

# *Hunter Business Park Specific Plan*

**ORIGINALLY ADOPTED ON 19 APRIL 1988  
RESOLUTION NO. 16792**

*Edited to include all Specific Plan Amendments as of 08/02, as well as current land use conditions, by the City of Riverside Planning Department*

## **SPECIFIC PLAN AMENDMENTS**

<u>Case</u>	<u>Adoption Date</u>	<u>Resolution No.</u>
SP-003-889	13 November 1990	No.17628
SP-003-890	13 November 1990	No.17629
SP-007-890	23 October 1990	No.17615
SP-002-978	26 May 1998	No.19282
SP-005-989	27 July 1999	No.19545
SP-004-001	14 November 2000	No.19794
SP-001-001	23 January 2001	No.19832
SP-003-012	12 February 2002	No.20098
SP-004-012	12 February 2002	No.20098
SP-006-012	27 August 2002	No.20252





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# ***I. INTRODUCTION***

## **A. PURPOSE AND INTENT**

The Hunter Business Park Specific Plan describes a Planned Industrial Park consisting of approximately 1,300 acres of Industrial and related uses, northeast of downtown Riverside. It addresses planning goals which are relevant to property owners, future tenants, developers and the City of Riverside, defines the development framework for the Specific Plan area, and establishes the design guidelines, development criteria and implementation measures necessary to implement the Hunter Business Park Specific Plan.

## **B. LOCATION AND BOUNDARIES**

Hunter Business Park is located northeast of downtown Riverside as shown in Exhibit I-1: Regional Location. The Specific Plan area is generally bounded by the Riverside Freeway (91/215) to the west, the Escondido Freeway (State Route 60/Interstate 215) and Spruce Street to the south, Box Springs Mountain Regional Park to the east and the Riverside County Boundary (Highgrove Area) to the north as shown in Exhibit I-2: City Location. The project area is connected by the adjacent freeway network which links the local population centers of San Bernardino, Riverside and Ontario, and provides regional access to Los Angeles and Orange Counties as well as markets outside Southern California.

## **C. ISSUES, PROBLEMS AND OPPORTUNITIES**

The City initiated the formation of an advisory committee for Hunter Park to identify local issues, constraints, opportunities, and development potential and to review alternative land use scenarios. This committee consists of property owners, area businessmen, City Staff and others with a long standing interest in the Hunter Business Park Area. Several workshops between the Advisory Committee, the consultants and the City Staff were held to ensure the development of a high-quality industrial district plan. The following provides a general overview of the issues, problems and opportunities which were discussed and reviewed at the various workshops and resulted in the development of the goals and objectives and eventually the preferred development plan.

**Land Use/Zoning**— The Hunter Business Park area consists of a range of land uses of varying quality and size. Potentially, the large amount of vacant/underutilized land in the area could be used for a wide variety of new uses. It is critical to establish a range of desirable new uses to insure high quality development in the area.

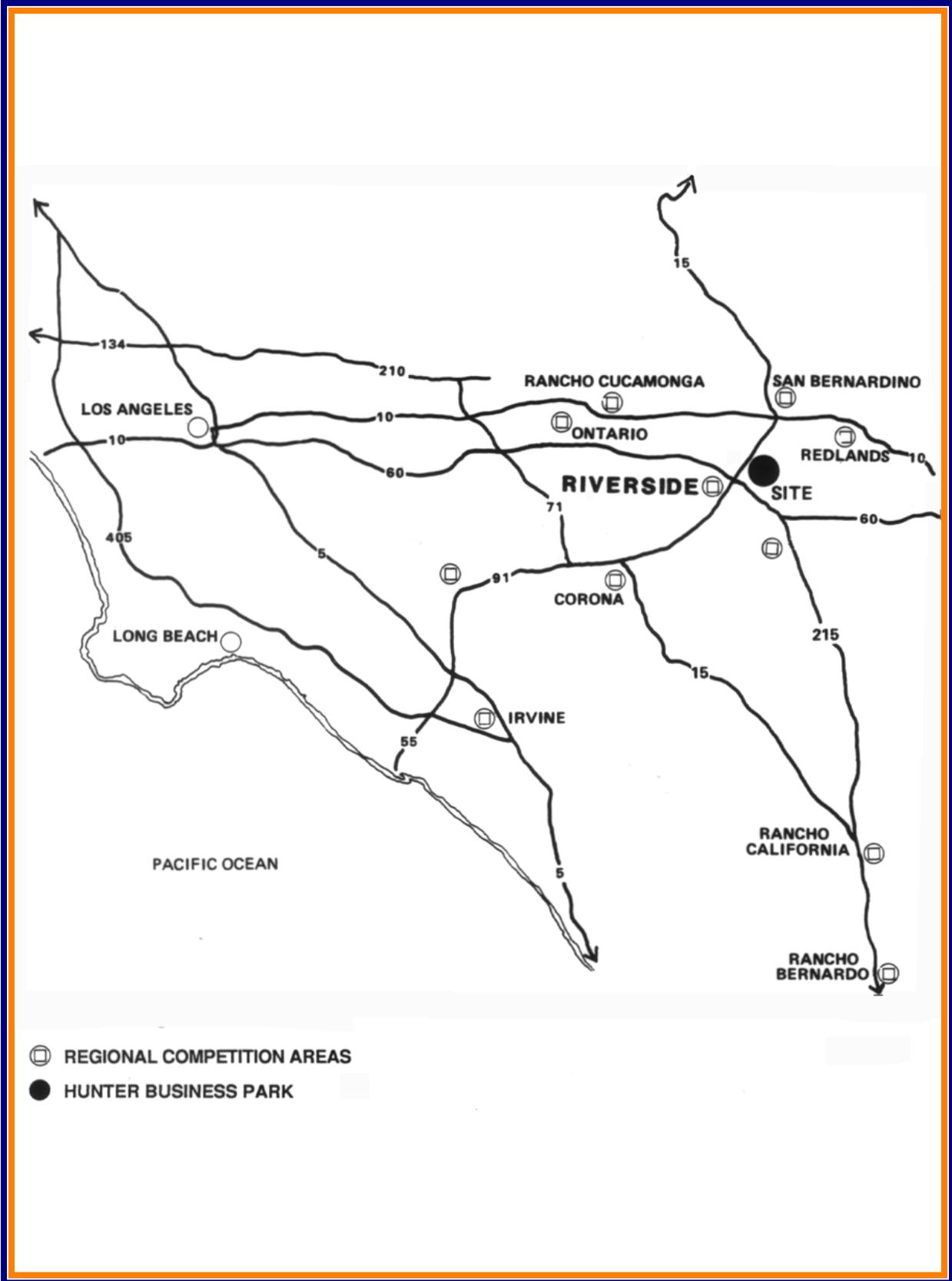


Figure I — 1 *Regional Location*



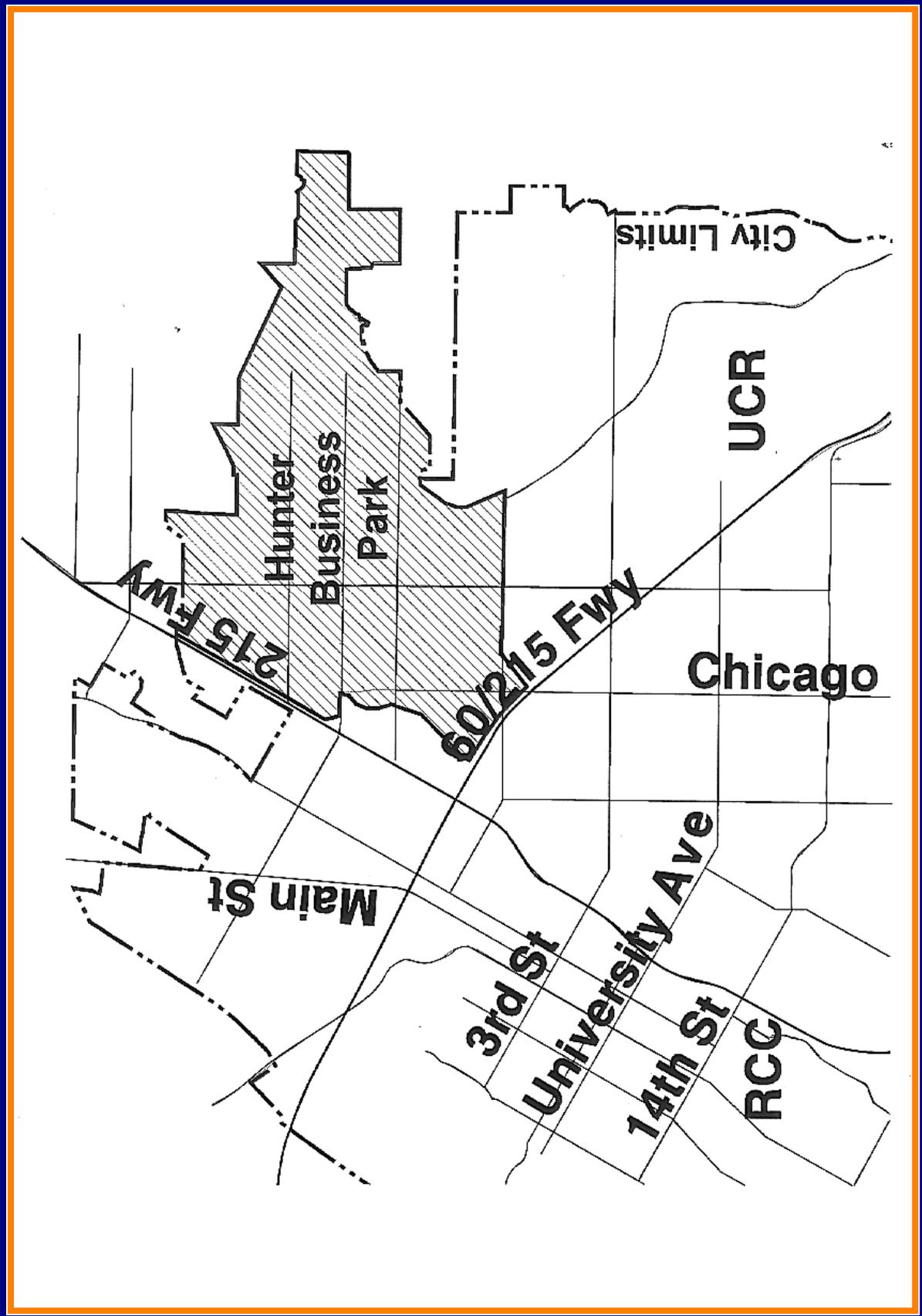


Figure I—2 City Location

**Circulation** — The Specific Plan area suffers from poor freeway access and poor road quality especially at the railroad crossings. Traffic to the County operated sanitary land fill, east of the project area, is also a problem in the area. Visibility into much of the area from the freeway is very good.

**Infrastructures** — Infrastructure in the area (utilities, streets, lighting) is lacking in certain areas and in other areas is unattractive (e.g., overhead power lines). With appropriate guidelines and implementation measures, many of these infrastructure problems can be remedied.

**Urban Design** — The Specific Plan area lacks a cohesive image and area identity. The appearance of most of the area, the lack of signage and landscaping, and the trash in the area contribute somewhat to a negative image. The development of a theme for the area and the subsequent programs necessary to implement the various elements of this theme will help establish a strong image for Hunter Business Park.

**Implementation/Marketing** — The Hunter Business Park Specific Plan Area is currently poorly developed as well as underdeveloped. The opportunity exists to actively market the area as well as to establish a series of implementation measures to draw quality projects into the area.

**Measure C** — Five parcels within the Plan area have been identified as being affected by the agricultural provisions of Measure C. This measure was approved by the City's voters on November 3, 1987 and became effective on November 20, 1987. Measure C states that agricultural lands "shall mean all lands designated for agricultural use in the City's General Plan and/or Zoning Ordinance as of June 1, 1987 and all parcels of land greater than ten acres in size in active agricultural production as of the effective date of this measure or within one year prior thereto."

These properties were subsequently interpreted to not be affected by this measure, by a special committee appointed by the City Council, responsible for interpretation of Measure C. This action was formalized under Specific Plan Amendment case SPA-3-890 on November 13, 1990.

#### D. GOALS AND OBJECTIVES

The following goals and objectives are the recommendations of the Hunter Business Park Citizen's Advisory Committee. Because of this group's collective understanding of the area, these goals and objectives are those which best reflect the future of the Hunter Business Park area and its relationship to the City. Collectively, these goals and objectives constitute policy guidelines for the Specific Plan.

1. To develop a major **employment center** for the City of Riverside.
2. To create a **high quality industrial park environment** which will stimulate investments by the private sector.



3. To improve **automobile and pedestrian** access while **maintaining rail** access and to improve visual recognition of the Business Park area from the adjacent freeway network.
4. To **enhance** on Hunter Business Park's **unique features**, including Hunter Park, Box Springs Mountain Regional Park and city vistas.
5. To establish appropriate **implementation programs** to provide necessary **infrastructure improvements**.
6. To establish **unique and practical planning concepts** which will enhance Hunter Business Park's competitive position in the region.

#### E. CONTENTS

The Specific Plan for Hunter Business Park has been organized to provide a framework which will insure coordinated, efficient and high quality industrial development.

The Specific Plan is organized into the following sections:

Industrial Area Development Framework, establishes the basic structure of the Specific Plan - the goals and objectives, the proposed development framework, and the existing and proposed land use, circulation, public service and open space concepts for the project.

Development Standards and Guidelines, presents design and development criteria which will be specifically required in addition to Title 19 of the Riverside Municipal Code for the Hunter Business Park Specific Plan Area.

Implementation, describes the regulatory procedures and sources of financing as the means of implementing the Specific Plan. The Hunter Business Park Specific Plan provides for a logical distribution of industrial and related support uses within the project area thus promoting creative and imaginative design solutions within a flexible development framework. The Specific Plan, once adopted, will establish the overall development patterns in Hunter Business Park.

#### F. AUTHORITY AND SCOPE

The adoption of this Specific Plan by the City of Riverside is authorized by Section 65450 et. seq. of the California Government Code. The Government Code authorizes cities or counties to prepare, adopt and administer Specific Plans for portions of their jurisdictions, as a means of implementing the General Plan.

G. APPLICATION

The Hunter Business Park Specific Plan applies only to that property within the city of Riverside and shown as "Hunter Business Park." The boundary of the approximately 1,200-acre site is shown on Exhibit I-2: City Location.

H. SPECIFIC PLAN ADOPTION

The process for the adoption of a Specific Plan requires a public hearing by the Planning Commission. Based upon a recommendation by the Planning Commission, the City Council may then adopt the Specific Plan by ordinance or resolution. The adoption by resolution is common when no existing zoning ordinance or other code is amended. Once the Specific Plan is adopted, the City Council is required (by the Subdivision Map Act) to deny approval of any tentative or final subdivision which is consistent with the Specific Plan {Government Code, Section 66474 (b)}.



## ***II. HUNTER BUSINESS PARK PLAN***

### **A. PROPOSED DEVELOPMENT FRAMEWORK**

The proposed Hunter Business Park Specific Plan is consistent with the content and structure of the Riverside General Plan, but provides a more specific level of detail for implementation. The goals and objectives stated in the General Plan are statements which define the City's aspirations and intentions. In addition to the General Plan's goals and objectives, more specific goals and objectives were established for Hunter Business Park. These are stated in the Introduction.

The Hunter Business Park will accommodate a variety of industrial and industrial support uses and other related and compatible uses. Commercial uses may be permitted where compatible with industrial uses and with the overall goals of the Specific Plan.

The Specific Plan recognizes those factors which will influence and support public and private investment decisions including:

- Full public services to the site.
- Good vehicular access to development sites and to a regional network of arterials and, where appropriate, rail access.
- Attractive, coordinated streetscapes.
- Pleasant surroundings and assurance that future development will be compatible.
- Sufficient flexibility for future, unanticipated market changes.
- Availability of public and private facilities in support of industrial development, including services to both management and employees.

The Specific Plan places emphasis on bringing improved industrial sites into the marketplace and providing for a reserve of prime industrial land potential. The plan accentuates the availability of developable land within the city by the opening of inaccessible land with new roads.

The development program for the Specific Plan area is depicted and regulated through a series of plans presented in this report. The following sections present the existing conditions and proposed plans for land use, circulation, public services, and open space within the project area. The Land Use and Circulation Plans establish standards and requirements which individual development projects within the

Specific Plan area must meet. The plans for Public Services and Open Space describe programs for coordinate public-private development.

## B. LAND USE

The following section discusses the existing and proposed land uses within and surrounding the Hunter Business Park area.

### 1. EXISTING LAND USE

Existing uses within the project area, illustrated in Exhibit II-1: Existing Land Use, are scattered and lack continuity. The majority of developed land is located between the Riverside Freeway (I-215), the Escondido Freeway (S.R. 60/I-215) and Iowa Avenue. Access and the lack of public services have been the principal obstacles to development in this area. The remainder of the project area, east of Iowa Avenue, is composed of several large parcel industrial users, scattered smaller industrial users, orchards, and vacant land.

To better define the project area and the existing land uses, the Hunter Business Park Specific Plan Area was divided into four existing land use areas as illustrated in Exhibit II-2: Existing Land Use Areas. These areas were determined based upon common existing land use character and barriers and/or edges such as roads and railroad lines. These areas, which are described below, characterize the existing environment.

#### **AREA 1**

Area 1 is located south of Columbia Avenue and west of Iowa Avenue. This area has limited freeway exposure to both west and east bound traffic with access to east bound traffic at Spruce Street. Existing land uses in this area include limited commercial, located at Spruce Street and Chicago Avenue at the Interstate 215 Freeway. In addition, scattered residential farm houses remain from when the area was predominantly for agriculture, and orange groves. Also in this area is the Riverside Public Utilities Department's Hunter Substation, located on Chicago Avenue.

The balance of land in this area is industrial (e.g., incubator industry, assembly, office with some scattered vacant/undeveloped parcels). Because development in this area is fairly new and in good condition, this area presents the best current image of Hunter Business Park.



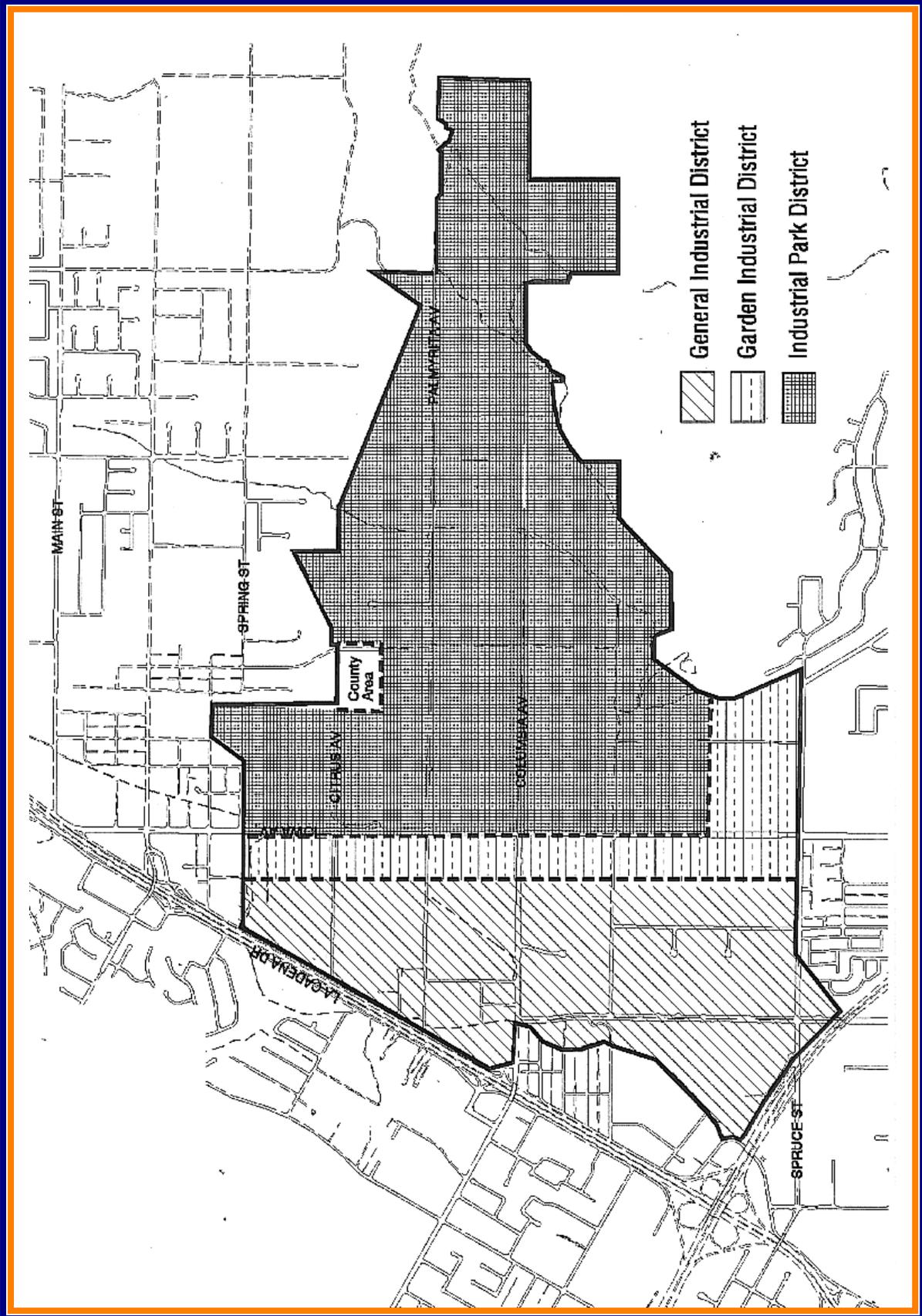


Figure II — 1 Existing Land Use

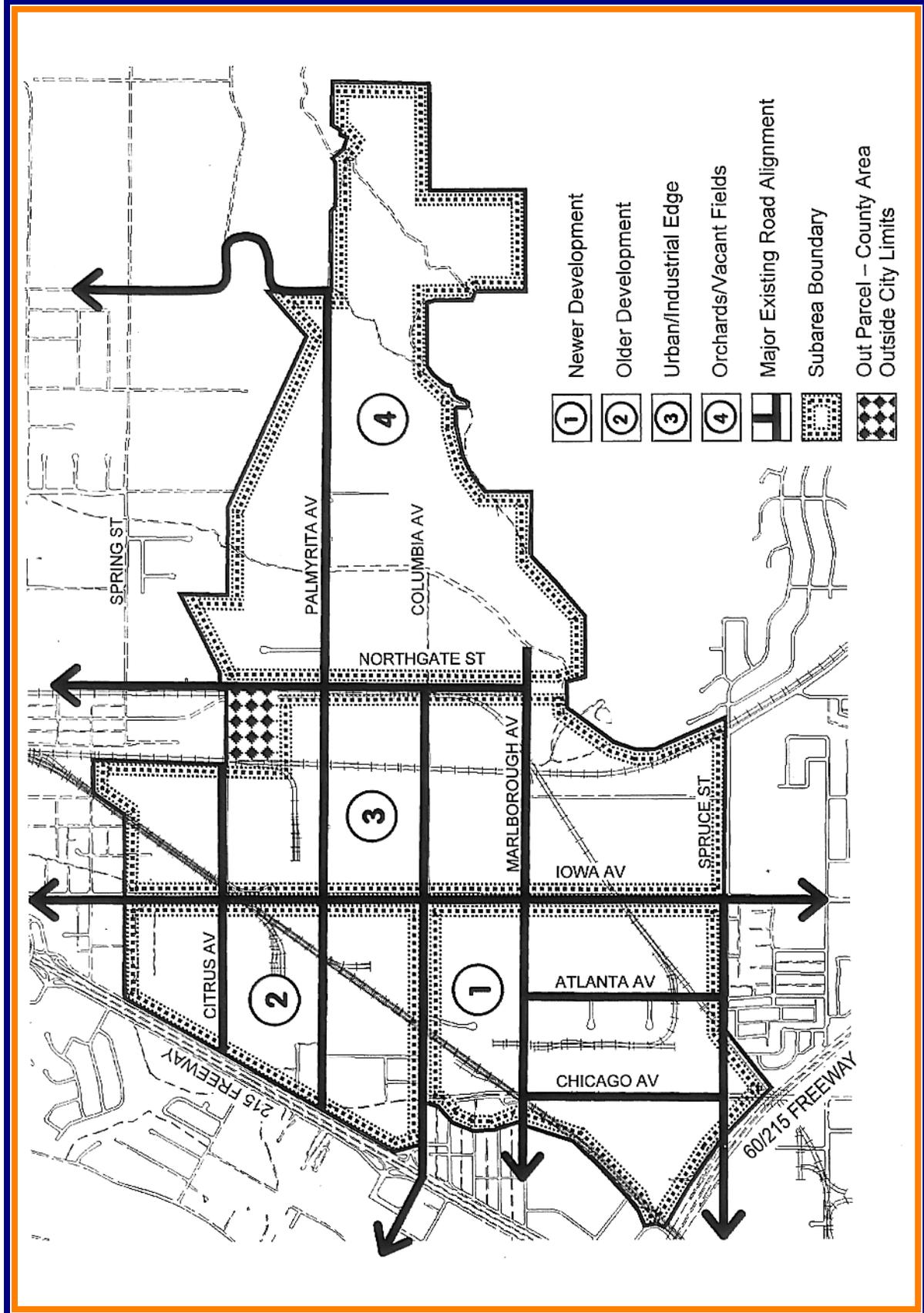


Figure II — 2 Existing Land Use Areas



Hunter Park, a City community park located on Iowa Avenue, provides an outstanding opportunity to create a visual and activity focus for the Industrial Park while serving the broader recreation needs (e.g., hobbyists) of the City.

The Atchison, Topeka and Santa Fe main line, and the Southern Pacific spur line railroad tracks bisect the area.

## **AREA 2**

Area 2, located north of Columbia Avenue and west of Iowa Avenue, is an older portion of the project area. The western edge of the area is adjacent to the Riverside Freeway (I-215) and has limited freeway visibility as a result of right-of-way landscaping and an older residential area built on small lots. There are several scattered vacant/undeveloped parcels in the area. The balance of the area is a variety of desegregated uses (e.g., industrial-manufacturing, wholesale operators, commercial-office, and truck sales) which lack architectural or functional relationships to the surrounding parcels. The Atchison, Topeka and Santa Fe railroad bisects the area. This area, because of its generally poor and run down condition, may qualify for redevelopment. A blight study is recommended for this area.

## **AREA 3**

Area 3 is located between Iowa Avenue and the Southern Pacific railroad spur line adjacent to Northgate Street. Existing land uses are primarily industrial (e.g., manufacturing, distribution, assembling, and warehouses) located along Iowa Avenue. Several companies on large parcels are also located in this area. These include the Lily Tulip Company, Bourns, Inc. and UARCO, Inc. A major portion of the balance of the area is vacant/undeveloped parcels. Several parcels are currently under agricultural production as orchards. The area is bisected by the Atchison, Topeka and Santa Fe spur tracks which connect with their main line, just north of the area.

## **AREA 4**

Area 4, located east of Northgate Street, is mostly undeveloped. This area, with the exception of the orchards, is primarily vacant, undeveloped land lacking major utility and circulation improvements.

### **C. SURROUNDING USES**

Areas immediately west of the project area are largely developed. A number of residential areas surround the project area including the unincorporated community of Highgrove to the north and the Riverside areas of Eastside and Canyon Crest to the south. The residential uses in these areas range from medium-high/high density

attached dwellings to medium-low density detached dwellings. Located directly west of the Hunter Business Park, across the Riverside Freeway (Interstate 215), are medium-low density residential uses. The range of residential uses available near the project area provides housing opportunities for an excellent local employment base.

## 1. PROPOSED LAND USE

The existing Land Use Areas, discussed above, provide a generalized view of the present character of the area. These existing areas do not exhibit the pattern of uses or character of development which is appropriate for the future image of Hunter Business Park. Therefore, three new Land Use Districts have been established to provide a broad range of industrial development opportunities, with common uses and guidelines, for each area. The establishment of these districts is based upon consideration of existing uses, circulation, citizen advisory committee goals and objectives, and the existing ownership/parcelization patterns. The Land Use Districts, in conjunction with the proposed Circulation and Open Space systems (Exhibits II-3, II-4 and II-12) are the heart of the plan for Hunter Business Park. The Proposed Land Use Districts are illustrated in Exhibit II-3. Within these districts, various uses will be permitted or prohibited based upon the existing zoning. The uses which will occur in these districts build upon the framework of existing and proposed uses and networks to create a distinct development character for each district.

The following section presents the general development character of each district. The Development Standards and Design Guidelines presented in Chapter III clearly establish the zoning tools and design mechanisms for achieving each district's distinct character.

**General Industrial District** — The General Industrial District provides for the broadest range of light and medium industrial activities. Low intensity industrial support, such as commercial uses, will also occur within this district.

The land use activities will predominately be infill of those parcels remaining vacant or underdeveloped and will include, but not be limited to, incubator industries, wholesaling, support commercial and office uses. Appropriate land uses can be either rail served or functionally linked to a rail served land use.



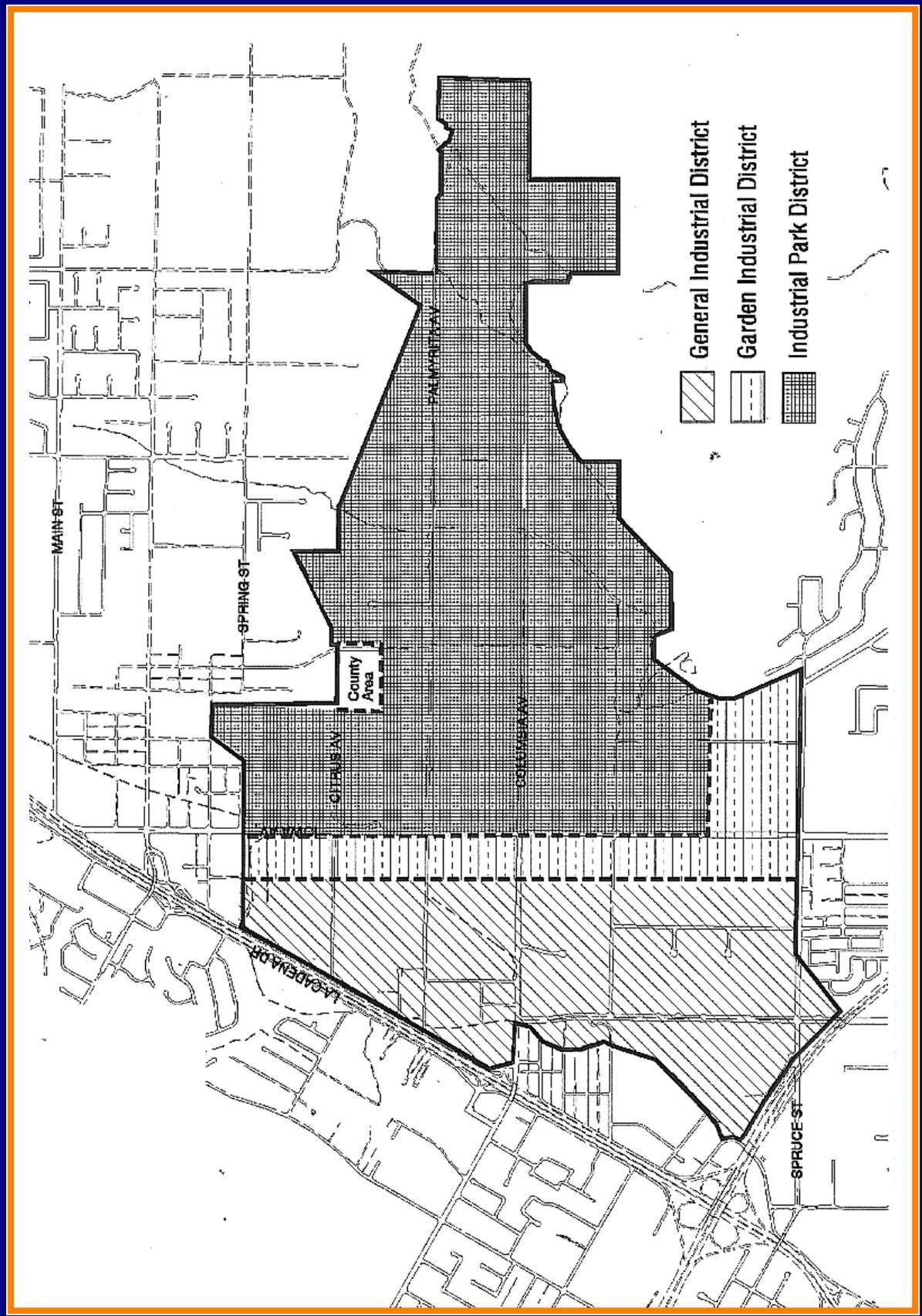


Figure II — 3 Proposed Land Use Districts



**Garden Industrial District** — This district is similar to the General Industrial District with the exception that no commercial uses will occur. The land use activities will include, but not be limited to, transportation, manufacturing, and fabrication of products which either requires truck or rail traffic or the transportation of bulky items.

