
MORENO VALLEY INDUSTRIAL AREA PLAN

(SPECIFIC PLAN 208)

City of Moreno Valley

Adopted by Ordinance No. 204, June 27, 1989
Amended by Ordinance No. 588, June 26, 2001
Amended by Ordinance No. 598, March 12, 2002
Amended by Resolution No. 2013-06, January 22, 2013

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PREPARED BY:

Cynthia S. Kinser, Senior Planner
John C. Terell, Planning Official

I. INTRODUCTION

A. Background

The Oleander Specific Plan (SP 208) has provided the guidelines and standards for development within the City of Moreno Valley's industrial area since its adoption on June 27, 1989. The Plan provided for Business Park, Mixed Use, Light Industry and Heavy Industry districts on approximately 1500 acres in southwestern Moreno Valley.

The City commenced an evaluation of the Oleander Specific Plan due to the dramatic economic changes of the early 1990's and the evolution of City policies and practices. The goal of the evaluation was to explore opportunities to reduce infrastructure costs and provide streamlined processes and procedures. During the evaluation of the Oleander Plan and its surrounding area it was recognized that approximately 40 acres on the northern edge of the Project area should be incorporated into the Industrial Area. The 40 acres was designated Business Park within the City's Zoning Atlas and was a pocket of non-residential land, exclusive of the Industrial Area. It has, therefore, been incorporated into the Industrial Area Plan, bringing the land area to approximately 1540 acres.

Through this evaluation of the Oleander Specific Plan has been transformed into the Moreno Valley Industrial Area Plan.

B. Regional Development Setting

Moreno Valley is located in northwestern Riverside County. The City limits encompass approximately 50 square miles, bounded by the Box Springs Mountains to the north, the Badlands to the east, the City of Riverside to the west, and the San Jacinto Hills and the City of Perris to the south.

The City is well situated along two major freeway routes, the Moreno Valley Freeway (State Highway 60) and Interstate 215, which provide the main transportation routes to northern California, Nevada, and Arizona and the primary inland transportation links between Riverside, Los Angeles, San Bernardino, Orange, and San Diego counties. The major features associated with the Moreno Valley area include March Air Reserve Base (MARB)/March Inland Port (MIP), the Lake Perris Recreation Area, the Moreno Valley Auto Mall and the TownGate Regional Mall.

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Moreno Valley has experienced substantial growth since the early 1980's. The majority of this growth has occurred at the west end of the City where residential and commercial uses have developed and expanded outward along both sides of the Moreno Valley Freeway (State Highway 60). The General Plan acknowledges this land use trend and seeks to establish the west end as an urbanized area. As such, the west end contains a variety of residential densities as well as the City's major existing and planned commercial and industrial development areas (Interstate 215 and State Highway 60 freeway corridors). The primary planned industrial site is the Moreno Valley Industrial Area Plan. A variety of other industrial uses are also envisioned for development in the nearby areas of Riverside, Perris and portions of the existing March Air Reserve Base.

C. Community Development Setting

The Moreno Valley Industrial Area Plan is located at the southwestern end of Moreno Valley, adjacent to the March Air Reserve Base (MARB)/ March Inland Port (MIP) joint use aviation facility and the Perris city limits. The approximately 1540 acre project site is situated south of Gentian Avenue, east of Heacock Street, north of the Perris city limits, and includes property along both sides of Perris Boulevard. Interstate 215 is located west of the site with access provided via Oleander Avenue through the City of Perris.

The Moreno Valley Industrial Area is characterized by a mix of vacant land, manufacturing facilities, dry land crop and turf farming, horse stables and scattered residential dwelling units. The eastern portion of the area is occupied by a water reclamation facility owned by the Eastern Municipal Water District's (EMWD). With the exception of Perris Boulevard, Heacock Street, and Nandina Avenue, the streets within the Project area are largely unimproved dirt or partially paved roads. Portions of the Perris Valley Storm Drain Channel system also extend through the property and along the site boundaries.

The area surrounding the Moreno Valley Industrial Area is characterized by residential development, the runways of MARB/MIP, vacant or agricultural and industrial/commercial uses.

Residential uses include several existing and planned single-family areas to the north. Additional homes are also planned as part the Moreno Valley Ranch Specific Plan to the northeast and within the City of Perris to the southwest. Rainbow Ridge Elementary School is located at the northeast corner of Iris Avenue and Indian Avenue.

Runways of MARB/MIP are located immediately west of the Project area across Heacock Street. The proximity of these runways and their associated aircraft approach pattern result in certain restrictions on the type and scale of development allowed in the adjoining areas.

Existing industrial and commercial uses are scattered and located primarily in the vicinity of Interstate 215 to the west. A variety of industrial and commercial uses are proposed for the property surrounding the Project area, including developments within the cities of Riverside and Perris to the west and south.

With development of the surrounding areas, several of the City's main arterial roadways have been improved to or near the Project boundary, including Indian Avenue, Heacock Street, and Perris Boulevard. The City's General Plan program provides for the eventual connection and completion of these roadways through the Project area.

The City of Moreno Valley General Plan designates the area for industrial and business park use. In connection with these land use designations, the City views the Moreno Valley Industrial Area as a major site for the development of industrial and related land uses, economic development, and expansion of its employment base.

D. Purpose and Intent

The Business Park, Mixed Use, Light Industry and Heavy Industry land use designations of the former Oleander Specific Plan have been replaced in this document by one Industrial land use category. The purpose of this single designation is to increase flexibility in accommodating economic development opportunities. The increased flexibility with the single Industrial designation is coupled with development standards that reflect existing site conditions. In addition, provisions have been created to allow for industrial/business support uses. Development standards and uses are based on proximity to surrounding land uses and street classification.

In the mid-1980's, the primary concern facing the City of Moreno Valley was the ability to achieve a balanced mix of land uses to promote a self-supporting community. The City's rural character had been rapidly transformed into a suburban residential community. Although other land uses were beginning to accompany residential development, the economic base provided by industrial and business parkland uses did not keep pace.

In the early 1990's, the national and regional economic crisis significantly deterred industrial development. In recognition of the changing economic climate, the City commenced an

evaluation of the provisions set forth in the Oleander Specific Plan and met with area property owners to explore new opportunities that would allow a more competitive edge in the development community. The areas primarily addressed in this evaluation were circulation, land use and development standards.

The Moreno Valley Industrial Area Plan has been adopted by the City Council to as the planning and regulatory document for the orderly growth and development of approximately 1540 acres in City. This document establishes development regulations and design guidelines that will ensure quality development which will contribute to the City's industrial employment base; is consistent with the goals, objectives and policies of the Moreno Valley General Plan; and, is compatible with adjacent land uses. The Area Plan provides regulations and standards that unify the industrial uses, the circulation system and landscaped areas into a comprehensive development program. The Area Plan text and graphics serve as the development code for the Moreno Valley Industrial Area Plan. Any subject matter not covered within the scope of the Moreno Valley Industrial Area Plan will be addressed by the current Municipal Code.

E. California Environmental Quality Act (CEQA) Compliance

The Oleander Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). A program Environmental Impact Report (EIR) was prepared to respond to the proposed land uses and development program and was certified by the Moreno Valley City Council on June 13, 1989. Subject areas covered in the EIR included: geology, soils and seismology, hydrology and drainage, land use, relevant planning, circulation and traffic, climate and air quality, noise, public services and utilities, and public safety. The program EIR for the Specific Plan is a master environmental document that allows consideration of broad policy alternatives and program-wide mitigation measures at an early stage of planning. Subsequent development activities must be examined in light of the program EIR to determine whether an additional environmental document (such as a subsequent EIR or supplemental EIR) is necessary.

The Moreno Valley Industrial Area Plan incorporates an additional 40 acres into the project area and modifies the land uses, development standards and circulation plan. In accordance with CEQA an addendum EIR was prepared to address the modifications made to the plan. The changes to the plan meet the intent and purpose of the program EIR.

F. Authority and Scope

Cities are authorized by the California Government Code to adopt Specific Plans under Title 7,

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evaluation of the provisions set forth in the Oleander Specific Plan and met with area property owners to explore new opportunities that would allow a more competitive edge in the development community. The areas primarily addressed in this evaluation were circulation, land use and development standards.

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Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans may be adopted as policies by resolution or as regulations by ordinance. State law requires public hearings of the Specific Plan by both the Planning Commission and City Council. The City Council must adopt the Specific Plan for it to take effect.

The Moreno Valley Industrial Area Plan is a regulatory plan that will constitute the zoning for the subject property. Development plans or agreements, tract or parcel maps, precise development plans or any action requiring ministerial or discretionary approval on this property must be consistent with the Area Plan. Actions deemed to be consistent with the Area Plan will be judged to be consistent with the Moreno Valley General Plan, as mandated in Section 65454 of the California Government Code. Statements demonstrating the development program's consistency with the City's General Plan are included in Section V of this document.

II. SITE DEVELOPMENT FACTORS

Land use planning is a dynamic process. The elements that affect the planning process reflect the changing economic, social and physical environment. The Moreno Valley Industrial Area Plan (the "Plan") constraints include a number of physical planning considerations that are addressed later within this document. These include noise, land use and height restrictions due to the proximity of March Air Reserve Base, and an existing Eastern Municipal Water District Treatment Plant within the Plan.

This section is intended to address the physical site factors which impact potential land uses within the Plan. These factors place constraints on the choice of land uses proposed, and thus guided the evolutions of the former Oleander Specific Plan and present Plan.

As with any development site, numerous environmental and visual conditions exist which warrant investigation but do not directly affect the choice of land uses during the planning process. These elements are addressed in detail in the Project EIR and Addendum EIR. Below is a listing of the planning considerations that have been incorporated into the Plan.

A. Land Use Compatibility

The location of industrial uses, inclusive of industrial/business related support uses, in the Plan should respect the surrounding land use conditions. In particular, the presence of the EMWD Treatment Plant in the easternmost portion of the site, March Air Reserve Base/March Inland Port (MARB/MIP) immediately to the west, and existing and proposed residential and school uses to the north, east and southwest present challenges to the overall planning of the Project.

1. **March Air Reserve Base/ March Inland Port (MARB/MIP):** Land use limitations for uses adjacent to MARB/MIP come from various sources: compatibility zones, noise, height limitation, and an approved air cargo facility by the March Joint Powers Authority (JPA). Due to the approval of joint use of the aviation facility, both military and Federal Aviation Administration (FAA) standards apply. The JPA is currently developing model ordinance standards to implement the relevant FAA standards. Once adopted by the City, these standards will supersede the standards

identified in this document. The Air Force has developed a system for identifying compatible land uses based upon accident potential and noise levels. Five of these areas, or Compatible Use Districts (CUDs), are located within the Project site (see Map II-1, Compatible Use Districts) and are addressed by planned uses. The CUDs within the site are (in decreasing order of constraint): Clear Zone, 6, 7, 12, and 13. These zones all occur to the west of Perris Boulevard, affecting approximately one-half of the Project area.

Generally, most industrial/manufacturing uses are compatible (except within the Clear Zone) except noise sensitive uses such as research or scientific activities. Noise buffering is required for office uses and certain other uses (see the Specific Plan/EIR Appendix, under separate cover, for Land Use Compatibility Guidelines). Industrial/ business related support uses reflect commercial/retail trade and personal/business services are compatible up to Ldn 70, but are incompatible above 80. Between these levels, noise attenuation should be included in the design of the buildings. Specifically, the CUDs within the Project site and suggested compatible land uses are listed below:

Clear Zone - The southwestern corner of the site is located within the clear zone of the MARB/MIP runway; this area has a high accident potential and requires that no structures be allowed in this area. This area also has the high noise levels. Compatible uses include:

- Roads
- Agriculture
- Open Space

CUD 6 - This district has a noise level of 80-85 Ldn. Compatible uses include:

- Industrial/manufacturing (with noise attenuation in office areas)
- Transportation, communications and utilities
- Limited retail trade
- Repair services
- Agriculture/resource production/open space

CUD 7 - This district has noise level of 75-80 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail Trade (with noise attenuation)
- Most personal and business services (with noise attenuation)
- Resource production/agriculture/open space

CUD 12 - This district has noise level of 70-75 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail trade (with noise attenuation)
- Personal and business services (with noise attenuation)
- Non-noise sensitive outdoor recreation
- Resource production/agriculture/open space

CUD 13 - This district has a noise level of 65-70 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail trade
- Personal and Business services
- Outdoor recreation
- Resource production/agriculture/open space

In addition to land use restrictions based on noise, hazard areas and height limitations are enforced within an area radiating from the airfield runways. These restrictions allow for clear takeoff and landing patterns for MARB/MIP aircraft. An imaginary surface has been mapped by the Air Force that indicates areas of height limitation (see Map II-2, Height Limitations). Height restrictions will be addressed in more detail under Development Standards & Guidelines.

2. **Eastern Municipal Water District Treatment Plant:** Proposals for areas adjacent to the EMWD Treatment Plant must consider possible conflicts. People-intensive uses should be avoided due to possible visual and odor concerns. Proposed land uses should provide buffering for areas facing the

treatment plant to maximize visual quality.

3. **Adjacent Residential Areas:** Residential areas located or planned to the north, northeast and southeast of the site may require buffering from the proposed land uses. Generally, the presence of a road, or in this case, a storm drain channel, acts as a significant buffer.

B. Flood Control and Drainage

Much of the Project site is in a low-lying area that has been subject to periodic flooding with heavy rainfall. In 1996, with the expansion of the Perris Valley Storm Drain - Lateral A nearly all of the Project area south of Lateral A was removed from the flood plain. A small portion of land north of Lateral A, adjacent to Heacock Street, remains in the 100-year flood plain (see Page II-6, Flood Plain Map). For those sites affected by 100-year storms, development plans will address these conditions with improvements and mitigation measures as required by the Federal Emergency Management Agency (FEMA) for development in a flood plain.

C. Circulation

On-site roadways are currently limited, with many existing roads only partially constructed or unpaved. The presence of the Perris Valley Storm Drain on three edges of the site presents constraints for effective circulation design within the Area Plan. Multiple landowners also present a challenge due to the desire for productive land uses for each owner while accommodating the necessary roadways. The March Joint Powers Authority (JPA) has received funding for the improvement of access between the March Inland Port on the west side of Heacock Street and Interstate 215. This access, to be provided along San Michele Avenue, Indian Street and Oleander Avenue, is slated for construction in 2001. Concurrently, the City will be improving San Michele Avenue from Indian Street to Perris Boulevard and installing two traffic signals at Perris and San Michele and Perris and Nandina.

D. Multiple Ownership

Within the project area, there are over 90 landowners, producing a diversity of interested parties. Staff has worked with the property owners to develop a Land Use Plan acceptable to all parties within the physical constraints identified above.

III. DEVELOPMENT STANDARDS AND GUIDELINES

A. Purpose and Applicability

The purpose of this section is to set forth the specific standards and guidelines that will guide the development of the properties within the boundary of the Project area.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the City of Moreno Valley Development Code unless otherwise defined herein.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the City of Moreno Valley Development Code.
3. These regulations are adopted pursuant to Section 65450 of the State of California Government Code. It is specifically intended by such adoption that the development standards herein shall regulate all development within the Project area.

B. Process

The procedures for filing applications for permits, variances, appeals, amendments, approvals, and the like, shall be in accordance with the City of Moreno Valley Development Code.

C. Designations

The Moreno Valley Industrial Area Plan is established with three designations: Industrial, Public and Clear Zone (see Map III-1, Land Use Map). The primary designation of the Project area is Industrial. The Industrial designation has varying criteria based on proximity to specific intersections and residential designations. The Public designation has been established for institutional, public and semi-public activities. The Clear Zone has been established to be consistent with the safety regulations implemented by March Air Reserve Base/March Inland Port (MARB/MIP) related to flight operations at the airfield. Pursuant to the approval of the MARB/MIP joint use aviation facility, Federal Aviation Administration (FAA) standards will also apply to development in the Area. The March Joint Powers Authority is currently developing models standards to implement the FAA requirements.

The following describes the three designations:

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1. Industrial

The Industrial designation encompasses approximately 1360 acres or 88% of the Project area. This designation is intended to cover a wide range of industrial and industrial/business related support uses. To ensure compatibility with surrounding land uses and Project image, the designation has been established with criteria for certain uses to be permitted or prohibited within 300 feet of residential designations or specific intersections.

Industrial Support Areas

The purpose of the Industrial Support Areas is to allow industrial/business support services, such as food service, gas stations, office supply and sales, and day care, within the Area Plan without affecting the integrity of lands available for industrial uses. The Industrial Support Areas are located within 300 feet of key intersections within the Area Plan (see Map III-1, Land Use Map). Permitted uses may extend beyond the 300 foot distance if the Community & Economic Development Director determines that the use and design would not affect the integrity of industrial uses, and that the development proposal is part of an integrated industrial or business park.

The Industrial Support Areas are shown on Map III-1.

300 Foot Proximity to Residential District

This criteria is intended to provide a buffer between residential districts within the Area Plan without affecting the integrity of lands available for industrial uses. Where parcels exceed 300 feet in depth from a major arterial, permitted uses may extend beyond this distance so as not to affect the integrity of industrial uses, if the development proposal is part of an integrated industrial or business park, as determined by the Community & Economic Development Director.

2. Public

The purpose of the public district is to conduct public or institutional activities, as defined under Public Safety & Utility Services, and Utility Facilities. The Public designation covers the existing Eastern Municipal Water District's Moreno Valley

Regional Water Reclamation Facility and percolation ponds, comprising 137 acres or 9% of the Project area. The facility provides secondary treatment of sewage from the surrounding community and provides reclaimed water service.

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2. Clear Zone

The Clear Zone consists of approximately 50 acres of land, or approximately 3% of the Project area, in the southwest corner of the Moreno Valley Industrial Area. This zone is within an area of high accident potential from MARB as may be designated through the most recent MARB Air Installation Compatible Use Zone (AICUZ) Study. In accordance with the Study land uses are restricted to open space, agricultural, automobile parking and roads.

D. Industrial Land Use Table

The permitted (P) and conditionally permitted (C) land uses of the Industrial designation are as follows:

INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
MANUFACTURING			
Custom	P	P	P
Light	P	P	P
Medium	P	P	
Heavy	P		
WHOLESALE/STORAGE/DISTRIBUTION			
Aircraft Facilities	P	P	
Public Storage/Mini-Warehouse With Outdoor Storage	P	P	P
Light With Outdoor Storage	P	P	P
Medium	P	P	
Heavy	P		
OFFICE			
Offices, Business and Professional		P	P
Financial Institutions		P	
Medical Clinics		P	

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INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
Research & Development Services	P	P	P
COMMERCIAL/SERVICE			
Agricultural/Nursery Supplies & Services	P	P	P
Animal Care	P	P	C
Automotive Fleet Storage	P	P	P
Automotive Sales/Rental/Leasing & Accessories	P	P	P
Automotive Service Stations		P	
Automotive/Truck Repair - Minor	P	P	P
Automotive/Truck Repair - Major	P	C	C
Building Contractor's Storage Yard	P		
Building & Site Maintenance Services	P	P	P
Building Material and Equipment Supplies & Sales	P	P	P
With Outdoor Storage	P	P	C
Business Supply/Equipment Sales/Rental & Services	P	P	P
With Outdoor Storage	P	P	C
Business Support Services		P	
Caretaker's Residence (surveillance only)	P	P	P
Communication Facilities, Antennas & Satellite	*	*	*
Convenience Sales & Services		P	
Day Care Facilities		P	
Incidental Use	P	P	P
Eating & Drinking Establishments		P	
With Live Entertainment or Drive-through		P	
Food & Beverage Sales		P	
Heavy Equipment Sales & Rentals	P		
Hotel/Motel		C	
Laundry Services	P	P	P
With Fleet Storage	P	P	C
Mortuary, Cemetery & Crematory Services	P	P	C
Outdoor Commercial	C		
Personal Services and Trade Schools		P	

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INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
Petroleum Products Storage	P		
Recreational Facilities <i>With Outdoor Activities</i>		P P	
Repair Services	P	P	P
Sexually Oriented ^{ADULT} Businesses	R A	R A	
Vehicle Storage	P		
CIVIC			
Administrative Civic Services		P	
Public Safety & Utility Services	P	P	P
Utility Facilities	P	P	P

E. Interim Uses

Interim uses shall not preclude full development in accordance with the development regulations and standards of the Area Plan and shall not have any permanent buildings constructed. Interim activities include agricultural crops, roadside sale of crops and existing residential uses.

F. Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Industrial Land Use Table are prohibited, except the Community & Economic Development Director has the ability to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

MANUFACTURING

Custom Manufacturing: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and

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may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Light Manufacturing: Activities typically include: labor intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new product may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to

exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottled water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal works; and, toys, amusement, sports and athletic goods. The activities do not produce odors, noise, vibration, hazardous materials or particulate which would adversely affect other uses in the structure on the same site.

Medium Manufacturing: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment, or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include, but are not limited to: canned food; textile products; furniture and fixtures converted paper and paper board products; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations, and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

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Heavy Manufacturing: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or unscreened open-air storage of large quantities of raw, semi-refined or finished products. Uses typically use raw materials to fabricate semi-finished products including, but not limited to: forge shops, metal fabricating facilities, open welding shops, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic plants, light or vacuum casting facilities, vehicular assembly plants, power plants, concrete product manufacturing activities, batch plants, scrap yards, air melting foundries, and aggregate or asphalt yards. Activities in this area may generate noise, odor, vibration, and illumination or particulate that may be obnoxious or offensive to vicinity.

