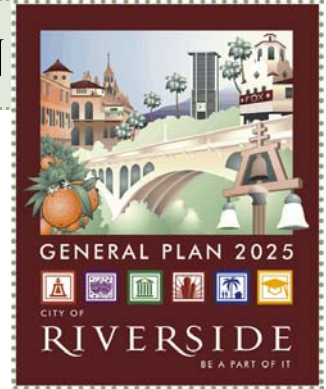


INTRODUCTION



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.

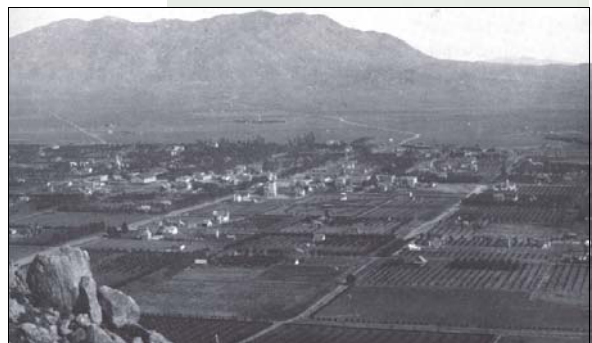
What makes a "livable community?" To us, the qualities are apparent in our fine education system, our network of parks and open space, the broad range of jobs that build our economy, our Downtown, our historic buildings, our exemplary library system that provides opportunities for life-long learning, 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



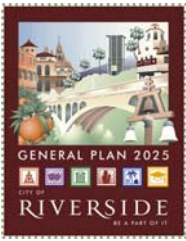
Downtown Riverside, 2004



Downtown Riverside, 1884



¹Riverside Press-Enterprise. April 14, 2004.



INTRODUCTION

OUR PAST HAS DEFINED OUR PRESENT AND 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

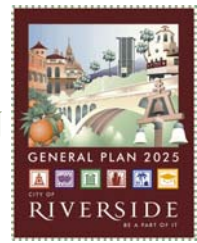
Maintaining those features that define our community requires foresight and planning, particularly with regard to the physical characteristics of our neighborhoods, business districts, parks and streets.

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

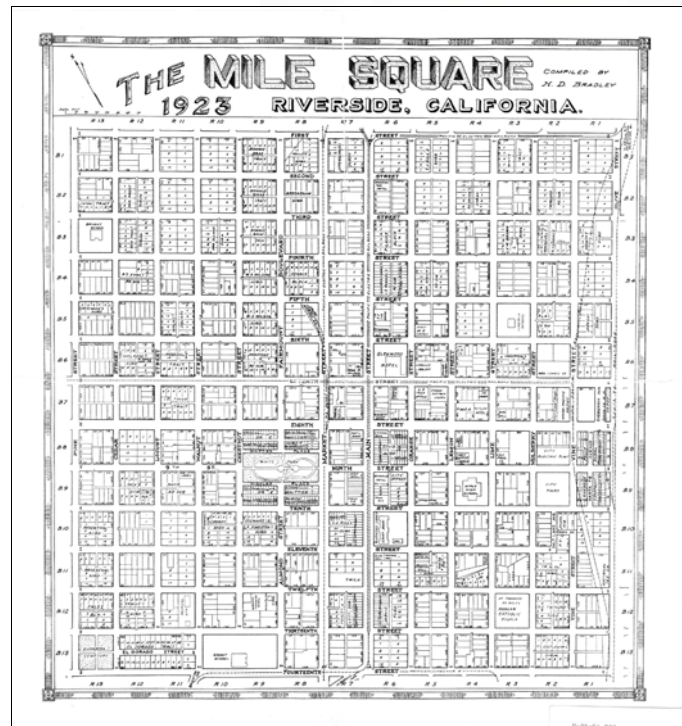


elements. The Norco Hills, Mt. Rubidoux, Box Springs Mountain, Sycamore Canyon and the southern hills frame the City, collectively forming a scenic backdrop to Riverside as viewed from today's streets, buildings and open spaces. Arroyos carry water from the hills either north to the Santa Ana River or 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.

