

EXHIBIT D

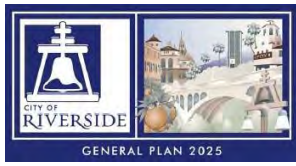
Minor General Plan Amendments

The following General Plan Elements are being amended to update or remove cross references to policies and figures related to the Housing Element and Public Safety Element which are being replaced in whole as separate attachments to the report. Only the pages with changes are included in this attachment.

General Plan Element	Pages with Changes
Introduction	I-19, I-24-25, I-37-38, I-40, I-43
Land Use and Urban Design	LU-4, LU-34-37, LU-56-58, LU-61, LU-64, LU-68-69, LU-74, LU-81, LU-83, LU-92, LU-104, LU-111, LU-113, LU-116, LU-118, LU-121, LU-127, LU-129-130
Circulation & Community Mobility	CCM-31, CCM-33, CCM-35
Education Element	E-12, E-16
Noise	N-24, N-26
Public Facilities & Infrastructure	PF-18-19
Historic Preservation	HP-27
Appendix A - Implementation Plan	A-4, A-21, A-24-57

Amendments to the Introduction

Pages I-1 through I-18 have no changes and are removed for clarity



INTRODUCTION

The Federal Clean Air Act

The Federal Clean Air Act (CCA) sets national ambient air quality standards (NAAQS) for six pollutants: carbon monoxide, ozone, particulates, nitrogen dioxide, sulfur dioxide and lead. In 1997, the U.S. Environmental Protection Agency (EPA) revised the NAAQS for ozone and total inhalable particulate matter (PM 10) and adopted new standards for fine particulate matter (PM 2.5). The CAA requires designated agencies in any region of the nation not meeting NAAQS to prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The U.S. EPA granted the SCAQMD a five-year extension, requiring the Basin to achieve federal PM10 air quality standards by 2006. The CAA was amended in 1977 and 1990 to extend deadlines for compliance and the preparation of revised State Implementation Plans (SIP). In response, the Governor of California designated agencies to develop these plans.

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

Greenhouse Gases and Global Warming

There are currently no binding Federal regulations mandating reductions in GHG emissions. In April 2007, the U.S. Supreme Court ruled that the federal Clean Air Act grants the U.S. Environmental Protection Agency the statutory authority to regulate carbon dioxide from new vehicle emissions as a pollutant. To date, however, the EPA has not indicated whether or how it will regulate carbon dioxide.

Toxic Release Inventory

The EPA has established the Toxics Release Inventory (TRI), a publicly available database that contains information on toxic chemical releases and other waste management activities of chemicals reported annually by certain industry groups as well as Federal facilities.

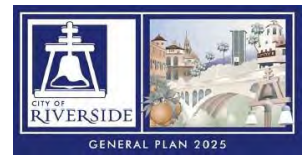
See the Public Safety Element under "Managing Hazardous Materials" for more information on the TRI.

Superfund Act

The Superfund Act is a federal law designated to protect the environment from risk created from previous chemical disposal practices. Under the Superfund program, abandoned, accidentally spilled, or illegally dumped hazardous waste that pose a current or future threat to human health or the environment are cleaned up. To accomplish its mission, EPA works closely with communities, responsible parties, scientists, researchers, contractors and State, local, tribal and Federal authorities. Together with these groups, EPA identifies hazardous waste sites, tests the conditions of the sites, formulates cleanup plans and cleans up the sites.

See the Public Safety Element under ~~"Managing Hazardous Materials"~~ for more information on the Superfund Act.

Pages I-20 through I-23 have no changes and are removed for clarity



California Environmental Quality Act & Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the noise impacts associated with public and private development projects. The City has an adopted resolution (Resolution #19478) outlining its own rules and procedures for implementing CEQA.

California Noise Insulation Standards (Title 24)

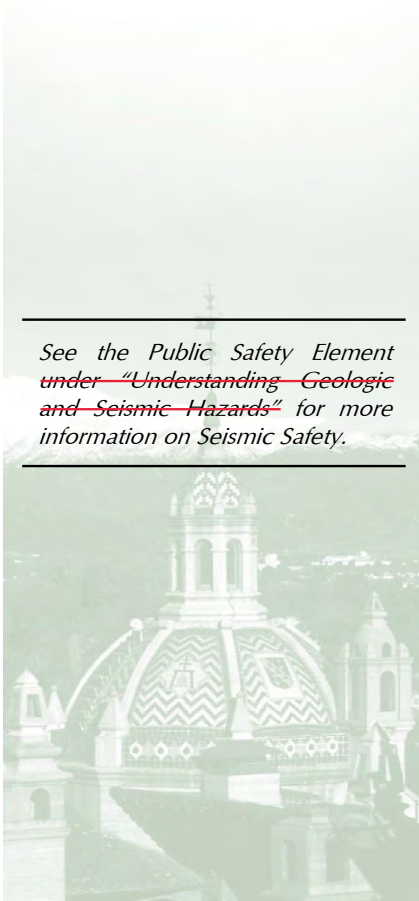
California Code Regulations Title 24, Part 2 was adopted in 1974 by the California Commission on Housing and Community Development to set noise insulation standards for residential buildings. Title 24 establishes standards for interior noise attributable to outside noise sources and requires the preparation of acoustical studies wherever a residential building is proposed within the 60 dBA CNEL noise contour created by a freeway, expressway, parkway, major street, thoroughfare, rail line, rail transit line, or industrial noise source. Said acoustical study must show that the building has been designed to limit the intrusion of exterior noise such that interior noise levels do not exceed 45 dBA CNEL.

