

**PROPOSED TEXT AMENDMENTS TO THE GENERAL PLAN 2025**

**INCLUDING:**

**INTRODUCTION**

**LAND USE AND URBAN DESIGN ELEMENT**

**PUBLIC SAFETY ELEMENT**

**NOISE ELEMENT**

**CIRCULATION AND COMMUNITY MOBILITY ELEMENT**

**FIGURE PS-6A**

**FIGURE PS-6B**

**FIGURE N-9**



## INTRODUCTION

# Exhibit 2 - P15-1010, P17-0124, & P17-0838 Proposed Text Amendments to the General Plan 2025 Introduction

accessible property available for development. Fees for aviation operations are the lowest in Southern California. Operationally, the aviation field can accommodate 200,000 operations. MIP is open for business today. All criteria and regulations have been met.

### ~~Air Installation Compatible Use Zone Study~~2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP)

*See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.*

*In particular review Objectives LU-22, LU-23, PS-4 and N-2.*

~~In regard to In November of 2014, the Riverside County Airport Land Use Commission adopted the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The March ALUCP is primarily based upon the U.S. Air Force’s, the 2005 Air Installation Compatible Use Zone (AICUZ) Study for the March Air Reserve Base. The compatibility zones and associated criteria within the March ALUCP provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ. performed by the United States Air Force in 2005 designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people intensive and hazardous uses should be restricted because of the risk of aircraft accidents in these areas. In addition, it establishes an area of influence which will be subject to noise and other concerns.~~

### **Riverside County Integrated Project (RCIP)**

The RCIP is a comprehensive, three-part, integrated program balancing the housing, transportation and economic needs of a large population with the existing environment and available natural resources. RCIP accommodates continued growth by integrating the Riverside County General Plan with transportation and environmental issues. The three parts of the RCIP are the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.

### **Stephens’ Kangaroo Rat Habitat Conservation Plan**

The Habitat Conservation Plan (HCP) for the endangered Stephens’ kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) mitigates impacts from development on the SKR by establishing a

*See the Open Space and Conservation Element under “Stephens’ Kangaroo Rat Habitat Conservation Plan” for more information on the Stephens’ Kangaroo Rat Habitat Conservation Plan.*



## INTRODUCTION

The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

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*See the Land Use and Urban Design Element under "Our Neighborhoods – Sphere of Influence" for more information on City/County Coordination.*

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*In particular review Objectives LU-87 and LU-88.*

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### City/County Coordination

Over the years, the City of Riverside and Riverside County have established many cooperative agreements to coordinate on issues affecting both jurisdictions. Past and ongoing efforts include the Washington Alessandro Committee to address traffic circulation in southeastern most portion of the City and nearby County lands, City participation in the County's Regional Comprehensive Integrated Plan (RCIP) and a Memorandum of Understanding for review of projects in neighboring areas of the cities and the County of Western Riverside County, including adoption and implementation of complementary design guidelines for new development.

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*See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.*

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*In particular review Objectives LU-22, LU-23, PS-4 and N-2.*

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### Riverside County Airport Land Use Commission

The Riverside County Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission (ALUC), designates zones of airport-influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue and are compatible. The ALUC has two principal powers: (1) the ALUC must prepare and adopt an airport land use compatibility plan, which State law (Public Utility Code Section 21675 (a)) requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its General Plan and any affected specific plan to be consistent with the compatibility plan, and (2) the ALUC must review plans, regulations and other actions of local agencies and airport operators for consistency with the compatibility plan.

### Riverside County Airport Land Use Compatibility Plan

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*See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on Airport Compatibility.*

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*In particular review Objectives LU-22, LU-23, PS-4 and N-2.*

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The Riverside County Airport Land Use Compatibility Plan (ALUCP), adopted by the Airport Land Use Commission October 14, 2004, established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan includes compatibility criteria and maps for the influence areas of individual airports, including the Riverside Municipal and Flabob Airports. ~~Future amendments to the plan will include the addition of~~ Additionally, the March Air Reserve Base/March Inland Port Airport to the plan was added to the ALUCP in 2014. The plan spells out the procedural



## LAND USE AND URBAN DESIGN ELEMENT

## Exhibit 2 - P15-1010, P17-0124, & P17-0838 Proposed Text Amendments to the Land Use & Urban Design Element

aviation uses and surrounding uses may continue.<sup>4</sup> The Compatibility Plan recognizes that Federal regulations stipulate that highly concentrated residential or commercial land uses - such as higher density housing or movie theaters - are inappropriate near an airport's landing approach.

Future development projects within the influence areas would be required to comply with the applicable airport compatibility plan and seek approval of the Airport Land Use Commission (ALUC) where applicable. Should the ALUC deny a project the City Council may override this decision with a two-thirds vote but only after making specific findings that the proposed action is consistent with the purposes of Public Utilities Code Section 21670. Once City Council adopts the Compatibility Plan the objective for neighborhoods close to airports will be to adhere to the Compatibility Plan airport-influence areas and limit new encroachments that would reduce the airport's long-term viability.

Other objectives for the airport and the surrounding neighborhood stem from the Airport Master Plan adopted by the City in ~~2009~~<sup>1999</sup> ~~and proposed for update in the near future~~. The Master Plan sets forth a series of recommendations intended to enhance the Airport's economic viability and contribution to the community. Some of the Master Plan's objectives are referenced below.

### Flabob Airport

Flabob Airport is one of the older airports in the United States built in 1925. Since 2000 it has been owned by the Wathen Foundation, a non-profit corporation dedicated to historic aviation preservation and aviation education of young people and the public generally. The Airport is located in Riverside County just to the west of Mount Rubidoux.

**Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.**

**Policy LU-22.1:** Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

<sup>4</sup> The Riverside County Airport Land Use Compatibility Plan was adopted by the Airport Land Use Commission in October 2004. The March Air Reserve Base/March Inland Port will be added to the Plan upon its completion.



- Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the ~~new~~ Airport Land Use Compatibility Plan.
- Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.
- Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.
- Policy LU-22.5: Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted ~~on~~in the Public Safety Element (Figure PS-6.A – Riverside Municipal and Flabob Airport Safety Zones and Influence Areas; and Figure PS-6.B – March ARB/IPA Airport Safety Zones and Influence Areas) for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.
- Policy LU-22.6: Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport ~~or~~and March Air Reserve Base/March Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3).
- Policy LU-22.7: Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670.







## AIRPORT OPERATIONS

Riverside Municipal Airport is an integral part of the local and regional air transportation system, providing private aviation services to Riverside and the surrounding area. The airport is situated on 451 acres in the northwest portion of Riverside, bordered by Arlington Avenue to the south, Hillside Avenue to the east and Van Buren Boulevard to the west. The airport is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission.

The other significant air facility that impacts the planning area is the approximately twenty-four-hundred-acre March Air Reserve Base (MARB). Located to the City's southeast, between Riverside and the City of Moreno Valley, MARB had earlier served as a United States Air Force base, where activities began in 1918. The Department of Defense redesignated the base as an air reserve base in 1996. A Joint Powers Authority (JPA), of which Riverside is a part, administers operations on the base. In addition to the air reserve activities, the JPA's long-range plan calls for the base to serve as an inland port, accommodating cargo in transfers between ground and air shipping.

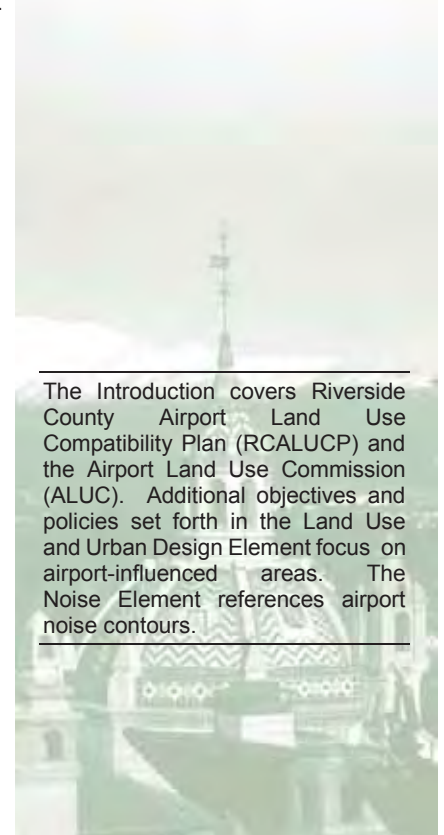


The Riverside Municipal Airport, a leading destination for corporate and business aviation in Southern California, will continue to regard safety as a priority.

Flabob Airport, located in the unincorporated community of Rubidoux just west of the Santa Ana River, is only two miles northwest of Riverside's Central Business District. Its influence in the City of Riverside, along with that of the Riverside Municipal Airport ~~and MARB~~, is shown in Figure PS-6A (Riverside Municipal and Flabob Airport Land Use Compatibility Zones and Influence Areas).

The risk of aircraft crashes is an important consideration in planning around airports. In tandem with any aviation operation, "crash" zones for airports are a major safety issue. These zones establish areas where the risk of a crash are determined in relation to take off and landing patterns. Even though the MARB is not located within Riverside, flight patterns related to MARB impact the neighborhoods of Orangecrest, Mission Grove and Sycamore Canyon/Canyon Springs.

The Riverside County Airport Land Use Compatibility Plan designates zones of airport-influenced areas for airports in Riverside County, and establishes a series of policy and compatibility criteria that ensures both aviation activities and surrounding uses are compatible.



The Introduction covers Riverside County Airport Land Use Compatibility Plan (RCALUCP) and the Airport Land Use Commission (ALUC). Additional objectives and policies set forth in the Land Use and Urban Design Element focus on airport-influenced areas. The Noise Element references airport noise contours.



## PUBLIC SAFETY ELEMENT

See the Introduction under Air Installation Compatible Use Zone Study, Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

As shown on Figure PS-6A (Airport Land Use Compatibility Zones and Influence Areas), Riverside Municipal and Flabob Airports involve six zones of airport influence areas and land use compatibilities, as identified in the Riverside County Airport Land Compatibility Plan adopted by the Airport Land Use Commission (ALUC) in October 2004. As shown on Figure PS-6B (MARB/MIP Airport Land Use Compatibility Zones and Influence Areas), there are eight zones of airport influence and land use compatibilities, as identified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP), which was adopted by the Riverside County Airport Land Use Commission (RCALUC) on November 13, 2014. Upon adoption, the March ALUCP became a part of the 2004 Countywide ALUCP. The Riverside County Airport Land Use Compatibility Plan designates zones of airport influenced areas for airports in Riverside County and proposes a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue and are compatible.

With regard to The Compatibility Plan for March ARB/IPA is primarily based upon the U.S. Air Force's MARB, the 2005 Air Installation Compatible Use Zone (AICUZ) Study for the March Air Reserve Base. The compatibility zones and associated criteria set forth in the March ARB/IPA Compatibility Plan provide noise and safety compatibility protection equivalent to, or greater than, the Air Force recommended criteria presented in the AICUZ. performed by the United States Air Force designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The March Air Reserve Base/March Inland Port Comprehensive Land Use Plan, adopted by ALUC in April 1984, involves three areas of land use compatibilities that allow a variety of uses; however, people intensive and hazardous uses are restricted in Area 1 because of the risk of aircraft accidents in this area. In addition, it establishes an area of influence which is subject to noise and other concerns.

The March Joint Land Use Study for the joint use of March Air Reserve Base/March Inland Port will become the compatibility plan incorporated into the Riverside County Airport Land Use Compatibility Plan once it is adopted by ALUC. Even though MARB is outside the City and its sphere of influence, MARB operations impact lands within Riverside's planning area.

The Land Use Policy Map (Figure LU-10) in the Land Use and Urban Design Element has been developed to avoid allowing intensive new uses within the airport-influence areas. These policies are buttressed by supportive zoning regulations in the form of an Airport Protection Overlay Zone. Development controls include limiting development



Figure PS-6A - Riverside Municipal and Flabob Airport Land Use Compatibility Zones and Influence Areas

See Figure PS-6A Below





## PUBLIC SAFETY ELEMENT

Figure PS-6B – March ARB/IPA Airport Land Use Compatibility Zones and Influence Areas

See Figure PS-6B Below



factors. To reduce the risk of ground transportation hazards, the City has a multi-faceted response approach to preventing incidents from occurring and responding promptly when incidents do occur.

The Traffic Bureau of the Police Department both enforces traffic laws and responds to traffic incidents. Aggressive citation enforcement by the Traffic Bureau has proven to be an effective deterrent in reducing the number of collisions attributed to aggressive driving habits.

Proactive citation enforcement such as educational and interdictive methods of reducing aggressive driving is essential to the community's success in traffic enforcement. The Traffic Bureau also manages the Crossing Guard, Safe Streets and Traffic Education programs. These duties and programs are aimed at controlling and responding to traffic situations and preventing traffic incidents before they occur.

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**Objective PS-4: Protect the community from hazards related to air and ground transportation.**

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## AIR TRANSPORTATION

Policy PS-4.1: Minimize the risk of potential hazards associated with aircraft operations at the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport through the adoption and implementation of the Airport Protection Overlay Zone, and the Riverside County Airport Land Use Compatibility Plan, which includes the March Air Reserve Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy PS-4.2: When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.

Policy PS-4.3: Encourage development in the vicinity of the Riverside Municipal Airport that would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Riverside County Airport Land Use Compatibility Plan for the airport.

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See the Land Use Element under "Relationships to Nearby Airports," the Circulation and Community Mobility Element under "Airports" and the Noise Element under "Minimizing Noise Impacts" for more information on Airports.

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In particular, review LU-22, LU-23, CCM-11, N-2 and N-3.

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## PUBLIC SAFETY ELEMENT

Policy PS-4.4: Maintain open space adjoining the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the Riverside County Airport Land Use Compatibility Plan, including the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, and the Riverside Municipal Airport Master Plan.

Policy PS-4.5: Review the Riverside Municipal Airport Master Plan periodically to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property and recommend land use capability standards for land surrounding the airport.

Policy PS-4.6: Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan, which includes the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy PS-4.7: Ensure compatible land uses near March Air Reserve Base/March Inland Port through participation of staff and elected officials in the implementation of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, adopted in November, 2014.~~ion of the March Joint Land Use Study and the Riverside County Airport Land Use Compatibility Plan.~~

See Policies CCM-12.5 and N-4.4 for additional information relating to road/rail grade separations.

See the Circulation and Community Mobility Element under "Freight: Railways and Truck Movement" and the Air Quality Element under "transportation" for more information on ground transportation.

In particular, review Objectives CCM-12 and AQ-2.

## GROUND TRANSPORTATION

Policy PS-4.8: Pursue grade-separated rail crossings as the first level priority for reducing street/rail conflicts.

