L
	MULLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 36" O.C.	M

<b>SITE DATA:</b>	
SITE AREA	= 388,537 SQ. FT.
LANDSCAPE REQUIREMENT	= 10%
LANDSCAPE PROVIDED	= 44,878 SQ. FT. (11.3%)

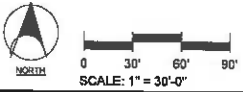
**GENERAL NOTES:**

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL, GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SHALL BE BACKFLOW PREVENTERS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL, ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

**WUCOLS PLANT FACTOR**

THIS PROJECT IS LOCATED IN WUCOLS' REGION 4-SOUTH INLAND VALLEY.

- H = HIGH WATER NEEDS
- M = MODERATE WATER NEEDS
- L = LOW WATER NEEDS
- V = VERY LOW WATER NEEDS



**CONCEPTUAL PLANTING PLAN  
SEATON AVE. & PERRY AVE.**

RIVERSIDE COUNTY, CA

OCTOBER 19, 2018

**ELEVATION KEYNOTES**

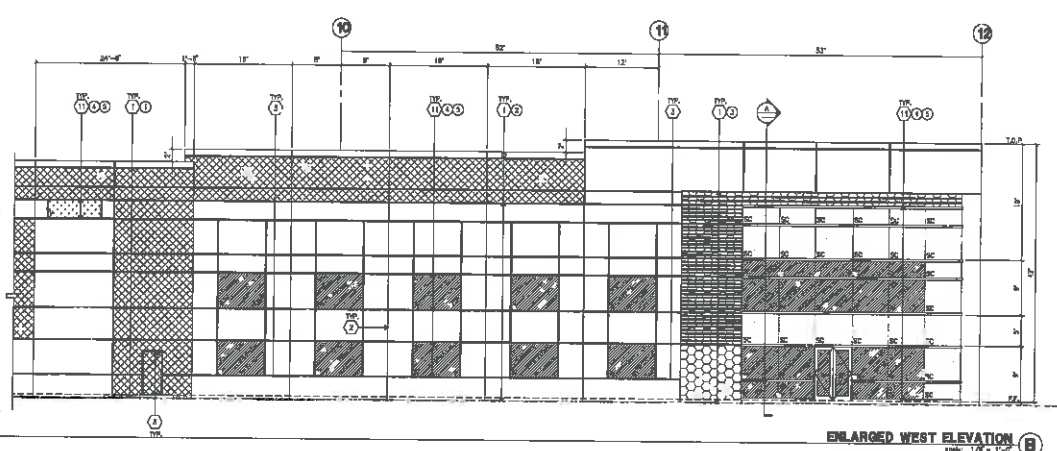
1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL ACCEL. ALL REVEALS TO HAVE A MAX. OF 3/16" CHAMFER.
4. REVEAL COLOR TO MATCH ADJACENT BUILDING REVEAL COLOR, UNLESS NOTED OTHERWISE.
5. 1/2" TYP. OVERLAP STOPS & BRIMS SHALL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. 1/2" TYP. OVERLAP STOPS & BRIMS SHALL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
7. CONCRETE FINISH, LIGHTING AND COORDINATE BY METAL JOINT HORIZONTAL PROVIDE MIN. 3/16" INSIDE TO MEET AIA REQUIREMENTS. PROVIDE COORDINATE COLORED IF REVEAL STOPS ARE APPLICABLE TO CONCRETE AT TOP LANDING AND BOTTOM BRIMS PER AIA REQUIREMENTS.
8. 1/2" TYP. OVERLAP STOPS & BRIMS SHALL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
9. 1/2" TYP. OVERLAP STOPS & BRIMS SHALL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
10. 1/2" TYP. OVERLAP STOPS & BRIMS SHALL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
11. ALUMINUM STOREFRONT FRAMES WITH GLAZING AT ALL DOORS. REVEALS ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 1/4" ABOVE FRESH FLOOR ELEVATION.
12. CONC. FILLED GARD POST, 5" DIA. U.S.A.O. 42#.

**GLAZING LEGEND**

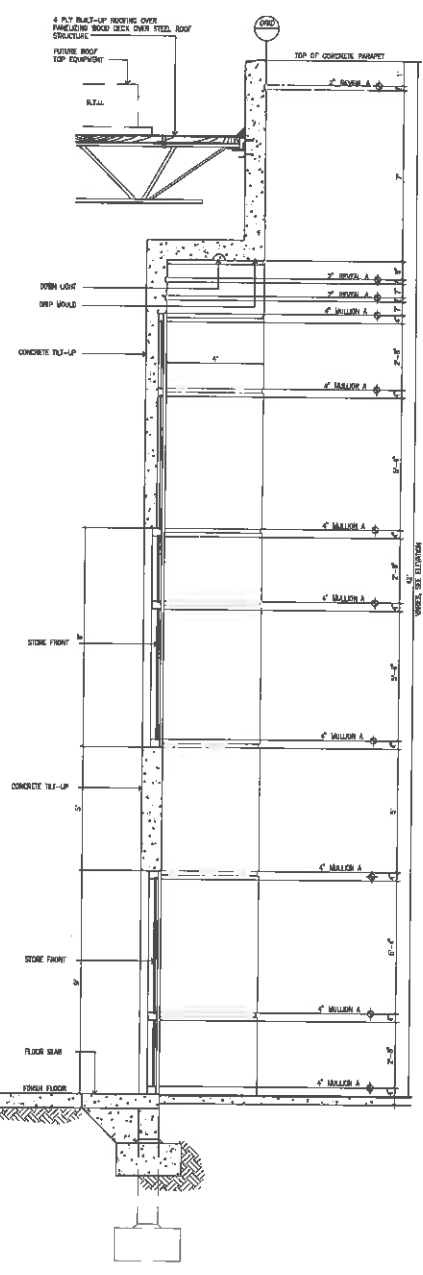
- NOTE ALL EXTERIOR AND INTERIOR GLAZING SHALL BE EXTERIOR.
- 1. INSULATED VISION GLAZING
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**ELEVATION COLOR LEGEND/SCHED.**

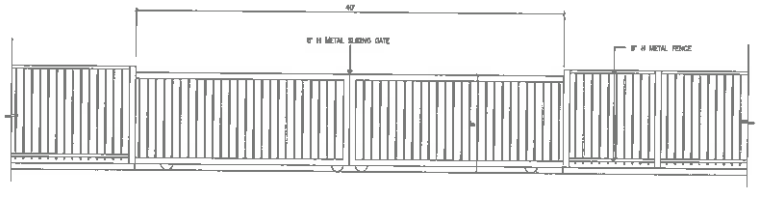
- 1. PAINT COLOR : SW 7046 BRICK WHITE
- 2. PAINT COLOR : SW 7044 ANTIKING GRAY
- 3. PAINT COLOR : SW 7054 SANDY BLUE
- 4. PAINT COLOR : CLEAR ANTIKING
- 5. PAINT COLOR : OFF REFLECTIVE GLAZING



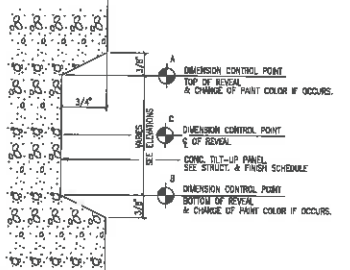
**ENLARGED WEST ELEVATION**  
SCALE: 1/8" = 1'-0"



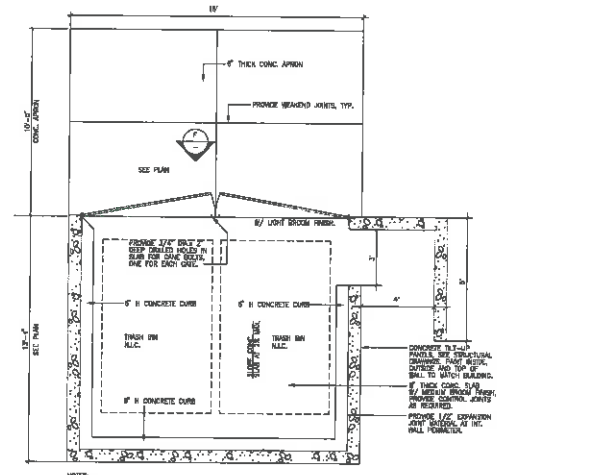
**WALL SECTION & WINDOWS**  
SCALE: 1/2" = 1'-0"



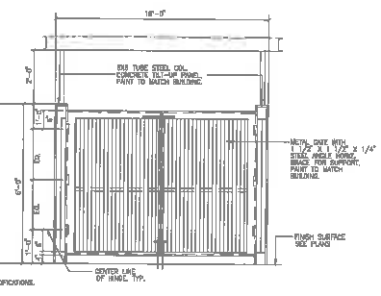
**ENLARGED METAL FENCE AND GATE ELEVATION**  
SCALE: 1/8" = 1'-0"



**TYP. CONCRETE REVEAL**  
SCALE: N.E.C.



**TRASH ENCLOSURE ELEVATIONS**  
SCALE: N.E.C.



**TRASH ENCLOSURE ELEVATIONS**  
SCALE: N.E.C.

**HPA**  
INCORPORATED

HPA, Inc.  
10021 Redwood Avenue - 104,  
Bldg 12  
San Clemente, CA 92672  
Tel: 949-885-1770  
Fax: 949-885-0561  
Email: hpa@hpaarch.com

Owner:

**LDC**  
INDUSTRIAL REALTY, LLC

655 Al El Camino Road #4456  
San Clemente, CA 92672  
Tel: 949-229-4601

Project:

**SEATON AVE  
&  
PERRY AVE**

Riverside County, CA 92570

Consultants:

Civil	THRYVES
Structural	-
Mechanical	-
Electrical	-
Plumbing	-
Fire/ES&E	-
Landscaping	SPLA
Cost Estimation	-
Architect	-

Title: \_\_\_\_\_ Section: \_\_\_\_\_

Project Number: 15295  
Drawn by: JLB  
Date: 10/16/18  
Revision: \_\_\_\_\_

Sheet:

**DAB-A4.1**

**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 and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING:           January 10, 2019

TIME OF HEARING:           9:30 A.M.

**CASE DESCRIPTION:**

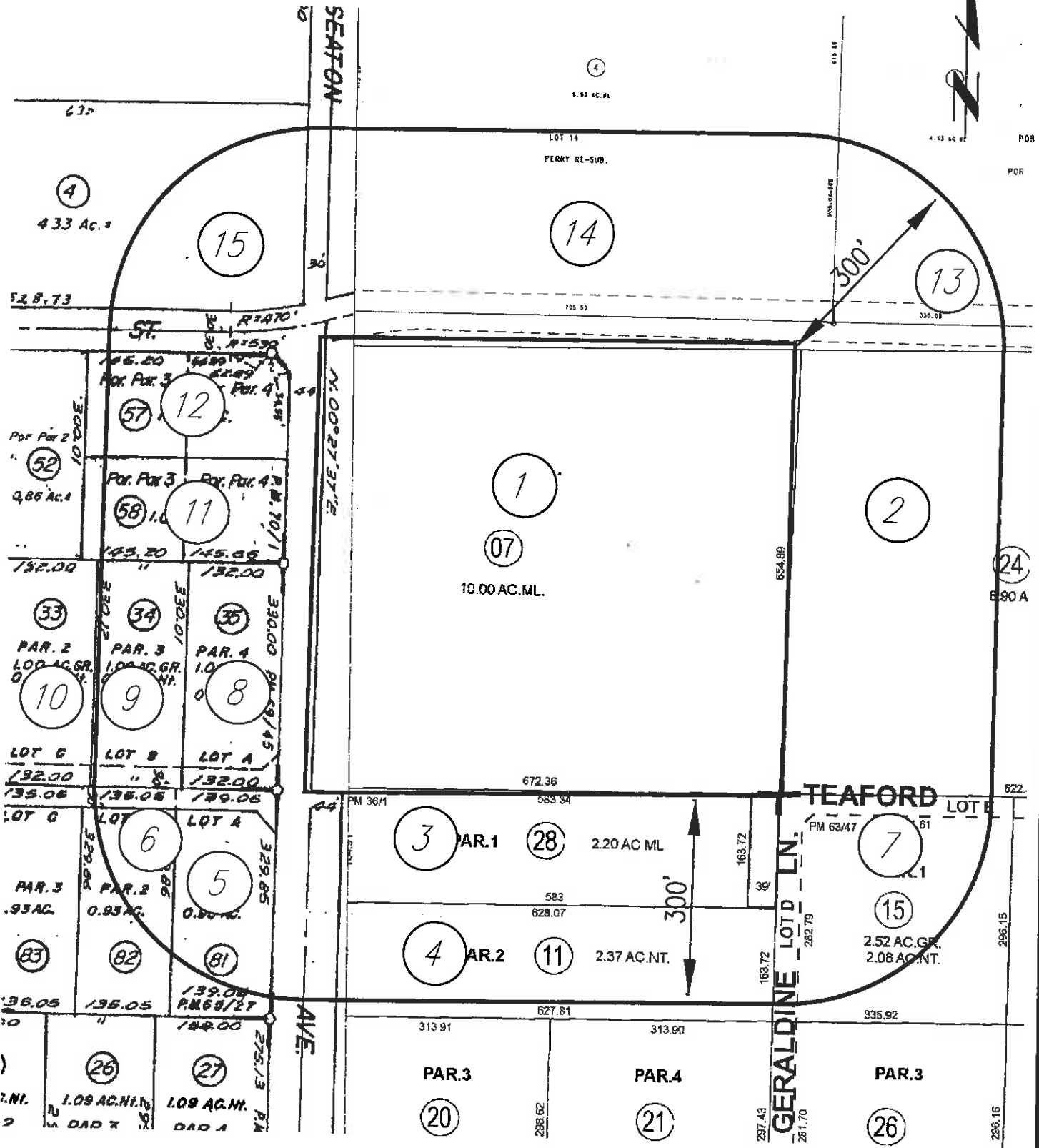
ZAP1339MA18 – LDC Industrial Realty, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180025 (Plot Plan). A proposal to construct a 207,892 square foot industrial manufacturing building with second floor mezzanine on 10.07 gross acres located on the southeast corner of Seaton Avenue and Perry Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

**FURTHER INFORMATION:** Contact ALUC Planner 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. John Hildebrand of the County of Riverside Planning Department at (951) 955-1888.

# 300' RADIUS MAP

SHEET 1 OF 1

Seaton Commerce Center  
Riverside County, CA



**Thienes Engineering, Inc.**  
CIVIL ENGINEERING • LAND SURVEYING  
14349 FIRESTONE BOULEVARD  
LA MIRADA, CALIFORNIA 90638  
PH. (714) 521-4811 FAX (714) 521-4173

Prepared November 2018



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1339MA18 DATE SUBMITTED: November 20, 2018

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

March  
02

<b>Applicant</b>	LDC Industrial Realty, LLC	Phone Number 949.226.4601
<b>Mailing Address</b>	555 N. El Camino Real #A456 San Clemente, CA 92672	Email lcochrun@ldcindustrial.com
<b>Representative</b>	T&B Planning, Inc. (Contact: George Atalla)	Phone Number 714.505.6360 x 107
<b>Mailing Address</b>	17542 E. 17th Street, Suite 100 Tustin, CA 92780	Email gatalla@tbplanning.com
<b>Property Owner</b>	Seaton Perry, LLC	Phone Number 630.282.4522
<b>Mailing Address</b>	18W140 Butterfield Road, Suite 750 Oakbrook Terrace, IL 60181	Email mpowers@moltoproperties.com

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	County of Riverside	Phone Number 951.955.3025
<b>Staff Contact</b>	John Hildebrand	Email jhildebr@rivco.org
<b>Mailing Address</b>	Planning Department 4080 Lemon St 12th Floor Riverside, CA 92501	Case Type Land Use/Planning
<b>Local Agency Project No</b>	PPT180025, CEQ180101, GEO180039	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" 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*

<b>Street Address</b>	East of Seaton Avenue and south of Perry Street		
<b>Assessor's Parcel No.</b>	314-130-007	<b>Gross Parcel Size</b>	10.07 acres
<b>Subdivision Name</b>	n/a	<b>Nearest Airport and distance from Airport</b>	MARB- appr. 1.1 mi
<b>Lot Number</b>	n/a		

### 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*

<b>Existing Land Use (describe)</b>	The site is currently vacant and has been previously disturbed by weed abatement activities.



Proposed Land Use (describe)	See attached Project Description	
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	24 hours/ 7 days
	Number of People on Site	n/a
	Maximum Number	416 occupants
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet
Height Data	Site Elevation (above mean sea level)	1,530.8 ft.
	Height of buildings or structures (from the ground)	42' 0" 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	n/a

- 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.

# ALUC Review Application- Seaton Commerce Center

County of Riverside – Planning Case Nos. PPT180025, GEO180039, CEQ180101

## PROJECT DESCRIPTION

The Seaton Commerce Center project pertains to the proposed development of an approximately 10.07-acre property located immediately east of Seaton Avenue and immediately south of Perry Street in unincorporated Riverside County. The project site encompasses Assessor's Parcel Number (APN) 314-130-007. Under existing conditions, the project site is vacant, undeveloped, and previously disturbed by weed abatement activities. The Project site is designated "Light Industrial" by the Riverside County General Plan and Mead Valley Area Plan (MVAP) and is zoned for "Industrial Park (I-P)" and "Manufacturing Service Commercial (M-SC)" uses by the County's Zoning Map. It should be noted that because the Project site contains two zoning classifications (I-P & M-SC), the Project is designed to conform to the most restrictive development standards of either classification. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in "Flight Corridor Zone (C2)" for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (LDC Industrial Realty, LLC) is proposing a Plot Plan to develop the 10.07-acre site with a conforming warehouse/manufacturing facility. Specifically, the Project includes an approximately 207,892 square foot (s.f.) warehouse/manufacturing building containing approximately 23 dock doors (positioned on the east side of the facility), office space, and ancillary mezzanine office space.

The proposed warehouse/manufacturing building would be constructed to a height of approximately 42 feet above finished grade. Due to the potential for changes in the Project's design moving forward, the Project Applicant is requesting that the ALUC artificially inflate the building height by 5 feet to allow for flexibility in the future if the building were to undergo a major re-design. Accordingly, the building is submitted herein to contain a 47 ft. height.

The building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements including parapets, wall recesses, mullions, and aluminum canopies are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the project site's frontages along Seaton Avenue and Perry Street. At building entries and driveways, a variety of trees and groundcover would be used to partially shade the parking areas. The project does not propose any above ground water detention basins.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1343MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180033 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant proposes to construct two industrial manufacturing buildings totaling 230,292 square feet on a total of 14.88 acres.

**PROJECT LOCATION:** The site is located easterly of Decker Road, northerly of Old Oleander Avenue, westerly of Harvill Avenue and southerly of Nandina Avenue, in the unincorporated community of Mead Valley, approximately 5,478 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan,

and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed buildings in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a 115,016 square foot building on a 7.25 acre parcel, and a 115,276 square foot building on a 7.63 acre parcel, both for manufacturing uses, accommodating 1,152 people, resulting in an average intensity of 74 people per acre (for the entire site), which is consistent with the Compatibility Zone C2 criterion of 200.

If we were to consider average intensity on a lot-by-lot basis (based on the applicant's proposed parcel lines as indicated on the site plan): Building 21 accommodates an occupancy of 575 people, and an average intensity of 79 people per acre; and Building 22 accommodates an occupancy of 576 people, and an average intensity of 76 people per acre. Both levels are consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (203 spaces) and dock spaces (51 spaces) provided, the total occupancy would be estimated at 356 people for an average intensity of 24 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 43,560 square feet of manufacturing area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 5,478 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,542 feet AMSL. The site's finished floor elevation is 1,588 feet AMSL and the proposed building height is 46 feet, for a top point elevation of 1,634 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAA OES was made, and Aeronautical Study Number 2018-AWP-17884-OE has been assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a "Work in Progress" status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

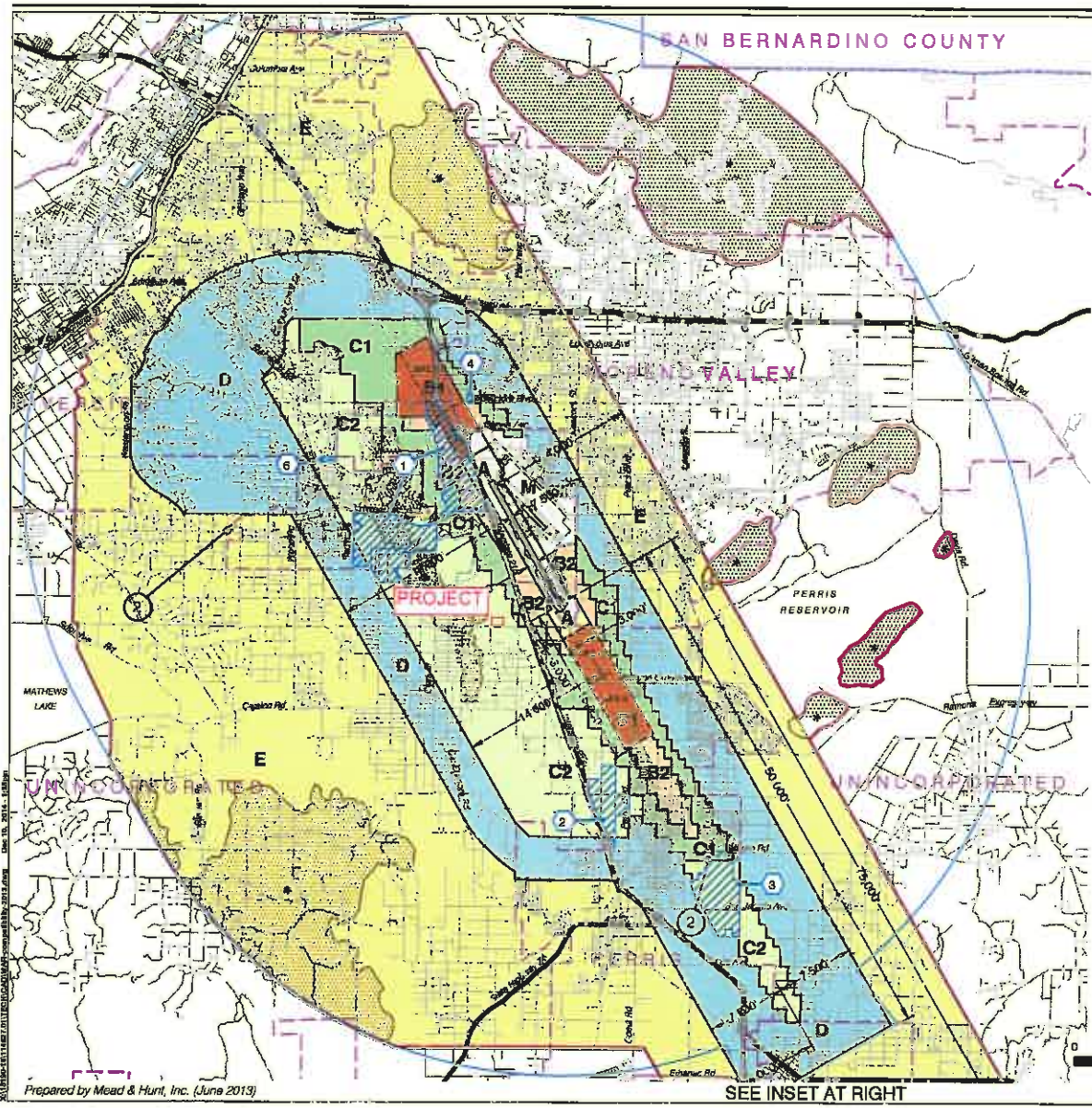
### **CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:  
  
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 230,292 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# 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 C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

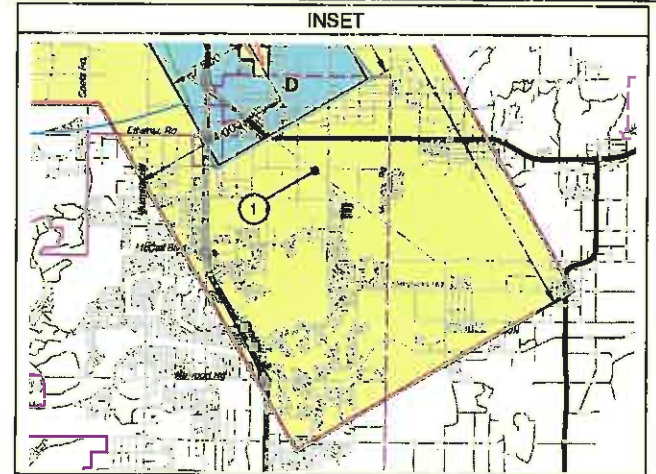
**Boundary Lines**

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

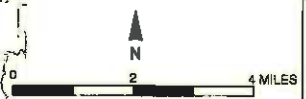
① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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



Base map source: County of Riverside 2013

**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

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

SEE INSET AT RIGHT



RIVERSIDE COUNTY

March Air Reserve Base

NANDINA AVE

NANDINA AVE

DECKER RD

HARVILL AVE

PERRIS

OLD OLEANDER AVE

OLD OLEANDER AVE

PROJECT SITE

215

PATTERSON AVE

DAY ST

MARKHAM ST

HARVILL AVE

MARKHAM ST

PERRY ST

RIVERSIDE COUNTY

PERRY ST

SEATON AVE

MARTIN ST

CAJALCO EXY

Source(s) ESRI, RC, TMA (2018)

# MAJESTIC FREEWAY BUSINESS CENTER - BUILDINGS 21 & 22

Date: November 2018



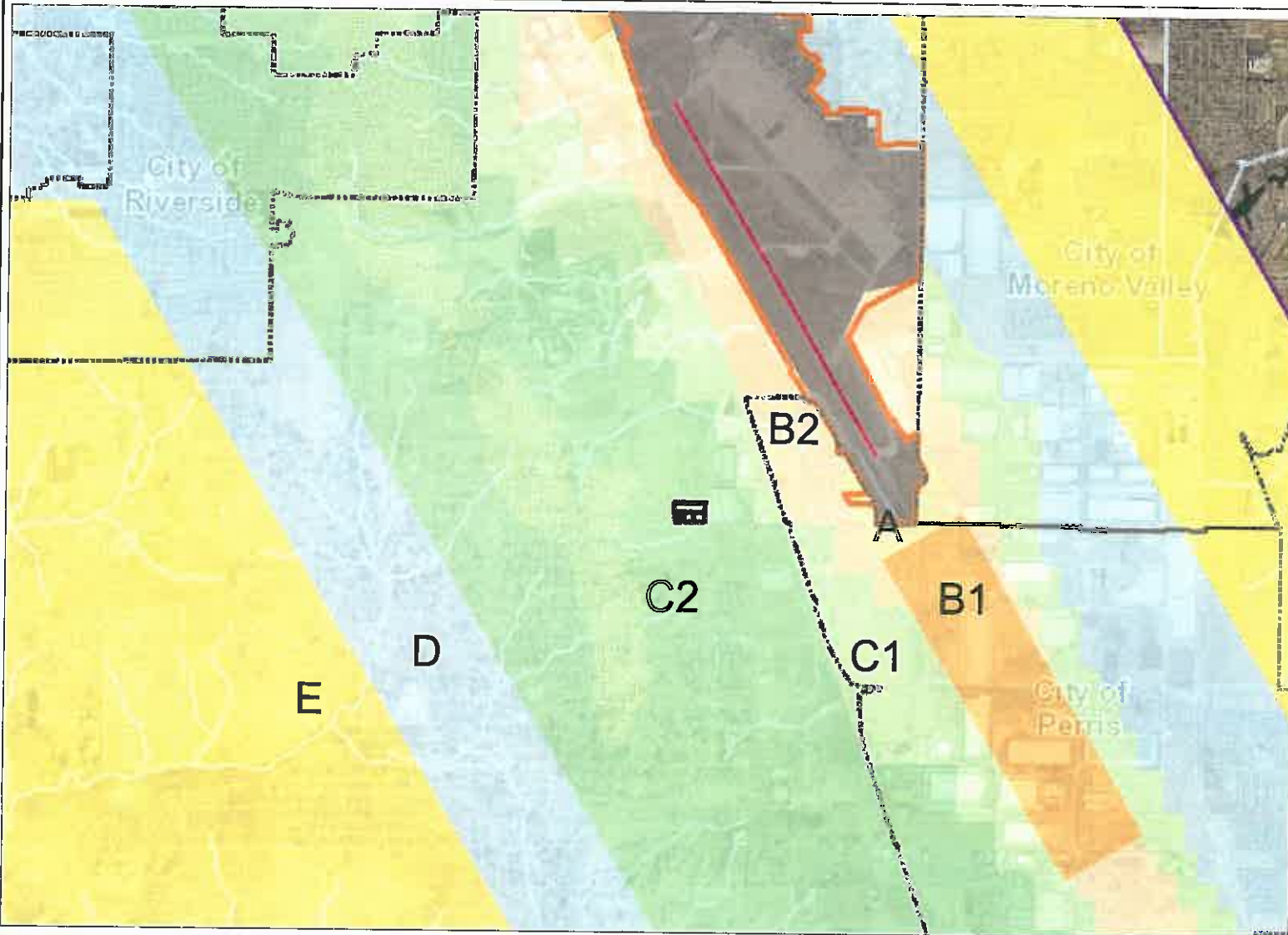
0 375 750 1,500



Feet

## VICINITY MAP

# Map My County Map



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



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

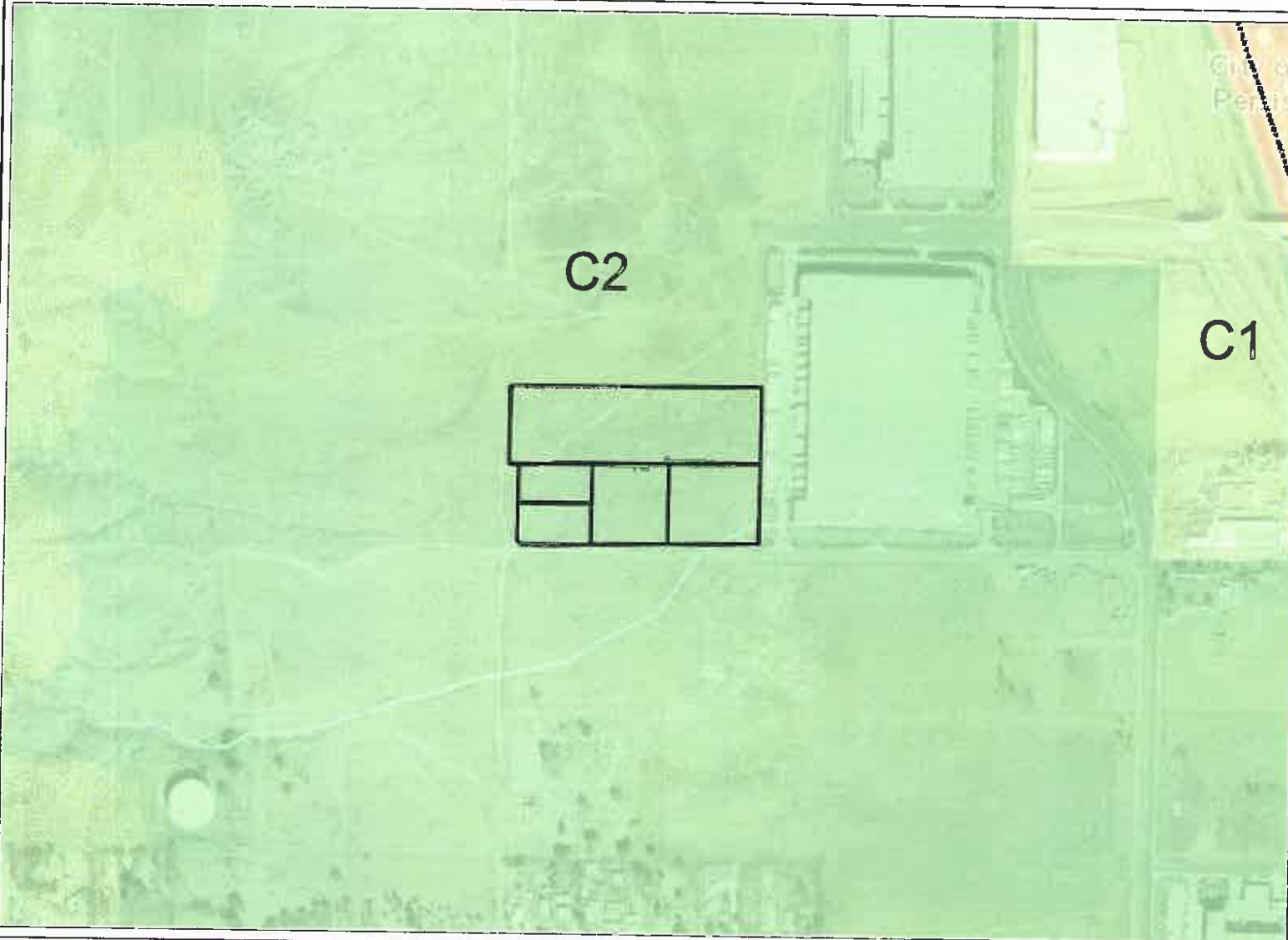


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**Notes**

# Map My County Map



**Legend**

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



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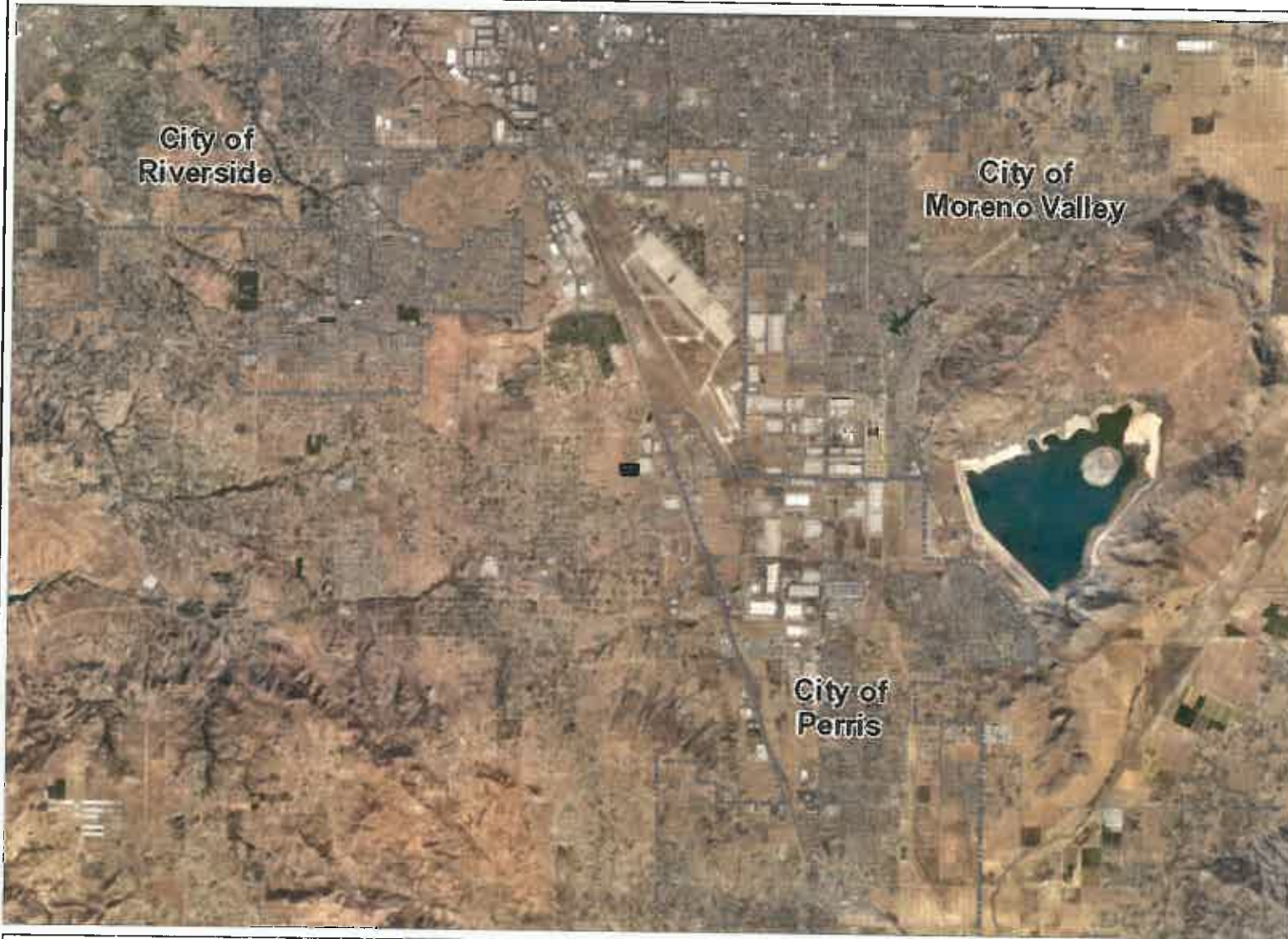


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**Notes**

# Map My County Map



## Legend

- City Areas
- World Street Map



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## Notes

# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map



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### Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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0 758 1,516 Feet

REPORT PRINTED ON... 11/30/2018 8:37:27 AM

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## Notes

**ZONING & LAND USE INFORMATION:**

COUNTY OF RIVERSIDE GENERAL PLAN: "LIGHT INDUSTRIAL"  
EXISTING ZONING IS "M-1P" & "P"  
EXISTING LAND USE IS LIGHT INDUSTRIAL, ALSO THE SURROUNDING AREA  
SPECIFIC PLAN 3414 E.I.R. 466  
Install Knox Box at All Offices and Office Entrances

**Parking Stalls:**  
All Parking Stalls Are 9'x19' Minimum With End Stalls Being 11'x19' Minimum. All Accessible Stalls Follow ADA Guidelines

**Assessor Parcel Maps:**  
285-310-014  
285-310-042  
285-310-043  
285-310-044  
285-310-018

**Legal Description:**  
Blg 21  
Parcel 1.2 & A Portion of Parcel 3 PM 17363, A Portion of Parcel 3 PM 12253  
Blg 22  
Parcels 4 & A Portion of Parcel 3 PM 17363, A Portion of Parcel 3

**Thomas Brothers:**  
Page 747 Cont. 86  
Page 747 Cont. 87

**ARCHITECT/OWNER:**  
MAJESTIC PREVIEW BUSINESS CENTER LLC  
C/O MAJESTIC REALTY CO. ATTN: JOHN SENCKEN  
13191 CROSSROADS PKWY., NO. 8TH FLR.  
CITY OF INDUSTRY, CA 91746-3497  
(562) 899-0463

**PREPARER:**  
COMMERCIAL CONSTRUCTION CO.  
13191 CROSSROADS PKWY. NO. 8TH FLR.  
CITY OF INDUSTRY, CA 91746-3497  
(562) 899-0463

**SOUTHERN CALIFORNIA Edison**  
Attn: Map Request Bldg D  
(714) 298-8820  
maprequest@sc Edison.com

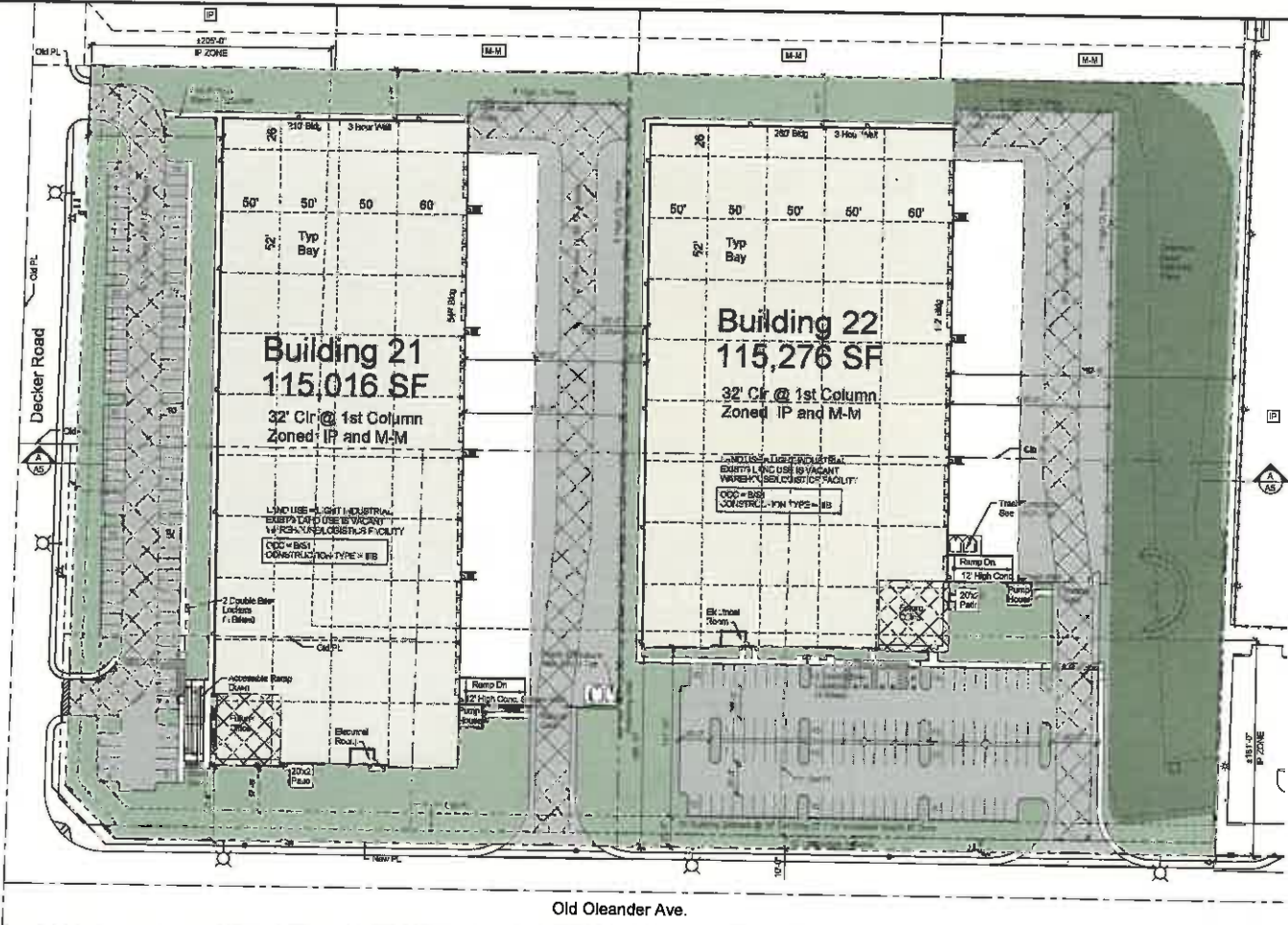
**SC GAS**  
Geary Ambers  
(909) 338-7955  
gambars@scgas.com

**EASTERN MUNICIPAL WATER DISTRICT**  
Catherine Valenzuela  
(951) 826-6107  
valenzuela@emwd.org

**TIME WARNER CABLE**  
Cecilia Miller  
(909) 875-3266  
cecilia.miller@twcable.com

**ATTI TRANSMISSION**  
Joseph Farkas  
(714) 983-7864  
jaf@attitransmission.com

**VAL VERDE UNIFIED SCHOOL DISTRICT**



Old Oleander Ave.

	Site Area Gross (Acres)	Site Area Net (Acres)	Building Area (SF)	Coverage (%)	Landscape Required (SF)	Landscape Provided (%)	Landscape Provided (SF)	Landscape Provided (%)	Book Doors Provided (Per 100)	Car Parking Required (Per Office)	Car Parking Provided (Per SF)	Bike Parking Required (1.25 Car Stalls)	Bike Parking Provided
Building 21	7,257.8	6,840.0	115,016	28.00%	58,307	12.98%	65,781	21.72%	30	90	53	4	4
Building 22	7,852.2	7,782.3	115,276	34.62%	28,495	11.97%	106,190	33.26%	21	88	110	4	4



SUBMITTAL (2018 11 26)

**SITE PLAN** A

**SITE PLAN**  
**BUILDING 21-22**  
**MAJESTIC PREVIEW BUSINESS CENTER**  
INDUSTRY, CA

Drawn By: JRM  
Checked By: JRM  
Date: 11-28-18  
COC JOB NO.  
**6712**  
SHEET NO.

**A1.21**





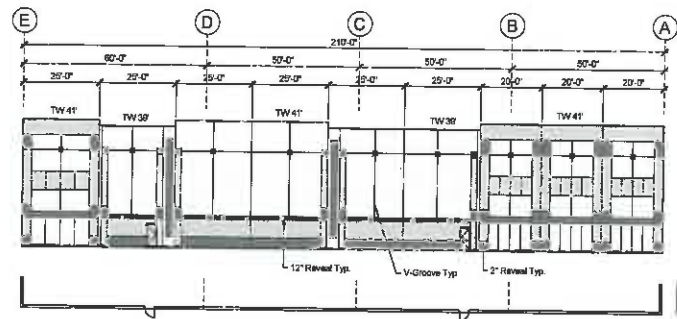


Provide Roof Top Screening of All z.c. Units Per County of Riverside Ordinance

**COLOR LEGEND**

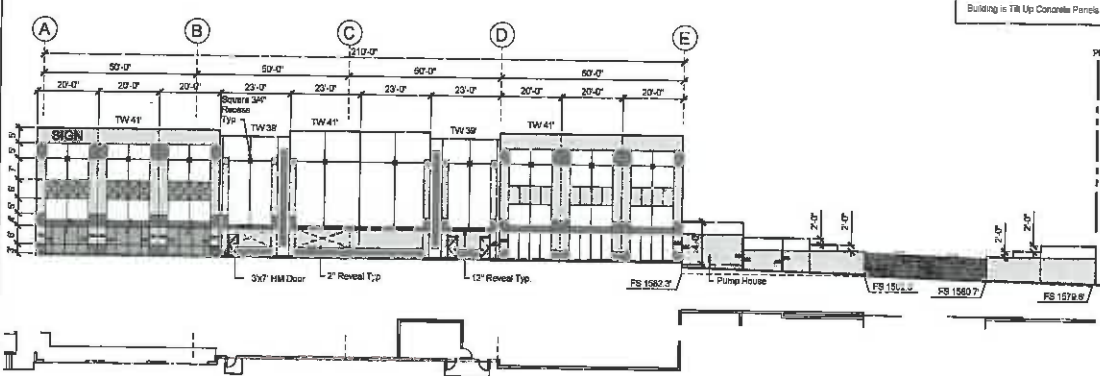
- SHERWIN WILLIAMS SW 7003 PURE WHITE
  - SHERWIN WILLIAMS SW 7603 MONDRIAN SILVER
  - SHERWIN WILLIAMS SW 7008 WALL STREET
  - GLAZING SOLAR COOL GRAY
- Building is Tall Up Concrete Panels

NO.	DATE	BY	DATE	REVISIONS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				



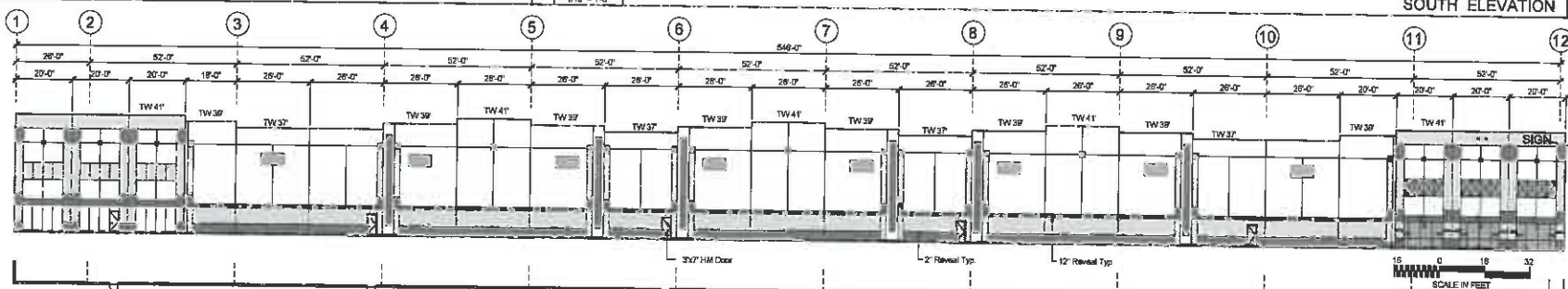
**NORTH ELEVATION B**

SCALE 1/8" = 1'-0"



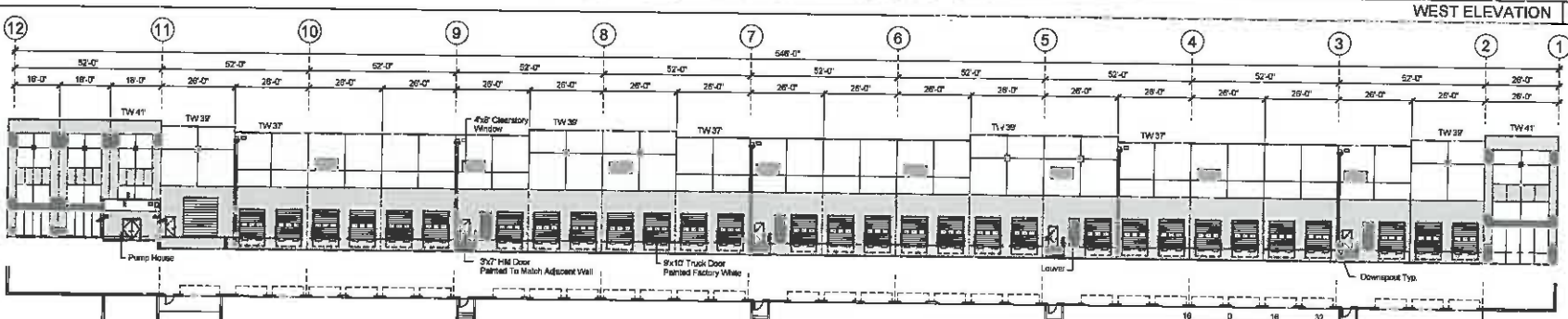
**SOUTH ELEVATION A**

SCALE 1/8" = 1'-0"



**WEST ELEVATION C**

SCALE 1/8" = 1'-0"



**SUBMITAL (2018 11 26)**

**EAST ELEVATION D**

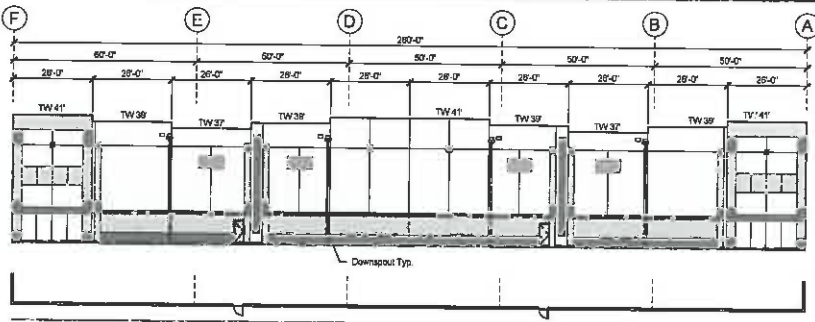
SCALE 1/8" = 1'-0"

COMMERCE CONSTRUCTION CO., LP  
 2315 Corporate Parkway North  
 City of Industry, California 91746-3489  
 Telephone: (626) 806-0033  
 License No. 723302

**ELEVATIONS**  
**BUILDING 21**  
**MAJESTIC FREEWAY BUSINESS CENTER**  
 OF RIVERSIDE, CA

Drawn By Date  
 JN 11-25-18  
 CCC JOB NO  
**6712**  
 SHEET NO

**A3.21A**



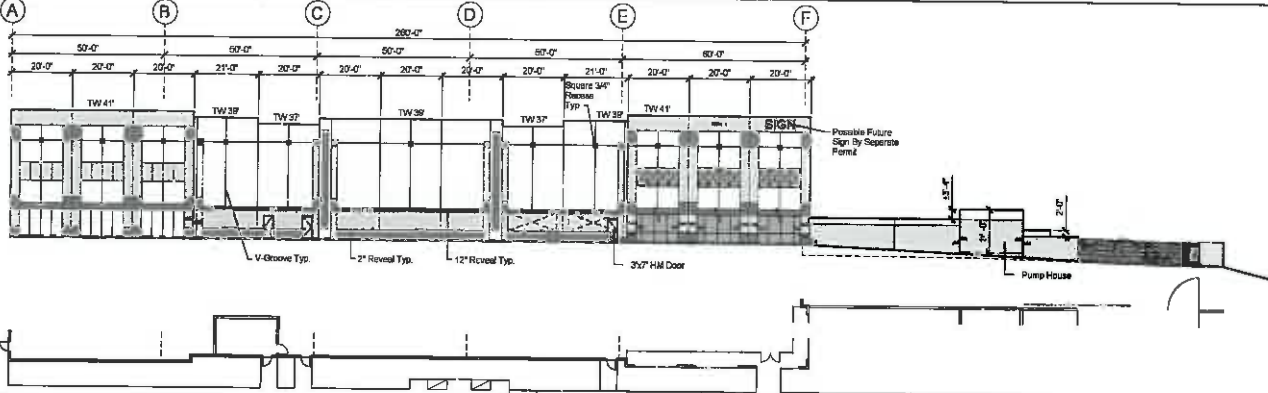
Provides Roof Top Screening of All A.C. Units Per County of Riverside Standards.

**COLOR LEGEND**

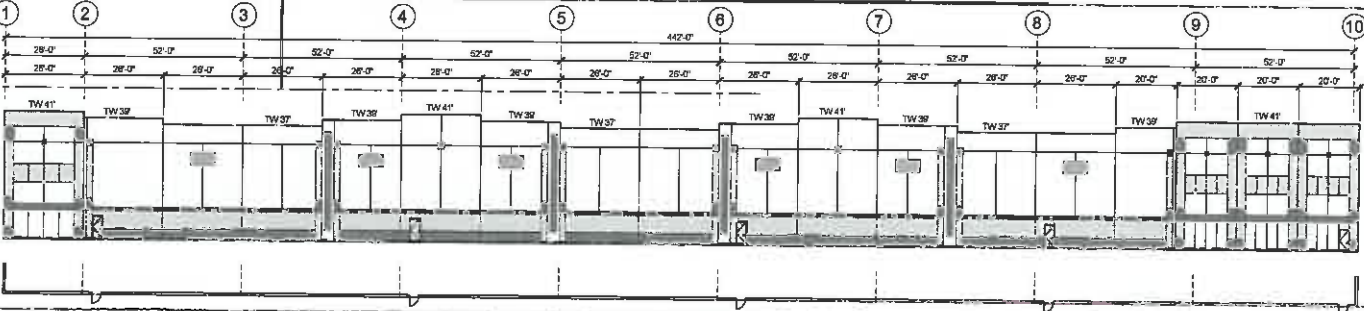
- SHERWIN WILLIAMS SW 7005 PURE WHITE
  - SHERWIN WILLIAMS SW 7005 MONOGRAL SILVER
  - SHERWIN WILLIAMS SW 7005 WALL STREET
  - GLAZING SOLAR COOL GRAY
- Building is Tie Up Concrete Panels



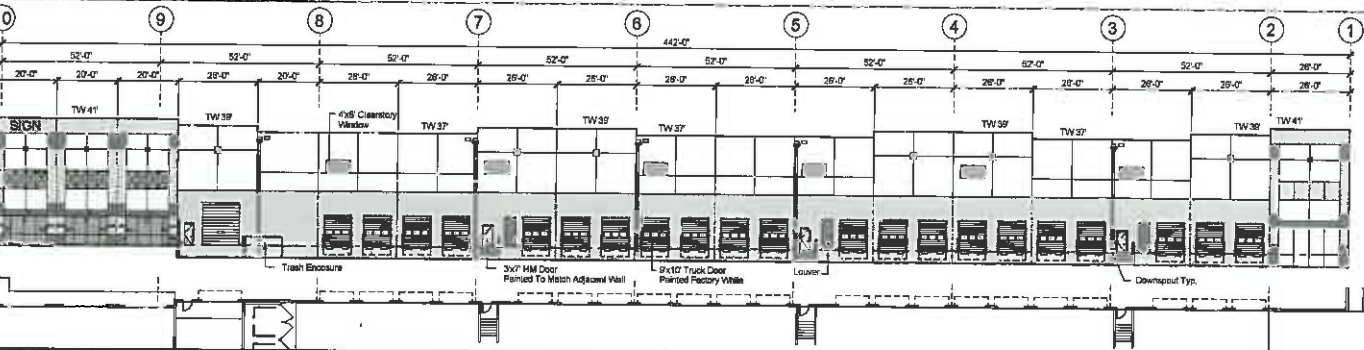
**NORTH ELEVATION A** SCALE: 1/16" = 1'-0"



**SOUTH ELEVATION B** SCALE: 1/16" = 1'-0"



**WEST ELEVATION C** SCALE: 1/16" = 1'-0"



**EAST ELEVATION D** SCALE: 1/16" = 1'-0"

SUBMITTAL (2018 11 26)

COMMERCIAL CONSTRUCTION CO., LP  
 1535 Corporate Parkway North  
 City of Industry, California 91746-3467  
 Telephone: (626) 990-0453  
 License No. 72300

ELEVATIONS  
 BUILDING 21  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DRAWN BY DATE  
 JN 11-28-18  
 OCC JOB NO.  
 6712  
 SHEET NO.  
 A3.21A

Drawing Not For Construction  
 This drawing is for informational purposes only and is not to be used for construction. The user is responsible for verifying the accuracy of the information provided and for obtaining all necessary permits.

DATE BY DATE  
 11/28/18 JN

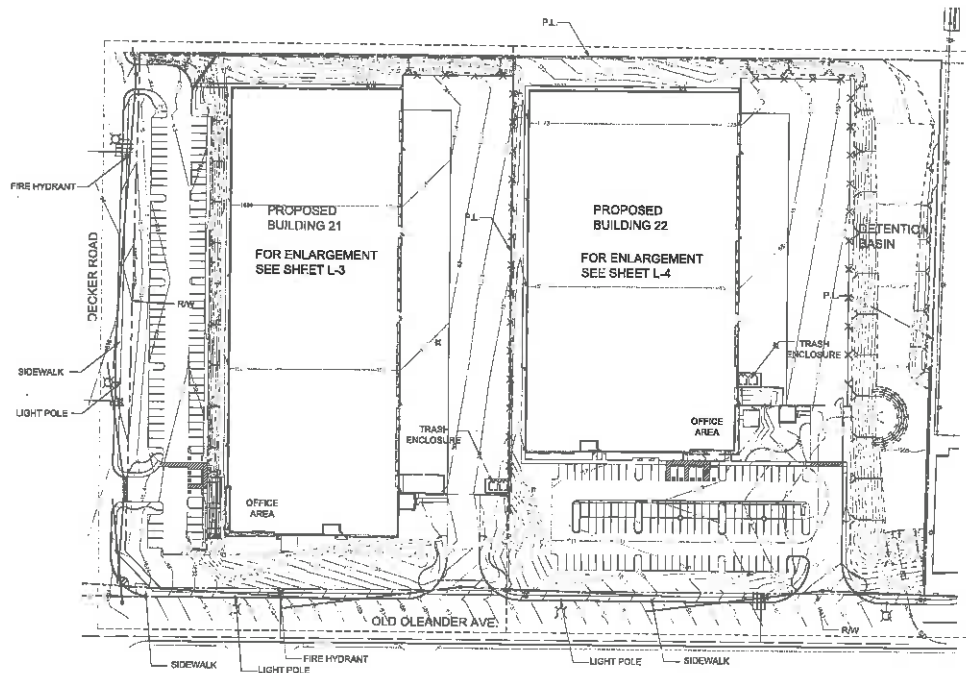
# BUILDINGS 21 & 22

## MAJESTIC FREEWAY BUSINESS CENTER

### RIVERSIDE, CA

### LANDSCAPE PLANS

#### COUNTY OF RIVERSIDE



**KEY MAP**  
NOT TO SCALE

### GENERAL NOTES

#### IRRIGATION

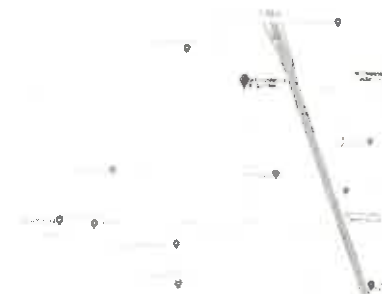
1. FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
2. REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.

#### PLANTING

1. ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
2. REMOVE STAKES FROM ALL SPRAYERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

### SHEET INDEX

COVER SHEET	L-1
PRELIMINARY LANDSCAPE PLANS	L-2 - L-4
SHADE PLAN AND SHADE CALCULATIONS	L-5
HYDROZONE MAP	L-6
SITE PHOTO PLAN	L-7



### VICINITY MAP

NOT TO SCALE  
THOMAS BROS. MAPS  
PAGE 777, C-1

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 NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.



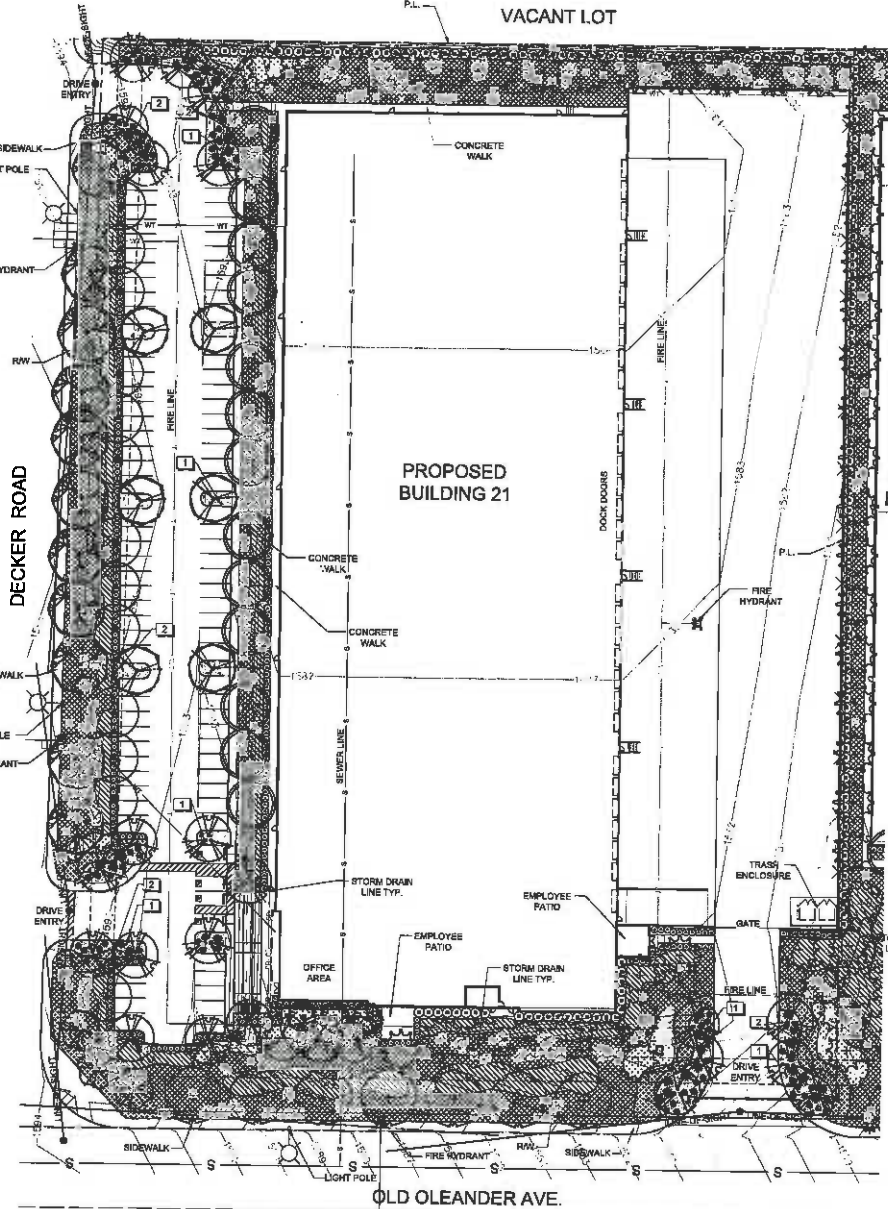
COMMERCE CONSTRUCTION CO., L.P.  
 2411 New American Parkway West  
 City of Industry, California 91744-1187  
 Telephone: (626) 944-1288

SHEET TITLE: COVER SHEET  
 PROJECT DESCRIPTION: BUILDINGS 21 & 22  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DRAWN BY: BFK  
 DATE: 11/23/18  
 SHEET NO.: COM02077  
 SHEET NO.: L-1  
 1 OF 7 SHEETS



VACANT LOT



OLD OLEANDER AVE.