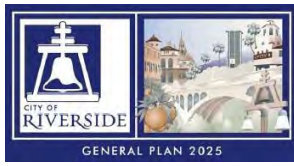
See the Noise Element under "Scope and Content of the Noise Element" for more information on Noise.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. As a matter of information, there are no such zones within the City or its Sphere of Influence.

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





INTRODUCTION

Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the State Geologist prepares maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. In addition, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

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

Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. The Act also identifies requirements which jurisdictions must meet in order to receive State financial assistance for flood control.

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

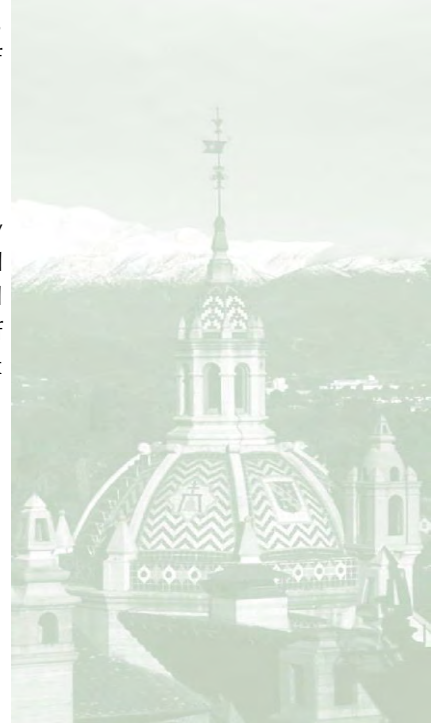
Williamson Act

The California Land Conservation Act of 1965, also known as the Williamson Act (Government Code Section 51200 et seq.), was adopted as an incentive program, encouraging the preservation of the State's agricultural lands. As a means to implement the Act, a land contract is established, whereby a county board of supervisors or city council stabilizes the taxes on qualifying lands in return for an owner's guarantee to keep the land in agricultural preserve status for a 10-year period. Each year, on its anniversary date, the contract is automatically renewed unless a notice of non-renewal is filed.

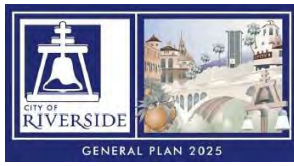
See the Open Space & Conservation Element under "Agricultural Preservation" for more information on the Williamson Act.

California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) establishes State policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy.



Pages I-26 through I-36 have no changes and are removed for clarity



INTRODUCTION

March Joint Powers Authority (JPA), March JPA General Plan & March Inland Port (MIP)

The March JPA is a public entity created for the purpose of addressing the use, reuse and joint use of realigned March Air Force Base (MAFB). The four individual public entities that cooperatively formed the JPA are the cities of Perris, Moreno Valley and Riverside and the County of Riverside. The JPA was created by separate resolutions of the four jurisdictions in September 1993.¹³

The March JPA General Plan is a long range comprehensive plan designated to outline and delineate use and development of the former MAFB, prior to the base realignment in April 1996 to March Air Reserve Base (MARB). Realignment of March resulted in approximately 4,400 acres of property and facilities for disposal by the Federal government and created an opportunity for joint use of the airfield for civilian use. The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations. Buildout of the March JPA Planning Area will account for 24 million sq. ft. of commercial/industrial/office development, and upwards to 38,000 jobs.

The March JPA along with the U.S. Air Force pursued the establishment of March Air Field as a joint use airport. The Air Force defines a "joint use airport" as one where the facilities which are owned and operated by the Air Force are made available for use by civil aviation. A joint use agreement between these parties was executed May 7, 1997, along with land leases for over 300 acres as the civilian airport name March Inland Port."

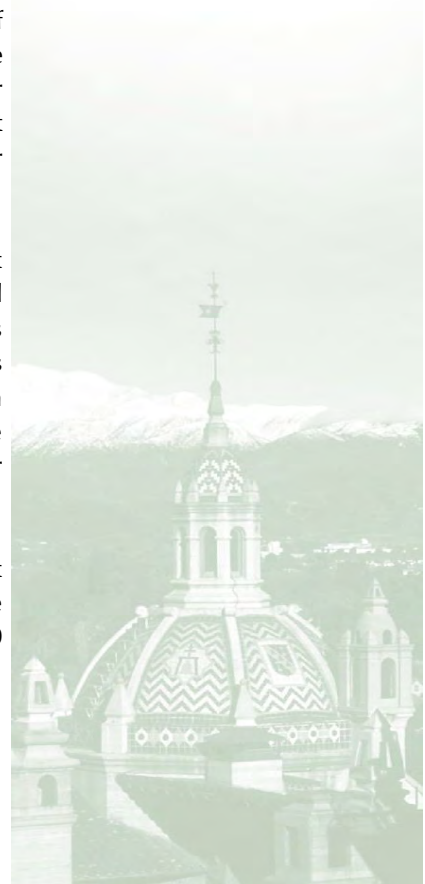
Under the provisions of the Joint Use Agreement, the March Inland Port (MIP) is open for business. The MIP is the civilian facility that is managed and operated by the MIP Airport Authority (MIPAA). The Authority's marketing partner is the March Inland Port Development, LLC (the Lynxs Group). With premier aviation facilities and highly competitive fees, MIP can accommodate even the largest of air cargo planes and operations. Over the past 18 months, MIP has provided Boeing Corporation a place to test their largest aircrafts, the 777 and 747-400.

