

## 5.9 LAND USE AND PLANNING

The six components of the project analyzed herein are:

- 1) Adoption and implementation of the General Plan;
- 2) Adoption and implementation of the revised Zoning Code;
- 3) Adoption and implementation of the revised Subdivision Code;
- 4) Adoption and implementation of an amendment to the Noise Code;
- 5) Adoption and implementation of the Magnolia Avenue Specific Plan (MASP); and
- 6) Adoption and implementation of the Citywide Design and Sign Guidelines.

This analysis focuses on the project's six components and the impacts they have directly on citywide land use and planning issues. Since an initial study was not prepared with the issuance of the Notice of Preparation, the following discussion includes all land use-related CEQA issues including potential impacts to communities, land use plans or policies, and conservation plans.

The Land Use and Planning section of this EIR has been changed from the previously circulated EIR. In addition to the overall changes listed in the Project Description section of this EIR, some setting and background information was added and/or updated, for example, information on neighborhoods was added, existing land uses were updated with the most current information; missing existing regulations were added to the section; as well as the additional analysis of all of the threshold questions. Information for all topics within this section was verified and updated as necessary.

In addition to other reference documents, the following references were used in the preparation of this Section of the EIR:

- California Department of Water Resources, Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001, to assist water suppliers, cities and counties in integrating water and land use planning, 2003. (Available at <http://www.dwr.water.ca.gov/>).
- County of Riverside, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Final MSHCP, including Volume IV, Final EIR/EIS (State Clearinghouse No. 2001101108, CEQ Number 020463, ERP Number SFW-K99032-CA), June 17, 2003.
- U. S. Environmental Protection Agency, *Availability of an Environmental Assessment and Receipt of an Application for an Incidental Take Permit for the El Sobrante Landfill Expansion Project in an Unincorporated Area of Riverside County, California*, accessed July 2007, <http://www.epa.gov/fedrgstr/EPA-SPECIES/2001/April/Day-17/e9518.htm>.
- Gayk, Bill. Ph.D., Riverside County Transportation and Land Management Agency. Electronic Communication regarding census information within Riverside County.
- Metropolitan Water District, *Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan*, July 1995.
- Riverside County Airport Land Use Commission, *Riverside Airport Land Use Compatibility Plan*. October 2004.

- Riverside County Airport Land Use Commission, *March Air Reserve Base Plan*, April 26, 1984.
- Riverside County Habitat Conservation Agency, *Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County California*, March 1996.
- Riverside County Habitat Conservation Agency, *Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan*, July 1995.
- Southern California Association of Governments, *Destination 2030: 2004 Regional Transportation Plan*. April 2004.
- Southern California Association of Governments, *Regional Comprehensive Plan and Guide (RCPG)*, March 1996.
- Southern California Association of Governments, *Regional Transportation Plan Amendment*, 2004. (Available at <http://www.scag.ca.gov/rtp2004/2004amend/Final-RTP-Amendment072706.pdf>).
- South Coast Air Quality Management District, *Air Quality Management Plan*, 2003.
- U.S. Census Bureau website: <http://www.census.gov/main/www/cen1990.html>, accessed May 2, 2007.
- Waste Management, *Wildlife Habitat*, accessed July 2007, <http://www.keepinginlandempireclean.com/wh.html>.

## Setting

### *Existing Land Uses*

Similar to most cities, the City of Riverside contains a diverse mix of existing land uses. Urban land uses (residential, commercial, office, and industrial) are concentrated in the north of the Planning Area, corresponding roughly to the SR-91, SR-60, and I-215 rights-of-way (see **Figure 5.9-3, Existing Land Uses 2003 - Map**). Under the existing 1994 General Plan this land use pattern is generally maintained (see **Figure 5.9-2, Existing 1994 General Plan Land Use Map**). In the broadest terms, most of the City's moderate density residential development is north and west of the 91 Freeway. Land south and east of Victoria Avenue is predominantly characterized by rural or semi-rural land uses (agricultural, open space, and residential uses at less than three units per acre). Lake Mathews, the City's network of arroyos, and its hillsides and ridgelines are the predominant features of the southeastern areas. The University of California at Riverside straddles a section of the I-215 in the northeast. The Santa Ana River forms most of the Planning Area's northern border. (See **Figure 5.9-4, Aerial Photo**.)

As part of the General Plan environmental process, the City tabulated an inventory of existing land uses based on 2003 aerial photographs of the Planning Area, reflecting the time at which the update to the General Plan was initiated. This land use inventory (**Figure 5.9-1, Existing Land Uses, 2003 – Pie Chart**) shows that 36 percent of the Planning Area is developed in various densities of residential uses. Approximately 36 percent of the area is comprised of vacant land. Commercial/office uses comprise about four percent while industrial uses are also at four percent. Public facilities including educational, governmental, infrastructure, and the airport, cover about nine percent of the Planning Area. Open space, agriculture, and public and private recreational uses make up the remaining 11 percent.

### *Magnolia Avenue Specific Plan (MASP)*

A component of the General Plan 2025 Program is the Magnolia Avenue Specific Plan (MASP). The MASP will be an implementing tool of the General Plan 2025 for properties along Magnolia Avenue. Magnolia Avenue is one of the primary east/west streets in the City of Riverside. It extends from Downtown at Market Street to the east, to the western City boundary at Buchanan Street to the west. It continues into the City of Corona and ends at Ontario Avenue.

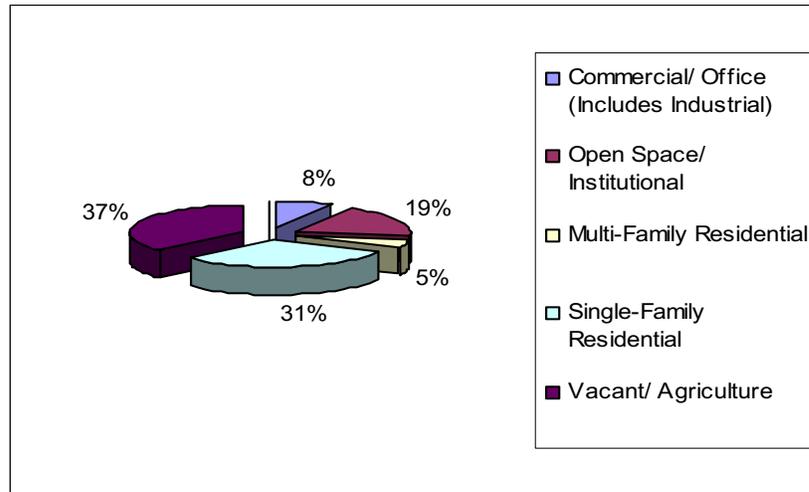
The plan focuses on the portion of Magnolia Avenue from the western City limits to Ramona Drive, at the southern edge of Downtown. The Market Street portion of the corridor is not included in the Plan because it is within the boundaries of the Downtown Specific Plan and is addressed therein.

The project area consists of six Specific Plan Districts. These districts, from southwest to northeast along the corridor, are:

- La Sierra (Buchanan Street to just east of Banbury Drive);
- Galleria (just east of Banbury Drive to Harrison Street);
- Arlington (Harrison Street to Jackson Street);
- Magnolia Heritage (Jackson Street to Arlington Avenue);
- Magnolia Center (Arlington Avenue to Jurupa Avenue); and
- Wood Street (Jurupa Avenue to Ramona Drive).

The purpose of the Specific Plan is to build upon previous planning efforts to establish a development framework for the Magnolia Avenue corridor. The Specific Plan is intended to facilitate and encourage development and improvements along Magnolia Avenue to help realize the community's vision for the corridor. It is a tool for developers, property owners, City staff and decision makers. New construction or rehabilitation on private property will be regulated through the land use policies, regulations, development standards and design guidelines in this Specific Plan. The Specific Plan also sets forth a strategy for public investment and improvements along the corridor, including circulation, parking and streetscape improvements.

**Figure 5.9-1  
Existing Land Uses, 2003**



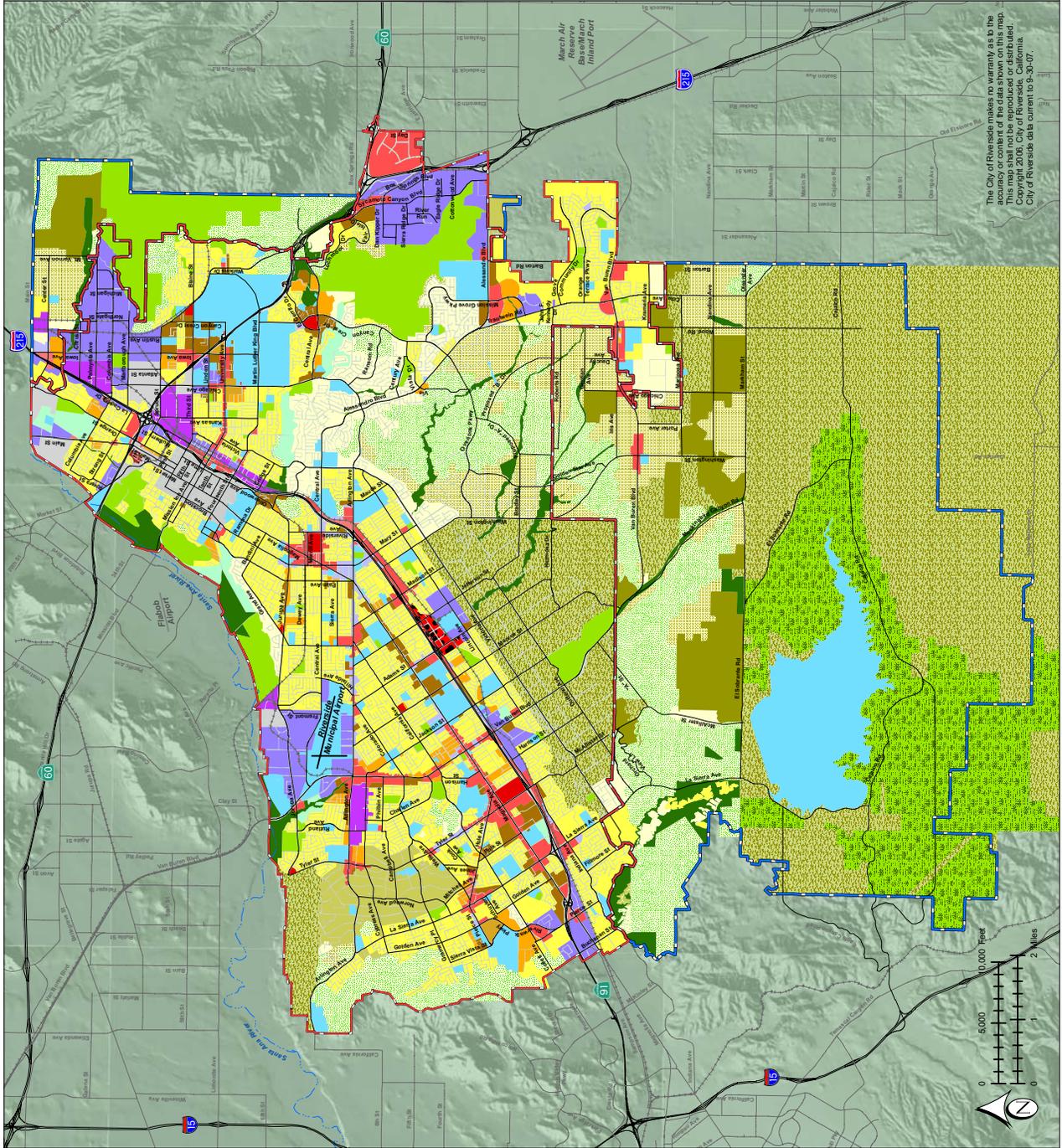


**LEGEND**

- RIVERSIDE CITY BOUNDARIES
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

**GENERAL PLAN 1994**

- AGR - AGRICULTURE
- CAP - COMMERCIAL - AUTOMOTIVE PARK
- CBO - COMMERCIAL - BUSINESS OFFICE
- CSC - COMMERCIAL - CENTER
- CSV - COMMERCIAL - SERVICE
- DSP - DOWNTOWN SPECIFIC PLAN
- IBP - INDUSTRIAL - BUSINESS PARK
- IGN - INDUSTRIAL - GENERAL
- ILT - INDUSTRIAL - LIGHT
- MXO - MIXED USE - OFFICE EMPHASIS
- MXR - MIXED USE - RESIDENTIAL EMPHASIS
- NOS - NATURAL OPEN SPACE
- OLR - OFFICE - LOW RISE
- OMR - OFFICE - MID RISE
- OSP - ORANGECREST SPECIFIC PLAN
- PFI - PUBLIC FACILITIES AND OPEN SPACE
- PKO - PARKS - OTHER RECREATION
- PKP - PARKS - PUBLIC
- RAR - RESIDENTIAL - RURAL AND RESIDENTIAL
- RES - RESIDENTIAL - ESTATE
- RHD - RESIDENTIAL - HIGH DENSITY
- RHS - RESIDENTIAL - HILLSIDE
- RLD - RESIDENTIAL - LOW DENSITY
- RMD - RESIDENTIAL - MEDIUM DENSITY
- RMH - RESIDENTIAL - MEDIUM - HIGH DENSITY
- RSR - RESIDENTIAL - SEMI - RURAL
- RAT - KANGAROO RAT HABITAT



