

Date: 10-9-18

Item No. 34

LAW OFFICE OF  
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**Wednesday, October 3, 2018**

Riverside City Council  
City of Riverside, City Jall  
3900 Main Street,  
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emailed to:	Senior Planner Brian Norton:	bnorton@riversideca.gov
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	Councilman Mike Gardner:	mgardner@riversideca.gov

**Re: Public Meeting set for October 9, 2018, at Riverside City Council, Item #34  
Violation of California Environmental Quality Act ("CEQA")  
Public Resources Code §§ 21000 et seq.;  
Violation of California CEQA Guidelines, Title 14 C.C.R. §§ 15000 et seq.;  
Planning Cases P14-1033 & P14-1034/Initial Study/Mitigated Negative Declaration  
308,000 square foot (7.07 acres) three-story proposed Massive Warehouse**

Dear Members of the City Council:

This office represents Karen Renfro and the Springbrook Heritage Alliance. We request that the City Council direct that a full environmental impact report ("EIR") be prepared for this immense 308,000 square foot, three story warehouse project, and that the matter be returned to the Planning Commission to consider the project when the EIR is completed. Otherwise, the City will be in violation of the California Environmental Quality Act ("CEQA") and the California CEQA Guidelines, Title 14 California Code of Regulations sections 15000 et seq.

**1. The Project Was Erroneously Categorized as "Manufacturing"**

This warehouse project was mis-categorized as "manufacturing" instead of "warehouse" for purposed of environmental review, including the Initial Study, Traffic Analysis, Health Risk Assessment, and Mitigated Negative Declaration. "Manufacturing" involves fewer daily trips of large diesel trucks and more daily trips for employees' smaller vehicles. "Warehouses" have fewer employees and a much greater number of daily diesel truck trips. Thus, the error in calling this seven-acre warehouse project "manufacturing" has the impact of grossly under-estimating the long term daily diesel emissions of carcinogenic substances near the play areas and soccer fields adjacent to the site. The traffic analysis, air quality analysis, and health risk are skewed and dishonest in relying on a "manufacturing" category for this warehouse project. A full EIR is required because the existing documents are wholly defective and deceptive in under-estimating

the traffic, air pollution, and health risks. The City Council must direct that a full EIR be prepared for this project and all the analysis be based on an accurate “warehouse” category.

**2. The Initial Study and Mitigated Negative Declaration Failed to Consider Cumulative Impacts of Ongoing Projects in Riverside and Colton**

CEQA requires that environmental reviews consider the cumulative impacts of the proposed project together with nearby known ongoing projects. Earlier this year the City of Colton approved another massive warehouse project **immediately adjacent** and north of this proposed massive warehouse project. See Colton Planning Commission minutes of 1-9-2018, attachment number 4 to this letter. There was no appeal from the Colton Planning Commission approval, and the 236,000 warehouse at 1901 Center Street received final approval. The Initial Study, Traffic Analysis, Health Risk Assessment, and Mitigated Negative Declaration for this project all failed to consider the cumulative impacts of additional large diesel truck trips for the Colton warehouse next door and using the same local streets that will be served by the additional large diesel truck trips to be generated by the Riverside warehouse project across the street. This failure to analyze cumulative impacts is a violation of CEQA. The erroneous listing of this project as “manufacturing” means that a full analysis of cumulative impacts must include the correct listing of this Riverside project as “warehouse.” This City Council must direct that a full EIR be prepared for this project and that all cumulative impacts be considered.

**3. The Initial Study and Mitigated Negative Declaration Failed to Consider The Pending Northside Specific Plan Documents and Analysis**

Attached to this letter are the following:

- No. 1. Keyser Marston Associates Study - Northside Specific Plan, 6-18-2018 (23 pages)
- No. 2. Northside Specific Plan - Community Involvement Summary, 7-5-2018 (25 pages & maps)
- No. 3. Old Spanish Town District Materials (4 pages & map)

These documents represent the City of Riverside’s expenditures, ongoing studies, community meetings, public expression of preferred land uses regarding the now pending Northside Specific Plan. These plans and community comments envision additional parks, open spaces, and affordable housing for the **same area being proposed** for this massive 308,000 square feet, three-story warehouse project. Approval of this massive warehouse will conflict with and undermine the City of Riverside’s ongoing efforts to adopt a new Northside Specific Plan. Approval of this warehouse will prevent the additional parklands, open spaces, and affordable housing being envisioned in the Northside Specific Plan.

The now-pending Northside Specific Plan and its environmental analysis must be considered before this massive warehouse project is approved. Failure to consider the proposed Northside

Specific Plan and its CEQA analysis would be a violation of CEQA Guideline 15004(c). This massive warehouse project could prevent the Northside Specific Plan from being implemented and undermine the land use goals in that Plan, including the expansion of parkland and affordable housing.

The proposed project before the City Council is a massive warehouse of 308,000 square feet of enclosed space - - - over seven acres of the enclosed area - - - and three stories in height. The project description illegally omits the true number of the thousands of large diesel truck trips that will be required to deliver and retrieve goods from this massive warehouse during its operation over many decades. This is an illegal disregard of the reasonably foreseeable potential environmental impacts of this massive warehouse. A full EIR is required, and the City Council should direct that a full EIR be prepared, and that this warehouse project be returned to the Planning Commission to consider the EIR when it is completed.

**4. The Initial Study and Mitigated Negative Declaration Failed to Consider The Known Risks of Flooding and Excessive Run-off**

Attached hereto are the following:

No. 5. Riverside County Flood Control diagrams 7-26-1995 (9 pages)

No. 6. U.S. Army Corps of Engineers: Riverside Levee Inspection Report, 1-18-2013 (7 pages)

The U.S. Army Corps of Engineers determined in 2013 that the levees near this proposed warehouse project are "unacceptable." The Initial Study, Traffic Analysis, Health Risk Assessment, and Mitigated Negative Declaration for this massive warehouse project all failed to consider this published study on the localized flooding and excessive run-off from new large impervious structures in this location, such as this proposed massive warehouse. A full EIR is required, and the City Council should direct that a full EIR be prepared and that this warehouse project be returned to the Planning Commission to consider the EIR when it is completed, including consideration of the Corps of Engineers levee report and its conclusions.

**5. The Initial Study and Mitigated Negative Declaration Failed to Consider Recent Sensing of Historic Artifacts in this Same Location**

Attached hereto are the following:

7. Pellissier Ranch Subsurface Artifacts Study, Autumn Traces, Autumn 2018 (3 pages)

The attached article from Autumn Trace, an Autumn 2018 publication, identified the beginning of the process to do subsurface sensing for buried historic and archeological artifacts at this site. The Initial Study and Mitigated Negative Declaration for this massive warehouse project all failed to discuss the historical and archeological artifacts that are likely present on this site of the

massive warehouse project. There must be a complete subsurface sensing study undertaken at this site as part of a full EIR. The City Council should direct that a full EIR be prepared and include a complete sub-surface sensing investigation of this site for historic and archeological artifacts. Failure to do so would violate CEQA.

**6. CEQA Requires a Full EIR for this Massive Warehouse Project**

CEQA and the California CEQA Guidelines require that projects subject to public agency decisions adequately and honestly include a **project description** that includes all reasonably expected potential environmental and human health impacts before it can be decided whether or not an Environmental Impact Report ("EIR") should be prepared prior to the public agency consideration of the project. Due to the above described deficiencies in the Initial Study and Mitigated Negative Declaration for this warehouse project there has been no adequate project description.

In *McQueen v. Board of Directors of the Mid-Peninsula Regional Open Space District* (1988) 202 Cal.App.3d 1136, 1144-1147, the Court found a project description violated CEQA and the CEQA Guidelines by engaging in a "fallacy of division" by too narrowly defining the project and omitting some of the project's potential impacts. It cited CEQA Guidelines section 15004. In addition, CEQA Guidelines Section 15004(c) requires:

"The environmental document preparation and review should be coordinated in a timely fashion with the existing planning, review, and project approval processes being used by each public agency. These procedures, to the maximum extent feasible, are to run concurrently, not consecutively."

The proposed project before the City Council is a massive warehouse of 308,000 square feet of enclosed space - - - over seven acres of the enclosed area - - - and three stories in height. The project description illegally omits the thousands of diesel truck trips that will be required to deliver and retrieve goods from this mega-warehouse during its operation over many decades. This is an illegal disregard of the reasonably foreseeable potential environmental impacts of this massive warehouse. A full environmental impact is required.

CEQA Guidelines section 15378 defines a "project" as follows:

**(a)** "Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

(1) An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to

existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.

(2) An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

(3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

**(b)** Project does not include:

(1) Proposals for legislation to be enacted by the State Legislature;

(2) Continuing administrative or maintenance activities, such as purchases for supplies, personnel-related actions, general policy and procedure making (except as they are applied to specific instances covered above);

(3) The submittal of proposals to a vote of the people of the state or of a particular community that does not involve a public agency sponsored initiative. (Steinv.City of Santa Monica, (1980) 110 Cal. App. 3d 458;Friends of Sierra Madre v. City of Sierra Madre(2001) 25 Cal.4th 165);

(4) The creation of government funding mechanisms or other government fiscal activities, which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

(5) Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

**(c)** The term "project" refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term "project" does not mean each separate governmental approval.

**(d)** Where the lead agency could describe the project as either the adoption of a particular regulation under subdivision (a)(1) or as a development proposal which will be subject to several governmental approvals under subdivisions (a)(2) or (a)(3), the lead agency shall describe the project as the development proposal for the purpose of environmental analysis. This approach will implement the lead agency principle as described in Article 4.

Thus, the Project Description in the Initial Study and Mitigated Negative Declaration for this massive warehouse project violates the CEQA Guidelines and CEQA. A full and honest Project Description would include an estimate of the long-term impacts of thousands of continuous diesel truck trips to and from this massive warehouse, not as mis-labeled as "manufacturing." Such a full and honest description would lead to the unavoidable conclusion that a full EIR is required before the City Council can consider this project approval. As such, the City Council should remand this project to the Planning Commission and City Staff, require that the proponents of this project prepare a full EIR before any decision-making body of the City of Riverside may consider this project.

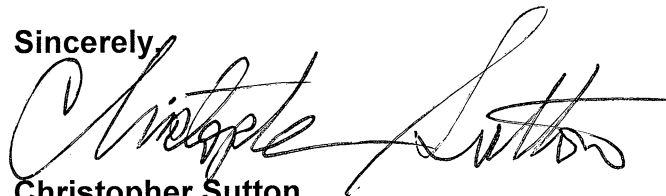
In Friends of Westwood v. City of Los Angeles (1987) 191 Cal.App.3d 259, the Court held that even issuance of the building permit or other technical project approval could require preparation of a full EIR when the impacts were significant to the surrounding community.

In Project Niles v. City of Fremont (July 16, 2018) \_\_\_ Cal.App.4th \_\_\_ the Court held that the lay testimony of concerned citizens rebutted and fully refuted the letters of so-called "experts" on the topics of historic preservation and a failure to correctly analyze traffic impacts: a full EIR was required.

### Conclusion

The Riverside City Council must direct that a full EIR be prepared and that this massive warehouse project be reconsidered by the Planning Commission once the EIR is completed.

Sincerely,



**Christopher Sutton**  
**Attorney for Karen Renfro**  
**and Springbrook Heritage Alliance**

### **Seven Attachments in separate PDF (74 pages total):**

1. Keyser Marston Associates - Feasibility - Northside Specific Plan, 6-18-2018 (23 pages)
2. Northside Specific Plan - Community Involvement Summary, 7-5-2018 (25 pages & maps)
3. Old Spanish Town District Materials (4 pages & map)
4. City of Colton Planning Commission minutes 1-9-2018 - 236,000 SF Warehouse (5 pages)
5. Riverside County Flood Control diagrams 7-26-1995 (10 pages)
6. U.S. Army Corps of Engineers: Riverside Levee Inspection Report, 1-18-2013 (4 pages)
7. Pellissier Ranch Subsurface Artifacts Study, Autumn Traces, Autumn 2018 (3 pages)



KEYSER MARSTON ASSOCIATES™  
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN:  
REAL ESTATE  
AFFORDABLE HOUSING  
ECONOMIC DEVELOPMENT

**To:** Brian Mooney, FAICP, Principal  
Rick Engineering Company

SAN FRANCISCO  
A. JERRY KEYSER  
TIMOTHY C. KELLY  
KATE EARLE FUNK  
DEBBIE M. KERN  
REED T. KAWAHARA  
DAVID DOEZEMA

**From:** KEYSER MARSTON ASSOCIATES, INC.

**Date:** June 11, 2018

**Subject:** Feasibility Assessment  
Northside Consolidated Plan, City of Riverside

LOS ANGELES  
KATHLEEN H. HEAD  
JAMES A. RABE  
GREGORY D. SOO-HOO  
KEVIN E. ENGSTROM  
JULIE L. ROMNEY

I. INTRODUCTION

A. Background

Keyser Marston Associates, Inc. (KMA) has prepared this assessment of market potential and development feasibility for commercial/retail, high-quality industrial, and residential development in the Northside Specific Plan Area (Plan Area) for the City of Riverside (City). The Draft Northside Consolidated Plan (Consolidated Plan) currently under review presents the proposed land use program for the Plan Area.

The Plan Area is defined as the 1,423-acre Northside neighborhood, generally bounded by the City limit to the north, Interstate 215 (I-215) to the east, State Route 60 (SR-60) to the south, and the Santa Ana River to the west. In addition, the North Main Street area south of SR-60, the residential neighborhood to the east between the I-215 freeway and the railroad tracks, and areas within the City of Colton -- 227-acre Pellissier Ranch and 128 acres located between Pellissier Ranch and the Riverside city limits -- are also included within the Plan Area boundary.

In April 2017, KMA prepared a market analysis that evaluated the types of land uses that the Plan Area could support based on prevailing market factors, trade area growth projections, and regional/local trends within each major land use category. KMA reviewed the Plan Area's principal assets and constraints relative to the potential for new development, redevelopment, and improvements to public facilities and community amenities. The April 2017 KMA Market Analysis included preliminary estimates of supportable market demand for each major land use category. However, these demand projections did not yet consider the mix of land uses, infrastructure and public facilities, and other amenities

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currently proposed in the Consolidated Plan. The Plan Area currently has a deficit of community shopping, services, civic uses, and lifestyle amenities. The public facilities and placemaking amenities proposed in the Consolidated Plan are essential to address this deficit and attract private development. Creative placemaking energizes and empowers a community to build on its existing assets and can help transform an area into a desirable and healthy community. Access to neighborhood shopping and services, community amenities, and transportation choices are likely to increase property values, foster job creation, and stimulate new development.

## **B. Report Organization**

This memorandum report has been organized as follows:

- Section II presents the KMA key findings.
- Section III provides an overview of proposed Consolidated Plan features.
- Section IV presents an overview of development feasibility for each proposed land use component.
- Section V provides the KMA recommendations regarding the development program envisioned for each subarea.
- Section VI presents potential methods to implement the Northside Specific Plan.
- Section VII details limiting conditions pertaining to this assessment.

## **II. KEY FINDINGS**

### **A. Plan Area Features**

*The Consolidated Plan is a well thought out and synergistic blend of public, private, natural, historic, and recreational uses. The Consolidated Plan has the potential to enhance public safety, economic activity, and community well-being within the Plan Area and environs. In effect, the whole is more than the sum of the parts.*

1. The proposed recreational facilities will be important anchors that generate patronage, which in turn increases local spending and thereby supports private development. Studies have found that well-planned parks and recreation systems can serve as a catalyst for economic development. According to a report by the National Recreation and Parks Association (NRPA) and the American Planning Association (APA), parks have the ability to attract consumers to nearby downtowns, stimulating the need for local restaurants, and thereby increasing tourism. Moreover, access to neighborhood shopping and services, community amenities, and transportation options are likely to increase property values, promote job creation, and stimulate new development.
2. The designated 49-acre Recreation Sports Complex is proposed as a quasi-private sports complex. The complex could potentially be developed with multi-sport fields and ancillary commercial uses



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similar to the SilverLakes Sports Complex in the City of Norco. A similar sports complex in the Plan Area could draw visitors from all over Southern California, increasing market support for new private development and generating economic benefits to the City. The National Association of Sports Commissions (NASC) finds that youth sports tourism yields steady, sustainable growth, even during times of economic recession.

3. The inclusion of a police station headquarter building will provide a level of safety to existing community members and a sense of security to prospective users/developers of private development. The concentration of police officers and other staff will also generate increased spending in the Plan Area.
4. The proposed Spanish Town has the potential to resurrect a unique historic element within the Plan Area. As currently conceived, Spanish Town would restore the existing Trujillo Adobe and develop the surrounding area with a museum/interpretive center, retail, dining, and entertainment options. Historically-themed buildings such as a school house and cantina will be re-created in order to simulate the "Spanish Town" era. There are numerous examples in Southern California of historic areas that have been redeveloped and become successful visitor destinations, including the Anaheim Packing District and Old Town San Diego. Spanish Town could serve as a community gathering place that hosts special events such as farmer's markets, festivals, and art shows.
5. The Consolidated Plan provides an opportunity for synergy with the Downtown area as Downtown is expanding its inventory of government facilities and civic amenities. Additionally, significant new private commercial and residential development is underway in Downtown. Providing high-quality, frequent, and reliable public transit between the Plan Area and Downtown could greatly enhance the Plan Area's development potential. In particular, transit systems that require capital improvement, such as dedicated bus rapid transit (BRT) bus lanes, transit terminals, or rail lines, have been demonstrated to stimulate development interest around new transit stops.

Recent and pending State legislation will provide funding or development incentives for housing developed near transit areas. As these initiatives are implemented, developers may have an opportunity to take advantage of these incentives to produce transit-oriented development (TOD). TODs are generally defined as a type of development that includes a mixture of residential, commercial, and/or other amenities that is integrated into a walkable neighborhood and is located within a half-mile of quality public transportation. TODs are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents.

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## **B. Development Feasibility**

*The Consolidated Plan is aggressive with respect to the amounts, type, and quality of private uses that are targeted for development.*

1. The Consolidated Plan proposes approximately 690,000 SF of commercial/retail space, which appears unsupported by current market trends and may exceed projected 20-year absorption potential. KMA recommends that the amount of commercial/retail space be reduced by approximately 50%. Support for an increased amount of commercial/retail space will be dependent on the City's ability to attract a master developer that can provide the necessary backbone infrastructure. The inclusion of placemaking amenities will also be necessary to attract residents and visitors to the Plan Area, further increasing demand for commercial/retail space.
2. Based upon the projected number of housing units contained in the Consolidated Plan, KMA estimates potential incremental population growth of approximately 11,000 residents. At this level, KMA estimates that the Plan Area could support at least one (1) new grocery store at build-out.
3. The Consolidated Plan proposes a substantial amount of residential development, a total of 4,760 units. In order to achieve this growth within the planning horizon of 20 years, the Plan Area would need to absorb 240 residential units per year. This is a paradigmatic shift for the Plan Area, which has been relatively stagnant with respect to residential growth for years. In fact, it represents a sizeable increase relative to Citywide growth trends; for comparison purposes, the City added an average of 100 units per year during 2010 to 2017.

Nonetheless, there is strong demand for housing in the State and Southern California. From 2015 to 2025, the California Department of Housing and Community Development (HCD), in consultation with the California Department of Finance, estimated that approximately 1.8 million new housing units will be needed to meet projected population and household growth in the State. However, housing production continues to fall below the projected need of 180,000 homes annually. This becomes even more challenging in Southern California, which has the largest concentration of population in the State. The Inland Empire requires about 142,000 more affordable units to meet its shortfall. An increase in density on vacant or under-utilized land is a viable option that can provide additional housing units.

However, higher-density residential development -- incorporating stacked flats, mixed-use, and/or structured parking -- are demonstrably feasible only in select submarkets. These submarkets are typically characterized by: (1) higher-density, walkable neighborhoods with shopping, restaurants, and other amenities; and (2) higher achievable rents/prices. Within the City of Riverside, this type and configuration of development is currently occurring only in Downtown, in the University of California, Riverside (UCR) community, and adjacent to the Riverside MarketPlace and La Sierra

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MetroLink stations. The proposed inventory of multi-family units and the inclusion of higher-density residential may be feasible in the long-term after placemaking amenities have been established. Low- and medium-density housing in the Plan Area are the most feasible product types in the near- to mid-term.

4. The financial feasibility of new retail and multi-family development will be severely impacted by the cost burden to install in-tract infrastructure as well as the many supporting public facilities and amenities included in the Plan. To the extent these costs are passed through to private developers, they tend to reduce the supportable land payment that developers can offer for development sites. In some cases, the supportable land payment will be lower than the current value of the property under its existing use (for example, industrial).
5. In order to attract multi-family housing developers, and future residents, the presence of usable open space, recreation areas, good schools, and amenities such as restaurants, cultural and entertainment venues, and community-serving uses is essential. Open space/recreational areas require ongoing activation by providing complementary uses to foster a sense of community. The City and/or community groups could host special events within these areas and offer synergistic uses such as pop-up events, food trucks, street vendors, etc., that will attract nearby residents and generate visitor interest.
6. The Plan envisions higher-quality employment uses comprising industrial/business park buildings. Development of these types of uses will depend to a great extent on the ability to attract one or more anchor uses to jumpstart a new business park environment. In turn, these users will be looking for guarantees that the promised public facilities and amenities will be delivered.

### **C. Plan Implementation**

*The purpose of the Consolidated Plan is to revitalize the Northside community and improve the quality of life for its residents, employers, employees, and visitors. The Consolidated Plan proposes investment in streets, transit, bicycle corridors, walking trails, protection of historic resources, and improvements to City services and amenities such as police and community recreation. Investment in infrastructure and amenities is required to attract new development and generate interest from businesses that serve residents and potential visitors.*

1. The role of one (1) or two (2) master developers will be the key to successful implementation of the Plan. Master developer(s) can advance the necessary financial investment in public facilities and amenities, thereby setting the stage for development of a new community at the heart of the Plan Area.

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2. Since several major properties are owned by the City and Riverside Public Utilities (RPU), the City or RPU can consider issuance of one or more Request for Proposals (RFPs) for a master developer.
3. If the City desires to attract a quasi-private sports complex to the Plan Area, it should first consider commissioning an in-depth feasibility study to determine the appropriate mix of facilities, achievable operating performance, and supportable private investment. Should the sports complex prove to be feasible, the City could issue an RFP to solicit plans and financial proposals.
4. The Plan will need significant external funding to implement the public facilities and amenities, as well as the major in-tract infrastructure required to develop the private uses. The City should consider a range of funding sources and mechanisms available to offset this cost burden, including in particular: (1) an Enhanced Infrastructure Financing District (EIFD) or Community Revitalization and Investment Authority (CRIA); (2) Community Facilities District (CFD) or Assessment District; and/or (3) City Development Impact Fee revenue. Additionally, Statewide competitive grants or funding programs, such as the Infrastructure State Revolving Fund (ISRF) Program, and other Federal funding sources may be available to finance housing, infrastructure, community recreation, or transportation-related improvements.
5. Operation of new transit service linking the Plan Area to Downtown is unlikely to be feasible without subsidies from local taxes and State and federal grants. Studies have shown that transit systems cannot cover their operating cost with passenger revenue. Therefore, the City will need to identify funding sources for both the initial investment and ongoing operations. The City should weigh the costs and benefits of a connector/guideway system that connects the Downtown area to the Northside community. In addition, developers may be incentivized to contribute a portion of the system's capital startup cost in return for credits against other development exactions.

### **III. PROPOSED CONSOLIDATED PLAN FEATURES**

Public facilities and community amenities are resources, conveniences, and benefits offered to the general public for their use and/or enjoyment. Many of the Plan Area's existing households are made up of families with children, and therefore the need for facilities and amenities becomes particularly important. In addition, the access to, or absence of, these type of facilities affects the ability to attract new residents to the Plan Area. In turn, attraction of new residents is also key to the potential to draw retail establishments to the Plan Area. Table III-1 presents the features and amenities that are proposed for the Plan Area.

