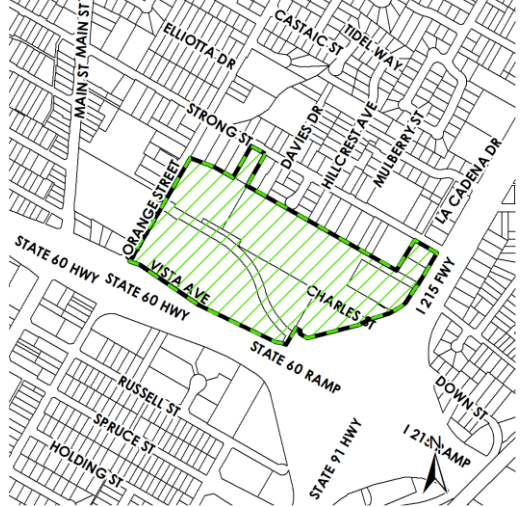




**PLANNING COMMISSION HEARING DATE: MARCH 21, 2019
AGENDA ITEM NO.: 4**

PROPOSED PROJECT

Case Numbers	P18-0091 (General Plan Amendment) P18-0092 (Rezone) P18-0099 (Parcel Map-37475) P18-0093 (Site Plan Review) P18-0094, P18-0095, P18-0096, P18-0097, and P18-0098 (Conditional Use Permits) P18-0100 (Minor Conditional Use Permit) P18-0101 (Design Review) P18-0424 (Grading Exception and Variance) P18-0401 (Environmental Impact Report)
Request	To consider the following entitlements for the construction of a mixed use development on seven parcels totaling approximately 35.4 acres: 1) General Plan Amendment to amend the land use designations of 34.34 acres from MDR – Medium Density Residential and O – Office to MU-U – Mixed Use Urban, and amend the land use designation of the remainder 1.06 acres of the site from O – Office to C – Commercial; 2) Zoning Code Amendment to rezone approximately 34.34 acres from R-1-7000 Single Family Residential Zone, R-3-1500 – Multi-Family Residential Zone, and R-1-7000-WC – Single Family Residential – Watercourse Overlay Zones to MU-U – Mixed Use Urban; and rezone the remainder 1.06 acres of the site from R-1-7000 – Single Family Residential Zone to CR – Commercial Retail Zone; 3) Tentative Parcel Map No. 37475 to subdivide 4 of the 7 parcels into 12 parcels, ranging in size from 0.49 acres to 7.67 acres; 4) Site Plan Review of project plans for the mixed use project consisting of 482 multi-family residential dwelling units; 49,000 square feet of commercial retail space; two hotels, and 23 Recreational Vehicle (RV) overnight spaces; 5) Conditional Use Permits to permit each of the following uses: Hotels and RV parking, vehicle fuel station, drive-thru restaurant, live entertainment and special events, and a farmers market; 6) Minor Conditional Use Permit and Variance to permit two freestanding, freeway-oriented monument signs; 7) Design Review of project plans for the vehicle fuel station and convenience store; 8) Grading Exception to allow on-site retaining walls higher than permitted by Code; and 9) An Environmental Impact Report.
Applicant	Jim Guthrie, AFG Development
Project Location	The project is generally bounded by Orange Street to the west, Strong Street to the north, State Route 60 (SR-60) to the south and Interstate 215 (I-215) to the east

APNs	209-151-029, 209-151-036 209-020-022, 209-020-047 209-020-048, 209-020-059 209-020-060, 209-020-061 209-020-062, 209-060-023 209-060-027, 209-060-029 209-070-015	
Project Area	35.4 acres	
Ward	1	
Neighborhood	Northside Neighborhood	
General Plan Designation	MDR – Medium Density Residential and O – Office	
Zoning Designation	R-1-7000 Single Family Residential Zone, R-3-1500 – Multi-Family Residential Zone, and R-1-7000-WC – Single Family Residential – Watercourse Overlay Zones	
Staff Planner	Brian Norton, Senior Planner; 951-826-2308; bnorton@riversideca.gov	

RECOMMENDATIONS

Staff recommends that the Planning Commission:

1. **RECOMMEND** that the City Council find:
 - a. The draft project Environmental Impact Report (P18-0401) has been completed in compliance with the California Environmental Quality Act (CEQA);
 - b. The project will have a significant effect on the environment; but
 - c. There are no feasible alternatives to the project or mitigation measures that will avoid or substantially lessen the significant environmental effects as identified in the Draft EIR for cumulative and project-specific impacts related to air quality standards and Greenhouse gas emissions from mobile source emissions during operations; and transportation and traffic impacts related to local roadways and intersections and regional facilities; and
2. **RECOMMEND APPROVAL** of Planning Cases: P18-0091 (General Plan Amendment), P18-0092 (Rezone), P18-0099 (Parcel Map No. 37475), P18-0093 (Site Plan Review), P18-0094 (Conditional Use Permit – Hotels and RV Parking), P18-0095 (Conditional Use Permit – Vehicle Fuel Station), P18-0096 (Conditional Use Permit – Drive-Thru Restaurant), P18-0097 (Conditional Use Permit – Live Entertainment/Special Events), and P18-0098 (Conditional Use Permit – Farmers Market), P18-0100 (Minor Conditional Use Permit), P18-0101, (Design Review), P18-0424 (Grading Exception and Variance), and P18-0401 (Environmental Impact Report), based on the findings outlined in the staff report and summarized in the attached findings and subject to the recommended conditions and mitigation measures.

BACKGROUND

The project site consists of seven contiguous vacant parcels, totaling approximately 35.4 acres. Until the 1920's, the site was primarily rural ranch land and used for orchards when portions of the site were developed with single family residences. All residences have since been demolished (Exhibit 3).

Surrounding land uses include single family residences and a church (Iglesia Cristiana Restauracion Familiar) to the north, Interstate-215 (I-215) to the east, State Route 60 (SR-60) to the south, and Fremont Elementary School to the west, across Orange Street. The existing General Plan designations include MDR – Medium Density Residential and O – Office and the proposed General Plan Land Use designations are MU-U – Mixed Use-Urban and C – Commercial (Exhibit 4). The existing zoning designation is R-1-7000 Single Family Residential, R-3-1500 – Multi-Family Residential, and R-1-7000-WC – Single Family Residential-Watercourse overlay Zones and the proposed zoning is MU-U – Mixed Use-Urban and CR – Commercial Retail (Exhibit 5). The site has an average natural slope of approximately 9.5 percent and is generally flat (Exhibit 7). A concrete storm channel (University Wash) bisects the site from east to west. Two jurisdictional drainages have been identified on the site, a concrete drainage channel (Drainage 1) and a soft bottom drainage (Drainage 2). Both drainages total 0.35 acres and contain riparian habitat and riverine characteristics. Drainage 1 generally bisects the site from the southeast to the west portion of the site and conveys water through the project site to Lake Evans in Fairmount Park. Drainage 2 is generally located on the northern portion of the site and collects water from culverts along La Cadena Drive and conveys water flow from the northeast portion until it intersects with Drainage 1. Except for the riparian habitat the site consists of non-native grasslands. The site currently has restricted vehicle access points from Orange Street and La Cadena Drive.

PROPOSAL

The Applicant is requesting approval of a General Plan Amendment, Rezoning, Parcel Map, Site Plan Review, Conditional Use Permits, Design Review, Minor Conditional Use Permit, Grading Exception, Variance, and Environmental Impact Report to facilitate development of a mixed use development. This project consists of multi-family residential, multi-tenant commercial buildings, hotels, a drive-thru restaurant, vehicle fuel station, recreational vehicle overnight parking, freeway oriented pylon sign and areas for intermittent outdoor entertainment and on-site activities (farmers market, car show) (Exhibit 6). Following is a description of each component of the project:

- **Multi-Family Residential**

The multi-family residential complex is located on the northern portion of the development on approximately 18.4 acres. A total of 482 units are proposed in 21 three-story buildings. The complex includes 145 one-bedroom units, 12 one-bedroom live/work units, 308 two-bedroom units, and 17 three-bedroom units. Units range in size from 710 to 1,297 square feet. Private balconies or patios are attached to each unit and range in size from 55 to 133 square feet.

Common useable open space totals 71,240 square feet and includes paseos, two pools/spas, bar-b-que areas, recreation areas, fire pits, covered seating areas, two clubhouses, two fitness centers and a dog park. Three gated entries off the main drive aisle will provide access to the complex. A total of 886 parking spaces in fully enclosed garages, covered carports, and uncovered parking spaces will serve this component of the project.

- **Commercial**

There are three types of commercial uses proposed for this project. The following is a description of each commercial use:

- **Multi-Tenant Commercial Center**

A total of six multi-tenant commercial buildings are proposed on the southwest portion of the development and includes 40,500 square feet of commercial space. A total of 34,000 square feet is anticipated to be leased to restaurants. The multi-tenant commercial buildings include connected courtyards and public gathering areas with outdoor seating and dining tables. No tenants have been identified for the commercial lease spaces.

- **Vehicle Fuel Station**

The vehicle fuel station is proposed on the southwest portion of the development. The vehicle fuel station includes a 4,500 square foot convenience store, with no alcohol sales, a 3,948 square foot fuel canopy with 6 fuel dispensers, and a 1,080 square foot automated express carwash attached to the south side of the convenience store.

The carwash has a queueing lane 215 feet in length and 12 feet in width. It is proposed to wrap around the northeast and south sides of the convenience store building to accommodate 12 vehicles. A total of 21 parking spaces are proposed east and west of the fuel canopy. Two of the parking spaces on the southwest corner of the site will have a vacuum unit. The automated express carwash, vehicle fuel station, and convenience store will operate 24-hours a day, seven days a week.