**Industrial Park District** — This district will serve industrial users with the desire to locate within an attractive and cohesive working environment in a prestigious location. This district will include, but not be limited to, light industrial uses, research and development facilities (including laboratories), administration facilities, limited types of warehousing, and wholesale operations.

The location of the rail lines within this area provides excellent opportunities to serve future industrial-transportation-distribution facilities.

Within these proposed land use districts, there exist areas of **Quasi-Public/Public Open Space**. These areas are utilized either for utility uses such as retention basins, or for open space. The open space areas include park areas such as the existing City community park, Hunter Park. The arroyo portion of the Specific Plan area, known as Springbrook, is a natural open space feature. In addition to its open space potential, this arroyo provides a logical division between residential areas to the north and the industrial uses proposed within the Specific Plan area to the south.

Also located within the proposed land use districts, are areas of **Residential Infill**. This designation is primarily for the vacant or underdeveloped area north of the arroyo (Springbrook, located in the Industrial Park District). The proposed residential development will be similar and compatible with the residential uses existing in this area.

#### D. CIRCULATION

##### 1. EXISTING

The principal regional road network elements serving the Specific Plan area are Interstate 215 (Riverside Freeway) and State Route 60/Interstate 215 (Escondido Freeway).

Two existing freeway interchanges, Columbia Avenue (I-215) and Spruce Street (S.R. 60/I-215) provide access to the project area. The Spruce Street Interchange is not a full interchange and only serves from the west. These two interchanges are supplemented by Iowa Avenue linked to the State Route 60/Interstate 215 Freeway at Third Street/Blaine Street.



The pattern of arterials and collector streets within the project exists primarily west of Iowa Avenue, and is either below standard or nonexistent east of Iowa Avenue.

Growth and development, particularly in the eastern portion of the project area, cannot proceed efficiently without the implementation of a comprehensive system of east-west arterials and collectors.

## 2. RAIL

In addition, the project area is currently served by the Union Pacific, Southern Pacific, and the Atchison-Topeka and Santa Fe Railroads. This factor makes the area ideally suited for an industrial center. However, the railroad tracks contribute to traffic congestion at the various railroad crossings.

## 3. PUBLIC TRANSPORTATION

The Riverside Transit Agency (RTA) provides bus service within the City of Riverside and the project area. Bus Route 25, which runs along Iowa Avenue, connects the Highgrove area to downtown Riverside. The growth of Hunter Business Park into a major employment center will increase commuter inflow into the area. The City of Riverside is connected to a regional transit network which will provide other opportunities for access to the project area by means other than private automobile. These opportunities include possible bus, train and trolley connections.

## 4. PROPOSED

The proposed circulation system for the project area relies on the major thoroughfares which currently exist or are proposed to be extended into the area, including, Iowa Avenue, Columbia Street, Spruce Street, Chicago Avenue, Marlborough, Palmyrita, and Citrus Avenues.

The Circulation improvements are depicted in Exhibits II-4: Proposed Circulation with typical roadway sections illustrated in Exhibits II-5: Roadway Sections. A major emphasis of the plan concentrates on providing the necessary circulation system which will result in full utilization of the project area's undeveloped and vacant land. The circulation system, in conjunction with the land use districts (Exhibit II-3) and the Open Space system (Exhibit II-12) are the central elements of the Hunter Business Park Plan and together, establish the development character of the area.

## 5. RIGHTS-OF-WAY

Traffic generated by new industrial development will require upgrading several streets serving the Specific Plan area. Right-of-way improvements will ease traffic flow and pedestrian movement, in addition to creating a more pleasing environment. A traffic generation/distribution analysis, including an operations analysis of intersections and interchanges for the year 2010 is necessary to justify the adequacy of the proposed street system. A revised traffic study was prepared for this project in March of 1990 by Greiner & Associates as a separate document in association with Specific Plan Amendment case SPA-7-890 adopted by the City Council on October 23, 1990.

The following street classifications are based upon this study and the Circulation Element of the Riverside General Plan.

Major Arterial (88, 110 & 134 foot rights-of-way): This classification within the project area has four (4) or (6) travel lanes. Major arterials connect the freeways to secondary collectors or directly to traffic destinations.

Roadways of this classification within the project area are described below.

- Columbia Avenue — This will be one of two primary project gateways (at Interstate 215). It would be extended east, with parts of it realigned, to extend northerly and connect to Palmyrita Avenue.

Columbia Avenue would be a 4 lane divided, 110' wide roadway from the designated north-south connector to Iowa Avenue and a 134' wide roadway from Iowa Avenue to the Freeway. East of the north-south connector, Columbia will be a four lane street with an 88' wide right-of-way and special boulevard designation. The shoulders of this street will serve a dual purpose for both emergency on-street parking and bike lanes. A striped Class 2 Commuter bike lane will be provided on Columbia Avenue and "Emergency Parking Only" signs posted.

- Iowa Avenue — This will be utilized as the primary north/south street through the project area. It will also serve as a secondary gateway to the project area from the Highgrove community on the north and State route 60/Interstate 215 via Blaine Street, to the south. In addition to being a secondary gateway, Iowa Avenue is a key alternate route for I-215 between S.R. 60 and San Bernardino County.

Iowa Avenue is proposed to be a 6 lane divided street to be widened to its 120 foot right-of-way. The existing medians will be replaced



with landscaped medians. Iowa Avenue between Citrus Avenue and Spruce Street is also a designated FAU route.

- Chicago Avenue — A north/south arterial with a 110 foot right-of-way will connect Spruce Street with Columbia Avenue. Chicago Avenue between Columbia Avenue and Spruce Street is a designated FAU route.

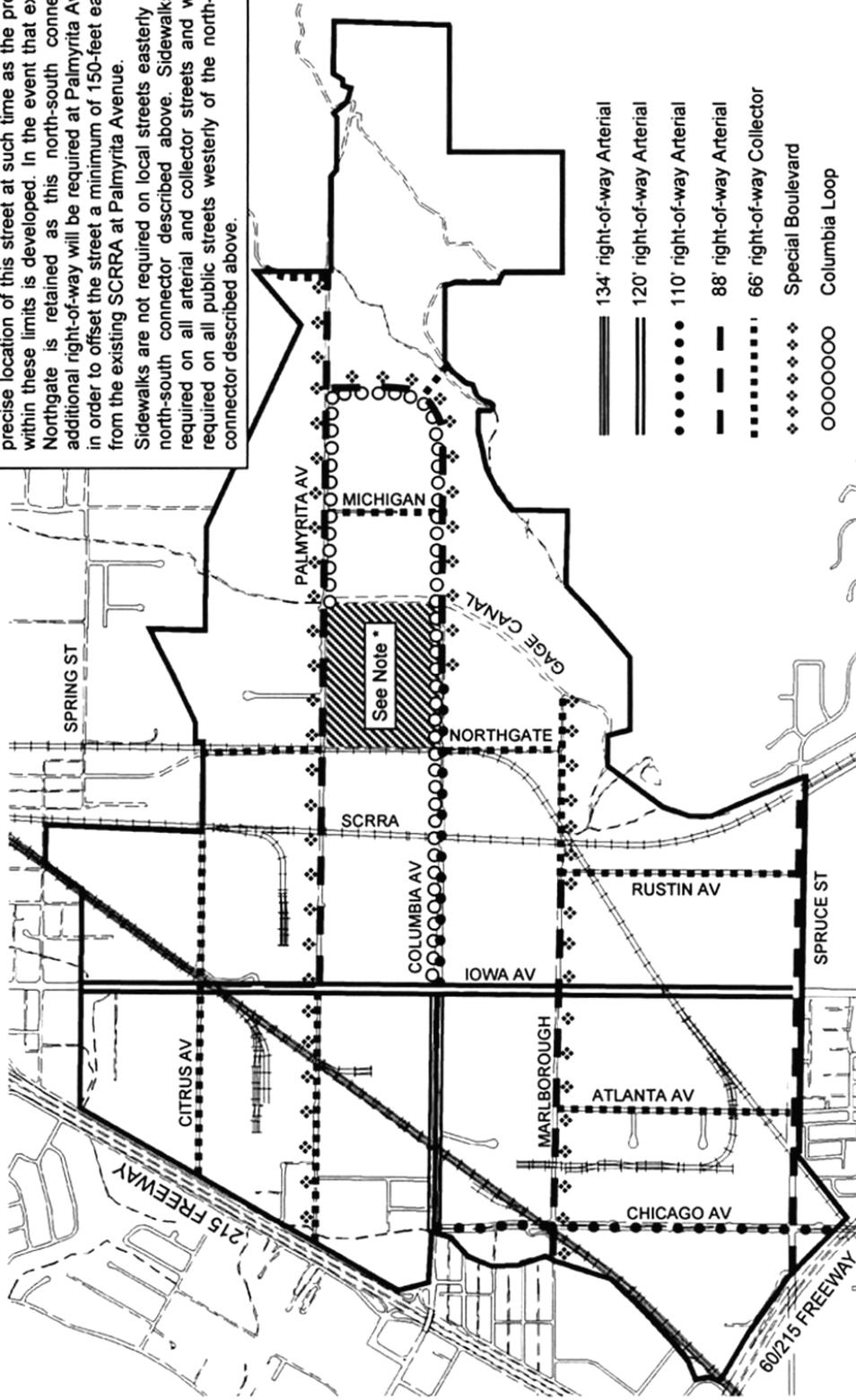
Major Arterials (88 foot right-of-way):

- Marlborough Avenue — Easterly of Iowa Avenue, Marlborough Avenue would have an 88' right-of-way with four lanes divided, including an 8' wide shoulder for emergency breakdowns. A 4' wide tree planting/landscape/utility easement will be required along Marlborough Avenue.
- Spruce Street — Proposed improvements would expand Spruce Street to its ultimate 88 foot right-of-way, with four lanes, undivided, linking it with Watkins Drive which runs along the northern portion of the University of California Riverside Campus. Spruce Street is also a designated FAU route. The existing interchange at Spruce Street is to be closed. However additional ramps would be added at Highway 91 contiguous to the Southern Pacific Railroad right-of-way to provide access to Spruce Street via La Cadena Drive.
- Palmyrita Avenue — This east/west collector is proposed to have an 88 foot right-of-way including an 8' wide shoulder for emergency breakdowns. A 4' wide tree planting/landscape/utility easement will be required along Palmyrita Avenue. Presently, the railroad crossing is proposed to be improved using 203 Funds. *(Note: construction centerline of Palmyrita Avenue easterly of Iowa Avenue has a variable offset relative to its monument centerline. For centerline alignment details consult with the Public Works Department.)*

Industrial Collectors (66 foot right-of-way):

- Citrus Avenue — This is designated a collector with a 66 foot right-of-way. It serves as a link from Iowa Avenue to East La Cadena Drive, adjacent to Interstate 91/215.
  - Northgate Street — This is a collector with a 66 foot right-of-way. A portion of Northgate may be vacated between Columbia and Palmyrita. Northgate will remain between Marlborough and Columbia.

\*Note: There will be one north-south street constructed between Palmyrita and Columbia Avenues between the Southern California Regional Rail Authority (SCRRA) and the Gage Canal. The Public Works Department in consultation with the property owner shall determine the precise location of this street at such time as the property within these limits is developed. In the event that existing Northgate is retained as this north-south connection, additional right-of-way will be required at Palmyrita Avenue in order to offset the street a minimum of 150-feet easterly from the existing SCRRA at Palmyrita Avenue. Sidewalks are not required on local streets easterly of the north-south connector described above. Sidewalks are required on all arterial and collector streets and will be required on all public streets westerly of the north-south connector described above.



- 134' right-of-way Arterial
- 120' right-of-way Arterial
- 110' right-of-way Arterial
- 88' right-of-way Arterial
- 66' right-of-way Collector
- Special Boulevard
- Columbia Loop

Figure II — 4 Proposed Circulation



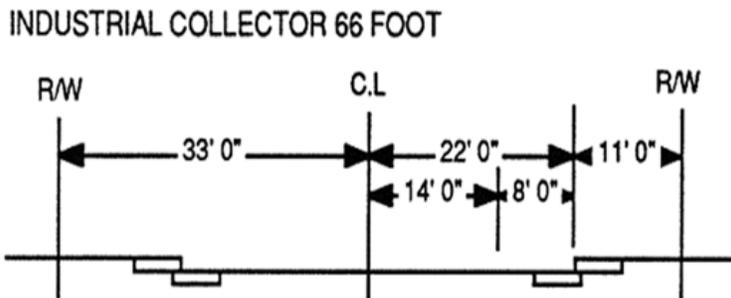
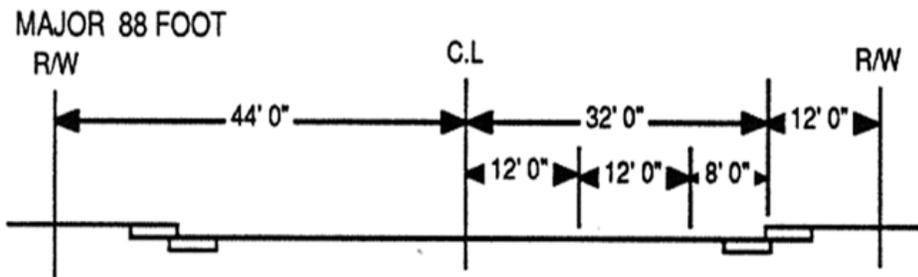
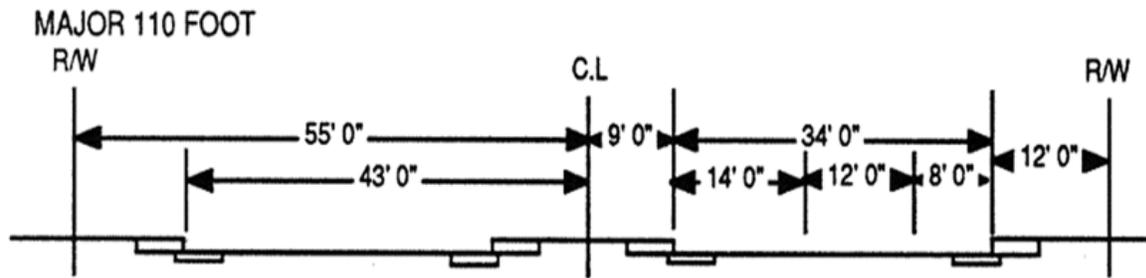


Figure II — 5 Roadway Sections

- North-South Connector - This connector is to provide a north-south connection between Columbia Avenue and Palmyrita Avenue. It will be located between the existing South Pacific Railroad and the Gage Canal as shown on Exhibit II-4: Proposed Circulation. In the event Northgate Street is retained, additional right-of-way will be required at Palmyrita Avenue in order to offset the street a minimum of 150 feet from the existing Southern Pacific Railroad at Palmyrita Avenue.

## 6. TRANSIT

The Riverside Transit Agency (RTA) provides bus service within the City of Riverside. The Specific Plan recognizes the benefits provided by the RTA by encouraging a continuation and upgrading of bus service. The placement of comfortable, protected (sun and inclement weather) bus stops, and the opening of new roadways which offer opportunities for additional bus routes, are several goals of the development program with respect to public transportation.

## 7. RAIL ACCESS

Excellent rail facilities are provided by the existence of the Union Pacific, Atchison, Topeka and Santa Fe, and Southern Pacific lines. The location of the lines within and adjacent to the project area provides opportunities to serve future industrial-transportation-distribution facilities which will develop in the Hunter Business Park.

There are several lead tracks and spurs serving some of the established industrial plants. It is the intent of the Specific Plan to accommodate rail usage where feasible in the designated Land Use Districts.

Development standards for providing for future rail spur access are set forth under Chapter III: Development Standards and Design Guidelines.

## 8. PEDESTRIAN NETWORK

A pedestrian network is provided in conjunction with the Circulation Plan to allow for pedestrian movement within the project and surrounding among the individual projects within the Hunter Business Park and to establish a framework for private and public guidelines described in the Specific Plan. The pedestrian linkage is accomplished by using the proposed roadway system of the Specific Plan area which is conceived as a series of linear parks as well as traffic corridors. In order for the proposed roadway to accomplish this dual purpose of vehicular and pedestrian access, the quality of the public right-of-way must be enhanced through the use of enriched paving materials, lighting, street trees and landscaping.

The Specific Plan program creates an opportunity to design a network of streets and walkways which will supplement pedestrian use of Gateway streets. The pedestrian network, as shown on Exhibit II-6: Pedestrian Network, will consist of six foot sidewalks adjacent to the curb (within the rights-of-way of each adjoining street) and on site, internal pedestrian walkways to establish new patterns of pedestrian activity. Sidewalks may be eliminated on all local streets east of Northgate Street. Sidewalks are required on all arterial and collector streets and all public streets westerly of the designated north-south connector. Inclusion of plans for pedestrian access and circulation shall be submitted for review and approval as a condition of the City's Design Review Process.

#### 9. BICYCLE ROUTES

All collector and arterial streets shall provide minimum eight-foot-wide shoulders to serve the dual purpose for both emergency on-street parking and bike lanes. A striped Class 2 bike lane will be provided on Columbia and Iowa Avenues and Spruce Street. These bike lanes are consistent with the bicycle routes shown on the Circulation/Transportation element and will connect with city wide routes. A bikeway is also designated along the Gage Canal.

#### E. PUBLIC SERVICES

Future demand for industrial and commercial support opportunities in Hunter Business Park calls for systematic plan for the provision of public services. The following infrastructure concept plans address these needs relative to the future development of the Hunter Business Park area and illustrate the means by which public services will be provided. It should be noted that the provisions for public utilities discussed in this section are an extension of the system which serves to the property line only. Each developer shall be responsible for utility lines on his property.

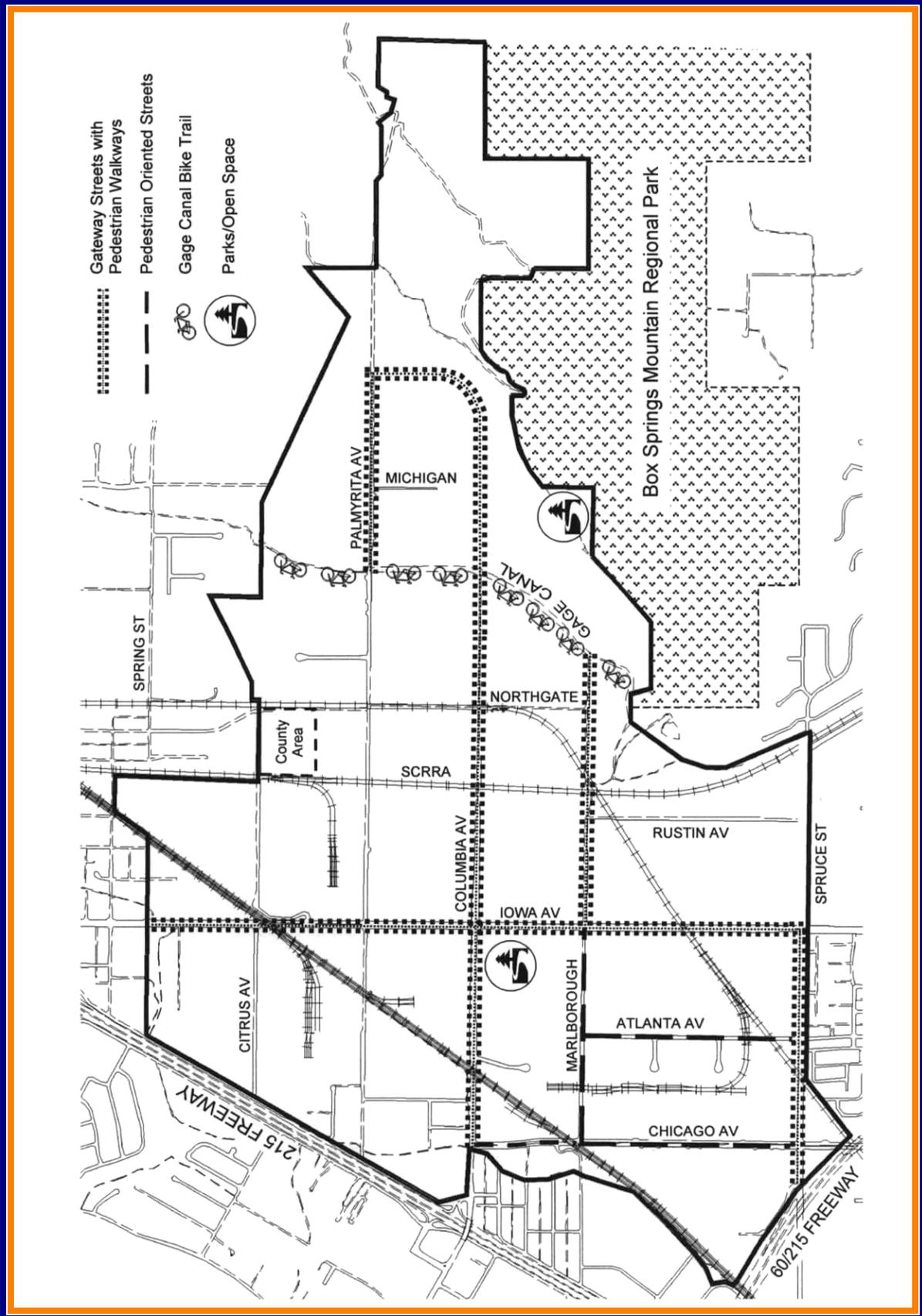


Figure II — 6 Pedestrian Network



1. WATER SERVICE CONCEPT PLAN

Domestic water will be supplied to Hunter Business Park by the City of Riverside Public Utilities Department. The water facilities Master Plan is currently being revised. The updated plan is expected to be completed in the Fall of 1987.

The majority of the water lines (refer to Exhibit II-7: Water Concept) in Hunter Business Park are supplied by Sugarloaf Reservoir. Sugarloaf Reservoir is located south of the project boundary and has a capacity of 5 million gallons. Water service from Sugarloaf Reservoir is available to that portion of the Specific Plan area which is below an elevation of 1080 feet.

The City's Plan for extension of water facilities within the Sugarloaf Reservoir service area recommends 12 inch interconnected water mains. The water mains would be aligned to follow the major street system as established in the Specific Plan. Sizing of the mains may be adjusted in response to different land use intensities and/or pressure requirements in the service area.

A 42-inch water line exists in Iowa Avenue. This line is a transmission main; therefore, no local connections will be made.

The easterly 110± acres of the Specific Plan area is above an elevation of 1080 feet. Water service to this area will require the construction of new facilities.

The Hunter Business Park Specific Plan should be incorporated into the City's proposed update of the Water Master Plan.

2. SEWER SYSTEM CONCEPT PLAN

The City of Riverside's Public Works Department will provide waste water treatment service for Hunter Business Park. The regional sewerage facility is located adjacent to the Santa Ana River at Van Buren Boulevard in the western area of Riverside with a capacity of 29.1 million gallons per day (mgd). Current flow is 26 mgd. The plant is scheduled for expansion to 32 mgd by 1989 and 42 mgd by 1991. Limitations on industrial or supporting developments are not anticipated. The City of Riverside does not have an adopted Master Plan of Sewers.

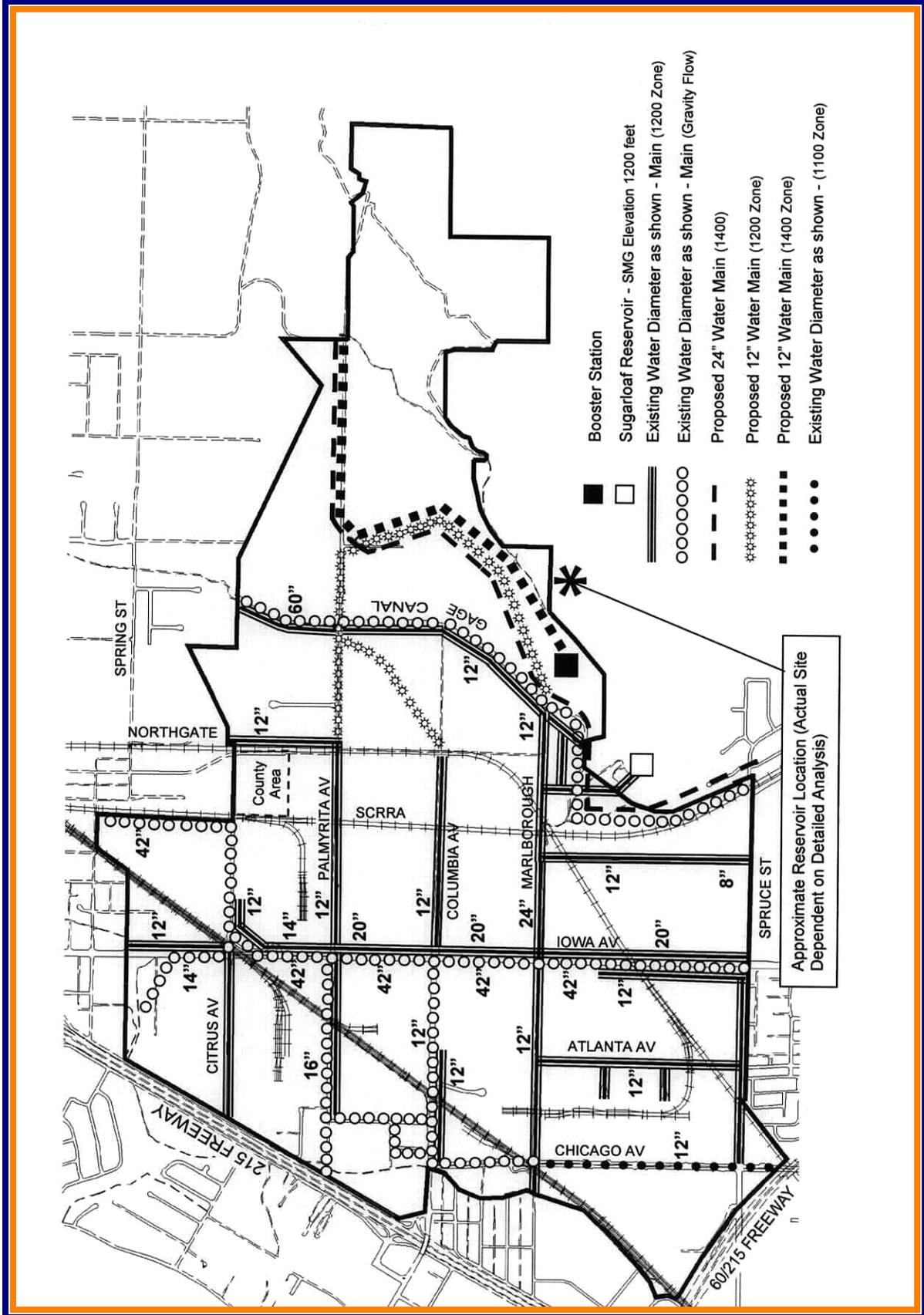


Figure II — 7 Water Concept



Exhibit II-8: Sewer Concept illustrates the recommended sewer system for the Specific Plan area. The sewer collection system will discharge the flow from the project into the trunk line that runs parallel to La Cadena Drive and turns westerly under the I-215 Freeway at Strong Street. The sizing of this trunk line will be dependent on the types of flows generated by the various developments.

A 10-inch trunk line exists in Palmyrita Avenue. Due to its small size, its capacity will be exceeded by future flows within the Specific Plan area. This plan recommends construction of a new trunk line within Columbia Avenue, parallel to an existing line. This location was chosen to allow installation within a roadway that will that will require future expansion of the existing paved section, thereby creating the least disruption to existing facilities.

The existing 10-inch sewer in Palmyrita Avenue will continue to serve the adjacent properties and limited areas northerly within the Specific Plan area. Other local service lines will be required to be extended in streets as minimum 8-inch lines. Evaluation of line sizes should be on the basis of site specific uses to assure that potential high volume discharges, common to various types of industrial development, can be accommodated, if proposed.

The following peak flow rates should be used for the estimation of sewage discharge:

Commercial	0.010 cfs/ac
Industrial	0.012 cfs/ac

The proposed parallel trunk line in Columbia Avenue is of vital importance to the development of the eastern portion of the Specific Plan area. Funding for the proposed trunk line may be obtained from the following alternative methods.

1. The City would design and construct the lines and pro-rated fees would be assessed to developers who benefit from the construction. Development would be encouraged in the eastern portions of the Specific Plan area by this work.
2. Initial developments would be required to design and construct the lines. Reimbursement agreements would be prepared and fees would be assessed on a pro-rated basis to developments which would benefit at a later date. Development might be discouraged due to the initial monies which would be expended for the sewer system; consequently, portions of the Specific Plan area may remain undeveloped.

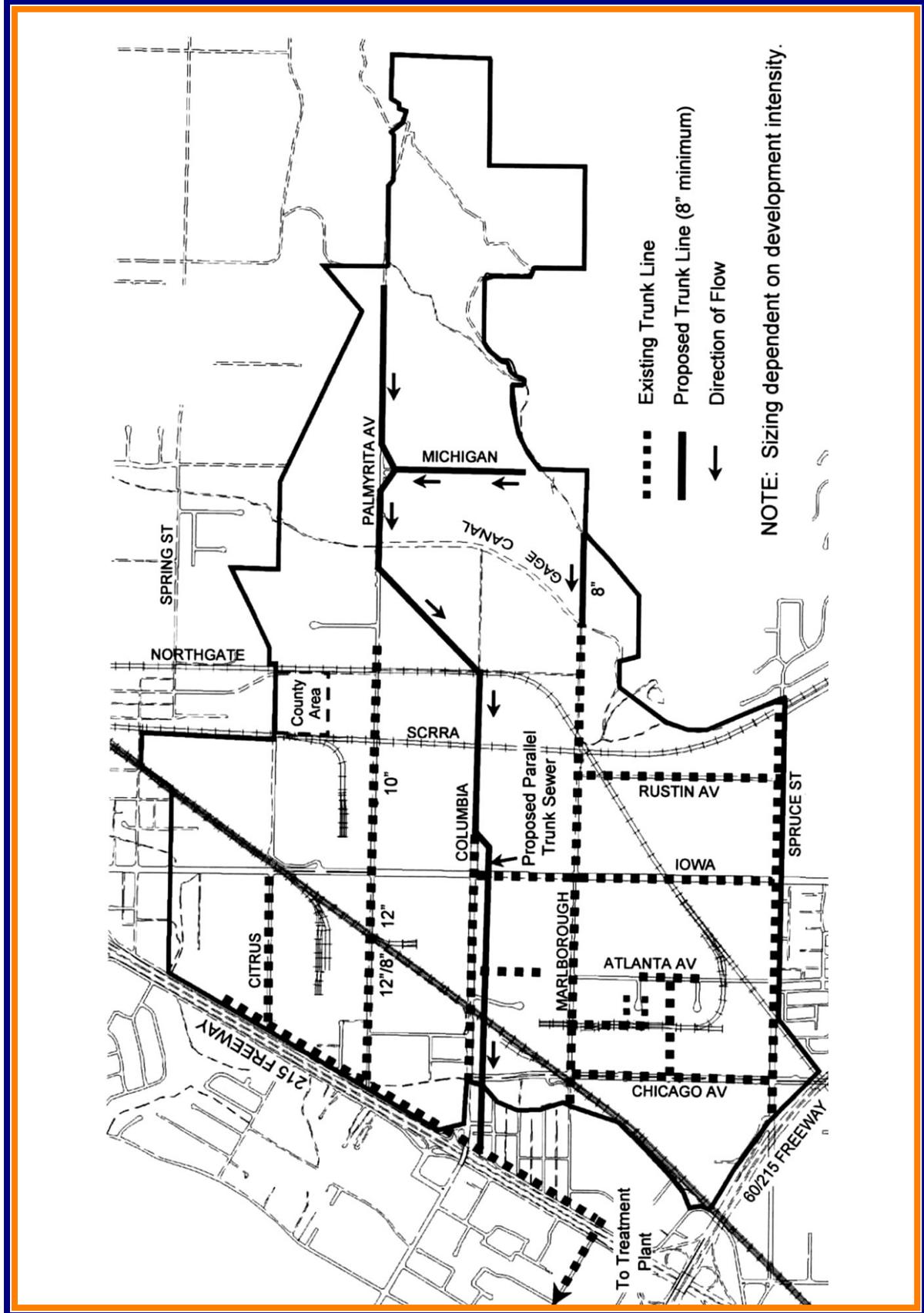


Figure II — 8 Sewer Concept



3. The city constructs the line and is reimbursed by standard connection fees. This method is now in use for industrial areas.