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**Figure 5.9-2  
EXISTING 1994  
GENERAL PLAN  
LAND USE MAP**



**LEGEND**

- RIVERSIDE CITY BOUNDARIES
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE
- CEMETERY
- CHURCHES AND TEMPLES
- COMMERCIAL
- GOLF COURSES
- INDUSTRIAL/ MANUFACTURING
- LAKE
- OFFICE
- PARKS
- PUBLIC FACILITIES
- RECREATIONAL
- SCHOOLS
- SINGLE FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL/ AGRICULTURAL
- MULTI-FAMILY RESIDENTIAL
- VACANT LAND
- VACANT/AGRICULTURAL

SOURCE: CITY OF RIVERSIDE PLANNING DIVISION STAFF BASED UPON 2003 AERIAL IMAGERY

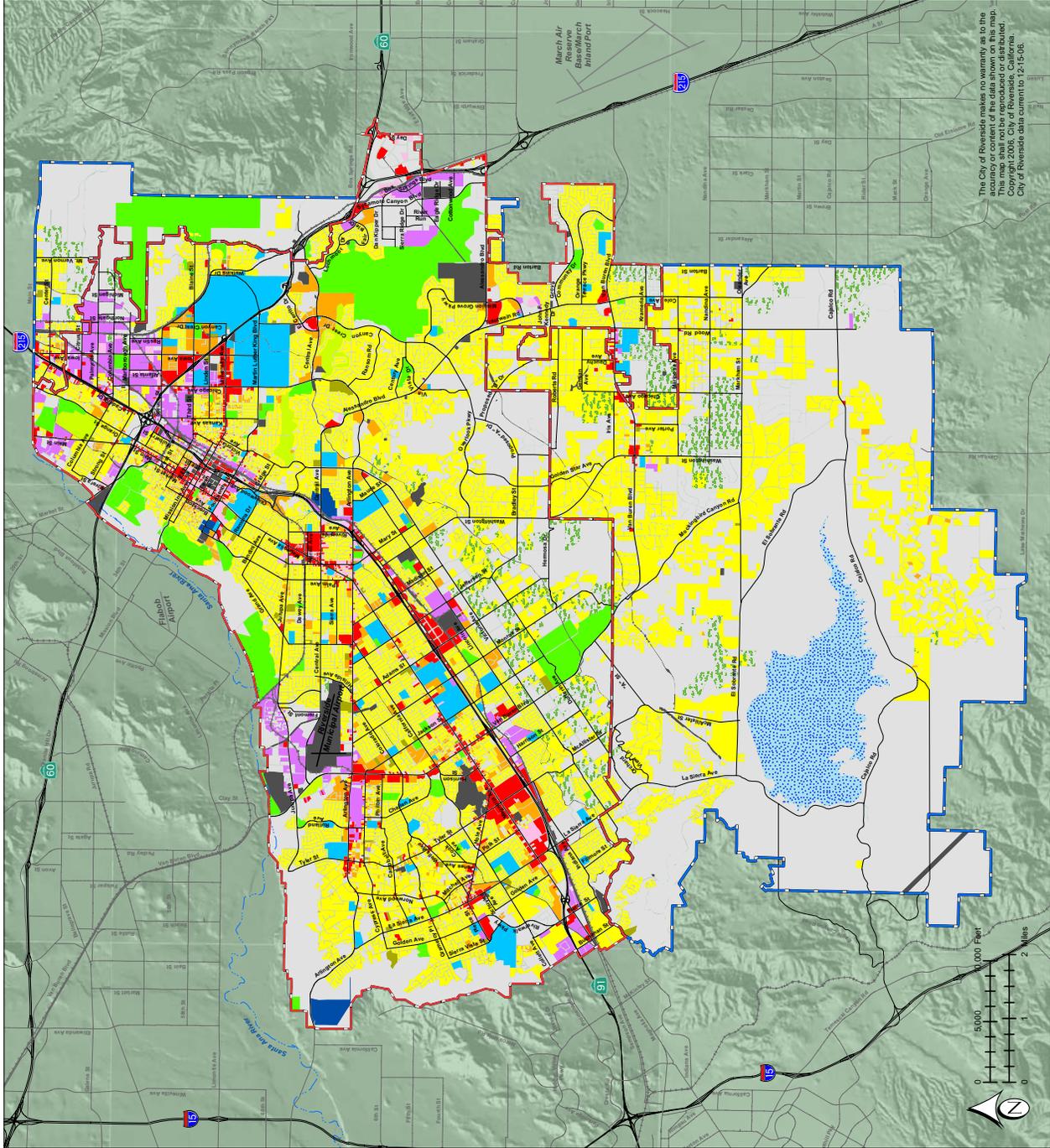


Figure 5.9-3  
**EXISTING  
LAND USES 2003**



**LEGEND**

-  RIVERSIDE CITY BOUNDARY
-  RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: WORLD IMAGE LLC, 2005

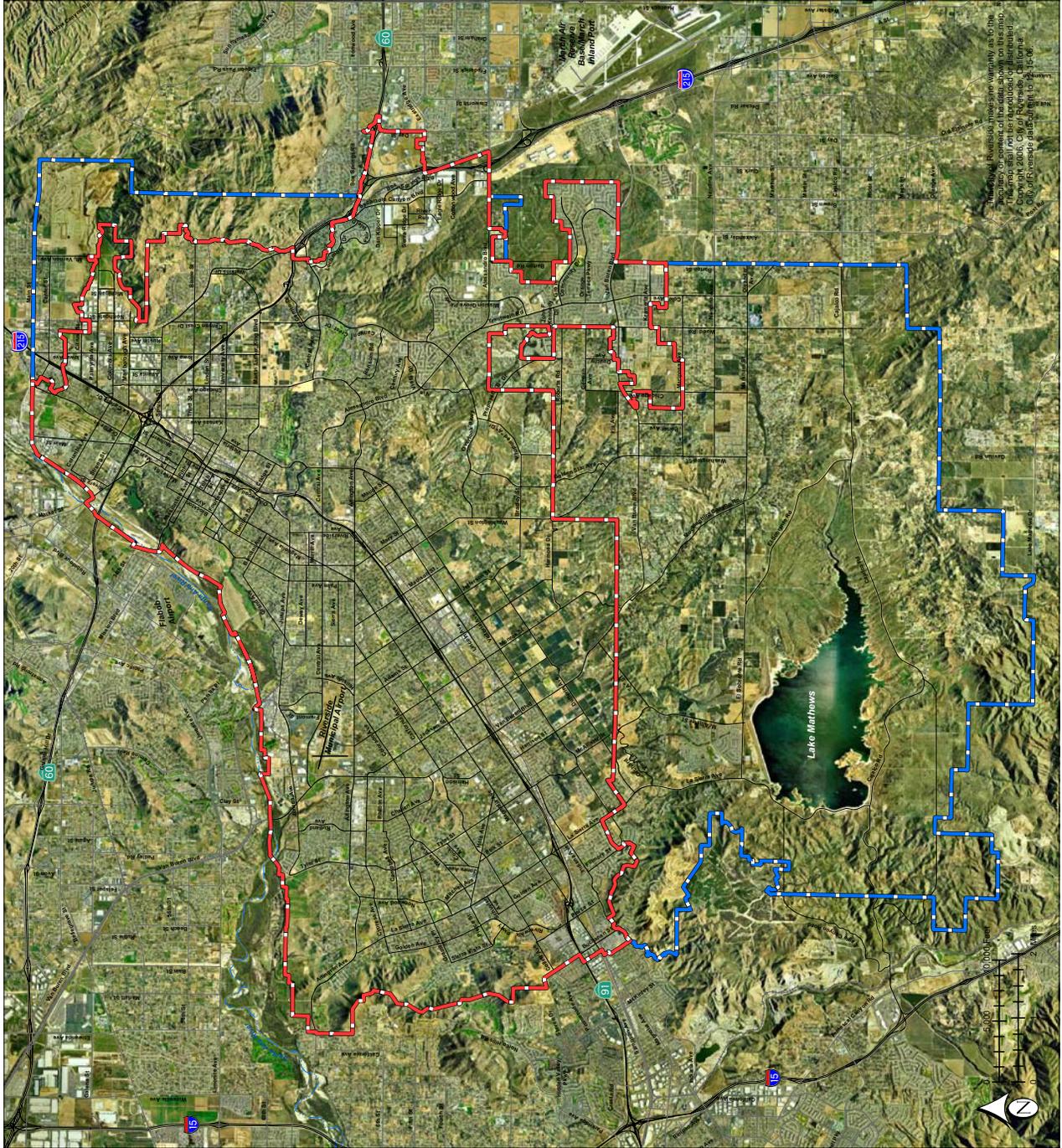


Figure 5.9-4  
**AERIAL PHOTO**

*Communities/Neighborhoods*

Throughout the City of Riverside, there are distinct communities that have been well preserved by its residents since its beginning in the 1870s. Communities such as Downtown, Arlington, and La Sierra represent historic communities that, over time, have been incorporated to form present-day Riverside. Within these districts and throughout the City, there are 28 individual neighborhoods, which are identified in the General Plan. Riverside offers both urban and suburban neighborhoods. Neighborhoods such as Downtown, Arlington, and Eastside offer residents a full range of amenities associated with urban living. In the Arlington Heights and La Sierra neighborhoods, residents are offered agricultural and semi-rural living. A list of the City’s neighborhoods is presented below in **Table 5.9-A, Neighborhoods in the City of Riverside**. The Sphere of Influence is not included within specific neighborhoods. Upon annexation an area will be placed in the appropriate adjacent neighborhood or a new neighborhood will be created.

<b>Table 5.9-A Neighborhoods in the City of Riverside</b>	
* Neighborhoods included in the MASP	
Airport	La Sierra Acres
Alessandro Heights	La Sierra Hills
Arlanza	La Sierra South
Arlington *	Magnolia Center *
Arlington Heights	Mission Grove
Arlington South	Northside
Canyon Crest	Orangecrest
Casa Blanca	Presidential Park
Downtown	Ramona*
Eastside	Sycamore Canyon Park
Grand	Sycamore Canyon / Canyon Springs
Hawarden Hills	University
Hunter Industrial Park	Victoria
La Sierra*	Wood Streets *

### *General Plan Land Uses*

Riverside has a large Sphere of Influence area to its south and a much smaller area to the northeast. The Northern Sphere is adjacent to Hunter Industrial Park and is comprised of several unincorporated pockets south of the San Bernardino County line and extending east along the slopes of Box Springs Mountain. As shown on **Figure 5.9-5, Planning Area Boundaries**, the Southern Sphere extends many miles south from the City's current irregular southern boundary, to the ridgeline just south of Cajalco Road. The City of Riverside has established its Planning Area to cover the corporate City limits and the sphere areas to roughly the Cajalco Ridge.

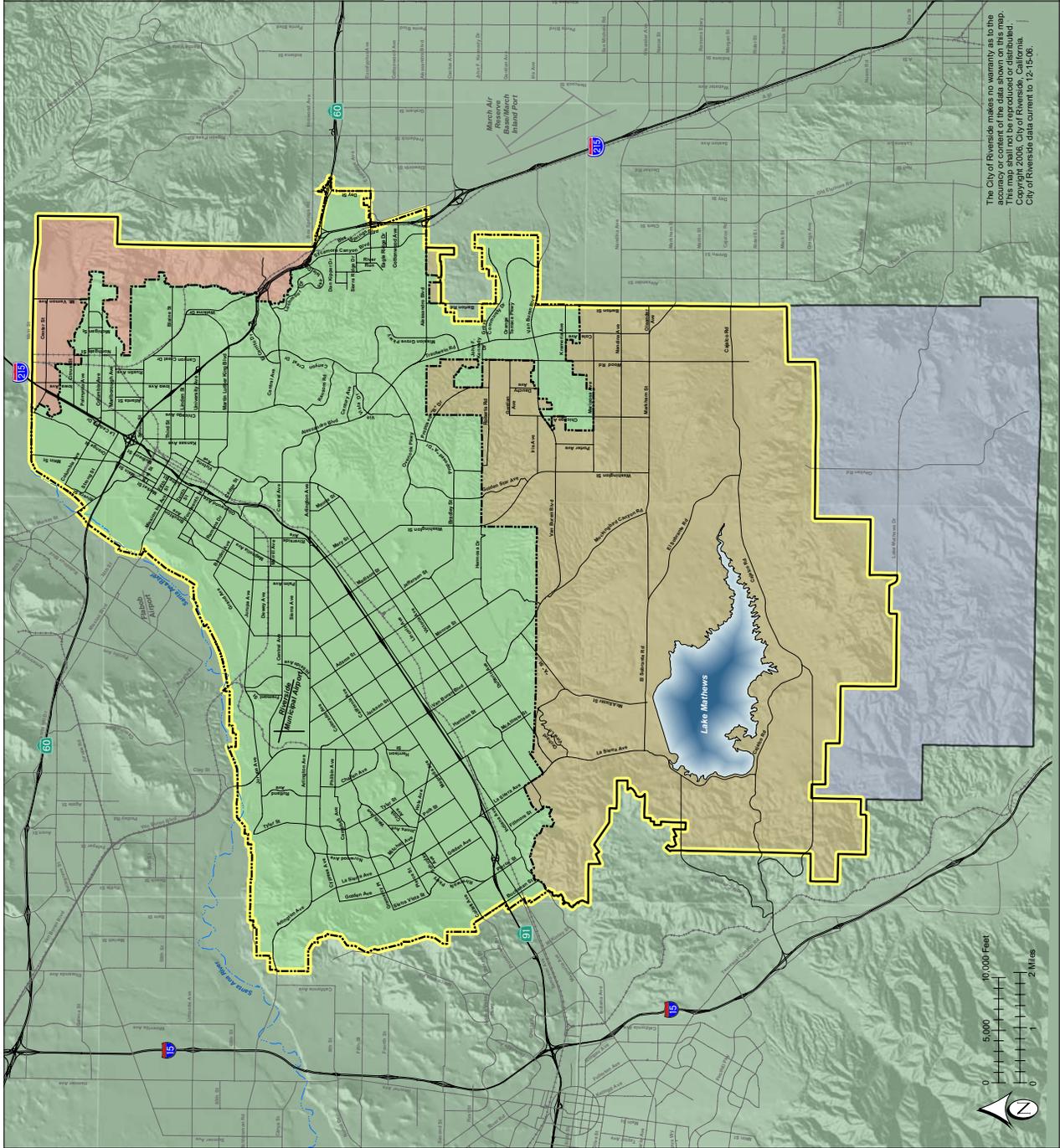
Table 5.9-B, General Plan Land Use Summary, shows acreage totals for the Sphere of Influence (SOI) and the City limits. The General Plan presents (see Table LU-3 of the General Plan), and this EIR contemplates, three density scenarios for future development in the Planning Area: 1) Typical Densities, 2) Maximum Densities, and 3) Maximum Densities with Planned Residential Development (PRD). A breakdown of the expected dwelling units and commercial/industrial square footages for each of these three scenarios is presented below in Table 5.9-B. Under the Maximum Density assumption, it is expected that 162,125 dwelling units will be constructed in the Planning Area and approximately 591,552,574 square feet of new non-residential construction over the General Plan's 20-year horizon. Those increases could occur, however, only within the city limits and not in sphere areas. The sphere areas mainly consist of rural residential, agricultural, and parks and open space uses. A portion of the Southern Sphere area is designated Kangaroo Rat Habitat (RAT) for the Stephens' Kangaroo Rat Core Habitat Reserve.



