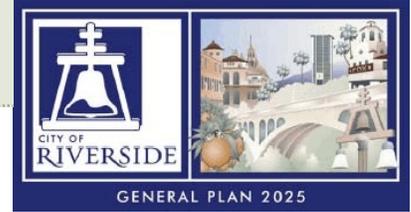


INTRODUCTION



In 2004, the Washington D.C.-based Partners for Livable Communities designated Riverside as one of America's thirty most livable communities. "It's a major, major honor," glowed Mayor Ron Loveridge upon hearing the news.¹ The designation, which the nonprofit organization awards once every ten years, announced to the country what Riversiders have known for years: Our City and our neighborhoods offer a diversity and quality of life that keep generations of families in Riverside. We welcome new faces and business innovators looking to share and contribute to this special place.

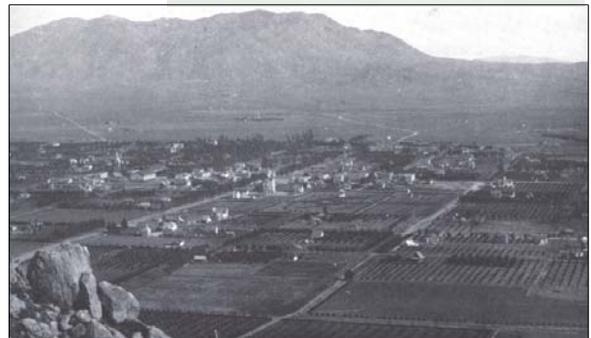
What makes a "livable community?" To us, the qualities are apparent in our fine education system, our network of parks and open space, the broad range of jobs that build our economy, our Downtown, our historic buildings, our exemplary library system that provides opportunities for life-long learning, the four colleges and universities that bring education and arts programs into the community, the recreation and human services programs available to all ages, fire and police personnel who work to keep Riverside safe and the commercial business centers we visit for entertainment and shopping. This list only begins to describe the essence of Riverside. Tangible and ephemeral aspects of our City combine to create a unique environment in which to live, work and play. And sometimes on warm summer evenings, as we sit outside and enjoy the cool night air, we catch the light scent of orange blossoms that reminds us we live in an oasis, away from more urbanized centers to the west.

History and architecture are highly valued here and are seen as assets that create a sense of community. Residents want to preserve what makes the City unique.

Visioning Riverside: A Report from the Community



Downtown Riverside, 2004



Downtown Riverside, 1884



¹Riverside Press-Enterprise. April 14, 2004.



INTRODUCTION

OUR PAST HAS DEFINED OUR PRESENT & GUIDES US TO OUR FUTURE

Riverside did not happen by accident. The City has a long, rich history of looking forward. From the early period of Native American presence through the Rancho era, to the City's early founding by industrious adventurers and farmers through the post-World War II period of industrial development and on into the first years of the twenty-first century, Riversiders have carefully planned the use of resources upon the land and have established institutions that have long-lasting beneficial influences on the community.



Main Street, 1915

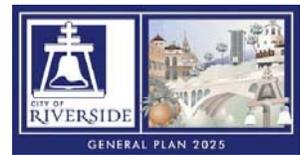
Maintaining those features that define our community requires foresight and planning, particularly with regard to the physical characteristics of our neighborhoods, business districts, parks and streets.

This General Plan identifies the community's vision for its collective future and establishes the fundamental framework to guide decision-making about development, resource management, public safety, public services and general community well-being. To create this General Plan, our community worked together to craft a vision and define it through text and illustrations. This General Plan reflects the planning desires and values of Riverside residents, the business community, community educators and elected and appointed officials. We express this vision in objectives and policies and implementation tools that will allow this vision to be accomplished.

The Riverside General Plan describes how residents will work to retain the unique character of all of Riverside and the neighborhoods that make up the City, but at the same time, responds to the dynamics of development trends and meets changing community needs. The General Plan serves as a policy guide, balancing these interrelated factors to Riverside's community vision.

RIVERSIDE'S BEGINNINGS

Near great mountains and vast desert areas, yet not far from the ocean, the landscape now known as Riverside occupies a unique natural environment, consisting of many physically and visually connected elements. The La Sierra Hills, Mt. Rubidoux, Box Springs Mountain, Sycamore Canyon and the southern hills frame the City, collectively forming a scenic backdrop to Riverside as viewed from today's streets,

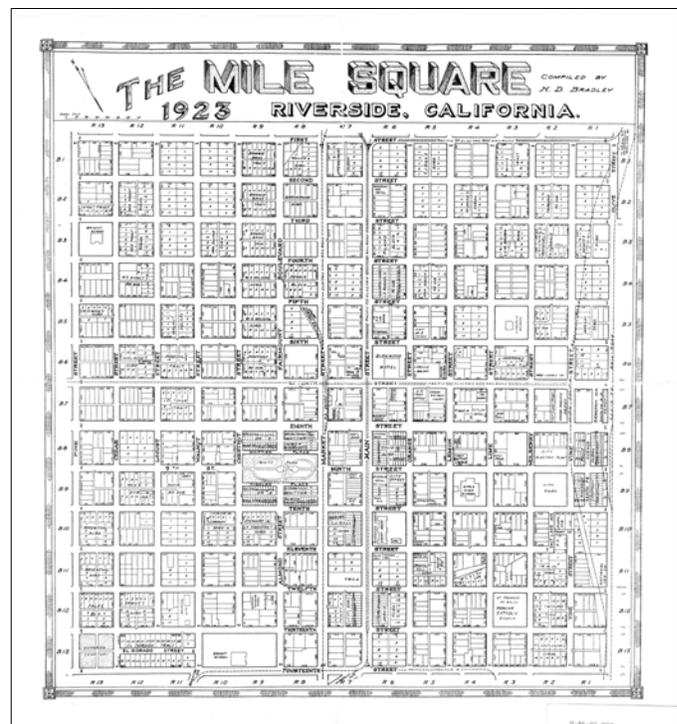


buildings and open spaces. Arroyos carry water from the hills either north to the Santa Ana River or across the alluvial plain on which most of the City is situated, where the natural channels' seasonal waters support a variety of animals and plant life. These arroyos shaped Riverside's geology and its history, as they carried water and sediment down from the mountains to create soil conditions that would be crucial to the City's citrus industry, the core of California's "second Gold Rush."

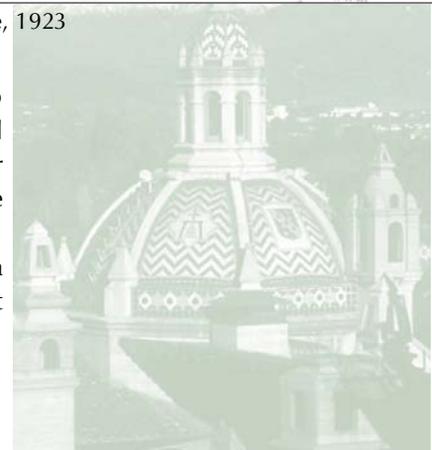
The Riverside area was originally inhabited by Native American people, including the Serrano, Luiseño, Cupeno, Chemehuevi and Cahuilla. When Spain claimed California, the Spaniards founded a series of missions in what was then known as Alta California. While no missions were ever built in proximity to Riverside, the San Gabriel Mission claimed lands in that area. These lands were used for grazing the herds of cattle and sheep that belonged to the missions.

Mexico took over California from Spain in 1822 and granted the mission holdings as political favors. The "grants" were called ranchos, and the names of many communities surrounding Riverside originated with these ranchos: Jurupa, San Jacinto, San Geronio and Temecula.² Riverside was established on what had been Rancho Jurupa and the ranchland of Louis Rubidoux (also once part of Jurupa).

Whereas many Californian towns sprung up as a byproduct of existing commerce or scattered residential development, present-day Riverside was founded from scratch as "A Colony for California." In 1870, Riverside's principal founder, abolitionist judge John W. North, sought a group of "intelligent, industrious and enterprising people" to venture from their traditional eastern cities to build a progressive new town in Southern California from the ground up.³ Founded on September 15, 1870 by North and other entrepreneurs, reformers and adventurers, Riverside was from the beginning a city of careful planning guided by spirited ideals. Designed on a traditional grid system and covering an area a square-mile wide, the colony's original downtown "Mile Square" district



Riverside's Mile Square, 1923



²Riverside County website. <http://www.co.riverside.ca.us>. March 2004.

³Tom Patterson, A Colony for California. 1971. P.28



INTRODUCTION

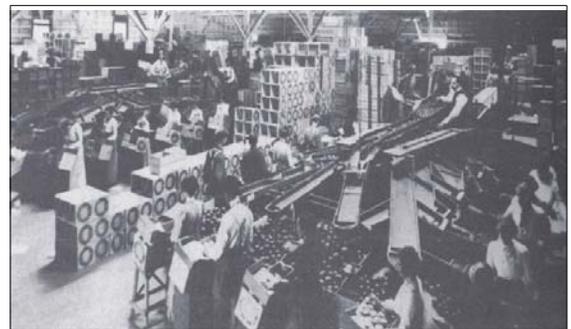
was patterned after downtown Philadelphia. The surveyors for the City laid out the pattern with a plaza occupying the center block, which became White Park, and named the east-west streets in numerical order, from First to Fourteenth, and the north-south streets for trees.⁴ As the original tracts of land did not immediately sell well, lots were combined and sold in chunks, allowing for large estate homes to be developed on property a block long. Mile Square contains numerous facilities and institutions still important today, including John W. North Park, the Riverside County Court House, White Park, Mission Inn and Evergreen Cemetery. This plan also conceptualized a grand Fairmount Boulevard linking Fairmount and White Parks.

RIVERSIDE'S "GOLD RUSH"



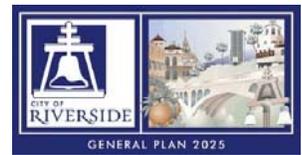
One of the original Navel Orange trees brought to Riverside - City of Riverside Landmark #15

Riverside began as town of temporary shacks, subsistence farming and experimental agriculture. Once water became readily available via canals from the Santa Ana River, early residents experimented with a variety of fruit trees with the hope of establishing agriculture in the area. The township was to realize its hopes in the Bahia navel orange, shipped to Riverside from the US Department of Agriculture in the mid-1870s as one of many test fruit trees. Planted in the early 1870s by Luther and Eliza Tibbets, the two bud stocks took surprisingly well to the area's semiarid climate. Word quickly spread of the sweet seedless oranges, leading local growers to request grafts directly from the Tibbets' trees.



Citrus Packing House, early 1900s

⁴City of Riverside website. <http://www.ci.riverside.ca.us/>, March 2004.

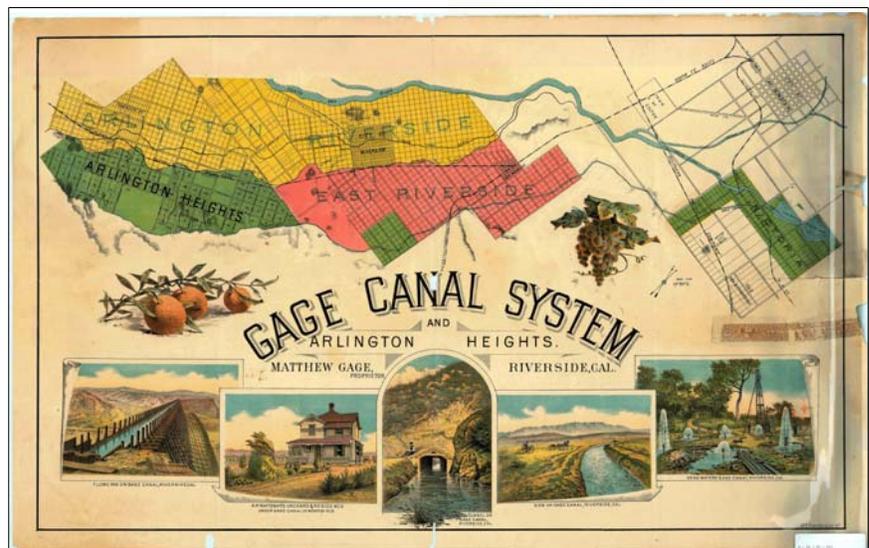


The buds were so sought after, in fact, that the Tibbets had to guard their treasured trees by various means, including fencing them off with barbed wire.⁵

The navel orange would become a nationally distributed product, evolving into a larger citrus industry and resultant real estate boom. By 1882, nearly half of the State's half million citrus trees could be found in Riverside.⁶ Even by 1888, when much of the Southern Californian region faced economic decline, Riversiders continued investing in the packing and manufacturing sectors and creating industry innovations, such as the modern refrigerated freight car and improved irrigation systems.⁷ A testament to the importance of the industry, one of the Tibbets' original parent Bahia (or Washington) navel orange trees sent from the nation's capital over a hundred years ago, still stands today in the Magnolia Center neighborhood.

