# Land Use and Urban Design Element

Riverside has long been the Inland Empire's one true "big city." Riverside brims with a bounty of natural, cultural and historic assets: a temperate climate, a compact and diverse downtown, orange groves and other tangible links to the City's agricultural past, unblemished hillsides, cooling trees and water and institutions of higher learning, including a University of California campus. These and other features give Riverside an identity and soul distinct from the relatively undifferentiated Southern California urban landscape.

In spite of Riverside's many unique features and its strong sense of identity, the City once seemed to be known more for what it was near than for what it contained. To some 1960's-era boosters, location was Riverside's trump card. *Riverside! Just one-hour's drive from skiing or hiking in forested mountains, splashing in the surf of Orange and Los Angeles County beaches, soaking up the sun in the Palm Springs, or taking in the cultural amenities of the big cities to the west!*

Riverside's location has been an asset but also a challenge to the City's development. The City – especially its western portions – has become an attractive housing market primarily for its affordable offerings of jobs-rich cities in Orange and Los Angeles counties. Throughout the last decades of the twentieth century, Riverside's residential growth far outpaced its job growth. Without opportunities for comparably paying jobs within the City limits, Riversiders continued to join a daily exodus of morning traffic headed west on the 91 Freeway and State Route 60, with reverse patterns in the afternoon. Although many of the City's major assets remained intact, one could sense the looming potential for Riverside to become an oversized, edgeless suburb indistinguishable from the blur of much of the rest of Southern California.

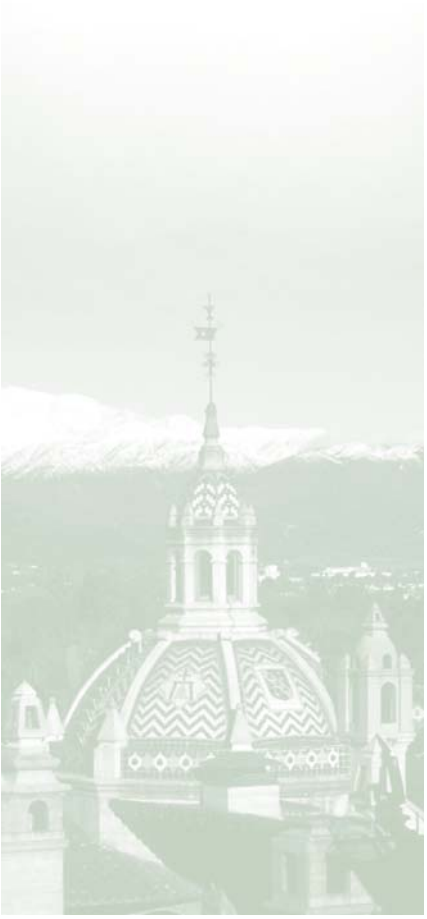
## A New Vision Develops

Growth has been a constant in Riverside's recent history. In the late 1990's and early years of the new millennium, demographers and economists projected that the entire Inland Empire region, including Riverside, would continue to grow at an astounding rate. Many Riversiders sensed that the City faced choices. Would residential growth continue to sprawl at and over the City's undeveloped edges, leading to increased demands on freeways and already strained infrastructure and services, or could the City plan for sensible, managed "smarter" growth? Would job growth continue to languish relative to

residential growth, or could new businesses be encouraged to locate in a city with an educated, skilled workforce? Would the City's identifying features such as its agricultural areas, hillsides, arroyos and historic features, give way under pressure for more residential development, or were City residents well prepared to protect important natural features and beautiful buildings that defined Riverside's heritage?

*Riversiders of all ages participated in* Visioning Riverside*, a comprehensive effort to envision many aspects of the City's future..*

Faced with these and other critical planning challenges, Riversiders embarked upon a visioning process toward a positive future, a vision of a vital and self-contained City that builds upon its strengths rather than lets them erode. This vision calls for a future that focuses new growth along well-established, in-town travel corridors rather than on "paper" streets at the urban fringe. This vision celebrates and enhances Riverside's signature agricultural, hillside, historic and recreational assets. Perhaps most importantly, this vision calls for the development and growth of prospering employment centers that offer City residents a chance to hang up their "road warrior" hats and work closer to home. *Visioning Riverside*, the end product of the visioning process completed in 2002, crystallizes these concepts in an elegant and easy to understand way.



Throughout its history, Riverside has offered lifestyle choices, catering to many different needs and desires. Residents could live in an urban neighborhood within a short distance of stores and services needed everyday, or families could opt for suburban neighborhoods with traditional amenities. Riverside also has communities like Downtown, Arlington and the Eastside, with a full complement of urban land uses. In the Arlington Heights and La Sierra Acres neighborhoods, Riversiders experience agricultural and semi-rural residential living environments set amidst orange groves and rolling hills. Other communities are primarily residential.

These choices remain available in the new vision for Riverside. What will specific areas of the City look like as Riverside moves through the first few decades of the twenty-first century?

**Downtown Riverside** has been rediscovered both by businesses dependent upon its central location as well as new residents who enjoy safe and convenient living within steps of vibrant shops, restaurants and services. Both residents and businesses occupy Downtown's rich store of historic buildings and new buildings respect the City's architectural heritage.

**University Avenue** is no longer just a road that links Downtown Riverside and the University of California, Riverside, but has evolved into a destination in its own right. New mixed-use developments line

University Avenue, catering to both the Eastside neighborhood and the growing UCR community.

**The Magnolia Avenue/Market Street corridor**, historically the backbone of the City's street network, has been restored to a richly landscaped, multi-functional corridor with urban villages revitalized by mixed-use development, as well as an improved bus rapid transit system that provides a truly viable alternative to automotive travel.

Riverside's dedicated business areas, like **Hunter Business Park** and **the Sycamore Canyon Business Park**, have capitalized upon connections with local colleges and universities to support clean industrial/research and development firms employing local and regional residents in high wage positions. Firms once located in Orange and Los Angeles Counties have relocated to Riverside to be closer to their employees. Warehousing, once a cornerstone of the local economy, is still important but has given way to more diverse, jobs-rich industries.

A foundation of the City's vision is the preservation of its strong network of **neighborhoods**. Residents take more pride than ever in their neighborhoods. The identity of each neighborhood is clearly evident even to the casual visitor through tailored signage, street trees and other urban design features. Libraries, police and fire stations and parks are easily available to all residents; many new public facilities have been created through agreements with school districts, colleges and universities.

For all the development anticipated in the City's future, great care has been taken to preserve the natural and agricultural assets that make up Riverside's soul. All of Riverside's natural features are linked to one another and, more critically, to Riverside's neighborhoods, by a citywide network of parkways and trails. Identifying signs and paths connect Riverside's neighborhoods with the greenbelt, the Santa Ana River, Box Springs Mountain and other natural assets. Pride in neighborhoods extends to pride in the City's diverse natural environment.

The greenbelt area of Arlington Heights is greener than ever through preservation of citrus groves and more sensitive development patterns. Riverside's hillsides and arroyos are not merely pleasing to the eye, but also continue to serve important functions in the community's overall ecosystem. The City's connection to the Santa Ana River has been enhanced with carefully planned recreational areas along the River's edge, highlighting the River's natural quality.

In the vision for the City's future, Riverside has matured, taking its rightful place among California's great cities, all the while retaining and enhancing its signature attractive characteristics.

This vision of the future will not and cannot occur without a clear plan of action. This Land Use and Urban Design Element sets the cornerstone of the General Plan and the Riverside of tomorrow articulated in the City's vision (Visioning Riverside: A Report from the Community).

## SCOPE OF THIS ELEMENT

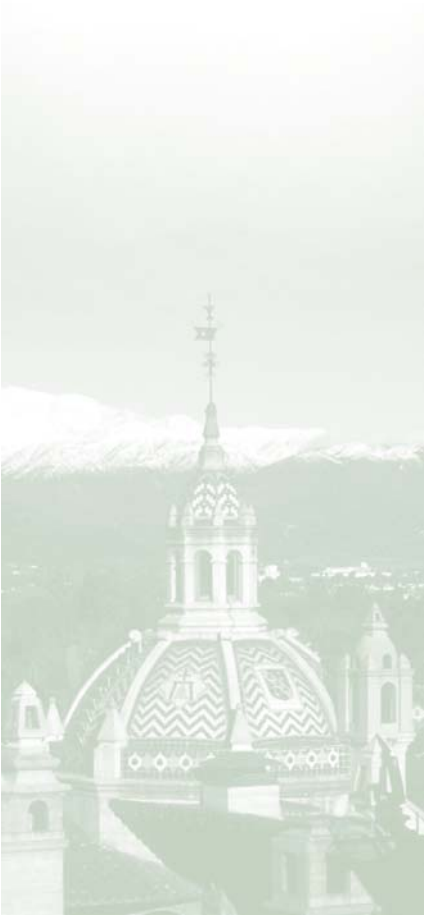
To realize Riverside's vision for its future, development and growth within the City and the greater planning area that extends into the City's Sphere of Influence (Figure LU-1, Planning Area Map) will be guided and managed by clear objectives and policies consistent with the vision. These objectives and policies set the framework for this Element. These will be implemented through a variety of planning tools to be adopted separately and refreshed periodically through the twenty-year horizon of the General Plan.

This Land Use and Urban Design Element describes present and planned land uses and their relationship to Riverside's visionary goals. The element consists of text, maps and diagrams that outline the future land uses within the City and how these uses are integrated with the other General Plan elements, objectives and policies. In addition to constituting an action plan for implementation of Riverside's vision, this Element complies with all requirements for General Plan Land Use Elements set forth in California Law.[1]

Given that this element sets forth objectives and policies for land development and usage, this element must have strong relationships to other General Plan elements. Relationships to other General Plan elements, as well as to other City, County and regional policies are in the Introduction to the General Plan.

[1] California Government Code, §65302(a).

Figure LU-1 - Planning Area



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# DEFINING RIVERSIDE

## RIVERSIDE'S URBAN DESIGN CONTEXT

The character of great cities rests upon interrelationships between the natural and human-made environments. The urban design framework set forth here provides for stronger relationships between Riverside's natural and built environments and establishes a conceptual framework for the Land Use and Urban Design Element.

Riverside's neighborhoods are the fundamental building blocks of the community. With only a few exceptions, all of Riverside's neighborhoods include areas for living, working, education and cultural activities.

Although Riversiders take pride in their City as a whole, personal attachments to neighborhoods are very evident. Each neighborhood has a distinct character, which this General Plan strengthens. This section of the Land Use and Urban Design Element identifies the definitive relationships between neighborhoods and their unique natural and built settings.

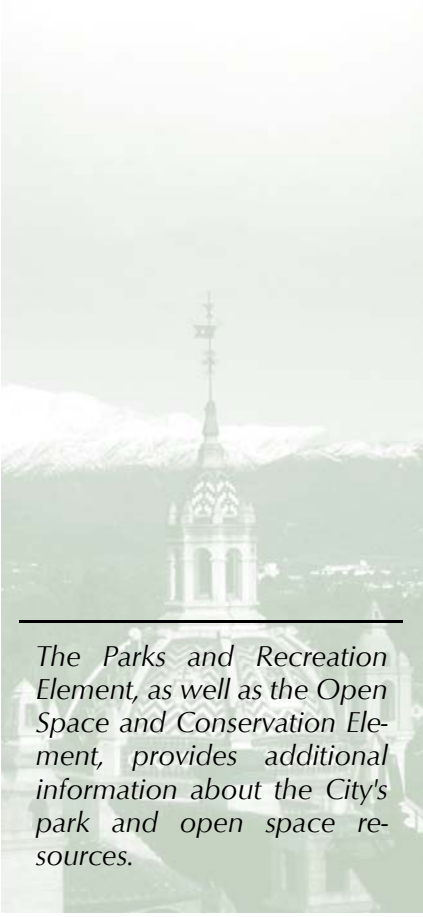
## RIVERSIDE'S NATURAL ENVIRONMENT

Near great mountains and vast desert areas, yet not far from the ocean, Riverside occupies a unique natural environment, consisting of many physically and visually connected elements. The Urban Design Framework proposes that these connected elements be thought of holistically as Riverside Park, a citywide park open to all. Riverside Park provides places to find the peace and harmony of nature within or on the edges of the City's urban fabric. Riverside Park offers opportunities to be simultaneously within an urban environment while experiencing the cooling, shading effects of landscaped spaces.

The major components of Riverside Park are illustrated in Figure LU-2 (Riverside Park) and include the following features.

## MAJOR PARKS

Riverside hosts a diverse array of parks, ranging from the wild environs of Sycamore Canyon Wilderness Park to the more classic urban formality of White Park. Most of the City's park area falls somewhere on a continuum between these two archetypes, offering opportunities for everything from quiet contemplation of nature to sports and picnic facilities.



*The Parks and Recreation Element, as well as the Open Space and Conservation Element, provides additional information about the City's park and open space resources.*

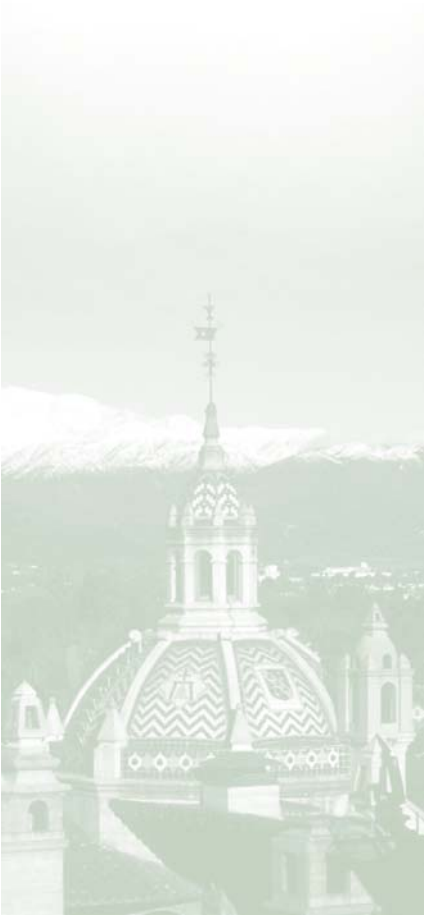


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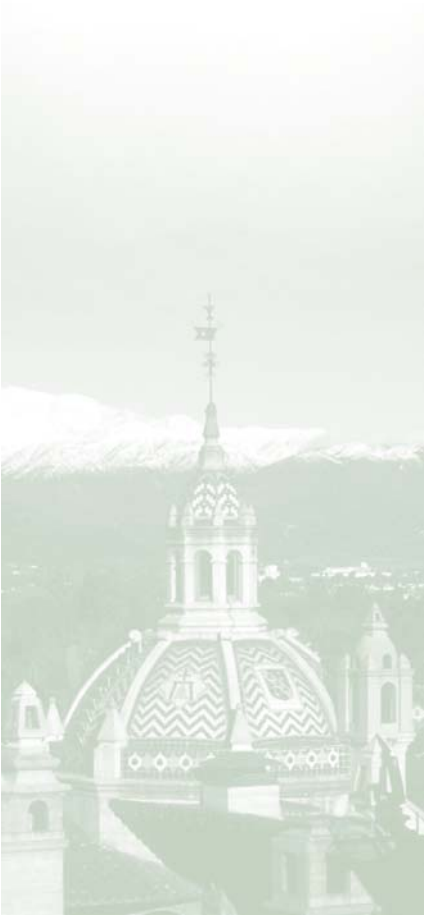
Figure LU-2 - Components of Riverside Park



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## "RIVER'S SIDE"

The "River's Side" is comprised of the Santa Ana River watercourse and riverbed, extending along the City's northern edge. River's Side connects the City to the Santa Ana's source in the San Bernardino Mountains and its outlet in the Pacific Ocean. The River's Side is a place of natural beauty offering distant vistas and close-up textures. It is a place of significant natural habitat for many species of birds and other animals. A key objective of this General Plan program is to reopen the River to the City, improving access while also improving the River's natural qualities.

## MAJOR HILLS

The City's higher elevation major hills shape the visual outline and drainage area. These hills — the Norco Hills, Mt. Rubidoux, Box Springs Mountain, Sycamore Canyon and the many smaller ranges south of the City — collectively form a stunning visual backdrop to Riverside as viewed from its streets, buildings and open spaces. On crisp winter days, from a distance you can almost touch the rough textures of the rocky outcroppings.

Tucked within the City are many local hills. Nearly every neighborhood in Riverside features some areas of local hills, from southern Arlanza to Hawarden Ridge. These too create intimate, pleasing vistas from many of Riverside's neighborhoods, its local streets and even residents' back yards.

*See this Element under "City-wide Objectives: Protecting Riverside's Natural Environment – Hillsides" and the Open Space adn Conservation Element under "Overarching Objectives" for additional information on hillsides.*

*In particular review Objectives LU-3, LU-4 and OS-2.*

## ARROYOS

Arroyos are the natural drainage courses that carry water from the hills either north to the Santa Ana River or across the great alluvial plain on which most of the City is situated. Some of the major arroyos passing through the City include the Tequesquite, the Prenda and Alessandro. The arroyos' intermittent patterns of wetness and dryness host a variety of animals and plant life, making them valuable wildlife corridors. Geologically speaking, the arroyos helped create Riverside, carrying water and sediment down from the mountains, creating soil conditions that were beneficial to the development of the historic Citrus Belt that once ran unbroken from Riverside to Pasadena.

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

*In particular review Figure OS-3 Arroyos.*

## ARLINGTON HEIGHTS AND THE GREENBELT

*See this Element under "Citywide Objectives: Protecting Riverside's Natural Environment – Greenbelt and Agricultural Uses" and the Open Space and Conservation Element under "Agricultural Preservation" for more information on agricultural preservation.*

*In particular review Objectives LU-6 and OS-3.*

The heart of Riverside's greenbelt is in and around the Arlington Heights neighborhood. Public parts of the greenbelt include the California Citrus State Historic Park and Victoria Avenue, a miles-long scenic drive. The City expects to designate Victoria Avenue as a linear park in 2005. Other portions of the greenbelt consist largely of private lands protected by Proposition R and Measure C, in use as citrus groves, plant nurseries and very-low-density residential development.

## PARKWAYS

*See Figure LU-2, Riverside Park, for the location of these parkways. Also see this Element under "Citywide Objectives: The Built Environment – Parkways" for more information on parkways.*

Many components of Riverside's natural environment exist on and/or define the edges of the City. Several of these components were once connected naturally; prior to urbanization, Riverside's many arroyos provided direct connections to the Santa Ana River. This General Plan provides for greater connections between all of the elements of Riverside Park, including enhanced parkways. Planned parkways include:

- **Victoria Avenue:** A historic parkway lined with many species of trees, long recognized as an important local and regional scenic resource and listed in the National Register of Historic Places. The lush landscaping and quiet surroundings make Victoria Avenue feel like a linear park.

- **Magnolia Avenue/Market Street:** A seventeen-mile-long historic parkway which was once Riverside's grandest street, this street has the potential to be restored to much of its former stature.

- **University Avenue:** This major connector between Downtown, the Eastside neighborhood and UCR will support a symbiotic mix of uses along a visually pleasing road corridor.

- **Van Buren Boulevard:** With a dramatic crossing of the Santa Ana River at the City's northern edge and the City's greenbelt at its southern end, Van Buren already provides connections to key elements of Riverside Park.

- **Riverwalk Parkway:** Located near La Sierra University, this new drive will provide a water-lined parkway connection between neighborhoods through a portion of the La Sierra community.

- **La Sierra Avenue:** Stretching from near the Santa Ana River in the north to the Lake Mathews area in the south, La Sierra Avenue the prime thoroughfare for western Riverside.

- **Overlook Parkway:** The connection of the two ends of Overlook across the Alessandro Arroyo poses an opportunity to create a beautiful and dramatic new parkway.

- **Canyon Crest Drive:** This lushly landscaped drive traverses rolling, scenic terrain in connecting the Eastside/University/Mission Grove neighborhoods with open space amenities to the south.

## RIVERSIDE'S BUILT ENVIRONMENT

Riverside has a distinct built environment consisting of a series of physically and visually connected elements. This framework recognizes two built patterns: corridors and activity centers. Major features of the built environment are shown in Figure LU-3 (Built Environment/Activity Centers).

## THE MAGNOLIA/MARKET UNIVERSITY "L" CORRIDOR

Magnolia Avenue, Market Street and University Avenue together comprise Riverside's major development corridor, designated as the "L Corridor" to reflect its shape – roughly, an upside-down letter "L". Spanning the entire length of the City, this corridor plays many roles and offers multi-modal transportation options to motorized vehicles, bicyclists and pedestrians. The "L" Corridor's length and abundance of current and potential activity centers make it a prime location for advanced forms of public transportation such as express buses and light rail. Along or very close by the "L" Corridor are numerous clusters of intensive development highlighted as Activity Centers. These Activity Centers include:

*See Figure LU-2, Riverside Park, for the location of the "L" Corridor. Also see this Element under "Citywide Objectives: The Built Environment – Parkways" for more information on Magnolia/Market/University parkways.*

- ***Downtown Riverside***

- ***Major Educational Institutions***
  - La Sierra University
  - California Baptist University
  - Riverside Community College
  - University of California, Riverside

- ***Regional and Citywide Shopping/Mixed Use***
  - Galleria at Tyler
  - Riverside Plaza
  - Riverside Marketplace
  - University Village

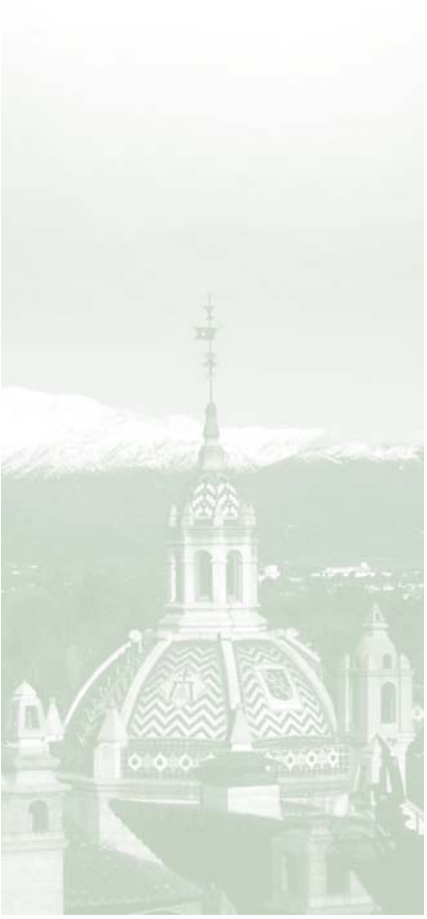

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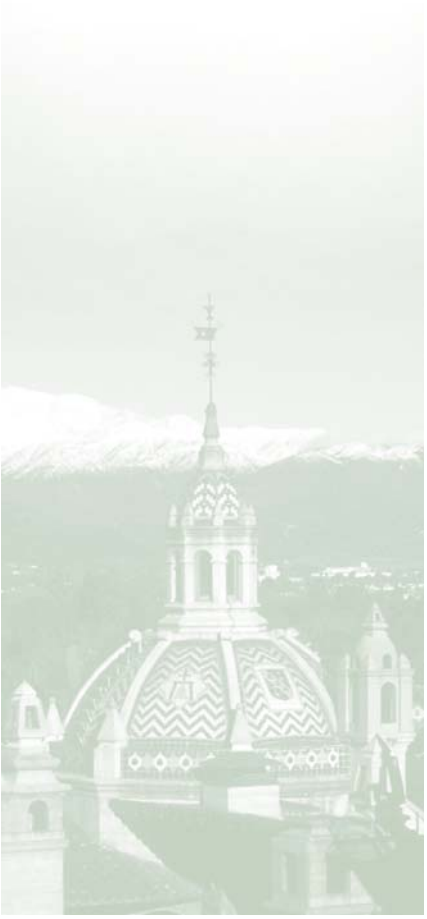
Figure LU-3 - Built Environment/Activity Centers



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- ***Local Shopping/Mixed Use Centers***
  - Arlington Village
  - La Sierra Transit Station
  - Brockton Arcade
  - Eastside/Park Avenue
  - Five Points
  - Sears/Hardman Center
  - Canyon Crest Town Center
  - Van Buren Boulevard
  - Mission Grove
  - Orangecrest

- ***Major Employment Centers***
  - Downtown Riverside
  - Enhanced La Sierra/Gateway Industrial area
  - Kaiser Medical Center area
  - Magnolia Center (Brockton Arcade/Riverside Plaza)
  - Fleetwood Enterprises

- ***Cultural Villages (For Future Development)***
  Retail, cultural or art-based mixed-use which derive signature identity from one or more of Riverside's multiple ethnic groups

- ***Major Business Parks***
  Hunter Business Park, Sycamore Canyon Business Park, Airport Industrial Park, March Air Reserve Base and March Joint Powers Authority (outside of City and Sphere of Influence)

- ***Riverside Auto Center***

## RIVERSIDE'S HISTORIC FABRIC

Riverside has succeeded in retaining its historic characteristics in part through recognition of historic buildings and districts throughout the City. The Urban Design Framework recognizes historic resources that date to many periods of Riverside's history. Major features of the City's historic fabric are shown in Figure LU-4 (Historic Fabric).

Some of the major factors in Riverside's early history as a City are discussed below.

**Early Development: Citrus Industry**

Riverside's roots extend deep into the citrus industry. The development of the Gage and Riverside Canals, helped the area's burgeoning citrus industry to truly blossom and also permanently shaped Riverside's urban form. Citrus groves fed by the canals formed the basis for the

City's greenbelt and influenced the location of streets and land uses in the vicinity.

**City Beautiful Movement**

Riverside's distinctive grid of streets originating in Downtown was inspired by the early twentieth century's "City Beautiful" movement. The 1893 Columbian Exhibition in Chicago unveiled to the world Daniel Burnham's "White City," espousing classical design elements evocative of ancient Greece and Rome. The initial platting of Riverside, like that of many other California cities, appears to have been influenced by this movement.

**"Mile Square"**

More detailed platting of central Riverside was a component of the City's original "Mile Square." This area ran from First Street south to Fourteenth Street between Pine Street and Vine Street. The Mile Square Plan helped Riverside to evolve from an agricultural community with potential to a true and functioning city. Within or near the historic Mile Square are numerous facilities and institutions still important today: Fairmount and White Parks (whose designs were crafted by the firm of Frederick Law Olmstead, designer of New York City's Central Park), the Union Pacific and Santa Fe railroad depots and Evergreen Cemetery.

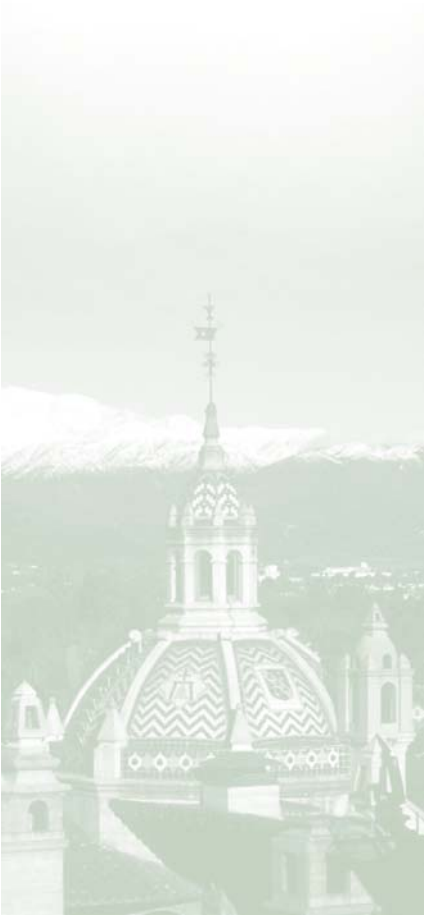
**Key Components of Riverside's Historic Fabric**

- Santa Ana River watercourse and riverbed
- Gage and Riverside Canals
- Arlington Heights Greenbelt/Victoria Avenue
- Parent Navel Orange Tree
- Downtown/"Mile Square"
- College/University Campuses
- Santa Fe/Union Pacific Railroad Facilities
- Arlington Village
- Magnolia Avenue
- Historic homes throughout the City

## CIRCULATION

Riversiders use a variety of transportation modes for travel within and outside of the City. The core of Riverside is built along a modified grid pattern that is easily visible in Downtown, the Eastside, the Wood Streets, Arlington Heights and other neighborhoods. Streets outside

Figure LU-4 - Historic Fabric



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the core have tended to evolve in more circuitous routes reflecting constraints related to City's hilly terrain as well as the predominant schools of thought in 1950s-1990s subdivision design. Figure LU-5 (Tying the Connections) illustrates the key components of Riverside's circulation network; following is a discussion of these components and their implications for land use and urban design. The Circulation Element of the General Plan analyzes the operational aspects of these circulation modes.

**Street Network**

While only motor vehicles use Riverside's regional freeways (State Routes 91 and 60 and Interstate 215), the City's extensive street network is also shared by pedestrians and bicyclists. Riverside's streets provide connections between neighborhoods, the "L" Corridor and Activity Centers.

**Rail Access**

Riverside's rail network provides people with greater regional mobility and also serves an important role in the movement of freight. Northern and eastern Riverside features the majority of freight-related lines, while regional Metrolink rail connections run from La Sierra through Downtown and potentially along the east side of the City as the San Jacinto line develops.

**Bus Rapid Transit**

Much of Riverside's anticipated population and job growth will occur along the "L" Corridor of Magnolia Avenue, Market Street and University Avenue. Opportunities for new mixed-use developments, higher-density residential developments and commercial uses are provided along this already busy corridor. While historically served by several different Riverside Transit Authority (RTA) bus routes, the anticipated level of activity along the "L" Corridor will be sufficient to support more sophisticated bus rapid transit, or BRT. Utilizing dedicated travel lanes, quicker boarding facilities and synchronization of signal lights, BRT systems have proven to be far more efficient than traditional buses yet much less expensive to implement, operate and maintain than light rail systems. BRT along the "L" Corridor will offer viable alternatives to automotive transit for in-town travel. This plan sets forth a policy to support a BRT system along Magnolia Avenue.

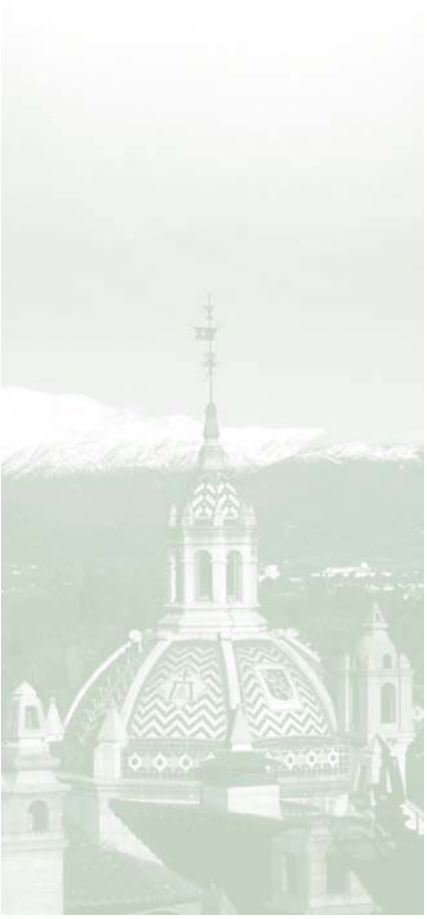

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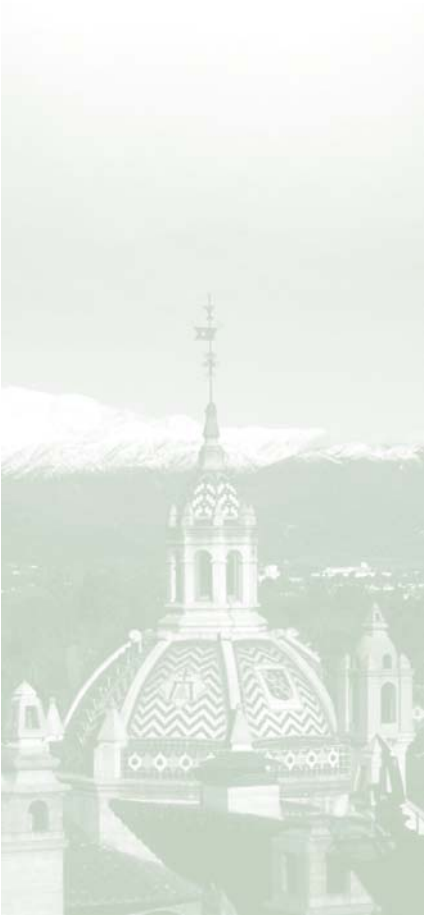
Figure LU-5 - Tying the Connection



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**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 AND 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.