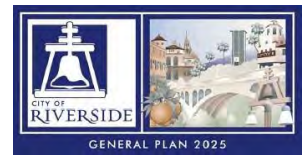
March Inland Port boasts an operational airfield, with a 13,300 lineal foot runway and fully manned control tower. With more than one million square feet of ramp area fully stressed to accommodate aircraft up to 900,000 pounds, the MIP has more than 350 acres of runway

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element for information on ~~under~~ "Ground and Air Transportation - Airport Operations" and the Noise Element under "Minimizing Noise Impacts" for more information on MARB/MIP.

In particular review Objectives LU-22, LU-23, ~~PS-4~~ and N-3.

¹³ March Joint Powers Authority website, <http://www.marchipa.com/MIPA.html>





accessible property available for development. Fees for aviation operations are the lowest in Southern California. Operationally, the aviation field can accommodate 200,000 operations. MIP is open for business today. All criteria and regulations have been met.¹⁴

2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP)

In November of 2014, the Riverside County Airport Land Use Commission adopted the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The March ALUCP is primarily based upon the U.S. Air Force's 2005 Air Installation Compatible Use Zone (AICUZ) Study for the March Air Reserve Base. The compatibility zones and associated criteria within the March ALUCP provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.

Riverside County Integrated Project (RCIP)

The RCIP is a comprehensive, three-part, integrated program balancing the housing, transportation and economic needs of a large population with the existing environment and available natural resources. RCIP accommodates continued growth by integrating the Riverside County General Plan with transportation and environmental issues. The three parts of the RCIP are the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than \$45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of SKR in the plan area. This effort has resulted in the permanent conservation of approximately 50% of the SKR occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. The City of Riverside is a member agency of the RCHCA.

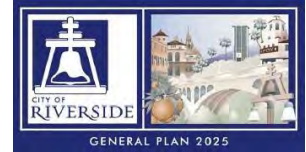
See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element for information on under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

See the Open Space and Conservation Element under "Stephens' Kangaroo Rat Habitat Conservation Plan" for more information on the Stephens' Kangaroo Rat Habitat Conservation Plan.

¹⁴ The March Inland Port Airport website, <http://www.marchipa.com/MIP.html>

INTRODUCTION



Riverside County Integrated Plan (RCIP) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

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

See the Open Space and Conservation Element under “Multi-Species Habitat Conservation Plan for more information on the Multi-Species Habitat Conservation Plan.

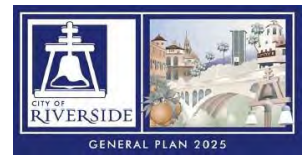
The intent of the MSHCP is to ensure the survival of a range of plants and animals and avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of currently listed species and their habitat from development. It would also allow the incidental take of species that might be listed in the future.

The City of Riverside is a permittee of the MSHCP. The proposed project is located within the Western Riverside County MSHCP Area and is required to comply with applicable provisions of the plan.

Riverside County Hazardous Waste Management Plan

The Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e. facility siting criteria. The HWMP also includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from the County's landfills.

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



The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

City/County Coordination

See the Land Use and Urban Design Element under “Our Neighborhoods – Sphere of Influence” for more information on City/County Coordination.

In particular review Objectives LU-87 and LU-88.

Over the years, the City of Riverside and Riverside County have established many cooperative agreements to coordinate on issues affecting both jurisdictions. Past and ongoing efforts include the Washington Alessandro Committee to address traffic circulation in southeastern most portion of the City and nearby County lands, City participation in the County's Regional Comprehensive Integrated Plan (RCIP) and a Memorandum of Understanding for review of projects in neighboring areas of the cities and the County of Western Riverside County, including adoption and implementation of complementary design guidelines for new development.

Riverside County Airport Land Use Commission

*See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element **for information on under** “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.*

*In particular review Objectives LU-22, LU-23, **PS-4** and N-2.*

The Riverside County Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission (ALUC), designates zones of airport-influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue and are compatible. The ALUC has two principal powers: (1) the ALUC must prepare and adopt an airport land use compatibility plan, which State law (Public Utility Code Section 21675 (a)) requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its General Plan and any affected specific plan to be consistent with the compatibility plan, and (2) the ALUC must review plans, regulations and other actions of local agencies and airport operators for consistency with the compatibility plan.

