Trail System/Bikeways

Riverside's trail system consists primarily of a great circle of trails along the hills and the Santa Ana River -- most of which are along the City's edges. These trails offer pedestrians, equestrians and bicyclists opportunities to more intimately connect with and appreciate the City's natural environment. Emphasizing bikeways along parkway connectors will provide vital links between the City's neighborhoods and the encircling trail system.

TYING THE CONNECTIONS

While many of Riverside's neighborhoods feature public parks or school grounds, some lack strong connections to the key elements of Riverside Park. Greater linkages between neighborhoods and Riverside Park along low-volume traffic streets, trails or even local drainage pathways can help tie together the diverse components of Riverside Park into a unified framework. The connection of all of these elements will create a unique community resource and source of greater community pride.

CITYWIDE OBJECTIVES & POLICIES

Making the many components of Riverside's vision a reality will require commitment and dedication over many years. This Land Use and Urban Design Element contains action-oriented Objectives and Policies that will allow gradual changes to become immediately evident and effective, while achieving larger benefits over the long term.

Land Use and Urban Design Objective and Policies are grouped into two main categories: Citywide and Neighborhood-specific.

Riverside recognizes that neighborhoods are the City's fundamental building blocks. When asked where they live, residents may respond "Arlington" or "Casa Blanca" or "La Sierra" rather than "Riverside." People feel a strong association with their neighborhoods. To ensure that neighborhood character is protected and enhanced in the future, this Plan establishes specific Objectives and Policies for each of Riverside's neighborhoods and business districts.

Neighborhood-specific objectives and policies begin in this Element under "Our Neighborhoods. Citywide Objectives begin below.

Objectives and Policies will be implemented primarily through a series of directed actions. These actions, referred to as *Tools* will be enumerated in a separate *Implementation Program* (See Appendix A).

PROTECTING RIVERSIDE'S NATURAL ENVIRONMENT

This Plan seeks to preserve and enhance the City's major natural features with the following citywide objectives and policies.

Santa Ana River

See the Introduction under Related Plans, Programs and Legislation – Santa Ana River Task Force" and the Open Space and Conservation Element under "The Santa Ana River" for more information about the Santa Ana River.

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

In the future, the Santa Ana River is more closely tied to the City. The river is cleaner and more beautiful than ever, offering increased recreational opportunities while maintaining important habitat area for animals and plants.

Objective LU-1: Increase the prominence of the Santa Ana River by providing better connections and increased recreational opportunities.

Objective LU-2: Recognize and enhance the Santa Ana River's multiple functions: a place of natural habitat, a place for recreation and a conveyance for stormwater runoff.

The Santa Ana River Task Force, composed of private citizens along with representatives from City and County government, business and environmental groups, completed a vision document in February 2004. This report provides a menu of different policy options for further consideration by both City and County officials and agencies.

Policy LU-2.1: Cooperate and collaborate with Riverside County in developing recreational opportunities along the Santa Ana River.

Policy LU-2.2: Utilize the 2004 Santa Ana River Task Force Report in planning, programming and implementing environmental and recreational improvements to the River area.

Hillsides

See this Element under "Major Hills" and the Open Space and Conservation Element under "Overarching Objectives" for additional information on hillsides.

In particular, review Objective OS-2.

Riverside's many hills provide textured and often dramatic visual backdrops. Preservation of the City's hillsides will protect the many benefits of these areas for future generations. Besides their visual qualities, protected hillsides provide recreational opportunities and wildlife habitat.

Objective LU-3: Preserve prominent ridgelines and hillsides as important community visual, recreational and biological assets.

Policy LU-3.1: Aggressively pursue methods to preserve hillside open space and natural habitat.

Policy LU-3.2: Seek annexation of properties that will reduce ridgeline/hillside development on the City's periphery.

Objective LU-4: Minimize the extent of urban development in the hillsides, and mitigate any adverse impacts associated with urbanization.

Policy LU-4.1: Adhere to the special protections for hillside development set forth in Proposition R and Measure C.

Policy LU-4.2: Strictly enforce the hillside grading provisions of the City's Grading Code (Title 17) to minimize ground disturbance associated with hillside development; respect existing land contours to maximum feasible extent.

Policy LU-4.3: Work closely with the County of Riverside, emphasizing the City's need to participate in the development review of projects proposed in surrounding unincorporated areas. Work to ensure that such developments proceed in concert with City of Riverside standards.

See this Element under "Sphere of Influence" for additional information on City/County Coordination.

In particular, review Policy LU-~~85.4~~87.4.

Policy LU-4.4: Ensure that City comments to Riverside County on proposed new hillside development in the City's sphere of influence include recommendations for compliance with the provisions of Proposition R and Measure C, the RC Zone, the Hillside Residential land use designation and the City's Grading Code (Title 17).

Policy LU-4.5: Seek opportunities for new or enhanced trail/pedestrian linkages between hillside areas and other components of Riverside Park.

Arroyos

See the Open Space and Conservation Element under "Our Arroyos and Biological Resources" for more information on this topic.

Arroyos are not just conduits for water, but rich and varied areas of animal and plant life. In Riverside's vision for its future, arroyos will play an increased role in serving as connectors between Riverside's natural areas and its neighborhoods.