WHOLESALE, STORAGE AND DISTRIBUTION

Aircraft Facilities: Activities typically include support uses for airfields. Uses can include hangers, aircraft taxiways, heliports, control towers, fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, aircraft maintenance, aviation operation services, and related improvements. These uses would be anticipated to occur only in conjunction with the provision of a taxiway from the March Inland Port into the area bounded by Nandina, Indian and San Michele.

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Light Wholesale, Storage and Distribution: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

Medium Wholesale, Storage and Distribution: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

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Heavy Wholesale, Storage and Distribution: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Outdoor storage is permitted.

OFFICE/PROFESSIONAL/DESIGN/RESEARCH/MEDICAL

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Financial Institutions: Banks, savings and loan associations and similar establishments.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Research & Development Services: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

COMMERCIAL/SERVICE

ADULT BUSINESS USES

~~**Sexually Oriented Businesses:** These businesses include, adult arcades, bookstores, cabarets, model studios, motels/hotels, motion picture theaters, theaters and newsstands. These uses are regulated by Section 9.09.030 of the Moreno Valley Municipal Code, except that such uses within the Plan area shall not require a conditional use permit. ADULT BUSINESS USES, AS DEFINED IN MUNICIPAL CODE SECTION 9.09.030, SHALL USE THAT SECTION AS THE REGULATORY DOCUMENT FOR PERMITTING THE USES WITHIN THE SPECIFIC PLAN.~~

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Animal Care: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

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Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Sales/Leasing/Rental & Accessories: Activities typically include display, retail sale, leasing, rental of new and used vehicles, with incidental minor repair, body work and, sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Automotive Service Stations: Activities typically include the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive and Light Truck Repair - Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Automotive and Truck Repair - Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building & Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Material and Equipment Supplies & Sales: Activities typically include, retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rental & Services: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

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Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books and personal services.

Caretaker's Residence: Where 24-hours on-site surveillance is necessary in conjunction with an industrial use, a caretaker's residence may be permitted when approved by a Conditional Use Permit. A caretaker's residence shall not be used to establish a single-family residence in conjunction with a business.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to Section 9.09.040 of the Municipal Code. Other uses under this category are permitted uses.

Convenience Sales & Services: Activities typically include retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Day Care Centers: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Eating & Drinking Establishments: Activities typically include the retail sale from the premises of un-packaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, inclusive of drive-through facilities.

Food & Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Heavy Equipment Sales & Rentals: Activities typically include the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

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Hotel/Motel: Activities typically include lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Laundry Services: Activities typically include institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Mortuary, Cemetery, & Crematory Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Outdoor Commercial: Activities typically include those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Personal Services and Trade Schools: Activities typically include information, instruction and similar services of a personal nature, including computer training, driving schools, travel bureaus, photography studios, vocational and trade schools, and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage, sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Transportation Support Facilities: Uses include: taxi, rail and bus stations; truck parking lots and public parking lots.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

CIVIC

Administrative Civic Services: Activities typically include management, administrative or clerical services performed by public, quasi-public, and public utility administrative offices.

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Public Safety & Utility Services: Activities typically include communication equipment installations and exchanges, electrical substations, gas substations, ambulance services, police and fire stations, post offices, public operated off-street parking lots and garages available to the general public.

Utility Facilities: Activities include electrical, gas and oil transmission facilities, garbage or refuse transfer facilities, major mail processing centers, radio and television transmission facilities, booster relay stations, bus terminals and storage areas, public utility truck yards, reservoirs, water tanks, and water and sewer treatment facilities.

G. GENERAL DEFINITIONS

Outdoor Storage: Any material, equipment or vehicle that is not stored within an enclosed structure. Outdoor storage is permitted, subject to the screening requirements of this Plan.

Public View: Public view shall be defined as those areas visible from the public right-of-way along the portion of the property abutting a public right-of-way. Public view shall not mean interior property lines that do not abut a public right-of-way.

H. Development Regulations

The development regulations and standards are intended to be flexible standards that -site.

1. Development Standards

DEVELOPMENT STANDARDS	
Lot Dimensions	
Minimum Lot Width (new subdivisions)	150'
Abutting major arterials	300'
Minimum Lot Depth (new subdivisions)	150'
Building and Parking Setback	
Street Setback (structures up to 35 feet):	
Perris Boulevard	20'
Arterials (88' ROW or greater)	15'
Industrial Collector (78' ROW)	10'
Interior Rear or Side	0' or 5'
Abutting Residential District:	
Building Setback	equal to height of building
Parking Setback	10'

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DEVELOPMENT STANDARDS	
Height (structures > 75' require public hearing)	
Maximum Height	None

- For each additional foot of structure height above 35 feet, the setback shall be increased by one foot. This additional setback area may be used for parking, screened storage or structures 35 feet or less in height.

Projections such as awnings, eaves, roof projections, stairs and stair landings and similar architectural features may project into the building setback a maximum distance of five feet (5'), provided such appendages are supported only at or behind the building setback line.

There shall be no structure, sign or landscaping exceeding thirty-six inches (36") in height within a fifty-foot (50') setback from intersection curb returns.

Structure height shall not exceed the provisions established by the March Air Reserve Base Air Installation Compatible Use Study and Federal Aviation Administration (FAA) Part 77 standards (conical surfaces requirement – see March Inland Port Airport Layout Plan).

2. Parking Requirements

Vehicular and bicycle parking shall be provided in accordance with the City of Moreno Valley Municipal Code Chapter 9.11 unless otherwise stated herein.

3. Loading Facilities

Loading facility regulations within the Project area shall be those set forth in the City's Municipal Code except as stated below:

- a. Loading facilities facing a public right of way or residentially zoned property shall be screened from public view. The Community and Economic Development Director may waive this requirement when he or she determines that future structures on the site will screen the loading facilities. Screening shall include a combination of decorative walls, landscaped berms, trees and shrubs.

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- b. All loading areas within 100 feet of a public right of way shall be appropriately screened from public view with landscaping materials, decorative walls, or other materials.
- c. Loading docks shall be set back a minimum of seventy feet (70') from a public right-of-way.
- d. Parking stalls for trailers shall be fifty feet (50') by fourteen feet (14') and be provided at a ratio of one (1) stall per truck loading dock door.
- e. Aisle width between loading docks shall be a minimum of fifty feet (50') in width plus an additional width of fifty feet (50') for truck parking while loading and unloading.

4. Equipment

Equipment includes external mechanical or electrical equipment, such as air conditioning units, fans, ductwork, cranes, storage tanks and satellite dish antennas. For this equipment the following regulations apply:

- a. All roof, wall and ground surface equipment shall be located to minimize visibility from the public right of way. Such equipment, if within 100 feet of the public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) or within 300 feet from a residential district, shall be screened from public view as described in the following section b. Such equipment, if greater than 100 feet from the public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) shall at a minimum be treated with a neutral color to blend with the balance of the structure(s) on the site.
- b. All screening shall be architecturally integrated and compatible with the building design and where possible, a roof parapet wall shall be used to screen roof or wall mounted equipment. Roof mounted mechanical equipment or duct work shall be screened by an architecturally designed enclosure which exhibits a permanent nature with the building design and is detailed and integrated and compatible with the building design.

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5. Storage Areas

These regulations apply to on-site storage that shall be screened from public view and from adjacent residential land uses. The following regulations apply:

- a. 300 feet from a residential district or within Industrial Support Areas: No outdoor storage shall be permitted except for fleet vehicles and light trucks (not exceeding 6000 GVW). Outdoor storage tanks may be permitted at a height of 8' from the highest finished grade when screened from public view by concrete, masonry or other similar materials. The Community & Economic Development Director may allow adjustments to this criteria based on site plan design, where the design can be shown to have no adverse impacts on adjacent non-industrial uses.
- b. Beyond 300 feet from a residential district or outside Industrial Support Areas: All materials, supplies, equipment and operating trucks shall be stored within an enclosed building or storage area, or outdoor storage areas shall be screened from public view. Within 100 feet of a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard), outdoor storage area screening shall use concrete, masonry, or other similar materials a minimum of eight feet (8') in height from the highest finished grade. Within such area, except for trucks or other vehicles necessary for the operation of the use, no such materials are to be stored to a height greater than eight feet (8'). Outdoor storage areas further than 100 feet from a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) may use chain link fencing with metal slats a minimum of eight feet (8') in height for screening in lieu of concrete, masonry, or similar materials. The Community & Economic Development Director can consider other methods to fully screen storage areas from public view.

6. Security Fences and Walls

- a. Any solid wall or fence along a street frontage over three feet (3') in height is subject to the streets setbacks established.

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- b. All security fencing and walls shall be concrete, masonry, wrought iron or other similar materials not to exceed a height of eight feet (8') from the highest finished grade. Chain link with metal slats may be used only in areas greater than 100 feet from a public right of way (or 200 feet for parcels adjacent to Perris Boulevard).
- c. Barbed wire or razor wire is permitted atop fencing. However, wire shall not be visible atop fencing within 100 feet of a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) – in such instances, wire shall be angled to prevent visibility.
- d. Security gates are subject to review and approval by the City Police and Fire Departments to ensure emergency access.

7. **Property Maintenance**

Property owners shall be responsible for the maintenance of all buildings, structures, storage and other yards, landscaping, signs, parking areas and other improvements to the property in a manner that does not detract from the appearance of the Project area.

8. **Landscape**

Landscaping shall comply with the provisions of the City's Municipal Code, except as otherwise stated herein.

- a. All parking areas abutting a public right-of-way shall be screened with landscaped berms, landscape materials or decorative walls to an average height of three feet (3').
- b. Along property boundaries visible from public view and accessible to the general public, trees shall be planted at a rate of one tree per 30 linear feet of the interior property line. Tree clusters may satisfy this requirement.
- c. In areas of future expansion that are in an undeveloped condition, graded or un-graded development areas shall be kept in a weed-free condition.

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Ground covers may be required for erosion control and/or to mitigate visual impact.

- d. Enclosed outdoor storage or loading areas that are not visible from public view and are not accessible to the general public may not require landscaping as determined by the Community & Economic Development Director.
- e. Areas visible to public view that are accessible to the general public shall be landscaped in accordance the City's Municipal Code.

9. Performance Standards

- a. **Noise:** The maximum allowable noise production level of any use shall not exceed 85 Ldn as measured at the lot line of the lot containing the use. Where a use is within 300 feet of residential designation, the noise production level shall not exceed 65 Ldn at the property line. Compliance with the AICUZ Land Use Compatibility criteria and ultimate compliance with FAA height restrictions and noticing requirements shall be adhered to.
- b. **Vibration:** All uses shall be operated so as not to generate vibration discernible without instruments by the average person beyond 600' from where the source is located. Vibration caused by motor vehicles, temporary construction and demolition is exempt from this standard.
- c. **Particulate Matter and Air Contaminants:** In addition to compliance with the AQMD standards, all uses shall be operated so as not to emit particulate matter or air contaminants which: a) are injurious to the health of either persons engaged in or related to the use of the lot, or persons residing, working, visiting or recreating in neighboring areas; b) substantially and adversely affect the maintenance of property in nearby areas; c) are isruptive of industrial processes carried on in other parts of the industrial area. Where a use occupied a lot abutting or separated by a street lot with designated performance standard for particulate matter and air contaminates shall apply at the common or facing lot line.

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- d. **Odor:** All uses shall be operated so as not to emit matter causing unpleasant odors that are perceptible to the average person beyond any lot line of the lot containing such uses.
- e. **Humidity, Heat and Glare:** All use shall be operated so as not to produce humidity, heat, glare or high-intensity illumination which is perceptible without instruments by the average person while on any lot zoned for residential purposes.

I. General Design Guidelines

1. Objectives

Ensure a high quality working environment and sense of identity within the Project area.

Provide the City with the ability to ensure that the Project area will develop in accordance with the design character proposed by this document.

Provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to implement the desired design character consistently throughout the Project.

2. Site Plan

Buildings will be sited in a manner that will complement the adjacent buildings and landscape. Within multi-tenant developments, structure placement should be designed to create opportunities for plazas and landscaped open spaces, providing a sense of definition to outdoor spaces.

Building orientation should include consideration of wind protection, solar access, and energy conserving site design principles.

Access and circulation should be designed to provide safe and efficient system, reducing conflicts between vehicular and non-vehicular traffic. Combined driveways for adjacent lots are encouraged to minimize the number of access points from Project arterials.

Parking areas should not be a dominant feature in the overall design of the Project. Parking areas should be well lit, and screened by landscape materials, low walls, or grade separation.

Shade structures and out door eating areas for employees are encouraged.

3. Architecture

The purpose of the architectural design guidelines is to ensure quality development that reinforces continuity throughout the Project area. Recurring elements combine to create visual and spatial expressions that identify the area. All architecture is intended to appear as an integrated design concept. Buildings will be of a contemporary style and material employing massing, scale and proportion for design implementation. Designs for individual projects will be submitted as part of the City site plan/design review procedure.

Materials

The use of prefabricated and all metal steel for sheathing of buildings is permitted provided that the building elevation facing the public right-of-way or visible from public view shall be architecturally treated to break up the façade and avoid excessive glare. Corrugated and unpainted metal sidings are not permitted.

Building Design

Exterior wall elevations along high visibility corridors shall be architecturally treated through use of varied openings and recesses, texture and color. Buildings with a variety of front setbacks are strongly encouraged.

4. Lighting

Exterior light fixtures shall be designed and placed so as not to provide light spillage on adjacent properties or public rights-of-way. The use of "full cut off" fixtures should be used adjacent to the MARB/MIP to reduce nighttime glare towards the flight line.

5. Signs

Signs shall abide by the provisions of the Moreno Valley Development Code except as otherwise stated herein.

Signs shall contain only that information necessary to identify the primary elements on the lot on which the sign is located.

Logos or identification symbols shall be considered signs.

Lighting of signs shall be sensitive to surrounding residential areas.

J. Landscape Architecture

All landscaping and irrigation shall be designed, installed and maintained in accordance with the City of Moreno Valley Development Code unless otherwise stated herein.

1. Entries

On Perris Boulevard, at the Perris Valley Storm Drain-Lateral B, a City entry statement shall be erected. The design of the entry statement shall include enhanced landscaping.

IV. DEVELOPMENT FRAMEWORK

A. Goals and Objectives

1. Land Use Compatibility Goal

To achieve balanced land uses for the Project area emphasizing employment generation and economic growth for the City integrated within the proposed development and the surrounding community by:

Encouraging a mix of industrial and industrial/business related support uses to balance quality development with economic growth.

Developing an economic base for the City of Moreno Valley while minimizing conflicts with surrounding land uses.

Phasing land uses to coordinate with the overall development policies of the City of Moreno Valley.

Designing a well-defined pattern of industrial and industrial/business related a flexible framework.

Providing a pleasant working atmosphere by avoiding or minimizing potential conflicts with adjacent land uses.

Designing within the land use guidelines developed by March Air Force Base/March Inland Port (MARB/MIP) regarding noise, hazard, and height restrictions.

2. Urban Design Goal

To provide an attractive and safe working environment by:

Encouraging distinctive industrial, business park and support commercial development by establishing design guidelines for varying land uses, landscape, and architectural design.

Providing Project development standards to ensure consistent siting and design criteria throughout the Project.

Providing for smooth and visually pleasing transitions between land uses.

Providing special design features along primary circulation corridors and entries to the Project area while retaining an integrated landscape character throughout the Project area.

Encouraging visually pleasing architecture to enhance the development, especially along high visibility roadways.

Planning land uses and implementing design solutions to avoid conflicts between adjacent areas.

3. Public Facilities and Services Goal

To provide for coordinated development of industrial, business park, and mixed use land uses with appropriate infrastructure, public facilities and services by:

Providing for adequate sewer, water, drainage, other utilities, and roads to serve the proposed land uses.

Phasing the development of Project land uses to coordinate with the development of infrastructure improvements.

Providing transportation system improvements to accommodate anticipated development.

B. Urban Design Concept

Planned business and industrial parks have the potential to contribute to the overall community image in a positive way. The Project area is a large planning area within the City and therefore can contribute significantly to the City's developing image. The intent of this section is to address the physical appearance of the Project area, describing the overall Project design concept. Specific design details, design guidelines and development standards are discussed in Section III Development Standards and Guidelines.

The urban design concept provides the basis for a thematic treatment of the major Project elements, including special landscape treatments, gateways, entries, and streetscapes.

1. Urban Form

The Project area has been consolidated into one planning area. The area has been assigned a designated land use, design standards, and development regulations.

The form and identity of the planning area is integrated with the overall community through the use of design elements such as streetscape character and entry treatments. This network of landscape, building form, site planning, and special design treatment creates an internally unified development while providing continuity with the surrounding community.

The concept for the visual character for the proposed land use categories is as follows:

a. Industry

The Industrial area is intended to have a pleasing visual treatment along fronting roads where streetscape plant materials and architectural treatments provide visual character. This land use category allows heavy, medium, and light industrial uses. However is designed to avoid visual impact along major thoroughfares and impacts on other adjacent land uses. Loading bays and storage areas will be buffered to minimize visual impacts. Industrial areas may contain unscreened storage areas oriented away from public view.

b. Public

The Public designation allows for public, institutional and utility uses and services. The existing eastern Municipal Water District Treatment Plant is a defined as a public use.

c. Clear Zone

As discussed in Section II, Regional and Community Background, this is an open space land use due to the high hazard potential from MARB/MIP. This area will

probably be leased for agricultural uses.

2. Landscape Design

The landscape design concept is based upon two elements. These elements include streetscape treatments for individual streets, and entry/gateway treatments. The Landscape Plan (discussed in Section III Development Standards and Guidelines) emphasizes the character of the individual land uses, providing transitions between uses, buffers at important edges, and visual accents in key locations.

Streetscapes are the primary design element, unifying the Project through the use of similar landscape treatments along identified corridors, and using screening where needed to block parking areas and undesirable views. Planted edge treatments provide shading of pedestrian areas and break up long expanses for building facades.

Plant materials respect the arid regional character of the surrounding community, variety of drought tolerant and native plants, and limiting the use of plants with high water requirements, such as turf. Reclaimed water will be utilized for irrigation purposes as outlined in the Water Plan.

3. Special Corridor

The land use plan emphasizes Perris Boulevard, which provides the Area's most prominent access to other parts of community and provides the southern gateway to the community.

4. Open Space and Trails

In addition to the planned vehicular circulation system outlined in Section IV-Circulation Plan, the Project proposes a network of pedestrian pathways and bikeways along the rights-of-way of internal and surrounding roadways.

This backbone system presents an opportunity to provide interconnections with future City trails to surrounding recreational areas, providing a cohesive Citywide open space network.

5. Entries

The location of the Project area at the boundary of the Cities of Moreno Valley and Perris presents an opportunity to create the first impression a visitor perceives upon entering the City. Access points to the Project area will receive special landscape treatment to create a positive impression of the Project area and the City. Specific attention will be given to the southern City gateway at Perris Boulevard and Storm Drain Lateral B.

C. Land Use Plan

The primary purpose of the Moreno Valley Industrial Area is to serve as a planning tool that implements the development of the Project area.

The development concept responds to a number of City and landowner concerns. The land use concept was developed as the result of cooperation between of landowners within the Project Area, the City of Moreno Valley, the City of Perris and the environmental consultants. This coordinated planning effort was achieved through a number of landowner and steering committee meetings designed to allow interested parties to provide input to the planning process.

The overall concept of the Moreno Valley Industrial Area is to provide a wide range of employment opportunities within the Project area. These opportunities range from light to heavy industrial and manufacturing, and industrial/business related support uses.

Based on consideration of surrounding industrial and non industrial land uses, City policies and zoning designations, March Air Reserve Base restrictions, and land ownership patterns a single Industrial designation has been established with performance standards bases on proximity to residential and special corridors.

This designation and its standards within the Project Area are arrayed within the Project area to maximize compatibility between activities. The primary components of the Specific Plan are tied together with a number of other elements that form an integrated development concept. These elements include an overall urban design concept, circulation plan, infrastructure plans (including water, sewer, and drainage systems) and development standards and guidelines.

D. Circulation Plan

1. Traffic Conditions

The traffic and circulation analysis was prepared for the Project by the traffic engineering firm of RKJK, Inc. Traffic conditions in the area of the Oleander Project site are summarized below:

The project site is generally vacant at present, and generates virtually no traffic.

Arterial roadways in the vicinity of the site are at present only partially improved.

The arterial system is incomplete at present.

Existing roadways in the vicinity are currently operating well within capacity.

Interstate 215, located to the west of the site, provides major access to the Area. Existing roadways serving the site include portions of Nandina Avenue, Heacock Avenue and Iris Avenue, and the entire length of Perris Boulevard within the Project area. These roads consist of 2-lane undivided roads.

The complete traffic study is included as an appendix to the addendum environmental impact report.

2. Circulation Plan

A hierarchy of roadways and entries has been established for the Project area. Circulation for the proposed Moreno Valley Industrial Area has been designed to accommodate the transportation needs of the proposed industrial and business park development (see Map IV-1). The elements of the Circulation Plan include arterials and local streets as described below:

a. Entries

Access to the Project site will be provided through primary gateways located at Perris Boulevard, Indian Street and Kitching Street. Additional, access from the north is provided from Heacock Street. The primary entry statement to the City shall be made at Perris Boulevard and the Perris Valley Storm Drain-Lateral B.

b. Divided Major Arterials

Divided major arterials will consist of a 110-foot right-of-way width and an 86-foot curb-to-curb width, with a raised median and two travel lanes in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Divided major arterials planned for the Project area include:
Perris Boulevard

c. Major Arterials

Major arterials will consist of a 100-foot right-of-way width and a 76-foot curb-to-curb width, with two travel lanes in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Major arterials planned for the Project area include:

Kitching Street
Heacock Street
Iris Avenue
San Michele Avenue

d. Minor Arterials

Minor arterials within and surrounding the site have a planned right-of-way width of 88 feet and a curb-to-curb width of 64 feet. Two travel lanes are planned in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Minor arterials planned for the construction and improvement within the Project site include:

Krameria Avenue (Kitching Street to Indian Street)
Nandina Avenue (Indian Street to ~~Kitching St.~~ Perris Blvd.)
Indian Street

e. Collector Streets

Internal Industrial/Commercial Collector roadways within Project sub-areas are planned for a 78-foot right-of-way and a curb-to-curb width of 56 feet. A six-foot (6') public sidewalk is included within the parkway width on both sides of the road. These roadways provide loop circulation within the Project sub-areas and

allow for access to land uses.