Policy PS-4.9: Minimize the potential for accidents involving railways, automobiles, pedestrians and cyclists by working closely with the Riverside Police Department, RTA, California Highway Patrol and all applicable railroad companies to identify safety problems and implement corrective measures.

Policy PS-4.10: Use technology to improve safety at grade crossings that cause the least environmental harm



## NOISE ELEMENT

# Exhibit 2 - P15-1010, P17-0124, & P17-0838 Proposed Text Amendments to the Noise Element

Toward these ends, this Noise Element includes the following sections:

- ❖ Understanding Noise and How It Affects Us
- ❖ Sources of Noise in Riverside
- ❖ Future Noise Conditions
- ❖ Minimizing Noise Impacts

As noted in the Introduction to this General Plan, several Federal, State and local agencies have adopted legislation and plans intended to minimize exposure of people to loud noise sources. These include:

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See the introduction for more information on these agencies and plans.

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- ❖ Federal Transit Administration
- ❖ Federal Aviation Administration
- ❖ U.S. Department of Housing and Urban Development
- ❖ California Noise Insulation Standards (Title 24 of the Health and Safety Code)
- ❖ City of Riverside Noise Control Code (Title 7 of the Municipal Code)
- ❖ Riverside Municipal Airport Master Plan
- ❖ March Air Reserve Base AICUZ Study
- ❖ March Joint Powers Authority General Plan
- ❖ 2004 Riverside County Airport Land Use Compatibility Plan
- ❖ 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

## RELATIONSHIP TO OTHER PLAN ELEMENTS

As noted above, policies and plans in the Noise Element work in tandem with the other elements to protect existing and planned land uses from significant noise impacts. Most importantly, the Land Use and Urban Design Element establishes land use patterns that respond to noise conditions, particularly noise associated with industrial areas, the freeways, the many rail lines that traverse the community and Riverside Municipal Airport, Flabob Airport and March Air Reserve Base/March Inland Port. The noise contours for year 2025 will reflect planned roadway configurations and anticipated traffic volumes identified in the Circulation and Community Mobility Element, as traffic noise contributes significantly to high noise levels.





## NOISE ELEMENT

the location of the train relative to the crossing creates a significant, bothersome noise.

An effective alternative to train horns has been developed. The automated horn system is a stationary horn activated by the railroad-highway grade crossing system. It is mounted at the crossing, rather than on the train, to deliver a longer, louder and more consistent audible warning to motorists and pedestrians while eliminating noise pollution in neighborhoods for more than a half a mile along the rail corridor. As of 2004, the City has installed this so-called “horn on a stick” device at six railroad crossings in the City. The streets of these railroad crossings include Streeter Avenue, Palm Avenue, Brockton Avenue, Magnolia Avenue, Riverside Avenue and Panorama Road.

The two noise diagrams in Figure N-4 (Train Horn Comparison) depict the area impacted by the sound of a train horn versus an automated horn system. The comparison shows a dramatic difference between the areas impacted at specific decibel levels. Figure N-4 illustrates that the area impacted by the automated horn system is a fraction of the size of the 80 decibel contour produced by the train horn.

### Airport Noise

*Refer to the Land Use and Urban Design Element for a policy that adds an Airport Protection Overlay Zone to the City's zoning map.*

Only one air facility is located within the Planning Area, but operations at two other air facilities just outside City and Planning Area boundaries have local impacts.

Riverside Municipal Airport, a general aviation airport, supports one hundred thousand annual flight operations, including corporate jet activity. The airport covers a total of four hundred fifty-one acres and includes two runways. This is the only air facility located within the Planning Area.

Flabob Airport, a privately operated, primarily recreation-oriented airport, is located just north of the Planning Area across the Santa Ana River in the unincorporated community of Rubidoux.

March Air Reserve Base/March Inland Port, or MARB/MIP, is home to the 452nd Air Mobility Wing of the U.S. Air Force and will expand operations to include the March Inland Port during the early 21 century. Military and civilian aircraft utilizing MARB/MIP produce substantial levels of noise over the southeastern portion of the City and planning area. Plans call for 33,637-75,104 annual operations with military aircraft accounting for 54,104 (72%) ~~80%~~ of the operations as noted in the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA) Air Installation Compatible Use Zone Study for March Air Reserve Base in August of 2005.







Although MARB/MIP is located outside of the City and its sphere of influence, noise from the facility will affects both the City and the sphere.

The Public Safety and Land Use Elements contain additional information on airports in and adjacent to Riverside.

The City has worked ~~as part of~~with the March Joint Powers Authority to adjust air traffic patterns into and out of the MARB/MIP. Efforts ~~have been made~~ to minimize exposure of sensitive land uses to excessive noise ~~continue; in the busy airspace of Ontario and Los Angeles International Airports. Additionally, although these must take into consideration~~ topographic conditions surrounding MARB/MIP, which also constrain flight patterns. Established patterns associated with MARB/MIP are anticipated to continue into the future, resulting in ongoing noise levels.

## STATIONARY SOURCE NOISE

### Industrial Noise

Industrial businesses can have a varying degree of impact on adjacent uses. Industrial operations often involve use of mechanical equipment, generators and vehicles that contribute to noise levels at industrial sites, particularly for outdoor activities. Many of Riverside's neighborhoods have homes in close proximity to industrial uses.

Title 7 of the Riverside Municipal Code establishes noise performance criteria to guard against exposure of residential and other noise-sensitive uses to loud industrial-related noise. The noise/land use compatibility criteria in Table N-1 (Characteristics of Noise) will be used in assessing siting of new industrial uses.

### Construction Noise

Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines and truck deliveries and hauling. Construction activity, although temporary at any given location, can be substantially disruptive to adjacent uses during the construction period. Riverside Municipal Code Section 7.35.010(B)(5) regulates the allowable hours of construction activity to 7:00 A.M. to 7:00 P.M. on weekdays and 8:00 A.M. to 5:00 P.M. on Saturdays, with no construction activities allowed on Sunday or Federal holidays. In addition, the Municipal Code limits noise levels from construction activities to the maximum permitted exterior noise level for the affected land use.

Infrastructure improvements such as street widenings can also be a source of noise. Street improvement projects will incorporate the City's acoustical assessment procedure to minimize noise impacts.





## NOISE ELEMENT

Figure N–8 (2025 Riverside and Flabob Airport Noise) focuses on noise impacts projected for these small facilities by the Riverside County Airport Land Use Commission. Figure N–9 indicates future noise levels associated with March Air Reserve Base/March Inland Port ~~as projected in consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) adopted by the Riverside County Airport Land Use Commission in November, 2014. a 1998 Air Installation Compatible Use Zone Study completed by the Department of the Air Force.~~

The Land Use Policy Map (Figure LU-10 in the Land Use and Urban Design Element) has been developed to avoid placing intensive new uses with the airport-influenced areas. These policies are carried out through congruent zoning regulations. Development controls include limiting development within areas subject to high noise levels and limiting the intensity and height of development within aircraft hazard zones. The Riverside County Airport Land Use Compatibility Plan (CLUP), adopted in October 2004 by the Riverside County Airport Land Use Commission, and the 2014 March ARB/IPA ALUCP designates zones of airport-influenced areas for every airport in Riverside County and proposes a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue.

~~In 2004, March JPA initiated the March Joint Land Use Study (JLUS) for the joint use March Air Reserve Base/March Inland Port. Upon completion, the findings and recommendations of this study will be incorporated into the Riverside County Airport Land Use Compatibility Plan (CLUP).~~

The noise contours in Figures N–5 through N–9 assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels.

Riverside's primary goal with regard to community noise is to minimize the exposure of new residential development, schools, hospitals and similar noise-sensitive uses to excessive or unhealthy noise levels to the greatest extent possible. Toward this end, this Element establishes the noise/land use compatibility guidelines set forth in Figure N–10 (Noise/Land Use Noise Compatibility Criteria) for outdoor noise.

The compatibility guidelines recognize and respond to the many different noise environments in Riverside: the relative quiet within the greenbelt area, the sounds typical in suburban neighborhoods and the higher activity areas such as Downtown and within mixed-use districts. As a matter of policy, the City supports new residential development within already urbanized areas where ambient noise levels may be higher than those experienced in neighborhoods located on the urban periphery. This is in an effort to promote “smart growth,” mixed use development, making more efficient use of land and resources.



## NOISE ELEMENT

### Objective N-2:

**Minimize the adverse effects of airport-related noise through proper land use planning.**

Policy N-2.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards (Figure N-10 – Noise/Land Use Noise Compatibility Criteria) and the airport noise contour maps (found in the Riverside County Airport Land Use Compatibility Plans) as guides to future planning and development decisions.

See the Land Use and Urban Design, Circulation and Community Mobility and Public Safety Elements for more information on airports.

In particular, review Objectives LU-21, LU-22, CCM-11 and PS-4.

Policy N-2.2: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 60 dB CNEL) for Riverside Municipal Airport and Flabob Airport in accordance with the Riverside County Airport Land Use Compatibility Plan.

Policy N-2.3: Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft.

Policy N-2.4: Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City.

Policy N-2.5: Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development.

### Objective N-3: Ensure the viability of March Air Reserve Base/March Inland Port.

Refer to the Land Use and Urban Design Element for additional objectives and policies related to March Air Reserve Base and Inland Port.

In particular, review Objective LU-21, LU-22.

Policy N-3.1: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port in accordance with the Riverside County [2014 March Air Reserve Base/Inland Port](#) Airport Land Use Compatibility Plan.

Policy N-3.2: Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise/land use guidelines and City land use plans that are consistent with ALUC policies



Policy N-3.3: Carefully consider planned future operations of the March Air Reserve Base and March Inland Port in land use decisions for properties located within the airport-influenced area.

~~Policy N-3.4: Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan.~~

## ADDRESSING TRANSPORTATION NOISE

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has no direct control over noise produced by trucks, cars and trains because State and Federal regulations preempt local laws. Given that the City cannot control this noise at the source, City noise programs focus on reducing the impact of transportation noise along freeways, arterial roadways and rail corridors.

Site planning, landscaping, topography and the design and construction of noise barriers are the most common and effective method of alleviating vehicular traffic and train noise impacts. Setbacks and buffers can also be used to achieve noise reduction.

Noise-attenuating barriers can and will be incorporated into new development projects to reduce noise exposure. The effectiveness of the barrier will depend upon: 1) the relative height and materials of the barrier; 2) the noise source; 3) the affected area; and 4) the horizontal distance between the barrier and the affected area.

Freeway noise associated with SR-91 has largely been addressed to greatest extent practicable with recent improvements. The SR-60/I-215 upgrade project includes elements to shield freeway noise, particularly along areas of the freeways adjoining residential areas. The City will continue to pursue mitigation with Caltrans for any remaining areas not addressed by freeway enhancement projects.

Mitigating rail noise represents one of the biggest challenges the City will continue to face. Eliminating all at-grade crossings for existing railways would significantly reduce noise impacts and solve road/rail traffic conflicts, but this solution involves costs beyond the collective resources of the City, Federal agencies and railroad owners/operators. Thus City efforts will focus on minimizing noise associated with train horns, prioritizing grade separations and implanting noise reduction programs.







## CIRCULATION AND COMMUNITY MOBILITY ELEMENT

### Exhibit 2 - P15-1010, P17-0124, & P17-0838 Proposed Text Amendments to the Circulation & Community Mobility Element

Policy CCM-10.12: Encourage bicycling as a commute mode to school, work, etc.

Policy CCM-10.13: Support and participate in the Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) providing for a regional backbone network of bicycle and pedestrian facilities throughout Western Riverside County.

## AIRPORTS

Airports within and near Riverside play a role in the City's economic development strategy. Riverside Municipal Airport ~~and March Air Reserve Base both lie is~~ within the Planning Area, March Air Reserve Base/Inland Port Airport is east of the City within the March Joint Powers Authority jurisdiction, and Flabob Airport is just to the north, within the unincorporated community of Rubidoux. The locations of these air facilities are shown on Figure CCM-7.



Riverside Municipal Airport accommodates a broad range of general aviation activities, including take-offs and landings of corporate jet aircraft.

Riverside Municipal Airport, an integral part of the local and regional air transportation system, provides private general aviation services. The airport includes two runways and is situated on four hundred and fifty-one acres of land. The airport is owned and operated by the City, with airport operations overseen by the City of Riverside Airport Commission.



The Riverside Airport Master Plan, approved in November 1999, and later updated in 2009 is a result of a cooperative effort between the City and the Federal Aviation Administration. The preparation of the Master Plan is evidence that the City recognizes the importance of Riverside Municipal Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The City will continue to use the Master Plan to guide development of the airport to ensure the airport's long-term viability and to reduce the risk of potential aircraft-related hazards.

Figure CCM-7  
Local and NEARBY  
AIRPORT FACILITIES

See the Public Safety and Noise Elements for information about airport noise and safety impact zones.

March Air Reserve Base stands as a continuing legacy of the military in Riverside and the positive influence the military has had on the local economy. Today, with the repositioning of the nation's military force, March has transitioned from a key Air Force Strategic Air Command base to a joint-use facility housing the Air National Guard and a growing commercial cargo port. A Joint Powers Authority (JPA), in which the City of Riverside actively participates, administers land use and planning functions on the March property. The City will



## CIRCULATION AND COMMUNITY MOBILITY ELEMENT



continue to support the conversion of March to an inland cargo port and increased use of the facility for commercial purposes, in accordance with adopted plans.

**Objective CCM-11: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.**

PolicyCCM-11.1: Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development.

PolicyCCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations.

Policy CCM-11.3: Ensure that Riverside Municipal Airport continues to serve general aviation needs.

Policy CCM-11.4: Support continued development of MARB/MIP.

Policy CCM-11.5: Coordinate public and local transit with planning for air transportation.

Policy CCM-11.6: Encourage the development of high-speed ground transportation systems to supplement the air travel system for meeting regional travel needs.

Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.

See the Land Use and Urban Design Element under “The Built Environment – Relationship to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for more information on airports.

In particular, review Objectives LU-22, LU-23, PS-4, N-2 and N-3.