**LEGEND**

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

SOURCE: CITY OF RIVERSIDE



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**Figure 5.9-5  
PLANNING AREA  
BOUNDARIES**

<b>Table 5.9-B*</b>					
<b>General Plan Land Use Summary</b>					
<b>Maximum Density Land Use Projections</b>					
<i>Land Use</i>	<i>Acres within City Limits</i>	<i>Acres within SOI</i>	<i>Total Acres<sup>1</sup></i>	<i>Max. Total Dwelling Units</i>	<i>Max. Building Sq. Ft</i>
Residential	26,802	19,492	46,294	138,586	0
Commercial	6,471	237	6,708	0	332,477,361
Mixed Land Use	834	0	834	19,760	42,571,862
Agriculture	0	2,620	2,620	524	0
Parks, Recreation, Open Space, and Public Facilities/Institutions	8,946	4,953	13,899	0	172,871,043
K-Rat Core Habitat Reserve	0	7,115	7,115	0	0
Specific Plan Areas	439	0	439	3,255	43,632,308
<b>TOTAL</b>	<b>43,492</b>	<b>34,417</b>	<b>77,909</b>	<b>162,125</b>	<b>591,552,574</b>
<b>Maximum Density Land Use Projections With PRD</b>					
<i>Land Use</i>	<i>Acres within City Limits</i>	<i>Acres within SOI</i>	<i>Total Acres<sup>1</sup></i>	<i>Max. Total Dwelling Units</i>	<i>Max. Building Sq. Ft</i>
Residential	26,802	19,492	46,294	171,770	0
Commercial	6,471	237	6,708	0	332,477,360
Mixed Land Use	834	0	834	19,760	42,571,862
Agriculture	0	2,620	2,620	524	0
Parks, Recreation, Open Space, and Public Facilities/Institutions	8,946	4,953	13,899	0	172,871,043
K-Rat Core Habitat Reserve	0	7,115	7,115	0	0
Specific Plan Areas	439	0	439	3,255	43,632,308
<b>TOTAL</b>	<b>43,492</b>	<b>34,417</b>	<b>77,909</b>	<b>195,309</b>	<b>591,552,573</b>
<b>Typical Density Land Use Projections</b>					
<i>Land Use</i>	<i>Acres within City Limits</i>	<i>Acres within SOI</i>	<i>Total Acres<sup>1</sup></i>	<i>Max. Total Dwelling Units</i>	<i>Max. Building Sq. Ft</i>
Residential	26,802	19,492	46,294	114,334	0
Commercial	6,471	237	6,708	0	245,038,943
Mixed Land Use	834	0	834	10,856	29,074,721
Agriculture	0	2,620	2,620	524	0
Parks, Recreation, Open Space, and Public Facilities/Institutions	8,946	4,953	13,899	0	34,574,209
K-Rat Core Habitat Reserve	0	7,115	7,115	0	0
Specific Plan Areas	439	0	439	1,978	26,150,675
<b>TOTAL</b>	<b>43,492</b>	<b>34,417</b>	<b>77,909</b>	<b>127,692</b>	<b>334,838,548</b>

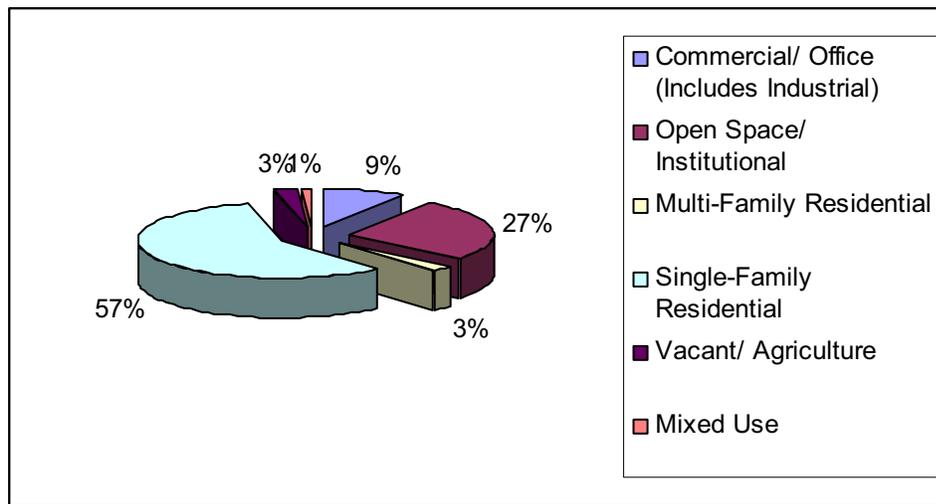
\* = The total for each projection includes both the City and Sphere Area projection numbers.

1 = acreages based on 2006 City and County of Riverside GIS data

2 = Sycamore Canyon Wilderness Park

Based on the data in **Table 5.9-B, Figure 5.9-6, Percentage of General Plan Land Uses**, was created. This pie chart reflects that nearly 59 percent of acreage in the Planning Area is planned for residential uses of varying densities. Approximately nine percent of the land is allocated to non-residential commercial/industrial uses. Three percent of the City’s Planning Area is proposed to continue as agriculture. Approximately one percent is planned for mixed use. The remaining 27 percent is distributed among open space land and parks, and public facilities/institutional uses. **Figure 5.9-7, Conceptual Land Use Plan**, shows the locations proposed for the above summarized land uses.

**Figure 5.9-6  
Percentage of General Plan Land Uses**



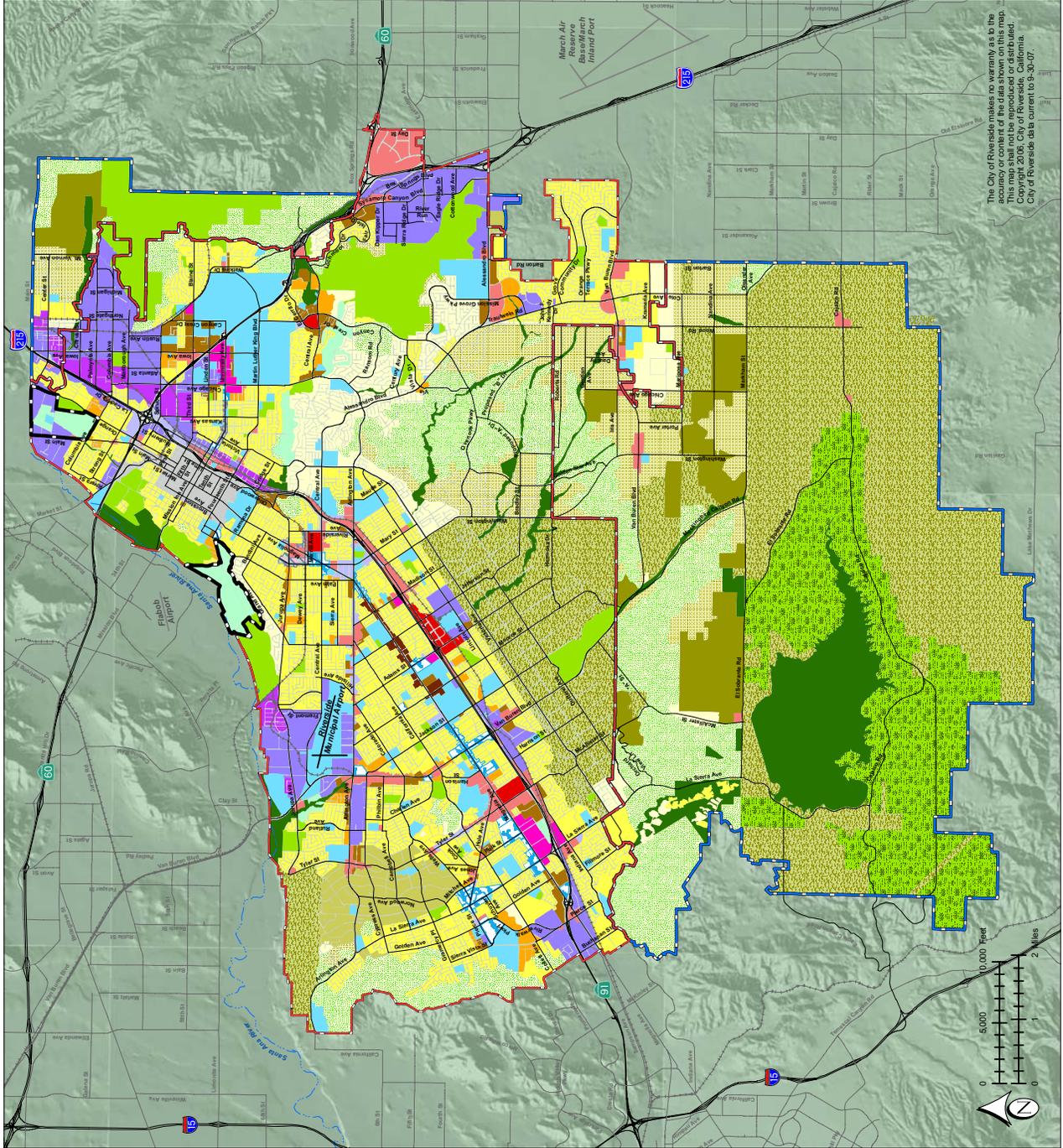


**LEGEND**

- RIVERSIDE CITY BOUNDARIES
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE
- POTENTIAL SPECIFIC PLAN
- GENERAL PLAN 2025 DRAFT LAND USE ELEMENT**
- A - AGRICULTURAL
- ARR - AGRICULTURAL/RURAL RESIDENTIAL
- HR - HILLSIDE RESIDENTIAL
- SRR - SEMI RURAL RESIDENTIAL
- VLDR - VERY LOW DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- VHDR - VERY HIGH DENSITY RESIDENTIAL
- C - COMMERCIAL
- CRC - COMMERCIAL REGIONAL CENTER
- DSP - DOWNTOWN SPECIFIC PLAN
- OSP - ORANGECREST SPECIFIC PLAN
- O - OFFICE
- BIOP - BUSINESS/OFFICE PARK
- I - INDUSTRIAL
- MU-N - MIXED USE-NEIGHBORHOOD
- MU-V - MIXED USE-VILLAGE
- MU-U - MIXED USE-URBAN
- PF - PUBLIC FACILITIES/INSTITUTIONAL
- PR - PRIVATE RECREATION
- P - PUBLIC PARK
- OS - OPEN SPACE/NATURAL RESOURCES
- RAT - KANGAROO RAT HABITAT

\* SEE TABLE LU-3 (LAND USE DESIGNATIONS) IN GENERAL PLAN SOURCE: CITY OF RIVERSIDE

Figure 5.9-7  
**CONCEPTUAL  
LAND USE PLAN**



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## Thresholds of Significance

The City of Riverside has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the Project:

- physically divides an established community;
- conflicts with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflicts with any applicable habitat conservation plan.

## Related Regulations

A number of plans, policies, and regulations directed at mitigating environmental effects have been adopted by agencies with jurisdiction over the Project. These plans and programs are administered by county, state, federal, and other local agencies.