<b>Table III-1: Proposed Plan Features</b>		
<b>Feature</b>	<b>Description</b>	<b>Community Benefits</b>
Springbrook Arroyo	The Springbrook Arroyo is anticipated to be restored and include a parallel 3-mile long trail. The Arroyo will follow its natural course along the Main Street Urban Neighborhood and lead east to its origin. An additional open space connection to the north through Spanish Town and Pellissier Ranch will connect the Springbrook Arroyo with the Santa Ana River and will also flow southerly to connect with Lake Evans in Fairmount Park.	<ul style="list-style-type: none"> <li>• Social synergy</li> <li>• Active lifestyles</li> <li>• Recreational amenity</li> <li>• Environmental beautification</li> <li>• Environmental benefits and access</li> </ul>
Open Space	Several natural open space areas are proposed throughout the Plan Area including along the Springbrook Arroyo, in Pellissier Ranch, and throughout the Village Center. Cross-country trails are also proposed to be incorporated throughout the Plan Area from the Village Center, along the Springbrook Arroyo, and through the proposed sports complex and Ab Brown Sports Complex.	<ul style="list-style-type: none"> <li>• Social synergy</li> <li>• Active lifestyles</li> <li>• Environmental beautification</li> <li>• Environmental benefits and access</li> </ul>
Sports Complex	The Plan provides the potential for a new quasi-private sports complex at the existing Ab Brown Sports Complex.	<ul style="list-style-type: none"> <li>• Social synergy</li> <li>• Active lifestyles</li> <li>• Recreational amenity</li> <li>• Economic revitalization</li> <li>• Increased tourism</li> </ul>
Community Agriculture	Several areas throughout the Village Center will provide residents with the opportunity to grow fresh fruits and vegetables. Designated farming areas in Pellissier Ranch will also allow professional farmers to capitalize on the fertile land by providing produce to local businesses. A citrus grove is also envisioned for Spanish Town.	<ul style="list-style-type: none"> <li>• Social synergy</li> <li>• Public health</li> <li>• Food quality</li> <li>• Educational opportunities</li> </ul>

<b>Table III-1: Proposed Plan Features</b>		
<b>Feature</b>	<b>Description</b>	<b>Community Benefits</b>
Police Headquarters	A 50,000-SF police headquarters is proposed on 10-acres of the former Riverside Golf Course at the intersection of Orange Street and Columbia Avenue. The headquarter facility will also incorporate a 15,000-SF Educational Options Center and 10,000-SF community center, which will be available to the community for public forum.	<ul style="list-style-type: none"> <li>• Public safety</li> <li>• Educational opportunities</li> <li>• Economic revitalization</li> <li>• Community assembly space</li> </ul>
Spanish Town	Anchored by the existing Trujillo Adobe, the proposed Spanish Town is anticipated to incorporate a historic interpretation village located on sites at three corners of land at the intersection of Orange Avenue and Center Street. Spanish Town is proposed to include 36,000 SF of retail/commercial space and 9,300 SF of public/institutional uses. The Plan calls for development of a museum/interpretive center, retail, and dining options. Structures reflecting the area’s history are also envisioned such as a cantina, schoolhouse, etc.	<ul style="list-style-type: none"> <li>• Social synergy</li> <li>• Educational opportunities</li> <li>• Environmental beautification</li> <li>• Economic revitalization</li> <li>• Community assembly space</li> <li>• Increased tourism</li> </ul>
Transit Connector/Guideway	A public transit system that connects the Plan Area with Downtown could range from high quality shuttle buses to a fixed rail guideway. A transit connector/guideway could capitalize on the growth and employment center of Downtown while providing new mobility options to residents and workers.	<ul style="list-style-type: none"> <li>• Mobility options</li> <li>• Improved access</li> <li>• Economic revitalization</li> <li>• Increased land values</li> <li>• Development opportunities around new transit stops</li> </ul>
Recreational Vehicle (RV) Park	An 8.6-acre site in Pellissier Ranch has been designated as an RV Park. The RV Park will be located along the Santa Ana River and will provide access to walking and biking trails that travel through Riverside to Orange and San Bernardino Counties.	<ul style="list-style-type: none"> <li>• Active lifestyles</li> <li>• Economic revitalization</li> <li>• Increased tourism</li> <li>• Environmental benefits and access</li> </ul>

**IV. DEVELOPMENT FEASIBILITY BY PROPOSED LAND USE COMPONENT**

This section evaluates the three main land uses proposed in the Consolidated Plan -- commercial/retail, high-quality industrial, and residential. The proposed development amounts are compared to the supportable amounts identified in KMA’s April 2017 Market Analysis. The Northside Specific Plan has a 20-year planning horizon.

**A. Commercial/Retail**

Table IV-1 below presents the amount of commercial/retail proposed in the Plan Area compared to the figures supported by the KMA Market Analysis. As shown, the Consolidated Plan proposes a significantly higher amount of commercial/retail space than KMA Market Analysis.

<b>Table IV-1: Incremental Development and Absorption – Commercial/Retail</b>			
	<b>Proposed Consolidated Plan</b>	<b>KMA Market Analysis</b>	
		<b>Low</b>	<b>High</b>
Incremental New Development	690,000 SF <sup>(1)</sup>	86,000 SF	149,000 SF
Annual Absorption (20-Year Period)	34,500 SF	4,300 SF	7,500 SF
<small>(1) Approximately 30,300 SF is located in the RV Park site in Pellissier Ranch.</small>			

The bulk of the designated commercial/retail space is located within the Village Center, which is the ideal location for commercial/retail space as this subarea will be the core of the Northside community. The Plan Area is currently lacking in the following retail categories: General Merchandise Stores; Food & Beverage; Food Services & Drinking Places; Health and Personal Care Stores; Clothing and Clothing Accessories; Miscellaneous Store Retailers; and Sporting Goods, Hobby, & Music Stores. As such, commercial/retail space should consist of uses that are lacking and are necessary to serve new residents and visitors in the Plan Area, with particular emphasis on Food & Beverage; Food Services & Drinking Places; Sporting Goods; and Health and Personal Care Stores.

Neighborhood centers, typically anchored by a grocery store, range between 30,000 SF and 125,000 SF in size. Neighborhood shopping centers generally support a 3-mile trade area. Based upon the projected number of housing units as proposed in the Consolidated Plan, KMA estimates potential incremental population growth of approximately 11,000 residents. At this level, KMA estimates that the Plan Area could support at least one (1) grocery store at build-out. (This does not account for the potential to recapture existing sales leakage in the grocery store retail category.)

**B. High-Quality Industrial**

Table IV-2 below presents the amount of industrial uses proposed in the Plan Area compared to the figures supported by the KMA Market Analysis. As shown, the proposed 2.8 million SF is generally consistent with the “high” projection of industrial space as presented in the KMA Market Analysis. However, KMA’s project of industrial space was not specific to high-quality industrial space but rather assumed a variation in the types of industrial space that could be supported in the Plan Area.

<b>Table IV-2: Incremental Development and Absorption – High-Quality Industrial</b>			
	<b>Proposed Consolidated Plan</b>	<b>KMA Market Analysis</b>	
		<b>Low</b>	<b>High</b>
Incremental New Development	2,841,000 SF	2,000,000 SF	2,700,000 SF
Annual Absorption (20-Year Period)	142,100 SF	100,000 SF	135,000 SF

The Inland Empire industrial market remains the most sought-after warehouse/distribution market in the nation with the lowest vacancy rate and highest rental rate of comparable markets with major distribution hubs. According to a report by Colliers International, high-tech warehouses of more than 200,000 SF with 28-foot ceilings are in high demand, as users of e-commerce space have been a major driver for this sector. While warehouse/distribution is in high demand, these uses have low employment densities, lower wage jobs, and generate a high volume of truck traffic. As such, warehouse/distribution uses do not support the other land uses envisioned in the Consolidated Plan.

The Pellissier Ranch subarea is the most likely and natural area to develop a concentration of industrial space in the Plan Area. The Consolidated Plan envisions higher-quality employment uses that support innovation and entrepreneurial business enterprises, in a business park format. The City has already experienced tremendous growth in the high-tech industrial sector including the addition of the 56-acre University Research Park (URP), a project with the University of California, Riverside. High-quality companies such as Bourns, Inc., Centrum Analytical Laboratories, Inc., and Luminex Software, Inc. have all chosen Riverside as the location for their headquarter facilities.

Users of commercial/retail space that require large-format buildings and/or benefit from the hills and river (breweries, sports training facilities, indoor racing, etc.) may also be viable tenants. Success in attracting users of high-quality industrial space to Pellissier Ranch will likely be dependent on identifying: (1) a master developer, or (2) an anchor user to create momentum for users of high-tech space.



**C. Residential**

Table IV-3 below presents the number of residential units proposed in the Plan Area compared to the figures supported by the KMA Market Analysis. As shown, the Consolidated Plan proposes a notably higher amount of residential than the KMA Market Analysis.

<b>Table IV-3: Incremental Development and Absorption – Residential</b>			
	<b>Proposed Consolidated Plan</b>	<b>KMA Market Analysis</b>	
		<b>Low</b>	<b>High</b>
Incremental New Development	4,760 Units	1,300 Units	2,600 Units
Annual Absorption (20-Year Period)	240 Units	70 Units	130 Units

Under the proposed Consolidated Plan, residential uses would comprise low-density (5%), medium-density (18%), and high-density (77%) housing units. Current and near-term market conditions in the Plan Area indicate that higher-density multi-family residential development is not feasible. Multi-family and mixed-use developments of 3 to 5 stories, with internal corridors and elevators, and served by structured parking are occurring in very few locations in the trade area. Within the City of Riverside, this type and configuration of development is only happening in Downtown, in the UCR community, and adjacent to the Riverside MarketPlace and La Sierra MetroLink stations. A review of comparable sales of apartment buildings in the trade area suggest that building values are generally not high enough to support this type of development. This trend is expected to evolve as Southern California experiences a worsening severe housing deficit and multi-family rents continue to escalate.

The financial feasibility of new high-density housing development will be further impacted by the cost burden to install in-tract infrastructure as well as the many supporting public facilities and amenities included in the Consolidated Plan. To the extent these costs are passed through to private developers, they tend to reduce the supportable land payment that developers can offer for development sites. In some cases, the supportable land payment will be lower than the current value of the property under its existing use.

According to the California Department of Housing and Community Development (HCD), approximately 1.8 million new housing units are needed to meet projected population and household growth in the State through 2025. However, housing production continues to fall below the projected need of 180,000 homes annually. This becomes even more challenging in Southern California, which has the largest concentration of population in the State. Development of housing and more specifically, housing that is affordable to low- and moderate-income households, is greatly needed in California. According to a report by the California Housing Partnership, a state-sponsored agency created to preserve affordable housing and advise leaders on housing policy, Southern California needs about 950,000 affordable rental housing units to meet the needs of families earning 50% or less of the median

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household income. Riverside County's share of these units is about 66,000, while San Bernardino County needs approximately 79,000 more affordable units to meet its shortfall.

In addition, residential development will compete with the City of Colton's Roquet Ranch master-planned community, which is expected to contain approximately 1,000 residential units, 22 acres of recreational facilities, community-serving retail, and public/institutional uses. Roquet Ranch plans to offer housing options that serve a variety of age, lifestyle, and economic circumstances, including housing that is attainable for young families, first-time buyers, and retirees. However, proximity to Downtown, Hunter Park, and UCR – as well as the Hunter Park and Downtown MetroLink stations -- will be favorable to residents within the Plan Area who work in these employment centers and/or commute.

In the near- to mid-term, small-lot single family homes and townhomes are the most feasible product types for the Plan Area. However, in order to attract housing developers, and future residents, the presence of usable open space, good schools, and amenities such as restaurants, cultural and entertainment venues, and community-serving uses is essential. Open space/recreational areas require ongoing activation by providing complementary uses to foster a sense of community.

#### **V. REVIEW OF DEVELOPMENT PROGRAMS BY SUBAREA**

The Consolidated Plan proposes the development of approximately 2.8 million SF of high-quality industrial space, 690,000 SF of commercial/retail space, and 4,800 residential dwelling units. The Consolidated Plan includes 134 acres of parkland, public facilities, and public/private recreation areas. KMA has conducted an overview evaluation of the major proposed land uses by subarea. The subareas are as follows:

- Village Center
- Main Street Urban Neighborhood
- Pellissier Ranch
- Recreation Sports Complex
- Spanish Town
- West La Cadena Corridor
- South Center Street Residential

The following discussion presents the KMA conclusions with respect to development feasibility and absorption of these land uses within each subarea.

**A. Village Center**

The Village Center will function as the core of the Northside community. The Village Center has been designed to provide housing development in a mixed-use format with social gatherings, community agriculture opportunities, and recreational amenities such as the historic Springbrook Arroyo. The Village Center occupies the southern portion of the former Riverside Golf Course. As such, the large acreage property has been conceived with new city blocks in order to create a more walkable setting. Table V-1 summarizes the proposed land uses for the Village Center.

<b>Table V-1: Village Center Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Average Floor Area Ratio or Units/Acre</b>
Commercial/Retail	461,351 SF	0.34 FAR
High-Density Residential	1,224 Units	40 Units/Acre

The KMA Market Analysis estimated that the Plan Area in its entirety could support between 86,000 SF and 194,000 SF of commercial/retail space. The proposed Village Center concept contains an aggressive amount of commercial/retail space that will likely exceed 20-year absorption potential. As a measure of comparison, a typical community shopping center comprising a grocery store, drug store, shops, and restaurants ranges in size from 125,000 SF to 400,000 SF. A regional mall, including two to four department stores, ranges in size from 400,000 SF to 800,000 SF.

The inclusion of the police headquarters will add a key employment element to the Village Center. The concentration of police officers, staff, and users of the adjoining community meeting facilities will generate increased spending in the area further supporting commercial and retail space in the Village Center.

Historically, high-density housing in the City has been concentrated in Downtown and near UCR. Placemaking amenities are required to support development of high-density housing. Therefore, it does not appear that high-density housing will be developed in the Village Center in the near-term.

*KMA Recommendations:*

- Reduce proposed commercial/retail space to approximately 200,000 SF
- Concentrate retail along Main Street, Columbia Avenue, and Orange Street
- Retain proposed residential units but allow flexibility in residential density:
  - Small lot/zero-lot line single-family (10 units/acre) and townhomes (20 units/acre) in the near-term
  - Stacked-flat with surface parking (30 units/acre) in the mid-term
  - Stacked-flat with tuck-under parking (40 units/acre) in the long-term

**B. Main Street Urban Neighborhood**

The Main Street Urban Neighborhood (Urban Neighborhood) is located in three neighborhoods as follows: (1) along the east side of Main Street, south of the Pellissier Ranch subarea and west of Ab Brown Sports Park north of Garner Road; (2) along the east side of Main Street and west of the former Riverside Golf Course; and (3) north of Columbia Avenue, west of I-215. The subarea is proposed to include 6,500 SF of commercial space and 1,453 residential units. Table V-2 summarizes the proposed land uses for the Urban Neighborhood.

<b>Table V-2: Main Street Urban Neighborhood Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Average Floor Area Ratio or Units/Acre</b>
Commercial	6,500 SF	N/A
Medium-Density Residential	293 Units	18 Units/Acre
High-Density Residential	1,160 Units	45 Units/Acre

The commercial space proposed is minimal and will likely result in neighborhood-serving businesses, i.e., convenience retail and/or small-scale eating and drinking establishments. A significant amount of high-density housing is proposed for the Urban Neighborhood. High-density housing is not likely to occur in the Urban Neighborhood in the near- to mid-term as the area lacks amenities, shops, and services.

*KMA Recommendations:*

- Retain proposed residential units but allow flexibility in residential density:
  - Small lot/zero-lot line single-family (10 units/acre) in the near-term
  - Townhomes (20 units/acre) in the near-term
  - Stacked-flat with surface parking (30 units/acre) in the mid-term
  - Stacked-flat with tuck-under parking (40 units/acre) in the long-term

**C. Pellissier Ranch**

The Pellissier Ranch subarea is located in the City of Colton in the northernmost portion of the Plan Area, along the Santa Ana River. The subarea is proposed to include industrial development consisting of mixed innovation industry uses with an 8.6-acre RV park that will contain approximately 30,300 SF of RV-related commercial space. It is envisioned that green trails and pathways will connect the Santa Ana River to the Springbrook Arroyo and Spanish Town. Table V-3 on the following page summarizes the proposed land uses for the Pellissier Ranch subarea.

<b>Table V-3: Pellissier Ranch Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Average Floor Area Ratio</b>
High-Quality Industrial	2,840,000 SF	0.40 FAR
RV Park	30,000 SF	N/A

Pellissier Ranch is the most likely and natural area to develop a concentration of industrial space in the Plan Area. However, development of these types of uses will depend to a great extent on the ability to attract one or more anchor uses to jumpstart a new high-tech business park environment.

*KMA Recommendation:*

- An in-depth feasibility analysis should be conducted to specifically evaluate the RV park component to ensure that there is demand for a RV park in this location and help define a range of other recreational uses that can be supported.

**D. Spanish Town**

As currently conceived in the Consolidated Plan, Spanish Town will build upon the history of the Trujillo Adobe. The Adobe is located in the northern part of the Plan Area on Center Street, just west of Orange Street. The historic Adobe was built in 1862/63 and was an integral part of two villages -- La Placita de los Trujillos and Agua Mansa -- the largest non-mission community between Los Angeles and New Mexico. The only remaining structures that exist from the villages are the Adobe and the Agua Mansa Cemetery. The Consolidated Plan proposed 36,000 SF of commercial space and 9,300 SF of public/institutional space. This building area is envisioned to include a recreated historic schoolhouse (for community assembly, presentations, classes, etc.), interpretive center/museum, specialty retail, and eating and drinking establishments. Table V-4 summarizes the proposed land uses for the Spanish Town subarea.

<b>Table V-4: Spanish Town Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Average Floor Area Ratio</b>
Commercial/Retail	36,000 SF	0.16 FAR
Public/Institutional	9,300 SF	0.14 FAR

There are several noteworthy examples in California where historic buildings have anchored mixed-use development, retail/restaurants, and/or entertainment districts, e.g., Downtown Los Angeles' Olvera Street, Anaheim Packing District, Old Town San Diego, and San Pedro Square Market in Downtown San Jose. However, factors affecting development viability vary drastically from the current circumstances of the Trujillo Adobe within the Plan Area. For example, these other areas anchored by historic assets

and are typically located within a downtown setting which tends to draw daytime/nighttime population, employees, and visitors.

The Consolidated Plan vision for Spanish Town must consider the challenges to its successful implementation. The Adobe is a single historical asset, situated in a relatively isolated location, and surrounded by incompatible industrial land uses. Under these conditions, it will be difficult for the Adobe to serve as an anchor for a multi-purpose cultural and specialty retail visitor district. Spanish Town may be a viable option with the appropriate partnerships, i.e., the Riverside County Parks Department, a non-profit civic group, and/or private development entity.

*KMA Recommendation:*

- An analysis should be conducted in order to assess the quantity of the specialty retail and public/institutional uses that can be supported

**E. West La Cadena Corridor**

The West La Cadena Corridor (Corridor) is located west of I-215 along West La Cadena Drive. The Corridor is planned to contain approximately 156,000 SF of commercial/retail space and 1,612 housing units. Table V-5 summarizes the proposed land uses for the West La Cadena Corridor.

<b>Table V-5: West La Cadena Corridor Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Average Floor Area Ratio or Units/Acre</b>
Commercial/Retail	155,633 SF	N/A
Medium-Density Residential	316 Units	18 Units/Acre
High-Density Residential	1,296 Units	45-50 Units/Acre

As previously mentioned, the amount of commercial space proposed in this subarea exceeds the KMA projection of supportable commercial space over the 20-year planning horizon. In addition, 80% of the proposed housing is designated as high-density. High-density housing is not likely to occur in the Corridor in the near- to mid-term as the area lacks amenities, shops, and services.

*KMA Recommendations:*

- Reduce commercial/retail space to approximately 25,000 to 50,000 SF consisting of freeway commercial/convenience retail and neighborhood-serving retail shops and services
- Reduce number of residential units to allow for reduced housing density:
  - Stacked-flat with surface parking (30 units/acre) in the mid-term
  - Stacked-flat with tuck-under parking (40 units/acre) in the long-term

**F. South Center Street Residential**

The South Center Street Residential (South Center) subarea is located south of the Pellissier Ranch subarea along Center street and abuts the Ab Brown Sports complex. The South Center subarea is planned to contain approximately 470 housing units. Table V-5 provides a summary of the residential land uses.

<b>Table V-5: West La Cadena Corridor Land Use Tabulations</b>		
<b>Land Use</b>	<b>Totals</b>	<b>Units/Acre</b>
Low-Density Residential	234 Units	10 Units/Acre
Medium-Density Residential	236 Units	18 Units/Acre

The densities proposed in the South Center subarea appear to be an ideal location for low- and medium-density housing. The subareas’ proximity to the proposed Sports Complex and Spanish Town create an inviting and walkable environment for future residents without the need for shops and services in the immediate vicinity.

*KMA Recommendation:*

- Not applicable

**VI. PLAN IMPLEMENTATION**

The purpose of the Consolidated Plan is to revitalize the Northside community and improve the quality of life for its residents, employers, employees, and visitors. The Consolidated Plan proposes investment in streets, transit, bicycle corridors, walking trails, protection of historic resources, and improvements to City services and amenities such as police and community recreation. Investment in infrastructure and amenities is required to attract new development and generate interest from businesses that serve residents and potential visitors. There are a number of opportunities available to the City to fund these capital improvements and/or the ongoing annual maintenance of such improvements. This section discusses these opportunities in terms of creating public/private partnerships and/or forming a special financing district.

**A. Public/Private Partnerships**

A public/private partnership, or P3, is created when a contract is formed between a governmental body and a private entity, most often a corporation. The goal is generally to provide some public benefit in the form of either an asset or a service. A key element of this contract is that the private entity must take on a significant portion of the risk because the contractually specified compensation is dependent on their performance.

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A master developer, by way of forming a P3, is an entity that will bring resources in planning, development, finance, and public-private partnerships to create a detailed plan to facilitate and implement backbone infrastructure. The role of a master developer will be the key to successful implementation of the Consolidated Plan. Master developers can advance investment in public facilities and amenities, thereby setting the stage for development of a new community at the heart of the Plan Area. This provides certainty for individual builders and buyers/renters of completed real estate developments. The master developer's role would include community outreach, land use entitlements, installation of on- and off-site improvements, and recruitment of merchant builders for individual project components.

Since several major properties are owned by the City and Riverside Public Utilities (RPU), the City or RPU can consider issuance of one or more RFPs for a master developer. The RFP could be distributed on a local, regional, or national basis, with emphases on developers/investors that specialize in large-scale mixed-use development and more specifically the themes identified in the Plan. The P3 structure with a master developer is widely used throughout the State and would significantly accelerate implementation of the Consolidated Plan.

If the City desires to attract a quasi-private sports complex to the Plan Area, it should consider commissioning an in-depth feasibility study to determine the appropriate mix of facilities, achievable operating performance, and supportable private investment. Based upon the findings of the feasibility study, the City should then consider issuing an RFP to solicit plans and financial proposals. Alternatively, the City may retain ownership of the site and enter into a long-term agreement for capital improvements and operations.

## **B. Opportunities for Transit-Oriented Development**

In recent years, the City has explored the option of developing a transit system connecting the Downtown area to UCR and the southwestern areas of the City (generally parallel to SR-91). Independent studies have shown that the development of transit lines results in emerging new development, and in particular, housing development. Transit-oriented development (TOD) is generally defined as a type of development that includes a mixture of residential, commercial, and/or other amenities that is integrated into a walkable neighborhood and is located within a half-mile of quality public transportation. TODs result in lower greenhouse gas emissions than conventional suburban development; encourages walking/biking and more active lifestyles; and creates value for property owners, businesses, local governments, transit agencies, and residents. In addition, TODs are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents.

Recent and pending State legislation will provide funding or development incentives for housing developed near transit areas. As these initiatives are implemented, developers may have an



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opportunity to take advantage of these incentives to produce TODs. Since the Plan Area is essentially a blank canvas and, because part of this planning effort is undergoing a redesign, there is a potential to incorporate a transit system that connects the project area with Downtown Riverside to capitalize on the growth and economics of the city center. Additionally, investment in a transit connector or fixed guideway has the opportunity to influence the desirability of the Plan Area, reduce automobile trips, and increase land values. However, a planning effort of this magnitude requires cooperation with the local transportation agency, public participation, and identification of funding sources. If the City elects to pursue such an effort, a detailed analysis should be conducted.

### **C. Special Financing Districts**

A number of financing mechanisms are available to the City and property owners/developers that may be used to fund public services, facilities, and infrastructure associated with the Plan Area. The ultimate mix of financing mechanisms will depend on improvements to be funded, an analysis of costs, benefits and burdens, and will need to involve City staff, property owners, developers, and finance experts.