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 AND 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:[2]

[2] 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*[3] 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

[3]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;

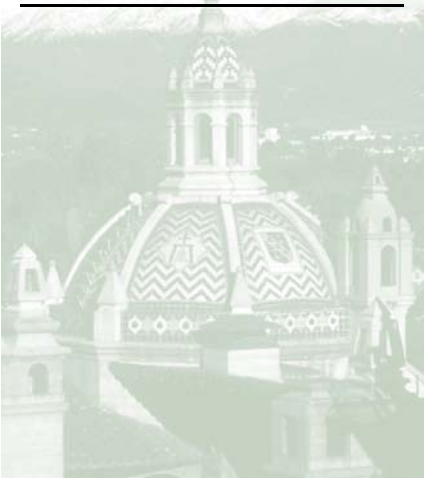
4. supporting walking, cycling and transit as attractive alternatives to driving; providing alternative routes that disperse, rather than concentrate, traffic congestion; and lowering traffic speeds in neighborhoods;

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; and

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) 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 (LU-9).

Policy LU-9.2: Evaluate proposed amendments to the Land Use Policy Map (LU-9) 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 (LU-9).

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 compliance 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, Canyon Crest Drive and Overlook Parkway as the fundamental elements of the City's parkway network.

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 land-

scape, 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.

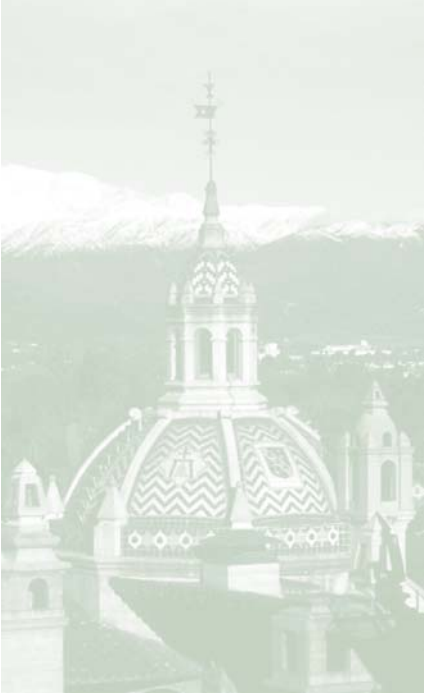
Policy LU-12.4: Expand and update the function of the Magnolia/Market Corridor as a key transit corridor to accommodate growth.

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. All improvements shall be designed to sensitively reflect the 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.

## 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.**

*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.*

Policy LU-15.1: Utilize the intersection of Van Buren Boulevard and Victoria Avenue as a key access point to the City's parkways.

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

*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.*

**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.

## 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.

## 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.

**Objective LU-20: Attractively develop the City's major gateways to create a stronger sense of City identity.**

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

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

Policy LU-20.1: Define the City's major gateways, and update the list periodically to reflect changing traffic patterns.

Policy LU-20.2: 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-20.3: 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 –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**

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.

*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 –2.*

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 draft 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.[4] The draft 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. 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.

[4]The Riverside County Airport Land Use Compatibility Plan is proposed for adoption by the Airport Land Use Commission in late 2004 , early 2005. 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-21: 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-21.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

Policy LU-21.2: 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-21.3: 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-21.4: Adopt and utilize an Airport Protection Overlay Zone coterminous with the Riverside County Airport Land Use Compatibility Plan.

**Objective LU-22: 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-22.1: 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 (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:

- Downtown
- Hunter Industrial Park/Highgrove
- University Corridor
- Airport
- Casa Blanca
- Arlanza/La Sierra
- Arlington

- Magnolia Center
- 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-23: 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-23.1: 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-23.2: 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-23.3: 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-23.4: Develop a Citywide strategy for the economic development of industrial land.

**Objective LU-24: Add to the City's industrial land base where logically and physically possible to do so.**

Policy LU-24.1: Redesignate land at Riverside's western gateway for industrial/office park use.

Policy LU-24.2: Encourage and facilitate appropriate annexations to the Hunter Business Park and Sycamore Canyon Business Park.

Policy LU-24.3: Give priority to industrial land annexations in the Highgrove area.

Policy LU-24.4: 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 (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-25: Ensure that a network of modern, effective and adequate community facilities are equitably distributed across the entire City.**

Policy LU-25.1: 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-25.2: Encourage new community facilities to be jointly developed and utilized by one or more City department or other City/regional agency.

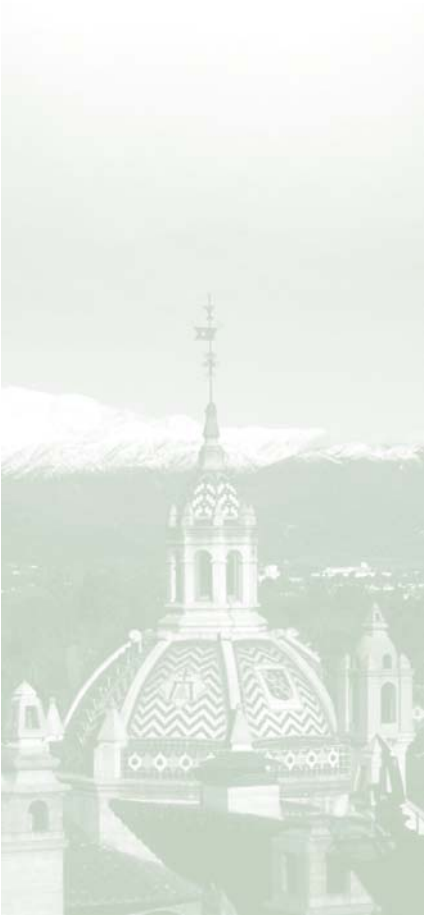


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Figure LU 6 Redevelopment Areas

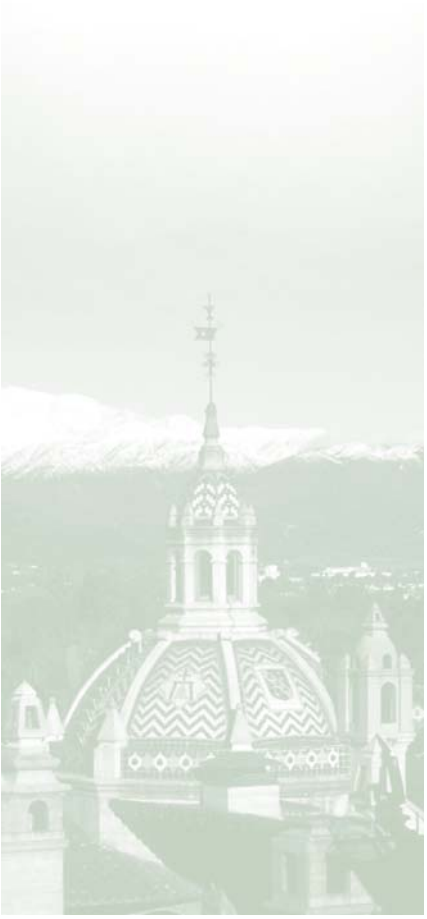

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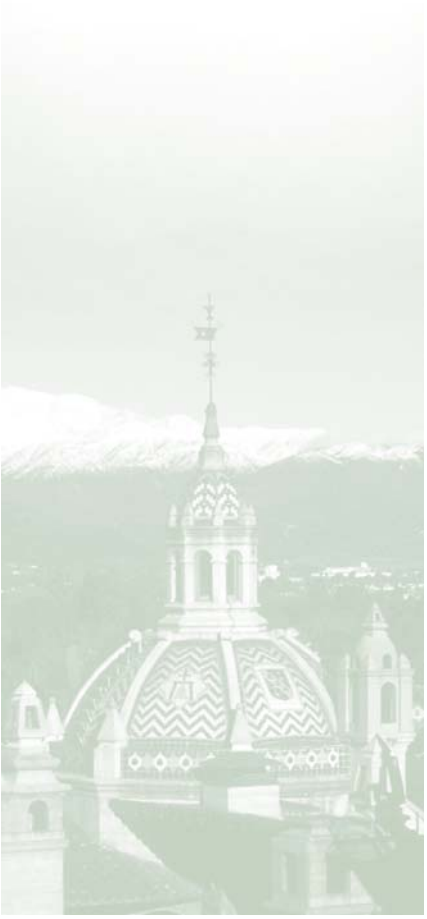
Figure LU-7 - Community Facilities



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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-26: Enhance, maintain and grow Riverside's inventory of street trees.**

Policy LU-26.1: 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-26.2: 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-26.3: Seek ongoing cooperation from residents in the maintenance, conservation and protection of street trees.

Policy LU-26.4: Encourage trees on private property to add to the City's urban forest.

Policy LU-26.5: Develop a program to ensure adequate tree trimming cycles as well as to replace any lost trees.

## CODE COMPLIANCE

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 compliance is a complex process. While increasing the number of staff members available to process code compliance 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 Compliance 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 Compliance can not just be about applying the strong arm of the law. Code Compliance staff must be able to effectively educate Riverside's diverse residents and explain the reasons for and benefits of the Riverside Municipal Code. Code Compliance 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-27: Preserve and enhance the quality and character of Riverside by ensuring compliance with all relevant codes and regulations.**

Policy LU-27.1: Provide equitable, consistent and effective code compliance services citywide, focusing first upon areas where Code Compliance will have beneficial life safety and neighborhood-improving impacts.

Policy LU-27.2: Encourage the rehabilitation or replacement of dilapidated housing units and buildings, discouraging further deterioration. Where necessary, seek to remove unsafe structures.

Policy LU-27.3: Address the legal and technical barriers that inhibit greater code compliance.

Policy LU-27.4: Ensure adequate staffing of the Code Compliance Division to maintain and streamline enforcement efforts.

# 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 (Neighborhoods).

Starting in the 1960's, 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,

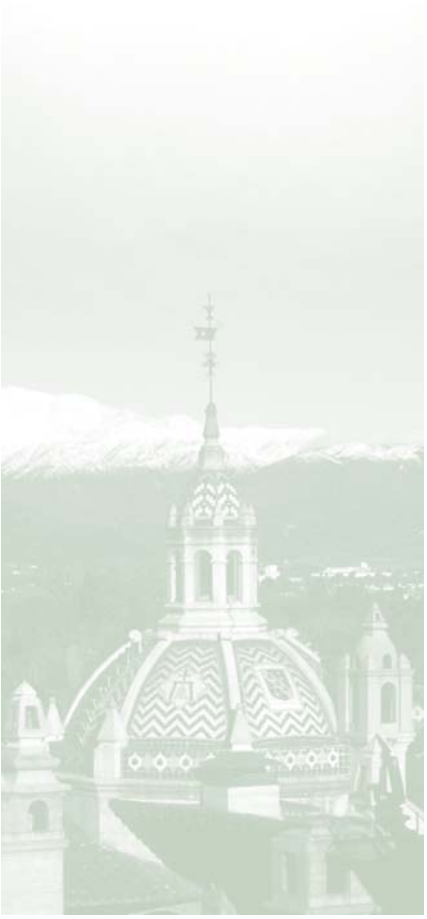

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Figure LU-8 Neighborhoods

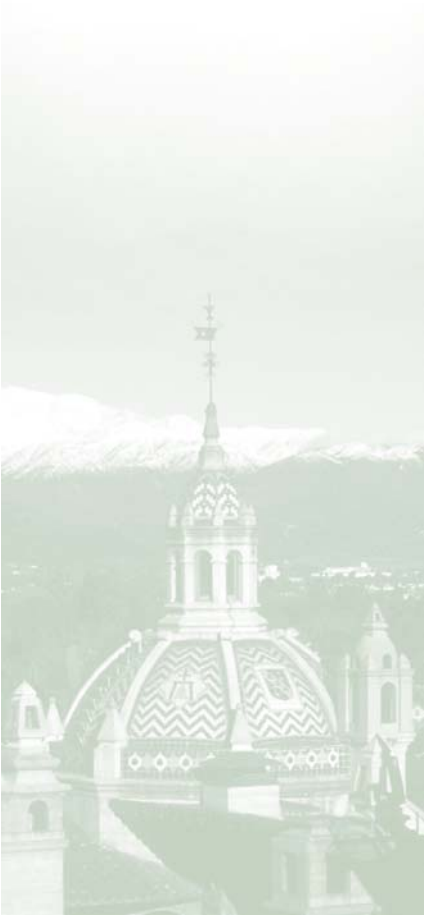

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TABLE LU-1
NEIGHBORHOODS AND NEIGHBORHOOD PLANS

| Neighborhood | Related Community Plan | Latest Date of Community Plan Adoption | Community Plan Adoption Resolution(s) |
|---|---|---|---|
| Airport | None | NA | NA |
| Alessandro Heights | Arlington Heights | June 1979 | 13688 |
| Arlanza | Arlanza La Sierra | August 1978 | 13514 |
| Arlington | Arlington | January 2001 | 19858 |
| Arlington Heights | Arlington Heights | June 1979 | 13688 |
| Arlington South | Arlington | January 2001 | 19858 |
| Canyon Crest | None | NA | NA |
| Casa Blanca | Casa Blanca | May 1988 | 16806 |
| Downtown | Downtown | March 1983 | 14933 Superceded by 2002 Downtown Specific Plan |
| Eastside | Eastside | May 1974 | 12333 |
| Grand | None | NA | NA |
| Hawarden Hills | None | NA | NA |
| Hunter Industrial Park | None | NA | NA |
| La Sierra | Arlanza La Sierra | August 1978 | 13514 |
| La Sierra Acres | Arlanza La Sierra | August 1978 | 13514 |
| La Sierra Hills | Arlanza La Sierra | August 1978 | 13514 |
| La Sierra South | Arlanza La Sierra | August 1978 | 13514 |
| Magnolia Center | Magnolia Center | September 1994 | 18572; previously incorporated as part of 1994 General Plan update |
| Mission Grove | None | NA | NA |
| Northside | Northside | July 1991 | 17796 |

TABLE LU-1
NEIGHBORHOODS AND NEIGHBORHOOD PLANS

| Neighborhood | Related Community Plan | Latest Date of Community Plan Adoption | Community Plan Adoption Resolution(s) |
|---|---|---|---|
| Orangecrest | None | NA | NA |
| Presidential Park | None | NA | NA |
| Ramona | None | NA | NA |
| Sycamore Canyon Park | None | NA | NA |
| Sycamore Canyon/ Canyon Springs | None | NA | NA |
| University | University | December 1986 | 16328 |
| Victoria | None | NA | NA |
| Wood Streets | None | NA | NA |

TABLE LU-2
ADOPTED SPECIFIC PLANS

| Specific Plan | Applicable Neighborhood(s) | Date of Specific Plan Adoption | Adoption Resolution Number |
|---|---|---|---|
| Canyon Springs | Sycamore Canyon/Canyon Springs | January 1984 | 15249 |
| Downtown | Downtown | December 2002 | 20323 |
| Hawarden Hills[1] | Hawarden Hills & Canyon Crest | April 1977 | 13073 |
| Hunter Business Park | Hunter Industrial Park | April 1988 | 16792 |
| La Sierra | La Sierra South | July 1991 | 17797 |
| La Sierra University | La Sierra | March 1997 | 19057 |
| Mission Grove | Mission Grove | June 1985 | 15772 |
| Orangecrest | Orangecrest | August 1985 | 15886 |
| Rancho La Sierra | La Sierra Acres | January 1996 | 18846 |
| Riverside Auto Center | Presidential Park | October 1990 | 17614 |
| Riverside Marketplace | Eastside | May 1991 | 17762 |
| Sycamore Canyon | Sycamore Canyon Park | October 1985 | 15914 |
| Sycamore Canyon Business Park | Sycamore Canyon Business Park | April 1984 | 15328 |
| Sycamore Highlands | Sycamore Canyon Business Park/Canyon Springs | November 1990 | 17625 |
| University Avenue | Eastside, University | January 1993 | 18169 |
| Victoria Avenue[2] | Arlington Heights, Arlington South, Casa Blanca, Hawarden Hills, La Sierra South, Victoria | May 1972 | 11878 |

Arlanza, La Sierra and Arlington, will by necessity have many neighborhood-specific objectives and policies. Other neighborhoods are more uniform and/or more fixed in character, and relatively little land use change is anticipated over the planning period. These neighborhoods, like Grand, Hawarden Hills and Canyon Crest, have only a few neighborhood-specific objectives and policies not because

[1]The Hawarden Hills Specific Plan is rescinded as part of this General Plan.

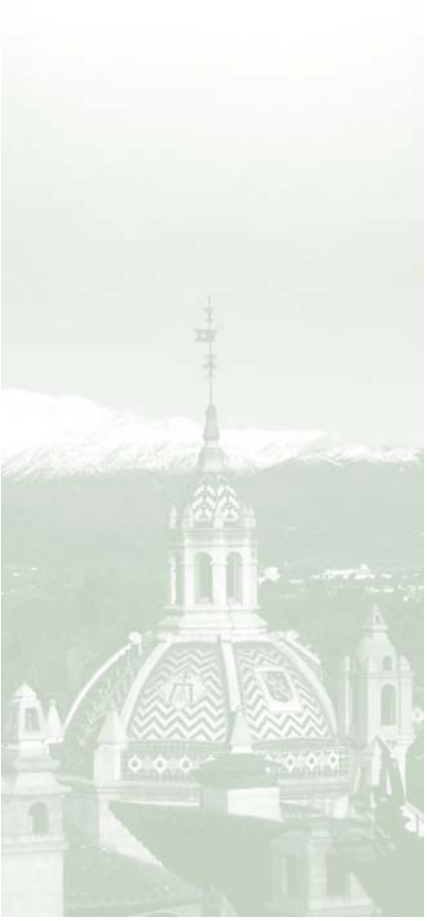
[2]The Victoria Avenue Specific Plan is rescinded as part of this General Plan.

they are not important, but because relatively little change is envisioned.

Over the years, the City has adopted a number of Specific Plans, a few of which have boundaries coterminous with neighborhood boundaries. Under State law, specific plans provide detailed land use and infrastructure plans and policies for a certain geographic area. Specific plans must be consistent with a community's General Plan. Table LU-2 (Adopted Specific Plans) lists specific plans the City has adopted as of 2004, and notes which neighborhoods are involved. These specific plans remain in effect for each of the affected areas unless repealed by the City Council. As part of this General Plan update, the Hawarden Hills and Victoria Avenue Specific Plans have been repealed.

Immediately below are "global" objectives and policies for all Riverside's neighborhoods followed by objectives and policies individually crafted each of Riverside's neighborhoods.

**Objective LU-28: Establish Riverside's neighborhoods as the fundamental building blocks of the overall community, utilizing Neighborhood and Specific Plans to provide a more detailed design and policy direction for development projects located in particular neighborhoods.**



Policy LU-28.1: Periodically review the organization of Riverside's neighborhoods.

Policy LU-28.2: Ensure that every neighborhood has a unique community image that is incorporated and reflected in all public facilities, streetscapes, signage and entryways proposed for each neighborhood.

Policy LU-28.3: Ensure that the distinct character of each of Riverside's neighborhoods is respected and reflected in all new development, especially infill development.

Policy LU-28.4: Adhere to the following minimum property size standards for the listed land uses when conversion from residential use is proposed:

- Office or commercial uses – 20,000 square feet and 100 feet of frontage on the primary street serving the site; a minimum lot size of no less than 12,000 square feet may be acceptable upon making findings that the existing character of the area

makes a smaller site size appropriate for adaptive reuse.

- Industrial or business park uses – 40,000 square feet and 100 feet of frontage on the primary street serving the site.
- Mixed use development – 80,000 square feet and 150 feet of frontage on the primary street serving the site.

Policy LU-28.5: Promote the placement of historic structures on in-fill lots in neighborhoods with designated historic districts.

Policy LU-28.6: Rescind all existing Community Plans as part of this General Plan and replace with the Neighborhood Plans provided in this General Plan.

Policy LU-28.7: Apply the policies of these Neighborhood Plans to future development within the Neighborhood in addition to the policies contained in other sections of this General Plan.

Policy LU-28.8: Establish a program to systematically update all of the City's Neighborhood Plans.

Policy LU-28.9: Develop/amend Neighborhood Plans with the participation of residents and property owners of the affected area and with the involvement of other community organizations or interest groups the City finds to be affected by the Neighborhood Plan.

Policy LU-28.10: Interpret, apply or impose the development restrictions, conditions and/or standards of an approved Specific Plan in addition to those found in this General Plan. When a conflict exists between the Specific Plan and the General Plan the Specific Plan shall prevail.

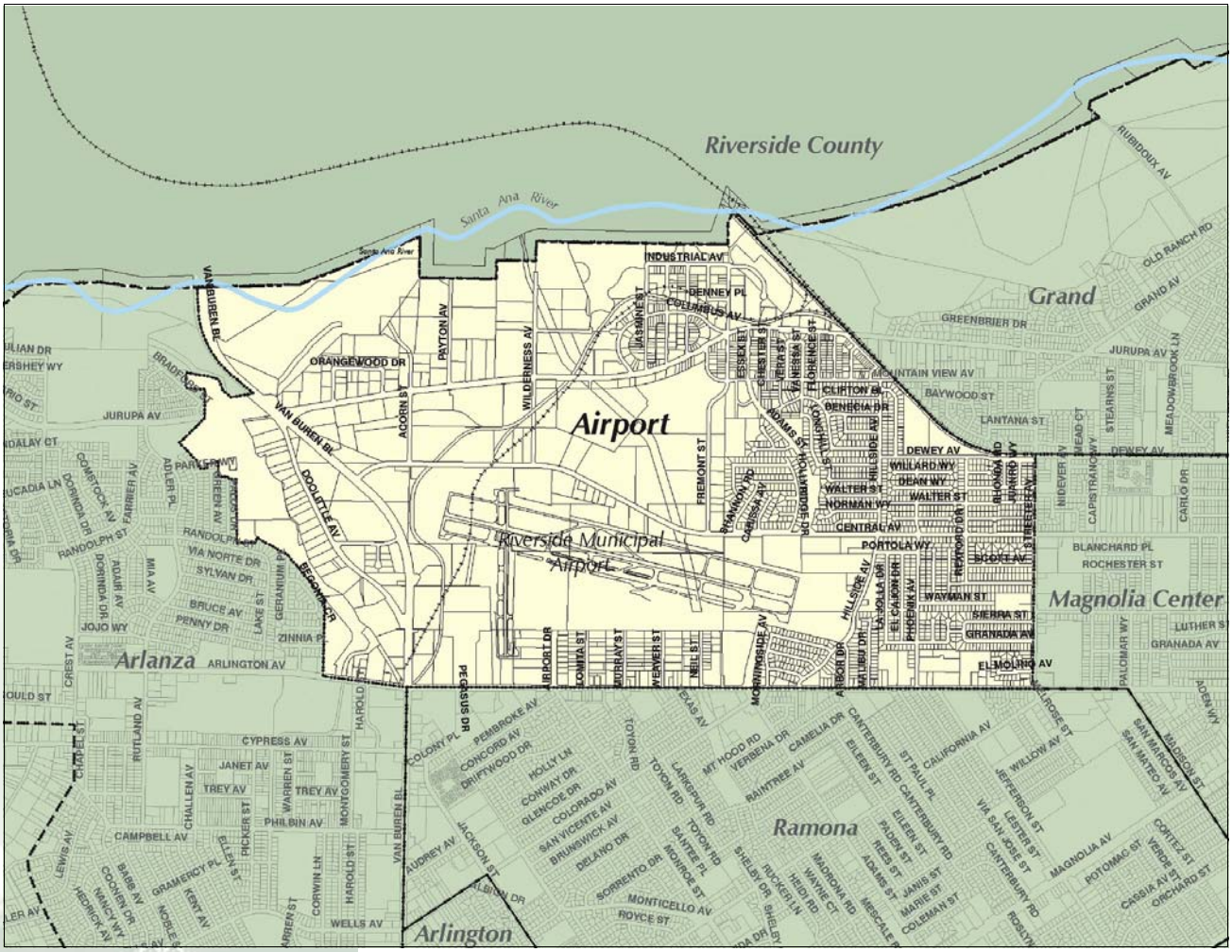
Policy LU-28.11: Rescind the Victoria Avenue and Hawarden Hills Specific Plans as part of this General Plan.

This Plan introduces several new Land Use Designations as a partial means of implementing the citywide objectives and policies already discussed and the neighborhood-specific objectives and policies starting below. These designations reflect objectives and policies of the Land Use and Circulation Elements. The designations also provide specific descriptions of the type and intensity of development allowed

*Refer to the complete discussion of Land Use Designations in this Element under "Land Use Designations."*

at particular locations. The Land Use Policy Map in Figure (LU-9) identifies how the designations apply in neighborhoods throughout the City.

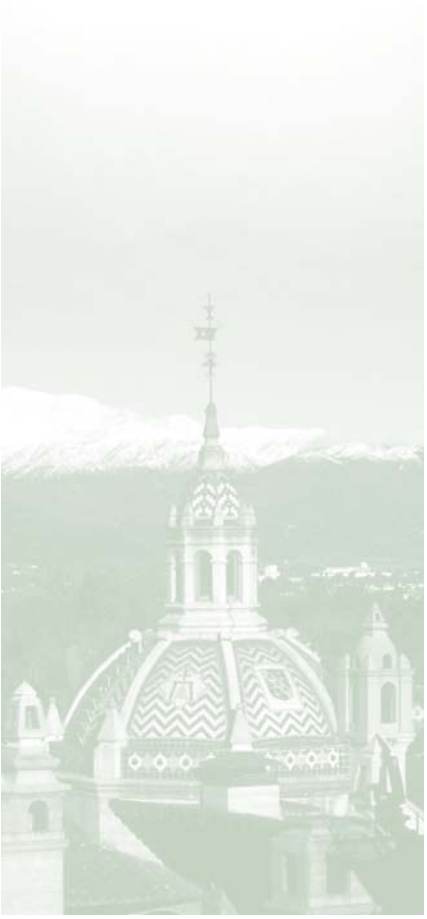
## AIRPORT NEIGHBORHOOD




***Airport***

The Airport Neighborhood abuts the Santa Ana River, with Arlington Avenue forming the southern boundary and Van Buren Boulevard and Central and Jurupa Avenues representing the major roadways traversing the area. Van Buren Boulevard serves as a northern gateway into Riverside across the Santa Ana River.

Figure LU-9 - Land Use Policy Map



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Riverside Municipal Airport, owned and operated by the City of Riverside since 1953, is the neighborhood's dominant feature. The Airport was once imagined to grow to a substantial scale - and indeed, is comparable in site size and runway length to John Wayne Airport in Orange County. Instead, the Airport fulfills an important niche in providing private general aviation services, housing the Riverside Police Department's Aviation Unit and hosting occasional military use (usually helicopter flights associated with the region's military bases).

The objectives and policies listed below are specific to the Airport Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

*For additional information and Objectives and Policies affecting the Airport Neighborhood see the following:*

*"Santa Ana River" – LU-1, LU-2 and OS-7.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

**Objective LU-29: Attract high quality, job-producing businesses to the industrial areas surrounding the Airport.**

Policy LU-29.1: Target industries that would benefit from proximity to the Airport.

**Objective LU-30: Preserve existing residential areas within the Airport Neighborhood.**

Policy LU-30.1: Reduce the impacts of existing and future aviation-related uses to the extent possible.

## ALESSANDRO HEIGHTS

Located in the south-central part of the City, the Alessandro Heights neighborhood is known for its three major arroyos (Alessandro, Prenda and Woodcrest), hilly terrain and other natural features. To preserve the area's natural beauty, only very-low-density residential uses have been permitted; the majority of land in the area had been designated as Estate Residential and Hillside Residential.

*For additional information and Objectives and Policies affecting the Alessandro Heights Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Arroyos" – LU-5.*

*"Overlook Parkway" – LU-17 and CCM-4.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

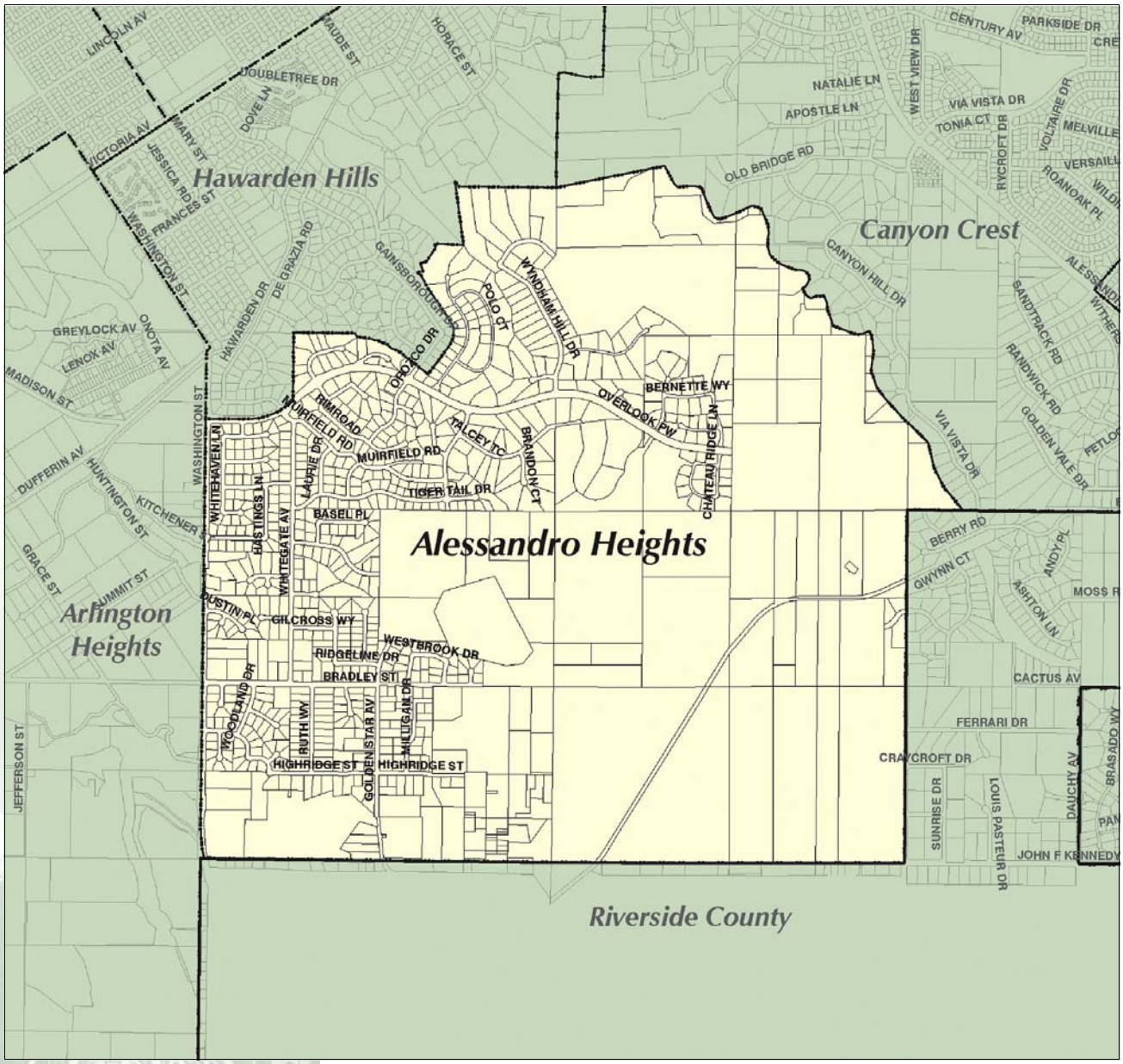
*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

Most of the Alessandro Heights neighborhood was included in the 1979 Arlington Heights Community Plan. Although the Community Plan has been superceded by this and the previous General Plan update, some of the plan's objectives particular to Alessandro Heights remain relevant to the community.