## FREIGHT: RAILWAYS AND TRUCK MOVEMENT

An effective and efficient goods movement system is essential to the economic livelihood of all urban areas. Riverside contains active rail



**LEGEND**  
RIVERSIDE COUNTY AIRPORT  
LAND USE COMPATIBILITY PLAN

### RMMA/FA Compatibility Zones

## Zones

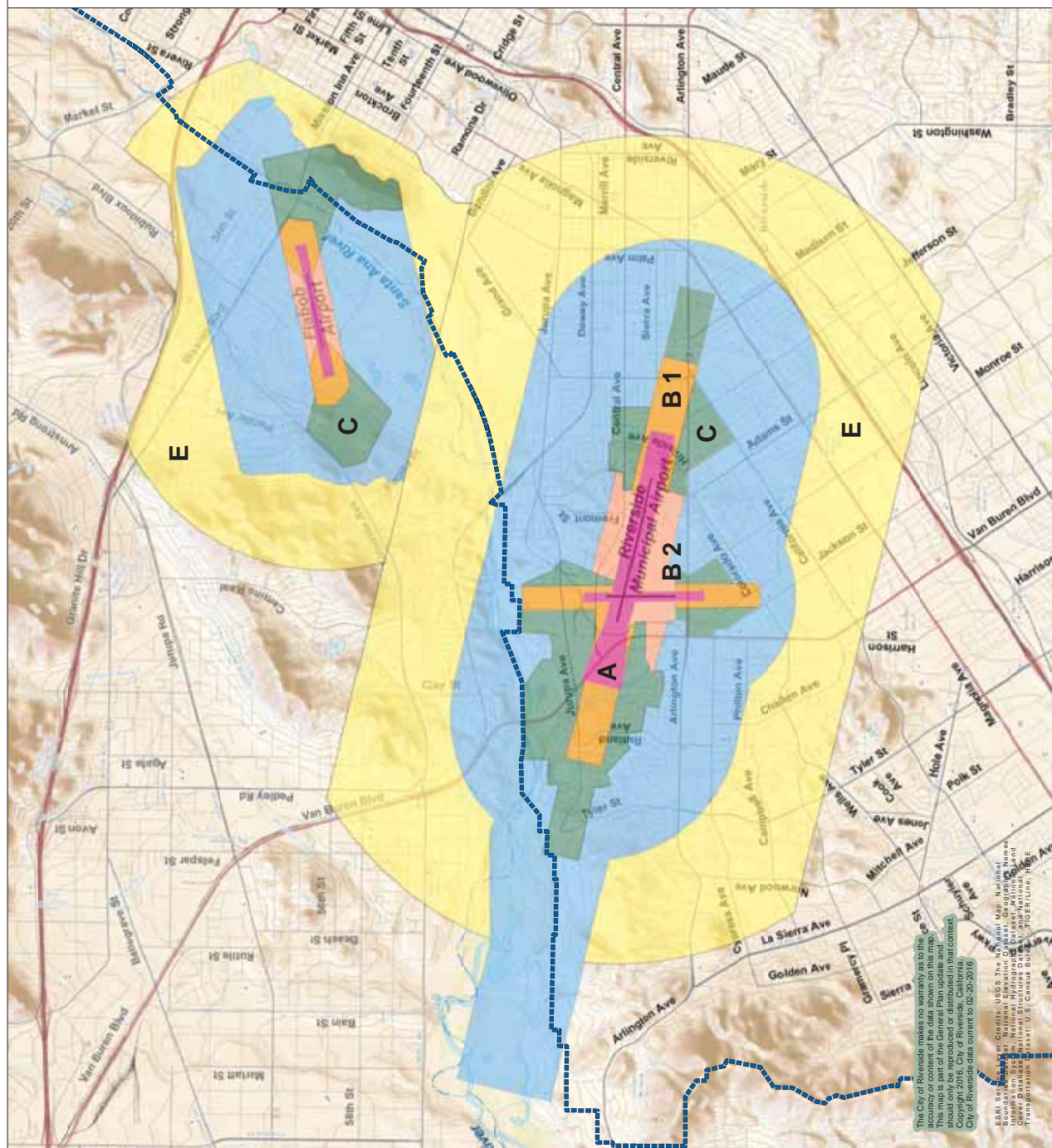
- A - Clear Zone  
B1 - Inner Approach/Departure  
B2 - High Noise Zone  
C - Flight Corridor  
D - Flight Corridor Buffer  
E - Other Airport Environs  
Riverside City Boundary  
Airport Influence Area

NOTE: SEE THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLANS FOR ASSOCIATED POLICIES

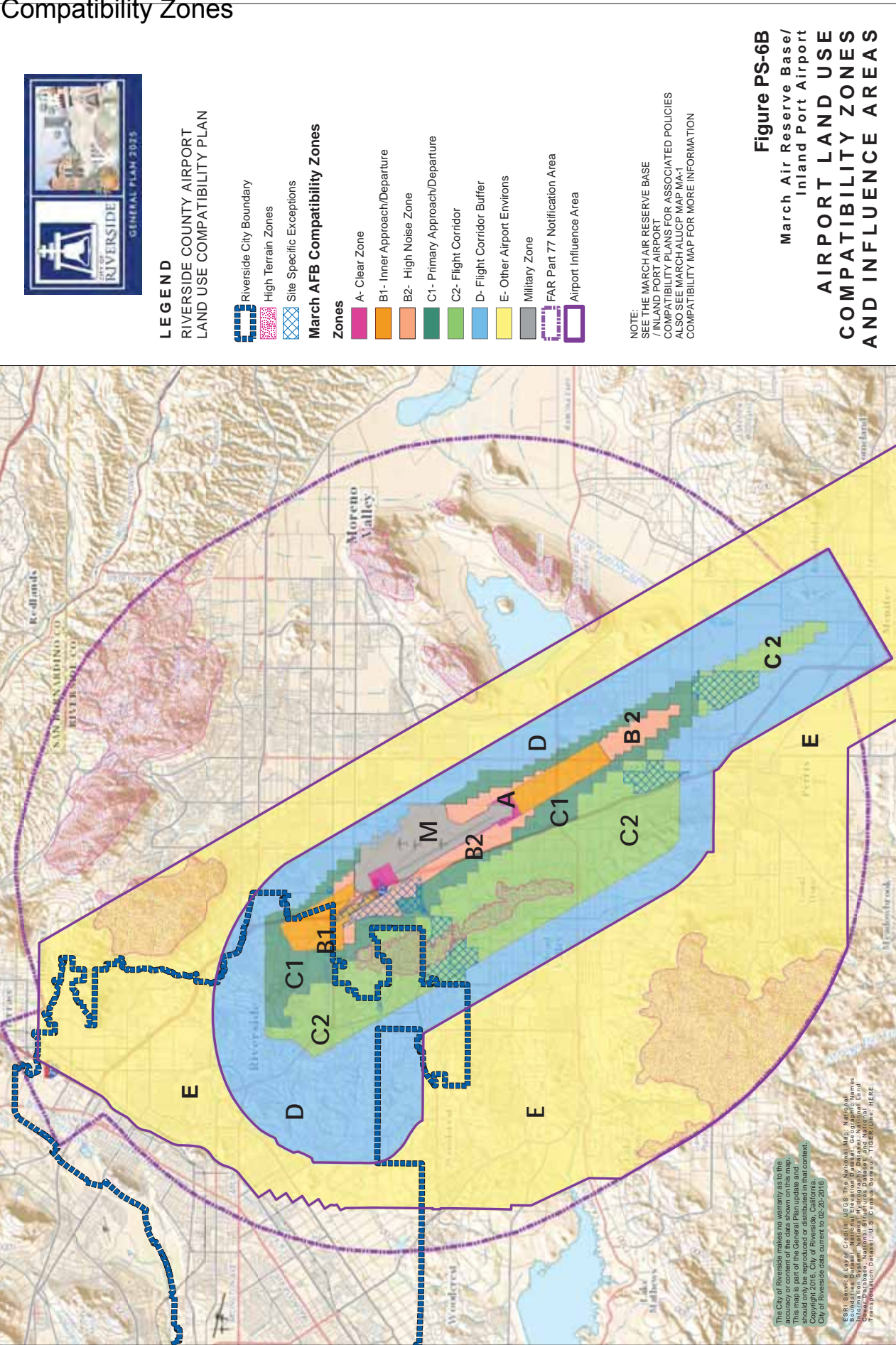
RIVERSIDE AIRPORT LAND USE COMPATIBILITY PLAN, ADOPTED  
DECEMBER 2004 FOR FLABOB AIRPORT AND MARCH 2005 FOR  
RIVERSIDE MUNICIPAL AIRPORT.

**Figure PS-6A**  
Riverside Municipal Airport  
and FLABOB Airport

**AIRPORT LAND USE  
COMPATIBILITY ZONES  
AND INFLUENCE AREAS**







NOISE ELEMENT

Noise Contours

LEGEND

Noise Contours



Boundary Lines

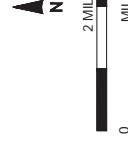


Projected Activity Level

Annual Operations	75,104
Average Annual Day	206

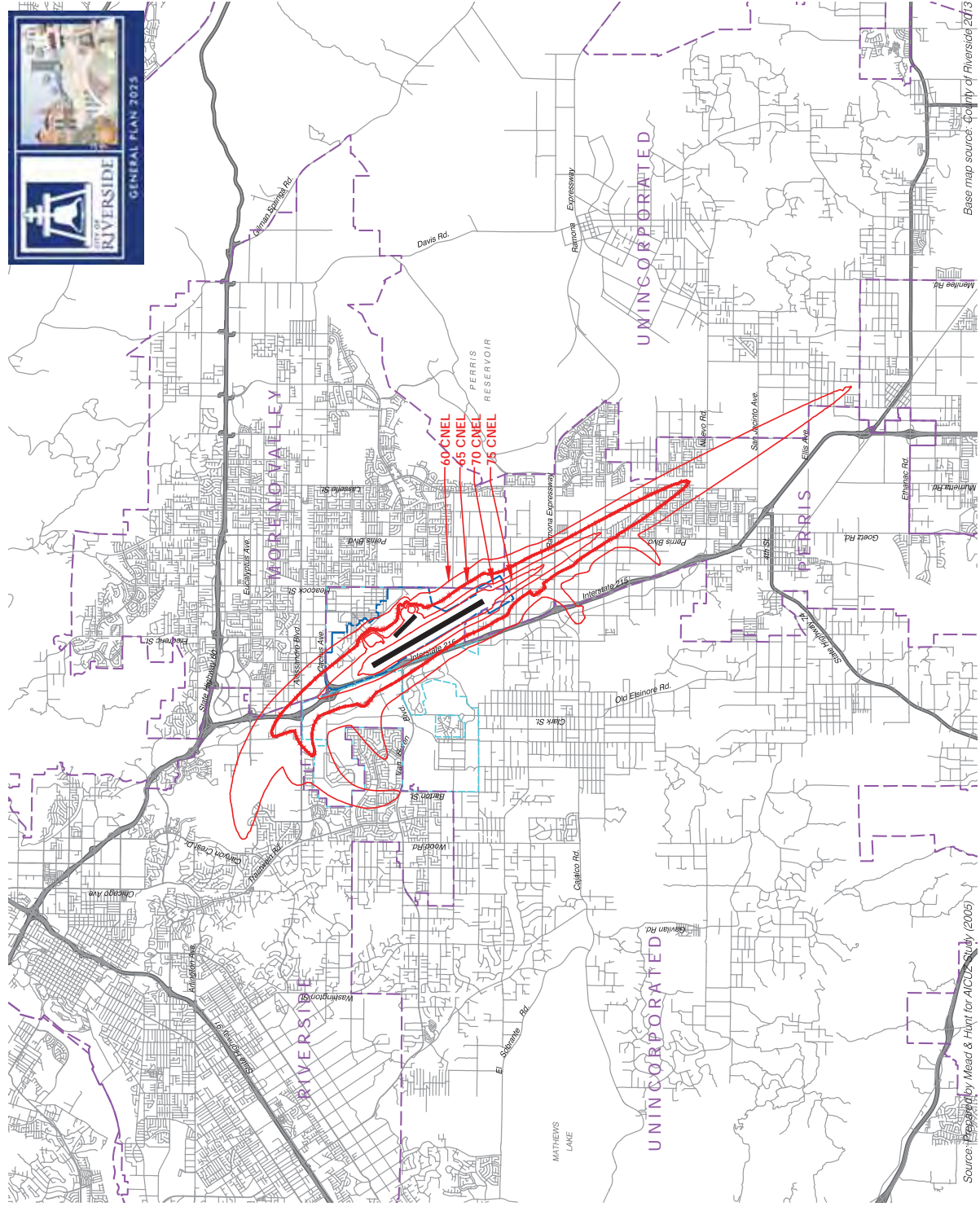
Note:  
Contours represent composite of noise contours from four sources.

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).



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

Figure N-9  
**MARCH ARB/IPA**  
**NOISE CONTOURS**



Base map source: County of Riverside 2013

Source: Repetti, Mead & Hunt for AICUC Study (2005)

PROPOSED TEXT AMENDMENTS TO TITLE 19 OF THE ZONING CODE

INCLUDING:

**CHAPTER 19.100**

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

**CHAPTER 19.110**

COMMERCIAL AND OFFICE ZONES (O, CR, CG AND CRC)

**CHAPTER 19.120**

MIXED-USE ZONES (MU-N, MU-V, MU-U)

**CHAPTER 19.130**

INDUSTRIAL ZONES (BMP, I, AI, AND AIR)

**CHAPTER 19.140**

PUBLIC FACILITIES ZONE (PF)

**CHAPTER 19.145**

RAILWAY ZONE (RWY)

**CHAPTER 19.148**

ORANGE CREST SPECIFIC PLAN ZONE (OSP)

**CHAPTER 19.149**

AIRPORT LAND USE COMPATIBILITY

**CHAPTER 19.150**

BASE ZONES PERMITTED LAND USES

**CHAPTER 19.170**

AIRPORT PROTECTION OVERLAY ZONE (AP)



**ARTICLE V: BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS**

**Chapter 19.100**

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

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

**19.100.030 Permitted Land Uses.**

A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Use Table) and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

**19.100.040 Residential Development Standards.**

Tables 19.100.040 A (Residential Development Standards: Single-Family Residential Zones) and 19.100.040 B (Residential Development Standards: Multiple-Family Residential Zones) establish the development standards applicable to all development within the residential zones.