There are currently two tax increment financing mechanisms for infrastructure and economic development that the City could consider exploring:

- **Enhanced Infrastructure Financing Districts (EIFDs):** Focuses on infrastructure and public/private transactions
- **Community Revitalization and Investment Authorities (CRIAs):** Similar to an EIFD but contains more stringent eligibility standards and contains low- and moderate-income housing obligations

These two financing mechanisms were approved by the California Legislature in 2014 and 2015, respectively, and provide cities/local authorities with the ability to create tax increment financing districts which can fund sustainable infrastructure. Table VI-1 on the following page provides more detail in for these districts terms of program description, eligible uses, formation procedures, and funding parameters.

Table VI-2 presents a larger mix of potential financing mechanisms that can fund capital costs and/or ongoing annual maintenance. These mechanisms include both public (local, state, and federal) and private (property owner, developer, and user) funding sources. Each mechanism is profiled in terms of program description, eligible uses, formation procedures, and funding parameters.

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Table VI-1: Overview of Tax Increment Financing Districts		
	ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFDs)	COMMUNITY REVITALIZATION AND INVESTMENT AUTHORITIES (CRIAs)
DESCRIPTION	<ul style="list-style-type: none"> <li>• Authorizes a legislative body of a city/county to establish an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds to finance specified public facilities</li> <li>• EIFD may include areas that are not contiguous</li> <li>• EIFD cannot fund ongoing annual maintenance; additional source of revenue required</li> <li>• Ability to combine tax increment with other funding sources, including fees, assessments, or special tax revenues derived from one of 10 specified sources (e.g., Mello-Roos CFD)</li> </ul>	<ul style="list-style-type: none"> <li>• Authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects</li> <li>• Boundary must be contiguous and requires certain conditions (i.e., median household income, unemployment, crime, deteriorating infrastructure) to be met or must be established within a former military base characterized by deteriorated infrastructure</li> <li>• Low and moderate income housing obligations</li> <li>• Power of eminent domain</li> </ul>
ELIGIBLE USES	<ul style="list-style-type: none"> <li>• Purchase, construct, expand, improve, seismic retrofit, or rehabilitate any real or other tangible property; highways, interchanges, ramps, bridges, arterial streets, parking/transit facilities; etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Rehabilitate, repair, upgrade or construct infrastructure; low-and moderate-income housing; acquire and transfer real property; etc.</li> </ul>
FORMATION PROCEDURE	<ul style="list-style-type: none"> <li>• City Council must designate an EIFD and adopt a Resolution of Intention; the Public Financing Authority (PFA) is also established at this time</li> <li>• PFA must consist of 3 members of the legislative body and 2 members of the public</li> <li>• PFA directs City to prepare an Infrastructure Financing Plan (IFP)</li> <li>• City adopts resolution approving IFP then holds a public hearing to adopt the resolution of formation</li> <li>• Formation is not subject to an election, but PFA may not issue bonds without voter approval</li> <li>• 55% voter approval required to issue bonds</li> </ul>	<ul style="list-style-type: none"> <li>• City Council must adopt a resolution creating a Community Revitalization and Investment Authority (Authority)</li> <li>• Authority must consist of 3 members of the City Council and 2 members of the public (who live or work in the CRIA boundary)</li> <li>• Authority must adopt a Community Revitalization and Investment Plan (Plan)</li> <li>• Plan subject to three public hearings</li> <li>• Plan may be adopted if fewer than 25% of property owners and residents file a protest</li> </ul>
FUNDING PARAMETERS	<ul style="list-style-type: none"> <li>• Tax increment financing/tax allocation bonds; other assessments or fees (property tax in-lieu of vehicle</li> <li>• Tax increment limit of 45 years from the date on which the issuance of bonds is approved or the issuance of a loan is approved</li> <li>• Facilities financed need not be physically located within the boundaries of the EIFD</li> </ul>	<ul style="list-style-type: none"> <li>• Tax increment financing/tax allocation bonds</li> <li>• 45 years from the formation of the CRIA Plan for the allocation of taxes to the Authority, repayment of the Authority's debts and obligations, and fulfilling all the Authority's housing obligations</li> <li>• Facilities financed must be within the boundaries of the CRIA, with limited exceptions for replacement housing</li> </ul>

Table VI-2: Overview of Potential Financing Mechanisms				
	MELLO-ROOS COMMUNITY FACILITIES DISTRICTS (CFD)	LANDSCAPE & LIGHTING DISTRICTS	BENEFIT ASSESSMENT DISTRICTS	DEVELOPMENT IMPACT FEES
DESCRIPTION	<ul style="list-style-type: none"> <li>Special tax placed on property located within an established district to fund public facilities and services</li> <li>CFD can be bonded or non-bonded</li> <li>Special taxes can be levied in perpetuity for ongoing services</li> <li>Ability to set up zones and annexation areas</li> </ul>	<ul style="list-style-type: none"> <li>Assessment on properties located within a specific boundary that receive special benefit from the improvements installed and maintenance thereof</li> <li>Requires finding of special benefit</li> <li>Bonds may be issued to construct capital projects</li> </ul>	<ul style="list-style-type: none"> <li>Assessment on properties located within a specific boundary that receive special benefit from the improvements installed and maintenance thereof</li> <li>Requires finding of special benefit</li> </ul>	<ul style="list-style-type: none"> <li>Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development</li> <li>Required to show a reasonable relationship between the fee and the purpose for which it is charged</li> </ul>
ELIGIBLE USES	<ul style="list-style-type: none"> <li>Capital facilities:               <ul style="list-style-type: none"> <li>Parks/open space</li> <li>Schools</li> <li>Government facilities</li> <li>Water and sewer systems</li> <li>Infrastructure</li> </ul> </li> <li>Services:               <ul style="list-style-type: none"> <li>Maintenance of lighting, streets, parks, and open</li> <li>Police/fire protection</li> <li>Recreational programs</li> <li>Flood/storm protection</li> <li>Hazardous substance removal/ cleanup</li> <li>Maintenance or operation of other real property or tangible property with an estimated useful life of 5 years or more</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Capital facilities:               <ul style="list-style-type: none"> <li>Street lights/traffic lights</li> <li>Sidewalks/curbs/gutters</li> <li>Park/recreational improvements</li> </ul> </li> <li>Services:               <ul style="list-style-type: none"> <li>Street lights/traffic lights</li> <li>Sidewalks/curbs/gutters</li> <li>Landscaping</li> <li>Parks and recreational facilities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Street maintenance</li> <li>Street lighting</li> <li>Drainage</li> <li>Flood control</li> <li>Land acquisition (easements)</li> </ul>	<ul style="list-style-type: none"> <li>Capital facilities or ongoing services:               <ul style="list-style-type: none"> <li>School impact fee</li> <li>Mitigation fee (police, fire, or park)</li> <li>Water meter installation</li> <li>Sanitation capacity charge</li> <li>Water system facility</li> <li>Transportation projects</li> </ul> </li> </ul>
FORMATION PROCEDURE	<ul style="list-style-type: none"> <li>Requires 2/3 vote of qualified electors in district; if fewer than 12 residents, vote is conducted on current landowners</li> <li>Special tax is based on an allocation formula, not necessarily in proportion to the benefit received</li> </ul>	<ul style="list-style-type: none"> <li>Requires a majority vote of affected property owners through an assessment ballot procedure conducted at a public hearing</li> </ul>	<ul style="list-style-type: none"> <li>Requires a majority vote of affected property owners through an assessment ballot procedure conducted at a public hearing</li> </ul>	<ul style="list-style-type: none"> <li>City council action to adopt DIFs subject to Public Facilities Financing Plan</li> </ul>
FUNDING PARAMETERS	<ul style="list-style-type: none"> <li>Municipal bonds supported by special tax revenues are issued to provide upfront funding to construct capital improvements</li> <li>Special taxes are collected concurrently with the property tax bill</li> </ul>	<ul style="list-style-type: none"> <li>Assessments are collected concurrently with the property tax bill</li> <li>General benefit contribution required</li> </ul>	<ul style="list-style-type: none"> <li>Assessments are collected concurrently with the property tax bill</li> <li>General benefit contribution required</li> </ul>	<ul style="list-style-type: none"> <li>Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval</li> </ul>

**Table VI-2: Overview of Potential Financing Mechanisms (Cont'd.)**

	REIMBURSEMENT AGREEMENTS	SPECIAL ASSESSMENT DISTRICTS	PROPERTY OR BUSINESS IMPROVEMENT DISTRICTS	INFRASTRUCTURE STATE REVOLVING FUND LOANS
DESCRIPTION	<ul style="list-style-type: none"> <li>• Advance of funds from developers for use toward backbone infrastructure</li> <li>• Alternatively, developers construct and deliver specific improvements</li> <li>• City and developer enter into Reimbursement Agreement</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment districts are typically formed in undeveloped areas and are used to build roads and install water and sewer systems for new</li> <li>• Requires finding of special benefit; assessments are levied on each parcel based upon its share of benefit from the improvements</li> </ul>	<ul style="list-style-type: none"> <li>• A legal mechanism for property owners in a defined geographic area to jointly plan and put in place a sustainable funding source that can pay for a set of services to improve their area</li> </ul>	<ul style="list-style-type: none"> <li>• Provides low-cost, long-term financing to public agencies and non-profit corporations for a wide-variety of infrastructure and economic development projects</li> </ul>
ELIGIBLE USES	<ul style="list-style-type: none"> <li>• Backbone infrastructure such as roads, wet and dry utilities, police and fire facilities, parks, etc.</li> <li>• Determined through negotiation of Development Agreement</li> </ul>	<ul style="list-style-type: none"> <li>• Real property acquisition</li> <li>• Roads/streets</li> <li>• Water/sewer improvements</li> <li>• Flood control</li> </ul>	<ul style="list-style-type: none"> <li>• Public space maintenance</li> <li>• Security</li> <li>• Marketing and promotions</li> <li>• Landscaping</li> <li>• Community services</li> <li>• Capital improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Finances capital costs of public infrastructure such as land, construction of facilities, the purchase and installation of equipment as well as project soft costs:               <ul style="list-style-type: none"> <li>◦ design</li> <li>◦ environmental</li> <li>◦ engineering</li> <li>◦ permits and construction management</li> </ul> </li> </ul>
FORMATION PROCEDURE	<ul style="list-style-type: none"> <li>• Two-party Development Agreement between City and Developer</li> </ul>	<ul style="list-style-type: none"> <li>• Typically property owners petition a City to form a district to finance large-scale infrastructure improvements</li> <li>• Requires a majority vote of affected property owners through an assessment ballot procedure conducted at a public hearing</li> </ul>	<ul style="list-style-type: none"> <li>• Approval of stakeholders representing at least 50% of property assessment value is required</li> <li>• Initial PBID term is 5 years; upon renewal, a district may be established for a another 10 years</li> </ul>	<ul style="list-style-type: none"> <li>• Application required</li> <li>• Eligible applicants include any subdivision of a local government, including cities, counties, special districts, assessment districts, joint powers authorities and non-profit corporations formed on behalf of a local government</li> </ul>
FUNDING PARAMETERS	<ul style="list-style-type: none"> <li>• Typically repaid from CFD bond proceeds and/or Development Impact Fees collected from future developers</li> </ul>	<ul style="list-style-type: none"> <li>• Municipal bonds supported by special assessments are issued to provide upfront funding to construct improvements</li> <li>• General benefit contribution required annually by City</li> </ul>	<ul style="list-style-type: none"> <li>• County collects assessments from property owners for Property and Business Improvement Districts (PBIDs) and distributes the revenue to the City which then provides the funding to the PBID</li> </ul>	<ul style="list-style-type: none"> <li>• Amounts range from \$50,000 to \$25 million with loan terms up to 30 years</li> <li>• Loan amounts may exceed \$25 million on a case-by-case</li> <li>• Interest rates vary and are based on a number of factors</li> </ul>

**To:** Brian Mooney, FAICP, Principal  
**Subject:** Feasibility Assessment  
Northside Consolidated Plan, City of Riverside

June 11, 2018

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## **VII. LIMITING CONDITIONS**

1. The assessment contained in this document is based, in part, on data from secondary sources such as state and local government, planning agencies, real estate brokers, and other third parties. While KMA believes that these sources are reliable, we cannot guarantee their accuracy.
2. The assessment assumes that neither the local nor national economy will experience a major recession. If an unforeseen change occurs in the economy, the conclusions contained herein may no longer be valid.
3. The findings are based on economic rather than political considerations. Therefore, they should be construed neither as a representation nor opinion that government approvals for development can be secured.
4. Market feasibility is not equivalent to financial feasibility; other factors apart from the level of demand for a land use are of crucial importance in determining feasibility. These factors include the cost of acquiring sites, relocation burdens, traffic impacts, remediation of toxics (if any), and mitigation measures required through the approval process.
5. Development opportunities are assumed to be achievable during the specified timeframe. A change in development schedule requires that the conclusions contained herein be reviewed for validity.
6. The analysis, opinions, recommendations and conclusions of this document are KMA's informed judgment based on market and economic conditions as of the date of this report. Due to the volatility of market conditions and complex dynamics influencing the economic conditions of the building and development industry, conclusions and recommended actions contained herein should not be relied upon as sole input for final business decisions regarding current and future development and planning.



# NORTHSIDE SPECIFIC PLAN

AN INTERJURISDICTIONAL PROJECT OF THE CITY OF RIVERSIDE & CITY OF COLTON

## ROUND 3 – DRAFT PLAN COMMUNITY INVOLVEMENT SUMMARY

July 5, 2018

### Summary Contents

This summary provides information about the third round of community involvement activities for the Northside Specific Plan project. The third round primarily consisted of a community workshop and presentations to community groups and organizations.

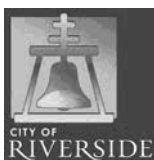
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**Appendix A:** Input Received at Community Workshop

**Appendix B:** Workshop Materials

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## 1. Introduction

### Purpose

In recent years, the City of Riverside staff and elected officials have been actively discussing the future of the Northside neighborhood with community members. To achieve a common vision for the neighborhood, the City initiated a community-based planning process that will result in creation of the Northside Specific Plan. Based on the shared vision, and created with community input, this plan will establish goals, policies, and regulations to guide future development in the area. When completed, the Northside Specific Plan will be instrumental in preserving the Northside's history and environment, while enhancing the area's economic future, mobility, and other quality of life factors.

Guided by the process's [Community Involvement Plan](#), the City conducted three rounds of community engagement. The first round, conducted during spring and summer 2017, explained the project goals and objectives, shared technical issues and planning implications from baseline studies, and solicited input for a common vision and topical goals for the Northside Specific Plan. The City synthesized input from this initial round of outreach to develop a set of preliminary planning concepts, which were explored and discussed during the second round of community involvement. The synthesized input from this second round of outreach guided development of the Draft Plan. The third round of community outreach was conducted in June 2018 to share the Draft Plan and solicit feedback, questions, and concerns.

### Objectives for the Third Round

Activities of the third round of community involvement focused on the following objectives:

- Present and explain the Draft Plan.
- Continue to increase the number of Northside community members, landowners, and other stakeholders involved in the planning process for the Northside Specific Plan, including community members who have not been involved in previous planning discussions.
- Continue to inform community members and other stakeholders about the launch of the Northside Specific Plan process (purpose, need, benefits, and process) and role of community involvement in the process.
- Continue to collect contact information from interested community members for future project announcements and updates.

## 2. Major Input Themes

This section describes major input themes from Community Workshop #3. The themes represent recurring comments, feedback, and ideas from attendee input. Understanding the full range and depth of the input requires reviewing the documentation in the appendices. The first section details themes from each open house station at Community Workshop #3. The station boards can be viewed [online](#). The second section lists cross-cutting themes among all stations. Themes are listed in alphabetical order. Note that ordering does not reflect any prioritization or ranking.



## Station Themes

### Station 1: Draft Plan

The comments at this station were wide-ranging and are included in the “cross-cutting themes” section below.

### Station 2: Existing Neighborhoods with Improvement

Many comments at this station expressed concern for the traffic on Columbia Avenue. Some advocated for traffic calming measures and others addressed banning truck traffic. Many also advocated for sidewalks and crosswalks for pedestrians on Columbia Avenue. Other comments indicated that no multi-unit residences be built near the Fremont Elementary School.

### Station 3: Northside Village Center

Comments at this station covered many topics and do not exhibit any strong themes. Like input in prior outreach events, the need for a grocery store remained a common theme. Additional themes in the input at this station touched on parking, vehicular traffic, and pedestrian safety. Suggestions for the police station included adding a community center and making it visually appealing. While some supported generally the police station, several questioned the need for it.

### Station 4: Spanish Town

Input at this station was enthusiastic about the plans for the area, and most favored Option 2, in which Orange Street would end at Center Street. It was preferred since ending Orange Street at the intersection would eliminate drive-through vehicle traffic. Other comments indicated that Option 2 needs to include more parking. People also expressed enthusiasm for preservation of the Trujillo Adobe and said that it should not be moved.

### Station 5: West La Cadena Corridor

The most prevalent comments at this station focused on development near the freeway. Some people expressed that residential areas should be sited away from freeways and that better screening is needed now.

### Station 6: Open Space, Parks, and Trails

Almost all input at this station expressed a preference for the Option 1, since the soccer fields remained where they currently are. In general, people supported the soccer fields staying in place. Other reasons cited for favoring Option 1 included preserving mature trees, avoiding parking conflicts, and protecting better views for nearby residences. Other comments supported preservation of the Springbrook Arroyo. A few comments pointed out drawbacks to a privately-owned sports complex.

### Station 7: Pellissier Ranch Open Space and High-Tech Business Park

The most common comments at this station related to open space and recreational activities. Some expressed satisfaction that open space was included, while others argued that not enough was included. Some said more agriculture and community gardens should be located in this area while others suggested adding camp grounds. Two comments advocated for surveying the area before building anything because of the La Placita Settlement history.

### Station 8: Mixed-Use and Residential Neighborhoods





Several comments at this station expressed skepticism for mixed-use development, and others advocated for non-residential uses, particularly the preservation of Main Street businesses at the intersection of Orange and Center Streets as an industrial buffer zone. Some people said that high-density residential development was inappropriate, particularly near Center and Orange Streets.

## **Cross-Cutting Themes**

### **Mobility**

Comments at many stations called for general improvement to public transit, such as more bus stops. Input also called for adding more bike lanes. Many comments contained pleas for safer conditions for pedestrians, including adding sidewalks to Chase, West La Cadena, Strong, and Orange Streets. People had concerns about traffic on Columbia Avenue, particularly between Orange and Main Streets. There was also a suggestion to add an additional access point off Main Street to reduce traffic there. Other comments argued against high-density development or large stores in the Village Center since they would bring more traffic to the area.

### **Parking**

At almost every station, there were consistent questions about parking plans. As previously mentioned, most comments expressed concern about insufficient parking for cross-country races or other sporting events.

### **Open Space and Agriculture**

People were pleased with the open space planned near Reid Park and Pellissier Ranch. There were many comments that advocated for more small-scale agriculture or community gardens to be included, particularly in Pellissier Ranch, and, to a lesser extent, in West La Cadena Corridor.

### **Truck Traffic**

Some concerns were expressed regarding semi-truck traffic on Columbia Street and people suggested calming measures or to ban truck traffic. At the West La Cadena station, one comment asked if commercial traffic would be restricted in residential neighborhoods. Two others said that truck traffic mitigation was needed. Truck traffic was also a concern for Center Street in the Spanish Town.

### **Warehouse**

Opposition to the proposed warehouse on Center Street was heard at many of the stations, with reasons ranging from community character impacts, increases in truck traffic, and low job generation for the amount of land. Several people advocated for keeping the soccer fields in their current location to preclude warehouse development.

## **3. Community Organization Meetings**

### **Purpose**

In the weeks leading up to Community Workshop #3, the Northside Specific Plan team coordinated outreach with various stakeholder organizations by attending their regular monthly meetings (as shown in Table 3.1). At



each meeting, the Project Team provided a brief overview of the Northside Specific Plan project launch, purpose, process, and the role of community involvement to attendees. The Project Team also announced the upcoming Community Workshop #3, addressed questions, distributed project literature, collected mailing list contact information, and encouraged participants to share project information with their networks.

### When and Where

Table 3.1 – Community Organization Meeting Schedule

Organization	Location	Date
Riverside Neighborhood Partnership	Riverside City Hall, 3900 Main Street, 5 <sup>th</sup> Floor	Monday, June 4, 2018
Latino Network	Centro de Niños, Bordwell Park, 2010 University Avenue	Wednesday, June 6, 2018 Wednesday, June 20, 2018
Northside Improvement Association	Ruth Lewis Community Center, Reid Park, 701 N. Orange Street	Monday, June 11, 2018
Downtown Area Neighborhood Alliance	Isaak Walton Building, Fairmount Park, 2710 Dexter Drive	Monday, June 18, 2018
Springbrook Heritage Alliance	Ruth Lewis Community Center, Reid Park, 701 N. Orange Street	Thursday, June 21, 2018

### Other Meetings

In addition to the above meetings, Project Team members also met with the representatives from the Spanish Town Heritage Foundation and representatives interested in Cross Country.

### Notifications

Because these outreach activities took place at existing, scheduled community meetings, other than coordinating schedules with key staff, it was not necessary for the Project Team to actively promote the events (e.g., published notifications, social media posts, etc.).

### Attendance

Attendance at each meeting varied and is reported in the summary of each event below.

### Format and Summary

This section includes description of each meeting attended by the Project Team.

#### Riverside Neighborhood Partnership

The Project Team attended the monthly meeting of the Riverside Neighborhood Partnership (RNP), a city-wide council with representation from all neighborhoods, on Monday, June 4, 2018. The RNP’s mission is to encourage formation of neighborhood associations city-wide and to provide a forum for neighborhood concerns, community collaboration, and mobilization. The RNP implements a large part the City’s “Our Riverside, Our Neighborhoods Initiative.” The RNP is comprised of staff from the Community and Economic Development Department’s Neighborhoods Programs.



At the meeting, the Project Team provided an overview of the Northside Specific Plan process, noting that a Draft Plan has been prepared and is ready for community input. The Project Team, along with RNP Chairman Tom Donahue, encouraged attendance at the upcoming Community Workshop #3, hosted on June 25, 2018, at the Springbrook Clubhouse. Chairman Donahue noted that the Northside Specific Plan process is important, as it is the first in an anticipated series of specific planning processes to be conducted in the City.

#### **Latino Network**

Project Team members attended a meeting of the Latino Network on Wednesday, June 20, 2018 at the Nati Fuentes Centro de Niños at Bordwell Park. The Latino Network organization was established to provide a forum for members to address issues impacting the Latino community. Monthly meetings generally feature programs relevant to this specific community.

At the meeting, the Project Team provided an overview of the Northside Specific Plan process, noting that a Draft Plan has been prepared and is ready for community input. The Project Team also announced the upcoming Community Workshop #3 on June 25, 2018, and encouraged the community to attend and comment on the draft plan. Latino Network meeting attendees asked questions regarding EIR content, specifically waste disposal, potential impacts of the adjacent Roquet Ranch project, and maintenance of existing wells on the former golf course. Community members expressed appreciation for Project Team efforts to include community input in the planning process.

#### **Northside Improvement Association**

The Northside Improvement Association (NIA) meets monthly at the Ruth Lewis Community Center at Reid Park and is the oldest neighborhood association in the City, established in 1912. The NIA provides a forum and clearinghouse for issues affecting the neighborhood.

Project Team members attended the monthly meeting on Monday, June 11, 2018 and provided an overview of the Northside Specific Plan process, noting that a Draft Plan has been prepared and is ready for community input. Along with the Northside Specific Plan presentation, there was discussion about reconfiguration of traffic lanes on Columbia Avenue, truck traffic in the neighborhood, and a suggestion of buffered bike lanes along Columbia Avenue adjacent to the former golf course. Attendees also asked about potential sewer connections in areas of the Northside neighborhood that are currently served by septic systems. The Project Team announced the Community Workshop #3 on June 25, 2018, and encouraged association members to attend and comment on the draft plan.

#### **Downtown Area Neighborhood Alliance**

The Downtown Area Neighborhood Alliance (DANA) meeting took place on Monday, June 18, 2018 at the Isaak Walton Building in Fairmount Park. According to the group vision statement, DANA members work to preserve and enhance their downtown neighborhoods and provide a grassroots forum to advocate for the concerns and ideas of its downtown residents.

Councilman Mike Gardner provided an overview of the Northside Specific Plan process and encouraged community members to attend Community Workshop #3 on July 25, 2018.

#### **Springbrook Heritage Alliance**



Project Team members attended the June 21, 2018 meeting of the Springbrook Heritage Alliance at the Ruth Lewis Community Center in Reid Park. The Alliance is “dedicated to preserving the heritage, culture, and open space in the Springbrook Arroyo Watershed communities of Riverside, Colton, Highgrove, and Grand Terrace.”