Although no land use changes are anticipated in the neighborhood through the end of this General Plan Update period, circulation-related changes are anticipated, including the eventual connection of the two ends of Overlook Parkway across the Alessandro Arroyo. While the

Circulation and Community Mobility Element will address roadway planning for the entire City, special care will need to be taken to ensure that the natural assets of Alessandro Heights are protected and preserved.




*Alessandro Heights*

The objectives and policies listed below are specific to the Alessandro Heights Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

**Objective LU-31: Protect and preserve the natural features of Alessandro Heights while continuing to provide opportunities for residential development compatible with the natural environmental features of the area.**

Policy LU-31.1: Ensure that circulation improvements in and through the neighborhood are designed so as to minimally impact the natural qualities and features.

Policy LU-31.2: Maintain the low-density, large-lot character of the neighborhood through appropriate zoning.

## ARLANZA

Arlanza is perhaps the City's most geographically diverse neighborhood. Arlanza contains a mix of nearly every type of land use found in Riverside. Arlanza's residential areas range from semi-rural homesites to high-density apartments. The neighborhood also has significant industrial development along Arlington Avenue (primarily what is known historically as the Rohr Property), as well as commercial development along the western edge of Van Buren Boulevard.

Amidst these developed uses, Arlanza has significant natural features. The Santa Ana River forms the neighborhood's northern edge; its southern edge is punctuated by rolling hillsides. Given this complexity, Arlanza faces several future planning challenges. While the preservation of industrial land is an important city-wide goal, Arlanza's industrial area is sandwiched between residential neighborhoods and lacks ready access to freeways and railways. Although industrial uses exist on the "Rohr" site as of 2004, should these uses cease in the future, the City will support efforts to redevelop the site with business/office park or mixed-use commercial/residential development. Portions of the commercial corridor along Van Buren Boulevard, particularly near Challen Avenue, present opportunities for higher-density residential and mixed-use development.

Special care will also be needed to remain sensitive to Arlanza's natural features. The area's southern hillsides (including the so-called "Twin Buttes") provide important visual landmarks for several neighborhoods. Consistent with City open space preservation objectives, particularly as set forth in Proposition R and Measure C, the City will pursue innovative approaches to balancing housing needs with other goals. Such approaches may include open space easements, cluster developments and similar mechanisms.

*For additional information and Objectives and Policies affecting the Arlanza Neighborhood see the following:*

*"Santa Ana River" – Introduction, LU-1, LU-2 and OS-7.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

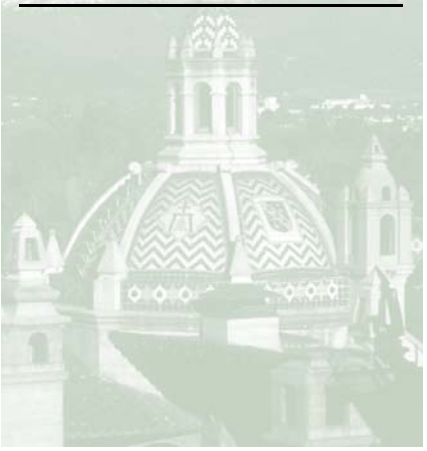
*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*



***Arlanza***

The Arlanza/La Sierra Community Plan, adopted by the City in 1978, contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra Hills and La Sierra South). With respect to the contemporary Arlanza neighborhood, the 1978 Community Plan sought to improve the overall quality of life while balancing the sometimes competing

needs of semi-rural, suburban and urban areas. Still-relevant goals and policies from the 1978 Community plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

The objectives and policies listed below are specific to the Arlanza Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

**Objective LU-32: Enhance and improve the Arlanza neighborhood and its quality of life through careful land use planning that both builds upon the neighborhood's historic development patterns of urban, suburban and semirural development while protecting and preserving the neighborhood's natural features.**

Policy LU-32.1: Support continued industrial uses on the property historically known as the "Rohr" site, but if industrial uses should cease, support redevelopment of this area as master-planned business/office park or mixed-use development compatible with the surrounding Arlanza neighborhood, recognizing that significant rehabilitation and environmental restoration efforts likely precede reuse of this site.

Policy LU-32.2: Discourage any further reduction in the amount of land designated for industrial use.

Policy LU-32.3: Provide continued opportunities within Arlanza for a semi-rural lifestyle which includes animal husbandry.

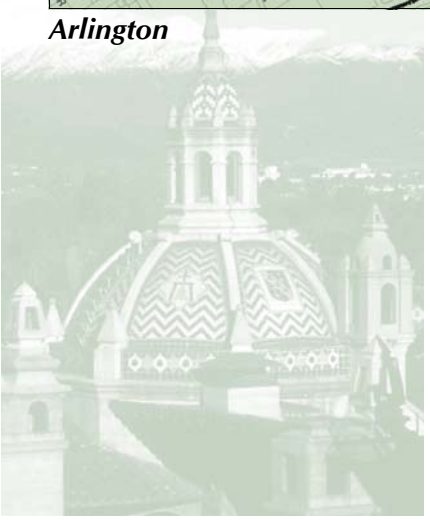
Policy LU-32.4: Encourage the proper development of areas changing from rural to semi-rural.

Policy LU-32.5: Encourage the further development or redevelopment of blocks as a whole rather than on a piecemeal basis.

Policy LU-32.6: Encourage infill development of single family residences as appropriate. *(Also see Policy LU-8.2)*

# ARLINGTON

***Arlington***



Arlington, one of Riverside's oldest neighborhoods, retains a village character that harkens back to the community's founding before its incorporation as part of the City. Magnolia Avenue forms the neighborhood's backbone, with Arlington Village at Van Buren Boulevard serving as the neighborhood's heart. Most of Arlington's residential areas lie north of the Village.

As the traditional downtown of Arlington Village has aged, the district has faced challenges to its economic health, including competition from larger-scale retail operations both in and outside of Riverside. In response, the City has taken steps toward revitalizing this unique and historically significant area.

The objectives and policies listed below are specific to the Arlington Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

*For additional information and Objectives and Policies affecting the Arlington Neighborhood see the following:*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

**Objective LU-33: Maintain Arlington's sense of community through careful and coordinated planning that builds upon the neighborhood's key assets and reinforces its historic development patterns.**

Policy LU-33.1: Focus commercial development at major intersections, discouraging "strip" commercial development.

Policy LU-33.2: Maintain Arlington's existing grid street system.

**Objective LU-34: Restore, strengthen and maintain the unique community character and identity of the Arlington Neighborhood.**

Policy LU-33.3: Encourage the maintenance of Arlington's large residential lot areas.

Policy LU-34.1: Conserve the residential character of the existing residential neighborhoods as traditional single-family neighborhoods.

Policy LU-34.2: Preserve Magnolia Avenue's historic character.

Policy LU-34.3: Encourage lot consolidation, driveway consolidation, shared parking and frontage on Magnolia Avenue for meaningful, coordinated mixed-use and commercial projects that contribute to an attractive streetscape.

Policy LU-34.4: Enhance the appearance of the Arlington gateway at the intersection of Van Buren Boulevard and the 91 Freeway.

Policy LU-34.5: Provide sufficient parking while also maintaining the pedestrian environment.

Policy LU-34.6: Expand and improve Arlington Park to create a major public space in the Arlington Neighborhood.

*Vision Statement for the 2001 Arlington Community Plan: "Restore, strengthen and maintain Arlington's unique character as a community of primarily single family homes centered around a dense, pedestrian oriented commercial, institutional and cultural center reflective of the Community's heritage." The entire Community Plan can be read on the City's website: www.riversideca.gov.*

Policy LU-34.7: Except as superceded by policies in this General Plan 2025, the Magnolia Avenue Specific Plan and the updated Zoning Code, the guidelines contained in the 2001 Arlington Community Plan remain applicable.

**Objective LU-35: Spur the economic revitalization of the Arlington Neighborhood.**

Policy LU-35.1: Aggressively pursue economic revitalization, while preserving and restoring Arlington's historic village-like character and pedestrian scale.

Policy LU-35.2: Encourage a strong, cooperative working relationship between the City and the Arlington business community.

Policy LU-35.3: Take a leadership role in helping Arlington maintain a business improvement district.

Policy LU-35.4: Support and encourage the redevelopment of the Magnolia Avenue corridor with mixed use development as shown on LU-9, Land Use Policy Map.

*For additional information and Objectives and Policies affecting the Arlington Heights Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Arroyos" – LU-5.*

*"Greenbelt and Agricultural Uses" – LU-6.*

*"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

*"Rescind Victoria Avenue Specific Plan" – LU-28.11.*

## ARLINGTON HEIGHTS

The City's citricultural heritage lives on in Arlington Heights, the heart of Riverside's greenbelt, in rows of viable orange groves, in the Citrus State Historic Park and, as a more contemporary development, within nurseries. Intensive agricultural development of the area was initially made possible by the Gage Canal, completed in 1890, which utilized gravity flow in drawing down water from the Santa Ana River. Agricultural uses in the area continue to use Gage Canal water into the twenty-first century.

Arlington Heights is well known for Victoria Avenue, a street of both natural and cultivated beauty; a horticulturalist's delight. Studded with fragrant red ragged robin roses, pepper and eucalyptus trees and its signature palm trees, Victoria Avenue is a showcase street that many consider the pride of the City, if not of the entire region. Victoria Avenue is listed in the National Register of Historic Places. In 2003, the City formed the Victoria Avenue Subcommittee to study policies for the preservation of this important resource. As noted in the Victoria Avenue section of this Land Use Element, this General Plan includes

policies toward the creation of a protective Victoria Avenue Overlay Zone as well as the designation of Victoria Avenue as a linear City park.

Once devoted almost solely to citriculture, tracts within Arlington Heights have been increasingly developed with very-low-density residential uses (no more than one dwelling unit per five acres) — so called "gentleman farms." In many cases, agricultural pursuits – particularly the citriculture that is so closely identified with the City's history - have tended to fade away when land is put into residential use, even at a very low intensity. As such, an ongoing goal for this neighborhood will be to seek ways to preserve the City's historic agricultural flavor while at the same time allowing for residential uses consistent with provisions of Proposition R and Measure C.

***Arlington Heights***

The City adopted an Arlington Heights Community Plan in 1979, which covered an area larger than the contemporary Arlington Heights

neighborhood. The primary focus of this Community Plan was the long-term preservation of the area's cultural/agricultural, historic and environmental amenities. Relevant goals and policies from the 1979 Community Plan are reflected in this General Plan as appropriate.

The objectives and policies listed below are specific to the Arlington Heights Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

**Objective LU-36: Preserve and enhance Arlington Heights' major cultural-historical and environmental amenities, including citriculture, arroyos, hillsides, Victoria Avenue and the Gage Canal, while providing opportunities for residential development that is sensitive to the neighborhood's heritage.**

Policy LU-36.1: Use a combination of land acquisition and regulatory approaches, potentially including cluster development, to preserve agricultural land and open space.

Policy LU-36.2: Encourage property owners to preserve citrus groves through the development of proactive programs.

**Objective LU-37: Provide citywide access to and use of Arlington Heights' cultural and environmental amenities.**

Policy LU-37.1: Ensure that Victoria Avenue and its cross streets remain accessible to a wide variety of users, emphasizing pedestrian and bicycle access as well as automotive use.

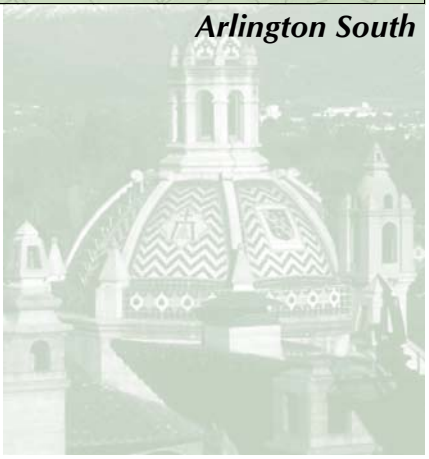
## ARLINGTON SOUTH

Arlington South includes a range of land uses between SR-91 and historic Victoria Avenue. At its northern end, the neighborhood contains extensive commercial and industrial development along the freeway and in the vicinity of the Van Buren Boulevard/Indiana Avenue intersection. The southern portion features medium-density residential areas that transition into the City's greenbelt south of Victoria Avenue.

With most of the neighborhood developed, key issues for the neighborhood in the future focus on preserving residential neighborhood

character, maintaining and enhancing the viability of its industrial properties and ensuring quality commercial development and uses.

***Arlington South***



In 2001, the City adopted a revised Arlington Community Plan, which emphasizes improvement of the Village and Magnolia/Van Buren corridors and the overall economic revitalization and attention to surrounding residential neighborhoods. The Plan covered both the Arlington and Arlington South neighborhoods. The bulk of the Arlington Community Plan will continue to serve as a detailed statement of policy goals for the neighborhood to further General Plan objectives and policies. Relevant goals and policies from the 2001 Community Plan are reflected in this General Plan as appropriate. The objectives and policies listed below are specific to the Arlington South

Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

*For additional information and Objectives and Policies affecting the Canyon Crest Neighborhood see the following:*

*"Arroyos" – LU-5.*

*"Overlook Parkway" – LU-17 and CCM-4.*

*"Canyon Crest Drive" – LU-18.*

*"Berry Road and Barton Street" – CCM–2.12.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

*"Rescind the Hawarden Hills Specific Plan" – LU-28.11.*

*Vision Statement for the 2001 Arlington Community Plan: "Restore, strengthen and maintain Arlington's unique character as a community of primarily single family homes centered around a dense, pedestrian oriented commercial, institutional and cultural center reflective of the Community's heritage." The entire Community Plan can be read on the City's website: www.riversideca.gov.*

**Objective LU-38: Reinforce Arlington South's historic development patterns, conserving the predominant single family residential character.**

Policy LU-38.1: Concentrate commercial uses around the Van Buren/Indiana intersection, encouraging noncommercial uses elsewhere.

Policy LU-38.2: Encourage owners of industrial properties to keep those properties in industrial use in a manner that benefits the community as a whole.

Policy LU-38.3: Invest in programs that preserve a range of housing opportunities within the Arlington South neighborhood.

Policy LU-38.4: Maintain and extend Arlington South's residential gridded street system where possible and preserve the existing residential character as a traditional single family neighborhood.

Policy LU-38.5: Except as superceded by policies in this General Plan 2025, the Magnolia Avenue Specific Plan and the updated Zoning Code, the guidelines contained in the 2001 Arlington Community Plan remain applicable.

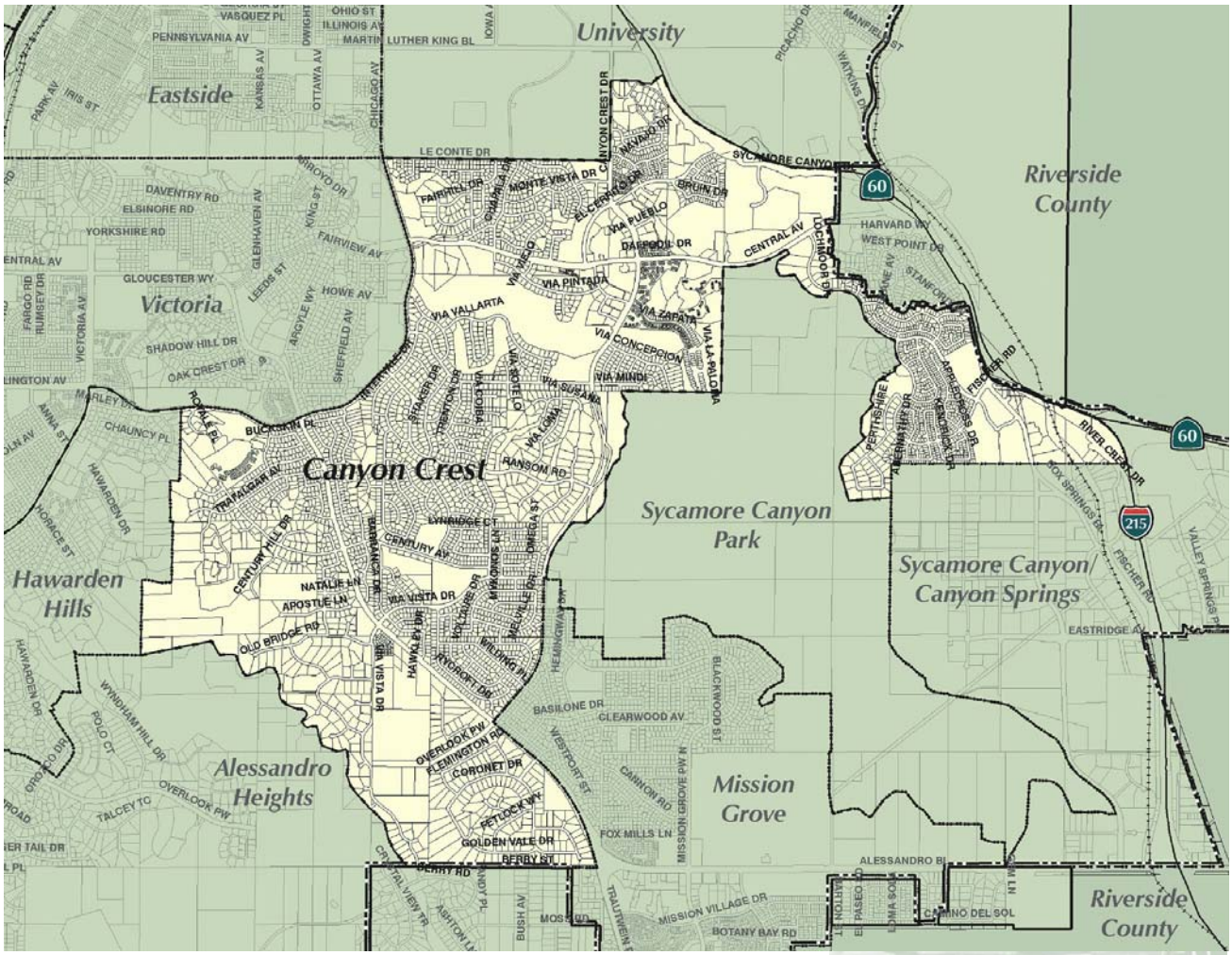
**Objective LU-39: Spur the economic revitalization of the neighborhood.**

Policy LU-39.1: Encourage a strong, cooperative working relationship between the City and the Arlington South business community.

Policy LU-39.2: Ensure that commercial properties are well maintained and compatible with adjacent residential land uses.

## CANYON CREST

Like many of Riverside's neighborhoods, Canyon Crest once played an important role in the City's citricultural history. More than 200 acres of the neighborhood once served as the Monte Vista Nursery, where citrus stock was propagated and cultivated, supplying growers in the historic Southern California citrus belt which once extended from Riverside all the way west to Pasadena. While citrus-related uses may have disappeared from the area, Canyon Crest, even in its contemporary developed state, retains a natural feel, as evidenced in the neighborhood's rolling topography and the mature landscaping of its residential and commercial areas. Furthering its natural character, Canyon Crest wraps around Sycamore Canyon Wilderness Park.




*Canyon Crest*

The heart of the developed neighborhood is the Canyon Crest Town Center, whose shopping, restaurant and service businesses cater to

both residents and nearby UCR students and faculty. Medium and medium-high density residential development, including many condominium complexes, are within walking distance of the Town Center.

Just off the northeast corner of Sycamore Canyon Park, the Canyon Crest neighborhood includes the Sycamore Highlands Specific Plan[3] area. Bridging an area between Sycamore Canyon Park and the I-215/60 Freeway, most of the Specific Plan area is designated for residential development, with lowest density uses to the west, gradually changing to higher density, moving easterly, with greater distance from the park.

Nearly all of the land in Canyon Crest is either developed or planned for development via the Sycamore Highlands Specific Plan. Given its location in between the SR-91 and I-215 Freeways, the neighborhood's local streets are impacted by through-traffic drivers seeking to avoid freeway congestion.

The objectives and policies listed below are specific to the Canyon Crest Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

**Objective LU-40: Maintain the diverse and lively character of Canyon Crest's residential and commercial areas.**

Policy LU-40.1: Implement the Sycamore Highlands Specific Plan in a manner that retains as many of the land's natural and physical attributes as possible.

Policy LU-40.2: Support efforts of the Canyon Crest Town Center to diversify its commercial offerings.

Policy LU-40.3: Encourage the ongoing maintenance of the neighborhood's multi-family developments.

## CASA BLANCA

From its roots as a citrus colonia established by Mexican immigrants during the City's agricultural heyday, the Casa Blanca neighborhood is known contemporarily for being family-oriented, strong-knit and largely

[3]This was formerly known as the "Lusk Highlander Specific Plan."

residential in character. The neighborhood features many single-family homes exemplifying early twentieth century styles, particularly California Craftsman. In addition to the predominant residential component, Casa Blanca has a blend of commercial and industrial development along Indiana Avenue and Jefferson Street.

*Casa Blanca*

Casa Blanca's residents and the City have invested significant effort to improve the physical and economic conditions in the neighborhood. Residents have organized themselves through several active community organizations, whose activities led to the creation of one of the City's first Community Plans in 1974. The Community Plan set forth a series of land use, economic development and social goals and objectives.

The Plan was updated in 1987; this update included an expansion of the planning area. The Community Plan included a number of recommendations for rezoning, which have largely been completed,

but was primarily devoted to preserving, protecting and enhancing the neighborhood's single family character. Still-relevant goals and policies from the 1987 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

To further encourage investment in the neighborhood, the City adopted a redevelopment plan for Casa Blanca. The Casa Blanca Redevelopment Area encompasses almost the entire neighborhood, as well as portions of Presidential Park and the Riverside Auto Center to the southwest and a very small portion of the Victoria neighborhood on the northeast side of Mary Street.

*For additional information and Objectives and Policies affecting the Casa Blanca Neighborhood see the following:*

*"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

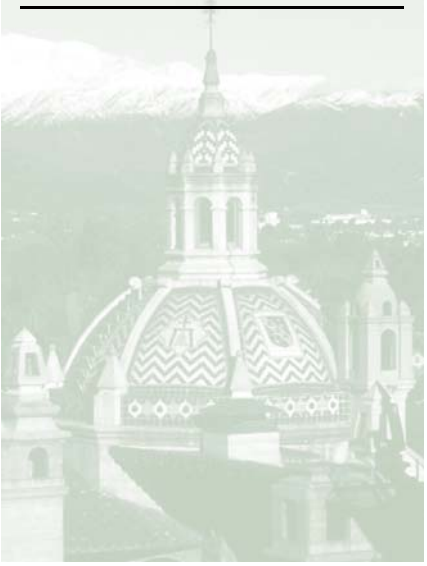
*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

*"Rescind Victoria Avenue Specific Plan" – LU-28.11.*



The City looks to build on successes in Casa Blanca through continued housing rehabilitation programs, vigorous community engagement efforts, increased opportunities for adult education and job training, protection of historic neighborhood features and local job opportunities.

The objectives and policies listed below are specific to the Casa Blanca Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

**Objective LU-41: Perpetuate the development and redevelopment of Casa Blanca as a single-family residential community, providing decent housing in a price range affordable for ownership by present residents and future families.**

Policy LU-41.1: Promote affordable infill development of new single-family homes on vacant or underutilized parcels planned and zoned for such use.

Policy LU-41.2: Maintain a partnership between community representatives and City government in order to assure that Neighborhood goals are attained.

**Objective LU-42: Improve the quality and economic viability of Casa Blanca's commercial areas by providing for orderly, distinctive commercial development that keeps within the special character and needs of Casa Blanca.**

Policy: LU-42.1: Minimize incompatibilities between commercial and industrial development and single-family residences.

Policy LU-42.2: Provide incentives to attract clean commercial and development to Casa Blanca's industrial areas, while minimizing incompatibilities with single-family residences.

Policy LU-42.3: Continue improving the neighborhood's street system.

Policy LU-42.4: Encourage development of uses serving the entire City in the commercially designated area located along Madison Street between the Riverside Freeway and the AT&SF Railroad in the vicinity of the Madison Street/Indiana Avenue intersection.

Policy LU-42.5: Encourage development of neighborhood oriented uses in the commercially designated area located along Madison Street between Peters Street and Evans Street.

**Objective LU-43: Improve Casa Blanca's existing industrial areas, while encouraging new industrial development that does not result in the degradation of air, noise, or water quality or generate other negative environmental impacts such as hazardous wastes.**

Policy: LU-43.1: Encourage the revitalization of deteriorated or underutilized industrial areas with high-quality, new labor intensive industrial development that minimizes potential incompatibilities with residential development.

Policy LU-43.2: Encourage the elimination of deteriorated industrial structures, relocation of industrial uses located outside of identified industrial areas, and beautification of existing industrial development in industrial areas.

**Objective LU-44: Provide modern, effective public support facilities within the Casa Blanca Neighborhood and establish a partnership between community representatives and the City to attain the Neighborhood's shared goals.**

Policy LU-44.1: Continue the City's support of existing community centers, namely Villegas Park and the Casa Blanca Library.

Policy LU-44.2: Continue current efforts through the City's Office of Neighborhoods and Redevelopment Agency to solicit broad community input into City actions affecting the Casa Blanca Neighborhood.

## DOWNTOWN

Downtown Riverside is more than just the heart of the City; it is also the cultural and urban hub of the Inland Empire. No other downtown in the Inland Empire has the diversity offered by Downtown Riverside in so compact an area. With its grid street pattern originally laid out in 1870 — long before the widespread advent of the automobile — Downtown retains a distinct historic and walkable character reminiscent of older California cities like Santa Barbara and Pasadena.

Overflowing with historic riches, Downtown is home to more than a dozen National Register sites and more than thirty City-designated landmarks. A walking tour of Downtown offers pedestrians a tree and arbor-shaded trip through California architectural history, including prime examples of Spanish Colonial Revival, Queen Anne, California Craftsman, Beaux Arts and modernistic styles. Outside of Riverside, Downtown is perhaps best known as home of the Mission Inn, which in its century of ongoing operations has become a City icon.

The seat of both City and County government, Downtown is also home to numerous businesses and cultural institutions. Major public facilities in the Downtown include: Riverside Community College, the Riverside Convention Center, the Riverside Municipal Museum, the Central Library, City Hall, the County Administrative Center, and County, State and Federal Courts are just a few of Downtown's public treasures. The Main Street pedestrian mall, lined with interesting shops, restaurants and museums, offers café tables, fountains and trees, making it a much-used and admired outdoor space.

*For additional information and Objectives and Policies affecting the Downtown Neighborhood see the following:*

*"Santa Ana River" – Introduction, LU-1, LU-2 and OS-7.*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"University Avenue" – LU-14.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

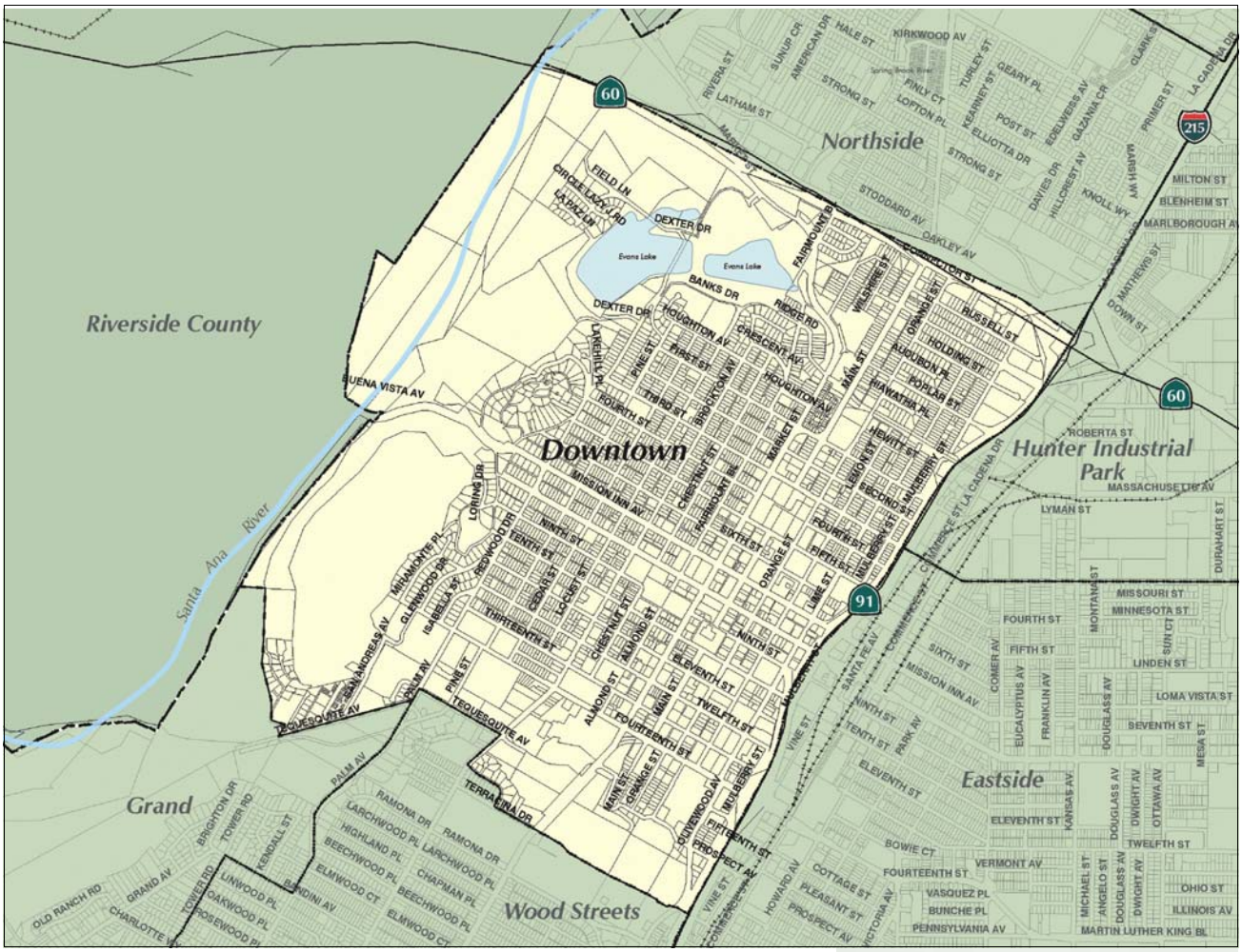
*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" - N-2.*




***Downtown***

Like so many other great urban areas, Downtown Riverside enjoys easy access to a diverse tableau of parks and recreational resources. The leafy and lake-marked oasis of Fairmount Park transitions to the hilly and rocky slopes of Mount Rubidoux.

Unsurprisingly for an area so complexly textured, Downtown presents numerous land use and urban design opportunities. Many California downtowns experience declines in activity after the work day ends. A more vibrant Downtown Riverside can be achieved by injecting additional residential and mixed-use development into the area, bringing residents who will require additional services, catalyzing further economic development.

Another issue for Downtown is its connection with surrounding neighborhoods, particularly to the east, where the 91 Freeway abruptly forms an actual concrete barrier, as well as a psychological one.

Improved connections to the Eastside, the Downtown Metrolink station, the Riverside Marketplace and the University area are seen as crucial to Downtown's ability to evolve into an even more urban and cosmopolitan locale.

*The California Chapter of the American Planning Association honored the Downtown Specific Plan in 2003, recognizing it as the outstanding planning implementation project statewide.*

Downtown's unique qualities and numerous opportunities form the focus of the award-winning 2002 Downtown Specific Plan, which lays out a twenty-year vision for Downtown to further evolve into a more richly textured, vibrant and thriving destination. The Downtown Specific Plan is the guiding document for the development and growth of Downtown over the next twenty years. The Specific Plan embraces and seeks to capitalize upon the area's urban character, enlivening Downtown with the promotion of new high-density residential, office and commercial/entertainment uses within a series of defined districts. The districts are discussed in greater detail within the Downtown Specific Plan.

As a whole, the Downtown Specific Plan seeks to bring Downtown to its full potential as an area that is active and lively not just on weekdays, but also during evenings and weekends. New residential and mixed-use development prescribed by the Specific Plan will inject Downtown with a constant energy. Much of Downtown is in a redevelopment area (as shown in Figure LU-6, Redevelopment Areas); redevelopment authority will be a key tool in helping to implement the objectives and policies of this General Plan as well as the goals and policies of the Downtown Specific Plan.

The objectives and policies listed below are specific to the Downtown Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.