Krameria Avenue (Indian Street to Heacock Street)

f. Local Streets and Cul de Sacs

Local streets within the Project area provide internal circulation to individual industrial or business park uses. Sidewalks shall be provided in the public right-of-way in accordance with City standards.

Proposed Cosmos Street

g. Truck Routes

The Public Works Department has established truck routes for the City. The only currently approved routes in the Project area are Perris Boulevard and a portion of Heacock Street. With the implementation of funded improvements to San Michele Avenue and Indian Street, these streets along with additional portions of Heacock Street should be considered for inclusion in the City's approved truck route list.

h. Pedestrian Paths and Bikeways

The Project Development Plan provides a trail system for non-vehicular traffic within the Project area. The system consists of two components: pedestrian sidewalks and bikeways.

Pedestrian Sidewalks: A sidewalk system throughout the Area Plan shall be located in all street rights-of-ways and shall be developed in accordance with City standards.

Where pedestrian pathways are proposed, an additional three (3) foot width of sidewalk shall be provided.

Bikeways: A Class II or III bikeway shall be provided on arterials in accordance with the City's General Plan Circulation Element, as illustrated on Map IV-2.

i. Parking

Off-street parking will be provided in lots associated with each building or building complex. On-street parking will be permitted on major arterials within and surrounding the Project site as outlined in the City's Development Code.

Loading bays will generally be separated from employee and visitor parking areas, and buffered through the use of plant materials where feasible.

The amount of employee, visitor, handicapped, and compact parking required for each land use is detailed in the City's Development Code.

j. Lighting

Street lighting on arterial streets and interior public streets within and surrounding the Project area shall be served by underground power to light poles. Light spacing, lamp output and other requirements shall be per City of Moreno Valley requirements.

E. Drainage And Flood Control Plan

The Moreno Valley Industrial Area is located on an alluvial fan, a landform resulting from long term debris and sediment deposition from adjacent watersheds. Historically, this condition resulted in shallow flooding conditions over much of the site. However, in 1996, the earthen trapezoidal channel along the north boundary was expanded to effectively convey the 100-year flood flows from the site. As a result, the majority of the Project area was removed from the 100-year flood plain (see Map IV-3). One small area still exists in the storm plain, north of Perris Valley Storm Drain-Lateral A, west of Indian Street.

1. On-site Storm Drain Plan

The proposed local storm drain system is comprised of three systems designed for a 100-year storm event. The first line (consisting of 1,500 feet of RCP varying in size from 48 to 96 inches in diameter) begins halfway down Krameria Avenue and travels east to its outlet into the master planned facility along Indian Avenue. The second line (consisting of 7,300 feet of RCP varying in size from 21 to 108 inches in diameter) begins south of the Perris Valley Storm Drain on Indian Street, and proceeds south down Indian Avenue to its outlet into the Perris Valley Storm Drain. The final system (consisting of 19,500 feet of RCP varying in size from 24 to 126 inches in diameter) consists of two main lines which confluence at Oleander Avenue and Perris Boulevard and outlet into the Perris Valley Storm Drain at Perris Boulevard.

2. Regional Flood Control Improvements

Previous comprehensive reports on the Master Drainage Plans for Moreno Valley and surrounding areas. Currently, many of these facilities have been completed, however, a few facilities affecting the Project area are not completed. These facilities, to be implemented by the Riverside County Flood Control and Water Conservation District (RCFCD), generally consist of improvements of local storm drain channel to accommodate 100-year flows. Engineers at Robert Bein, William Frost and Associates (RBF) prepared a conceptual plan to reflect the installation of Lateral A improvements (see Map IV-4). For more detail of regional flood control improvements, refer to the Project EIR discussion of Drainage and flood control.

F. Water and Wastewater Plan

The following is a brief description of the water and wastewater concepts prepared by engineers at RBF and Associates. Detailed improvement plans will be developed in conjunction with specific site design plans.

1. Water System

The Eastern Municipal Water District (EMWD) provides all water supply services to the Project area. The source of water for the project comes from the Mills Filtration Plant, which is a Metropolitan Water District facility. Currently, several EMWD water transmission mains cross the Project area.

Facility improvements by the EMWD and MWD in the vicinity will include offsite water line improvements, and additional offsite reservoir storage. The proposed on-site Water Plan for the Project area consists of two components: a domestic water system, and a reclaimed water system. Sizing of water mains is in compliance with EMWD's planning criteria and accommodates fire flow requirements.

a. Domestic Water

The domestic (potable) water needs of the proposed Project land uses are supplied by a backbone system consisting of two existing pump stations (one north of the site along Iris Street, and one to the east of the site) in combination with an existing reservoir to the east of the Perris Valley Storm Drain on the Site's eastern boundary (see Map IV-5, Water System). Water will be conveyed

from these stations through existing water lines along Iris Avenue, Perris Boulevard, Indian Avenue, and Murrieta Road (offsite) to proposed lines which will supply water service to on-site land uses.

b. Reclaimed Water

The City of Moreno Valley and the EMWD strongly encourage the use of reclaimed water for beneficial use. Currently, several reclaimed water pipelines exist within the Project area (see Map IV-6, Reclaimed Water). These facilities are temporarily incorporated into the domestic system until such time as the District is able to complete construction of related offsite facilities. Expansion of reclaimed water facilities within the Project area will be incorporated wherever economically feasible, with specific improvements identified at a more detailed stage of planning.

Reclaimed water for use in the industrial land uses and for landscape irrigation within the Project site will be provided by the Eastern Municipal Water District (EMWD) treatment plant on the eastern site boundary. Reclaimed water will be provided to the site per EMWD standards.

Water mains will be placed in public streets and easements will be dedicated to the City.

2. Sewer System

The Project area is located within the EMWD sewer service jurisdictional area. A conceptual study was prepared by the District to identify an interim and ultimate service plan for the Project. The Moreno Valley Industrial Area Plan (see Map IV-7, Proposed Sewer System Layout) is proposed as a more cost-effective solution.

The proposed sewer system for on-site land uses consists of a gravity system flowing in a generally southern direction to a proposed lift station adjacent to Perris Boulevard and the Perris Valley Storm Drain. This lift station will pump sewage flow generated by the Project (via a 16-inch force main) to the EMWD Sunnymead Regional Water Reclamation Facility on the eastern edge of the Project site. Pre-treatment of water from industrial land uses may be required prior to treatment at the EMWD facility, based upon EMWD requirements.

G. Public Services

In order to present a complete development document, the following listing of public services is submitted. These are primarily City services or utilities and are presented here for information purposes only. Further detail concerning these facilities may be found in the Project EIR. Extension of these services to accommodate new development is standard practice.

1. Police

The Moreno Valley Police Department is located on Calle San Juan de los Lagos in the Moreno Valley Civic Center.

Average response time is approximately eight (8) minutes for non-emergencies and five (5) minutes for emergencies.

2. Fire

Fire stations serving the Project area include the following:

- a. Primary response from: Station 65, located at Kennedy Park, has a response time of three (3) minutes.
- b. Additional equipment required to fill the full first alarm assignments for a commercial structure response would respond from Station 6 Towngate Station and Station 58 Moreno Beach. Both Stations would have a response time of seven (7) minutes. This would meet the City's heavy urban response requirements of having the full first alarm on the incident within seven (7) minutes.
- c. An additional fire station, planned on Lasselle Street adjacent to the Moreno Valley Campus of Riverside Community College, will eventually provide additional equipment within three (3) minutes.

3. Gas Service

The Southern California Gas Company has a gas main in Nandina Avenue from Heacock Street east to Perris Boulevard. It extends north on Perris Boulevard to

Mariposa Avenue, east to Kitching Street.

4. Electric Service

Southern California Edison (SCE) currently provides electrical service to the Plan Area. Electrical lines currently exist along Heacock Street, Indian Avenue, Nandina Avenue, Perris Boulevard, and along the western portion of the EMWD facility.

5. Solid Waste

Waste Management provides solid waste collection services in Moreno Valley. Waste Management currently owns and operates three subsidiary companies. The subsidiary known as Moreno Valley Disposal, operates under contract to the City within the City boundary.

Solid waste from the study area is deposited primarily at two sanitary landfills: Badlands and Mead Valley. There is one secondary landfill sites for solid waste disposal, Lamb Canyon Landfill, located east of Moreno Valley on Highway 79.

V. IMPLEMENTATION

A. Regulatory Procedures

In order for the Moreno Valley Industrial Area Plan to be adopted, it must be approved by the Moreno Valley City Council. In conformance with General Plan policies, Planned Industrial land uses are implemented using the mechanism of a Specific Plan. A City-initiated zone change will be required to adopt the Moreno Valley Industrial Area Plan development standards and design criteria. As proposed land uses are substantially in conformance with City General Plan policies, a General Plan amendment is not necessary.

Implementation of the Development Plan and Regulations of the Moreno Valley Industrial Area will be accomplished through the following provisions:

1. The City of Moreno Valley Community and Economic Development Director shall have the authority to enforce the provisions of the Moreno Valley Industrial Area and shall have the duty of interpreting the provisions of the Project. All such interpretations shall be in written form and permanently maintained. Any person aggrieved by such an interpretation may request a review by the City Planning Commission within 15 days of such an interpretation.
2. Unless otherwise specified, all development within the Specific Plan area shall comply with the City of Moreno Valley Municipal Code. Terms used in the Specific Plan shall have the same meaning as defined in the City of Moreno Valley Development Regulations unless otherwise defined. In the event that the Development Regulations or guidelines of the Plan are in conflict with other applicable provisions of the City Development Regulations, the plan shall govern. Any details or issues not specifically covered by this plan shall be subject to the regulations of the City of Moreno Valley Development Regulations.
3. All construction within the boundaries of the Project area shall comply with all provisions of the Uniform Building Code and the various mechanical, electrical, plumbing, fire, and security codes adopted by the City of Moreno Valley.
4. If a court of competent jurisdiction holds that any portion of the Moreno

Valley Industrial Area Plan invalid, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining portions.

5. Site Plan review by the City Planning Division is required in order to evaluate proposed plans for conformity with City Development Regulations and Plan requirements. Review will be in accordance with Moreno Valley Development Regulations.
6. The Planning Commission may grant variances from the site Development Regulations contained in Section III of the Area Plan, subject to appeal to the City Council within 15 days of the Planning Commission decision. Variances may be granted in accordance with the findings and requirements of the City Development Code.
7. Area Plan amendments shall be processed and enacted pursuant to amendment procedures contained in the California Government Code Section 65500.

B. Phasing Plan

An appropriate phasing plan allows for the orderly improvement of infrastructure and streets to accommodate the new land uses, while minimizing construction-related impacts. The project implementation is expected to occur over a 20-year period.

The primary infrastructure exists on Perris Boulevard, on Nandina Avenue west of Perris Boulevard, and on Heacock Street north of Cardinal Avenue. Development is anticipated to occur in incremental phases from these points.

C. General Plan Consistency

California Government Code 65450-65553 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Specific Plans must demonstrate consistency regarding proposed regulations, guidelines and programs with the goals, objectives, policies, programs, and land uses that are set forth in the General Plan.

The Moreno Valley Industrial Area Plan conforms to the goals, objectives, and policies outlined in the Moreno Valley General Plan as amended in concurrent action before the City Council. This amendment is described in Section A, Regulatory Procedures, above.

The adopted Moreno Valley General Plan contains four elements (Environmental Resources, Public Health and Safety, Community and Cultural Resources, and Community Development) that are a consolidation of the seven State-mandated general plan elements (Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety). The City General Plan has been reviewed, and applicable goals, objectives, and policies addressed as they pertain to the proposed Moreno Valley Industrial Area Plan development. A listing of implementation methods by which consistency between the Moreno Valley General Plan and the Moreno Valley Industrial Area Plan has been achieved is discussed under each element heading.

1. Environmental Resources Element

a. Objectives:

- 1) Eliminate erosion problems resulting from development activities.
- 2) Maintain groundwater supplies at least in their present quantity and quality to meet present and potential future needs.
- 3) Minimize the consumption of water through a combination of water conservation and use.
- 4) Maintain, protect and preserve biologically significant habitats, if any, within the study area, including habitats of rare and endangered species, and other areas of natural significance as part of the need for development of a balanced community.
- 5) Encourage efficient use of energy resources by minimizing

the consumption of energy resources to the minimal amount needed to support existing and planned land uses, through a combination of efficient land use patterns and passive and active energy conservation systems.

b. Implementation

Erosion Control: The Specific Plan Environmental Impact Report requires erosion control mitigation measures designed to minimize construction-related erosion. Site grading will be phased as discussed in the Phasing Plan to minimize erosion impacts. Interim flood control measures consist of grass lined swales that may reduce erosion effects.

Groundwater Quality: The Project Site has an existing groundwater quality problem due the presence of toxic materials related to past activities at March Air Reserve Base/March Inland Port (MARB/MIP). The groundwater contamination plume, which originates on base and contains PCE, TCE and other volatile organics, extends off base into a portion of the Project area east of Heacock Street, north of Nandina Avenue, west of Indian Street, and south of the Mariposa drainage channel. A Federal Record of Decision (ROD) identifies this plume as Operable Unit 1 Groundwater Plume and presents the selected remedial actions to address the plume. The Air Force has implemented the approved remedial actions and monitoring program that is still in process. Source: Declaration of Decision, Operable Unit 1, March Air Force Base, Riverside County, California, June 1996. The Area Plan land uses will comply with discharge permit requirements established by the Regional Water Quality Control Board in conformance with Moreno Valley requirements.

Biological Resources: The Project site is not located within the City-defined area for the Stephens Kangaroo Rat (SKR). The southern portions of the City furthest from the surrounding hillsides do not provide high quality habitat for the SKR, and the current agricultural uses and the presence of storm drains along the northern and eastern boundaries of the site make the

probability of colonization minimal. The two endangered and threatened species identified in the City Biological Resources map (the Black tailed (California) gnatcatcher and the San Diego horned lizard) are not expected to occur in the Site vicinity.

Conservation: The plant palette for the proposed Landscape Plan utilizes the City list of approved plants as listed in the Municipal Code. These native and drought tolerant plants will minimize water usage. The Project landscape Plan has minimized the use of turf areas. Reclaimed water will be utilized for irrigation and industrial purposes. Architecture and site design guidelines encourage the use of energy efficient design features such as building clustering.

The development of the Plan within areas designated as an employment center by current City zoning provides a concentrated local employment center for local residents. By providing a local employment base, the amount of vehicular travel by local residents should be reduced.

Non-vehicular transportation is encouraged through the provision of pedestrian walkways and a trail system around the perimeter of the site. Project construction will observe State and City building codes and standards.

2. Public Health and Safety Element

a. Objectives:

- 1) Eliminate the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and secondary effects.
- 2) Eliminate the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.

- 3) Provide noise compatible land use relationships by establishing noise standards to be utilized for design purposes within the City and its sphere of influence. General Plan Table III-W indicates an exterior CNEL of 70 dBA for Commercial and Industrial uses.

Incorporate noise issues into the planning process and require the implementation of noise attenuation measures as conditions of approval, thereby minimizing acoustic impacts to existing and future surrounding land uses and reducing ambient noise to acceptable levels.

To minimize noise impacts from significant noise generators such as aircraft, commercial, industrial construction, and other activities so that SENEL is no greater than 15 dBA above the maximum allowable CNEL for the noise sensitive use.

- 4) Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.
- 5) Reduce air pollutant emissions by reducing the amount of vehicular travel, limiting local industrial use to clean industries, and reducing local energy consumption.
- 6) Reduce the risk and fear of crime through physical planning strategies that will maximize surveillance opportunities.
- 7) Protect life and property from the potential deleterious effects of the necessary transportation, use, treatment and disposal of hazardous materials and waste within the City of Moreno Valley.
- 8) Ensure that uses within urbanized areas are planned and designed in a manner that is consistent with accepted fire

safety considerations.

b. Implementation

The Moreno Valley Industrial Area Plan will conform to relevant State and local building and safety codes and standards to protect Project employees from seismic, noise, flooding, and other potential hazards.

Seismicity: This Area Plan provides for protection against seismic hazards by providing building construction in accordance with relevant building and safety codes, including the Uniform Building Code seismic design standards.

Flooding: Land planning for the Project included a hydrology study to determine the extent of flood hazards on the site and to prepare drainage and flood control measures to address them. The resulting interim and ultimate Storm Drain and Flood Control Plans provide protection from 10- and 100-year storms, respectively. As an interim measure, a swale design is utilized to protect the site from 100-year flows and slow runoff. A 100-year flood plain study has been submitted to the City in conformance with City policy.

Noise: Land use limitations based on noise levels have been established based on the 1998 March Air Reserve Base AICUZ study and have been accommodated in the Land Use Plan for the site. Appropriate uses have been planned as defined by the Compatible Use Districts (CUDs) defined by the 1998 AICUZ study. Development standards addressing permitted uses and height restrictions have been developed based upon the 1998 AICUZ study to protect employees from hazards due to noise and accident potential from MARB/MIP.

These plans, and additional mitigation measures outlined in the Project EIR, provide for public safety as required by City and MARB/MIP policies.

Crime Prevention: Standard provisions for ease of surveillance are incorporated into building and site planning development standards and guidelines.

Toxic Materials: Toxic materials have been identified on a small portion of the Project Site. Implementation of the Specific Plan is expected to improve this pre-existing condition through toxic cleanup mitigation measures to be developed as a result of an ongoing toxics study for the Project EIR. Once a cleanup program has been developed, the long-term result will be the removal of toxic materials from the site. Specific Plan land uses will comply with discharge permit requirements established by the Regional Water Quality Control Board in conformance with Moreno Valley requirements.

Fire Safety: The Area Plan will conform to relevant State and local building and safety codes and standards to protect Project employees from fire hazards. The Project Water System Plan meets the city fire flow requirements.

As part of the EIR review process, the City Fire Department will provide input and mitigation measures that will be incorporated into the Area Plan when approved.

3. Community and Cultural Resources Element

a. Objectives:

- 1) Retain agricultural open space as long as agricultural activities can be economically conducted and are desired by agricultural interest and provide for an orderly transition of agricultural lands to other urban and rural uses.
- 2) Ensure that all Moreno Valley residents have access to high-quality educational facilities.
- 3) Provide a hierarchical system of trails which provides significant local opportunities for recreational equestrian

riding, bicycle riding, and hiking, that connects the City of Moreno Valley with local trails to major regional trail systems.

- 4) Promote social services programs that meet the special needs for childcare, the elderly, and the handicapped.
- 5) Preserve significant visual features that are within, or are visible from the City.

b. Implementation

Agriculture: Portions of the site are currently in agricultural production. Implementation of the Specific Plan will eventually replace these uses with employment uses consistent with the City General Plan and zoning designations. Agriculture will be allowed as an interim use during Project phasing to allow for a smooth transition to urban land uses. The planned land uses are in keeping with the desires of the many landowners involved.

Schools: Although the industrial and commercial nature of the Project land uses will not require school facilities, pursuant to AB 2926, the local school district is entitled to collect mitigation for industrial/commercial uses.

Trails: The Project Circulation Plan discusses the proposed trail system in Section IV. This consists of bikeways and pedestrian ways on the north/south arterials, as shown on Page IV-10. In addition, a multi-use trail on the Perris Valley Storm Drain - Lateral A will provide a link to local recreational facilities at Lake Perris.

Social Programs: Project development standards will encourage family day care facilities by including provisions for day care in Project zoning policies. All development is required to meet Title 24 and ADA requirements.

Visual Quality: Project development standards and design guidelines provide guidelines for signs, lighting, architecture, and

landscape within the Moreno Valley Industrial Area Plan to provide a consistent, attractive visual image. An urban design concept has been developed to ensure an attractive development that will enhance the image of the City. This concept includes streetscape plans and entry treatments, with special emphasis on the City gateway at the southwestern corner of the site.

4. Community Development Element

a. Objectives:

- 1) Balance the provision of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs. Commercial and industrial uses will be those permitted by applicable land use designations shown on the Moreno Valley General Plan Land Use Map.
- 2) Provide commercial areas within the City which are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.
- 3) Promote a mix of employment uses that provide a sound economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of a specific, well-defined pattern of industrial activities.
- 4) Maintain an adequate inventory of lands for the conduct of public and quasi-public activities.
- 5) Encourage open space preservation through appropriate land use policies that recognize the valuable natural resources and areas required for protection of public safety that exist in the City.
- 6) The major purpose of areas designated Planned Industrial

and Specific Plan on the Moreno Valley Land Use Map is to encourage, promote the development of larger-scaled mixed use developments for the purpose of providing adequate flexibility and innovation in land use mixes, site design, and development concepts. The Planned Industrial designation allows for industrial, commercial, office uses (partial listing).

- 7) Ensure that all development within the City is of high quality, yields a pleasant working environment and attracts business as a result of consistent exemplary design.
- 8) Maintain level of service C along roadway links, wherever possible.
- 9) Maintain safe and adequate pedestrian, bicycle, and public transportation systems within the City to reduce vehicular travel and support planned land uses within the City.
- 10) Maintain a water system that is capable of meeting demands, including the provision of adequate fire flows.
- 11) Maintain a wastewater collection, treatment, and disposal system capable of meeting demand.

Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.

Establish and implement comprehensive solutions to financing of public facilities that adequately distributes costs based on the level of benefit received and timing of development.

b. Implementation

Land Use Map: The Project site is currently zoned Specific Plan 208, and is designated as an employment center on the Community Structure Map. The proposed Specific Plan Area (SP) overlay is intended to allow for more detailed, flexible development regulations, and to treat the approximately 1600 acre site as a whole. Proposed land uses are consistent with the intent of the General Plan objectives.

Commercial Uses: The Industrial designation in the proposed land use plan will include industrial/business related support uses such as services and warehouse commercial in a high visual quality corridor along specific corridors. The majority of the Project site is currently zoned Specific Plan 208, which includes industrial/business related support uses. Proposed land uses are consistent with the intent of the General Plan objectives.

Project development standards and design guidelines provide guidelines for signage, lighting, architecture, and landscape within the Project area to provide a consistent, attractive visual image. An urban design concept has been developed to ensure an attractive development that will enhance the image of the City. A trail network is proposed incorporating pedestrian sidewalks and bikeways.

Public Uses: The site includes existing public/quasi public uses, including the Perris Valley Storm Drain and the EMWD treatment facility.

Open Space Preservation: The proposed Project includes an open space system consisting of landscaped street setbacks, landscaped medians, and the Clear Zone required by MAFB. The Clear Zone is required for public safety due to high accident potential from the adjacent airfield. The Clear Zone is planned for passive, non-structural uses, primarily agriculture.

Industrial: The proposed development includes industrial and industrial/business related support uses. These land use designations are consistent with the intent of the General Plan

policies regarding Specific Plan 108 uses designated by the City Land Use map. Project land uses will be implemented through the formation of a Specific Plan Area (SP) overlay, in conformance with the Planned Industrial policies.

Project development standards and design guidelines provide guidelines for signage, lighting, architecture, and landscape within the Project area to provide a consistent, attractive visual image.

Urban Design: An urban design/landscape concept has been developed to ensure an attractive development that will enhance the image of the City. The design concept incorporates elements addressing pleasing transition and buffer areas between land uses, a hierarchy of gateways, and a streetscape program providing an open space network within the Project area.

Project development standards and design guidelines provide criteria for setbacks, height limitations, signage, lighting, architecture, and landscape within the Project area to create a consistent, attractive visual image.

Circulation: The Project Circulation Plan provides a hierarchy of roadways and trails for vehicular and non-vehicular traffic. The Circulation Plan consists of divided, major, and minor arterials, collector roads and a trail network incorporating pedestrian sidewalks and a riding/hiking trail.

Proposed roadways are in conformance with City General Plan designations and standards as follows:

Divided Major Arterials (110' ROW):

Perris Boulevard

Major Arterials (100' ROW):

Kitching Street
Heacock Street
Iris Avenue
San Michele Avenue

Minor Arterials (88' ROW)

Krameria Avenue (between Kitching and Indian Street)
Nandina Avenue (between Indian St. & Kitching St. Perris Blvd.)
Indian Street

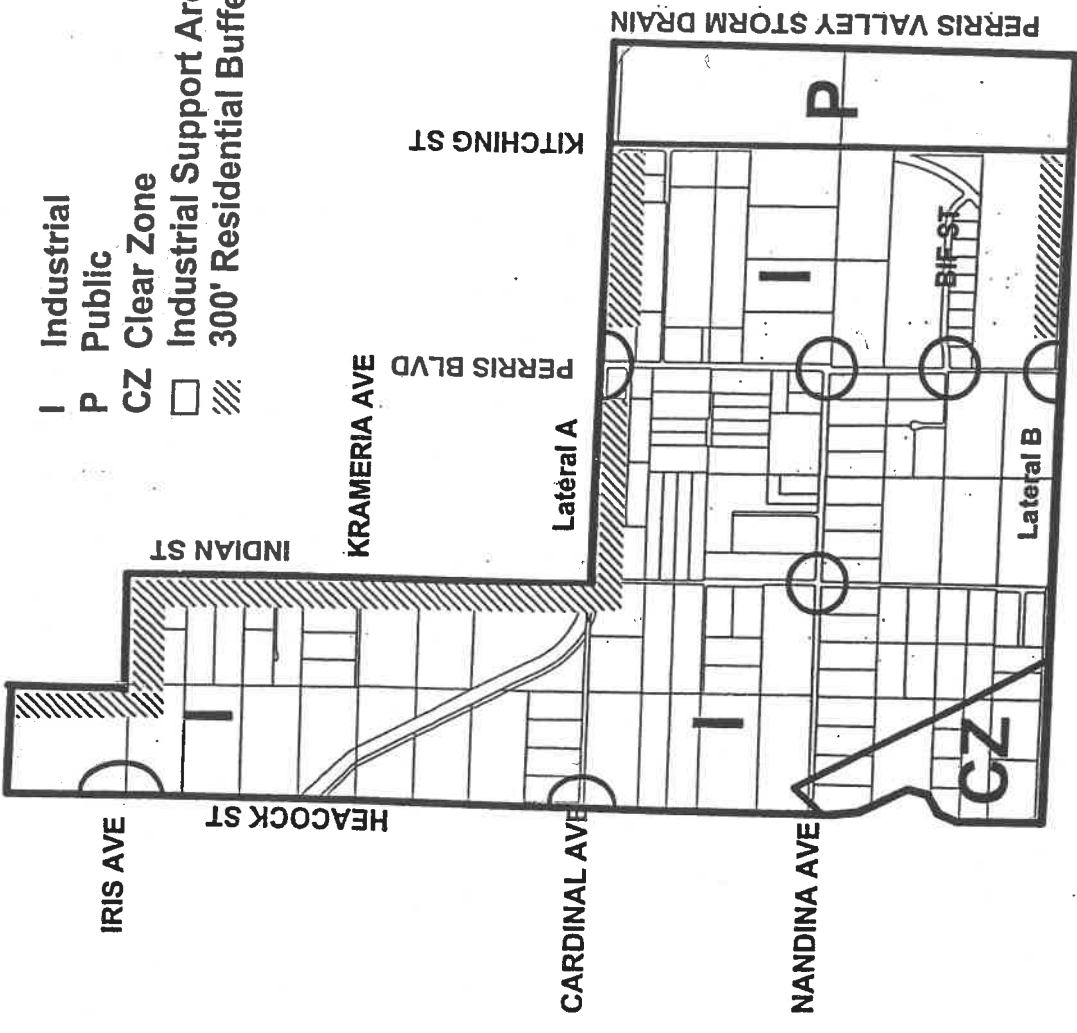
Industrial Collector (78' ROW):

Krameria Avenue (between Indian Street and Heacock Street)

Infrastructure and Public Facilities: The Project Development Plan includes master plans for water, sewer, and drainage facilities capable of providing an adequate level of service to the Project land uses. The proposed water system includes the appropriate fire flow requirements for the Project. Waste collection service will be arranged through the private collection companies that service the area.

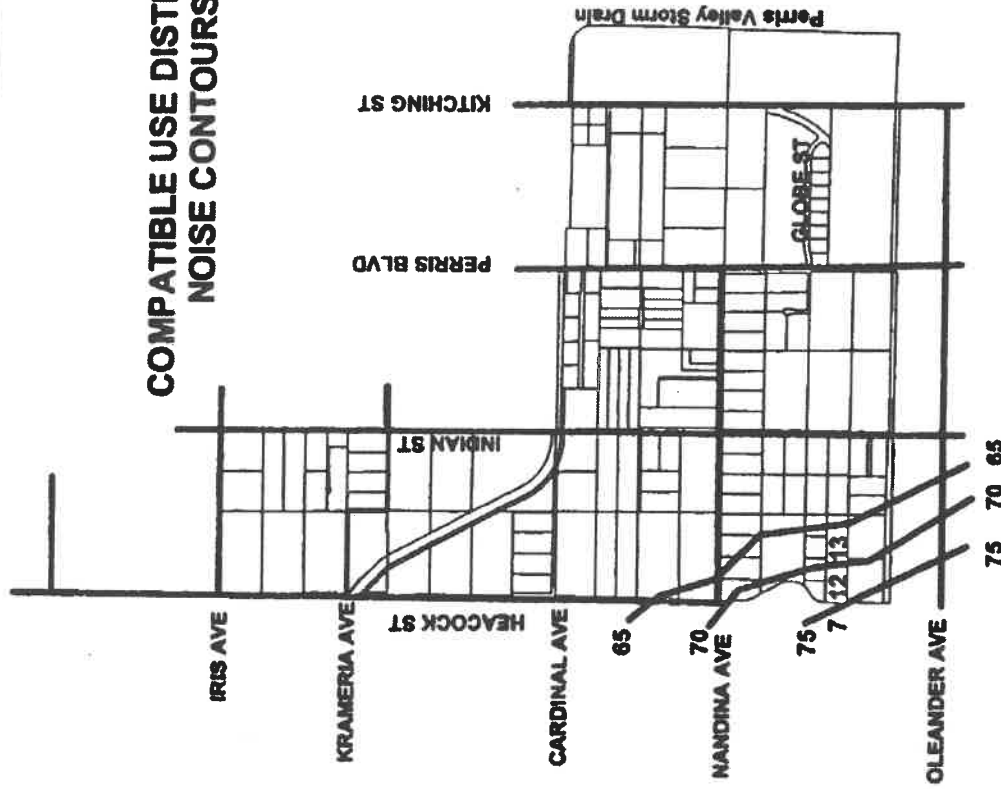
Infrastructure will be phased to provide service to Project land uses as development occurs and through the use of collected mitigation/impact fees.

- I Industrial
- P Public
- CZ Clear Zone
- Industrial Support Areas
- 300' Residential Buffer



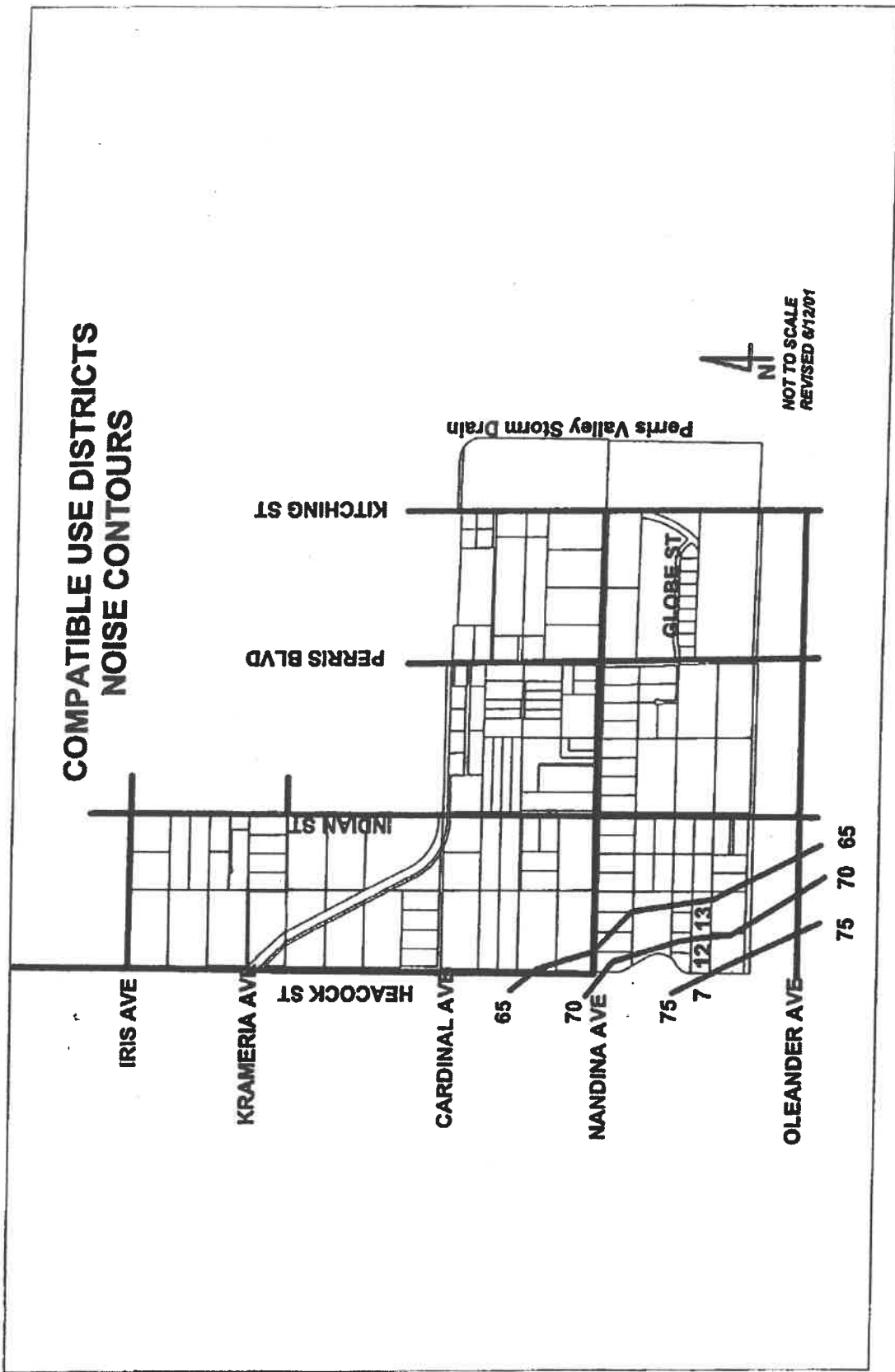
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COMPATIBLE USE DISTRICTS NOISE CONTOURS

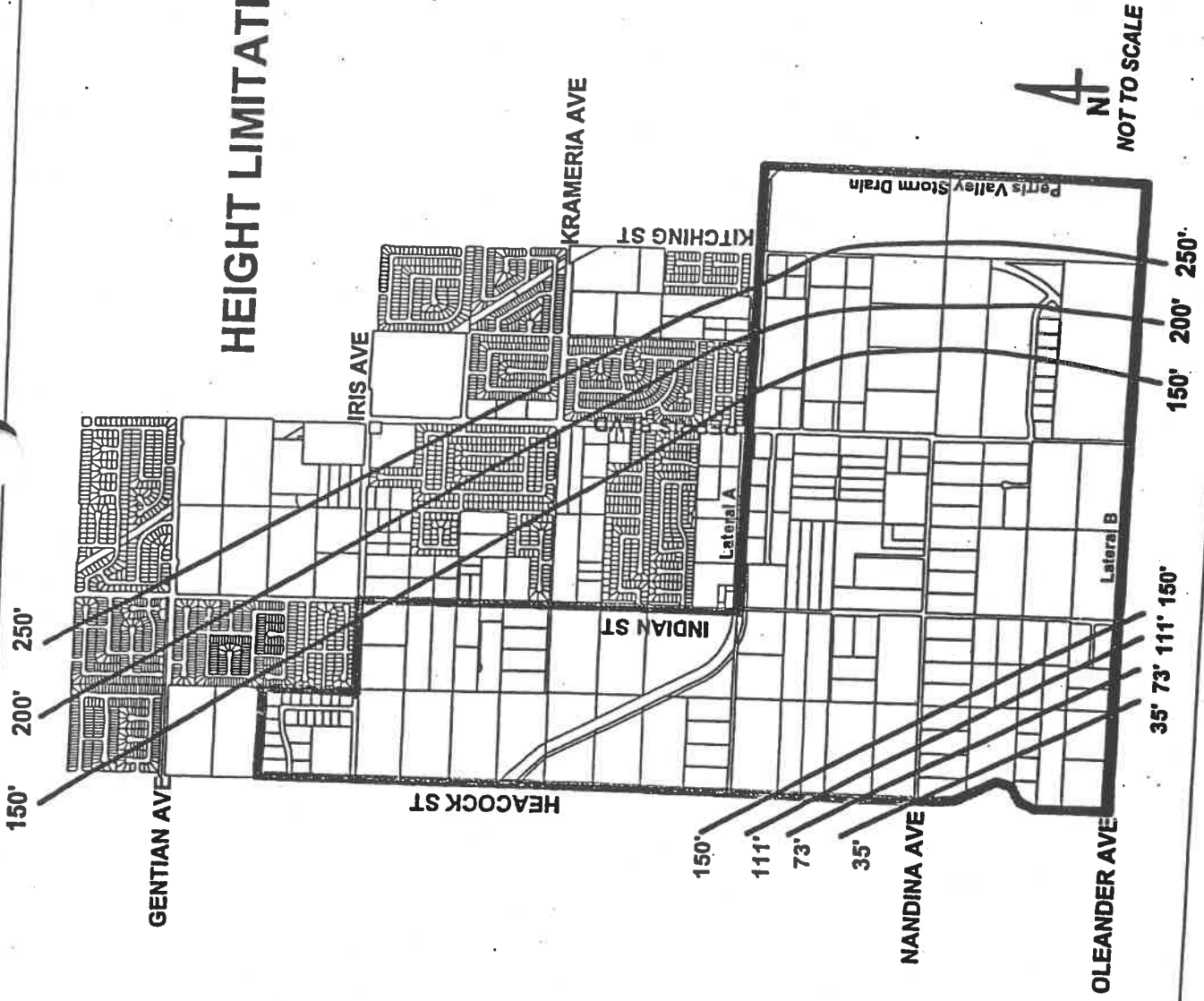


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COMPATIBLE USE DISTRICTS NOISE CONTOURS

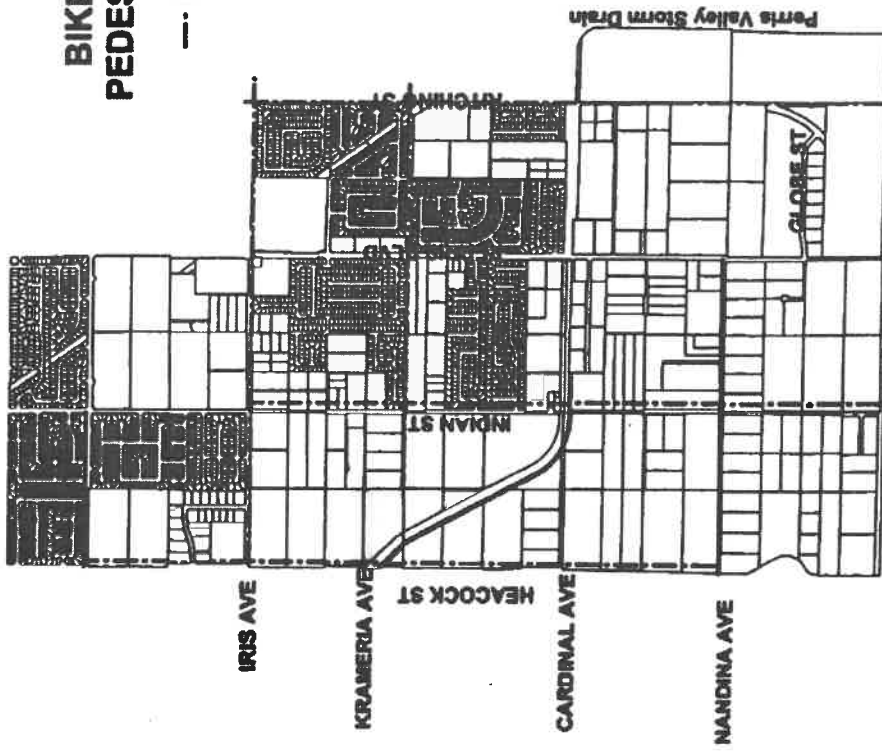


HEIGHT LIMITATIONS



BIKEWAYS AND PEDESTRIAN WAYS

--- Class II and III



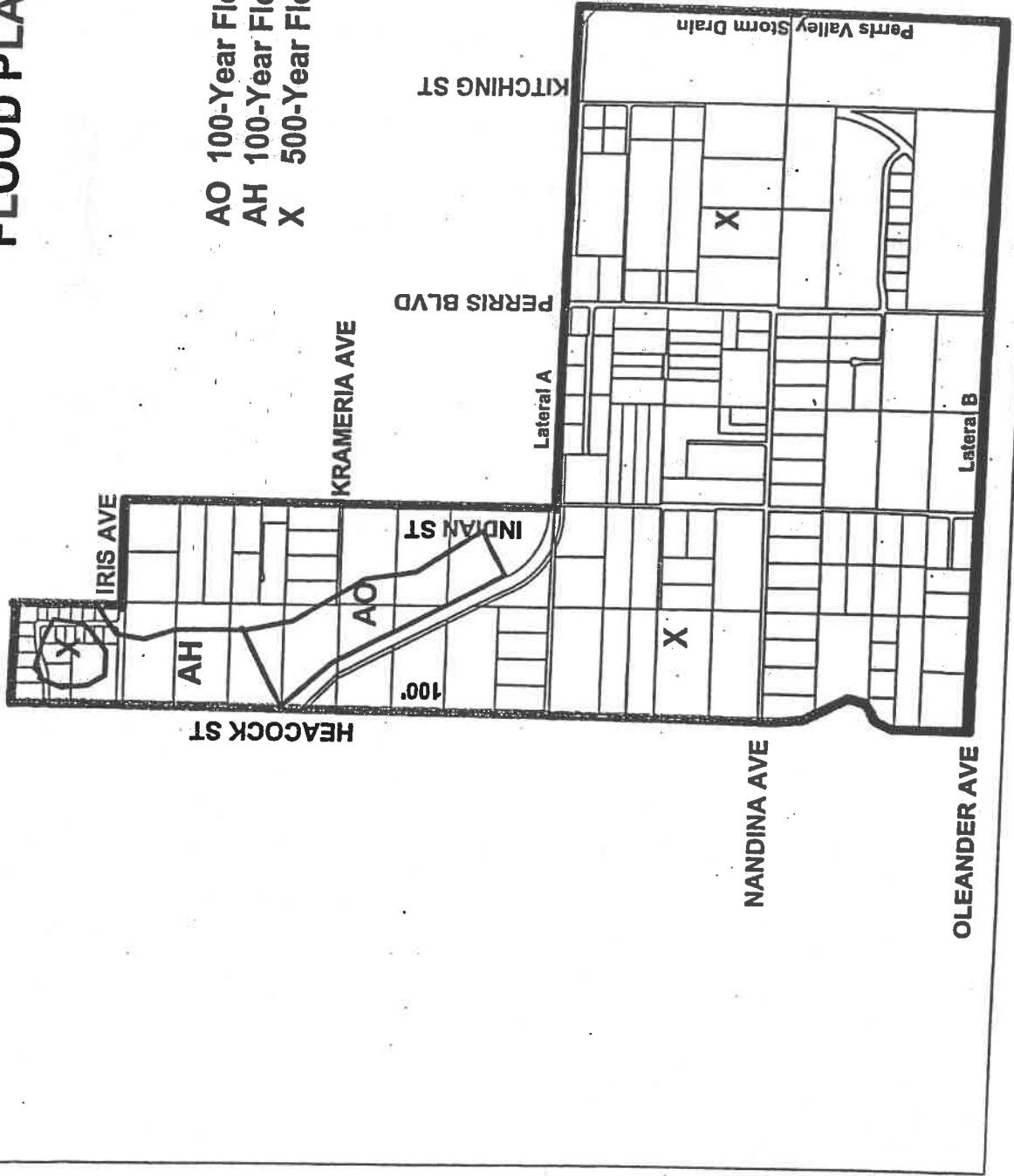
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GENTIAN AVE