### *California Water Code Sections 10910–10915*

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

### *Southern California Association of Governments*

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

The adopted growth forecasts become the basis for SCAG's functional plans (transportation, housing, air, and water) for the region. The population totals and growth distribution are used to plan the future capacity of highways and transit systems, quantity and location of housing, water supply and siting and sizing of sewage treatment systems.

SCAG has developed a Regional Comprehensive Plan (RCP) that recommends methods by which local governments can redirect regional growth to minimize traffic congestion and better protect environmental quality. While SCAG has no authority to mandate implementation of the RCP, the Plan's goals have implications upon the land use composition of the City of Riverside.

SCAG's Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies, and strategies. The RTP is based on Federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. SCAG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movements throughout the region.

Every three years, SCAG revises the RTP with updated information and an environmental clearance. The last updated plan (2004 RTP) was adopted by SCAG in 2004. Although SCAG has not publicly released its 2004 RTP, the agency has provided the City with long-range planning forecast data for Riverside and other Western Riverside County Association of Governments (WRCOG) jurisdictions.

At the regional level, SCAG assists sub-regional and local governments in playing a formative role in the air quality elements of transportation planning. In addition, local governments serve an important role in developing and implementing the Plan's transportation control measures. SCAG is responsible for providing the socioeconomic forecast (e.g., population and growth forecasts) upon which the Plan is based. SCAG also provides assessments for conformity of regionally significant transportation projects with the overall Plan and is responsible for the adoption of the RTP and the Regional Transportation Improvement Program (RTIP), which include growth assumptions and transportation improvement projects that could have significant air quality impacts.

#### *South Coast Air Quality Management Plan*

The South Coast Air Quality Management District adopted its latest Air Quality Management Plan (AQMP) in 2003. The 2003 AQMP mandates a variety of measures to reduce traffic congestion and improve air quality to be implemented at the Federal, State, and regional level.

#### *Riverside County Multiple Species Habitat Conservation Plan*

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

diversity and ecological processes while allowing for future economic growth within a rapidly urbanizing region.

Federal and State wildlife agencies approved permits required to implement the MSHCP on June 22, 2004. The City of Riverside adopted the MSHCP ordinance on October 7, 2003. Implementation of the plan will conserve approximately 500,000 acres of habitat, including 347,000 acres of land already in public or quasi-public ownership and about 153,000 acres of land in private ownership that will be purchased or conserved through other means, such as land acquisition, conservation easements, designated open space. The money for purchasing private land will come from numerous sources such as development mitigation fees as well as State and Federal funds.

The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved and policies for the protection of riparian areas, vernal pools, and narrow endemic plants. It also includes a program for performing plant, bird, reptile, and mammal surveys.

The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals and in return, provide take coverage and mitigation for projects throughout Western Riverside County to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of species and their habitat from development.

The City is a participant in the Joint Powers Agreement and the implementation agreement. As part of the General Plan Update, continued participation of the MSHCP is desired, and any new proposed project as a result of the General Plan implementation is required to comply with applicable provisions of the plan.

#### *Stephens' Kangaroo Rat Habitat Conservation Plan*

The proposed project is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' Kangaroo Rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) adopted, August 1990. The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than \$45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of SKR in the plan area. This effort has resulted in the permanent conservation of approximately 50% of the SKR occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. The Planning Area is located within the SKR HCP fee area and will be required to comply with applicable provisions of this plan.

### *Lake Mathews Multiple Species Habitat Conservation Plan & Natural Community Conservation Plan*

The Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (Lake Mathews Plan) is a joint conservation effort initiated by the Metropolitan Water District of Southern California and the Riverside County Habitat Conservation Agency. The conservation area includes 5,993.5 acres located adjacent to Lake Mathews and owned by Metropolitan Water District (MWD).

The Lake Mathews Plan area consist of two components: (1) the Multiple Species Reserve, which conserves 2,544.9 acres of land through a Mitigation Bank Agreement and 2,565.5 acres of an existing ecological reserve under an agreement with the California Department of Fish and Game (CDFG); (2) areas not included in the Multiple Ecological Reserve, including 728.6 acres designated for the operation of the reservoir and 154.5 acres designated for water facility improvements.

The Lake Mathews Plan minimizes and mitigates the impacts of MWD projects and activities in a way that satisfies the requirements and intent of Sections 7 and 10(a) of the Federal Endangered Species Act (ESA), Section 2081 of the California ESA, and Section 2835 of the California Natural Community Conservation Plan. Projects and activities covered by the Lake Mathews Plan include:

- Biological management of the Lake Mathews Plan Combined Reserve (multi-jurisdictional reserve);
- Property management in the Lake Mathews Plan area, including maintenance of roads and fences and implementation of a Fire Management Plan;
- Facility improvements and related projects in operations, and operation and maintenance, activities at the MWD Lake Mathews facility;
- Construction, operation, and maintenance of the MWD Lake Mathews Plan area projects;
- MWD projects and/or activities outside the Lake Mathews Plan area that would use the Mitigation Bank credits for impacts to habitats and/or sensitive species (outside projects); and
- Construction, operation, and maintenance of additional MWD projects within the Multiple Species Reserve.

### *El Sobrante Landfill Habitat Conservation Plan*

The El Sobrante Landfill is a municipal solid waste facility that is located immediately southwest of the Riverside General Plan southern sphere area and owned and operated by Waste Management, Inc. A Habitat Conservation Plan (HCP) approved by the U.S. Fish & Wildlife Service and California Department of Fish and Game covers the active landfill, future expansion phases and undisturbed open space on the property (El Sobrante Plan area). The El Sobrante Plan area is comprised of approximately 1,333 acres. The landfill area constitutes approximately 645

acres of the total property, while undisturbed open spaces account for approximately 688 acres and is located south of Lake Matthews in western Riverside County, California.

*Riverside County Airport Land Use Compatibility Plan (RCALUCP)*

Riverside County’s Airport Land Use Commission periodically updates an Airport Comprehensive Land Use Plan, commonly known as an Airport Land Use Compatibility Plan. The Airport Land Use Compatibility Plan designates zones of airport-influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue. The Airport Land Use Compatibility Plan was updated in 2004 for Riverside Municipal and Flabob Airports and includes provisions for Riverside Municipal Airport, and Flabob Airport, which is located just outside of the City of Riverside. Riverside Municipal Airport is situated on 451 acres in the northwest portion of the City of Riverside, bordered by Arlington Avenue to the south, Hillside Avenue to the east, and Van Buren Boulevard to the west. The airport is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission. Flabob Airport is a small airstrip located northeast of the Planning Area; however, portions of its Airport Land Use Compatibility Plan affect the Planning Area. In addition, the March Air Reserve Base is located southeast of the Planning Area, between the cities of Riverside and Moreno Valley with portions of the flight paths directed over the Planning Area. **Figure 5.9-8, Airport Safety and Compatibility Zones**, depicts airport land use compatibility and safety zones affecting the Planning Area.

*Proposition R and Measure C*

In 1979, City of Riverside voters passed Proposition R: “Taxpayer’s Initiative to Reduce Costly Urban Sprawl by Preserving the City of Riverside’s Citrus and Agricultural Lands, Its Unique Hills, Arroyos and Victoria Avenue.” The two main features of Proposition R relate to: 1) preservation of agriculture through application of the RA-5-Residential Agricultural Zone to two specific areas of the City: and 2) protection of hillside areas through application of the RC-Residential Conservation Zone to areas of the City based on slopes over 15 percent. The two areas of the City which were zoned to RA-5 are: 1) the Arlington Heights Greenbelt, in the south and central portion of the City; and 2) an area commonly known as the La Sierra Lands, a bluff top area above the Santa Ana River bordered by Tyler Street on the east and Arlington Avenue on the west. The Arlington Heights Greenbelt and the La Sierra Lands are shown in Agriculture Section, **Figure 5.2-1**.

Eight years later, City of Riverside voters approved Measure C as an amendment to Proposition R, entitled “Citizens’ Rights Initiative to Reduce Costly Urban Sprawl, to Reduce Traffic Congestion, to Minimize Utility Rate Increases and to Facilitate Preservation of the City of Riverside’s Citrus and Agricultural Lands, its Scenic Hills, Ridgelines, Arroyos and Wildlife Areas.” Measure C amended Proposition R by adding policies to promote agriculture. Measure C relates to the Arlington Heights Greenbelt, the La Sierra Lands and any areas designated for agricultural use in the General Plan or Zoning Code (see **Figure 5.2-3**). For more details regarding the agricultural protections afforded by Measure C and Proposition R, see the Agriculture section of this EIR, Section 5.2.

The City recognizes that Proposition R and Measure C provide certain protections for the specified areas and the City is committed to fulfilling the terms of both Proposition R and Measure C. (See General Plan Land Use Policy LU-4.1.) In fact, it is the City's stated objective to minimize the extent of urban development in the hillsides and mitigate any adverse impacts associated with urbanization (see General Plan Objective LU-4). The City will not and legally cannot without a vote of the residents of the City, amend Proposition R and Measure C.

#### *City of Riverside Zoning Code*

A comprehensive update of the City's Zoning Code (Title 19, RMC) is part of the Project analyzed in this EIR. The Zoning Code has been revised to reflect changes in the General Plan and has been reorganized and reformatted to create a logical and intuitive organization. The revised Zoning Code addresses and reflects changes in State and Federal laws and regulations. The Zoning Code adds three mixed-use zones to implement the updated General Plan land use classifications. Residential, commercial, and industrial zoning categories have been reduced in number to simplify the land use classifications. Administrative procedures have been simplified and processes have been streamlined.

#### *City of Riverside Subdivision Code*

A comprehensive update of the City's Subdivision Code (Title 18, RMC) is also part of the Project analyzed in this EIR. The City of Riverside Subdivision Code was last updated comprehensively in 1978. Since then, several changes to the State Subdivision Map Act have occurred. This revision of the City's Subdivision Code has been accomplished to bring the Subdivision Code up to date with current law, to simplify review processes (for example, allowing administrative approval of parcel maps) and to create a more logical organization of the Code.

#### *Riverside Redevelopment Agency*

The City of Riverside established a Redevelopment Agency (RDA) in 1969 to help revitalize and redevelop areas suffering from blighting conditions. The RDA Board of Directors consists of all Riverside City Council members, which oversees the activities of the Agency. Certain project areas also have an established Project Area Committee (PAC), a group of local business owners and residential volunteers serving as advisors to the Agency Board on specific matters. Additionally, a number of laws govern redevelopment agencies in the state of California: primarily, within the California Health and Safety Code beginning with 33000 *et seq.* and Article XVI, Section 16 of the California Constitution adopted in 1952.

In the City of Riverside, nine geographic areas comprise several redevelopment zones that comprise approximately 35 percent of the City's land area: Downtown, Riverside Airport, University Corridor, Sycamore Canyon, Magnolia Center, Casa Blanca, Arlington, Hunter Park/Northside, and La Sierra/Arlanza (**Figure 5.9-9, Redevelopment Areas**).