VACANT LOT

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	SIZE	WUCOLS	QTY
	Cedars & Dwarf Moun. / Thorton Pine Yews	20"tr	Low	34
	Pine obelisk / Alpha Pine	15"tr	Low	30
	Pine obelisk / Alpha Pine	24"tr	Low	35
	Palm tree / Calamagrostis	15"tr & 24"tr	Med	20
	Palmetto / London Palm Tree	24"tr	Med	10
	Palmetto / Palm Tree	24"tr	Low	20
	Prospice / Chinese Magnolia	24"tr	Low	10
	Quercus agrifolia / Coast Live Oak	48"tr	Low	10
	Quercus virginiana / Southern Live Oak	24"tr	Low	15
	Pine / Juniper / Cypress	24"tr	Low	20
	Louisa / Florida / California Palm Tree	17"tr	Low	10

CONCEPT PLANT SCHEDULE

- 1.0000** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0001** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0002** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0003** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0004** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0005** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0006** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0007** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0008** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0009** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0010** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0011** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0012** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0013** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0014** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0015** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0016** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0017** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0018** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0019** **PLANT SCHEDULE** - SEE PLANT SCHEDULE
- 1.0020** **PLANT SCHEDULE** - SEE PLANT SCHEDULE

NOTES

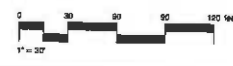
- ALL TREES WITHIN 5' OF HARDSCAPE SHALL BE IN A SHADYTOWN LINEAR MAP AROUND NOT ALLOWED; ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
- NOTE: CONTRACTOR TO INSTALL CONCRETE MOWBARS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRAVEL AND PLANTING AREAS.
- NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND QUANTITY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

ALL PLANTER AREAS TO RECEIVE A 1" LAYER OF SHREDDED COVER MULCH, AVAILABLE FROM EARTHWORKS 885-9782-8289

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
	1" TRACKS 5/8" DEEPERATIVE GRA. 1" - MOUVE GOLD OVER WEED BARRIER
	4" x 4" CONCRETE MOW CURB TO SEPARATE DRIVE AREAS FROM DECORATIVE GRAVEL

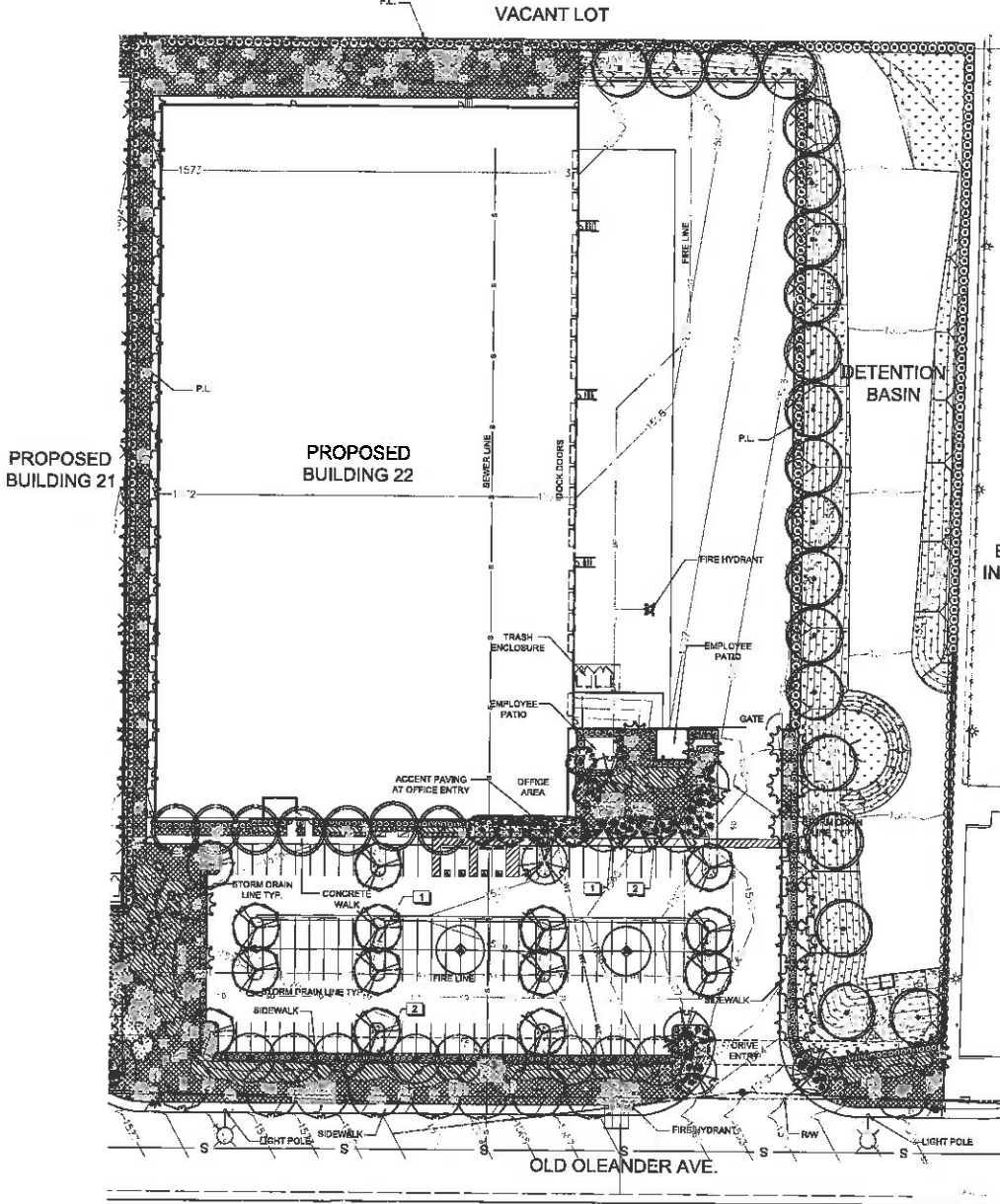


CHUNCEY CONSTRUCTION CO., L.P.  
 5411 E. Highway, Hayward, CA 94541  
 Tel: 925-785-1111  
 Fax: 925-785-1112  
 Website: www.chuncey.com

**Enviroins**  
 ENVIRONMENTAL CONSULTING  
 10000 S. DEER CREEK RD., SUITE 100  
 RIVERVIEW, CA 94571  
 Tel: 925-785-1111  
 Fax: 925-785-1112  
 Website: www.enviroins.com

SHEET TITLE: PRELIMINARY LANDSCAPE PLAN  
 BUILDINGS 21 & 22  
 MAJESTIC-FREEWAY BUSINESS CENTER  
 RIVERVIEW, CA

DRAWN BY: DATE: 11/23/16  
 BFK  
 CON02077  
 SHEET NO.: L-3  
 3 OF 7 SHEETS



**PLANT SCHEDULE**

TREE	BOTANICAL NO. &/ COMMON NAME	QDNT	WUODLS
	Common 2' Diameter Bluebonnet / Thornless Paly Weeds	20/100	Low
	Prickly Pear / Agave Pine	15/60	Low
	Palm (various) / Old World Sycamore	10/50 & 24' Zone	Med
	Palm (various) / Live Oak	24/100	Med
	Flowering Quince / Palm Pine	24/100	Low
	Prickly Pear / Chalky Mesquite	24/100	Low
	Quercus agrifolia / Cork Oak	48/100	Low
	Quercus engelmannii / Southern Live Oak	24/100	Low
	River Birch / African Baobab	24/100	Low
	Washingtonia / California Fan Palm	17' Street Tree Height	Low

**CONCEPT PLANT SCHEDULE**

**SMALLER DENSITY SCHEDULE - 1 GAL. 100% WATER**  
 1. 1" - 2" Diameter Bluebonnet / Thornless Paly Weeds - 20/100  
 2. Prickly Pear / Agave Pine - 15/60  
 3. Palm (various) / Old World Sycamore - 10/50 & 24' Zone  
 4. Palm (various) / Live Oak - 24/100  
 5. Flowering Quince / Palm Pine - 24/100  
 6. Prickly Pear / Chalky Mesquite - 24/100  
 7. Quercus agrifolia / Cork Oak - 48/100  
 8. Quercus engelmannii / Southern Live Oak - 24/100  
 9. River Birch / African Baobab - 24/100  
 10. Washingtonia / California Fan Palm - 17' Street Tree Height

**LARGE DENSITY SCHEDULE - 1 GAL. 100% WATER**  
 1. 2" - 3" Diameter Bluebonnet / Thornless Paly Weeds - 20/100  
 2. Prickly Pear / Agave Pine - 15/60  
 3. Palm (various) / Old World Sycamore - 10/50 & 24' Zone  
 4. Palm (various) / Live Oak - 24/100  
 5. Flowering Quince / Palm Pine - 24/100  
 6. Prickly Pear / Chalky Mesquite - 24/100  
 7. Quercus agrifolia / Cork Oak - 48/100  
 8. Quercus engelmannii / Southern Live Oak - 24/100  
 9. River Birch / African Baobab - 24/100  
 10. Washingtonia / California Fan Palm - 17' Street Tree Height

**CONCEPT PLANT SCHEDULE - 1 GAL. 100% WATER**  
 1. 2" - 3" Diameter Bluebonnet / Thornless Paly Weeds - 20/100  
 2. Prickly Pear / Agave Pine - 15/60  
 3. Palm (various) / Old World Sycamore - 10/50 & 24' Zone  
 4. Palm (various) / Live Oak - 24/100  
 5. Flowering Quince / Palm Pine - 24/100  
 6. Prickly Pear / Chalky Mesquite - 24/100  
 7. Quercus agrifolia / Cork Oak - 48/100  
 8. Quercus engelmannii / Southern Live Oak - 24/100  
 9. River Birch / African Baobab - 24/100  
 10. Washingtonia / California Fan Palm - 17' Street Tree Height

**NOTES**

- ALL TREES WITHIN 8' OF HARDSCAPE SHALL BE IN A SHADY/TOUCH LINE (WRAP AROUND NOT ALLOWED). ROOT BARRIERS 24" HIGH/36" DIA. NOT BARRIERS SHALL BE CENTERED ON TREE AND EXTEND 8' IN BOTH DIRECTIONS FOR A TOTAL OF 16'.
- NOTE: CONTRACTOR TO INSTALL CONCRETE MOUNTAIN CURBS TO DEFINE THE FOLLOWING AREAS BETWEEN DRIVEWAYS AND PLANTING AREAS.
- NOTE: QUANTITY AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKEOFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

**SHREDDED MULCH NOTE**  
 ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (86) 892-2299

**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION
1	3" THICK 3.0' DIA. DECOMPOSITIVE GRAVEL - MOHAWK GOLD O-RER WOOD BARRIER
2	2" THICK CONCRETE HOW CURB TO REPAIR DRIVEWAY AREAS FROM DECOMPOSITIVE GRAVEL



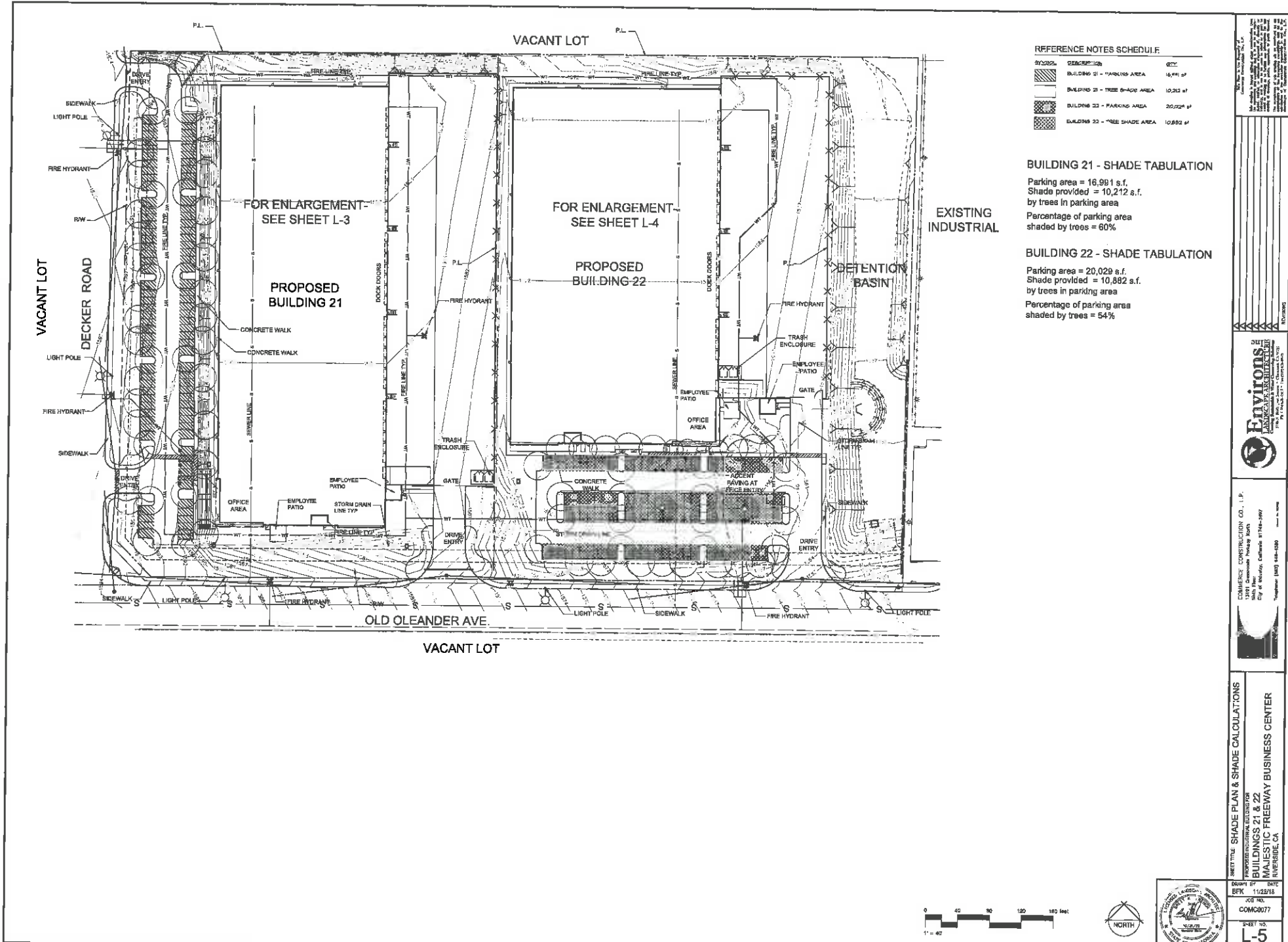
**EnviroSolutions**  
 ENVIRONMENTAL & LANDSCAPE ARCHITECTURE  
 1100 W. 10TH ST. SUITE 100  
 DENVER, CO 80202  
 PHONE: (303) 733-1100  
 FAX: (303) 733-1101  
 WWW: WWW.ENVIRONMENTSOLUTIONS.COM

**DOMINICK CONSTRUCTION CO., L.P.**  
 5000 E. Colfax Avenue  
 Denver, CO 80220  
 Phone: (303) 756-1200

**PRELIMINARY LANDSCAPE PLAN**  
 BUILDINGS 21 & 22  
 DENVER POSTAL FREEMAN BUSINESS CENTER  
 DENVER, CO

Drawn By: GTC  
 Date: 11/23/18  
 Job No: COM0077  
 Sheet No: L-4  
 4 OF 7 SHEETS





REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
[Hatched Pattern]	BUILDING 21 - PARKING AREA	16,991 sf
[Hatched Pattern]	BUILDING 21 - TREE SHADE AREA	10,212 sf
[Hatched Pattern]	BUILDING 22 - PARKING AREA	20,029 sf
[Hatched Pattern]	BUILDING 22 - TREE SHADE AREA	10,882 sf

**BUILDING 21 - SHADE TABULATION**  
 Parking area = 16,991 s.f.  
 Shade provided = 10,212 s.f.  
 by trees in parking area  
 Percentage of parking area shaded by trees = 60%

**BUILDING 22 - SHADE TABULATION**  
 Parking area = 20,029 s.f.  
 Shade provided = 10,882 s.f.  
 by trees in parking area  
 Percentage of parking area shaded by trees = 54%

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES. DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MARIETTA, GEORGIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING THE SITE TO ORIGINAL OR BETTER CONDITION AFTER CONSTRUCTION IS COMPLETE.

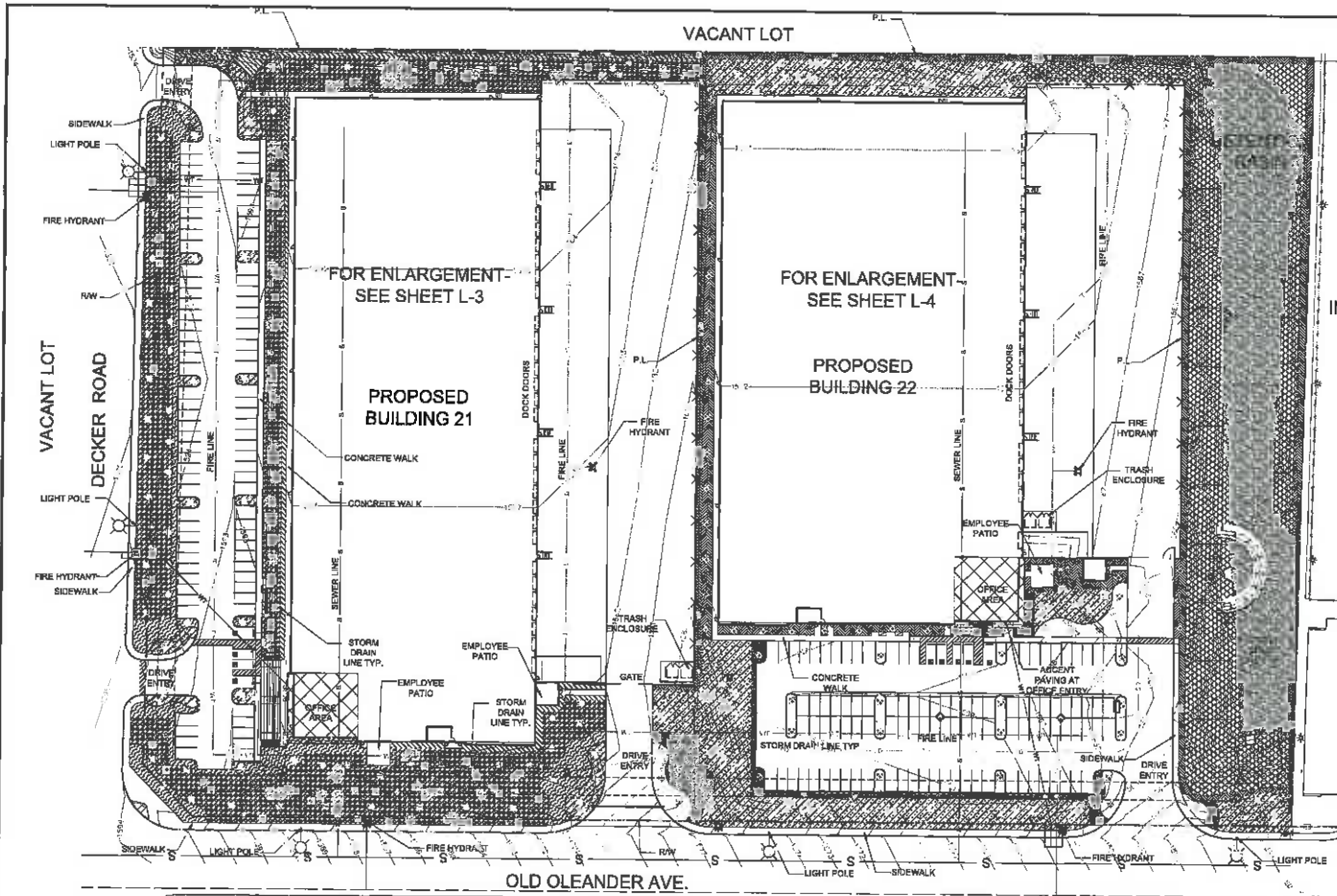


COMMERCE CONSTRUCTION CO., L.P.  
 3100 Commerce Parkway South  
 City of Marietta, Georgia 30067-1949  
 Telephone: (404) 544-1300

SHEET TITLE: SHADE PLAN & SHADE CALCULATIONS  
 PREPARED BY: ENVIRONMENTAL ENGINEER  
 BUILDINGS 21 & 22  
 MARIETTA FREEWAY BUSINESS CENTER  
 MARIETTA, GA.

DRAWN BY: DATE:  
 BFK 11/23/16  
 JOB NO.:  
 COM0077  
 SHEET NO.:  
 L-5  
 6 OF 7 SHEETS





**BUILDING 21- HYDROZONE LEGEND**

SYMBOL	DESCRIPTION	QTY
[Pattern]	HYDROZONE 1 - BUILDING 21 - DRIP IRRIGATION + TREES, SHRUBS, & GRASS/COVER - LOW WATER USE	8,462 sf
[Pattern]	HYDROZONE 2 - BUILDING 21 - DRIP IRRIGATION + TREES, SHRUBS, & GRASS/COVER - MED WATER USE	4,231 sf
[Pattern]	HYDROZONE 3 - BUILDING 21 - OVERHEAD SPRAY + TREES, SHRUBS, & GRASS/COVER - LOW WATER USE	47,040 sf
[Pattern]	HYDROZONE 4 - BUILDING 21 - SUBSILERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	4,474 sf
[Pattern]	HYDROZONE 5 - BUILDING 21 - SUBSILERS - TREES - MODERATE WATER USE	2,744 sf

**EXISTING INDUSTRIAL**

Reverie County Ordinance 888 Landscape Water Use Calculations  
**MAJESTIC FREEWAY BUSINESS CENTER BUILDING 21**

1 Maximum Annual Water Allowance	(GPM)
INPUT Total Annual Budget of Irrigation =	96,972 GPD
INPUT Net Use Eff. for the area =	0.63
<b>MAWA =</b>	<b>1,538,100 GPD/yr</b>

2 Individual Annual Water Use	(GPM)
Hydrozone # 1 - DRIP-LOW	0.3 gpm
Hydrozone # 2 - DRIP-MED	0.5 gpm
Hydrozone # 3 - OVERHEAD-LOW	0.3 gpm
Hydrozone # 4 - SUBSILERS-LOW	0.2 gpm
Hydrozone # 5 - SUBSILERS-TREES	0.4 gpm
<b>TOTAL MAWA =</b>	<b>1,677,317 GALLONS/yr</b>
<b>MAWA &lt; MAWA =</b>	<b>70,735 GALLONS/yr</b>

(All numbers must be posted)

**BUILDING 22- HYDROZONE LEGEND**

[Pattern]	HYDROZONE 1 - BUILDING 22 - DRIP IRRIGATION + TREES, SHRUBS, & GRASS/COVER - LOW WATER USE	20,091 sf
[Pattern]	HYDROZONE 2 - BUILDING 22 - DRIP IRRIGATION + TREES, SHRUBS, & GRASS/COVER - MED WATER USE	9,814 sf
[Pattern]	HYDROZONE 3 - BUILDING 22 - OVERHEAD SPRAY + TREES, SHRUBS, & GRASS/COVER - LOW WATER USE	28,492 sf
[Pattern]	HYDROZONE 4 - BUILDING 22 - OVERHEAD SPRAY + TREES, SHRUBS, & GRASS/COVER - MED WATER USE	24,860 sf
[Pattern]	HYDROZONE 5 - BUILDING 22 - SUBSILERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	9,071 sf
[Pattern]	HYDROZONE 6 - BUILDING 22 - SUBSILERS - TREES - MODERATE WATER USE	3,491 sf
[Pattern]	HYDROZONE 7 - BUILDING 22 - GRAVEL/DIRT	28,093 sf

**EXISTING INDUSTRIAL**

Reverie County Ordinance 888 Landscape Water Use Calculations  
**MAJESTIC FREEWAY BUSINESS CENTER BUILDING 22**

1 Maximum Annual Water Allowance	(GPM)
INPUT Total Annual Budget of Irrigation =	114,330 GPD
INPUT Net Use Eff. for the area =	0.65
<b>MAWA =</b>	<b>1,882,100 GPD/yr</b>

2 Individual Annual Water Use	(GPM)
Hydrozone # 1 - DRIP-LOW	0.5 gpm
Hydrozone # 2 - DRIP-MED	0.5 gpm
Hydrozone # 3 - OVERHEAD-LOW	0.5 gpm
Hydrozone # 4 - OVERHEAD-MED	0.5 gpm
Hydrozone # 5 - SUBSILERS-LOW	0.5 gpm
Hydrozone # 6 - SUBSILERS-TREES	0.5 gpm
Hydrozone # 7 - GRAVEL/DIRT	0.5 gpm
<b>TOTAL MAWA =</b>	<b>1,919,337 GALLONS/yr</b>
<b>MAWA &lt; MAWA =</b>	<b>31,237 GALLONS/yr</b>

(All numbers must be posted)

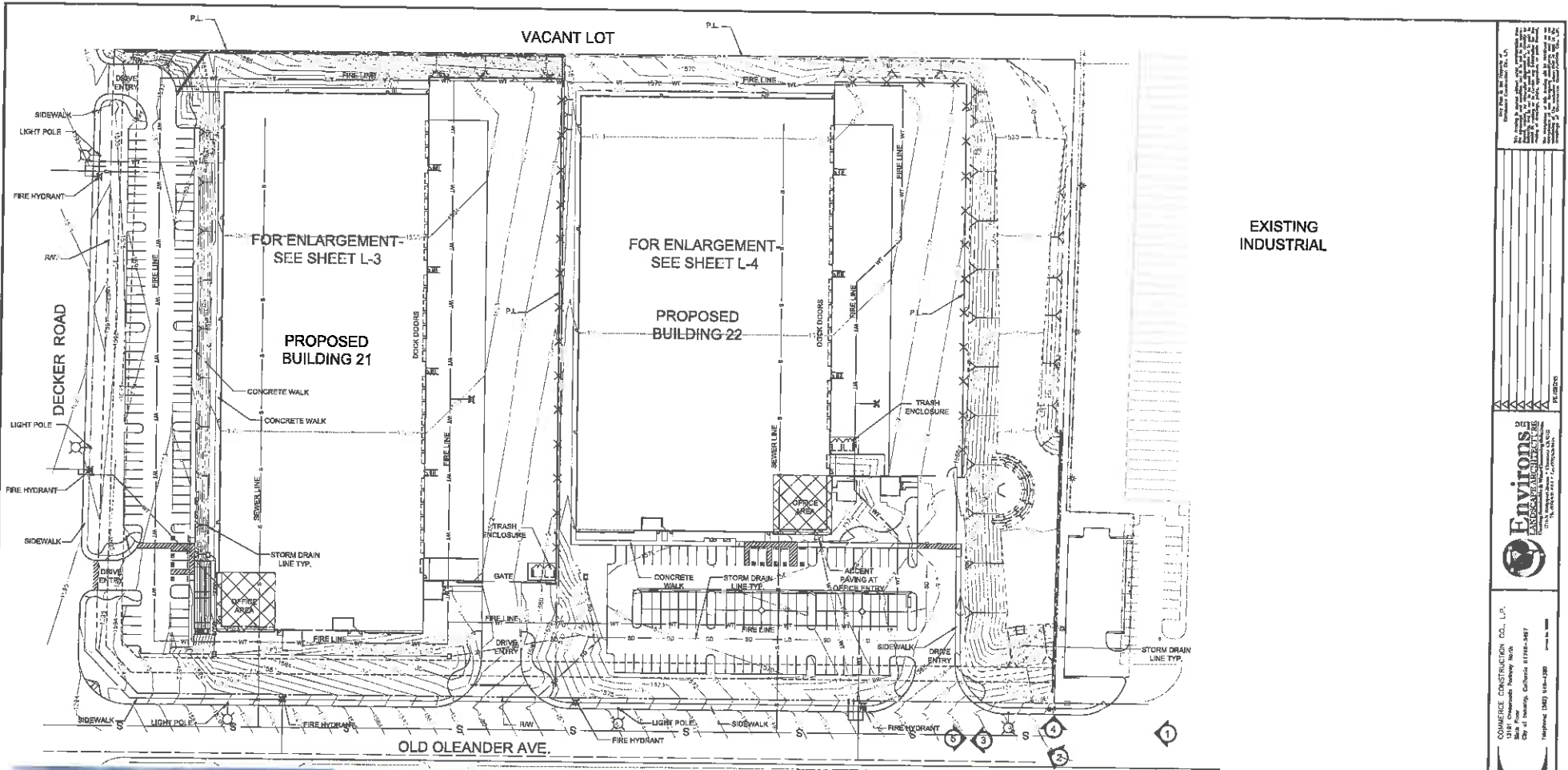
SHEET NO. 11/23/18  
 JOB NO. COMD2077  
 SHEET NO. L-6  
 OF 7

**Environics**  
 LANDSCAPE ARCHITECTURE  
 1319 Commerce Parkway North  
 Cary, NC 27513, Phone: 919-242-3487  
 Fax: 919-242-3488

**COMMERCE CONSTRUCTION CO., L.P.**  
 1319 Commerce Parkway North  
 Cary, NC 27513, Phone: 919-242-3487  
 Fax: 919-242-3488

**HYDROZONE MAP & WATER USE CALC'S**  
 PROPOSED INDUSTRIAL DEVELOPMENT  
**BUILDINGS 21 & 22**  
**MAJESTIC FREEWAY BUSINESS CENTER**  
 RENOIR, GA





SITE PHOTO VIEW 1



SITE PHOTO VIEW 2



SITE PHOTO VIEW 3



SITE PHOTO VIEW 4



SITE PHOTO VIEW 5



100% PERMITS BY APPROVAL OF THE  
 CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS  
 15151 Central Expressway, Suite 200  
 City of Industry, California 91744-3497  
 Telephone: (909) 614-1388  
 Fax: (909) 614-1389  
 www.bk.com

**Environs**  
 LANDSCAPE ARCHITECTURE  
 15151 Central Expressway, Suite 200  
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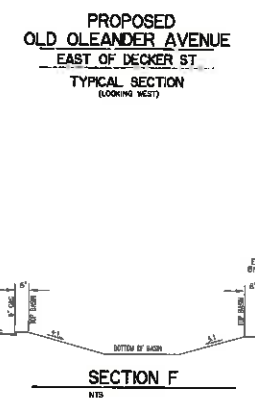
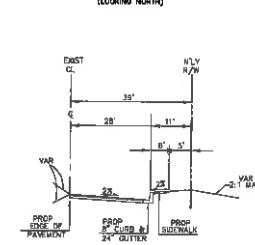
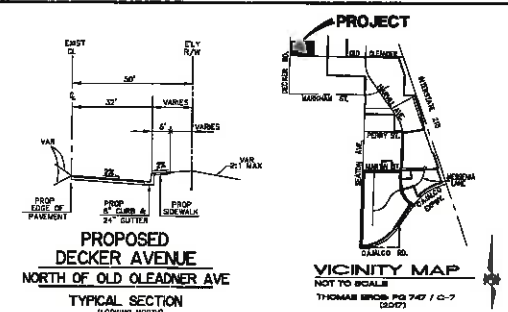
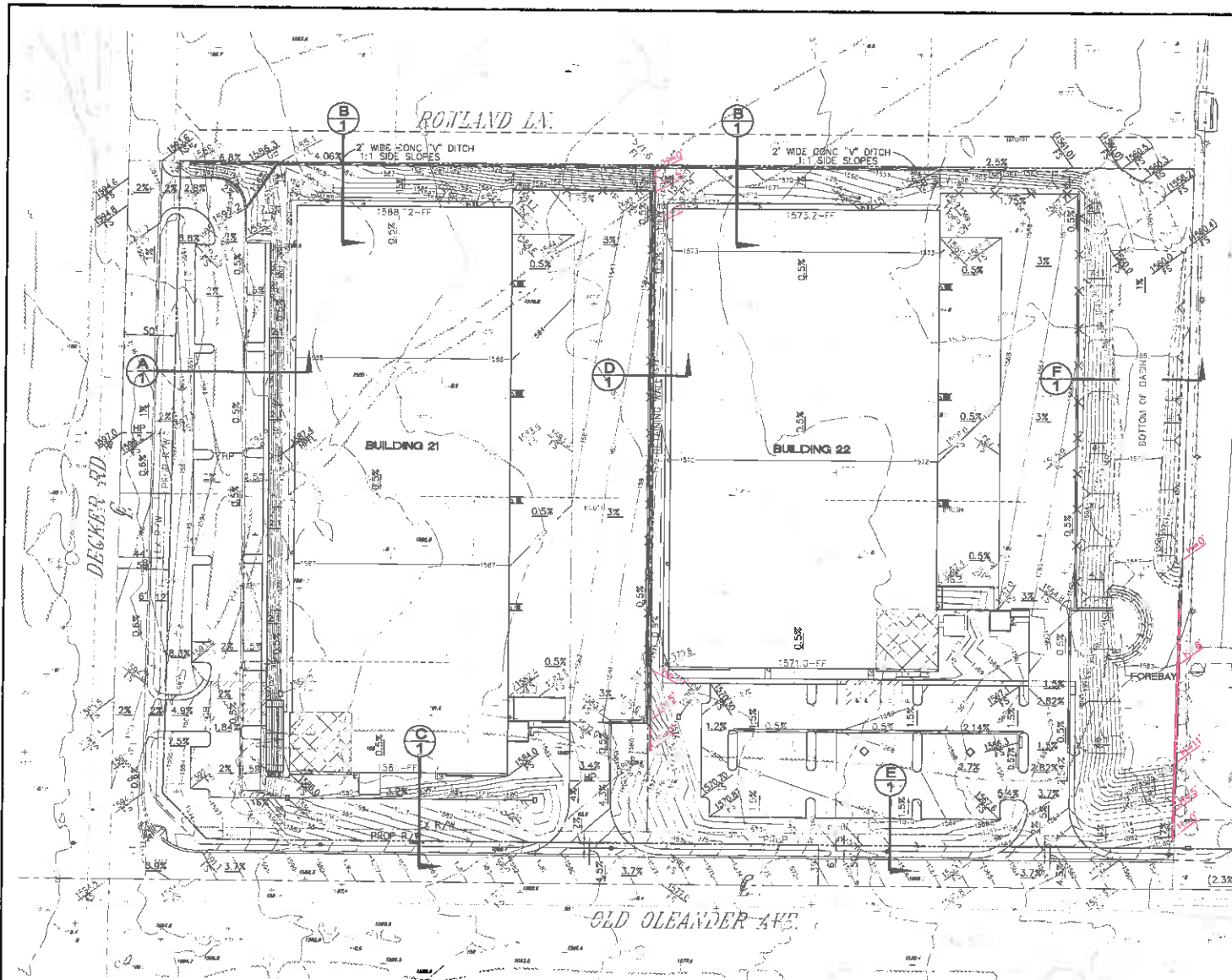
SHEET TITLE - SITE PHOTOS  
 PROPOSED INDUSTRIAL BUILDINGS FOR  
 BUILDINGS 21 & 22  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERBEND, CA

DRAWN BY: DATE  
 BFK 11/23/18

JOB NO.  
 COMC0077

SHEET NO.  
 L-7  
 7 OF 7 SHEETS





**EARTH-WORK**

NO.	DESCRIPTION	CU	CU	CU
1	FIELD DI	28.51	63.99	
2	SPRINK	39.28	23.75	
3	4"/4.5" HD. PAV	12.58	12.58	
4	2" CONC. PAV	2.76		
5	2" CONC. PAV	1.43		
6	2" CONC. PAV	4.31		
7	2" CONC. PAV	98		
8	2" CONC. PAV	18.16		
9	2" CONC. PAV	74.34	33.28	
10	TOTAL	197.07	106.70	

W/NOT - 45.81

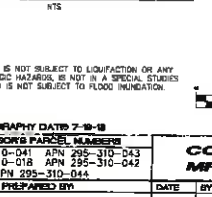
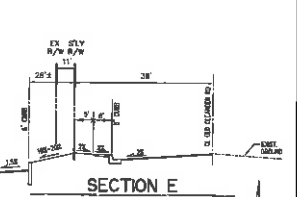
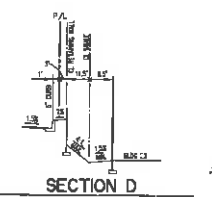
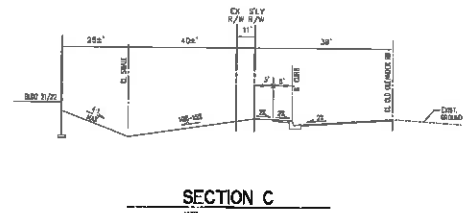
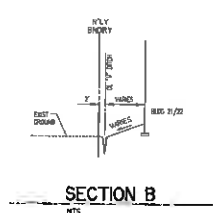
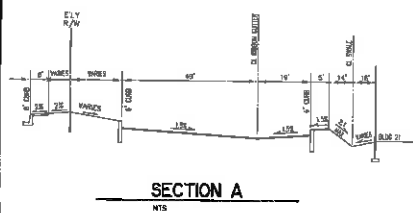
**OVERALL SITEWORK QUANTITIES**

DESCRIPTION	QUANTITY
CURB & GUTTER	7,267 LF
2" WIDE ASPHALT GUTTER	300 LF
4"/4.5" HD. PAVEMENT	38,507 SF
2" CONC. PAVEMENT	1,398 SF
RETAINING WALLS	332 LB
2" x 4" CONC. V DITCH	778 LF

**OVERALL PUBLIC QUANTITIES**

DESCRIPTION	QUANTITY
CONC. DRIVEWAY APPROACH	3,410 SF
CURB & GUTTER	1,545 LF
4"/4.5" HD. PAVEMENT	63,697 SF

**PROJECT AREA**  
NET AREA = 14.7 AC



NOTE: SITE IS NOT SUBJECT TO LIQUIDATION OR ANY OTHER GEOTECHNICAL HAZARDS, IS NOT IN A SPECIAL STUDIES ZONE, AND IS NOT SUBJECT TO FLOOD INUNDATION.

**LEGAL DESCRIPTION BLDG 21**  
PARCELS 11 & 2 A PORTION OF PAR. 3  
PM 17353, A PORTION OF PAR. 3  
PM 12253

**LEGAL DESCRIPTION BLDG 22**  
PARCELS 4 & 5 A PORTION OF PAR. 3  
PM 17353, A PORTION OF PAR. 3  
PM 12253

**TUPOGRAPHY DATED 7-18-18**  
ARREBOR'S PARCEL MAPS  
APN 295-310-041 APN 295-310-043  
APN 295-310-018 APN 295-310-042  
APN 295-310-044

**PREPARED FOR**  
COMMERCIAL CONSTRUCTION CO., LP  
1725 Division Street  
227 S. Main Street, PM-307  
Tulsa, OK 74103  
Tel: 918-486-1443  
Fax: 918-486-1444

**PREPARED BY**  
PILLA ENGINEERING, INC.  
Professional Engineering & Surveying  
4700 BYRD BLVD, STE 100-200  
TULSA, OKLA. 74120  
6601 754-0842 / 754-0840-FAX

**CONCEPT GRADING PLAN**  
**MFBC-BUILDINGS 21 & 22**

DATE	BY	REVISION	WO
			100-97
			NO. 1 OF 2

Nov 20 2018

GRAPHIC SCALE  
1" = 20' (HORIZONTAL)  
1" = 4' (VERTICAL)

1st Edition

**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING:           January 10, 2019

TIME OF HEARING:           9:30 A.M.

**CASE DESCRIPTION:**

ZAP1343MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180033 (Plot Plan). A proposal to construct two industrial manufacturing buildings totaling 230,292 square feet on a total of 14.88 acres located easterly of Decker Road, northerly of Old Oleander Avenue, westerly of Harvill Avenue and southerly of Nandina Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner 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. John Hildebrand of the County of Riverside Planning Department at (951) 955-1888.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1343MARB      DATE SUBMITTED: 11/28/18

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

ZONING  
MARB

Applicant	Majestic Realty Co.	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email JSemcken@majesticrealty.com
Representative	T&B Planning, Inc. (Contact: George Atalia)	Phone Number 714.505.6360 x 107
Mailing Address	17542 E. 17th Street, Suite 100 Tustin, CA 92780	Email gatalla@tbplanning.com
Property Owner	Majestic Freeway Business Center, LLC	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email JSemcken@majesticrealty.com

### LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number 951.955.3025
Staff Contact	John Hildebrand	Email jhildebr@rivco.org
Mailing Address	Planning Department 4080 Lemon St, 12th Floor Riverside, CA 92501	Case Type Land Use/Planning
Local Agency Project No	PPT 180633	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" 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	East of Decker Road, west of Harvill Avenue, south of Harley Knox Boulevard, and north of Old Oleander Avenue.		
Assessor's Parcel No.	295-310-018; 295-310-041, -042, -043, and -044.	Gross Parcel Size	14.9
Subdivision Name	n/a	Nearest Airport	
Lot Number	n/a	and distance from Airport	MARB- appr. 1.1 mi.

### 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)	The Project site is vacant and has been partially disturbed by weed abatement activities and informal off-road trials.

Proposed Land Use (describe)	See attached Project Description.		
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	24 hours/ 7 days	
	Number of People on Site	n/a	Maximum Number 462
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet.	
Height Data	Site Elevation (above mean sea level)	Bldg 21: 1,588; Bldg 22: 1,573	ft.
	Height of buildings or structures (from the ground)	Bldg 21: 41'*; Bldg 22: 41'*	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	n/a	

\* Request for approval of an add'l 5 feet of building height (See Project desc. for add'l details.)

- 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.

# ALUC Review Application- Majestic Freeway Business Center (Buildings 21 & 22)

County of Riverside – Planning Case No. PPT

## PROJECT DESCRIPTION

This Project entails the implementation of permitted development inside the Majestic Freeway Business Center (MFBC) Specific Plan (SP No. 341), which was approved by Riverside County in 2005. The properties associated with the MFBC Buildings 21 & 22 Project comprise an approximately 14.9-acre portion of the MFBC Specific Plan, located east of Decker Road, west of Harvill Avenue, south of Harley Knox Boulevard, and north of Old Oleander Avenue. The Project site encompasses Assessor Parcel Numbers (APNs): 295-310-018; 295-310-041, -042, -043, and -044.

Under existing conditions, the MFBC Buildings 21 & 22 Project site is vacant and has been partially disturbed by weed abatement activities and off-road informal trails. The Project site is designated “Light Industrial” by the MFBC Specific Plan and is zoned for “Industrial Park (I-P)” and “Medium Manufacturing (M-M)” uses by the County’s Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in “Flight Corridor Zone (C2)” for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Majestic Realty Co.) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 14.9-acre site with two conforming warehouse/manufacturing facilities. Specifically, the Project Applicant is proposing the development of one approximately 115,016 square foot (s.f.) warehouse/manufacturing building (herein, “Building 21”) and one approximately 115,276 s.f. warehouse/manufacturing building (herein, “Building 22”). Building 21 will provide warehouse space, office space, and 30 dock doors located on the east side of the building. Building 22 will provide warehouse space, office space, and 21 dock doors located on the east side of the building. Notable Project improvements include ornamental landscaping, drive aisles, utility infrastructure, passenger vehicle parking, and truck trailer parking spaces.

Due to the potential for changes to the Project’s finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project’s Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. Building 21 is designed to be approximately 41 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 46 ft. Building 22 also is designed to be approximately 41 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 46 ft.

The proposed buildings would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and



**Riverside County Airport Land Use Compatibility Review Application**  
*Majestic Freeway Business Center (Buildings 21 & 22)*

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aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed buildings is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public roadways, and within the parking areas. At building entries and driveways, a variety of trees and groundcover would be used to partially shade and screen the structures and parking areas.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.5

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1342MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180029 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant proposes to construct a 347,672 square foot industrial manufacturing building on 19.4 gross acres. (Also proposed is an off-site [albeit contiguous at a point] 2.7 acre water detention basin located on the northwest corner of Markham Street and Harvill Avenue.)

**PROJECT LOCATION:** The site is located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street, and easterly of Decker Road, in the unincorporated community of Mead Valley, approximately 5,107 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

**Non-Residential Average Land Use Intensity:** Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes 347,672 square feet of manufacturing, accommodating 1,738 people, resulting in an average intensity of 90 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (275 spaces) and trailer spaces (79 spaces) provided, the total occupancy would be estimated at 492 people for an average intensity of 25 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 43,560 square feet of manufacturing area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 5,107 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,539 feet AMSL. The site's finished floor elevation is 1,550 feet AMSL and the proposed building height is 50 feet, for a top point elevation of 1,600 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAAOES was

made, and Aeronautical Study Number 2018-AWP-17881-OE has been assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a “Work in Progress” status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Basin/Water Feature: The applicant proposes a 2.7-acre basin for water quality management on an adjacent parcel (contiguous to the site at a point). Due to the proximity of this basin to the runway, there could be a potential for bird strikes. Therefore, recommended conditions require the new basin to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls.

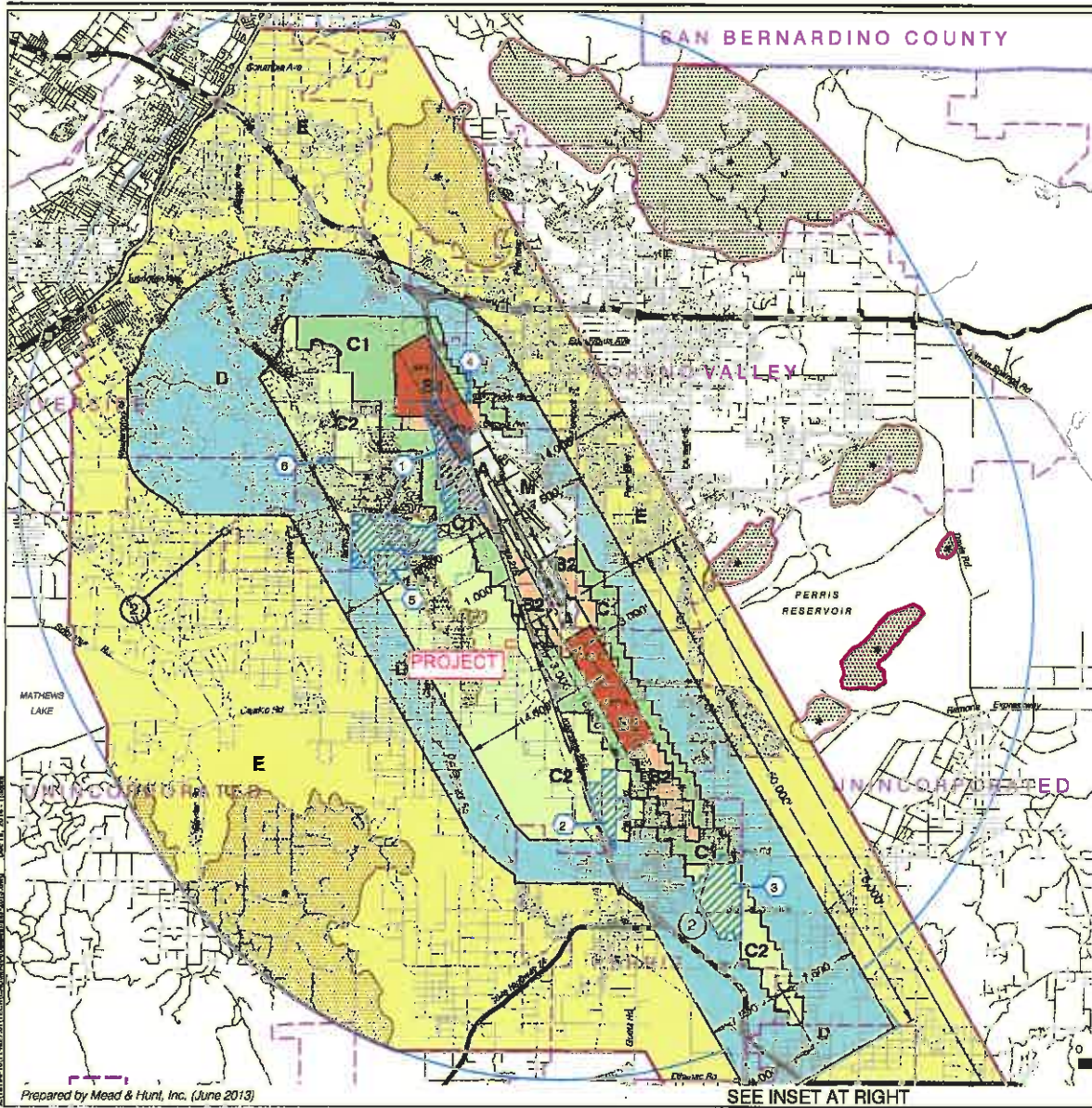
### **CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children’s schools are discouraged.

4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:  
  
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basin 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 that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 347,672 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# 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 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

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

**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 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

RIVERSIDE COUNTY

March Air Reserve Base

NANDINA AVE

NANDINA AVE

OLD OLEANDER AVE

OLD OLEANDER AVE

PATTERSON AVE

PERRIS

PROJECT SITE

MARKHAM ST

MARKHAM ST

MARTIN AVE

PERRY ST

SEATON AVE

215

MARTIN ST

RAMONA EXPY

RIVERSIDE COUNTY

DAY ST

DECKER RD

SEATON AVE

CAJALCO RD

CAJALCO RD

MORGAN ST

Source(s): ESRI, RCTLMA (2018)

# MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 19

Date: November 2018



0 375 750 1,500

Feet



## VICINITY MAP



# Map My County Map



**Legend**

- City Areas
- World Street Map

**Notes**



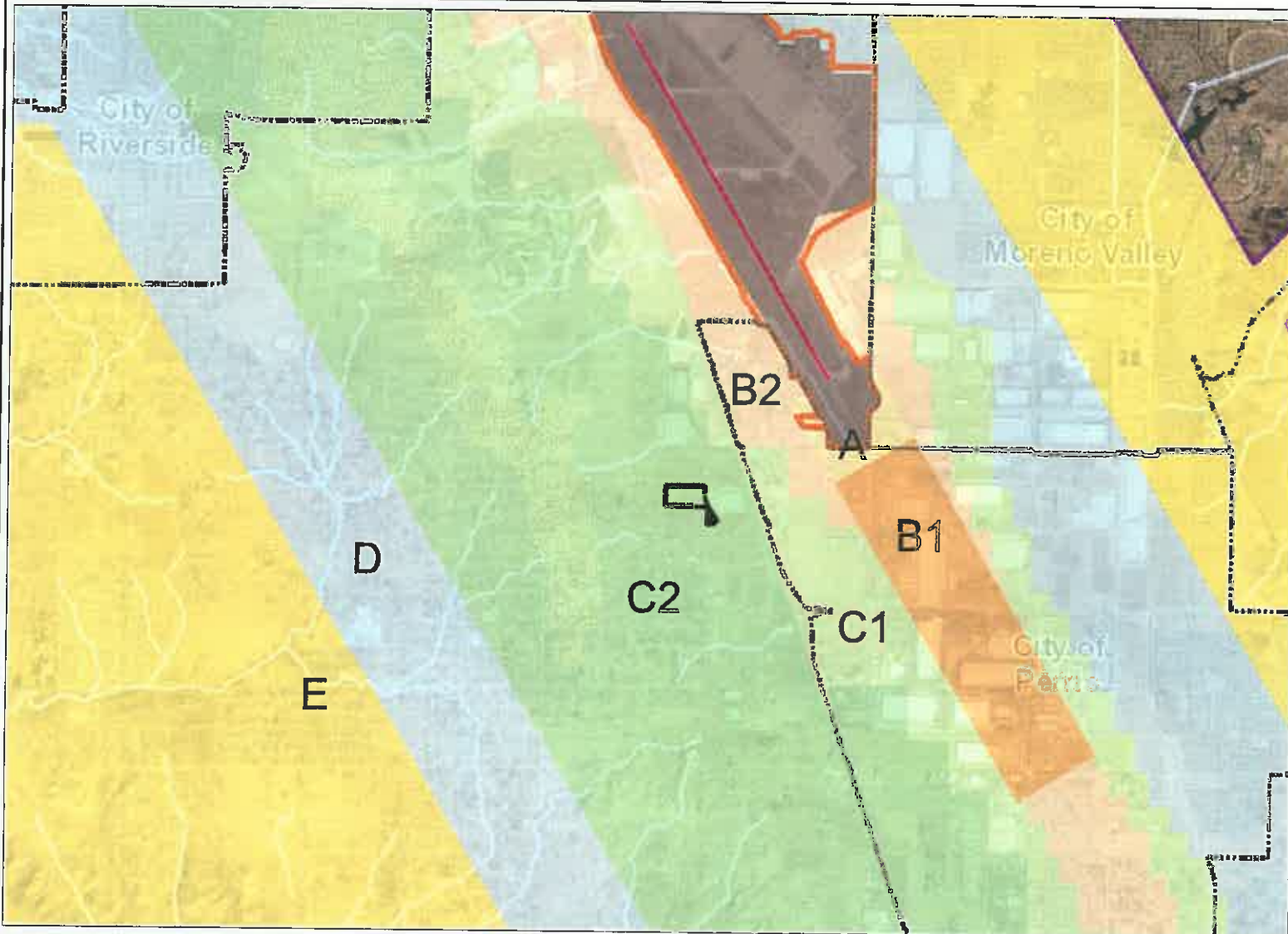
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# Map My County Map



## Legend

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



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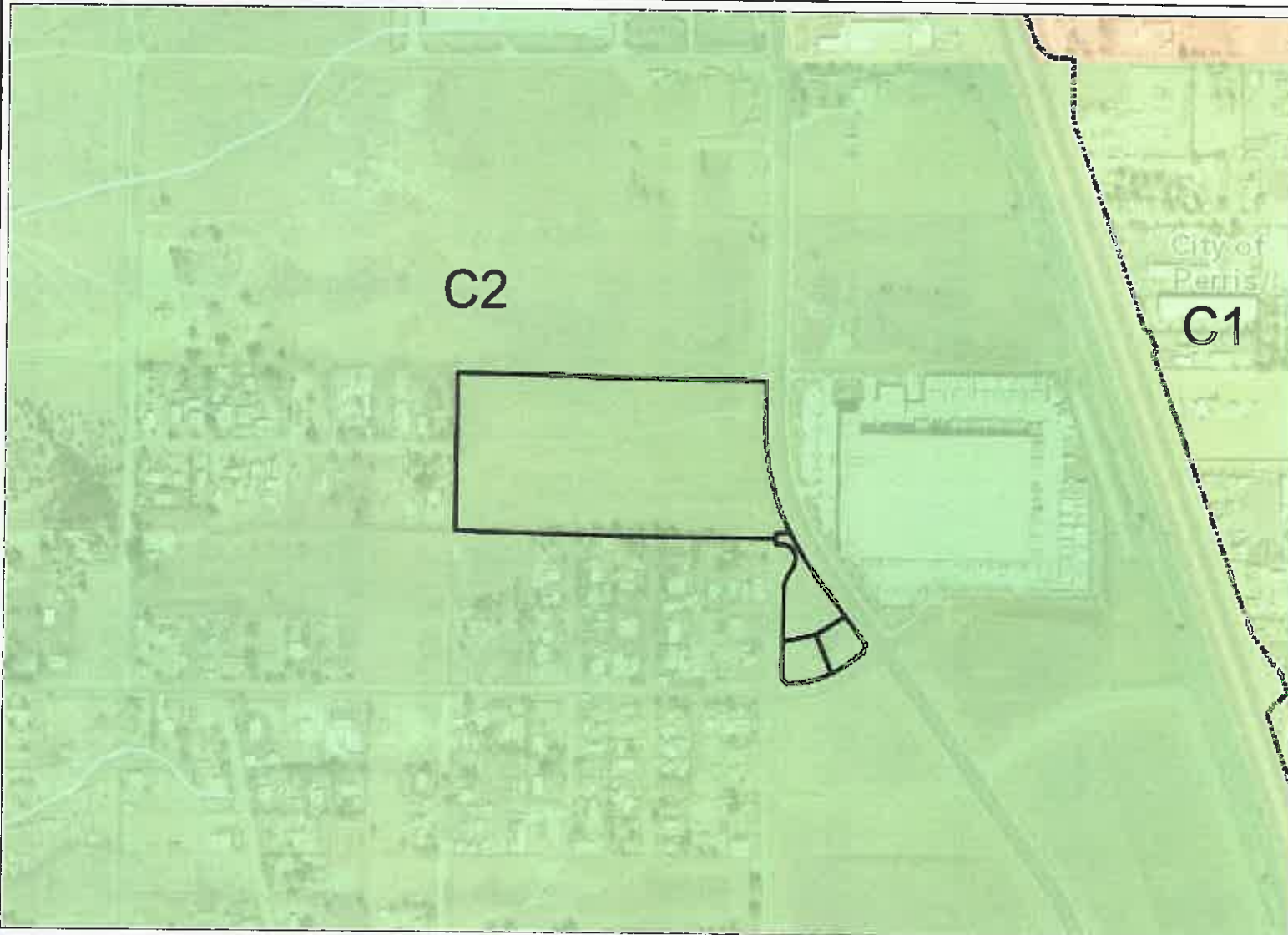


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## Notes

# Map My County Map



## Legend

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



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## Notes

# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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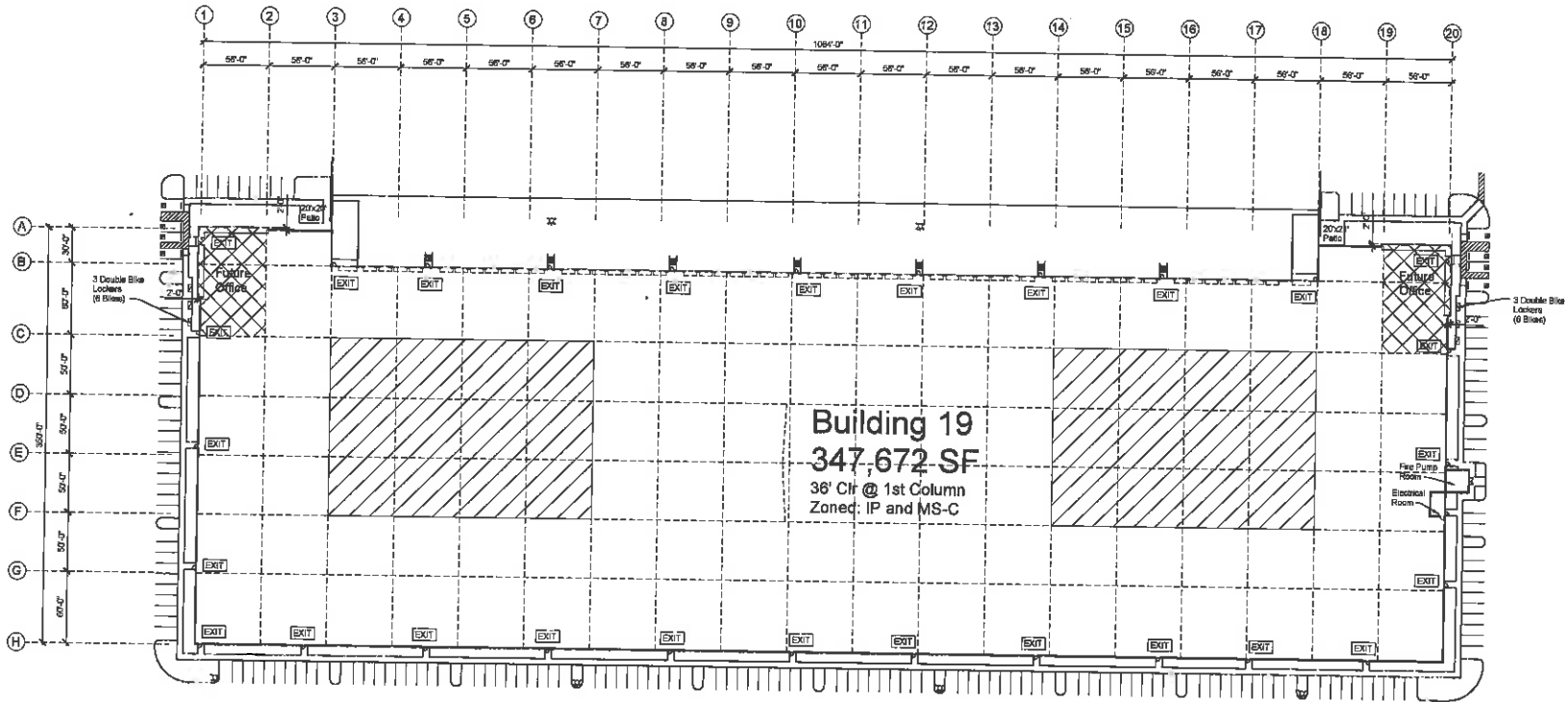
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## Notes





**Building 19**  
**347,672 SF**  
 36' Ch @ 1st Column  
 Zoned: IP and MS-C

 Roof to be Designed to Support Future Solar Panels Equal to 20% of the Building Area.



