

**Chapter 18.210****DEVELOPMENT STANDARDS**

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**18.210.010 Applicability.**

This Chapter is applicable to all permits governed by this Title. (Ord. 6968 §1, 2007)

**18.210.020 Dedications.**

- A. As a condition of approval, the applicant may be required to dedicate or make an irrevocable offer of dedication of all parcels of land that are needed for streets, pedestrian ways, alleys, including access rights and abutter's rights, drainage, public utility easements and other public or private easements.
- B. The applicant may also be required to dedicate such additional land as may be necessary and feasible to provide multi-purpose trails for the use of the public. The applicant may be required to waive direct access rights to any street from the subject property.
- C. Every parcel required to be dedicated for public use shall be so dedicated or offered for dedication by separate instrument on a final map or by separate instrument. (Ord. 6968 §1, 2007)

**18.210.030 Streets.**

Parts "A" through "K" of this Section apply to both public and private streets.

- A. **Alignment and Location.** In adjoining subdivisions, streets shall be designed to: (1) conform to the alignment of existing adjoining streets; (2) where the adjoining land is not subdivided, streets shall be designed to conform to the projections of existing streets; (3) where physical conditions are conducive and reflect the City's overall grid pattern; (4) allow, as much as possible, for the subdivision of all adjoining unsubdivided land, and the Planning Commission may require that streets or parts of streets be provided to facilitate the subdivision of adjoining property.
- B. **Rights-of-way and Improvements.** Except where a modification is expressly authorized in accordance with [Chapter 18.230 Modifications](#), where a special cross section is required to conform with a specific plan or planned street line, or where the proposed street is private, street rights-of-way and the locations of improvements therein shall conform with the standards prescribed in Table 1

below.

**Table 1  
STREET RIGHT-OF-WAY AND IMPROVEMENTS**

	<b>Right-of-way<sup>10</sup></b>	<b>Median<sup>1</sup></b>	<b>Pavement Width<sup>2</sup></b>	<b>Curbs and Gutters</b>	<b>Parkway<sup>3</sup></b>
Street Type	(ft.)	(ft.)	(ft.)		(ft.)
Arterial street	144	12	56 (two) <sup>7</sup>	Yes	10
Arterial street	120	12	44 (two) <sup>8</sup>	Yes	10
Arterial street	110	18	34 (two) <sup>9</sup>	Yes	12
Arterial street	100	21	34 (two) <sup>9</sup>	Yes	10
Arterial street	88	--	64 <sup>7</sup>	Yes	12
Collector street	80	--	40	Yes	20
Collection street or local street, multi-family area	66	--	40	Yes	13
Local street, single-family area	66	--	36	Yes	15
Local cul-de-sac street <sup>4</sup>	60	--	36	Yes	12
Frontage Road	42	--	32 <sup>5</sup>	Yes	10
Alley	20	--	20	--	--
Half streets	43 <sup>6</sup>	--	28	Yes	15 <sup>6</sup>

1. Includes width of curbs on both sides of median strip.
2. Measured from curb face to curb face.
3. Sidewalks shall be required at all locations unless specifically approved to be omitted. Sidewalks generally shall be located adjacent to the property line, except where findings can be made that there are unusual circumstances warranting location of a sidewalk adjacent to the street. All sidewalks shall be in accordance with Standard Drawing No. 325. The remaining parkway area shall be landscaped and irrigated as approved.
4. When approved because of short length, topography or other reasons.
5. Includes two feet of pavement within adjoining arterial right-of-way.
6. Forty-one feet of right-of-way where ultimate curb separation is forty feet. Remaining parkway width is 13 feet.
7. Provides four travel lanes in each direction (excluding turning lanes, parking lanes and bike lanes).
8. Provides three travel lanes in each direction (excluding turning lanes, parking lanes and bike lanes).
9. Provides two travel lanes in each direction (excluding turning lanes, parking lanes and bike lanes).
10. Additional right-of-way may be required on arterial streets to accommodate reverse frontage configurations, scenic boulevard designations and additional traffic lanes at intersections.