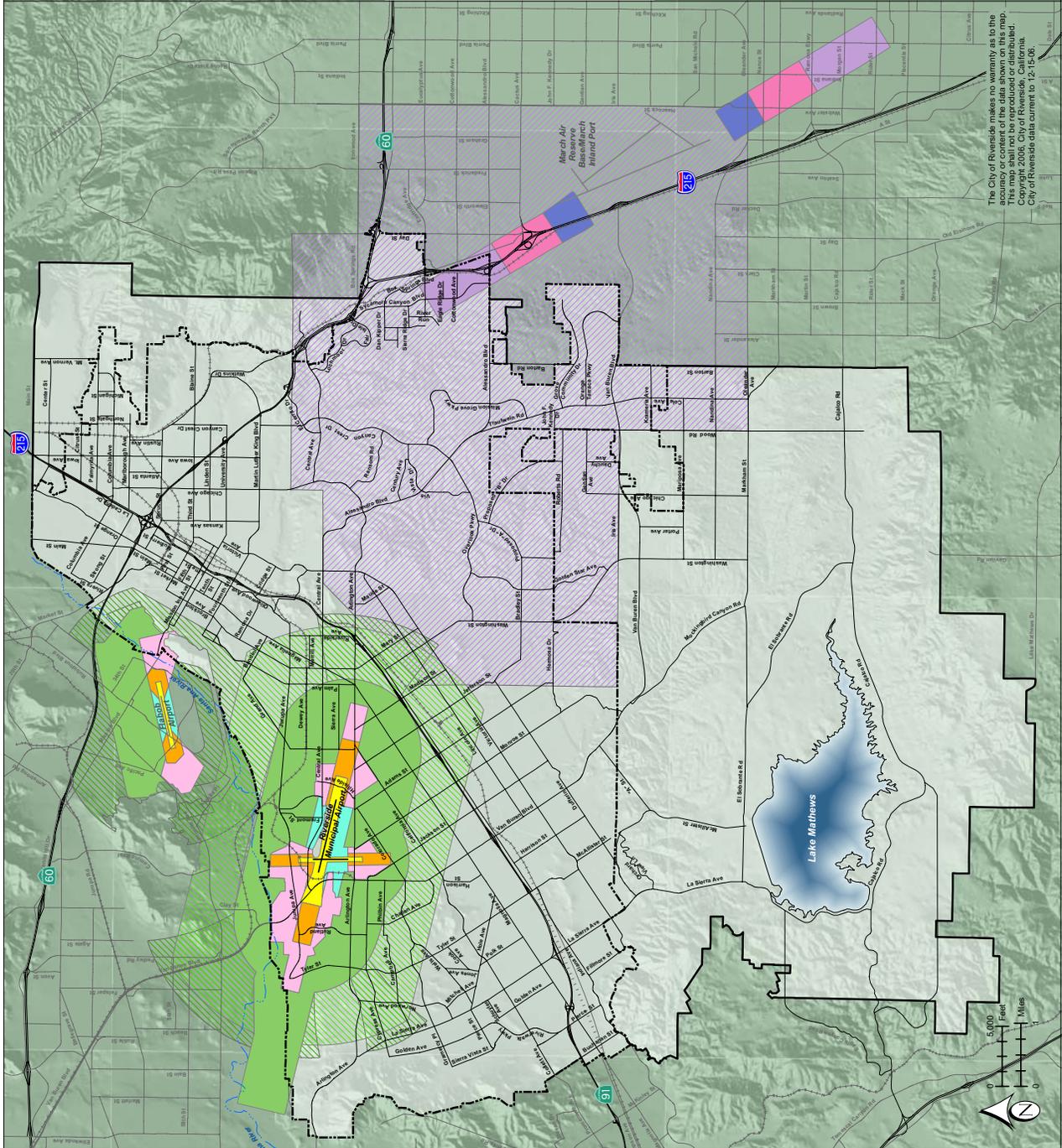


**LEGEND**

- RIVERSIDE MUNICIPAL AND FLABOB AIRPORT SAFETY ZONES
- ADJACENT TO RUNWAY
- RUNWAY PROTECTION ZONE
- INNER APPROACH DEPARTURE ZONE
- EXTENDED APPROACH/DEPARTURE ZONE
- PRIMARY TRAFFIC PATTERNS
- OTHER AIRPORT ENVIRONS
- MARB/MIP SAFETY ZONES
- ACCIDENT POTENTIAL I
- ACCIDENT POTENTIAL II
- CLEAR ZONE
- OTHER AIRPORT ENVIRONS
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE: SEE THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN FOR ASSOCIATED POLICIES

SOURCE: RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN, ADOPTED DECEMBER 2006 FOR FLABOB AIRPORT AND MARCH 2006 FOR RIVERSIDE MUNICIPAL AIRPORT AND 1998 AICUZ. THIS GRAPHIC WILL BE UPDATED TO REFLECT THE 2009 AICUZ AS PART OF THE JULUS PROCESS AND SUBSEQUENT ADOPTION.



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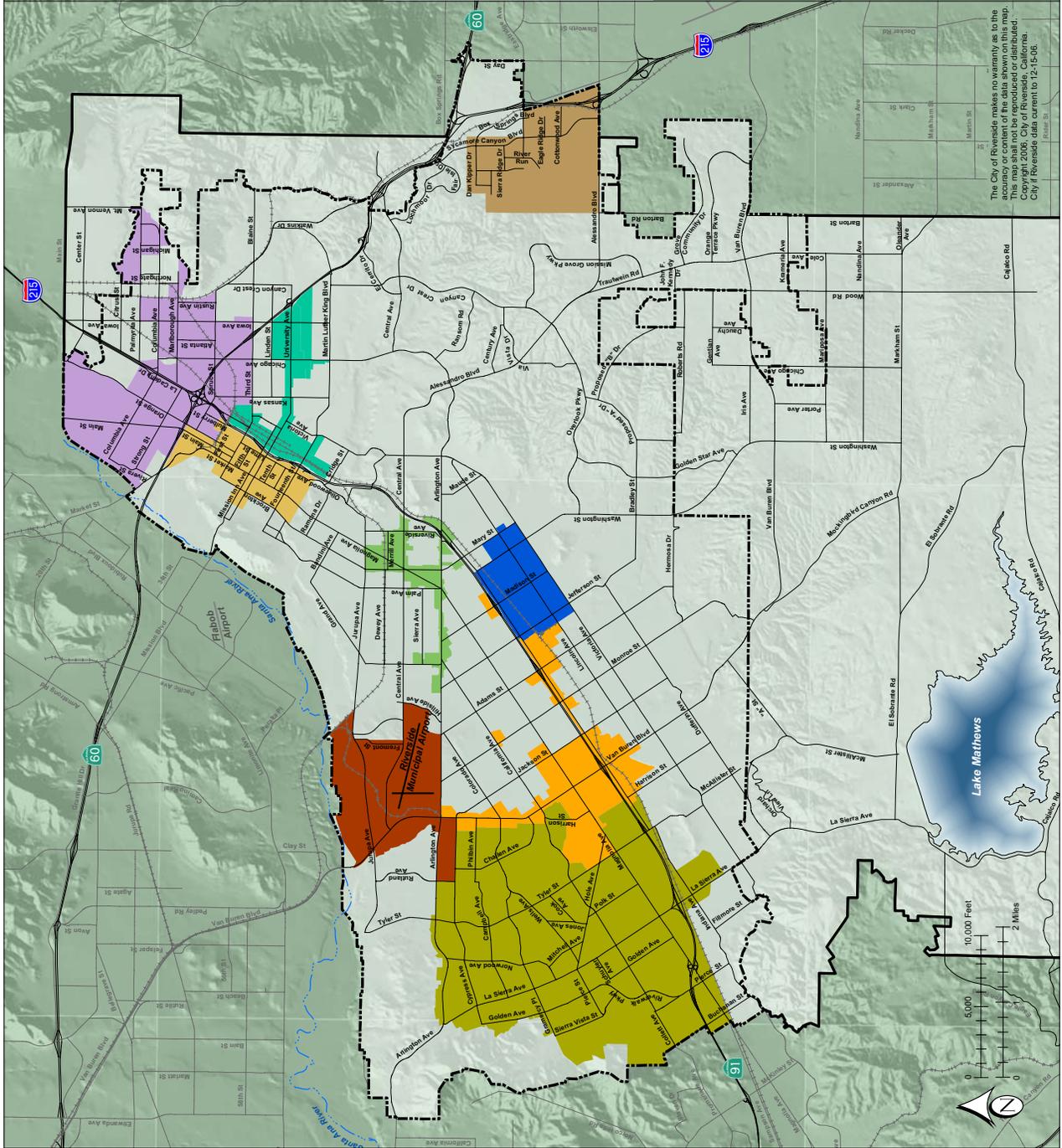
**Figure 5.9-8  
AIRPORT SAFETY AND  
COMPATIBILITY ZONES**



**LEGEND**

- ARLINGTON PROJECT AREA
- CASA BLANCA PROJECT AREA
- DOWNTOWN PROJECT AREA
- HUNTER PARK/NORTHSIDE PROJECT AREA
- MAGNOLIA CENTER PROJECT AREA
- LA SIERRA/ARLANZA PROJECT AREA
- RIVERSIDE AIRPORT PROJECT AREA
- SYCAMORE CANYON PROJECT AREA
- UNIVERSITY CORRIDOR PROJECT AREA
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: CITY OF RIVERSIDE



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**Figure 5.9-9  
REDEVELOPMENT  
AREAS**

### *Riverside County Local Agency Formation Commission*

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

## **Related General Plan Policies**

Objectives and Policies of the Land Use and Urban Design Element of the General Plan listed below assure that no physical division of an established community/neighborhood will result from plan implementation. The City is comprised of 28 neighborhoods, and the Land Use and Urban Design Element includes policies specific to each neighborhood, which also address this issue. The following policies address all of Riverside’s neighborhoods:

### ***Growing Smarter***

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

### ***Our Neighborhoods***

**Objective LU-30: 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-30.1: Periodically review the organization of Riverside’s neighborhoods.

Policy LU-30.2: 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-30.3: Ensure that the distinct character of each of Riverside’s neighborhoods is respected and reflected in all new development, especially infill development.

Policy LU-30.4: Promote the placement of relocated historic structures on in-fill lots in neighborhoods within a designated historic district.

Policy LU-30.5: Rescind all existing Community Plans as part of this General Plan and replace with the Neighborhood Plans provided in this General Plan.

- Policy LU-30.6: 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-30.7: Establish a program to systematically update all of the City's Neighborhood Plans.
- Policy LU-30.8: 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-30.9: 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.
- Objective LU-13: Protect Victoria Avenue from any development or other potential changes contrary to its status as a major historic and community asset.**

The General Plan Circulation and Community Mobility Element emphasizes preservation of the Planning Area's existing roadway network and limiting roadway extensions and improvements that could impact the City's neighborhoods.

### ***Protecting Our Neighborhoods***

- Policy CCM-7.1: Discourage and/or prevent regional cut-through traffic in residential neighborhoods through the employment of traffic-calming measures within Riverside.
- Policy CCM-7.2: Work with adjacent jurisdictions, the County and regional agencies to address the impacts of regional development patterns on the local circulation system.
- Policy CCM-7.3: Discourage freeway access improvements that could facilitate further non-local traffic intrusion into community neighborhoods.
- Policy CCM-7.4: Limit local roadway improvements to those that are necessary to support proposed General Plan land uses.
- Policy CCM-7.5: Discourage improvements beyond those contained in the Circulation and Community Mobility Element to accommodate additional regional traffic.

### ***General Plan Roadway System***

- Policy CCM-2.14: Ensure that intersection improvements on Victoria Avenue are limited to areas where Level of Service is below the City standard of D. Allow only the minimum necessary improvements in recognition of Victoria Avenue’s historic character.
- Policy CCM-3.1: Limit Magnolia Avenue to four travel lanes south and west of Arlington Avenue while maintaining the six-lane right-of-way.
- Policy CCM-3.5: (In reference to Magnolia Avenue) Apply neighborhood traffic control measures as warranted on the parallel local residential streets to limit cut-through, non-local traffic.
- Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.
- Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should; at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. See Figure CCM-3 for a map of the study area.
- Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to construction of the Overlook Parkway bridge across the Alessandro Arroyo.

### ***Cooperative Implementation***

- Policy CCM-5.3: Promote citizen involvement in decisions regarding major street widening projects through the direct involvement of the area residents affected.

The General Plan Circulation and Community Mobility Element emphasizes land use compatibility with the existing roadway network and land uses in the Planning Area.

### ***Protecting Our Neighborhoods***

- Policy CCM-8.1: Continue to regularly meet with local school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support the establishment of safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.
- Policy CCM-8.2: Promote walking and biking as a safe mode of travel for children attending local schools.

- Policy CCM-8.3: Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours and near churches, parks and community centers.
- Policy CCM-8.4: Give priority to sidewalk and curb construction to areas near schools with pedestrian traffic.
- Policy CCM-8.5: Continue to participate in the Riverside County Transportation Commission’s SB 821 program for the funding of facilities for the exclusive use of pedestrians and bicyclists to eliminate missing sidewalk and/or bicycle path links.
- Policy CCM-8.6: Continue to administer the Pedestrian and Bicycle School Safety Program through the Police Department to provide education for school aged children to help them identify traffic hazards and to develop safe pedestrian and biking habits.

The General Plan includes a policy that supports the Riverside County Transportation Commission’s proposed Ramona Expressway/Cajalco Road Corridor (CETAP Alternative of the Riverside County Integrated Project), which will pass through the southern portion of the Planning Area between I-215 and I-15, roughly corresponding to Cajalco Road, south of Lake Mathews. This planned regional roadway, which RCTC will analyze in its own environmental review, is intended to reduce congestion, improve traffic flow, and reduce travel times on I-215, SR 91, SR 74, and SR 60. By improving conditions on those regional freeways, the Mid County Parkway may indirectly reduce cut-through traffic in Riverside’s established neighborhoods.

### ***Regional Roadway Objectives and Policies***

- Policy CCM-1.1: Support development of CETAP corridors, including the Mid-County Parkway (formerly known as the Ramona Expressway/Cajalco Road Corridor) and the Bi-County Corridor from Riverside to San Bernardino County.

The General Plan also includes objectives, policies, and implementation tools to minimize conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdictions, such as those listed below:

### ***Hillsides***

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

### ***Greenbelt and Agricultural Uses***

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

Policy LU-6.3: Protect and maintain the Arlington Heights Greenbelt agricultural character through adherence with applicable provisions of the Subdivision and Zoning Codes in addition to Proposition R and Measure C.

### ***Hawarden Hills***

Policy LU-54.1: Adhere to density limits set forth in Proposition R and Measure C.

Policy LU-54.3: Structures shall be sited below the Hawarden Hills Ridgeline. Hillside grading provisions of the City's Grading Code (Title 17) and the provisions of Proposition R and Measure C and the RC Zone shall be enforced.

### ***La Sierra***

Policy LU-59.1: Preserve La Sierra's hillside areas in the natural state as much as feasible, consistent with Proposition R and Measure C.

### ***La Sierra Acres***

Policy LU-63.5: Implement the Rancho La Sierra Specific Plan pursuant to Proposition R and Measure C with the following criteria:

- Housing shall be clustered to protect the river bottom wildlife refuge, the agricultural lands along the river bluffs and the open-space character of the areas;
- Natural open space areas shall be preserved to protect the natural features of the site such as significant natural hills, steep slopes, rock outcroppings, and arroyos;
- 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***

Policy LU-64.1: 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.

### ***Overarching Objectives – Open Space Element***

Policy OS-2.1: Continue to require hillside development to be consistent with Proposition R and Measure C through the provisions of the RC Zone.