**Objective LU-45: Make Downtown Riverside a regional employment, governmental, arts and entertainment center with unique and interrelated districts offering a wide range of opportunities for residential lifestyles, work environments, shopping, entertainment, learning, culture and the arts.**

Policy LU-45.1: Recognize and build upon the unique characteristics and interrelationships of Downtown's districts, as identified in the Downtown Specific Plan.

**Objective LU-46: Strengthen the identity and character of Downtown using the existing historic and architectural urban character of the community, while allowing for new structures that are architecturally compatible with and complementary to the existing architectural and historic fabric.**

Policy LU-46.1: Encourage mixed-use development with a strong residential presence, including both new construction and the conversion of upstairs spaces in existing buildings.

Policy LU-46.2: Enhance effective pedestrian and vehicular connections between Downtown and the Riverside Marketplace through improved linkages under the 91 Freeway that are enhanced with public art, lighting and/or landscaping.

Policy LU-46.3: Create a sense of arrival at key Downtown gateways, reinforcing the City's natural, cultural and historic characteristics.

Policy LU-46.4: Encourage appropriate public art to further establish a sense of place, history and pride within the community

Policy LU-46.5: Encourage housing beyond the traditional residential neighborhoods as a means of making Downtown a twenty-four hour neighborhood.

Policy LU-46.6: Provide a variety of housing options, including medium- and high-density apartments and condominiums, live/work loft space and mixed-use buildings with significant residential components.

Policy LU-46.7: Provide incentives for home ownership in Downtown.



**Objective LU-47: Preserve and enhance Downtown's single-family neighborhoods.**

Policy LU-47.1: Provide incentives for the conversion of single-family residential structures that have been

converted into multiple dwelling units back into single-family uses.

## EASTSIDE

*For additional information and Objectives and Policies affecting the Eastside Neighborhood see the following:*

*"Arroyos" – LU-5.*

*"University Avenue" – LU-14.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

Like Casa Blanca, the early development of the Eastside Neighborhood was related to the provision of housing for workers in Riverside's booming citrus industry. While the relative importance of citrus declined over the years, the Eastside remained home to much of the City's workforce, including many African-American and Mexican-American families. Many contemporary Eastsiders are direct descendants of these early settlers.

The Eastside features some important historic landmarks. North Park, at Seventh and Vine Streets, was the site of the home of John W. North, the organizer of Riverside's first cooperative development. Not far away, the Union Pacific Depot, built in 1904, is said to have served as a model for other train stations across the west. In addition to these major sites and facilities, the Eastside also contains a host of historic housing stock, reflecting the community's earliest days.



Reflective of its early development, Eastside remains largely residential, with densities ranging from low- to medium-high intensity, mostly set back from University Avenue, the neighborhood's main thoroughfare. Three prominent planning documents have been drafted in efforts to improve the Eastside: the 1974 Eastside Community Plan (which covers most of the neighborhood), the 2002 Marketplace Specific Plan, which addresses the Riverside Marketplace Area, which comprises the western edge of the Eastside Neighborhood, and the 1993 University Avenue Specific Plan, which addresses the development of the Avenue.

The Eastside Community Plan was primarily intended as a means of improving and protecting the quality of life for residents of the Eastside neighborhood at large. Goals and policies from the 1974 Community Plan are reflected in the objectives and policies below, in citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

The Marketplace Specific Plan is focused on improvements to this burgeoning regional commercial and entertainment district that is closely tied to Downtown Riverside. The University Avenue Specific Plan, which spans the entire length of the University Avenue corridor between Downtown and UC Riverside, proposes land uses and street improvements for this key thoroughfare of both the Eastside neighborhood and the City as a whole.

In the past, many Eastsiders have said their neighborhood has been overshadowed by districts on either side - bustling Downtown to the west and the University of California area to the east. Eastsiders have expressed a sense of disengagement from decisions affecting the City and their neighborhood. In partial response to this concern, the first tenet of the 1974 Eastside Community Plan stated the need for planning and development in the area to be reflective of Eastside residents' desires. One of the most frequently heard concerns of Eastside residents is housing upkeep and maintenance.

*Eastside*

Since then, the City and Eastside residents have collaborated on a series of programs to improve the neighborhood with improved communication between Eastside residents and City officials. In particular, the City has responded to calls to revitalize University Avenue by planning for low-density mixed-use development along the length of the corridor and by establishing a redevelopment plan to inject investment. The

Office of Neighborhoods has also initiated neighborhood empowerment and asset mapping programs in the Eastside.

*The University Avenue Specific Plan encompasses the length of the corridor from the University of California west to the 91 Freeway. This Specific Plan will be updated to reflect this General Plan Update.*

The University Avenue corridor connects Downtown and the Riverside Marketplace with UCR. In 1993 the City created the University Avenue Specific Plan to help revitalization of the Avenue. This portion of University Avenue has struggled to develop in a coherent or coordinated way. Rather than a destination in its own right, University Avenue has too often been viewed as a mere conduit between its neighbors to the west and east. In an effort to better revitalize both the University Avenue Corridor and the Eastside as a whole, this General Plan sets forth mixed-use zoning designations for much of the University Avenue Corridor. New forms of housing are seen as essential to attracting development that has the potential to catalyze greater revitalization within the neighborhood, including improved commercial centers, town-gown retail and office development and other related uses. The University Avenue Specific Plan will be revised to reflect the changes suggested in this General Plan and to better reflect neighborhood desires and concerns.



The City has also invested planning and development in the Riverside Marketplace, at the west end of the Eastside. Set somewhat apart from the Eastside's residential areas, the Riverside Marketplace is a major office, shopping and entertainment center that serves local residents and a wider geographic area. Adjacent to both Downtown and the Downtown Metrolink Station, the City sees strong potential for mixed-use and higher-density residential development within the Marketplace area. To capitalize on this area's potential while simultaneously providing sensitive transitions to the Eastside Neighborhood, the City adopted a Specific Plan for the Riverside Marketplace, calling for increased mixed use in the vicinity of Metrolink and greater pedestrian orientation to selected streets.

The objectives and policies listed below are specific to the Eastside Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-48: Reinvigorate the Eastside's residential and commercial neighborhoods consistent with the environmental and social objectives and needs and desires of its residents and complementary to the growth and change of adjacent neighborhoods.**

Policy LU-48.1: Allow for mixed-use development at an appropriate scale and intensity to catalyze and encourage further improvement to the entire Eastside neighborhood.

Policy LU-48.2: Discourage stand alone, large-scale multiple family dwelling units, instead favoring development complementary to the existing neighborhood. Any subsidized housing should be dispersed throughout the community.

Policy LU-48.3: Involve Eastside residents in all decisions regarding matters than affect them.

Policy LU-48.4: Capitalize upon opportunities sites within the Riverside Marketplace to create a transit-oriented, mixed-use development.

Policy LU-48.5: Complete revisions to and implement the recommendations of the Riverside Marketplace Specific Plan.

Policy LU-48.6: Assist in the promotion of support services for all residents in the Eastside Community with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.

Policy LU-48.7: Support and encourage the redevelopment of the University Avenue corridor with mixed use development.

**Objective LU-49: Create adequate employment opportunities for residents in the Eastside area.**

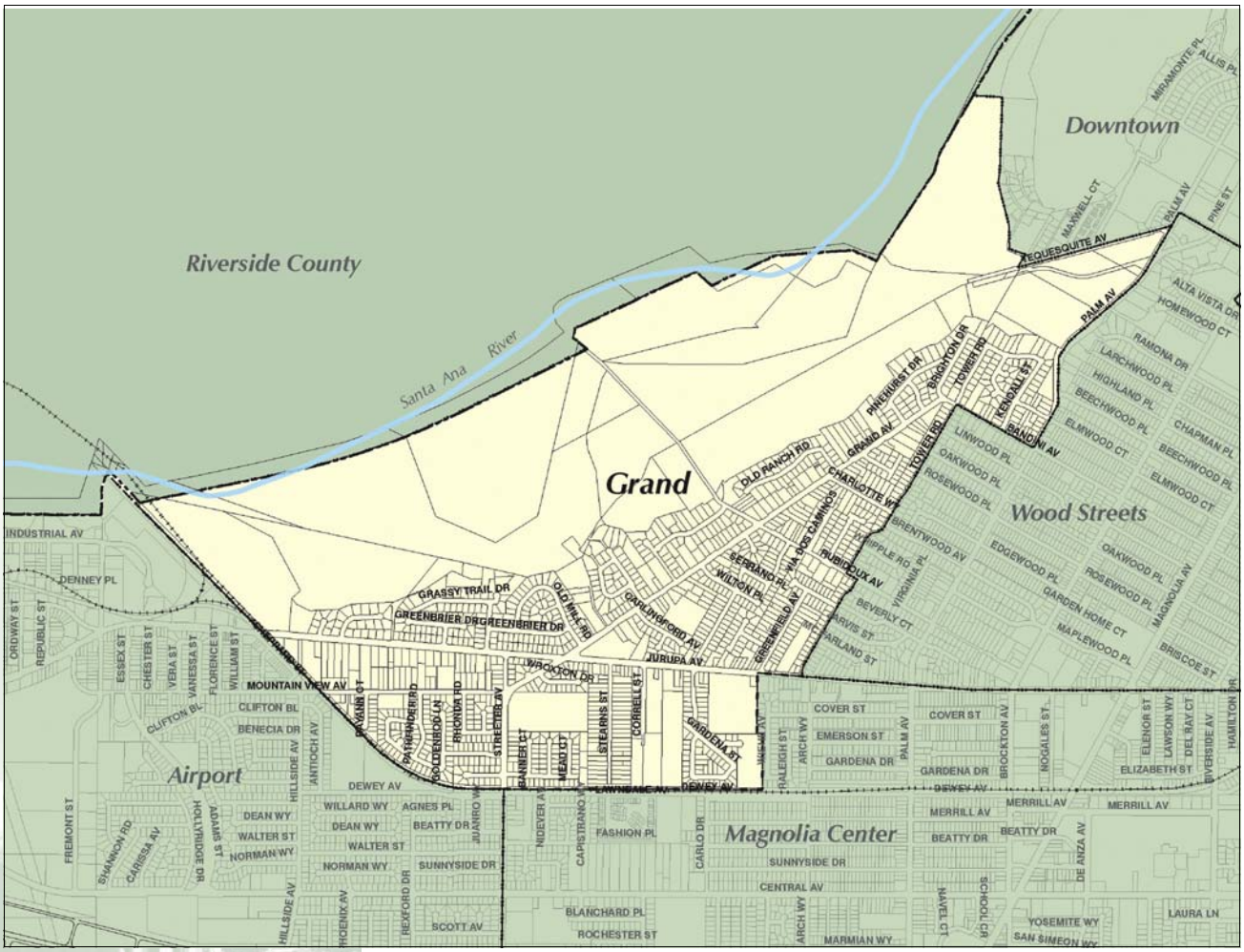
Policy LU-49.1: Support programs to help Eastside residents achieve an income adequate to meet basic needs.

Policy LU-49.2: Encourage industrial and commercial firms in Riverside (especially those in the Eastside and Riverside Marketplaces areas) to hire Eastside residents.

Policy LU-49.3: Assist in the elimination of the chronic underemployment which exists in the Eastside area.

Policy LU-49.4: Assist in the promotion of support services for all residents in the Eastside Community, with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.

## GRAND




***Grand***

Although adjacent to Downtown, parts of the Grand neighborhood have a much more suburban and sometimes rural feel. The neighborhood features a wide variety of terrain; the City's core grid of streets extends over the neighborhood's flatter portions, while rolling hills slope up and then back down to touch the Santa Ana River.

The neighborhood largely contains residential, park and open space areas. Its eastern end continues in the flavor of the Wood Streets

neighborhood, with residential development on broad, grid-patterned streets lined with mature trees. Grand's central and western portions are hilly and feature more irregular street layouts and reflect late twentieth century subdivision patterns. The neighborhood also includes the currently vacant Tequesquite Park, north of which lies the Santa Ana River and the City's northern boundary. The County's Anza Narrows Park is adjacent to the Grand Neighborhood. The neighborhood's commercial uses are primarily concentrated along Jurupa Avenue.

While the neighborhood's residential areas are essentially fully developed, Grand features some large vacant tracts near the Santa Ana River that have the potential to serve as important pieces of the City's open space network. One large area, known as the "Tequesquite parcel," is owned by the City and over the years has been considered for a variety of uses, including a park or other form of open space.

The objectives and policies listed below are specific to the Grand Neighborhood. In addition, the Citywide objectives and policies in the Element are also applicable, as are all other City development Codes, Ordinances and standards.

*For additional information and Objectives and Policies affecting the Grand Neighborhood see the following:*

*"Santa Ana River" – Introduction, LU-1, LU-2 and OS-7.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" - N-2.*

**Objective LU-50: Establish improved connections and public access between the Grand neighborhood and the Santa Ana River.**

Policy LU-50.1: Utilize a portion of the City owned "Tequesquite parcel" for public open space with river connections as appropriate.

## HAWARDEN HILLS

Named after a town in North Wales, Hawarden Hills is known mostly for its natural beauty and many reminders of the City's robust citricultural heritage. The neighborhood has several historic homes that reflect the City's early development as a citricultural cooperative development. Hawarden Drive, a winding, tree-lined street reminiscent in places of Victoria Avenue, is the neighborhood's main thoroughfare; the most significant visual feature is the Hawarden Hills Ridgeline. The neighborhood also includes significant portions of both the Alessandro Arroyo and Gage Canal.

Low-density single-family residential development is by far the most significant land use. The neighborhood contains neither commercial areas nor any significant public facilities. The special character of

*For additional information and Objectives and Policies affecting the Hawarden Hills Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Arroyos" – LU-5.*

*"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

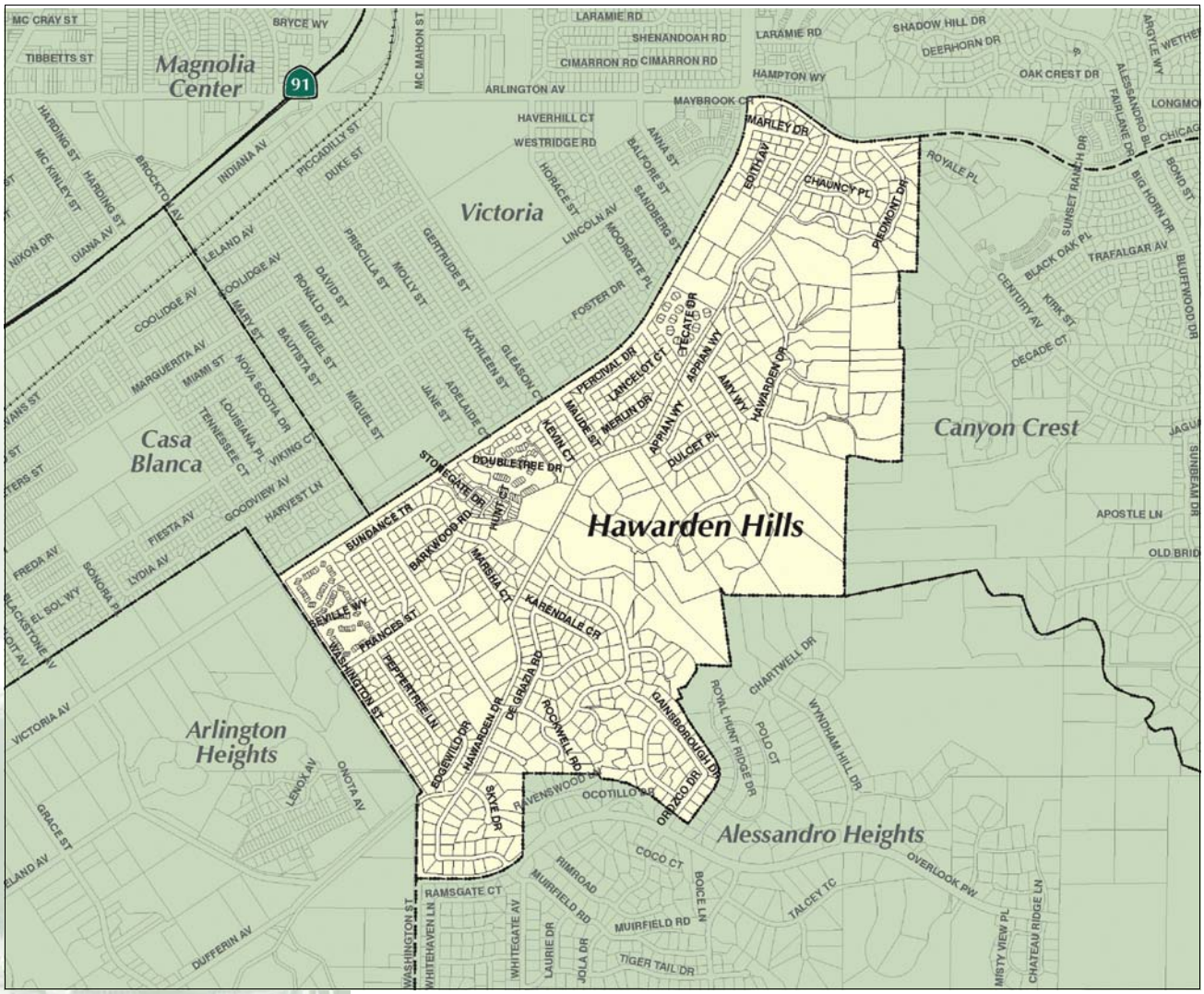
*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" - N-3.*

*"Rescind Hawarden Hills Specific Plan" – LU-28.11.*

Hawarden Hills was acknowledged in a 1977 specific plan for the neighborhood, but many of the provisions of the plan were superceded by stronger, more protective measures passed by Riverside voters in the form of Proposition R and Measures C. The measures protect the Hawarden Hills ridgeline from development and enact more stringent development controls elsewhere to protect the neighborhood's other natural features. As a result, the Specific Plan is at least partially outdated and invalid. There are some policies contained in the Specific Plan, however, which remain valid and important to the protection of this unique area. These objectives and policies have been retained as part of the Neighborhood plan and are listed below.




***Hawarden Hills***

The objectives and policies listed below are specific to the Hawarden Hills Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-51: To preserve the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area, generally located between Anna Street and the Alessandro Arroyo, including the Hawarden Hills and its ridgeline.**

Policy LU-51.1: The minimum lot size in the Special Design Area shall be two acres, with all lots adjacent to Hawarden Drive developed fronting onto Hawarden Drive with a minimum fifty-foot front yard setback.

Policy LU-51.2: As development occurs, Hawarden Drive Special Design Area shall receive minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curve markings to the specifications of the City Traffic Engineer. Full dedication of right-of-way to 66-feet shall be required, but pavement widening shall occur only to the extent required for curbing. The treatment of Horace Street from Gage Canal to Hawarden Drive shall complement that of Hawarden Drive.

Policy LU-51.3: As development occurs, the section of Hawarden Drive from Arlington Avenue to Anna Street shall receive full right-of-way dedication for a 66-foot-wide local street, but shall be widened only to the extent allowed by existing street trees. Improvements shall include street trees, decorative street lights and asphaltic berm curbing.

Policy LU-51.4: The City shall encourage the maximum retention of existing street trees along the entire length of Hawarden Drive and shall require developers to supplement these trees with a parkway landscaping theme emphasizing citrus and palm trees to maintain continuity with the area's historical citrus orientation.

Policy LU-51.5: The Public Works and Public Utilities Departments' staffs shall confer with the Planning and Building

Department staff regarding the aesthetic design of any public improvements proposed for Hawarden Drive or for any of the local streets which intersect it.

**Objective LU-52: Preserve the low-density, hillside character of the Hawarden Hills neighborhood.**

Policy LU-52.1: Adhere to density limits set forth in Proposition R and Measure C.

Policy LU-52.2: Minimize the visual impact of new development, particularly along ridgelines or on hillsides.

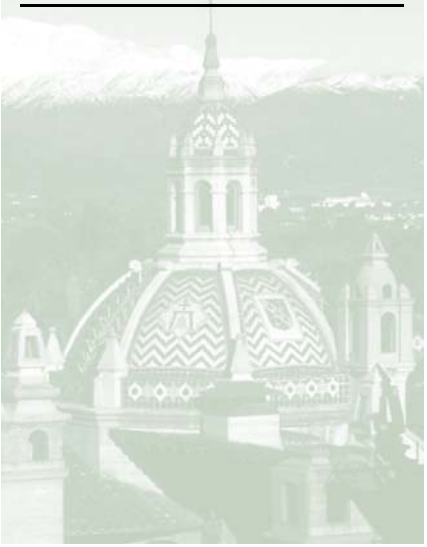
Policy LU-52.3: Structures shall be sited below the Hawarden Hills Ridgeline and the hillside grading provisions of the City's Grading Code (Title 17), the provisions of Proposition R and Measure C and the RC Zone shall be strictly enforced.

## HUNTER INDUSTRIAL PARK

*For additional information and Objectives and Policies affecting the Hunter Industrial Park Neighborhood see the following:*

*"Arroyos" – LU-5.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

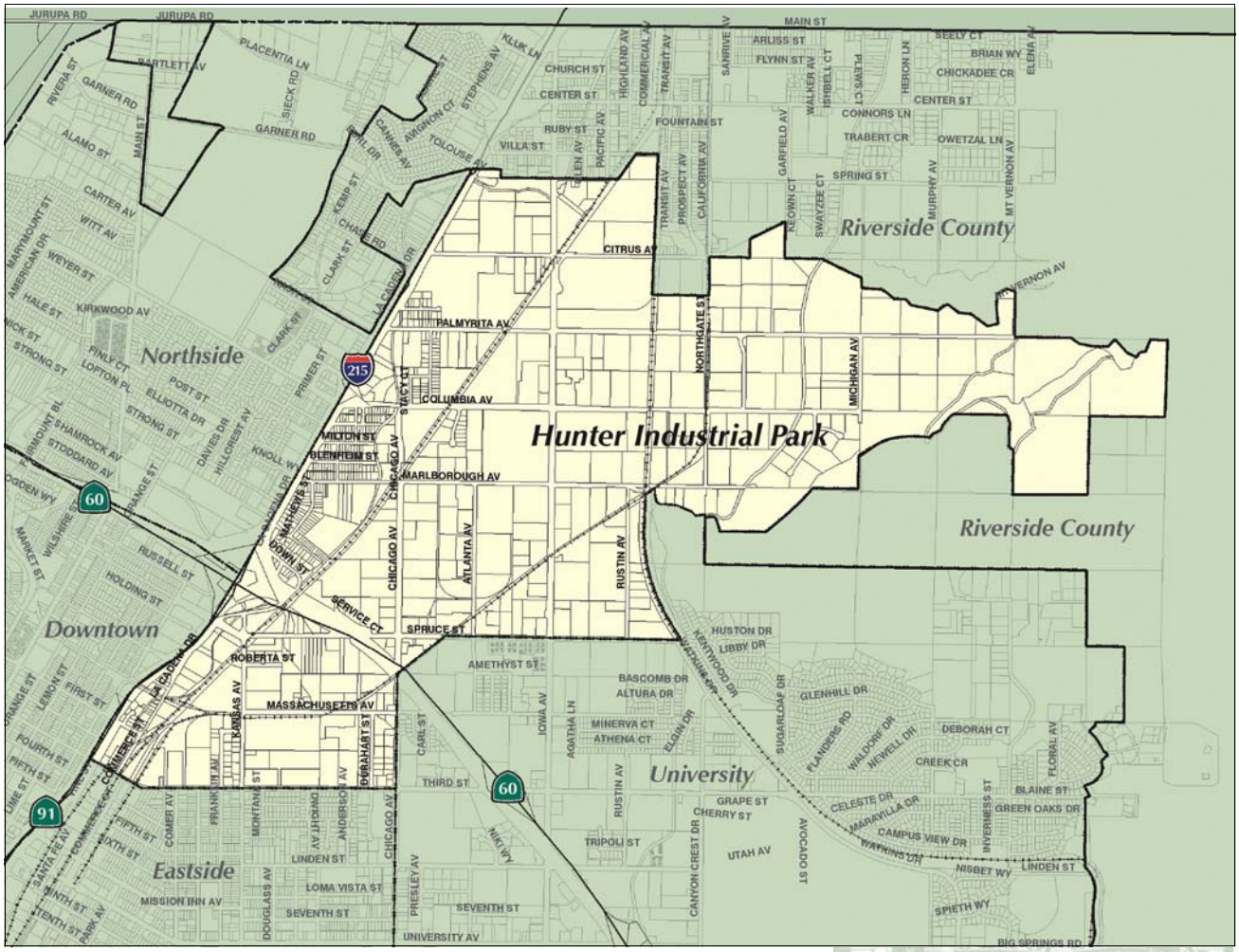


Located near some of Southern California's busiest freeways and key rail lines and a short distance from burgeoning academic and scientific research at the University of California, Riverside, the Hunter Industrial Park area is ideally suited for business park and industrial uses. The thirteen-hundred-acre industrial park is in the City's northeast corner, situated between SR-60 and I-215, the Box Springs Mountain Regional Park and Springbrook Wash. Hunter Industrial Park is currently developing as a major employment center for the City.

A number of buildings developed in this area were dedicated to warehousing and storage uses, attracted by relatively low-cost land. Such buildings produce jobs in relatively low numbers to their size, typically less than one job per one thousand square feet. Riverside's vision of the future recognizes that the City has a limited supply of industrial land. For the City to be able to increase the number of jobs within Riverside, careful and coordinated use of industrial land is essential. Industrial land should be reserved primarily for clean businesses that produce significant numbers of high paying jobs that can employ Riversiders who currently commute west to Orange County and elsewhere for employment. As such, the overriding objective for Hunter Industrial Park is push the Park to evolve toward becoming a more significant employment center featuring clean industries, including high-technology and bio-technology, capitalizing upon the talent of the innovative researchers at UCR and Riverside's

considerable pool of highly trained residents, many of whom must leave the City to find high-paying employment.

The 1988 Hunter Business Park Specific Plan recognized many of the area's challenges and opportunities and has been amended several times to be more consistent with the City's broader economic goals. The City and Riverside County joined to adopt a redevelopment plan for the Highgrove area, encompassing nearly all of the Hunter Business Park area, as well as lands in Riverside County on the Park's periphery. The key purpose of this redevelopment program is to grow Hunter Business Park into a more mature and evolved economic engine for both the City of Riverside and the surrounding vicinity.




***Hunter Industrial Park***

While the area is overwhelmingly dedicated to business and industrial uses, a few areas within the Hunter Industrial Park neighborhood have different uses. Hunter Park, located on Iowa Avenue, provides

recreational opportunities and a popular mini-train encircling the park. Residential uses dot the edges of the neighborhood, particularly near the 60/91/215 freeway interchange and the southern boundary near the University neighborhood. An important objective of this Plan is to preserve and protect this intact residential neighborhood.

Further, a portion of the Hunter Business Park neighborhood extends south across the SR-60/I-215 Freeway, north of the Riverside Marketplace. Previously designated for industrial use, this General Plan redesignates the area for Business/Office Park use to be more in scale with the Marketplace, as well to have greater job-generation potential, critical to the nearby Eastside neighborhood and the City as a whole.

The objectives and policies listed below are specific to the Hunter Industrial Park Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.



**Objective LU-53: Make Hunter Industrial Park into a major employment center by creating a high quality business park environment that will attract private sector investment and encourage partnerships with regional educational institutions.**

Policy LU-53.1: Recognize different development standards for technology park development, emphasizing high-tech infrastructure and the potential for flexible re-use of buildings.

**Objective LU-54: Enhance Hunter Business Park's competitive position in the region.**

Policy LU-54.1: Continue to implement the policies of the Hunter Business Park Specific Plan and the improvements scheduled for the Highgrove Redevelopment Area.

Policy LU-54.2: Seek opportunities to annex additional land to the Hunter Business Park, both inside and outside City boundaries, that will provide expanded opportunities for office and industrial development.

Policy LU-54.3: Market and emphasize Hunter Business Park's unique features, including Box Springs Mountain

Regional Park, Hunter Park, Springbrook Wash and vistas of the City.

Policy LU-54.4: Recognize Riverside's limited supply of industrial land and give preference to clean industries that create a relatively high number of jobs per square foot.

**Objective LU-55: Protect the existing, planned single family residential neighborhood within the Hunter Business Park.**

Policy LU-55.1: Avoid industrial rezoning or encroachment of Hunter Business Park's planned and existing single family residential neighborhood, generally located westerly of La Cadena Drive, southerly of Columbia Avenue, easterly of Riverside Canal and northerly of the I-215.

## LA SIERRA

Stretching between the City's western edge and the Arlington area, La Sierra is a large and complex neighborhood that forms the western gateway to the City. Although the neighborhood was not annexed to the City of Riverside until 1964, urban development of the La Sierra area began in earnest in the 1910s and 1920s, sparked by the establishment of a school by the Pacific Union Conference of the Seventh Day Adventist Church (now the site of La Sierra University). La Sierra University is a private, four-year university offering undergraduate and graduate programs in arts and sciences, business and management, religion and pre-professional education. La Sierra's one-hundred-acre campus includes extensive grounds featuring an arboretum, a major library, museums, an observatory and numerous other facilities. As of 2004, the University's enrollment numbered nearly two thousand students, about forty-three percent of whom dwelled in campus-owned housing. La Sierra University projects a maximum future enrollment of approximately twenty-one hundred students. With its relatively large numbers of students and faculty, La Sierra University will be of great importance to the La Sierra neighborhood throughout the planning period.

Along with La Sierra University, other major features like the Galleria at Tyler, Kaiser Hospital and the Five Points area give the neighborhood a city-within-the-city feel.

*Additional information about La Sierra University can be found in the Education Element.*

*For additional information and Objectives and Policies affecting the La Sierra Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Riverwalk Parkway" – LU-16.*

*"La Sierra Avenue" – LU-19.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

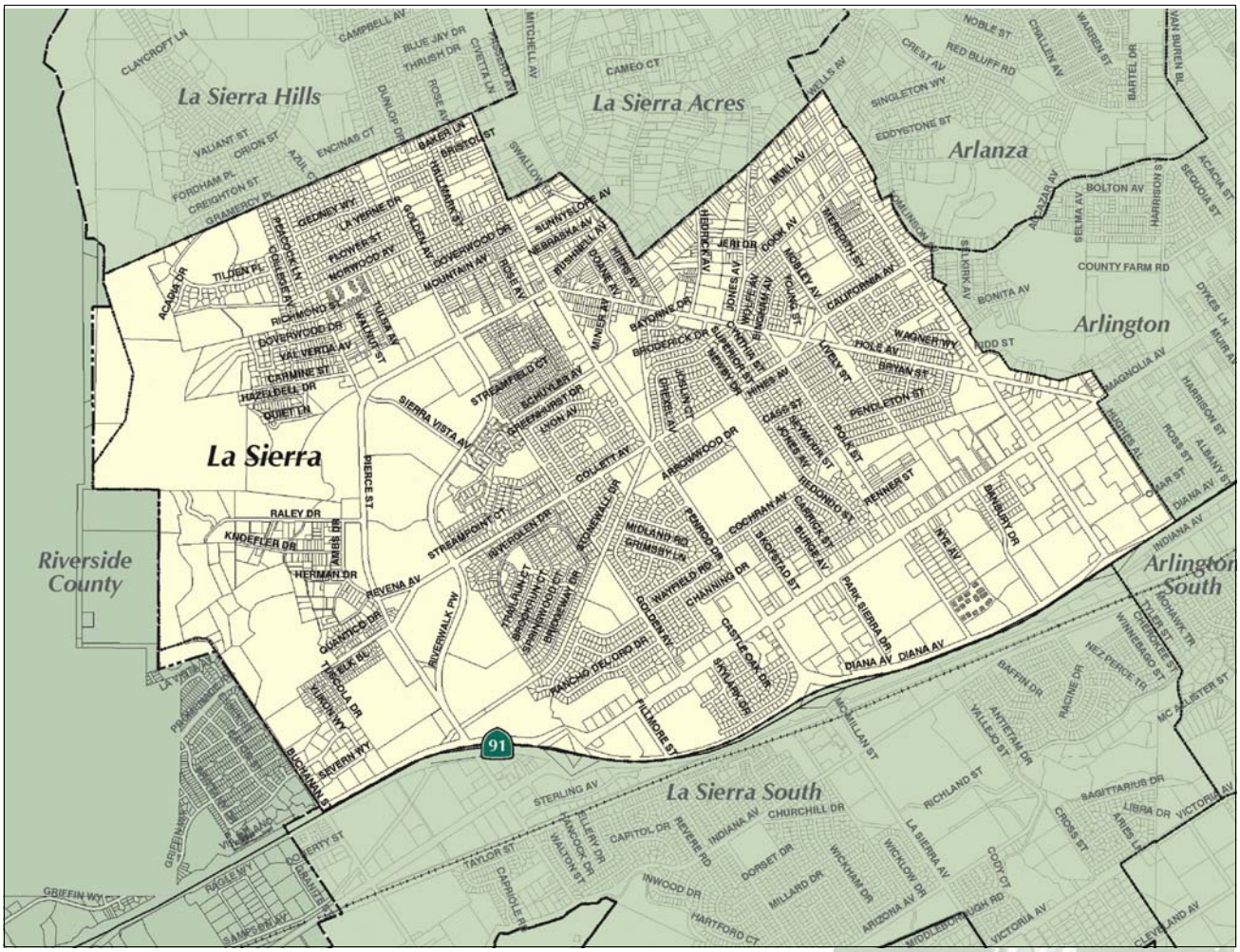
The diversity of La Sierra also includes significant industrial areas, particularly along the 91 Freeway, as well as abundant and diverse residential neighborhoods. La Sierra's residential districts range in intensity from almost rural on the neighborhood's western hillsides to medium-high density along Magnolia Avenue and near La Sierra University. Much of the neighborhood's popularity for residential development can be attributed to La Sierra's western location and access to both the SR-91 freeway and the Metrolink station. La Sierra is a popular neighborhood among Riversiders who hold jobs in Orange or Los Angeles Counties. During the late 1990s and early 2000s, Riverwalk, a major planned community, brought more than one thousand new single- and multi-family homes to the neighborhood, in addition to a major new street: Riverwalk Parkway. In addition to being home to so many different land uses, La Sierra plays an important role as the City's major western gateway. Like any gateway, La Sierra needs to act as both an entry point to Riverside and as an edge to distinguish it from adjacent communities. Objectives and policies relative to City gateways, discussed in the Citywide Objectives and Policies section of this Element, must be taken into consideration for this neighborhood.