### 3. DRAINAGE CONCEPT PLAN

The project site encompasses approximately 400 acres of unimproved land. The Riverside County Flood Control and Water Conservation District adopted a Master Drainage Plan in 1967. The major portion of the planned system within Hunter Business Park has been constructed as shown on Exhibit II-9: Storm Drain Concept.

The existing and planned systems discharge into either the Springbrook Drainage Channel along the northerly limits of the Specific Plan area or the University Wash Channel to the south. In addition, retention basins have been constructed at Columbia and Marlborough Avenues adjacent to the Atchison-Topeka and Santa Fe spur and main lines, respectively. The channels and basins were designed to control a 100-year storm discharge. The Master Plan requires underground drain lines to be designed to control a 10-year storm discharge.

The areas contributing to the proposed drains within the Specific Plan area incorporate the foothill areas east of the Specific Plan area and the currently undeveloped properties in the eastern portion of Hunter Business Park.

This Specific Plan proposes the extension of master planned facilities as adopted. Due to the realignment of Columbia Avenue, east of Northgate, the Master Plan line would need to be located within a dedicated easement acceptable to the maintaining agency.

Developers will be required to meet conditions established by the City of Riverside and/or Riverside County Flood Control and Water Conservation District. The City of Riverside has established storm drain fees that are assessed when the building permit is issued. These fees are based upon the site area and the proposed improvements.

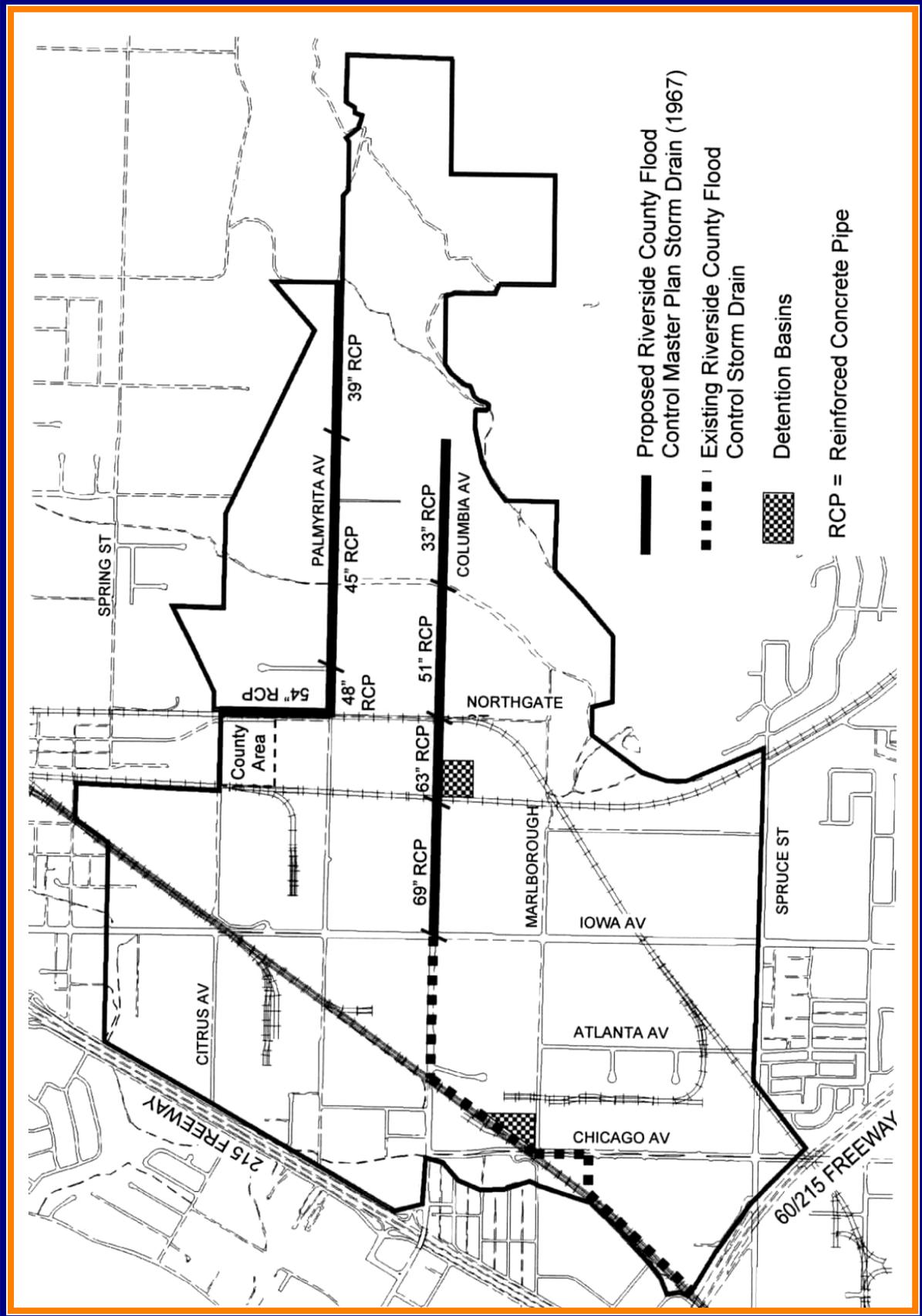


Figure II — 9 Storm Drain Concept



#### 4. RAILROAD IMPROVEMENTS

The Hunter Business Park Specific Plan area has numerous railroad crossings which are substandard in design as illustrated in Exhibit II-10: Railroad Crossing Improvements.

Currently, the City has proposed crossing improvements at the Southern Pacific spur line at Atlanta Avenue and Spruce Street and at the Atchison-Topeka and Santa Fe spur line at Palmyrita Avenue. These improvements will include the installation of safety devices in addition to street improvements. Construction of these improvements is expected to begin in 1988.

Additional crossing improvements will be required at the Southern Pacific spur line intersections at Palmyrita, Columbia, and Marlborough Avenues and at the Atchison-Topeka and Santa Fe spur line intersecting at Columbia and Marlborough Avenues.

The crossing at the Southern Pacific line at Palmyrita Avenue is the only one of the above that has a signal ("wig wag") warning device. This device is provided only for eastbound traffic on Palmyrita Avenue. The remainder of the crossing provide only standard "Railroad Crossing" signs.

The average daily train traffic on each spur line is two trains or less per day. This train traffic, in addition to traffic generated by developments east of Iowa Avenue, would make the crossings hazardous. When Columbia, Marlborough and Palmyrita Avenues are widened to their ultimate widths as shown in this Specific Plan, it will be necessary to install safety devices at the crossings and to improve the roadway paving approaching and between the rails.

Railroad crossing improvements (Refer to Table I: Railroad Improvements) can be initiated through application to the California Public Utility Commission (P.U.C.). Their subsequent processing with Caltrans will establish eligibility for Section 203 Federal Funding. The timing and availability of the funds are dependent upon the ranking of the project and the amount of funds available for Section 203 participation in the particular year improvement is proposed or the approval is given. Recent approvals have been restricted to crossings where gates do not exist for the existing roadway crossings and a hazardous condition would result from widening and improving the roadways.

Crossing No.	Existing Condition	Proposed Street Improvements	Proposed Railroad Improvements
1-spur	Sign, Lighted	Gates	by City (1988)
2-spur	Sign at Grade	Gates	by City (1988)
3-spur	Sign at Grade	—	—
4 & 7-mainline	Gated, Lighted at Grade	—	—
5-spur	Lighted at Grade	#6-Widening	—
6, 9-spur	Gated/Sign Lighted at Grade	—	—
8-spur	Sign Lighted at Grade	—	—
10, 11-spur	Sign at Grade	—	—
12-spur	Sign at Grade	Gates	by City (1988)
13-spur	Sign at Grade-Wigwag	66' R/W	Widening to match Street Improvements
14, 15, 17, 18-spur	Sign at Grade	110' R/W	Widening to match Street Improvements *Priority
16-spur	Sign at Grade	—	—
19-spur	Wigwag	110' R/W	Widening to match Street Improvements
20	Lighted at Grade	—	—

Note: Specific Safety Device installations must be agreed upon by the City of Riverside, the railroad corporation and the Public Utilities Commission

**Table II — 1:** *Railroad Crossing Improvements*



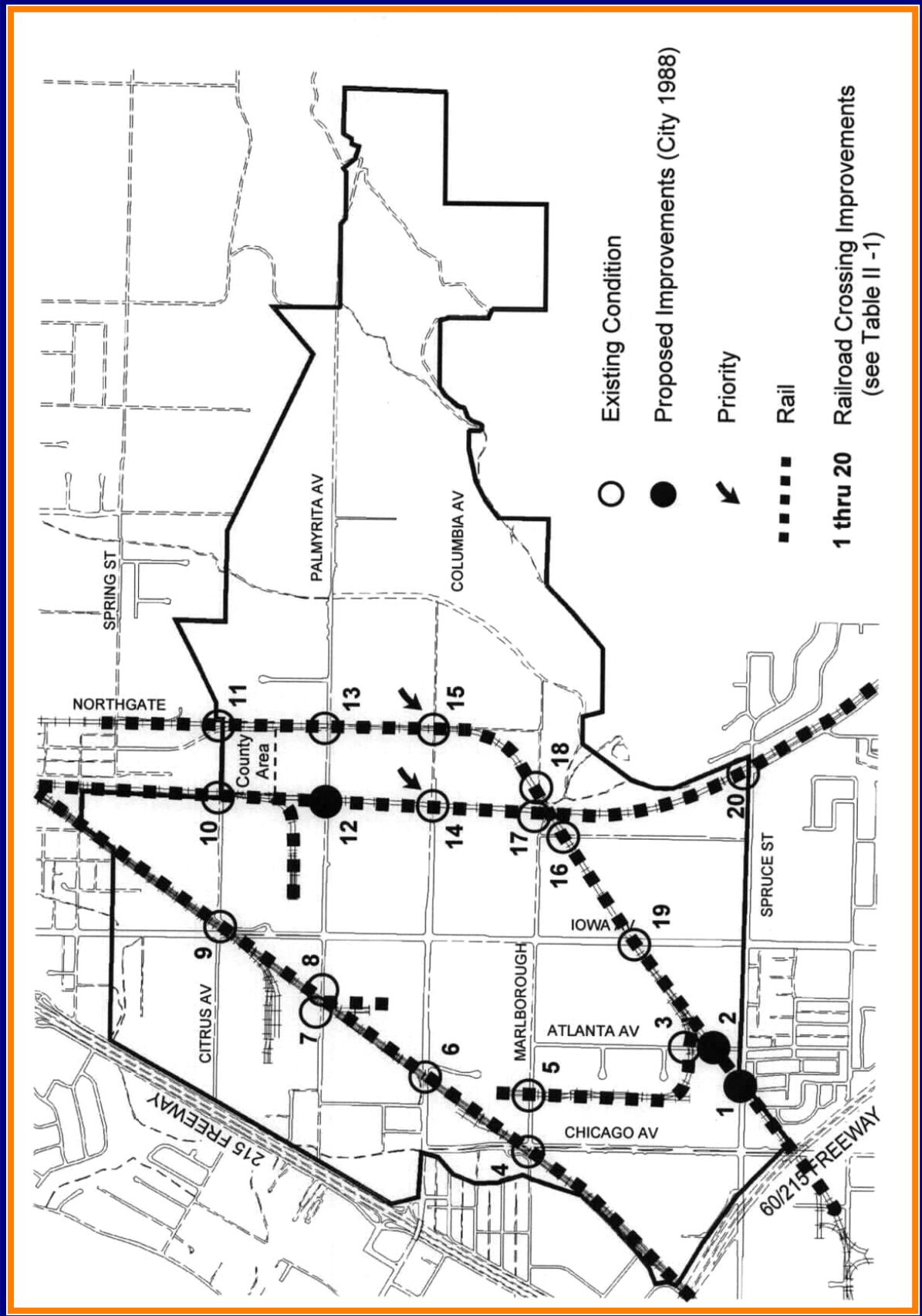
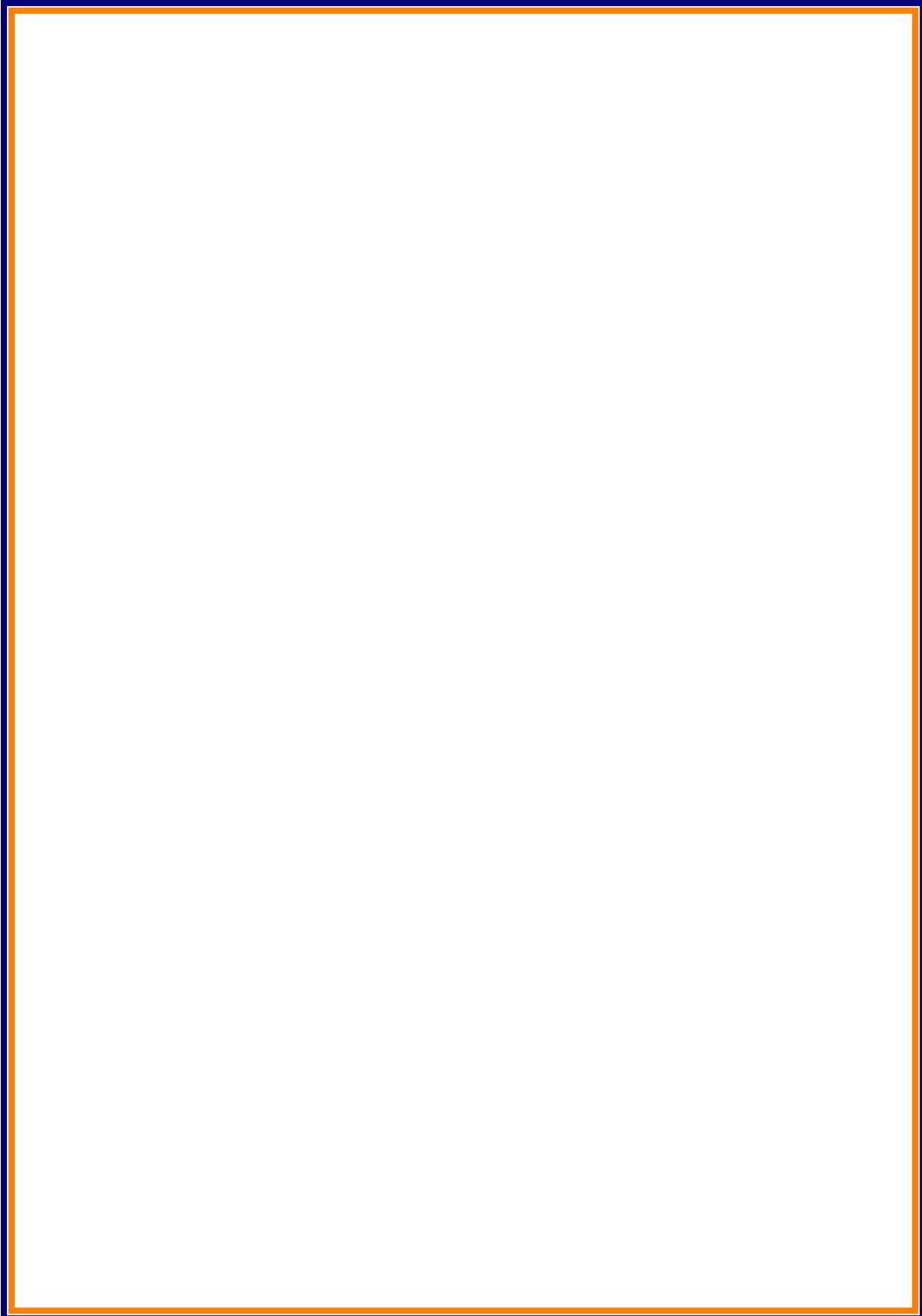


Figure II — 10 Railroad Crossing Improvement



**Figure II — 11**     *Overhead Electric Utility System*



This Specific Plan proposes the extension of master planned facilities as adopted. Due to the realignment of Columbia Avenue, east of Northgate, the Master Plan line would need to be located within a dedicated easement acceptable to the maintaining agency.

Developers will be required to meet conditions established by the City of Riverside and/or Riverside County Flood Control and crossing is to receive Federal funding. For the development of the areas east of Iowa Avenue to be completed in a timely manner, the qualification process with the P.U.C. and/or the railroads should begin at the earliest possible time. The public agencies having jurisdiction over the roadways involved, the railroad corporation and the Public Utilities Commission must be agreement as to the public necessity for altering the existing railroads grade crossing and the type of facilities to be installed. All improvement applications must be reviewed and approved by the Public Utilities Commission.

It is recommended that the Columbia Avenue crossing be the first priority, followed by the Marlborough Avenue and Palmyrita Avenue crossings, respectively. If these crossings qualify for Federal 203 funding, the City would be required to provide a portion of the construction costs.

Rubber planking to create smooth auto crossings is to be installed at all railroad crossings.

## 5. OTHER UTILITIES

The Hunter Business Park lies within service areas of the City of Riverside (Electricity), the Southern California Gas Company (Gas), Pacific Telephone (Telephone), and private solid waste companies. This utility network can be expanded to meet future demands of the project. The existing overhead electrical system for Hunter Business Park is shown on Exhibits II-11. All future utility line additions will be placed underground with the exception of transmission lines which are always overhead. Funding for the undergrounding of electric utilities will be accomplished by means of an assessment district as provided for in Chapter IV: Implementation.

## F. OPEN SPACE

### 1. OPEN SPACE CONCEPT PLAN

The Open Space concept is illustrated in Exhibit II-12: Open Space Concept. Its basic purpose is to unify the project area through a series of major Gateway streets, pedestrian ways, and parks. The Open Space network will connect existing and proposed activities in the project area. In addition, it will provide a cohesive element among various subareas, individual industrial projects, and differing architectural styles. In conjunction with the

Land Use Districts (Exhibit II-3) and the Circulation System (Exhibit II-4), the Open Space system establishes the heart of the Hunter Business Park Plan. Together with the development standards and design guidelines, the implementation of these systems establishes the overall development character for the area. The following describes the major elements of the network.

## 2. GATEWAY STREETS

The most important streets serving the project area include Columbia Avenue, Spruce Street and Iowa Avenue. Together these streets link the majority of the project area and are characterized as entrance "Gateways" to Hunter Business Park. They establish identity for the project area and are strong determinants of the image established for the park. Also contributing to the area's overall image will be the freeway edge condition.

Gateway streets are proposed as major vehicular streets with boulevard character, but also serve as pedestrian streets. Pedestrian use of Gateway streets should be encouraged. Pedestrian oriented public right-of-way improvements (i.e. landscaping, a "par" exercise course on the loop road) and adjacent private development should be designed to enhance visual quality to Gateway streets.

Many other streets in the project area have the potential to develop as active streets. The concept of the Open Space network is to enhance the public right-of way as a linear park and to supplement these rights-of-way with carefully sited private/public space. Street furnishings, landscaping, water elements, public art and sculpture are important elements of this concept.

## 3. PARKS

A physically attractive environment is essential to the development of Hunter Business Park. Parks/open spaces should emphasize both active and passive recreational space.



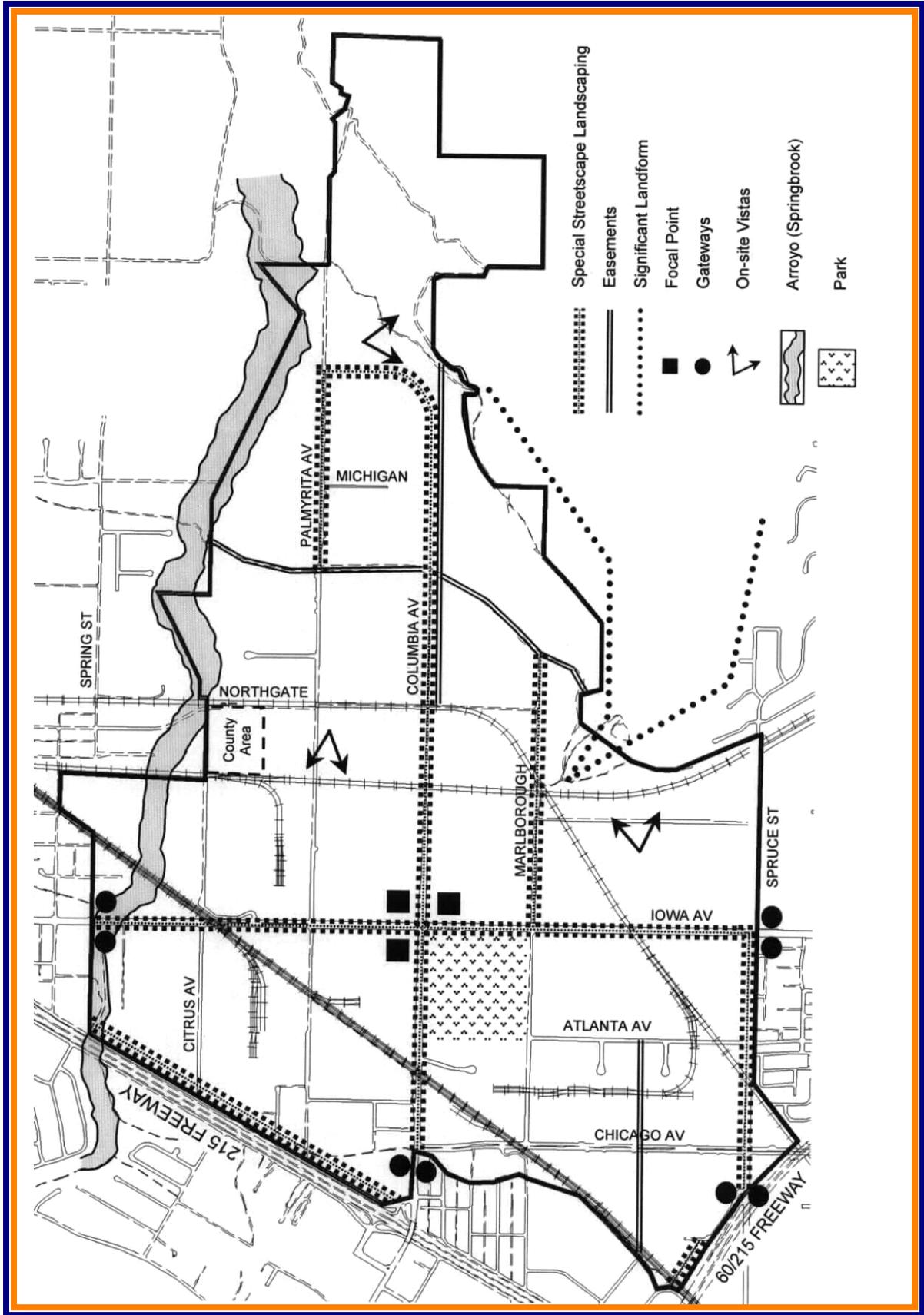


Figure II — 12 Open Space Concept



#### 4. HUNTER PARK

Two parks are planned for Hunter Business Park. Hunter Park is an existing 35.8 acre City Community Park located at Columbia and Iowa Avenues. Currently, Hunter Park is approved as a "Hobby Park." The concept for this park was developed to meet the needs of the Hobbyists who needed space away from residential areas and the crowded city parks to carry out the model boating, airplanes and race car activities. To implement the Hunter "Hobby Park" Concept, the city has allocated \$290,000 to complete the preliminary design drawings and grading. The Hunter Hobby Park Plan is illustrated in Exhibit II-13.

Already existing within the park are the live steam trains (18 gauge railroad) which were donated in 1956 by Mr. Hunter. The "Hobby Park" and the live steam engines offer an outstanding opportunity to provide recreation for both the community and area employees as well as to provide an excellent image for the Hunter Business Park area. What better image than the steam engine that helped introduce the Industrial Revolution. In addition to the various hobby activities proposed for the park (e.g. model boating, airplane and race cars), there will be passive recreation opportunities which can include stepped grass seating for viewing the hobby activities, lunch areas, and a meandering path linking the activity areas together and offering a respite from daily work.





## 5. OPEN SPACE FOR LOCAL EMPLOYEES

An expansion of the Open Space concept for the project area includes the opportunity to promote a small private park-like amenities within industrial projects. This will enhance development activities. These on site open spaces should be strategically located, offering maximum convenience to employees. These open spaces should offer an inviting space for employees to eat lunch, or use it during break periods for rest and relaxation. Ample landscaping, seating areas and possible pull-in facilities for catering vehicles could be included in the Open Space program. Local employee open space is strongly encouraged for development projects exceeding 250 employees or 15 acres.



### ***III. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES***

The Development Standards and Design Guidelines for the Hunter Business Park Specific Plan consist of two sub-sections:

1. Permitted Uses - an outline of typical uses permitted in each land use district. These uses are consistent with the existing zoning of each area.
2. Development Standards and Design Guidelines — special design considerations which are not addressed in the Riverside Municipal Code.

The standards and guidelines have evolved from consideration of goals and objectives for Hunter Business Park, analysis of existing conditions, and consideration of the Industrial Market Analysis and Economic Development Strategy for Riverside prepared by Williams Kuebelbeck & Associates.

These standards, together with current city zoning standards set forth in Title 19 of the Riverside Municipal Code, are intended to implement the Hunter Business Park Specific Plan. They are intended to be utilized by the City, developer and builder to insure that proposed development will proceed in an efficient and coordinated manner, to create a high quality industrial area. The standards and guidelines are designed to be compatible with the three major land use districts in the area.

#### **A. PERMITTED USES**

The proposed Land Use Districts discussed in Chapter II define a generalized land use character for each of the three districts in the Hunter Business Park area. These three districts are the General Industrial District, the Garden Industrial District and the Industrial Park District.

Within each of the three land use districts, Title 19 of the Riverside Municipal Code permits or prohibits certain uses in certain zones. Exhibit III-1: Existing Zoning illustrates the existing zoning the area. The zones which exist in each district are as follows:

##### **General Industrial District**

The General Industrial District is primarily zoned for Manufacturing Park (MP), Light Manufacturing (M-1), and General Manufacturing (M-2) uses. There are several small areas zoned for Restricted commercial (C-2), General Commercial (C-3), Restricted Office (R-O) and Residential (R-1). In addition, a Business Park (BP) combining zones exists in certain parts of this district. In the case of this district, this zone combines with an MP zone to permit a limited range of retail commercial uses having a close association with, providing convenience to, or which are compatible

with office, wholesale, warehousing and manufacturing uses permitted in these zones.

### **Garden Industrial District**

The Garden Industrial District is zoned only for Manufacturing Park (MP) uses. A total of about 71 acres were zoned RA -Residential Agricultural pursuant to Measure C, however, their zoning was changed to MP under the adoption of Case R-20-890/SPA-3-890 in 1990.

### **Industrial Park District**

The Industrial Park District is zoned for Manufacturing Park (MP) uses with a residential (R-1) infill area north of the Springbrook arroyo.

The uses which are permitted within the zones of the district establish the land use character of the district. Because there are a number of different zones in the General Industrial District, this district will be characterized by a wide variety of uses and use types. Both the Garden Industrial and Industrial Park Districts have the same zoning, Manufacturing Park (MP), thus their uses will be similar and character of these areas will be determined by factors other than land use. For example, utilization of the 5 acre minimum parcel size for initial planning and development purposes in the Industrial Park district will enhance internal project consistency from a planning, circulation and site design perspective.

Title 19 of the Riverside Municipal Code prevails in all land use decisions for the Hunter Business Park Specific Plan area. The Specific Plan cannot permit any uses in the area which are prohibited by Title 19. The Specific Plan can, however, be more restrictive than Title 19 and prohibit uses which would normally be permitted under the existing zoning. Thus, the Specific Plan is a tool for establishing the desired land use and development character for each district.

Table 2, the Land Use Matrix uses the three land use districts and the existing district zoning to identify the uses which are permitted within the Specific Plan area.

#### **B. PERMITTED USES**

Uses permitted within each district are those permitted by Title 19 of the Riverside Municipal Code with some limitations and restrictions as provided for in this Specific Plan document. These uses are indicated by a "P" in Table III-1: Land Use Matrix.



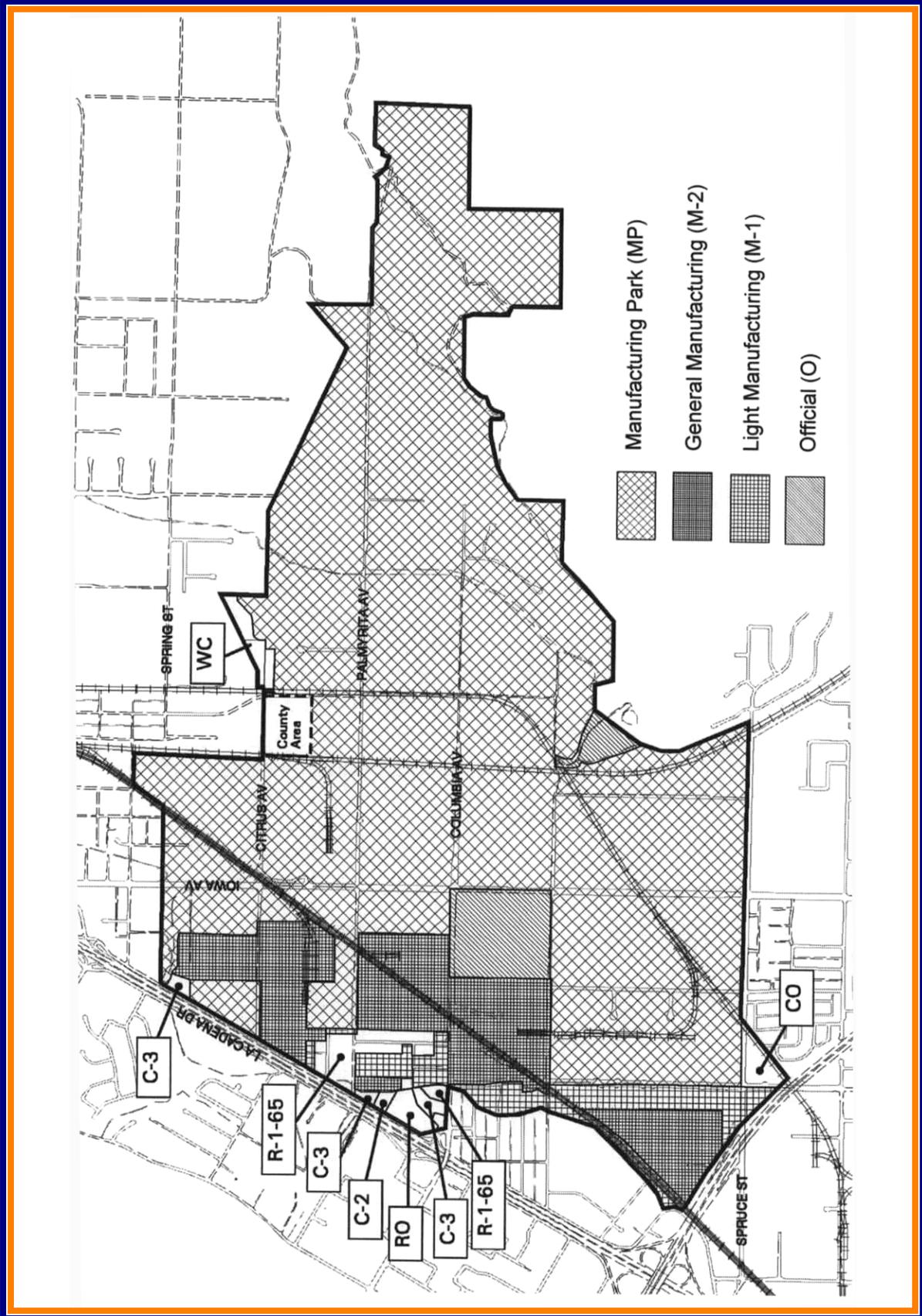


Figure III — 1 Existing Zoning

ZONING	PERMITTED USES										Industrial Park District
	General Industrial District					Garden Industrial District					
	MP-BP	MP	M-1	M-2	C-3	RO	RI	MP	MP	MP	
<b>INDUSTRIAL/MANUFACTURING</b>											
Wholesale Distribution		P	P	P				P			P
Warehousing/Storage		P	P	P				P			P
Manufacturing		P	P	P				P			P
Research and Development		P	P	P				P			P
Publishing and Printing		P	P	P				P			P
Ancillary Retail Sales On-Site		P	P	P				P			P
Off-Site Retail Sales		P	P	P				P			P
Wholesale Showrooms		P	P	P				P			P
<b>OFFICE</b>											
Office and Administrative		P	P	P	P	P	P	P	P	P	P
<b>RETAIL</b>											
Convenience Sales					P						z
Eating and Drinking (part of a multi-tenant industrial park)		P	P	P	P						P
Eating and Drinking (freestanding building)					P						
Business Supply Retail		P			P						
Building Supplies and Sales					P						
<b>SERVICES</b>											
Automotive Rental					P			P			
Automotive Service Station		CUP	CUP	CUP	CUP			CUP			
Building Maintenance Services					P						
Business Support Services		P			P			P			
Heavy Equipment Sales and Rental					P						
Medical/Health Care Services		P	P	P	P			P			P
Personal Services		P			P						
Recreational Facilities		CUP	CUP		CUP			CUP			CUP
Repair Services		P			P			CUP**			CUP
<b>DESIGN STANDARDS FOR SPECIFIC PLAN AREA</b>											
Minimum Parcel Size ***	Per Underlying Zone										
Minimum Lot Width ****	Per Underlying Zone										
Building Site Coverage	Not Greater than 50%										
Building Height	As Defined for Each Parcel per the Existing Zoning										
Building Setbacks from Major Secondary Street ***	Average 50 Feet; Minimum 40 Feet										
Building Setbacks from Local Streets	Per Underlying Zone										
Interior Building Setbacks	Side and Rear; Minimum 20 Feet										
Parking Setbacks ***	20 Feet All Zones										
Parking Standards	To Be Determined by Use Within Structure (Per Title 19)										
Tenancy	Multiple Tenant Parcels Permitted										
<b>NOTES</b>											
* Permitted Use with Design Review Approval											
** Permitted Use Normally Allowed in the Zoning Classification above are Prohibited in this Specific Plan Area											
*** Permitted Within a Completely Enclosed Building											
**** Permitted under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre, with widths less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty feet is permitted and interior side and rear yard setbacks may be reduced to zero upon City Planning Commission approval.											
CUP - Conditional Use Permit with Approval by Planning Commission											
Size per Title 19											

Table III — 1: Land Use Matrix



C. CONDITIONAL USES

All uses permitted within Hunter Business Park are uses permitted in the area by Title 19 of the Riverside Municipal Code. The Specific Plan shall not permit any uses in the Hunter Business Park area which are not presently permitted under Title 19. The Hunter Business Park Specific Plan may, however, be more restrictive in these districts and prohibit uses which are permitted by Title 19.