### ***Agricultural Preservation***

Policy OS-4.1: Continue to implement Proposition R and Measure C.

### ***Growing Smarter***

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

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

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

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.

With respect to the City’s Sphere of Influence, an Implementation Tool of the General Plan Program (Tool #10 in General Plan Appendix A) requires the City to coordinate the General Plan land use designations within the City’s sphere areas with the County’s RCIP General Plan, approved land uses, and existing uses. The following policies also address this issue:

### ***Overarching Objectives – Open Space Element***

Policy OS-1.7: Work closely with the County of Riverside pursuant to the Joint Cities/County Memorandum of Understanding, emphasizing the City's need to participate in the development review process of projects proposed in surrounding unincorporated areas. Work to ensure that such developments proceed consistent with City standards, including hillside and arroyo grading preservation standards.

### ***Hillsides***

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.

### ***Sphere of Influence***

Policy LU-87.2: Ensure that future annexations within the Southern Sphere of Influence are consistent with applicable 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-87.4: 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.

Policy LU-87.5: At such time as any annexation is proposed, the City will apply all applicable regulations, propositions, ordinances, and/or restrictions.

### ***Multi-Jurisdictional Cooperation***

**Objective AQ-7: Support a regional approach to improving air quality through multi-jurisdictional cooperation.**

The General Plan includes policies that promote conservation and ensure that conflicts do not arise related to requirements within habitat conservation plans:

### ***Santa Ana River***

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***

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

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

***Greenbelt and Agricultural Uses***

Policy LU-6.3: Protect and maintain the Arlington Heights Greenbelt agricultural character through adherence with applicable provisions of the Subdivision and Zoning Codes in addition to Proposition R and Measure C.

***Protecting Wildlife, Endangered Species & Their 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-7.4: Continue to participate in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

***Overarching Objectives – Open Space Element***

Policy OS-1.5: Require the provision of open space linkages between development projects, consistent with the provisions of the trails Master Plan, Open Space Plan, and other environmental considerations including the MSHCP.

Policy OS-2.1: Continue to require hillside development to be consistent with Proposition R and Measure C through the provisions of the RC Zone.

***Agricultural Preservation***

Policy OS-3.8: Recognize Agricultural Conservation Areas adopted by Riverside County pursuant to the Williamson Act in planning for future development and possible annexation of areas within the City's sphere of influence.

***Our Arroyos and Biological Resources***

Policy OS-5.2: Continue to participate in the MSHCP Program and ensure all projects comply with applicable requirements.

Policy OS-5.3: Continue to participate in the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan including collection of mitigation fees and protection of Sycamore Canyon Wilderness Park.

Policy OS-6.4: Continue with efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park as shown on the MSHCP. New developments in this area shall be conditioned to provide for the corridor and Caltrans shall be encouraged to provide an underpass at the 60/215 Freeway.

### ***The Santa Ana River***

Policy OS-7.7: Explore implementation of the Santa Ana River Task Force's ideas for the five focus areas, such as:

- Work with private interests to develop a restaurant or coffee bar in Fairmount Park near the river with views of the open water impoundment.
- Establish trail linkages between Mt. Rubidoux and Fairmount Park and generally improve trails in and around the area.
- Explore the development of water treatment wetlands that can be used for bird watching and improving water quality inputs adjacent to the river course.
- Recapture the former glory of Fairmount Park as a recreational area. Provide picnic areas, bathrooms and other attractions such as pony rides and carousels.
- Improve linkages to other parts of the City via an improved walking/biking trail along Market Street and/or Mission Inn Avenue. Improve signage to direct visitors from other parks and other parts of the City to the parkway.

### ***Water Resources***

Policy OS-10.6: Continue to enforce RWQCB regulations regarding urban runoff.

Policy OS-10.7: Work with the RWQCB in the establishment and enforcement of urban runoff water quality standards.

## **Environmental Impacts Before Mitigation**

***Threshold:*** *Would the project physically divide an established community?*

The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could

include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

### *General Plan*

The City of Riverside has recognized 28 neighborhoods in its General Plan located within the City limits, and not within the sphere area. All of which are equally valuable to the City. The General Plan enforces preservation and revitalization of these neighborhoods, as evidenced by the policies listed and referenced above, the overall Land Use and Urban Design Element, the Circulation and Community Mobility Element, and the Historic Preservation Element. The Revised Zoning Code will also help build on the neighborhoods' strengths rather than let them erode. Adherence to these policies will result in cohesive neighborhoods and less than significant impacts.

Adherence to General Plan Policy CCM-1.1 could result in a new major roadway within the Southern Sphere area known as the Mid-County Parkway (formerly known as the Ramona Expressway/Cajalco Road Corridor). This roadway would help remove “cut-through” traffic, which now impacts City neighborhoods. As shown in the Setting section, above, and on **Figures 5.9-2, 5.9-3 and 5.9-7**, existing and planned land uses within the Southern Sphere are primarily characterized by rural or semi-rural land uses (agricultural, open space, and residential uses at less than three units per acre). The Mid-County Parkway may be developed along one of several alternative alignments, which are currently being evaluated, by Riverside County Transportation Commission and the County in a Draft EIR/EIS, which includes an analysis of Community Impacts ([www.midcountyparkway.org](http://www.midcountyparkway.org)). Due to the unknown location of the final alignment of the Mid-County Parkway, it is not possible to determine if there will be impacts to existing communities or the nature of such impacts. Therefore, it is speculative at the programmatic level of analysis. Notably, however, the Mid-County Parkway would be located in the Southern Sphere, which is less densely populated. Also, note that the Overlook Parkway connection would not divide an established community because several policies require that the connection to be designed sensitively to reflect Victoria Avenue's historic character, and to prevent cut-through traffic in local neighborhoods.

The majority of the growth that will occur in the City of Riverside as a result of the updated General Plan Land Use and Urban Design Element will occur within infill areas in the existing City limits, with additional low intensity development in the Southern Sphere area (see **Figure 5.9-7, Conceptual Land Use Plan**). Some development will occur on sparse, developable land left vacant within the City and sphere areas. However, to provide for the increase in dwelling units needed to accommodate population growth, the General Plan proposes more intense land uses within key areas and along key corridors in the City. Infill development will take three forms: construction on undeveloped land, intensification of current land uses, and through the conversion of economically under performing and obsolete development to more appropriate land uses. Many neighborhoods will experience little change during the planning period, while some are planned to experience change and growth. The neighborhoods with the potential for the most change/improvement include: Arlanza, Arlington, Arlington South, Casa Blanca, Downtown, Eastside, Hawarden Hills, Hunter Industrial Park, La Sierra, La Sierra Acres, La Sierra South, Magnolia Center, Northside, Sycamore Canyon Business Park – Canyon Springs,

and University. General Plan policies for these areas aim at strengthening the community within each neighborhood, not dividing it. The General Plan establishes the “L” Corridor, which encourages intensification of land uses along Magnolia Avenue/Market Street and University Avenue, both existing major transportation and commercial corridors through the City. As these are the existing major development corridors, no new division of communities will occur through providing advanced public transportation, or more intense development. No substantial demolition of existing residential uses is proposed under the General Plan. There are no new proposed land uses in the General Plan that would physically divide an existing community. Therefore, impacts related to the physical division of an established community are considered **less than significant**.

#### *Zoning Code Update*

The Zoning Code requires all site plans to come under review to prevent unlawful or nonconforming uses and structures; making sure all new development is consistent with the current pattern of existing communities. The Zoning Code regulates building setbacks, building heights, land uses, landscaping, parking, etc. Article IV (*General Zoning Provisions*) provides that the City is divided into zones to allow for the orderly, planned development of the City and to implement the General Plan and land use designations. Therefore, because the Zoning Code will implement the General Plan, which promotes preserving existing communities and not dividing them, impacts from implementation of the updated Zoning Code are considered **less than significant**.

#### *Subdivision Code Update*

The Subdivision Code requires that all new subdivisions conform to the General Plan and the Zoning Code. The regulations encourage quality design. Implementation of the Subdivision Code will not divide established communities. Therefore, because the Subdivision Code must conform to the General Plan, it will not cause the division of an existing community and impacts are considered **less than significant**.

#### *Noise Code Amendment*

The Noise Code amendment will bring the Noise Code into consistency with the proposed Noise Element of the General Plan and State regulations. These regulations will be consistent with the General Plan. Implementation of the Noise Code amendment will not divide existing communities. Impacts are considered to be **less than significant**.

#### *Magnolia Avenue Specific Plan*

The MASP promotes revitalization to Magnolia Avenue between Ramona Drive and Buchanan Street. The Specific Plan enforces General Plan policies to encourage development and improvements along the Magnolia Avenue corridor. Implementation of the MASP promotes enhancement and maintenance of existing land uses along Magnolia Avenue. Because Magnolia Avenue is an already established boulevard, enhancement of it will not divide an established community and **less than significant** impacts will result.

### *Citywide Design and Sign Guidelines*

The Citywide Design and Sign Guidelines reinforce the physical image of the City. The Guidelines maintain and protect the value of property and neighborhoods. Through the design of individual projects, connectivity to surrounding neighborhoods will be promoted. Implementation of the Design Guidelines **would not result in significant impacts** related to dividing an established community.

***Threshold:*** *Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.*

### *General Plan*

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development under the proposed General Plan. As discussed above under Related Regulations, these include: the California Water Code Sections 10910-10915; SCAG's Regional Comprehensive Plan and Guide; South Coast Air Quality Management Plan; Riverside County Airport Land Use Compatibility Plan; City of Riverside Zoning Code; City of Riverside Subdivision Code; and the Riverside Redevelopment Agency.

The following discussion addresses the relevant plans or policies and how they relate to the City's General Plan Program, the Project.

### *California Water Code Sections 10910–10915*

In compliance with California Water Code Sections 10910–10915, all future projects meeting the definition of a project within the City that meet the specified criteria are required to determine whether water supplies projected to be available during normal, single-dry, and multiple-dry water years will be sufficient to satisfy the demands of a proposed project, in addition to existing and planned future uses. These laws were enacted to ensure that major land use decisions cannot be made without considering water availability. The Water Code requires that a project's CEQA documentation incorporate the Water Supply Assessment, if applicable. The definition of a "Project" under California Water Code section 10913 is 1) a proposed residential development of more than 500 dwelling units; 2) a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 sq. ft. of floor space; 3) a proposed commercial office building employing more than 1,000 persons or having more than 250,000 sq. ft. of floor space; 4) a proposed hotel or motel, or both, having more than 500 rooms; 5) a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sq. ft. of floor area; 6) a mixed use project that includes one or more of the projects specified in this subdivision; 7) a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Since 2002, California SB 610 and SB 221 have required large land development projects to provide proof of adequate water supply as a condition of discretionary approval. The proposed General Plan would allow for substantial new development and may, in some cases, facilitate large projects that would require compliance with either SB 610 or SB 221. The City must ensure that new projects comply with the applicable bill as appropriate to assure environmental impacts are **less than significant**.

*Southern California Association of Governments*

SCAG’s regional plans that require a consistency discussion are the RCPG and the Regional Transportation Plan administered by SCAG. A consistency analysis for the proposed General Plan with policies of the SCAG regional plans is provided in **Table 5.9-C, SCAG Regional Comprehensive Plan and Guide Policies**.

With implementation of and adherence to General Plan policies, the analysis contained in **Table 5.9-C** concludes that the proposed project would generally be consistent with SCAG’s policies. The Project’s impact related to consistency with SCAG regional plans is **less than significant**.

<b>Table 5.9-C<sup>1</sup></b>	
<b>SCAG Policies and Goals</b>	
<b>SCAG Policies and Goals</b>	<b>Project Consistency</b>
<b><i>Regional Comprehensive Plan</i></b>	
<b><i>Growth Management Chapter</i></b>	
<b>Policy 3.01.</b> The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	The General Plan presents (see Table LU-3 of the <b>General Plan</b> ), and this EIR contemplates, three density scenarios for future development in the Planning Area: 1) Typical Densities, 2) Maximum Densities, and 3) Maximum Densities with Planned Residential Development (PRD). The Typical Density scenario is consistent with SCAG projections and is what the City uses for planning purposes. The other scenarios were developed to look at a worst case for environmental analysis purposes. In addition, several implementation tools require continual re-examination to ensure that <b>planning keeps pace with growth</b> .
<b>Policy 3.03.</b> The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	General Plan policies regarding public facilities and utilities are consistent with SCAG policies. These policies may be used by SCAG for implementation of regional growth policies.
<b>Policy 3.05.</b> Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Policies in the proposed General Plan encourage urban land use plans that better utilize existing public utilities and services. The “L” Corridor is an example of utilizing an existing corridor for intensification of land use and implementation of more advanced forms of public and multi-modal transportation.

<sup>1</sup> These were found in Appendix F of the previous version of the PEIR.