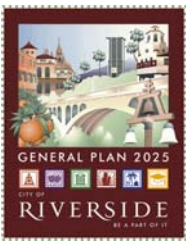
Mexico took over California from Spain in 1822 and granted the mission holdings as political favors. The "grants" were called ranchos, and the names of many communities surrounding Riverside originated with these ranchos: Jurupa, San Jacinto, San Gorgonio and Temecula.² Riverside was established on what 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



Riverside's Mile Square, 1923

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



INTRODUCTION

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 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"

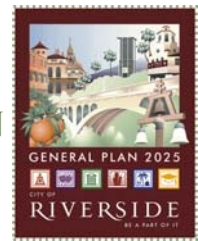
Riverside began as town of temporary shacks, subsistence farming and experimental agriculture. Once water became readily available via canals from the Santa Ana River, early residents experimented with a variety of fruit trees with the hope of establishing agriculture in the area. The township was to 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. The buds were so sought after, in fact, that the Tibbets had to



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

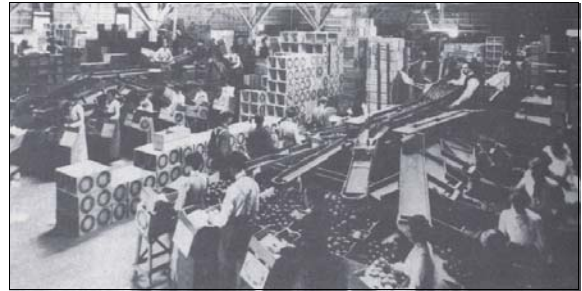
³Tom Patterson, *A Colony for California*. 1971. P.28

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



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.



Citrus Packing House, early 1900s

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

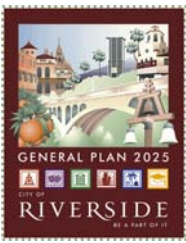


Gage Canal System and Arlington Heights Plan, circa 1880-90s

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.



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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 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 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



Union Pacific Train Depot, 1904

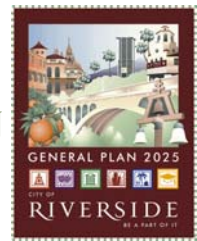


wealth produced by the navel orange industry cultivated strong civic pride and afforded numerous cultural amenities, much of which remains throughout Riverside today in its Mission Revival, Spanish Colonial Revival and Craftsman homes; civic buildings; parkways such as Victoria Avenue; and the Mission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



Glenwood Mission Inn, 1902

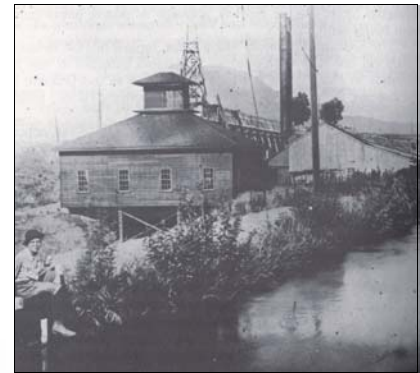
One of the City's many historic landmarks, the Mission Inn, began as the Glenwood Hotel, a two-story boarding home that was built in 1876 by Christopher Miller on land deeded to him by the City in return for his services as a civil engineer. Christopher's son Frank A.



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.

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's Hydroelectric Plant, circa 1880s

RIVERSIDE IN A REGIONAL CONTEXT

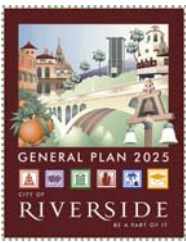
By the turn of the twentieth century, Riverside had established itself as a center of regional importance, both economically and culturally. The success of the City's citrus industry continued to influence other realms of Riverside's development, including education, which has become one of the City's 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



⁸Ibid., p. 148.

⁹Ibid., p. 167.

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



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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.

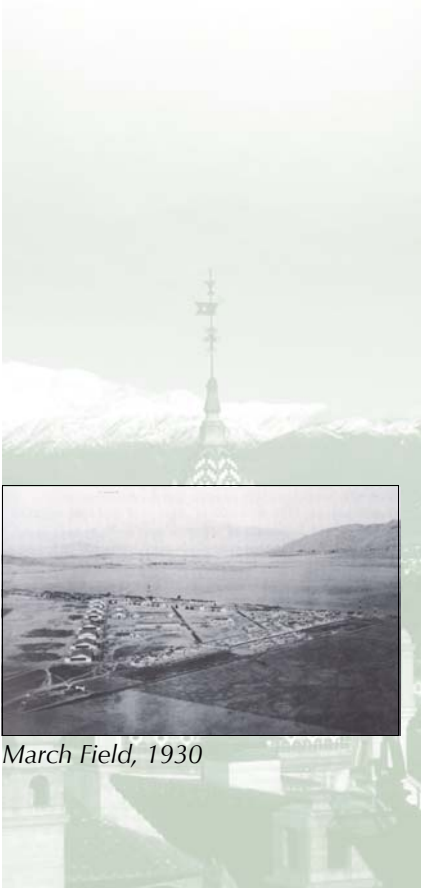
Founded in 1922, La Sierra University is located within the La Sierra area of Riverside. Facilities on the University's one-hundred-acre campus include the University Library, museums, an observatory, arboretum, Brandstater Gallery, MICOL computing laboratory, the Learning Support and Testing Center,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

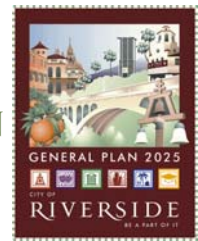
THE MILITARY INFLUENCE

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.