Project Team members distributed flyers promoting the June 25, 2018 Northside Specific Plan Community Workshop #3 and encouraged community members to attend. Meeting attendees also discussed a proposed warehouse project, which meeting leaders noted will be presented at the July 9, 2018 City of Riverside Land Use Committee meeting.

### 4. Community Workshop #3

#### Purpose

A major component of this third round of the Northside Specific Plan process was Community Workshop #3, as described in Table 4.1, which allowed community members to provide input on specific components of the Draft Plan.

#### When and Where

Table 4.1 – Community Workshop #3 Details

Location	Date
Springbrook Clubhouse, 1011 Orange Street, Riverside, CA 92501	Monday, June 25, 2018

#### Notifications

As part of the notification process community organization meetings (see Section 3) provided a valuable avenue for notifying the community about the date and time of Community Workshop #3. The Project Team and the community also used other forms of notification, as outlined in Table 4.2.

Table 4.2 – Community Workshop Notifications

Method
Northside Specific Plan website – <a href="http://www.northsideplan.com">www.northsideplan.com</a>
Email announcements
Social media announcements
Announcements on community organizations’ Facebook pages and websites
Announcements to City Council, Planning Commissioners, and Riverside Public Utilities Board, asking to extend the invitation regarding the community workshop
Two large banners: (1) corner of Orange Street and Columbia Avenue, and (2) corner of Main Street and Columbia Avenue
Grassroots notifications by community members
Nextdoor announcements
Postcards to owners of land with significant development potential

#### Attendance

Nearly 110 community members attended.



## Format and Summary

The format for Community Workshop #3 included three segments: a presentation, an open house, and a question and answer session. By sharing information and soliciting input using different methods, people with varying communication styles had opportunities to participate in ways they found comfortable and appropriate. To accommodate the Northside’s Spanish-speaking attendees, Spanish-speaking Project Team members were available to provide translation assistance.

Project Team members at the sign-in table provided attendees with a color-coded map of the Northside Specific Plan area and a “passport” for use during the open house segment. See the description of the open house for an explanation of the passport. The two documents are included in Appendix B.

A brief summary of the various Community Workshop #3 segments follows.

### Presentation

The Project Team gave a presentation, which is available on the project [website](#). Project Team members first gave an overview of the project. They summarized the community input received from past outreach efforts and how the input helped to inform development of the Draft Plan. The Project Team also noted that the Draft Plan must balance economic and market needs to achieve a higher quality of life and assure an economic return to Riverside Public Utilities ratepayers. They then explained that during the open house segment, participants would have the opportunity to ask Project Team members questions and provide feedback.

### Open House

The Project Team encouraged participants to visit the eight stations representing specific components of the Draft Plan. Project Team members staffing the stations answered questions and collected input. Participants provided comments using sticky notes at the stations and input cards. See Appendix A for the transcribed comments.

Each attendee received a passport at registration. The passports were meant to encourage attendees to visit and provide input at each station. Participants submitted their completed passport at the end of the open house segment to receive a door prize raffle ticket. Table 4.3 provides more details about the open house stations.



Table 4.3 – Community Meeting Stations

Station #	Station Name
1	Draft Plan
2	Existing Neighborhoods with Improvements
3	Northside Village Center
4	Spanish Town
5	West La Cadena Corridor
6	Open Space, Parks, & Trails
7	Pellissier Ranch Open Space & High-Tech Business Park
8	Mixed-Use & Residential Neighborhoods

**Question and Answer**

After the open house segment, the Project Team held a question and answer session. Appendix A contains a summary.



# Appendix A

## Input Received at Community Workshop #3



## Station 1

### *Sticky Notes*

- Add senior living.
- Way too few acres are dedicated to parks, Arroyo, and agriculture.
- We do pocket parks, why can't we do some pocket commercial spaces?
- Plan should include transition zoning for changed land uses.
- Getting better with each mtg!
- Support trail connections to River, Trujillo Adobe, the Park, and Spanish Town.
- A grocery store is needed.
- Adopt the Springbrook Heritage parklands proposal.
- Agricultural type of uses would be a great feature.
- More bike trails, upgraded sports complex.
- Please make the plan like New York City – high density, walkable, available stores, and open spaces, but make it affordable.
- Incorporate aggressive and innovative TOD zoning along main street near any potential station areas for future urban center.
- Current transit/road infrastructure is inadequate to support higher density and must be a comprehensive effort by PW and at the same time or before increased development.
- Improve public transit services, benches, and stops as well as parking.
- Public art murals.

### *Input Cards*

- I would like to see many more senior facilities and special senior centers like Janet Goeske.
- Great idea! This is my first meeting and I like how much work you have done, and please email to keep me informed.
- Work to make the Santa Ana river a recreational area and have the trails connect up.
- Need bike trail class, running trail, sidewalks.
- Trying to figure out street names on Draft Plan handouts – pens don't write on the map handouts.
- We do pocket parks, why can't we do more pocket commercial opportunities? There are a lot of residences already built – none of them have any commercial now. Let's consider them small commercial/retail inside existing neighborhoods.
- There may be a hard time to get people to change.

## Station 2

### *Sticky Notes*

- Should be single house to match existing neighborhood.
- No warehouse – will not mix well.
- No multi-buildings across from Fremont School.
- What is the impact of the Center Street Warehouse to this plan?





- What about current private land of different use?
- What about 300,000 safe warehouses? Plan changes?
- Improve connections between existing community and SART at locations beyond at Market St. and flood channel/Main St.
- Add detail/commerce opportunities in the existing and new mixed-use residential areas.
- Zoning changes needed B/mp on Main St. needs to be commercial that's what started all this.
- No more multi-units across from Fremont School.
- Police station should not be in this area.
- Traffic calming and neighborhood greenways.
- Get rid of truck-sized radii at intersections that are not designated to be truck routes.
- Need Buffer Industrial Land use at Center St. and Orange St. as interface between residential and Heavy Industrial in Colton.
- Would like to see improvements to east side of North Orange – curbs/gutters, sidewalks.
- Speed bumps on Strong St., between Orange and La Cadena.
- Get the truck traffic to move off Columbia.
- Do something about traffic on Columbia, stay on North side of street.
- I support more residential areas as opposed to business; bike lanes, no warehouse.
- Traffic calming please – on Columbia between Orange and Main.
- Need to get semis off of Columbia Ave!
- Need transitional zoning for existing Business Park being transitioned to residential zoning.
- Pedestrian crossings on Main, Center and Orange – side walks on Orange.
- Class IV bikeways and other improvements to create LTSZ connections.
- Improve RTA stops – benches, curbs, public transit improvements.
- Add sidewalks to Chase St. and La Cadena.
- Open Bowman St. Trail to La Cadena.
- Remove meth clinic from area.
- Connect septic tanks to main sewer line.

#### *Input Cards*

- Septic tank to main line and hook ups for older houses, saves digging up streets and sidewalks at a later date as well as removes possibility of septic leaching into proposed water way.
- Is there a safer solution than the Roundabouts?
- It would be good to fix streets.
- Sidewalks on orange pedestrian crossings on orange and main.
- I don't mind the concept of the police campus, but I want it visually inviting and welcoming.
- My concern was hearing that bikes lanes were going to be added to the already crowded Columbia Street. Strong doesn't have sidewalks and I was adduced to have the children use the sidewalks on Columbia to get to Fremont Elementary since the bus was taken away.
- Prevent warehouse, industrial, and heavy industrial development.
- Warehouses are land intensive and job poor.
- Are any of the projects public funded?



### Station 3

#### *Sticky Notes*

- Add another access point off of Main St. to reduce traffic on Columbia.
- Don't make the single-family homes too close.
- How long will it take to build the Village Center after city approval and all permits?
- If there's a warehouse style grocery store or supermarket planner, locate it on Main in the industrial area, not here.
- Require that all parking structure be designed to be transitioned to an alternative use.
- No high density residential traffic won't support.
- Great, but add a 20-foot green strip and sidewalk on Orange, Columbia, and Main St.
- Agricultural elementals need to be by residential.
- No industrial on Columbia and Main St.
- Daycare and gym affordable. Hm.
- We need a major grocery store.
- Good comprehensive planning
- Please no more police – crime is actually low. Invest in or communities: libraries, gardens, etc.
- If you put a super market, Stater Bros or Winco.
- Make sure there is enough parking for all these centers.
- Public transit connection? Parking? New businesses should also invest into the community.
- Farms with restaurants, food stands, homes for residential workers.
- Form-based code to allow for adaptive reuse of commercial.
- Grocery store, Daycare, Gym.
- Winco.

#### *Input Cards*

- I like the concept but will compete with project going on/planned for 215/60 Interchange and Orange St. behind Fremont Elementary School. Might bring more traffic to area in concentrated area.
- A community center model that includes a small police station is better than an over-emphasis on a police station. Include social services, library, etc.
- No on warehouse!!!
- Will there be a partnership in place where the new businesses are contributing towards maintaining this community?
- I live on the corner of Columbia and Kearny and I am very discouraged to see apartment buildings in full view of my living room window.
- Some walking passage from Orange St.
- Village barriers prevent foot traffic from river bottom and below from moving through housing and neighborhoods north of Main St. at Columbia.
- Columbia Ave. is already prone to major accidents and cars running into houses. 4 inlet/outlets to Columbia would be devastating unless mitigated with stoplights at each.
- Fewer shops or none. Not the right street for enter and exits. More arts and recreation areas



- Great, but add a 20-foot green strip and sidewalk on Orange, Columbia, and Main St.
- Please no Costco size stores – would impact traffic and the environment.
- We definitely need a “major” grocery store in our area.
- No apartments or senior housing only!
- No more multi-units.

#### Station 4

##### *Sticky Notes*

- The area around Center St. and Orange St. is not appropriate for residential development. The Adobe should be relocated.
- Use option 2 to block 800 cars-a-day from the planned “Rogue Ranch”.
- Love the Olvera Street concept.
- 6 to 10 tiny houses to generate income.
- Family likes option 2.
- Just be sure the Trujillo Adobe is saved and Spanish Town becomes a reality!
- Create Olvera Street vibe!
- Culture, history, arts and food. Great features come forth in this area.
- Adobe cannot be relocated.
- Option 2 stops drive through traffic – good idea for cities and Adobe.
- Latino network member – option 2.
- Option 2 with move off street parking.
- City of Montebello has done a good job presenting the Juan Matias Sanchez historic adobe – a community resource.
- Heavy industrial on the north side of Center St. in Colton will never move. Trucks will always use Center St.
- Preserve and restore history gem, Adobe and other plaza buildings. How about Native Village and Springs?
- Great concept preserving the Historical Trujillo Adobe – Riverside Women’s Club.
- Is there any way to put the wrap around parking into option 2?
- STHF option 2.
- Spanish Town – option 2.
- There was a school suggested for Spanish town will it be a part of RUSD?
- Option #2 – enough traffic passing pedestrians – public transportation.
- Support option #2 – need parking and drop off/pickup area.
- Support trail wayside signage of Old Spanish Trail.
- Support preserving Trujillo Adobe and Spanish Town.
- Corner of Orange St. and Center add daycare where original Trujillo School was.
- Do not place waterway underground – option 2 preferred.
- A “destination” arose to cultural tourism will put the area on the map!
- Why do we need the City of Colton’s input?
- What is Colton advocating for?
- Nice to have history lessons.
- RTA connection?



- I like option #2!
- Prefer option #2

#### *Input Cards*

- I love the fact that you are entertaining the Restoration of the TA. It is a historical past of Riverside and should be preserved.
- I like option 2, it would eliminate traffic from Colton Housing project from crowding Spanish Town project.
- When considering how to deal with truck traffic on Center, why not separate it by propping Center below Spanish Town and keeping the Brides as pedestrian spaces on Orange?
- This is a huge “atta boy” and a long time coming. I hope I am alive to see it, thank you.
- Both options are great. Increase shopper presence, keeps historical value, adequate parking seems; only concern as pointed out is truck traffic and the necessity of having Cal-Trans at the table as this gets rolled out. Must oppress nearby freeway entry and exit.
- I appreciate the determination and drive of the Spanish Town alliance to get this into development.
- Have some kind of hotel and/or bed and breakfast for tourists to come and stay for a couple days.
- Use option 2 to stop the 800 cars a day from the “Rogue Ranch” development planned for La Coma Hills, thank you!
- Option #2.

#### **Station 5**

#### *Sticky Notes*

- Where are the community gardens in neighborhoods?
- Will commercial traffic be restricted from traveling in neighborhood areas?
- Major improvements needed for truck traffic.
- Where is truck traffic mitigation planned in design?
- Better screening from the freeway than what currently exists.
- No high density residential areas.
- That they place shade awnings, lots of sun.
- Do not site residential next to freeways.
- Away from freeway so less air pollutions.
- Public transportation connection?
- No warehouse please.
- More low-income homes.
- Good idea.
- Parking?

#### *Input Cards*

- I like the concept. Need to get drug treatment centers/trailer parks out on more in a controlled environment. I like the hotel/retail concept.
- Please use high density apartments/senior living facilities – it will keep schools from being overcrowded while providing much needed senior apartments.



- There's empty land behind my house (old boat shop). This would be a great place to have a community Garden (not too big and add life and beauty from freeway view – this is Riverside)
- Putting high density residential along a major interstate with poor air quality is not right. Traffic impacts won't work. La Cadena is one of only two commercial areas and should be retained as such.

## Station 6

### *Sticky Notes*

- Option 1 is the best.
- Do not move soccer fields!
- Absolutely don't give public money to subsidize a private sports center.
- I like the sports park next to the shops.
- Please do not move soccer field.
- Please keep as much sports land as possible.
- Please balance housing with enough space for recreation and leisure.
- How will the Colton/Center St. warehouses impact this plan?
- Make sure there is parking for the town center, so it won't use the community streets.
- No residential with houses so close.
- Trail needs to take into account and eliminate by design conflicts between people on bikes and on foot.
- Option 1 – leave soccer field as is so it does not become a warehouse in the future
- Park has a creek, as is.

### *Input Cards*

- Would like to see an amphitheater since Riverside is known for its Arts. Not so many soccer fields and many upgrades to Reid Park.
- Integrate as much small scale commercial agriculture opportunities as possible. Equity, income, business, and health impacts.
- I like this open space, park and trail, but I still want the bike trail, walk trail, and side walk on the outside by the main street Class I.
- To make sure there is enough parking for the cross-country events. As the cars are parked across the neighborhood of Columbia and Kearney and Orange Street, making it dangerously crowded for the people who live there.
- We already have parking issues, to add businesses then say share parking is a bit unreasonable.
- I am encouraged by the land use – please give preference to less is more, thank you.
- Riverside Camping with walking trails and mini gold waterpark (Nature and fun).
- Parking for sports complex needs to be provided. They are already parking in neighborhoods when there is an event such as cross country.
- The Springbrook waterway needs to be restored to its natural state, creating habitat. The city policies preclude encroachment closer than 50 feet and additional buffer space is needed for erosion control, habitat, and fire control.
- Leave the soccer fields alone. Make sure to add more park area.
- Option 1 is preferred for protection of existing mature trees in the old gold course. The existing soccer fields can be improved with additional planting of trees, etc.



- All designs need to plan around the existing healthy tree canopy.
- Sounds like there is real use for open space.
- Privately owned sports complex would ensure proper maintenance but could result in selecting one higher paying team over another.
- Support option 1 – what do you mean by privately owned and what are the conceptual details?
- Fully support the Springbrook Arroyo.
- I like both options, but option 1 is more practical. Being of Reid Park LL, Rugby, and soccer have congruent tournaments, option 2 will be overfilled with cars from all. At least option 1 separates all the recreation that will be going on.
- Concerned about emphasis on parking. I would rather see a multi-level parking structure than a massive lot with a massive footprint.
- I like option 2 – Seems more sustainable by according better access to shopping – more business friendly with neighborhood flair.
- Recreation, open space, reform to natural flow, and wild life will be great for residents, neighbors, and environment.
- Fully support the preservation and restoration of the Springbrook Arroyo!
- I don't like the shopping center next to the shops.
- Use option 1 – Keeps soccer field as is, so it does not become a future warehouse! And creek runs through parkland.
- Option #1 – Keep AB Brown where it is now.
- Is there a need for another sports complex? Will the leagues actually show interest in using it when they already use Silverlakes in Norco? There aren't big soccer club teams based out of Riverside. It would be a good idea to expand it to a multi-sport complex – soccer, football, rugby, etc.
- Make sure baseball and soccer coordinate to reduce parking issues.
- Option 1 is better for an eyes-on-the-park from the residential than on the south side of the park.
- Trails should take into account the realistic speeds and experiences of people traveling on various wheeled devices and provide clear delineation to separate the two user groups.
- I like option 1 better than 2 and can the open space be larger?
- Option 1 is good, option 2 is no good! We don't trust the city or RPU.
- Improve current soccer field.
- Bathrooms would be nice.
- Indoor recreational center would be nicer with more opportunities for kids.
- No to option #2 – leave the soccer fields where they are!

## Station 7

### *Sticky Notes*

- Coordination with Roquet Ranch specific plan.
- Natural resources are more important – use for water recharge.
- No building until ground survey of original La Placita Settlement.
- We do not need another business park, we have lots.
- Enclosed camping and recreation area to prevent homeless activity.
- Love the preservation of the Springbrook Arroyo.



- Improve public transit service.
- Do not sell RPU building, lease instead.
- More open space and agriculture please.
- What kind of recreational facility?
- Campground activity area.
- Parking plan?
- More bike trails.
- Improve all curbing.
- Provide world-class bikeway connection through this zone to the SART.
- Great concept, you can also add archeological sites, this area is rich.
- Acknowledge through design historical trails ie. Old Spanish Trail Route.

#### *Input Cards*

- This plan designates too few acres to agriculture, urban ag, and community gardens. Community gardens need to be designed into neighborhood areas and parks, plus a dedicated area for agriculture. The choice for ag land needs to be based on soil capability units in the Western Riverside Co. for efficient land use.
- Cannot build anything until the site is investigated! This is the location of the original La Placita settlement! Sandy soil over all the foundations!
- Great retaining open space, parks, local agriculture; especially agri-related neighborhoods.
- Eco Innovation – for sustainable food, energy, housing and transportation.
- I like the concept!

#### **Station 8**

#### *Sticky Notes*

- What would the average rent be to live in a multi-family unit?
- Biophilia – Open space, not just for wealthy neighborhoods.
- What is the business owners' position on this plan?
- Provide more parking at existing soccer fields.
- Against mixed-use, long term doesn't work.
- Improve public transit.
- Senior housing?
- Parking plan?
- No industrial.
- Build Winco.
- Development in floodplain.
- Build 1-story building for elderly and include walk-in showers.
- Accidents on Columbia, Orange – Fatality Kerry/Columbia.
- Preserve Main Street businesses as much as possible.
- Provide designed buffer for safety of pedestrians.
- I support the upgrade from towing and trailer storage rentals.
- If land is already privately owned, how do you achieve the desired results?



- This is one of only 2 commercial areas and needs to stay that way.
- Don't care for high density housing, subsidized housing would be great.
- Form-based codes in Main Street, Urban, and South Center St. residential.
- I support having more housing for low income people and mixed-use high-density buildings.
- The land around the intersection of Orange and Center is not suitable for residential development. I suggest using this area as Buffer Industrial per GP.
- Transitional zoning needed for property being transitioned from Business Park to Residential.
- New 200,000 SF warehouse approved in Colton on North side of Center Street. Need Buffer Industrial Zone.
- Just FYI: No retail or restored park/Arroyo gets built without Residential going in first. In other words, supporting the new residential drives the economics of everything else.

#### *Input Cards*

- The most pressing issue is infrastructure existing, which cannot support increased usage. Current developments front costs for improvements directly adjacent/serving projects, but this leads to piecemeal patterns (think of saw tooth effect with road dedications). Comprehensive commitment, long-range planning and pre-development improvements are needed to better integrate this plan into the area in a naturally-fitting way. The demand for housing is there, but we should not be creating these "islands" of mixed-use ill-fitting to surrounding uses.
- On behalf of Jimmy Preuiti and Frontier Communities, we would like to be a cornerstone of acquiring and helping transition the new proposed residential areas. This will have some of the highest risk and take the most vision to deliver the first rooftops that begin to make the economics of the entire plan work. We are prepared to invest heavily and make a large bet on the future of North Riverside.
- The area around Center St. and Orange St is not appropriate for residential development. This one should be designated as an Industrial Buffer zone. Heavy industrial on the north side of Center St. should not be adjacent to proposed residential.
- Too many houses which means we will need another school sooner rather than later. This has happened before, and classes got up to 40-45 a classroom.
- Huge change but we should really switch the plan of the park area to go to where you plan to put the business and restaurant area.
- Too many trees and trails destroyed to build more right next to it?
- No high density residential. Expand and keep commercial opportunities on Main St. corridor.
- Provide more parking at existing soccer fields, and don't move them.
- Not sure about Residential on such a busy high traffic at Main and Center.
- Like overall concept of this station!





## Question and Answer Session Notes

Q. What is the deadline for providing comments?

A. There is a joint City Council and Riverside Public Utilities (RPU) meeting tentatively scheduled for July 25 at the Board of Supervisors Chamber at the Downtown Riverside County building. It would be best if comments were received within a week of the workshop date so that the team can incorporate the comments into the staff report for the joint meeting. The environmental impact report (EIR) process will also have a comment period. There is also an opportunity to comment on the Draft Plan once it has been prepared.

Q. Is there a date for when this project will be built?

A. The Specific Plan will have an implementation plan to define and phase-in the development. A public hearing process and review of Requests for Proposals/Requests for Qualifications will also be administered before there is any development. The proposed development will take several years.

Q. Will the Northside Specific Plan team continue to update the community on the process?

A. Yes, community members can sign up to receive email notifications for updates on the process.

Q. Why is RPU deciding to sell the property now?

A. Please ask an RPU representative. There is a tentatively scheduled joint City Council and RPU meeting on July 25.

Q. What about the possibility of leasing RPU land? Who is responsible for infrastructure?

A. Please ask an RPU representative. There is a tentatively scheduled joint City Council and RPU meeting on July 25.

Q. When will materials be posted online?

A. The Workshop 3 materials will be posted on NorthsidePlan.com within a week.

Q. What about the 308,000 square foot warehouse proposed on Placentia/Center Streets?

A. It will depend upon what the Land Use Committee and City Council decide. If the City Council decides to uphold the appeal, then the warehouse property is proposed to be used for single-family residential. If the City Council does not uphold the appeal, then the City will figure out how to best integrate the warehouse in the middle of single-family residential homes.

Q. Will there be a tax increase?

A. There will be no tax increase to existing homeowners, but there may need to be a Mello-Roos tax for new structures/property owners.

Q. There is a recent ban on truck traffic between Lane to Spruce Streets.



A. The City is proposing ideas to discourage truck traffic throughout the Northside using traffic calming infrastructure.

Q. One out of three trucks use Center Street to travel to the I-215, will the City widen and reinforce Center Street to handle trucks?

A. The City is proposing ideas to discourage truck traffic throughout the Northside by ways of traffic calming infrastructure and are also taking into consideration the speed that trucks should be moving. Pedestrians are also part of this consideration.

Q. How much change to the draft Plan will there be by the City Council? Will there be another outreach process if there is a drastic change?

A. The City Council has yet to review the draft Plan. The City Council will direct outreach efforts after their review of the draft Plan if needed.

Q. How much will change after this workshop?

A. There may be small changes to the draft plan unless there is a unanimous voice that states the project team proposed something that is not in line with what the project team has heard throughout the planning process.