C. **Curves and Tangents.** Street curves and tangents shall be as provided in this subsection, unless otherwise approved by the City Engineer. Curves on major and secondary streets shall have a centerline radius conforming to the specifications of the Public Works Department. Curves on collector streets shall have a centerline radius of not less than three hundred feet. Curves on other streets shall have a centerline radius of not less than two hundred feet. A tangent conforming with the Public Works Department's specifications shall be

required between reverse curves on major, secondary and collector streets.

- D. Grades. Grades of streets shall be as provided in this subsection, unless otherwise approved by the City Engineer. Grades of streets shall be not less than four-tenths percent to ensure adequate drainage, and shall not exceed six percent (6%) on major, secondary and collector streets. Grades on other streets shall not exceed twelve percent (12%). All breaks in grade should be joined by vertical curves of adequate length to provide safe sight distances and driving comfort.
- E. Intersections. The angle of intersection between public streets, between a public street and an alley, or between a public street and a private street shall be as nearly a right angle as topography and other limiting factors permit.
- F. Cul-de-sacs, Dead-end Streets and Adjoining Acreage. A cul-de-sac should not serve more than sixteen lots, nor should it exceed six hundred feet in length measured from the centerline of the intersection street to the center of the turnaround, except that a greater length may be permitted if warranted due to topographic or other specific conditions and if approved by the Public Works and Fire Departments. A turning area with a curblin radius of not less than thirty-six feet shall be provided at the end of such street. Alternate designs for turning or reversing directions may be permitted if approved by the Public Works Department.
- G. Where a street is terminated adjoining property capable of future subdivision, a one-foot-wide nonaccess barrier strip the width of the street right-of-way shall be dedicated to the City and accepted for public use to deny access from the adjoining property to the street. Future acceptance of the barrier strip by the City for street purposes shall be contingent upon the improvement of the strip and the extension of the street into the adjoining property. In addition, a barricade constructed in conformance with the specifications of the Public Works Department and/or a temporary turning area or temporary connection to another street shall be required.
- H. Frontage roads are normally discouraged.
- I. Limitations. A frontage road, or reverse frontage lots, side-on lots, or other type of limited access design may be required where land adjoins or fronts on a major or secondary street. To accomplish the purposes of this subsection, waivers of vehicular and pedestrian access rights to the major or secondary street may be required. Intersections of a frontage road with the street on which it borders shall be spaced so that minimum disruption of traffic results. At intersections, the planting strip separating the frontage road from the major or secondary street shall have sufficient depth to provide at least forty (40) feet of stacking space for vehicles entering the intersections between the frontage road and the major or secondary street to the specifications of the Public Works Department.
- J. Railroads, Canals, and Other Grade Crossings. Where a development borders on or contains a railroad right-of-way, canal, or other grade crossing, a street approximately parallel to such right-of-way at a distance suitable for the appropriate use of the intervening land may be required. Such distance shall be

determined with due regard for traffic needs and the requirements of approach grades and future grade separations. Where the design of the development incorporates a street that borders a railroad or canal, the developer shall be required to install full width street improvements.

- K. **Half Streets.** Half streets shall not be approved except where essential to the reasonable development of the subdivision in conformity with the requirements of this Title and where the Planning Commission finds it will be practical to require the dedication of the remaining portion of the street when the adjoining property is subdivided.
- L. **Access Streets.** A subdivision should be accessible by way of two or more improved streets with a minimum of twenty-eight (28) feet of pavement to the specifications of the Public Works Department.
- M. **Street Names.** Streets that are a prolongation or approximate prolongation of existing streets shall be given the same names as the existing streets. No street shall be designated by the same name as any other street even though differentiated by a suffix (Avenue, Boulevard, Way, Place or other term).
- N. **Private Streets.** Private streets are generally used in single family residential developments. In addition to paragraphs A through K above, private streets shall also comply with the following:
  - 1. **General Regulations**
    - a. Private streets may be permitted in new developments where their use is logically consistent with a desire for neighborhood identification and control of access and where special overall design concepts may be involved. The use of private streets shall be subject to review and approval by the Approving or Appeal Authority.
    - b. All private streets and private drives shall be reviewed by the Public Works Department and the Fire Department for recommendations concerning their design and construction. The installation of street lights which will be maintained by the Public Utilities Department shall be inspected by the Public Utilities Department, with a standard inspection fee required.
    - c. The City shall assume no responsibility for enforcement of traffic control on private streets.
    - d. The use of private streets and/or drives is not intended to be a device for permitting inadequate street design.
  - 2. **Private Street Standards**
    - a. For private streets, the street widths shall be as prescribed in Table 2 below and Table 1 Street Right-of-Way and Improvements. Private streets shall be treated as public streets for the purposes

of Zoning standards (e.g., lot width, lots size, setbacks etc.)