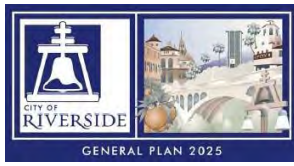
Riverside County Airport Land Use Compatibility Plan

*See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element **for information on under** “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on Airport Compatibility.*

*In particular review Objectives LU-22, LU-23, **PS-4** and N-2.*

The Riverside County Airport Land Use Compatibility Plan (ALUCP), adopted by the Airport Land Use Commission October 14, 2004, established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan includes compatibility criteria and maps for the influence areas of individual airports, including the Riverside Municipal and Flabob Airports. Additionally, the March Air Reserve Base/March Inland Port Airport was added to the ALUCP in 2014. The plan spells out the procedural requirements associated with the compatibility review of development proposals.¹⁶

Pages I-41 through I-42 have no changes and are removed for clarity



INTRODUCTION

commonly known as Rancho La Sierra lying on a bluff above the Santa Ana River and bordered by Tyler Street on the east and Arlington Avenue on the west.

In 1987, Riverside voters passed Measure C, an amendment to Proposition R, entitled “Citizens’ Rights Initiative to Reduce Costly Urban Sprawl, to Reduce Traffic Congestion, to Minimize Utility Rate Increases and to Facilitate Preservation of Riverside’s Citrus and Agricultural Lands, its Scenic Hills, Ridgelines, Arroyos and Wildlife Areas.” Measure C required a specific plan to be prepared for Rancho La Sierra, to cluster housing in a manner which preserves important natural features and scenic vistas.

Parks & Recreation Master Plan

In 2003, the City adopted a [Park and Recreation Master Plan](#) that was a comprehensive report addressing the adequacy of riverside's park and recreation facilities, as well as future needs and opportunities. The report also addressed the Trails Master Plan and made recommendations to the trails system as it pertains to park, recreation and open space connections.²³

Riverside Municipal Airport Master Plan

The City of Riverside operates the Riverside Municipal Airport. In 1999, the City prepared an Airport Master Plan, entailing a comprehensive analysis of airport facility needs and alternatives, with the purpose of providing guidance for the future development of the Municipal Airport. The primary objective of the Master Plan is to develop and maintain a long-term development program which meets the needs of the Airport. This Master Plan addresses aircraft noise, identifies specific locations within the City impacted by operations at the Airport and identifies specific noise/land use compatibility guidelines for development potentially affected by the Riverside Municipal Airport.

Riverside Redevelopment Agency

The City of Riverside established a Redevelopment Agency (RDA) in 1969 to help revitalize and redevelop areas suffering from blighting conditions. The RDA Board of Directors consists of all Riverside City Council members, which oversees the activities of the Agency. Certain project areas also have an established Project Area Committee (PAC), a group of local business owners and residential volunteers serving as advisors to the Agency Board

For more policies concerning Proposition R and Measure C review the Land Use and Urban Design and Open Space Elements.

In particular, review Policies LU-4.4, LU-6.1, LU-6.3, LU-54.1, LU-54.3, LU-59.1, LU-63.5, LU-64.1, OS-2.1 & OS-4.1.

*See the Land Use and Urban Design Element under “Relationships to Nearby Airports,” the Public Safety Element **for information on** ~~under~~ “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for additional information on the Riverside Municipal Airport.*

*In particular review Objectives LU-22, LU-23, **PS-4** and N-2.*

²³ City of Riverside Park and Recreation Master Plan Update 2003.

Pages I-44 through I-46 have no changes and are removed for clarity

Amendments to the Land Use & Urban Design Element

Pages LU-1 through LU-3 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

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

SCOPE OF THIS ELEMENT

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

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

Elements set forth in California Law.¹ Given that this element sets forth objectives and policies for land development and usage, this element must have strong relationships to other General Plan elements. Relationships to other General Plan elements, as well as to other City, County and regional policies are in the introduction to the General Plan. In addition, the Land Use and Urban Design Element must include information about the City required by State Law. This Element meets these requirements either directly or through cross references to other Elements as necessary. ~~For example, information concerning~~

The Public Safety Element provides information concerning flooding. The Public Facilities Element provides information concerning solid and liquid waste facilities. The City's Wastewater Facility can be found on Figure LU-10 - Land Use Policy Map designated as a Public Facility. Information concerning mineral resources can be found in the Open Space and Conservation Element on Figure OS -1 Mineral Resources.

For example, information concerning areas subject to flooding can be found in the Public Safety Element ~~and these areas are mapped out on Figure PS-4 - Flood Hazard Areas.~~ Information concerning solid and liquid waste facilities can **also** be found in the Public Safety Element and the only facility, the City's Wastewater Facility, can be found on Figure LU- 10 - Land Use Policy Map designated as a Public Facility. Information concerning mineral resources can be found in the Open Space and Conservation Element on Figure OS -1 Mineral Resources.

¹ California Government Code, §65302(a).

Pages LU-5 through LU-33 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

Objective LU-21: Attractively develop the City's major gateways to create a stronger sense of City identity.

- Policy LU-21.1: Define the City's major gateways, and update the list periodically to reflect changing traffic patterns.
- Policy LU-21.2: Develop a tool kit of gateway enhancements, including landscaping, signage, sculpture and other elements that simultaneously provide a unified sense of City identity yet are flexible enough for use in diverse geographical settings.
- Policy: LU-21.3: Create a new gateway on Arlington Avenue when the Schliesman connection to Interstate 15 is completed.

RELATIONSHIP TO NEARBY AIRPORTS

March Air Reserve Base/March Inland Port Airport

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

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

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

First designated as a United States Air Force Base in 1918, March was realigned as an Air Reserve Base following the 1993 review by the Federal Base Realignment and Closure Committee (BRAC). In this redesignation, more than two-thirds of the total land and facilities at March were declared surplus. A Joint Powers Authority (JPA) was created to administer planning and land use decisions in repurposing much of the surplus property towards the development of an air cargo facility or inland port.