# Appendix B

## Workshop Materials



# WORKSHOP PASSPORT

## Northside Specific Plan



**Station 1:  
Draft Plan**



**Station 5:  
West La Cadena Corridor**



**Station 2:  
Existing Neighborhoods  
with Streetscape & Mobility  
Improvements**



**Station 6:  
Open Space, Parks, & Trails**



**Station 3:  
Northside Village Center**



**Station 7:  
Pellissier Ranch Open  
Space & High-Tech  
Business Park**



**Station 4:  
Spanish Town**

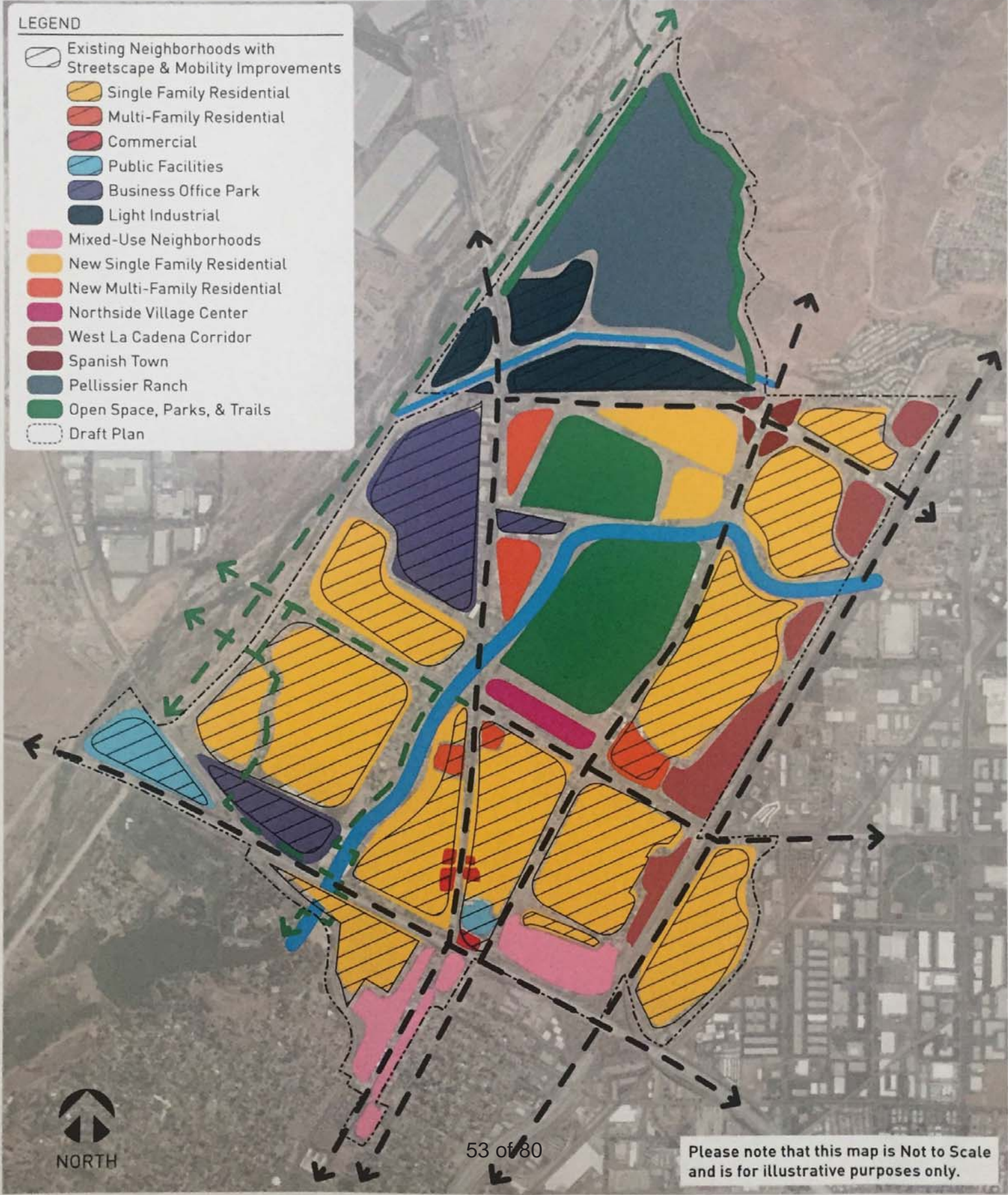


**Station 8:  
Mixed-Use Single-Family &  
Multi-Family**

## DRAFT NORTHSIDE PLAN

### LEGEND

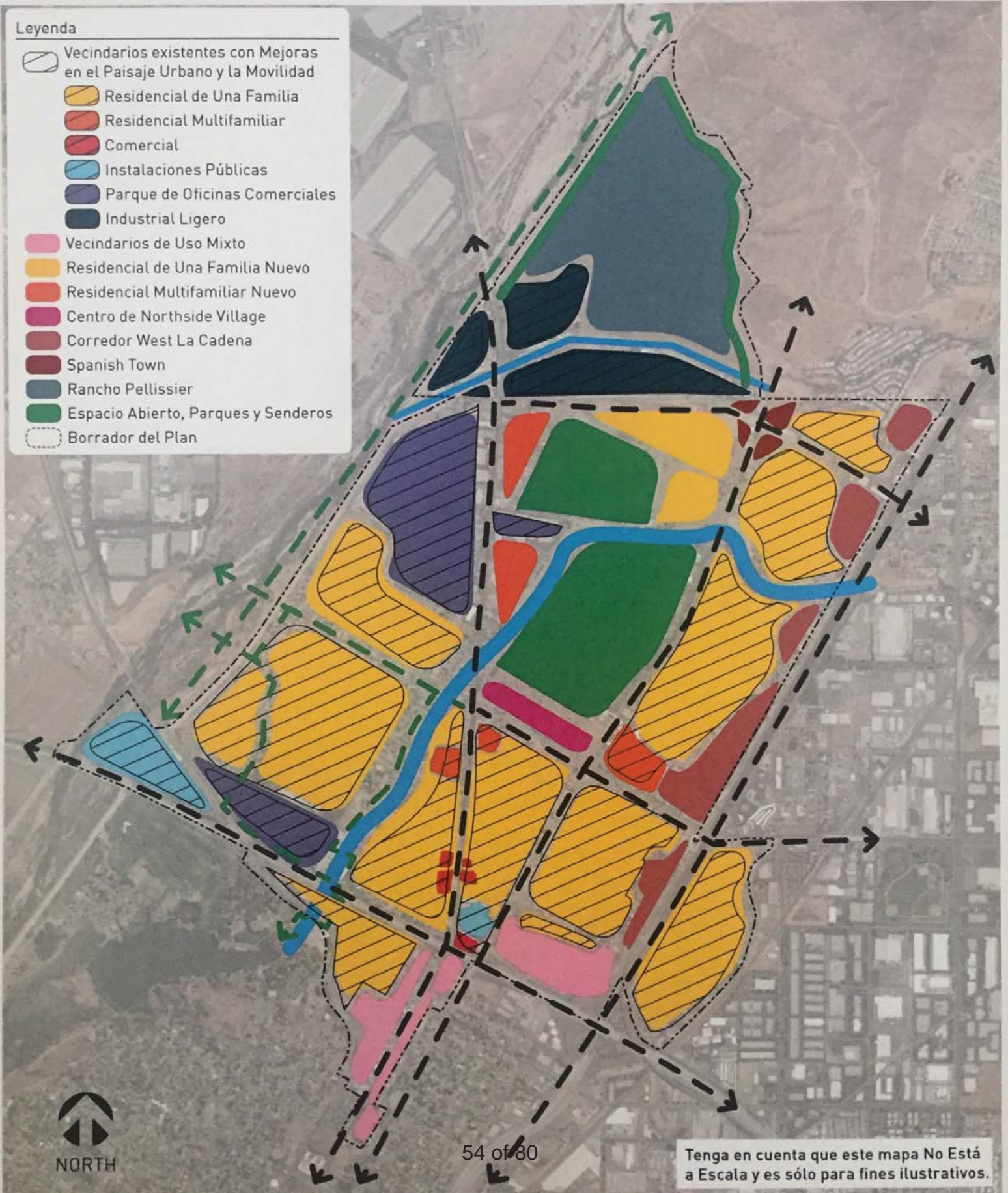
- Existing Neighborhoods with Streetscape & Mobility Improvements
- Single Family Residential
- Multi-Family Residential
- Commercial
- Public Facilities
- Business Office Park
- Light Industrial
- Mixed-Use Neighborhoods
- New Single Family Residential
- New Multi-Family Residential
- Northside Village Center
- West La Cadena Corridor
- Spanish Town
- Pellissier Ranch
- Open Space, Parks, & Trails
- Draft Plan



## BORRADOR DEL PLAN DE NORTHSIDE

### Legenda

-  Vecindarios existentes con Mejoras en el Paisaje Urbano y la Movilidad
-  Residencial de Una Familia
-  Residencial Multifamiliar
-  Comercial
-  Instalaciones Públicas
-  Parque de Oficinas Comerciales
-  Industrial Ligero
-  Vecindarios de Uso Mixto
-  Residencial de Una Familia Nuevo
-  Residencial Multifamiliar Nuevo
-  Centro de Northside Village
-  Corredor West La Cadena
-  Spanish Town
-  Rancho Pellissier
-  Espacio Abierto, Parques y Senderos
-  Borrador del Plan



# *Old Spanish Town Village District* **SPRINGBROOK HERITAGE PARKLANDS & WALKING TRAILS**

Riverside - Colton - Highgrove - Grand Terrace  
California U.S.A.

## **OLD SPANISH TOWN VILLAGE DISTRICT**

***Pellissier Ranch and La Loma Hills in Colton to Columbia Avenue in Riverside, La Cadena Drive to the Santa Ana River. To establish future land use policy on the neighborhood's diverse heritage for protection of its irreplaceable community treasures***

- Occupied by native peoples in pre-historic times; Mission San Gabriel Rancho 1771; Jurupa Rancho 1838; Bandini Donation 1843; La Placita de los Trujillos in 1843; Spanish Town 1870; Northside Improvement Association 1912.
- Archeological discoveries have already been made at La Loma Hills, Elliotta Hot Springs and other locations, high potential for more.
- Rezoned for Industrial-BMP by local Redevelopment agencies 1990.
- Active wells with underground river channel and other water resources--environmental constraints limit use.
- *Old Spanish Town Village District* calls for investor-driven rezoning of all Industrial and BMP-Business Manufacturing Park properties to uses compatible with protection of Springbrook Arroyo, Reid Park, Ab Brown Sports Complex, CIF Cross Country Course at old golf course, Trujillo Adobe, Pellissier Ranch, La Loma Hills, and existing residential streets (see detail below).
- *OSTVD* is consistent with the goals of Northside Improvement Association, Spanish Town Heritage Foundation (founded 2013), Northside Community Plan of 1991, and Riverside General Plan Northside Land Use and Design Guidelines 2013-15 which call for the preservation of the area's rural-residential character.
- No eminent domain to acquire private property for public or private Village District uses.
- Funds to be raised from private sources for purchase of private properties if current owners do not wish to participate in *OSTVD* development.
- All walking trails would be crushed-granite on new walkways and streets without sidewalks or marked with a sign on streets with sidewalks. Trails would connect SHA venues to one another and the Santa Ana River Parkway.

## **SPRINGBROOK ARBORETUM & CHAMPIONSHIP CROSS COUNTRY COURSE**

***Former Riverside Golf Course currently under contract with RUSD for use as CIF Championship Cross Country Course***

- 129 acres owned by City of Riverside, under RPU oversight and maintained by Parks Department; wells in use. Composed of several parcels zoned for public recreational facility, commercial and residential.
- Most of acreage is located within the original Bandini Donation boundaries and was part of La Placita.
- Our proposal calls for dedication of the entire 129 acres as a permanent public open-space recreational facility to be called *Springbrook Arroyo Arboretum & Championship Cross Country Course*.
- Proposal calls for long-term or indefinite extension of the current lease with option to buy.
- Proposal calls for no improvements except for crushed-granite cross-country courses, parking, pedestrian walkways and vehicle access. Ponds and arroyo to be restored to attract waterfowl and wildlife.
- Arboretum to be stocked with drought-resistant local native trees and related vegetation by volunteers under direction of Parks Department or other appropriate authority.
- Existing fence to be replaced with heavy-duty 19th-century style wrought iron or steel fencing using funds raised from private donors.
- No restrooms, drinking fountains, picnic tables, benches, electrical or water hook-ups, night lighting, concession stands, BBQs, or other modern amenities.
- Prohibitions to include no amplified music, no loudspeakers, no RV or camper parking, no fishing, no fireworks, no model planes or drones, no vagrancy, no skateboards, no skates, no smoking, etc.
- No tent or open-air camping, campfires or outdoor cooking except by permit for approved activities by organizations under contract with the City of Riverside.
- When not in use by CIF, park would be available only to groups that do not want amenities; fee-scale to be pro-rated.
- Open to the public during daylight hours when not in use by CIF or contracted groups.

## **AB BROWN SPORTS COMPLEX**

***Maintained and operated by AYSO-Region 47 since 1980 under contract with the City of Riverside***

- 55 acres owned by City of Riverside, under RPU oversight; one well in operation.
- Our proposal calls for dedication of site as a permanent public open-space recreational facility.
- Proposal supports long-term or indefinite extension of lease to AYSO-Region 47 with option to buy.

### **EXPANSION OF AB BROWN SPORTS COMPLEX**

**Currently under private ownership and zoned for BMP, currently proposed for a 45-ft. high 308,000 sq. ft. warehouse**

- Our proposal calls for annexation of the site by the City of Riverside for dedication as permanent public recreational facility for additional Ab Brown Sports Complex open-space playing fields and parking.
- Funds to be raised from private donors.
- AYSO to be offered the right of first refusal for lease or purchase of the site for permanent open-space recreational uses.

### **TRUJILLO ADOBE RESTORATION, LIVING HISTORY MUSEUM & CULTURAL CENTER**

**Historic city, county and state site built in 1862; oldest non-native residence in Riverside County**

- Currently owned by Riverside County Parks Department.
- Built by Juan Trujillo in 1862, descendent of Lorenzo Trujillo, founder of La Placita 1843.
- Our proposal calls for restoration of the Trujillo Adobe and establishment of related living-history museum and cultural center by Spanish Town Heritage Foundation. <https://www.facebook.com/SpanishTownHeritageFoundation>
- Proposal includes purchase of nearby privately-owned parcels from current owners with funds from private sources for reconstruction of Trujillo School (1875), Trujillo Cantina (1900), chapel, and other venues on adjacent or nearby private parcels.
- The adobe, museum and cultural center will complement the proposed Old La Placita Historical Park and serve as a focal point for new 19th-century themed-development in the OSTVD.

### **OLD LA PLACITA HISTORIC PARK**

**Borderlands of Cahuilla and other native tribes until Spanish colonial period 1771; original site of La Placita de los Trujillos 1843; Pellissier Ranch 1905-1960s**

- Currently owned by City of Riverside; managed by RPU; wells and underground water resources.
- Our proposal calls for dedication of the 227-acre parcel as a historic site to be called *Old La Placita Historic Park*.
- La Placita village, the oldest settlement in Riverside County, was washed away in the Flood of 1862 then rebuilt on higher ground at the base of La Loma Hills. Its site overlooks the Santa Ana River, Agua Mansa, the Old Spanish Trail, much of the San Bernardino Valley, the mouth of Cajon Pass, and the San Bernardino Mountains.
- La Placita and La Loma Hills have potential as a destination point for Old Spanish National Trail enthusiasts. [www.osta.org](http://www.osta.org)
- *Old La Placita Historic Park* to include a reconstructed La Placita Village square, adobe houses and La Loma School with a living-history working farm based on archeological survey to locate original foundations.
- Public or private ownership; operated by a private historical foundation according to the standards of the profession.
- Funds for acquisition and development would be raised privately from private sources.

### **FARMERS' MARKET, COMMUNITY GARDEN, SHOPS, NATURAL & AGRICULTURAL PRESERVE**

**Various privately-owned parcels currently zoned Industrial to be purchased by private investors and rezoned for OSTVD themed-development**

- Building designs to be people-friendly and consistent with La Placita and Spanish Town-era architectural styles (1845-1905)--whitewashed adobe or wood-frame with simulated shake roofing.
- Onsite parking and walkways to be crushed granite or other permeable surface, outdoor utility fixtures to appear historically-compatible to venue.
- Venues would also include historical arts & crafts shops, neighborhood markets, farm-to-table restaurants, gift shops, native arts & crafts, small businesses, GrowRiverside trading post, pick-your-own seasonal produce, non-profit organization offices, etc.
- Development would be investor-driven, subject to land use and design review standards for the district.

#### **Endorsed by:**

Springbrook Heritage Alliance  
Northside Improvement Association  
Spanish Town Heritage Foundation  
Friends of Blue Mountain  
Friends of Fairmount Park  
University Neighborhood Association  
Academy of Living History Performing Arts

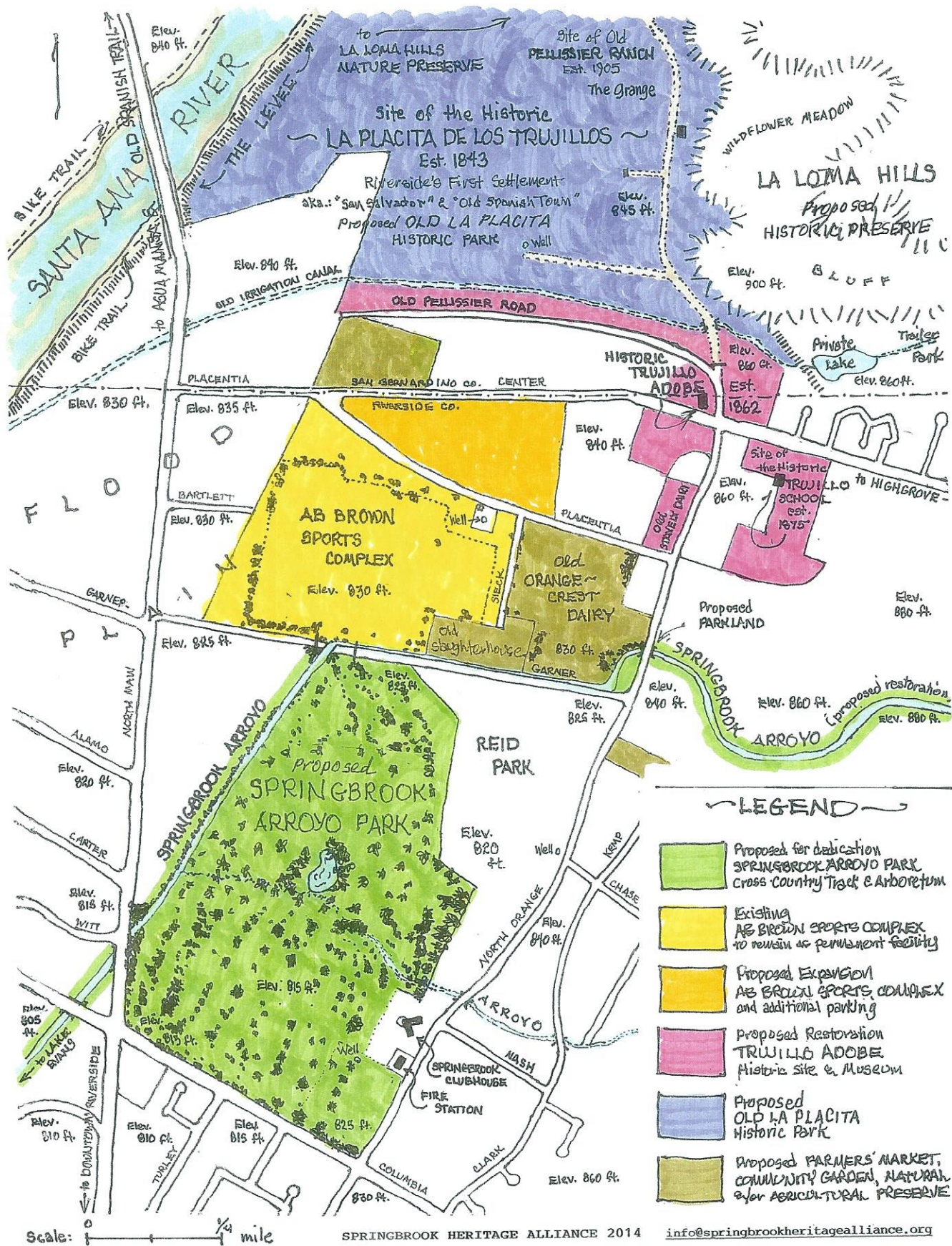
For more information:

[info@springbrookheritagealliance.org](mailto:info@springbrookheritagealliance.org)  
<https://www.facebook.com/springbrookheritagealliance>



# SPRINGBROOK HERITAGE PARKLANDS & WALKING TRAILS

## Old Spanish Town Village District



TO  
**THE JURISDICTIONS OF  
 RIVERSIDE, COLTON, HIGHGROVE & GRAND TERRACE:**

We, the undersigned, support the Springbrook Parklands & Walking Trails proposal to protect and connect the irreplaceable treasures of the Springbrook Arroyo Watershed for the benefit of the communities of Riverside, Colton, Highgrove and Grand Terrace.

These assets include: the Springbrook Arroyo, Springbrook Falls, La Loma Hills, Pellissier Ranch (site of the village of La Placita de los Trujillos), the historic Trujillo Adobe, site of the Trujillo School, Riverside Championship Cross Country Course (site of former Riverside Golf Club), Ab Brown Sports Complex, sites of Orangecrest Dairy, Stavely Dairy and other farming operations, Sieck Meat Packing Co. building, late 19th-century Southwestern-style workingclass housing, Reid Park, undeveloped open spaces, and much more.

All these places are threatened by Industrial zoning and new development projects that are incompatible with the area's existing rural-residential character, currently home to thousands of families and much wildlife, and serves as a playground for thousands more who often come long distances to enjoy the recreational and cultural activities that are part of the community tradition. We support property rights, but we believe that like Liberty they are reciprocal and new development should benefit the people who are already here, not harm them or their neighborhood.

We ask you to adopt the Springbrook Heritage Parklands & Walking Trails plan, which includes the following destinations:

- a) **OLD SPANISH TOWN VILLAGE DISTRICT**  
 Creation of a cultural heritage district from La Loma Hills Nature Preserve in Colton to Columbia Avenue in Riverside to promote small-scale private investment in themed-development to support the proposed Trujillo Adobe Museum complex, sports competitions, and residential neighborhoods; prohibit Industrial and large-scale development projects.
- b) **SPRINGBROOK ARROYO PARK, CROSS COUNTRY COURSE & NATIVE ARBORETUM**  
 Dedication of the entire 129-acre former golf course, now in use as the Riverside Championship Cross Country Course, as a permanent park, arboretum and unimproved
- c) **AB BROWN SPORTS COMPLEX WITH POTENTIAL EXPANSION ACROSS PLACENTIA LANE**  
 Dedication as permanent open space recreational facility, continue operations under current AYSO Region-47 management.
- d) **TRUJILLO ADOBE RESTORATION, MUSEUM & LIVING HISTORY CULTURAL CENTER**  
 Develop the historic landmark as a focal point for Old Spanish Town Village District.
- e) **OLD LA PLACITA HISTORIC PARK**  
 Dedication as permanent parkland and historic site, a destination for Trujillo Adobe, Old Spanish Trail and Spanish Town Village District visitors, venue for living-history performances and re-enactments. La Loma Hills to be dedicated as a Wilderness Preserve.
- f) **COMMUNITY GARDENS, OUTDOOR FOOD-ONLY FARMERS' MARKET, VILLAGE MARKETS, CRAFTS & GIFT SHOPS, FARM-TO-TABLE HISTORICAL RESTAURANTS, AND MORE...**  
 Spanish Town Village District shops, neighborhood services and related venues on vacant Industrial parcels to be purchased from owners by private parties. No eminent domain.

Please adopt Springbrook Heritage Parklands & Walking Trails for inclusion in the Riverside-Colton Northside Specific Plan. In this way, future land use for the La Loma Hills-Old La Placita area of the Northside and along Springbrook Arroyo will be grounded in its long and diverse history, and be a benefit to the community at large and for generations to come.

1	Name <i>please print legibly</i>	Address <i>number, street, apt.</i>		WARD
	Signature	Zip Code	Telephone &/or e-mail	
2	Name <i>please print legibly</i>	Address <i>number, street, apt.</i>		WARD
	Signature	Zip Code	Telephone &/or e-mail	

Please return to:  
 SPRINGBROOK HERITAGE ALLIANCE  
 P.O. Box 745, Riverside, CA 92502  
 (951) 787-0617



# CITY OF COLTON PLANNING COMMISSION AGENDA MINUTES

**COUNCIL CHAMBERS, 650 NORTH LA CADENA DRIVE, COLTON, CA 92324  
REGULAR MEETING – Tuesday, January 9, 2018– 5:30 P.M.**

**A. CALL TO ORDER: at 5:32 p.m.**

**B. ROLL CALL:**

**Commissioners Present**

Chair Richard Prieto  
Vice Chair Angel Delgado  
Thomas Archuleta  
Rosa Granado-Dominguez  
Gary Grossich  
Linda Tripp

**Absent**

Josh R. Pirestani- excused

**C. PLEDGE OF ALLEGIANCE:**

Commissioner Grossich led the pledge of allegiance.