SUBMITTAL-01 (2018 11 09)

FLOOR PLAN A

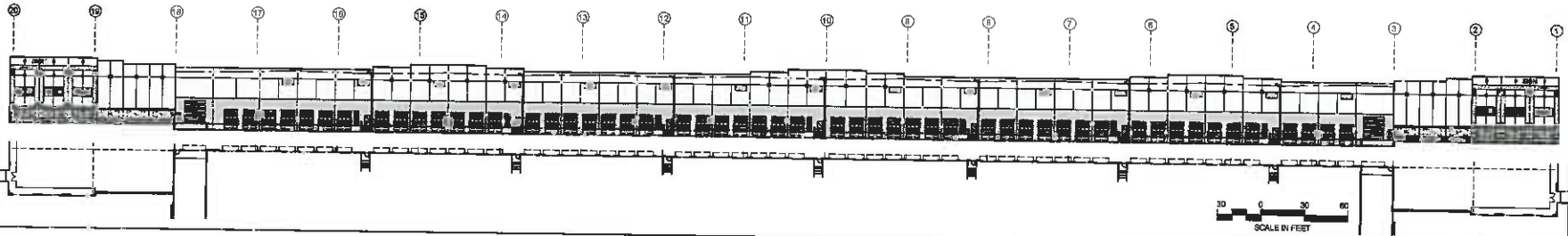


SCALE 1" = 40'

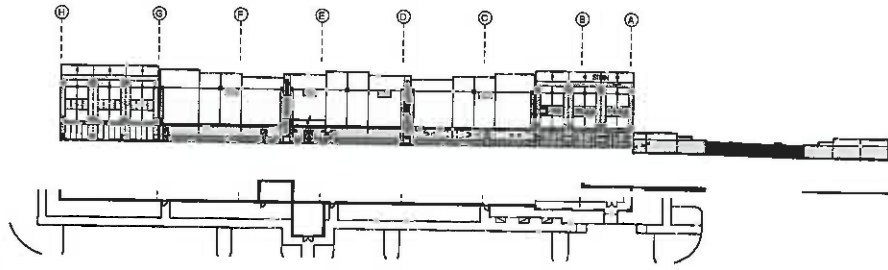
A2.19

CONVAIR COMMUNITY CENTER, L.P. 13191 Crossroads Parkway North Chino Hills, California 91708-3497 Telephone (951) 990-0453 License No. 733302	
<b>FLOOR PLAN</b> <b>BUILDING 19</b> <b>MAJESTIC FREEWAY BUSINESS CENTER</b> RIVERSIDE, CA	
Drawing Title Bar 07 This drawing is to be used only for the project and site shown on this sheet. It is not to be used for any other project or site without the written consent of the architect.	DRAWN BY: DATE JIN
CDD JOB NO. <b>6712</b>	SHEET NO. <b>A2.19</b>
REVISIONS BY DATE	REVISIONS

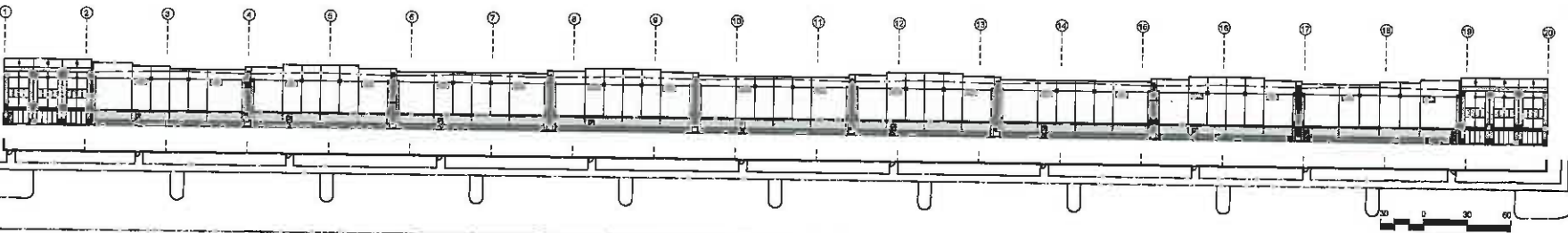




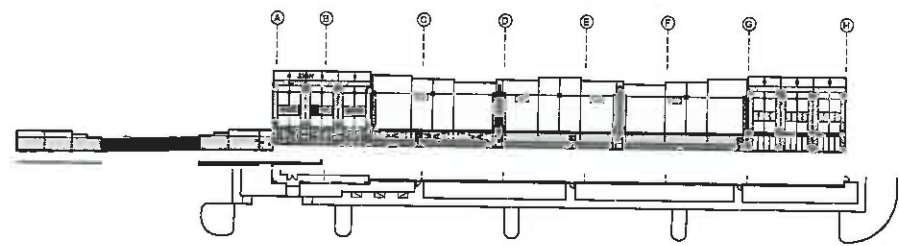
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EAST ELEVATION B SCALE: 1" = 32'-0"



SOUTH ELEVATION C SCALE: 1" = 32'-0"



WEST ELEVATION D SCALE: 1" = 32'-0"

Provide Roof Top Sourcing of All A.C. Units Per County of Riverside Standards

COLOR LEGEND	
	SHERWIN WILLIAMS SW 7055 PURE WHITE
	SHERWIN WILLIAMS SW 7053 MONOCHROMAL SILVER
	SHERWIN WILLIAMS SW 7055 WALL STREET
	GLAZING 1/2" FLAK COOL GRFY

Building is Tie Up Concrete Panels

**ELEVATIONS**

**BUILDING 10**

**MAJESTIC FREEWAY BUSINESS CENTER**

RIVERSIDE, CA

CONTRACTOR: CONVERSE CONSULTING CO., L.P.  
 13181 Capistrano Parkway, Suite 100  
 North Riverside, California 91761-3497  
 Telephone: (951) 589-0403  
 License No. 725302

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

REVISIONS:


Drawing File No. \_\_\_\_\_

DATE: 11/11/18

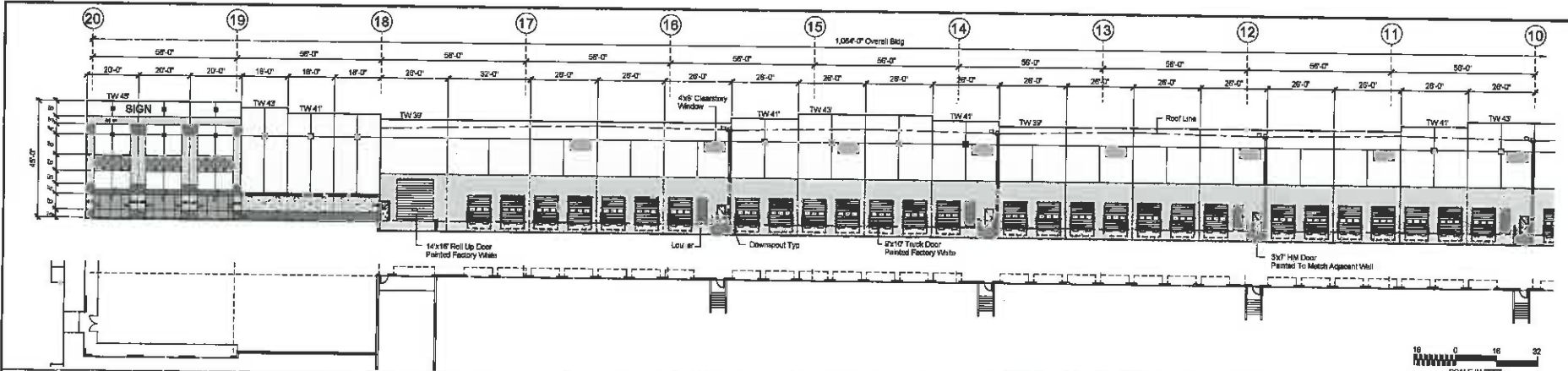
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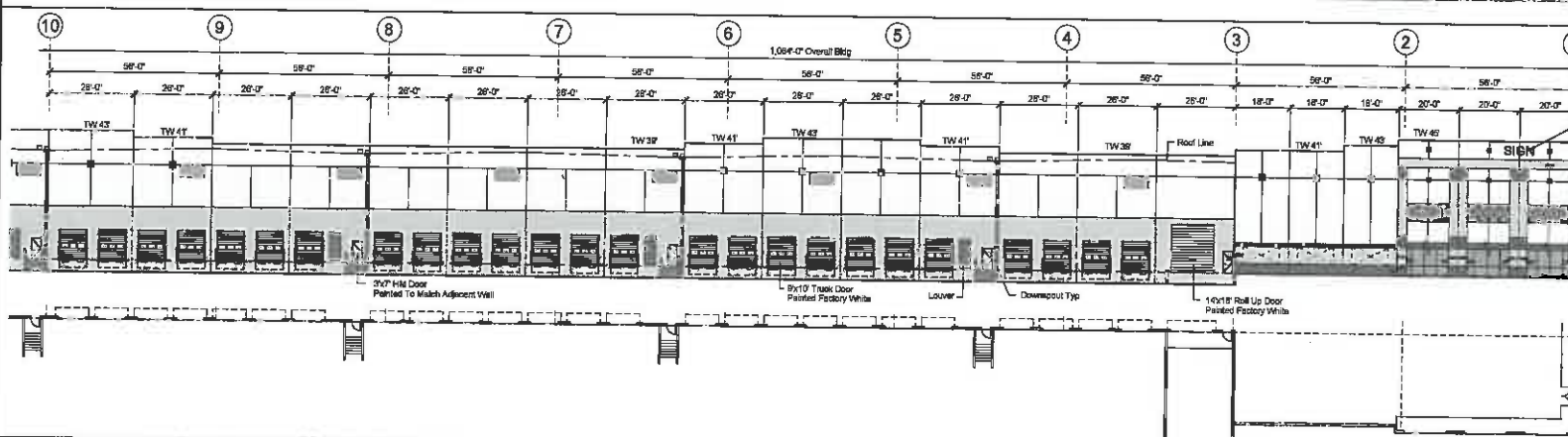
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CDC JOB NO: 6712

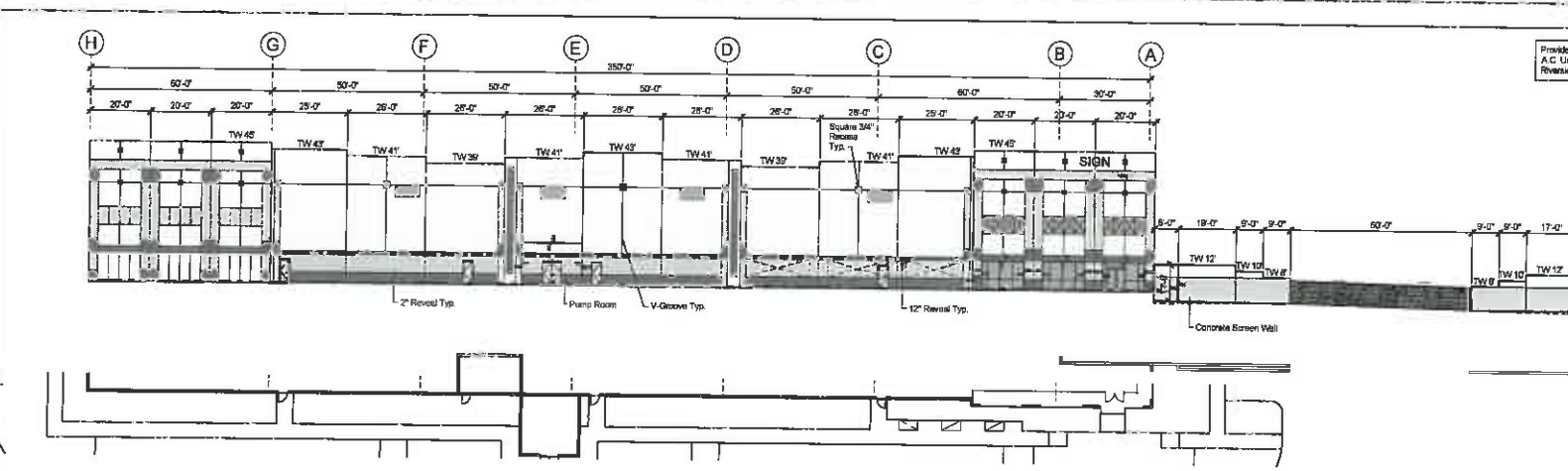
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NORTH ELEVATION A SCALE 1/8" = 1'-0"



NORTH ELEVATION A SCALE 1/8" = 1'-0"



EAST ELEVATION B SCALE 1/8" = 1'-0"

Provide Roof Top Scaffolding of All A.C. Units Per County of Riverside Standards

**COLOR LEGEND**

[White Box]	SHERWIN WILLIAMS SW 7005 PURE WHITE
[Light Gray Box]	SHERWIN WILLIAMS SW 7003 MONORIAL SILVER
[Dark Gray Box]	SHERWIN WILLIAMS SW 7008 WALL STREET
[Medium Gray Box]	GLAZING SOLAR COOL GRAY

Building is Tilt Up Concrete Panels

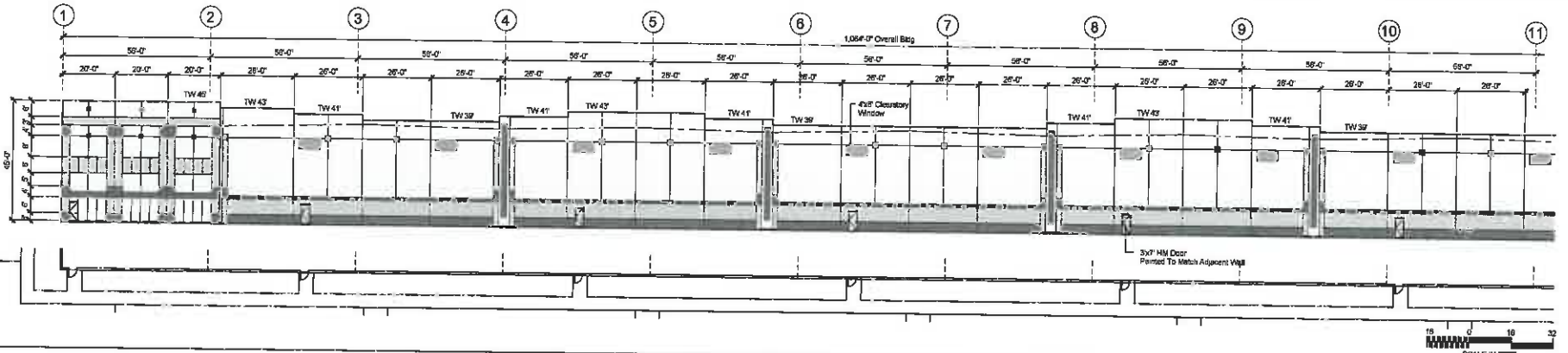
OCCASIONE CONSTRUCTION, L.P.  
 1318 Colorado Road, Suite 100  
 Riverside, CA 92504  
 Telephone: (951) 890-0403  
 License No. 723302

ELEVATIONS  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

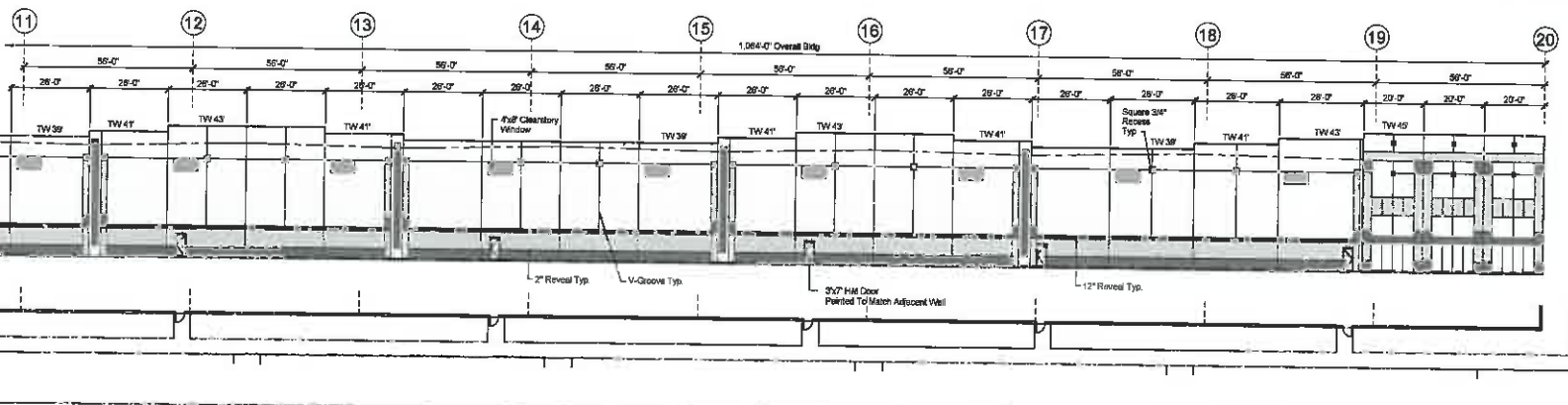
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 JAN

OCC JOB NO.  
 6712

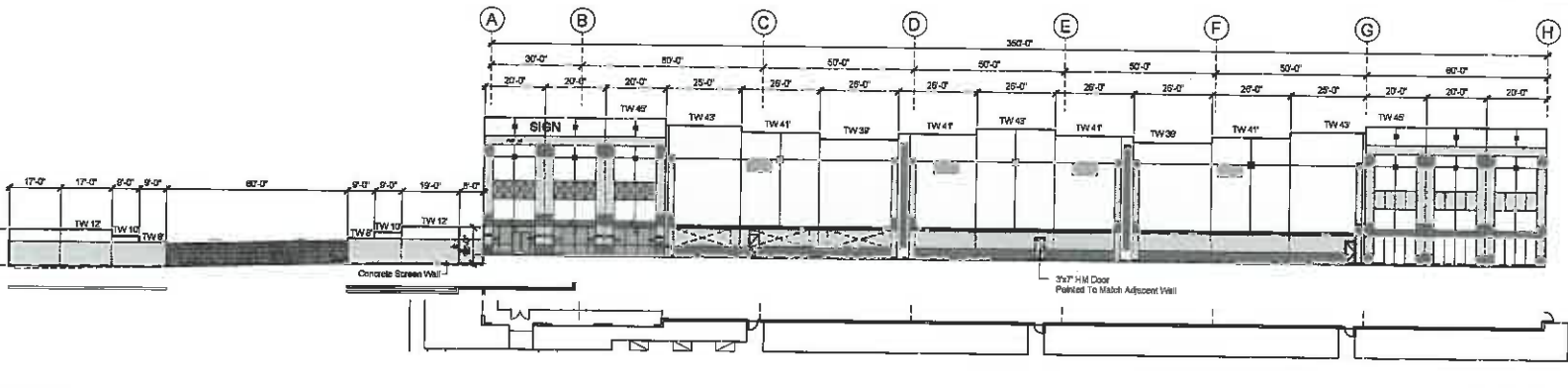
SHEET NO.



NORTH ELEVATION C SCALE 1/16" = 1'-0"



NORTH ELEVATION C SCALE 1/16" = 1'-0"



WEST ELEVATION D SCALE 1/16" = 1'-0"

Provide Roof Top Seaming of All A.C. Units Per County of Riverside Standards.

COLOR LEGEND

- SHERWIN WILLIAMS SW 7035 PURE WHITE
  - SHERWIN WILLIAMS SW 7883 MONOGRAL SILVER
  - SHERWIN WILLIAMS SW 7885 WALL STREET
  - GLAZING SOLAR COOL GRAY
- Building is Tilt Up Concrete Panels

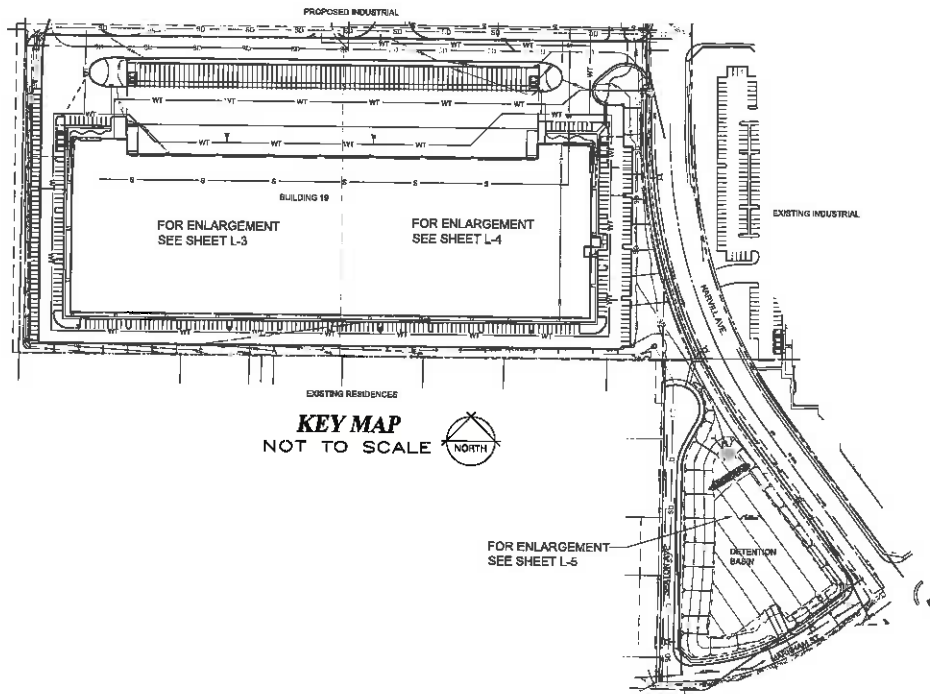
CONMERCE CONSTRUCTION CO., L.P.  
 13181 Crossroads Parkway North  
 City of Industry, California 91746-5407  
 Telephone (951) 688-0433  
 License No. 123302

ELEVATIONS  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DRAWING TITLE: ELEVATIONS  
 DATE: 11/09/18  
 DRAWN BY: JN  
 CHECKED BY: JN  
 DATE: 11/09/18  
 PROJECT NO.: 6712  
 SHEET NO.: A3.19C

# BUILDING 19

## MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA LANDSCAPE PLANS COUNTY OF RIVERSIDE



### GENERAL NOTES

#### IRRIGATION

1. FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
2. REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.

#### PLANTING

- ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
- REMOVE STAKES FROM ALL EQUALERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

#### SHEET INDEX

COVER SHEET	L-1
PRELIMINARY LANDSCAPE PLANS	L-2 - L-5
SHADE PLAN AND SHADE CALCULATIONS	L-6
HYDROZONE MAP	L-7
SITE PHOTO PLAN	L-8



#### VICINITY MAP

NOT TO SCALE  
THOMAS BROS. MAPS  
PAGE 777, C-1



SHEET TITLE: COVER SHEET  
 PREPARED FOR: THOMAS BROS. MAPS  
 PROJECT: BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

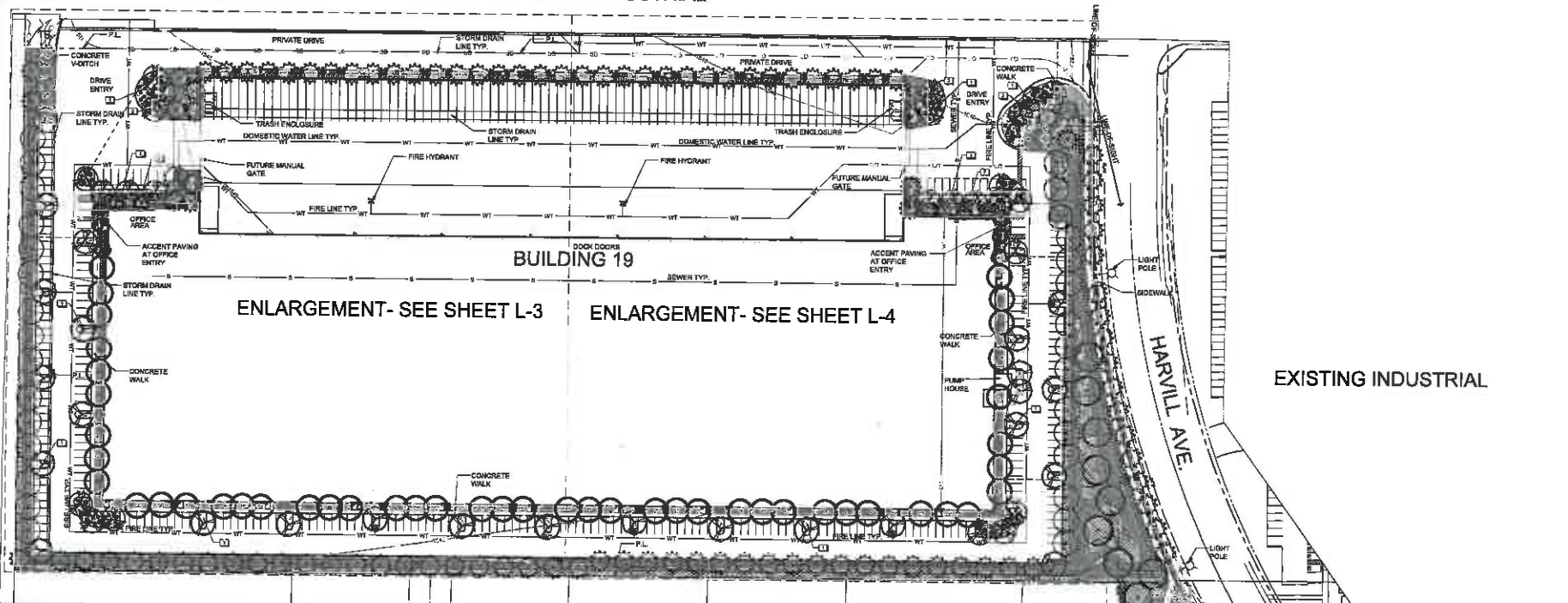
DRAWN BY: DATE  
 BPX 11/09/18  
 JOB NO.  
 COM00077  
 SHEET NO.  
 1 of 8

**EnviroNics**  
LANDSCAPE ARCHITECTURE

13311 Commerce Parkway North  
City of Industry, California 91704-2807  
Telephone (909) 810-4300

COMMERCIAL CONSTRUCTION CO., L.P.  
 13311 Commerce Parkway North  
 City of Industry, California 91704-2807  
 Telephone (909) 810-4300

PROPOSED INDUSTRIAL



EXISTING INDUSTRIAL

EXISTING RESIDENCES

**PLANT SCHEDULE**

SYMBOL	BOTANICAL NAME / COMMON NAME	HEIGHT	WALDORF	QTY
(Symbol)	Castanopsis / Coast Myrtle / Thomasia Palo Verde	30' max	Low	20
(Symbol)	Protea laurifolia / Agave Pine	24' max	Low	164
(Symbol)	Platanus racemosa / California Sycamore	15' tall & 20" dia	Med	11
(Symbol)	Podocarpus neriifolia / Palm Tree	24' max	Low	11
(Symbol)	Fraxinus velutina / California Hazel	24' max	Low	11
(Symbol)	Quercus agrifolia / Coast Live Oak	40' max	Low	11
(Symbol)	Rhus typhina / Atlas Cedar	40' max	Low	27
(Symbol)	Wedelia grandiflora / California Fan Palm	17' above trunk height	Low	

**CONCEPT PLANT SCHEDULE**

- FOUNDATION PLANTING - BRIDGE SCREEN - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max
- LANDSCAPE PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max
- PAVING PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max
- LANDSCAPE PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max

**REFERENCE NOTES SCHEDULE**

- 1. 2" THICK 1/2" DEEP URETHANE GRAVEL - MOUNT SCOUR OVER WIND BARRIER
- 2. 3/4" CONCRETE NOW CURS TO SEPARATE DRIVE AREAS FROM DECORATIVE GRAVEL

**NOTES**

- ALL TREES WITHIN 8' OF HORIZONTEAL SHALL BE IN A SHADYTOWN LANDSCAPE ARRANGEMENT NOT ALLOWED. ROOT BARRIER BY 18" DEEP LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 8' IN BOTH DIRECTIONS FOR A TOTAL OF 16'.
- NOTE CONTRACTOR TO INSTALL CONCRETE MONOCURBS TO DEFINE THE FOLLOWING AREAS BETWEEN GRAVEL AND PLANTING AREAS.
- NOTE QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKEOFFS AND AREA CALCULATIONS FOR ESTIMATING COST AND ORDER ERY OF MATERIALS TO SITE.

**SHREDDED MULCH NOTE**  
 ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM BARKHORN (951) 232-2320

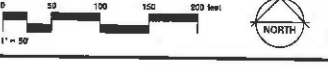
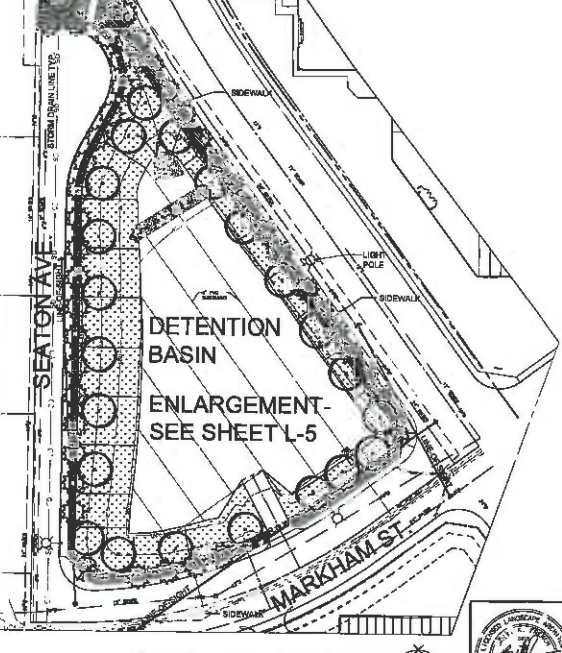
**PLANT SCHEDULE**

**FOUNDATION PLANTING - BRIDGE SCREEN - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max

**LANDSCAPE PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max

**PAVING PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max

**LANDSCAPE PLANTING - 5 GAL - 1.0M - 1.0M**  
 Bixa oreocarpa / Passion Fruit / 10' max  
 Lantana camara / Shrub / 10' max  
 Hibiscus rosa-sinensis / Shrub / 10' max  
 Ficus religiosa / Tree / 10' max  
 Phoenix rostrata / Palm / 10' max  
 Cordyline allamanda / Shrub / 10' max  
 Pandanus tectorius / Shrub / 10' max



COMMERCIAL CONSTRUCTION CO., L.P.  
 13181 Del Mar Blvd., Suite 100  
 San Diego, CA 92131  
 Phone: (619) 441-1200

**Enviro**  
 LANDSCAPE ARCHITECTURE  
 13181 Del Mar Blvd., Suite 100  
 San Diego, CA 92131  
 Phone: (619) 441-1200

PROJECT: PRELIMINARY LANDSCAPE PLAN  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DATE: 11/02/18  
 SHEET NO. L-2  
 2 OF 8 SHEETS

**PLANT SCHEDULE**

TYPE	BOTANICAL NAME / COMMON NAME	QTY	1.5L GAL.	QTY
1	Ceanothus / Blueberry / F. Thymus Pink Vein	36700	Low	28
2	Pinus edulis / White Pine	14700	Low	164
3	Platanus racemosa / California Sycamore	15 Gal. 6.25" Box	Med	
4	Podocarpus neriifolia / Fern Pine	24700	Low	47
5	Protea drakensis / Orange Hebe	14700	Low	
6	Quercus agrifolia / Coast Live Oak	43700	Low	3
7	Rhus typhina / Flame Tree	24700	Low	
8	Washingtonia filifera / California Fan Palm	17' Show Truck Height	Low	

**CONCEPT PLANT SCHEDULE**

- 1 FOUNDATION PLANTING - 5 GAL. - MED. WATER  
 1.1 Blueberry - 36700, 1.2 Orange Hebe - 14700, 1.3 White Pine - 14700, 1.4 California Sycamore - 15 Gal. 6.25" Box, 1.5 Fern Pine - 24700, 1.6 Coast Live Oak - 43700, 1.7 Flame Tree - 24700, 1.8 Washingtonia filifera - 17' Show Truck Height
- 2 1/2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 2.1 Blueberry - 36700, 2.2 Orange Hebe - 14700, 2.3 White Pine - 14700, 2.4 California Sycamore - 15 Gal. 6.25" Box, 2.5 Fern Pine - 24700, 2.6 Coast Live Oak - 43700, 2.7 Flame Tree - 24700, 2.8 Washingtonia filifera - 17' Show Truck Height
- 3 2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 3.1 Blueberry - 36700, 3.2 Orange Hebe - 14700, 3.3 White Pine - 14700, 3.4 California Sycamore - 15 Gal. 6.25" Box, 3.5 Fern Pine - 24700, 3.6 Coast Live Oak - 43700, 3.7 Flame Tree - 24700, 3.8 Washingtonia filifera - 17' Show Truck Height
- 4 1" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 4.1 Blueberry - 36700, 4.2 Orange Hebe - 14700, 4.3 White Pine - 14700, 4.4 California Sycamore - 15 Gal. 6.25" Box, 4.5 Fern Pine - 24700, 4.6 Coast Live Oak - 43700, 4.7 Flame Tree - 24700, 4.8 Washingtonia filifera - 17' Show Truck Height
- 5 1/2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 5.1 Blueberry - 36700, 5.2 Orange Hebe - 14700, 5.3 White Pine - 14700, 5.4 California Sycamore - 15 Gal. 6.25" Box, 5.5 Fern Pine - 24700, 5.6 Coast Live Oak - 43700, 5.7 Flame Tree - 24700, 5.8 Washingtonia filifera - 17' Show Truck Height
- 6 2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 6.1 Blueberry - 36700, 6.2 Orange Hebe - 14700, 6.3 White Pine - 14700, 6.4 California Sycamore - 15 Gal. 6.25" Box, 6.5 Fern Pine - 24700, 6.6 Coast Live Oak - 43700, 6.7 Flame Tree - 24700, 6.8 Washingtonia filifera - 17' Show Truck Height
- 7 1" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 7.1 Blueberry - 36700, 7.2 Orange Hebe - 14700, 7.3 White Pine - 14700, 7.4 California Sycamore - 15 Gal. 6.25" Box, 7.5 Fern Pine - 24700, 7.6 Coast Live Oak - 43700, 7.7 Flame Tree - 24700, 7.8 Washingtonia filifera - 17' Show Truck Height
- 8 1/2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 8.1 Blueberry - 36700, 8.2 Orange Hebe - 14700, 8.3 White Pine - 14700, 8.4 California Sycamore - 15 Gal. 6.25" Box, 8.5 Fern Pine - 24700, 8.6 Coast Live Oak - 43700, 8.7 Flame Tree - 24700, 8.8 Washingtonia filifera - 17' Show Truck Height
- 9 2" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 9.1 Blueberry - 36700, 9.2 Orange Hebe - 14700, 9.3 White Pine - 14700, 9.4 California Sycamore - 15 Gal. 6.25" Box, 9.5 Fern Pine - 24700, 9.6 Coast Live Oak - 43700, 9.7 Flame Tree - 24700, 9.8 Washingtonia filifera - 17' Show Truck Height
- 10 1" THICK 3/4" DEEP COGNITIVE GRAVELS - 10 GAL. - LOW WATER  
 10.1 Blueberry - 36700, 10.2 Orange Hebe - 14700, 10.3 White Pine - 14700, 10.4 California Sycamore - 15 Gal. 6.25" Box, 10.5 Fern Pine - 24700, 10.6 Coast Live Oak - 43700, 10.7 Flame Tree - 24700, 10.8 Washingtonia filifera - 17' Show Truck Height

**NOTES**

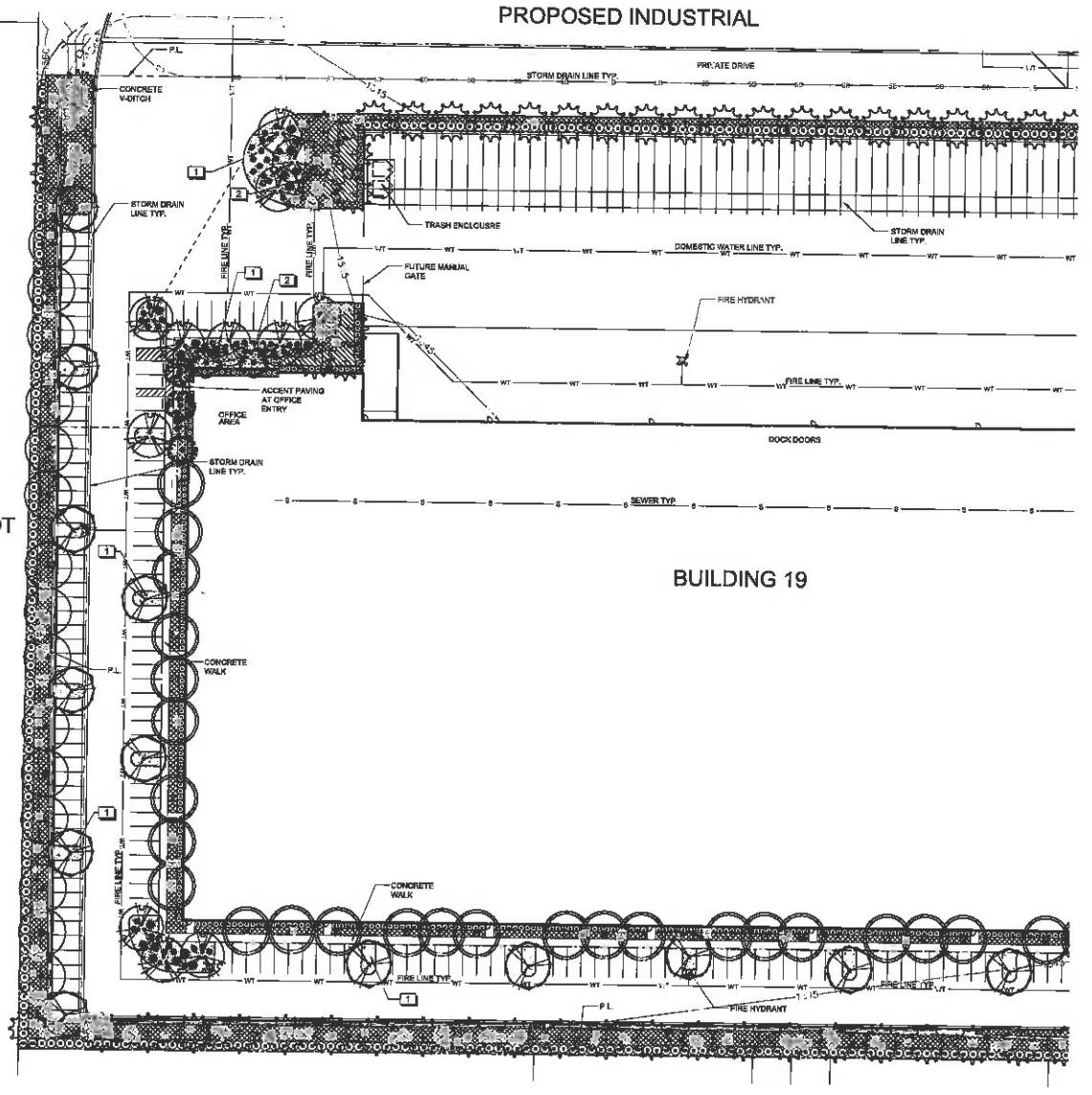
- ALL TREES WITHIN 10' OF HARDSCAPE SHALL BE IN A SMART-TOWN LINEUP (SPACING NOT ALLOWED) RIGHT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 18" BOTH DIRECTIONS FOR A TOTAL OF 18"
- NOTE CONTRACTOR TO INSTALL CONCRETE MONOLITHS TO DEFINE THE FOLLOWING AREAS: BETWEEN DRIVE AND PLANTING AREAS.
- NOTE QUANTITIES AND AREA CALCULATIONS SHOWN ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

**SHREDDED MULCH NOTE**  
 ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM BATHURST (617) 626-0200

**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION
1	2" THICK 3/4" DEEP COGNITIVE GRAVELS - INCLUDE GOLD OVEN WEED BARRIER
2	6" X 6" CONCRETE MONOLITHS TO SEPARATE DRIVE AREAS FROM PLANTING AREAS

VACANT LOT



EXISTING RESIDENCES

CONCRETE CONSTRUCTION CO., LP.  
 1818 Commerce Parkway South  
 City of Industry, California 91746-3417  
 Telephone: (951) 940-4386  
 Fax: (951) 940-4386

**Envionics**  
 ENVIRONMENTAL ARCHITECTURE  
 10000 Wilshire Blvd., Suite 1000  
 Beverly Hills, CA 90210  
 Telephone: (310) 276-1111  
 Fax: (310) 276-1112

**PRELIMINARY LANDSCAPE PLAN**  
 PROPOSED INDUSTRIAL DEVELOPMENT  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DRAWN BY: DATE: 11/09/18  
 CHK: 11/09/18  
 JOB NO.: COM0077  
 SHEET NO.: L-3  
 3 OF 8 SHEETS



**PLANT SCHEDULE**

INDEX	BOTANICAL NAME / COMMON NAME	QTY	W/C	HT
1	Corchorus / 'Dotted Maroon' / Thomas Pale Verb	30'x25'	Low	18"
2	Ficus religiosa / 'Alphonse Karr'	24'x20'	Low	18"
3	Ficus religiosa / 'Alphonse Karr'	18' Gal. 8.24' 20'	Med	18"
4	Podocarpus parlatii / 'Ficus Pina'	24'x20'	Low	18"
5	Podocarpus parlatii / 'Ficus Pina'	24'x20'	Low	18"
6	Clusia ligularis / 'Cast. Live Oak'	48'x24'	Low	2'
7	Ficus religiosa / 'Alphonse Karr'	24'x20'	Low	18"
8	Podocarpus parlatii / 'Ficus Pina'	17' Green Thumb Hort.	Low	10"

**CONCEPT PLANT SCHEDULE**

- 1. **FOUNDATION PLANTING - 5 GAL. LIVE PLANTS**  
 1.1. **Podocarpus parlatii** - 17' Green Thumb Hort. - 10"  
 1.2. **Clusia ligularis** - 48'x24' - 2"  
 1.3. **Ficus religiosa** - 24'x20' - 18"  
 1.4. **Podocarpus parlatii** - 24'x20' - 18"  
 1.5. **Podocarpus parlatii** - 24'x20' - 18"  
 1.6. **Podocarpus parlatii** - 24'x20' - 18"  
 1.7. **Podocarpus parlatii** - 24'x20' - 18"  
 1.8. **Podocarpus parlatii** - 24'x20' - 18"  
 1.9. **Podocarpus parlatii** - 24'x20' - 18"  
 1.10. **Podocarpus parlatii** - 24'x20' - 18"
- 2. **LARGE SCALE PLANTING - 5 GAL. LIVE PLANTS**  
 2.1. **Podocarpus parlatii** - 24'x20' - 18"  
 2.2. **Clusia ligularis** - 48'x24' - 2"  
 2.3. **Ficus religiosa** - 24'x20' - 18"  
 2.4. **Podocarpus parlatii** - 24'x20' - 18"  
 2.5. **Podocarpus parlatii** - 24'x20' - 18"  
 2.6. **Podocarpus parlatii** - 24'x20' - 18"  
 2.7. **Podocarpus parlatii** - 24'x20' - 18"  
 2.8. **Podocarpus parlatii** - 24'x20' - 18"  
 2.9. **Podocarpus parlatii** - 24'x20' - 18"  
 2.10. **Podocarpus parlatii** - 24'x20' - 18"
- 3. **MEDIUM SCALE PLANTING - 5 GAL. LIVE PLANTS**  
 3.1. **Podocarpus parlatii** - 24'x20' - 18"  
 3.2. **Clusia ligularis** - 48'x24' - 2"  
 3.3. **Ficus religiosa** - 24'x20' - 18"  
 3.4. **Podocarpus parlatii** - 24'x20' - 18"  
 3.5. **Podocarpus parlatii** - 24'x20' - 18"  
 3.6. **Podocarpus parlatii** - 24'x20' - 18"  
 3.7. **Podocarpus parlatii** - 24'x20' - 18"  
 3.8. **Podocarpus parlatii** - 24'x20' - 18"  
 3.9. **Podocarpus parlatii** - 24'x20' - 18"  
 3.10. **Podocarpus parlatii** - 24'x20' - 18"
- 4. **SMALLER PLANTING - 5 GAL. LIVE PLANTS**  
 4.1. **Podocarpus parlatii** - 24'x20' - 18"  
 4.2. **Clusia ligularis** - 48'x24' - 2"  
 4.3. **Ficus religiosa** - 24'x20' - 18"  
 4.4. **Podocarpus parlatii** - 24'x20' - 18"  
 4.5. **Podocarpus parlatii** - 24'x20' - 18"  
 4.6. **Podocarpus parlatii** - 24'x20' - 18"  
 4.7. **Podocarpus parlatii** - 24'x20' - 18"  
 4.8. **Podocarpus parlatii** - 24'x20' - 18"  
 4.9. **Podocarpus parlatii** - 24'x20' - 18"  
 4.10. **Podocarpus parlatii** - 24'x20' - 18"
- 5. **WALK ACCENT PLANTS - 5 GAL. LIVE PLANTS**  
 5.1. **Podocarpus parlatii** - 24'x20' - 18"  
 5.2. **Clusia ligularis** - 48'x24' - 2"  
 5.3. **Ficus religiosa** - 24'x20' - 18"  
 5.4. **Podocarpus parlatii** - 24'x20' - 18"  
 5.5. **Podocarpus parlatii** - 24'x20' - 18"  
 5.6. **Podocarpus parlatii** - 24'x20' - 18"  
 5.7. **Podocarpus parlatii** - 24'x20' - 18"  
 5.8. **Podocarpus parlatii** - 24'x20' - 18"  
 5.9. **Podocarpus parlatii** - 24'x20' - 18"  
 5.10. **Podocarpus parlatii** - 24'x20' - 18"
- 6. **SOFT PLANTING PLANTS - HYDRANGEA - 10 GAL. LIVE PLANTS**  
 6.1. **Hydrangea** - 10 Gal. Live Plants  
 6.2. **Hydrangea** - 10 Gal. Live Plants  
 6.3. **Hydrangea** - 10 Gal. Live Plants  
 6.4. **Hydrangea** - 10 Gal. Live Plants  
 6.5. **Hydrangea** - 10 Gal. Live Plants  
 6.6. **Hydrangea** - 10 Gal. Live Plants  
 6.7. **Hydrangea** - 10 Gal. Live Plants  
 6.8. **Hydrangea** - 10 Gal. Live Plants  
 6.9. **Hydrangea** - 10 Gal. Live Plants  
 6.10. **Hydrangea** - 10 Gal. Live Plants
- 7. **ACCENT PLANTS - 5 GAL. LIVE PLANTS**  
 7.1. **Podocarpus parlatii** - 24'x20' - 18"  
 7.2. **Clusia ligularis** - 48'x24' - 2"  
 7.3. **Ficus religiosa** - 24'x20' - 18"  
 7.4. **Podocarpus parlatii** - 24'x20' - 18"  
 7.5. **Podocarpus parlatii** - 24'x20' - 18"  
 7.6. **Podocarpus parlatii** - 24'x20' - 18"  
 7.7. **Podocarpus parlatii** - 24'x20' - 18"  
 7.8. **Podocarpus parlatii** - 24'x20' - 18"  
 7.9. **Podocarpus parlatii** - 24'x20' - 18"  
 7.10. **Podocarpus parlatii** - 24'x20' - 18"
- 8. **ACCENT PLANTS - 5 GAL. LIVE PLANTS**  
 8.1. **Podocarpus parlatii** - 24'x20' - 18"  
 8.2. **Clusia ligularis** - 48'x24' - 2"  
 8.3. **Ficus religiosa** - 24'x20' - 18"  
 8.4. **Podocarpus parlatii** - 24'x20' - 18"  
 8.5. **Podocarpus parlatii** - 24'x20' - 18"  
 8.6. **Podocarpus parlatii** - 24'x20' - 18"  
 8.7. **Podocarpus parlatii** - 24'x20' - 18"  
 8.8. **Podocarpus parlatii** - 24'x20' - 18"  
 8.9. **Podocarpus parlatii** - 24'x20' - 18"  
 8.10. **Podocarpus parlatii** - 24'x20' - 18"
- 9. **SOFT PLANTING PLANTS - HYDRANGEA - 10 GAL. LIVE PLANTS**  
 9.1. **Hydrangea** - 10 Gal. Live Plants  
 9.2. **Hydrangea** - 10 Gal. Live Plants  
 9.3. **Hydrangea** - 10 Gal. Live Plants  
 9.4. **Hydrangea** - 10 Gal. Live Plants  
 9.5. **Hydrangea** - 10 Gal. Live Plants  
 9.6. **Hydrangea** - 10 Gal. Live Plants  
 9.7. **Hydrangea** - 10 Gal. Live Plants  
 9.8. **Hydrangea** - 10 Gal. Live Plants  
 9.9. **Hydrangea** - 10 Gal. Live Plants  
 9.10. **Hydrangea** - 10 Gal. Live Plants
- 10. **ACCENT PLANTS - 5 GAL. LIVE PLANTS**  
 10.1. **Podocarpus parlatii** - 24'x20' - 18"  
 10.2. **Clusia ligularis** - 48'x24' - 2"  
 10.3. **Ficus religiosa** - 24'x20' - 18"  
 10.4. **Podocarpus parlatii** - 24'x20' - 18"  
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 10.9. **Podocarpus parlatii** - 24'x20' - 18"  
 10.10. **Podocarpus parlatii** - 24'x20' - 18"

**NOTES**

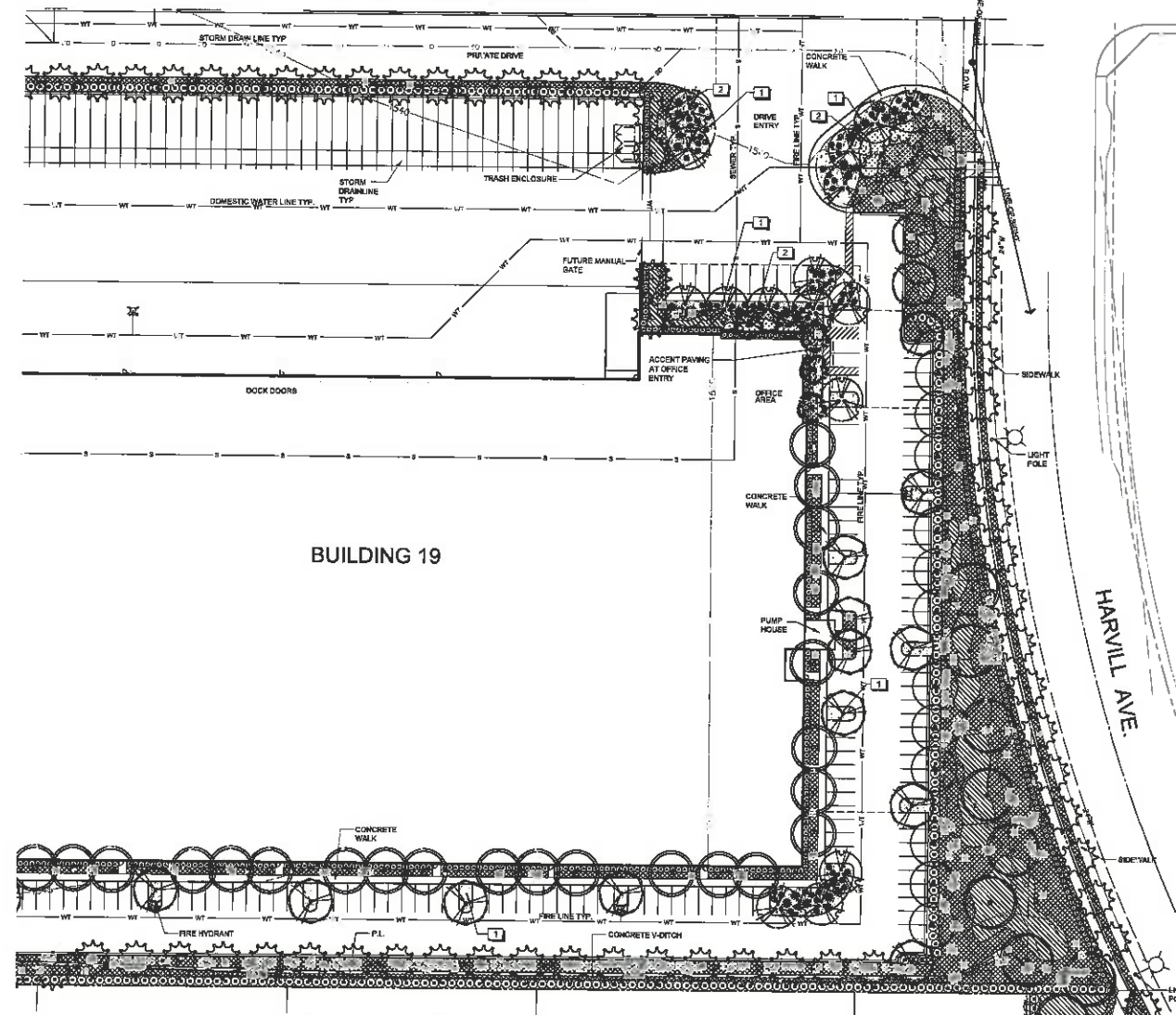
1. ALL TREES WITHIN 4' OF HARDSCAPE SHALL BE IN A SHIRTSHOULDER ANGLE AND NOT ALLOWED TO CROSS 2' HIGH LINEAR ROOT BARRIERS. BARRIERS SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
2. NOTE: CONTRACTOR TO INSTALL CONCRETE MOUNTINGS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRASSES AND PLANTING AREAS.
3. NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

**SHREDDED MULCH NOTE**  
 ALL PLANTING AREAS TO RECEIVE A 2" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM GARDENERS (P&S-202)

**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION
[Symbol]	2" BLOCK BY 2" DECORATIVE GRAVEL - 100% 1/2" SIZED OVER WEED BARRIER
[Symbol]	6" 2" CONCRETE MOUNT CLUNG TO SEPARATE DRIBBLE AREAS FROM DECORATIVE GRAVEL

**PROPOSED INDUSTRIAL**



**EXISTING RESIDENCES**



**Enviroins**  
 LANDSCAPE ARCHITECTURE  
 1000 W. 10th Street, Suite 100  
 Oklahoma City, Oklahoma 73106-1000  
 Phone: (405) 241-1111  
 Fax: (405) 241-1112  
 Email: info@enviroins.com  
 Website: www.enviroins.com

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**CONVERSE CONSTRUCTION CO., L.P.**  
 1317 Commercial Parkway North  
 City of Oklahoma, Oklahoma 73106-1007  
 Telephone: (405) 948-1500

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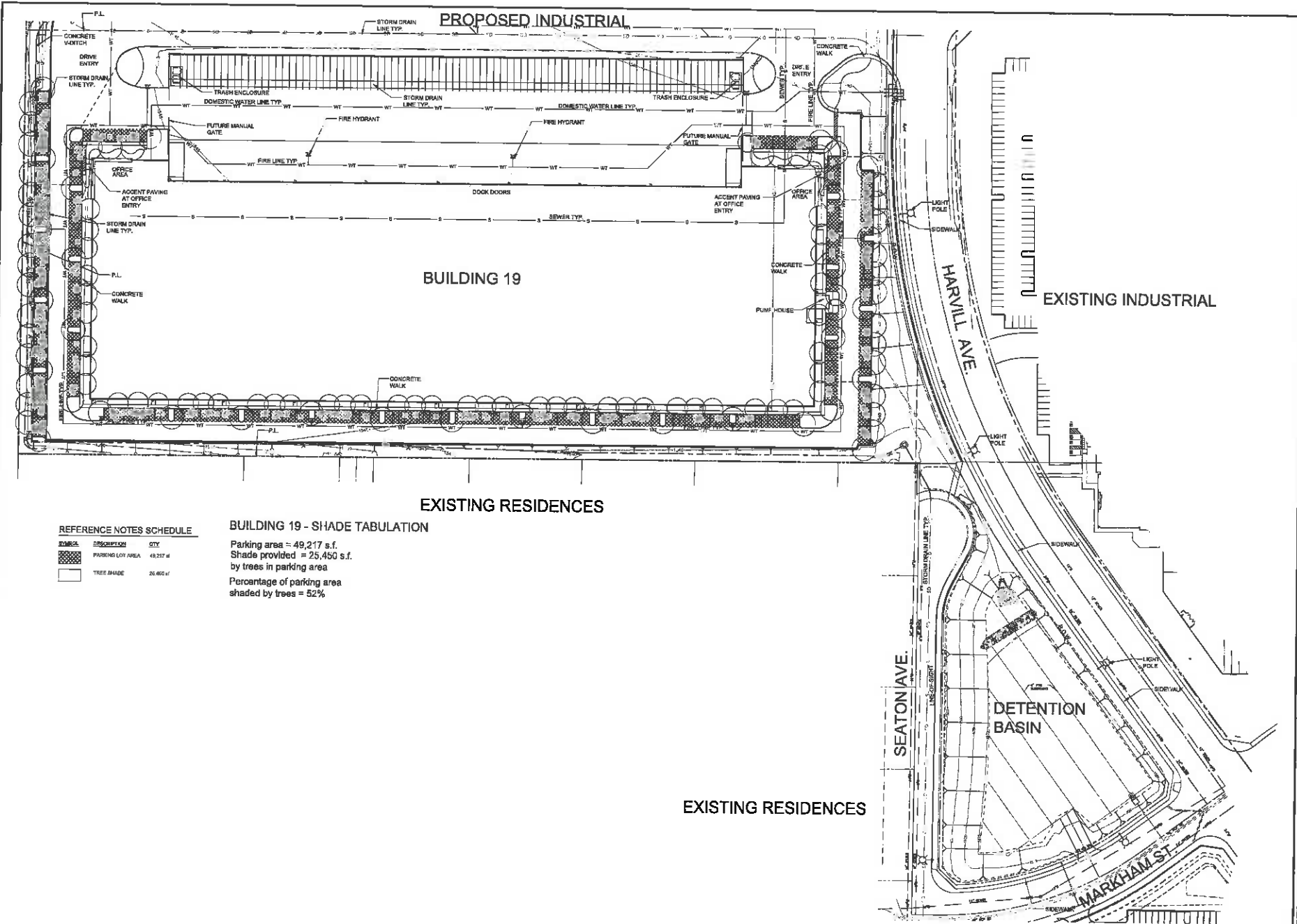
**SHEET TITLE: PRELIMINARY LANDSCAPE PLAN**  
 PROJECT: INDUSTRIAL BUILDING  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, OK

---

DRAWN BY: DATE: 11/26/19  
 BFK  
 CON/0077  
 SHEET NO.: 4  
 4 OF 5 SHEETS





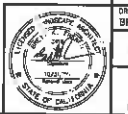


REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
[Hatched Box]	PARKING LOT AREA	49,217 sf
[White Box]	TREE SHADE	25,450 sf

BUILDING 19 - SHADE TABULATION

Parking area = 49,217 s.f.  
 Shade provided = 25,450 s.f.  
 by trees in parking area  
 Percentage of parking area  
 shaded by trees = 52%



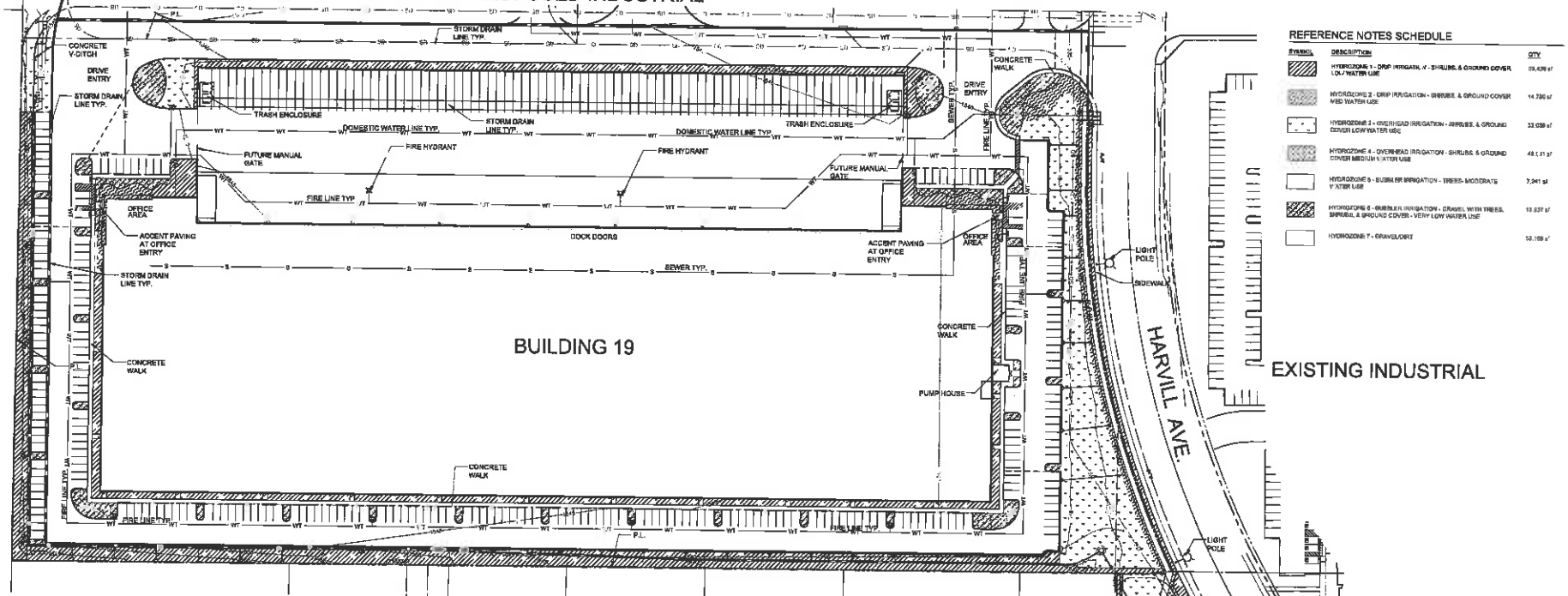
SHEET TITLE: SHADE PLAN & SHADE CALCULATIONS  
 PROJECT: INDUSTRIAL RE-DEVELOPMENT  
 BUILDING 19  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERBROOK, CA

COMMERCE CONSTRUCTION CO., L.P.  
 15151 Chantrelle Way  
 City of Industry, California 91714-3157  
 Telephone: (909) 816-1330



DATE: 11/25/18  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]  
 PROJECT NO.: [Number]  
 SHEET NO.: [Number]  
 OF 8 SHEETS

PROPOSED INDUSTRIAL



**REFERENCE NOTES SCHEDULE**

SYMBOL	DESCRIPTION	QTY
[Symbol]	HYDROZONE 1 - DRIP IRRIGATION - SHRUBS & GROUND COVER LOW WATER USE	10,478 sf
[Symbol]	HYDROZONE 2 - DRIP IRRIGATION - SHRUBS & GROUND COVER MED WATER USE	14,720 sf
[Symbol]	HYDROZONE 3 - OVERHEAD IRRIGATION - SHRUBS & GROUND COVER LOW WATER USE	33,039 sf
[Symbol]	HYDROZONE 4 - OVERHEAD IRRIGATION - SHRUBS & GROUND COVER MEDIUM WATER USE	48,117 sf
[Symbol]	HYDROZONE 5 - SUBLINER IRRIGATION - TREES-MODERATE WATER USE	7,241 sf
[Symbol]	HYDROZONE 6 - SUBLINER IRRIGATION - TREES-WITH TREES, SHRUBS, & GROUND COVER - VERY LOW WATER USE	12,527 sf
[Symbol]	HYDROZONE 7 - GRAVEL/CORIT	52,109 sf

EXISTING RESIDENCES

Riverside County Ordinance 838 Landscape Water Use Calculations  
**MAJESTIC FREEWAY BUSINESS CENTER  
 BUILDING 19**

1 Maximum Allowed Water Allowance (MARA)	(MARAs)
INPUT the total square footage of all Hydrozones =	281,600 SF
INPUT the MARA for the site =	300 SF
<b>MARA =</b>	84,480

2 Estimated Annual Water Use (EAWU)	(EAWUs)
Hydrozone # 1 - DRIP IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 10,478	
INPUT hydrozone irrigation efficiency = 0.81	
<b>EAWU =</b>	623.942
Hydrozone # 2 - DRIP IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 14,720	
INPUT hydrozone irrigation efficiency = 0.81	
<b>EAWU =</b>	1,182.281
Hydrozone # 3 - OVERHEAD IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 33,039	
INPUT hydrozone irrigation efficiency = 0.75	
<b>EAWU =</b>	2,623.537
Hydrozone # 4 - OVERHEAD IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 48,117	
INPUT hydrozone irrigation efficiency = 0.81	
<b>EAWU =</b>	1,938.202
Hydrozone # 5 - SUBLINER IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 7,241	
INPUT hydrozone irrigation efficiency = 0.81	
<b>EAWU =</b>	293.642
Hydrozone # 6 - SUBLINER IRRIGATION	INPUT Plant Factor = 0.5
INPUT square footage of hydrozone = 12,527	
INPUT hydrozone irrigation efficiency = 0.81	
<b>EAWU =</b>	503.642
Hydrozone # 7 - GRAVEL/CORIT	INPUT Plant Factor = 0
INPUT square footage of hydrozone = 52,109	
INPUT hydrozone irrigation efficiency = 1	
<b>EAWU =</b>	0
<b>SUBTOTAL EAWU =</b>	2,813.241 GALLONS/DAY
<b>MARA * EAWU =</b>	728,014 GALLONS/PER YEAR (this number must be positive)

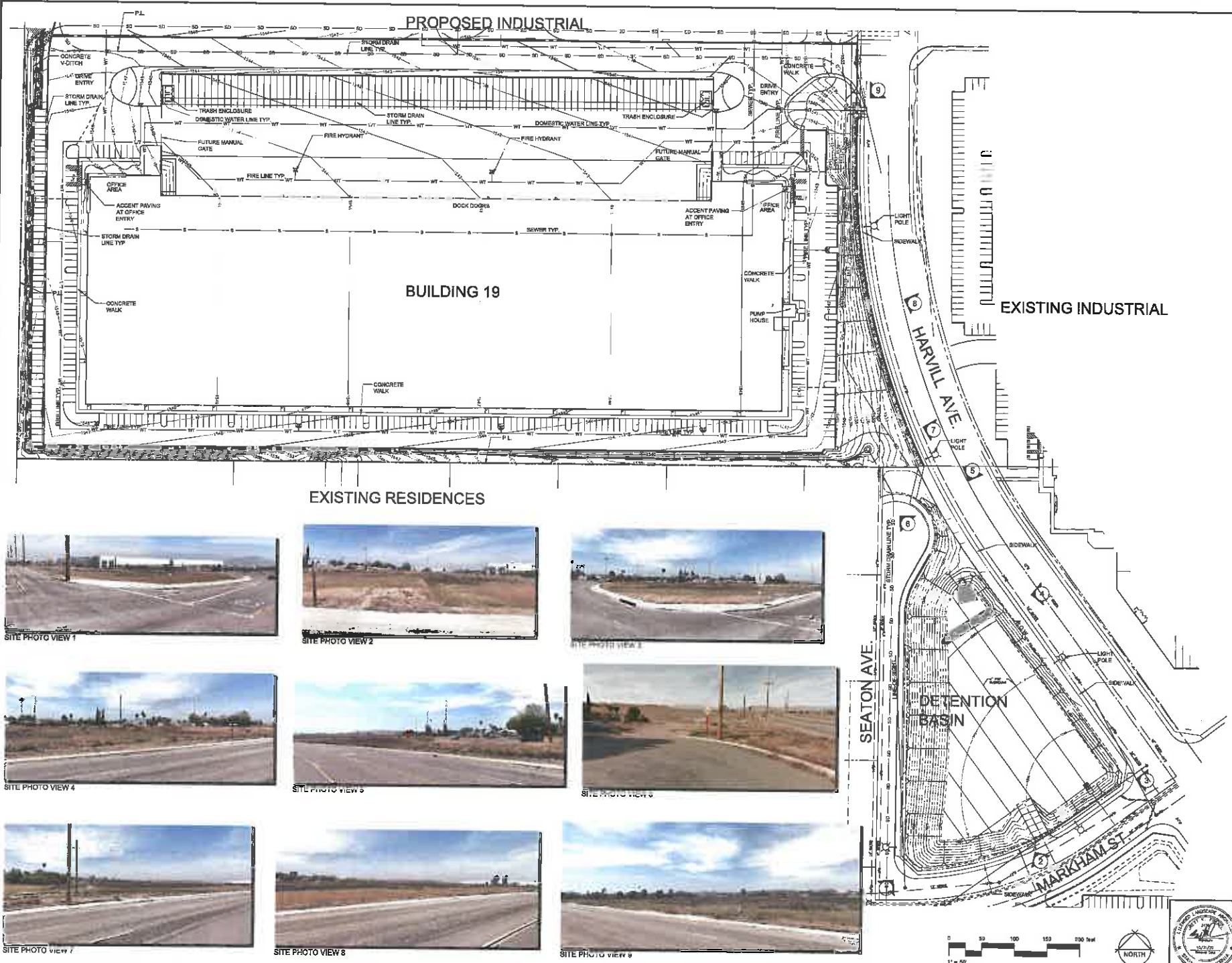
EXISTING RESIDENCES



**Environics**  
 LANDSCAPE ARCHITECTURE  
 3000 Commercial Parkway North  
 City of Industry, California 91746-2487  
 Telephone: (909) 846-1282

PROJECT TITLE: HYDROZONE MAP & WATER USE CALC.  
 PROJECT ADDRESS: BUILDING 19 MAJESTIC FREEWAY BUSINESS CENTER, INDUSTRIAL PARK, RIVERSIDE, CA

DRAWN BY: DFR  
 JOB NO: COM00077  
 DATE: 11/6/18  
 SHEET NO: L-7  
 OF 8 SHEETS



SITE PHOTO VIEW 1



SITE PHOTO VIEW 2



SITE PHOTO VIEW 3



SITE PHOTO VIEW 4



SITE PHOTO VIEW 5



SITE PHOTO VIEW 6



SITE PHOTO VIEW 7



SITE PHOTO VIEW 8



SITE PHOTO VIEW 9

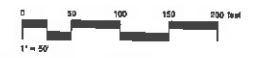
SHEET TITLE: **SITE PHOTOS**  
 PROJECT: **PROPOSED INDUSTRIAL BUILDING 19**  
 CLIENT: **MAJESTIC FREEWAY BUSINESS CENTER**  
 LOCATION: **ROSELAND, CA**

DRAWN BY: **BPK**  
 CHECKED BY: **JK**  
 DATE: **11/28/18**  
 SHEET NO.: **L-8**  
 OF 8 SHEETS

COMMERCIAL CONSTRUCTION CO., LP  
 13811 Commerce Parkway West  
 City of Industry, California 91744-3477  
 Telephone: (951) 944-1300  
 Website: www.comcon.com

**Environics**  
 LANDSCAPE ARCHITECTURE  
 1515 W. 15th Street, Suite 100  
 Los Angeles, CA 90015  
 Phone: (213) 480-1100  
 Website: www.environics.com

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT  
 STATE OF CALIFORNIA  
 No. 12345



FUTURE INDUSTRIAL

FUTURE INDUSTRIAL

FUTURE INDUSTRIAL  
NANCE ST

PROJECT

VICINITY MAP  
NOT TO SCALE  
THOMAS BROS. INC. 747 / C-7  
(800) 7

BUILDING 19  
347,200-SF

HARVILL AVENUE  
BETWEEN COMMERCE CENTER & NANCE ST  
TYPICAL SECTION  
(LOOKING NORTH)

EARTHWORK

DESCRIPTION	CUT	FILL
RAW	15584	25703
5" BICOK	45138	48198
7" BICOK	21198	21198
4" x 4" PAVEMENT	1431	
2 1/4" LB PAV.	2395	
6" BUISAR	840	
67 SHURB	198	
SHURB	1178	
TOTAL	19540	131,095

EXPORT = 45,188

OVERALL SITEWORK QUANTITIES

DESCRIPTION	QUANTITY
CONC DRIVEWAY APPROACH	2,833 SF
CURB	4,836 LF
CURB & GUTTER	3,595 LF
4" x 4" PAVEMENT	198,191 SF
2 1/4" LB PAVEMENT	199,733 SF
RETAINING WALLS	1121 LF
2W x 2D INTERCEPT DITCH	1,922 LF

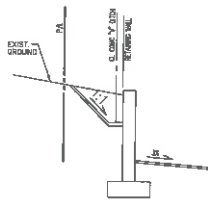
PROJECT AREA

CRUISE AREA = 18.41 AC  
NET AREA = 19.28 AC

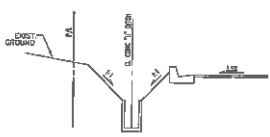
OFFSITE  
DETENTION  
BASIN

PROPOSED RETAINING WALL  
PROPOSED COMMUNITY TRAIL

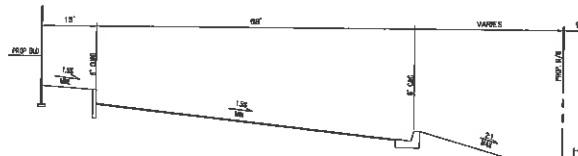
GRAPHIC SCALE



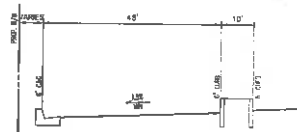
SECTION A  
NTS



SECTION B  
NTS



SECTION C  
NTS



SECTION D  
NTS

NOTE: SITE IS NOT SUBJECT TO LIQUIFICATION OR ANY OTHER GEOLGIC HAZARDS, IS NOT IN A SPECIAL FLOOD ZONE, AND IS NOT SUBJECT TO FLOOD INUNDATION.