Table 19.100.040 A

## Residential Development Standards: Single-family Residential Zones

Development Standards	Single-family Residential Zones								
	RA-5	RC <sup>12</sup>	RR	RE	R-1-1/2 Acre	R-1-1300	R-1-10500	R-1-8500	R-1-7000
Density – Maximum (Dwelling Units per Gross Acre) <sup>1,15</sup>	0.20	0.50 <sup>11</sup>	2.1 <sup>11</sup>	1.0 <sup>11</sup>	2.0 <sup>11</sup>	3.4 <sup>11</sup>	4.1 <sup>11</sup>	5.1 <sup>11</sup>	6.2 <sup>11</sup>
Lot Area – Minimum (Net)	5 Acres <sup>2,9,14</sup>	Varies <sup>2,14</sup>	20,000 sq. ft.	1 Acre	21,780 sq. ft.	13,000 sq. ft.	10,500 sq. ft.	8,500 sq. ft.	7,000 sq. ft.
Lot Width – Minimum	300 ft. <sup>2</sup>	130 ft. <sup>2</sup>	100 ft. <sup>13,14</sup>	130 ft. <sup>13,14</sup>	125 ft. <sup>13,14</sup>	100 ft. <sup>13,14</sup>	90 ft. <sup>13,14</sup>	80 ft. <sup>13,14</sup>	60 ft. <sup>13,14</sup>
Lot Depth – Minimum	500 ft. <sup>2</sup>	100 ft. <sup>2</sup>	150 ft.	150 ft.	150 ft.	110 ft.	110 ft.	100 ft.	100 ft.
Building Height – Maximum <sup>10,15</sup>	35 ft.	20 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
Number of Stories – Maximum <sup>15</sup>	2	1	2	2	2	2	2	2	2
Lot Coverage – Maximum	30%	N/A	30%	30%	30%	30%	35%	35%	40%
Setbacks – Minimum <sup>8</sup>									
A. Front <sup>7</sup>	40 ft. <sup>2</sup>	30 ft. <sup>2,6</sup>	30 ft.	30 ft.	30 ft. <sup>4</sup>	25 ft. <sup>4</sup>	25 ft. <sup>4</sup>	25 ft. <sup>4</sup>	20 ft. <sup>4</sup>
B. Side <sup>5</sup>	20 ft. <sup>2</sup>	25 ft. <sup>2</sup>	20 ft.	25 ft.	20 ft. <sup>3</sup>	15 ft. <sup>3</sup>	10/15 ft. <sup>3</sup>	7.5/12.5 ft. <sup>3</sup>	7.5/10 ft. <sup>3</sup>
C. Rear <sup>5</sup>	25 ft. <sup>2</sup>	25 ft. <sup>2</sup>	100 ft.	30 ft.	35 ft.	30 ft.	25 ft.	25 ft.	25 ft.

**Table 19.100.040 A****Notes:**

1. See Section 19.100.060 A (Additional Density). Gross acreage means streets are included for density purposes. Notwithstanding allowable density on a gross acreage basis, individual lots must meet the minimum lot size requirements exclusive of streets, except in the RA-5 Zone as described in Note 9.
2. Lot width, depth and area; building area; and setback requirements shall be as required as set forth in the Table. However, the zoning standards and requirements of the RC and RA-5 Zones shall not apply to any buildings existing prior to or under construction on November 13, 1979, or to the restoration or rehabilitation of or to any additions to such buildings, provided that the use, restoration, rehabilitation or addition shall conform to the current standards and requirements of the zoning in existence immediately prior to November 13, 1979. Also see Section 19.100.050 A (Lot Area).
3. Where a lot is less than 65 feet in width and was of record prior to November 23, 1956, or was of record prior to the date on which such lot was annexed to the City, the required side yards adjacent to interior side lot lines shall be reduced to 5 feet.
4. Front Setback Exceptions: See Section 19.100.060 C (Exceptions to Setback Requirements).
5. Side and Rear Setback Exceptions: See Sections 19.100.060 C (Exceptions to Setback Requirements). The side setback can be applied to either side except that the larger setback is required when a side yard is adjacent to a street.
6. No lot that fronts onto Hawarden Drive within the Hawarden Drive Special Design Area, generally between Anna Street and the Alessandro Arroyo, shall have a front yard depth of less than fifty feet.
7. Where a lot or parcel of land at the junction of two intersecting streets in any residential zone has frontage on each street over 130 feet in length, front yards of the depth required in the appropriate zone shall be required on both frontages. Also see Chapter 19.630 (Yard Requirements and Exceptions).
8. No dwelling shall be located closer than 5 feet to any retaining wall exceeding 2 feet in height, unless such retaining wall is an integral part of an approved dwelling.
9. Lot area in the RA-5 Zone is measured to the centerline of the adjoining street or streets; provided, however, individuals may construct one single-family dwelling on a lot of less than 5 acres existing as of May 15, 1979 and the residence is owner occupied after construction.
10. Refer to Chapter 19.560 (Building Height Measurement) for height measurement and exceptions to height limits.
11. Project density may be greater in a Planned Residential Development (see Chapter 19.780):
12. See Section 19.100.050 (Additional Regulations for the RC Zone).
13. See Section 18.210.080 (Lots) and Article X (Definitions) for exceptions for cul-de-sac lots, knuckle lots, lots on curves and corridor lots.
14. See Section 18.210.030 N (2) (a) for exception to lot size on private streets if over 20,000 square feet.
15. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

Table 19.100.040 B

## Residential Development Standards: Multiple-family Residential Zones

Multiple-Family Residential Zones						
Development Standards	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Density – Maximum (Dwelling Units per Gross Acre) <sup>6</sup>	10.9	14.5	17.4	21.8	29	40
Lot Area per Parent Parcel – Minimum (Net)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Lot Area per Dwelling Unit – Minimum (Net)	4,000 sq. ft.	3,000 sq. ft.	2,500 sq. ft.	2,000 sq. ft.	1,500 sq. ft.	1,000 sq. ft.
Lot Width – Minimum <sup>5</sup>	80 ft.	80 ft.	80 ft.	80 ft.	80 ft.	100 ft.
Lot Depth – Minimum	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.	150 ft.
Building Height <sup>4,6</sup> – Maximum	30 ft. <sup>2</sup>	30 ft. <sup>2</sup>	30 ft. <sup>2</sup>	30 ft. <sup>2</sup>	30 ft. <sup>2</sup>	50 ft.
Number of Stories <sup>6</sup> – Maximum	2 <sup>5</sup>	2 <sup>5</sup>	2 <sup>5</sup>	2 <sup>5</sup>	2 <sup>5</sup>	4
Setbacks – Minimum						
A. Front <sup>1,3</sup>	25 ft.	25 ft.	20 ft.	15 ft.	15 ft.	15 ft.
B. Interior Side <sup>1</sup>	10 ft.	10 ft.	10 ft.	7.5 ft.	7.5 ft.	7.5 ft.
C. Adjoining Side <sup>1</sup>	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
D. Rear <sup>1</sup>	20 ft.	20 ft.	20 ft.	15 ft.	15 ft.	10 ft.

**Table 19.100.040.B Notes:**

1. Whenever a Height Overlay Zone (S) has been applied to allow a structure to exceed two stories in height, the front, side and rear yards shall be increased by 2 ½ feet for each story in excess of two stories, except as otherwise stated in this footnote. No building or building portion of two stories or higher may be located within 50 feet of any side or rear property line that abuts property in an RA, RC, RR, RE, or R-1 Zone; in such instance for each story in excess of two, the setback shall increase by 10 feet.

2. For a development of three acres or greater, up to 60 percent of the units may be in buildings up to three stories, 40 feet maximum height subject to Planning Commission approval.

3. 35-foot fully landscaped front yards are required along all arterial streets, 88-feet wide or greater as shown on the Circulation Map of the City's General Plan. This setback may be reduced to 25 feet for single-story multiple-family development along arterial streets.

4. Refer to Chapter 19.560 (Building Height Measurement) for height measurement and exceptions to height limits.

5. See Section 18.210.080 (Lots) and Article X (Definitions) for exceptions for cul-de-sac lots and knuckle lots.

[6. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.](#)



## Chapter 19.110

### COMMERCIAL AND OFFICE ZONES (O, CR, CG AND CRC)

- 19.110.010 Purpose.**  
**19.110.020 Permitted Land Uses.**  
**19.110.030 Commercial and Office Development Standards.**  
**19.110.040 Additional Standards, Regulations and Requirements for Commercial & Office Development.**  
**19.110.050 Sign Review Required.**  
**19.110.060 Other Regulations Applicable to all Commercial and Office Zones.**

#### **19.110.020 Permitted Land Uses.**

- A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit) or conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless, the Zoning Administrator, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.
- B. The provisions set forth in Chapter 19.215 (Neighborhood Commercial Overlay Zone – NC) may be applied to any commercial zone and may further limit the uses permitted.
- C. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

#### **19.110.030 Commercial and Office Development Standards.**

Table 19.110.030 (Commercial and Office Development Standards) sets forth the minimum development standards for each of the commercial and office zones.

**Table 19.110.030**

#### **Commercial and Office Development Standards**

<b>Development Standard</b>	<b>O</b>	<b>CR</b>	<b>CG</b>	<b>CRC</b>	<b>Notes, Exceptions &amp; Special Provisions</b>
Floor-Area-Ration (FAR) - Maximum	1.0	0.50	0.50	0.50	See notes <u>s 2 &amp; 4.</u>
Lot Area - Minimum	20,000 sq. ft.	20,000 sq. ft.	20,000 sq. ft.	10 acres	See note 3
Lot Width - Minimum	65 ft.	60 ft.	100 ft.	300 ft.	Pursuant to Title 18 (Subdivision Code)

Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	100 ft.	Pursuant to Title 18 (Subdivision Code)
Building Height - Maximum	40 ft.	75ft.	75 ft.	75 ft.	<a href="#">See note 4.</a> See also Chapter 19.200 – Building Stories Overlay Zone (S)
Front Yard Setback - Minimum	15 ft.	0 ft.	0 ft.	50 ft.	Front yard setback shall be increased by 2 ½ feet per story for any story over the second story.  See Chapter 19.180 – Building Setback Overlay Zone.
Side Yard Setback - Minimum  A. Interior Side B. Street Side	5 ft. 15 ft.	0 ft. 0 ft.	0 ft. 0 ft.	20 ft. 50 ft.	Side yard setbacks shall be increased by 2 ½ feet per story for any story over the second story.  Whenever a CRC Zone property abuts a property zoned for residential use, the setback shall be 50 ft. with at least 10 feet of landscaping.

Rear Yard Setback - Minimum	15 ft.	0 ft.	0 ft.	0 ft.	Whenever a CRC Zone property abuts a property zoned for residential use, the building setback shall be 50 ft. with at least 10 feet of landscaping. Whenever a CR or CG zoned property abuts a property zoned for residential use, the building setback shall be a minimum of 15 feet with at least 5 feet of landscaping. Additional setbacks may be required.
Landscape Setbacks	Varies	Varies	Varies	Varies	See Chapter 19.580 – Parking and Loading
Landscape Setback from any Freeway Right-of-way	5 ft.	5 ft.	5 ft.	20 ft.	

**Table 19.100.030**

**Notes:**

1. The setback areas specified may be used for the following purposes:
  - a. Off-street parking, loading and traffic circulation, including lights for the illumination of such areas, except where landscaped areas may be required per Chapter 19.580 (Parking and Loading) or as noted above.
  - b. Signs necessary to direct and control vehicular and pedestrian traffic within the shopping center (see Chapter 19.620).
  - c. The permitted signs identifying the shopping center (see Chapter 19.620).
2. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when it can be found that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.
3. Smaller minimum lot areas may be established by a master plan for the center or for the adaptive reuse or development of existing infill lots.
4. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

## Chapter 19.120

### MIXED-USE ZONES (MU-N, MU-V, MU-U)

- 19.120.010 Purpose.
- 19.120.015 Design Review Required.
- 19.120.020 Permitted Land Uses.
- 19.120.030 Site Plan Review Permit and Required Findings.
- 19.120.040 Phasing.
- 19.120.050 Use Regulations.
- 19.120.060 Development Standards.
- 19.120.070 Design Standards and Guidelines.
- 19.120.080 Performance Standards.
- 19.120.090 Other Regulations Applicable to Mixed-Use Zones.

#### 19.120.020 Permitted Land Uses.

A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

#### 19.120.060 Development Standards.

##### A. General

Table 19.120.050 (Mixed-Use Zones Development Standards) identifies the development standards applicable to all development in the mixed-use zones. Certain development standards may be subject to special conditions. These standards are provided here or as otherwise referenced. Under Site Plan Review, more restrictive development standards may be applied by the Planning Commission.

Table 19.120.050

## Mixed-Use Zones Development Standards

Zones				
Development Standards	MU-N	MU-V	MU-U	Notes, Exceptions & Special Provisions
Lot Area - Minimum	7,000 sq. ft	20,000 sq. ft	20,000 sq. ft	
Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	
Lot Width - Minimum	60 ft.	75 ft.	80 ft.	
Front Yard Setback - Minimum	15 ft.	0 ft.	0 ft.	
Side Yard Setback - Minimum	0 ft.	0 ft.	0 ft.	See Note <del>2</del> <u>1</u>
Rear Yard Setback Minimum	15 ft.	15 ft.	15 ft.	See Note <del>3</del> <u>2</u>
Building Height - Maximum	35 ft.	45 ft.	60 ft.	<u>See Note 6</u>
Front Building Facade Length - Maximum	60 ft.	125 ft.	125 ft.	
FAR <del>---</del> Maximum	1.0	2.5	4.0	<u>See Note 6</u>
Residential Density <del>---</del> Maximum	10 du/ac	30 du/ac	40 du/ac	See Note <u>s 3 and 6</u>
Open Space Requirements - Stand Alone	See Note	See Note	See Note	See Table 19.100.060 (Additional Requirements for the R-3 and R-4 Zones)
Open Space Requirements - Mixed Use Development				
A. Minimum Private Open Space	50 sq. ft./du	50 sq. ft./du	50 sq. ft./du for at least 50% of the units	See Note <del>7</del> <u>4</u>
B. Minimum Common Open Space	50 sq. ft./du	50 sq. ft./du	50 sq. ft./du	See Note <del>8</del> <u>5</u>



**Table 19.120.050**

**Notes, Exceptions and Special Provisions**

1. The minimum side yard setback in the MU-N Zone shall be 10 feet when adjacent to a residential zone. The minimum side yard setback in the MU-V and MU-U Zones shall be 15 feet when adjacent to a residential zone, or if the project contains a residential component.
2. The minimum rear yard setback for any mixed-use zone shall be 25 feet when adjacent to a residential zone or if the project contains a residential component. Where a development abuts an alley to the rear, the rear setback shall be measured from the centerline of the alley.
3. Higher residential densities are permissible for projects in the MU-V and MU-U Zones that have the potential to serve as transit-oriented developments. Proposed projects within one-half of a mile of: (1) a transit stop along Magnolia or University Avenues or (2) any transit station may have a residential density of up to 40 dwelling units per acre in the MU-V Zone with a maximum total permissible FAR of 2.5 and up to 60 dwelling units per acre in the MU-U Zone with a maximum total permissible FAR of 4.0. This provision is permissible, not mandatory, and subject to discretion as part of the Site Plan Review process.
4. Private useable open space shall have a minimum dimension on any side of 5 feet. Private useable open space can also be met through equivalent design features as approved by the Planning Commission.
5. Common useable open space may be divided into more than one area; however, each area shall be a minimum of 625 square feet, with no dimension on any side of less than 25 feet.
6. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

## Chapter 19.130 INDUSTRIAL

### ZONES (BMP, I, AI AND AIR)

- 19.130.010 Purpose.
- 19.130.020 Permitted Land Uses.
- 19.130.025 Uses Specifically Prohibited.
- 19.130.030 Development Standards for Industrial Zones.
- 19.130.040 Additional Standards, Regulations and Requirements for the BMP, I, AIR and AI Zones.
- 19.130.050 Design Review Required.
- 19.130.060 Other Regulations Applicable to Industrial Zones.