- **Drive Thru Restaurant**

The drive-thru restaurant is proposed along the southern boundary of the project site. It is 4,000 square feet in area and includes a single drive thru lane, 215 feet in length and 12 feet in width. The drive-thru wraps around the west, south, and east sides of the restaurant and accommodates stacking for 12 vehicles. The menu and voice order box are located adjacent to the southwest corner of the building. The Applicant has indicated the drive thru restaurant is anticipated to operate 24 hours a day, seven days a week. A tenant has not been identified for this use.

A total of 400 uncovered parking spaces are provided to serve the commercial uses on site. Access will be provided via two, two-way driveways from Orange Street.

- **Hotel/Short-Term RV Parking**

Two hotels are proposed on the southeast portion of the development on approximately 7.4 acres. Hotel 1 contains 120 rooms and an outdoor pool deck; an operator has not been identified. Hotel 2 (La Quinta) contains 109 rooms and an outdoor pool deck. Both hotels will operate 24-hours a day, seven days a week.

In addition to the hotels, the proposed project includes short-term RV parking, east of Hotel 2, for stays no longer than 30 days within a 60-day time period. The RV parking includes 23 RV spaces, approximately 50 feet in depth to accommodate one standard RV and a personal vehicle. An additional 12 standard parking spaces for visitors are proposed northeast of the RV parking area. Each RV parking space will be equipped with water, gas, sewer, and electrical hookups. All functions of checking in and out for the RV parking will occur at Hotel 2. RV patrons will have access to hotel amenities. RV parking will be accessed from the internal drive aisle and secured with arm gates.

- **Farmers Market, Live Entertainment, Special Events**

The project includes provisions to accommodate a farmers market/special events and live entertainment for the residents within the development and the surrounding community. Farmers markets will generally occur during weekend mornings until early afternoon. Live entertainment will be situated in the center courtyard of the commercial buildings. Special events will occasionally occur on Friday, Saturday, and/or Sundays throughout the year. Both the farmers market and special events will be located in the southern parking lot area, south of commercial buildings, identified on the plans as Shops 1 and 2.

- **Freeway Oriented Signs**

The development includes a total of two freeway oriented signs, one along the south side of the site, adjacent to State Route 60 (SR-60), and a second sign on the east side of the property, adjacent to Interstate 215 (I-215). The sign adjacent to SR-60 is approximately 49.3 feet in height and has a maximum sign area of 500 square feet. The second sign adjacent to I-215 is approximately 70.8 feet in height and also has a maximum sign area of 500 square feet. The height of the signs will not exceed 60 feet when measured from the finish grade of the adjacent freeway. Each pylon sign will provide identification for six businesses within the commercial center. The pylon signs have been designed to complement the architecture, materials and colors of the center.

- **Site Access**

The project will be accessed from two driveways along Orange Street and one driveway along La Cadena Drive. These entries will be connected by an internal drive aisle that extends from east to west. Except for the RV parking and the multi-family residential complex, no gates are proposed on site.

PROJECT ANALYSIS

Item	Consistent	Inconsistent
General Plan 2025 The project is consistent with the proposed General Plan Land Use designation of MU-U – Mixed Use-Urban and C – Commercial. The proposed land use designations provide opportunities for high-density residential development with commercial, office, institutional and business uses, with an emphasis on retail and entertainment activities. Such development is intended to facilitate the grouping of housing with employment uses, entertainment activities and public gathering spaces, and other community amenities. The design of the project ensures the mix of uses are functionally integrated throughout the site creating a relationship between location and types of uses and structures. The proposal to amend the General Plan Land Use designation will be consistent with the following Policies and further the intent of the General Plan 2025: <i>Objective LU-70:</i> Provide a balanced community with sufficient office, commercial and industrial uses, while preserving the single family residential preeminence of the community. <i>Objective LU-71:</i> Establish the Northside Community as a balanced community in which it is pleasant to live, work and play.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Item	Consistent	Inconsistent
<p><i>Policy LU-72.5:</i> Encourage appropriate retail opportunities to better serve the Northside Neighborhood.</p> <p><i>Policy LU-72.6:</i> Complete roadway improvements needed to ensure adequate access to the Northside Neighborhood to meet the needs of residential, commercial and other users.</p> <p><i>Policy LU-74.5:</i> Land use interfaces between residential and commercial or industrial properties should receive special design consideration to protect the scenic integrity of the residential neighborhood.</p>		
<p>Zoning Code Land Use Consistency (Title 19) The project is consistent with the proposed MU-U – Mixed-Use-Urban Zone and CR – Commercial Retail Zone, as these zones will be consistent with the proposed MU-U – Mixed Use-Urban and C – Commercial Land Use designations, and facilitate the proposed mixed use development. The project design strengthens the interaction between the proposed mix of uses, reducing sprawl and creating a pedestrian-oriented environment. The southwest portion of the site, closest to State Route 60 serves to provide auto oriented uses. As designed, this project provides a dynamic mix of uses while ensuring that the overall design and proposed uses are compatible with the surrounding neighborhoods.</p> <p>With the exception of a Variance requested to allow a second freeway oriented sign and Modifications related to standards for locating a vehicle fuel station and drive thru restaurant on an arterial and separating the vehicle fuel station from the mixed use project with a 6 foot high masonry wall, this proposal is consistent with all applicable development standards of the Zoning Code.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Grading Code (Title 17) Grading of the site will occur in phases. The first phase includes the removal of the open concrete channel and the installation of a 98-inch reinforced concrete pipe to route storm water under the projects primary roadway.</p> <p>The second phase of grading will include cut and fill. Based on the sites topography there will be approximately 20 feet of cut/fill. With an anticipated shrinkage of 10 percent and subsidence of 0.1 foot, soil is anticipated to balance on site. Various retaining walls, up to 12 feet in height are proposed throughout the development.</p> <p>A grading exception is requested as part of the proposed project to allow retaining walls to exceed 6 feet in height where visible to the public right of way. With the exception of the Grading Exception for over height retaining walls, the project complies with the standards of the Grading Code.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Item	Consistent	Inconsistent
Subdivision Code (Title 18) The project proposes a Parcel Map (Parcel Map No. 37475) to subdivide 4 of the projects 7 parcels into 12 parcels and a lettered lot. As proposed, the Parcel Map meets the minimum standards of the Subdivision Code and lot standards of the MU-U – Mixed Use-Urban and CR-Commercial Retail Zones of Title 19 (Zoning Code).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Compliance with Citywide Design & Sign Guidelines The proposed project substantially meets the objectives of the Citywide Design Guidelines for new commercial and residential development related to building siting and orientation, massing, articulation and architectural treatment, parking layout, and landscaping. The residential buildings have been designed to incorporate an earth tone color scheme and multiple materials, including: stucco, ceramic tile, metal canopies, metal awnings, and concrete tile roofing. The commercial buildings (hotels, drive-thru restaurant and fueling station) include highly articulated facades and modulated roof lines. Buildings incorporate stucco, ceramic tile, stone, treverkchic (wood-look porcelain), limestone and tile roofing, while metal and fabric awnings provide human scale elements and additional articulation. The site has been designed to provide a 'main street' pedestrian feel. Public art will be incorporated, in the form of murals on two residential buildings. One mural will be visible from Interstate-215 and the other will be visible from Orange Street and the main drive aisle that bisects the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS CHAPTER 19.120 MIXED USE ZONES

Parcel 1/Buildings P1 and P2 MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.35	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirement	Lot Size	20,000 sq. ft.	29,620 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	114 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	260 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		Building 1 - 31 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Building 2 - 33 feet		
Setbacks	Front (Orange Street)	0 feet	47 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North)	0 feet	26 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 feet	11 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 feet	20 feet 7 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 2/ Building P3 MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.25	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	21,457 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	162	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	132	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		34 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Front (Orange Street)	0 Feet	38 feet 9 inch	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North)	0 Feet	11 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 Feet	22 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 Feet	63 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 3/ Building P4 MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.19	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	23,063 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	162	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	163	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		31 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Interior Side (North)	0 feet	11 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 feet	35 feet 2 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 feet	63 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (West)	0 feet	16 feet 10 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 5/ Building P5 19.120 - MU-U Standards and 19.475 Drive-Thru Standards						
Standard			Proposed	Consistent	Inconsistent	Modified
FAR	4.0		0.09	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	42,612	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	290	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		32 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Setbacks	Front (SR-60)	0 feet	42 feet 11 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North)	0 feet	34 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 feet	139 feet 5 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parcel 5/ Building P5 19.120 - MU-U Standards and 19.475 Drive-Thru Standards						
Standard			Proposed	Consistent	Inconsistent	Modified
	Interior Side (West)	0 feet	38 feet 11 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive-Thru Lane Landscape Setback	15 feet		26 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive-Thru Lane Length	180 feet		240 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle Stacking	10 vehicles		12 vehicles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive-Thru Lane Width	12 feet		12 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master Plan of Roadway	Located on an Arterial Roadway		Collector (Orange Street)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Frontage on Arterial Roadway	100 feet		0 feet (within master plan development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perimeter Wall	6 feet in height		0 feet	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Parcel 6/ Shops 1 Building 19.120 - MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.177	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	67,519 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	330	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	220	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		39 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Interior Side (North)	0 feet	26 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 feet	20 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 feet	232 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (West)	0 feet	22 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 7/ Shops 2 Building 19.120 - MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.23	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	34,370 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	150	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	153	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		39 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Interior Side (North)	0 feet	7 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 7/ Shops 2 Building 19.120 - MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
	Interior Side (East)	0 feet	9 feet 5 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 feet	40 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (West)	0 feet	19 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 8/ Hotel 1 19.120 - MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		0.48	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	122,605 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	400 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	300 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		64 feet ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Front (SR-60)	0 feet	37 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North)	0 feet	83 feet 3 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 feet	9 feet 5 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (West)	0 feet	141 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Parcel 9/Hotel 2 19.120 - MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
FAR	4.0		1.21	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	65,779 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	320 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	190 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		64 feet ²	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Interior Side (North)	0 Feet	19 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	0 Feet	10 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 Feet	60 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (West)	0 Feet	64 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹ 19.560.030(B) – Exceptions to Height Limits - Roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building and fire or parapet walls, may be erected above the height limits prescribed in the Zoning Code