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



Mission Grove, as well as unincorporated Woodcrest, will continue to be impacted by noise associated with March.

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

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

Riverside Municipal Airport

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

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

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

Riverside County has prepared an Airport Land Use Compatibility Plan (RCALUCP). The Compatibility Plan designates zones of airport-influenced areas for every airport in Riverside County and provides a series of proposed policies and compatibility criteria to ensure that

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

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





LAND USE AND URBAN DESIGN ELEMENT

both aviation uses and surrounding uses may continue.⁴ The Compatibility Plan recognizes that Federal regulations stipulate that highly concentrated residential or commercial land uses - such as higher density housing or movie theaters - are inappropriate near an airport's landing approach.

Future development projects within the influence areas would be required to comply with the applicable airport compatibility plan and seek approval of the Airport Land Use Commission (ALUC) where applicable. Should the ALUC deny a project the City Council may override this decision with a two-thirds vote but only after making specific findings that the proposed action is consistent with the purposes of Public Utilities Code Section 21670. Once City Council adopts the Compatibility Plan the objective for neighborhoods close to airports will be to adhere to the Compatibility Plan airport-influence areas and limit new encroachments that would reduce the airport's long-term viability.

Other objectives for the airport and the surrounding neighborhood stem from the Airport Master Plan adopted by the City in 2009. The Master Plan sets forth a series of recommendations intended to enhance the Airport's economic viability and contribution to the community. Some of the Master Plan's objectives are referenced below.

Flabob Airport

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

Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.

Policy LU-22.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

⁴ The Riverside County Airport Land Use Compatibility Plan was adopted by the Airport Land Use Commission in October 2004 and the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan was adopted in 2014 will be added to the Plan upon its completion.



- Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the new Airport Land Use Compatibility Plan.
- Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.
- Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.
- Policy LU-22.5: Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted in the Public Safety Element **Technical Background Report** (Figure **CP-7aPS-6A** - Riverside Municipal and Flabob Airport **Compatibility Safety Zones and Influence Areas**; and Figure **CP-7bPS-6B** - March ARB/IPA Airport **Land Use Compatibility Safety Zones and Influence Areas**) for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.
- Policy LU-22.6: Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/March Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3).
- Policy LU-22.7: Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670.



Pages LU-38 through LU-55 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

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

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

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

"Arlington Avenue" – LU-20.

"Relationship to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

"Minimizing Noise Impacts" – N-2.

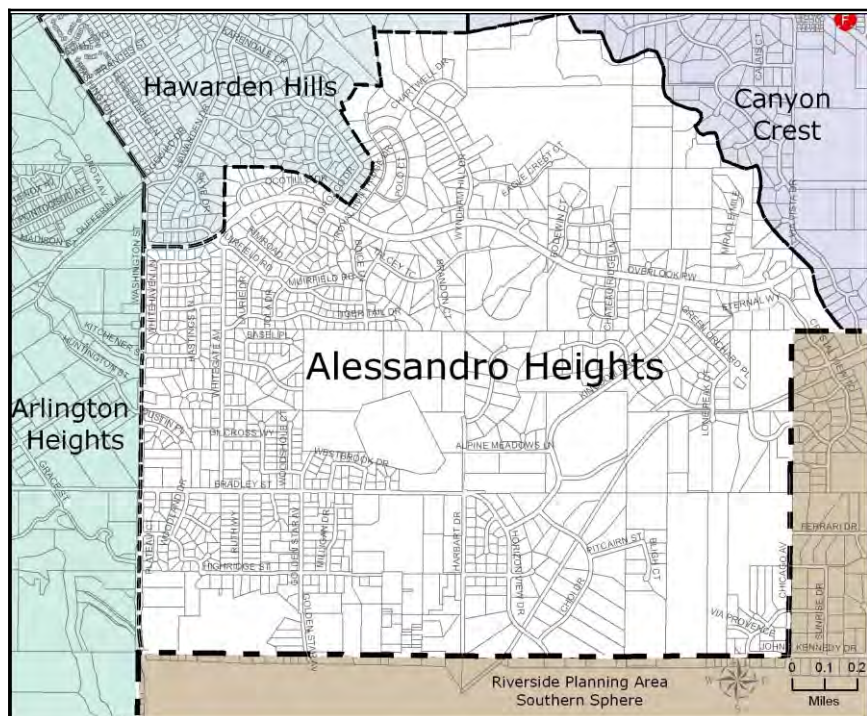
Objective LU-31: Attract high quality, job-producing businesses to the industrial areas surrounding the Airport.

Policy LU-31.1: Target industries that would benefit from proximity to the Airport.

Objective LU-32: Preserve existing residential areas within the Airport Neighborhood.

Policy LU-32.1: Encourage developers of single family residences to include a higher level of sound attenuation in new homes than required by City standards.