**Table 2**  
**PRIVATE STREET STANDARDS**

<b>Pavement Width<sup>1</sup> (ft.)</b>	<b>Parking Conditions<sup>3</sup></b>	<b>Curbs and Gutters</b>	<b>Parkway<sup>2</sup> (ft.)</b>	<b>Curb returns (ft.)<sup>4</sup></b>
20	Off-street	Yes	Yes	20
28	Parallel parking on one side	Yes	Yes	20
36	Parallel parking on both sides	Yes	Yes	20

1. Measured from curb face to curb face. When rolled curb is approved, measurement is from back of curb.
2. Sidewalks shall be required at all locations unless specifically approved to be omitted. Sidewalks generally shall be located adjacent to the property line, except where findings can be made that there are unusual circumstances warranting location of a sidewalk adjacent to the street. All sidewalks shall be in accordance with Standard Drawing No. 325. The remaining parkway area shall be landscaped and irrigated as approved. Utility easements may be required behind curbs to accommodate placement of water meters, electric conduit, etc. (minimum 4' wide). Street trees are required in parkway areas.
3. "NO PARKING" signs shall be posted on each side of a private street where parking is not permitted. The design and location of said signs shall be approved by the City Traffic Engineer.
4. Minimum curb return radius allowed. Larger radius may be required as deemed appropriate by Public Works.
  - b. Standard structural street design and construction materials shall be utilized in the construction of private streets in compliance with City Public Works Department specifications.
  - c. Standard concrete curbs and gutters shall be installed along both sides of the entire length of any private street to the specifications of the Public Works Department. Rolled curbs may be acceptable.
  - d. No private street or cul-de-sac shall serve more than sixteen (16) lots, nor should it exceed six-hundred (600) feet in length measured from the centerline of the intersection street to the center of the turnaround, except that a greater length may be permitted if required by topographic conditions and if approved by the Public Works and Fire Departments. A turning area with a curbline radius of not less than thirty-six feet shall be provided at the end of such street. Alternate designs for turning or reversing directions may be permitted if approved by the Public Works Department.
  - e. Street names shall be established according to current City criteria and shall be approved by the Planning Division.
  - f. The name of each private street shall be posted at intersections using City street name sign standards or other standard approved by the City Traffic Engineer, with the street name to be followed by

the word "PRIVATE" in parentheses.

- g. Sidewalks shall be required and should be located adjacent to the property line.
- h. All private streets shall be equipped with street lights, the type and design of which shall be to the approval of the Public Utilities Department and Planning Division. Street lights shall be installed by the developer.
- i. The Public Utilities Department will bill the Homeowners' Association or individual or group which owns the subject property for the electric street lights as specified in Electric Rate Schedule LS-2 (Energy and Maintenance).
- j. Street lights meeting the specifications of the Public Utilities Department will be maintained by the Public Utilities Department.
- k. The placement of traffic control devices (signs, barricades, markings, etc.) shall be provided to the specifications of the City Traffic Engineer. The design of said markings shall be to the approval of the City Traffic Engineer.

3. Private Driveway Standards

- a. For private driveways, the minimum widths shall be prescribed in Table 3:

**Table 3  
PRIVATE DRIVEWAY STANDARDS**

Length of Private Drive	One Way Width of Pavement	Two Way Width of Pavement
Less than 150 feet	12 ft. (No on-drive parking, one or two stories)	24 ft. (No on-drive parking)
	16 ft. (No on-drive parking and when adjacent to or within 50 ft. of either end of three or more story structures)	24 ft. (No on-drive parking)
150 feet or more	16 ft. (No on-drive parking)	24 ft. (No on-drive parking)

Note: 28 feet in width for any portions of driveways used as maneuvering areas for adjacent parking bays.

- b. The connection between the private driveways and any street shall be by an approved connection.
- c. Private driveways shall be provided within 150 feet of any dwelling unit for accessibility of emergency vehicles.
- d. Fences, shrubbery or any other obstruction shall not be permitted

in any area that would interfere with accessibility of emergency vehicles, or effective sight distance.