Objective LU-5: Preserve and protect the natural integrity of Riverside's arroyos.

Policy LU-5.1: Minimize public and private development in and in close proximity to any of the City's arroyos.

Policy LU-5.2: Recognize the City's arroyos as components of Riverside Park.

Policy LU-5.3: Ensure that any new bridges proposed to cross any of the City's major arroyos are span bridges that minimize disturbance of the ground and wetland area below. At grade, fill and culvert type bridges are strongly discouraged in major arroyos.

Policy LU-5.4: Continue to require open space easements in conjunction with new development to be recorded over arroyo areas, per the City's Grading Code.

Policy LU-5.5: Work with Riverside County to develop, implement and maintain comprehensive management plans for protection of entire arroyo systems.

Greenbelt and Agricultural Uses

See this Element under "Arlington Heights and the Greenbelt" and the Open Space Element under "Agricultural Preservation" for more information on agricultural preservation.

In particular, review Objective OS-3.

Riverside's heritage is firmly grounded in the citrus industry. But Riverside's future also embraces this heritage by preserving the City's greenbelt and perpetuating agricultural uses, especially in the Arlington Heights area.

Objective LU-6: Retain functional agricultural areas within Riverside, particularly within the greenbelt area, while allowing for sensitive, low-intensity residential uses.

Policy LU-6.1: Enforce and adhere to the special protections for agricultural areas set forth in Proposition R and Measure C.

Policy LU-6.2: Preserve the viability of the Gage Canal to enable continued agricultural and citricultural uses within the City.

Policy LU-6.3: Use subdivision and zoning regulations to restrict development intensities in the greenbelt to levels compatible with the neighborhood's agricultural history and uses in accordance with Proposition R and Measure C.

Policy LU-6.4: Consider use of clustered development within agricultural areas as a means of maximizing efficient land use and facilitating long-term perpetuation of citrus stock.

Policy LU-6.5: Encourage the potential relocation of the University of California, Riverside's experimental citrus groves to one or more locations within the Arlington Heights neighborhood to help the neighborhood retain its agricultural character.

PROTECTING WILDLIFE, ENDANGERED SPECIES & THEIR HABITAT

Although a well-developed urban area, Riverside is also home to an abundant variety of plants and animals, some of which are considered endangered. Within the City limits, Sycamore Canyon Wilderness Park and many of the local hillsides provide plant and animal habitat, while undeveloped areas adjacent to the City, particularly Box Springs Mountain Reserve and land in the vicinity of Lake Mathews are home to tens of different species of rare and endangered birds, plants and small mammals. This Plan aims to preserve and protect these habitat areas, recognizing their inherent ecological value. In addition, this Plan recognizes and supports the efforts of Riverside County to take a more holistic approach to wildlife and habitat conservation. The County's Multi-Species Habitat Conservation Program (MSHCP) identifies areas throughout Riverside County intended for the long-term protection of species and their habitats.

Objective LU-7: Preserve and protect significant areas of native wildlife and plant habitat, including endangered species.

See the Open Space and Conservation Element under "Our Arroyos and Biological Resources" for more information on this topic.

In particular, review Objectives OS-5 and OS-6.

Policy LU-7.1: Continue to maintain Sycamore Canyon Wilderness Park as primarily a functioning wildlife habitat.

Policy LU-7.2: Design new development adjacent and in close proximity to native wildlife in a manner which protects and preserves habitat.

Policy LU-7.3: Continue to require natural open space easements in conjunction with new development in hillside and arroyo areas over non-graded areas of the development.

Policy LU-7.4: Continue to participate in the Multi-Species Habitat Conservation Plan (MSHCP) with Riverside County.

THE BUILT ENVIRONMENT

This section presents citywide objectives and policies on land use and urban design issues related to the City's built environment.

GROWING SMARTER

Riverside is committed to ensuring that the City's assets and distinctive qualities are preserved while the City works to accommodate a fair share of regional population growth.

To this end, the entire General Plan program focuses on incorporating "smart growth" principles into planning and development decisions. In Riverside, a major tenet of smart growth includes focusing development in already urbanized parts of the City, rather than spreading growth to the urban fringes. Such a principle reduces urban sprawl, saves money by making better use of existing infrastructure and builds on the established character of neighborhoods.

Smart growth has been embraced by a coalition of private sector, public sector and non-governmental organizations as a way to preserve our cities and our environment in a manner than benefits communities and property interests.

SMART GROWTH PRINCIPLES

The Smart Growth Network has defined the ten principles of smart growth:[1]

[1] The Smart Growth Network (www.smartgrowth.org). July 2004.

1. Mix land uses.

2. Take advantage of compact building design.

3. Create a range of housing opportunities and choices.

4. Create walkable neighborhoods.

5. Foster distinctive, attractive communities with a strong sense of place.

6. Preserve open space, farmland, natural beauty and critical environmental areas.

7. Strengthen and direct development toward existing communities.

8. Provide a variety of transportation sources.

9. Make development decisions predictable, fair and cost effective.

10. Encourage community and stakeholder collaboration in development decisions.

As noted in principle #1, smart growth involves greater use of developments that blend residential and commercial uses, appropriately named "mixed-use." By combining commercial uses with sensitively planned residential uses, mixed use projects bring energy and vitality to areas during both daytime and after-work hours. Mixed use areas offer the opportunity for symbiotic developments that benefit both residents and any businesses operating within them.

