

§ 9.07.010. Mixed Use Zones/Corridors (B-F, DC, COMU, CEMU, HO/C).

A. Business Flex (B-F).

1. **Purpose and Intent.** This designation provides for a range of business activities involving production, distribution, or repair with supporting office and commercial space. Permitted uses include light manufacturing, research and development, warehousing and distribution, automobile services and repair, and other uses consistent with applicable airport land use compatibility regulations. Corresponding zoning will be performance-based to promote flexibility and minimize non-conformance issues with existing uses.
2. **Property Development Standards.** The business flex (BF) district applies primarily to parcels fronting Alessandro Boulevard between Old Highway 215 and Elsworth Street. The intent is to provide opportunities for the development of on-site pedestrian-oriented friendly projects with development amenities that serve the needs of residents, visitors, and employees from the surrounding community. Development is allowed up to three stories in height with building frontages near or at the sidewalk, landscaped pathways from the public right-of-way and throughout the development, and parking under or behind buildings.
3. **Site Development Standards.**
 - a. **General Requirements.** The following table sets forth minimum site development standards for the business flex district zone. In addition, projects must comply with the performance standards included in Chapter 9.10, and other applicable ordinances, policies, and programs. The parking standards in Section 9.11.040, Off-street parking requirements, shall apply.

Business Flex District (BF): Development Standards	
Requirement	Development Standards
Density – Persons	Requires consistency with ALUCP and underlying ALUC Zone
Minimum Site Area	Commercial minimum 10,000 square feet; and warehousing uses minimum 35,000 square feet
Minimum site width, in feet	80
Minimum site depth, in feet	100
Front building setback, in feet (after dedications for right-of-way)	5 to 10 (Building areas above 30 feet in height shall be set back an additional five feet for every 10 feet of additional structure height unless otherwise approved by the Planning Commission)

Business Flex District (BF): Development Standards	
Requirement	Development Standards
Side street building setback area, in feet (after dedications for right-of-way)	10 (Building areas above 30 feet in height shall be set back an additional five feet for every 10 feet of additional structure height unless otherwise approved by the Planning Commission)
Lot coverage, maximum	60%
Floor Area Ratios	0.5*
Building height, in feet, maximum	35 feet in B1 or B2; and up to 70 feet in C1 of the ALUC Plan
Parking front street setback, in feet (after dedications for right-of-way)	For additional information regarding the ALUC Plan, see Section 9.07.060
Parking side street setback, in feet (after dedications for right-of-way)	10
Setback Landscaping	10

Notes:

- * Further restrictions/regulations per the 2014 Airport land use compatibility plan (ALUCP), that include prohibited uses, restricted heights, and restricted FARs. The business-flex (BF) district is comprised of portions of the B1, B2, and C1 zones in said plan.

B. Downtown Center (DC).

1. Purpose and Intent. The downtown center is envisioned as the primary hub and focal point of Moreno Valley and an economic and cultural engine in the region. The district establishes standards to foster development of a vibrant downtown center at the heart of the city to serve as a focal point of the community and destination for people from around the region. The district allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses with the focus of the highest intensity of development along Nason Street. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses that encourages people to live, work, play, and shop within the downtown center.

With a range of activities day and night, this thriving area will draw people and businesses to Moreno Valley and will showcase the highest quality architecture and design to rival anything in the region. The downtown center will integrate the existing hospital complexes and provide visual and physical connections to Moreno Valley College, Lake Perris, and other key destinations within the community.

Visibility is a critical design consideration for the downtown center. Design standards for development at the core of the downtown center could take advantage of the relatively flat terrain and promote higher building heights to help build visual connections from other locations within the community and enhance the prominence of the downtown center as an important destination. Additionally, public plazas and other vantage points within the downtown center should be designed to allow for view of the scenic hills surrounding the city, enhancing sense of place.