² 19.560.030(B) – Exceptions to Height Limits - Roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building and fire or parapet walls, may be erected above the height limits prescribed in the Zoning Code

Parcel 10, 11, 12/ Residential Buildings Chapter 19.120 -MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
Density	40 du/ac		Lot 10 - 23.68 du/ac (126 units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 11 – 25.43 du/ac (133 units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 12 – 29.07 du/ac (223 units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Overall du/ac – 26.45	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Size	20,000 sq. ft.	Lot 10 – 231,623 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 11 – 227,6665 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 12 – 333,934 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Depth	100 feet	Lot 10 – 404 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 11 – 423 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 12 – 460 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Lot Width	80 feet	Lot 10 – 504 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 11 – 552 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 12 – 780 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Height	60 feet		Lot 10 – 42 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 11 – 42 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Lot 12 – 42 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Setbacks	Front (Orange Street)	0 feet	21 feet 5 inches (Building 2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North) ³	15 feet	87 feet 3 inches (Building 4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side (South)	0 feet	10 feet (Building 18)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Interior Side(East)	0 feet	6 feet 8 inches (Building 20)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³ The side yard setback in the MU-U Zone shall be 15 feet when adjacent to a residential zone

Parcel 10, 11, 12/ Residential Buildings Chapter 19.120 -MU-U Standards					
Standard			Proposed	Consistent	Inconsistent
Open Space	Private				
	Minimum number of units with private open space	50% (241 units)	482 units	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Minimum Area	50 sq. ft.	55-133 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Common				
	Total Area (50 sq. ft. per unit)	24,100 sq. ft.	71,240 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS COMMERCIAL AND OFFICE ZONES

Parcel 4/ Building P6 Chapter 19.110 - CR Standards, Chapter 19.410 – Vehicle Fuel Station and Chapter 19.475 – Drive-Thru Business						
Standard			Proposed	Consistent	Inconsistent	Modification
FAR	0.50		0.09	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lot Requirements	Lot Depth	100 feet	161 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Lot Width	60 feet	271 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Building Setbacks	Front (Orange Street)	0 feet	198 feet 11 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Front (SR-60)	0 feet	15 feet 9 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interior Side (North)	15 feet	43 feet 2 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interior Side (East)	15 feet	22 feet 1 inch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Lot Width	35 feet	32 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lot Area	1 acre		1.06 acre	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Building Height	35 feet		31 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master Plan of Roadways	Located on an Arterial Roadway		Collector (Orange Street)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape Setbacks	Interior Property Line (North)	5 feet	7 feet 6 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parcel 4/ Building P6 Chapter 19.110 - CR Standards, Chapter 19.410 – Vehicle Fuel Station and Chapter 19.475 – Drive-Thru Business						
Standard			Proposed	Consistent	Inconsistent	Modification
	Interior Property Line (East)	5 feet	33 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Street Side	15 feet	38 feet 4 inches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Adjacent to Freeway Right-of-Way	5 feet	15 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Canopy Setback	20 feet		23 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Perimeter Wall	6 foot high wall		0 foot	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carwash Drive-Thru Lane Width	12 feet		12 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carwash Drive-Thru lane Stacking	36 feet		240 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 vehicles		12 vehicles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS PARKING AND LOADING

Chapter 19.580 – Parking and Loading					
Standard			Proposed	Consistent	Inconsistent
Parking	Residential				
	1.5 space per unit ≤ 1 bedroom	157 units – 236 stalls	236 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	2 spaces per unit ≥ 2 bedrooms	325 units -650 stalls	650 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	75 percent of stalls to be in a fully enclosed garage or carport.	665 stalls	325 garage 352 carport 677 total covered spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Commercial				
	Retail 1 space/250 sq. ft.	15,000 sq. ft. 60 stalls	60 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Restaurant 1 space/100 sq. ft.	34,000 sq. ft. – 340 stalls	340 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Hotels				

	Hotel 1 1 space/ room	120 rooms – 120 stalls	120 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Hotel 2 1 space/ room	109 rooms – 109 stalls	109 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Recreational Vehicle (RV)				
	1 space per RV space	23 RV spaces – 23 stalls	35 spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Project Parking		1,538 stalls	1,550 stalls	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Chapter 19.620.070 Freeway Oriented Pylon Signs				
Standard		Proposed	Consistent	Inconsistent
Sites Greater Than 25 Acres	1 pylon sign	2 pylon signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Maximum Height⁴	Sign 1 (SR-60) – 60 feet from adjacent freeway grade	49.3 feet (60 feet high as measured from adjacent freeway grade)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Sign 2 (I-215) – 60 feet from grade of adjacent freeway	70.8 feet (60 feet as measured from adjacent freeway grade)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maximum Sign Area	500 sq. ft.	490 sq. ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS WALLS AND FENCES

Chapter 19.550 - Fences, Walls and Landscape Material				
Standard		Proposed	Consistent	Inconsistent
Walls and Fences	6-feet in height	6 feet in height	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Chapter 17.28.020(C) – Retaining Walls				
Standard		Proposed	Consistent	Inconsistent
Retaining Walls	Visible to Public - Up to 3 feet	Up to 3 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Not Visible to Public – Up to 6 feet	Up to 12 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PARCEL MAP

The Parcel Map proposes to subdivide 31.06 acres of the larger 35.4-acre property into 12 parcels. Parcels range in size from 0.49 acres to 7.67 acres and meet the minimum standards of the Mixed Use-Urban Zone and Subdivision Code. The remainder 4.34 acres consists of three parcels, owned by the Riverside County Transportation Commission (RCTC) located on the southeast area of the

⁴ Height measured from adjacent freeway elevation.

site that will be leased by the Applicant for construction of a surface parking lot and RV parking. To ensure the improvements on these parcels are provided in perpetuity, a condition of approval is recommended requiring the Applicant to record Covenants, Conditions and Restrictions (CC&R's) for reciprocal access and parking across all parcels, subject to Planning Division and City Attorney's review and approval.

As part of this Parcel Map, the Applicant is requesting the vacation of an approximately 0.43 acre segment of excess right-of-way along La Cadena Drive, adjacent to the eastern side of the site. The vacated portion of La Cadena Drive will be integrated into the internal drive aisle for vehicular access to the multiple components of the project.

MODIFICATIONS/ CONDITIONAL USE PERMITS – JUSTIFICATIONS AND FINDINGS SUMMARY

The Applicant is requesting modifications to two standards related to vehicle fuel stations and drive thru businesses. Sections 19.410.060 and 19.475.040 of the Zoning Code allows for the modification of development standards through the consideration of a Conditional Use Permit. The Applicant has provided justifications for the requested modifications.

In addition, Staff has prepared the following supplemental justifications:

- **Vehicle Fuel Station, Automated Carwash, and Drive Thru Restaurant - Located on Arterial Street**

The Zoning Code requires that vehicle fuel stations and drive thru businesses be located on an arterial street. In this instance, the proposed vehicle fuel station, automated express carwash, and drive thru restaurant will be accessed from Orange Street, which is identified in the General Plan as a collector street. The Applicant is requesting modification to this standard and Staff supports the requested modification for the following reasons: 1) the fuel station, automated carwash, and drive thru restaurant are integrated uses in the larger 35-acre mixed use development; 2) these uses are adjacent to SR-60 on and off ramps and maintain efficient on-site circulation; and 3) they are readily accessible from two driveways along the Orange Street frontage, one being traffic controlled. In conclusion, allowing access to the proposed fueling station, automated carwash, and drive thru restaurant from a collector street will not be detrimental to the surrounding area.

- **Vehicle Fuel Station and Automated Carwash - Six Foot Wall Adjacent to Residentially Zoned Property**

The Zoning Code requires a six-foot high masonry wall be constructed when a vehicle fuel station and drive-thru business (carwash) adjoins any lot in a residential, mixed use or office zone. As proposed, the vehicle fuel station and automated carwash are part of a 35 acre mixed use development, which includes reciprocal vehicle access points, shared internal drive aisles, and shared parking. The Applicant is requesting modification to this standard and Staff supports the requested modification for the following reasons: 1) the vehicle fuel station and automated carwash are integrated into the overall site design of the development with shared circulation elements (drive-aisles, egress/ingress); and 2) they are surrounded by proposed commercial uses, including a drive-thru restaurant to the east, multi-tenant commercial buildings to the north that serve as buffer from the multi-family residential component of the overall project. As proposed, the exclusion of masonry walls will not be detrimental to surrounding development.