In addition, the *Growing Smart Legislative Guidebook*[2] also suggests planning, regulatory and development practices and techniques which promote:

1. Using land resources more efficiently through compact building forms, infill development and moderation in street and parking standards in order to lessen land consumption and preserve natural resources.

2. Supporting the location of stores, offices, residences, schools, recreational spaces and other public facilities within walking distance of each other in compact neighborhoods that are designed

[2]Stuart Meck, FAICP, Gen. Editor, *Growing Smart Legislative Guidebook: Model Statutes for Planning and the Management of Change*, 2002 Edition.

to provide alternate opportunities for easier movement and interaction.

3. Providing a variety of housing choices so that the young and old, single persons and families and those of varying economic ability may find places to live.

4. Supporting walking, cycling and transit as attractive alternatives to driving; providing alternative routes that disperse, rather than concentrate, traffic congestion; and lowering traffic speeds in neighborhoods.

5. Connecting infrastructure and development decisions to minimize future costs by creating neighborhoods where more people use existing services and facilities, and by integrating development and land use with transit routes and stations.

6. Improving the development review process and development standards so that developers are encouraged to apply the principles stated above.

See the Air Quality Element under "Land Use Strategies" and "Transportation" and the Circulation and Community Mobility Element under "Alternative Modes of Transportation – Walking and Biking" for more information on this topic.

In particular, review Objectives AQ-1 and AQ-2.

The Land Use Policy Map (Figure LU-~~9~~10) designates several locations along the "L" Corridor for mixed-use development. Hand in hand with new mixed-use development and adherence to smart growth concepts, the City will ensure that adjacent neighborhood character is preserved and enhanced.

Objective LU-8: Emphasize smart growth principles through all steps of the land development process.

Policy LU-8.1: Ensure well-planned infill development Citywide, allow for increased density in selected areas along established transportation corridors.

Policy LU-8.2: Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods.

Policy LU-8.3: Allow for mixed-use development at varying intensities at selected areas as a means of revitalizing underutilized urban parcels.

Objective LU-9: **Provide for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.**

Policy LU-9.1: Identify sufficient locations for residential and non-residential development to accommodate growth anticipated through the year 2025 on the General Plan Land Use Policy Map (Figure LU-~~9~~10).

Policy LU-9.2: Evaluate proposed amendments to the Land Use Policy Map (Figure LU-~~9~~10) to consider the effect such amendments will have on the City's ability to achieve its objectives.

Policy LU-9.3: Designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facilities and service provisions policies of this General Plan.

Policy LU-9.4: Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities when considering amendments to the Land Use Policy Map (Figure LU-~~9~~10).

Policy LU-9.5: Encourage the design of new commercial developments as integrated centers, rather than as small individual strip development.

Policy LU-9.6: Discourage strip commercial development and encourage a pattern of alternating land uses along major arterials with "nodes" of commercial development separated by other uses such as residential, institutional or office.

Policy LU-9.7: Protect residentially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned residential areas should be compatible with the planned residential uses and should employ appropriate site design, landscaping and building design to buffer the non-residential uses.

Objective LU-10: Provide for appropriate timing of development in accordance with the future land uses designated in this Land Use Element.

Policy LU-10.1: Discourage the premature development of non-urbanized areas and encourage growth first in undeveloped and under-developed areas within, adjacent to or in close proximity to existing urbanized neighborhoods.

Policy LU-10.2: Review the Capital Improvement Program of the City and local public works projects of other local agencies within the corporate boundaries of Riverside annually for consistency with this General Plan, pursuant to Government Code Sections 65401 et. seq. and City Code Title 19, 19.050.030 (B).

Policy LU-10.3: Time the provision of capital improvements to ensure that all necessary public services and facilities for an area planned for new urban development are in place when development in the area occurs.

Policy LU-10.4: Require development projects to be timed and phased so that projects are not occupied prior to the provision of necessary urban services.

Policy LU-10.5: Consider the availability of public facilities and services when evaluating proposals for annexation of property into the City of Riverside.

PARKWAYS

While Riverside's neighborhoods are its fundamental building blocks, many features of the built environment transcend the boundaries of individual neighborhoods. Such features and issues as parkways, gateways, March Air Reserve Base, industrial land, community facilities, street trees and code enforcement affect multiple neighborhoods in similar fashions. To address these features and issues, the next sections provide detailed objectives and policies.

This Land Use and Urban Design Element proposes a network of parkways to create stronger linkages between Riverside's natural and built environments.

See the Circulation and Community Mobility Element under "Master Plan of Roadways" and the Parks and Recreation Element under "Diverse Recreation Opportunities – Parkways" for more information on parkways.

Objective LU-11: Create a network of parkways to establish stronger linkages between Riverside's neighborhoods, major elements of its natural environment and neighborhood parks and schools.

Policy LU-11.1: Recognize parkways as distinctive elements of the City's circulation network.

Policy LU-11.2: Recognize Victoria Avenue, Magnolia Avenue/Market Street, University Avenue, Van Buren Boulevard, Riverwalk Parkway, La Sierra Avenue, Arlington Avenue, Canyon Crest Drive, and Overlook Parkway as the fundamental elements of the City's parkway landscape network, and components of Riverside Park.