March Field, 1930



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.

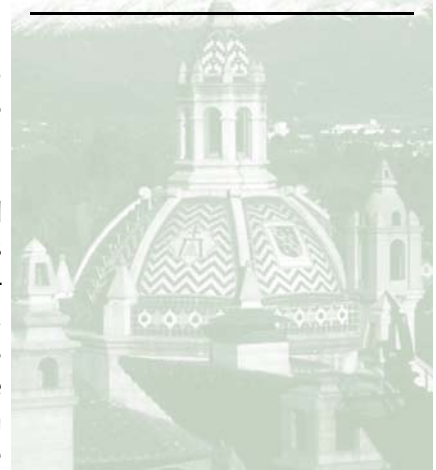
RIVERSIDE IN THE TWENTY-FIRST CENTURY

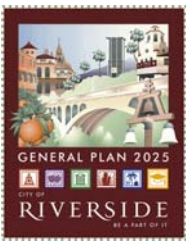
As Riverside entered the twenty-first century, it had grown to be the eleventh most populous city in California, with the largest employment base in the Inland Empire and some of the most significant cultural and historical landmarks in the area. The City has become an attractive housing market primarily 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.

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

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

Visioning Riverside: A Report from the Community





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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.

“Many individual families have formed a unique, long lasting bond that has turned the entire block into one big family.”

Visioning Riverside: A Report from the Community



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.

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.

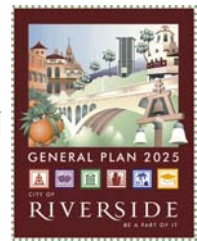
How We Get Around

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 the 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
- ❖ Focused discussions with stakeholder groups, such as business and development interests, recreation enthusiasts, environmental groups, social service providers and in particular, three meetings with the Education Subcommittee and its representatives from all of Riverside's educational institutions and organizations
- ❖ 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

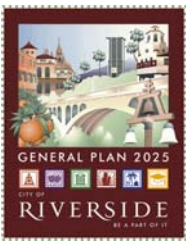


September 2003 Citizens' Congress

ORGANIZATION OF THE GENERAL PLAN

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





INTRODUCTION

TABLE H
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								■

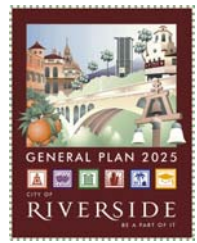
(1) Air Quality is normally a required discussion in the Conservation Element; however, the City has included a separate Air Quality Element.



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.

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.

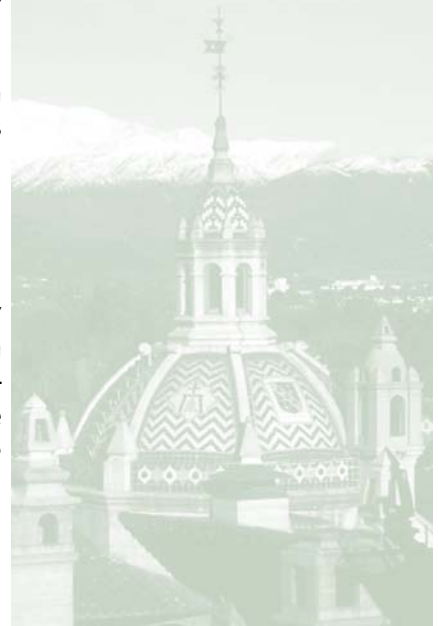
The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the policies throughout all elements are interrelated and should be examined comprehensively.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

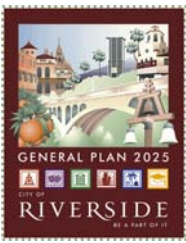
Some readers may find that the objectives and policies do not fully articulate how the City will achieve its aims. Further articulation can be found in the Implementation Guide under separate cover from the General Plan (See Appendix A). The Implementation Guide identifies specific actions the City will 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 Map) outlines the Planning Area addressed in this Plan, which includes the City's corporate limits as well as lands within Riverside's Sphere of Influence.