LEGAL DESCRIPTION  
PARCEL D OF LOT ONE ADJUSTMENT 5435 AS RECORDED AS INSTRUMENT NO. 818-063147, RECORDS OF RIVERSIDE COUNTY, CA.

TOPOGRAPHY DATE: 7-8-88  
ASSASSOR'S PARCEL NUMBERS: 314-051-010

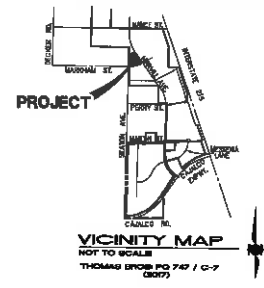
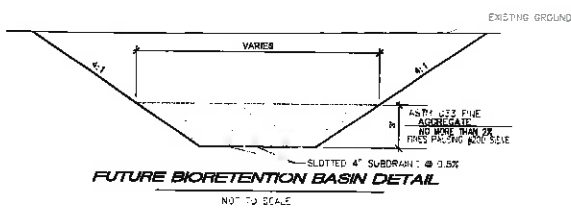
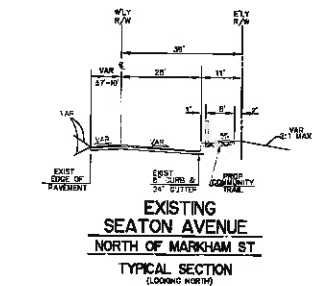
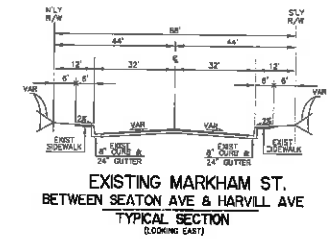
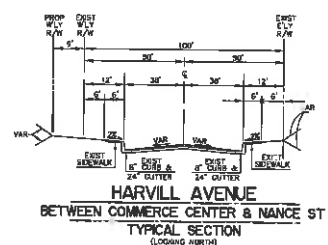
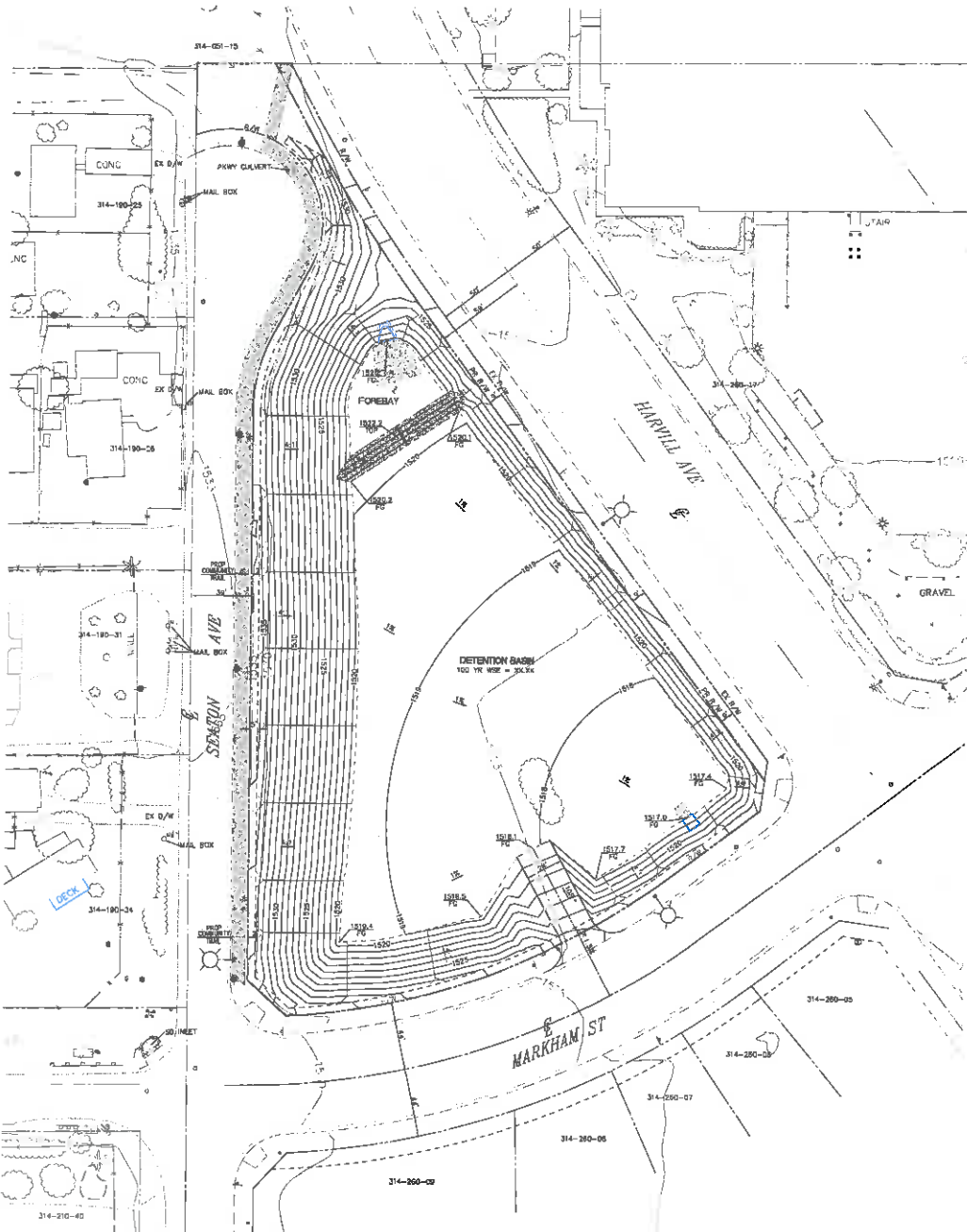
PREPARED FOR:  
COMMERCIAL CONSTRUCTION CO., LP  
4700 RIVER BLVD., STE 200-107  
RIVERDALE, CALIF. 95070  
PHONE: (925) 124-4143  
FAX: (925) 124-4143

PREPARED BY:  
P&L ENGINEERING, INC.  
10000 S. BAYVIEW BLVD., SUITE 100  
DUBLIN, CALIF. 94568  
PHONE: (925) 835-0000 FAX: (925) 835-0000

CONCEPT GRADING PLAN  
MFBC-BUILDING 19

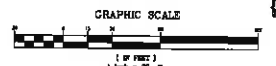
DATE	BY	REVISION

WC  
100-98  
Sht. 1 of 2



**EARTHWORK**

	CUT	FILL
RAW NUMBER	19,082.00 CY	1,427.00 CY
EXPORT	17,263.00 CY	



NOTE: SITE IS NOT SUBJECT TO LIQUIDATION OR ALL OTHER GEOLOGIC HAZARDS IS NOT IN A SECH-1 STUDIES ZONE, AND IS NOT SUBJECT TO FLOOD FLOODPLAIN

TOPOGRAPHY DATE: 7-9-05

LEGAL DESCRIPTION		ASSESSOR'S PARCEL NUMBERS		CONCEPT GRADING PLAN		WC 100-96
PARCELS 56-07 INCLUSIVE OF PARCEL MAP NO. 20011 AS RECORDED IN BY 100 PGS 60 THRU 68 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CA.		314-200-10 THRU 12		<b>MFBC-BASIN 16</b>		
PREPARED FOR: <b>COMMERCE CONSTRUCTION CO., L.P.</b> 227 West Orange Ave. 2nd Floor, Suite 200 Orange, CA 92668 Phone: 951-838-2828 Fax: 951-838-2829		PREPARED BY: <b>P&amp;L ENGINEERING, INC.</b> Professional Registration No. 32 4790 Irvine Blvd., Ste. 200 Irvine, Calif. 92614 949-750-9942 • FAX: 949-750-9941		DATE	BY	REVISION
				7-14-12	SD	1st Release

**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING:           January 10, 2019

TIME OF HEARING:           9:30 A.M.

**CASE DESCRIPTION:**

ZAP1342MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180029 (Plot Plan). A proposal to construct a 347,672 square foot industrial manufacturing building on 19.4 gross acres located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street, and easterly of Decker Road. (Also proposed is an off-site 2.7 acre water detention basin located on the corner of Markham Street and Harvill Avenue) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner 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. John Hildebrand of the County of Riverside Planning Division at (951) 955-1888.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1342MA18 DATE SUBMITTED: 11/28/18

MARCH  
02

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Majestic Realty Co.	Phone Number	562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email	JSemcken@majesticrealty.com

Representative	T&B Planning, Inc. (Contact: George Atalla)	Phone Number	714.505.6360 x 107
Mailing Address	17542 E. 17th Street, Suite 100 Tustin, CA 92780	Email	gatalla@tbplanning.com

Property Owner	Majestic Freeway Business Center, LLC	Phone Number	562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email	JSemcken@majesticrealty.com

### LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number	951.955.3025
Staff Contact	John Hildebrand	Email	jhildebr@rivco.org
Mailing Address	Planning Department 4080 Lemon St, 12th Floor Riverside, CA 92501	Case Type	Land Use/Planning
Local Agency Project No	PPT180029	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" 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	East of Decker Road, west of Harvill Avenue, south of Old Oleander Avenue, and north of Markham Street.		
Assessor's Parcel No.	314-051-015; 314-260-010, -011, and -012.	Gross Parcel Size	22.1
Subdivision Name	n/a	Nearest Airport and distance from Airport	MARB- appr. 1.1 mi.
Lot Number	n/a		

### 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)	The Project site is vacant and has been partially disturbed by weed abatement activities and informal off-road trails.
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Proposed Land Use (describe)	See attached Project Description.		
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	24 hours/ 7 days	
	Number of People on Site	n/a	Maximum Number 696
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet.	
Height Data	Site Elevation (above mean sea level)	1550	ft.
	Height of buildings or structures (from the ground)	45*	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
	If yes, describe		<input checked="" type="checkbox"/> No
	n/a		

\* Requires for approval of an add 5 feet of building height (See Project desc. for add'l details.)

- 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.



# ALUC Review Application- Majestic Freeway Business Center (Building 19)

County of Riverside – Planning Case No. PPT180029

## PROJECT DESCRIPTION

This Project entails the implementation of permitted development inside the Majestic Freeway Business Center (MFBC) Specific Plan (SP No. 341), which was approved by Riverside County in 2005. The properties associated with the MFBC Building 19 Project comprise an approximately 22.1-acre portion of the MFBC Specific Plan, located east of Decker Road, west of Harvill Avenue, south of Old Oleander Avenue, and north of Markham Street. The Project site encompasses Assessor Parcel Numbers (APNs): 314-051-015; 314-260-010, -011, and -012.

Under existing conditions, the MFBC Building 19 Project site is vacant and has been partially disturbed by weed abatement activities and informal off-road trails. The Project site is designated “Light Industrial” by the MFBC Specific Plan and is zoned for “Industrial Park (I-P)” and “Manufacturing – Service Commercial (M-SC)” uses by the County’s Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in “Flight Corridor Zone (C2)” for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Majestic Realty Co.) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 22.1-acre site with one conforming warehouse/manufacturing facility. Specifically, the Project Applicant is proposing the development of one approximately 347,672 square foot (s.f.) warehouse/manufacturing building (herein, “Building 19”), which will provide warehouse space with a 36-foot clear height, office space, and 53 dock doors located along the north side of the building. Notable Project improvements include ornamental landscaping, an approximately 2.7-acre water detention basin (located southeast of proposed Building 19), drive aisles, utility infrastructure, passenger vehicle parking, and truck trailer parking spaces.

Due to the potential for changes to the Project’s finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project’s Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. Building 19 is designed to be approximately 45 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 50 ft.

The proposed building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The

**Riverside County Airport Land Use Compatibility Review Application**  
*Majestic Freeway Business Center (Building 19)*

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landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public roadways, within the parking areas, and surrounding the proposed water detention basin. At building entries and driveways, a variety of trees and groundcover would be used to partially shade and screen the structure and parking areas.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.6

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1341MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180032 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant proposes to construct a 406,496 square foot industrial manufacturing building on 18.2 gross acres. (Also proposed is an off-site 2.7 acre water detention basin located on the northwest corner of Markham Street and Harvill Avenue.)

**PROJECT LOCATION:** The site is located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street, and easterly of Decker Road, in the unincorporated community of Mead Valley, approximately 5,000 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes 406,496 square feet of manufacturing, accommodating 2,033 people, resulting in an average intensity of 112 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (280 spaces) and trailer spaces (76 spaces) provided, the total occupancy would be estimated at 496 people for an average intensity of 27 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 43,560 square feet of manufacturing area, resulting in a single acre occupancy of 218 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 5,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,538 feet AMSL. The site's finished floor elevation is 1,553 feet AMSL and the proposed building height is 50 feet, for a top point elevation of 1,603 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAAOES was

made, and Aeronautical Study Number 2018-AWP-17882-OE has been assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a “Work in Progress” status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Basin/Water Feature: The basin proposed in conjunction with PPT 180029 (ZAP1342MA18) for water quality management (2.7 acres) is also proposed in conjunction with this project. Due to the proximity of this basin to the runway, there could be a potential for bird strikes. Therefore, recommended conditions require the new basin to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls.

#### **CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children’s schools are

discouraged.

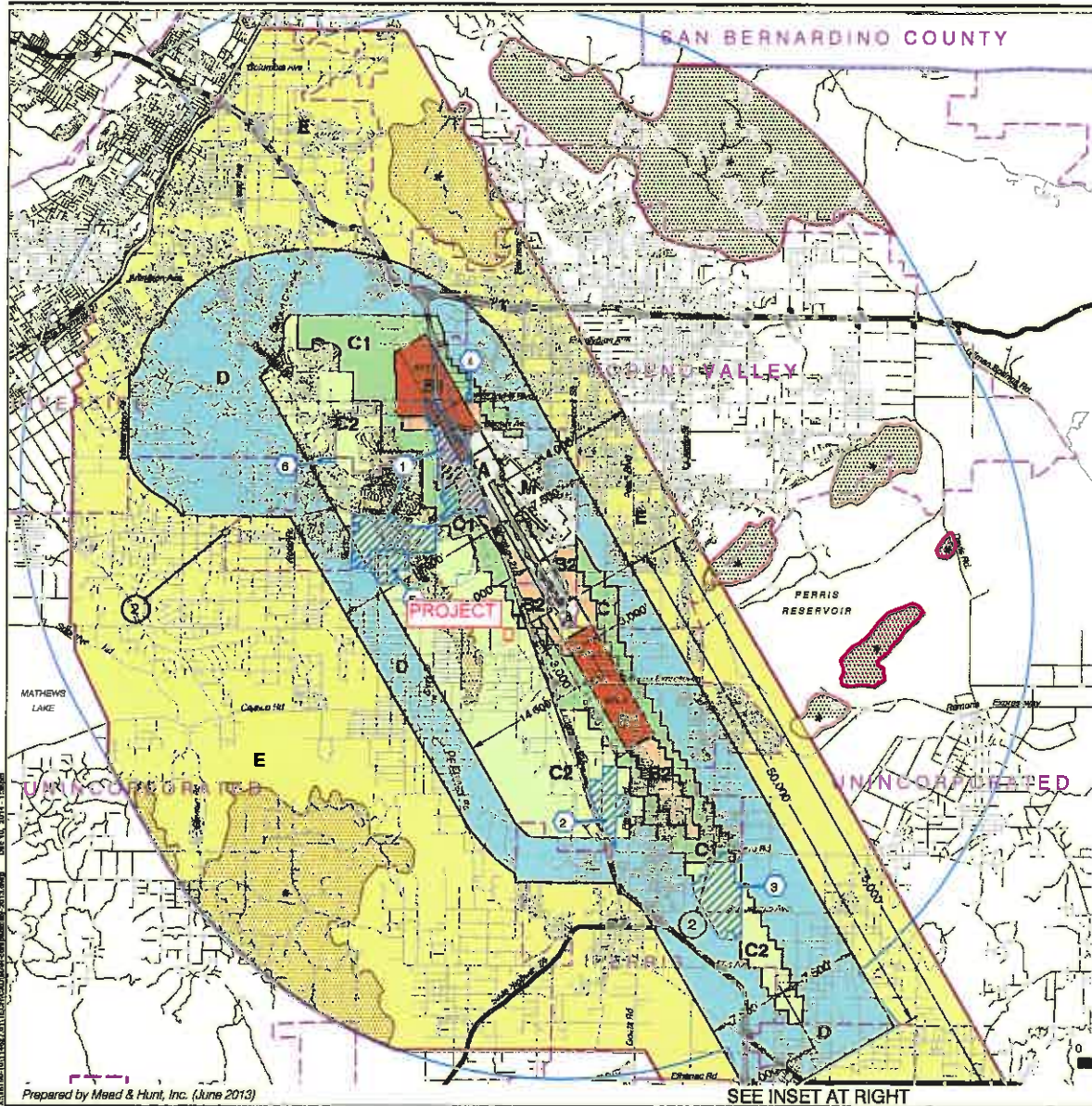
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed noncontiguous detention basin 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 406,496 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# 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**

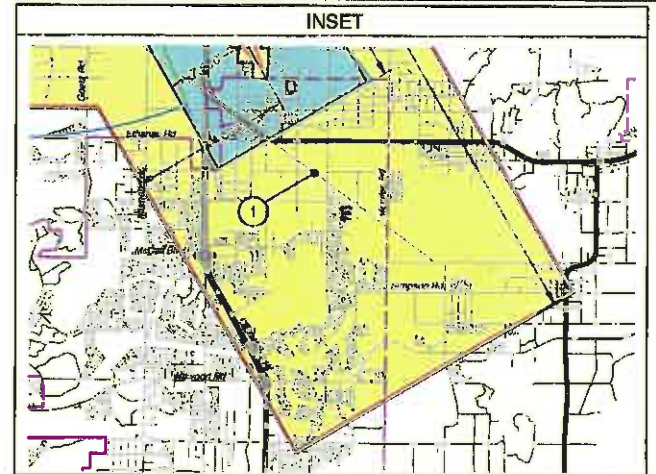
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

- ④ March JPA: March Business Center/Meridian
- ⑤ Perris: Harvest Landing
- ⑥ Perris: Park West
- ⑦ Moreno Valley: Affordable Housing
- ⑧ March JPA: Ben Clark Training Center
- ⑨ 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

SEE INSET AT RIGHT

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



RIVERSIDE  
COUNTY

March Air  
Reserve Base

NANDINA AVE

NANDINA AVE

OLD OLEANDER AVE

OLD OLEANDER AVE

215

PERRIS

PROJECT SITE

HARVILL AVE

PATTERSON AVE

MARKHAM ST

MARKHAM ST

DAY ST

SEATON AVE

PERRY ST

MARTIN ST

RAMONA EXPY

RIVERSIDE  
COUNTY

DECKER RD

SEATON AVE

CAJALCO EXPY

Source(s): ESRI, RCTLMA (2018)

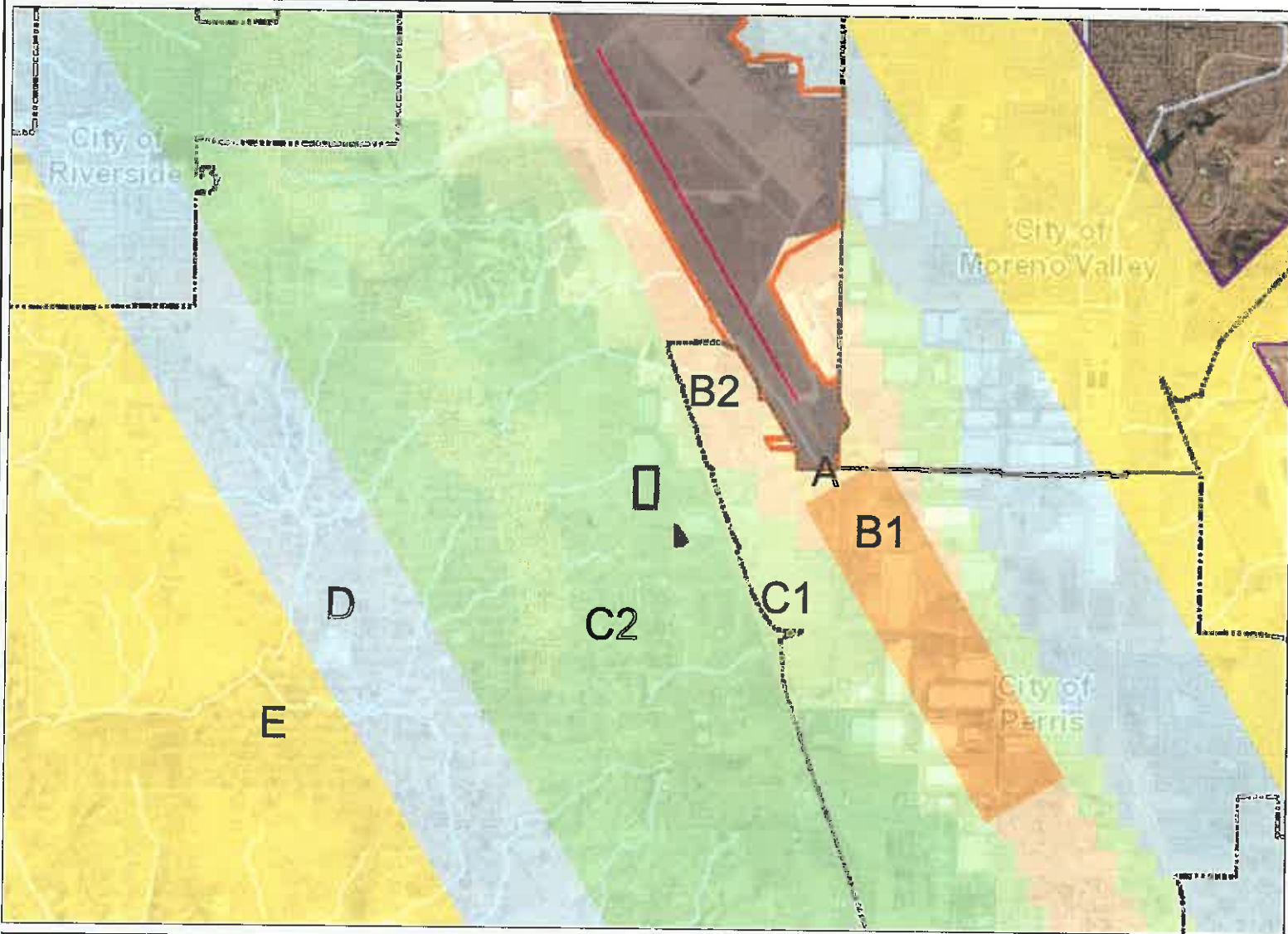
# MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 20

Date: November 2018



## VICINITY MAP

# Map My County Map



**Legend**

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



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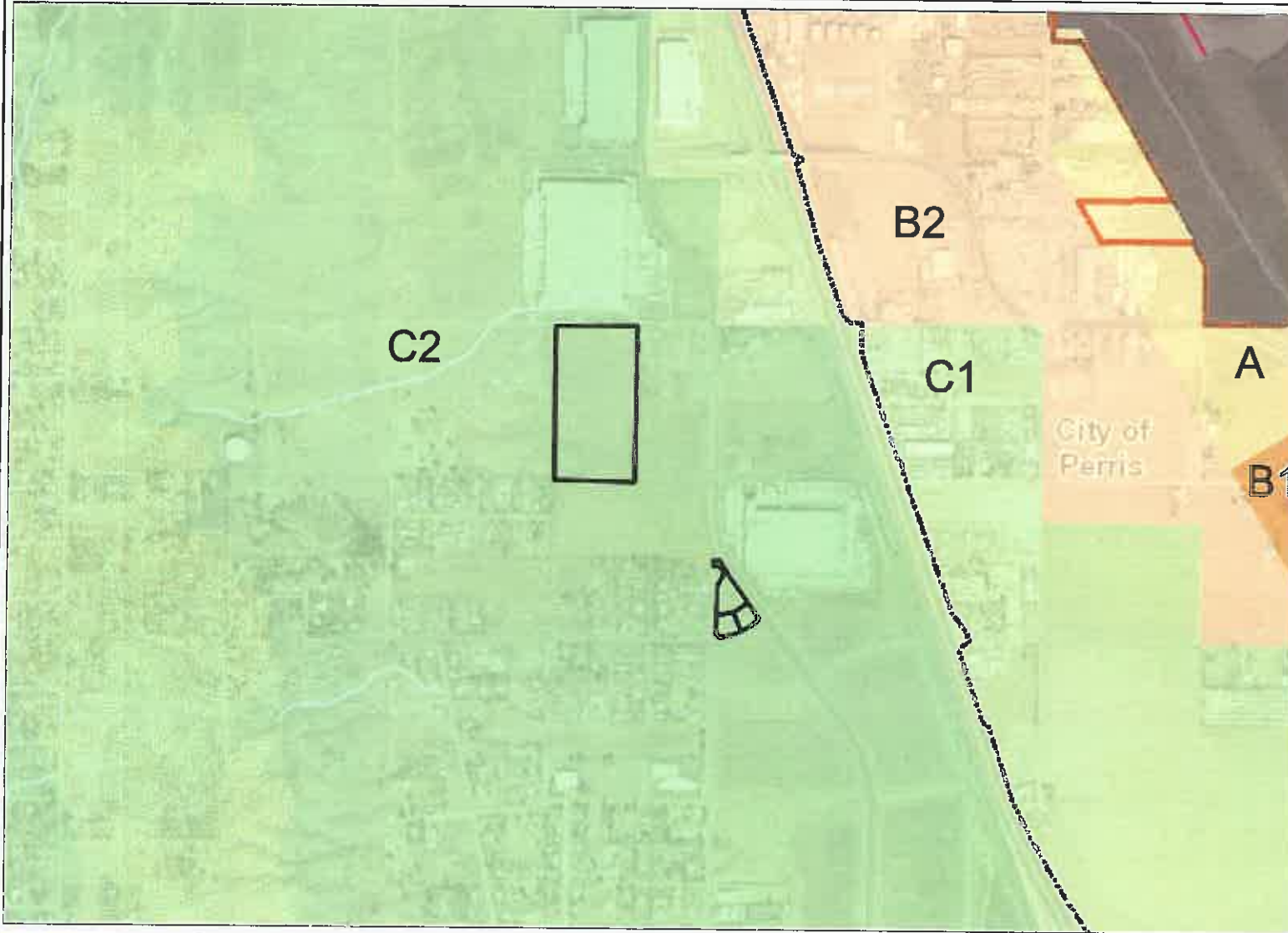


REPORT PRINTED ON... 11/30/2018 8:58:42 AM

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**Notes**

# Map My County Map



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



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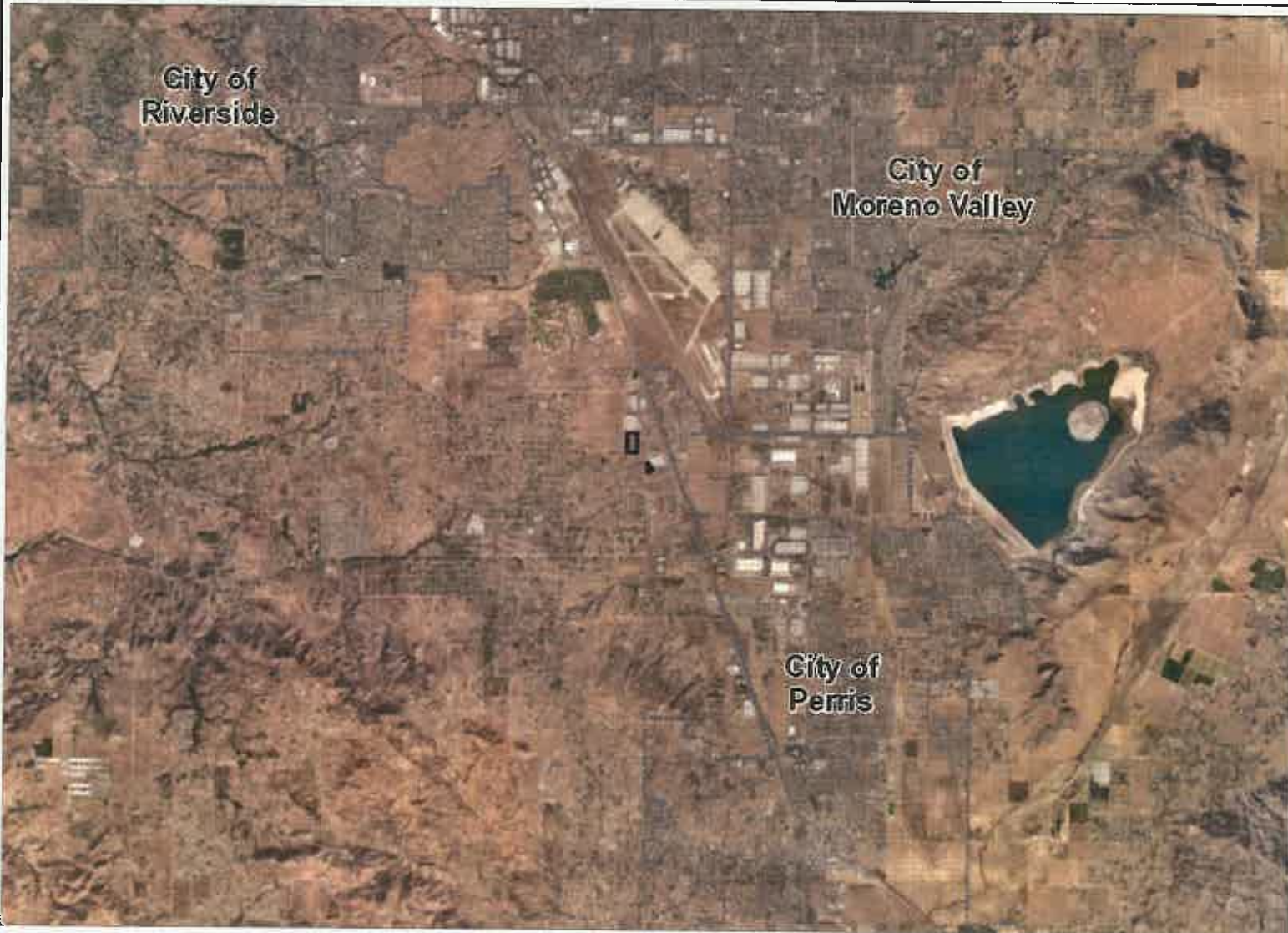


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**Notes**

# Map My County Map



### Legend

- City Areas
- World Street Map



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### Notes

# Map My County Map



- Legend**
- Blue line Streams
  - City Areas
  - World Street Map



0 3,032 6,064 Feet

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**Notes**

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

# Map My County Map



**Legend**

- Blue line Streams
- City Areas
- World Street Map

**Notes**

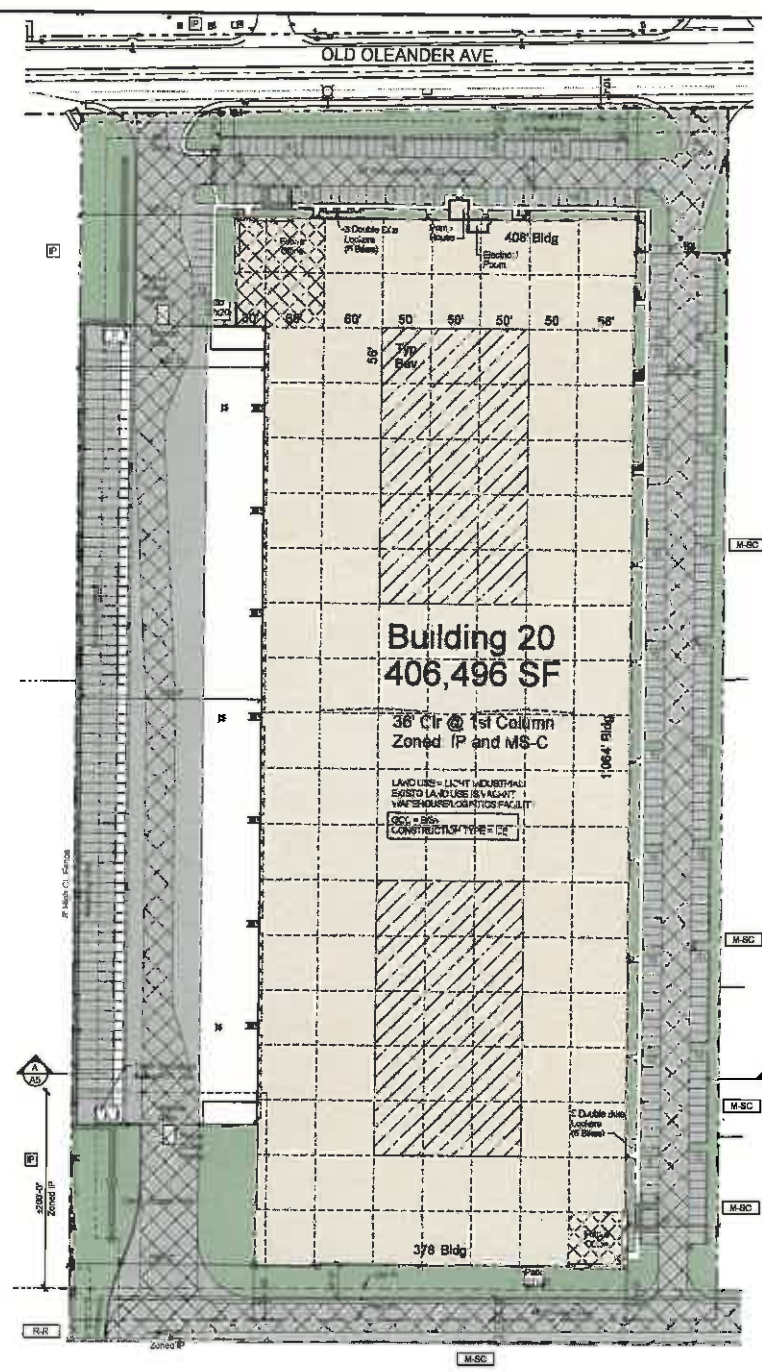


0 758 1,516 Feet

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REPORT PRINTED ON... 11/30/2018 9:01:51 AM

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**APPLICANT/OWNER:**  
MAJESTIC FREEMWAY BUSINESS CENTER LLC  
C/O MAJESTIC REALTY CO ATTN: JOHN ISMICKEN  
13101 CROSSROADS PKWY., NO. 8TH FLR  
CITY OF INDUSTRY, CA 91746-3487  
(925) 850-0663

**PREPARED BY:**  
COMMERCE CONSTRUCTION CO  
13101 CROSSROADS PKWY. NO. 8TH FLR.  
CITY OF INDUSTRY, CA 91746-3487  
(925) 850-0663

**SOUTHERN CALIFORNIA Edison:**  
Attn: MEdi Registrar Bldg C  
(714) 795-9699  
mapreg@scs@edison.com

**SDG&D:**  
Gregory Ambers  
(925) 335-7955  
gamb@sdgandd.com

**EASTERN MUNICIPAL WATER DISTRICT:**  
Cameron Vignaruba  
(925) 925-0107  
vignaruba@emwd.org

**TIME WARNER CABLE:**  
Cezarita Miles  
(925) 875-3396  
cezarita.miles@twcable.com

**ATT TRANSMISSION:**  
Joseph Fokert  
(714) 965-7984  
jef@tdnwideengineering.com

**TAL VERDE UNIFIED SCHOOL DISTRICT:**

**ZONING & LAND USE INFORMATION:**  
COUNTY OF RIVERSIDE GENERAL PLAN:  
"LIGHT INDUSTRIAL"  
EXISTING ZONING IS "M-S-C" 11' 10"  
EXISTING LAND USE IS LIGHT INDUSTRIAL,  
ALSO THE SURROUNDING AREA  
SPECIFIC PLAN 341/ELL R-406

**Install Knox Box at All**  
Gates and Office Entries

**Parking Stalls:**  
All Parking Stalls Are 8'x18' Minimum With End Stalls  
Being 11'x18' Minimum. All Accessible Stalls Follow ADA  
Guidelines.

**Assessor Parcel Maps:**  
Parcel # 314-040001

**Legal Description:**  
PORTION OF THE NORTH 1/2 OF THE NE 1/4 OF  
SECTION 2, TOWNSHIP 4 SOUTH, RANGE 4 WEST

**Thomas Brothers:**  
Page: 747 Ord. C7

	Site Area Acre (Acres)	Site Area Net (Acres)	Building Area (SF)	Coverage (%)	Landscaping Provided (SF)	Landscaping Required (%)	Landscaping Provided (SF)	Landscaping Required (%)	Deck Area Provided (6'x13')	Trolley Parking Provided (10'x30')	Car Parking Required (5% Office)	Car Parking Provided (#/ft)	Site Parking Required (125 Car Stalls)	Site Parking Provided
Building 20	18.2184	15.7020	406,496	69.22%	61,541	10.27%	100,816	12.70%	81	78	274	280	11	12



SUBMITTAL (2018 11 16)

SITE PLAN **A** SCALE 1" = 67.47'

**SITE PLAN**  
BUILDING 20  
MAJESTIC FREEMWAY BUSINESS CENTER  
RIVERSIDE, CA

**COMMERCE CONSTRUCTION CO., L.P.**  
13101 Crossroads Parkway North  
Suite 100  
City of Industry, California 91746-3487  
Contract No. CCJ-18-0001  
License No. 723802

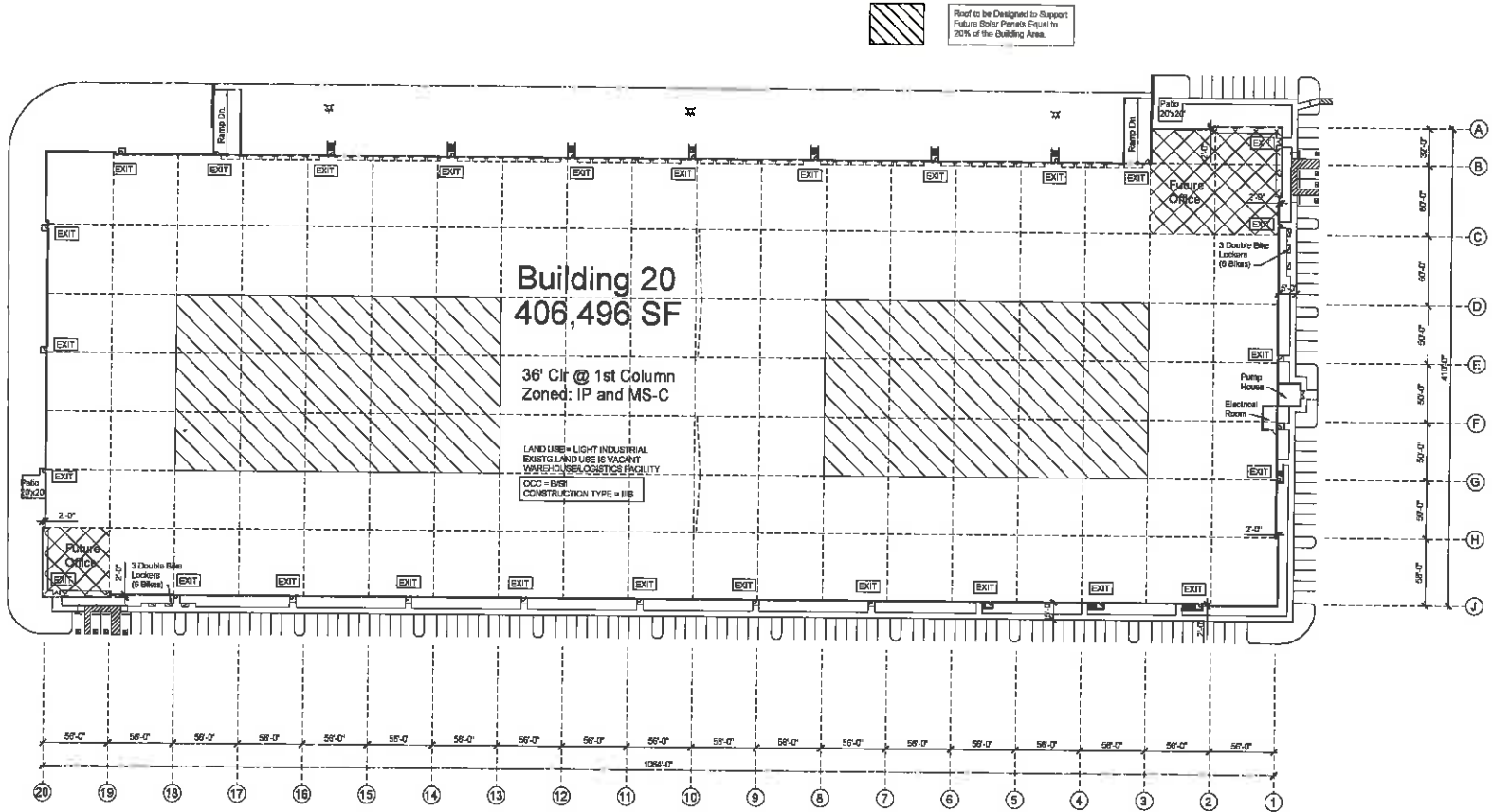
**DRAWN BY DATE**  
JN 11-15-18

**SCALE**  
SCALE 1" = 67.47'

**SHEET NO.**  
6712

**A1.20**





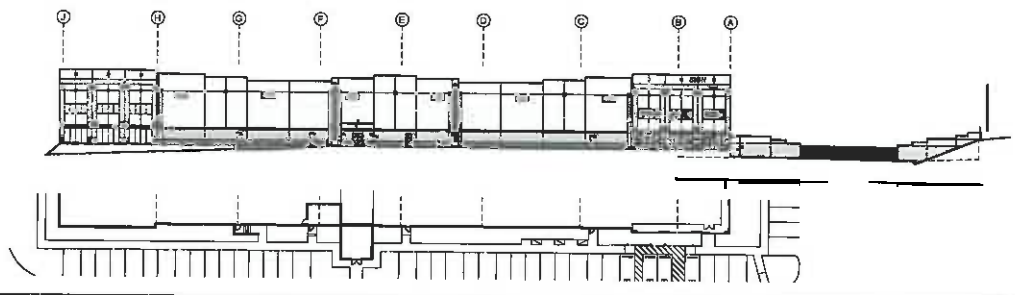
NO.	DATE	BY	DATE	REVISIONS
1				
2				
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4				
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19				
20				

<p>COMMERCIAL CONSTRUCTION CO., L.P.          21071 Coronado Parkway North          Suite 100, Industry, California 91746-3497          Telephone: (656) 855-0463          License No. 723307</p>	
<p><b>FLOOR PLAN</b>  <b>BUILDING 20</b>  <b>MAJESTIC FREEWAY BUSINESS CENTER</b>          RIVERSIDE, CA</p>	
<p>Checked By: JN          Date: 11-15-18          Drawn By: JN          Date: 11-15-18          OCC: JCB/MC  <b>6712</b>          SHEET NO.</p>	<p><b>A2.20</b>          SHEET NO.</p>



SUBMITTAL (2018 11 16)  
**FLOOR PLAN A**  
 SCALE 1" = 40'



Provide Roof Top Screening of All A.C. Units Per County of Riverside Standards.

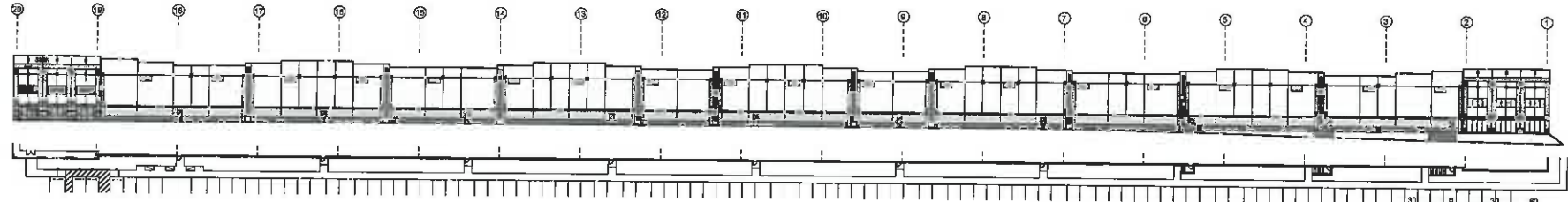
**COLOR LEGEND**

- SHERMAN WILLIAMS SW 7005 PURE WHITE
- SHERMAN WILLIAMS SW 7083 MONORAIL SILVER
- SHERMAN WILLIAMS SW 7006 WALL STREET
- GLAZING SOLAR COOL GRAY

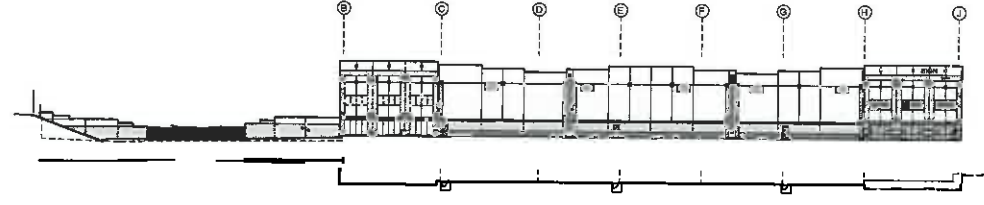
Building is Tilt Up Concrete Panels

30 0 30 60  
SCALE IN FEET

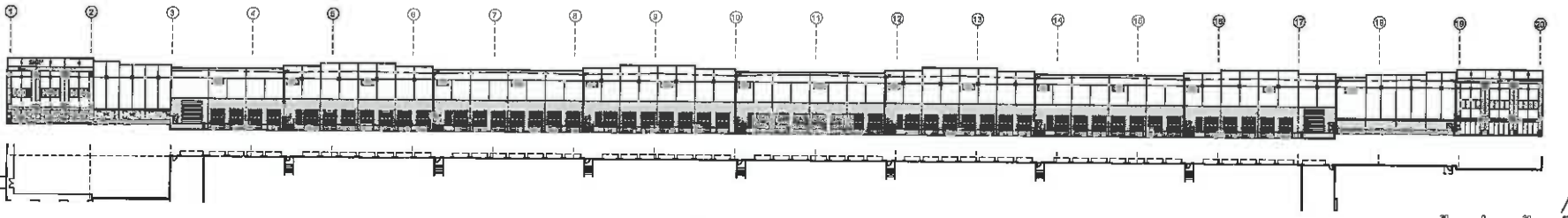
**NORTH ELEVATION A** SCALE 1" = 30'-0"



**EAST ELEVATION B** SCALE 1" = 30'-0"



**SOUTH ELEVATION C** SCALE 1" = 30'-0"



**WEST ELEVATION D** SCALE 1" = 30'-0"

REVISIONS	BY	DATE	DESCRIPTION

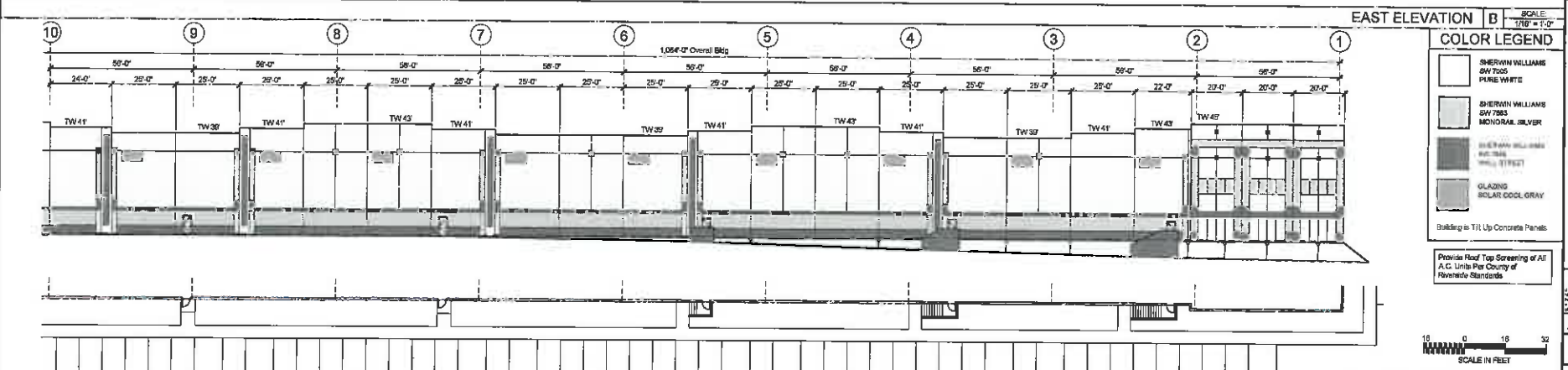
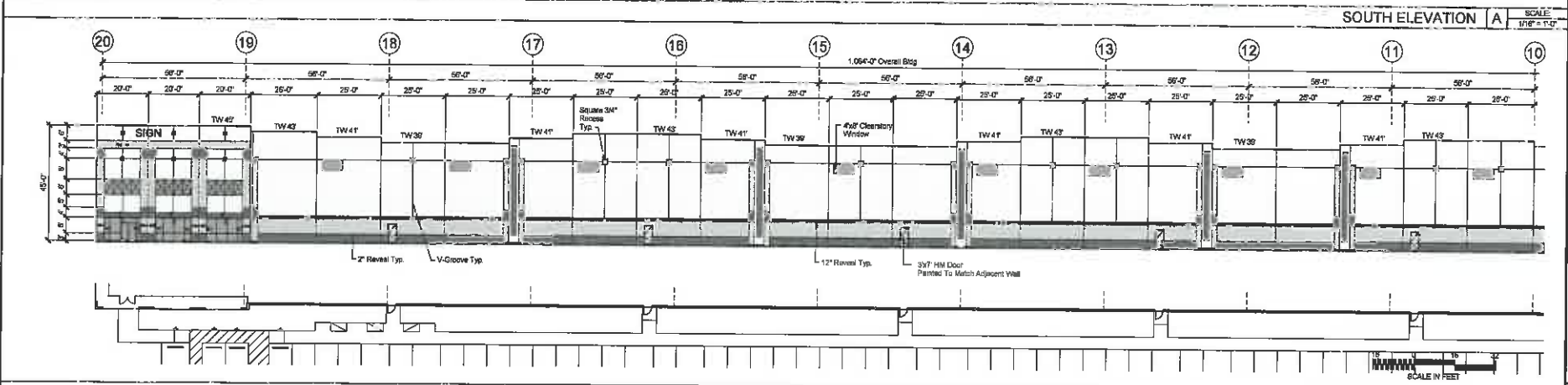
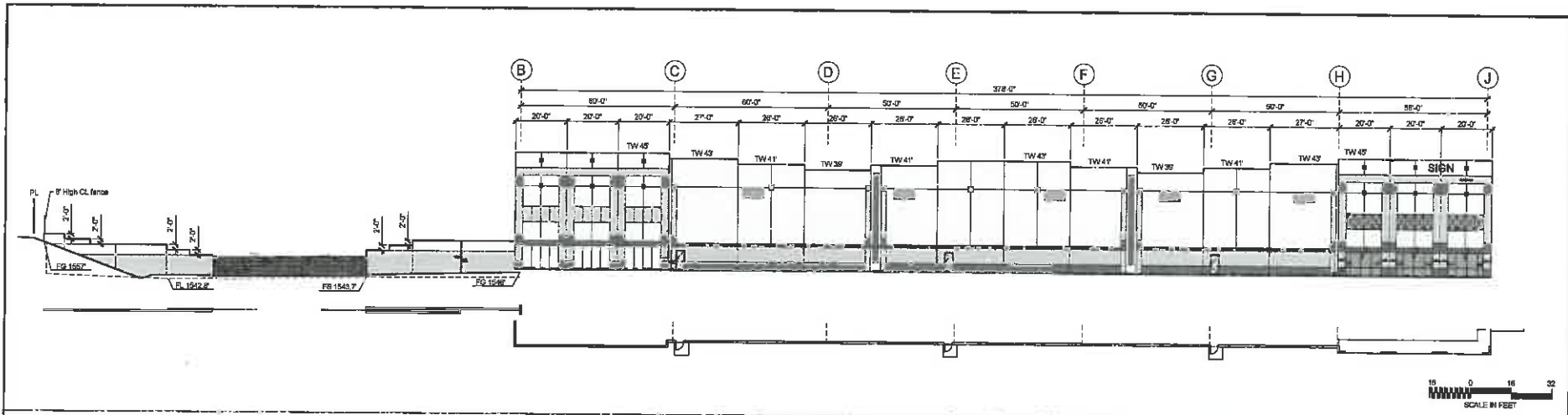
COMMERCE CONSTRUCTION CO., L.P.  
 30th Floor  
 City of Industry, California 91746-3477  
 License No. C-45  
 License No. 950403  
 License No. 172626

**ELEVATIONS**  
**BUILDING 20**  
**MAJESTIC FREEMWAY BUSINESS CENTER**  
 RIVERSIDE, CA

DESIGNED BY DATE: JM 11-18-16  
 CCC JOB NO: 6712  
 SHEET NO: A3.20A

SUBMITTAL (2018 11 16)





**COLOR LEGEND**

	SHERWIN WILLIAMS SW 7025 PINE WHITE
	SHERWIN WILLIAMS SW 7065 MONDRIAN SILVER
	GLAZING SOLAR COOL GRAY

Building is Tilt Up Concrete Panels

Provide Roof Top Screening of All A.C. Units Per County of Alameda Standards

COMMERCIAL CONSTRUCTION CO., L.P.  
 10000 Wilshire Blvd., Suite 2000  
 Beverly Hills, CA 90210  
 Tel: 310.470.1100  
 Fax: 310.470.1101  
 License No. 72300

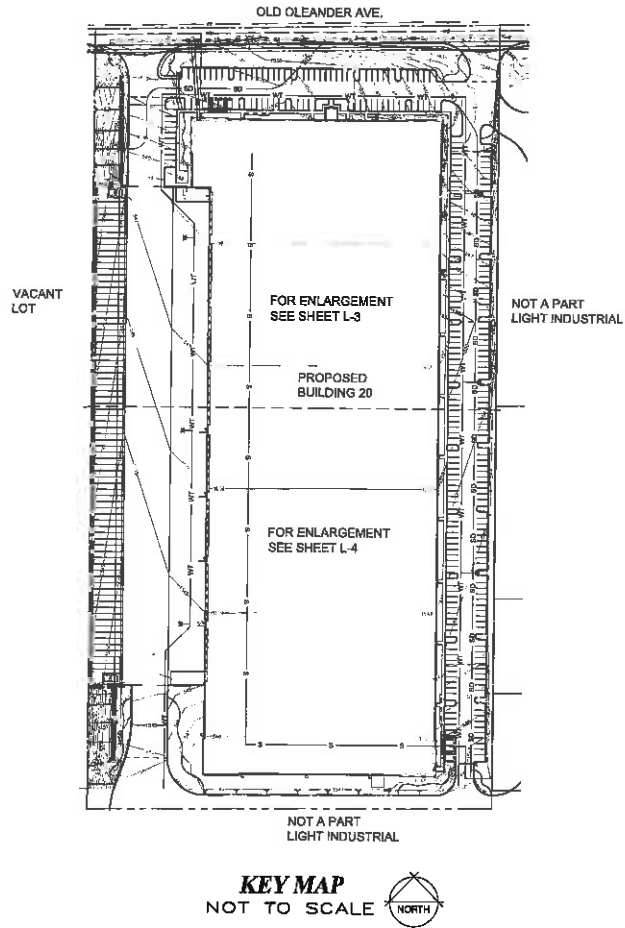
MAJESTIC FREEMAN BUSINESS CENTER  
 REDWOOD CITY, CA

ELEVATIONS  
 DRAWING NO. 6712  
 SHEET NO. A3.20A

SUBMITTAL (2018 11 16)  
 EAST ELEVATION B  
 SCALE: 1/8" = 1'-0"

# BUILDING 20

## MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA LANDSCAPE PLANS COUNTY OF RIVERSIDE



### GENERAL NOTES

#### IRRIGATION

1. FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
2. REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.

#### PLANTING

1. ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
2. REMOVE STAKES FROM ALL ESPALIERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

#### SHEET INDEX

COVER SHEET	L-1
PRELIMINARY LANDSCAPE PLANS	L-2 - L-4
SHADE PLAN AND SHADE CALCULATIONS	L-5
HYDROZONE MAP	L-6
SITE PHOTO PLAN	L-7



#### VICINITY MAP

NOT TO SCALE  
THOMAS BROS. MAPS  
PAGE 777, C-1

THE INFORMATION CONTAINED ON THIS DRAWING IS THE PROPERTY OF ENVIVISIONS LANDSCAPE ARCHITECTURE, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF ENVIVISIONS LANDSCAPE ARCHITECTURE, INC. IS STRICTLY PROHIBITED.