Overall, the site has been designed to create an urban-scale mixed-use project consistent with the vision of the Mixed-Use-Urban land use designation and the development standards of the

Zoning Code. Commercial buildings have generally been grouped around courtyards and the main drive aisle, creating a strong street presence and pedestrian interface. Site design takes inspiration from the pedestrian character of the Riverside Plaza and Canyon Crest Town Center, focusing on creating a sense of place with the introduction of multiple gathering places and amenity areas placed throughout the site.

On-site residential parking has been placed towards the rear of the project site, allowing the multi-family residential buildings to be situated the furthest extent possible from the existing single family residential neighborhood, which abuts the project to the north. The more intense vehicle oriented uses have been placed closer to the freeway on southern side of the site to minimize impacts to the residential component of the development. Areas for live entertainment, special events and the farmers market have been strategically placed on-site, activating the core commercial component of the project, while being sensitive to residences as it relates to noise, parking and on-site circulation.

The two freeway oriented signs, located adjacent to SR-60 and the I-215, have been designed to be compatible with the overall architectural theme of the development and placed over 500 feet from the surrounding residential neighborhood.

Adequate circulation and access are provided throughout the site, including pedestrian pathways connecting to the amenity areas and residential units to sidewalks providing pedestrian connectivity throughout the site. For the reasons above, staff can support the proposed uses and modifications.

DESIGN REVIEW

The residential and commercial components of the project have been designed to reflect a contemporary architectural style with the inclusion of multiple colors and materials. The buildings consist of highly articulated facades and modulated roof lines. To ensure live/work units have direct access to the sidewalk along the main drive aisle, a condition of approval is recommended requiring plans to show direct access from the unit to the sidewalk. As proposed and conditioned, the proposed project is consistent with the Citywide Design Guidelines.

The conceptual landscape plan shows multiple species of trees throughout the site in compliance with the provisions of the Water Efficient Landscape Ordinance (WELO) of the Zoning Code. Off-site landscape improvements include irrigation and landscaping. A condition of approval is recommended requiring the Applicant to work with Public Works Department to further identify specific plant species for the parkway, consistent with Public Works Department's standards and subject to Public Works Staff review and approval.

GRADING EXCEPTIONS

The Grading Code establishes a maximum retaining wall height of six feet in areas not open to public view. The proposed project includes a retaining wall that exceeds six feet in height along the eastern edge of the development, adjacent to the west bound connector ramp for the Riverside Interchange. The Applicant has requested a Grading Exception to allow the retaining wall to be up to 12 feet in height and has provided Grading Exception Justifications (Exhibit 8).

Staff is able to make the necessary findings in support of the requested Grading Exception to allow a retaining wall up to 12 feet in height, as the retaining wall is generally lower than the grade of the adjacent freeway and will not be visible from the adjacent neighborhood due to the

proposed development of the three story residential units between the retaining wall and the neighborhood. Further, the retaining wall allows the main internal drive aisle to be constructed the furthest extend possible from existing single family residences that adjacent to the project site.

VARIANCE

The Zoning Code establishes a maximum of one freeway oriented sign for project sites over 25 acres in size. The proposed project includes two freeway oriented signs, one along the south side of the site, adjacent to State Route 60 (SR-60), and a second sign on the east side of the property, adjacent to Interstate 215 (I-215). The Applicant is requesting a Variance to allow a second freeway oriented sign and provided justifications in support of the Variance.

Staff is able to make the necessary findings in support of the requested Variance to allow a second freeway oriented sign, as the difference in grade elevations of the adjacent freeway connector ramps and SR-60 would not allow standard monument signs to be visible to the public prior to approaching the freeway exits serving the development (Exhibit 9).

ENVIRONMENTAL REVIEW

Pursuant to Section 15060(d) of the CEQA Guidelines, an Initial Study (IS) was prepared for the project to determine if the project would have a significant effect on the environment. The IS and Notice of Preparation (NOP) was circulated on July 25, 2018 with the review period ending August 24, 2018. The analysis in the IS concluded that no impacts would occur to Agriculture & Forest Resources, Hazards & Hazardous Materials, Mineral Resources, Population/Housing, and Public Service sections.

The remaining sections in the IS checklist were identified as having a potentially significant impact requiring the preparation of an Environmental Impact Report (EIR), consistent with Sections 15161 and 15126.6 of the CEQA Guidelines and City of Riverside Resolution No. 21106. The EIR included analysis of potential effects associated with aesthetics, air quality, biological resources, cultural resources, energy conservation, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, recreation, transportation/traffic, tribal cultural resources, and utilities and service systems.

CEQA Guidelines indicate a Project EIR should focus primarily on the changes in the environment that would result from the project. The EIR should describe a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The Draft EIR includes 4 alternatives to the project, Alternative 1—No-Project Alternative, Alternative 2 — Develop the Site Pursuant to Current Underlying Zoning Regulations, Alternative 3—Mixed Use Development with lower Residential Density, and Alternative 4 – No Riverside County Transportation Commission Lease Area Development.

The EIR concludes that, with the exception of Air Quality, Greenhouse Gas Emissions and Transportation/Traffic, all other impacts have been identified as less than significant or have been reduced to below the level of significance with mitigation (Exhibit 11). The following impacts would remain significant and unavoidable and a Statement of Overriding Considerations is required to be adopted by the City Council:

- **Air Quality:**

Nox emissions of 183.7 lbs/day during Project operation will exceed the SCAQMD threshold of 55 lbs/day. (Project-specific and cumulative impact).

- **Greenhouse Gases:**

Total GHG Emissions of 21,272.98 (MT CO₂e per year) will exceed SCAQMD threshold of 3,000 (MT CO₂e per year). (Project-specific and cumulative impact).

- **Transportation/Traffic:**

Project traffic will contribute to an exceedance of Level of Service (LOS) at Main Street and Russell Street during the PM peak hour for 2040 Intersection Conditions with Ambient Growth plus project conditions (Project specific and cumulative). Due to the intersections proximity to the signalized intersections of Spruce and Main Streets and State Route 60 and Main Street, installation of a traffic signal or access restrictions at this intersection are not feasible.

PUBLIC NOTICE, COMMUNITY MEETINGS, AND COMMENTS

On August 2, 2018, staff held a public scoping meeting to inform the community an Environmental Impact Report (EIR) was being prepared for the Exchange mixed use development, solicit input on the Scope of the EIR, provide information on the CEQA/EIR process, share an overview of the project, and inform the community of all future opportunities for input. The Applicant has also reached out to the Northside community and held two community meetings.

Pursuant to CEQA, a 45-day review and comment period was provided from January 15, 2019 to March 01, 2019. A Notice of Availability was mailed to property owners within 300 feet of the project site and to various Federal, State, regional, and local government agencies and other interested parties, including the agencies/interest groups that commented on the Notice of Preparation. An ad was published in the Press Enterprise. During this period, staff received written comments from the following agencies:

1. Riverside Unified School District – Concerns primarily related to the ultimate configuration of the main entry to the project, operations and safety of the fueling station, and project construction plan.
2. South Coast Air Quality Management District – Recommended the following: 1) additional mitigation measures to further reduce NO_x emissions to achieve the NO_x reduction goal described in the 2016 Air Quality Management Plan; 2) reassessment of the Health Risk Assessment to take into account age groups specific modeling parameters; and assessment of operational emissions resulting from the servicing or fueling process.
3. Governor's Office of Planning and Research – Indicated that no State agencies submitted comments. It also acknowledges the City has complied with the State Clearinghouse requirements for draft environmental documents, pursuant to CEQA.

Staff received a total of 7 comment letters including letters from the agencies mentioned above (Exhibit 10). Staff reviewed all submitted comments expressing concerns related to the main driveway configuration, traffic, construction noise, pollution, associated with the operation and construction of the proposed project.

Upon receipt of the two comment letters from RUSD in response to the Draft EIR, Staff met with their representative on March 7, 2019 to discuss their concerns. The discussion was generally focused on the main driveway configuration at Orange Street, operations and safety of the fueling station, and project construction plan. As a result of the meeting, the Applicant is proceeding with the proposed interim intersection design with modifications recommended by Public Works Staff. Clarification on concerns expressed on the letters will be addressed in the Final EIR.

APPEAL INFORMATION

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

EXHIBITS LIST

1. Staff Recommended Findings
2. Staff Recommended Conditions of Approval
3. Aerial Photo/Location
4. Existing /Proposed General Plan Maps
5. Existing/Proposed Zoning Maps
6. Project Plans (Tentative Parcel Map, Site Plan, Building Elevations, Renderings, Floor Plans, Roof Plans, Conceptual Open Space Plan, Conceptual Landscape Plan, Preliminary Grading Plan, Wall and Fence Plan, Freeway Oriented Signs, Main Entrance/Orange Street Exhibit)
7. Existing Site Photos
8. Applicant Prepared Grading Exceptions
9. Applicant Prepared Variance Justifications
10. Comment Letters
11. Draft Environmental Impact Report – City's Website <https://riversideca.gov/planning/>

Draft EIR – Also on File with the City's Community & Economic Development Department, 3900 Main Street, Riverside, CA 92522, Riverside Main Public Library, 3581 Mission Inn Avenue, Riverside, CA 92501 and Riverside Public Library, SPC Jesus S. Duran Eastside Library, 4033 Chicago Avenue, Suite C, Riverside, CA 92507.

Full sized plans are available for inspection at the Planning Division Office.