ALESSANDRO HEIGHTS



Alessandro Heights

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

LAND USE AND URBAN DESIGN ELEMENT



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

Although no land use changes are anticipated in the neighborhood through the end of this General Plan Update period, circulation-related changes are anticipated, including the eventual connection of the two ends of Overlook Parkway across the Alessandro Arroyo. While the Circulation and Community Mobility Element will address roadway planning for the entire City, special care will need to be taken to ensure that the natural assets of Alessandro Heights are protected and preserved.

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

Objective LU-33: Protect and preserve the natural features of Alessandro Heights while continuing to provide opportunities for residential development compatible with the natural environmental features of the area.

Policy LU-33.1: Ensure that circulation improvements in and through the neighborhood are designed so as to minimally impact the natural qualities and features.

Policy LU-33.2: Maintain the low-density, large-lot character of the neighborhood through appropriate zoning.

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

"Hillsides" – LU-3, LU-4 and OS-2.

"Arroyos" – LU-5.

"Overlook Parkway" – LU-17 and CCM-4.

"Relationship to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

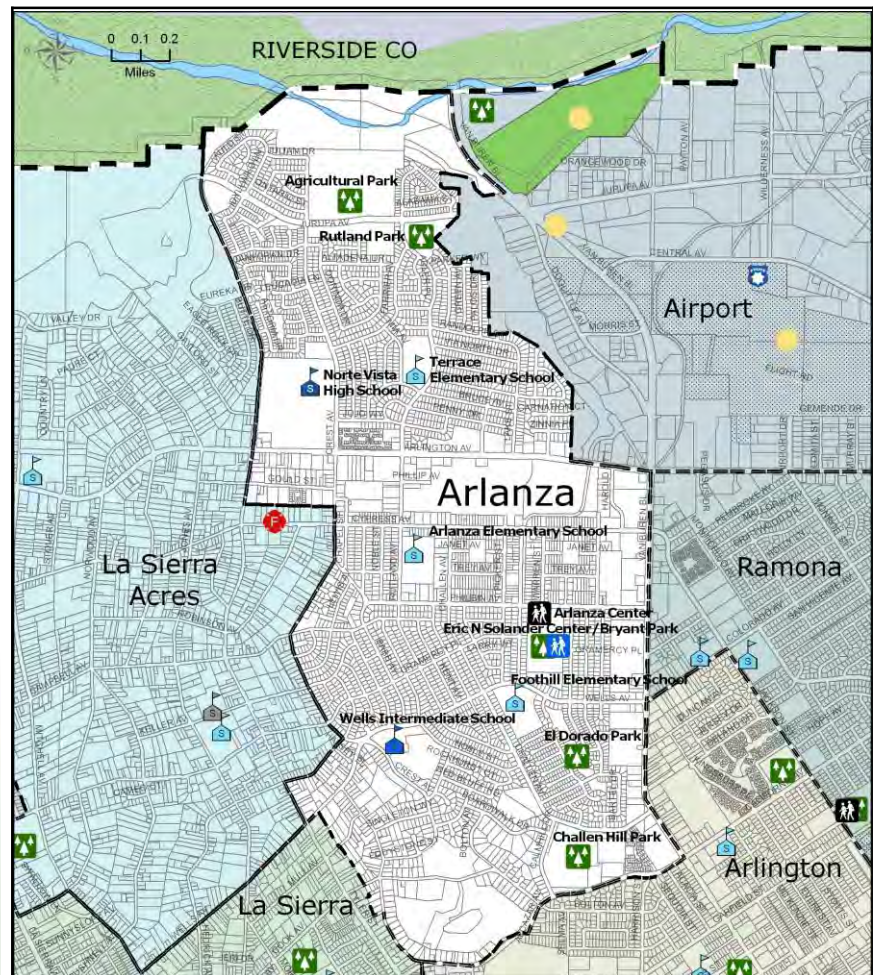
"Minimizing Noise Impacts" – N-3.





LAND USE AND URBAN DESIGN ELEMENT

ARLANZA



Arlanza

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

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

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

"Arlington Avenue" – LU-20.

"Relationship to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Airports" – CCM-11.

~~"Air Transportation" – PS 4.~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

"Minimizing Noise Impacts" – N-2.

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

Amidst these developed uses, Arlanza has significant natural features. The Santa Ana River forms the neighborhood's northern edge; its southern edge is punctuated by rolling hillsides. Given this complexity, Arlanza faces several future planning challenges. While the preservation of industrial land is an important city-wide goal, Arlanza's industrial area is sandwiched between residential neighborhoods and

Pages LU-59 through LU-60 have no changes and are removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



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

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

In 2001, the City adopted a revised Arlington Community Plan, which emphasizes improvement of the Village and Magnolia/Van Buren corridors and the overall economic revitalization and attention to surrounding residential neighborhoods. The Plan covered both the Arlington and Arlington South neighborhoods. Relevant goals and policies from the 2001 Community Plan are reflected in this General Plan and Magnolia Avenue Specific Plan as appropriate. The objectives and policies listed below are specific to the Arlington Neighborhood. In addition, the Citywide objectives and policies in this Element are also applicable, as are all other City development Codes, Ordinances and development standards.

Objective LU-35: Maintain Arlington's sense of community through careful and coordinated planning that builds upon the neighborhood's key assets and reinforces its historic development patterns.

- Policy LU-35.1: Focus commercial development at major intersections, discouraging "strip" commercial development.
- Policy LU-35.2: Maintain Arlington's existing grid street system.
- Policy LU-35.3: Encourage the maintenance of Arlington's large residential lot areas.