2. **Property Development Standards.** The downtown center zone applies primarily to parcels in the area generally bounded by Lasselle Street, Iris Avenue, Nason Street, and extending to Cottonwood Avenue at some locations. The intent is to allow for development of a downtown that will include commercial, office, vertical and horizontal mixed use, higher density multifamily development, and lower density residential on the periphery. The most intense development is expected to be focused towards Nason Street. The zone is intended to:
 - a. Ensure orderly and thorough planning and review procedures that will result in quality design;
 - b. Provide the creation and improvement of common open space and coordination of vehicular, pedestrian, and bicycle circulation;
 - c. Establish a procedure for the development of land under unified control to achieve efficient land use patterns while permitting creative and innovative approaches to the development of residential, commercial, and mixed-use in the designated DC district in order to create a central downtown business atmosphere towards Nason Street;
 - d. Encourage mixed development patterns and avoid monotony in large developments by allowing greater flexibility in selecting the means to provide access, light, open space, and amenities; and
 - e. Decrease the burden created by new development on utilities and other infrastructure systems by permitting mixed use development consistent with policies of the general plan.
3. **Special Requirements.** In order to implement the downtown center (DC) district general plan policies, an area plan will be required demonstrating consistency with the principles outlined in the land use and community character (LUCC) element, Table LCC-2 and the illustrative development program shown in the LUCC element, Table LCC-3 prior to approval. For large projects, an existing or proposed specific plan may be used in lieu of an area plan. Development on smaller parcels and multifamily housing projects may satisfy this requirement with a site plan as determined by the community development director, and development of residential projects on the periphery of the downtown center may satisfy the requirement through approval of a planned unit development application.

- a. The Floating Zone Concept. A floating zone is a zone that delineates a general area where certain conditions would need to be considered before a development proposal is approved.
- b. Floating PUDs. The floating planned unit development (DC-PUD) designation allows for the development of single-family housing and less dense multifamily housing on the periphery of the downtown center. This will support development of the most intense development in proximity to Nason Street, allowing residential mixed-use projects with ground-floor commercial uses in proximity to the intersection of Nason Street and Alessandro Boulevard, and encouraging residential development greater than 20 dwelling units per acre along portions of Alessandro Boulevard towards Nason Street.

The designation for the floating planned unit development zone is indicated on the official zoning map with a circle border and the letters "DC-PUD." This symbol represents a "floating" designation and is only intended to indicate a general area within which a PUD could be located. It does not preclude other development or uses that would otherwise be permitted within the downtown center. The purpose and intent of the PUD floating zone is to provide flexibility in planning for residential development of projects.

- c. Floating Plazas. The floating parks and plazas (DC-PPL) zone is used to designate lands that can be publicly or privately owned and are intended to be programmed for low intensity, publicly accessible open space uses. Parks and plazas represent a creative solution to provide more public space in the downtown center zone. Plazas and pocket parks will generally be spaces that are developed and maintained privately, but open to the public. Opportunities for the creation of these types of plazas will occur as properties in the DC zone develop with higher intensity uses.

The designation for the park or plaza is indicated on the official zoning map with a circle border and the letters "DC-PPL." This symbol represents a "floating" designation and is only intended to indicate a general area within which a park or plaza site should be located. The specific size, exact location and configuration of such park or plaza site will be finalized only through future development of specific parcels in the DC district through an area plan, specific plan, or a site plan. Until such time that these properties are privately developed as a publicly accessible park or plaza space or purchased by the city, development is allowed consistent with the DC zone.

4. Site Development Standards.

- a. General Requirements. The following sets forth minimum site development standards for the downtown center. In addition, projects must comply with the special requirements enumerated in subsection (B)(3) of this section, the performance standards included in Chapter

9.10, and other applicable ordinances, policies, and programs. The parking standards in Section 9.11.040, Off-street parking requirements, shall apply.

Downtown Center (DC) - Development Standards	
Requirement	Development Standards
Block Development	Blocks over 500 feet should feature midblock connections shall as pedestrian pathways or alleys. Block sizes should range between 330 and 660 linear feet where feasible
Mid-Block Pathways	Mid-block pathways shall be no less than 16 feet wide
Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, pedestrian connections, parks, or plazas	Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, pedestrian connections, parks, or plazas
Density - Dwelling Units (Du)/Acre ¹	NA (with or without affordable housing)
Minimum Site Area	As determined through area plan if required or site plan review
Minimum Site Width, in feet	As determined through area plan if required or site plan review
Minimum Site Depth, in feet	As determined through area plan if required or site plan review
Front Building Setback, in feet (after dedications for right-of-way) ground floor use	0—10
Side Street Building Setback Area, in feet (after dedications for right-of-way)	0—10
Interior Side Yard Setback in feet	0—10
Rear Yard Setback in feet	10
Lot Coverage, maximum	Pending landscape and open space requirements
Building Height, in feet, maximum	None
Floor Area Ratio (FAR)	NA
Minimum Dwelling Size	*See note below