THE COLONY GROWS UP

As with all of Southern Californian cities, water was a necessary ingredient in the founding of Riverside and in every step of its growth since then. The first settlers hauled their water by hand from Spring Brook, about a mile from most homes, until small canals were dug from the river. The explosion of the citrus industry would not have been possible without the expansion of the water supply, and the resulting economic growth called for yet more water to be delivered to the City. At a time when California water laws were becoming more sophisticated and restrictive, entrepreneur Matthew Gage developed a twenty-mile gravity-fed canal system to bring water from the Santa Ana River to Riverside. Gage gradually accumulated the financial backing necessary to construct the canal, going to England to



Gage Canal System and Arlington Heights Plan, circa 1880-90s

⁵Tom Patterson, *A Colony for California*. 1971. P. 148.

⁶The Orange Empire of Southern California website. <http://www.orange-empire.com/>, March 2004.

⁷Tom Patterson, *A Colony for California*. 1971. P. 157.



INTRODUCTION

retain investors and eventually forming the Riverside Trust Company. The canal made the first town-lot expansion possible, adding one hundred acres of the oldest part of today's Eastside neighborhood to the original Riverside site. The canal was completed, and in 1890, the subdivision map for Arlington Heights was filed. Arlington Heights continues its citricultural heritage with the California Citrus State Historic Park, private groves and the Gage Canal system, still in use today.

Riverside the "colony" evolved into a bustling city as established families and newcomers alike invested in the town, especially after the



Union Pacific Train Depot, 1904

transcontinental Southern Pacific railroad arrived in 1883, the year Riverside was incorporated. Americans, Canadians and Europeans were drawn to the City as a winter destination and cultural center. Many were enticed to remain and make the City their permanent home, and their influences on early planning and architecture can be recognized in today's landscape.

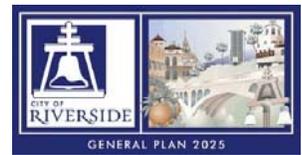
The enormous wealth produced by the navel orange industry cultivated strong civic pride and afforded numerous cultural amenities, much of which remains throughout Riverside today in its Mission Revival, Spanish Colonial Revival and Craftsman homes; civic buildings; parkways such as Victoria Avenue; and the Mission Inn.



Glenwood Mission Inn, 1902

One of the City's many historic landmarks, the Mission Inn, began as the Glenwood Hotel, a two-story boarding home that was built in 1876 by Christopher Miller on land deeded to him by the City in return for his services as a civil engineer. Christopher's son Frank A. Miller transformed the humble adobe structure into a hotel with a grand central courtyard and renamed it the Mission Inn. Frank Miller and his architect, Arthur B. Benton, also developed the "Raincross" logo in 1907 with the intention of giving the growing City a distinct icon.⁸ Models for the logo were a mission bell set in a frame and a double armed cross, an ancient symbol for rain revered by the Navajo. The Raincross design is now widely seen including on street light standards and the City flag.

⁸Ibid., p. 148.



Riverside continued to expand with the addition of street cars and electric street lights in 1888, which were powered by a small hydroelectric plant on a local canal, the first commercially recognized hydroelectric plant in the State and one of the first in the country.⁹ The plant would eventually become part of the Southern California Electric Company.

The national economic bust in 1893 led citrus growers to market their own crops, giving rise to citrus grower's unions and companies such as Sunkist Growers, Inc. By the mid-1890s, Riverside was listed as the richest city per capita in the nation. Due to a tax dispute and long-standing rivalry between Riverside and San Bernardino, Riverside took on the role as County seat and established Riverside County, which was created from portions of San Bernardino and San Diego counties on May 9th, 1893.¹⁰

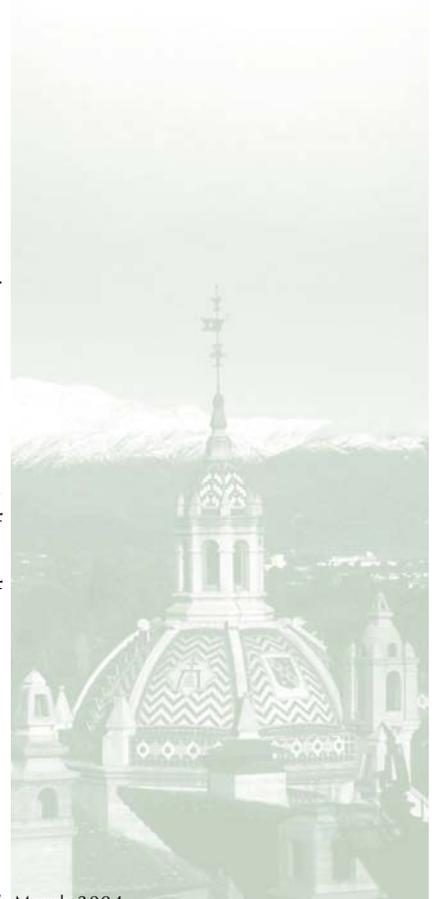
RIVERSIDE IN A REGIONAL CONTEXT

By the turn of the twentieth century, Riverside had established itself as a center of regional importance, both economically and culturally. The success of the City's citrus industry continued to influence other realms of Riverside's development, including education, which has become one of the City's most important resources. The University of California at Riverside was established in 1907 when the California State Legislature launched the Citrus Experiment Station to conduct research on the agricultural problems of Southern California, including the red scale bug. The station became instrumental in maintaining Southern California as the worldwide leader in the citrus industry. The College of Letters and Science opened for classes in 1954, and six years later the Graduate Division was established, marking the beginning of UCR as a UC general campus. Graduate work was conducted early in the station's history, and today UCR is one of the Country's highest-rated research institutions.

Other educational institutions have been founded over the years as well. In 1950, the Los Angeles Baptist Association opened the doors of California Baptist College in El Monte to students seeking a liberal arts education in a Christian environment. In 1955, after four years of continued growth, the college relocated to larger facilities in Riverside and became a university on September 25, 1998.



Riverside's Hydroelectric Plant, circa 1880s



⁹Ibid., p. 167.

¹⁰The Orange Empire of Southern California website. <http://222.orange-empire.com/>, March 2004.



INTRODUCTION

Founded in 1922, La Sierra University is located within the La Sierra area of Riverside. Facilities on the University's one-hundred-acre campus include the University Library, museums, an observatory, arboretum, Brandstater Gallery, MICOL computing laboratory, the Learning Support and Testing Center, the Hancock and Stahl Centers and other campus resources.

Riverside City College is one of California's leading community colleges, located on 108 acres in the City's historic Wood Streets neighborhood. The school was opened in 1916 on the site of the former Riverside Polytechnic High School. In keeping with the City's desire to preserve its past, several of the original buildings still stand to serve students today.

THE MILITARY INFLUENCE



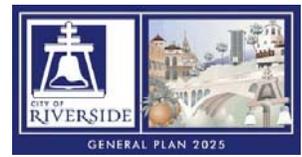
March Field, 1930

Riverside's regional importance was elevated when in 1918 an Aero Squadron training facility was established southeast of the City as a training facility for airplane pilots. March Field was the first base of its kind on the West Coast and played a significant role in the early years of the Army Air Corps, now the U.S. Air Force. Training continued throughout World War II, as thousands of recruits passed through the base. While stays were short, sometimes up to twenty thousand young men and women lived at the base at a time, eventually forming the community now known as Arlanza.

During the post-WWII nuclear age, March Field became March Air Force Base and served as a major Strategic Air Command bomber base and headquarters for the 15th Air Force. March served as a bomber base during the Cold War until 1982, after which the Base's chief responsibility shifted to refueling using KC-10's and KC-135's.

Now known as March Air Reserve Base (MARB), it is the largest reserve base in the U.S., serving every division of the armed forces. The primary mission of the base is that of airlift, transport and refueling. The Base is also home to a division of the California Air National Guard, as well as the location of the U.S. Armed Forces Radio and Television Unit and the U.S. Customs Southwest Interdiction Unit. With the change in the Base's mission, use of the facility is now shared with the March Inland Port (MIP). The Inland Port is under the auspices of the March Joint Powers Authority (JPA), made up by the County of Riverside and the cities of Riverside, Moreno Valley and Perris.

In 1978, Riverside National Cemetery was opened and dedicated as a place for honoring and interring military veterans who have ably served our country. Now the fifth-largest cemetery in the nation for this purpose, the facility attracts visitors to the beautiful seven-hundred-



forty-acre grounds and exquisite monuments, including the Medal of Honor Memorial, Fallen Soldier/Veterans' Memorial, a carillon donated by the American Veterans and a Prisoner of War Memorial dedicated in 2003.

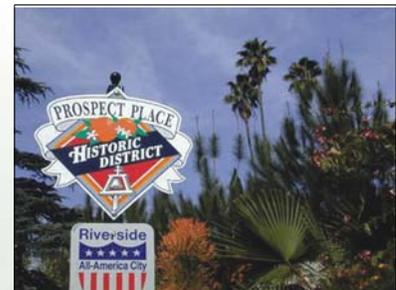
RIVERSIDE IN THE TWENTY-FIRST CENTURY

As Riverside entered the twenty-first century, it had grown to be the eleventh most populous city in California, with the largest employment base in the Inland Empire and some of the most significant cultural and historical landmarks in the area. The City has become an attractive housing market primarily for its affordable offerings within a relatively easy commute of the jobs-rich areas of Orange and Los Angeles counties. With three universities and a major community college system, the City hosts one of the largest student populations in all of California, as well as the region's largest concentration of governmental, financial, cultural and judicial services, including branches for the County Superior, U.S. District and Bankruptcy and California Appellate Courts.

"New developments seem to be well thought out with attractive homes, river and parks ."

Visioning Riverside: A Report from the Community

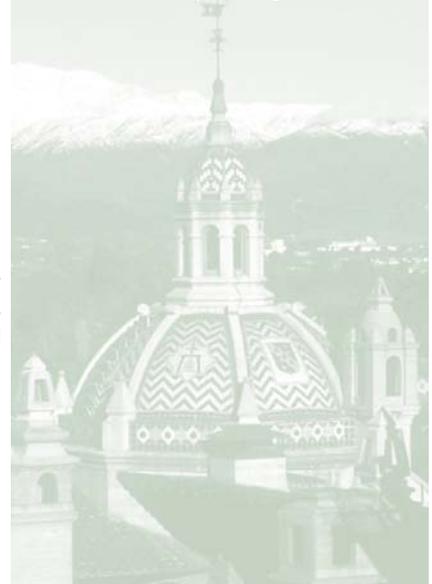
Great care has been taken to preserve the natural, agricultural and cultural assets that make up Riverside's soul. The City's heritage is maintained in its strong network of neighborhoods, which are recognized by different signage, street trees and other urban design features. All of Riverside's natural features are linked together and to the City's neighborhoods by a citywide network of parkways and trails. Despite its growth, Riverside has preserved much of its history, particularly in Downtown and the surrounding residential districts, as well as in the Arlington neighborhood. By preserving its neighborhoods, tree-lined parkways, civic centers, citrus greenbelt and many natural open space features, Riverside maintains a visible and tangible link to its past.



Riverside is a city of neighborhoods.

GUIDING RIVERSIDE TO 2025

In keeping with its tradition of looking forward and engaging the community in important planning decisions, in 2002 the City undertook a comprehensive Visioning Riverside program as a prelude to updating the General Plan. Riverside's Vision establishes five key themes around which this Plan has been crafted.





INTRODUCTION

How We Work

Riversiders pursue the American Dream. We focus on creating economic development opportunities that provide high-skilled, high-paid employment for all members of our community.

How We Play

Riverside is an oasis. The City combines trees, water and the arts to create a distinctive, comfortable gathering place that enriches the lives of residents and visitors alike.

How We Live

We empower neighborhoods. We listen to each other and pay attention to the details because they matter. Neighborhoods enable the City and residents to work together to solve the needs of all.

How We Get Around

Riverside has responded to the traffic challenge by becoming a more self-contained city. Residents have easy access to an efficient, multi-option transportation system that enables them to meet their needs within the community.

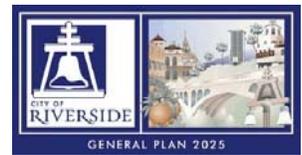
How We Learn

Excellence in education is the key to economic growth. Riversiders work together to achieve quality education at all levels.