- e. The maximum length of any dead-end private driveway shall not exceed 250 feet in length unless a hammerhead or cul-de-sac turnaround is provided.
  - f. Private driveways exceeding 150 feet in length may have traffic bumps installed at appropriate intervals. The bumps shall either be painted white in color with a reflective-type paint or the entrance to the driveway shall be posted with the appropriate caution.
  - g. Private driveways shall have no overhead obstruction within fifteen (15) feet vertical clearance of the grade of the driveway.
  - h. Safety lighting may be provided on all private driveways as appropriate.
  - i. A private driveway permit is required for any work within the public right-of-way.
4. Special Conditions for Inclusion in Conditions, Covenants and Restrictions
- a. Each buyer shall sign an acknowledgment that he has read the Constitution and By-Laws of the Homeowners' Association (HOA) and the Conditions, Covenants and Restrictions (CC&Rs) applying to the development, including any clause pertaining to private streets and private drives.
  - b. The CC&Rs shall be irrevocably written and recorded so that the maintenance and enforcement of the on-street parking prohibition is the responsibility of the HOA for the life of the project. The CC&Rs shall clearly state that the HOA officers are responsible for the enforcement of the on-street parking prohibition and are personally liable for any penalties, including citations, for the failure to follow through with their responsibilities.
  - c. Mechanical maintenance and "knock-down" repair of fire hydrants and street lights which meet the specifications of the Public Utilities Department along private streets shall be accomplished by either the City Public Utilities Department or applicable serving utility company, at the expense of the HOA.
  - d. The By-Laws or other appropriate document of the Homeowners' Association shall include the obligations of the Association with respect to maintenance of the private streets.
  - e. The CC&R's shall provide the City with authority to repair and/or maintain the private streets and/or appurtenances in the event the

HOA fails to maintain said streets and/or appurtenances in a manner that provides adequate access at all times so that emergency and utility vehicles can service the properties contiguous or adjacent thereto. Provision shall be made in the CC&R's to enable the City to recover costs of work performed by the City in these streets. The CC&R's shall provide that the HOA grants the City the authority to enter and repair and maintain the private street in the event the HOA defaults in its maintenance responsibilities and the preservation of the public health, safety and welfare necessitates City maintenance of the private street. Repair costs incurred by the City shall be shared, pro rata, by all parcels and collected as assessments along with County property taxes. (Ord. 7026 §1, 2009; Ord. 6968 §1, 2007)

**18.210.040 Alleys.**

- A. Alleys not less than twenty feet in width may be required at the rear of existing or prospective multifamily residential or single family residential planned residential developments, commercial or industrial property.

Where permitted in single-family planned residential developments, alleys shall be not less than twenty (20) feet in width.

- B. Rounded corners or a corner cutoff in accordance with the specifications of the Public Works Department may be required at the intersection of two alleys or at the intersection of an alley with any street. Right angle alley turns and the turnaround of a dead-end alley shall conform to the specifications of the Public Works Department. (Ord. 6968 §1, 2007)

**18.210.050 Easements.**

- A. Utility Easements. Easements for public utilities shall be provided to the specifications of the Public Utilities Department or of the serving utility company. Easements for sewers and drainage shall be provided to the specifications of the Public Works Department. Easements for street trees, sidewalks, and other public uses shall be provided when required.

- B. Public Access Easements to Public Resources. Easements through a subdivision to provide public access to public waterways, streams, rivers, lakes, reservoirs, and other similar public resources shall be provided to the specifications of the approving agency or City department. Public access through any area designated for habitat preservation shall require consultation with appropriate state and federal agencies. Pedestrian ways, bicycle routes, multi-purpose trails and/or equestrian paths may be considered an acceptable means of public access. If a state or federal agency determines that an access route cannot be established through an identified habitat preservation area, the subdivider shall propose alternate easement design. (Ord. 6968 §1, 2007)