Downtown Center (DC) - Development Standards	
Requirement	Development Standards
Minimum Distance Between Buildings in feet (between residential and commercial uses)	10
Parking (surface) Front Street Setback, in feet (after dedications for right-of-way)	10
Parking (surface) Side Street Setback, in feet (after dedications for right-of-way)	5
Garage/Tuck-Under Parking	Prohibited along front lot lines
Underground/Podium Parking	Allowed beneath building footprints
Above Ground Parking Structure	Allowed if screened from views from public right-of-way and adjacent single-family residential zones
Setback Landscaping	All setbacks exclusive of required walkways and driveways will be landscaped planting areas
Publicly Accessible Open Space (nonresidential)	15% of net lot area
Private Open Space (multifamily residential) ²	150 sq ft per unit on 1st floor, and 100 sq ft per unit on upper floors
Common Open Space (multifamily residential) ²	300 sq ft per unit
Ground Floor Building Frontages Clear Glazing Material	60%
Ground Floor-to-Ceiling Minimum Height in feet	15—20

Notes

1. Minimum Dwelling Unit Sizes.
 - a. Studio and one-bedroom: 450 square feet;
 - b. Two-bedroom: 800 square feet;
 - c. Three-bedroom: 1,000 square feet.
 2. The planning commission may modify minimum open space requirements.
- C. Corridor Mixed-Use (COMU).

1. Purpose and Intent. The mixed-use community corridor (COMU) zone is intended to create vibrant boulevards that are both a destination and a place where people can work and live. This will consist of buildings that emphasize street-oriented frontages, pedestrian-scaled buildings, creative use of open spaces and building design, and engaging, well-crafted areas for pedestrian activity such as plazas and walkways. The integration of residential and commercial uses into a mix of vertical and horizontal buildings will encourage businesses to relocate and establish a presence in Moreno Valley whereby pedestrians will work, live, shop and enjoy an array of entertainment experiences. The mixed-use corridors will facilitate transit and bicycle use, and pedestrian activity. This designation allows for residential densities from 15 dwelling units per acre up to 25 dwelling units per acre.
2. Establishment and Intent. The corridor mixed-use district is generally located on Alessandro Boulevard, Perris Boulevard, and Sunnymead Boulevard. For Sunnymead Boulevard, the Village Specific Plan (SP204) provides mixed-use standards that are consistent with the intent of this section.

Alessandro Boulevard and Perris Boulevard (COMU) are major entryways into Moreno Valley providing gateways to the city, such that these corridors should:

- a. Facilitate a pedestrian-scaled environment with buildings that emphasize active and street-oriented frontages, well-scaled and designed buildings, and engaging outdoor spaces and landscaping;
 - b. Allow for higher intensity residential, commercial, and mixed-use buildings to provide the appropriate height relative to the width of the street;
 - c. Provide increased opportunities in Moreno Valley for residents to live near goods, services, transit, and entertainment while also ensuring a high standard and quality of life for residents;
 - d. Ensure that consideration and proper transition is designed to adjacent lower-density residential uses.
3. Applicability. For Alessandro Boulevard and Perris Boulevard, the building design standards, site design guidelines, and all other land use and development requirements, standards, or other provisions set forth in Section 9.07.010 shall apply to all development within the corridor mixed use zone (COMU). The city's official zoning atlas will identify the zone as COMU except that in areas within the Village Specific Plan (SP204), the zoning will be designated as COMU followed by the applicable specific plan zone within the Village Specific Plan. Within the COMU-SP 204 CC zone, commercial uses and development standards of the SP204 CC shall apply, and in addition residential and mixed use are permitted consistent with the standards of the SP204 VCR.

4. **Special Requirements.** A mix of uses is not required on every site but is desired on sites at intersections in order to foster nodes of commercial mixed use development along the corridor. Commercial uses should be concentrated at intersections and limited to no more than 25% of the maximum permitted FAR, excluding parking. No residential uses in a vertical mixed use project are permitted on the ground floor.
5. **Permitted Land Uses.** For Perris Boulevard and Alessandro Boulevard, Table 9.02.020-2 indicates the uses permitted (X), permitted with a conditional use permit (C), permitted under special distancing requirement (◆), and permitted pursuant to cannabis regulations (M). Any use not specifically indicated for the corridor mixed-use (COMU) zone in Table 9.02.020-2 as a permitted use, or conditional use shall be prohibited unless they are deemed by the community development director to be similar and compatible uses which meet the purpose and intent of the corridor mixed-use zone.

For uses within the COMU – SP204 CC zone, the uses permitted by SP204 CC shall apply and in addition residential and mixed uses are permitted consistent with the standards of the SP204 VCR.

6. **Site Development Standards.**
 - a. **General Requirements.** The following table sets forth minimum site development for the mixed-use corridor zone. For the Village Specific Plan (SP204), the development standards of the Village Specific Plan will apply as described under subsection (C)(3), Applicability, of this section. In addition, projects must comply with the special requirements enumerated in subsection (B)(4) of this section, the performance standards included in Chapter 9.10, and other applicable ordinances, policies, and programs. The parking standards in Section 9.11.040 off-street parking requirements shall apply.