Prepared by: Brian Norton, Senior Planner
Reviewed by: Patricia Brenes, Principal Planner
Approved by: Mary Kopaskie-Brown, City Planner



EXHIBIT 1 –STAFF RECOMMENDED FINDINGS

PLANNING CASES: P18-0091 (General Plan Amendment), P18-0092 (Rezone), P18-0093 (Site Plan Review), P18-0099 (Tentative Parcel Map 37475), P18-0094-0098 (Conditional Use Permits), P18-0101 (Design Review), P18-0424 (Grading Exception), P18-0100 (Minor Conditional Use Permit) P18-0401 (Environmental Impact Report)

FINDINGS:

- **Rezone Findings pursuant to Chapter 19.810.040**
 - a) That the proposed Rezone is generally consistent with the goals, policies, and objectives of the General Plan;
 - b) That the proposed Rezone will not adversely affect surrounding properties; and
 - c) That the proposed Rezone promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code.
- **Conditional Use Permit Findings pursuant to Chapter 19.760.040 (Vehicle Fuel Station, Drive Thru Restaurant, Hotels and RVs, Entertainment, and Farmer's Market)**
 - a) The proposed uses are substantially compatible with other existing and proposed uses in the area, including factors relating to the nature of its location, operation, building design, site design, traffic characteristics and environmental impacts;
 - b) The proposed uses will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area; and
 - c) The proposed uses will be consistent with the purposes of the Zoning Code and the application of any required development standards is in the furtherance of a compelling governmental interest and is the least restrictive means of furthering that compelling governmental interest.
- **Minor Conditional Use Permit Findings pursuant to Chapter 19.730.040 (Freeway Oriented Signs)**
 - a) The proposed freeway oriented signs are substantially compatible with other uses in the area, including factors relating to the nature of its location, operation, building design, site design, traffic characteristics and environmental impacts.
 - b) The proposed freeway oriented signs will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area.
 - c) The proposed freeway oriented signs will be consistent with the purposes of the Zoning Code.
 - d) The proposed freeway oriented signs are in conformance with specific site location, development; and operation standards as may be established in the Zoning Code for the particular use.
- **Freeway oriented Signs Findings pursuant to Chapter 19.620.080(B)(7)(a)**

- a) A freeway-oriented sign is necessary because signage that conforms to the area and height standards otherwise applicable to the site would not be visible to the travelling public for a distance on the freeway of one-third mile (1,760 feet) preceding the freeway exit providing access to said premises; or for a line-of-sight distance of two-thirds' mile (3,520 feet), whichever is less.
- b) The freeway-oriented sign will not interfere with the driving public's view of a significant feature of the natural or built environment.

- **Vehicle Fuel Stations Findings pursuant to Chapter 19.410.030**

- a) That the vehicle fuel station will not substantially increase vehicular traffic on streets in a residential zone, and that the vehicle fuel station will not substantially lessen the usability and suitability of adjacent or nearby residentially zoned property for residential use.
- b) That the vehicle fuel station will not substantially lessen the usability of adjacent or nearby commercially-zoned property for commercial use by interfering with pedestrian traffic.
- c) That the vehicle fuel station will not create increased traffic hazards to pedestrians when located near a school, assemblies of people—non-entertainment or assemblies of people - entertainment.
- d) That the vehicle fuel station site is served by streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by such service station use.
- e) That the vehicle fuel station site is adequate in size and shape to accommodate said use, and to accommodate all yards, walls, parking, landscaping and other required improvements

- **Drive-Thru Business Findings pursuant to Chapter 19.475.050**

- a) That the drive-thru restaurant and automated express carwash will not substantially increase vehicular traffic on streets in a residential zone.
- b) That the drive-thru restaurant and automated express carwash will not substantially lessen the usability of adjacent or nearby commercially zoned property or commercial use by interfering with pedestrian traffic.
- c) That the drive-thru restaurant and automated express carwash will not create increased traffic hazards to pedestrians.
- d) That the site will be adequate in size and shape to accommodate said uses and to accommodate all yards, walls, parking, landscaping and other required improvements.
- e) That the drive-thru restaurant and automated express carwash will not substantially lessen the usability and suitability of adjacent or nearby mixed use zoned property for residential use.

- **Variance – Justification Findings pursuant to Chapter 19.720**

Request: To allow a second freeway oriented sign, where the Zoning Code allows one freeway oriented signs for sites 25 acres or larger in size.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code?

The proposal complies with this finding. The project consists of a 35-acre mixed-use development containing residential and commercial uses. Strict application of the Code

would only allow one freeway oriented sign, which would create an unnecessary hardship inconsistent with the purpose and intent of the Zoning Code. The purpose of the Zoning Code is to encourage, classify, designate, regulate, restrict and segregate the highest and best location and use of buildings, structures and land for agriculture, residence, commerce, trade, industry, water conservation or other purposes in appropriate places; as well as to regulate and limit the height, number of stories and size of buildings and other structures hereafter erected or altered. Such regulations are deemed necessary in part to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air and to prevent and fight fires; and, to promote the public health, safety and general welfare, all as part of the General Plan of the City. (Riverside Municipal Code, § 19.020.010.)

The project site is in an urban area, previously graded and developed, and surrounded by roads, highways, residential buildings and a school. Given its location, a mixed-use development containing residential and commercial uses is the highest and best use for this land. The property location is unusual, however, in that it is adjacent to two freeways with frontages approximately 1,000 and 1,800 feet in length. While the purpose of the Zoning Code is to regulate structures such as freeway oriented signs, by only permitting one sign for a development with large frontages along two freeways, a strict application of the Code would impose an unnecessary hardship. A second freeway oriented sign is needed to allow the opportunity for greater business identification and visibility from the freeways. Without such a sign, the value of the property could be reduced as businesses in the project would not have necessary exposure to those traveling on area freeways, which could be an incentive to locate in the project area. Adding one additional sign would encourage the best use of the land as a mixed-use project by promoting the commercial businesses located on site. Additionally, the signs have been located to allow only one sign to be visible from each freeway frontage. The second freeway oriented sign would not constitute excessive signage along the freeway frontages. Accordingly, the design and separation of the signs would promote the public safety and general welfare, in accordance with the purpose of the Zoning Code. Therefore, strict application of the Zoning Code would result in practical difficulties and unnecessary hardships and a variance is necessary.

2. Are there special circumstances or conditions applicable to the property or to the intended use or development of the property that do not apply generally to other property in the vicinity and under the identical zoning classification?

The proposal complies with this finding. The property is located at the intersection of two major freeways with frontages approximately 1,000 and 1,800 feet. While the Zoning Code allows for one freeway oriented signs for sites 25 acres or larger in size, most sites only have frontage along one freeway. This site is unique in that it fronts two freeways along the southern and eastern sides of the project.

Additionally, the project is an integrated 35-acre mixed use development that includes multiple buildings and users. The mixed-use project proposed consists of multi-family residential dwelling units, multi-tenant commercial buildings, a vehicle fueling station, a drive-thru restaurant, two hotels, recreational vehicle (RV) overnight parking, and space for intermittent outdoor entertainment and on-site activities (e.g., farmers market, car shows). The residential portion of the project would be constructed on approximately 18.4 acres on the northern half of the project site. The commercial, vehicle fueling station, and drive-thru restaurant portion of the project would be located on approximately 7.6 acres located in the southwest corner of the project site. Two hotel buildings with associated parking would be located on approximately 7.4 acres, near the southeast corner of the project site. The proposed RV

parking area would be located in the southeast corner of the project site, closest to the SR 60/I-215 interchange and adjacent to the proposed hotels. Generally, most developments do not propose the scale or cohesive project that this project is proposing, which creates a special circumstance. As stated above, the uses fronting the freeways would consist of the vehicle fueling station and drive-thru restaurant along SR-60, with the two hotel buildings located near the SR-60/I-215 interchange, and the RV parking area along the I-215 freeway. These uses, although part of the same integrated project, are different from each other and would each need appropriate signage. Therefore, special conditions do exist, due to the projects location and cohesive development that generally do not apply to other proposed developments.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located?

The proposal complies with this finding. The 35-acre property has two freeway frontages along the southern and eastern sides. With SR-60 being located 10 feet -8 inches lower than the grade of the project, the overall height of the freeway oriented sign will be 49 feet-4 inches, which is lower than the hotels proposed for the site. The I-215 freeway is approximately 10 feet-10 inches higher than the site, thus the freeway oriented sign is 70 feet-10 inches in height. This is lower than the adjacent freeway connector ramps; therefore, its height would not be out of character. In addition, the signs are located approximately 500 and 920 feet from the closest residences to the north, with multiple buildings proposed between the signs and residences. The second freeway oriented sign has been designed to complement the architecture of the mixed use development. It will allow identification of businesses along the second freeway frontage. Further, the freeway oriented signs have been placed as far as possible from each other with a separation of approximately 1,450 feet to avoid having excessive signage along the property frontages. In addition, the signs have been located approximately 920 feet and 490 feet from the closest residences to the north of the project site. Lastly, the residential and commercial buildings, and landscaping create a buffer between the second freeway oriented sign and the nearby residences to the north. For all these reasons, a second freeway oriented sign will not be materially detrimental to the public welfare or injurious to the property or the existing residential neighborhood.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan?

The granting of the variance to allow a second freeway oriented sign will not be contrary to the General Plan. The mixed-use design of the project would comply with the applicable General Plan Housing Element objectives and policies by increasing the types and availability of housing in the City. The project would comply with smart growth principles by providing high-density housing near the SR 60 and I-215 Interchange, a major regional transportation corridor. The addition of live-work units and one-, two-, and three-bedroom apartments would increase diversity of the City's housing types. As stated above, the signs have been located approximately 920 feet and 490 feet from the closest residences to the north of the project site and wouldn't be contrary to these objectives and policies.

