

# 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., September 13, 2018**

**CHAIR**

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Lake Elsinore

**VICE CHAIR**

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Desert Hot Springs

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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)

**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**

None

**3.0 PUBLIC HEARING: NEW ITEMS**

**BANNING AIRPORT**

- 3.1 ZAP1030BA18 – Copart (Representative: Stantec Consulting Services, Inc.) – City of Banning Planning Case Nos. ZTA18-97503 (Zoning Text Amendment), CUP18-8002 (Conditional Use Permit), DR18-7008 (Design Review), TPM18-4001 (Tentative Parcel Map No. 37487). The applicant proposes to construct a 12,622 square foot office/service building in conjunction with an existing 4,670 square foot building for an online vehicle liquidation business that includes auto auction, sale, and storage of used vehicles on a 63.34 acre portion of a 94.7 acre site located easterly of Hathaway Street, northerly of Interstate 10, and southerly of Morongo Road. The applicant also proposes amending the City's Zoning Ordinance to allow for parking and storage of vehicles on unpaved surfaces. Also proposed is a parcel map to divide the site into 10 commercial parcels in two phases. Parcels 1 and 2 (phase 1) are part of the proposed vehicle liquidation business. No structures are proposed on Parcels 3 through 10 (phase 2) at this time. Parcel 9 is anticipated for use as a water quality basin. (Airport Compatibility Zone D of the Banning Municipal 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 (Zoning Ordinance Amendment); CONDITIONALLY CONSISTENT (CUP, Design Review, Parcel Map)

**PALM SPRINGS INTERNATIONAL AIRPORT**

- 3.2 ZAP1068PS18 – Painted Hills Wind, LLC (Representative: Robert Skaggs) – Riverside County Planning Case Nos. WCS180001 (Commercial WECS Permit) and VAR180003 (Variance). The applicant proposes to decommission and remove approximately 291 existing commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 600 acres located northerly of Avenue 16, easterly of Whitewater Canyon Road, westerly of Windhaven Road at the terminus of Painted Hills Road. Also proposed are associated equipment such as a laydown yard, construction of new temporary and permanent internal roads, and new 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested proposing reductions in safety, wind access, and scenic setbacks. (Not located within an Airport Compatibility Zone). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: CONTINUE to 10-11-18

**MARCH AIR RESERVE BASE**

- 3.3 ZAP1317MA18 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. GPA18-01 (General Plan Amendment), SPA18-01 (Specific Plan Amendment), TTM18-01 (Revision to Tentative Tract Map No. 30857), PP18-02 and PP18-03 (Plot Plans). PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps and a 3,062 square foot convenience store on 23.68 acres located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive. PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. The applicant also proposes to amend the March Joint Powers Authority General Plan and March Business Center Specific Plan SP-1 (March Business Center Specific Plan SP-1 Amendment #7) land use designations of 61.93 acres within SP-1 South Campus as follows: 6.57 acres from Commercial to Business Park; 3.7 acres, from Office to Commercial; 4.11 acres from Business Park to Office; 25.77 acres, from Business Park to Industrial; and 21.78 acres, from Industrial to Business Park. The applicant also proposes revisions to the numbers, sizes, and locations of proposed lots in Tentative Tract Map No. 30857. (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff Recommendation: CONSISTENT



**CHINO AIRPORT**

- 3.4 ZAP1026CH18 – The Merge Company I, LLC (Representative: Raymond A. Polverini) – City of Eastvale Case Nos. PLN18-20026 (General Plan Amendment, Change of Zone, Major Development Review, Tentative Parcel Map, Conditional Use Permit), a proposal to develop a commercial/industrial center consisting of 67,822 square feet of commercial building area on 10.8 acres and 336,501 square feet of industrial building area on 15.4 acres of a 26.2 gross acre site located on the northeast corner of Archibald Avenue and Limonite Avenue. The applicant also proposes to amend the commercial site's General Plan land use designation from Light Industrial (LI) to Commercial Retail (CR) and change its zoning from Heavy Agricultural (A-2) to General Commercial (C-1/C-P), and to change the zoning of the industrial site from Heavy Agricultural (A-2) to Industrial Park (I-P). Also proposed is a tentative parcel map to subdivide the overall 26.2 gross acres into 17 parcels. (Airport Compatibility Zone C and D of the Chino 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

**BERMUDA DUNES AIRPORT**

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

Staff Recommendation: OPEN PUBLIC HEARING/DISCUSS AND CONTINUE to 10-11-18

**4.0 ADMINISTRATIVE ITEMS****4.1 Director's Approvals**

- 4.2 ALUC Director's Report: The Path Forward Following the Release of the 2018 Air Installation Compatible Use Zones Report for March Air Reserve Base/Inland Port Airport

**5.0 APPROVAL OF MINUTES**

August 9, 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:** 3.1

**HEARING DATE:** September 13, 2018

**CASE NUMBER:** ZAP1030BA18 – Copart (Representative: Stantec Consulting Services, Inc.)

**APPROVING JURISDICTION:** City of Banning

**JURISDICTION CASE NO:** ZTA18-97503 (Zoning Text Amendment), CUP18-8002 (Conditional Use Permit), DR18-7008 (Design Review), TPM18-4001 (Tentative Parcel Map No. 37487)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Zoning Ordinance Amendment CONSISTENT with the 2004 Banning Airport Land Use Compatibility Plan as amended in 2016, and find the Conditional Use Permit, Design Review, and Tentative Parcel Map 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 12,622 square foot office/service building in conjunction with an existing 4,226 square foot building for an online vehicle liquidation business that includes auction, sale, and short-term storage of used vehicles (including damaged vehicles) on a 63.34 acre portion of a 94.7 acre site. The applicant also proposes amending the City’s Zoning Ordinance to allow for parking and storage of vehicles on unpaved surfaces. Also proposed is a parcel map to divide the full 94.7 acre site into 10 commercial parcels in two phases. Parcels 1 and 2 (phase 1) are part of the proposed vehicle liquidation business. No structures are proposed on Parcels 3 through 10 (phase 2) at this time. Parcel 9 is anticipated for use as a water quality basin.

On March 11, 2010, the Commission previously found conditionally consistent (pending Federal Aviation Administration review) ZAP1006BA10 at this location for a proposal to develop twelve industrial buildings with a total gross floor area of 1,194,045 square feet on a 63.98-64.50 acre site and a parcel map to divide the property into twelve lots, so that each building would be located on its individual lot.



**PROJECT LOCATION:** The site is located easterly of Hathaway Street, northerly of Interstate 10, and southerly of Morongo Road, in the City of Banning, approximately 2,079 feet north of Runway 8-26 at Banning Municipal Airport.

**LAND USE PLAN:** 2004 Banning Airport Land Use Compatibility Plan as amended in 2016

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL noise contour range from aircraft noise

**BACKGROUND:**

Zoning Ordinance Text Amendment: The project proposes to use a portion of the site for short-term storage and sale of damaged and undamaged used vehicles. Under Banning Municipal Code Section 17.28.030G, “all parking shall occur on paved surfaces of asphalt, concrete, or similar materials”. The applicant contends that the vehicle storage yard should not require paving as it is not open to the public, and proposes amending the Code section to include “storage yards utilized for the temporary storage of vehicles on property that is industrially zoned shall not be required to be paved if the following requirements are met: 1) Vehicles stored at the facility are not driven under their own power onto or off of the property where they are stored, 2) Vehicles are not displayed to the general public for sale on site, 3) There shall be no dismantling, draining of fluids, crushing, or sale of parts of stored vehicles.” The proposed amendment does not impact airport compatibility.

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Banning Municipal Airport, the site is located within Compatibility Zone D. Non-residential intensity in Compatibility Zone D, under the recently adopted 2016 Amendment to Banning Municipal Airport Compatibility Plan, is restricted to an average intensity of 200 people per acre.

The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project:

- office area – 1 person/200 square feet,
- storage area – 1 person/300 square feet,
- break room – 1 person/15 square feet,
- warehouse area – 1 person/500 square feet.

The project proposes a total building area of 16,848 square feet which includes 8,198 square feet of office area, 4,623 square feet of warehouse area, 1,187 square feet break room area, and 471 square feet of storage area. This results in a total occupancy of 132 people, and an average intensity of 2 people per acre, which is consistent with Compatibility Zone D average 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 standard vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces required of 111, the total occupancy would be estimated at 167 people. This total occupancy results in an average intensity of 3 people per acre, which is also consistent with the Compatibility Zone D average acre criterion of 200.

Non-Residential Single-Acre Intensity: As previously noted, the proposed building is located within Compatibility Zone D which restricts non-residential intensity to 800 people in any given single acre, with up to 1,000 people permitted during special events occurring not more than three days in any calendar year (as adopted in the 2016 Amendment to Banning Municipal Airport Compatibility Plan).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for Building 1 would consist of 7,103 square feet office area, 1,650 square feet of warehouse area, 1,187 square feet break room area, and 471 square feet of storage area, resulting in a single acre occupancy of 120 people, which is consistent with the Compatibility Zone D single-acre criterion of 800. The single-acre area for Building 2 would consist of 1,095 square feet of office area and 2,973 square feet of warehouse area, resulting in a single acre occupancy of 12 people, which is also consistent with Zone D single-acre criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D (highly noise-sensitive outdoor nonresidential uses, hazards to flight) within the project.

Noise: The property lies below the 55 CNEL noise contour range from aircraft noise. Typical construction design would allow for an exterior to interior noise reduction of at least 20 dbA. Interior noise levels would likely not exceed 40 CNEL for the anticipated warehouse and office uses within the proposed buildings. Therefore, no special noise mitigation measures will be required to reduce interior noise levels from aircraft operations.

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,219 feet above mean sea level (AMSL). At a distance of approximately 1,710 feet from the runway, FAA review would be required for any structures with peak elevations exceeding 2,236.1 feet AMSL. The project site elevation is 2,218 feet AMSL, and the proposed maximum building height is 24 feet, resulting in a maximum height elevation of 2,242 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Services (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2018-AWP-13339 and -13340-OE to this project.

Open Area: Compatibility Zone D requires 10% of open area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Based on the project development size of 94.7 acres, the project is required to provide a minimum of 9.47 acres of open area consistent with ALUC open area criteria. The applicant has provided 9.47 acres of ALUC open area within the drive aisles and parking areas in Parcel 1 and Parcel 2, and within an open area of Parcel 10.

Basins: The project proposes a 160,130 square foot water quality management basin on Parcel 2 and 71,090 square foot water quality management basin on Parcel 9. Due to the proximity of these basins to the Banning Airport runway, there could be a potential for bird strikes. Therefore, the basins have been conditioned to ensure that these basins shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and remain totally dry between rainfalls.

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

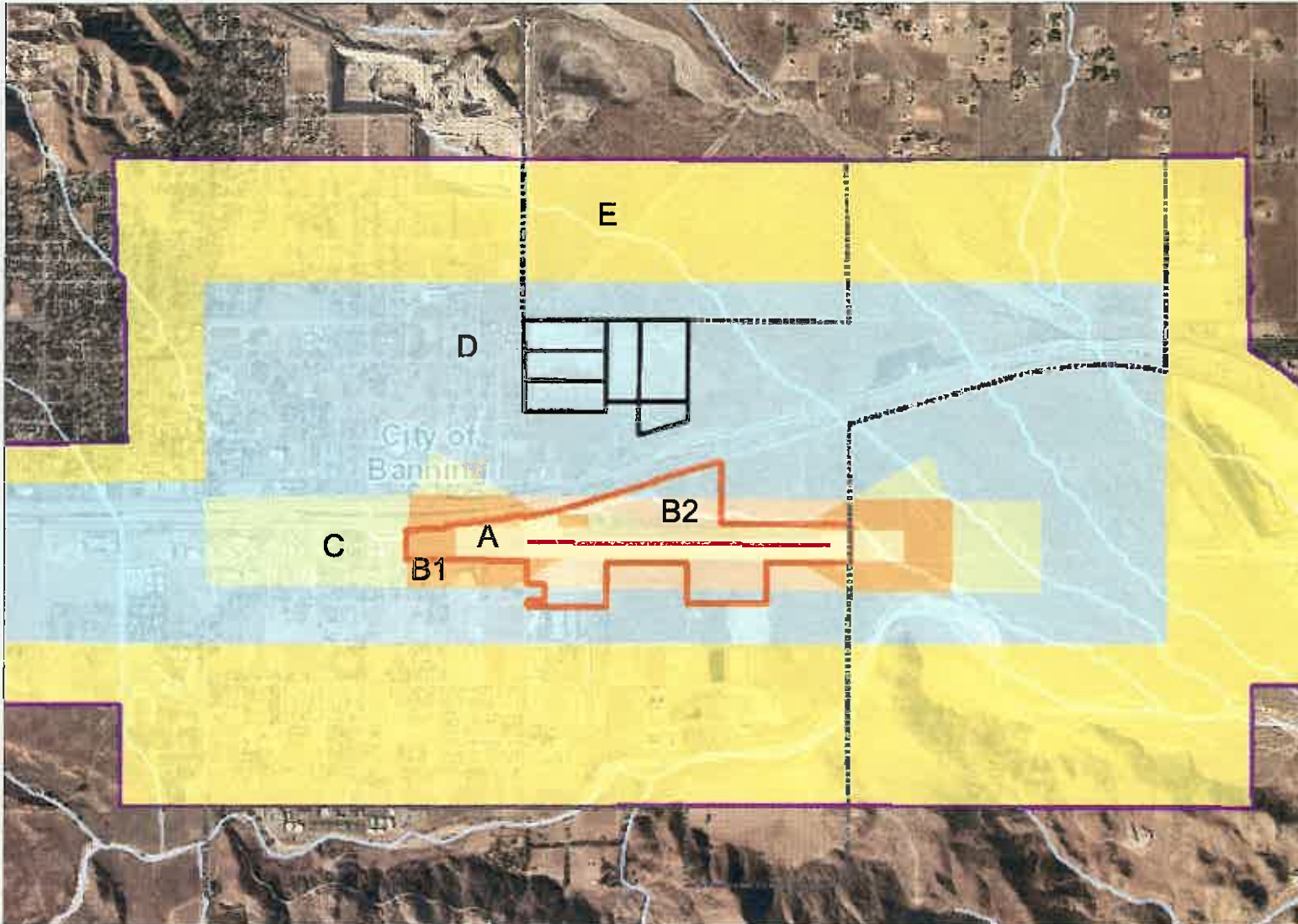
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
4. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 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.
5. At least 9.47 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
6. This project has been evaluated as a proposal for 8,198 square feet of office area, 4,623 square feet of warehouse area, 1,187 square feet break room area, and 471 square feet of storage area. Any increase in total building area or change to more intensive uses will require review by the Airport Land Use Commission.



# 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)

# 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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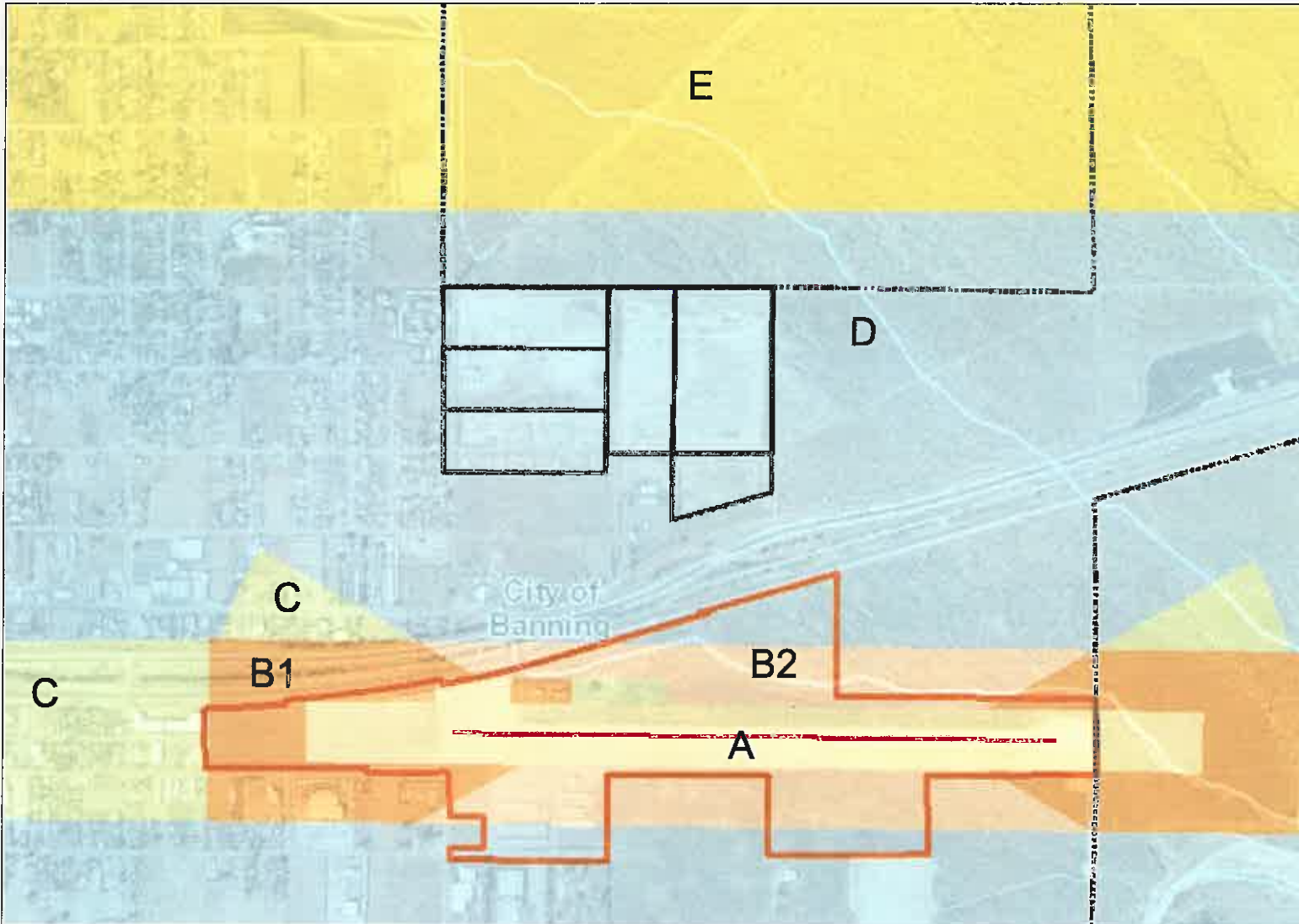
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# Map My County Map



## 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



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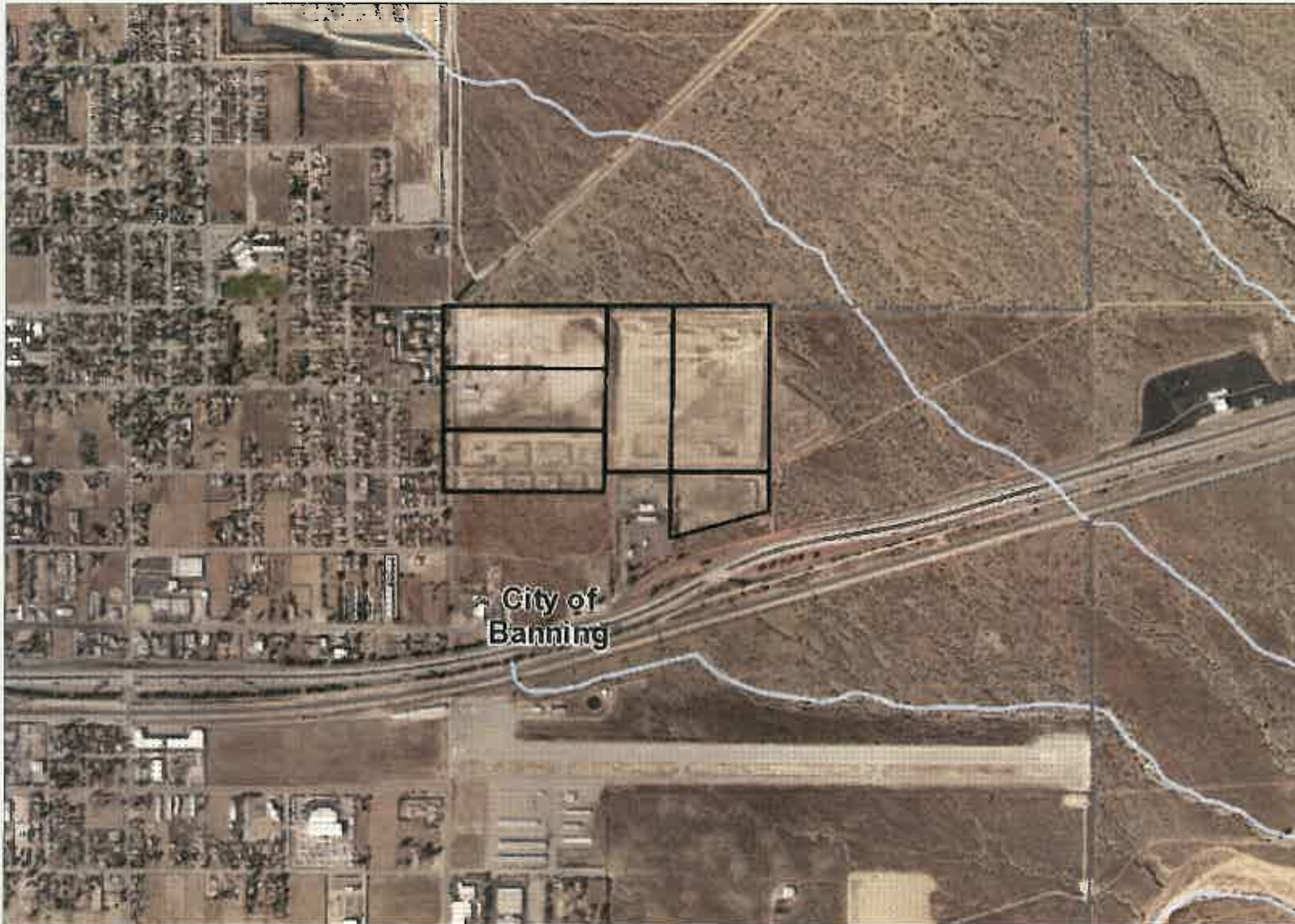


# Map My County Map



## Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



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## Notes

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# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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## Notes

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# Allen Matkins

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## Via Hand Delivery

April 30, 2018

City of Banning  
Community Development Department  
Planning Division  
99 East Ramsey Street  
Banning, California 92220

### **Re: Application for Zoning Ordinance Amendment**

Copart, Inc. ("Copart") proposes to use a portion of the 94.7 acre property located at 600 North Hathaway Street in the City of Banning, comprised of Assessor's Parcel Nos. 532-110-001, 532-110-002, 532-110-003, 532-110-008, 532-110-009, 532-110-010 (the "Property"), for short-term storage and sale of damaged and undamaged used vehicles. The proposed facility will consist of an office/vehicle sales building, a customer and employee parking lot, a receiving and shipping area, and a fully-fenced short-term storage lot for vehicles that are for sale by Copart (the "Project").

Copart's general business operation consists of the short term storage and sale of used vehicles through Copart's on-line auction-style website and mobile apps for Copart's registered members. Copart desires to conduct vehicle sales operations by on-line sales of used, undamaged or damaged vehicles, including automobiles, trailers, watercraft, and industrial and construction equipment, at the Property. Adjacent to the proposed office/vehicle sales building, the Project includes a customer and employee parking lot, and a receiving and shipping "drop lot" where sold vehicles are loaded, and for-sale vehicles are unloaded, from tractor trailers using front end loaders. The short-term storage lot is ancillary to the on-line vehicle sales office operations and is not open to the general public for display of stored vehicles. Inspections of stored vehicles are instead generally limited to viewing images and information made available on-line. Vehicles are stored and sold intact; there is no dismantling, fluid-draining, crushing or parts-sales involved in the on-line vehicle sales operations, and the vehicles proposed to be stored on the Property will not be driven onto or off of the Property under their own power. The storage lot will be enclosed by an eight-foot high, solid metal panel, opaque fence. The interior short-term storage lot will therefore not be visible from any public right-of-way or from adjoining properties. The average short-term storage for a for-sale vehicle is 50-60 days.



As shown on the attached Vehicle Storage Yard Structural Section, the ground surface of the storage yard will be improved with 12 inches of subgrade mixed with 50 pounds of Portland cement per square yard, six to eight inches of aggregate base mixed with 30 pounds of Portland cement per square yard, and a chip seal consisting of a three inch layer of 3/8" gravel with hot tar spray. As shown on the attached Site Plan, detention basins will be provided along the southern and eastern boundaries of the Property to comply with the National Pollution Discharge Elimination System and the Whitewater River Region Water Quality criteria for Urban Runoff.

Section 17.28.030G of the Banning Municipal Code ("BMC") states that all parking shall occur on paved surfaces of asphalt, concrete, or similar materials. Copart proposes to pave the customer and employee parking lot, but Copart does not consider the vehicle storage yard to be a parking lot that should be required to be paved, and any requirement that the storage yard be paved would be cost prohibitive and could lead to Copart's decision not to move forward with the proposed Project. Copart accordingly requests that Section 17.28.030 of the BMC be amended to add a new Section 17.28.030K to read as follows:

Storage yards utilized for the temporary storage of vehicles on property that is industrially zoned shall not be required to be paved if the following requirements are met:

1. Vehicles stored at the facility are not driven under their own power onto or off of the property where they are stored.
2. Vehicles are not displayed to the general public for sale on site.
3. There shall be no dismantling, draining of fluids, crushing, or sale of parts of stored vehicles.

The requested amendment is consistent with the following goals and policies of the Banning General Plan and with the purpose of the parking and loading standards set forth in Section 17.28.010 of the BMC.

A. General Plan Consistency.

**LAND USE ELEMENT**

**Industrial Goal**

A balanced mix of non-polluting industrial land uses which provide local jobs for the City's residents.

**Policy 1**

The land use map shall include sufficient commercial lands to provide a broad range of products and services to the City and region, while carefully considering compatibility with adjacent residential lands.

The storage of vehicles on property within industrial zones will contribute to the balanced mix of non-polluting industrial land uses and will provide local jobs for City residents, but the economic cost of paving large areas of vehicle storage facilities will discourage the operators of commercial short term vehicle storage facilities such as Copart from locating within the City, thereby depriving the City of a productive use of underutilized land. Vehicle storage is a low impact use that will not generate significant amounts of traffic or noise that would be incompatible with nearby residential uses.

**ECONOMIC DEVELOPMENT ELEMENT**

**Goal**

A balanced, broadly-based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection.

**Policy 1**

General Plan land use designations and allocations will facilitate a broad range of residential, commercial, industrial and institutional development opportunities.

**Policy 2**

The City shall take a proactive role in the retention of existing businesses and the recruitment of new businesses, particularly those that generate and broaden employment opportunities, increase discretionary incomes, and contribute to City General Fund revenues.

The storage of vehicles on property within industrial zones will generate and broaden employment opportunities, increase discretionary incomes, and contribute to City General Fund revenues by providing new employment opportunities in the City that will contribute to the City's economic and employment base. Requiring such facilities to be paved would render such uses economically infeasible and thereby discourage the establishment of such uses in the City, depriving the City of job and revenue producing opportunities.

## **WATER RESOURCES ELEMENT**

### **GOAL**

A balance of development which assures the maintenance of the water supply and its continued high quality.

#### **Policy 5**

The City shall provide guidelines for the development of on-site storm water retention facilities consistent with local and regional drainage plans and community design standards.

#### **Policy 7**

The City shall ensure that no development proceeds that has potential to create groundwater hazards from point and non-point sources, and shall confer with other appropriate agencies, as necessary, to assure adequate review and mitigation.

By restricting vehicle storage yards from the dismantling, draining of fluids, crushing, or sale of parts of stored vehicles, the City will prevent the contamination of soil and groundwater due to the storage of vehicles on unpaved surfaces. On-site stormwater detention facilities will also be provided to control peak stormwater runoff.

### **B. Zoning Consistency.**

According to Section 17.28.010 of the BMC, the City's parking and loading standards are intended to achieve the following purposes:

- A. To provide attractive, accessible, secure, properly lit, and well maintained and screened off-street parking facilities.
- B. To reduce traffic congestion and hazards.
- C. To protect residential neighborhoods from the effects of vehicular noise and traffic generated by adjacent non-residential land use districts.
- D. To eliminate the need for vehicles to stand idle with engines running, while they wait for parking spaces to become free.
- E. To assure the easy and rapid maneuverability of emergency vehicles.
- F. To provide appropriately designed parking facilities in proportion to the needs generated by various types of land uses.



Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

City of Banning  
April 30, 2018  
Page 5

As stated above, the storage yard will be fully screened by an eight-foot high opaque fence and will therefore not be visible from the public right-of-way or nearby residential uses. Because stored vehicles will not be driven onto or off of the Property under their own power, the vehicle storage yard will not contribute to traffic congestion or hazards and will not create a significant amount of vehicle noise. Because stored vehicles will not be operated on the Property, they will not stand idle with engines running, and they will not interfere with the maneuverability of emergency vehicles. The vehicle storage yard will not generate a demand for parking beyond what is required for employees and staff in the paved parking lot that will be provided adjacent to the office/vehicle sales building.

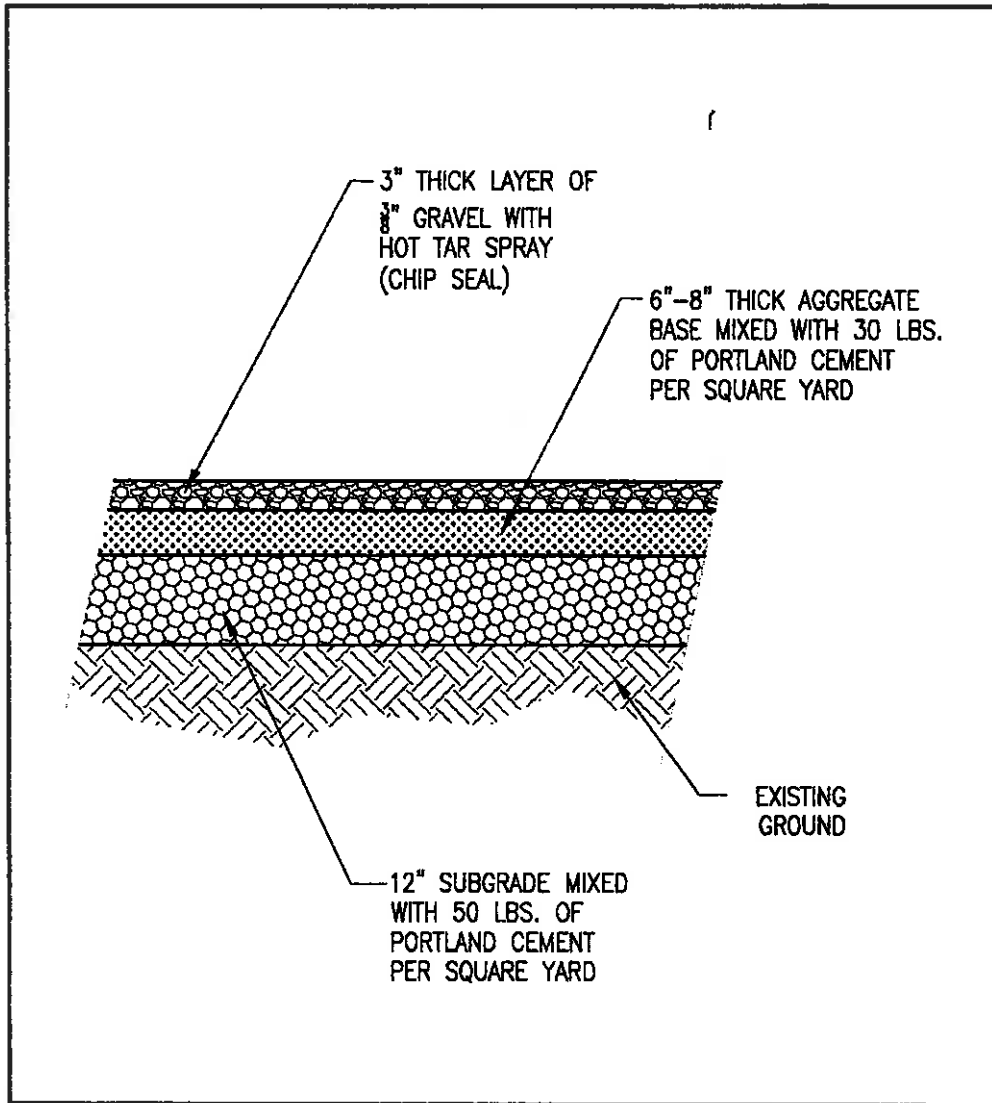
The proposed zoning ordinance amendment is therefore consistent with the General Plan and the Zoning Ordinance.

Very truly yours,



Patrick A. Perry

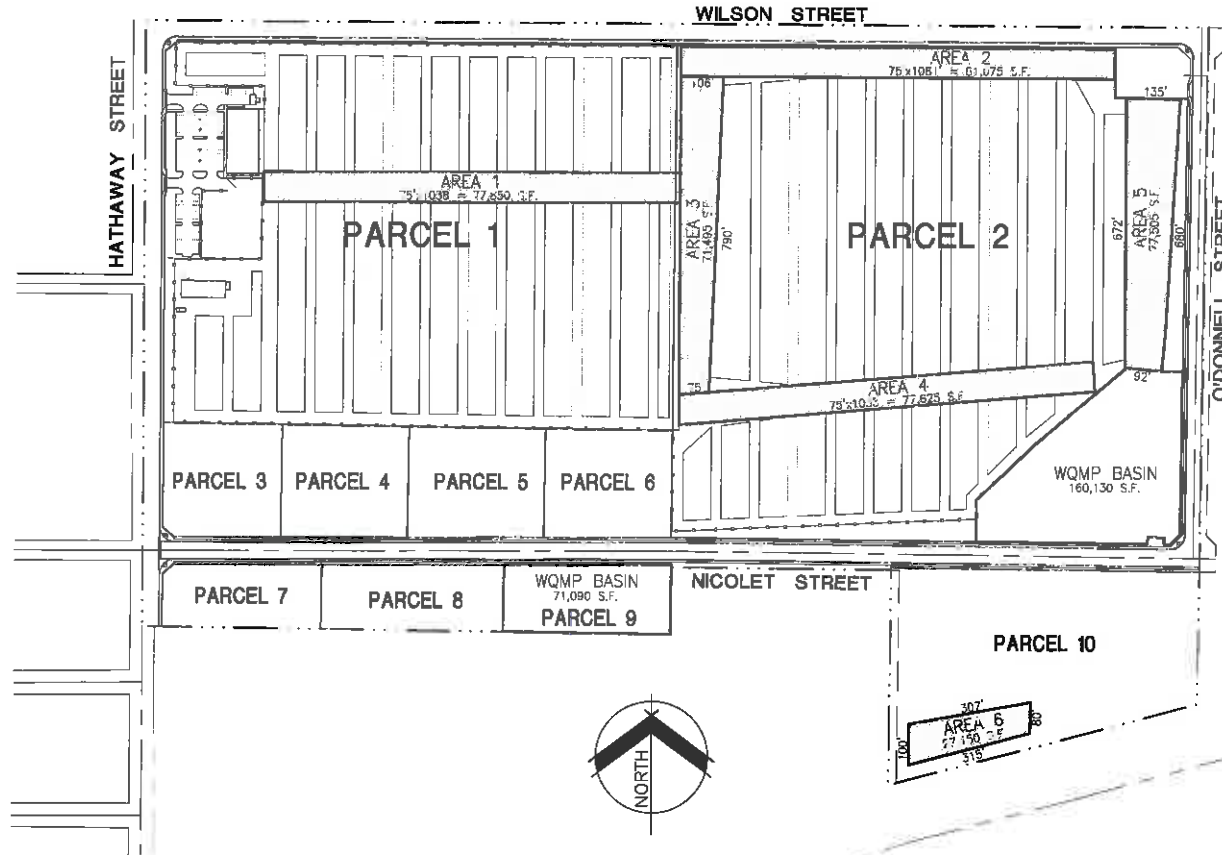
PAP  
Enclosure



PROPOSED COPART VEHICLE  
 STORAGE YARD STRUCTURAL SECTION  
 FOR  
 STAGECOACH BUSINESS PARK  
 IN THE  
 CITY OF BANNING

APRIL 5, 2018

DRAWING: v:\2042\active\2042532300\drawing\exhibit\_files\532300c-ex7003.dwg PLOTTED: 8/6/2018 11:10 AM BY: Sainz, Victor



**PHASE 1  
PARCELS 1 & 2.  
CURRENT ENTITLEMENT**

PARCEL	AREA
1	27.98 AC
2	35.36 AC
PHASE 1 TOTAL: 63.34 AC	

**PHASE 2  
PARCELS 3 THROUGH 10.  
FUTURE ENTITLEMENT**

PARCEL	AREA	PARCEL	AREA
3	1.88 AC	7	1.43 AC
4	1.99 AC	8	1.71 AC
5	2.11 AC	9	1.63 AC
6	1.93 AC	10	7.72 AC
PHASE 2 TOTAL: 20.40 AC			

PHASE 1 AND PHASE 2 TOTAL: 94.73 AC

**LAND AREAS**

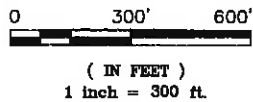
LAND AREA NO.	SQUARE FOOTAGE
1	77,850 SF
2	81,075 SF
3	71,495 SF
4	77,625 SF
5	77,505 SF
6	27,150 SF
TOTAL: 412,700 SF=(9.474 AC)=10% OF PHASES 1 & 2	

**WQMP BASINS**

PARCEL 1 AND PARCEL 9 TOTAL: 231,220 S.F. (5.31 AC)

**AUGUST 2018**

**GRAPHIC SCALE**



PREPARED BY:



**Stantec**

735 E. CARNEGIE DRIVE, SUITE 280  
SAN BERNARDINO, CA 92408  
909.335.6116      stantec.com

PREPARED FOR:

**COPART INC**  
14185 DALLAS PARKWAY  
DALLAS, TX 75254  
ATT: JEREMY MELTEBARGER  
(972) 391-5868

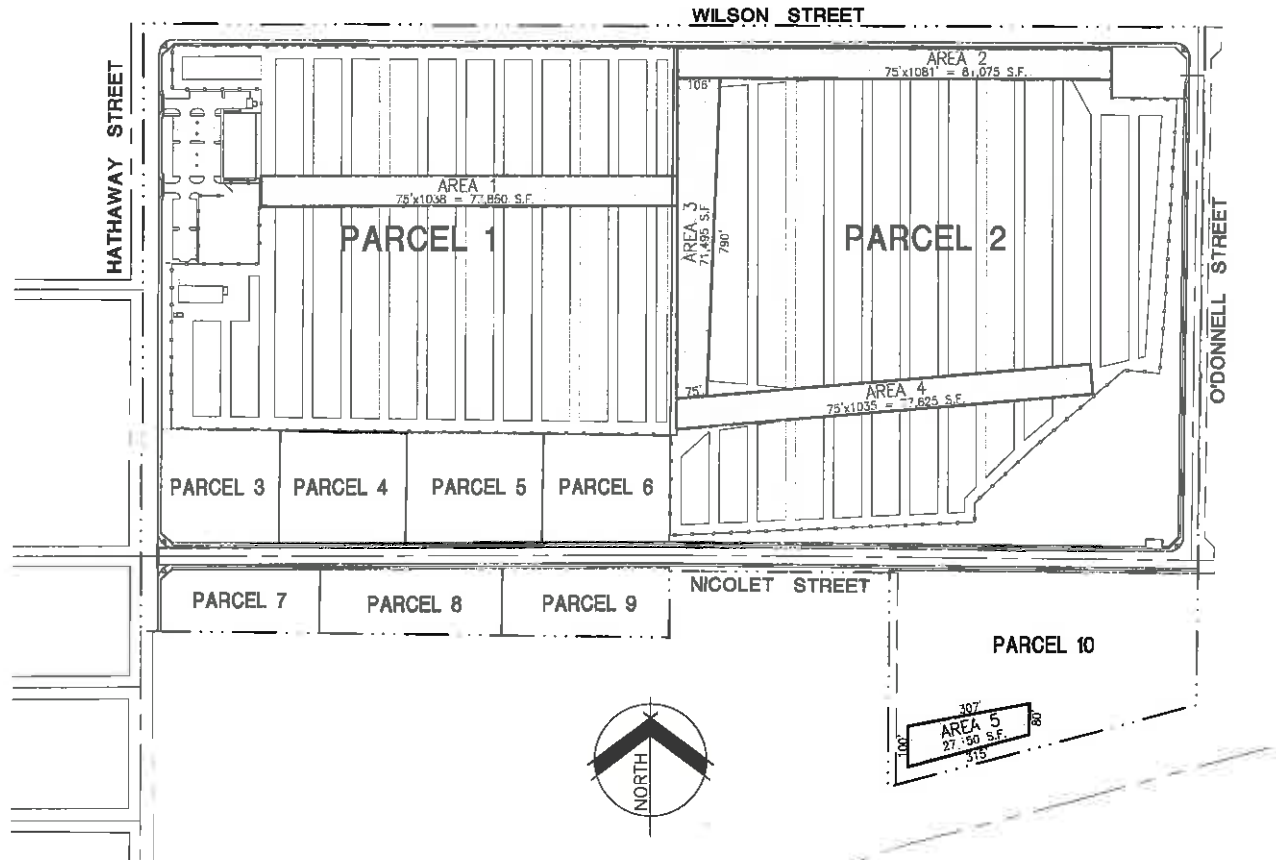
**OPEN LAND AREAS EXHIBIT  
FOR  
STAGECOACH BUSINESS PARK**

SCALE: 1" = 300'





DRAWING: v:\2042\active\2042532300\drawing\exhibit\_files\532300c-ex7003.dwg PLOTTED: 8/1/2018 9:56 AM BY: Soimz, Victor



**PHASE 1  
PARCELS 1 & 2.  
CURRENT ENTITLEMENT**

PARCEL	AREA
1	27.98 AC
2	35.36 AC
PHASE 1 TOTAL: 63.34 AC	

**PHASE 2  
PARCELS 3 THROUGH 10.  
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PARCEL	AREA	PARCEL	AREA
3	1.88 AC	7	1.43 AC
4	1.99 AC	8	1.71 AC
5	2.11 AC	9	1.63 AC
6	1.93 AC	10	7.72 AC
PHASE 2 TOTAL: 20.40 AC			

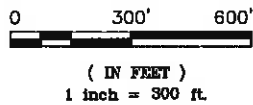
PHASE 1 AND PHASE 2 TOTAL: 94.73 AC

**LAND AREAS**

LAND AREA NO.	SQUARE FOOTAGE
1	77,850 SF
2	81,075 SF
3	71,495 SF
4	77,625 SF
5	27,150 SF
TOTAL: 335,195 SF=(7.70 AC)=12% OF PHASE 1	

**AUGUST 2018**

**GRAPHIC SCALE**



PREPARED BY:



**Stantec**

735 E. CARNEGIE DRIVE, SUITE 280  
SAN BERNARDINO, CA 92408  
909.335.6116 stantec.com

PREPARED FOR:

**COPART INC**  
14185 DALLAS PARKWAY  
DALLAS, TX 75254  
ATT: JEREMY MELTEBARGER  
(972) 391-5868

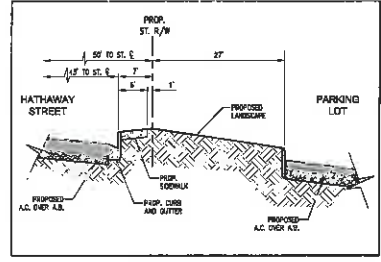
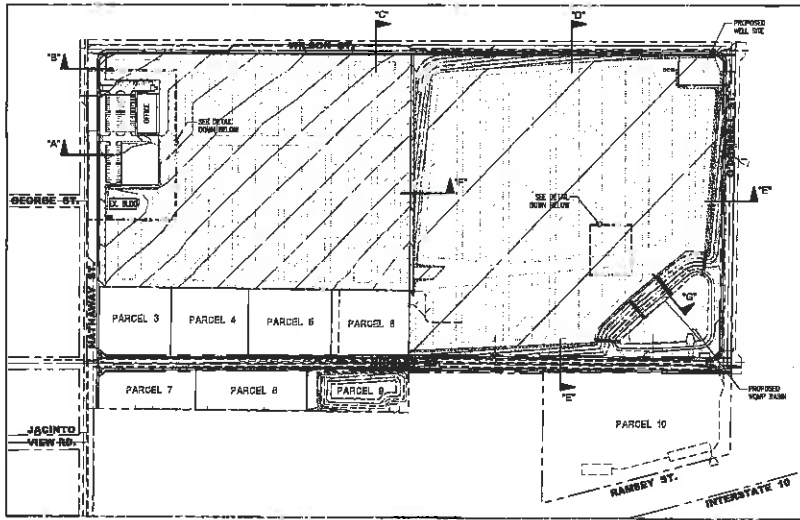
**OPEN LAND AREAS EXHIBIT  
FOR  
STAGECOACH BUSINESS PARK**

SCALE: 1" = 300'

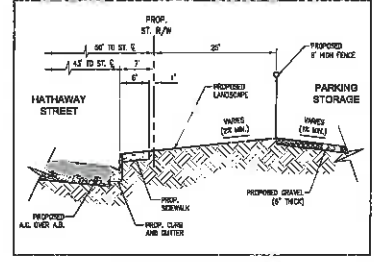


IN THE CITY OF BANNING, STATE OF CALIFORNIA  
**SITE PLAN & CONCEPTUAL GRADING PLAN**  
 FOR  
**STAGECOACH BUSINESS PARK**

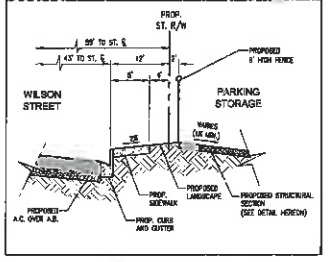
APRIL 2018



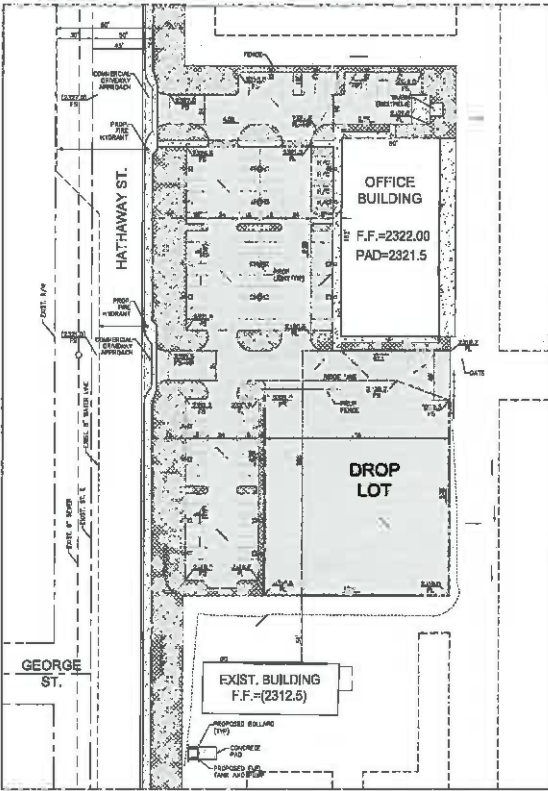
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SECTION "B-B"  
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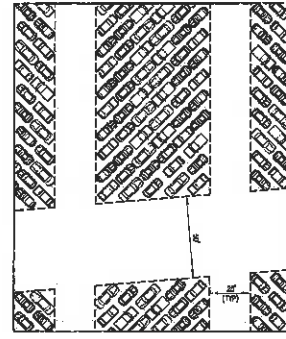


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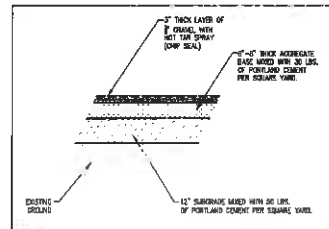


BUILDING AND PARKING LOT DETAIL  
1"=40'

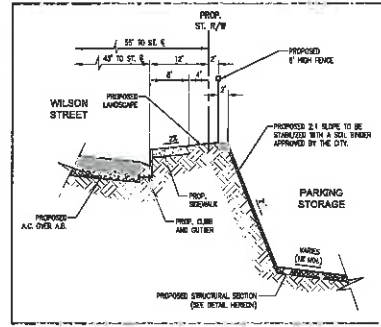
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- AC PAVEMENT
  - CONCRETE
  - LANDSCAPE
  - STORAGE YARD CANAL
  - FENCE



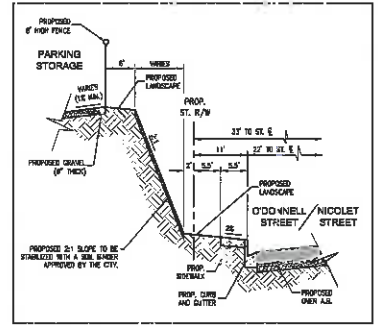
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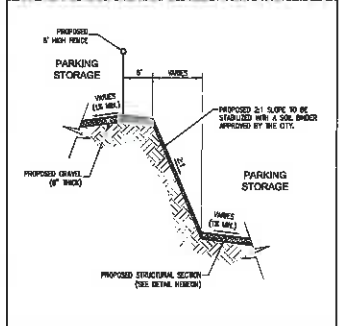
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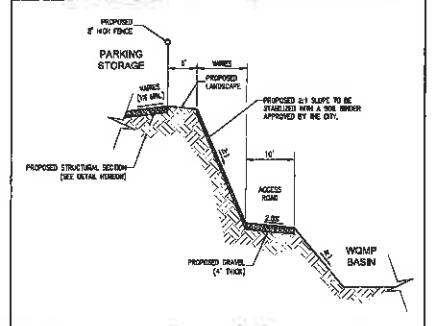
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SECTION "E-E"  
N.T.S.



SECTION "F-F"  
N.T.S.



SECTION "G-G"  
N.T.S.



PREPARED BY: **Stantec**  
 25864 BUSINESS CENTER DR. SUITE F  
 REDLANDS, CA 92374  
 909.335.6116 stantec.com

DESIGNED BY: **COPART INC.**  
 1418 DALLAS PARKWAY  
 DALLAS, TX 75284  
 P/E (214) 705-9854

DATE	DESCRIPTION

CITY OF BANNING  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 ENGINEER: \_\_\_\_\_

SITE PLAN AND CONCEPTUAL GRADING PLAN FOR STAGECOACH BUSINESS PARK  
 HORIZONTAL SCALE AS SHOWN VERTICAL SCALE 1/8"=1'

APRIL 2018  
 2042 532300  
 SHEET 2 OF 2



IN THE CITY OF BANNING, STATE OF CALIFORNIA  
**SITE PLAN & CONCEPTUAL GRADING PLAN**  
 FOR  
**STAGECOACH BUSINESS PARK**  
 PHASE 1

JUNE 2018

APN 682-030-004  
 VACANT  
 MORONGO BAND of MISSION INDIANS

APN 684-283-014  
 VACANT  
 C-P-8 MB 80/18

**OWNER:**  
 MTR HOLDING, LLC  
 2100 CAMPUS DRIVE SUITE 200  
 MENLO PARK, CA 94028  
 (415) 354-0000

**ENGINEER / DESIGNED BY:**  
 STANTEC CONSULTING, INC.  
 735 S. GARDNER STREET, SUITE 200  
 SAN BERNARDINO, CA 92408  
 (909) 252-2433

**CONTRACTOR / DEVELOPER:**  
 COPART INC.  
 1915 DALLAS PARKWAY  
 DALLAS, TX 75204  
 (214) 353-1000

**APPLICANT'S PROJECT:**  
 COUNTY NO.  
 1116  
 2018-0001  
 2018-0001

**APPLICANT'S PROJECT NO.:**  
 2018-0001

**AGREEMENT:**  
 PARCELS 1 & 2  
 NET: 63.9 AC.

**PROJECT DATA:**  
 NUMBER OF EMPLOYEES: 30

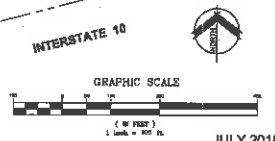
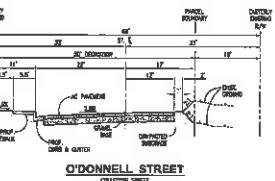
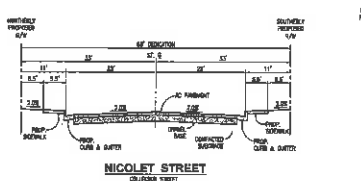
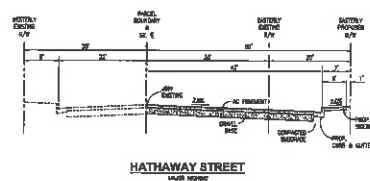
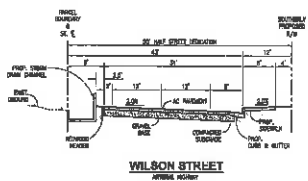
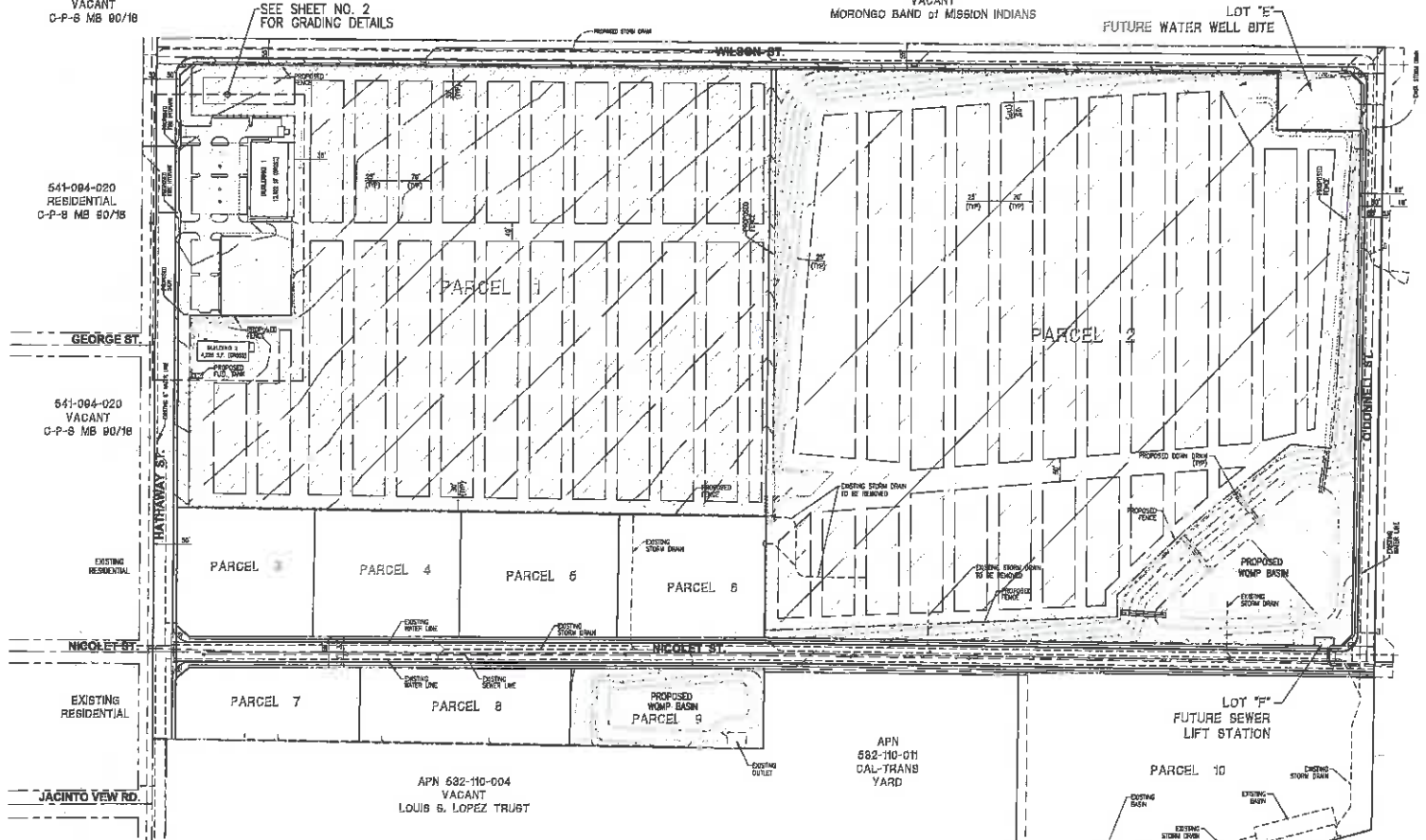
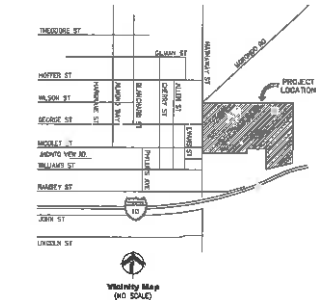
**BUILDINGS:**  
 BUILDING 1 GROSS AREA = 13,832 SF  
 BUILDING 2 GROSS AREA = 4,228 SF  
 TOTAL = 18,060 SF

**PARKING REQUIRED:**  
 PER CITY ORDINANCE 17.25.0408 USE: GENERAL OFFICE

BUILDING 1 (13,832 SF GROSS)		BUILDING 2 (4,228 SF GROSS)	
OFFICE	2,303	OFFICE	1,283
WAREHOUSE	1,000	WAREHOUSE	2,873
DRIVEWAY	1,187		
STORAGE	471		
<b>TOTAL:</b>	<b>5,041</b>	<b>4,156</b>	<b>9</b>

**PARKING PROVIDED:**  
 NO REGULAR SPACES  
 3 HANDICAPPED SPACES  
 1 VAN ACCESSIBLE SPACE

**LANDSCAPING:**  
 PARKING AREA = 30,244 SF  
 LANDSCAPE REQUIRED = 4,332 SF (14.3%)  
 LANDSCAPE PROVIDED = 17,708 SF (58.6%)



PREPARED BY:  
**Stantec**  
 735 S. GARDNER DRIVE, SUITE 200  
 SAN BERNARDINO, CA 92408  
 909.252.2114

PREPARED FOR:  
**COPART INC.**  
 1915 DALLAS PARKWAY  
 DALLAS, TX 75204  
 PH: (214) 785-9824

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITS	6/15/18	JL
2	REVISED FOR COMMENTS	6/20/18	JL
3	REVISED FOR COMMENTS	6/20/18	JL
4	REVISED FOR COMMENTS	6/20/18	JL
5	REVISED FOR COMMENTS	6/20/18	JL
6	REVISED FOR COMMENTS	6/20/18	JL
7	REVISED FOR COMMENTS	6/20/18	JL
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10	REVISED FOR COMMENTS	6/20/18	JL

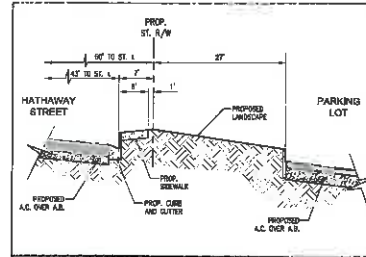
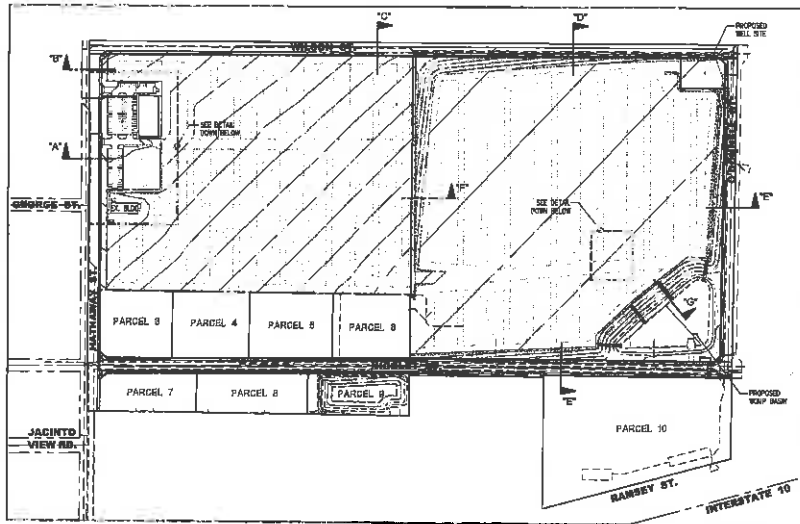
**CITY OF BANNING**  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SEAL: \_\_\_\_\_

**SITE PLAN AND CONCEPTUAL GRADING PLAN FOR STAGECOACH BUSINESS PARK PHASE 1**

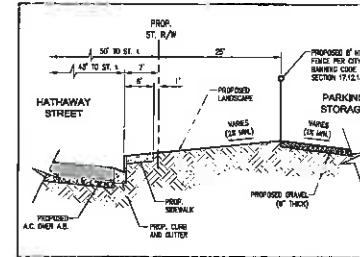
2042.532300  
 JULY 2018  
 SHEET 1 of 2

IN THE CITY OF BANNING, STATE OF CALIFORNIA  
**SITE PLAN & CONCEPTUAL GRADING PLAN**  
 FOR  
**STAGECOACH BUSINESS PARK**  
 PHASE 1

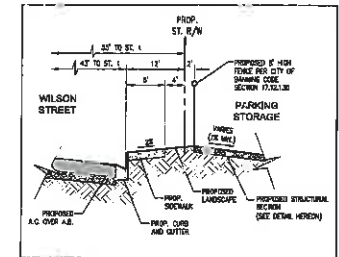
JUNE 2018



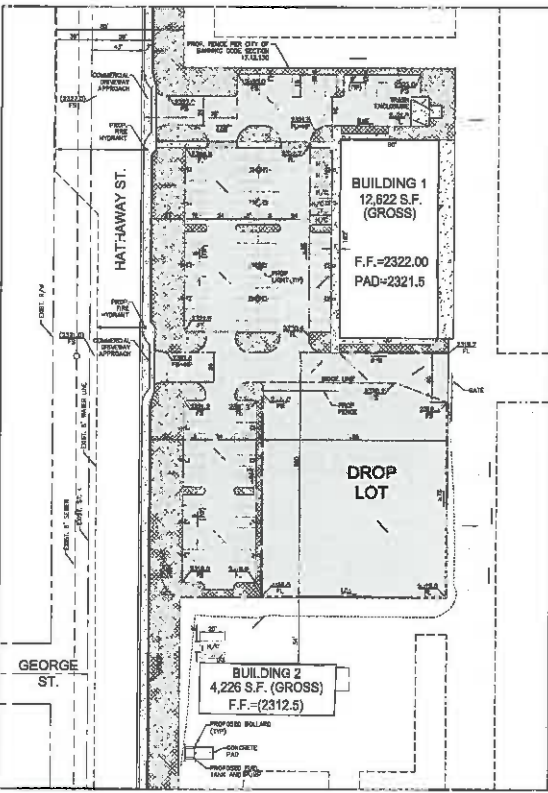
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SECTION "B-B"  
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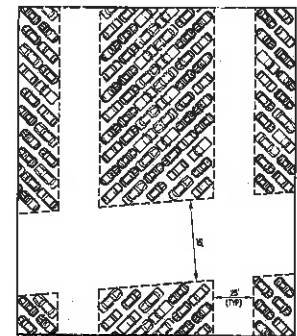


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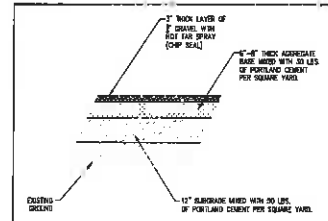


BUILDING AND PARKING LOT DETAIL  
1"=40'

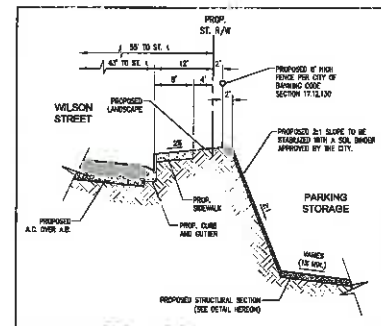
- LEGEND**
- A.C. PAVEMENT
  - CONCRETE
  - LANDSCAPE
  - STORAGE AREA
  - FENCE PER CITY OF BANNING CODE SECTION 17.12.13.00



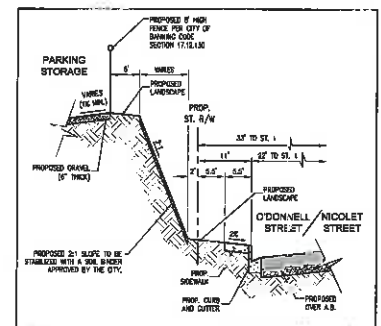
STORAGE PARKING DETAIL  
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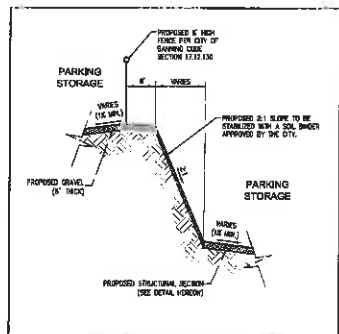
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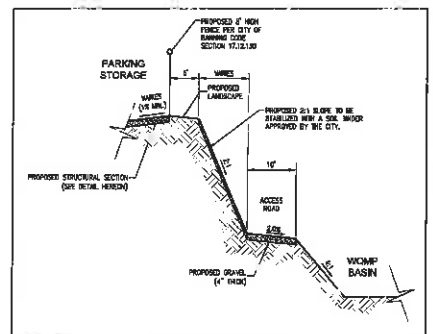
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SECTION "E-E"  
N.T.S.



SECTION "F-F"  
N.T.S.



SECTION "G-G"  
N.T.S.



PREPARED BY: **Stantec**  
 735 E. CANNON DRIVE, SUITE 280  
 SAN BERNARDINO, CA 92408  
 909.335.6111 | stantec.com

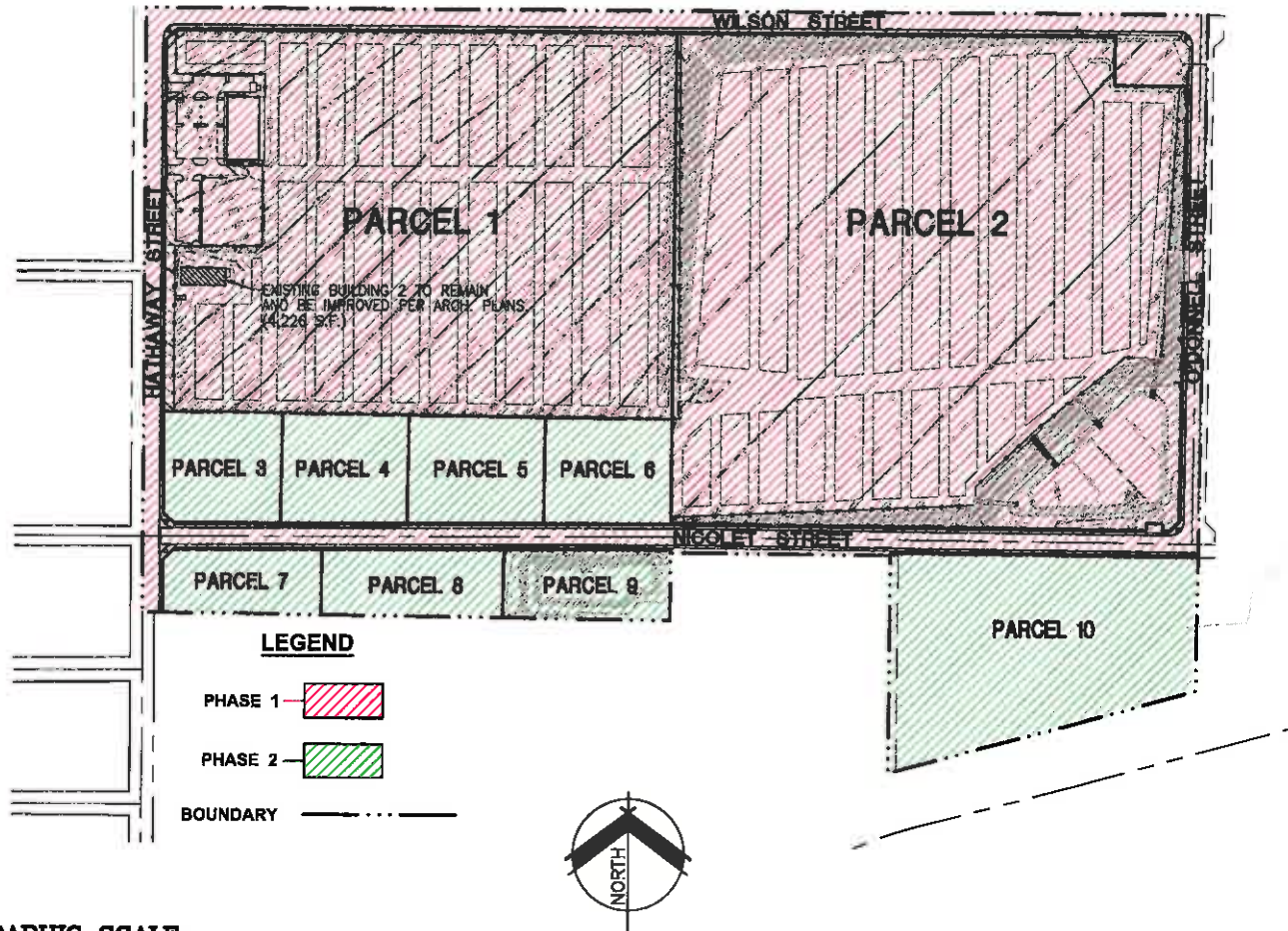
REVISION FOR: **COPART INC.**  
 14165 DALLAS PARKWAY  
 DALLAS, TX 75244  
 P/E (214) 785-0854

APPROVED BY: _____ DATE: _____	APPROVED BY: _____ DATE: _____
APPROVED BY: _____ DATE: _____	APPROVED BY: _____ DATE: _____

**CITY OF BANNING**  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

**SITE PLAN AND CONCEPTUAL GRADING PLAN FOR STAGECOACH BUSINESS PARK PHASE 1**

DRAWING: v:\2042\active\2042532300\drawing\exhibit\_files\532300c-ex7002.dwg PLOTTED: 7/18/2018 11:07 AM BY: Delgado, Vince



CASE NO.	PHASE
TENTATIVE PARCEL MAP 37487 (TPM 18-4001)	1 & 2
CONDITIONAL USE PERMIT (18-8002)	1
DESIGN REVIEW (18-7008)	1
ZONING TEXT AMENDMENT (18-97503)	1
ENVIRONMENTAL ASSESSMENT (18-1506)	1 & 2

### PHASE 1

- PARCELS 1 & 2.
- HATHAWAY ST., WILSON ST., O'DONNELL ST. & NICOLET ST.

PARCEL	AREA	LOT	AREA
1	27.98 AC	LOT "A"-WILSON ST.	3.34 AC
2	35.36 AC	LOT "B"-O'DONELL ST.	1.43 AC
		LOT "C"-NICOLET ST.	3.93 AC
		LOT "D"-HATHAWAY ST.	1.69 AC
		LOT "E"-WATER WELL	0.50 AC
		LOT "F"-LIFT STATION	0.02 AC
		LOT "G"-OPEN SPACE	0.08 AC
TOTAL: 63.34 AC		TOTAL: 10.59 AC	
PHASE 1 TOTAL: 74.33 AC			

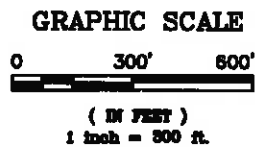
### PHASE 2:

- PARCELS 3 THROUGH 10.

PARCEL	AREA	PARCEL	AREA
3	1.88 AC	7	1.43 AC
4	1.99 AC	8	1.71 AC
5	2.11 AC	9	1.63 AC
6	1.93 AC	10	7.72 AC
PHASE 2 TOTAL: 20.40 AC			

PHASE 1 AND PHASE 2 TOTAL: 94.73 AC

JULY 2018



2	ADDRESSED 2ND CITY CORRECTION LETTER DATED 29 JUNE 2018	7.18.18		
1	ADDRESSED CITY CORRECTION LETTER DATED 30 MAY 2018	6.6.18		
MARK	REVISIONS	APPR.	DATE	APPR.
DESIGNED BY:	DRAWN BY:	CHECKED BY:	DESIGN ENGR.	CITY ENGR.

PREPARED BY:

**Stantec**  
735 E. CARNEGIE DRIVE, SUITE 280  
SAN BERNARDINO, CA 92408  
909.335.6116    stantec.com

**PHASING MAP FOR STAGECOACH BUSINESS PARK**

SCALE: 1" = 300'



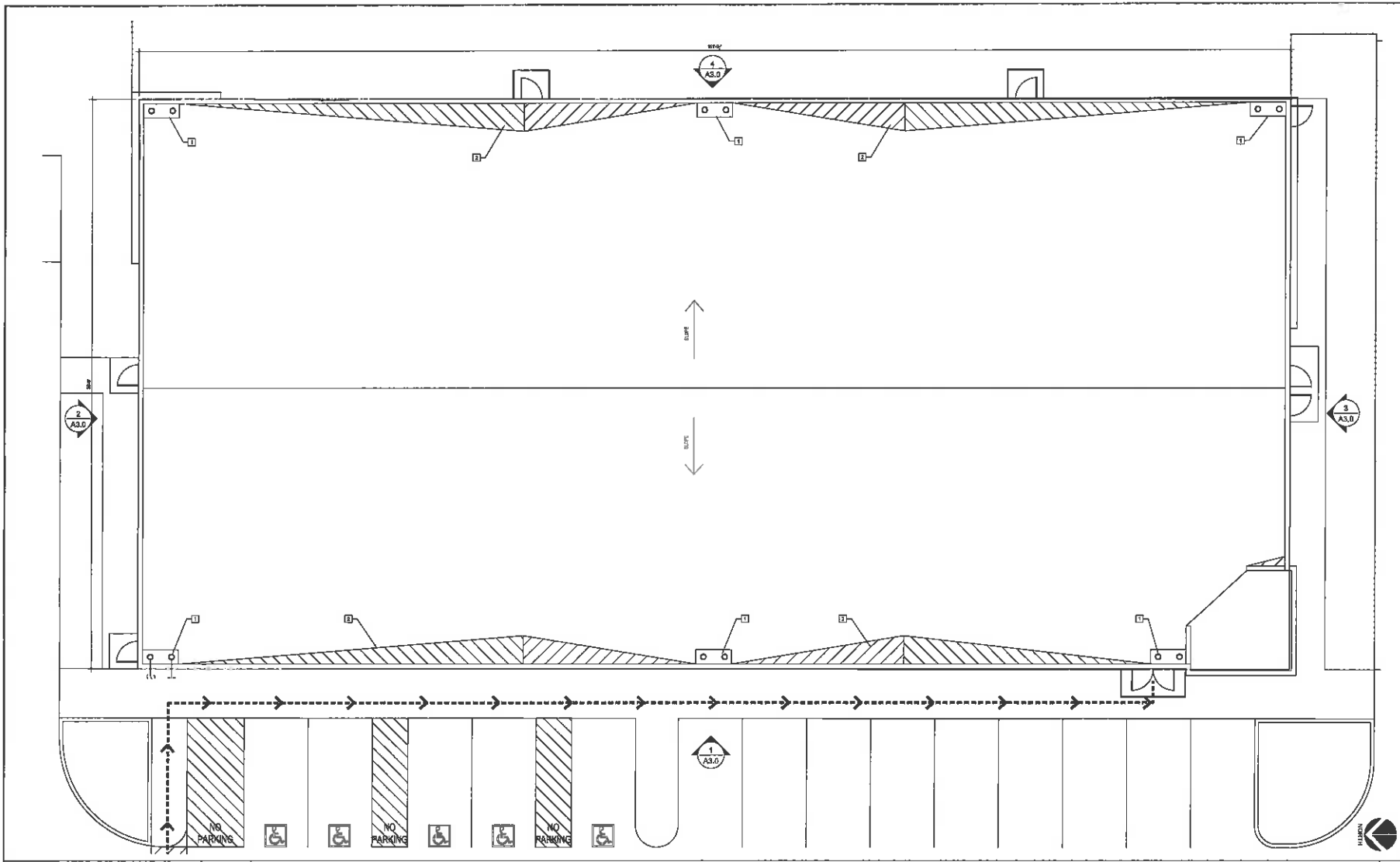












**D.L.A. ARCHITECTS**

1216 N RED OAK ST.  
SUITE E  
ANAHEIM, CA 92805



**COPART - BANNING**  
HATHAWAY ST.  
BANNING, CA

**ROOF PLAN**  
SCALE: 3/16" = 1'-0" **1**

<p>1) R1 ROOF DRAIN 2) R2 ROOF CURB</p> <p>3) R3 4) R4 5) R5 6) R6 7) R7 8) R8</p>	<p><b>PROPOSED SITE PLAN KEYNOTES</b> SCALE: N.T.S. <b>3</b></p>	<p><b>ROOF PLAN LEGEND</b> SCALE: N.T.S. <b>2</b></p>	<p><b>GENERAL NOTES</b> SCALE: N.T.S. <b>1</b></p> <p>A. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, FACE OF CONCRETE CURB, PROPERTY LINE OR CENTERLINE OF PARKING STALL, EXCEPT AS NOTED.</p> <p>B. FINISH FLOOR FINISHES SHOWN FROM ARCHITECTURAL DRAWINGS.</p> <p>C. FOR LOT DRAINAGE, FINISH GRADE SHALL BE HORIZONTAL, UNLESS OTHERWISE NOTED.</p> <p>D. CONCRETE WALLS SHALL INCLUDE EXTERIOR JOISTS AT 16" O.C. MAXIMUM AND CONTROL JOISTS AT 24" O.C. BETWEEN EXTERIOR WALLS.</p> <p>E. SEE LANDSCAPE ARCHITECT'S PLANS FOR PLANTING AND IRRIGATION.</p> <p>F. FOR ALL DOSSIBLE PARKING SPACES AND DIMENSIONS SEE DETAIL.</p> <p>G. STITCHING OF PARKING SPACES SHALL COMPLY WITH CITY STANDARDS.</p> <p>H. (SEE SECTION 11.01.3) PORT OF FRONT, IF ANY, AS INDICATED IN A SHAPED LINE SECTION NOTE. UNLESS ANY OTHER SPECIFIC CHANGES INDICATED BY SYMBOLS OF A SHAPED LINE NOTE. PORTS THAT HAVE CHANGES DO NOT EXCEED 4" VERTICAL AND 18" OF HORIZONTAL SURFACE IS 1/8" BENT UP, STABLE, FINISH FLOOR FINISHES SHOWN FROM ARCHITECTURAL DRAWINGS. THE DIRECTION OF TRAFFIC SHALL BE TOWARD THE PORT. UNLESS OTHERWISE NOTED, PORTS SHALL BE MINOR PORTS OF CONSTRUCTION. PORTS SHALL BE 18" WIDE AND 18" HIGH. PORTS SHALL BE MINOR PORTS OF CONSTRUCTION. PORTS SHALL BE 18" WIDE AND 18" HIGH. PORTS SHALL BE MINOR PORTS OF CONSTRUCTION. PORTS SHALL BE 18" WIDE AND 18" HIGH.</p> <p>NOTE: MINIMUM DISTANCE BETWEEN DETS SHALL BE 1'-0" OR OVERALL DET DIMENSION OF SPACES SHALL BE 11'-0" MINIMUM DET DIMENSION.</p>
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NO.	DATE	DESCRIPTION
1	12/1/18	ISSUED FOR PERMITS
2	12/1/18	ISSUED FOR PERMITS
3	12/1/18	ISSUED FOR PERMITS
4	12/1/18	ISSUED FOR PERMITS
5	12/1/18	ISSUED FOR PERMITS
6	12/1/18	ISSUED FOR PERMITS
7	12/1/18	ISSUED FOR PERMITS
8	12/1/18	ISSUED FOR PERMITS
9	12/1/18	ISSUED FOR PERMITS
10	12/1/18	ISSUED FOR PERMITS

NO.	DATE	DESCRIPTION
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2	12/1/18	ISSUED FOR PERMITS
3	12/1/18	ISSUED FOR PERMITS
4	12/1/18	ISSUED FOR PERMITS
5	12/1/18	ISSUED FOR PERMITS
6	12/1/18	ISSUED FOR PERMITS
7	12/1/18	ISSUED FOR PERMITS
8	12/1/18	ISSUED FOR PERMITS
9	12/1/18	ISSUED FOR PERMITS
10	12/1/18	ISSUED FOR PERMITS







**COPART - BANNING**  
HATHAWAY ST.  
BANNING, CA

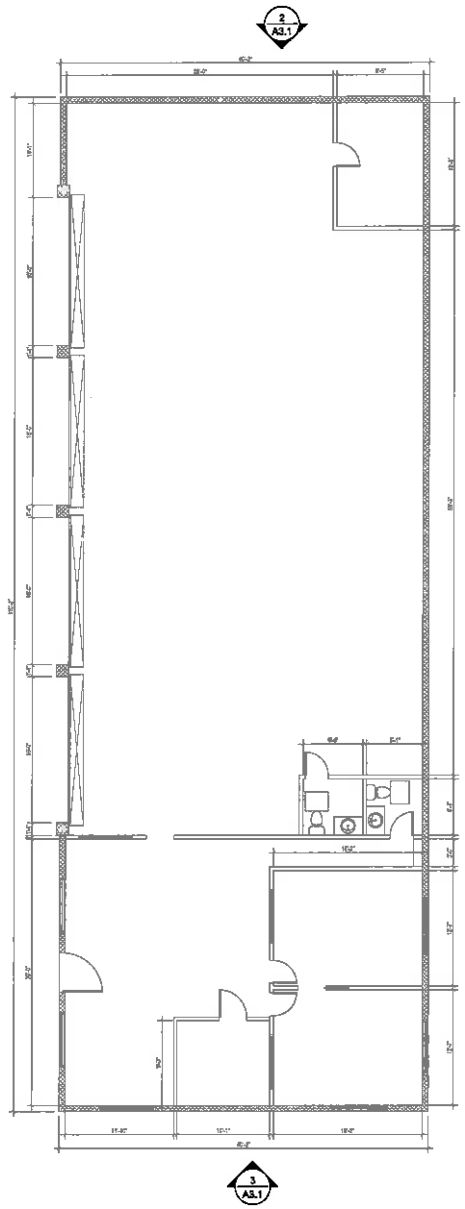
DATE: 01/15/11  
PROJECT NO: 2010-002  
DRAWN BY: D.L.A. ARCHITECTS

NO.	REVISION	DATE
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7	ISSUED FOR PERMIT	01/15/11
8	ISSUED FOR PERMIT	01/15/11
9	ISSUED FOR PERMIT	01/15/11
10	ISSUED FOR PERMIT	01/15/11

DATE	01/15/11
PROJECT NO.	2010-002
DRAWN BY	D.L.A. ARCHITECTS

EXISTING FLOOR PLAN  
BUILDING #2  
**A-2.1**

THE INFORMATION AND ANY OTHER INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE ARCHITECT AND SHALL BE KEPT CONFIDENTIAL AND NOT 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 FROM THE ARCHITECT.



**FLOOR PLAN KEYNOTES**  
SCALE: N.T.S. **3**

**FLOOR PLAN LEGEND**  
SCALE: N.T.S. **2**

- A. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, FACE OF CONCRETE CURB, PROPERTY LINE OR CENTERLINE OF PAVING UNLESS OTHERWISE SHOWN.
- B. FINISH FLOOR FINISHES SHOWN FROM BUILDING. SEE CIVIL DRAWINGS.
- C. USE THE GENERAL FINISH, FINISHES AND FINISHES CONTROL DIMENSIONS OF THIS DRAWING.
- D. CONCRETE WALLS SHALL BE 16" THICK WITH REINFORCEMENT AS NOTED AND CONTROL JOINTS AT 16' ON CENTER UNLESS OTHERWISE NOTED.
- E. SEE LAYOUTS FOR FINISHES AND FINISHES.
- F. FLOOR FINISHES SHALL BE AS NOTED AND FINISHES SHALL BE AS NOTED.
- G. STAIRS OF FINISHES SHALL COMPLY WITH CITY STANDARDS.
- H. SEE SECTION (S) FOR FINISHES. FINISHES SHALL BE AS NOTED IN A BARBER FINISHES GUIDE UNLESS OTHERWISE NOTED. FINISHES SHALL BE AS NOTED IN A BARBER FINISHES GUIDE UNLESS OTHERWISE NOTED. FINISHES SHALL BE AS NOTED IN A BARBER FINISHES GUIDE UNLESS OTHERWISE NOTED. FINISHES SHALL BE AS NOTED IN A BARBER FINISHES GUIDE UNLESS OTHERWISE NOTED.

**GENERAL NOTES**  
SCALE: N.T.S. **1**

**EXISTING FLOOR PLAN - BUILDING #2**  
SCALE: 1/4" = 1'-0" **1**







**COPART - BANNING**  
HATHAWAY ST.  
BANNING, CA

DATE: 01/11/2019

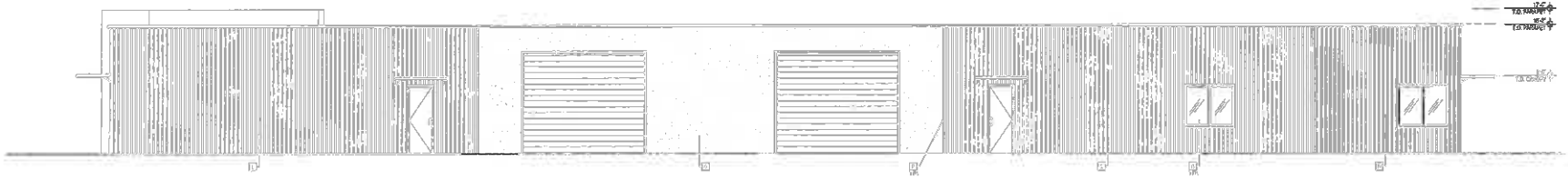
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2	REVISIONS
3	REVISIONS
4	REVISIONS
5	REVISIONS
6	REVISIONS
7	REVISIONS
8	REVISIONS
9	REVISIONS
10	REVISIONS

DATE	01/11/2019
PROJECT	COPART - BANNING
SCALE	AS SHOWN
DATE	01/11/2019
PROJECT	COPART - BANNING
SCALE	AS SHOWN

PROPOSED EXTERIOR ELEVATIONS

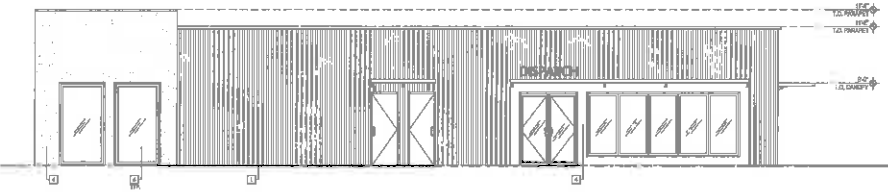
A-3.0

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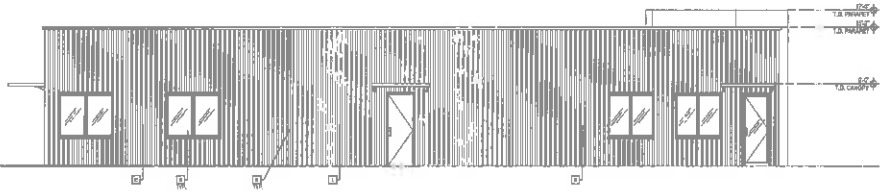
EAST ELEVATION  
SCALE: 3/16" = 1'-0"

4



SOUTH ELEVATION  
SCALE: 3/16" = 1'-0"

3



NORTH ELEVATION  
SCALE: 3/16" = 1'-0"

2



WEST ELEVATION  
SCALE: 3/16" = 1'-0"

1

- 1. CONTRACTOR TO CONFIRM AND VERIFY THAT EXTERIOR FINISHES EXPOSED TO THE WEATHER SHALL BE FLASHED IN SUCH A MANNER AS TO MAKE THEM WEATHERPROOF PER C.E.C. SECTION 10614. FLASHING.
- 2. REFER TO LIFT FLOOR PLANS AND DOOR AND WINDOW SCHEDULES FOR TYPED GLASS LOCATIONS AND REQUIREMENTS.
- 3. FINISHES AND TYPES OF FINISHES AT LIGHTING PENETRATING LOCATIONS - REFER TO UTILITY PLAN FOR LIGHTING LOCATIONS AND ADDITIONAL INFORMATION.
- 4. ALUMINUM RAILINGS AND CANOPIES SHALL BE MADE OF NON-REFLECTIVE MATE FINISH METAL.

- 1. PINKED CORRUGATED METAL SIDING - P1 - LIGHT GREY
- 2. PINKED CORRUGATED METAL SIDING - P3 - DARK BLUE
- 3. STUCCO - P1 - DARK GREY
- 4. STUCCO - P3 - CHALK BLUE
- 5. PINKED STEEL TRUCK - P5 - DARK GREY
- 6. ALUM. TRUCK WINDOWS / REFLECTION
- 7. (N.B.W.H. PER SECTION 1114.1.1)

GENERAL NOTES  
SCALE: NTS

6

KEYNOTES  
SCALE: NTS

5

NOT USED  
SCALE: NTS

NTS

NOT USED  
SCALE: NTS

NTS





**COPART - BANNING**  
HATHAWAY ST. BANNING, CA

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**EAST ELEVATION**  
SCALE: 3/8" = 1'-0" **4**



**SOUTH ELEVATION**  
SCALE: 3/8" = 1'-0" **3**



**NORTH ELEVATION**  
SCALE: 3/8" = 1'-0" **2**



**WEST ELEVATION**  
SCALE: 3/8" = 1'-0" **1**

- 1. CONTRACTOR TO CONSTRUCT AND VERIFY THAT EXTERIOR OPENING EXPOSURE TO THE WEATHER SHALL BE PLANNED IN PROPER MANNER AS TO MAKE THEM WEATHER PROOF (GLAZING, FLASHINGS, FLASHERS).
- 2. REFER TO LAST FLOOR PLANS AND DOOR AND WINDOW SCHEDULES FOR TRIMMED GLAZING LOCATIONS AND REQUIREMENTS.
- 3. PROVIDE MATCH/ROOF BUILDING AT LISTED/INDICATED LOCATIONS REFER TO UTILITY PLAN FOR LISTING LOCATIONS AND ADDITIONAL INFORMATION.
- 4. ALUMINUM RAILINGS AND GANTRIES SHALL BE MADE OF NON-REFLECTIVE MATTE FINISH METAL.

- L1 PAINTED CORROSION RESISTANT METAL, BROWN #1 - LIGHT GRAY
- L2 PAINTED CORROSION RESISTANT METAL, BROWN #1 - DARK BLUE
- F1 STUCCO - #3 - SAND GRAY
- F2 STUCCO - #3 - DARK GRAY
- E1 PAINTED STEEL TRIM - #1 - GRAY
- E2 ALUM. FLOOR VERTICALS (AT DOORWAY)
- E3 (S) BCI - 100 DETAIL 1214 F1

NOT USED  
SCALE: N/A

NOT USED  
SCALE: N/A

**GENERAL NOTES**  
SCALE: N/A **6**

**KEYNOTES**  
SCALE: N/A **5**

NO.	DATE	DESCRIPTION
1		
2		

DATE	08/2018
SCALE	AS SHOWN
PROJECT	Copart - Banning
NO. SHEET	2018-0002
DRAWN BY	DLA ARCHITECTS

PROPOSED EXTERIOR ELEVATIONS - COLORED







# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, September 3 (Labor Day), and by prescheduled appointment on Friday, September 7, 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 Banning may hold hearings on this project 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: September 13, 2018

TIME OF HEARING: 9:30 A.M.

### CASE DESCRIPTION:

ZAP1030BA18 – Copart (Representative: Stantec Consulting Services, Inc.) – City of Banning Planning Case Nos. ZTA18-97503 (Zoning Text Amendment), CUP18-8002 (Conditional Use Permit), DR18-7008 (Design Review), TPM18-4001 (Tentative Parcel Map No. 37487). The applicant proposes to construct a 12,622 square foot office/service building in conjunction with an existing 4,670 square foot building for an online vehicle liquidation business that includes auto auction, sale, and storage of used vehicles on a 63.34 acre portion of a 94.7 acre site located easterly of Hathaway Street, northerly of Interstate 10, and southerly of Morongo Road. The applicant also proposes amending the City's Zoning Ordinance to allow for parking and storage of vehicles on unpaved surfaces. Also proposed is a parcel map to divide the site into 10 commercial parcels in two phases. Parcels 1 and 2 (phase 1) are part of the proposed vehicle liquidation business. No structures are proposed on Parcels 3 through 10 (phase 2) at this time. Parcel 9 is anticipated for use as a water quality basin. (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Sonia Pierce of the City of Banning Planning Department at (951) 922-3152.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1030BA18 DATE SUBMITTED: July 25, 2018

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

<b>Applicant</b>	Copart	Phone Number (972) 391-5868
<b>Mailing Address</b>	14185 Dallas Parkway, Suite 300, Dallas, TX 75254	Email jeremy.meltebarger@copart.com
<b>Representative</b>	Stantec Consulting Services, Inc.	Phone Number (909) 255-8235
<b>Mailing Address</b>	Project Manager: Stephen Crevoiserat, PE 735 E. Carnegie Drive, Suite 280, San Bernardino, CA 92408	Email stephen.crevoiserat@stantec.com
<b>Property Owner</b>	Muth Holdings, LLC & OSI Partnership	Phone Number
<b>Mailing Address</b>	(Muth) 5100 Campus Dr., Ste. 200, Newport Beach, CA 92660 (OSI) 567 San Nicolas Dr., Ste. 450, Newport Beach, CA 92660	Email

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	City of Banning	Phone Number (951) 922-3152
<b>Staff Contact</b>	Ms. Sonia Pierce	Email spierce@ci.banning.ca.us
<b>Mailing Address</b>	99 E. Ramsey Street, Banning, CA 92220	Case Type
<b>Local Agency Project No</b>	Tentative Parcel Map 37487 (TPM 18-4001), Design Review (18-7008) Conditional Use Permit (18-8002), Zoning Text Amendment (18-97503) Environmental Assessment (18-1506)	<input type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" 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>	600 North Hathaway Street, Banning, CA 92220 (Muth Holdings - 30.54 acres) Northeast corner of Nicolet and Hathaway (OSI partnership - 64.19 acres)	
<b>Assessor's Parcel No.</b>	532-110-001, 002, 003, 008, 009 & 010	Gross Parcel Size Parcel 1- 27.88AC & Parcel 2- 35.35AC
<b>Subdivision Name</b>	Stagecoach Business Park	Nearest Airport and distance from Airport
<b>Lot Number</b>	Tentative Parcel Map 37487	Banning Municipal Airport 2,200 feet

### 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 property is currently vacant. The Muth holdings property (30.54-acres) was used previously as a block manufacturing plant for Orco Block company. The company has been closed for several years. The OSI Partnership (64.19 - acres) property is undeveloped except for previous grading operations which occurred in 2010 for an anticipated industrial park which never got built.
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<b>Proposed Land Use (describe)</b>	This property is currently zoned BP (Business Park) with a general plan designation of Industrial. The proposed land use is a combination of a Vehicle storage lot for an online auto auction storage yard business which includes a proposed office building the renovation of an existing small warehouse building covering approximately 65-acres on 2 proposed parcels. The remaining 7 parcels will be created for future light industrial buildings which are not being permitted at this time. See attached detailed project description.		
<b>For Residential Uses</b>	Number of Parcels or Units on Site (exclude secondary units) _____		
<b>For Other Land Uses (See Appendix C)</b>	Hours of Operation	approximately 8 am - 5 pm (M-F) office building for Copart online auto action business	
	Number of People on Site	30	Maximum Number 40
	Method of Calculation	Building Code / Owner Operations	
<b>Height Data</b>	Site Elevation (above mean sea level)	New Bldg - 2322	Existing Bldg - 2312.5 ft.
	Height of buildings or structures (from the ground)	New Bldg = 17	Existing Bldg 23.5 ft.
<b>Flight Hazards</b>	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. \*

\* Projects involving heliports/helicopter landing sites will require additional noticing procedures.



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** September 13, 2018

**CASE NUMBER:** ZAP1068PS18 – Painted Hills Wind, LLC (Representative: Robert Skaggs)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** WCS180001 (Commercial WECS Permit), VAR180003 (Variance)

**MAJOR ISSUES:** The project is currently being reviewed by the Federal Aviation Administration Obstruction Evaluation Service for impacts to air navigation. There are significant concerns regarding the extreme height of the proposed wind turbines, as well as electromagnetic interference and/or interference to the airport approach/departure radar surveillance system. The project is being recommended for a continuance until such time that the FAA review is completed.

**RECOMMENDATION:** Staff recommends CONTINUANCE of the project to the Commission’s October 11 meeting, unless Determinations of No Hazard to Air Navigation are issued by September 13.

**PROJECT DESCRIPTION:** The applicant proposes to decommission and remove approximately 291 existing commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 600 acres. Also proposed are associated equipment such as two meteorological towers, laydown yard, construction of new temporary and permanent internal roads, and new 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested proposing reductions in safety, wind access, and scenic setbacks. Wind turbine heights are measured at top of blade in the “twelve o’clock position”.

**PROJECT LOCATION:** The project is located northerly of Avenue 16, easterly of Whitewater Canyon Road, westerly of Windhaven Road at the terminus of Painted Hills Road.

The project site is not located within an existing Airport Influence Area, as it lies over 44,000 feet from the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport, but the project comes before the Airport Land Use Commission because of its inclusion of structures exceeding 200 feet in height.

**BACKGROUND:** As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site” requires referral to the

Airport Land Use Commission for a determination of consistency with the Commission's Plan prior to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Part 77, Paragraph 77.13. The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to evaluate such facilities by the Airport Land Use Commission.

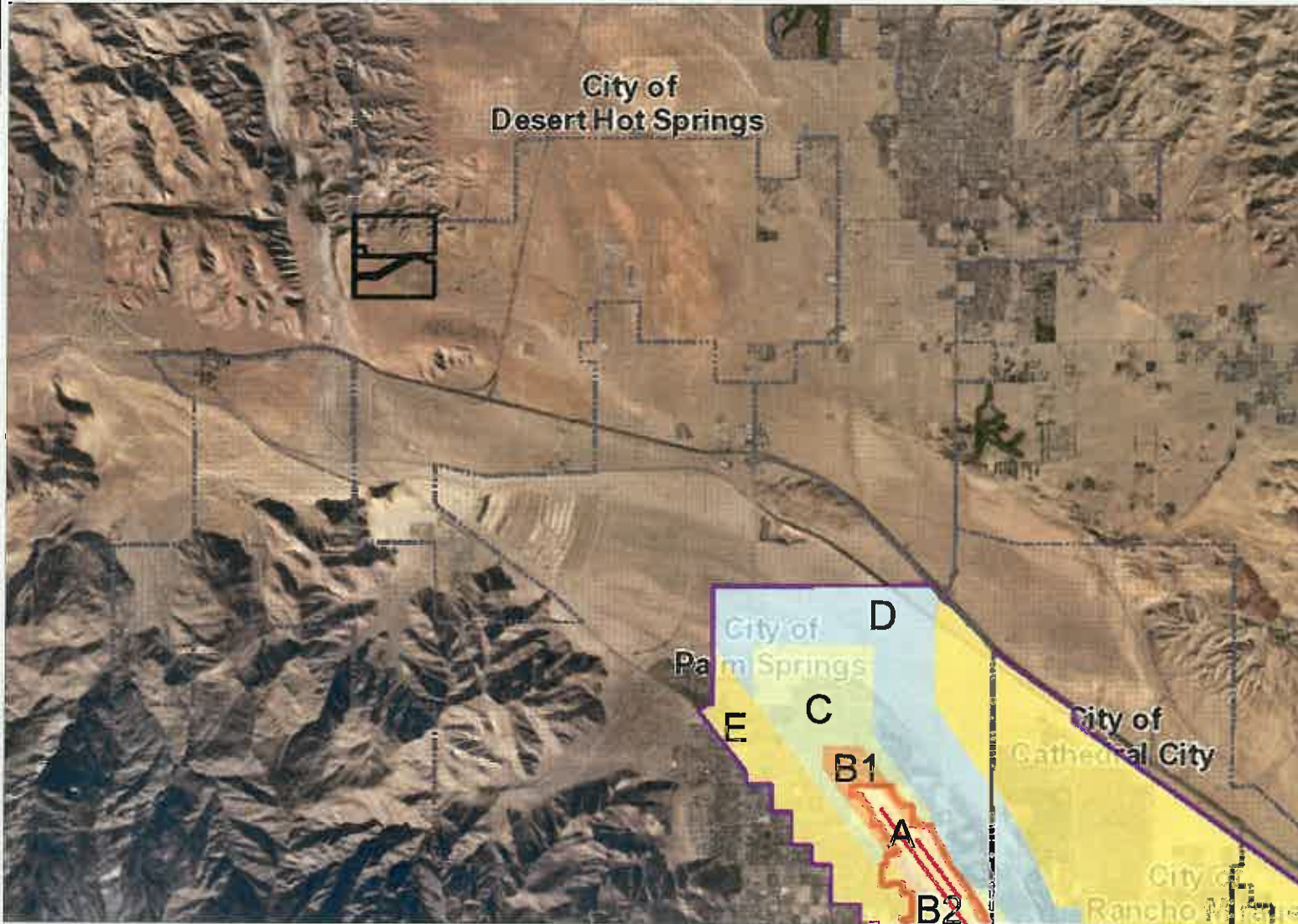
As such, the determination by FAA's Obstruction Evaluation Service (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC's decision on such a facility. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2018-WTW-8741-OE through 2018-WTW-8754-OE, to this project, which is recognized as a "Work in Progress" as of the date of this staff report.

The project description proposes two meteorological (MET) towers that the applicant has indicated will be 309 feet tall. However, they are not included in the current application the FAA OES is reviewing for the wind turbines, and the applicant has stated that specific locations for these MET towers have not yet been determined. Therefore, when ALUC renders its determination, it will be based on the project scope minus these MET towers as they have not been reviewed by the FAA. Consequently, ALUC's recommended conditions for this project will specify that any proposed MET towers exceeding 200 feet in height will require a separate ALUC application, review, and determination, along with a complete FAA determination of no hazard letter.

# 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)

# 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.

### Notes



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# Map My County Map



## Legend

-  City Areas
-  World Street Map



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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-FXC6



**\*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.

0 6 12,314 Feet  
157

REPORT PRINTED ON... 7/24/2018 12:39:10 PM

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 3,079 6,157 Feet

REPORT PRINTED ON... 7/24/2018 12:40:08 PM

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## Notes

# Exhibit A Site Plan Issued for Permit

for  
**Painted Hills Wind Energy  
 Repowering Project**  
 Riverside County, California

**PROPERTY OWNERS:** KATHLEEN ANN GUZINSKI  
 315 CORREAS ST.  
 HALF MOON BAY, CA 94019  
 JAMES D. ETCHASON  
 P.O. BOX 2285  
 PALM SPRINGS, CA 92263  
 JASON KEITH ETCHASON  
 10 W. CLENHAVEN DR.  
 PHOENIX, AZ 85045  
 SEAN D. ETCHASON  
 6159 ARTISTIC HEIGHTS CT.  
 LAS VEGAS, NV 89143

**APPLICANT:** PAINTED HILLS WIND, LLC  
 11455 EL CAMINO REAL  
 SUITE 160  
 SAN DIEGO, CA 92130

**REPRESENTATIVE:** WESTWOOD PROFESSIONAL SERVICES  
 12701 WHITEWATER DR  
 SUITE 325  
 MINNETONKA, MN 55343

**PROJECT DESCRIPTION:** REFER TO WECS APPLICATION

**PROPERTY DATA EXISTING ZONING:** W-E

GROSS AND NET ACREAGE: 600

ASSESSOR'S PARCEL NUMBERS: 516030014, 516030008, 516030004, 516030015

UTILITIES: ELECTRIC: SOUTHERN CALIFORNIA Edison

SITE CUT/FILL: CUT=813,600 CU. YDS.  
 FILL=329,620 CU. YDS.

NET=483,980 CU. YDS. CUT

EXCESS MATERIAL TO BE DISPOSED OF ON-SITE

THE PROJECT SITE FALLS WITHIN FEMA FLOOD ZONE X,  
 WHICH IS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

THE PROJECT IS NOT LOCATED WITHIN A COMMUNITY  
 FACILITIES DISTRICT OR COUNTY SERVICES AREA.

**LEGAL DESCRIPTION:** THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE AND DESCRIBED AS FOLLOWS:

**PARCEL A:**  
 THE SOUTH HALF OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF;  
 EXCEPT THAT PORTION OF SAID LAND DESCRIBED IN DEED IN FAVOR OF THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, RECORDED NOVEMBER 28, 1933 IN BOOK 149, PAGE(S) 80 OF OFFICIAL RECORDS;  
 ALSO EXCEPT THAT PORTION OF THE EAST HALF OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH-EAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION, LYING SOUTHERLY OF THE SOUTHERLY LINE OF THAT PORTION OF SAID LAND DESCRIBED IN THE DEED ABOVE MENTIONED;  
 ALSO EXCEPT AN UNDIVIDED 1/4 INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93099, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.  
 APN: 516-030-014 AND 516-030-008

**PARCEL B:**  
 THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF;  
 EXCEPTING THEREFROM AN UNDIVIDED 1/4 INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93099, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.  
 APN: 516-030-004

**PARCEL C:**  
 GOVERNMENT LOTS 1, 2, 3 AND 4 AND THE SOUTH HALF OF THE NORTH HALF OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF;  
 EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED NOVEMBER 28, 1933 IN BOOK 149, PAGE(S) 80 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;  
 ALSO EXCEPTING THEREFROM THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION;  
 ALSO EXCEPTING THEREFROM AN UNDIVIDED 1/4 INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93099, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.  
 SAID LAND IS DESCRIBED PURSUANT TO A CERTIFICATE OF PARCEL MERGER NO. 149, RECORDED MARCH 26, 1985 AS INSTRUMENT NO 61488 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.  
 APN: 516-030-015

**PROJECT CONTACT INFORMATION**

TITLE	COMPANY	NAME	CONTACT NUMBER	EMAIL
APPLICANT	PAINTED HILLS WIND, LLC	ROBERT SKAGGS	858-764-3737	rskaggs@terra-gen.com
PROJECT MANAGER	WESTWOOD PROFESSIONAL SERVICES	STEVE BATTAGLIA	952-906-7405	Steve.Battaglia@westwoodps.com
ENGINEER OF RECORD	WESTWOOD PROFESSIONAL SERVICES	CHRIS CARDA	952-908-7459	Chris.Carde@westwoodps.com
CONTRACTOR	X	X	X	X

Designed	ATP	
Checked	SP	
Drawn	ATP	
As-Built Drawings		
Revisions		
1	DATE	DESCRIPTION

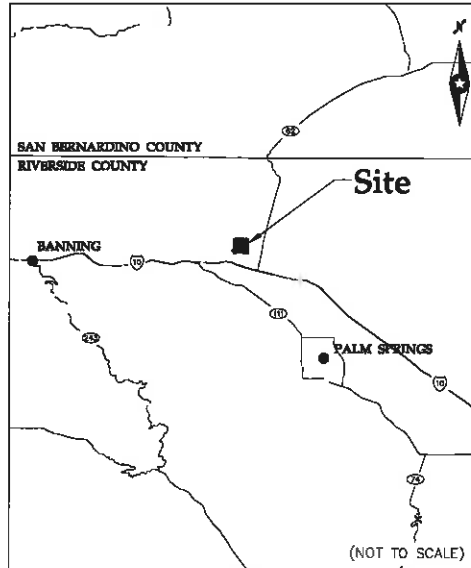
Prepared for:

**Painted Hills  
 Wind, LLC**  
 11455 El Camino Real, Suite 160  
 San Diego, CA 92130

State Map



Vicinity Map



**Painted Hills Wind  
 Energy Repowering  
 Project**  
 Riverside County, California

Cover

**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

Date: 06/15/2018  
 Sheet: 1 OF 16





## **Attachment B: Project Description**

Painted Hills Wind, LLC (Applicant) proposes to construct the Painted Hills Wind Energy Repowering Project (Project) located in western Riverside County (County), California. The Project is generally bounded by the Super Creek Mine and undeveloped foothills (i.e., Painted Hills) to the north, rural single-family residential uses and State Route (SR-) 62 to the east, existing Wind Energy Conversion System (WECS) facilities and Interstate (I-) 10 to the south, and an existing WECS facility and the unincorporated Whitewater area to the west. (see Exhibit A, Site Plan). The Project site is located within the San Gorgonio Wind Resource Area (SGWRA) and the County's San Gorgonio Pass Wind Energy Policy Area, an area that maintains winds that support economically viable wind energy projects and in which wind turbines are an established use. The Project site supports an existing wind farm and is an excellent location for generating electrical power from wind based on the strong predictable wind resource. The existing wind farm is associated with Commercial WECS Permits 25, 52, and 53.

### **Project Overview**

The Project comprises the following components and activities:

- Decommission and remove the approximately 291 existing, antiquated turbines from the Project site.
- Install up to 14 new wind turbines and related infrastructure with a per-turbine generating capacity of between 2.0 megawatts (MW) and 4.2 MW on land within the County's Wind Energy Resource (W-E) Zone.
- Install up to 2 new permanent, lattice meteorological (met) towers to support operations of the wind development.
- Install up to 3 new temporary, guyed lattice met towers to support the power curve testing of the wind development.
- Install WECS and met tower foundations and erection of the WECS and met towers.
- Construct pad areas for individual turbines and met towers to accommodate cranes and heavy equipment needed for turbine and met tower installation.
- Construct a temporary expansion of the existing laydown yard for use during the decommissioning of existing turbines and the construction of the Project.
- Temporarily widen and improve portions of the existing internal road system.
- Construct new temporary and permanent roads outside of the existing road system footprint to accommodate cranes and heavy equipment needed for turbine and met tower installations and access to the proposed turbine and met tower foundations. Temporary new



roads and existing roads that would not be used by the Project would be restored after the construction phase and permanent new roads will be reduced to a width of 16 feet.

- Install new 12-kilovolt (kV) underground and/or overhead electrical collection lines to collect energy from the Project's new turbines. All or a portion of these lines may interconnect directly into the Southern California Edison (SCE) 115 kV Venwind substation located inside the Project boundary. Alternatively, one or more of these collection lines may tie directly into the existing, SCE-owned, 12 kV overhead collection lines inside the Project boundary that are used by the existing wind farm to interconnect into Venwind.
- Decommission and remove the new wind turbines at the end of their useful life cycle.

## Project Positive Impacts

The Project would have a net positive environmental impact for the following reasons:

- The overall development intensity and visual "clutter" within the Project site would decrease as a result of the proposed repowering given that the approximately 291 existing turbines would be replaced by only 14 new turbines, which equates to a 1-to-20 (new-to-existing) replacement ratio.
- The Project would generate significantly more energy than the existing turbines operating on the Project site, which, due to their age and technology, are more inefficient and less reliable than the new turbines.
- No new buildings would be constructed, and the overall amount of impervious surfaces is not expected to increase. To the greatest extent feasible, new construction would be limited to existing disturbed and developed areas, minimizing plant and wildlife impacts.
- New, modern turbines have lower turbine rotational speeds. This, in combination with higher rotor height and greater spacing distances, would allow more visibility to avian species and increases avoidance potential.
- Fewer turbines with a wider spacing would allow for more avian passage between the turbines, eliminating the existing wind turbine wall.

## Project Components

The Painted Hills Wind Energy Repowering Project ("Project") would consist of up to 14, three-bladed, upwind, horizontal-axis wind turbines ranging from 2.0 MW to 4.2 MW in nameplate capacity per turbine. Each wind turbine would be mounted on a concrete pedestal supported by a permanent concrete foundation. Each turbine would include four main physical components that would be assembled and erected during construction: the tower, the nacelle, the hub, and the three

blades. Other main turbine components include the turbine foundation, transformer, and safety features.

The turbine towers consist of three to five (depending on make, model and overall height) pre-fabricated tubular steel sections that are tapered from base to top. The Project would use turbine towers up to 94 meters (309 feet) in height. The nacelle houses equipment, including the gearbox, the electrical generator, and control equipment. It also supports the turbine blades and hub. A yaw system keeps the turbine pointed into the wind to maximize energy capture. A wind vane and anemometer are mounted at the rear of the nacelle to signal the controller with wind speed and direction information.

The three turbine blades and hub make up the rotor. The rotor is connected to the gearbox housed in the nacelle. This system powers the wind turbine. The Project would use turbines with rotor diameters of up to 130 meters (427 feet). The total height of any Project wind turbine as measured from the turbine base to the top of turbine blade in the twelve o'clock position would not exceed 152 meters (500 feet). Figure 1, Typical Wind Turbine Dimensions, provides a schematic illustration of a proposed turbine. Technical/physical specifications for the proposed turbines have been provided in the Project Description Information Sheet included in the Application for Commercial WECS.

The wind turbines would be grouped in rows and would be connected by a network of collection lines that may be partially or entirely underground. Turbines would be arranged within the row in accordance with applicable industry siting recommendations for optimum energy production and minimal land disturbance. The proposed turbine layout is shown in Exhibit A.

To promote visual continuity, all turbine structures would use uniform light-gray or off-white colors and matte finishes in conformance with FAA requirements. No reflective surfaces, logos, or markings would be used.

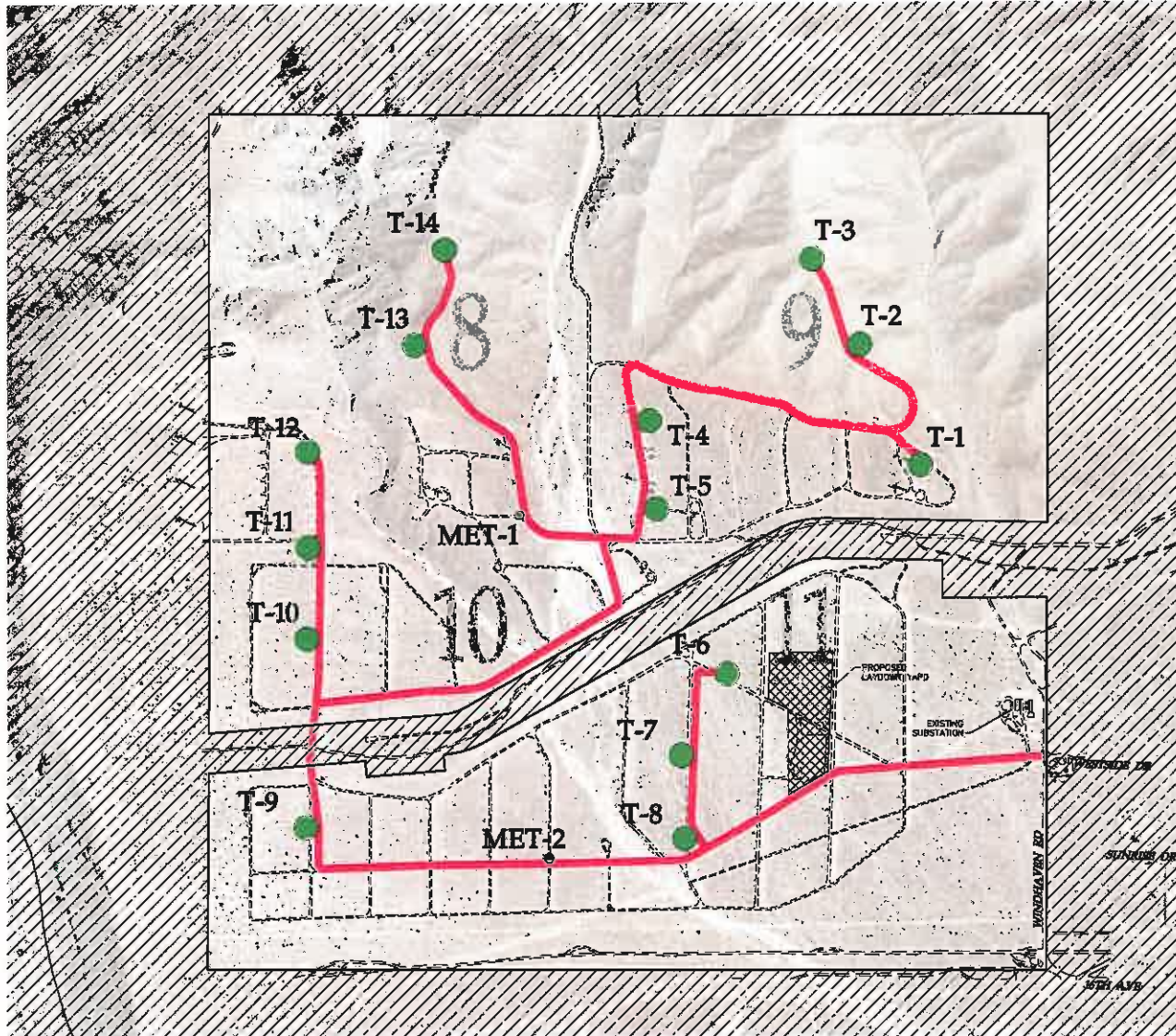
Up to two new permanent met towers would be erected within the Project site to monitor and document wind conditions. These towers would be up to 309 feet high and would be equipped with applicable FAA-compliant marking or lighting for aviation safety. Up to three new temporary met towers would also be erected within the Project site as part of the Project's wind turbine power curve testing campaign that would occur prior to commercial operations. These temporary met towers would be constructed atop targeted wind turbine locations (prior to the erection of those wind turbines) to collect turbine site specific wind data that would be used to calibrate these locations prior to performing power curve testing. These towers would also be up to 309 feet high and would be equipped with applicable FAA-compliant marking or lighting for aviation safety. The permanent met towers would be free-standing lattice towers constructed atop a concrete foundation. The temporary met towers would be guyed-lattice towers constructed atop a relatively smaller, temporary concrete foundation.

## **Project Operations and Maintenance**

Operations and maintenance (O&M) activities for the Project would remain similar to the O&M activities conducted for the existing facility. Regularly scheduled maintenance of the Project would generally include lubrication of mechanical parts, cleaning of blades, and changing of fluids, performed in conformity with the manufacturer's guidelines. Occasionally, major overhauls or component replacements would be required, necessitating use of cranes or other equipment similar to that used during construction. Maintenance personnel would be onsite on a regular basis to service turbines, replace parts, and perform other maintenance duties.

**LEGEND:**

- PROPOSED TURBINE LOCATION
- T-XX** PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- UNPAVED INTERNAL PROJECT ACCESS ROAD
- EX. GRAVEL ROAD
- - - - EX. DIRT ROAD
- OUT OF PROJECT BOUNDARY
- 10** DENOTES SHEET NUMBER



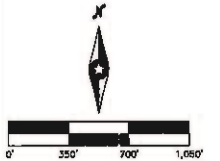
**Westwood**

17700 Wilshire Blvd., Suite 200  
 Los Angeles, CA 90040  
 Westwood Professional Services, Inc.

Prepared:	AW
Checked:	ED
Drawn:	AW
As Built Drawing:	
Scale:	1" = 100'

Prepared for:

**Painted Hills Wind, LLC**  
 12425 El Camino Real, Suite 160  
 San Diego, CA 92120



**Painted Hills Wind Energy Repowering Project**

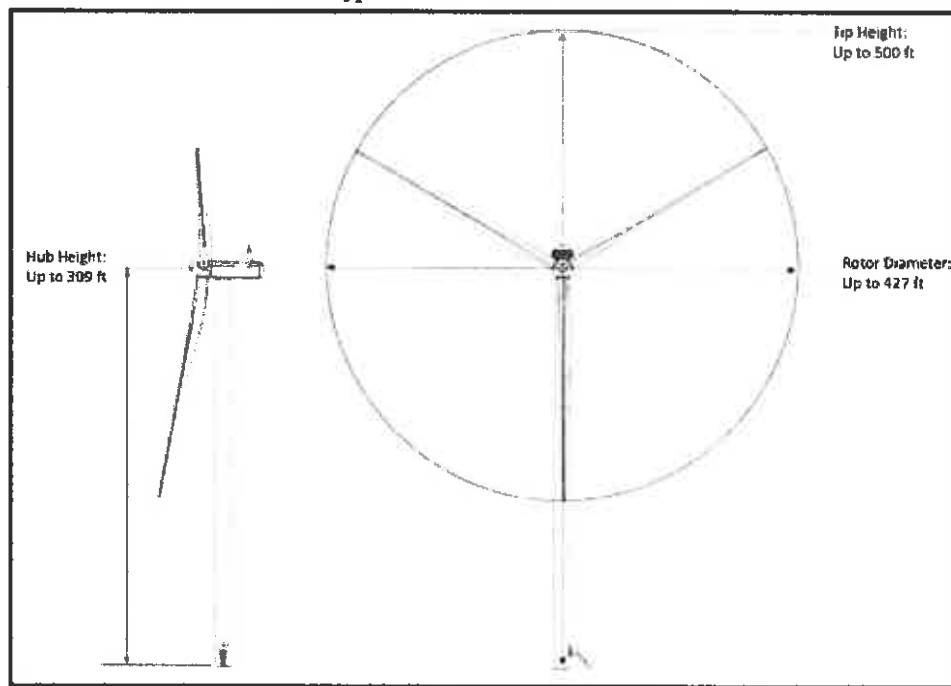
Riverside County, California

Overall Site Plan

**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

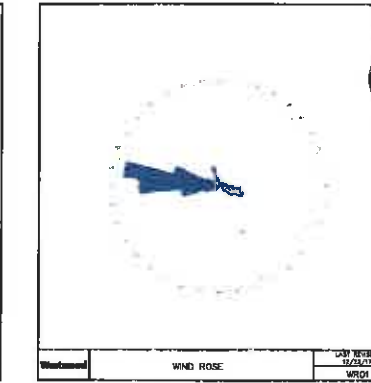
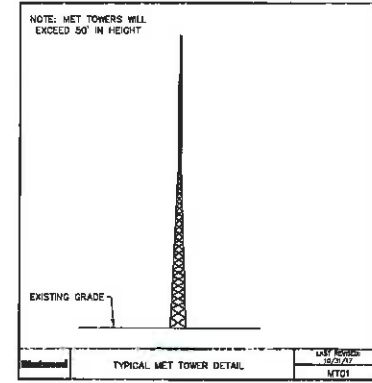
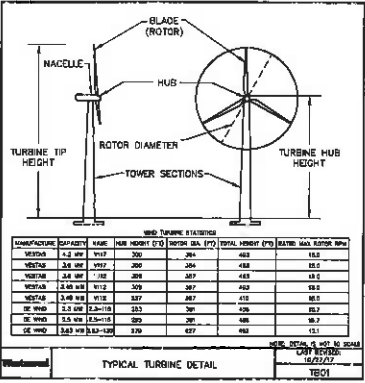
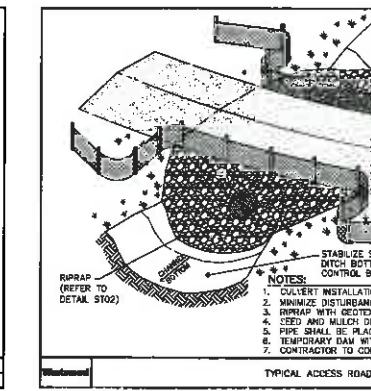
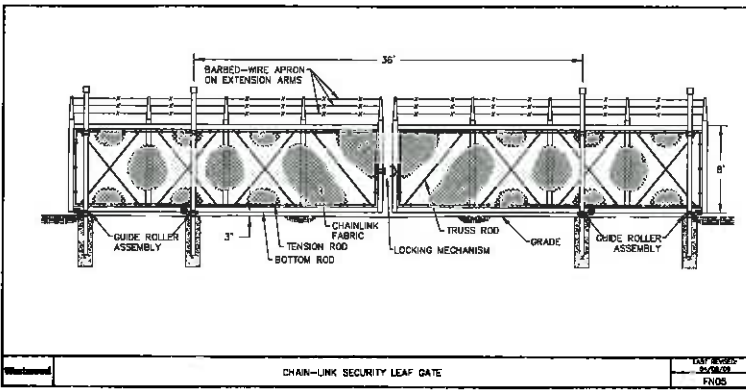
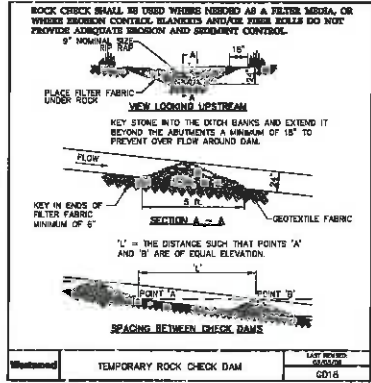
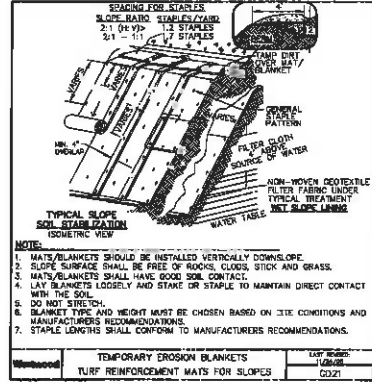
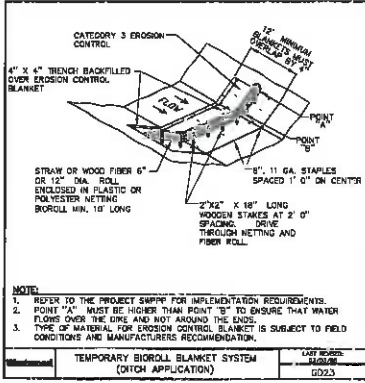
Date: 05/13/2018  
 Sheet: 8 OF 18

**Figure 1**  
**Typical Wind Turbine Dimensions**









Prepared for:

Prepared:	AW
Checked:	ED
Drawn:	AW
As-Built Drawn:	
Scale:	AS SHOWN

Prepared for:

**Painted Hills Wind, LLC**  
 21455 El Camino Real, Suite 160  
 San Diego, CA 92091

**Painted Hills Wind Energy Repowering Project**  
 Riverside County, California

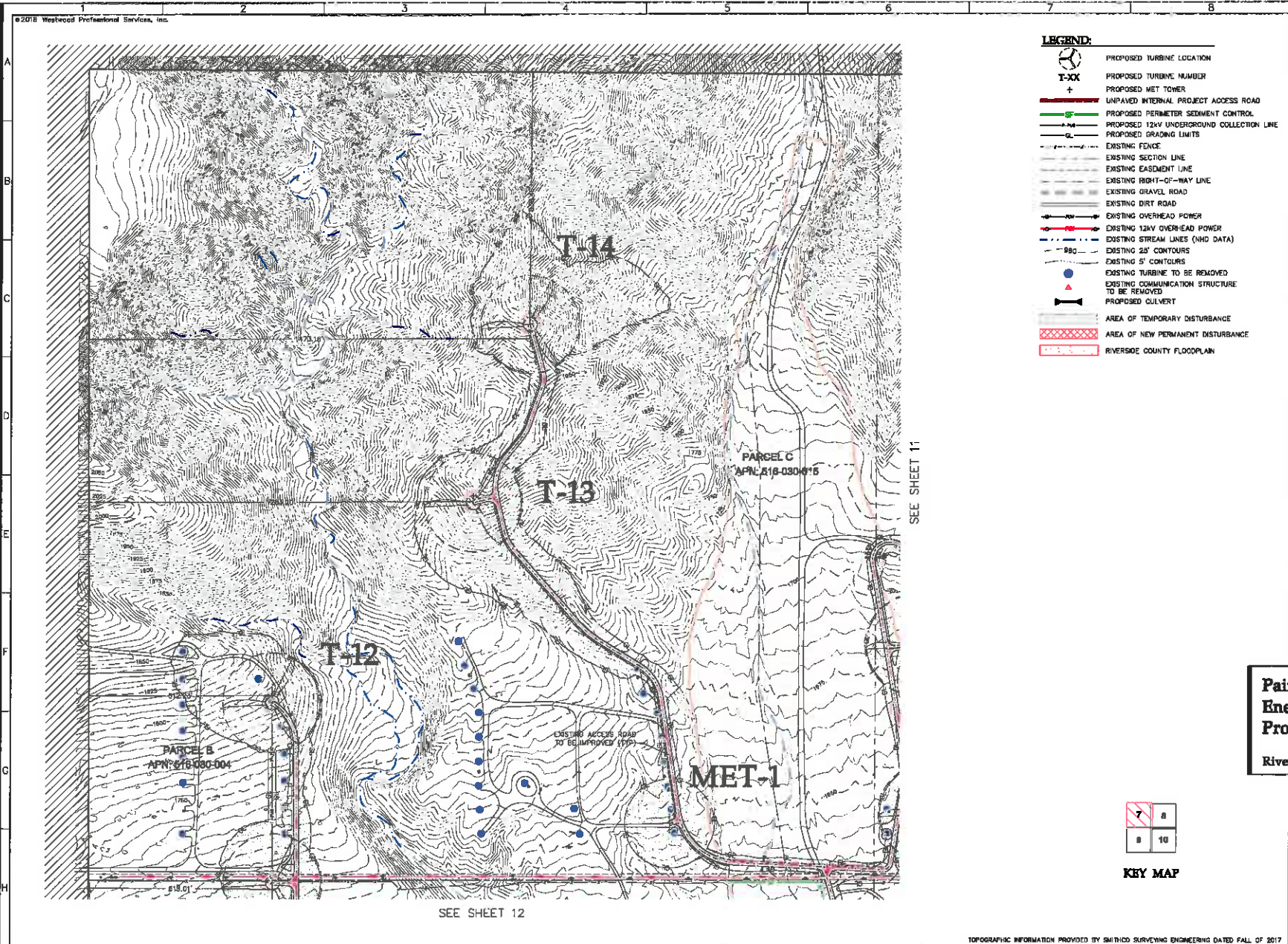
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ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION

Date: 06/13/2018  
 Sheet: 5 of 15





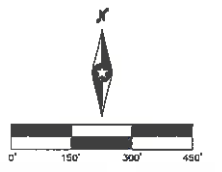


- LEGEND:**
- PROPOSED TURBINE LOCATION
  - T-XX** PROPOSED TURBINE NUMBER
  - +** PROPOSED MET TOWER
  - UNPAVED INTERNAL PROJECT ACCESS ROAD
  - PROPOSED PERIMETER SEDIMENT CONTROL
  - PROPOSED 12KV UNDERGROUND COLLECTION LINE
  - PROPOSED GRADING LIMITS
  - EXISTING FENCE
  - EXISTING SECTION LINE
  - EXISTING EASEMENT LINE
  - EXISTING RIGHT-OF-WAY LINE
  - EXISTING GRAVEL ROAD
  - EXISTING DIRT ROAD
  - EXISTING OVERHEAD POWER
  - EXISTING 12KV OVER-HEAD POWER
  - EXISTING STREAM LINES (MND DATA)
  - EXISTING 25' CONTOURS
  - EXISTING 5' CONTOURS
  - EXISTING TURBINE TO BE REMOVED
  - EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
  - PROPOSED CULVERT
  - AREA OF TEMPORARY DISTURBANCE
  - AREA OF NEW PERMANENT DISTURBANCE
  - RIVERSIDE COUNTY FLOODPLAIN

**Westwood**  
 Plan: 06/13/2018 15781 Landscape/Storm Drain E280  
 Title: 016-080-004/016-030-015  
 016-080-004/016-030-015  
 Westwood Professional Services, Inc.

Checked:	APW
Drawn:	APW
As-Built Drawing:	
Revisions:	
Prepared for:	

**Painted Hills Wind, LLC**  
 11455 El Camino Real, Suite 140  
 San Diego, CA 92130



**Painted Hills Wind Energy Repowering Project**  
 Riverside County, California



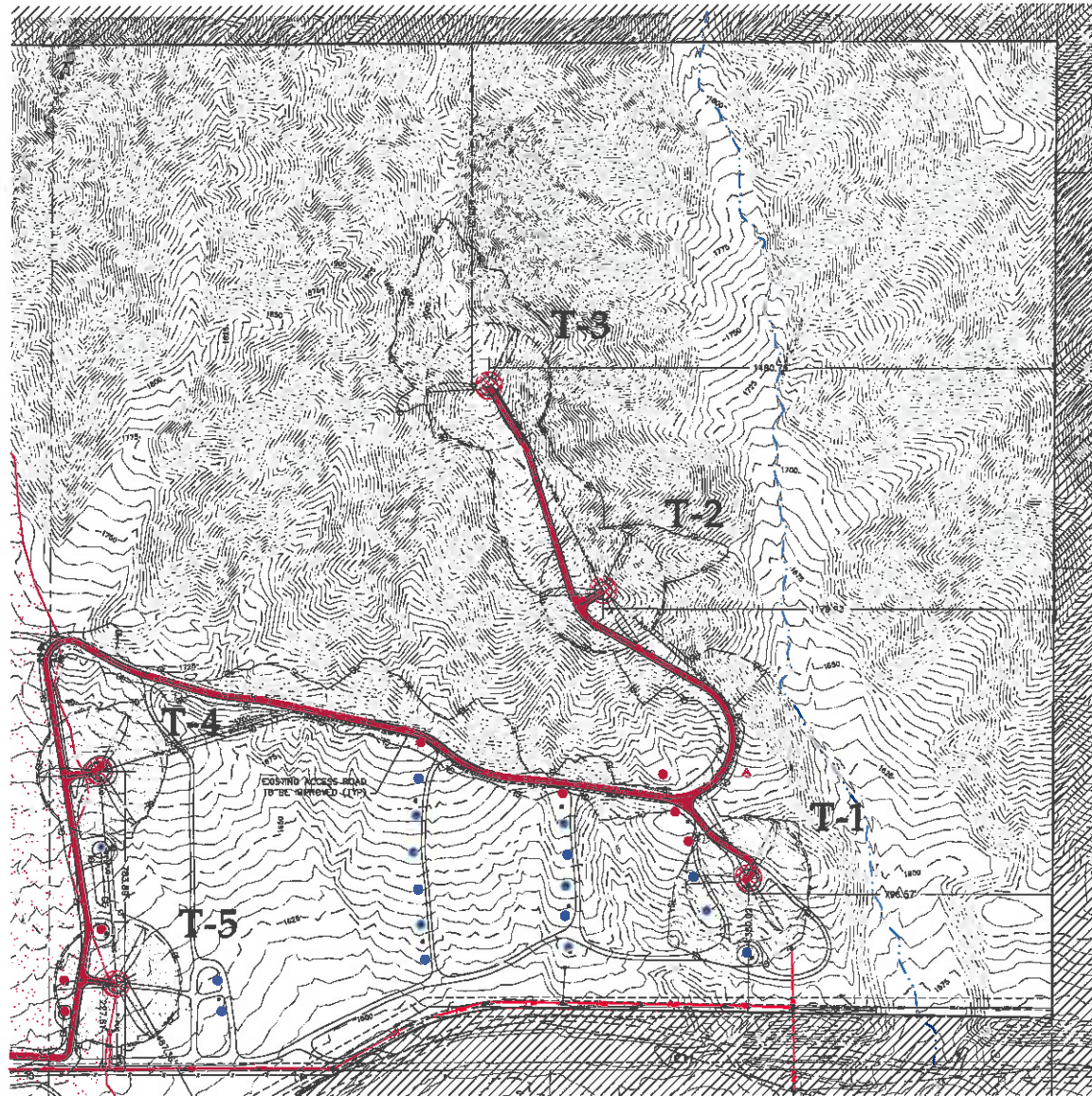
KEY MAP

Civil Site Plan T-12, T-13, T-14, MET-1

**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

Date: 06/13/2018  
 Sheet: 7 OF 18





SEE SHEET 10

SEE SHEET 13

**LEGEND:**

- PROPOSED TURBINE LOCATION
- PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- UNPAVED INTERNAL PROJECT ACCESS ROAD
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED 12kV UNDERGROUND COLLECTION LINE
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING DIRT ROAD
- EXISTING OVERHEAD POWER
- EXISTING 12kV OVERHEAD POWER
- EXISTING STREAM LINES (NHD DATA)
- EXISTING 5' CONTOURS
- EXISTING TURBINE TO BE REMOVED
- EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
- PROPOSED CULVERT
- AREA OF TEMPORARY DISTURBANCE
- AREA OF NEW PERMANENT DISTURBANCE
- RIVERSIDE COUNTY FLOODPLAIN



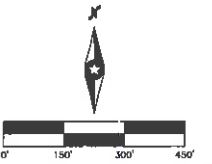
**KEY MAP**

**Westwood**

Plan: 06/19/2018 1234 Westwood Drive, Suite 200  
 San Diego, CA 92108  
 Phone: 619.592.9100  
 Fax: 619.592.9101  
 Website: www.westwoodps.com  
 Westwood Professional Services, Inc.

Designed:	ATW
Checked:	ETI
Drafted:	ATW
As-Built Checked:	
Reviewed:	
Approved:	
Prepared for:	

**Painted Hills Wind, LLC**  
 11425 El Camino Real, Suite 100  
 San Diego, CA 92130



**Painted Hills Wind Energy Repowering Project**  
 Riverside County, California

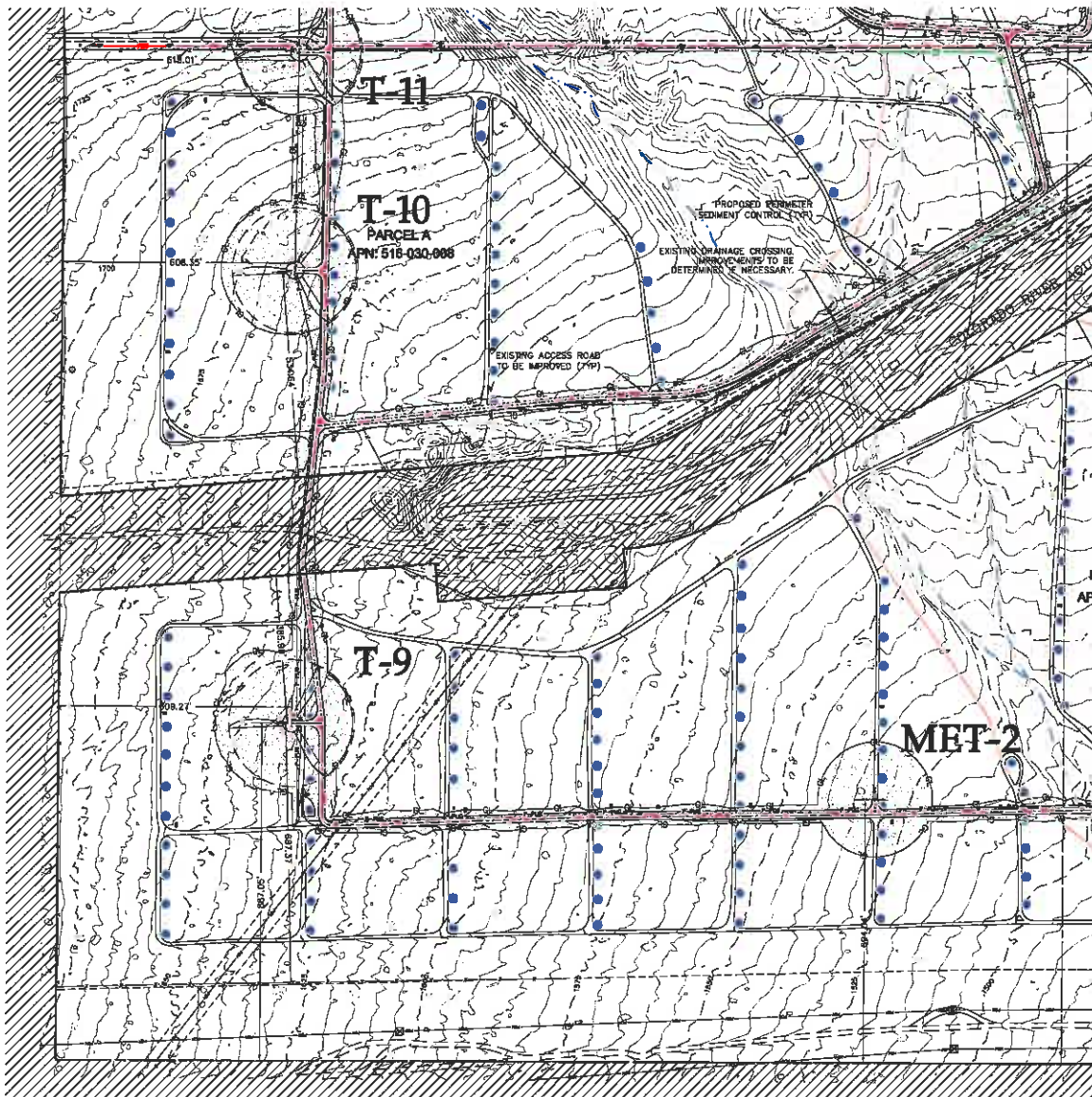
Civil Site Plan T-1,  
 T-2, T-3, T-4, T-5

**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

Date: 06/19/2018  
 Sheet: 8 OF 16



SEE SHEET 10



SEE SHEET 13

**LEGEND:**

- PROPOSED TURBINE LOCATION
- T-XX** PROPOSED TURBINE NUMBER
- +** PROPOSED MET TOWER
- UNPAVED INTERNAL PROJECT ACCESS ROAD
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED 12KV UNDERGROUND COLLECTION LINE
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING DIRT ROAD
- EXISTING OVERHEAD POWER
- EXISTING 12KV OVERHEAD POWER
- EXISTING STREAM LINES (NHD DATA)
- EXISTING 25' CONTOURS
- EXISTING 5' CONTOURS
- EXISTING TURBINE TO BE REMOVED
- EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
- PROPOSED CULVERT
- AREA OF TEMPORARY DISTURBANCE
- AREA OF NEW PERMANENT DISTURBANCE
- RIVERSIDE COUNTY FLOODPLAIN

**Westwood**

Phone 805.837.4100 12611 Ambassador Drive, Suite 200  
 Fax 805.837.4002 Moorpark, CA 92458  
 Website www.westwood.com  
 Westwood Professional Services, Inc.

Designed: APW

Checked: APW

Drawn: APW

As-Built Drawing:

Approved:

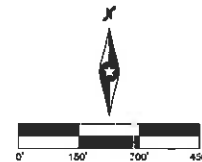
Signature: [Blank]

Title: [Blank]

Prepared for:

**Painted Hills  
Wind, LLC**

11406 El Camino 3rd Fl, Suite 101  
San Diego, CA 92120



**Painted Hills Wind  
Energy Repowering  
Project**

Riverside County, California

Civil Site Plan T-9,  
T-10, T-11, MET-2

**ISSUED FOR PERMITTING  
NOT FOR CONSTRUCTION**

Date: 06/13/2018

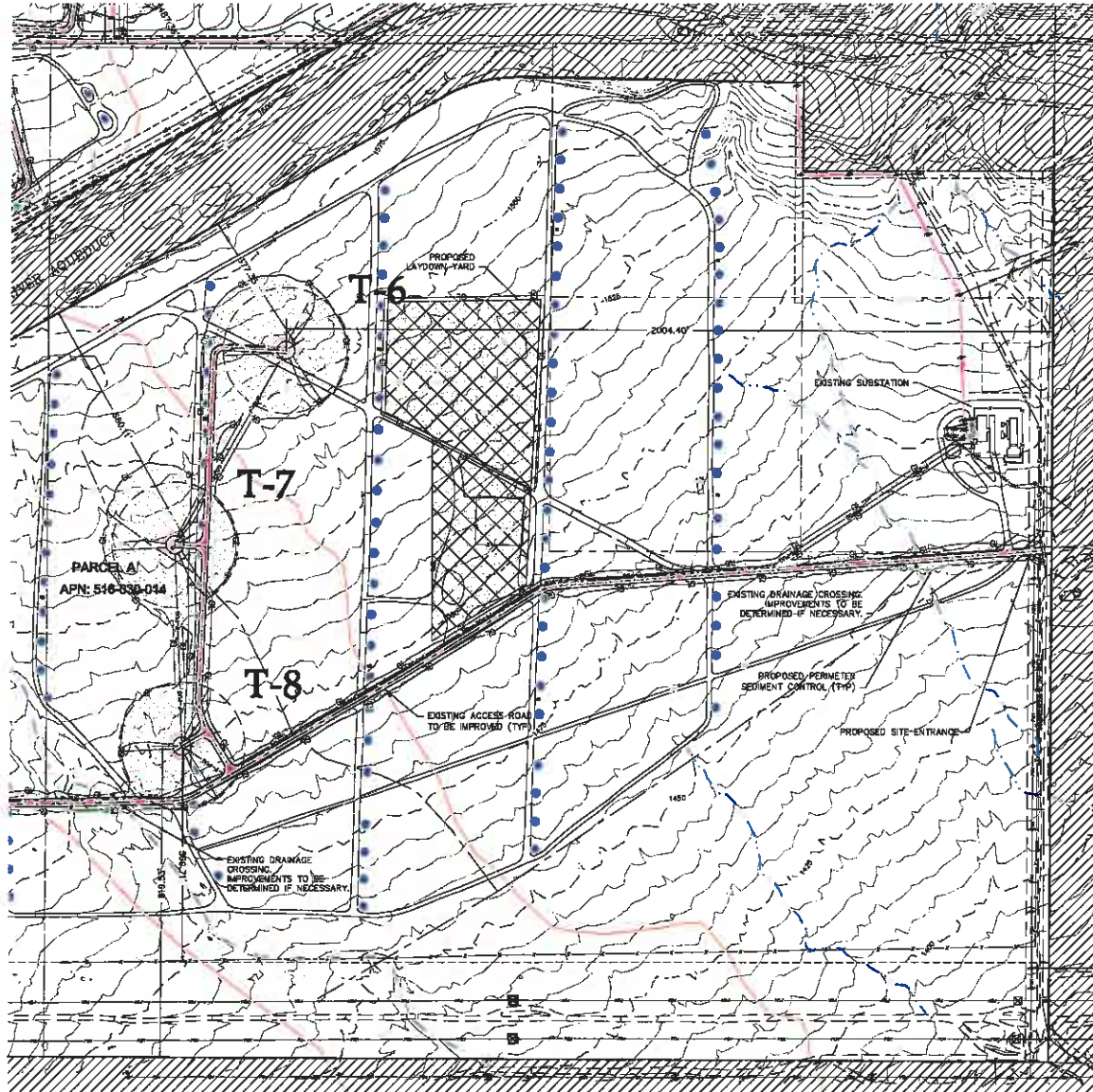
Sheet: 9 OF 16

0012470-20SP701.dwg



**KEY MAP**

SEE SHEET 11



**LEGEND:**

- PROPOSED TURBINE LOCATION
- PROPOSED TURBINE NUMBER
- PROPOSED MET TOWER
- UNPAVED INTERNAL PROJECT ACCESS ROAD
- PROPOSED PERIMETER SEDIMENT CONTROL
- PROPOSED 12kV UNDERGROUND COLLECTION LINE
- PROPOSED GRADING LIMITS
- EXISTING FENCE
- EXISTING SECTION LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING GRAVEL ROAD
- EXISTING DIRT ROAD
- EXISTING OVERHEAD POWER
- EXISTING 12kV OVERHEAD POWER
- EXISTING STREAM LINES (MID DATA)
- EXISTING 25' CONTOURS
- EXISTING 5' CONTOURS
- EXISTING TURBINE TO BE REMOVED
- EXISTING COMMUNICATION STRUCTURE TO BE REMOVED
- PROPOSED CULVERT
- AREA OF TEMPORARY DISTURBANCE
- AREA OF NEW PERMANENT DISTURBANCE
- RIVERSIDE COUNTY FLOODPLAIN

**Westwood**

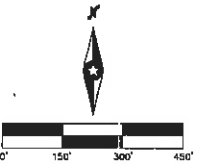
Westwood Professional Services, Inc.  
 11455 El Camino Real, Suite 100  
 San Diego, CA 92130  
 (619) 444-8888  
 (619) 444-8889  
 (619) 444-8890  
 (619) 444-8891  
 (619) 444-8892  
 (619) 444-8893  
 (619) 444-8894  
 (619) 444-8895  
 (619) 444-8896  
 (619) 444-8897  
 (619) 444-8898  
 (619) 444-8899

Equipment	ATW
Checklist	SP
Drawings	ATW
As-Built Drawings	
Permits	
T-Data	concurrent

Prepared for

**Painted Hills Wind, LLC**

11455 El Camino Real, Suite 100  
 San Diego, CA 92130



**Painted Hills Wind Energy Repowering Project**  
 Riverside County, California

Civil Site Plan T-6, T-7, T-8

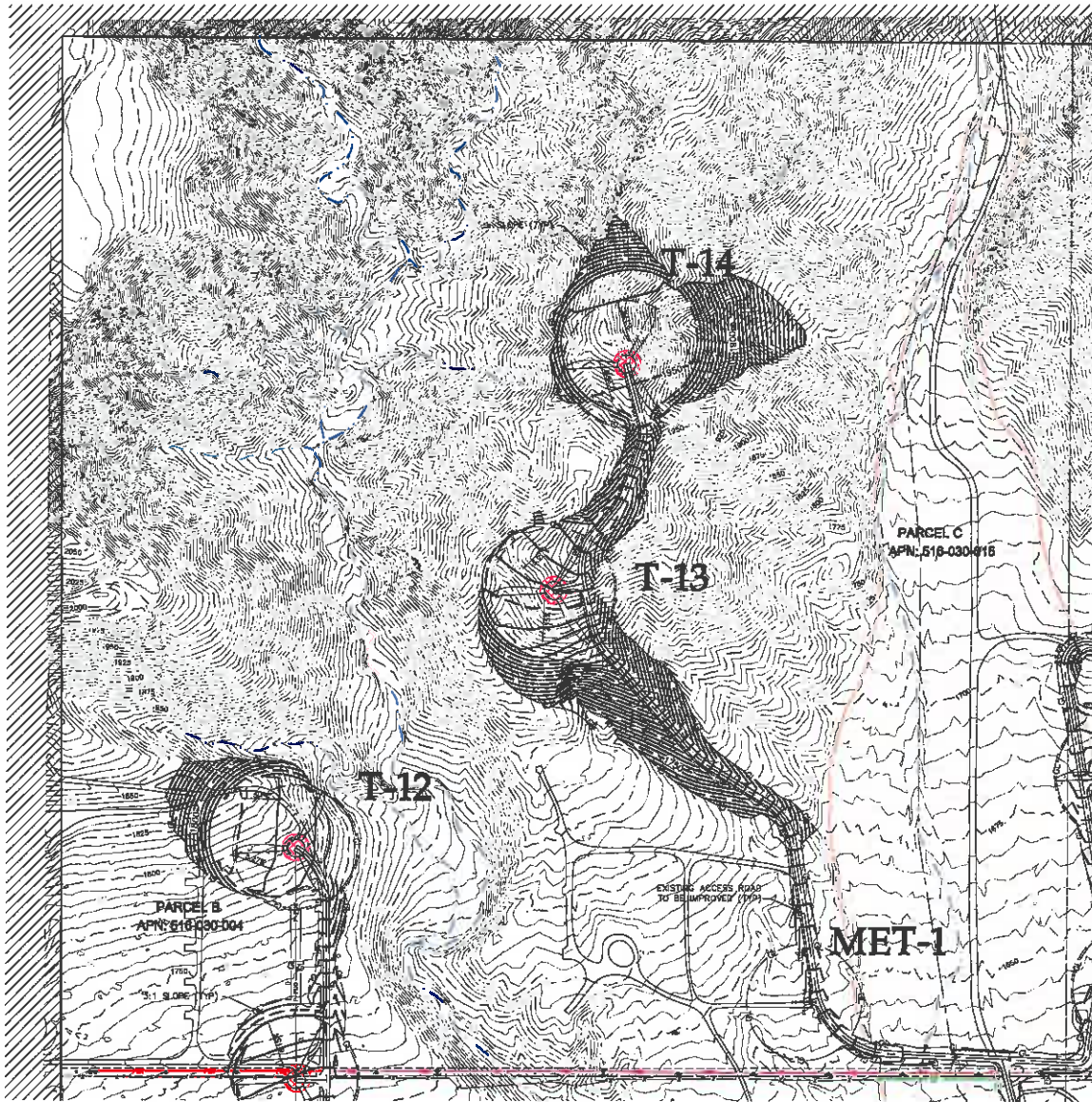
**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

Date 06/13/2018  
 Sheet 10 of 18



KEY MAP





SEE SHEET 16

SEE SHEET 15

- LEGEND:**
- PROPOSED TURBINE LOCATION
  - T-XX** PROPOSED TURBINE NUMBER
  - +** PROPOSED MET TOWER
  - PROPOSED 25' CONTOURS
  - PROPOSED 5' CONTOURS
  - EXISTING 25' CONTOURS
  - EXISTING 5' CONTOURS
  - UNPAVED INTERNAL PROJECT ACCESS ROAD
  - PROPOSED PERIMETER SEDIMENT CONTROL
  - PROPOSED 12kV UNDERGROUND COLLECTION LINE
  - PROPOSED GRADING LIMITS
  - EXISTING FENCE
  - EXISTING SECTION LINE
  - EXISTING EASEMENT LINE
  - EXISTING RIGHT-OF-WAY LINE
  - EXISTING GRAVEL ROAD
  - EXISTING DIRT ROAD
  - EXISTING STREAM LINES (NHD DATA)
  - EXISTING OVERHEAD POWER
  - EXISTING 12kV OVERHEAD POWER
  - OUT OF PROJECT BOUNDARY
  - PROPOSED CULVERT
  - RIVERSIDE COUNTY FLOODPLAIN



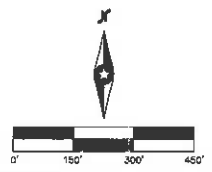
KEY MAP

**Westwood**  
 Phone: (951) 337-6100 12791 Wilshire Blvd., Suite 400  
 Fax: (951) 337-6102 Newport, CA 92566  
 Website: www.westwoodps.com  
 Westwood Professional Services, Inc.