These themes and values were reinforced by the community during 2003-2004 as City staff and consultants worked with the General Plan Citizens' Advisory Committee to develop the objectives and policies that build upon the vision and provide the structure for each of the General Plan elements. Outreach efforts to the community included, but were not limited to:

- ❖ Thirteen meetings with a twenty-plus-member Citizens' Advisory Committee consisting of residents and local business people
- ❖ Three meetings with an Arts and Culture Committee, which was instrumental in preparation of the Arts and Culture Element
- ❖ Three meetings with the Market/Magnolia Subcommittee to define specific objectives and strategies for this historic boulevard that extends the length of the City

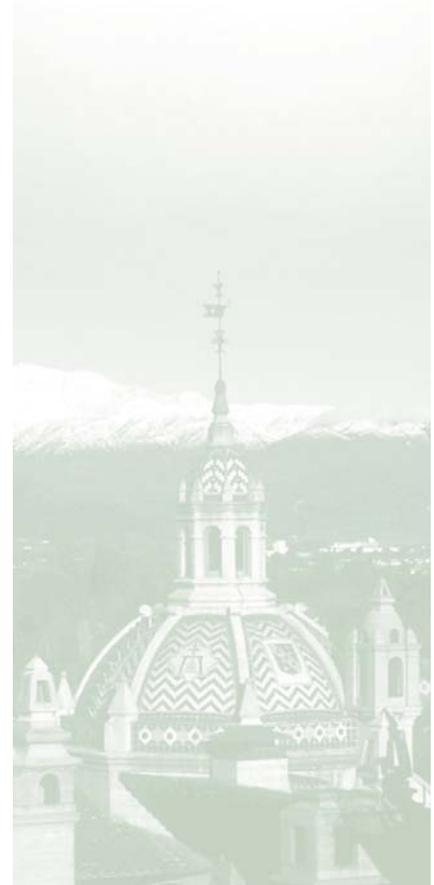
INTRODUCTION

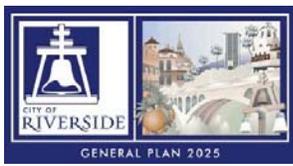


- ❖ Three meetings with the Education Subcommittee and its representatives from all of Riverside's educational institutions and organizations, which was instrumental in preparation of the Education Element
- ❖ Focused discussions with stakeholder groups, such as business and development interests, recreation enthusiasts, environmental groups, social service providers
- ❖ Meetings with each Division of the Greater Riverside Chamber of Commerce to overview the Program and encourage broad community participation
- ❖ A series of joint study sessions with the City Council and City Planning Commission prior to formal public hearings
- ❖ Two Citizens' Congress sessions for the entire community, which attracted over six hundred participants
- ❖ Public hearings before the Planning Commission and City Council



September 2003 Citizens' Congress

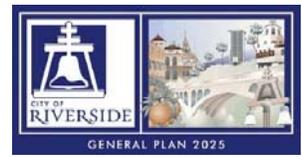




INTRODUCTION

TABLE I-I
COMMUNITY INPUT

Community Meeting	Year	Number of Meetings	Number of Attendees	Number of Comments Received
Visioning Riverside	2002	7	1300	5000
Visioning Interviews	2002	41	41	246
City Council Appointed Committees				
Technical Advisory Committee (TAC)	2003	6	25	87
Citizen Advisory Committee (CAC)	2003-2004	13	42	159
Art Subcommittee	2003	4	19	107
Arts Interviews	2003	14	14	126
Education Subcommittee	2003	3	14	35
Magnolia/Market Subcommittee	2003	3	20	26
Magnolia/Market Specific Plan Workshop	2004	1	120	88
Topic Group Meetings				
Youth	2003	1	18	37
Environmental/Open Space	2003	1	12	30
Recreational Interests/Libraries	2003	1	4	19
Public Safety	2003	1	4	32
Zoning/Subdivision	2003	1	12	32
Counties/Cities	2003	1	2	12
Social Services	2003	1	9	47
Neighborhoods	2003	1	7	19
Economic Development	2003	1	0	0
City Council/City Planning Commission Workshops	2003-2004	4	6	0
Citizens' Congress 1	2003	1	360	1529
Citizens' Congress 2	2004	1	200	103
Chamber Task Force Meetings	2003-2004	6	30	60
City Planning Commission Workshops	2004-2005	7	11	11
City Planning Commission Hearings	2004-2005	18	557	557
Over 6000 Notices mailed – phone calls received in response to the mailout	2003-2004		1230	1230
Letters to the Planning Commission	2003-2005		263	263
TOTALS		138	4320	9855



ORGANIZATION OF THE GENERAL PLAN

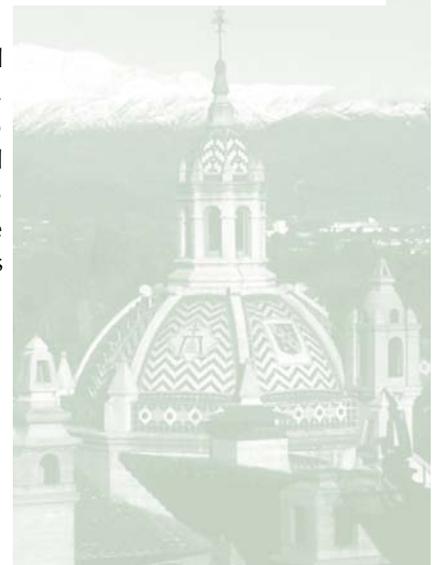
The Riverside 2025 General Plan contains twelve elements, with Table I-1 (General Plan Elements) illustrating how each element satisfies State law requirements for the contents of a general plan.

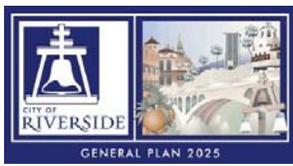
TABLE I-2
GENERAL PLAN ELEMENTS

Riverside General Plan Elements	Mandatory Elements							Optional
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	
Land Use and Urban Design	■							
Circulation and Community Mobility		■						
Housing			■					
Arts and Culture								■
Education								■
Public Safety							■	
Noise						■		
Air Quality(1)				■				■
Open Space and Conservation				■	■			
Public Facilities and Infrastructure		■						
Parks and Recreation					■			
Historic Resources								■

(1) Air Quality is normally a required discussion in the Conservation Element; however, the City has included a separate Air Quality Element.

The Land Use and Urban Design Element is the most commonly used of the elements and describes how Riverside will balance development, economic development and housing goals with community desires to preserve open space resources. The Element defines both the built and natural environments and introduces new mixed-use land use paradigms that will allow Riverside to support more intense development near transit nodes. Importantly, the Element uses Riverside's neighborhoods to shape and focus planning policies.





INTRODUCTION

USING THE GENERAL PLAN

The General Plan is a community document intended for use by all residents of Riverside – not just City staff and decision-makers – and thus the Plan has been written and organized for ease of use. Tables, diagrams and maps help readers understand planning concepts and sidebar notes define terms and direct users to elements addressing related topics or policies.

KEY TERMS USED

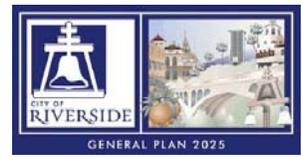
As stated above, objectives and policies represent the Plan's foundation. An **objective** is an overall statement of community aim and consists of a broad statement of purpose or direction. For each objective in this General Plan, associated and more definitive policy statements follow. A **policy** provides guidance to the City Council, Planning Commission, other City commissions and boards and City staff in their review of development proposals and other actions taken.

The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the policies throughout all elements are interrelated and should be examined comprehensively. All of these policy components must be considered together when making planning decisions.

Some readers may find that the objectives and policies do not fully articulate how the City will achieve its aims. Further articulation can be found in the Implementation Guide under separate cover from the General Plan (See Appendix A). The Implementation Guide identifies specific actions the City will undertake toward putting each objective and policy into action working toward implementing the City's Vision. Adopted separately from the General Plan, the Implementation Guide is intended to be reviewed and updated periodically as needed to allow decision-makers to adjust to current community priorities and funding resources.

Figure I-1 (Planning Area Boundaries) outlines the Planning Area addressed in this Plan. The Planning Area reflects the updated sphere of influence, which does not include the “far Southern Sphere of the 1994 General Plan.” The Project Planning Area consists of the corporate boundaries of the City of Riverside and the City’s Sphere of Influence as approved by the Local Area Formation Commission (LAFCO) as part of its 2006 Municipal Service Review, Figure I-1 (Planning Area Boundaries).





GENERAL PLAN REVIEW & AMENDMENTS

The General Plan is intended to be a dynamic document and the City will review and evaluate it and the corresponding Implementation Plan (Appendix A) annually to respond to changing conditions and neighborhood needs. In addition, amendments to the General Plan may be considered on a quarterly basis. The following sections outline the processes for review and amendments.

Annual Review

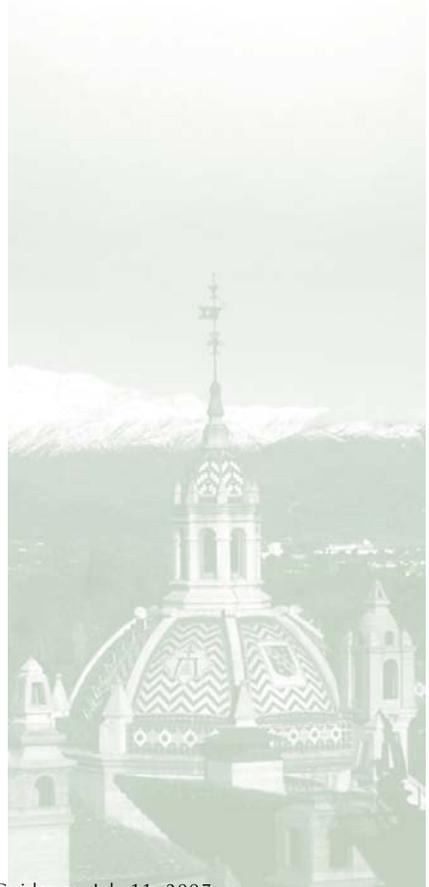
Pursuant to California Government Code §65400 the City is encouraged to annually review the General Plan and the corresponding Implementation Plan. An annual report can be prepared for review and approval by the City Planning Commission and City Council. Upon approval it can be forwarded to the State Office of Planning and Research (OPR) and the State Housing and Community Development (HCD) office on or before April 1 of each year¹¹.

The purpose of the annual review report is to provide information on:

- ❖ how the General Plan is being implemented;
- ❖ any necessary course adjustments or modifications to the General Plan needed to improve implementation;
- ❖ the correlation between land use decisions that have been made during the past twelve months and existing objectives, policies and tools; and
- ❖ the progress made in meeting the City's share of regional housing needs determined pursuant to California Government Code §65584 and the City's efforts to remove constraints to the maintenance, improvement and development of housing pursuant to California Government Code §65584(c)(3).

Information and suggestions for preparing the annual review report can be found in the "General Plan Progress Report Guidance, July 11, 2007" prepared by the Governor's Office of Planning and Research.

In addition, the City will also annually review the Capital Improvement Program (CIP) of the City and other local agencies for consistency with the General Plan pursuant to California Government Code §65103(c).



¹¹Governor's Office of Planning and Research, General Plan Annual Progress Report Guidance, July 11, 2007.



INTRODUCTION

Amendments

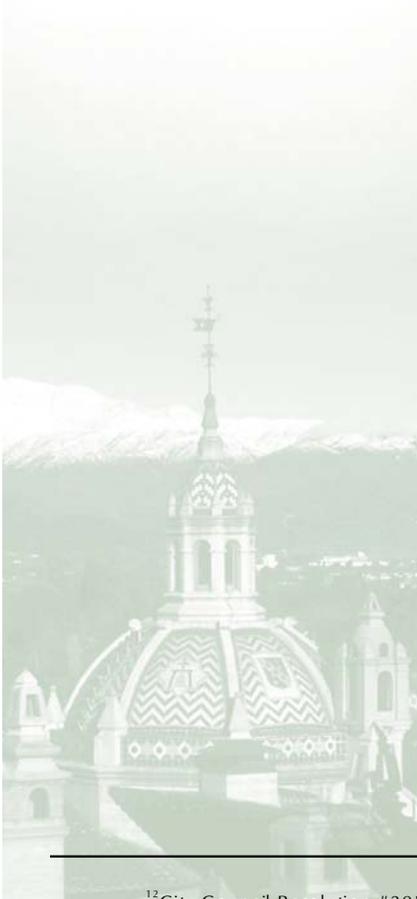
To assist the City in evaluating any cumulative impacts, approved General Plan amendments will be scheduled for hearings on a quarterly basis. Applications for amendments to the General Plan may be accepted at any time, but the hearing dates will be limited to the second Planning Commission meeting in January, April, July and December.