Conditional uses are those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special form as to make impractical or undesirable their automatic inclusion as permitted uses in certain zones. Development projects requiring a Conditional Use Permit shall be required to comply with the regulations of Section 19.64.010 of Title 19 or the Riverside Municipal Code. The Planning Commission shall make the following findings before the granting a Conditional Use Permit:

1. That the proposed use will comply with the purposes of the General Land Use designation in which it is located including all provisions of the General Plan and Specific Plan, if applicable.
2. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare or injurious to properties or improvements in the area.

These uses are indicated by a "CUP" in Table III-1: Land Use Matrix.

D. USE RESTRICTIONS

The following restriction shall apply to all properties in the Specific Plan area:

1. No uses shall be permitted which will emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat, or glare beyond the parcel wherein such use is located. All uses shall comply with standards of performance, Section 19.46.120 a-n of Title 19 Riverside Municipal Code.

E. DEFINITIONS

The permitted uses Shown in Table III-1 are defined as follows:

**Industrial/Manufacturing/Wholesale**

Industrial uses include the manufacture, assembly, fabrication, warehousing and wholesale distribution of goods.

Wholesale distribution — Activities include, but are not limited to, the distribution of goods in large quantities for resale.



Warehousing/Storage — Activities include the storage of goods in a space specifically intended for this purpose.

Manufacturing — Activities typically include, but are not limited to, the assembly fabrication or manufacturing of furniture, food products, garments, signage, electrical appliances and toys. (The manufacturing of fish, meat, sauerkraut, and vinegar products and the rendering or refining of fats and oils is prohibited.) Prior to approval of the manufacturing of any product using yeast the applicant shall provide documentation, from an individual qualified in odor control and measurement, that the process proposed does not produce odors that will be noticeable beyond the subject property boundaries and the Best Available Control Technology (BACT) shall be used to reduce the Volatile Organic Compound (VOC) emissions to a level acceptable by the South Coast Air Quality Management District (SCAQMD).

Showrooms — Display of goods/merchandise in conjunction with a permitted wholesale, distribution or industrial business and limited to products and services associated with the permitted land use.

Research and Development — Activities typically include, but are not limited to, scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the field of physical, economic, or social research.

Incubator Industry — Business enterprise characterized by minimal building space needs and employees.

### Publishing and Printing

#### **Office**

Administrative and Office: Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit-oriented firms others than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural firms. Any drive-up service is specifically excluded.

#### **Retail**

Ancillary Retail Sales On-Site: Activities include direct retail sales to the public on-site of goods or services that are ancillary to the primary use and operation of the facility. Ancillary retail uses shall include the sale of products manufactured, assembled, fabricated or processed in whole or major part on premises. Floor area allocated for retail sales shall not exceed more than fifteen percent of the total building(s) gross floor area, up to a maximum of 7,500-square-feet. Off-street



parking requirements for commercial uses shall be applied to the portion of the facility dedicated for on-site retail sales in compliance with the Zoning Code (19.74).

Off-Site Retail Sales: Activities include direct retail sales that require no general public retail sales on-site (e.g., direct mail merchants, mail order catalog houses, wholesale distributors, sales of service, products and material to service customers off-site, and direct retail sales of merchandise and products that occur off-site.)

Building Supplies and Sales: Activities typically include, but are not limited to, the retail sale or rental, from the premises, of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber, and hardware stores and may have outdoor storage where allowed.

Business Supply Retail: Activities typically include, but are not limited to, retail sales, rental, or repair from the premises, of office equipment, office supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. They exclude the sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures.

Convenience Sales: Activities typically include, but are not limited to, the retail sales from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal service of an appropriate size and scale to meet the above criteria. Uses typically includes, but are not limited to, beauty and barber shops, apparel laundering and dry-cleaning establishments, and neighborhood grocery stores.

Eating and Drinking Establishments: Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of foods and beverages.

Eating and Drinking (part of a multi-tenant industrial park): Restaurants, cafes and cafeterias, including those with outdoor dining as defined in Section 19.04.394 of Title 19, operated in conjunction with and incidental to a single permitted use for the convenience of persons employed upon the premises or operated within a multi-tenant industrial park for the convenience of persons employed within the same industrial park, each established and operated in accordance with the following criteria:

- A. A permitted restaurant, cafe or cafeteria shall be located within the building of a single permitted use to serve the employees of that use only, or shall be located in a tenant or owner space in a multitenant industrial park developed with attached tenant or owner spaces to primarily serve the employees of that multitenant industrial park. This use shall not be permitted as the sole or primary use in a separate freestanding building;

- B. A permitted restaurant, cafe or cafeteria located in a tenant or owner space in a multitenant industrial park shall not exceed one thousand five hundred square feet in total area including kitchen, storage, restroom and outdoor dining areas. A permitted restaurant, cafe or cafeteria located within the building of a single permitted use is not restricted to a maximum size;
- C. The menu shall be limited to breakfast, lunch and snack items only;
- D. The hours of operation shall be limited to six a.m. to six p.m., Monday through Friday; and
- E. Parking shall be established and maintained in accordance with subsection O of Section 19.74.010 of Title 19.

Eating and Drinking (Freestanding, Sit-down, Building): Restaurants, cafes and cafeterias, including those with outdoor dining and food preparation as defined in Section 19.04.394 of Title 19. Outdoor dining and/or food preparation shall be subject to the requirements, as applicable, of Section 19.26.020, subsections (G) and (I) of Title 19. Alcoholic beverage sales shall be limited to the incidental sale of beer and wine only, subject to the granting of a minor conditional use permit and the site location criteria, operation standards, development standards and exemptions of Section 19.26.020, subsection J of Title 19.

### **Service**

Automotive Rental: Activities typically include, but are not limited to, the rental, from the premise, of motor vehicles. Uses typically include, but are not limited to car rental agencies.

Automotive Service Station: Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries, replacement items, lubricating services, and the performance of minor repairs, such as tuneups, tire changes and brake work, as well as convenience markets in conjunction with the service station all subject to a conditional use permit.

Building Maintenance Services: Activities typically include, but are not limited to, maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Business Support Services: Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited.



Typical uses include secretarial services, telephone answering services, and blueprint services.

Heavy Equipment Sales and Rental: Activities include, but are not limited to, the sale or rental from the premises of heavy construction equipment, trucks, and farm equipment together with maintenance. Uses typically include, but are not limited to, heavy trucks and construction equipment dealers.

Medical/Health Care Services: Activities typically include, but are not limited to, establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and fitness or wellness clinics.

Personal Services: Activities typically include, but are not limited to, information, instruction and similar services of a personal nature. Uses typically include, but are not limited to, driving schools, day care facilities, travel bureaus, and photography studios.

Recreational Facilities: Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the recreational activity. Uses typically include, but are not limited to, tennis courts, sports fields, and golf courses.

Repair Services: Activities typically include, but are not limited to repair services involving articles such as upholstery, furniture, and large electrical appliance.

### **City/Public Use**

Public use types include the performance of utility, educational, recreational, cultural, medical protective, government, and other uses which are strongly vested with public or social importance.

Civic Services - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, and public, governmental or utility administrative offices. Uses typically include, but are not limited to, public parks, and open space areas of an active or passive character, playgrounds, playing fields, and community halls.

Utility Facilities/Services - Activities typically include, but are not limited to, those performed by public agencies which are strongly vested in the public interest.

### **Prohibited Uses**

Uses prohibited within Hunter Business Park are: automobile impound yards (M-1); feed and fuel yards (M-1), and poultry and rabbit killing (M-1).

## F. DEVELOPMENT STANDARDS

Development Standards for Hunter Business Park are intended to define and emphasize the uniqueness of the project area and to establish a high quality level of development. This will be accomplished by providing a framework of continuity and consistency through development.

The development of each parcel within Hunter Business Park is controlled and restricted by these Development Standards and Design Guidelines and must also meet all requirements of the City of Riverside as well as applicable governmental codes and regulations.

The development standards for the Hunter Business Park area address general provisions which include:

- Lot standards
- Utility service
- Building Material Requirements
- Signs
- Circulation
- Design Review

### **1.0 General Provisions**

The purpose of standards within General Provisions is to establish minimum standards regulating specific details in the development of any project within the Hunter Business Park area.

#### **1.1 Lot Standards**

The purpose of lot standards is to establish adequate development sites so that appropriate site planning criteria (i.e., parking, ingress and egress) can be accommodated. Table III-1: Land Use Matrix, summarizes the lot standards for the three land use districts.

Minimum parcel size shall be one (1) acre in the General Industrial and Garden Industrial Districts.

Minimum parcel size shall be five (5) acres or the existing legally established lot size in the Industrial Park District for planning approval and overall development purposes. The overall development requirement is based on the concept of a unified architectural theme along with mutual parking and access agreements. Following approval of an overall development plan these parcels could be divided into as small



as one (1) acre parcels for sales or leasing purposes. The standards of the MP - Manufacturing Park Zone shall apply for land division and development purposes unless specifically modified by this Specific Plan. Industrial condominiums shall be permitted to accommodate leases or sales within the framework of an approved overall development plan.

Except along designated major arterials, the above minimum parcel size in the Industrial Park District may be reduced to a minimum of .5 acre if a master plot plan and design guidelines are submitted and approved by the Planning Commission in conjunction with a subdivision map. The master plot plan shall clearly indicate all site elements, including building locations, access, circulation, parking, landscaped areas, fences/walls, walkways, loading zones, storage areas, trash enclosures, lighting, and the like. The design guidelines shall address architecture, signage, screening, landscaping, fences/walls, and lighting as required for all other development proposals by this chapter. In addition, CC&Rs, to establish the design guidelines and other appropriate development criteria, shall be required for all projects approved under this provision. Additional Planning Commission approval is not required for development on individual parcels as long as the development is in substantial compliance with the approved master plot plan and design guidelines.

#### Minimum Lot Width

Minimum lot width shall be 140 feet in the General Industrial and Garden Industrial Districts, and 300 feet in the Industrial Park District unless otherwise approved by the Planning Commission as part of a master plan.

#### Building Site Coverage

Building site coverage shall not exceed fifty (50) percent in all districts.

#### Building Height

Maximum building heights shall be as defined for each parcel in the General Industrial District per the existing zoning district. (Title 19- Riverside Municipal Code). Maximum building heights shall be 45' in the Garden Industrial and Industrial Park Districts.

#### Building Setbacks

Front - All parcels fronting on a major arterial or industrial collector shall have an average setback of fifty (50) feet from the right-of-way with a minimum setback forty (40) feet from the right-of-way. Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum setback of twenty-feet.

Side and Rear - Minimum of twenty (20) feet except where a setback area abuts a major arterial or secondary collector, in which case front setbacks prevail. Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined in 1.1 above may have interior side and rear setbacks reduced to zero upon approval by the Planning Commission.

The development standards for the existing zoning districts apply to all other parcels adjacent to interior streets in their entirety.

### Parking Setbacks

Parking setbacks from major arterials and secondary collectors (Iowa Avenue, Spruce Street and Chicago Avenue) shall be 20 feet from the right-of-way. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code (19.74) for the underlying zone. The parking setback shall be considered part of the total building setback-provided that the average building setback is maintained according to the street classification.

### Tenancy

Multiple tenant parcels shall be permitted in the General Industrial and Garden Industrial Districts. Large single tenant users shall be encouraged in the Industrial Park District, but not required.

## **1.2 Building Materials**

Except within the areas northerly of Columbia Avenue and westerly of Iowa Avenue, the use of prefab metal, such as roll formed metal siding or corrugated metal, shall be prohibited from use within the Hunter Business Park Specific Plan boundaries. This does not preclude the use of metal detail as part of architecturally designed buildings. (An example of this would “Corten” steel, a steel which is designed so the outside surface oxidizes.) Where permitted, metal buildings (northerly of Columbia and westerly of Iowa Avenue) are subject to the following:

- Metal buildings shall be permitted as accessory buildings and not as a primary building;
- The new metal building shall be of a high quality appearance;
- The new metal building shall be located no closer than 50 feet to the primary street frontage and no closer than the existing primary building; and
- Landscaping or other screening may be required.



### **1.3 Signs**

Signage shall follow the requirements set forth in Chapter 19.76 of Title 19 of the Riverside Municipal Code.

### **1.4 Utilities**

The purpose of the utility service standard is for the efficient distribution of utilities designed to be compatible with the surrounding environment. The following shall apply to the Hunter Business Park Specific Plan area:

- All existing and new utilities 12kv or less within the project area along adjacent major arterials (Columbia, Iowa, Marlborough and Spruce Avenues) shall be installed underground. Funding for the undergrounding of these lines shall be accomplished by means of an assessment district as provided for in Chapter IV: Implementation. All 69kv lines are required to remain above ground. Other lines on the 69kv poles shall be undergrounded.
- For subdivision approvals the installation of cable conduits in the public right-of-way is required to the Public Works and Public Utilities Departments.

### **1.5 Circulation**

#### **G. ACCESS**

Circulation standards are intended to assure the effectiveness, capacity and safety of the roadways.

- Access to arterials shall be granted to parcels, but will be limited to one access point per 300 feet of frontage for parcels with greater than 300 feet of frontage, or one access point per parcel with less than 300 feet of frontage. For example, for 250 feet of frontage, one access point shall be permitted; for 750 feet of frontage, two access points shall be permitted.
- No development shall be permitted on parcels without improved street access. For purposes of this standard, a street is a maintained public street or alley. A private street is subject to the approval of the City Planning and Public Works Department.
- Access points, wherever possible, shall be located a minimum of 200 feet from the back of curb returns at intersections, on four (4) lane or wider roads (88' and 110' streets).

## H. RIGHT-OF-WAY

- Dedication of the right-of-way, as shown on the City's Circulation/Transportation Planned Street Lines or in this Specific Plan, shall be required as a condition of approval for all development.

## I. LOCAL STREETS

Local streets, within the project area, shall connect planning areas with the arterial roadways. Local streets within the project area shall have a sixty-six (66) foot (secondary) right-of-way. Planned local streets shall provide a minimum of two 14 foot travel lanes (one each direction) and on-street parking opportunities. The required local street pattern shall allow the maximum flexibility to each arterial traffic flow. The pattern of local streets developed for the project area shall recognize the following:

- Streets shall be provided along property lines where possible.
- Local streets shall be planned to relieve traffic demand of arterials either by providing parallel routes or by local streets only feeding arterial streets.

The need for precise location, design, and the geometrics of local streets shall be submitted for approval at the time development is proposed. Such review shall be based upon the adopted Public Works Engineering/Design Standards.

## J. PRIVATE STREETS

Private streets may be desirable in new developments where they would enhance property identification, provide for control of access and where special overall design concepts may be involved. To insure that private streets are constructed in a manner which will not create emergency access to hazards or future maintenance problems, the following shall be applied to approvals:

- Private streets shall be limited to cul-de-sacs and to minor local streets not carrying through traffic.
- Private streets shall be permitted only when access is provided from a public right-of-way.
- An irrevocable offer of dedication may be required of the developer at his expense prior to recordation.
- Private streets shall be constructed to the same standards as comparable local public streets in industrial areas to include a minimum of 44' of paving between curbs adopted to the City Engineering Design Standards. The



construction of private streets will require a permit for encroachment onto a public right-of-way.

- All other provisions of Resolution 12220 dealing with private streets and drives shall also prevail.

Pedestrian access within Hunter Business Park shall be constructed in accordance with the following policies:

- Walkways within public street right-of-ways shall be City Engineering's standards and shall be located as provided for in the typical street cross sections (refer to Exhibit II-5: Roadway Sections).
- Internal walkways shall be separated from vehicular drives with a curb, berm or other appropriate means, and shall connect at safe and convenient points with sidewalks and street crossings with public rights-of-way.
- Pedestrian walkways shall directly link each building in the development project with parking areas, other buildings, and off-site areas.

## **1.6 Design Review**

The design review procedures set forth in Title 19 of the Riverside Municipal Code (Chapter 19.62) shall apply to all commercial, office, and industrial properties in the Hunter Business Park Specific Plan Area.

## **K. DESIGN GUIDELINES**

The Design Guidelines for Hunter Business Park and individual parcels will help insure the implementation of a quality development and maintain the concept of a strong master-planned industrial community.

### **1.0 Architectural Concept**

The architecture of Hunter Business Park shall possess an underlying compatibility among the various buildings through the use of harmonious materials, finishes, and colors while promoting individual expression and identity. The architectural style shall be in the contemporary vocabulary. All buildings shall project simplicity while contrasting the solid mass elements with the elements of the glazing and openings. These comprise minimum architectural standards. Innovative design and the use of higher quality materials are encouraged.

### **2.0 Landscape Concept**

The basic objective of the Landscape Concept is to create a strong sense of project identity throughout the Hunter Business Park Plan Area.



The intent of the Landscape Concept is to establish a park-like setting which creates not only a strong landscape framework for the buildings, but also provides a pleasant pedestrian circulation system along the major Gateway Streets. The Hunter Business Landscape Concept separates and defines three basic landscape zones:

1. Monument Entrances/Gateway Streets
2. Hierarchy of Streetscape Treatment
3. Individual Interior Parcels.

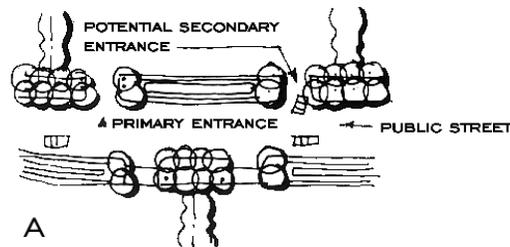
The selection of plant materials shall be made with water conservation and low maintenance characteristics as considerations. The aesthetic qualities of landscaping and plant material shall blend with the native plant material in the area especially at the edges of the project to Box Springs Mountain Regional Park.

Specific Landscape Design Criteria are presented in Section 4.0.

### **3.0 Site Planning Concepts**

#### **3.1 Entry Drives**

1. Each parcel shall have at least one primary entry drive. The concept of this primary entrance point is to provide consistent formal plantings for trees of an evergreen variety. (See Diagram A).



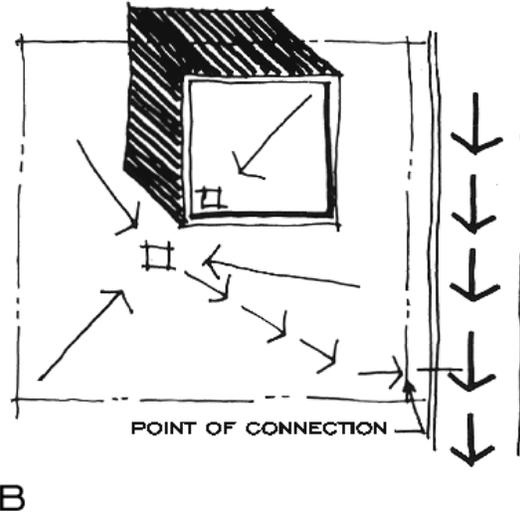
2. Most parcels will have an opportunity for a secondary entry. Secondary entries are subject to approval by the City of Riverside Public Works Department and shall be reviewed on an individual basis at the time of site design. This additional entrance shall include plantings of deciduous trees.

#### **3.2 Parking**

1. Parking requirements for layouts, sizes, and ratios shall comply with Chapter 19.74 Title 19 Zoning: Riverside Municipal Code.

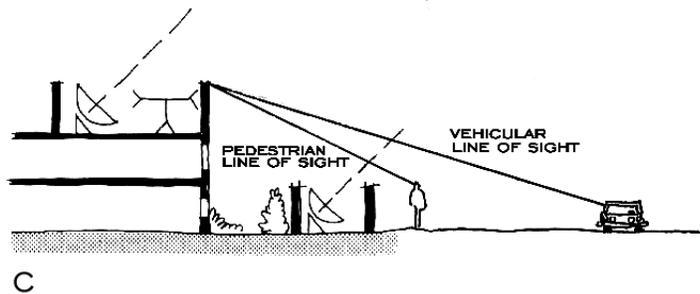
#### **3.3 Grading and Drainage**

1. Drainage: Drainage of surface parking parcels and roof areas shall terminate at an underground storm drain system or approved street flow system. (See Diagram B).



### 3.4 Utilities and Communications Devices

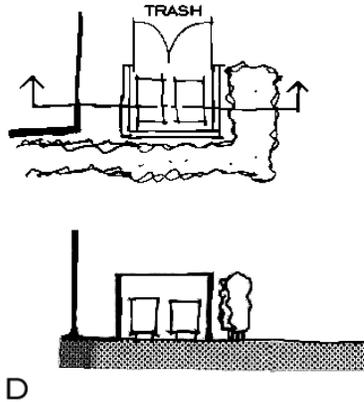
1. All new utilities, including those for rehabilitation building construction, shall be installed and maintained underground.
2. Utilities shall be designed and installed to minimize disruption of off-site activity during construction.
3. Temporary overhead power and telephone facilities shall be permitted only during construction.
4. Any device for transmission or reception of communication signals shall be screened with compatible material and finishes as utilized in the building.
  - A. Rooftop devices may extend above the building's highest architectural element and shall not be visible within a horizontal line of sight from any major arterial or secondary collector. (See Diagram C.)



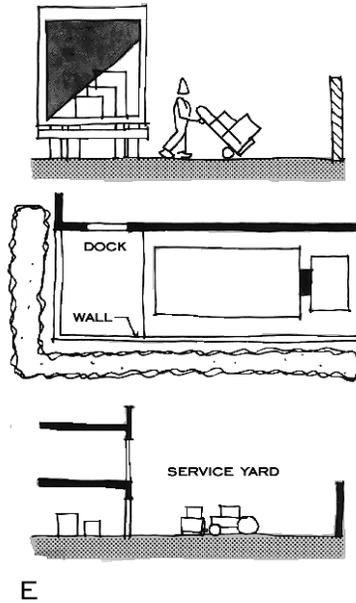
- B. Ground-mounted devices shall be screened from view from adjacent streets and property with the same material and finishes as the adjacent buildings.

### 3.5 Trash and Transformers

1. Outdoor trash areas shall be visually screened by a minimum 6 foot high, noncombustible enclosure constructed of the same materials and finishes as the adjacent building. (See Diagram D).



2. Trash enclosures shall be designed and located so as not to be highly visible from adjacent streets and property.
  3. Transformers and emergency generators, where required, shall be screened by walls or dense landscaping.
  4. Above ground transformers and trash enclosures shall not be permitted within the "front" street side building setback. Transformers located in the "front" street side setback shall be underground.
  5. Above-ground switching devices, installed as a part of the backbone utility system, shall be screened from view from adjacent streets by shrub elements as provided for in the streetscape design and shall not be permitted in the "front" street side setback.
- 3.6 Service and Delivery Areas
1. Loading docks and service delivery areas, where provided, shall be screened, recessed, and/or enclosed so as not to be visible from adjacent streets. (See Diagram E).

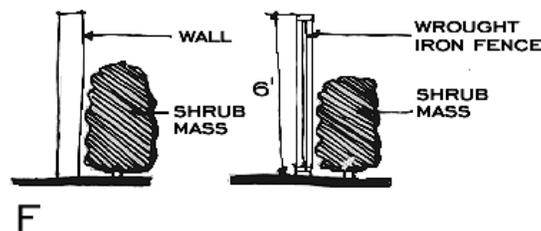


2. Service and delivery enclosures shall be a minimum of 8 feet high, noncombustible, and constructed of the same materials and finishes as the adjacent building.
3. The use of additional landscape materials to augment the enclosure walls shall be strongly encouraged.
4. No materials, supplies, or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.

### 3.7 Wall/Fences

Walls/fences are to be utilized for either landscape design elements or to create visual barriers for screening purposes as outlined in 3.6 above.

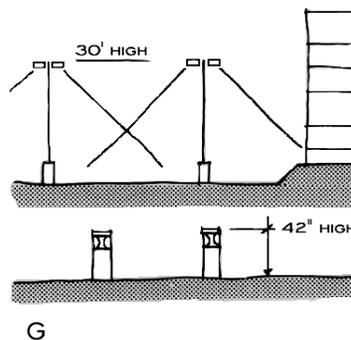
1. Walls or fences shall be required as a means of screening when landscaping materials alone are insufficient. (See Diagram F).



2. Solid walls and fences required for screening, loading and outdoor storage areas shall be at least six (6) feet high. A wall up to a maximum of twelve (12) feet high may be permitted subject to the granting of a variance.
3. Walls constructed within the required front setback areas shall not exceed three (3) feet in height.
4. Walls shall be constructed of masonry or concrete materials consistent with, and complementary to, the building architecture.
5. Landscaped block walls with suitable returns are required for screening purposes along the front yard setbacks. Maximum 8-foot high chain link fencing with adequate landscape screening shall be allowed along the side and rear property lines of interior lots where not visible from the public right-of-way. It is the applicant's responsibility to demonstrate that chain link fencing is not visible from the public right-of-way. Walls, fencing and landscape screening shall be subject to Design Review Board approval.
6. Walls or fences shall not be required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

### 3.8 Lighting

1. Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.
2. All lighting shall be shielded (cut off) to keep light spread within the site boundaries.
3. Pole light fixtures in parking areas shall not exceed thirty (30) feet in height. (See Diagram G).



4. Security light fixtures shall not project above the fascia or roofline of the building.

### 3.9 Rail Service

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

1. Spur trackage shall not be permitted along any building frontage and shall be confined to the rear and sides of any buildings served.
2. At grade spur trackage, crossings shall be avoided, if possible.
3. All rail crossings and any spur construction must be approved by the affected railroad and the Public Utilities Commission.

### 4.0 **Landscape Design Criteria**

The landscape concept establishes three basic landscape zones:

- Monument Entry/Gateway Streets
- Streetscape Zone
- Individual Interior Parcel Zone

The following landscape design criteria define the overall planting, paving, (hardscape), lighting, and graphic concepts. Individual owners are allowed the flexibility to express their own design within the framework of these criteria.

#### 4.1 Monument Entry/Gateway Streets Zone

The Entry Zone sets the image for Hunter Business Park and occurs at the major entrances off Columbia Avenue and Spruce Street. The landscape character shall consist primarily of turf, a backdrop of evergreen trees, and an accent element consisting of deciduous trees. Entry Zone design elements and materials are subject to Design Review Board review and approval.

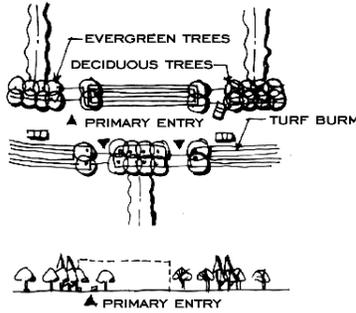
#### 4.2 Streetscape Zone

The Streetscape Zone is the primary landscape framework of the project and is intended to visually bind the project together. This zone consists of three components: Streetscape, Primary Driveway, and Secondary Driveway.

1. The Streetscape component consists of a continuous turf-bermed edge (along Columbia Avenue) and a consistent tree pattern of palms with alternating evergreen trees. It is intended that visual corridors are kept open at the central portion of each parcel to maximize the view of each building with

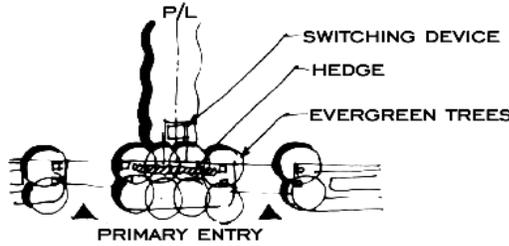


concentration of formal tree statements identifying the entry points to each parcel near the side parcel lines. A continuous 6-foot walkway at the curb shall be constructed on both sides of Iowa Avenue. (See Diagram H).



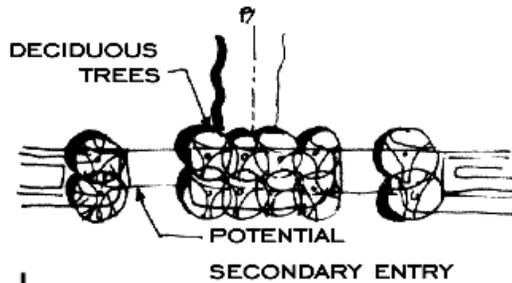
H

2. The Primary Driveway location shall be identified by a geometric tree pattern of an evergreen variety. The entry shall also incorporate the parcel address number. (See Diagram I).



I

3. The Secondary Driveway location shall be identified by similar elements with the exception of the tree species, which shall be of a deciduous variety. (See Diagram J).



J

#### 4.3 On-Site Landscaping

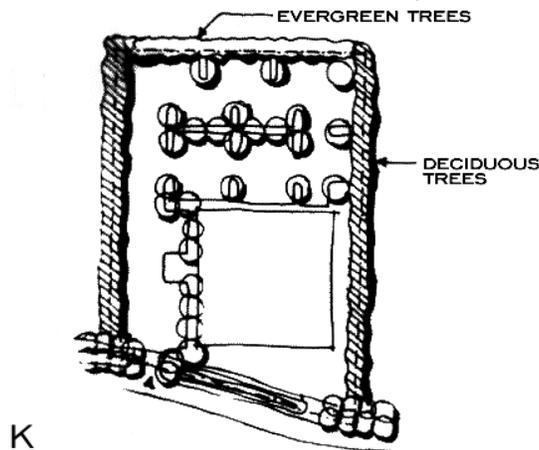
On-Site Landscaping consists of three primary components:

- Property Line Planting
- Parking Lot Planting
- Building Perimeter Planting

It is intended that individual owners have the flexibility to express their own landscape design concepts by being consistent with the overall landscape concept.

1. Property line planting:

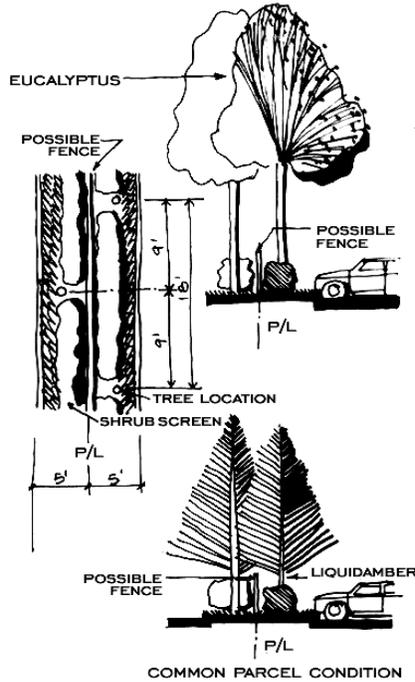
Property line trees are intended to work as "hedgerow" framing elements and shall be evergreen flowering varieties with an optimum, non trimmed height for the shrubs of 6 to 7 feet. Shrubs shall be a maximum of 3 feet high within 25 feet of driveways for safe visibility. Special consideration shall be given to screening parked automobiles from adjacent properties. (See Diagram K).