Designed:	APP
Checked:	APP
Drawn:	APP
As-Built Drawing:	
Revised:	
T. Date:	11/20/2018

Prepared for:

**Painted Hills  
Wind, LLC**  
 11405 El Camino Real, Suite 100  
 San Diego, CA 92130



**Painted Hills Wind  
Energy Repowering  
Project**  
 Riverside County, California

Grading Plan

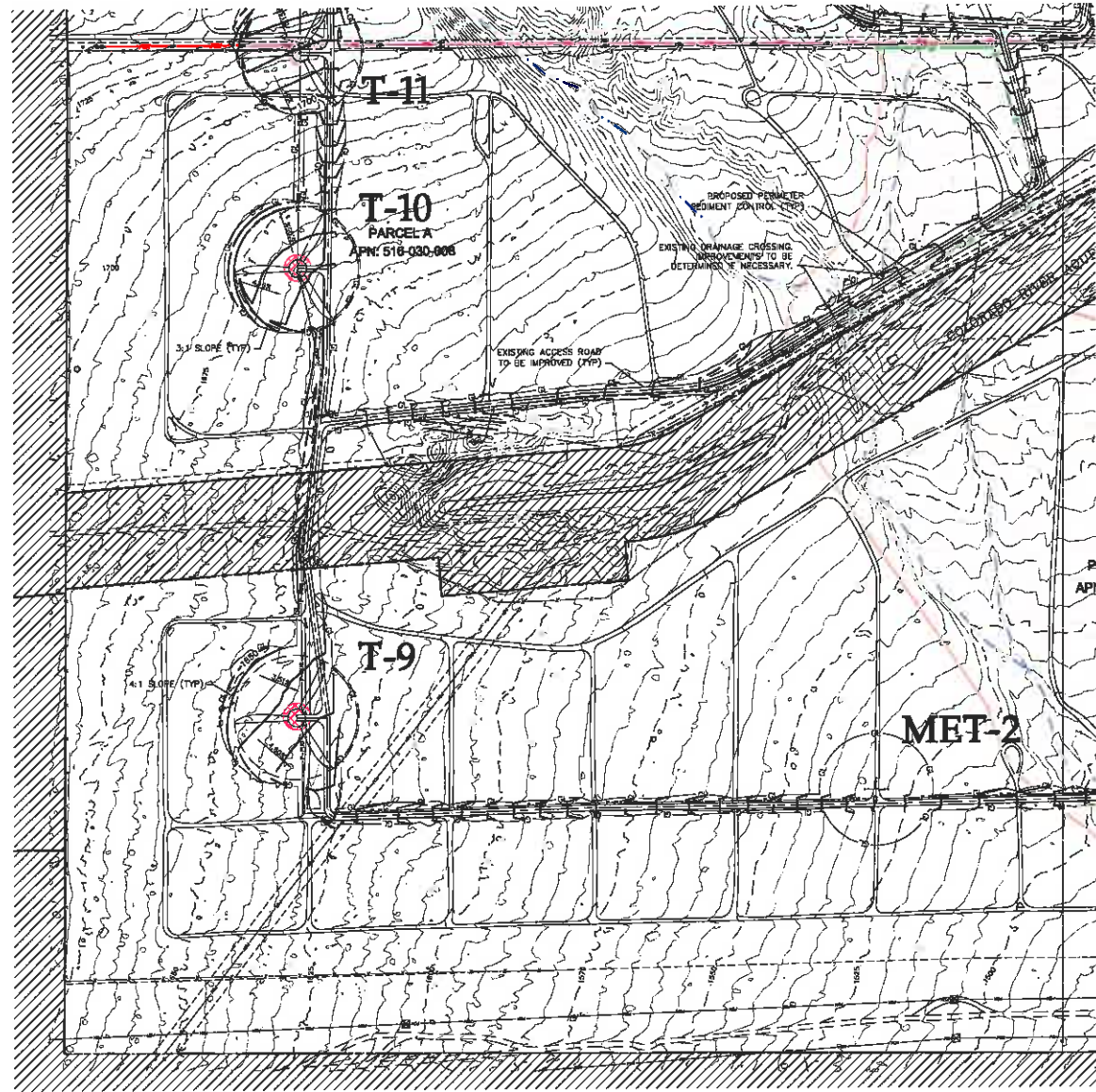
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NOT FOR CONSTRUCTION**

Date: 06/13/2018  
 Sheet: 11 of 15





SEE SHEET 14



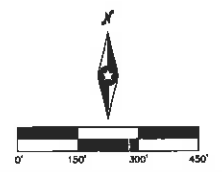
SEE SHEET 17

- LEGEND:**
- PROPOSED TURBINE LOCATION
  - PROPOSED TURBINE NUMBER
  - PROPOSED MET TOWER
  - PROPOSED 25' CONTOURS
  - PROPOSED 5' CONTOURS
  - EXISTING 25' CONTOURS
  - EXISTING 5' CONTOURS
  - UNPAVED INTERNAL PROJECT ACCESS ROAD
  - PROPOSED PERIMETER SEDIMENT CONTROL
  - PROPOSED 12kV UNDERGROUND COLLECTION LINE
  - PROPOSED GRADING LIMITS
  - EXISTING FENCE
  - EXISTING SECTION LINE
  - EXISTING EASEMENT LINE
  - EXISTING RIGHT-OF-WAY LINE
  - EXISTING GRAVEL ROAD
  - EXISTING DIRT ROAD
  - EXISTING STREAM LINES (NHD DATA)
  - EXISTING OVERHEAD POWER
  - EXISTING 12kV OVERHEAD POWER OUT OF PROJECT BOUNDARY
  - PROPOSED CULVERT
  - RIVERSIDE COUNTY FLOODPLAIN

**Westwood**  
 12761 Midway Drive, Suite 1000  
 San Diego, CA 92130  
 (619) 444-1100  
 westwood@westwood.com

Designed:	ATW
Checked:	SB
Drawn:	ATW
Reviewed:	
Scale:	AS SHOWN

**Painted Hills Wind, LLC**  
 11655 El Camino Real, Suite 360  
 San Diego, CA 92130



**Painted Hills Wind Energy Repowering Project**  
 Riverside County, California

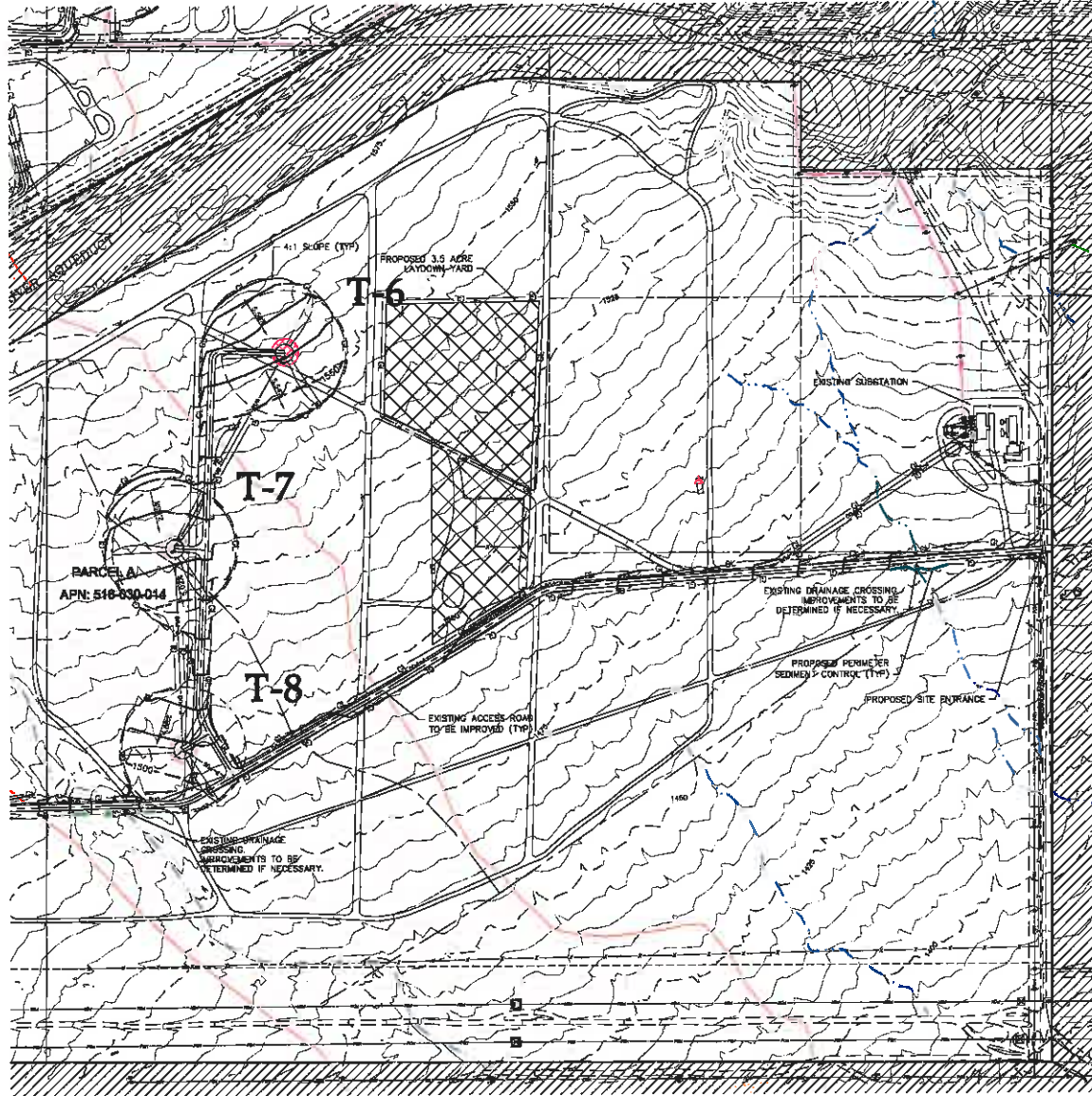


**Grading Plan**

ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION

Date: 06/13/2018  
 Sheet: 18 OF 18  
 0073470-008P02.dwg





SEE SHEET 16

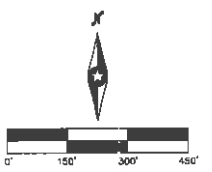
- LEGEND:**
- PROPOSED TURBINE LOCATION
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  - PROPOSED MET TOWER
  - PROPOSED 25' CONTOURS
  - PROPOSED 5' CONTOURS
  - EXISTING 25' CONTOURS
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  - EXISTING DIRT ROAD
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  - EXISTING OVERHEAD POWER
  - EXISTING 12kV OVERHEAD POWER
  - OUT OF PROJECT BOUNDARY
  - PROPOSED CULVERT
  - INVERSIDE COUNTY FLOODPLAIN

**Westwood**

20170227-01-01 12791 Westwood Drive, Suite 1000  
 San Diego, CA 92121  
 Phone: (619) 444-8888  
 Fax: (619) 444-8889  
 Website: www.westwood.com  
 Westwood Professional Services, Inc.

Designed:	ATW
Checked:	SM
Drawn:	ATW
As-Noted Director:	
Reviewed:	
2	
Prepared for:	

**Painted Hills  
 Wind, LLC**  
 13455 El Cambo Road, Suite 360  
 San Diego, CA 92120



**Painted Hills Wind  
 Energy Repowering  
 Project**  
 Riverside County, California

11	12
13	14

**KBY MAP**

**Grading Plan**

**ISSUED FOR PERMITTING  
 NOT FOR CONSTRUCTION**

Date: 06/13/2018  
 Sheet: 14 OF 16



Data Source: EDW, Westwood (2010)

- Legend**
- MET Towers
  - Proposed Turbines
  - Existing Overhead Collection Line Zone
  - DG Collection Line
  - Project Boundary
  - Project Access Roads
  - Existing Laydown Yard to Remain
  - Laydown Yard Expansion
  - Parcel
  - Existing Substation to Remain
  - R-1
  - R-R
  - W-3
  - W-E

# Painted Hills Wind Energy Repowering Project

Riverside County, California

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 06065C, PANEL NOS. 0870G, 0890G AND 0890G, DATED AUGUST 28, 2008, SHOWS THAT THE PROJECT SITE FALLS WITHIN ZONE X, WHICH IS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN





# Painted Hills Wind Energy Repowering Project

Painted Hills Wind, LLC

*Riverside County, California*

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*Obstruction Evaluation & Airspace Analysis*

March 9, 2018



Capitol Airspace Group

*capitolairspace.com*

*(703) 256-2485*

## Summary

Capitol Airspace conducted an obstruction evaluation and airspace analysis for the Painted Hills Wind Energy Repowering Project in Riverside County, California. The purpose for this analysis was to identify obstacle clearance surfaces established by the Federal Aviation Administration (FAA) that could limit the placement of 499 foot above ground level (AGL) wind turbines. At the time of this analysis, 14 individual wind turbine locations had been identified (black points, [Figure 1](#)). This analysis assessed height constraints overlying each location, as well as an approximately 1.3 square mile study area (red outline, [Figure 1](#)) to aid in identifying optimal wind turbine locations.

14 CFR Part 77.9 requires that that all structures exceeding 200 feet AGL be submitted to the FAA so that an aeronautical study can be conducted. The FAA's objective in conducting aeronautical studies is to ensure that proposed structures do not have an effect on the safety of air navigation and the efficient utilization of navigable airspace by aircraft. The end result of an aeronautical study is the issuance of a determination of 'hazard' or 'no hazard' that can be used by the proponent to obtain necessary local construction permits. It should be noted that the FAA has no control over land use in the United States and cannot enforce the findings of its studies.

Height constraints overlying the Painted Hills Wind Energy Repowering Project range from 2,421 to 2,591 feet above mean sea level (AMSL) and are associated with instrument departure procedures. Proposed wind turbines that exceed this surface would require an increase to instrument departure procedure minimum climb gradients. If the FAA determines this impact to constitute a substantial adverse effect, it could be used as the basis for determinations of hazard. However, United States Geological States (USGS) elevation data indicates that it surface should not limit 499 foot AGL wind turbines at any of the proposed locations.

This analysis did not consider electromagnetic interference on communication, navigation, or radar surveillance systems.

*Capitol Airspace applies FAA defined rules and regulations applicable to obstacle evaluation, instrument procedures assessment and visual flight rules (VFR) operations to the best of its ability and with the intent to provide the most accurate representation of limiting airspace surfaces as possible. Capitol Airspace maintains datasets obtained from the FAA which are updated on a 56 day cycle. The results of this analysis/map are based on the most recent data available as of the date of this report. Limiting airspace surfaces depicted in this report are subject to change due to FAA rule changes and regular procedure amendments. Therefore, it is of the utmost importance to obtain FAA determinations of no hazard prior to making substantial financial investments in this project.*

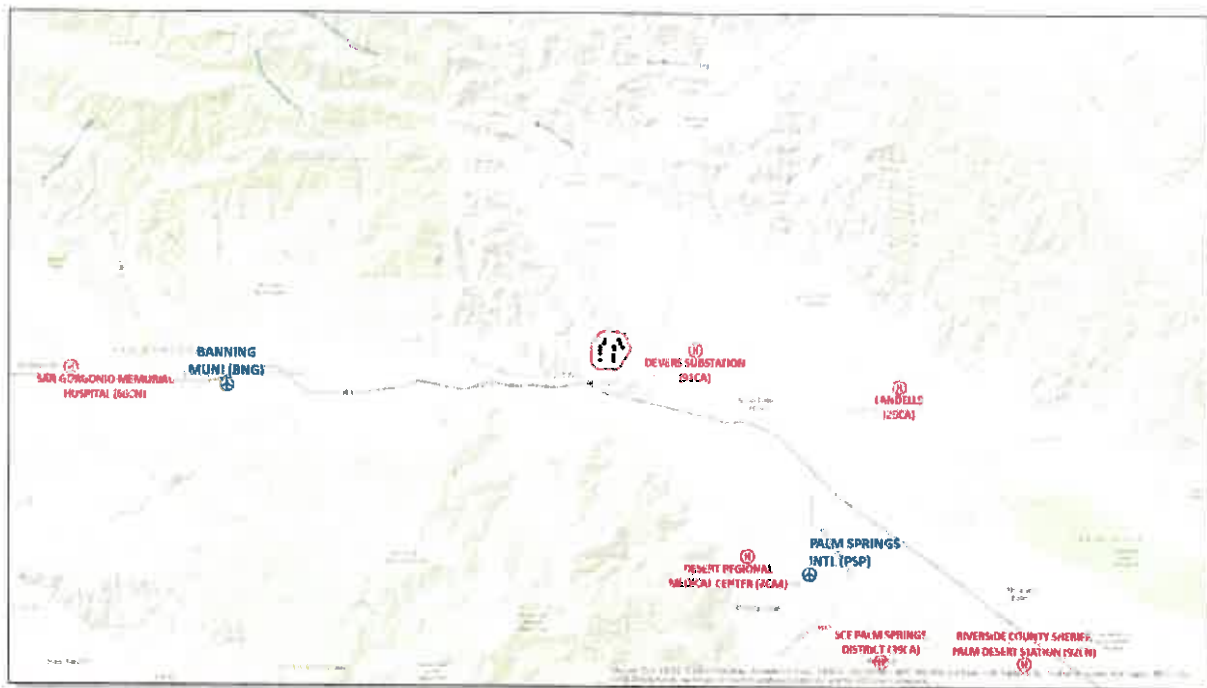


## Methodology

Capitol Airspace studied the proposed project based upon location information provided by Painted Hills Wind, LLC. Using this information, Capitol Airspace generated graphical overlays to determine proximity to airports (**Figure 1**), published instrument procedures, FAA minimum vectoring altitude and minimum instrument flight rules (IFR) altitude charts, enroute airways, and military airspace and training routes.

Capitol Airspace evaluated all 14 CFR Part 77 imaginary surfaces, published instrument approach and departure procedures, visual flight rules operations, FAA minimum vectoring altitudes, minimum IFR altitudes, and enroute operations. All formulas, headings, altitudes, bearings and coordinates used during this study were derived from the following documents and data sources:

- 14 CFR Part 77 Safe, Efficient Use, and Preservation of the Navigable Airspace
- FAA Order 7400.2L Procedures for Handling Airspace Matters
- FAA Order 8260.3D United States Standard for Terminal Instrument Procedures
- FAA Order 8260.58A United States Standard for Performance Based Navigational (PBN) Instrument Procedure Design
- United States Government Flight Information Publication, US Terminal Procedures
- National Airspace System Resource Aeronautical Data



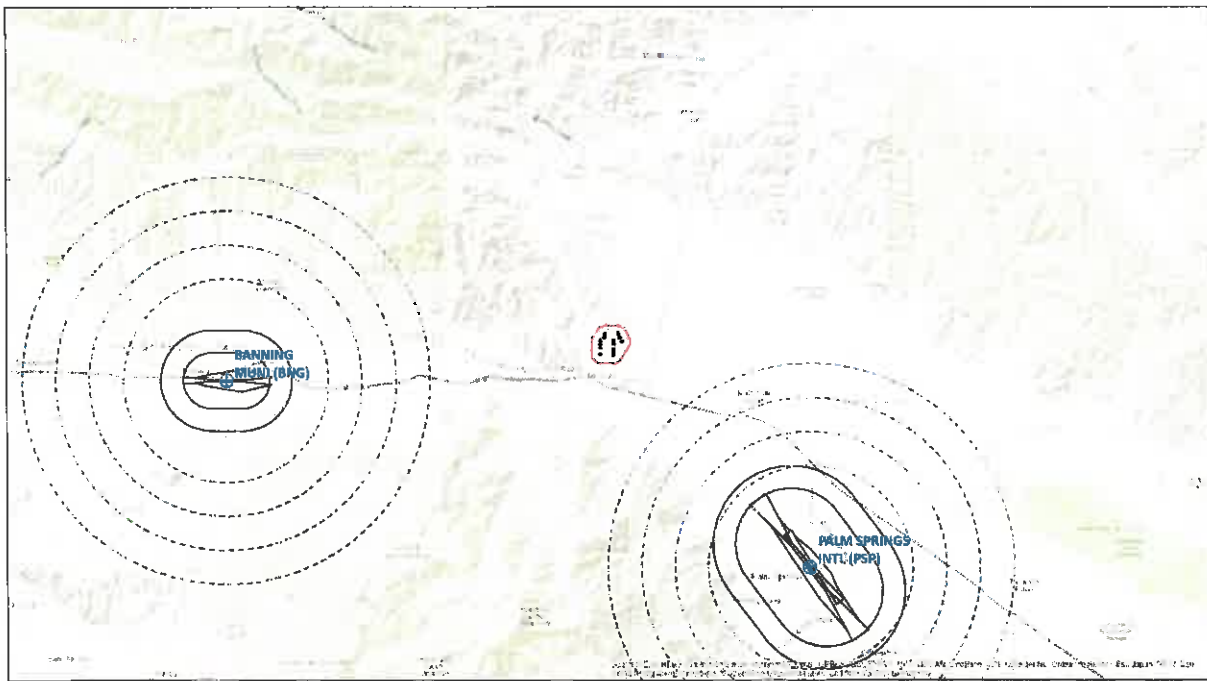
**Figure 1: Public-use airports (blue) and private-use heliports (red) in proximity to the Painted Hills Wind Energy Repowering Project**

## Study Findings

### 14 CFR Part 77 Imaginary Surfaces

The FAA uses level and sloping imaginary surfaces to determine if a proposed structure is an obstruction to air navigation. Structures that are identified as obstructions are then subject to a full aeronautical study and increased scrutiny. However, exceeding a Part 77 imaginary surface does not automatically result in the issuance of a determination of hazard. Proposed structures must have airspace impacts that constitute a substantial adverse effect in order to warrant the issuance of determinations of hazard.

Public-use airport 14 CFR Part 77.17(a)(2) and 77.19/21/23 imaginary surfaces do not overlie the Painted Hills Wind Energy Repowering Project (**Figure 2**). As a result, 499 foot AGL wind turbines will not exceed these surfaces. However, if the planned wind turbine height is increased so that it exceeds 14 CFR Part 77.17(a)(1) – a height of 499 feet at the site of the object – all wind turbines will be identified to be obstructions regardless of their location.

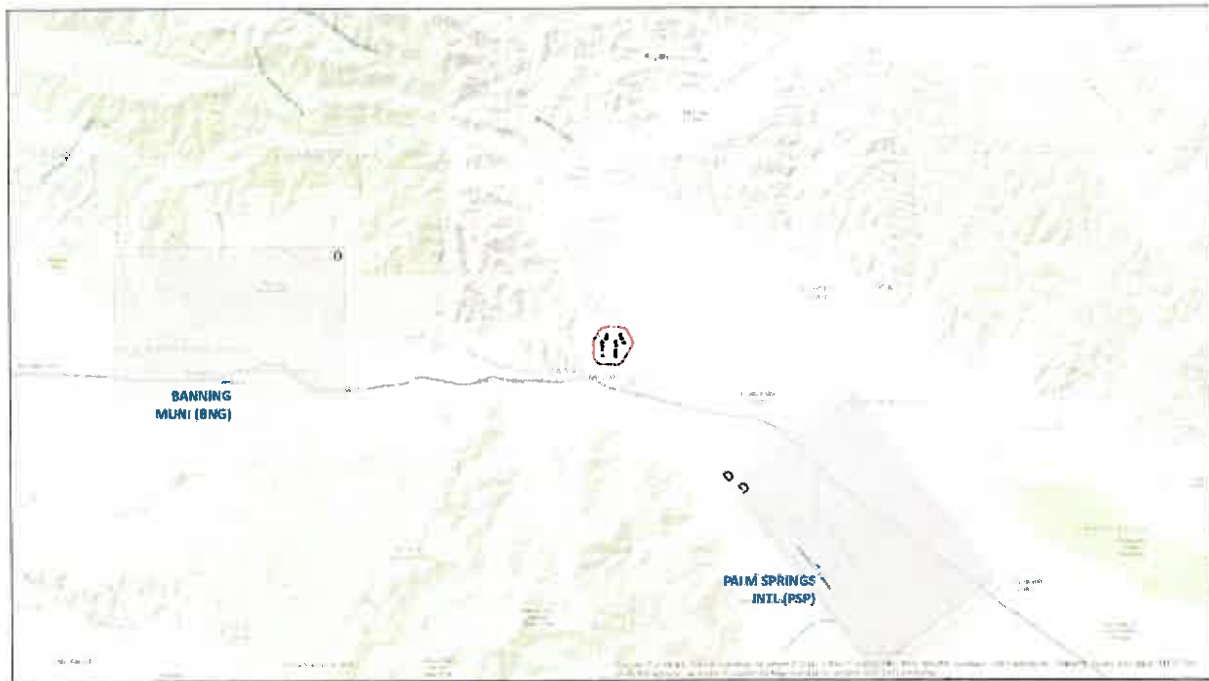


**Figure 2: Public-use airport 14 CFR Part 77.17(a)(2) (dashed blue) and 77.19 (black) imaginary surfaces in proximity to the Painted Hills Wind Energy Repowering Project**

**Visual Flight Rules (VFR) Traffic Pattern Airspace**

VFR traffic pattern airspace is used by pilots operating during visual meteorological conditions. The airspace dimensions are based upon the category of aircraft which, in turn, is based upon the approach speed of the aircraft. 14 CFR Part 77.17(a)(2) and 77.19 (as applied to a *visual* runway) imaginary surfaces establish the obstacle clearance surface heights within VFR traffic pattern airspace.

VFR traffic pattern airspace does not overlie the Painted Hills Wind Energy Repowering Project and should not limit 499 foot AGL wind turbines at any of the proposed locations (*Figure 3*).



**Figure 3: VFR traffic pattern airspace in proximity to the Painted Hills Wind Energy Repowering Project**

## Instrument Departures

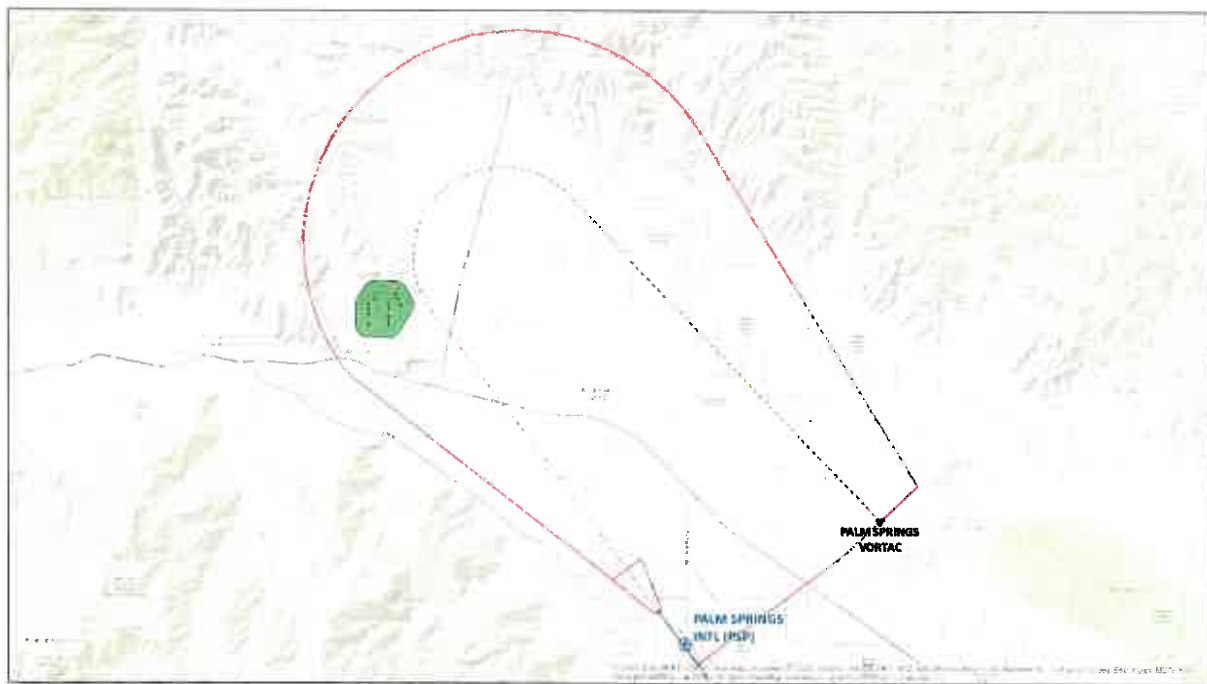
In order to ensure that aircraft departing during marginal weather conditions do not fly into terrain or obstacles, the FAA publishes instrument departure procedures that provide obstacle clearance to pilots as they transition between the terminal and enroute environments. These procedures contain specific routing and minimum climb gradients to ensure clearance from terrain and obstacles.

Proposed structures that exceed instrument departure procedure obstacle clearance surfaces would require an increase to minimum climb gradients and/or change to routing. If the FAA determines that this impact would constitute a substantial adverse effect, it could be used as the basis for determinations of hazard.

### Palm Springs International Airport

#### *Runway 31L Cathedral One Standard Instrument Departure (SID) (Figure 4)*

Obstacle clearance surfaces range from 2,421 to 2,591 feet AMSL where they overlie the study area and is the lowest height constraint overlying the entire study area. USGS elevation data indicates that these surfaces could limit 499 foot AGL wind turbines on higher terrain in a few small areas within the study area (red areas, [Figure 4](#)). However, none of the proposed wind turbines are located in these areas.



**Figure 4: Palm Springs International Airport (PSP) Runway 31L Cathedral One departure**



## Instrument Approaches<sup>1</sup>

Pilots operating during periods of reduced visibility and low cloud ceilings rely on terrestrial and satellite based navigational aids (NAVAIDS) in order to navigate from one point to another and to locate runways. The FAA publishes instrument approach procedures that provide course guidance to on-board avionics that aid the pilot in locating the runway. Capitol Airspace assessed a total of eight published instrument approach procedures at four public-use airports in proximity to the Painted Hills Wind Energy Repowering Project:

### **Bermuda Dunes (UDD)**

RNAV (GPS) Approach to Runway 10  
RNAV (GPS) Approach to Runway 28  
VOR-C Circling Approach

### **Palm Springs International (PSP)**

RNAV (RNP) Y Approach to Runway 31L  
RNAV (RNP) Z Approach to Runway 13R  
VOR or GPS-B Circling Approach

### **Big Bear City (L35)**

RNAV (GPS) Approach to Runway 26

### **Hemet-Ryan (HMT)**

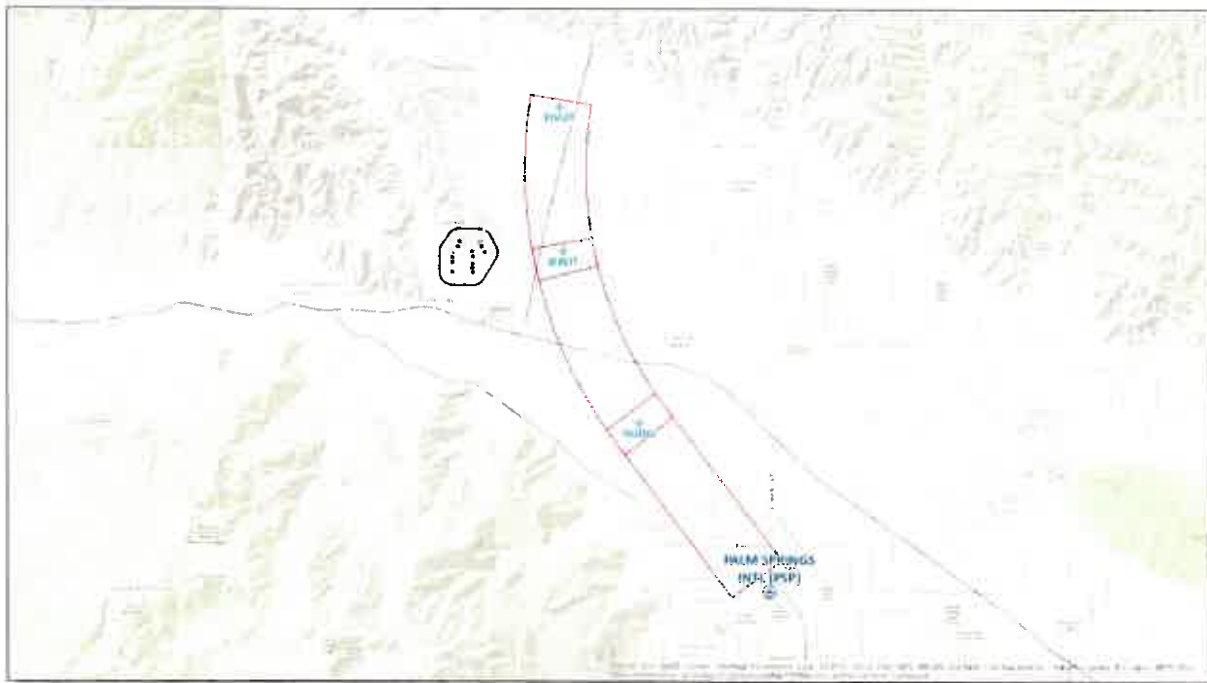
RNAV (GPS) Approach to Runway 05

Proposed wind turbines that exceed instrument approach procedure obstacle clearance surfaces would require an increase to their minimum altitudes. Increases to these altitudes, especially critical *decision altitudes (DA)* and *minimum descent altitudes (MDA)*, can directly impact the efficiency of instrument approach procedures. If the FAA determines this impact to constitute a substantial adverse effect it could be used as the basis for determinations of hazard.

Instrument approach procedure obstacle clearance surfaces either do not overlie the study area (e.g., [Figure 5](#)) or are in excess of other lower surfaces and should not limit 499 foot AGL wind turbines at any of the proposed locations.

---

<sup>1</sup> Palm Springs International Airport has multiple special instrument approach procedures. Since special instrument approach procedure documentation is not publicly available, Capitol Airspace was unable to assess for associated height constraints. If these procedures are routed over the study area it is possible that their associated obstacle clearance surfaces could be lower than the other surfaces described in this report.



**Figure 5: Palm Springs International Airport (PSP) RNAV (RNP) Z Approach to Runway 13R intermediate and final segments**

**Enroute Airways**

Enroute airways provide pilots a means of navigation when flying from airport to airport and are defined by radials between VHF omni-directional ranges (VORs). The FAA publishes minimum altitudes for airways to ensure clearance from obstacles and terrain. The FAA requires that each airway have a minimum of 1,000 feet of obstacle clearance in non-mountainous areas and normally 2,000 feet in mountainous areas.

Proposed structures that exceed enroute airway obstacle clearance surfaces would require an increase to their minimum obstruction clearance altitudes (MOCA) and/or minimum enroute altitudes (MEA). If the FAA determines that this impact would affect a significant volume of operations it could be used as the basis for determination of hazard.

Low altitude enroute airway obstacle clearance surfaces (e.g., *Figure 6*) are in excess of other lower surfaces and should not limit 499 foot AGL wind turbines at any of the proposed locations.



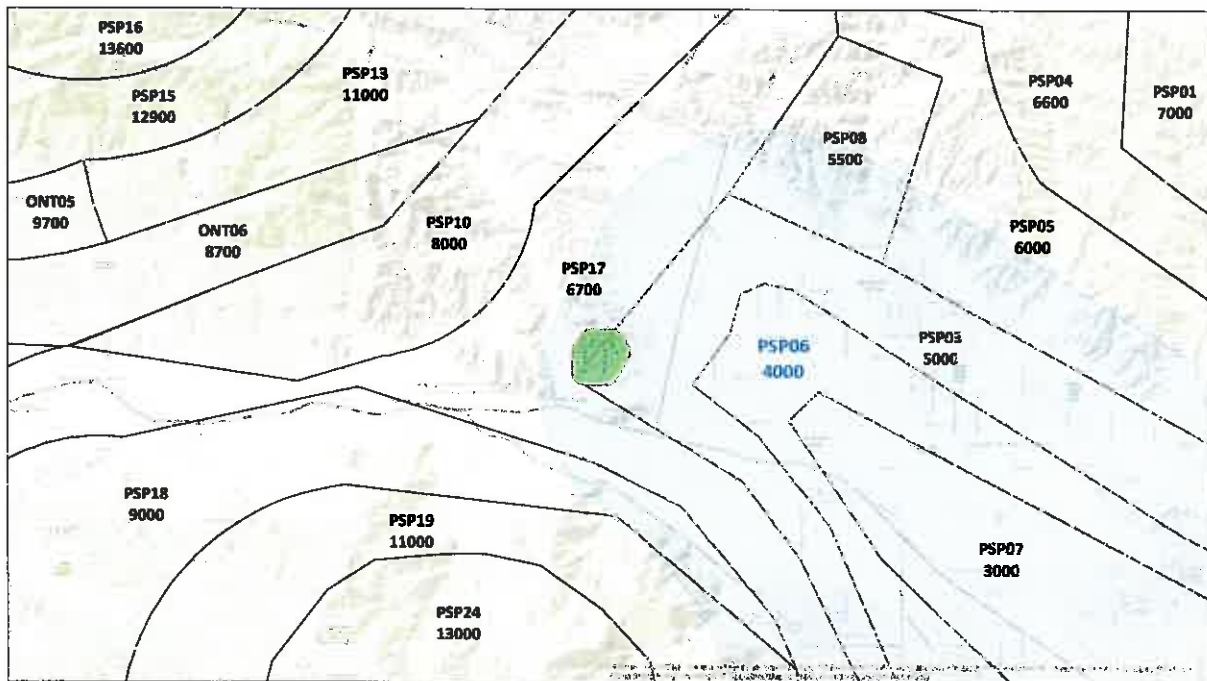
*Figure 6: Low altitude enroute chart L-4 with V137 obstacle evaluation area (purple)*

**Minimum Vectoring/IFR Altitudes**

The FAA publishes minimum vectoring altitude (MVA) and minimum instrument flight rules (IFR) altitude charts that define sectors with the lowest altitudes at which air traffic controllers can issue radar vectors to aircraft based on obstacle clearance. The FAA requires that sectors have a minimum of 1,000 feet of obstacle clearance in non-mountainous areas and normally 2,000 feet in mountainous areas.

Proposed structures that exceed minimum vectoring/IFR altitude sector obstacle clearance surfaces would require an increase to the altitudes usable by air traffic control for vectoring aircraft. If the FAA determines that this impact would affect a significant volume of operations, it could result in determinations of hazard.

Minimum vectoring/IFR altitude sector obstacle clearance surfaces (e.g., *Figure 7*) are in excess of other lower surfaces and should not limit 499 foot AGL wind turbines at any of the proposed locations.



*Figure 7: Southern California (SCT) TRACON "FUSION 3" minimum vectoring altitude sectors (black) with Sector PSP06 obstacle evaluation area (hatched blue)*



### Very High Frequency (VHF) Omni-Directional Range (VOR)

The FAA has established 0.60° (Conventional VOR) and 0.75° (Doppler VOR) screening angles in order to identify proposed structures that may have a negative impact on navigational aids. This surface extends upward and outward from the navigational aid to a distance of up to 8 nautical miles. Proposed wind turbines that exceed this surface may interfere with the services provided by the navigational aid. If the FAA determines this impact to be significant it can be used as the basis for a determination of hazard.

VOR screening surfaces do not overlie the Painted Hills Wind Energy Repowering Project. As a result, it is unlikely that proposed wind turbines would require in depth review by the FAA. In accordance with FAA Technical Operations OEAAA Desk Guide Version 1.2.1, §6.2.1(b)(1), FAA Technical Operations should issue a 'No Objection.'

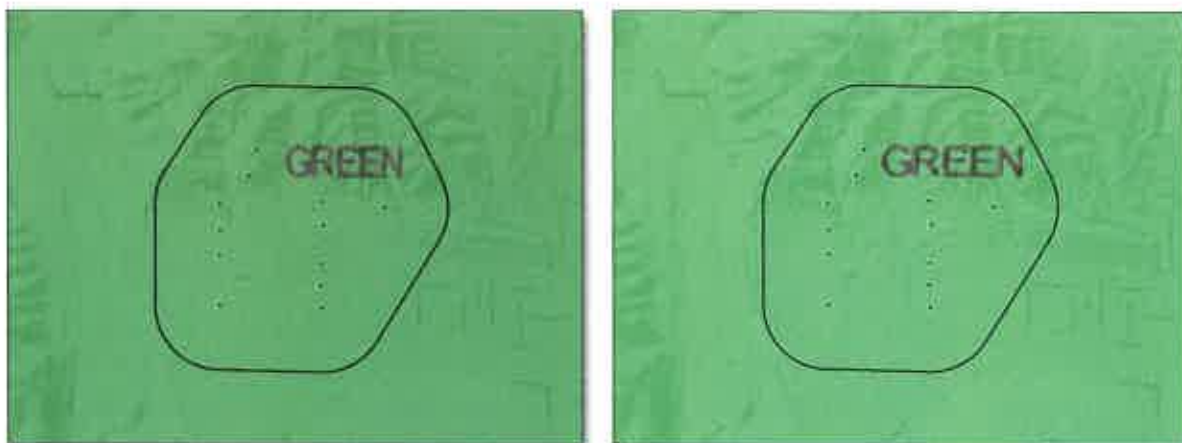
### Long Range and NEXRAD Radar

While Capitol Airspace did not assess for electromagnetic interference on communications, navigational or surveillance systems, the FAA/DOD preliminary screening tool was utilized to determine likely electromagnetic interference on long range and NEXRAD radars.<sup>2</sup> According to the Long Range Radar tool, the Painted Hills Wind Energy Repowering Project is located in an area designated as 'Green' (left, [Figure 8](#)). The FAA defines this area as follows:

**Green:** No anticipated impact to Air Defense and Homeland Security radars. Aeronautical study required.

Further, according to the NEXRAD tool, the Painted Hills Wind Energy Repowering Project is located in an area designated as 'Green: No Impact Zone' (right, [Figure 8](#)). The FAA defines this area as follows:

**Green: No Impact Zone.** Impacts not likely. NOAA will not perform a detailed analysis, but would still like to know about the project.



**Figure 8: Long range (left) and NEXRAD (right) radar screening tool results**

<sup>2</sup> The preliminary screening tool does not consider turbine height nor does it consider the cumulative impact of existing turbines in proximity to the area studied.

### **Military Airspace and Training Routes**

Since the FAA does not protect for military airspace or training routes, impact on their operations cannot result in a determination of hazard. However, the FAA will notify the military of proposed wind turbines located within these segments of airspace. If the planned development area is located on federal land, impact on military airspace or training routes may result in the denial of permits by the Bureau of Land Management.

Military airspace and training routes do not overlie the Painted Hills Wind Energy Repowering Project. Therefore, these segments of airspace should not result in military objections to proposed wind development.

### **Conclusion**

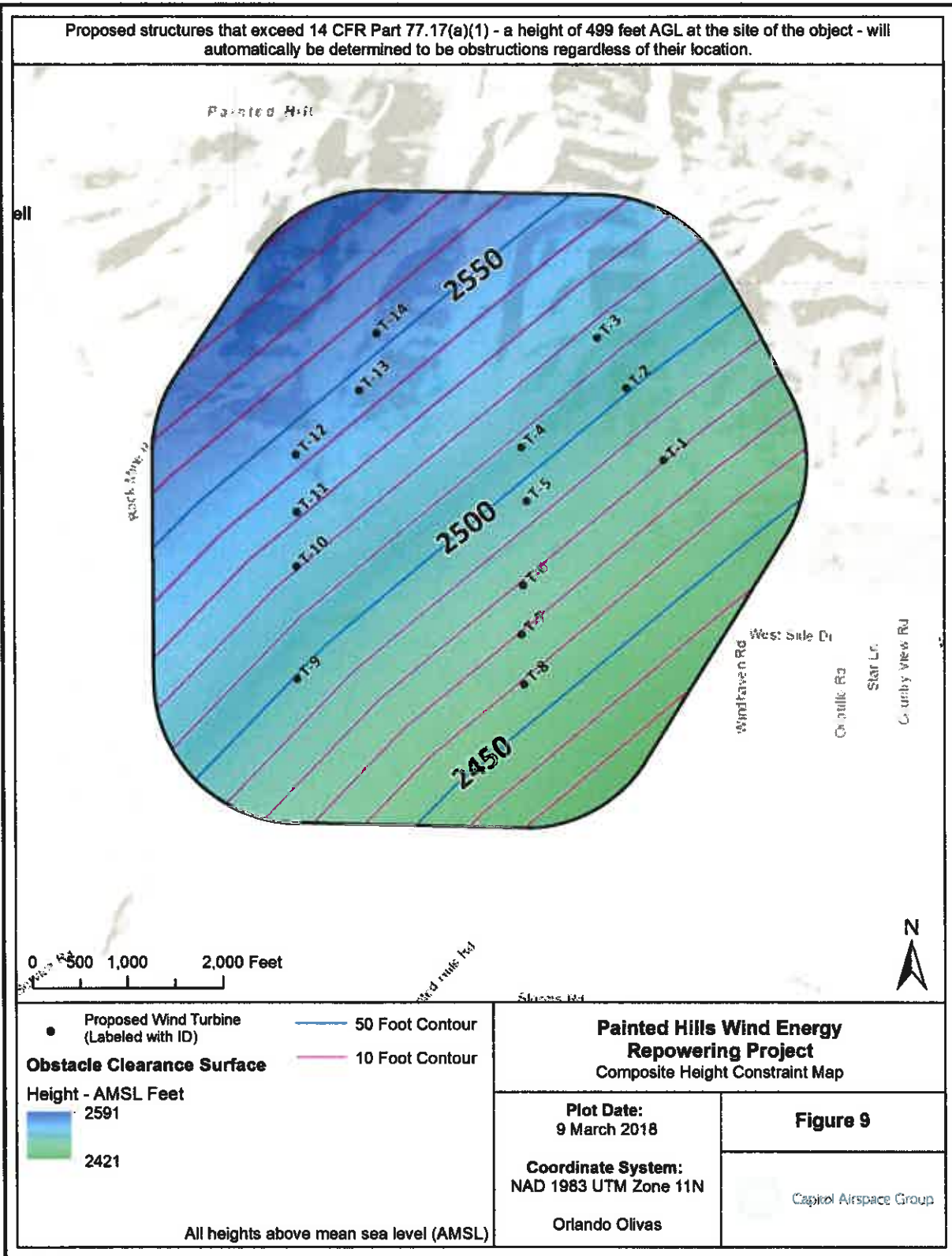
At 499 feet AGL, proposed wind turbines will not exceed 14 CFR Part 77.17(a)(1), 77.17(a)(2), or 77.19/21/23 imaginary surfaces (**Figure 2**). However, proposed wind turbines must remain below obstacle clearance surfaces in order to avoid the likelihood of determinations of hazard.

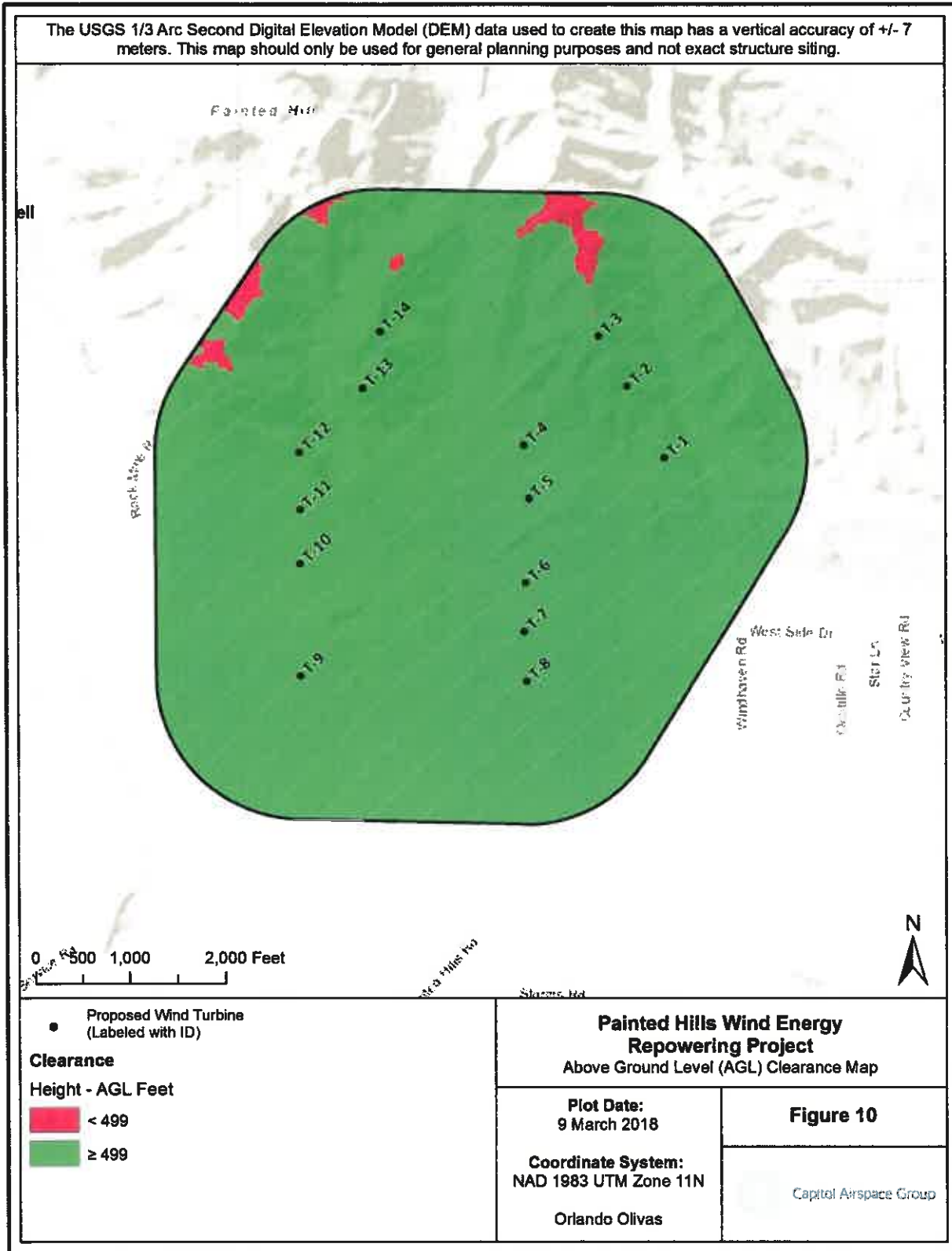
Obstacle clearance surfaces overlying the Painted Hills Wind Energy Repowering Project range from 2,421 to 2,591 feet AMSL (**Figure 9**) and are associated with the Palm Springs International Airport Cathedral One standard instrument departure procedure from Runway 31L (**Figure 4**). Proposed wind turbines that exceed this surface would require an increase to the Runway 31L minimum climb gradient and/or routing. If the FAA determines this impact to constitute a substantial adverse effect, it could be used as the basis for determinations of hazard.

USGS elevation data indicates that this surface could limit wind development on higher terrain in a few small areas within the study area (red areas, **Figure 10**). However, this surface should not limit 499 foot AGL wind turbines at any of the proposed locations (green area, **Figure 10**).

The AGL Clearance Map (**Figure 10**) is based on USGS National Elevation Dataset (NED) 1/3 Arc Second data which has a vertical accuracy of generally +/- 7 meters. Therefore, the AGL Clearance Map should only be used for general planning purposes and not exact wind turbine siting. In order to avoid the likelihood of determinations of hazard, proposed wind turbine heights must adhere to the height constraints depicted in the Composite Map (**Figure 9**).

If you have any questions regarding the findings of this study, please contact **Orlando Olivas** or **Ben Doyle** at (703) 256-2485.







## **NOTICE OF PUBLIC HEARING**

### **RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, September 3 (Labor Day), and by prescheduled appointment on Friday, September 7, from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING:                    September 13, 2018

TIME OF HEARING:                    9:30 A.M.

#### **CASE DESCRIPTION:**

ZAP1068PS18 – Painted Hills Wind, LLC (Representative: Robert Skaggs) – Riverside County Planning Case Nos. WCS180001 (Commercial WECS Permit) and VAR180003 (Variance). The applicant proposes to decommission and remove approximately 291 existing commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 600 acres located northerly of Avenue 16, easterly of Whitewater Canyon Road, westerly of Windhaven Road at the terminus of Painted Hills Road. Also proposed are associated equipment such as a laydown yard, construction of new temporary and permanent internal roads, and new 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested proposing reductions in safety, wind access, and scenic setbacks. (Not located within an Airport Compatibility Zone).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Jay Olivas of the Riverside County Planning Department at (760) 863-7050.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1068PS18      DATE SUBMITTED: 7-24-18

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

<b>Applicant</b>	Painted Hills Wind, LLC	Phone Number 858-764-3720
<b>Mailing Address</b>	11455 El Camino Real, Suite 160 San Diego, CA 92130	Email contact@terra-gen.com
<b>Representative</b>	Robert Skaggs	Phone Number 858-764-3737
<b>Mailing Address</b>	11455 El Camino Real, Suite 160 San Diego, CA 92130	Email rskaggs@terra-gen.com
<b>Property Owner</b>	See Attachment A, Landowners	Phone Number
<b>Mailing Address</b>		Email

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	County of Riverside	Phone Number 760-863-7050
<b>Staff Contact</b>	Jay Olivas	Email jolivas@rivco.org
<b>Mailing Address</b>	77-588 El Duna Court, Suite H Palm Desert, CA 92211	Case Type WECS Permit
<b>Local Agency Project No</b>	WCS180001	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

### PROJECT LOCATION

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

<b>Street Address</b>	West of Windhaven Road and North of 16th Avenue	
<b>Assessor's Parcel No.</b>	516-030-004, 516-030-008, 516-030-014, 516-030-015	<b>Gross Parcel Size</b> 600 acres MOL
<b>Subdivision Name</b>		<b>Nearest Airport and distance from Airport</b>
<b>Lot Number</b>		Palm Springs Int'l (PSP); Approximately 9 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*

<b>Existing Land Use (describe)</b>	See Plans Package (Exhibit A, Site Plan)

P.S. OUTSIDE ALA.

Proposed Land Use (describe)	See Attachment B, Project Description	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
For Other Land Uses	Hours of Operation	24 hours per day
(See Appendix C)	Number of People on Site +/-5	Maximum Number +/-10
	Method of Calculation	Under the existing condition, between 5-10 employees may be on-site at any given time. Following implementation of the Project, the same number of O&M workers will be needed.
Height Data	Site Elevation (above mean sea level)	1,380 asml (south) and 2,020 asml (north) ft.
	Height of buildings or structures (from the ground)	Up to 500 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	_____ _____ _____

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

**B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

**C. SUBMISSION PACKAGE:**

- 1. . . . . Completed ALUC Application Form
- 1. . . . . ALUC fee payment
- 1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
- 1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- 1. . . . . CD with digital files of the plans (pdf)
- 1. . . . . Vicinity Map (8.5x11)
- 1. . . . . Detailed project description
- 1. . . . . Local jurisdiction project transmittal
- 3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. \*

\* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** September 13, 2018

**CASE NUMBER:** ZAP1317MA18 – Meridian Park, LLC (Representative: Jeff Gordon)

**APPROVING JURISDICTION:** March Joint Powers Authority

**JURISDICTION CASE NO:** GPA 18-01 (General Plan Amendment), SPA 18-01 (Specific Plan Amendment), TTM 18-01 (Revision to Tentative Tract Map No. 30857), PP 18-02 and PP 18-03 (Plot Plans)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed General Plan Amendment and Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Tentative Tract Map and Plot Plans CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps, and a 3,200 square foot convenience store on 23.68 acres (located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive). PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres (located on the northeast corner of Krameria Avenue and Coyote Bush Road).

The applicant also proposes to amend the March JPA General Plan and March Business Center Specific Plan land use designations on five sites within the South Campus of the March Business Center as follows:

- (1) to enable development proposed through PP18-02, change 3.7 gross acres (3.49 net acres due to roadway dedications) of land located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office);
- (2) to enable development proposed through PP18-03, change approximately 25.77 gross acres of land located on the northeast corner of Krameria Avenue and Coyote Bush Road from Business Park to Industrial;
- (3) change approximately 21.78 gross acres located easterly of the PP18-03 site from Industrial to Business Park;
- (4) change 6.57 gross acres (5.84 net acres due to roadway dedications) of land on the west side



of Village West Drive, southerly of Van Buren Boulevard from Commercial to Business Park; and

- (5) change approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on the northwest corner of Van Buren Boulevard and Coyote Bush Road from Business Park to Office.

The applicant also proposes amending previously approved, but never recorded, Tentative Tract Map No. 30857 by:

- 1) adjusting the boundaries of tentatively approved Parcels 4 through 7 so as to result in the following acreages – Parcel 4, 22.93 acres; Parcel 5, 10.33 acres; Parcel 6, 9.51 acres; Parcel 7, 15.6 acres;
- 2) reducing Parcel 41 to 3.65 acres, consolidating the southern portion of Parcel 41 and Parcels 49 and 50 with Parcel 48, resulting in a revised acreage of 5.03 acres for Parcel 48; and
- 3) adjusting the boundaries of tentatively approved Parcels 72 through 75 so as to result in the following acreages: Parcel 72, 3.7 acres; Parcel 73, 10.77 acres; Parcel 74, 9.42 acres; and Parcel 75, 8.24 acres.

Parcel 72 becomes the site of retail, dining, and fueling uses proposed through PP18-02, while the office buildings are on Parcels 73 and 74. Revised Parcel 4 becomes the site of the industrial building proposed through PP18-03.

**PROJECT LOCATION:** The areas of the Specific Plan proposed for changes are located northerly of Krameria Avenue, southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive within the jurisdiction of the March Joint Powers Authority, with the nearest portion of the proposed Plot Plans located approximately 10,200 feet southwesterly of the northerly end of Runway 14-32 at March Air Reserve Base. PP18-02 is located southerly of Van Buren Boulevard and easterly of Orange Terrace Drive extended southerly, while PP18-03 is located at the northeast corner of Krameria Avenue and Coyote Bush Road.

**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: Zones C2 High Terrain Zone
- c. Noise Levels: Below 60 CNEL from aircraft

**BACKGROUND:**

Tentative Tract Map: The applicant proposes amending previously approved, but never recorded, Tentative Tract Map No. 30857 by:

- 1) adjusting the boundaries of tentatively approved Parcels 4 through 7 so as to result in the following acreages – Parcel 4, 22.93 acres; Parcel 5, 10.33 acres; Parcel 6, 9.51 acres; Parcel

- 7, 15.6 acres;
- 2) reducing Parcel 41 to 3.65 acres, consolidating the southern portion of Parcel 41 and Parcels 49 and 50 with Parcel 48, resulting in a revised acreage of 5.03 acres for Parcel 48; and
  - 3) adjusting the boundaries of tentatively approved Parcels 72 through 75 so as to result in the following acreages: Parcel 72, 3.7 acres; Parcel 73, 10.77 acres; Parcel 74, 9.42 acres; and Parcel 75, 8.24 acres.

The reconfiguring of the parcels would not result in a significant impact to airport land use compatibility.

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, both project sites are 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, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone C2:

- Office – 1 person per 200 square feet,
- High cube warehouse – 1 person per 1,428 square feet,
- Restaurant dining area – 1 person per 15 square feet,
- Commercial kitchen – 1 person per 200 square feet,
- Retail – 1 person per 115 square feet,
- Convenience store – 1 person per 115 square feet.

The applicant proposes two developments that are geographically separated. PP18-03 proposes a 500,000 square foot industrial high cube warehouse on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. PP18-02 proposes a commercial office retail center totaling 154,837 square feet of building area on 23.68 acres (of a 31.69 acre site, including 8.01 acres designated for a stormwater basin) located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive.

#### *Industrial Development*

PP18-03 proposes a 500,000 square foot high cube warehouse building including 480,000 square feet of warehouse area and 20,000 square feet of office area on 22.96 acres, resulting in a total occupancy of 436 people, and an average intensity of 19 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200. Even if the entire building was used as a manufacturing use (1 person per 200 square feet), this would result in an occupancy of 2,500 people and an average intensity of 109 people per acre, which would also be consistent with the Compatibility Zone C2 criterion. (Such a total occupancy would not be realistic, given the number of parking spaces.)

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 in the absence of more precise data). Based on the 222 parking stalls and 102 truck trailer stalls provided, the total occupancy would be estimated to be 435 people. The resulting average intensity of 19 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

### *Commercial Development*

PP18-02 proposes 140,570 square feet of office area, a 7,905 square foot commercial retail/dining building with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps, and a 3,200 square foot convenience store on 23.68 acres. This would accommodate a total occupancy of 1,390 people, and an average intensity of 58 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed parcel lines as indicated on the site plan and tract map):

- the Office Buildings lot 73 (10.77 acres) consisting of 83,000 square feet of office area would accommodate 415 people, resulting in an average intensity of 39 people per acre,
- the Office Buildings lot 74 (9.42 acres) consisting of 57,570 square feet of office area would accommodate 288, resulting in an average intensity of 31 people per acre, and
- the Gas Station, Retail and Restaurant Buildings lot 72 (3.49 acres) consisting of a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area (including dining area in the retail/dining "Shops 1" building as well as in the fast food restaurant), 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area, accommodates an occupancy of 687 people, resulting in an average intensity of 197 people per acre. (This is based on the maximum permissible level of dining area in the retail/dining building. Occupancy and average intensity would be lower if the retail were to be increased and the dining area decreased.)

All lots are consistent with the Compatibility Zone C2 average 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 in the absence of more precise data). Based on the 1,015 parking stalls provided, the total occupancy would be estimated to be 1,523 people. The resulting average intensity of 64 people per acre 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.

### *Industrial Development*

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 33,560 square feet of warehouse area and 10,000 square feet of office area, accommodating a total occupancy of 74 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. Even if the entire single acre area within the building was used as a manufacturing use, this would result in a single acre occupancy of 218 people, which would still be consistent with the Compatibility Zone C2 criterion.

### *Commercial Development*

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would be located around Shops 1 (retail/restaurant building) consisting of 1,260 square feet of retail area, 6,015 square feet of restaurant dining area, and 630 square feet of restaurant kitchen area, with 10 vehicle stacking spaces in the drive-through, accommodating a total occupancy of 430 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 High Terrain Zone. The project has undergone Form 7460-1 review by the Federal Aviation Administration Obstruction Evaluation Service (“FAA OES”) relative to potential airspace obstruction concerns relative to location within the High Terrain Zone.

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. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). Portions of the project are located within Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. At a distance of approximately 10,200 feet from the runway to the PP18-02 site, Federal Aviation Administration review would be required for any structures with top of roof exceeding 1,637 feet AMSL (PP18-03 is 11,000 feet away and has a FAA threshold of 1,645 feet AMSL.) The finished floor elevation is approximately 1,734 feet AMSL for PP18-02 with a maximum building height of 28 feet, resulting in a top point elevation of 1,762 feet AMSL. The finished floor elevation of the industrial building (PP18-03) is 1,732 feet AMSL with a maximum building height of 51 feet, resulting in a top point elevation of 1,783 feet AMSL. Both the commercial and industrial buildings exceed their FAA threshold for notification, and therefore, review of the buildings by the FAA Obstruction Evaluation Service was required. The applicant has submitted Form 7460-1, and FAA OES assigned Aeronautical Study Nos. 2018-AWP-9379 through 9391-OE to this project. “Determination of No Hazard to Air Navigation” letters were issued by the FAAOES dated June 22, 2018, and the studies revealed that the project’s structures would exceed obstruction standards, but would not be a hazard



to air navigation provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

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:
  - (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) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation 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 provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

5. 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.
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. This project has been evaluated for an industrial development consisting of 480,000 square feet of high cube warehouse area and 20,000 square feet of office area, and a commercial development consisting of 140,750 square feet of office area, a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area, 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area. Any increase in building area, change in use (other than an increase in retail area in the Shops 1 building with a corresponding reduction in restaurant dining area therein) or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.
8. The maximum square footage of restaurant dining area in Shops 1 building shall not exceed 6,015 square feet.
9. The maximum square footage of dining area in the fast food restaurant Pad A shall not exceed 3,000 square feet.
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.
11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-9379-OE through 9391-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 1 and shall be maintained in accordance therewith for the life of the project.

12. The proposed buildings shall not exceed a height of 51 feet above ground level and a maximum elevation at top point of 1,777 feet above mean sea level.
13. 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.
14. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 51 feet in height and a maximum elevation of 1,777 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
15. 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://oecaaa.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 structures(s).

# 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-9379-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING C  
 Location: Riverside, CA  
 Latitude: 33-53-00.18N NAD 83  
 Longitude: 117-18-13.52W  
 Heights: 1726 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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 (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9379-OE.

**Signature Control No: 364501671-368524332**

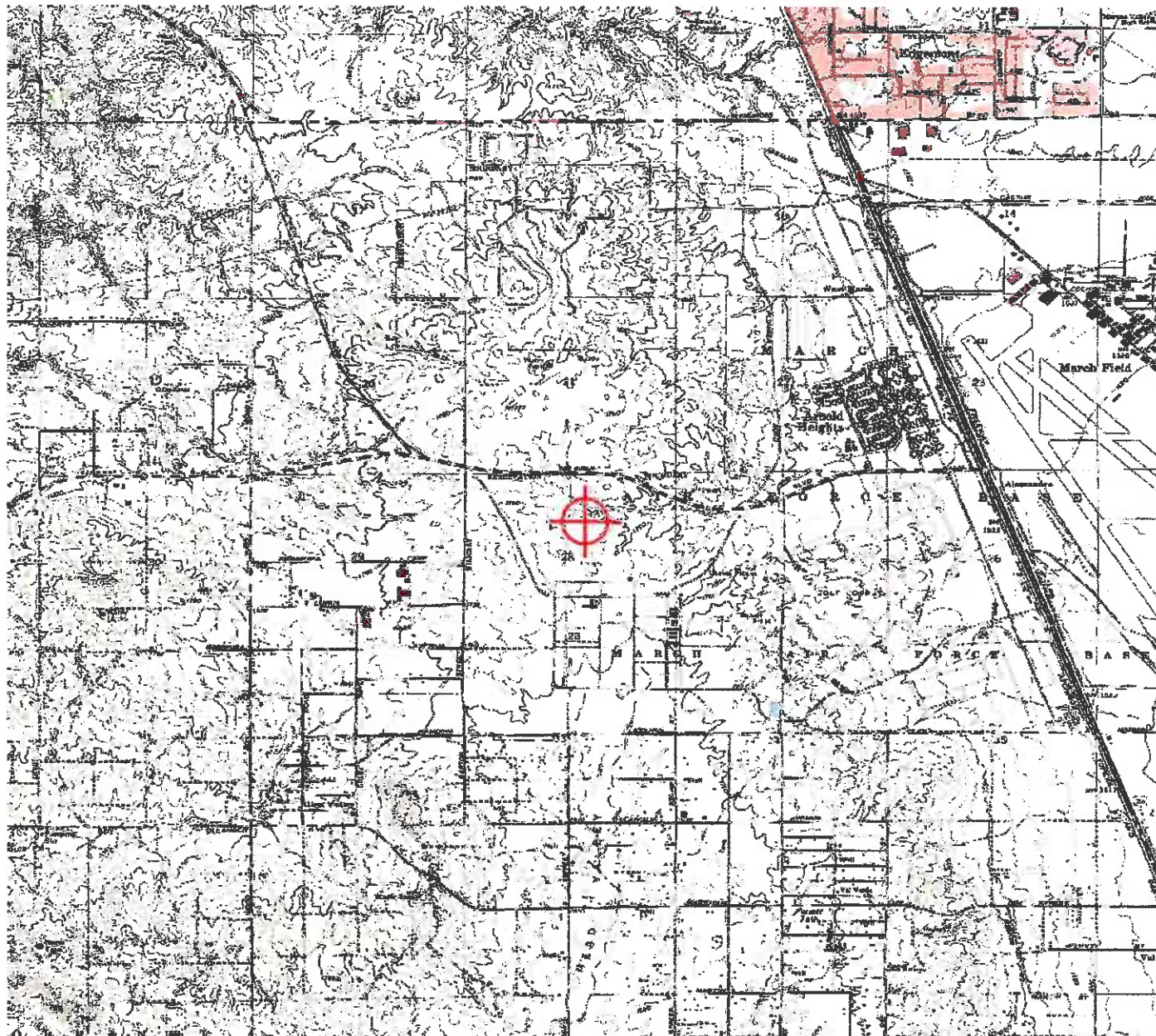
( EBO )

Karen McDonald  
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2018-AWP-9379-OE





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9380-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 1  
Location: Riverside, CA  
Latitude: 33-53-09.97N NAD 83  
Longitude: 117-18-10.27W  
Heights: 1733 feet site elevation (SE)  
38 feet above ground level (AGL)  
1771 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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 (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9380-OE.

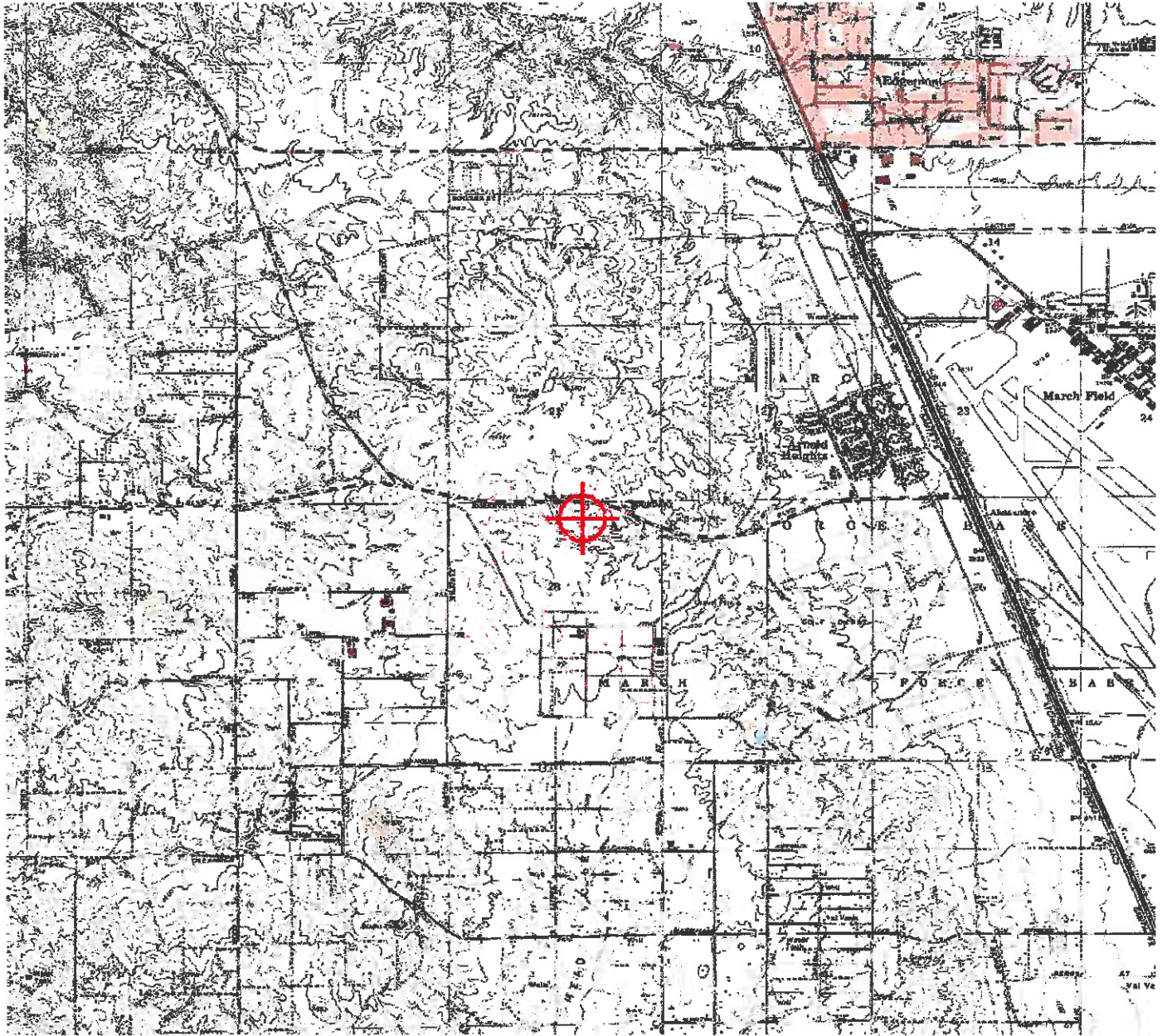
**Signature Control No: 364501672-368524325**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)



TOPO Map for ASN 2018-AWP-9380-OE





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9381-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 2  
Location: Riverside, CA  
Latitude: 33-53-13.41N NAD 83  
Longitude: 117-18-05.09W  
Heights: 1722 feet site elevation (SE)  
26 feet above ground level (AGL)  
1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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 (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9381-OE.

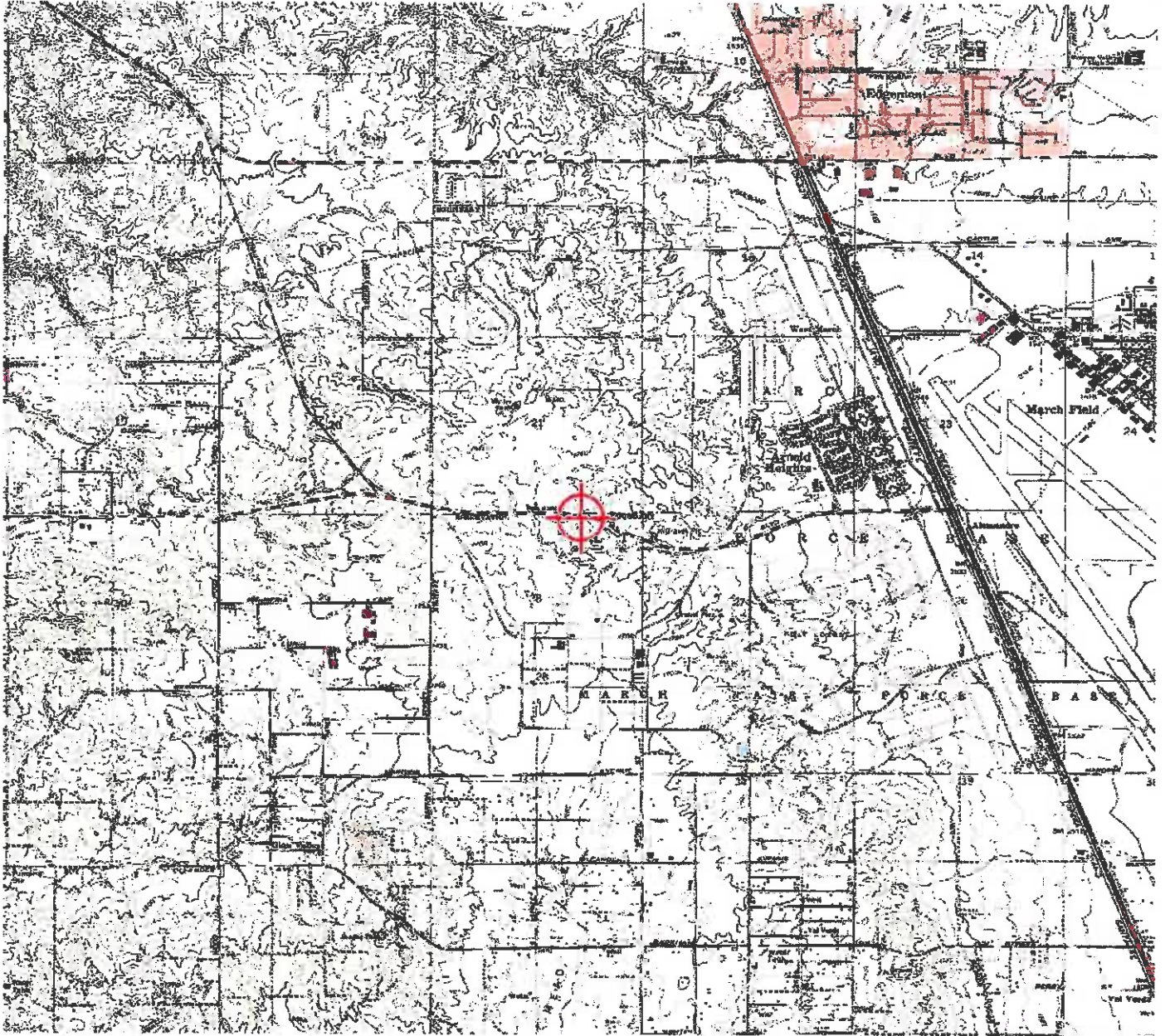
**Signature Control No: 364501675-368524326**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)



TOPO Map for ASN 2018-AWP-9381-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9382-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 3  
 Location: Riverside, CA  
 Latitude: 33-53-12.61N NAD 83  
 Longitude: 117-18-02.20W  
 Heights: 1722 feet site elevation (SE)  
 24 feet above ground level (AGL)  
 1746 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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 (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9382-OE.

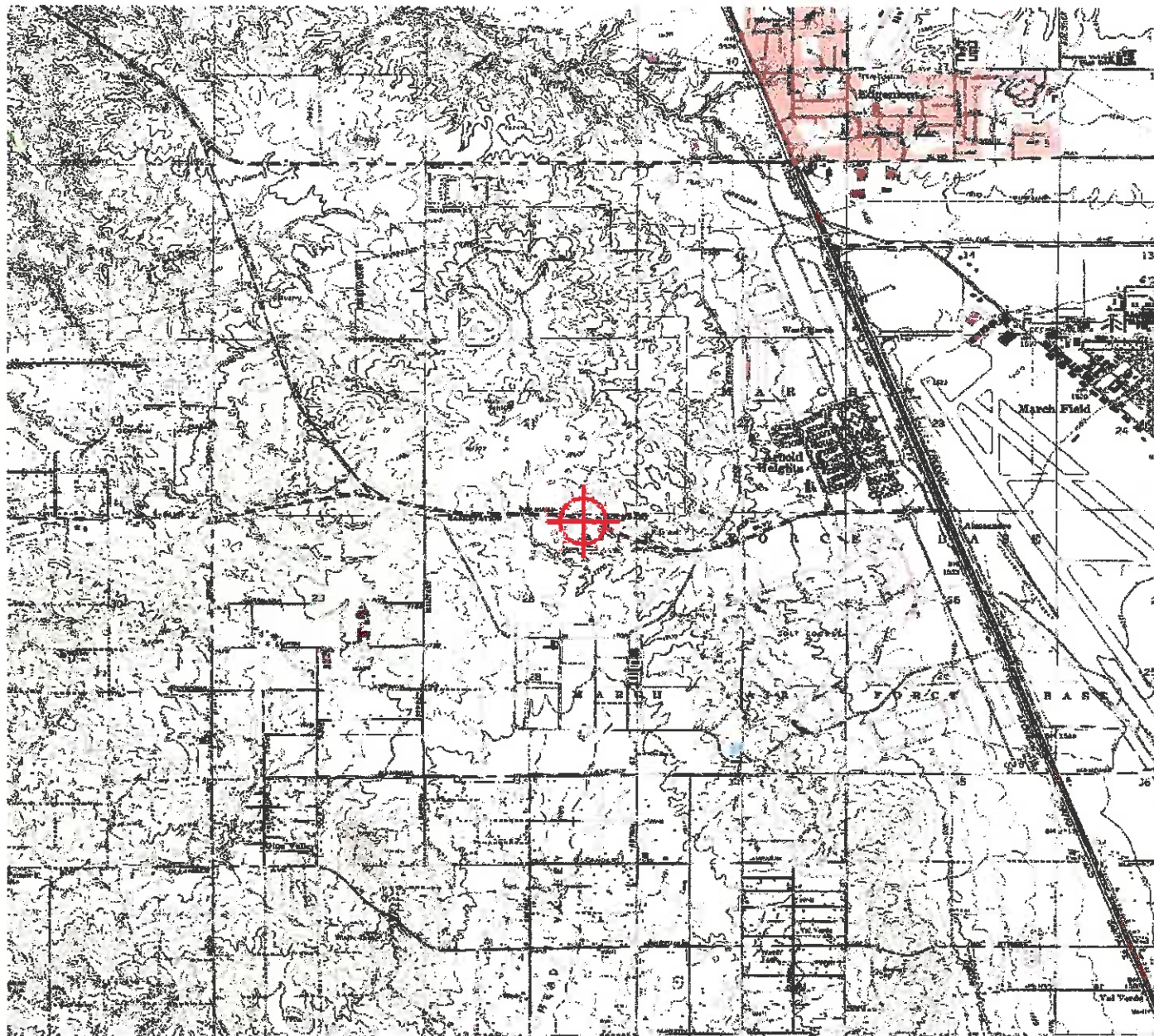
**Signature Control No: 364501676-368524331**

( EBO )

Karen McDonald  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2018-AWP-9382-OE





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9383-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 4
Location:	Riverside, CA
Latitude:	33-53-11.69N NAD 83
Longitude:	117-17-59.57W
Heights:	1717 feet site elevation (SE) 26 feet above ground level (AGL) 1743 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

At least 10 days prior to start of construction (7460-2, Part 1)

Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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.

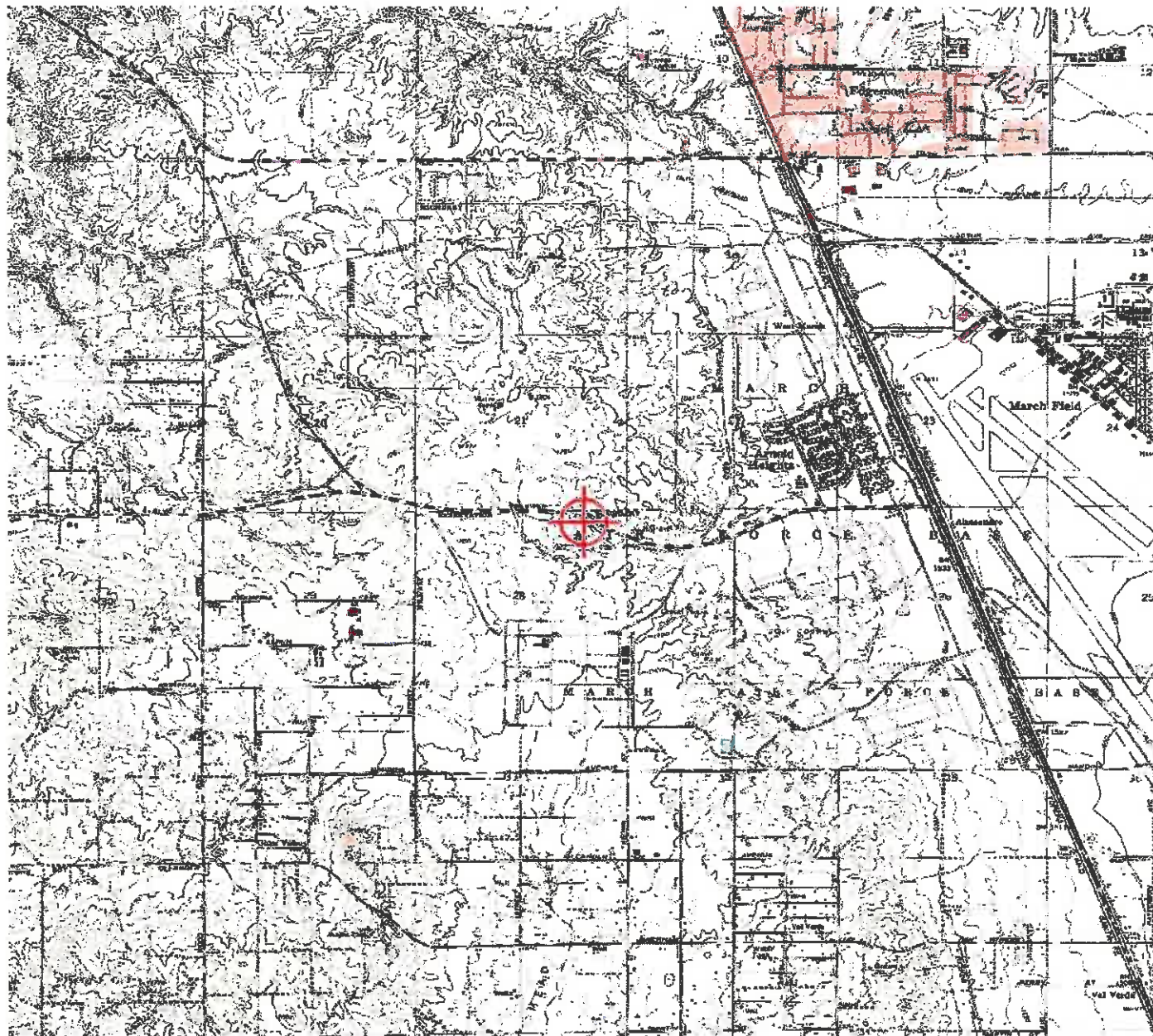
If we can be of further assistance, please contact our office at (310) 725-6557, or [karen.mcdonald@faa.gov](mailto:karen.mcdonald@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9383-OE.

**Signature Control No: 364501677-368524328**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9384-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 5  
 Location: Riverside, CA  
 Latitude: 33-53-11.13N NAD 83  
 Longitude: 117-18-05.85W  
 Heights: 1723 feet site elevation (SE)  
 26 feet above ground level (AGL)  
 1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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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 (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9384-OE.

**Signature Control No: 364501678-368524333**

( EBO )

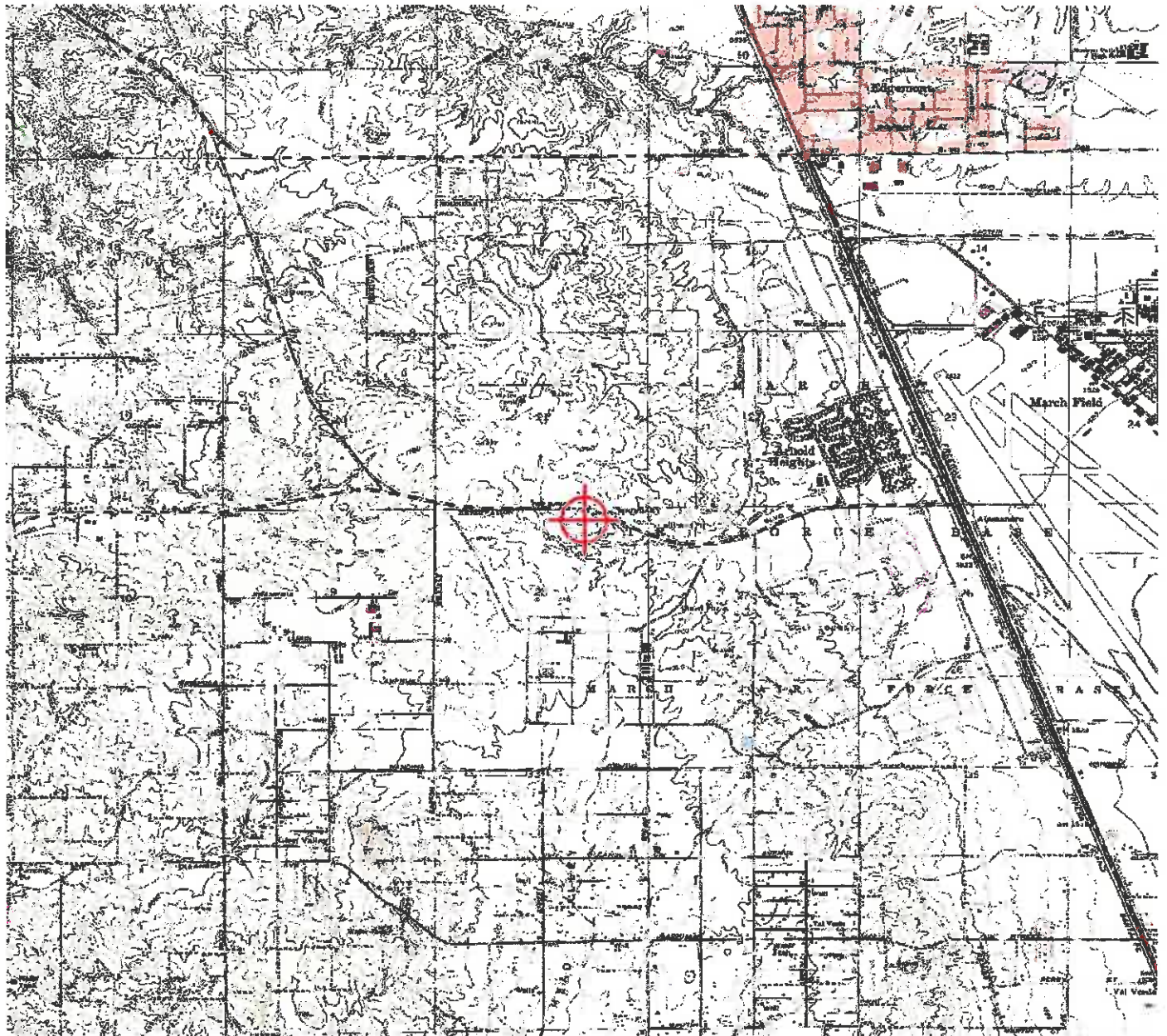
Karen McDonald  
Specialist

Attachment(s)

Map(s)



TOPO Map for ASN 2018-AWP-9384-OE







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9385-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 6  
Location: Riverside, CA  
Latitude: 33-53-10.91N NAD 83  
Longitude: 117-18-04.45W  
Heights: 1723 feet site elevation (SE)  
26 feet above ground level (AGL)  
1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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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.**

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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.

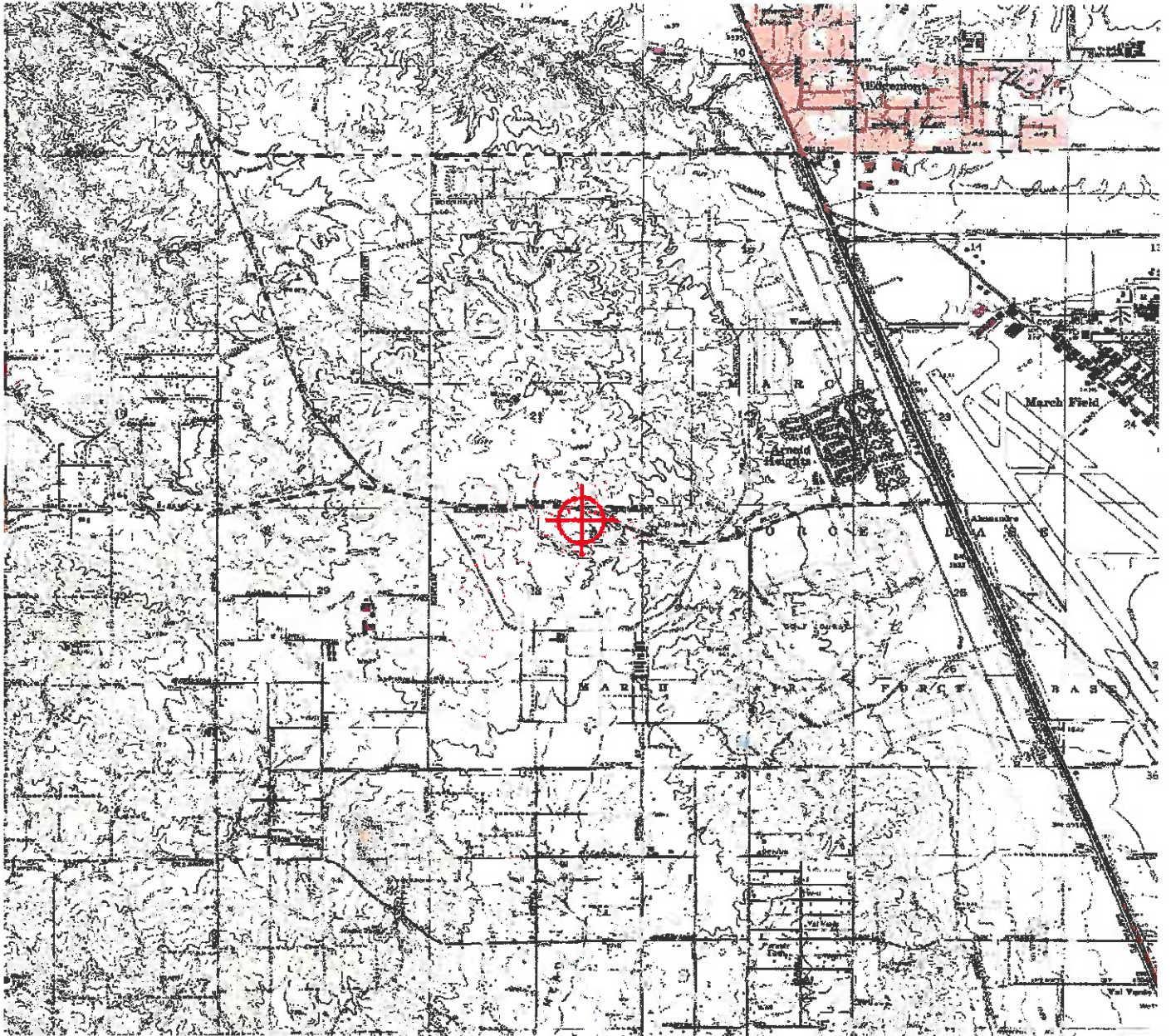
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9385-OE.

**Signature Control No: 364501681-368524329**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)

TOPO Map for ASN 2018-AWP-9385-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9386-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 7  
 Location: Riverside, CA  
 Latitude: 33-53-09.75N NAD 83  
 Longitude: 117-18-00.83W  
 Heights: 1719 feet site elevation (SE)  
 26 feet above ground level (AGL)  
 1745 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

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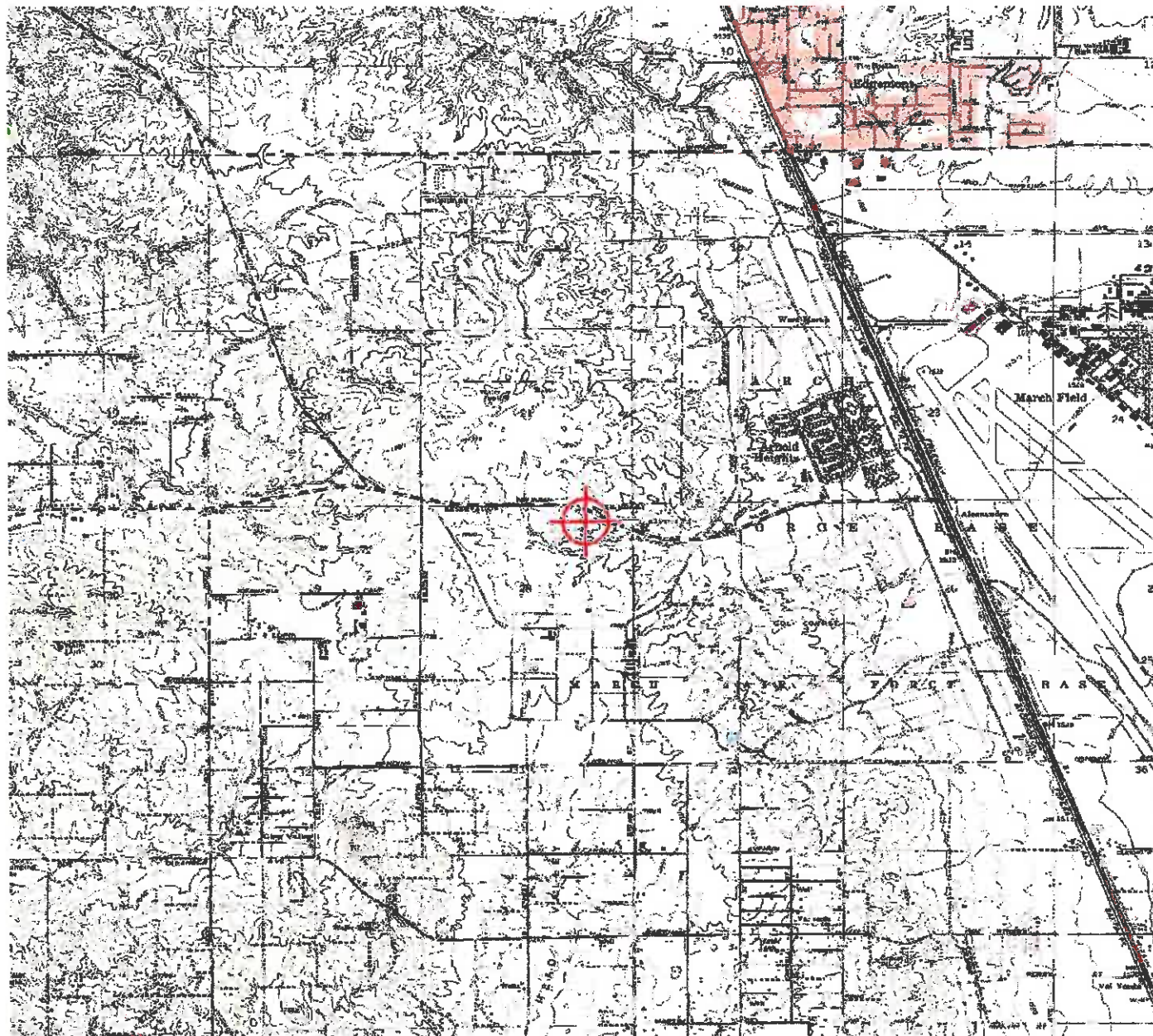
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or [karen.mcdonald@faa.gov](mailto:karen.mcdonald@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9386-OE.

**Signature Control No: 364501685-368524336**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9387-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC BUILDING 8  
 Location: Riverside, CA  
 Latitude: 33-53-08.35N NAD 83  
 Longitude: 117-18-04.98W  
 Heights: 1724 feet site elevation (SE)  
 36 feet above ground level (AGL)  
 1760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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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.

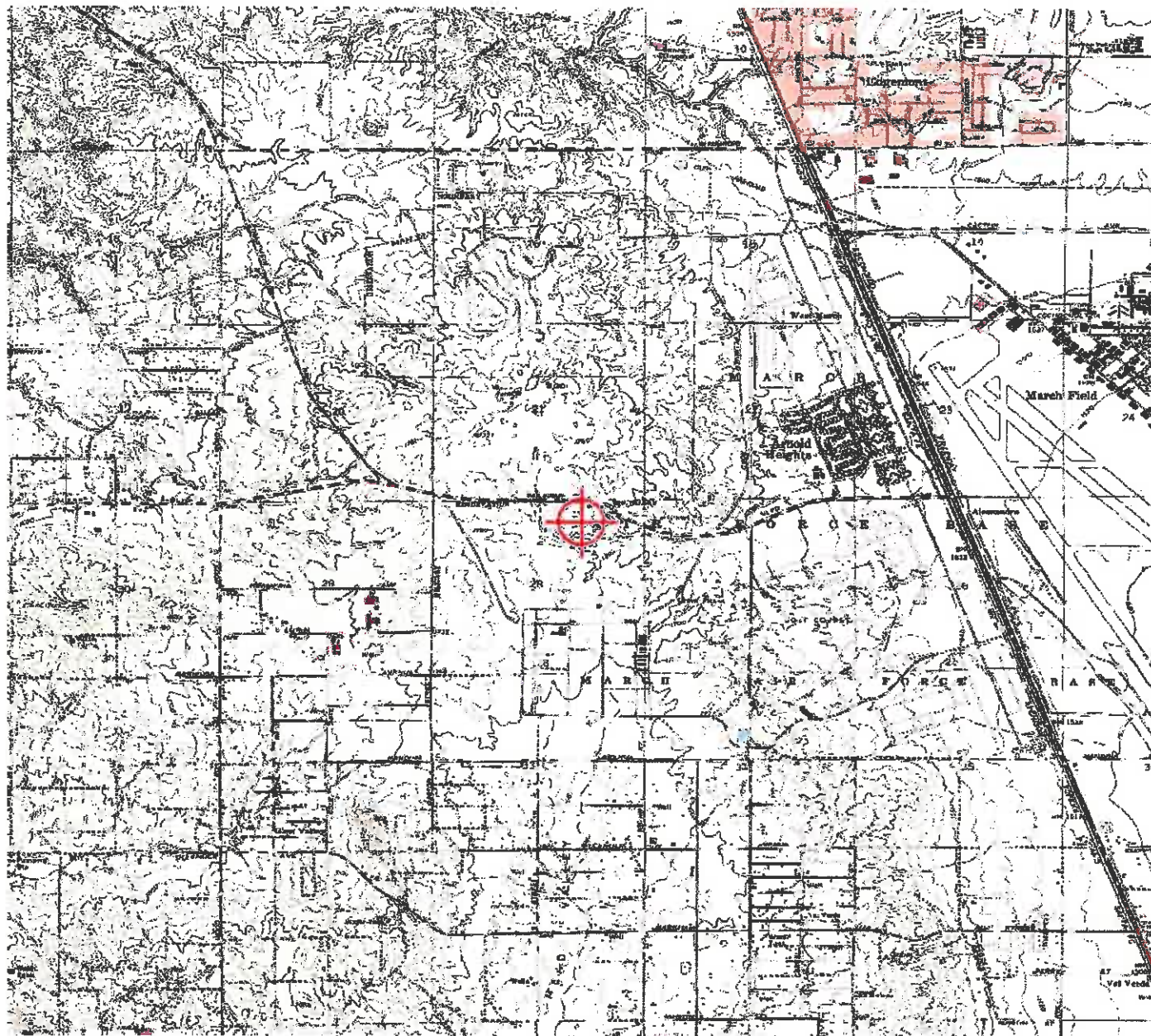
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9387-OE.

**Signature Control No: 364501686-368524335**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9388-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC FOODMART BLDG  
Location: Riverside, CA  
Latitude: 33-53-12.48N NAD 83  
Longitude: 117-18-09.13W  
Heights: 1727 feet site elevation (SE)  
25 feet above ground level (AGL)  
1752 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/22/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9388-OE.

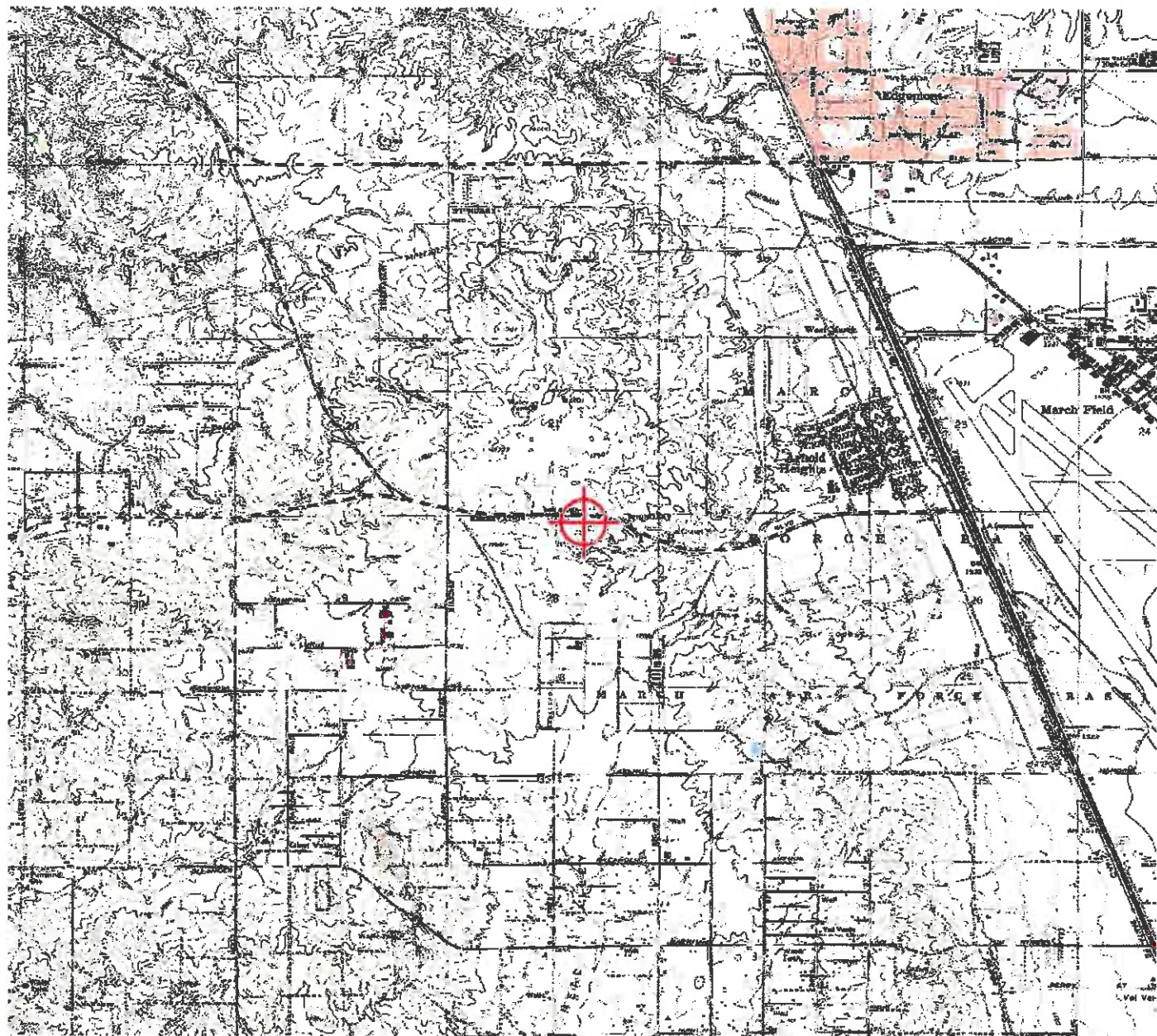
**Signature Control No: 364501687-368524330**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)



TOPO Map for ASN 2018-AWP-9388-OE







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-9389-OE

Issued Date: 06/22/2018

Timothy Reeves  
MERIDIAN PARK LLC  
1156 N. MOUNTAIN AVENUE  
Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC GAS STATION CPY  
Location: Riverside, CA  
Latitude: 33-53-13.42N NAD 83  
Longitude: 117-18-09.25W  
Heights: 1726 feet site elevation (SE)  
22 feet above ground level (AGL)  
1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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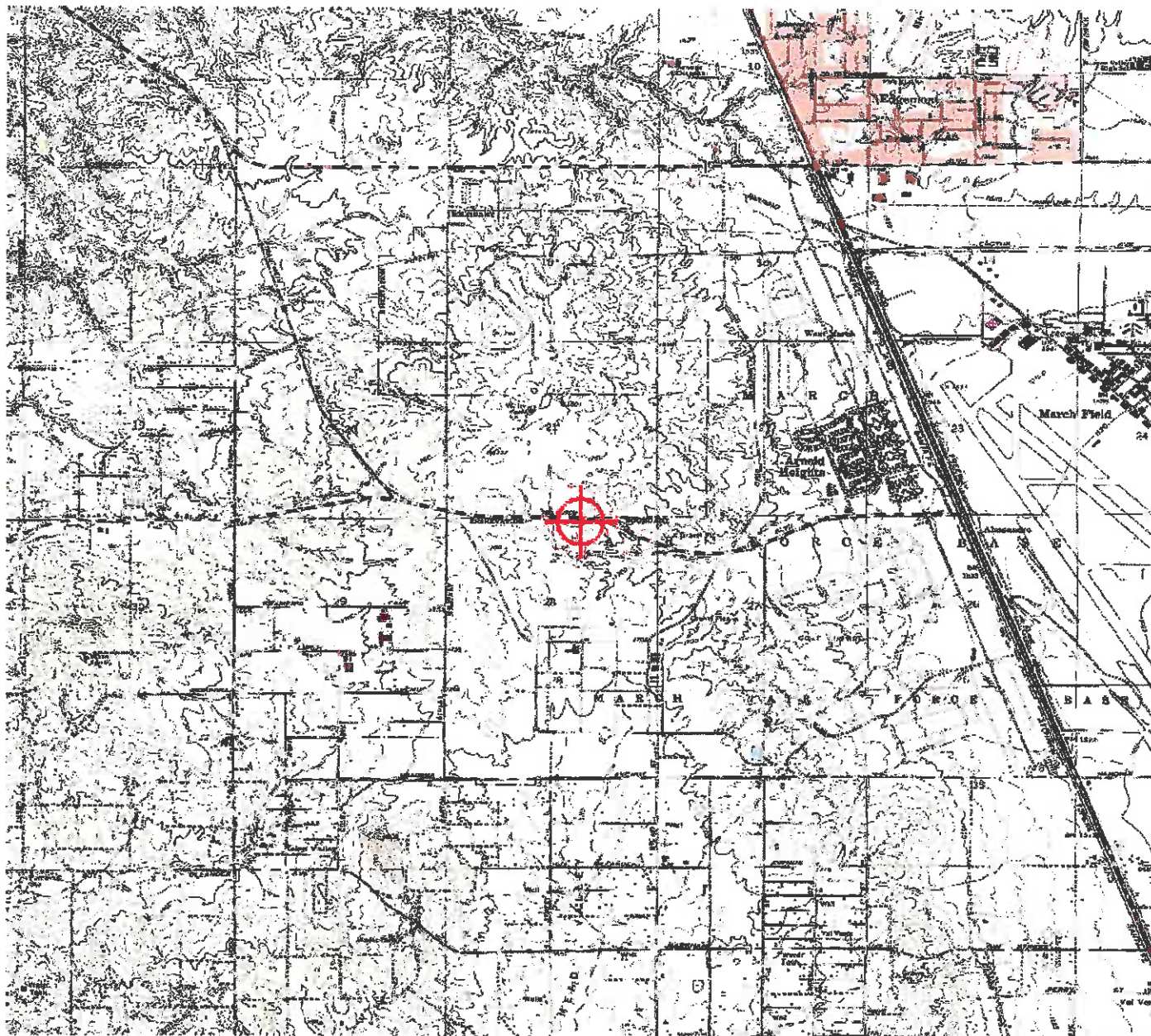
If we can be of further assistance, please contact our office at (310) 725-6557, or [karen.mcdonald@faa.gov](mailto:karen.mcdonald@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9389-OE.

**Signature Control No: 364501688-368524337**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)

TOPO Map for ASN 2018-AWP-9389-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9390-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC RETAIL SHOPS BLDG  
 Location: Riverside, CA  
 Latitude: 33-53-13.98N NAD 83  
 Longitude: 117-18-11.39W  
 Heights: 1730 feet site elevation (SE)  
 29 feet above ground level (AGL)  
 1759 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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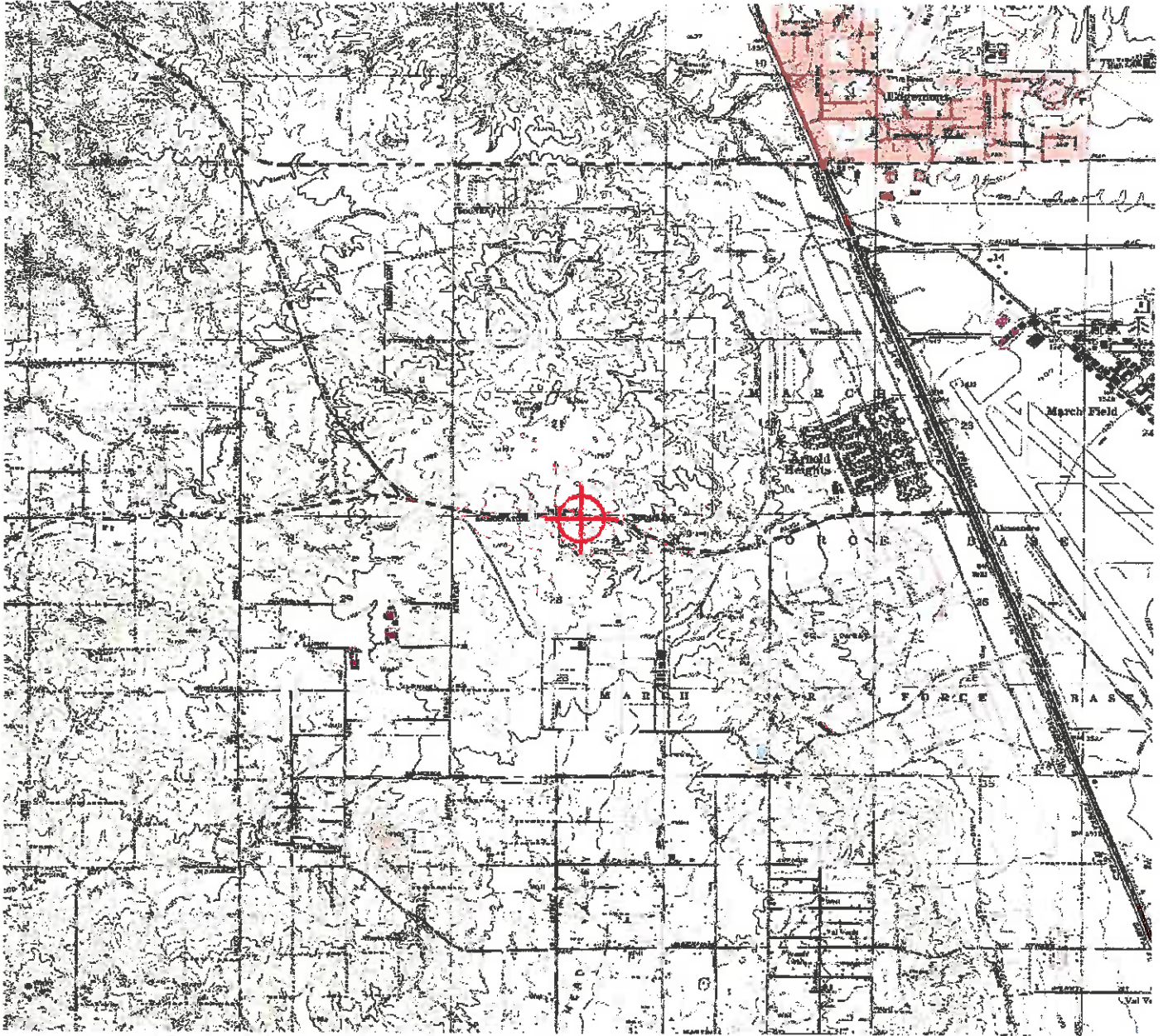
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9390-OE.

**Signature Control No: 364501690-368524334**  
Karen McDonald  
Specialist

( EBO )

Attachment(s)  
Map(s)

TOPO Map for ASN 2018-AWP-9390-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2018-AWP-9391-OE

Issued Date: 06/22/2018

Timothy Reeves  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 Upland, CA 91786

**\*\* 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 MERIDIAN PARK SOUTH - NEC RETAIL A FF BLDG
Location:	Riverside, CA
Latitude:	33-53-13.80N NAD 83
Longitude:	117-18-15.55W
Heights:	1733 feet site elevation (SE) 28 feet above ground level (AGL) 1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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**Signature Control No: 364501692-368524327**

Karen McDonald  
Specialist

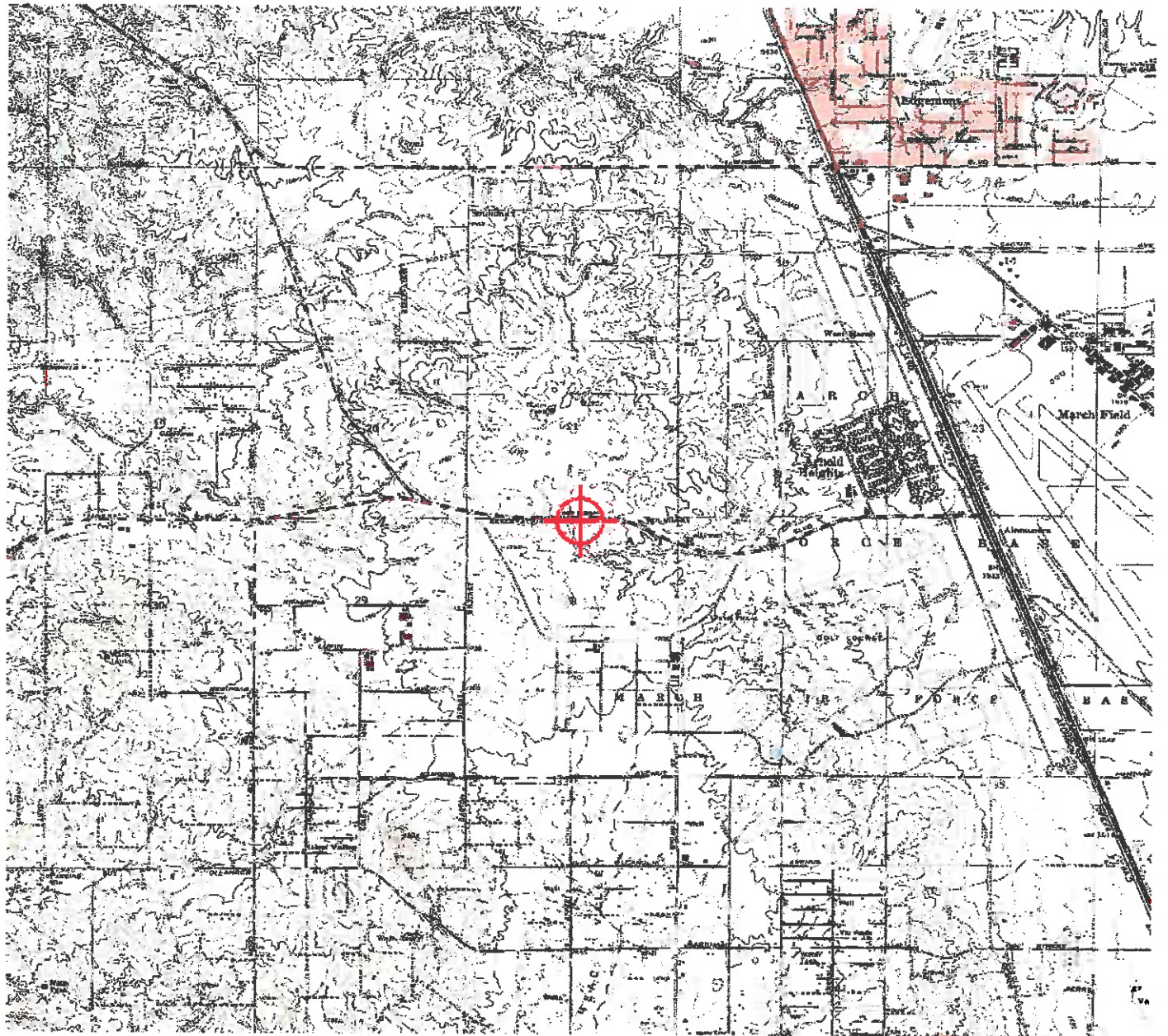
( EBO )

Attachment(s)

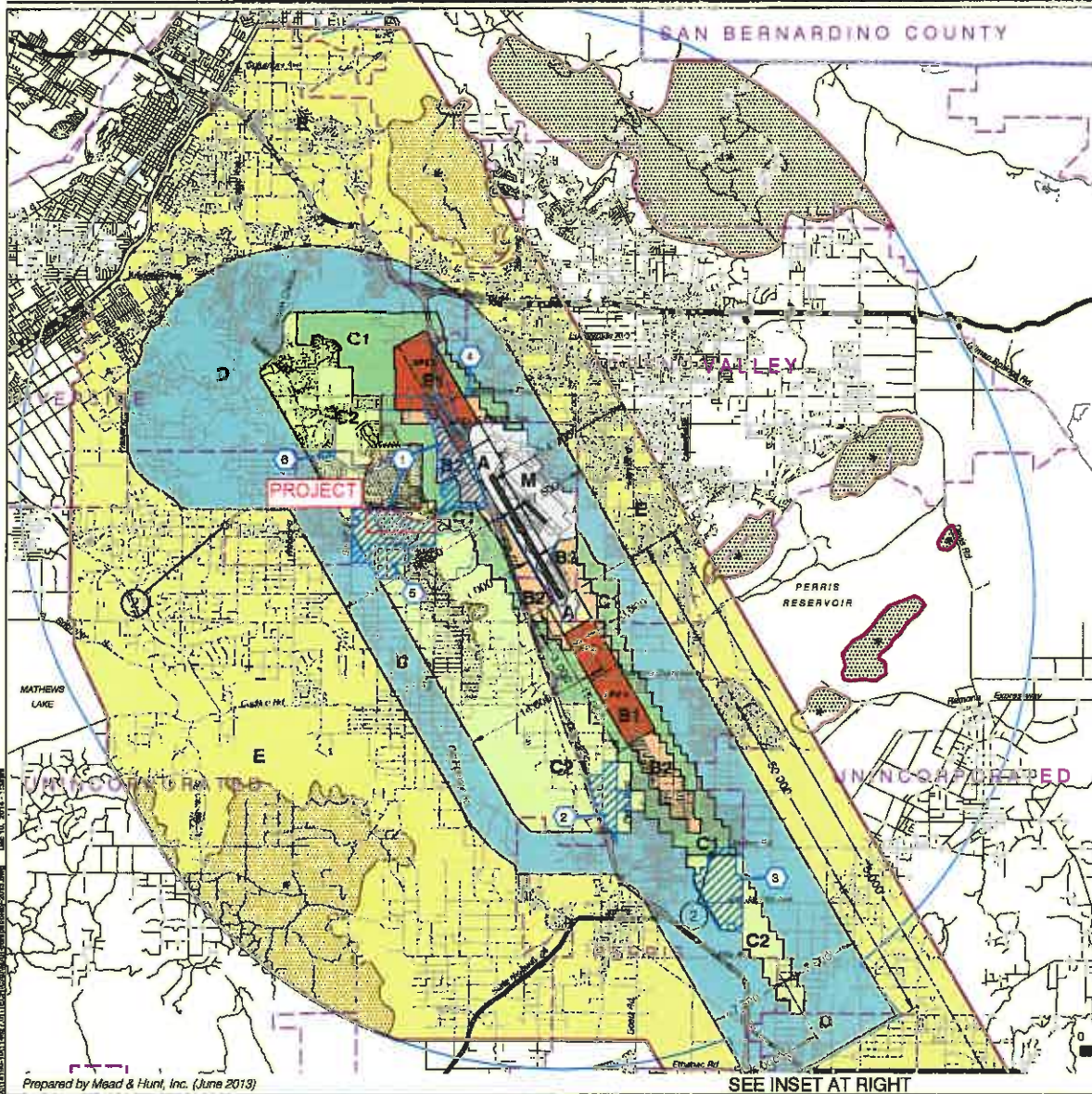
Map(s)



TOPO Map for ASN 2018-AWP-9391-OE







**LEGEND**

**Compatibility Zones**

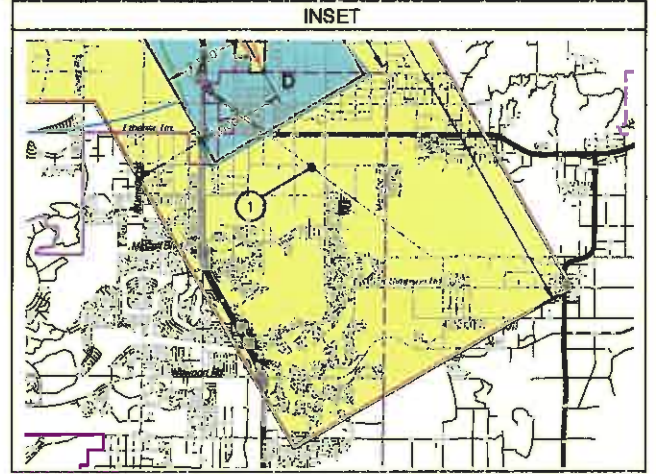
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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 Parris: Harvest Landing
- 3 Parris: 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.



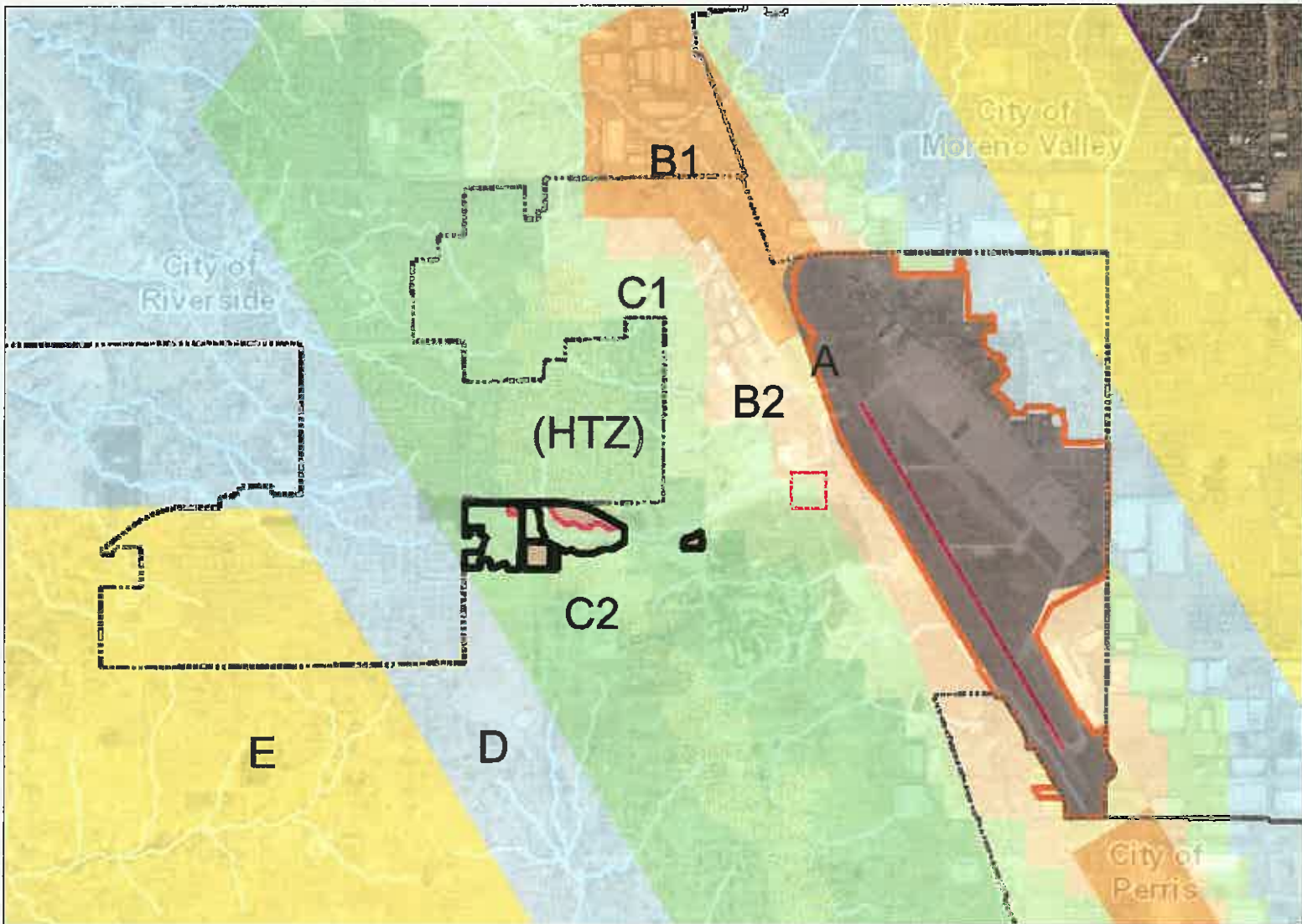
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT



# 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.



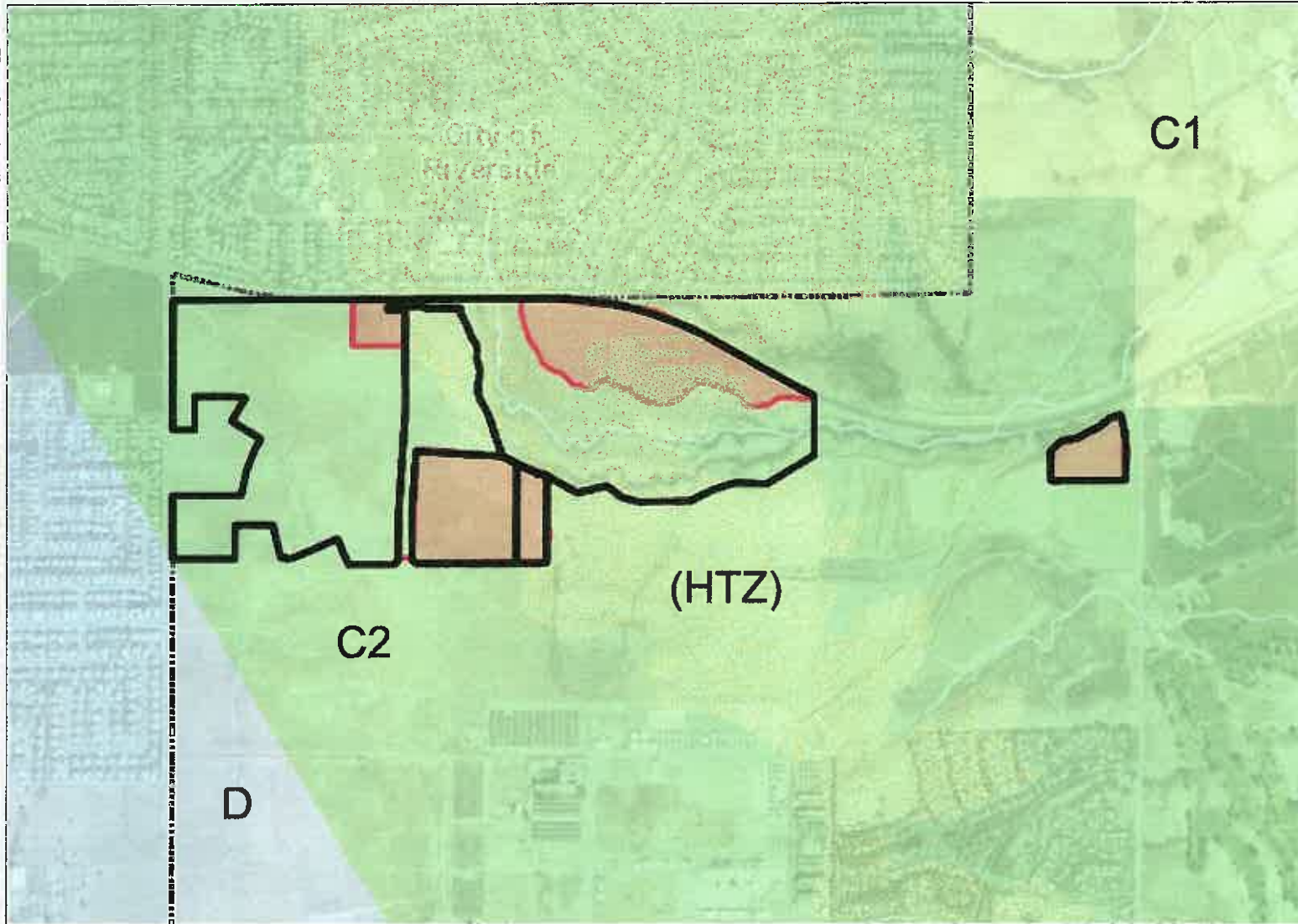
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**Notes**

- project boundary
- parcel boundary

# 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-EXC8



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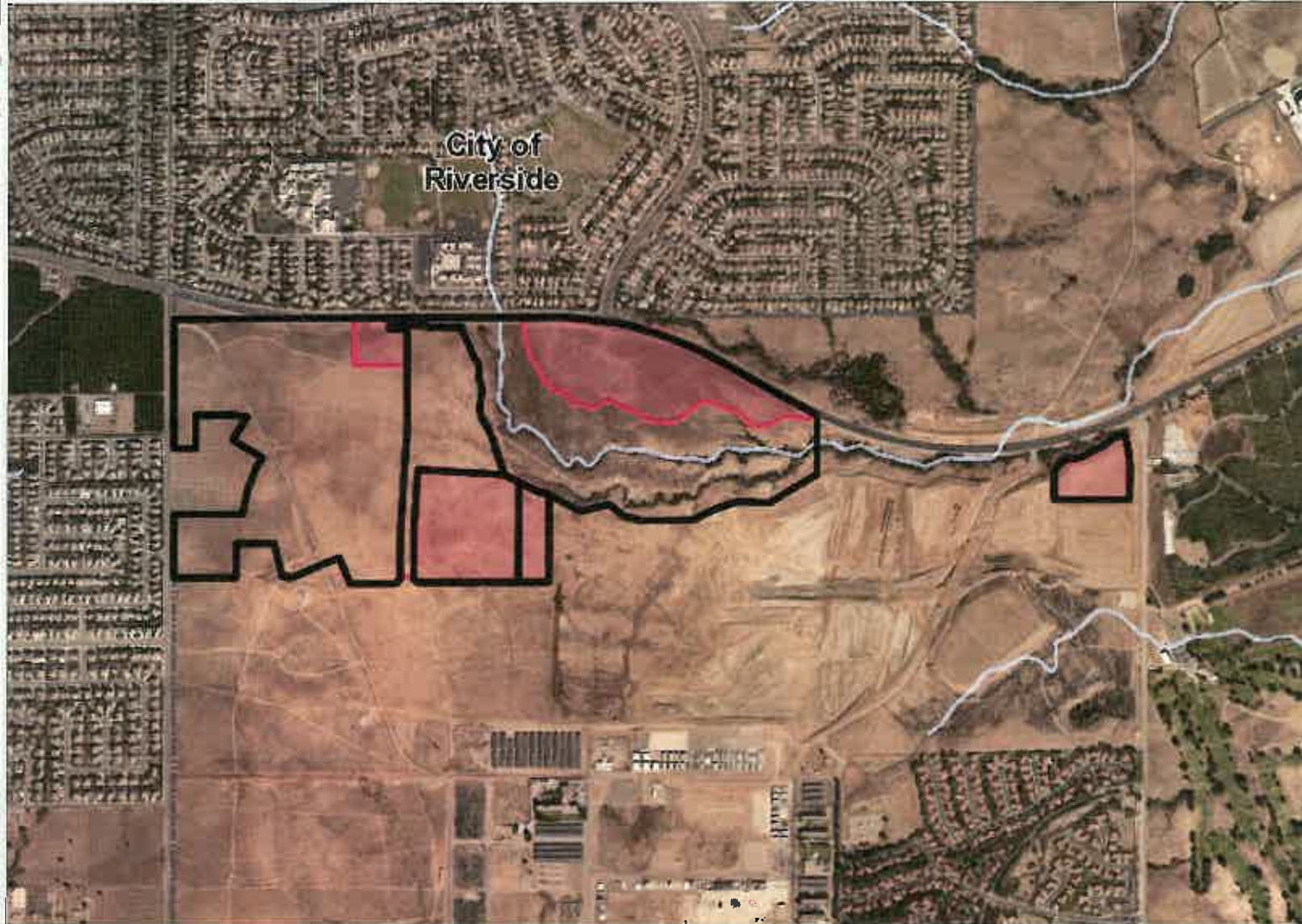
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### Notes

- project boundary
- parcel boundary



# Map My County Map



### Legend

- Blue line: Blueline Streams
- Black outline: City Areas
- Black outline: World Street Map

### Notes

- Red outline: project boundary
- Black outline: parcel boundary



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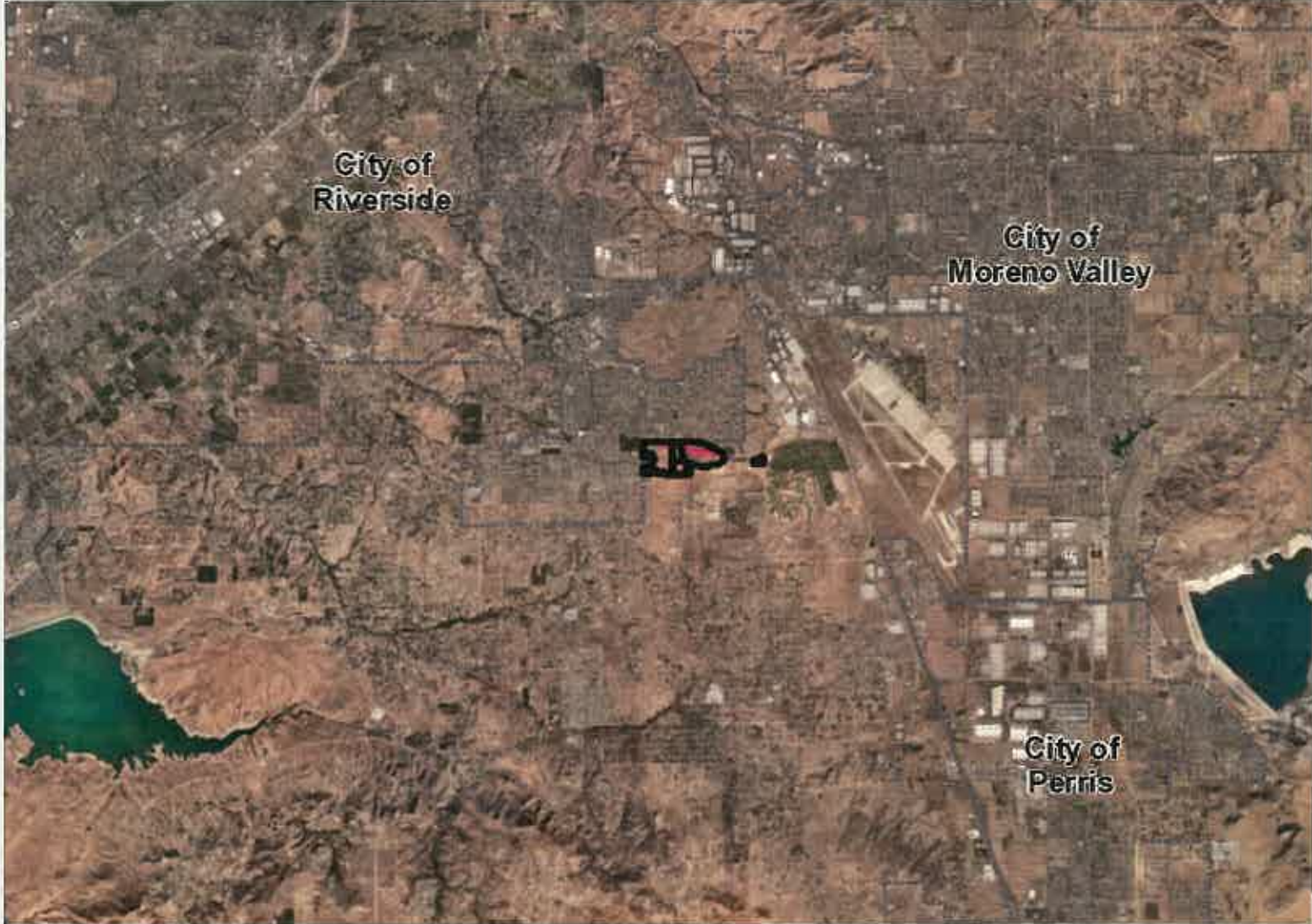


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# Map My County Map



- Legend**
- City Areas
  - World Street Map



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- Notes**
- project boundary
  - parcel boundary



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map





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## Notes

-  project boundary
-  parcel boundary



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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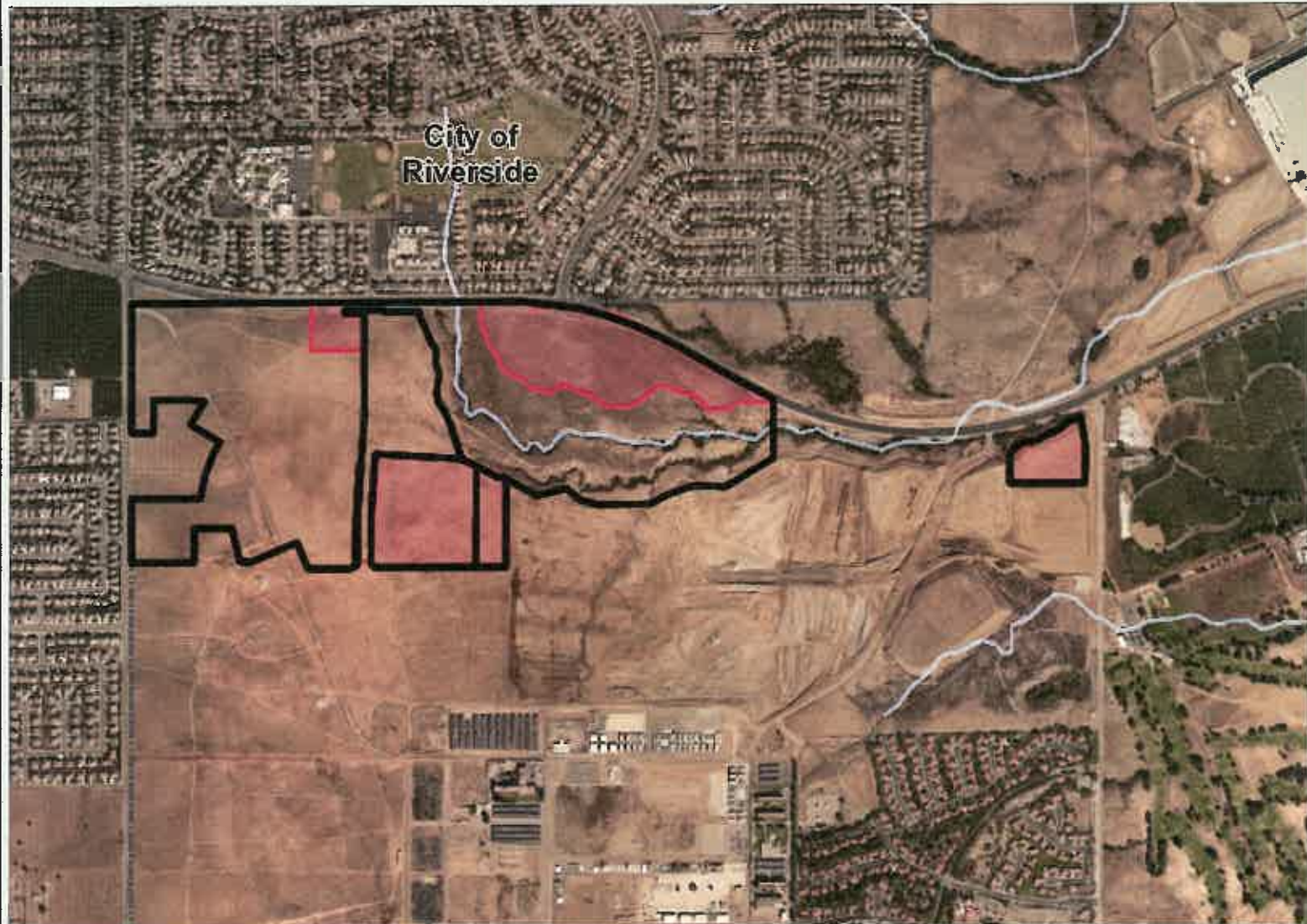
© Riverside County GIS

## Notes

-  project boundary
-  parcel boundary



# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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- Notes**
- project boundary
  - parcel boundary

## **Meridian South Campus SP-1 A-7 General Plan Amendment Justification Statement**

The proposed Project would shift land uses in four Specific Plan areas to more efficiently accommodate needed uses in the Meridian Park South Campus as follows:

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

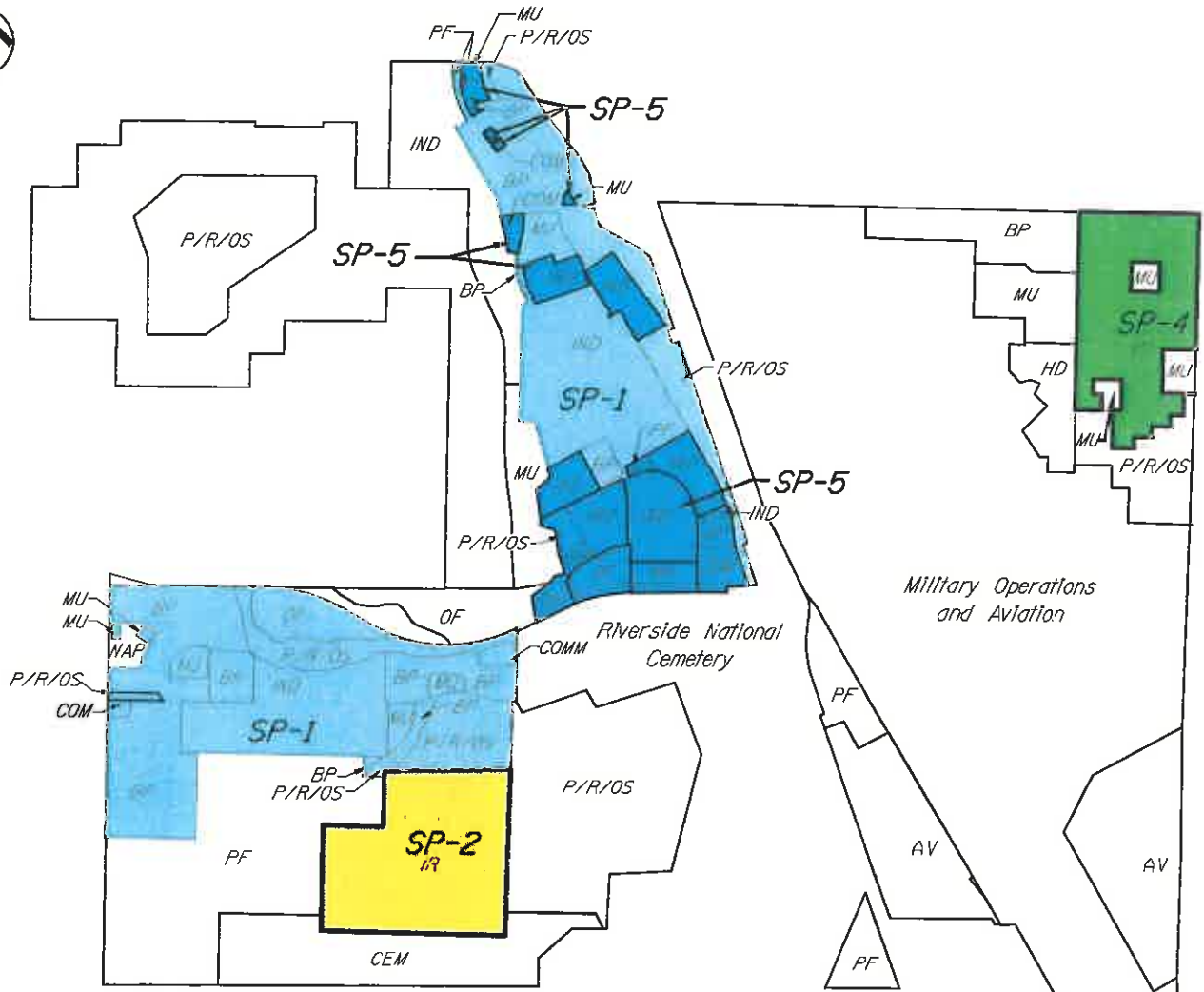
The proposed Project requires a General Plan Amendment to change the land uses for the affected parcels within the Specific Plan. However, the acreage designated for commercial and office remain comparable to what is currently designated in the Specific Plan.

## **South Campus SP-1 A-7**

### **General Plan Text Amendment (Redline additions noted)**

Text changes are not proposed.

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



Legend

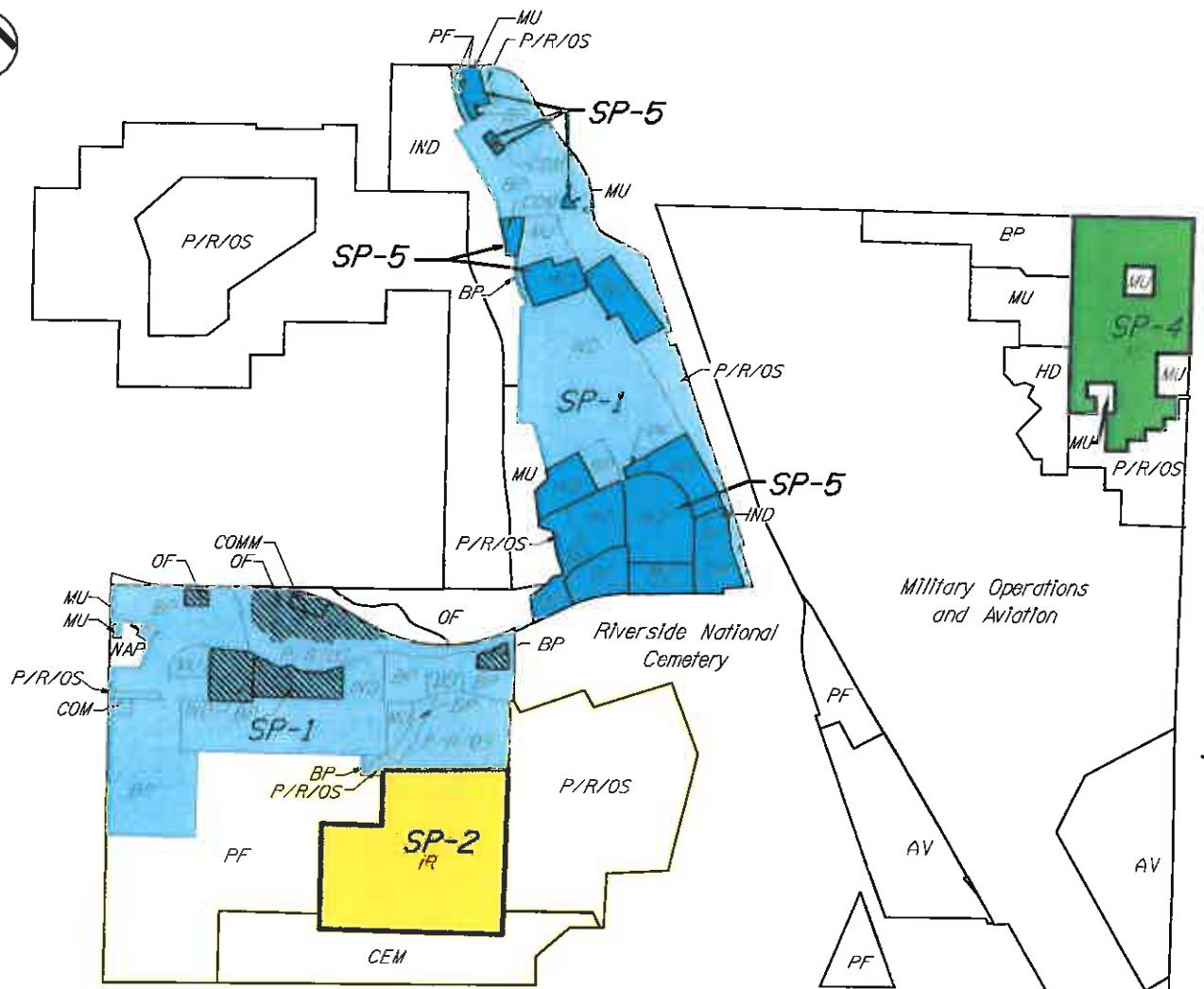
Previously Adopted Specific Plan (SP-1)		Public Facility	
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	
Specific Plan Amendment (SP-4)		AFVW Expansion	
Specific Plan Amendment (SP-5)		Cemetery	
Specific Plan Amendment (SP-6)		Aviation MIP	
Business Park		Historic District	
Commercial		Medical Campus	
Industrial		Institutional-Residential	
Mixed Use		Not a Part	
Office			

FIGURE 1-4A

EXISTING LAND USES



MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

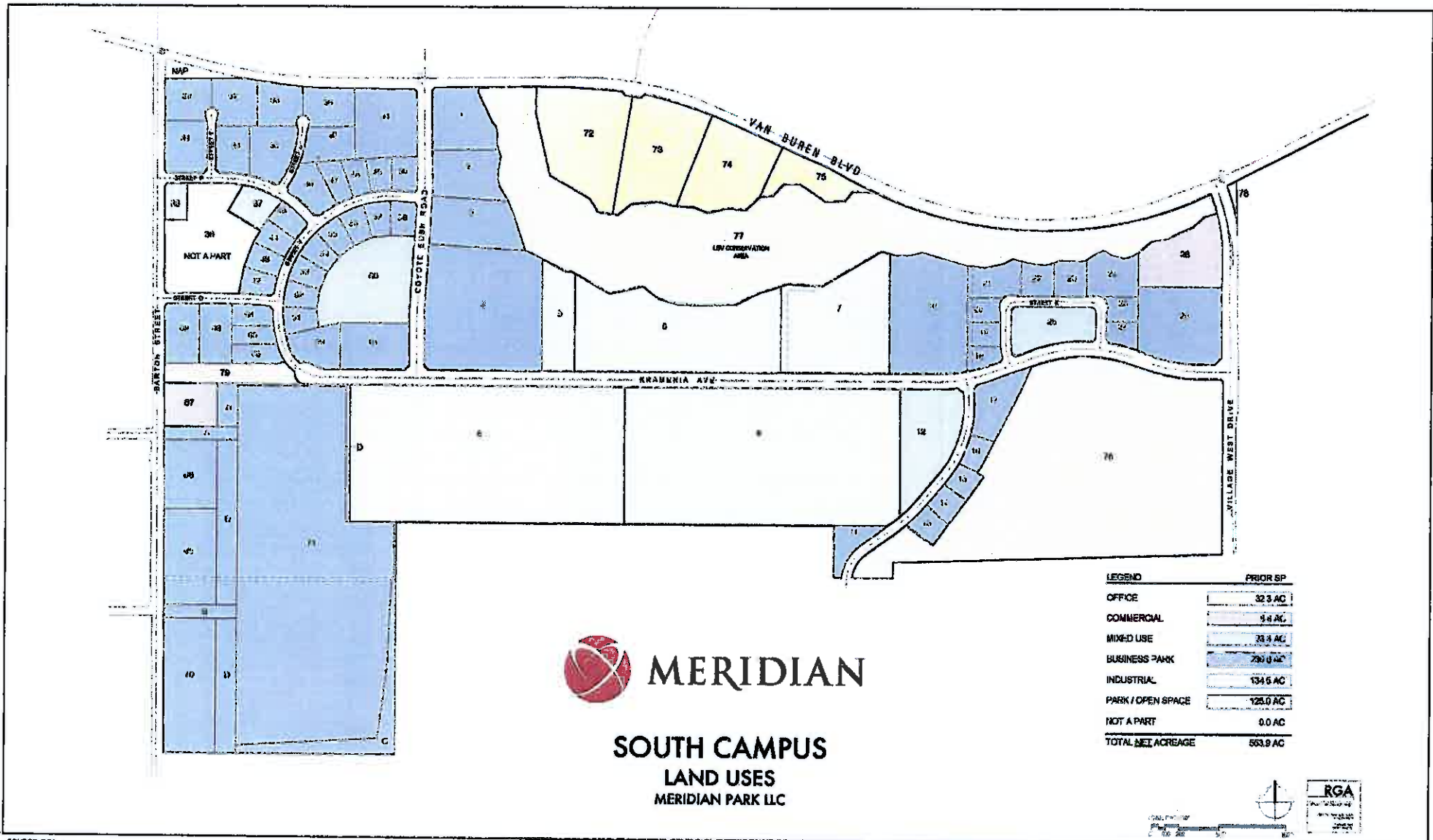


Legend

Previously Adopted Specific Plan (SP-1)		Office	
Specific Plan Amendment (SP-2)		Public Facility	
Specific Plan Amendment (SP-4)		Park/Recreation Open Space	
Specific Plan Amendment (SP-5)		AFVW Expansion	
Specific Plan Amendment (SP-6)		Cemetery	
Specific Plan Amendment (SP-1, A-7)		Aviation MIP	
Business Park		Historic District	
Commercial		Medical Campus	
Industrial		Institutional-Residential	
Mixed Use		Not a Part	

FIGURE I-4B

PROPOSED LAND USES



SOURCE: RGA

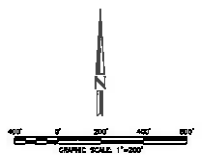
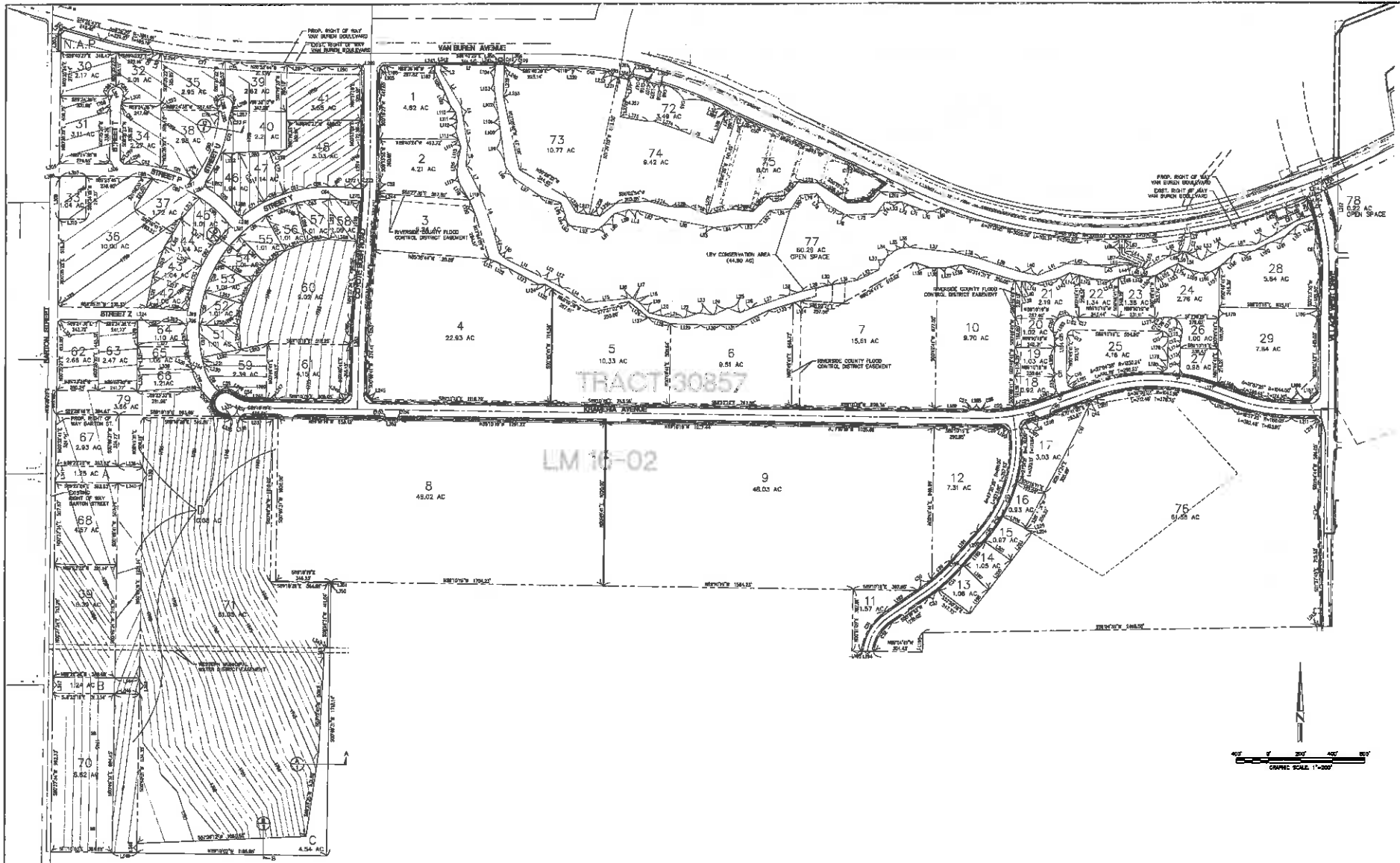
**DUDEK**

**FIGURE 3**  
Existing Approved South Campus Parcel Map  
Meridian South Campus Land Swap









1105 S. 2nd Street  
 Suite 110  
 Avondale, AZ 85001  
 704-885-1888

**CONSTRUCTION**  
 COMMERCIAL, INC.  
 Civil Engineering & Surveying

DATE	DESCRIPTION

**PROJECT:** MERIDIAN SOUTH CAMPUS  
**TENTATIVE TRACT MAP**

DATE: 07/12/14  
 DESIGNED BY: J. J. JENSEN  
 DRAWING FILE: 123874102

PROJECT NO.: 07-009

SHEET NUMBER: **2**  
 OF 3 SHEETS

SCALE: AS SHOWN

NOT FOR CONSTRUCTION

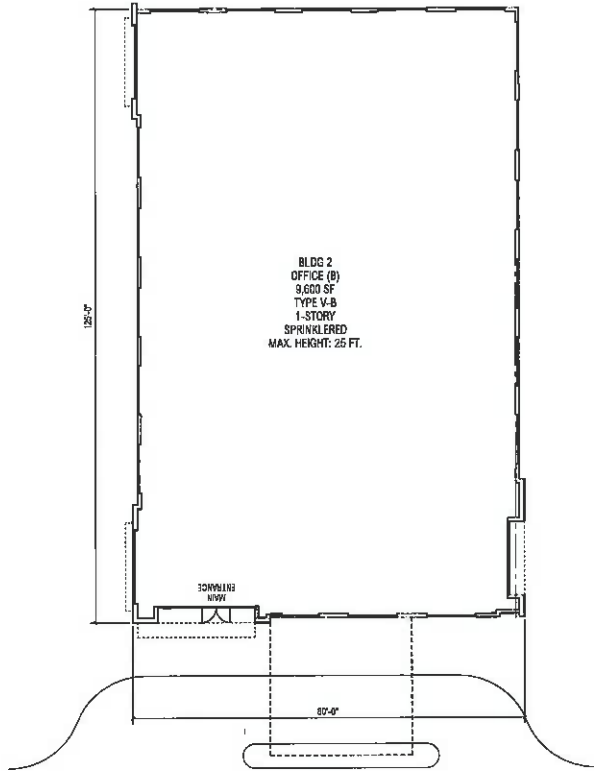






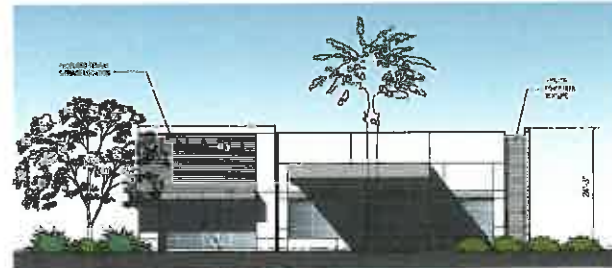






 FLOOR PLAN

SCALE: 1" = 10'-0"



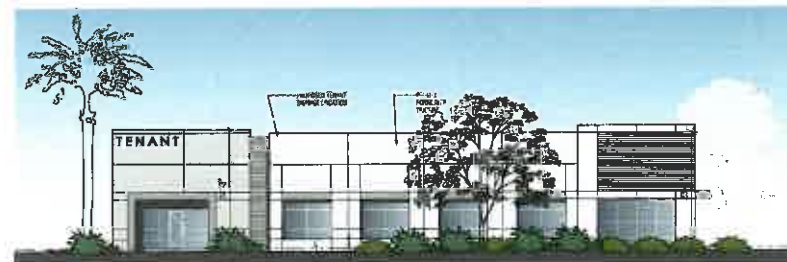
**SOUTH ELEVATION**



**NORTH ELEVATION**



**EAST ELEVATION**



**WEST ELEVATION**

**FINISH SCHEDULE**

- 1. FLOOR COLOR - INTERIOR WOODGRAIN WHITE
- 2. ACCENT COLOR - INTERIOR WOODGRAIN WHITE
- 3. ACCENT COLOR - INTERIOR WOODGRAIN WHITE
- 4. EXTERIOR COLOR - INTERIOR WOODGRAIN WHITE
- 5. EXTERIOR COLOR - INTERIOR WOODGRAIN WHITE

**GENERAL NOTES**

- 1. ALL EXTERIOR ARCHITECTURAL FINISHES SHALL BE AS SHOWN IN THE FINISH SCHEDULE.
- 2. REFER TO LANDSCAPE PLAN FOR EXACT SPECIES AND PLANT LOCATION.