With such a diverse geography, complex palette of land uses and location at the City's western gateway, the La Sierra neighborhood has many planning issues to be addressed, including preservation of the neighborhood's hillside land, using mixed-use development to revitalize the western end of Magnolia Avenue and injecting the Five Points area with new vibrancy. The La Sierra neighborhood has the potential to grow into a major employment center. Industrial and office land uses along the freeway corridor, particularly in the vicinity of the Kaiser Hospital, are seen to have the potential to accommodate significant job growth in an area that has strong transportation connections to points west.

Over the years, some specialized plans have been designed to improve conditions in the La Sierra Neighborhood. The Arlanza/La Sierra Community Plan, adopted by the City in 1978, contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra Hills and La Sierra South). With respect to the contemporary La Sierra neighborhood, the 1978 Community Plan sought to improve the overall quality of life while balancing the sometimes competing needs of semi-rural, suburban and urban areas. Goals and policies from the 1978 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

The La Sierra University Specific Plan, adopted by the City in 1997, was intended to address development in and near the vicinity of the school's campus and included much of the Riverwalk development. The Specific Plan called for a variety of uses, with residential densities ranging from three to fifteen dwelling units per acre, plus significant commercial, business park and mixed-use areas. This General Plan builds on the Specific Plan by calling for expanded mixed-use areas near Pierce Street and the northern end of Riverwalk Parkway.




***La Sierra***

La Sierra includes the Five Points area, where nearly all of the neighborhood's commercial land uses are concentrated. To unify the Five Points area and complement the La Sierra University Specific Plan, additional mixed-use development will be accommodated to help the area realize new commercial and entertainment uses.

The Rancho La Sierra Specific Plan, predominately located in the La Sierra Acres Neighborhood, also includes land in this Neighborhood and the La Sierra Hills Neighborhood. To reflect this Specific Plan's boundaries a General Plan Overlay Designation has been created. For more information on this Specific Plan see the La Sierra Acres Neighborhood.

The objectives and policies listed below are specific to the La Sierra Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-56: Enhance the role of La Sierra as a major employment center in the City, with complementary residential and mixed-use development.**

Policy LU-56.1: Encourage pedestrian-oriented retail, restaurant, entertainment and service uses in the Five Points area to create a local activity node for the La Sierra neighborhood.

Policy LU-56.2: Promote and market development by increasing commercial and industrial uses in the southwest end of the La Sierra neighborhood to create a signature gateway employment center.

Policy LU-56.3: Provide opportunities for transit-oriented, mixed-use projects providing medical support office/employment, restaurants and high-density residential near Kaiser Permanente. Emphasize ownership housing, as feasible, in this area.

Policy LU-56.4: Provide enhanced vehicle, bicycle and pedestrian connections across the 91 Freeway to the La Sierra Metrolink Station.

Policy LU-56.5: Recognize the potential of La Sierra's industrial lands to grow into a significant business park environment.

Policy LU-56.6: Allow for increased residential and commercial densities to bring more people to the neighborhood, support transit and complement the scale of the Kaiser facility.

Policy LU-56.7: Support and encourage the redevelopment of the Magnolia Avenue corridor with mixed use development.

**Objective LU-57: Maintain and enhance the quality of life in the La Sierra neighborhood.**

Policy LU-57.1: Preserve La Sierra's hillside areas in the natural state as much as possible, consistent with Proposition R and Measure C.

Policy LU-57.2: Engage in ongoing cooperative planning efforts with La Sierra University to ensure appropriate transitions between educational and residential uses as well as to create viable "town and gown" developments.

**Objective LU-58: Reinforce the role of the Galleria at Tyler and its surrounding area as the premier retailing destination in the City and region.**

Policy LU-58.1: Maintain market strength of the Galleria at Tyler while expanding local and regional retail uses throughout the area, through appropriate land use designations and zoning.

**Objective LU-59: Enhance the economic vitality of the neighborhood and rejuvenate older commercial centers.**

Policy LU-59.1: Encourage creative mixed-use development within Five Points.

*For additional information and Objectives and Policies affecting the La Sierra Acres Neighborhood see the following:*

*"Santa Ana River" – Introduction, LU-1, LU-2 and OS-7.*

*"Riverwalk Parkway" – LU-16.*

*"La Sierra Avenue" – LU-19.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

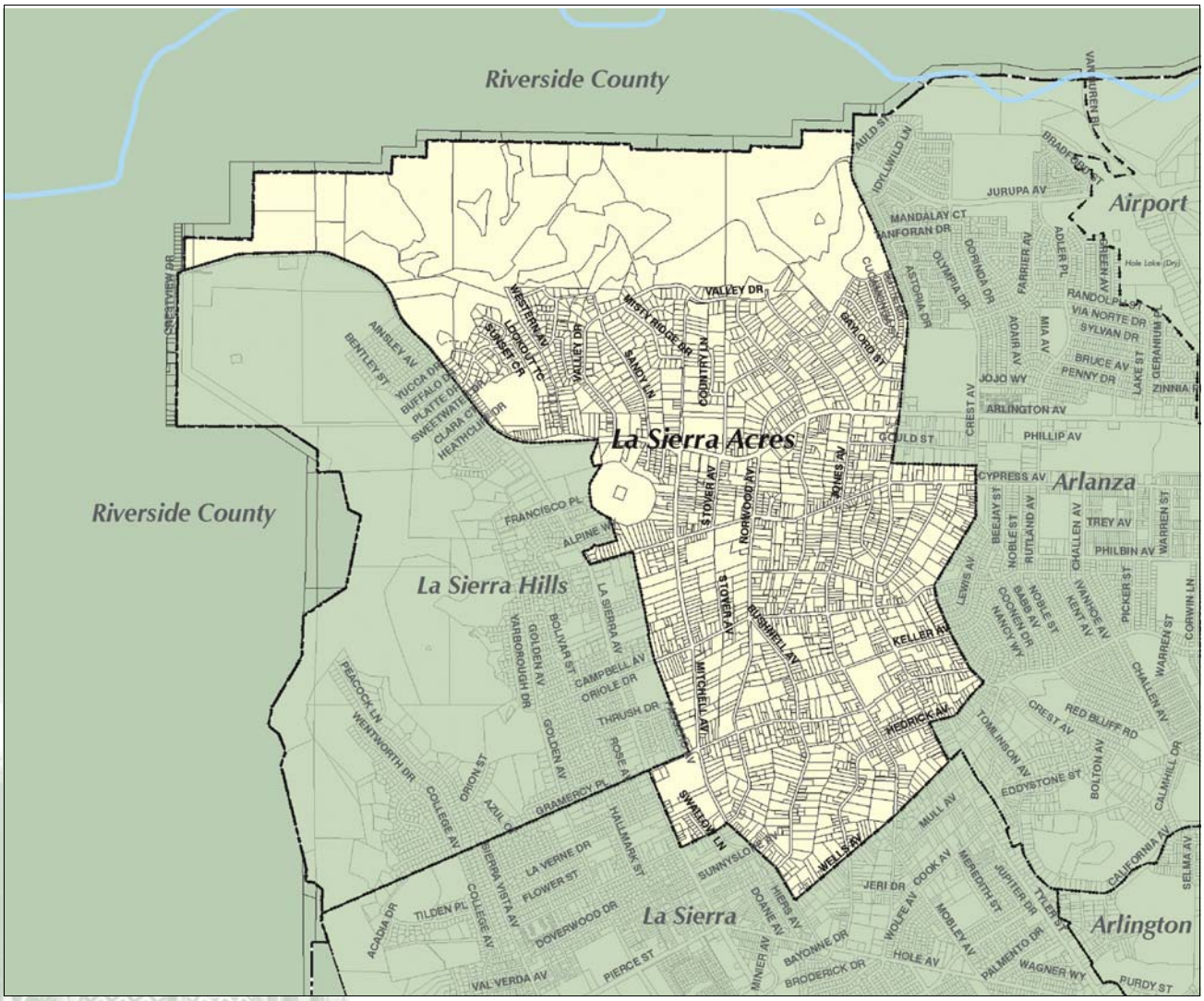
*"Minimizing Noise Impacts" – N-2.*

## LA SIERRA ACRES

Neither suburban nor entirely rural, La Sierra Acres has a distinctly different feel. The neighborhood contains many large-lot properties, many of which have enough space for horse-keeping and affords a rural lifestyle. Land use policy supports maintaining this semi-rural character.

The far north of the neighborhood slopes up to the Norco Hills, the City's northern border and then down to the Santa Ana River basin. This area, known as Rancho La Sierra or the River Ranch, was specifi-

cally mentioned in Measure C, passed by Riverside voters in 1987. Measure C directed the City to prepare and adopt a specific plan for this area. Measure C further stipulated that any new housing units in the La Sierra lands, shall be clustered in a manner "to protect the river bottom wildlife refuge, the agricultural land along the river bluffs and the open-space character of the area." Indeed, clustered development is a potentially useful means by which the natural and open space character of land can be essentially retained while allowing for sensitively developed residential uses.




*La Sierra Acres*

Over the years, some specialized plans have been designed to improve conditions in the La Sierra Acres Neighborhood. The Arlanza/La Sierra

Community Plan, adopted by the City in 1978, contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra Hills and La Sierra South). With respect to the contemporary La Sierra Acres neighborhood, the 1978 Community Plan sought to improve the overall quality of life while preserving the semi-rural, animal-keeping character that is a signature of the neighborhood. Goals and policies from the 1978 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

The Rancho La Sierra Specific Plan was adopted in 1996, with subsequent amendments to refine policy directives and expand the planning area. The Rancho La Sierra Specific Plan, predominately located in this Neighborhood, also includes land in the La Sierra and La Sierra Hills Neighborhoods. To reflect this Specific Plan's boundaries a General Plan Overlay Designation has been created to include the approximately 605 acre River Ranch property, the approximately 45 acre Diaz property and the Norco Hills (Land Use Policy Map LU-9). Any development in this area must be consistent with this General Plan and Measure C. Consistent with City open space preservation objectives, particularly as set forth in Proposition R and Measure C, the City will pursue innovative approaches to balancing housing needs with other goals. Such approaches may include open space easements, cluster developments and other similar mechanisms.

The objectives and policies listed below are specific to the La Sierra Acres Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.



**Objective LU-60: Enhance the quality of life by providing continued opportunities for a quality semi-rural lifestyle which includes animal husbandry.**

Policy LU-60.1: Retain semi-rural general plan and zoning designations for this area.

Policy LU-60.2: Support and encourage animal-keeping in designated areas.

Policy LU-60.3: Encourage the proper development of areas changing from rural to semi-rural.

Policy LU-60.4: Encourage the further development or redevelopment of blocks as a whole, rather than on a piecemeal basis.

**Objective LU-61: Support the development of the Rancho La Sierra River Ranch property consistent with Proposition R and Measure C requirements and with maximum sensitivity to its unique locale**

Policy LU-61.1: Ensure quality and appropriate development of the Rancho La Sierra property as a functionally integrated unit through a specific plan which delineates equestrian trails, provides for equestrian use, and provides distinctive parkway areas, a trail system and rural architectural design standards for all structures.

Policy LU-61.2: Ensure that any Specific Plan for the Rancho La Sierra area encourages planned residential development that clusters dwelling units in less sensitive areas in order to preserve more sensitive hillsides, arroyos and other natural features.

Policy LU-61.3: Ensure that any Specific Plan for the Rancho La Sierra area provides adequate open space linkages, such as trails and easements, to provide access to the Santa Ana River Regional Park from portions of the neighborhood south of the ridgeline.

Policy LU-61.4: Maintain the ridgelines in natural states to the maximum feasible extent; minimize the number of streets crossing the ridgeline.

Policy LU-61.5: The Rancho La Sierra Specific Plan clusters residential units permitted on the Norco Hills pursuant to Proposition R on the River Ranch and Diaz properties with the following criteria:

– Housing shall be clustered to protect the riverbottom wildlife refuge, the agricultural lands along the river bluffs and the open-space character of the areas;

– The Norco Hills area, as designated in the General Plan Overlay Designation, shall be dedicated and deed restricted as permanent open space;

– Portions of the River Ranch and Diaz properties shall be preserved as open space;

– The wildlife refuge, agricultural land and open space character of the river shall be preserved;

– Any future roads/or utility service shall be located so as to protect the wildlife refuge; and

– Public trail access along the river corridor compatible with protection of the wildlife refuge shall be maintained and provide for hiking, bicycling and equestrian use.

## LA SIERRA HILLS

Home of the former Hole Ranch, the La Sierra Hills neighborhood has become a sought-after residential neighborhood. Tucked between the Norco Hills to the west and the semi-rural La Sierra Acres to the east, the neighborhood retains a rural-like character, but has easy access to commercial districts and the freeway.

Several hundred acres within La Sierra Hills may be included in an amended Rancho La Sierra Specific Plan. This area, along the east facing slopes of the Norco Hills, is environmentally and geologically sensitive and is also visually prominent from several Riverside neighborhoods. Any development in this area must balance these concerns with property rights. Consistent with City open space preservation objectives, particularly as set forth in Proposition R and Measure C, the City will pursue innovative approaches to balancing housing needs with other goals. Such approaches may include open space easements, cluster developments, transfers of development rights and similar mechanisms.

The Arlanza/La Sierra Community Plan, adopted by the City in 1978, contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra Hills and La Sierra South). With respect to the contemporary La Sierra Hills neighborhood, the 1978 Community Plan sought to improve the overall quality of life and preserve environmental assets

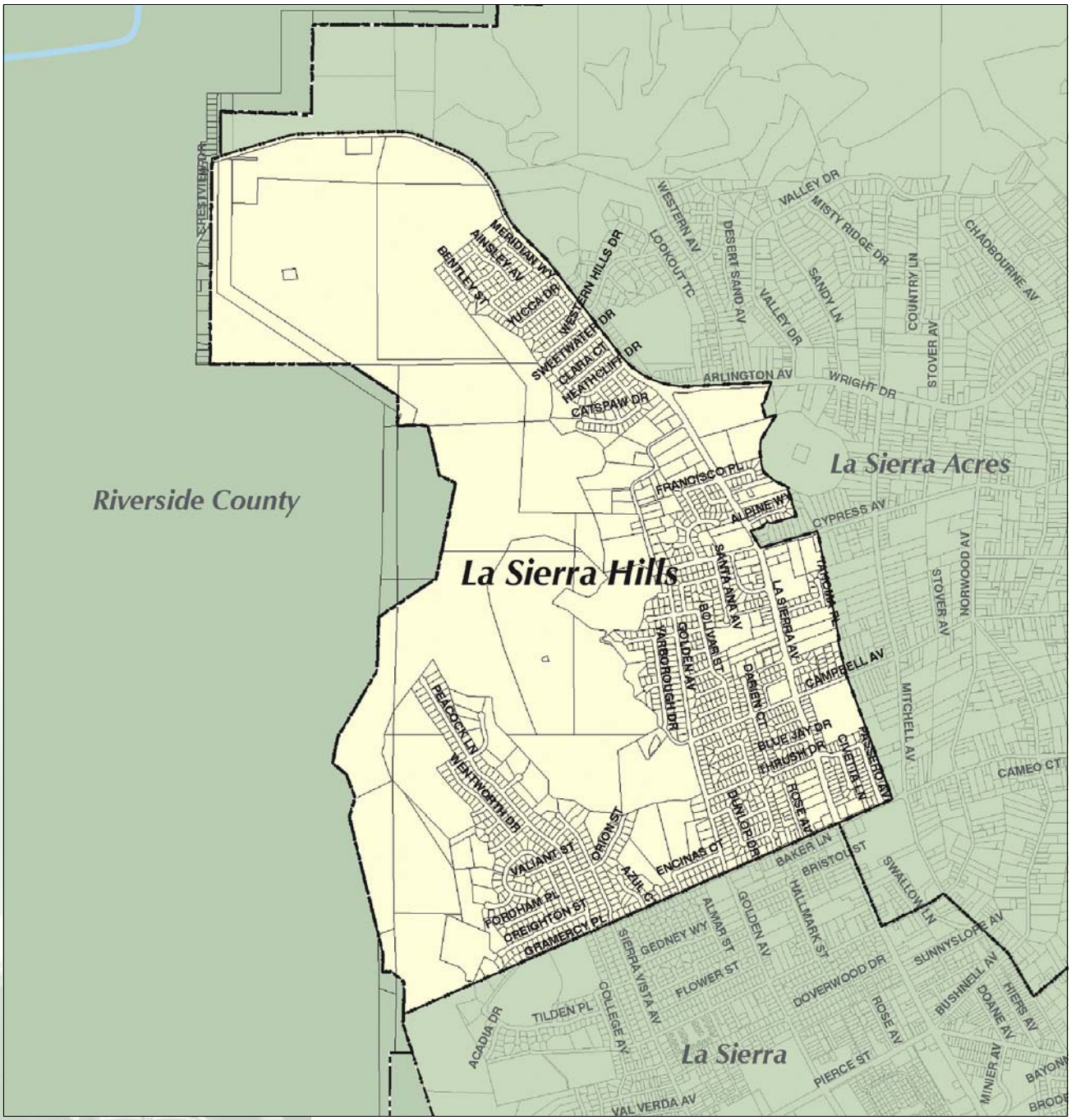
*For additional information and Objectives and Polices affecting the La Sierra Hills Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Riverwalk Parkway" – LU-16.*

*"La Sierra Avenue" – LU-19.*

*"Gateway on Arlington Avenue when the Schliesman connection to Interstate 15 is completed" – LU-20.3.*




*La Sierra Hills*

while allowing for modest new growth. Goals and policies from the 1978 Community Plan are reflected in the objectives and policies below, in citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

The Rancho La Sierra Specific Plan, predominately located in the La Sierra Acres Neighborhood, also includes land in this Neighborhood and the La Sierra Neighborhood. To reflect this Specific Plan's boundaries a General Plan Overlay Designation has been created. For more information on this Specific Plan see the La Sierra Acres Neighborhood.

The objectives and policies listed below are specific to the La Sierra Hills Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-62: Enhance the quality of life in the La Sierra Hills neighborhood by creating an environment in which both traditional urban/suburban and a semi-rural lifestyle including animal husbandry may be accomplished and nurtured.**

Policy LU-62.1: Ensure that the neighborhood's western hillsides are developed in a sensitive manner consistent with Proposition R and Measure C, preserving the landscape's natural, hilly character to the maximum feasible extent.

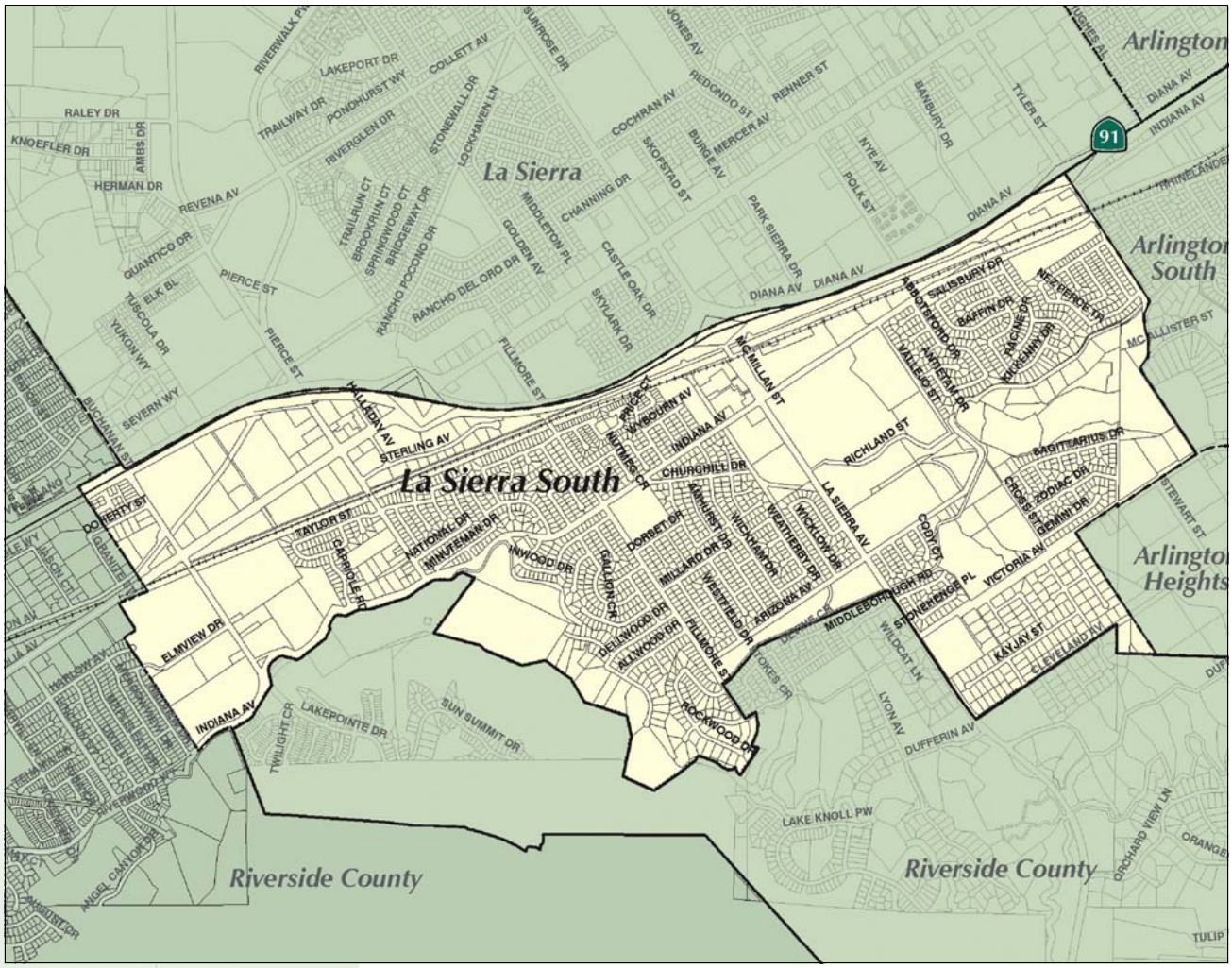
Policy LU-62.2: Ensure appropriate transitions between the La Sierra University/Five Points area near the neighborhood's southern boundary and the more rural and natural character of La Sierra Hills.

Policy LU-62.3: Encourage the proper development of areas changing from rural to semi-rural.

Policy LU-62.4: Encourage the further development or redevelopment of blocks as a whole rather than on a piecemeal basis.

## LA SIERRA SOUTH

La Sierra South has much in common with the La Sierra neighborhood. Both are edged by the 91 Freeway and together comprise the City's major western gateway. Like its neighbor to the north, La Sierra South contains a blend of residential, commercial and industrial uses. The hills forming the southern edges straddle the greenbelt and extend to the unincorporated Home Gardens community to the south.




***La Sierra South***

La Sierra South contains an important development site on both sides of Indiana Avenue, easterly of La Sierra Avenue, owned by Riverside Community College. In 1991, a Specific Plan was prepared for an anticipated mixed-use development. If the adopted Specific Plan cannot be implemented as written, a specific plan amendment or a new specific plan is crucial to the development of this large site. It should be noted that the La Sierra Metrolink Station currently occupies a significant piece of this property on the northerly side of Indiana Avenue (see discussion below).

The La Sierra South neighborhood was also addressed in the 1978 Arlanza/La Sierra Community Plan. This community plan contains a number of goals and policies intended to address the range of different land uses and lifestyles in this area - an area which today comprises five City neighborhoods (Arlanza, La Sierra, La Sierra Acres, La Sierra Hills

and La Sierra South). With respect to the contemporary La Sierra South neighborhood, the 1978 Community Plan sought to improve the overall quality of life and provide a balanced community. Goals and policies from the 1978 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan. Actual goals and policies from the Community Plan are in Appendix A.

The La Sierra Metrolink station area is another focus site within the neighborhood. A popular Metrolink stop, the station area is largely underdeveloped and lacks a strong connection to employment centers across the 91 Freeway. This area will benefit from a mixed-use transit village development which can provide commercial businesses and essential services to commuters, as well as residential units for the many who would enjoy the mobility and options of transit village living.

The objectives and policies listed below are specific to the La Sierra South Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

*For additional information and Objectives and Polices affecting the La Sierra South Neighborhood see the following:*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.*

*"Riverwalk Parkway" – LU-16.*

*"La Sierra Avenue" – LU-19.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Rescind Victoria Avenue Specific Plan" – LU-28.11.*

**Objective LU-63: Improve the La Sierra South neighborhood, balancing the needs and interests of residents and businesses.**

Policy LU-63.1: Ensure that the unique role of hillsides in shaping the character of the neighborhood is respected in all development projects.

Policy LU-63.2: Encourage appropriately scaled infill development for other vacant or underutilized sites in the La Sierra South neighborhood.

Policy LU-63.3: Discourage any further reduction in the amount of land designated for industrial use.

**Objective LU-64: Optimize development opportunities on underutilized and undeveloped parcels near the La Sierra Metrolink station to create appropriately scaled developments that enhance and protect nearby neighborhoods while benefitting the community at large.**

Policy LU-64.1: Encourage utilization of the property around the La Sierra Metrolink station as a mixed-use transit village at a moderate density.

Policy LU-64.2: Encourage an amended or new specific plan for the Riverside Community College Site that includes a medium-high-density residential development compatible with the area's natural setting and surrounding land uses.

## MAGNOLIA CENTER

***Magnolia Center***

Magnolia Center has long been an important commercial hub of Riverside, sometimes considered a second downtown. Several of Riverside's major streets converge at Magnolia Center - Magnolia

Avenue, Central Avenue, Arlington Avenue, Jurupa Avenue and Brockton Avenue – making it a natural location for commercial activities. Magnolia Center includes both the Riverside Plaza and Brockton Arcade, long-standing commercial and office centers (respectively) that by the early twenty-first century, were in noticeable need of revitalization.

Radiating out from Magnolia Center's major avenues are well-established residential neighborhoods at varying densities. Apartments and condominiums can be found along Arlington, Magnolia and Palm Avenues, while most of the rest of residential development consists of single-family homes. Nearly eighty percent of the housing units in Magnolia Center were constructed in the twenty years between 1950 and 1969.

Although the neighborhood has for many years been considered built out, significant changes are proposed for Magnolia Center, particularly to spur revitalization of commercial uses along the Magnolia Avenue corridor. This Plan seeks to build upon Magnolia Center's village-within-a-city form by strategically injecting new commercial, office and mixed-use development. Mixed-use development is proposed for the Riverside Plaza area and its immediate surroundings, leading to the growth of an urban, in-town neighborhood within walking distance of numerous commercial opportunities and well-served by transit. In and around the nearby Brockton Arcade, this Plan calls for increased office usage in an effort to help this area develop as a strong and viable office center that houses primarily local-serving businesses, particularly medical offices.

Beyond the Magnolia Corridor, development will continue to be relatively low scale and low intensity, with introduction of mixed-use development as a transition between the bustling commercial areas and the single-family neighborhoods. Along Magnolia Avenue, south of the Parent Navel Orange Tree and exclusive of any safety zones associated with Riverside Municipal Airport, mixed-use development will capitalize upon the Magnolia Corridor's strong transportation network and close proximity to jobs and shopping districts.

With its diversity of uses and complex transportation network, Magnolia Center has intricacies comparable to or greater than the Downtown areas of many other cities. The City is proposing an in-depth specific plan that will more directly address parcel-specific land use and circulation issues for the entire Magnolia Corridor, including the most intensively developed portions of the Magnolia Center neighborhood.

The objectives and policies listed below are specific to the Magnolia South Neighborhood. In addition, the Citywide objectives and policies

*For additional information and Objectives and Polices affecting the Magnolia Center Neighborhood see the following:*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Relationship to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-65: Revitalize Magnolia Center in its role as a subregional retail and business center, while maintaining and preserving the low-scale character of surrounding residential areas.**

Policy LU-65.1: Create nodes of finely grained shopping activity at Riverside Plaza and Brockton Arcade and avoid dispersal of retail uses along the balance of the Magnolia Avenue Corridor.

Policy LU-65.2: Promote lot assemblage for additional medical offices uses in the area generally bounded by Magnolia Avenue, Brockton Avenue and Arlington Avenue.

Policy: LU-65.3: Allow for sensitive conversion of residential uses to commercial uses at appropriate locations.

Policy LU-65.4: Emphasize and encourage mixed-use development to re-energize the Magnolia Avenue corridor through this neighborhood.

Policy LU-65.5: Develop pedestrian-oriented mixed-use projects with supportive retail uses on underutilized sites along the Magnolia Corridor near Riverside Plaza.