**18.210.060 Telecommunications.**

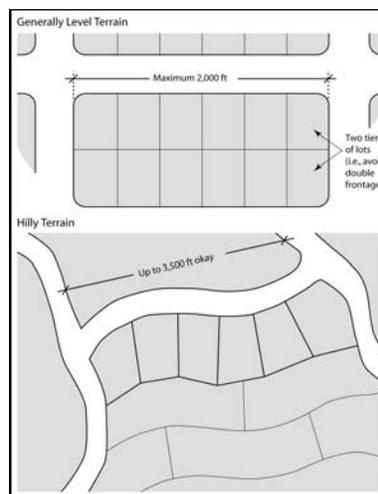
- A. The design of any subdivision, for which a tentative map or a parcel map is required by this Title, is required to provide any and all appropriate cable television and similar or alternative systems an opportunity to construct, install, and maintain, on land identified on the map as dedicated or to be dedicated to

public utility use, any equipment necessary to extend cable television or similar or alternative telecommunications services to each residential parcel in the subdivision. Appropriate cable television or similar or alternative telecommunications systems, as used in this section, means those franchised to serve the geographical area in which the subdivision is located.

- B. In furtherance of subsection A of this section, easements for construction, installation and maintenance of any equipment necessary to extend cable television or similar or alternative telecommunications services to each residence shall be provided in compliance with the specifications of the Public Works Department.
- C. This section shall not apply to the conversion of existing dwelling units to condominiums, community apartments, or stock cooperatives. (Ord. 6968 §1, 2007)

#### 18.210.070 Blocks.

- A. General. Blocks shall be designed to allow for adequate building sites for the type of use proposed to comply with Zoning Code requirements prescribing lot sizes and dimensions, to allow for convenient pedestrian and vehicular circulation, access, traffic control and safety and limitations created by topography. Block depths generally shall be sufficient to allow for two tiers of lots of the prescribed depth for the proposed use. In order to promote connectivity, walkability, and a sense of neighborhood cohesiveness, blocks should not normally exceed 2,000 feet in length and may be up to 3,500 feet in length where topographic conditions dictate longer block lengths. Along arterial and standard streets, blocks should be designed where possible to minimize the number of interconnecting streets.



18.210.070 Blocks

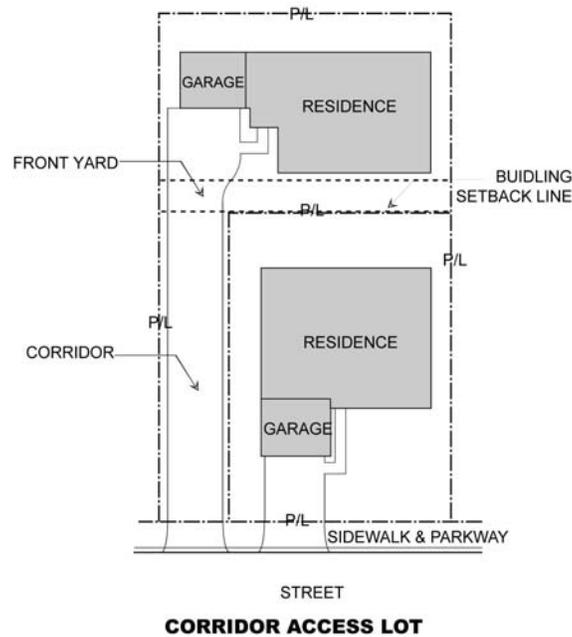
- B. Corners. At street intersections, block corners shall be cut off or rounded at the property line to conform with the specifications of the Public Works Department.
- C. Pedestrian ways. Where needed for traffic safety, for access to schools,

playgrounds, shopping facilities or for other community facilities, pedestrian ways not less than ten (10) feet in width may be required. The entire width shall be paved with concrete in accordance with the standard specifications for sidewalks of the Public Works Department. Pedestrian ways lined with solid walls on either side are generally discouraged due to security concerns. Pedestrian ways shall be illuminated in accordance with the specifications of the Public Utilities Department and the Planning Division. Metal posts or other facilities designed to inhibit the passage of vehicles through the pedestrian ways shall be installed to the specifications of the Public Works Department and the Planning Division. (Ord. 6968 §1, 2007)