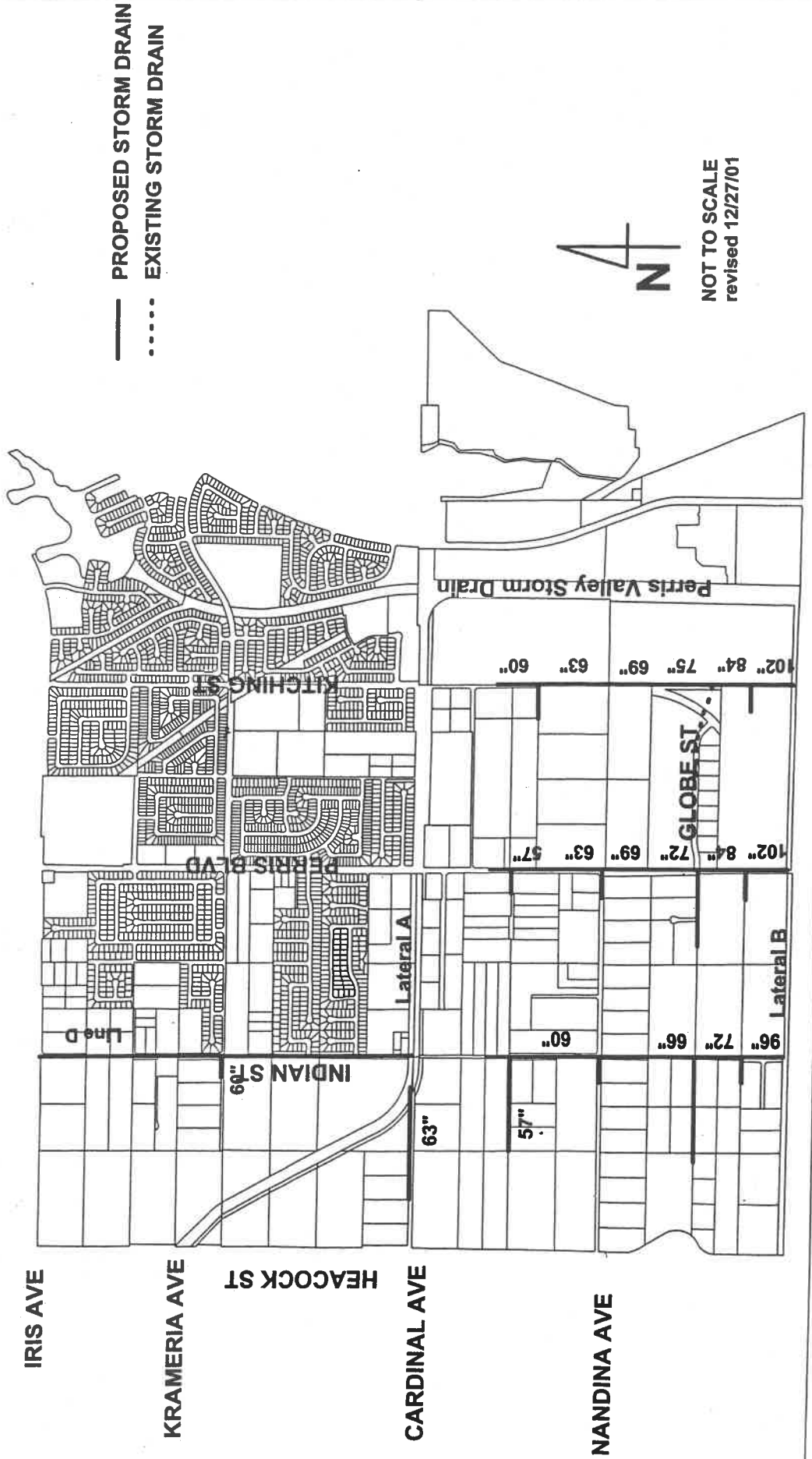
FLOOD PLAIN MAP

- AO 100-Year Flood Plain
- AH 100-Year Flood Plain
- X 500-Year Flood Plain



NOT TO SCALE

STORM DRAIN SYSTEM



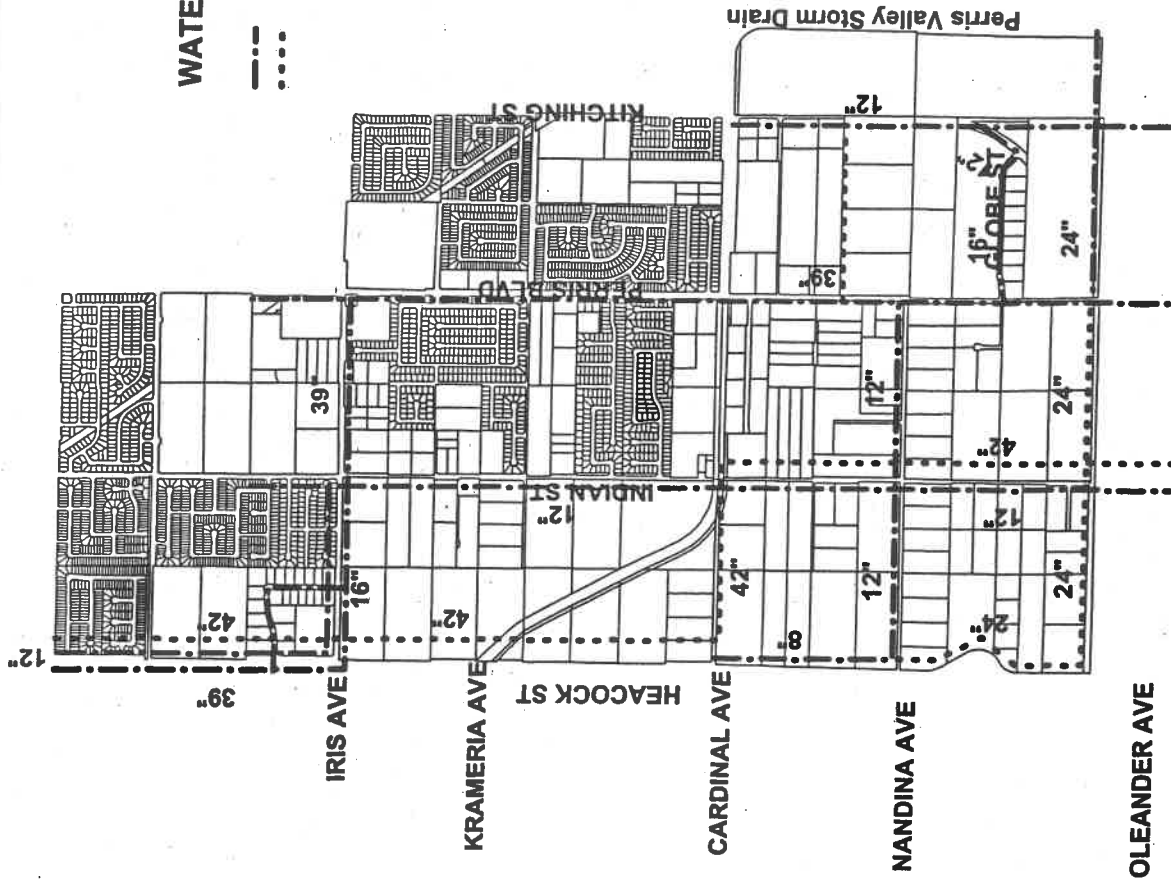
- PROPOSED STORM DRAIN
- - - - EXISTING STORM DRAIN



NOT TO SCALE
revised 12/27/01

WATER SYSTEM

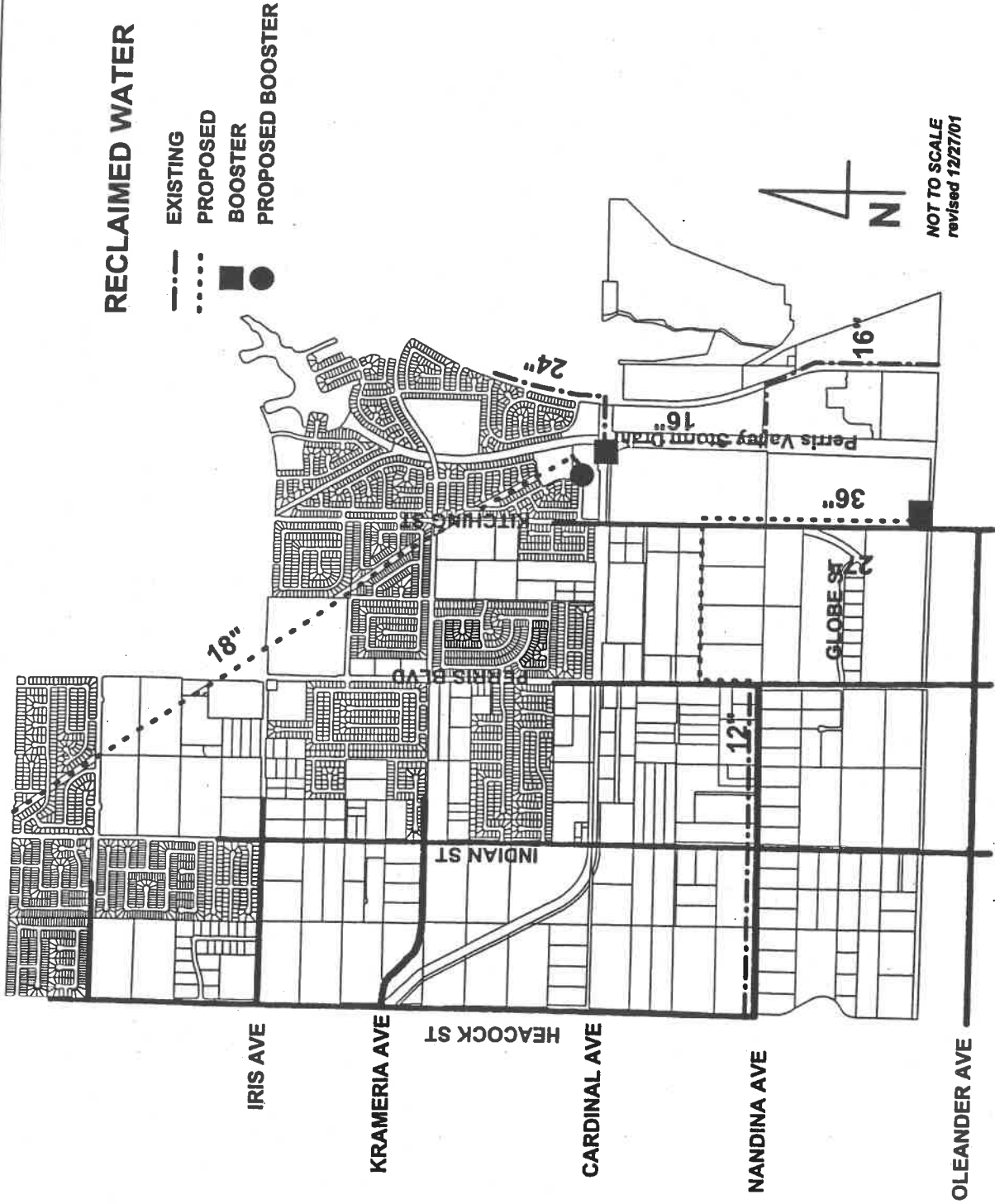
- Existing
- Proposed



NOT TO SCALE
revised 12/27/01

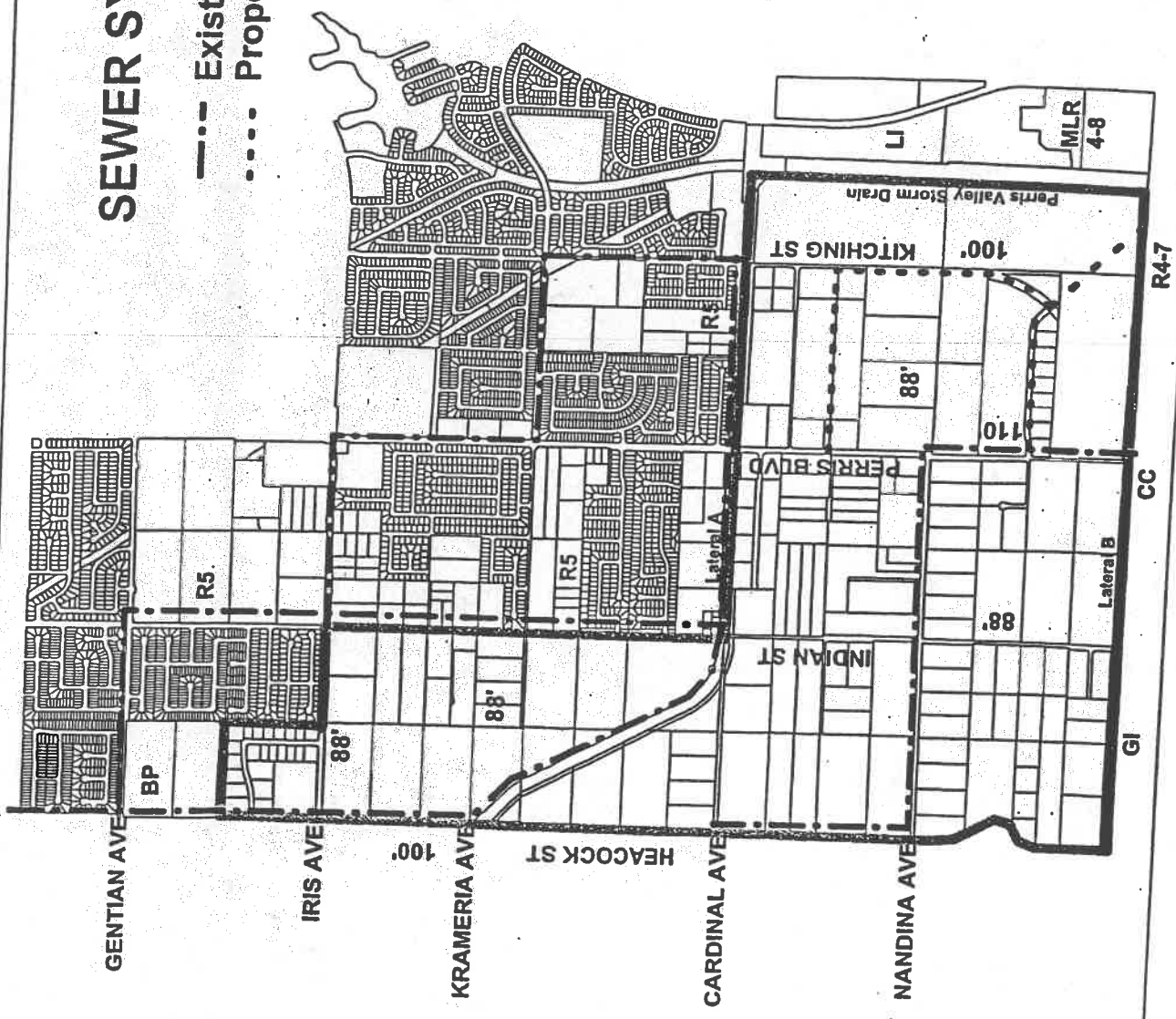
RECLAIMED WATER

- EXISTING
- PROPOSED
- BOOSTER
- PROPOSED BOOSTER



SEWER SYSTEM

- Existing
- Proposed



MARCH AIR
RESERVE BASE

RESOLUTION NO. 2013-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVIING A GENERAL PLAN AMENDMENT (PA11-0001) AND SPECIFIC PLAN AMENDMENT (P11-004) TO AMEND THE GENERAL PLAN CIRCULATION ELEMENT AND SPECIFIC PLAN NO. 208 TO MODIFY THE DESIGN AND CLASSIFICATION OF AN UNDEVELOPED SEGMENT OF KRAMERIA AVENUE BETWEEN INDIAN AVENUE AND HEACOCK STREET FROM A MINOR ARTERIAL (88 FOOT RIGHT OF WAY) TO AN INDUSTRIAL COLLECTOR (78 FOOT RIGHT OF WAY)

WHEREAS, the applicant, Hogle Ireland Inc, and representative, Western Realco LLC has filed an application for the approval of a Specific Plan Amendment (P11-004) and General Plan Amendment (PA11-0001) as provided in the title of this report for an approximately 1,484,407 square foot industrial warehouse complex consisting on an approximately 75.05 acre (66.93 net acre) portion of land located on the southeast corner of Iris Avenue and Heacock Street.

WHEREAS, the project also includes applications for an Environmental Impact Report (EIR) (P11-004), a tentative parcel map (PA11-0007) and individual plot plans (PA11-0002 through PA11-0006). All are related, but will be included in additional resolutions with individual findings.

WHEREAS, on December 13, 2012 the Planning Commission of the City of Moreno Valley held a meeting to consider the application and provide a recommendation to City Council. At said meeting, the Planning Commission recommended approval of the General Plan Amendment, Specific Plan Amendment and project to the City Council.

WHEREAS, on January 22, 2013, the City Council of the City of Moreno Valley conducted a public meeting to consider the application and amendments. At said meeting, the City Council approved the General Plan Amendment and Specific Plan Amendment.

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinances.

WHEREAS, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

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

- A. This City Council hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.
- B. Based upon substantial evidence presented to this City Council during the above-referenced meeting on January 22, 2013, including written and oral staff reports, and the record from the public hearing, this City Council hereby specifically finds as follows:

- 1. **Conformance with General Plan Policies** – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: The proposed General Plan and Specific Plan amendments include modification of the design and classification of an undeveloped segment of Krameria Avenue to accommodate the development and to downgrade the roadway classification of Krameria Avenue between Indian Avenue and Heacock Street from a minor arterial (88 foot right of way) to an Industrial Collector (78 foot right of way). The proposed industrial land use is consistent with the BP (Business Park) land use district in the General Plan, while the proposed General Plan amendment for the proposed development would not cause an inconsistency of land use.

The project would include conditions and mitigation measures for the lessening of proposed environmental impacts including noise air quality and traffic (however, not all below significant levels) based on the analysis and recommendations contained in the Final Environmental Impact Report (EIR) and corresponding Statement of Overriding Considerations. Said conditions of approval and mitigation measures have been included to address specific requirements and assist in providing compatibility of land uses, including, but not limited to site improvements and aesthetic enhancements.

- 2. **Conformance with Zoning Regulations** – The proposed use complies with all applicable zoning and other regulations

FACT:The proposed project, consisting of various industrial uses requires General Plan and Specific Plan Amendments to allow modifications to an undeveloped segment of Krameria Avenue. No land use amendments are proposed for this project. The proposed project, including the proposed changes to Krameria Avenue, conforms with all applicable zoning regulations and conforms with the I or Industrial zoning district requirements within Specific Plan No. 208 which would allow for a variety of industrial land uses.

The project will also include mitigation measures for the lessening of proposed environmental impacts including aesthetics, agriculture, noise, air quality, climate change (however, not below significant levels) based on the analysis and recommendations contained in the Final Environmental Impact Report (EIR) and corresponding Statement of Overriding Considerations. Said conditions of approval and mitigation measures have been included to address specific requirements and assist in providing compatibility of land uses, including, but not limited to site improvements and aesthetic enhancements.

3. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: An Environmental Impact report (EIR) has been prepared for the overall project, including the proposed project. Findings and a Statement of Overriding Considerations have been prepared for said project to deal with impacts related to noise, air quality and traffic. Said EIR is required to be certified and approved as a part of the proposed project. Said document is accompanied by a Mitigation Monitoring Program, which will ensure the completion of required mitigation measures for the project. The project site is surrounded by Iris Avenue and Heacock Street, and primarily vacant industrial land to the north, east and south, a residential subdivision northeast of the project site and the March Air Reserve Base to the west.

Specific mitigation measures have been provided to lessen the impacts (but not all below significant levels) for public health, safety and the welfare of surrounding properties and improvements in the vicinity of the project. Other mitigation measures throughout the EIR reduce the remaining environmental impacts noted in the EIR to less than significant levels.