**D. APPROVAL OF MEETING MINUTES:**

**1. December 12, 2017 Planning Commission Meeting Minutes.**

Motion and second by Commissioner Archuleta /Vice Chair Delgado 5 to 0 to approve. Roll Call vote as follows: Ayes- Commissioner Archuleta, Vice Chair Delgado, Commissioner Grossich, Chair Prieto, and Commissioner Tripp. Noes-None. Commissioner Pirestani absent. Commissioner Granado-Dominguez abstained.

**E. PUBLIC COMMENTS:**

None.

**F. PUBLIC HEARINGS:**

**1. FILE INDEX NUMBER: DAP-001-370 Storm Trooper Bus Maintenance  
(Continued from December 12, 2017)**

**APPLICANT(S):** Nick Benavides, Storm Trooper Transportation  
(prospective business operator)

<p><b>Commissioners:</b></p> <p>Linda Tripp, District 1</p> <p>Richard Prieto, District 2 (Chair)</p> <p>Angel Delgado, District 3 (Vice Chair)</p> <p>Gary Grossich, District 4</p> <p>Josh R. Pirestani, District 5</p> <p>Thomas Archuleta, District 6</p> <p>Rosa Granado-Dominguez, At Large</p>
---

Jon Eric Garganera/ Ramon Baguio (designers)

**PROPERTY OWNER(S):** COLTON WORLDWID E, LLC- Stephanie Smith

**PROPERTY LOCATION:** 345 West H Street, Unit A

**ASSESSORS PARCEL NO.:** 0162-086-26

**PRESENTED BY:** Jay Jarrin, Senior Planner.

**PUBLIC COMMENTS:**

- Nick Benavides, Applicant.
- Ben Islandberg, Attorney for property owner.

**REQUEST:** (1) **Conditional Use Permit (CUP)** for the operation of a vehicle (bus) \ service and maintenance facility within a portion (“Unit A”) of an existing industrial building, and outdoor storage of buses & utility trailers; (2) **Variance** for providing less than the minimum required off-street parking spaces; (3) **Site Plan Review** for conversion of interior space from industrial to vehicle service and related site changes; (4) **Chain Link Fence Review** for modified and new fencing, on property located at 345 West H Street zoned I-P, Industrial Park, and within the Citrus Park Historic District.

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption. Class 1. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the project is exempt from CEQA pursuant to CEQA Section 15301 (Existing Facilities), which pertains to projects that involve negligible or no expansion beyond what currently exists at the time of environmental determination.

**STAFF RECOMMENDATION:** Staff recommends that the Planning Commission approve the Conditional Use Permit, Variance, Site Plan Review, and Chain Link Fence Review through the adoption of a Resolution titled:

**RESOLUTION NO. R-47-17 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING (1) CONDITIONAL USE PERMIT (CUP) FOR THE OPERATION OF A VEHICLE (BUS) SERVICE AND MAINTENANCE YARD, AND OUTDOOR STORAGE OF BUSES & UTILITY TRAILERS AT 345 WEST VALLEY BOULEVARD, UNIT A; (2) VARIANCE FOR PROVIDING LESS THAN THE MINIMUM REQUIRED OFF-STREET PARKING SPACES;(3) SITE PLAN REVIEW FOR CONVERSION OF INTERIOR SPACE FROM INDUSTRIAL TO VEHICLE SERVICE AND RELATED SITE CHANGES; (4) CHAIN LINK FENCE REVIEW FOR MODIFIED AND NEW FENCING, ON A LOT LOCATED AT 345 WEST H STREET ZONED I-P, INDUSTRIAL PARK, AND WITHIN THE CITRUS PARK HISTORIC DISTRICT. (FILE INDEX NO. DAP 001-370)**

Motion and second by Commissioner 6 to 0 to continue public hearing to February 13, 2018 .Roll call vote as follows: Ayes-Commissioner Archuleta, Vice Chair Delgado, Commissioner Granado-Dominguez, Commissioner Grossich, Chair Prieto and Commissioner Tripp. Noes-none. Commissioner Pirestani absent from vote.

**2. FILE INDEX NUMBER: DAP-001-446 Hillwood Industrial Project**

**APPLICANT:** Kathy Hoffer for Hillwood Enterprises, L.P.

**PROPERTY OWNER(S):** Hillwood Enterprises, L.P.

**PROPERTY LOCATION:** 1901 W. Center Street

**ASSESSORS PARCEL NO:** 0277-022-67 & 68

**PRESENTED BY:** Steve Gonzales, Associate Planner.

**PUBLIC COMMENTS:**

- Ned Sciortino, Hillwood Development.

**REQUEST: Architectural & Site Plan Review** to allow the construction of a 236,512 square foot warehouse with office use and a **Tentative Parcel Map 19839** to consolidate two (2) parcels into one (1) parcel located on an 13.12 acre lot in the M-1 (Light Industrial) Zone located at 1901 W. Center Street.

**ENVIRONMENTAL DETERMINATION:** Pursuant to the California Environmental Quality Act (“CEQA”), an Initial Study was prepared of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

**STAFF RECOMMENDATION:** Staff recommends that the Planning Commission adopt the Mitigated Negative Declaration and approve the Architectural and Site Plan Review, and Parcel Map 19839 through the adoption of attached Resolution entitled:

**RESOLUTION NO. R-01-18 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING ARCHITECTURAL AND SITE PLAN REVIEW TO ALLOW THE CONSTRUCTION OF A 236,512 SQUARE FOOT WAREHOUSE WITH OFFICE USE AND A TENTATIVE PARCEL MAP 19839 TO CONSOLIDATE TWO (2) PARCELS INTO ONE (1) PARCEL LOCATED AT 1901 CENTER DRIVE ON PROPERTY MEASURING**

**APPROXIMATELY 13.12 ACRE IN AREA WITHIN THE M-1 (LIGHT INDUSTRIAL) ZONE (FILE INDEX NO. 001-446).**

Motion and second by Commissioner Archuleta/ Commissioner Grossich 6 to 0 to adopt Resolution R-01-18 . Roll call vote as follows: Ayes- Commissioner Archuleta, Vice Chair Delgado, Commissioner Granado-Dominguez, Commissioner Grossich, Commissioner Tripp and Chair Prieto. Noes: none. Commissioner Pirestani absent from vote.

**G. DIRECTOR'S REMARKS /REVIEW OF CITY COUNCIL AGENDAS**

- Rescheduling Roquet Ranch tours due to rain.
- Mario Suarez leaving Colton for new position with the City of Pomona.

**H. COMMISSION COMMENTS:**

**Archuleta**

- Happy New Year to Commissioners and staff.
- Congratulations to Mario Suarez.

**Delgado**

- Happy New Year to Commissioners and staff.
- Congratulations to Mario Suarez.

**Granado-Dominguez**

- Happy New Year.
- Mario Suarez will be greatly missed.

**Grossich**

- Happy New Year and congratulations to Mario Suarez.
- Comments regarding minutes from 12/13/17 that were never adopted.
- Darlene Peterson passed away.

**Prieto**

- Hope everyone had a happy holiday.
- Congratulations to Mario Suarez.

**Tripp**

- To Mario Suarez: You deserve the new position.
- Margaret Matich, long-time Colton Commissioner and activist in civic affairs, has passed away.

**I. ADJOURNMENT**

Motion and second by Vice Chair Delgado / Commissioner Grossich to adjourn at 7:35 p.m.

Approved by

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Mark Tomich, Development Services Director

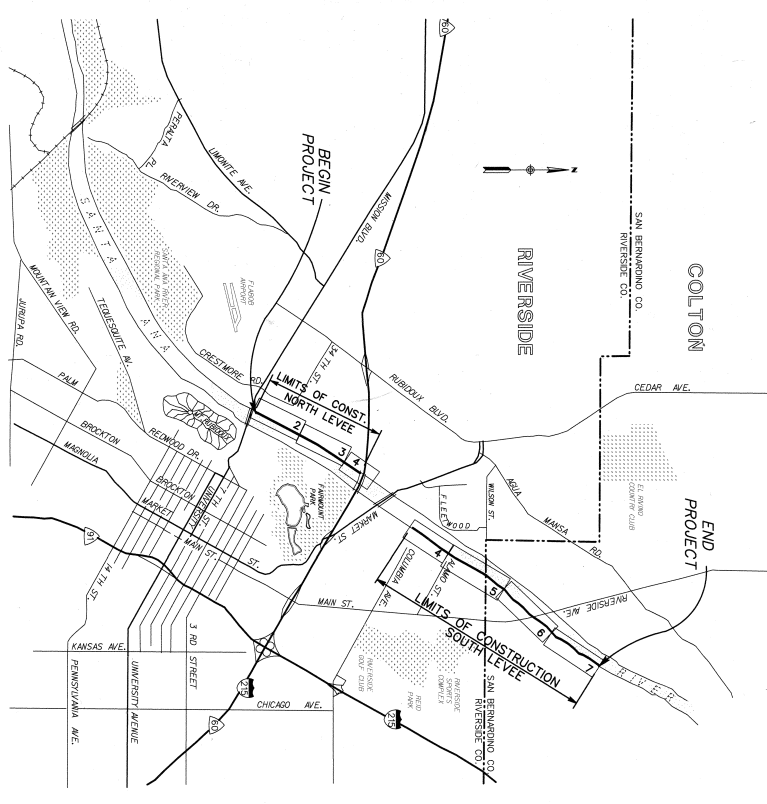
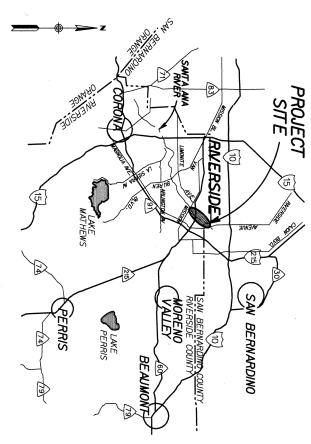
DRAFT

# RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

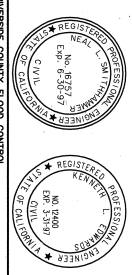
## INDEX

TITLE SHEET	SHEET NO.
1	1
2-7	2-7
8-9	8-9

R.C.F.C. & W.C.D. STANDARD DRAWINGS  
M. 814 ABBREVIATIONS AND SYMBOLS 10



- ### GENERAL NOTES
1. ALL ELEVATIONS ARE IN FEET, BASED ON U.S.C. & G.S. DATUM.
  2. ALL CROSS SECTIONS ARE TAKEN LOOKING DOWNSTREAM.
  3. ALL STATIONING REFERS TO THE LEVEL CONTROL LINE.



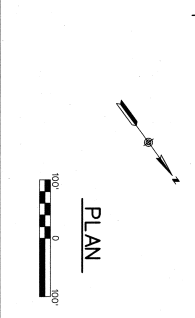
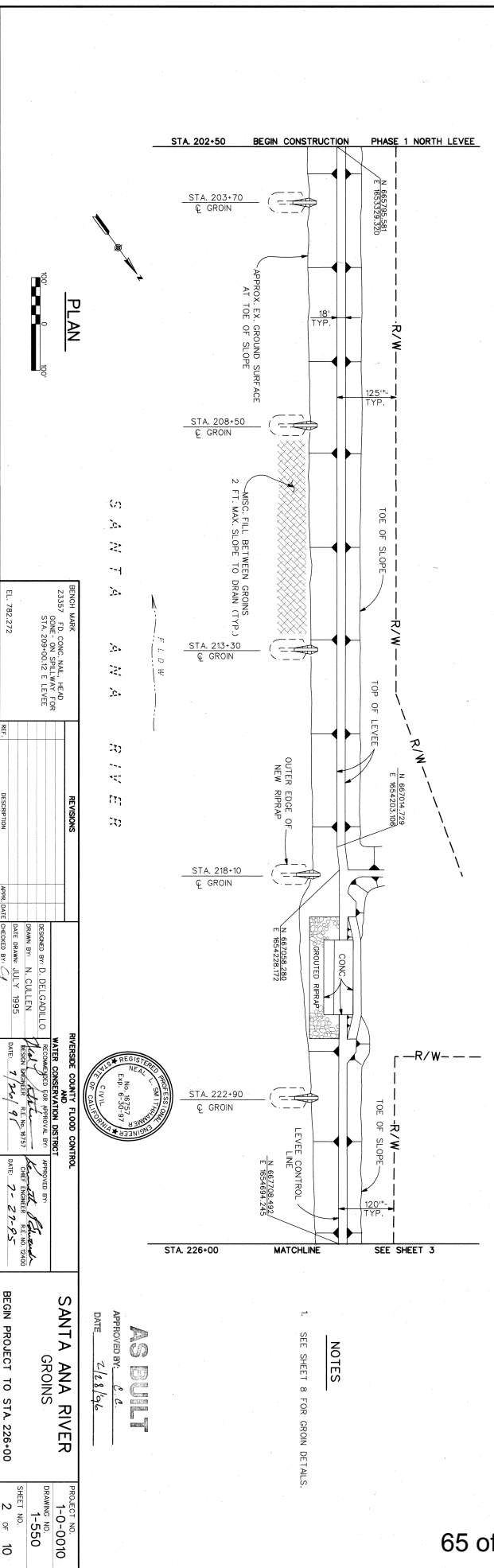
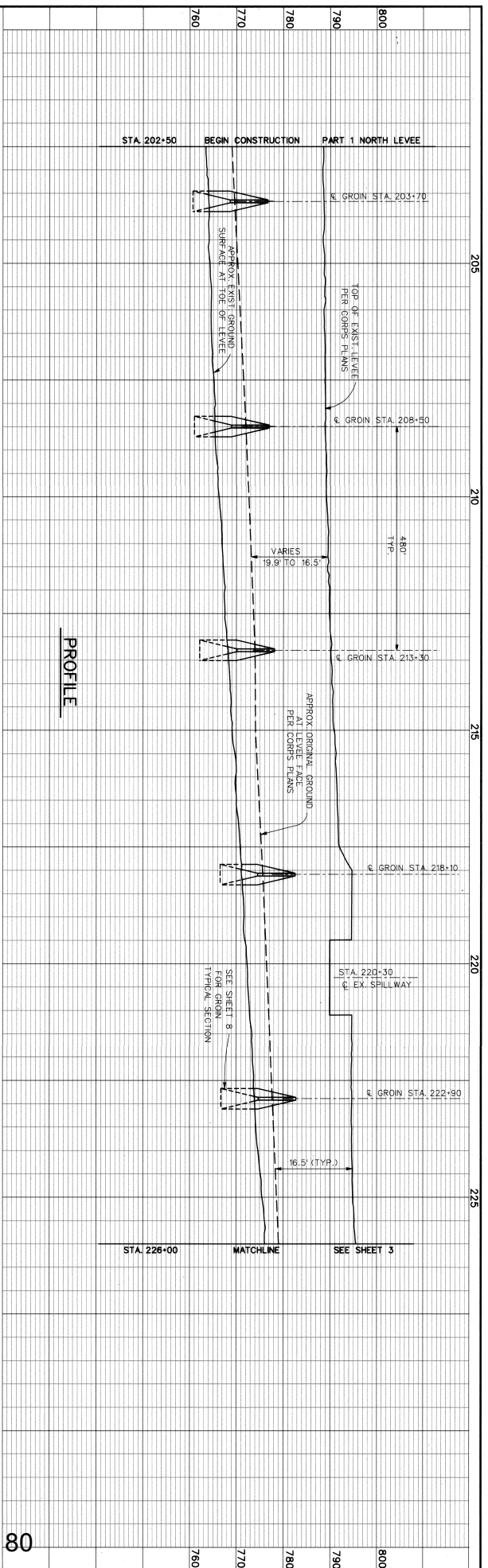
REVISIONS	APPROVED BY	DATE	PROJECT NO.
			1-0-010
			1-550
			1 OF 10

LOCATION MAP  
NO SCALE

**AS BUILT**  
APPROVED BY: *G.C.*  
DATE: *1/28/94*

SANTA ANA RIVER  
GROINS  
TITLE SHEET





**PLAN**

23357 FID CONC. WALL, HEAD  
 STA. 203+01.2 E. LEVEE  
 EL. 782.272

**REVISIONS**

NO.	DATE	DESCRIPTION

DESIGNED BY: D. DELGADO  
 DATE: 1/1/1995

DRAWN BY: N. COLLEN  
 DATE: 7/24/91

APPROVED BY: [Signature]  
 DATE: 2-27-95

PROJECT NO. 1-0-0010  
 DRAWING NO. 1-550  
 SHEET NO. 2 OF 10

**SANTA ANA RIVER GROINS**

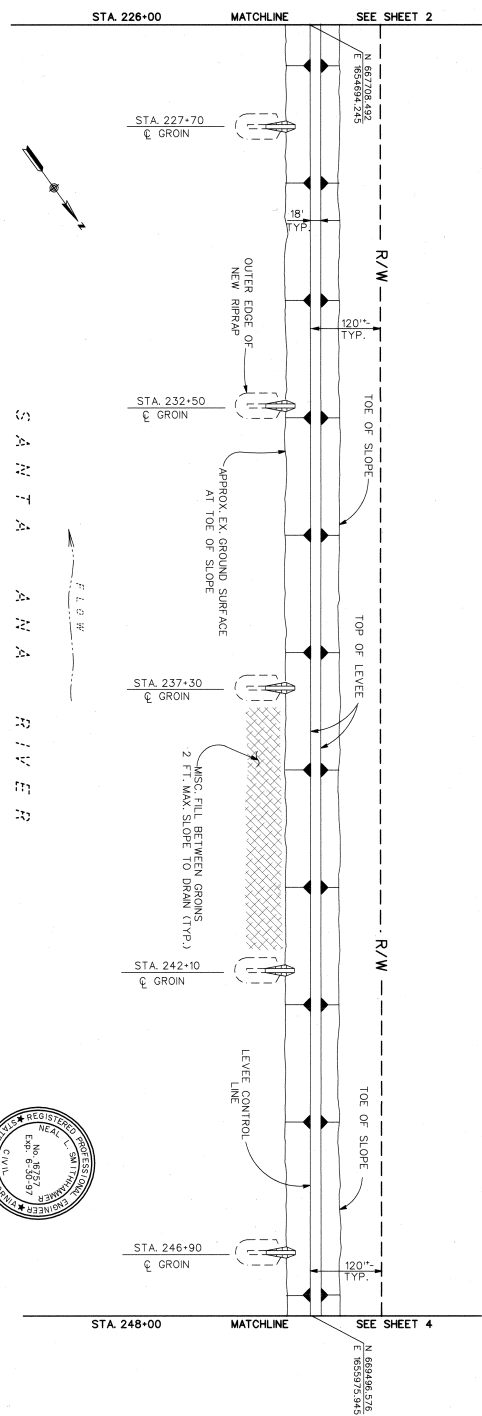
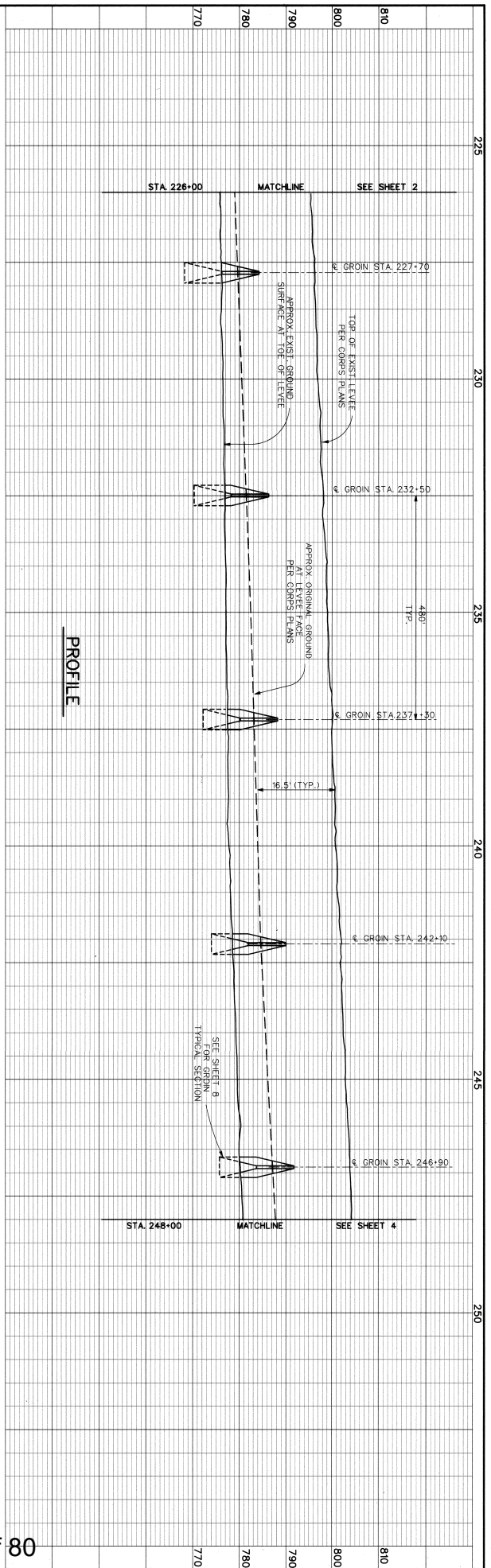
BEGIN PROJECT TO STA. 228+00



**AS BUILT**

APPROVED BY: C.E.  
 DATE: 2/18/96

- NOTES**
- SEE SHEET 8 FOR GROIN DETAILS.



**PROFILE**

- NOTES**
- SEE SHEET 8 FOR GROIN DETAILS.