ENVIVISIONS LANDSCAPE ARCHITECTURE, INC.  
 1000 W. MAIN ST., SUITE 100  
 RIVERSIDE, CA 92501  
 TEL: (951) 514-1320  
 FAX: (951) 514-1321  
 WWW: ENVIVISIONS.COM



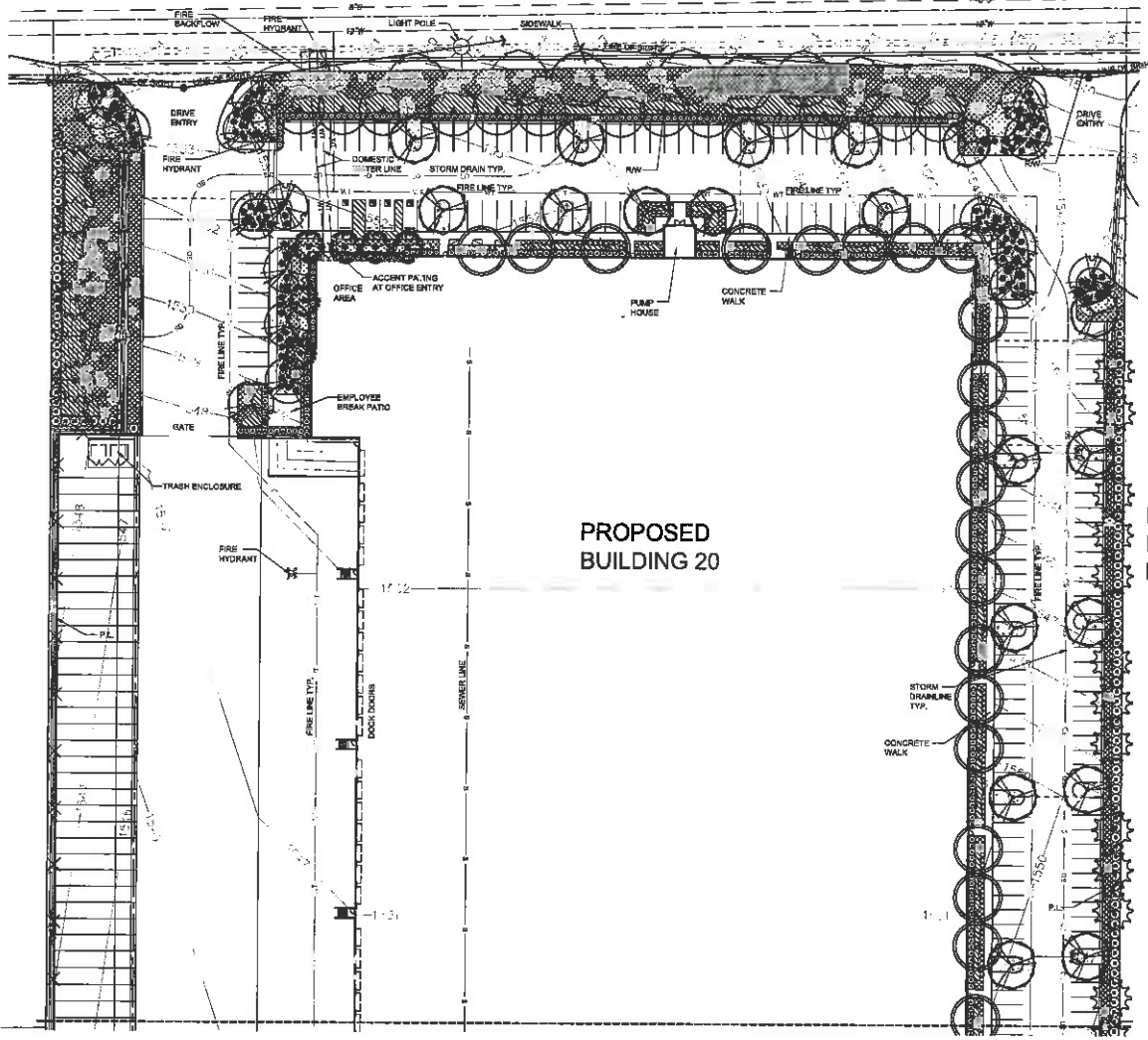
COMMERCIAL CONSTRUCTION CO., L.P.  
 1000 W. MAIN ST., SUITE 100  
 RIVERSIDE, CA 92501  
 TEL: (951) 514-1320  
 FAX: (951) 514-1321  
 WWW: ENVIVISIONS.COM

SHEET TITLE: COVER SHEET  
 PROJECT: MAJESTIC FREEWAY BUSINESS CENTER  
 BUILDING 20  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

	DRAWN BY: BFK DATE: 11/16/19
	SHEET NO.: L-1 1 OF 7 SHEETS



OLD OLEANDER AVE.



PROPOSED BUILDING 20

NOT A PART OF INDUSTRIAL

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	QTY	YR. CO.	HT.
1	Cedrela / Desert Mesquite / Thornless Palo Verde	36" x 100'	Low	20
2	Prosopis juliflora / Argemone Tree	24" x 100'	Low	54
3	Prosopis juliflora / Palo Verde	24" x 100'	Low	56
4	Prosopis juliflora / Cholla Mesquite	24" x 100'	Low	58
5	Quercus agrifolia / Southern Live Oak	24" x 100'	Low	7
6	Platanus / African Sycamore	24" x 100'	Low	13
7	Washingtonia filifera / California Fan Palm	17' Brown Trunk Height	Low	12

CONCEPT PLANT SCHEDULE

- 1. FOUNDATION PLANTING - 5 GAL. MED WATER:
  - 1.1. Prosopis juliflora - 5 gal. med water
  - 1.2. Quercus agrifolia - 5 gal. med water
  - 1.3. Platanus - 5 gal. med water
  - 1.4. Washingtonia filifera - 5 gal. med water
- 2. LARGE TREE FOUNDATION PLANTING - 5 GAL. MED WATER:
  - 2.1. Quercus agrifolia - 5 gal. med water
  - 2.2. Platanus - 5 gal. med water
  - 2.3. Washingtonia filifera - 5 gal. med water
- 3. SMALL TREE FOUNDATION PLANTING - 5 GAL. LOW WATER:
  - 3.1. Prosopis juliflora - 5 gal. low water
  - 3.2. Quercus agrifolia - 5 gal. low water
  - 3.3. Platanus - 5 gal. low water
- 4. GROUND COVER PLANTING - 5 GAL. LOW WATER:
  - 4.1. Prosopis juliflora - 5 gal. low water
  - 4.2. Quercus agrifolia - 5 gal. low water
  - 4.3. Platanus - 5 gal. low water
- 5. LARGE ACCEPT PLANTING - 5 GAL. LOW WATER:
  - 5.1. Prosopis juliflora - 5 gal. low water
  - 5.2. Quercus agrifolia - 5 gal. low water
  - 5.3. Platanus - 5 gal. low water
- 6. GROUND COVER PLANTING - 5 GAL. LOW WATER:
  - 6.1. Prosopis juliflora - 5 gal. low water
  - 6.2. Quercus agrifolia - 5 gal. low water
  - 6.3. Platanus - 5 gal. low water
- 7. ACCEPT PLANTING - 5 GAL. LOW WATER:
  - 7.1. Prosopis juliflora - 5 gal. low water
  - 7.2. Quercus agrifolia - 5 gal. low water
  - 7.3. Platanus - 5 gal. low water
- 8. GROUND COVER PLANTING - 5 GAL. LOW WATER:
  - 8.1. Prosopis juliflora - 5 gal. low water
  - 8.2. Quercus agrifolia - 5 gal. low water
  - 8.3. Platanus - 5 gal. low water
- 9. ACCEPT PLANTING - 5 GAL. LOW WATER:
  - 9.1. Prosopis juliflora - 5 gal. low water
  - 9.2. Quercus agrifolia - 5 gal. low water
  - 9.3. Platanus - 5 gal. low water
- 10. GROUND COVER PLANTING - 5 GAL. LOW WATER:
  - 10.1. Prosopis juliflora - 5 gal. low water
  - 10.2. Quercus agrifolia - 5 gal. low water
  - 10.3. Platanus - 5 gal. low water

NOTES

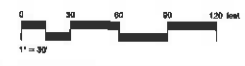
1. ALL TREES WITHIN 8' OF HARDSCAPE SHALL BE IN A SHOOTING LINE (SWAY AROUND NOT ALLOWED). ROOT BARRIERS BY HIGH LINER ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 8' IN BOTH DIRECTIONS FOR A TOTAL OF 16'
2. NOTE CONTRACTOR TO INSTALL CONCRETE MONOCURBS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRAVEL AND PLANTING AREAS.
3. NOTE QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

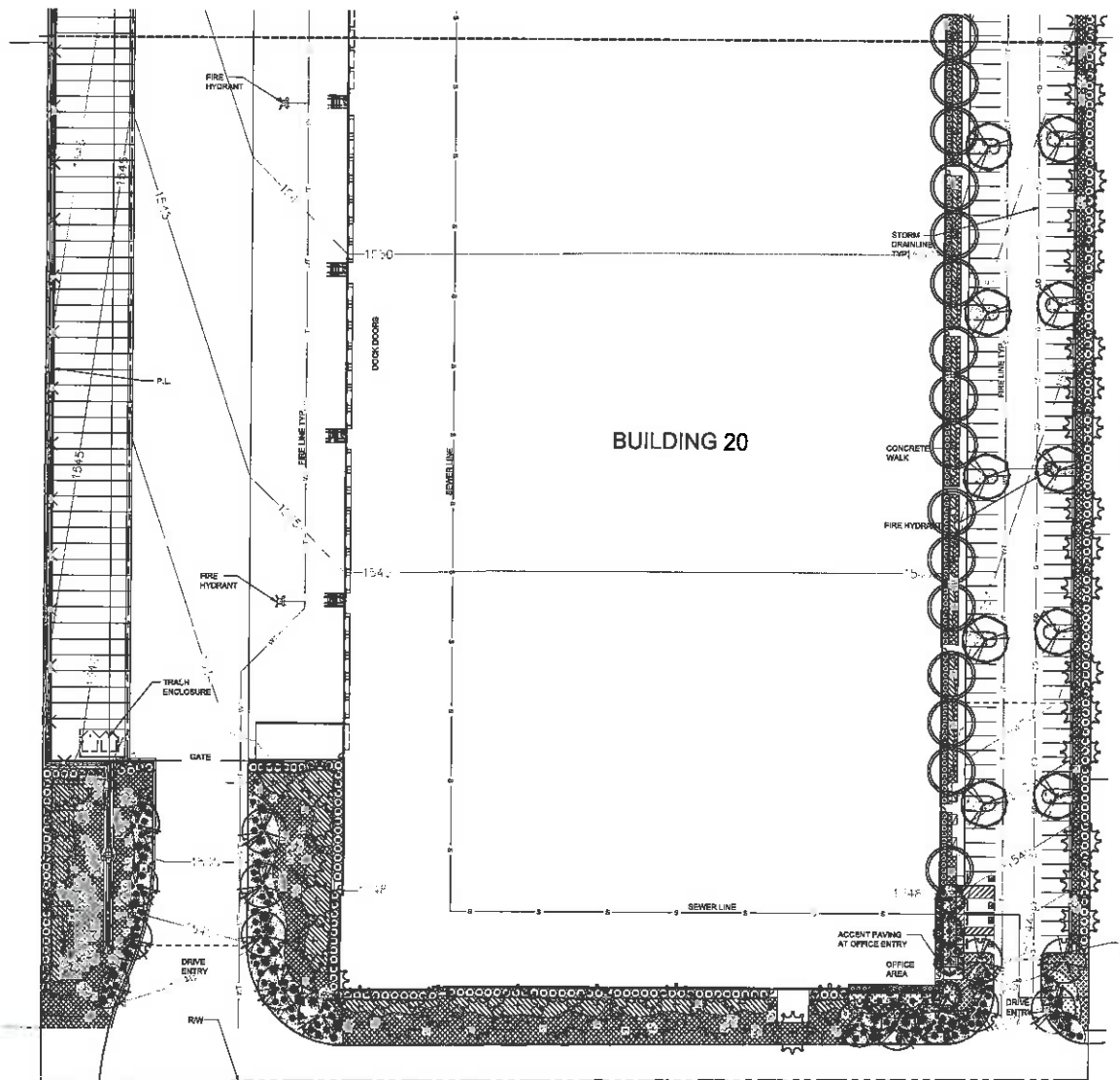
ALL PLANTING AREAS TO RECEIVE A 2" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (951)763-0289

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	2" THICK X 24" DEEP DECOMPOSITIVE GRAVEL - MOUNTAIN GOLD OVER WEED BARRIER
2	2" DEEP CONCRETE MONOCURB TO SEPARATE DRIVE AREAS FROM DECORATIVE GRAVEL



SHEET TITLE: PRELIMINARY LANDSCAPE PLAN  
 PROJECT: BUILDING 20 MAJESTIC FREEWAY BUSINESS CENTER  
 LOCATION: BURESBLE, CA  
 DRAWN BY: [Name]  
 DATE: 11/15/18  
 JOB NO.: COMC0077  
 SHEET NO.: L-3  
 OF 7 SHEETS



### PLANT SCHEDULE

TREES	SYMBOL	BOTANICAL NAME / COMMON NAME	CONT.	WALDER	SPY
	(Symbol)	Cercocarpus / Desert Mesquite / Thornless Palo Verde	3.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0
	(Symbol)	Prosopis juliflora / Silver Cholla	24.0	Low	0

### CONCEPT PLANT SCHEDULE

1. FOUNDATION PLANTING / PERSE SCHEDULE - 3 GAL. MED. WATER

2. PERSE SCHEDULE - 3 GAL. MED. WATER

3. PERSE SCHEDULE - 3 GAL. MED. WATER

4. PERSE SCHEDULE - 3 GAL. MED. WATER

5. PERSE SCHEDULE - 3 GAL. MED. WATER

6. PERSE SCHEDULE - 3 GAL. MED. WATER

7. PERSE SCHEDULE - 3 GAL. MED. WATER

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91. PERSE SCHEDULE - 3 GAL. MED. WATER

92. PERSE SCHEDULE - 3 GAL. MED. WATER

93. PERSE SCHEDULE - 3 GAL. MED. WATER

94. PERSE SCHEDULE - 3 GAL. MED. WATER

95. PERSE SCHEDULE - 3 GAL. MED. WATER

96. PERSE SCHEDULE - 3 GAL. MED. WATER

97. PERSE SCHEDULE - 3 GAL. MED. WATER

98. PERSE SCHEDULE - 3 GAL. MED. WATER

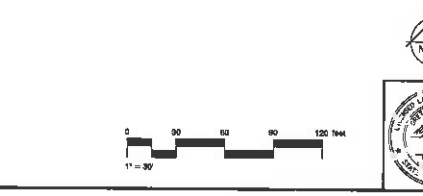
99. PERSE SCHEDULE - 3 GAL. MED. WATER

100. PERSE SCHEDULE - 3 GAL. MED. WATER

- ### NOTES
- ALL TREES WITHIN 8' OF HARDSCAPE SHALL BE IN A SHAWTOWN LINER (WRAP AROUND NOT ALLOWED). ROOTS EXCEEDING 18" IN DIAMETER SHALL BE CENTERED ON THESE AND EXTEND 8" IN BOTH DIRECTIONS FOR A TOTAL OF 16".
  - NOTE: CONTRACTOR TO INSTALL CONCRETE MONOCORES TO DEFINE THE FOLLOWING AREAS BETWEEN GRAVEL AND PLANTING AREAS.
  - NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKEOFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.
- SHREDDED MULCH NOTE**  
ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED CO. 20R MULCH AVAILABLE FROM EARTHWORKS (951)732-0200

### REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
(Symbol)	2" THICK 3/4" DECORATIVE GRAVEL - MOUNTAIN GOLD OVER FIRE BRICKS
(Symbol)	1" THICK CONCRETE MONOCORE TO SEPARATE SHURLE AREA FROM DECORATIVE GRAVEL



NOT A PART LIGHT INDUSTRIAL

NOT A PART LIGHT INDUSTRIAL

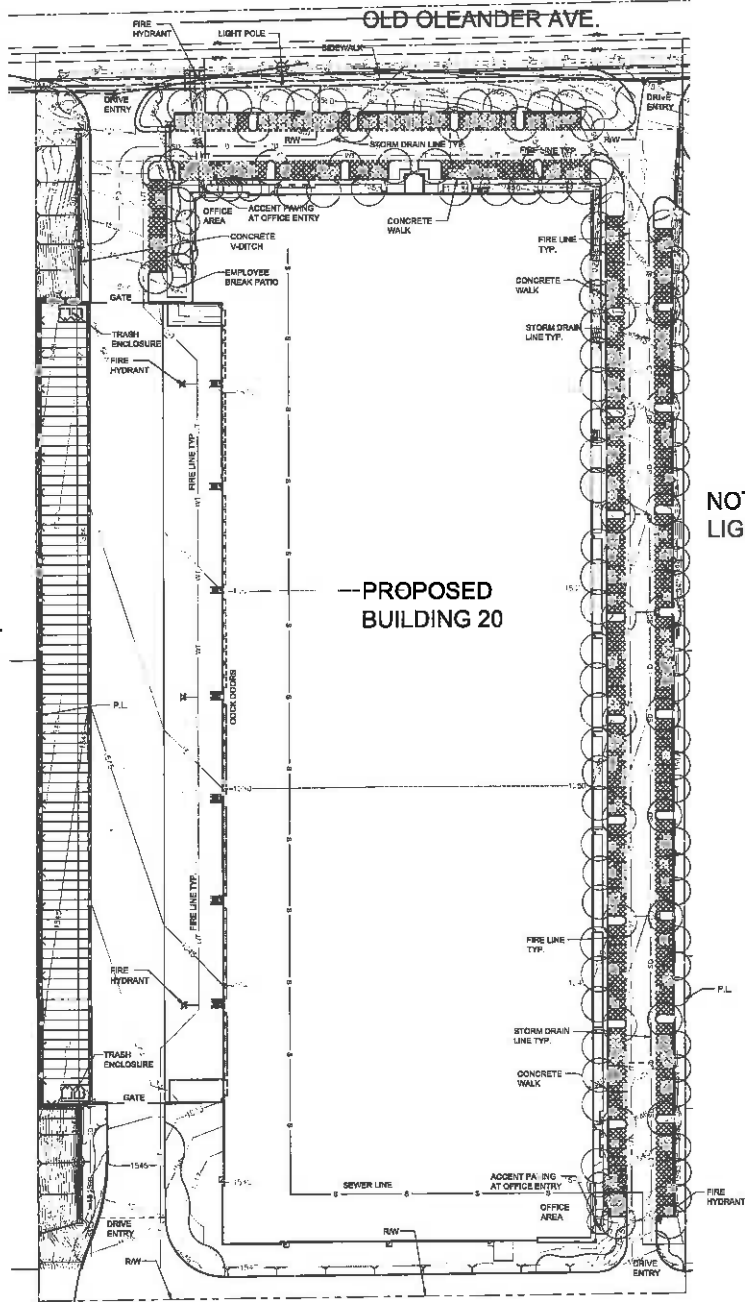
COMMERCIAL CONSTRUCTION CO., L.P.  
 1515 Commerce Parkway North  
 City of Industry, California 91748-3467  
 Telephone: (909) 514-1800  
 Fax: (909) 514-1800

PRELIMINARY LANDSCAPE PLAN  
 PROJECT: BLDG. 20  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DRAWN BY: DATE: 11/19/18  
 BKJ  
 COM00077  
 SHEET NO.: L-4  
 4 OF 7 SHEETS

ENVIRON  
 ENVIRONMENTAL CONSULTANTS  
 1515 COMMERCIAL PARKWAY NORTH  
 CITY OF INDUSTRY, CALIFORNIA 91748-3467  
 PHONE: (909) 514-1800





OLD OLEANDER AVE.

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
[Hatched Box]	PARKING LOT AREA	48,810 sf
[White Box]	TREE SHADE	26,192 sf

BUILDING 20 - SHADE TABULATION

Parking area = 48,810 s.f.  
 Shade provided = 26,192 s.f.  
 by trees in parking area  
 Percentage of parking area  
 shaded by trees = 53%

NOT A PART  
 LIGHT INDUSTRIAL

PROPOSED  
 BUILDING 20

VACANT  
 LOT

NOT A PART - LIGHT INDUSTRIAL



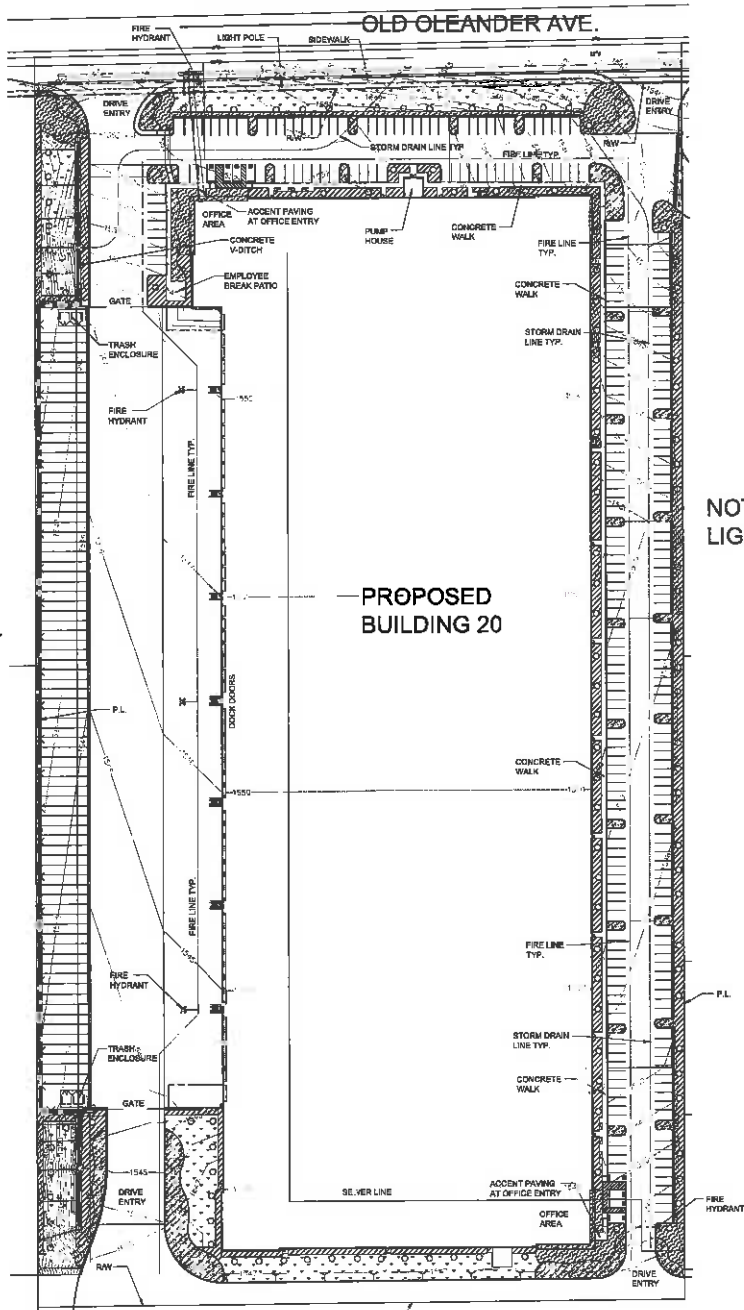
PROJECT TITLE: SHADE PLAN & SHADE CALCULATION  
 PROPOSED INDUSTRIAL BUILDING FOR:  
**BUILDING 20**  
**MAJESTIC FREEWAY BUSINESS CENTER**  
 RIVERSIDE, CA

DRAWN BY: [Signature]  
 DATE: 11/18/18  
 JOB NO.: COMC0077  
 SHEET NO.: L-5  
 OF 7 SHEETS

COMMERCE CONSTRUCTION CO., L.P.  
 301 Commerce Parkway North  
 City of Industry, California 91744-2447  
 Telephone: (626) 446-5000  
 Fax: (626) 446-5001



100% NORTH BY BUREAU OF CALIFORNIA REGISTERED PROFESSIONAL ENGINEER LICENSE NO. 25624  
 COMMERCIAL LICENSE NO. 35848  
 EXPIRES 11/18/2021  
 REGISTERED PROFESSIONAL ARCHITECT LICENSE NO. 11804  
 REGISTERED PROFESSIONAL PLANNER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL DESIGNER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT LICENSE NO. 11804  
 REGISTERED PROFESSIONAL SURVEYOR LICENSE NO. 11804  
 REGISTERED PROFESSIONAL CIVIL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL ELECTRICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL MECHANICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL CHEMICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL ENVIRONMENTAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL METALLURGICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL INDUSTRIAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL AERONAUTICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL AGRICULTURAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL CIVIL ENGINEER LICENSE NO. 11804  
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 REGISTERED PROFESSIONAL INDUSTRIAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL AERONAUTICAL ENGINEER LICENSE NO. 11804  
 REGISTERED PROFESSIONAL AGRICULTURAL ENGINEER LICENSE NO. 11804



**REFERENCE NOTES SCHEDULE**

SYMBOL	REFERENCE	AREA
[Diagonal lines /]	HYDROZONE 1 - DRIP IRRIGATION - SHRUBS & GROUND COVER LOW WATER USE	31,401 SF
[Diagonal lines \]	HYDROZONE 2 - DRIP IRRIGATION - SHRUBS & GROUND COVER MED WATER USE	10,881 SF
[Stippled]	HYDROZONE 3 - OVERHEAD IRRIGATION - SHRUBS & GROUND COVER LOW WATER USE	35,022 SF
[Horizontal lines]	HYDROZONE 4 - BUBBLER IRRIGATION - TREES - MODERATE WATER USE	5,565 SF
[Vertical lines]	HYDROZONE 5 - BUBBLER IRRIGATION - GRAVEL WITH TREES, SHRUBS & GROUND COVER - VERY LOW WATER USE	16,366 SF

NOT A PART  
LIGHT INDUSTRIAL

NOT A PART  
LIGHT INDUSTRIAL

**Riverside County Ordinance 189 Landscape Water Use Calculations  
MAJESTIC FREEWAY BUSINESS CENTER  
BUILDING 20**

<b>1 Maximum Annual Water Allowance (MAWA)</b>		
INPUT the total square footage of landscaping =		98,541 S.F.
INPUT the Net ETo for the area =		58.5
<b>MAWA =</b>		<b>1,828,872</b> GALLONS/YR
<b>2 Estimated Annual Water Use (EAJU)</b>		
Hydrozone # 1 - DRIP-LOW	INPUT Plant Factor =	0.3
	INPUT square footage of hydrozone =	31,401
	INPUT hydrozone irrigation efficiency =	0.81
	<b>EAWU =</b>	<b>407,366</b>
Hydrozone # 2 - DRIP-MED	INPUT Plant Factor =	0.5
	INPUT square footage of hydrozone =	10,881
	INPUT hydrozone irrigation efficiency =	0.81
	<b>EAWU =</b>	<b>230,963</b>
Hydrozone # 3 - OVERHEAD-LOW	INPUT Plant Factor =	0.3
	INPUT square footage of hydrozone =	35,022
	INPUT hydrozone irrigation efficiency =	0.75
	<b>EAWU =</b>	<b>480,826</b>
Hydrozone # 4 - BUBBLERS-MODERATE	INPUT Plant Factor =	0.4
	INPUT square footage of hydrozone =	5,565
	INPUT hydrozone irrigation efficiency =	0.81
	<b>EAWU =</b>	<b>95,210</b>
Hydrozone # 5 - BUBBLERS-VERY LOW	INPUT Plant Factor =	0.2
	INPUT square footage of hydrozone =	16,366
	INPUT hydrozone irrigation efficiency =	0.81
	<b>EAWU =</b>	<b>141,847</b>
<b>SubTotal EAWU =</b>		<b>1,376,049</b>
<b>MAWA &lt; EAWU =</b>		<b>157,823</b>
		<i>(this number must be positive)</i>

SubTotal EAWU = 1,376,049 GALLONS/YR  
MAWA < EAWU = 157,823 GALLONS/YR  
(this number must be positive)

California Civil Code, Section 1714, et seq.  
Professional Seal and Stamp  
Professional Engineer  
No. 10157  
State of California  
Mechanical  
10/15/18  
11/16/18

DATE	DESCRIPTION
11/16/18	REVISED PER COMMENTS
11/16/18	ISSUED FOR PERMITTING
11/16/18	ISSUED FOR CONSTRUCTION

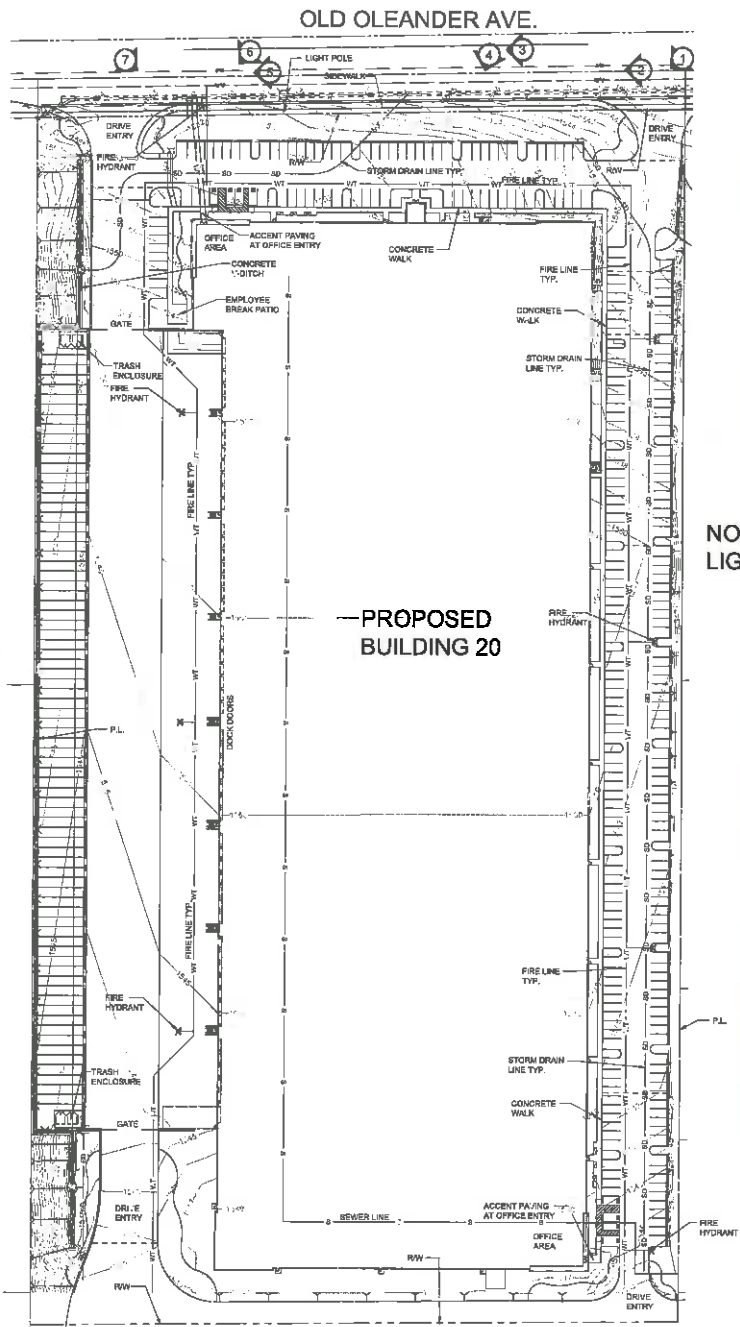


COMMERCE CONSTRUCTION CO., L.P.  
11311 Compton, Parkway North  
City of Commerce, California 91714-3497  
Telephone: (951) 840-1188 Fax: 840-1189

SHEET TITLE: HYDROZONE MAP & WATER USE CALCS  
PROJECT: LIGHT INDUSTRIAL DEVELOPMENT FOR  
BUILDING 20  
MAJESTIC FREEWAY BUSINESS CENTER  
RIVERSIDE, CA



DRAWN BY: BFK DATE: 11/16/18  
JOB NO.: 208-000  
CHECKED BY: COMC0077  
SHEET NO.: L-6  
8 of 7 SHEETS



OLD OLEANDER AVE.

VACANT LOT

PROPOSED BUILDING 20

NOT A PART - LIGHT INDUSTRIAL



SITE PHOTO VIEW 1



SITE PHOTO VIEW 2



SITE PHOTO VIEW 3



SITE PHOTO VIEW 4

NOT A PART LIGHT INDUSTRIAL



SITE PHOTO VIEW 5



SITE PHOTO VIEW 6



SITE PHOTO VIEW 7

COMMERCE CONSTRUCTION CO., L.P.  
 2008 W. 10th Street, Suite 100  
 Houston, Texas 77008  
 Phone: (281) 444-4400  
 Fax: (281) 444-4401  
 www.comcon.com

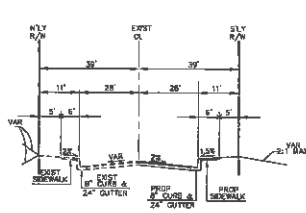
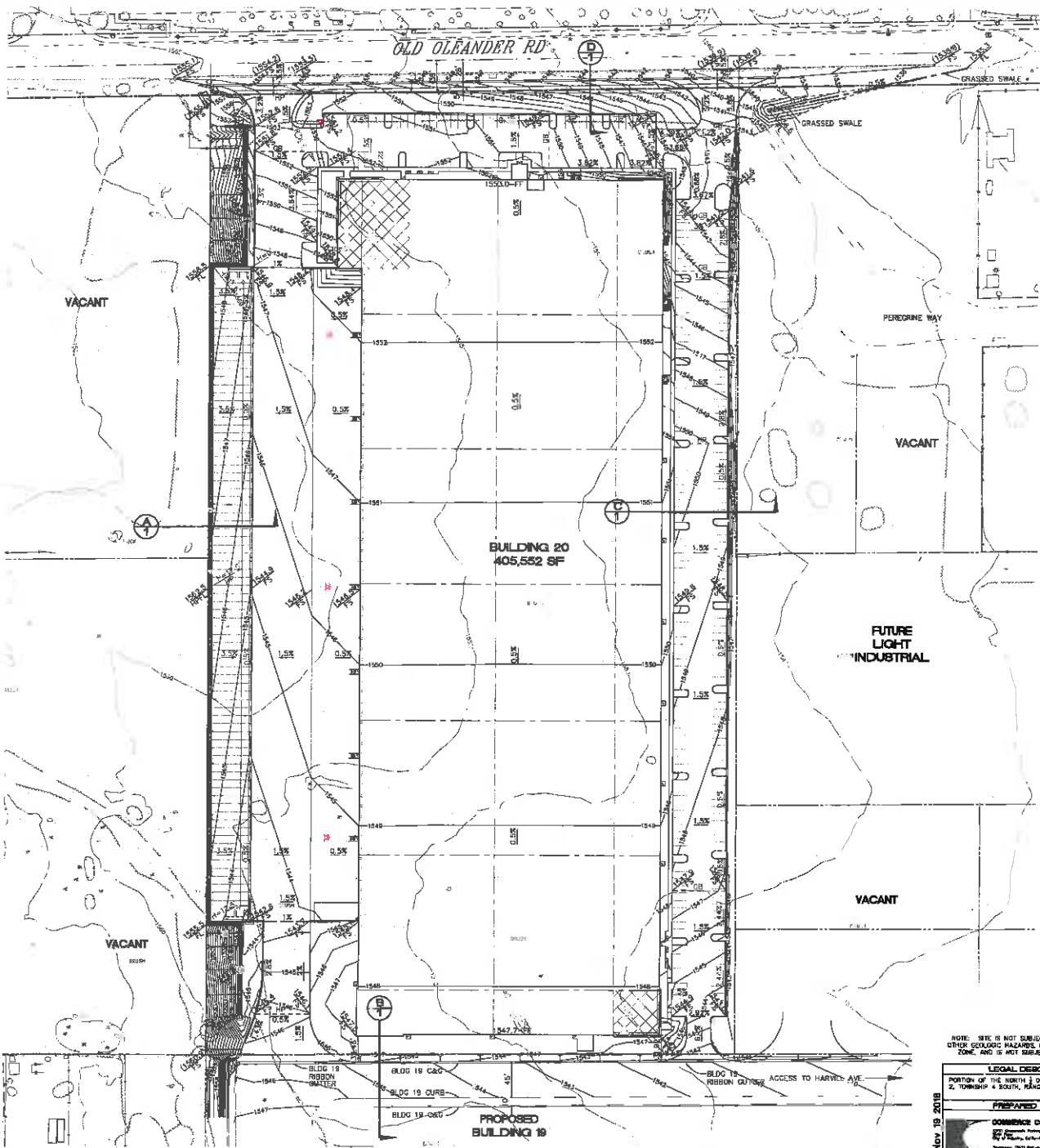
**Enviro**  
 CONSULTANTS  
 10000 Katy Road, Suite 100  
 Houston, Texas 77024  
 Phone: (281) 444-4400  
 Fax: (281) 444-4401  
 www.enviro.com

COMMERCE CONSTRUCTION CO., L.P.  
 2008 W. 10th Street, Suite 100  
 Houston, Texas 77008  
 Phone: (281) 444-4400  
 Fax: (281) 444-4401  
 www.comcon.com

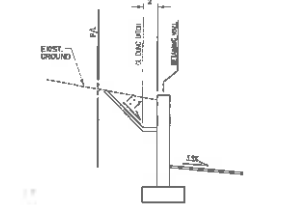
SHEET TITLE: SITE PHOTOS  
 DRAWN BY: SUT  
 CHECKED BY: SUT  
 DATE: 12/12/18  
 PROJECT: PROPOSED BUILDING 20  
 MAJESTIC FREEWAY BUSINESS CENTER  
 HOUSTON, TX



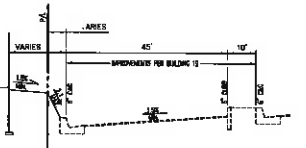
COMC0077  
 SHEET NO.  
**L-7**  
 7 of 7 SHEETS



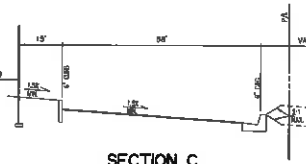
**PROPOSED OLD OLEANDER AVENUE BETWEEN HARVILL & DECKER ST**  
**TYPICAL SECTION**  
 (LOOKING EAST)



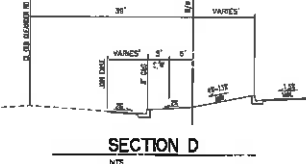
**SECTION A**



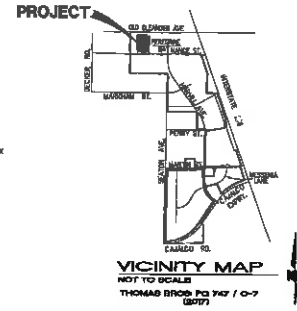
**SECTION B**



**SECTION C**



**SECTION D**



**VICINITY MAP**  
 NOT TO SCALE  
 THOMAS GROUP PLS 107 / 0-7 (0877)

**EARTHWORK**

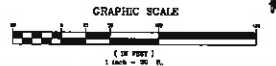
DESCRIPTION	CUT	FILL
FORM	12,000	25,000
2' BLD ON	46,000	46,000
2' FRC ON	13,000	13,000
6\"/>		

TOTAL EXPORT: 114,000

**OVERALL SITEWORK QUANTITIES**

DESCRIPTION	QUANTITY
CONC DRIVEWAY APPROACH	2,831 SF
CURB & GUTTER	4,000 LF
3\"/>	

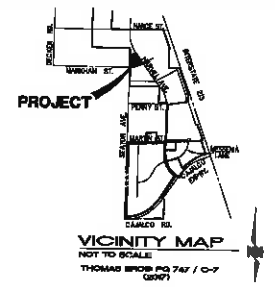
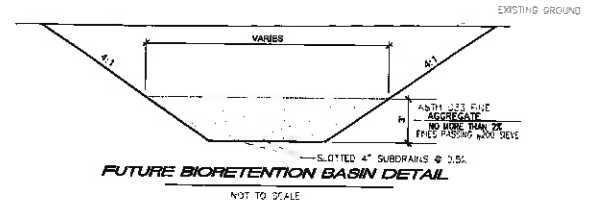
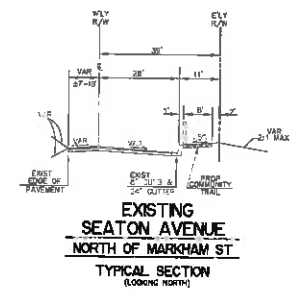
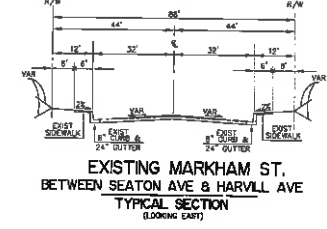
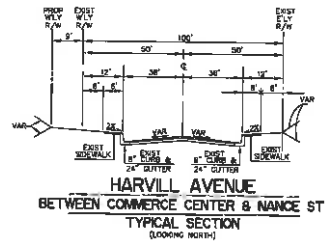
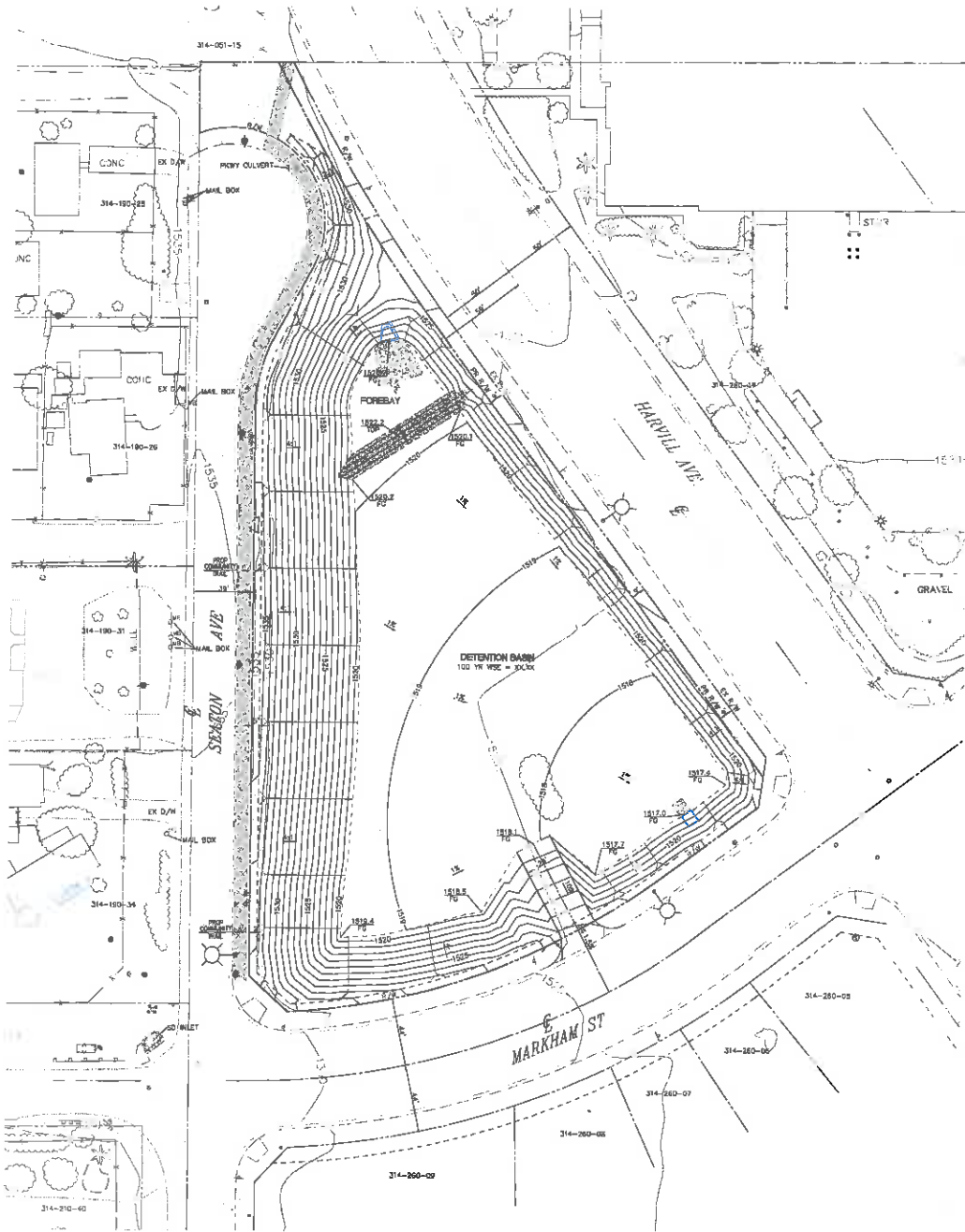
**PROJECT AREA**  
 NET ACREAGE = 18.22 AC



NOTE: SITE IS NOT SUBJECT TO LIQUIFACTION OR ANY OTHER GEOLOGIC HAZARDS AS NOT IN A SPECIAL STUDIES ZONE AND IS NOT SUBJECT TO FLOOD INUNDATION.

<b>LEGAL DESCRIPTION</b> PORTION OF THE NORTH 1/2 OF THE NE 1/4 OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 4 WEST.	<b>TOPOGRAPHY DATE:</b> 7-10-16 <b>ASSESSOR'S PARCEL NUMBER:</b> 314-040-004	<b>CONCEPT GRADING PLAN</b> <b>MFBC-BUILDING 20</b>			<b>WO</b> <b>100-99</b> 011 of 2
	<b>PREPARED FOR:</b> COMMENCE CONSTRUCTION CO., LP 1700 BRYAN BLVD, STE 100-202 BRYAN, TEXAS 77803 PHONE: 281-851-4141 FAX: 281-851-7028	<b>PREPARED BY:</b> P&L A ENGINEERING INC. 4700 BRYAN BLVD, STE 100-202 BRYAN, TEXAS 77803 PHONE: 281-851-4141 FAX: 281-851-7028	<b>DATE:</b> 11/19/2018	<b>BY:</b> [Signature]	

Nov 19, 2018



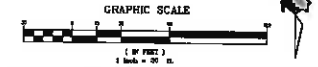
**EARTHWORK**

CUT	FILL
RAW NUMBER 18,008 CY	1,877 CY
EXPORT	17,231 CY

NOTE: THIS IS NOT SUBJECT TO LUMP-SUM OR ANY OTHER SPECIAL PROVISIONS IN A SPECIAL STUDY ZONE AND IS NOT SUBJECT TO FLOOD HAZARD ZONING.

TOPOGRAPHY DATE: 7-9-10  
ASSESSOR'S PARCEL NUMBER: 314-200-10 THRU 12

<b>LEGAL DESCRIPTION</b> PARCELS 65-07 INCLUSIVE OF PARCEL MAP NO. 2501 AS RECORDED IN BK. 150, PAGES 80 THRU 93 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CA.	<b>PREPARED FOR:</b> COMMERCE CONSTRUCTION CO., LP. 1220 Commerce Parkway North 8777 Miramar, California 91902 Telephone: 760-960-9100 FAX: 760-960-9100	<b>PREPARED BY:</b> P&LA ENGINEERING, INC. 1700 BROADWAY, SUITE 200 IRVINE, CALIF. 92614 PHONE: 714-951-8888 FAX: 714-951-8888	DATE	BY	REVISION
			3-11-10	SD	1st Release
<b>CONCEPT GRADING PLAN</b> <b>MFBC-BASIN 16</b>					<b>WC</b> <b>100-06</b> <b>EX 1 OF 1</b>





**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING: January 10, 2019

TIME OF HEARING: 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1341MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180032 (Plot Plan). A proposal to construct a 406,496 square foot industrial manufacturing building on 18.2 gross acres located southerly of Old Oleander Avenue, westerly of Harvill Avenue, northerly of Markham Street and easterly of Decker Road (Also proposed is an off-site 2.7 acre water detention basin located on the corner of Markham Street and Harvill Avenue) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner 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. John Hildebrand of the County of Riverside Planning Division at (951) 955-1888.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1341MA18 DATE SUBMITTED: 11/28/18

C2  
MARCH

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Majestic Realty Co.	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email JSemcken@majesticrealty.com

Representative	T&B Planning, Inc. (Contact: George Atalla)	Phone Number 714.505.6360 x 107
Mailing Address	17542 E. 17th Street, Suite 100 Tustin, CA 92780	Email gatalla@tbplanning.com

Property Owner	Majestic Freeway Business Center, LLC	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor City of Industry, CA 91746	Email JSemcken@majesticrealty.com

### LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number 951.955.3025
Staff Contact	John Hildebrand	Email jhildebr@rivco.org
Mailing Address	Planning Department 4080 Lemon St, 12th Floor Riverside, CA 92501	Case Type Land Use/Planning
Local Agency Project No	PPT180032	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" 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	West of Harvill Avenue, south of Old Oleander Avenue, and north of Markham Street.		
Assessor's Parcel No.	314-040-004; 314-260-010, -011, and -012.	Gross Parcel Size	21.5
Subdivision Name	n/a	Nearest Airport and distance from Airport	MARB- appr. 1.0 mi.
Lot Number	n/a		

### 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)	The Project site is vacant and has been partially disturbed by weed abatement activities.
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Proposed Land Use (describe)	See attached Project Description.		
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	24 hours/ 7 days	
	Number of People on Site	n/a	Maximum Number 813
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet.	
Height Data	Site Elevation (above mean sea level)	1553	ft.
	Height of buildings or structures (from the ground)	45'	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
	If yes, describe n/a		<input checked="" type="checkbox"/> No

\* Request for approval of an add'l 5 feet of building height (See Project desc. for add'l details.)

- 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.

# ALUC Review Application- Majestic Freeway Business Center (Building 20)

County of Riverside – Planning Case No. PPT180032

## PROJECT DESCRIPTION

This Project entails the implementation of permitted development inside the Majestic Freeway Business Center (MFBC) Specific Plan (SP No. 341), which was approved by Riverside County in 2005. The properties associated with the MFBC Building 20 Project comprises an approximately 21.5-acre portion of the MFBC Specific Plan, located east of Decker Road, west of Harvill Avenue, south of Old Oleander Avenue, and north of Markham Street. The Project site encompasses Assessor Parcel Numbers (APNs): 314-040-004; 314-260-010, -011, and -012.

Under existing conditions, the MFBC Building 20 Project site is vacant and has been partially disturbed by weed abatement activities. The Project site is designated “Light Industrial” by the MFBC Specific Plan and is zoned for “Industrial Park (I-P)” and “Manufacturing – Service Commercial (M-SC)” uses by the County’s Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in “Flight Corridor Zone (C2)” for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Majestic Realty Co.) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 21.5-acre site with one conforming warehouse/manufacturing facility. Specifically, the Project Applicant is proposing the development of one approximately 406,496 square foot (s.f.) warehouse/manufacturing building (herein, “Building 20”), which will provide warehouse space with a 36-foot clear height, office spaces, and 51 dock doors located along the west side of the building. Notable Project improvements include ornamental landscaping, an approximately 2.7-acre water detention basin (located west of the intersection of Markham Street and Harvill Avenue), drive aisles, utility infrastructure, passenger vehicle parking, and truck trailer parking spaces.

Due to the potential for changes to the Project’s finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project’s Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. Building 20 is designed to be approximately 45 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 50 ft.

The proposed building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site’s perimeter, along the

**Riverside County Airport Land Use Compatibility Review Application**  
*Majestic Freeway Business Center (Building 20)*

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Project's frontages to public streets, and within the parking areas. At building entries and driveways, a variety of trees and groundcover would be used to partially shade and screen the structure and parking areas.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.7

**HEARING DATE:** January 10, 2019

**CASE NUMBER:** ZAP1340MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT180028 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed Plot Plan be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant proposes to construct three industrial manufacturing buildings (each on separate parcels) totaling 1,285,400 square feet (including second floor mezzanine) on 72.5 acres.

**PROJECT LOCATION:** The site is located southerly of Martin Street, westerly of Harvill Avenue, northerly of Cajalco Expressway, and easterly of Seaton Avenue, in the unincorporated community of Mead Valley, approximately 7,162 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and the March Air Reserve Base/Inland Port Airport Compatibility Plan, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet.

The project proposes a total of 1,285,400 square feet of building area, which includes 1,185,400 square feet of manufacturing area and 100,000 square feet of second floor office mezzanine area, accommodating an occupancy of 6,427 people, resulting in an average intensity of 89 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200. (Only Building 1 is proposing mezzanines.)

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed parcel lines as indicated on the site plan):

- Building 1 lot (62 acres) consisting of 1,138,800 square feet of manufacturing area and 100,000 square feet of second floor office mezzanine area, would accommodate 6,194 people, resulting in an average intensity of 100 people per acre,
- Building 3 lot (2.4 acres) consisting of 31,408 square feet of manufacturing area, would accommodate 157 people, resulting in an average intensity of 65 people per acre, and
- Building 4 lot (1.9 acres) consisting of 15,192 square feet of manufacturing area, would accommodate 76 people, resulting in an average intensity of 40 people per acre.

All of the buildings would be consistent with the average intensity criterion for Compatibility Zone C2 (200 people) on a lot-by-lot basis.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (764 spaces) and trailer spaces (301 spaces) provided, the total occupancy would be estimated at 1,447 people for an average intensity of 20 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would be located in Building 1 and consist of 43,560 square feet of first floor manufacturing area and 43,560 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 436 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 7,162 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,559.6 feet AMSL. The site's finished floor elevation is 1,534 feet AMSL and the proposed building height is 54.5 feet, for a top point elevation of 1,588.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is required. Submittal to the FAAOES was made, and Aeronautical Study Numbers 2018-AWP-17876-OE thru 2018-AWP-17878-OE have been assigned to this project. At the time of writing of this staff report, no determination has been made, but the study is in a "Work in Progress" status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

#### **CONDITIONS:**

1. Any outdoor lighting 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 A on Table 4 of the Mead Valley 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 following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
  4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:  
  
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
  5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
  6. The proposed detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
  7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
  9. This project has been evaluated for 1,185,400 square feet of manufacturing area, and 100,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for warehouse, office and manufacturing use will require an amended review

by the Airport Land Use Commission.

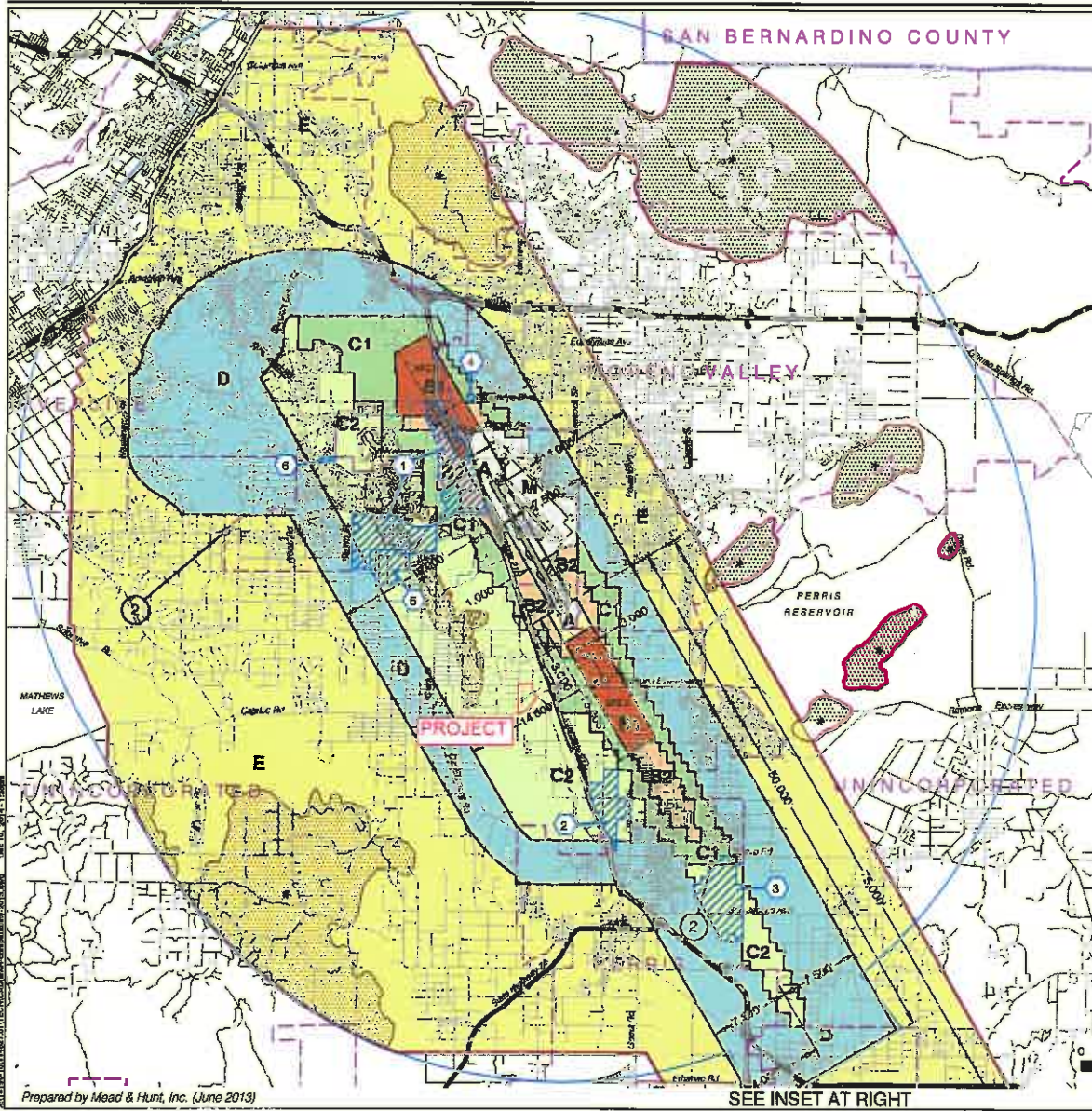
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

Y:\AIRPORT CASE FILES\March\ZAP1340MA18\ZAP1340MA18sr.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 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

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

**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 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

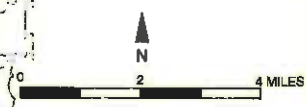


**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Map MA-1

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

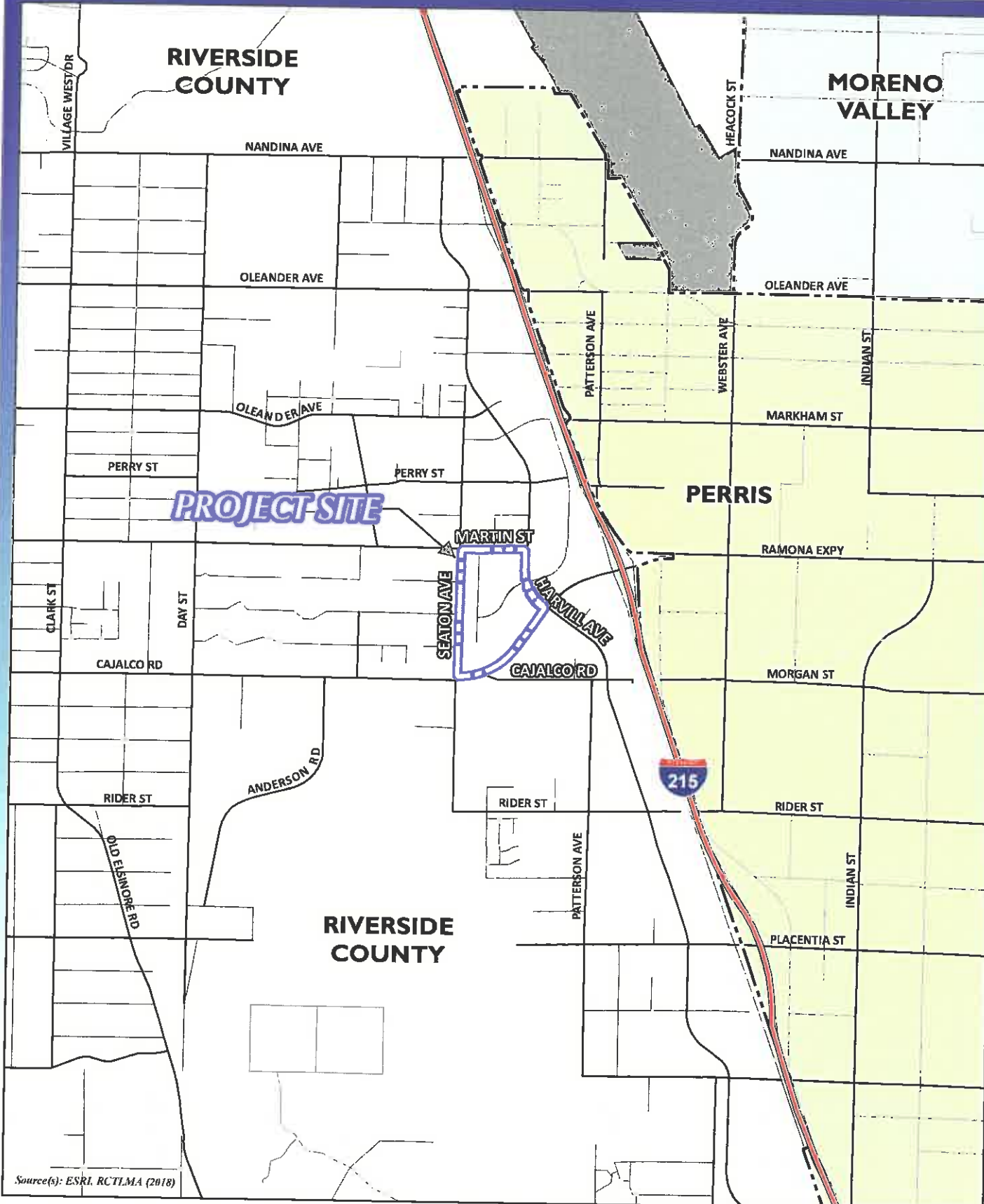
Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

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

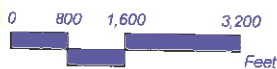
SEE INSET AT RIGHT



Source(s): ESRI, RCTLMA (2018)

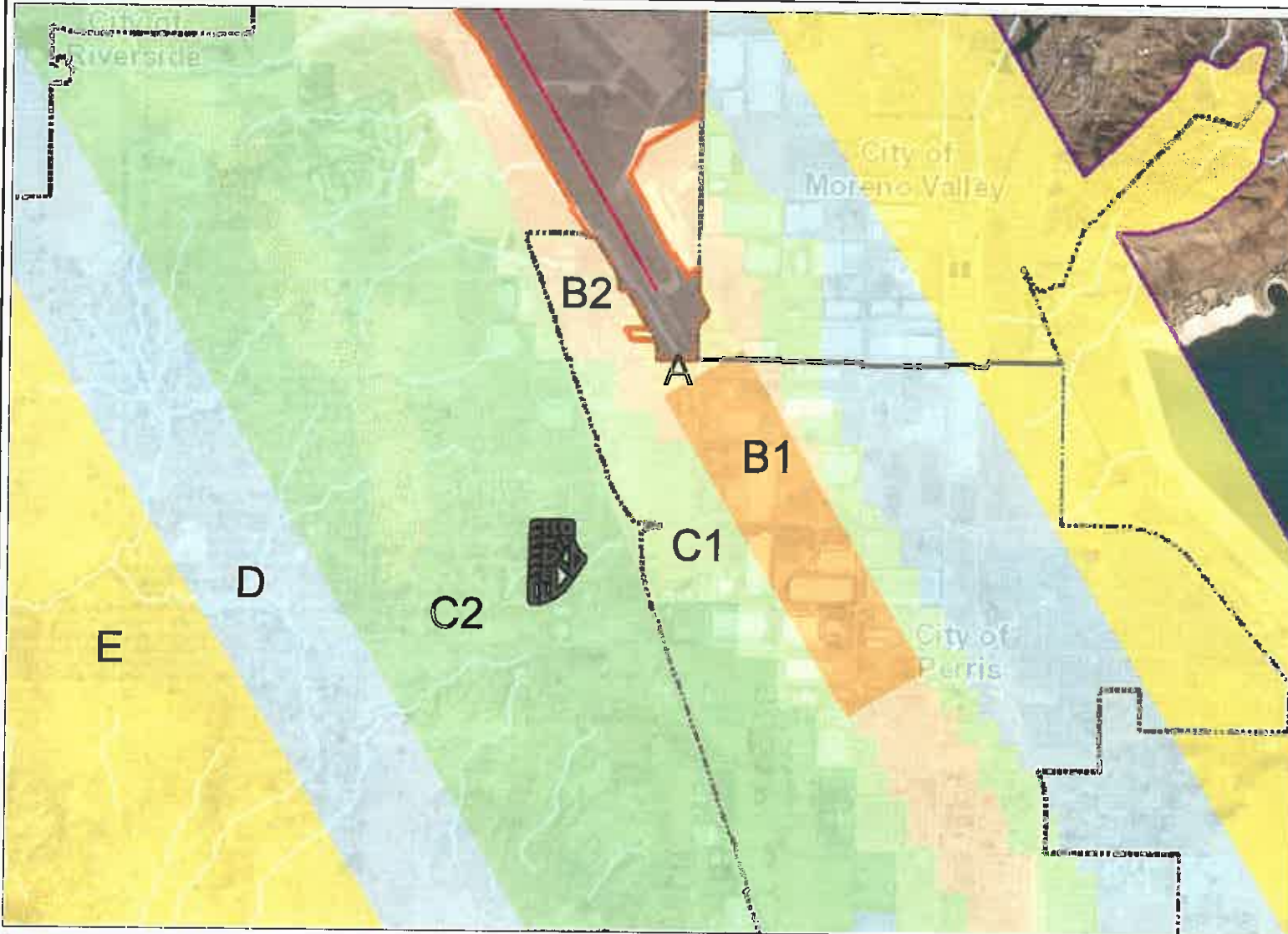
**MAJESTIC FREEWAY BUSINESS CENTER - BUILDINGS 1, 3, & 4**

Date: October 2018



**VICINITY MAP**

# Map My County Map



### Legend

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



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

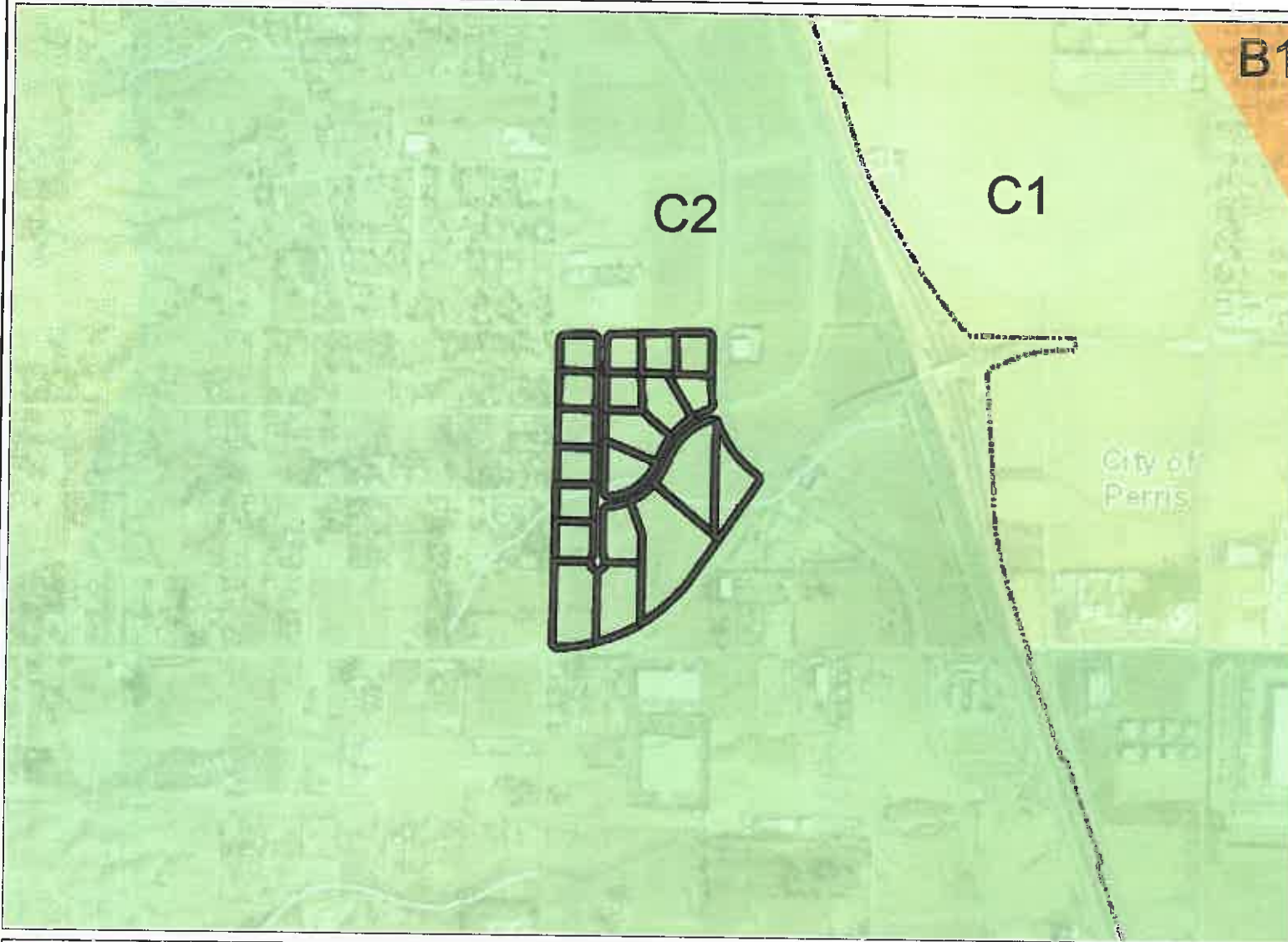


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### Notes

# Map My County Map



**Legend**

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

0 1 516 3,032 Feet

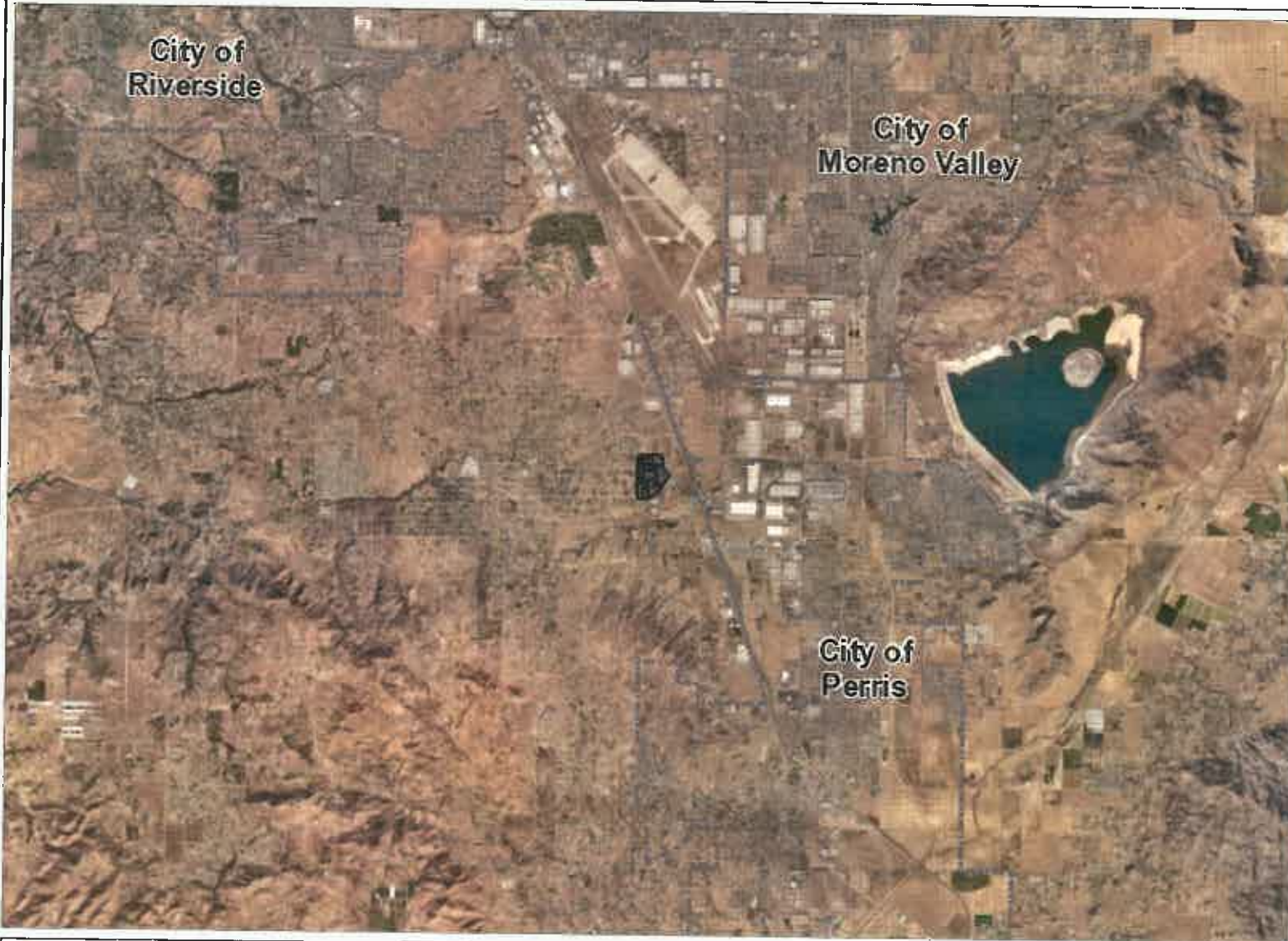
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.

