RESOLUTION NO. 20436

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

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

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

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

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

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

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

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

Section 4: The amendments adopted by this resolution shall be incorporated into the “Hunter
Business Park Specific Plan” document and shall be noted as appropriate in the General Plan and on the appropriate Specific Plan maps previously adopted by the City Council.

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

Attest:

[Signature]
Mayor of the City of Riverside

City Clerk of the City of Riverside

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

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

Noes: None

Absent: None

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

[Signature]
City Clerk of the City of Riverside
F. DEVELOPMENT STANDARDS

1.1 Lot Standards

Building Setbacks

Front Yards

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

B. For all other streets where the building is less than thirty-feet in height: A front yard having a depth of twenty-feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

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

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

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

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

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

Parking Setbacks

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

| Use                          | P | F | P | P | P | P | F |

### Office

| Use                          | P | P | P | P | P | P | F |

### Retail

| Use                          | P | P | P | P | P | P | F |

### Service

| Use                          | P | P | P | P | P | P | P |

### DESIGN STANDARDS FOR SPECIFIC PLAN AREA

<table>
<thead>
<tr>
<th>Minimum Parcel Size</th>
<th>Per Underlying Zone</th>
<th>One Acre</th>
<th>Five Acres (One Acre after Approved Master Plan)</th>
</tr>
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<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>Per Underlying Zone</td>
<td>140 Feet</td>
<td>300 Feet (140 Feet after Approved Master Plan)</td>
</tr>
<tr>
<td>Building Site Coverage</td>
<td>Not Greater than 50%</td>
<td>Not Greater than 50%</td>
<td>Not Greater than 50%</td>
</tr>
<tr>
<td>Building Height</td>
<td>As Defined for Each Parcel per the Existing Zoning</td>
<td>45 Feet</td>
<td>45 Feet</td>
</tr>
<tr>
<td>Building Setbacks from Arterials Major-Secondary-Street</td>
<td>Average 50 Feet, Minimum 40 Feet</td>
<td>Average 50 Feet, Minimum 40 Feet</td>
<td>Average 50 Feet, Minimum 40 Feet</td>
</tr>
<tr>
<td>Building Setbacks from all other streets and for buildings less than 30-feet in height</td>
<td>Per Underlying Zone</td>
<td>Per Underlying Zone</td>
<td>Per Underlying Zone</td>
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<tr>
<td>Access Building Setbacks</td>
<td>Side and Rear, Minimum 50 Feet</td>
<td>Side and Rear, Minimum 50 Feet</td>
<td>Side and Rear, Minimum 50 Feet</td>
</tr>
<tr>
<td>Parking Standards</td>
<td>20 Feet</td>
<td>20 Feet</td>
<td>20 Feet (+40 Feet-Adjacent to Existing Street)</td>
</tr>
<tr>
<td>Access to Parking Standards</td>
<td>To Be Determined by Use Within Structure (Per Title 18)</td>
<td>To Be Determined by Use Within Structure (Per Title 18)</td>
<td>To Be Determined by Use Within Structure (Per Title 18)</td>
</tr>
<tr>
<td>Density</td>
<td>Multiple Tenant Parcels Permitted</td>
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</tr>
</tbody>
</table>

### Notes

- P = Permitted Use with Design Review Approval
- CLUP = Conditional Use Permit with Approval by Planning Commission
- Certain Uses Normally Allowed in the Zoning Classifications above are Prohibited in the Specific Plan Area
- "— No Commercial Uses Shall Be Permitted on Iowa Avenue"
- "— Permitted Within a Completely Declared Building"

* The specific approval of minor variance plans and associated design guidelines as outlined in 3.1 may be less than one acre with widths less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty feet is permitted and may be varied with plan approval or variance requests submitted to the Planning Commission.

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Godsby, MacFarland, Andrews, Avera, Chicago and Columbus Loop, Downtown, Iowa