Objective LU-36: Restore, strengthen and maintain the unique community character and identity of the Arlington Neighborhood.

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

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

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

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

"Relationship to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

HE Action Plan PS-3.1-1 (Aircraft Hazards)

"Minimizing Noise Impacts" – N-2.

Pages LU-62 through LU-63 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

preservation of this important resource. As noted in the Victoria Avenue section of this Land Use Element, this General Plan includes policies toward the creation of a protective Victoria Avenue Overlay Zone as well as the designation of Victoria Avenue as a linear City park. Once devoted almost solely to citriculture, tracts within Arlington Heights have been increasingly developed with very-low-density residential uses (no more than one dwelling unit per five acres) – so called “gentleman farms.” In many cases, agricultural pursuits – particularly the citriculture that is so closely identified with the City's history - have tended to fade away when land is put into residential use, even at a very low intensity. As such, an ongoing goal for this neighborhood will be to seek ways to preserve the City's historic agricultural flavor while at the same time allowing for residential uses consistent with provisions of Proposition R and Measure C.

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

“Hillsides” – LU-3, LU-4 and OS-2.

“Arroyos” – LU-5.

“Greenbelt and Agricultural Uses” – LU-6 and OS-3.

“Victoria Avenue” – LU-13, LU-85.3, CCM-2.14 and CCM-4.3.

“Van Buren Boulevard” – LU-15 and CCM-1.4.

“Relationship to Nearby Airports” – LU-22 and LU-23.

“Airports” – CCM-11.

~~*“Air Transportation” – PS 4.*~~

HE Action Plan PS-3.1-1 (Aircraft Hazards)

“Minimizing Noise Impacts” – N-3.

“Rescind Victoria Avenue Specific Plan” – LU-30.10.

The City adopted an Arlington Heights Community Plan in 1979, which covered an area larger than the contemporary Arlington Heights neighborhood. The primary focus of this Community Plan was the long-term preservation of the area's cultural/agricultural, historic and environmental amenities. Relevant goals and policies from the 1979 Community Plan are reflected in this General Plan as appropriate.

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

Objective LU-38: Preserve and enhance Arlington Heights' major cultural-historical and environmental amenities, including citriculture, arroyos, hillsides, Victoria Avenue and the Gage Canal, while providing opportunities for residential development that is sensitive to the neighborhood's heritage.

Policy LU-38.1: Use a combination of land acquisition and regulatory approaches, potentially including cluster development, to preserve agricultural land and open space.

Policy LU-38.2: Encourage property owners to preserve citrus groves through the development of proactive programs.

Pages LU-65 through LU-67 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

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

“Arroyos” – LU-5.

“Overlook Parkway” – LU-17 and CCM-4.

“Canyon Crest Drive” – LU-18.

“Berry Road and Barton Street” – CCM-2.12.

“Relationship to Nearby Airports” – LU-22 and LU-23.

“Airports” – CCM-11.

~~*“Air Transportation” – PS 4.*~~

~~*HE Action Plan PS-3.1-1 (Aircraft Hazards)*~~

“Minimizing Noise Impacts” – N-3.

~~*“Rescind the Hawarden Hills Specific Plan” – LU-30.10.*~~

Riverside all the way west to Pasadena. While citrus-related uses may have disappeared from the area, Canyon Crest, even in its contemporary developed state, retains a natural feel, as evidenced in the neighborhood's rolling topography and the mature landscaping of its residential and commercial areas. Furthering its natural character, Canyon Crest wraps around Sycamore Canyon Wilderness Park.

The heart of the developed neighborhood is the Canyon Crest Town Center, whose shopping, restaurant and service businesses cater to both residents and nearby UCR students and faculty. Medium and medium-high density residential development, including many condominium complexes, are within walking distance of the Town Center.

Just off the northeast corner of Sycamore Canyon Park, the Canyon Crest neighborhood includes the Sycamore Highlands Specific Plan⁷ area. Bridging an area between Sycamore Canyon Park and the I-215/60 Freeway, most of the Specific Plan area is designated for residential development, with lowest density uses to the west, gradually changing to higher density, moving easterly, with the greater distance from the park.

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

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

Objective LU-42: Maintain the diverse and lively character of Canyon Crest's residential and commercial areas.

Policy LU-42.1: Implement the Sycamore Highlands Specific Plan in a manner that retains as many of the land's natural and physical attributes as possible.

Policy LU-42.2: Support efforts of the Canyon Crest Town Center to diversify its commercial offerings.

⁷ This was formerly known as the “Lusk Highlander Specific Plan.”



Policy LU-42.3: Encourage the ongoing maintenance of the neighborhood's multi-family developments.

CASA BLANCA



Casa Blanca

From its roots as a citrus colonia established by Mexican immigrants during the City's agricultural heyday, the Casa Blanca neighborhood is known contemporarily for being family-oriented, strong-knit and largely residential in character. The neighborhood features many single-family homes exemplifying early twentieth century styles, particularly California Craftsman. In addition to the predominant residential component, Casa Blanca has a blend of commercial and industrial development along Indiana Avenue and Jefferson Street.

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

The Plan was updated in 1987; this update included an expansion of the planning area. The Community Plan included a number of

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

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

"Relationship to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Airports" – CCM-11.