<p><b>Policy 3.09.</b> Support local jurisdictions’ effort to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.</p>	<p>Policies in the proposed General Plan encourage urban land use plans that better utilize existing public utilities and services. This would minimize costs on infrastructure.</p>
<p><b>Policy 3.12.</b> Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses that encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunity for residents to walk and bike.</p>	<p>The proposed General Plan policies encourage the use of public transportation as an alternative to automobile travel. Maximizing the efficiency of the circulation through the use of transportation system management strategies is also encouraged to reduce automobile travel. In addition, the mixed-use designations along Magnolia Avenue and University Avenue encourage transit-oriented development.</p>
<p><b>Policy 3.13.</b> Encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.</p>	<p>The proposed General Plan would involve infill development and redevelopment, which would maximize the use of existing urbanized areas accessible to transit. The “L” Corridor is an example of utilizing an existing corridor for intensification of land use and implementation of more advanced forms of public and multi-modal transportation.</p>
<p><b>Policy 3.16.</b> Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.</p>	<p>The proposed General Plan would involve redevelopment in existing activity centers, which would minimize costs on infrastructure and make use of existing transportation corridors.</p>
<p><b>Policy 3.18.</b> Encourage planned development in locations least likely to cause environmental impact.</p>	<p>Policy LU-7.2 of the Land Use &amp; Urban Design Element in the General Plan requires design of new development adjacent to native wildlife in a manner, which protects and preserves habitat.</p>
<p><b>Policy 3.20.</b> Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.</p>	<p>Wetland, groundwater recharge areas, and site drainage issues have been or will be addressed by compliance with existing regulations administered by the appropriate regulatory agencies.</p>
<p><b>Policy 3.21.</b> Encourage the implementation of measures aimed at the preservation and protection of recorded and recorded cultural resources and archeological sites.</p>	<p>The proposed General Plan includes a Historic Preservation Element, with policies that promote the retention, restoration, adaptive reuse, and maintenance of historic structures and properties in a manner that will conserve the integrity of the resource in the best possible condition. Policies also protect and identify designated sites of archeological and paleontological significance.</p>
<p><b>Policy 3.22.</b> Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fires, flood, and seismic hazards.</p>	<p>Policies have been included in the proposed General Plan to minimize all potential environmental hazards and to limit hillside development.</p>
<p><b>Policy 3.23.</b> Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.</p>	<p>Policies are included in the proposed General Plan that reduce noise, preserve biological and ecological resources, reduce exposure to seismic hazards, minimize earthquake damage, and develop emergency response and recovery plans. This EIR recommends further mitigation where appropriate.</p>
<p><b>Policy 3.24.</b> Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.</p>	<p>Policies included in the proposed General Plan would promote and maintain a balance of housing types and affordability levels. The Housing Element reflects and requires that such needs be met.</p>
<p><b>Policy 3.27.</b> Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of</p>	<p>In the Public Services section of this EIR (5.13), fire protection, police protection, and schools are analyzed. Parks and Recreation is discussed in Section 5.14, and</p>

<p>society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p>	<p>housing is discussed in Population and Housing (Section 5.12). The intent of the proposed General Plan is to provide these services.</p>
<p><b><i>Core Air Quality Chapter</i></b></p>	
<p><b>Policy 5.11.</b> Through the environment document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.</p>	<p>This EIR has been prepared in accordance with this policy.</p>
<p><b><i>Water Quality Chapter</i></b></p>	
<p><b>Policy 11.07.</b> Encourage water reclamation throughout the region where it is cost effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.</p>	<p>The Open Space and Conservation element, page (OS-49), encourages new development of industrial, commercial, or housing to use reclaimed and recycled water for landscape irrigation. The City has a Recycled Water Master Plan, which anticipates expanding the use of recycled water to replace the use of domestic water for landscaped areas.</p>
<p><b><i>Open Space Chapter Ancillary Goals</i></b></p>	
<p><b>Policy 9.01.</b> Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.</p>	<p>Policies in the proposed General Plan would provide adequate land resources to meet present and future outdoor recreation needs including passive recreation. The proposed General Plan encourages tourism within its Historic Preservation and Arts and Culture Element.</p>
<p><b>Policy 9.02.</b> Increase the accessibility to open space lands for outdoor recreation.</p>	<p>Policies in the proposed General Plan would increase accessibility to open space lands for the purpose of outdoor recreation.</p>
<p><b>Policy 9.03.</b> Promote self-sustaining regional recreation resources and facilities.</p>	<p>Policies found in the Parks and Recreation Element of the proposed General Plan would help promote self-sustaining regional recreation resources and facilities.</p>
<p><b>Policy 9.04.</b> Maintain open space for adequate protection of lives and properties against natural and man made hazards.</p>	<p>Policies in the proposed General Plan provide open spaces to protect development from natural environmental hazards.</p>
<p><b>Policy 9.05.</b> Minimize potential hazardous development in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.</p>	<p>Policies related to potential hazards associated with development in areas susceptible to wildfire, flooding, landslide, seismic risks, and other hazards are analyzed in the Public Safety Element of the proposed General Plan. Potential hazards discussed in this EIR would be minimized through the implementation of proposed policies and mitigation measures.</p>
<p><b>Policy 9.06.</b> Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.</p>	<p>Policies in the proposed General Plan would serve to ensure the health, safety and general welfare of residents and visitors of the City of Riverside. This EIR also addresses issues related to the potential dilution of services due to expanded geographic area.</p>
<p><b>Policy 9.07.</b> Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.</p>	<p>The Open Space and Conservation Element and Land Use &amp; Urban Design Element in the proposed General Plan contain policies that preserve important agricultural production lands.</p>
<p><b>Policy 9.08.</b> Develop well-managed viable ecosystems or known habitats of rare, threatened, and endangered species, including wetlands.</p>	<p>Policies in the proposed General Plan offer protection to significant plant and wildlife habitat from development. In addition, mitigation measures within this EIR reduce impacts on those said resources to a less than significant</p>

	level.
<b>Regional Transportation Plan</b>	
<b>Policy 4.01.</b> Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators.	The Circulation and Community Mobility Element contains goals and policies to reduce traffic congestion and provide adequate transportation facilities. During preparation of this element, SCAG’s plans and policies were considered in formulation of the policies in the General Plan.
<b>Policy 4.02.</b> Transportation investments shall mitigate environmental impacts to an acceptable level.	Potential environmental impacts will be minimized as feasible through the environmental review process.
<b>Policy 4.03.</b> Transportation Control Measures shall be a priority.	The proposed General Plan contains policies that encourage the City to adopt transportation control measures.
<b>Policy 4.16.</b> Maintaining and operating the existing transportation system will be a priority over expanding capacity.	The proposed General Plan incorporates policies aimed at relieving congestion through implementation of alternative transportation system management strategies.
<b>Regional Transportation Plan</b>	
<b>RTP G1.</b> Maximize mobility and accessibility for all people and goods in the region.	Policies in the proposed General Plan provide accessibility for people and goods within the region. Policies CCM-8.1 – CCM-8.4, CCM-9.1 – CCM-9.9, CCM-10.1 – CCM-10.12, CCM-11.1 – CCM-11.7 and CCM-12.1 – CCM-12.5.
<b>RTP G2.</b> Ensure travel safety and reliability for all people and goods in the region.	Policies in the proposed General Plan provide safety for people and goods within the region. Policies CCM-8.1 – CCM-8.4, CCM-10.1 – CCM-10.12, CCM-11.1 – CCM-11.7, CCM-12.1 – CCM-12.5, PS-4.1 – PS-4.12 and PS-5.1 – PS-5.5, LU-22.1 – LU-22.9.
<b>RTP G3.</b> Preserve and ensure a sustainable regional transportation system.	The Circulation and Community Mobility Element contains goals and policies to ensure sustainable regional transportation system. In addition, mitigation measures within this Draft PEIR reduce impacts on those said resources to a less than significant level. Policies CCM-5.1 – CCM-5.7, and AQ-2.20 – AQ-2.23.
<b>RTP G4.</b> Maximize the productivity of our transportation system.	General Plan policies will assist in minimizing adverse conditions to traffic and transportation for the benefit of the city. Policies will also ensure that there are connections among all alternative modes. Policies AQ-2.1 – AQ-2.23, CCM-8.1 – CCM-8.4, CCM-9.1 – CCM-9.9, CCM-10.1 – CCM-10.12, CCM-11.1 – CCM-11.7 and CCM-12.1 – CCM-12.5
<b>RTP P1.</b> Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators.	Regional projects are included in the RTP.
<b>RTP P2.</b> Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for the system expansion investments.	General Plan policies (CCM 9.1-9.9) in the Circulation and Community Mobility Element promote a public multi-modal transit network serving the City and region. However, this network is not owned by the City and will be implemented by RTA.
<b>RTP P3,</b> RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	The General Plan presents three density scenarios for future development in the Planning Area; Typical density, Maximum density, and Maximum density with Planned Residential Development. The Typical Density scenario is consistent with SCAG projections. The other scenarios were developed to provide a worst-case environmental analysis. The City of Riverside has

	submitted its projections to SCAG and will continue to coordinate with SCAG regarding regional growth projections through the RCP and RTP processes.
<b>RTP P4.</b> HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.	The Circulation and Community Mobility Element incorporates policies aimed at supporting efforts in promoting transportation alternatives. Policies CCM-8.1 – CCM-8.4, CCM-9.1 – CCM-9.9, CCM-10.1 – CCM-10.12, CCM-11.1 – CCM-11.7 and CCM-12.1- CCM-12.5
<b>RTP P5.</b> Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	The General Plan Implementation Plan and Mitigation Monitoring & Reporting Program will ensure timely implementation of projects, programs, and strategies.
<b>Growth Visioning</b>	
<b>GV P1.1</b> Encourage transportation investments and land use decisions that are mutually supportive.	The Circulation and Community Mobility and Land Use Element incorporate policies that mutually support transportation investments and land use decisions.
<b>GV P1.2</b> Locate new housing near existing jobs and new jobs near existing housing.	Policies in the General Plan encourage residential development, such as infill development, near existing nodes of business centers and other employment centers. Policies AQ-1.5 – AQ-1.26, LU-8.1 – LU-8.4, LU-9.2 – LU-9.7, and LU-10.1 – LU-10.5.
<b>GV P1.3</b> Encourage transit-oriented development.	The Circulation and Community Mobility and Land Use policies both encourage transit-oriented development as a way of improving air quality and traffic. For example, mixed-use designations along Magnolia Avenue and University Avenue encourage transit-oriented development. Policies AQ-1.6 – AQ-1.12, LU-8.3, LU-8.4, LU-9.5, and LU-9.6.
<b>GV P1.4</b> Support the preservation of stable, single-family neighborhoods.	Objective LU-30 of the Land Use Element recognizes Riverside’s neighborhoods as the fundamental building blocks of the overall community. Policies in the Land Use Element also assure that no physical division of an established community/neighborhood will result from plan implementation.
<b>GV P3.1</b> Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	General Plan policies promote and maintain a balance in housing types and affordability levels. The Housing Element reflects and requires that such needs be to be met. Policy H-2.1 requires that adequate sites and supporting infrastructure to accommodate housing through land use, zoning, specific plan designations and infill programs to encourage a broad range of housing opportunities.
<b>GV P3.2</b> Support educational opportunities that promote balanced growth.	General Plan policies in the Public Safety and Educational Elements provide adequate level of educational opportunities to accommodate growth at all educational levels.
<b>GV P3.3</b> Ensure environmental justice regardless of race, ethnicity or income class.	The General Plan supports and emphasizes environmental justice regardless of race, ethnicity or income class. Policy AQ-1.1 of the Air Quality Element ensures that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status or geographic location, from the health effects of air pollution.

<p><b>GV P3.4</b> Support local and state fiscal policies that encouraged balanced growth.</p>	<p>The City of Riverside and its General Plan support and implement local and state fiscal policies within General Plan policies to balance growth.</p>
<p><b>GV P3.5</b> Encourage civic engagement.</p>	<p>Policies LU-30.8, LU-87.4, LU-88.1 – LU-88.3. As well, the Zoning and Subdivision Code, which are part of this program, encourage public participation through hearings or correspondence.</p>
<p><b>GV P4.1</b> Preserve rural, agricultural, recreational and environmentally sensitive areas.</p>	<p>The Open Space Element encourages preservation of rural, agricultural, recreational and environmentally sensitive areas. In addition, mitigation measures within the DEIR reduce impacts on those said resources to a less than significant level.</p>
<p><b>GV P4.2</b> Focus development in urban centers and existing cities.</p>	<p>The General Plan Land Use and Urban Design Element maintains current land use pattern within outlying areas of the City and encourage infill and revitalization of vacant and underutilized areas in the established core and along major travel corridors.</p>
<p><b>GV P4.3</b> Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.</p>	<p>The General Plan policies develop and support strategies to accommodate growth efficiently using Smart Growth principles.</p> <p>Policies LU-8-1 through LU-10.5</p> <p>In addition, mitigation measures within this DEIR reduce impacts on those said resources to a less than significant level.</p>
<p><b>GV P4.4</b> Utilize “green” development techniques.</p>	<p>Policies included in the General Plan help develop “green” development techniques. The Air Quality, Circulation and Community Mobility, Public Facilities and Infrastructure and the Open Space and Conservation Elements include policies that continue and expand use of renewable energy resources such as wind, solar, water, landfill gas and geothermal sources (Policy AQ-5.3). Policy OS-8.2 of the Open Space Element encourage incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.</p>

*South Coast Air Quality Management Plan*

The General Plan includes an Air Quality Element, designed to be consistent with AQMD’s “Guidance Document for Addressing Air Quality Issues in General Plans and local Planning.” It contains objectives and policies designed to implement the goals and policies of the AQMP. Land uses identified in the proposed Land Use & Urban Design Element are organized to promote compact, pedestrian-oriented, and transit-friendly development. An example of this includes the inclusion of a new mixed-use designation to accommodate three levels of intensity for vacant or underutilized portions of the Planning Area where mixed residential and non-residential uses are appropriate. Therefore, the Project supports the intent of the AQMP and will facilitate implementation of the AQMP. Impacts are considered **less than significant**.