CONTRACT

PROFESSIONAL SEAL

MERIDIAN SOUTH CAMPUS  
RETAIL / OFFICE  
VAN BUREN @ ORANGE  
TERRACE

 MERIDIAN

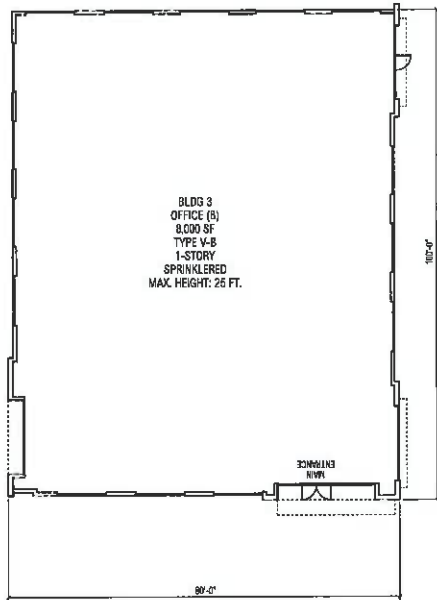
OWNER / DEVELOPER:  
MERIDIAN PARK LLC  
1155 N. MOUNTAIN AVENUE  
UPLAND, CA 91786  
TIMOTHY REEDS - 909-978-1704  
JEFF GORDON - 949-203-8765

ID	DATE	SCHEMATIC DESIGN
1	08/11/20	SCHEMATIC DESIGN
2	08/11/20	SCHEMATIC DESIGN
3	08/11/20	SCHEMATIC DESIGN
4	08/11/20	SCHEMATIC DESIGN
5	08/11/20	SCHEMATIC DESIGN
6	08/11/20	SCHEMATIC DESIGN
7	08/11/20	SCHEMATIC DESIGN
8	08/11/20	SCHEMATIC DESIGN
9	08/11/20	SCHEMATIC DESIGN
10	08/11/20	SCHEMATIC DESIGN
11	08/11/20	SCHEMATIC DESIGN
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17	08/11/20	SCHEMATIC DESIGN
18	08/11/20	SCHEMATIC DESIGN
19	08/11/20	SCHEMATIC DESIGN
20	08/11/20	SCHEMATIC DESIGN

PROJECT: MERIDIAN SOUTH CAMPUS  
Rising Ground Architecture  
1155 N. MOUNTAIN AVENUE  
UPLAND, CA 91786  
TEL: 951-251-1234  
FAX: 951-251-1235

PROJECT TITLE:  
BUILDING 2  
FLOOR PLAN & ELEVATIONS

SCALE: 1" = 10'-0"



 FLOOR PLAN

SCALE: 1" = 10'-0"  



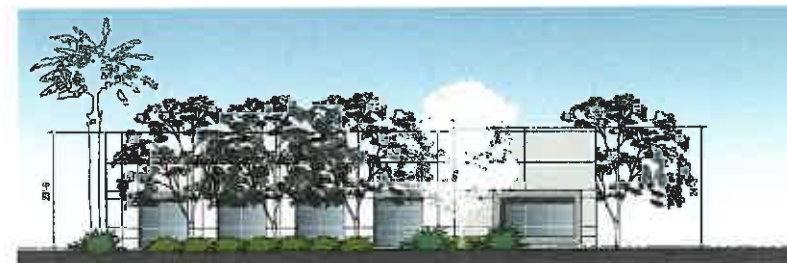

**SOUTH ELEVATION**



**NORTH ELEVATION**



**EAST ELEVATION**



**WEST ELEVATION**

**FINISH SCHEDULE**

1	FIELD / 3.00 - 2014A MEDIUM WHITE
2	ACCENT COLOR - 2014A MEDIUM GRAY
3	ACCENT COLOR - 2012D 5/47 JAPA
4	3.00 6.00 1.00 - 2014A MEDIUM WHITE
5	5.00 6.00 1.00 - 2014A MEDIUM WHITE
6	5.00 6.00 1.00 - 2014A MEDIUM WHITE

**GENERAL NOTES**

1. ALL SUPPLIED MECHANICAL UNITS WILL BE SCHEDULED IN ACCORDANCE WITH THE PROJECT MANUAL.
2. REFER TO LANDSCAPE DESIGN FOR EXACT SPECIES AND PLANT SELECTION.



CONTRACT

NO.	DATE	DESCRIPTION

REVISIONS

NO.	DATE	DESCRIPTION

**MERIDIAN SOUTH CAMPUS  
 RETAIL / OFFICE  
 VAN BUREN @ ORANGE  
 TERRACE**



**OWNER / DEVELOPER:**  
 MERIDIAN PARK LLC  
 1156 N. MOUNTAIN AVENUE  
 OPLAND, CA 97458  
 TIMOTHY REISER - 503-275-1294  
 JEFF BOBROW - 503-203-6755

NO.	DATE	DESCRIPTION

NO.	DATE	DESCRIPTION

**BUILDING 3  
 FLOOR PLAN & ELEVATIONS**











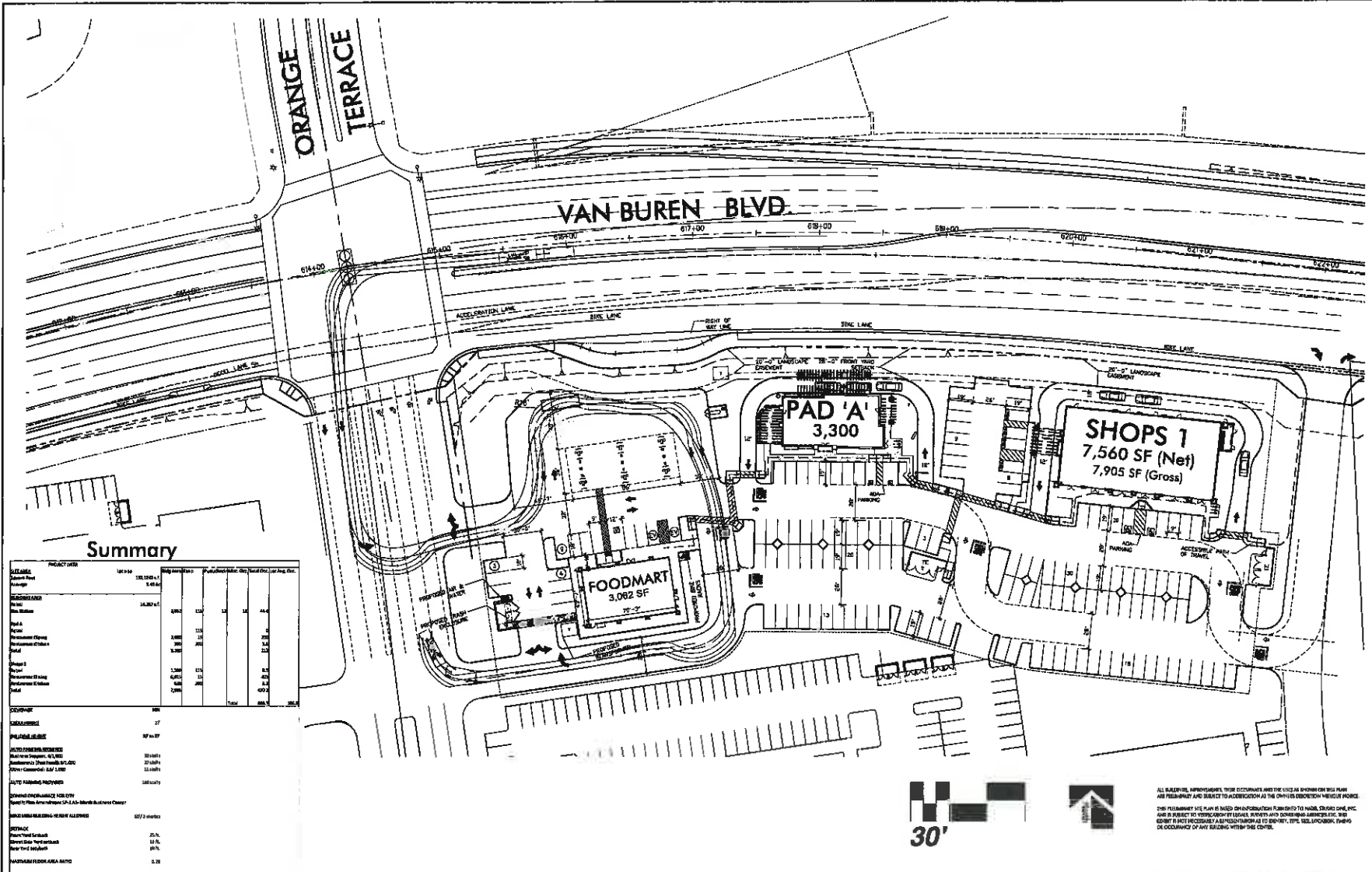








ISSUE NO.	DESCRIPTION	ISSUE DATE
1	PRE-ENVIRONMENTAL	07-15-13
2		
3		
4		
5		
6		
7		
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11		
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17		
18		
19		
20		



### Summary

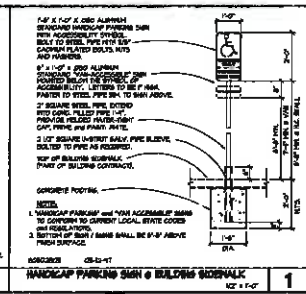
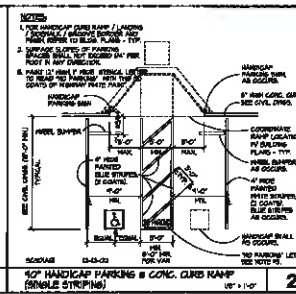
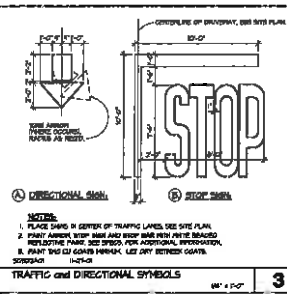
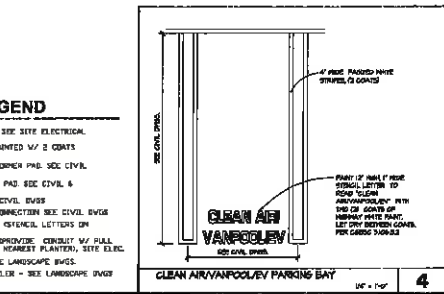
ITEM	QUANTITY	UNIT	PRICE	TOTAL
CONCRETE	17	CY		
REBAR	57	TON		
PAVING	57	TON		
LANDSCAPE	206	SQ YD		

### Summary (continued)

ITEM	QUANTITY	UNIT	PRICE	TOTAL
LANDSCAPE	206	SQ YD		
LANDSCAPE	206	SQ YD		

### SITE KEY LEGEND

- ⊕ - LIGHT STANDARDS - SEE SITE ELECTRICAL
- ▭ - FIRE LANE, CURB PAINTED W/ 2 COATS PINK RED COLOR
- ⊠ - ELECTRICAL TRANSFORMER PAD, SEE CIVIL & SITE ELEC.
- ⊙ - FIRE HYDRANT SEE CIVIL & SITE ELEC.
- ⊙ - FIRE DEPARTMENT CONNECTION SEE CIVIL & SITE ELEC.
- ⊙ - CLEAN AIR VEHICLE STENCIL LETTERS ON STALLS (21"x11")
- ⊙ - ELECTRIC VEHICLE PROVIDE CIRCUIT W/ FULL STRESS AND STOP TO NEAREST PLANTING, SEE ELEC.
- ⊙ - BICYCLE RACK - SEE LANDSCAPE SWGS.
- ⊙ - IRRIGATION CONTROLLER - SEE LANDSCAPE SWGS.



ENTITLEMENT SET







FOODMART/GAS SALES - SOUTH ELEVATION

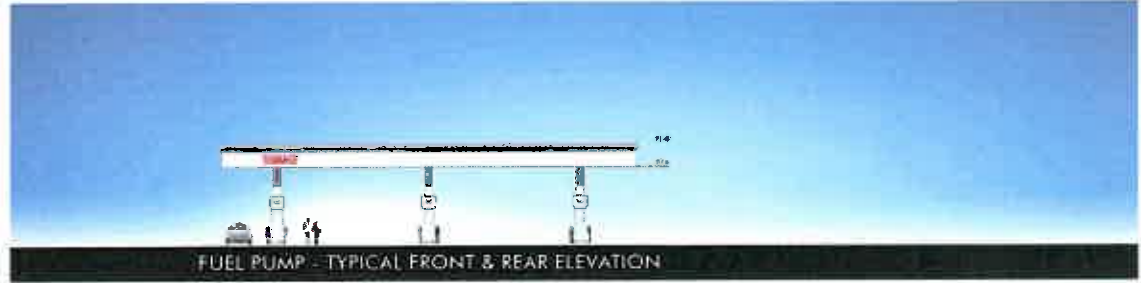
FOODMART/GAS SALES - EAST ELEVATION

FOODMART/GAS SALES - WEST ELEVATION

FOODMART/GAS SALES - NORTH ELEVATION



FUEL PUMP - TYPICAL SIDE ELEVATION



FUEL PUMP - TYPICAL FRONT & REAR ELEVATION



PAD A - SOUTH ELEVATION

PAD A - EAST ELEVATION

PAD A - NORTH ELEVATION

PAD A - WEST ELEVATION

**PROPOSED EXTERIOR ELEVATIONS**  
**MERIDIAN SOUTH CAMPUS- RETAIL**  
 RIVERSIDE, CALIFORNIA

SCALE 3/32" = 1'-0" **E-2**

DATE: APRIL 16, 2011  
 MADE JOB: 17082

NADEL STUDIO ONE, INC.  
 1990 S. BIRDY DR., FOURTH FLOOR  
 LOS ANGELES, CA, 90025  
 T.310.824.2100 F.310.824.0187  
 WWW.NADELAC.COM





SHOPS 1 - EAST ELEVATION



SHOPS 1 - SOUTH ELEVATION



SHOPS 1 - WEST ELEVATION



SHOPS 1 - NORTH ELEVATION

**PROPOSED EXTERIOR ELEVATIONS**  
**MERIDIAN SOUTH CAMPUS - RETAIL**  
**RIVERSIDE, CALIFORNIA**

SCALE 3/32" = 1'-0" **E-1**

DATE: JUNE 13, 2018  
 NAME, JOB#: 17582  
 NADEL STUDIO ONE, INC.  
 1990 S. SUNNY DR., FOURTH FLOOR  
 LOS ANGELES, CA 90025  
 T: 310.824.2100 F: 310.824.9182  
 WWW.NADELARC.COM



ALL RIGHTS ARE RESERVED BY THE ARCHITECT. 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 ARCHITECT.



**PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	SPACING	MOODS
	<i>CAMPHOR</i>	CAMPHOR TREE	EVERGREEN CANOPY	PER PLAN	MOD	
	<i>AFRICANA</i>	AFRICAN SUMAC	SPERMATOPHYTES	PER PLAN	LOW	
	<i>DATE PALM</i>	DATE PALM	ACCENT PALM	PER PLAN	LOW	
	<i>ALEPPO PINE</i>	ALEPPO PINE	EVERGREEN CANOPY	PER PLAN	LOW	
	<i>FERN PINE</i>	FERN PINE	EVERGREEN CANOPY	PER PLAN	MOD	
	<i>ISLAND PINE</i>	ISLAND PINE	VERTICAL	PER PLAN	MOD	
	<i>OLIVE</i>	OLIVE	DECIDUOUS TREE	PER PLAN	MOD	
	<i>INDICA</i>	INDICA	DECIDUOUS TREE	PER PLAN	MOD	

**PLANT LEGEND**

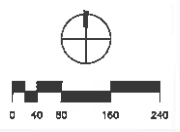
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	<i>BOKORAVILLEA</i>	BOKORAVILLEA	5 GAL	3' O.C.	
	<i>DRIFING COPROBIA</i>	DRIFING COPROBIA	1 GAL	3' O.C.	
	<i>MURPUS LEAFED HOP BUSH</i>	MURPUS LEAFED HOP BUSH	6 GAL	8' C.C.	LC / 2
	<i>SELEBRIS</i>	SELEBRIS	6 GAL	4' O.C.	LLW
	<i>BLUE FESCUE</i>	BLUE FESCUE	1 GAL	3" O.C.	LOW
	<i>CLIPPING GAZANIA</i>	CLIPPING GAZANIA	1 GAL	3' O.C.	LOW
	<i>DAYLILY</i>	DAYLILY	1 GAL	24" O.C.	
	<i>PURPLE TRAILING LAVANDER</i>	PURPLE TRAILING LAVANDER	1 GAL	24" O.C.	LOW
	<i>GARDEN LAVANDER</i>	GARDEN LAVANDER	6 GAL	36" O.C.	LOW
	<i>JAPANESE HONEYSCUCLE</i>	JAPANESE HONEYSCUCLE	6 GAL	4' O.C.	MOD
	<i>MURLEY GRASS</i>	MURLEY GRASS	1 GAL	36" O.C.	
	<i>SILVER GRASS</i>	SILVER GRASS	1 GAL	36" O.C.	LOW
	<i>PHOTINIA</i>	PHOTINIA	6 GAL	4' O.C.	LOW
	<i>GREEN NEW ZEALAND FLAX</i>	GREEN NEW ZEALAND FLAX	6 GAL	8' O.C.	
	<i>SAVIA CRISTE PRESTONIA</i>	SAVIA CRISTE PRESTONIA	6 GAL	8' O.C.	MOD
	<i>BLUE GAPE PLUMBAGO</i>	BLUE GAPE PLUMBAGO	6 GAL	8' O.C.	MOD
	<i>BRACHYOTIS</i>	BRACHYOTIS	6 GAL	4' C.C.	

**EXISTING TREES**

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>HEARTS OF GOLD</i>	HEARTS OF GOLD REBUD
	<i>CAMPHOR</i>	CAMPHOR TREE
	<i>LITTLE BERT</i>	LITTLE BERT
	<i>CHINESE FRINGE TREE</i>	CHINESE FRINGE TREE
	<i>HOLLY OAK</i>	HOLLY OAK
	<i>FLATWOOD</i>	FLATWOOD

SYMBOL	ADJ.	BOTANICAL NAME	COMMON NAME	QTY.	COMMENTS
		<i>DETENTION BASIN HYDRANGEA</i>	DETENTION BASIN HYDRANGEA	15,348 SF	
		<i>AGROSTIS PALLENS</i>	AGROSTIS PALLENS		
		<i>BRASSICA CRONIA</i>	BRASSICA CRONIA		
		<i>MIRGANDERIA BROWN</i>	MIRGANDERIA BROWN		
		<i>HORDEUM BRASSICARIA</i>	HORDEUM BRASSICARIA		
		<i>MELICA IMPERFECTA</i>	MELICA IMPERFECTA		
		<i>YOLIA MICROSTACHYS</i>	YOLIA MICROSTACHYS		
		<i>MIRGANDERIA MICROPERIA</i>	MIRGANDERIA MICROPERIA		

"ALL PLANT MATERIAL HAS BEEN SELECTED FROM COMPENSATORY RESEEDING AND RESEEDING PROGRAMS FOR THE E-ALLOCATION PLANT MATERIALS FOR MICHIGAN LOST FRONTIERS CONSERVATION EXISTENCE"



**MERIDIAN SOUTH CAMPUS PARCELS 72-75**



**MERIDIAN PARK WEST LLC**  
 1166 N. MOUNTAIN AVENUE  
 UPLAND, CA 91786  
 CONTACT: TIMOTHY REEVES  
 909-579-1234  
 JEFF GORDON  
 949-200-6785

ID	DATE	DESCRIPTION
01	07/20/18	ISSUED FOR PERMIT
02	07/20/18	ISSUED FOR PERMIT
03	07/20/18	ISSUED FOR PERMIT
04	07/20/18	ISSUED FOR PERMIT
05	07/20/18	ISSUED FOR PERMIT
06	07/20/18	ISSUED FOR PERMIT
07	07/20/18	ISSUED FOR PERMIT
08	07/20/18	ISSUED FOR PERMIT
09	07/20/18	ISSUED FOR PERMIT
10	07/20/18	ISSUED FOR PERMIT

PROJECT NO.	72-75
OWNER PROJECT NO.	000000
DATE DRAWN:	06/2018
OWNER:	RLA
DESIGNER:	JR
DATE:	06/2018
SCALE:	AS SHOWN

**PRELIMINARY LANDSCAPE PLAN...**



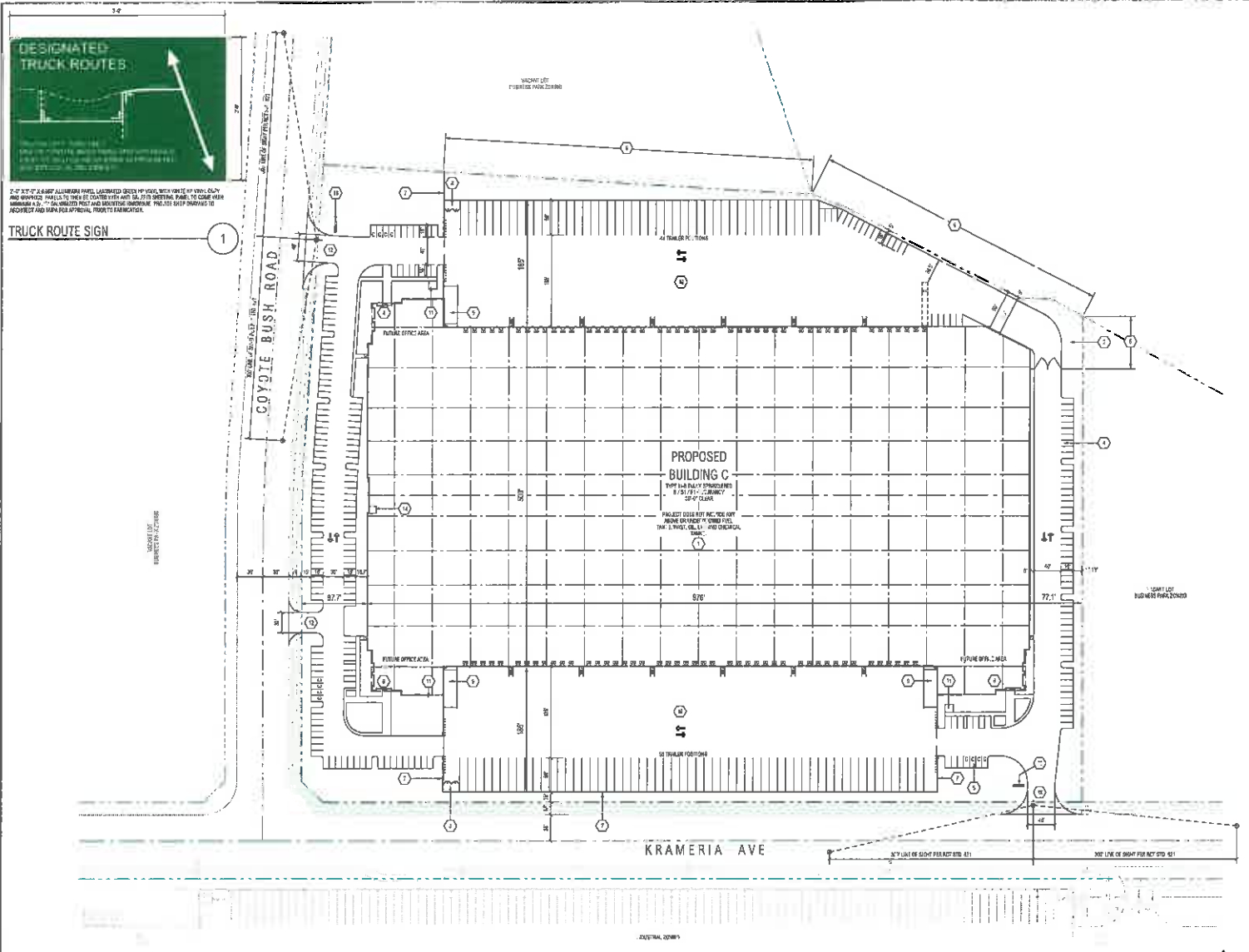












PROJECT DATA	
SITE AREA:	1,000,783 SF 22.86 AC
BUILDING AREA:	
GROUND FLOOR:	90,000 SF
MEZZANINE:	0 SF
TOTAL:	90,000 SF
COVERAGE:	45.85 %
PARKING REQUIRED:	
20,000 SF OFFICE @ 0.33/1000	66 STALLS
0' - 5000 SF @ 0.10/1000	50 STALLS
5000' - 50,000 SF @ 0.33/1000	165 STALLS
200,000 SF @ 0.20/1000	40 STALLS
TOTAL STALLS REQUIRED:	222 STALLS
AUTO PARKING PROVIDED:	
STANDARD STALLS:	183 STALLS
COMPACT STALLS (5% MIN):	2 STALLS
ACCESSIBLE STALLS:	7 STALLS
STALLS IN TRUCK PARK:	30 STALLS
TOTAL STALLS PROVIDED:	222 STALLS
LOADING DOCK POSITIONS:	
GRADE DOOR POSITIONS:	3 DOORS
TRUCK TRAILER STALLS (2'X30'):	102 STALLS
BIKE PARKING:	
REQUIRED @ 1/200 AUTO STALLS:	12
PROVIDED:	32
LANDSCAPE AREA REQUIRED @ 10%:	
LANDSCAPE AREA PROVIDED:	115,424 SF 11.54 %
MINIMUM SETBACKS REQUIRED (NO CHANGES):	
FRONT BUILDING:	20'
FRONT LANDSCAPE:	15'
SIDE BUILDING:	5'
SIDE LANDSCAPE:	5'
REAR BUILDING:	25'
REAR LANDSCAPE:	5'

- KEYNOTES**
1. UNLESS OTHERWISE NOTED, ALL MATERIALS TO BE USED SHALL BE OF THE QUALITY AND IN QUANTITIES SPECIFIED IN THE CONTRACT DOCUMENTS. ALL MATERIALS SHALL BE APPROVED BY THE COUNTY ENGINEER PRIOR TO CONSTRUCTION.
  2. EXISTING AREA PROPOSED TO BE REMOVED SHALL BE DEMOLISHED AND THE AREA REGRADED TO ORIGINAL FINISH ELEVATION.
  3. ALL CONCRETE SHALL BE 3000 PSI STRENGTH CONCRETE UNLESS OTHERWISE NOTED.
  4. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.
  5. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.
  6. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.
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  18. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.
  19. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.
  20. ALL CONCRETE SHALL BE FINISHED WITH A 1/4" FINISH UNLESS OTHERWISE NOTED.

- GENERAL NOTES**
1. ALL REQUIRED PERMITS SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
  2. ALL UTILITIES SHALL BE LOCATED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  3. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  4. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  5. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  6. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
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  12. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  13. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  14. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  15. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  16. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  17. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  18. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  19. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
  20. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.



**UTILITY PROVIDERS**

UTILITY PROVIDER	ADDRESS	PHONE
AT&T	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
CH2M HILL	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
CONCRETE	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
CONCRETE	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
CONCRETE	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
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CONCRETE	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234
CONCRETE	1500 N. MOUNTAIN AVENUE, SUITE 100, UPLAND, CA 91786	(909) 922-1234



**CONSULTANT**

**PROFESSIONAL SEAL**

**MERIDIAN PARK SOUTH BUILDING C**

00900 COYOTE BUSH ROAD  
RIVERSIDE COUNTY, CA 92518

**MERIDIAN PARK LLC**  
1156 N. MOUNTAIN AVENUE  
UPLAND, CA 91786  
CONTACTS:  
TIMOTHY REEVES - 909-679-1234  
JEFF GORTON - 949-200-8755

NO.	DATE	DESCRIPTION
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**SITE PLAN**

**SITE PLAN**

**STANDARD JPA NOTES**

1. ALL UTILITIES SHALL BE LOCATED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
2. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
3. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
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20. ALL UTILITIES SHALL BE PROTECTED AND DEPTH MARKED PRIOR TO CONSTRUCTION.



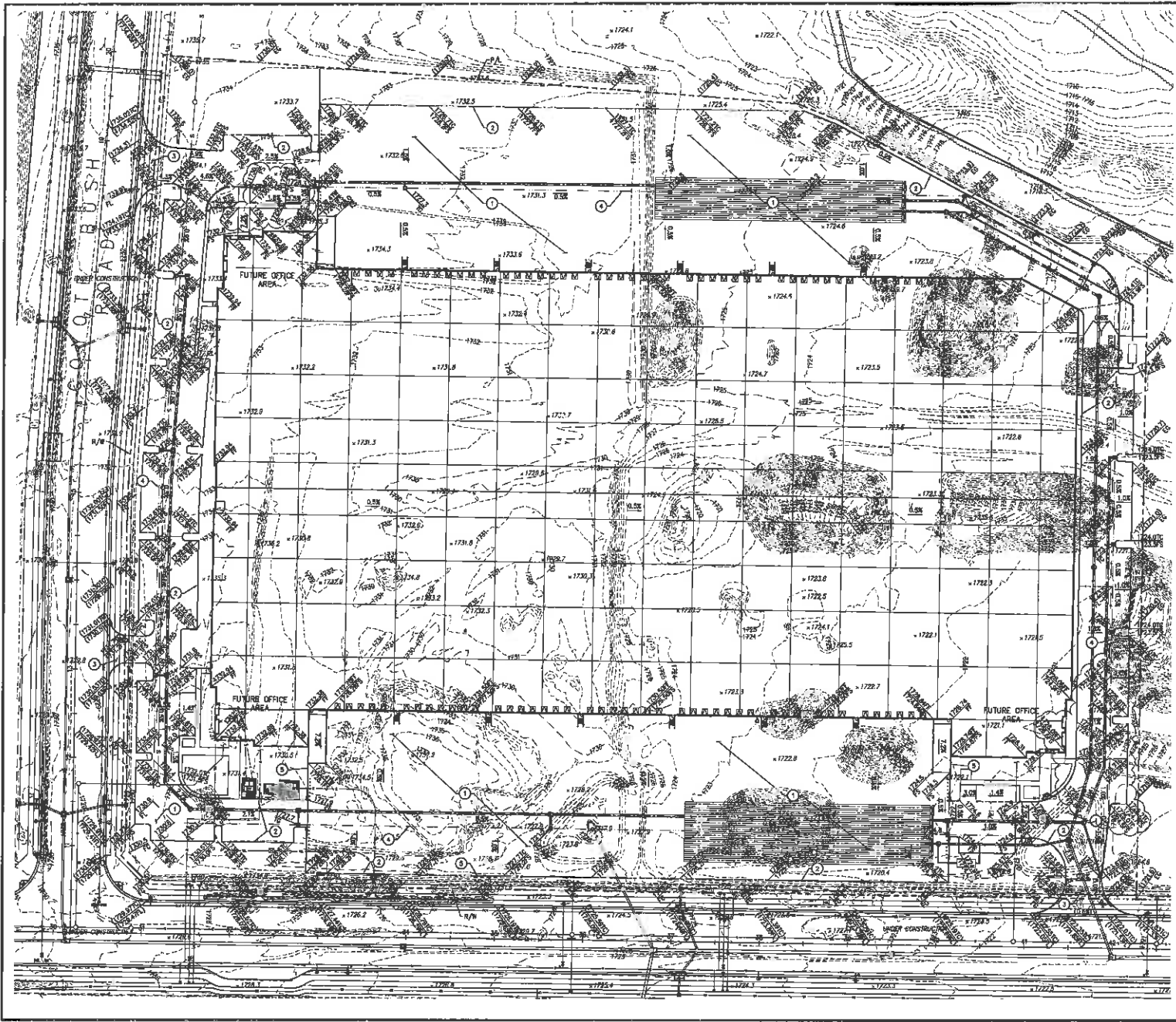








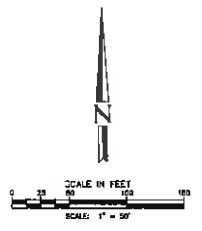




- LEGEND**
- PROPERTY LINE
  - PROPOSED FLOW LINE
  - PROPOSED SCREEN WALL
  - PROPOSED STORM DRAIN
  - PROPOSED SPOT ELEVATION
  - EXISTING SPOT ELEVATION
  - PROPOSED SLOPE

**CONCEPTUAL GRADING NOTES:**

- ① CONSTRUCT PCC PAVEMENT PER GEOTECHNICAL RECOMMEND
- ② CONSTRUCT 8 INCH CONCRETE CURB
- ③ CONSTRUCT COMMERCIAL DRIVEWAY
- ④ CONSTRUCT GROUND CUTTER
- ⑤ CONSTRUCT SCREEN WALL



160 S. 4th Sprague Road  
 Suite 210  
 Anaheim Hills, CA 92808  
 714-855-5860

**dhrc**  
 Engineering, Inc.  
 Civil Engineering/Grading/Land Planning

DATE: 3/22/2018  
 DRAWN BY: [blank]  
 CHECKED BY: [blank]  
 PROJECT NO.: 1720C0102  
 SHEET NUMBER: 1  
 OF 1 SHEETS  
 SCALE: 1" = 60'

DATE:	
DRAWN BY:	
CHECKED BY:	
PROJECT NO.:	
SHEET NUMBER:	
OF	
SCALE:	

PROJECT: **MERIDIAN SOUTH CAMPUS - BLDG C  
 RIVERSIDE, CA**

EDDING NAME: **CONCEPTUAL GRADING PLAN**

ISSUE: 03 PLAN  
 DATE: 3/22/2018  
 CHECKED: CA DRAWING PT  
 DRAWING FILE: 1720C0102

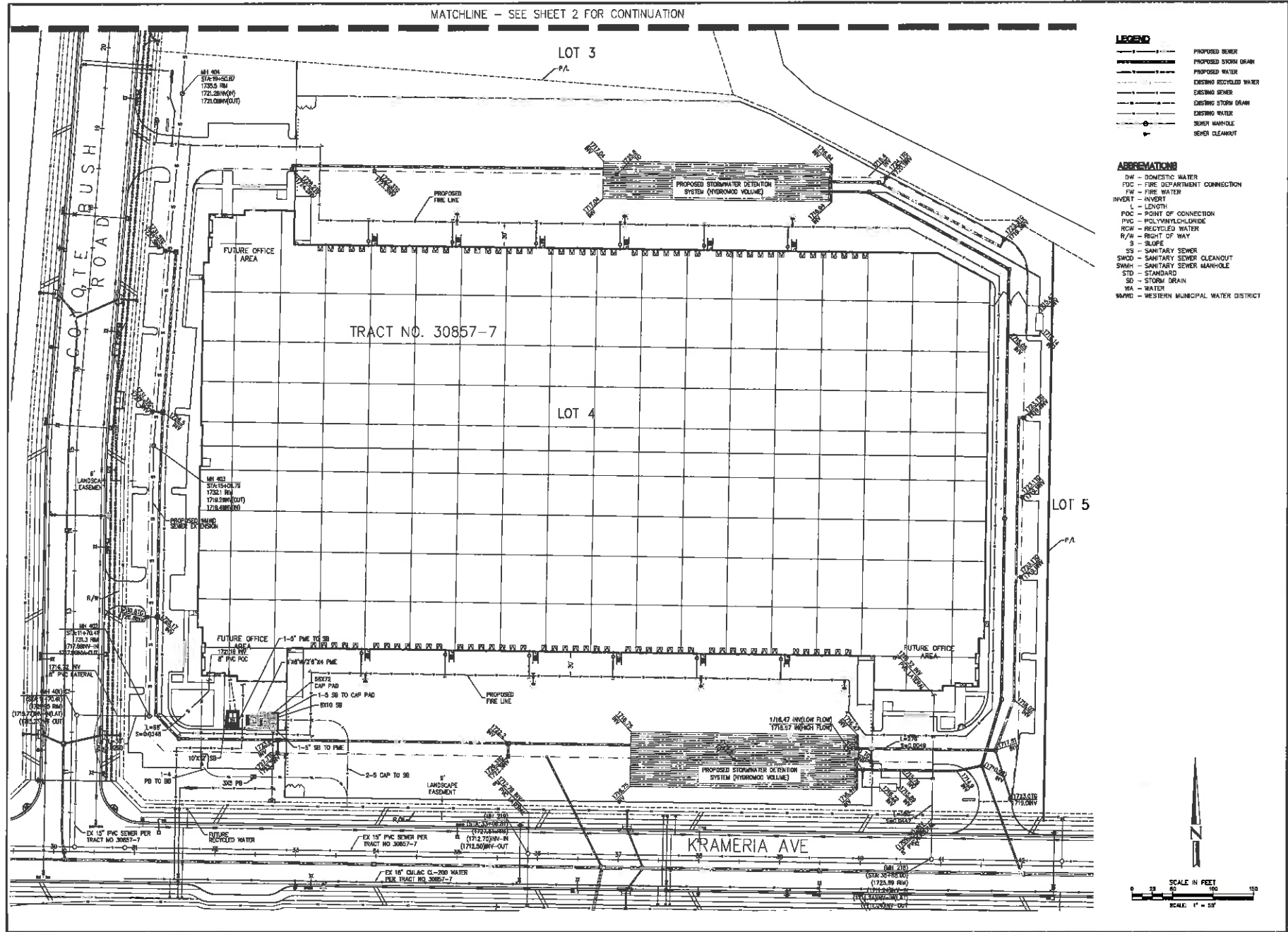
PROJECT NO.: 1720C0102  
 SHEET NUMBER:  
 1  
 OF 1 SHEETS  
 SCALE: 1" = 60'

PLANNING: M. VORPATA, 3302 Middlefield, Chatsworth, CA 91311  
 ENGINEERING: P. HANSEN, 15200 E. 12th Ave, Palmdale, CA 91356  
 DATE: Apr 11 2018 3:33pm CST

NOT FOR CONSTRUCTION



MATCHLINE - SEE SHEET 2 FOR CONTINUATION



- LEGEND**
- PROPOSED SEWER
  - PROPOSED STORM DRAIN
  - PROPOSED WATER
  - EXISTING RECYCLED WATER
  - EXISTING SEWER
  - EXISTING STORM DRAIN
  - EXISTING WATER
  - SEWER MANHOLE
  - SEWER CLEANOUT

- ABBREVIATIONS**
- DW - DOMESTIC WATER
  - FDG - FIRE DEPARTMENT CONNECTION
  - FW - FIRE WATER
  - INVERT - INVERT
  - L - LENGTH
  - POC - POINT OF CONNECTION
  - PVC - POLYVINYLCHLORIDE
  - R/W - RECYCLED WATER
  - R/W - RIGHT OF WAY
  - S - SLOPE
  - SS - SANITARY SEWER
  - SWCD - SANITARY SEWER CLEANOUT
  - SWMH - SANITARY SEWER MANHOLE
  - STD - STANDARD
  - SD - STORM DRAIN
  - WA - WATER
  - WMPD - WESTERN MUNICIPAL WATER DISTRICT

180 S. Old Springs Road  
 Suite 210  
 Anaheim, RH, CA 92808  
 714-885-8860

**DRS**  
 Civil Engineering/Lead Surveyor/Lead Planner  
 CATEGORY A CODE

DATE: \_\_\_\_\_  
 ALL SHEETS  
**NOT FOR CONSTRUCTION**

DATE:	
NO. REVISION:	

PROJECT: **MERIDIAN SOUTH CAMPUS - BLDG C**  
 RIVERSIDE, CA  
 DRAWING NAME: **CONCEPTUAL UTILITY PLAN**

DATE: PRELIMINARY  
 4/11/2018  
 CHECKED: CM DRAWN: PP  
 DRAWING FILE: 1752001102  
 PROJECT NO.: 97-880  
 SHEET NUMBER:  
**1**  
 OF 2 SHEETS  
 SCALE: 1" = 50'

FILENAME: H:\WORKING\2008\Meridian\_Campus\1752001102.dwg LAST SAVED ON: Mon 11/20/18 8:32:00am PLOTTED BY: PAUL S. ON: Apr 11 2018 3:36pm C79





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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, September 3 (Labor Day), and by prescheduled appointment on Friday, September 7, 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 March Joint Powers Authority will hold hearings on this project 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:       September 13, 2018

TIME OF HEARING:       9:30 A.M.

**CASE DESCRIPTION:**

ZAP1317MA18 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. GPA18-01 (General Plan Amendment), SPA18-01 (Specific Plan Amendment), TTM18-01 (Revision to Tentative Tract Map No. 30857), PP18-02 and PP18-03 (Plot Plans). PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps and a 3,062 square foot convenience store on 23.68 acres located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive. PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. The applicant also proposes to amend the March Joint Powers Authority General Plan and March Business Center Specific Plan SP-1 (March Business Center Specific Plan SP-1 Amendment #7) land use designations of 61.93 acres within SP-1 South Campus as follows: 6.57 acres from Commercial to Business Park; 3.7 acres, from Office to Commercial; 4.11 acres from Business Park to Office; 25.77 acres, from Business Park to Industrial; and 21.78 acres, from Industrial to Business Park. The applicant also proposes revisions to the numbers, sizes, and locations of proposed lots in Tentative Tract Map No. 30857. (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).

**FURTHER INFORMATION:** Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Lauren Sotelo of the March Joint Powers Authority at (951) 656-7000.





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: 2AP1317MA18      DATE SUBMITTED: 5/30/18

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Meridian Park, LLC      Phone Number (949) 279-7339  
 Mailing Address 567 San Nicolas Dr., #270      Email jgordon@Waypointpa.com  
Newport Beach, CA 92660

Representative Jeff Gordon      Phone Number (949) 279-7339  
 Mailing Address Same as above      Email

Property Owner Meridian Park, LLC      Phone Number same  
 Mailing Address Same as above      Email

### LOCAL JURISDICTION AGENCY

Local Agency Name March Joint Powers Authority      Phone Number (951) 656-7000  
 Staff Contact LAUREN SOTELO      Email  
 Mailing Address 14205 Meridian Pkwy, Suite 140      Case Type  
Riverside, CA 92518  
 Local Agency Project No GPA18-01      TTM 18-01 (TTM 3085)  
SPA18-01  
PP18-02 / PP18-03  
 General Plan / Specific Plan Amendment  
 Zoning Ordinance Amendment  
 Subdivision Parcel Map / Tentative Tract  
 Use Permit  
 Site Plan Review/Plot Plan  
 Other

### PROJECT LOCATION

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

Street Address Krameria Ave & Coyote Bush Intersection  
 Assessor's Parcel No. 294-100-016, 294-100-012 + 013, 294-100-052      Gross Parcel Size 250 +/- Acres  
 Subdivision Name Meridian South Campus - Tract 30557-7      Nearest Airport and distance from Airport Approx 1 mile from March Field  
 Lot Number lots 1, 4, 5 + TSM lots # 72-75

### 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) See attached project description

P.H.  
C2  
HTZ

Proposed Land Use (describe)	<ul style="list-style-type: none"> <li>• Changing land use from Business Park to Industrial &amp; Misc Uses</li> <li>• Add retail use to replace office use</li> </ul>		
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	24-7	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1760' +/-	ft.
	Height of buildings or structures (from the ground)	Height = 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 <input checked="" type="checkbox"/> No
	If yes, describe		

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. \*

\* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** September 13, 2018

**CASE NUMBER:** ZAP1026CH18 – The Merge Company I, LLC  
(Representative: Raymond Polverini)

**APPROVING JURISDICTION:** City of Eastvale

**JURISDICTION CASE NO:** PLN18-20026 (General Plan Amendment, Change of Zone, Major Development Review, Tentative Parcel Map, Conditional Use Permit)

**MAJOR ISSUES:** The project exceeds the Zone C single acre criterion of 150 people for the area including the Shops 1 building and a portion of the Major 1 Grocery building (169 people result). However, the applicant is proposing to incorporate risk reduction measures into the design of buildings. Specifically, both buildings will be single-story with no skylights. Additionally, the grocery store will be constructed with concrete block, windows will be limited to the southern face of the building, and the emergency exits will exceed requirements. These measures warrant a 15% bonus to the single acre criterion, resulting in an upgraded allowance of 173 people, with which the project's single acre intensity of 169 would be consistent.

**RECOMMENDATION:** Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan, and find the proposed Major Development Review, Tentative Parcel Map, and Conditional Use Permit CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to develop a commercial/industrial center consisting of 67,822 square feet of commercial building area on 10.8 acres and 336,501 square feet of industrial building area on 15.4 acres of a 26.2 gross acre site. The applicant also proposes to amend the commercial site's General Plan land use designation from Light Industrial (LI) to Commercial Retail (CR) and change its zoning from Heavy Agricultural (A-2) to General Commercial (C-1/C-P), and to change the zoning of the industrial site from Heavy Agricultural (A-2) to Industrial Park (I-P). Also proposed is a tentative parcel map to subdivide the overall 26.2 gross acres into 17 parcels.

**PROJECT LOCATION:** The site is located on the northeast corner of Archibald Avenue and Limonite Avenue, within the City of Eastvale, approximately 9,100 feet northeasterly of the easterly end of Runway 8R-26L.

**LAND USE PLAN:** 2008 Chino Airport Land Use Compatibility Plan.

- a. Airport Influence Area: Chino Airport
- b. Land Use Policy: Zones C, D
- c. Noise Levels: A portion of the site is located within the 55 CNEL contour, with the rest of the site located outside the 55 CNEL contour

**BACKGROUND:**

Tentative Parcel Map: The applicant proposes to subdivide 26.2 gross acres into 17 parcels, of which eight parcels will be within the Light Industrial zone, and nine parcels will be within the Commercial Retail zone. The division into parcels would not result in a significant impact to airport land use compatibility provided that the average intensity on a lot-by-lot basis does not exceed the compatibility criteria (see below).

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the Chino Airport, the project site is located within Compatibility Zones C and D (12.3 acres in Zone C, 13.9 acres in Zone D). Zone C limits average intensity to 75 people per acre, and Zone D limits average intensity to 150 people per acre.

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

- Office – 1 person per 200 square feet,
- Warehouse – 1 person per 500 square feet,
- Manufacturing – 1 person per 200 square feet
- Restaurant (dining area) – 1 person per 15 square feet,
- Restaurant (kitchen area) – 1 person per 200 square feet, and
- Retail – 1 person per 115 square feet.

The project proposes 67,822 square feet of commercial building area and 336,501 square feet of industrial building area on 17 newly proposed parcels within Compatibility Zones C and D and would accommodate 1,738 people.

Overall, the commercial portion of the project proposes:

- 2,955 square foot gas station convenience store and 8 fueling stations (Zone C);
- 11,700 square foot drug store (Zone C);
- 8,800 square foot retail store [Shops 1] including 6,160 square feet in Zone C and 2,640 square feet in Zone D;
- 30,150 square foot grocery store (Zone D);
- 4,000 square foot carwash facility (Zone D);
- 2,317 square foot restaurant pad (which includes 1,117 square feet of restaurant dining area and 1,200 square feet of restaurant kitchen area) with 13 vehicle stack drive-thru (Zone C);



- 3,900 square foot retail/restaurant pad (which includes 2,900 square feet of retail area, 500 square feet of dining area, and 500 square feet of kitchen area) (Zone C); and
- 4,000 square foot retail/restaurant pad [Pad 3] (which includes 1,980 square feet of retail area in Zone C, and 1,010 square feet of dining area and 1,010 square feet of kitchen area in Zone D) with 12 vehicle stack drive-thru, including 10 in Zone C.

Overall, the industrial portion of the project proposes:

- 198,185 square feet of warehouse area,
- 80,950 square feet of manufacturing area,
- 27,366 square feet of mezzanine warehouse area, and
- 20,000 square feet of associated office area.

The Compatibility Zone C portion of the overall site includes 25,695 square feet of retail area (and 8 fueling stations), 1,617 square feet of restaurant dining area, 1,700 square feet of restaurant kitchen area, 23 vehicle stack spaces in drive-thrus, 88,442 square feet of warehouse area, 36,124 square feet of manufacturing area, 8,537 square feet of mezzanine warehouse area, and 9,000 square feet of associated office area on 12.3 acres. This would accommodate a total occupancy of 806 people, resulting in an average intensity of 66 people per acre, which is consistent with the Compatibility Zone C criterion of 75.

The Compatibility Zone D portion of the overall site plan includes 36,790 square feet of retail area, 1,010 square feet of restaurant dining area, 1,010 square feet of restaurant kitchen area, 2 vehicle stack spaces in a drive-thru, 109,743 square feet of warehouse area, 44,826 square feet of manufacturing area, 18,828 square feet of mezzanine warehouse area, and 11,000 square feet of associated office area on 13.9 acres. This would accommodate a total occupancy of 932 people, resulting in an average intensity of 67 people per acre, which is consistent with the Compatibility Zone D criterion of 150.

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). Based on the 430 parking stalls provided, the total occupancy would be estimated to be 645 people. The resulting average intensity of 25 people per acre is consistent with the Compatibility Zone C and D average criteria.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C limits maximum single-acre intensity to 150 people, and Zone D limits maximum single-acre intensity to 450 people.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area entirely in Zone C would consist of the 11,700 square foot drug store, and portions of Industrial Buildings 3 and 4 consisting of 5,992 square feet of 1<sup>st</sup> floor manufacturing area, 1,083 square feet of 1<sup>st</sup> floor office area, and 1,083 square feet of 2<sup>nd</sup> floor mezzanine warehouse area, accommodating 139 people, which is consistent with the Compatibility Zone C single acre criterion of 150.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area within the overall project partially within Zone C straddles the boundary between Compatibility Zones C and D and includes the 8,800 square foot Shops 1 retail building, 10,395 square feet of Major 1 Grocery retail area, and a small portion of Industrial Building 4 consisting of 175 square feet of office area and 175 square feet of 2<sup>nd</sup> floor mezzanine warehouse area, accommodating 169 people, which is inconsistent with the Compatibility Zone C single acre criterion of 150. However, the exceedance is less than 15 percent. The applicant is proposing to incorporate risk-reduction measures into the design of buildings. Specifically, both commercial buildings will be single-story with no skylights. Additionally, the grocery store will be constructed with concrete block, windows will be limited to the southern face of the building, and an additional emergency exit has been included. These measures warrant a 15% bonus to the single acre criterion of Zone C, resulting in an upgraded allowance of 173 people, with which the project's single acre intensity of 169 people would be consistent.

All of the single-acre areas entirely within Compatibility Zone D comply with the 450-person single-acre intensity limit of that zone.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C and D.

Noise: The southwest portion of the site is located partially within an area that is projected in the 2008 Chino Airport Land Use Compatibility Plan to ultimately be subject to average aircraft noise levels between 55 and 60 CNEL. The remainder of the site falls below the 55 CNEL level. Typical construction design would allow for an exterior to interior noise reduction of at least 20 dbA. Interior noise levels would likely not exceed 40 CNEL for the anticipated commercial, industrial, and office uses within the proposed buildings. Therefore, no special noise mitigation measures will be required to reduce interior noise levels from aircraft operations.

Part 77: The elevation of Runway 8R-26L at its easterly terminus is approximately 636.5 feet above mean sea level (AMSL). At an approximate distance of 9,100 feet from the runway, any structure above 727.5 feet AMSL at its top point would require FAA review. The project plans indicate a finished floor elevation of 652 feet AMSL and a maximum building height of 42 feet for a maximum elevation at top point of 694 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

Open Area: The site is located within Airport Compatibility Zones C and D of the Chino Airport Influence Area, which requires projects 10 acres or larger to designate 20% (in Zone C) and 10% (in Zone D) of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. Based on the project size located within these Compatibility Zones, the project is required to provide a minimum of 3.85 acres of open area consistent with ALUC open area criteria. (Zone C requires 2.46 acres; Zone D requires 1.39 acres.) The applicant has provided 3.85 acres of open area in total (2.46 acres of open area within Zone C and 1.39 acres of open area within Zone D) within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape

of 75 feet in width and 300 feet in length, and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater)

**CONDITIONS:**

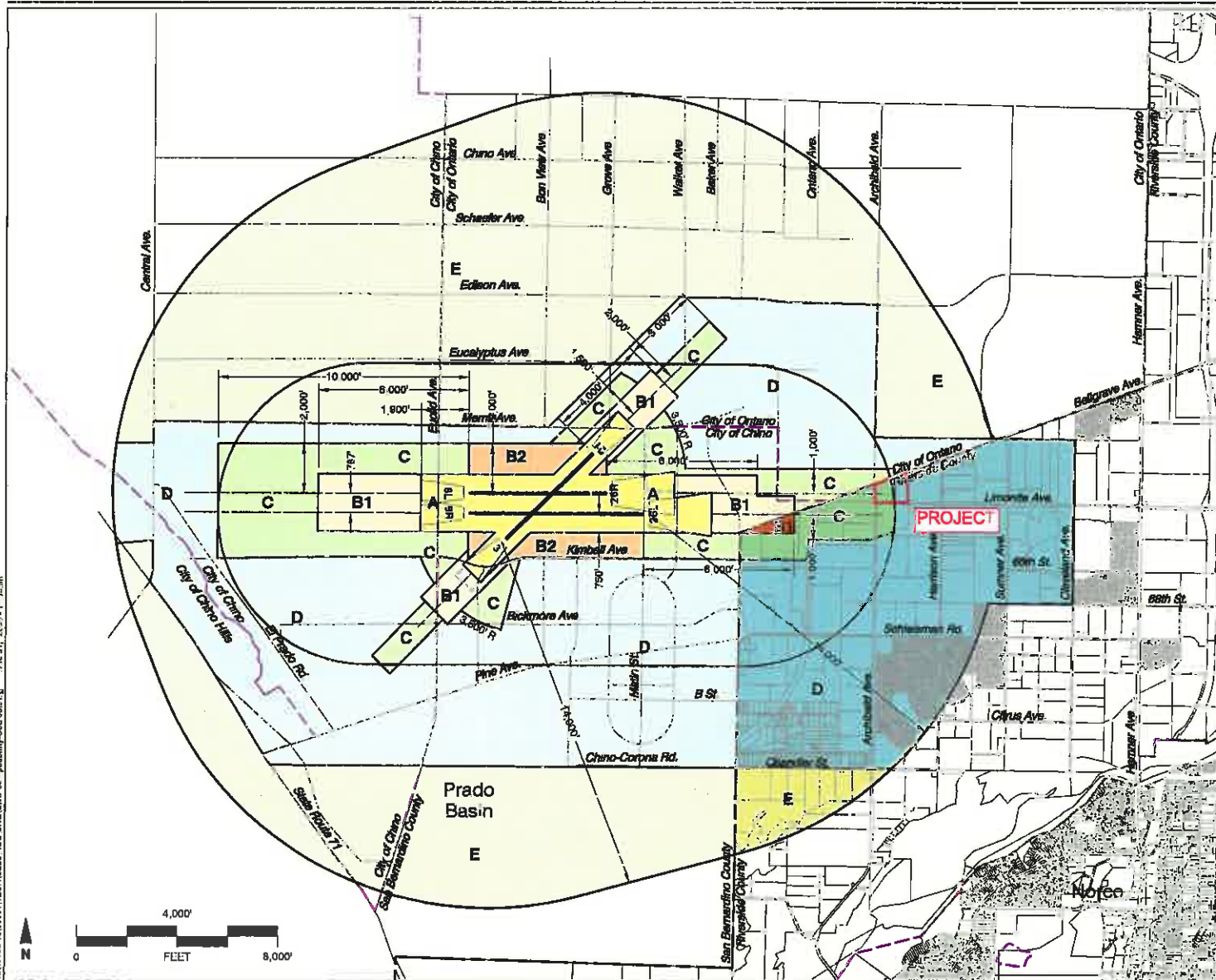
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, 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, hospitals, nursing homes (skilled nursing facilities), day care centers (including children's nurseries), and libraries.
  - (f) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
4. The proposed on-site 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.

5. This project has been evaluated as consisting of: (1) an industrial development consisting of 198,185 square feet of warehouse area, 80,950 square feet of manufacturing area, 27,366 square feet of mezzanine warehouse area, and 20,000 square feet of associated office area; and (2) a commercial development consisting of 2,955 square foot gas station convenience store and 8 fueling stations, 11,700 square foot drug store, 8,800 square foot retail store, 30,150 square foot grocery store, 4,000 square foot carwash facility, 2,317 square foot restaurant pad with 13 vehicle stack drive-thru, 3,900 square foot retail/restaurant pad, and 4,000 square foot retail/restaurant pad with 12 vehicle stack drive-thru. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.
6. The maximum square footage of restaurant dining area in Pad 1 building shall not exceed 1,117 square feet.
7. The maximum square footage of restaurant dining area in Shops 2 shall not exceed 500 square feet.
8. The maximum square footage of restaurant dining area in Pad 3 shall not exceed 1,010 square feet and shall be located in the easterly portion of the building (Zone D).
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.
10. At least 3.85 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, a copy of which is attached, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
11. The design of Major 1 Grocery store building shall incorporate the risk-reduction design measures submitted with this project (see exhibit) which includes: building material shall be constructed out of concrete block, windows are limited to the southern face of the building, no building skylights, single story building only, and the addition of emergency exits above requirements.
12. The "Shops 1" building shall be single-story with no skylights.



# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- - - City Limits
- - - County Line

**Note**

Airport influence 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, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

\*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted September 2008)

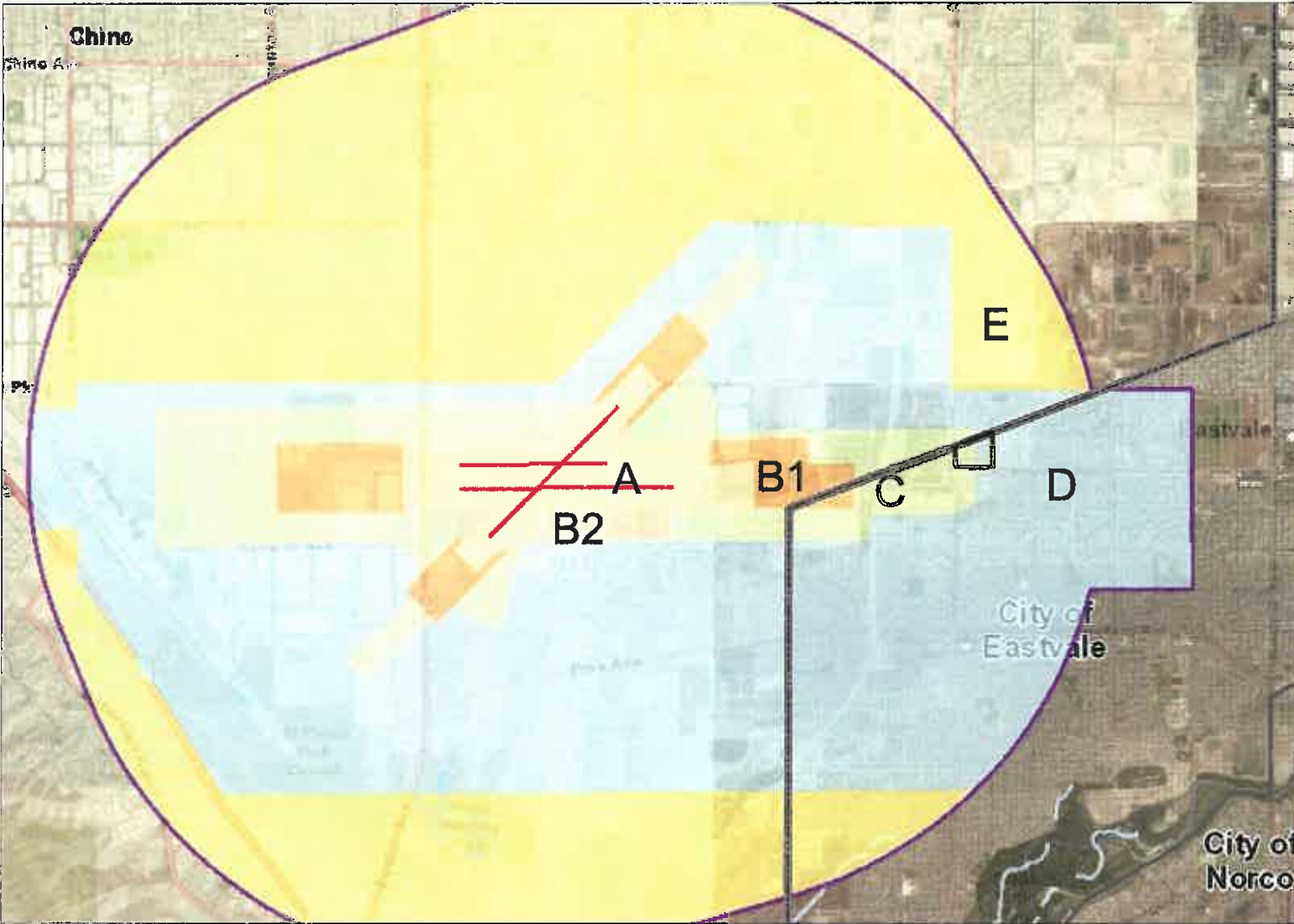
Map CH-1

**Compatibility Map**  
 Chino Airport

SANBERRINCO\PROJECTS\TECHNICAL\100\_2\INDIVIDUAL\COMPATIBILITY\001\_082508.dwg 1:48,311, 2,000' x 11,100'

Source: Mead & Hunt (June 2008)

# 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.



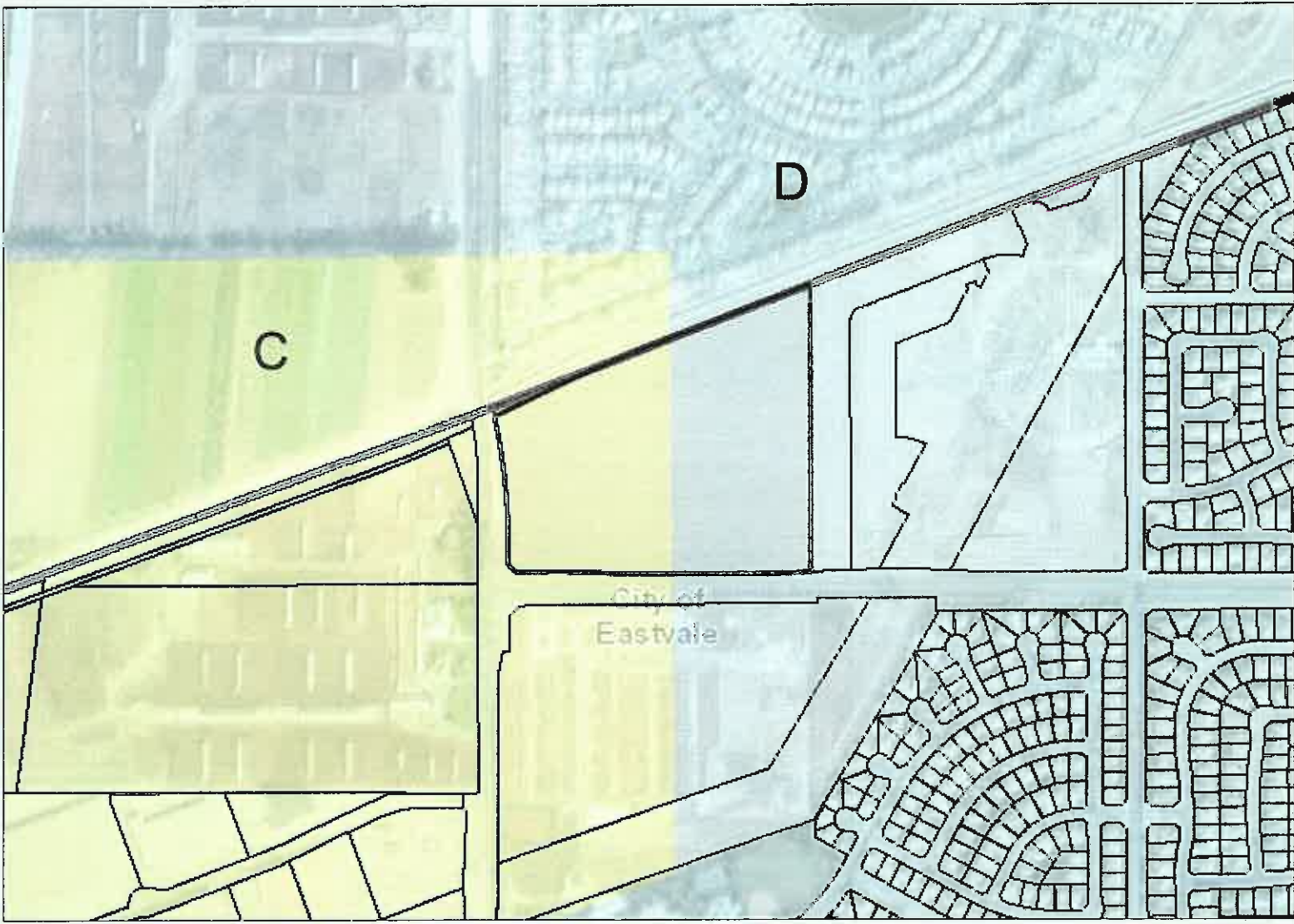
REPORT PRINTED ON... 6/29/2018 7:35:06 AM

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## Notes



# Map My County Map



**Legend**

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



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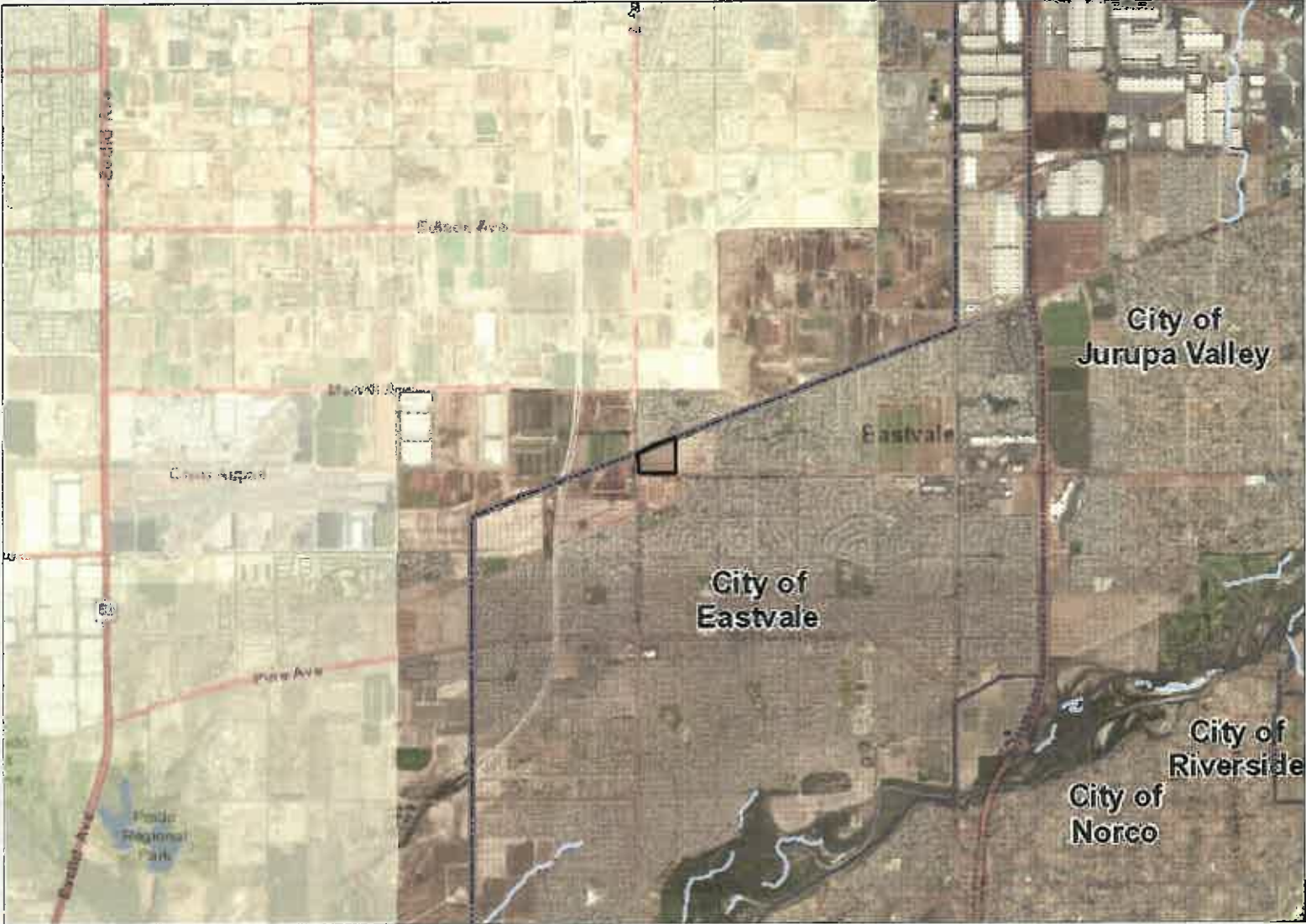
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**Notes**



# Map My County Map



### Legend

-  Blueline 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**
-  Parcels
  -  Blueline Streams
  -  City Areas
  -  World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

**Notes**



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		Lot Size	Bldg Size	Ratio	PumpStack	Misc. Occ.	Total Occ.	Lot Avg. Occ	
CDM	Gas station	0.7			8	12			
	convenience store		2,955	115			25.7		
	storage								
	total		2,955				37.7	53.9	
	MAJ 2 Drug store	1.36							
	retail		11,700	115			101.7		
	storage								
	total		11,700				101.7	74.8	
	Shops 1	0.71							
	retail		6,160	115			53.6		
	storage								
	total		6,160				53.6	75.4	
	P1 Restaurant	1.34				13	20		
	retail								
	retail back								
restaurant dining		1,117	15			74.5			
restaurant kitchen		1,200	200			6.0			
total		2,317				100.0	74.6		
Shops 2	0.82				0	0			
retail		2,030	115			17.7			
retail back		870	115			7.6			
restaurant dining		500	15			33.3			
restaurant kitchen		500	200			2.5			
total		3,900				61.1	74.5		
P3 Restaurant	0.49				10	15			
retail		1,980	115			17.2			
storage									
restaurant dining			15			0.0			
restaurant kitchen			200			0.0			
total		1,980				32.2	65.7		
Bldg 1	0.94								
office		2,000	200			10.0			
mezz wareh		842	500			1.7			
warehouse		8,781	500			17.6			
manufacture		3,587	200			17.9			
total		15,210				47.2	50.2		
Bldg 2	0.87								
office		2,000	200			10.0			
mezz wareh		127	500			1.0			
warehouse		7,635	500			15.3			
manufacture		3,118	200			15.6			
total		12,880				41.9	48.1		
Bldg 3	1.89								
office		2,000	200			10.0			
mezz wareh		2,159	500			4.3			
warehouse		30,957	500			61.9			
manufacture		12,644	200			63.2			
total		47,760				139.5	73.8		
Bldg 4	2.86								
office		3,000	200			15.0			
mezz wareh		5,410	500			10.8			
warehouse		41,069	500			82.1			
manufacture		16,775	200			83.9			
total		66,254				191.8	67.1		
<b>Total C Avg 806.6 65.6</b>									
ZONE D	CDM	Shops 1 remainder	0.2	2,640	115		23.0	114.8	
	P3 Restaurant remainder	0.51				2	3		
	retail			115			0.0		
	storage								
	restaurant dining		1,010	15			67.3		
	restaurant kitchen		1,010	200			5.1		
	total		2,020				75.4	147.8	
	MAJ 1 Grocery	1.97							
	grocery		30,150	115			262.2		
	storage								
	total		30,150				262.2	133.1	
Car Wash	1.62	4,000	115			34.8	21.5		
Bldg 5	4.18								
office		5,000	200			25.0			
mezz wareh		8,402	500			16.8			
warehouse		58,327	500			116.7			
manufacture		23,824	200			119.1			
total		95,553				277.6	66.4		
Bldg 6	1.78								

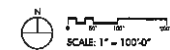


	office		2,000	200			10.0	
	mezz wareh		3,283	500			6.6	
	warehouse		21,415	500			42.8	
	manufacture		8,747	200			43.7	
	total		35,445				103.1	57.9
	<b>Bldg 7</b>	1.3						
	office		2,000	200			10.0	
	mezz wareh		3,059	500			6.1	
	warehouse		16,652	500			33.3	
	manufacture		6,802	200			34.0	
	total		28,513				83.4	64.2
	<b>Bldg 8</b>	1.63						
	office		2,000	200			10.0	
	mezz wareh		4,084	500			8.2	
	warehouse		13,349	500			26.7	
	manufacture		5,453	200			27.3	
	total		24,886				72.1	44.3
								<b>Total D Avg</b>
								<b>931.6 67</b>

			Floor Are Occupancy		<u>Total PPL</u> <u>Avg</u>	
			Retail	62,485	<u>1738.1</u>	<u>66.3</u>
67,822			Rest Dine	2,627		
	COM		Rest Kitch	2,710		
			Office	20,000		
			Mezz ware	27,366		
326,501			Warehouse	198,185		
	IND		Manufact	80,950		



EXISTING LAND USE: LIGHT INDUSTRIAL (LI)  
 PROPOSED LAND USE: COMMERCIAL RETAIL (CR) AND LIGHT INDUSTRIAL (LI)



ORBIS REAL ESTATE PARTNERS  
 ORBIS REAL ESTATE PARTNERS  
 280 NEWPORT CENTER DRIVE, SUITE 240  
 NEWPORT BEACH, CA 92660  
 949.330.7584

THE MERGE  
 ENVIRONMENTAL

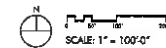
10 | 118

GENERAL PLAN AMENDMENT EXHIBIT

144 NORTH DAVENPORT STREET, GARDEN, CA 95626 TEL: 916.752.1100



EXISTING ZONING: HEAVY AGRICULTURE (A-2)  
PROPOSED ZONING: GENERAL COMMERCIAL  
(C-1/C-P) AND INDUSTRIAL PARK (I-P)



ORBIS  
REAL  
ESTATE  
PARTNERS

ORBIS REAL ESTATE PARTNERS  
280 NEWPORT CENTER DRIVE, SUITE 240  
NEWPORT BEACH, CA 92660  
949.330.7564

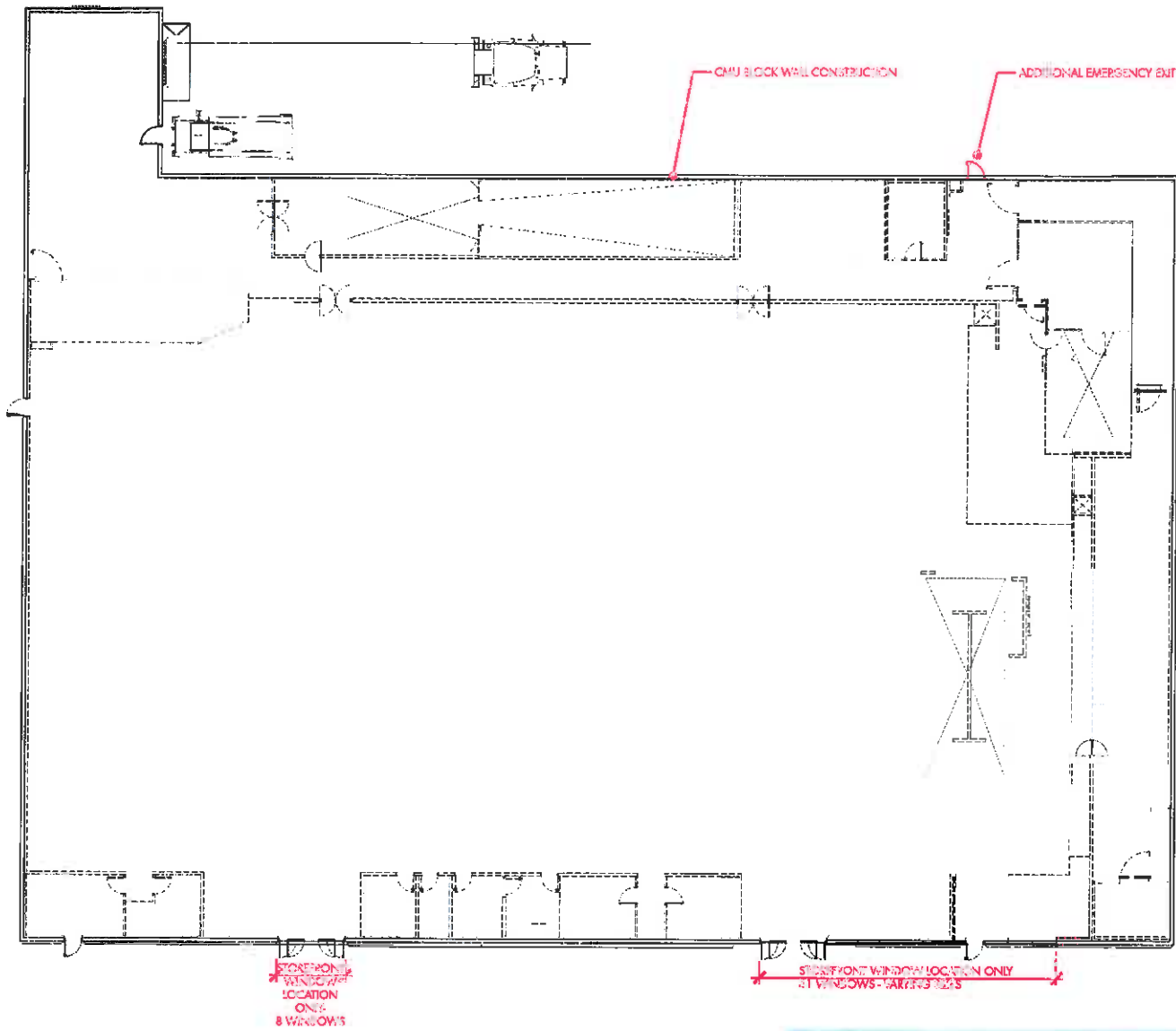
THE MERGE

DATELINE ON

07.15.18

CHANGE OF ZONE EXHIBIT





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

**BUILDING DESIGN FEATURES FOR INTENSITY BONUS:**

- BUILDING SHELL WILL CONSIST OF CMU BLOCK WALL CONSTRUCTION
- STOREFRONT WINDOWS WILL BE LIMITED TO THE SOUTH ELEVATION ONLY.
- THERE WILL BE NO SKYLIGHTS IN THIS BUILDING
- THE BUILDING IS SINGLE STORY
- INCREASING THE NUMBER OF EMERGENCY EXITS BY ONE



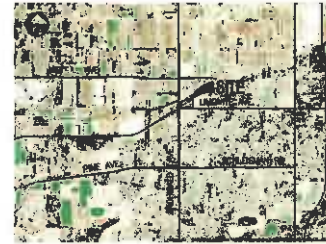
REFERENCE ELEVATION SCALE: 1/16"=1'-0"



# THE MERGE

## EASTVALE, CALIFORNIA

### AIRPORT LAND USE COMMISSION SUBMITTAL PLAN-18-2015



KEYPLAN  
N.T.S.



**SHEET INDEX**

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TENTATIVE MAP 8	03	PARTIAL INDUSTRIAL SITE PLAN	34	CONCEPTUAL COLORED ELEVATIONS AND MATERIAL BOARD - BUILDING 5	63
PRELIMINARY GRADING AND DRAINAGE PLAN	04	BUILDING 1 FLOOR PLAN	35	CONCEPTUAL COLORED ELEVATIONS AND MATERIAL BOARD - BUILDING 6	64
PRELIMINARY UTILITY PLAN	05	BUILDING 1 ELEVATIONS	36	CONCEPTUAL COLORED ELEVATIONS AND MATERIAL BOARD - BUILDING 7	65
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MARKET AND SHOPS 1 BUILDING PERSPECTIVE VIEWS	21	CONCEPTUAL COLORED ELEVATIONS - BUILDING 1	51		
MAJOR 2 - DRUGSTORE BUILDING FLOOR PLAN/ EXTERIOR ELEVATIONS	22	CONCEPTUAL COLORED ELEVATIONS - BUILDING 2	52		
MAJOR 2 - DRUGSTORE BUILDING PERSPECTIVE VIEWS	23	CONCEPTUAL COLORED ELEVATIONS - BUILDING 3	53		
PAD 1 BUILDING FLOOR PLAN/ EXTERIOR ELEVATIONS	24	CONCEPTUAL COLORED ELEVATIONS - BUILDING 4	54		
PAD 1 BUILDING PERSPECTIVE VIEWS	25	CONCEPTUAL COLORED ELEVATIONS - BUILDING 5	55		
PAD 2 BUILDING FLOOR PLAN/ EXTERIOR ELEVATIONS	26	CONCEPTUAL COLORED ELEVATIONS - BUILDING 6	56		
PAD 2 BUILDING PERSPECTIVE VIEWS	27	CONCEPTUAL COLORED ELEVATIONS - BUILDING 7	57		
GAS STATION BUILDING FLOOR PLAN/ EXTERIOR ELEVATIONS	28	CONCEPTUAL COLORED ELEVATIONS - BUILDING 8	58		
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**APPLICANT**

THE MERGE COMPANY LLC c/o ORBIS REAL ESTATE PARTNERS  
280 NEWPORT CENTER DRIVE, #240  
NEWPORT BEACH, CA 92660  
CONTACT: RAYMOND POLVERINI  
949.330.7564

**OWNER**

THE MERGE COMPANY LLC c/o ORBIS REAL ESTATE PARTNERS  
280 NEWPORT CENTER DRIVE, #240  
NEWPORT BEACH, CA 92660  
CONTACT: RAYMOND POLVERINI  
949.330.7564

**ENGINEER**

KIMLEY-HORN AND ASSOCIATES, INC.  
745 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92668  
CONTACT: JASON MARECHAL, PE  
714.765.1305

**RETAIL ARCHITECT**

ARCHITECTS ORANGE  
144 NORTH ORANGE AVENUE  
ORANGE, CA 92688  
CONTACT: RICHARD CLARKE  
714.639-9860

**INDUSTRIAL ARCHITECT**

HFA, INC.  
18831 BARDEN AVENUE, SUITE 100  
IRVINE, CA 92612  
CONTACT: YONG NAM  
949.433.9825

**LANDSCAPE ARCHITECT**

RLA  
8841 RESEARCH DRIVE, SUITE 200  
IRVINE, CA 92618  
CONTACT: JIM RIDGE  
949.387.1923 EXT. 21

**PROJECT DESCRIPTION**

PROJECT NO. 18-20015 HAS BEEN SUBMITTED ON BEHALF OF THE MERGE COMPANY LLC FOR A PROPOSED RETAIL AND INDUSTRIAL DEVELOPMENT ON THE 26.2 ACRE PROJECT SITE LOCATED AT THE NORTHEAST CORNER OF LIMONITE AVENUE AND ARCHIBALD AVENUE.

MAJOR DEVELOPMENT PLAN PROPOSES THE CONSTRUCTION OF 71,100 SQUARE FEET COMMERCIAL RETAIL BUILDINGS AND 436,501 SQUARE FEET OF LIGHT INDUSTRIAL/WAREHOUSE BUILDINGS. ALONG WITH THE CONSTRUCTION OF THESE BUILDINGS, THE SURROUNDING PARKING LOT, DRIVEWAY ACCESSES FROM ARCHIBALD AND LIMONITE, LANDSCAPING AND SITE LIGHTING WILL BE CONSTRUCTED.

THE ARCHITECTURE IS IDENTIFIED WITHIN A MODERN CALIFORNIA STYLE WHICH FEATURES A LIGHT BUILDING COLOR PALETTE WITH ACCENT MATERIALS/COLORS. THE DESIGN WILL FEATURE METAL SHADE DEVICES, METAL WALL CLADDING COMPOSED OF EXTRUDED ALUMINUM TUBES, WOOD LOOK METAL SIDING, FINISHED RIBBED METAL DECKING AND CHISELED LIMESTONE. GREEN SCREEN PANELS WILL BREAK UP CONTINUOUS WALL SURFACES AND WILL BE PLANTED WITH VINEAGE AND TUMBLED BY LIGHT FIXTURES FOR ADDITIONAL VISUAL TEXTURE.

**LEGAL DESCRIPTION**

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF PARCEL MAP 33026, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 217 PAGES 57-59, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE RECORDED AUGUST 14, 2006 AS INSTRUMENT NO. 06-402839 OF OFFICIAL RECORDS.

DEAD DOCUMENT REFERS TO A RIGHT-OF-WAY DEDICATION AFFECTING A PORTION OF LIMONITE AVENUE AND ARCHIBALD AVENUE THAT DOES NOT AFFECT THE SUBJECT PROPERTY.

ALSO EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE QUITCLAIM DEED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT RECORDED AUGUST 18, 2006 AS INSTRUMENT NO. 06-610626 OF OFFICIAL RECORDS.

APN 164410101-6

NO.	REVISION	DATE	BY

# TENTATIVE PARCEL MAP # XXXX

FOR

## THE MERGE

NEC ARCHIBALD AVE AND LIMONITE AVE  
EASTVALE, CA  
PROJECT ID: XXXX

### ABBREVIATIONS:

R/W	RIGHT OF WAY
BUILD	BUILDING
SUB	SUBDIVISION
PROPOSED	PROPOSED
EX	EXISTING
C	CENTERLINE
PL	PROPERTY LINE
AC	ACRES
CONC	CONCRETE

### PARCEL AREA TABLE:

PARCEL NUMBER	AREA (AC)
1	0.82
2	0.87
3	1.89
4	2.88
5	4.18
6	1.79
7	1.30
8	1.53
9	1.82
10	1.09
11	1.97
12	0.80
13	1.00
14	0.82
15	1.36
16	1.34
17	0.70
<b>NET SUBTOTAL</b>	<b>26.22</b>
<b>NET DEDICATION</b>	<b>0.09</b>
<b>GROSS TOTAL</b>	<b>26.27</b>

### SHEET INDEX

SHEET NO.	SHEET TITLE
02	TENTATIVE MAP B COVER SHEET
03	TENTATIVE MAP B
04	PRELIMINARY GRADING AND DRAINAGE PLAN
05	PRELIMINARY UTILITY PLAN

### GEOTECHNICAL REPORT

THE PRELIMINARY GEOTECHNICAL INVESTIGATION AND PERCOLATION TESTING REPORT DATED MARCH 18TH, 2018 PREPARED BY GECON WEST, INC. AND ALL ADDENDA SHALL BE CONSIDERED PART OF THIS TENTATIVE MAP.

### BENCHMARK NOTE

RIVERSIDE COUNTY BENCHMARK NO. M.L. 34-1-84

AT THE N.E. CORNER OF THE "1" INTERSECTION OF ORANGE STREET AND SUMNER AVENUE, 84.0 FEET EASTONLY AND 22.0 FEET SOUTHERLY OF THE CENTERLINE INTERSECTION OF JAMES AVENUE AND ORANGE STREET, TOP OF CURB IS FEET EASTERLY OF THE SOUTHEAST COR. A 3" ALUMINUM DISK SET IN THE TOP OF CURB STAMPED "M.L. 34-1 REBT".

ELEV: 607.05+ FEET  
DATUM: MDD 28

### BASIS OF BEARINGS NOTE

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN N.C.S CORN STATIONS "N020" AND "M17" BEING NORTH 68°56'10" WEST PER RECORDS ON FILE WITH THE NATIONAL GEODESIC SURVEY.

COORDINATES SHOWN ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM (CCS83) ZONE 14, NAD 1983 (2007.00 EPOCH)

\*N020\*  
N2280116.88    N2279488.00  
E0161339.59    E0237668.24

### BUILDING SETBACKS

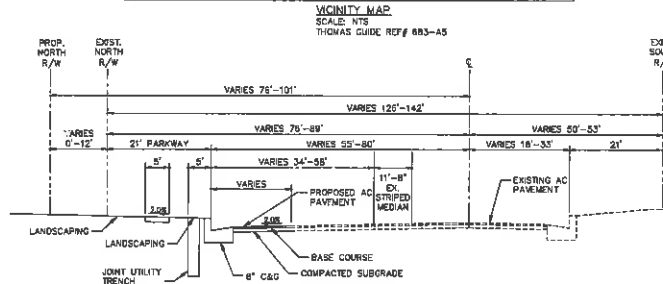
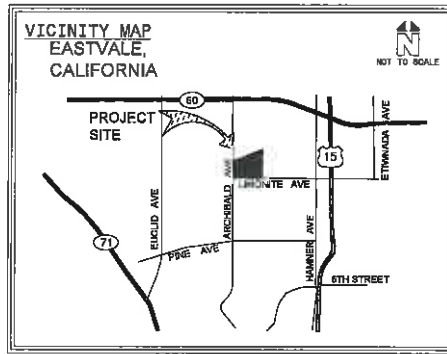
FRONT:	25 FT
SIDE - INTERIOR:	25 FT
SIDE - STREET:	25 FT
REAR:	25 FT

### ESTIMATED EARTHWORK QUANTITIES

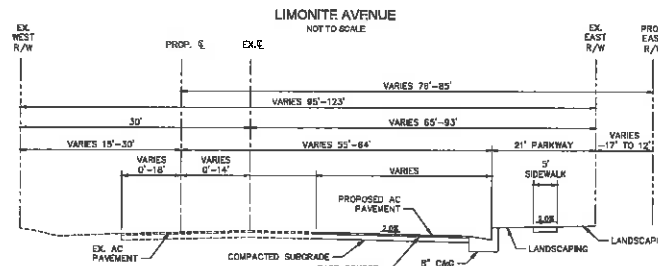
CUT:	12,170 CY
FILL:	13,000 CY
NET:	830 CY (FILL)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PRELIMINARY SUB-GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT ELEVATIONS ON THE BASE SURVEY. THE PRELIMINARY SUB-GRADE IS DEFINED AS THE PRELIMINARY FINAL GRADE MINUS AND ASSUMED AVERAGE 7" PAVEMENT SECTION AS INDICATED ON THE PRELIMINARY GRADING PLAN.

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, BERMING, OVER-EXCAVATION AND RE-CONSTRUCTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR FOOTING SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.



TYPICAL SECTION  
MODIFIED URBAN ARTERIAL HIGHWAY  
STD. NO. 81



TYPICAL SECTION  
MODIFIED URBAN ARTERIAL HIGHWAY  
STD. NO. 81

ARCHIBALD AVENUE  
NOT TO SCALE

### PROJECT TEAM

<b>OWNER/DEVELOPER</b> RAYMOND FORRESTER ORGB REAL ESTATE PARTNERS 288 NEWPORT CENTER DRIVE, SUITE 240 NEWPORT BEACH, CA 92660 (949) 330-7964 RFL@ORGB.COM	<b>CIVIL ENGINEER</b> JASON MARCHEL, PE KIMLEY-HORN AND ASSOCIATES, INC. 785 THE CITY DRIVE, SUITE 200 ORANGE, CA 92666 (714) 702-1305 (714) 932-8446 FAX JASON.MARCHEL@KIMLEY-HORN.COM
<b>ARCHITECT</b> SAMMY SALUJO ARCHITECTS ORANGE 144 NORTH ORANGE STREET ORANGE, CA 92666 (714) 936-8850 (649) 353-1676 FAX SAMMYS@ARCHITECTSORANGE.COM	<b>GEOTECHNICAL CONSULTANT</b> CHET ROBINSON, PE, GE GECON WEST, INC. 41571 CORNING PLACE SUITE 101 MIRRETTA, CA 92582 (951) 304-2300 (951) 304-2392 FAX
<b>SURVEYOR</b> PETER WEISBACHER CONY CONSULTING 195 AVENIDA LA OUESTA SAN CLEMENTE, CA 92572 (649) 359-1044 PETER@CONYON-CONSULTING.COM	

### UTILITY PURVEYORS

<b>WATER, SEWER &amp; TRASH</b> JURUPA COMMUNITY SERVICES DISTRICT 11201 HARREL STREET JURUPA VALLEY, CA 91732 (951) 685-7434	<b>STORM DRAIN</b> RIVERSIDE COUNTY FLOOD CONTROL 1895 HARRET STREET RIVERSIDE, CA 92501 (951) 953-1200
<b>ELECTRICITY</b> SOUTHWEST CALIFORNIA EDISON (SCE) 1351 E. FRANKS STREET IRVINE, CA 92714 (909) 830-8431	<b>CABLE TV</b> AT&T 1285 N. VAN BUREN STREET ANAHEIM, CA 92807 (714) 689-5003
<b>GAS</b> SOUTHERN CALIFORNIA GAS COMPANY 155 S. G STREET SAN BERNARDINO, CA 92410 (909) 758-8891	<b>PHONE</b> VERIZON 1400 EAST PHILLIPS BLVD. POMONA, CA 91766 (909) 469-2280

### LEGAL DESCRIPTION PER TITLE REPORT

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF PARCEL MAP 33036, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 217 PAGES 37-38, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE RECORDED AUGUST 18, 2008 AS INSTRUMENT NO. 06-802839 OF OFFICIAL RECORDS.

(SAID DOCUMENT REFERS TO A RIGHT-OF-WAY DEDICATION AFFECTING A PORTION OF LIMONITE AVENUE AND ARCHIBALD AVENUE THAT DOES NOT AFFECT THE SUBJECT PROPERTY.)

ALSO EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE OUTLAIN DEED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT RECORDED AUGUST 18, 2006 AS INSTRUMENT NO. 06-810266 OF OFFICIAL RECORDS.

APN: 164-010-012-B

### SITE INFORMATION

SITE ADDRESS:	NEC ARCHIBALD AVE AND LIMONITE AVE
APN:	164-010-012-B
NET SUBTOTAL AREA:	26.22 AC
AREA TO BE VACATED:	0.10 AC
AREA TO BE DEDICATED:	0.15 AC
NET AREA DEDICATION:	0.08 AC
TOTAL GROSS SITE AREA:	28.28 AC
TOTAL BUILDING AREA:	409,101 SF
F.A.S.:	0.28
EX. ZONING CLASSIFICATION:	A2-HEAVY AGRICULTURE
PROPOSED ZONING CLASSIFICATION:	C-1/C-P GENERAL COMMERCIAL AND I-P TO INDUSTRIAL PARK
EXISTING USE:	FARMING
PROPOSED USE:	INDUSTRIAL/RETAIL
TOTAL LOTS:	8
INDUSTRIAL PARKING SPACES:	342
RETAIL PARKING SPACES:	447
TOTAL PARKING SPACE:	789



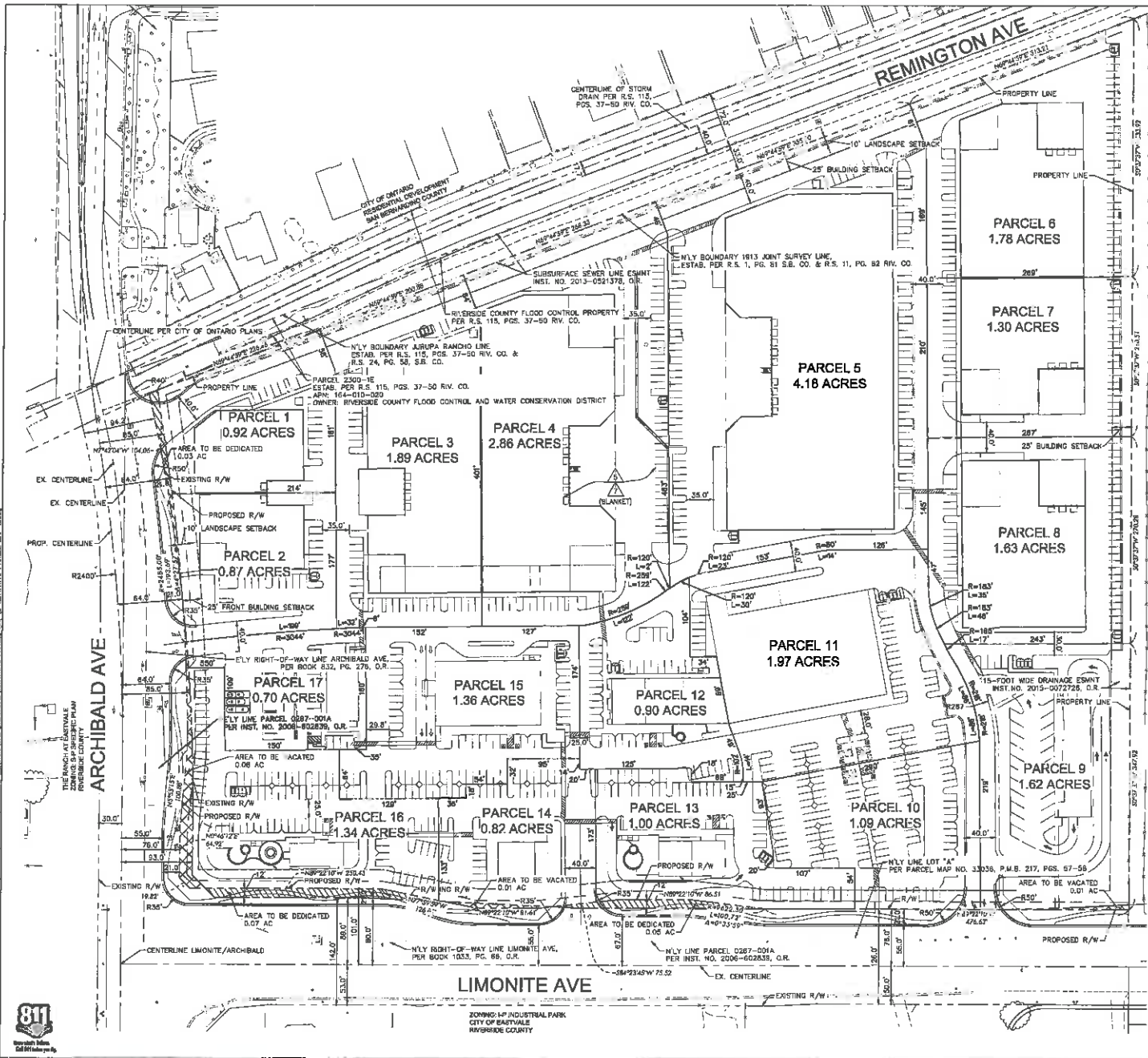
NO.	REVISIONS	DATE	BY

**Kimley-Horn**  
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.  
785 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92666  
PHONE: 714-702-1305 FAX: 714-932-8446  
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL  
DATE: 8/21/2018  
SCALE: AS SHOWN  
DRAWN BY: CHK  
CHECKED BY: ML

TENTATIVE PARCEL MAP B  
COVER SHEET

THE MERGE  
PREPARED FOR:  
THE MERGE COMPANY, L.L.C.  
280 NEWPORT CENTER DRIVE, SUITE 240  
EASTVALE, NEWPORT BEACH, CA 92660 CA



### LEGEND

- EX. RIGHT OF WAY/PROPERTY LINE
- PROP. RIGHT OF WAY/PROPERTY LINE
- PROPOSED LOT LINE
- EXISTING EASEMENTS
- CENTERLINE
- BUILDING SETBACK
- LANDSCAPE SETBACK

- AREA TO BE VACATED
- AREA TO BE DEDICATED

### PARCEL AREA TABLE:

PARCEL NUMBER	AREA (AC)
1	0.92
2	0.87
3	1.89
4	2.86
5	4.18
6	1.78
7	1.30
8	1.63
9	1.62
10	1.09
11	1.97
12	0.90
13	1.00
14	0.82
15	1.36
16	1.34
17	0.70
<b>NET SUBTOTAL</b>	<b>28.22</b>
<b>NET DEDICATION</b>	<b>0.05</b>
<b>GROSS TOTAL</b>	<b>28.27</b>

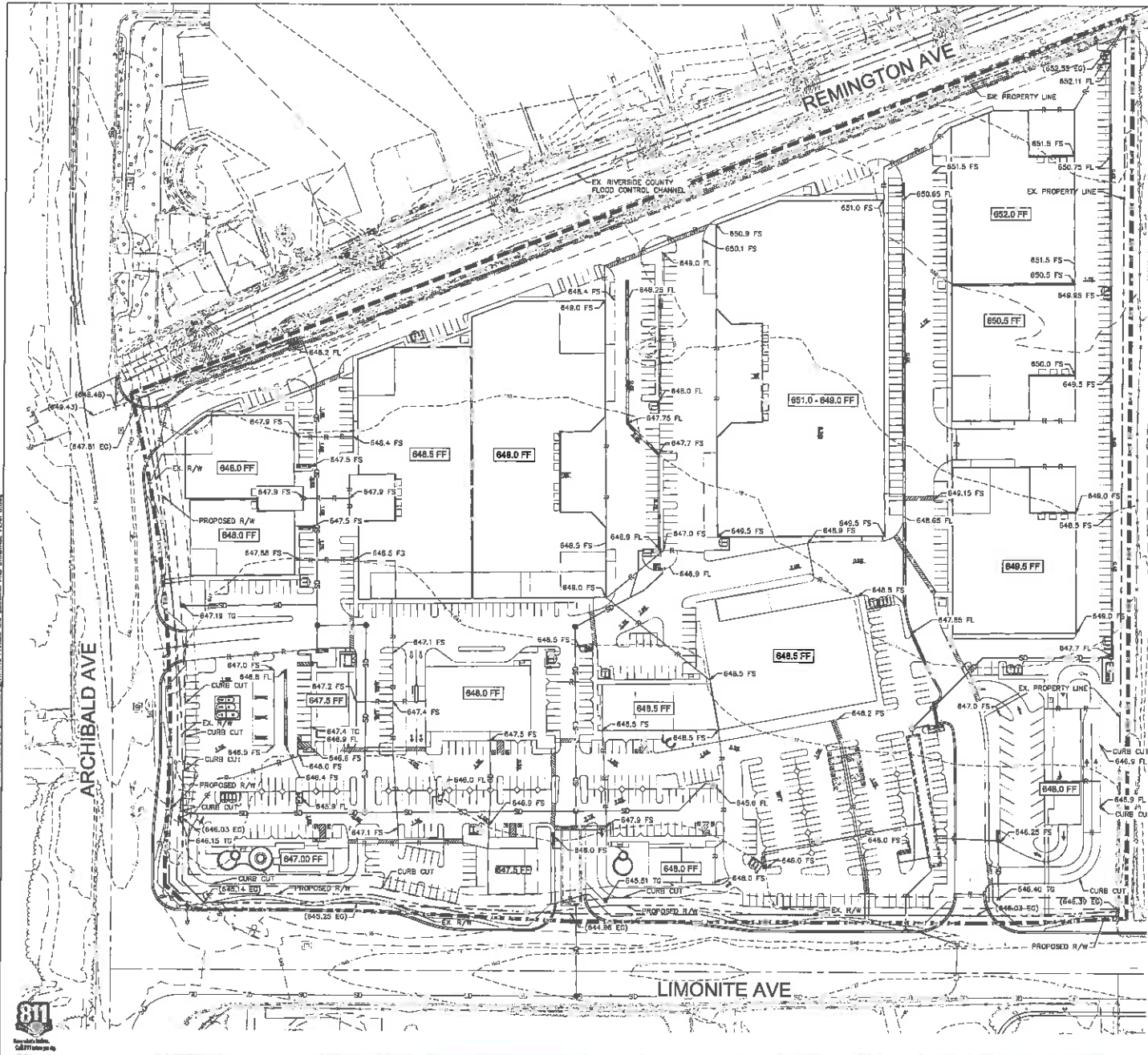
### TITLE REPORT EXCEPTIONS:

- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2017-2018.
- THE LIEU OF SUPPLEMENTAL TAXES, IF ANY ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 78 OF THE CALIFORNIA REVENUE AND TAXATION CODE.
- TERMS, PROVISIONS, COVENANTS, RESTRICTIONS AND CONDITIONS CONTAINED IN A DOCUMENT EXECUTED PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (WILLIAMSON ACT) AND RECORDED JANUARY 19, 2015 AS INSTRUMENT NO. 2008-0184728 OF OFFICIAL RECORDS.  
THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF TENTATIVE CANCELLATION OF LAND CONSERVATION CONTRACTS AND TERMINATION OF AGRICULTURAL PRESERVE" RECORDED MARCH 28, 2015 AS INSTRUMENT NO. 2008-0184728 OF OFFICIAL RECORDS.
- THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE VALLEY REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED JULY 14, 2015 AS INSTRUMENT NO. 206410 OF OFFICIAL RECORDS.  
THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY SURVEYOR, IN E.C.S. BOOK 38 PAGE(S) 25.  
AN EASEMENT FOR CONSTRUCTION OF A SUBSURFACE SEWER LINE AND RELATED PUBLIC INFRASTRUCTURE IMPROVEMENTS AND INCIDENTAL PURPOSES RECORDED NOVEMBER 18, 2015 AS INSTRUMENT NO. 2013-0521375 OF OFFICIAL RECORDS.  
IN FAVOR OF JURUPA COMMUNITY SERVICES DISTRICT, A COMMUNITY FACILITIES DISTRICT AFFECTS AS RECORDED HEREIN.  
THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF TEMPORARY GRADING EASEMENT" RECORDED FEBRUARY 24, 2015 AS INSTRUMENT NO. 2015-072728 OF OFFICIAL RECORDS.
- WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
- ANY CLAIM THAT THE TITLE IS SUBJECT TO A TRUST OR LIEN CREATED UNDER THE PERMISSIBLE AGRICULTURAL COMMODITIES ACT, 1935 (U.S.C. 4917 ET SEQ.) OF THE PACKERS AND STOCKYARDS ACT (U.S.C. 161 ET SEQ.) OR UNDER SIMILAR STATE LAWS.
- RIGHTS OF PARTIES IN POSSESSION.

GRAPHIC SCALE IN FEET  
0 30 60 90 120

DATE	REVISIONS	No.	BY	DATE	REVISIONS	No.	BY
<b>TENTATIVE PARCEL MAP B</b>							
<b>THE MERGE</b>							
PREPARED FOR <b>THE MERGE COMPANY I, L.L.C.</b> 280 NEWPORT CENTER DRIVE, SUITE 240 EASTVALE NEWPORT BEACH, CA 92660							
SHEET NUMBER <b>03</b>							





- ### LEGEND
- EX. RIGHT OF WAY/ PROPERTY LINE
  - PROP. RIGHT OF WAY/ PROPERTY LINE
  - PROPOSED LOT LINE
  - CENTERLINE
  - EXISTING CONTOURS
  - PROPOSED CONTOURS
  - APPROXIMATE CIVIL LIMIT OF WORK LINE
  - GRADE BREAK LINE
  - RIDGE LINE
  - FLOW LINE
  - EXISTING STORM DRAIN
  - PROPOSED STORM DRAIN
  - EXISTING SPOT GRADE
  - PROPOSED SPOT GRADE
  - PROPOSED FLOW (DIRECTION AND SLOPE)
  - 2:1 SLOPE (MAX)
  - EXISTING CATCH BASIN
  - PROPOSED CATCH BASIN
  - EXISTING STORM DRAIN MANHOLE
  - PROPOSED STORM DRAIN MANHOLE
  - PROPOSED MODULAR WETLAND
  - PROPOSED UNDERGROUND DETENTION SYSTEM

### FLOOD ZONE

FLOOD ZONE X : AREA OF MINIMAL FLOOD HAZARD

NO.	REVISIONS	DATE	BY

LICENSED PROFESSIONAL  
 JASON WARECUL  
 CIVIL ENGINEER  
 No. 53164  
 STATE OF CALIFORNIA  
 780 THE CITY DRIVE, SUITE 200, OAKLAND, CA 94612  
 PHONE: 415-770-3800  
 WWW.KIMLEY-HORN.COM

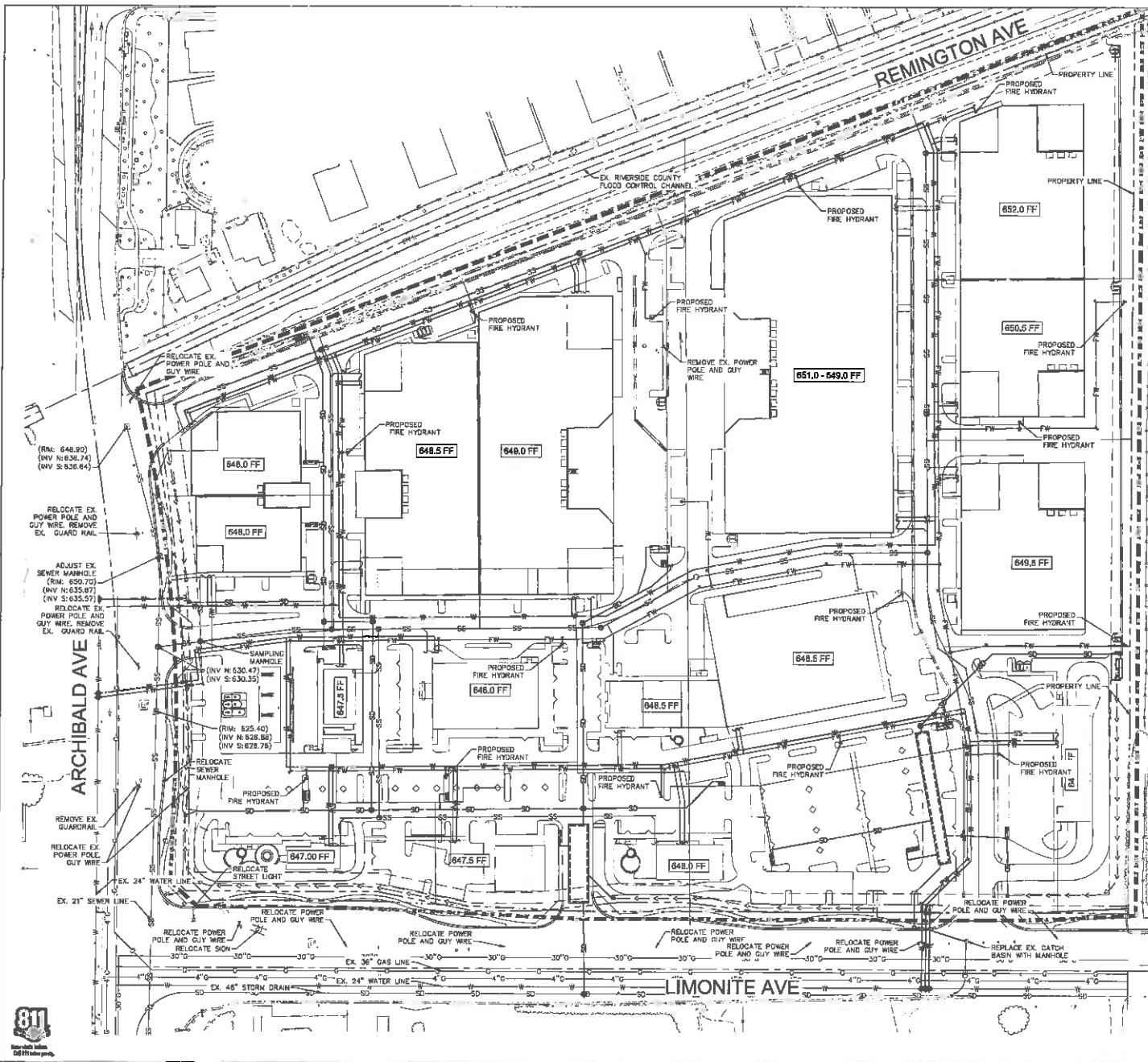
**THE MERGE**  
 PREPARED FOR  
**THE MERGE COMPANY I, L.L.C.**  
 280 NEWPORT DRIVE, SUITE 240  
 EASTVALE NEWPORT BEACH, CA 92660

SHEET NUMBER  
**04**



DATE: 08/21/2018  
 DRAWN BY: JAW  
 CHECKED BY: JAW  
 SCALE: AS SHOWN  
 PROJECT: 18-001



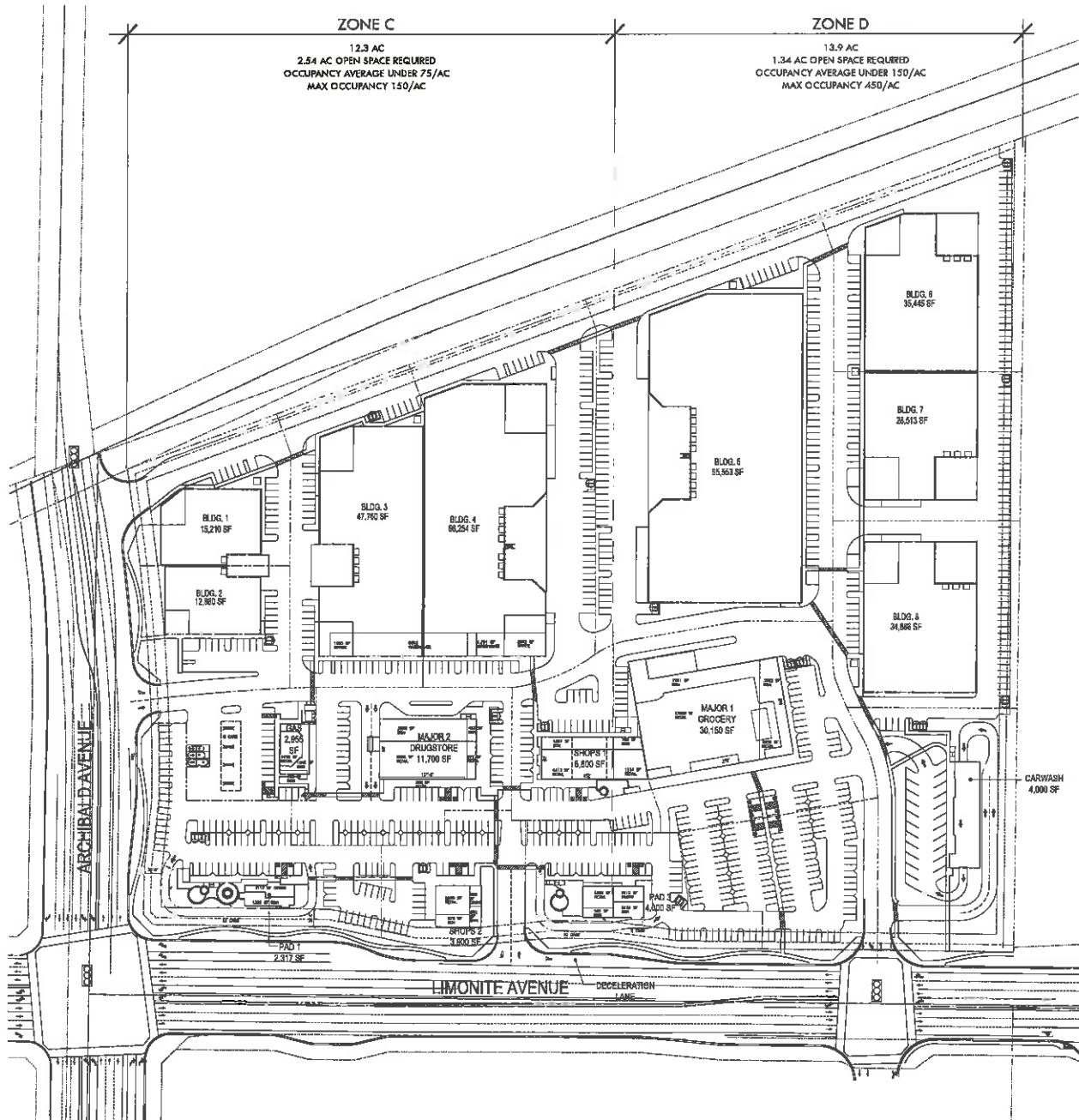


### LEGEND

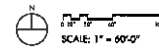
- EX. RIGHT OF WAY/PROPERTY LINE
- PROP. RIGHT OF WAY/PROPERTY LINE
- PROPOSED LOT LINE
- CENTER LINE
- APPROXIMATE CIVIL LIMIT OF WORK LINE
- SS PROPOSED SEWER LINE
- SD PROPOSED STORM DRAIN
- W PROPOSED WATER LINE
- FW PROPOSED FIRE WATER
- EXISTING SEWER LINE
- EXISTING STORM DRAIN
- EXISTING WATER LINE
- EXISTING FIRE LINE
- EXISTING UTILITY TO BE DEMOLISHED
- EXISTING CURB INLET/DROPP INLET
- PROPOSED CURB INLET/DROPP INLET
- PROPOSED MODULAR WETLAND
- EXISTING MANHOLE
- PROPOSED MANHOLE
- BEND WITH THRUST BLOCK
- BACK FLOW PREVENTER
- METER
- FIRE HYDRANT
- PROPOSED BUILDING POINT OF CONNECTION
- CONNECTION TO EXISTING
- CAP
- CLEANOUT
- PROPOSED UNDERGROUND DETENTION SYSTEM

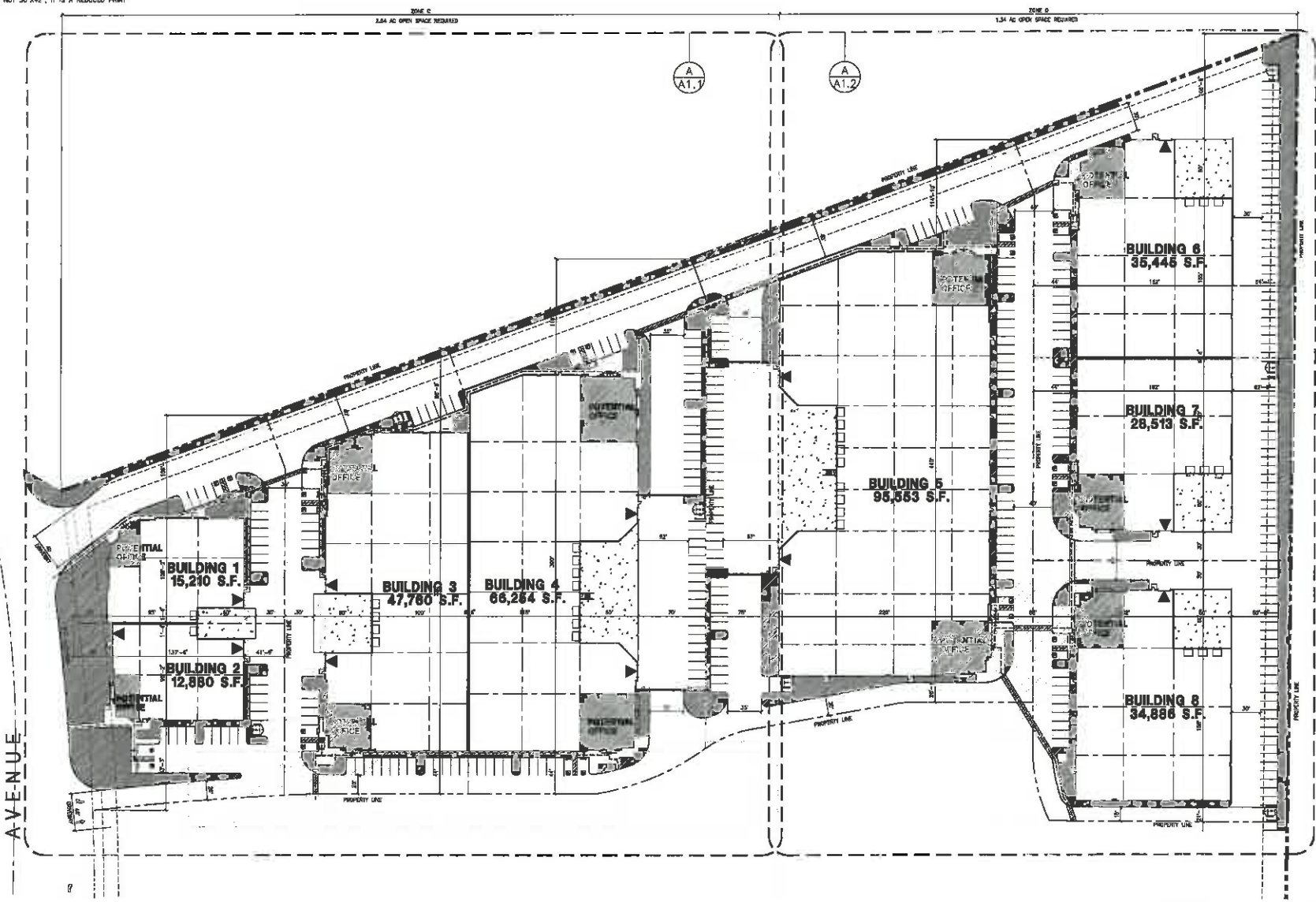


<p><b>THE MERGE</b>          PREPARED FOR  <b>THE MERGE COMPANY I, L.L.C.</b>          280 NEWPORT CENTER DRIVE, SUITE 240          EASTVALE-NEWPORT BEACH, CA 92680</p>	<p><b>Kimley-Horn</b>          © 2018 KIMLEY-HORN AND ASSOCIATES, INC.          705 THE CITY DRIVE, SUITE 200, OAKLAND, CA 94612          PHONE: 770.941.1000 FAX: 770.941.1001          WWW.KIMLEY-HORN.COM</p>								
<p>TENTATIVE PARCEL MAP B          UTILITY PLAN          B</p>	<p>DATE: _____</p> <p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	BY	DESCRIPTION				
NO.	DATE	BY	DESCRIPTION						
<p>817          ENGINEERS AND ARCHITECTS          1000 EAST 17TH AVENUE, SUITE 100          DENVER, CO 80202</p>	<p>DATE: _____</p> <p>CREATED BY: _____</p> <p>DESIGNED BY: _____</p> <p>SCALE: AS SHOWN</p> <p>8/27/2018</p> <p>194043001</p> <p>AKIA PROJECT</p>								



BUILDING	BUILDING AREA (square feet)	PARCEL AREA (acres)
GAS STATION	2,855	0.7
MAJOR 1	36,150	1.87
MAJOR 2	11,700	1.36
SHOPS 1	6,800	0.91
PAD 1	2,317	1.34
PAD 2	3,900	0.82
PAD 3	4,000	1
CAR WASH	4,000	1.82
		1.09
<b>RETAIL TOTAL</b>	<b>67,822</b>	<b>10.81</b>
BUILDING 1	15,210	0.94
BUILDING 2	12,860	0.87
BUILDING 3	47,760	1.89
BUILDING 4	60,254	2.86
BUILDING 5	55,553	4.18
BUILDING 6	35,445	1.78
BUILDING 7	28,513	1.3
BUILDING 8	34,886	1.63
<b>INDUSTRIAL TOTAL</b>	<b>388,801</b>	<b>16.45</b>





OVERALL INDUSTRIAL SITE PLAN

**Property owner/ Applicant**  
 THE MENDO COMPANY COMPANY, L.L.C. c/o  
 ORBIS REAL ESTATE PARTNERS  
 250 WILSON AVENUE, SUITE 200  
 NEWPORT BEACH, CA 92660  
 CONTACT: BILLING POLSON  
 BILLING@ORBISREAL.COM

**Address of the property**  
 EASTVALE, CA

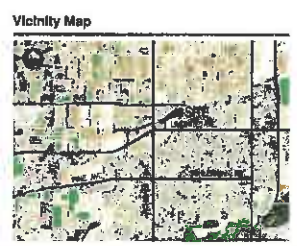
**Assessor's Parcel Number**  
 184-010-018-0

**Zoning**  
 LIGHT INDUSTRIAL (LI)

**Legal Description**  
 THE LAND REFERRED TO IN THIS CERTIFICATE IS SITUATED IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
 PARCELS 2 OF PARCELS MAP 20480, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 257 PAGES 53-54 OF PARCELS MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.  
 EXCEPTING THEREFROM THAT PORTION DESCRIBED BY THE DEED TO THE COUNTY OF RIVERSIDE RECORDED ABBOT FOLIO AS INSTRUMENT NO. 04-00028 OF OFFICIAL RECORDS.  
 (THIS DOCUMENT REFERS TO A RIGHT-OF-WAY DEDICATION AFFECTING A PORTION OF LAWRENCE AVENUE AND ARCHIBALD AVENUE THAT DOES NOT AFFECT THE SUBJECT PROPERTY)  
 ALSO EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE QUICQUAM DEED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT RECORDED ABBOT FOLIO AS INSTRUMENT NO. 04-01008 OF OFFICIAL RECORDS.

**Tabulations**

ACRES	BLK 1	BLK 2	BLK 3	BLK 4	BLK 5	BLK 6	BLK 7	BLK 8	TOTAL
AREA	11.7	20.06	18.71	18.11	17.09	16.47	7.28	11.10	111.52
PERCENT	9.9	17.2	16.2	15.7	14.8	14.2	6.3	9.7	100.0
OPEN AREA	3.00	2.00	3.74	3.00	2.28	2.00	0.00	0.00	14.02
IMPERVIOUS	8.70	18.06	14.97	15.11	14.81	14.47	7.28	11.10	97.50
IMPERVIOUS PERCENT	74.3	90.0	77.7	83.8	86.3	86.3	100.0	100.0	85.5
TOTAL	11.70	20.06	18.71	18.11	17.09	16.47	7.28	11.10	111.52
PERCENT	10.4	17.9	16.8	16.2	15.2	14.6	6.4	9.8	100.0
LANDSCAPE	37.14	34.84	37.24	31.64	41.64	22.24	0.00	0.00	208.70
PERCENT	33.3	17.4	19.9	17.5	24.4	13.5	0.0	0.0	185.0
PERCENT	28.3	14.1	16.0	14.0	14.2	8.1	0.0	0.0	100.0
PERCENT	24.0	7.1	4.7	4.7	4.7	2.2	0.0	0.0	20.0
PERCENT	20.6	3.5	2.5	2.6	2.7	1.3	0.0	0.0	10.0
PERCENT	17.7	1.8	1.3	1.4	1.5	0.8	0.0	0.0	8.0
PERCENT	15.5	0.9	0.7	0.7	0.8	0.4	0.0	0.0	7.0
PERCENT	13.6	0.6	0.4	0.4	0.4	0.2	0.0	0.0	6.0
PERCENT	12.0	0.3	0.2	0.2	0.2	0.1	0.0	0.0	5.0
PERCENT	10.7	0.2	0.1	0.1	0.1	0.0	0.0	0.0	4.0
PERCENT	9.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0
PERCENT	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
PERCENT	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
PERCENT	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



**Legend**

- DRIVE THRU DOOR
- ADA PATH OF TRAVEL
- ALUC AREA
- ZONE C = 2.58 AC
- ZONE D = 1.38 AC

**HPA**  
 HPA CONSULTANTS

1821 Harbor Avenue - Ste. #100  
 Irvine, CA 92614  
 Tel: 949-453-1770  
 Fax: 949-453-2651  
 email: hpa@hpaconsult.com

**Owner:**  
 ORBIS REAL ESTATE PARTNERS

**Project:**  
 Limonite Ave. and Archibald Ave.  
 City of Eastvale, CA

**Consultants:**  
 Civil:  
 Structural:  
 Mechanical:  
 Plumbing:  
 Electrical:  
 Landscape:  
 Fire Protection:  
 Sole Engineer:

**Title:** overall industrial site plan

**Project Number:** 18111  
**Drawn by:** NP  
**Date:** 8/22/18  
**Reviewer:**

**Sheet:**

9















MATCH LINE - SEE SHEET 15



MATCH LINE - SEE SHEET 13

**LEGEND**

- |   |                               |  |
|---|-------------------------------|--|
| 1 ENHANCED VEHICULAR PAVING AT ENTRY DRIVEWAY | 5 ENHANCED DINING PATIO       | 9 SIGNAGE AT ENTRY                         |
| 2 ENHANCED PAVING AT BUILDING ENTRY           | 6 ACCENT TREES AT DRIVE ISLES | 10 SIGNAGE AT JUNCTION                     |
| 3 PARKING LOT SHADE TREES                     | 7 PEDESTRIAN ACCESS SPINE     | 11 AIRPORT LAND USE COMMISSION (ALUC) ZONE |
| 4 PALM TREES AT MAIN ENTRY DRIVEWAY           | 8 SIDE WALK                   | 12 LANDSCAPE AREA                          |

NOTE : SEE SHEET 13 - ENLARGED LANDSCAPE PLAN FOR PROPOSED PLANT LEGEND AND LEGEND

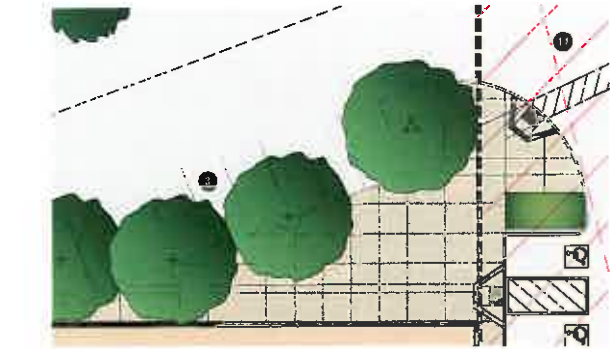


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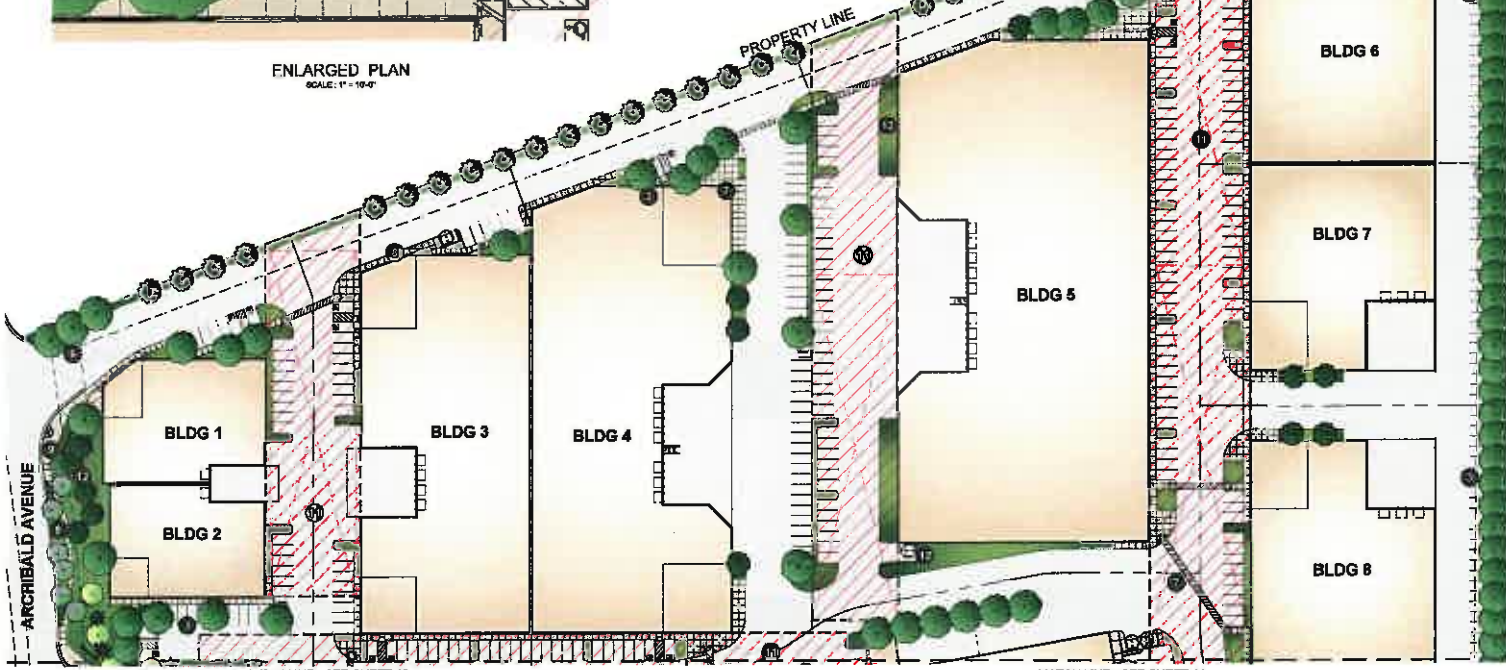


PROPOSED PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	COMMENTS	WINDLSS
	CERCOBIUM DESECT RUSEUM	BLUE PALM VERGE	24" BOX	SP. EMBLEM TREE	LOW
	LAIER BISTROCHNA L. 'MUSKOGEE'	MUSKOGEE CRAWP MYRTLE	24" BOX	FLOWERING BUSH/SHRUB ACCENT	MOD
	LEA EURYOPA 'MAY HILL'	FRUITLESS OLIVE	36" D.C.	SPERMATOPHYTE TREE	LOW
	THECOK ACTYOPDIA OR TAMBOURINA PALM	EAST PALM OR TAMBOURINA PALM	12" BTH	PALM ACCENT	LOW
	WINDYBERRYA	MONTELLI PINE	14" GALL	CONIFEROUS SCREEN	LOW
	YULE LANCEA OR LURIDUS ACROPIOLA	AFRICAN BUMBAC OR COAST LIVE OAK	24" BOX	EVERGREEN CANOPY	LOW
	ORIGANUM AMERICANUM	ORIGANUM PLANT	8" GALL / 4' D.C.	SUCCULENT ACCENT	LOW
	LEPTIS TANCRETI	SHRUBBY PINK ROSEWOOD	1" GALL / 4' D.C.	LARGE FLOWERING	LOW
	LAURY FRONCH	DISSERT SPON	4' D.C.	ACCENT	LOW
	HOODIA VISCOSA	HOPBRED BUSH	1" GALL / 3' D.C.	LARGE SHRUB	MOD
	TRICHOPELLEUM P.	TURKS PANICLE	1" GALL / 3' D.C.	LARGE	LOW
	SPERMATOPHYTES	SPERMATOPHYTES	1" GALL / 3' D.C.	FLOWERING	LOW
	THECOK ACTYOPDIA	THECOK ACTYOPDIA	1" GALL / 3' D.C.	LARGE SHRUB	LOW
	THECOK ACTYOPDIA	THECOK ACTYOPDIA	1" GALL / 3' D.C.	LARGE	LOW
	THECOK ACTYOPDIA	THECOK ACTYOPDIA	1" GALL / 3' D.C.	FLOWERING	LOW
	THECOK ACTYOPDIA	THECOK ACTYOPDIA	1" GALL / 3' D.C.	FLOWERING	LOW
	THECOK ACTYOPDIA	THECOK ACTYOPDIA	1" GALL / 3' D.C.	FLOWERING	LOW
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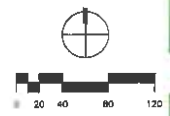


ENLARGED PLAN  
SCALE: 1" = 10'-0"

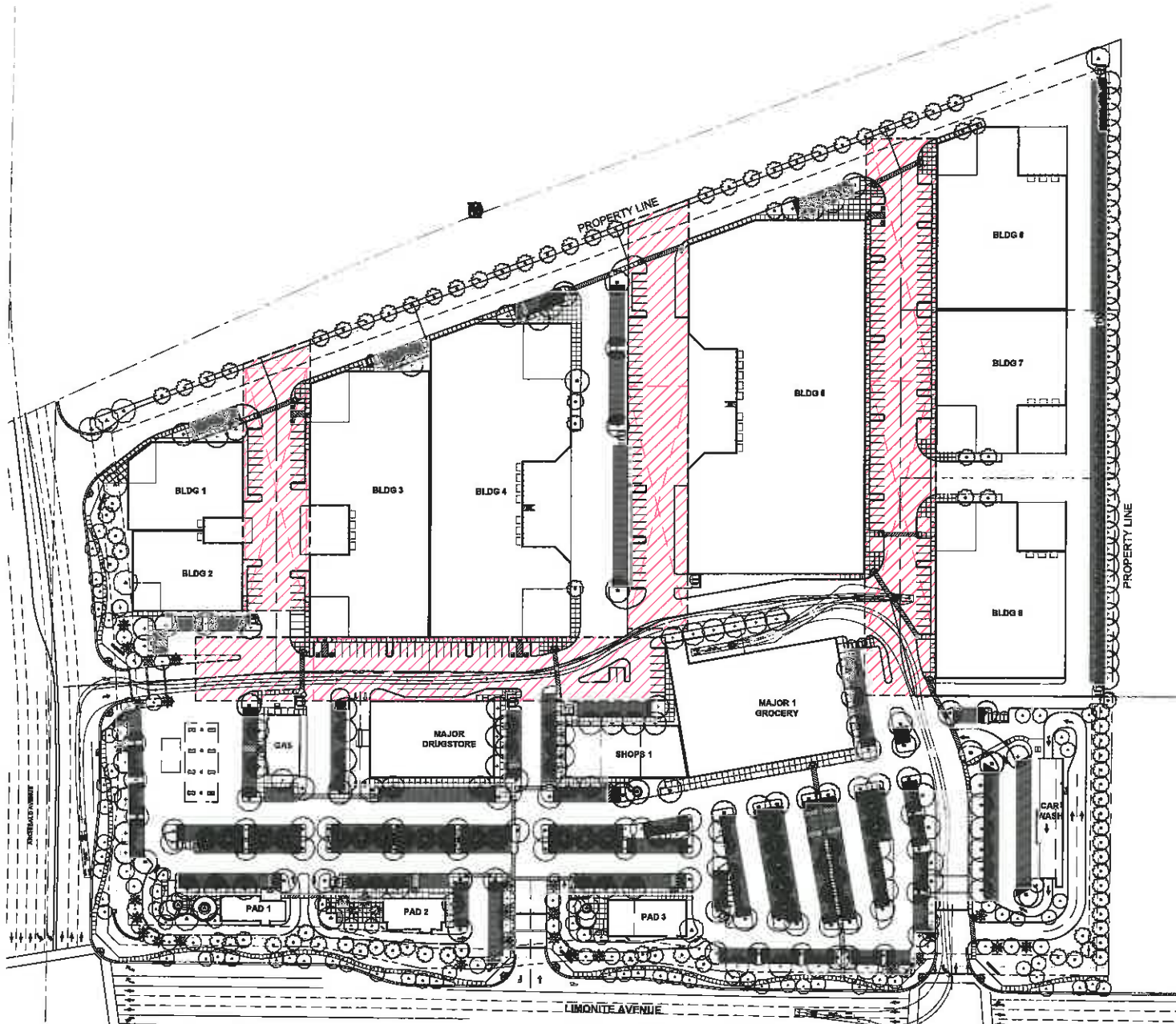


LEGEND

- 1 ENHANCED 'BICULAR' PAVING AT ENTRY DRIVEWAY
- 2 ENHANCED PAVING AT BUILDING ENTRY
- 3 PARKING LOT SHADE TREES
- 4 PALM TREES AT MAIN ENTRY DRIVEWAY
- 5 ENHANCED DINING PATIO
- 6 ACCENT TREES AT DRIVE ISLES
- 7 PEDESTRIAN ACCESS SPINE
- 8 SIDE WALK
- 9 SIGNAGE AT ENTRY
- 10 SIGNAGE AT JUNCTION
- 11 AIRPORT LAND USE COMMISSION (ALU) ZONE
- 12 LANDSCAPE AREA



REVISIONS	DATE	BY



**PROPOSED PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	COMMENTS	WUCLLR
(+)	CERODIUM DEBERT VIREUM	BLUE PALM VIREUM	30" BOX	SPECIMEN TREE	LOW
(A)	LASENTEROBIALL MARGRICE	MARGRICE CRAPPE MYRTLE	34" BOX	FLOWERING DECIDUOUS ACCENT	WH
(S)	OLEA EUROPIA 'SMAN HILL'	FRUITLESS OLIVE	30" BOX	SPECIMEN TREE	LOW
(*)	PHOENIX DACTYLIPERA 'OR' WASHINGTONIA ROBUSTA	DATE PALM 'OR' HAWAIIAN FAN PALM	15' BTH	PALM ACCENT	LOW
(*)	PHAN EL-DARICA	MONDELL PINE	24" BOX	CONIFEROUS SCREEN	LOW
(+)	IBRAU LANGIDA 'OR' CURCULUS ADAPOLIA	AFRICAN SUNAC 'OR' COAST LIME OAK	24" BOX	EVERGREEN CANOPY	LOW

**SHADE CALCULATIONS (INDUSTRIAL)**  
 AREA OF PARKING SPACES (INDUSTRIAL) = 28,800 S.F.  
 AREA OF SHADE REQUIRED (INDUSTRIAL) = 12,618 S.F. (22%)

**AREA OF SHADE PROVIDED (INDUSTRIAL) = 12,618 S.F. (22%)**

**SHADE CALCULATIONS (RETAIL)**  
 AREA OF PARKING SPACES (RETAIL) = 72,210 S.F.  
 AREA OF SHADE REQUIRED (RETAIL) = 34,815 S.F. (22%)

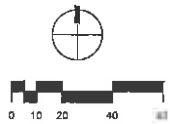
**AREA OF SHADE PROVIDED (RETAIL) = 11,246 S.F. (16%)**

**TOTAL SHADE CALCULATIONS**  
 TOTAL AREA OF PARKING SPACES = 101,010 S.F.  
 TOTAL AREA OF SHADE REQUIRED = 47,433 S.F. (22%)

**TOTAL AREA OF SHADE PROVIDED = 23,864 S.F. (24%)**

**SHADE LEGEND**

- AREA OF PARKING SPACES
- SHADE PROVIDED BY TREES AT MATURITY



DATE	BY

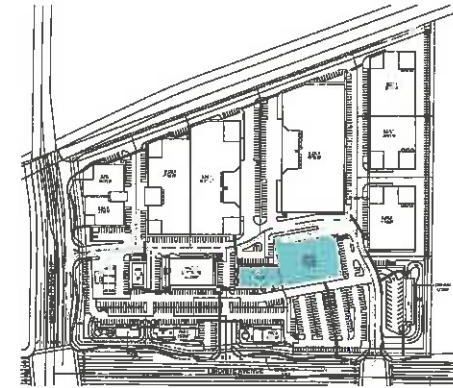
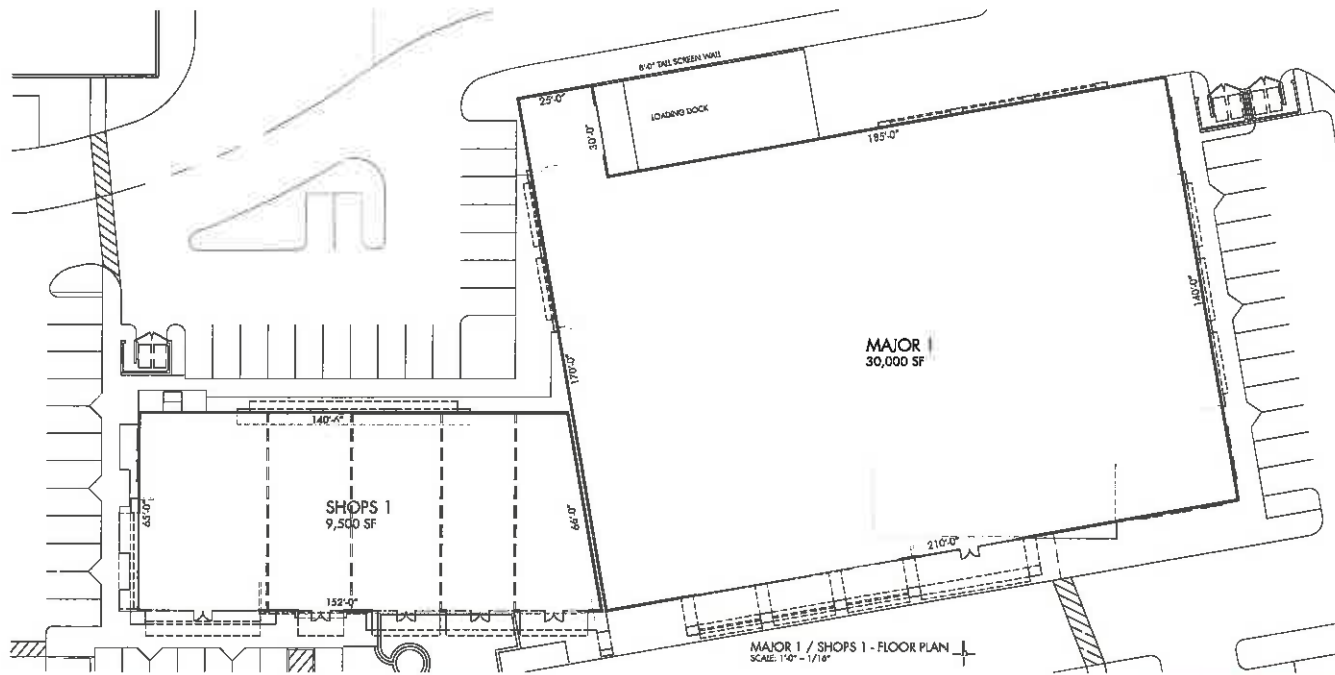






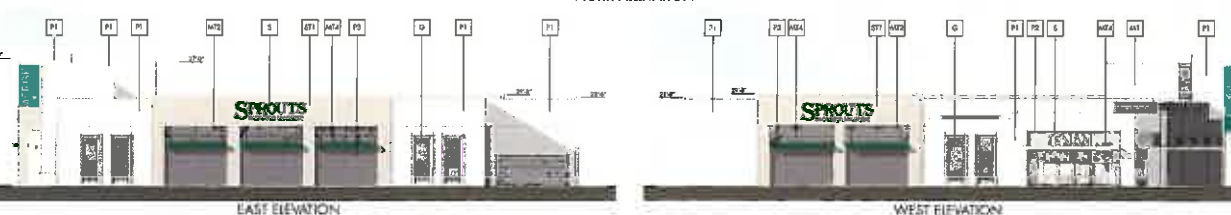
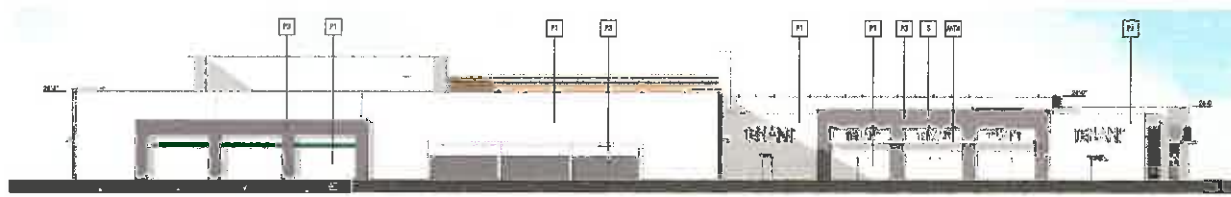
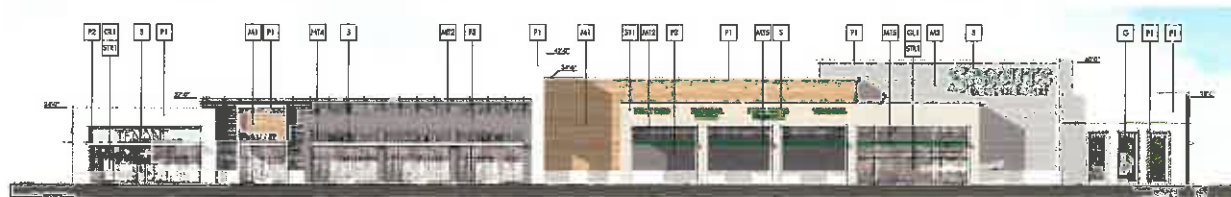






LEGEND

- P1 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - 06W960 - WHITE
- P2 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - 055717 - PISTACHIO ICE CREAM
- P3 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - 063368 - WUJUIS
- P4 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - 06A366 - SEVER SPOON
- M1 LONGBOARD METAL SIDING SYSTEM WITH WOOD GRAIN APPEARANCE -  
LIGHT GREY 1.80" X 27" 1/8" AND "TRUCK OAK" 2.00" X 27" 1/8" BLENDED
- M2 PPG RESCAPES, SOLARBAN 60 CLEAR
- M3 ARCADIA INC. ANODIZED CLEAR AC2
- ST1 CHISELED LIMESTONE - CREAM 12 X 24  
BY COLORADO STONE
- P51 PACIFIC STONE - GRIGIO 16
- G VINEAGE PANELS  
"GREENSCREEN" WALL HUNG TRELLIS PANELS
- M4 B & C AWNING INC. CURBEX SERIES  
HANGING METAL CANOPY - WHITE BY BERKEGGE
- M5 B & C AWNING INC. WALL CLADDING  
1 1/2" X 2 1/8" EXTRUDED ALUMINUM TUBES  
- ZINC GREY BY BERKEGGE
- M6 RIBBED METAL PANELS WALL SIDING  
161222 BY METAL SALES - PVD? (JON-HARBOO) PAINT SYSTEM  
- OILY ZINC GREY (PVD)
- M7 B & C AWNING INC. DISCOVERY SERIES  
METAL CANOPY - WHITE BY BERKEGGE
- M8 B & C AWNING INC. DISCOVERY SERIES  
METAL CANOPY - COLOR TO MATCH SHERWIN WILLIAMS SW 6926  
"LUCKY GREEN"
- S CHANNEL LETTER SIGNAGE



NO.	REVISION	DATE	BY



SCALE: 1/16" = 1'-0"





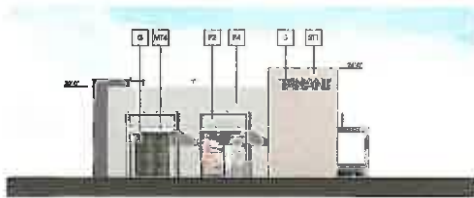




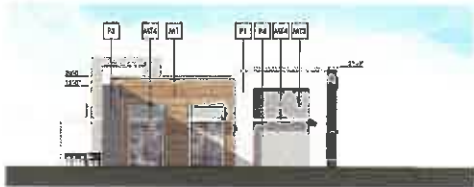








PAD 3 - EAST ELEVATION  
SCALE: 1/4" = 3/32"



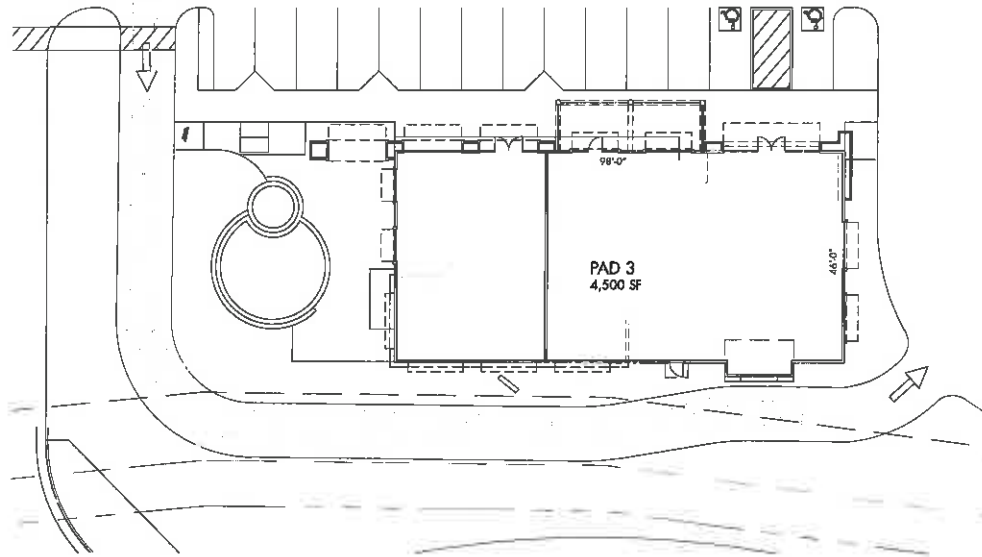
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SCALE: 1/4" = 3/32"



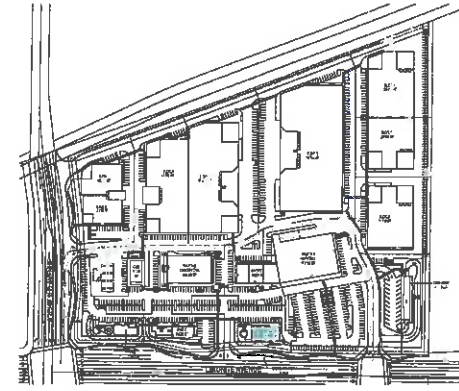
PAD 3 - NORTH ELEVATION  
SCALE: 1/4" = 3/32"



PAD 3 - SOUTH ELEVATION  
SCALE: 1/4" = 3/32"



PAD 3 - FLOOR PLAN  
SCALE: 1/4" = 3/32"



LEGEND

- [P1] EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS - DE5030 - VANET
- [P2] EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS - DE5717 - PISTACHIO ICE CREAM
- [P3] EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS - DE6368 - VALERIS
- [P4] EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS - DE6366 - SILVER SPOON
- [M1] LONGBOARD AREAL SIDING SYSTEM WITH WOOD GRAIN APPEARANCE - LIGHT FIN 1301/003716 AND "BRIGHT OAK" 2501/003716 BEND
- [M2] PPG IDEASCAPES, SOLARBAN 40 CLEAR
- [M3] ASCADIA INC. ANODIZED CLEAR AC2
- [M4] CHISELED LIMESTONE - CREAM 12 X 24 BY CORONADO STONE
- [M5] PACIFIC STONE - GRESKO 16
- [M6] WINDAGE PANELS "GREENSCIED-F" WALL HUNG TRELLIS PANELS
- [M7] B & C AWNING INC. CRUISER SERIES HANGING METAL CANOPY - WHITE BY BERNDGE
- [M8] B & C AWNING INC. WALL CLADDING 1 1/2" X 3" X 1/8" EXTRUDED ALUMINUM TUBES - ZINC GREY BY BERNDGE
- [M9] BEISED METAL PANELS WALL SIDING TL-1228 BY METAL SALES - PVDF (KYNAR500) PAINT SYSTEM - OLD ZINC GREY (M29)
- [M10] B & C AWNING INC. DISCOVERY SERIES METAL CANOPY - WHITE BY BERNDGE
- [M11] B & C AWNING INC. DISCOVERY SERIES METAL CANOPY - COLOR TO MATCH SHERWIN WILLIAMS SW 6926 "LUCKY GREEN"
- [S] CHANNEL LETTER SIGNAGE

NO.	REVISION	DATE	BY

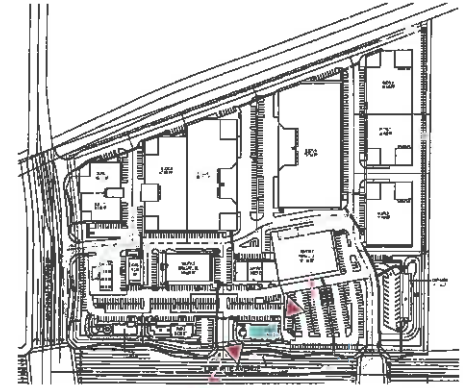




FRONT VIEW 1



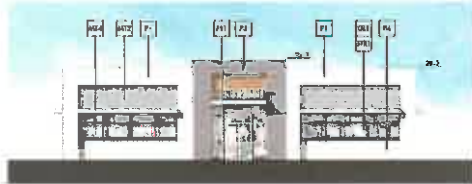
REAR VIEW 2



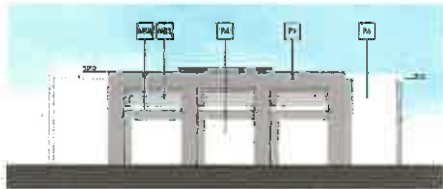
KEY PLAN  
N.T.S.