**18.210.080 Lots.**

- A. Suitability for Purpose. The subdivision plan shall result in the creation of lots which can be used or built upon. No subdivision shall create lots for building purposes which are impractical for improvement or use due to steepness of terrain, location of watercourses, size, shape or other physical conditions.
- B. Lot Size. The minimum area and dimensions of all lots shall conform with the requirements of the Zoning Code, Title 19 of the Municipal Code. No lot shall have a depth of less than one hundred (100) feet nor a width of less than sixty (60) feet, as defined in Title 19, unless a lesser depth and/or width is approved as part of a planned residential development permit processed pursuant to Chapter 19.780.
- C. Lot Lines. Lot lines shall be located so as to facilitate the best utilization of existing and potential building sites. Normally, the side lines of lots shall be straight and approximately at right angles to the street, or approximately radial if the street is curved.
- D. Access to Streets. Every lot for building purposes shall have direct vehicular access to a street meeting the minimum requirements of this Title for right-of-way width and improvements. Lots, other than corner lots, normally shall not have access to more than one (1) street. On any lot intended for residential occupancy, it shall be possible to provide safe vehicular access by way of a private driveway with a grade not in excess of fifteen percent (15%) from the street to a garage, carport or parking site on the lot in a location conforming with the requirements of Titles 17 and 19 of this Code.
- E. Corridor Access Lots. Corridor access lots may be approved only where there is no reasonable alternative available to develop the interior portions of excessively deep parcels or where required by unusual physical constraints, subject to the approval of a variance in accordance with Title 19. For the purposes of this Chapter the development standards for corridor access lots shall be as follows:
  - 1. The corridor width should be a minimum of twenty (20) feet;
  - 2. The building pad should be located behind at least one of the proposed, existing or potential building pads on an adjoining lot to either side;
  - 3. The building line means a line parallel with the street, independent of the corridor or panhandle;

4. The front yard means a yard extending across the full width of the lot as measured from the building line; and
5. The area of the corridor shall not count in computing lot area for purposes of ascertaining compliance with the provisions of Title 19 of the Code.

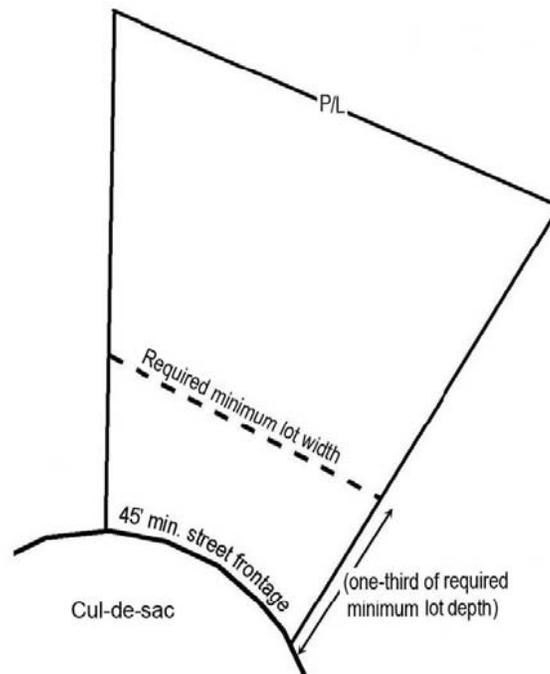


The Approving Authority may interpret the standards of the corridor lot.

- F. **Property Remnants.** Remnants of property which do not conform to lot requirements or which are not required for a public or private utility or other public use or approved access purpose should not be created by or included in a subdivision. Remnants may be approved where exceptional circumstances exist.
- G. **Reverse Frontage Lots.** Reverse frontage residential lots shall typically be required where those lots are adjacent to arterial street as shown on the [Master Plan of Roadways](#) in the General Plan, or to overcome specific disadvantages of topography and orientation. Where reverse frontage lots are approved, the right to vehicular and pedestrian ingress and egress over rear or side lot lines may be required to be relinquished.
- H. **Drainage.** All lots shall be adequately drained to the specifications of [Title 17](#) and the City Engineer.
- I. **Cluster developments.** Subdivisions may be arranged in a cluster fashion, in compliance with the planned residential development regulations indicated in

Title 19, Section 19.780, Riverside Municipal Code.