However, the following requested amendments to the General Plan will be accepted for consideration by the City Planning Commission in accordance with the established processing schedule for regular meetings of the Planning Commission:

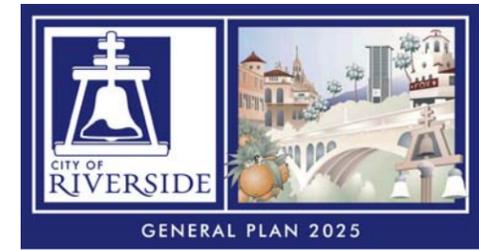
1. New General Plan Elements, Specific Plans and Neighborhood Plans;
2. Specific Plan amendments;
3. Neighborhood Plan amendments initiated by the City Council; and
4. General Plan amendments related to the annexation of property into the City.¹²

Objective I-1: Ensure that the General Plan and support documents remain relevant to changing conditions and the City's needs.

Policy I-1.1: The City is encouraged to annually review the General Plan and recommend needed changes to the Plan and the Implementation Plan to the City Council for consideration.



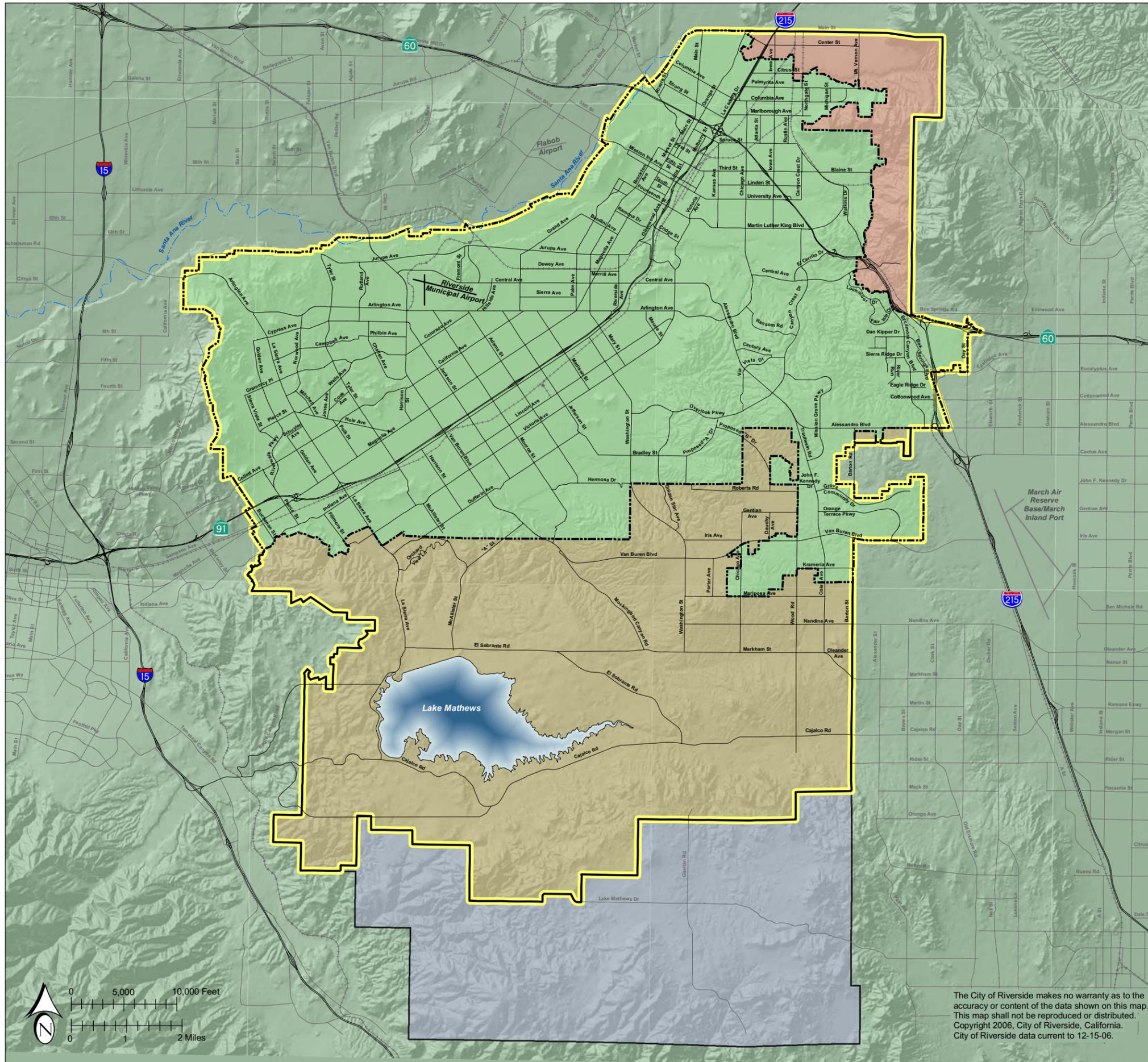
¹²City Council Resolution #20561, case P03-0140 signed November 4, 2003.



LEGEND

- PLANNING AREA
 - CITY OF RIVERSIDE
 - PREVIOUSLY PROPOSED SPHERE OF INFLUENCE
- PROPOSED SPHERE OF INFLUENCE:**
- NORTHERN SPHERE
 - SOUTHERN SPHERE

SOURCE: CITY OF RIVERSIDE



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Figure I-1
PLANNING AREA BOUNDARIES



INTRODUCTION

See Land Use and Urban Design Element under “The Built Environment” for more information on Capital Improvement Plan.

In particular review Policy LU-10.2

Policy I-1.2: Review the Capital Improvement Plan (CIP) annually pursuant to State Law to ensure its consistency with the General Plan, as it may be amended from time to time.

Objective I-2: Ensure that the cumulative impacts of proposed amendments to the General Plan are considered before changes to the Plan are made.

Policy I-2.1: Limit General Plan amendments to a quarterly review to be heard by the City Planning Commission at the second meeting in the months of January, April, May and December.

RELATED PLANS, PROGRAMS & LEGISLATION

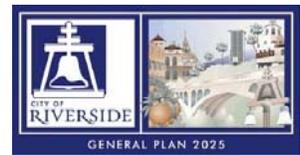
State law places the General Plan atop the hierarchy of land use planning regulations. Several local ordinances and other City plans must conform with General Plan policy direction and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments and the South Coast Air Quality Management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation and housing needs have resulted in the adoption of regional plans. The policies that Riverside adopts are affected by these plans. While not an exhaustive list, the following paragraphs describe some of the laws, ordinances, plans and programs that should be considered in association with the General Plan in development and planning decisions.

FEDERAL PLANS, PROGRAMS & LEGISLATION

National Flood Insurance Program (NFIP)

Riverside participates in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). NFIP provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City must identify flood hazard areas and implement a system of protective controls.

See the Public Safety Element under “Guarding Against Flooding and Dam Inundation” for additional information on the NFIP.



The Federal Clean Air Act

The Federal Clean Air Act (CAA) sets national ambient air quality standards (NAAQS) for six pollutants: carbon monoxide, ozone, particulates, nitrogen dioxide, sulfur dioxide and lead. In 1997, the U.S. Environmental Protection Agency (EPA) revised the NAAQS for ozone and total inhalable particulate matter (PM 10) and adopted new standards for fine particulate matter (PM 2.5). The CAA requires designated agencies in any region of the nation not meeting NAAQS to prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The U.S. EPA granted the SCAQMD a five-year extension, requiring the Basin to achieve federal PM10 air quality standards by 2006. The CAA was amended in 1977 and 1990 to extend deadlines for compliance and the preparation of revised State Implementation Plans (SIP). In response, the Governor of California designated agencies to develop these plans.

See the Air Quality Element under “The Federal Clean Air Act” for additional information on this topic.

Greenhouse Gases and Global Warming

There are currently no binding Federal regulations mandating reductions in GHG emissions. In April 2007, the U.S. Supreme Court ruled that the federal Clean Air Act grants the U.S. Environmental Protection Agency the statutory authority to regulate carbon dioxide from new vehicle emissions as a pollutant. To date, however, the EPA has not indicated whether or how it will regulate carbon dioxide.

Toxic Release Inventory

The EPA has established the Toxics Release Inventory (TRI), a publicly available database that contains information on toxic chemical releases and other waste management activities of chemicals reported annually by certain industry groups as well as Federal facilities.

See the Public Safety Element under “Managing Hazardous Materials” for more information on the TRI.

Superfund Act

The Superfund Act is a federal law designated to protect the environment from risk created from previous chemical disposal practices. Under the Superfund program, abandoned, accidentally spilled, or illegally dumped hazardous waste that pose a current or future threat to human health or the environment are cleaned up. To accomplish its mission, EPA works closely with communities, responsible parties, scientists, researchers, contractors and State, local, tribal and Federal authorities. Together with these groups, EPA identifies hazardous waste sites, tests the conditions of the sites, formulates cleanup plans and cleans up the sites.

See the Public Safety Element under “Managing Hazardous Materials” for more information on the Superfund Act.



INTRODUCTION

See the Open Space & Conservation Element for more information on the Federal Endangered Species Act.

Federal Endangered Species Act (FESA)

The United States Fish and Wildlife Service (USFWS), under the auspices of the Federal Endangered Species Act of 1973 (as amended), manages and protects species listed as endangered or threatened. The purposes of this Act are to provide a means for the ecosystems upon which endangered species and threatened species depend to be conserved, to provide a program for the conservation of such endangered species and threatened species, and to take such steps as may be appropriate to achieve the purposes of the act.

Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act (MBTA) of 1918, implemented by the USFWS, is an international treaty that makes it unlawful to take, possess, buy, sell, purchase, or barter, any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs or products, except as allowed by implementing regulations (50 CFR 21).

Bald and Golden Eagle Protection Act

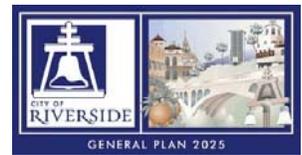
The Bald and Golden Eagle Protection Act provides for the protection of the bald eagle (the national emblem) and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession and commerce of such birds.

Clean Water Act (CWA)

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from waste water treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial storm water discharges.

The Federal Clean Water Act (CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. The water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA.

See the Open Space and Conservation Element under "Water Quality" for more information on the Clean Water Act.



Under Section 404 of the CWA, the U.S. Army Corps of Engineers (ACOE) has jurisdiction over “Wetlands” and “Waters of the United States.” Permitting of activities that could discharge fill or dredge materials or otherwise adversely modify wetlands or other waters of the United States and associated habitat is required. Permits authorized by ACOE under the Act typically contain mitigation to offset unavoidable impacts on wetlands and other waters of the United States in a manner that achieves no net loss of wetland acres or values.

National Pollution Discharge Elimination System (NPDES)

A Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with a National Pollutant Discharge Elimination System (NPDES) Phase I Permit describes the project area, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Discharges are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

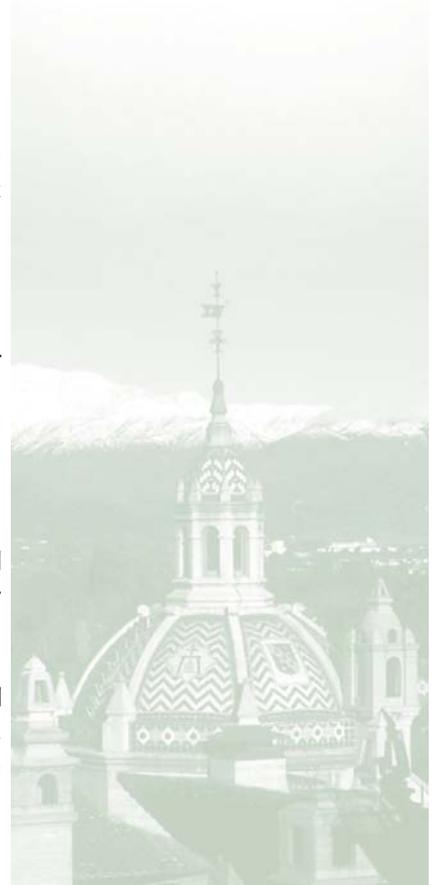
See the Open Space & Conservation Element under “Water Quality” for more information on the National Pollution Discharge Elimination System.

Executive Order 11990, Protection of Wetlands (May 24, 1977)

This Executive Order establishes a national policy to avoid adverse impacts on wetlands whenever there is a practicable alternative. On projects with Federal actions or approvals, impacts on wetlands must be identified in the environmental document. Alternatives that avoid wetlands must be considered. If wetland impacts cannot be avoided, then all practicable measures to minimize harm to those wetlands must be included. This must be documented in a specific Wetlands Only Practicable Alternative Finding in the final environmental document for the proposed project.

National Historic Preservation Act (Public Law 89-665; 16 U.S.C. 470 et. seq.)

The National Register of Historic Places (NRHP) is the nation's official list of cultural resources identified for preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect historic and archeological resources. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.





INTRODUCTION

Façade Easement Donation

A charitable tax deduction for donating a façade easement to a nonprofit or publicly supported organization is available to owners of buildings listed in the National Register of Historic Places. In exchange for a charitable deduction on federal income taxes, the property owner authorizes the non-profit organization to review exterior alteration to the building. The non-profit entity thereby assumes responsibility for protecting the historic and architectural integrity of the property. Façade easements are recorded on the property deed in perpetuity.