NO.	REVISION	DATE	BY

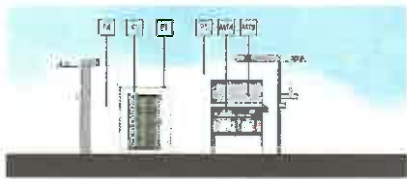




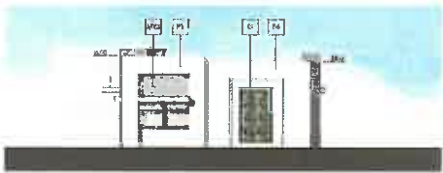
GAS STATION- WEST ELEVATION  
SCALE: 1/4" = 3/32"



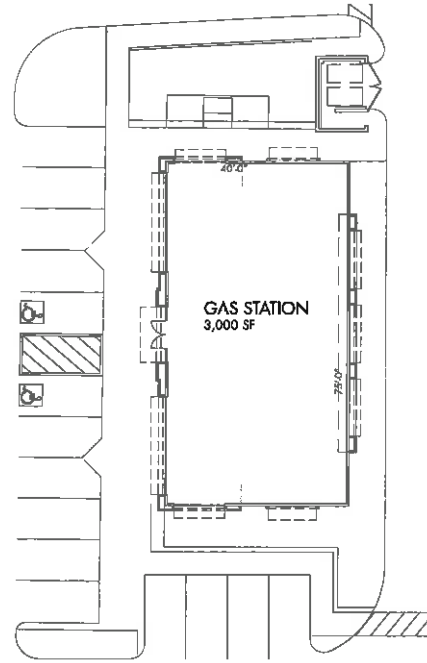
GAS STATION- EAST ELEVATION  
SCALE: 1/4" = 3/32"



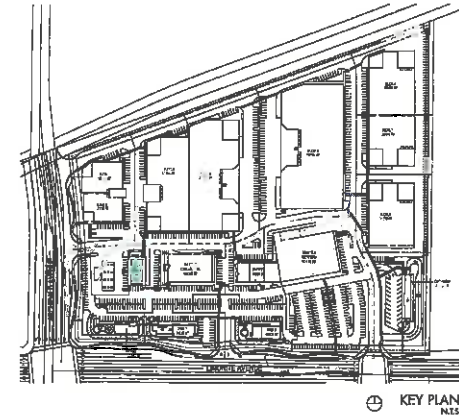
GAS STATION- NORTH ELEVATION  
SCALE: 1/4" = 3/32"



GAS STATION- SOUTH ELEVATION  
SCALE: 1/4" = 3/32"



GAS STATION - FLOOR PLAN  
SCALE: 1/4" = 3/32"



LEGEND

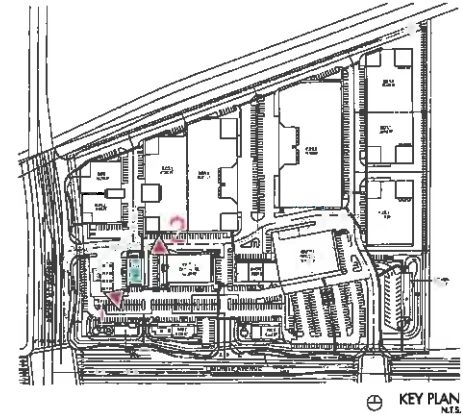
- P1 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - DEW280 - WHITE
- P2 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - DES717 - REFACHIO ICE CREAM
- P3 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - D66848 - VANILLA
- P4 EXTERIOR CEMENT PLASTER FINISH  
SEAMSMOOTH BY OMEGA  
COLOR TO MATCH DUNN EDWARDS - D66366 - SILVER SPOON
- AW LONGBOARD METAL SIDING SYSTEM WITH WOOD GRAIN APPEARANCE -  
TRUCK FIN 1501/502716 AND TRUCK DARK 2501/503716 BLEND
- GL PPG IDEASCAPES, SOLARBAN 60 CLEAR
- BL ARCADIA INC. ANODIZED CLEAR AC2
- STI CHISELED LIMESTONE - CREAM 12 X 24  
BY COLORADO STONE
- PC1 PACIFIC STONE - GIBBO 14
- O VINEAGE PANELS  
"GREENSCREEN" WALL HUNG TRELLIS PANELS
- MTJ B & C AWNING INC. CRUISER SERIES  
HANGING METAL CANOPY - WHITE BY BERKDOGE
- MTR B & C AWNING INC. WALL CLADDING  
14-1/2" X 8" X 1/2" EXTRUDED ALUMINUM TUBES  
- ZINC GREY BY BERKDOGE
- MTI BRIBED METAL PANELS WALL SIDING  
TL1222 BY METAL SALES - PDXF (BY NAE500) PAINT SYSTEM  
- OLD ZINC GREY (W29)
- MHA B & C AWNING INC. DISCOVERY SERIES  
METAL CANOPY - WHITE BY BERKDOGE
- MHB B & C AWNING INC. DISCOVERY SERIES  
METAL CANOPY - COLOR TO MATCH SHERWIN WILLIAMS SW 6926  
"LUCKY GREEN"
- S CHANNEL LETTER SIGNAGE



FRONT VIEW 1



REAR VIEW 2

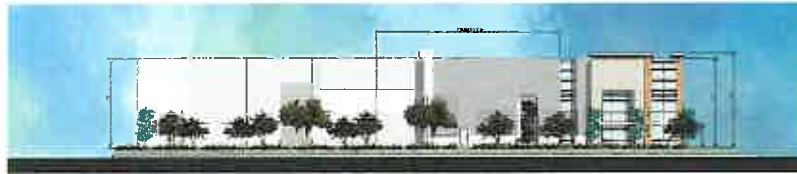


KEY PLAN  
N.T.S.

NO.	REVISION	DATE	BY







NORTH ELEVATION  
K14 (A)



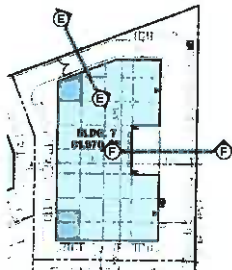
WEST ELEVATION  
K14 (B)



SOUTH ELEVATION  
K14 (C)



EAST ELEVATION  
K14 (D)



KEY MAP  
K14 (E)



SITE SECTION  
K14 (F)



SITE SECTION  
K14 (E)

EXTERIOR ELEVATIONS / SITE SECTIONS  
INDUSTRIAL BUILDINGS

**Limonite Ave. and Archibald Ave.**

REVISION	DATE	BY







P-1



P-3



ST-1



MT-2



P-2



P-4



PC-1



G



Light Oak

Light Fir

M-1



STR-1

GL-1



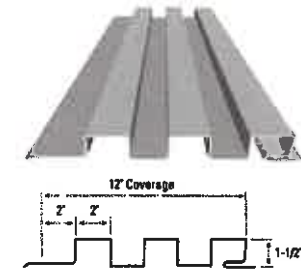
MT-1



S



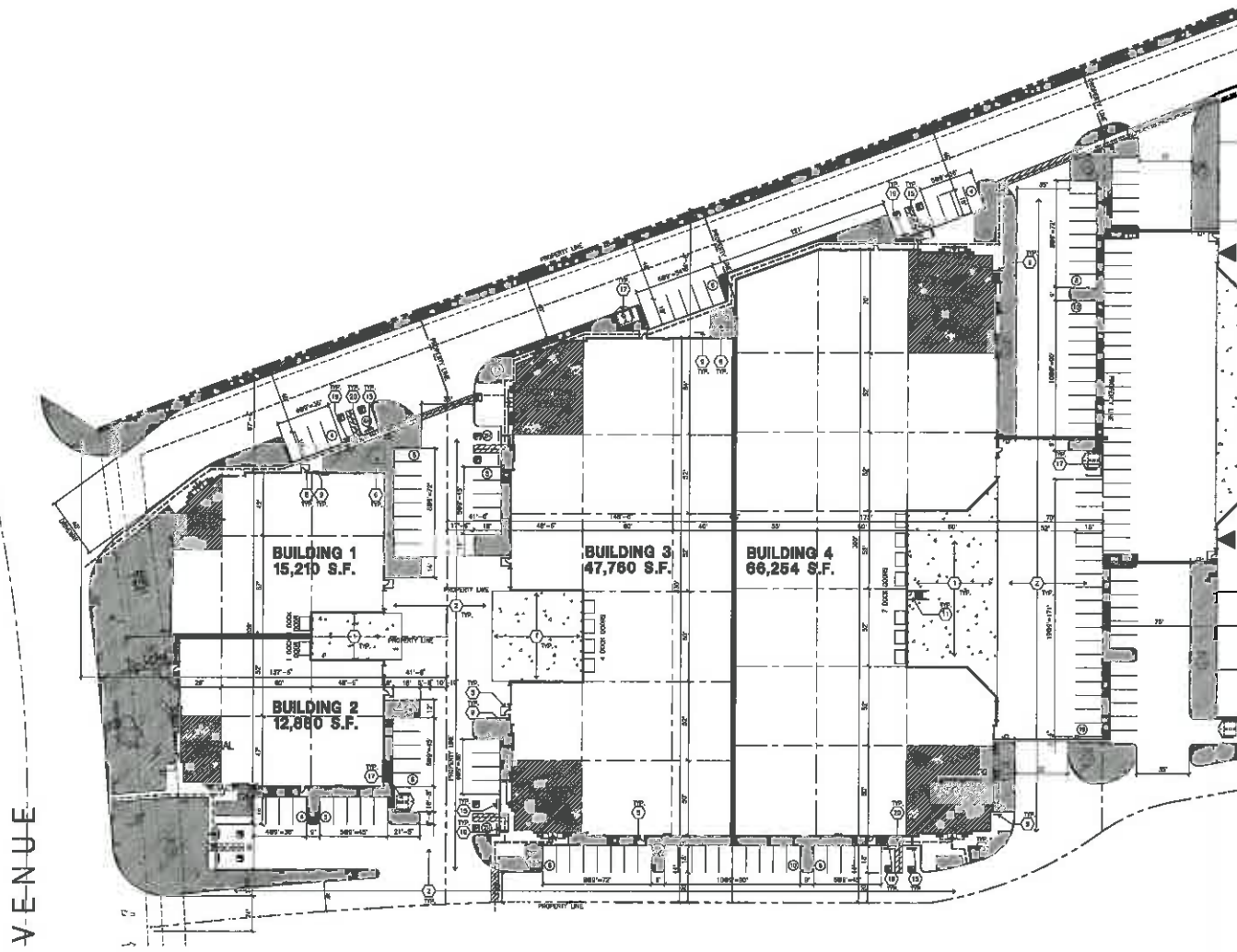
MT-4



MT-3

- P-1 FINISH/COLOR: EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS DEW380 - WHITE
- P-2 FINISH/COLOR: EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS DE8717 - PISTACHIO ICE CREAM
- P-3 FINISH/COLOR: EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS DE8389 - WALRUS
- P-4 FINISH/COLOR: EXTERIOR CEMENT PLASTER FINISH SEMI-SMOOTH BY OMEGA COLOR TO MATCH DUNN EDWARDS DE8383 - SILVER SPOON
- M-1 LONGBOARD METAL SIDING SYSTEM WITH WOOD GRAIN APPEARANCE - LIGHT FIR 15C1402 718 AND LIGHT OAK 25C145 719 BLEND

- G-1 PPG IDEASCAPES, SOLARBAN 60 CLEAR
- STR-1 ARCADIA INC. ANODIZED CLEAR/AC-2
- ST-1 C-ISELED LIMESTONE - 12 X 4 BY CORONADO STONE
- PC-1 PROFIC STONE - BIANCO 40
- G VINEAGE PANELS GREEN SCREEN WALL, HUNG TRELLIS PANELS
- MT-1 B & C AWNINGS INC. CRUISER SERIES HANGING METAL CANOPY - WHITE BY BERRIDGE
- MT-2 B & C AWNINGS INC. WALL CLADDING 1-1/2" X 6" X 1/2" EXTRUDED ALUMINUM TUBES - ZINC GREY (#29)
- MT-3 RIBBED METAL PANELS WALL SIDINGS TL-1222 BY METAL SALES - PUCF (KYNAR500) PAINT TUBES - ZINC GREY (#29)
- MT-4 B & C AWNINGS INC. DISCOVERY SERIES METAL CANOPY - WHITE BY BERRIDGE
- MT-5 B & C AWNINGS INC. DISCOVERY SERIES METAL CANOPY - COLOR TO MATCH SHERRY WILLYAMS SW 9329 LUCKY GREEN
- S CHANNEL SIGNAGE



VENUE

ENLARGED SITE PLAN OF ZONE D  
 SCALE: 1"=30'-0"  
 0 30 60 90  
 NORTH

**SITE PLAN KEYNOTES**

- 1) HEAVY BRUSH FINISH CONCRETE FINISH
- 2) ASPHALT CONCRETE (AC) FINISH
- 3) CONCRETE BALCONY, MEDIAN BRUSH FINISH
- 4) DRIVEWAY APPROX TO BE CONSTRUCTED
- 5) 3'-4 1/2" - 3'-7 1/2" THICK CONCRETE EXTERIOR LANDING PAD TOP AT ALL EXTERIOR MAIN DOORS TO LANDSCAPE AREAS. FINISH TO BE ACTUAL BRUSH FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
- 6) APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH U.S.C.
- 7) PROVIDE 18" HIGH METAL GATES W/ BRUSH-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- 8) CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
- 9) EXTERIOR BRICK RACK TYPICAL.
- 10) IF HIGH LEVEL FENCE. SEE A-1 FOR DETAILS. NOT FOR SHALL POINT-PICTURE IS OPTIONAL.
- 11) EXTERIOR CONCRETE DRIVE.
- 12) IF HIGH CONCRETE TILT-UP SERVICE WALL.
- 13) LANDSCAPE ALL LANDSCAPE AREAS INDICATED BY SHADING.
- 14) PAVED AREA.
- 15) PRE-CAST CONCRETE WHEEL STOP.
- 16) CONCRETE FILLED CURBS POST 7/8 DIA. U.L.D. 48" H.
- 17) TRASH ENCLOSURE FOR DRY STANDBY.
- 18) ACCESSIBLE ENTRY SPOT.
- 19) ACCESSIBLE PARKING STALL SIGN.
- 20) TRUNCATED CONE.
- 21) APPROXIMATE LOCATION OF FIRE MOUNT.
- 22) WALL MOUNTED LIGHTING FEATURE.
- 23) SITE LIGHT POLE W/ CONCRETE BASE.
- 24) IF HIGH METAL FIBER GATE W/ BRUSH-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- 25) IF HIGH METAL FENCE. SEE A-1 FOR DETAILS.

**SITE PLAN GENERAL NOTES**

1. THE SITE PLAN BEGINS ON THE SHEET REPORT PREPARED BY [REDACTED]
2. IF SLOPE ARE EXPOSED IN NATURE, USE STEEL REINFORCING FOR ALL THE CONCRETE.
3. ALL UNDERDOGS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR CURB LINE U.L.D.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, CUTTERS AND BRACKETS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY GROUNDWATER WITH AN AUTOMATIC RECHARGE SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO CITY-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL DRAINAGE. DRAINAGE. SEE PLANS AND FOR SENSING AND TRAPPING LOCATED POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE JOINTS SHALL BE A MINIMUM OF 4" THICK W/ TYPICAL JOINTS AT 8' O.C. JOINTS/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" DIA. JOINTS/CONSTRUCTION JOINTS TO HAVE CONCRETE JOINTS FILLED MINIMUM OF 1/4" FINISH TO BE A MEDIAN BRUSH FINISH U.L.D.
11. FINISH CURBS AND FINISH DRAINS TO RETURN TO FIRE LANE AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC UTILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY APPROVAL, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC UTILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGN SHALL BE SUBJECT TO CITY APPROVAL AS LISTED IN CONSULTING OR AS DETERMINED FROM PUBLIC UTILITIES DEVELOPMENT.
15. ALL VERTICAL SIGNAGE POLES OF DRIVE LANE PARKING SHALL BE CAPPED.
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM OF INCHES (8") HIGH CURB.

**SITE LEGEND**

- |   |   |
|---|---|
| CONCRETE FINISH, SEE "C" PLANS FOR FINISHES         | HANDICAP PARKING STALL (5' x 10' W/ 5' ACCESSIBLE AREA) |
| STANDARD PARKING STALL (5'-0" x 10' W/ 5' OVERHANG) | HANDICAP PARKING STALL (5' x 10' W/ 5' ACCESSIBLE AREA) |
| LANDSCAPED AREA                                     | PATH OF TRAVEL  |
| 28"/30" WIDE PAVEMENT                               |   |

**HPA**  
 CONSULTANTS

709, Inc.  
 10821 Lakeside Drive - Ste. 100  
 Irvine, CA  
 92618  
 Tel: 949-453-1770  
 Fax: 949-453-0807  
 Email: hpa@hpaarch.com

**Owner:**

**OR BIS**  
 REAL ESTATE  
 PARTNERS

**Project:**

**Limerite Ave. and Archbold Ave.**

City of Eastvale, CA

**Consultants:**

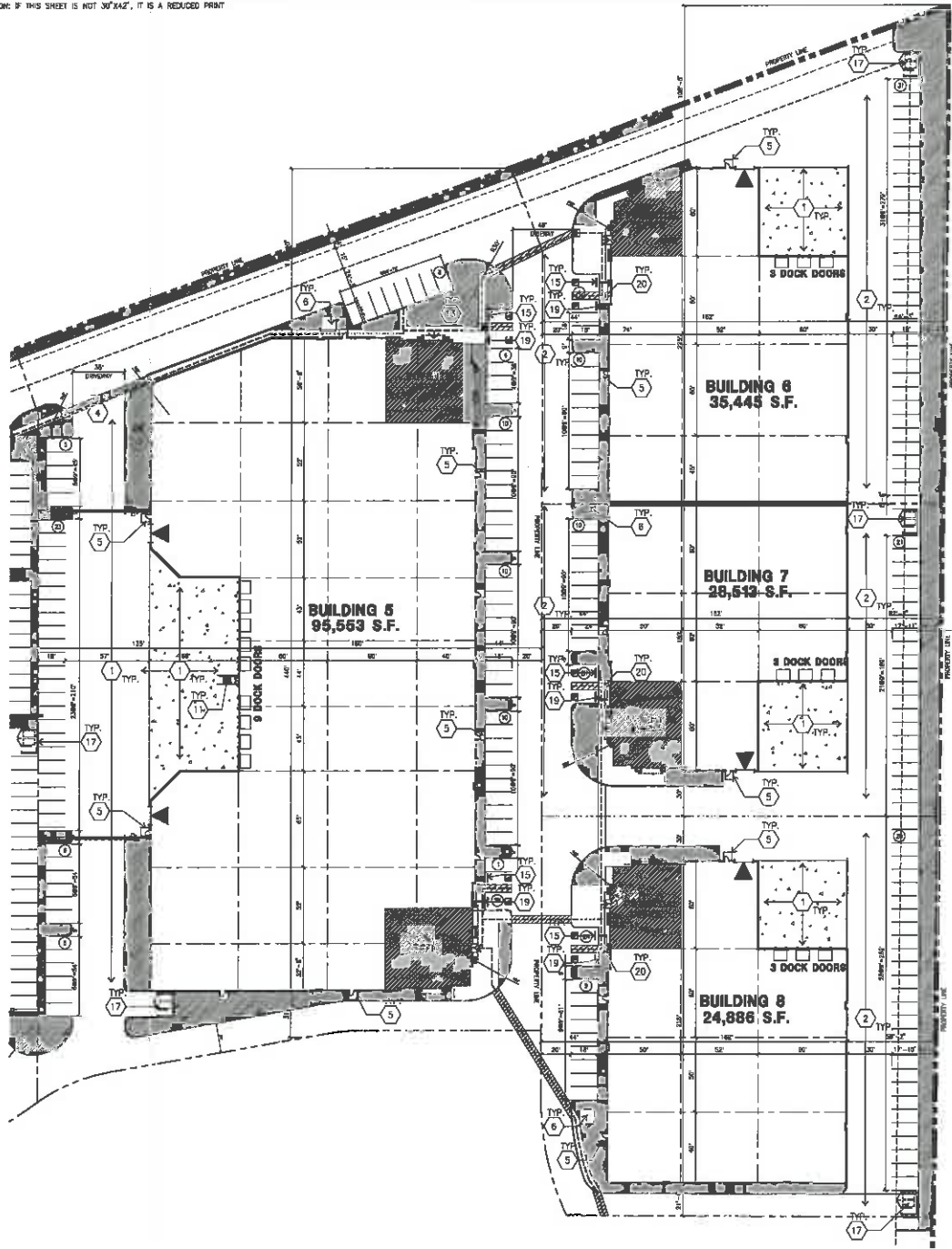
Civil:  
 Structural:  
 Mechanical:  
 Plumbing:  
 Electrical:  
 Landscape:  
 Fire Protection:  
 Soil Engineer:

Title: partial included site plan

Project Number: 15111  
 Drawn by: MP  
 Date: 02/21/18  
 Revision:

Sheet:

**33**



ENLARGED SITE PLAN OF ZONE C  
Scale: 1" = 30'-0"  
North Arrow

**SITE PLAN KEYNOTES**

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DIMENSIONS APPLYING TO BE CONSTRUCTED.
5. 3"-4 1/2" x 4'-0" THICK CONCRETE EXTERIOR LANDING PAD FOR ALL EXTERIOR WALK DOORS TO LANDSCAPE AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
7. PROVIDE 2" HIGH METAL GRIDS W/ WOOD-BLOCK FOR FIRE DEPARTMENT STAIRWELL PER CONCRETE.
8. CONCRETE RAMP W/ 4" HIGH CONCRETE WALL.
9. EXTERIOR SPEC BARS TYPICAL.
10. 8" HIGH METAL FENCING SEE A4.1 FOR DETAILS. NOT FOR SKEWL POINT-FUTURE IS OPTIONAL.
11. EXTERIOR CONCRETE STAIR.
12. 8" HIGH CONCRETE TIE-UP BARRIER WALL.
13. LANDSCAPE ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. PATIO AREA.
15. PRE-CAST CONCRETE WALK STOP.
16. CONCRETE FILLED GUARD POST 1/2" DIA. U.L.D. 42" H.
17. TRASH ENCLOSURE PER CITY STANDARDS.
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED CONE.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE.
23. SITE LIGHT POLE W/ CONCRETE BASE.
24. 8" HIGH METAL FENCING SEE A4.1 WOOD-BLOCK PER FIRE DEPARTMENT STANDARDS PER DIVISION.
25. 8" HIGH METAL FENCING SEE A4.1 FOR DETAILS.

**SITE PLAN GENERAL NOTES**

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY TSD.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL REINFORCING ARE TO THE FACE OF CONCRETE WALL FACE OF CONCRETE CURB OR GRID LINE U.L.D.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, BATTERS AND GRILLS.
5. THE CONCRETE PRODUCT SHALL BE PERMANENTLY IDENTIFIED WITH AN APPROVED IDENTIFICATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL MECHANICAL, ELECTRICAL, AND PLUMBING. SEE PLANS AND FOR CHANGES AND STARTING LOCUS POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SECTIONS TO BE A MINIMUM OF 4" THICK W/ TIED JOINTS AT 8' O.C. DIMENSION/CONCRETE JOINTS SHALL BE A MINIMUM OF 24" DIA. DIMENSION JOINTS TO HAVE COMPRESSIVE EXTERIOR FILLER MINIMUM OF 1/4" FINISH TO BE MEDIUM BROOM FINISH U.L.D.
11. WALK CURBS AND PROVIDE SIGNS TO MINORS OF FIRE LINES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND PROVISION OF THE CONCRETE PROJECT SITE SHALL BE SUBMITTED TO THE (LOCAL) COUNTY AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO BEGAINING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND WEATHER DEVICES SHALL MEET CURRENT CITY STANDARDS AS LISTED IN SPECIFICATIONS OR BE OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. ALL VERTICAL MEASURING POINTS OF OVER LIME FENCING SHALL BE COPPED.
16. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

**SITE LEGEND**

- CONCRETE PAVING SEE "C" PLANS FOR THICKNESS
- STANDARD PARKING STALL (2'-0" x 10'-0" W/ 2' CLEARANCE)
- LANDSCAPE AREA
- 80'/30" WIDE PRELIM
- WALKWAY PARKING STALL (2'-0" x 15'-0" W/ 5' ACCESSIBLE RAMP)
- WALKWAY PARKING STALL (2'-0" x 15'-0" W/ 2' ACCESSIBLE RAMP)
- PATH OF TRAVEL



HPA, Inc.  
19831 Barkers Avenue - Ste. #100  
Irving, CA  
92614  
Tel: 949-853-1770  
Fax: 949-853-0361  
email: hpa@hpausa.com

Owner:



Project:  
Limonite Ave.  
and  
Archibald Ave.

City of Eastvale, CA

Consultants:

- Civil:
- Structural:
- Mechanical:
- Plumbing:
- Electrical:
- Landscaper:
- Fire Protection:
- Soils Engineer:

Title: partial industrial site plan

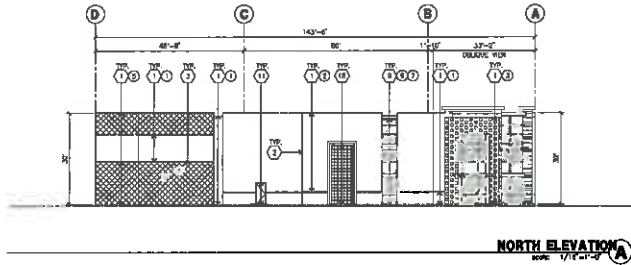
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Drawn by: NP  
Date: 6/22/18  
Revision:

Sheet:

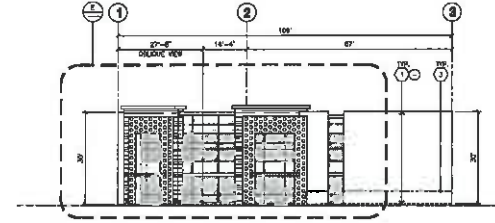




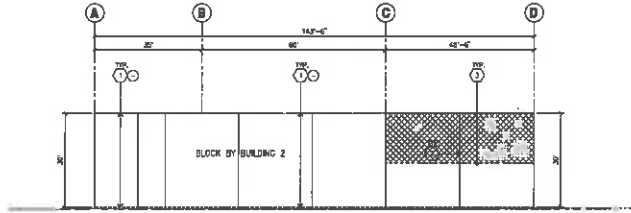
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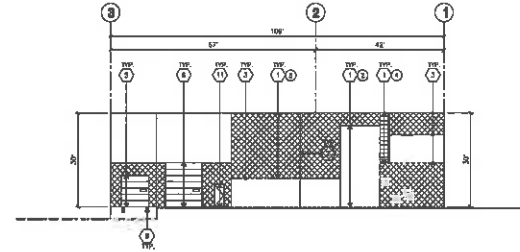
**NORTH ELEVATION**  
SCALE: 1/8"=1'-0"



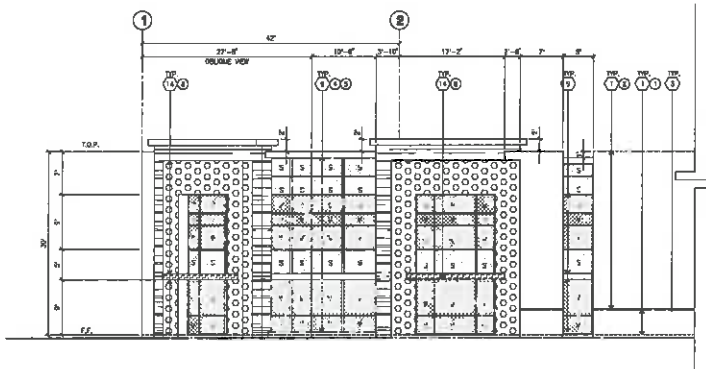
**WEST ELEVATION**  
SCALE: 1/8"=1'-0"



**SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"



**EAST ELEVATION**  
SCALE: 1/8"=1'-0"



**ENLARGED EAST ELEVATION**  
SCALE: 1/8"=1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL CHANNEL
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR & DOCK HOOD
- 6 OVERHEAD DOOR & DOCK HOOD
- 7 DOCK BRIDGE
- 8 ALUMINUM STRUCTURE FRAMING W/ TEMPERED GLAZING AT ALL DOORS (SHIELDS ADJACENT TO DOORS AND GLAZING W/ GUTTING LESS THAN 18" ABOVE FF ELEVATION)
- 9 LOWER BRICK AND LOCATION APPROX. ONLY
- 10 HOLLOW METAL DOORS
- 11 CANTERA STONE VENEER
- 12 EXTERIOR ROOF DRAIN WITH OVERHUNG EAVES
- 13 EXTERIOR CHIMNEY
- 14 VENEER PANELS, "OVERGROWN" SHALL HAVE TRELLIS PANELS

**COLOR SCHEDULE - ELEVATIONS**

	1 CONCRETE TILT-UP PANEL	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	2 CONCRETE TILT-UP PANEL	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	3 CONCRETE TILT-UP PANEL	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	4 CONCRETE TILT-UP PANEL	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	5 CONCRETE TILT-UP PANEL	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	6 MULLIONS	FINISH	CLEAR ANODIZED
	7 GLAZING	COLOR	GREEN REFLECTIVE GLAZING
	8 METAL CANOPY	PAIN'T BRAND	SHERWIN WILLIAMS BY ZACH EXTER. INTER.
	9 LIGHTING METAL FINISH SYSTEM WITH WOOD GRAIN APPEARANCE	COLOR	LIGHT F18 1501/250-715 AND LIGHT F18 2001/250-715 W/50%
	10 DOORS	COLOR	MATCH BUILDING COLOR

**GLAZING LEGEND**

- TEMPERED VISION GLASS
- TEMPERED SPANDELL GLASS

ALL GLAZES TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- 1. ALL PAINT COLOR CHANGES TO OCCUR AT THESE CORNERS UNLESS NOTED OTHERWISE.
- 2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- 3. T.O.P. = TOP OF FINISH - CEILING.
- 4. F.F. = FINISH FLOOR ELEVATION.
- 5. STRUCTURE CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- 6. CONTRACTOR SHALL FULLY PAINT THE CONCRETE PANELS W/ SELECTED COLORS INDICATED AND CHECK SHALL APPROVE PRIOR TO FINISHING REMAINERS OF BUILDING.

**HPA**  
ARCHITECTS

hp, inc.  
1801 bardoni avenue - ste. #103  
Palo, ca  
95012  
tel: 949-963-4770  
fax: 949-963-0887  
email: hpa@hparch.com

**Owner:**

**ORBIS REAL ESTATE PARTNERS**

**Project:**

**Limonite Ave. and Archibald Ave.**

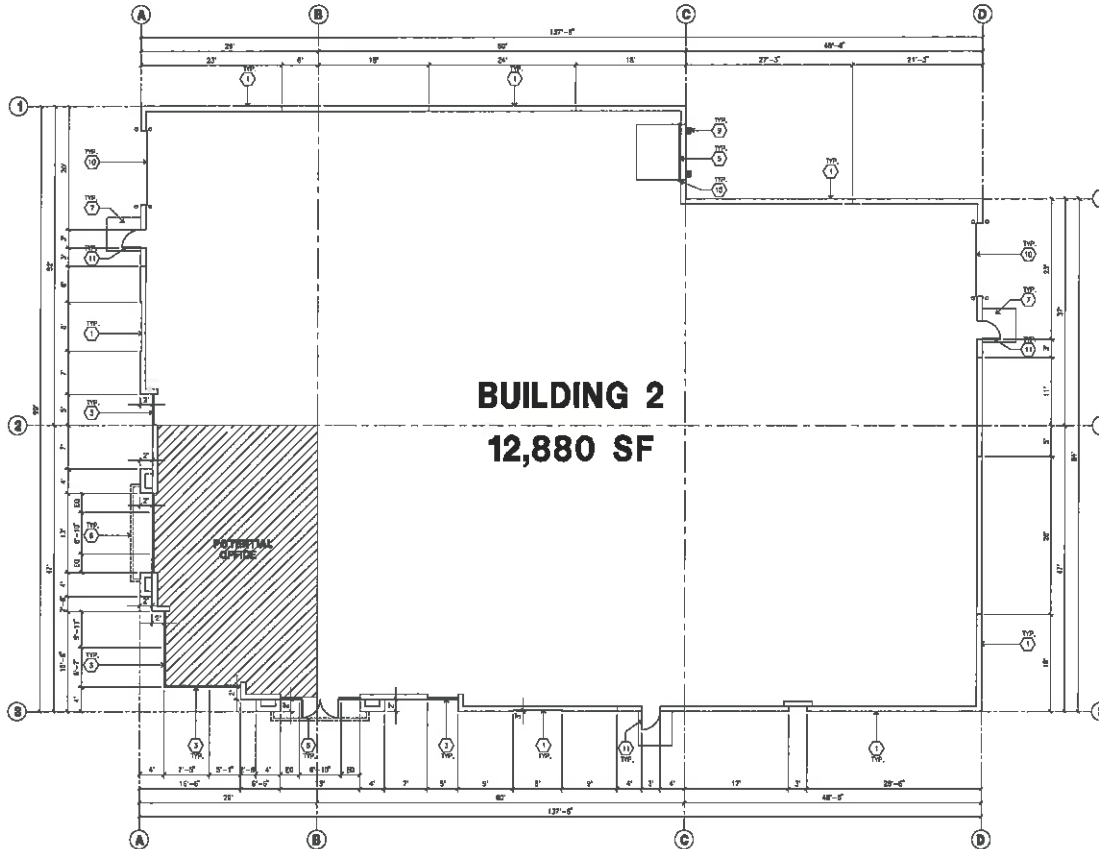
City of Foster, CA

**Consultants:**

Civil: \_\_\_\_\_  
Structural: \_\_\_\_\_  
Mechanical: \_\_\_\_\_  
Plumbing: \_\_\_\_\_  
Electrical: \_\_\_\_\_  
Landscape: \_\_\_\_\_  
Fire Protection: \_\_\_\_\_  
Soils Engineer: \_\_\_\_\_

**Title:** Building 1 elevations

Project Number: 10111  
Drawn by: NP  
Date: 6/22/19  
Revision: \_\_\_\_\_



**GENERAL NOTES-FLOOR PLAN**

- A. THIS BUILDING IS DESIGNED FOR NEW FLE STORAGE WITH FIRE ACCESS AND ESCAPE ROUTES. A SEPARATE REPORT WILL BE PROVIDED FOR ANY ADDITIONAL/COMPLEX SYSTEMS.
- B. FIRE HOSE CONNECTIONS SHALL BE PROVIDED FOR FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLATED, SEE "C" DRAWING FOR FLOOR FINISHES/DETAILS.
- D. PROVIDE F.P. CONCRETE FILLING AT ALL FIRE NEED AND EXISTING EXTERIOR CONCRETE WALLS AND FINISHES BEING EXISTING AND TO EXISTING TYPICAL FOOT, ALL SET IN WALLS BY APPROXIMATELY 1 FOOT OF WHITE TO CONCRETE.
- E. SLABS SHALL BE 12" TO EXISTING AT ALL WINDOW SIZES.
- F. ALL OPENINGS ARE IN THE FACE OF CONCRETE PANEL SHALL BE MADE BY FACE OF GRID LINES.
- G. SIZE AND QUANTITY FOR FLOOR OF CONNECTIONS TO EXISTING EXTERIOR CONNECTIONS TO EXISTING EXTERIOR CONNECTIONS, PLUMBING/ELECTRICAL CONNECTIONS.
- H. FLOOR JOIST TRUSS AND GIRDERS, SEE DETAIL SHEET AS A NOTE ALL DOORS FOR ROOM SCHEDULES AND ROOM OPENINGS.
- I. CONNECTIONS TO EXISTING AND NEW FLOOR SLAB COLUMN, ALL CONCRETE TO BE SUPPLIED INCLUDING GIRDERS AND TRUSSES SHALL BE MADE BY APPROXIMATE TO EXISTING EXTERIOR DOOR FINISHING.
- J. ALL ROOF MATERIALS AND COMPONENTS SHALL NOT BE USED OR STORED IN THIS BUILDING.
- K. ALL EXTERIOR DOOR SIZES ARE INDICATED BY A TICKLE BUT NOT ALL THE WORK SHALL BE DONE BY THE EXISTING DOOR SIZES. THE DOOR SIZES SHALL BE OF THE EXISTING DOOR SIZES TO THE CENTER OF THE DOOR.
- L. ALL EXTERIOR DOOR FINISHES SHALL BE FULLY FINISHED FROM PUBLIC SIDE.
- M. FLOOR SLAB SHALL BE FINISHED AS ALL EXTERIOR WALLS AND FLOOR DOOR FINISHES.
- N. THE STRUCTURES SHALL BE SUPPLIED IN ACCORDANCE WITH THE SPECIFICATIONS, THE USE, THE PLACEMENT OF THE STRUCTURES SHALL BE SUBJECT TO REVIEW BY THE CONTRACTOR.

**KEYNOTES - FLOOR PLAN**

- 1. EXISTING FILL-UP PANELS.
- 2. STRUCTURAL, WOOD COLUMN.
- 3. EXISTING STRUCTURE WITH NEW PLANES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 4. EXISTING FLOOR FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 5. 1/2" x 1/2" BRIDGE DOOR, SECTION, C.H., BRASSWARE.
- 6. DOOR FINISHES.
- 7. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 8. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 9. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 10. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 11. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 12. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
- 13. EXISTING EXTERIOR CONCRETE WALLS AND FINISHES, SEE OTHER DRAWINGS FOR EXISTING AND NEW PLANES.
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Hpa, Inc.  
1801 Redwood Avenue - Ste. #100  
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92512  
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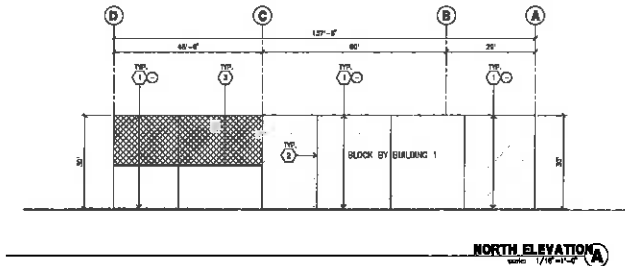
Project  
**Limonite Ave. and Archibald Ave.**  
City of Escondido, CA

Consultants:  
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscaping:  
Fire Protection:  
Soil's Engineer:

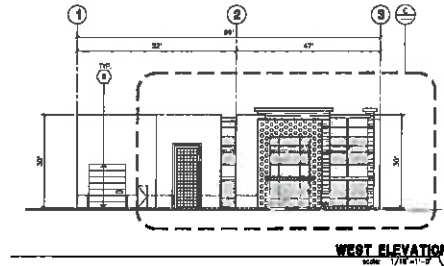
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Project Number: 15111  
Drawn by: MP  
Date: 8/22/18  
Revised:

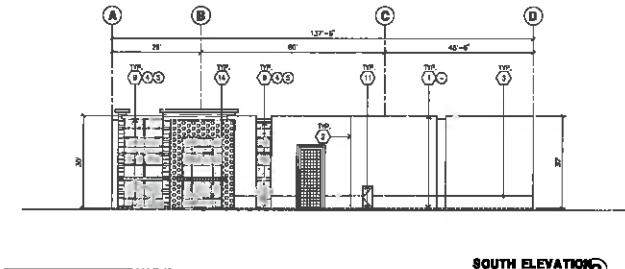
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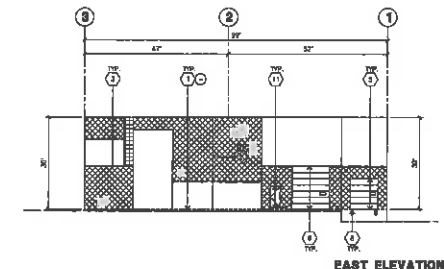
**NORTH ELEVATION A**  
scale: 1/8" = 1'-0"



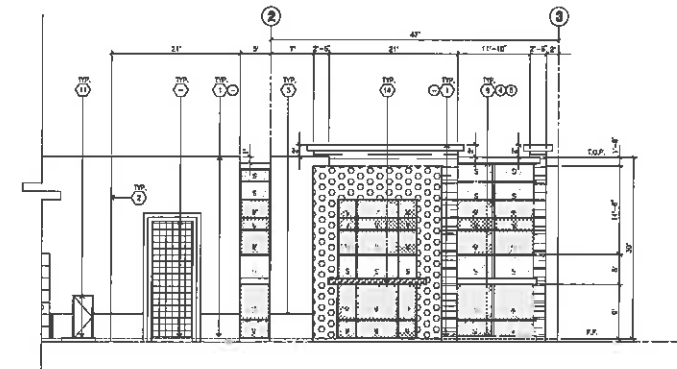
**WEST ELEVATION B**  
scale: 1/8" = 1'-0"



**SOUTH ELEVATION C**  
scale: 1/8" = 1'-0"



**EAST ELEVATION D**  
scale: 1/8" = 1'-0"



**ENLARGED WEST ELEVATION E**  
scale: 1/8" = 1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL MOLD
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR w/ DOOR HOOD
- 6 OVERHEAD DOOR w/ DOOR MESH
- 7 CONCRETE STAIR, LANDING AND CONC. RAMP/DRILL
- 8 ROCK SHAPED
- 9 ALUMINUM STRUCTURAL FRAMING w/ TONERED GLAZING AT ALL DOORS
- 10 SECURITY ALARMING TO HOUSE AND GLAZING w/ BOTTOMS LESS THAN 10' ABOVE F.F. ELEVATION
- 11 GARDEN DECK AND LOOKOUT APPROX. GRAY
- 12 HOLLOW METAL DOORS
- 13 CANTON STONE VENEER
- 14 INTERIOR ROOF FINISH WITH OVERHEAD RECEIVER
- 15 EXTERIOR STAIRS
- 16 VANGARD PANELS "GREENSCREEN" WALL PANELS

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND	SHOWEN WILLIAMS SP. 2000 EXTRA WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND	SHOWEN WILLIAMS SP. 2000 EXTRA WHITE
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**GLAZING LEGEND**

- TEMPERED MIRROR GLASS
- TEMPERED SPHERICAL GLASS

ALL GLAZES TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. F.O.M. = TOP OF FINISHED - SLAB/ROOF.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONNECTION: GLAZES, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 80 MPH EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL w/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

**HPA**  
ARCHITECTS

HPA, Inc.  
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IRVINE, CA  
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fax: 949-255-0551  
email: hpa@hparch.com

**Cwncr**

**ORBIS**  
REAL ESTATE PARTNERS

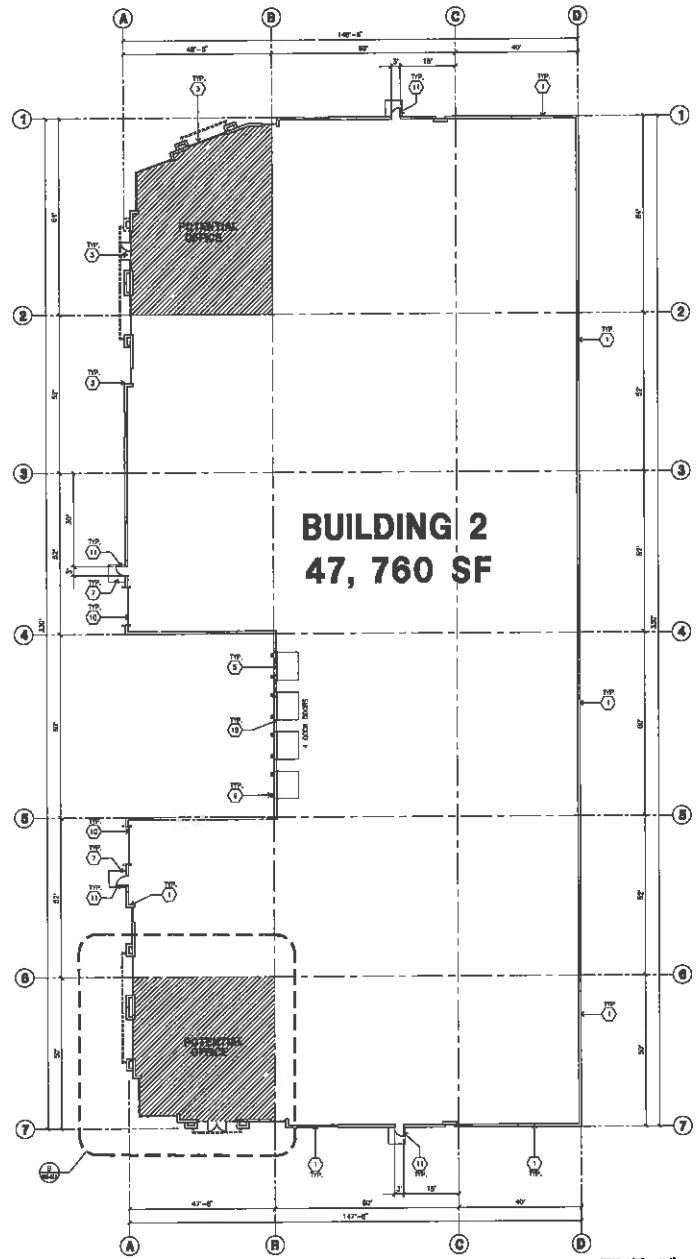
**Project:**  
**Limonite Ave. and Archibald Ave.**  
City of Eastvale, CA

**Consultants:**  
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscaping:  
Fire Protection:  
Soils Engineer:

**Title:** Building Elevations

**Project Number:** 18111  
**Drawn by:** MP  
**Date:** 02/21/18  
**Revision:**

CAUTION: IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT



**BUILDING 2**  
**47,760 SF**

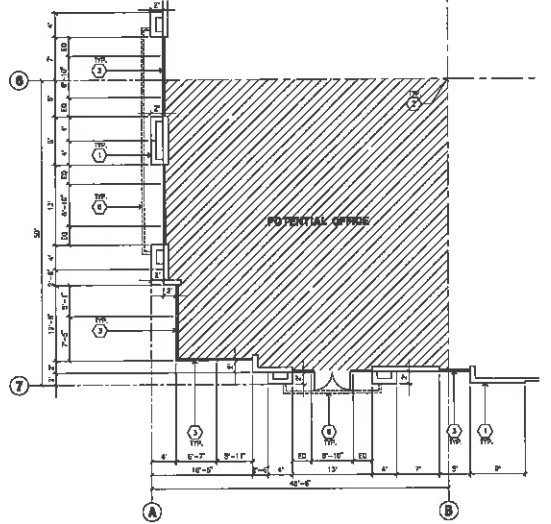
**FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
TRUE NORTH

**GENERAL NOTES-FLOOR PLAN**

- A. FIVE FEET MINIMUM IS REQUIRED FOR WIND BLOWING OVER THE EXPOSED ROOF SURFACE. ROOF WINDSPEED SHALL BE DETERMINED BY THE LOCAL WIND SPEED RECORD. SEE SECTION 05110 FOR WIND PROTECTION SYSTEMS.
- B. FIVE FEET MINIMUM SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C. THE SLABING FLOOR SHALL BE SLABED, SEE "C" DRAWING FOR EACH SURFACE SLABING.
- D. FINISHES TO BE DETERMINED AT ALL FIVE FEET AND APPROVED FOR EACH SURFACE. SEE SECTION 05110 FOR FINISHES TO BE DETERMINED AT ALL FIVE FEET AND APPROVED FOR EACH SURFACE.
- E. SLABING FLOOR SHALL BE SLABED, SEE "C" DRAWING FOR EACH SURFACE SLABING.
- F. SLABING FLOOR SHALL BE SLABED, SEE "C" DRAWING FOR EACH SURFACE SLABING.
- G. SEE EACH SURFACE FOR THE TYPE OF CONCRETE TO BE USED. THE CONTRACTOR TO VERIFY ACTUAL SLABING LOCATION, FINISHES/ELECTRICAL COORDINATION.
- H. FIVE FEET MINIMUM SHALL BE APPROVED FOR EACH SURFACE.
- I. CONTRACTOR TO VERIFY AND KEEP THE FLOOR SLAB CLEAN. ALL DEBRIS TO BE REMOVED BEFORE CONCRETE POURING. ALL CUT AND EDGE TO BE FINISHED TO MATCH EXISTING CUT EDGE FINISHES.
- J. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIALS SHALL NOT BE USED OR STORED ON THE SLABING.
- K. ALL EXTERIOR WALLS SHALL BE FINISHED BY A FINISH TO MATCH THE EXISTING FINISH TO THE CENTER OF THE WALL. NON-ACCESSIBLE WALLS FINISHES SHALL BE FINISHED TO MATCH THE EXISTING FINISH TO THE CENTER OF THE WALL.
- L. ALL ROOF RELATED MATERIALS SHALL BE FULLY SUPPORTED FROM BELOW.
- M. THE ALARM SYSTEM SHALL BE INSTALLED IN ALL AREAS AS REQUIRED BY THE LOCAL FIRE DEPARTMENT AND FIRE CODE REQUIREMENTS.
- N. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL FIRE DEPARTMENT AND FIRE CODE REQUIREMENTS.

**KEYNOTES - FLOOR PLAN**

- 1. CONCRETE 12'-0" THICK.
- 2. STRUCTURAL STEEL COLUMN.
- 3. STEEL STRUCTURE SYSTEM WITH SLABING. SEE SECTION 05110 FOR FINISHES TO BE DETERMINED AT ALL FIVE FEET AND APPROVED FOR EACH SURFACE.
- 4. CONCRETE SLAB 12'-0" THICK WITH 12'-0" THICK WALL OF BRICK WALL OF 12'-0" THICK.
- 5. 4" 12' TRUCK BENCH, SEE SECTION 05110 DRAWING.
- 6. METAL SHOOF.
- 7. 12'-0" THICK CONCRETE SYSTEM SLABING AND FINISHES TO BE DETERMINED AT ALL FIVE FEET AND APPROVED FOR EACH SURFACE.
- 8. UNFINISHED OPENING FOR VENTILATION.
- 9. UNFINISHED OPENING.
- 10. 12" 3' 0" INCH WALL SECTION OF STANDING CHINE.
- 11. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 12. 12" 3' 0" INCH WALL SECTION OF BRICK.
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- 94. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 95. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 96. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 97. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 98. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 99. 12" 3' 0" INCH WALL SECTION OF BRICK.
- 100. 12" 3' 0" INCH WALL SECTION OF BRICK.



**ENLARGED FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
TRUE NORTH

**HPA**  
Hill Country Properties, Inc.  
1881 Bardoni Avenue • #10-1100  
San Marcos, CA 92078  
Tel: 849-621-1770  
Fax: 849-621-0631  
email: hpa@hpaarch.com

**Owens**  
**ORIGI REAL ESTATE PARTNERS**

**Project:**  
**Limonite Ave. and Archibald Ave.**  
City of Escondido, CA

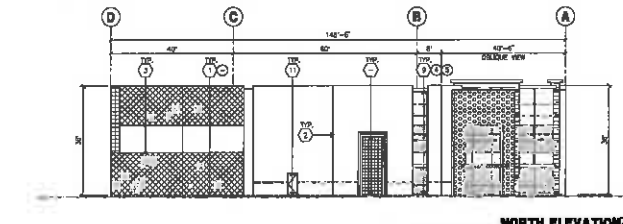
**Consultants:**  
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

**Title:** Building 2 floor plan

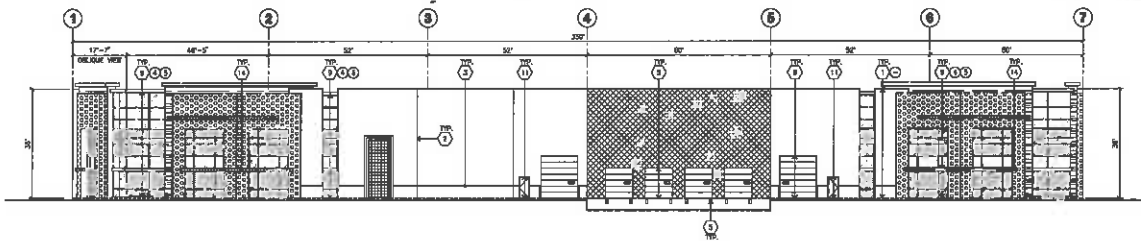
**Project Number:** 15111  
**Drawn by:** NP  
**Date:** 02/28/18  
**Revision:**



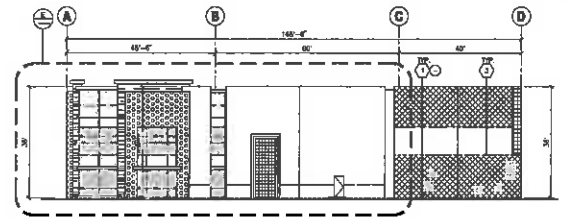
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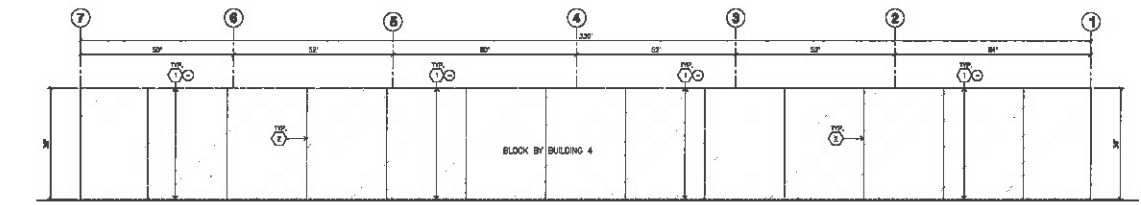
**NORTH ELEVATION**  
SCALE: 1/16" = 1'-0"



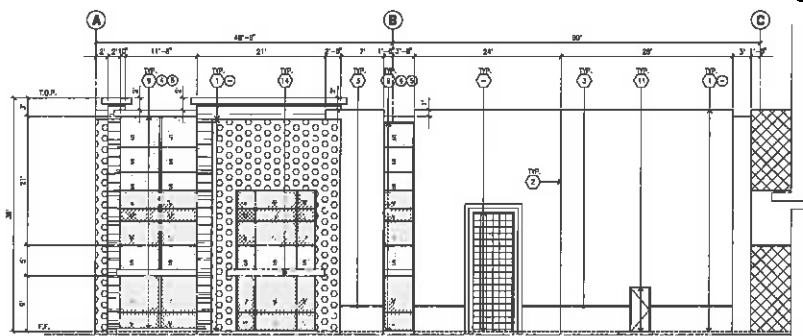
**WEST ELEVATION**  
SCALE: 1/16" = 1'-0"



**SOUTH ELEVATION**  
SCALE: 1/16" = 1'-0"



**EAST ELEVATION**  
SCALE: 1/16" = 1'-0"



**ENLARGED SOUTH ELEVATION**  
SCALE: 1/16" = 1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JAMB
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR & DOCK DOCK
- 6 OVERHEAD DOOR & DOCK DOCK
- 7 CONCRETE SOAK, LANTERN AND CONC. CURBING
- 8 DOCK GUARD
- 9 ALUMINUM STATIONARY FRAMING w/ TEMPERED GLAZING AT ALL DOORS
- 10 SHEETES ALIGNED TO SOORS AND GLAZING w/ NOTICES LESS THAN 1/4" REVEAL F.F. ELEVATION
- 11 LOWER CRUIZ AND LOCATION APPROX. ONLY
- 12 HOLLOW METAL DOORS
- 13 CURTAIN WALL VERTICAL
- 14 EXTERIOR ROOF DOOR WITH OVERFLOW SCUPPER
- 15 EXTERIOR CORNER
- 16 FINISH PANELS "CONCRETE" SHALL HAVE TIE-BOLTS PANELS

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS
2	CONCRETE TILT-UP PANEL	PAINT BRAND	SEE 7008 EXTERIOR WHITE
3	CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS
4	CONCRETE TILT-UP PANEL	PAINT BRAND	SEE 7008 EXTERIOR WHITE
5	CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS
6	CONCRETE TILT-UP PANEL	PAINT BRAND	SEE 7008 EXTERIOR WHITE
7	GLAZING	FINISH	GLAZING UNFINISHED
8	GLAZING	COLOR	GREEN REFLECTIVE GLAZING
9	MESH CANOPY	PAINT BRAND	SHERWIN WILLIAMS
10	LONGSPAN METAL BEAM SYSTEM WITH WOOD GRAIN APPEARANCE	COLOR	LIGHT FRI 1501/02-716 AND LIGHT OAK 0204/05-716 BLEND
11	DOORS	COLOR	MATCH BUILDING COLOR

**GLAZING LEGEND**

- TEMPERED VISION GLASS
- TEMPERED SPANDREL GLASS

ALL GLASS TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT WORK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION
- D. F.F. = FINISH FLOOR ELEVATION
- E. STATIONARY CONSTRUCTION GLASS, MESH ATTACHMENTS AND LANTERNS SHALL BE DESIGNED TO RESIST 90 MPH WINDS TO 100 MPH WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY FINISH CONC. CONCRETE PANEL w/ SELECTED COLOR, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO FINISHING REMAINDER OF BUILDING.



HPA, Inc.  
1881 HARDEN AVENUE - RM. #130  
IRVING, TX 75038  
Tel: 949-853-1770  
Fax: 949-853-0851  
email: hpa@hpa.com



Project:  
**Limonite Ave.  
and  
Archbald Ave.**

City of Eastvale, CA

Consultants:

- Civil:
- Structural:
- Mechanical:
- Plumbing:
- Electrical:
- Landscape:
- Fire Protection:
- Soils Engineer:

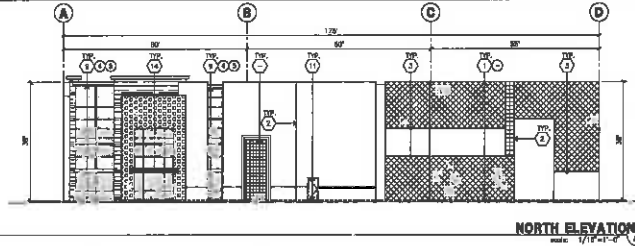
Title: **Building Elevation**

Project Number: 18111  
Drawn by: NP  
Date: 8/22/18  
Revised:

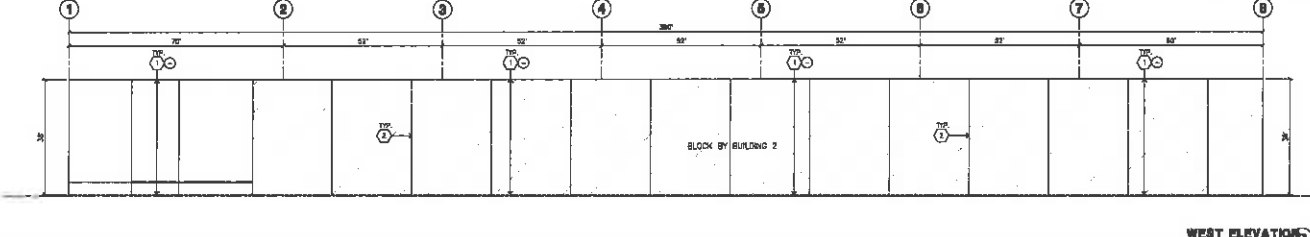
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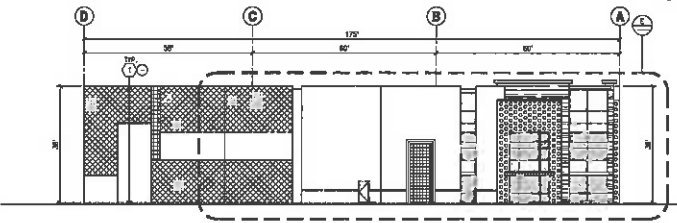
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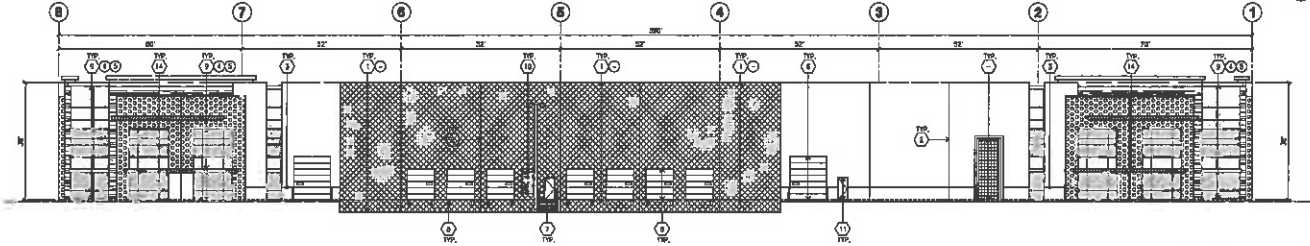
**NORTH ELEVATION**  
scale: 1/16"=1'-0"



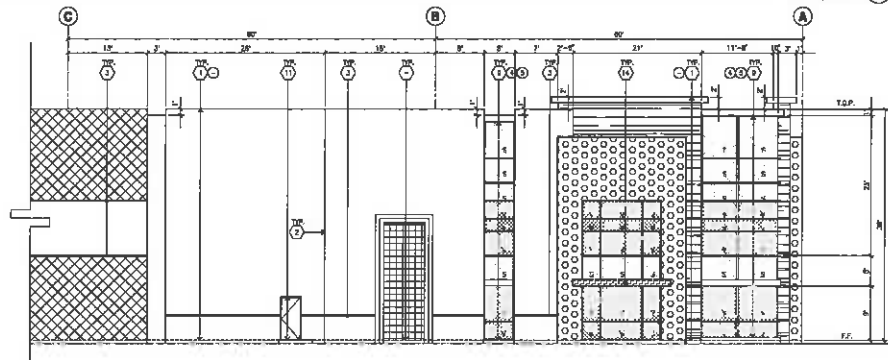
**WEST ELEVATION**  
scale: 1/16"=1'-0"



**SOUTH ELEVATION**  
scale: 1/16"=1'-0"



**EAST ELEVATION**  
scale: 1/16"=1'-0"



**ENLARGED EAST ELEVATION**  
scale: 1/16"=1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL, REAR
- 3 PANEL, REAR
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR 8 DOCK HIGH
- 6 OVERHEAD DOOR 8 DOCK HIGH
- 7 CONCRETE STAIR, LANDING AND CORER. CLAMBER.
- 8 DOOR, STAIR
- 9 ALUMINUM STRENGTH FINISHING W/ TINTED GLAZING AT ALL DOORS. INCLUDES ANCHORS TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 10 LAMINAR GLASS AND LAMINAR APPROX. ONLY.
- 11 HOLDUP METAL DOORS.
- 12 CAMBRIA STONE VENEER.
- 13 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- 14 EXTERIOR CANOPY.
- 15 WINDSHIELD PANELS, TRANSPARENT WALL HUNG WINDSHIELD PANELS.

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND	CHRYSLER WELLS	SW 2008 EXTRA WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND	CHRYSLER WELLS	SW 7543 EXTERIOR/DOOR
3	CONCRETE TILT-UP PANEL	PAINT BRAND	CHRYSLER WELLS	SW 7530 DISCRETE/DOOR EDGE
4	CONCRETE TILT-UP PANEL	PAINT BRAND	CHRYSLER WELLS	SW 7000 COLUMBIAN NEVIL, SW 7000
5	CONCRETE TILT-UP PANEL	PAINT BRAND	CHRYSLER WELLS	SW 7543 EXTERIOR/DOOR
6	MULLIONS	FINISH	GLAZING	ANODIZED
7	GLAZING	COLOR	GREEN	REFLECTIVE GLAZING
8	METAL CANOPY	PAINT BRAND	CHRYSLER WELLS	SW 2008 EXTRA WHITE
9	OVERHEAD DOOR	COLOR	WHITE	FOR 1500/2008-216 AND LIGHT GREY 2008/2008-216 SLATE PERFORMANCE
10	DOORS	COLOR	MATCH BUILDING COLOR	

**GLAZING LEGEND**

- TEMPERED MESH GLASS
- TEMPERED SPANDREL GLASS

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INTER CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF FINISH - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONSTRUCTION CLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE 'C' WIND. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ADJACENT AND OTHER SHALL APPROVE PRIOR TO FINISHING REMAINDER OF BUILDING.

**HPA**

18011 boston boulevard - 2nd floor  
 San Jose, CA 95131  
 Tel: 408-438-1770  
 Fax: 408-438-0651  
 email: hpa@hpaarch.com

**Cwct**

**ORRIS REAL ESTATE PARTNERS**

Project  
**Limestone Ave. and Archibald Ave.**  
 City of Eastvale, CA

Consultants:  
 Civil:  
 Structural:  
 Mechanical:  
 Plumbing:  
 Electrical:  
 Landscape:  
 Fire Protection:  
 Sole Engineer:

Title: building 4 elevations

Project Number: 18111  
 Drawn by: HP  
 Date: 6/22/18  
 Revision:

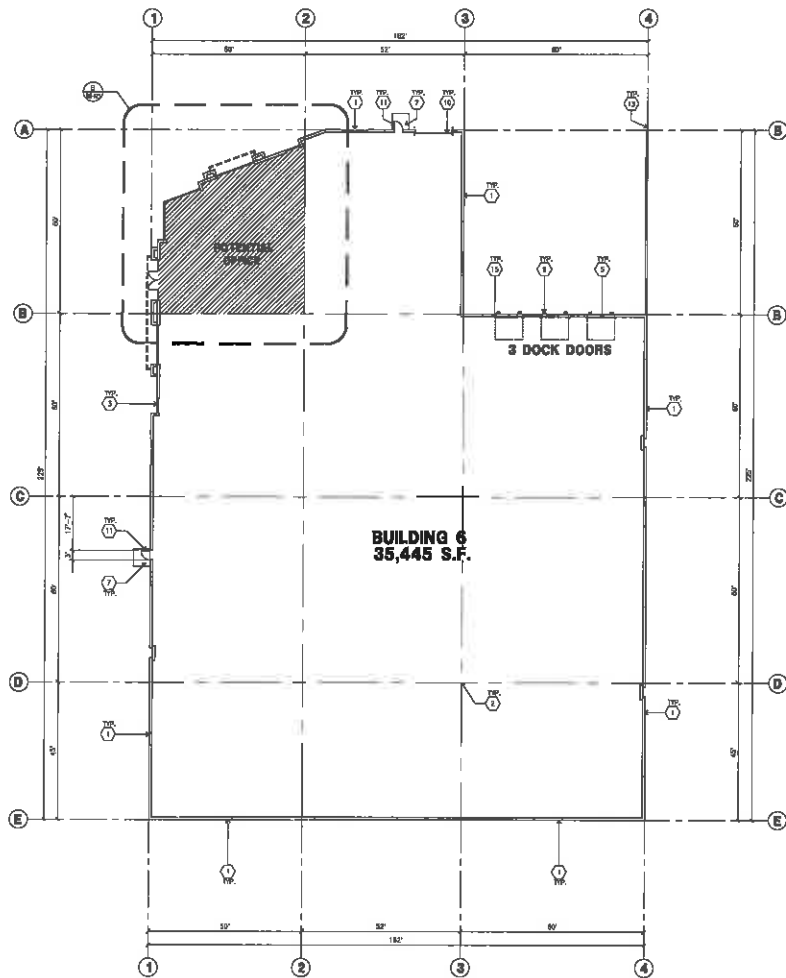
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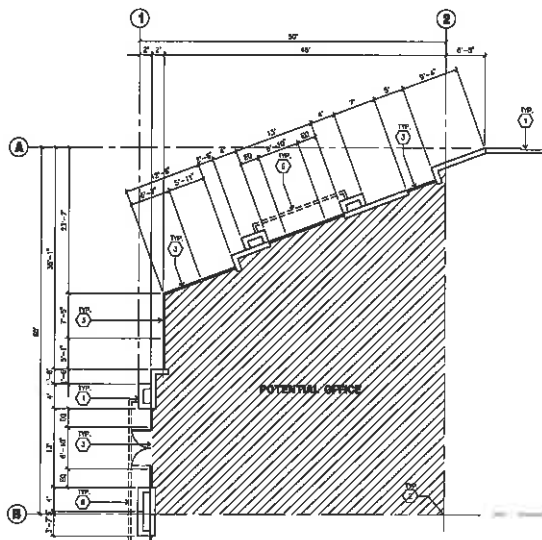
**FLOOR PLAN A**  
 SCALE: 1/8" = 1'-0"  
 DATE: 1/14/16

**GENERAL NOTES - FLOOR PLAN**

- A. THIS DRAWING IS INTENDED FOR THE ARCHITECT'S USE ONLY. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF EASTVOLA.
- B. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
- C. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
- D. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
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- H. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
- I. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
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- R. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
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- V. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
- W. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
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- Y. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.
- Z. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF EASTVOLA BUILDING DEPARTMENT REGULATIONS.

**KEYNOTES - FLOOR PLAN**

- 1. CONCRETE FLOOR FINISH.
- 2. INTERIORS: SEE EXHIBIT.
- 3. INTERIORS: SEE EXHIBIT.
- 4. INTERIORS: SEE EXHIBIT.
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- 98. INTERIORS: SEE EXHIBIT.
- 99. INTERIORS: SEE EXHIBIT.
- 100. INTERIORS: SEE EXHIBIT.



**ENLARGED FLOOR PLAN B**  
 SCALE: 1/8" = 1'-0"  
 DATE: 1/14/16



HPA, Inc.  
 1821 Sandman Avenue - Ste. #100  
 Irvine, CA 92612  
 Tel: 949-453-1770  
 Fax: 949-453-0811  
 Email: hpa@hpa.com

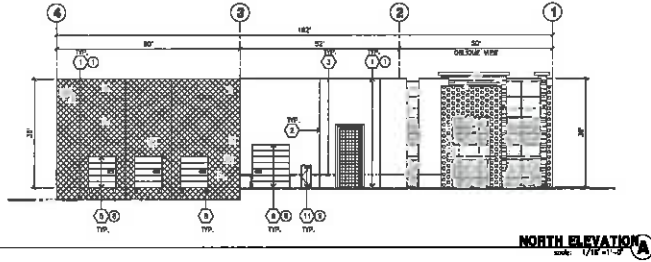


Project:  
**Limonite Ave. and ArchWald Ave.**  
 City of Eastvola, CA

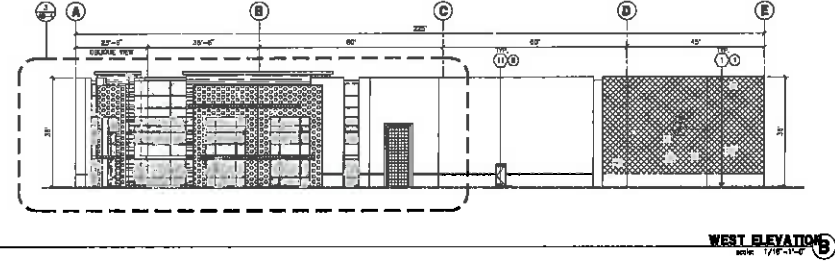
Consultants:  
 Civil:  
 Structural:  
 Mechanical:  
 Plumbing:  
 Electrical:  
 Landscape:  
 Fire Protection:  
 Soil Engineer:

Title: **Building 6 floor plan**  
 Project Number: 15111  
 Drawn By: JNP  
 Date: 6/22/16  
 Revision:

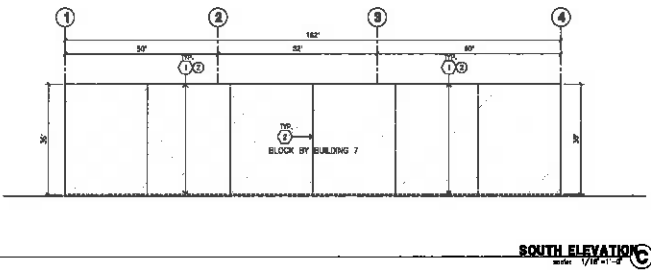
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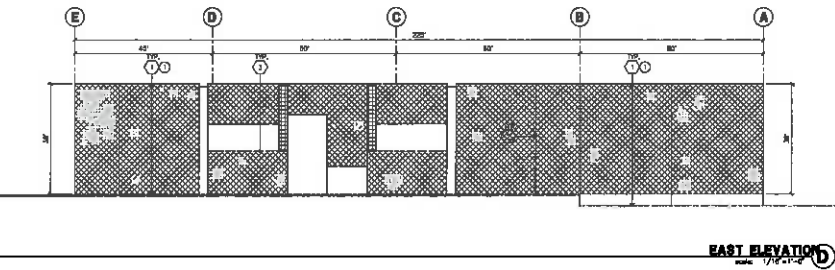
**NORTH ELEVATION**  
SCALE: 1/8"=1'-0"



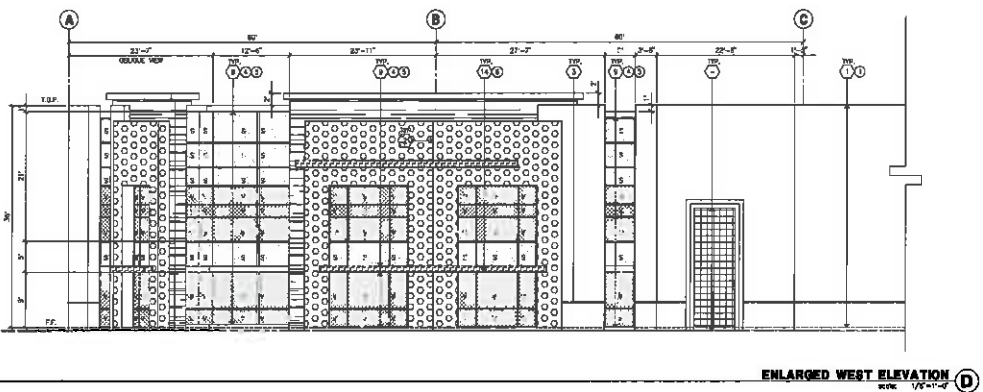
**WEST ELEVATION**  
SCALE: 1/8"=1'-0"



**SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"



**EAST ELEVATION**  
SCALE: 1/8"=1'-0"



**ENLARGED WEST ELEVATION**  
SCALE: 1/8"=1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (SHARED)
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR W/ DOOR FINISH
- 6 OVERHEAD DOOR W/ DRIVE PANEL
- 7 CONCRETE STEEL LANDING AND CORN. CURBING
- 8 DOCK BRACKET
- 9 ALUMINUM STOP/START FINISHING W/ TYPED GLAZING AT ALL DOORS
- 10 BRICKS ADJACENT TO DOORS AND GLAZING BY SYSTEMS LESS THAN 10' ABOVE F.F. ELEVATION
- 11 LANDSCAPE GRASS AND PLANTING APPROX. ONLY
- 12 HOLLOW METAL DOORS
- 13 OVERHEAD STORAGE VEHICLE
- 14 WOODEN ROOF DRAIN WITH OVERFLOW SCUPPER
- 15 EXTENSION CHIMNEY
- 16 VINYLIC PANELS, "GREENHOUSE" BELL HUNG TRILLER PANELS

**GLAZING (FGFND)**

- TEMPERED VISION GLASS
- TEMPERED SPARKLE GLASS

ALL GLASS TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. V.O.P. = TOP OF PARKET = ELEVATION
- D. F.F. = FINISH FLOOR ELEVATION
- E. STOP/START CONSTRUCTION GLASS, METAL ATTACHMENTS AND LIMITS SHALL BE DESIGNED TO RESIST 50 WIND SPEEDS OF 10' BEING. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY FINISH ONE CONCRETE PANEL BY SELECTING COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO FINISHING REMAINDER OF BUILDING.

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
3	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
4	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
5	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
6	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
7	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
8	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
9	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
10	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMID WILLIAMS BY 2004 EXTRA WHITE
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**HPA**  
ARCHITECTS

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1801 Redwood Avenue - 6th Fl.  
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email: hpa@hpa.com

**Cwtcon**

**ORBIS REAL ESTATE PARTNERS**

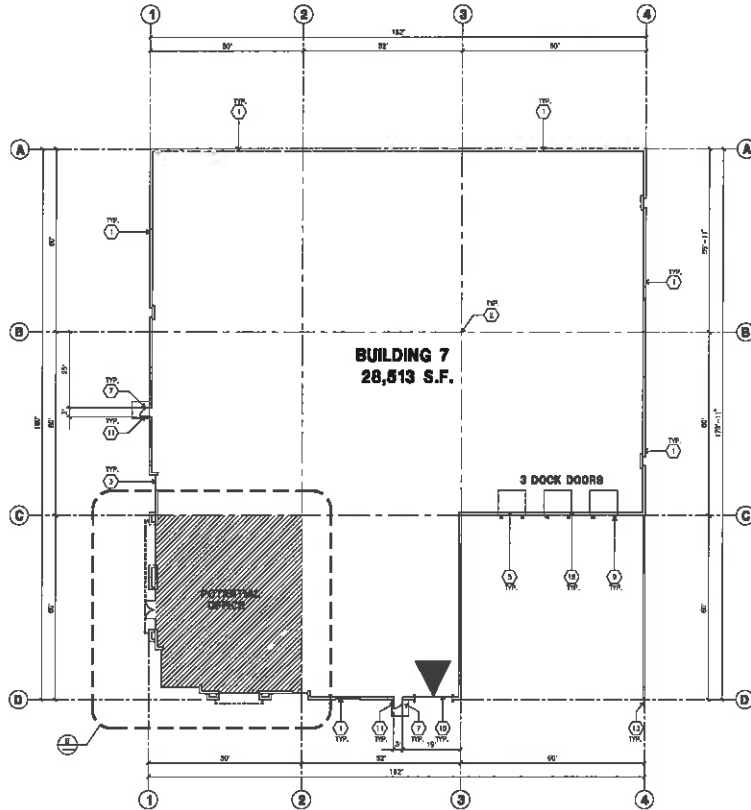
**Project**  
**Lamorite Ave. and Archibald Ave.**  
City of Folsom, CA

**Consultants:**  
Civil  
Structural  
Mechanical  
Plumbing  
Electrical  
Landscape  
Fire Protection  
Soils Engineer

**Title:** Building 8 Elevations

**Project Number:** 10111  
**Drawn by:** NP  
**Date:** 6-22-18  
**Revision:**

**Sheet:**  
**46**



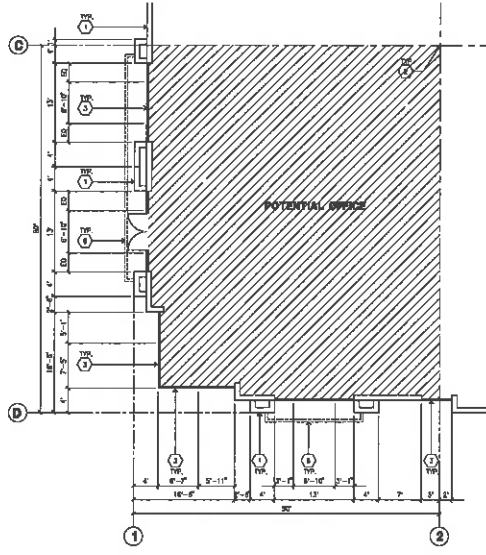
**FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
DATE: 1/13 - 1-6

**GENERAL NOTES-FLOOR PLAN**

1. THIS BUILDING IS DESIGNED FOR HIGH WIND EXPOSURE WITH FREE VENTILATION AND EXTERIOR WALLS SHALL BE DESIGNED FOR WIND OVERPRESSURE SYSTEM.
2. THE WIND LOADS SHALL BE APPLIED FOR THE EXPOSURE.
3. THE BUILDING FLOOR SLAB IS FINISHED, SEE "C" DRAWING FOR FLOOR FINISH ELEVATIONS.
4. FINISH FLOOR SHALL BE FINISHED AT ALL FINISH WALLS AND CORNERS OF THE CORNERS, FINISHED AT ALL FINISH WALLS AND CORNERS OF THE CORNERS, FINISHED AT ALL FINISH WALLS AND CORNERS OF THE CORNERS.
5. UNDESIGNED EXTERIOR CONCRETE WALLS AND PARTS SHALL BE DESIGNED TO RESIST A WIND OF 150 MPH TO CORNER.
6. FLOOR FINISH SHALL BE FINISHED AT ALL FINISH WALLS AND CORNERS OF THE CORNERS, FINISHED AT ALL FINISH WALLS AND CORNERS OF THE CORNERS.
7. SEE CIVIL DRAWINGS FOR POINT OF CONNECTION TO ON-SITE TREATED SEWERAGE TO VERIFY ACTUAL SLOPE LOCATION, PLUMBING/ELECTRICAL COORDINATION.
8. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AS A NOTE ALL DOORS FOR DOOR SCHEDULE AND FINISH SCHEDULE.
9. CONNECTION TO EXISTING AND NEW THE EXISTING SLAB SHALL ALL CONDUIT TO BE SHOWN INCLUDING GATE AND TRUCKS.
10. ALL NOT ARE SHOWN BY DIMENSIONS TO HAVE SCHEDULED DOOR SCHEDULE.
11. ROOF FINISHING AND CONSTRUCTION, WITHIN SHALL NOT BE USED OR STORED IN THE BUILDING.
12. ROOF FINISHING AND CONSTRUCTION, WITHIN SHALL NOT BE USED OR STORED IN THE BUILDING.
13. THE EXISTING FLOOR FOR EACH DOOR SHALL BE AT THE FINISH FLOOR LEVEL TO THE CENTER OF THE DOOR.
14. NON-ACCIDENTAL DAMAGE FROM NEW ROOF COVERED IN THE EXTERIOR SIDE FOR SPEC 1123B(1.1).
15. ALL ROOF HATCHED AREAS SHALL BE FULLY SCHEDULED FROM FINISHING SIDE.
16. FIRE ALARM SYSTEM SHALL BE INSTALLED IN ALL AREAS AS SHOWN WITH EXISTING BUILDING AND FIRE EXITS SHALL BE INSTALLED IN ACCORDANCE WITH THE EXISTING BUILDING AND FIRE EXITS SHALL BE SUBJECT TO REVIEW BY THE AGENCY.

**KEYNOTES-FLOOR PLAN**

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. FINISH FLOOR FINISH WITH CEILING, SEE SPEC.
4. FINISH FLOOR FINISH WITH CEILING, SEE SPEC.
5. FINISH FLOOR FINISH WITH CEILING, SEE SPEC.
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100. FINISH FLOOR FINISH WITH CEILING, SEE SPEC.



**ENLARGED FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
DATE: 1/13 - 1-6



HPA, Inc.  
1831 BARDON STREET - SUITE #100  
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Project:  
**Limarite Ave. and Archibald Ave.**  
City of La Jolla, CA

Consultants:  
Civil:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Sales Engineer:

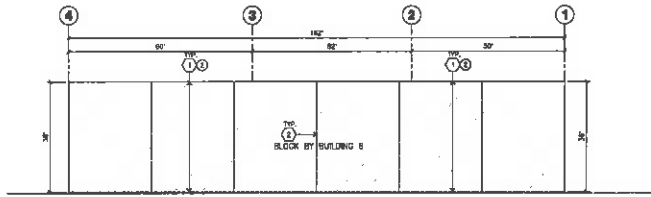
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Project Number: 18115  
Drawn by: NP  
Date: 6/20/18  
Revised:

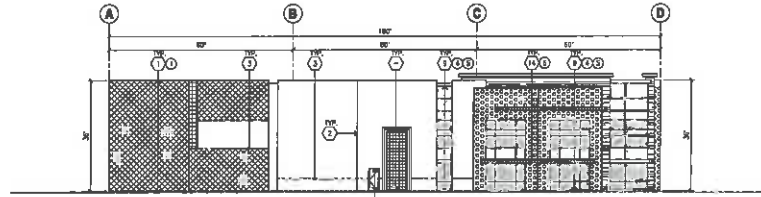
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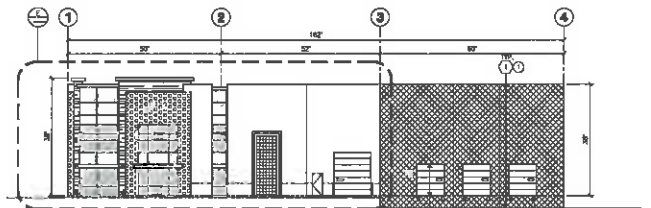
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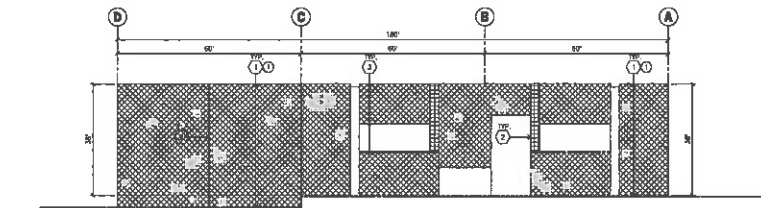
**NORTH ELEVATION**  
SCALE: 1/16"=1'-0"



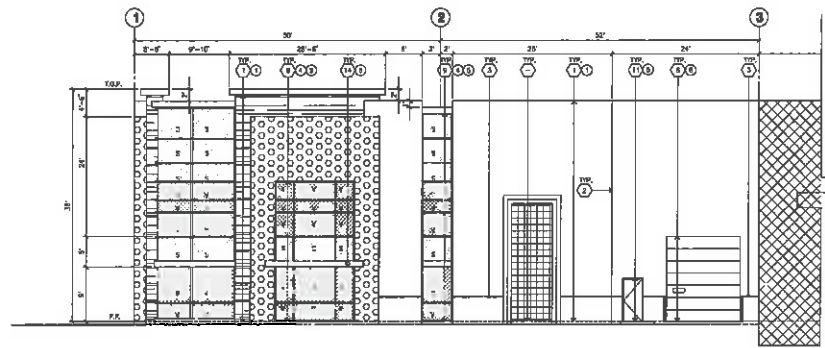
**WEST ELEVATION**  
SCALE: 1/16"=1'-0"



**SOUTH ELEVATION**  
SCALE: 1/16"=1'-0"



**EAST ELEVATION**  
SCALE: 1/16"=1'-0"



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

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR & DRIVE TRAIL
- 6 OVERHEAD DOOR & DRIVE TRAIL
- 7 CONCRETE STAIR, LANDING AND CONC. QUADRANT
- 8 DOOR SWIPE
- 9 ALUMINUM STORMWIND FRAMING W/ TEMPERED GLAZING AT ALL DOORS (RESILIENT ALIGNMENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 1" ABOVE 1/2" ELEVATION)
- 10 LOWER (SIZE AND LOCATION APPROX. ONLY)
- 11 HOLLOW METAL DOORS
- 12 CANTON STONE VENEER
- 13 INTERIOR BODY DRAM WITH OVERHEAD SCRAPPER
- 14 EXTENDED CANOPY
- 15 VENEER PANELS "UNDERGIRD" WALL FILING PANELS

**COLOR SCHEDULE - ELEVATIONS**

1	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMEN WILLIAMS BY 200L EXTRA WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMEN WILLIAMS BY 200L EXTRA WHITE
3	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMEN WILLIAMS BY 200L EXTRA WHITE
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6	CONCRETE TILT-UP PANEL	PAINT BRAND	SPERMEN WILLIAMS BY 200L EXTRA WHITE
7	MULLIONS	FINISH	CLEAN ANODIZED
8	GLAZING	COLOR	GREEN REFLECTIVE GLAZING
9	METAL CANOPY	PAINT BRAND	SPERMEN WILLIAMS BY 200L EXTRA WHITE
10	LANDSCAPING METAL SIGN SYSTEM WITH WOOD GRAIN APPEARANCE	COLOR	LIGHT PR 1501/20-716 AND LIGHT GRN 1001/20-716 W/BLK
11	DOORS	COLOR	MATCH BUILDING COLOR

**GLAZING LEGEND**

- TEMPERED VISION GLASS
- TEMPERED SPANDREL GLASS

ALL GLASS TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT WORK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.A.P. = TOP OF FINISH - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STONEFRONT CONSTRUCTION: GLAZING, METAL ATTACHMENTS AND LIFELINES SHALL BE SECURED TO STRUCTURE BY 8"X4" SPERMEN 1" MIN. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL PRIME PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING. REMAINDER OF BUILDING.

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email: ty@hpaarch.com

**Crown**

**ORIS**  
REAL ESTATE PARTNERS

Project:  
**Limonite Ave. and Archibald Ave.**

City of Eastvale, CA

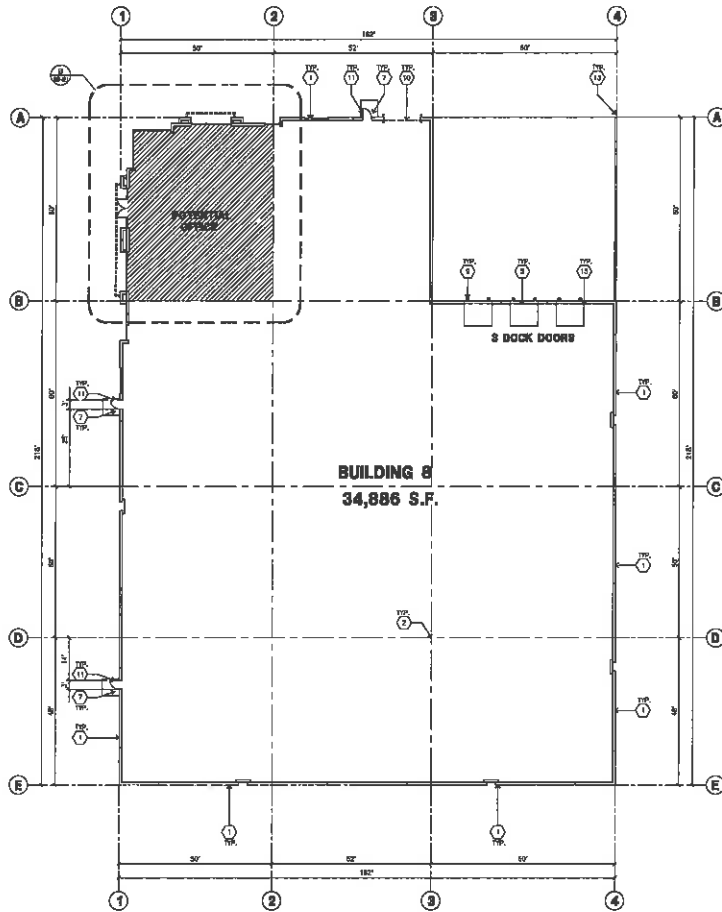
Consultants:

CIVIL:  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: building elevations

Project Number: 18111  
Drawn by: NP  
Date: 6/22/18  
Revision:

Sheet:



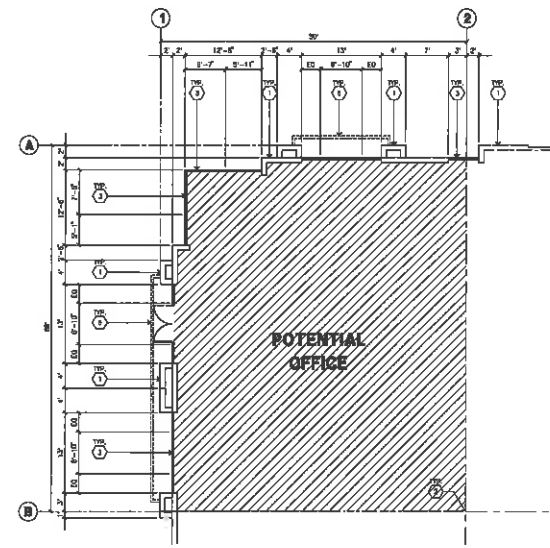
**FLOOR PLAN**  
SCALE: 1/16" = 1'-0"  
DATE: 11/14/19

**GENERAL NOTES-FLOOR PLAN**

1. THIS BUILDING IS DESIGNED FOR AREA AND WEIGHT WITH PERMISSIBLE SOIL BEARING CAPACITY. SOIL BEARING & SEISMIC HAZARD SHALL BE REVIEWED FOR ANY MODIFICATIONS REQUIRED.
2. FLOOR LEVELS SHALL BE AS SHOWN FOR THE DEPARTMENT.
3. THE BUILDING FLOOR SHALL BE SLABED, SEE "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.
4. FINISH OF FLOOR SHALL BE AS SHOWN AT ALL FLOOR LEVELS AND APPROXIMATE FINISH ROOF GRADE.
5. CONCRETE AND/OR CONCRETE SHALL BE AS SHOWN WITH COLLECTED AND TO BE REMOVED PRIOR TO ALL NEW WORK. ALL WALLS BE REMOVED TO REVEAL TRUE FACE OF CONCRETE PANELS. WALL BRACING OR STIFFENING SHALL BE PROVIDED AT ALL WALLS AND CORNERS.
6. SLAB ELEVATIONS ARE TO THE FACE OF CONCRETE PANELS. WALL BRACING OR STIFFENING SHALL BE PROVIDED AT ALL WALLS AND CORNERS TO EXISTING STRUCTURE TO VERIFY ACTUAL VERTICAL ALIGNMENT. FINISH FLOOR ELEVATIONS.
7. FOR DOOR THRESHOLD AND SILL, SEE DETAIL. SILL SHALL BE AT LEAST 1/2" ABOVE FINISH FLOOR GRADE AND SILL SHALL BE AT LEAST 1/2" ABOVE FINISH FLOOR GRADE.
8. CONTRACTOR TO VERIFY AND CORRECT THE FLOOR SHALL BE AT LEAST 1/2" ABOVE FINISH FLOOR GRADE AND SILL SHALL BE AT LEAST 1/2" ABOVE FINISH FLOOR GRADE.
9. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
10. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
11. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
12. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
13. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
14. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
15. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
16. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
17. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
18. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
19. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.
20. ALL DOOR AND WINDOW SCHEDULES TO BE EXAMINED BY THE ARCHITECT.

**KEYNOTES - FLOOR PLAN**

1. CONCRETE TIE-BACK PANELS.
2. STRUCTURAL STEEL COLUMN.
3. WOOD STRUCTURAL JOIST WITH PLASTER, GEL CEILING, BUILT-UP AND EXTERIOR FINISH, COLOR AND FINISHING.
4. CONCRETE SLAB W/ EXTERIOR CORE TIE-BACK GUARD WALL ON BUILDING HALL ON BOTH SIDE OF SLAB.
5. 2" x 8" OF BRACK DOOR, INTERNAL OR, EXTERIOR.
6. BRACK DOOR.
7. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
8. LOWERED OPENING FOR VENTILATION.
9. DOOR SILL SHAPER.
10. 12" x 14" DRINK PANEL, SECTION, OR, EXTERIOR BRACK.
11. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
12. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
13. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
14. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
15. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
16. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
17. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
18. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
19. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.
20. 1/2" x 1/2" x 1/2" TRUSS CONCRETE EXTERIOR FINISH AND FINISH AT ALL EXTERIOR WALL CORNER TO EXTERIOR SIDE. FINISH TO EXTERIOR FINISH FLOOR SLAB TO BE ALL 2" x 2" DIMENSIONS.



**ENLARGED FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
DATE: 11/14/19

**HPA**  
Hatch Professional Architects  
Inc. Inc.  
10821 Lombard Avenue - SUITE #100  
TWIN, CA  
92072  
Tel: 949-454-1770  
Tel: 949-454-0831  
email: hpa@hpaarch.com

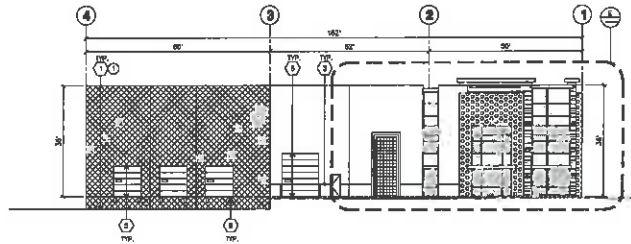
**Cwacn**  
**ORBIS REAL ESTATE PARTNERS**

**Project**  
**Limonite Ave. and Archibald Ave.**  
City of Escondido, CA

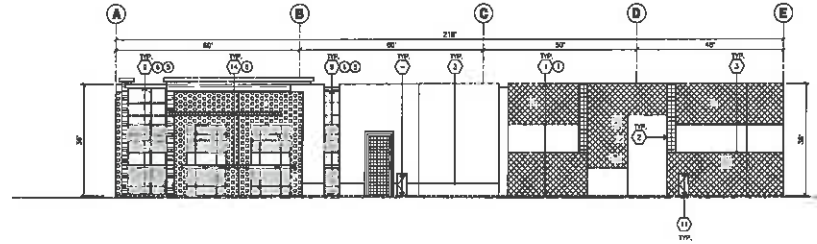
**Consultants:**  
Civil:  
Mechanical:  
Plumbing:  
Landscape:  
Fire Protection:  
Site Engineer:

**Title:** Building B floor plan  
**Project Number:** 15111  
**Drawn by:** MP  
**Date:** 6/22/19  
**Revision:**

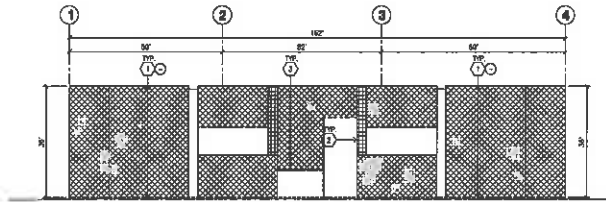
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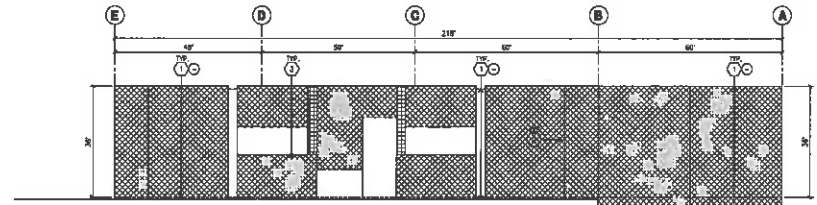
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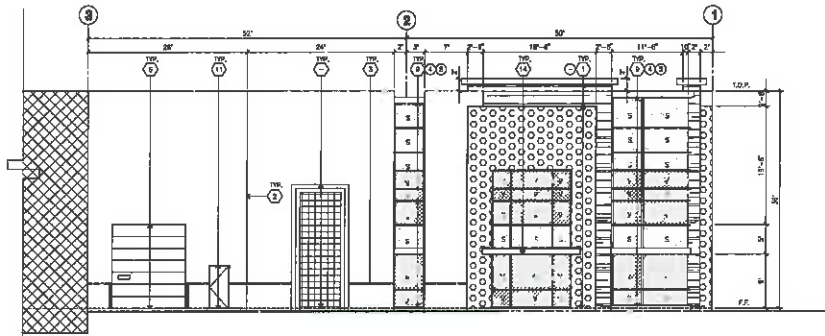
**WEST ELEVATION**  
Scale: 1/8"=1'-0"



**SOUTH ELEVATION**  
Scale: 1/8"=1'-0"



**EAST ELEVATION**  
Scale: 1/8"=1'-0"



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

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (SHADED)
- 2 PANEL JOINT
- 3 PANEL HEIGHT
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OPENING DOOR IN DOCK HOOD
- 6 OPENING DOOR IN DOCK PANEL
- 7 CONCRETE STAIR, LANDING AND CONC. GENERAL
- 8 DOCK BOARD
- 9 ALUMINUM SPOKED FRAMING w/ TYPED GLAZING AT ALL DOORS
- 10 BRASS ALUMINUM DOOR AND GLAZING BY SYSTEMS LESS THAN 10' ABOVE F.F. ELEVATION
- 11 LOW-PITCH CHINE AND SLOTTING APPROX. ONLY
- 12 HOLLOW METAL DOORS
- 13 OUTSIDE SCENE VIEWER
- 14 BRASS RING DOOR WITH OVERFLOW SCUPPER
- 15 EXTENSION CHIMNEY
- 16 VENEER PANELS "UNDESIGNED" SHALL HAVE TRELLIS PANELS

**COLOR SCHEDULE - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN WILLIAMS SP 7330 EXTRA WHITE
- 2 CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN WILLIAMS SP 7330 POLYESTER/FLUO
- 3 CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN WILLIAMS SP 7330 BRUSSELS BLUE
- 4 CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN WILLIAMS SP 7330 COGNAC, NEVADA RED EGG
- 5 CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN WILLIAMS SP 7330 EXTRA WHITE
- 6 WALLS FINISH CLEAR ANODIZED
- 7 GLAZING COLOR GREEN REFLECTIVE GLAZING
- 8 IRON CANOPY PAINT BRAND SHERWIN WILLIAMS SP 7330 EXTRA WHITE
- 9 LONGBOARD METAL BEING FINISH WITH WOOD GRAIN APPEARANCE COLOR LIGHT OAK (S&P) / 25-716 BLEND
- 10 DOORS COLOR MATCH BUILDING COLOR

**GLAZING LEGEND**

- TEMPERED VISION GLASS
- TEMPERED SPARKLE GLASS

ALL GLASS TO BE NON-REFLECTIVE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. T.O.P. = TOP OF FINISH FLOOR ELEVATION
- D. F.F. = FINISH FLOOR ELEVATION
- E. EQUIPMENT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LIFELINES SHALL BE DESIGNED TO RESIST 50 MPH WINDSPEEDS IF THIS CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR INSTALLATION
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING



Typ. Inc.  
1821 Hardwood Avenue - Ste. #103  
Pine, CA  
92682  
Tel: 649-863-1770  
Fax: 649-863-0331  
email: tpa@hpainc.com

Owner:



Project:  
**Limonite Ave. and Archibald Ave.**

City of Eastvale, CA

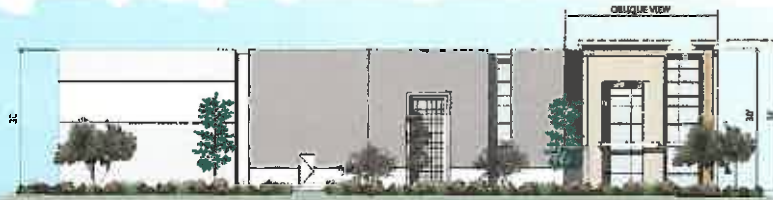
Consultants:

Civil  
Structural  
Mechanical  
Plumbing  
Electrical  
Landscape  
Fire Protection  
Soils Engineer

Title: **Building Elevations**

Project Number: 19111  
Drawn by: N/P  
Date: 8/29/18  
Revised:

Sheet:



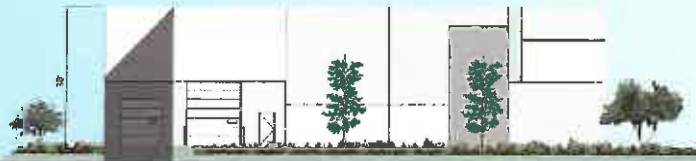
North Elevation



West Elevation



South Elevation



East Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

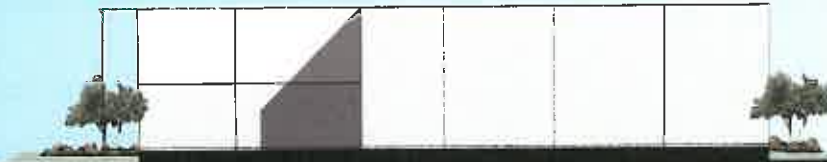
CITY OF EASTVALE, CA



51  
ORBIS  
REAL  
ESTATE  
PARTNERS



North Elevation



West Elevation



South Elevation



East Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



52

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PARTNERS



North Elevation



West Elevation



South Elevation



East Elevation



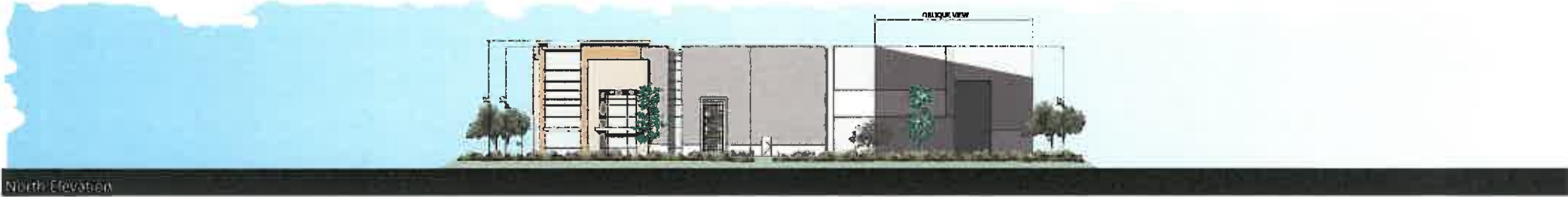
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CITY OF EASTVALE, CA

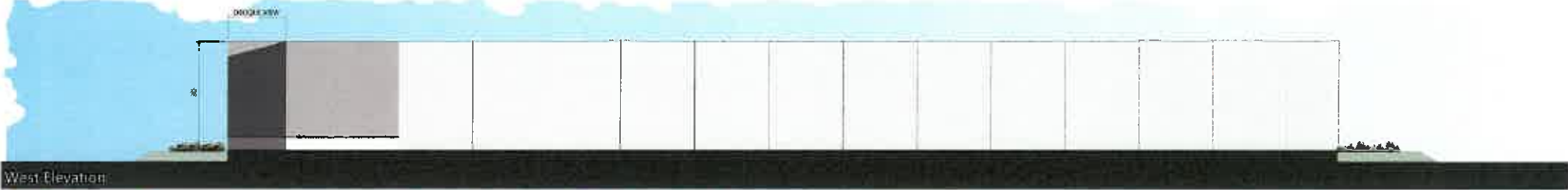


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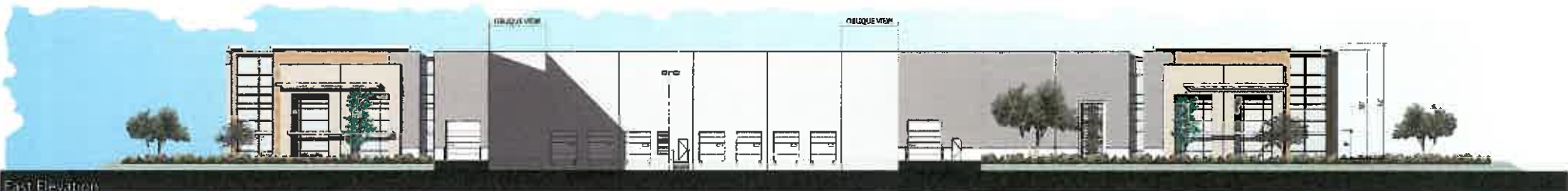
North Elevation



West Elevation



South Elevation



East Elevation

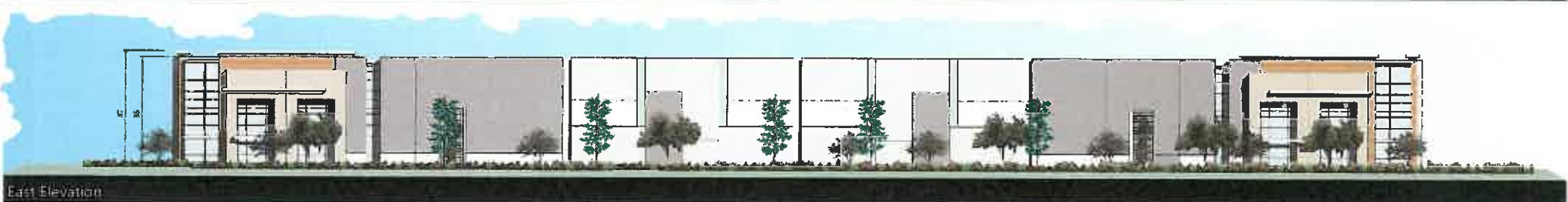
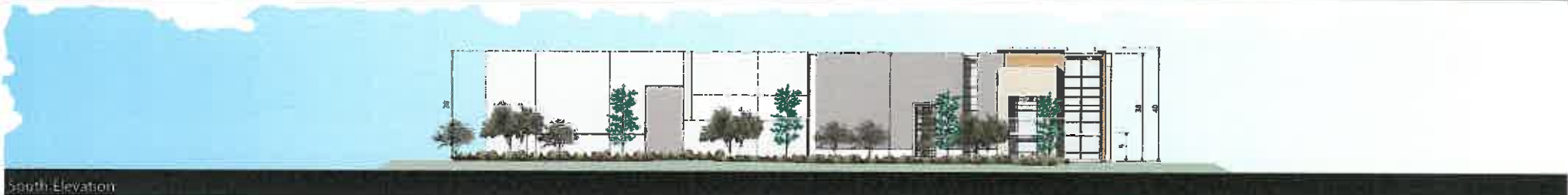
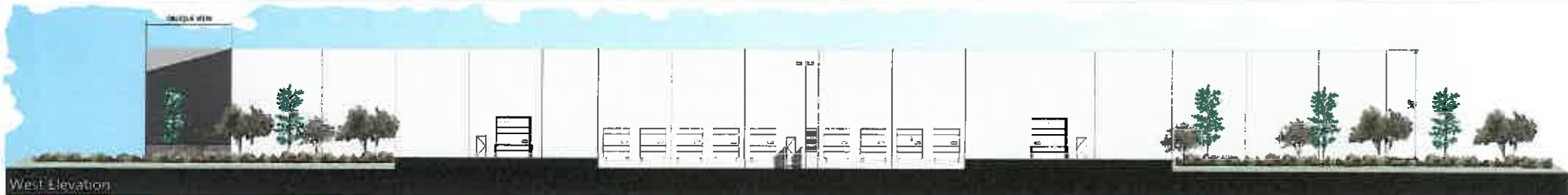
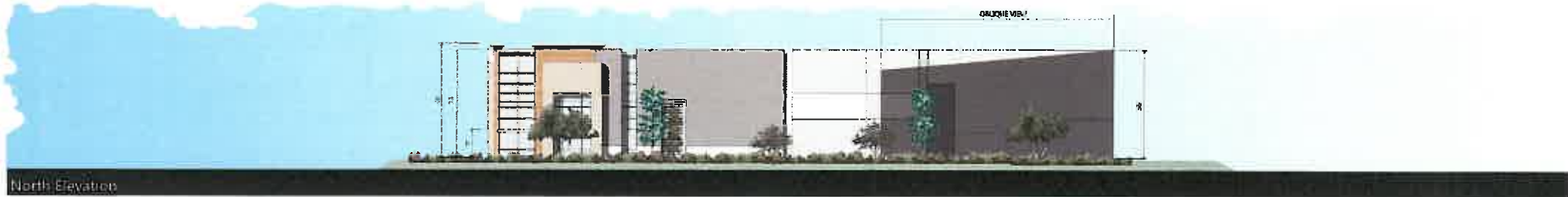


LIMONITE AVENUE AND ARCHIBALD AVENUE  
CITY OF EASTVALE, CA



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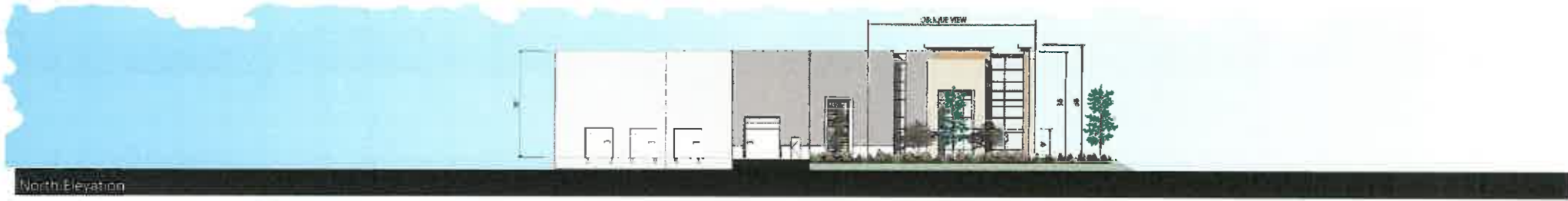
# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



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ESTATE  
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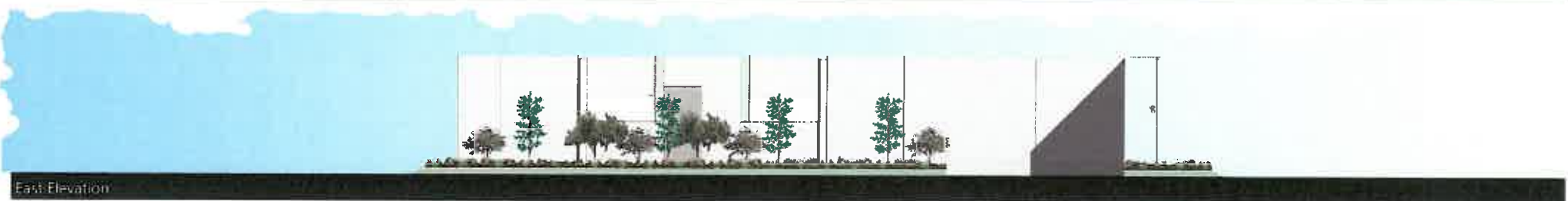
North Elevation



West Elevation



South Elevation



East Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



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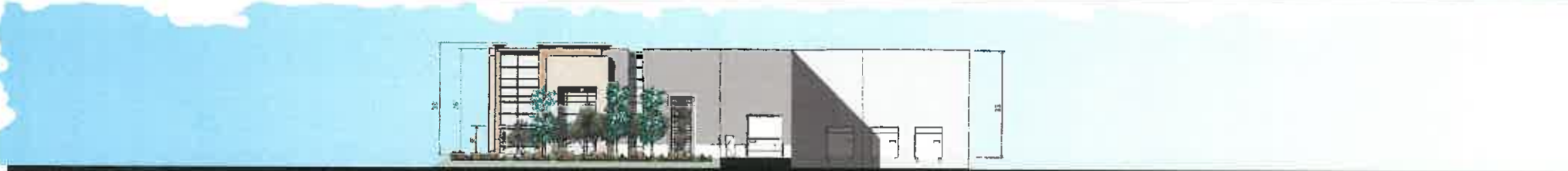
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ESTATE  
PARTNERS



North Elevation



West Elevation



South Elevation



East Elevation

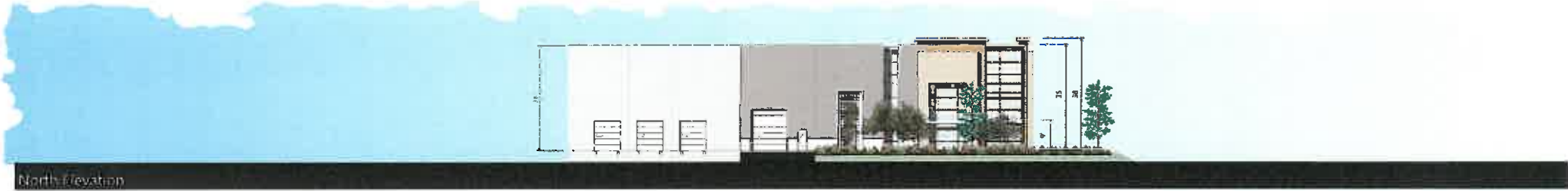


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CITY OF EASTVALE, CA



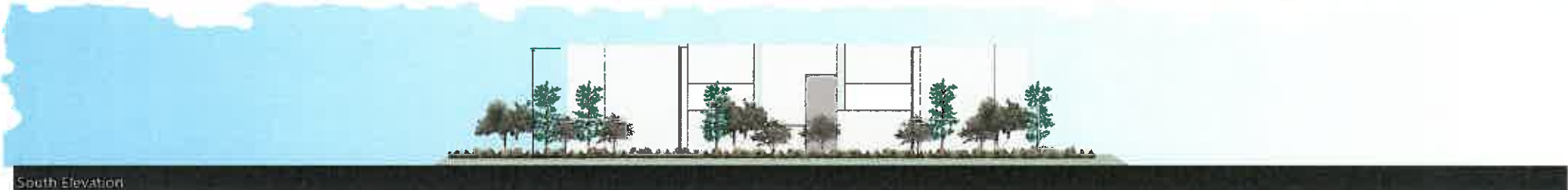
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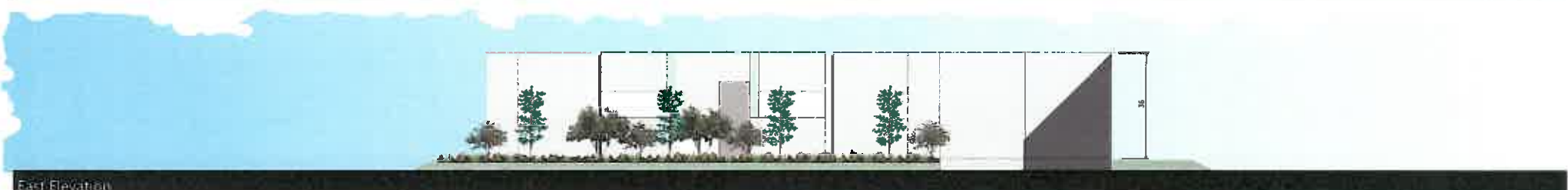
North Elevation



West Elevation



South Elevation

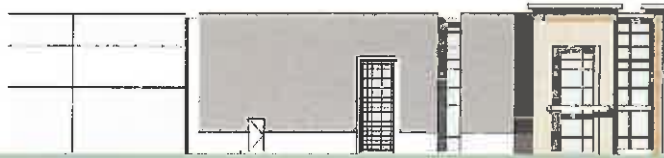


East Elevation

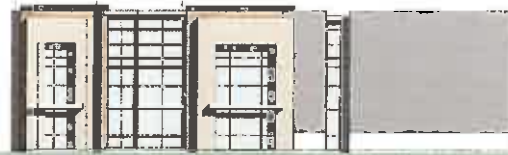
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CITY OF EASTVALE, CA



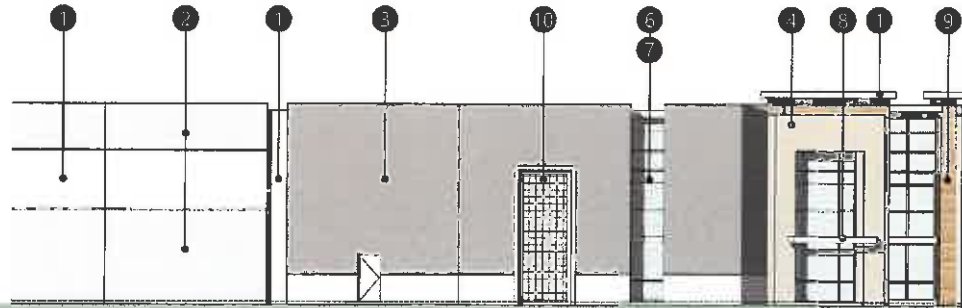


North Elevation



West Elevation

1	2	3	4	5	6	7	8	9	10
SHERWIN-WILLIAMS SW7008 EXTRA WHITE	SHERWIN-WILLIAMS SW7646 FIRST STAR	SHERWIN-WILLIAMS SW7643 PUSSYWILLOW	SHERWIN-WILLIAMS SW7530 BARCELONA BEIGE	SHERWIN-WILLIAMS SW2825 COLONIAL REVIVAL SEA GREEN		CLEAR ANODIZED MULLIONS	ALUMINUM COMPOSITE PANEL CANOPY	ARIZONA TILE AEQUA - SILVA 12\"X48\"	



Enlarged View of North Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



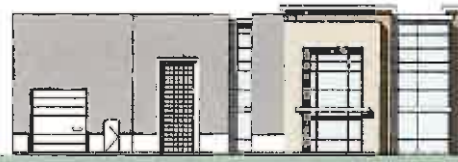
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ESTATE  
PARTNERS




North Elevation




West Elevation




- 1




SHERWIN-WILLIAMS  
SW7006  
EXTRA WHITE
- 2



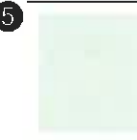
SHERWIN-WILLIAMS  
SW7646  
FIRST STAR
- 3




SHERWIN-WILLIAMS  
SW7643  
PUSSYWILLOW
- 4



SHERWIN-WILLIAMS  
SW7530  
BARCELONA BEIGE
- 5




SHERWIN-WILLIAMS  
SW2825  
COLONIAL REVIVAL  
SEA GREEN
- 6



- 7



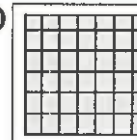
CLEAR ANODIZED  
MULLIONS
- 8

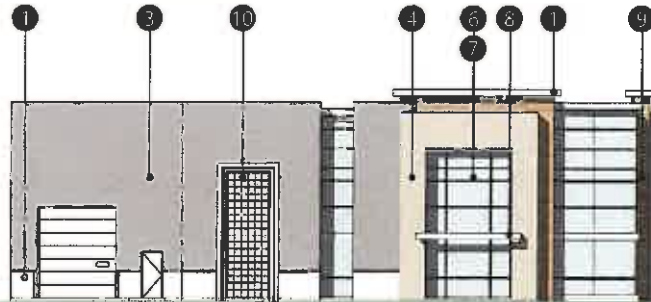


ALUMINUM  
COMPOSITE PANEL  
CANOPY
- 9



ARIZONA TILE  
AEQUA - SILVA  
12"X48"
- 10





Enlarged View of West Elevation



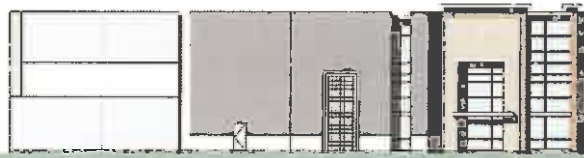
# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA

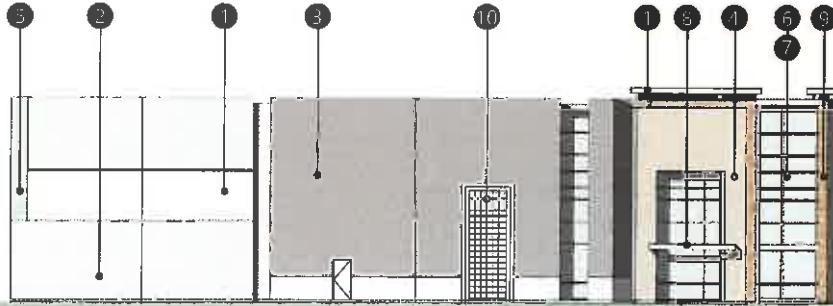
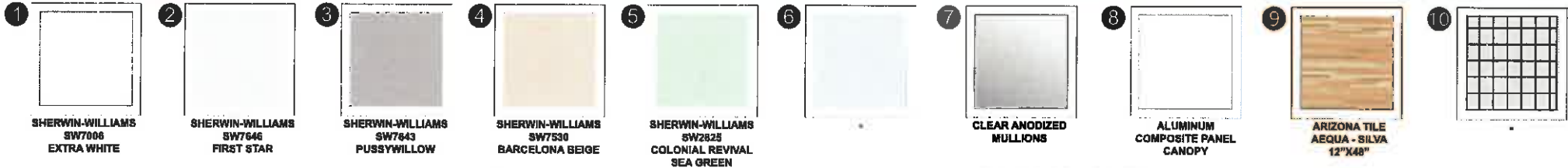


60  
ORBIS  
REAL  
ESTATE  
PARTNERS

North Elevation



West Elevation



Enlarged View of North Elevation

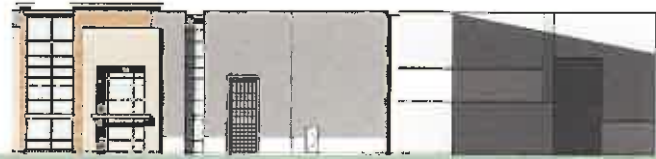


# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



61  
ORBIS  
REAL  
ESTATE  
PARTNERS

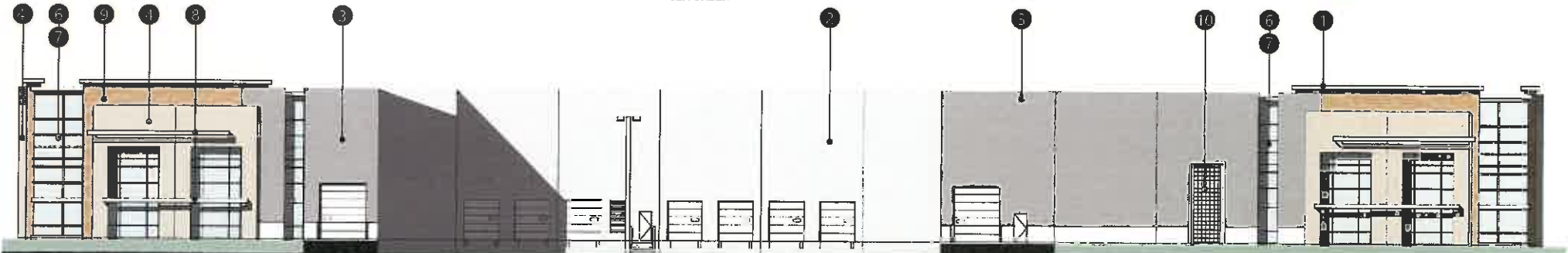


North Elevation



East Elevation

1	2	3	4	5	6	7	8	9	10
SHERWIN-WILLIAMS SW7006 EXTRA WHITE	SHERWIN-WILLIAMS SW7646 FIRST STAR	SHERWIN-WILLIAMS SW7643 PUSSYWILLOW	SHERWIN-WILLIAMS SW7530 BARCELONA BEIGE	SHERWIN-WILLIAMS SW2825 COLONIAL REVIVAL SEA GREEN		CLEAR ANODIZED MULLIONS	ALUMINUM COMPOSITE PANEL CANOPY	ARIZONA TILE AEQUA - SILVA 12"X48"	



Enlarged View of East Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

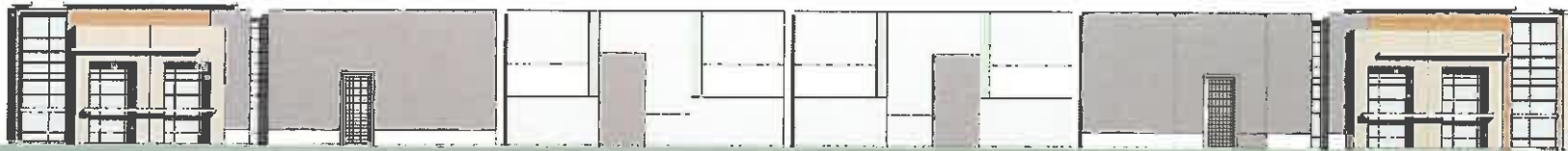
CITY OF EASTVALE, CA



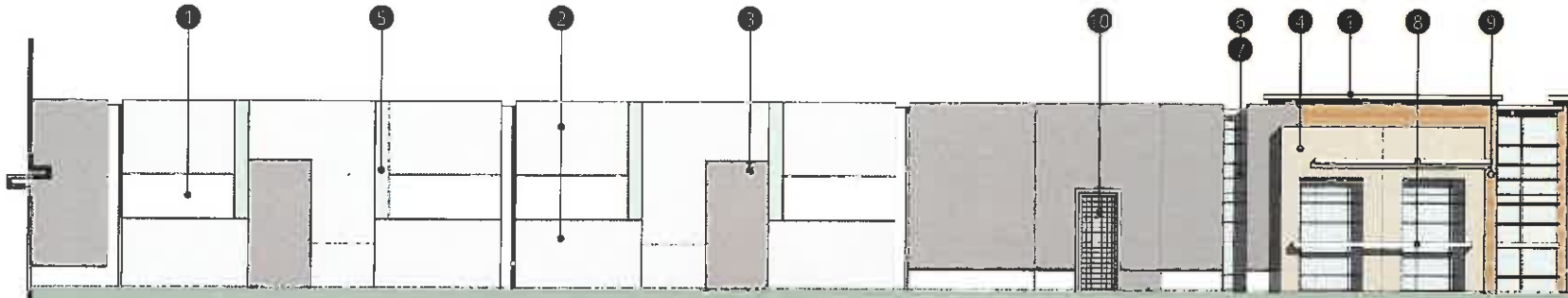
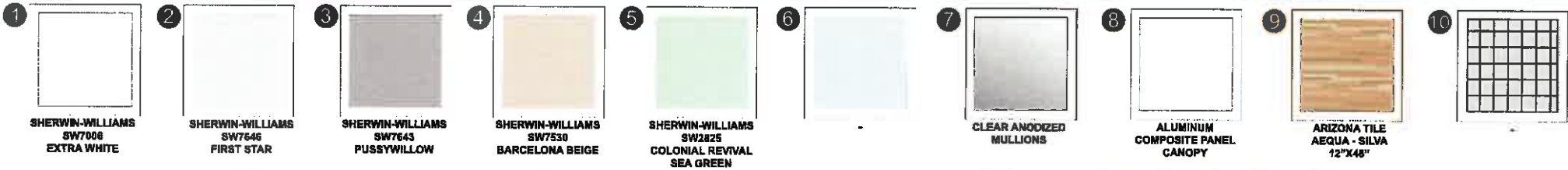
62  
ORBIS  
REAL  
ESTATE  
PARTNERS



North Elevation



East Elevation



Enlarged View of East Elevation



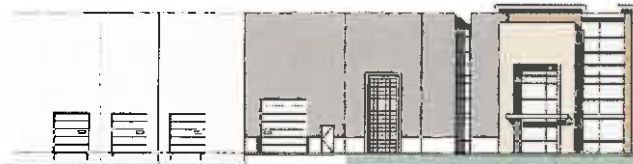
# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA

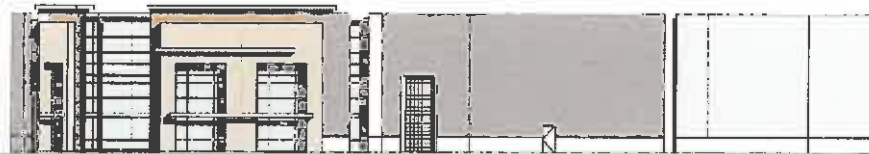


63  
ORBIS  
REAL  
ESTATE  
PARTNERS



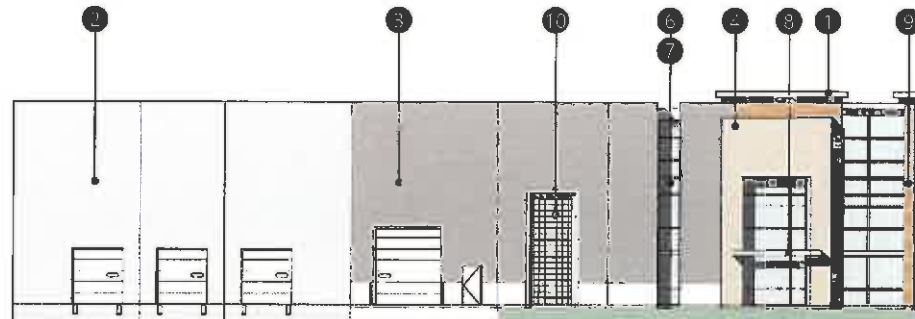


North Elevation



West Elevation

- |   |  |   |   |   |   |                            |                                       |  |    |
|---|--|---|---|---|---|----------------------------|---------------------------------------|--|----|
| 1   | 2  | 3   | 4   | 5   | 6 | 7                          | 8                                     | 9  | 10 |
|   |  |   |   |   |   |                            |                                       |  |    |
| SHERWIN-WILLIAMS<br>SW7008<br>EXTRA WHITE | SHERWIN-WILLIAMS<br>SW7646<br>FIRST STAR | SHERWIN-WILLIAMS<br>SW7643<br>PUSSYWILLOW | SHERWIN-WILLIAMS<br>SW7530<br>BARCELONA BEIGE | SHERWIN-WILLIAMS<br>SW2825<br>COLONIAL REVIVAL<br>SEA GREEN |   | CLEAR ANODIZED<br>MULLIONS | ALUMINUM<br>COMPOSITE PANEL<br>CANOPY | ARIZONA TILE<br>AEQUA - SILVA<br>12"X48" |    |



Enlarged View of North Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA

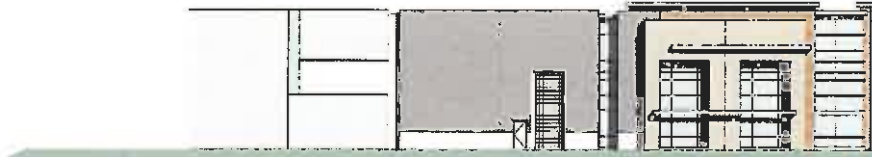


64  
ORBIS  
REAL  
ESTATE  
PARTNERS


North Elevation



West Elevation




- 1




SHERWIN-WILLIAMS  
SW7006  
EXTRA WHITE
- 2



SHERWIN-WILLIAMS  
SW7646  
FIRST STAR
- 3



SHERWIN-WILLIAMS  
SW7643  
PUSSYWILLOW
- 4



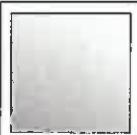
SHERWIN-WILLIAMS  
SW7530  
BARCELONA BEIGE
- 5




SHERWIN-WILLIAMS  
SW2825  
COLONIAL REVIVAL  
SEA GREEN
- 6



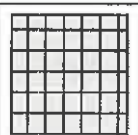
CLEAR ANODIZED  
MULLIONS
- 7

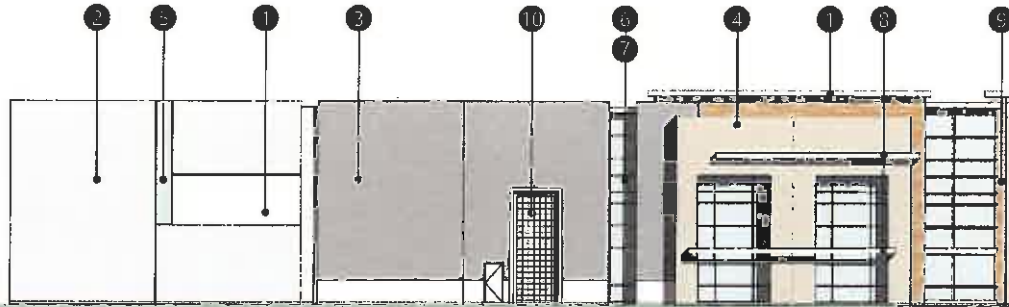


ALUMINUM  
COMPOSITE PANEL  
CANOPY
- 8



ARIZONA TILE  
AEQUA - SILVA  
12"X48"
- 10





Enlarged View of North Elevation

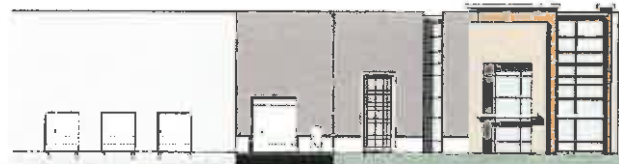


# LIMONITE AVENUE AND ARCHIBALD AVENUE

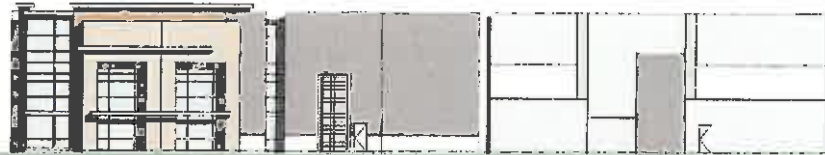
CITY OF EASTVALE, CA



65  
ORBIS  
REAL  
ESTATE  
PARTNERS

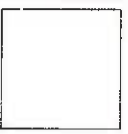


North Elevation




West Elevation


- 1




SHERWIN-WILLIAMS  
SW7008  
EXTRA WHITE
- 2




SHERWIN-WILLIAMS  
SW7646  
FIRST STAR
- 3




SHERWIN-WILLIAMS  
SW7643  
PUSSYWILLOW
- 4




SHERWIN-WILLIAMS  
SW7530  
BARCELONA BEIGE
- 5



SHERWIN-WILLIAMS  
SW2825  
COLONIAL REVIVAL  
SEA GREEN
- 6



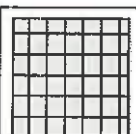
CLEAR ANODIZED  
MULLIONS
- 7

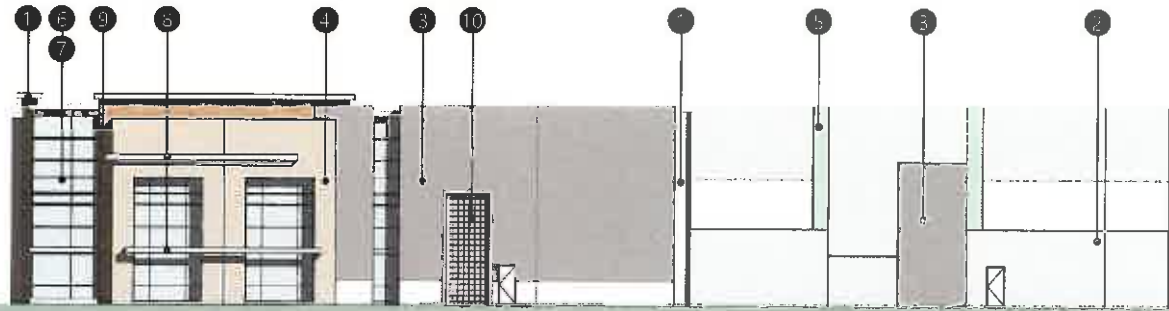


ALUMINUM  
COMPOSITE PANEL  
CANOPY
- 8



ARIZONA TILE  
AEQUA - SILVA  
12\"X48\"
- 10





Enlarged view of North Elevation



# LIMONITE AVENUE AND ARCHIBALD AVENUE

CITY OF EASTVALE, CA



66  
ORBIS  
REAL  
ESTATE  
PARTNERS

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, September 3 (Labor Day), and by prescheduled appointment on Friday, September 7, 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 Eastvale will hold hearings on this project 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:   September 13, 2018

TIME OF HEARING:   9:30 A.M.

**CASE DESCRIPTION:**

ZAP1026CH18 – The Merge Company I, LLC (Representative: Raymond A. Polverini) – City of Eastvale Case Nos. PLN18-20026 (General Plan Amendment, Change of Zone, Major Development Review, Tentative Parcel Map, Conditional Use Permit), a proposal to develop a commercial/industrial center consisting of 67,822 square feet of commercial building area on 10.8 acres and 336,501 square feet of industrial building area on 15.4 acres of a 26.2 gross acre site located on the northeast corner of Archibald Avenue and Limonite Avenue. The applicant also proposes to amend the commercial site's General Plan land use designation from Light Industrial (LI) to Commercial Retail (CR) and change its zoning from Heavy Agricultural (A-2) to General Commercial (C-1/C-P), and to change the zoning of the industrial site from Heavy Agricultural (A-2) to Industrial Park (I-P). Also proposed is a tentative parcel map to subdivide the overall 26.2 gross acres into 17 parcels. (Airport Compatibility Zone C and D of the Chino Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Kanika Kith of the City of Eastvale at (951) 258-8300.





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1026CH18      DATE SUBMITTED: 6-26-18

CM  
C+D

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

<b>Applicant</b>	The Merge Company I, LLC	Phone Number 949-330-7564
<b>Mailing Address</b>	c/o Orbis Real Estate Partners 280 Newport Center Drive, #240 Newport Beach, CA 92660	Email <a href="mailto:rpolverini@orbisrep.com">rpolverini@orbisrep.com</a>
<b>Representative</b>	Raymond A. Polverini	Phone Number same
<b>Mailing Address</b>	same	Email same
<b>Property Owner</b>	Dyt Family Trust UDT January 22, 2008	Phone Number 909-590-7883
<b>Mailing Address</b>	c/o Peter Haringsma 14058 S. Euclid Avenue, Chino, CA 91710	Email <a href="mailto:pharingsma@vdhbrokers.com">pharingsma@vdhbrokers.com</a>

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	City of Eastvale	Phone Number 951-258-8300
<b>Staff Contact</b>	Kanika Kith	Email <a href="mailto:kkith@eastvaleca.gov">kkith@eastvaleca.gov</a>
<b>Mailing Address</b>	12363 Limonite Avenue, Suite 910 Eastvale, CA 91752	Case Type <input type="checkbox"/> EIR
<b>Local Agency Project No</b>	PLN18-20015	<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 type="checkbox"/> Site Plan Review/Plot Plan <input checked="" 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>	26 acres at the northeast corner of Archibald Avenue and Limonite Avenue City of Eastvale	
<b>Assessor's Parcel No.</b>	164-010-019-6	Gross Parcel Size 26.3 acres
<b>Subdivision Name</b>	The Merge	Nearest Airport and distance from Airport Chino, 8,500 lf
<b>Lot Number</b>		

### 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>	Agricultural

Proposed Land Use (describe)	72,600 SF of retail and 336,501 SF of industrial uses. Retail buildings range in size from 3,000 to 30,000 SF and industrial buildings range in size from 12,880 SF to 95,553 SF. A portion of the site is located in ALUC Zone C and a portion is in Zone D.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation _____		
	Number of People on Site	Maximum Number	_____
	Method of Calculation _____		
Height Data	Site Elevation (above mean sea level)	+/- 648'-0"	ft.
	Height of buildings or structures (from the ground)	+20'-0" - +40'-0" A.F.F.	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
			<input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. \*

\* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.5  
**HEARING DATE:** September 13, 2018  
**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.

### 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.

This recommendation is subject to change if ALUC staff is able to use the additional time between the date of this staff report and the hearing date to work out additional details with City staff.

**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.

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.”

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.