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**Notes**

# Map My County Map



### Legend

- City Areas
- World Street Map

### Notes



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map

### Notes



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# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



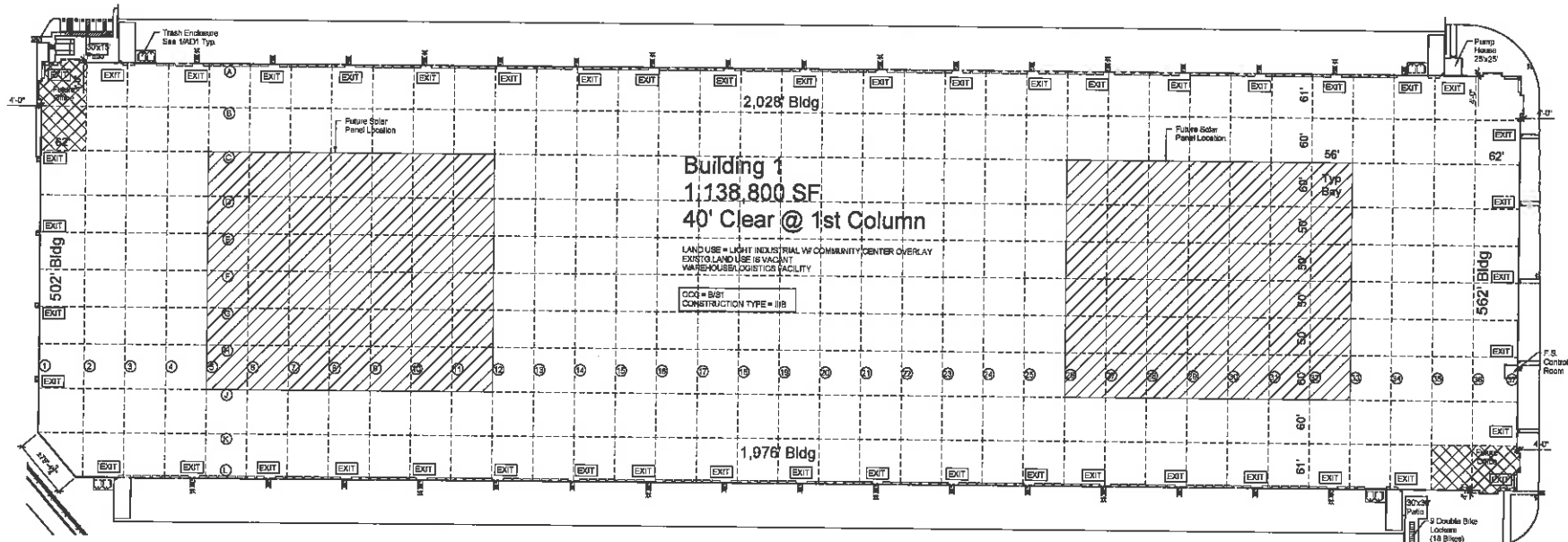
REPORT PRINTED ON... 11/29/2018 1:22:45 PM

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## Notes







**Building 1**  
**1,138,800 SF**  
**40' Clear @ 1st Column**

LAND USE = LIGHT INDUSTRIAL W/ COMMUNITY CENTER OVERLAY  
 EXISTING LAND USE IS VACANT  
 WAREHOUSE/LOGISTICS FACILITY

OCC = B/S/T  
 CONSTRUCTION TYPE = IIB

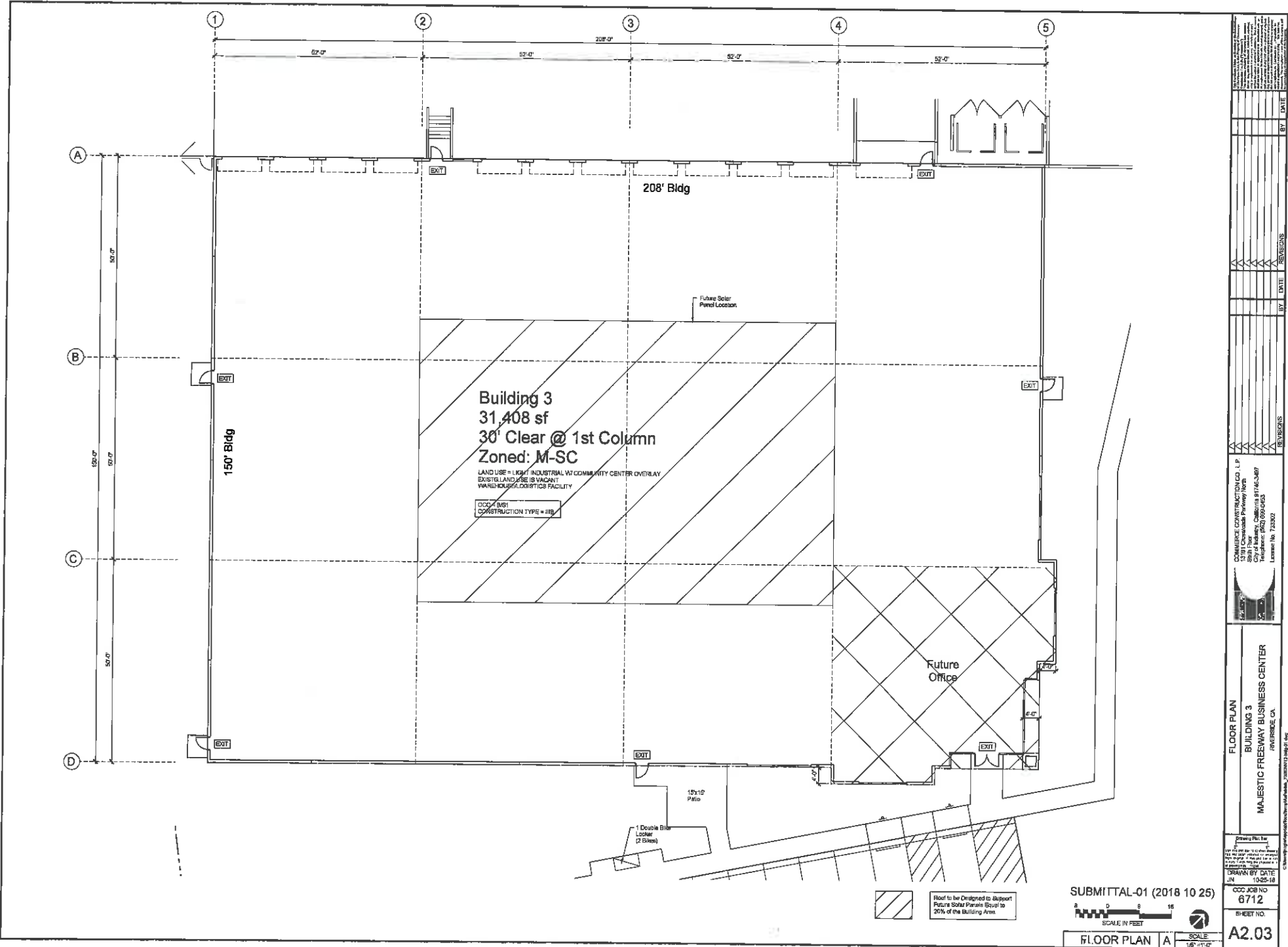
 Roof to be Designed to Support Future Solar Panels Equal to 20% of the Building Area.

SUBMITTAL-01 (2018 10 25)

SCALE IN FEET  
 0 60 120  
 1" = 60'-0"

FLOOR PLAN A

<p>COMMERCE CONSTRUCTION CO., L.P.        13181 Crossroads Parkway North        City of Industry, California 91746-5487        Telephone (952) 696-9453        License No. 723202</p>	<p>REVISIONS</p>
<p>FLOOR PLAN        BUILDING 1        MAJESTIC FREEWAY BUSINESS CENTER        RIVERBROOK, CA</p>	<p>BY DATE</p>
<p>Drawing Title: See Project Manual        Date: 10/25/18        Scale: As Shown        Project: MAJESTIC FREEWAY BUSINESS CENTER        Location: RIVERBROOK, CA        Designer: JIN        Checker: JIN        Date: 10-25-18</p>	<p>BY DATE</p>
<p>OCC JOB NO.        6712</p>	<p>REVISIONS</p>
<p>SHEET NO.        A2.01</p>	<p>BY DATE</p>



**Building 3**  
**31,408 sf**  
**30' Clear @ 1st Column**  
**Zoned: M-SC**

LAND USE = LIGHT INDUSTRIAL W/ COMMUNITY CENTER OVERLAY  
 EXISTING LAND USE IS VACANT  
 WAREHOUSE/LOGISTICS FACILITY

CCC # 8161  
 CONSTRUCTION TYPE = IIB

Future Office

208' Bldg

150' Bldg

Future Solar Panel Location

15x15 Patio

1 Double Door Locker (2 Sides)

Roof to be designed to support Future Solar Panels equal to 20% of the Building Area

SUBMITTAL-01 (2018 10 25)

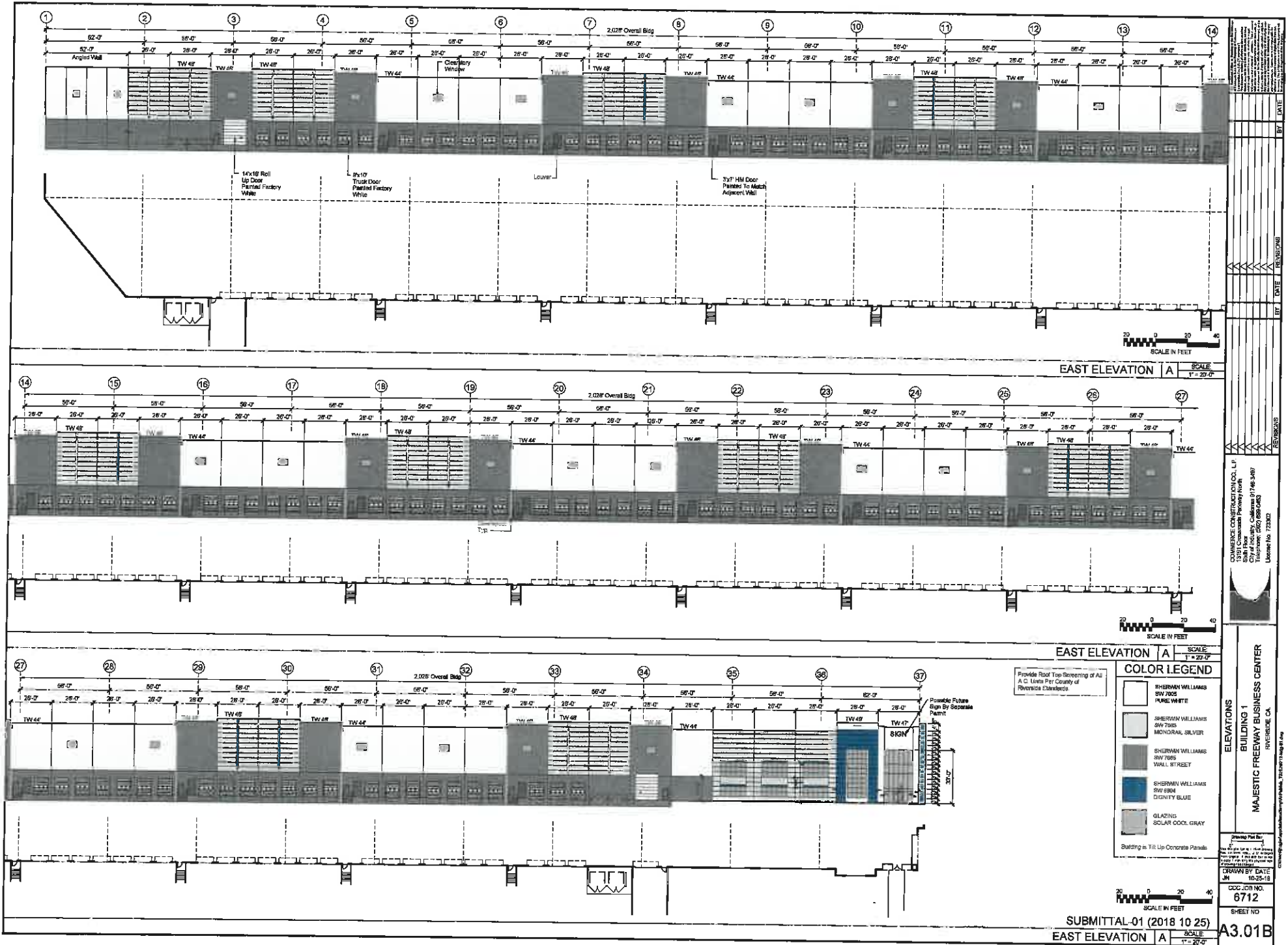
SCALE IN FEET  
 0 5 10 15

FLOOR PLAN A SCALE 1/8"=1'-0"

COMMERCIAL CONSTRUCTION CO., L.P. 18191 Coronado Parkway North City of Industry, California 91746-3497 Telephone: (925) 899-0493 License No. 723302	
BY	DATE
REVISIONS	
BY	DATE
REVISIONS	
FLOOR PLAN BUILDING 3 MAJESTIC FREEWAY BUSINESS CENTER INDUSTRIDE, CA	
Drawing Plot Size 11" x 17" (Standard) Plot Scale: 1/8" = 1'-0" Plot Date: 10/25/18 Plot Time: 10:25:18 AM Plot Path: C:\Users\jgarcia\Documents\Projects\18191\18191-01\Floor Plan A.dwg	CCC JOB NO <b>6712</b> SHEET NO. <b>A2.03</b>
DRAWN BY DATE JN 10/25/18	





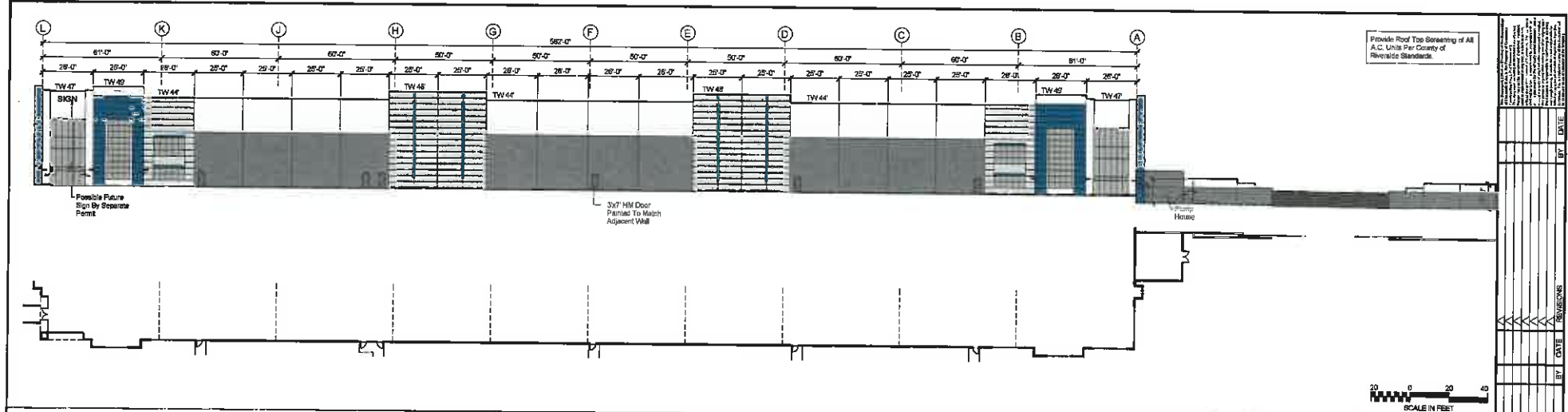


NO.	DATE	BY	REVISIONS
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COMMERCIAL CONSTRUCTION CO., L.P.  
 3381 Concession Parkway North  
 City of Industry, California 91746-5487  
 Telephone: (626) 858-6400  
 License No. 73382

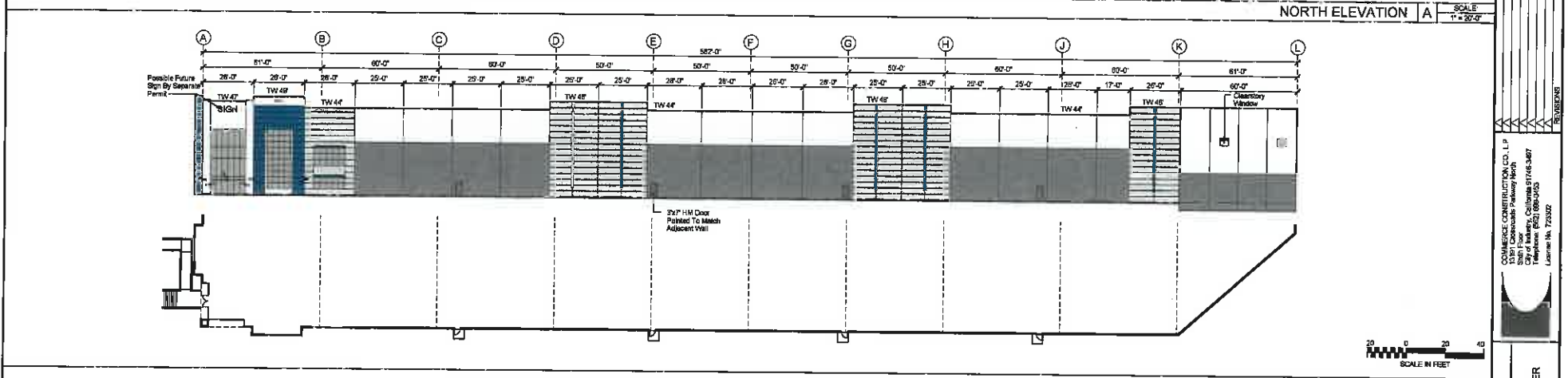
ELEVATIONS  
 BUILDING 1  
 MAJESTIC FREEWAY BUSINESS CENTER  
 INDUSTRICAL, CA  
 DRAWN BY DATE  
 JW 10-25-18  
 CCC JOB NO.  
 6712  
 SHEET NO  
 A3.01B

SUBMITTAL-01 (2018 10 25)  
 EAST ELEVATION A SCALE 1" = 20'-0"



Provide Roof Top Screening of All A.C. Units Per County of Riverside Standards.

NORTH ELEVATION A SCALE 1" = 20'-0"



SOUTH ELEVATION B SCALE 1" = 20'-0"

COLOR LEGEND

[White Box]	SHERWIN WILLIAMS SW 7006 PURE WHITE
[Light Gray Box]	SHERWIN WILLIAMS SW 7683 MONORAIL SILVER
[Medium Gray Box]	SHERWIN WILLIAMS SW 7555 WALL STREET
[Dark Blue Box]	SHERWIN WILLIAMS SW 4804 DIGNITY BLUE
[Dark Gray Box]	GLAZING SOLAR COOL GRAY

Building is Tilt Up Concrete Panels

**ELEVATIONS**

**BUILDING 1**

**MAJESTIC FREEMAN BUSINESS CENTER**

RIVERSIDE, CA

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

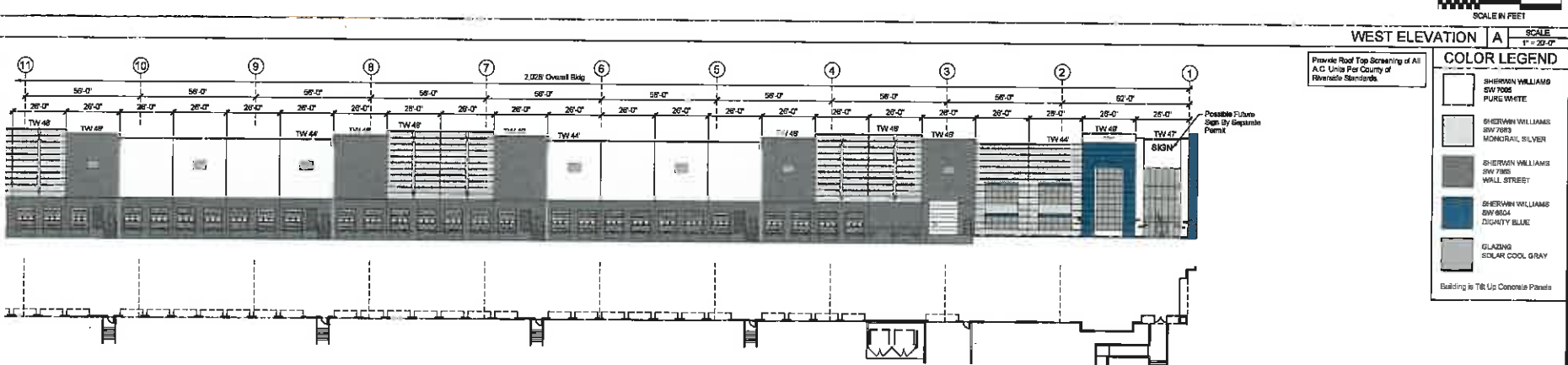
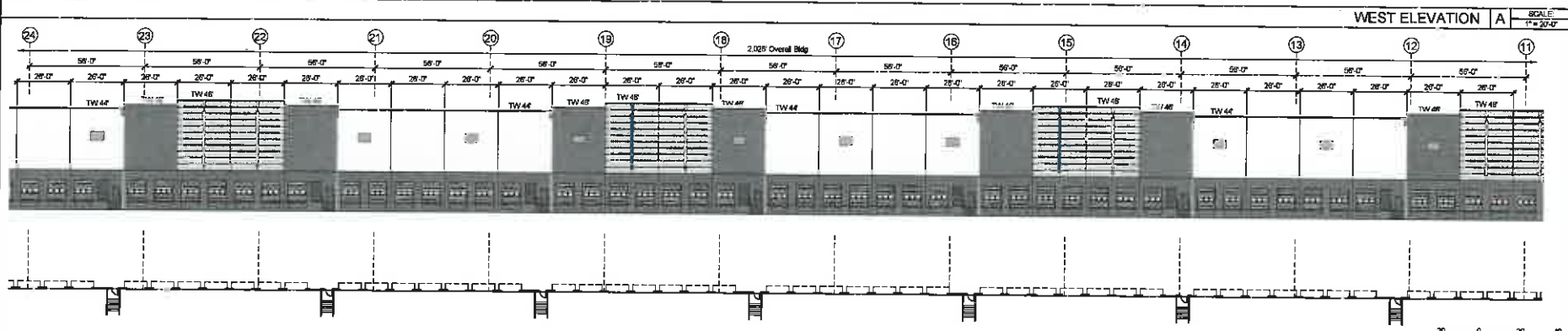
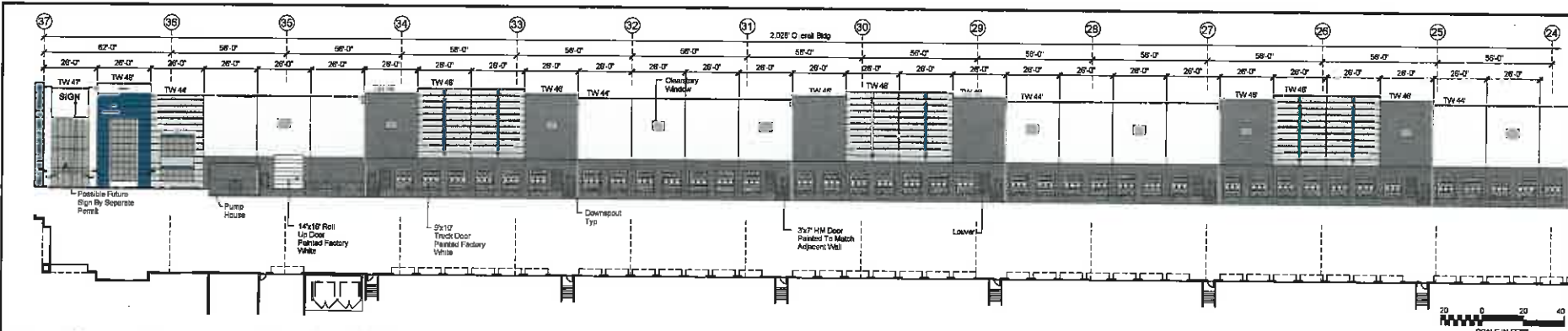
REVISIONS:

NO.	DATE	DESCRIPTION

COMMERCE CONSTRUCTION CO., L.P.  
 1330 Colorado Parkway North  
 City of Industry, California 91746-3467  
 Telephone: (626) 886-3103  
 License No. 723502

Drawing File No.: \_\_\_\_\_  
 Job No.: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Scale: \_\_\_\_\_  
 Drawn By: \_\_\_\_\_  
 Date: \_\_\_\_\_

CCG JOB NO. 6712  
 SHEET NO. A3.01C



Provide Roof Top Screening of All A.C. Units Per County of Riverside Standards.

**COLOR LEGEND**

- SHERWIN WILLIAMS SW 7005 PURE WHITE
- SHERWIN WILLIAMS SW 7493 MONSIEUR SILVER
- SHERWIN WILLIAMS SW 7495 WALL STREET
- SHERWIN WILLIAMS SW 8504 DIGNITY BLUE
- GLAZING SOLAR COOL GRAY

Building is Tie Up Concrete Panels

<p><b>COMMERCE CONSTRUCTION CO., L.P.</b>          1818 Cassaday Parkway North          City of Industry, California 91718-3407          Telephone: (818) 851-0423          License No. 723302</p>	<p><b>ELEVATIONS</b></p> <p><b>BUILDING 1</b></p> <p><b>MAJESTIC FREEMWAY BUSINESS CENTER</b></p> <p>RIVERSIDE, CA</p>						
<p>DATE: _____</p> <p>BY: _____</p> <p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 5%;">NO.</th> <th style="width: 70%;">DATE</th> <th style="width: 25%;">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	REVISIONS				<p>Drawing Not For Construction</p> <p>Use this drawing for construction only if you have received the original set of drawings and you have not received any change orders or amendments. If you have any questions, please contact the architect.</p> <p>DATE: _____</p> <p>BY: _____</p> <p>DRAWN BY: _____</p> <p>DATE: _____</p> <p>SCALE: _____</p> <p>DRAWN BY: _____</p> <p>DATE: _____</p> <p>SCALE: _____</p>
NO.	DATE	REVISIONS					











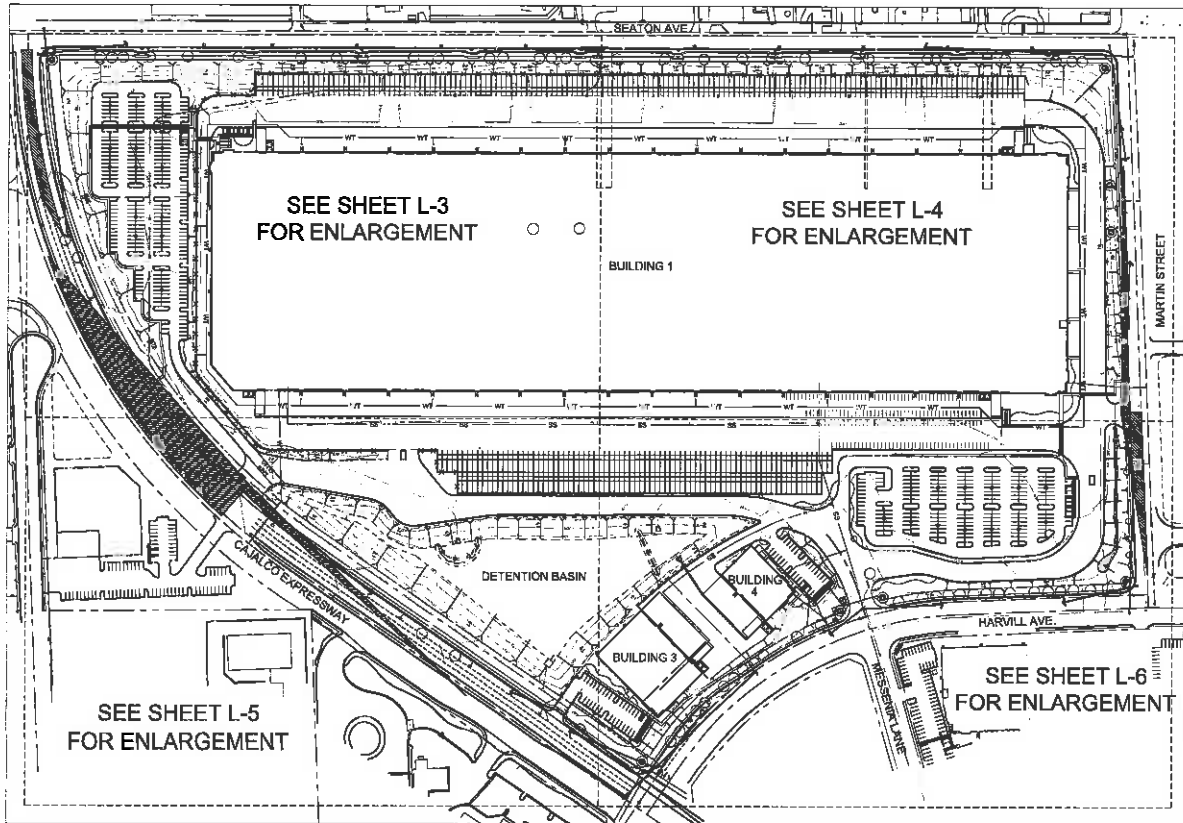
# BUILDINGS 1, 3, & 4

## MAJESTIC FREEWAY BUSINESS CENTER

### RIVERSIDE, CA

### LANDSCAPE PLANS

#### COUNTY OF RIVERSIDE



**KEY MAP**  
NOT TO SCALE



### GENERAL NOTES

#### IRRIGATION

1. FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.

2. REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.

#### PLANTING

1. ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.

2. REMOVE STAKES FROM ALL ESPALIERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

### SHEET INDEX

<b>COVER SHEET</b>	L-1
<b>PRELIMINARY LANDSCAPE PLANS</b>	L-2 - L-6
<b>EXISTING TREE PLAN</b>	L-7
<b>SHADE PLAN AND SHADE CALCULATIONS</b>	L-8
<b>HYDROZONE MAP</b>	L-9
<b>WATER USE CALCULATIONS</b>	L-10
<b>SITE PHOTO PLAN</b>	L-11



### VICINITY MAP

NOT TO SCALE  
THOMAS BROS. MAPS  
PAGE 777, C-1



DESIGNED BY  
THOMAS BROS. MAPS, INC.  
1000 WEST 10TH AVENUE  
SUITE 100  
DENVER, COLORADO 80202  
TEL: 303.733.1111  
WWW.TBMAPS.COM

ENVIRON  
LANDSCAPE ARCHITECTS  
1000 WEST 10TH AVENUE  
SUITE 100  
DENVER, COLORADO 80202  
TEL: 303.733.1111  
WWW.TBMAPS.COM

COMMERCE CONSTRUCTION CO., L.P.  
20th Floor  
International Center North  
City of Riverside, California 92503-2877  
Telephone: (951) 518-1300  
www.comc.com

SHEET TITLE: COVER SHEET  
PROJECT: PRELIMINARY LANDSCAPE PLANS FOR BUILDINGS 1, 3, & 4 MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA

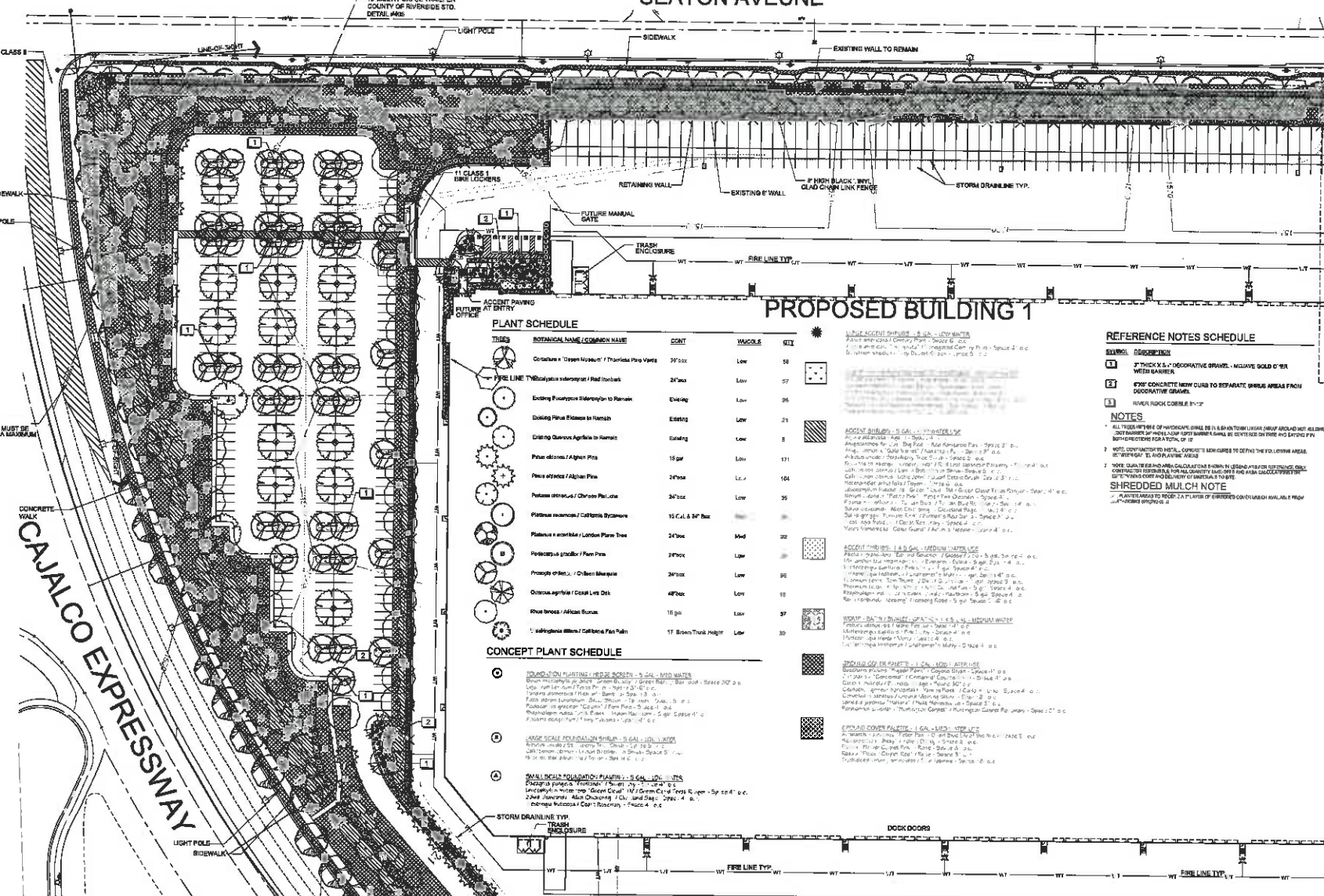


DRAWN BY: DATE:  
BPK 10/26/18  
JOB NO.:  
COMC0677  
SHEET NO.:  
L-1  
1 of 11 SHEETS



# SEATON AVENUE

PROPOSED CLASS II  
BIKE LANE



### PLANT SCHEDULE

SYMBOL	TREE	BOTANICAL NAME / COMMON NAME	CONT.	WUCOLS	QTY
○	Chlorophytum	Chlorophytum / Spider Plant	30" dia.	Low	50
○	Philodendron	Philodendron / Heart Leaf	24" dia.	Low	57
○	Existing	Existing Plant	Existing	Low	96
○	Existing	Existing Plant	Existing	Low	21
○	Existing	Existing Plant	Existing	Low	8
○	Plant	Plant	15 gal.	Low	171
○	Plant	Plant	24" dia.	Low	104
○	Plant	Plant	24" dia.	Low	95
○	Plant	Plant	15 Gal. & 8" Pot	Med	92
○	Plant	Plant	24" dia.	Low	92
○	Plant	Plant	24" dia.	Low	90
○	Plant	Plant	48" dia.	Low	10
○	Plant	Plant	18 gal.	Low	97
○	Plant	Plant	17 Brown Trunk Height	Low	30

### CONCEPT PLANT SCHEDULE

- FOUNDATION PLANTING - 15 GAL. - 18" WUCOLS  
Plant: Philodendron / Heart Leaf - 24" dia. - 50  
Plant: Chlorophytum / Spider Plant - 30" dia. - 50  
Plant: Philodendron / Heart Leaf - 24" dia. - 57  
Plant: Philodendron / Heart Leaf - 24" dia. - 96  
Plant: Philodendron / Heart Leaf - 24" dia. - 21  
Plant: Philodendron / Heart Leaf - 24" dia. - 8  
Plant: Philodendron / Heart Leaf - 24" dia. - 171  
Plant: Philodendron / Heart Leaf - 24" dia. - 104  
Plant: Philodendron / Heart Leaf - 24" dia. - 95  
Plant: Philodendron / Heart Leaf - 24" dia. - 92  
Plant: Philodendron / Heart Leaf - 24" dia. - 90  
Plant: Philodendron / Heart Leaf - 24" dia. - 10  
Plant: Philodendron / Heart Leaf - 24" dia. - 97  
Plant: Philodendron / Heart Leaf - 24" dia. - 30

## PROPOSED BUILDING 1

### REFERENCE NOTES SCHEDULE

1. ALL TREE TYPES OF PROPOSED SHALL BE IN 15 GAL. TUBS UNLESS NOTED OTHERWISE.
2. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
3. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
4. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
5. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.

### NOTES

1. ALL TREE TYPES OF PROPOSED SHALL BE IN 15 GAL. TUBS UNLESS NOTED OTHERWISE.
2. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
3. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
4. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.
5. ALL TREE TYPES OF PROPOSED SHALL BE PLANTED WITHIN 10 DAYS OF SETBACK.

### SHREDDED MULCH NOTE

SHREDDED MULCH SHALL BE 2" THICK AND APPLIED TO A DEPTH OF 4" UNLESS NOTED OTHERWISE.

### IRRIGATION CONCEPT STATEMENT

NOTE: IRRIGATION TO BE DESIGNED BY AN IRRIGATION ENGINEER AND SHALL BE SEPARATED BY AN IRRIGATION ENGINEER FROM ANY OTHER IRRIGATION SYSTEMS TO BE INSTALLED ON THE SITE. THE IRRIGATION ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AUTHORITIES. THE IRRIGATION ENGINEER SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AUTHORITIES. THE IRRIGATION ENGINEER SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AUTHORITIES.



SHEET TITLE: PRELIMINARY LANDSCAPE PLAN  
PROJECT: MAJESTIC FREEMWAY BUSINESS CENTER  
BUILDING 1, 3, & 4  
RIVERSIDE, CA

DESIGN BY: DATE  
BY: 10/20/18  
SCALE: AS SHOWN  
SHEET NO.: COMC0077  
3 OF 11 SHEETS

ENVIRON CONSULTANTS, INC.  
11500 S. DIABLO BLVD., SUITE 100  
RIVERSIDE, CA 92504  
TEL: (951) 509-8800  
WWW.ENVIRONCONSULTANTS.COM

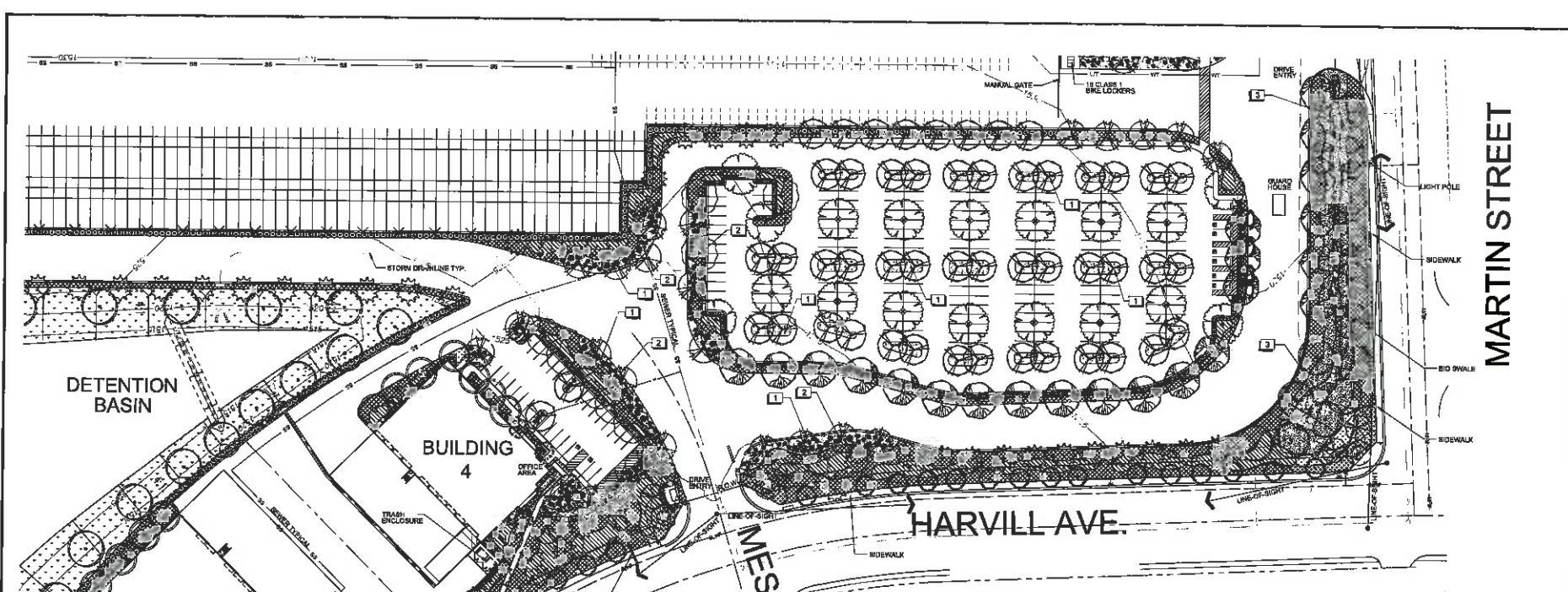


ENVIRON CONSULTANTS, INC.  
11500 S. DIABLO BLVD., SUITE 100  
RIVERSIDE, CA 92504  
TEL: (951) 509-8800  
WWW.ENVIRONCONSULTANTS.COM









MARTIN STREET

HARVILL AVE.

MESSENIA LANE

DETENTION BASIN

BUILDING 4

BUILDING 3

**PLANT SCHEDULE**

SYMBOL	POTENTIAL NAME / COMMON NAME	HEIGHT	WINDUCLE	CITY
(Symbol)	Callitriche 'Sweet Mystery' / Thunberg Palo Verde	30ft/10m	Low	58
(Symbol)	Dasylirion edmonstonei / Red Ironwood	24ft/7m	Low	57
(Symbol)	Erigeron phillyriae / Bluebonnet	36ft/11m	Low	36
(Symbol)	Quercus agrifolia / White Oak	60ft/18m	Low	31
(Symbol)	Quercus agrifolia / White Oak	60ft/18m	Low	8
(Symbol)	Pinus edulis / Algar Pine	18 ft	Low	71
(Symbol)	Pinus edulis / Algar Pine	24ft/7m	Low	106
(Symbol)	Pinus edulis / Algar Pine	24ft/7m	Low	5
(Symbol)	Pinus edulis / Algar Pine	18 Gal. 2.2m	Med	
(Symbol)	Pinus edulis / Algar Pine	24ft/7m	Med	62
(Symbol)	Podocarpus neriifolius / Fern Pine	24ft/7m	Low	
(Symbol)	Podocarpus neriifolius / Fern Pine	24ft/7m	Low	128
(Symbol)	Quercus agrifolia / White Oak	48ft/15m	Low	18
(Symbol)	Rosa laurina / Arabian Rose	19 ft	Low	37
(Symbol)	Yucca filamentosa / Yucca	17 ft/5m	Low	33

**CONCEPT PLANT SCHEDULE**

- 1. POLYDORUM PLANTING: 5 GAL. LOW WATER. ...
- 2. LARGE SCALE PLANTING: 5 GAL. LOW WATER. ...
- 3. SMALL SCALE PLANTING: 5 GAL. LOW WATER. ...
- 4. SMALLER PLANTING: 5 GAL. LOW WATER. ...
- 5. 1/2" x 1/2" BAGGY PLANTING: 5 GAL. LOW WATER. ...

**REFERENCE NOTES SCHEDULE**

- 1. 2" THICK DECORATIVE GRAVEL - 100% GOLD OVER WEED BARRIER
- 2. 4" x 6" CONCRETE MUD CURB TO SEPARATE DRIVE AREAS FROM DECORATIVE GRAVEL
- 3. RIVER ROCK CURB 6" x 6"

**NOTES**

- 1. ALL MATERIALS OF SPECIFICATIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
- 2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RIVERSIDE.

**IRRIGATION CONCEPT STATEMENT**

NOTE: REVISION TO A CONCEPT OF DESIGN FOR IRRIGATION SYSTEMS PROVIDED BY ARCHITECT. ...

CONTRACTOR: CONSTRUCTION CO., L.P.  
 1319 Gramercy Parkway South  
 City of Riverside, California 92504-1007  
 Telephone: (951) 942-1006

**Enviroins**  
 LANDSCAPE ARCHITECTURE  
 1319 Gramercy Parkway South  
 City of Riverside, California 92504-1007  
 Telephone: (951) 942-1006

SHEET TITLE: PRELIMINARY LANDSCAPE PLAN  
 PROJECT: MAJESTIC FREEMWAY BUSINESS CENTER  
 BUILDING 1, 3, & 4  
 RIVERSIDE, CA

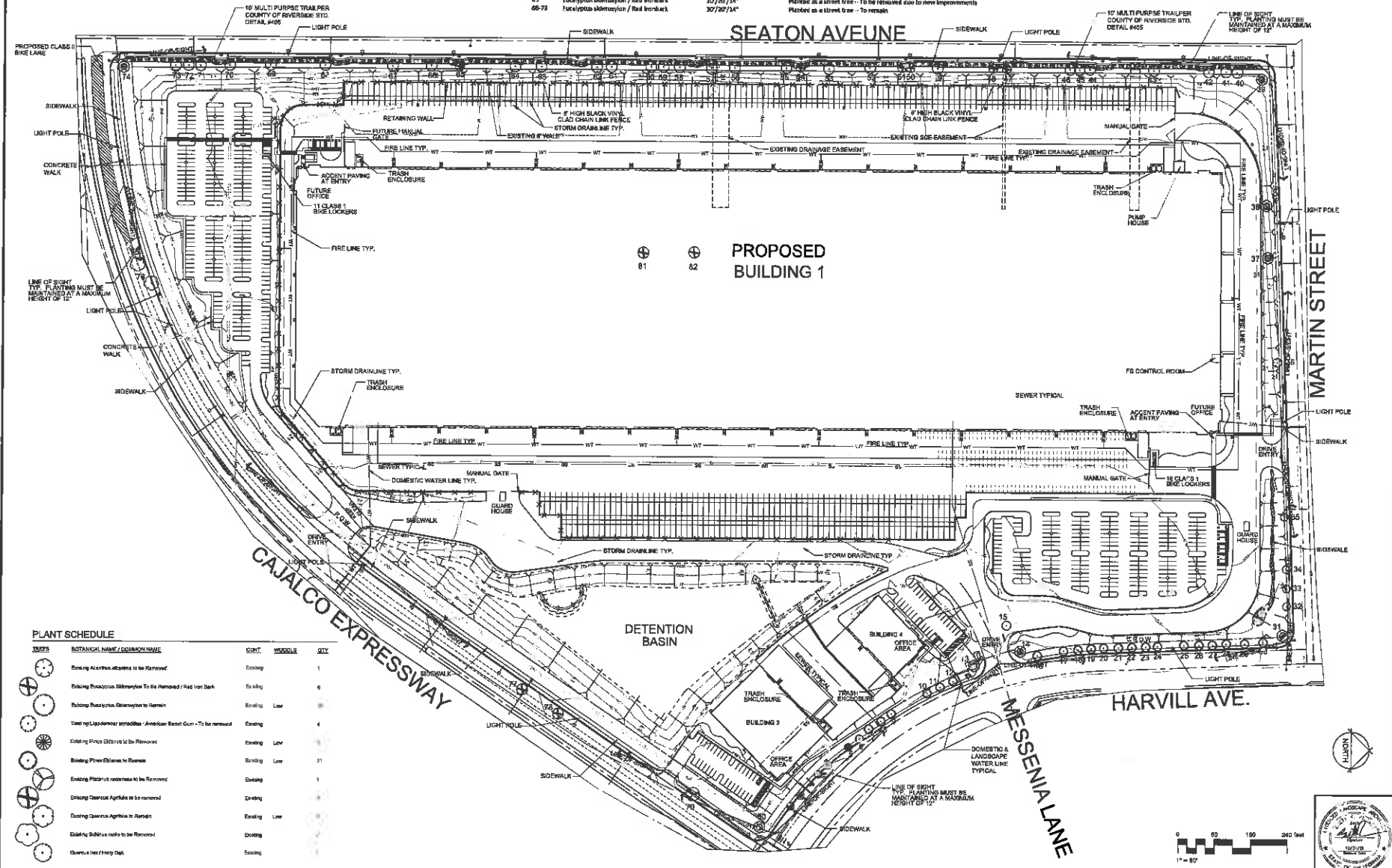
DRAWN BY: GALE  
 DATE: 10/25/15  
 JOB NO.:  
 CONCS077  
 SHEET NO.:  
 L-6  
 6 OF 11 SHEETS

**EXISTING TREE SURVEY CONT.**

TREE NO.	BOTANICAL / COMMON NAME	HIGHT / SPREAD / DBH	REMARKS
74	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
75	Schinus molle / California Pepper	22' / 22' / 14"	Naturalized from seed - To be removed due to site improvements
76	Schinus molle / California Pepper	22' / 22' / 14"	Naturalized from seed - To be removed due to site improvements
77-76	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	To be removed due to site improvements - need widening
79	Platanus racemosa / California Sycamore	22' / 22' / 14"	To be removed due to site improvements - need widening
80	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
81-82	Quercus agrifolia / Coast Liveoak	14' / 20' / 10"	To be removed due to site improvements

**EXISTING TREE SURVEY**

TREE NO.	BOTANICAL / COMMON NAME	HIGHT / SPREAD / DBH	REMARKS
1-4	Pinus sabiniana / Albion Pine	28' / 14' / 12"	Street tree - To be removed due to site improvements
7-12	Pinus sabiniana / Albion Pine	28' / 14' / 12"	Street tree in good health to remain
13-14	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
15	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Naturalized from seed - Look like a large shrub - To be removed due to proposed improvements
16-20	Pinus sabiniana / Albion Pine	28' / 14' / 12"	Street tree in good health to remain
21	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
22-25	Ulmus americana / American Elm	10' / 10' / 14"	To be removed - not in good health
26	Azalea speciosa / Tree of Heaven	12' / 12' / 10"	Naturalized from seed - Look like a large shrub - To be removed due to proposed improvements
27	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
28	Quercus agrifolia / Coast Liveoak	10' / 20' / 10"	Planted as a theme at street corners typical in good health - to remain
29	Quercus agrifolia / Coast Liveoak	10' / 20' / 10"	Planted as a theme at street corners typical in good health - to remain
30	Quercus agrifolia / Coast Liveoak	22' / 22' / 14"	Planted as a theme at street corners typical in good health - to remain
31	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
32-35	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
36	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
37	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
38	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
39	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
40-49	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
50	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
51	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
52-55	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
56	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
57-61	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain
62-73	Eucalyptus sideroxylon / Red Ironbark	30' / 20' / 14"	Planted as a street tree - to remain



**PLANT SCHEDULE**

TREE	BOTANICAL NAME / COMMON NAME	DBH	MOBILITY	QTY
	Existing Alnus incana to be Removed	Existing	1	
	Existing Eucalyptus sideroxylon To be Removed / Red Iron Bark	Existing	0	
	Existing Eucalyptus sideroxylon to remain	Existing	Low	
	Tree not Labeled in schedule - American Sweet Gum - To be removed	Existing	4	
	Existing Pinus sabiniana to be Removed	Existing	Low	
	Existing Pinus sabiniana to remain	Existing	Low	21
	Existing Pinus sabiniana to be Removed	Existing	1	
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to remain	Existing	Low	
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		
	Existing Quercus agrifolia to be removed	Existing		

**Enviroins**  
 ENVIRONMENTAL CONSULTANTS  
 1500 S. GARDEN AVENUE, SUITE 100  
 RIVERSIDE, CA 92507  
 TEL: 951-502-1000  
 FAX: 951-502-1001  
 WWW: WWW.ENVIROINS.COM

COMMERCE CONSTRUCTION CO., L.P.  
 2500 Peachtree Highway North  
 City of Atlanta, Georgia 30329-3487  
 Telephone: (404) 941-1200

**EXISTING TREE PLAN**  
 PROPOSED INDUSTRIAL DEVELOPMENT  
**BUILDING 1, 3 & 4**  
**MAJESTIC FREEWAY BUSINESS CENTER**  
 RIVERSIDE, CA

DRAWN BY: DATE: 10/26/18  
 BRK: 10/26/18  
 JCB: 10/26/18  
 COMC02077  
 SHEET NO.:  
**L-7**  
 7 of 11 SHEETS

**TREE SHADE LEGEND**

SYMBOL	DESCRIPTION	AREA
	BUILDING 1 - PARKING AREA	85,171 sf
	BUILDING 1 - TREE SHADE AREA	58,778 sf
	BUILDING 3 - PARKING AREA	5,905 sf
	BUILDING 3 - TREE SHADE AREA	3,414 sf
	BUILDING 4 - PARKING AREA	5,265 sf
	BUILDING 4 - TREE SHADE AREA	2,638 sf

**BUILDING 1 - SHADE TABULATION**

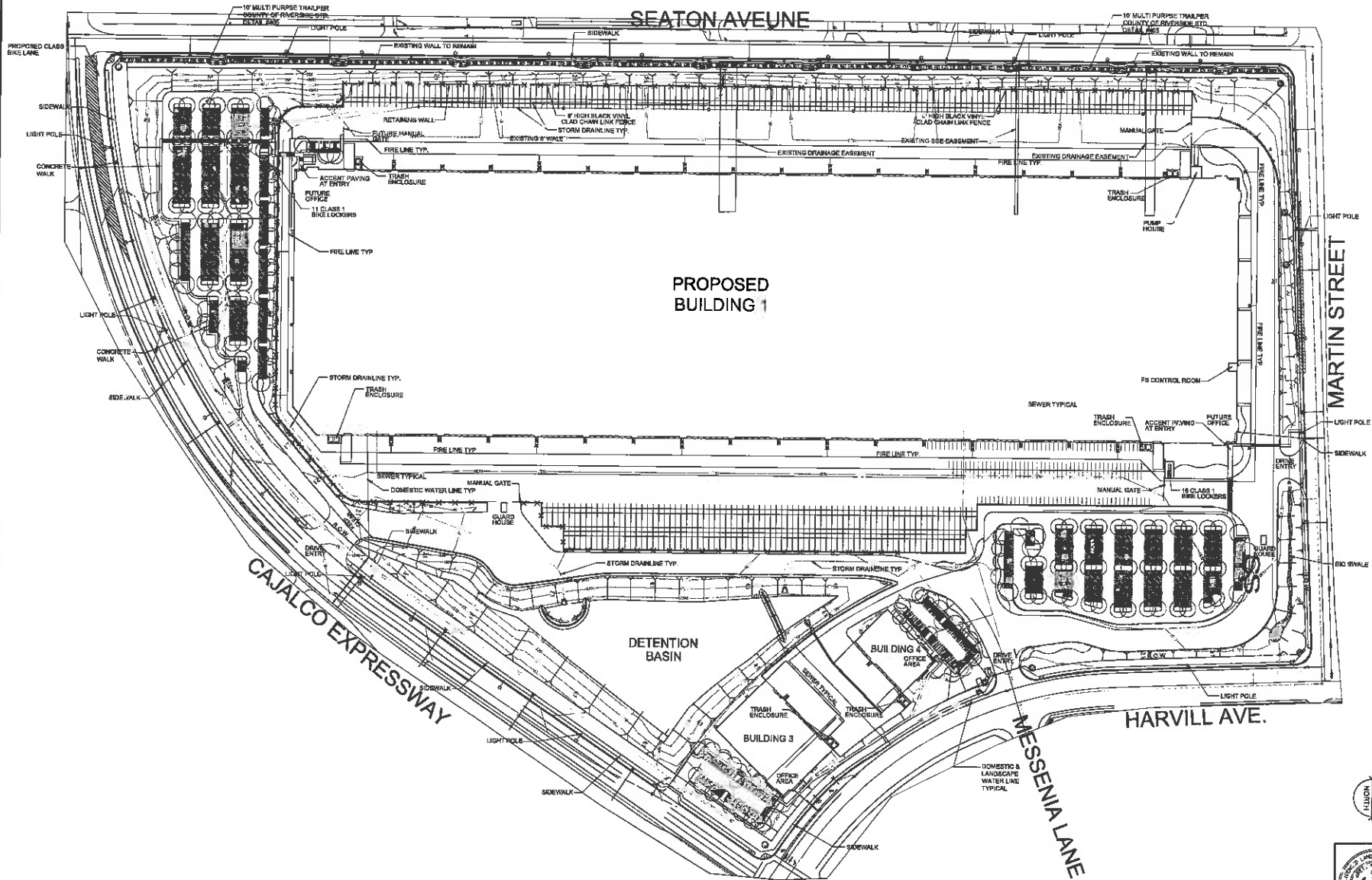
Parking area = 85,171 s.f.  
 Shade provided = 58,778 s.f.  
 by trees in parking area  
 Percentage of parking area shaded by trees = 69%