With mitigation measures imposed for items including noise, air quality and traffic, the environmental impacts from the proposed project and use will be significantly reduced but still considered as significant and unavoidable, thereby requiring a statement of overriding considerations. Said mitigation measures included with the project will lessen environmental impacts on any existing or future properties within the general vicinity of the proposed development and project and reduce impacts to public health, safety and welfare.

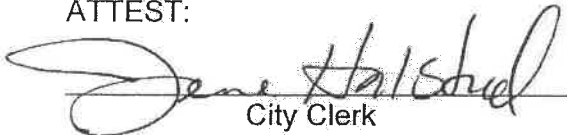
BE IT FURTHER RESOLVED that the City Council **HEREBY APPROVES** Resolution No. 2013-06, **APPROVING** the General Plan Amendment (PA11-0001) and Specific Plan Amendment (P11-004) for the modification of the design and classification of an undeveloped segment of Krameria Avenue between Indian Avenue and Heacock Street from a minor arterial (88 foot right of way) to an Industrial Collector (78 foot right of way), as documented in Exhibit A and B, attached to this resolution, and based on the affirmative recommendation of the Adoption and Certification of the Environmental Impact Report Mitigation Monitoring Program and Statement of Overriding Considerations .

APPROVED and ADOPTED this 22nd day of January, 2013.



Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2013-06 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 22nd day of January, 2013, by the following vote:

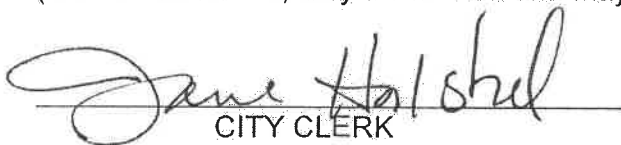
AYES: Council Members Baca, Molina, Stewart, Mayor Pro Tem Co and Mayor Owings

NOES: None

ABSENT: None

ABSTAIN: None

(Council Members, Mayor Pro Tem and Mayor)


CITY CLERK

(SEAL)

MORENO VALLEY

FIGURE 4-3 MASTER PLAN OF TRAILS

Trail Staging - Existing
 Trail Staging - Proposed

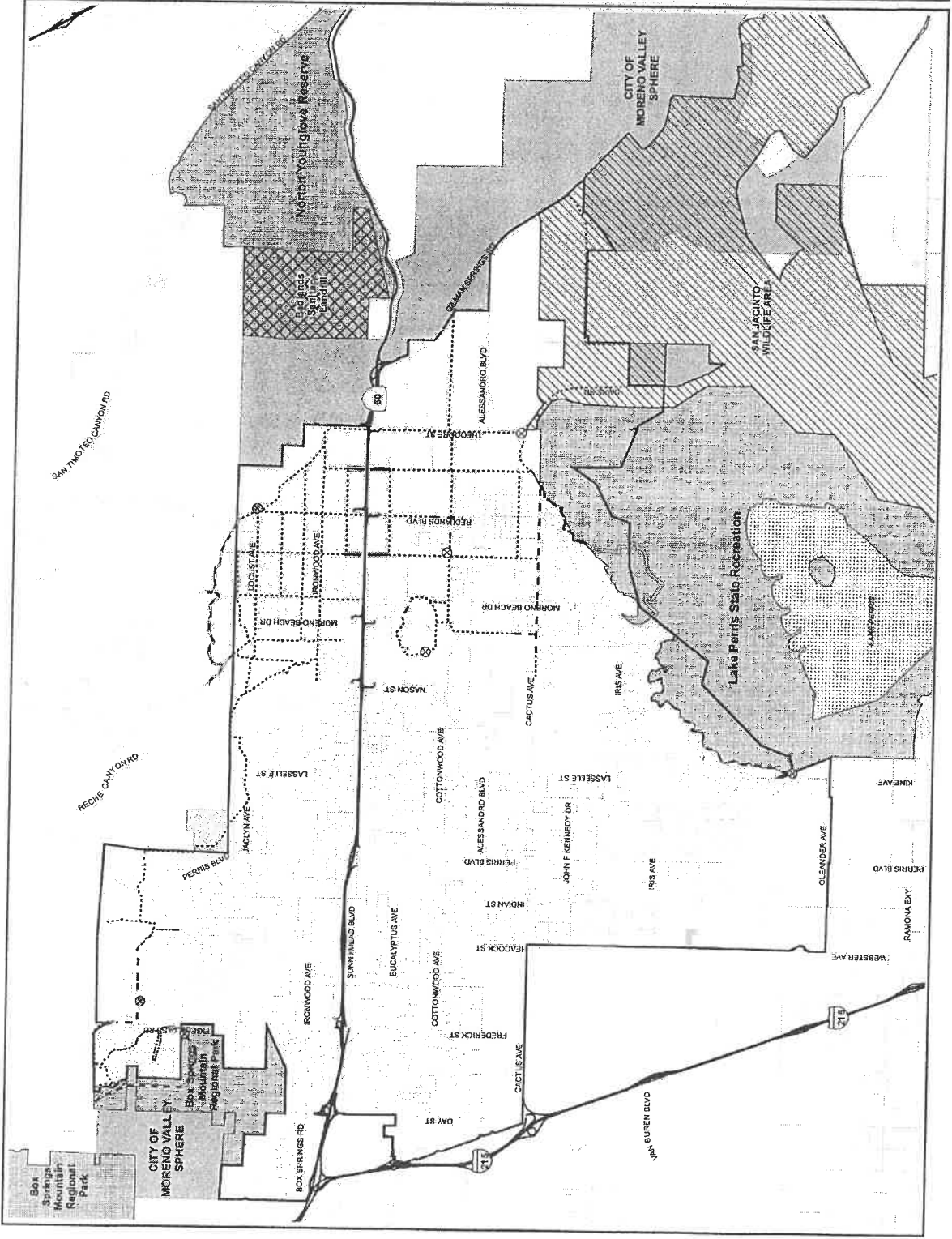
Streets

Highways
 Improved Trail
 Multiuse Trail
 Proposed Trail
 Regional Trail
 State Trail

Proposed Subject to Feasibility of Freeway Bridge or Underpass
 Backlands Landfill
 State and County Parks
 Moreno Valley
 Moreno Valley Sphere
 San Jacinto Wildlife Area
 Waterbodies
*Trail locations are approximate

0 2,500 5,000 Feet
 0 0.5 1 Miles

Date: July 11, 2006
 State Plane NAD83 Zone 6
 File: G:\arcmap\planning\gen_plan_updates\master_trails.mxd



GEOGRAPHIC INFORMATION SYSTEMS

The information shown on this map was compiled from the following sources: GIS, State Plane NAD83 Zone 6, and other data. The information on this map is for informational purposes only and should not be relied upon for any legal or financial purposes. The City of Moreno Valley, Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

MORENO VALLEY INDUSTRIAL AREA PLAN

b. Divided Major Arterials

Divided major arterials will consist of a 110-foot right-of-way width and an 86-foot curb-to-curb width, with a raised median and two travel lanes in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Divided major arterials planned for the Project area include:
Perris Boulevard

c. Major Arterials

Major arterials will consist of a 100-foot right-of-way width and a 76-foot curb-to-curb width, with two travel lanes in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Major arterials planned for the Project area include:

Kitching Street
Heacock Street
Iris Avenue
San Michele Avenue

d. Minor Arterials

Minor arterials within and surrounding the site have a planned right-of-way width of 88 feet and a curb-to-curb width of 64 feet. Two travel lanes are planned in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Minor arterials planned for the construction and improvement within the Project site include:

Krameria Avenue (Kitching Street to Indian Street)
Nandina Avenue (Indian Street to Kitching St. Perris Blvd.)
Indian Street

e. Collector Streets

Internal Industrial/Commercial Collector roadways within Project sub-areas are planned for a 78-foot right-of-way and a curb-to-curb width of 56 feet. A six-foot (6') public sidewalk is included within the parkway width on both sides of the road. These roadways provide loop circulation within the Project sub-areas and

MORENO VALLEY INDUSTRIAL AREA PLAN

allow for access to land uses.

Krameria Avenue (Indian Street to Heacock Street)

f. Local Streets and Cul de Sacs

Local streets within the Project area provide internal circulation to individual industrial or business park uses. Sidewalks shall be provided in the public right-of-way in accordance with City standards.

Proposed Cosmos Street

g. Truck Routes

The Public Works Department has established truck routes for the City. The only currently approved routes in the Project area are Perris Boulevard and a portion of Heacock Street. With the implementation of funded improvements to San Michele Avenue and Indian Street, these streets along with additional portions of Heacock Street should be considered for inclusion in the City's approved truck route list.

h. Pedestrian Paths and Bikeways

The Project Development Plan provides a trail system for non-vehicular traffic within the Project area. The system consists of two components: pedestrian sidewalks and bikeways.

Pedestrian Sidewalks: A sidewalk system throughout the Area Plan shall be located in all street rights-of-ways and shall be developed in accordance with City standards.

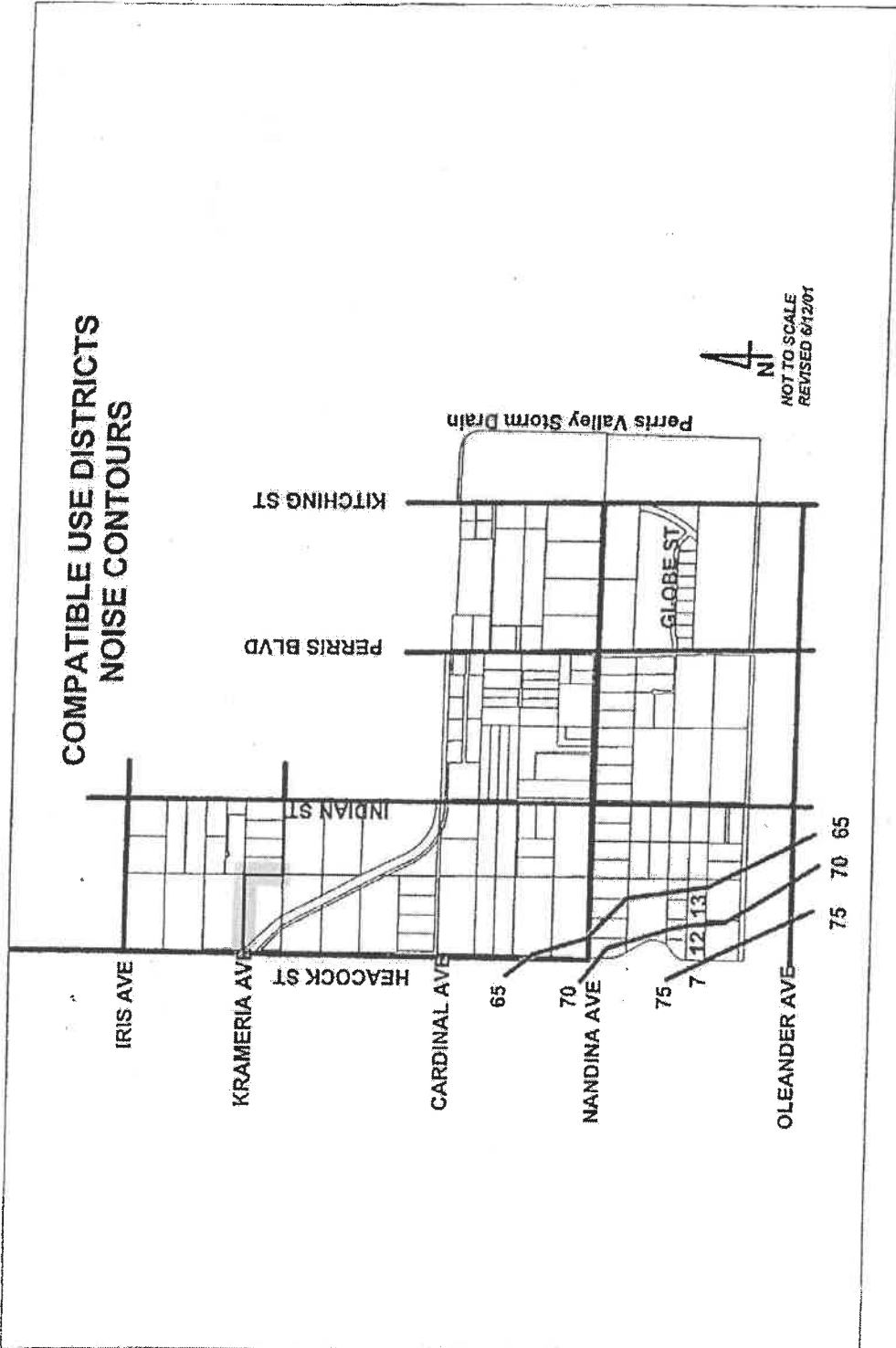
Where pedestrian pathways are proposed, an additional three (3) foot width of sidewalk shall be provided.

Bikeways: A Class II or III bikeway shall be provided on arterials in accordance with the City's General Plan Circulation Element, as illustrated on Map IV-2.

i. Parking

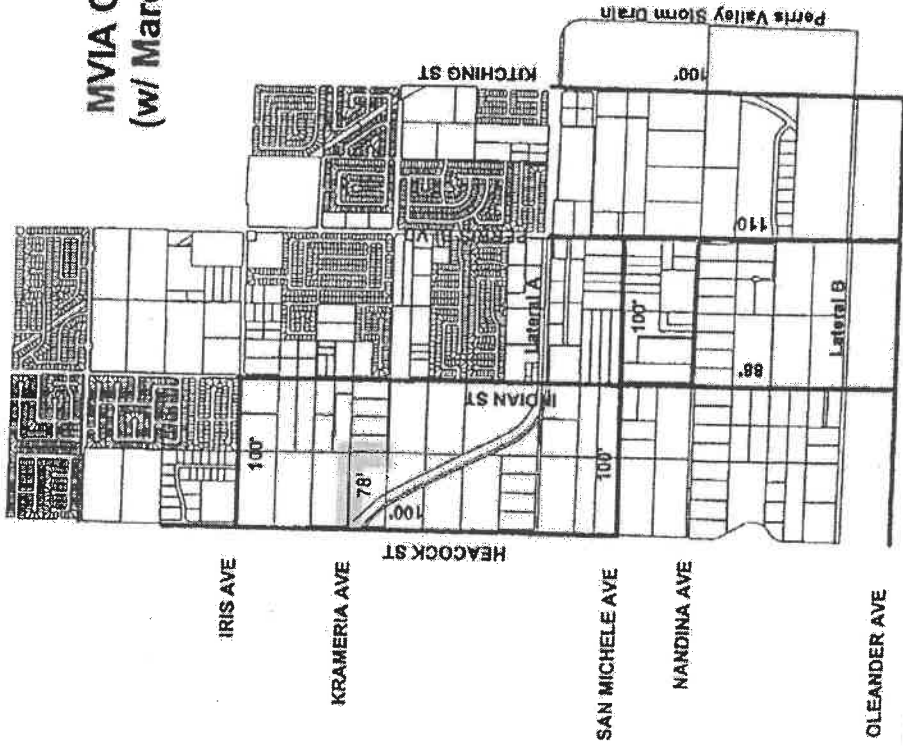
Off-street parking will be provided in lots associated with each building or building complex. On-street parking will be permitted on major arterials within and surrounding the Project site as outlined in the City's Development Code.

**COMPATIBLE USE DISTRICTS
NOISE CONTOURS**

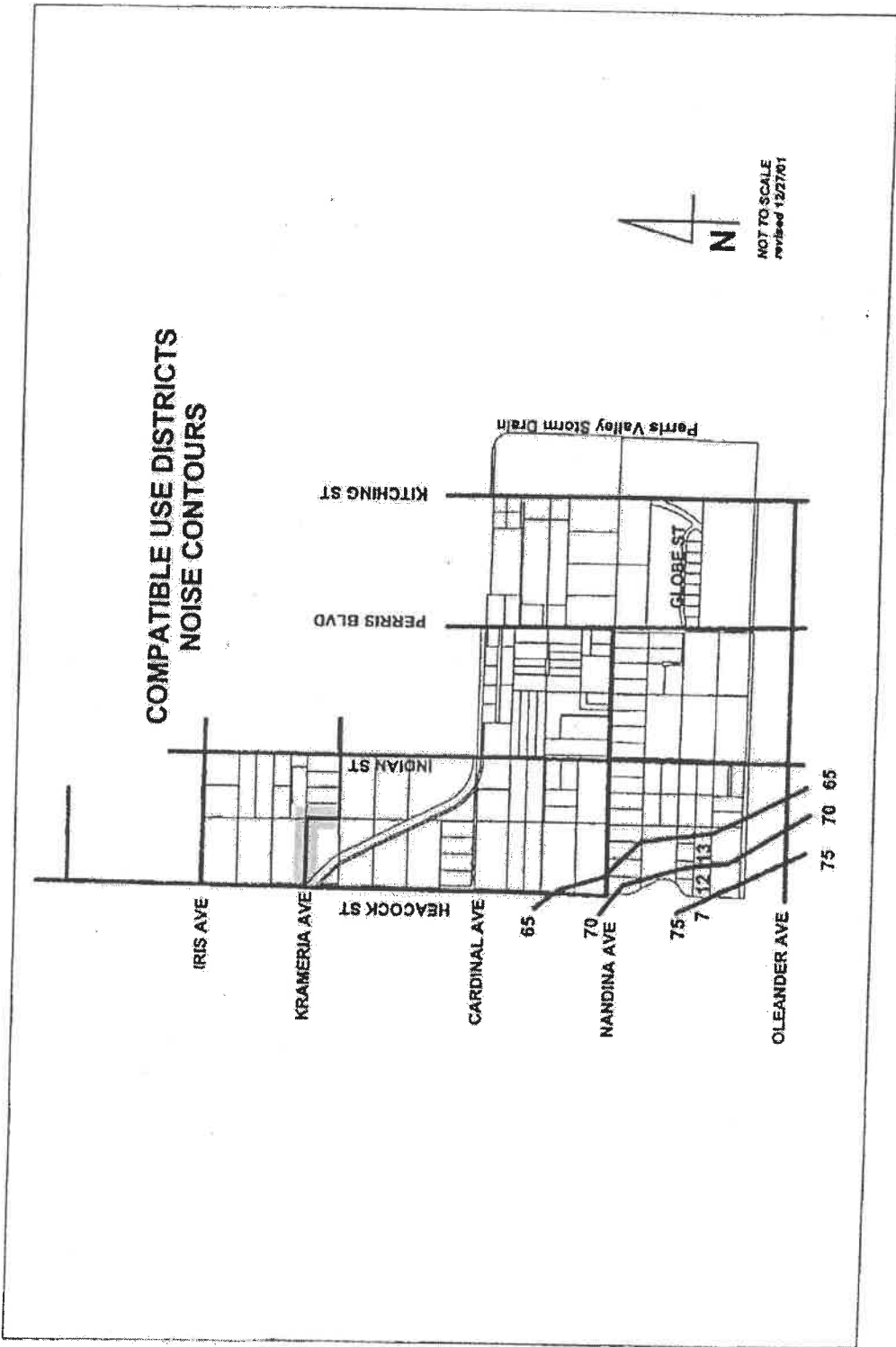


MAP II-1

**MVIA CIRCULATION
(w/ March Inland Port)**

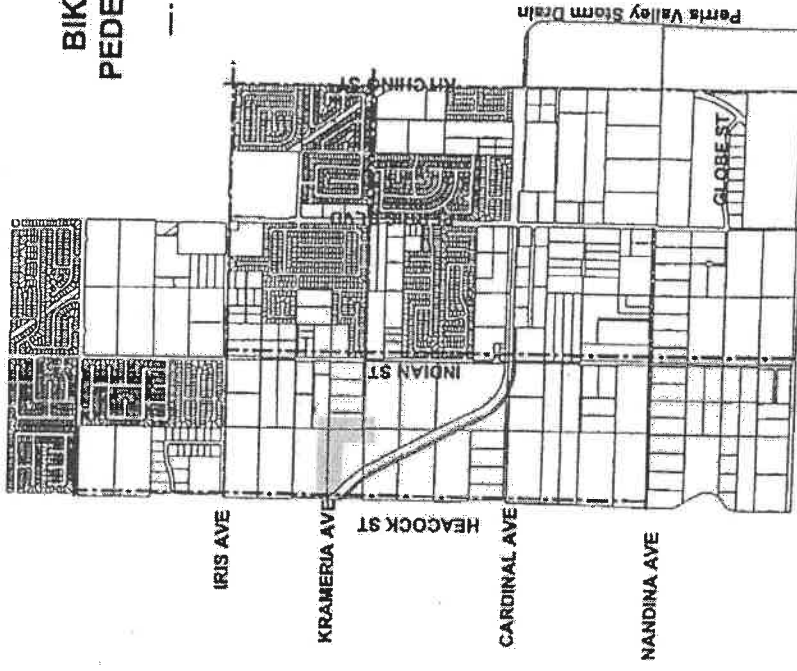


A
N
NOT TO SCALE
revised 12/27/01



**BIKEWAYS AND
PEDESTRIAN WAYS**

--- Class II and III



NOT TO SCALE
revised 12/27/05

ORDINANCE NO. 598

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING A SPECIFIC PLAN AMENDMENT (P01-049) TO THE MORENO VALLEY INDUSTRIAL AREA PLAN (SP NO. 208), ALLOWING FOR THE VACATION OF NANDINA AVENUE BETWEEN PERRIS BOULEVARD AND KITCHING STREET

1. The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1.

1.1 Pursuant to the provisions of law, public hearings were held before the City of Moreno Valley Planning Commission and the City Council.