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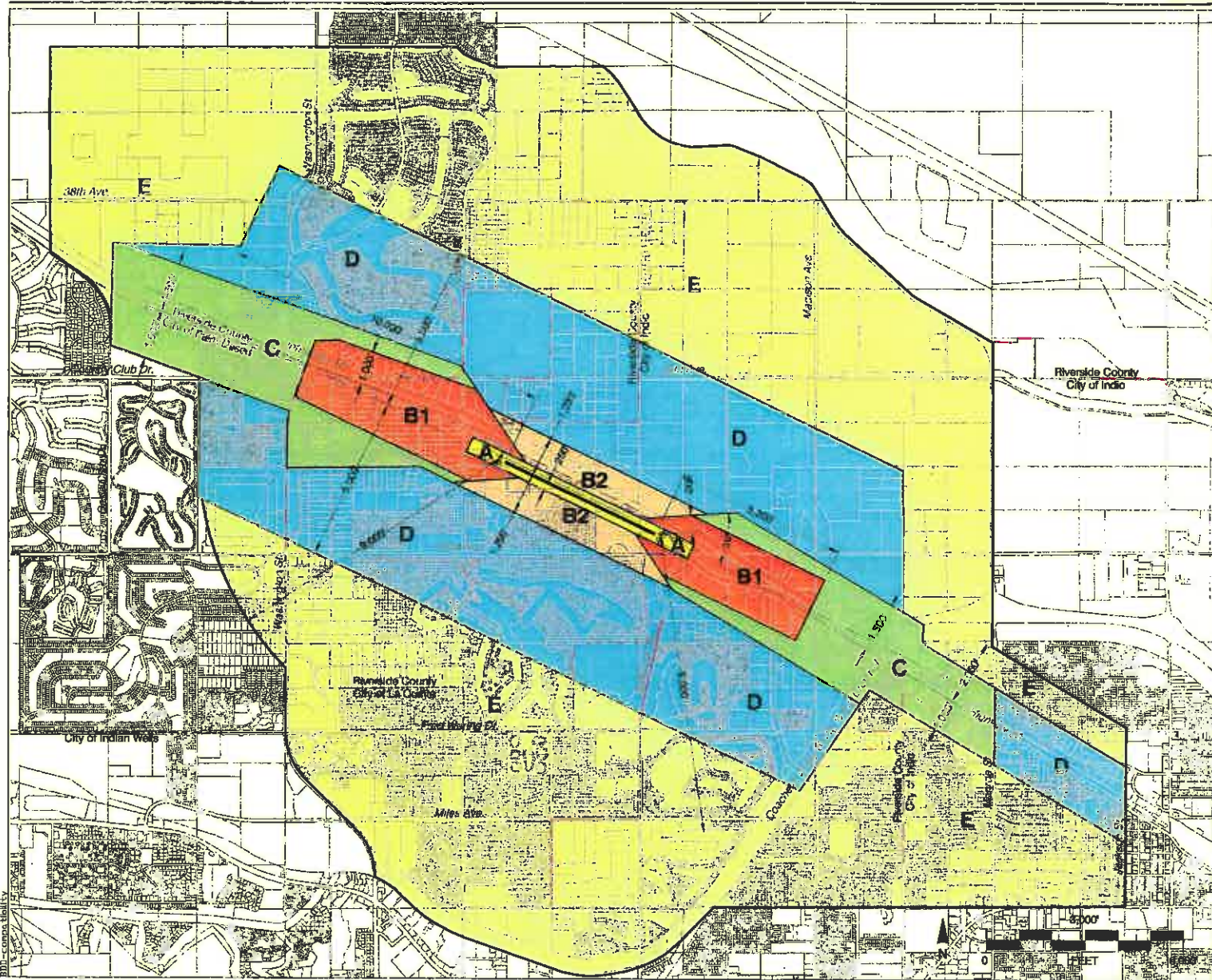
**TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST**

For additional guidance see:	<b>COMPATIBILITY CRITERIA</b>
<p>This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.</p>	
	<p><b>General Plan Document</b></p> <p>The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP</p>
Page 6-17	<ul style="list-style-type: none"> <li>• <b>Land Use Map</b>—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.                             <ul style="list-style-type: none"> <li>– Residential densities (dwelling units per acre) should not exceed the set limits.</li> <li>– Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).</li> <li>– No new land uses of a type listed as specifically prohibited should be shown within affected areas.</li> </ul> </li> </ul>
Pages 3-8	<ul style="list-style-type: none"> <li>• <b>Noise Element</b>—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).</li> </ul>
	<p><b>Zoning or Other Policy Documents</b></p> <p>The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.</p>
Page 4-26, Appendix G	<ul style="list-style-type: none"> <li>• <b>Intensity Limitations on Nonresidential Uses</b>—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.</li> </ul>
Pages 3-11, 4-29, Figures 4B - G	<ul style="list-style-type: none"> <li>• <b>Identification of Prohibited Uses</b>—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.</li> </ul>
Page 4-31	<ul style="list-style-type: none"> <li>• <b>Open Land Requirements</b>—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.</li> </ul>
Page 3-56, 4-18, 4-42	<ul style="list-style-type: none"> <li>• <b>Infill Development</b>—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.</li> </ul>
Pages 3-29, 4-35	<ul style="list-style-type: none"> <li>• <b>Height Limitations and Other Hazards to Flight</b>—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.</li> </ul>



**TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST**

For additional guidance see:	COMPATIBILITY CRITERIA
Pages 3-9, 4-14	<ul style="list-style-type: none"> <li>• <b>Buyer Awareness Measures</b>—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.</li> </ul>
Page 4-42	<ul style="list-style-type: none"> <li>• <b>Nonconforming Uses and Reconstruction</b>—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.</li> </ul>
	<p><b>REVIEW PROCEDURES</b></p> <p>In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.</p>
Page 6-1	<ul style="list-style-type: none"> <li>• <b>Actions Always Required to be Submitted for ALUC Review</b>—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.</li> </ul>
Page 6-5	<ul style="list-style-type: none"> <li>• <b>Other Land Use Actions Potentially Subject to ALUC Review</b>—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.</li> </ul>
Pages 5-10, 6-13	<ul style="list-style-type: none"> <li>• <b>Process for Compatibility Reviews by Local Agencies</b>—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.</li> </ul>
Page 6-9	<ul style="list-style-type: none"> <li>• <b>Variance Procedures</b>—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.</li> </ul>
Page 5-10	<ul style="list-style-type: none"> <li>• <b>Enforcement</b>—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.</li> </ul>



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

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

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

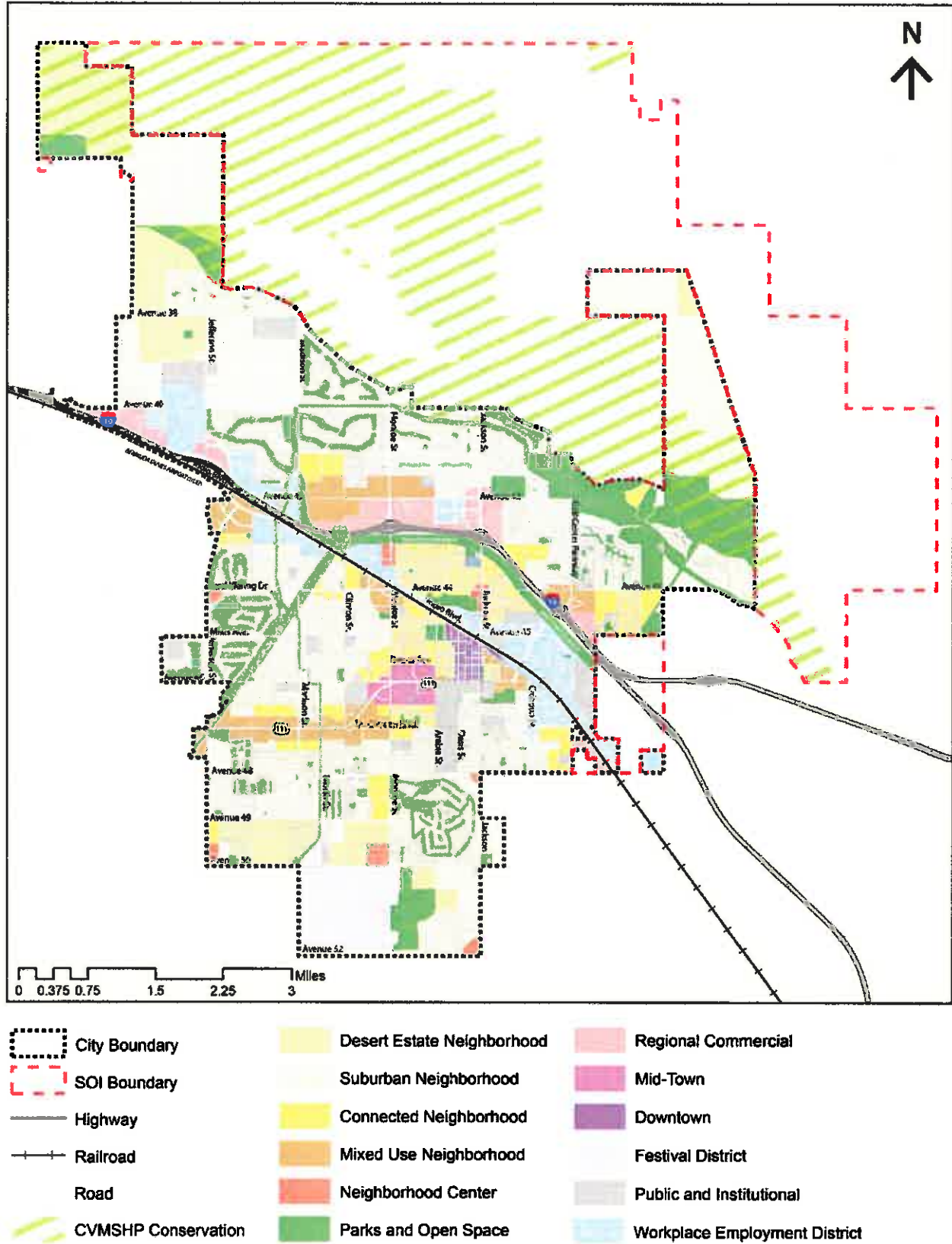
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted December 2004)

Map BD-1

**Compatibility Map**  
**Bermuda Dunes Airport**



Figure 3-5: General Plan Place Types



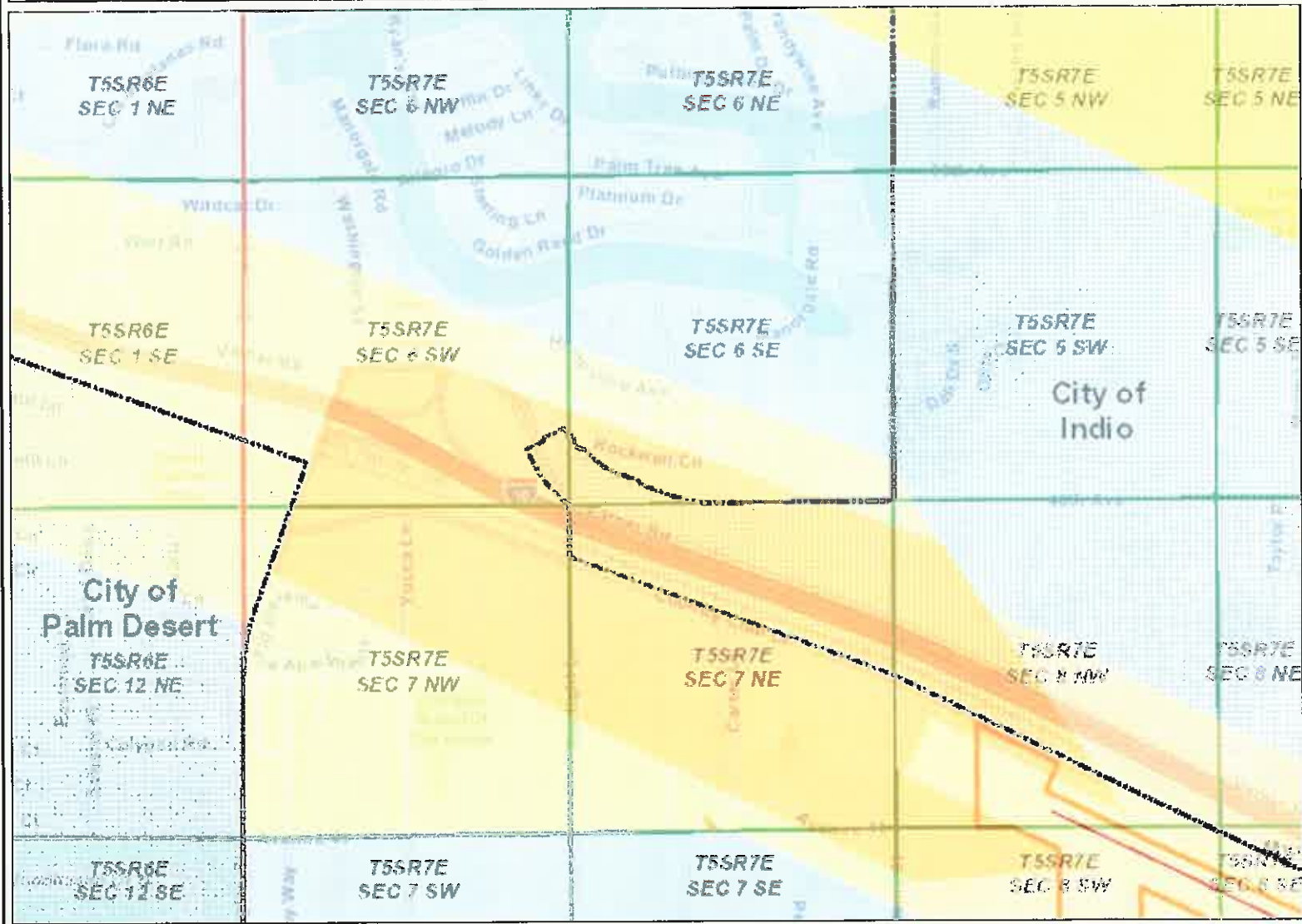
**Table 3-2: General Plan Place Types**

Major Classes	Place Type and Intent	Max. Gross Density/FAR*	Zoning Correlation
<b>NEIGHBORHOODS</b>	<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
<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
	<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
<b>DISTRICTS</b>	<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>PUBLIC AND INSTITUTIONAL</b>	<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

\*For larger development projects, portions of the project area may exceed the density as long as the total project density does not exceed the allowable density or FAR for the placetype.



# 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
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- B1-APZ II-EXC1
- B1-EXC1
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- C
- C1
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- C1-HIGHT
- C2
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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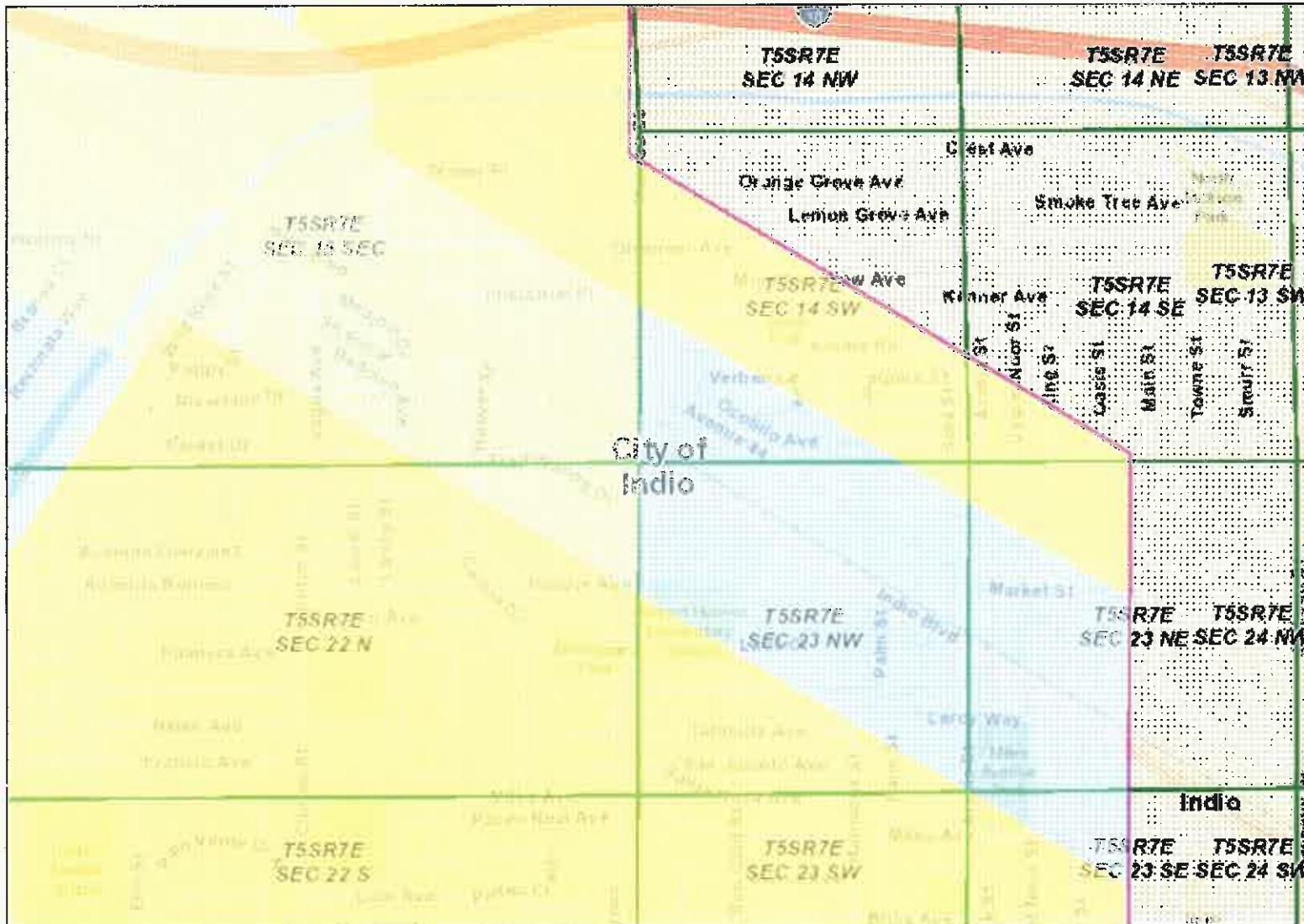


# Map My County Map

Los Angeles



San Diego Tijuana Mexico



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
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- A-EXC1
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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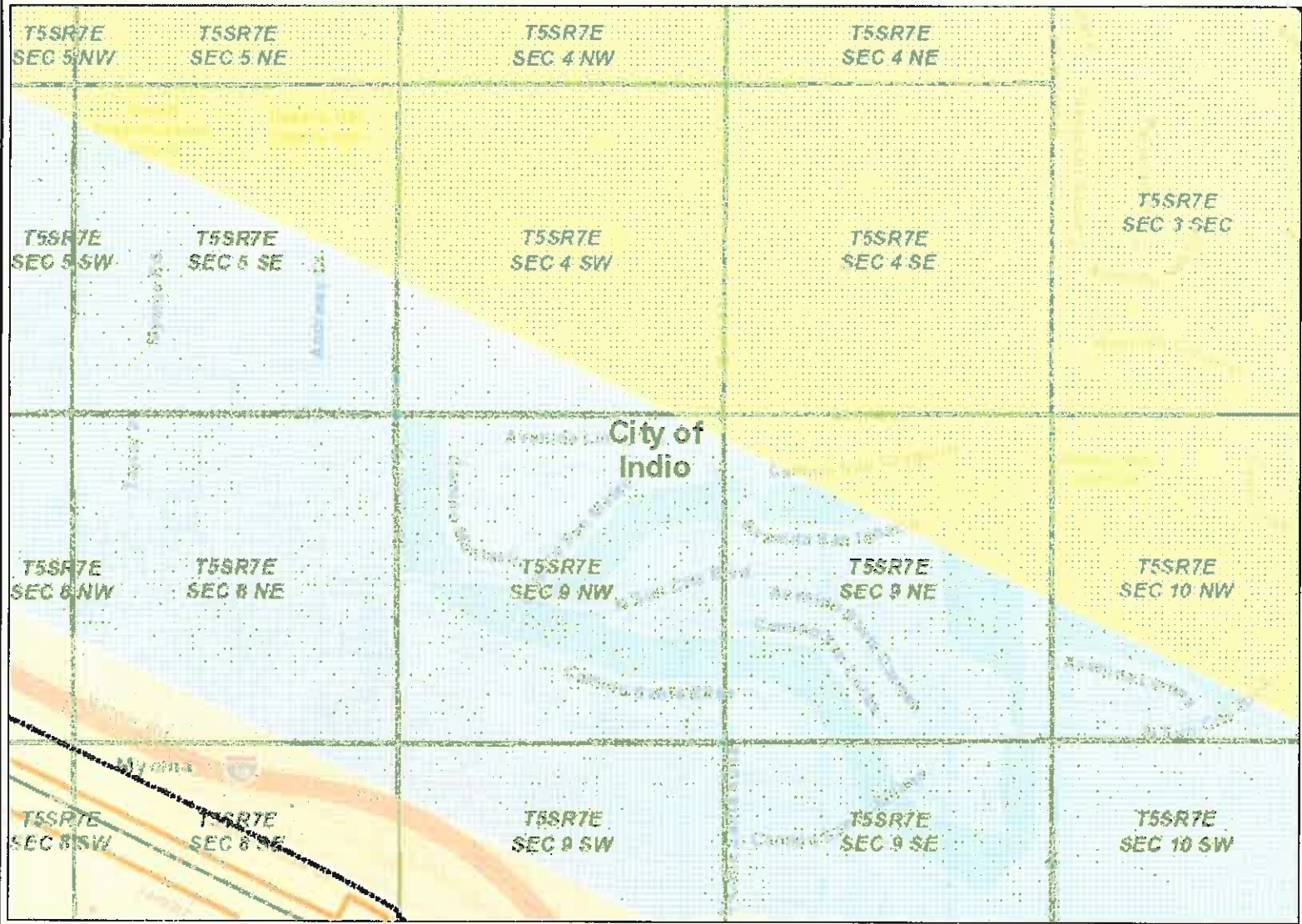
## Notes



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# Map My County Map



### Legend

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



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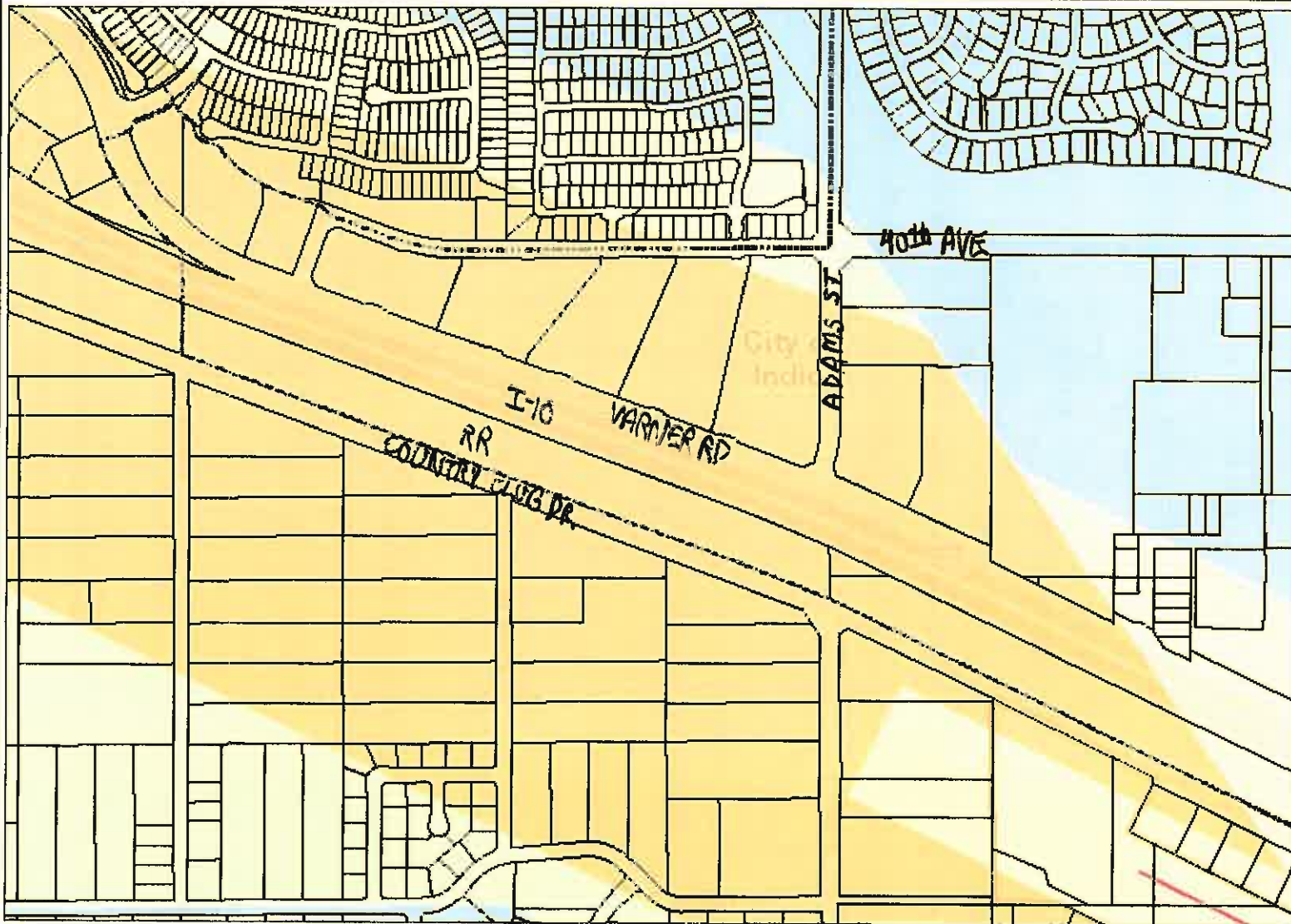


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# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
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- C
- C1
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- C2-FXC3
- C2-EXC5



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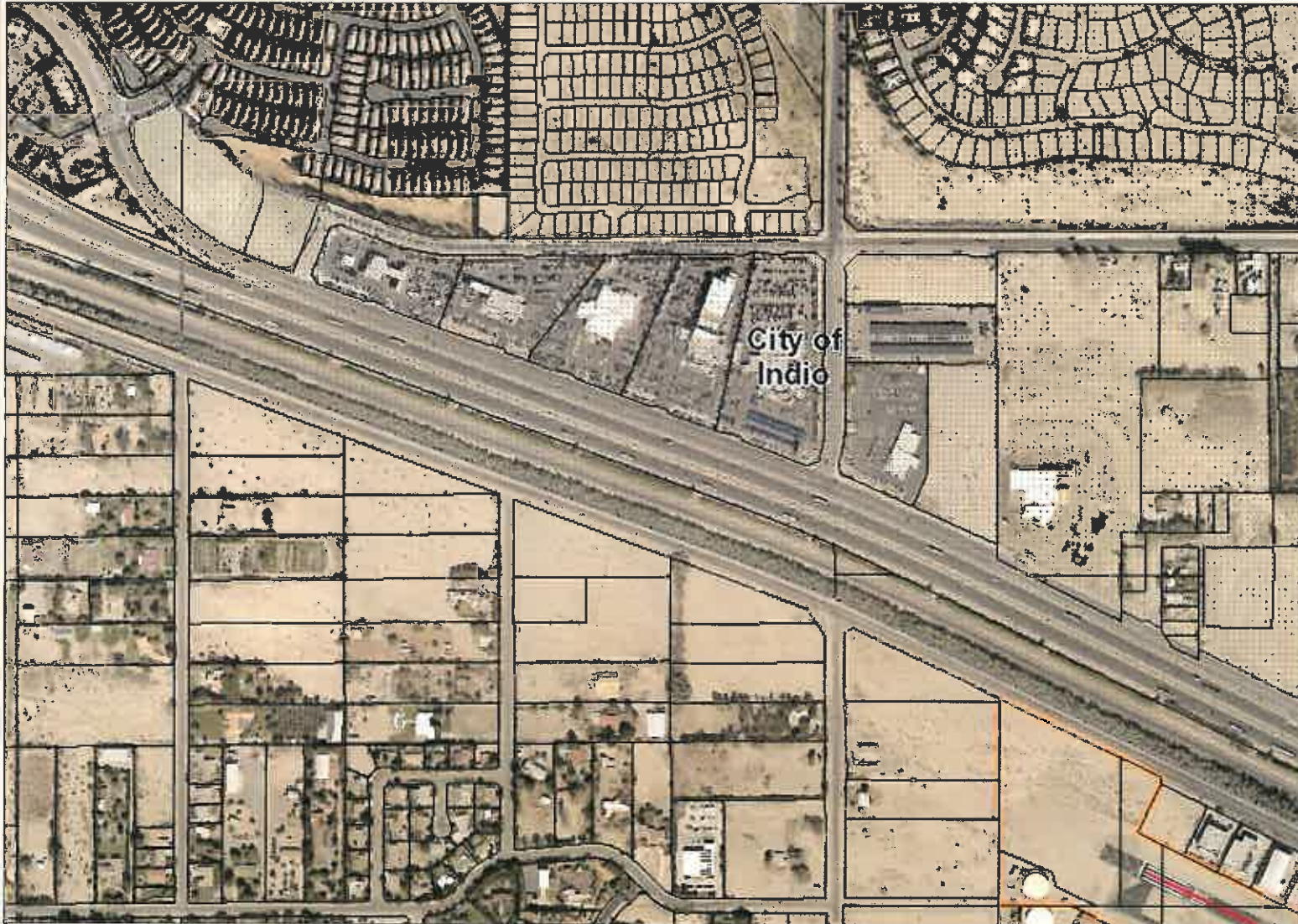


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# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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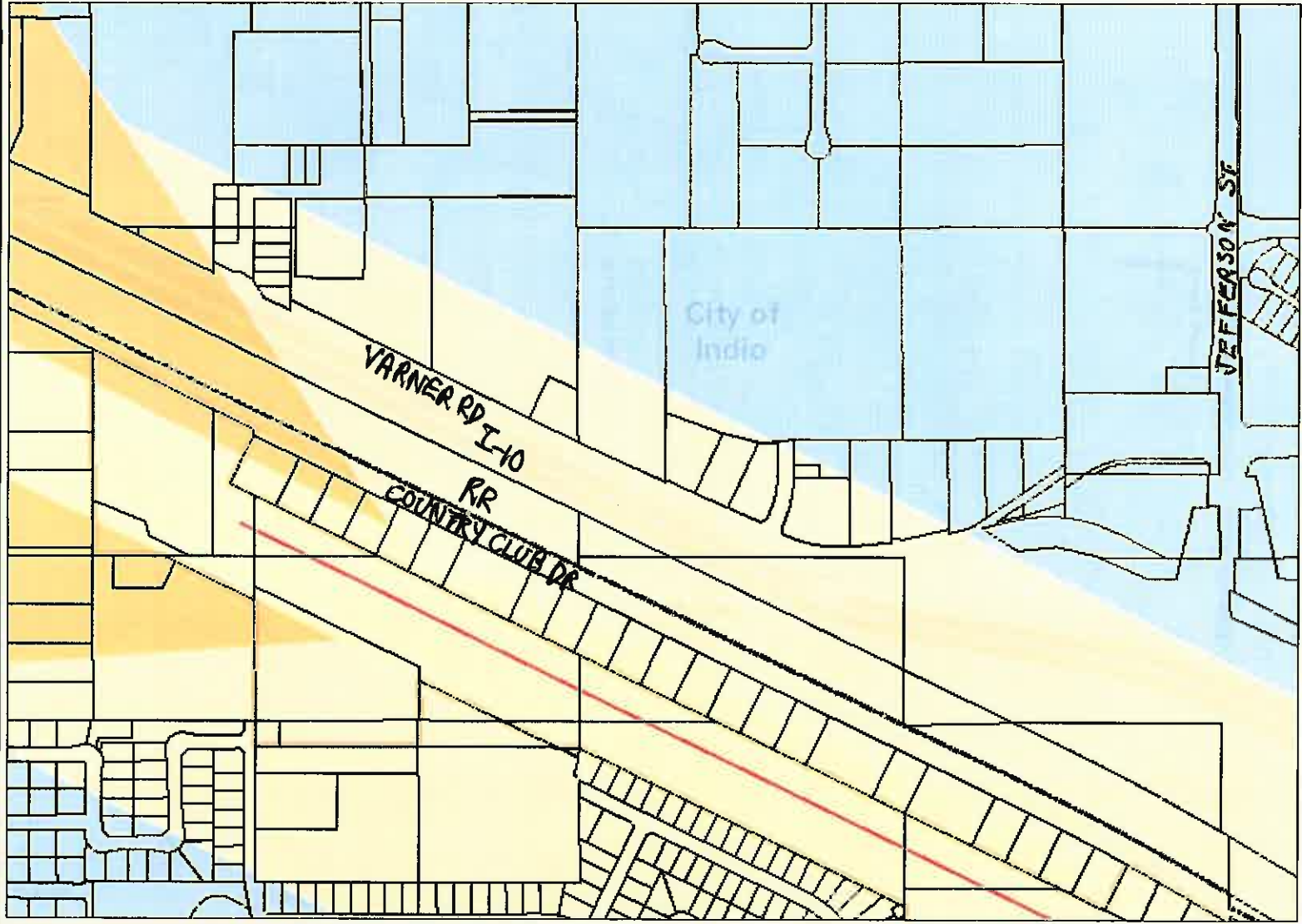


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# Map My County Map



### Legend

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- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
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- C2-EXC5



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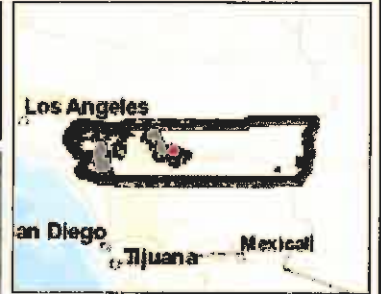
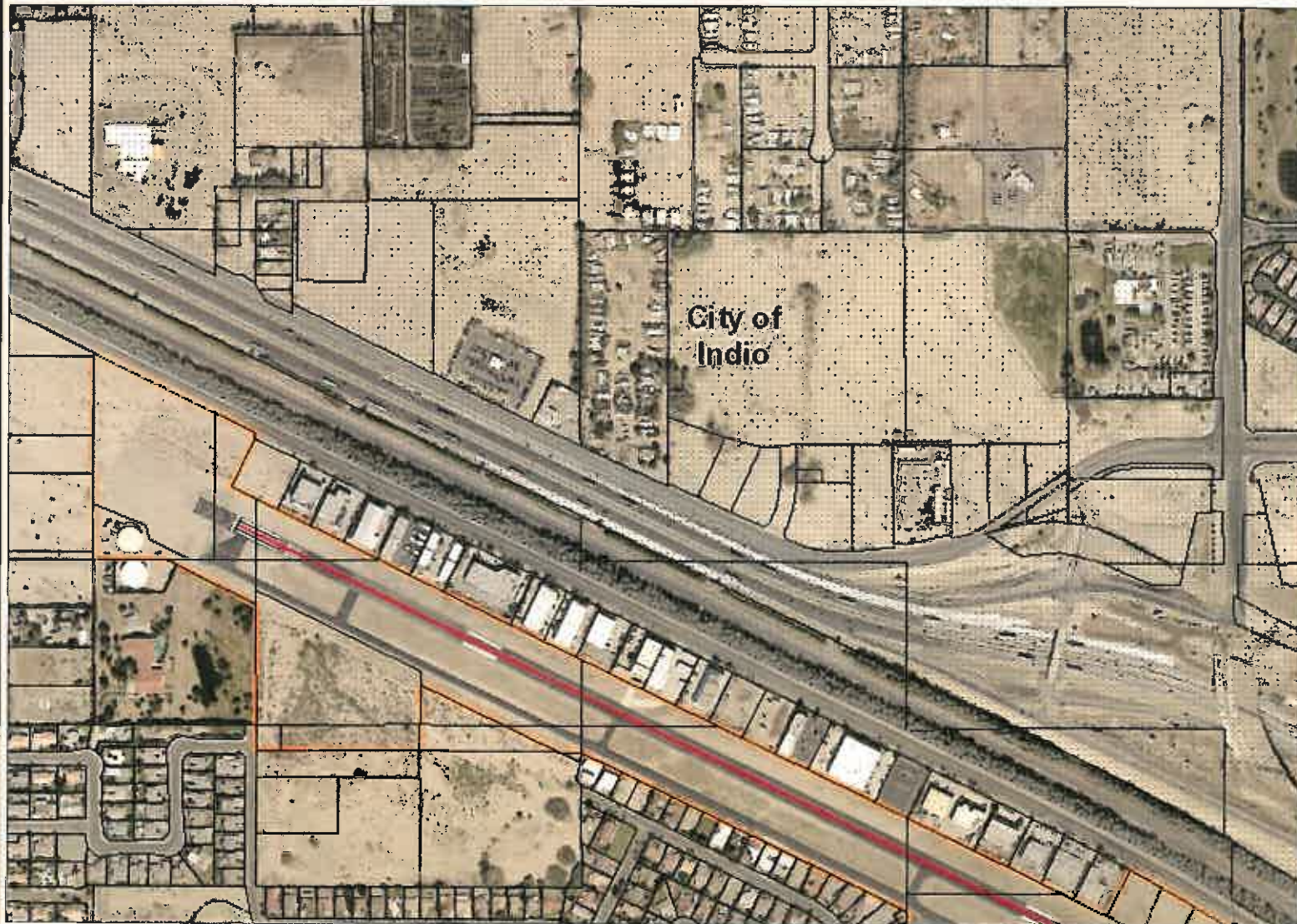
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### Notes



# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Blueline Streams
- Townships
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- World Street Map

**Notes**



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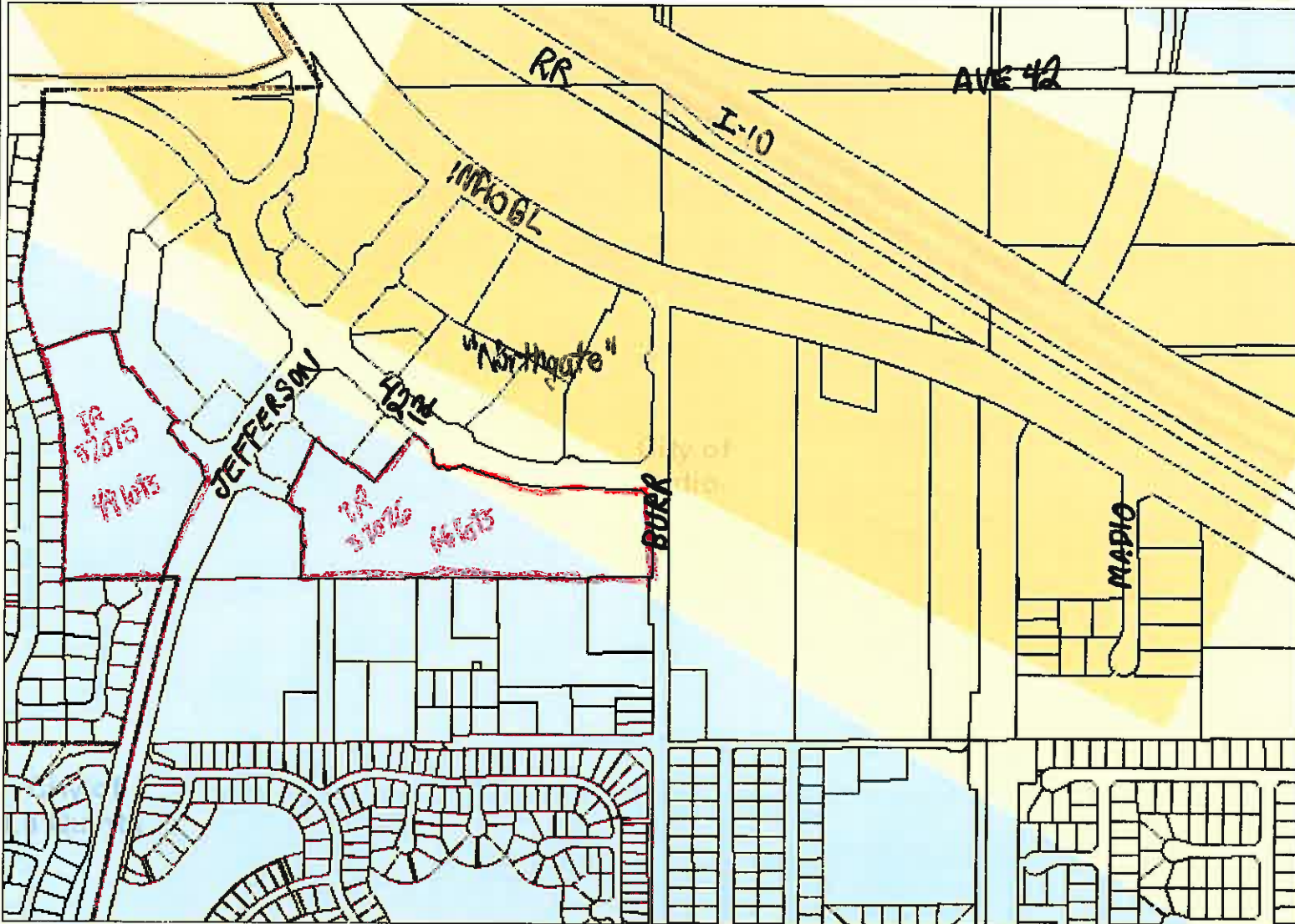


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# Map My County Map



## Legend

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- C2-EXC3
- C2-EXC5



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0 752 1,505 Feet

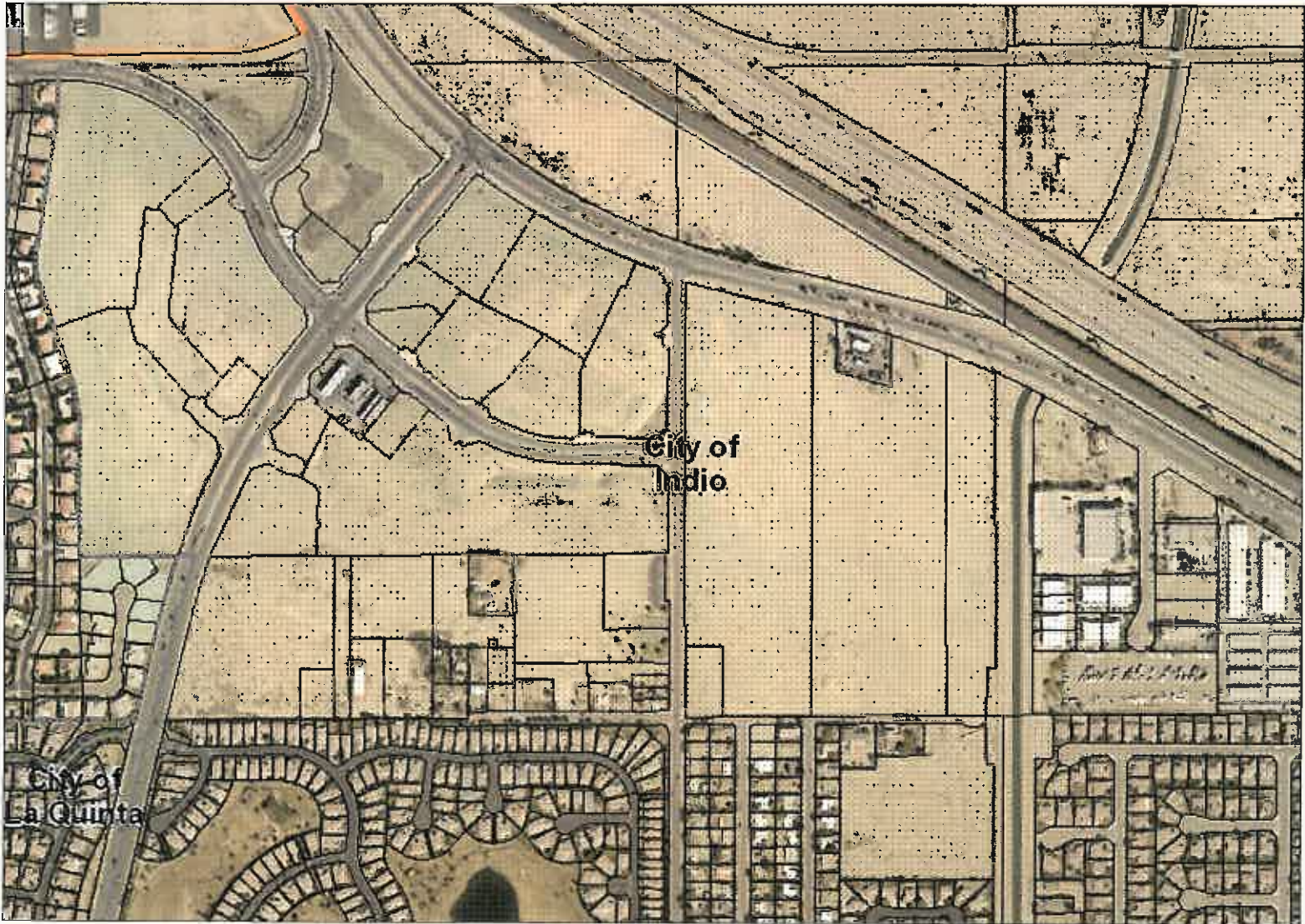
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## Notes



# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Blueline Streams
- Townships
- City Areas
- World Street Map

**Notes**



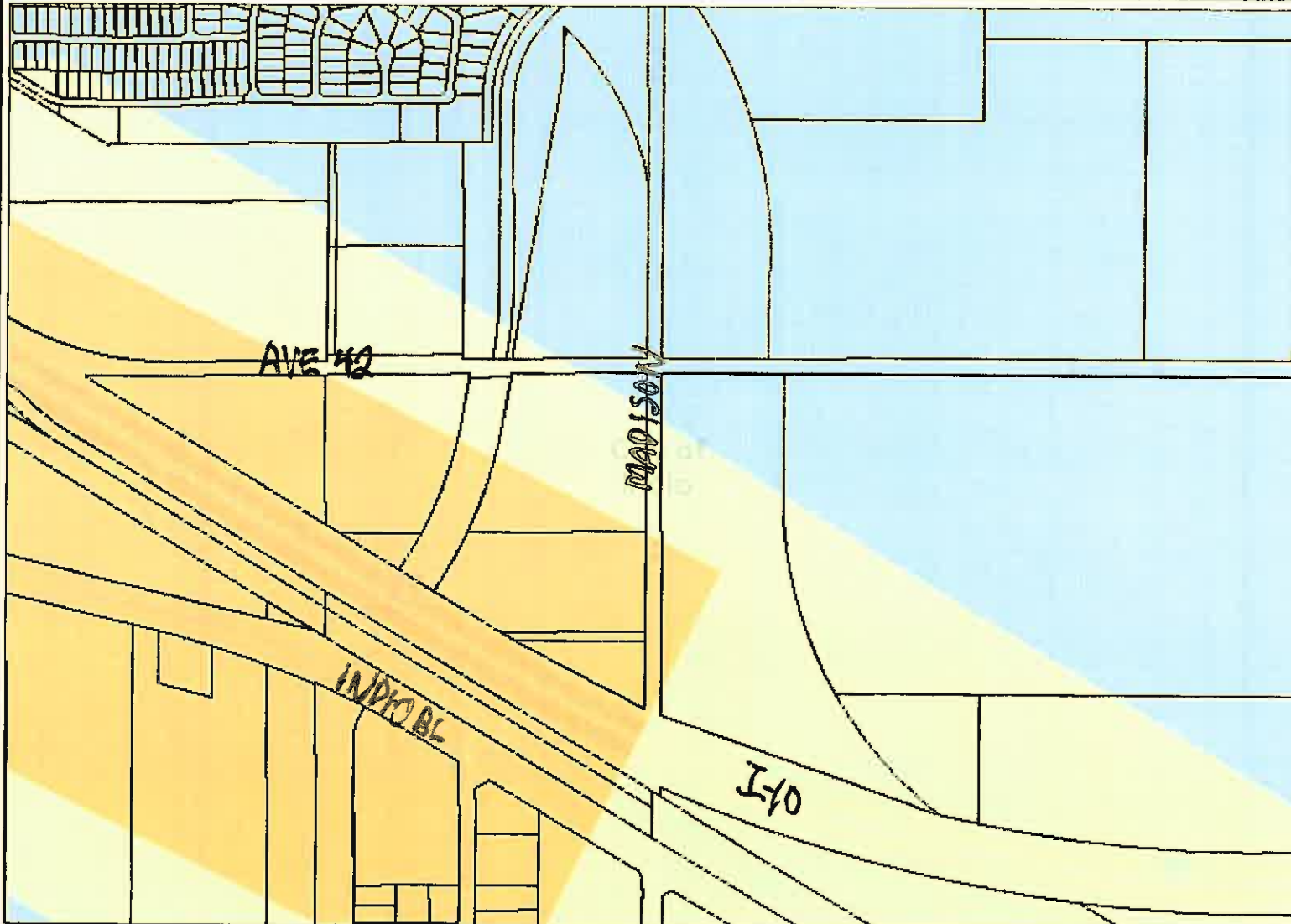
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# Map My County Map



**Legend**

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



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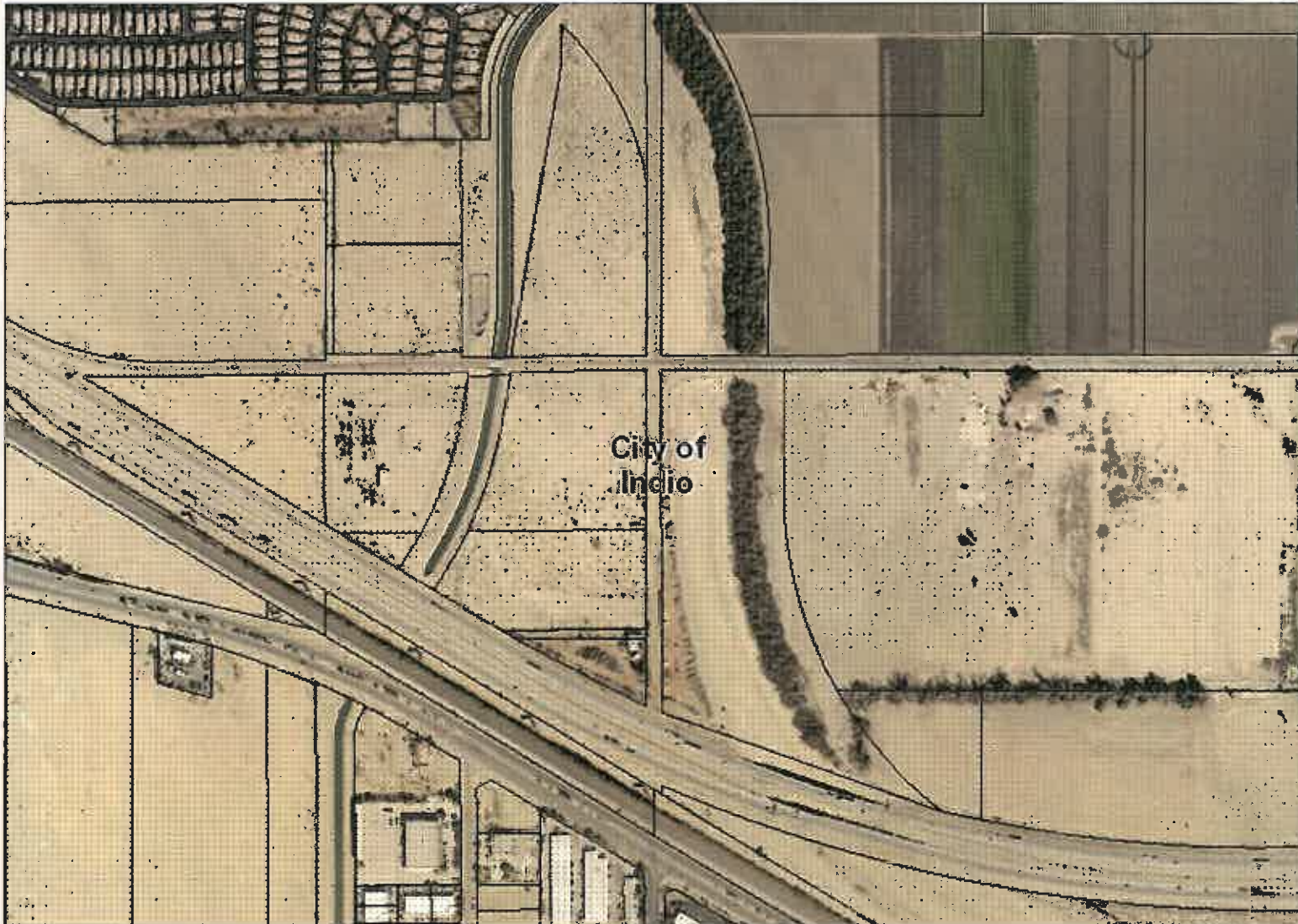
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**Notes**



# Map My County Map



## Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  Blueline Streams
-  Townships
-  City Areas
-  World Street Map



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## Notes

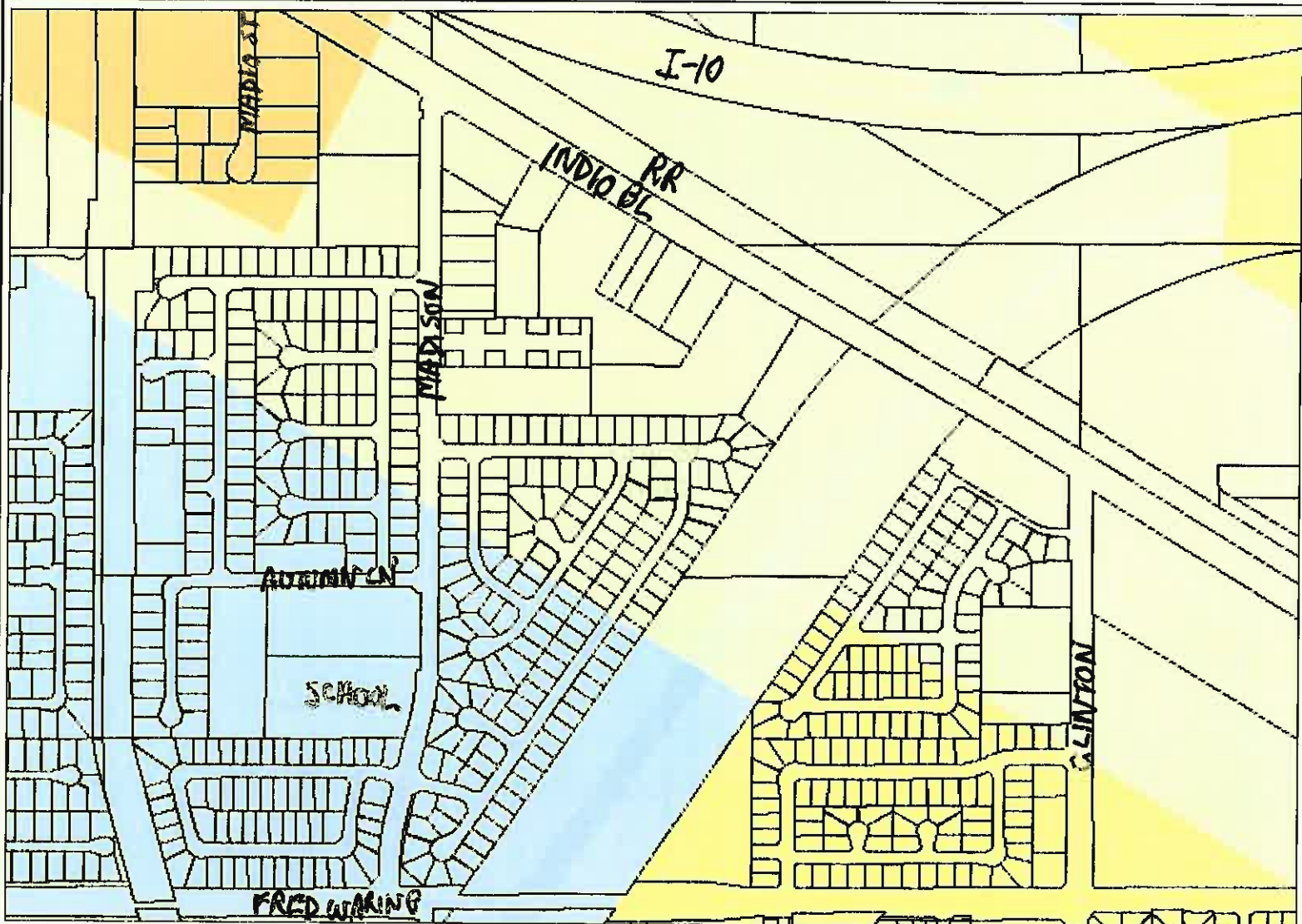


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# Map My County Map



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



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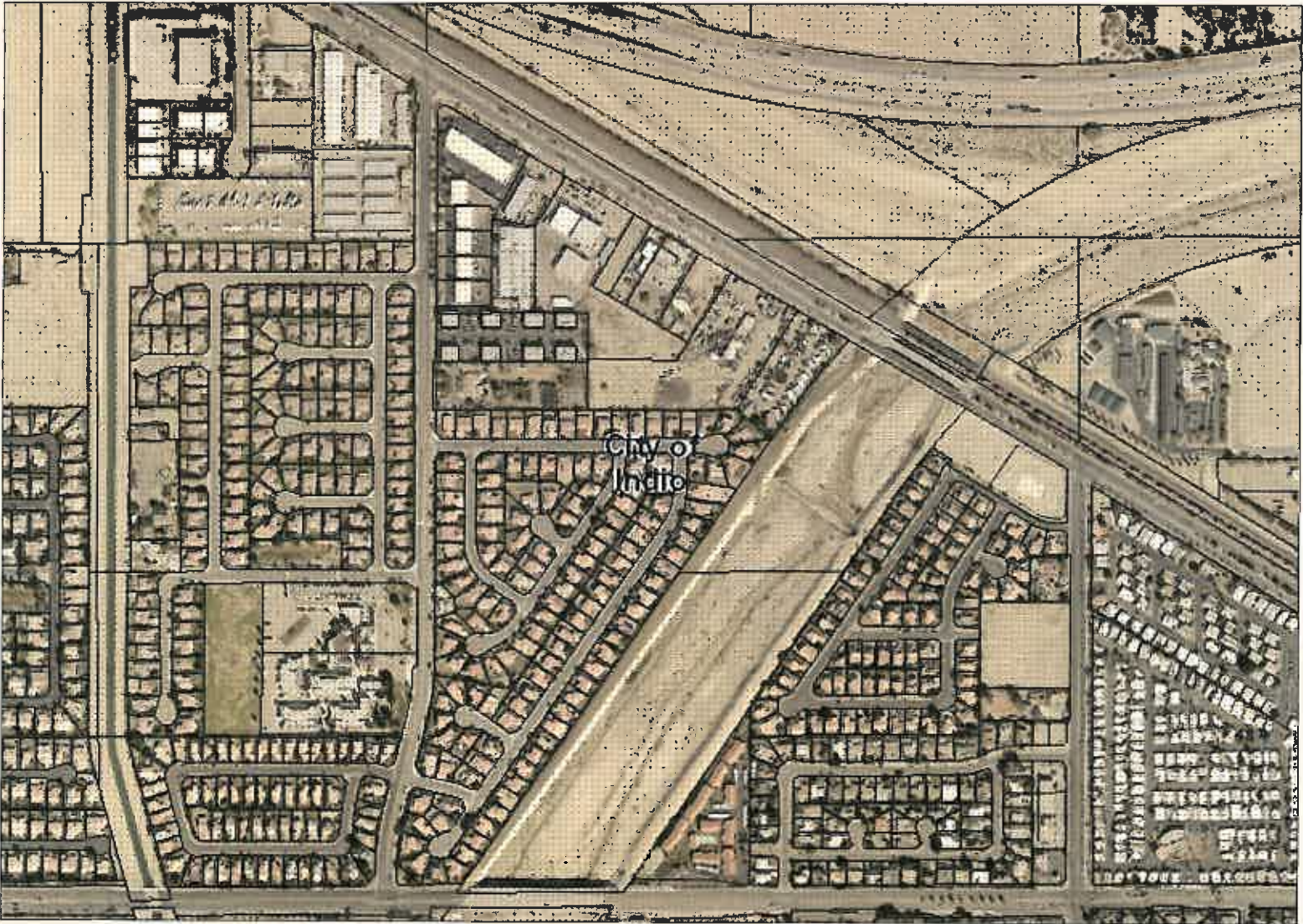
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**Notes**



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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**Notes**

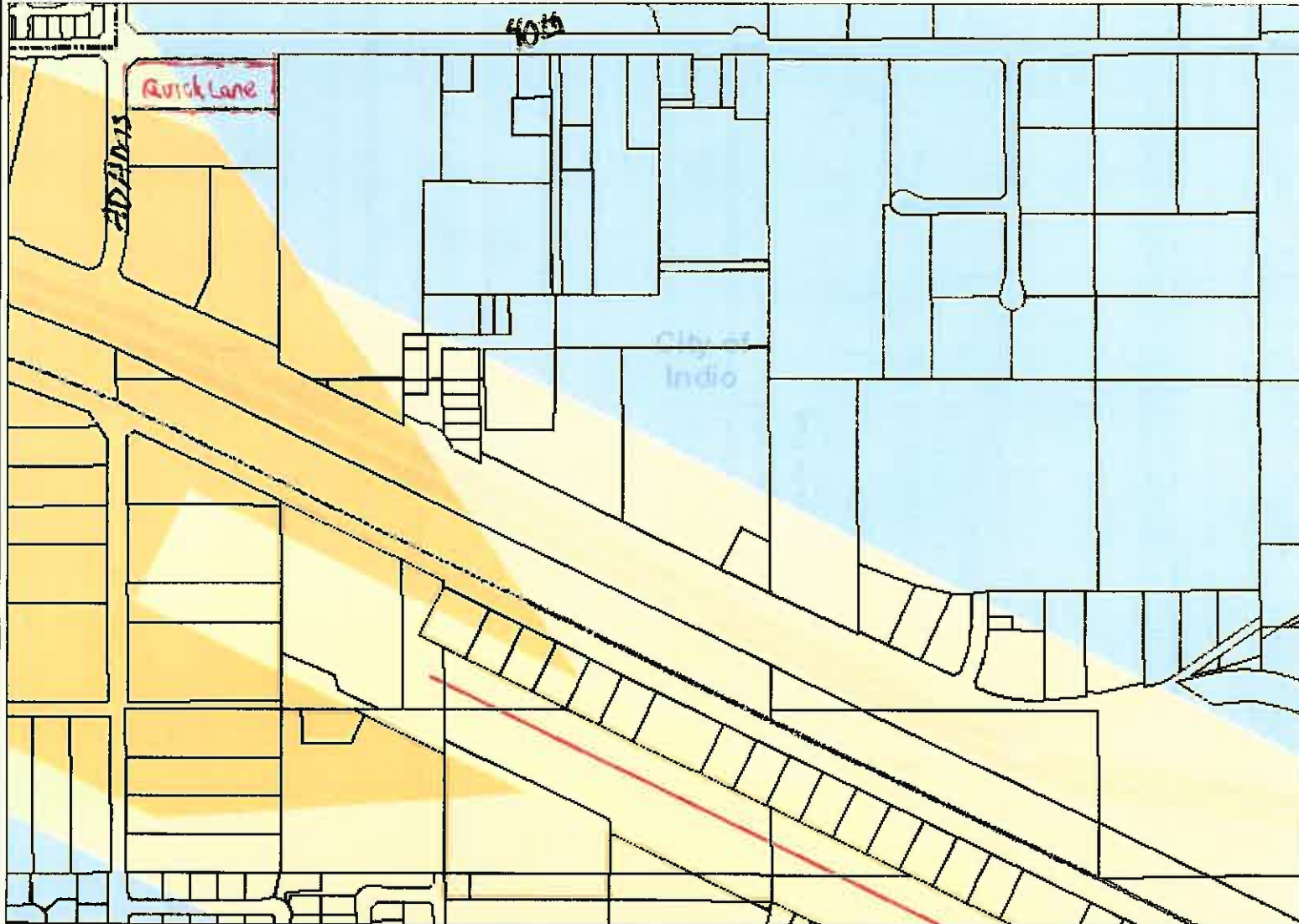
0 752 1,505 Feet

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# Map My County Map



### Legend

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



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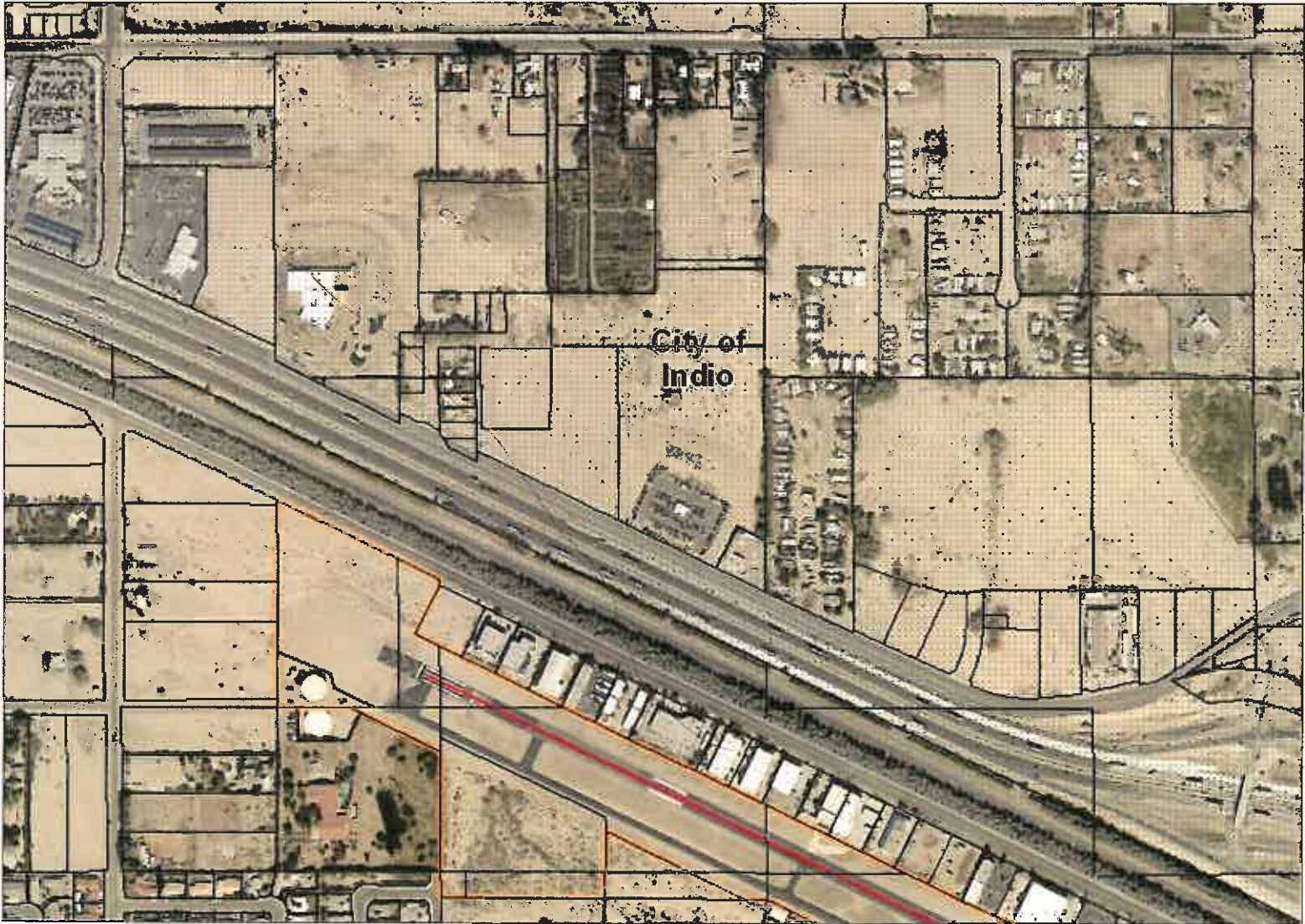
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### Notes



# Map My County Map



### Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Blueline Streams
- Townships
- City Areas
- World Street Map



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### Notes

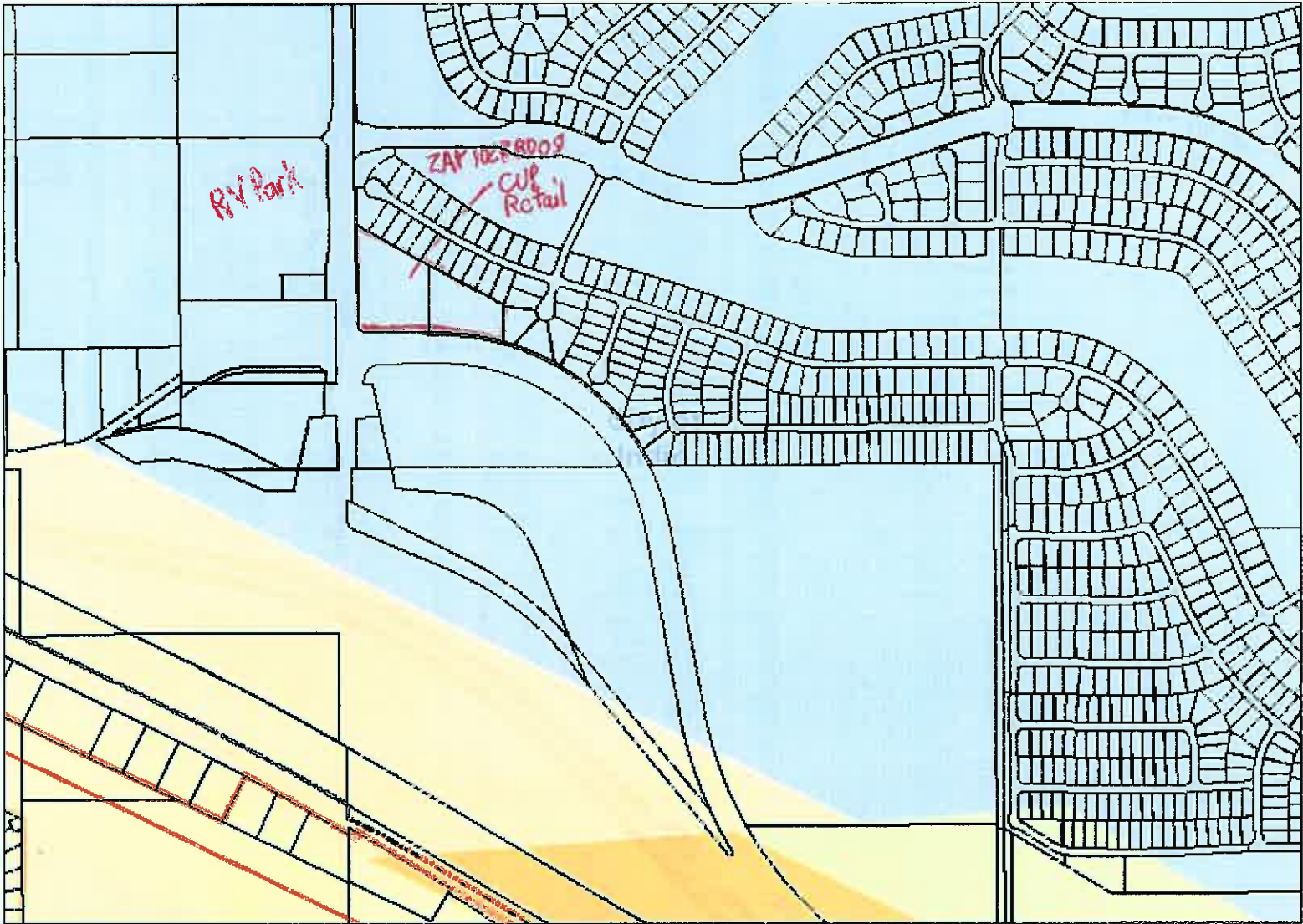
0 752 1,505 Feet

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# Map My County Map



## Legend

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



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0 752 1,505 Feet

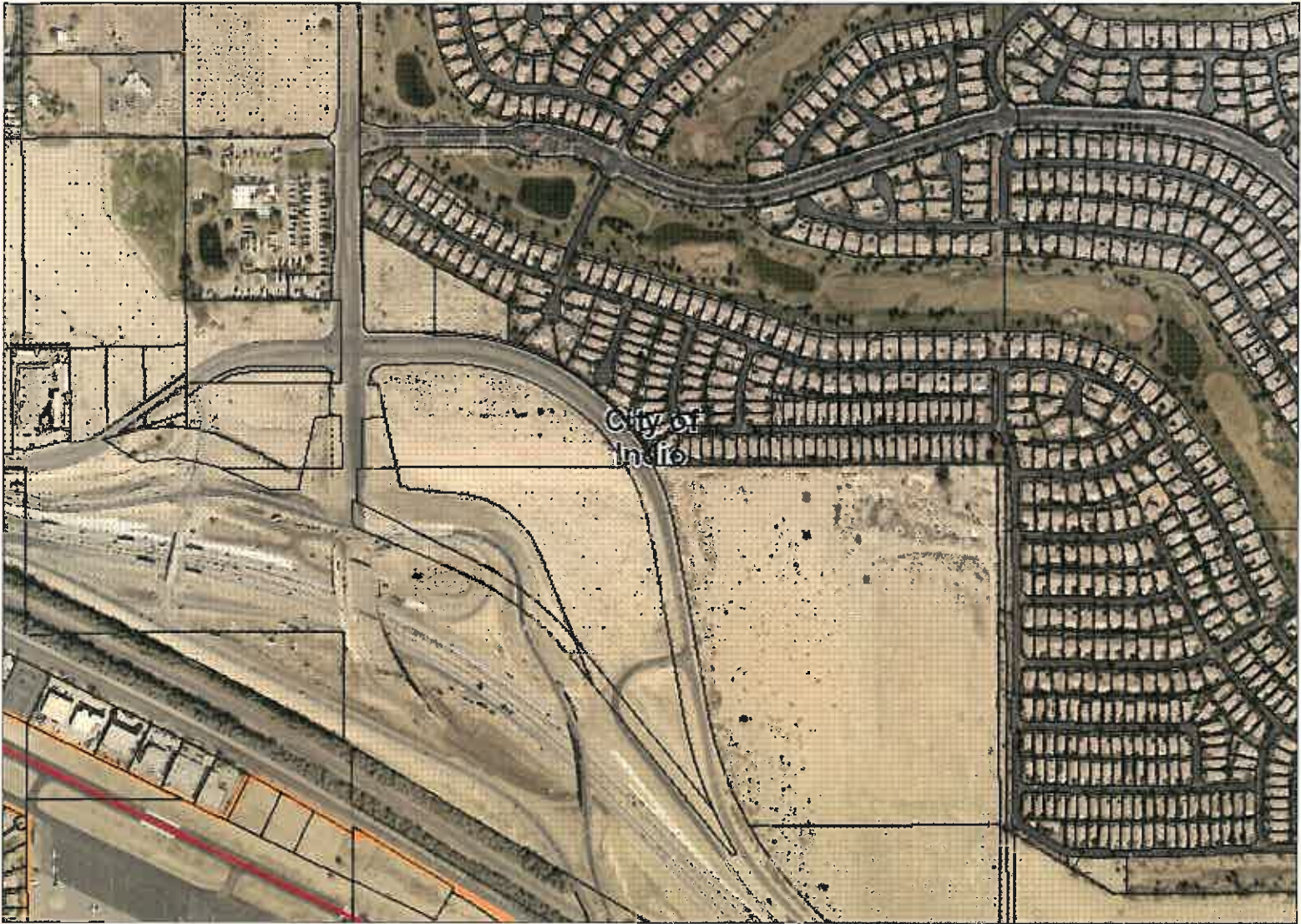
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## Notes



# Map My County Map



### Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Blueline Streams
- Townships
- City Areas
- World Street Map



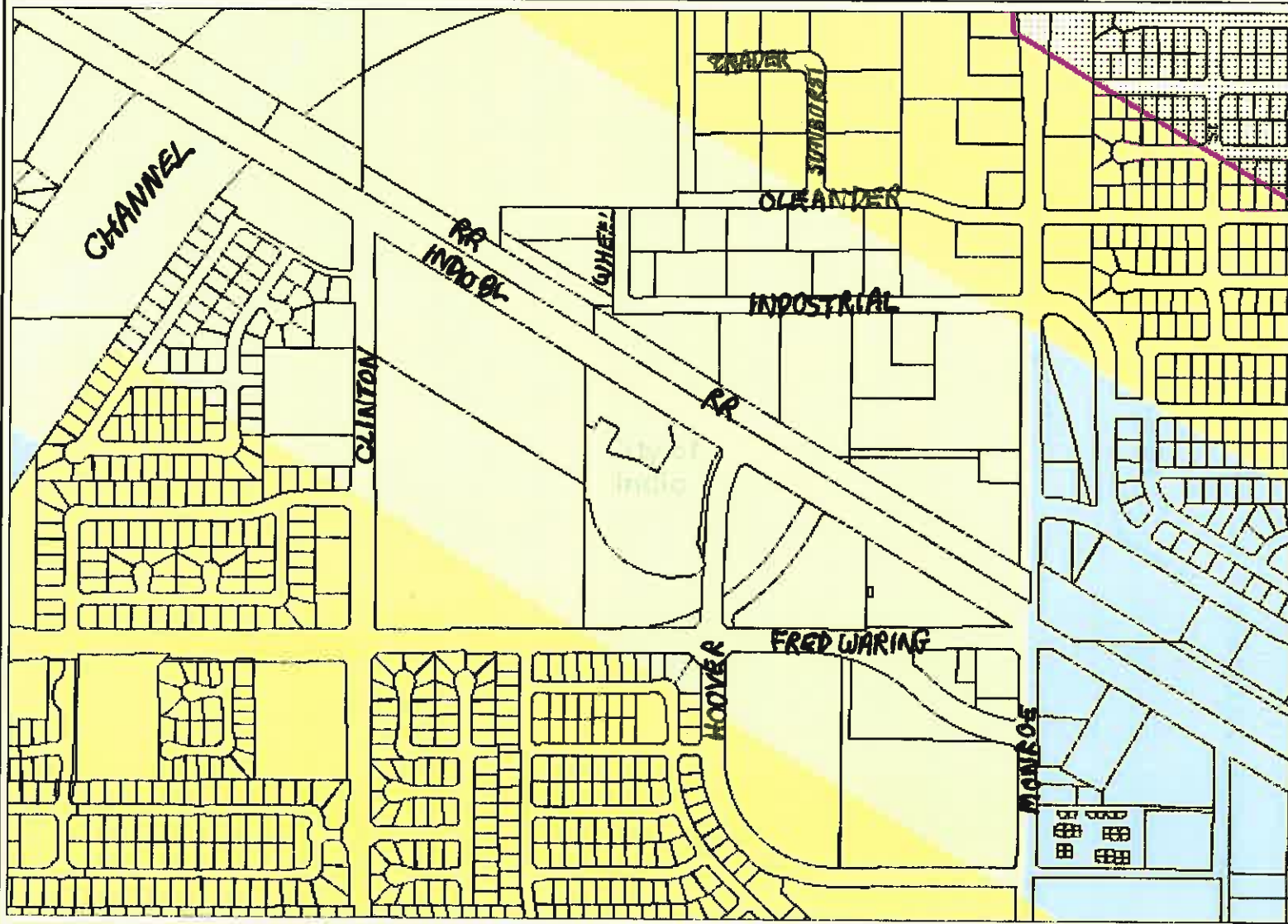
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### Notes





# Map My County Map



### Legend

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



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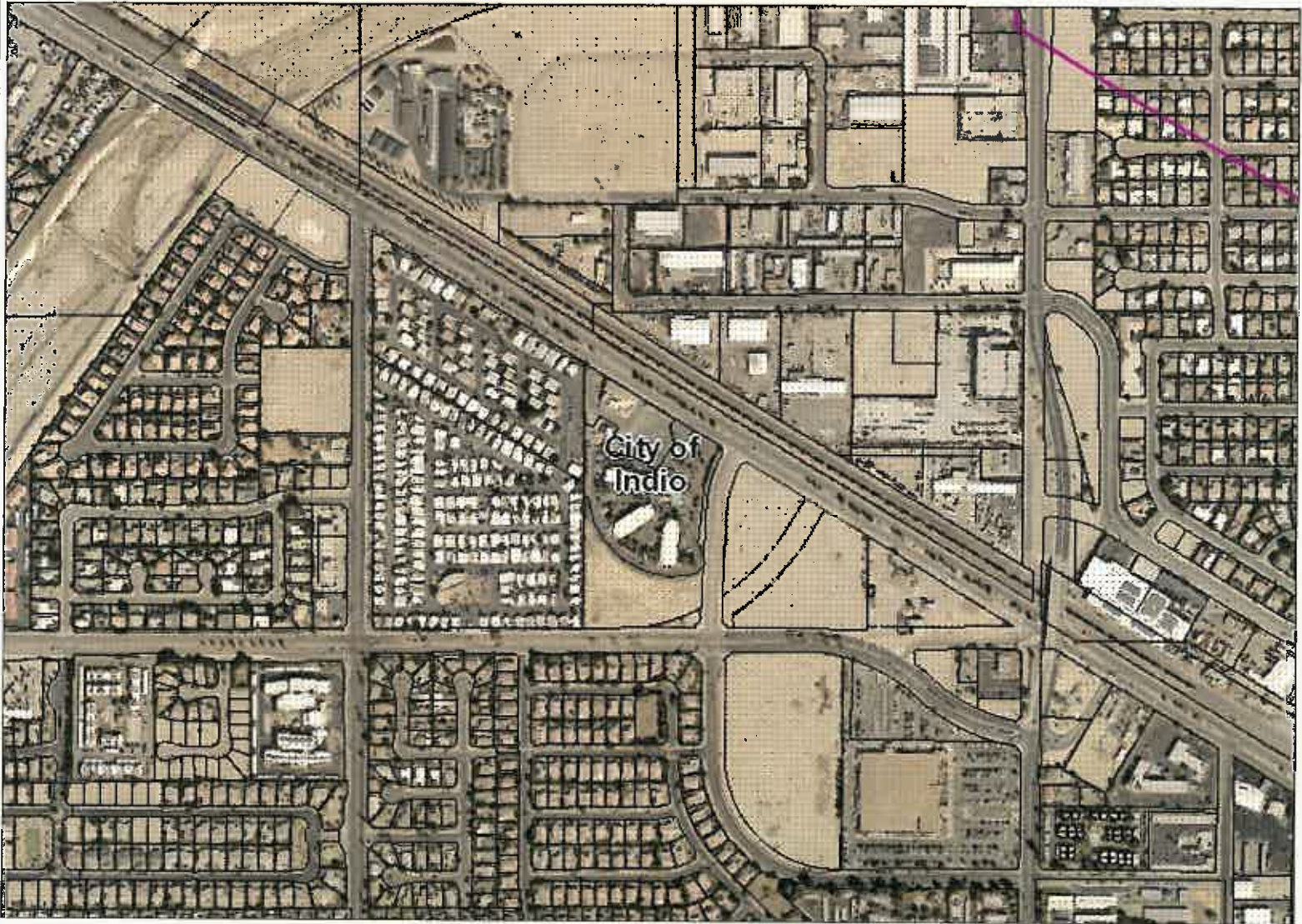
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### Notes



# Map My County Map



### Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Blueline Streams
- Townships
- City Areas
- World Street Map



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0 752 1,505 Feet

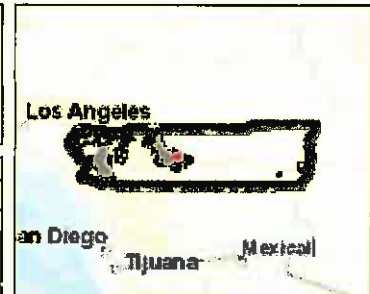
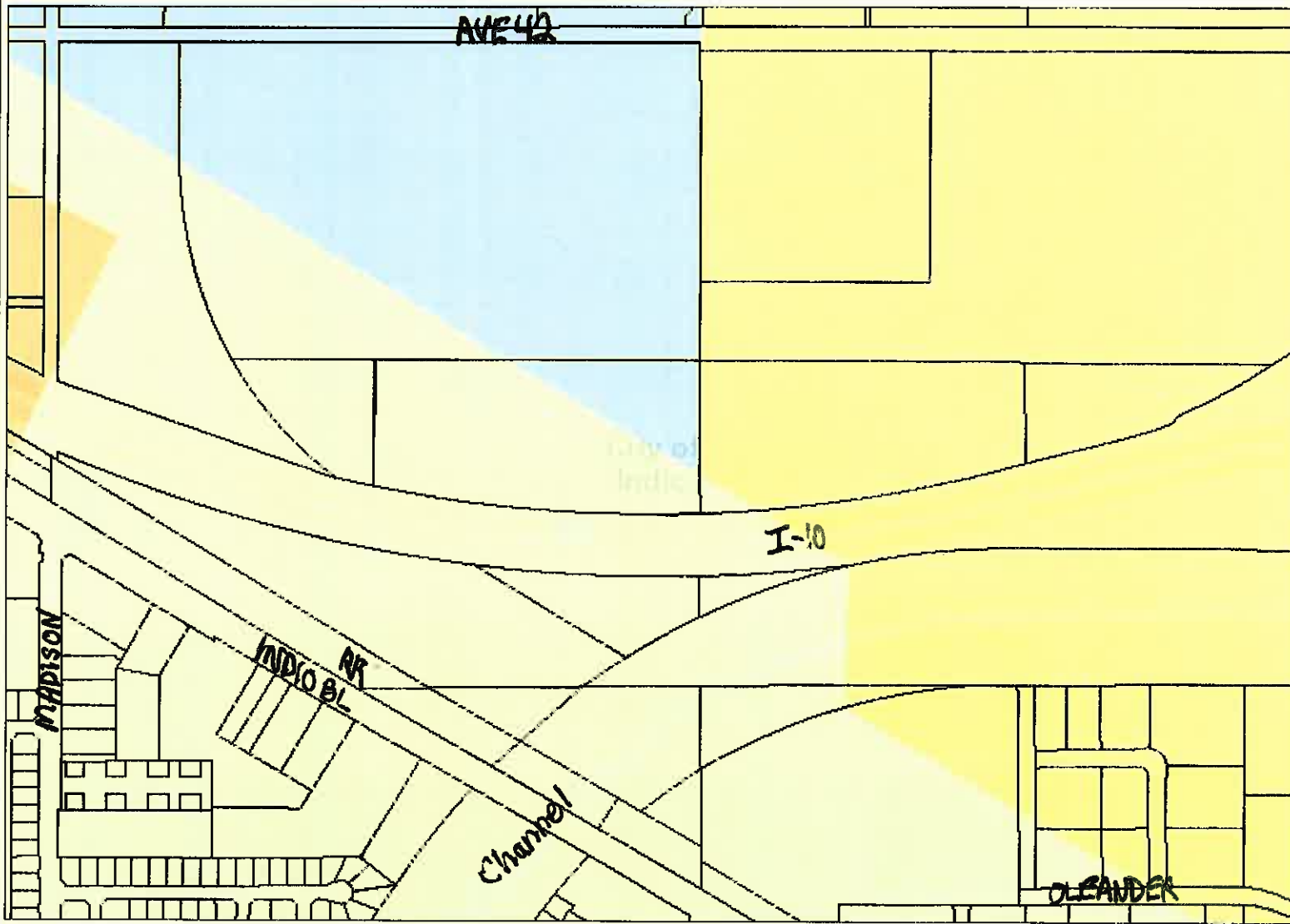
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### Notes



# Map My County Map



**Legend**

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



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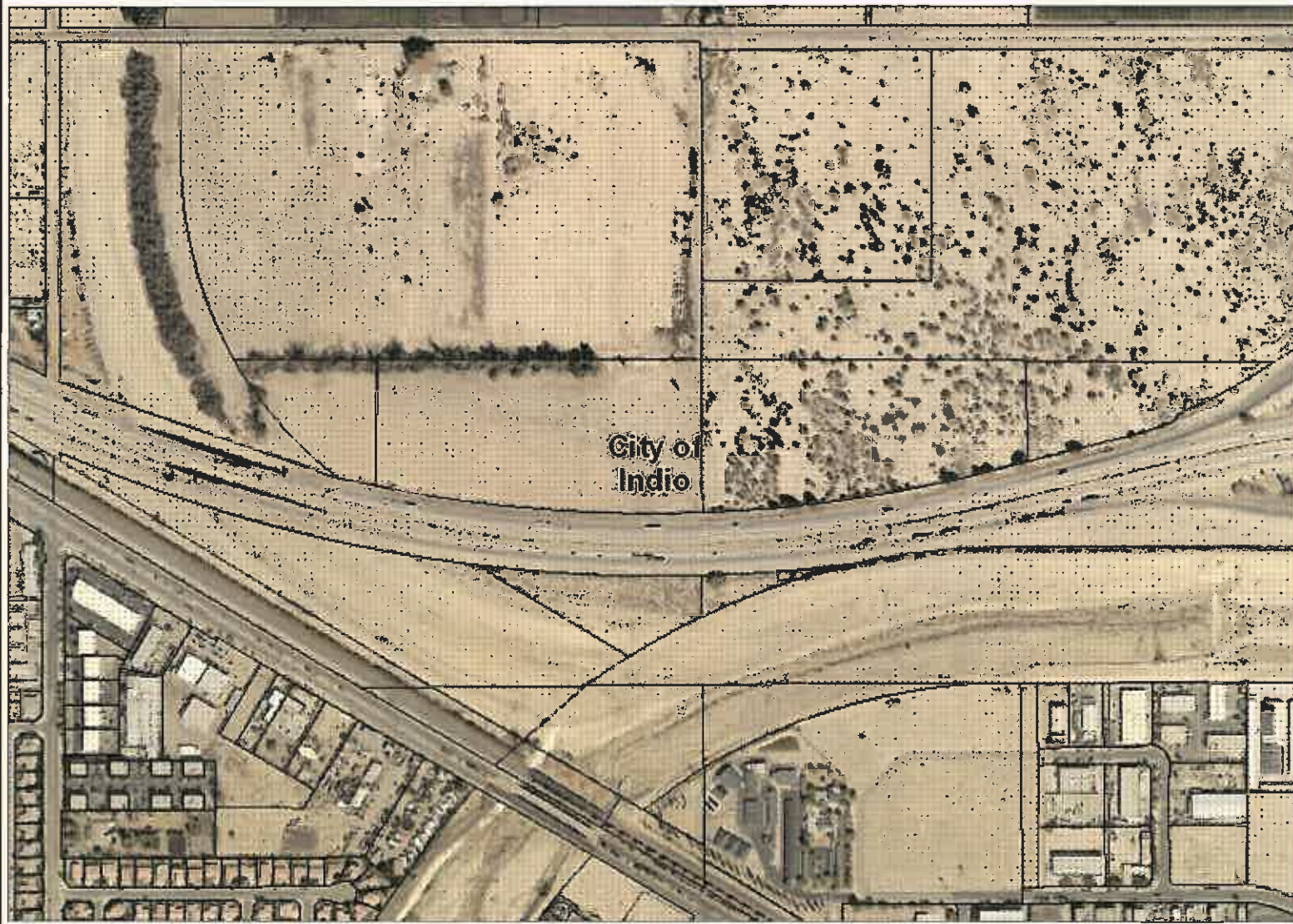


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**Notes**

# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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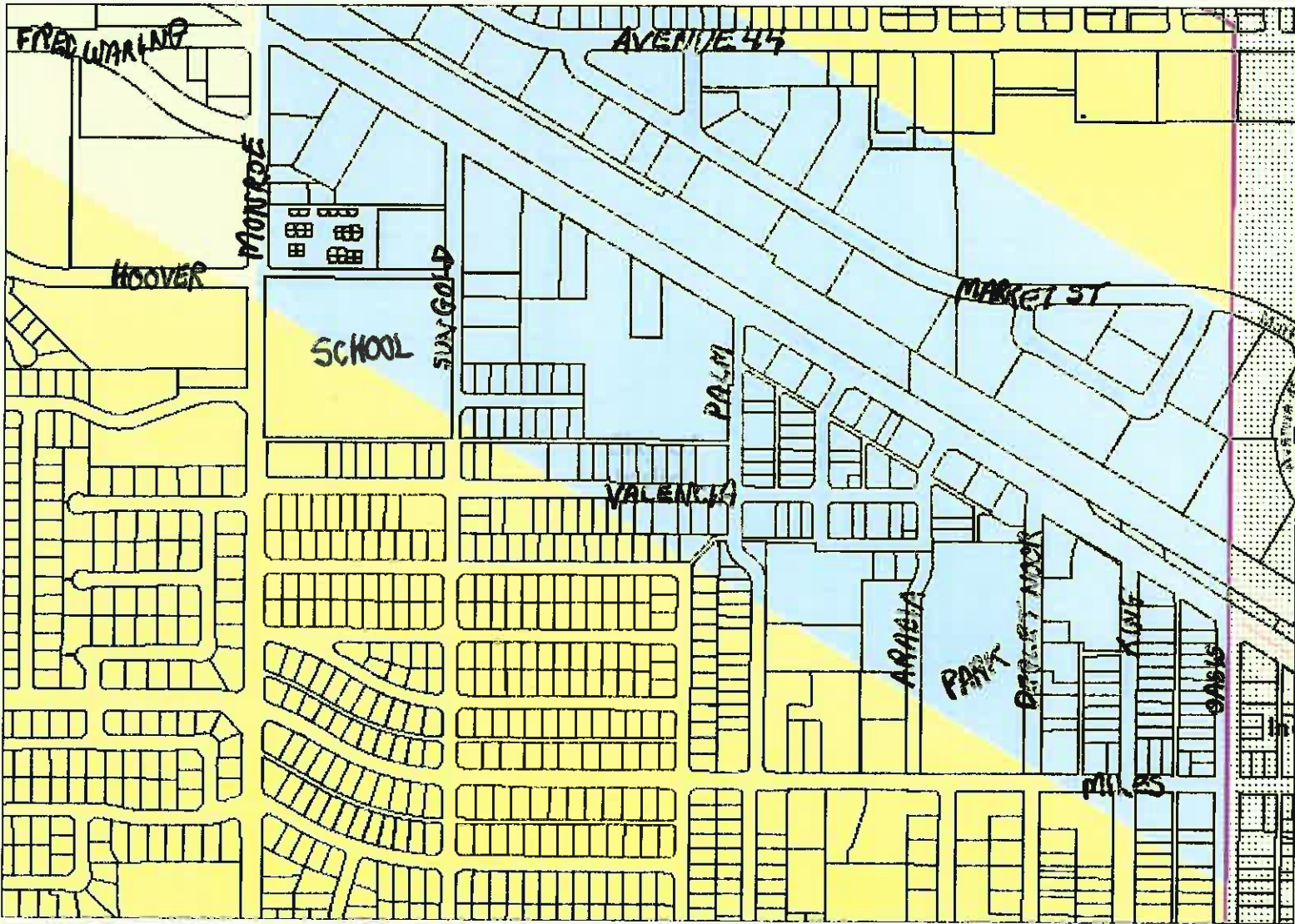
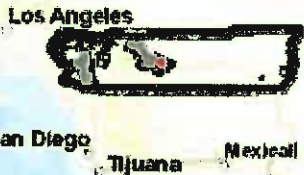
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**Notes**



# Map My County Map



## Legend

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



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0 752 1,505 Feet

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## Notes



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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0 752 1,505 Feet

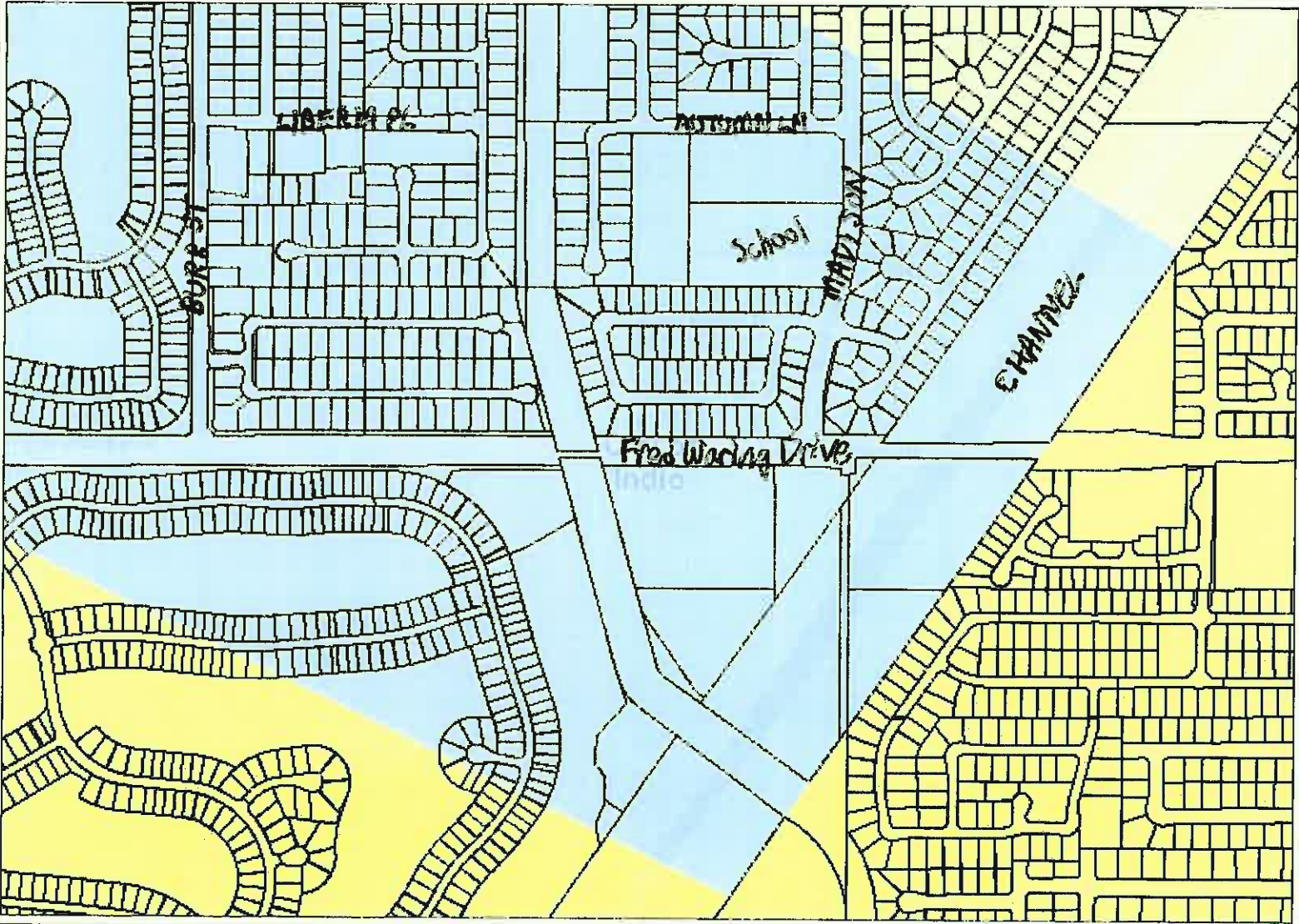
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**Notes**



# Map My County Map



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



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0 752 1,505 Feet

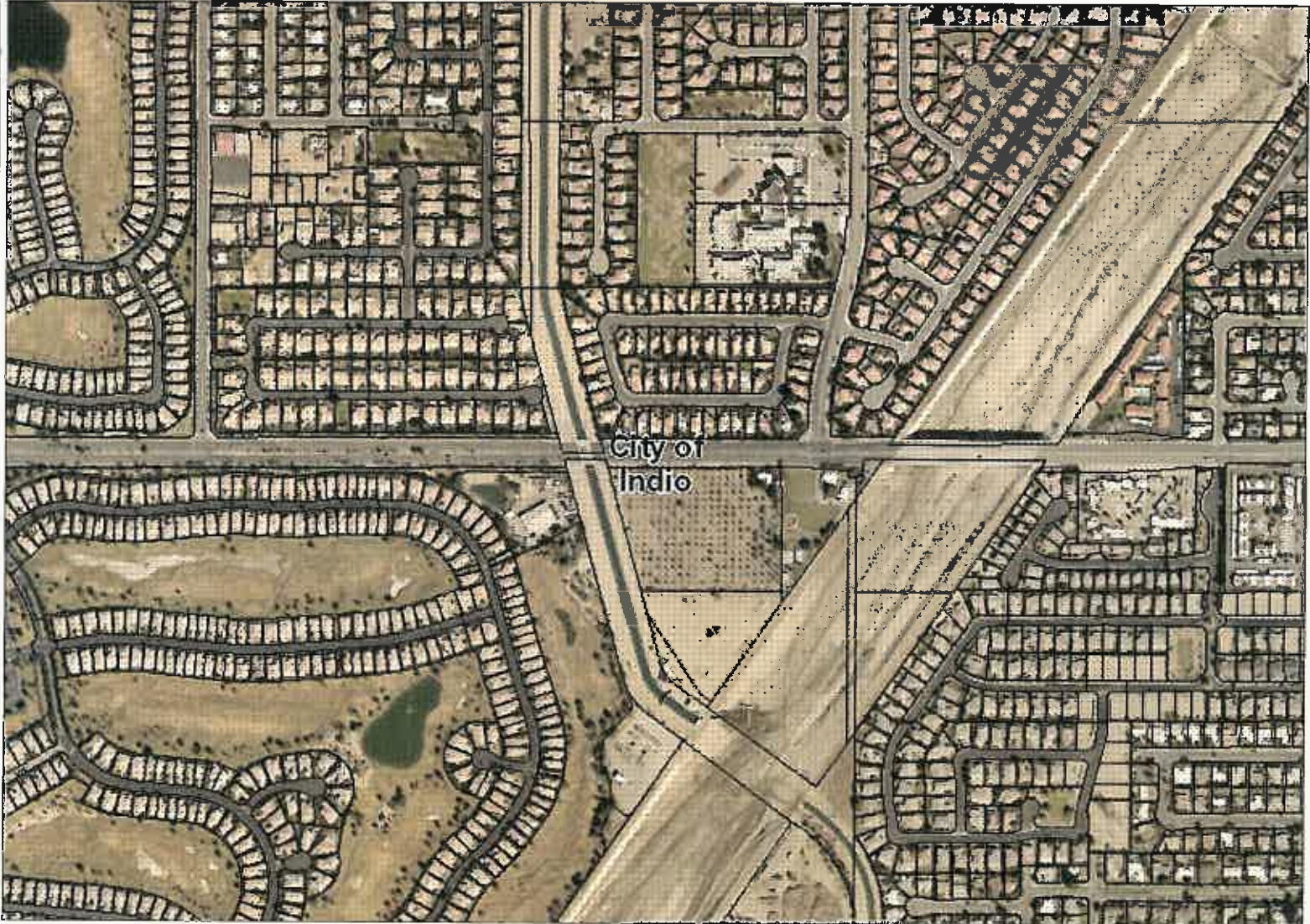
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**Notes**



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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0 752 1,505 Feet

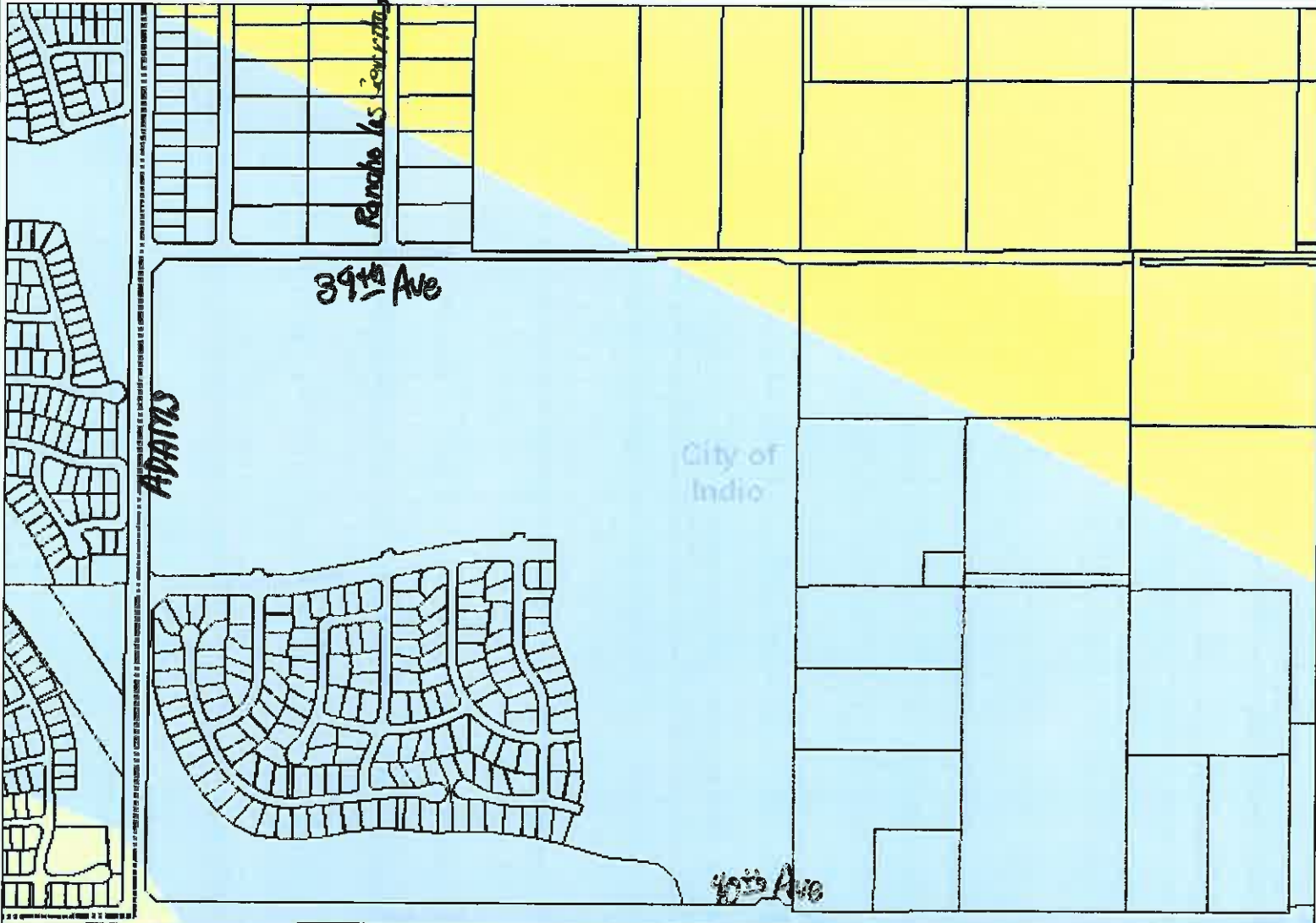
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**Notes**



# Map My County Map



## Legend

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



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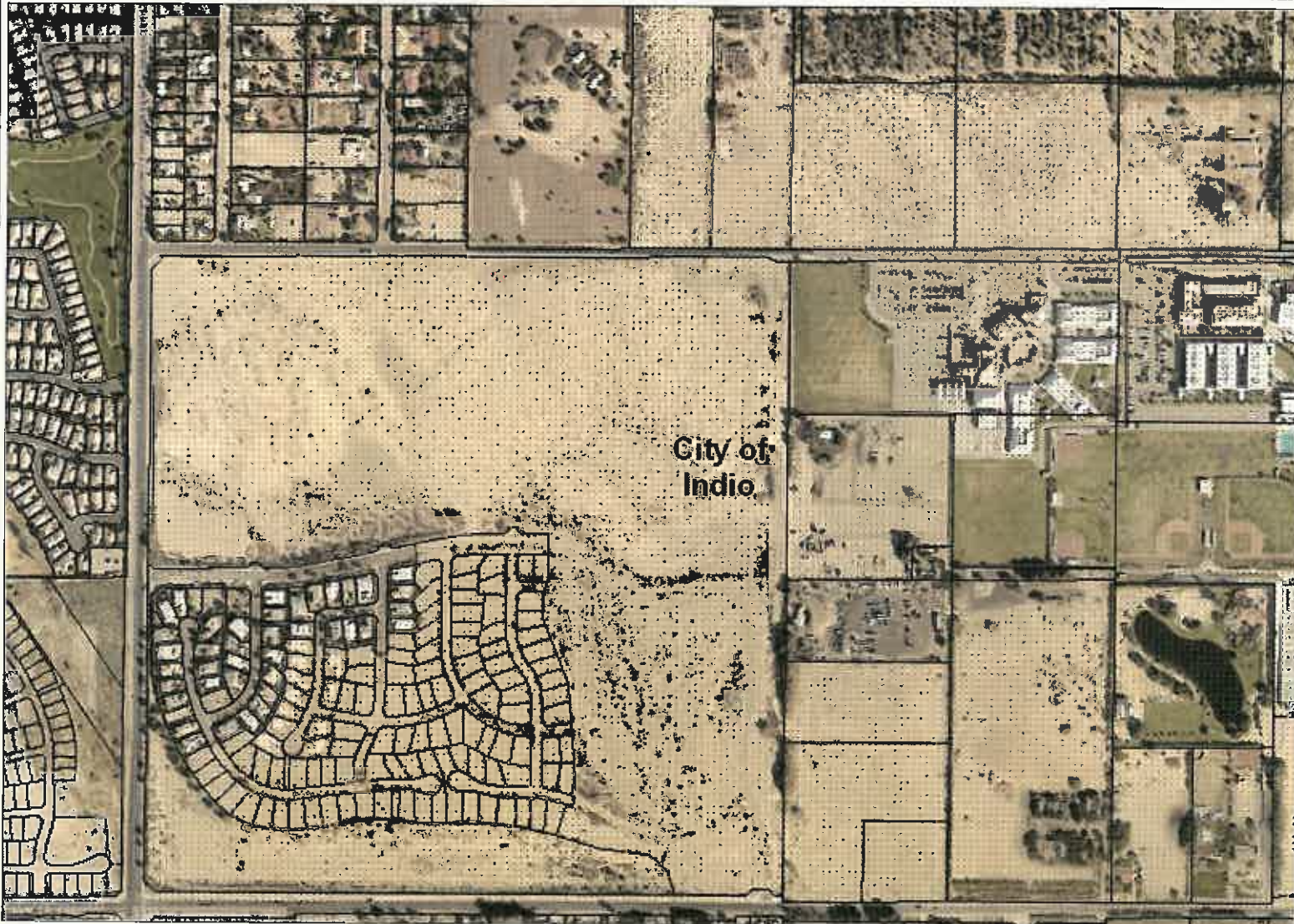
0 752 1,505 Feet

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## Notes

# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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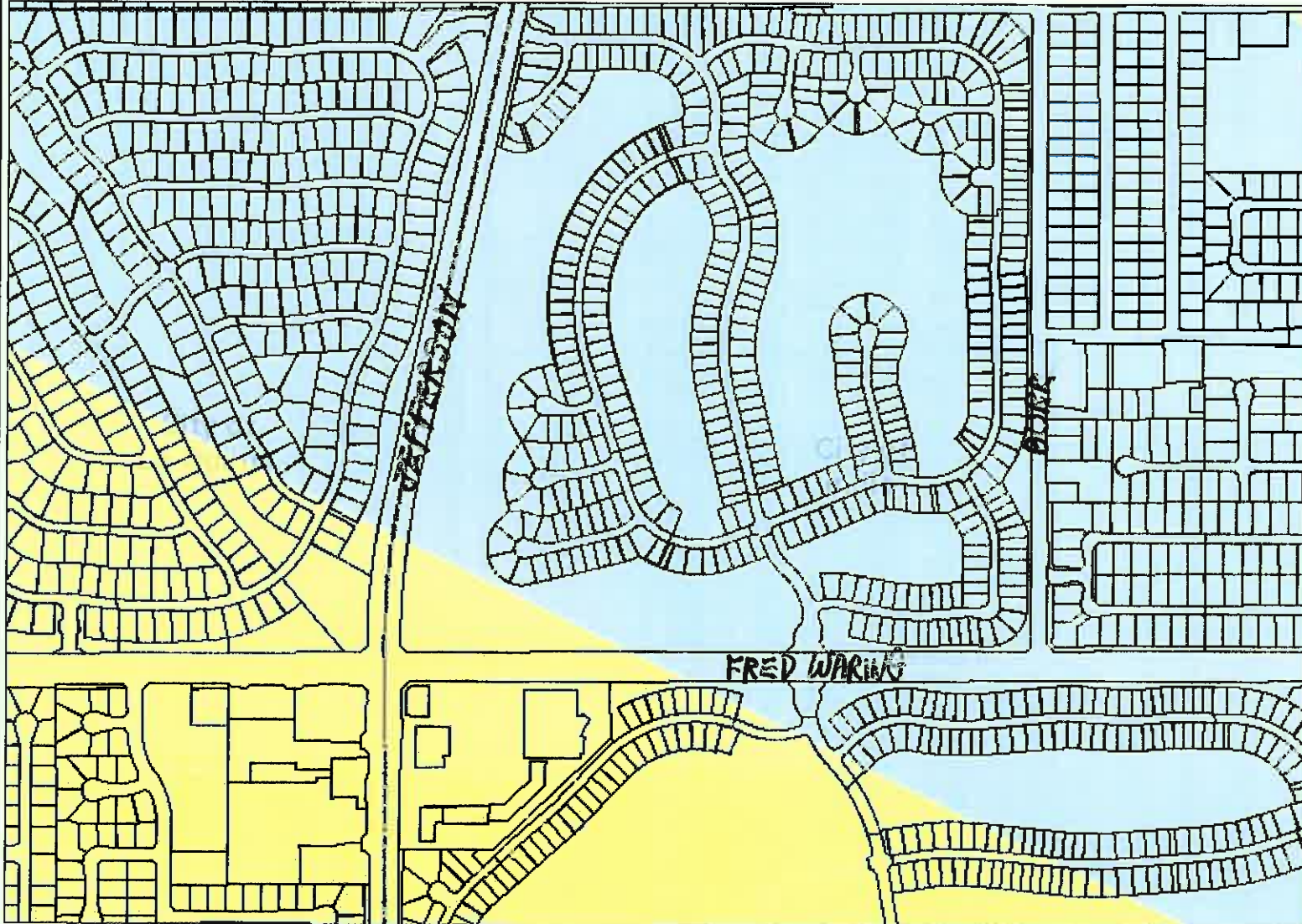
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**Notes**



# Map My County Map



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



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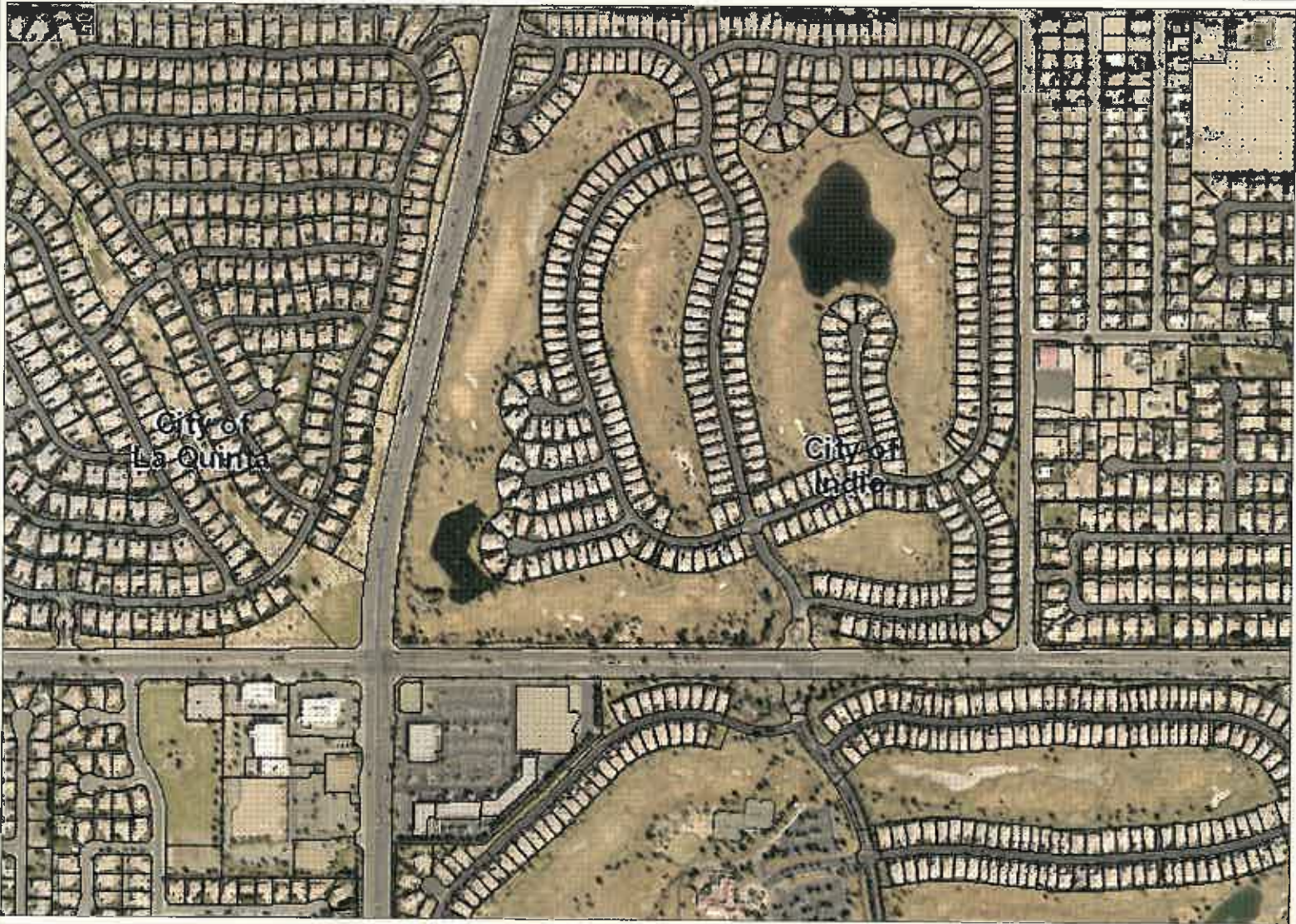
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**Notes**



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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**Notes**

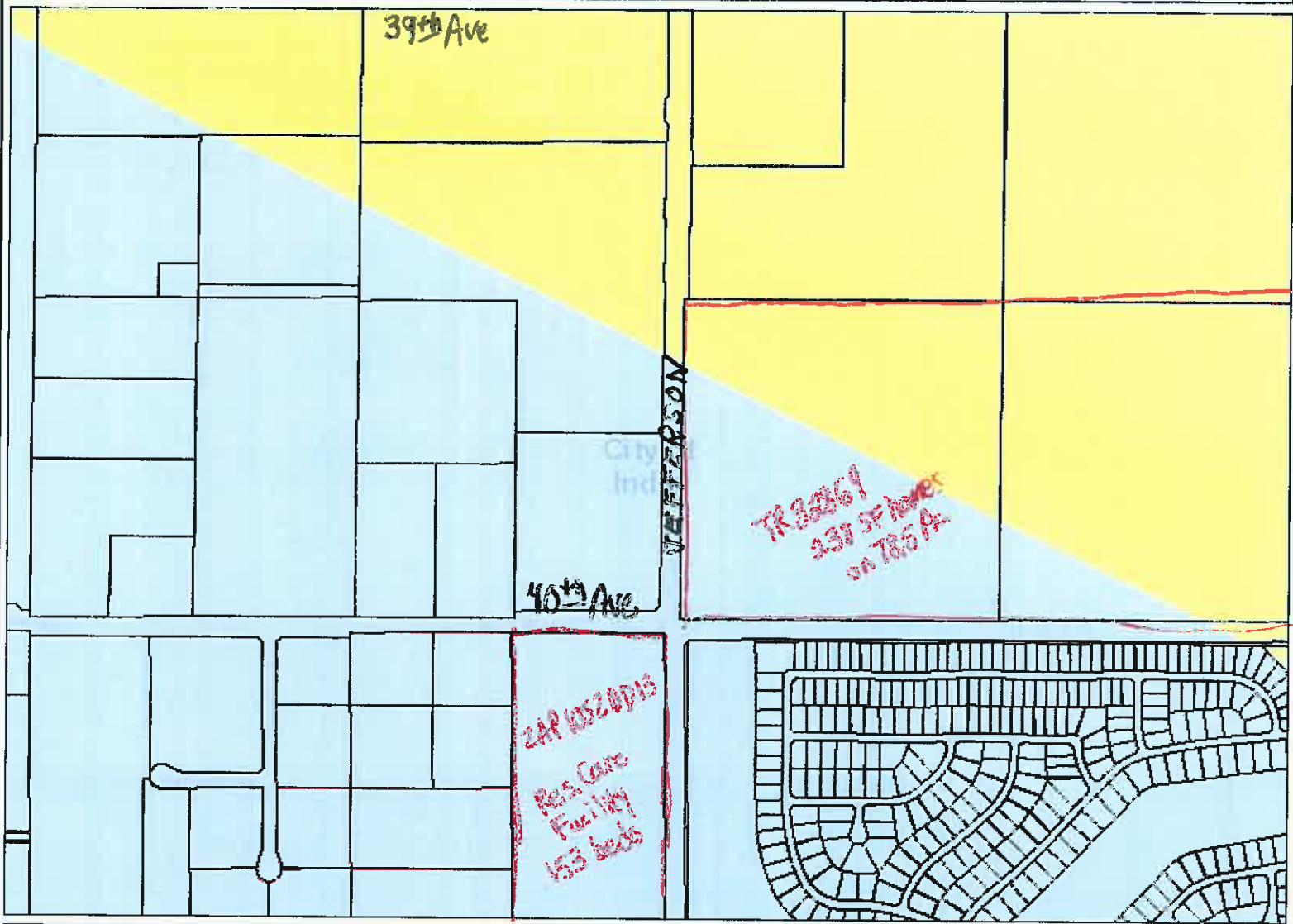
0 752 1,505 Feet

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# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Airport Compatibility Zones
  - ▨ OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
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  - C1-EXC1
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  - C1-EXC4
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  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5



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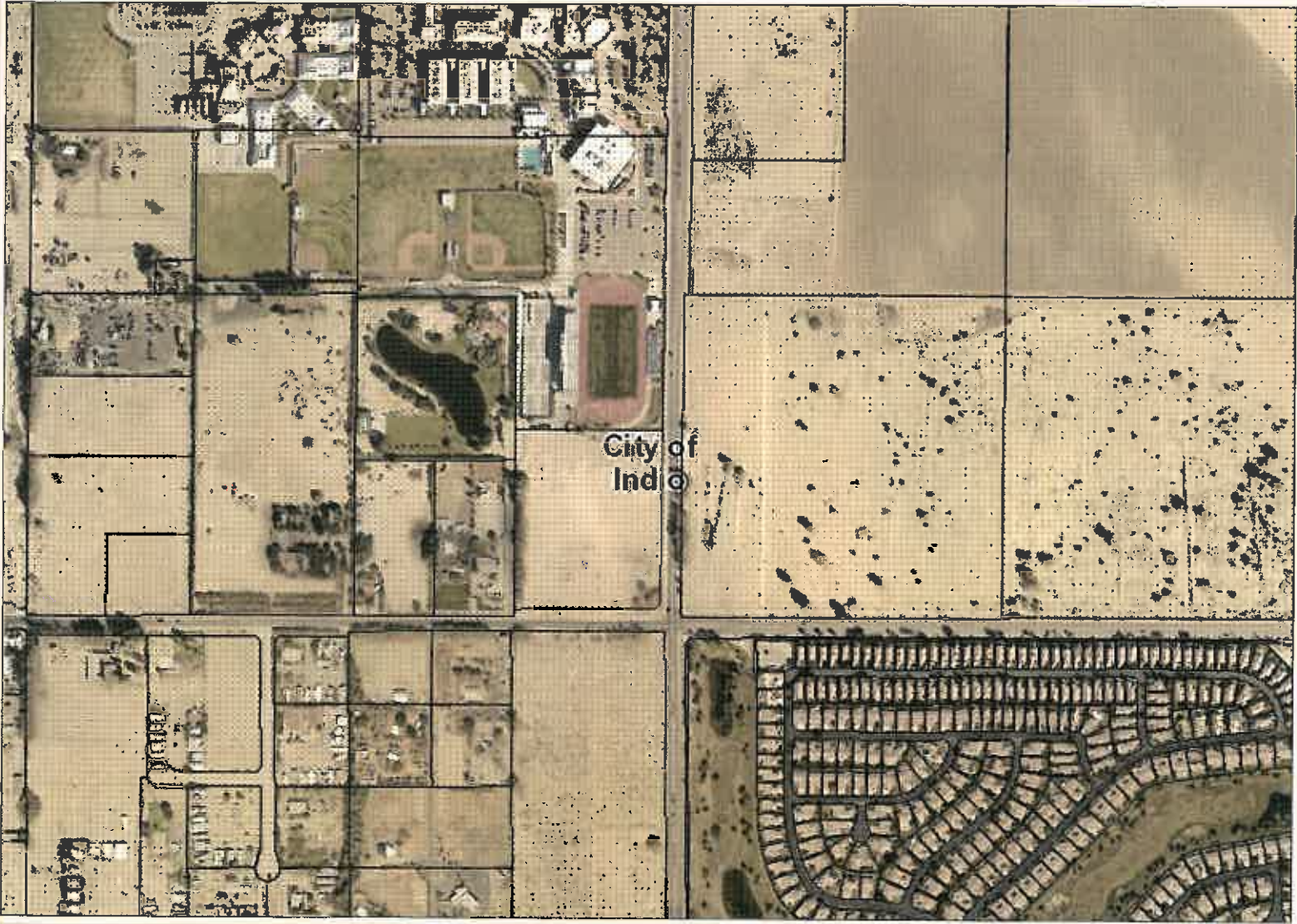
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## Notes



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
  - Airport Influence Areas
  - Blueline Streams
  - Townships
  - City Areas
  - World Street Map



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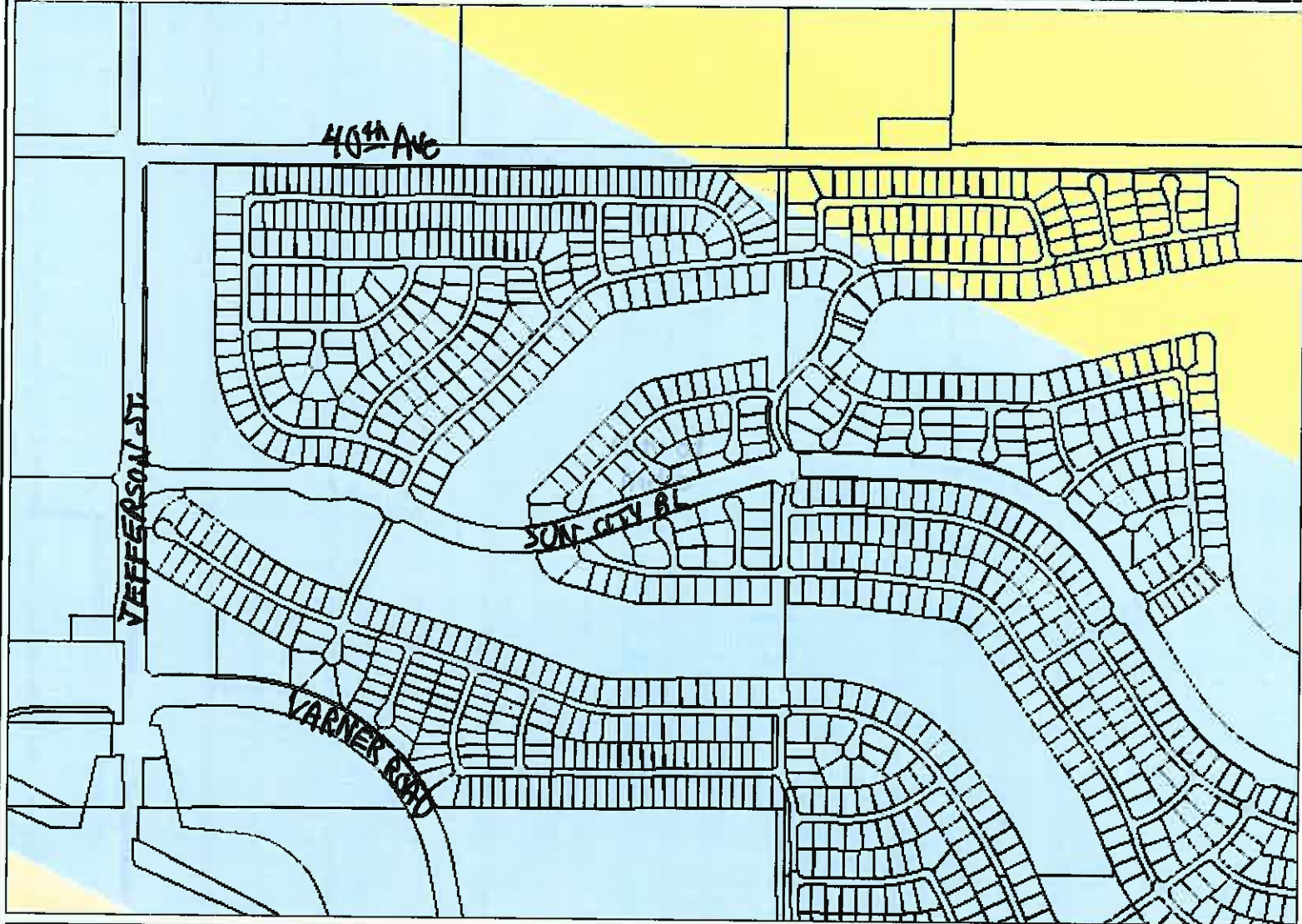
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**Notes**



# Map My County Map



- Legend**
- Parcels
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  - Airports
  - Airport Influence Areas
  - Airport Compatibility Zones**
  - OTHER COMPATIBILITY ZONE
  - A
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  - B1
  - B1-APZ I
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  - C2-EXC5



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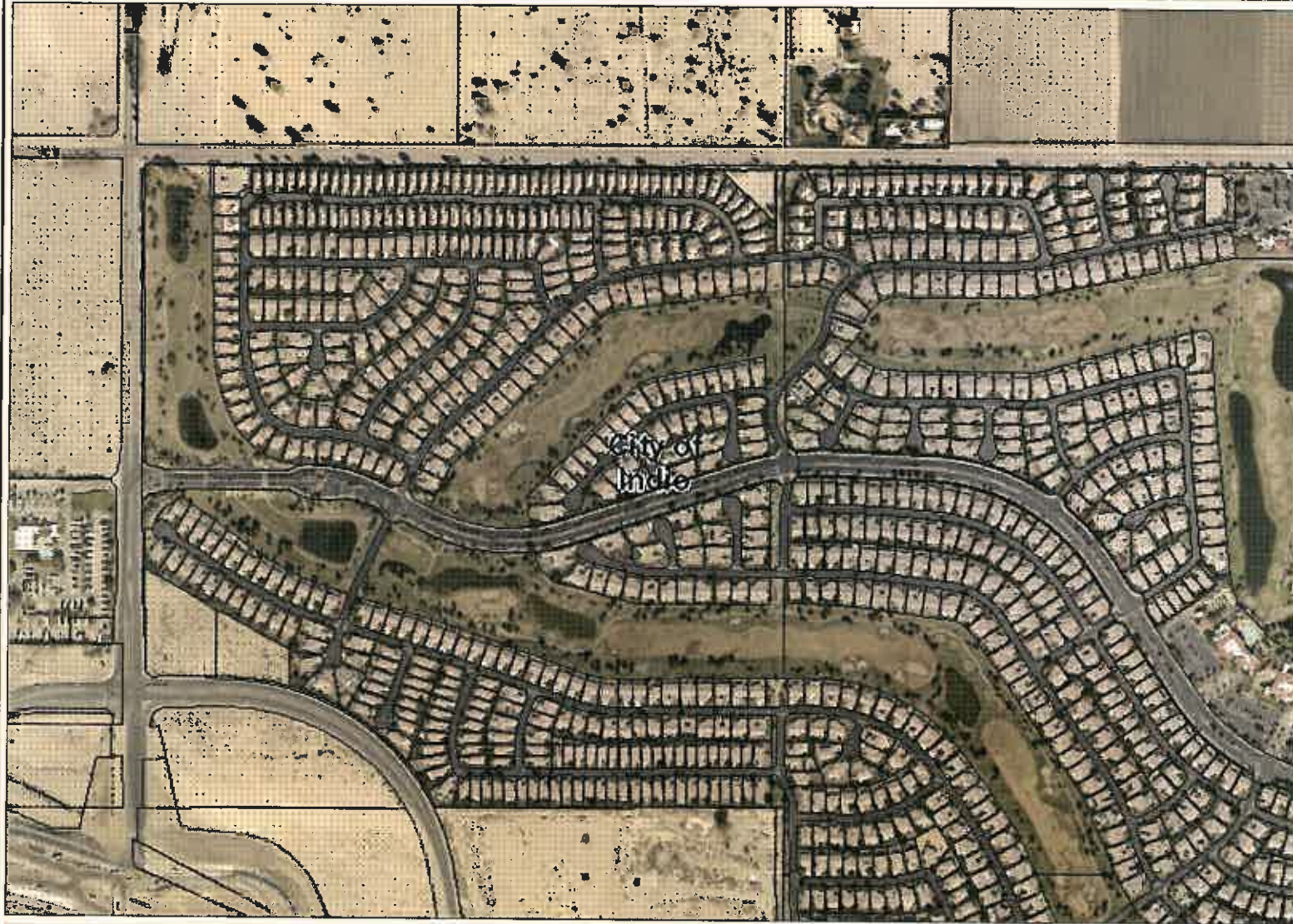
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**Notes**



# Map My County Map



- Legend**
- Parcels
  - Runways
  - Airports
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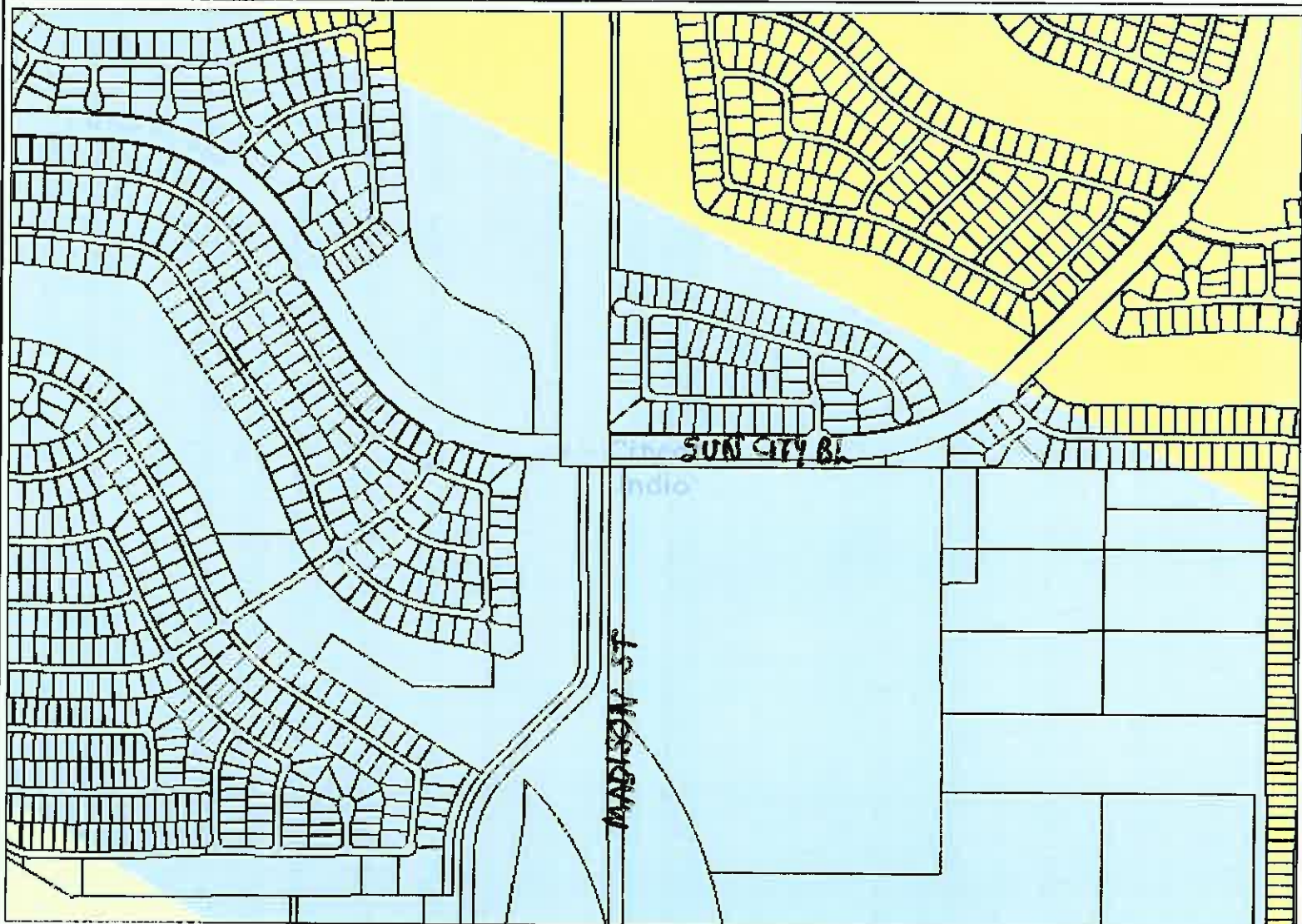
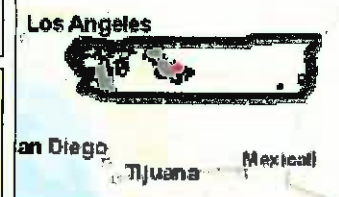
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## Notes



# Map My County Map



- Legend**
- Parcels
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  - Airport Influence Areas
  - Airport Compatibility Zones
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  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5



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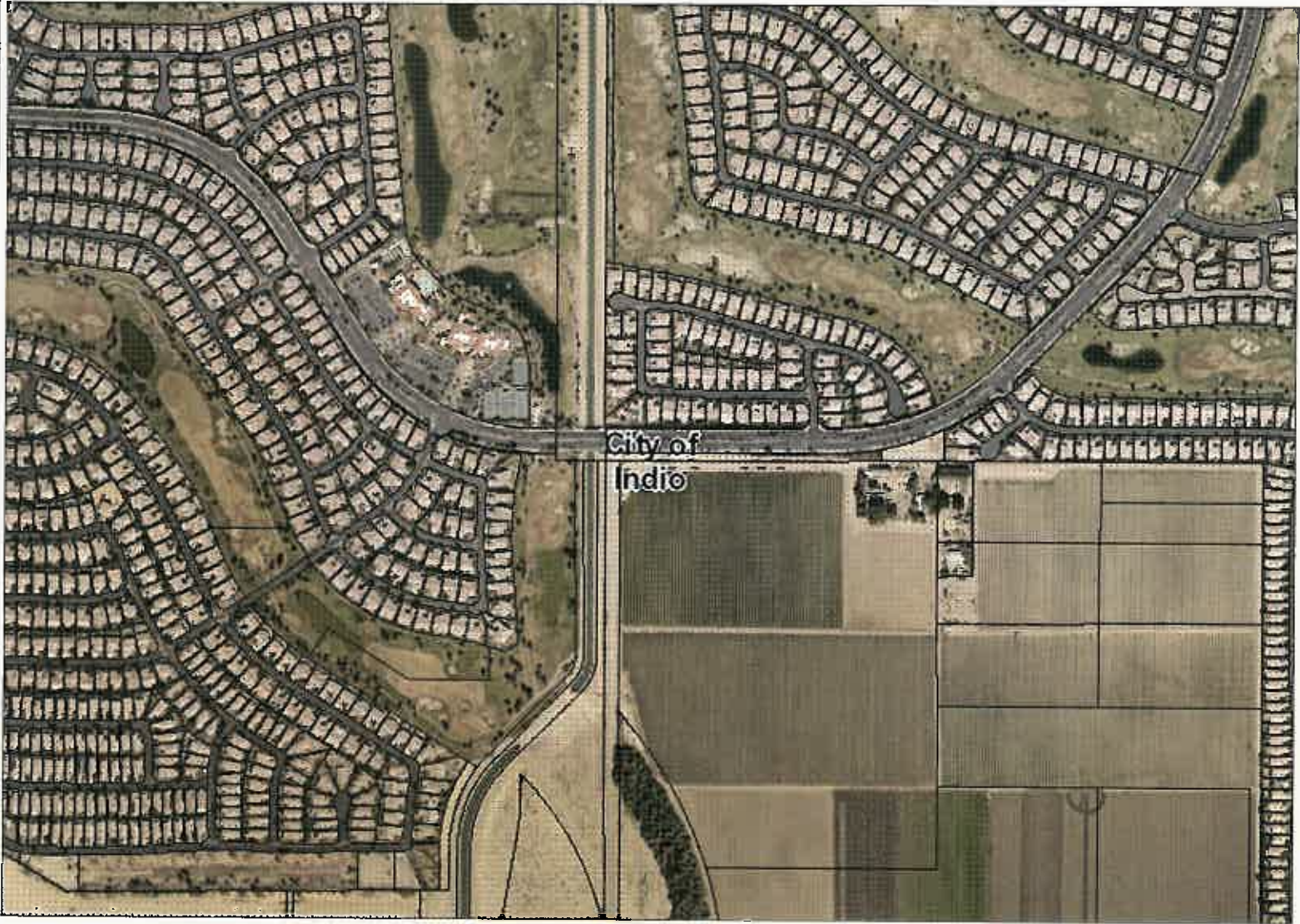
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**Notes**



# Map My County Map



### Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
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- World Street Map



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### Notes

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July 9, 2018  
Development Services Department

**RE: CITY OF INDIO GENERAL PLAN UPDATE – PUBLIC DRAFT**

To Whom It May Concern,

The City of Indio is currently in the process of updating its General Plan. The General Plan is a state mandated document that represents goals, policies, and programs that provide the framework for the City's future physical development. The Indio General Plan will address land use, transportation, housing, safety, conservation, open space, noise, public health, sustainability, and economic development.

We are pleased to announce that a public draft of the Indio General Plan update is available for review. A copy of the draft General Plan is provided on the flash drive accompanying this letter. In addition, a print copy of the Place Type Map has also been provided. Please note that the draft General Plan can also be viewed and downloaded by visiting [www.indio2040.org](http://www.indio2040.org).

The above noted items are **draft** and intended only for your review and comment. Please provide your comments via email ([lnamvar@indio.org](mailto:lnamvar@indio.org)) no later than Friday, August 31, 2018 before 5:00 pm.

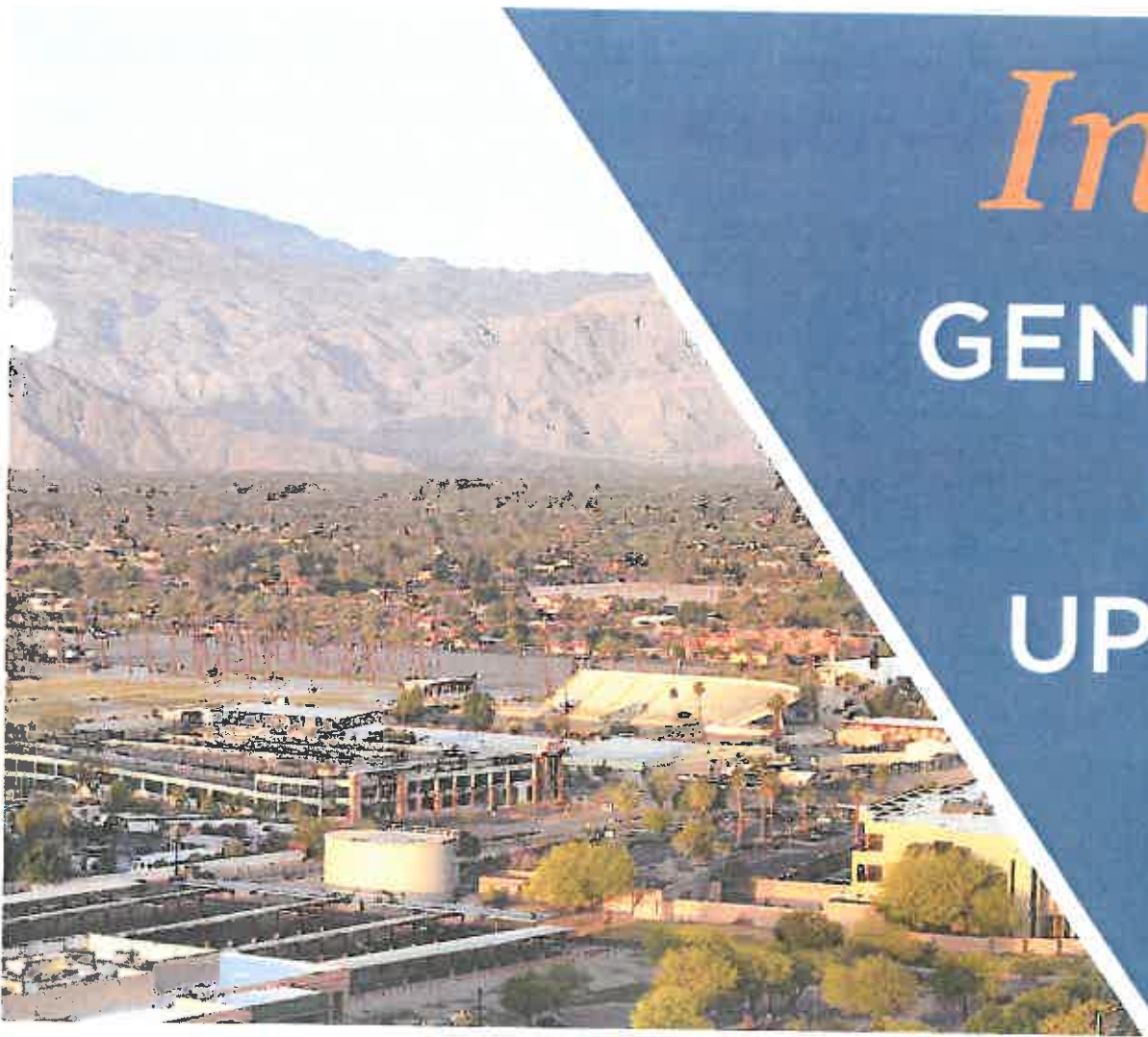
Should you have any questions regarding the package material and/or the General Plan update process please do not hesitate to contact us.

Thank You,

Leila Namvar  
Assistant Planner  
760-541-4258







*Indio*  
GENERAL  
PLAN  
UPDATE

*Public Draft | June 2018*



*Public Draft*

*June 2018*



# Acknowledgments

## **CITY COUNCIL**

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

## **PLANNING COMMISSION**

Kenneth Weller, Chairperson  
Eric Ceja, Vice Chairperson  
Gloria Franz, Commissioner  
Jacqueline Lopez, Commissioner  
Nikko Alexander Ysiano, Commissioner

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Lupe Ramos Watson, Councilmember  
Eric Ceja, Planning Commissioner Vice Chairperson  
Gloria Franz, Planning Commissioner  
Stone James  
Sean Smith  
Patrick Blythe  
Candelario Caldera

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Sargent Town Planning  
Rincon Consultants, Inc.  
Fehr & Peers  
MR+E

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Evelyn Beltran, Administrative Secretary

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Juan Raya, City Engineer  
Tom Brohard, Traffic Engineer  
Toyen Blake, Assistant Engineer  
Sara Toyoda, Environmental Programs Coordinator

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Chris Hamilton, Acting Assistant Chief  
Benjamin Guitron, Administrative Officer  
Erika Martinez, Administrative Services Manager  
Sherri Van Dorn, Executive Assistant to the Chief of Police

### ***Fire Department***

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Kris D. Gleeson, Assistant Fire Marshal  
Emergency Services  
Michelle Kelly, Emergency Services Coordinator  
Addison Hesslink, Emergency Services Coordinator

### ***Community Services***

Jim Curtis, Community Services Manager  
Rosalva Campos, Community Program Administrator

### ***Finance Department***

Rob Rockwell, Finance Department Director and Assistant City Manager  
Veronica Alvarado, Fiscal Officer



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**CHAPTER 6 HEALTH AND EQUITY**

**CHAPTER 7 PARKS, RECREATION, AND OPEN SPACE**

**CHAPTER 8 CONSERVATION**

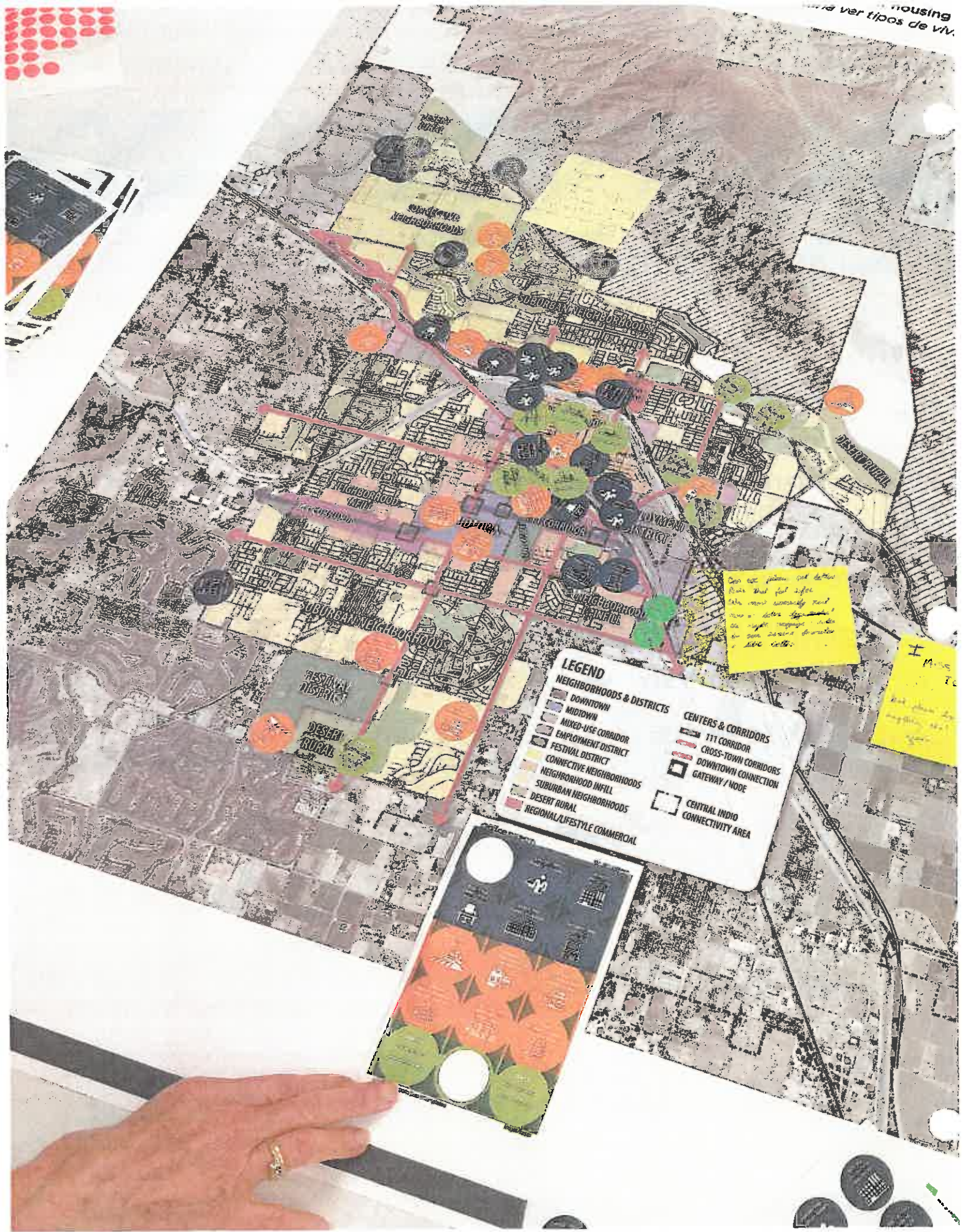
**CHAPTER 9 INFRASTRUCTURE AND PUBLIC FACILITIES**

**CHAPTER 10 SAFETY**

**CHAPTER 11 NOISE**

**CHAPTER 12 IMPLEMENTATION**



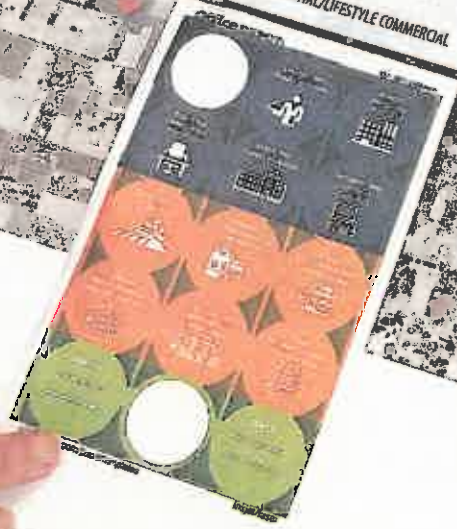


### LEGEND

- NEIGHBORHOODS & DISTRICTS**
- DOWNTOWN
  - MIDTOWN
  - MIXED-USE CORRIDOR
  - EMPLOYMENT DISTRICT
  - FESTIVAL DISTRICT
  - CONNECTIVE NEIGHBORHOODS
  - NEIGHBORHOOD INFILL
  - SUBURBAN NEIGHBORHOODS
  - DESERT RURAL
  - REGIONAL/LIFESTYLE COMMERCIAL

- CENTERS & CORRIDORS**
- TTT CORRIDOR
  - CROSS-TOWN CORRIDORS
  - DOWNTOWN CONNECTION
  - GATEWAY / NODE
  - CENTRAL INDIO CONNECTIVITY AREA

*Don't use yellow and black  
Don't use red for life  
Don't use orange for  
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*Don't use yellow and black  
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## *chapter one*

# 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



*Calif is beautiful  
I will be in  
Riverside tonight  
together is nice  
I am in a hurry*

INDIE  
JAN 18  
1949  
CALIF

*Mr. James Lyon*



INDIO



## *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*

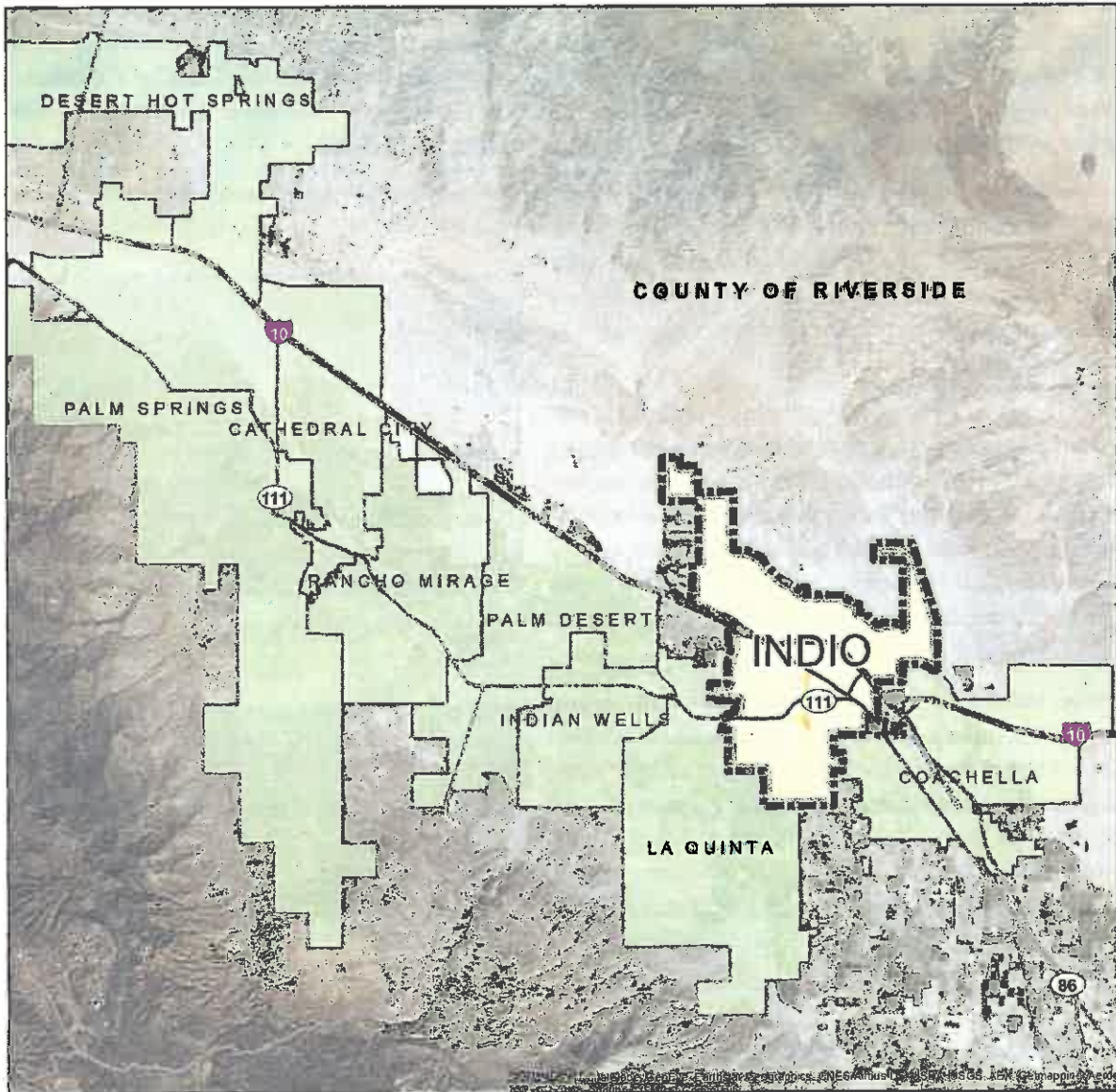
Today, Indio is known as the City of Festivals, which originated from a long history of celebrations. The Date Festival began as a celebration of the date harvest and was held in various Indio parks beginning as early as 1921. The National Date Festival was established in 1938. Present day fair attendance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

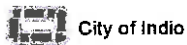


*Riverside County Date Festival Indio, CA, 2017*

Figure 2-1 Regional Location



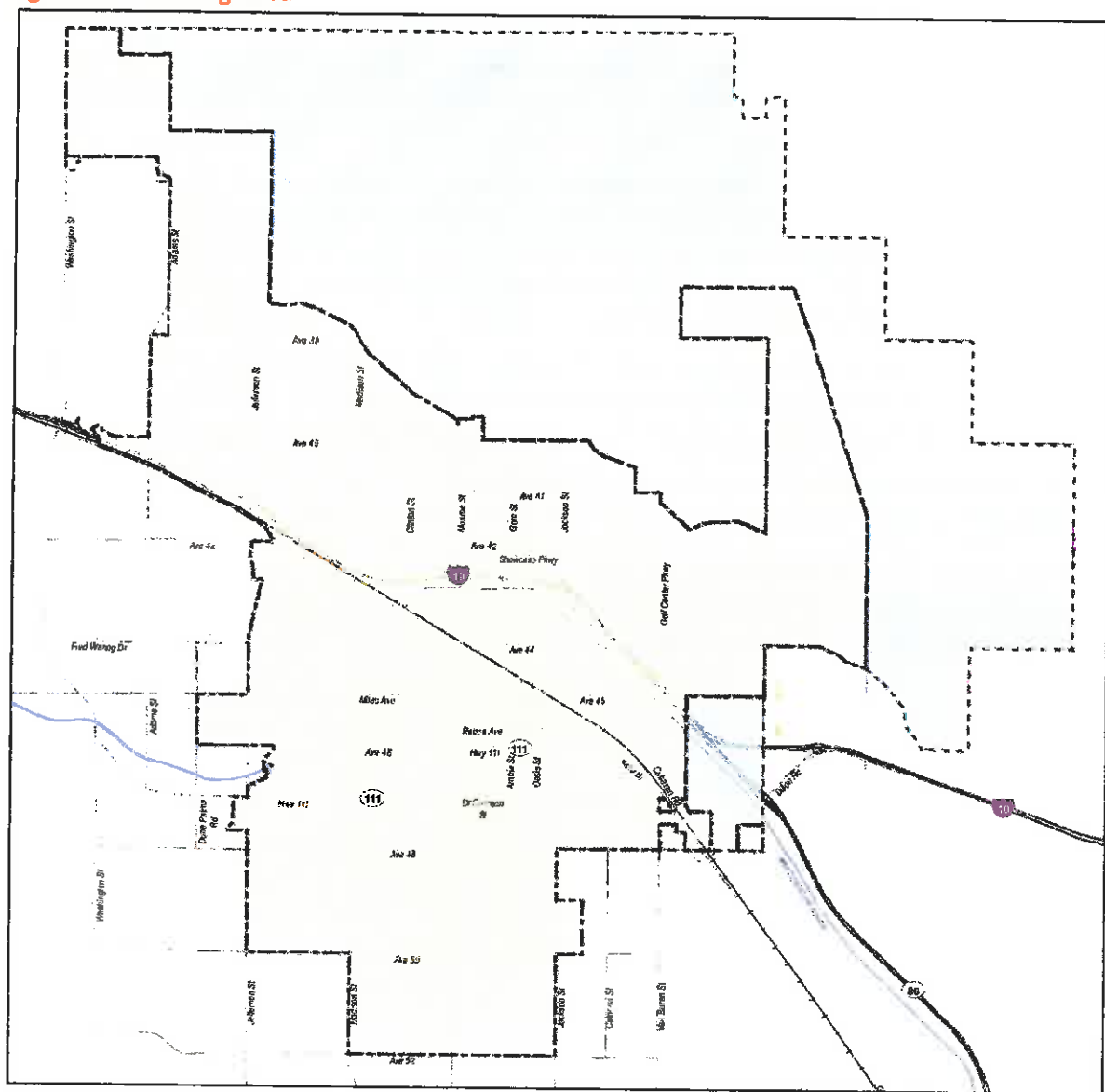
## Regional Location








Source: Esri/Mapbox (© 2014), DeLorme, Garmin, IGN, Intermap, iPC, NITEL, NOAA, USGS, AeroGRID, IGN, Esri, Swiremap

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Figure 2-2 Planning Area



### Planning Area

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



Source: Riverside County/LAFCO (City Boundary, 2012; 601,2012)  
 Riverside County/TLMA (Roads, Railroads, Highways) Riverside County  
 (Pike)

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 every precaution on this 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.