Corridor Mixed Use (COMU)—Development Standards		
Development Standards	COMU	Special Provisions
Density - Dwelling Units (Du)/Acre	15—25	NA
Minimum Site Area, square feet	10,000	These requirements apply to parcels created based on a parcel map or tract map, and would not apply to a condominium map
Minimum Site Width, in feet	100	
Minimum Site Depth, in feet	100	

Corridor Mixed Use (COMU)—Development Standards		
Development Standards	COMU	Special Provisions
Front Building Setback, in feet (after dedications for right-of-way)	5—10	NA
Side Street Building Setback Area, in feet (after dedications for right-of-way)	5	NA
Interior Side Yard Setback in feet	0—10	NA
Rear Yard Setback in feet	5*	* 15 feet when abutting residential
Building Height, in feet, maximum	5 stories/60 ft.	NA
Maximum Floor Area Ratio (FAR)—Commercial and Mixed-Use	1.3	
Minimum Dwelling Size	*See note below	
Minimum Distance Between Buildings in feet	10	
Parking (surface) Front Street Setback, in feet (after dedications for right-of-way)	10	
Parking (surface) Side Street Setback, in feet (after dedications for right-of-way)	5	
Garage/Tuck-Under Parking lines	Prohibited along front lot	
Underground/Podium Parking	Allowed beneath building footprints	
Above Ground Parking Structure	Allowed if screened from views from public right-of-way and adjacent single family residential zones	
Setback Landscaping	All setbacks exclusive of required walkways and driveways will be landscaped planting areas	
Publicly Accessible Open Space (nonresidential)	15% of net lot area	

Corridor Mixed Use (COMU)—Development Standards		
Development Standards	COMU	Special Provisions
Private Open Space (multifamily residential)	150 sq ft per unit on 1st floor, and 100 sq ft per unit on upper floors	
Common Open Space (multifamily residential)	300 sq ft per unit	

Notes:

- * Minimum Dwelling Unit Sizes.
 One-bedroom: 450 square feet;
 Two-bedroom: 800 square feet;
 Three-bedroom: 1,000 square feet.

D. Design Requirements.

1. Mixed-Use Corridor Development—Specific Design Regulations. Mixed-use that is vertically integrated into one building or horizontally integrated on the same site shall comply with the development standards listed in this section as they pertain to mixed-use, in addition to the standards below.
 - a. Entrances. When nonresidential and residential uses are in the same building, separate pedestrian entrances shall be provided for each use. The entrances for nonresidential uses shall be designed to be visually distinct from the entrances for residential uses.



- b. Lighting Standards. Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that they do not negatively impact the residential uses in the development nor any adjacent residential uses and shall be consistent with all provisions of Section 9.08.100 (Lighting).

- c. Recycling and Refuse Storage Facilities Standards. Recycling and refuse storage facilities for nonresidential uses shall be located as far as possible from residential units and shall be completely screened from view from the residential portion of the development. Recycling and refuse storage facilities for nonresidential uses shall be compatible in architectural design and details with the overall project.

E. New Streets and Pathways Regulations.

1. Street and Pathway Connectivity. New development shall maintain and enhance pedestrian, bicycle, transit, and vehicle connectivity with a hierarchy of streets and pathways, consistent with the street typology identified in the Moreno Valley general plan (Map C-1). Primary pedestrian access to buildings shall be from the sidewalk.
 - a. Enhanced Streetscapes. Streetscapes shall be enhanced with enriched streetscape elements, including, but not limited to, a variety of landscaping and pedestrian amenities, such as benches, pedestrian-scaled lighting, trash enclosures, and bicycle storage.
2. Pedestrian-Oriented Design/Pedestrian Access. The design of new projects shall promote walkability and connectivity to include design and orientation standards such as:
 - a. Internal Connections. A system of pedestrian walkways shall connect all buildings on a site to each other, including on-site automobile and bicycle parking areas, and any on-site open space areas and pedestrian amenities.
 - b. Internal Pedestrian Walkways Width. Internal walkways shall be a minimum of six feet wide adjacent to any common open space areas. Internal walkways elsewhere on the property shall be a minimum of four feet wide and paved with permeable materials, unless walkways are located near swimming pools or in heavily trafficked areas.
 - c. Lighting. Lighting shall be incorporated along sidewalks or other pedestrian walkways to enhance the pedestrian environment and provide for public safety. Lighting shall be low mounted, downward casting to reduce light trespass onto adjacent properties, and shall be consistent with all provisions of Section 9.08.100 (Lighting).
 - d. Connections to Primary Street. Connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage. Such walkway shall be the shortest practical distance between the primary entry and sidewalk, generally no more than 125% of the straight-line distance.