2. Parking lot planting:

Parking lot trees shall shade the parking area, and break up the visual mass of the parking lot. These trees shall be located predominantly in islands and

planters and shall have low ground cover throughout with shrub screening at the end bays of each island (See Diagram L).



L

3. Building Perimeter Planting:

Planting around building perimeters is intended to be colorful and more highly accented. Trees and shrubs shall have either colorful foliage or flowering characteristics except where restrictive areas require a more vertical species. Major building features shall utilize more intense plantings of colored ground cover and shrubs. Vines shall be encouraged at larger wall massings and at loading and trash screen walls. (See Diagram M).

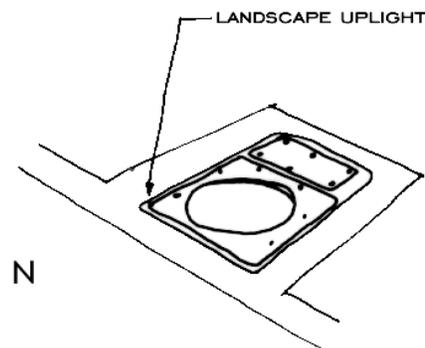


M

4. Landscape Lighting:

Landscape lighting, with no visible light source may be used for accenting the following conditions:

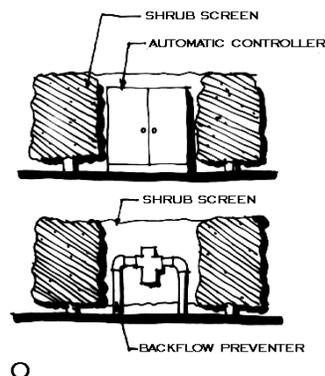
- Shrub masses
- Focal elements
- Trees (up-lights) (See Diagram N).



5. Irrigation

- A. All irrigation systems shall be fully automatic.
- B. Low-volume irrigation equipment shall be required for all planted areas within the individual sites.
- C. Irrigation water shall not overthrow onto walks, common areas, or onto any architectural walls.
- D. Utility cabinets and irrigation hardware shall be screened by evergreen shrubs. (See Diagram O).

**5.0 Architectural Design Criteria**

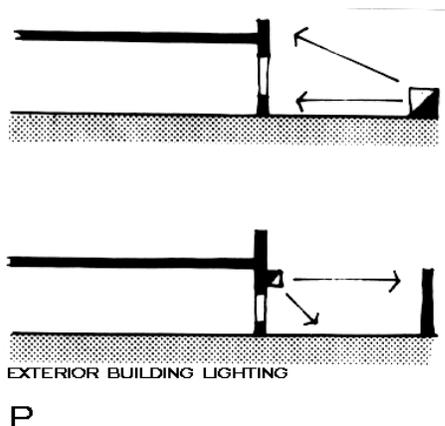


5.1 Roofs

1. All rooftop equipment or devices including vents, louvers, hoods, and mechanical equipment shall be painted to match the building color.
2. Roof-mounted mechanical equipment shall not exceed above the highest architectural element or be mounted on any exterior building elevation. No such equipment shall be visible from the public right-of-way.
3. Any screening device shall be constructed of the same materials as the supporting building or closely matching materials.

5.2 Exterior Building Lighting

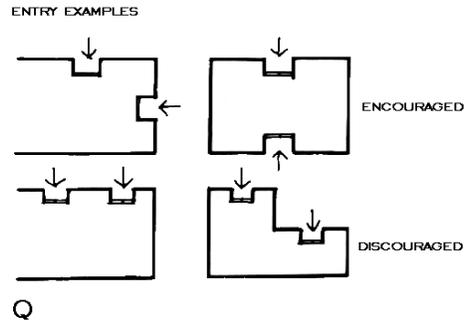
1. Exterior building lighting shall be used to reinforce the architectural design. Emphasis shall be placed on entries, landscaping elements, architectural features, etc.
2. Lighting shall be directed toward the building (wall wash), not adjacent properties. (See Diagram P).



3. Service area lighting, if any shall be contained within the service area and shall be a 90 degree cutoff-type fixture.

5.3 Building Entries

1. A minimum number of entry points shall be encouraged for each building. (See Diagram Q).



## ***IV. IMPLEMENTATION***

This section presents the funding sources and mechanisms available for implementing the capital improvements proposed in the Hunter Business Park Specific Plan.

The Hunter Business Park Specific Plan will be implemented through a combination of public and private actions and investments. The private sector will be responsible for on-site buildings, parking, landscaped, local employee open space and maintenance. Together, the public and/or private sector will provide the infrastructure and other capital improvements of the plan. These include roads, water, sewer and storm drainage improvements, railroad crossing improvements, electrical undergrounding, public street lighting, public transportation, bicycle lanes, entry points, special intersections, special streetscapes, open space, public art and sculpture, street furniture, and maintenance.

A variety of funding sources are available for the implementation of the improvements proposed in the Hunter Business Park Specific Plan. These improvements fall into five main categories:

- City of Riverside Capital Improvements Program
- Agua Mansa Enterprise Zone
- City of Riverside Redevelopment Funding
- Reimbursement Districts
- Assessment Districts

Each of these funding sources is briefly described below and is presented in greater detail in the Appendix.

City of Riverside Capital Improvements Program — The City of Riverside has a capital budget composed of funds from a variety of sources. All capital improvements must be approved as part of the city's annual budget. Some of the proposed capital improvements for Hunter Business Park may be funded in this manner.

State of California Enterprise Zone — Portions of subareas 1, 2 and 3 are within the Agua Mansa Enterprise Zone, designed to stimulate commercial and industrial development by the provision of state and local incentives, marketing, and economic assistance programs. These funds are jointly administered by the state and local governments.

City of Riverside Community Redevelopment Funding — This funding mechanism allows for the utilization of tax increment financing to fund a variety of planning, administrative, acquisition, and improvement activities. The major requirement for the establishment of a redevelopment project area is that the area be 80% developed. Portions of the project area,

west of Iowa Avenue, fall into this category and may be eligible for redevelopment financing.

Reimbursement Districts — In the case of reimbursement districts, the developer enters into an agreement with the City whereby he will provide certain public improvements, at his expense, in the initial stages of the project. As further development occurs, the City will assess the new projects which benefit from the original public improvements and reimburse the original developer.

Assessment Districts — In the case of an assessment district, liens are taken out against the properties upon which capital improvements are proposed. The bonds are held against these properties. Funds from the bonds are used to construct the capital improvements. As development occurs, the developers are assessed to repay the debt on the bonds. There are three specific types of assessment districts. These are:

- The 1911, 1913, and 1915 Acts
- Mello-Roos
- The Landscaping and Lighting Act

The 1911, 1913, and 1915 Acts operate similarly to the general description of assessment districts above.

The Mello-Roos provides for the establishment of a Community Facilities District to provide both public services and public capital facilities. Special taxes are levied against the area where the services and facilities are being provided.

The Landscaping and Lighting Act provides for the construction and planting of landscaping, lighting systems and materials, as well as the maintenance and operation costs for these elements within a specific district. Special assessments have been levied against the area where these improvements and maintenance occur.

Contact the Public Works Department for further information.

#### A. CONCLUSION

Throughout this document, the problems of the Hunter Business Park Specific Plan area (underutilized land, inadequate infrastructure, poor circulation and access, and lack of an image) have been discussed. The Hunter Business Park Specific Plan addresses these problems and proposes a variety of improvements which the business owners in the area are eager to implement.

Upon approval of this plan by the Planning Commission and City Council, the Hunter Business Park Advisory Committee recommends, as the first step of the implementation of this Plan, the initiation of a feasibility study for the establishment



of Hunter Business Park Assessment Districts to fund selected improvements within the Specific Plan area.

B. IMPLEMENTATION MATRIX

Table III-2: Implementation Matrix lists the capital improvements proposed in the Hunter Business Park Specific Plan, indicates whether each improvement is to be funded publicly, privately, or as a joint public/private venture, and presents the potential funding source(s) for these improvements. The cost of these capital improvements is provided, if available.



KEY - PR-Private Sector Funding PU-Public Sector Funding PR/PU-Joint Private/Public Funding		
PROPOSED PLAN ELEMENT	RESPONSIBLE SECTOR	FINANCING SOURCE(S)
<b>Roads</b>		
- Traffic analysis	PU	City
- Columbia Avenue loop road	PR/PU	City Capital Improvements Program; Reimbursement District; Assessment District
- Iowa Avenue widening to 110'	PR/PU	Redevelopment Financing (north of Columbia); Reimbursement District; Assessment District
- Spruce Street widening to 88'	PR/PU	Reimbursement District; Assessment District
- Spruce Street link to Watkins Dr	PR/PU	Reimbursement District; Assessment District
- Marlborough widening between Iowa and Chicago Avenues to 110'	PR/PU	Reimbursement District; Assessment District
<b>Water</b>		
- 24" pipeline connecting to 1400 pressure zone; OR	PR/PU	Reimbursement District; Assessment District; Mello-Roos
- Booster station & 2 MG reservoir	PR/PU	
- 12" water main extension	PR/PU	Reimbursement District; Assessment District; Mello-Roos
- Water service analysis	PU	City
<b>Sewer</b>		
- Columbia Avenue Trunk Line	PR/PU	Reimbursement District; Assessment District; some Redevelopment financing
- Local service lines (8" min.)	PR/PU	Reimbursement District; Assessment District; some Redevelopment financing; Mello-Roos in certain areas
<b>Drainage</b>		
- Master Plan Storm Drain	PU	Riverside County Flood Control construction/developer assessment
<b>Railroad (see Exhibit 12 for Improvement Nos.)</b>		
- Railroad Crossing Improvement 1	PU	City proposed improvement (1988)
- Railroad Crossing Improvement 2	PU	City proposed improvement (1988)
- Railroad Crossing Improvement 3	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 4	PU	City Capital Improvements Program
- Railroad Crossing Improvement 5	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 6	PU	City Capital Improvements Program; Redevelopment
- Railroad Crossing Improvement 7	PU	City Capital Improvements Program; Redevelopment
- Railroad Crossing Improvement 8	PU	Section 203 Federal Funding; Redevelopment
- Railroad Crossing Improvement 9	PU	City Capital Improvements Program; Redevelopment

**Table IV — 1: Implementation Matrix**



EY - PR-Private Sector Funding PU-Public Sector Funding PR/PU-Joint Private/Public Funding

PROPOSED PLAN ELEMENT	RESPONSIBLE SECTOR	FINANCING SOURCE(S)
- Railroad Crossing Improvement 11	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 12	PU	City proposed improvement (1988)
- Railroad Crossing Improvement 13	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 14	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 15	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 16	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 17	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 18	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 19	PU	Section 203 Federal Funding
- Railroad Crossing Improvement 20	PU	Section 203 Federal Funding
<b>Electric Undergrounding</b>		
- Distribution lines not connected with 69 KV transmission lines	PR/PU	Assessment District; Redevelopment in some areas
- Distribution lines connected with 69 KV transmission lines	PR/PU	Assessment District; Redevelopment in some areas
69 KV transmission lines	PR/PU	Assessment District; Redevelopment in some areas
<b>Public Street Lighting</b>		
- Removal and Installation	PR/PU	Assessment District; Landscaping and Lighting Act; Redevelopment in some areas
<b>Public Transportation</b>		
- Bus Stops	PU	Riverside Transit Authority; City Capital Improvements Program
- Additional Bus Route - Columbia Avenue Loop	PU	Riverside Transit Authority
<b>Bicycle Lanes</b>		
- Columbia Avenue (both sides)	PR/PU	Reimbursement District; Assessment District
- Iowa Avenue	PR/PU	Redevelopment (north of Columbia)
- Gage Canal Bikeway	PR/PU	Reimbursement District; Assessment District
<b>Entry Points</b>		
- Columbia Avenue	PR/PU	City Capital Improvements Program; Landscaping and Lighting Act
- Iowa Avenue (north)	PR/PU	Landscaping and Lighting Act; Redevelopment (north of Columbia)
- Iowa Avenue (south)	PR/PU	Landscaping and Lighting Act
- Spruce Street	PR/PU	Landscaping and Lighting Act



EY - PR-Private Sector Funding PU-Public Sector Funding PR/PU-Joint Private/Public Funding

PROPOSED PLAN ELEMENT	RESPONSIBLE SECTOR	FINANCING SOURCE(S)
<b>Special Intersection</b>		
- Iowa Avenue and Columbia Loop Road		
<b>Special Streetscapes</b>		
- Spruce Street (east of Iowa)	PR/PU	Landscaping and Lighting Act
- Iowa Avenue (between Spruce and arroyo)	PR/PU	Landscaping and Lighting Act; Redevelopment (north of Columbia)
- Columbia Loop Road (east of Iowa)	PR/PU	Landscaping and Lighting Act
- Columbia (west of Iowa)	PR/PU	Landscaping and Lighting Act
- Riverside Fwy, Landscape edge	PR/PU	Landscaping and Lighting Act; Redevelopment
<b>Open Space</b>		
- Hunter Hobby Park	PR/PU	Initial contribution from City; Mello-Roos
- Fitness Center Park	PR/PU	Public/Private Venture; Mello-Roos
<b>Public Art/Sculpture</b>	PR/PU	Developer Assessment (percentage for the arts); Local artists design
<b>Street Furniture</b>	PR/PU	City funding; Local artists design
<b>Maintenance</b>	PR/PU	Assessment District; some FAU funding for street maintenance; Mello-Roos (limited); Landscaping and Lighting Act
<b>General Industrial District</b>		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement
<b>Garden Industrial District</b>		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement
<b>Industrial Park District</b>		
- Buildings	PR	Developer
- Parking	PR	Developer
- Landscaping	PR	Developer
- Local Employee Open Space	PR	Developer
- Maintenance	PR	Developer/Tenant Agreement



## V. APPENDIX

This Appendix presents a discussion of the potential funding sources available for the implementation of the Hunter Business Park Specific Plan. These funding sources are:

- The Agua Mansa Enterprise Zone - Contact the Development Department for further information.
- City of Riverside Redevelopment Financing - Contact the Development Department for further information.
- Reimbursement Districts - Contact the Public Works Department for further information.
- Assessment Districts - Contact the Public Works Department for further information.
  - 1911, 1913, 1915 Acts
  - Mello-Roos
  - Landscaping and Lighting Act

### A. AGUA MANSA ENTERPRISE ZONE

The Riverside City Council authorized Riverside's participation in the Agua Mansa Enterprise Zone (AB40) along with the counties of Riverside and San and the Cities of Rialto and Colton.

The purpose of the zone is to stimulate commercial and industrial development, in part, by the provision of state and local incentives, marketing, and targeted economic development assistance programs.

State incentives provided by AB 40 for the enterprise zone include:

- An employer tax credit for qualified wages
- A deduction for net interest received
- Net operating loss carry over for up to 15 years
- Five percent income tax credit
- Election to expense the cost of tangible, depreciable property
- Credit against income taxes for amounts paid in sales taxes

Local incentives include:



- Increased services
- Low interest loans
- Industrial development bonds
- Special assessment districts

The Agua Mansa Enterprise zone encompasses only the western portion of the Specific Plan area. The area includes portions of Subarea 1, 2, and 3. (Refer to II-2 4).

#### B. COMMUNITY REDEVELOPMENT

The State Community Redevelopment law allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments obtained in the project area to finance planning, administrative, acquisition, and improvement activities. The Act permits a redevelopment agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks and sewers, and administrative, legal, planning, and engineering costs related to the project. The redevelopment agency, established by the City Council, would designate a project area and would prepare a redevelopment plan. The agency, then would issue bonds to finance project area improvements and administrative costs and would supply the tax increments derived in the project area to pay the debt service on the bonds. Tax increments are those tax revenues received during the Base Year preceding adoption of a Redevelopment Plan.

In order for an area to be eligible for redevelopment financing, the area must be 80% developed. Due to the larger amount of existing development west of Iowa Avenue, portions of Existing Land Use Areas 2 and 3 may be eligible for inclusion in a redevelopment area.

#### C. REIMBURSEMENT DISTRICTS

Under Articles 5 and 6 of the California Subdivision Map Act (as amended in January 1987), fees can be collected to cover the costs of public improvements including roads, bridges, drainage and sanitary sewer facilities. Under these provisions, the City could enter into an agreement with the developer to reimburse him or her for that portion of improvement costs equal to the difference between the amount it could have cost the developer to install improvements to serve his or her property only and the actual cost of such improvements. The City would then reimburse the developer by levying a charge on any real property similarly benefitted or by establishing and maintaining a local benefit district to levy and collect charges or costs from other benefitted properties. It is possible, under this approach, to defer payment of charges or costs by other benefitted properties until such property is developed.

#### D. ASSESSMENT DISTRICTS

California law authorizes a variety of assessment procedures which could be employed to finance Industrial Area improvements. These assessment procedures potentially can be applied to finance construction of roads, grade-separated crossings, flood protection facilities, storm drainage facilities, and open space. They can also be used to provide maintenance service or other specialized services, such as transit.

In an Assessment District, the costs and expenses of the capital improvements are apportioned and spread against the benefitted properties within boundaries of the designated Assessment District area. The cost and expenses of the district can be directly proportioned in accordance with the special and direct benefits that each parcel receives from the works of improvement. Assessment liens are taken against the property(ies) within the Assessment District and are financed through the issuance of bonds, payable over a period of years, thus providing the advantage to the property owners of a loan of deferred funding for the improvements.

#### E. SPECIAL ASSESSMENT DISTRICTS

The following are considered to be Special Assessment Districts which provided for a variety of clearly defined improvements. The use of the 1915 Bond Act is required in all three types of Special Assessment Districts to allow for the issuance of bonds.

##### 1911, 1913, and 1915 Acts

Section 5101 of the Streets and Highways Code Improvements Act of 1911, Division 7 of the Code, sets out specifically the kind of work that is authorized for construction under Assessment District proceedings. The Municipal Improvement Act of 1913, Division 12 of said Code, incorporates this section and also allows the acquisition of those improvements that can be constructed. The list is extensive and the section should be analyzed to clearly understand the kinds of improvements authorized. A general classification of improvements would include the following: Grading, sidewalks, sanitary sewers, drains, lighting, fire protection, flood protection, water supply, gas supply, retaining walls, ornamental vegetation and stabilization of land. Because of the overwhelming factor that relates to the cost of money, the majority of projects today are developed under the proceedings of 1913 Act. Also, because of the difficulty with issuance of bonds for large parcels under the 1911 Act in excess of \$50,000, it would be advantageous to use the 1915 Act bond process in conjunction with the 1913 Act. This would fit in with the concept of the larger parcels of undeveloped land that exist within the Specific Plan that may be included into an Assessment District and subdivided into smaller parcels for development and reduce the problem for the bonds.

Assessment District proceedings can be initiated by a petition of the property owners within the boundaries of the area to be designated for the Assessment District, or the



legislative body can initiate by direct action without the necessity of a filed petition, for the proceedings to begin on an Assessment District. For legal reasons, it is necessary to comply with the steps and provisions of the "Special Assessment Investigation, Limited and Majority Protest Action of 1931." This is found with Division 4 of the Streets and Highways Code of the State of California. These proceedings can be undertaken by a legislative body to initiate the proceedings without the necessity of petitions. The 1931 Act also contains certain provisions and procedures for waiving the necessity of its steps.

Several roles need to be identified to develop the Assessment District. These roles involve design engineer, assessment engineer, bond counsel, financial consultant, and an underwriter. From this, one can see the importance of the determination by the people and/or owners within the Assessment District to concur with the process to proceed. Several proceedings must be followed precisely to complete the Assessment District Act as outlined within the code.

#### F. MELLO-ROOS

The Mello-Roos Community Facilities Act of 1982 is relatively new and provides for the establishment of a Community Facilities District as a governmental entity to be formed by local agencies for the purpose of providing certain designated additional public services. Also, it is empowered to finance a broad range of public capital facilities through the levy of special taxes against the area where the services and/or facilities are being provided. Bond authorization is available for assisting in the financing of the public capital facilities, but is not available for financing any of the public services. Any authorization relating to the levy of the special tax and/or the bond authorization is subject to a favorable 2/3 vote of the qualified electorate of the Community Facilities District. The local agency can be defined as any city, county, special district, school district or joint powers entity. This law provides an alternate method of financing and is generally applicable for assistance in developing areas or areas undergoing rehabilitation. The district may include areas that are noncontiguous.

The Community Facilities District Area can provide both services and construction facilities. Examples of these are as follows:

Services - Police protection, fire protection, ambulance and paramedics, a recreation program, operation and maintenance of parks and parkways, flood and storm protection services including operation and maintenance. These services can only be provided to the extent they are in addition to those provided in the district before the district was created and the Act may not be used to replace existing services.

Public Capital Facilities - The law authorizes the purchase, construction, expansion or rehabilitation of any real or other tangible property within an estimated useful life of five years or longer which is deemed necessary to meet increased demands placed upon local agencies as a result of development or rehabilitation occurring within the

district. The law sets forth a listing of specific, although not exclusive, authorizations as follow: Local park, recreation or parkway facilities, elementary and secondary school site structures, libraries, natural gas, telephone, and electrical facilities for new areas. The Act also indicates that governmental facilities, which the legislative body is authorized by law to construct, own and operate, may also be constructed through the Community Facilities District. The District is authorized to contract with the regulated public utility to provide these services any reimbursement that would be utilized as a credit against any special tax levy. The proceedings for establishing a Community Facilities District may be instituted at any time by a motion by a legislative body and the proceeding shall be initiated when any one of the following occurs: A written request for the establishment of a district signed by two members of the legislative body, a petition requesting the initiation of the proceedings signed by not less than 10% of the registered voters residing within the proposed district or by owners of not less than 10% of the area proposed to be included within the district. The establishment of the district should include and describe the district boundaries of the territory proposed to be included and state the types of facilities and/or services to be provided.

#### G. THE LANDSCAPING AND LIGHTING ACT

The Landscaping and Lighting Act of 1972, added by the State Legislature in 1972 and included in the Streets and Highways Code beginning with Section 22500, allows for the construction and planting of landscaping, lighting systems and materials along with all ancillary items of work that are necessary for the performance of the landscaping or lighting.

The ancillary work that can be provided is quite diverse and can include full street improvements as an example. This Act allows for the construction and installation of all necessary improvements as well as the ongoing cost of operation and maintenance. If it is used for construction activities, a bond may be issued under the Improvement Bond Act of 1915.

A district may be formed pursuant to this Act under the same general petition or counsel instituted actions as with other acts. The key feature with this act, however, is that it does allow for continued assessments for the maintenance and operation costs. An annual engineer's report is prepared in May of each year and presented to the legislative body. Subsequent to the public hearing held by the legislative body, assessments are confirmed and placed on the tax rolls for the following year for the cost of the operation and maintenance of the facility.



1 RESOLUTION NO. 19628

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE,  
3 CALIFORNIA, AMENDING THE LAND USE ELEMENT OF THE RIVERSIDE  
4 GENERAL PLAN TO PLACE INTO THE HUNTER BUSINESS PARK SPECIFIC  
5 PLAN THE APPROXIMATELY 132 ACRES LOCATED EASTERLY OF THE  
6 EXISTING CITY LIMITS GENERALLY BETWEEN TERMINUS OF PALMYRITA  
7 AVENUE AND COLUMBIA AVENUE PROPOSED TO BE ANNEXED TO THE  
8 CITY OF RIVERSIDE AS PART OF CASE ANX-089 KNOWN AS "ANNEXATION  
9 NO. 89--VIVIENDA RANCH, LOCATED EASTERLY OF THE EXISTING CITY  
10 LIMITS GENERALLY BETWEEN THE EASTERLY TERMINUS OF PALMYRITA  
11 AVENUE AND COLUMBIA AVENUE."

12 WHEREAS, the Planning Commission of the City of Riverside advertised for and held a  
13 public hearing on December 9, 1999, to consider an amendment to the General Plan of the City of  
14 Riverside to change the land use designation of the approximately 132 acres situated easterly of the  
15 existing City limits generally between the easterly terminus of Palmyrita Avenue and Columbia  
16 Avenue proposed to be annexed to the City of Riverside in Case ANX-089 known as "Annexation  
17 No. 89--Vivienda Ranch, located easterly of the existing City limits generally between the easterly  
18 terminus of Palmyrita Avenue and Columbia Avenue" from Low Density Residential and Hillside  
19 Residential to a more appropriate land use designation or designations; and

20 WHEREAS, the Planning Commission of the City of Riverside considered the Initial  
21 Study for Annexation No. 89 --Vivienda Ranch, located easterly of the existing City limits generally  
22 between the easterly terminus of Palmyrita Avenue and Columbia Avenue on December 9, 1999,  
23 and determined that the annexation will not have a significant effect on the environment; and

24 WHEREAS, the City Council of the City of Riverside advertised for and held a public  
25 hearing on January 11, 2000, to consider the proposal to amend the Riverside General Plan to  
26 include the portion of the annexation within the boundaries of the proposed conceptual plan and  
27 shown in Exhibit A within the boundaries of the Hunter Business Park Specific Plan;

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the City  
Council of the City of Riverside, California, as follows:

Section 1: It is in the public interest to amend the Land Use Element of the Riverside  
General Plan and the Hunter Business Park Specific Plan as more particularly described below.



1 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the  
2 foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council  
3 of said City at its meeting held on the 18th day of January, 2000, by the  
4 following vote, to wit:

5 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford,  
6 Thompson and Pearson.

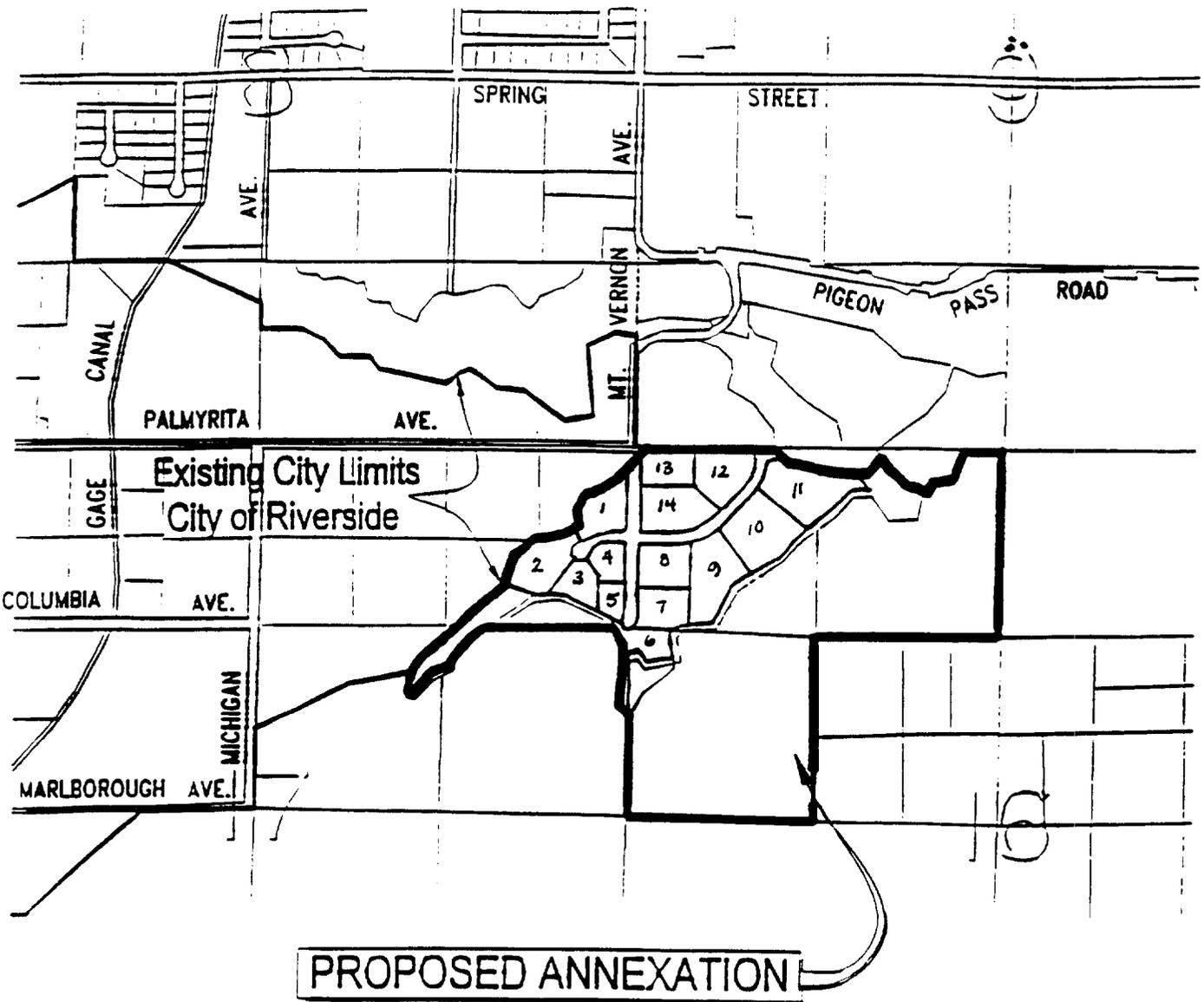
7 Noes: None.

8 Absent: None.

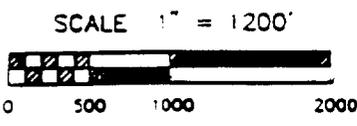
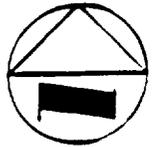
9 IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the  
10 City of Riverside, California, this 18th day of January, 2000.

11  
12 *Eva A. Courea, Assistant*  
13 City Clerk of the City of Riverside  
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27 01/12/00



**PROPOSED ANNEXATION**



**Annexation 89**  
**EXHIBIT A**  
 Proposed Conceptual Plan

PROPOSED ANNEXATION  
 TO  
**THE CITY OF RIVERSIDE**

APRIL 1999

**ENGINEERING ASSOCIATES**  
 Mail P.O. Box 6087 • 92412  
 Phone (909) 422-0100 FAX (909) 422-0500  
 2080 South 'E' Street, San Bernardino, California 92408

RESOLUTION NO. 20436

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA AMENDING THE HUNTER BUSINESS PARK SPECIFIC PLAN TO CHANGE THE REQUIRED PARKING SETBACKS AND BUILDING SETBACKS FOR INDUSTRIAL BUILDINGS WITHIN THE SPECIFIC PLAN AREA.

WHEREAS the Planning Commission of the City of Riverside of the City of Riverside, California, advertised for and held a public hearing on April 4, 2003, to consider the proposed amendment to the Hunter Business Park Specific Plan (Case P03-0181) and recommended to the City Council that the amendment be approved to change the required parking setback and building setback development standards for industrial buildings within the Hunter Business Park Specific Plan area; and

WHEREAS, the City Council advertised for and held a public hearing on May 6, 2003, to consider case P03-0181; and

WHEREAS the City Council received and considered the reports and recommendations from the City Planning Commission and all other testimony, both written and oral, presented at the public hearing;

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the City Council of the City of Riverside, California as follows:

Section 1: It is in the public interest to amend the Hunter Business Park Specific Plan are more particularly described below.

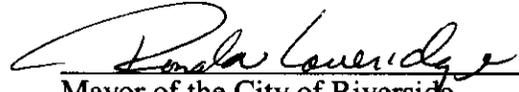
Section 2: It is the independent judgment of the City Council that the amendment will not have a significant effect on the environment and a mitigated Negative Declaration be adopted.

Section 3: The Hunter Park Specific Plan is hereby amended by changing the required parking setbacks and building setback requirements of industrial buildings within the Sycamore Canyon Business Park Specific Plan area as set forth in section "F. DEVELOPMENT STANDARDS 1.1 Lot Standards", set forth in Exhibit A, attached hereto and incorporated by this reference as if fully set forth herein.

Section 4: The amendments adopted by this resolution shall be incorporated into the "Hunter

1 Business Park Specific Plan" document and shall be noted as appropriate in the General Plan and on  
2 the appropriate Specific Plan maps previously adopted by the City Council.

3 ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this 3rd  
4 day of June, 2003.

5  
6   
7 Mayor of the City of Riverside

8 Attest:

9   
10 City Clerk of the City of Riverside

11 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the  
12 foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council  
13 of said City at its meeting held on the 3rd day of June, 2003, by the following vote, to wit:

14 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Schiavone, Adkison, Hart, and  
15 Pearson

16 Noes: None

17 Absent: None

18 IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the  
19 City of Riverside, California, this 3rd day of June, 2003.