#### 19.130.020 Permitted Land Uses.

A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables or in Section 19.130.025 (Uses Specifically Prohibited) are prohibited unless, the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

#### 19.130.030 Development Standards for Industrial Zones.

A. Table 19.130.030 A (BMP, I and AIR Industrial Zones Development Standards) sets forth the minimum development standards for all development in the BMP, I, and AIR Zones. Table 19.130.030 B (AI Industrial Zones Development Standards) sets forth the minimum development standards for all development in the AI Zones.

**Table 19.130.030 A**  
**BMP, I and AIR Industrial Zones Development Standards**

Development Standards	BMP	I	AIR	Notes, Exceptions & Special Provisions
Floor-Area-Ratio (FAR) - Maximum <sup>1,3</sup>	1.50	0.60	0.60	<a href="#">See Chapter 19.149-Aiport Land Use Compatibility</a>
Lot Area - Minimum	40,000 sq. ft. <sup>2</sup>	10,000 sq. ft.	8,000 sq. ft.	
Lot Width - Minimum	140 ft.	60 ft.	60 ft.	
Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	
Building Height - Maximum <sup>3</sup>	45 ft.	45 ft.	45 ft.	<a href="#">See Chapter 19.149-Aiport Land Use Compatibility</a>
Front Yard Setback - Minimum <sup>5,6</sup>	—	20 ft.	15 ft.	In the BMP Zone, 20-feet of the required 50-foot front yard setback shall be landscape.
a. Buildings over 30 ft. in height or on an arterial street	50 or 40 ft. <sup>4</sup> (See Notes)	—	—	However, a 40-foot front yard setback shall be permitted if it is landscaped in its entirety.
b. Buildings 30 ft. or less in height and not on an arterial street	20 ft. (See Notes)	—	—	In the BMP zone, the 20-foot front yard setback required for buildings 30-feet or less in height shall be landscaped in its entirety.
Side Yard setbacks - Minimum <sup>8</sup>				
a. Interior Side	0 ft.	0 ft.	0 ft.	
b. Adjacent to Street or Alley	Same as Front Yard	20 ft. <sup>7</sup>	15 ft. <sup>7</sup>	
Rear Yard Setback - Minimum <sup>9</sup>	0 ft.	0 ft.	15 ft.	
Adjacent to Streets	Same as Front Yard	20 ft. <sup>7</sup>	20 ft. <sup>7</sup>	

**Table 19.130.030 A**

**Notes:**

1. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.
2. Smaller minimum lot areas may be established by a specific plan or master plan in the BMP Zone. A master plan must include provisions for common access, parking and maintenance. A total master plan area of 5 acres is required. Site Plan Review approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. ~~See restrictions in Chapter 19.170 for AP Overlay Zone~~ See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. In the BMP Zone, off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than 6 feet in height shall be permitted in the rear 30 feet of the required 50-foot front yard setback.
5. Sidewalks, vehicular access drives and railroad tracks that are perpendicular to the front property line shall be permitted in the front setback of the BMP, I and AIR Zones.
6. Meter pits, and utility manholes extending not more than 6 inches above the finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in the front yard of any industrial zone.
7. A minimum 10-foot on-site landscape planter shall be required along the street side and rear yards of the I and AIR Zones.
8. A minimum side yard of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts a lot or parcel in any residential zone or use.
9. A minimum rear yard of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts a lot or parcel in any residential zone or use.

**Table 19.130.030 B**  
**AI Industrial Zones Development Standards**

Development Standards	Zones			
	AI-1	AI-2	AI-3	AI-4
Floor Area Ratio (FAR) <del>Maximum</del> <sup>3,5</sup>	1.50	1.50	1.50	1.50
Lot Area - Minimum <sup>2</sup>	5 acres			
Major Arterial Frontage		40,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.
All Other Streets		20,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.
Lot Width - Minimum	300 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		140 ft.	140 ft.	140 ft.
20,000 sq. ft. Lot		100 ft.	100 ft.	
14,000 sq. ft. Lot				100 ft.
Building Height - Maximum <sup>3,4</sup>	45 ft.	45 ft.	45 ft.	45 ft.
Front Yard Setback - Minimum	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)
40,000 sq. ft. Lot (Major Arterial Frontage)				
20,000 sq. ft. Lot		20 ft. (all landscaped)	20 ft. (all landscaped)	
14,000 sq. ft. Lot				15 ft. (all landscaped)
Side Yard Setback - Minimum <sup>1</sup>	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None
Rear Yard Setback - Minimum <sup>1</sup>	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None





**Table 19.130.030 B**

**Notes:**

1. The side or rear yard setback shall be the same as the required front yard setback wherever a side or rear yard abuts any lot zoned for residential use.
2. Smaller minimum lot areas may be established by a specific plan or airport master plan. A master plan must include provisions for common access, parking and maintenance. A total master plan area of 5 acres is required. Site plan approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. ~~See also restrictions in Chapter 19.170 for AP Overlay Zone.~~ See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. No building, structure or tree may penetrate the flight zone of an airport per the "imaginary surfaces" established by Federal Aviation Regulations FAR Part 77.25. Any height variance will be subject to the approval of the Community & Economic Development Director or his/her designee and Airport Director.
5. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.

## **Chapter 19.140**

### **PUBLIC FACILITIES ZONE (PF)**

- 19.140.010 Purpose.**
- 19.140.015 Review Required.**
- 19.140.020 Permitted Land Uses.**
- 19.140.030 Development Standards for Public Facilities.**
- 19.140.040 Other Regulations Applicable to the Public Facilities Zone.**

#### **19.140.020 Permitted Land Uses.**

- A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.
- B. The following uses are permitted as a matter of right in the Public Facilities Zone:
  - 1. Drainage and flood control facilities
  - 2. Any public facility use not involving a structure or building, except for public parks, or any City project, or a project on City owned property pursuant to Section 19.04.110.
- C. If not on City owned property, the following uses are permitted in the Public Facilities Zone subject to the granting of a Conditional Use Permit pursuant to the provisions of Chapter 19.760 (Conditional Use Permit) of the Zoning Code.
  - 1. Public buildings and associated grounds used for governmental and related purposes and activities
  - 2. Public Educational institutions
  - 3. Public Parks and Recreation facilities
  - 4. Public rifle, pistol and archery ranges
  - 5. Zoos, arboretums, wildlife preserves and similar uses
  - 6. Water and sewage treatment plants
  - 7. Utility substations

8. Power generation facilities
9. Government agency storage and maintenance yards
10. Public parking garages

D. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

**19.140.030 Development Standards for Public Facilities.**

**A. Setbacks**

Any building or other structure established in the Public Facilities Zone shall be set back a minimum of 20 feet from all property lines. For any building adjacent to a zone permitting residential uses, an additional setback of 1 foot for every 2 feet of building height in excess of 45 feet shall be required for any yard area abutting the zone permitting residential uses.

**B. Building Height**

The maximum height for any building or structure in the Public Facilities Zone shall be 60 feet or 4 stories, whichever is less. See Chapter 19.149 - Airport Land Use Compatibility to determine if height restrictions for airport compatibility apply.

**C. Landscaping**

Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation). In addition, any setback abutting a public street shall be fully landscaped.

**D. Screening**

Utility substations, storage and maintenance yards, and similar facilities that have an industrial character shall be screened from public view by any combination of block walls, landscaping, or durable and aesthetically acceptable fencing materials that complement the site. Such screening materials shall have a minimum height of 8 feet.

**E. Trash Receptacles and Enclosures**

1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

**F. Lighting**

Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting).

G. Airport Land Use Compatibility Standards

Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

## **Chapter 19.145**

### **RAILWAY ZONE (RWY)**

**19.145.010 Purpose.**

**19.145.020 Permitted Land Uses.**

**19.145.030 Development Standards for the Railway Zone.**

**19.145.040 Other Regulations Applicable to the Railway Zone.**

**19.145.010 Purpose.**

The Railway Zone (RWY) is established to preserve and protect existing railroad rights-of-way exclusively for rail transportation and related uses. The Railway Zone is further intended to ensure that the use of railroad rights-of-way is consistent with the General Plan and compatible with adjacent uses.

**19.145.020 Permitted Land Uses.**

A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table) and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. The following uses shall be permitted by right in the Railway zone:

1. Right-of-way for railroad and associated transportation of goods and persons.
2. Uses customarily incidental to railway operations and their related transportation purposes, including railway related structures and accessory buildings used specifically for that railway or transportation business, but not including manufacturing or business purposes not directly in connection with a railway or carrier itself.
3. Light-rail transit related facilities consisting of:
  - a. Tracks
  - b. Energy transmission facilities, including rights-of-way and pressure control or booster stations for gasoline, electricity, natural gas, synthetic natural gas, oil or other forms of energy sources
4. Public streets

5. Any other use that the Community & Economic Development Director or his/her designee, pursuant to provisions of Chapter 19.060 (Interpretation of Code), determines that is no more detrimental than a listed permitted or conditional use.
- C. Construction Caretaker Temporary Living Quarters shall be permitted subject to approval of a Minor Conditional Use Permit pursuant to the provisions of Chapter 19.730 (Minor Conditional Use Permit).
  - D. The following uses are permitted subject to the granting of a conditional use permit pursuant to the provisions of Chapter 19.760 (Conditional Use Permit):
    1. Parking lots, although no structures other than fencing are allowed.
    2. Maintenance/repair facilities
    3. Train Stations
  - E. Sound attenuation walls shall be permitted subject to Design Review pursuant to the provisions of Chapter 19.710 (Design Review).
  - F. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

**19.145.030 Development Standards for the Railway Zone.**

Table 19.145.030 (Railway Zone Development Standards) identifies the development standards applicable to all development within the Railway Zone.

Table 19.145.030 Railway Zone Development Standards	
Development Standards	Standard
Lot Area - Minimum	None
Lot Coverage - Minimum	None
Setbacks - Minimum	None
Building Height - Maximum	35 ft. <u>(Also see Chapter 19.149 to determine if more restrictive height requirements for airport compatibility apply)</u>



## Chapter 19.148

### ORANGECREST SPECIFIC PLAN ZONE (OSP)

- 19.148.010 Purpose.**
- 19.148.020 Permitted Land Uses**
- 19.148.030 Development Standards**
- 19.148.040 Interpretations**
- 19.148.050 Design Review**

#### **19.148.010 Purpose.**

- A. The Orangecrest Specific Plan (OSP) Zone is established to create a diverse area where people live, shop and enjoy recreational facilities.
- B. The Orangecrest Specific Plan Zone allows a broad range of residential uses with office and retail uses spaced throughout. The Orangecrest Specific Plan, as adopted by the City Council on December 3, 1985 and as may be amended from time to time, sets forth the land use regulations and development standards applicable to all properties within the Orangecrest Specific Plan Zone. Where any conflict exists between the regulations and standards contained in the Orangecrest Specific Plan and provisions of this Zoning Code, the more restrictive regulations or standards shall apply.
- C. As specified in the Orangecrest Specific Plan, the Zone is divided into subdistricts, each with varying uses and development standards.

#### **19.148.020 Permitted Land Uses.**

All permitted and conditionally permitted uses for each subdistrict are listed in the adopted Orangecrest Specific Plan. Any use which is prohibited by state and/or federal law is also strictly prohibited. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

#### **19.148.030 Development Standards.**

Site development standards required for each subdistrict are set forth in the adopted Orangecrest Specific Plan. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

#### **19.148.040 Interpretations.**

Any standard or regulation not specifically covered by the Orangecrest Specific Plan shall be subject to the provisions of this Zoning Code and the Riverside Municipal Code. Interpretations may be made by the Community & Economic Development Director or his/her designee or referred to the Planning Commission if not specifically covered in the City's existing regulations pursuant to the procedures set forth in Chapter 19.060 (Interpretation of Code).

#### **19.148.050 Design Review.**

Design guidelines for each subdistrict and general design guidelines that apply to all subdistricts are set forth in the adopted Orangecrest Specific Plan. Any new building, structure, sign, or exterior alteration of an existing building, structure, or sign shall require design review approval as required by the adopted Orangecrest Specific Plan.

## Chapter 19.149

### AIRPORT LAND USE COMPATIBILITY

#### 19.149.010 Purpose.

#### 19.149.020 Airport Land Use Compatibility Plan (ALUCP).

#### 19.149.030 Airport Land Use Commission (ALUC).

#### 19.149.040 Actions which Require ALUC Review.

#### 19.149.050 Actions not Subject to ALUC Review – City ALUCP Compatibility Review.

#### 19.149.060 Compatibility Zones and Criteria for Riverside Municipal and Flabob

#### Airports.

#### 19.149.070 Compatibility Zones & Criteria for March Air Reserve Base / Inland Port

#### Airport.

#### 19.149.080 Variance Process.

#### 19.149.090 Overrule Procedures.

#### 19.149.010 Purpose.

The purpose of this Chapter is to establish and implement the requirements of the Riverside County Airport Land Use Compatibility Plan (ALUCP) for airports that affect land uses within the City of Riverside. Airports that affect land uses within the City of Riverside are the Riverside Municipal Airport, Flabob Airport, and the March Air Reserve Base / Inland Port Airport.

#### 19.149.020 Airport Land Use Compatibility Plan (ALUCP).

The Airport Land Use Compatibility Plan (ALUCP) is a State-required, long-range master plan that reflects the anticipated growth of an airport over a twenty-year time period. State law requires general and specific plans to be consistent with any ALUCP affecting the City. The requirements are established to limit noise impacts on noise-sensitive uses and to protect and preserve airports and aviation safety, as well as public safety, from aviation-related hazards.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP), designates zones of airport influence areas for 13 airports in Riverside County, and provides a series of policies and compatibility criteria to ensure that both aviation uses, and surrounding areas may continue, and are compatible. In 2004, the RCALUCP established compatibility criteria, and maps for influence areas of the Riverside Municipal, Flabob Airports. In 2014, the ALUC adopted the March Air Reserve Base/Inland Port Airport Compatibility Plan which includes compatibility criteria and maps for influence areas of the March Air Reserve Base / Inland Port Airport.

The RCALUCP establishes criteria specific to each of the airport compatibility zones described in Sections 19.149.050 and 19.149.060 of this Chapter. For property located within a compatibility zone and subject to airport land use compatibility plan policies and criteria, land use, density, and intensity limitations of the ALUCP may be more restrictive than what would otherwise be allowed per City zoning designation applicable to the property. In addition to complying with the Zoning requirements of this Title, proposed uses and development on property within an airport compatibility zone must be determined to be consistent with, and comply with the compatibility criteria of the applicable compatibility zone and airport land use compatibility plan.