Policy LU-11.3: Seek opportunities to provide enhanced bicycle and pedestrian usage along parkways.

MAGNOLIA AVENUE/ MARKET STREET

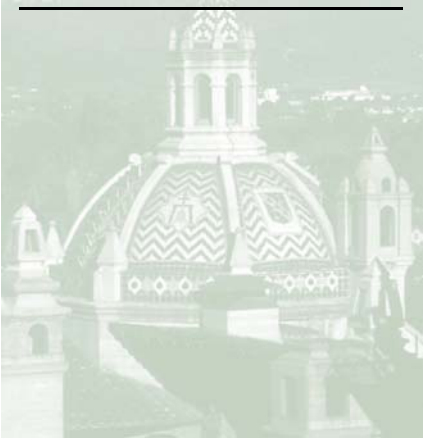
See this Element under "Neighborhoods" and the Circulation and Community Mobility Element under "Master Plan of Roadways – General Plan Roadway Systems" for more information on this topic.

In particular, review Objective CCM-3.

Objective LU-12: Restore the Magnolia/Market Corridor to its historical role as a scenic "showcase roadway" that spans the City of Riverside while updating its function as a key transit corridor to support future growth.

Policy LU-12.1: Through the Specific Plan process further implement the Polizoides Plan for the corridor, identify appropriate land uses, development opportunities and streetscape improvements along the Corridor that support the vision as a scenic roadway with distinct districts. Reinforce the desired land uses within the context of each district through development provisions and regulations.

Policy LU-12.2: Maintain the existing mature heritage landscaping and infill landscaping as appropriate to return the Corridor to being a grand tree-lined parkway.



Policy LU-12.3: Enhance the setting for key historic sites along the Corridor, including landmark buildings and landscape, such as the Arlington Library and Parent Navel Orange Tree; cultural landmarks, such as the Heritage House; and historic districts, such as the Wood Streets.

Policy LU-12.4: Expand and update the function of the Magnolia/Market Corridor as a key transit corridor to accommodate growth.

Policy LU-12.5: Focus commercial development at identified commercial nodes, avoiding disconnected commercial strips along the corridor.

VICTORIA AVENUE

See this Element under "Neighborhoods" and the Circulation and Community Mobility Element under "Master Plan of Roadways – General Plan Roadway Systems" for more information on Victoria Avenue.

In particular, review Policies CCM-2.14 and CCM-4.3.

Victoria Avenue is a showcase street that many consider the pride of the City, if not of the entire region. The Avenue is the main thoroughfare through the Arlington Heights Greenbelt, where the City's historic citriculture roots are easy to see. As a reflection of the Avenue's great beauty and historic importance, the Avenue is listed in the National Register of Historic Places – a rare honor for an entire street outside the downtown of any city. In 2003, the City formed the Victoria Avenue Subcommittee to study policies for the preservation of this important resource, also designated a City Historic Landmark.

Objective LU-13: Protect Victoria Avenue from any development or other potential changes contrary to its status as a major historic and community asset.

Policy LU-13.1: Provide for sensitive development of private properties along Victoria Avenue through measures such as an overlay zone.

Policy LU-13.2: Intersection improvements on Victoria Avenue related to the extension of Overlook Parkway shall be ~~permitted only where a Level of Service of "D" or better can be maintained.~~ determined in conjunction with a specific plan for Overlook Parkway between Alessandro Boulevard and the 91 Freeway. The specific plan shall address the crossing of the Alessandro Arroyo, traffic-calming measures necessary to protect local streets in the area and the extension of Overlook Parkway westerly of the Washington Street/Overlook Parkway intersection.

Acceptable levels of service of intersection(s) on Victoria Avenue related to the extension of Overlook Parkway shall be determined as a part of the specific plan process. In any event, all~~All~~ improvements shall be designed to sensitively reflect ~~the~~ Victoria Avenue's historic character.

Policy LU-13.3: Adopt strong measures to protect Victoria Avenue's signature landscaping.

Policy LU-13.4: Ensure that the design and development standards for Victoria Avenue encourages pedestrians, bicyclists and equestrian users in addition to automobiles.

Policy LU-13.5: Establish an overlay zone on Victoria Avenue with specific development standards to protect the historic visual character of the corridor.

Policy LU-13.6: Establish Victoria Avenue as a linear park.

UNIVERSITY AVENUE

University Avenue is a key thoroughfare for the Eastside neighborhood and serves as a vital link for many Riversiders to access the University of California, as well as for UCR students and faculty to access Downtown Riverside. While the Avenue has long been recognized as providing these and other important connections, this Plan envisions the role of University Avenue to include serving as a parkway.

See this Element under "Neighborhoods" and the Circulation and Community Mobility Element under "Master Plan of Roadways – General Plan Roadway Systems" for more information on University Avenue.

Objective LU-14: Recognize that University Avenue serves as a parkway linking neighborhoods with such major components of "Riverside Park" as UCR open space areas, Box Springs Mountain Regional Park, the Main Street Pedestrian Mall, White Park, Mt. Rubidoux Park and Fairmount Park.