Federal Highway Administration

The Federal Highway Administration (FHWA) requires abatement of highway traffic noise for Federally funded highway projects as specified in Code of Federal Regulations (23 CFR Part 772).

Federal Transit Administration

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) each recommend noise and vibration assessment/abatement for federally funded mass transit or high speed railroad projects that would pass by residential areas.

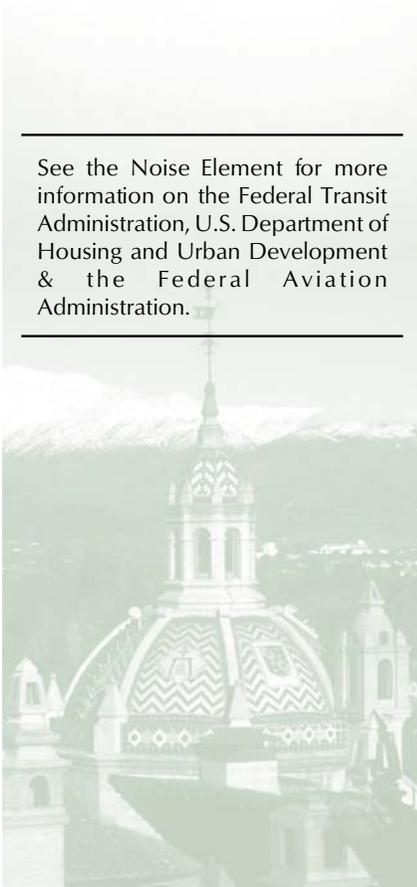
U.S. Department of Housing and Urban Development

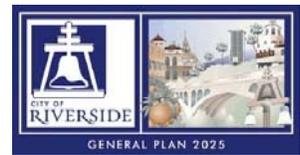
The U.S Department of Housing and Urban Development (HUD) requires minimum noise insulation standards for HUD-funded housing projects as specified in Code of Federal Regulations (24 CFR Part 51, Subpart B).

Federal Aviation Administration

The Federal Aviation Administration (FAA) limits residential exterior or interior aircraft noise exposure to no more than 65 dBA CNEL or 45 dBA CNEL, respectively, under its Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Planning program for airports.

See the Noise Element for more information on the Federal Transit Administration, U.S. Department of Housing and Urban Development & the Federal Aviation Administration.





STATE OF CALIFORNIA PLANS & PROGRAMS

California Clean Air Act

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). It established a legal mandate to achieve health-based state air quality standards, which are more health protective than national standards, at the earliest practical date. The CCAA requires regional emissions to be reduced by five percent or more per year (or 15 percent or more in a three-year period) until attainment is demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan that demonstrated how the five-percent reduction was to be achieved.

See the Air Quality Element under “California Clean Air Act” for more information on this topic.

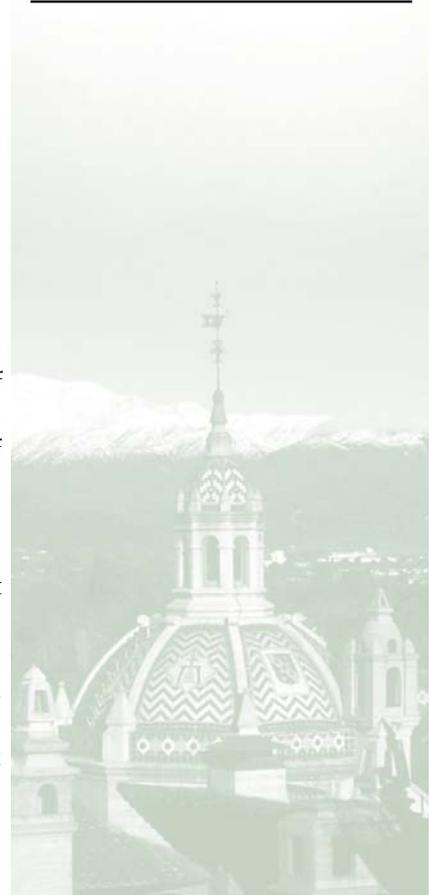
Greenhouse Gases and Global Warming

In June 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. This Order calls for the following GHG emission reduction targets to be established: reduce GHG emissions to 2000 levels by 2010; reduce GHG emissions to 1990 levels by 2020; and reduce GHG emissions to 80 percent below 1990 levels by 2050. The Order also requires that the Secretary of the California Environmental Protection Agency shall coordinate oversight of the efforts made to meet the targets with: the Secretary of the Business, Transportation and Housing Agency, Secretary of the Department of Food and Agriculture, Secretary of the Resources Agency, Chairperson of the Air Resources Board, Chairperson of the Energy Commission, and the President of the Public Utilities Commission.

See the Air Quality Element under “Greenhouse Gases and global Warming” for additional information on this topic.

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 directs the California Air Resources Board (ARB) to implement regulations for a cap on sources or categories of sources of GHG emissions. The bill requires that ARB develop regulations to reduce emissions with an enforcement mechanism to ensure that the reductions are achieved, and to disclose how it arrives at the cap. It also includes conditions to ensure businesses and consumers are not unfairly affected by reductions.

At the time of writing no air districts within California, including SCAQMD, have any recommended quantitative emissions thresholds for determining significance associated with GHG from development projects. Nevertheless, this General Plan includes policies and tools to promote the reduction of potential GHG emissions.





INTRODUCTION

California Environmental Quality Act & Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the noise impacts associated with public and private development projects. The City has an adopted resolution (Resolution #19478) outlining its own rules and procedures for implementing CEQA.

California Noise Insulation Standards (Title 24)

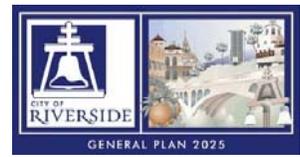
See the Noise Element under “Scope and Content of the Noise Element” for more information on Noise.

California Code Regulations Title 24, Part 2 was adopted in 1974 by the California Commission on Housing and Community Development to set noise insulation standards for residential buildings. Title 24 establishes standards for interior noise attributable to outside noise sources and requires the preparation of acoustical studies wherever a residential building is proposed within the 60 dBA CNEL noise contour created by a freeway, expressway, parkway, major street, thoroughfare, rail line, rail transit line, or industrial noise source. Said acoustical study must show that the building has been designed to limit the intrusion of exterior noise such that interior noise levels do not exceed 45 dBA CNEL.

Alquist-Priolo Earthquake Fault Zoning Act

See the Public Safety Element under “Understanding Geologic and Seismic Hazards” for more information on Seismic Safety.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. As a matter of information, there are no such zones within the City or its Sphere of Influence.



Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the State Geologist prepares maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. In addition, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

See the Public Safety Element under “Understanding Geologic and Seismic Hazards” for more information on Seismic Safety.

Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. The Act also identifies requirements which jurisdictions must meet in order to receive State financial assistance for flood control.

See the Public Safety Element under “Guarding Against Flooding and Dam Inundation” for more information on Floodplains.

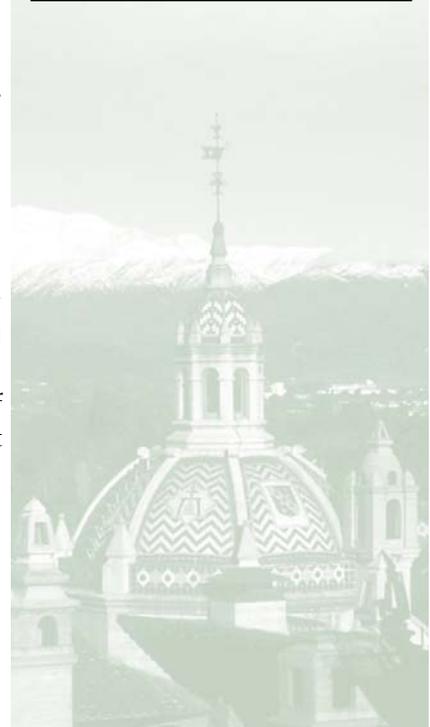
Williamson Act

The California Land Conservation Act of 1965, also known as the Williamson Act (Government Code Section 51200 et seq.), was adopted as an incentive program, encouraging the preservation of the State’s agricultural lands. As a means to implement the Act, a land contract is established, whereby a county board of supervisors or city council stabilizes the taxes on qualifying lands in return for an owner’s guarantee to keep the land in agricultural preserve status for a 10-year period. Each year, on its anniversary date, the contract is automatically renewed unless a notice of non-renewal is filed.

See the Open Space & Conservation Element under “Agricultural Preservation” for more information on the Williamson Act.

California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) establishes State policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy.





INTRODUCTION

Native Plant Protection Act (NPPA)

California's Native Plant Protection Act (NPPA) requires all State agencies to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Provisions of the NPPA prohibit the taking of listed plants from the wild and require notification of the California Department of Fish and Game (CDFG) at least 10 days in advance of any change in land use which would adversely impact listed plants. This requirement allows CDFG to salvage listed plant species that would otherwise be destroyed.

Fish and Game Code Sections 1600–1603

The CDFG, through provisions of the Fish and Game Code Sections 1600–1603, is empowered to issue agreements (Streambed Alteration Agreements) for projects that would “divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” (Fish and Game Code Section 1602[a]). Streams and rivers are defined by the presence of a channel bed and banks, and intermittent flow. The limits of CDFG jurisdiction are also based on riparian habitat and may include wetland areas that do not meet ACOE criteria for soils and/or hydrology (e.g., where riparian woodland canopy extends beyond the banks of a stream away from frequently saturated soils).

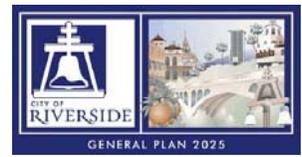
Unlawful Take or Destruction of Nests or Eggs (Fish and Game Code Sections 3503.5-3513)

Section 3503.5 of the Fish and Game Code of California specifically protects birds of prey. The Code states:

It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Section 3513 of the Fish and Game Code of California duplicates the Federal protection of migratory birds. The Code states:

It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.



Natural Community Conservation Planning Act (Fish and Game Code Sections 2800–2835)

The purpose of natural community conservation planning is to sustain and restore those species and their habitat identified by the department that are necessary to maintain the continued viability of those biological communities impacted by human changes to the landscape. It is also the policy of the State to conserve, protect, restore, and enhance natural communities. The State may acquire a fee or less than fee interest in lands consistent with approved natural community conservation plans and may provide assistance with the implementation of those plans. The MSHCP satisfies the requirements of the California Natural Community Conservation Planning Act.

California Environmental Quality Act-Treatment of Listed Plant and Animal Species

The FESA and CESA protect only those species formally listed as threatened or endangered (or rare in the case of the State list). However, Section 15380 of the CEQA Guidelines independently defines “endangered” species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and “rare” species as those who are in such low numbers that they could become endangered if their environment worsens.

California Wetlands Conservation Policy (1993)

California wetlands policy is more restrictive than Federal wetlands policy. The goal of California Wetlands Conservation Policy (1993) is to ensure no net loss of wetlands within the State. This policy, incorporated in an executive order by then Governor Pete Wilson, also encourages a long-term net gain in the State’s quantity, quality, and permanence of wetlands acreage and values.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act charges the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB) statewide with protecting water quality throughout California. This action did not limit the State’s regulatory jurisdiction over Waters of the State. Waters of the State are defined in Section 13050(c) of the Porter-Cologne Water Quality Control Act “... any surface water or groundwater, including saline waters, within the boundaries of the State.”



See the Open Space and Conversation Element under “Water Quality” for more information on RWQCB & NPDES.



INTRODUCTION

The Act Section 13000 directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The City of Riverside is located within the purview of the Santa Ana RWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as the Porter-Cologne Water Quality Control Act.

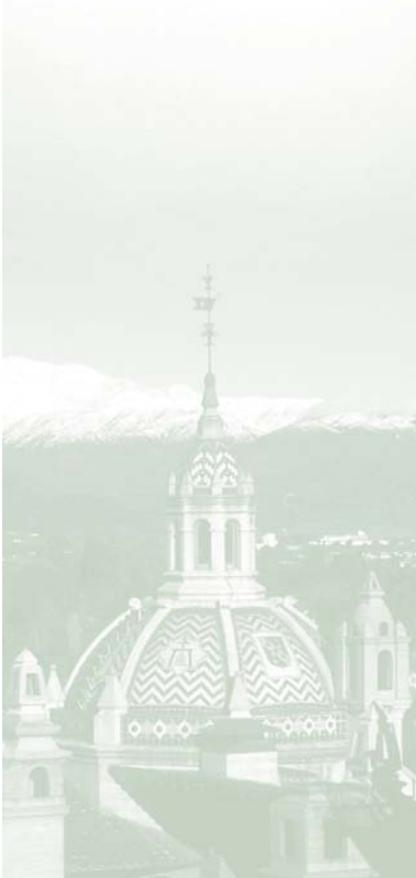
On September 17, 2004, the Water Quality Management Plan for Urban Runoff from New Development and Significant Redevelopment was adopted by the Santa Ana RWQCB and became effective January 1, 2005. Operational phases of projects are subject to pollutant discharge elimination measures of their respective Water Quality Management Plans (WQMPs) required for most new development projects pursuant to NPDES. The City requires the preparation of a site specific WQMP that will identify operational BMPs which will be implemented in order to ensure that water quality of receiving waters is not degraded following development.