The project would comply with and promote applicable Land Use and Urban Design objectives and policies as it would increase density near transportation corridors, provide a mix of uses, and ensure a well-planned infill development. General Plan Objective LU 9 and Policy LU-9.2 encourage strategic land uses and updates to the General Plan that meet growing development needs in the City. The project supports this objective by proposing a

land use change that would accommodate a mixed-use center strategically adjacent to regional freeways that would contribute to needed residential and commercial development in the Northside Community. The addition of a second freeway sign would further promote commercial development in the Northside Community in accordance with these objectives and policies.

Objective LU-74 seeks to preserve the lower density charm of the Northside Community. While the project is proposing high density, mixed-use development, the project locates the commercial uses away from existing residential areas and provides adequate setbacks and integrated architectural and landscape design to protect the scenic integrity of the residential neighborhoods as discussed in Policy LU-9.7 and LU-74.5. Signage would be in character with the proposed uses and heights of the adjacent freeways, and therefore would not conflict with these policies. Overall, the addition of a second freeway sign, along a second freeway frontage, would comply with the City's General Plan.

- **Grading Exceptions –Justifications Findings pursuant to Chapter 17.32**

Grading Exception - To permit retaining walls higher than six feet in areas not open to public view.

1. *The strict application of Title 17 of the Riverside Municipal Code would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of Title 17 of the Riverside Municipal Code.*

The proposal complies with this finding. Grading Plans reflect a retaining wall up to 12 feet in height along a segment of the eastern boundary of the development. The retaining wall is required due to the grade different between the connector ramp for the Riverside Interchange (SR-91/SR-60/I-215) and the proposed inclusion of an internal drive aisle that transverses the project site from east to west. The connector ramp sits 14 feet higher than the project site and the proposed 12-foot high retaining wall will not be visible from the public right of way. Denial of an exception would result in practical difficulties and unnecessary hardships, as it would impact site layout which is necessary for compatibility with neighboring residences as well as impede site circulation and emergency access.

2. There are exceptional circumstances or conditions applicable to the property involved or the intended use or development of the property that do not apply generally to other properties in the same zone or neighborhood.

The proposal complies with this finding. Due to the topography, the existing freeway interchange, the requirement to provide multiple vehicle access points to the site for both circulation and emergency access, and the placement of the internal drive aisle away from the existing single family neighborhood are all circumstances and of the intended use of the property that do not generally apply to other properties in the neighborhood. As previously noted the retaining wall will be lower than the adjacent public right of way, limiting visibility from the right of way.

3. The granting of a waiver will not be materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which the property is located.

The proposal complies with this finding. The granting of a waiver will not be detrimental or injurious to the property. The tallest segments of the retaining wall have been designed so that they are not visible from the public right of way or the existing neighborhood. Due to the topography of the site and the existing interchange, the retaining wall sits at a lower elevation

than the roadway. In addition, the retaining wall will not be visible to the existing neighborhood due to the placement of the proposed multi-family residential buildings. Therefore, the granting of a waiver will not be materially detrimental to either the project property or the neighborhood.



EXHIBIT 2 – STAFF RECOMMENDED CONDITIONS OF APPROVAL

RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES

PLANNING CASES: **P18-0091** (General Plan Amendment), **P18-0092** (Rezone), **P18-0093** (Site Plan Review), **P18-0099** (Tentative Parcel Map 37475), **P18-0094-0098** (Conditional Use Permits), **P18-0101** (Design Review), **P18-0424** (Grading Exception), **P18-0100** (Minor Conditional Use Permit), **P18-0401** (Environmental Impact Report)

• **Case Specific**

○ Planning

1. All mitigation measures, as outlined in the Mitigation, Monitoring and Reporting Plan in the FEIR, shall be completed in accordance with the designated schedule.
2. Approval of this project is contingent upon the Certification of the Environmental Impact Report associated with this project.
3. Plans shall conform to the exhibits attached to this report. Proposed modifications to the approved design shall be submitted to the Planning Division and shall include revised exhibits and a narrative description of the proposed modifications. The Applicant is advised that an additional development applications and fees may be required.
4. **Advisory:** Building mounted and monument signs shall be permitted in accordance with Chapter 19.620 of the Zoning Code. Any signs shall be subject to separate review, including any required variances. A separate sign application, including fees and additional sets of plans, prior to any sign permit issuance.

○ Prior to Map Recordation:

5. A declaration of Covenants, Conditions and Restrictions (CC&R's) shall be prepared with the final map establishing a Master Property Owner Association subject to the City's Planning Division and City Attorney's Office review and approval. Such declaration shall set forth provisions for maintenance of all common open space areas, and all other privileges and responsibilities of the common ownership. The CC&R's shall include provisions prohibiting the Master Property Association (MPA) from quitclaiming, selling, or otherwise transferring the land held in common ownership to private property owners. The CC&Rs shall contain the following conditions and restrictions:
 - a. Establish a Master Property Owners Association (MPA);
 - b. The MPA shall be responsible for common maintenance of all open space, detention basins, private drainage easements, and well as the implementation of water quality management facilities on each lot;
 - c. Reciprocal parking and access agreements shall be provided between all lots within this map; and

- d. Outdoor storage shall be prohibited where visible from the public right-of-way, freeways, and adjoining properties unless fully screened pursuant to the standards of the Zoning Code. Outdoor storage areas shall not displace required parking or circulation areas.
- o Prior to Grading Permit Issuance:
- 6. The Parcel Map shall be recorded.
- 7. The Applicant shall obtain all required permits from the California Department of Transportation for off-site grading within Caltrans right of way. Evidence of permits shall be provided to the Planning Division and Public Works Department.
- 8. The Applicant shall provide to the Planning Division a copy of permits obtained from the Wildlife agencies and the Army Corps of Engineers for Drainage features 1 and 2.
- 9. A 40-scale precise grading plan shall be submitted to the Planning Division and include:
 - a) Hours of construction and grading activity are limited to between 7:00 a.m. and 7:00 p.m. weekdays and 8:00 a.m. and 5:00 p.m. Saturdays. No construction noise is permitted on Sundays or Federal Holidays;
 - b) Compliance with City adopted interim erosion control measures;
 - c) Compliance with any applicable recommendations of qualified soils engineer to minimize potential soil stability problems;
 - d) Include a note requiring the developer to contact Underground Service Alert at least 48 hours prior to any type of work within pipeline easement;
 - e) The project shall abide by the SCAQMD's Rule 403 concerning Best Management Practices for construction sites in order to reduce emissions during the construction phase. Measures may include:
 - i. Development of a construction traffic management program that includes, but is not limited to, rerouting construction related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for movement of construction traffic to and from site;
 - ii. Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public roads;
 - iii. Wash off trucks and other equipment leaving the site;
 - iv. Replace ground cover in disturbed areas immediately after construction;
 - v. Keep disturbed/loose soil moist at all times; and
 - vi. Suspend all grading activities when wind speeds exceed 25 miles per hour.
- o During grading and construction activities:
- 10. To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.
- 11. To reduce construction related particulate matter air quality impacts of projects the following measures shall be required:
 - a) the generation of dust shall be controlled as required by the AQMD;
 - b) grading activities shall cease during periods of high winds (greater than 25 mph);

- c) trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer;
 - d) Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads;
 - e) Trucks and other equipment leaving the site shall be washed;
 - f) A 15 mile-per-hour speed limit shall be enforced on unpaved portions of the construction site; and
 - g) The contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the engineer, at the preconstruction meeting. Work shall not commence without an approved traffic control plan.
12. The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
 13. The Construction Contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
 14. The Construction Contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
 15. The Contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction is permitted on Sundays or federal holidays.
- o Prior to Building Permit Issuance:
16. The landscaping, irrigation and sign plans shall be submitted for Design Review approval. Design modifications may be required as deemed necessary. Separate applications and filing fees are required.
 17. Plans submitted for staff review should specify the location, design and color of all domestic water meters, backflow preventers and utility cabinets subject to Planning and Public Utilities review and approval. The visibility of such facilities shall be minimized to Planning Department review and approval through means including but not limited to relocation, berming, landscaping, and/or installation of a screen wall.
 18. Submit three sets of plans depicting the preferred location for above ground utility transformers of capacity to accommodate the planned or speculative uses within the building(s). These plans shall be reviewed and approved by the Planning Division and Public Utilities Department - Electric Division prior to the issuance of a building permit. The proposed location of the transformer shall be level, within 100 feet of the customer's service point, accessible to service trucks and in a location where the transformer can be adequately screened from public view, either by buildings or landscape screening. If landscape screening is the preferred screening method, no landscaping except ground cover shall be allowed within 10 feet of the transformer. The Applicant is advised to consult with the City of Riverside Public Utilities, Electrical Engineering Division, at (951)826-5489 prior to preparing these plans.