20   
21 City Clerk of the City of Riverside

22  
23  
24  
25 G:\CLK\COUNCILARESOLU~1\JUN\_03\20436.WPD  
26 CA 03-1164  
27 05/20/03

# HUNTER BUSINESS PARK SP

## F. DEVELOPMENT STANDARDS

### 1.1 Lot Standards

#### Building Setbacks

##### Front Yards

- A. For arterial streets and buildings over thirty-feet in height: A front yard having an average depth of fifty feet but in no case less than forty feet except as indicated below. The front twenty feet of such front yard shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard. Off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear thirty feet of any required front yard. A front yard having a minimum depth of forty feet shall be permitted when such yard is landscaped in its entirety, except that a driveway parallel to the front property line a maximum of twelve feet in width may be located within this landscaped front yard;
- B. For all other streets where the building is less than thirty-feet in height: A front yard having a depth of twenty-feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

Side Yards shall not be required, except that minimum side yards of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a side yard abuts a street, such side yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses;

**Rear Yards shall not be required, except that a minimum rear yard of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a rear yard abuts a street, such rear yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses.**

~~Front - All parcels fronting on a major arterial or industrial collector shall have an average setback of fifty (50) feet from the right-of-way with a minimum setback forty (40) feet from the right-of-way. Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum setback of twenty-feet.~~

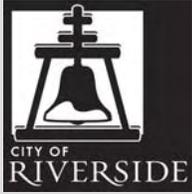
~~Side and Rear - Minimum of twenty (20) feet except where a setback area abuts a major arterial or secondary collector, in which case front setbacks prevail. Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined in 1.1 above may have interior side and rear setbacks reduced to zero upon approval by the Planning Commission.~~

~~The development standards for the existing zoning districts apply to all other parcels adjacent to interior streets in their entirety.~~

#### Parking Setbacks

Parking setbacks from major arterials and secondary collectors (Iowa Avenue, Spruce Street and Chicago Avenue) shall be 20 feet from the right-of-way. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code (19.74) for the underlying zone. The parking setback shall be considered part of the total building setback-provided that the average building setback is maintained according to the street classification.

Activity	Permitted	Conditional Use Permit	Conditional Use Permit with Approval by Planning Commission	No Commercial Use	Other
Wholesale Distribution	P	P	P	P	P
Warehousing/Storage	P	P	P	P	P
Manufacturing	P	P	P	P	P
Research and Development	P	P	P	P	P
Publishing and Printing	P	P	P	P	P
OFFICES					
Office and Administrative	P	P	P	P	P
OFFSHORE					
CONCRETE					
Concrete Sales					
Eating and Drinking (in conjunction with a permitted use)	P	P	P	P	P
Eating and Drinking (Independent Business)	CUP	CUP	CUP	CUP	CUP
Business Supply Retail	P	P	P	P	P
Building Supplies and Sales	P	P	P	P	P
REPAIRS					
Automotive Repairs					
Automotive Service Station	CUP	CUP	CUP	CUP	CUP
Building Maintenance Services	P	P	P	P	P
Business Support Services	P	P	P	P	P
Heavy Equipment Sales and Rental	P	P	P	P	P
Medical/Health Care Services	P	P	P	P	P
Personal Services	P	P	P	P	P
Recreational Facilities	CUP	CUP	CUP	CUP	CUP
Repair Services	P	P	P	P	P
RECREATION STANDARDS FOR BROWNING PARK AREA					
Minimum Parcel Size ***	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone
Minimum Lot Width ****	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone
Building Site Coverage	Not Greater than 50%	Not Greater than 50%	Not Greater than 50%	Not Greater than 50%	Not Greater than 50%
Building Height	As Defined for Each Parcel per the Existing Zoning	As Defined for Each Parcel per the Existing Zoning	As Defined for Each Parcel per the Existing Zoning	As Defined for Each Parcel per the Existing Zoning	As Defined for Each Parcel per the Existing Zoning
Building Setbacks from Arterials/Major-Boundary Street	Average 50 Feet, Minimum 40 Feet	Average 50 Feet, Minimum 40 Feet	Average 50 Feet, Minimum 40 Feet	Average 50 Feet, Minimum 40 Feet	Average 50 Feet, Minimum 40 Feet
Building Setbacks from all other streets and for buildings less than 30-feet in height	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone	Per Underlying Zone
Interior Building Setbacks	Side and Rear, Minimum=50 Feet	Side and Rear, Minimum=50 Feet	Side and Rear, Minimum=50 Feet	Side and Rear, Minimum=50 Feet	Side and Rear, Minimum=50 Feet
Parking Setbacks ***	20 Feet All Zones	20 Feet All Zones	20 Feet All Zones	20 Feet All Zones	20 Feet All Zones
Parking Standards	To Be Determined by Use Within Structure (Per Title 19)	To Be Determined by Use Within Structure (Per Title 19)	To Be Determined by Use Within Structure (Per Title 19)	To Be Determined by Use Within Structure (Per Title 19)	To Be Determined by Use Within Structure (Per Title 19)
Tenancy	Multiple Tenant Permits Permitted	Multiple Tenant Permits Permitted	Multiple Tenant Permits Permitted	Multiple Tenant Permits Permitted	Multiple Tenant Permits Permitted
NOTES					
Signs per Title 19					
P = Permitted Use with Design Review Approval					
CUP = Conditional Use Permit with Approval by Planning Commission					
Other Uses Normally Allowed in the Zoning Classifications above are Prohibited in this Specific Plan Area					
** - Permitted Within a Completely Enclosed Building					
*** - Permits approved under a master plan and associated design guidelines are valid in this area; with within ten-year 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty feet is permitted and rear yard setback may be reduced to zero upon City Planning Commission approval.					



*Community Development Department  
Planning Division*

*Specific Plan Text Amendment/Rezoning*

AGENDA ITEM NO.: 4

WARD NO: 1

NEIGHBORHOOD: HUNTER INDUSTRIAL PARK

PLANNING COMMISSION HEARING DATE: February 5, 2009

**I. CASE NUMBER(S):**                   **P07-1143** (Specific Plan Text Amendment)  
  **P09-0002** (Rezoning)

**II. PROJECT SUMMARY:**

**Proposal: PLANNING CASE P07-1143:** Proposal by the City of Riverside to amend the Hunter Business Park Specific Plan (HBPSP) to establish a Business Support Overlay land use designation to allow certain commercial uses. The HBPSP is generally bounded between the Northerly City limits and Spruce Street, and between the 215 Freeway and easterly City limits.

**PLANNING CASE P09-0002:** Proposal by the City of Riverside to rezone 1.7 acres developed with a commercial center at 2255 Chicago Avenue and 1725-1735 Spruce Street from the I-SP – Industrial and Hunter Business Park Specific Plan (HBPSP) Overlay Zone to the I-BSR-SP – Industrial, Business Support Retail and HBPSP Overlay Zone, situated at the northwest corner of Chicago Avenue and Spruce Street; and to rezone 3.11 acres partially developed with a manufacturing/industrial building at 2180-2246 Iowa Avenue, situated at the northeast corner of Spruce Street and Iowa Avenue, from the BMP-SP – Business Manufacturing Park and HBPSP Overlay Zone to the BMP-BRS-SP – Business Manufacturing Park, Business Support Retail and HBPSP Overlay Zone.

**2) Applicant:**   City of Riverside  
                          Community Development Department  
                          Planning Division  
                          3900 Main Street, 3<sup>rd</sup> Floor  
                          Riverside, CA 92522

**3) Case Planner:** Clara Miramontes, Principal Planner  
                          (951) 826-5227  
                          [cmiramontes@riversideca.gov](mailto:cmiramontes@riversideca.gov)

### III. RECOMMENDATION:

#### That the City Planning Commission:

1. Determine that these proposed cases will not have a significant effect on the environment based on the findings set forth in the case record and recommend City Council adoption of a Negative Declaration;
2. **RECOMMEND APPROVAL** of Planning Cases **P07-1143** (Specific Plan Amendment) and **P09-0002** (Rezoning) to the City Council, based on the findings outlined in the staff report and summarized in the following and subject to the recommended conditions attached:
  - a. The proposed Specific Plan Text Amendment will provide limited retail uses to provide retail support services to one of the City's prime industrial areas which is considered to be a major employment center. The currently allowed range of uses are limited and this proposal is intended to provide needed retail services to support those working and doing business in the HBSP;
  - b. The proposed Specific Text Amendment will enhance opportunities for industrial retail support uses to locate within close proximity to industrial businesses and office parks within the HBSP;
  - c. The proposed Rezoning of the subject properties to add the Business Support Retail Overlay Zone are suitable sites for business support retail uses within close proximity to industrial uses within in the HBSP and in locations viable for limited retail uses also available to the nearby neighborhoods;
  - d. The proposed Specific Plan Text Amendment and Rezoning will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area;
  - e. The proposed Specific Plan Text Amendment and Rezoning further enhances one of the goals of HBSP to establish unique and practical planning concepts, which will enhance Hunter Business Park's competitive position in the region. This project will further enhance this goal by allowing retail services to support the business industrial work force.

### IV. BACKGROUND/PROJECT DESCRIPTION:

At the request of the Hunter Park Division of the Greater Chambers of Commerce, staff has initiated the proposed Specific Plan Amendment to create a "Business Support Retail" (BSR) Overlay District that will allow limited retail uses in close proximity to the industrial, manufacturing and office business in the Hunter Business Park Specific Plan (HBSP) area (see Exhibit 9). The Hunter Park Board and staff have worked cooperatively to produce a list of permissible retail uses that will not compromise the integrity of one of the City's prime industrial areas. In addition, two sites have been identified as suitable locations for the addition of the "Business Support Retail" Overlay District. These properties include .7 acres developed with a commercial center at the northwest corner of Chicago Avenue and Spruce Street and 3.11 acres partially developed with a manufacturing/industrial building at the northeast corner of Spruce Street and Iowa Avenue (see

Exhibit 1 for location map). Any future property owners wishing to designate their property to the BSR Overlay District will be required to apply for a rezoning request.

The HBPSP was originally established in April 1988. The HBPSP provides land use regulations, development standards and design guidelines for approximately 1,300 acres of industrial, business/office parks and related uses in the northeastern portion of Riverside. The HBPSP contains three districts: General Industrial, Garden Industrial and Industrial Park (see Exhibit 4 for land use district map). While each of these districts provides for a different range of uses, they all have the common goal of accommodating a variety of industrial, business support uses and other related, compatible uses. However, limited commercial uses, such as personal services, convenience sales and business support services are only permitted within the General Industrial Land Use District, which primarily includes the areas westerly of properties fronting along Iowa Avenue (see Exhibit 5 for existing permitted uses). The currently permitted commercial uses do not allow a wide range of retail services to adequately serve the workforce of this prime industrial area. Also, the remaining two land use districts (Garden Industrial and Industrial Park) do not allow any form of retail uses, except for eating establishments, excluding drive-thru restaurants.

The proposed Specific Plan Amendment will create a “Business Support Retail” (BSR) Overlay District that will allow the following uses on a BSR designated property in the HBPSP area:

1. Office Supply Retail	12. Medical Supplies
2. Cell Phone Retailers	13. Photographic/Camera Store
3. Computer Sales/Repair	14. Nail and Tanning Salons
4. Banks and Financial Institutions	15. Small Fitness Facilities, not more than 4,000 sq.ft. in size
5. Dry Cleaning	16. Blueprint Store
6. Shoe Repair	17. Tailor Shop
7. Florist	18. Weight Loss Centers
8. Postal Services	19. Restaurants, excluding drive-thru
9. Bakery	20. Medical Supply Sales
10. Beauty/Barber Shop	21. Photographic/Camera Shops
11. Day Spa	22. Other Similar Uses, subject to the approval of the Planning Director

**V. LOCATION/SURROUNDING LAND USES FOR PROPERTIES TO BE REZONED:**

	2255 Chicago Avenue and 1725-1735 Spruce Street	2180-2246 Iowa Avenue
<b>North</b>	Industrial Office	Office Industrial
<b>East</b>	Industrial Office	Vacant Land
<b>South</b>	Industrial Office	Apartment Complex
<b>West</b>	Industrial	Office Industrial/Warehousing

**VII. PROJECT ANALYSIS:**

- **General Plan/Specific Plan/Zoning Conformance:**

	2255 Chicago Avenue and 1725-1735 Spruce Street	2180-2246 Iowa Avenue
<b>General Plan</b>	Industrial	Business Office Park
<b>Specific Plan</b>	General Industrial	Garden Industrial
<b>Zoning</b>	Industrial	Business Manufacturing Park

*Specific Plan Amendment*

The HBPSP is intended to provide opportunities for job producing industrial, office and business park uses with a limited range of retail uses. These retail uses are generally allowed only in commercial zones. Overtime, it has become evident that a limited range of retail uses are needed to serve the growing workforce in the Hunter Business Park, as well as the visitors doing business in the area. Currently, people need to drive outside of the area contributing to traffic congestion, impacting air quality and sacrificing time. Planning staff is concerned about allowing general retail uses in the HBPSP. This would take away valuable job-producing industrial land for retail uses and could even take retail sales businesses from designated commercial areas. However it is clear that retail support uses are needed to serve this area. Therefore, staff supports the application of an Overlay District, which will allow a limited range of support retail use to serve the HBPS area without opening the door to widespread commercial zoning.

*Rezoning*

As discussed above, the intent of the Business Support Retail (BSR) Overlay Zone is to allow for support retail uses at strategic locations. As such, after careful consideration to the application of the overlay district, two sites have been identified at this time as particularly suitable for the BSR Overlay District, which have the support of the property owner and the Hunter Park Division of the Greater Chamber of Commerce.

The first site is a partially developed 3.11-acre parcel developed with an existing industrial building at the northeast corner of Spruce Street and Iowa Avenue. This property is located along two arterial streets at a gateway into the Hunter Business Park. It is also at the fringe of the HBPSP, ideally, situated to serve not only the Hunter Business Park, but also the nearby residential neighborhood. No development plans are proposed at this time for this property. Any future development shall be subject to Design Review approval and other required entitlements

The second site is a .7-acre parcel located at the northwest corner of Spruce Street and Chicago Avenue. This site is already developed with a free standing restaurant and a multi-tenant commercial building. It has good access to the industrial businesses and is readily available for retail uses.

## **VIII. PUBLIC NOTICE AND COMMENTS:**

Public notices were mailed to all property owners 300-feet of the properties to be rezoned. A notice of the proposed specific plan amendment was published on the local newspaper. No correspondence has been received by staff. As mentioned earlier in this report, staff has been working with the Hunter Park Division of the Greater Chambers of Commerce in developing a process to allow needed retail support uses in the Hunter Park without compromising this area's prime industrial classification. The proposed list of permitted uses under the BSR Overlay District was a compilation of uses determined by the Hunter Park board members and interested business owners in the Hunter Park area. As well, the two properties to be rezoned for the addition of the overlay district were determined in cooperation of the property owners and the Hunter Park board. Staff and the Hunter Park Division are in full support of this proposal which will aid in meeting the retail services needs of the business community in the Hunter Park area.

## **IX. EXHIBITS:**

1. Location/Zoning
2. General Plan
3. Aerial Photograph
4. Hunter Business Park Specific Plan Land Use Districts Map
5. Existing Permitted Uses Matrix
6. Revised Permitted Uses Matrix with Business Support Retail Overlay District
7. Proposed Business Support Retail Overlay District to HBSP
8. Proposed Rezoning Map
9. Letter from Hunter Park Division of the Greater Riverside Chambers of Commerce

## **RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES**

Case Number: P07-1143 (Specific Plan Text Amendment)

Meeting Date: February 5, 2009

**CONDITIONS**      *All mitigation measures are noted by an asterisk (\*).*

### **Case Specific**

- **Planning**

1. The Hunter Business Park Specific Plan shall be amended to add a Business Support Overlay District, as shown on Exhibits 6 and 7.
2. The Planning Division shall revise the exhibits and text of the Hunter Business Park Specific Plan as appropriate, in conformance with the standards discussed in the body of the report and Exhibits 6 and 7.
3. The City Attorney's Office shall prepare the appropriate Resolution for Council adoption of the Specific Plan amendment.

### **Standard Conditions**

- **Planning**

4. There shall be a two-year time limit in which to satisfy the following conditions and finalize this action. Subsequent one-year time extensions may be granted by the City Council upon request by the applicant. Any extension of time beyond five years may only be granted after an advertised public hearing by the City Council.

- **Public Works**

5. No conditions.

- **Public Utilities**

6. No conditions.

- **Park and Recreation**

7. No conditions.

## **GENERAL INFORMATION NOTES**

### Appeal Information

- a. Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision.
- b. Appeal filing and processing information may be obtained from the Community Development Department, Planning Division, Public Information Section, 3rd Floor, City Hall.

## **RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES**

Planning Case P09-0002 (Rezoning)

Hearing Date: February 5, 2009

- **Planning**

1. The Business Support Retail Overlay District shall be applied to the properties shown in Exhibit 8.
2. All conditions of Planning Case P07-1143 shall be completed prior or concurrently with the finalization of this rezoning.

### **Standard Conditions**

- **Planning**

3. The City Attorney's Office shall prepare the appropriate rezoning ordinance for Council adoption.
4. The City shall initiate finalization of this rezoning.
5. In approving this case, it has been determined that the proposed project could have the potential for adverse effects on wildlife resources and the applicant is responsible for payment of Fish and Game fees at the time the Notice of Determination is filed with the County. If fees have been paid for the same property under the previously approved project, no additional Fish and Game fees are required upon proof of payment.
6. There shall be a two-year time limit in which to satisfy the approved conditions and finalize this action. Subsequent one-year time extensions may be granted by the City Council upon request by the applicant. Any extension of time beyond five years may only be granted after an advertised public hearing by the City Council.
7. All necessary parcel description describing the exact area to be rezoned shall be prepared, signed and sealed by a licensed Land Surveyor or Civil Engineer authorized to practice Land Surveying in the State of California for the area of the property to be rezoned. Descriptions are required to be on 8 1/2 inch by 11 inch paper with the title "Attachment A" at the top.

- **Public Works**

8. None

- **Public Utilities**

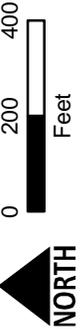
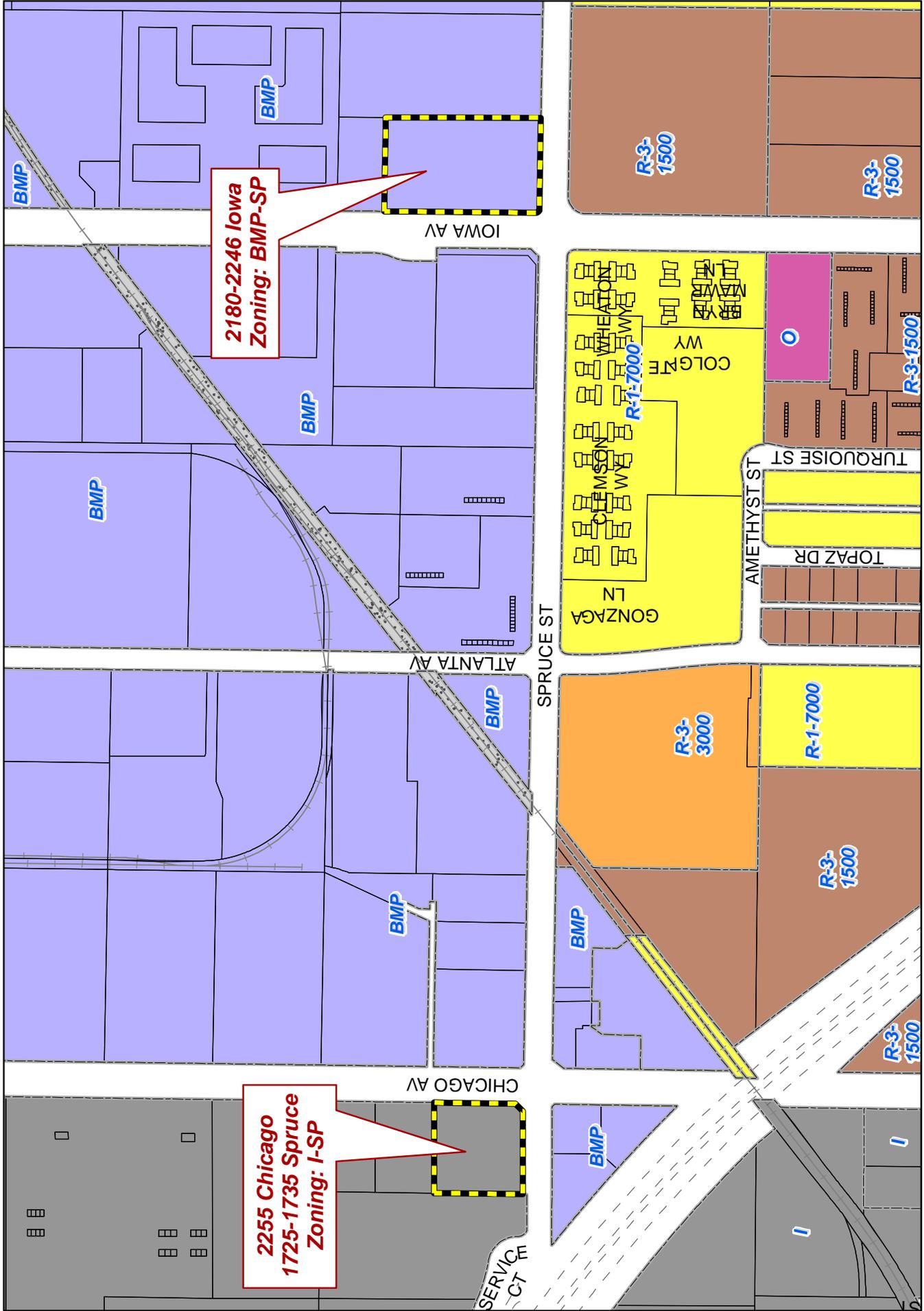
9. None

- **Park and Recreation**

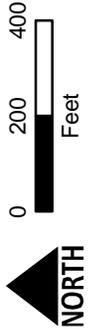
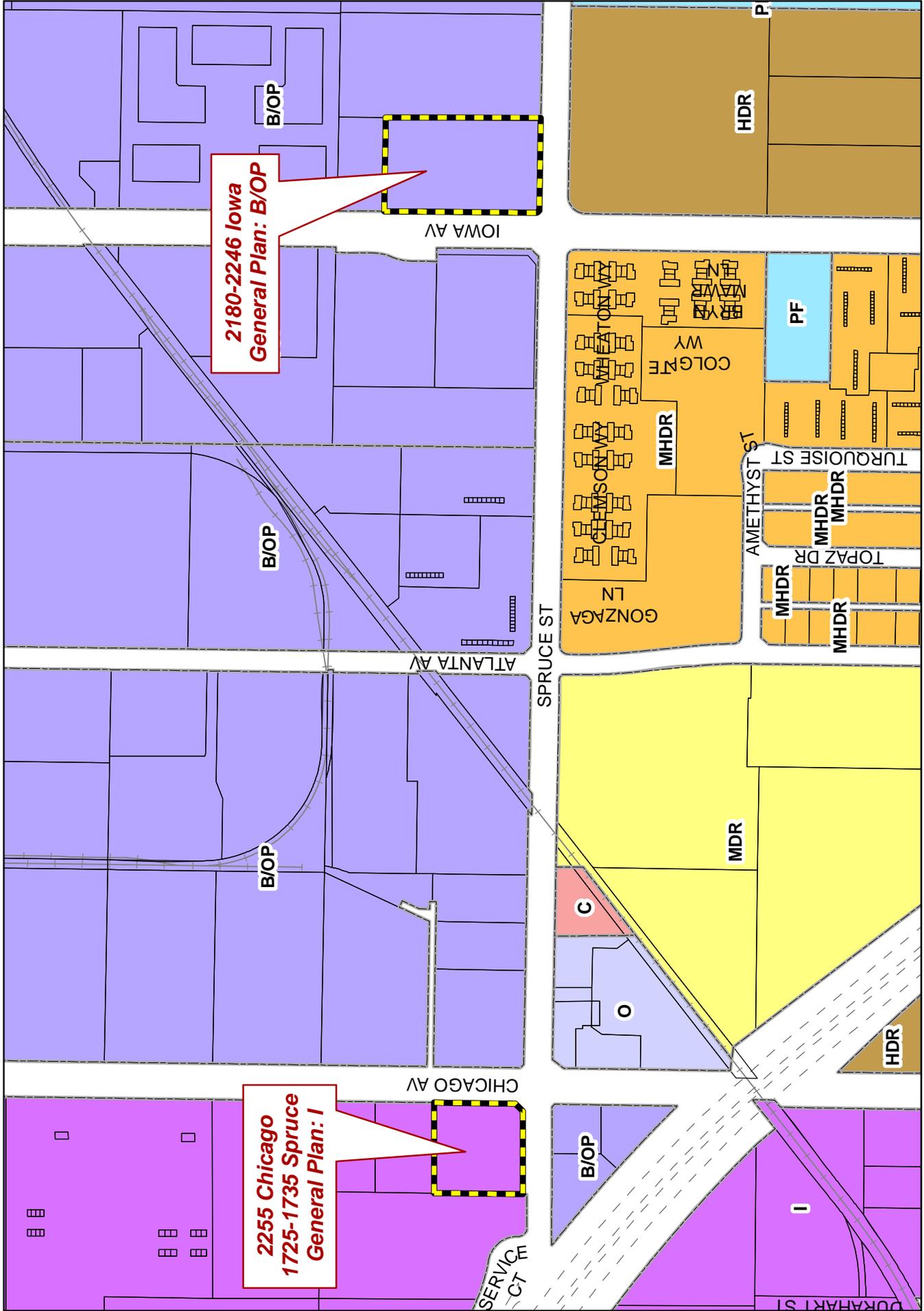
10. None

## **GENERAL INFORMATION NOTES**

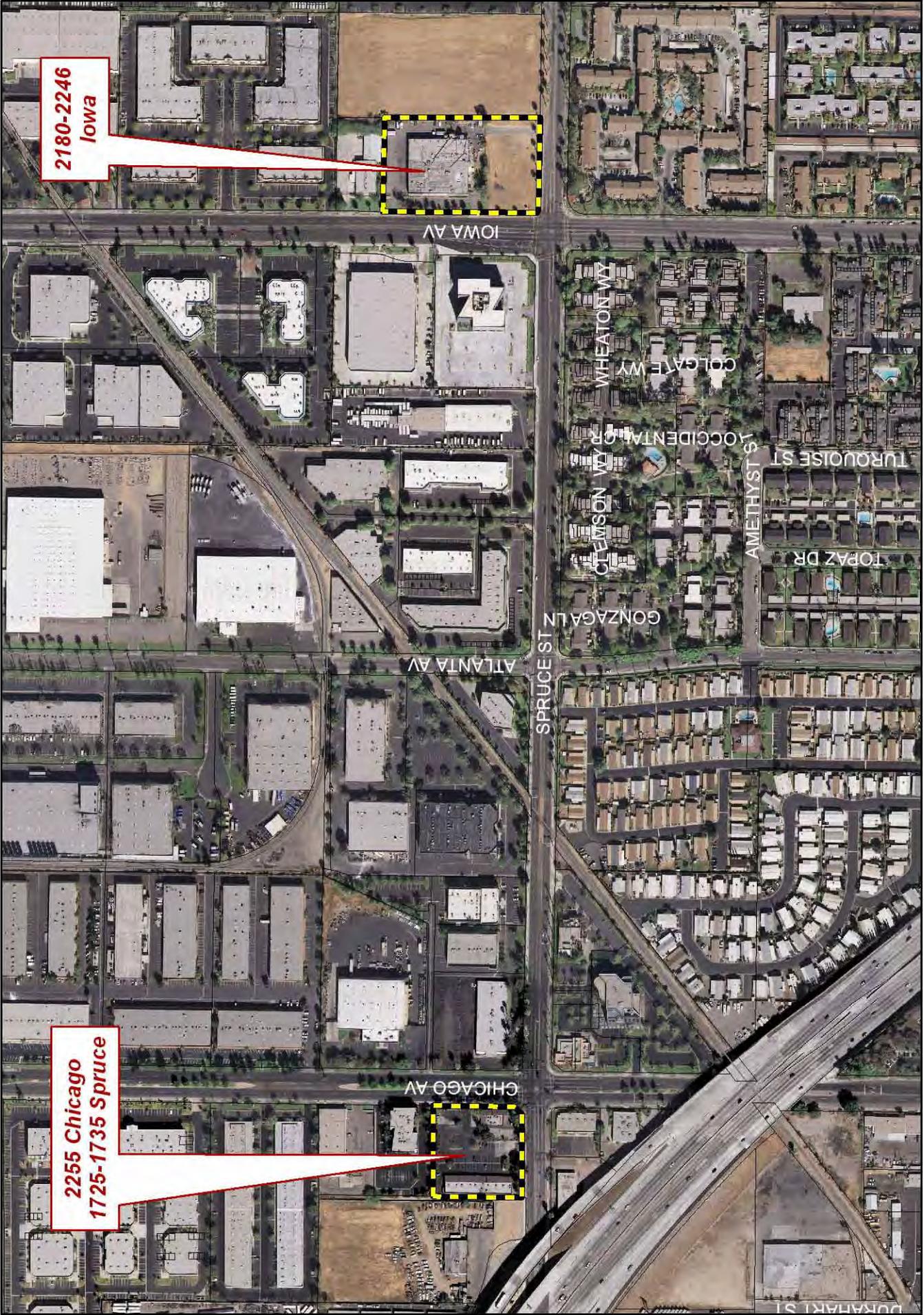
1. Appeal Information
  - a. Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision.
  - b. Appeal filing and processing information may be obtained from the Community Development Department, Planning Division, Public Information Section, 3rd Floor, City Hall.