#### 19.149.030 Airport Land Use Commission (ALUC).

A. The purpose of an Airport Land Use Commission (ALUC) is to conduct airport land use compatibility planning. ALUCs protect public health, safety, and welfare by ensuring the

orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports. to the extent that these areas are not already devoted to incompatible uses. The statutes governing ALUCs are set forth in Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670 – 21679.5 of the California Public Utilities Code (PUC).

B. The Riverside County Airport Land Use Commission (ALUC) has two principal duties, which include:

1. Preparing and adopting the a Airport Land Use Compatibility Plan.

2. Reviewing plans, regulations, and other actions of local agencies, and airport operators to ensure consistency with the RCALUCP.

#### **19.149.040 Actions Which Require ALUC Review.**

A. As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the applicable Airport Land Use Compatibility Plan prior to approval by the City.

1. The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)).

2. The adoption or approval of a zoning ordinance or building regulation which affects property within an airport influence area, and involves the types of airport impact concerns listed in Section 1.4 of the March ALUCP (Public Utilities Code Section 21676(b)). These are impacts related to:

a. Exposure to aircraft noise;

b. Land use safety with respect both to people on the ground and the occupants of aircraft;

c. Protection of airport airspace; and

d. General concerns related to aircraft overflights.

3. Adoption or modification of a master plan for an existing public-use airport (Public Utilities Code Section 21676(c)).

4. Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the State of California (Public Utilities Code Section 21664.5).

5. Any proposal for a new airport or heliport whether for public use or private use if the facility requires a State airport permit (Public Utilities Code Section 21661.5).

B. Other Land Use Actions Subject to ALUC Review:-

In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the circumstances described in Section 1.5 of Chapter 2 Countywide Policies of the Riverside County Airport Land Use Compatibility Plan.

C. Timing of ALUC Review:-

Proposed projects requiring ALUC review should be submitted to ALUC as early in the process as possible so that the Commission's (or ALUC Executive Director's) review can be considered by the City before taking formal action on a project. The timing may vary depending upon the nature of the specific project. However, all projects requiring ALUC review must be submitted to ALUC for review prior to final approval by the City.

**19.149.050 Actions not subject to ALUC Review – City ALUCP Compatibility Review.**

For discretionary actions on property within an airport influence area and compatibility zone, but which are not subject to ALUC review as described in Section 19.149.040 above, the City shall review such action for consistency with the applicable ALUCP, and make a finding of project consistency or inconsistency with the applicable airport compatibility plan based on the basic land use compatibility criteria described below. Where there is uncertainty with regard to compatibility of a proposed use or project with the applicable airport land use compatibility plan, the City shall consult with ALUC staff, or defer such matter to ALUC for a consistency determination.

**19.149.060 Compatibility Zones and Criteria for Riverside Municipal and Flabob Airports.**

For uses proposed within airport influence areas of Riverside Municipal, and Flabob, airports, refer to the Riverside County Airport Land Use Compatibility Plan to determine whether a particular use is compatible with the applicable airport and a permissible use.

A. Airport Compatibility Zones:-

The RCALUCP establishes 6 separate Airport Compatibility Zones for Riverside Municipal, and Flabob Airports. A general description of each Compatibility Zone is provided in the following table.

**Table 19.149.060 – Riverside Municipal and Flabob Airports Compatibility Zones**

<b><u>Compatibility Zones</u></b>	<b><u>Description</u></b>
<u>A</u>	<u>Runway Protection Zone and within Building Restriction Line</u>
<u>B1</u>	<u>Inner Approach/ Departure Zone</u>
<u>B2</u>	<u>Adjacent to Runway</u>
<u>C</u>	<u>Extended Approach/ Departure Zone</u>
<u>D</u>	<u>Primary Traffic Patterns and Runway Buffer Area</u>
<u>E</u>	<u>Other Airport Environs</u>

Compatibility Zones for the Riverside Municipal and Flabob Airports can be found in Figure PS-6A of the Public Safety Element of the City of Riverside General Plan 2025, and within Chapter 3 of the Riverside County Airport Land Use Compatibility Plan.

B. Land Use Compatibility Criteria:-

The criteria for assessing whether a project is compatible with Riverside Municipal or Flabob airports are set forth in the Basic Compatibility Criteria matrix, Table 2A in Chapter 2 – Countywide Policies of the Riverside County Airport Land Use Compatibility

Plan. These criteria are to be used in conjunction with the compatibility map and policies for the applicable airport (Riverside Municipal or Flabob) within Chapter 3 of the Riverside County ALUCP, or as amended.

#### **19.149.070 Compatibility Zones and Criteria March Air Reserve Base / Inland Port Airport.**

For uses proposed within airport influence areas of the March Air Reserve Base / Inland Port Airport, refer to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ALUCP) to determine whether a particular use is compatible with the applicable airport and a permissible use.

##### **A. Airport Compatibility Zones:-**

The 2014 March ALUCP establishes 8 separate Compatibility Zones for March Air Reserve Base / Inland Port Airport. A general description of each compatibility zone is provided in the following table.

**Table 19.149.070 – March Air Reserve Base / Inland Port Airport Compatibility Zones**

<b>Compatibility Zones</b>	<b>Description</b>
<u>M</u>	<u>Military</u>
<u>A</u>	<u>Clear Zone</u>
<u>B1</u>	<u>Inner Approach/ Departure Zone</u>
<u>B2</u>	<u>High Noise Zone</u>
<u>C1</u>	<u>Primary Approach/ Departure Zone</u>
<u>C2</u>	<u>Flight Corridor Zone</u>
<u>D</u>	<u>Flight Corridor Buffer</u>
<u>E</u>	<u>Other Airport Environs</u>

The Compatibility Zones for the March Air Reserve Base / Inland Port Airport are provided in Figure PS-6B of the Public Safety Element of the City of Riverside General Plan 2025, and as established per Map MA-1 within Volume 1 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan.

##### **B. Land Use Compatibility Criteria for March Air Reserve Base / March Inland Port Airport**

The criteria for assessing whether a project is compatible with the March ARB/IPA are set forth in the Compatibility Zone Factors matrix, Table MA- 1 within Volume 1 of the March ALUCP, within Chapter 3 of the Riverside County Airport Land Use Compatibility Plan, or as amended. These criteria are to be used in conjunction with the compatibility map and policies for the March ARB/IPA as presented in Chapter 3 of the Riverside County ALUCP, or as amended. The basic compatibility criteria listed in Table 2A of Chapter 2 of the Riverside County ALUCP does not apply to the environs of March ARB/IPA.

##### **C. Accident Potential Zones (APZ's)**

In addition to the compatibility zones described above, Map MA-1 within Volume 1 of the March ALUCP identifies two Accident Potential Zones (APZ's I and II) for the March Air Reserve Base / Inland Port Airport. The Department of Defense (DoD) Air Force Instruction AFI 32-7063 – December 18, 2015 describes Clear Zones, and APZ's as

areas off the end of DOD runways that were developed based on past Air Force aircraft accidents and reflect land areas at greater risk of an aircraft accident. The Clear Zone and the APZs represent areas where an accident is most likely to occur, if one would occur; however, they are not predictors of accidents. More specifically, the Clear Zone, and Accident Potential Zones (APZ's) are defined as follows:

1. The Clear Zone begins at the end of the runway and is the area of highest accident potential; it has few uses that are compatible.
2. APZ I lies beyond the Clear Zone is in area of lower but still considerable accident potential.
3. APZ II is beyond APZ I and possesses less accident potential.

D. Department of Defense Requirements for March Air Reserve Base/Inland Port Airport Accident Potential Zones (APZ's).-

For discretionary actions proposed within March ARB/IPA Accident Potential Zones (APZ I & II) or within the Clear Zone, the proposed use and/or development shall, in addition to meeting the compatibility criteria of the March ALUCP, be consistent with current Air Force Guidance including:

1. Department of Defense Instruction 4165.57 for Air Installations Compatible Use Zones, March 12, 2015, or as amended, and
2. Air Force Instruction AFI 32-7063 for Air Installations Compatible Use Zones Program, December 18, 2015, or as amended. Specifically AFI 32-7063, Table A.2.1 of Attachment 2 – Land Use Compatibility Recommendations for APZS, generally identifies land uses acceptable or not acceptable within the Clear Zone, APZ I, and APZ II, and establishes maximum residential density, or non-residential floor area ratio requirements applicable to each use and APZ.

Where a discretionary action is proposed within an APZ, or Clear Zone, the Department of the Air Force, 452d Air Mobility Wing (AFRC) March Air Reserve Base shall be consulted to determine whether the proposed discretionary action is consistent with the Air Force Guidance referenced above. Such consultation would be in addition to, and shall not be in lieu of requirements of the March ALUCP, or any review for airport land use compatibility that may be required by the Riverside County ALUC.

**19.149.080 Variance Process.**

Variances from development standards of the Zoning Code are subject to Chapter 19.720 Variance provisions. In addition to the variance provisions contained in Chapter 19.720, this Section includes special provisions to ensure that variances do not result in a conflict with airport compatibility criteria.

- A. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the applicable ALUCP must be referred to ALUC for review. Specifically, at a minimum, where a variance involves a deviation from the maximum allowable lot coverage, floor area ratio, or building height, the City shall consult with ALUC staff, or defer such matter to ALUC for a consistency determination. The provisions of Chapter 19.720, including required variance findings, apply regardless



of a consistency determination by ALUC.

- B. Where a variance from the Zoning Code would result in a deviation from compatibility criteria of the applicable ALUCP, such deviation shall be referred to ALUC for review. Where ALUC has determined the project and/or variance inconsistent with the applicable ALUCP, the City Council may override ALUC's determination and approve subject to making the required findings of Chapter 19.720.

**19.149.090    Override Procedures.**

When ALUC disapproves or finds an action, regulation, or permit, to be inconsistent with the ALUCP, ALUC shall notify the City within 30 days of such action pursuant to Public Utilities Code (PUC) 21675.1(d). The City Council may overrule ALUC decision, by a two-thirds vote and shall make specific findings the proposed action, regulation, or permit is consistent with the purposes of Article 3.5, as stated in Section 21670 of the PUC.

A City Council proposed overrule of an ALUC action must provide a copy of the proposed decision and findings to both ALUC and the California Division of Aeronautics, a minimum of 45 days' prior to the decision to overrule ALUC. These agencies have 30 days in which to provide comments to City Council pursuant to PUC Sections 21676(a) and (b).

## Chapter 19.150

### BASE ZONES PERMITTED LAND USES

- 19.150.010 Purpose.
- 19.150.020 Permitted Land Uses.
- 19.150.030 Special or Unusual Uses.

#### 19.150.010 Purpose.

This Section establishes land use regulations for all base zones listed in this Article consistent with the stated intent and purpose of each zone.

#### 19.150.020 Permitted Land Uses.

A. Table 19.150.020 A (Permitted Uses Table), Table 19.150.020 B (Incidental Uses Table) and Table 19.150.020 C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted Land Uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 – Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 – Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A also identifies those uses that are specifically prohibited. Uses not listed in Tables are prohibited unless, the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. Chapter 19.149 - Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan.

#### 19.150.030 Special or Unusual Uses.

At the discretion of the Community & Economic Development Director or his/her designee, a Conditional Use Permit may be considered for a unique or unusual combination of uses or special facilities similar to and not more detrimental than other uses in a particular zone.

Article V – PERMITTED USES TABLE

19.150.020 (A)

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

Use	Zones																					Location of Required Standards in the Municipal Code
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Accessory Buildings & Structures																						See Incidental Uses Table
Adult-Oriented Businesses	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	<a href="#">9.40</a> – Adult-Oriented Businesses 19.240 – Adult-Oriented Businesses
Agricultural Field Office																						See Incidental Uses Table
Agricultural Stand																						See Incidental Uses Table
Agriculture, Horticulture and Growing of Nursery Plants (Farms, Field Crops, Flower & Truck Gardening, Orchards, Ranches & Tree Crops)	P	P	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	
Aircraft Charter Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Offices – Business and Professional under 19.580
Aircraft Parts, Supplies, Merchandise and Equipment Shops	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Vehicle Sales under 19.580
Aircraft Sales, Rental, Service, Repair and Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	For parking see Vehicle Sales under 19.580
Airports – Private	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	
Airports – Public	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	
Alcohol Sales																						See Incidental Uses Table
Ambulance Company:																						<a href="#">5.65</a> – Convalescent Transport Vehicles
With Vehicle Storage	X	X	X	X	X	X	X	X	X	C	X	X	X	X	P	P	P	P	X	X	X	<a href="#">5.66</a> – Ambulances
Without Vehicle Storage	X	X	X	X	X	X	X	P	P	P	X	X	X	X	P	P	P	P	X	X	X	
Animal Keeping																						See Incidental Uses Table
Arcades and Internet/Cyber Cafés	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	MC	19.245 – Arcades and Internet/Cyber Cafés
Artist Studio (Including Photo)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	X	X	X	X	P	For parking see Offices – Business, and Professional under 19.580
Assemblies of People – Entertainment – Not Including Adult-Oriented Businesses (e.g., Theater – Live Performance, Motion Picture, Auditoriums, Banquet Halls, Nightclubs, etc.)	X	X	X	X	X	X	X	X	C	C	C	C	C	C	X	X	X	X	X	X	X	19.250 – Assemblies of People – Entertainment <a href="#">5.24</a> – Dance Halls & Public Dances <a href="#">See 19.149 – Airport Land Use Compatibility***</a>

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

\*\*= For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19100.030 A and 19.100.030 B shall apply.