*Riverside County Airport Land Use Compatibility Plan (RCALUCP)*

The Riverside Municipal and Flabob Airports involve six zones of airport influence areas (see **Figure 5.9-8, Airport Safety and Compatibility Zones**), as delineated in the Riverside County Airport Land Use Compatibility Plan, adopted in 2004. Although located outside the Planning Area, portions of the Flabob Airport Land Use Compatibility Plan affect the City.

March Air Force Base is not located in the Planning Area but the activity on this Base affects the City's residents. An Air Installation Compatible Use Zone (AICUZ) Study was performed by the United States Air Force. It has designated a clear zone and two Accident Potential Zones based on landing thresholds for each runway at the base. Within the APZs, a variety of uses are compatible, however, people intensive and hazardous uses are restricted because of the increased risk of aircraft accidents. The March Joint Powers Authority is currently preparing a Joint Land Use Study to investigate issues relative to the site's planned military and cargo port uses. This will become the compatibility plan incorporated into the Riverside County Airport Land Use Compatibility Plan.

Future development projects within the influence areas (see **Figure 5.9-8**) would be required to comply with the applicable airport compatibility plan and seek approval of the Airport Land Use Commission (ALUC) where applicable. Should the ALUC deny a project the City Council may override this decision with a two-thirds vote but only after making specific findings that the proposed action would protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, consistent with the purposes stated in Public Utilities Code section 21670. Thus, use of the override authority would still require that projects will not be subject to excessive noise or safety hazards. . The General Plan has developed policies to avoid allowing intensive new uses within airport influence areas of these three airports. Policies include development controls limiting development within areas subject to high noise levels and limiting the intensity and height of development within aircraft hazard zones.

With implementation and compliance with the General Plan policies and existing County/City Airport Plans, impacts are considered **less than significant**.

*Riverside Redevelopment Agency*

**Figure 5.9-9, Redevelopment Areas**, shows the City's redevelopment project areas. Authority conferred upon the City of Riverside Redevelopment Agency by State redevelopment law will be important in achieving many of the General Plan's objectives.

The Project proposes land use changes within redevelopment areas. Within the Arlington Project Area, the General Plan proposes the new Mixed Use–Village land use designation. The Downtown Specific Plan and the Mixed Use–Neighborhood, Mixed Use–Village and General Commercial land use designations are proposed within the Magnolia Center Project Area. A small portion of the High Grove Project Area is designated for Industrial land use. Finally,

Mixed Use–Urban and Mixed Use–Village land use designations are proposed within the University Corridor Project Area. The General Plan and its proposed land use changes to redevelopment areas are not considered to be incompatible but rather consistent with the intent of redevelopment for these areas. Therefore impacts are considered **less than significant**.

### *Specific Plans*

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) in the General Plan 2025 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, the Hawarden Hills and Victoria Avenue Specific Plans have been repealed. These two plans were adopted prior to Proposition R and Measure C, which impose additional measures for these areas. There are some objectives and policies contained in these Specific Plans that remain valid and important to these areas. These objectives and policies have been retained as part of the corresponding Neighborhood Plans in the General Plan 2025.

As explained in the Project Description, at pages 3-8 to 3-11, the General Plan makes changes to the Land Use Policy Map and includes new features such as mixed-use land use categories and increased residential densities at key locations in the City. The changes resulting from the proposed General Plan have been analyzed throughout this EIR. The changes described above will affect the land use designations within several existing specific plans, including the University Avenue Specific Plan, the La Sierra University Specific Plan, and the Market Place Specific Plan. The City proposes to revise those specific plans to be consistent with the proposed General Plan Land Use Policy Map concurrent with adoption of the General Plan. Additionally, as explained in the Land Use and Urban Design Element, the Neighborhood Plans in the proposed General Plan would replace the previously adopted Community Plans from the 1994 General Plan. However, the 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 and Policy LU-30.5 that states "Rescind all existing Community Plans as part of this General Plan and replace with the Neighborhood Plans provided in this General Plan." All potential environmental impacts of the proposed General Plan have been addressed throughout this EIR. Further, rescinding the Community Plans and amending the Specific Plans above for consistency with the proposed General Plan will ensure land use consistency throughout the relevant plans and areas. Thus, impacts related to land use planning will be **less than significant**.

### *Zoning Code Update*

The Zoning Code update is consistent with the General Plan and its analysis and as such it does not support densities beyond those permitted by the General Plan. The proposed changes to the Zoning Code are consistent with the General Plan and its analysis and as such the proposed changes do not support densities beyond those permitted by the General Plan. Therefore, since

the General Plan is consistent with the above mentioned policies and plans, the Zoning Code Update will result in **less than significant** impacts to related plans and policies.

#### *Subdivision Code Update*

The Subdivision Code is consistent with the Zoning Code and General Plan and its analysis and as such it does not support densities beyond those permitted by the General Plan. The proposed changes to the Subdivision Code are consistent with the General Plan and its analysis and as such the proposed changes do not support densities beyond those permitted by the General Plan. Therefore, since the General Plan is consistent with the above mentioned policies and plans, **less than significant** impacts resulting from the Subdivision Code Update are expected.

#### *Noise Code Amendment*

The Noise Code amendment will bring the Noise Code into consistency with the proposed Noise Element of the General Plan and State regulations. These regulations will be consistent with the General Plan. Implementation of the Noise Code amendment will not conflict with any land use plan or policies. Impacts are considered to be **less than significant**.

#### *Magnolia Avenue Specific Plan*

The MASP is consistent with, and implements, the General Plan. Therefore, since the General Plan is consistent with the above mentioned policies and plans, **no significant impact** is anticipated with the Specific Plan.

#### *Citywide Design and Sign Guidelines*

The Citywide Design and Sign Guidelines are consistent with the General Plan. Therefore, since the General Plan is consistent with the above mentioned policies and plans, **no significant impact** is anticipated with the Design Guideline.

#### ***Threshold:*** *Conflict with any applicable habitat conservation plan.*

There are four habitat conservation plans relevant to the Planning Area: 1) the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and 2) the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Located within the southern Sphere Area is the Lake Mathews Multiple Species Habitat Conservation Plan & Natural Community Conservation Plan. This HCP applies to Metropolitan Water District land and projects. Adjacent to the southern Sphere Area is the El Sobrante Landfill Habitat Conservation Plan, which applies to projects within the landfill area (see **Figure 5.4-3, Stephens' Kangaroo Rat (SKR) Core Reserves and Other Habitat Conservation Plans (HCP)**). Since the El Sobrante Landfill Habitat Conservation Plan (ESLHCP) is located outside the Planning Area, it applies to an individual agency, and adjacent land uses within the Planning Area are designated as Kangaroo Rat Habitat, the Project will not impact the ESLHCP.

### General Plan

In 2003, the City of Riverside adopted the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and became a permittee to the MSHCP. There are three MSHCP core areas and a few Criteria Cell areas in the City of Riverside and its sphere area. The Planning Area includes three MSHCP core areas corresponding to the areas around the Santa Ana River, Lake Mathews, and Sycamore Canyon Park (see **Figure 5.4-2, MSHCP Map**), in Biology Section of this EIR. The Lake Mathews core area is proposed to be expanded and a constrained linkage is proposed to connect the Lake Mathews core to an existing channel located west of the I-15 corridor, which will provide a through linkage to the Santa Ana River core area. The Lake Mathews area is designated as Kangaroo Rat Habitat, Agriculture/Rural Residential, and Hillside Residential within the General Plan's Land Use Element. The areas around the Santa Ana River are designated with the Agricultural/Rural Residential, Open Space/Natural Resources, or Public Park designations (Public Facilities/Institutional, Business/Office Park, and Industrial designated lands represent existing uses abutting the Santa Ana River and the Riverside Municipal Airport). The Sycamore Canyon Park area of the MSHCP is designated as Public Park, and the MSHCP core area around Lake Mathews is designated for SKR Habitat and Agricultural/Rural Residential land uses.

Whether or not the Project is adopted, the City will work with Riverside County and/or the Western Riverside County Regional Conservation Authority to acquire the following wildlife corridors:

- Between Sycamore Canyon Park and Box Springs Mountain Reserve
- Between Box Springs Mountain Reserve and the Santa Ana River via Springbrook Wash
- Between the Santa Ana River and La Sierra/Norco Hills

The General Plan Policy OS-6.4 requires the City to continue efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park as shown on the MSHCP. New developments in this area will be conditioned to provide for the corridor.

Implementation of the proposed General Plan within the City and Sphere Area would be subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As discussed in section 5.4 Biological Resources, the proposed General Plan would be in conformance with this conservation plan. Policy OS-5.2 & LU-7.4 states that the City must continue to participate in the MSHCP Program. The General Plan is in conformance with the MSHCP. Therefore, no impacts associated with potential inconsistencies with the Western Riverside County MSHCP for the City and Sphere Area would occur.

A portion of the Southern Sphere Area is within the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (Lake Mathews Plan). The Lake Mathews Plan is a joint conservation effort initiated by the Metropolitan Water District of Southern California and the Riverside County Habitat Conservation Agency. The conservation area includes 5,993.5 acres located adjacent to Lake Mathews and owned by Metropolitan Water

District (MWD). The Lake Mathews Plan minimizes and mitigates the impacts of MWD projects and activities in a way that satisfies the requirements and intent of Sections 7 and 10(a) of the Federal Endangered Species Act (ESA), Section 2081 of the California ESA, and Section 2835 of the California Natural Community Conservation Plan. Projects and activities covered by the Lake Mathews Plan include MWD projects and conservation activities, as listed in the Related Regulations section, above.

General Plan land uses designated in and around the Lake Mathews Plan include: Open Space/Natural Resources, Kangaroo Rat Habitat, and Agriculture/Rural Residential. Implementation Tools 10 and 33 require that any adjustments in land uses needed to reflect MWD facilities and/or the Lake Mathews Plan area will be facilitated upon annexation. Therefore, since the City will have no development within the Lake Mathews Plan, and all land use designations will be brought into consistency with existing uses upon annexation, the Project will have no impact on the Lake Mathews Plan.

Portions of the City and sphere area are also subject to the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). The HCP has established eight wildlife reserves in the HCP area, which all together encompass over 48,000 acres. The Planning Area includes of three designated areas related to the SKR HCP. The Lake Mathews Multiple Species Reserve is the second largest reserve in the HCP area. It covers 11,000 acres. The majority of that Reserve is located in the Sphere Area. The State Ecological Reserve at Lake Mathews covers about 2,565 acres on MWD properties around Lake Mathews. Sycamore Canyon Park covers about 1,500 acres and is owned and managed by the City of Riverside Parks, Recreation and Community Services Department. Much of the land in the HCP area is designated agriculture and/or low-density residential development. Individual projects in the City must comply with the SKR HCP. Impact Fees under the SKR HCP are collected from new development located within the SKR HCP boundaries and applied to a fund, which helps to secure and maintain conserved areas (land which has been purchased or otherwise secured for this purpose). Payment of fees per the SKR HCP mitigates for development impacts to the SKR. Since the Lake Mathews Plan and the El Sobrante Plan apply to individual agencies, the City will not have jurisdiction over proposed projects within these HCP's and therefore will not conflict with both HCP's.

Policy OS-5 states that the City must continue to participate in the SKR HCP including collection of mitigation fees. The General Plan is in conformance with the SKR HCP. Therefore, impacts associated with potential inconsistencies with the applicable SKR HCP for the City and Sphere Area is considered **less than significant**.

#### *Zoning Code Update*

The Zoning Code Update is consistent with the General Plan. Therefore, since the General Plan is consistent with the above mentioned policies and plans, **no significant impact** is anticipated with the Zoning Code Update.

### *Subdivision Code Update*

The Subdivision Code is consistent with the General Plan. Therefore, since the General Plan is consistent with the above mentioned policies and plans, **no significant impact** is anticipated with the Subdivision Code Update.

### *Noise Code Amendment*

The Noise Code amendment will bring the Noise Code into consistency with the proposed Noise Element of the General Plan and State regulations. These regulations will be consistent with the General Plan. Implementation of the Noise Code amendment will not conflict with any habitat conservation plan. Impacts are considered to be **less than significant**.

### *Magnolia Avenue Specific Plan*

The MASP enforces General Plan policies and is not located in areas, which would conflict with MSHCP. Therefore, **no significant impacts** are anticipated.

### *Citywide Design and Sign Guidelines*

The Citywide Design and Sign Guidelines have **no impact** because these guidelines do not apply to any habitat conservation plan.

## **Proposed Mitigation Measures**

An Environmental Impact Report is required to describe feasible mitigation measures, which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). The implementation of the five project components was found to have less than significant impacts related to land use and planning. Therefore, no further mitigation is required.

## **Summary of Environmental Effects After Mitigation Measures Are Implemented**

With implementation of the General Plan, Zoning Code, Subdivision Code, Noise Code amendment, Magnolia Avenue Specific Plan, and the Citywide Design and Sign Guidelines; impacts related to land use and planning are considered less than significant.

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