P07-1143/P09-0002, Exhibit 1 - Existing Zoning



P07-1143/P09-0002, Exhibit 2 - General Plan



2180-2246  
Iowa

2255 Chicago  
1725-1735 Spruce



P07-1143/P09-0002, Exhibit 3 - 2008 Aerial Photo

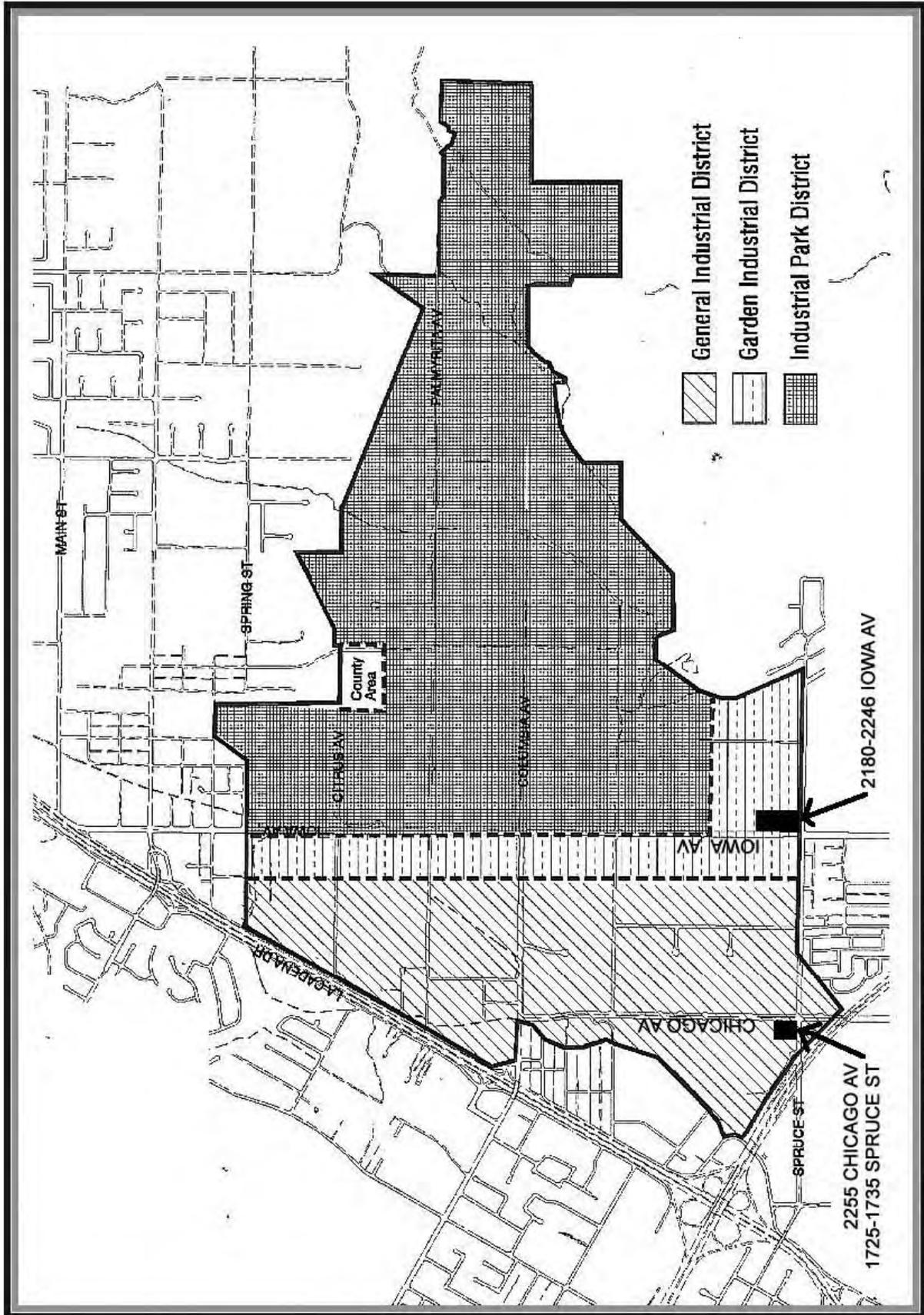


Figure II — 1 Existing Land Use

P07-1143/P09-0002, Exhibit 4 - Hunter Business Park SP Land Use Districts

ZONING	PERMITTED USES										Industrial Park District	
	General Industrial District					Garden Industrial District						
	MP-BP	MP	M-1	M-2	C-3	RO	RI	MP	MP	MP		
<b>INDUSTRIAL/MANUFACTURING</b>												
Wholesale Distribution		P	P	P								P
Warehousing/Storage		P	P	P								P
Manufacturing		P	P	P								P
Research and Development		P	P	P								P
Publishing and Printing		P	P	P								P
Ancillary Retail Sales On-Site		P	P	P								P
Off-Site Retail Sales		P	P	P								P
Wholesale Showrooms		P	P	P								P
<b>OFFICE</b>												
Office and Administrative		P	P	P	P	P	P	P	P	P	P	P
<b>RETAIL</b>												
Convenience Sales					P	P						z
Eating and Drinking (part of a multi-tenant industrial park)		P	P	P	P	P						P
Eating and Drinking (freestanding building)					P	P						
Business Supply Retail		P			P	P						
Building Supplies and Sales					P	P						
<b>SERVICES</b>												
Automotive Rental					P	P						
Automotive Service Station		CUP	CUP	CUP	CUP	CUP						
Building Maintenance Services					P							
Business Support Services		P			P	P						
Heavy Equipment Sales and Rental												
Medical/Health Care Services		P	P	P	P	P						P
Personal Services		P			P	P						
Recreational Facilities		CUP	CUP		CUP	P						CUP
Repair Services		P			P							CUP
<b>DESIGN STANDARDS FOR SPECIFIC PLAN AREA</b>												
Minimum Parcel Size ***	Per Underlying Zone											
Minimum Lot Width ****	Per Underlying Zone											
Building Site Coverage	Not Greater than 50%											
Building Height	As Defined for Each Parcel per the Existing Zoning											
Building Setbacks from Major Secondary Street ***	Average 50 Feet, Minimum 40 Feet											
Building Setbacks from Local Streets	Per Underlying Zone											
Interior Building Setbacks	Side and Rear, Minimum 20 Feet											
Parking Setbacks ***	20 Feet All Zones											
Parking Standards	To Be Determined by Use Within Structure (Per Title 19)											
Tenancy	Multiple Tenant Parcels Permitted											
<b>NOTES</b>												
* Permitted Use with Design Review Approval												
** Conditional Use Permit with Approval by Planning Commission												
*** — Columbia, Marlborough, Spence, Iowa, Chicago and Columbia Loop Eastside of Iowa												
**** — Permitted Within a Completely Enclosed Building												
***** — Parcel approved under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre, with width less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty feet is permitted and interior side and rear yard setbacks may be reduced to zero upon City Planning Commission approval.												
***** — Multiple Tenant Parcels Permitted												
***** — Side per Title 19												

P07-1143/P09-0002, Exhibit 5  
Existing Permitted Uses Matrix

Table III — 1: Land Use Matrix



ZONING	General Industrial District							Garden Industrial District			Industrial Park District		
	MP-BP	MP	M-1	M-2	C-2	C-3	RO	RI	MP	MP	MP	MP	
<b>INDUSTRIAL/MANUFACTURING</b>													
Wholesale Distribution	P	P	P	P					P			P	
Warehousing/Storage	P	P	P	P					P			P	
Manufacturing	P	P	P	P					P			P	
Research and Development	P	P	P	P					P			P	
Publishing and Printing	P	P	P	P					P			P	
Ancillary Retail Sales On-Site	P	P	P	P					P			P	
Off-Site Retail Sales	P	P	P	P					P			P	
Wholesale Showrooms	P	P	P	P					P			P	
<b>OFFICE</b>													
Office and Administrative	P	P	P	P	P	P	P		P			P	
<b>RETAIL</b>													
Convenience Sales					P	P						*	
Eating and Drinking (part of a multi-tenant industrial park)	P	P	P	P	P	P			P			P	
Eating and Drinking (freestanding building)					P	P							
Business Supply Retail	P				P	P							
Building Supplies and Sales					P	P							
<b>SERVICES</b>													
Automotive Rental					P	P							
Automotive Service Station	CUP	CUP	CUP	CUP	CUP	CUP							
Building Maintenance Services			P	P									
Business Support Services	P				P	P	P						
Heavy Equipment Sales and Rental													
Medical/Health Care Services	P	P	P	P	P	P						P	
Personal Services	P				P	P							
Recreational Facilities	CUP	CUP			CUP	P						CUP	
Repair Services	P				P	P						CUP	
<b>DESIGN STANDARDS FOR SPECIFIC PLAN AREA</b>													
Minimum Parcel Size ****	One Acre												
Minimum Lot Width ****	140 Feet												
Building Site Coverage	Not Greater than 50%												
Building Height	45 Feet												
Building Setbacks from Major Secondary Street *** , ****	Average 50 Feet; Minimum 40 Feet												
Building Setbacks from Local Streets	Per Underlying Zone												
Interior Building Setbacks	Side and Rear; Minimum 20 Feet												
Parking Setbacks ***	20 Feet All Zones												
Parking Standards	To Be Determined by Use Within Structure (Per Title 19)												
Tenancy	Multiple Tenant Parcels Permitted												
<b>NOTES</b>													
P = Permitted Use with Design Review Approval CUP = Conditional Use Permit with Approval by Planning Commission Signs per Title 19													
Certain Uses Normally Allowed in the Zoning Classifications above are Precluded in this Specific Plan Area.													
<b>Business Support Retail Overlay Zone may be applied to a specific property subject to the approval of a Rezoning request, in accordance with Chapter 19.180 of the Municipal Code. See Section III.F of the Specific Plan for list of Permitted Uses.</b>													
** — Permitted Within a Completely Enclosed Building *** — Columbia, Marlborough, Spruce, Iowa, Chicago and Columbia Loop Easterly of Iowa													
**** — Parcels approved under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre, with widths less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty-feet is permitted and interior side and rear yard setbacks may be reduced to zero upon City Planning Commission approval.													

***Section III of the Hunter Business Park Specific Plan shall be amended to add the following:***

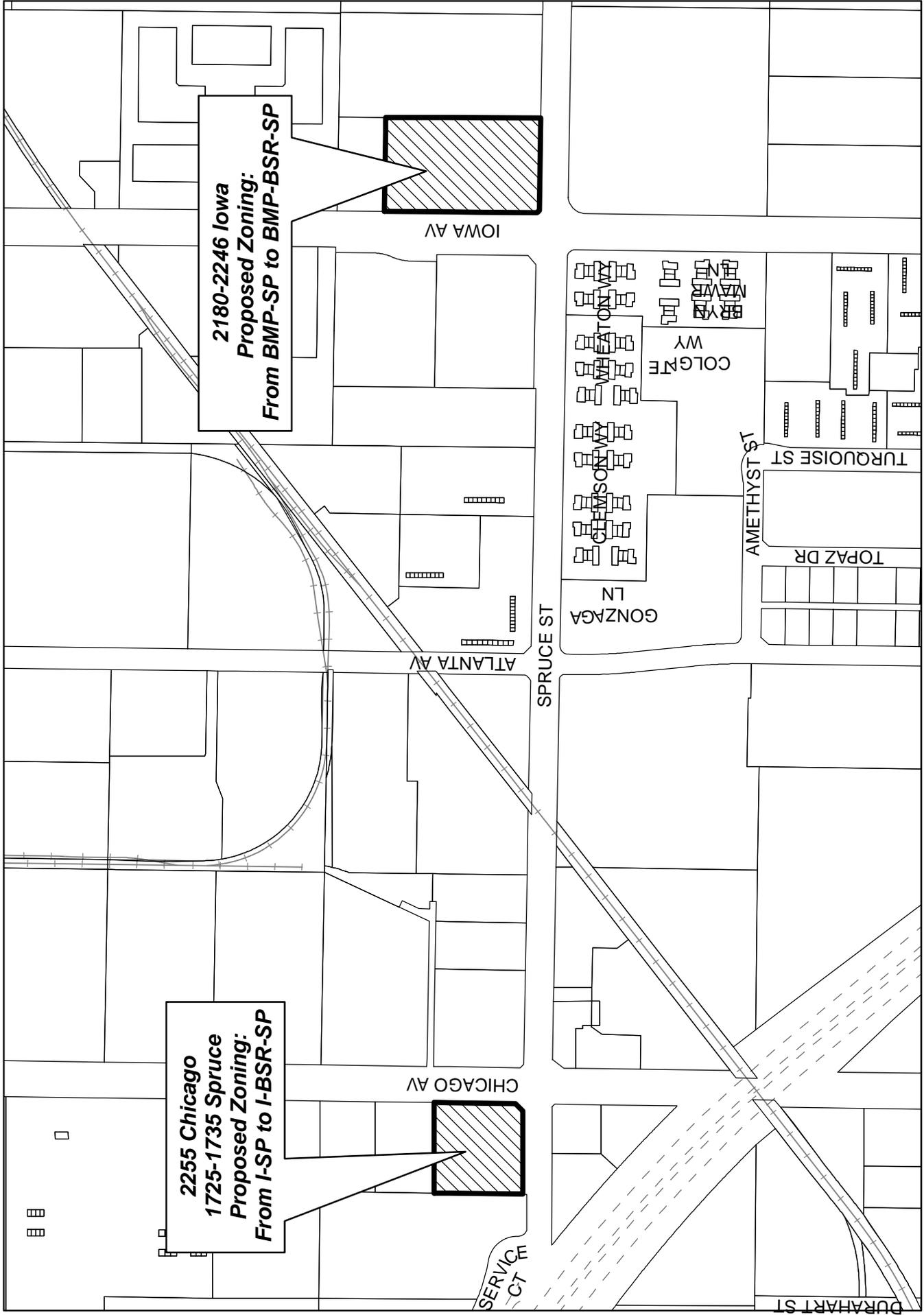
**F. Hunter Business Park Business Support Retail “BSR” Overlay District**

The Business Support Retail Overlay District is primarily intended to allow for support retail uses in areas generally located along arterial streets within centralized locations accessible to the industrial businesses and visitors doing business in the Hunter Park. The application of the BSR Overlay District shall require a Rezoning request, in accordance with Section 19.810 of the Municipal Code.

The following uses shall be allowed in addition to all other uses permitted by the underlying land use district within the Hunter Business Park Specific Plan:

1. Office Supply Retail
2. Cell Phone Retailers
3. Computer Sales/Repair
4. Banks and Financial Institutions
5. Dry Cleaning
6. Shoe Repair
7. Florist
8. Postal Services
9. Bakery
10. Beauty/Barber Shop
11. Day Spa
12. Medical Supplies
13. Photographic/Camera Store
14. Nail and Tanning Salons
15. Small fitness facilities, not more than 4,000-square-feet in size
16. Blueprint Store
17. Tailor Shop
18. Weight Loss Centers
19. Restaurants, excluding drive-thru
20. Medical Supply Sales
21. Photographic/Camera Shops
22. Other similar uses, subject to the approval of the Planning Director

**P07-1143/P09-0002  
Exhibit 7**

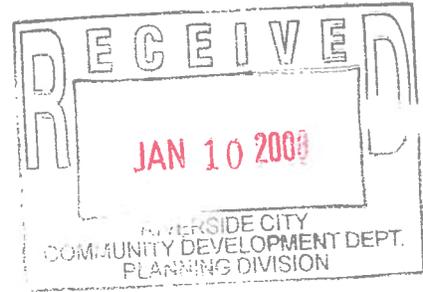


P07-1143/P09-0002, Exhibit 8 - Proposed Zoning



# GREATER RIVERSIDE CHAMBERS OF COMMERCE

*The Chamber...building a stronger local economy.*



January 3, 2008

Mr. Ken Gutierrez &  
Members of Planning Commission  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

RE: Hunter Park Specific Plan Amendment – Retail Uses

Dear Mr. Gutierrez & Planning Commissioners:

The Hunter Park Division of the Greater Riverside Chambers of Commerce continues to support amendments allowing retail uses in the Hunter Park Specific Plan. To have continued growth in the area including successful integration of the Metro Link and RTA, we feel it is vital to allow ancillary uses as a part of the Hunter Park Specific Plan. The types of uses that we feel would be beneficial are: coffee/sandwich shop, beauty/nail salon, office supplies, dry cleaners and convenience sales.

Thank you for your consideration regarding this matter.

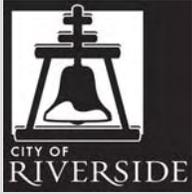
Sincerely,

Cindy Roth  
President/CEO

Brian Hawley  
President  
Hunter Park Division

CR/jh

P07-1143/P09-0002, Exhibit 9



## *Draft Negative Declaration*

1. **Case Number:** **P07-1143** (Specific Plan Text Amendment)  
**P00-0002** (Rezoning)
2. **Project Title:** Hunter Business Park Specific Plan
3. **Hearing Date:** February 5, 2009
4. **Lead Agency:** City of Riverside  
Community Development Department  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522
5. **Contact Person:** Clara Miramontes  
  
**Phone Number:** (951) 826-5168
6. **Project Location:** Hunter Business Park Specific Plan  
1725-1735 Spruce Street  
2180-2246 Iowa Avenue
7. **Project Applicant/Project Sponsor's Name and Address:**  
  
City of Riverside  
3900 Main Street  
Riverside, Ca 92522
8. **General Plan Designation:** 1725-1735 Spruce Street/2255 Chicago Avenue: Industrial  
2180-2246 Iowa Avenue: Business Office Park
9. **Zoning:** 1725-1735 Spruce Street/2255 Chicago Avenue: Industrial  
2180-2246 Iowa Avenue: Business Manufacturing Park
10. **Description of Project:**

At the request of the Hunter Park Division of the Greater Chambers of Commerce, staff has initiated the proposed Specific Plan Amendment to create a "Business Support Retail" (BSR) Overlay District that will allow limited retail uses in close proximity to the industrial, manufacturing and office business in the Hunter Business Park Specific Plan (HBPSP) area (see Exhibit 9). The Hunter Park Board and staff have worked cooperatively to produce a list of permissible retail uses that will not compromise the integrity of one of the City's prime industrial areas. In addition, two sites have been identified as suitable locations for the addition of the "Business Support Retail" Overlay District. These properties include .7 acres developed with a commercial center at the northwest corner of Chicago Avenue and Spruce Street and 3.11 acres partially developed with a manufacturing/industrial building at the northeast corner of Spruce Street and Iowa Avenue

(see Exhibit 1 for location map). Any future property owners wishing to designate their property to the BSR Overlay District will be required to apply for a rezoning request.

The HBPSP was originally established in April 1988. The HBPSP provides land use regulations, development standards and design guidelines for approximately 1,300 acres of industrial, business/office parks and related uses in the northeastern portion of Riverside. The HBPSP contains three districts: General Industrial, Garden Industrial and Industrial Park (see Exhibit 4 for land use district map). While each of these districts provides for a different range of uses, they all have the common goal of accommodating a variety of industrial, business support uses and other related, compatible uses. However, limited commercial uses, such as personal services, convenience sales and business support services are only permitted within the General Industrial Land Use District, which primarily includes the areas westerly of properties fronting along Iowa Avenue (see Exhibit 5 for existing permitted uses). The currently permitted commercial uses do not allow a wide range of retail services to adequately serve the workforce of this prime industrial area. Also, the remaining two land use districts (Garden Industrial and Industrial Park) do not allow any form of retail uses, except for eating establishments, excluding drive-thru restaurants.

**11. Existing Land Use and Setting**

The intent of the Business Support Retail (BSR) Overlay Zone is to allow for support retail uses at strategic locations. As such, after careful consideration to the application of the overlay district, two sites have been identified at this time as particularly suitable for the BSR Overlay District, which have the support of the property owner and the Hunter Park Division of the Greater Chamber of Commerce.

The first site is a partially developed 3.11-acre parcel developed with an existing industrial building at the northeast corner of Spruce Street and Iowa Avenue. This property is located along two arterial streets at a gateway into the Hunter Business Park. It is also at the fringe of the HBPSP, ideally, situated to serve not only the Hunter Business Park, but also the nearby residential neighborhood. No development plans are proposed at this time for this property. Any future development shall be subject to Design Review approval and other required entitlements

The second site is a .7-acre parcel located at the northwest corner of Spruce Street and Chicago Avenue. This site is already developed with a free standing restaurant and a multi-tenant commercial building. It has good access to the industrial businesses and is readily available for retail uses.

**12. Surrounding land uses and setting: Briefly describe the project’s surroundings:**

**Adjacent Existing Land Use:**

	2255 Chicago Avenue and 1725-1735 Spruce Street	2180-2246 Iowa Avenue
<b>North</b>	Industrial Office	Office Industrial
<b>East</b>	Industrial Office	Vacant Land
<b>South</b>	Industrial Office	Apartment Complex
<b>West</b>	Industrial	Office Industrial/Warehousing

**Adjacent zoning:**

	2255 Chicago Avenue and 1725-1735 Spruce Street	2180-2246 Iowa Avenue
<b>North</b>	Industrial	Business Manufacturing Park
<b>East</b>	Business Manufacturing Park	Business Manufacturing Park
<b>South</b>	Business Manufacturing Park	R-3-1500 – Multiple Family Residential
<b>West</b>	Industrial	Business Manufacturing Park

13. **Other Public Agencies whose Approval is Required (e.g., permits, financial approval, or participation agreement.):**

- a. None

14. **Other Environmental Reviews Referenced in this Review:**

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. Hunter Business Park Specific Plan

15. **Acronyms**

GP 2025 -	General Plan 2025
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
MSHCP -	Multiple-Species Habitat Conservation Plan
SCAG -	Southern California Association of Governments
RCP -	Regional Comprehensive Plan
RTP -	Regional Transportation Plan
SCAQMD -	South Coast Air Quality Management District
AQMP -	Air Quality Management Plan
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
SWPPP -	Storm Water Pollution Prevention Plan
WQMP -	Water Quality Management Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
AICUZ -	Air Installation Compatible Use Zone Study
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
RUSD -	Riverside Unified School District
AUSD -	Alvord Unified School District
WMWD -	Western Municipal Water District
EMWD -	Eastern Municipal Water District
USGS -	United States Geologic Survey
FEMA -	Federal Emergency Management Agency
GIS -	Geographic Information System
RMC -	Riverside Municipal Code
NCCP -	Natural Communities Conservation Plan
RPU -	Riverside Public Utilities
LHMP -	Local Hazard Mitigation Plan
EOP -	Emergency Operations Plan
OEM -	Office of Emergency Services

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the City of Riverside, it is recommended that:

The City of Riverside finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

The City of Riverside finds that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

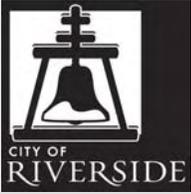
The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature \_\_\_\_\_

Date \_\_\_\_\_

Printed Name & Title \_\_\_\_\_

For City of Riverside



## *Environmental Initial Study*

### **EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. **Earlier Analysis Used.** Identify and state where they are available for review.
  - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1a. Response: (Source: General Plan 2025, GP 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</b>				
The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. Therefore, there will be no impact on aesthetic or scenic resources.				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1b. Response: (Source: General Plan 2025 and GP 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</b>				
The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. Therefore, the proposed project will not impact a scenic resource.				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1c. Response: (Source: General Plan 2025, GP 2025 FPEIR, GP 2025 Zoning Code, Citywide Design and Sign Guidelines)</b>				
The project only involves the rezoning of the subject properties and adding an overlay district to an existing Specific Plan. No development is proposed at this time. The project will not affect the visual character of the surroundings.				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>1d. Response: (Source: General Plan 2025, GP 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area)</b>				
The project only involves the rezoning of the subject properties and adding an overlay district to an existing Specific Plan. No development is proposed at this time. Therefore, the action does not have the potential to create a new source of light or glare.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AGRICULTURE RESOURCES:</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2a. Response:</b> (Source: General Plan 2025 Figure OS-2 – Agricultural Suitability, GP 2025 FPEIR Figure 5.2-1 - Designated Farmland, Figure 5.2-7 Proposed General Plan Land Use Designations Permitting Agricultural Uses with Designated Farmland, Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Appendix I – Designated Farmland Table)</p> <p>The project only involves the rezoning of the subject properties. The property is designated Urban and Built Up Land in the General Plan 2025 and has operated with residential and commercial uses for over 20 years; therefore, the action does not have the potential to convert any existing farmland.</p>				
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2b. Response:</b> (Source: General Plan 2025 Figure OS-3 - Williamson Act Preserves, GP 2025 FPEIR Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Figure 5.2-2 - Williamson Act Preserves, and GP 2025 Zoning)</p> <p>The project only involves the rezoning of the subject properties and adding an overlay district and does not include physical improvements. The project is located in an urbanized area of the City in an existing business/office park development. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. There are no agricultural resources or operations, including farmlands within proximity of the subject site. Therefore the project will not adversely affect agricultural uses.</p>				
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>2c. Response:</b> (Source: GP 2025 FPEIR Figure 5.2-1 - Designated Farmland, Figure 5.2-2 - Williamson Act Preserves, Appendix I – Designated Farmland Table, and Proposition R and Measure C)</p> <p>See response 2b above.</p>				
<b>3. AIR QUALITY.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>3a. Response:</b> (Source: GP 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan)</p> <p>The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. No development is planned in conjunction with this action; therefore, the action does not have the potential to conflict with the air quality plan, violate any air quality standards or contribute to an air quality violation.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3b. Response:</b> (Source: GP 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 AQMP) See response 3a above.				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3c. Response:</b> (Source: GP 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan) See response 3a above.				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3d. Response:</b> (Source: GP 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2003 Air Quality Management Plan) See response 3a above.				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3e. Response:</b> See response 3a above.				
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4a. Response:</b> (Source: Western Riverside County MSHCP, GP 2025 FPEIR Figure 5.4-4 - MSHCP Criteria Cells, Figure 5.4-3 - SKR Core Reserves and Other HCP, Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4, MSHCP Criteria Cells and Subunit Areas, and Figure 5.4-5 MSHCP Cores and Linkages, Figure 5.4-6, MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7, MSHCP Criteria Area Species Survey Area, and Figure 5.4-8, MSHCP Burrowing Owl Survey Area). The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. The action does not have the potential to create adverse biological resource impacts.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4b. Response:</b> (Source: GP 2025 FPEIR, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools) See response 4a above.				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
<b>4c. Response:</b> <i>(Source: GP 2025 FPEIR, City of Riverside GIS/CADME USGS Quad Map Layer)</i> See response 4a above.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4d. Response:</b> <i>(Source: MSHCP, and GP 2025 FPEIR Figure 5.4-5 - MSHCP Cores and Linkages)</i> See response 4a above.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4e. Response:</b> <i>(Source: GP 2025 FPEIR, RMC Section 16.72.040 establishing the Western Riverside County MSHCP mitigation fee, RMC Section 16.40.040 establishing a Threatened and Endangered Species fees, and City of Riverside Tree Policy Manual)</i> See response 4a above.				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4f. Response:</b> <i>(Source: Western Riverside County Multi-Species Habitat Conservation Plan, Stephens' Kangaroo Rat Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Act (Lake Mathews Plan)</i> See response 4a above.				
<b>5. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5a. Response:</b> <i>(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas &amp; Appendix D, Title 20 of the Riverside Municipal Code)</i> The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. The action does not have the potential to create adverse change in the significance of a historical resource. In accordance with SB 18, a 90-day comment period was provided to Native American tribes for the Specific Plan Amendment in which no further requirements were necessary.				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5b. Response:</b> <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources)</i> See response 5a above.				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5c. Response:</b> <i>(Source: General Plan 2025 Policy HP-1.3)</i> See response 5a. above.				
d. Disturb any human remains, including those interred	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
outside of formal cemeteries?				
<b>5d. Response:</b> (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity) See response 5a above.				
<b>6. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6i. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-2 - Faults and Fault Zones) The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. The action will not result in an exposure of persons to seismic ground shaking.				
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6ii. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-2 - Faults and Fault Zones) See response 6a.i. above.				
iii. Seismic-related ground failure, including liquefaction?				
<b>6iii. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-2 - Faults and Fault Zones, and Figure 5.6-3 - Generalized Liquefaction Zones) See response 6a.i. above.				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6iv. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Subdivision Code, Grading Code) See response 6a.i. above.				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6b. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Subdivision Code, Grading Code) The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. As such no impacts on soils or from current soil conditions will be impacted by this action.				
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6c. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-1, Areas Underlain by Steep Slope and Figure 5.6-3 - Generalized Liquefaction Zones) See response 6b above.				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6d. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils)				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>with High Shrink-Swell Potential, and Table 18-1-B of the Uniform Building Code 1994)</i> See response 6b. above.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>6e. Response:</b> (Source: GP 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential) See response 6b. above.</p>				
<p><b>7. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:</p>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7a. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR) The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. No significant hazard to the public or the environment is anticipated to result from the action.</p>				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7b. Response:</b> (Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR.) See response 7a above.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7c. Response:</b> (Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Section 5.7 and Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools) See response 7a above.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>7d. Response:</b> (Source: GP 2025 FPEIR Figure 5.7-1 – Hazardous Waste Sites, Tables 5.7-A – CERCLIS Facility Information, 5.7-B – Regulated Facilities in TRI Information, and 5.7-C – DTSC EnviroStor Database Listed Sites) The subject properties are not listed as hazardous materials sites; therefore, no impacts are anticipated. See response 7a above.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>7e. Response:</b> (Source: GP 2025 FPEIR Figure 5.7-2 -Airport Safety and Compatibility Zones, RCALUCP) See response 7a above.</p>				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
working in the project area?				
<b>7f. Response: (Source: GP 2025 FPEIR)</b> The subject site is not located within the vicinity of a private airstrip. Therefore, it is not expected that the proposed rezoning would result in significant impacts. See response 7a above.				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7g. Response:</b> See response 7a above.				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7h. Response: (Source: GP 2025 FPEIR Figure 5.7-3 – Fire Hazard Areas)</b> The subject site is not located in a fire hazard area. See response 7a above.				
<b>8. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8a. Response: (Source: GP 2025 FPEIR Table 5.8-A -Beneficial Uses Receiving )</b> The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. The action does not involve improvements to the site that would result in a change of water quality, violate a water quality standard, result in depletion of groundwater resources, affect or alter drainage patterns or otherwise substantially degrade water quality.				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8b. Response:</b> See response 8a above.				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8c. Response:</b> See response 8a above.				
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8d. Response:</b> See response 8a above.				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8e. Response:</b> See response 8a above.				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8f. Response:</b> See response 8a above.				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8g. Response: (Source: GP 2025 FPEIR Figure 5.8-2 - Flood Hazard Areas, and FEMA Flood Hazard Map 060260-0025A Zone C)</b> See response 8a above.				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8h. Response: (Source: GP 2025 FPEIR Figure 5.8-2 - Flood Hazard Areas, and FEMA Flood Hazard Map 060260-0025A Zone C)</b> See response 8a above.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8i. Response: (Source: GP 2025 FPEIR Figure 5.8-2 - Flood Hazard Areas and FEMA Flood Hazard Map 060260-0025A Zone C)</b> See response 8a above.				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8j. Response: (Source: GP 2025 FPEIR)</b> See response 8a above.				
<b>9. LAND USE AND PLANNING:</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>9a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)</b> The existing allowed commercial uses in the General Industrial District include convenience sales, such as beauty and barber shop, apparel laundering and dry cleaning establishments, and neighborhood grocery stores. Also, building supply retail, personal services and repair services are allowed only in the General Industrial District. However, the uses under these categories are very restrictive as to their location and the current land use districts do not allow for other areas on the easterly side of Iowa Avenue to provide these services. The main goal of the HBPS is to retain its industrial land to provide opportunities for employment centers and technology business nodes. In order to serve the workforce and businesses in the HBPS, retail services nearby are desirable given that this area is remote from large retail centers. The BSR Overlay District could be applied to any property in the HBPS upon approval by City Council and recommendation by the Planning Commission.				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p>The intent of the Business Support Retail (BSR) Overlay Zone is to allow for support retail uses at strategic locations. As such, after careful consideration to the application of the overlay district, two sites have been identified at this time as particularly suitable for the BSR Overlay District, which have the support of the property owner and the Hunter Park Division of the Greater Chamber of Commerce.</p> <p>The first site is a partially developed 3.11-acre parcel developed with an existing industrial building at the northeast corner of Spruce Street and Iowa Avenue. This property is located along two arterial streets at a gateway into the Hunter Business Park. It is also at the fringe of the HBPSP, ideally, situated to serve not only the Hunter Business Park, but also the nearby residential neighborhood. No development plans are proposed at this time for this property. Any future development shall be subject to Design Review approval and other required entitlements</p> <p>The second site is a .7-acre parcel located at the northwest corner of Spruce Street and Chicago Avenue. This site is already developed with a free standing restaurant and a multi-tenant commercial building. It has good access to the industrial businesses and is readily available for retail uses. Impacts will be less than significant.</p>				
<p>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9b. Response: (Source: General Plan 2025 Land Use and Urban Design Element Figure LU-10 - Land Use Policy Map, Table LU-4 – Planned Land Uses, RCALUCP, GP 2025, GP 2025 Zoning Code, an, FEMA Flood Hazard Map 060260-0025A Zone C)</b></p>				
<p>The proposal to rezone the properties and add an Overlay District will not be in conflict with the General Plan or Hunter Business Park Specific Plan. No other agencies have jurisdiction over the proposal as the project only involves a consistency rezoning of the property.</p>				
<p>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>9c. Response: (Source: Western Riverside County MSHCP, SKR-HCP)</b> See response 9a above.</p>				
<p> </p>				
<p><b>10. MINERAL RESOURCES.</b> Would the project:</p>				
<p>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10a. Response: (Source: GP 2025 FPEIR Figure 5.10-1, Mineral Resources)</b> The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. . Therefore, impacts to mineral resources are not anticipated to result from the project.</p>				
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>10b. Response: (Source: GP 2025 FPEIR Figure 5.10-1, Mineral Resources)</b> See response 10a above.</p>				
<p> </p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11a. Response: (Source: GP 2025 FPEIR Figure 5.11-6, 7, and 8, Table 5.11 I - Existing and Future Noise Contour Comparison, Table 5.11-E - Interior and Exterior Noise Standards)</b>				
The project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements. Therefore, no noise impacts are anticipated with this action.				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11b. Response: (Source: GP 2025 FPEIR Figure 5.11-4, 2003 Railway Noise, Table 5.11-G -Vibration Source Levels For Construction Equipment)</b>				
See response 11a above.				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11c. Response: (Source: GP 2025 FPEIR Figure 5.11-4, 2003 Railway Noise)</b>				
See response 11a above.				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11d. Response: (Source: GP 2025 FPEIR Table 5.11-J - Construction Equipment Noise Levels)</b>				
See response 11a above.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>11e. Response: (Source: GP 2025 FPEIR Figures 5.11-9 – Riverside and Flabob Airport Noise Contours, 5.11-10 – March ARB Noise Contours, Table 5.11-D, Noise/Land Use Noise Compatibility Criteria, RCLUCP)</b>				
See response 7e. above.				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11f. Response: (Source: GP 2025 FPEIR)</b>				
See response 11a above.				
<b>12. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12a. Response: (Source: General Plan 2025 and GP 2025 FPEIR Table 5.12-A - SCAG Population and Households Forecast, Table 5.12-B - General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, and SCAG’s RCP &amp; RTP)</b>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
The proposal involves the rezoning of the properties and the addition of an overlay district for industrial land. Therefore, the action will not result in any population inducing growth, displace or create new housing. Further, no expansion or physical improvement is associated with the action which would result in growth inducement from job creation.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12b. Response: (Source: General Plan 2025 and GP 2025 FPEIR)</b> See response 12a above.				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12c. Response: (Source: General Plan 2025 and GP 2025 FPEIR)</b> See response 12a above.				
<b>13. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13a. Response: (Source: GP 2025 FPEIR Table 5.13-B - Fire Station Locations, Table 5.13-C - Riverside Fire Department Statistics)</b> As proposed, the project will not result in any direct or indirect physical changes to the sites. Therefore, no foreseeable impacts to fire, police, schools, parks or other public facilities are anticipated from this action.				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13b. Response: (Source: GP 2025 FPEIR Figure 5.13-1 - Policing Centers)</b> See response 13a above.				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13c. Response: (Source: GP 2025 FPEIR Figure 5.13-2 - RUSD Boundaries, Table 5.13-D - RUSD, Figure 5.13-3 - AUSD Boundaries, Table 5.13-E - AUSD, Figure 5.13-4 - Other School District Boundaries)</b> See response 13a above.				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13d. Response: (Source: General Plan 2025, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A - Park and Recreation Facility Types, Table 5.14-B - Parks Inventory and Acreage Summary, Table 5.14-C - Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, and Figure 5.14 - Parks and Recreation Facilities)</b> See response 13a above.				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13e. Response: (Source: GP 2025 FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F - Riverside Community Centers)</b> See response 13a above.				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>14. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14a. Response: (Source: General Plan 2025, Figure 5.14-1 – Parks and Recreation Facilities, Figure 5.14-2 – Trails Map, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code, Parks and Recreation Final Master Plan 2003)</b>				
See response 13a above.				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14b. Response: (Source: GP 2025 FPEIR, Parks Master Plan 2003, Trails Master Plan, Bicycle Master Plan and Project Plans)</b>				
See response 13a above.				
<b>15. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15a. Response: (Source: GP 2025 FPEIR)</b>				
As the project only involves the rezoning of the subject properties and the addition of an overlay district and no site improvements are proposed. Therefore, no traffic or transportation impacts are anticipated.				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15b. Response: (Source: GP 2025 FPEIR)</b>				
See response 15 a above.				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15c. Response: (Source:)</b>				
See response 15 a above.				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15d. Response: (Source:)</b>				
See response 15 a above.				
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15e. Response: (Source:)</b>				
As no physical changes to the site will result from this action, emergency access routes will not be impacted.				
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15f. Response: (Source: Chapter 19.580 of the Zoning Code )</b>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Parking was analyzed under the previously approved plan. As no expansion or modification to the approved use is proposed with this action, no changes in parking demand are anticipated.				
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15g. Response: (Source: GP 2025 FPEIR)</b> See response 15 a above.				
<b>16. UTILITIES AND SYSTEM SERVICES.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16a. Response: (Source:)</b> As no physical improvements, expansions or changes are proposed in conjunction with this action, no impacts to utilities are anticipated as part of the rezoning of these properties.				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16b. Response: (Source:)</b> See response 16 a above.				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16c. Response: (Source:)</b> See response 16 a above.				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16d. Response: (Source)</b> See response 16 a above.				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16e. Response: (Source:)</b> See response 16 a above.				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16f. Response: (Source:)</b> See response 16 a above.				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16g. Response: (Source:)</b>				

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES):</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
See response 16 a above.				
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17a. Response: (Source: GP 2025 FPEIR Section 5.4 - Biological Resources and Section 5.5 - Cultural Resources)</b>				
See response 4 a above.				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17b. Response: (Source: GP 2025 FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts)</b>				
Since the project involves the rezoning of the subject properties and the addition of an overlay district without any physical improvements, the proposal does not have impacts that are cumulatively considerable.				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17c. Response: (Source: GP 2025 FPEIR Section 5 – Environmental Impact Analysis)</b>				
See response 7 a above.				