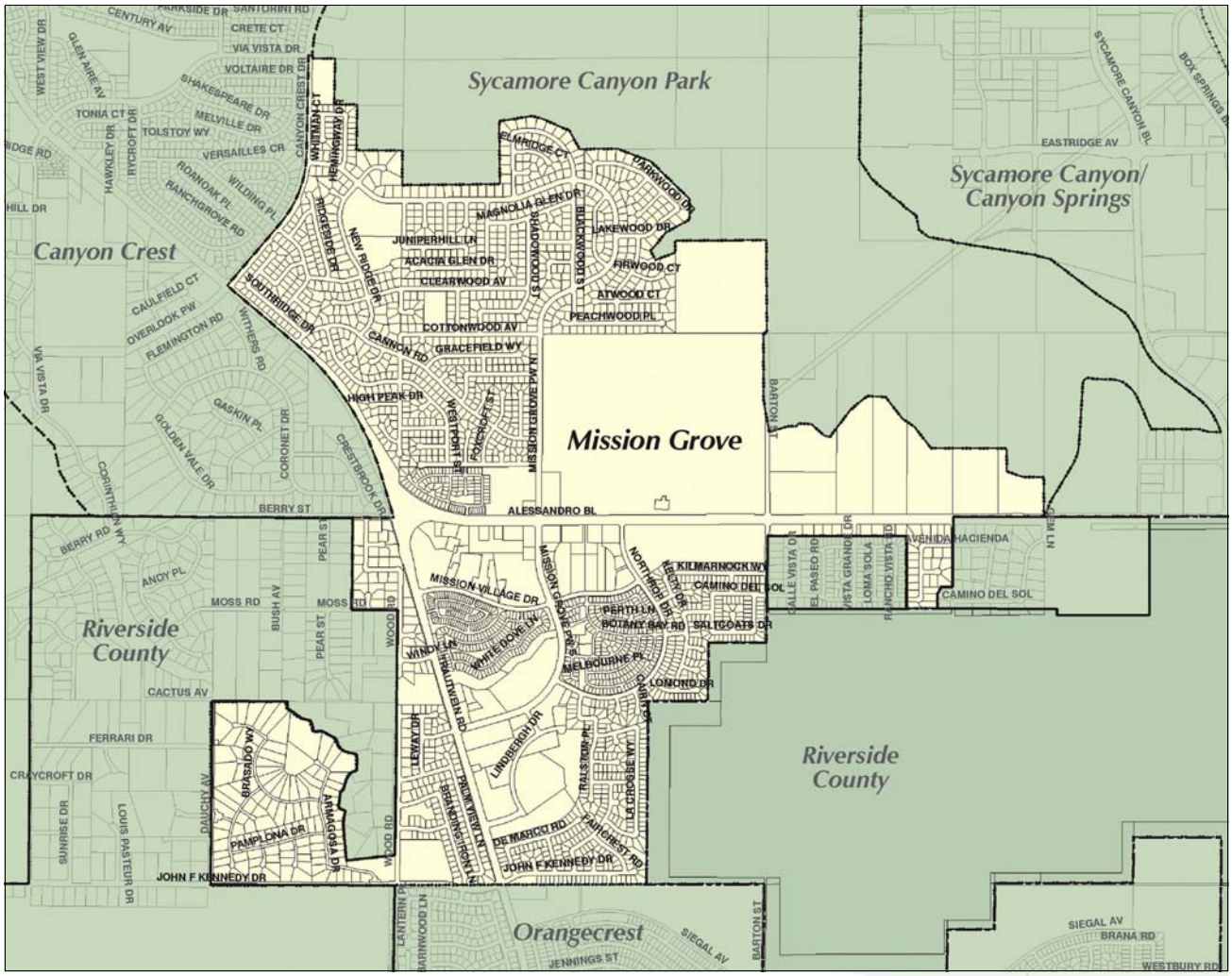
**Objective LU-66: Preserve Magnolia Center's established residential neighborhoods and historic landmarks.**

Policy LU-66.1: Ensure that Magnolia Center's residential areas are adequately protected from the operational impacts of new commercial and mixed use development in the neighborhood.

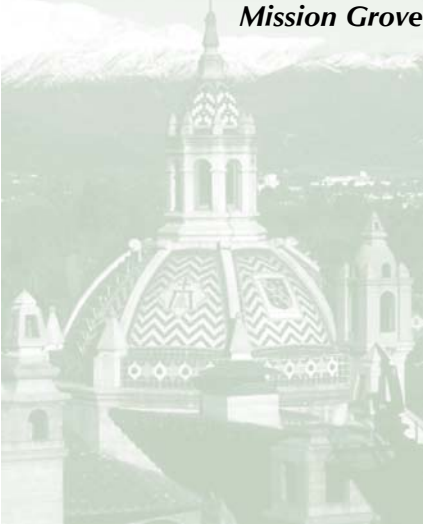
Policy LU-66.2: Enhance and celebrate the Parent Navel Orange Tree as an historic and cultural landmark.

Policy LU-66.3 Encourage maximum retention of historic post war commercial buildings.

# MISSION GROVE




***Mission Grove***



Although a relatively young neighborhood, Mission Grove has a complexity of land uses more typical of longer-established areas. The northern half of the neighborhood, tucked between Canyon Crest to the west and north and Sycamore Canyon Wilderness Park to the east, largely contains low-density residential development. South of Alessandro Boulevard, the neighborhood contains significant commercial and office park uses, in addition to several apartment complexes, single family planned communities and standard single family subdivisions. The Mills Water Filtration Plant operated by Western Municipal Water District creates a relatively large expanse of open space that abuts Sycamore Canyon Wilderness Park on the north side of Alessandro Boulevard on the community's easterly edge.

Development in the southern portion of the neighborhood has been guided by the Mission Grove Specific Plan, adopted in 1985. Initially proposed to include a substantial industrial park area and about eleven hundred dwelling units, the Specific Plan was amended numerous times. Amendments adopted significantly reduced the industrial park acreage and more than doubled the number of allowable dwelling units to about twenty-three hundred. As of 2004, very little land remained to be developed within the Specific Plan area.

*For additional information and Objectives and Polices affecting the Mission Grove Neighborhood see the following:*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

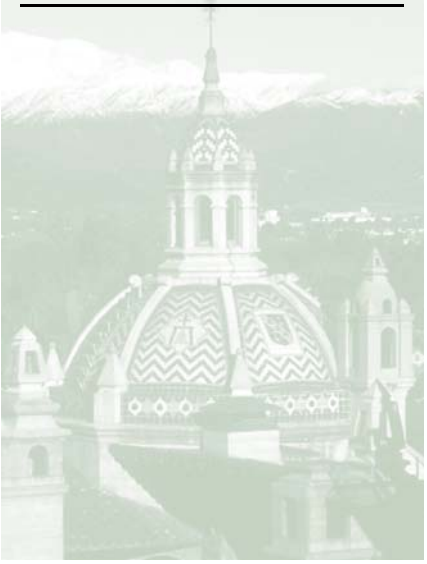
*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

*"For information concerning John F. Kennedy Drive and Barton Street" – CCM-2.12.*



Mission Grove and its neighbor to the south, Orangecrest, are the two Riverside neighborhoods closest to the March Air Reserve Base/Inland Port. The Specific Plans for both Mission Grove and Orangecrest were initially approved by Riverside County and the areas were subsequently annexed to the City. While MARB/MIP offers the potential for great economic vitality and employment base, the proximity to housing creates the potential for land use conflicts. The active use of March either as a military base or as the Inland Port, poses potential noise and other concerns for the Mission Grove and Orangecrest neighborhoods, as well as in the unincorporated areas in the vicinity. To better protect public safety and ensure the long term viability of both military and trade operations at March, this General Plan and supporting documents will designate a new Airport Influence Zone that will guide further development and redevelopment of areas adjacent to and near airport facilities.

The objectives and policies listed below are specific to the Mission Grove Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-67: Complete buildout of the Mission Grove Specific Plan, encouraging development that can harmoniously co-exist near the March Airport facility.**

Policy LU-67.1: Do not permit further amendments to the Mission Grove Specific Plan that would increase the residential intensity of the neighborhood or otherwise conflict with ongoing safe operations at March Air Reserve Base/Inland Port.

Policy LU-67.2: Pursue appropriate annexation opportunities of the properties southerly of Alessandro Boulevard, between the City limit lines and the March Joint Powers Authority properties.

Policy LU-67.3: Work cooperatively with the March Joint Powers Authority to ensure compatibility of land uses.

## NORTHSIDE

Separated from the rest of the City by two freeways and bounded on the west by the Santa Ana River, the Northside neighborhood is marked by strong edges and supports a wide mixture of uses.

Northside

Although geographically close to Downtown and Hunter Industrial Park, the Northside's boundaries lend the neighborhood a character distinct from its neighbors, with residential uses that include semi-rural

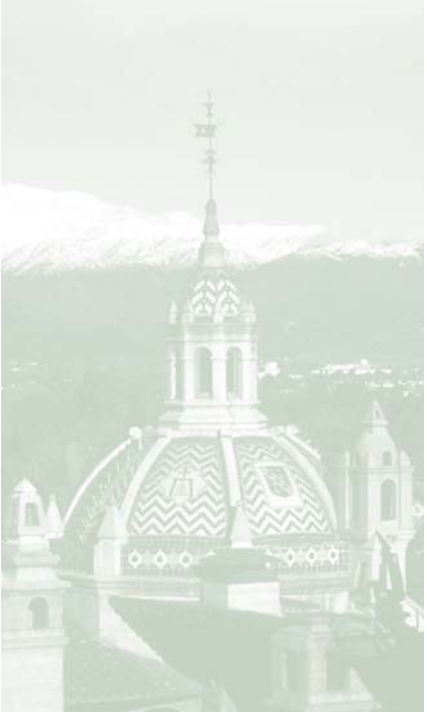
homesites, traditional suburban subdivisions and apartments. The neighborhood has significant park and recreation areas and commercial and office development as well. Local residents have ready access to Reid Park, featuring a gymnasium, swimming pool, community center and several outdoor playing fields, as well as the publicly operated Riverside Golf Club. The neighborhood once included the White Sulphur Springs pool located at 3723 Strong Street, a major regional attraction, known for its sparkling clean water and its use in several early Hollywood films. The Northside's complex character is made more intricate by the presence of two large unincorporated areas along the west and east sides of Reid Park and the Riverside Golf Club.

*For additional information and Objectives and Polices affecting the Northside Neighborhood see the following:*

*"Santa Ana River" – Introduction, LU-1, LU-2 and OS-7.*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*



The Northside neighborhood is home to a long-standing homeowners' group, the Northside Improvement Association. This group has been instrumental in providing an effective forum for addressing community concerns. To address both the complexity and importance of this neighborhood, the City adopted a community plan for the Northside in 1991. The Plan proposes a framework for a distinct, upgraded community identity with improved design and maintenance and an emphasis on the residential nature of the community. The Plan prescribes improved development standards, encourages higher quality land uses and the upgrade and maintenance of existing uses. It also identifies future development needs and seeks to preserve the old charm of the City of Riverside. The planning area encompasses not only the unincorporated islands within Riverside County, but also stretches north over the San Bernardino County line to include what was unincorporated land that has since been annexed by the City of Colton. Goals and policies from the 1991 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

Consistent with neighborhood goals set forth in prior planning documents, this General Plan focuses on the maintenance and improvement of these major park and recreational facilities, preservation of long-established residential densities and enhancement of the small yet economically successful commercial and industrial sites.

The objectives and policies listed below are specific to the Northside Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-68: Provide a balanced community with sufficient office, commercial and industrial uses while preserving the single family residential preeminence of the community.**

Policy LU-68.1: Commercial uses along West La Cadena Drive should be focused at the Columbia Avenue and West Center Street intersections.

**Objective LU-69: Establish the Northside Community as a balanced community in which it is pleasant to live, work and play.**

Policy LU-69.1: Prepare a Specific Plan for the Northside which:

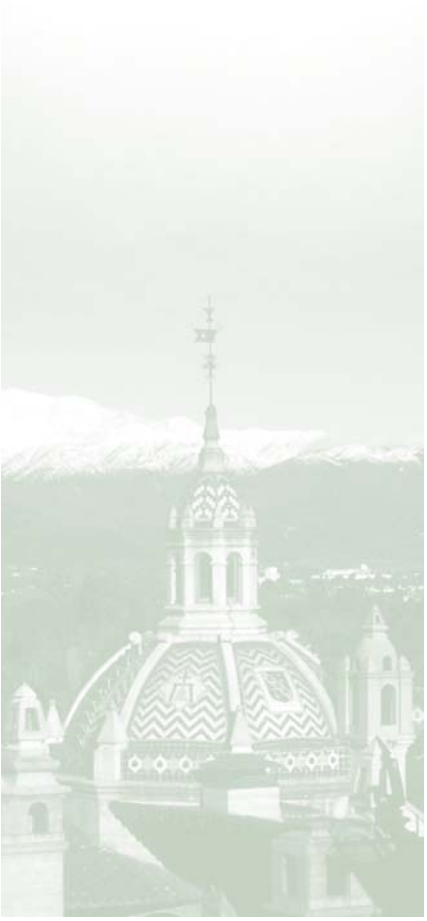
- Emphasizes the retention of open space and recreational resources;
- Includes the input of the residents and property owners of the Northside Community;
- Includes the retention of Reid Park;
- Assumes the retention of a public golf course within the Northside Study Area with generous visual access to this feature or comparable open space from the surrounding community. Basic open space relationships should be retained;
- Considers alternative land uses for properties surrounding the golf course and Reid Park to optimize compatibility with these recreation facilities;
- Retains or relocates the soccer fields to an optimum location;
- Provides a detailed evaluation of alternative uses for the Public Utilities Department properties in the City of Colton (i.e., former Pellissier Ranch). The evaluation shall include, but not be limited to, recreational and industrial opportunities; and
- Retains the Northside Community Plan Citizens Advisory Committee, or a modified committee of

local citizens, as the review committee for the specific plan.

Policy LU-69.2: Retain Fremont Elementary School as the primary focus for elementary education in the Northside. Encourage modest expansion of the site as properties become available, particularly the properties immediately adjacent to the existing parking lots on Orange Street and Main Street. Expansion should allow for site amenities such as parking lot landscaping, improved pedestrian circulation and added parking.

Policy LU-69-3: Retain Reid Park and the golf course to serve neighborhood, community and regional park needs.

**Objective LU-70: Provide for steady change and improvement to an upgraded model community with a distinct identity.**



Policy LU-70.1: Engage the City of Riverside and the Counties of Riverside and San Bernardino in cooperation with Northside Citizen groups to launch an aggressive campaign to reinforce building and property maintenance conditions. The campaign should:

- Emphasize the removal of inoperative vehicles;
- Encourage property owners to remove junk from yards and replace weeds with more aesthetically pleasing landscaping; and
- Emphasize the repair of deteriorated structures and the upgrade of structures needing maintenance.

Policy LU-70.2: Site new development to emphasize views out of the Northside area and not block existing views. Lay out subdivisions so that streets emphasize the views. In many cases this means streets should be perpendicular to the view. This visual corridor can also be protected by an open space easement across a portion of the lot.

Policy LU-70.3: Consider establishing SR-60 and Interstate 215 as City of Riverside Scenic Highways.

Policy LU-70.4: Line Main Street with canopy type trees both at the curb edge and in the center median island. These canopy trees will soften the width of the street and reinforce the low density residential goal of the Northside. This will also be in contrast to the palms to be used in a formal pattern to the south of the freeway.

Policy LU-70.5: Encourage appropriate retail opportunities to better serve the Northside Neighborhood.

Policy LU-70.6: Complete roadway improvements needed to ensure adequate access to the Northside Neighborhood to meet the needs of residential, commercial and other users.

Policy LU-70.7: Continue to move all Northside neighborhood utilities underground; seek funding to complete undergrounding from all available sources, including the City of Riverside, Riverside County, assessment districts and CalTrans.

Policy LU-70.8: Encourage appropriate industrial development opportunities.

**Objective LU-71: Provide for comprehensive development and management of the Northside Community irrespective of political jurisdiction.**

Policy LU-71.1: Encourage the City of Riverside, Riverside County and San Bernardino County to study the Northside Community Plan area for possible redevelopment designation(s).

Policy LU-71.2: Seek to annex all unincorporated portions of the study area within Riverside County to the City of Riverside. The possibility of a boundary line shift between Riverside and San Bernardino Counties to follow logical geographic limits should continue to be explored as well as other means of cooperation such as a Joint Powers Agreement to unify development opportunities.

**Objective LU-72: Preserve and promote the lower density charm of the Northside Community.**

Policy LU-72.1: Use tree varieties that provide substantial shade and a canopy effect over the street in new developments and redevelopment projects.

Policy LU-72.2: Encourage the installation of parking lot landscaping on those commercial and industrial properties currently without such amenities. As an incentive for landscaping, the City in co-operation with the County should develop a property rehabilitation program. One source of funds for such a program could be Block Grants.

Policy LU-72.3: Use natural appearing drainage channels of innovative design in the Northside area. Development projects should be required to develop their drainage in natural or semi-natural appearing channels.

Policy LU-72.4: Preserve large groupings of existing trees that add visual interest to the area. Such tree groupings should be preserved as part of development projects or road widenings whenever possible.

Policy LU-72.5: Land use interfaces between residential and commercial or industrial properties should receive special design consideration to protect the scenic integrity of the residential neighborhood.

*For additional information and Objectives and Polices affecting the Orangecrest Neighborhood see see the following:*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

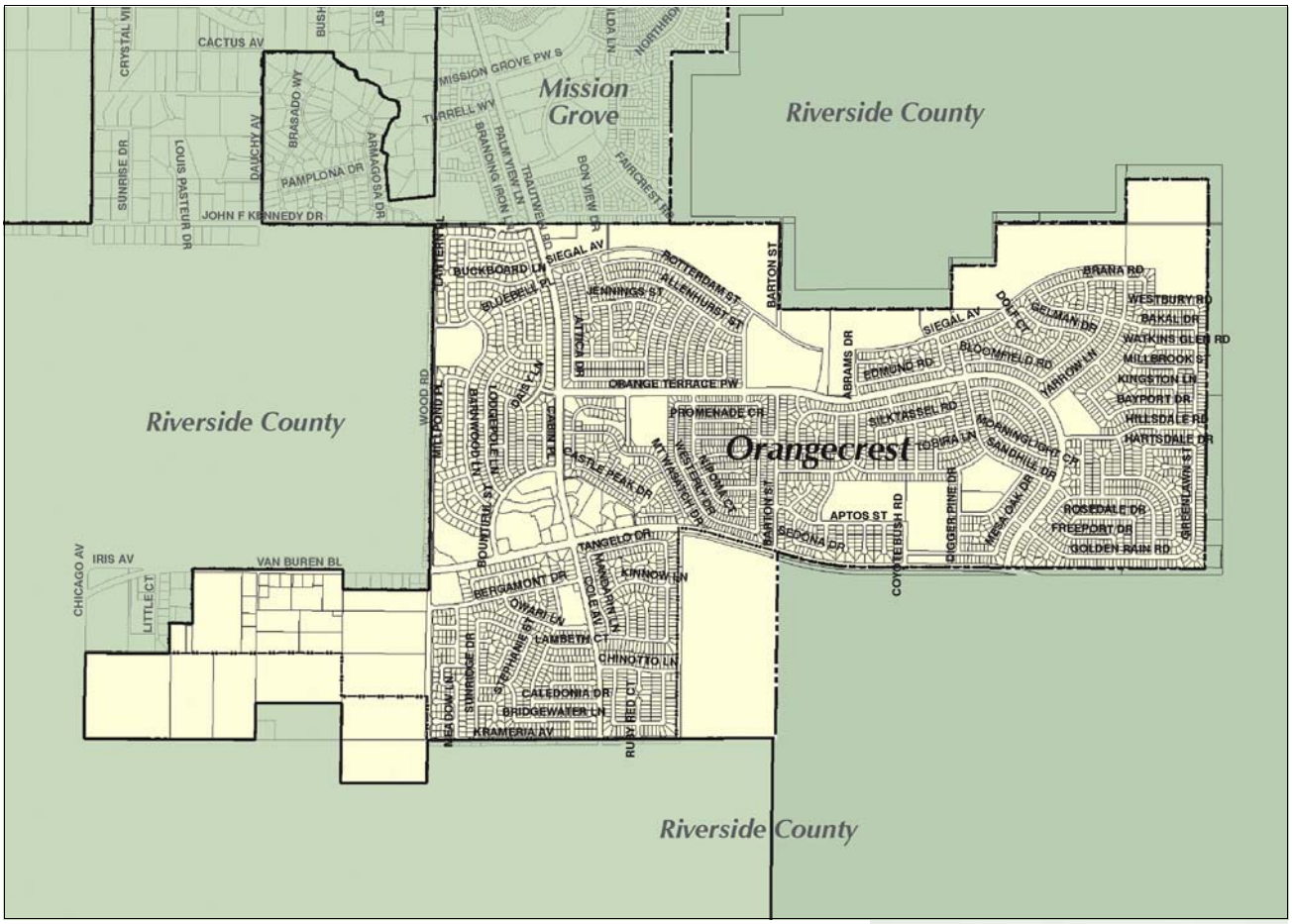
*"Minimizing Noise Impacts" – N-3.*

*"For information concerning John F. Kennedy Drive and Barton Street" – CCM-2.12.*

## ORANGECREST

Located in southeast Riverside near the March Air Reserve Base, the Orangecrest neighborhood, annexed to Riverside in 1985, has largely been developed as a master-planned community under a specific plan originally approved by Riverside County. The Plan had designated about eighteen percent of the land for commercial, industrial and office use to help create a balance between jobs and housing and to provide local shopping and recreation resources; however, several amendments to the Plan resulted in the neighborhood being built out as largely residential.

No major land use changes are anticipated for the neighborhood over the planning period; nearly all of the Specific Plan area has been built out.




***Orangecrest***

Orangecrest and its neighbor to the north, Mission Grove, are the two Riverside neighborhoods closest to the March Air Reserve Base/Inland Port. The Specific Plans for both Orangecrest and Mission Grove were initially approved by Riverside County and the areas subsequently annexed to the City. While MARB/MIP offers the potential for great economic vitality and employment base, the proximity to housing creates the potential for land use conflicts. The active use of March, either as a military base or as a the Inland Port, poses potential noise and other concerns for both the Orangecrest and Mission Grove neighborhoods, as well as in the unincorporated areas in the vicinity. To better ensure that the public safety is protected and that both military and trade operations at March may continue, this Plan and supporting documents designate a new Airport Influence Zone intended to guide further development and redevelopment of areas affected by proximity to airports.

The objectives and policies listed below are specific to the Orangecrest Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-73: Manage continued growth of the Orangecrest neighborhood in a manner consistent with the Orangecrest Specific Plan, providing needed infrastructure as land develops.**

Policy LU-73.1: Avoid creating any hindrance to safe operations at the March Air Reserve Base/Inland Port; coordinate with the March Joint Powers Authority (JPA) as plans for the March Inland Port are formulated and implemented.

Policy LU-73.2: Identify and proactively undertake logical annexation opportunities to improve the consistency and coherence of the neighborhood.

Policy LU-73.3: Encourage local-serving retail development to provide nearby shopping opportunities within the neighborhood.

Policy LU-73.4: Encourage the timely development of planned parks, schools and libraries.

## PRESIDENTIAL PARK

*For additional information and Objectives and Polices affecting the Presidential Park Neighborhood see the following:*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

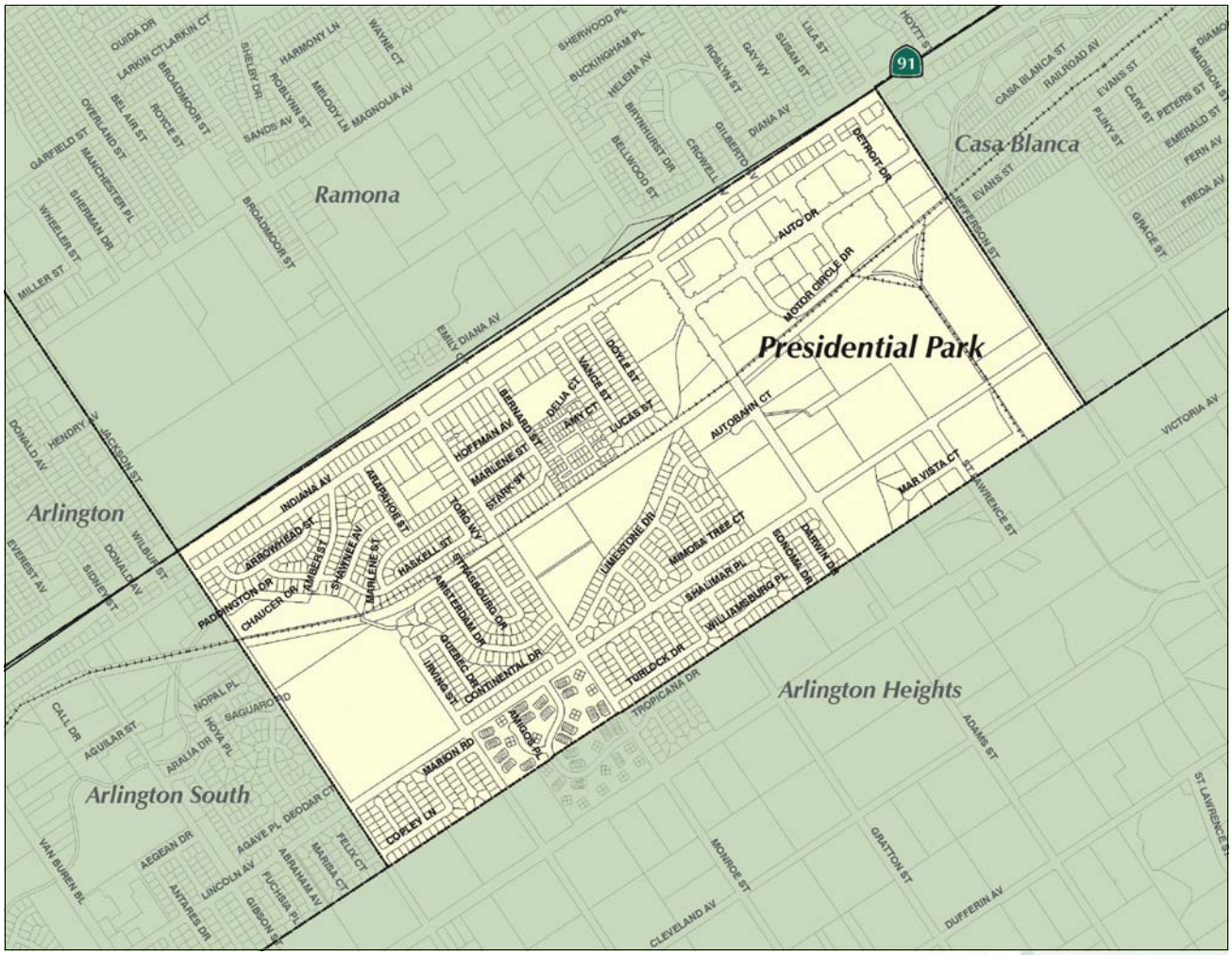
*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

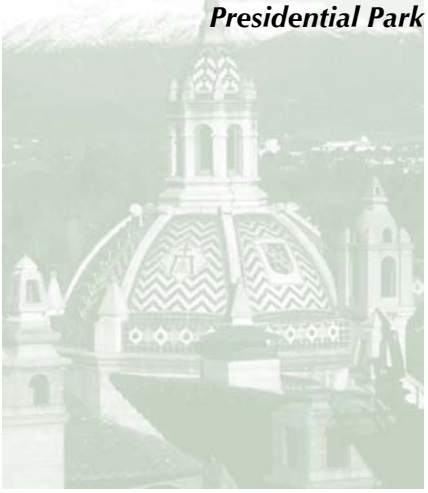
Presidential Park derives its name from the many streets in Riverside named after United States presidents. The Presidential Park neighborhood spans the distance between Monroe Street to the west and Jefferson Street to the east.

The economic focal point of the neighborhood is the Riverside Auto Center. Auto dealers offering virtually all makes of cars and auto-related services offer a centralized, regional hub that attracts customers from all over western Riverside County and points beyond. Sales taxes from automobiles are expected to continue to represent a significant component of the City's tax revenue over the next twenty years. To help ensure the Auto Center's long-term viability, the City adopted the Riverside Auto Center Specific Plan in 1990; most of the Auto Center neighborhood was born from a redevelopment project. Through a program of public improvements, business district identification and sign improvements, the Specific Plan will help promote the auto center's continued prominence in the regional auto sales market.

Redevelopment funding will continue to help finance ongoing improvements to the neighborhood, including improvements to surrounding residential areas.




***Presidential Park***



Pockets of multifamily residential development, much of which lack contemporary amenities and design, are another prominent feature of Presidential Park. Redevelopment assistance and other programs will be instrumental in providing beneficial upgrades to these areas. Presidential Park also contains significant industrial areas south of the Auto Center and the City corporation yard. The key planning issues with regard to these areas are ensuring their use in clean, job-producing industries while protecting nearby residential uses from any adverse operational activities.

The objectives and policies listed below are specific to the Presidential Park Neighborhood. In addition, the Citywide objectives and policies

in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-74: Ensure the long-term viability of the Riverside Auto Center.**

Policy LU-74.1: Continue to implement the Auto Center Specific Plan, updating as necessary to ensure the Auto Center's ongoing regional prominence.

**Objective LU-75: Enhance the non-automotive areas of Presidential Park, including the residential and industrial areas, maintaining long-term compatibility among the neighborhood's diverse uses.**

Policy LU-75.1: Emphasize the improvement of existing housing, particularly multi-family units; encourage additional ownership housing.

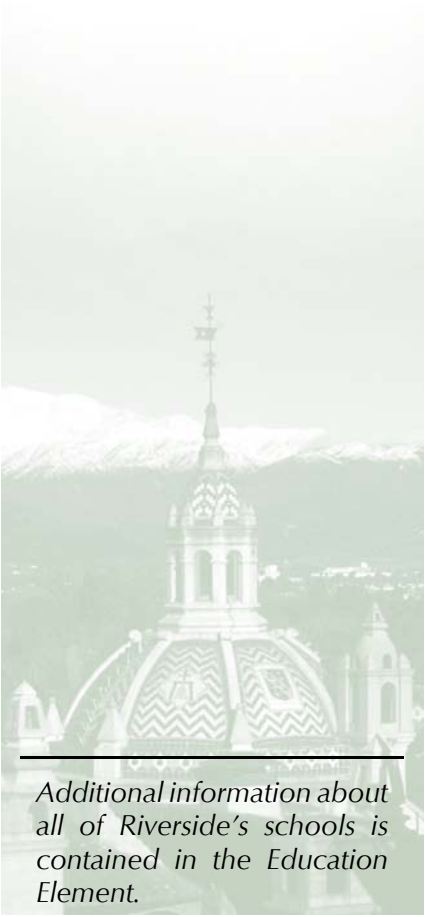
Policy LU-75.2: Protect residential uses from any adverse conditions associated with nearby industrial businesses.

Policy LU-75.3: Identify and attract clean, jobs-rich businesses to industrial areas within Presidential Park.

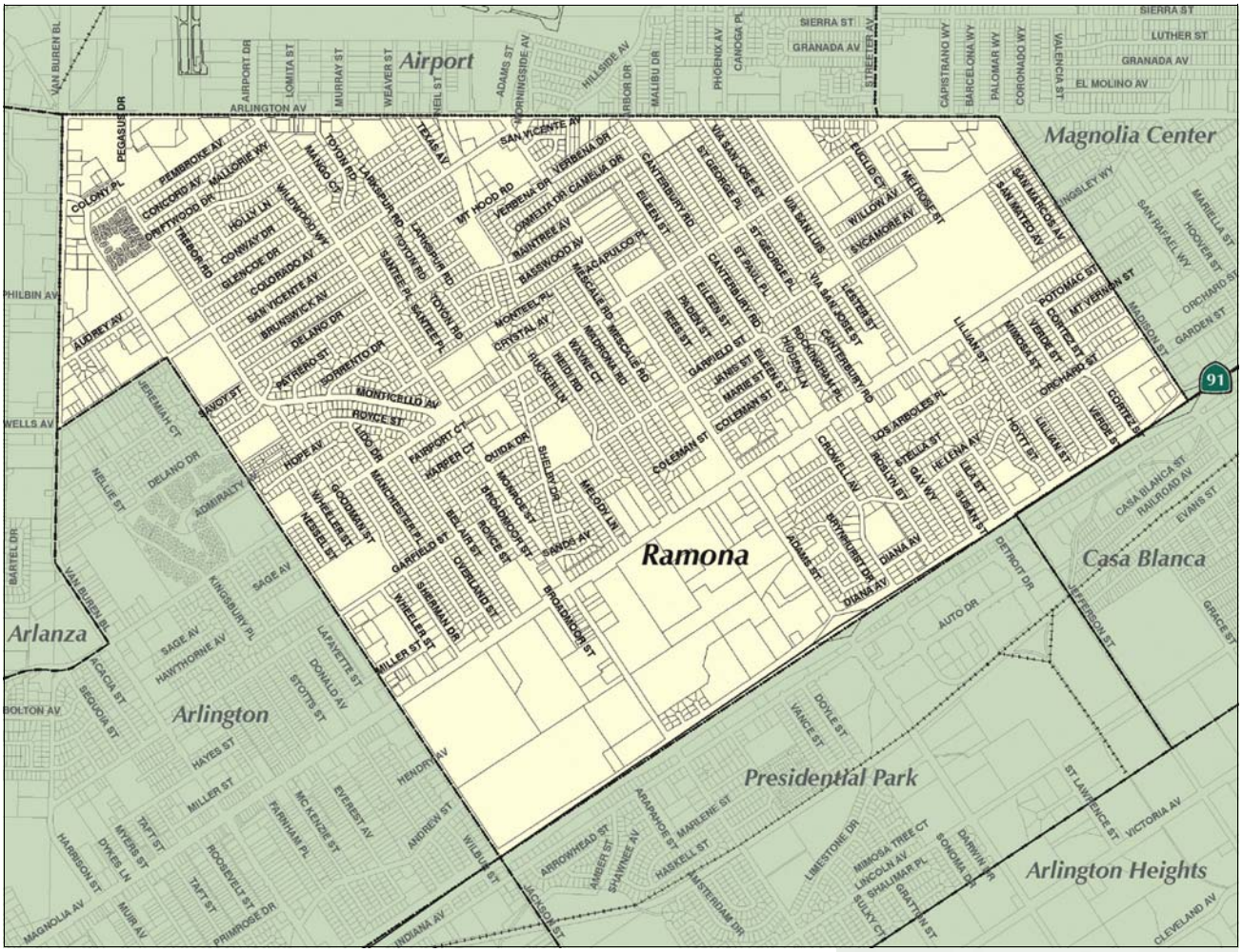
## RAMONA

The Ramona neighborhood lies between two of Riverside's in-town "village" neighborhoods, Arlington and Magnolia Center. Riverside's most populous neighborhood, Ramona, is best known for its long-established residential areas with homes for all income ranges. Along Magnolia Avenue, the Neighborhood includes two of Riverside's major educational institutions: the Sherman Indian School and California Baptist University. The close proximity of these uses creates an interesting "institutional corridor" along Magnolia Avenue. Growth and change at these schools will continue to influence the surrounding neighborhood.