Policy LU-14.1: Revise the University Avenue Specific Plan to better reflect the expanded role of this thoroughfare, providing for completion of appropriate streetscape improvements and adjoining land uses.

See this Element under "Neighborhoods" and the Circulation and Community Mobility Element under "Master Plan of Roadways – General Plan Roadway Systems" for more information on Van Buren Boulevard.

In particular, review Policy CCM-1.4.

VAN BUREN BOULEVARD

Objective LU-15: Recognize Van Buren Boulevard as a significant parkway, linking neighborhoods along its path to the Santa Ana River, the Arlington Heights Greenbelt, Victoria Avenue and the California Citrus State Historic Park.

Policy LU-15.1: Utilize the intersection of Van Buren Boulevard and Victoria Avenue as a ~~key access point to the City's parkways~~ highly landscaped, visual gateway into the City.

Policy LU-15.2: Enhance connections between Santa Ana River trails and Van Buren Boulevard.

Policy LU-15.3: Balance the traffic carrying function of Van Buren Boulevard with goals to enhance neighborhood aesthetics, pedestrian/bicycle safety and the historic environments of Arlington Village and the Arlington Heights Greenbelt. Keep Van Buren Boulevard's width as small as possible.

RIVERWALK PARKWAY

Objective LU-16: Make Riverwalk Parkway a vital link between neighborhoods and open space features in the western end of the City.

Policy LU-16.1: Retain and/or expand landscape treatment consistent with the road's parkway character.

Policy LU-16.2: Develop pedestrian, bicyclist and driver amenities consistent with Riverwalk Parkway's roles.

OVERLOOK PARKWAY

Objective LU-17: Identify the completed Overlook Parkway as an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park.

Policy LU-17-1: Develop appropriate streetscape, bicycle and pedestrian improvements.

See this Element under "Neighborhoods" and the Circulation and Community Mobility Element under "Master Plan of Roadways – General Plan Roadway Systems" for more information on Overlook Parkway.

In particular, review Objective CCM-4.

CANYON CREST DRIVE

Objective LU-18: Recognize Canyon Crest Drive as a vital parkway connection for the eastern portion of the City.

Policy LU-18.1: Develop streetscape, bicycle and pedestrian improvements that will solidify Canyon Crest Drive's role as a parkway.

LA SIERRA AVENUE

Objective LU-19: Designate La Sierra Avenue as a City parkway, providing links to major northern and southern open space areas.

Policy LU-19.1: Develop pedestrian, bicyclist and driver amenities that will enhance La Sierra Avenue's potential as a parkway.

ARLINGTON AVENUE

Objective LU-20: Recognize and enhance Arlington Avenue as a cross-city roadway that connects east to west.

Policy LU-20.1: Develop a landscaped parkway with distinctive signage that promotes the function of Arlington Avenue as a roadway that connects and links many neighborhoods and business centers.

GATEWAYS

Riverside's location makes the City a crossroads of Southern California. As a result, many thousands of people pass through Riverside each day. Well-designed gateways at the City's key points of entry help distinguish Riverside from the surrounding area, creating an improved sense of place and possibility. This Plan sets forth objectives and policies to ensure that the City's major gateways and related areas help strengthen the City's sense of place and improve the City's status within the region.

See the Arts and Culture Element under "Arts, Culture and the Economy" for more information on gateways.

In particular, review Policies AC-4.20 & AC-4.21.

Objective LU-2~~0~~1: Attractively develop the City's major gateways to create a stronger sense of City identity.

Policy LU-2~~0~~1.1: Define the City's major gateways, and update the list periodically to reflect changing traffic patterns.

Policy LU-2~~0~~1.2: Develop a tool kit of gateway enhancements, including landscaping, signage, sculpture and other elements that simultaneously provide a unified sense of City identity yet are flexible enough for use in diverse geographical settings.

Policy: LU-2~~0~~1.3: Create a new gateway on Arlington Avenue when the Schliesman connection to Interstate 15 is completed.

RELATIONSHIP TO NEARBY AIRPORTS

March Air Reserve Base/March Inland Port Airport

March Air Reserve Base/March Inland Port (MARB/MIP) lies just outside Riverside's southeastern boundary. March Air Force Base played a significant role in the development of the City and former aerospace-related industries. Many retired military personnel have settled in Riverside and are part of the community fabric. As MARB's role grows to include inland port uses, the facility will continue to be quite active and will create new land use opportunities on lands adjacent to Riverside. Also, aircraft activity will continue to influence how land can be used within areas beneath air traffic patterns.

See the Circulation and Community Mobility Element under "Airports," the Public Safety Element under "Ground and Air Transportation" and Noise Element under "Minimizing Noise Impacts" for more information on this MARB/MIP.

In particular, review Objectives CCM-11, PS-4 and N-3.

First designated as a United States Air Force Base in 1918, March was realigned as an Air Reserve Base following the 1993 review by the Federal Base Realignment and Closure Committee (BRAC). In this redesignation, more than two-thirds of the total land and facilities at

March were declared surplus. A Joint Powers Authority (JPA) was created to administer planning and land use decisions in repurposing much of the surplus property towards the development of an air cargo facility or inland port.