## *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.

### 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 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	Acreege	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.

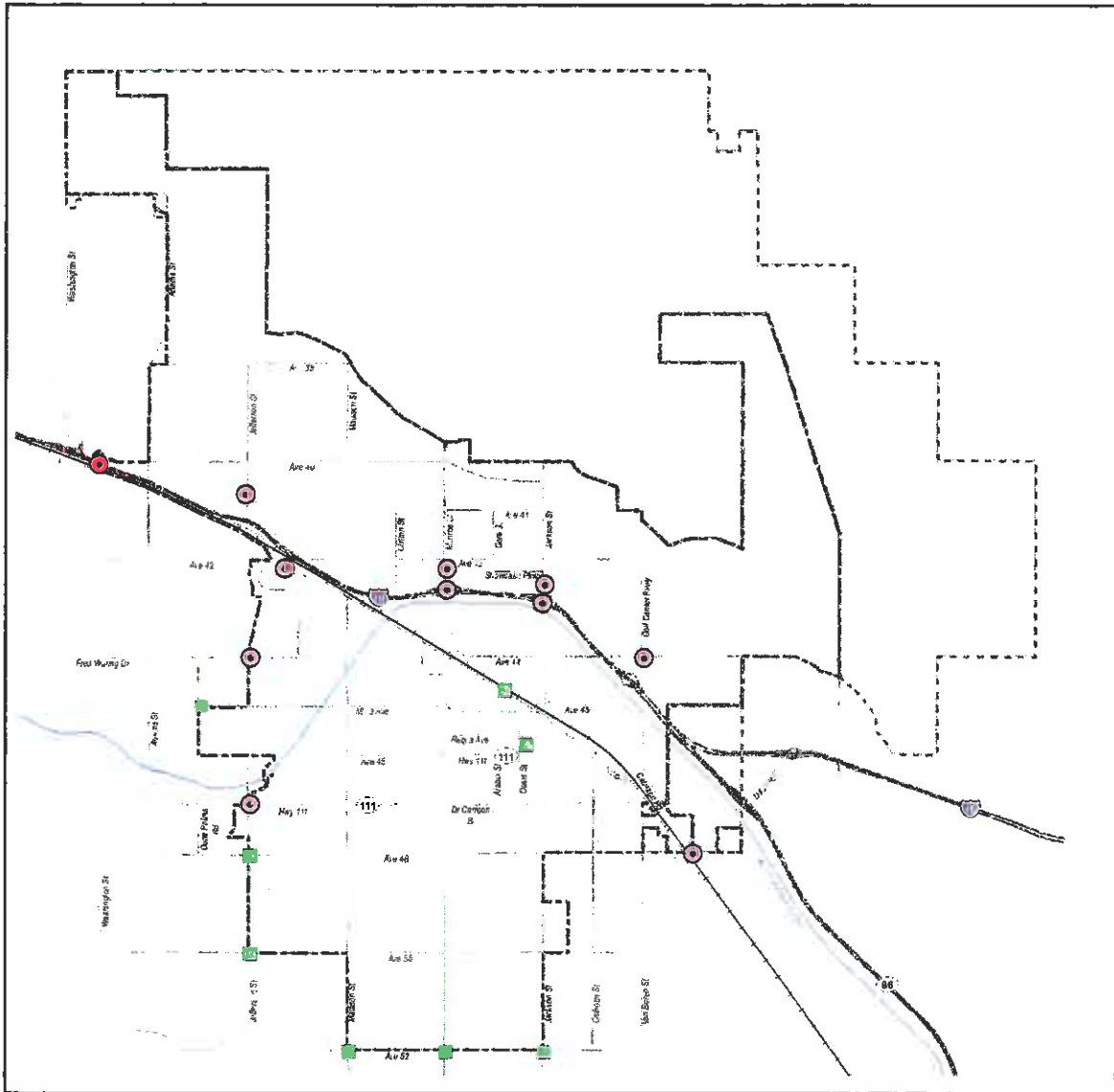
## Gateways

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

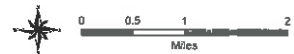
- Jackson Street, north of I-10: This primary gateway is largely undeveloped. Currently there is no signage at this intersection.
- Jefferson Street, south of I-10: This primary gateway is largely undeveloped. Currently there is no signage at this intersection.
- Jefferson Street at Fred Warring Drive: 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, AFCD (City Boundary 2012, SOI 2012)  
 Riverside County (TMSA Roads, Railroads, Highways) Riverside County (River)

The information on this map was derived from various digital databases, scanned maps. City was taken in the creation of this map but is provided "as is". PDC cannot accept any responsibility for any errors, omissions or personal 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.



### 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*

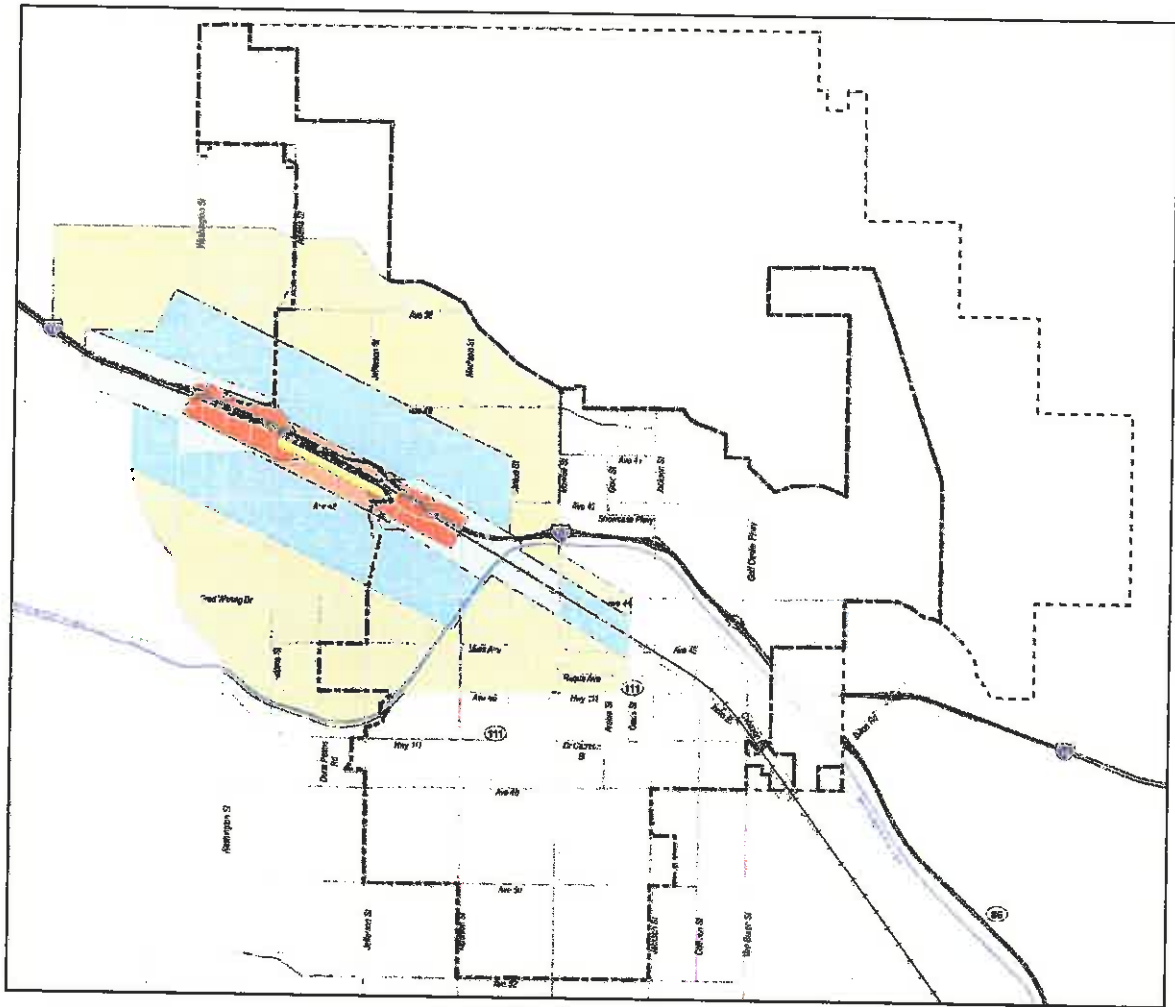
## Bermuda Dunes Airport

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 Capability Plan (CLUP). Specifically, there are limits on the maximum structure height, use restrictions, and mitigation and other treatments for new development built within the noise contours identified in the CLUP. Figure 3-3 illustrates the compatibility zones and Figure 11-2 shows the noise contours.



*Bermuda Dunes Airport*

Figure 3-3: Bermuda Dunes Airport Capability Map

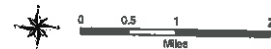


### Planning Area

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

#### Airport Compatibility Zones

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



Source: Riverside County, LAFCO (City Boundary, 2012; SOL 2012); Riverside County/TJMA (Roads/Railroads/Highways); Riverside County (Flare)

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, there are no warranties which accompany this product. Users are cautioned to first verify information on the 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.

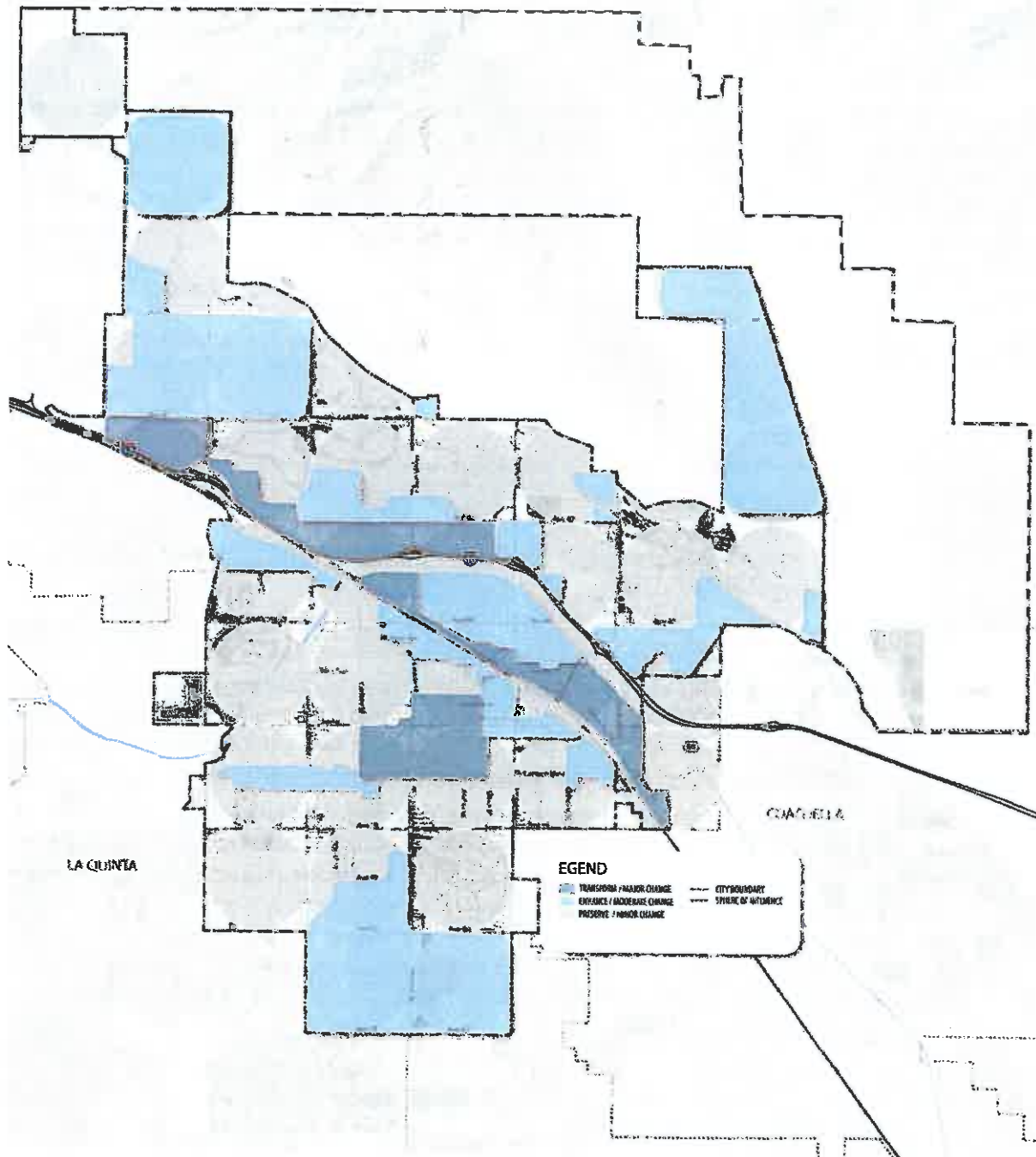
Figure 3-4 indicates the location and degree of change for key area within the City. These change areas were defined by consolidating existing plans for each neighborhood, analyzing existing conditions, opportunities, and trends, and facilitating discussions with stakeholders and the community. These 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.

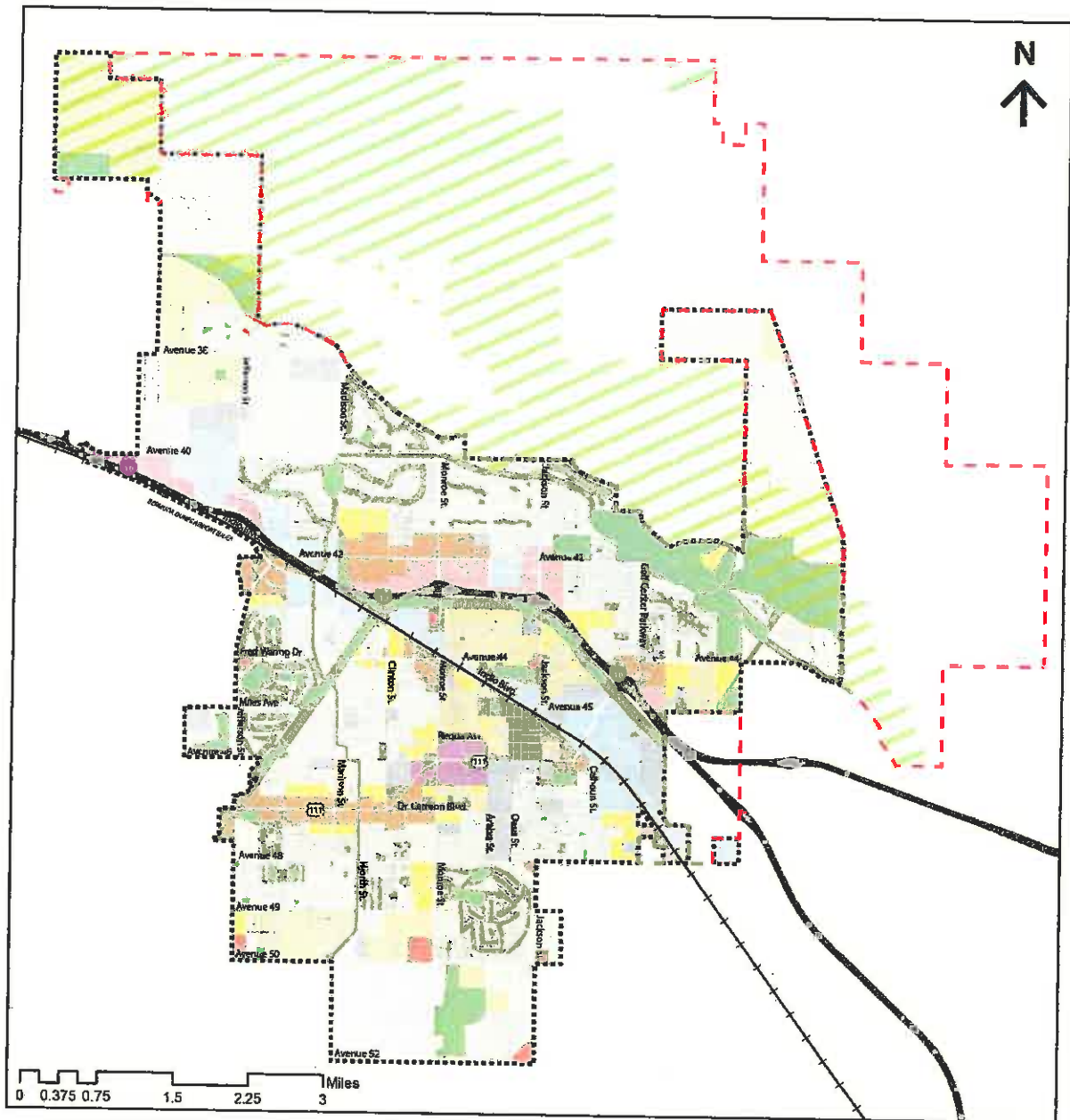
The land use place types are organized into three broad categories: neighborhoods, centers, and district. Each place type may contain a mix of uses, including residential, commercial, industrial, and public uses, at a variety of scales and intensities. Given Indio's place-making goals and the community's 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



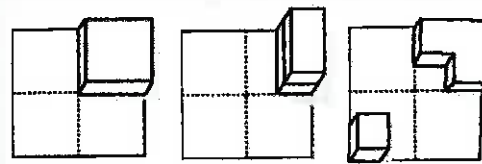
## Understanding Density

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.

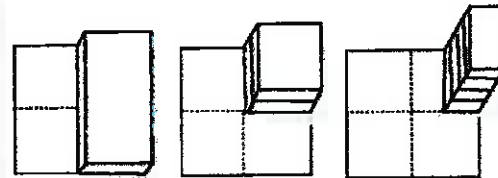
### DU/AC – Dwelling Units per Acre

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.

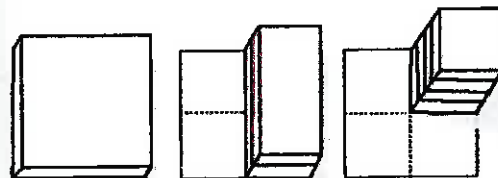
It should be noted that du/ac is not always a useful predictor of neighborhood design character or population density. While in areas of single-family detached homes, du/ac does establish how many homes—and presumably how many families—will be present in each acre, in areas of mixed-use or multi-family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



0.25 FAR



0.5 FAR



1.0 FAR

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area}}{\text{Lot Area}}$$

### 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
<b>NEIGHBORHOODS</b>	<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
<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
	<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
<b>DISTRICTS</b>	<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>PUBLIC AND INSTITUTIONAL</b>	<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

\*For larger development projects, portions of the project area may exceed the density as long as the total project density does not exceed the allowable density or FAR for the placetype.



# 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.

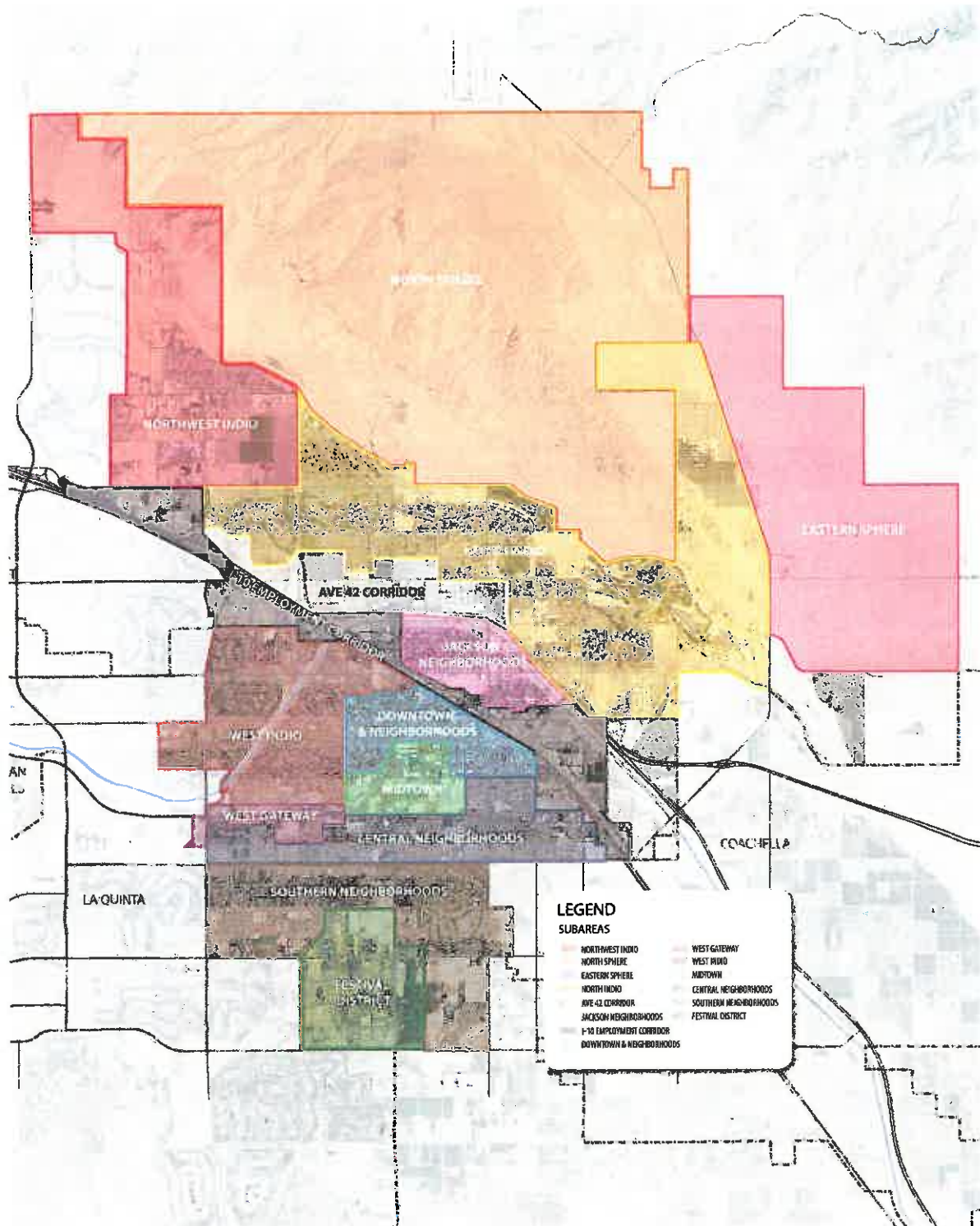
## Indio's Subareas

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.

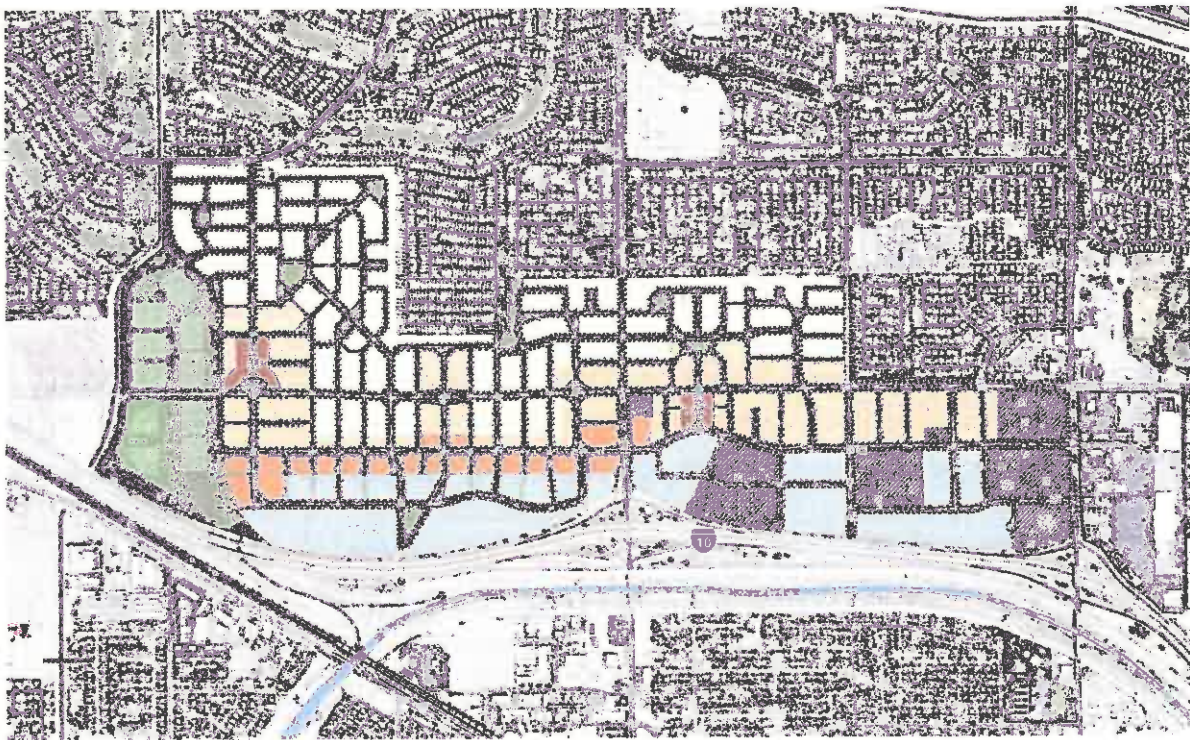
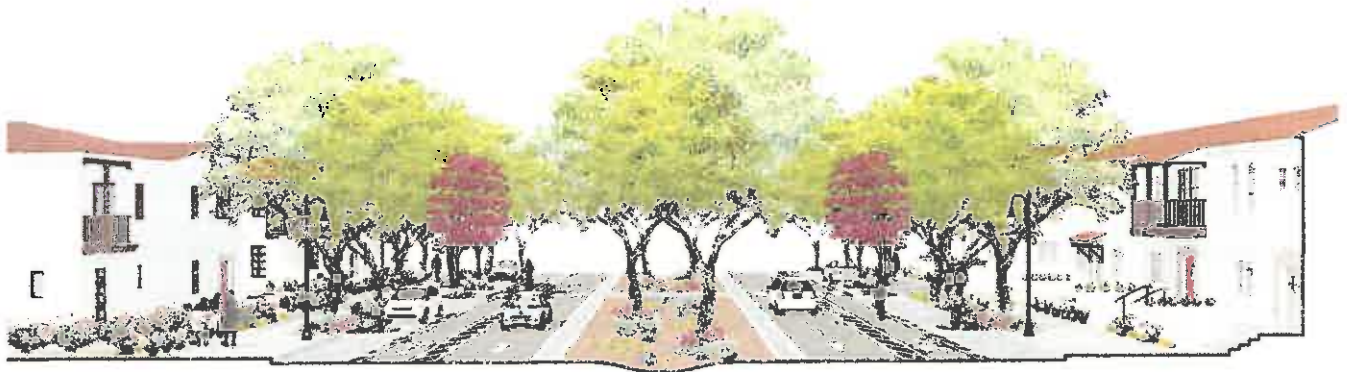
An illustrative diagram has been prepared for this area, showing Connective Neighborhoods with a range of low, middle and higher-intensity residential development and Neighborhood Centers at two intersections along Avenue 42. Properties along the south edge of this area are adjacent to the freeway and 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

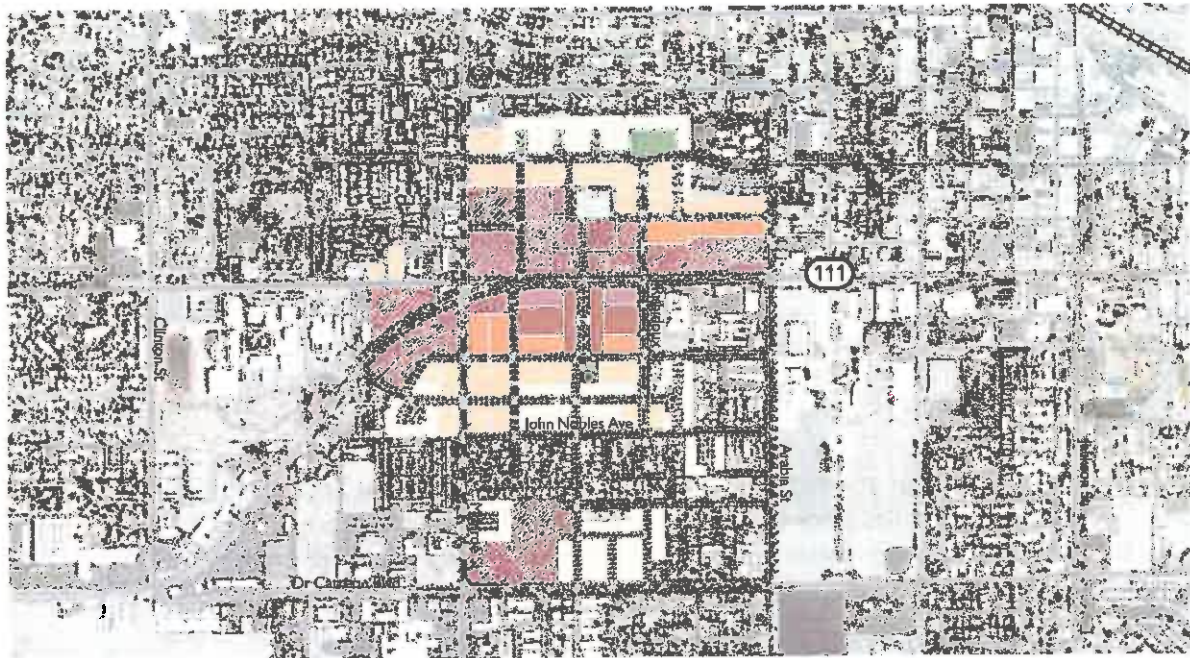
The Midtown subarea represents a significant opportunity (in tandem with the Downtown) for the creation of a strong and centered civic identity for Indio. Centered on the past-its-prime Fashion Mall, including many large vacant parcels of land, this area on Highway 111 is positioned to be reinvented 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*



*Class II bikeway*



*Multi-family residential neighborhood*

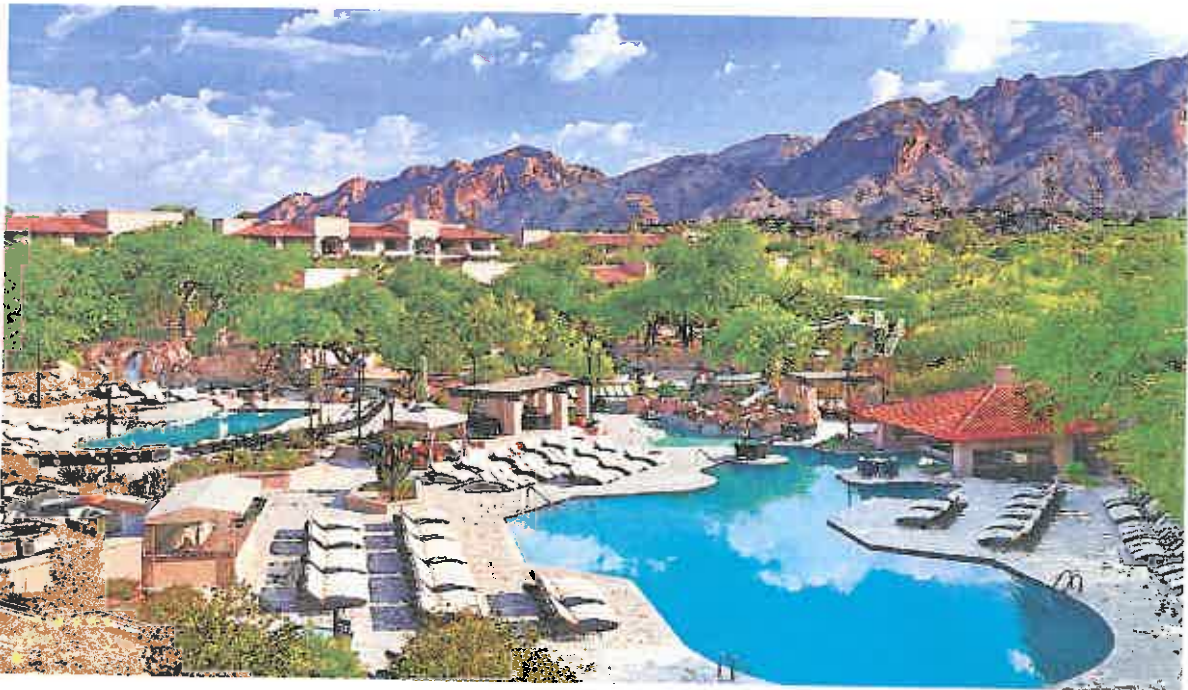


## Southern Neighborhoods

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.

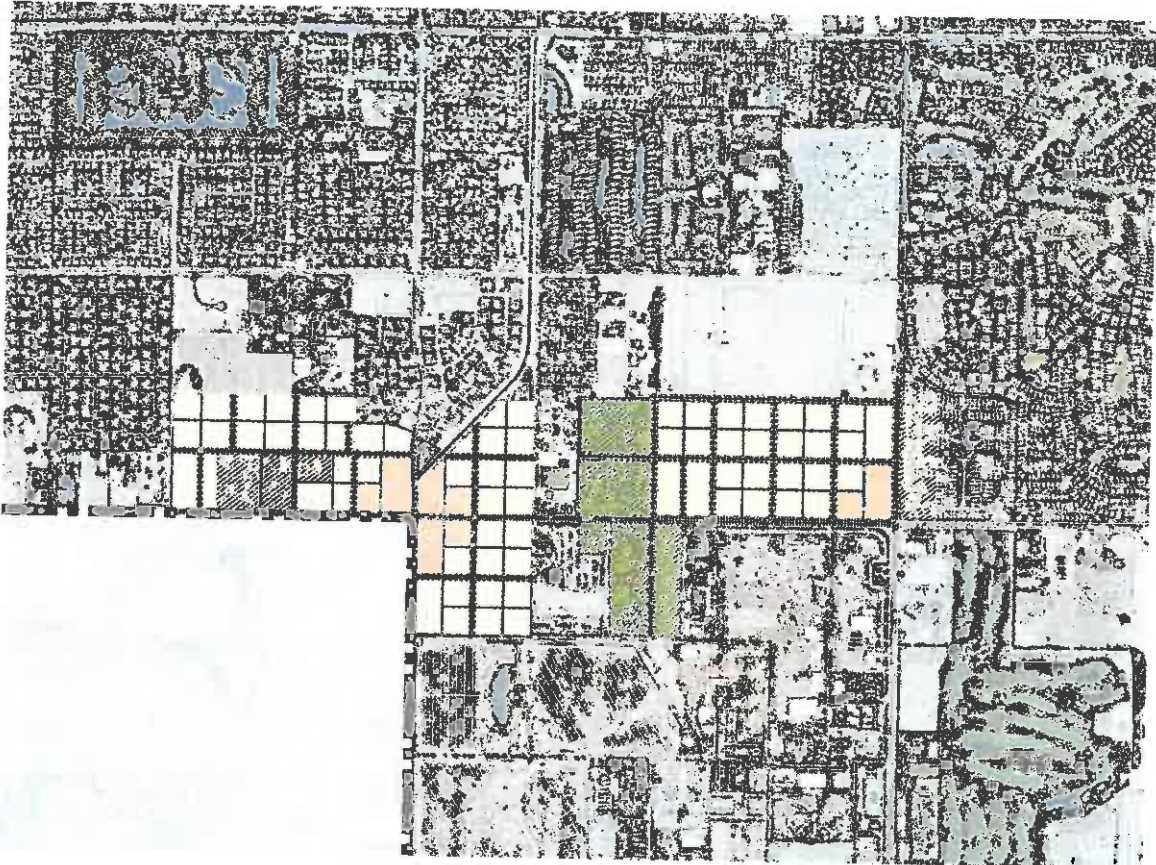
### Subarea Strategies:

- + 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*

Figure 3-9: Illustration of Festival District Infill





## 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.



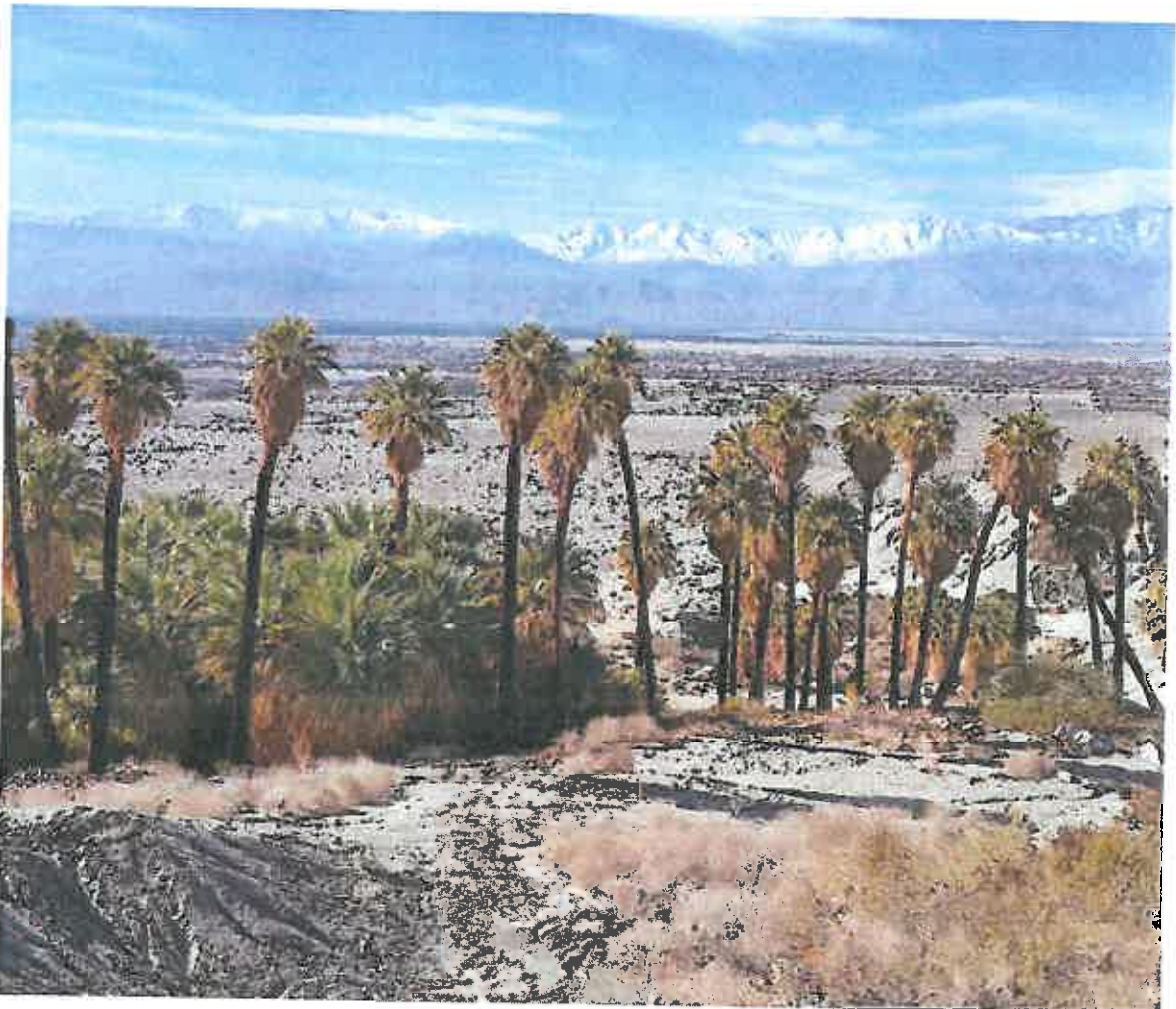
*Hiking trails in Indio*

## 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 Capability.** Indio shall work to achieve consistency between General Plan land use and the Airport Comprehensive Land Use Plan, as is appropriate for the community. Measures may include restrictions on permitted land uses and development criteria, including height, land use type, and intensity.

## 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

**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:

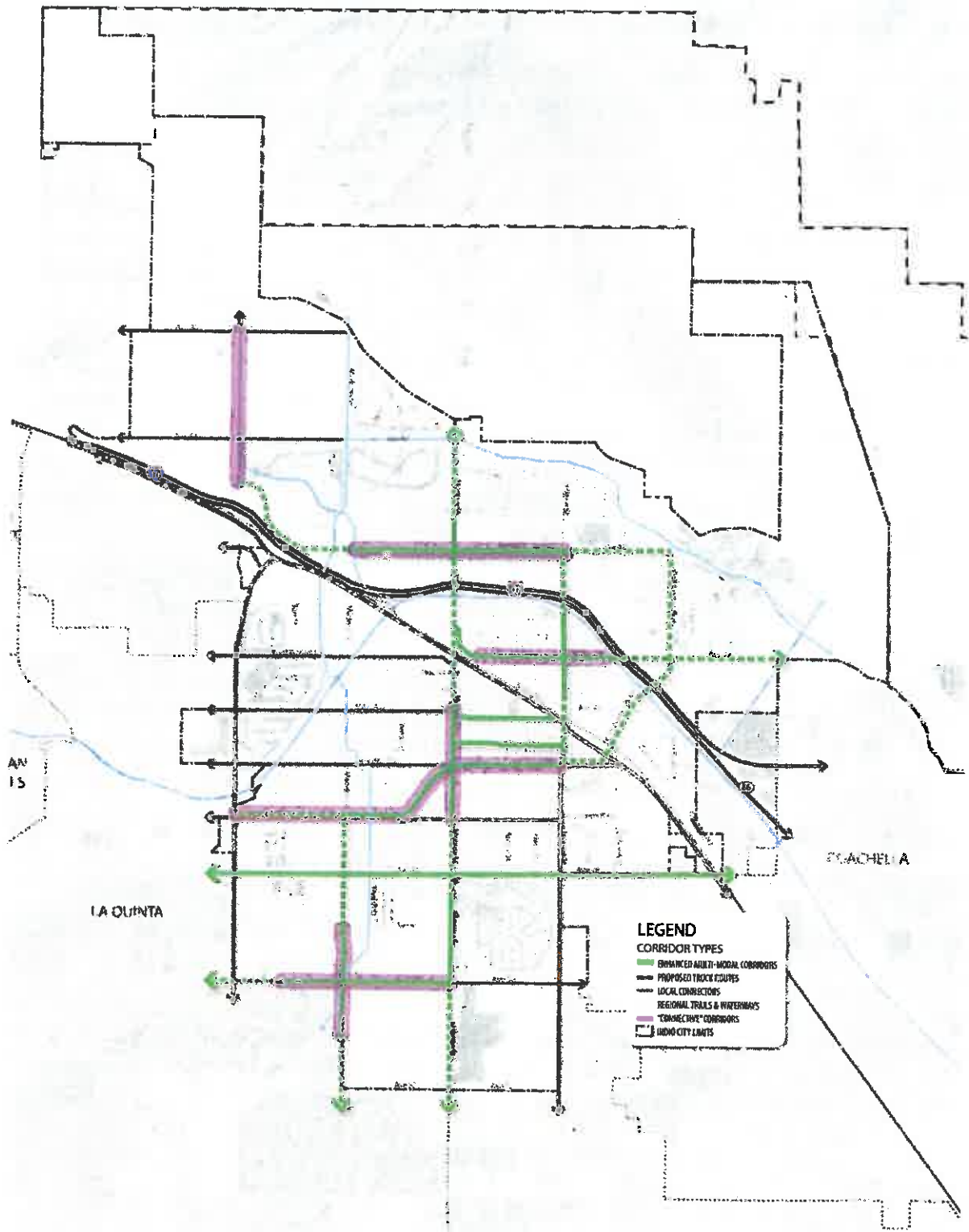
- + Ensure pedestrian orientation of ground floor uses in new development.
- + Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases allow small plazas and active landscaped areas for social gathering between the building and sidewalk.
- + Scale 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 3-10.

Figure 3-10: 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**

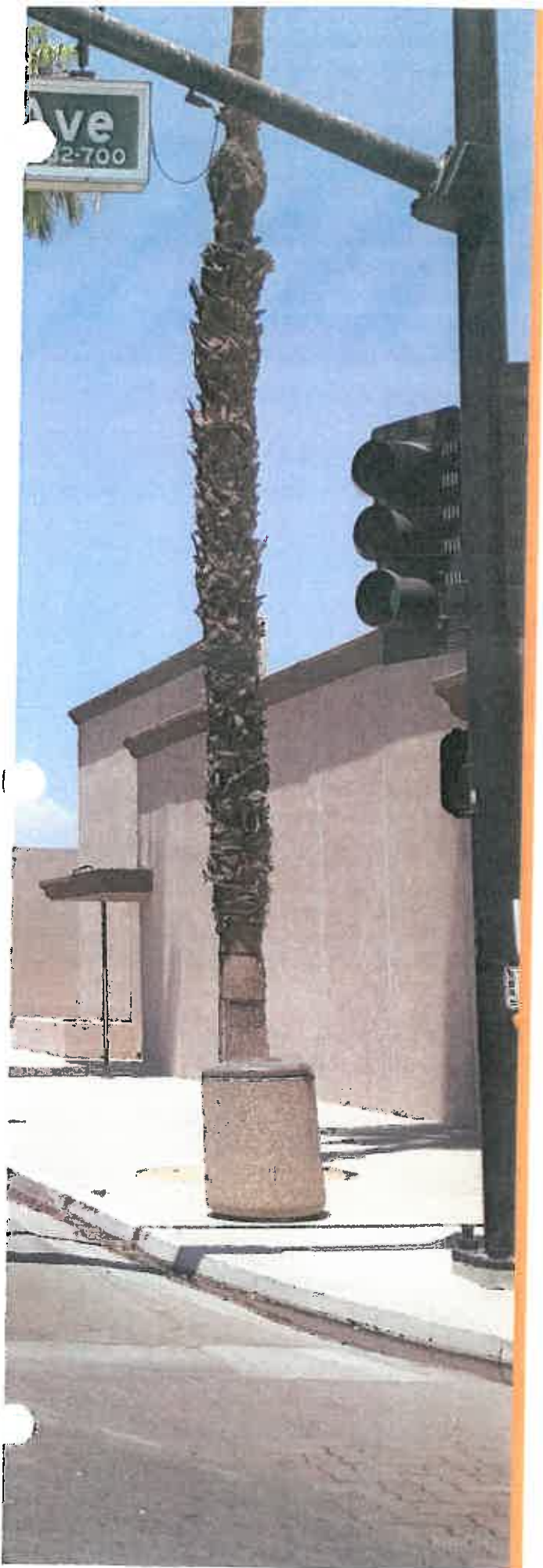
	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1.	<p><b>Specific Plan Consistency.</b> Following adoption of the General Plan, review the existing, adopted Specific Plans and Project Master Plans and make changes to ensure consistency with the General Plan.</p>	High	Medium	Planning
2.	<p><b>Update zoning.</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

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).*





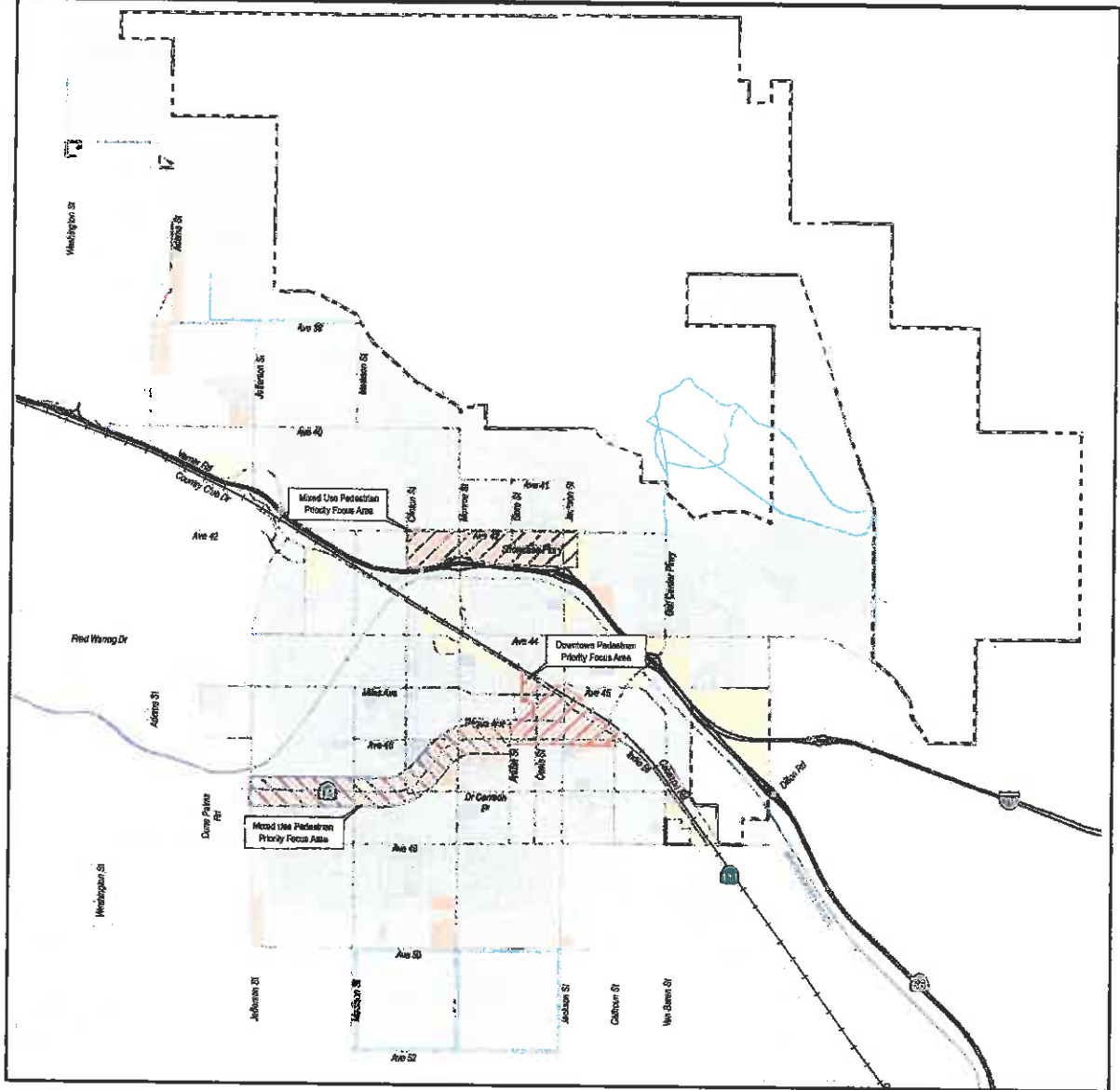
## Pedestrian Network

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.

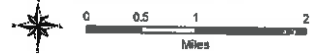
Pedestrian facilities (i.e., sidewalks, crosswalks, trails) are a key component of a multi-modal transportation system, which should enable people of all age groups and abilities to safely walk to their destinations. These facilities help connect and provide access to schools, shopping, employment, transit 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/LAFCD (City Boundary 2012; SOI 2012); Riverside County/TDMA Roads; Redroads; 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 outdated 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.



## Bicycle Network

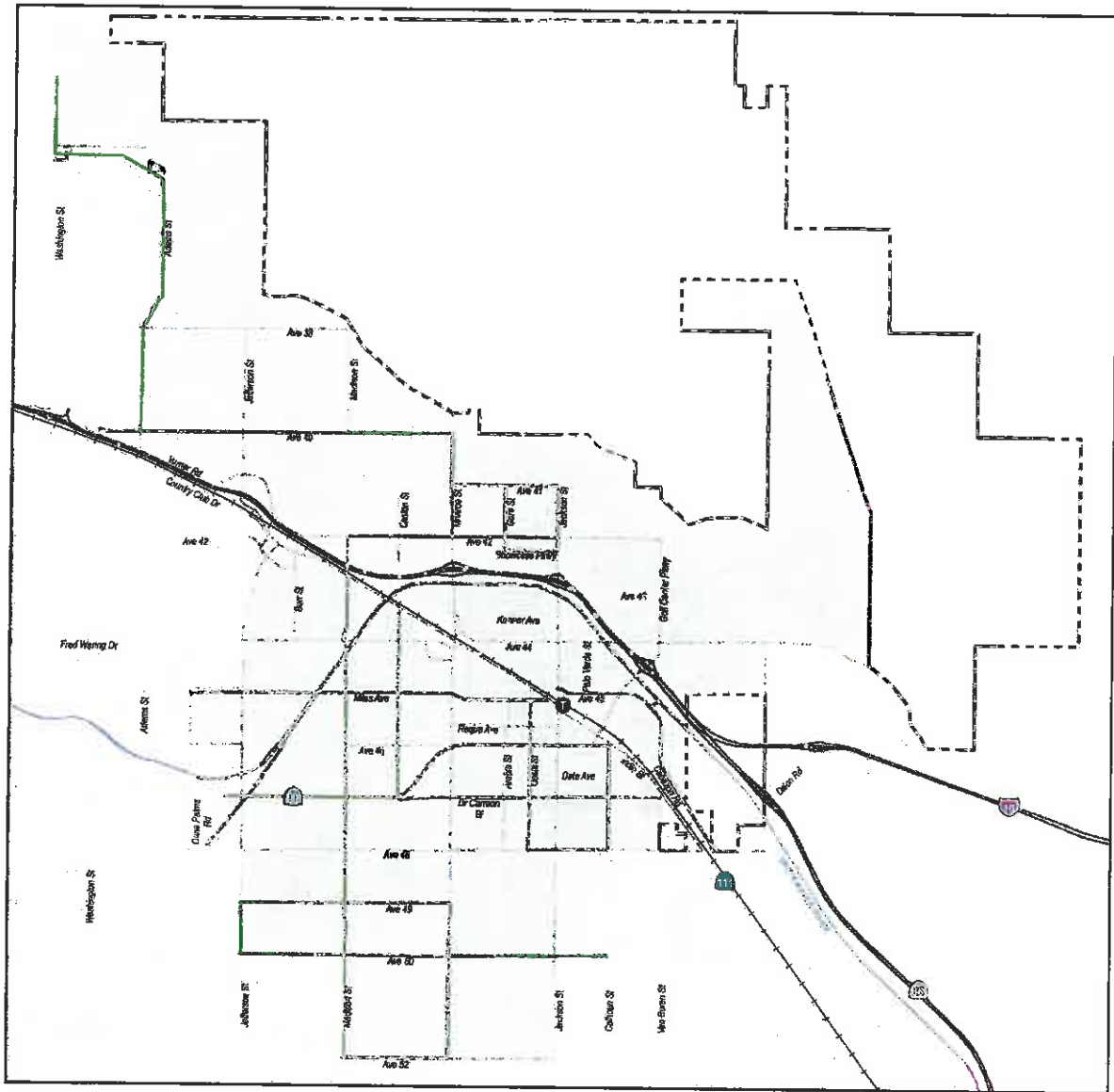
A comprehensive, safe, and well-maintained bikeway network with supporting facilities has multiple benefits. It can help to increase the mode share for bicycling, reducing the number of short vehicle trips by shifting those trips to bicycling helps improve circulation, and reduce greenhouse gas emissions. 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

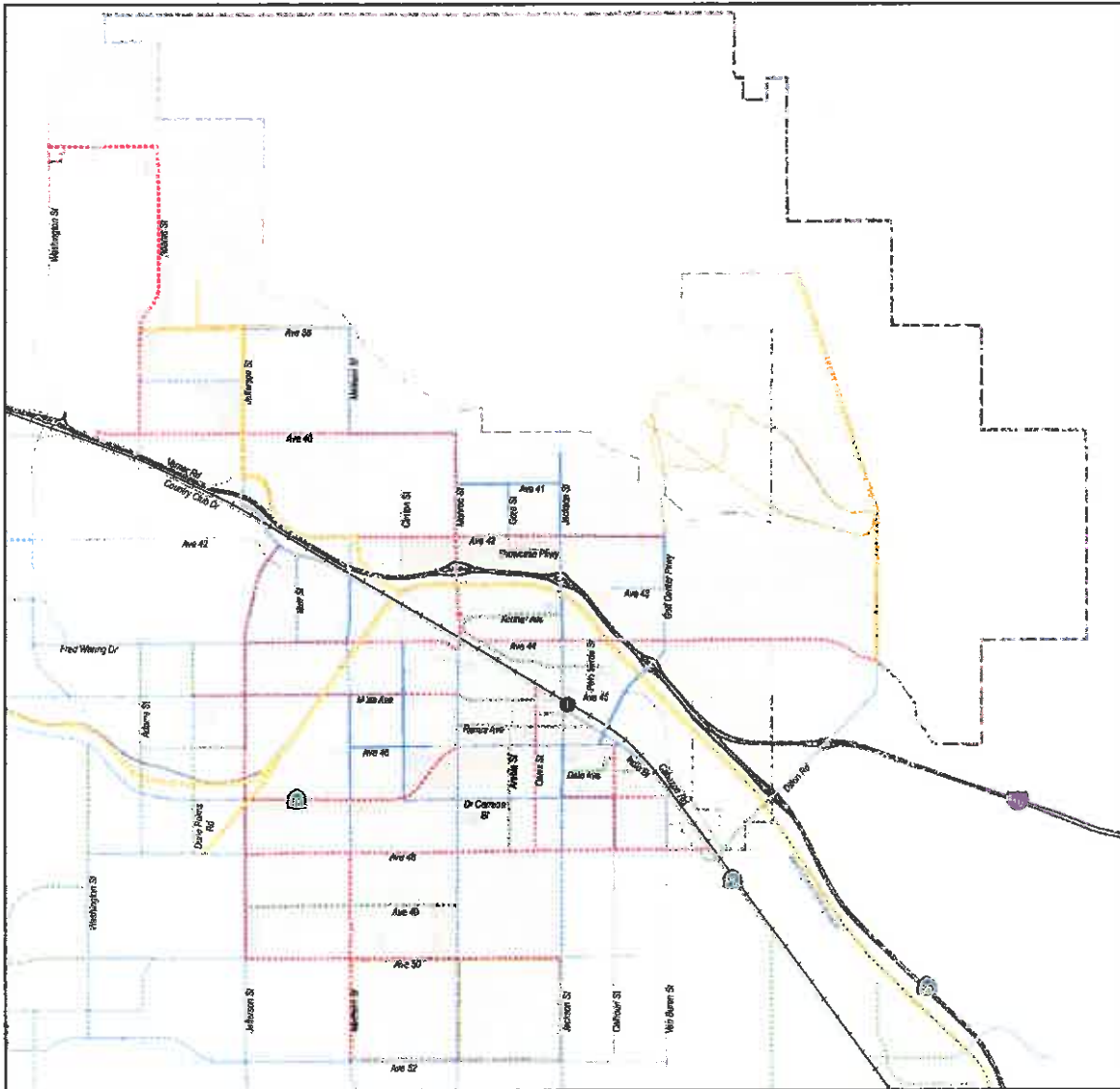
- City Limits
- Sphere of Influence
- Roads
- Railroads
- Highways
- Bicycle Priority Streets



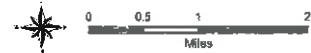
Source: Riverside County LAFCD (City Boundary 2012; SDI 2012)  
 Riverside County/TDMA (Roads, Railroads, Highways) Riverside County (River)

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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                    |                                  |

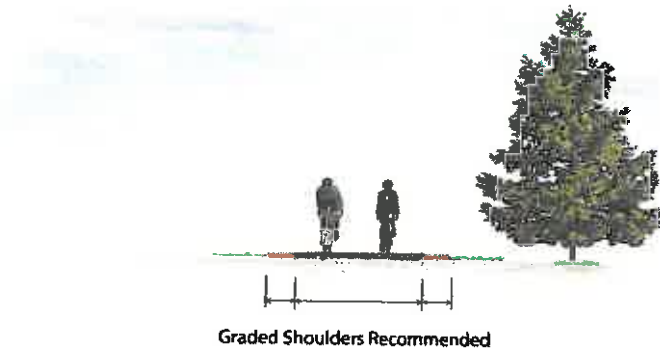
Source: Riverside County LAHCD / City of Indio (2012, 2013, 2015)  
 Riverside County/TJMA (Roads, Railroads, Highways) Riverside County (RVer)

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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.

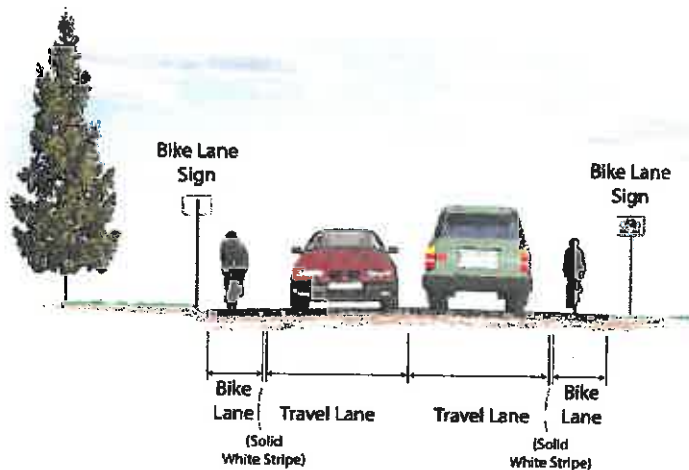


**CLASS I - Multi-Use Path**  
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



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.

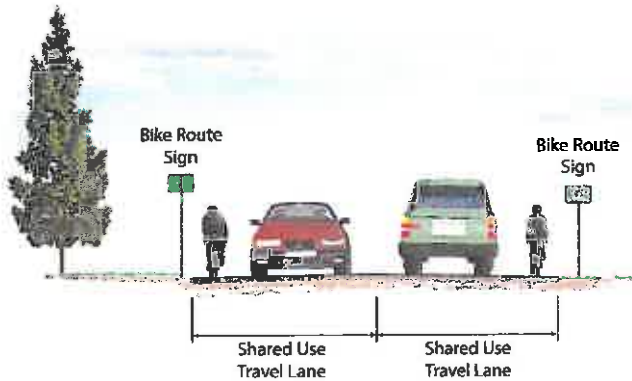


**CLASS II - Bike Lane**  
Provides a striped lane for one-way bike travel on a street or highway.



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.



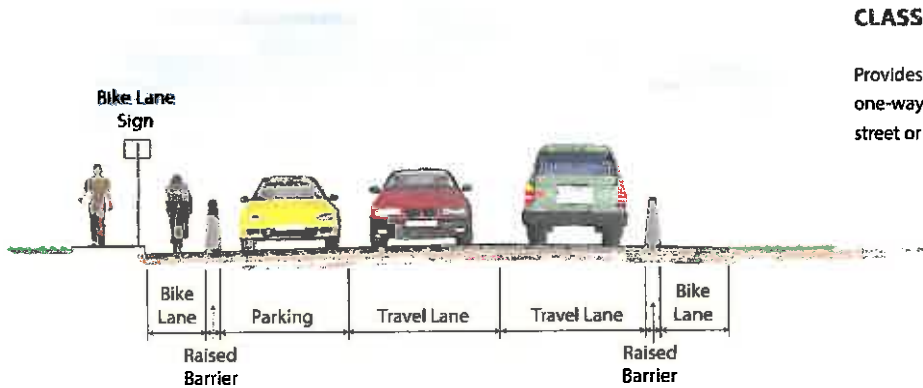
**CLASS III - Bike Route**

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

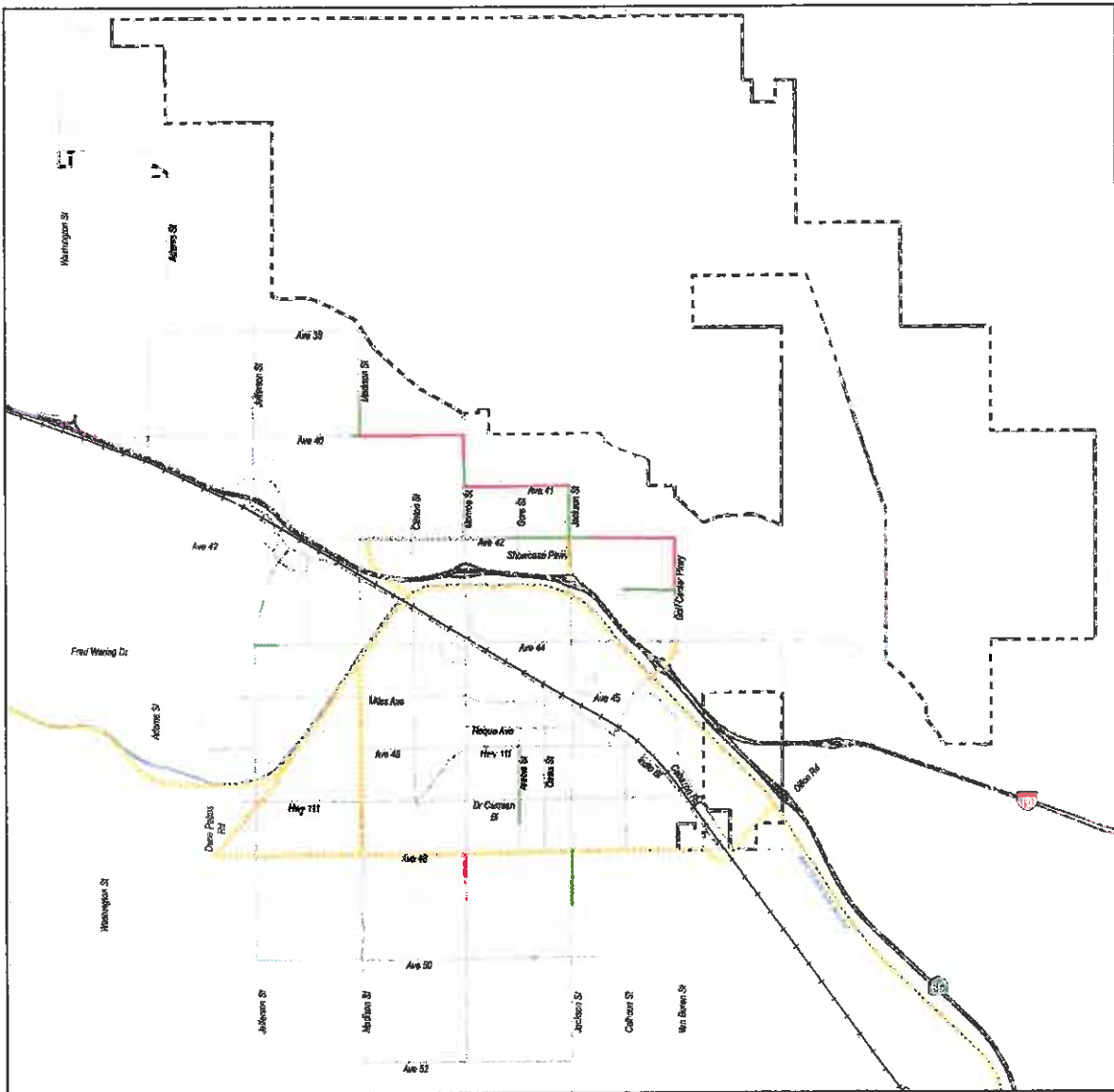
A golf cart network can provide enhanced mobility for short trips in Indio. It is also an environmentally-superior travel mode compared to the automobile as most carts are electric and produce fewer emissions. Golf carts are also smaller, reducing the wear on City facilities and reducing the needed parking 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 LA/CD (City Boundary 2012, SDI 2012); Riverside County/TDMA (Roads/Railroads/Highways); Riverside County (Here)

The information on this map was derived from various digital databases, sourced data. 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 hold every information on the product before making any decisions.

## Transit

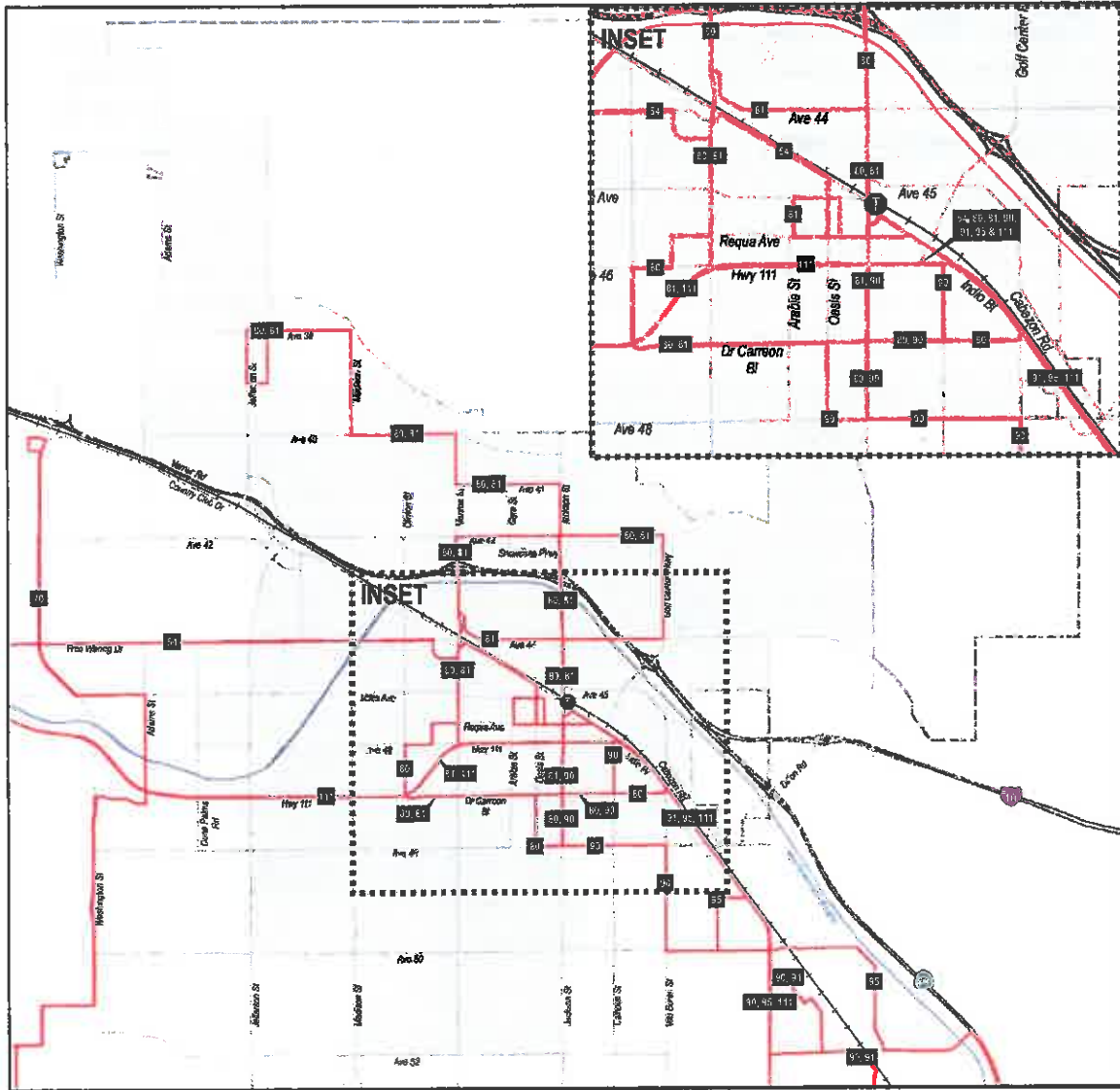
Transit typically consists of publicly-operated services, such as buses, trains, paratransit, commuter rail, and streetcar services. Currently, SunLine Transit operates a variety of bus routes in Indio. SunLine transit provides good access to activity centers in the City, particularly around Downtown 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.

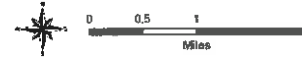








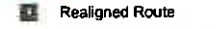

*Public transit in Indio.*

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/LAFCO (City Boundaries 2012; SCL 2012)  
 Riverside County/TDMA (Roads, Railroads, Highways) Riverside County  
 (2007)

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 warranties which accompany this product. Users are cautioned to  
 verify information on the 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.

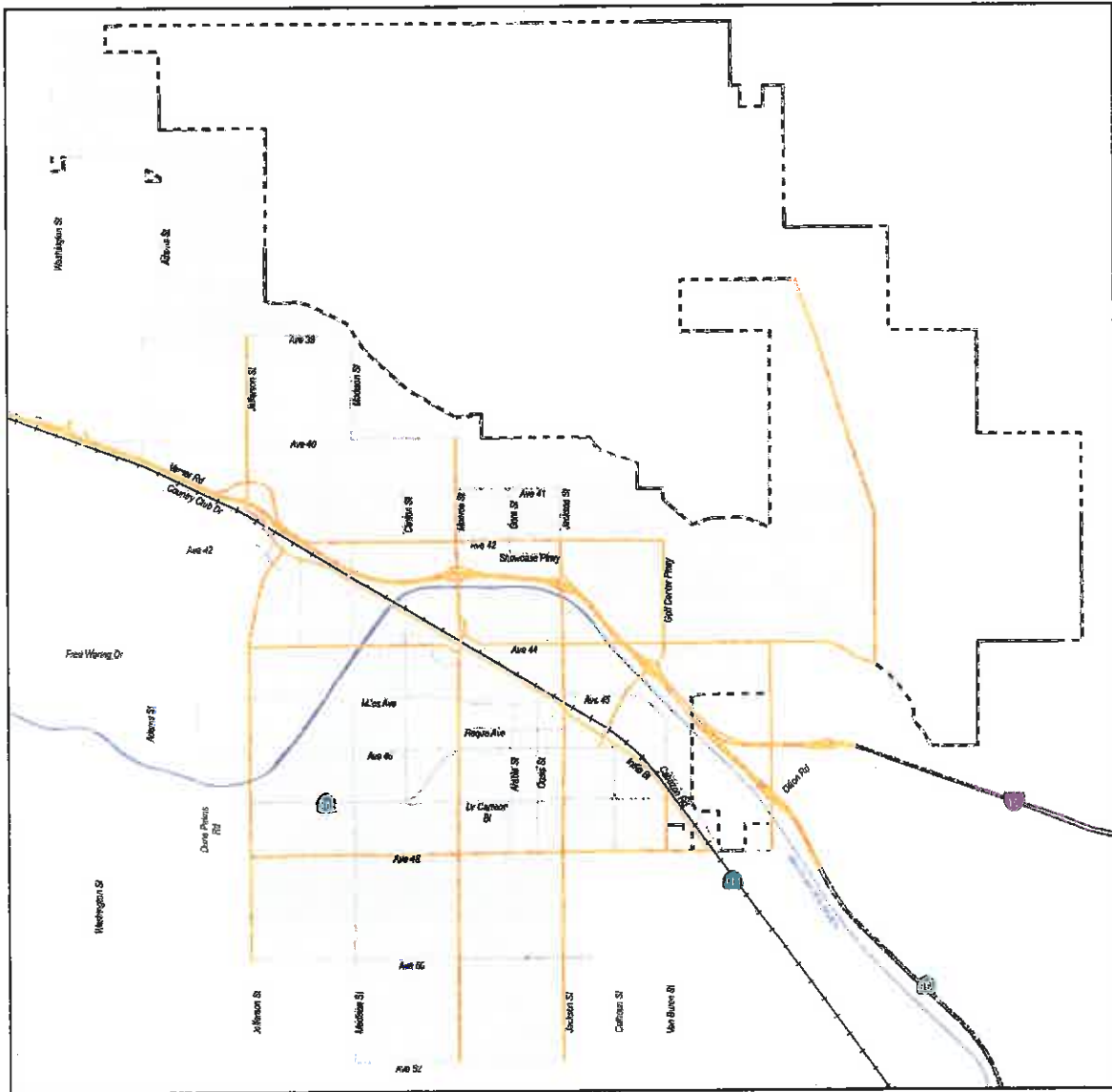
**Table 4-1 Level of Service**

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
-  Roads
-  Railroads
-  Highways
-  Auto Priority

Source: Riverside County, APCD | City Boundary 2012, SOI, 2012  
 Riverside County TMA (Roads, Railroads, Highways) Riverside County (Rivers)

The information on this map was derived from various digital databases, located above. Care was taken in the creation of this map but it is provided "as is" (Rivers County) except any responsibility for any errors, omissions or positional accuracy and therefore there are no warranties which accompany this product. Users are encouraged to field verify information on the product before making any decisions.

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**

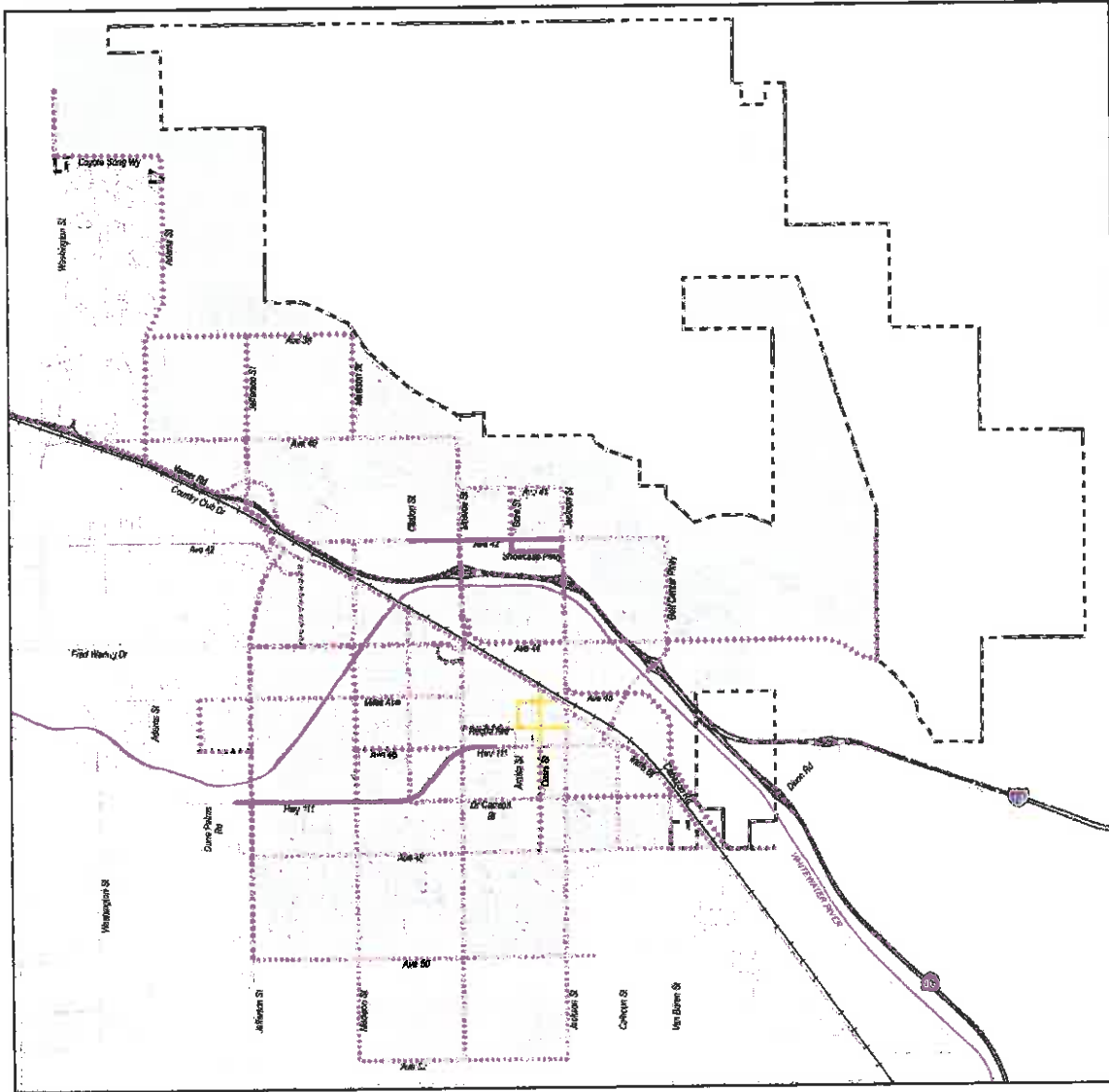
Street Typology and Priority Modes	Street Typology Attributes
<p><b>Freeways</b></p> <p><i>Priority Autos, Buses</i></p>	<ul style="list-style-type: none"> <li>• High-speed facilities designed to accommodate vehicles moving through the City</li> <li>• Bicycles and pedestrians are prohibited</li> </ul>
<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></p> <p><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></p> <p><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

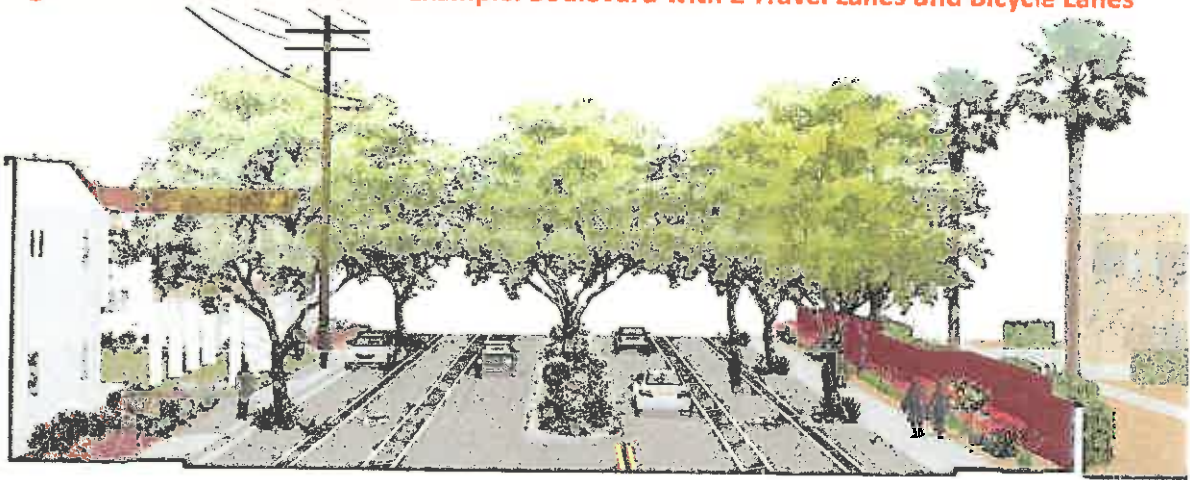


- City Limits
- Sphere of Influence
- Railroads
- Highways
- Arterial
- Boulevard
- Connector with Median
- Connector without Median
- Downtown Streets
- Pedestrian Priority
- Local Streets

Source: Riverside County LARCO City Boundary 2012, SCL 2012, Riverside County TUMA (Roads, Railroads, Highways), Riverside County (2007)

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**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: Regua Avenue east of Monroe Street*

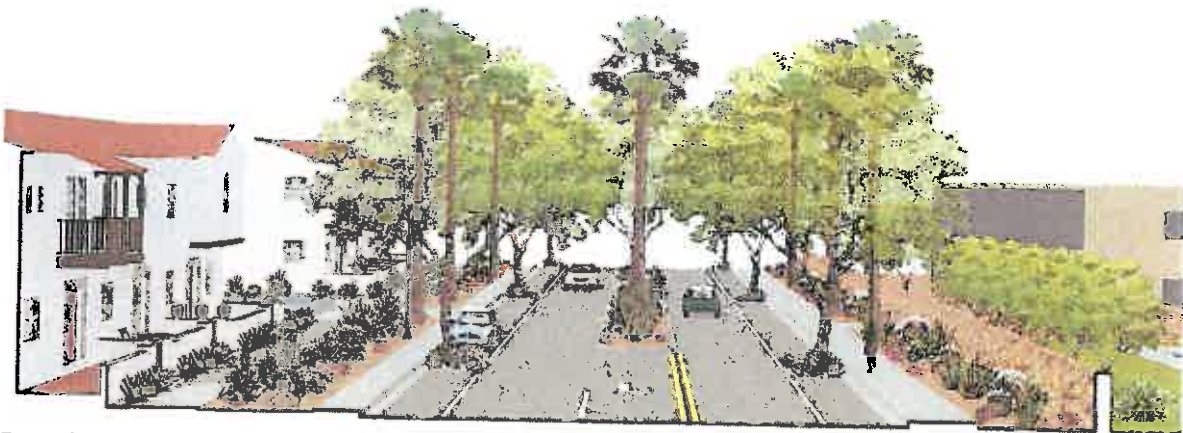


**Figure 4-14: Street Cross Section Example: Neighborhood / Local Street**



*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.

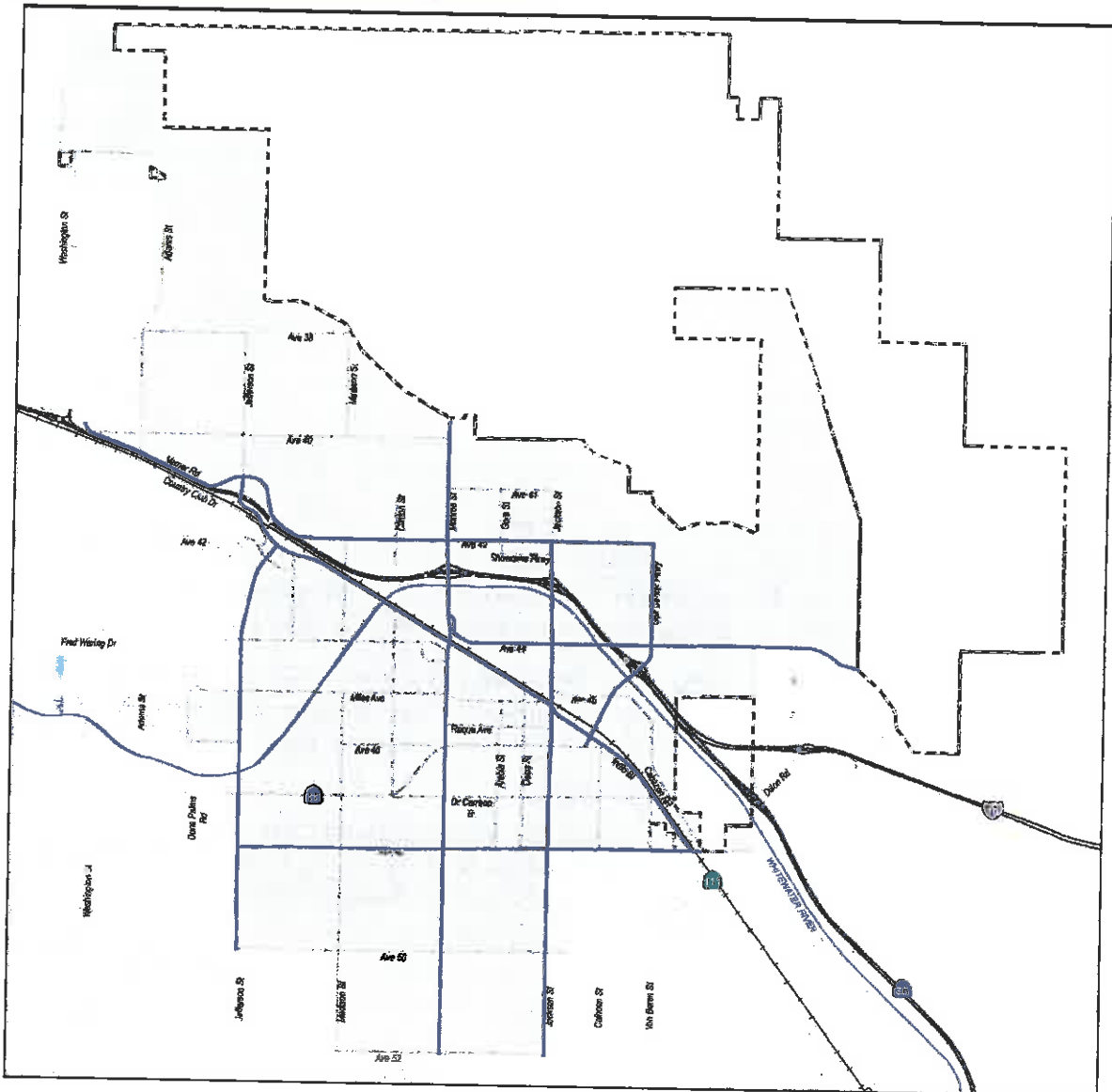
Many of the existing truck routes overlap with the vehicle and bicycle priority routes identified in the layered streets approach. This is not desirable as trucks and bicycles should be prioritized on different routes to the extent possible. As such, this Mobility Element recommends an update to the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

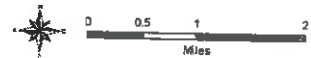


*Goods movement through Indio*

Figure 4-16: Potential Truck Priority Streets



### Potential Truck Route Priority Streets



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

Source: Riverside County/LAFCD ( City Boundaries 2012; SOI 2012)  
 Riverside County/TIAA (Roads, Railroads, Highways) Riverside County  
 (GIS)

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## 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.

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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

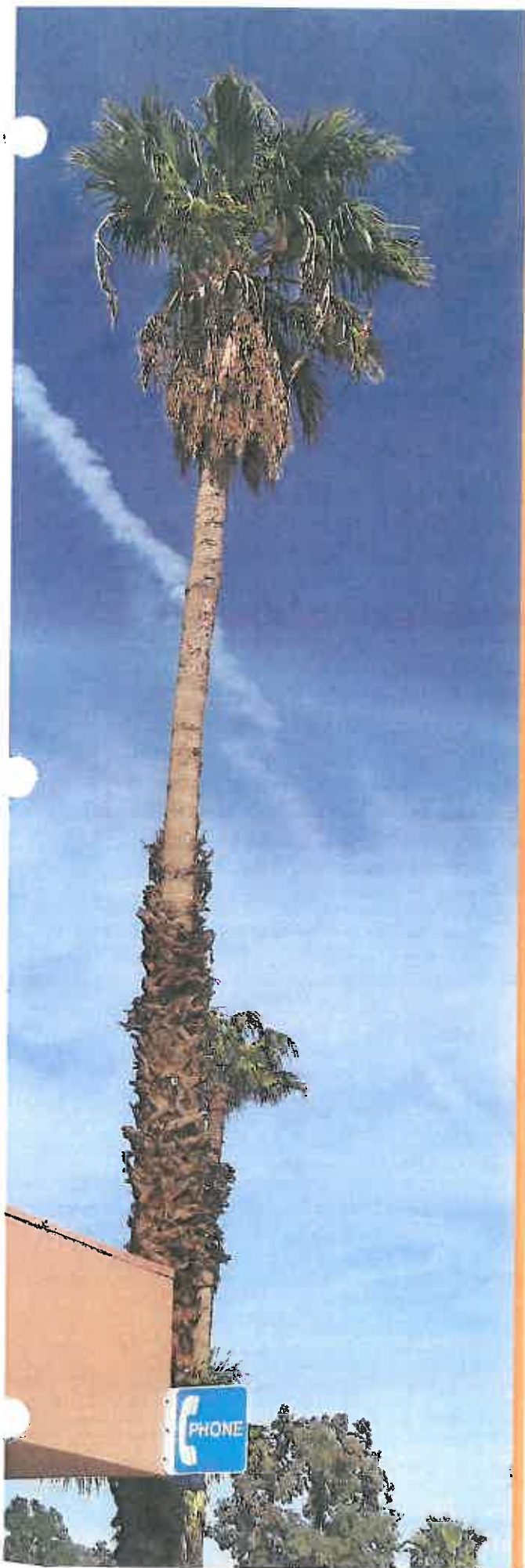


9	<p><b>Vehicle Idling.</b> Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).</p>	Medium	Medium	Public Works, Planning
10	<p><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.</p>	High	Short	Public Works, Planning



A photograph of a building's exterior wall with a textured, geometric pattern. The wall is light brown or tan. On the wall, there is a large sign for "Joe's Barber Shop". The word "Joe's" is written in a blue, cursive, 3D-style font. Below it, the words "BARBER" and "SHOP" are written in a bold, red, sans-serif font, stacked vertically. In the background, three tall palm trees are visible against a clear blue sky. A white contrail is visible in the upper right corner of the sky. The overall scene is brightly lit, suggesting a sunny day.

*Joe'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.

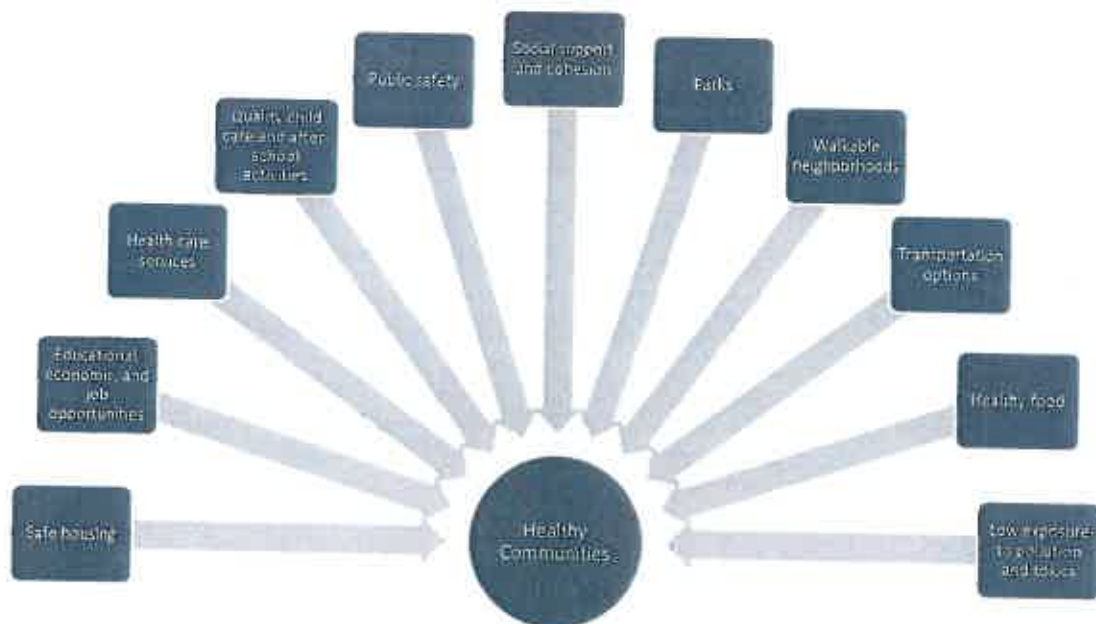


## Healthy Communities

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).

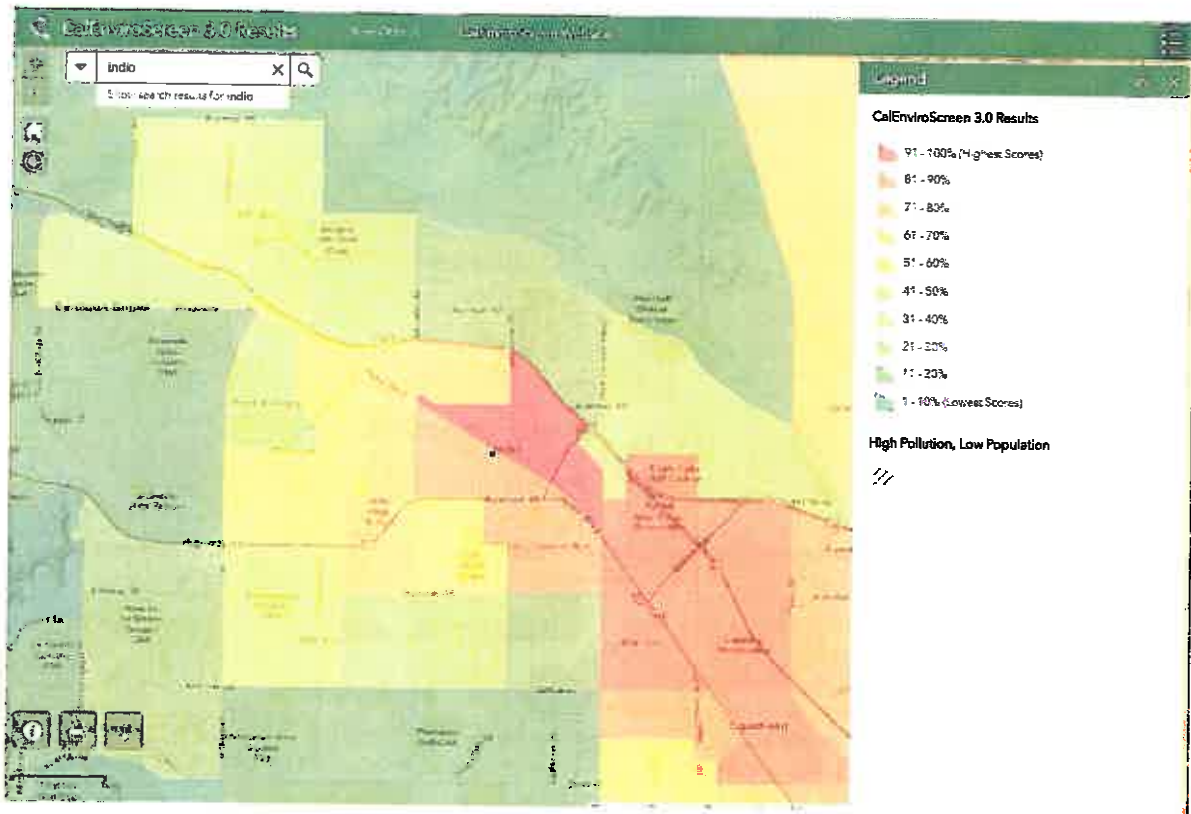
Encouraging a healthy community can bring many benefits to a community, from better health to new jobs to economic investments. Improving these determinants can also help promote equity and community development over the long term.

### 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)

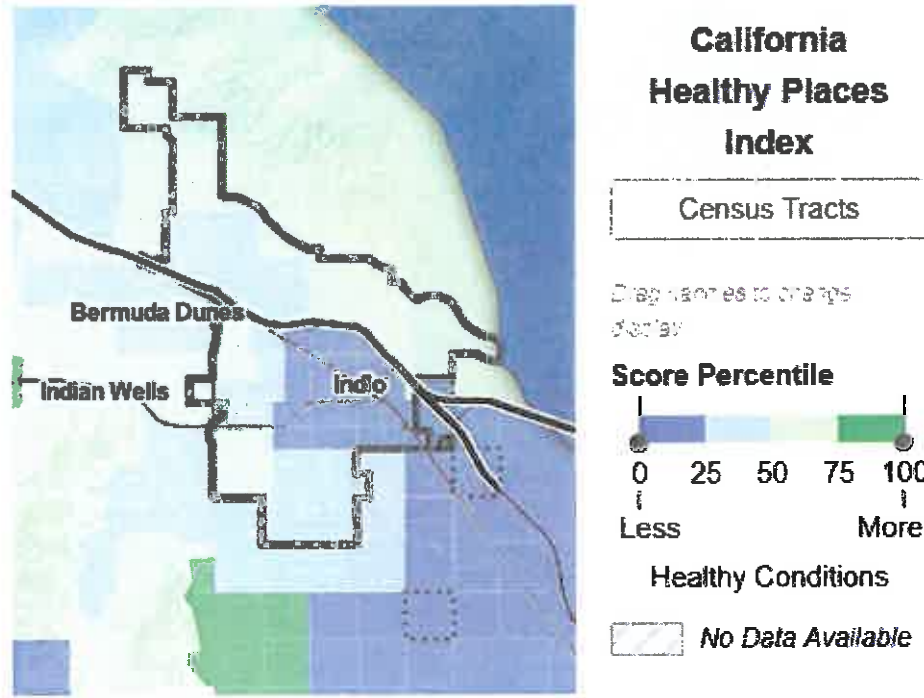
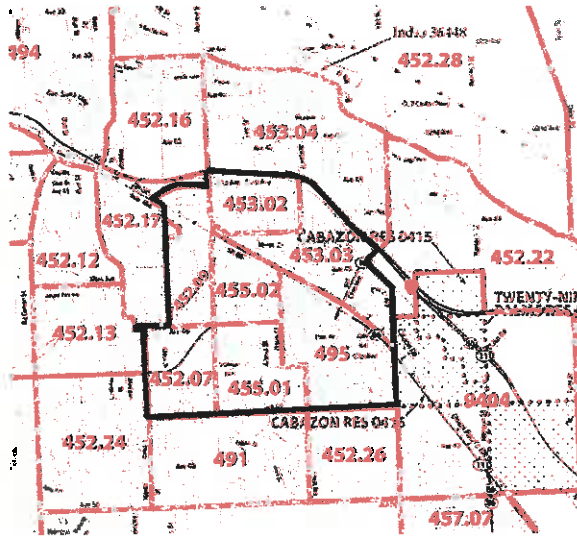


Figure 6-4: Indio Census Tract Map



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**

	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.

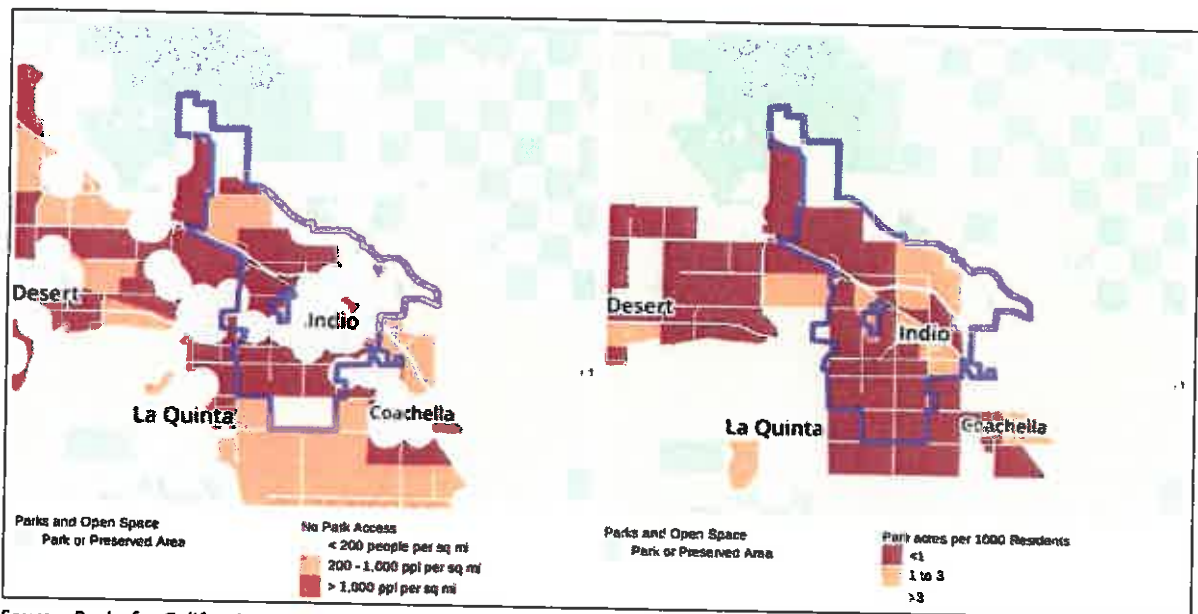
## Life Expectancy

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

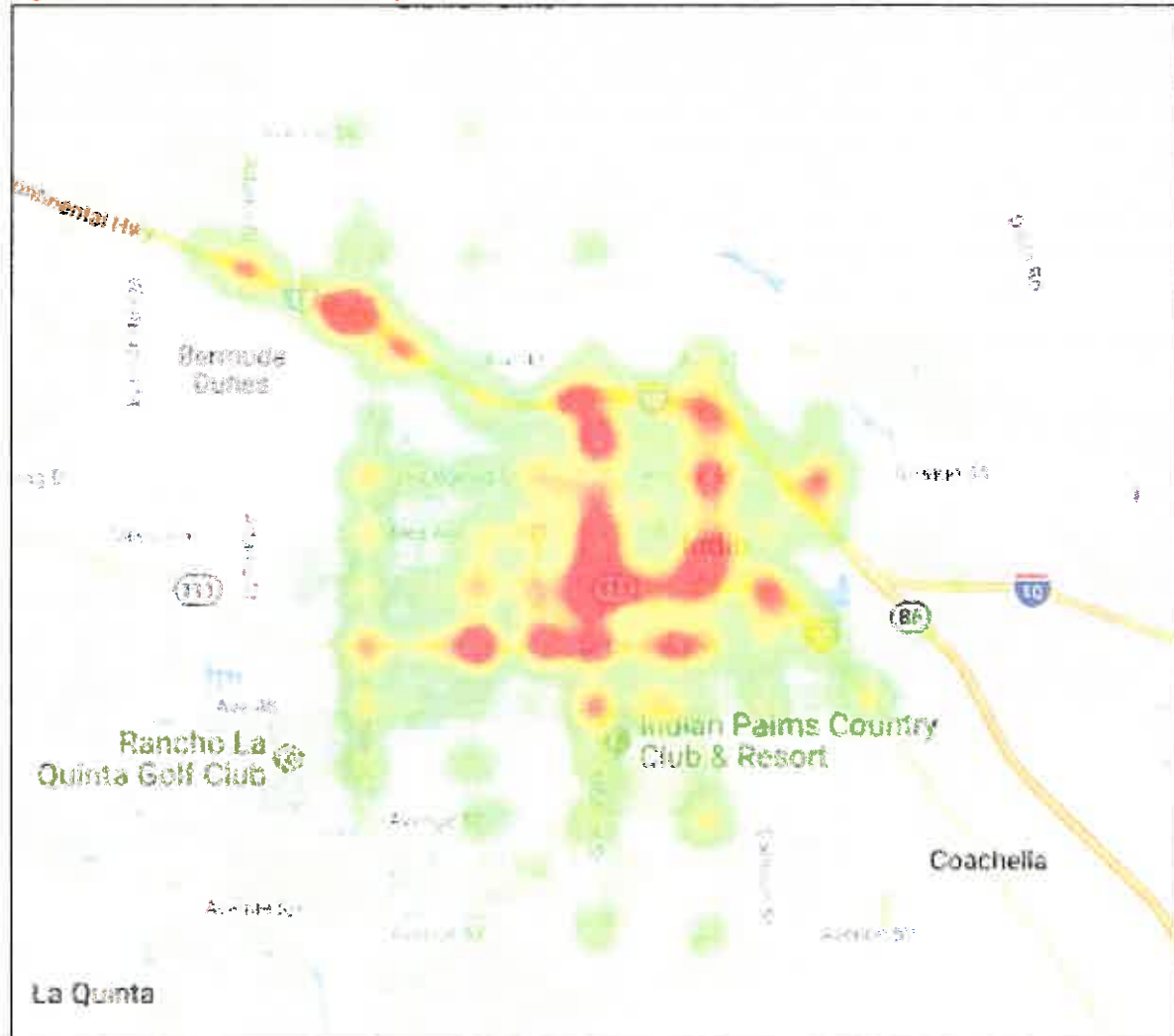
While approximately one-third (33.5%) of Indio residents report walking at least 150 minutes a week, a limiting factor to physical activity levels is restricted access to public recreational and open space, as shown in Figure 6-5. Across the City, 53% percent of residents live further than half a mile 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.

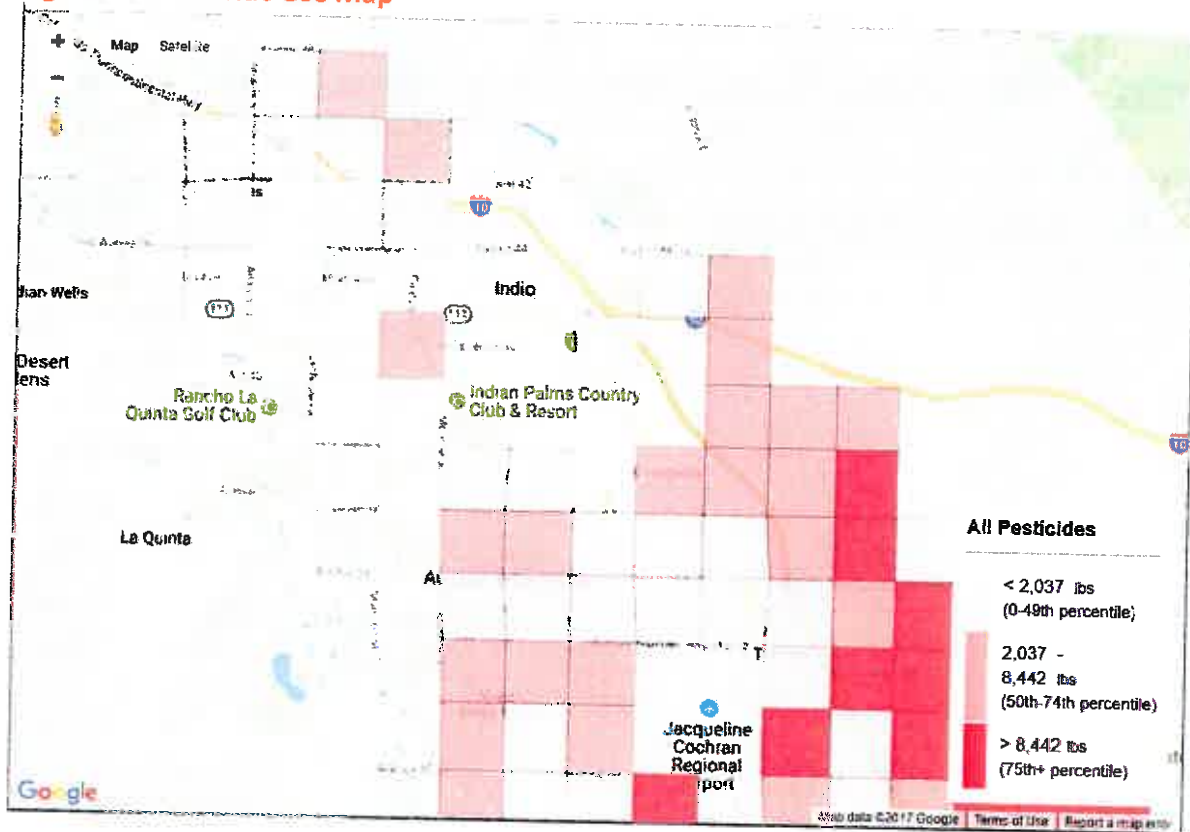
Indio's reported rates of adult asthma are higher in areas south of the 10 freeway, where many residents live near sources of air pollution – industrial lands, truck routes or freeways – that contribute to respiratory illnesses. It is also possible that the City's lower than average level of access to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



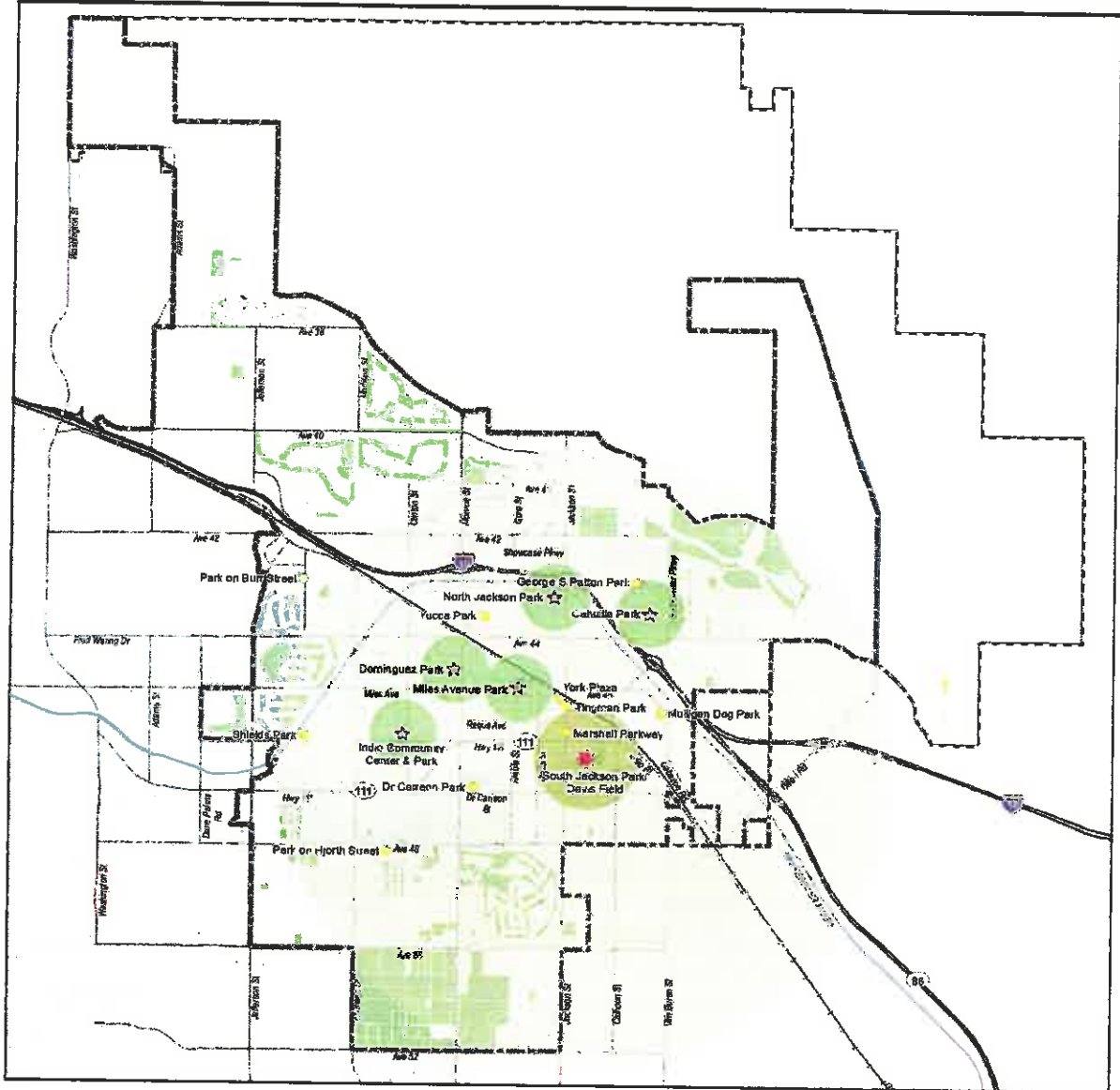
George S Patton Park	4.3 acres	Neighborhood	Basketball court, tennis court, open turf, playground equipment, restrooms, and group shelter
Dr Carreon Park	2.4 acres	Neighborhood	Water play, basketball court, loop walk, open turf, playground equipment, public art, restrooms
Doug York Plaza	0.25 acre	Mini	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/LACOG (City Boundary 2012; SOI 2012); Riverside County/TDMA (Roads; Railroads; Spheres); 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 provisions necessary, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this 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**

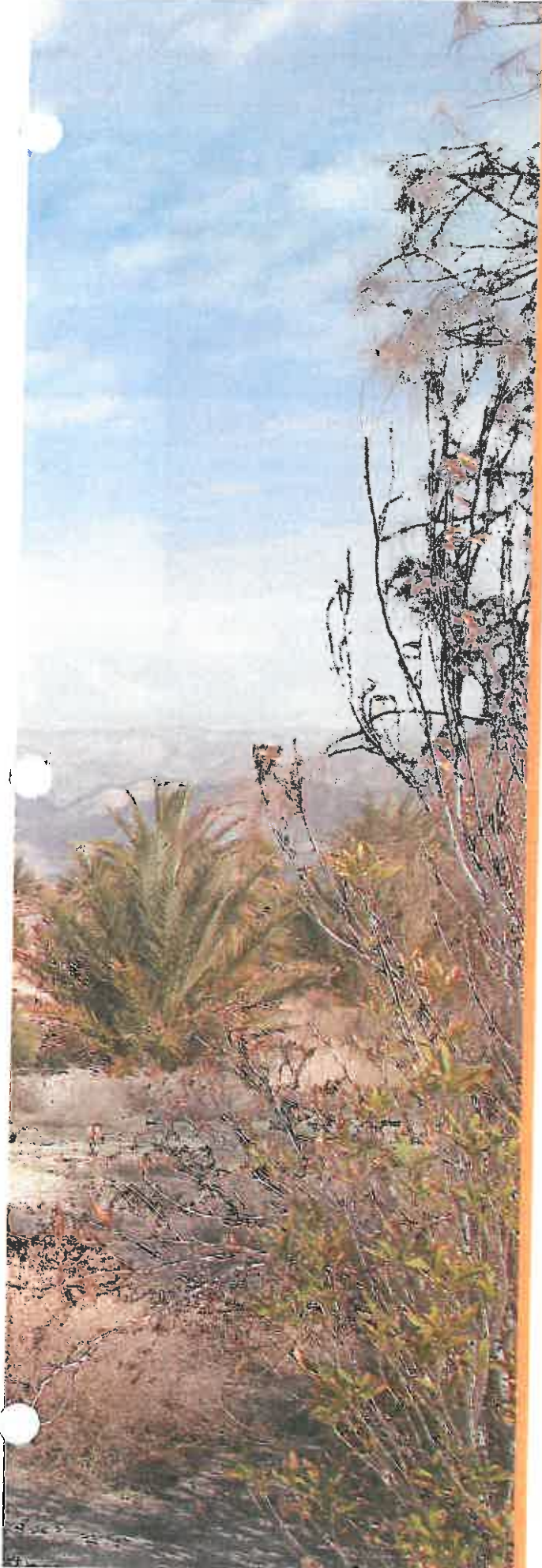
	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Park Master Plan.</b> Prepare a Park Master Plan that includes the following:</p> <ul style="list-style-type: none"> <li>• A comprehensive inventory of the City’s existing and planned parks and recreational facilities, including regional park and 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.



*Drought-tolerant landscaping*

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:

- + 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

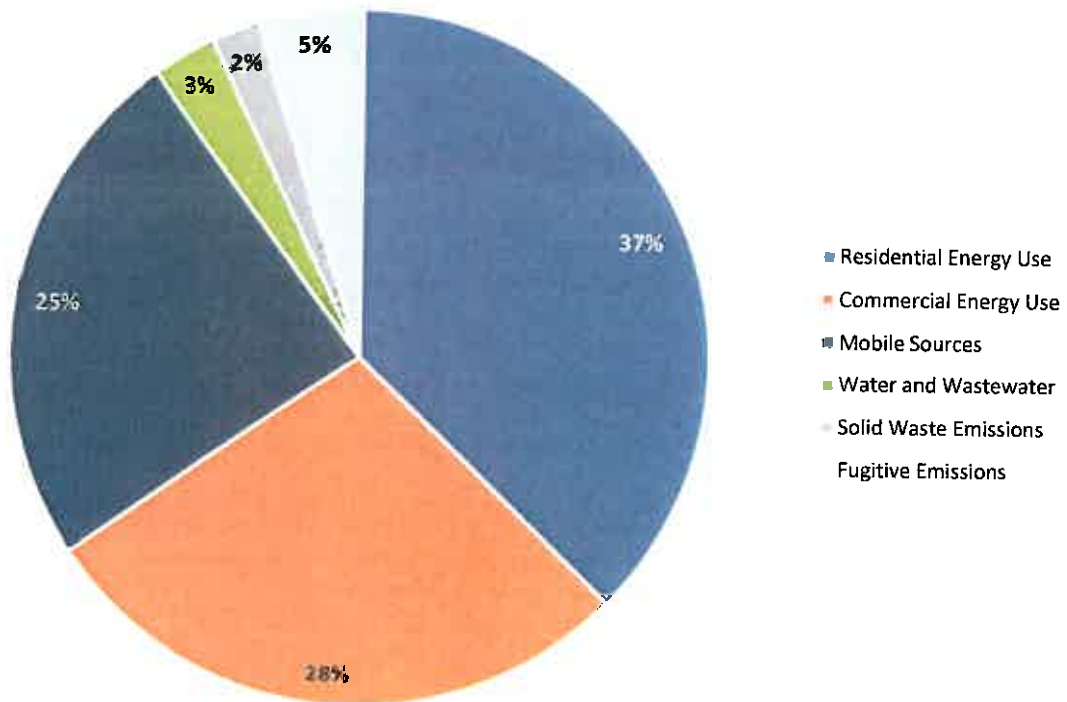
The Indio greenhouse gas emissions inventory provides a snapshot of emissions for 2010 to quantify the main sources of emissions from municipal operations and the community as a whole. The purpose of the inventory is to:

- + 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**

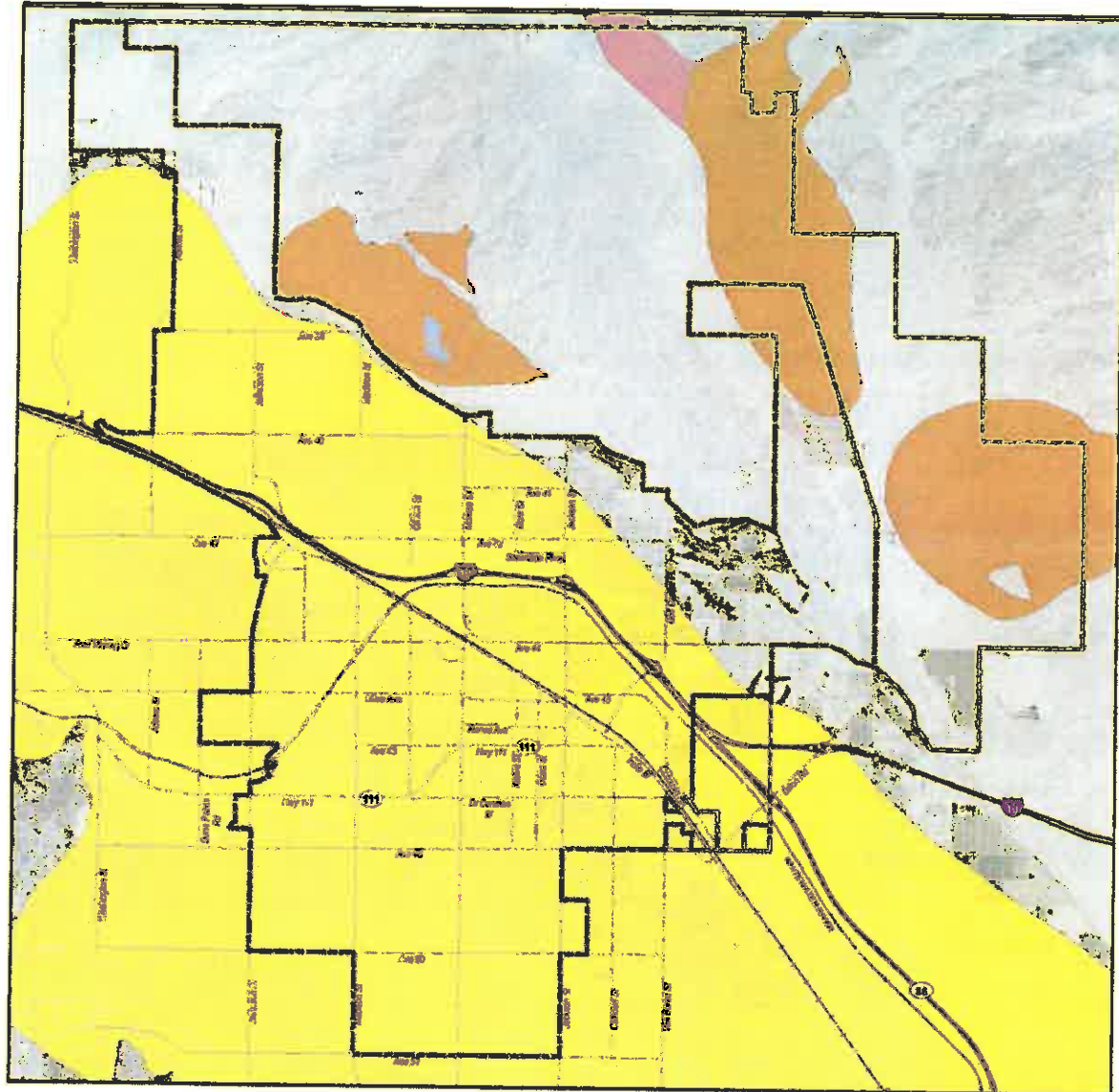
Zone	Description
MRZ-1	Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
MRZ-2a	Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Contains known 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       | <b>Mineral Resource Zones (2008)</b>   |
|  Sphere of Influence |  MRZ-1  |
|  Roads               |  MRZ-2a |
|  Railroads           |  MRZ-2b |
|  Highways            |  MRZ-3  |

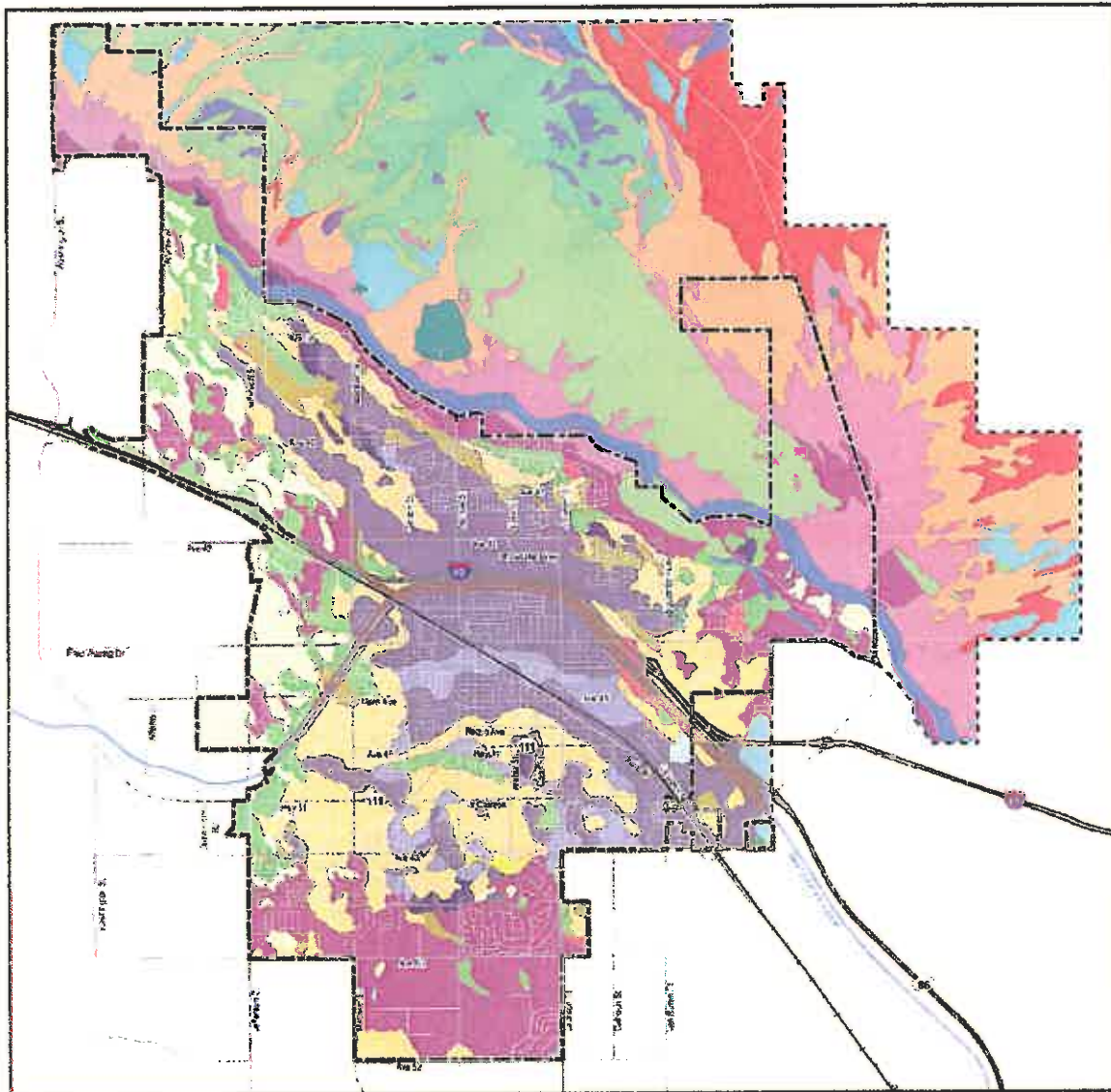


Source: Riverside County/LAFCD (City Boundary, 2012; SDJ, 2012); Riverside County; TEMA (Roads, Railroads); Highways) Riverside County (2008)

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Figure 8-3: Soil Types in Indio



### Soils

- City Boundary
- Sphere of influence
- Roads
- Highways

- 121b, Goldenhile Butte/roof-Parish Whitehorse complex, 30 to 75% slopes
- BA, Badland
- B<sup>1</sup>, Boron p<sup>1</sup>
- CcC, Canzan silt sand, 2 to 8% slopes
- CcC, Canzan gravelly sand, 0 to 9% slopes
- CcC, Canzan sandy sand, 2 to 9% slopes
- CoB, Chuckawalla very gravelly sandy clay loam, 2 to 8% slopes

- CoD, Chuckawalla very gravelly sandy clay loam, 5 to 16% slopes
- CpA, Coachella fine sand, 0 to 2% slopes
- CxA, Coachella fine sandy loam, 0 to 2% slopes
- Fe, Flaxmill
- GP, Gravel pits and dumps
- GbB, Gilman sandy fine sand, 0 to 3% slopes
- GbA, Gilman fine sandy loam, 0 to 2% slopes
- GbB, Gilman fine sandy loam, 2 to 3% slopes
- GcA, Gilman fine sandy loam, wet, 0 to 2% slopes
- GeA, Gilman silt loam, 0 to 2% slopes
- GfA, Gilman silt loam, wet, 0 to 2% slopes
- IaA, Imperial silt clay, 0 to 2% slopes
- I<sup>1</sup>, Indio fine sandy loam



- I<sup>2</sup>, Indio fine sandy loam, wet
- I<sup>3</sup>, Indio very fine sandy loam
- LR, Lithic Turanammensis Rock outcrop complex
- MdL, Myoma fine sand, 0 to 3% slopes
- MdL, Myoma fine sand, 5 to 15% slopes
- RU, Rubble lane
- W, Water

Source: Soil Survey of California, with additions by the U.S. Geological Survey, 1954. Modified by the City of Indio, 2015. The City of Indio is not responsible for the accuracy of the information presented on this map. The City of Indio is not responsible for the accuracy of the information presented on this map. The City of Indio is not responsible for the accuracy of the information presented on this map.

## 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:

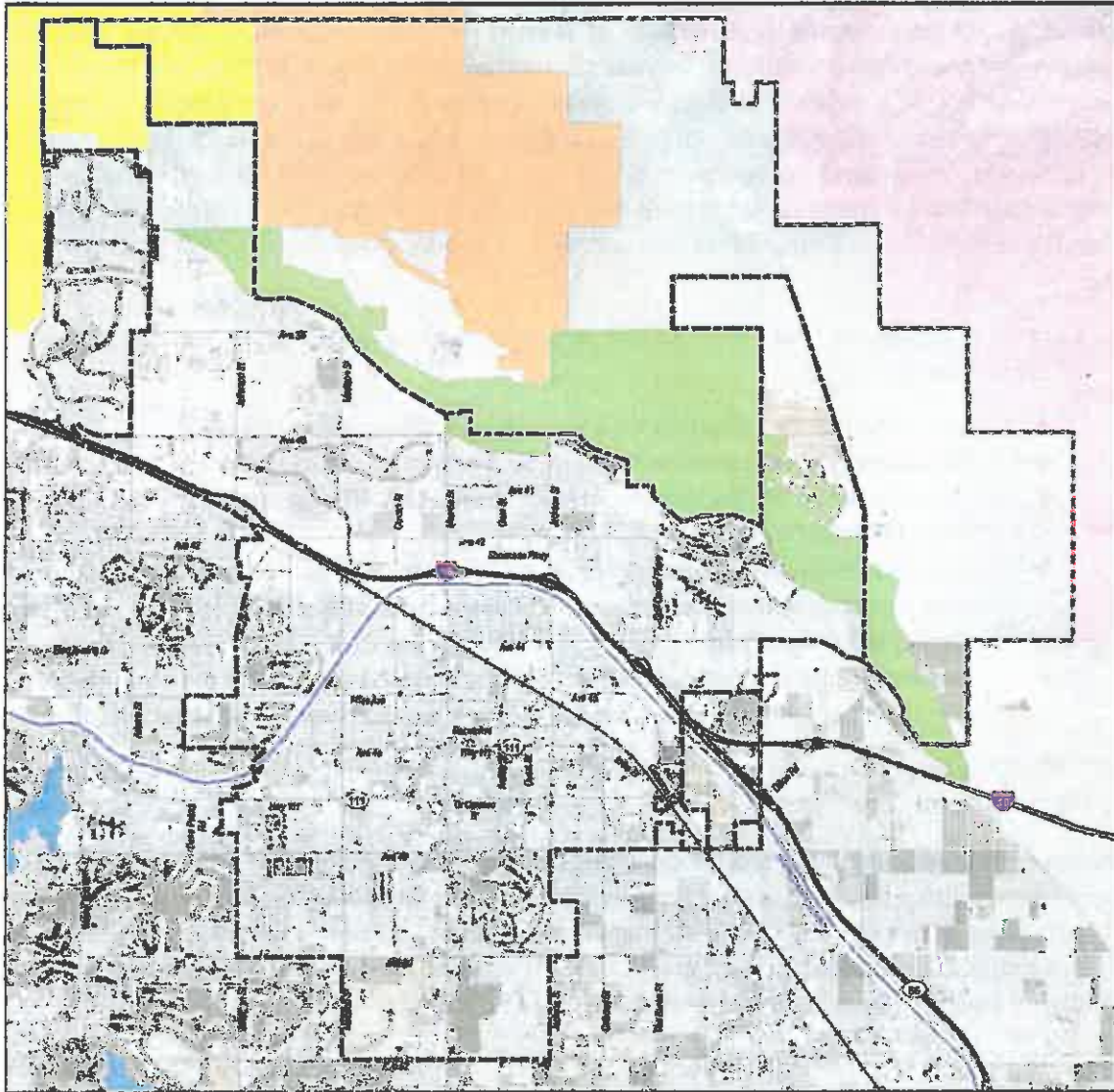
- + East Indio Hills Conservation Area located along the northern City limit;
- + Thousand Palms Conservation Area located near the northwest corner of the City limits;
- + Santa Rosa and San Jacinto Mountains Conservation Area located to the southwest and outside of the City limits;
- + Indio Hills 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.

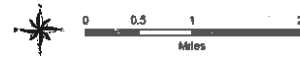
Although most of Indio has been largely developed, biological resource areas are present within the City urbanized area. These resources are confined to areas of native vegetation that occur in the northwest and northeast portions of the planning area, generally north of I-10 and lie partially within 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 APLD City Boundary, 03/17/10; 10/1/2017; Riverside County LMA (Roads, Railroads, Highways) Riverside County (2017)

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## 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 CVMSHCP. 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.



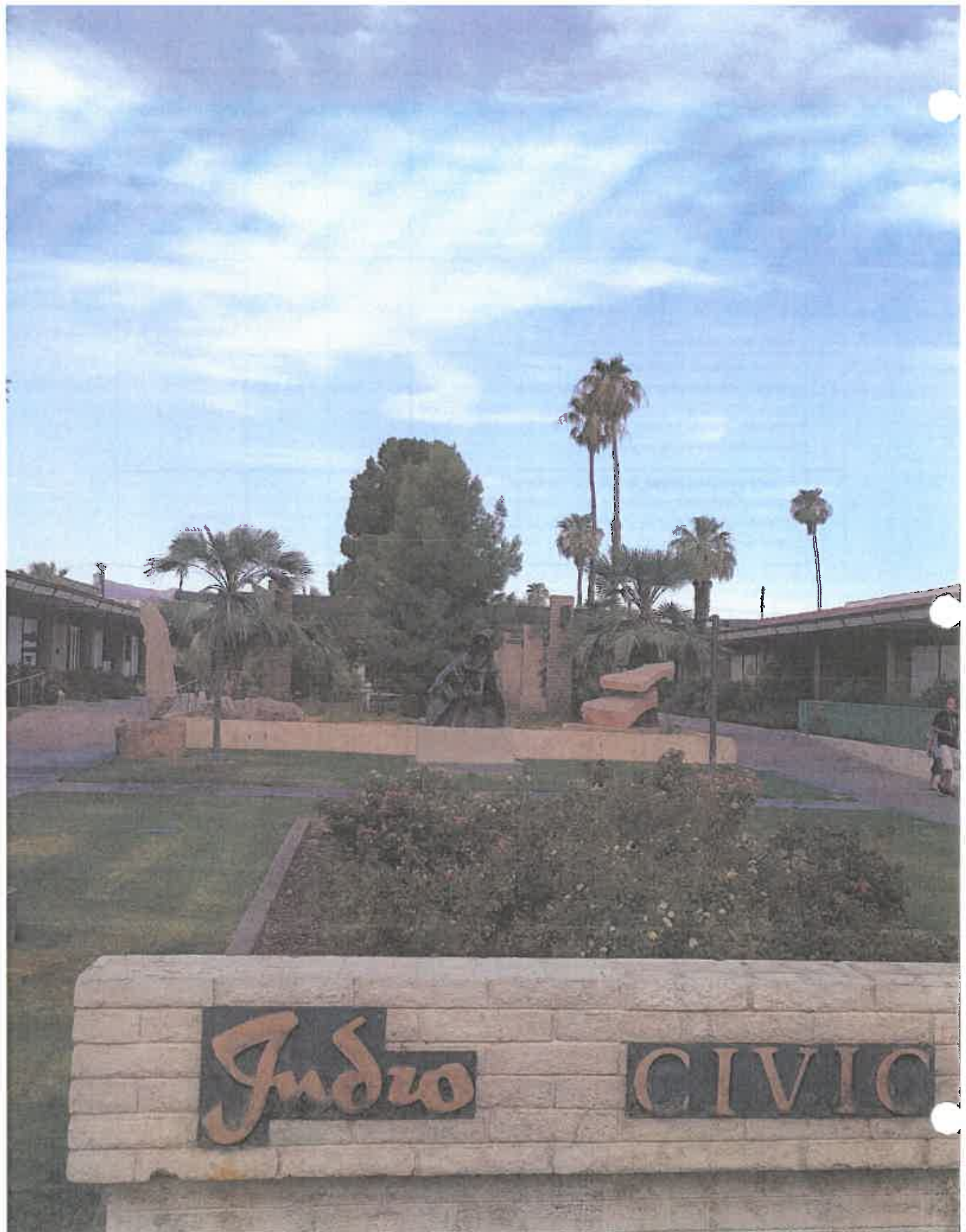
## Implementation Actions

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**

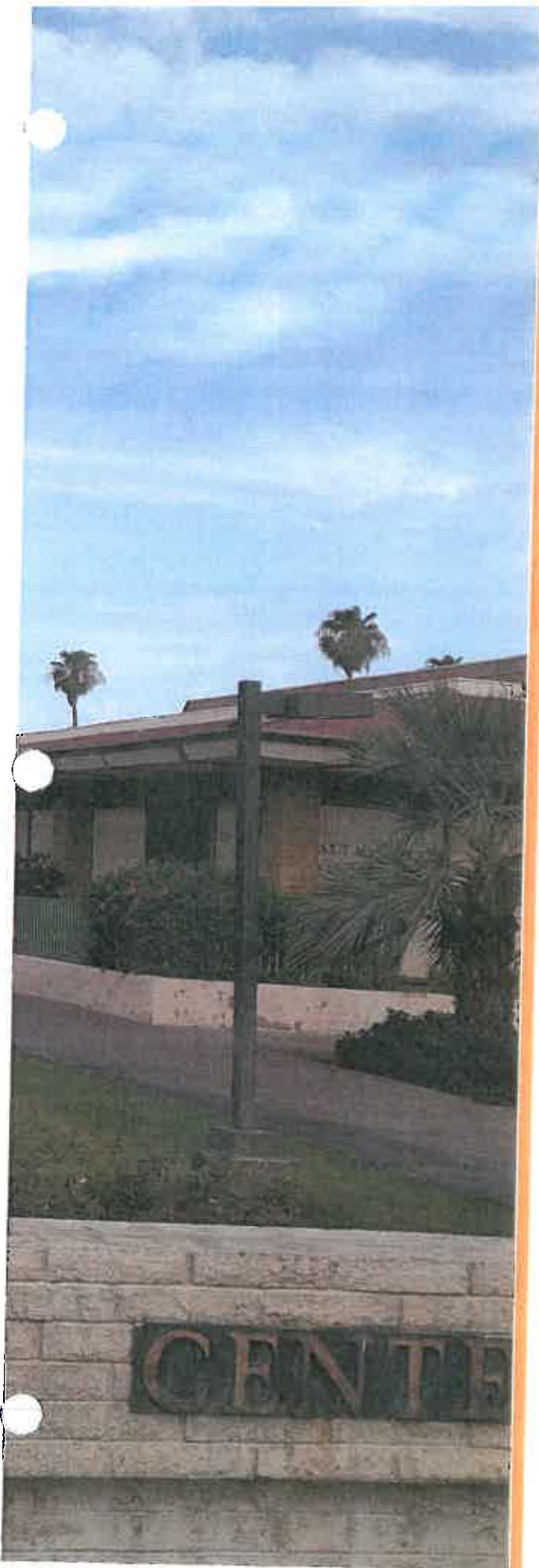
	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
1	<p><b>Staff Allocation.</b> Designate a City staff member(s) responsible for overseeing implementation of its energy and water conservation programs. Example activities may include:</p> <ul style="list-style-type: none"> <li>• Manage the residential energy 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	<p><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.</p>	Medium	Ongoing	Community Services/Planning
9	<p><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.</p>	Low	Short	Community Services
10	<p><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.</p>	Medium	Short	Planning
11	<p><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.</p>	Medium	Short	Planning



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## *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>

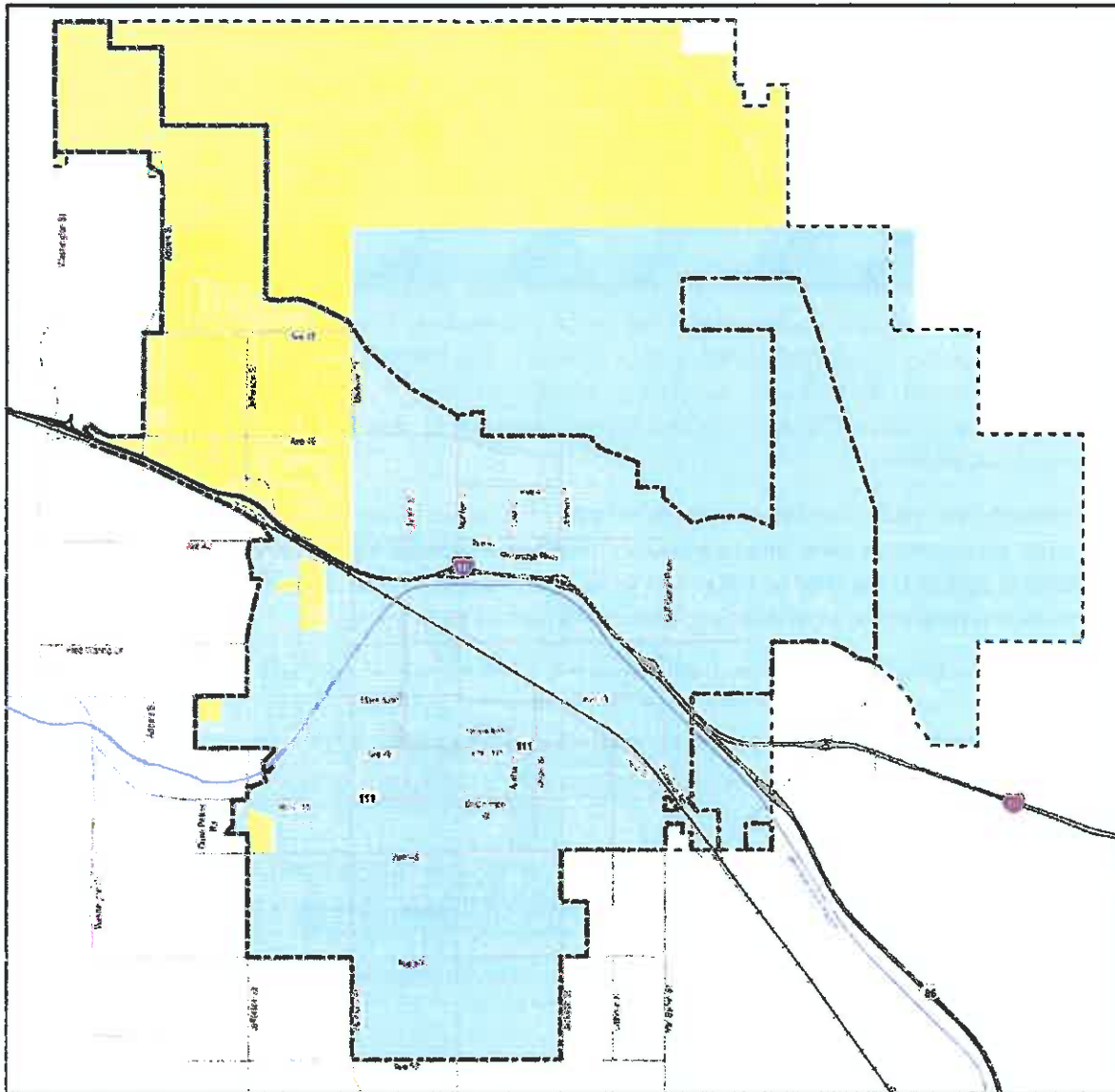
IWA and CVWD's existing distribution system is sufficient to meet Indio's current and future demands. Additional pumping, booster systems, and pressure zones will continue to be implemented through Capital Improvement Programs (CIPs) as needed to satisfy the system's performance criteria.

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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



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## 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.



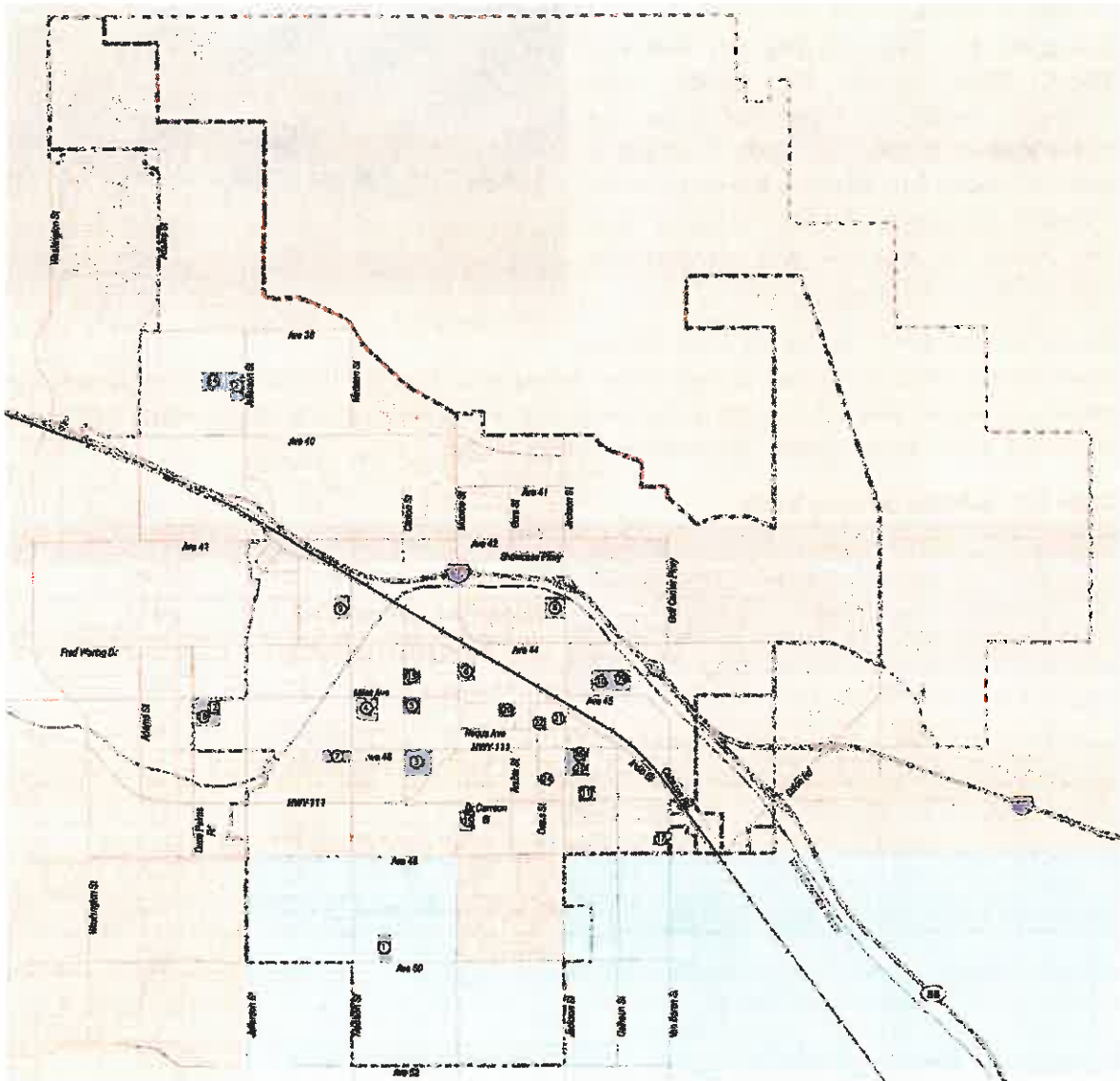
Indio Teen Center

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.

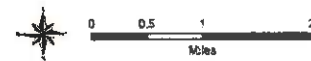
**Table 9-1: Schools Serving Indio**

	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	Carrillo 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
- Sphere of Influence
- School District
- Coachella Valley District
- Schools
- Schools
- Roads
- Railroads
- Highways

Source: Research, Cost by LAFCO (City Directory, 2012, 5/21/12)  
 Hatched: County (HWA, Railroads, Highways, Avenues, County  
 Lines)

The information on this map was derived from various digital  
 databases, vector data, and other data. While every effort was made to ensure  
 the accuracy of the data, the user should not rely on the information for any  
 critical decisions. The user should verify the information and use it at their  
 own risk. The user should also be aware that the information is not  
 intended to be used for any other purpose than the one for which it was  
 created.

## 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



NO PARKING  
ANY TIME  
IN THIS ZONE

INDIO  
POLICE

Our Community.  
Our Commitment.



## *chapter ten*

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# **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	1	4	4	1/1
2. Wildland Fire	3	4	3	2	1	15/16
3. Flood	3	3	2	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	18	3	3	6/17
7. Tornado	2	1	17	3	1	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	10/6
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	1/3
19. Cyber-Attack	2	4	6	4	3	1/7
20. Water Supply Disruption/Contamination	2	3	23	3	2	1/10
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	--	--	1/1

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-time staff. Fire services are delivered from four stations strategically located throughout the City to provide timely response and services.



*Indio fire station*

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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.

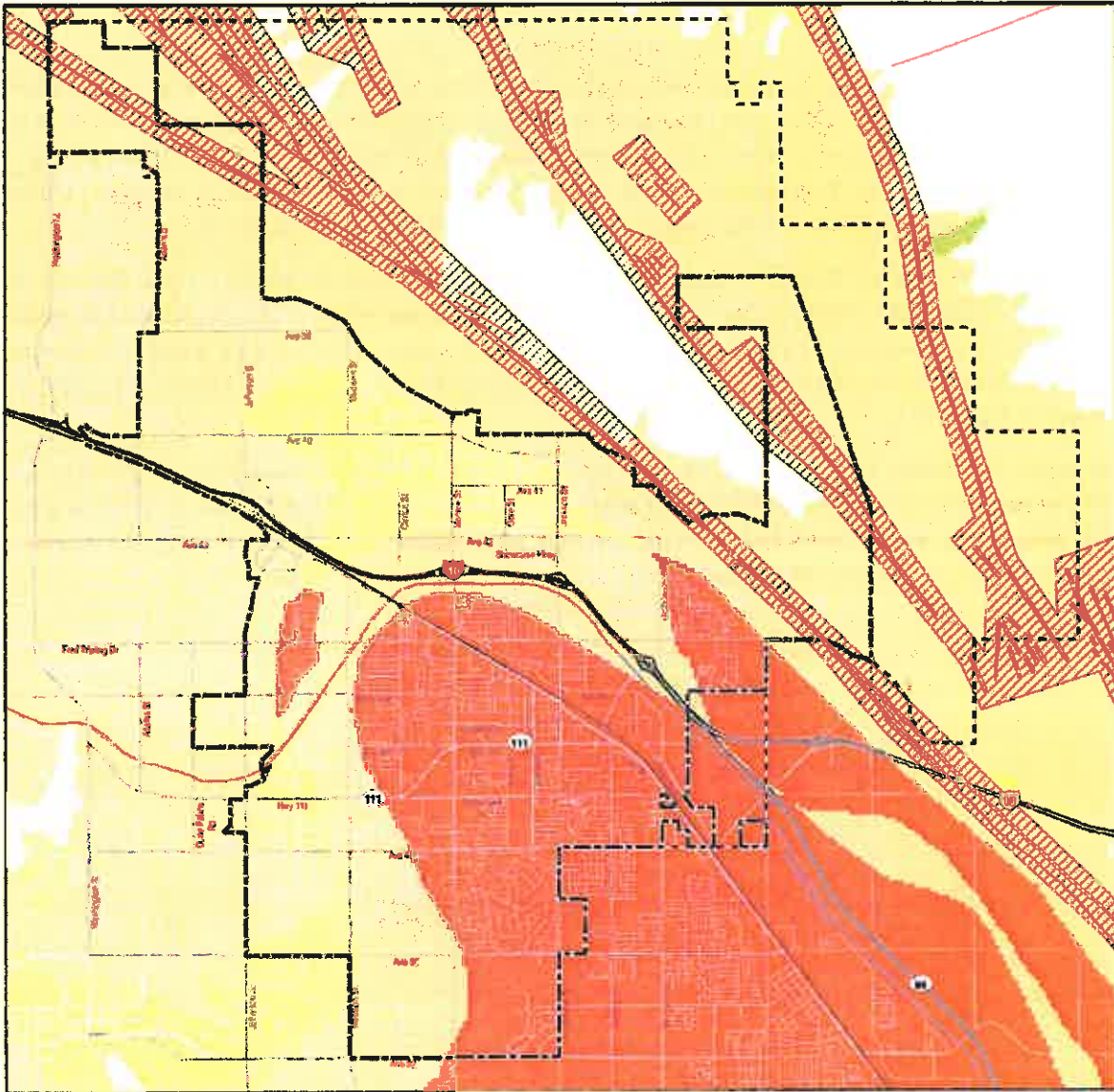
Landslides occur when masses of rock, earth, or other material move rapidly down a slope. Landslides and surficial slope failure are most likely to occur in areas with a slope greater than 25 percent (hillside areas) and along steep bluffs. Since Indio is relatively flat with undeveloped hillsides along the northern boundary, the City is at low risk for landslides.