**BUILDING 3 - SHADE TABULATION**

Parking area = 5,905 s.f.  
 Shade provided = 3,414 s.f.  
 by trees in parking area  
 Percentage of parking area shaded by trees = 58%

**BUILDING 4 - SHADE TABULATION**

Parking area = 5,265 s.f.  
 Shade provided = 2,638 s.f.  
 by trees in parking area  
 Percentage of parking area shaded by trees = 50%



PROJECT: MAJESTIC FREEWAY BUSINESS CENTER  
 LOCATION: RIVERSIDE, CA  
 SHEET NO: L-8  
 DATE: 11/20/18  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: [Number]  
 SHEET NO: [Number]  
 OF [Total Sheets]

**Environs**  
 LANDSCAPE ARCHITECTURE  
 11111 UNIVERSITY AVENUE, SUITE 100  
 RIVERSIDE, CA 92503  
 TEL: (951) 514-1111  
 WWW.ENVIRONS.COM

CALIFORNIA REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT  
 LICENSE NO. 12345  
 EXPIRES 12/31/2020

SHEET TITLE: SHADE PLAN & SHADE CALCS  
 PROJECT: MAJESTIC FREEWAY BUSINESS CENTER  
 BUILDING 1, 3, & 4  
 LOCATION: RIVERSIDE, CA

DRAWN BY: [Name]  
 DATE: 11/20/18  
 CHECKED BY: [Name]  
 PROJECT NO: [Number]  
 SHEET NO: [Number]  
 OF [Total Sheets]

# SEATON AVEUNE

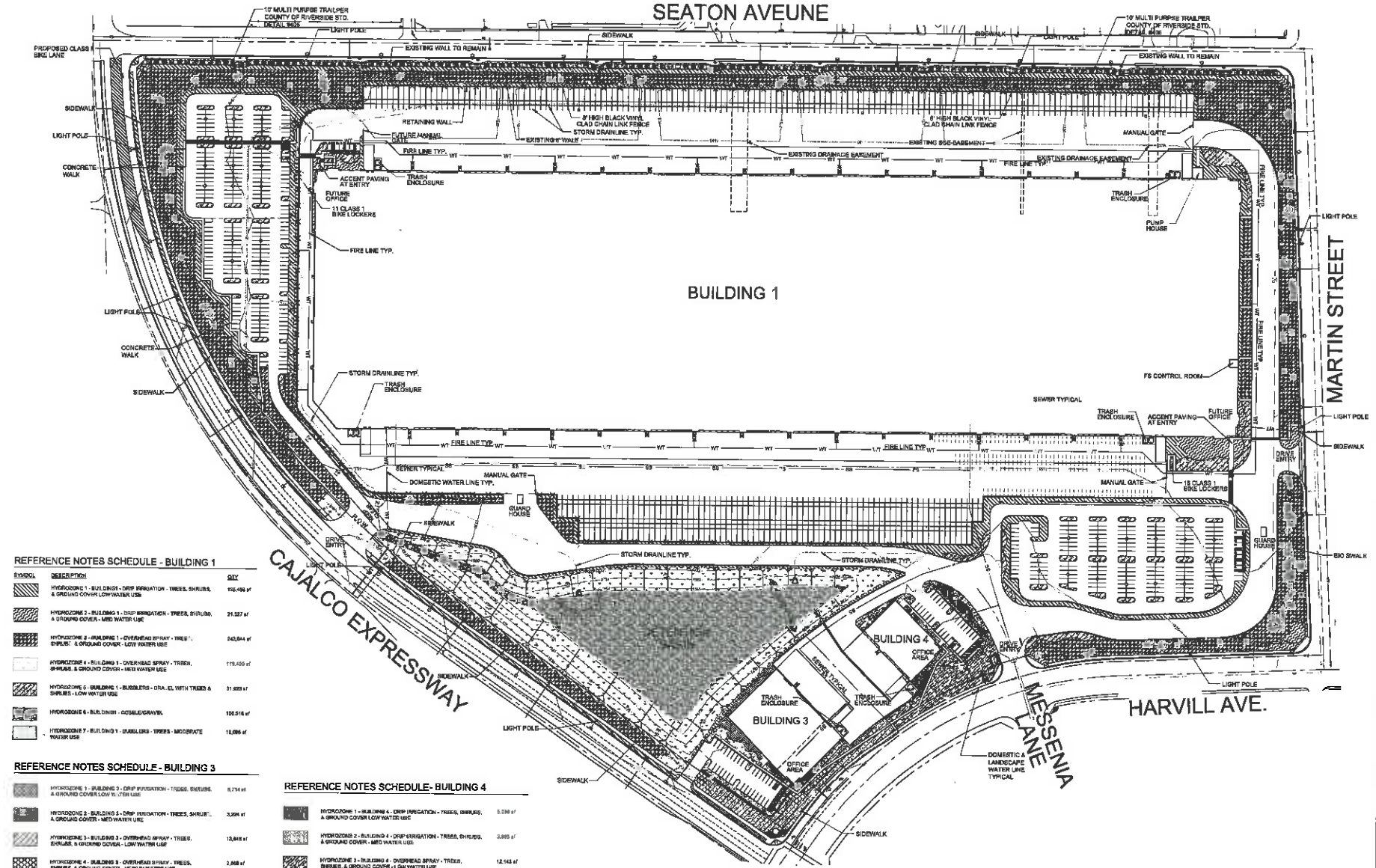
# MARTIN STREET

## BUILDING 1

# CAJALCO EXPRESSWAY

# HARVILL AVE.

# MESSENERIA



REFERENCE NOTES SCHEDULE - BUILDING 1

SYMBOL	DESCRIPTION	SIZE
[Symbol]	HYDROZONE 1 - BUILDING 1 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	118,450 sf
[Symbol]	HYDROZONE 2 - BUILDING 1 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - MED WATER USE	21,527 sf
[Symbol]	HYDROZONE 3 - BUILDING 1 - OVERHEAD SPRAY - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	242,844 sf
[Symbol]	HYDROZONE 4 - BUILDING 1 - OVERHEAD SPRAY - TREES, SHRUBS, & GROUND COVER - MED WATER USE	119,450 sf
[Symbol]	HYDROZONE 5 - BUILDING 1 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	31,899 sf
[Symbol]	HYDROZONE 6 - BUILDING 1 - COBBLES/GRAVEL	100,516 sf
[Symbol]	HYDROZONE 7 - BUILDING 1 - BUBBLERS - TREES - MODERATE WATER USE	11,084 sf

REFERENCE NOTES SCHEDULE - BUILDING 3

[Symbol]	HYDROZONE 1 - BUILDING 3 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	10,714 sf
[Symbol]	HYDROZONE 2 - BUILDING 3 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - MED WATER USE	3,204 sf
[Symbol]	HYDROZONE 3 - BUILDING 3 - OVERHEAD SPRAY - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	12,818 sf
[Symbol]	HYDROZONE 4 - BUILDING 3 - OVERHEAD SPRAY - TREES, SHRUBS, & GROUND COVER - MED WATER USE	2,888 sf
[Symbol]	HYDROZONE 5 - BUILDING 3 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	4,899 sf
[Symbol]	HYDROZONE 6 - BUILDING 3 - BUBBLERS - TREES - MODERATE WATER USE	933 sf

REFERENCE NOTES SCHEDULE - BUILDING 4

[Symbol]	HYDROZONE 1 - BUILDING 4 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	5,039 sf
[Symbol]	HYDROZONE 2 - BUILDING 4 - DRIP IRRIGATION - TREES, SHRUBS, & GROUND COVER - MED WATER USE	2,895 sf
[Symbol]	HYDROZONE 3 - BUILDING 4 - OVERHEAD SPRAY - TREES, SHRUBS, & GROUND COVER - LOW WATER USE	12,143 sf
[Symbol]	HYDROZONE 4 - BUILDING 4 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	1,013 sf
[Symbol]	HYDROZONE 5 - BUILDING 4 - BUBBLERS - TREES - MODERATE WATER USE	990 sf



SHEET TITLE: HYDROZONE MAP  
 PREPARED FOR: BUILDING 1, 3, & 4 MAJESTIC FREEWAY BUSINESS CENTER  
 PROJECT NO: COMC0077  
 SHEET NO: L-9  
 OF 11 SHEETS

CONSULTING ENGINEER: ENVIRON CONSULTANTS, L.P.  
 13131 Compton Parkway North  
 City of Industry, California 91746-1497  
 Telephone: (949) 948-1088

REGISTERED PROFESSIONAL ENGINEER  
 No. 102281  
 State of California

REFERENCE NOTES SCHEDULE - BUILDING 1

SYMBOL	DESCRIPTION	KEY
	HYDROZONE 1 - BUILDING 1 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - LOW WATER USE	138,168 sf
	HYDROZONE 2 - BUILDING 1 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - MED WATER USE	21,827 sf
	HYDROZONE 3 - BUILDING 1 - OVERHEAD SPRAY - TREES, SHRUBS & GROUND COVER - LOW WATER USE	243,044 sf
	HYDROZONE 4 - BUILDING 1 - OVERHEAD SPRAY - TREES, SHRUBS & GROUND COVER - MED WATER USE	119,490 sf
	HYDROZONE 5 - BUILDING 1 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	31,823 sf
	HYDROZONE 6 - BUILDING 1 - BUBBLERS - TREES - MODERATE WATER USE	106,916 sf
	HYDROZONE 7 - BUILDING 1 - BUBBLERS - TREES - MODERATE WATER USE	16,178 sf

Riverside County Ordinance 889 Landscape Water Use Calculations  
MAJESTIC FREEWAY BUSINESS CENTER  
BUILDING 1

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 86.5  
INPUT the H2O ETo for the area = 88.5

MAWA = 10,487,708 cu ft / yr

2 Estimated Annual Water Use (EAWU)

Hydrozone #	Plant Factor	INPUT square footage of hydrozone	INPUT hydrozone irrigation efficiency	EAWU	Flow
Hydrozone # 1 - DRIFT-LOW	0.3	126,458	0.81	468,488	Low
Hydrozone # 2 - DRIFT-MED	0.5	21,827	0.81	468,488	Med
Hydrozone # 3 - OVERHEAD-LOW	0.3	243,044	0.75	2,405,055	Low
Hydrozone # 4 - OVERHEAD-MEDIUM	0.5	119,490	0.75	2,790,490	Med
Hydrozone # 5 - BUBBLERS-LOW	0.2	31,823	0.81	278,114	Low
Hydrozone # 6 - BUBBLERS-MODERATE	0	106,916	1	0	Med
Hydrozone # 7 - BUBBLERS-MODERATE	0.4	16,026	0.81	218,333	Med

SubTotal EAWU = 8,843,420 GALLONS/HR  
MAWA < EAWU = 1,624,080 GALLONS PER  
(this number must be positive)

REFERENCE NOTES SCHEDULE - BUILDING 4

	HYDROZONE 1 - BUILDING 4 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - LOW WATER USE	6,058 sf
	HYDROZONE 2 - BUILDING 4 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - MED WATER USE	2,086 sf
	HYDROZONE 3 - BUILDING 4 - OVERHEAD SPRAY - TREES, SHRUBS & GROUND COVER - LOW WATER USE	12,143 sf
	HYDROZONE 4 - BUILDING 4 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	2,813 sf
	HYDROZONE 5 - BUILDING 4 - BUBBLERS - TREES - MODERATE WATER USE	999 sf

Riverside County Ordinance 889 Landscape Water Use Calculations  
MAJESTIC FREEWAY BUSINESS CENTER  
BUILDING 4

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 26,089 S.F.  
INPUT the H2O ETo for the area = 88.5

MAWA = 407,178 cu ft / yr

2 Estimated Annual Water Use (EAWU)

Hydrozone #	Plant Factor	INPUT square footage of hydrozone	INPUT hydrozone irrigation efficiency	EAWU	Flow
Hydrozone # 1 - DRIFT-LOW	0.3	5,088	0.81	60,012	Low
Hydrozone # 2 - DRIFT-MED	0.5	3,890	0.81	60,288	Med
Hydrozone # 3 - OVERHEAD-LOW	0.3	12,143	0.75	170,148	Low
Hydrozone # 4 - BUBBLERS-LOW	0.2	3,013	0.81	31,280	Low
Hydrozone # 5 - BUBBLERS-MODERATE	0.4	999	0.81	17,128	Med

SubTotal EAWU = 170,822 GALLONS/HR  
MAWA < EAWU = 30,253 GALLONS PER  
(this number must be positive)

REFERENCE NOTES SCHEDULE - BUILDING 3

	HYDROZONE 1 - BUILDING 3 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - LOW WATER USE	8,714 sf
	HYDROZONE 2 - BUILDING 3 - DRIFT IRRIGATION - TREES, SHRUBS & GROUND COVER - MED WATER USE	3,224 sf
	HYDROZONE 3 - BUILDING 3 - OVERHEAD SPRAY - TREES, SHRUBS & GROUND COVER - LOW WATER USE	13,843 sf
	HYDROZONE 4 - BUILDING 3 - BUBBLERS - GRAVEL WITH TREES & SHRUBS - LOW WATER USE	2,886 sf
	HYDROZONE 5 - BUILDING 3 - BUBBLERS - TREES - MODERATE WATER USE	232 sf

Riverside County Ordinance 889 Landscape Water Use Calculations  
MAJESTIC FREEWAY BUSINESS CENTER  
BUILDING 3

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 30,283 S.F.  
INPUT the H2O ETo for the area = 88.5

MAWA = 889,212 cu ft / yr

2 Estimated Annual Water Use (EAWU)

Hydrozone #	Plant Factor	INPUT square footage of hydrozone	INPUT hydrozone irrigation efficiency	EAWU	Flow
Hydrozone # 1 - DRIFT-LOW	0.3	6,714	0.81	87,108	Low
Hydrozone # 2 - DRIFT-MED	0.6	3,224	0.81	68,714	Med
Hydrozone # 3 - OVERHEAD-LOW	0.3	13,840	0.75	181,288	Low
Hydrozone # 4 - OVERHEAD-MEDIUM	0.5	2,886	0.75	68,281	Med
Hydrozone # 5 - BUBBLERS-LOW	0.2	4,898	0.81	27,288	Low
Hydrozone # 6 - BUBBLERS-MODERATE	0.4	933	0.81	18,140	Med

SubTotal EAWU = 473,865 GALLONS/HR  
MAWA < EAWU = 35,420 GALLONS PER  
(this number must be positive)

Scale: 1" = 40' (Horizontal)  
1" = 8' (Vertical)

DATE: 11/11/19  
PROJECT NO.: 19-00000000-0000  
SHEET NO.: L-10  
TOTAL SHEETS: 10

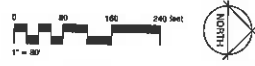


ENVIROTONS  
LANDSCAPE ARCHITECTURE  
11111 UNIVERSITY AVENUE, SUITE 100  
DANA POINT, CALIFORNIA 92629  
TEL: 949.441.1111  
WWW.ENVIROTONS.COM



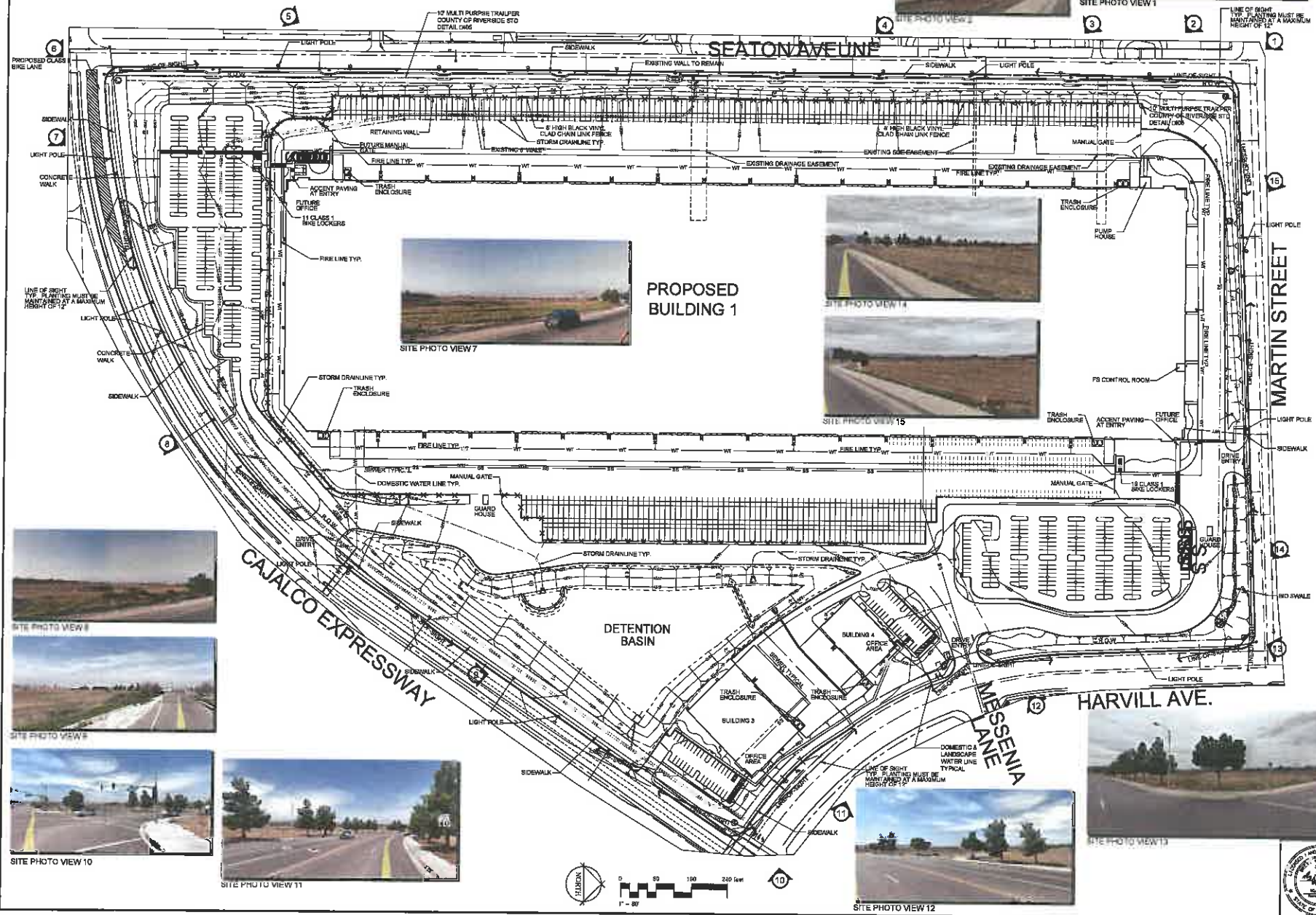
COMMISSIONER OF CONSTRUCTION, CALIFORNIA  
15151 MIDWAY DRIVE, SUITE 100  
DANA POINT, CALIFORNIA 92629  
TELEPHONE: (949) 814-1500

SHEET TITLE: WATER USE CALCULATIONS  
PROPOSED MODERN WAREHOUSE  
BUILDING 1, 3, & 4  
MAJESTIC FREEWAY BUSINESS CENTER  
RIVERSIDE, CA





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ENVIRON CONSULTANTS INC.  
 13811 Commerce Parkway North  
 City of Industry, California 91744-1847  
 Telephone: (951) 941-4300  
 www.enviro.com

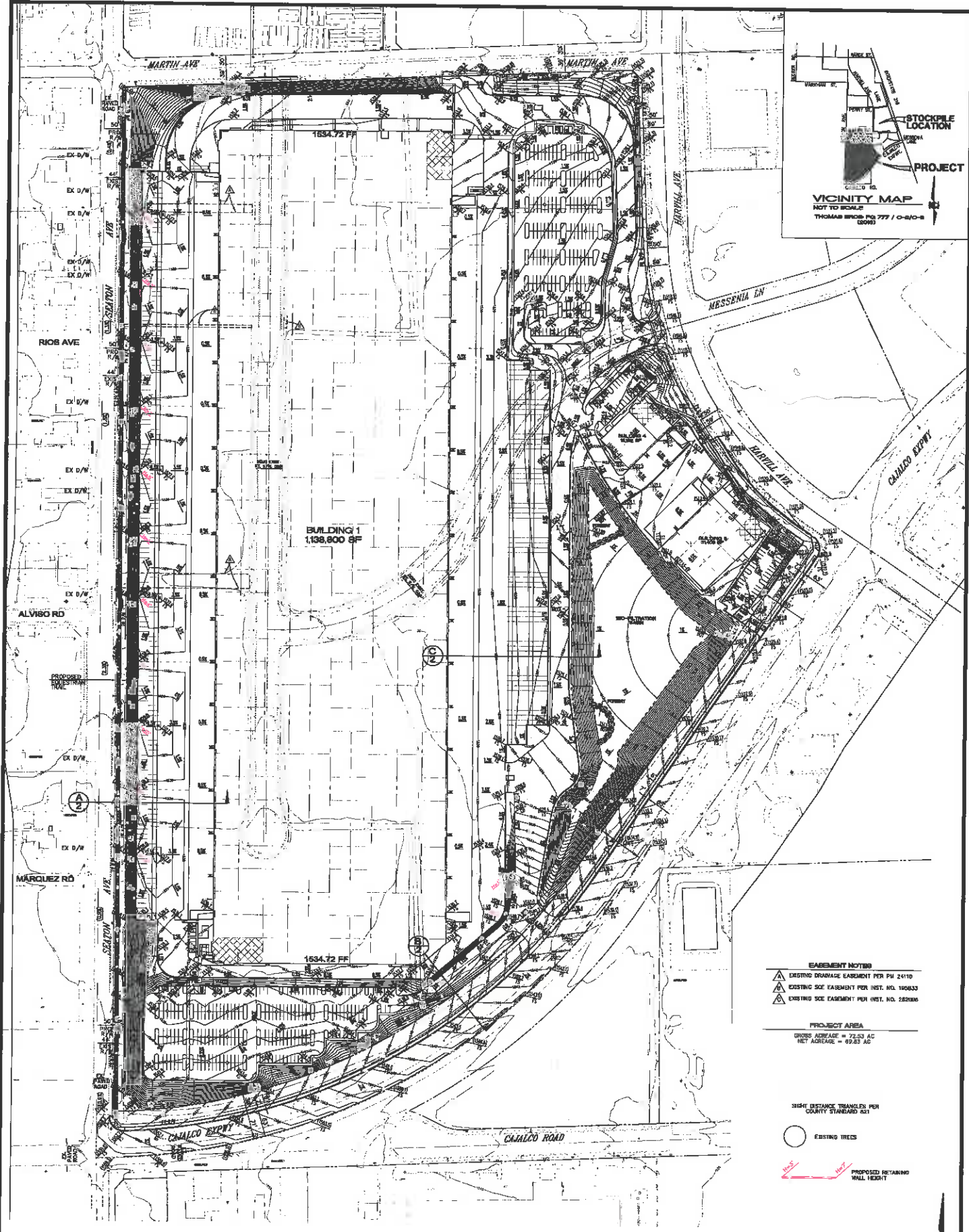
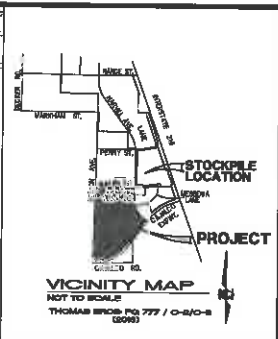


COMMERCE CONSTRUCTION CO., L.P.  
 13811 Commerce Parkway North  
 City of Industry, California 91744-1847  
 Telephone: (951) 941-4300  
 www.comc.com

SHEET TITLE: SITE PHOTO PLAN  
 PROPOSED INDUSTRIAL BUILDINGS FOR  
 BUILDING 1, 3, & 4  
 MAJESTIC FREEWAY BUSINESS CENTER  
 RIVERSIDE, CA

DESIGNED BY: GSK  
 DRAWN BY: BFK  
 JOB NO: COMC0077  
 SHEET NO: L-11  
 11 OF 11 SHEETS





- EASEMENT NOTES**
- ▲ EXISTING DRAINAGE EASEMENT PER PU 24110
  - ▲ EXISTING SDE EASEMENT PER INST. NO. 110633
  - ▲ EXISTING SDE EASEMENT PER INST. NO. 282986

**PROJECT AREA**

GROSS AREA = 72.53 AC  
NET AREA = 69.83 AC

- SIGHT TRIANGLE TRIANGLES PER COUNTY STANDARD 831**
- EXISTING TREES
  - PROPOSED RETAINING WALL HEIGHT

NOTE: SITE IS NOT SUBJECT TO LIQUIFACTION OR ANY OTHER GEOLOGIC HAZARDS, IS NOT IN A SPECIAL STUDIES ZONE, AND IS NOT SUBJECT TO FLOOD HAZARDATION.



LEGAL DESCRIPTION PARCELS 1-10 INCLUSIVE OF PARCEL MAP NO. 28110 AS RECORDED IN BK 185, PG 11 2810 18 OF MAPS, RECORDS OF IRVINE COUNTY, CA.	TOPOGRAPHY DATED 8-7-05 ADJACENT PARCEL NUMBERS 317-100-10 THRU 28	<b>CONCEPT GRADING PLAN</b> <b>MFBC-BUILDINGS 1, 3 &amp; 4</b>		
	PREPARED FOR COMBINE CONSTRUCTION CO., L.P. 4790 BIRNEY BLVD., SUITE 200-202 IRVINE, CA 92614 TEL: 949-451-8800	PREPARED BY PERLA ENGINEERING, INC. Planning & Engineering - San Gabriel 4790 BIRNEY BLVD., SUITE 200-202 IRVINE, CA 92614 949-751-0948 / 1774480-0911 FAX	DATE BY SCL	REVISION NO. 100-90 SHEET 1 of 6



**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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, December 31 and Tuesday, January 1, 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 item and should be contacted on non-ALUC issues.

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

DATE OF HEARING:        January 10, 2019

TIME OF HEARING:        9:30 A.M.

**CASE DESCRIPTION:**

ZAP1340MA18 – Majestic Realty Co. (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT180028 (Plot Plan). A proposal to construct three industrial manufacturing buildings (each on separate parcels) totaling 1,285,400 square feet (including second floor mezzanine) on 72.5 gross acres located southerly of Martin Street, westerly of Harvill Avenue, northerly of Cajalco Expressway, and easterly of Seaton Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner 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. Russell Brady of the County of Riverside Planning Department at (951) 955-3025.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1340MA18 DATE SUBMITTED: November 28, 2018

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

March  
C2

Applicant	Majestic Realty Co.	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor	Email JSemcken@majesticrealty.com
	City of Industry, CA 91746	
Representative	T&B Planning, Inc. (Contact: George Atalla)	Phone Number 714.505.6360 x 107
Mailing Address	17542 E. 17th Street, Suite 100	Email gatalla@tbplanning.com
	Tustin, CA 92780	
Property Owner	Majestic Freeway Business Center, LLC	Phone Number 562.948.4306
Mailing Address	13191 Crossroads Parkway, 6th Floor	Email JSemcken@majesticrealty.com
	City of Industry, CA 91746	

### LOCAL JURISDICTION AGENCY

Local Agency Name	County of Riverside	Phone Number 951.955.3025
Staff Contact	Russell Brady	Email rbrady@rivco.org
Mailing Address	Planning Department	Case Type Land Use/Planning
	4080 Lemon St , 12th Floor	<input type="checkbox"/> General Plan / Specific Plan Amendment
	Riverside, CA 92501	<input type="checkbox"/> Zoning Ordinance Amendment
Local Agency Project No	PPT180028	<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/> Use Permit
		<input checked="" 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	South of Martin Street, east of Seaton Avenue, north of Cajalco Expressway, and west of Harvill Avenue.		
Assessor's Parcel No.	See attached Project Description.	Gross Parcel Size	72 acres
Subdivision Name	n/a	Nearest Airport	
Lot Number	n/a	and distance from Airport	MARB- appr. 1.3 mi

### 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)	The site is currently vacant and has been previously disturbed by grading and weed abatement activities. The site contains existing rough-graded building pads and two roadways (Platinum Circle and Messenia Lane).
------------------------------	--

Proposed Land Use (describe)	See attached Project Description.	
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	24 hours/ 7 days
	Number of People on Site n/a	Maximum Number 2,372
	Method of Calculation	Based on RCALUC Compatibility Plan, Appendix C - The max. amount of occupants permitted within a warehouse is 1 person per every 500 square feet.
Height Data	Site Elevation (above mean sea level)	Bldg 1: 1,535; Bldg 3: 1,528; Bldg 4: 1,527 ft.
	Height of buildings or structures (from the ground)	Bldg 1: 49.5'*; Bldg 3: 42'*; Bldg 4: 42'* 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	n/a

\* Request for approval of an add'l 5 feet of building height (See Project desc. for add'l details.)

- 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.

# ALUC Review Application- Majestic Freeway Business Center (Buildings 1, 3, & 4)

County of Riverside – Planning Case No. PPT180028

## PROJECT DESCRIPTION

This Project entails the implementation of permitted development inside the Majestic Freeway Business Center (MFBC) Specific Plan (SP No. 341), which was approved by Riverside County in 2005. The properties associated with the MFBC Buildings 1, 3, & 4 Project comprise an approximately 72-acre portion of the MFBC Specific Plan, located north of Cajalco Expressway, south of Martin Street, east of Seaton Avenue, and west of Harvill Avenue. The Project site encompasses Assessor Parcel Numbers (APNs): 317-100-010, -011, -012, -013, -014, -015, -016, -017, -018, -019, -020, -021, -022, -023, -024, -025, -026, -027, -028, and 317-110-020.

Under existing conditions, the MFBC Buildings 1, 3, & 4 Project site is vacant and has been previously disturbed by grading and weed abatement activities. The Project site contains existing rough-graded building pads and two (2) roadways (i.e., Platinum Circle and Messenia Lane). The Project site is designated “Light Industrial with Community Center Overlay” by the MFBC Specific Plan and is zoned for “Industrial Park (I-P)” and “Manufacturing - Service Commercial (M-SC)” uses by the County’s Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in “Flight Corridor Zone (C2)” for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Majestic Realty Co.) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 72-acre site with three conforming warehouse/manufacturing facilities. Specifically, the Project Applicant is proposing the development of one approximately 1,138,800 square foot (s.f.) warehouse/manufacturing building (herein, “Building 1”), one approximately 31,408 s.f. general warehouse/manufacturing building (herein, “Building 3”), and one approximately 15,192 s.f. general warehouse/manufacturing building (herein, “Building 4”). Building 1 will provide warehouse space, offices, up to 100,000 s.f. of mezzanine space, and 227 dock doors located along the east and west sides of the building. Building 3 will provide warehouse space, office space, and 11 dock doors located along the north side of the building. Building 4 will provide warehouse space, office space, and 9 dock doors located along the south side of the building. Notable Project improvements include ornamental landscaping, drive aisles, utility infrastructure, passenger vehicle parking spaces, truck trailer parking spaces, traffic signals at site entrances along Cajalco Expressway and Harvill Avenue, an approximately 5.9-acre water detention basin, and a Community Trail along the site’s frontage to Seaton Avenue

Due to the potential for changes to the Project’s finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project’s Plot Plan application, the Project Applicant is requesting that the ALUC approve maximum building heights and maximum heights above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. Building

**Riverside County Airport Land Use Compatibility Review Application**  
***Majestic Freeway Business Center (Buildings 1, 3 & 4)***

---

1 is designed to be approximately 49.5 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 54.5 ft. Building 3 is designed to be approximately 42 ft tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 47 ft. Building 4 is designed to be approximately 42 ft tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 47 feet.

The proposed buildings would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed buildings is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public roadways, within parking areas, and surrounding the proposed water detention basin. At building entries and driveways, a variety of trees and groundcover would be used to partially shade and screen the structures and parking areas.

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 4.1 Director's Approvals.

- A. During the period of November 16, 2018 through December 15, 2018, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative case within Zone D of the French Valley Airport Influence Area and issued a determination of consistency.

ZAP1085FV18 (French Valley, Zone D) pertains to County of Riverside Case No. CUP180023 (Conditional Use Permit), a proposal to construct a retail and fueling facility including a 7,250 square foot convenience store, a 1,870 square foot unmanned car wash tunnel, and 16 fueling pump stations on 4.16 acres located on the southeast corner of Auld Road and Leon Road in the unincorporated community of French Valley. (The convenience store includes a pick-up window where customers will pick up their online pre-ordered merchandise. There is no proposed interior dining area.) The site is located within Compatibility Zone D of the French Valley Airport Influence Area (AIA), where non-residential intensity is limited to an average of 150 persons per acre and a maximum of 450 persons within any given single-acre area. The structures are located within a single-acre area and would accommodate 100 persons, resulting in an average intensity of 24 persons per acre and a single-acre intensity of 100 persons, both of which are consistent with Compatibility Zone D criteria. The elevation of Runway 18-36 at French Valley Airport at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 2,966 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,376.6 feet AMSL. The building pad elevation is 1,372 feet AMSL. With a maximum building height of 29 feet, the top point elevation would be 1,401 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. The applicant submitted Form 7460-1 for FAA OES review. A Determination of No Hazard to Air Navigation letter was issued for Aeronautical Study No. 2018-AWP-16583-OE on November 27, 2018, and applicable conditions were incorporated into our conditions. ALUC Director Simon Housman issued a determination of consistency for this project on November 29, 2018.

Y:\ALUC\ALUC Administrative Items\ADmin Item 01-10-19.doc



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

November 29, 2018

Ms. Desiree Bowdan, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

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Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1085FV18  
Related File No.: CUP180023 (Conditional Use Permit)  
APN: 963-040-001

Dear Ms. Bowdan:

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 County of Riverside Case No. CUP180023 (Conditional Use Permit), a proposal to construct a retail and fueling facility including a 7,250 square foot convenience store, a 1,870 square foot unmanned car wash tunnel, and 16 fueling pump stations on 4.16 acres located on the southeast corner of Auld Road and Leon Road in the unincorporated community of French Valley. (The convenience store includes a pick-up window where customers will pick up their online pre-ordered merchandise. There is no proposed interior dining area.)

The site is located within Airport Compatibility Zone D of the French Valley Airport Influence Area (AIA). Within Compatibility Zone D of the French Valley Airport Influence Area, non-residential intensity is limited to an average of 150 persons per acre and a maximum of 450 persons within any given single-acre area.

The project includes a 7,250 square foot convenience store (with 3 vehicle stacking areas), a 1,870 square foot automatic carwash tunnel (with 4 vehicle stacking areas), and 16 fueling pump stations, which would cumulatively accommodate a total of 100 people, resulting in an average intensity of 24 persons per acre and a single-acre intensity of 100 persons, both of which are consistent with Zone D intensity criteria.

The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (AMSL). At a distance of approximately 2,966 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,376.6 feet AMSL. The building pad elevation is 1,372 feet AMSL. With a maximum building height of 29 feet, the top point elevation would be 1,401 feet. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAA OES) was required. The applicant submitted Form 7460-1 for FAA OES review. A Determination of No Hazard to Air Navigation letter was issued for Aeronautical Study No. 2018-AWP-16583-OE on November 27, 2018, and the

applicable conditions included therein have been incorporated into this letter.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, provided that the County of Riverside 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 and shall comply with Riverside County Ordinance No. 655. Outdoor lighting shall be downward facing.
2. The review of this project is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site as hazards to flight.
  - (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 the tenants of the buildings, and shall be recorded as a deed notice.
4. The following uses/activities are specifically prohibited at this location due to their propensity to attract birds: aquaculture; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; artificial marshes; and wastewater management facilities.
5. Any new detention basins or water quality management 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.
6. The project has been evaluated as consisting of 7,250 square foot convenience store (with 3 vehicle stacking areas), a 1,870 square foot automatic carwash tunnel (with 4 vehicle stacking areas), and 16 fueling pump stations. (The convenience store was evaluated at a



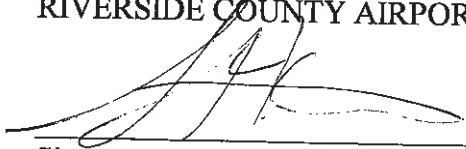
retail occupancy (1 person per 115 square feet of floor area). Any increase in building area, change in use, or modification of the building will require an amended review to evaluate consistency with the ALUCP compatibility criteria.

7. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-16583-OE) and has determined that neither marking nor lighting of the structure(s) 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 2 and shall be maintained in accordance therewith for the life of the project.
8. The proposed buildings shall not exceed a height of 29 feet above ground level and a maximum elevation at top point of 1,401 feet above mean sea level.
9. The maximum height and top point elevation specified above 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.
10. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 29 feet in height and a maximum elevation of 1,401 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 any individual building 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://oeaaa.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 applicable structure(s).

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity  
Aeronautical Study No. 2018-AWP-16583-OE

cc: Michael Ramirez, Beyond Food Mart/Alrahaman LLC (applicant/property owner)  
Vince Yzaguirre, Assistant Director, Riverside County Economic Development Agcy.  
Liliana Valle, Airports Manager, Riverside County Economic Development Agency  
ALUC Case File

Y:\AIRPORT CASE FILES\French Valley\ZAP1085FV18\ZAP1085FV18.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.  
 2018-AWP-16583-OE

Issued Date: 11/27/2018

MICHAEL RAMIREZ  
 BEYOND  
 4300 EDISON AVENUE  
 CHINO, CA 91710

**\*\* 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:	Building BEYOND CANOPY
Location:	MURRIETA, CA
Latitude:	33-34-59.00N NAD 83
Longitude:	117-07-05.00W
Heights:	1372 feet site elevation (SE)
	29 feet above ground level (AGL)
	1401 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 2.

This determination expires on 05/27/2020 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

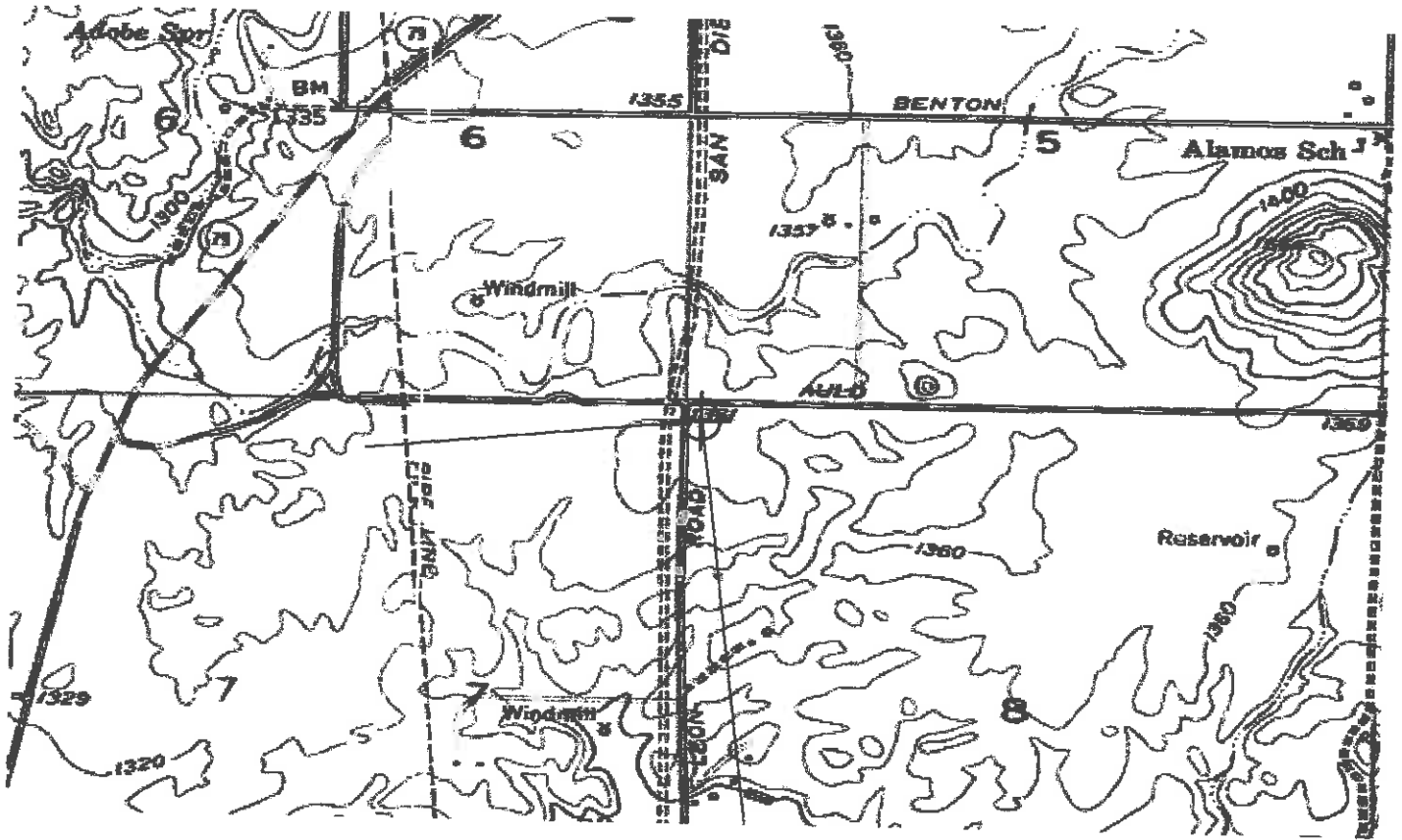
If we can be of further assistance, please contact our office at (424) 405-7642, or [ladonna.james@faa.gov](mailto:ladonna.james@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-16583-OE.

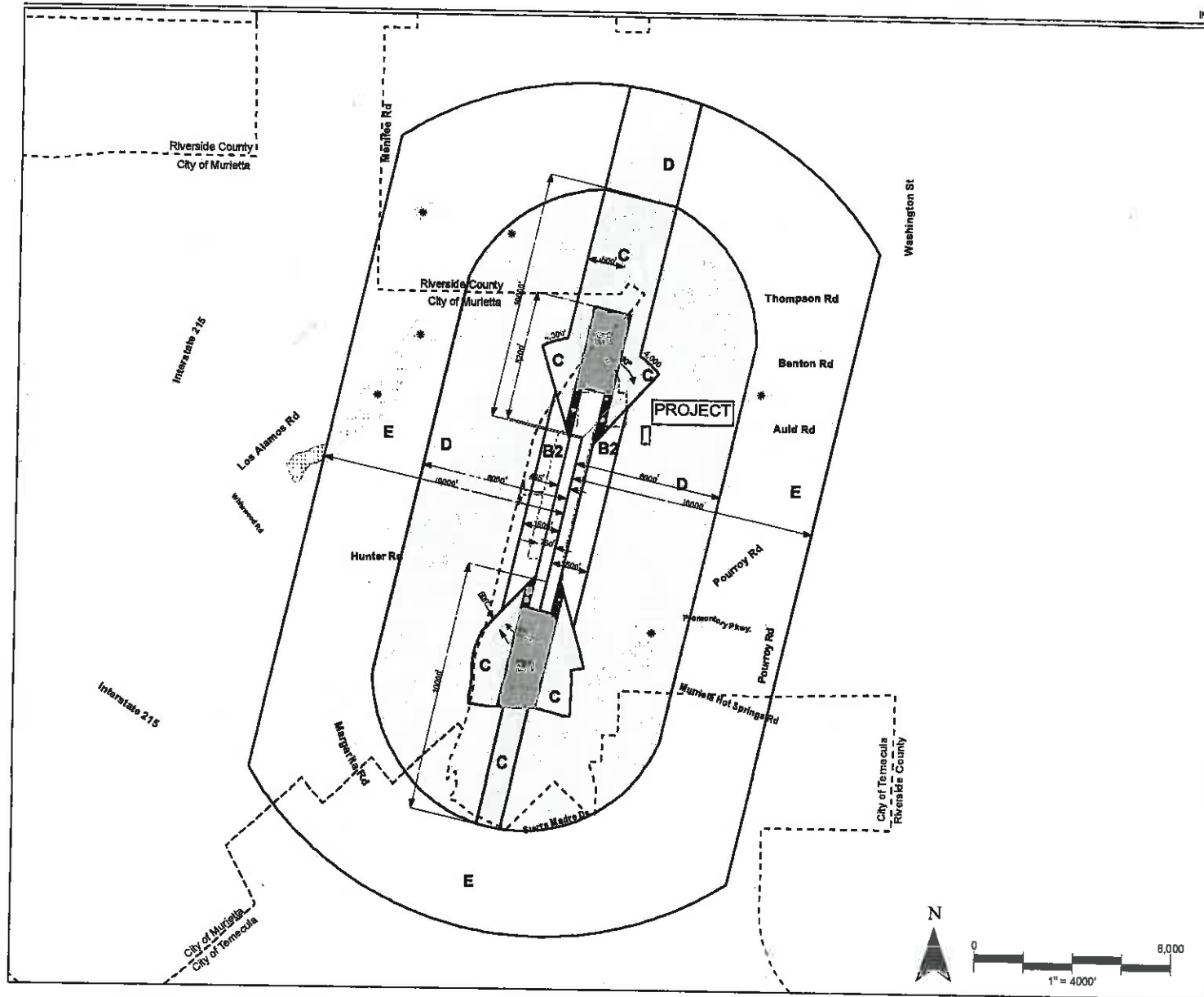
**Signature Control No: 388768467-390884543**

LaDonna James  
Technician

( DNE )

Attachment(s)  
Map(s)





**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

\* Height Review Overlay Zone

**Note**

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 from compatibility criteria associated with this map.

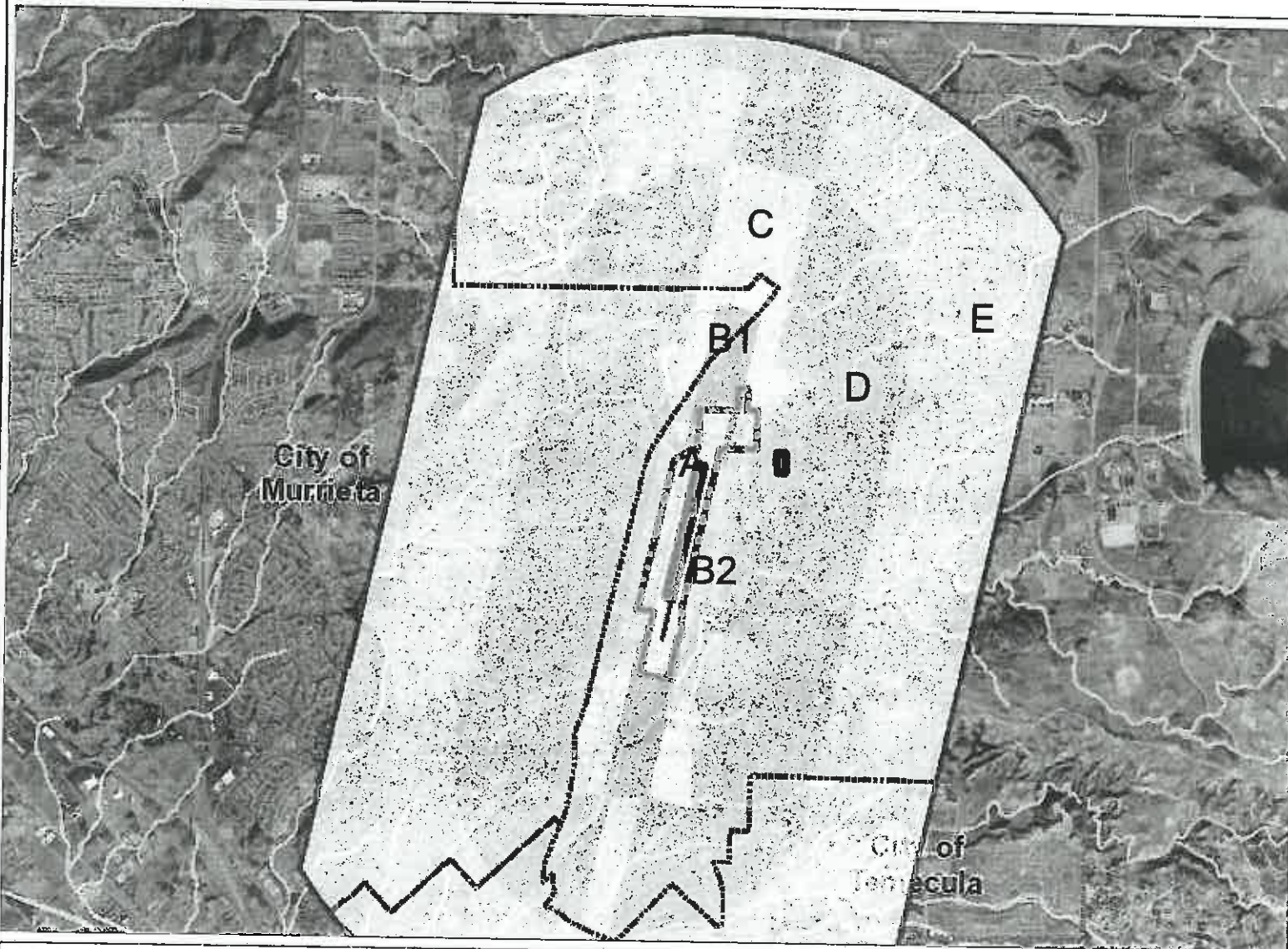
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document

(April 2010)

Map FV-1

**Compatibility Map**  
 French Valley Airport

# Map My County Map



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



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

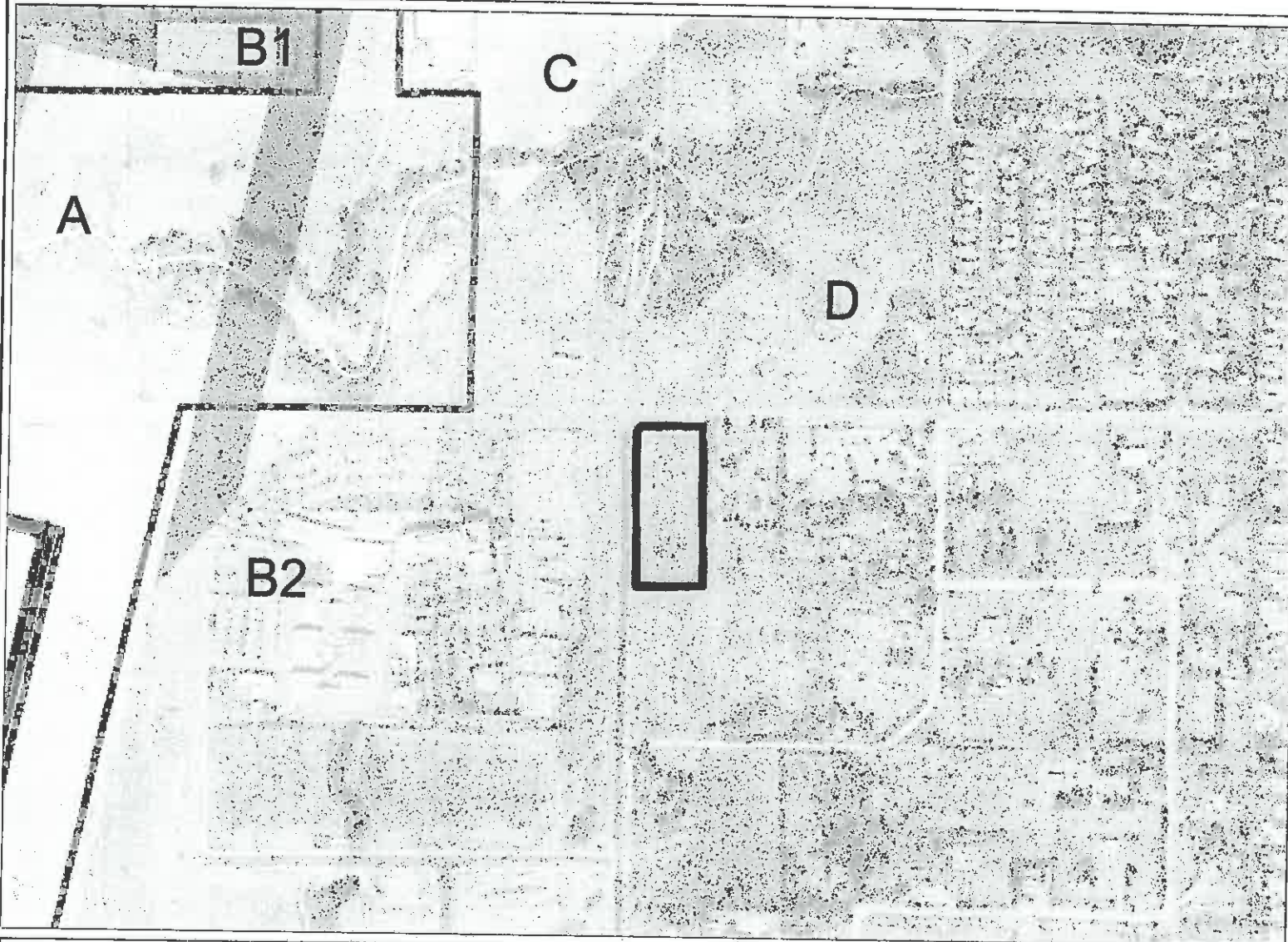


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**Notes**

# Map My County Map



## Legend

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



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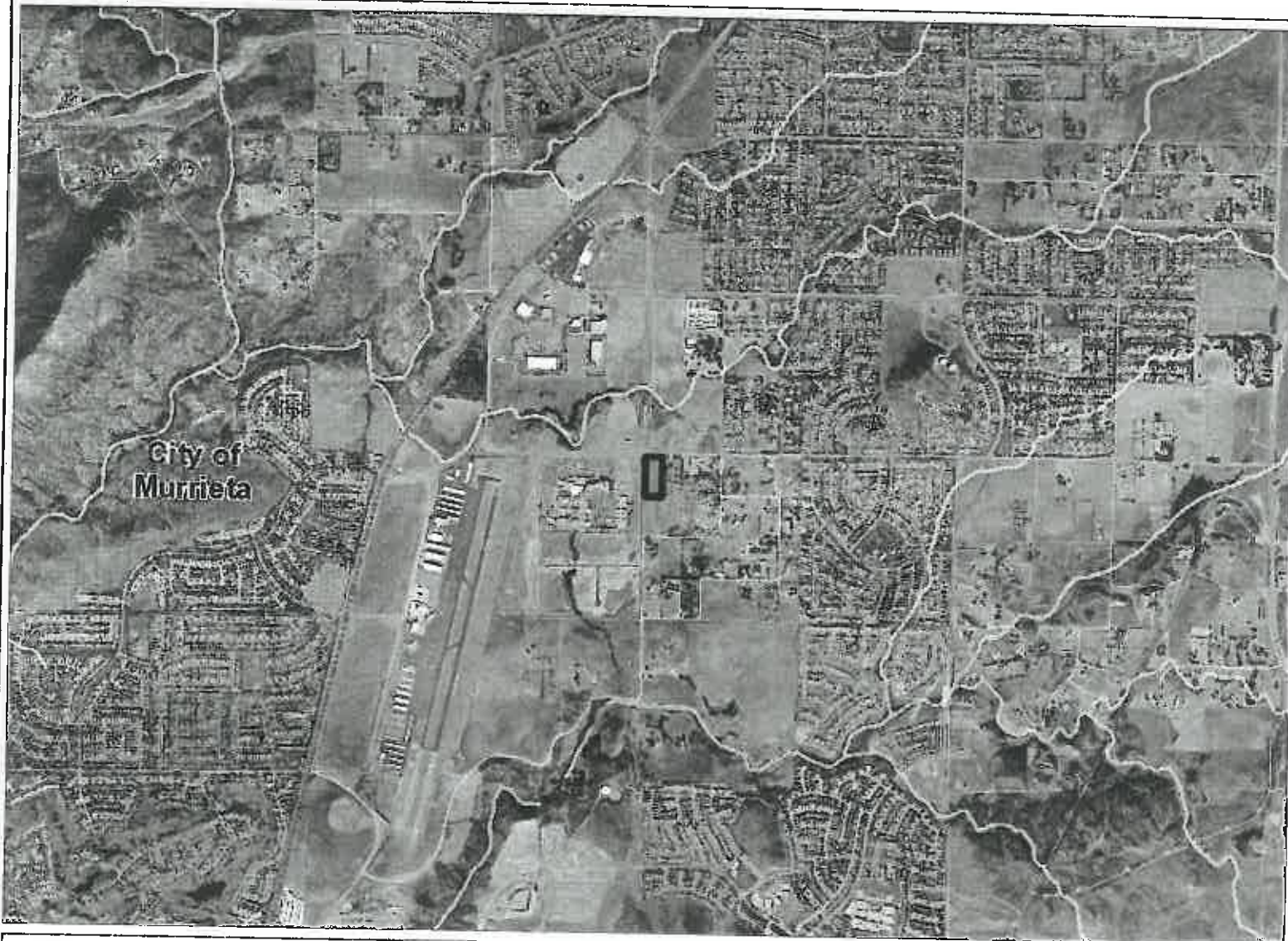
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## Notes



# Map My County Map



Los Angeles



San Diego

Tijuana

Mexico

## Legend

Blue Line Streams

City Areas

World Street Map



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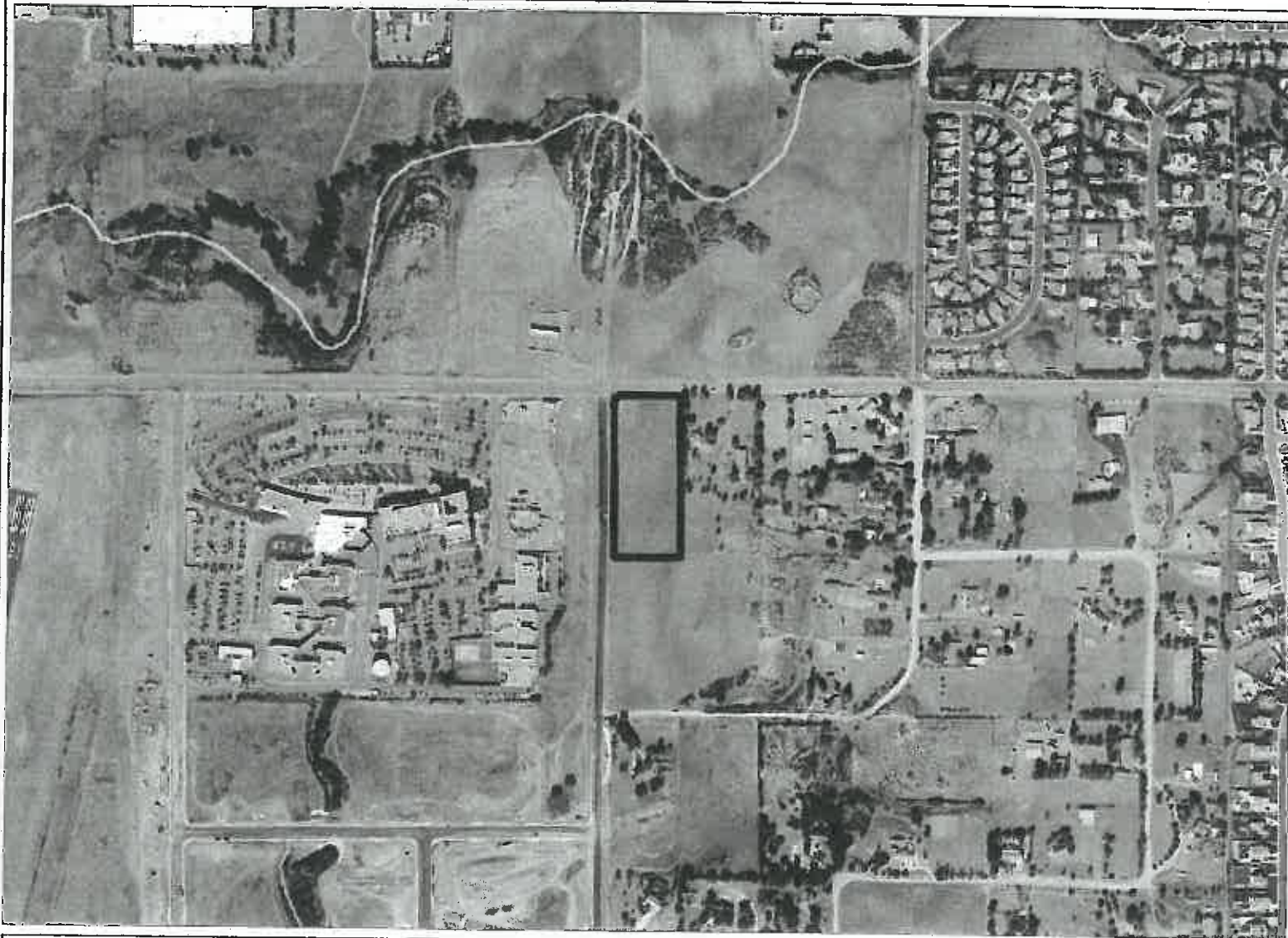
## Notes



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# Map My County Map



Los Angeles






San Diego

Tijuana

Mexico

## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

0 770 1,539 Feet

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# New Development of A Gas Station, C-Store W/ Drive Thru and Carwash Tunnel

SE CORNER OF AULD RD. & LEON RD.,  
FRENCH VALLEY, COUNTY OF RIVERSIDE

## Project Directory

OWNER:  
SATER BROS  
4300 EDISON AVE.  
CHINO, CA 91710  
TEL: (909) 455-4101  
FAX: (909) 506-8836

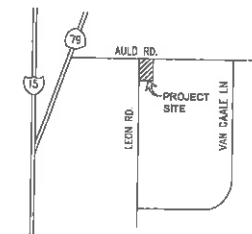
ARCHITECT & CIVIL ENGINEER:  
WINSTON LIU, P.E.  
TOM LAU, AIA  
VIEW LAND DESIGN CONSULTANTS  
2335 W. FOOTHILL BLVD., SUITE 1,  
UPLAND, CA 91788  
TEL: (909) 808-7116  
FAX: (909) 948-1137

## Legal Description

APN# 963 040 001 3  
LEGAL:  
LOT 1 OF TRACT 11,344, IN THE COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA, AS SHOWN BY MAP ON THE FILE  
IN BOOK 109, PAGES 15-18 OF MAPS, COUNTY OF RIVERSIDE

## Vicinity Map

N. T. S.

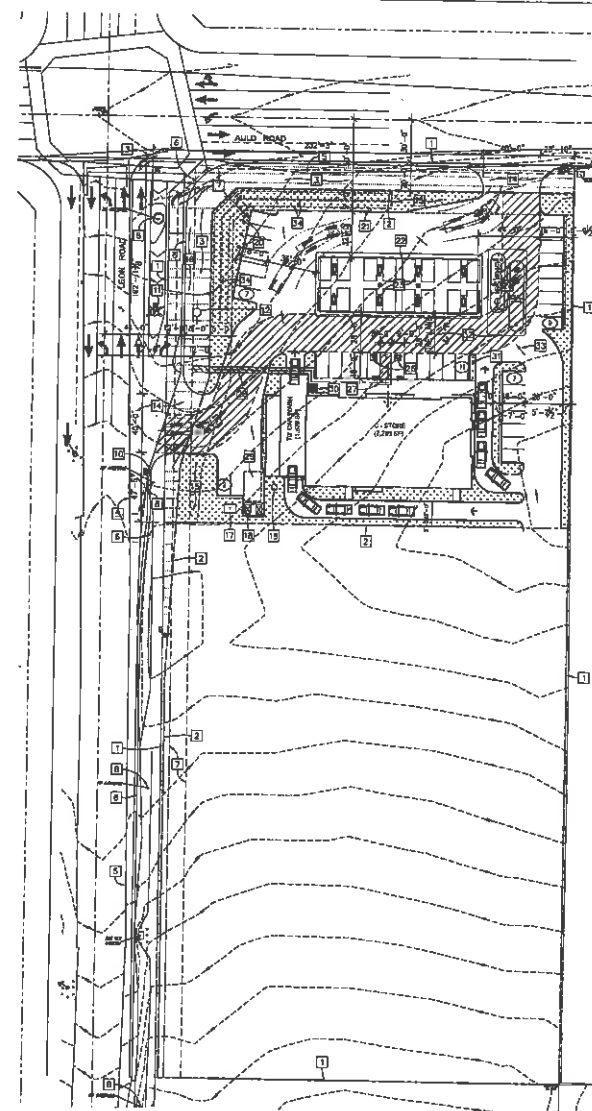


## Planning Dept Notes

- HAZARDOUS MATERIALS BRANCH: FOR THE GAS STATION, PRIOR TO ISSUANCE OF A BUILDING AND SAFETY PERMIT, UNDERGROUND STORAGE TANKS AND HANDLING OF ANY HAZARDOUS MATERIALS / WASTES WILL BE REVIEWED BY HMMB TO ENSURE COMPLIANCE WITH APPLICABLE CALIFORNIA HEALTH AND SAFETY CODES, ORDINANCE AND OTHER REGULATIONS. AN ANNUAL OPERATING PERMIT WILL BE REQUIRED.
- CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE HAZARDOUS MATERIALS DIVISION PRIOR TO THE INSTALLATION OF THE UNDERGROUND STORAGE TANK (UST) SYSTEM. CONTACT THE HAZARDOUS MATERIALS MANAGEMENT BRANCH (HMMB) AT (951) 358-5055 FOR APPLICATION AND REQUIREMENTS.
- HAZARDOUS MATERIALS ARE NOT ACCEPTED AT RIVERSIDE COUNTY LANDFILLS. IN COMPLIANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS AND ORDINANCES, ANY HAZARDOUS WASTE GENERATED IN ASSOCIATION WITH THE PROJECT SHALL BE DISPOSED OF AT A PERMITTED HAZARDOUS WASTE DISPOSAL FACILITY. HAZARDOUS WASTE MATERIALS INCLUDE, BUT ARE NOT LIMITED TO, PAINT, BATTERIES, OIL, ASBESTOS, AND SOLVENTS. FOR FURTHER INFORMATION REGARDING THE DETERMINATION, TRANSPORT, AND DISPOSAL OF HAZARDOUS WASTE, PLEASE CONTACT THE RIVERSIDE COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH, ENVIRONMENTAL PROTECTION AND OVERSIGHT DIVISION.
- AB 341 FOCUSES ON INCREASED COMMERCIAL WASTE RECYCLING AS A METHOD TO REDUCE GREENHOUSE GAS (GHG) EMISSIONS. THE REGULATION REQUIRES BUSINESS AND ORGANIZATIONS THAT GENERATE FOUR OR MORE CUBIC YARDS OF WASTE WEEK TO RECYCLE. A BUSINESS SHALL TAKE AT LEAST ONE OF THE FOLLOWING ACTIONS IN ORDER TO REUSE, RECYCLE, COMPOST, OR OTHERWISE DIVERT COMMERCIAL SOLID WASTE FROM DISPOSAL:
  - SOURCE SEPARATE RECYCLABLE AND / OR COMPOSTABLE MATERIAL FROM SOLID WASTE AND DONATE OR SELF-HAUL THE MATERIAL TO RECYCLING FACILITIES.
  - SUBSCRIBE TO A RECYCLING SERVICE WITH WASTE HAULER.
  - PROVIDE RECYCLING SERVICE TO TENANTS.
  - DEMONSTRATE COMPLIANCE WITH THE REQUIREMENTS OF CALIFORNIA CODE OF REGULATIONS TITLE 14.
- AB 1826 (EFFECTIVE APRIL 1, 2016) REQUIRES BUSINESSES THAT GENERATE 8 CUBIC YARDS OR MORE OF ORGANIC WASTE PER WEEK TO ARRANGE FOR ORGANIC WASTE RECYCLING SERVICES. THE THRESHOLD AMOUNT OF ORGANIC WASTE GENERATED REQUIRING COMPLIANCE BY BUSINESSES IS REDUCED IN SUBSEQUENT YEARS. BUSINESSES SUBJECT TO AB 1826 SHALL TAKE AT LEAST ONE OF THE FOLLOWING ACTIONS IN ORDER TO DIVERT ORGANIC WASTE FROM DISPOSAL:
  - SOURCE SEPARATE ORGANIC MATERIAL FROM ALL OTHER RECYCLABLES AND DONATE OR SELF-HAUL TO A PERMITTED ORGANIC WASTE PROCESSING FACILITY.
  - ENTER INTO A CONTRACT OR WORK AGREEMENT WITH GARDENING OR LANDSCAPING SERVICE PROVIDER OR REFUSE HAULER TO ENSURE THE WASTE GENERATED FROM THOSE SERVICES MEET THE REQUIREMENTS OF AB 1826.