Besides its many homes and schools, Ramona is also known for its historic features, including the chapel and museum on the Sherman campus and the Victorian-era Heritage House.



*Additional information about all of Riverside's schools is contained in the Education Element.*




***Ramona***

With Arlington Village and Magnolia Center offering close-by commercial and service retail locations, the land use plan does not designate any commercial area of a similar scale for the Ramona neighborhood. Rather, the plan for Ramona calls for preservation of the single-family residential neighborhoods and expanding housing opportunities along Magnolia Avenue, where residents have easy access to bus rapid transit. Underutilized or underperforming commercial sites, particularly at Van Buren and Arlington, California and Monroe and Magnolia and Adams, can be revitalized through carefully planned mixed-use development that combines medium- and higher-density residential uses with neighborhood-oriented commercial shops and services. A higher intensity, mixed use urban site is proposed for the property north of Madison Street and the 91 Freeway. This latter site is currently largely vacant and partially developed with a deteriorated shopping area, including a health club.

*For additional information and Objectives and Polices affecting the Ramona Neighborhood see the following:*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

The objectives and policies listed below are specific to the Ramona Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-76: Maintain Ramona's established residential character while allowing for higher-intensity, transit-oriented residential and mixed residential-commercial development on opportunity sites, particularly along Magnolia and California Avenues.**

Policy LU-76.1: Improve and expand the housing stock to support and complement the major educational institutions and bus rapid transit.

Policy LU-76.2: Preserve historic landscaping and increase green space along the Magnolia Corridor.

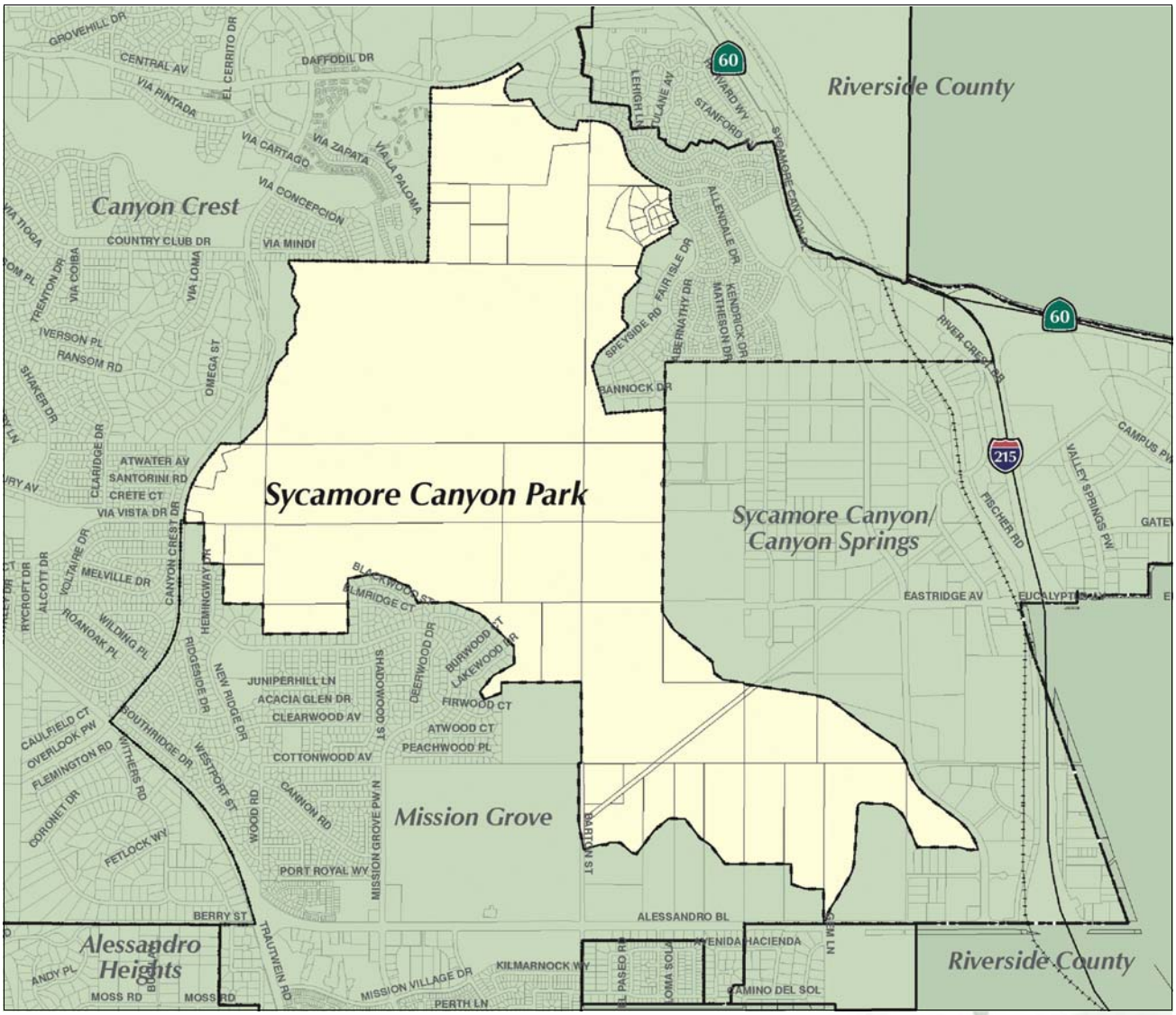
Policy LU-76.3: Encourage continued enhancement and growth of the significant institutional uses along the Magnolia Avenue corridor.

Policy LU-76.4: Enhance and celebrate Heritage House as a historic and cultural landmark.

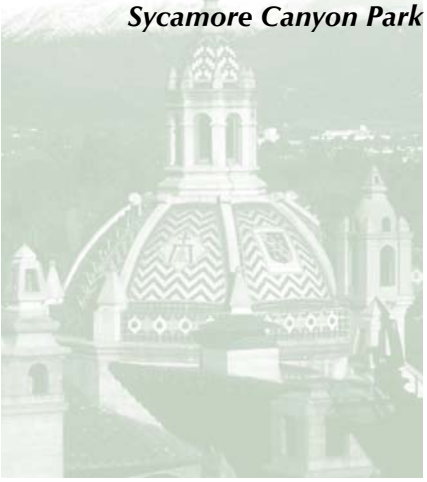
Policy LU-76.5: Encourage mixed-use urban development on the underutilized site on Madison Street northwesterly of the 91 Freeway.

## SYCAMORE CANYON PARK

Although not formally designated as a City park until the 1980s, Sycamore Canyon Wilderness Park has a long history as a community open space asset. The City's first General Plan (1929) designated the area as undeveloped open space. With significant ridgelines, rock outcroppings, deep canyon areas and extensive wildlife and botanical resources, the Park has been kept in an essentially undeveloped state. Indeed, Sycamore Canyon Wilderness Park is a major keystone of Riverside's park and open space network, with connections for both people and wildlife extending toward Box Springs Mountain, the City's southern hills, arroyos and greenbelt area. The Park also serves to provide habitat area for the Stephen's Kangaroo Rat (SKR), a Federally designated endangered species, and is an integral part of the approved Habitat Conservation Plan for the SKR and the more recently adopted Riverside County Multiple Species Habitat Conservation Plan (MSHCP).




***Sycamore Canyon Park***



In an effort to ensure the ongoing protection of the Park and sensitive use of its surrounding areas, in 1984 the City adopted the Sycamore Canyon Specific Plan. The Plan established a framework for the creation of Sycamore Canyon Wilderness Park with over one thousand acres of land to remain in natural open space. The Sycamore Canyon Specific Plan area also included land that was in 1994 designated as parts of two other City neighborhoods (Canyon Crest and Mission Grove).

*For additional information and Objectives and Polices affecting the Sycamore Canyon Park Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Arroyos" – LU-5.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

In March of 1999 the City adopted the *Sycamore Canyon Wilderness Park - Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan*. The purpose of the report was to update the City of Riverside's Sycamore Canyon Wilderness Park Conceptual Development Plan and to prepare a coordinated Maintenance/Management Plan for the endangered Stephens' Kangaroo Rat (SKR). The plan establishes SKR habitat management and monitoring, trail access locations, park boundaries, emergency access locations, property acquisition possibilities as well as other park maintenance responsibilities and design.[1]

The objectives and policies listed below are specific to the Sycamore Canyon Park Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-77: Preserve and enhance the natural character and qualities of Sycamore Canyon Wilderness Park.**

Policy LU-77.1: Provide connections to other park and wildlife areas consistent with the Riverside County MSHCP to ensure that Sycamore Canyon Park does not become a biologically isolated island.

Policy LU-77.2: Ensure that development on the periphery of the park is minimally disruptive and maximally screened from the Park.

Policy LU-77.3: Seek to balance the Park's potentially conflicting roles as both wildlife habitat and a community recreational and open space resource.

Policy LU-77.4: Continue to implement the recommendations of the Sycamore Canyon Wilderness Park – Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan.

Policy LU-77.5: Enhance access points and encourage recreational use in accordance with the adopted Sycamore Canyon Wilderness Park – Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan.

[1] Sycamore Canyon Wilderness Park – Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan, CU-067-989.

## SYCAMORE CANYON BUSINESS PARK – CANYON SPRINGS

Located at the merge of the I-215 and SR-60 freeways, as well as along a rail corridor, the Sycamore Canyon Business Park/Canyon Springs Neighborhood provides an excellent location for intensive commercial and industrial development. The Canyon Springs portion of the area is Riverside's easternmost neighborhood, nestled between the I-215 and SR-60 split and the City of Moreno Valley.

The area's surroundings, including the March Inland Port, make it rather suitable for high-quality industrial development.

Specific plans for Sycamore Canyon Business Park and Canyon Springs were adopted in 1984 to encourage and provide incentives for economic development, but relatively little development occurred in these areas for more than fifteen years. Canyon Springs saw major commercial and office development beginning in the mid 1990's through the turn of the twenty-first century; development during the same period in the Sycamore Canyon Business Park consisted primarily of large warehouse and distribution facilities. These warehousing and distribution facilities were likely attracted by the area's proximity to major regional freeways as well as by relatively low-cost land. However, such buildings produce jobs in relatively low numbers to their size, typically less than one job per one thousand square feet.

This Plan for Riverside's future recognizes that the City has a limited supply of industrial land. For Riverside to be able to significantly increase the number of highly-skilled, high-paying jobs within the City, careful use of industrial land is essential. Industrial land should be reserved primarily for clean businesses that produce significant numbers of high paying jobs that can employ Riversiders who currently commute west to Orange County and elsewhere for employment. As such, the overriding objective for this neighborhood, particularly the Sycamore Canyon Business Park portion, is to encourage the Park to evolve toward becoming a more significant employment center featuring clean industries, including high-technology and bio-technology, capitalizing upon the talent of the innovative researchers at UCR and Riverside's considerable pool of highly trained residents, many of whom must leave the City to find high-paying employment.

*For additional information and Objectives and Polices affecting the Sycamore Canyon/Canyon Springs Neighborhood see the following:*

*"Hillsides" – LU-3 and LU-4.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

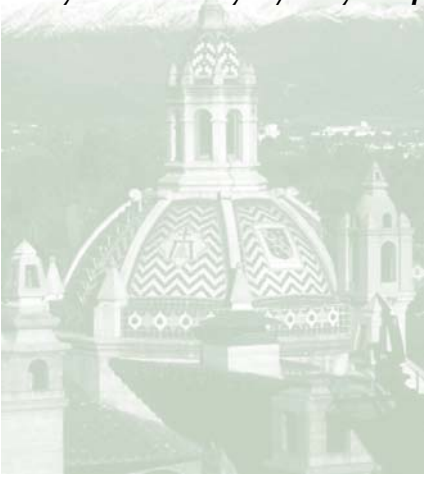
*"Preservation of Industrial Land" – LU-23 and LU-24.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

***Sycamore Canyon/Canyon Springs***



The roles and goals of Sycamore Canyon Business Park and Canyon Springs are thus quite different: while new enterprises in Sycamore Canyon Business park are likely to take the form of research and development flex space, Canyon Springs will be more influenced by additional retail and office commercial uses. Although the area has been classified as a single City neighborhood, the differing purposes of these areas call for more individualized treatment. As the areas continue to grow and evolve, splitting Canyon Springs and Sycamore Canyon Business Park into two separate neighborhoods will offer greater opportunities to tailor developments and development standards to highly specific needs. In particular, development within

the western portions of Sycamore Canyon Business Park must be sensitive to the abutting Sycamore Canyon Wilderness Park.

The objectives and policies listed below are specific to the Sycamore Canyon Business Park/Canyon Springs Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

*Additional information about the University of California, Riverside, as well as on the City's other learning institutions, can be found within the Education Element.*

**Objective LU-78: Establish Sycamore Canyon Business Park and Canyon Springs as a center for economic growth.**

Policy LU-78.1: Use City incentives to promote use of Sycamore Canyon Business Park properties for job-intensive businesses that utilize higher-skilled employees and that generate tax revenues for the City.

Policy LU-78.2: Avoid giving City incentives for development of warehouse and distribution facilities within Sycamore Canyon Business Park.

Policy LU-78.3: Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut the specific plan areas.

Policy LU-78.4: Seek logical annexations that will help further the objectives for these areas.

Policy LU-78.5: Recognize Sycamore Canyon Business Park and Canyon Springs as separate City neighborhoods following adoption of this General Plan.

Policy LU-78.6: Promote the development of Sycamore Canyon to achieve economic success defined by a diverse and compatible industrial base that provides economic opportunities for all its citizens. The City preferred outcome is to promote light industrial/flex space to maximize employment opportunities and utilization of the limited land supply. To achieve this goal, the City must first overcome complex infrastructure issues that limit development in the area. Large "big box" distribution or warehouse facilities will be necessary on a limited basis to create the critical

mass required to solve some of these infrastructure issues.[2]

Policy LU-78.7: Identify industry sectors for which the community has cooperative advantages; actively outreach to companies in those sectors; provide infrastructure or other economic development/redevelopment/utility assistance as necessary to encourage their location within the Sycamore Canyon area; and encourage those warehouse and distribution facilities in the Sycamore Canyon area that achieve the goal of supplying critical development infrastructure, are point of sale (sale tax generators), and/or are significant electric utility customers (such as refrigerated distribution).[3]

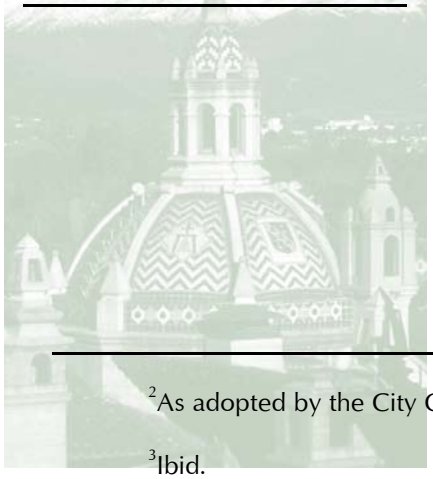
## UNIVERSITY

*For additional information and Objectives and Polices affecting the University Neighborhood see "Citywide Objectives: Protecting Riverside's Natural Environment" in addition to:*

*"Hillsides" – LU-3 and LU-4.*

*"University Avenue" – LU-14.*

*"Canyon Crest Drive" – LU-18.*



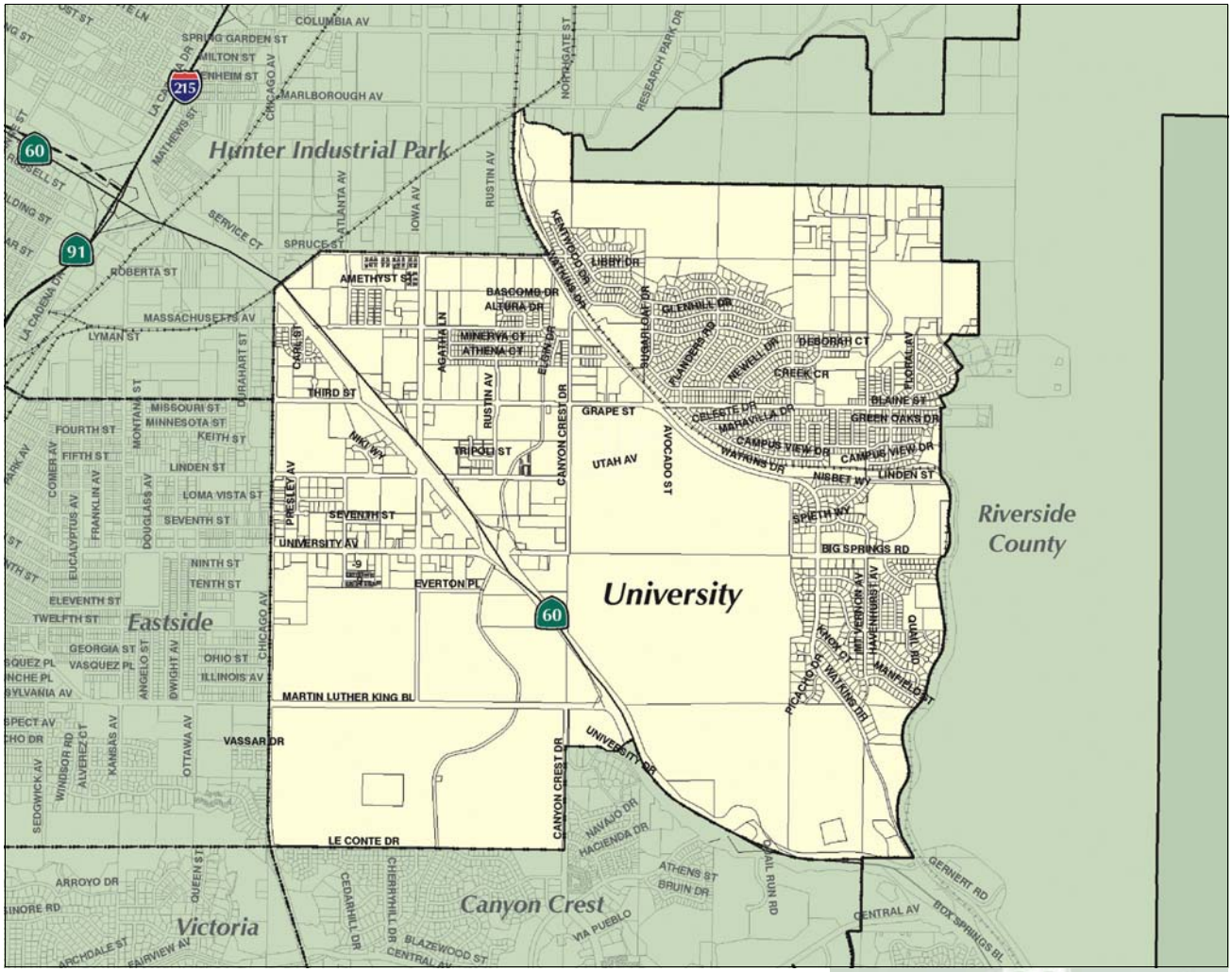
The world-renowned University of California system has ten main campuses - and Riverside is the proud home of one of them. The roots of the University in its present location date back to 1917, when a State of California citrus experiment station was relocated from the slopes of Mount Rubidoux to the current UCR campus. This station's work offered competitive advantages to both Riverside's and California's early twentieth-century citrus industry. Citrus experimentation was the area's primary function into the 1950s, when the station's mission was expanded to include a liberal arts college. The school's field of expertise quickly grew beyond navel oranges and citriculture, although its roots in agricultural research are still tangible. UCR faculty and student research into plant pathology and cultivation practices is recognized around the world. By the late twentieth century, UCR was developing a strong reputation in biomedical research, which many see as a fundamental building block of the world's future economy. In the early twenty-first century, UCR projects many more years of enrollment growth and program augmentation. UCR's projected growth will be a significant factor in the City's growth, no where more so than in the surrounding University neighborhood.

In 2004, the campus consisted of about eleven hundred acres roughly bisected by the SR- 60/I-215 Freeway, with the main campus and majority of student and faculty housing east of the freeway. Histori-

[2]As adopted by the City Council on March 19,2002, Agenda Item No. 29.

[3]Ibid.

cally, University-owned land west of the freeway has been devoted to agricultural research uses, including many acres of cultivated plants. UCR's Long-Range Development Plan, anticipated for approval in late 2004, calls for much of this area to be developed with additional student housing needed to serve significant anticipated growth of the University enrollment.




*University*

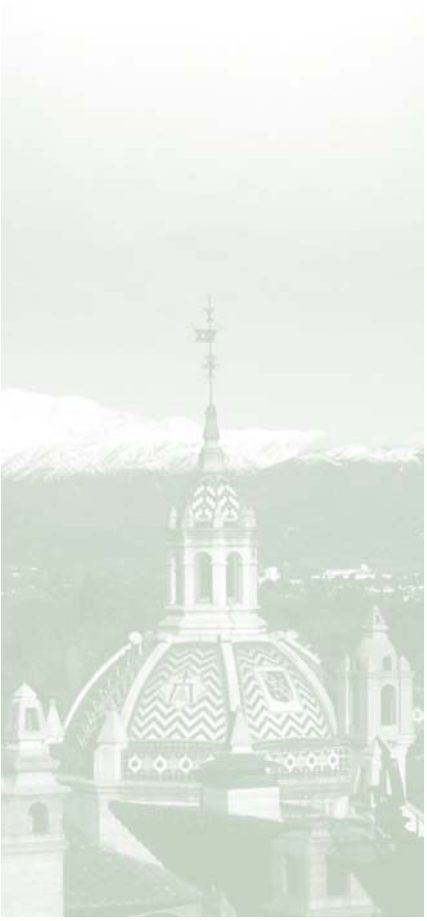
Although UCR is the predominant use within the neighborhood, the University community also includes long-established, cohesive residential areas to the north and east. The presence of a growing student body within a residential neighborhood introduces the potential for town-gown conflicts, but also provides opportunities for the development of new commercial projects that serve the needs of both students and area residents. The University Avenue corridor offers several opportunity sites for such development.

The neighborhood's northeast features 1960s-era subdivisions, with lower-intensity hillside residential areas along the western slopes of the Box Springs Mountains. North of the campus, older and/or unoccupied commercial centers present a variety of reuse possibilities, including moderate intensity mixed-use development which could include a grocery store, as the neighborhood lacks opportunities for full-service food shopping.

Several City plans affect the University neighborhood. The University Community Plan, adopted in 1986, set forth a number of goals and policies intended to foster planned growth at UCR while addressing needs of local residents. Goals and policies from the 1986 Community Plan are reflected in the objectives and policies below, in Citywide land use and circulation objectives and policies, and in the Implementation Program for the General Plan.

More detailed land use and urban design recommendations for the University Corridor are set forth in the 1993 University Avenue Specific Plan, which replaces zoning for the subject area. The Specific Plan is concerned with creating activity centers along University Avenue that serve both student and resident populations.

The objectives and policies listed below are specific to the University Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.



**Objective LU-79: Allow for the growth and expansion of the University of California, Riverside while ensuring preservation and enhancement of surrounding residential neighborhoods.**

Policy LU-79.1: Coordinate with UCR and neighborhood groups in joint planning efforts, including the the joint development and updates of the UCR Long Range Development Plan (LRDP).

Policy LU-79.2: Protect the character of the existing single-family neighborhoods, seeking to minimize potential "town-gown" conflicts.

Policy LU-79.3: Encourage reuse and/or revitalization of underutilized commercial areas through appropriately scaled mixed-use development.

Policy LU-79.4: Seek opportunities to develop commercial centers that serve both student and civilian needs.

**Objective LU-80: Provide a diversity of housing opportunities throughout the University neighborhood.**

Policy LU-80.1: Encourage the construction of new rental apartments, retention of existing and future rental stock and provision of affordable units.

**Objective LU-81: Ensure coordinated development along University Avenue in recognition of the street's importance as a key route between the University and the Downtown Core, a center for the hospitality industry and a source of commercial services for surrounding residential neighborhoods.**

Policy LU-81.1: Update the University Avenue Specific Plan to allow for mixed-use and residential development along the corridor that supports the land use designations of the General Plan.

Policy LU-81.2: Encourage creation of a continuous uniform streetscape along University Avenue.

Policy LU-81.3: Encourage student housing and activities along the University Avenue corridor.

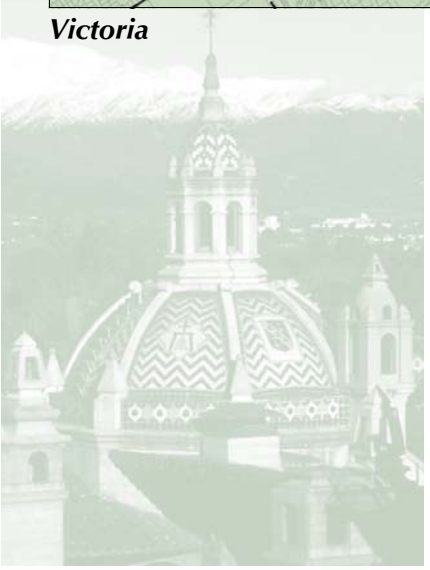
**Objective LU-82: Recognize and preserve existing rural lifestyles within the University Neighborhood by recognizing topographical constraints to conventional urban development.**

Policy LU-82.1: Preserve the rural lifestyle in the Mount Vernon Bowl District.

Policy LU-82.2 Encourage Riverside County to carefully review development proposals for open spaces areas adjacent to the Box Springs Mountain Regional Park so as to ensure sensitivity to the natural terrain and compatibility with residential uses in the Mount Vernon Bowl area.

# VICTORIA

***Victoria***



Local historians still debate whether Victoria Avenue and the surrounding Victoria Neighborhood were named to acknowledge the nineteenth-century English settlers who made Riverside their home. Whatever the name's origin, the Victoria neighborhood is perhaps best known for the graceful, curving 1928 bridge that spans the Tequesquite Arroyo. An earlier bridge here (built in 1891) provided an important link between Downtown and the burgeoning citrus groves in Arlington Heights. In this sense, the entire Victoria Neighborhood has long been something of a bridge between very different parts of Riverside - urban, developed areas to the north and rural, agricultural areas to the south. Victoria can almost be considered an early suburb of Riverside.

The more contemporary Victoria Neighborhood is primarily residential, with many planned residential developments offering private recreation areas. Larger, custom homesites on the local hills offer spectacular views of the greenbelt and more urban areas of the City. The earlier, older developments are well-preserved and feature several long-recognized historic homes like Benedict Castle and Rockledge. Subdivisions dating to the 1950s - areas like the "Cowboy Streets"- feature vernacular architecture that has the potential for historic recognition and preservation.

In addition to its residential areas, Victoria contains neighborhood schools, the California School for the Deaf and Olivewood Cemetery. Low-scale commercial and industrial areas form a buffer between the 91 Freeway, helping to insulate Victoria's residential areas from freeway noise and intrusion.

With a strong residential character and many links to the City's past, the Victoria Neighborhood is unlikely to see major change during the planning period.

The entire length of Victoria Avenue and the properties abutting it are part of the Victoria Avenue Specific Plan adopted in 1972 prior to Proposition R and Measure C. As a result, the Specific Plan is outdated and superseded by Proposition R and Measure C and their implementing Zones RA-5 – Residential Agriculture and RC – Residential Conservation. In November of 2003, the City Council approved the recommendations of the Victoria Avenue Ad Hoc Committee to: 1) approve Design and Development Standards for Victoria Avenue; 2) implement an Overlay Zone to direct that the Design and Development Standards are applied to development along Victoria Avenue; and 3) and designate Victoria Avenue, excluding the traveled roadway, as a City Park[4]. Therefore, under this General Plan, the Victoria Avenue Specific Plan is rescinded and replaced with this Neighborhood Plan.

The objectives and policies listed below are specific to the Victoria Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-83: Preserve and enhance the largely residential character of the Victoria Neighborhood.**

*For additional information and Objectives and Polices affecting the University Neighborhood see the following:*

*"Arroyos" – LU-5.*

*"Victoria Avenue" – LU-13, CCM-2.14 and CCM-4.3.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-3.*

*"Rescind the Victoria Avenue Specific Plan" – LU-28.11.*

[4]City Council Report #24, Recommendations of the Victoria Avenue Ad Hoc Committee, November 12, 2003.

Policy LU-83.1: Support efforts to create historic districts that will preserve neighborhoods representing prime examples of era-specific architectural styles.

Policy LU-83.2: Encourage cluster development as a means of preserving open space areas for public and private enjoyment.

Policy LU-83.3: Create an Overlay Zone for Victoria Avenue that will implement the Design and Development Standards for development on Victoria Avenue as approved by City Council.

Policy LU-83.4: Designate Victoria Avenue, excluding the traveled roadway, as a City Park per City Council approval.

## WOOD STREETS

*For additional information and Objectives and Polices affecting the Wood Streets Neighborhood see the following:*

*"Magnolia Avenue/Market Street" – LU-12 and CCM-3.*

*"Shared Parking on Magnolia Avenue" – CCM-13.4.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2.*

The Wood Streets neighborhood is a living example of some of the highest quality early-twentieth-century housing and subdivision design. Naturally separated from Downtown by the Tequesquite Arroyo, the Wood Streets were initially planted in orange groves. When a reliable arroyo crossing was constructed in 1913, the area's proximity to Downtown and the early advent of the automobile encouraged residential development. The Neighborhood's name is not a reference to the former orange groves nor to the shady, mature trees that line most of the streets; but rather to the Neighborhood's initial developer, one Mr. Wood.

The relatively small lots, early twentieth-century architecture and mature landscaping make the Wood Streets a highly desirable neighborhood. First-time visitors to Riverside are often surprised by the Wood Street's inviting, shady canopy and cool, lush landscaping. The City and Wood Street residents in particular have long recognized the special character of this area. As early as 1981, the City designated the Wood Streets as a Neighborhood Conservation Area and established the more formal Wood Streets Historic District in 1986.

The Neighborhood is entirely built out and has almost no commercial land except for a few properties in the vicinity of Magnolia and Jurupa Avenues. With the exception of potential new low-intensity mixed-use development along these commercial edges, no significant change is anticipated within the Wood Streets Neighborhood during the planning period. Rather, the focus will remain on the long-term preservation of the Neighborhood's distinctive architecture.

***Wood Streets***

The objectives and policies listed below are specific to the Wood Streets Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and standards.