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<sup>2</sup> Philibosian, 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



This map was prepared by the City of Indio, California, and is intended for informational purposes only. It is not intended to be used for any other purpose. The City of Indio, California, and its staff assume no liability for any errors or omissions in this map. The City of Indio, California, and its staff assume no liability for any damages, including consequential damages, arising from the use of this map. The City of Indio, California, and its staff assume no liability for any damages, including consequential damages, arising from the use of this map.

## 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/>



## 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

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<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>

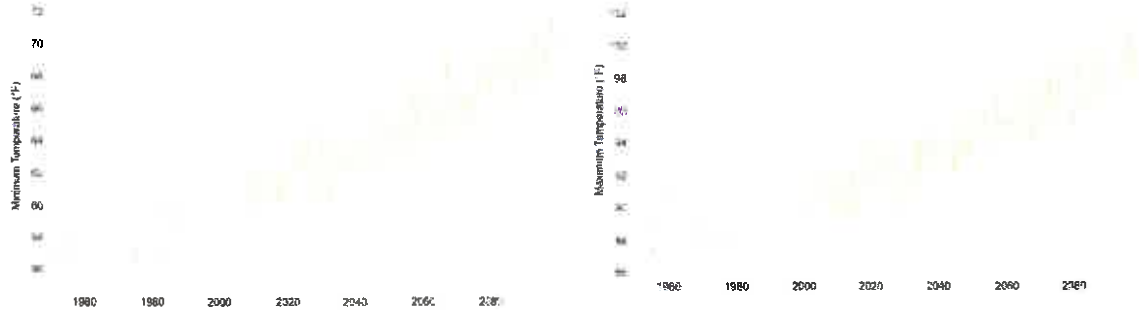
<sup>6</sup> Cordero, E. C., W. Kessomkiat, J. Abatzoglou, and S. A. Mauget. (2011). the identification of distinct patterns in California temperature trends. *Climatic change* 108:357– 382.

<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*

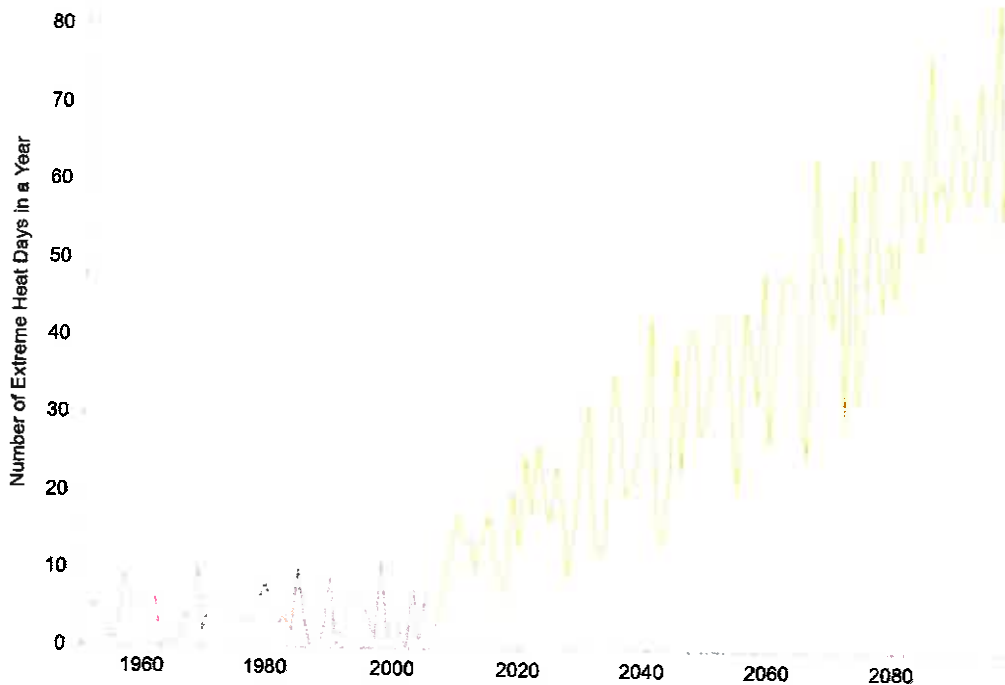
With climate change, extreme heat events in California and Indio are becoming more frequent, more intense, and longer lasting. An extreme heat day is defined as a day between April and October when the maximum temperature exceeds a heat threshold. This threshold is often calculated as the 98<sup>th</sup> 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

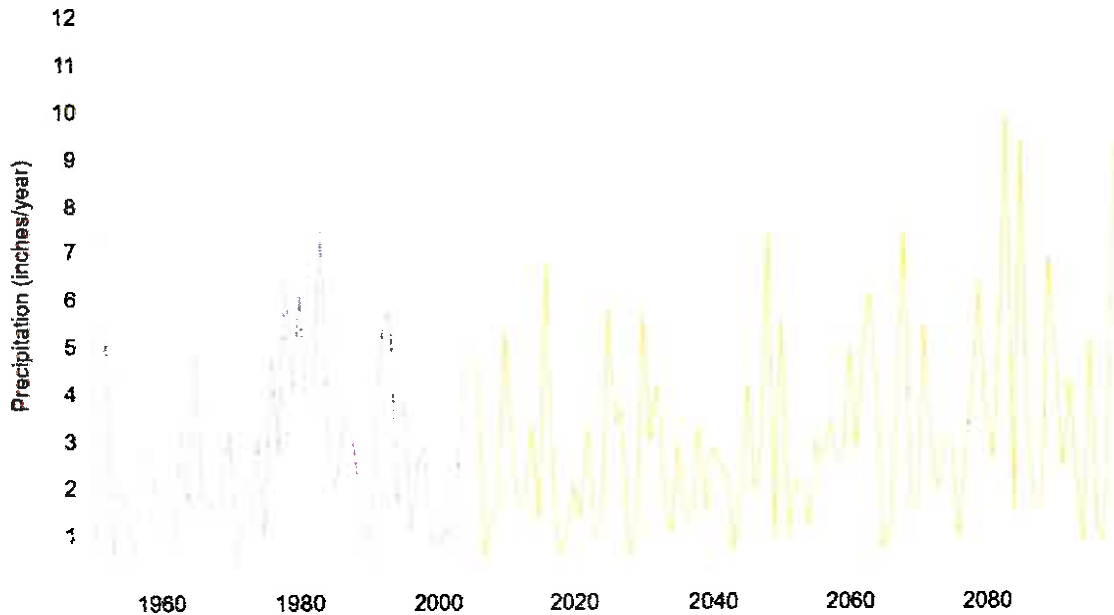
Between 1961 and 2005, the historic annual precipitation mean in the Indio region was approximately 2.8 inches.<sup>12</sup> Annual precipitation, however, varies significantly between years. Overall changes in future precipitation and runoff are highly variable among climate models and relatively uncertain. 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.

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<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).

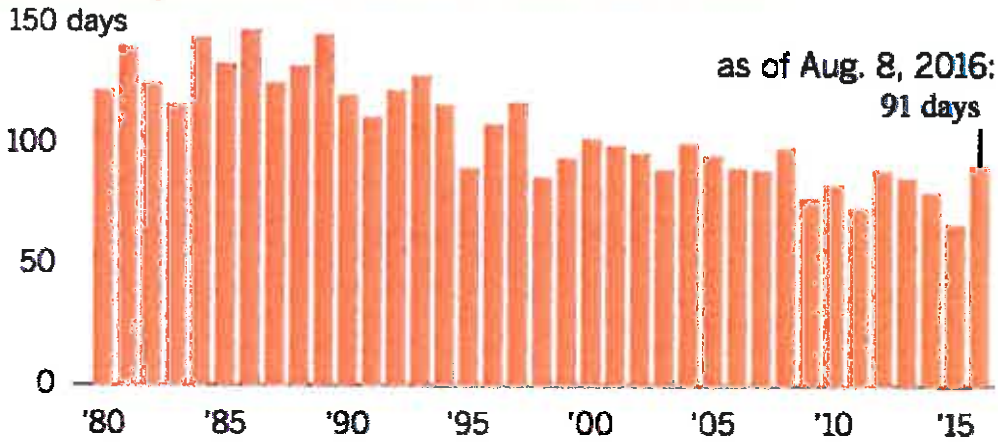
<sup>16</sup> California Energy Commission. (2017). Cal-Adapt. Available at <http://beta.cal-adapt.org/>.

**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>

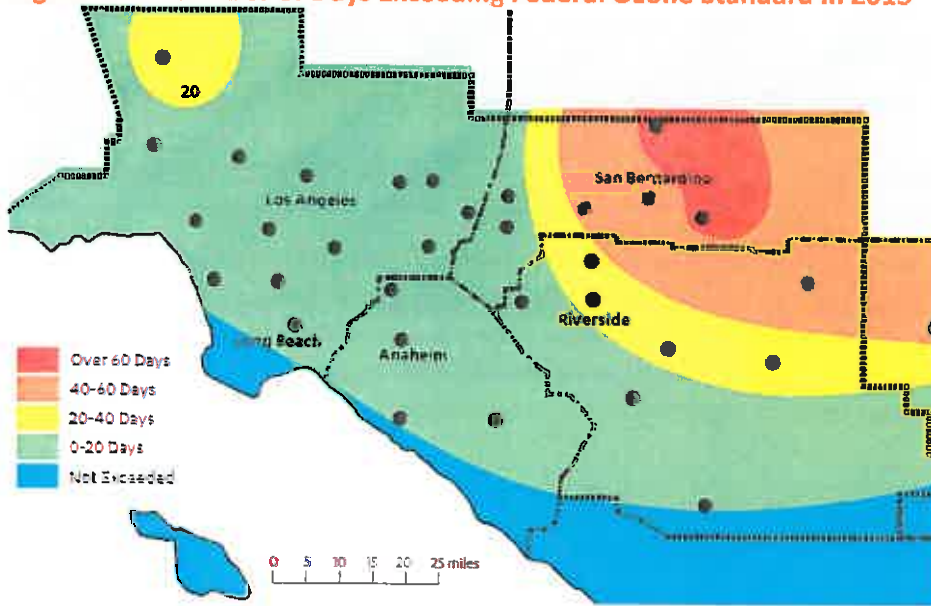
<sup>17</sup> CalEPA. 2017. Air Quality and Meteorological Information (AQMIS2). Available at <https://www.arb.ca.gov/aqmis2/display.php?year=2017&report=AREAMYR&o3pa8=SC&param=OZONE&ptype=aqd>.

<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.



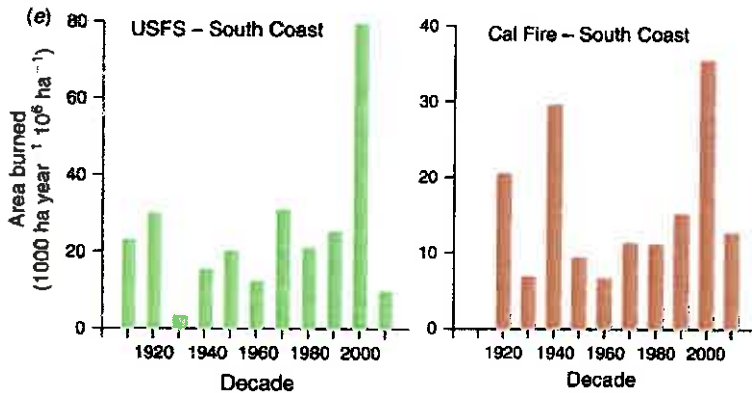
**Figure 10-7: Number of Days Exceeding Federal Ozone Standard in 2013**



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



INTERSTATE  
**10** Indio  
other Desert  
Cities

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## *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**




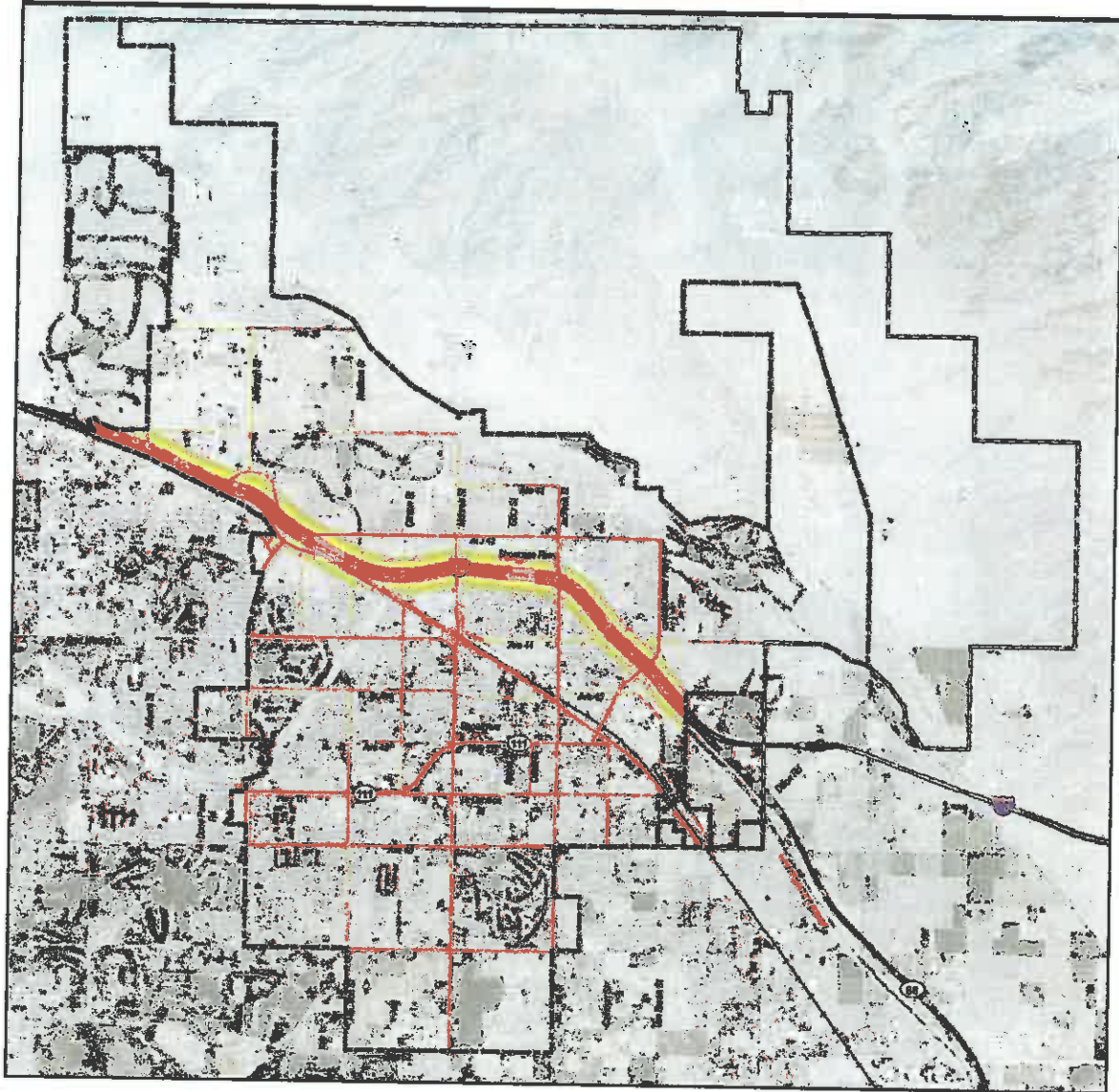





Land Use Category		Exterior Noise Level (CNEL)						
		50	55	60	65	70	75	80
A	Residential – single family residences, mobile homes, senior housing, convalescent homes							
B	Residential – multi-family residences, mixed-use (commercial/residential)							
C	Transient lodging – motels, hotels, resorts							
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)

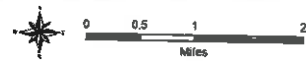


### Existing Noise Contours

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

#### Existing Noise Contours

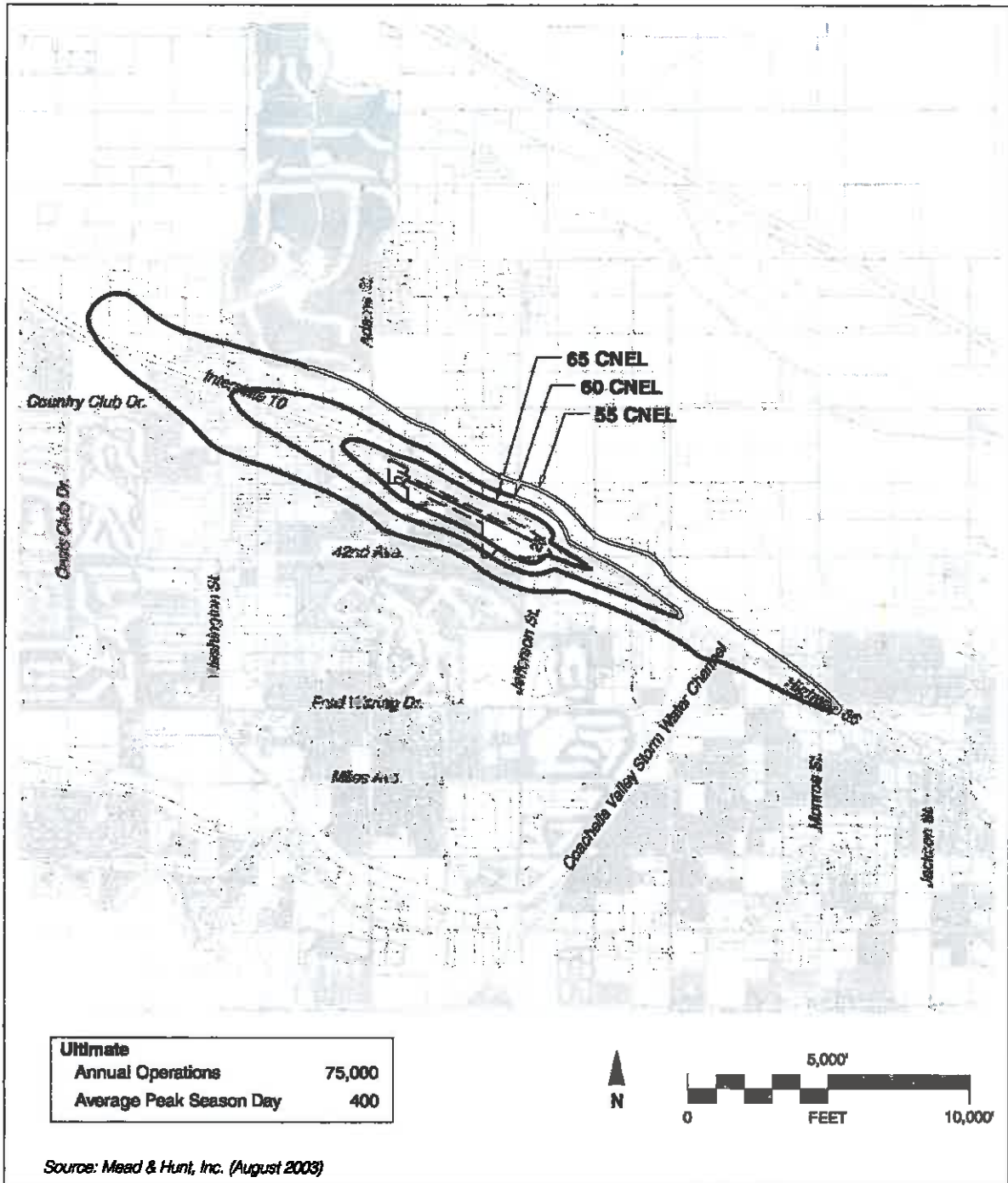
-  60-65 CNEL
-  65-70 CNEL
-  70+ CNEL



Source: Riverside County's ARCD (City Boundary 2012, SOI 2012)  
 Data from County 11(AA-Hwy, Interstate, Highway) Riverside County  
 (7/14/12)

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Figure 11-2: Bermuda Dunes Airport Noise Contours



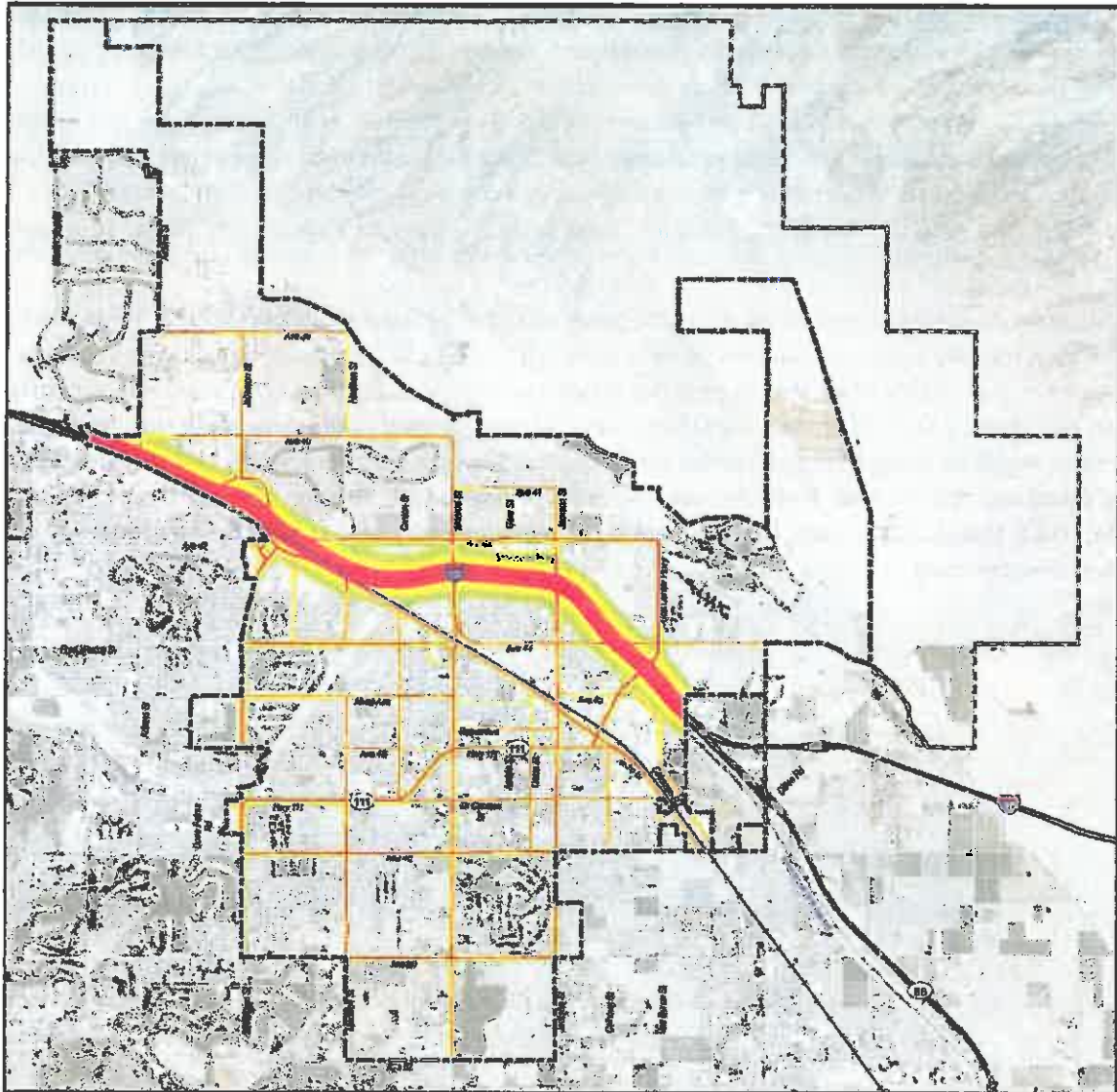
## Future Noise Conditions

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.

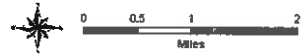
Indio's most dominant source of noise, traffic noise, would increase with future development in Indio. Noise from freeway segments adjacent to Indio including I-10 and SR-86 would increase by an average 3 dB(A). Noise from local surface streets including major thoroughfares and minor collectors would 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       | <b>Projected Noise Contours</b> |
| Sphere of Influence | 60-65 CNEL                      |
| Roads               | 65-70 CNEL                      |
| Railroads           | 70+ CNEL                        |
| Highways            |                                 |

Source: Riverside County LAI CO, City Boundary 2012; SGI 2012; Riverside County TMA (Roads, Railroads, Highways); Riverside County IPDR.

The information on this map was derived from various digital databases sourced from data sets shown in the chapters of this map but it is provided "as is" without warranty, express or implied, for any errors, omissions, or positional accuracy, and therefore, there are no warranties which encompass this product. Users are advised to independently verify information 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.

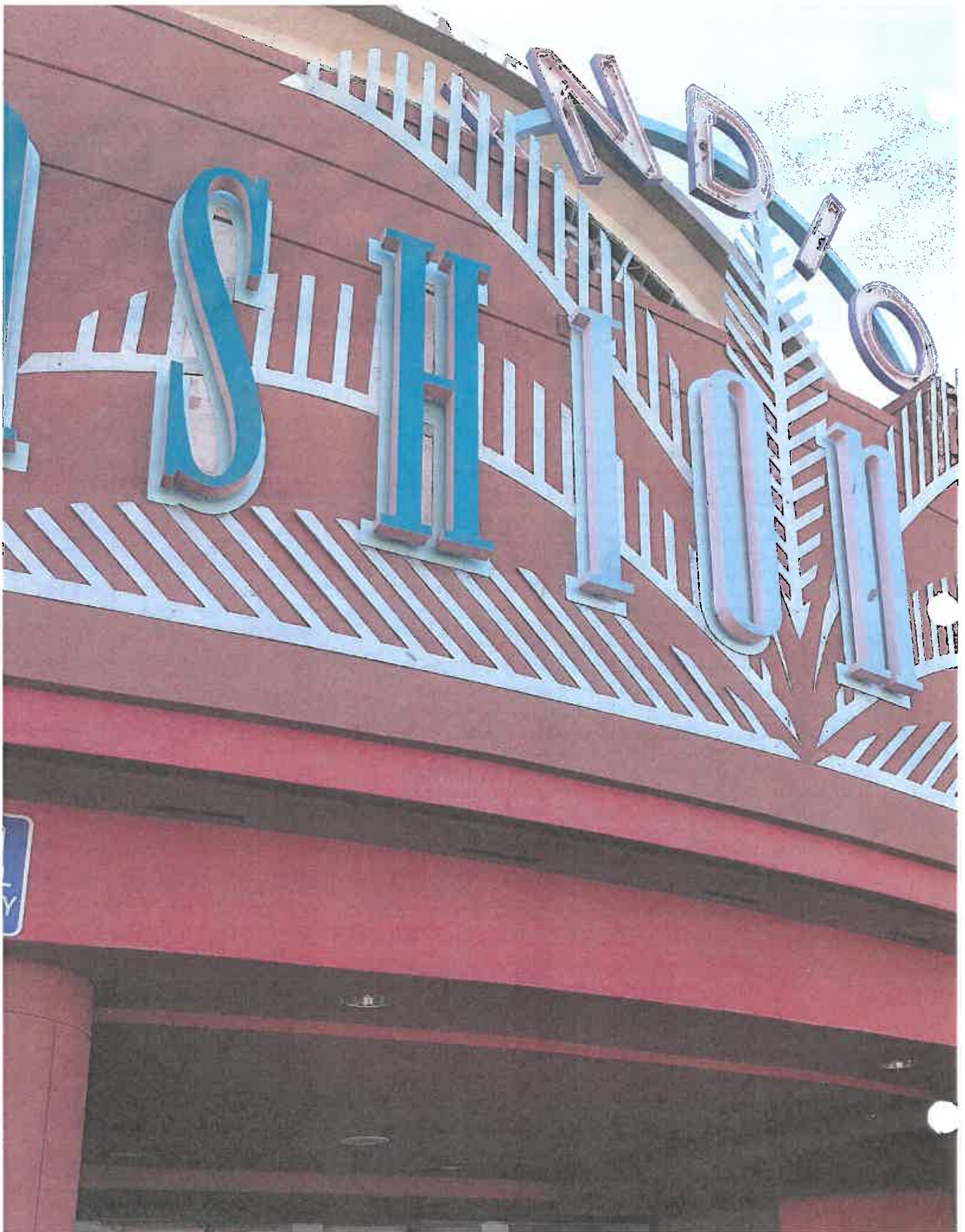
## Implementation Actions

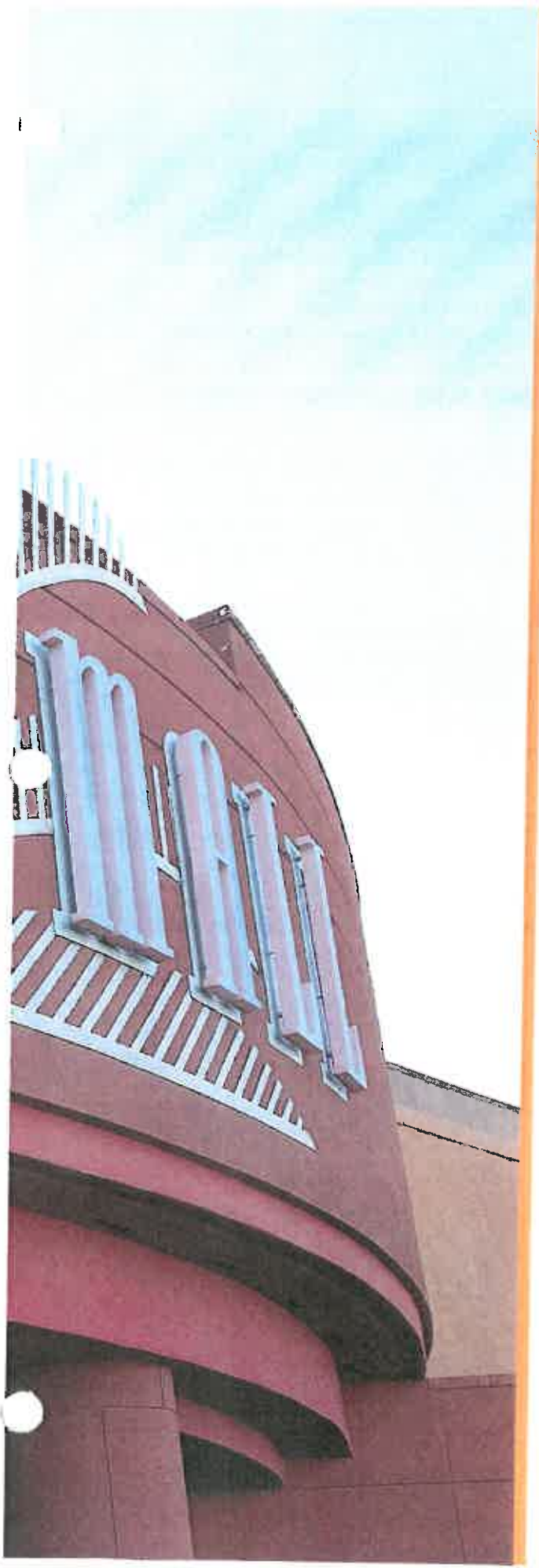
The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s noise sources and compatibility. Programs are consistent with this chapter’s goals and policies.

**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 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> </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 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> </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	<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.	High	Short	Economic Development
9	<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.	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	<p><b>Greywater Ordinance Study</b> and adopt an ordinance allowing greywater systems that redirect water from washbasins, showers, and tubs.</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> <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	<p><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.</p>	Medium	Ongoing	Community Services, Planning
9	<p><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.</p>	Low	Short	Community Services
10	<p><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.</p>	Medium	Short	Planning
11	<p><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.</p>	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

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 4.1 Director's Approvals.

- A. During the period of July 16, 2018 through August 17, 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 two non-legislative cases not associated with legislative cases within Compatibility Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1067PS18 (Palm Springs International, Zone D) pertains to City of Cathedral City Case No. CUP 17-038 (Conditional Use Permit), a proposal to establish a 65 foot high unmanned wireless telecommunication “monopalm” facility with a 386 square foot equipment area on an existing 0.45-acre parcel (developed as industrial) located at 35655 Bankside Drive (on the west side of Bankside Drive, northerly of its intersection with State Highway Route 111 and southerly of its intersection with Commercial Road). Airport Compatibility Zone D limits nonresidential intensity to an average of 100 persons per acre. The proposed facility will not increase human occupancy on-site. The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 15,150 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with a top point elevation exceeding 547 feet AMSL. The project site elevation is 308 feet AMSL and the structure height is 65 feet, resulting in a maximum top point elevation of 373 feet AMSL – lower than the runway elevation. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on July 26, 2018.

ZAP1325MA18 (March Air Reserve Base/Inland Port Airport, Zones D and E) pertains to County of Riverside Case No. TTM33978R01 (Tentative Tract Map Revision), a proposal to divide 51.15 gross acres located southerly of Walnut Street, northerly of Orange Avenue, and easterly of Eureka Street within Specific Plan No. 246 (Preissman/Mc Canna Hills) in the unincorporated community of Nuevo into 139 residential lots, 2 natural open space lots, and 5 landscaped open space lots. Within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area (“March AIA”), residential density is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 21,279 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with a top point elevation exceeding 1,700.7 feet AMSL. Proposed pad elevations range from 1,525 to 1,602 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on August 9, 2018.

- B. Additionally, ALUC Director Simon Housman reviewed the following legislative cases (with their associated non-legislative cases, as applicable) within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area pursuant to ALUC Resolution No. 2015-01, as extended by Resolution Nos. 2016-02 and 2018-02, and issued determinations of consistency.

ZAP1322MA18 consists of one legislative case in the City of Menifee. City Case No. 2018-133 (Change of Zone) is a proposal to change the zoning of 7.63 acres located on the southerly side of State Highway Route 74/Pinacate Road, easterly of Palomar Road and westerly of Menifee Road, from Rural Residential (R-R) to Industrial Park (I-P). ALUC Director Simon Housman issued a determination of consistency for this project on July 26, 2018.

ZAP1304MA18 consists of one legislative case and several non-legislative cases in the City of Riverside. City Case No. P18-0028 (Rezone) is a proposal to apply Commercial General (CG) zoning to a 2.2-acre area previously constituting California Department of Transportation right-of-way located on the northeast corner of Central Avenue and Sycamore Canyon Boulevard. City Case Nos. P18-0031 and P18-0032 (Conditional Use Permits) and P18-0033 (Design Review) propose to establish a 12-pump gas station with a 3,200 square foot convenience store, a 3,800 square foot fast food restaurant with drive-through, and a 1,199 square foot automated car wash facility on the 2.2-acre site, while City Case No. P18-0034 (Tentative Parcel Map No. 37591) proposes to divide the 2.2-acre site into 2 commercial parcels. The site is located within Airport Compatibility Zone E, where non-residential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of approximately 24,500 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with a top point elevation exceeding 1,780 feet AMSL. The project site elevation is 1,375 feet AMSL and the maximum proposed building height is 30 feet, resulting in a maximum top point elevation of 1,405 feet AMSL – below the runway elevation. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on July 26, 2018.

ZAP1323MA18 includes one legislative case and one non-legislative case in the County of Riverside. County Case No. CZ180017 (Change of Zone) is a proposal to change the zoning of 3.45 – 3.49 acres (Assessor's Parcel Numbers 274-040-021 and 274-040-022) located on the southerly side of Van Buren Boulevard, easterly of its intersection with Washington Street and westerly of its intersection with Gardner Avenue in the unincorporated community of Woodcrest from Scenic Highway Commercial (C-P-S) and Residential Agriculture (R-A) to Scenic Highway Commercial (C-P-S). At present, the rear portions of these parcels are zoned R-A. This change of zone would establish uniform C-P-S zoning on both properties in their entirety.) County Case No. CUP180016 (Conditional Use Permit) is a proposal to construct an 18,800 square foot retail commercial building for Tractor Supply Company on the above-referenced parcels. (The site will also include 15,000 square feet of fenced-in outdoor display, 6,257 square feet of unenclosed outdoor display, a 2,000 square foot forage shed (future), and a 1,000 gallon propane tank for the sale of bulk propane.) The site is located in Airport Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of approximately 28,000 feet from the site to that runway end, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with a top point elevation exceeding 1,815 feet AMSL. The project site finished floor elevation is 1,503.6 feet AMSL and the maximum proposed building height is 30 feet, resulting in a top point elevation of 1,533.6 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on August 6, 2018.

Copies of these consistency letters and background documents are attached, for the Commission's information.

**4.2** ALUC Director's Report: The Path Forward Following the Release of the 2018 Air Installation Compatible Use Zones Report for March Air Reserve Base/Inland Port Airport

ALUC Director Simon Housman will continue his briefing of the Commission.

Y:\ALUC\ALUC Administrative Items\Admin Item 09-13-18.doc



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



July 26, 2018

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

**Director**  
Simon A. Housman

John Guerin  
Paul Rulli  
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)

Ms. Melody Segura, Assistant Planner  
City of Cathedral City Planning Department  
68-700 Avenida Lalo Guerrero  
Cathedral City, CA 92234

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1067PS18  
Related File No.: CUP17-038 (Conditional Use Permit)  
APN: 687-311-002

Dear Ms. Segura:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. CUP17-038 (Conditional Use Permit), a proposal to establish a 65 foot tall unmanned wireless telecommunication “monopalm” facility with a 386 square foot equipment area on an existing 0.45-acre parcel (developed as industrial) located at 35655 Bankside Drive (on the west side of Bankside Drive, northerly of its intersection with State Highway Route 111 and southerly of its intersection with Commercial Road).

The site is located within Airport Compatibility Zone D of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone D of the Palm Springs International Airport Land Use Compatibility Plan, non-residential intensity is limited to an average of 100 persons per acre. The proposed wireless telecommunications facility will not increase human occupancy on the site.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). At a distance of approximately 15,150 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 547 feet AMSL. The proposed site elevation is 308 feet AMSL, and the proposed structure height is 65 feet, resulting in a maximum top point elevation of 373 feet AMSL – lower than the runway elevation. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City applies the following recommended conditions:

## CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property and to the tenants of the buildings, and 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.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

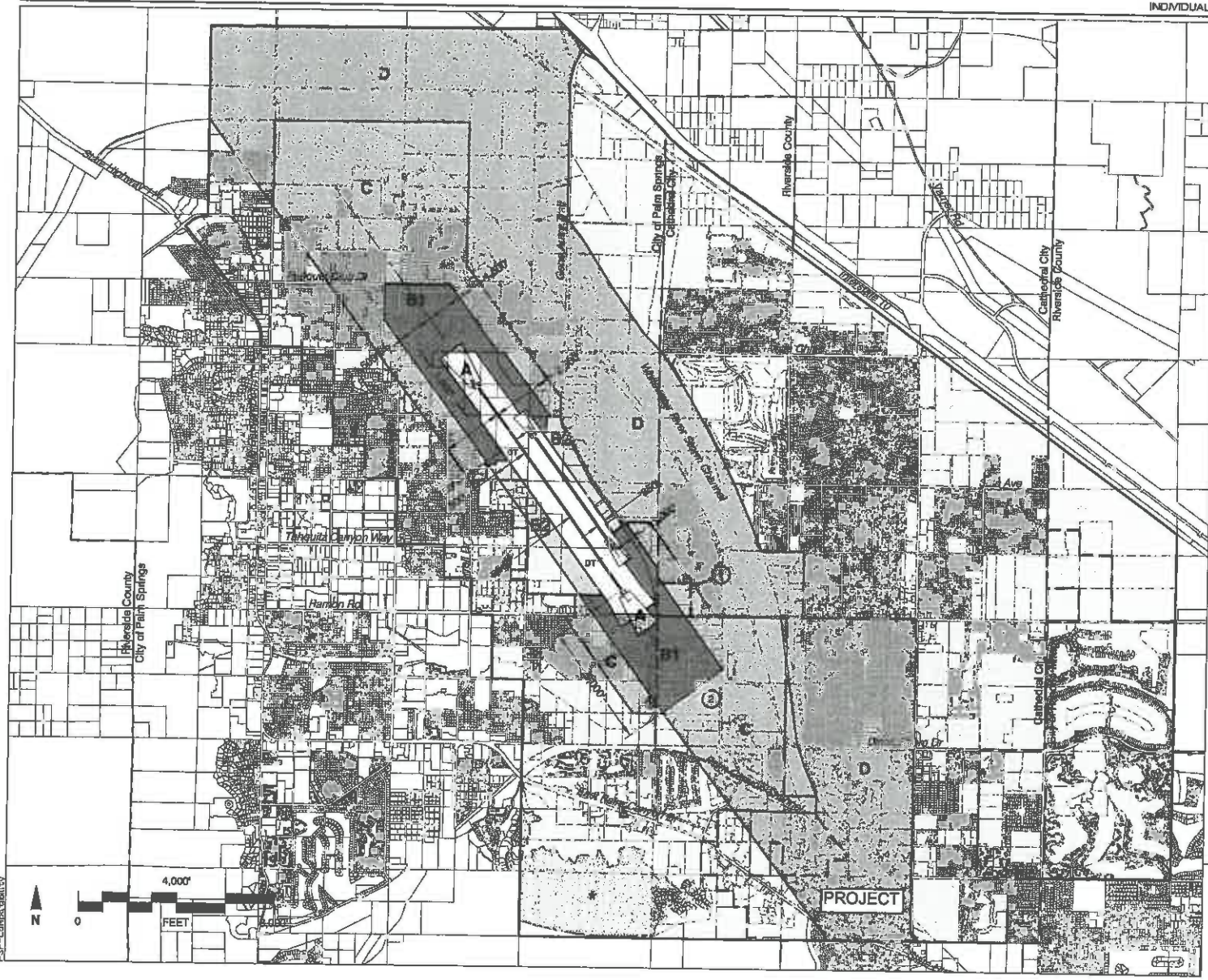
cc: Verizon Wireless, Robert Howell (applicant)  
Smartlink, LLC, James Rogers (representative)  
Jill Francis Hibbard (property owner)  
Smartlink, LLC – Annapolis MD (fee-payer)  
Thomas Nolan, Executive Director, Palm Springs International Airport  
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1067PS18\ZAP1067PS18.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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





**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Notes**

- All dimensions measured from runway ends and centerlines.
- DT = Displaced Threshold
- See Chapter 2, Table 2A for compatibility criteria associated with this map.
- See Policy PS.2.1.

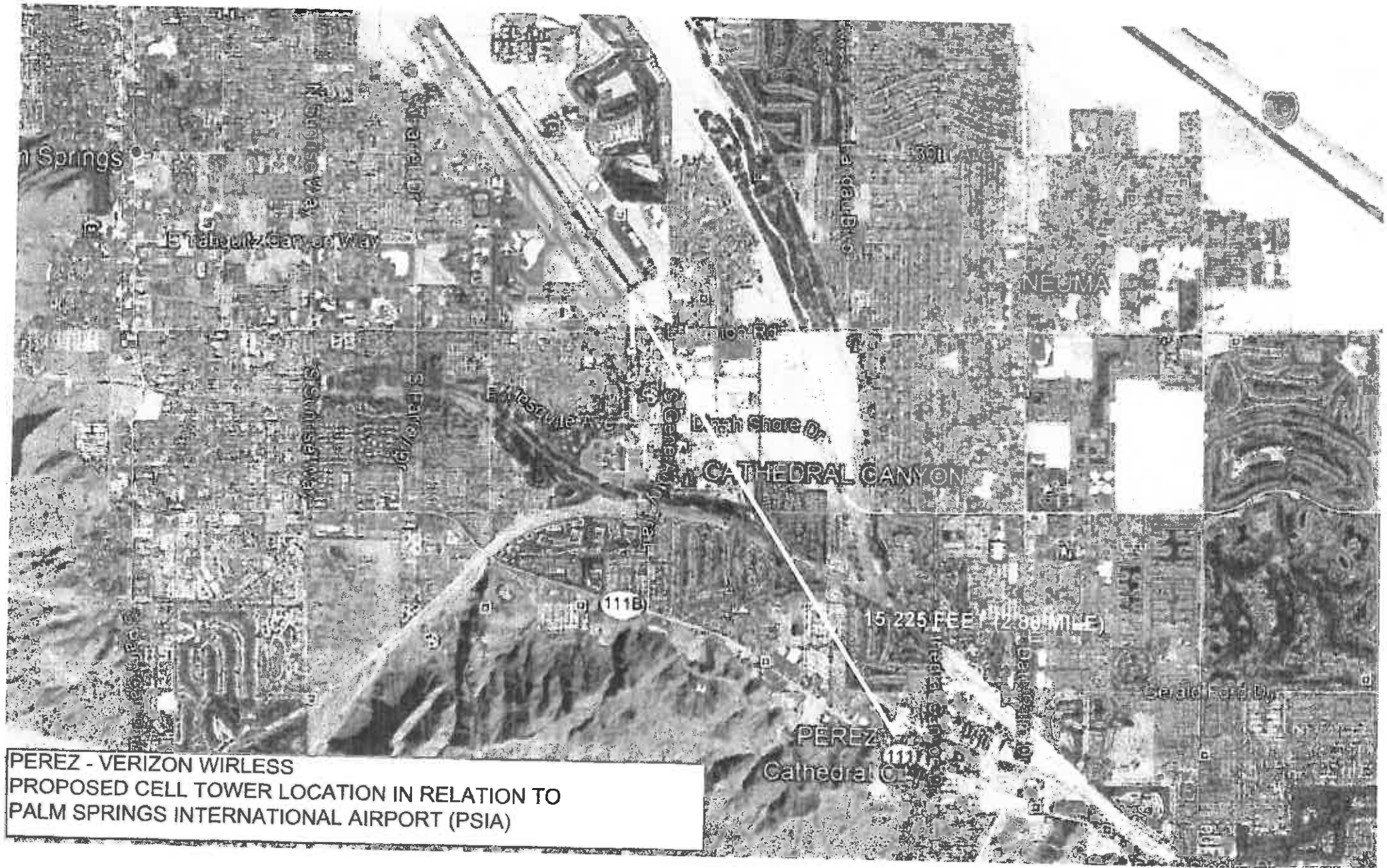
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted March 2005)

Map PS-1

**Compatibility Map**  
 Palm Springs International Airport



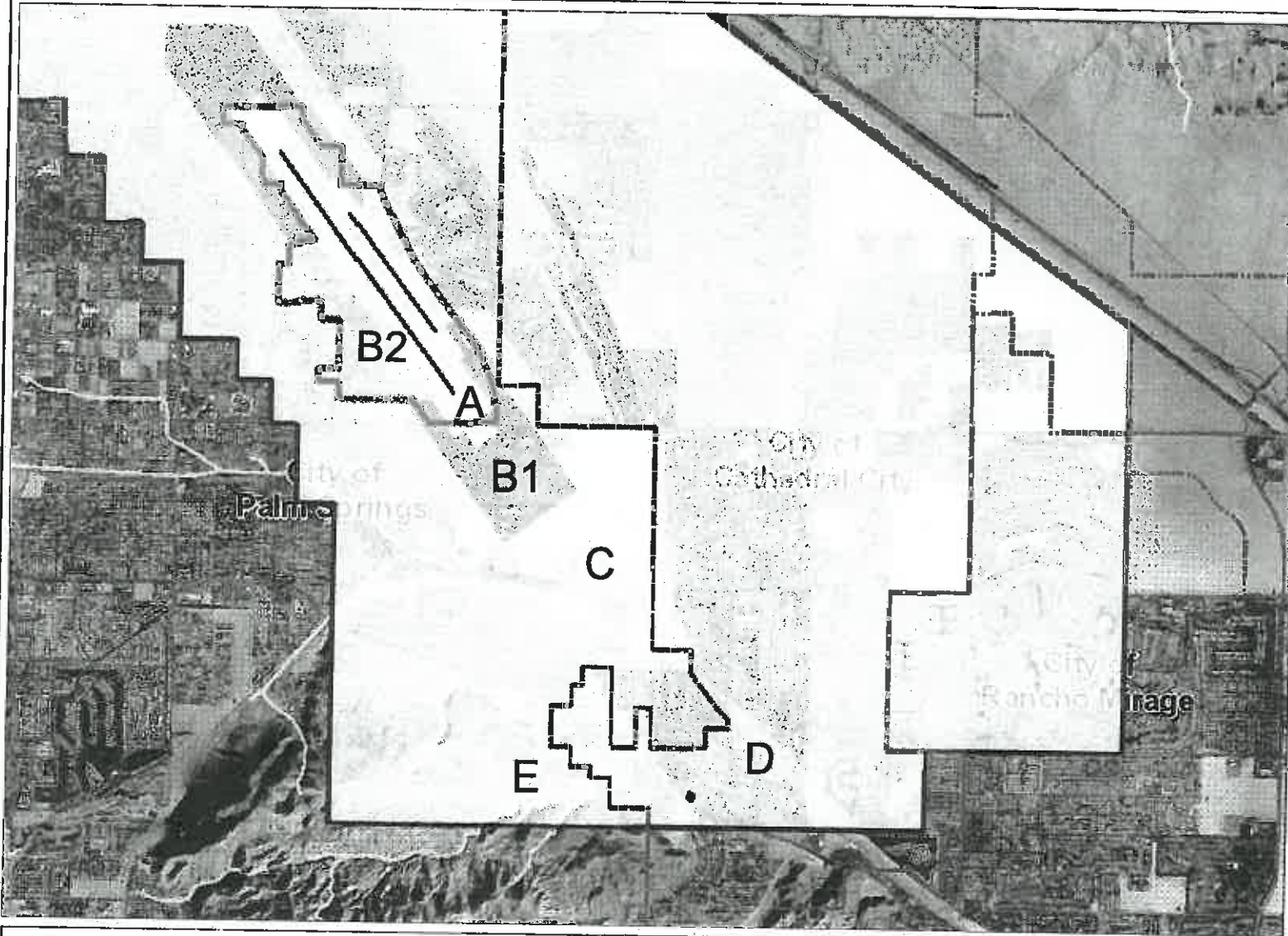
ESP - compatibility



PEREZ - VERIZON WIRELESS  
PROPOSED CELL TOWER LOCATION IN RELATION TO  
PALM SPRINGS INTERNATIONAL AIRPORT (PSIA)



# 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.

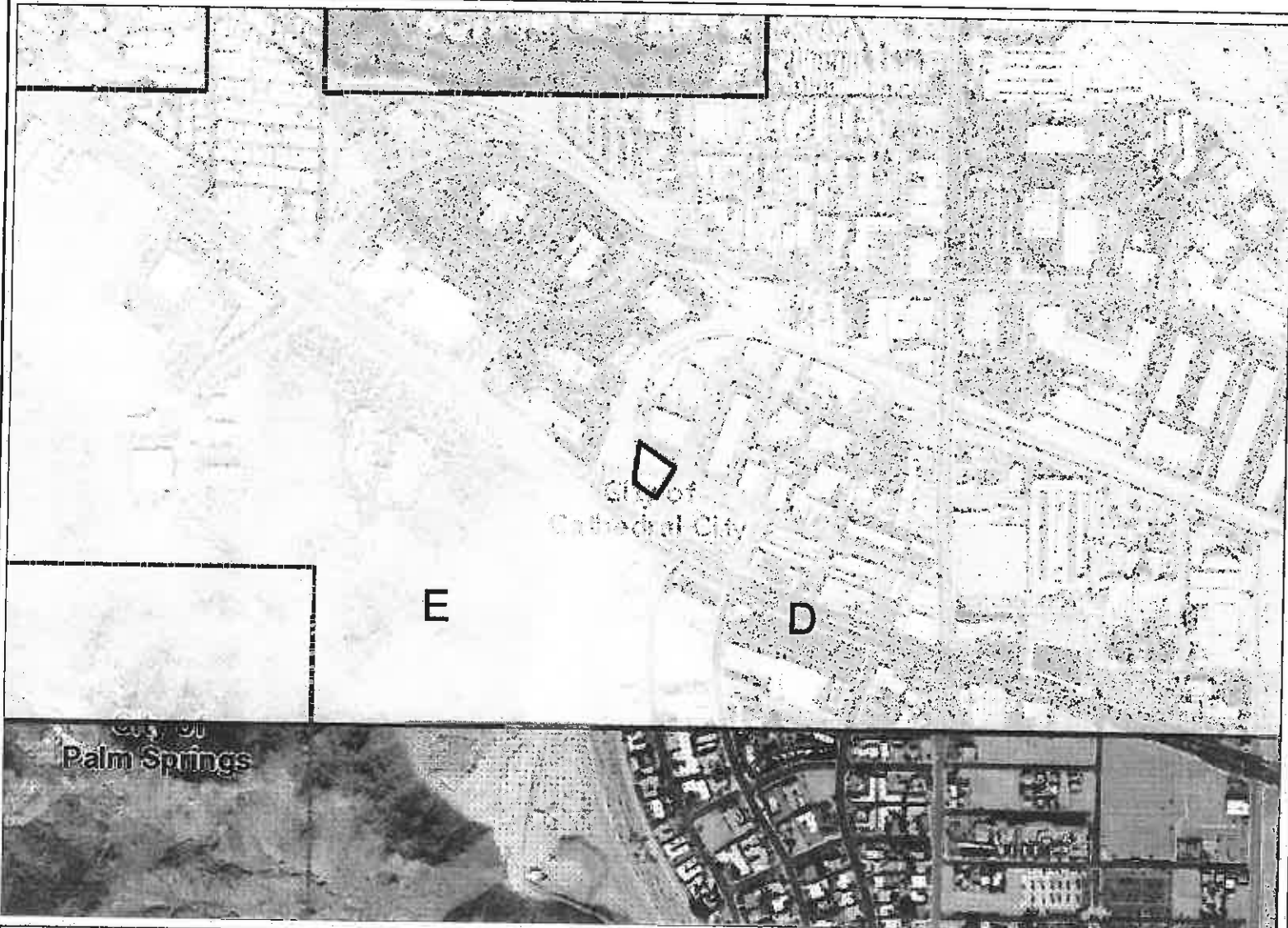


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**Notes**

# 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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**Notes**



# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



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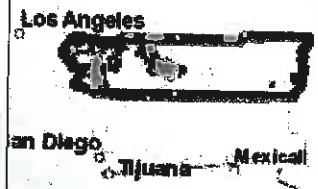


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## Notes

# 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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0 770 1,539 Feet

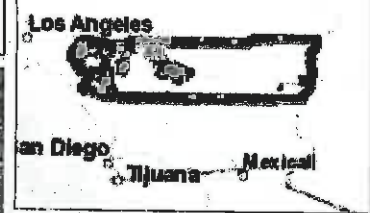
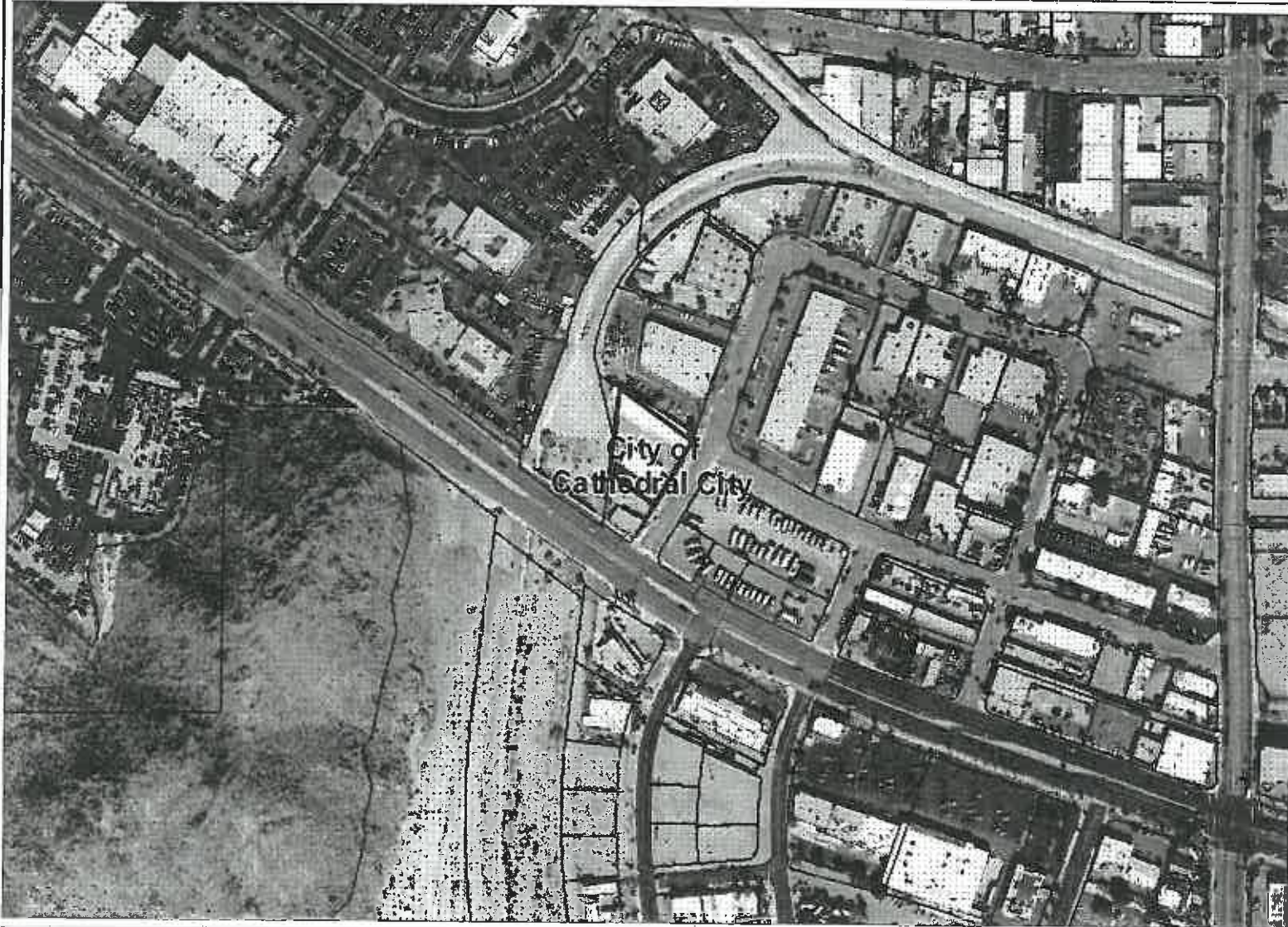
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## Notes



# Map My County Map



## Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes





OWNER'S NAME: FRANCIS JILL HIBBARD  
 ASSESSOR'S PARCEL NUMBER(S) 687-311-002, 003 & 010  
 BASIS OF BEARINGS: (NAD 83, Epoch 2010)  
 THE BEARINGS SHOWN HEREON ARE BASED ON NAD 1983 CALIFORNIA STATE PLANE COORDINATE SYSTEM - ZONE 6, AS DETERMINED BY C.P.S. OBSERVATIONS, USING TRIMBLE 5700/3600 RECEIVERS AND TRIMBLE GEODETIC OFFICE 1.60 SOFTWARE.  
 BASIS OF ELEVATIONS: NAVD 1989  
 ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM TWO NATIONAL GEODETIC SURVEY C.O.R.S. REFERENCE STATIONS: 1) PLOS, ELEVATION = 45.07 AND 2) BILL, ELEVATION = 1650.81 WITH GEOID 2012A CORRECTIONS APPLIED.

**SITE DATA**

FEMA FLOOD ZONE DESIGNATION:  
 County: RIVERSIDE Effective Date: 6/28/2008  
 Map/Panel: 0609SC1586C  
 The Flood Zone Designation for this site is: ZONE: X

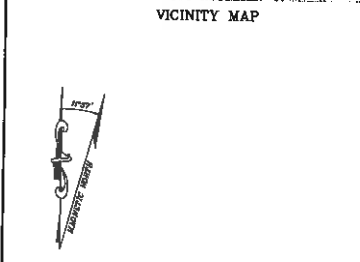
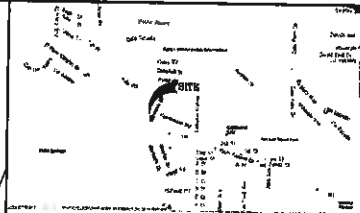
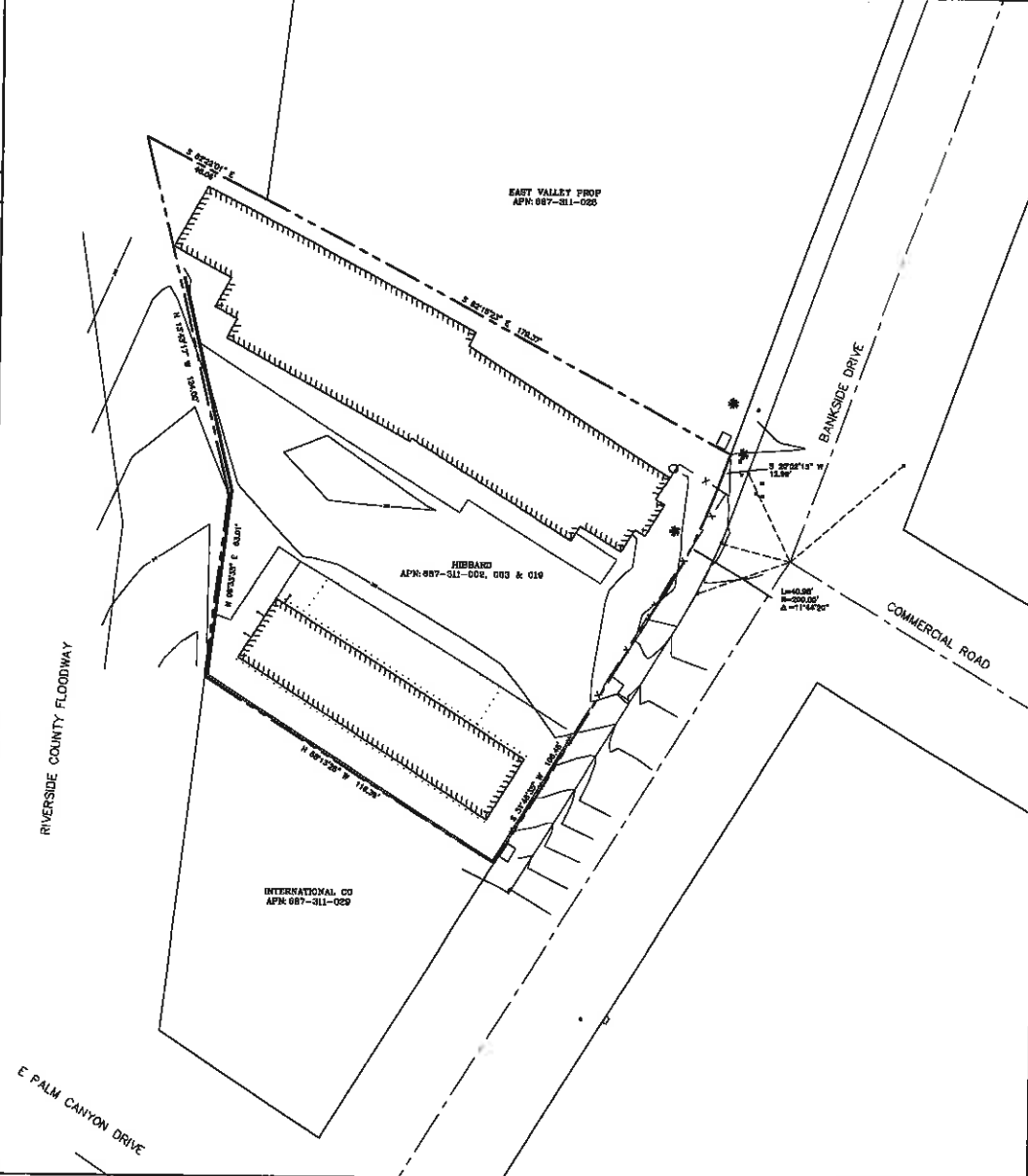
**FEMA FLOOD ZONE INFORMATION**

WAITING FOR TITLE

**PROPERTY LEGAL DESCRIPTION**

WAITING FOR TITLE

**TITLE REPORT NOTES**



**LEGEND**

These standard symbols will be found in the drawing.

- ELECTRIC MAN-HOLE
- FIRE HYDRANT
- LIGHT WALL
- MONUMENT FOUND
- ⊙ TELEPHONE MANHOLE
- ⊞ TELEPHONE PED
- TREE TOP DECIDUOUS
- TREE TOP PALM
- ASPH ASPHALT SURFACE
- EC EDGE OF CONCRETE
- ELVA ELECTRICAL VAULT
- ED EDGE OF PAVEMENT
- NG GROUND SPOT ELEVATION
- RTOH ROOF OVERHANG
- RTOP ROOF TOP
- RW RETAINING WALL TOP
- TC TOP OF CURB
- TLCS TELEPHONE CABINET
- TLVA TELEPHONE VAULT
- TRIP TREE TOP DECIDUOUS
- TRIP2 TREE TOP PALM
- TW TOP OF WALL
- BOUNDARY LINE
- CENTER LINE
- MISC. PROPERTY LINE
- MISC. TIE LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- x- FENCE LINE
- ||||| BUILDING EDGE
- OP OVERHEAD WIRES

**LEGEND**

1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Floyd Surveying translated the topographic survey to record information using the best found monuments shown hereon. No title research was performed by Floyd Surveying.

2) Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.

3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall have preference over scaled & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.

4) Field survey completed on JUNE 20, 2017.

**ISSUE STATUS**

REV	DATE	DESCRIPTION	BY
0	7/18/2017	SITE SURVEY	DF

**FLOYD SURVEYING**  
 34088 GALLERON STREET  
 TOMESCALA, CA 92382  
 OFFICE: (949) 200-0628  
 EMAIL: info@floydsurveying.com

PROPRIETARY INFORMATION  
 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO FLOYD SURVEYING.  
 ANY USE OR DISSEMINATION OTHER THAN AS IT RELATES TO THE PROJECT SPECIFICALLY IDENTIFIED IS STRICTLY PROHIBITED.

**verizon**  
 15505 SAND CANYON AVENUE, D1  
 IRVINE, CA 92618

**PROFESSIONAL LAND SURVEYOR**  
 David A. Floyd  
 CIVIL 12/31/2016  
 No. 7078

**PEREZ**  
 35655 BANKSIDE DRIVE  
 CATHEDRAL CITY, CA 92234

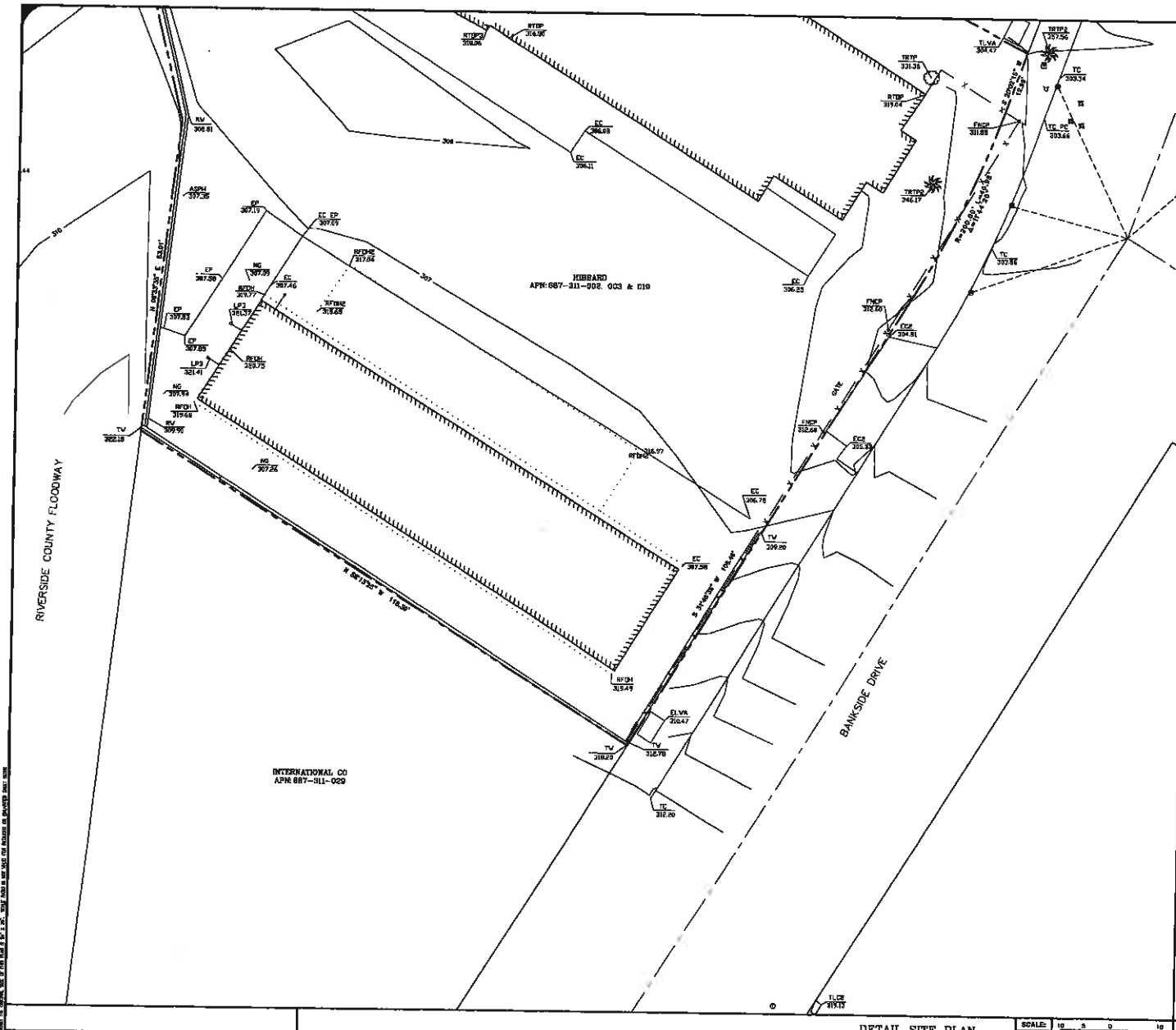
SHEET TITLE:  
**SITE SURVEY**  
**GENERAL INFORMATION**

**LS1**

OVERALL SITE PLAN  
 SCALE: 1"=20'

**LEGEND**

THE INFORMATION ON THIS PLAN IS THE PROPERTY OF FLOYD SURVEYING, INC.



### LEGEND

These standard symbols will be found in the drawing.

○	ELECTRIC MANHOLE
⊕	FIRE HYDRANT
⬤	LIGHT WALL
⊙	MONUMENT FOUND
⊗	TELEPHONE MANHOLE
⊞	TELEPHONE PED
○	TREE TOP DECIDUOUS
⊙	TREE TOP PALM
ASPH	ASPHALT SURFACE
EC	EDGE OF CONCRETE
ELVA	ELECTRICAL WALL
EP	EDGE OF PAVEMENT
HS	GROUND SPOT ELEVATION
RFOH	ROOF OVER-HANG
RTOP	ROOF TOP
RW	RETAINING WALL TOP
TC	TOP OF CURB
TLCB	TELEPHONE CABINET
TLVA	TELEPHONE VAULT
TRTP	TREE TOP DECIDUOUS
TRTP2	TREE TOP PALM
TW	TOP OF WALL
---	BOUNDARY LINE
---	CENTER LINE
---	MISC. PROPERTY LINE
---	MISC. TIE LINE
---	RIGHT-OF-WAY LINE
---	EASEMENT LINE
X	FENCE LINE
	BUILDING EDGE
⊖	OVERHEAD WIRES

### LEGEND

- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown herein are from record information as noted herein. Floyd Surveying conducted the topographic survey to record information using the two found monuments shown herein. No title research was performed by Floyd Surveying.
- 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.
- 3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over scaled & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- 4) Field survey completed on JUNE 29, 2017.

DETAIL SITE PLAN

SCALE: 1" = 10'

### ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	7/12/2017	SITE SURVEY	DF

**FLOYD SURVEYING**

34006 GALLERON STREET  
TAMECULA, CA 92092  
OFFICE: (949) 200-1623  
EMAIL: floyd@floydsurveying.com

**PROPRIETARY INFORMATION**

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO FLOYD SURVEYING.

ANY USER OR DISCLOSURE OTHER THAN AS IT RELATES TO FLOYD SURVEYING IS STRICTLY PROHIBITED.

**verizon**

15505 SAND CANYON AVENUE, D1  
IRVINE, CA 92618



**Perez**

36655 BANKSIDE DRIVE  
CATHEDRAL CITY, CA 92234

SHEET TITLE:  
**SITE SURVEY**  
GENERAL INFORMATION

**LS2**











**Authorized Agent for Verizon Wireless**  
**Verizon Project Name: PEREZ**

**Riverside County Airport Land Use Commission**  
**Application for Major Land Use Action Review**  
**Conditional Use Permit**

**Project Description**

The Applicant (Verizon Wireless) is requesting approval by the City of Cathedral City of a Conditional Use Permit to allow for the construction and operation of an unmanned wireless telecommunication facility. The following project information is provided for your consideration.

**Project Location**

**Address:** 35655 Bankside Drive, Cathedral City, CA 92234  
**APN:** 687-311-002  
**Zoning:** PCC (Planned Community Commercial)

**Project Representative**

**Name:** James A. Rogers/Smartlink, LLC  
**Address:** 18401 Von Karman, Suite 400, Irvine, CA 92612  
**Contact Information:** 949-295-9031

**Verizon Wireless Contact**

**Name:** Robert Howell, RE Project Manager  
**Address:** 15505 Sand Canyon Avenue, Bldg. D-1, Irvine, CA 92618  
**Contact Information:** 949-527-0024

**Proposed Project**

Verizon Wireless is proposing the construction of a new unmanned wireless facility, including a 65-ft high antenna support structure disguised as a palm tree (MonoPalm). The proposed MonoPalm will have a three (3) sector antenna array of twelve (12) panel antennas, eighteen (18) RRUs radios, and three (3) surge protectors. The Verizon antenna array will have a centerline height of 56-feet, with the Palm fronds extending up to a height of 65-feet to screen the antennas, which will be covered with "antenna socks" to match the appearance of the fronds. The MonoPalm will be located within a 386-square foot lease

area along with two (2) macro cell equipment cabinets, one (1) main cabinet, one (1) standby diesel DC generator (54 gallons), one (1) GPS antenna and required telco and power connections. The lease area is located to the rear (west) of the southern building. Access will be via Bankside Drive and the existing driveway with a non-exclusive travel path and parking area.

The proposed Monopalm and equipment will be surrounded by an eight (8) foot high block wall with a security topper. Three (3) live palm trees ranging from 50' to 60' in high will be planted around the Monopalm to in the proposed landscape areas.

Should you have any questions regarding accompanying application and exhibits, please do not hesitate to contact me at 949-295-9031 or at [james.rogers@smartlinkllc.com](mailto:james.rogers@smartlinkllc.com).

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'James A. Rogers', with a long horizontal flourish extending to the right.

James A. Rogers  
Land Use Specialist

**Smartlink LLC**

**Authorized Agent for Verizon Wireless**



PAGE BREAK



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



August 9, 2018

Mr. Jason Killebrew, Urban Regional Planner IV  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92522  
(VIA HAND DELIVERY)

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

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

[www.aluc.org](http://www.aluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1325MA18  
Related File No.: TTM33978R01 (Tentative Tract Map Revision)  
APN: 307-410-001

Dear Mr. Killebrew:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TTM33978R01 (Tentative Tract Map Revision), a proposal to divide 51.15 gross acres located southerly of Walnut Street, northerly of Orange Avenue, and easterly of Eureka Street in the unincorporated community of Nuevo into 139 residential parcels, 2 natural open space lots, and 5 landscaped open space lots.

The site is located within Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 21,279 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,700.7 feet AMSL. The project's site pad elevations range from 1,525 to 1,602 feet AMSL. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

## **AIRPORT LAND USE COMMISSION**

### **CONDITIONS:**

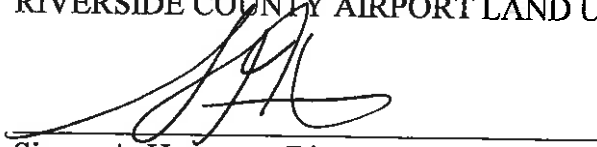
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The review of this Tentative Tract Map is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lakeview/Nuevo Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of any homes thereon, and shall be recorded as a deed notice.
4. Five water quality basins are depicted on the proposed tract map. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
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.

## AIRPORT LAND USE COMMISSION

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, Director

Attachments: Notice of Airport in Vicinity

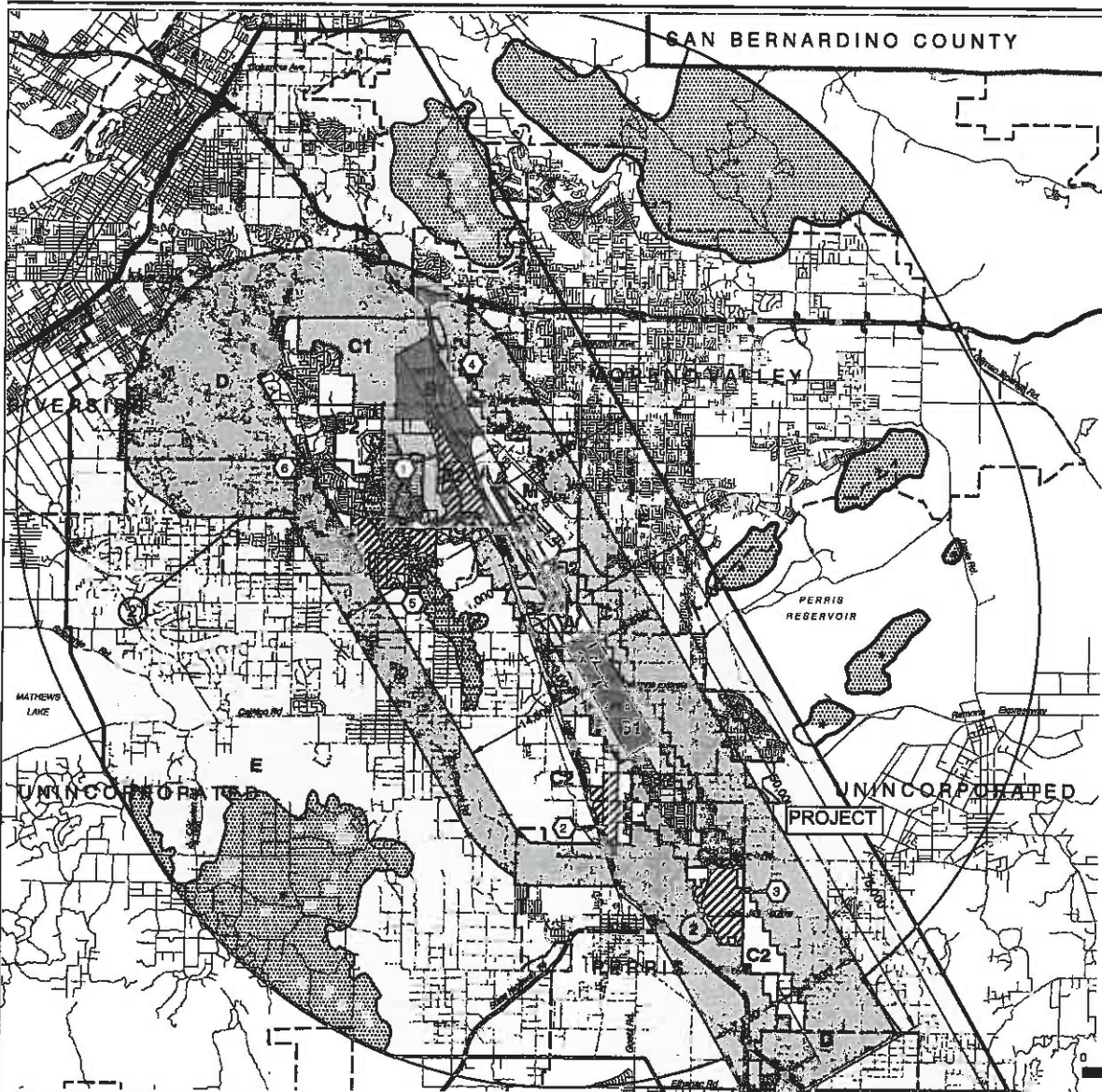
cc: McCanna Hills, LLC (applicant/property owner)  
David Currington R.C.E (representative)  
712 Consulting (fee payer)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel Rockholt, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1325MA18\ZAP1260MA17.LTR.doc



# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

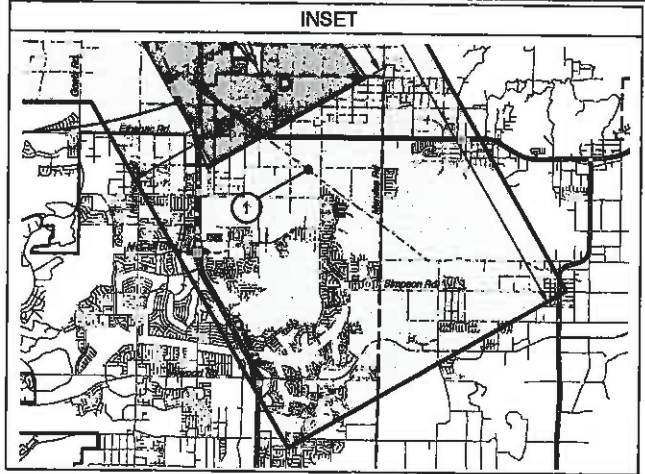
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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: Ridg 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.



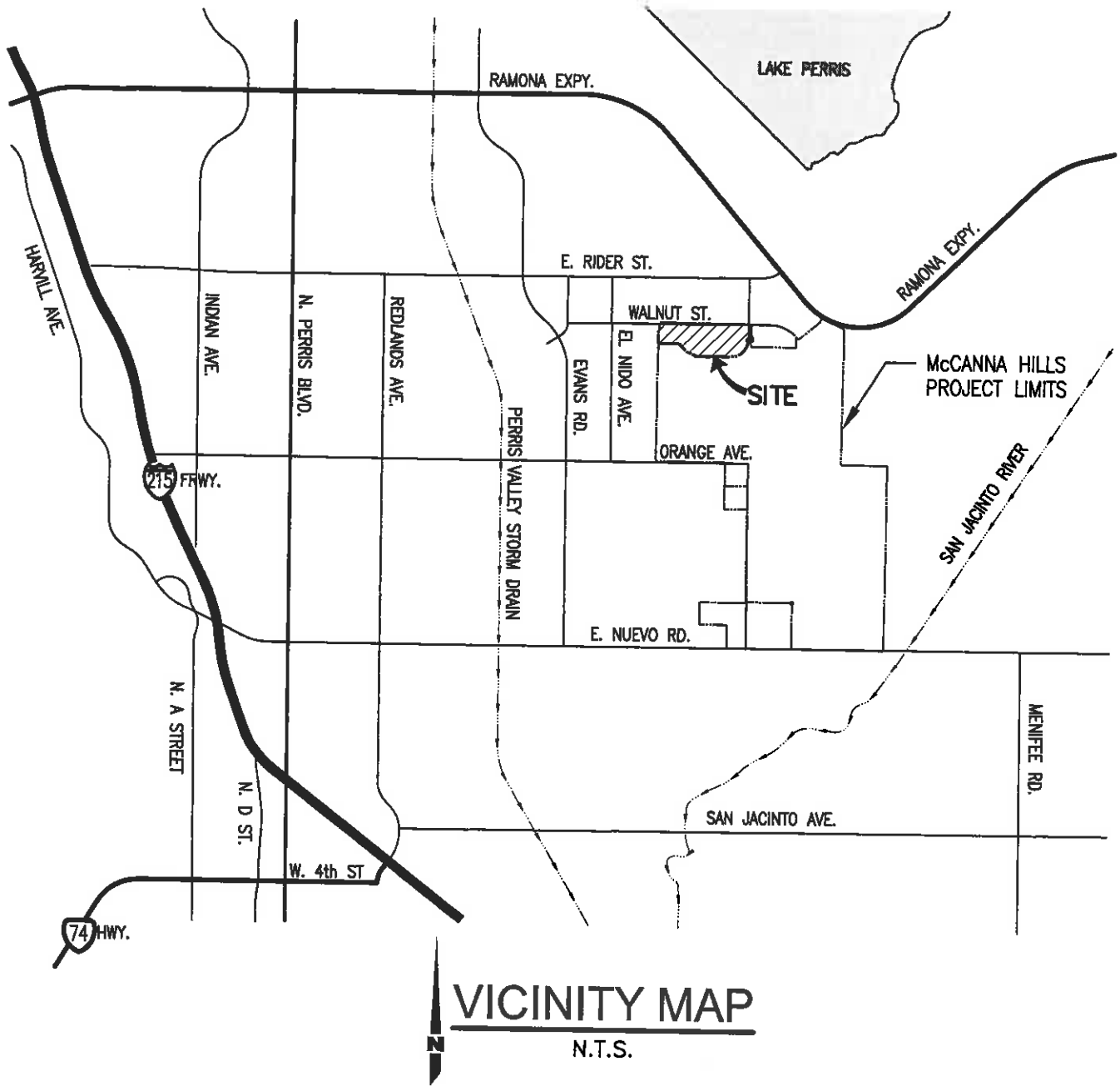
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

# McCanna Hills

## TR33978

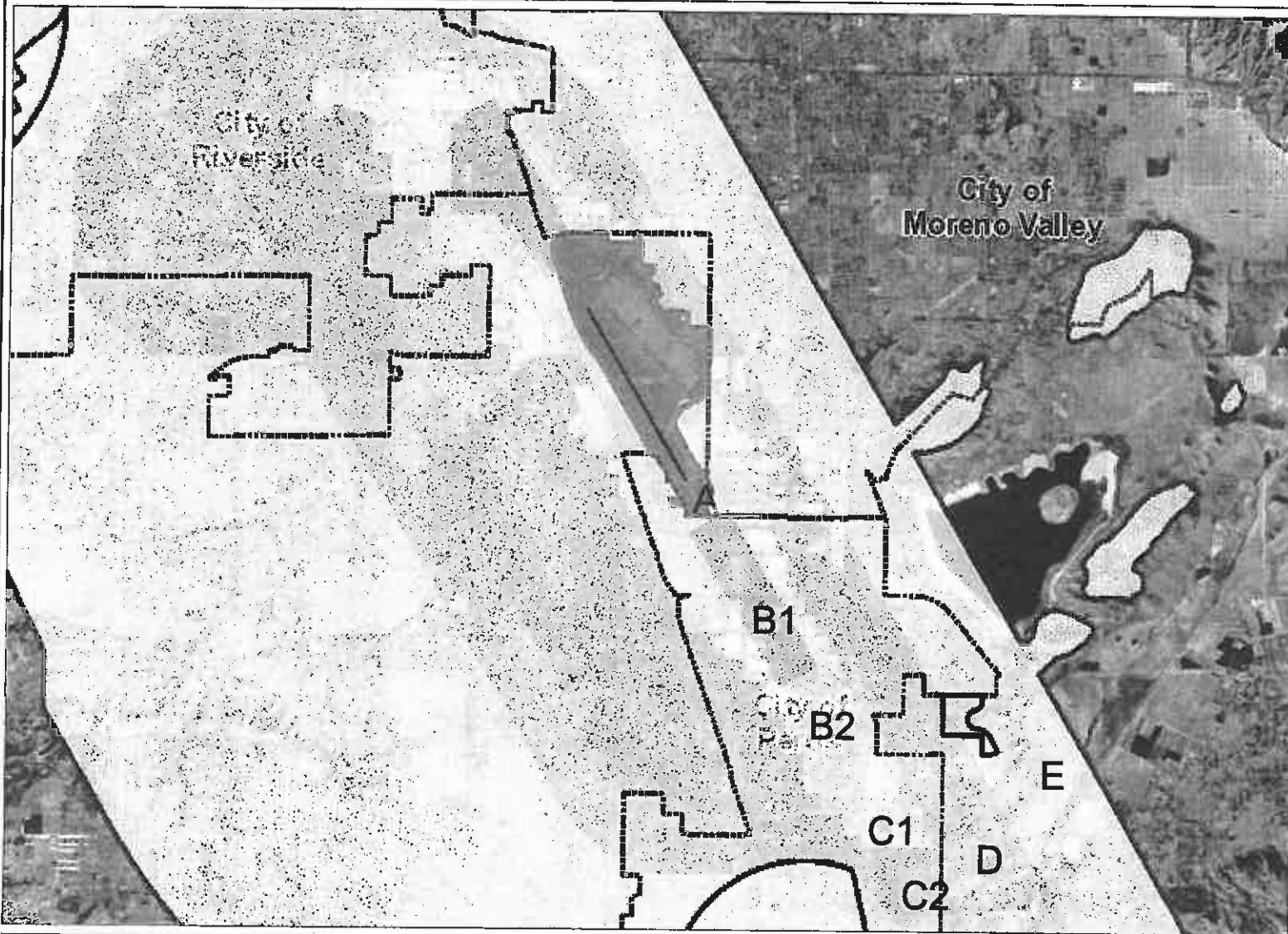
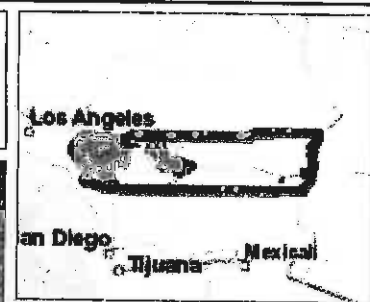


ENGINEER  
DAVID CURRINGTON  
ENGINEERING SOLUTIONS  
31600 RAILROAD CANYON RD., SIE J  
CANYON LAKE, CA 92587  
PHONE: (951) 333- 1001  
EMAIL: davidc@engineeringsolutionsca.com

OWNER/DEVELOPER  
McCANNA HILLS LLC  
100 BAYVIEW CIRCLE, SUITE 2000  
NEWPORT BEACH, CA 92660  
(949) 851- 9230

LEGAL DESCRIPTION  
THAT CERTAIN PARCEL OF LAND SITUATED IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 1 OF PARCEL MAP 32439 AS RECORDED IN MAP BOOK 216, PAGES 62 THROUGH 68 INCLUSIVE, FILED IN MARCH, 2006 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY OF RIVERSIDE.

# 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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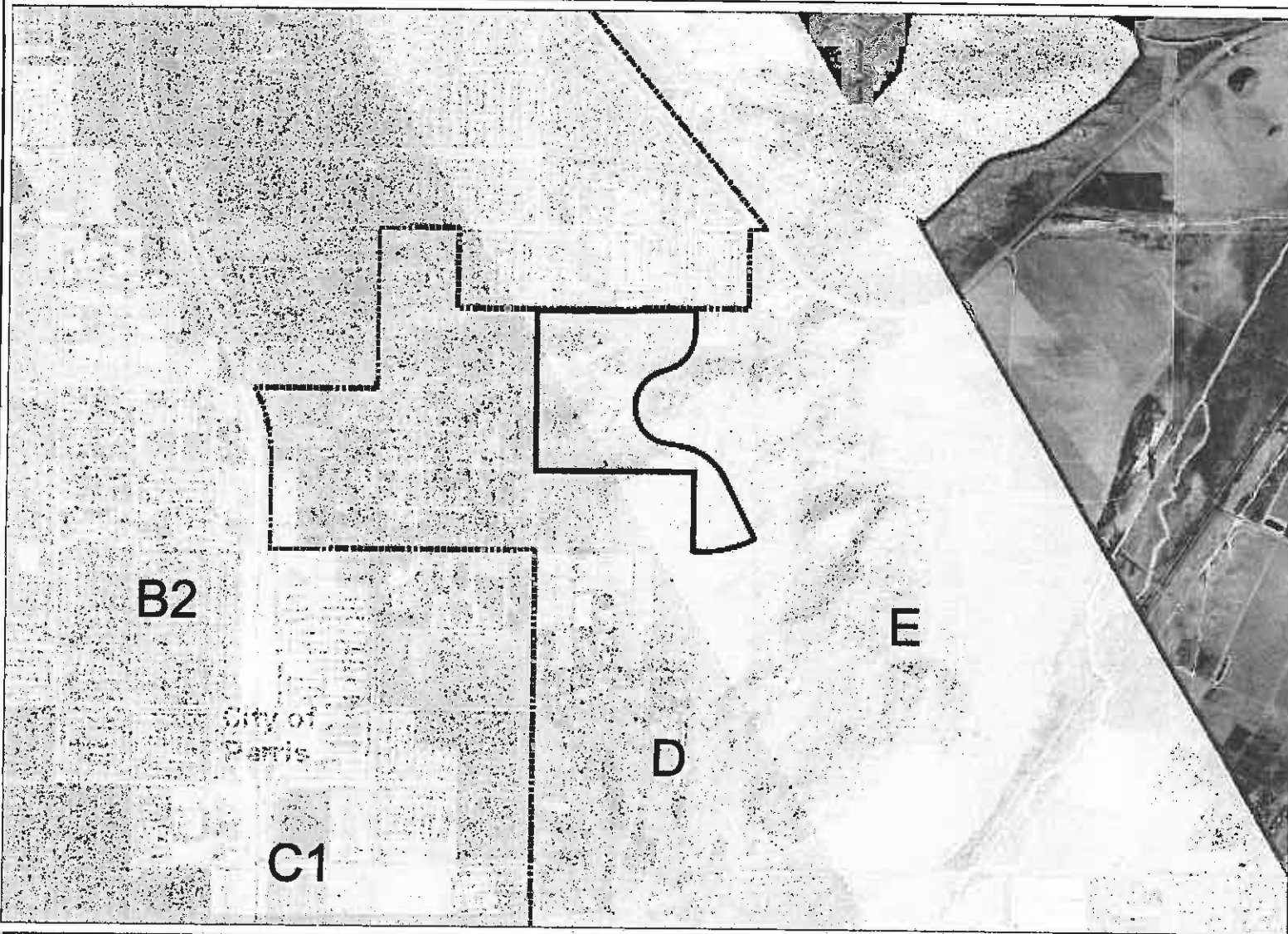
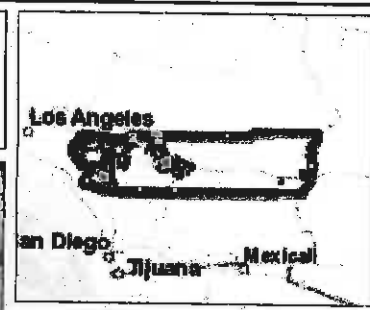
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© Riverside County GIS

**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



Los Angeles



San Diego

Tijuana

Mexico

## Legend

- City Areas
- World Street Map



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0 24 49,257 Feet  
829

REPORT PRINTED ON... 8/2/2018 1:31:39 PM

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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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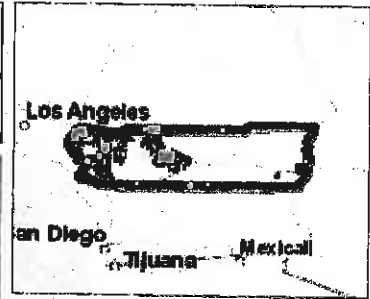
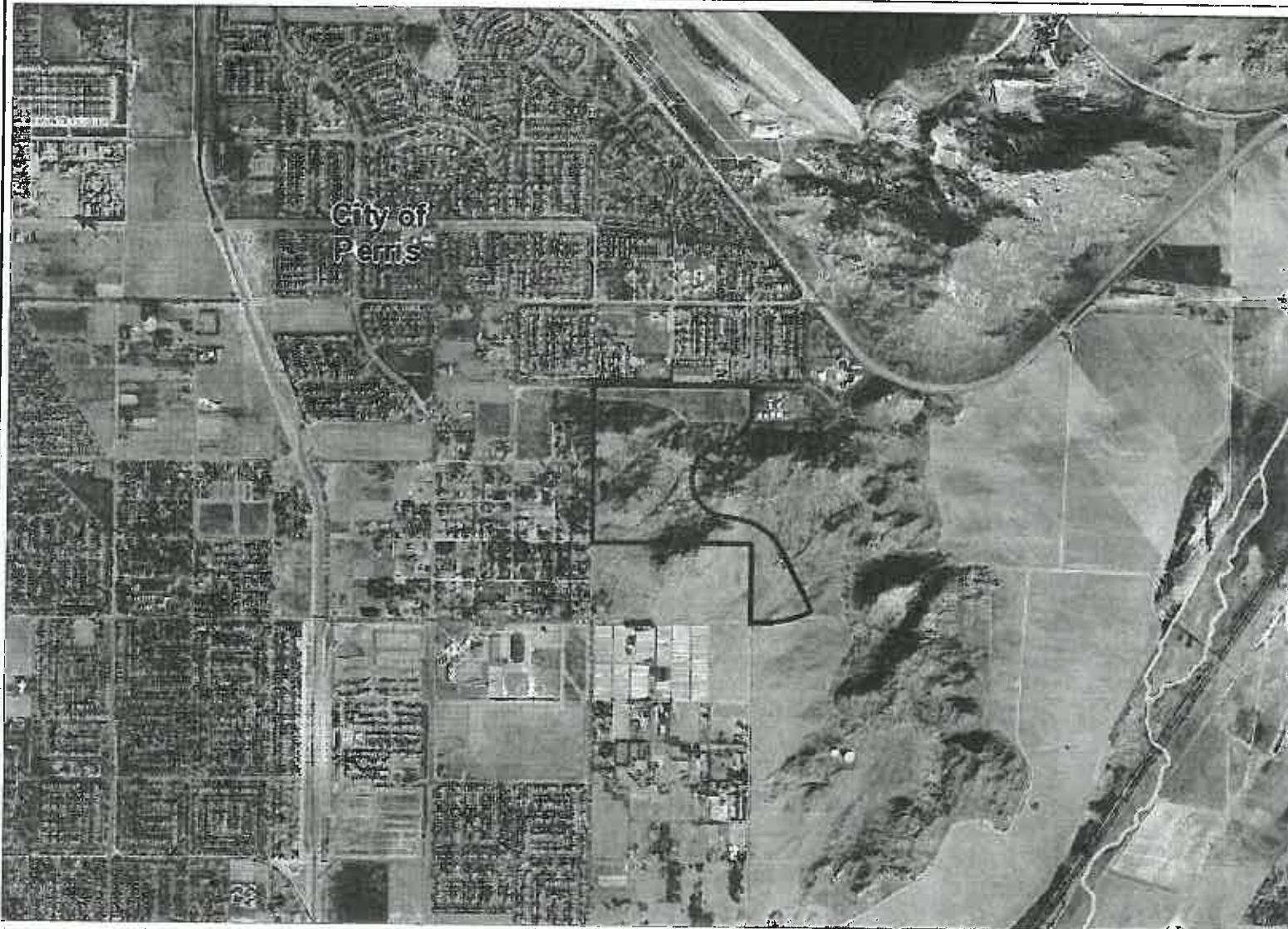
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## Notes



# Map My County Map



## Legend

- Blue line Streams
- City Areas
- World Street Map



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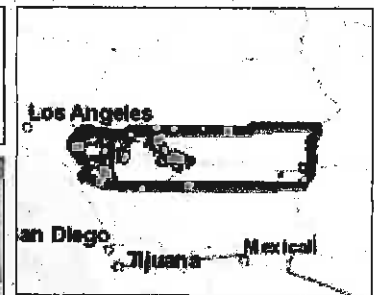
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## Notes



# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



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0 3,175 6,157 Feet

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## Notes

## **McCanna Hills Revised Tentative Tract Map 33978**

### **Project Description**

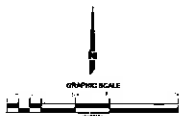
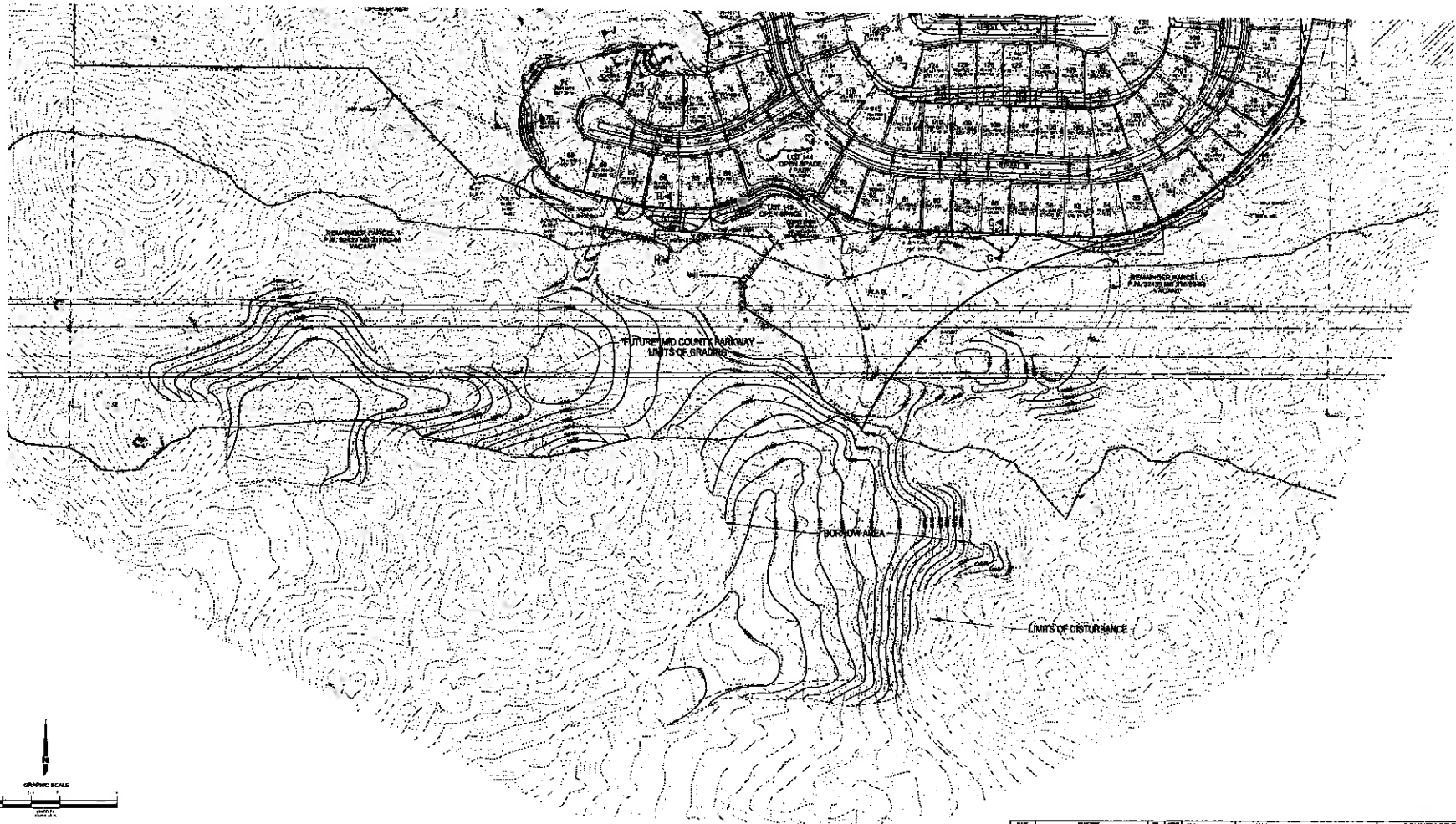
The current TTM 33978 was approved in March of 2007 as a Schedule A Subdivision dividing 51.15 acres into 139 single family residential lots with minimum lot size of 6000 square feet, 2 open space lots to preserve the undeveloped character of the land with rock outcroppings and 5 open space lots to be landscaped. The approved TTM has a total of 16.8 acres reserved as open space.

The proposed Revised TTM 33978 is also a Schedule A Subdivision dividing 51.15 acres into 139 single family residential lots with minimum lot size of 6,000 square feet. The main differences are that the proposed revision designates 3.18 acres as "Not a Part" Offered For Dedication For Mid-County Parkway so that the future Mid-County Parkway R.O.W. will not be encumbered by either subdivided lots or open space reserve. The proposed Revised TTM includes 17.3 acres of open space, which includes a 0.7 acre park site and 10.4 acres reserved as unimproved open space. The development footprint (streets and residential lots) of the proposed project is 29.9 acres, which compares to 34.3 acres on the approved TTM.

In summary, the proposed revision does not increase the number of residential lots, decreases the footprint area by 4.4 acres, adds a park site, increases the area of undisturbed open space, and sets aside the area necessary for R.O.W. for the future Mid-County Parkway.







DATE	REVISION	BY	CHK




**ENGINEERING SOLUTIONS**  
 10000 W. 15th Street, Suite 100  
 San Diego, CA 92131

COUNTY OF RIVERSIDE  
**McCANNA HILLS**  
 TTM 3397B

SHEET NO. **2**  
 OF 2



PAGE BREAK



AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY



July 26, 2018

Ms. Christina Bustamante, Assistant Planner  
City of Menifee Community Development Department  
29714 Haun Road  
Menifee CA 92586

CHAIR  
Steve Manos  
Lake Elsinore

VICE CHAIR  
Russell Betts  
Desert Hot Springs

COMMISSIONERS

Arthur Butler  
Riverside

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION**

File No.: ZAP1322MA18  
Related File No.: 2018-133 (Change of Zone)  
APNs: 331-220-002; 331-220-003

Dear Ms. Bustamante:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Menifee Case No. 2018-0133 (Change of Zone), a proposal to rezone 7.63 acres located on the southerly side of State Highway Route 74/Pinacate Road, easterly of Palomar Road and westerly of Menifee Road, from Rural Residential (R-R) to Industrial Park (I-P).

STAFF

Director  
Simon. A Housman

John Guerin  
Paul Rull  
Barbara Santos

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

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

As ALUC Director, I hereby find the above-referenced Change of Zone **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”).

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed Change of Zone. As the site is located within Compatibility Zone E, both the existing and proposed zoning of this property are consistent with the March ALUCP.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

[www.rcaluc.org](http://www.rcaluc.org)

## AIRPORT LAND USE COMMISSION

Attachments: Notice of Airport in Vicinity

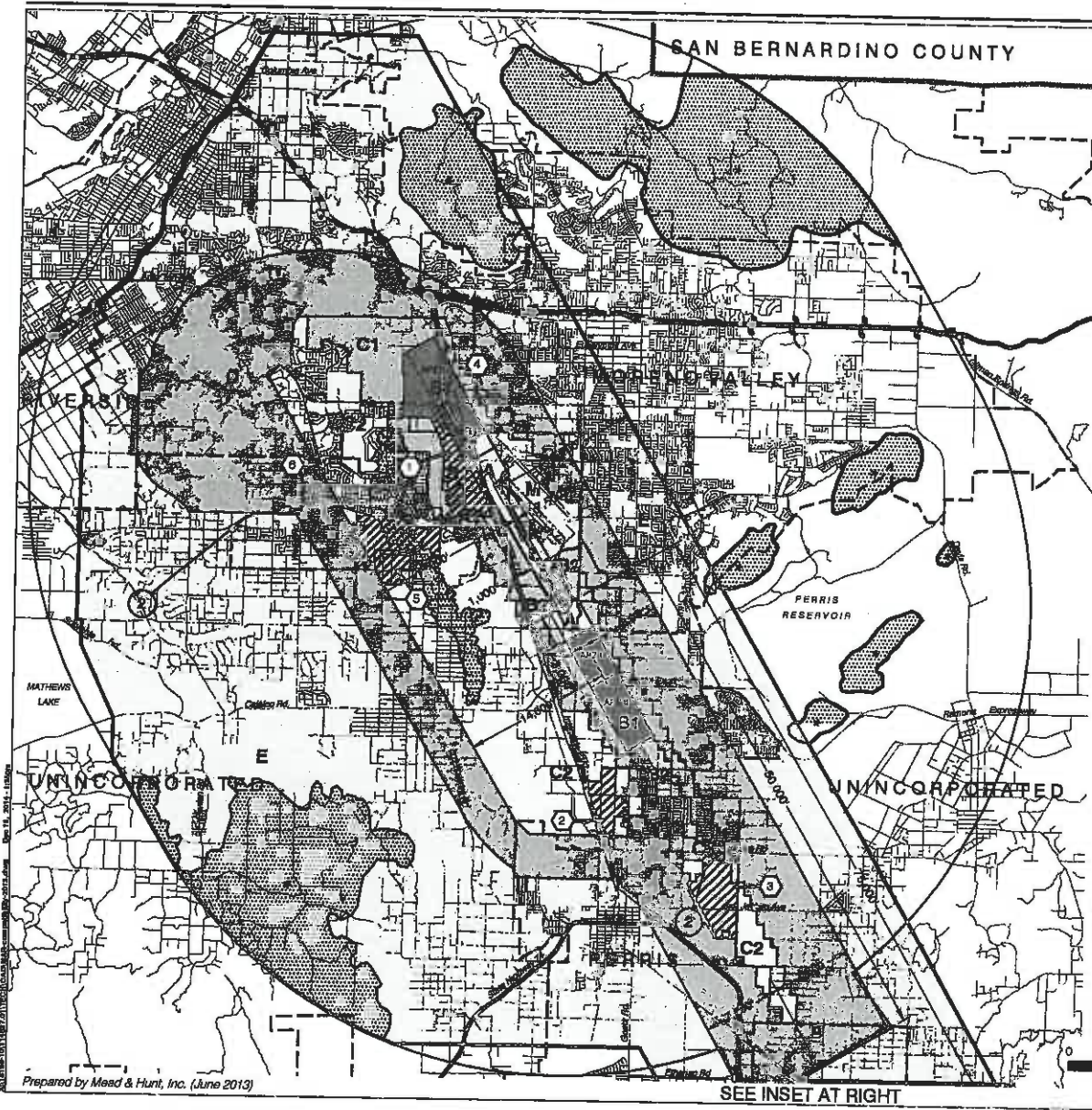
cc: CTA Architects, James Cummings (applicant/representative)  
CBC1 LP (land owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel "Rock" Rockholt, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1322MA18\ZAP1322MA18.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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





**LEGEND**

**Compatibility Zones**

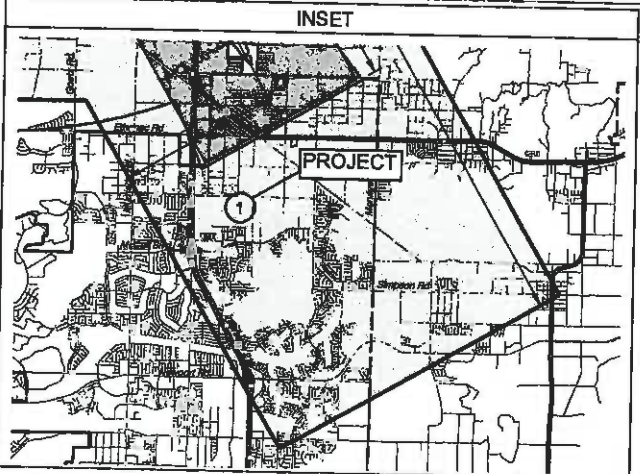
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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)**

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

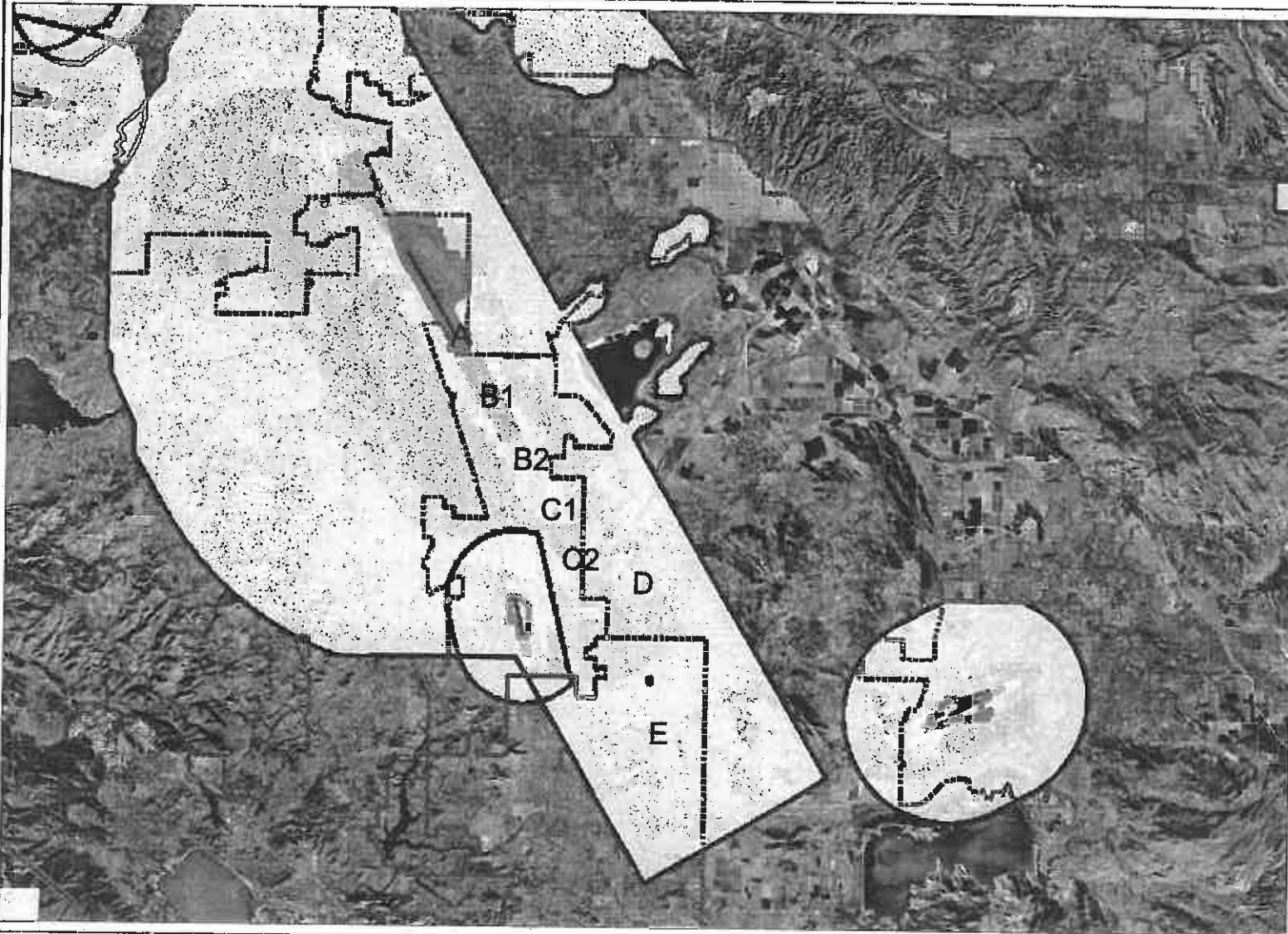


Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

# 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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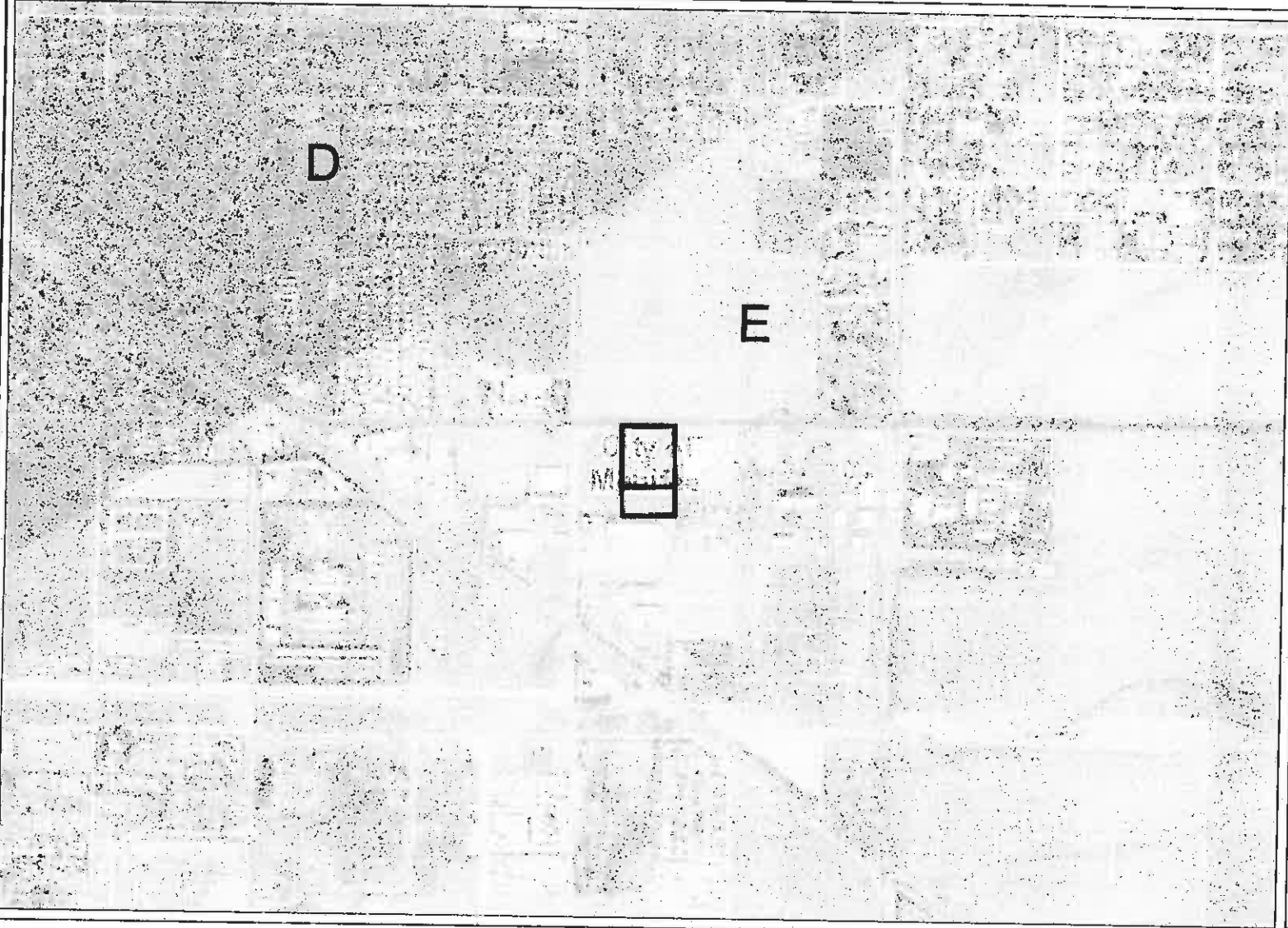
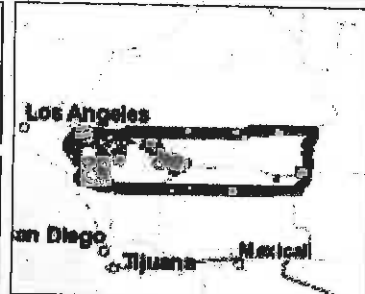
REPORT PRINTED ON... 7/24/2018 11:41:14 AM

© Riverside County GIS



## 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

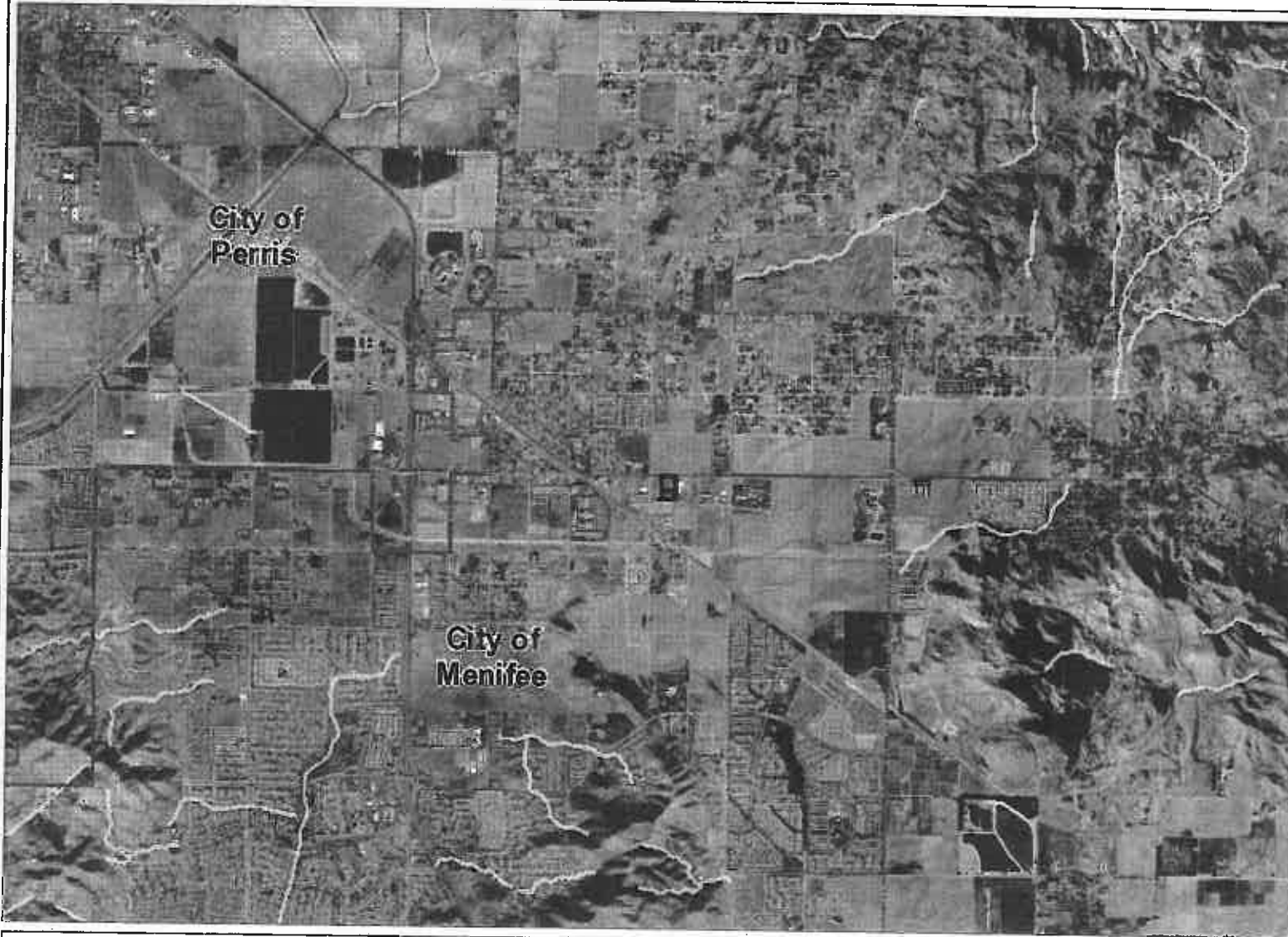



0 1 3,079 Feet

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**Notes**

# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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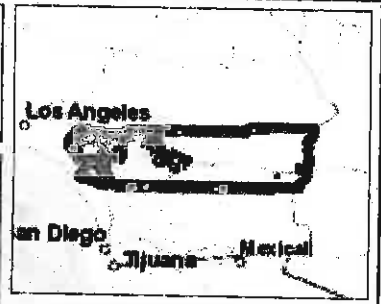
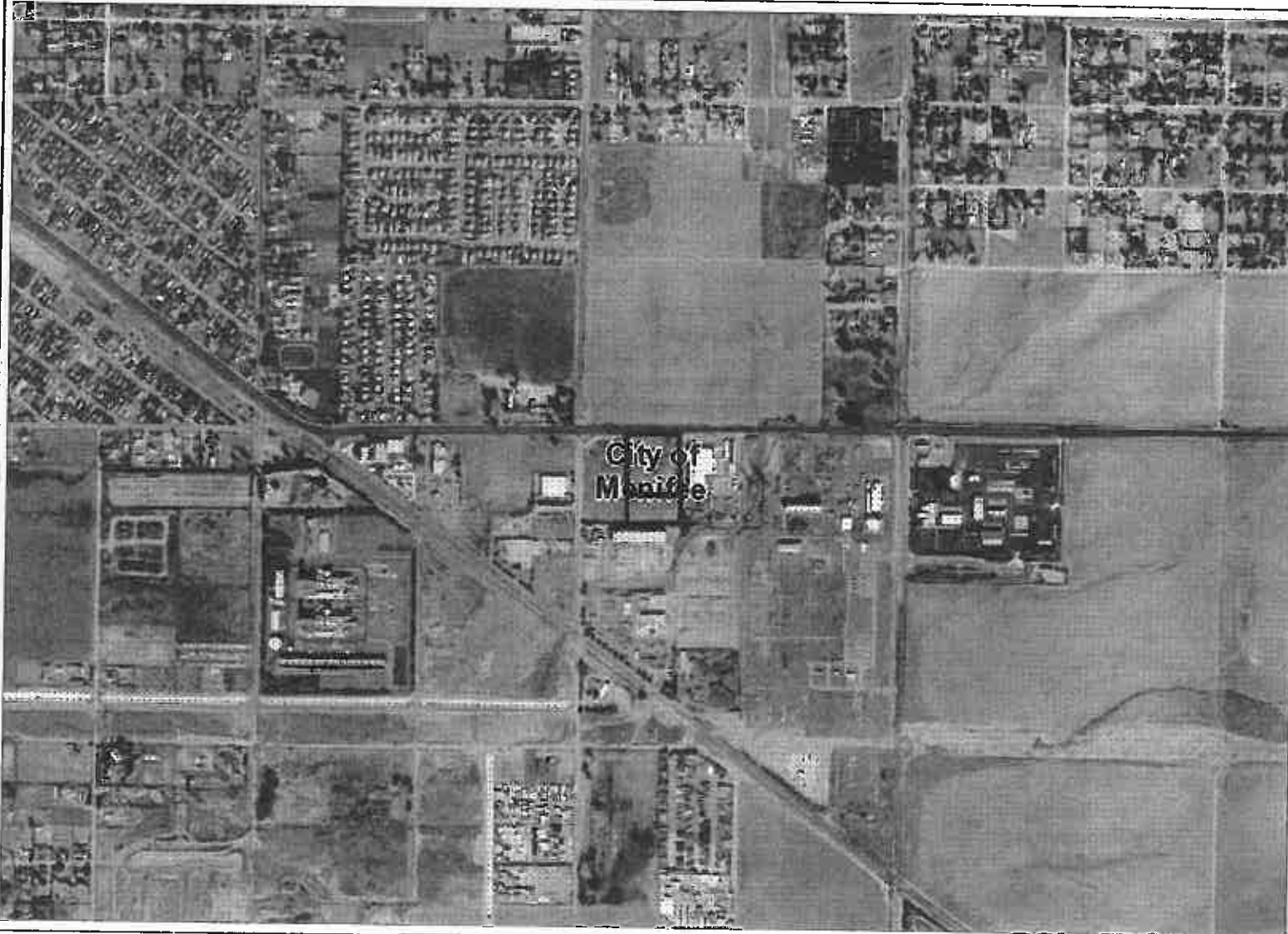
REPORT PRINTED ON... 7/24/2018 11:42:29 AM

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**Notes**



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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REPORT PRINTED ON... 7/24/2018 11:40:19 AM

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## Notes

# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



0 770 1,539 Feet

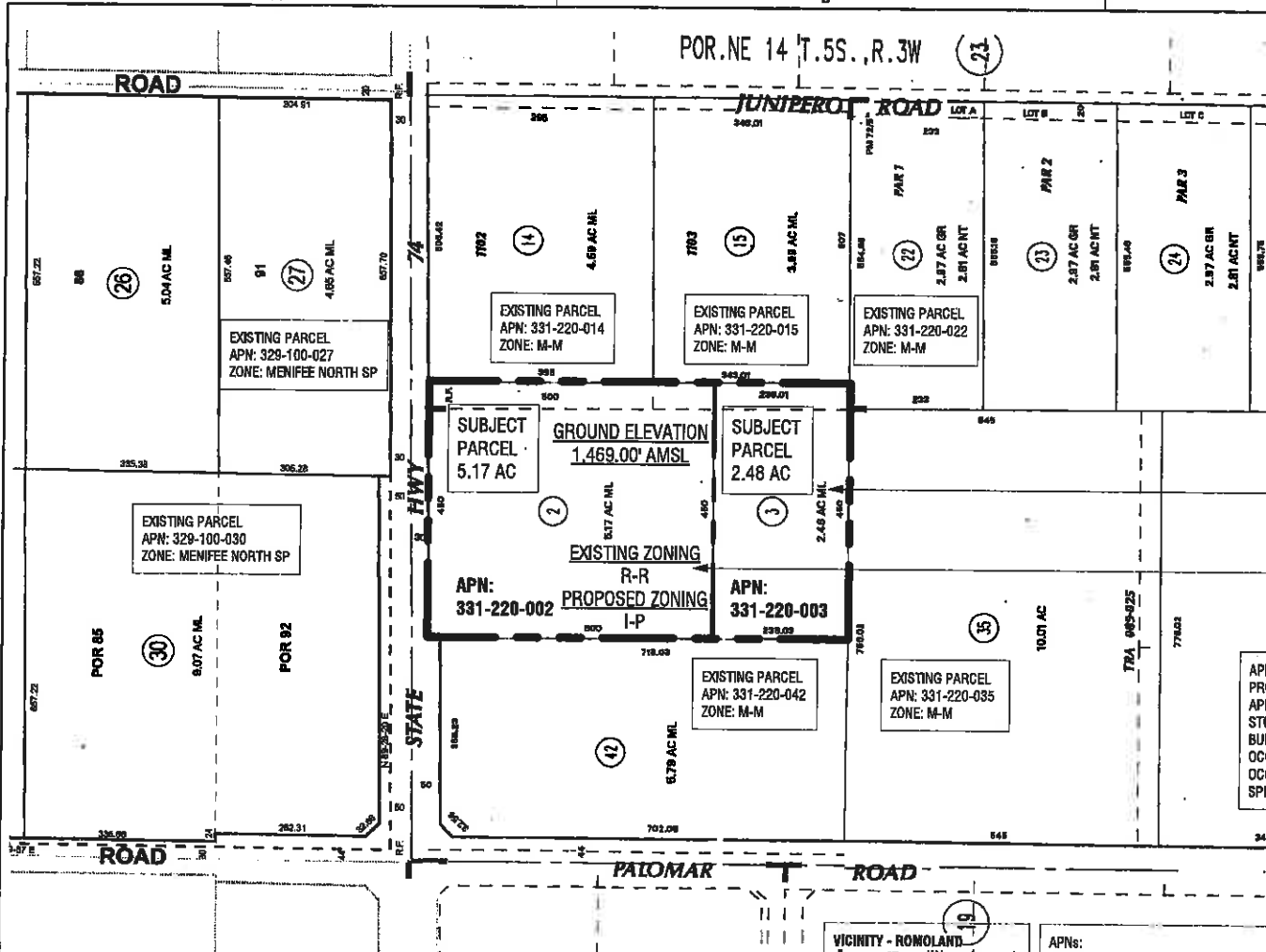
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REPORT PRINTED ON... 7/24/2018 11:43:15 AM

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## Notes

S:\Project\18-554 Romoland Warehouse\romoland.rvt



**LEGAL DESCRIPTION**  
 Real property in the City of Menifee, County of Riverside, State of California, described as follows:  
 THAT PORTION OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE NORTHEASTERLY CORNER OF LOT 1116 AS SHOWN ON MAP OF ROMOLA FARMS NO. 11, RECORDED IN BOOK 15, PAGE 32, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY THENCE SOUTH 89° 28' 04" WEST, 1,831.57 FEET ON THE NORTHERLY LINES OF LOTS 1116, 1115 AND 1102 OF SAID ROMOLA FARMS NO. 11, TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89° 28' 04" WEST, 450.00 FEET; THENCE SOUTH 00° 13' 38" EAST, 738.03 FEET; THENCE NORTH 89° 28' 04" EAST, 450.00 FEET; THENCE NORTH 00° 13' 38" WEST, 738.03 FEET TO THE TRUE POINT OF BEGINNING.  
 SAID PROPERTY IS ALSO SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 118, PAGE 64 OF RECORDS OF SURVEY.  
 APN: 331-220-002-1 AND 331-220-003-2

**SUBJECT PARCELS:**  
**APN: 331-220-003 / 2.48 AC**  
 EXISTING ZONING: R-R  
 PROPOSED ZONING: I-P  
**APN: 331-220-002 / 5.17 AC**  
 EXISTING ZONING: R-R  
 PROPOSED ZONING: I-P

APN	331-220-002:	331-220-003:
PROPOSED USE	WAREHOUSE	STORAGE YARD
APPROX USE AREA	98,000 SF	58,465 SF
STORIES	1	1 (CONTAINERS)
BUILDING HEIGHT	30'	12'
OCCUPANCY GROUP	B, F, H, I, M, S, U	H, S, U
OCCUPANT LOAD	196	N/A
SPRINKLERS	Y	N

**ZONING LEGEND:**

R-R	RURAL RESIDENTIAL
I-P	INDUSTRIAL PARK
M-M	MANUFACTURING - MEDIUM
MNSP	MENEFEE NORTH SPECIFIC PLAN

**Legend**

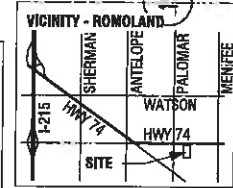
---	Setback
---	Right-of-Way
---	Other Lines
---	Reference R.O.W.
---	Other Features
---	Lot Lines
---	Subdivided To Map

**UTILITY PURVEYORS**

WATER	EASTERN MUNICIPAL WATER DISTRICT (951) 828-3777
SEWER	EASTERN MUNICIPAL WATER DISTRICT (951) 828-3777
GAS	SOUTHERN CALIFORNIA GAS (800) 427-2200
ELECTRIC	SOUTHERN CALIFORNIA EDISON (800) 990-7788
TELEPHONE	VERIZON - BUSINESS (800) 485-5000
TRASH	WASTE MNGMNT CO INLAND VALLEY (951) 928-6561

**CHANGE OF OFFICIAL ZONING PLAN**

DISTRICT	
CHANGE OF ZONE CASE NUMBER	CZ 2018-133
AMENDING ORDINANCE NUMBER	348
ADOPTED BY ORDINANCE NUMBER	
DATE	
CITY OF MENEFEE CITY COUNCIL	



**APNs:** 331-220-002; 5.17 ACRES / 225,205 SF  
 331-220-003; 2.46 AC / 107,158 SF  
**PROJECT LOCATION:** SITE LOCATED SOUTH OF STATE HWY 74 BETWEEN PALOMAR RD & JUNIPERO RD, ROMOLAND, MENEFEE, CALIFORNIA 92586  
 PAGE 858, GRID B4  
 BP - BUSINESS PARK  
 R-R - RURAL RESIDENTIAL  
 I-P - INDUSTRIAL PARK  
 VACANT LOT  
 2016 - CBC, CMC, CEC, CFC, CPC, TITLE 24  
 ROMOLAND SCHOOL DISTRICT  
 BOULDER RIDGE ELEMENTARY

**THOMAS BROS. COORD.**  
 CURRENT GEN PLAN DESIGNATION:  
 CURRENT ZONE:  
 PROPOSED "CHANGE OF ZONE":  
 EXISTING USE:  
 CODES  
 SCHOOL DISTRICT:

**1 CHANGE OF ZONE NO. 2018-133**  
 1" = 200'-0"

**NOTES:**  
 THIS PROJECT IS NOT IN A SPECIFIC PLAN  
 THERE ARE NO FEMA FLOOD STUDIES FOR THIS AREA



3255 Oleander Avenue  
 San Marcos, California 92078  
 T: 760.591-4555  
 E: jmc@cta-architects.com

**PROJECT LOCATION:**  
 Site located SOUTH of State Highway 74 between Palomar Road & Junipero Road, Romoland, Menifee, CA 92586  
 APNs: 331-220-002&003

**JOINT VENTURE DEVELOPER**  
 CBC1 LP / Alita Capital Inc.  
 13795 Blaisdell Pl., Ste 203  
 Poway, CA 92064-8896 /  
 1878 Camino Verde Ln.  
 Las Vegas, NV 89119-6013

**PROJECT NAME:** Romoland  
**PROJECT #:** 18-554  
**CURRENT REVISION:**

7-6-18 MENEFEE COMMENTS

**SHEET ISSUED:** 06/27/18

**DRAWN BY:** Jc

**SCALE** 1" = 200'-0"

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**TITLE:** SITE REZONE

**NUMBER** COZ-1



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PAGE BREAK





**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



July 26, 2018

Mr. Sean Kelleher, Associate Planner  
City of Riverside Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside CA 92522

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

**CHAIR**  
Steve Manos  
Lake Esinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

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

File No.: ZAP1304MA18 (letter 1 of 2)  
Related File No.: P18-0028 (Rezone)  
APN: not assigned yet

Dear Mr. Kelleher:


Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Riverside Case No. P18-0028 (Rezone), a proposal to apply Commercial General (CG) zoning to a 2.2-acre area previously constituting California Department of Transportation right-of-way located on the northeast corner of Central Avenue and Sycamore Canyon Boulevard.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”).

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Melrose, LLC (applicant/property owner)  
Eugene Marini (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel “Rock” Rockholt, March Air Reserve Base  
ALUC Case File

# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



July 26, 2018

Mr. Sean Kelleher, Associate Planner  
City of Riverside Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside CA 92522

**CHAIR**  
Steve Manos  
Lake Elsinore

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County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1304MA18 (letter 2 of 2)  
Related File No.: P18-0031 and P18-0032 (Conditional Use Permits), P18-0033  
(Design Review), P18-0034 (Tentative Parcel Map No. 37591)  
APN: not assigned yet

Dear Mr. Kelleher:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case Nos. P18-0031 and P18-0032 (Conditional Use Permits) and P18-0033 (Design Review) proposing to establish a 12-pump gas station with a 3,200 square foot convenience store, a 1,199 square foot automated car wash facility, and a 3,800 square foot drive-thru fast food restaurant on 2.2 acres located on the northeast corner of Central Avenue and Sycamore Canyon Boulevard and P18-0034 (Tentative Parcel Map No. 37591), a proposal to divide the 2.2 acre site into 2 commercial parcels.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), where non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1535 AMSL). The site is located approximately 24,500 feet from this runway. At this distance, Federal Aviation Administration (FAA) review would be required for any structures exceeding 1,780 feet AMSL. The project site elevation is 1,375 feet AMSL and the maximum proposed building height is 30 feet, resulting in a top point elevation of 1,405 feet AMSL – below the runway elevation. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Riverside applies the following recommended conditions:

## AIRPORT LAND USE COMMISSION

### CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses 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 centers, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to lessees of the structure(s) thereon.
4. No detention basins are depicted on the site plan. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

## AIRPORT LAND USE COMMISSION

Attachments: Notice of Airport in Vicinity

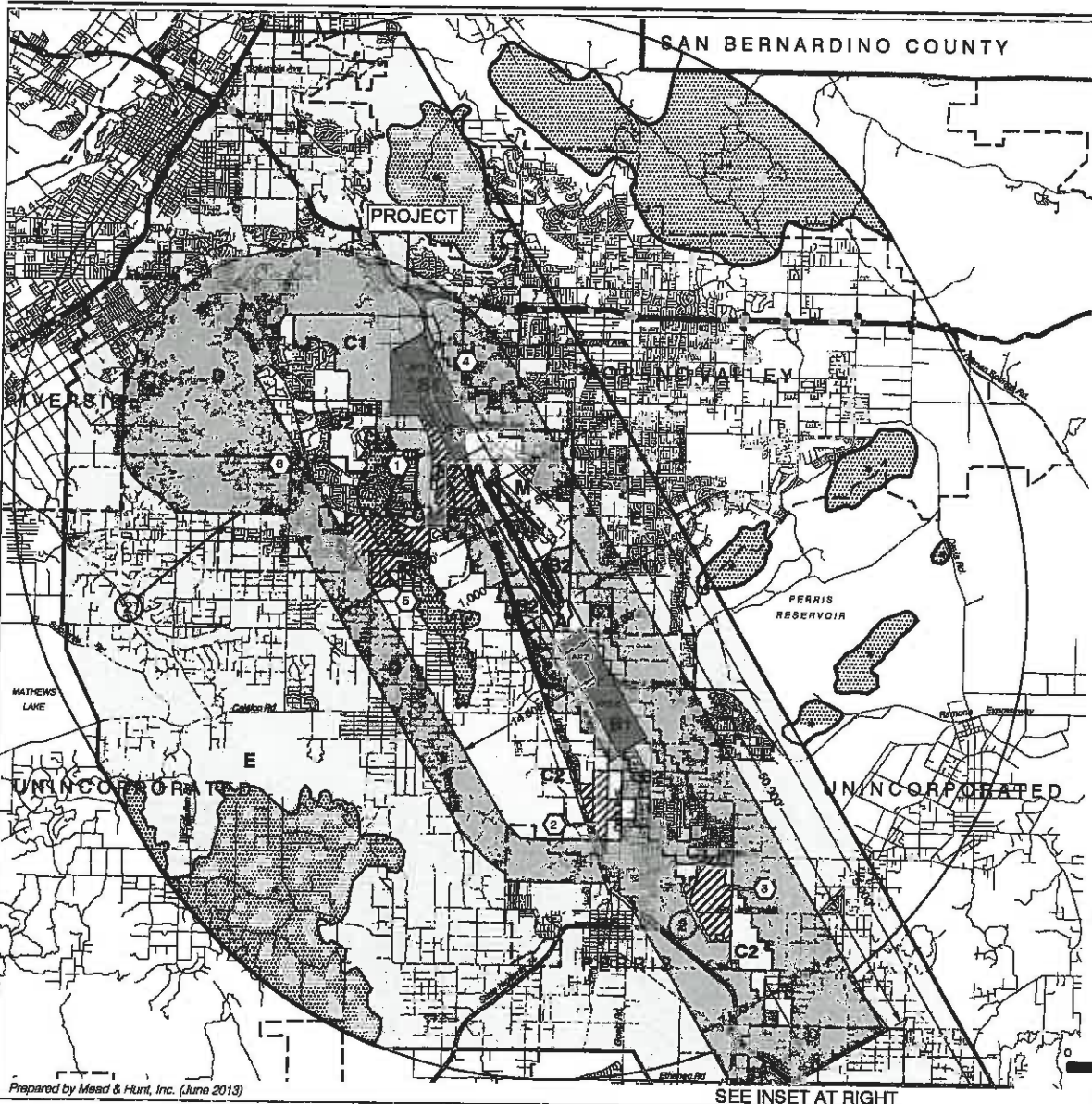
cc: Melrose, LLC (applicant/property owner)  
Eugene Marini (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel "Rock" Rockholt, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1304MA18\ZAP1304MA18.LTR CUP.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**

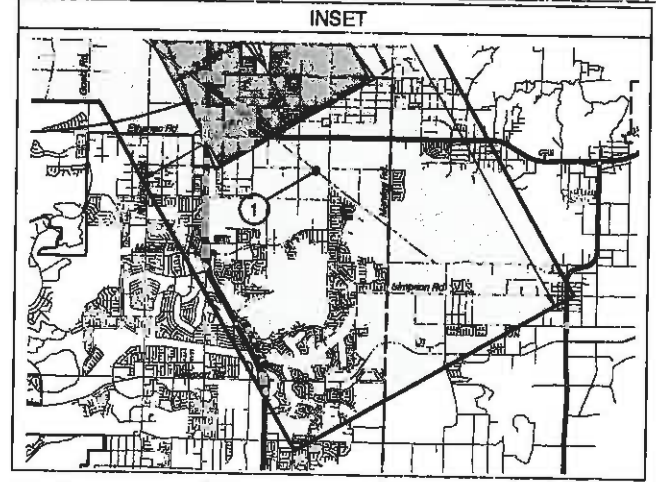
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal/ Surface Limits
- FAR Part 77 Notification Area

**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

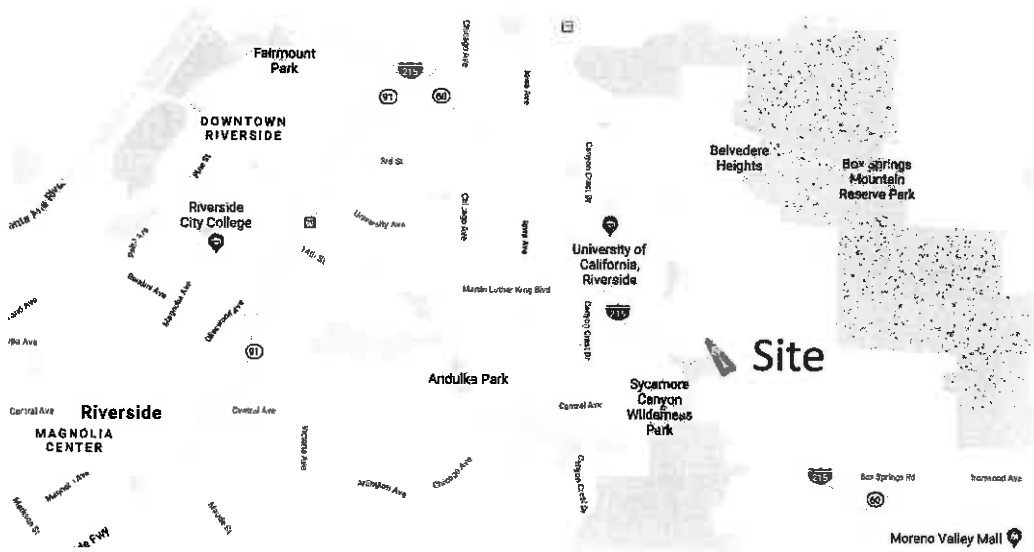
**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Map MA-1  
**Compatibility Map**  
March Air Reserve Base / Inland Port Airport

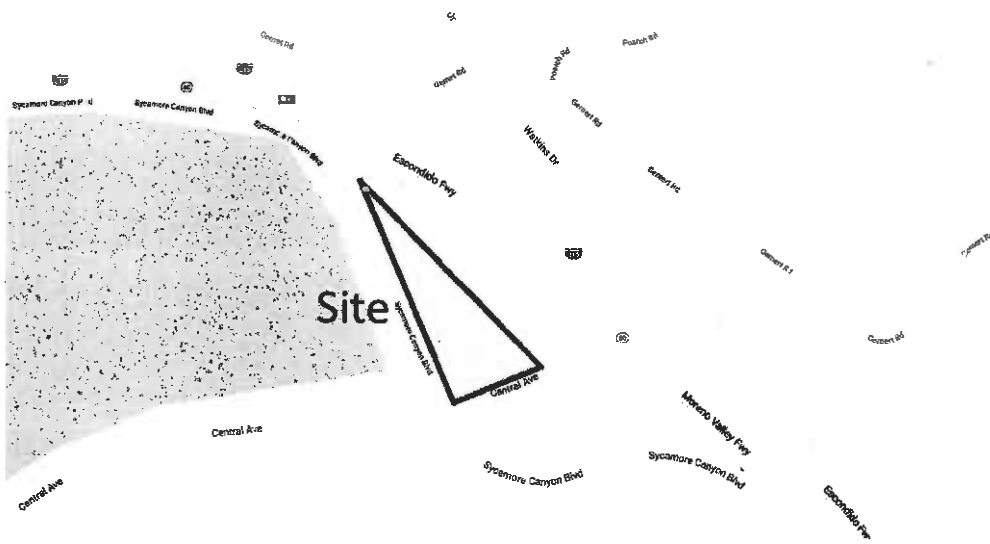
SEE INSET AT RIGHT

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

Large Scale Vicinity Map



Enlarged Vicinity Map



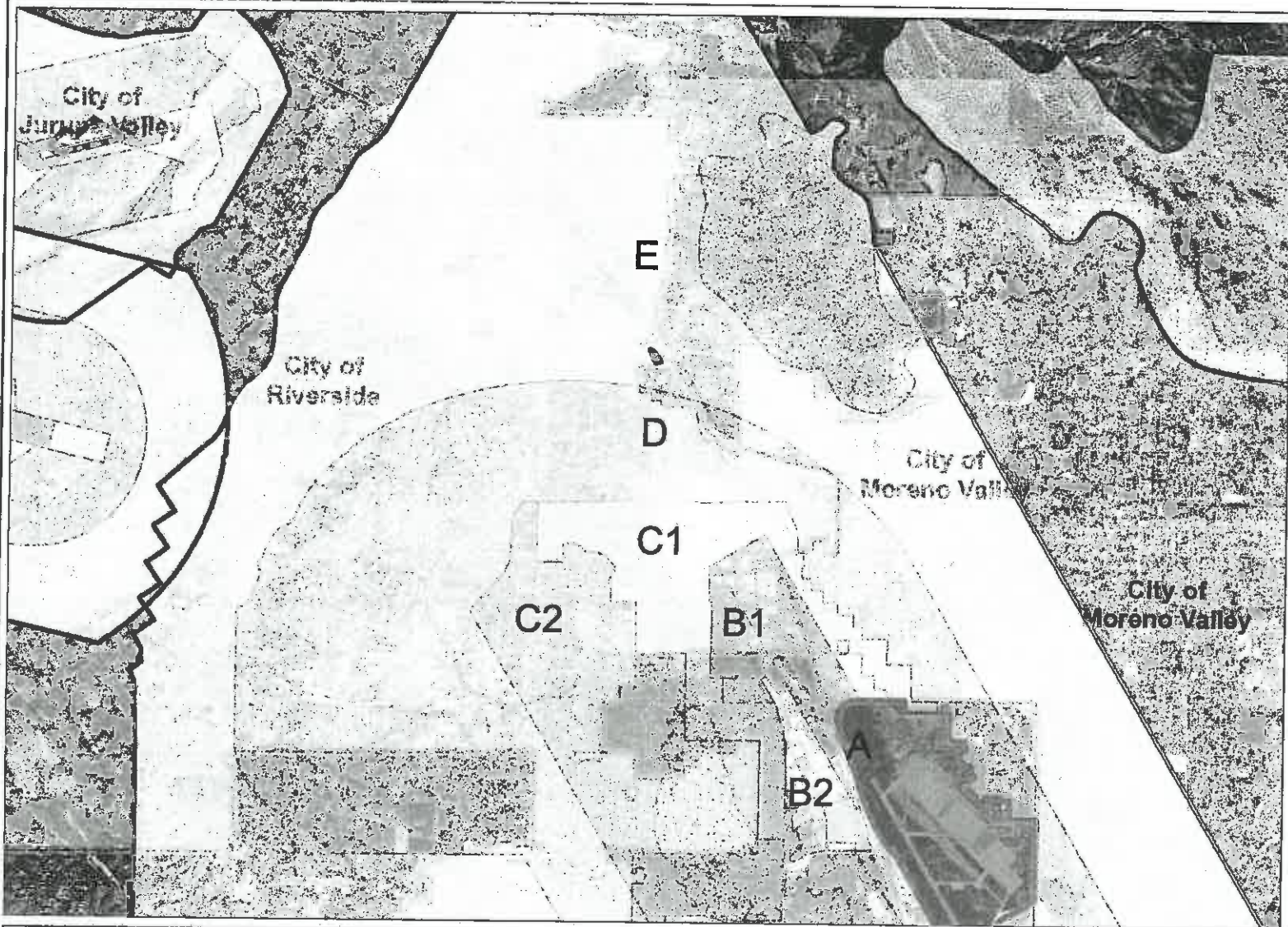
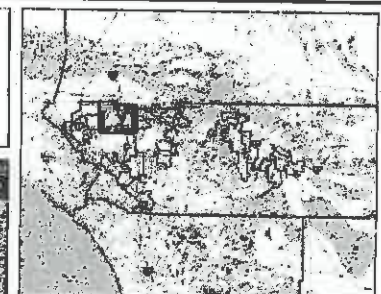
Sycamore Canyon Boulevard  
Riverside, California 92507

VICINITY MAPS





# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 9,703 19,407 Feet



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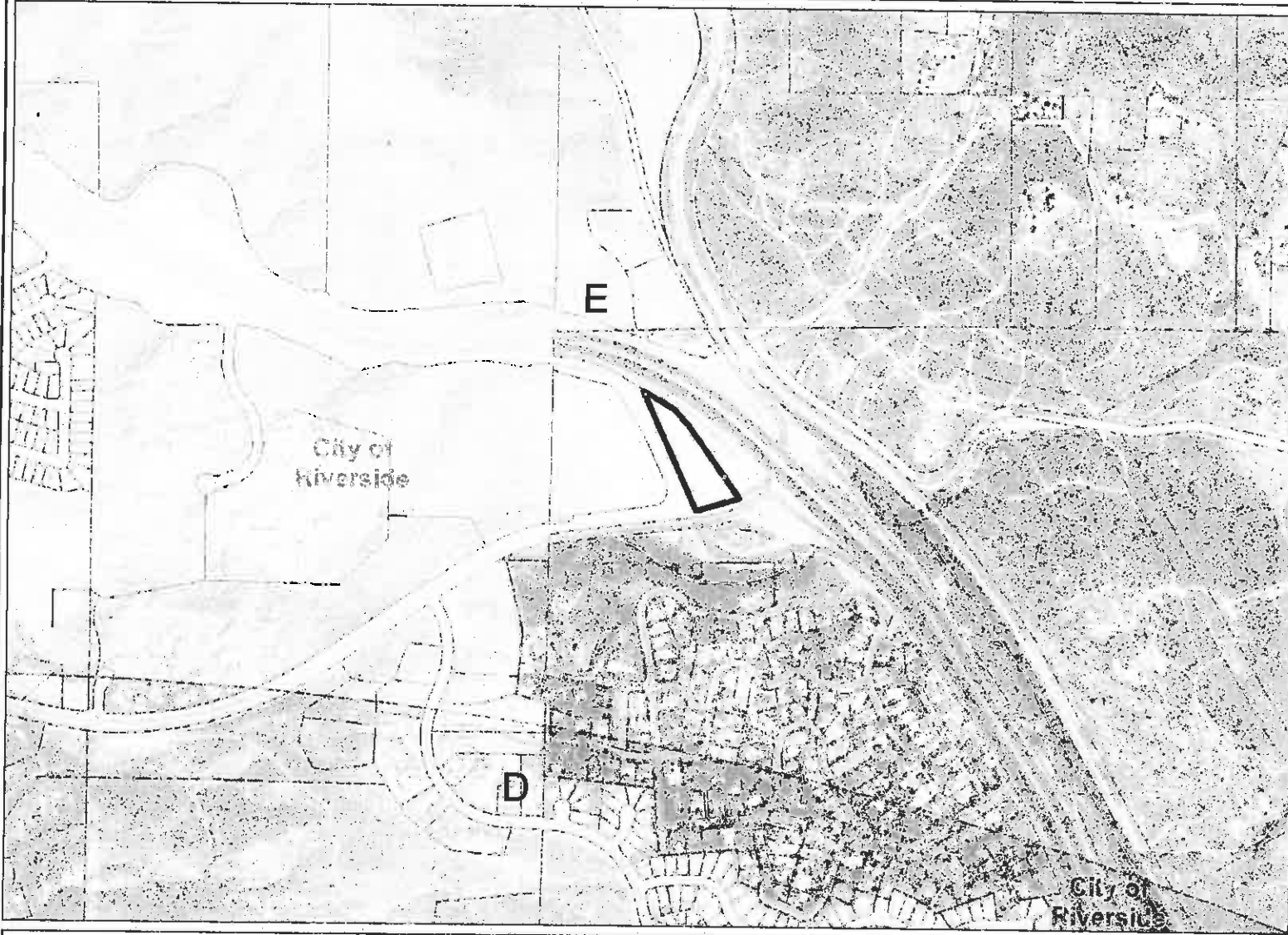
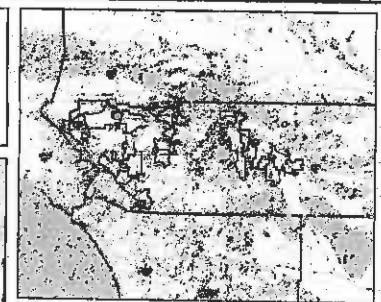
REPORT PRINTED ON... 3/12/2018 3:55:00 PM

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## Notes




# My Map



- Legend**
- Airports
  - AIA
  - Airport Compatibility**
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT



0 1,063 2,125 Feet



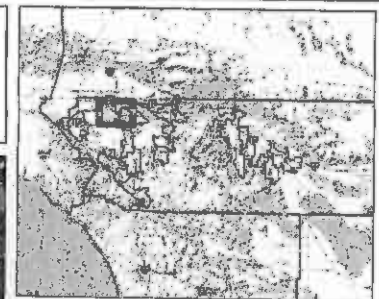
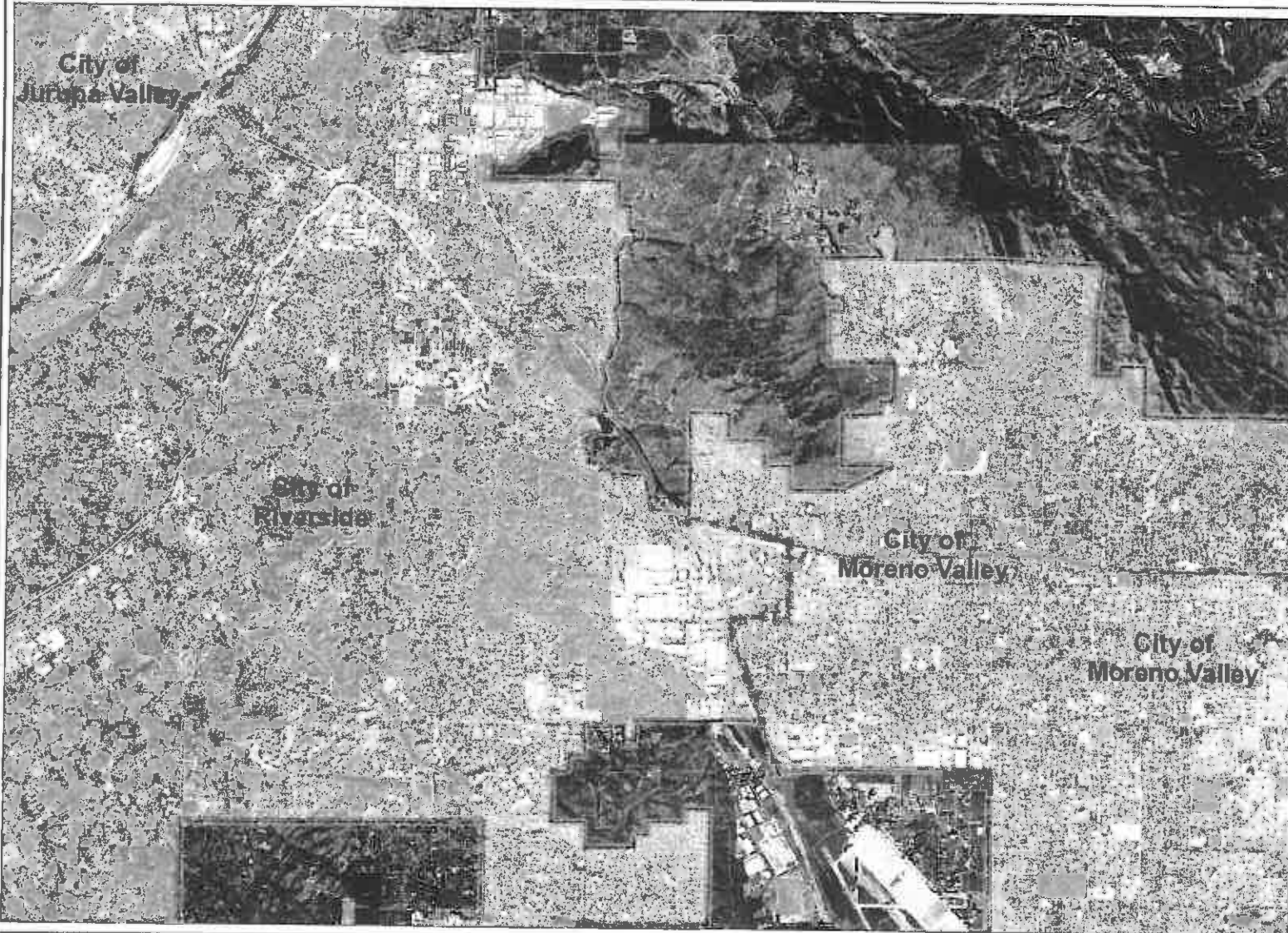
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**Notes**

# My Map



## Legend

-  City Boundaries
- Cities
- adjacent\_highways
  -  Interstate
  -  Interstate 3
  -  State Highways; 60
  -  State Highways 3
  -  US HWY
  -  OUT
- highways\_large
  -  HWY
  -  INTERCHANGE
  -  INTERSTATE
  -  USHWY
-  counties
-  cities



0 9,703 19,407 Feet



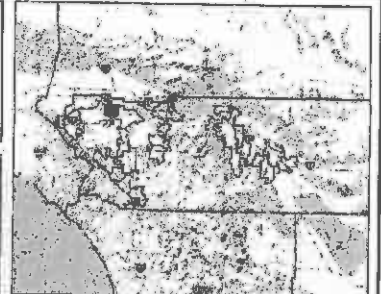
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## Notes

# My Map



## Legend

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



0 2,426 4,852 Feet



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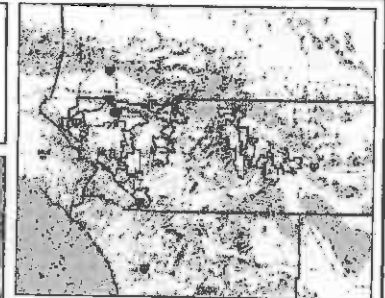
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## Notes



# My Map



## Legend

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



0

1,063

2,125 Feet



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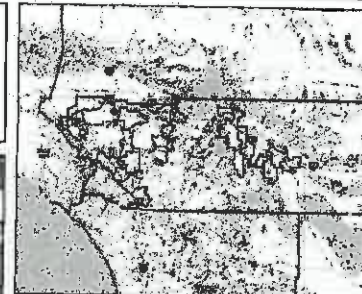
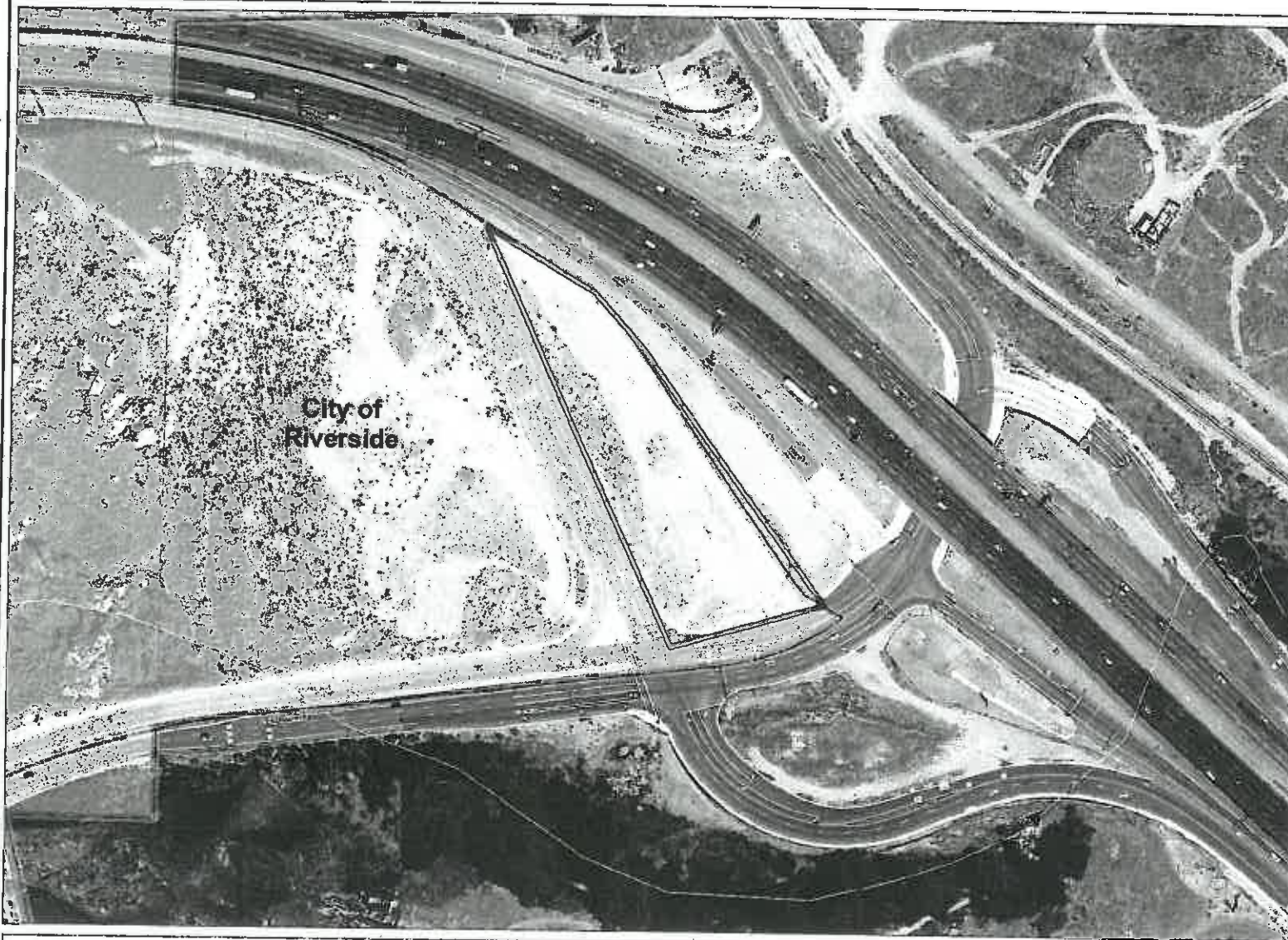
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## Notes



# My Map



## Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

counties

cities

hydrographylines

waterbodies

Lakes

Rivers



0 303 606 Feet



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## Notes





**PROPOSED LEGEND:**

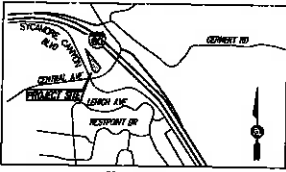
LINE	SYMBOL	LINE	SYMBOL
CONTOUR		WATER SERVICE MAINLINE	
AREA DRAIN (FT)		WATER LATERAL	
STORM DRAIN (FT)		SEWER LATERAL	
BUILDING FOOTPRINT		RETAINING WALL	
FIRST FLOOR ELEVATION	FF-52.00	STORM DRAIN PILET	
TOP OF CURB ELEVATION	374.00TC	UNDERGROUND DRAIN	
TOP OF WALL ELEVATION	374.00TW	POC SERVICE	
FINISH ELEVATION	374.00FL	ADVISORY	
FINISH GRADE ELEVATION	374.00FG	DASH ENCLASURE	
CONCRETE		PAVING	
SEWER POINT OF CONNECTION		SEWER IN	
DOMESTIC WATER POINT OF CONNECTION		CONCRETE	
WATER SERVICE MAINLINE		ASPHALT	
WATER SERVICE PILET		GRAVEL	
WATER SERVICE VALVE		GRAVEL	
WATER SERVICE PILET		GRAVEL	
WATER SERVICE VALVE		GRAVEL	

**EXISTING LEGEND:**

LINE	SYMBOL
SPOT ELEVATIONS	
CONTOUR	
CONCRETE	
ASPHALT	
ELECTRICAL WALL	
COMMUNICATION BOX	
CURB & GUTTER	
ROOF OF WALL	
ELEVATION	
UTILITY	
PROPERTY LINE	

# KA ENTERPRISE MEGA MART

## TENTATIVE MAP



**PUBLIC UTILITY EASEMENT NOTE:**

A PUBLIC UTILITY EASEMENT WILL BE CONVEYED ON ALL PARCELS IN THE PROPOSED PARCEL MAP.