1.2 The matter was fully discussed and the public and other agencies presented testimony and documentation.

1.3 All General Plan Maps and related documents shall be modified to reflect the changes included within the Moreno Valley Industrial Area Specific Plan (SP No. 208)

1.4 Pursuant to Section 15168 (c) (1) of the California Environmental Quality Act Guidelines, subsequent activities in the program were examined in the light of the program EIR and addendum to determine whether an additional environmental document must be prepared. As a later activity (vacation of a portion of Nandina Avenue) would have effects that were not examined in the program EIR or addendum, a new initial study was prepared leading to a Negative Declaration. No further mitigation measures are required with the proposed industrial distribution warehouse.

SECTION 2: Findings

2.1 With respect to the Moreno Valley Industrial Area Specific Plan No. 208, the City Council hereby finds:

- A. That the amendment is consistent with the General Plan and with its goals, objectives, policies and programs and the applicable specific plan; and

FACT: The proposed Specific Plan Amendment and General Plan Amendment for a 693,660 square foot industrial distribution center is consistent with and does not conflict with the goals, objectives, policies or programs of the General Plan. The subject property has been designated (Specific Plan) on the General Plan Land Use Map. The amendment will include the vacation of Nandina Avenue from Perris Boulevard to Kitching

Avenue. A traffic study was reviewed and approved for the proposed vacation of Nandina Avenue and was found to have little or no effect of the traffic circulation patters provided within the General Plan. The proposal thus is consistent with existing goals, objectives, policies and programs of the general plan.

- B. That the amendment will not adversely affect the public health, safety or general welfare; and

FACT: The proposed Specific Plan and General Plan Amendments, in relations to a 693,660 square foot industrial distribution center would not be detrimental to the public health safety or welfare. An initial study of the potential environmental impacts associated with the project has been conducted in accordance with the provisions of the California Environmental Quality Act (CEQA). A Negative Declaration has been considered and prepared under Section 15168 (c) (1) of CEQA, as there is no evidence that the proposed amendments or project would have a significant affect on public health or be materially injurious to surrounding properties or the environment as a whole. A traffic study was reviewed and approved for the vacation of Nandina Avenue between Perris Boulevard and Kitching Street. Said vacation was found to have a negligible effect upon the environment.

- C. That the amendment is consistent with the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code.

FACT: The amendment provides a well-defined pattern of land uses based on physical, social and economic criteria and a program for orderly development. As such, the project is consistent with the purposes and intent of Title 9, including the purpose and intent to "attain the physical, social and economic advantages resulting from comprehensive and orderly land use and resource planning."

SECTION 3: Amendment of the Moreno Valley Industrial Area Specific Plan (SP No. 208)

3.1 Based on the findings contained in Section 2 of this Ordinance, the City Council hereby adopts Moreno Valley Industrial Area Plan (SP No. 208) Amendment No. 2, as follows:

- A. The Moreno Valley Industrial Area Plan (SP No. 208) Section IV "Development Framework" (D) (d), and Section V "Implementation" (F) (4) (b) including exhibit maps are amended to include the vacation of Nandina from Perris Boulevard to Kitching Street and entitled Exhibit A, included herein by reference, and on file in the office of the City Clerk.

SECTION 4: EFFECT OF ENACTMENT:

4.1 Except as specifically provided herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council which addresses the same subject addressed herein.


SECTION 5: NOTICE OF ADOPTION:

5.1 Within fifteen days after the date of adoption hereof, the City Clerk shall certify to the adoption of this ordinance and cause it to be posted in three public places within the city.

SECTION 6: EFFECTIVE DATE:

6.1 This ordinance shall take effect thirty days after the date of its adoption.

APPROVED AND ADOPTED this 12th day of March, 2002.



Mayor, Charles R. White

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

ORDINANCE JURAT

STATE OF CALIFORNIA)

COUNTY OF RIVERSIDE) ss.

CITY OF MORENO VALLEY)

I, MARGARET AYARS, Assistant City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 598 had its first reading on February 26, 2002 and had its second reading on March 12, 2002 and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 12th day of March, 2002 by the following vote:

AYES: Councilmembers Batey, Flickinger, West and Mayor White

NOES: None

ABSENT: Councilmember Stewart

ABSTAIN: None



ASSISTANT CITY CLERK

(SEAL)

Ordinance No. 598

MORENO VALLEY INDUSTRIAL AREA PLAN

(SPECIFIC PLAN 208)

City of Moreno Valley

**Adopted by Ordinance No. 204, June 27, 1989
Amended by Ordinance No. 588, June 26, 2001
Amended by Ordinance No. 598, March 12, 2002**

b. Divided Major Arterials

Divided major arterials will consist of a 110-foot right-of-way width and an 86-foot curb-to-curb width, with a raised median and two travel lanes in each direction.

Bicycle/parking lanes and sidewalks shall be provided per City Standards.

Divided major arterials planned for the Project area include:

Perris Boulevard

c. Major Arterials

Major arterials will consist of a 100-foot right-of-way width and a 76-foot curb-to-curb width, with two travel lanes in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Major arterials planned for the Project area include:

Project area include:

Kitching Street

Heacock Street

Iris Avenue

San Michele Avenue

d. Minor Arterials

Minor arterials within and surrounding the site have a planned right-of-way width of 88 feet and a curb-to-curb width of 64 feet. Two travel lanes are planned in each direction. Bicycle/parking lanes and sidewalks shall be provided per City Standards. Minor arterials planned for the construction and improvement within the Project site include:

Krameria Avenue

Nandina Avenue (Indian Street to Perris Blvd.)

Indian Street

e. Collector Streets

Internal Industrial/Commercial Collector roadways within Project sub-areas are planned for a 78-foot right-of-way and a curb-to-curb width of 56 feet. A six-foot (6') public sidewalk is included within the parkway width on both sides of the road. These roadways provide loop circulation within the Project sub-areas and

Kitching Street
Heacock Street
Iris Avenue
San Michele Avenue

Minor Arterials (88' ROW)

Krameria Avenue
Nandina Avenue (between Indian St. & Perris Blvd.)
Indian Street

Industrial Collector (78' ROW):

Infrastructure and Public Facilities: The Project Development Plan includes master plans for water, sewer, and drainage facilities capable of providing an adequate level of service to the Project land uses. The proposed water system includes the appropriate fire flow requirements for the Project. Waste collection service will be arranged through the private collection companies that service the area.

Infrastructure will be phased to provide service to Project land uses as development occurs and through the use of collected mitigation/impact fees.

STORM DRAIN SYSTEM

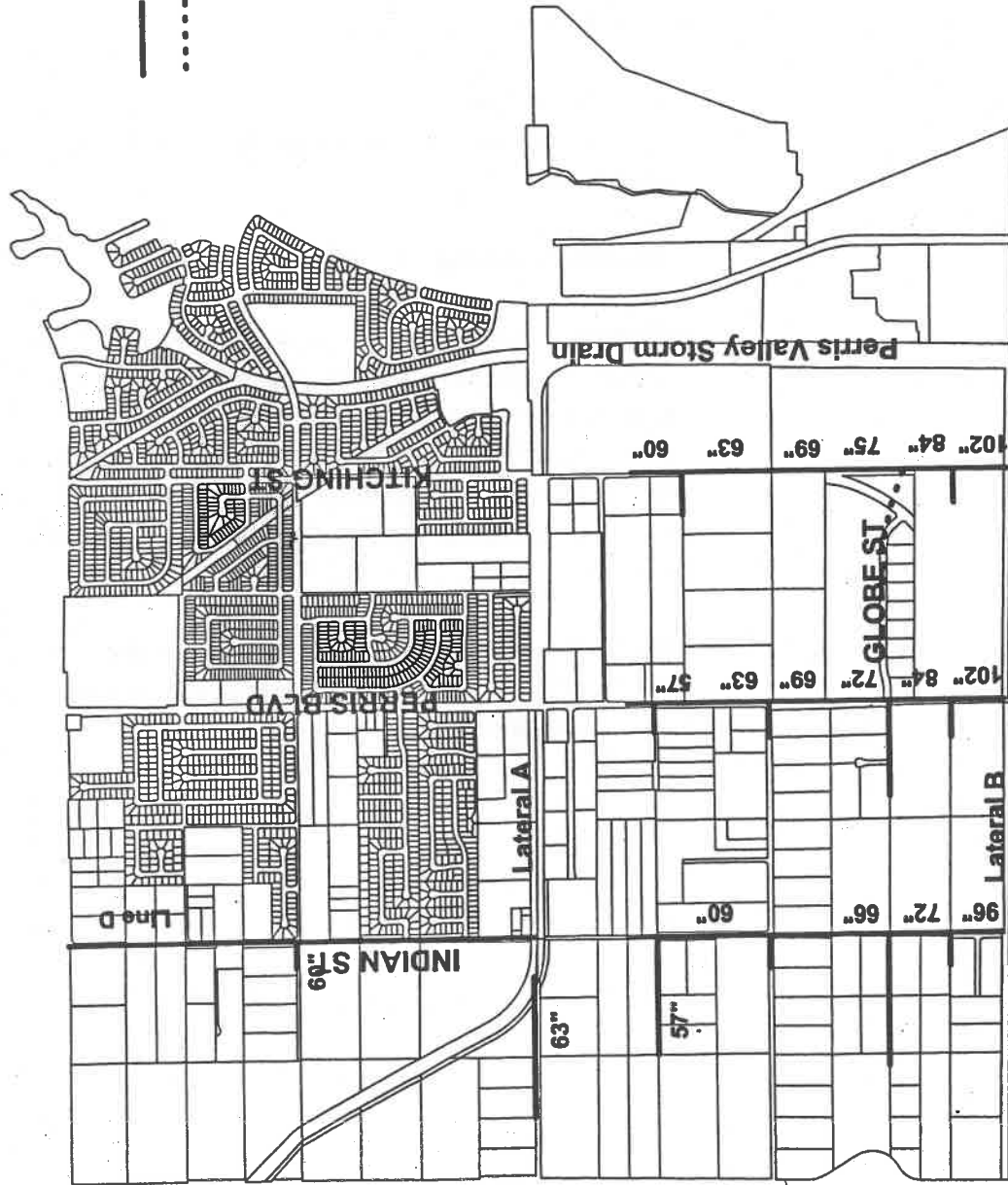
IRIS AVE

KRAMERIA AVE

HEACOCK ST

CARDINAL AVE

NANDINA AVE



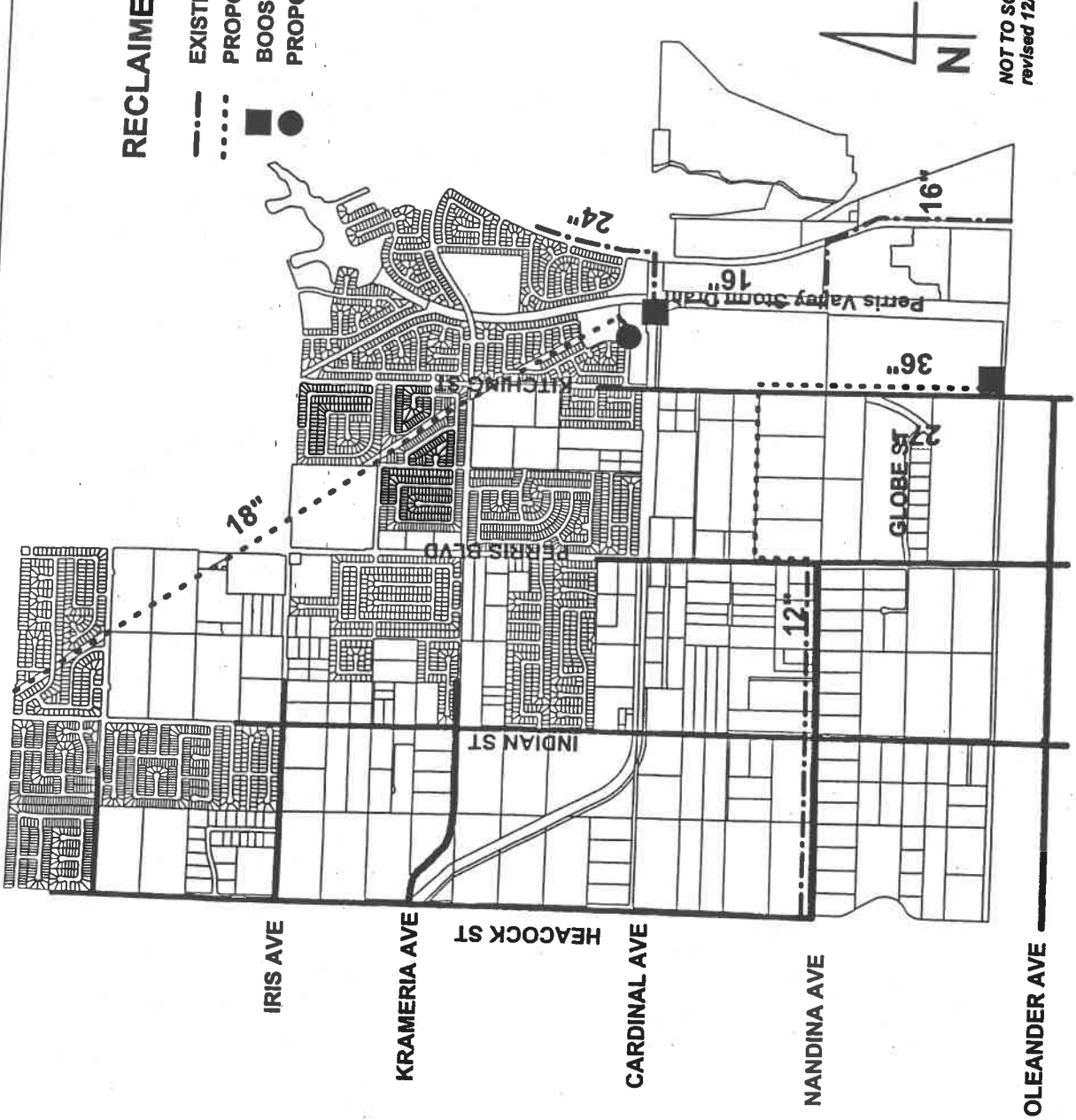
— PROPOSED STORM DRAIN
 - - - - - EXISTING STORM DRAIN



NOT TO SCALE
 revised 12/27/01

RECLAIMED WATER

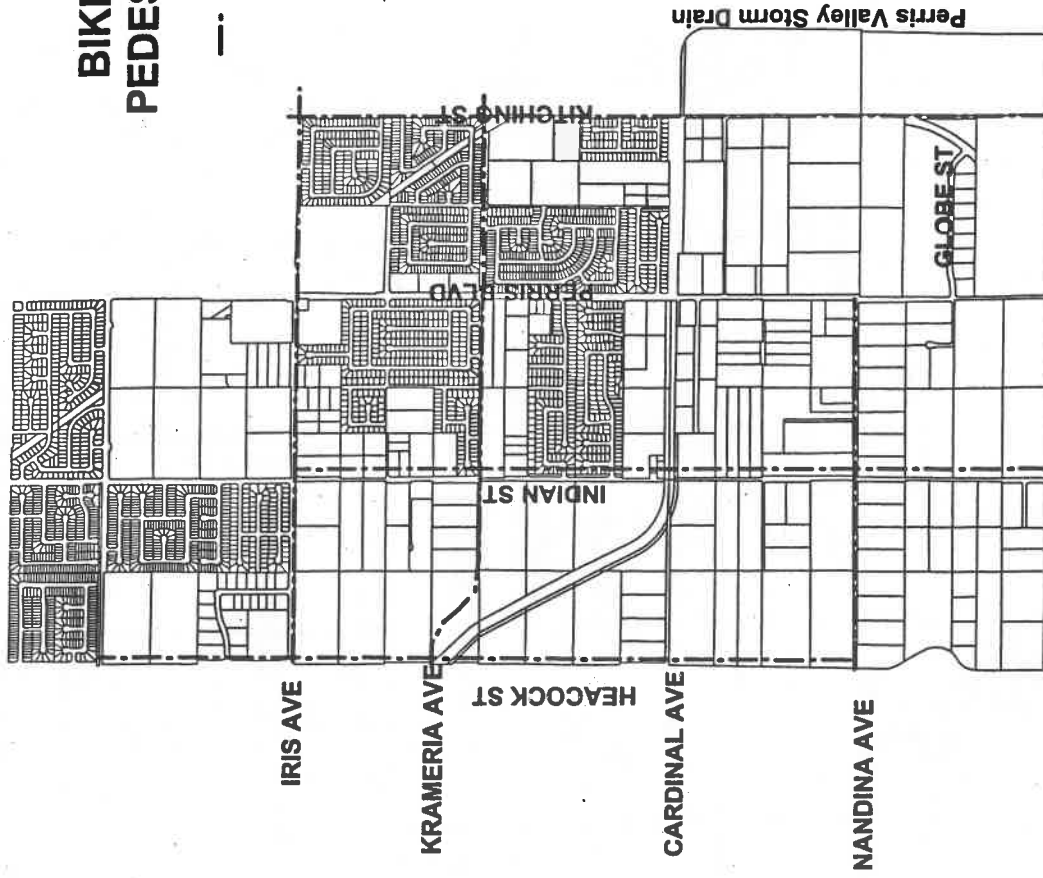
- EXISTING
- PROPOSED
- BOOSTER
- PROPOSED BOOSTER



NOT TO SCALE
revised 12/27/01

BIKEWAYS AND PEDESTRIAN WAYS

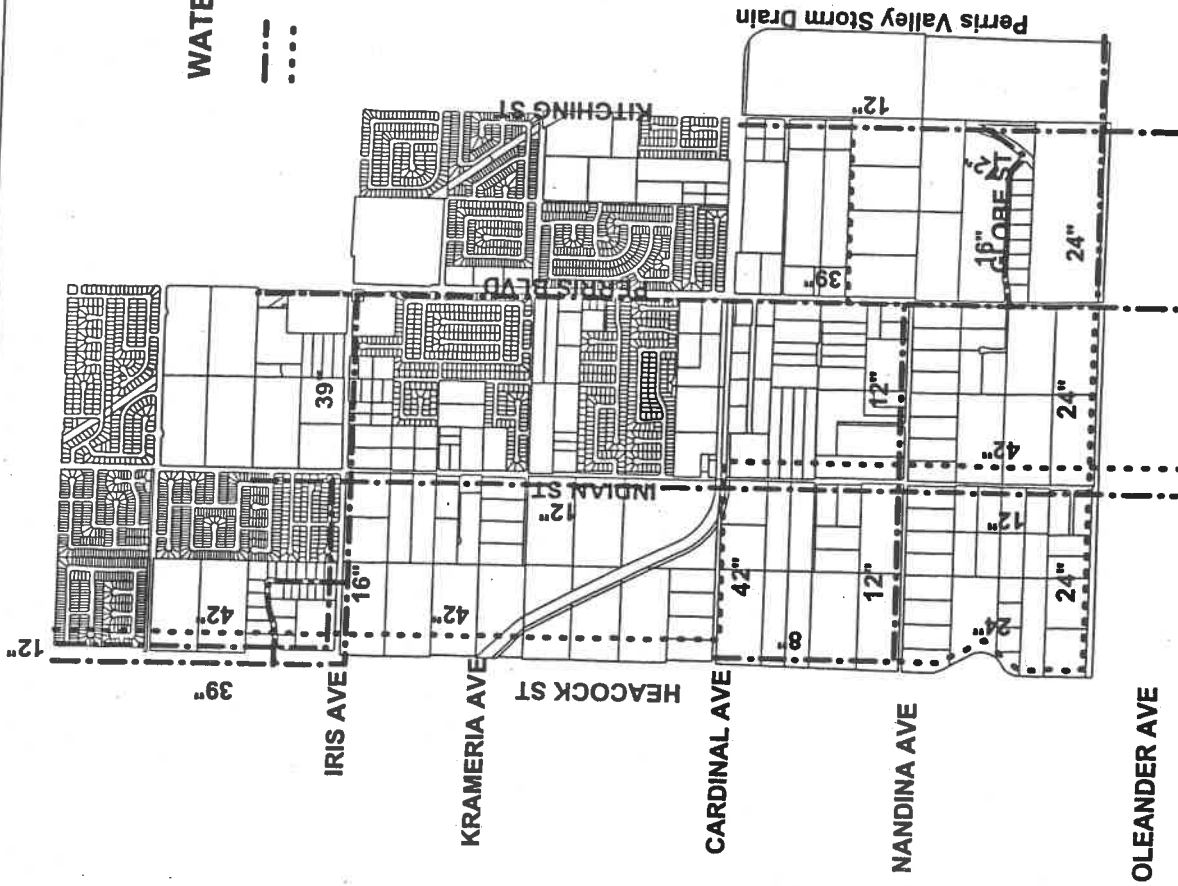
--- Class II and III



NOT TO SCALE
revised 12/27/01

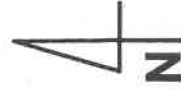
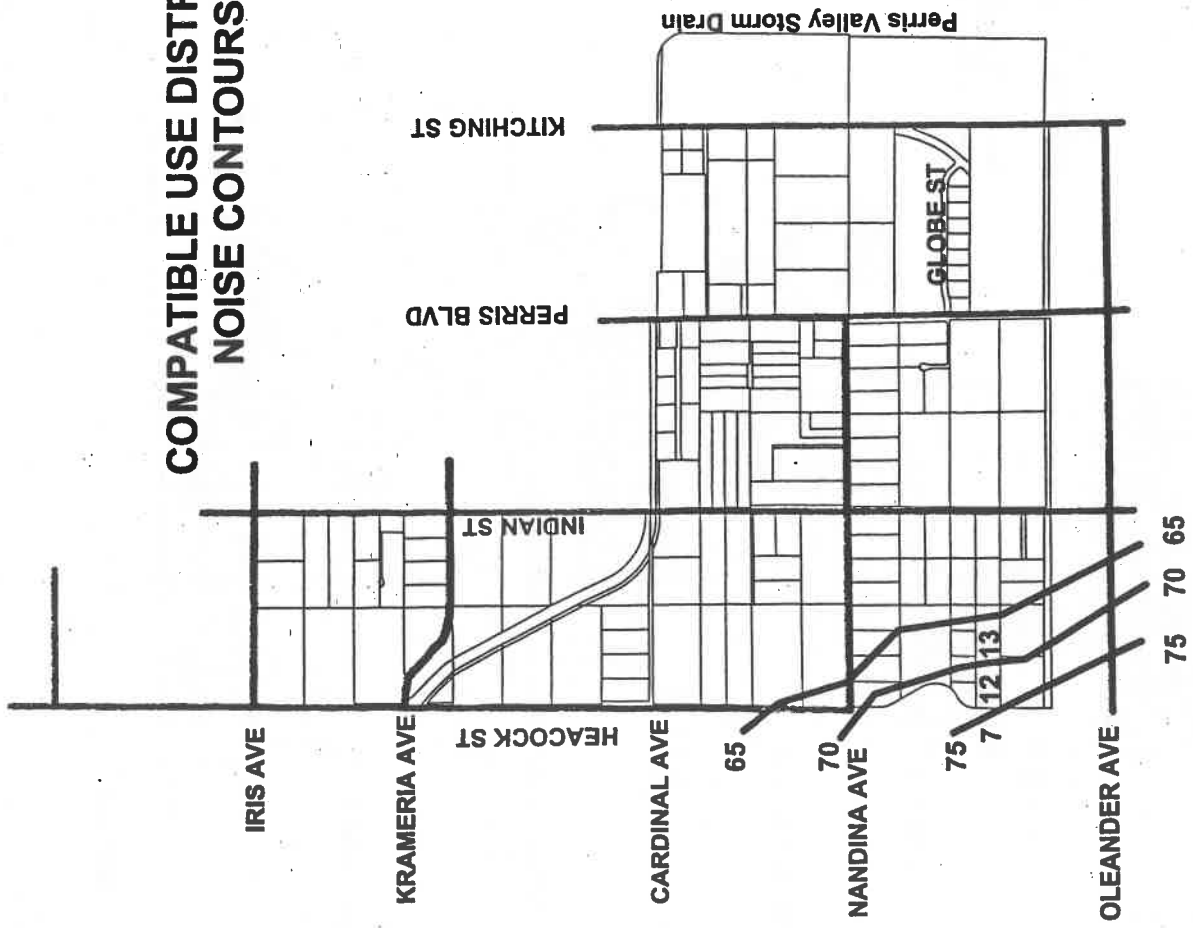
WATER SYSTEM