**Note:** Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d 1337 (1990).

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RESOLUTION NO. 21797

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE HUNTER BUSINESS PARK SPECIFIC PLAN TO ESTABLISH A BUSINESS SUPPORT OVERLAY LAND USE DESIGNATION TO ALLOW CERTAIN COMMERCIAL USES.

WHEREAS, an application was initiated by the City of Riverside designated as Case P07-1143, to amend the Hunter Business Park Specific Plan to establish a Business Support Overlay land use designation to allow certain commercial uses, and to remove the size limitation for small fitness facilities; and

WHEREAS, the Planning Commission of the City of Riverside, California, advertised for and held a public hearing on February 5, 2009, to consider a proposed amendment to the Hunter Business Park Specific Plan (Case No. P07-1143) to amend the Hunter Business Park Specific Plan to establish a Business Support Overlay land use designation to allow certain commercial uses, and to remove the size limitation for small fitness facilities and thereupon recommended to the City Council that the amendment proposed by Case No. P07-1143 would not have a significant effect on the environment and that the amendment be approved; and

WHEREAS, the City Council of the City of Riverside advertised for and held a public hearing on March 17, 2009, to consider Case No. P07-1143; and

WHEREAS, the City Council received and considered the reports and recommendation from the Planning Commission and all other testimony, whether written or oral, presented at the public hearing;

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the City Council of the City of Riverside, California, as follows:

Section 1: Incorporating the findings set forth above and in the documents and reports for Planning Case No. P07-1143, it is in the public interest to amend the Hunter Business Park Specific Plan to establish a Business Support Overlay land use designation to allow certain commercial uses, and to remove the size limitation for small fitness facilities.



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I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council of said City at its meeting held on the 24th day of March, 2009, by the following vote, to wit:

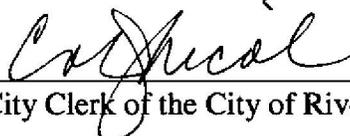
Ayes: Councilmembers Gardner, Melendrez, Schiavone, Mac Arthur, Hart, and Adams

Noes: None

Absent: Councilmember Bailey

Abstain: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 27th day of March, 2009.

  
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City Clerk of the City of Riverside

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CA: 09-0428  
02/24/09

ZONING	General Industrial District							RI	RO	Garden Industrial District			MP
	MP-BP	MP	M-1	M-2	C-2	C-3	MP			MP	MP		
<b>INDUSTRIAL/MANUFACTURING</b>													
Wholesale Distribution	P	P	P	P									P
Warehousing/Storage	P	P	P	P									P
Manufacturing	P	P	P	P									P
Research and Development	P	P	P	P									P
Publishing and Printing	P	P	P	P									P
Ancillary Retail Sales On-Site	P	P	P	P									P
Off-Site Retail Sales	P	P	P	P									P
Wholesale Showrooms	P	P	P	P									P
<b>OFFICE</b>													
Office and Administrative	P	P	P	P	P	P	P	P	P	P	P	P	P
<b>RETAIL</b>													
Convenience Sales					P	P	P	P	P	P	P	P	P
Eating and Drinking (part of a multi-tenant industrial park)	P	P	P	P	P	P	P	P	P	P	P	P	P
Eating and Drinking (freestanding building)					P	P	P	P	P	P	P	P	P
Business Supply Retail	P				P	P	P	P	P	P	P	P	P
Building Supplies and Sales					P	P	P	P	P	P	P	P	P
<b>SERVICES</b>													
Automotive Rental					P	P	P	P	P	P	P	P	P
Automotive Service Station	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Building Maintenance Services			P	P									
Business Support Services	P				P	P	P	P	P	P	P	P	P
Heavy Equipment Sales and Rental	P	P	P	P	P	P	P	P	P	P	P	P	P
Medical/Health Care Services	P				P	P	P	P	P	P	P	P	P
Personal Services					P	P	P	P	P	P	P	P	P
Recreational Facilities	CUP	CUP			CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Repair Services	P												
<b>DESIGN STANDARDS FOR SPECIFIC PLAN AREA</b>													
Minimum Parcel Size ****	Per Underlying Zone												One Acre
Minimum Lot Width ****	Per Underlying Zone												140 Feet
Building Site Coverage	Not Greater than 50%												Not Greater than 50%
Building Height	As Defined for Each Parcel per the Existing Zoning												45 Feet
Building Setbacks from Major Secondary Street ** , ****	Average 50 Feet, Minimum 40 Feet												Average 50 Feet, Minimum 40 Feet
Interior Building Setbacks	Per Underlying Zone												Per Underlying Zone
Parking Setbacks ***	Side and Rear, Minimum 20 Feet												Side and Rear, Minimum 20 Feet
Parking Standards	20 Feet All Zones												20 Feet
Tenancy	To Be Determined by Use Within Structure (Per Title 19)												To Be Determined by Use Within Structure (Per Title 19)
NOTES	Multiple Tenant Parcels Permitted												Multiple Tenant Parcels Permitted
P = Permitted Use with Design Review Approval CUP = Conditional Use Permit with Approval by Planning Commission Signs per Title 19													
Certain Uses Normally Allowed in the Zoning Classifications above are Precluded in this Specific Plan Area.													
<b>Business Support Retail Overlay Zone may be applied to a specific property subject to the approval of a Rezoning request, in accordance with Chapter 19.180 of the Municipal Code. See Section III.F of the Specific Plan for list of Permitted Uses.</b>													
** - Permitted Within a Completely Enclosed Building *** - Columbia, Marlborough, Spruce, Iowa, Chicago and Columbia Loop Easterly of Iowa													
**** - Parcels approved under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre, with widths less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty-feet is permitted and interior side and rear yard setbacks may be reduced to zero upon City Planning Commission approval.													

Table III-1 Land Use Matrix

F. Hunter Business Park Business Support Retail "BSR" Overlay District

The Business Support Retail Overlay District is primarily intended to allow for support retail uses in areas generally located along arterial streets within centralized locations accessible to the industrial businesses and visitors doing business in the Hunter Park. The application of the BSR Overlay District shall require a Rezoning request, in accordance with Section 19.810 of the Municipal Code.

The following uses shall be allowed in addition to all other uses permitted by the underlying land use district within the Hunter Business Park Specific Plan:

1. Office Supply Retail
2. Cell Phone Retailers
3. Computer Sales/Repair
4. Banks and Financial Institutions
5. Dry Cleaning
6. Shoe Repair
7. Florist
8. Postal Services
9. Bakery
10. Beauty/Barber Shop
11. Day Spa
12. Medical Supplies
13. Photographic/Camera Store
14. Nail and Tanning Salons
15. Small fitness facilities, ~~not more than 4,000 square feet in size~~
16. Blueprint Store
17. Tailor Shop
18. Weight Loss Centers
19. Restaurants, excluding drive-thru
20. Medical Supply Sales
21. Photographic/Camera Shops
22. Other similar uses, subject to the approval of the Planning Director

**EXHIBIT B**



1 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the  
2 foregoing ordinance was duly and regularly introduced at a meeting of the City Council on the 24th  
3 day of March, 2009, and that thereafter the said ordinance was duly and regularly adopted at a  
4 meeting of the City Council on the 7th day of April, 2009, by the following vote, to wit:

5 Ayes: Councilmembers Gardner, Melendrez, Bailey, Schiavone, Mac Arthur, Hart, and  
6 Adams

7 Noes: None

8 Absent: None

9 Abstain: None

10 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the  
11 City of Riverside, California, this 10th day of April, 2009.

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15 City Clerk of the City of Riverside  
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**EXHIBIT A**  
Rezoning P09-0002  
**FROM BMP-SP to BMP-BSR-SP**

IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 2  
SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, MORE PARTICULARLY  
DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF PARCEL 1, AS SHOWN BY RECORD OF  
SURVEY ON FILE IN BOOK 50 OF RECORDS OF SURVEY, PAGE 81 THEREOF RECORDS  
OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 00° 14' 50" EAST, ALONG THE SOUTHERLY PROLONGATION OF THE  
EAST LINE OF SAID PARCEL 1, A DISTANCE OF 473.08 FEET TO A POINT IN THE SOUTH  
LINE OF PARCEL 2, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTH 89° 46' 40" WEST, A DISTANCE OF 278.88 FEET TO THE BEGINNING OF A  
NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 28.00  
FEET, THE RADIAL LINE AT SAID POINT BEARS SOUTH 34° 59' 39" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A  
CENTRAL ANGLE OF 19° 59' 12", AN ARC LENGTH OF 9.77 FEET TO A POINT THEREIN,  
THE RADIAL LINE AT SAID POINT BEARS SOUTH 54° 58' 51" WEST;

THENCE NORTH 00° 14' 50" WEST, A DISTANCE OF 466.17 FEET TO THE SOUTHWEST  
CORNER OF SAID PARCEL 1;

THE LAST THREE COURSES AND DISTANCES FOLLOW THE SOUTH AND WEST LINES  
OF SAID PARCEL 2;

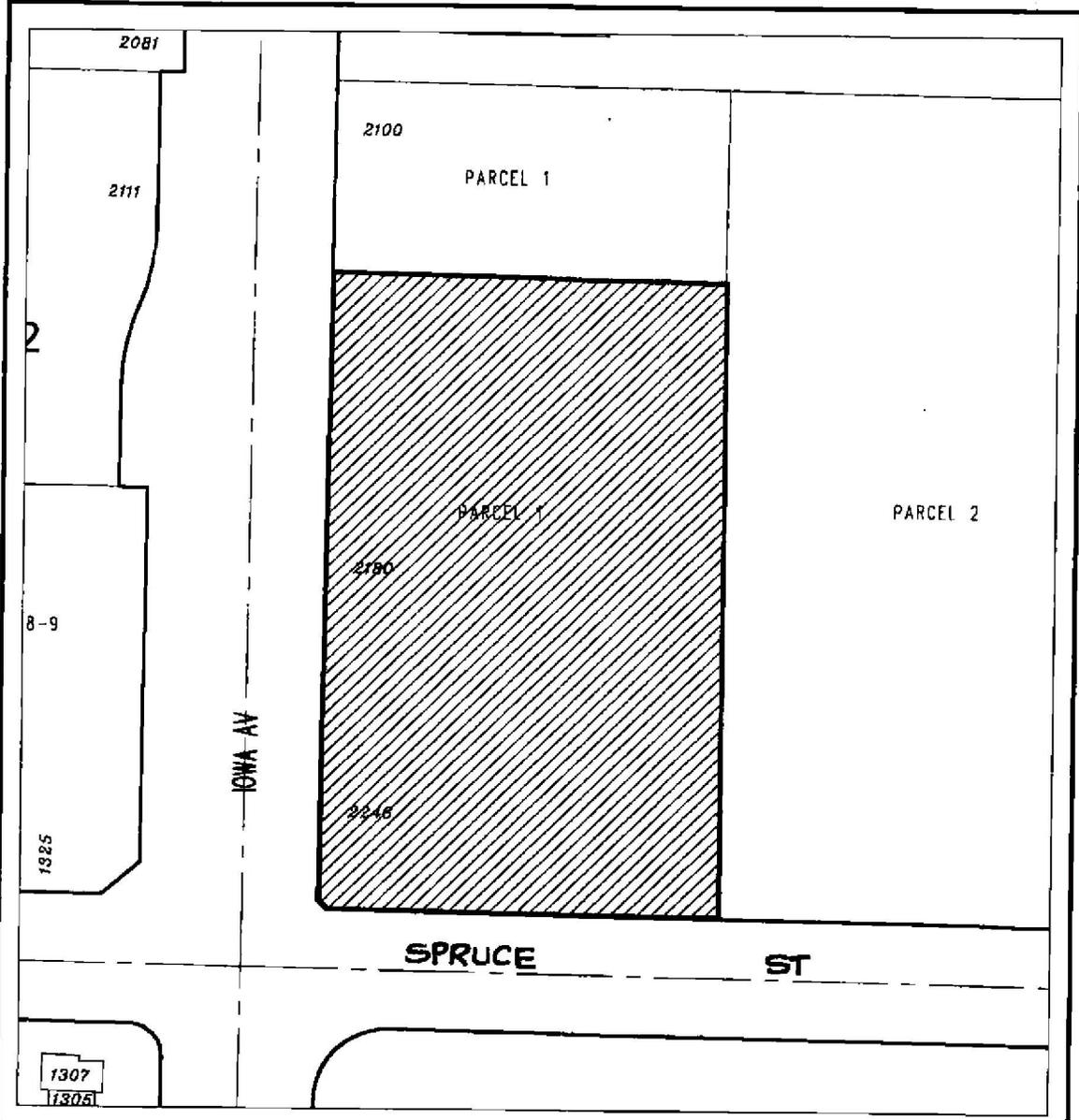
THENCE SOUTH 89° 47' 30" EAST, ALONG THE SOUTH LINE OF SAID PARCEL 1, A  
DISTANCE OF 285.72 FEET TO THE POINT OF BEGINNING.

DESCRIPTION APPROVAL:

BY: K. Stewart 3/19/2009  
DATE

FOR: MARK S. BROWN  
CITY SURVEYOR

Parcel Plat Attached Hereto.



**◆ CITY OF RIVERSIDE, CALIFORNIA ◆**

*THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S)  
DESCRIBED IN THE ATTACHED DOCUMENT.  
IT IS NOT A PART OF THE WRITTEN DESCRIPTION THEREIN.*

*The foregoing instrument is certified,  
under penalty of perjury, to be a  
correct copy of the original on file  
in this office.*

Subject: P09-0002	Sheet 1 of 1	Colleen J. Nicol, City Clerk City of Riverside, California. Executed on _____, 20__ at Riverside, California.
Scale: 1" = 100'	Drawn by: bmark	
Date: 02/27/09		

**EXHIBIT A**  
Rezoning P09-0002  
**FROM I-SP to I-BSR-SP**

IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
DESCRIBED AS FOLLOWS:

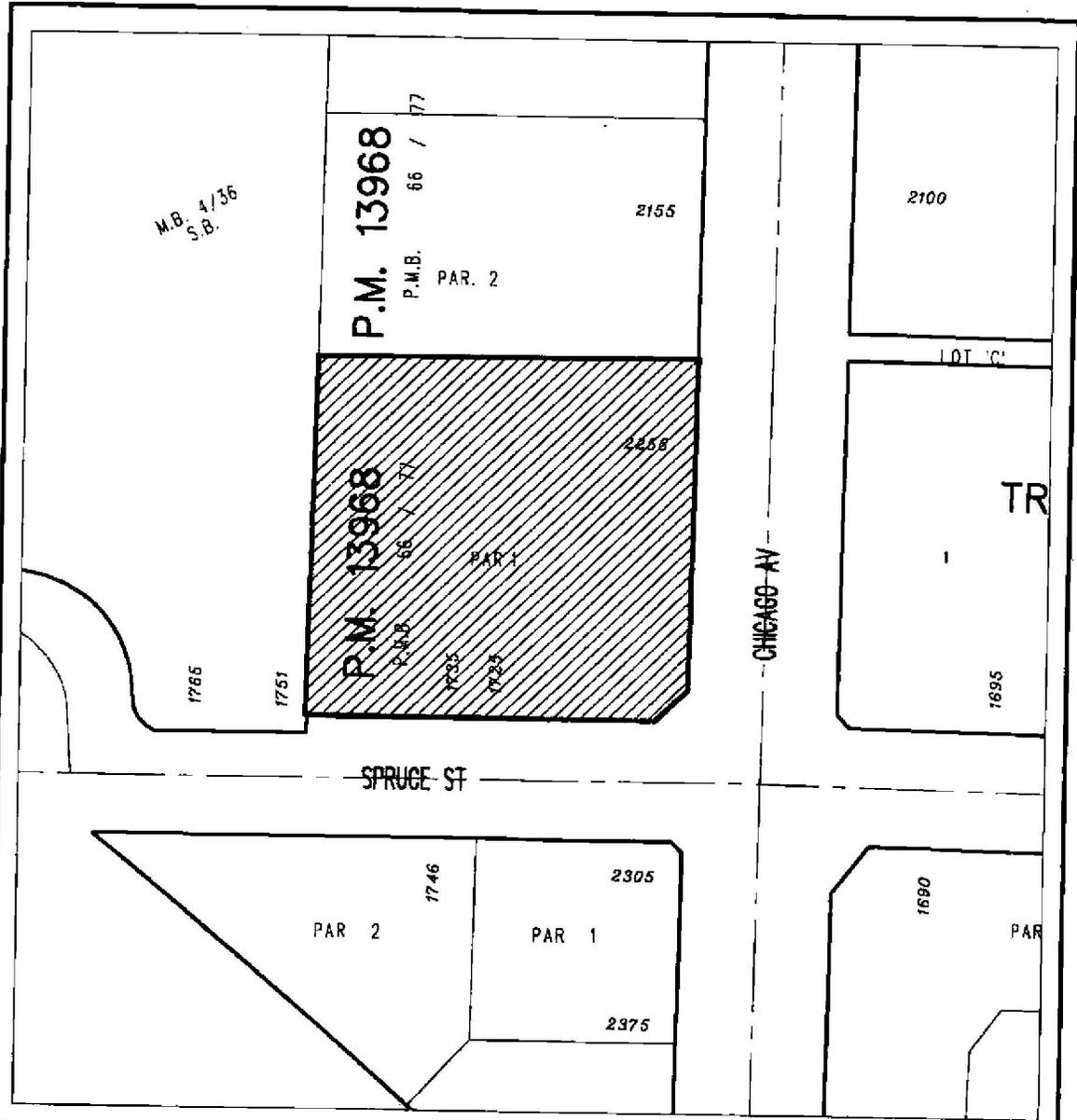
PARCEL 1 OF PARCEL MAP NO. 13968 ON FILE IN PARCEL MAP BOOK 66 PAGE 77  
THEREOF, RECORDS OF SAID COUNTY.

DESCRIPTION APPROVAL.

BY: K. Stout 3/19/2009  
DATE

FOR: MARK S. BROWN  
CITY SURVEYOR

Parcel Plat Attached Hereto.



**◆ CITY OF RIVERSIDE, CALIFORNIA ◆**

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S)  
DESCRIBED IN THE ATTACHED DOCUMENT.  
IT IS NOT A PART OF THE WRITTEN DESCRIPTION THEREIN.

The foregoing instrument is certified,  
under penalty of perjury, to be a  
correct copy of the original on file  
in this office.

Subject: P09-0002

Sheet 1 of 1



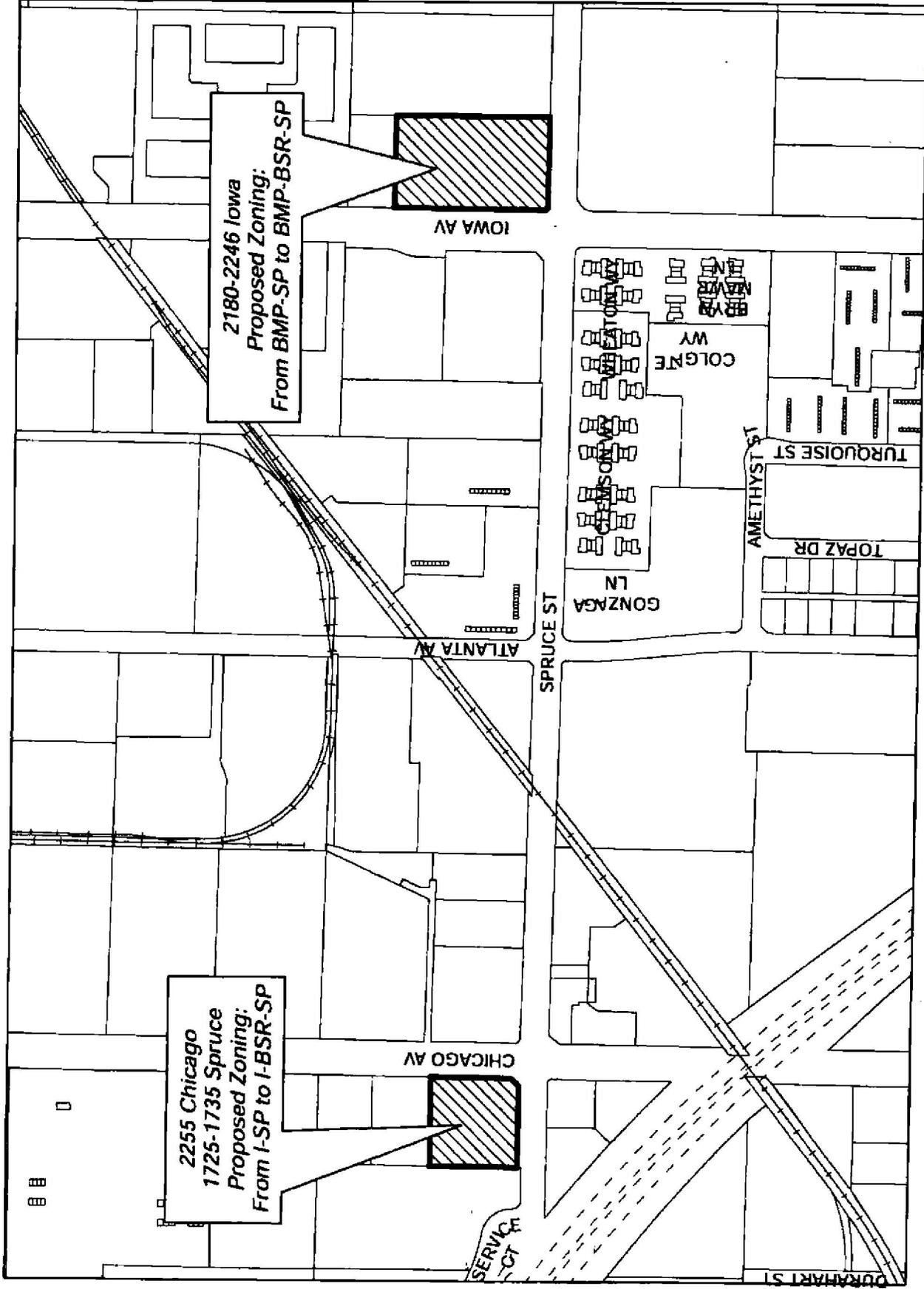
Colleen J. Nicol, City Clerk  
City of Riverside, California.

Scale: 1" = 100'

Drawn by: bmark

Date: 02/27/09

Executed on \_\_\_\_\_, 20\_\_ at  
Riverside, California.



2180-2246 Iowa  
 Proposed Zoning:  
 From BMP-SP to BMP-BSR-SP

2255 Chicago  
 1725-1735 Spruce  
 Proposed Zoning:  
 From I-SP to I-BSR-SP



**EXHIBIT B**

# THE PRESS-ENTERPRISE

3450 Fourteenth Street  
Riverside CA 92501-3878  
951-684-1200  
951-368-9018 FAX

**PROOF OF PUBLICATION  
(2010, 2015.5 C.C.P.)**

Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: Ordinance No. 7036

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673 and under date of August 25, 1995, Case Number 267864; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

04-17-09

I Certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: Apr. 17, 2009  
At: Riverside, California



RIVERSIDE CITY CLERK  
3900 MAIN ST  
RIVERSIDE CA 92522

Ad #: 9796238

PO #:

Agency #: \_\_\_\_\_

Ad Copy:

**ORDINANCE NO. 7036**  
CASE P09-0002 - AN ORDINANCE OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE ZONING MAP OF THE CITY OF RIVERSIDE PURSUANT TO CHAPTER 19.090 OF THE RIVERSIDE MUNICIPAL CODE BY REZONING LAND FROM ZONE I-SP TO ZONE I-BSR-SP AND ZONE BMP-SP TO ZONE BMP-BSR-SP - 2255 CHICAGO AVENUE, 1725-1735 SPRUCE STREET, AND 2180-2246 IOWA AVENUE.

A full copy of this ordinance, adopted by the City Council on April 7, 2009, is available at [www.riversideca.gov](http://www.riversideca.gov) and in the Office of the City Clerk, City Hall, 3900 Main Street, Riverside, California  
COLLEEN J. NICOL  
MMC  
City Clerk 4/17

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RESOLUTION NO. 23009

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA TO AMEND THE BUSINESS AND MANUFACTURING PARK AND BUSINESS SUPPORT RETAIL OVERLAY ZONE OF THE HUNTER BUSINESS PARK SPECIFIC PLAN TO CONDITIONALLY PERMIT DRIVE-THRU RESTAURANTS.

WHEREAS, an application was submitted to the City of Riverside, designated as Planning Case No. P15-0188 to amend the Business and Manufacturing Park and Business Support Retail Overlay Zone of the Hunter Business Park Specific Plan to conditionally permit drive-thru restaurants; and

WHEREAS, the Planning Commission of the City of Riverside, advertised and held a public hearing on April 21, 2016 to consider the proposed amendment to the Hunter Business Park Specific Plan; and thereupon recommended to the City Council that the amendment proposed by Planning Case No. P15-0188, be approved; and

WHEREAS, the City Council advertised for and held a public hearing on June 7, 2016, to consider Planning Case No. P15-0188; and

WHEREAS, the City Council received and considered the staff report and recommendation of the Planning Commission and all other testimony, both written and oral, presented at the public hearing.

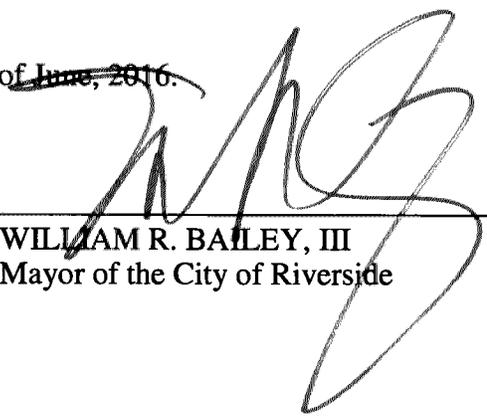
NOW, THEREFORE, BE IT RESOLVED, FOUND, AND DETERMINED by the City Council of the City of Riverside as follows:

Section 1: Incorporating the findings set forth above and in the documents and reports for Planning Case No. P15-0188, the Business and Manufacturing Park and Business Support Retail Overlay Zone of the Hunter Business Park Specific Plan is hereby amended to conditionally permit drive-thru restaurants as set forth in Exhibit "A," attached hereto and incorporated herein by reference.

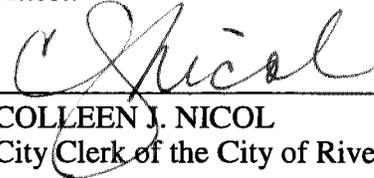
Section 2: The Hunter Business Park Specific Plan amendment adopted by this resolution shall be noted on the appropriate specific plan and general plan maps previously adopted by the City Council, as appropriate.

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ADOPTED by the City Council this 7th day of June, 2016.

  
\_\_\_\_\_  
WILLIAM R. BAILEY, III  
Mayor of the City of Riverside

Attest:

  
\_\_\_\_\_  
COLLEEN J. NICOL  
City Clerk of the City of Riverside

I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the foregoing resolution was duly and regularly adopted at a meeting of the City Council of said City at its meeting held on the 7th day of June, 2016, by the following vote, to wit:

- Ayes: Councilmembers Gardner, Melendrez, Soubirous, Mac Arthur, Perry, and  
Burnard
- Noes: None
- Absent: Councilmember Davis
- Abstained: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 8th day of June, 2016.

  
\_\_\_\_\_  
COLLEEN J. NICOL  
City Clerk of the City of Riverside

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CA: 16-0686

EXHIBIT A

**Section III of the Hunter Business Park Specific Plan shall be amended to add the following:**

**F. Hunter Business Park Business Support Retail "BSR" Overlay District**

The Business Support Retail Overlay District is primarily intended to allow for support retail uses in areas generally located along arterial streets within centralized locations accessible to the industrial businesses and visitors doing business in the Hunter Park. The application of the BSR Overlay District shall require a Rezoning request, in accordance with Section 19.810 of the Municipal Code.

The following uses shall be allowed in addition to all other uses permitted by the underlying land use district within the Hunter Business Park Specific Plan:

1. Office Supply Retail
2. Cell Phone Retailers
3. Computer Sales/Repair
4. Banks and Financial Institutions
5. Dry Cleaning
6. Shoe Repair
7. Florist
8. Postal Services
9. Bakery
10. Beauty/Barber Shop
11. Day Spa
12. Medical Supplies
13. Photographic/Camera Store
14. Nail and Tanning Salons
15. Small fitness facilities, not more than 4,000-square-feet in size
16. Blueprint Store
17. Tailor Shop
18. Weight Loss Centers
19. Restaurants, excluding drive-thru
20. Medical Supply Sales
21. Photographic/Camera Shops
22. Other similar uses, subject to the approval of the Planning Director

**The following uses shall be Conditionally Permitted**

1. Drive-thru restaurants