**SITE SUMMARY:**

EXISTING LOTS	PROPOSED LOTS
PARCEL 1	PARCEL 1
PARCEL 2	PARCEL 2
PARCEL 3	PARCEL 3
PARCEL 4	PARCEL 4
PARCEL 5	PARCEL 5
PARCEL 6	PARCEL 6
PARCEL 7	PARCEL 7
PARCEL 8	PARCEL 8
PARCEL 9	PARCEL 9
PARCEL 10	PARCEL 10
PARCEL 11	PARCEL 11
PARCEL 12	PARCEL 12
PARCEL 13	PARCEL 13
PARCEL 14	PARCEL 14
PARCEL 15	PARCEL 15
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PARCEL 31	PARCEL 31
PARCEL 32	PARCEL 32
PARCEL 33	PARCEL 33
PARCEL 34	PARCEL 34
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PARCEL 90	PARCEL 90
PARCEL 91	PARCEL 91
PARCEL 92	PARCEL 92
PARCEL 93	PARCEL 93
PARCEL 94	PARCEL 94
PARCEL 95	PARCEL 95
PARCEL 96	PARCEL 96
PARCEL 97	PARCEL 97
PARCEL 98	PARCEL 98
PARCEL 99	PARCEL 99
PARCEL 100	PARCEL 100

**ASSESSOR'S PARCEL NUMBER**

200-000-000, AREA FOR PARCELS A, B, C TO BE DETERMINED

**TOPOGRAPHY:**

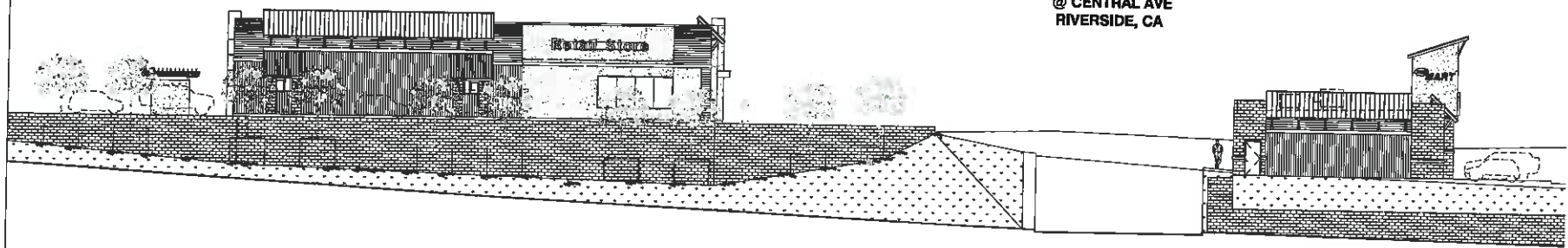
EXISTING TOPOGRAPHY AND PROPOSED TOPOGRAPHY SURVEY BY GREGG LANG SURVEYING DATED 10-4-2017

**ABBREVIATIONS:**

AC	ADJUSTED CORNER	SD	SEWER OPEN-DIT
B	BULLHEAD	SDM	STORM DRAIN MANHOLE
BL	BLOCKING OBSTACLE	SDS	SEWER OPEN
BT	BURNED TREE	SL	SEWER LATERAL
CC	CORNER	SLP	SEWER LINE PILET
CD	CORNER DITCH	SM	SEWER MAIN
CE	CORNER ELEVATION	SP	SEWER POINT OF CONNECTION
CF	CORNER FINISH	ST	STREET
CG	CORNER GRADE	TR	TRENCH
CH	CORNER HEIGHT	UT	UTILITY
CI	CORNER INTERSECTION	W	WATER
CJ	CORNER JUNCTION	WV	WATER VALVE
CK	CORNER KNOT	WV	WATER VALVE
CL	CORNER LINE	WV	WATER VALVE
CM	CORNER MARK	WV	WATER VALVE
CN	CORNER NAIL	WV	WATER VALVE
CO	CORNER OAK	WV	WATER VALVE
CP	CORNER PILE	WV	WATER VALVE
CQ	CORNER QUARTER	WV	WATER VALVE
CR	CORNER RAILROAD	WV	WATER VALVE
CS	CORNER SIGN	WV	WATER VALVE
CT	CORNER TOWER	WV	WATER VALVE
CU	CORNER UTILITY	WV	WATER VALVE
CV	CORNER VALVE	WV	WATER VALVE
CW	CORNER WALL	WV	WATER VALVE
CX	CORNER WIRE	WV	WATER VALVE
CY	CORNER YARD	WV	WATER VALVE
CZ	CORNER ZONE	WV	WATER VALVE
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CR	CORNER RAILROAD	WV	WATER VALVE
CS	C		



SYCAMORE CANYON RD  
@ CENTRAL AVE  
RIVERSIDE, CA



KA ENTERPRISES MEGA MART  
Sycamore Canyon Blvd and Central Ave  
Riverside, CA

5820 Oberlin Dr Suite 201  
San Diego, CA 92121  
858/404-6080  
fax 858/404-6081

LEGAL DESCRIPTION/ DATA	PROJECT DATA	APPLICABLE CODES	DEVELOPMENT CONTACTS	PROJECT DIRECTORY	INDEX OF DRAWINGS	
<p><b>LEGAL DESCRIPTION</b> That portion of the northwest quarter of section 33, township 1 south, range 4 west, and containing 8.00 acres, according to the official plat thereof, in the county of Riverside, State of California.</p> <p>APR 256-050-007</p> <p>ZONING: EC - COMMERCIAL CORNERWAY PD - PLANNED DEVELOPMENT</p> <p>APPROVALS: COUNTY PLANNED DEVELOPMENT APPROVAL</p>	<p><b>PROJECT ADDRESS:</b> SYCAMORE CANYON RD &amp; CENTRAL AVENUE RIVERSIDE, CA</p> <p><b>BUILDINGS:</b> 1 MEGA-MART &amp; RETAIL STORE</p> <p><b>CONSTRUCTION TYPE:</b> V-B</p> <p><b>USE GROUP:</b> M (COMMERCIAL STORE)</p> <p><b>ALLOWABLE AREA:</b> 5,000 S.F. <b>ACTUAL GROSS AREA:</b> 3,564 S.F. <b>BUILDING FOOTPRINT:</b> 3,280 S.F.</p> <p><b>DENSITY:</b></p> <p><b>CONSTRUCTION TYPE:</b> I-B</p> <p><b>USE GROUP:</b> M (FUEL CORNER)</p> <p><b>ALLOWABLE AREA:</b> 5,000 S.F. <b>ACTUAL GROSS AREA:</b> 1,708 S.F. <b>BUILDING FOOTPRINT:</b> 1,548 S.F.</p> <p><b>BUILDINGS:</b> 1 CORNER</p> <p><b>CONSTRUCTION TYPE:</b> V-B</p> <p><b>USE GROUP:</b> B (BUSINESS)</p> <p><b>ALLOWABLE AREA:</b> 5,000 S.F. <b>ACTUAL GROSS AREA:</b> 1,708 S.F. <b>BUILDING FOOTPRINT:</b> 1,548 S.F.</p> <p><b>OCCUPANCY AND EGRESS</b></p> <p><b>COMMERCE STORES</b></p> <p>SALD - 1,201 S.F. (701/20) = 57 CARRIER - 131 S.F. (131/100) = 2 OFFICE - 61 S.F. (61/100) = 1 RECREATION - 114 S.F. (100/41) = 3 PROF/UTILITY - 408 S.F. (402/200) = 1 CORNER/MEETZ - 553 S.F. (408/100) = 0</p> <p>TOTAL (NET): 2,062 S.F. = 63 OCCUPANTS TOTAL GROSS: 3,564 S.F.</p> <p>MOODER IS A NON OCCUPYABLE SPACE PER SECTION 202 DEFINITION OF AN OCCUPYABLE SPACE.</p> <p>DITS REQUIRED: 2 DITS PROVIDED: 2</p> <p><b>PLUMBING FIXTURE COUNT:</b></p> <p><b>COMMERCE STORES</b> PER IFC 402.1</p> <p>50% MALE/FEMALE = 63/2 = 32 OCC LONG</p> <p>NEW FIXTURES REQ = 1 WATER CLOSET, 1 LAVATORY WOMEN FIXTURES REQ = 1 WATER CLOSET, 1 LAVATORY</p> <p><b>PROVIDED:</b> MEN FIXTURES PROVIDED = 1 WATER CLOSET, 1 LAV WOMEN FIXTURES PROVIDED = 1 WATER CLOSET, 1 LAV</p>	<p><b>BUILDING CODE:</b> 2016 CALIFORNIA BUILDING CODE</p> <p><b>GREEN CODE:</b> 2016 CALIF. GREEN BUILDING STANDARDS CODE</p> <p><b>FIRE CODE:</b> 2016 CALIFORNIA FIRE CODE (BASED ON IFC)</p> <p><b>PLUMBING CODE:</b> 2016 CALIFORNIA PLUMBING CODE (BASED ON UPC)</p> <p><b>ELECTRICAL CODE:</b> 2018 CALIFORNIA ELECTRICAL CODE (BASED ON NEC)</p> <p><b>MECHANICAL CODE:</b> 2016 CALIFORNIA MECHANICAL CODE (BASED ON IMC)</p> <p><b>ENERGY CODE:</b> 2015 ENERGY STANDARDS</p> <p>AS AMENDED BY STATE OF CALIF. AND LOCAL JURISDICTION</p> <p><b>PERMIT ISSUE DATES</b></p>	<p><b>CITY - PLANNING DEPARTMENT:</b> TODD WATKINS CITY PLANNER 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: twatkins@rivplanning.gov (951) 528-5411 SEAN KESLER PLANNER (951) 528-5712</p> <p><b>CITY - BUILDING &amp; SAFETY DEPARTMENT:</b> ALLEN SPC BACHHAUSEN CONSULTING ENGINEERS BUILDING OFFICIAL 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: aspc@rivplanning.gov (951) 528-5687</p> <p><b>CITY - PLUMBING DEPARTMENT:</b> WANDREY ALBACH PLUMB CHECK ENGINEER 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: walf@rivplanning.gov (951) 528-5445</p> <p><b>USA METRO</b> PLUMB CHECK ENGINEER EMAIL: lmetro@rivplanning.gov (951) 528-5469</p> <p><b>PUBLIC UTILITIES - ELECTRIC</b> SANDRA AYALA - SUPERVISING ELECTRICAL ENGINEERING TECHNICIAN 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: sandra@rivplanning.gov (951) 528-5128</p> <p><b>AYALA CONSULTING - SEWER</b> ELECTRICAL ENGINEERING TECHNICIAN EMAIL: csewer@rivplanning.gov (951) 528-5468</p> <p><b>PUBLIC UTILITIES - WATER</b> MATTHEW BRILL - SENIOR WATER ENGINEER 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: mbrill@rivplanning.gov (951) 528-5116</p> <p><b>CHUNG GROSS</b> ASSOCIATE WATER ENGINEER EMAIL: cgross@rivplanning.gov (951) 528-5370</p> <p><b>CHUNG GROSS</b> JOY HAN ENGINEERING MANAGER 3300 MAIN STREET, 3RD FLOOR RIVERSIDE, CA 92522 EMAIL: jhan@rivplanning.gov (951) 528-5875</p> <p><b>CHUNG GROSS</b> LARRY SCULLY - SENIOR ENGINEER EMAIL: lscully@rivplanning.gov (951) 528-5348</p>	<p><b>APPLICANT/OWNER</b> EUGENE MARIN 16 CHILDRIST PROJECT MANAGER 3520 GIBBERN DRIVE, STE 201 SAN DIEGO, CA 92121 EMAIL: emarin@barchhausen.com (619) 281-6091 Office (619) 280-4190 Mobile</p> <p><b>ARCHITECT</b> ALLEN SPC BACHHAUSEN CONSULTING ENGINEERS 3300 Main Street San Diego, CA 92123 EMAIL: aspc@barchhausen.com (415) 251-8222 27448</p> <p><b>ENGINEER / SUPERVISOR</b> SEAN SORACE OMEGA ENGINEERING, INC 4340 KNOWLES AVE SAN DIEGO, CA 92123 EMAIL: seansorace@omegaeng.com (619) 634-9820 Ext. 10 Office (619) 920-0388 Mobile</p> <p><b>LANDSCAPE ARCHITECT</b> JOFF VALEY BACHHAUSEN CONSULTING ENGINEERS 1612 E - 72nd Ave. S. KING, WA 98032 EMAIL: jvalley@barchhausen.com (425) 231-8222</p> <p><b>GEOTECHNICAL</b> GREGORY MITCHELL PE SOUTHERN CALIFORNIA GEOTECHNICAL 3000 SAN MARCOS AVENUE, SUITE C VISTA, CA 92083 EMAIL: gmitche@scginc.com (714) 953-1110 Office</p>	<p><b>GENERAL</b> T1.01 COVER SHEET</p> <p><b>GEN</b> C1 DISTINGUISH PLOT PLAN C2 PROPOSED SITE PLAN C3 BORROWED SITE PLAN</p> <p><b>LANDSCAPE</b> L1 PRELIMINARY LANDSCAPE PLAN L2 LANDSCAPE PLANNING NOTES &amp; MATERIALS</p> <p><b>ARCHITECTURAL</b> S01 SITE PLAN / SITE ELEVATION A1.01 C-STONE FLOOR PLAN A1.02 C-STONE ROOF PLAN A1.03 RESTAURANT FLOOR PLAN A1.04 CAR WASH FLOOR PLAN &amp; ROOF PLAN A1.05 CROCK POT PLAN A2.01 C-STONE ELEVATIONS A2.02 C-STONE / CORNER ELEVATIONS A2.03 C-STONE / RESTAURANT DRIVEWAY ELEVATIONS A2.04 CORNER ELEVATIONS A2.05 CORNER ELEVATIONS</p>	<p><b>SITE VICINITY MAP</b></p>

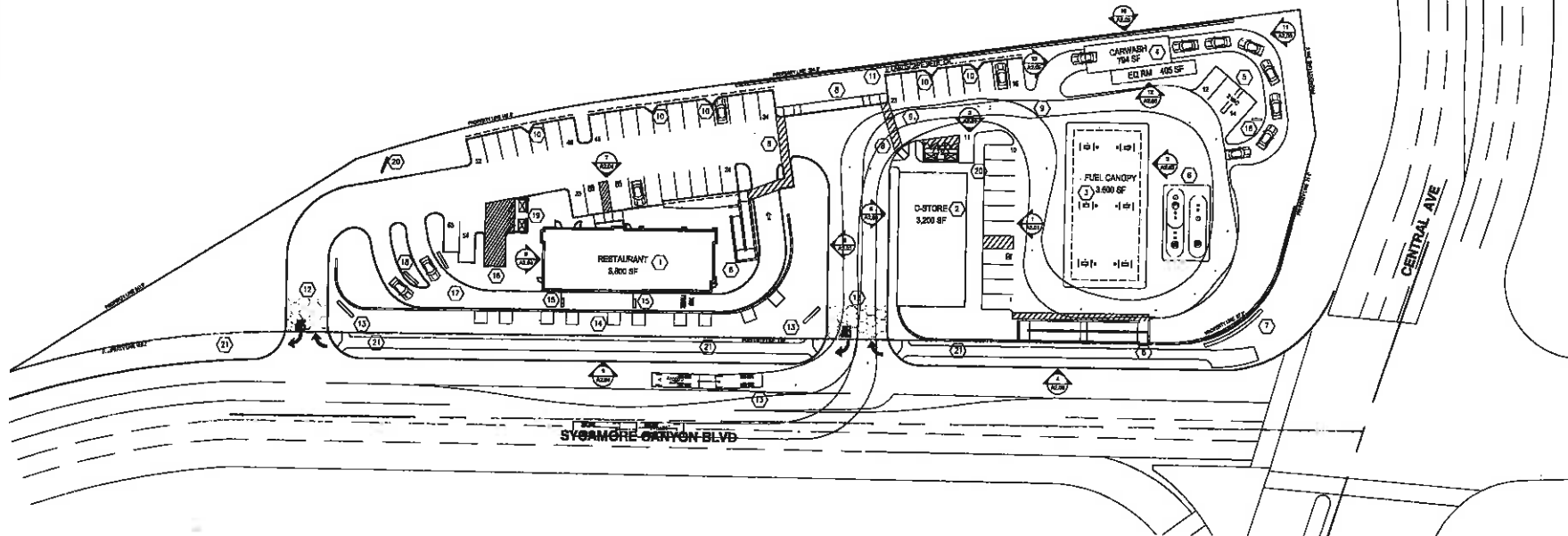
18447 T1.01

18215 72ND AVENUE SOUTH  
SAN MARCOS, CA 92082  
(425)231-8222  
(425)231-8792 FAX

SITE ENGINEERING, LAND PLANNING,  
SURVEYING, ENVIRONMENTAL, GEOTECHNICAL

BACHHAUSEN CONSULTING ENGINEERS





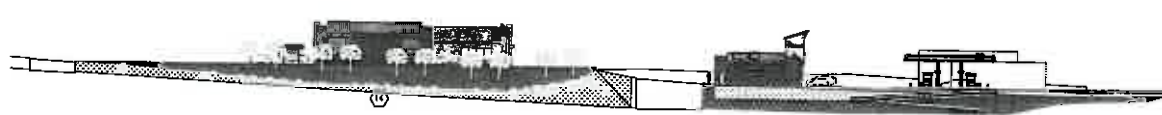
**SITE PLAN**  
1" = 50'

**PARKING ANALYSIS**

PARKING SPACES REQUIREMENTS PER RIVERSIDE ZONING ORDINANCE TABLE 18-560-05B:  
VEHICLE FUELING STATION WITH CONVENIENCE STORE: 1 SPACE/250 SF INCLUDING COOLER AREAS  
3,200 SF / 250 = 13 SPACES  
STANDALONE FAST FOOD DRIVE THRU: 1 SPACE/100 SF OF FLOOR AREA  
3,200 SF / 100 = 32 SPACES  
PARKING SPACES REQUIRED: 45 SPACES  
PARKING SPACES PROVIDED: 64 SPACES

**KEYED NOTES**

1. DRIVE-THRU RESTAURANT - 3,200 sf. ALL ROOF MTD EQUIP SHALL BE FULLY SCREENED FROM VIEW. BLDG ELEV HAVE WELL ARTICULATED PLANES & ARTICULATED FACADES, ARTICULATED ROOF LINES, AND MULTIPLE EXTERIOR MATERIALS. (TYPICAL)
2. C-STORE - 3,200 sf. ALL ROOF MTD EQUIP SHALL BE FULLY SCREENED FROM VIEW. TOWER PROJECTIONS SHALL BE FINISHED ON ALL FOUR SIDES
3. 6 MULTI PRODUCT DISPENSERS (MFD'S) w/ 90'-40" CANOPY - 3,600 sf
4. CAR WASH AND EQUIPMENT ROOM BUILDING - 1,199 sf - SELF SERVE
5. VIOGLAND - 2 SPACES
6. UNDERGROUND STORAGE TANKS -
7. CORNER 60 SIGN FOR THE CENTER - INTERSECTION AS GALLERY INTO THE CITY OF RIVERSIDE, AN ATTRACTIVE AND DYNAMIC ENTRANCE FEATURE SHALL BE PROVIDED ALONG THE PROJECTS STREET FRONTAGES
8. PEDESTRIAN SITE ACCESS SHALL BE PROVIDED NEAR THE INTERSECTION. PLEASANT CONNECTIONS SHALL BE PROVIDED BETWEEN ALL USES ON-SITE
9. 20' WIDE TRUCK TURNING TEMPLATE - FOR FUEL, TRUCKS, FIRE TRUCKS AND TRASH TRUCKS
10. PARKING LOT LANDSCAPE DIAMONDS SHALL BE PROVIDED EVERY 4 PARKING SPACES. VIBR USE OF LIGHT POLES IN DIAMONDS. LANDSCAPE FRINGS BETWEEN PARKING SPACES SHALL BE PROVIDED WHERE FEASIBLE.
11. LANDSCAPE SETBACK ALONG FREEWAY ROW
12. DECORATIVE PROJECT DISTANCE PLANK
13. MONUMENT SIGN - PER RIVERSIDE ZONING ORDINANCE TABLE 18-600.
14. TREE BODIES ON RETAINING WALL AS DRIVE-THRU SCREENING
15. DRIVE-THRU WINDOWS - SCREENED WITH ARCHITECTURAL ELEMENTS - SEE ELEVATIONS
16. LOADING ZONE - PER RIVERSIDE ZONING ORDINANCE 18-600.
17. DRIVE-THRU LAMES - DRIVE-THRU LAMES SHALL BE SCREENED FROM VIEW THRU GLEY GRADE DIFFERENCES LANDSCAPING ARRAYS TRILLIES TO REDUCE VISUAL PRESENCE OF DRIVE-THRU OPS
18. MOUND BARRIERS FOR DRIVE-THRU RESTAURANT AND CAR WASH
19. BRUSH ENCLOSURE
20. PRETRAY SIGN - FREEWAY SIGNAGE SHALL COMPLY WITH STS TABLE 18-600.01.C OF RIVERSIDE MUNICIPAL CODE
21. OFF-SITE IMPROVEMENTS WITHIN 100 FEET OF SITE



**SITE ELEVATION**  
1" = 50'

18447 SD1.01

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KENT, WA 98032  
(425)251-8722 FAX  
CIVIL ENGINEERING, LAND PLANNING,  
SURVEYING, ENVIRONMENTAL SERVICES

**BAE HAUSEN** & COMPANY  
A CORPORATION

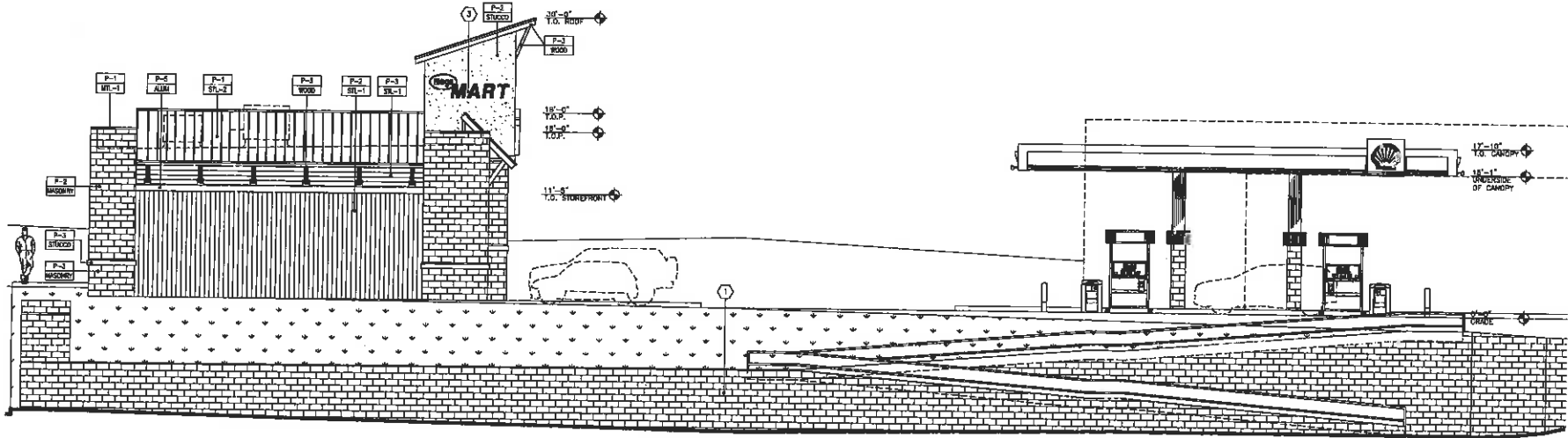
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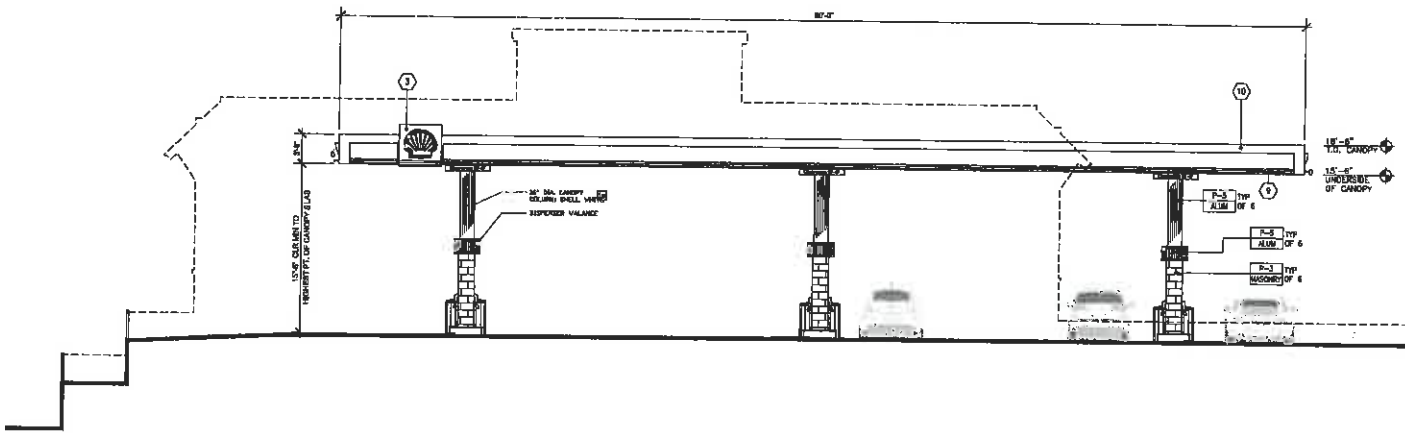
6820 Oberlin D. Suite 201  
San Diego, CA 92121  
858/404-6060  
fax 858/404-6081

**KA ENTERPRISES MEGA MART**  
Sycamore Canyon Blvd and Central Ave  
Riverside, CA





3 RETAIL SOUTH ELEVATION - FACING NORTH OF ENTRY DRIVE  
3/12/02



4 CANOPY ELEVATION - SOUTH FACING CENTRAL AVE  
3/12/02

**KEYED NOTES**

- 1) REPAIRING MASONRY WALL, PER CHL
- 2) FOUNDATION WALL, PAINT TO MATCH ADJACENT BUILDING COLOR
- 3) RETAIL PRIMARY SIGNAGE, PER SEPARATE PERMIT
- 4) RETAIL SECONDARY SIGNAGE, PER SEPARATE PERMIT
- 5) ALUMINUM STOREFRONT SYSTEM
- 6) STAIN ENCLOSURE - SEVOND
- 7) METAL DOOR - PAINT TO MATCH ADJACENT SURFACE
- 8) STUCCO REPAIR
- 9) WOOD CANOPY LIGHT FIXTURE
- 10) ALUMINUM CANOPY

**COLOR LEGEND**

- P-1 TO #2016, "SHELL WHITE"
- P-2 TO #143, "ANTIQUE BROWN"
- P-3 TO #227, "TUFFA"
- P-4 WHITE
- P-5 WHITE
- P-6 WHITE

**MATERIAL LEGEND**

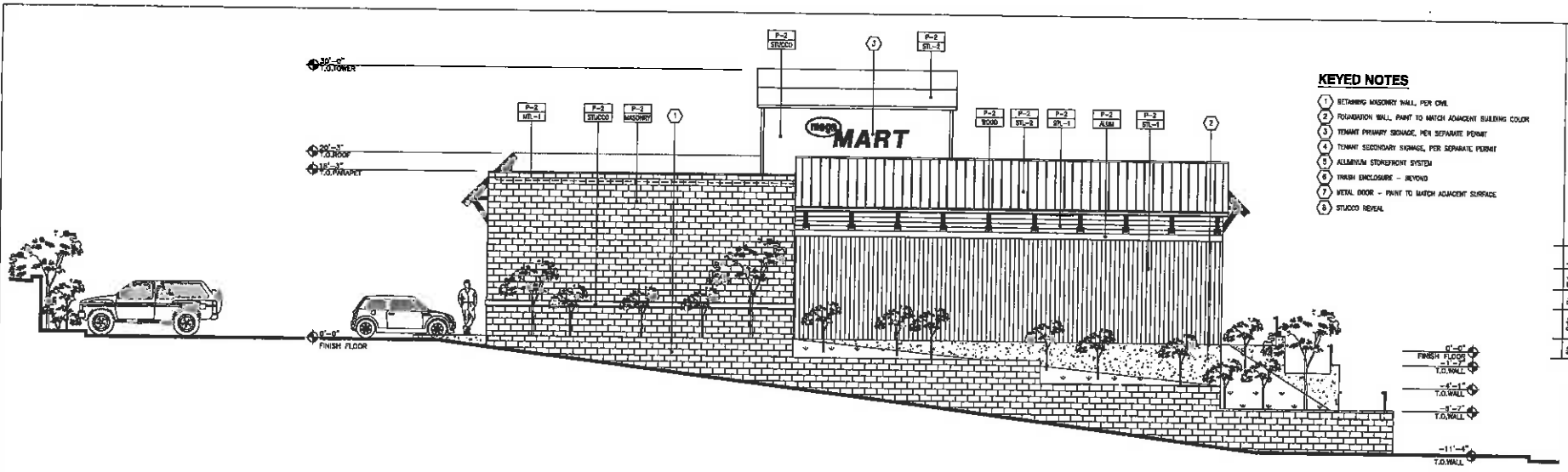
- STUCCO EXTERIOR CEMENT PLASTER
- ALUM ANODIZED ALUMINUM
- SEL-1 METAL WALL PANEL
- SEL-2 STANDING SEAM METAL ROOF
- SEL-3 SHEET METAL FLASHING - PAINTED
- MASONRY MASONRY BLOCK
- WOOD EXTERIOR TREATED WOOD - PAINTED

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 Sycamore Canyon Blvd and Central Ave  
 Riverside, CA

5920 Oberlin Dr Suite 201  
 San Diego, CA 92121  
 658/404-6080  
 fax 658/404-8081

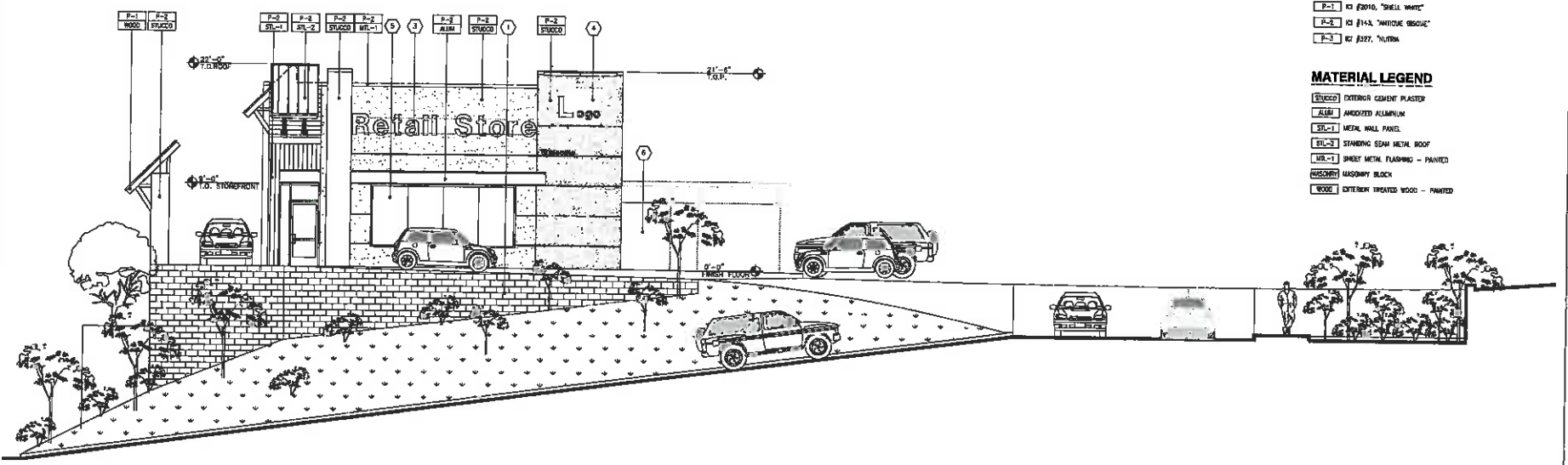
18215 73RD AVENUE SOUTH  
 SUITE 202  
 (425) 951-8222 FAX  
 (425) 951-8782 FAX  
 SUE ANDERSON, LAND PLANNER,  
 CIVIL ENGINEER, ENVIRONMENTAL SCIENTIST

18447 A2.02



- KEYED NOTES**
- 1 RETAINING MASONRY WALL, PER CHL
  - 2 FOUNDATION WALL, PAINT TO MATCH ADJACENT BUILDING COLOR
  - 3 VISUAL PRIMARY SIGNAGE, PER SEPARATE PERMIT
  - 4 VISUAL SECONDARY SIGNAGE, PER SEPARATE PERMIT
  - 5 ALUMINUM STOREFRONT SYSTEM
  - 6 TRASH ENCLOSURE - BEYOND
  - 7 METAL DOOR - PAINT TO MATCH ADJACENT SURFACE
  - 8 STUCCO REVEAL

**5 NORTH ELEVATION - STORE REAR - ENTRY DRIVEWAY**  
3/16" = 1'-0"



- COLOR LEGEND**
- P-1 K1 #2016, "SHELL WHITE"
  - P-2 K2 #143, "ANTIQUE BRONZE"
  - P-3 K7 #327, "NUTRIA"
- MATERIAL LEGEND**
- STUCCO EXTERIOR CEMENT PLASTER
  - ALUM ANODIZED ALUMINUM
  - SP-1 METAL WALL PANEL
  - SP-2 STANDING SEAM METAL ROOF
  - MR-1 SHEET METAL FLASHING - PAINTED
  - MASONRY MASONRY BLOCK
  - WOOD EXTERIOR TREATED WOOD - PAINTED

**6 SOUTH ELEVATION - RESTAURANT - ENTRY DRIVE**  
3/16" = 1'-0"

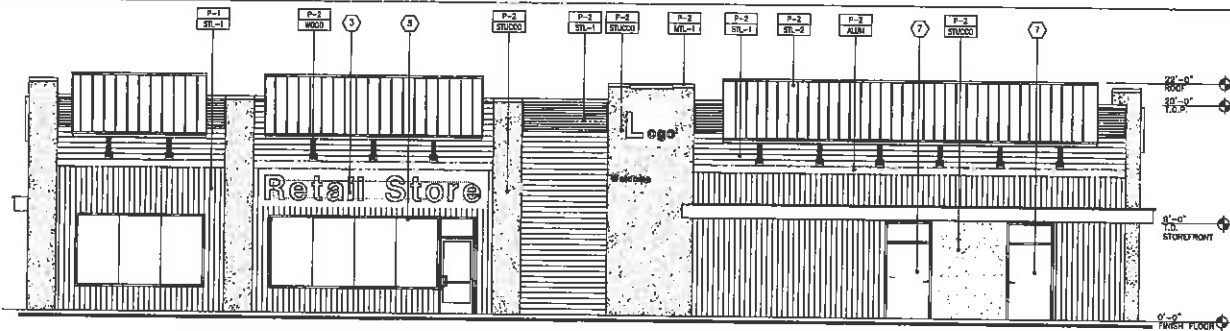
KA ENTERPRISES MEGA MART  
 Sycamore Canyon Blvd and Central Ave  
 Riverdale, CA

5820 Oberlin Dr Suite 201  
 San Diego, CA 92121  
 659/404-6080  
 fax 659/404-6081

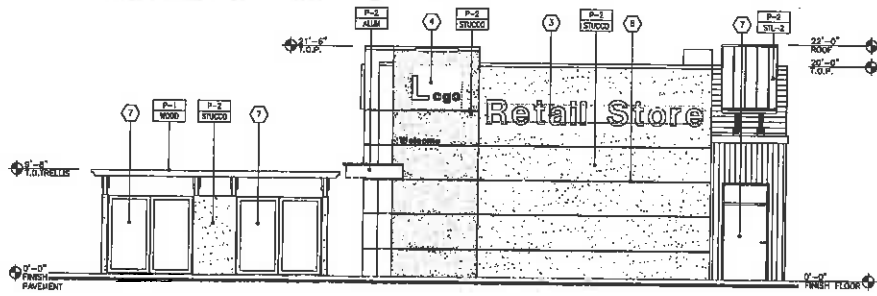
**BACHHAUSEN**  
 ARCHITECTS  
 1215 74th Avenue South  
 Suite 202  
 San Diego, CA 92108  
 (619) 251-8222 FAX  
 (619) 251-8282 FAX  
 Civil, Structural, Mechanical, Electrical, Sanitary, Environmental, Graphics

18447 A2.03

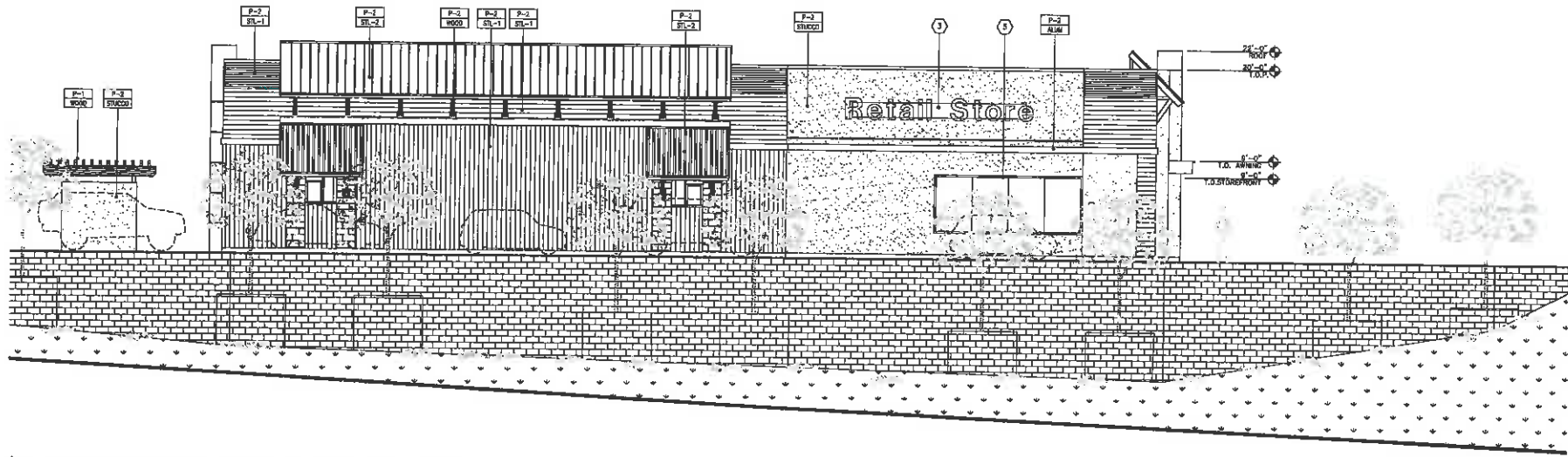




7 EAST ELEVATION - FRONT - FACING FREEWAY  
3/16" = 1'-0"



8 NORTH ELEVATION - REAR  
3/16" = 1'-0"



9 WEST ELEVATION - RETAIL FACING SYCAMORE CANYON BLVD  
3/16" = 1'-0"

**KEYED NOTES**

- 1 RETAINING MASONRY WALL, PER CIVIL
- 2 FOUNDATION SHALL PAINT TO MATCH ADJACENT BUILDING COLOR
- 3 TENANT PRIMARY SIGNAGE, PER SEPARATE PERMIT
- 4 TENANT SECONDARY SIGNAGE, PER SEPARATE PERMIT
- 5 ALUMINUM STOREFRONT SYSTEM
- 6 TRASH ENCLOSURE - BEYOND
- 7 METAL DOORS - PAINT TO MATCH ADJACENT SURFACE
- 8 STUCCO REPAIR.

**COLOR LEGEND**

- P-1 C1 @010, "SHELL WHITE"
- P-2 C1 @143, "ANTIQUE BRICK"
- P-3 C1 @127, "MURNA"

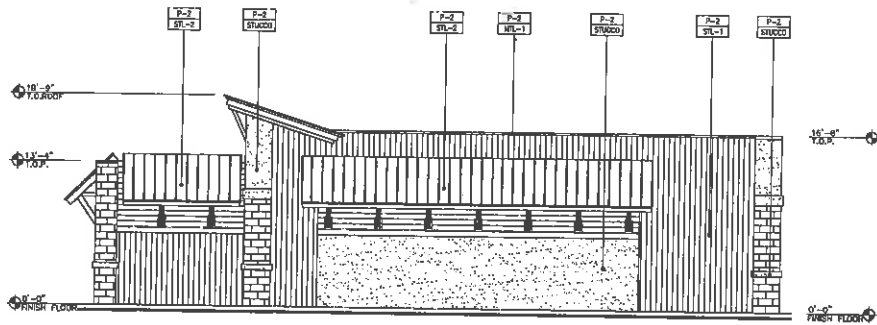
**MATERIAL LEGEND**

- STUCCO EXTERIOR CEMENT PLASTER
- ALUM ANODIZED ALUMINUM
- STL-1 METAL WALL PANEL
- STL-2 FORMING SEAM METAL ROOF
- ML-1 SHEET METAL FLASHING - PAINTED
- MASONRY MASONRY BLOCK
- WOOD EXTERIOR TREATED WOOD - PAINTED

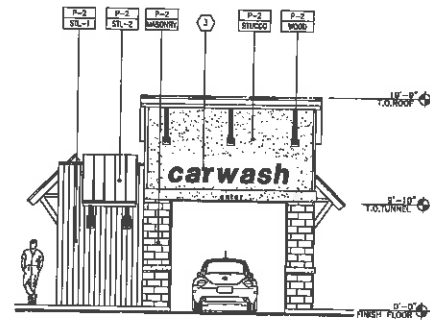
KA ENTERPRISES MEGA MART  
 Sycamore Canyon Blvd and Central Ave  
 Riverside, CA

5820 Oberlin Dr, Suite 201  
 San Diego, CA 92121  
 658/404-6080  
 Fax 658/404-6081

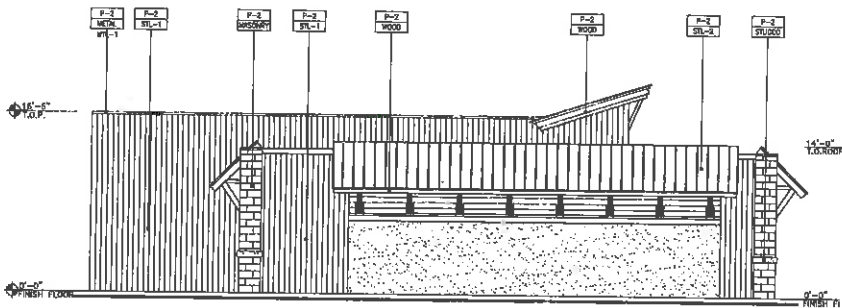
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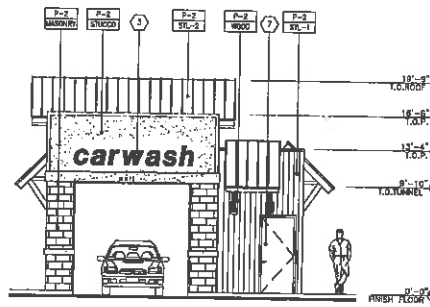
10 EAST ELEVATION - FACING HWY I-215  
3/16" = 1'-0"



11 SOUTH ELEVATION - FACING CENTRAL  
3/16" = 1'-0"



12 WEST ELEVATION - STORE & CANOPY FACING SYCAMORE CANYON BLVD  
3/16" = 1'-0"



13 NORTH ELEVATION - FACING CENTRAL  
3/16" = 1'-0"

**KEYED NOTES**

- 1 EXTENDING MASONRY WALL PER ONE
- 2 FOUNDATION WALL, PAINT TO MATCH ADJACENT BUILDING COLOR
- 3 TYPICAL PRIMARY SIGNAGE, PER SEPARATE PERMIT
- 4 TYPICAL SECONDARY SIGNAGE, PER SEPARATE PERMIT
- 5 ALUMINUM STOREFRONT SYSTEM
- 6 BRUSH ENCLOSURE - BEYOND
- 7 METAL DOOR - PAINT TO MATCH ADJACENT SURFACE
- 8 STUCCO REPAIR

**COLOR LEGEND**

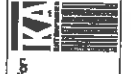
- P-1 KI #2010, "SHELL WHITE"
- P-2 KI #143, "ANTIQUE TESSIE"
- P-3 KI #427, "NUTRA"

**MATERIAL LEGEND**

- STUCCO EXTERIOR CEMENT PLASTER
- ALUM ANODIZED ALUMINUM
- STU-1 METAL WALL PANEL
- STU-2 STANDING SEAM METAL ROOF
- MFL-1 SHEET METAL FLASHING - PRINTED
- MASONRY MASONRY BLOCKS
- WOOD EXTERIOR TREATED WOOD - PAINTED

7/28/08  
 KA ENTERPRISES MEGA MART  
 Sycamore Canyon Blvd and Central Ave  
 Riverside, CA

5820 Oberlin Dr, Suite 201  
 San Diego, CA 92121  
 619/404-6080  
 fax 619/404-6081

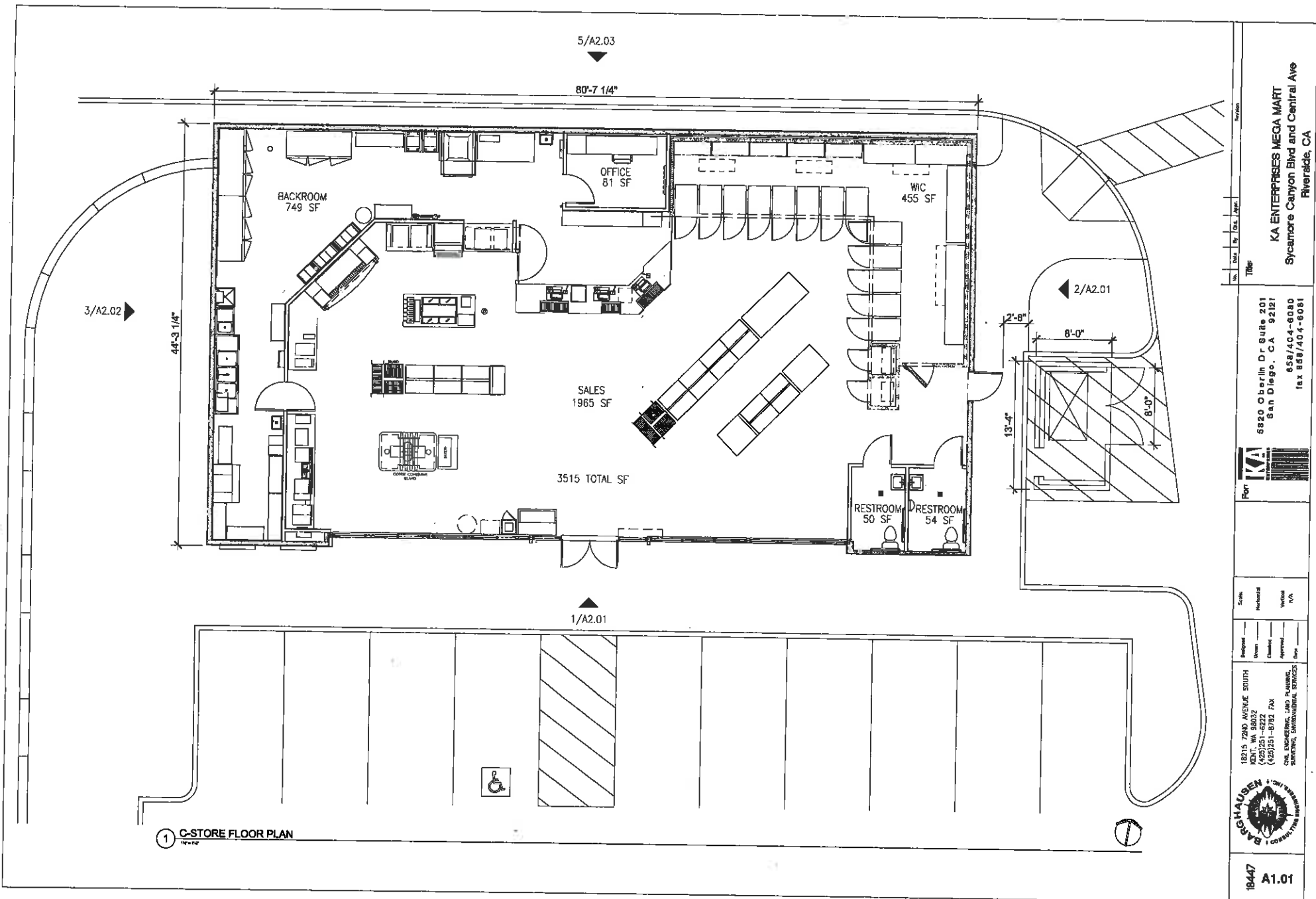


Scale: Metric / Imperial  
 Project: Approved / Not Approved  
 Design: Approved / Not Approved  
 Drawn: Approved / Not Approved  
 Checked: Approved / Not Approved  
 Date: / /

18215 72ND AVENUE SOUTH  
 KENT, WA 98032  
 (425)251-8782 FAX  
 ONE ENGINEERING, LAND PLANNING,  
 ARCHITECTURE, ENVIRONMENTAL SERVICES

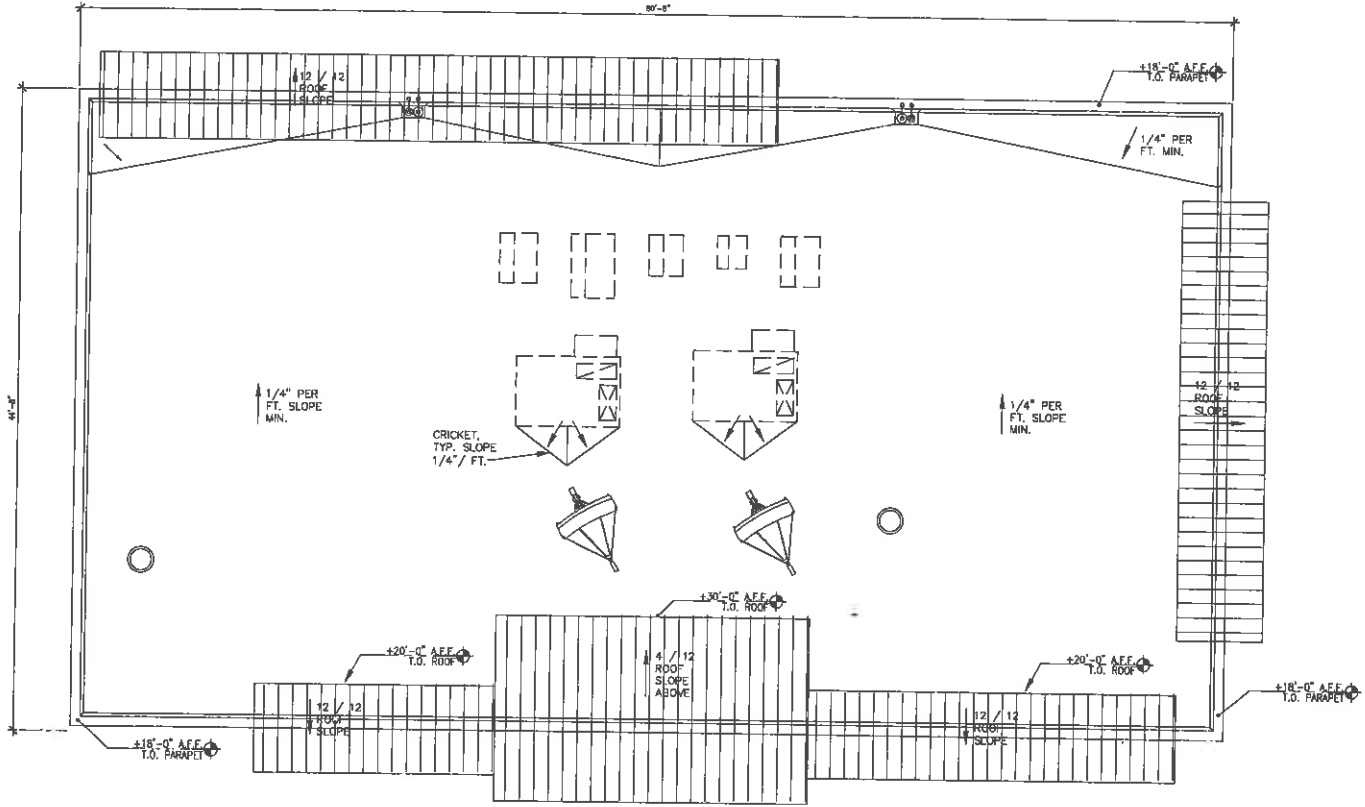


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1 C-STORE FLOOR PLAN

KA ENTERPRISES MEGA MART Sycamore Canyon Blvd and Central Ave Riverdale, CA	
6820 Oberlin Dr. Suite 201 San Diego, CA 92121 658/404-6080 fax 658/404-6081	Title: _____ Date: _____ By: _____ Drawn: _____ Checked: _____ Approved: _____ Date: _____
	Scale: Horizontal: _____ Vertical: _____ N/A: _____
18215 72ND AVENUE SOUTH GLENVIEW, CA 94032 (415) 321-8712 FAX CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES	
18447	A1.01

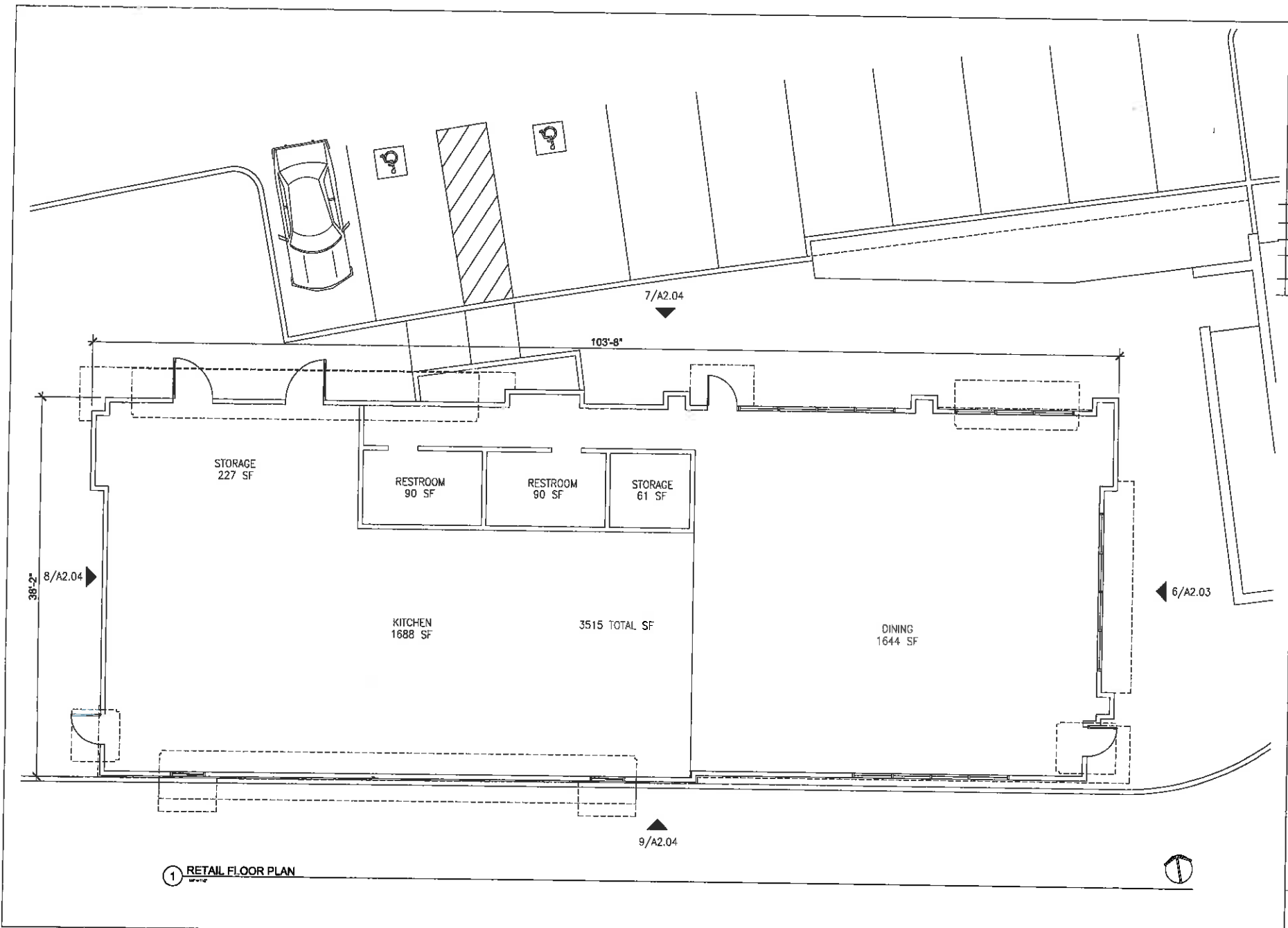


1 C-STORE ROOF PLAN  
UP:100



KA ENTERPRISES MEGA MART Sycamore Canyon Blvd and Central Ave Riverdale, CA	
5820 Oberlin Dr, Suite 201 San Diego, CA 92121 Tel: 619-444-6080 Fax: 619-444-6081	Title: _____ Date: _____ By: _____ Check: _____ Appr: _____
Scale: Horizontal: _____ Vertical: N/A	Designer: _____ Checker: _____ Approver: _____ Date: _____
18215 72ND AVENUE SOUTH KENT, WA 98032 TEL: (206) 835-8722 FAX: (206) 835-8722 CIVIL, ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES	
18447	A1.02

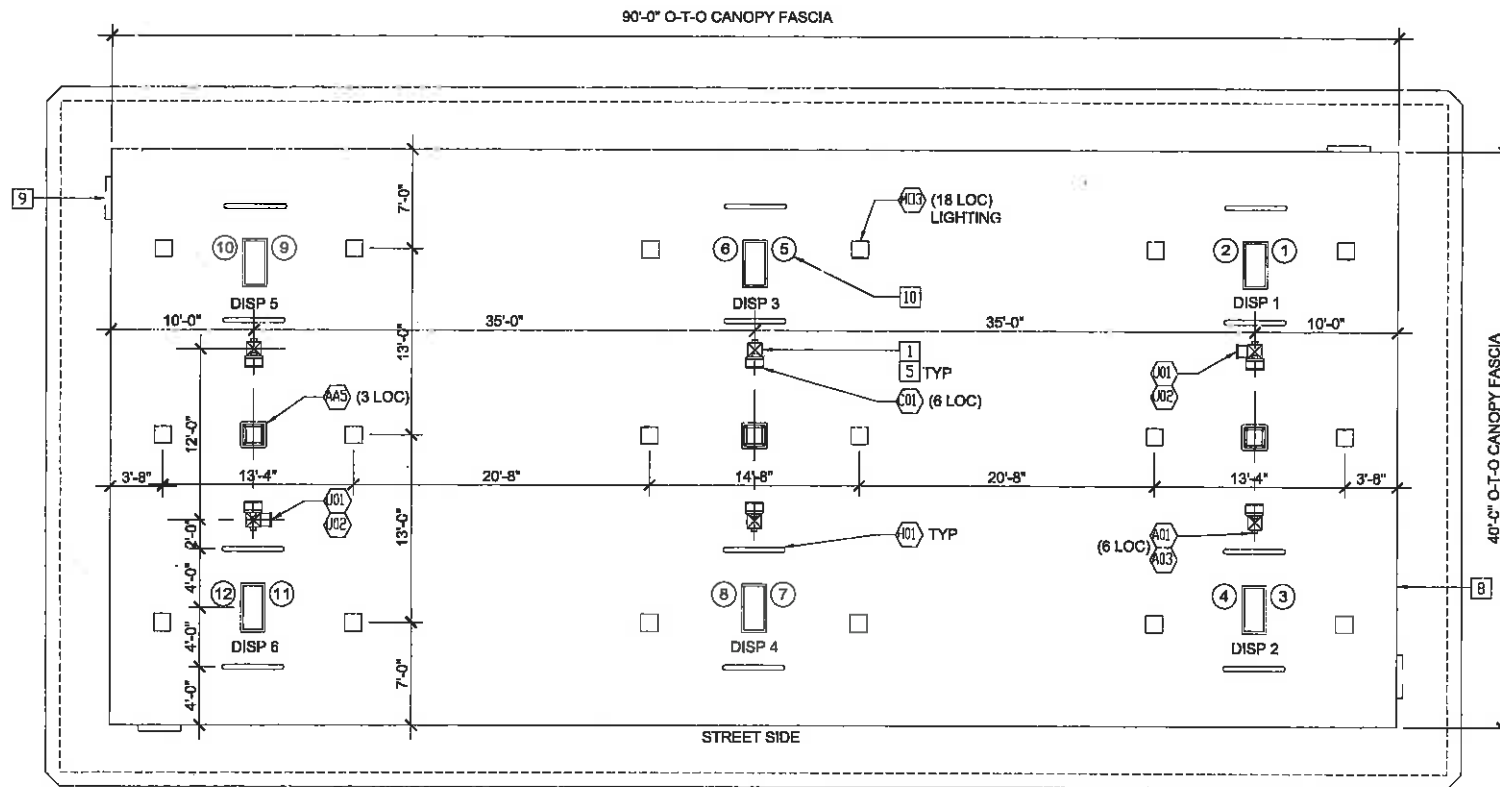




1 RETAIL FLOOR PLAN

<b>KA ENTERPRISES MEGA MART</b> Sycamore Canyon Blvd and Central Ave Riverside, CA	
8820 Oberlin Dr, Suite 201 San Diego, CA 92121 858/404-6080 Fax 858/404-6081	Title No. Date By Ck. Lp.
	For:
Scale: Horizontal: N/A Vertical: N/A	Designer: _____ Drawn: _____ Checked: _____ Approved: _____ Date: _____
18215 72ND AVENUE SOUTH SUITE 3002 (425)351-8782 FAX (425)351-8782 FAX CIVIL ENGINEERING AND PLANNING SURVEYING, ENVIRONMENTAL SERVICES	
18447	A1.03





- KEY NOTES**
1. CANOPY COLUMN
  2. INTERCOM CALL BOX
  3. WASH BUCKET
  4. FIRE EXTINGUISHER
  5. BOWSPOUT FROM CANOPY
  6. OVERFLOW PROTECTION AS REQUIRED
  7. GASOLINE CANOPY
  8. ACH CANOPY FASCIA
  9. ILLUMINATED LOGO SIGNS
  10. FUELING POSITION NUMBER
  11. DISPENSER
  12. FIRE EXTINGUISHER CABINET

1 CANOPY PLAN



Title <b>KA ENTERPRISES MEGA MART</b> Sycamore Canyon Blvd and Central Ave Liverdale, CA	
5820 Oberlin Dr Suite 201 San Diego, CA 92121 858/404-8080 fax 858/404-8081	
Scale: Horizontal Vertical A/A	Design: Drawn Checked Approved Date
1815 ZING AVEUE SOUTH HUNTSVILLE, AL 35894 (425)251-8222 FAX (425)251-8782 FAX C&E ENGINEERING, LAND & MARINE SURVEILLING, ENVIRONMENTAL SCIENCES	
18447	A1.05

PAGE BREAK







# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 6, 2018

**CHAIR**

Steve Manos  
Lake Elsinore

**VICE CHAIR**

Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Arthur Butler  
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John Lyon  
Riverside

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Palm Springs

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**STAFF**

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John Guerin  
Paul Rull  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

Mr. Kevin White, Urban Regional Planner IV  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1323MA18 (letter 1 of 2)  
Related File No.: CZ180017 (Change of Zone)  
APNs: 274-040-021 and -022

Dear Mr. White:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed Riverside County Case No. CZ180017 (Change of Zone), a proposal to change the zoning of 3.45 to 3.49 acres (the above-referenced Assessor's parcels) located on the southerly side of Van Buren Boulevard, easterly of its intersection with Washington Street and westerly of its intersection with Gardner Avenue, from Scenic Highway Commercial (C-P-S) and Residential Agriculture (R-A) to Scenic Highway Commercial (C-P-S). (At present, the rear portions of these parcels are zoned R-A. This change of zone would establish uniform C-P-S zoning on both properties in their entirety.)

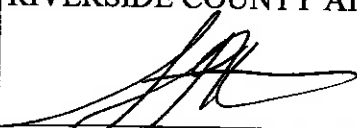
As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP").

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this change of zone. Both the existing and proposed zoning are consistent, as the site is located within Airport Compatibility Zone E, where non-residential intensity and residential density are not restricted.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Woodcrest Real Estate Ventures, Steve Powell (applicant/representative)  
Sharene L. Greene, Trustee (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel "Rock" Rockholt, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1323MA18\ZAP1323MA18.LTR CZ.doc



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 6, 2018

**CHAIR**

**Steve Manos**  
Lake Elsinore

Mr. Kevin White, Urban Regional Planner IV  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor

**VICE CHAIR**

**Russell Betts**  
Desert Hot Springs

Riverside CA 92501  
(VIA HAND DELIVERY)

**COMMISSIONERS**

**Arthur Butler**  
Riverside

**John Lyon**  
Riverside

**Steven Stewart**  
Palm Springs

**Richard Stewart**  
Moreno Valley

**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)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1323MA18 (letter 2 of 2)  
Related File No.: CUP180016 (Conditional Use Permit)  
APNs: 274-040-021 and -022

Dear Mr. White:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Case No. CUP180016 (Conditional Use Permit), a proposal to construct a 18,800 square foot retail commercial building for Tractor Supply Company on 3.45 to 3.49 acres (the above-referenced Assessor's parcels) located on the southerly side of Van Buren Boulevard, easterly of its intersection with Washington Street and westerly of its intersection with Gardner Avenue. In addition to the building, the site will include 15,000 square feet of fenced-in outdoor display, 6,257 square feet of unenclosed outdoor display, a 2,000 square foot forage shed (future), and a 1,000 gallon propane tank for the sale of bulk propane.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1535 AMSL). The site is located approximately 28,000 feet southwesterly of that runway end. At this distance, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures exceeding a top point elevation of 1,815 feet AMSL. The project site finished floor elevation is 1,503.6 feet AMSL and the maximum proposed building height is 30 feet, resulting in a top point elevation of 1,533.6 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that Riverside County applies the following recommended conditions:

## **AIRPORT LAND USE COMMISSION**

### **CONDITIONS:**

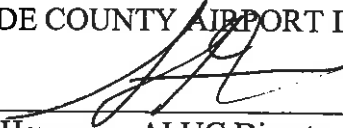
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to lessees of the structure(s) thereon.
4. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893.



**AIRPORT LAND USE COMMISSION**

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
\_\_\_\_\_  
Simon A. Housman, ALUC Director

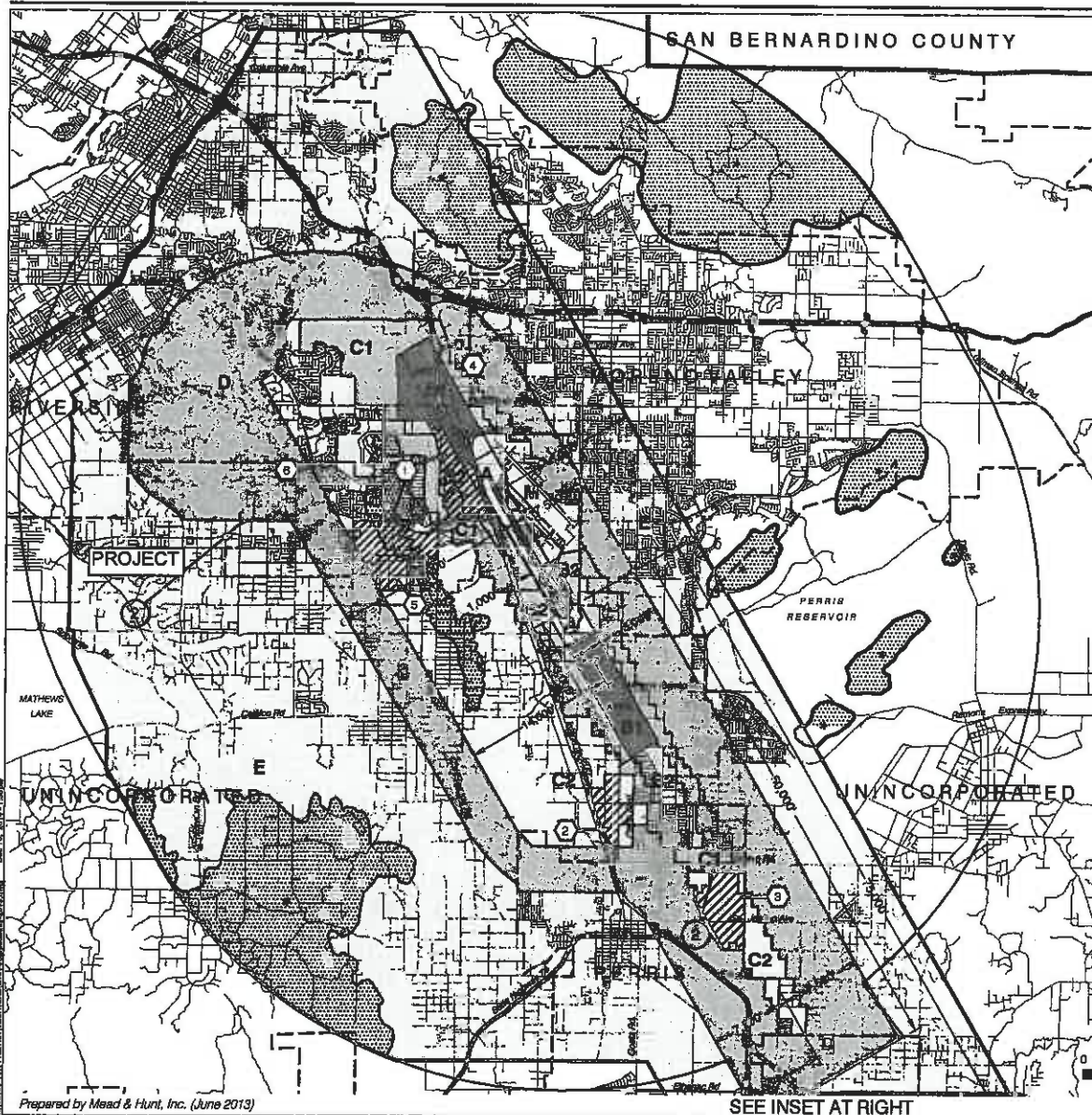
Attachments: Notice of Airport in Vicinity

cc: Woodcrest Real Estate Ventures, Steve Powell (applicant/representative)  
Sharene L. Greene, Trustee (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Daniel "Rock" Rockholt, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1323MA18\ZAP1323MA18.LTR CUP.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**

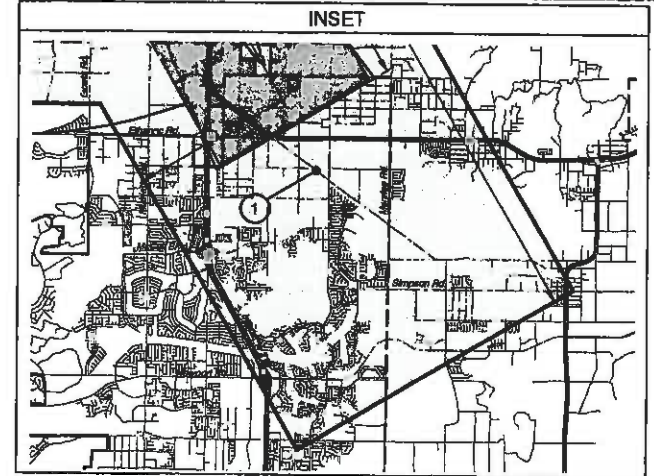
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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/Maridian
- 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**

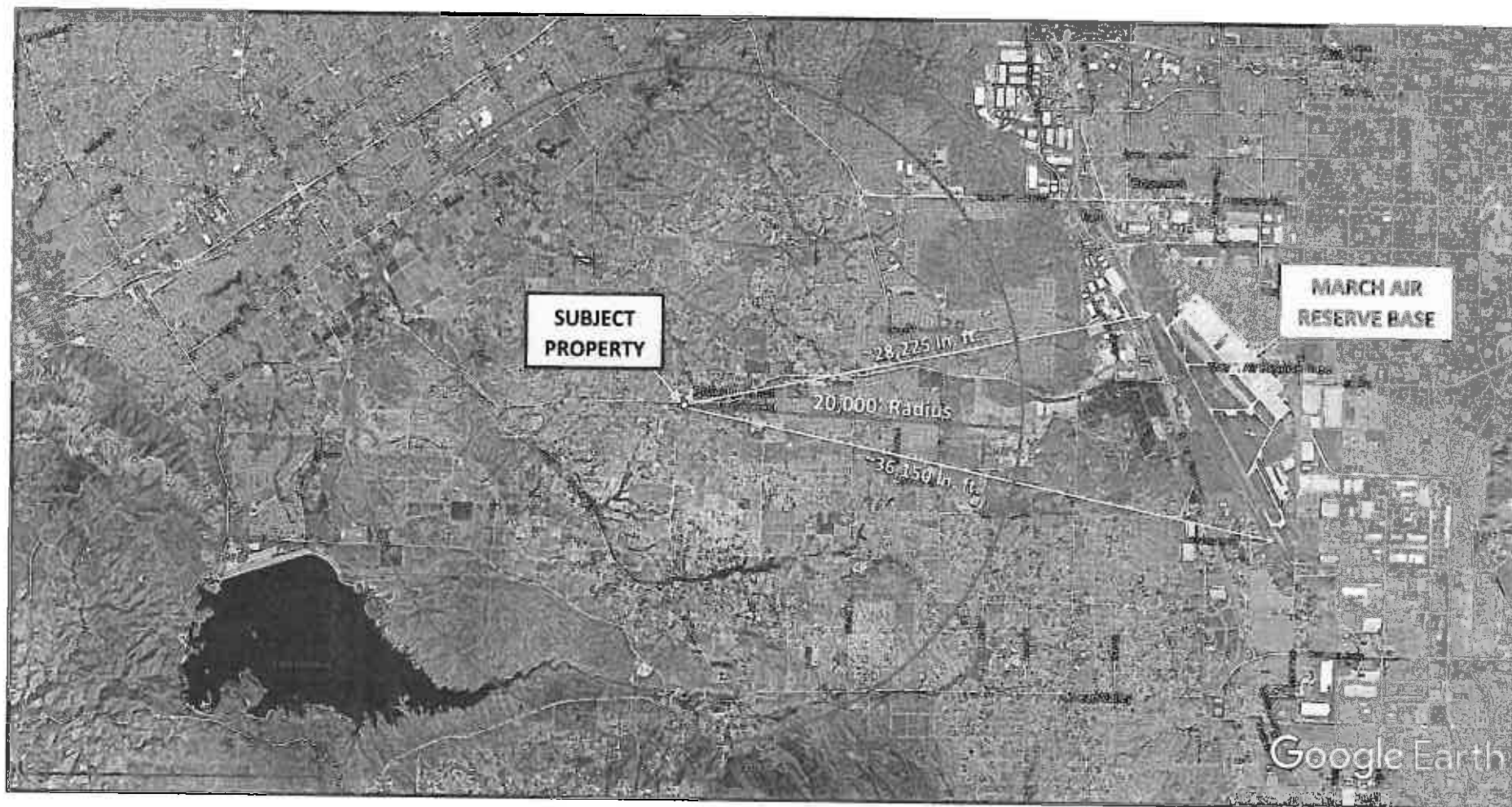
Note:  
All dimensions are measured from  
runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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



## **AIRPORT LAND USE INFORMATION**

### **RADIUS MAP TO NEAREST RUNWAY**

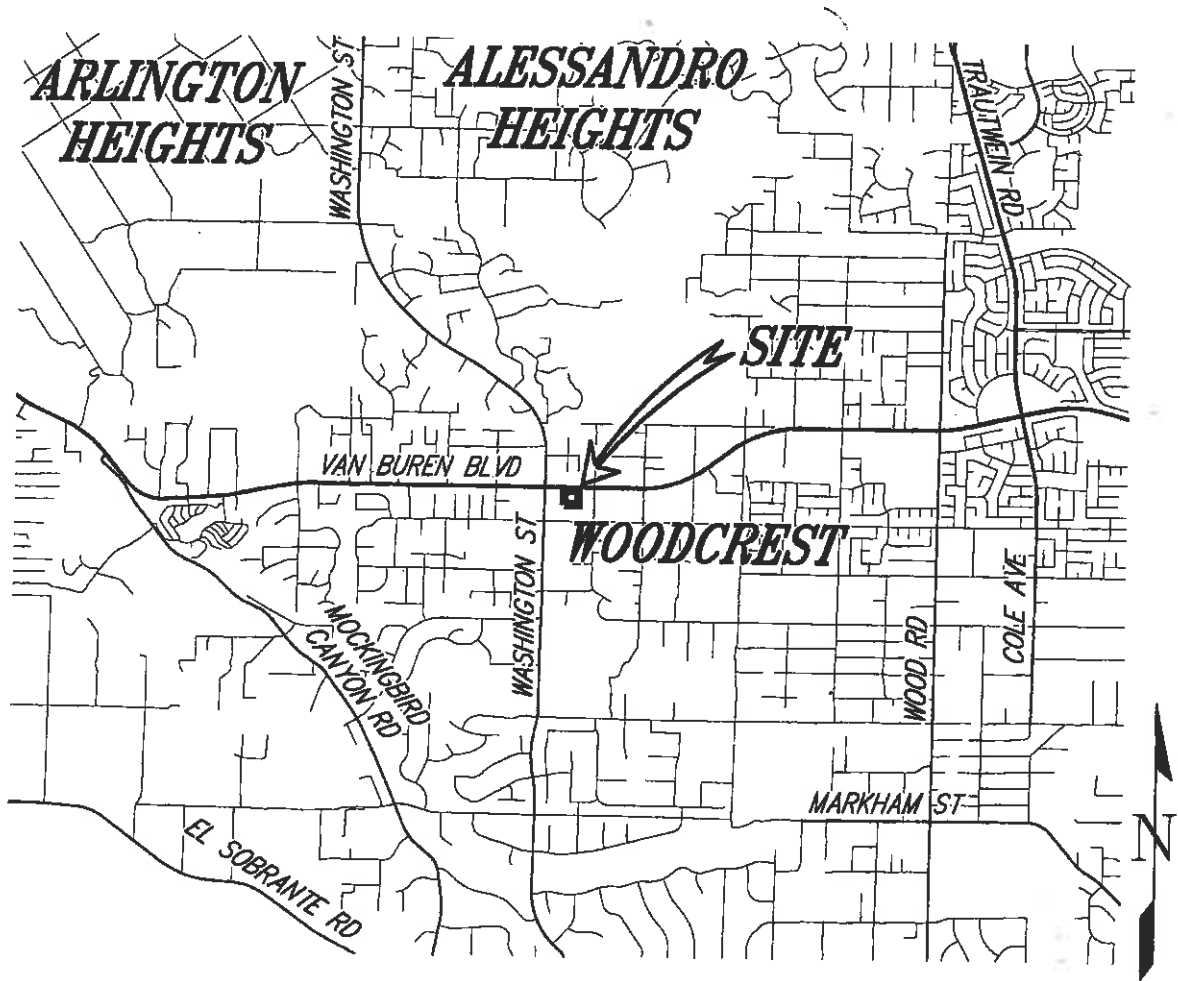
**RE:** PAR180021

**Subject Property Address:** 17155 Van Buren Blvd. Woodcrest, CA 92504

**APN#s:** 274-04-0021 & 22

**NOTE:** The subject project: WOODCREST COMMERCIAL is NOT subject to "FAA '7460' Review". The Subject Parcel is a greater distance than 20,000 In. ft. from the nearest point of the nearest runway of any airport within the local vicinity.



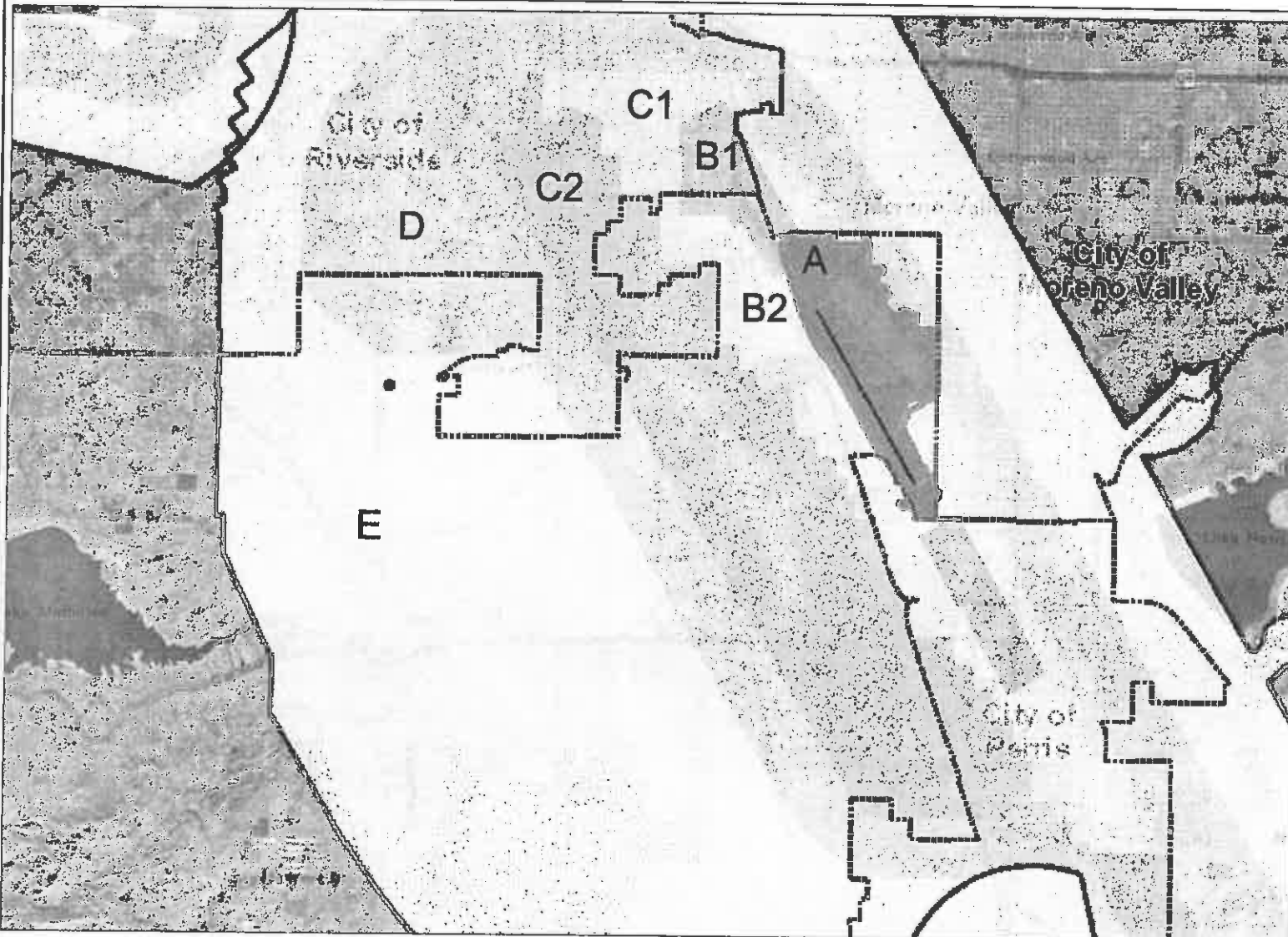
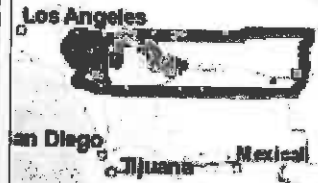


**VICINITY MAP**

SCALE: 1" = 5,000'

THOMAS BROTHER'S MAP 745/J4

# 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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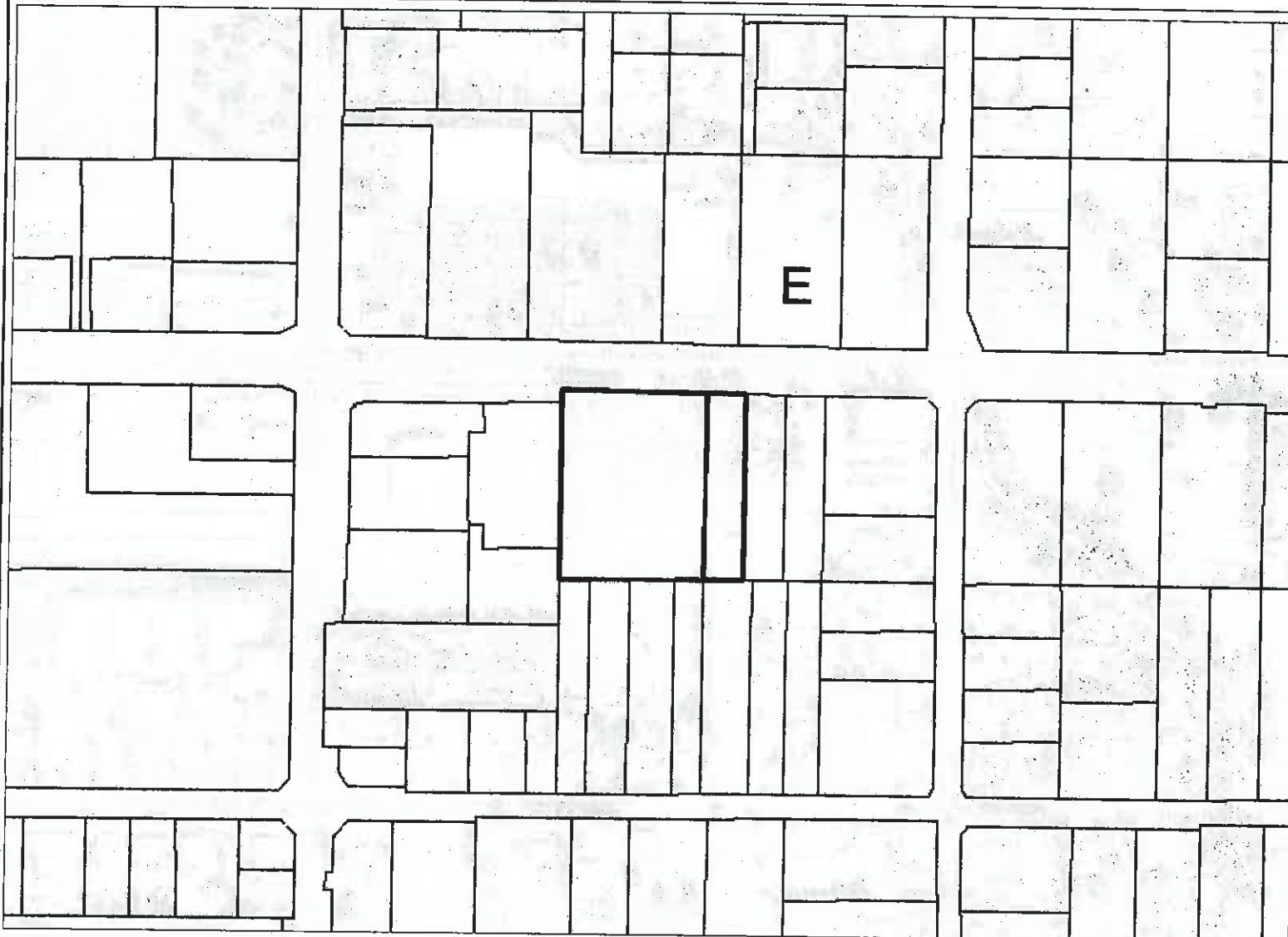


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© Riverside County GIS

## Notes

# Map My County Map



## Legend

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



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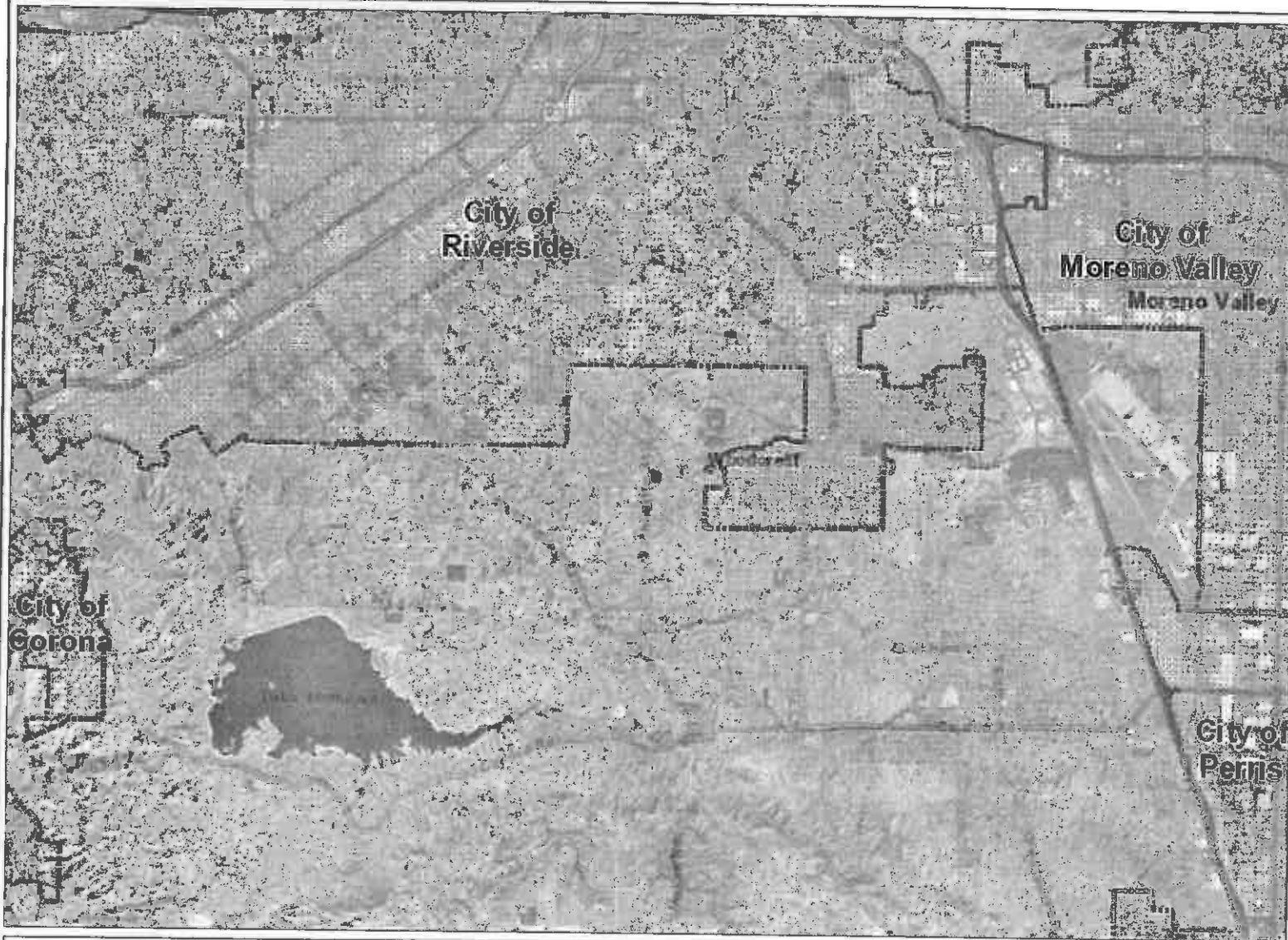
0 385 770 Feet

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## Notes

# Map My County Map



**Legend**

- ▣ City Areas
- ▣ World Street Map

**Notes**



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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexicali

City of  
Riverside

Woodcrest

### Legend

- Blueline Streams
- City Areas
- World Street Map



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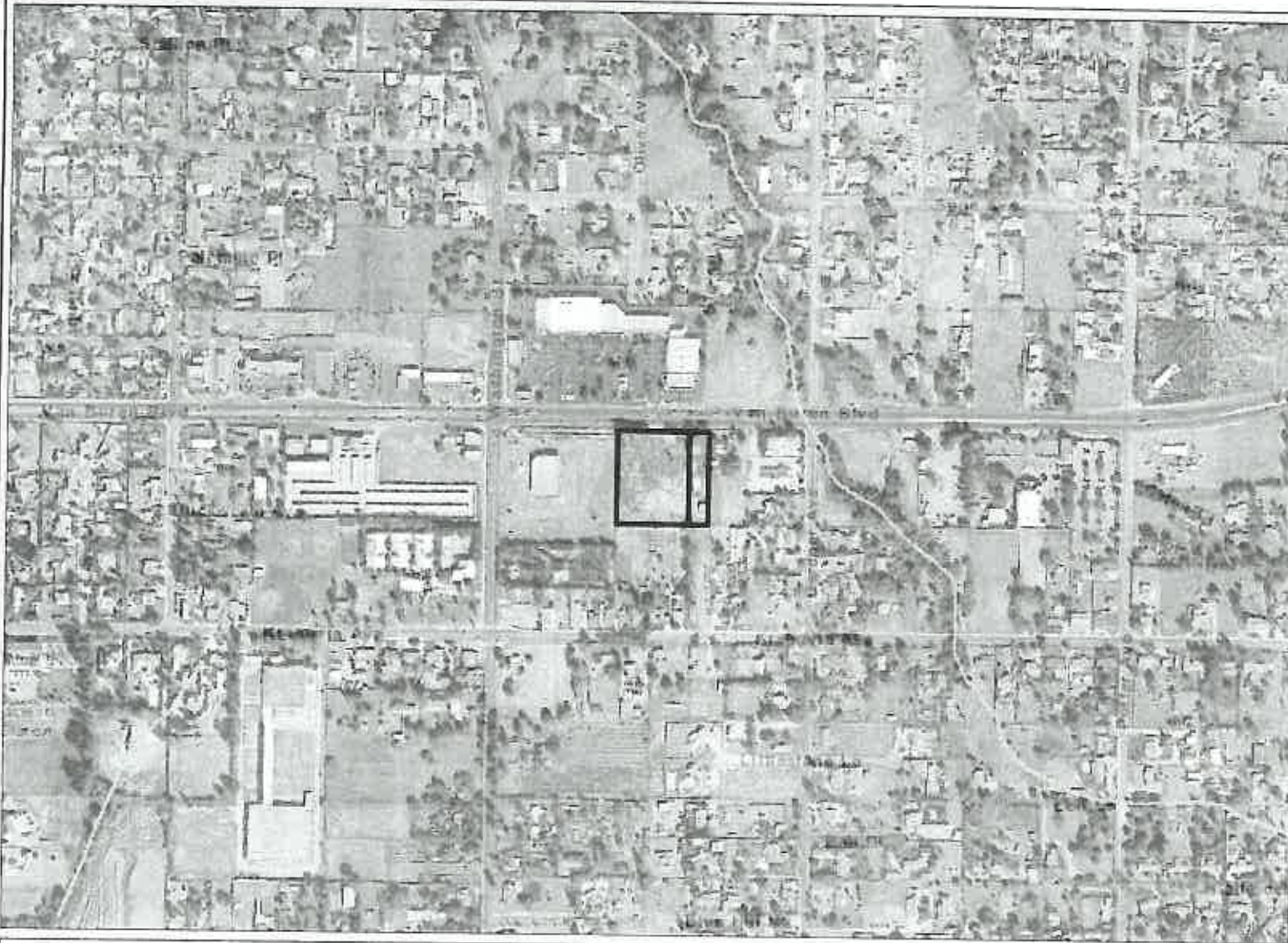
### Notes



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# Map My County Map



- Legend**
- Blue line symbol: Blueline Streams
  - Grid symbol: City Areas
  - Street symbol: World Street Map



0 770 1,539 Feet

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**Notes**



# Map My County Map



## Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

## Notes

0 385 770 Feet

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# **ATTACHMENT "A"**

**APN#'s:** 274-04-0021 & 22

**Property Address:** 17155 Van Buren Blvd. Woodcrest, CA 92504

## **PROJECT DESCRIPTION:**

The project site fronts on the South side of Van Buren Blvd. North of Krameria Ave., mid-block between Washington Street (on the West) and Gardner Ave. (on the East), in the City of Woodcrest, Riverside County, California. The property address is: 17155 Van Buren Blvd. Woodcrest, CA 92504, (APN#'s 274-04-0021 & 22). The parcels are designated Commercial Retail (CR) and zoned Scenic Highway Commercial (C-P-S) and Residential Agriculture (R-A). The project will process a "Change of Zone" application to bring the zoning on the southernmost portion of the site consistent with the majority zoning of "Scenic Highway Commercial".

The approximate gross acreage is 3.45, after anticipated road widening dedication along the project frontage, the net usable acreage will be approximately 3.22.

### **Proposed Development:**

The project is a Conditional Use Permit to construct a 18,800 sq. ft. retail commercial building, (Tractor Supply Company) that is 30 feet in height. Contiguous to the building will be 15,000 sq. ft. of fenced-in outdoor display that includes a 1,000-gallon propane tank for the sale of bulk propane and a 2,000 sq. ft. future forage shed. In addition, there will be 6,257 sq. ft. of unenclosed outdoor display, a rear loading dock for merchandise delivery, dumpster enclosure, parking lot to accommodate up to 99 vehicles, signage, all necessary onsite storm water facilities, all proposed landscaping, as well as required off-site improvements. Access to the site is provided for via the existing driveway on Van Buren Blvd. Earthwork will consist of balancing the site, there will be no import or export of soil material.

Currently there is no availability for sanitary sewer at the proposed project location. Sewer will be provided for by an on-site wastewater septic system.

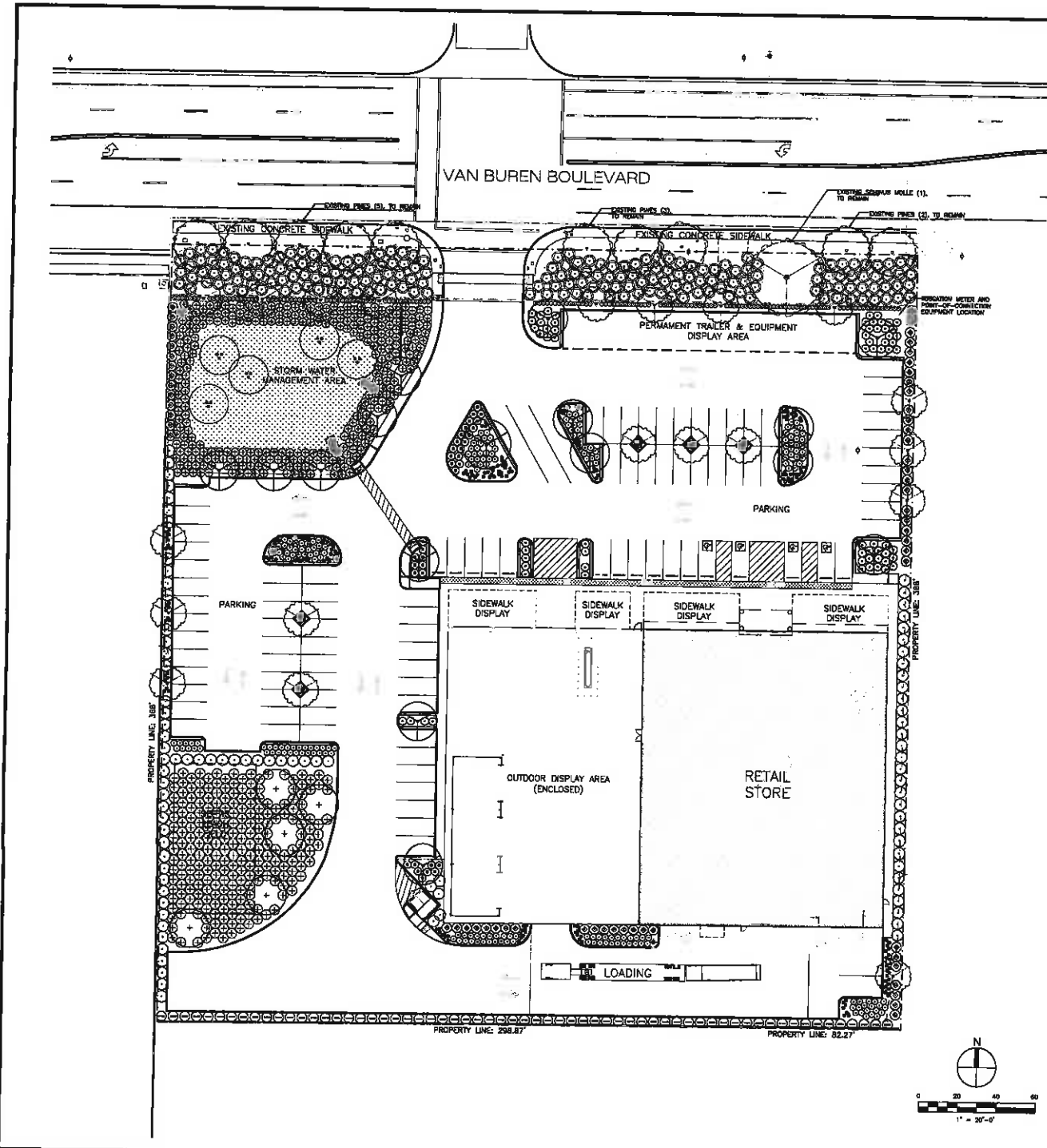
The site is served via the Western Municipal Water District.

Tractor Supply Company hours of operation are Monday thru Sunday 8am to 10pm. There are 4-5 employees on-site during normal business hours with a total of 8-10 employees hired to cover all shifts.









**WATER EFFICIENT LANDSCAPE ORDINANCE 858.2  
PROJECT INFORMATION**

DATE:	JULY 13, 2010
TOTAL LANDSCAPE AREA:	46,547.7 SQ. FT.
PROJECT TYPE:	COMMERCIAL DEVELOPMENT
WATER SUPPLY TYPE:	POTABLE, WESTERN MUNICIPAL WATER DISTRICT
PROPERTY OWNERS:	SHARON L. GREENE, AS TRUSTEE OF THE RICHARD D. SUMNER TRUST AND SHARON L. GREENE, AS TRUSTEE OF THE GREENE FAMILY 1906 LIVING TRUST, DATED NOVEMBER 17, 1988
APPLICANT:	WOODCREST REAL ESTATE VENTURES 1410 BANK STREET, STE. C RIVERSIDE, CA 92503 575.930.0007/575.930.0008 762-789-8483
LANDSCAPE ARCHITECT:	JOY MAXWELL, P.L.A. C-28774 207 LANDSCAPE ARCHITECTURE 335 ARDEN AVENUE, SUITE 130 GLENNDALE, CA 91205 323-481-3828

I agree to prepare a complete Landscape Construction Document Package that complies with the requirements of Ordinance 858.2, including all material and shading requirements. The Conditions of Approval, and all substantial performance with the approved Landscape Concept Plan. Should the Ordinance be revised, these items may be subject to change based on the updated ordinance.

The following items will be incorporated into the final irrigation design, plans and specifications:

- A "smart controller" that receives local, real-time ET data and that is rated for light commercial use and outdoors.
- Backflow preventer device.
- Anti-siphon check valves.
- Pressure regulator.
- Hydrozones will be properly designated.
- No overhead irrigation within 24" of non-permeable surfaces.
- Subirrigation or low-volume drip/irrigation will be used for irregularly shaped areas, or areas less than 6 feet in width.

NOTE: Refer to Sheet AS1.0 (attached) for Assessor's parcel number, Legal Description, Vacuity Map, Zoning Ordinance, and other relevant property information.

**LANDSCAPE GOALS AND OBJECTIVES**

- The approach to the landscape improvements of the commercial development addresses the following by objective:
- Provide an attractive street landscape that complements the business character of the Van Buren Boulevard commercial area.
  - Screen and buffer the property from the adjacent residential use to the south.
  - Provide shade at the parking areas.
  - Provide shading for the building facade at the southeast corner of the development.
  - Utilize low-water plants, succulents and groundcover along with irrigation techniques in order to stay within the water budget.
  - Provide parking and signage that are not excessively prohibited in a commercial environment with screen protection.

TREES LEGEND	SIZE	WATER USE	QUANT.
REAR-PROPERTY WALL EVERGREEN PANEH HALDENSIENSIS - ALLEGRO PINE	24" BOX	L	8
STORMWATER BASIN ACCENT TREE CHOLIPUS LINEARIS - DESERT WILLOW	24" BOX	L	8
PARKING LOT SHADE CANOPY MOBILITARIA PANICULATA - GOLDEN RAIN TREE	36" BOX	M	18
CHITPA TASHKENTENSIS - CHITPA	24" BOX	L	22
REAR PROPERTY SCREENING CUPRESSUS SEMPAWENSIS 'SINICUS' - ITALIAN CYPRESS (P.O.C.)	24" BOX	L	80

**SHRUBS AND GROUNDCOVERS LEGEND**

PARKING LOT SHRUBS	SPACING/NOTES	SIZE	WATER USE	QUANT.
1. LEBETHRUM APOCYNUM 'DEBARI' - JAPANESE PRIVET	2' O.C. HEDGE AT 30'	8 GAL	M	144
2. EUPHORBIA UNGUICULATA 'MARSH' - YEDOA HATHORSH	SPACING PER PLAN	8 GAL	M	198
3. BOVA FLORIBUNDA 'VICTORIA' - GERANIUM ROSE	SPACING PER PLAN	5 GAL	M	88
4. BOVA 'WHITE MOORLAND' - WHITE CARPET ROSE	SPACING PER PLAN	6 GAL	M	36
5. HEDYCOGON 'LITTLE WITCHING HOUR' - DUNLAY	OR APPROVED SIMILAR	1 GAL	M	252

PERIMETER SCREEN/BUFFER SHRUBS	SIZE	WATER USE	QUANT.	
1. NYCTAGINIA COMPOSITUM - SPICY NYCTAGIN	6" O.C.	18 GAL	M	81
2. JUNCUS CHRYSEUS 'MINT JULIP' - JUNIPER	3" O.C.	5 GAL	M	88

REAR-OF-WAY UNDERSTORY GROUNDCOVER	SIZE	WATER USE	QUANT.	
1. ACACIA REDOLENS 'LOW BOY' - PROSTRATE ACACIA	6" O.C.	8 GAL	L	194
2. ROSMARINUS OFFICINALIS 'PROSTRATUS' - ROSEMARY	3" O.C.	1 GAL	L	(200)

BASIN AND SEPTIC FIELD	SIZE	WATER USE	QUANT.	
1. SPARGANGLER DENSUS - DEER GRASS	4" O.C.	1 SHL	M	828
2. CAREX PHACELICOLA - CALIFORNIA FELD BEGGIE	18" O.C.	PLANT	M	5107

- Notes:
- See existing trees or shrub remains are ground or sold.
  - Plant stock and grower quantities shall be determined upon completion of Construction Documents.
  - A 2" layer of mulch shall be provided in shrub beds and installed prior to 2" layer of mulch in grassed areas.
  - Plant stock to be sold or sold with 2-3 stems and 6 feet tall per County standard details. Plants shall have 3" diameter and 18" high.
  - Plant spacing shall be installed for trees upon 200% of all landscape per County standard details. Plant spacing shall not provide the tree credits, but shall be located at edge of landscape and extend beyond center of line 4 inches or 2' in each direction.
  - There shall be no more than one plant per County standard detail.
  - Plant stock adjacent to parking spaces shall have 12" wide concrete walkway strip.

Water Efficient Landscape Methodology

Value #	Description	Water Use (ET)	Plant Factor (PF)	Impervious Material	Proposed Irrigation (PI)	ETAP (ET/PI)	Landscape Area	ETAP x Area	Unshaded Tree (UT)	Unshaded Tree (UT) x Area
1	Low	0.3	0.5	0.0	0.3	1.0	1,000	300	100	10,000
2	Medium	0.4	0.5	0.0	0.4	1.0	1,000	400	100	10,000
3	High	0.5	0.5	0.0	0.5	1.0	1,000	500	100	10,000

Final Landscape Area (LFA) = 46,547.7 SQ. FT.

Final Landscape Area (LFA) = 46,547.7 SQ. FT.

Final Landscape Area (LFA) = 46,547.7 SQ. FT.



**WOODCREST COMMERCIAL DEVELOPMENT**  
17165 VAN BUREN BLVD  
RIVERSIDE, CA 92504

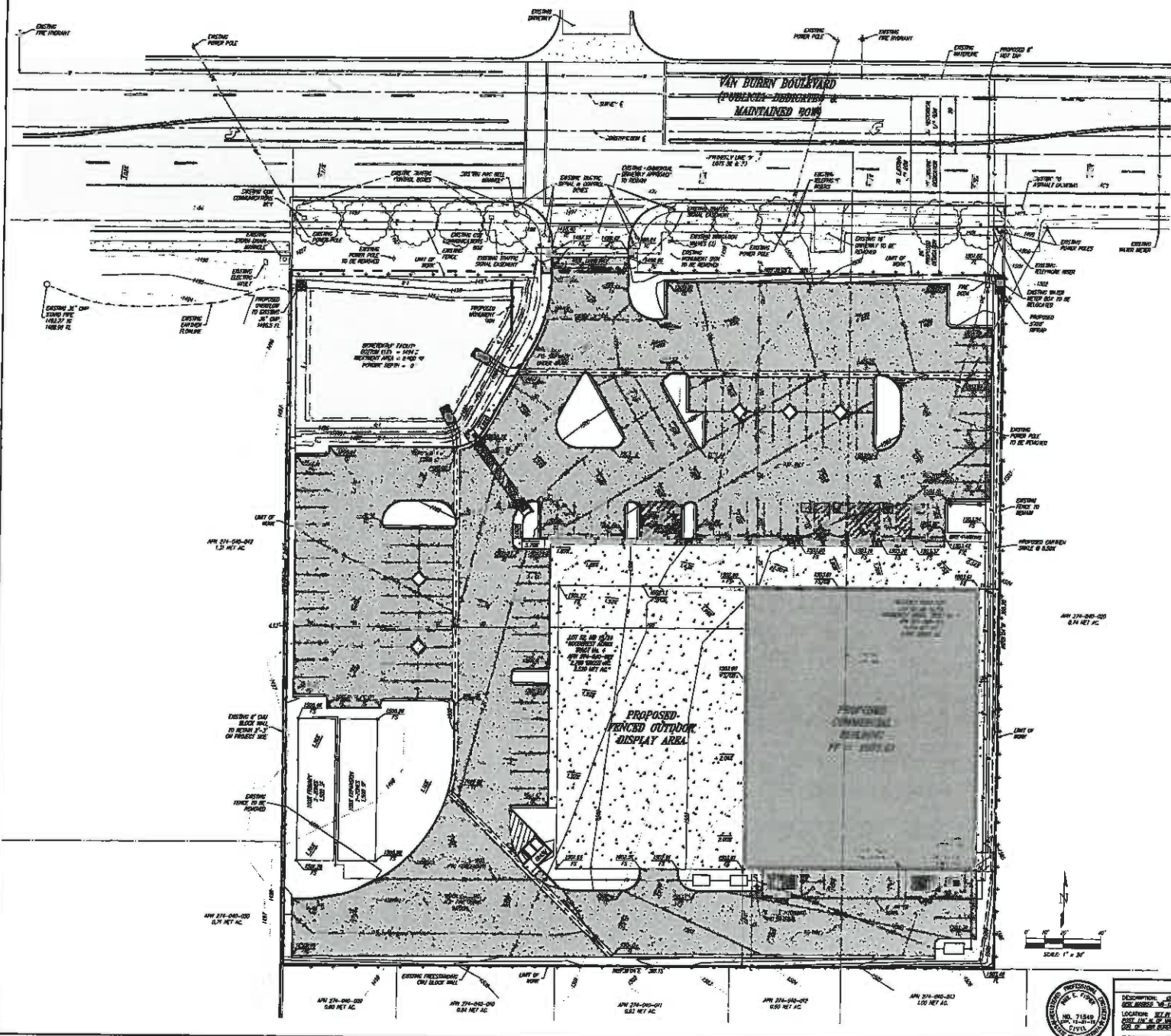


DESIGN DEVELOPMENT  
DRAWN BY: MARYAM  
CHECKED BY: ZINA  
PROJECT NO.: 10-002  
DATE: 2010.07.13

LANDSCAPE CONCEPT PLAN

SHEET NUMBER: L-1





**OWNER**  
 SHAWNEE L. CROOK AS TRUSTEE OF THE SHAWNEE L. CROOK TRUST AND SHAWNEE L. CROOK AS TRUSTEE OF THE SHAWNEE L. CROOK TRUST, DATED NOVEMBER 14, 2008

**APPLICANT**  
 STEVE PHILLIPS  
 17155 VAN BUREN BOULEVARD, SUITE C  
 RIVERSIDE, CA 92504  
 PHONE: 951-755-1411  
 EMAIL: STEVEPHILLIPS@GMAIL.COM

**CIVIL ENGINEER**  
 PAUL FROBER, PE  
 PROJECTOR ENGINEERING, INC.  
 1224 GARDEN STREET  
 RIVERSIDE, CA 92503  
 PHONE: 951-947-4534

**LEGAL DESCRIPTION**  
 LOT 24 AND THE REVERSELY BUILT UP OF LOT 23 OF RECORDING BOOKS 20411 NO. 4, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP OF FILE NO. BOOK 25, PAGE 24 OF SAID RECORD OF RIVERSIDE COUNTY, CALIFORNIA.

EXISTING PREVIOUS TO THIS PLAN IS FILED AND CONTROLLED BY THE COUNTY OF RIVERSIDE. A COPIED COPY OF WHICH IS FILED FEBRUARY 14, 2011.

APN'S: 274-004-021 AND 274-004-022

**SOURCE OF TOPOGRAPHY AND MAPPING**  
 TOPOGRAPHIC AND MAPING DATA SOURCE HEREON WAS PROVIDED THROUGH A PRELIMINARY FIELD SURVEY BY RIVERSIDE LAND SURVEYING CONDUCTED ON MAY 14, 2010.

**BASIS OF BEARING**  
 THE CONTINENTAL OF GARDNER STREET BEING BORN POINT'S "WEST" PER RECORD OF SURVEY FILED AS BOOK 144, PAGE 76 OF THE BOOK AS THE BASIS OF BEARINGS FOR THIS MAP.

**PRELIMINARY PARTWORK QUANTITIES**

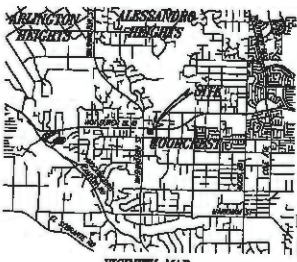
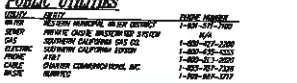
GRAVEL DRIVEWAY	1,200 SQ YD
GRAVEL DRIVEWAY	5,000 SQ YD
GRAVEL DRIVEWAY	5,000 SQ YD

**GENERAL DESIGN CONCEPT**

- MAINTAIN LOCAL DRAINAGE PATTERNS
- AVOIDANCE OF EXCESSIVE CUTS AND FILLS
- AVOIDANCE OF EXCESSIVE EROSION
- PROTECT EXISTING TREES
- MINIMIZE POLLUTION
- MAINTAIN EXISTING SOIL CONDITIONS
- AVOID UNNECESSARY CROSSLAND DRAINAGE
- PREVENTION OF OVERSIGHT
- ADHERE TO ALL STANDARDS

**PUBLIC UTILITIES**

UTILITY	DEPTH	PHONE NUMBER
WATER	48" DEEP	1-951-371-7000
SEWER	48" DEEP	1-951-371-7000
GAS	36" DEEP	1-800-477-3300
ELECTRIC	36" DEEP	1-800-477-3300
PHONE	36" DEEP	1-800-477-3300
CABLE	36" DEEP	1-800-477-3300
WIRE	36" DEEP	1-800-477-3300



**VICINITY MAP**  
 SHOWS PROJECT'S MAP POSITION



**BENCHMARK**

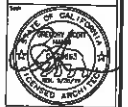
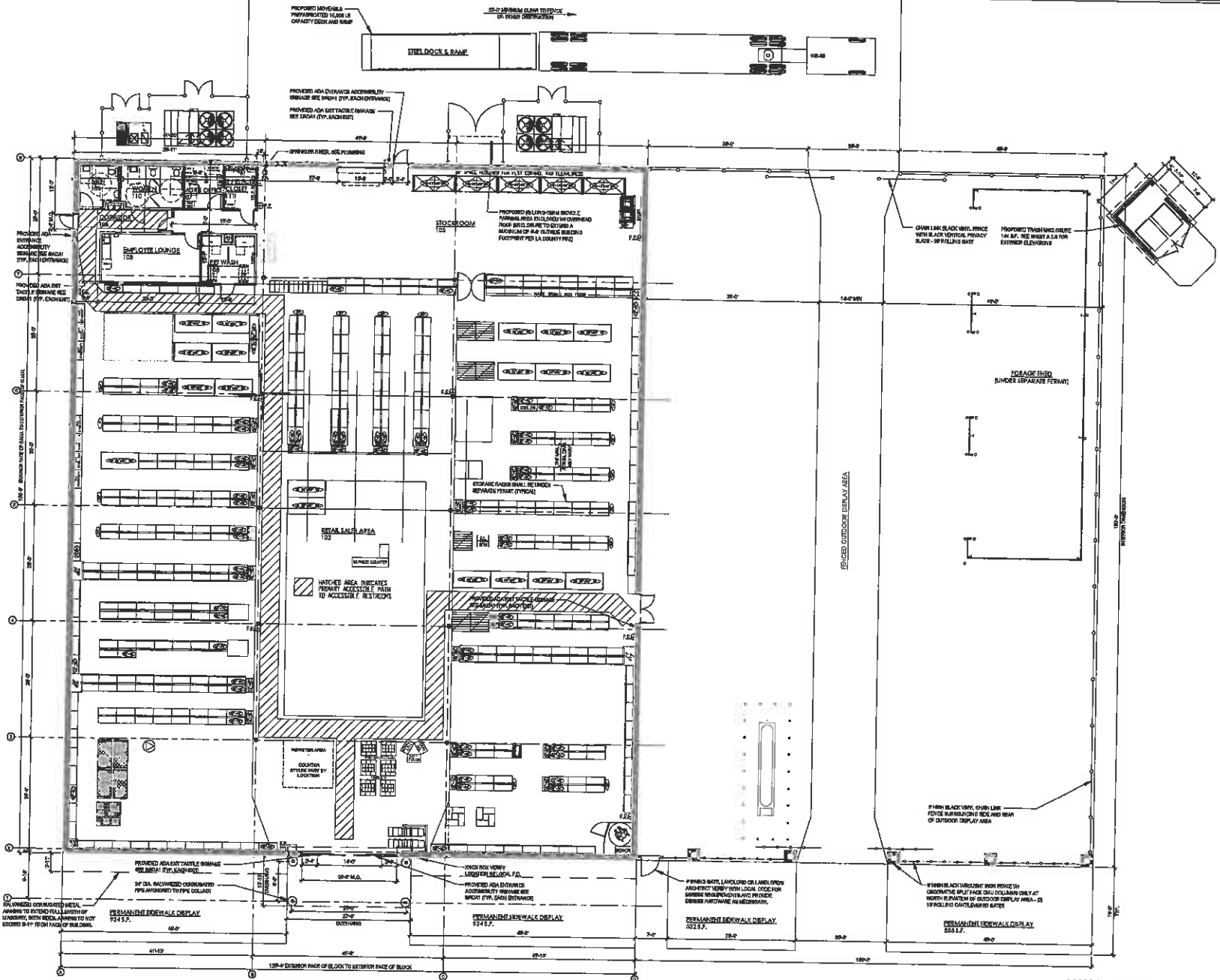
DESCRIPTION: 1/4" x 1/4" x 1/4" ALUMINUM BENCHMARK, 2" x 2" x 1" SQUARE  
 LOCATION: SET IN A CONCRETE PAD AT THE CORNER OF VAN BUREN BOULEVARD AND RIVERSIDE AVENUE, RIVERSIDE, CA 92504  
 ELEVATION: 1,585.32' DATUM: NAVD83

PRIVATE CONTRACT	
NO. 171549	COUNTY OF RIVERSIDE
DATE: 05/14/2010	CITY OF RIVERSIDE
PRELIMINARY GRADING PLAN FOR:	
17155 VAN BUREN BOULEVARD	
RIVERSIDE, CA 92504	
PAR 180021	
DATE: 05/14/2010	SCALE: 1" = 30'

2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 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3670, 3671, 3672, 3673, 3674, 3675, 36







Date: 08/25/2014  
 Project: 0002 04457  
 No. 1074

DESIGNED BY	CHKD BY
DRAWN BY	DATE
CHECKED BY	SCALE
PROJECT NO.	
DATE	
PROJECT NAME	

FOUNDATION FLOOR PLAN  
 SHEET C

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

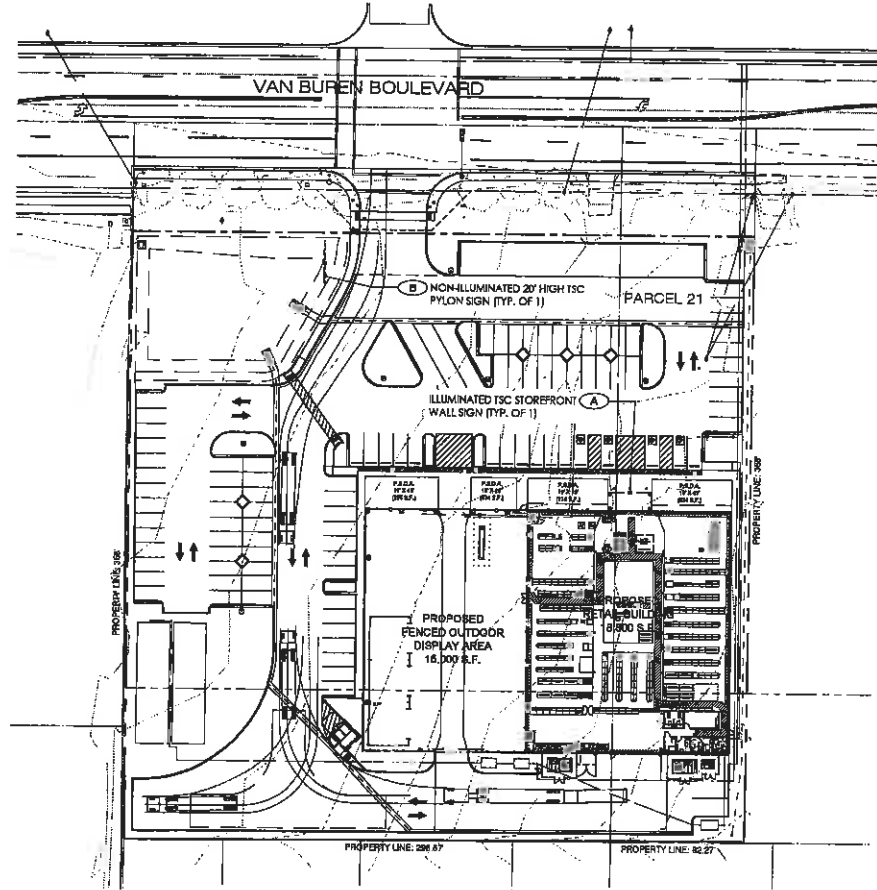
**WALL TYPES**

- TYPE 1: 2" CONC. CORE WALL, METAL WALL PANEL ABOVE, INS. STRUCTURE.
- TYPE 2: 2" SIP, INS. NORTH SIDE OF METAL, FINISH TO FLOOR OR FIN.
- TYPE 3: 2" SIP, INS. BOTH SIDES OF METAL, FINISH TO FLOOR OR FIN.
- TYPE 4: 1 HOUR FIRE RATED WALL

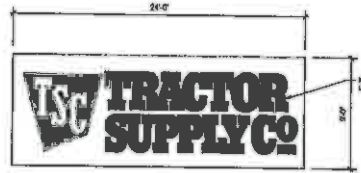


Project # 1000  
 Date: 08/18/10  
 Scale: 1/8" = 1'-0"  
 Drawing No: 1000-01  
 Drawing Title: SIGNAGE SUMMARY  
 Designer: J. S. [unreadable]  
 Checker: J. S. [unreadable]  
 Date: 08/18/10

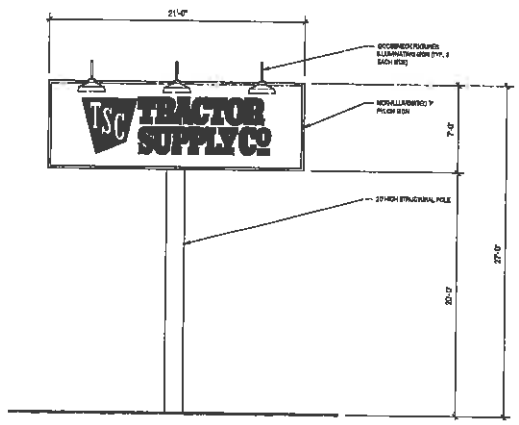
SIGNAGE SUMMARY (UNDER SEPARATE PERMIT)			
SIGN	ILLUMINATION	EX. S.F.	NEW S.F. DIFFERENCE
(A) STOREFRONT WALL SIGN	ILLUMINATED	0 S.F.	(1) 218 S.F. + 218 S.F.
(B) PYLON SIGN	NON-ILLUMINATED	0 S.F.	(1) 243 S.F. + 243 S.F.
TOTAL			+ 461 S.F.



**1 SIGNAGE PLAN**  
SCALE: 1/8" = 1'-0"



**A TSC WALL SIGN**  
SCALE: 3/16" = 1'-0"



**B TSC PYLON SIGN**  
SCALE: 3/16" = 1'-0"

**HDK  
SNEDEKER**

CONDITIONAL USE PERMIT # TBD  
 WOODCREST COMMERCIAL  
 17155 VAN BUREN BLVD.  
 RIVERSIDE, CA 92504



Date:	08/18/10
Project Number:	1000-01
Scale:	1/8" = 1'-0"
Sheet No.:	1 of 1
Sheet Title:	SIGNAGE SUMMARY
Author:	J. S. [unreadable]
Checker:	J. S. [unreadable]
Date:	08/18/10

UNLAWFUL TO REPRODUCE OR TRANSMIT IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

**SN1.0**

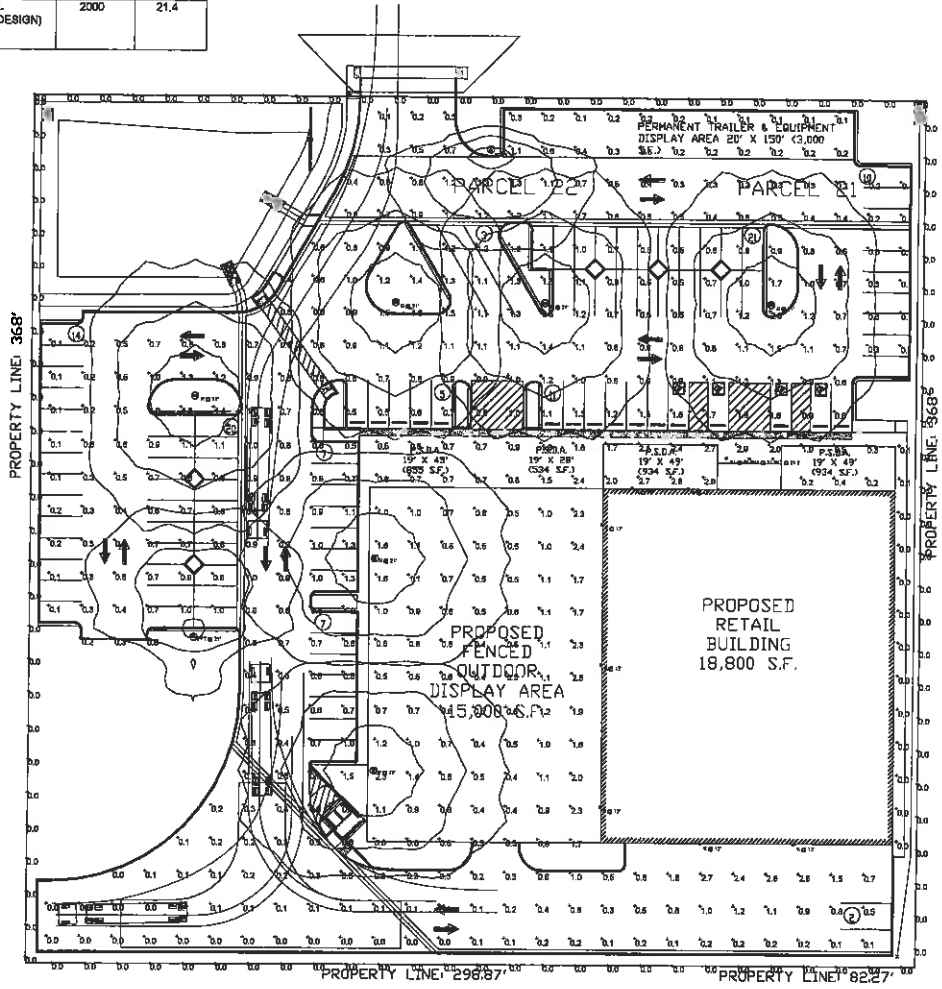
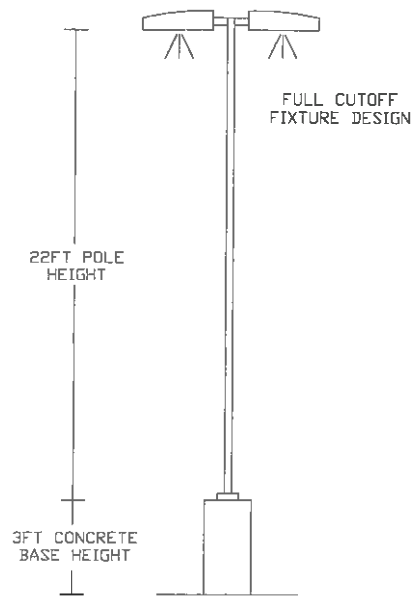




Schedule							
Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens	Wattage
	P3	1	DSXWPM-LED-10C-1000-50K-T3M-MVOLT-SPUMBA-HS-DOBXD	Single Head Lithonia DSXWPM Series LED Area Unit w/Type T3M Distribution (18ft. Pole Height w/3ft. Base) House Side Shield	LED 6000K (FULL CUTOFF DESIGN)	3123	36.8
	PFT	1	DSXWPM-LED-10C-1000-50K-TFTM-MVOLT-SPUMBA-DOBXD	Single Head Lithonia DSXWPM Series LED Area Unit w/Type TFTM Distribution (18ft. Pole Height w/3ft. Base)	LED 6000K (FULL CUTOFF DESIGN)	3969	36.8
	R	6	DSXWPM-LED-10C-1000-50K-T3M-MVOLT-SPUMBA-DOBXD	Double Head Lithonia DSXWPM Series LED Area Unit w/Type T3M Distribution (18ft. Pole Height w/3ft. Base)	LED 6000K (FULL CUTOFF DESIGN)	3897.639	77.6
	K	7	DSXWH-LED-10C-1000-50K-T3M-MVOLT-DOBXD	Lithonia DSXWH Series Wall Mount LED Unit w/Type T3M Distribution (18ft. and 12ft. Mounting Heights)	LED 6000K (FULL CUTOFF DESIGN)	3898	36.8
	K1	3	H-15116-87/HL-AHD-27-97721/LED2140D/BCM-M	Hi-Lite H15116 Series LED Gooseneck Unit (21.5ft. Mounting Height) Red Finish	LED (FULL CUTOFF DESIGN)	2000	21.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot Light Levels	+	0.7 fc	2.9 fc	0.0 fc	N/A	N/A
Property Line Light Level	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A

NOTE: ALL ISTE LIGHTING TO COMPLY WITH COUNTY OF RIVERSIDE ORDINANCE NO. 655. PROJECT IS LOCATED IN PALOMAR LIGHT REGULATION ZONE B.



1 LIGHTING PLAN

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER AUGUST 9, 2018  
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on August 9, 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, Urban Regional Planner IV  
Barbara Santos, ALUC Commission Secretary  
Raymond Mistica, ALUC Counsel

**OTHERS PRESENT:** Larry Markham, MDMG

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER AUGUST 9, 2018  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.1:** ZAP1031RG18 – 17 Acres Heme, LLC (Representative: MDMG, Larry Markham) – Riverside County Planning Case No. GPA180003 (General Plan Amendment). A proposal to amend Policy LU 14.4 of the Land Use Element of the Riverside County General Plan, which requires new development in unincorporated areas adjacent to Designated and Eligible State and County Scenic Highways to maintain at least a 50 foot setback from the edge of the right-of-way of such highways. The proposal seeks to amend the required building setback distance for projects adjacent to scenic highways to “an appropriate setback” based on the local surrounding development, topography, and other conditions. (Airport Compatibility Zones: Countywide).
- II. **MAJOR ISSUES**  
None
- III. **STAFF RECOMMENDATION**  
Staff recommends a finding of CONSISTENCY for the proposed General Plan Amendment.
- IV. **PROJECT DESCRIPTION**  
A proposal to amend Policy LU 14.4 of the Land Use Element of the Riverside County General Plan, which requires new development in unincorporated areas adjacent to Designated and Eligible State and County Scenic Highways to maintain at least a 50 foot setback from the edge of the right-of-way of such highways. The proposal seeks to amend the required building setback distance for projects adjacent to scenic highways to “an appropriate setback,” based on the local surrounding development, topography, and other conditions.
- 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:  
Larry Markham, MDMG, 41635 Enterprise Circle N, Temecula, 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. Absent: Youmans
- 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: 9:31 A.M.

**AIRPORT LAND USE COMMISSION  
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- I. **AGENDA ITEM 3.2:** ZAP1065PS18 – Identity Mutual, LLC (Representative: Michael Clark) – City of Palm Springs Planning Case No. 5.1445 CUP (Conditional Use Permit) and 3.4090 MAJ (Major Architectural Application). The applicant proposes to construct a 2,942 square foot automatic car wash building including a car wash tunnel, cashier booth, office, and storage and mechanical room, on a 0.56 acre pad-parcel within the Palm Springs Marketplace Shopping Center located southerly of Vista Chino, westerly of Cerritos Drive, easterly of Sunrise Way, and northerly of Sandalwood Drive (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).

- II. **MAJOR ISSUES**  
None

- III. **STAFF RECOMMENDATION**  
Staff recommends that the Commission find the Conditional Use Permit and Major Architectural Application CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**STAFF RECOMMENDED AT HEARING**

CONSISTENT subject to updated conditions submitted at the meeting which includes FAA OES conditions

- IV. **PROJECT DESCRIPTION**  
A proposal to construct a 2,942 square foot automatic car wash building including a car wash tunnel, cashier booth, office, and storage and mechanical room, on a 0.56 acre pad-parcel within the Palm Springs Marketplace Shopping Center.

**CONDITIONS:**

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible



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wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or lessees of the property.
  4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
  5. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.  
  
Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around any detention basin shall not include vegetation that produces seeds, fruits, or berries.
  6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the proposed building shall require ALUC review.
  7. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-11831-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 1 and shall be maintained in accordance therewith for the life of the project.**
  8. **The proposed buildings shall not exceed a height of 28 feet above ground level and a maximum elevation at top point of 527 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 28 feet in height and a maximum elevation of 527 feet above mean sea**

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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 structures(s).

**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 6-0 found the project **CONSISTENT** subject to updated conditions submitted at the meeting which includes FAA OES conditions. Absent: Youmans

**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: 9:39 A.M.

**AIRPORT LAND USE COMMISSION  
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I. **AGENDA ITEM 3.3:** ZAP1320MA18 – MS Van Buren II, LLC, (Representative: SDH & Associates, Rob Van Zanten) – March Joint Powers Authority Case Nos. SP17-01 (Specific Plan Amendment), PP17-05 (Plot Plan). This proposal seeks to revise ZAP1286MA17 case that was previously reviewed by ALUC. Plot Plan No. PP17-05 is a proposal to construct eleven (11) “shell” buildings ranging from 7,180 square feet to 32,628 square feet accommodating office, industrial, and commercial uses for a cumulative building area total of 160,608 square feet on 13.60 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway. The applicant proposes to change the mix of uses in Buildings 1, 7, and 8, to provide for retail and restaurant components in buildings previously envisioned strictly for industrial and office uses. SP17-01 proposes amending the designation of most of the 13.6-acre area (Unit 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) from Office to Mixed Use (Unit 4, Lot 9 to remain designated as Office) and amending the Specific Plan Land Use Table to allow additional uses such as microbreweries, business supply/equipment sales/rentals, and laundry services. Additional changes include requiring conditional use permits for instructional studios, adding parking requirements for the additional uses, modifying the designated truck routes, and providing updated definitions. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The original project was found consistent on January 11, 2018. Since then, the applicant has proposed revisions to the usage of the floor area for Buildings 1, 7 and 8 to include restaurant and retail components, and the subsequent increase in intensity required the project to come back to ALUC for review.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

This proposal seeks to revise ZAP1286MA17 case that was previously found consistent by the Airport Land Use Commission. Plot Plan No. PP17-05 is a proposal to construct eleven (11) “shell” buildings ranging from 7,180 square feet to 32,628 square feet accommodating office, industrial, and commercial uses, for a cumulative building area total of 160,608 square feet on 13.60 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway. SP17-01 proposes amending the designation of most of the 13.6-acre area (Unit 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) from Office to Mixed Use (Unit 4, Lot 9 to remain designated as Office) and amending the Specific Plan Land Use Table to allow additional uses such as microbreweries, business supply/equipment sales/rentals, and laundry services uses. Additional changes to the Specific Plan include requiring conditional use permits for instructional studios, adding parking requirements for the additional uses, modifying the designated truck routes, and providing updated definitions.

There are no increases in the quantity, height, total floor area, or configuration of the 11 buildings, as identified in ZAP1286MA17. However, the applicant proposes to change the mix of uses in Buildings 1, 7, and 8, to provide for retail and restaurant components in buildings previously envisioned for industrial uses.

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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, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice.
4. 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.
5. 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.



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6. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study Nos. 2017-AWP-8057 through 8067-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 1 and shall be maintained in accordance therewith for the life of the project.
8. The proposed buildings shall not exceed a height of 36 feet above ground level and a maximum elevation at top point of 1,607 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 building shall not exceed 36 feet in height and a maximum elevation of 1,607 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 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 building.
12. Any roof-top equipment or change in height that exceeds a total height of 36 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.
13. 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.
14. The maximum square footage of restaurant dining area permitted within the Retail Building is 1,235 square feet. No other Type A occupancies shall be permitted within the retail building without subsequent evaluation as to consistency with the applicable ALUCP.
15. The maximum square footage permitted within Building 1 is 19,845 square feet of industrial

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manufacturing, 4,000 square feet of retail, 1,400 square feet of restaurant dining area, and 700 square feet of kitchen area. No other Type A occupancies shall be permitted within the building without subsequent evaluation as to consistency with the applicable ALUCP.

16. The maximum square footage permitted within Buildings 7 and 8 (each) are 8,000 square feet of industrial manufacturing, 1,200 square feet of retail area, 1,900 square feet of dining area, and 900 square feet of kitchen area. No other Type A occupancies shall be permitted within the building without subsequent evaluation as to consistency with the applicable ALUCP.
17. This project has been evaluated for 32,628 square feet of standalone office area, 92,206 square feet of industrial manufacturing area with 12,620 square feet of associated office area, 6,435 square feet of restaurant area with 2,500 square feet of associated commercial kitchen area, and 14,219 square feet of retail area. Any increase in building area or change in use will require review by the Airport Land Use Commission.
18. For the purpose of these conditions, a microbrewery providing for on-site dining, tasting, or beverage consumption shall be considered as the equivalent of a restaurant, and any portion of the microbrewery that is available for public use (beverage consumption, dining, and/or tasting) shall be considered to be "restaurant dining area". Areas restricted to employees shall be considered to be "commercial kitchen area". A microbrewery with no on-site beverage consumption, tasting, or dining shall be considered as the equivalent of a retail use.

**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 6-0 found the project **CONSISTENT**. Absent: Youmans

**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: 9:43 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER AUGUST 9, 2018  
RIVERSIDE MEETING**

I. **4.0 ALUC Resolution No. 2018-04**

ALUC Resolution No. 2018-04 Concerning Airport Land Use Commission Development Review Fees (establishing a new Project Specific Fee for Speculative Nonresidential Multiple Buildings projects)

Staff Recommendation: Adoption

Russell Betts, Vice Chair motioned to adopt ALUC Resolution No. 2018-04 (establishing a new Project Specific Fee for Speculative Nonresidential Multiple Buildings projects), Commissioner Steven Stewart seconded the motion. (Vote 6-0; Absent: Youmans)

II. **5.0 ADMINISTRATIVE ITEMS**

5.1 Director's Approvals – Information Only

5.2 ALUC Director's Report: The Path Forward Following the Release of the 2018 Air Installation Compatible Use Zones Report for March Air Reserve Base/Inland Port Airport

Simon Housman, ALUC Director updated the Commission regarding the future timeline and cost to complete the update to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP).

III. **6.0 APPROVAL OF MINUTES**

The ALUC by a unanimous vote of 6-0 approved the July 12, 2018 minutes. Absent: Youmans

IV. **7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

None

V. **8.0 COMMISSIONER'S COMMENTS**

None

VI. **9.0 ADJOURNMENT**

Steve Manos, Chairman adjourned the meeting at 10:10 a.m.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org).

ITEM 4.0: TIME IS: 9:54 A.M.