F. Center Mixed Use (CEMU).

1. Purpose and Intent. This designation provides for the redevelopment of

existing commercial centers and adjacent uses to complement existing development at prominent entry points into the community. The centers are envisioned as integrated, pedestrian-oriented places with a mix of uses including retail, dining, entertainment, offices, lodging, recreational and cultural facilities that cater to both motorists passing through and residents of surrounding neighborhoods. It is expected that the Moreno Valley Mall at Towngate and commercial areas at the Festival Specific Plan (SP205) will have opportunities to incorporate higher-density housing on-site to support the vitality of commercial uses and activate the areas.

2. **Applicability.** The center mixed-use zone is located entirely within the existing extent of adopted specific plans: the Towngate Specific Plan (SP200) and the commercial areas of Festival Specific Plan (SP 205), known as "The District." The permitted uses of the underlying specific plan shall apply except that multifamily residential use (20 to 35 dwelling units per acre) is additionally permitted within the Moreno Valley mall planning area (CEMU – SP200 on the city's zoning map) of the Towngate Specific Plan, and within the areas identified as CEMU (CEMU - SP205 on the city's zoning map) within the Festival Specific Plan (SP 205) in conjunction with a mixed-use project. It is expected that a specific plan amendment will be completed for any mixed-use project within the CEMU. However, a master plot plan may be used to determine the standards for the mixed use project if the community development director finds that the project is consistent with the spirit and intent of the center mixed-use general plan designation.
3. **Property Development Standards.** The center mixed-use (CEMU) zone applies primarily to the mall site within the Towngate Specific Plan (SP200) and commercial areas of the Festival Specific Plan (SP205), known as "The District." The maximum permitted FAR in the CEMU designation is 1.25 with a residential range of 20 to 35 dwelling units per acre. On smaller parcels, additional FAR may be permitted to achieve the desired vision of the area. The underlying standards of the applicable specific plan will otherwise apply.

G. **Highway/Office Commercial (H/OC).**

1. **Purpose and Intent.** The highway office/commercial (H-OC) zone is envisioned as a gateway to Moreno Valley and from the I-60 Freeway with primary entrances at Moreno Beach Drive and the World Logistics Center Parkway. The zone provides opportunities for distinctive employment or educational campuses. Permitted uses include office, educational, and/or research and development facilities as well as auxiliary commercial uses including restaurants, retail, and service uses. The architectural style should reinforce the rural character intended for the surrounding area.
2. **Applicability.** The highway office/commercial (H-OC) district applies primarily to parcels between Moreno Beach Drive and World Logistics Center Parkway fronting the I-60 Freeway on the north side, and south of Hemlock Avenue. This zone serves as a major gateway to the city of Moreno Valley

from the east.

3. **Special Requirements.** Implementation will require review and consideration of the applicable sections of the land use and community character (LUCC) element, and conformance with the policies applicable to the highway office/commercial (H-OC) designation.
4. **Site Development Standards—General Requirements.** The following table sets forth minimum site development standards for highway office/commercial zone development projects. In addition, projects must comply with the special requirements enumerated in subsection (B)(3) of this section, the performance standards included in Chapter 9.10, and other applicable ordinances, policies, and programs.
5. **Parking and Loading.** The parking standards in Section 9.11.040 off-street parking requirements shall apply.

Highway Office/Commercial (HOC)—Development Standards	
Requirement	Development Standards
Minimum Site Area	Office/commercial uses minimum 20,000 sq. ft.
Minimum Site Width, in feet	100
Minimum Site Depth, in feet	100
Front Building Setback, in feet (after dedications for right-of-way)	20 (Building areas above 30 feet shall be set back an additional five feet for every 10 feet of additional structure height unless otherwise approved by the planning commission)
Side Street Building Setback Area, in feet (after dedications for right-of-way)	10 (Building areas above 30 feet shall be set back an additional five feet for every 10 feet of additional structure height unless otherwise approved by the planning commission)
Lot Coverage, maximum	60%
Floor Area Ratios (FAR)	0.4 On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area
Building Height, in feet, maximum	Up to 45 feet
Parking Front Street Setback, in feet (after dedications for right-of-way)	20

Highway Office/Commercial (HOC)—Development Standards	
Requirement	Development Standards
Parking Side Street Setback, in feet (after dedications for right-of-way)	15
Setback Landscaping	All setbacks exclusive of required walkways and driveways will be landscaped planting areas

(Ord. 981 § 3, 2021; Ord. 994 § 7, 2023)