The long-range development of March as a joint military and air cargo facility will have several impacts upon Riverside and land use decisions in Riverside have the potential to impact March's operations. Land in the eastern part of the City, particularly near Sycamore Canyon Business Park, can be expected to develop with uses complementary to the air cargo operations at nearby March. Large portions of Riverside's southeastern neighborhoods, particularly Orangecrest and Mission Grove, as well as unincorporated Woodcrest, will continue to be impacted by noise associated with March.

Adjacent to March and just outside the City limits is the Riverside National Cemetery. Opened in 1978, this facility performs approximately 7,000 internments per year. With the potential of additional land from the Air Force, the Cemetery is expected to have internment capacity through the year 2030.

Residential development within areas close to March and/or potentially impacted by March could lead to increased conflict with March operations and would have negative consequences for the base in any subsequent round of BRAC review. To ensure that the March continues in its military and trade missions which have brought enormous economic benefit to the City and the region as a whole, Riverside will need to ensure that its future land use decisions do not pose potential adverse impacts to ongoing operations at March.

Riverside Municipal Airport

See the Circulation and Community Mobility Element under "Airports," the Public Safety Element under "Ground and Air Transportation" and Noise Element under "Minimizing Noise Impacts" for more information on this Riverside Municipal and Flabob Airports.

In particular, review Objectives CCM-11, PS-4 and N-2.

The Riverside Municipal Airport and its environs are important components of the City's economic development strategy. Riverside Municipal Airport benefits from relatively little airspace congestion and opportunities for synergistic business enterprises on surrounding industrial and commercial lands. This Plan seeks to attract job-intensive, clean business enterprises to this area, focusing on businesses that will benefit from proximity to the Airport and are less reliant upon immediate freeway access.

Although not foreseen to accommodate scheduled passenger service during the planning period, the Airport is expected to see modest increases in general aviation usage as overall business levels in the City continue to grow and the use of private aircraft as an alternative to scheduled commercial service becomes more attractive to businesspeople.

The City is keenly aware that intensification of airport usage — and its associated economic benefits — can be hampered if surrounding commercial and residential uses intensify to the point of incompatibility with airport operations.

Riverside County has prepared an Airport Land Use Compatibility Plan (RCALUCP). The Compatibility Plan designates zones of airport-influenced areas for every airport in Riverside County and provides a series of proposed policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue.[3] The Compatibility Plan recognizes that Federal regulations stipulate that highly concentrated residential or commercial land uses - such as higher density housing or movie theaters - are inappropriate near an airport's landing approach. Once City Council adopts the Compatibility Plan the objective for neighborhoods close to airports will be to adhere to the Compatibility Plan airport-influence areas and limit new encroachments that would reduce the airport's long-term viability.

Other objectives for the airport and the surrounding neighborhood stem from the Airport Master Plan adopted by the City in 1999 and proposed for update in the near future. The Master Plan sets forth a series of recommendations intended to enhance the Airport's economic viability and contribution to the community. Some of the Master Plan's objectives are referenced below.

[3]The Riverside County Airport Land Use Compatibility Plan was adopted by the Airport Land Use Commission in October 2004. The March air Reserve Base/March Inland Port will be added to the Plan upon its completion.

Flabob Airport

Flabob Airport is one of the older airports in the United States built in 1925. Since 2000 it has been owned by the Wathen Foundation, a non-profit corporation dedicated to historic aviation preservation and aviation education of young people and the public generally. The Airport is located in Riverside County just to the west of Mount Rubidoux.

Objective LU-2~~1~~2: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.

Policy LU-2~~1~~2.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

Policy LU-2~~1~~2.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airport and in implementing the new Airport Land Use Compatibility Plan.

Policy LU-2~~1~~2.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by airport noise.

Policy LU-2~~1~~2.4: Adopt and utilize an Airport Protection Overlay Zone coterminous with the Riverside County Airport Land Use Compatibility Plan.

Objective LU-2~~2~~3: Enhance and ensure the long-term viability of Riverside Municipal Airport by developing facilities that efficiently serve present and anticipated future needs and encouraging increased business and corporate usage.

Policy LU-2~~2~~3.1: Promote additional aviation related/business uses in the area north of runway 9-27.

PRESERVATION OF INDUSTRIAL LAND

For Riverside's economy to grow at a pace consistent with its anticipated population growth, the City will need to generate significant numbers of new jobs. Realization of the vision of a more self-contained City, in which highly skilled people both live and work in Riverside, cannot occur unless land use planning decisions are made with the City's larger goals in mind.

In 2004, Riverside contained fewer than one thousand acres of undeveloped industrial land, much of which was concentrated in Hunter and Sycamore Canyon Business Parks. In the past, a significant percentage of Riverside's industrial land was used for warehousing and distribution operations. Buildings associated with warehousing and logistics occupy significant space, but produce relatively few high-paying jobs.

To realize the vision of a more evolved economy, including better work opportunities within Riverside, remaining industrial land must carefully utilized, with favor given to "clean" industries that yield robust numbers of higher-paying jobs. Candidate industries, many of which already have a presence in Riverside, include high technology, biotechnology, general research and development and light manufacturing.

Besides the careful use of the existing industrial base, an additional strategy is to annex properties that can be used for industrial/office park type development. In addition, the City contains several opportunity sites, particularly near Riverside Municipal Airport and the western gateway area, where unused or underutilized land can in effect be recycled for increased industrial/business park activity.