19. A photometric study and manufacturer's cut sheets of all exterior lighting on the building, in the landscaped areas, parking lots and pedestrian paths shall be submitted with the exterior lighting plan.
- a) All on-site lighting shall provide a minimum intensity of one foot-candle and a maximum of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1);
 - b) The light sources shall be hooded and shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways;
 - c) If lights are proposed to be mounted on buildings, down-lights shall be utilized;
 - d) Light poles shall not exceed 14 feet in height, including the height of any concrete or other base material, within 50-feet of residential property lines to north of the subject property line, otherwise light standards shall not exceed 20 feet in height, including the height of any concrete or other base material; and
 - e) For safety, all pedestrian paths shall be adequately lighted throughout the project.
20. **Fence/Wall and Retaining Wall Plan:** Revise the wall and fence plan such that the plan provided for building permit plan check incorporates the following changes:
- a) All freestanding and retaining walls shall be constructed or finished in a decorative material.
 - b) All walls and pilasters shall be finished with a decorative cap.
 - c) Terminating wall segments shall include decorative columns finished with a decorative cap.
21. **Staff Required Plot Plan Conditions:** Revise the submitted plot plan such that the plan provided for building permit plan check incorporates the following changes:
- a) Access to the 'Work' portion of the Live/Work units shall be taken from the front of the building and have direct access to the 'main drive' aisle sidewalk.
 - b) Verify that all internal drive aisles have a minimum width of 24 feet and all parking stalls are a minimum 9 feet in width by 18 feet in depth;
 - c) A minimum 12-inch concrete walkway, including curb width, shall be provided along the sides of landscape planters whenever the side of a parking stall is adjacent to it; and
 - d) Provision for handicap accessible parking as deemed necessary by Building and Safety Division.
22. **Staff Required Building Elevations Conditions:** Revise the submitted building elevations such that the plans provided for building permit plan check incorporate the following changes:
- a) Live/Work units shall include a direct entry to each ground level 'work' area from the 'main drive' aisle sidewalk;
 - b) All residential building windows that are visible from the public right of way or from the main internal drive aisle shall be recessed;
 - c) All residential building electrical alcoves visible from the public right of way shall be placed in fully enclosed electrical rooms with doors;
 - d) Catalog cuts of the decorative sconce lighting and steel canopies shall be submitted for review and approval of Design Review staff;

- e) The building elevations submitted for building permits shall clearly specify all building materials and colors to match the materials and colors as approved by the City Planning Commission as applicable; and
 - f) Roof-mounted mechanical equipment shall not protrude above the height of the building parapet wall.
23. **Staff Required Landscape and Irrigation Conditions:** Revise the submitted landscape and irrigation plans such that the plans incorporate the following:
- a) A minimum of 10 percent of the trees within the landscaped areas adjacent to the north and northwest portions of the site shall consists of 36-inch box evergreen trees.
 - b) A minimum of 20 percent of the trees within the landscaped areas adjacent to the north and northwest portions of the site shall consists of 24-inch box evergreen trees.
 - c) Trees shall be planted and maintained in all parking lots at a ratio of one tree for every four parking spaces (that may be clustered or grouped). The trees shall be placed throughout the parking lot in a manner that will ensure that all portions of the lot receive tree shade. Trees shall be of a variety that provide a broad canopy.
 - d) Landscape plans shall include tiered landscaping along Orange Street, providing for a screen hedge up to three feet in height adjacent to any parking spaces or areas where equipment is readily visible from the public right-of-way.
 - e) A landscape hedge shall be added from the end of the 3-foot screen wall adjacent to the carwash drive thru lane to the carwash building to provide adequate screening of the drive-thru lane.
 - f) Landscape hedge shall be added between the eastern edge of the RV parking area and the Caltrans right of way to provide privacy to the RV parking area.
 - g) Vines shall be planted along the retaining wall along the east portion of the property.
- **Operational Conditions:**
 - Recreational Vehicle Overnight Parking
 - 24. Stays shall be limited to no more than 30 days within a 60 day time period
 - 25. Generators shall not operate between the hours of 10:00pm and 7:00am.
 - Live/Work Units
 - 26. At least one of the full-time workers of the live/work unit needs to reside in the unit. The residential area shall not be rented separately from the working space. The business activity occupying the live/work unit may utilize employees in addition to residents as necessary.
 - On-Site Activities/Entertainment (Farmers Market, Car Show, Live Music)
 - 27. On-site activities shall be limited to the area labeled 'Farmers Market' on project plans.
 - 28. On-site activities shall occur during the hours of 7:00am and 10:00pm.
 - 29. All on-site activities shall adhere to the provisions of the Noise Code.
 - 30. Activities that occur within the on-site activity area, denoted on project plans, shall be temporary in nature and shall not exceed more than 2 days.
 - 31. For events longer than 2 days in duration, a Temporary Use Permit shall be reviewed and approved by all applicable City Departments. A separate application and fee shall apply.
 - Vehicle Fueling Station

32. The sale of beer and wine for off-site consumption shall not be permitted unless a separate Conditional Use Permit is approved for alcohol sales pursuant to the requirements of the Zoning Code.
- Prior to Release of Utilities and/or Occupancy:
33. Install the landscape and irrigation per the approved plans and submit the completed "Certificate of Substantial Completion" (Appendix C of the water Efficient Landscaping and Irrigation Ordinance Summary and Design Manual) signed by the Designer/auditor responsible for the project. Contact Patricia Brenes at (951) 826-2307 to schedule the final inspection at least one week prior to needing the release of utilities. Additional plant material may be required upon final inspection if better coverage is needed.
- Standard Conditions
34. There is a 36-month time limit in which to satisfy the conditions and record this map. Six subsequent one-year time extensions may be granted by the Community & Economic Development Director upon request by the Applicant. Application for a one-year time extension must be made prior to the expiration date of the map. No time extension may be granted for applications received after the expiration date of the map.
35. Conditional Use permits, Design Review, and Variances, related to an implementing subdivision, may be granted time extensions by the Community & Economic Development Director or their designee up to a total of six years consistent with the time limits of the map. Once a building permit has been issued the development will be considered vested and time extensions are no longer needed. At the exhaustion of Community & Economic Development Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case in addition to a time extension fee.
36. Enumeration of the conditions herein shall not exclude or excuse compliance with all applicable rules and regulations in effect at the time this permit is exercised.
37. The Project must be completed per the Site Plan, Conditional Use Permits, Minor Conditional Use Permits, Design Review, Variance, Grading Exception approved by the City, including all conditions listed in this report. Any substantial changes to the Project must be approved by the Planning Commission and/or City Council or minor modifications by Staff. Upon completion of the Project, Staff inspection must be requested, and UTILITIES will not be released until it is confirmed that the approved plans and all conditions have been implemented.
38. Within 30 days of approval of this case by the City, the developer shall execute an agreement approved by the City Attorney's Office to defend, indemnify, including reimbursement, and hold harmless the City of Riverside, its agents, officers and employees from any claim, action, or proceeding against the City of Riverside, its agents, officers, or employees to attack, set aside, void, or annul, an approval by the City's advisory agency, appeal board, or legislative body concerning this approval, which action is brought within the time period provided for in Section 66499.37 of the Government Code. The City will promptly notify the developer of any such claim, action or proceeding and the City will cooperate in the defense of the proceeding.
39. The Applicant is advised that the business or use for which this conditional use permit is granted cannot be legally conducted on the subject property until all conditions of approval have been met to the satisfaction of the Planning Division.

40. This project shall fully and continually comply with all applicable conditions of approval, State, Federal and local laws in effect at the time the permit is approved and exercised and which may become effective and applicable thereafter, and in accordance with the terms contained within the staff report and all testimony regarding this case. Failure to do so will be grounds for Code Enforcement action, revocation or further legal action.
 41. Use permits may be modified or revoked in full or in partial by the City Planning Commission or the City Council should they determine that the proposed use or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to public safety, property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.
 42. The Applicant shall comply with all federal, state and local laws and shall cooperate with the Riverside Police Department (RPD) in the enforcement of all laws relating to this permit. Material violation, as determined by the City Planning Commission, of any laws in connection with this use or failure to cooperate with RPD will be cause for revocation of this permit.
 43. Use permits are issued based upon the business operations plan and information submitted by the Applicant, which has been used as the basis for evaluation of the proposed use in this staff report and for the conditions of approval herein. Permittee shall notify Community & Economic Development Department, Planning Division, of any change in operations and such change may require a revision to this permit. Failure to notify the city of any change in operations or use is material grounds for revocation of the conditional use permits granted herein.
 44. The applicant herein of the proposed development acknowledges all of the conditions imposed and accepts the granting of the conditional use permits subject to the conditions and with the full awareness of the provisions of Title 19 of the Riverside Municipal Code. The Applicant shall inform all future operators of the business subject to this permit of the restrictions and conditions of this permit as they apply to the business operations.
 45. Failure to abide by all conditions of this permit shall be cause for revocation.
 46. The plans shall be submitted for plan check review to assure that all required conditions have been met prior to exercising of this permit.
 47. The subject property shall be developed and operated substantially as described in the text of this report and as shown on the plot plan on file with this case except for any specific modifications that may be required by these conditions of approval.
 48. The Applicant shall continually comply with all applicable rules and regulations in effect at the time permit is approved and exercised and which may become effective and applicable thereafter.
- **Public Works**
 - Prior to Map Recordation Unless Otherwise Noted:
 - 49. Storm Drain construction will be contingent on engineer's drainage study.
 - 50. Deed for widening Strong Street along project frontage to 33' from monument centerline to Public Works specifications.
 - 51. Installation of sidewalk along project frontage on Strong Street to Public Works specifications.
 - 52. Installation of sewers and sewer laterals to serve this project to Public Works specifications. Backbone sewer to be Public and all other main tributaries to be privately operated and

maintained. Any sewer deficiencies that arise as a result of the project are the sole responsibility of the owner of the project to mitigate.