**BRIDGE MARK**  
 Z3357 F.D. CONC. NAILED HEAD  
 CONCRETE WALL W/VEER  
 STA. 209+00 TO E. LEVEL  
 EL. 782.272

REV.	DESCRIPTION	APPR. DATE	DESIGNER

**REVISIONS**

DESIGNED BY: D. DELGADILLO  
 DRAWN BY: N. CULLEN  
 DATE: 1/26/91

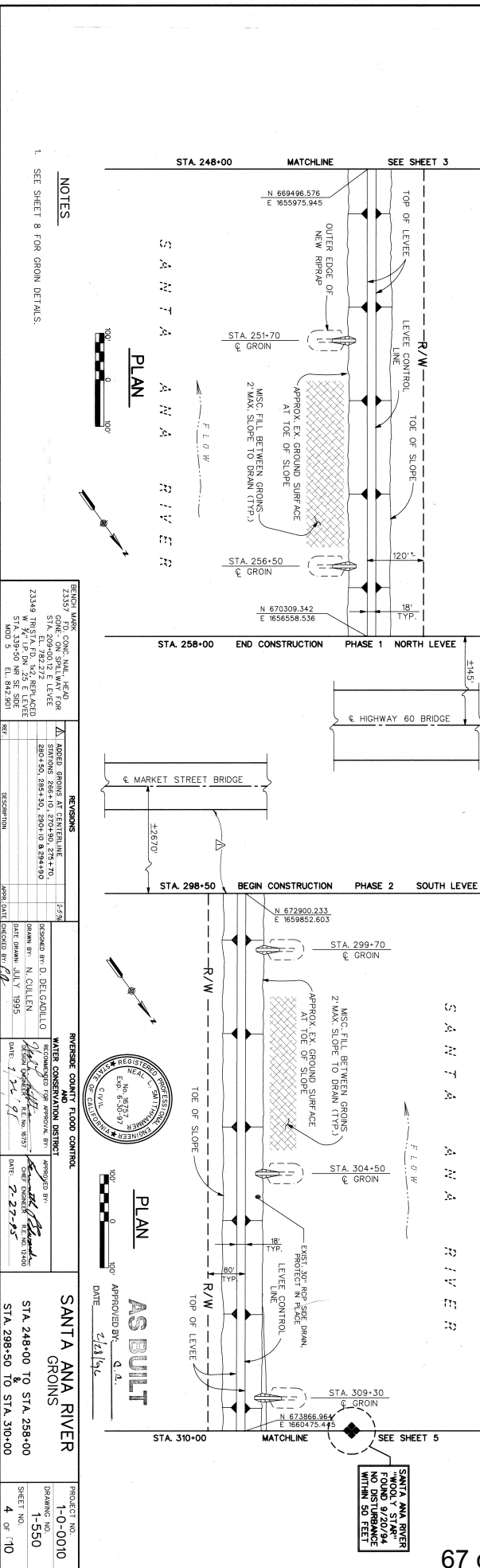
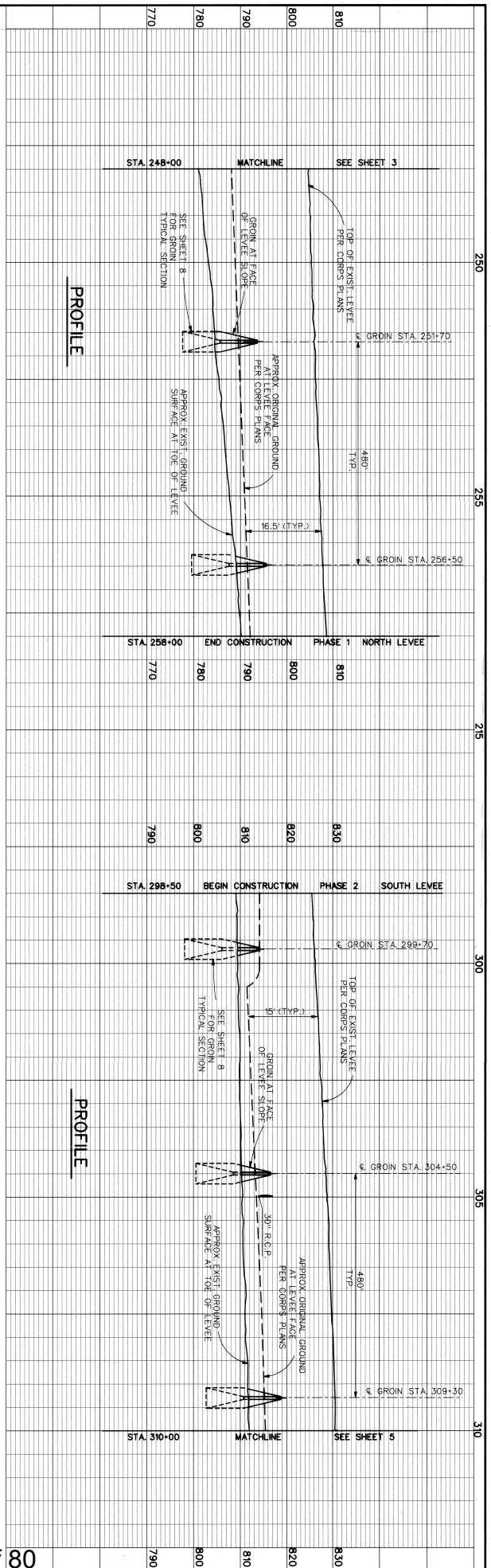
**REGISTERED PROFESSIONAL ENGINEER**  
 No. 81257  
 CIVIL

APPROVED BY: [Signature]  
 DATE: 7-27-95

**SANTA ANA RIVER GROINS**

STA. 226+00 TO STA. 248+00

PROJECT NO. 1-0-0010  
 DRAWING NO. 1-550  
 SHEET NO. 3 OF 10



**NOTES**  
1. SEE SHEET 8 FOR GROIN DETAILS.

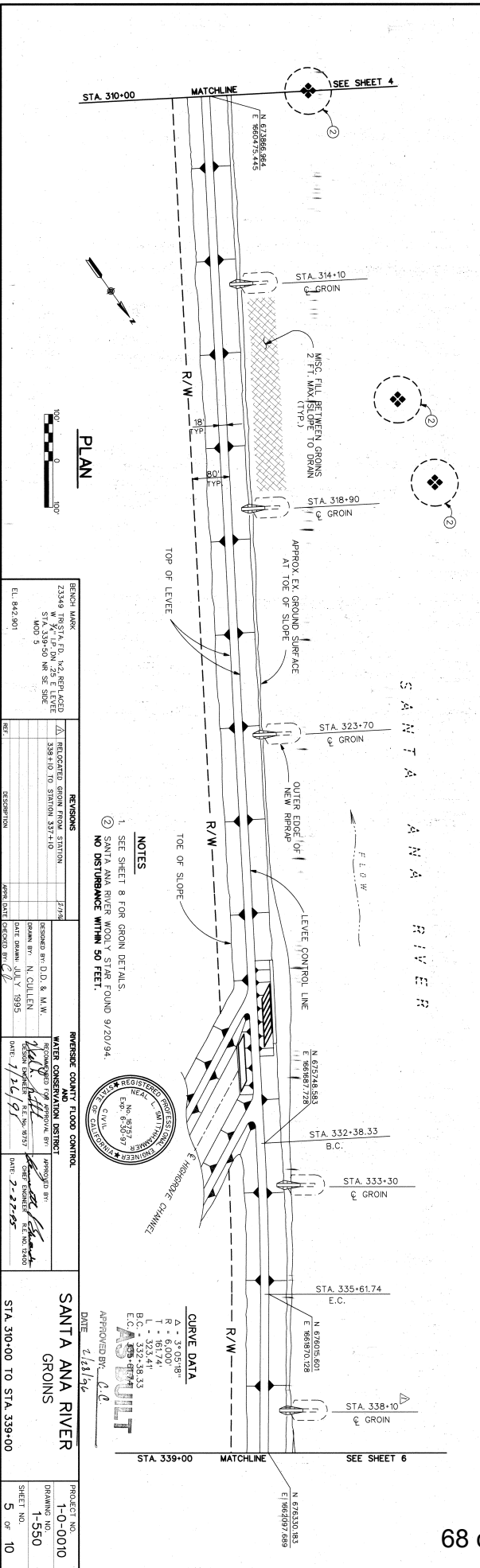
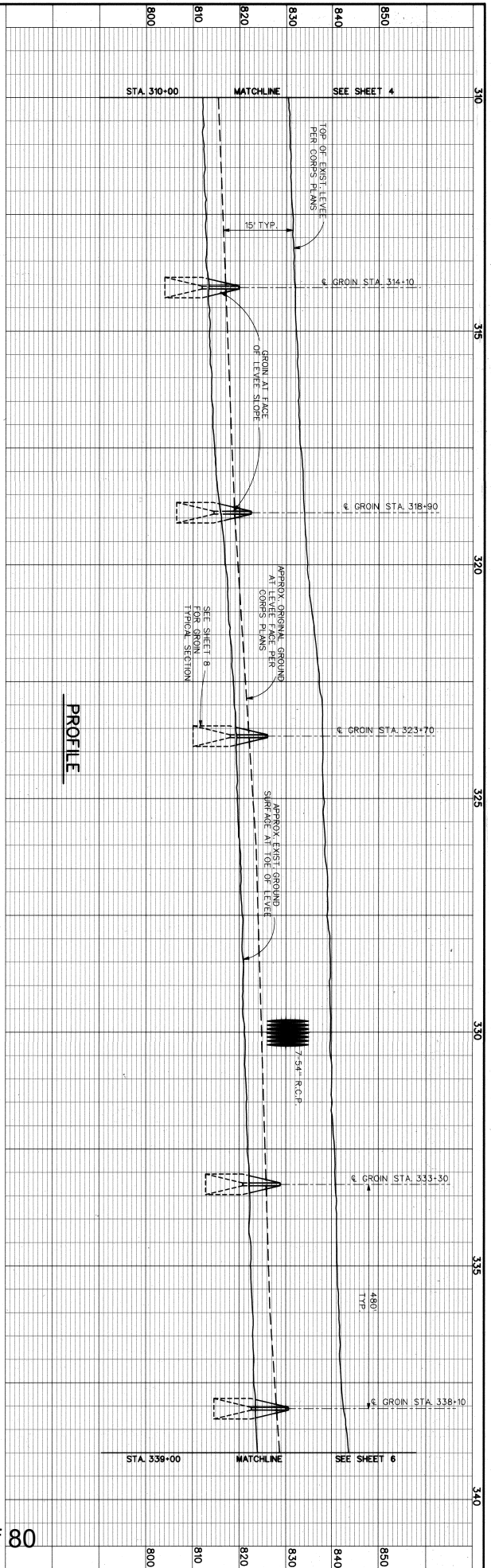
**REVISIONS**

NO.	DATE	DESCRIPTION
1	11-10-95	ISSUED BY D. DELGADILLO
2	11-10-95	ISSUED BY N. CULLEN
3	11-10-95	ISSUED BY J. L. V. 1995
4	11-10-95	ISSUED BY J. L. V. 1995

**REGISTERED PROFESSIONAL ENGINEER**  
SANTA ANA RIVER  
NO. 67379  
CIVIL  
DATE: 1/21/96

**SANTA ANA RIVER**  
GROINS  
STA. 248+00 TO STA. 258+00  
STA. 298+50 TO STA. 310+00

**PROJECT NO.** 1-0-0010  
**DRAWING NO.** 1-550  
**SHEET NO.** 4 OF 10



**PLAN**

0' 100'

BRANCH MARK  
 23349 TR STA. P.D. 1/2, REPAIRED  
 STA. 339+00 - WP. SE. SIDE  
 MOD. 5  
 EL. 842.901

REVISIONS	DESCRIPTION	DATE	BY
1	RELOCATED GROIN FROM STATION 338+10 TO STATION 337+10	7/2/96	

**NOTES**

1. SEE SHEET 8 FOR GROIN DETAILS.  
 2. SANTA ANA RIVER WOOLY STAR FOUND 9/20/94.  
 NO DISTURBANCE WITHIN 50 FEET.

**REVERSE COUNTY FLOOD CONTROL**

DESIGNED BY: D.D. & M.W.  
 DRAWN BY: N. COLLEEN  
 DATE: 7/26/95

APPROVED BY: [Signature]  
 DATE: 7-27-95

**SANTA ANA RIVER GROINS**

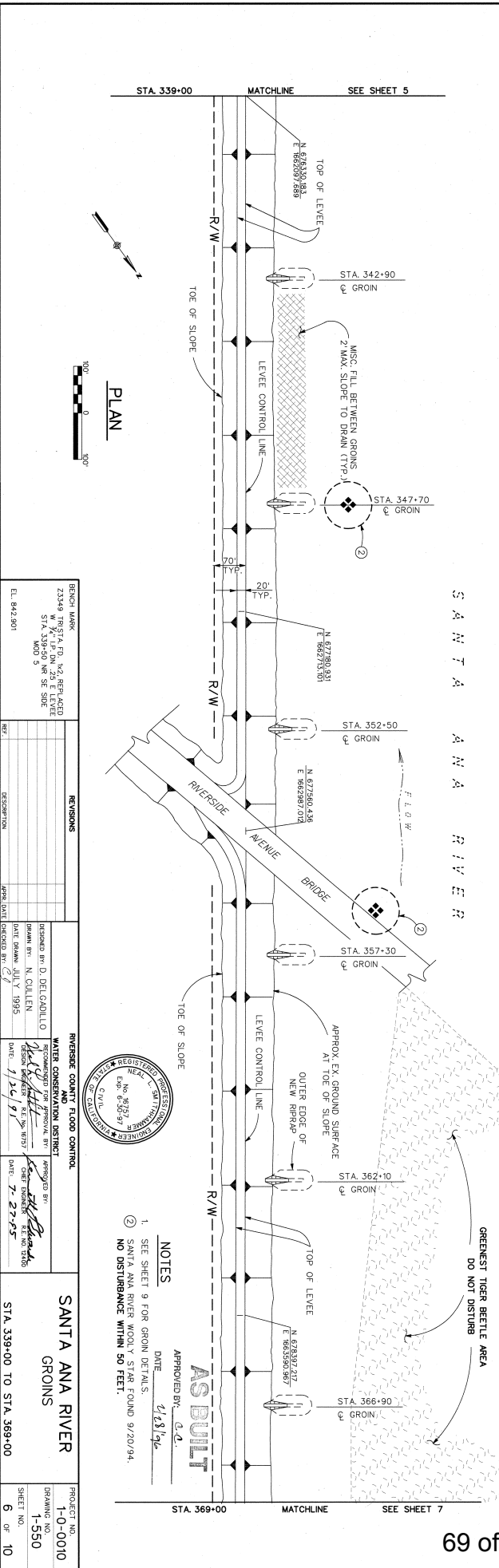
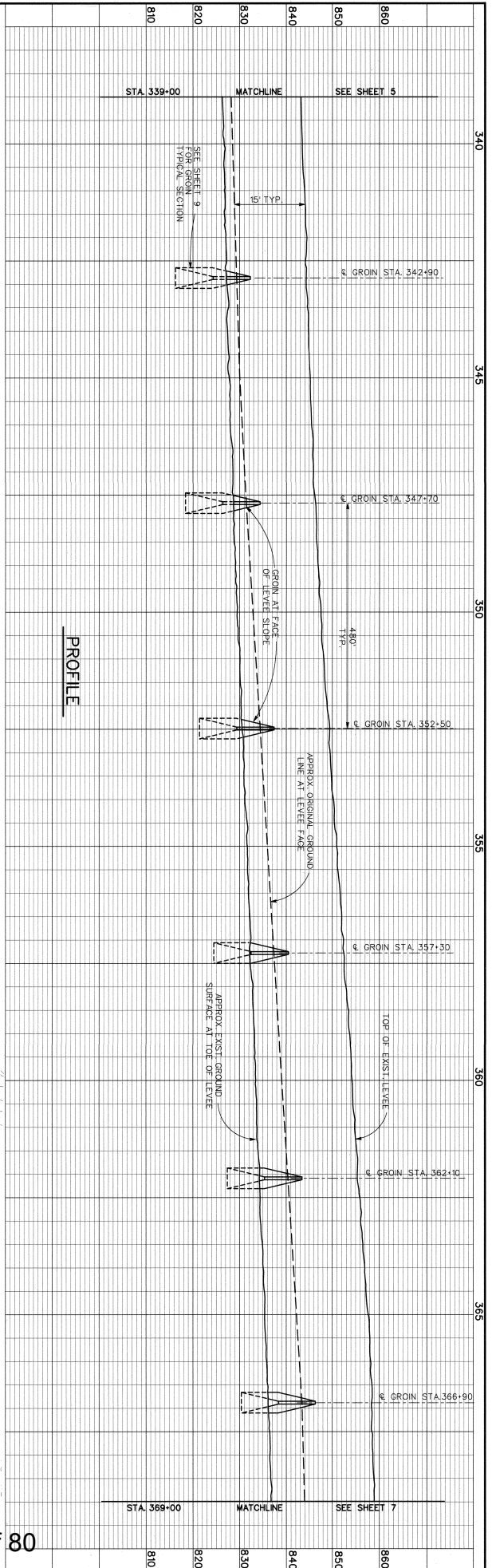
PROJECT NO. 1-0-0010  
 DRAWING NO. 1-550  
 SHEET NO. 5 OF 10



**CURVE DATA**

A = 39.0518'  
 T = 161.74'  
 L = 323.44'  
 B.C. = 332+38.33  
 E.C. = 332+61.74

APPROVED BY: C.C.  
 DATE: 2/18/96



BENCH MARK  
 23348 TRNG STA. F.D. NO. 2 REPLACED  
 STA. 438+00 4' SE SUB E  
 MOD 5  
 EL. 842.801

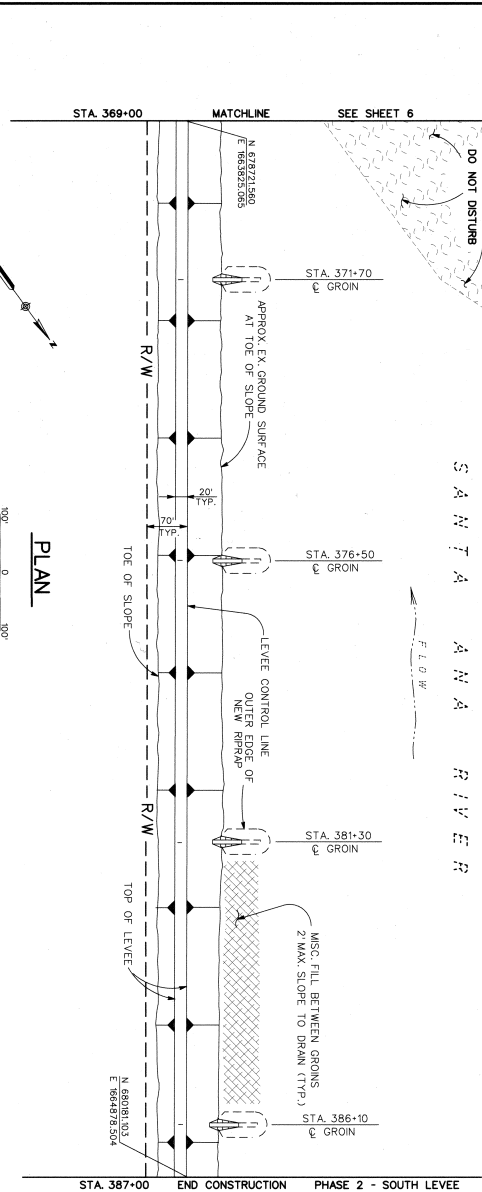
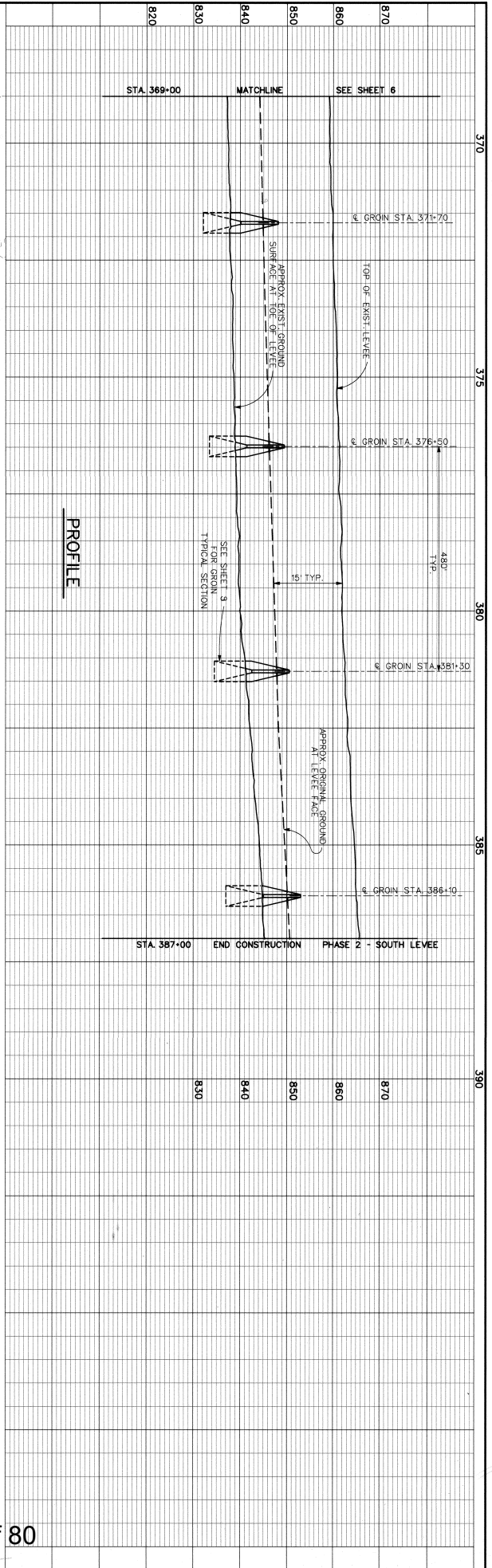
REV.	DESCRIPTION	APPR. DATE	DESIGNED BY	CHECKED BY	DATE
1	DESIGNED BY: D. DELGADILLO				
2	DESIGNED BY: N. COLLEEN	11/19/95			
3	DESIGNED BY: J. W. WATSON	1/26/97			
4	DESIGNED BY: J. W. WATSON	7-27-95			



**NOTES**  
 1. SEE SHEET 9 FOR GROIN DETAILS.  
 2. SANTA ANA RIVER WOODY STAG FOUND 9/20/94.  
 NO DISTURBANCE WITHIN 50 FEET.

**AS BUILT**  
 APPROVED BY: J. W. WATSON  
 DATE: 1/28/96

**SANTA ANA RIVER  
 GROINS**  
 PROJECT NO. 1-0-0010  
 DRAWING NO. 1-550  
 SHEET NO. 6 OF 10



SANTA ANA RIVER

PROFILE

PLAN



REVISIONS	DATE	DESCRIPTION

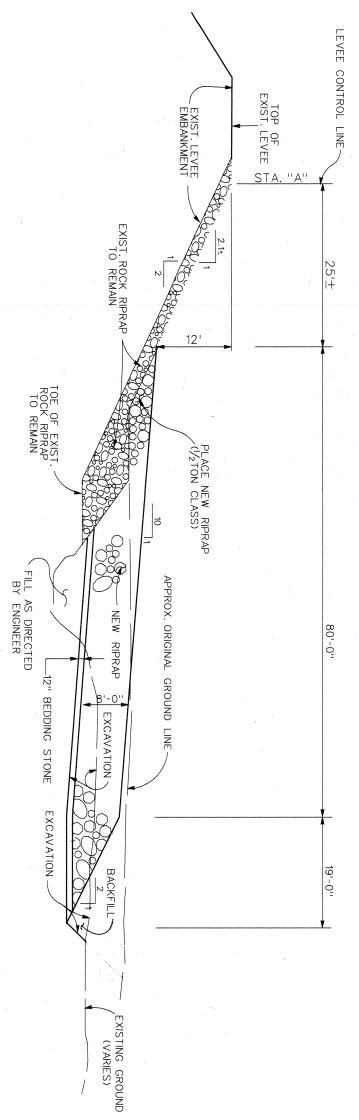
REVISIONS	DATE	DESCRIPTION

PROJECT NO.	1-0-0010
DRAWING NO.	1-550
SHEET NO.	7 OF 10

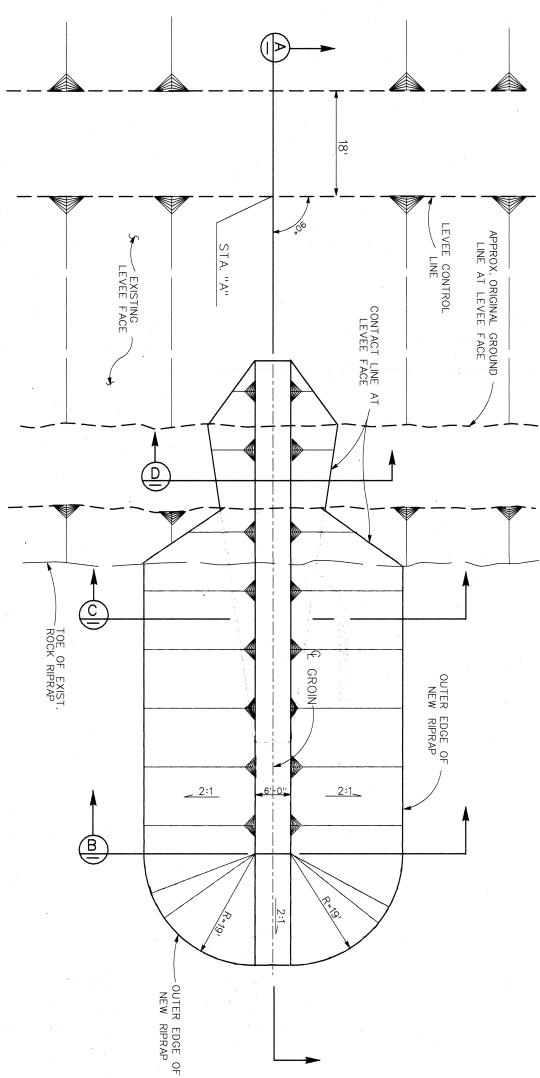


**AS BUILT**  
 APPROVED BY: L.D.  
 DATE: 4/13/96

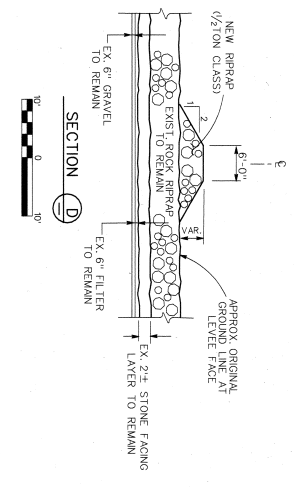
- NOTES**
- SEE SHEET 9 FOR GROIN DETAILS.