Redevelopment authority in general - and the City's Redevelopment Agency in particular - will be important factors in helping the City add to its industrial land base. A map of the City's redevelopment areas as of 2004 is shown in Figure LU-~~6~~7 (Redevelopment Areas). These areas are scattered geographically throughout the City and cover a wide range of land areas, from Downtown to industrial and commercial strips in the Arlanza and La Sierra neighborhoods. The major development areas as of 2004 were:

1. Downtown
2. Hunter Industrial Park/Highgrove
3. University Corridor
4. Airport
5. Casa Blanca
6. Arlanza/La Sierra

7. Arlington
8. Magnolia Center
9. Sycamore Canyon

Redevelopment authority allows the City (through its Redevelopment Agency) to capture and reinvest property tax increments. Over a long-term period, such strategic reinvestments have proven markedly successful in revitalizing urbanized areas of the City. Redevelopment authority will continue to be an important tool in achieving many of the objectives and policies of the Land Use Element.

Objective LU-2~~3~~4: Maximize the economic impact of Riverside's industrial land by careful use of industrial properties, giving priority to clean enterprises that yield large numbers of highly skilled, high-paying jobs relative to site size.

Policy LU-2~~3~~4.1: Tailor zoning regulations for industrial and business/office park uses to ensure that future uses are in concert with the City's wider policy goals.

Policy LU-2~~3~~4.2: Strictly limit any redesignations or rezoning of land from industrial use. Avoid encroachments of incompatible land uses within close proximity of industrial land.

Policy LU-2~~3~~4.3: Avoid giving City incentives for development of warehouse and distribution facilities, rather give greater preference to industrial land uses that produce relatively high yields of well-paying jobs.

Policy LU-2~~3~~4.4: Develop a Citywide strategy for the economic development of industrial land.

Objective LU-2~~4~~5: Add to the City's industrial land base where logically and physically possible to do so.

Policy LU-2~~4~~5.1: Redesignate land at Riverside's western gateway for industrial/office park use.

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Figure LU-7 Redevelopment Areas

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Policy LU-2~~4~~5.2: Encourage and facilitate appropriate annexations to the Hunter Business Park and Sycamore Canyon Business Park.

Policy LU-2~~4~~5.3: Give priority to industrial land annexations in the Highgrove area.

Policy LU-2~~4~~5.4: Identify opportunities to redevelop older, underutilized properties.

COMMUNITY FACILITIES

Community facilities like public parks, public libraries, senior centers, community centers and recreational facilities are essential to providing residents with a higher quality of life. Being within a short walk or bike ride from a park, playing field, or library can make a significantly valuable contribution to family life.

The Public Facilities and Infrastructure Element Under "Community Centers" and the Air Quality Element under "Land Use Strategies – Land Densities" for more information on community facilities.

In particular, review Objective PF-10 and the Policy AQ-1.26.

Figure LU-~~7~~8 (Community Facilities) maps Riverside's major community facilities. While these facilities tend to be near long-established neighborhoods, several neighborhoods do not have ready access to a broad array of facilities that meet needs for all demographic groups.

In the future, Riverside will place greater emphasis on developing multiple or joint-use facilities that combine more than one function. For example, a school site or park site can contain playing fields, a community theater, a senior citizens' facility and perhaps even a branch of the "cybrary", an electronic branch of the Riverside Public Library. Similarly, new police and fire stations can be developed together and be designed to contain other community facilities and delivering public services.

Objective LU-2~~5~~6: Ensure that a network of modern, effective and adequate community facilities are equitably distributed across the entire City.

Policy LU-2~~5~~6.1: Develop and enforce standards for community facilities (such as fire and police stations, libraries and parks) based upon population densities and proximity of existing facilities.

Policy LU-2~~5~~6.2: Encourage new community facilities to be jointly developed and utilized by one or more City department or other City/regional agency.

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Figure LU-8 - Community Facilities

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STREET TREES

One of Riverside's most distinguishing characteristics is its cooling canopy of trees. While located in a climate and region known more for its wide open vistas and scrub-covered hills, Riverside's citriculture heritage and its extensive water resources have enabled the City to maintain a shady, oasis-like feel. The City's urban forest is a key feature within the Riverside Park concept.

See this Element under "Defining Riverside" for a discussion on "Riverside Park."

More than one hundred eighty thousand trees line Riverside's streets, from newly planted trees taking root in developing areas, to the commanding Sequoia sempervirens along the appropriately named Redwood Drive and the many shade-providing trees dotting the Downtown pedestrian mall. In addition to these street trees, Riverside's public parks are estimated to contain another forty thousand trees. These significant numbers do not even take into account trees on private properties.

Street trees have a crucial impact on urban design. Tree-lined streets can provide not only a shady canopy but also serve as important visual elements: along landscaped parkways, rows of trees designate the route and demarcate the line between the public and private realms. Along a street like Victoria Avenue or portions of Magnolia Avenue, street trees direct the eyes upward and forward, simultaneously providing senses of enclosure, freshness and stability. Street trees add immeasurably to the definition and character of many of the City's neighborhoods. Future plantings of street trees can strengthen neighborhood identify if each is given a "palette" of appropriate street trees.