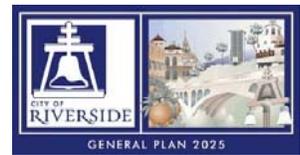
California Water Code Sections 10910–10915

Sections 10910–10915 of the California Water Code identify consultation, noticing, and water supply assessment and provision requirements for proposed projects meeting specific criteria (identified in Sections 10910 and 10913 of the Code). The Code requires that the City consult with local and regional water agencies to assess whether the water demand associated with a project is included in an agency's most recent Urban Water Management Plan and whether existing supplies can meet a project's demand for water. According to the California Department of Water Resources, these provisions of the California Water Code do not apply to General Plan updates; however, specific future development projects allowed under the General Plan that meet the criteria established in the Water Code will require a water supply assessment.

The California Register of Historic Resources

State law protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. A cultural resource is an important historical resource if it meets any of the criteria found in section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. These criteria are nearly identical to those for the NRHP.





California Health and Safety Code (Sections 7050.5, 7051, and 7054)

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Public Resources Code § 5097.98

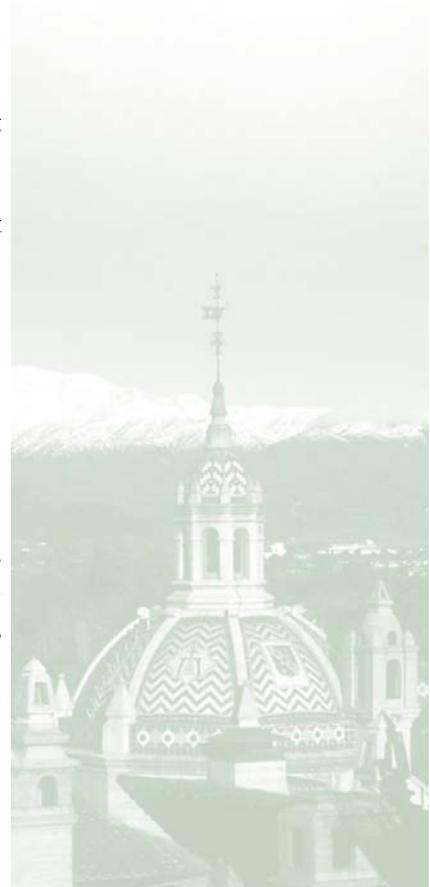
The Public Resources Code § 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

State Historical Building Code (SHBC)

The State Historical Building Code is a State-adopted building code that allows the City to approve reasonable alternatives to the standard building, plumbing, electrical and mechanical requirements for historic buildings. It allows some non-conforming conditions to remain without modification to meet current building standards, and it allows some pliancy in meeting specific requirements in building codes. The City uses the SHBC for qualifying historic resources, at the request of the property owner, to meet code requirements for both interior and exterior rehabilitation.

Historic Rehabilitation Tax Credit

A tax credit equal to 20% of the cost of rehabilitation is available to use on properties listed in or determined eligible for the National Register of Historic Places or a property that contributes to a certified, locally designated district. It can only be used on income-producing properties where rehabilitation is substantial. A tax act project requires certification by the National Park Service that the work complies with the Secretary of the Interior’s Standards for Rehabilitation.





INTRODUCTION

California Heritage Fund Grant Program

The grant program is funded under the State Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000. Grants may be used for acquisition, rehabilitation, restoration or interpretation projects and are available for any product, facility or project designed to preserve a historic resource that is listed or determined eligible for listing in the National of California registers. Entities that may receive funds are cities, counties, districts and local agencies formed for park purposes, nonprofit organizations and recognized California Indian Tribes.

Uniform Building Code (UBC)

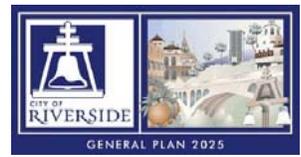
The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of about half the State building codes in the United States, including California's, and has been adopted by the State legislature together with Additions, Amendments, and Repeals to address the specific building conditions and structural requirements in California.

California Building Code (CBC)

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State, consistent with or more stringent than UBC requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. Chapter 16 of the CBC deals with General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and A33 deal with site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control.

California Environmental Protection Agency

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the State. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.



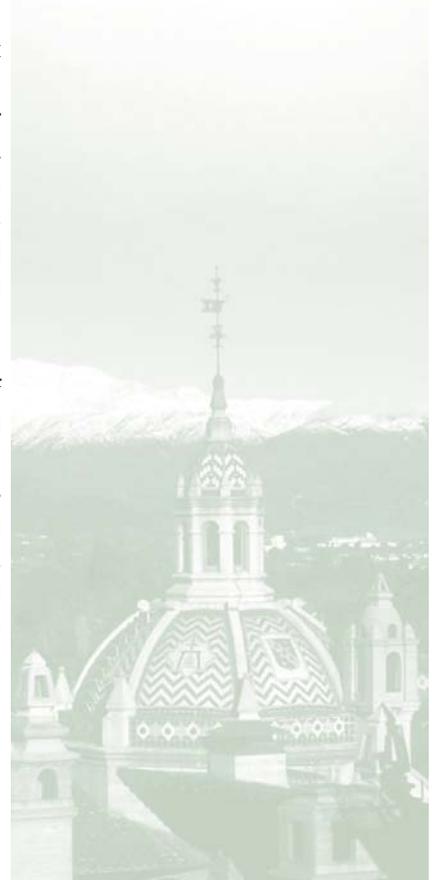
Along with the DTSC, the Regional Water Quality Control Board (RWQCB) is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

Resource Conservation and Recovery Act (RCRA) of 1976 is the principal Federal Law that regulates the generation, management, and transportation of hazardous materials and other wastes.

The DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reductions, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste in the Planning Area would be under regulation by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste.

California law provides the general framework for regulations of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for State regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste," and requires permits for, and inspections of facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.





INTRODUCTION

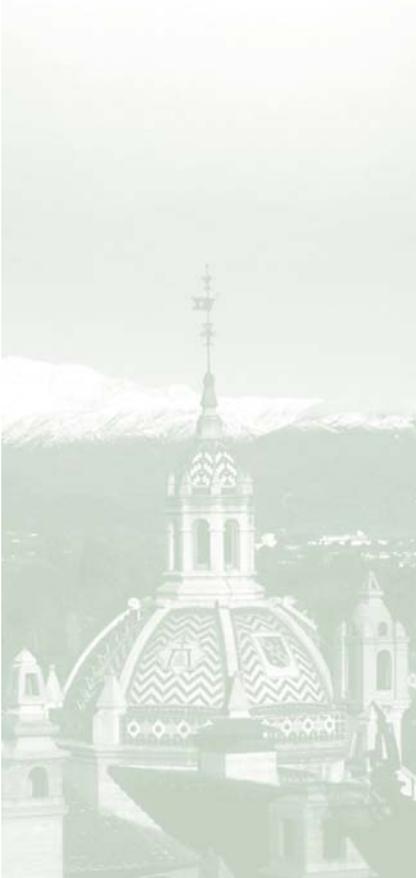
Tanner Act

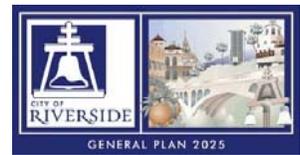
Although there are numerous State policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (AB 2948) that was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the State available for certain local decision.

Hazardous Materials Management Plans

In January 1996, Cal EPA adopted regulations implementing a “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous materials release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency-the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. For the City of Riverside, CUPA jurisdiction is a division under the fire department.

State and Federal law requires detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or mitigate injury to health or the environment. California’s Hazardous Materials Release Response Plans and Inventory Law, sometimes called the “Business Plan Act,” aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.





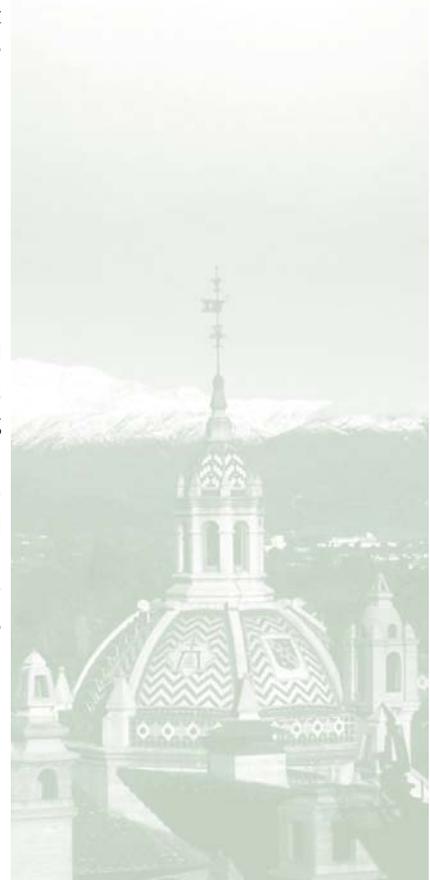
California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the Federal Accidental Release Prevention program (Title 40, CRF Part 68) with certain additions specific to the State pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employees are to properly train workers.





INTRODUCTION

Hazardous Materials Transportation

The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

Surface Mining and Reclamation Act (SMARA)

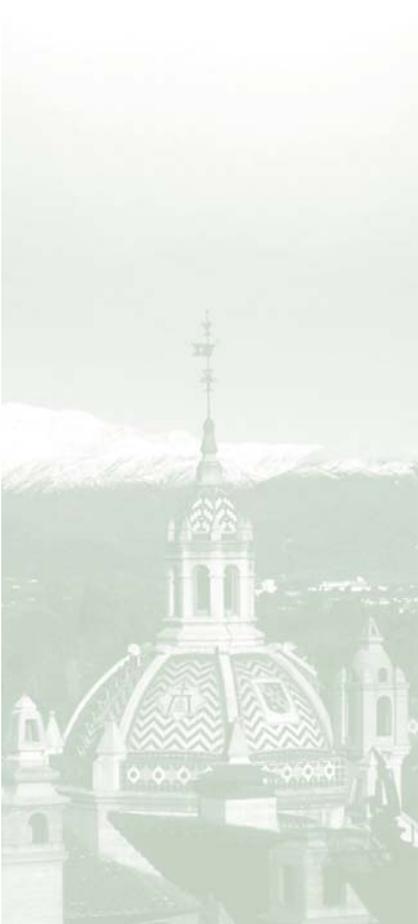
The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cities incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. SMARA was enacted to limit new development in areas with significant mineral deposits. The State Geologist classifies land in California based on availability of mineral resources.

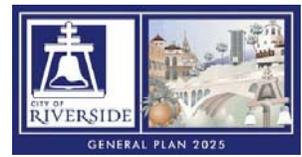
The Quimby Act

The Quimby Act was established by California legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed 5 acres per 1,000 residents. The Act also specifies acceptable uses and expenditures of such funds.

State Street and Highway Code

The State Street and Highway Code assists in providing equestrian and hiking trails within the right-of-way of County roads, streets, and highways.





Proposition 40 Park Bond Act

Proposition 40 is intended to maintain a high quality of life for California’s growing population by providing a continuing investment in park and recreational facilities. Specifically it is for the acquisition and development of neighborhood, community, and regional parks and recreation land and facilities in urban and rural area. Eligible projects for the funding include an acquisition, development, improvement, rehabilitation, restoration, enhancement, and the development of interpretive facilities, or local parks and recreational land and facilities, and funds are distributed based on the City’s population.