\*\*\*=[Refer to Chapter 19.149 – Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.](#)

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

PRD = Planned Residential Development Permit, Chapter 19.780

X = Prohibited

DCP = Day Care Permit – Large Family, Chapter 19.860

RCP = Recycling Center Permit, Chapter 19.870

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

SP = Site Plan Review Permit, Chapter 19.770

P = Permitted

sq. ft. = Square Feet

1

Article V – PERMITTED USES TABLE

19.150.020 (A)

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	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Assemblies of People – Non-Entertainment (e.g., Places of Worship, Fraternal, Service Organizations, Conference Facilities, etc.)	X	X	C	C	C	C	X	C	C	C	C	C	C	C	C	C	X	X	X	X	X	19.255 – Assemblies of People – Non-Entertainment <a href="#">5.24</a> – Dance Halls & Public Dances <a href="#">5.60</a> – Bingo <a href="#">See 19.149 – Airport Land Use Compatibility***</a> 19.740 - Temporary Use Permit (Temporary Emergency Shelter with Assemblies of People – Non – Entertainment) 19.910 – Definitions See Incidental Use Table for Tiny Homes and Tiny Home Communities See Temporary Use Table for Temporary Emergency Shelter
Storefront	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	MC	X	X	X	
Assisted Living (Residential Care Facilities)	X	X	X	X	C	C	X	C	C	C	X	X	X	X	X	X	X	X	X	X	X	19.260 – Assisted Living <a href="#">5.65</a> – Convalescent Transport Vehicles <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Astrology and Fortune-telling (Occultist)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	X	X	<a href="#">9.42</a> – Fortunetelling & Occult Arts For parking see Offices – Business, and Professional under 19.580
Auction House (Indoor)	X	X	X	X	X	X	X	X	C	C	X	X	X	X	C	C	X	X	X	X	X	For parking see Assemblies of People under 19.580
Auxiliary Dwelling Unit																						See Incidental Uses Table
Bail Bonds Office	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	19.265 – Bail Bonds Establishments For parking see Offices – Business, and Professional under 19.580
Bakery – Retail	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	For parking see Retail Sales under 19.580

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\*\*\*= Refer to Chapter 19.149 – Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760  
PRD = Planned Residential Development Permit, Chapter 19.780

DCP = Day Care Permit – Large Family, Chapter 19.860  
RCP = Recycling Center Permit, Chapter 19.870

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730  
SP = Site Plan Review Permit, Chapter 19.770

P = Permitted  
sq. ft. = Square Feet

X = Prohibited

2

Article V – PERMITTED USES TABLE

19.150.020 (A)

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	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Bakery – Wholesale	X	X	X	X	X	X	X	X	P	P	P	X	X	X	P	P	P	X	X	X	X	For parking see Manufacturing under 19.580
Banks and Financial Institutions/Services, Including Brokerages	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	X	X	X	X	P	19.475 – Drive-Thru Businesses
With Drive-thru Lanes (including drive-up ATM's)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	
Bars, Saloons, Cocktail, Lounges & Taverns	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	X	X	X	X	X	X	C	19.450 – Alcohol Sales
Bed and Breakfast Inn	X	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast
In Historic Residence	X	X	MC	MC	MC	MC	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	
Boardinghouse	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.910 Definitions
Boarding of Cats and Dogs/Kennels:																						19.270 – Boarding of Cats and Dogs/Kennels
Outdoor Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	
Indoor Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	X	
Sales	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
Grooming (No overnight/long term boarding)	X	X	X	X	X	X	X	X	P	P	P	P	P	P	MC	MC	X	X	X	X	P	
Brewery:																						19.272 – Breweries, Micro-Breweries, Brewpubs, and Brew-On-Premises  19.450 – Alcohol Sales
Brewery, Microbrewery and Winery manufacturing and wholesale only.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Brewery, Microbrewery, and Winery with off-sale retail and/or on-site tasting.	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	MC	MC	MC	MC	X	X	C	
Brewpub	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	X	MC	
Brew-On-Premises (no tasting or sale of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	MC	MC	MC	X	X	X	
Brew-On-Premises (with tasting and/or retail sales of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	MC	MC	MC	MC	X	X	C	
Distillery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	
Building Materials Supply Store (Wholesale with ancillary retail sales)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	X	19.273 – Building Materials Supply Store (Wholesale with ancillary retail sales)
Bus Terminals	X	X	X	X	X	X	X	X	X	C	X	X	X	C	X	C	X	X	X	X	X	19.275 – Bus Terminals

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

\*\*= For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19100.030 A and 19.100.030 B shall apply.

\*\*\*= Refer to Chapter 19.149 – Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

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

PRD = Planned Residential Development Permit, Chapter 19.780

X = Prohibited

DCP = Day Care Permit – Large Family, Chapter 19.860

RCP = Recycling Center Permit, Chapter 19.870

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

SP = Site Plan Review Permit, Chapter 19.770

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sq. ft. = Square Feet

3

Article V – PERMITTED USES TABLE

19.150.020 (A)

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

Business Support Services & Facilities (Including Graphic Reproduction, Computer-services, etc.)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	P	P	X	X	P	
Caretaker Living Quarters																						See Incidental Uses Table
Catering Establishments	X	X	X	X	X	X	X	MC	P	P	P	P	P	P	P	P	X	P	X	X	P	6.08 – Regulation of Food Establishments and Food Facilities 6.09 – Regulation of Food Handlers
Cemeteries, Mortuaries & Ancillary Uses	X	X	C	C	C	X	X	X	C	C	X	X	X	X	X	C	C	C	X	X	X	
Crematoriums	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	C	C	C	X	X	X	
Check Cashing	X	X	X	X	X	X	X	X	P/MC	P/MC	X	X	X	X	X	X	X	X	X	X	MC	19.280 – Check Cashing Establishments For parking see Banks and Financial Service under 19.580
Commercial Storage Facilities (Mini-Warehouse) <sup>1</sup>																						19.190 – Commercial Storage Overlay Zone
Day Care Centers	X	X	C	C	C	C	X	C	C	C	C	C	C	C	C	C	X	X	X	X	C	19.290 – Day Care Centers See 19.149 – Airport Land Use Compatibility***
Day Care Homes – Large Family																						See Incidental Uses Table
Day Care Homes – Small Family																						See Incidental Uses Table
Drug Store or Pharmacy:																						
2,000 sq. ft. or less and no drive-thru lane(s)	X	X	X	X	X	X	X	MC	P	P	P	P	P	P	X	X	X	X	X	X	P	
2,000 sq. ft. or less with drive-thru lane(s)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
More than 2,000 sq. ft. and no drive-thru lane(s)	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	X	
More than 2,000 sq. ft. with drive-thru lane(s)	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Equipment (Large) Sales and Rental	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	MC	MC	MC	X	X	X	19.300 – Equipment (Large) Sales and Rental
Equipment (Small) Sales and Rental	X	X	X	X	X	X	X	X	MC	MC	X	X	X	X	MC	P	P	P	X	X	X	
Farmers' Markets – Certified	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	MC	MC	MC	X	X	X	X	X	X	P/MC	19.305 – Farmers' Markets – Certified
Florist Shops	X	X	X	X	X	X	X	MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	19.310 – Florist Shops
With Incidental Alcohol Sales	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	MC	For incidental sale of alcohol see 19.415 – Alcohol Sales
Flying Schools	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	

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

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Fueling Systems – Private (Above Ground Tanks)																						See Incidental Uses Table
Furniture Upholstery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	X	X	
Gambling (including Card house)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Group Housing (Convalescent Homes, SRO's, Alcohol & Drug Treatment Facilities, 6 or Fewer Occupants)	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.315 – Group Housing
Group Housing (Convalescent Homes, SRO's, Alcohol & Drug Treatment Facilities, more than 6 Occupants)	X	X	C	C	C	X	X	C	C	C	C	X	X	X	X	X	X	X	X	X	X	19.315 – Group Housing
Hangars	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	
Heliport or Helistop	X	X	X	X	X	X	X	C	C	C	C	X	X	C	C	C	X	P	C	X	X	19.320 – Heliports and Helistops
Historic Residence Used for Retail Business, Office or Bed and Breakfast																						See Bed and Breakfast Inn, Office and Retail Sales on this table
Home Improvement, Sales and Service (Hardware, Lumber and Building Material Stores) – Retail:																						See Incidental Uses Table for Outdoor Display
Under 20,000 sq. ft.	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
20,000 sq. ft. or More	X	X	X	X	X	X	X	X	C	P	P	X	X	X	X	X	X	X	X	X	X	
Home Occupations																						See Incidental Uses Table
Hotel, Motel or Hotel/Motel - Long-term Stay	X	X	X	X	X	X	X	X	C	C	C	X	C	C	X	X	X	X	X	X	X	<a href="#">5.32</a> – Transient Occupancy Tax <a href="#">9.55</a> – Limitation on Continuous and Cumulative Occupancy of Transient Hotels and Motels 19.330 – Hotel/Motel, Long-Term Stay <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Laboratories – Research	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Laundry, Commercial (Cleaning Plants, Industrial Laundries, Carpet and Upholstery Cleaners)	X	X	X	X	X	X	X	X	X	P	X	X	X	X	P	P	P	X	X	X	X	

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19.150.020 (A)

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Live/Work Unit	X	X	X	X	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	X	X	X	X	X	X	MC	19.335 – Live/Work Units <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Lumber Yard and Building Materials – Wholesale	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	P	X	X	X	X	X	See Incidental Uses Table for Outdoor Display
Manufactured Dwellings:	P	P	P	P	P	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X	19.850 – Fair Housing and Reasonable Accommodations 19.100 – Residential Zones 19.340 – Manufactured Dwellings <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Sales of Manufactured Dwellings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	
Manufacturing (Indoors)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Marijuana Cultivation, Commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Marijuana Cultivation, Personal																						See Incidental Uses Table
Medical Marijuana Dispensary	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Medical Services – Clinic, Medical/Dental Offices, Laboratory, Urgent/Express Care, and Optometrist	X	X	X	X	X	X	X	P	P	P	P	P	P	P	MC	MC	MC	MC	X	X	P	<a href="#">5.52</a> – Massage
Medical Services – Hospital	X	X	X	X	X	X	X	C	C	C	C	X	X	X	C	X	X	X	X	X	X	<a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Mobile Home Park	X	X	With the MH Overlay Zone				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.210 – Mobile Home Park Overlay Zone <a href="#">5.75</a> – Mobile Home Parks Rent Stabilization Procedures
Model Homes	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	19.345 – Model Homes
Multi-tenant Indoor Mall	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Multiple-family Dwelling:																						19.850 – Fair Housing and Reasonable Accommodations
2 to 9 units	X	X	X	X	X <sup>2</sup>	P	P	X	X	X	X	X	P	P	X	X	X	X	X	X	X	<a href="#">See 19.149 – Airport Land Use Compatibility***</a>
10 or more units	X	X	X	X	X <sup>3</sup>	SP	SP	X	X	X	X	X	SP	SP	X	X	X	X	X	X	X	
Offices (Administrative, Business, Executive and Professional, but not Medical or Dental)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	X	X	P	19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast
In Historic Residence	X	X	MC	MC	MC	MC	X	P	P	P	P	P	P	P	P	P	P	P	X	X	MC	

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Outdoor Dining and/or Food Preparation (Permanent)																						See Incidental Uses Table
Outdoor Display of Incidental Plant Materials																						See Incidental Uses Table
Outdoor Sales, Display and Storage																						See Incidental Uses Table
Outdoor Storage Yard – Primary Use	X	X	X	X	X	X	X	X	X	C	X	X	X	X	MC	P/MC	X	X	X	X	X	19.285 –Outdoor Storage Yard
Parking Lot or Parking Structure (Stand Alone)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	19.580 – Parking
Parolee/Probationer Homes:																						19.350 – Parolee/Probationer Home
2 to 6 Occupants	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
More than 6 Occupants	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Pawn Shop / Gold Buying	X	X	X	X	X	X	X	X	MC	MC	X	X	X	X	X	X	X	X	X	X	X	For parking see Retail Sales – 19.580 19.355 – Pawn Shop
Personal Services (Barber, Beauty Salon, Spa, Tailor, Dry Cleaner, Self-service Laundry, Etc.)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	X	P	<a href="#">5.52</a> – Massage
Planned Residential Development	PRD	X	PRD	PRD	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.780 – Planned Residential Development Permit <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Plant Nurseries – Retail	X	X	X	X	MC	MC	X	X	P	P	X	MC	X	X	X	X	X	X	X	X	X	19.360 – Plant Nurseries – Retail 19.505 – Outdoor Display and Sales
Plant Nurseries – Wholesale	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	
Publishing and Printing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Manufacturing – 19.580
Rail Transit Station	X	X	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Recreational Facilities – Commercial:																						<a href="#">5.28</a> – Poolrooms 19.370 – Recreational Facilities – Commercial (Billiard Parlors and Pool Halls)
Billiard Parlors and Pool Halls	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Bowling Alleys	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Skate Facility	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Amusement Parks	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Golf Courses and Driving Ranges	C	C	C	C	C	X	X	X	C	C	C	X	X	X	X	X	X	C	X	X	X	
Health and Fitness, music, dance or martial arts studios:																						
4000 sq. ft. or less	X	X	X	X	X	X	X	X	P	P	P	P	P	P	MC	MC	MC	MC	X	X	MC	
more than 4000 sq. ft.	X	X	X	X	X	X	X	X	MC	MC	MC	X	C	C	X	X	X	X	X	X	C	
Other Indoor or Outdoor Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	C	C	X	X	X	
Recycling Center – Paper, Glass, Plastic, Aluminum and Nonferrous Metals	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	19.375 – Recycling Center – Paper, Glass, Plastic, Aluminum and Other Nonferrous Metals
Recycling Center – Solid Waste Transfer Stations and Material Recovery Facilities (MRF)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	19.380 – Recycling Center – Solid Waste Transfer Stations and Material Recovery Facilities (MRF)
Recycling Facilities:																						19.385 – Recycling Facilities
Indoor Collection Centers	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
Reverse Vending Machines	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
Bulk Reverse Vending Machines	X	X	X	X	X	X	X	X	RCP	RCP	RCP	RCP	RCP	RCP	X	X	X	X	X	X	RCP	
Mobile Recycling Units	X	X	X	X	X	X	X	X	RCP	RCP	RCP	RCP	RCP	RCP	X	X	X	X	X	X	RCP	
Repair Shop –Small Items (Computers, Small Appliances, Jewelry, Etc.) with Incidental Sales	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	P	X	X	P	
Restaurants (sit down and take-out)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	P	P	X	X	P	6.08 – Regulation of Food Establishments and Food Facilities 6.09 – Regulation of Food Handlers Outdoor Dining – See Incidental Uses Table 19.475 – Drive-Thru Businesses 19.149 – Airport Land Use Compatibility***
With Drive-thru Lanes	X	X	X	X	X	X	X	X	C	C	C	X	C	C	X	X	X	X	X	X	X	
Retail Sales:	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	19.325 – Historic Residence