**Objective LU-84: Maintain and enhance the single-family residential character of Wood Streets and preserve the historic housing stock.**

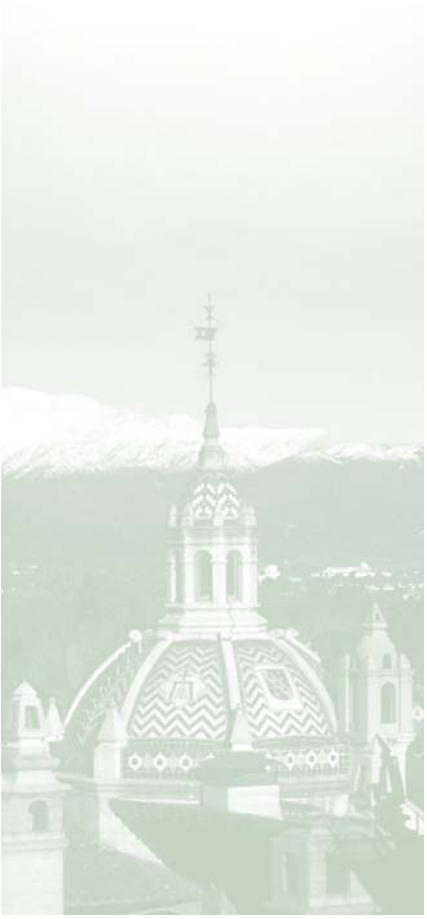
Policy LU-84.1: Continue to emphasize and encourage preservation of the historic homes within the Wood Streets Historic District.

Policy LU-84.2: Implement strong tree preservation policies within the Wood Streets Historic District.

## SPHERE OF INFLUENCE

Riverside's planning area includes all of the land inside the City's corporate boundaries plus land within its sphere of influence. A sphere of influence is composed of adjacent and near unincorporated lands that may be expected to become annexed to a City at some date in the future. A key determinant in determining sphere of influence boundaries is the likelihood of a city providing urban services (water, sewer, etc.) to any land in question. Notably, no obligation or requirement exists that forces a city to annex properties within a sphere of influence at any precise date or ever.

Protecting the character of any newly annexed areas is the City's overriding philosophy regarding annexation. The City will continue to work closely with residents of potential annexation areas to ensure that community character and feel can be preserved to the maximum extent. As evidenced throughout this Land Use and Urban Design Element, each of Riverside's many neighborhoods has specialized objectives and policies; the City will continue to respect and celebrate the differences of its different neighborhoods in future planning efforts.



The boundaries of spheres of influence for cities in Riverside County are determined by the Riverside County Local Agency Formation Commission, or LAFCO. LAFCO reassesses boundaries upon request or following periodic review. Riverside County LAFCO last established the City's sphere in 1994. Figure LU-10 (Riverside Old Sphere of Influence) illustrates Riverside's existing and proposed Sphere of Influence areas.

Riverside has a large sphere of influence area to its south and a much smaller area northeast of Hunter Industrial Park comprised of several unincorporated pockets south of the San Bernardino County line and extending east along the slopes of Box Springs Mountain. The southern Sphere extends many miles south from the City's irregular southern boundary, well beyond the ridgeline just south of Cajalco Road. Much of the Southern Sphere is separated from the City by Lake Matthews and/or the Cajalco Ridge. The lands in the extreme Southern Sphere, south of the Cajalco Ridge, are beyond the foreseeable reach of City of Riverside urban services. As such, the City of Riverside is in the process of applying to LAFCO to significantly reduce the City's southerly Sphere of Influence. This reduced Sphere of Influence more realistically encompasses an area that could someday be served by City of Riverside public services.

Notably, Riverside County has adopted the Riverside County Integrated Program (RCIP), a new general plan for all of unincorporated western Riverside County. The RCIP proposes land uses for Riverside's

Southern Sphere that are generally more consistent with the City of Riverside's intentions and proposed land uses for the area.

Two sites in Riverside's Sphere of Influence have the potential to provide additional industrial land to the City, an important objective for the City's economic development goals. These sites are adjacent to the City's two major business parks (Hunter and Sycamore Canyon) and as such, are logical candidates for annexation and industrial use. Portions of Riverside's northern Sphere, especially the unincorporated island areas adjacent to the Northside neighborhood, have the potential to become more prominent and inviting gateways into Riverside from San Bernardino County.

In addition, to planning for the City's Sphere of Influence, the City also needs to look at its role in the regional context. Considering how growth in the region will impact the City and how the City's plans for growth will impact the region.

**Objective LU-85: Maintain a Sphere of Influence limited to lands to which the extension of City of Riverside services is reasonably foreseeable.**

Policy LU-85.1: Continue to pursue the in-process application to LAFCO to reduce the Southern Sphere of Influence to approximately the Cajalco Ridge, southerly of Cajalco Road.

Policy LU-85.2: Ensure that future annexations within the Southern Sphere of Influence are consistent with established policies and practices, as well as surrounding land uses. Continue to coordinate with Riverside County according to the March 2002 memorandum of understanding which outlines points facilitating cooperation in the planning and development of Western Riverside County.

Policy LU-85.3: Encourage annexations, especially those in the City's northern Sphere that will increase the City's industrial land base and/or will provide opportunities to develop more prominent gateways into the City from the north.

Policy LU-85.4: Begin discussion with the County of Riverside to consider appropriate changes to the City and/or County General Plans to create consistencies in the land use designations.

*For additional information and Objectives and Polices affecting the City's Sphere of Influence see the following:*

*"City/County Coordination" – Introduction.*

*March Joint Powers Authority" – Introduction, LU-21, LU-22, PS-4 and N-3.*

*"Hillsides" – LU-3 and LU-4.*

*"Arroyos" – LU-5.*

*"Growing Smarter" – in particular LU-10.5.*

*"Van Buren Boulevard" – LU-15 and CCM-1.4.*

*"Berry Road, John F. Kennedy Drive, Dauchy Avenue, Barton Street, Iris Avenue and Roberts Road" – CCM-2.12.*

*"Relationships to Nearby Airports" – LU-21 and LU-22.*

*"Preservation of Industrial Land" – LU-22 and LU-23.*

*"Airports" – CCM-11.*

*"Air Transportation" – PS-4.*

*"Minimizing Noise Impacts" – N-2 and N-3.*

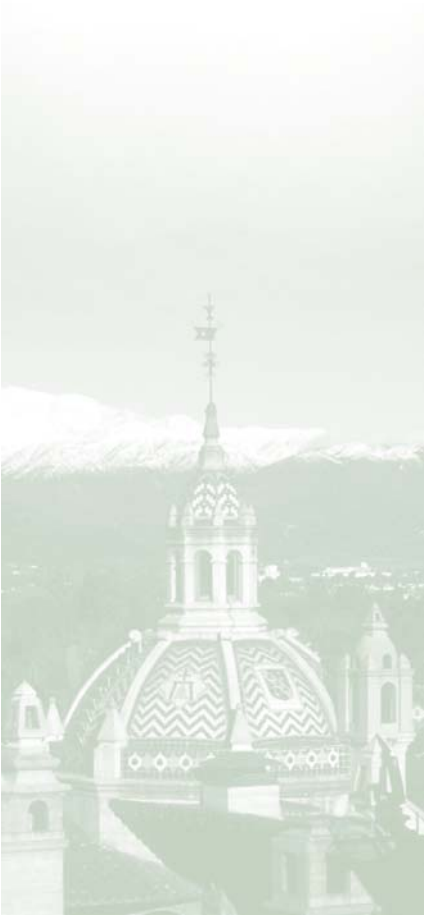


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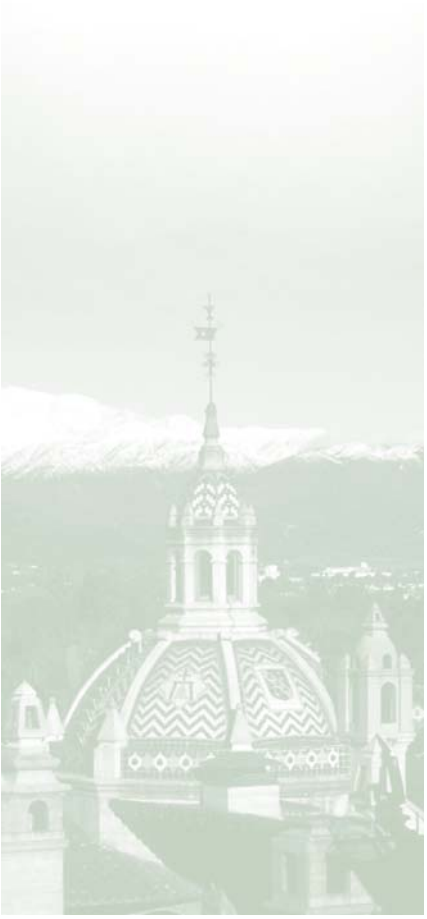
Figure LU-10 – Riverside Old Sphere of Influence



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**Objective LU-86: Plan for the City's growth in light of the proposed regional growth, including reviewing and planning for jobs-housing balance, traffic, air quality and other related planning issues facing the region.**

Policy LU-86.1: Encourage cooperation and actively participate with the Southern California Association of Governments (SCAG) and the Western Riverside Council of Governments (WRCOG) in planning for the Region.

Policy LU-86.2: Encourage and participate in Inter-Regional Partnerships (IRP's) coordinated by WRCOG to improve the balance of jobs and housing regionally pursuant to Government Code §§65891.

Policy LU-86.3: Consider preparing a Regional Planning Element for the City's General Plan.

# LAND USE DESIGNATIONS

The Land Use Policy Map (Figure LU-9) illustrates the various types and distribution of land uses planned for Riverside. The land uses classification system is presented in Table LU-3 (Land Use Designations) and includes twenty-three land use designations. These land use designations identify the types and nature of development allowed in particular locations depicted on the Land Use Map. These designations provide a spectrum of land use types and intensities, including several new categories intended to reduce urban sprawl and conserve public resources by focusing mixed-use and higher density residential development along key corridors and at designated activity centers. The land use designations put into concrete action the objectives and policies presented throughout this Land Use and Urban Design Element.

The Residential categories include nine designations that allow for a range of housing types and densities. The non-residential categories include two different intensities of commercial uses, areas for offices, business parks and industrial uses, all to promote a range of revenue- and employment-generating businesses and a more balanced community. Other non-residential designations include Agriculture, Public Facilities, Open Space/Natural Resources and Parks and Private Recreation.

TABLE LU-3
LAND USE DESIGNATIONS

| Land Use | Maximum du/acre[a] or FAR/acre[b] | Average du/acre[a] or FAR/acre[b] | Maximum Population Density[c] | Primary Intent of Land Use Designations |
|---|---|---|---|---|
| **Residential Land Uses** | | | | |
| Agricultural/Rural Residential (A/RR) | 0.20 du/acre | 0.20 du/acre | 0.6 persons/acre | Implement Proposition R and Measure C; allow for residential use on large agricultural and citrus parcels |
| Hillside Residential (HR) | 0.50 du/acre; 0.63 du/acre w/PRD | 0.50 du/acre | 1.89 persons/acre | Implement Proposition R and Measure C; allow for sensitive development of residential homes where slopes exceed 15% |
| Semi-Rural Residential (SRR) | 2.1 du/acre 2.3 du/acre w/PRD | 1.5 du/acre | 7.5 persons/acre | Single family with emphasis on animal keeping |
| Very Low Density Residential (VLDR) | 2.0 du/acre 2.2 du/acre w/PRD | 1.5 du/acre | 7.5 persons/acre | Single family, large lot residential |
| Low Density Residential (LDR) | 4.1 du/acre 4.5 du/acre w/PRD | 3 du/acre | 15 persons/acre | Single family, large lot residential uses |
| Medium Density Residential (MDR) | 6.2 du/acre; 6.8 du/acre w/PRD | 5.5 du/acre | 24 persons/acre | Single-family residential uses |
| Medium-High Density Residential (MHDR) | 14.5 du/acre | 12 du/acre | 45 persons/acre | Single family, small lot residential uses |
| High Density Residential (HDR) | 29 du/acre | 20 du/acre | 75 persons/acre | Multi-family, condominiums and apartments |
| Very High Density Residential (VHDR) | 40 du/acre | 30 du/acre | 120 persons/acre | Multi-family, condominiums and apartments |
| **Commercial Land Uses** | | | | |
| Commercial (C) | 0.50 FAR | 0.30 FAR | N/A | Retail shops, services and other similar commercial development |
| Commercial Regional Center (CRC) | 0.50 FAR | 0.25 FAR | N/A | Large, regionally serving retail, service and office uses |

TABLE LU-3
LAND USE DESIGNATIONS

| Land Use | Maximum du/acre[a] or FAR/acre[b] | Average du/acre[a] or FAR/acre[b] | Maximum Population Density[c] | Primary Intent of Land Use Designations |
|---|---|---|---|---|
| Offices (O) | 1.0 FAR | .65 FAR | N/A | Office Uses |
| Business/Office Park (B/OP) | 1.50 FAR | 1.15 FAR | N/A | Research/development and related flexible space; laboratories, offices; support commercial and light industrial uses |
| Industrial (I) | 0.60 FAR | 0.40 FAR | N/A | Manufacturing and wholesaling; support commercial uses; limited large warehouse and distribution facilities only at specific locations |
| **Mixed Uses** | | | | |
| Downtown Specific Plan (DSP) | Various | | | Implementation of the Downtown Specific Plan |
| Mixed Use - Neighborhood (MU-N) | 10 du/acre<br>1.0 FAR | 5 du/acre<br>.35 FAR | 30 persons/acre | Neighborhood mixed-use; retail, office and residential uses. Horizontal integration as primary development pattern, with vertical integration encouraged; height 1-2 stories |
| Mixed Use - Village (MU-V) | 30/40 du/acre [d]<br>2.5 FAR | 20 du/acre<br>2.0 FAR | 90 persons/acre | Village mixed-use: retail, office and residential uses in same building; horizontal integration as appropriate; 2-3 stories in height |
| Mixed Use - Urban (MU-U) | 40/60 du/acre[d]<br>4.0 FAR | 30 du/acre<br>2.0 FAR | 120 persons/acre | Activity center/activity node mixed-use: retail, office and residential uses in same building or horizontal integration on same parcel; 3-4 stories in height; emphasis on entertainment, employment and student-oriented uses |
| **Community Amenities and Support** | | | | |
| Agricultural (A) | 0.20 FAR | 0.20 FAR | N/A | Agricultural production; incidental residential uses |

TABLE LU-3
LAND USE DESIGNATIONS

| Land Use | Maximum du/acre[a] or FAR/acre[b] | Average du/acre[a] or FAR/acre[b] | Maximum Population Density[c] | Primary Intent of Land Use Designations |
|---|---|---|---|---|
| Public Parks (P) | N/A | N/A | N/A | Public parks and associated facilities |
| Private Recreation (PR) | N/A | N/A | N/A | Provide opportunities for primarily outdoor recreation, such as golf courses, equestrian centers, amusement parks |
| Open Space/Natural Resources (OS) | N/A | N/A | N/A | Protection of natural resources, creeks, hillsides, arroyos and other sensitive areas |
| Public Facilities and Institutional Uses (PF) | 1.0 FAR | 0.20 FAR | N/A | Educational facilities, libraries, governmental uses, utilities and other community supportive functions |

du = Dwelling Units FAR = Floor Area Ratio

Notes:

a) Residential densities are based on gross acreage, which includes streets. Example: 500 dwelling units (du) on a total of 100 acres (streets included) is equal to 500 du ÷ 100 acres = 5 du/gross acre.

b) The floor area ratio (FAR) is the area of the building or buildings on a site or lot divided by the area of the site or lot. Example: 20,000 square feet floor area ÷ 80,000 square feet of site area = a FAR of .25.

c) Government Code Section 65302(a) requires a General Plan to state projected population for residential land uses. The intensities indicated here assume an average household size of 3.0 persons, per the 2000 Census.

d) The higher residential densities are permissible under certain circumstances along Magnolia and University Avenues. See the description of Mixed Use- Village and Mixed Use - Urban below for more information.

## SINGLE-FAMILY RESIDENTIAL LAND USE DESIGNATIONS

Most notably, the Land Use Map also includes three mixed-use land use categories, ranging from lowest intensity (Mixed Use-Neighborhood) to the highest intensity (Mixed Use-Urban) These categories are extremely important for achieving much of Riverside's vision of more vibrant activity centers, revitalization of underutilized areas and a reduction in sprawling development. All of the land use designations are described in greater detail below.

**Agricultural/Rural Residential (A/RR)**

The Agricultural/Rural Residential designation is intended to provide for extremely low density residential uses (1 unit per 5 acres) so as to allow agricultural (particularly citrus) uses to continue. This designation is intended to further the intent of Proposition R and Measure C, which were approved by Riverside voters in 1979 and 1987, respectively. The designation is applied to two large areas within the City - most of the Arlington Heights Neighborhood and the northern portion of La Sierra Acres (Rancho La Sierra). In addition most of the City's far southern sphere (proposed for deletion from the City's sphere) is so designated.

**Hillside Residential (HR)**

The Hillside Residential designation is designed to limit development of Riverside's ecologically sensitive and visually prominent hillside areas. This designation has been applied to most hillside areas where slopes exceed fifteen percent and allows a maximum residential intensity of 0.63 units per acre. Per the intent of Proposition R and Measure C, this designation is applied to numerous hillside areas throughout the City; significant portions of La Sierra Hills, Alessandro Heights and Hawarden Hills are under this designation. Clustered development under a Planned Residential Development permit (PRD) is consistent with this designation.

**Semi-Rural Residential (SRR)**

This designation is applied in areas that have historically fostered large-lot single family development while allowing enough space for animal keeping as an auxiliary use. A maximum allowable density of 2.5 dwelling units per acre ensures that most properties have the capacity to accommodate one or more horses or other animals. This designation is primarily applied to the central portion of the La Sierra neighborhood and provides a lifestyle option unique for a City of Riverside's size.

**Very Low Density Residential (VLDR)**

The Very Low Density Residential provides a maximum residential density comparable to Semi-Rural Residential (2.5 dwelling units per acre) but is intended for areas where animal keeping is not foreseen.

**Low Density Residential (LDR)**

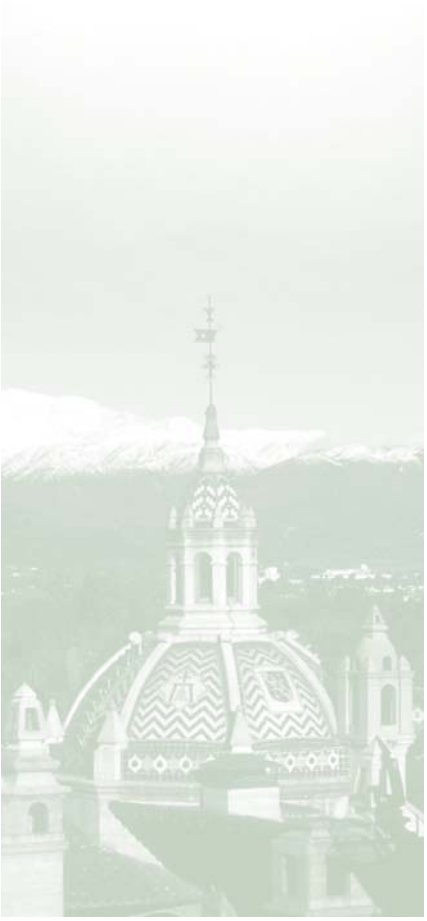
The Low Density Residential designation provides for the development of large lot single family homes at a maximum density of 5.0 dwelling units per acre. Lands in this designation are developed or to be developed with the full range of urban services available in the City.

**Medium Density Residential (MDR)**

The Medium Density Residential designation provides for the development of single-family homes, town houses and row houses. The designation allows a maximum of 6.5 dwelling units per acre, or up to 8.0 dwelling units per acre when associated with a Planned Residential Development (PRD).

**Medium-High Density Residential (MHDR)**

The Medium-High Density Residential designation provides for the development of small-lot single family homes, town houses, row houses and permanent-style mobile home parks. Multi-family units, particularly condominiums and small apartments, are also allowable. This designation allows a maximum density of 15.0 dwelling units per acre.



**Objective LU-87: Accommodate flexible design to provide for superior development in single family residential developments based upon good planning principles and to promote the general welfare of the neighborhood and maximum benefit to the environment.**

Policy LU-87.1: Permit the density transfer between land use designations within the same single family residential development as necessary to provide for superior development. As an example, but not necessarily limited to, such transfers are desirable where density is transferred from steep, hillside land to flatter, less visually sensitive properties and where significantly less grading will result. In the case of such a density transfer, the overall maximum density shall not exceed that otherwise permitted

by the General Plan designation(s) (see Titles 18 and 19 for further discussion on this topic).

## MULTI-FAMILY RESIDENTIAL LAND USE DESIGNATIONS

**High Density Residential (HDR)**

The High Density Residential designation provides for the development of row houses, condominiums and apartments. Senior housing and multifamily clusters are also allowable. The designation allows a maximum of 25.0 dwelling units per acre.

**Very High Density Residential (VLDR)**

The Very High Density Residential designation provides for the development of row houses, condominiums and apartments. Student housing, senior housing and multifamily clusters are also allowable. The designation allows a maximum of 40.0 dwelling units per acre.

## COMMERCIAL AND INDUSTRIAL LAND USE DESIGNATIONS

**Commercial (C)**

The Commercial designation provides for retail, sales, service and office uses that serve multiple neighborhoods within the City. The majority of commercial land in Riverside is designated Commercial. The maximum development intensity is a floor-area ratio of 0.50.

**Commercial Regional Center (CRC)**

The Commercial Regional Center designation provides for large, regionally-serving retail, service and office uses. The Riverside Auto Center, Riverside Plaza, Town Centre and the Galleria at Tyler area are designated Commercial Regional Center. The maximum development intensity is a floor-area ratio of 0.50. The maximum allowable development intensity of Commercial Regional Center is equal to that of Commercial; lands in the Commercial Regional Center area are expressly reserved for commercial enterprises that will draw customers from a much wider area and as such, typically have different access, parking, loading and related needs than a typically smaller Commercial development.

**Office (O)**

The Office land use designation provides space for a variety of different office uses, including general business and medical offices. Supportive retail and commercial uses like mailing centers, cafes and restaurants are also permitted. The maximum development intensity is a floor-area ratio of 1.0.

**Business/Office Park (B/OP)**

The Business/Office Park designation provides for single or mixed light industrial uses that do not create nuisances due to odor, dust, noise or heavy truck traffic. Suitable uses include corporate and general business offices, research and development, light manufacturing, light industrial and small warehouse uses (up to 10,000 square feet per site). Although most business parks are controlled through deed restrictions or single ownership of multi-tenant space, business park standards can be applied to existing parcels in separate ownership. Common features of business parks are high quality design, building materials, landscaping and absence of nuisances. The maximum intensity of development is a floor-area ratio of 1.5.

**Industrial (I)**

The Industrial land use designation provides for uses such as large-scale building materials sales, light manufacturing, distribution, warehousing and wholesaling that would generally not be appropriate in more restrictive designations because of potential nuisance factors. The maximum intensity of development is a floor-area ratio of 0.6.

## MIXED USE DESIGNATIONS

**Downtown Specific Plan (DSP)**

The City of Riverside adopted the Downtown Specific Plan in 2002. The Specific Plan includes a land use designation overlay that is based upon Downtown's identified districts. The Downtown Specific Plan includes a wide spectrum of allowable uses and intensities. Residential densities range from Medium to Very High, depending upon specific location. Office, commercial and public facilities uses, all in a wide range of allowable intensities, are also features of the Downtown Specific Plan.

**Mixed Use-Neighborhood (MU-N)**

The Mixed-Use Neighborhood designation provides for opportunities for primarily neighborhood-serving commercial uses with limited

low-intensity residential uses in a mixed-use environment. This designation is intended to preserve the existing housing stock and residential character of neighborhoods while allowing for the development of new housing opportunities, fostering adaptive reuse of underutilized property and encouraging pedestrian-oriented retail and service uses. The focus of the development and design standards is on ensuring that new and infill development are distributed and designed in a manner sensitive in scale and design to the street environment and adjacent single-family residential areas. The maximum allowable intensity for the commercial component is 1.0 FAR; for any residential component, the maximum density is ten dwelling units per acre.

**Mixed Use-Village (MU-V)**

The Mixed-Use Village designation provides for medium to high-density residential development with retail, office and service uses primarily at the street level to facilitate a pedestrian environment. This designation is intended to encourage new housing opportunities, such as live/work units and residential over retail, which are proximate to commercial services and promote pedestrian activity. Plazas, courtyards, outdoor dining and other public gathering spaces and community amenities are strongly encouraged. The focus of the development and design standards is on landscaping and buffering techniques to provide transitions from developed commercial areas to lower density residential neighborhoods. The maximum allowable intensity for the commercial component is 2.5 FAR; for any residential component, the maximum density is thirty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Village projects that have the potential to serve as transit-oriented developments. Proposed projects within one-half of a mile of a transit stop along Magnolia or University Avenues may have a residential density of up to forty dwelling units per acre with a maximum total permissible FAR of 2.5.

**Mixed Use-Urban (MU-U)**

The Mixed-Use Urban Designation provides opportunities for primarily high-density residential development with commercial, office, institutional and business uses emphasizing retail, entertainment and student-oriented activities. Such development is intended to facilitate the grouping of innovative housing options with employment uses, entertainment activities and public gathering spaces and other community amenities. Well-functioning transit-oriented developments (or TODs) will typically need to be constructed to this higher intensity of development. The focus of the development and design standards is on ensuring large-scale mixed-use projects are functionally integrated

through the relationships between location and types of uses and structures, the efficient use of land, optimal site planning and design elements. The maximum allowable intensity for the commercial component is 4.0 FAR; for any residential component, the maximum density is forty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Urban projects that have the potential to serve as transit-oriented developments. Proposed projects within one-half of a mile of a transit stop along Magnolia or University Avenues may have a residential density of up to sixty dwelling units per acre with a maximum total permissible FAR of 4.0.

## COMMUNITY AMENITIES AND SUPPORT DESIGNATIONS

**Agriculture (A)**

The Agriculture designation provides lands for the managed production of natural resources and agricultural land intended to remain in production during the General Plan planning period. Incidental residential uses are permitted at a maximum density of 0.2 dwelling units per acre.

**Public Parks (P)**

The Public Parks designation is assigned to City, regional and state-owned park areas. Activity areas that may be developed include large multipurpose fields for community events and informal recreation, areas for active sports play, tot lots, picnic areas, multipurpose sports fields and courts, public golf courses, concessions, community event space, outdoor amphitheaters, nature study centers, maintenance/support facilities and caretaker facilities.

**Private Recreation (PR)**

The Private Recreation designation is applied to such areas as private golf courses, equestrian centers and amusement parks that provide opportunities for primarily outdoor recreation. Allowable uses are similar in nature to those permitted in public parks, but are not under the public domain.

**Open Space/Natural Resources (OS)**

The Open Space/Natural Resources designation provides lands, both private and public as shown on the Land Use Map, for the preservation of natural resources, hillsides and creeks; as well as open space for the

protection of public health and safety, including floodways and stormwater retention areas.

**Public Facilities and Institutional Uses (PF)**

The Public Facilities and Institutional Uses designation provides for schools, hospitals, libraries, utilities, the municipal airport (precise uses for the airport property are defined in the Airport Master Plan) and government institutions. Religious assembly and day care uses may be allowed within this designation. Specific sites for public/semipublic uses are subject to discretionary approval under the Zoning Ordinance. The maximum intensity of development is a floor-area ratio of 1.0.

# IMPLICATIONS OF LAND USE POLICY

The land use changes called for in this Land Use and Urban Design Element, will, if fully implemented by the City of Riverside, lead to population and housing increases within the City.

In 2003, the City of Riverside's population was estimated to be 274,071 by the California State Department of Finance. This population was housed in an estimated 90,511 housing units, yielding just over 3 people per household.

This General Plan introduces four new designations that will enable significant increases in housing and population to occur, but in a focused manner that makes more efficient use of existing urban infrastructure. The three new mixed-use designations (Mixed Use-Neighborhood, Mixed Use - Village and Mixed Use - Urban) along with the new Very High Density Residential designation, are intended to permit growth focused on infill areas along the City's major transportation corridors. In total, all of the land use designation changes set forth in this General Plan have the potential to add to the Planning Area about 38,000 dwelling units and 39.6 million square feet of non-residential construction. Of the 38,000 dwelling units, approximately 25,000 are anticipated within Riverside corporate limits as of 2004; the remaining 13,000 would be located in the proposed Sphere of Influence.

The four new designations discussed above account for the majority of these new potential units: up to about 14,000 new residential units will be possible in the lands with these designations. Siting mixed-use development, which can combine residential, commercial and office uses, along existing transportation corridors, affords tremendous opportunities to reduce dependency on the automobile and saves the City the cost of extending urban services into undeveloped areas.

The land use designations proposed have the potential to significantly increase Riverside's population. Within the City's 2004 corporate limits, the land use designations would accommodate as many as 62,800 new residents (the City's 2003 estimated population is 274,071). Within the proposed Sphere of Influence area, the population increase is projected at about 39,000 new residents. The projected Planning Area population upon buildout of the General Plan is about 376,000 (see Table LU-4 Planned Land Uses). This total population figure is generally consistent with the Southern California Association of Governments (SCAG) most recent projection of a population of 353,397 in 2025 for the area of the City's 2004 corporate limits.

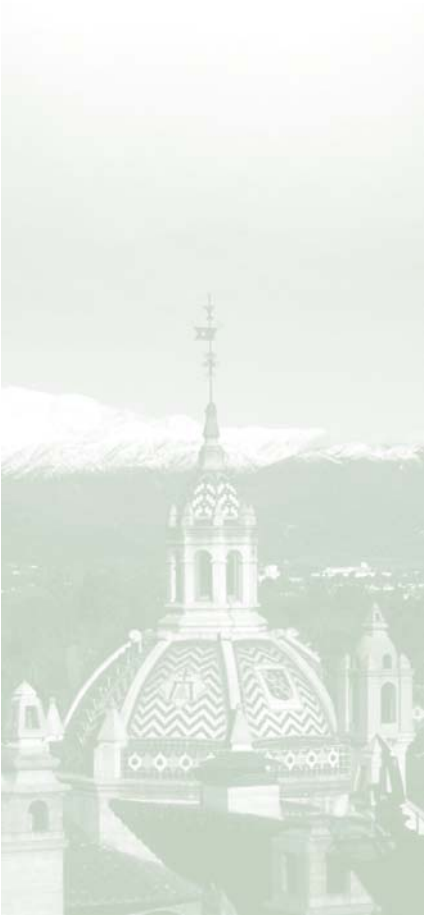


TABLE LU-4
PLANNED LAND USES

| Land Use Category | | Net Acreage in the City | Percent of Total City Acres |
|---|---|---|---|
| A/RR | Agricultural/Rural Residential | 5,115 | 12% |
| HR | Hillside Residential | 4,053 | 9% |
| SRR | Semi-Rural Residential | 1,273 | 3% |
| VLDR | Very Low Density Residential | 1,260 | 3% |
| LDR | Low Density Residential | 2,414 | 6% |
| MDR | Medium Density Residential | 10,709 | 25% |
| MHDR | Medium High Density Residential | 748 | 2% |
| HDR | High Density Residential | 823 | 2% |
| VHDR | Very High Density Residential | 108 | 0% |
| **Total Residential** | | **26,503** | **62%** |
| C | Commercial | 1,367 | 3% |
| CRC | Commercial Regional Center | 224 | 1% |
| O | Offices | 368 | 1% |
| **Total Commercial and Office** | | **1,959** | **5%** |
| B/OP | Business Office Park | 4,000 | 9% |
| I | Industrial | 392 | 1% |
| **Total Industrial/Office Park** | | **4,392** | **10%** |
| DSP | Downtown Specific Plan | 434 | 1% |
| **Total Downtown Specific Plan** | | **434** | **1%** |
| MU-N | Mixed Use Neighborhood | 69 | 0% |
| MU-V | Mixed Use Village | 513 | 1% |
| MU-U | Mixed Use Urban | 235 | 1% |
| **Total Mixed Use** | | **817** | **2%** |
| A | Agricultural | 0 | 0% |

TABLE LU-4
PLANNED LAND USES

| Land Use Category | | Net Acreage in the City | Percent of Total City Acres |
|---|---|---|---|
| P | Public Parks | 3,188 | 7% |
| PR | Private Recreation | 719 | 2% |
| OS | Open Space/Natural Resources | 1,096 | 3% |
| PF | Public Facilities and Institutional Uses | 3,930 | 9% |
| RAT | Kangaroo Rat Habitat | 0 | 0% |
| **Total Community Amenities and Support** | | **8,933** | **21%** |
| **City Net Total[(1)]** | | **43,038** | **100%** |

(1) Based upon the City's 2004 corporate limits.