53. Installation of curb and gutter at 22 feet from monument centerline, sidewalk and matching paving on Orange Street to Public Works specifications.
54. 24" Box Size Magnolia grandiflora with root barriers along all hardscapes on Orange Street required, Typical Spacing is 35 feet, final spacing to be determined by an onsite inspection by Street Tree Inspector after final grading has been completed.
55. Installation of automatic irrigation system to provide tree deep-root watering is required.
56. Off-site improvement plans to be approved by Public Works prior to issuance of construction permit.
57. A surety prepared by Public Works to be posted to guarantee the required off-site improvements prior to map recordation.
58. Size, number and location of driveways to Public Works specifications. Southerly driveway on Orange Street to be restricted to right turn ingress and egress only.
59. All security gates or facilities proposed now or in the future will be located on-site and adequate stacking space and vehicle turn-around area will have to be provided to Public Works and Fire Department specifications.
60. Trash Enclosures per City Standards. Tandem enclosures not allowed.
61. Prior to final inspection for the development project, the applicant shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of payment. If the project improvements include qualifying right-of-way dedications and/or street improvements to a TUMF regional arterial roadway as identified on the Regional System of Highways and Arterials, the developer may have the option to enter into a Credit/ Reimbursement Agreement with the City and Western Riverside Council of Governments (WRCOG) to recover costs for such work based on unit costs as determined by WRCOG.

The terms of the agreement shall be in accordance with the RMC Chapter 16.68 and the TUMF Administrative Plan requirements. Credit/reimbursement agreements must be fully executed prior to receiving any credit/reimbursement. An appraisal is required for credit/reimbursement of right of way dedications and credit/reimbursement of qualifying improvements requires the public bidding and payment of prevailing wages in accordance with State Law. For further assistance, please contact the Public Works Department.

62. Prior to issuance of a building or grading permit, the applicant shall submit to the City for review and approval, a project-specific WQMP that:
 - a) Addresses Site Design BMP's such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas and conserving natural areas;
 - b) Incorporates the applicable Source Control BMP's as described in the Santa Ana River Region WQMP and provides a detailed description of their implementation;
 - c) Incorporates Treatment Control BMP's as described in the Santa Ana River Region WQMP and provides information regarding design considerations;
 - d) Describes the long-term operation and maintenance requirements for BMP's requiring long-term maintenance; and

- e) Describes the mechanism for funding the long-term operation and maintenance of the BMP's requiring long-term maintenance.
63. Prior to issuance of any building or grading permits, the property owner shall record a "Covenant and Agreement" with the County-Clerk Recorder or other instrument acceptable to the City Attorney to inform future property owners of the requirement to implement the approved project-specific WQMP. Other alternative instruments for requiring implementation of the approved project-specific WQMP include: requiring the implementation of the project-specific WQMP in the Home Owners Association or Property Owners Association Conditions, Covenants and Restrictions (C,C&R's); formation of Landscape, Lighting and Maintenance Districts, Assessment Districts or Community Service Areas responsible for implementing the project-specific WQMP; or equivalent may also be considered. Alternative instruments must be approved by the City prior to the issuance of any building or grading permits.
64. If the project will cause land disturbance of one acre or more, it must comply with the statewide General Permit for Storm Water Discharges Associated with Construction Activity. The project applicant shall cause the approved final project-specific WQMP to be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.
65. Prior to building or grading permit closeout or the issuance of a certificate of occupancy or certificate of use, the applicant shall:
- a) Demonstrate that all structural BMP's described in the project-specific WQMP have been constructed and installed in conformance with approved plans and specifications;
 - b) Demonstrate that applicant is prepared to implement all non-structural BMP's described in the approved project-specific WQMP; and
 - c) Demonstrate that an adequate number of copies of the approved project-specific WQMP are available for the future owners/ occupants.
66. La Cadena Drive, southwesterly of Strong Street to be vacated on the Final Map to Public Works specifications.
67. Westerly portion of project site that is in FEMA Flood Zone AE to be either removed from the floodplain via CLOMR/LOMR process or elevated above the floodplain to both FEMA and Public Works specifications.
68. A "FINAL MAP" shall be processed with the Public Works Department and recorded with the County Recorder. The "FINAL MAP" shall be prepared by a Land Surveyor or Civil Engineer authorized to practice Land Surveying in the State of California and shall comply with the State Subdivision Map Act and Title 18 of the Riverside Municipal Code. All applicable checking and recording fees are the responsibility of the Applicant.
69. All mitigation measures shown to be completed by the project will be subject to approval of the Public Works Department. Traffic signals will be required to meet current design standards, and feature fiber optic interconnect to adjacent traffic signals.
70. Orange Street & Driveway 1 –The project shall install a traffic signal (including traffic signal fiber optic interconnect to the closest traffic signals) that encompasses both the project and school driveways. The traffic control devices, intersection footprint/ curb lines and safety features will be completed to the satisfaction to Public Works Department. The final configuration of the traffic signal, crosswalk and intersection within the public right of way will be informed by ongoing collaboration between the Public Works Department and Riverside Unified School District. The number of through and turning lanes will not be

modified from the analyzed intersection configuration included within the environmental documents prepared for this project. The project is responsible for constructing the improvements in full.

71. Orange Street & Driveway 2 – A pork-chop island shall be constructed as part of this intersection in order to prohibit left turns in and out of this driveway. The westbound approach is to be stop-controlled. The project is to construct this improvement in full subject to approval of the Public Works Department.
72. The TIA prepared for the project shows acceptable levels of service at the intersection of La Cadena Drive at Strong Street; however, the City reserves the right to request installation of a multi-way-stop control (and necessary striping removals & installations) at this intersection at any time prior to the issuance of final occupancy permits.

- **Fire Department**

- Prior to Building Permits Issuance:

73. An automatic fire sprinkler system is required by City Ordinance 16.32.080. Under separate cover, submit plans for the automatic fire sprinkler system(s) and obtain approval from the Fire Department prior to installation. Systems exceeding 20 sprinkler heads shall be provided with supervisory service and shall be monitored by a UL Central Station (UUFX) and shall be UL, FM or ETL certificated for the life of the system. Post Indicator valves, Detector Check control valves and water flow switches are required to be supervised by an UL listed central station.
 - a) Have a UL, FM or ETL listed and licensed C10 fire alarm contractor submit plans and obtain approvals prior to installation. Alarm contractor shall provide a copy of a maintenance contract complying with N.F.P.A. 72.
 - b) Contact the Riverside Public Utilities Department at (951) 826-5285 for the requirements for the dedicated fire service and backflow requirements.
74. Requirements for construction shall follow the currently adopted California Building Code and California Fire Code with City of Riverside amendments.
75. Construction plans shall be submitted and permitted prior to construction.
76. Fire Department access shall be maintained during all phases of construction.
77. All required hydrants shall be in service and fire flow available prior to building permit release by the Fire Department. Violation of this requirement may result in citations that require a court appearance to be issued.
78. All fire service post indicator valves and fire department connections shall be located to the address side of the building along the fire access roadway. Each building that requires a PIV & FDC shall have be serve only one building and not multiple buildings.
79. Public fire hydrants are spaced a maximum of 350 feet apart.
80. Access roadways shall be a minimum of twenty (20) feet in unobstructed width with a minimum vertical clearance of thirteen feet, six inches (13'6"). Grade differential shall not exceed twenty (20) percent. Fire access shall comply with our required turning radius.
81. Access roadways in excess of one hundred and fifty (150) feet in length shall be provided with a provision for turn around. Such provisions shall be of a design approved by the Fire Department.
82. The Riverside Municipal Code, Section 16.36.010 to 16.36.090 requires a Public-Safety Radio Amplification System in:

- a) New buildings greater than fifty thousand (50,000) square feet.
 - b) In existing buildings greater than fifty thousand (50,000) square feet when modifications or repairs exceed fifty percent (50%) of the value of the existing building(s) and are made within any twelve (12) month period or the usable floor area is expanded or enlarged by more than fifty percent (50%)
 - c) All basements where the occupant load is greater than fifty (50), regardless of the occupancy, or sub-level parking structures over ten thousand (10,000) square feet.
 - d) Plans shall be submitted to the Riverside Police Communication Analyst (951) 353-7270, for review and approval. The RP Communication Analyst will conduct an acceptance test of the system and a copy of the report shall be forwarded to the Fire Department.
- **Public Utilities – Electric**
 - 83. All utilities shall be satisfactorily relocated, protected and/or replaced to the specifications of the affected departments and agencies, and easements for such facilities retained as necessary.
 - 84. Blanket Public Utility Easement required on all parcels.
 - 85. The provision of utility easements, water, street lights and electrical underground and/or overhead facilities and fees in accordance with the rules and regulations of the appropriate surveyor.
 - 86. Provisions for electrical Utility equipment to provide power to the site is the responsibility of the developer. Please make sure that all clearances are maintained and location of the equipment is approved by the Utility.
 - 87. Developer is responsible for all trenching, installation of conduit and sub-structures required to provide power to the site.
 - 88. Plot existing electrical distribution facilities on the original site plan.
 - 89. Please show proposed location of transformers and electrical rooms.
 - 90. Please provide how we are going to be able to install electrical facilities with the aqueduct remaining in place.
 - 91. Major electrical design will be needed for this project.
 - 92. New circuit will be needed in order to serve this project.
 - **Park and Recreation**
 - Prior to Map Recordation:
 - 93. Developer shall make payment of all applicable Park Development Impact Fees (local, aquatic, regional/reserve and trail fees) per RMC Chapters 16.60, 16.44 and 16.76.
 - **Public Utilities – Water**
 - Prior to Issuance of Building Permits:
 - 94. Prior to recordation of map, Applicant shall construct or guarantee the construction of water facilities required to serve all lots to the specifications of Riverside Public Utilities.