- J. Cul-de-sac Lots, and Knuckle Lots. For purposes of this Chapter, cul-de-sac lots and street knuckle lots, lot width means the horizontal distance between the side lot lines measured by a straight line drawn at one-third (i.e., 33.3%) the minimum required lot depth on each side lot line. At the front property line along a cul-de-sac bulb and street knuckle, there shall be a minimum distance of at least forty-five-feet. The Approving Authority may interpret the standards of cul-de-sac lots and street knuckle lots. For more on cul-de-sac streets see 18.210.030. (Ord. 7026 §2 and §3, 2009; Ord. 6968 §1, 2007)



**18.210.090 Commercial and Industrial Areas.**

- A. When property is designated on the General Plan or by Title 19 of this Code for commercial or industrial use, the plan of the subdivision shall be appropriate for such use and shall conform with all requirements of this Title, except that frontage on a public or City approved private street may not be required to allow parcel division of a shopping center.
- B. Streets shall have adequate capacity to handle the anticipated traffic that will utilize them. The City Engineer may require a traffic study.
- C. Insofar as possible, streets shall be laid out so that there will be direct access to the commercial or industrial area from major streets without utilizing local streets or traversing residential areas.
- D. Lot areas and dimensions shall conform with the requirements of Title 19 of this Code and shall be adequate to accommodate the yard spaces, off-street parking spaces and off-street loading spaces required by Title 19 and such additional spaces and other service facilities as are needed for the type of use and

development contemplated. (Ord. 6968 §1, 2007)

**18.210.100 Flood-Prone Lands and Drainage.**

- A. The subdivision of flood-prone lands, as identified by the City Engineer, shall be prohibited except where:
1. The subdivision is designed in a manner to minimize flood damage to both on-site and off-site structures;
  2. All public utilities and facilities, such as sewer, gas, electrical and water systems, are located, elevated and constructed to minimize or eliminate flood damage;
  3. Adequate drainage is provided so as to reduce the property's exposure to flood hazards and to prevent the aggravation of flood hazards with respect to adjacent and downstream properties;
  4. All new or replacement water supply systems and sanitary sewage systems are designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the system into flood waters, and on-site waste disposal systems are located so as to avoid impairment of them or contamination from them during flooding;
  5. No use, including landfill, is permitted unless the subdivider has demonstrated that the proposed use, when in combination with all other existing and anticipated uses, will not increase the water surface elevation of the one-hundred-year flood more than one foot at any point. Plans for drains and drainage structures shall be adequate for local drainage needs and to protect lots and streets within the subdivision from flood hazard, taking into consideration the drainage pattern of adjacent property and treating upstream areas as though fully improved.
- B. The design for drainage structures and facilities shall be based on a ten-year flood frequency, except (1) those major channels designated by the Riverside County Flood Control and Water Conservation District for a one-hundred-year flood, and (2) those facilities draining areas containing sump conditions which shall be based on a fifty-year flood frequency. All designs shall provide for surface overflow to accommodate a 100-year flood.
- C. Plans for drainage and drainage works shall be subject to the approval of the City Engineer. Where necessary, means shall be provided for disposing of surface and storm waters beyond the limits of the subdivision. In the event that the subdivision is traversed by any watercourse, channel, stream or creek, the City, in order to maintain such watercourse, channel, stream or creek open and unobstructed, may require the dedication of rights-of-way or easements for storm drainage purposes conforming with the lines of such watercourses, or may require the dedication of such further and sufficient rights-of-way or easements as may be required for structures or channel changes or both to dispose of surface and storm waters, or may require that such rights-of-way be classified in an appropriate Zoning district. Such rights-of-way or easements shall be designed to carry the waters of a one-hundred-year flood, without increasing the

water surface elevation of that flood more than one foot at any point. (Ord. 6968 §1, 2007)

**18.210.110 Sanitary Sewers.**

Sanitary sewers shall be required to the specifications of the serving agency for all land divisions. An exemption may be considered by the City Engineer provided all of the following conditions prevail:

- A. The subdivision is designated for single-family residential purposes only;
- B. All developable lots within the subdivision are at least one (1) acre in size;
- C. A viable point of connection to the sewer system does not exist as determined by the City Engineer;
- D. The Santa Ana Regional Water Quality Control Board (SARWQCB) has approved septic systems for the site; and
- E. The Riverside County Department of Environmental Health has reviewed and accepted the Onsite Wastewater Treatment System Report for Land Divisions pursuant to the applicable policies of the regulating agencies. (Ord. 7314 §7, 2016; Ord. 7094 §4, 2010; Ord. 6968 §1, 2007)