## Reference Notes

- (E) PROPERTY LINES.
- PROPOSED PROPERTY LINES
- DOTTED AREA INDICATED STREET DEDICATION AREA.
- (E) CONC. CURB AND GUTTER TO REMAIN.
- REMOVE & DISPOSE (E) CONC. CURB AND GUTTER.
- (N) CONC. CURB AND GUTTER, SEE CIVIL PLAN.
- (E) EASEMENT, SEE CIVIL PLAN.
- (E) POWER POLE & GUY WIRE TO REMAIN.
- (E) UTILITY TO REMAIN.
- RELOCATE (E) UTILITY, SEE CIVIL PLAN.
- RELOCATE (E) FIRE HYDRANT.
- (N) LOCATION OF FIRE HYDRANT.
- (E) DRIVEWAY APPROACH TO REMAIN.
- (N) DRIVEWAY APPROACH, SEE CIVIL PLAN.
- LANDSCAPE AREA.
- CONC. PAVED SIDEWALK.
- TRANSFORMER PAD.
- TRASH ENCLOSURE W/ ROOF.
- HEAVY TANK.
- VACUUM @ 4 LOCATIONS.
- AIR / WATER TOWER.
- 11' x 39' CANOPY.
- MPD PUMP @ 8 LOCATIONS.
- UNDERGROUND STORAGE TANKS.
- MONUMENT SIGN.
- ACCESSIBLE PARKING @ 2 LOCATIONS.
- ACCESSIBLE RAMP.
- 4'-0" WIDE PATH OF TRAVEL.
- LOADING / UNLOADING.
- BIKE RACK PER CITY'S STANDARD.
- TRASH RECEPTACLE.
- 26'-0" WIDE FIRE LANE.
- SHEET OF FLOW, SEE GRADING PLAN.
- WOMP BASIN, SEE GRADING PLAN.



Proposed Site Plan SCALE: 1" = 40'-0"

## Scope of Work

NEW CONSTRUCTION OF A SERVICE STATION WITH CANOPY, UNDERGROUND STORAGE TANKS, A GAS STATION WITH THRU DRIVE AND CARWASH.

## Project Data

PROJECT ADDRESS SE CORNER OF AULD RD. & LEON RD.,  
FRENCH VALLEY, CA 92563  
COUNTY OF RIVERSIDE

APN#	?
ZONING	COMMERCIAL
CONSTRUCTION TYPE	VA
OCCUPANCY	A2, B & N
LOT SIZE (GROSS)	181,324± S.F. (4.16± ACRE)
LOT SIZE (NET)	169,080± S.F. (3.88± ACRE) AFTER DEDICATION
BUILDING AREA	7,250 S.F. (C-STORE), 1,870 S.F. (CARWASH TUNNEL & EQUIPMENT ROOM)
BUILDING HEIGHT	29'-0"
PARKING REQUIREMENT	REQUIRED PROVIDED
7,050 S.F. (1/ 250)	28 STALLS 36 STALLS
LOADING/UNLOADING	1 STALL 1 STALL
COVERAGE	8.36%
LANDSCAPE AREA	11,441 S.F.

## Legend

- ← PATH OF TRAVEL
- △ (E) FIRE HYDRANT & CONNECTION
- +○+ PROPOSED FIRE HYDRANT & CONNECTION

Stacking Exhibit (10/25/18)  
ZAP 1085 FV18 FAA REVIEW



VIEW LAND DESIGN CONSULTANTS INC.  
ARCHITECTURE, CIVIL ENGINEERING & INTERIOR  
2335 W. FOOTHILL BLVD., STE 1, UPLAND, CA 91788  
PHONE: (909) 808-7116 FAX: (909) 948-1137

PROJECT: NEW GAS STATION, C-STORE WITH DRIVE THRU & CARWASH TUNNEL  
ADDRESS: SE CORNER OF AULD RD. & LEON RD., FRENCH VALLEY, COUNTY OF RIVERSIDE, CA  
CLIENT: SATER BROS. CO. INC.

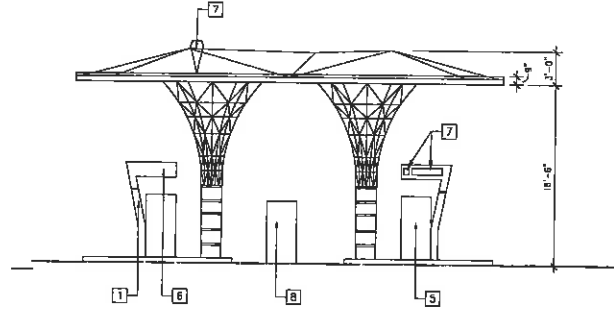
## CONCEPTUAL SITE PLAN

KEY MAP	SEAL/STAMP
JOB NO.	TL
DRAWN BY:	TL
SUPERVISED BY:	TL
CHECKED BY:	TL
IN CHARGE:	TL
PERMIT SET	TL
IND SET	TL
REVISIONS	
△ PLANNING SUBMITTAL 02/24/2018	
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SHEET NO:  
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OF SHEETS  
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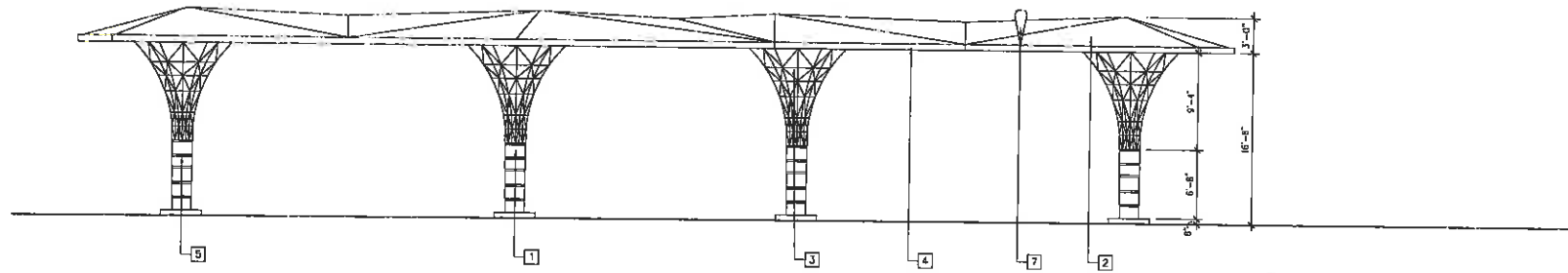
**Colors & Materials**

- 1 PERFORATED METAL PANEL  
DRAINER OR EQUAL,  
18-GAUGE, ROUND HOLE SHAPE,  
STAGGERED HOLE PATTERN.  
COLOR: SHERWIN WILLIAMS  
FORS PURE WHITE-250-C1
- 2 ALUM. SHEET METAL  
MID DESIGN OR EQUAL,  
HORIZONTAL CORRUG.  
PATTERN: RHP
- 3 ACRYLIC WITH METAL FRAME  
- BACK LIT
- 4 LED LIGHT STRIP
- 5 LED LIGHTS
- 6 FLUOROPOLYMER WITH LED LIGHT
- 7 SIGNAGE BY OTHERS
- 8 PVC UNITS



Proposed East/West Canopy Elevation

SCALE: 3/16" = 1'-0"



Proposed North/South Canopy Elevation

SCALE: 3/16" = 1'-0"



WAVY LAND DESIGN CONSULTANTS INC.  
ARCHITECTURE, CIVIL ENGINEERING & INTERIOR  
2335 W. FOOTHILL BLVD., STE. 1, UPLAND, CA 91786  
PHONE: (909) 938-7118 FAX: (909) 942-1133

PROJECT: NEW GAS STATION, C-STORAGE WITH  
DRIVE THRU & CARWASH TUNNEL  
ADDRESS: SE CORNER OF AND RD. & LEVIN RD.  
FRENCH VALLEY, COUNTY OF RIVERSIDE, CA  
CLIENT: BROS  
4 PM AVE.  
31710

PROPOSED CANOPY  
ELEVATIONS  
(GAS STATION)

SHEET TITLE:

KEY MAP SEAL/STAMP

JOB NO. \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 SUPERVISED BY: TL  
 CHECKED BY: TL  
 PLAN CHECK \_\_\_\_\_  
 PERMIT SET \_\_\_\_\_  
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**REVISIONS**

△	PLANNING SUBMITTAL 07/24/2018
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OF SHEETS  
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WWD LAND DESIGN CONSULTANTS INC.  
ARCHITECTURE, CIVIL, ENGINEERING & INTERIOR

2335 W. TUCULUP BLVD., STE 1, LUFKIN, CA 95706  
PHONE (925) 886-7118 FAX (925) 846-1115

PROJECT: NEW GAS STATION, C-STORE WITH DRIVE THRU & CARWASH TUNNEL  
ADDRESS: SE CORNER OF AULD RD. & LEON RD., FRENCH VALLEY, COUNTY OF RIVERSIDE, CA  
CLIENT: SA 98ROS IN AVE. 4 & G 11710

FLOOR PLAN  
(C-STORE AND CAR WASH)

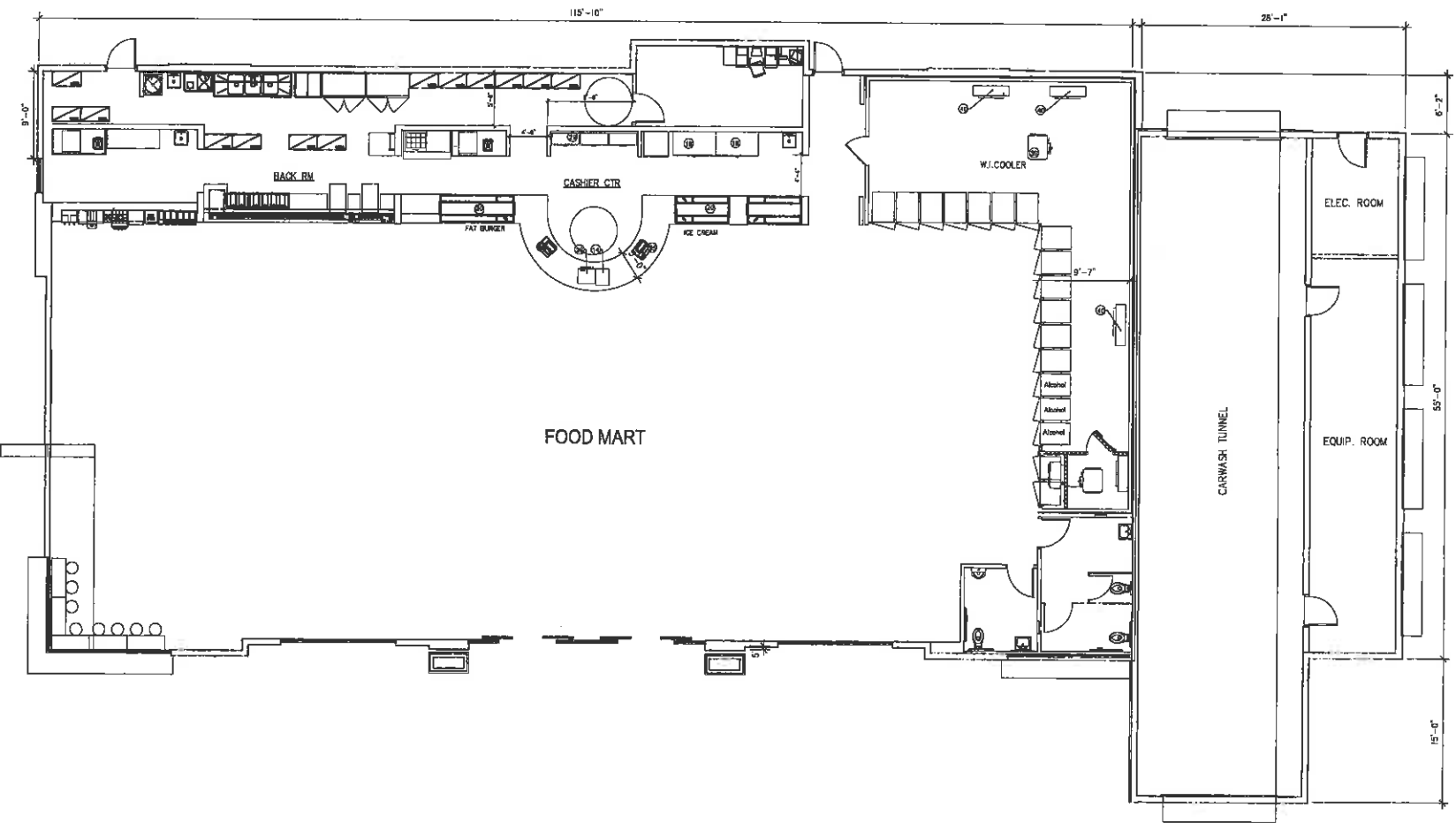
KEY MAP SEAL/STAMP

JOB NO. \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
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REVISIONS

NO.	REVISION	DATE
1	PLANNING SUBMITTAL	07/24/2018

SHEET NO: **A 2.01**  
OF SHEETS  
SHEET



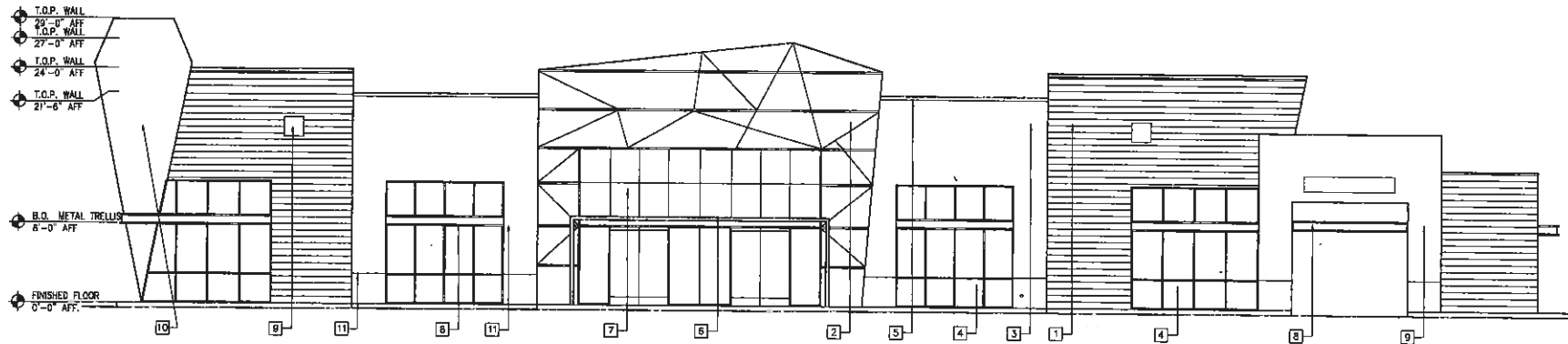
Proposed Floor Plan



SCALE: 3/16" = 1'-0"

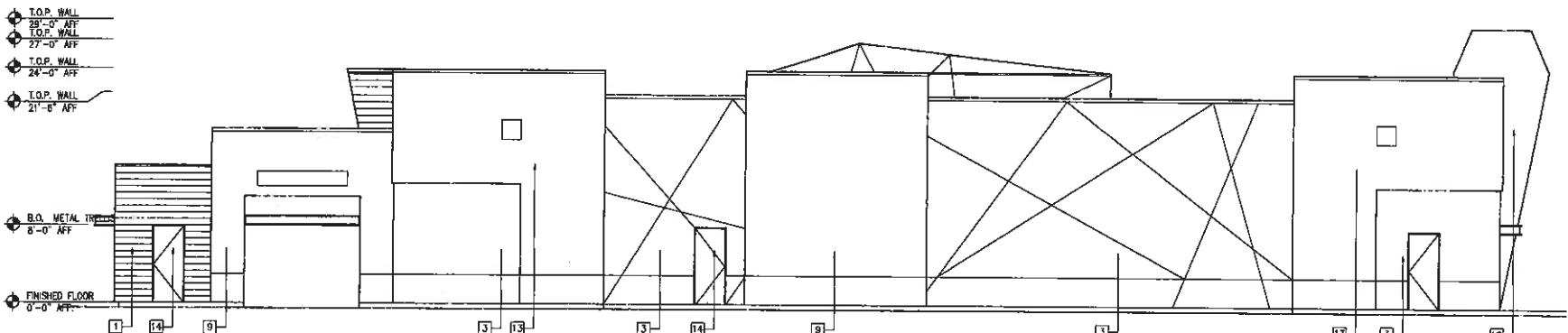
**Colors & Materials**

1 CEMENT BOARD SIDING COLOR: ESPRESSO	VINTAGE WOOD, NICHHA OR EQUAL COLOR: ESPRESSO	9 STUCCO FINISH COLOR: SHERWIN WILLIAMS 7037 BALANCED BOGE-249-C2	10 GLASS CURTAIN WALL FROSTED GLASS
2 ALUMINUM PERFORATED METAL PANEL COLOR: SHERWIN WILLIAMS 7037 BALANCED BOGE-249-C2	GRANITE OR EQUAL 1/8" GAUGE, ROUND HOLE SHAPE, STAGGERED HOLE PATTERN COLOR: SHERWIN WILLIAMS 7037 BALANCED BOGE-249-C2	11 3/4" FRY REVEAL COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1	12 GLASS/ALUM WINDOW CLEAR GLASS/CLEAR ANODIZED
3 STUCCO FINISH COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1	CLEAR ANODIZED	13 STUCCO FINISH COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6	14 METAL DOOR AND FRAME COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1 (METALLIC)
4 GLASS/ALUM STOREFRONT	CLEAR ANODIZED	15 WALL PLANTERS HARDIE PLANK SHERWIN WILLIAMS, COLOR: SW7586 STOLEN KISS-275-C1	16 WALL PLANTERS SHERWIN WILLIAMS, COLOR: SW7586 STOLEN KISS-275-C1
5 METAL COPING COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1	COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6	17 LAP SIDING HARDIE PLANK SHERWIN WILLIAMS, COLOR: SW7840 SMOKEHOUSE 249-C6	
6 ALUMINUM PERFORATED METAL PANEL COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6			
7 GLASS CURTAIN WALL CLEAR GLASS			
8 STEEL CHANNEL COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6			



North Elevation

SCALE: 3/16" = 1'-0"



South Elevation

SCALE: 3/16" = 1'-0"



NEW LAND DESIGN CONSULTANTS INC.  
ARCHITECTURE, CIVIL ENGINEERING & INTERIOR  
2335 B FOOTBALL BLVD., STE 1, UPLAND, CA 91786  
PHONE: (909) 938-7118 FAX: (909) 938-1137

PROJECT: NEW GAS STATION, C-STORE WITH  
DRIVE THRU & CARWASH TUNNEL  
ADDRESS: SE CORNER OF AULD RD. & LEON RD.  
FRENCH VALLEY, COUNTY OF RIVERSIDE, CA  
CLIENT: SATYAN BROS  
714 AVENUE  
C

PROPOSED ELEVATIONS  
(C-STORE AND CAR WASH)

SHEET TITLE:

KEY MAP SEAL/STAMP

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SUPERVISED BY: \_\_\_\_\_  
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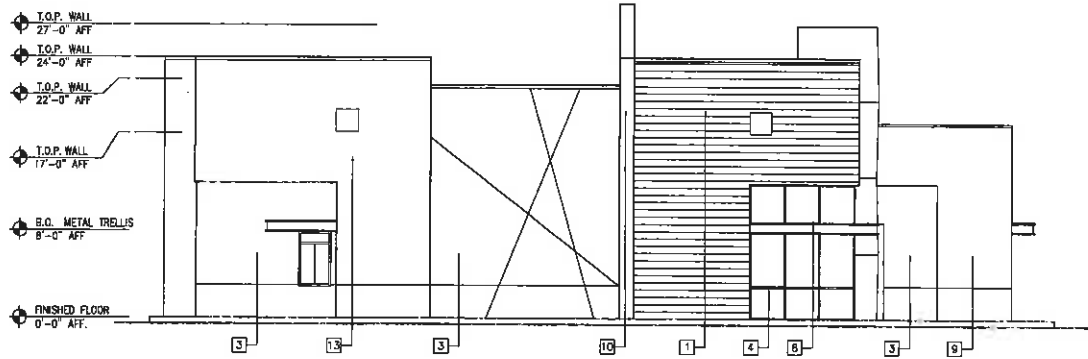
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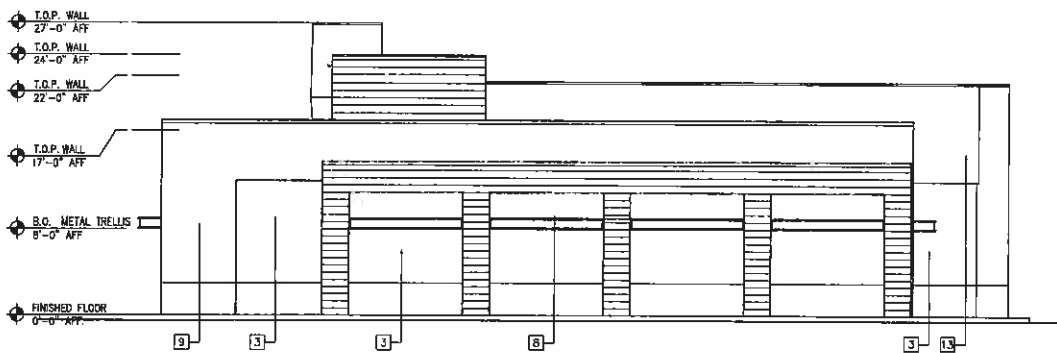
**Colors & Materials**

1 CEMENT BOARD SIDING	VINTAGE WOOD, RICHPIA OR EQUAL COLOR: ESPRESSO	9 STUCCO FINISH	COLOR: SHERWIN WILLIAMS 7037 BALANCED BEIGE-249-C2
2 ALUMINUM PERFORATED METAL PANEL	GRANICER OR EQUAL 16-GAUGE, ROUND HOLE SHAPE, STAGGERED HOLE PATTERN COLOR: SHERWIN WILLIAMS 7037 BALANCED BEIGE-249-C2	10 GLASS CURTAIN WALL	FROSTED GLASS
3 STUCCO FINISH	COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1	11 3/4" FRY REVEAL	COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1
4 GLASS/ALUM STOREFRONT	CLEAR ANODOZED	12 GLASS/ALUM WINDOW	CLEAR GLASS/CLEAR ANODOZED
5 METAL COPING	COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1	13 STUCCO FINISH	COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6
6 ALUMINUM PERFORATED METAL PANEL	COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6	14 METAL DOOR AND FRAME	COLOR: SHERWIN WILLIAMS 7005 PURE WHITE-255-C1 (METALLIC)
7 GLASS CURTAIN WALL	CLEAR GLASS	15 WALL PLANTERS	HARDIE PLANK SHERWIN WILLIAMS, COLOR: SW7586 STOLEN KISS-275-C1
8 STEEL CHANNEL	COLOR: SHERWIN WILLIAMS 7040 SMOKEHOUSE-249-C6	16 WALL PLANTERS	SHERWIN WILLIAMS, COLOR: SW7588 STOLEN KISS-275-C1
		17 LAP SIDING	HARDIE PLANK SHERWIN WILLIAMS, COLOR: SW7040 SMOKEHOUSE-249-C6



East Elevation

SCALE: 3/16" = 1'-0"



West Elevation

SCALE: 3/16" = 1'-0"



WYNN LAND DESIGN CONSULTANTS INC.  
ARCHITECTURE, CIVIL ENGINEERING & INTERIOR  
2325 W. TOWNLAND BLVD., STE 1, UPLAND, CA 91786  
PHONE: (909) 808-3118 FAX: (909) 808-1137

PROJECT: NEW GAS STATION, C-STORE WITH  
DRIVE THRU & CARWASH TUNNEL  
ADDRESS: SE CORNER OF A4.0 RD. & LEON RD.  
FRENCH VALLEY, COUNTY OF RIVERSIDE, CA  
CLIENT: SA 1<sup>ST</sup> & BROS  
300 W. MAIN ST.  
DANA POINT, CA 92629

PROPOSED ELEVATIONS  
(C-STORE AND CAR WASH)

KEY MAP SEAL/STAMP

JOB NO. \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 SUPERVISED BY: TL  
 CHECKED BY: TL  
 PLAN CHECK \_\_\_\_\_  
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**REVISIONS**

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OF SHEETS

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**PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	WUCOLS FACTOR
<b>TREES</b>					
	Camellia x 'AZT'	Thornless Palo Verde	24" box	Multi-Trunk	Moderate
	Prunus x 'AZT'	Thornless chilton meagraft	24" box	Standard trunk	Moderate
	Logstroemia l. 'nicotiana'	Crape Myrtle	24" box	Multi-Trunk	Moderate
	Lonicera confertus	Briarbane box	24" box	Standard trunk	Moderate
	Arbutus 'Marina'	Marino Strawberry Tree	24" box	Standard trunk	Low
<b>SHRUBS</b>					
	Hesperaloe parviflora	Red Yucca	1 gal		Low
	Mikania laevis	Pink Muriel	5 gal		Low
	Ligustrum japonicum 'Texanum'	Waxleaf Privet	5 gal		Moderate
	Bougainvillea 'Rosea'	Rosea Bougainvillea	5 gal		Low
	Lantana 'New Gold'	New Gold Lantana	5 gal		Low
	Agave attenuata	Fox Tail Agave	5 gal		Low
<b>PERENNIALS</b>					
	Aloe striata	Coral Aloe	1 gal		Low
	Anigaeonthe 'Bush Ranger'	Dwarf Kangaroo Paw	1 gal		Low
<b>GROUND COVERS</b>					
	Senecio mandraliscae	Blue Chalk Sticks	flats		Low
	Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary	flats		Low
		3" Layer of 3/4" palm springs gold gravel			

**NOTE: ALL PLANTING AREAS WILL BE IRRIGATED WITH A WEATHER SMART IRRIGATION CONTROLLER TO MEET CITY WATER ORDINANCE.**

**MAWA CALCULATIONS**

**Point of Connection # 1**

Maximum Applied Water Allowance (MAWA)  
 Total MAWA = (ETo x 0.55 x LA x 0.82) = Gallons per year for LA

where:  
 MAWA = Maximum Applied Water Allowance (gallons per year)  
 ETo = Reference Evapotranspiration (gallons per year)  
 0.55 = Evapotranspiration Adjustment Factor (ETAF) not-sprinkled  
 0.82 = Conversion factor (to gallons per square foot)  
 LA = Landscaped Area (square feet)  
 LA = Landscaped Area (square feet)  
 0.82 = Conversion factor (to gallons per square foot)

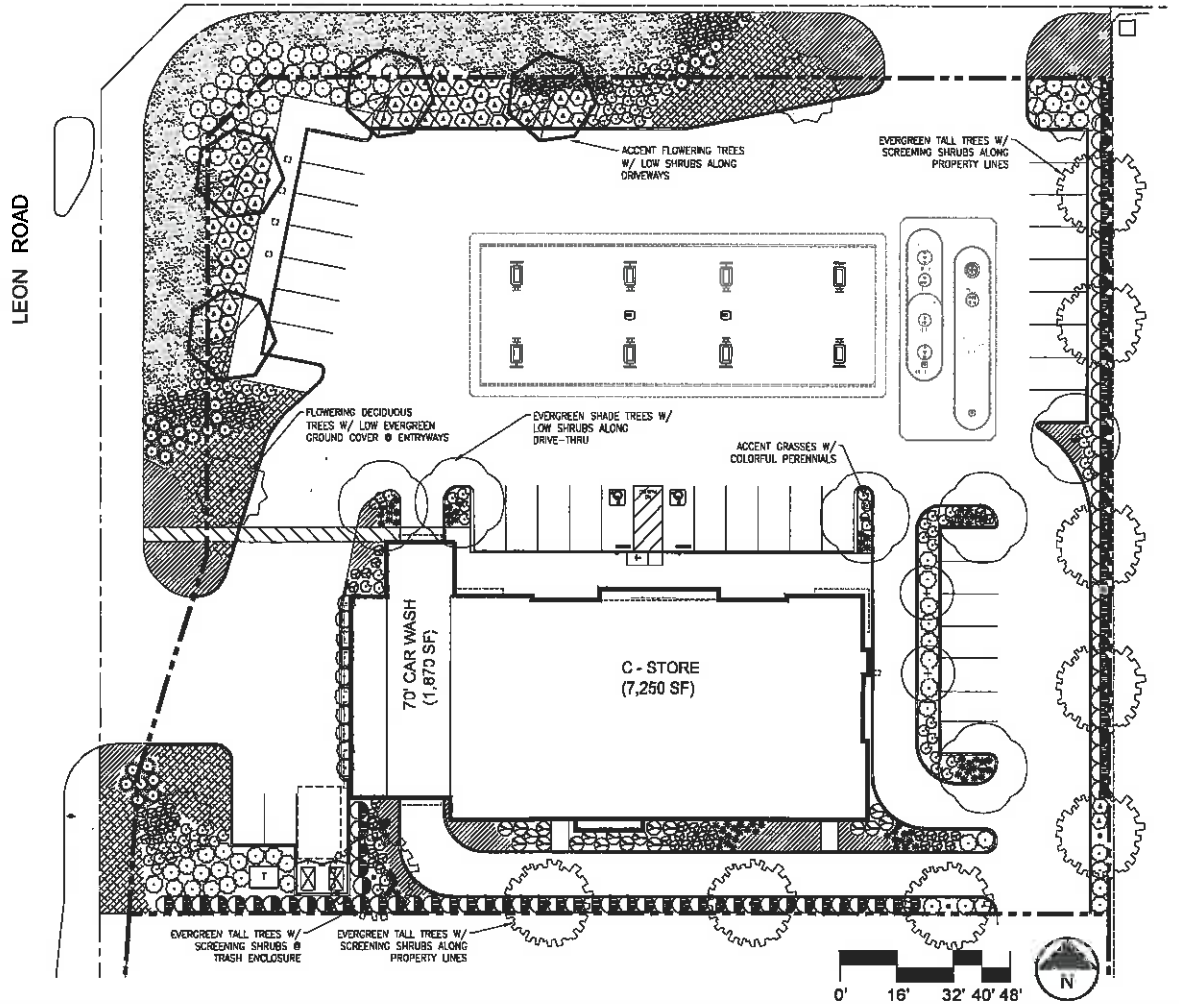
MAWA Calculation	ETo	ETAF	LA or SLA (sq ft)	Conversion	MAWA (Gallons Per Year)
MAWA for Law	58.7	0.45	17,028	0.82	369,339.00
Total MAWA =			17,028		289,339.00 Gal./Year

**Estimated Applied Water Lag**  
 EAWU = ETo x Kc x LA x 0.82 + EI = Gallons per year

where:  
 EAWU = Estimated Applied Water Lag (gallons per year)  
 ETo = Reference Evapotranspiration Appendix C (inches per year)  
 Kc = Landscape Coefficient  
 LA = Landscaped Area (square feet)  
 0.82 = Conversion factor (to gallons per square foot)  
 EI = Irrigation Efficiency

EAWU Calculation	ETo	Kc	LA	Conversion	EI	EAWU (Gallons per year)
(Typ) Low Water Using Shrub	58.7	0.2	12,603	0.82	0.81	109,394.00
Non-irrigated Landscape Area			4,423			0 Gal./Year
Total EAWU =			17,028			109,394.00 Gal./Year

**AULD ROAD**



**PLANTING NOTES**

- Contractor is to review plans, verify site conditions and plant quantities prior to installation. Contractor shall take sole responsibility for any cost incurred due to damage of existing utilities. Plant material quantities are listed for the convenience of the Contractor. Actual number of species shall have priority over quantity. Coordinate with the Owner and these plans or within these plans shall be brought to the attention of the Landscape Architect prior to landscape installation. Any deviation(s) from the plans or specifications will require written approval from the Owner and/or Landscape Architect. The Contractor shall assume full responsibility for all necessary revisions due to failure to give such notification.
  - The Contractor shall maintain a qualified supervisor on the site at all times during construction through completion of pick-up work.
  - The Contractor shall receive a site grid within 0.10 feet of finish grade. Commencement of work indicates Contractor's acceptance of existing grades and conditions. Final grades shall be adjusted by Contractor as directed by Owner's representative. All grading shall be completed prior to commencement of planting operation.
  - The Contractor shall furnish and pay for all container green trees, shrubs, vines, sods/packed turf, hydro-mulches, and mulched groundcovers. The Contractor shall also be responsible for and pay for planting, staking, and care of all plant materials. See planting details for planting and staking/tying requirements.
  - The Landscape Architect and/or Owner shall approve plant material placement by Contractor prior to installation.
  - Fertilizer for all lawn areas shall be a slow-release, high-nitrogen fertilizer incorporated into the soil during planting.
  - For areas to be landscaped and irrigated, the following amendments shall be uniformly broadcast and thoroughly incorporated 6" deep by means of a rototiller or equivalent:  
 4 cu. yds. nitrogen stabilized organic compost  
 50 pounds agricultural gypsum
- Note: For areas with a slope condition >4:1 slope, a 1" thick layer of compost shall be uniformly broadcast over planting areas on slope.
- The planting pits for trees shall be dug twice the diameter of the root ball and two inches shallower than the rootball. Planting pits for shrubs and perennials shall be dug twice the original root ball width, and one-and-a-half times as deep as the rootball. Planting pits for groundcovers shall be dug one-and-a-half times the original root ball size in all directions.
  - Provide root barriers to all new trees planted within five(5) feet of paved areas. The root barrier shall be installed per manufacturer specifications. For trees planted in grass or choker line walls, the root barrier shall be installed around entire perimeter edge of the wall planter.
  - Provide jute netting on all slopes 4:1 or greater.
  - The Landscape Contractor shall maintain all planted areas shown on the plans, including (but not limited to) watering, pruning, edging, and mowing, for a period of thirty (30) days after completion of project and acceptance by Owner.
  - The Landscape Contractor shall promptly and replace any plant material that shows signs of lack of vigor or other unsatisfactory appearance within ninety (90) days of completion of contract. Trees that have been topped or otherwise improperly pruned by the Contractor shall be removed and replaced by the Contractor at no cost to the Owner.

REVISIONS	BY
7-23-18	SK

**PHIL MAY LANDSCAPE ARCHITECT**

1837 Wheat 9th St  
 Upland, CA 91786

Phone: 909 373  
 Fax: 909 373 1958  
 www.philmaydesign.com  
 www.philmaydesign.com



**PRELIMINARY PLANTING PLAN**

SE CORNER OF AULD RD.  
 & LEON RD.  
 FRENCH VALLEY, CA 92583  
 COUNTY OF RIVERSIDE

DATE	1/15/11
SCALE	1/8"=1'
PROJECT	18067
DRWN	R.S.
DESIGN	P.M.
DATE	07/21/18
SCALE	1/8"=1'
PROJECT	18067

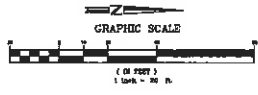
# CONCEPTUAL GRADING & DRAINAGE PLAN

FRENCH VALLEY, COUNTY OF RIVERSIDE

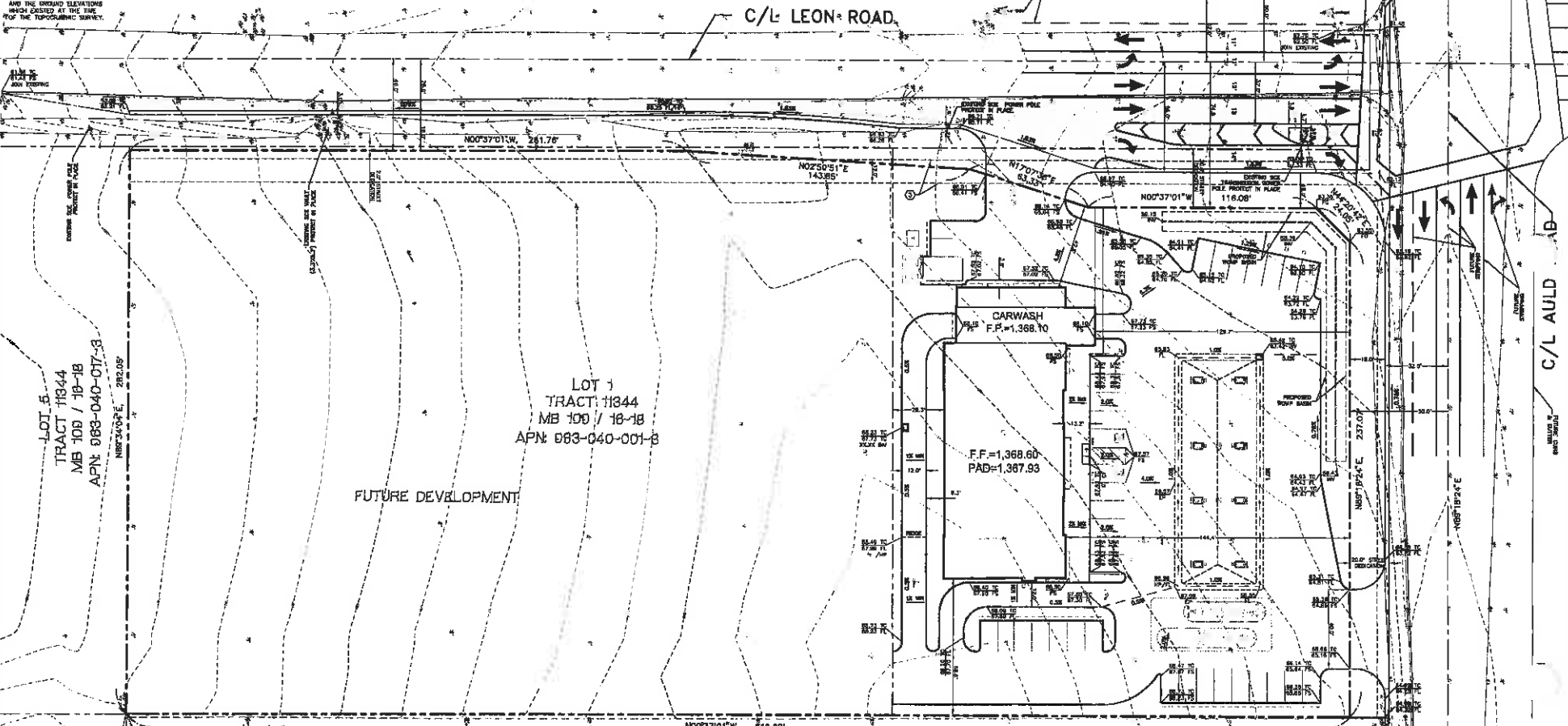
APN: 963-040-001-3

## EARTHWORK

EXCAVATION (CUY)	-23
FILL	180
BURIED W/ (CY)	413
NET IMPORT	413



EARTHWORK QUANTITIES SHOWN ON THIS PLAN ARE PROGNOSTIC ESTIMATES SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE BASED UPON THE PLAN ELEVATIONS SHOWN AND THE GROUND ELEVATIONS WHICH EXISTED AT THE TIME OF THE TOPOGRAPHIC SURVEY.



## LEGAL DESCRIPTION:

LOT 1 OF TRACT 11344, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 100, PAGES 16-18 OF MAPS, RIVERSIDE COUNTY RECORDS.

## APN: 963-040-001-3

## BASIS OF BEARINGS:

THE BEARING IS BASED ON CENTERLINE OF AULD ROAD N 89°12'24" E FOR TRACT MAP NO. 11344 MB 100/18-18.

## BENCH MARK:

DESIGNATION: 2311  
HEIGHT: 100.00  
DATE (YEAR): 2018  
ELEVATION: 1,330.57  
DESCRIPTION: CORNER 24 FEET, NORTHWEST QUARTER OF INTERSECTION, OLD EDISON ROAD (SOUTH) AND BRIDGE ROAD (WEST), 77.8 FEET NORTHWEST OF STEEL TRANSMISSION POLE #44019772, 21 FEET EASTERN OF GUYE POLE #20098379, 3 FEET

## TITLE REPORT

A PRELIMINARY TITLE REPORT WAS PREPARED BY FIRST AMERICAN TITLE COMPANY NATIONAL COMMERCIAL SERVICES, DATED 01/15/2018, INSTRUMENT NO. 21084 OF OFFICIAL RECORDS.

## SCHEDULE B EXCRETION

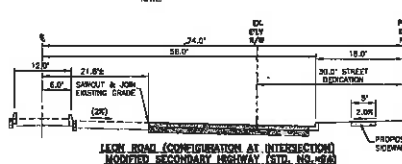
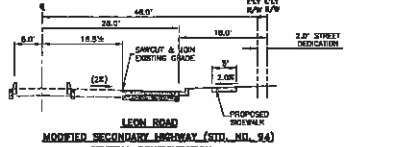
1. THE LOCATION OF THE SPREADER SHALL BE DETERMINED FROM RECORD INFORMATION.

2. AN EXEMPTION FOR SPREADER AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED ABOVE IS 2007 AS INSTRUMENT NO. 2007-082137 OF OFFICIAL RECORDS.

3. THE LOCATION OF THE SPREADER CANNOT BE DETERMINED FROM RECORD INFORMATION.

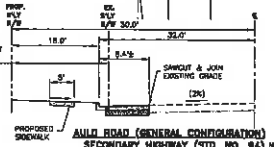
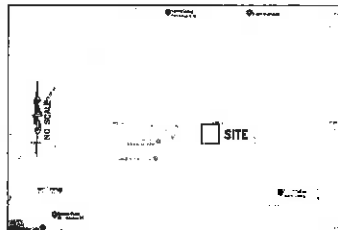
4. AN EXEMPTION FOR SPREADER AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED ABOVE IS 2008 AS INSTRUMENT NO. 2008-010818 OF OFFICIAL RECORDS.

5. THE LOCATION OF THE SPREADER CANNOT BE DETERMINED FROM RECORD INFORMATION.



## LEGEND:

- PROPERTY BOUNDARY
- LOT LINE
- CENTERLINE
- EXISTING RIGHT OF WAY
- EALEMENT LINE
- STORM DRAIN
- SEWER LINE
- WATER LINE
- TOP OF CURB
- FLOWLINE
- INLET POINT
- PAD ELEVATION
- FRESH FLOOR
- FRESH SURFACE
- PROPOSED FINISH GROUND
- EX. NATURAL GROUND
- WAY
- EDGE OF DEEPENED FLOODING
- BOTTOM
- PROPOSED DRAINAGE PATTERN
- EXISTING DRAINAGE PATTERN



W&W Land Design Consultants, Inc.  
200 N. MAIN ST., SUITE 100, FRENCH VALLEY, CA 91782  
TEL: (951) 808-7110 FAX: (951) 848-7127

COUNTY OF RIVERSIDE  
CALIFORNIA

CONCEPTUAL GRADING & DRAINAGE PLAN  
NEW CAR WASH & GAS STATION  
NEC OF AULD ROAD AND LEON ROAD, FRENCH VALLEY, CA

DRAWING NO. XXXX PROJECT NO. 1730 SHEET 1 OF 1 SHEETS

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on December 13, 2018 at the Riverside County Administrative Center, Board Chambers.

**COMMISSIONERS PRESENT:** Steve Manos, Chair  
Russell Betts, Vice Chair  
Arthur Butler  
John Lyon  
Steven Stewart  
Richard Stewart

**COMMISSIONERS ABSENT:** Gary Youmans

**STAFF PRESENT:** Simon Housman, ALUC Director  
John Guerin, Principal Planner  
Paul Rull, Principal Planner  
Barbara Santos, ALUC Commission Secretary  
Raymond Mistica, ALUC Counsel

**OTHERS PRESENT:** Michele Patterson, City of Moreno Valley

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.1:** ZAP1075BD18 – City of Indio (Leila Namvar, Development Services Department). A proposal by the City of Indio to adopt a new General Plan 2040 to guide the future development of the City that focuses on revitalizing and connecting neighborhoods, establishing a human-scale network of complete streets and community open spaces, and enhancing community health and wellness. The General Plan includes the following elements/chapters: Vision and General Plan Strategies, Land Use and Urban Design, Mobility, Economic Development, Health and Equity, Parks, Recreation, and Open Space, Conservation, Infrastructure and Public Facilities, Safety, Noise, and Implementation. (The Housing Element is also part of the General Plan, but is not proposed for change as part of this effort.) The City includes land within all Compatibility Zones of the Bermuda Dunes Airport Influence Area. Continued from September 13, October 11 and November 8, 2018.

II. **MAJOR ISSUES**

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination. On October 2, 2018, the City of Indio submitted a letter agreeing to a continuance to November 8 to provide the City "with sufficient time to revise the document to comply with the Bermuda Dunes Airport Land Use Compatibility Plan." On November 6, 2018, the City of Indio submitted a letter agreeing to an additional continuance to December 13. As of November 14, staff is awaiting the necessary additions and revisions.

III. **STAFF RECOMMENDATION**

As initially submitted, the proposed General Plan Update is inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. However, staff would prefer to find a path to consistency.

The City of Indio did agree to a continuance to the October 11 agenda and subsequently agreed to an additional continuance to November 8. **THE CITY HAS SUBSEQUENTLY REQUESTED AN ADDITIONAL CONTINUANCE TO DECEMBER 13.** However, as of NOVEMBER 14, 2018, ALUC staff has not received any revisions to the maps or text of the proposed General Plan that would bring the Plan into consistency. Therefore, at this time, staff would support an additional continuance TO JANUARY 10, 2019 if requested by the City, else staff would have to recommend a finding of INCONSISTENCY for the proposed General Plan.

This recommendation is subject to change once the City of Indio, at minimum, revises the General Plan in accordance with the recommendations offered in the e-mail sent to the City on September 14, 2018. ALUC staff is amenable to using the additional time between the date of this staff report and the hearing date to work out additional details with City staff in order to facilitate such revisions.

IV. **PROJECT DESCRIPTION**

The City of Indio proposes to adopt General Plan 2040, a comprehensive update to the City's General Plan to guide the long-term development of the City and its sphere of influence. The General Plan Update includes the following elements: Land Use and Urban Design, Mobility, Economic Development, Public Health and Equity, Parks and Recreation, Conservation, Community Facilities and Infrastructure, Safety, Noise, and Implementation. (The Housing Element is also a part of the General Plan, but no changes are proposed through this effort.) The City includes land within all Compatibility Zones (A, B1, B2, C, D, and E) of the Bermuda Dunes Airport Influence Area.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

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

No one spoke in favor, neutral or opposition to the project.

**VI. ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 5-0 CONTINUED the project to January 10, 2019. Absent: Youmans and Butler

**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](mailto:basantos@rivco.org).

ITEM 2.1: TIME: 9:01 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.1: ZAP1033FL18 – Boyd Bradshaw** – City of Riverside Planning Case No. P18-0742 (Rezone). The applicant is proposing a rezone of 0.96 acres (Assessor's Parcel Number 207-083-010) located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River from Public Facilities (PF) to Single Family Residential (R-1-7000). (Airport Compatibility Zone E of the Flabob Airport Influence Area).
- II. **MAJOR ISSUES**  
None
- III. **STAFF RECOMMENDATION**  
Staff recommends that the Commission find the proposed Rezone CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan.
- IV. **PROJECT DESCRIPTION**  
The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River, approximately 7,887 feet northeasterly from the easterly end of Runway 6-24 at Flabob Airport.
- V. **MEETING SUMMARY**  
The following staff presented the subject proposal:  
Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)  
  
No one spoke in favor, neutral or opposition to the project.
- VI. **ALUC COMMISSION ACTION**  
The ALUC by a vote of 4-0 found the project CONSISTENT. Recuse: Lyon; Absent: Youmans and Butler
- 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](mailto:basantos@rivco.org).
- ITEM 3.1: TIME: 9:33 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.2:** ZAP1095RI18 – Jose Bedolla – City of Riverside Planning Case Nos. P18-0756 (General Plan Amendment), P18-0757 (Rezone), P18-0758 (Design Review), a proposal to develop four apartment units (three already existing) on 0.33 acres located westerly of Warren Street, easterly of Wohlstetter Street, northerly of Philbin Avenue, and southerly of Cypress Avenue. The applicant also proposes to amend the site's general plan land use designation from Medium Density Residential (MDR) to Medium-High Density Residential (MDHR), and to rezone the site from Single Family Residential Zone (R-1-7000) to Multiple Family Residential Zone (R-3-3000) (Compatibility Zone D of the Riverside Municipal Airport Influence Area).

- II. **MAJOR ISSUES**  
None

III. **STAFF RECOMMENDATION**

Staff recommends that the General Plan Amendment and 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**

A proposal to develop four apartment units (three already existing) on 0.33 acres. The applicant also proposes to amend the site's General Plan land use designation from Medium Density Residential (MDR) to Medium-High Density Residential (MHDR), and to rezone the site from Single Family Residential Zone (R-1-7000) to Multiple Family Residential Zone (R-3-3000).

**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.)

**AIRPORT LAND USE COMMISSION  
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RIVERSIDE MEETING**

- (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, hospitals, and nursing homes.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the dwelling units, and shall be recorded as a deed notice.
  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.
  5. An informational brochure shall be provided to prospective renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from the Airport Land Use Compatibility Plan shall be included in the brochure.

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

No one spoke in favor, neutral or opposition to the project.

**VI. ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 5-0 found the project CONSISTENT. Absent: Youmans and Butler

**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](mailto:basantos@rivco.org).

ITEM 3.2: TIME: 9:37 A.M.



**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.3:** ZAP1336MA18 – Cactus Commerce, LP (Representative: Ino Cruz) – City of Moreno Valley Case No. PSN18-0016 (Sign Permit). A proposal to construct a 45 foot tall pylon sign as part of a proposed gas station/commercial center on 4.16 acres located at 22330 Cactus Avenue, on the northeast corner of Cactus Avenue and Commerce Center Drive (The proposed commercial center was previously found consistent pursuant to ZAP1135MA15.) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Sign Permit be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct a 45 foot tall pylon sign as part of a proposed gas station/commercial center on 4.16 acres. (The proposed commercial center was previously found consistent under ZAP1135MA15.)

**CONDITIONS:**

1. Any outdoor lighting 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 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, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, noise sensitive outdoor nonresidential uses, and hazards to flight.

**AIRPORT LAND USE COMMISSION  
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3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
5. Any new detention basin(s) on the site (including bioswales) 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 basins 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 so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

**The following conditions for the pylon sign were added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letter dated December 13, 2018 for Aeronautical Study No. 2018-AWP-16843-OE.**

6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed sign structure (Aeronautical Study No. 2018-AWP-16843-OE) and has determined that neither marking nor lighting of the structure(s) 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 2 and shall be maintained in accordance therewith for the life of the project.**
7. **The proposed new sign structure shall not exceed a height of 45 feet above ground level and a maximum elevation at top point of 1,598 feet above mean sea level.**
8. **The maximum height and top point elevation specified above 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. **Temporary construction equipment used during actual construction of the new sign structure shall not exceed 45 feet in height and a maximum elevation of 1,598 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
10. **Within five (5) days after construction of the sign 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://oaaaa.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 applicable structure.**

The following conditions continue to apply to the proposed on-site buildings for ZAP1135MA15:

11. The City of Moreno Valley shall require that an acoustical analysis be performed prior to issuance of building permits for the warehouse/office building to determine whether sound attenuation features are sufficient to reduce interior noise from aircraft to no more than 45 dBA CNEL in office areas.

**AIRPORT LAND USE COMMISSION  
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12. Overall office and manufacturing area within the warehouse/office building shall be limited to a maximum of 4,000 square feet in the absence of further review by ALUC. The southerly 60 feet of the building shall be limited to warehouse use only. If any development of the industrial building proposes to exceed the maximum office and manufacturing area, or if any use other than warehousing is proposed in the remaining area, further ALUC review shall be required to determine its consistency with the applicable criteria in place at that time.
13. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
14. The dining/serving area in each of the freestanding fast food restaurants shall be limited to 1,500 square feet apiece. (The remaining area may be utilized as commercial kitchen, storage, etc., including one manager's office.)
15. The Federal Aviation Administration has conducted an aeronautical study of the proposed industrial warehouse building (Aeronautical Study No. 2015-AWP-8873-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.
16. The maximum height of the proposed industrial warehouse building, including all roof-mounted equipment (if any) shall not exceed 35 feet above ground level, and the maximum elevation of the proposed industrial warehouse building shall not exceed 1,588 feet above mean sea level.
17. The specific coordinates, height, and top point elevation of the proposed industrial warehouse building 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.
18. Temporary construction equipment used during actual construction of the industrial warehouse building shall not exceed 35 feet in height, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
19. Within five (5) days after construction of the industrial warehouse building 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://oeaaa.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 industrial warehouse building.

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

No one spoke in favor, neutral or opposition to the project.

**AIRPORT LAND USE COMMISSION  
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**VI. ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 6-0 found the project CONDITIONALLY CONSISTENT subject to the conditions included herein, and such additional conditions as may be required by the FAA OES.

**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](mailto:basantos@rivco.org).

ITEM 3.3: TIME: 9:40 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.4:** ZAP1333MA18 – Coyne Development Corporation (Representative: RED Architectural Group) – City of Moreno Valley Case Nos. PEN18-0184 and PEN18-0185 (Plot Plans). Reconsideration of the covenant condition language used to limit intensity to meet Air Force Instruction interpretation for multi-building industrial warehouses and a Penske Truck building facility located southerly of Alessandro Boulevard, westerly of Day Street, and easterly of Old Highway 215 Frontage Road. (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The applicant is proposing to construct predominately industrial warehouse buildings on a site located within the Airport Compatibility Zone B1 that lies within Accident Potential Zone I and II (APZ-I and APZ-II) (majority in APZ-I), as delineated by the United States Air Force in the 2018 Air Installation Compatible Use Zone (AICUZ) study. Although these buildings are consistent with the ALUC's Compatibility Zone B1-APZ-I and APZ-II average and single acre intensity criteria (APZ-I 25 average, 100 single, APZ-II 50 average, 100 single), *some areas of the site* exceed the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. The Air Force understands the DoDI as limiting intensity in APZ I to a maximum of 25 people in any given acre, rather than an average intensity of 25 persons per acre.

At the Commission hearing on November 8, the applicant team agreed to a condition requiring that intensity within the on-site buildings be limited in accordance with the covenant that the March Joint Powers Authority applied to the proposed warehouse project located on the opposite side of Old Highway 215 from this site. However, after further study, the applicant has requested reconsideration of the terms of this condition. Recent communication with the March Air Reserve Base staff clarified that the Air Force would not insist on calculation of intensity based on "acre of building area", and that the Air Force Instruction and DoDI limits are maximum permissible intensity levels in "any given acre" (i.e., maximum permissible single-acre intensities). Staff has proposed a revised Condition 10.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Plot Plans CONSISTENT, *with* the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, *subject to the conditions* included in this amended staff report.

**STAFF RECOMMENDED AT HEARING**

CONSISTENT subject to the updated conditions submitted at this meeting.

IV. **PROJECT DESCRIPTION**

PEN18-0184 proposes to construct **10** industrial warehouse buildings totaling 122,979 square feet on 9.37 acres on three separate parcels, and PEN18-0185 proposes to construct a 15,280 square foot Penske Truck building facility on 9.86 acres.

In 2007, the Commission found ZAP1038MA07 (PA05-107), a proposal for a 16-building business park with a gross floor area of 253,740 square feet on 19.56 acres consistent with the 1984 Riverside County Airport Land Use Plan. (The project also involved a General Plan Amendment to amend the City of Moreno Valley General Plan land use designation on 6.22 acres from Commercial to Business Park/Industrial, and to establish the Business Park/Industrial designation on 3.27 acres of former right-of-way, a change of zoning from Commercial (6.22 acres) and Industrial (8.7 acres) to Business Park, and to establish Business Park zoning on 2.47 acres of former right-of-way, and parcel map to divide 24.11 acres into six parcels.)

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**CONDITIONS:**

1. Any outdoor lighting 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:
  - (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, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
  - (f) Any other uses not permitted in Accident Potential Zone I pursuant to DoDI 4165.57.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
5. Any proposed detention basins on the site (including water quality management basins) 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 basins 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 so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

**AIRPORT LAND USE COMMISSION  
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6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. This project has been evaluated for 114,861 square feet of warehouse area, 12,774 square feet of accompanying office area, 9,008 square feet of service area and 2,190 square feet of truck wash area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. **The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.**
10. *The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The Covenant shall include the following language:*

*“Covenanter has agreed to comply with the Density Restrictions and a Density Cap by limiting occupancy of the Project to a maximum of twenty-five (25) occupants in any given square acre area measuring 208 feet by 208 feet [“Square Area”] of the project site within Accident Potential Zone I (APZ I), and fifty (50) occupants in any square acre area of the project site within Accident Potential Zone II (APZ II). Accordingly, any building expansion or change in use that would increase the occupancy of any of the buildings pursuant to the applicable Building Codes is prohibited, including an increase in the office areas, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this Covenant.”*

*Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives. Prior to recordation, the covenant shall be reviewed and approved by MARB staff. For more information contact the Riverside County Airport Land Use Commission.*

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

The following spoke in favor of the project:

Michele Patterson, City of Moreno Valley, Moreno Valley, CA

No one spoke in neutral or opposition to the project.

**VI. ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 6-0 found the project CONSISTENT subject to the updated conditions submitted at this meeting. Absent: Youmans

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

**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](mailto:basantos@rivco.org).

ITEM 3.4 TIME: 9:49 A.M.



**AIRPORT LAND USE COMMISSION  
MINUTE ORDER DECEMBER 13, 2018  
RIVERSIDE MEETING**

**I. 4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

4.2 Wildlife Hazard Management Stormwater and Landscaping Brochures

Simon Housman, ALUC Director, explained that staff will send copies of both brochures to the Flood Control District per Commissioner Steven Stewart's request.

4.3 ALUC 2019 Meeting and Application Submittal Schedule – Dark Month?

Steve Mano's, Chair and on behalf of the ALUC decided not to have a dark month for the 2019 application submittal schedule.

**II. 5.0 APPROVAL OF MINUTES**

The ALUC by a unanimous vote of 6-0 approved the November 8, 2018 minutes. Absent: Youmans

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

None

**IV. 7.0 COMMISSIONER'S COMMENTS**

Commissioner Betts commented on the affordable housing limited parking space standards. Commissioner Steven Stewart had concerns regarding a lot of storage buildings located on Gene Autry Drive in the Palm Springs area. Simon Housman, ALUC Director directed Paul Rull, ALUC staff to investigate further. John Guerin, ALUC staff replied to Commissioner Betts comments regarding the reduced parking spaces and indicated that we will be seeing a project in the Zoning Ordinance Amendment in the City of Riverside that deals with issues regarding second dwelling units. Steve Manos, the Chair adjourned the meeting in honor of President George W. Bush in the wake of his passing.

**V. 8.0 ADJOURNMENT**

Steve Manos, Chair adjourned the meeting at 10:06 a.m.

**VI. 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](mailto:basantos@rivco.org).

ITEM 4.0: TIME IS: 10:00 A.M.