These objectives and policies are focused on ensuring that Riverside's existing street trees are maintained and preserved while newly developing areas provide enough land for street tree planting.

Objective LU-2~~6~~7: Enhance, maintain and grow Riverside's inventory of street trees.

Policy LU-2~~6~~7.1: Require appropriately sized landscaped parkways in all new development. Parkway areas shall be of sufficient width to allow planting of trees that will become large canopy trees.

Policy LU-2~~6~~7.2: Utilize neighborhood and expert input to develop and periodically update a palette of acceptable street tree species structured around Riverside's natural environment and its neighborhoods.

Policy LU-2~~6~~7.3: Seek ongoing cooperation from residents in the maintenance, conservation and protection of street trees.

Policy LU-2~~6~~7.4: Encourage trees on private property to add to the City's urban forest.

Policy LU-2~~6~~7.5: Develop a program to ensure adequate tree trimming cycles as well as to replace any lost trees.

CODE ENFORCEMENT

Nearly every city, no matter the size, faces challenges in ensuring that its building and land use codes and regulations are followed. Frequent City inspection of development under construction helps to ensure that new buildings and land uses are conducted according to code. Once a building is occupied, ensuring compliance with City codes becomes more of a challenge. Even though the vast majority of Riverside's homeowners and business owners follow the rules, a few poorly maintained properties in an otherwise well-kept neighborhood can become an eyesore or worse, a safety hazard.

Achieving higher-quality aesthetic conditions in neighborhoods through code enforcement is a complex process. While increasing the number of staff members available to process code enforcement complaints and issues is one potential solution, more creative approaches can simultaneously reduce the need for City involvement. Neighborhood pride award programs and incentives can encourage property owners to take proactive effort prior to any formal City action.

Riverside's Code Enforcement program also needs to be flexible enough to work with those people who are truly attempting to bring their properties into compliance yet firm enough to motivate those who are not. Further, effective Code Enforcement can not just be about applying the strong arm of the law. Code Enforcement staff must be able to effectively educate Riverside's diverse residents and explain the reasons for and benefits of the Riverside Municipal Code. Code Enforcement officers must see themselves as problem solvers whose primary goal is to improve the quality of life for the residents of the City of Riverside.

Objective LU-2~~7~~8: Preserve and enhance the quality and character of Riverside by ensuring compliance with all relevant codes and regulations.

Policy LU-2~~7~~8.1: Provide equitable, consistent and effective code enforcement services citywide, focusing first upon areas where Code Enforcement will have beneficial life safety and neighborhood-improving impacts.

Policy LU-2~~7~~8.2: Encourage the rehabilitation or replacement of dilapidated housing units and buildings, discouraging further deterioration. Where necessary, seek to remove unsafe structures.

Policy LU-2~~7~~8.3: Address the legal and technical barriers that inhibit greater code enforcement.

Policy LU-2~~7~~8.4: Ensure adequate staffing of the Code Enforcement Division to maintain and streamline enforcement efforts.

LINEAR AERIAL UTILITY FACILITIES

The utility lines that supply our electric power, telephone service, and cable television, when first installed long ago, draped from pole to pole along public street rights-of-ways and alleys. With the changes in telecommunications in the late twentieth century, new technologies allowed the undergrounding of utility lines. This approach greatly improved the appearance of neighborhoods and business districts and will continue to be used in new development areas.

Cellular and other technologies that depend upon above-ground antenna has created challenges to enhancing the overall City aesthetic. To complement the City's urban goals of enhancing the appearance of Riverside and re-establishing its parkways, a major effort will be pursued to replace existing unsightly overhead utility lines with underground facilities and to minimize the visual impact of above-ground telecommunications facilities.

Objective LU-29: Minimize the visual impact of aerial facilities on the City's landscape.

Policy LU-29.1: Promote the formation of districts for the undergrounding of utilities.

Policy LU-29.2: Investigate the feasibility of a city-wide undergrounding of utilities ordinance.

Policy LU-29.3: Investigate funding sources to underground existing City-owned utility facilities.

OUR NEIGHBORHOODS

A fundamental precept of Riverside's vision for its future is "We empower neighborhoods." This section of the General Plan focuses on doing just that. To augment citywide objectives and policies for land use and urban design, this section presents detailed information about each of Riverside's neighborhoods, their planning challenges and specific objectives and policies for each neighborhood. A map of Riverside's neighborhoods is shown in Figure LU-~~8~~9 (Neighborhoods).

Starting in the 1960s, the City adopted a number of Community Plans for various areas of the City. The boundaries of these Community Plans generally coincide with the City's twenty six neighborhoods, which now replace the Community Plan boundaries from the previous General Plan. Notably, many previous Community Plans covered areas larger than present neighborhood boundaries.

Although the Neighborhood Plans in this General Plan replace the previously adopted Community Plans of the 1994 General Plan, this new General Plan carries over many of the still-relevant objectives and policies. Table LU-1 (Neighborhoods and Neighborhood Plans) lists all of Riverside's neighborhoods and any previously applicable Community Plans.

Notably, this plan does not propose equal numbers of objectives and policies for each of the City's neighborhoods. Several neighborhoods are both geographically large and diverse as well as on the verge of significant land use change. Such neighborhoods, like Downtown,