GENERAL PLAN REVIEW AND 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.





INTRODUCTION

Annual Review

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

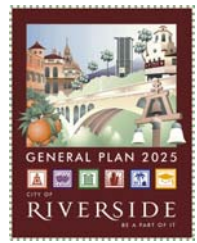
Information and suggestions for preparing the annual review report can be found in the "State of California General Plan Guidelines 2003" prepared by the Governor's Office of Planning and Research.

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

¹¹Governor's Office of Planning and Research, *State of California General Plan Guidelines 2003*.



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 remains relevant to changing conditions and the City's needs.

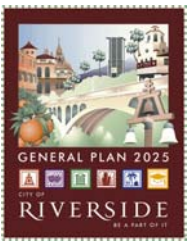
Policy I-1.1: Annually review the General Plan pursuant to State Law and recommend needed changes to the Plan and the Implementation Plan to the City Council for consideration.

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.



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



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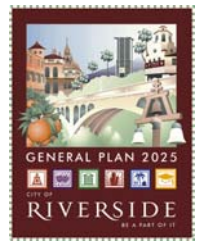
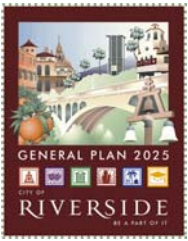


Figure I-1 - Planning Area Map (11"x 17")

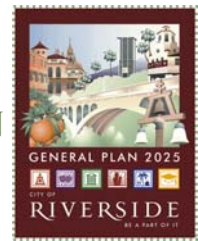




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RELATED PLANS, PROGRAMS AND LEGISLATION

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. The following paragraphs describe laws, ordinances, plans and programs to be considered in association with the General Plan in development and planning decisions.

FEDERAL PLANS, PROGRAMS AND LEGISLATION

National Flood Insurance Program (NFIP)

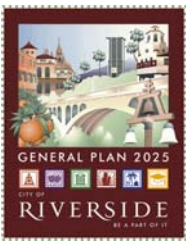
Riverside participates in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). NFIP provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City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

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



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

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

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

revised State Implementation Plans (SIP). In response, the Governor of California designated agencies to develop these plans.

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.

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.

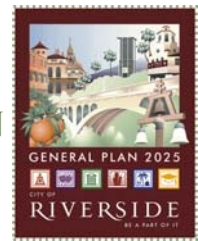
STATE OF CALIFORNIA PLANS AND PROGRAMS

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.

California Environmental Quality Act and 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. Implemen-



tation 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)

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 of the State Code establishes an interior noise standard of 45 dBA for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dBA or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dBA or lower.

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

Alquist-Priolo Earthquake Fault Zoning Act

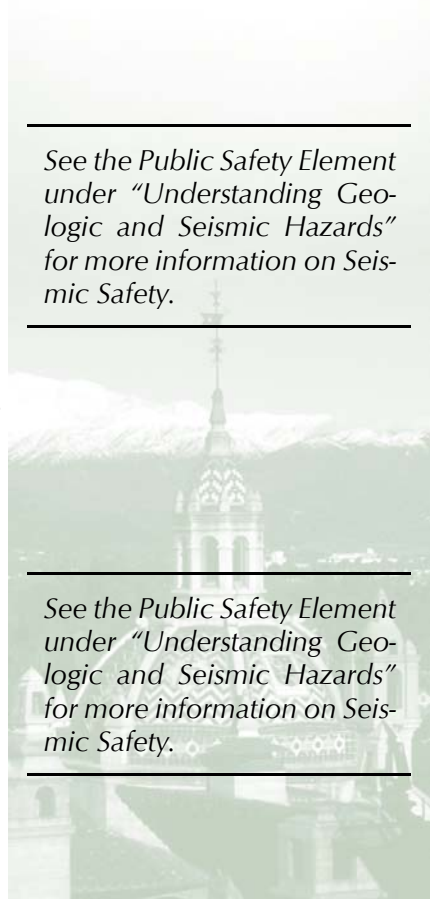
The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually 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.

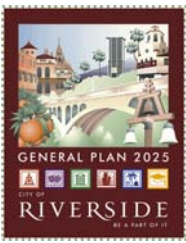
See the Public Safety Element under “Understanding Geologic and Seismic Hazards” for more information on Seismic Safety.

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.





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

Landslide Hazard Identification Program

The Landslide Hazard Identification Program requires the State Geologist to prepare maps of landslide hazards within urbanizing areas. According to the Public Resources Code Section 2687 (a), public agencies are encouraged to use these maps for land use planning and for decisions regarding building, grading and development permits.