REGIONAL & COUNTY AGENCIES’ PLANS

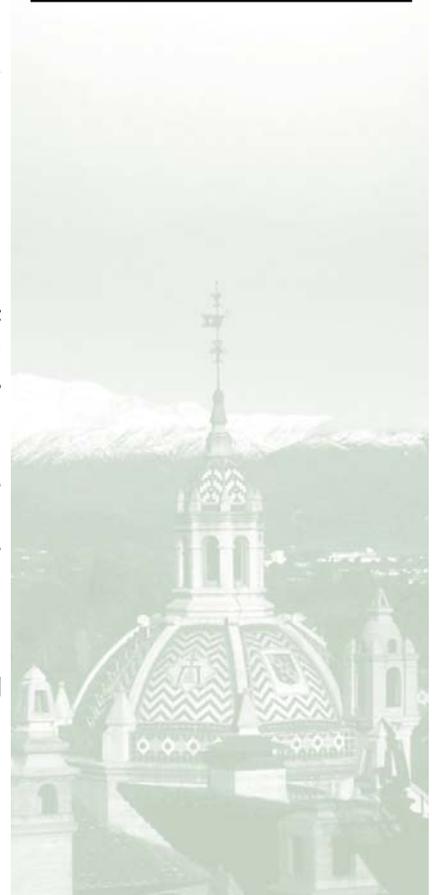
Air Quality Management Plan

Both California and the Federal government require non-attainment areas, such as the South Coast Air Basin, to prepare an Air Quality Management Plan (AQMP) to reduce air pollution to healthful levels mandated by law. The California Clean Air Act of 1988 and amendments to the Federal Clean Air Act in 1990 required stricter air pollution control efforts than ever before. For example, the State of California must submit plans to the Federal government showing how non-attainment areas in California will meet Federal air quality standards by specific deadlines.

See the Air Quality Element under “Air Quality Management Plan” for more information on this topic.

The 1994, 1997 and 2003 South Coast Air Basin AQMP's incorporate a number of measures to reduce air pollution in the Basin in order to meet federal and State requirements. These measures include strategies to meet federal and State standards for CO, PM₁₀, NOX and ozone; control of toxic air contaminants and acutely hazardous emissions; and control of global warming and ozone depleting gases. These measures are updated periodically.

For the Basin, the South Coast Air Quality Management District is the lead agency in charge of, with input from the Southern California Association of Governments (SCAG), developing the Regional Air Quality Management plan. The SCAQMD is responsible for the overall development and implementation of the AQMP, which covers the South Coast Air Basin and other areas within the SCAQMD's jurisdiction. The AQMP is a comprehensive plan that includes control strategies, many of which fall under the City's responsibilities.





INTRODUCTION

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is responsible for most regional planning in Southern California (Ventura, Los Angeles, Riverside, San Bernardino, Orange, and Imperial Counties). SCAG has been preparing long-range growth and development plans for the SCAG region since the early 1970s. SCAG documents provide a framework to coordinate local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecasts at intervals ranging from three to five years.

Riverside County Local Agency Formation Commission

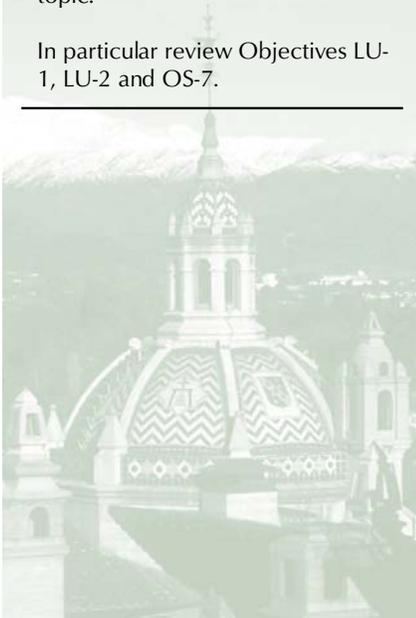
The Riverside County Local Agency Formation Commission (LAFCO) has a mandate from the State of California to review and approve or deny changes in the boundaries of cities or in the service areas of municipal service providers. An entity completely separate from Riverside County government, Riverside LAFCO has jurisdiction over changes in local government organization occurring within Riverside County.

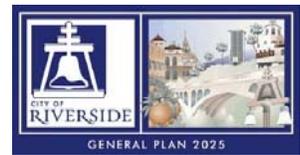
See the Land Use and Urban Design Element under “Citywide Objectives: Protecting Riverside’s Natural Environment – Santa Ana River” and the Open Space Element under “The Santa Ana River” for more information on this topic.

In particular review Objectives LU-1, LU-2 and OS-7.

Santa Ana River Task Force Plan

The Santa Ana River is the focus of a separate planning effort. Created in August 2003 by Mayor Ronald O. Loveridge, the Santa Ana River Task Force was charged with developing a vision for the Santa Ana River within the City limits and identifying resources to implement the vision. The Task Force was comprised of twenty individuals representing different facets of expertise. The Task Force envisions a Santa Ana River parkway that combines urbanized and natural portions of the River with active recreational uses, such as playgrounds and playing fields, commercial opportunities, including restaurants, shops and golf courses, alongside native riparian and wetlands communities connected by a series of trails that link other parts of the City to the River.





March Joint Powers Authority (JPA), March JPA General Plan & March Inland Port (MIP)

The March JPA is a public entity created for the purpose of addressing the use, reuse and joint use of realigned March Air Force Base (MAFB). The four individual public entities that cooperatively formed the JPA are the cities of Perris, Moreno Valley and Riverside and the County of Riverside. The JPA was created by separate resolutions of the four jurisdictions in September 1993.¹³

The March JPA General Plan is a long range comprehensive plan designated to outline and delineate use and development of the former MAFB, prior to the base realignment in April 1996 to March Air Reserve Base (MARB). Realignment of March resulted in approximately 4,400 acres of property and facilities for disposal by the Federal government and created an opportunity for joint use of the airfield for civilian use. The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations. Buildout of the March JPA Planning Area will account for 24 million sq. ft of commercial/industrial/office development, and upwards to 38,000 jobs.

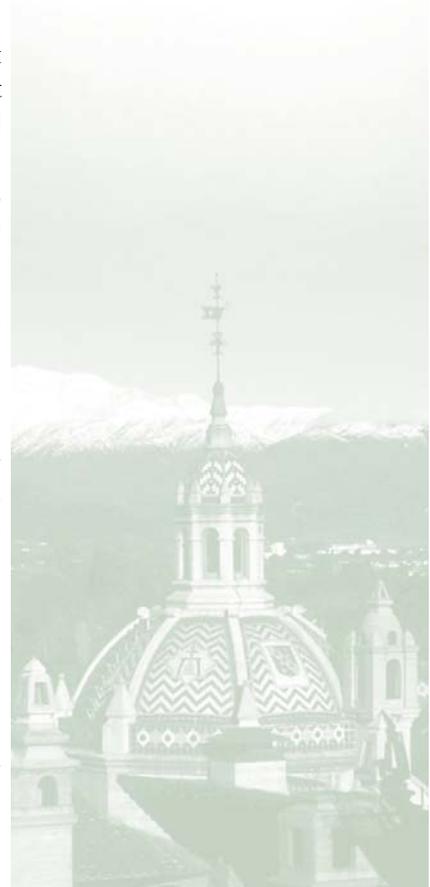
The March JPA along with the U.S. Air Force pursued the establishment of March Air Field as a joint use airport. The Air Force defines a "joint use airport" as one where the facilities which are owned and operated by the Air Force are made available for use by civil aviation. A joint use agreement between these parties was executed May 7, 1997, along with land leases for over 300 acres as the civilian airport name March Inland Port."

Under the provisions of the Joint Use Agreement, the March Inland Port (MIP) is open for business. The MIP is the civilian facility that is managed and operated by the MIP Airport Authority (MIPAA). The Authority's marketing partner is the March Inland Port Development, LLC (the Lynxs Group). With premier aviation facilities and highly competitive fees, MIP can accommodate even the largest of air cargo planes and operations. Over the past 18 months, MIP has provided Boeing Corporation a place to test their largest aircrafts, the 777 and 747-400.

March Inland Port boasts an operational airfield, with a 13,300 lineal foot runway and fully manned control tower. With more than one million square feet of ramp area fully stressed to accommodate aircraft up to 900,000 pounds, the MIP has more than 350 acres of runway

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation – Airport Operations" and the Noise Element under "Minimizing Noise Impacts" for more information on MARB/MIP.

In particular review Objectives LU-22, LU-23, PS-4 and N-3.



¹³March Joint Powers Authority website, <http://www.marchjpa.com/MJPA.html>



INTRODUCTION

accessible property available for development. Fees for aviation operations are the lowest in Southern California. Operationally, the aviation field can accommodate 200,000 operations. MIP is open for business today. All criteria and regulations have been met.¹⁴

See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

Air Installation Compatible Use Zone Study

In regard to March Air Reserve Base, the Air Installation Compatible Use Zone (AICUZ) Study performed by the United States Air Force in 2005 designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people-intensive and hazardous uses should be restricted because of the risk of aircraft accidents in these areas. In addition, it establishes an area of influence which will be subject to noise and other concerns.

Riverside County Integrated Project (RCIP)

The RCIP is a comprehensive, three-part, integrated program balancing the housing, transportation and economic needs of a large population with the existing environment and available natural resources. RCIP accommodates continued growth by integrating the Riverside County General Plan with transportation and environmental issues. The three parts of the RCIP are the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.

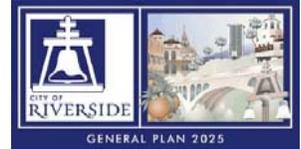
Stephens' Kangaroo Rat Habitat Conservation Plan

The Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than \$45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of SKR in the plan area. This effort has resulted in the permanent conservation of approximately 50% of the SKR occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to

See the Open Space and Conservation Element under “Stephens' Kangaroo Rat Habitat Conservation Plan” for more information on the Stephens' Kangaroo Rat Habitat Conservation Plan.

¹⁴The March Inland Port Airport website, <http://www.marchjpa.com/MIP.html>

INTRODUCTION



ensure its continuing ability to support the species. The City of Riverside is a member agency of the RCHCA.

Riverside County Integrated Plan (RCIP) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Federal Endangered Species Act of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001. The plan “encompasses all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the Cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto.” The overall biological goal of the MSHCP is to conserve covered species and their habitats, as well as maintain biological diversity and ecological processes while allowing for future economic growth within a rapidly urbanizing region.

The intent of the MSHCP is to ensure the survival of a range of plants and animals and avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of currently listed species and their habitat from development. It would also allow the incidental take of species that might be listed in the future.

The City of Riverside is a permittee of the MSHCP. The proposed project is located within the Western Riverside County MSHCP Area and is required to comply with applicable provisions of the plan.

Riverside County Hazardous Waste Management Plan

The Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e. facility siting criteria. The HWMP also includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from the County's landfills.

See the Open Space and Conservation Element under “Multi-Species Habitat Conservation Plan for more information on the Multi-Species Habitat Conservation Plan.

See the Public Safety Element under “Managing Hazardous Materials” for more information on the HWMP.



INTRODUCTION

The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

See the Land Use and Urban Design Element under “Our Neighborhoods - Sphere of Influence” for more information on City/County Coordination.

In particular review Objectives LU-87 and LU-88.

City/County Coordination

Over the years, the City of Riverside and Riverside County have established many cooperative agreements to coordinate on issues affecting both jurisdictions. Past and ongoing efforts include the Washington Alessandro Committee to address traffic circulation in southeastern most portion of the City and nearby County lands, City participation in the County’s Regional Comprehensive Integrated Plan (RCIP) and a Memorandum of Understanding for review of projects in neighboring areas of the cities and the County of Western Riverside County, including adoption and implementation of complementary design guidelines for new development.

See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

Riverside County Airport Land Use Commission

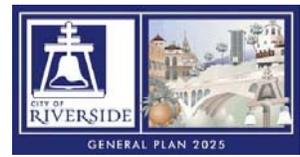
The Riverside County Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission (ALUC), designates zones of airport-influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue and are compatible. The ALUC has two principal powers: (1) the ALUC must prepare and adopt an airport land use compatibility plan, which State law (Public Utility Code Section 21675 (a)) requires each local agency having jurisdiction over land uses within an ALUC’s planning area to modify its General Plan and any affected specific plan to be consistent with the compatibility plan, and (2) the ALUC must review plans, regulations and other actions of local agencies and airport operators for consistency with the compatibility plan.

See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on Airport Compatibility.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

Riverside County Airport Land Use Compatibility Plan

The Riverside County Airport Land Use Compatibility Plan, adopted by the Airport Land Use Commission October 14, 2004, established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan includes compatibility criteria and maps for the influence areas of individual airports, including the Riverside Municipal and Flabob Airports. Future amendments to the plan will include the addition of March Air Reserve Base/March Inland Port Airport to the plan. The plan spells out the procedural



requirements associated with the compatibility review of development proposals.¹⁶

UCR Long-Range Development Plan

The University of California, Riverside uses its Long-Range Development Plan (LRDP) as the guiding document for the physical growth of the campus. Last approved by the Board of Regents in 1990 for growth up to 18,050 by the year 2005, the LRDP was updated recently to prepare for an even larger anticipated enrollment. The planning process for this recent LRDP update involved the campus community, City and County leadership and members of the larger Riverside community. Key objectives in this updated LRDP include expanding graduate-level educational facilities and housing on the West Campus portion of the University's property (west of Interstate 215), integrating land uses on the West Campus area to complement University Avenue, and creating open space linkages between the East and West Campus areas.