- Existing
- Proposed



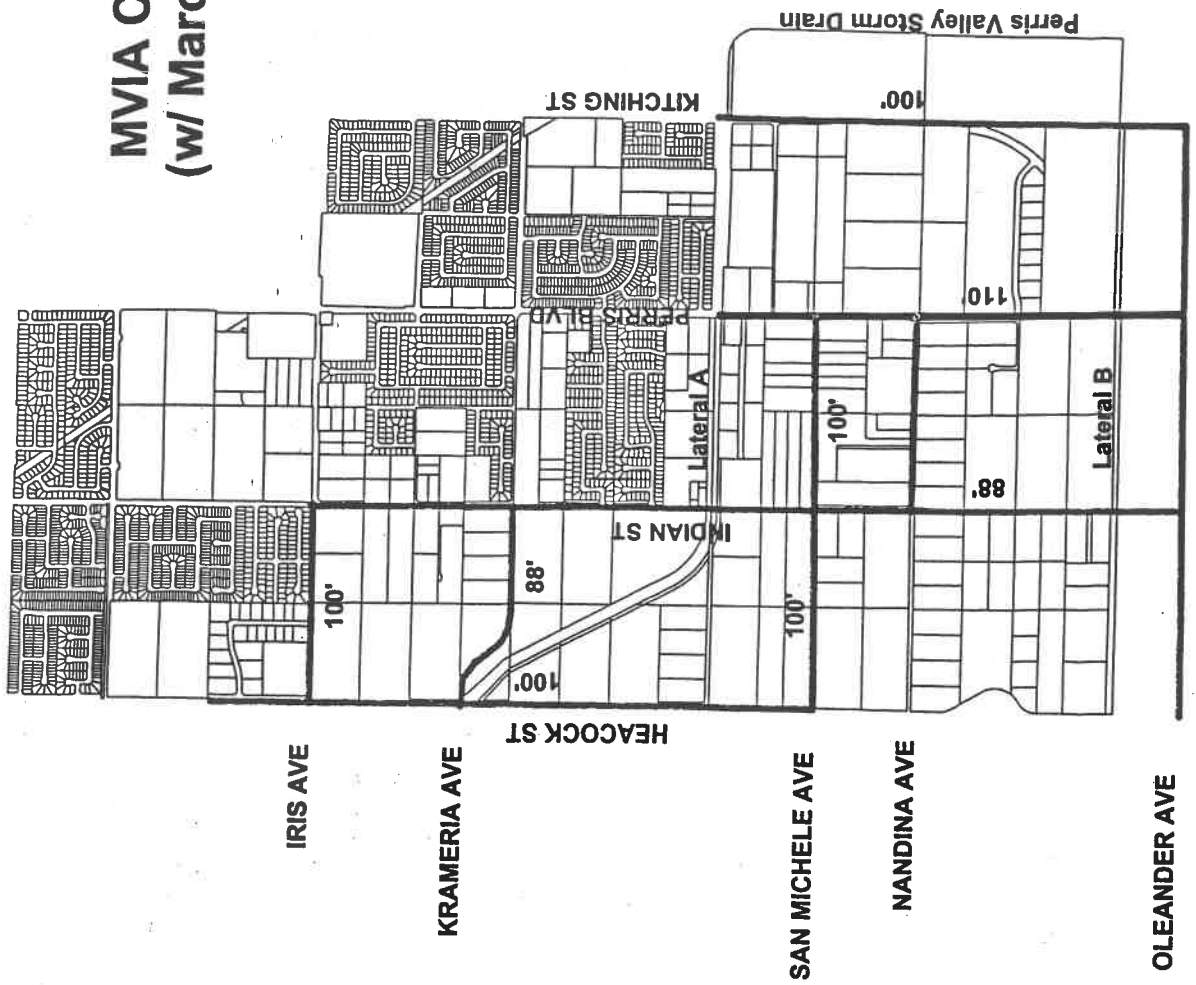
NOT TO SCALE
revised 12/27/01

COMPATIBLE USE DISTRICTS NOISE CONTOURS



NOT TO SCALE
revised 12/27/01

MVIA CIRCULATION (w/ March Inland Port)



A
N
NOT TO SCALE
revised 12/27/01

ORDINANCE NO. 588

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA APPROVING THE MORENO VALLEY INDUSTRIAL AREA PLAN (PA95-0001), AN AMENDMENT TO SPECIFIC PLAN 208, AND AMENDING THE OFFICIAL ZONING ATLAS OF SAID CITY, CHANGING THE ZONE FROM BUSINESS PARK (BP), BUSINESS PARK-MIXED USE (BPX), AND SPECIFIC PLAN 208 (OLEANDER) TO SPECIFIC PLAN 208 (MORENO VALLEY INDUSTRIAL AREA) AS ILLUSTRATED ON THE ATTACHED MORENO VALLEY ZONE CHANGE MAP FOR THOSE PROPERTIES GENERALLY BOUNDED BY HEACOCK STREET, IRIS AVENUE, INDIAN STREET, STORM DRAIN LATERAL "A", PERRIS VALLEY STORM DRAIN, AND STORM DRAIN LATERAL "B".

The City Council of the City of Moreno Valley, California, does ordain as follows:

SECTION 1 FINDINGS:

1.1 Based upon substantial evidence presented to this City Council during their meeting on June 12, 2001, including written and oral staff reports, and the record from the public hearing, this City Council hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: The proposed Development Code Amendment to Specific Plan 208 (Moreno Valley Industrial Area) is consistent with and does not conflict with the goals, objectives, policies or programs of the General Plan. The amendment will provide for a variety of industrial and support commercial development opportunities more in keeping with the intended land use pattern for the affected area. The amendment will also encourage the City's economic development of the affected area by stream lining the infrastructure and on-site development requirements to be consistent with current and anticipated market demand.

2. **Conformance with Zoning Regulations** – The proposed use complies with all applicable zoning and other regulations.

FACT: The amendment will implement the revised Specific Plan 208 (Moreno Valley Industrial Area Plan) that provides for a variety of industrial and support commercial development opportunities more in keeping with the intended land use pattern for

the affected area. The amendment will also encourage the City's economic development of the affected area by stream lining the infrastructure and on-site development requirements to be consistent with current and anticipated market demand. Any future projects for the parcel under the proposed zoning classification will be required to comply with the Specific Plan and Development Code through design review and conditions of approval. To the extent possible, the Specific Plan defaults to the general provisions of the Development Code to ensure better compatibility with surrounding development.

3. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed amendment will not be detrimental to the public health safety or welfare. An initial study of the potential environmental impacts of the amendment has been conducted in accordance with the provisions of the California Environmental Quality Act (CEQA). Pursuant to the initial study, an addendum to the original environmental impact report was prepared. Other than mitigation measures in the traffic study relating to the configuration of major intersections, the addendum verified the applicability of the original environmental impact report. At the time that projects are proposed for the affected area, additional environmental analysis may be required under CEQA.

SECTION 2 ZONING ATLAS:

- 2.1 The City of Moreno Valley Official Zoning Atlas of the City of Moreno Valley, as adopted by Ordinance No. 359 on April 14, 1992, and as amended thereafter from time to time by the City Council of the City of Moreno Valley, is further amended by placing in effect the zone or zone classification as shown on the attached map (marked "Exhibit A" and included herein by reference), Change of Official Zoning, City of Moreno Valley, referenced as Case No. PA95-0001.

SECTION 3 ZONE CLASSIFICATION:

- 3.1 The zone classification shall become Specific Plan 208 (Moreno Valley Industrial Area Plan), which consists of zoning standards and criteria for land use development in the respective areas described on the attached Map (marked "Exhibit A" and included herein by reference).

SECTION 4 EFFECT OF ENACTMENT:

- 4.1 Except as expressly amended herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council, which addresses the same subject, addressed herein.

SECTION 5 NOTICE OF ADOPTION:

- 5.1 Within 15 days after the adoption of this ordinance, the City Clerk shall certify to the adoption hereof and cause it to be posted in three (3) public places within the City.


SECTION 6 EFFECTIVE DATE:

- 6.1 This ordinance shall become effective thirty (30) days after the date of its adoption.

APPROVED AND ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this ^{26th} day of June 2001.



Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

ORDINANCE JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, ALICE REED, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 588 had its first reading on June 12, 2001 and had its second reading on June 26, 2001 and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 26th day of June, 2001 by the following vote:

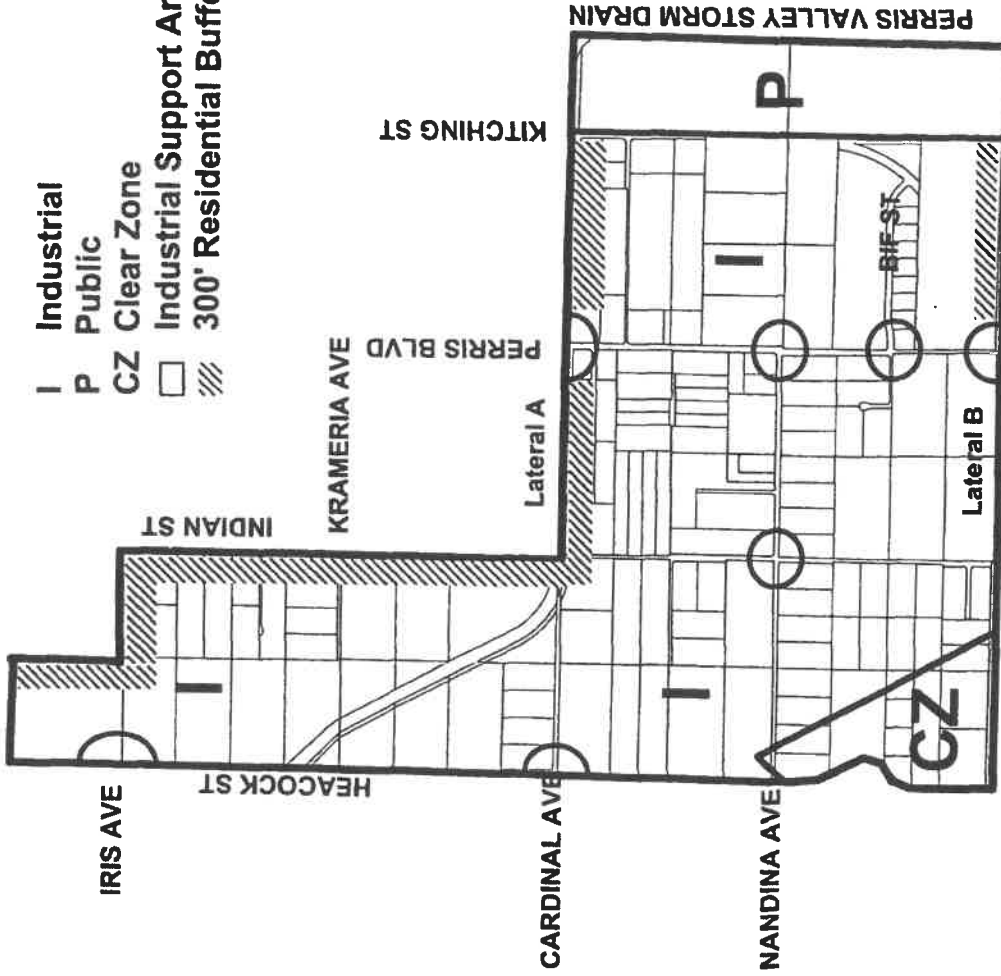
AYES: Councilmembers Stewart, West, White and Mayor Flickinger
NOES: None
ABSENT: None
ABSTAIN: Mayor Pro Tem Batey



CITY CLERK

(SEAL)

- I Industrial
- P Public
- CZ Clear Zone
- Industrial Support Areas
- ▨ 300' Residential Buffer



4
N
NOT TO SCALE
revised 5/23/01

MAP III - 1

**AFFIDAVIT OF POSTING
CITY OF MORENO VALLEY**

I, Alice Reed, City Clerk of the City of Moreno Valley, California, certify that on the 11th day of July, 2001, I caused Ordinance No. 588 to be posted in the following places pursuant to City of Moreno Valley Resolution No. 98-49:

Moreno Valley Senior/Community Center
25075 Fir Avenue

City Hall, City of Moreno Valley
14177 Frederick Street

Purchasing Division, City of Moreno Valley
15670 Perris Boulevard

Recreation Center, City of Moreno Valley
13671 Frederick Street

Moreno Valley Library
25480 Alessandro Boulevard

Information Station
23663C Sunnymead Boulevard

Dated: July 11, 2001



Alice Reed, City Clerk

(SEAL)

ORDINANCE NO. 204

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING SPECIFIC PLAN 208, SP-208 ZONING, AMENDING THE OFFICIAL ZONING MAP OF SAID CITY IN CHANGE OF ZONE CASE NO. 2070, CHANGING ZONES FROM AGRICULTURAL, RESIDENTIAL AGRICULTURAL, INDUSTRIAL PARK, MANUFACTURING HEAVY, MANUFACTURING-SERVICE COMMERCIAL TO SPECIFIC PLAN NO. 208 FOR THE OLEANDER INDUSTRIAL AREA OF THE CITY OF MORENO VALLEY ZONE CHANGE MAP NO. 78.

The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1:

1.1 Oleander Specific Plan No. 208, SP-208 Zoning, consisting of text, diagrams, conditions of approval, land use plan, standards, guidelines, and related documents, is adopted.

1.2 As set forth in the Regulatory Procedures of the Implementation Section of the SP-208 zoning regulations, in the event any of the development regulations or guidelines of said Specific Plan No. 208 conflict with any other applicable provisions of City ordinances or regulations, Specific Plan No. 208 shall govern; otherwise all development activities, procedures and land use activities and procedures within the area covered by SP-208 shall comply with all City of Moreno Valley ordinances and regulations, including but not limited to, those regulating land use and development.


SECTION 2: Ordinance No. 348 of the County of Riverside, as incorporated and adopted by Ordinances Nos. 1 and 10 of the City of Moreno Valley, and as amended thereafter from time to time by the City Council of the City of Moreno Valley, and the City of Moreno Valley Official Zoning, are further amended by placing in effect the SP-208 Zone as shown on the attached map entitled Map No. 78 (incorporated herein by this reference), change of Official Zoning, City of Moreno Valley, referenced as Change of Zone Case No. 2070.

SECTION 3: The zoning shall become Oleander Specific Plan No. 208 Zoning (SP-208 Zone) which consists of zoning standards and criteria for land use development in the area described on Map No. 78. The Specific Plan is a text, diagrams, and conditions of approval, as above described, all of which are on file herewith in the office of the City Clerk of the City of Moreno Valley.

SECTION 4: The City Clerk of the City of Moreno Valley shall certify to the adoption of this Ordinance and cause it to be posted in at least three (3) public places in the City.

SECTION 5: This Ordinance shall take effect thirty (30) days after the date of its adoption.

ADOPTED by the City Council and signed by the Mayor and
attested by the City Clerk this 27th day of June,
1989.



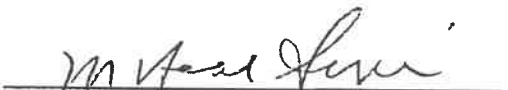
Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney

MVORD40
06/13/89/MNS/ar

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, VALERIE A. BURROWES, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. 204 had its first reading on June 13, 1989, and had its second reading on June 27, 1989, and was duly and regularly adopted by the City Council of the City of Moreno Valley, at a regular meeting of said Council, thereof held on the 27th day of June, 1989, by the following vote:

AYES: Councilmembers Horspool, Lanning, Nieburger;
Mayor Goodwin

NOES: None

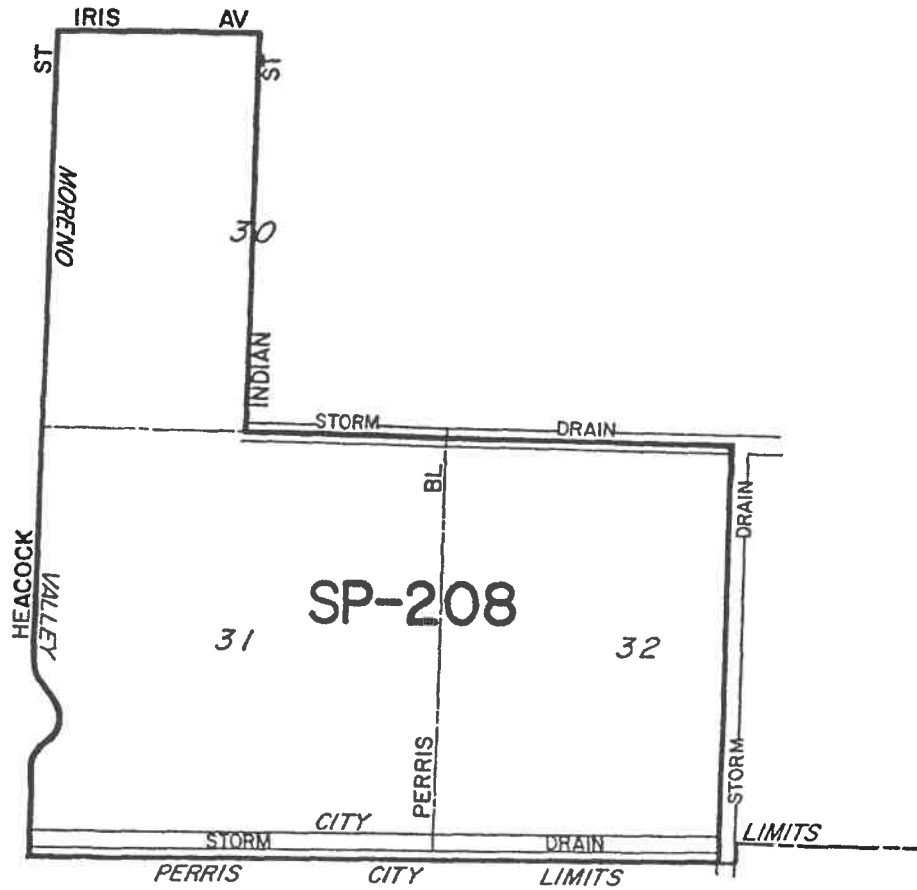
ABSENT: Councilwoman Crothers

ABSTAIN: None


CITY CLERK

(SEAL)

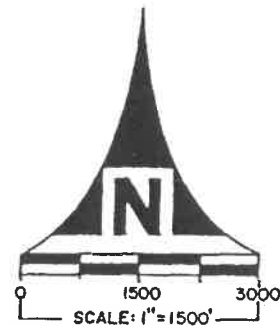
SECTIONS 30-31-32,T.3.S.R.3W.



LEGEND

SP-208 OLEANDER SPECIFIC PLAN

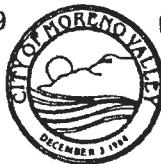
MAP NO. 78
CHANGE-OF ZONE NO. 2070
ADOPTED BY ORDINANCE NO.



ADOPTED- 6/27/89

EFFECTIVE-

MORENO



VALLEY

PLANNING COMMISSION

CITY COUNCIL
Ordinance No. 204