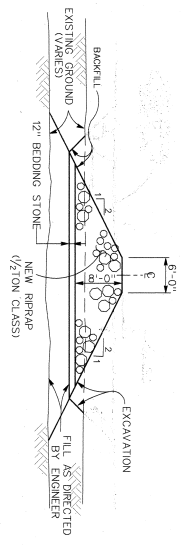
SECTION A-A



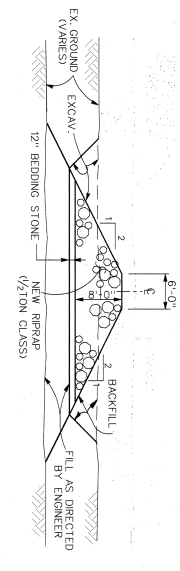
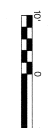
PLAN: STA. 202+50 TO STA. 339+00



SECTION B-B



SECTION C-C

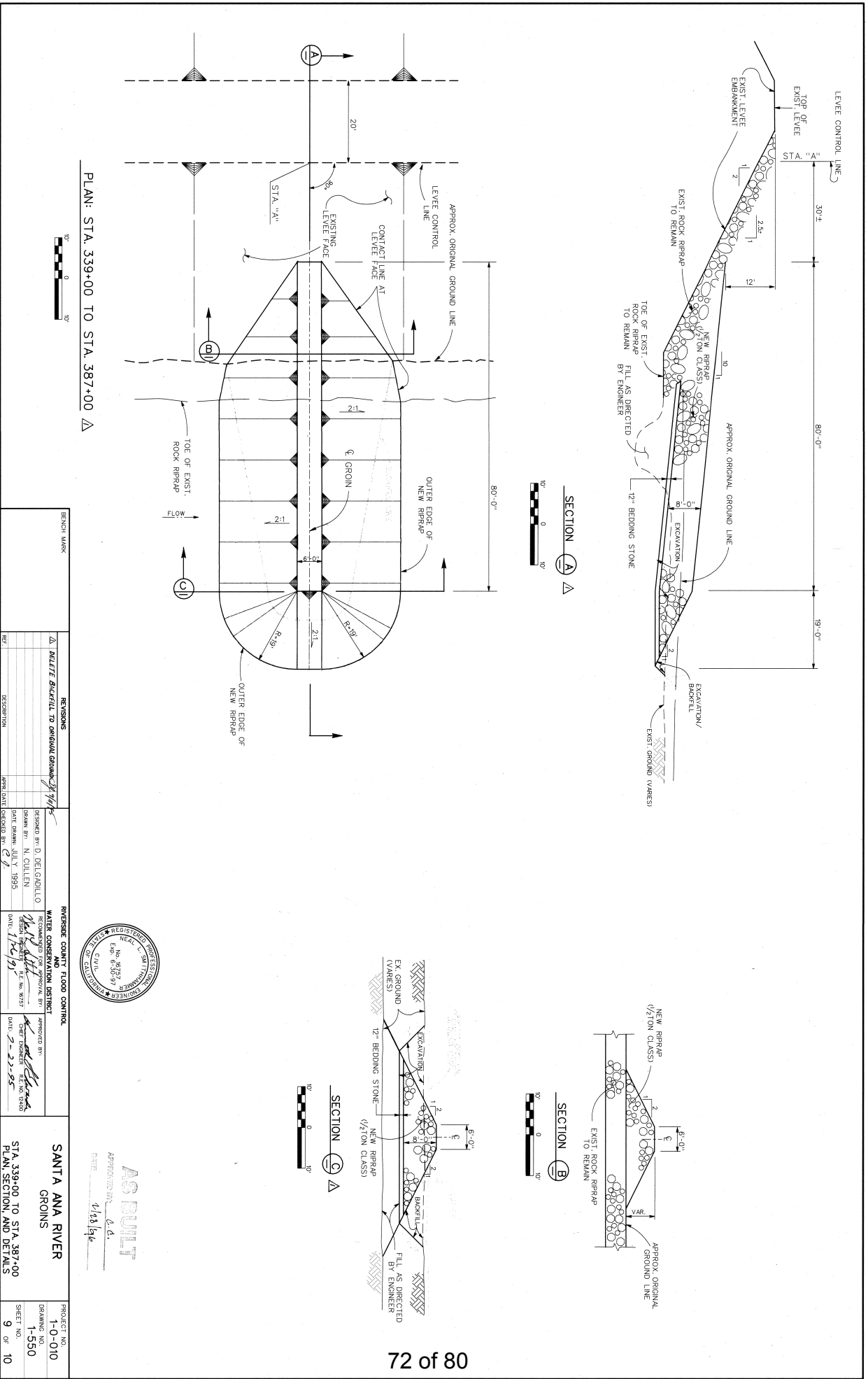


SECTION D-D



**AS BUILT**  
 APPROVED BY: *[Signature]*  
 DATE: 4/13/14

REVISIONS DATE DESCRIPTION 1/1/14 <i>[Signature]</i> <i>[Signature]</i>		BRANCH MARK WATER CONSTRUCTION DISTRICT APPROVED BY: <i>[Signature]</i> DATE: 1-27-15	PROJECT NO. 1-0-010 DRAWING NO. 1-550 SHEET NO. 8 OF 10
REVISIONS DATE DESCRIPTION 1/1/14 <i>[Signature]</i> <i>[Signature]</i>			
PROJECT NO. 1-0-010 DRAWING NO. 1-550 SHEET NO. 8 OF 10		SANTA ANA RIVER GROINS STA. 202+50 TO STA. 339+00 PLAN, SECTION, AND DETAILS	



PLAN: STA. 339+00 TO STA. 387+00

REVISIONS	DATE	DESCRIPTION
1	7/1/95	DELITE BACKFILL TO ORIGINAL DRAWING

DESIGNED BY: D. DEL GADILLO	APPROVED BY: [Signature]
DRAWN BY: N. CULLEN	CHECK ENGINEER: [Signature]
DATE DESIGNED: JULY 1995	DATE: 7-22-95
DATE DRAWN: [Blank]	DATE: [Blank]

REGISTERED PROFESSIONAL ENGINEER No. 63271 Exp. 6-30-99 CIVIL STATE OF CALIFORNIA	REGISTERED PROFESSIONAL ENGINEER No. 63271 Exp. 6-30-99 CIVIL STATE OF CALIFORNIA
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RECOMMENDED FOR APPROVAL BY: [Signature]	APPROVED BY: [Signature]
DATE: 7/1/95	DATE: 7-22-95

PROJECT NO. 1-0-010	PRODUCT NO. 1-550
DRAWING NO. 1-550	SHEET NO. 9 OF 10



**AS BUILT**  
APPROVED BY: [Signature]  
DATE: 6/18/96

SANTA ANA RIVER  
GROINS  
STA. 339+00 TO STA. 387+00  
PLAN, SECTION, AND DETAILS







**US Army Corps  
of Engineers** ®  
Los Angeles District



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**RIVERSIDE 2 LEVEE SYSTEM  
SAN BERNARDINO AND RIVERSIDE COUNTIES,  
CALIFORNIA  
NLD SYSTEM ID # 3805010050**

**PERIODIC INSPECTION REPORT NO 1  
GENERALIZED EXECUTIVE SUMMARY**

**FINAL SYSTEM RATING: UNACCEPTABLE  
FINAL RATING DATE: JANUARY 18, 2013**

PERIODIC INSPECTION REPORT PREPARED BY TETRA TECH, INC.  
FOR THE U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT

SUBMITTED: DECEMBER 2012  
INSPECTED: APRIL 4, 2011

## EXECUTIVE SUMMARY

This Executive Summary provides an introduction to the periodic inspection, an overview of the system, a summary of the major findings of the periodic inspection, and the overall rating for the system.

### 1.1 Scope and Purpose of Periodic Inspections

The purpose of the Riverside 2 Levee System periodic inspection is to identify deficiencies that pose hazards to human life or property. The inspection is intended to identify the issues in order to facilitate future studies and associated repairs, as appropriate.

This assessment of the general condition of the levee system is based on available data and visual inspections. Detailed investigation and analysis involving hydrologic design, topographic mapping, subsurface investigations, testing, and detailed computational evaluations is beyond the scope of this levee system inspection.

### 1.2 System Summary

Riverside 2 Levee System is located in the Cities of Colton and Riverside; in the Counties of San Bernardino and Riverside, respectively; in the State of California. Riverside 2 Levee System forms the east/left bank levee (looking downstream) of the Santa Ana River. Riverside 2 Levee System is composed of two levee segments (see Figure 1). These segments are referred to as Segments 2a and Segment 2b. Segment 2a was constructed by Riverside County is not part of the United States Army Corps of Engineers (USACE) Rehabilitation and Inspection Program (RIP), and therefore not under the authority of USACE. It starts approximately 4,573 feet upstream of Main Street (Station 399+75), and extends downstream to Station 339+00. Segment 2b was constructed by the USACE. It starts at Station 339+00, and extends to approximately 483 feet downstream of Mission Boulevard (Station 200+30). Riverside 2 Levee System is entirely operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFC & WCD). The National Levee Database (NLD) System ID Number for Riverside 2 Levee System is 3805010050.

The RCFC & WCD is the Local Sponsor for the Riverside 2 Levee System.

### 1.3 Summary of Major Deficiencies Found

The levee system was inspected on April 4, 2011. During the periodic inspection of the system, several deficiencies were noted for which remedial actions are required. Specifically, severe bank erosion from the December 2010 storm flows was found and is currently under the USACE RIP process for repair. The following main deficiencies were noted during the periodic inspection of the project features:

- Levee Embankments
  - Segments 2a and 2b: Significant vegetation growth (brush and tall grass) was present within the vegetation-free zone. The vegetation-free zone extends 15 feet outward from both the landward and riverward toes of the levee prism.
  - Segments 2a and 2b: Unpermitted encroachments, which could negatively impact the integrity of the levee, were observed along both segments.

- Segments 2a and 2b: Significant erosion has occurred along the toe of the riverward slope, and could compromise the stability of the levee. It is understood that USACE RIP is in the process of repairing Segment 2b from erosion on the riverside of the levee.
- Segments 2a and 2b: Due to concentration of local runoff, significant erosion gullies have formed on both the riverward and landward slopes of the levee.
- Segment 2b: There are no maintenance records which indicate that the weep holes associated with the concrete slope paving have been regularly cleaned.
- Interior Drainage System
  - Segment 2b: The inlets and outlets of some of the side-drainage structures were obstructed by debris.
  - Segment 2b: Within the past five years, the condition of each side-drainage structure has not been verified using either videotaping by television camera or other visual-inspection method.

#### **1.4 Overall Rating**

The Levee Safety Officer, Los Angeles District, has determined the overall system rating of Riverside 2 Levee to be “Unacceptable.” An “Unacceptable” system rating is defined as:

*The Periodic Inspection has identified one (or more) System Components which are rated Unacceptable and require immediate correction. The deficiency (or deficiencies) identified have resulted in an Unacceptable System rating and seriously impair the functioning of the flood protection system and pose unacceptable risk to public safety.*

The Local Sponsor will be notified of the overall rating of the levee system by letter with instructions to correct the “Unacceptable” rated items not related to the RIP repair as soon as possible. A public notification will be made regarding this levee system and the periodic inspection rating.

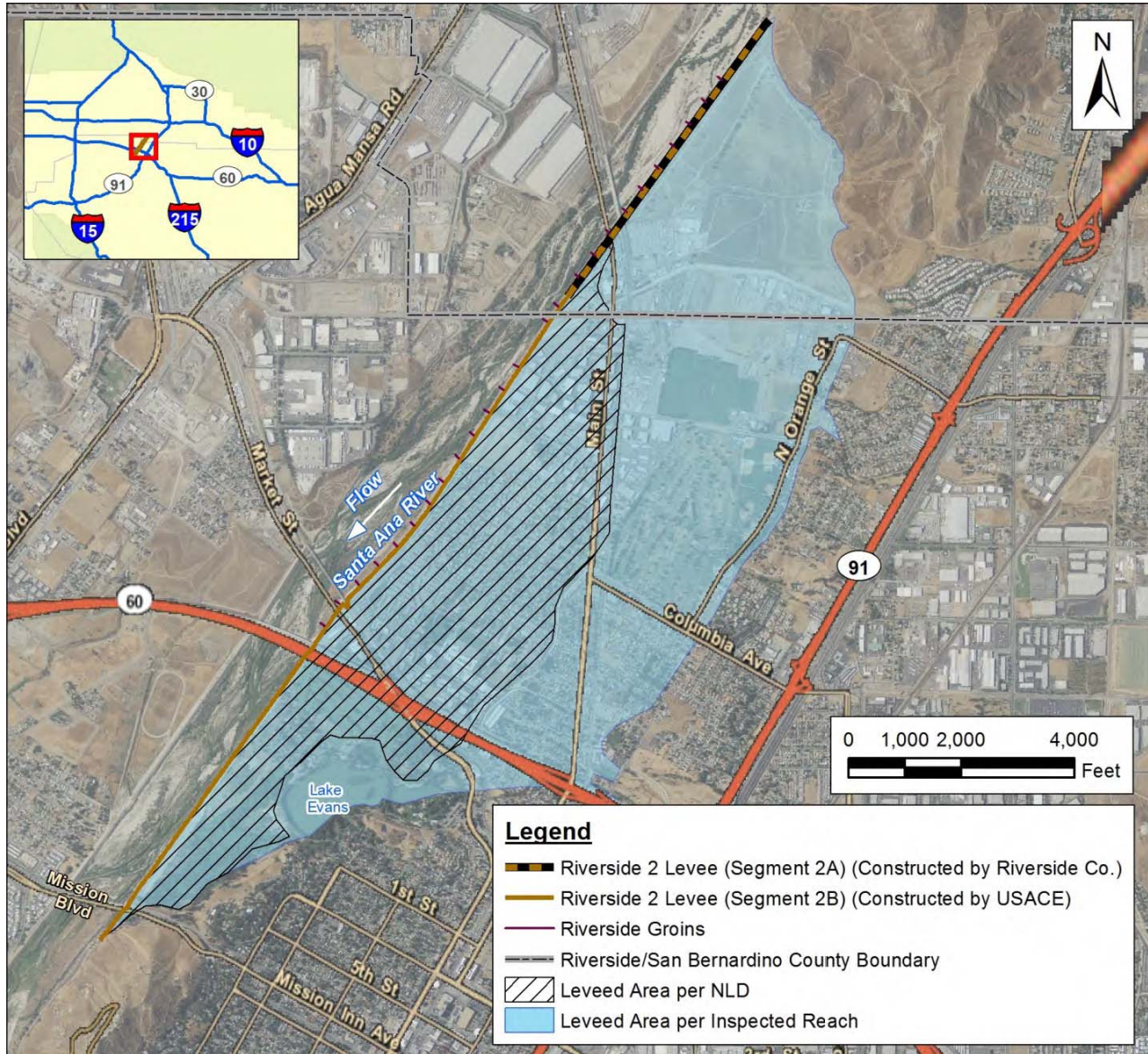


Figure 1. Riverside 2 Levee System

## Pellissier Ranch Remote Sensing Investigation Conducted

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*This sensing investigation was proposed by the Spanish Town Heritage Foundation (STHF) in Riverside, California. Old Spanish Trail Association Tecopa Chapter President Jack Pritchett referred members of the STHF to Dr. Jascha Polet at California Polytechnic University Pomona. Dr. Polet and graduate student Chloe Sutkowski toured the Adobe and the adjacent Pellissier Ranch, and were excited to take on the project. Riverside Public Utilities (RPU), owner of Pellissier Ranch, granted permission to conduct the ground sensing radar project. A student team led by Chloe Sutkowski worked the area for several weekends. More work will be necessary to complete the project.*

**By Chloe Sutkowski**

### Abstract

Pellissier Ranch in Riverside, California, is a potential resting place of artifacts from the Inland Empire's first settlement, La Placita de Los Trujillos. The Great Flood of the Santa Ana River in 1862 washed away the entire settlement in a single night. Geophysical surveys are being employed at the site to non-invasively search the subsurface for buried artifacts. As Pellissier Ranch covers an immense area, remote sensing will be employed to narrow the search area to locations that would be likely deposit locations from the overwhelmed river. Digital Elevation Models were acquired from the USGS and used to derive raster datasets of slope, contour lines, flow direction, and flow accumulation. From the combined analysis of the three datasets, it is likely that

the northeast portion of the site experienced the least force from the overwhelmed Santa Ana River and is best to prioritize in the search for buried artifacts.

### Introduction

Pellissier Ranch is currently a vacant lot covered in tall grasses year-round. The northern half is in San Bernardino County, and the southern half in Riverside County. The most recent owner had been Antoine Pellissier, who purchased the land in 1905 and developed it as a vineyard. Shortly after, the dry laws came into effect and it ruined Pellissier's business, forcing him to abandon the land as it has remained until present day. Before it came into his possession, it belonged to the Inland Empire's first settlers and was known as La Placita de Los Trujillos (La Placita).

Lorenzo Trujillo was the leader of this settlement. A wealthy rancher in the area had given the land conditionally to Trujillo and the group of settlers he traveled with under the condition that they would protect the land and property of the rancher from hostile Native American raids. From 1843 to 1862, the settlement flourished. La Placita rested along the Santa Ana River and its soil was very fertile. The inhabitants were hard-working, community-oriented people. However, in 1862, January experienced two weeks of unceasing rain, leading to the complete overwhelming of the Santa Ana River. "What had been the largest settlement between New Mexico and Los Angeles in

the mid-1800s was washed away in a single night" (Vickery, 1977). All the structures were adobe and stood no chance against the fury of the river.

While the structures themselves, excluding the possible existence of foundations, were entirely washed away, all that had filled the structures should have persisted. "Metal cookware, utensils, farming equipment, and wooden objects" (Brumgardt and Putney, 1977) that would have filled these homes and structures of La Placita would not have dissolved as adobe would have in water. Therefore, it is likely that many of the artifacts from this ancient settlement still exist in the subsurface somewhere. Since Pellissier Ranch was ground zero for La Placita, it is likely that many of the artifacts are in the subsurface there.

At approximately 1,000 acres, Pellissier Ranch requires a vast amount of time to survey in its entirety. With development plans approaching, it is important that artifacts be located as quickly as possible to preserve the history potentially buried there. To accomplish this, ArcMap 10.5 (ERSI, 2017) was utilized to remotely determine most likely locations of deposited artifacts. The archaeological geophysics survey to follow this study will be the first at this site, and the remote imaging done in this study is the first attempt at determining likely artifact deposit locations.

## Method

This study gathered digital elevation model (DEM) data from the United States Geological Survey (USGS) of Pellissier Ranch. Their “The National Map” GIS resource for topographic information was able to provide the DEM raster datasets used in this study.

[Both Method and Results section of the report have been abbreviated for this article. See [http://spanishtownhf.org/wp-content/uploads/2018/06/Pellissier\\_Ranch\\_GIS\\_Survey.pdf](http://spanishtownhf.org/wp-content/uploads/2018/06/Pellissier_Ranch_GIS_Survey.pdf) for more detailed information.]

## Results

The Contour tool, set at an interval of 10', was able to delineate the lowest elevations in the area (figure below). A decreasing slope is observed from the northeast corner of the map down to the southwest

corner. The lowest elevation (in the river) is present in the southwest corner at 250', while the highest is in the northeast at 290'. The decrease of 40' in elevation occurs in this shown area (~10 km). In the middle of the map, it is seen that the river flows through a relatively narrow portion where its maximum width is limited to 500 meters. Areas of the river directly above and below this point are almost three times the width at around 1300 meters.

## Discussion

When looking at both the slope raster and the contour raster, a path for an overwhelmed Santa Ana River can be hypothesized. The northeast portion of the map has a wide area which would have allowed the Santa Ana River to spill into it as it travels along its path. As it reaches the middle portion of the

map, topographic highs on either side of the river force it through a relatively narrow width.

An overflowing of the river would cause a heavy build-up and strong flow through this portion as it forces itself through. Once making it through this narrow portion, the river would have spilled over in great force, with its flow towards the lowest elevation (the 250' elevation contour in the southwest corner). The greater width past the narrow portion would be filled; this includes Pellissier Ranch.

A limitation in this study was not being able to access Riverside County DEM datasets. San Bernardino County, which contains the northern half of Pellissier Ranch and all areas north of it, provided free and easily accessible datasets. Riverside County, which contains the southern half of Pellissier Ranch, did not have DEM datasets easily accessible to the public. While San Bernardino's datasets included enough of the northern border of Riverside County to show the entire Pellissier Ranch and a little south of it, a more conclusive study would have included areas further south.

This would have better shown how far south artifacts might have been taken before being deposited. Based on the two derived raster datasets in this study, it's possible to hypothesize that the Santa Ana River did indeed inundate the entire extent of Pellissier Ranch, which was once La Placita. The strongest force would have been experienced in areas in the southwest portion of

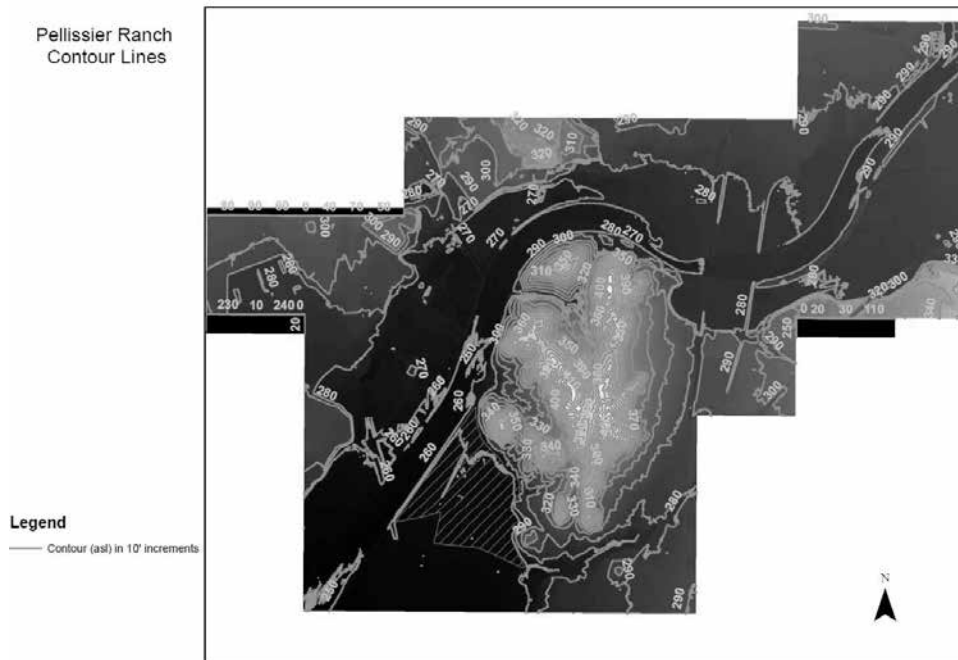


Figure shows the contour raster dataset derived from the DEM raster dataset. Increments of contour lines = 10'.

the ranch due to the elevation and slope gradient seen in the river. An improved resolution for this survey could be accomplished with a drone, which would provide more minute changes in elevation to derive Flow Accumulation raster datasets of Pellissier Ranch from.

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## Pando, cont. from page 3

Pando is believed to be the largest, most dense organism ever found at nearly 13 million pounds. The clone spreads over 106 acres, consisting of over 40,000 individual trees. The exact age of the clone and its root system is difficult to calculate, but it is estimated to have started at the end of the last ice age. Some of the trees are over 130 years old. It was first recognized by researchers in the 1970s and more recently proven by geneticists. Its massive size, weight, and prehistoric age have caused worldwide fame.

In the summer the green, fluttering leaves symbolize relief from summer's heat, and in autumn the orange and yellow leaves add to the fall spectacular that is the Fish Lake Basin. Visitors from many states, as well as other nations, have travelled to central Utah to see and experience Pando, especially during the fall. In 2006 the U.S. Postal Service honored the Pando Clone as one of the "40 Wonders of America" with a stamp in its commemoration.

Specialists are concerned with Pando, however, because the clone is showing signs of decline. Two reasons for this decline are thought to be lack of regeneration, as well as insects and disease.

The lack of regeneration may be due to over-grazing by deer and other ungulates. Insects such as bark beetles and disease such as root rot and cankers are attacking the overstory trees, weakening and killing them. A lack of regeneration combined with weakening and dying trees, in time, could result in a smaller clone or a complete die-off of the existing pando.

The Forest Service, in cooperation with partner organizations, are working to study Pando in order to address the issues of decline. Over the years, foresters have tested different methods to stimulate the roots to encourage new sprouting. Research plots have been set up in all treated areas to track Pando's progress. With each treatment, foresters have been able to learn from Pando and adapt. ♦

## Ruth Friesen Resigns as Spanish Traces Editor

This edition will be my last issue as Editor of *Spanish Traces*. I have made the decision to lessen my work load in order to focus on the necessary research required for a book I am writing about an aspect of my family history. The timing, coinciding with John Hiscock's departure, is not related in any way to his decision.

I began my tenure as Editor with the Autumn 2011 issue, and took the journal from a tabloid-appearing publication to a polished coffee-table-worthy journal. Together with Steven Heath, we wrote *Driving the Old Spanish Trail through Utah and Arizona* in 2015. I have enjoyed learning about the Old Spanish Trail, and have met so many wonderful, dedicated Trail enthusiasts. Thank you for the opportunity to serve the Association.