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

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.

REGIONAL AND COUNTY AGENCIES’ PLANS

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

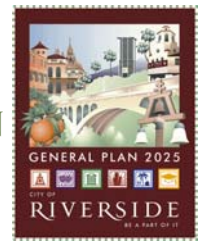
Air Quality Management Plan

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.

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.

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 and 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 1993.¹

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.

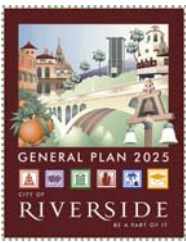
See the Land Use and Urban Design Element under “City-wide Objectives: Protecting Riverside’s Natural Environment – Santa Ana River” and the Open Space Element under “The Santa Ana River” for more information on this topic.

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

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-21, LU-22, PS-4 and -3.

¹March Joint Powers Authority website, <http://www.marchjpa.com/MJPA.html>



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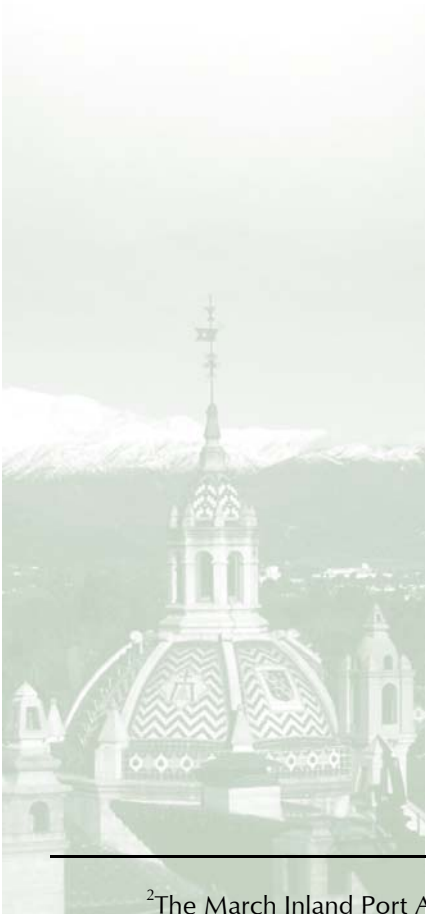
The March JPA along with the U.S. Air Force pursued the establishment of March Air Field as a joint use airport. The Air Force defines a "joint use airport" as one where the facilities which are owned and operated by the Air Force are made available for use by civil aviation. A joint use agreement between 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.

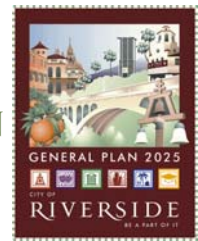
March Inland Port boasts an operational airfield, with a 13,300 lineal foot runway and fully manned control tower. With more than one million square feet of ramp area fully stressed to accommodate aircraft up to 900,000 pounds, the MIP has more than 350 acres of runway accessible property available for 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.²

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 Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.



²The March Inland Port Airport website, <http://www.marchjpa.com/MIP.html>



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

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.

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 “Our Neighborhoods – Sphere of Influence” for more information on City/County Coordination.

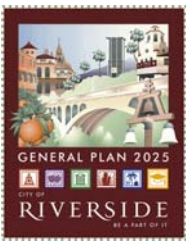
In particular review Objectives LU-85 and LU-86.

Riverside County Airport Land Use Compatibility Plan

The Riverside County Airport Land Use Compatibility Plan, proposed for adoption by the Airport Land Use Commission late 2004 early 2005, will establish policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan will include 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

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-21, LU-22, PS-4 and -2.



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plan is proposed to spell out the procedural requirements associated with the compatibility review of development proposals.³

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.

CITY OF RIVERSIDE RELATED PLANS AND CODES

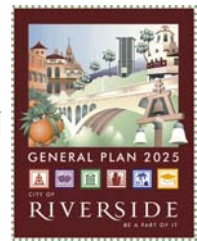
Subdivision and Zoning Codes

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 and 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.

³Draft Riverside County Airport Land Use Compatibility Plan April 2004.



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.⁴

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.

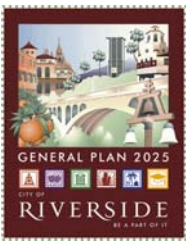
Park and Recreation Master Plan

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.⁵



⁴City of Riverside Municipal Code, Title 20, Cultural Resources.

⁵City of Riverside Park and Recreation Master Plan Update 2003.



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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.

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-21, LU-22, PS-4 and -2.