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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
In Historic Residence With Incidental Repairs (Except as Noted in this Table)  Ancillary to a Manufacturing Use On-site (Floor area not to exceed 15% of gross floor area)	X	X	MC	MC	MC	MC	X	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	P/MC	X	X	X	X	X	X	P/MC	Used for Retail Business, Office or Bed and Breakfast 19.390 – Retail Sales Ancillary to a Manufacturing Use
	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X	P	
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	
Schools:																						19.395 – Schools <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
College, Community College, University and Professional (Private)	X	X	X	X	C	X	X	C	C	C	C	X	C	C	C	X	X	C	C	X	X	
Private ( Grades K-12)	X	X	C	C	C	X	X	C	C	C	C	C	C	C	X	X	X	X	C	X	X	
Vocational and Technical:																						
Total Enrollment 20 persons or less or a total size of 2,000 sq. ft. or less	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	
Total Enrollment more than 20 persons or a total size greater than 2,000 sq. ft.	X	X	X	X	X	X	X	C	C	C	C	C	C	C	C	C	C	C	X	X	X	
Senior Housing	X	X	X	X	C	C	C	X	X	X	X	C	C	C	X	X	X	X	X	X	X	Age Restricted 55+
Shelters, Emergency:																						19.205 – Emergency Shelter Overlay Zone (permitted by right) 19.400 – Shelters – Emergency 19.740 - Temporary Use Permit (Temporary Emergency Shelter with Assemblies of People – Non – Entertainment)
2 to 6 occupants	X	X	MC	MC	MC	X	X	MC	MC	MC	X	X	X	X	X	X	X	X	X	X	X	
more than 6 occupants	X	X	C	C	C	X	X	C	C	C	X	X	X	X	X	C	X	X	X	X	X	
Shopping Center – Regional:																						
Up to 5 Acres	X	X	X	X	X	X	X	X	P	P	X	X	SP	SP	X	X	X	X	X	X	X	
More than 5 Acres	X	X	X	X	X	X	X	X	SP	SP	SP	X	SP	SP	X	X	X	X	X	X	X	
Showroom	X	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	P	P	X	X	X	
Single-family Dwelling:																						
Attached	X	X	P	P	P	P <sup>6</sup>	P <sup>6</sup>	X	X	X	X	P	X	X	X	X	X	X	X	X	X	Chapter 19.850 – Fair

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Detached	P	P	P	P	P	P <sup>5</sup>	P <sup>5</sup>	X	X	X	X	P	X	X	X	X	X	X	X	X	X	Housing and Reasonable Accommodations <a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Single Room Occupancy (SRO)	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	19.401 – Single Room Occupancies
Smog Shop (Test Only)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	P	X	MC	X	X	X	19.420 – Vehicle Repair Facilities
Sober Living Homes	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X	X	For parking see Single Family Dwelling – 19.580
Student Housing, Including Fraternities, Sororities and Dormitories	X	X	X	X	X	C	C	X	C	C	X	X	C	C	X	X	X	X	X	X	X	<a href="#">See 19.149 – Airport Land Use Compatibility***</a>
Subdivision Sales Trailer and/or Office During Construction																						See Temporary Uses Table
Supportive Housing																						
2 to 6 occupants	P	P	P	P	P	P	P	MC	MC	MC	X	P	P	P	X	X	X	X	X	X	X	
more than 6 occupants	P	P	P	P	P	P	P	C	C	C	X	P	P	P	X	X	X	X	X	X	X	
Tattoo and Body Piercing Parlors	X	X	X	X	X	X	X	X	MC/C	MC/C	X	X	X	X	X	X	X	X	X	X	X	19.405 – Tattoo and Body Piercing Parlors For parking see Medical Services – 19.580
Taxi Company with Vehicle Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Tiny Home Community	X	X	PRD	PRD	PRD	C	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Transitional Housing																						
2 to 6 occupants	P	P	P	P	P	P	P	MC	MC	MC	X	P	P	P	X	X	X	X	X	X	X	
more than 6 occupants	P	P	P	P	P	P	P	C	C	C	X	P	P	P	X	X	X	X	X	X	X	
Truck Terminal	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	X	X	X	
Tutoring Center:																						
20 students or less	X	X	X	X	X	X	X	P	P	P	P	P	P	P	MC	X	X	X	X	X	MC	
21-40 students	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	C	
40 or more students	X	X	X	X	X	X	X	C	C	C	C	C	C	C	C	X	X	X	X	X	X	
Vehicle Dismantling & Wrecking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Prohibited Use
Vehicle Fuel Stations (i.e. Gasoline Stations)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	C	C	X	X	X	<a href="#">5.64</a> – Motor Vehicle Fuel Pricing 19.410 – Vehicle Fuel Stations

<sup>5</sup>One single family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone

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

\*\*= For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19100.030 A and 19.100.030 B shall apply.

\*\*\*= [Refer to Chapter 19.149 – Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.](#)

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

PRD = Planned Residential Development Permit, Chapter 19.780

X = Prohibited

DCP = Day Care Permit – Large Family, Chapter 19.860

RCP = Recycling Center Permit, Chapter 19.870

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

SP = Site Plan Review Permit, Chapter 19.770

P = Permitted

sq. ft. = Square Feet

10



Article V – PERMITTED USES TABLE

19.150.020 (A)

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

Use	Zones																					Location of Required Standards in the Municipal Code
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Vehicle Impound and Tow Yards	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	19.415 – Vehicle Impound Yard
Vehicle Parts and Accessories:																						
Sales Only	X	X	X	X	X	X	X	X	P	P	P	P	P	P	MC	C	X	X	X	X	X	
Sales and Installation (Indoor only)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	C	C	X	X	X	X	X	
Vehicle Repair Facilities – Major (Indoor)	X	X	X	X	X	X	X	X	X	C	X	X	X	X	C	P/MC	P/MC	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Major (Outdoor – fully screened)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Minor (Indoor)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	MC	P/MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Repair Facilities – Minor (Outdoor – fully screened)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	19.420 – Vehicle Repair Facilities
Vehicle Rental:																						
Moving Trucks	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Passenger Vehicles	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Incidental Sales	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	
Vehicle Sales, Rental and Leasing – New and Used (No Outdoor Display)																						See Retail Sales in This Table
Vehicle Sales, Rental and Leasing – New and Used (With Outdoor Display)	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	
Vehicle Wash Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	19.425 – Vehicle Wash Facilities
Vehicle Wholesale Business:																						
Indoor (less than 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	X	X	19.427 – Vehicle Wholesale Business
Outdoor & Indoor (In excess of 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	
Veterinary Services:																						
Clinics and Small Animal Hospitals (short term boarding)	X	X	X	X	X	X	X	X	MC	MC	MC	X	C	C	MC	C	C	X	X	X	MC	19.430 – Veterinary Services
Incidental to a Pet Shop	X	X	X	X	X	X	X	X	P	P	P	X	MC	MC	X	X	X	X	X	X	P	
Warehousing & Wholesale Distribution Centers:																						
400,000 sq. ft. or less	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	
Greater than 400,000 sq. ft.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	

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\*\*= For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19100.030 A and 19.100.030 B shall apply.

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11

Article V – PERMITTED USES TABLE

19.150.020 (A)

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

Use	Zones																				Location of Required Standards in the Municipal Code	
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	(Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							(Office, Commercial Retail, Commercial General, Commercial Regional Center)				(Neighborhood, Village, Urban)			(Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				(Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY	NC Overlay	
Wireless Telecommunication Facilities and Related Support Structures	X	X	P/C <sup>2</sup>	P/C <sup>6</sup>	P/C <sup>6</sup>	P/C <sup>6</sup>	P/C <sup>6</sup>	P/C	P/C	P/C	P/C	P/C <sup>6</sup>	P/C <sup>6</sup>	P/C <sup>6</sup>	P/C	P/C	P/C	P/C	P/C	P/C	P/C	19.530 – Wireless Telecommunications Facilities and Related Support Structures

<sup>6</sup>Allowed with a Planned REsidential Development (PRD) Permit, Chapter 19.780

<sup>7</sup>Permitted or conditionally permitted on sites that does not include a residential use.

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

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12

## ARTICLE VI: OVERLAY ZONES

### Chapter 19.170

#### AIRPORT PROTECTION OVERLAY ZONE (AP)

##### ~~19.170.010 — Purpose.~~

##### ~~19.170.020 — Safety Areas Established.~~

##### ~~19.170.030 — Permitted Uses and Related Regulations.~~

##### ~~19.170.010 — Purpose.~~

~~The Airport Protection Overlay Zone (AP) is established to implement the requirements of the Riverside County Airport Land Use Compatibility Plan (ALUCP) for airports that affect land uses within the City of Riverside. The ALUCP is a State-required, long-range master plan that reflects the anticipated growth of an airport over a twenty-year time period. State law requires general and specific plans to be consistent with any ALUCP affecting the City. The requirements are established to limit noise impacts on noise-sensitive uses and to protect and preserve airports and aviation safety, as well as public safety, from aviation-related hazards. The Airport Protection Overlay Zone may be applied to any underlying base zone and may be applied in conjunction with other overlay zones.~~

##### ~~19.170.020 — Safety Areas Established.~~

~~The Airport Protection Overlay Zone (AP) is divided into 6 separate Compatibility Zones. The AP Overlay Zone and 6 Compatibility Zones are shown in the adopted ALUCP for each airport. The following Table shows the Compatibility Zones and provides a general description of each. For more detailed information refer to the adopted Riverside County ALUCP on file in the Planning Division.~~

<del>Compatibility Zones</del>	<del>Description</del>
<del>A</del>	<del>Runway Protection Zone and within Building Restriction Line</del>
<del>B1</del>	<del>Inner Approach/ Departure Zone</del>
<del>B2</del>	<del>Adjacent to Runway</del>
<del>C</del>	<del>Extended Approach/ Departure Zone</del>
<del>D</del>	<del>Primary Traffic Patterns and Runway Buffer Area</del>
<del>E</del>	<del>Other Airport Environs</del>

~~(A property in the AP Overlay Zone, the B1 Compatibility Zone and a base zone of R-1-7000 would look as follows: R-1-7000-AP-B1)~~

##### ~~19.170.030 — Permitted Uses and Related Regulations.~~

~~Permitted Uses and related regulations are contained in Volume 1, Chapters 1-3 of the Riverside County ALUCP.~~

# SITES PROPOSED TO HAVE AIRPORT OVERLAY ZONE CLASSIFICATION REMOVED

Exhibit 4 - P15-1010, P17-0124, & P17-0838 Zoning Map Amendment Removing Airport Overlay Zone



**TOTAL ACRES:** 2.96

**APN:** 227-130-025

**ADDRESS:** 4109 JEFFERSON ST

**EXISTING ZONING:** R-3-3000-AP-D

**PROPOSED ZONING:** R-3-3000





**TOTAL ACRES:** 3.96

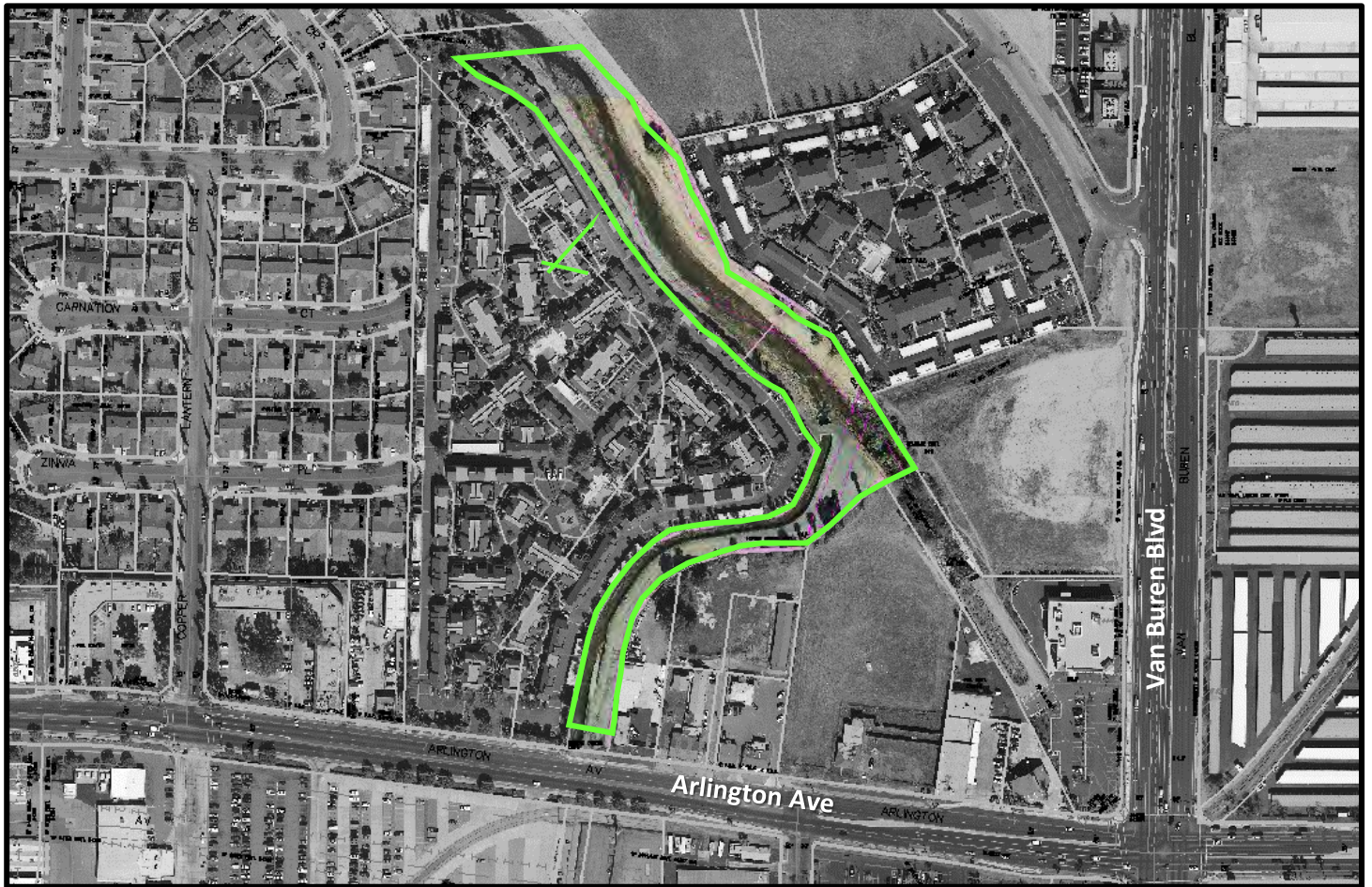
**APN:** 155-290-061

**ADDRESS:** 6458 VAN BUREN BLVD

**EXISTING ZONING:** CR-AP-D

**PROPOSED ZONING:** CR





**TOTAL ACRES:** 5.11

**APNS:** 155-290-029, 155-290-030

**ADDRESS:** N/A

**EXISTING ZONING:** PF-WC-AP

**PROPOSED ZONING:** PF-WC



**TOTAL ACRES:** 6.99

**APNS:** 155-290-012, 155-290-013, 155-290-014, 155-290-015, 155-290-016, 155-290-017, 155-290-019

**ADDRESS:** 7475 – 7871 ARLINGTON AVE

**EXISTING ZONING:** R-4-AP-D

**PROPOSED ZONING:** R-4





**PROPOSED ZONING: CR**



**TOTAL ACRES:** 0.99

**APN:** 227-251-037

**ADDRESS:** 4990 ARLINGTON AVE

**EXISTING ZONING:** O-S-1-AP

**PROPOSED ZONING:** O-S-1





**TOTAL ACRES:** 0.70

**APN:** 191-040-013

**ADDRESS:** 9265 AUDREY ST

**EXISTING ZONING:** CR-X-50-S-2-AP

**PROPOSED ZONING:** CR-X-50-S-2