See the Education Element under "Educational Resources" for more information on UCR.

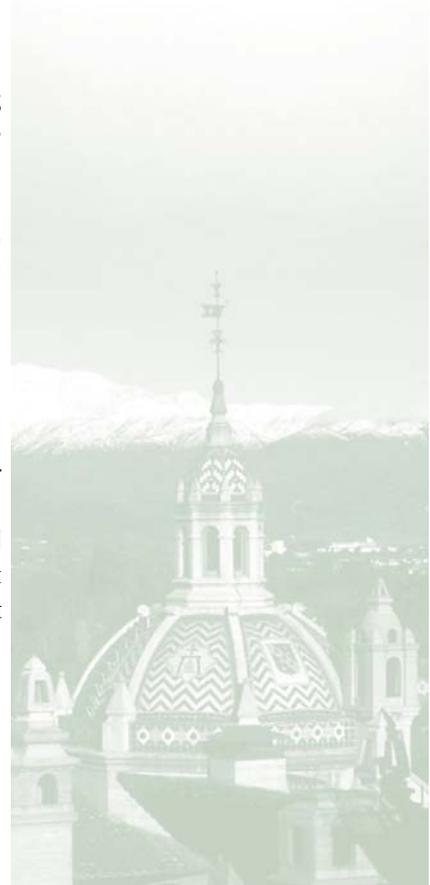
CITY OF RIVERSIDE RELATED PLANS & CODES

Subdivision & Zoning Codes

Titles 18 and 19 of the Municipal Code, the Subdivision and Zoning Codes, respectively, serve as the primary implementation tools for the General Plan. The City comprehensively revised both Titles in 2003-05 to reflect new directions and policies established by this General Plan. The Zoning Code addresses airport, railway and floodplain areas through special regulations to minimize the potential impacts to and from new development in areas subject to these associated hazards.

Building & Grading Codes

The City has adopted the Uniform Building Code, Uniform Mechanical Code, Uniform Fire Code, the National Electrical Code and other related codes that contain structural requirements for existing and new buildings (Title 16). The Codes are designed to insure structural integrity during seismic and other hazardous events and to prevent personal injury, loss of life and substantial property damage. To protect the public, all development in Riverside is subject to these Codes.



¹⁶Draft Riverside County Airport Land Use Compatibility Plan, April 2004.



INTRODUCTION

The Grading Code ([Title 17](#)) regulates the moving of earth and shaping of land for development projects, with the primary aims of protecting public health and safety and guarding against grading practices inconsistent with City aesthetic and other goals for hillside, arroyo and other topographical and ecologically sensitive areas.

Cultural Resources Code

Preservation of Riverside's cultural resources fosters civic and neighborhood pride, forms the basis for identifying and maintaining community character and enhances livability within the City. [Title 20](#) of the City Municipal Code provides for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the City.¹⁹

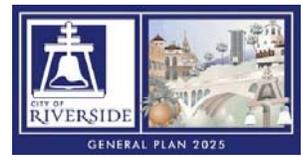
Noise Code

[Title 7](#) of the City Municipal Code defines various classes of noise and identifies noise regulation standards based on those classes. Certain noise sources are prohibited and the Code establishes an enforcement process. The Code establishes allowable exterior noise levels for residential, office/commercial, industrial, community support, public recreational facility and non-urban districts. Specific standards for daytime and nighttime hours are also provided. The Code establishes guidelines for acoustic studies, noise measurement and noise attenuation measures.

Proposition R and Measure C

In 1979, Riverside voters approved Proposition R - "Taxpayer's Initiative to Reduce Costly Urban Sprawl by Preserving Riverside's Citrus and Agricultural Lands, its Unique Hills, Arroyos and Victoria Avenue." The two main features of Proposition R relate to: 1) preservation of agriculture through application of the RA-5 - Residential Agricultural Zone in two specific areas of the City; and 2) protection of hillside areas through application of the RC - Residential Conservation Zone to certain areas of the City which had an average natural slope of 15% or more. Property Zoned RA-5 includes the Arlington Heights Greenbelt, which consists of 5,600 acres and is located in the south and central portion of the City; and the other area is an area of 640 acres

¹⁹City of Riverside Municipal Code, Title 20, Cultural Resources.



commonly known as Rancho La Sierra lying on a bluff above the Santa Ana River and bordered by Tyler Street on the east and Arlington Avenue on the west.

In 1987, Riverside voters passed Measure C, an amendment to Proposition R, entitled "Citizens' Rights Initiative to Reduce Costly Urban Sprawl, to Reduce Traffic Congestion, to Minimize Utility Rate Increases and to Facilitate Preservation of Riverside's Citrus and Agricultural Lands, its Scenic Hills, Ridgelines, Arroyos and Wildlife Areas." Measure C required a specific plan to be prepared for Rancho La Sierra, to cluster housing in a manner which preserves important natural features and scenic vistas.

Parks & Recreation Master Plan

In 2003, the City adopted a [Park and Recreation Master Plan](#) that was a comprehensive report addressing the adequacy of riverside's park and recreation facilities, as well as future needs and opportunities. The report also addressed the Trails Master Plan and made recommendations to the trails system as it pertains to park, recreation and open space connections.²³

Riverside Municipal Airport Master Plan

The City of Riverside operates the Riverside Municipal Airport. In 1999, the City prepared an Airport Master Plan, entailing a comprehensive analysis of airport facility needs and alternatives, with the purpose of providing guidance for the future development of the Municipal Airport. The primary objective of the Master Plan is to develop and maintain a long-term development program which meets the needs of the Airport. This Master Plan addresses aircraft noise, identifies specific locations within the City impacted by operations at the Airport and identifies specific noise/land use compatibility guidelines for development potentially affected by the Riverside Municipal Airport.

Riverside Redevelopment Agency

The City of Riverside established a Redevelopment Agency (RDA) in 1969 to help revitalize and redevelop areas suffering from blighting conditions. The RDA Board of Directors consists of all Riverside City Council members, which oversees the activities of the Agency. Certain project areas also have an established Project Area Committee (PAC), a group of local business owners and residential volunteers serving as

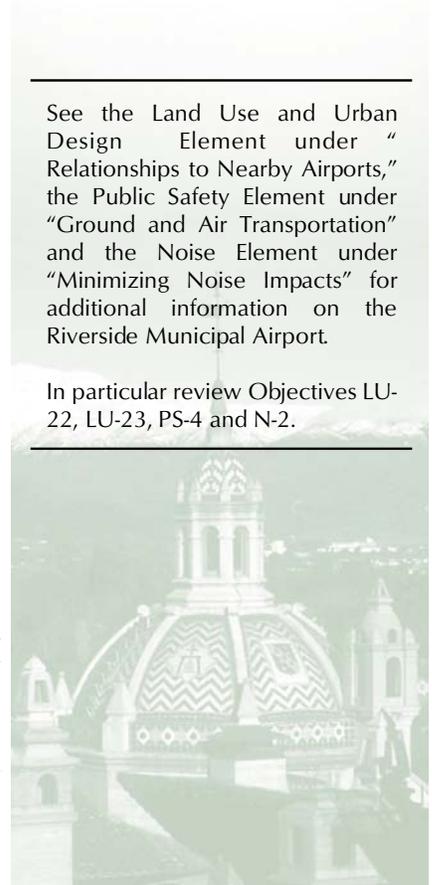
For more policies concerning Proposition R and Measure C review the Land Use and Urban Design and Open Space Elements.

In particular, review Policies LU-4.4, LU-6.1, LU-6.3, LU-54.1, LU-54.3, LU-59.1, LU-63.5, LU-64.1., OS-2.1 & OS-4.1.

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

²³City of Riverside Park and Recreation Master Plan Update 2003.





INTRODUCTION

advisors to the Agency Board on specific matters. Additionally, a number of laws govern redevelopment agencies in the State of California: primarily, within the California Health and Safety Code beginning with 33000 et seq. and Article XVI, Section 16 of the California Constitution adopted in 1952.

See the Air Quality Element under “Local Programs” for additional information on this topic..

City of Riverside Urban Forest Tree Policy

The City of Riverside is known as a “City of Trees.” The City’s Urban Forest Tree Policy Manual provides guidelines for the preservation and protection of the City of Riverside’s tree heritage.

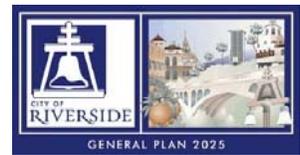
Mills Act

On December 21, 2004 the City Council adopted the Mills Act Program for Riverside. The Mills Act is State legislation, enacted in 1972, to provide property tax relief to owners of historic properties for the purpose of assisting in the expense of restoration and maintenance of said property. To qualify, a historic property must be listed on a national, state, county, or city register. Although it is applicable to historic income producing properties, it is the single most important economic incentive program available in the California for owner occupied historic residential buildings, particularly single-family homes. A Mills Act program is developed in accordance with California Government Code, Article 12, Section 50280-50290 and California Revenue and Taxation Code, Article 1.9, Section 439-439.4.

Historic Design Guidelines

Design guidelines are locally developed criteria which assist property owners, developers, architects, and other in making decisions about the appropriate treatment of historic resources when planning repair, rehabilitation, restoration, landscape, or new construction projects. City staff and the Cultural Heritage Board use design guidelines when evaluating the potential effects of projects to historic resources within their jurisdiction.

Design guidelines incorporate the principles set forth in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. Prepared by the National Park Service, these standards were developed to assist the long-term preservation of historic properties through the preservation of historic materials and features. Many state and local municipalities use the Standards for reviewing preservation projects. In Riverside they serve as the basis for the “Principals and Standards of Site Development and Design Review” as outlined in Title 20.



The Mt. Rubidoux Historic District Design Guidelines (1993) were the first residential guidelines adopted by the City. In 2003, City-wide Residential Historic District Design Guidelines were adopted. This document is organized in two parts. Part I consists of general design guidelines that apply to residential properties within historic districts citywide. Part II addresses the City’s nine designated districts individually with background information, design guidelines and issues specific to each of the districts.

C.U.R.E

The City of Riverside and Keep Riverside Clean and Beautiful have partnered to clean up Riverside. C.U.R.E. is a program that focuses on promoting the value of having a clean city, raising consciousness of litter habits, and improving overall community pride and involvement. As part of the C.U.R.E campaign, the City hosts periodic Household Hazardous Waste special collection events for items like appliances, computers, televisions, and tires.

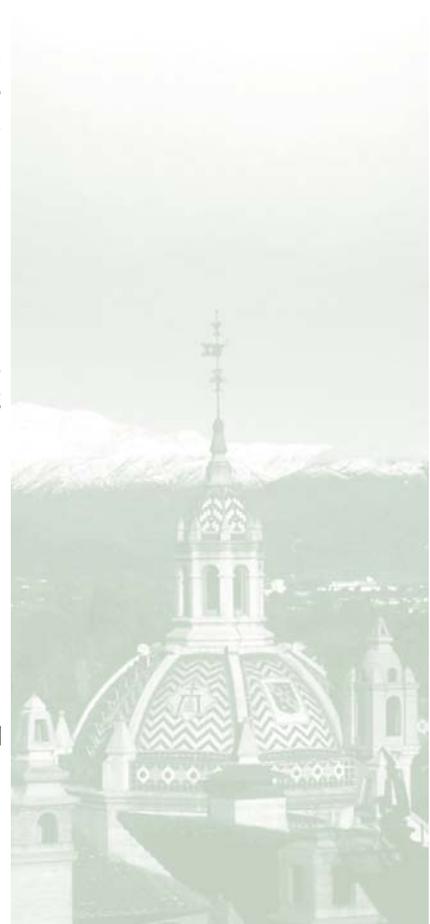
Riverside Renaissance Initiative

The City Council, on October 3, 2006, approved a \$781 million strategic investment concept designed to significantly enhance the quality of life for Riverside residents. The proposal consists of a \$384 million Capital Improvement Program (CIP) and a \$379 million Strategic Investment Plan (SIP). The projects that have been slated for the SIP were selected based on their ability to provide the greatest community benefit and could be initiated within five years.

The CIP relies heavily on existing local, regional, State and Federal funding sources while the SIP utilizes a four-pronged funding approach. The SIP proposes issuing of new bond financing that utilizes growing Federal Fund revenues, issuing new Redevelopment Agency bonds, proceeds from selling surplus property and obtaining additional Federal, State and regional public funds.

General Plan 2025 Program Final Environmental Impact Report

The City has completed analyses and studies for the various elements of the General Plan that are included in the General Plan 2025 Program Final Environmental Impact Report and the Appendices. For more detailed information, please see the General Plan 2025 Program Final Environmental Impact Report that is incorporated herein by reference and hereby made a part of this document.





INTRODUCTION

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