~~*"Air Transportation" – PS-4.*~~

HE Action Plan PS-3.1-1(Aircraft Hazards)

"Minimizing Noise Impacts" – N-3.

"Rescind Victoria Avenue Specific Plan" – LU-30.10.

Pages LU-70 through LU-73 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

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

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

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

"University Avenue" – LU-14.

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

"Relationships to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

"Minimizing Noise Impacts" – N-2.

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

Review this Specific Plan for additional information on the Downtown.

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

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

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

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

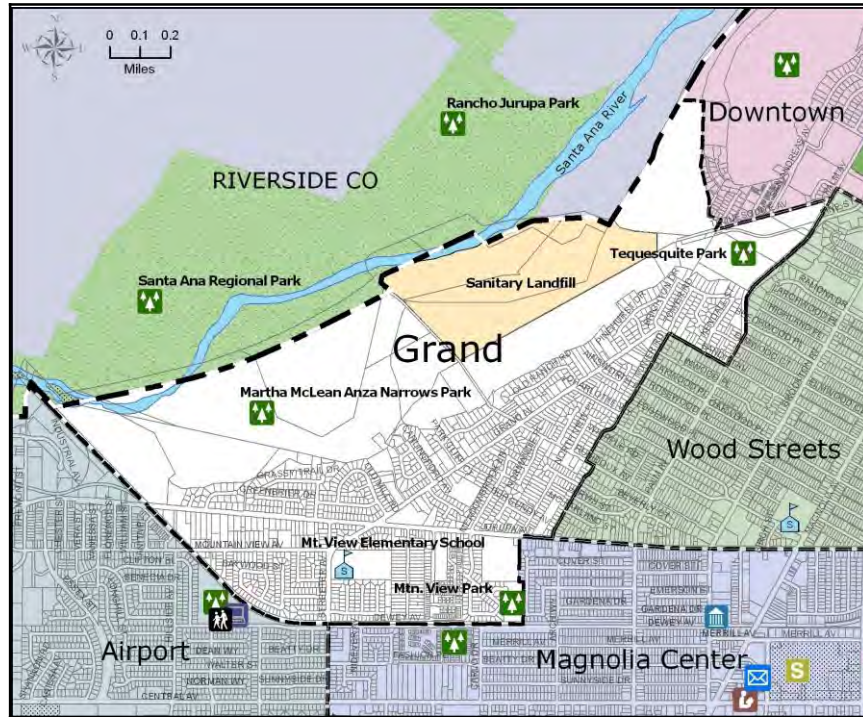
Another issue for Downtown is its connection with surrounding neighborhoods, particularly to the east, where the 91 Freeway abruptly forms an actual concrete barrier, as well as a psychological one. Improved connections to the Eastside, the Downtown Metrolink station, the Riverside Marketplace and the University area are seen as crucial to Downtown's ability to evolve into an even more urban and cosmopolitan locale.

Downtown's unique qualities and numerous opportunities form the focus of the award-winning 2002 Downtown Specific Plan, which lays out a twenty-year vision for Downtown to further evolve into a more richly textured, vibrant and thriving destination. The Downtown Specific Plan is the guiding document for the development and growth of Downtown over the next twenty years. The Specific Plan embraces and seeks to capitalize upon the area's urban character, enlivening

Pages LU-75 through LU-80 have no changes and are removed for clarity



GRAND



Grand

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

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

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

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

"Relationships to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

"Minimizing Noise Impacts" – N-2.

Page LU-82 has no changes and has been removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



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

Low-density single-family residential development is by far the most significant land use. The neighborhood contains neither commercial areas nor any significant public facilities. The special character of Hawarden Hills was acknowledged in a 1977 specific plan for the neighborhood, but many of the provisions of the plan were superseded by stronger, more protective measures passed by Riverside voters in the form of Proposition R and Measures C. The measures protect the Hawarden Hills ridgeline from development and enact more stringent development controls elsewhere to protect the neighborhood's other natural features. As a result, the Specific Plan is at least partially outdated and invalid. There are some policies contained in the Specific Plan, however, which remain valid and important to the protection of this unique area. These objectives and policies have been retained as part of the Neighborhood plan and are listed below.

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

Objective LU-53: To preserve the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area, generally located between Anna Street and the Alessandro Arroyo, including the Hawarden Hills and its ridgeline.

Policy LU-53.1: The minimum lot size in the Special Design Area shall be two acres, with all lots adjacent to Hawarden Drive developed fronting onto Hawarden Drive with a minimum fifty-foot front yard setback.

Policy LU-53.2: As development occurs, Hawarden Drive Special Design Area shall receive minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curve markings to the specifications of the City Traffic Engineer.

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

"Hillsides" – LU-3, LU-4 and OS-2.

"Arroyos" – LU-5.

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

"Relationships to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1
(Aircraft Hazards)*

"Minimizing Noise Impacts" – N-3.

"Rescind Hawarden Hills Specific Plan" – LU-30.10.



Pages LU-84 through LU-91 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

LA SIERRA ACRES

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

“Santa Ana River” – Introduction, LU-1, LU-2 and OS-7.

“Riverwalk Parkway” – LU-16.

“La Sierra Avenue” – LU-19.

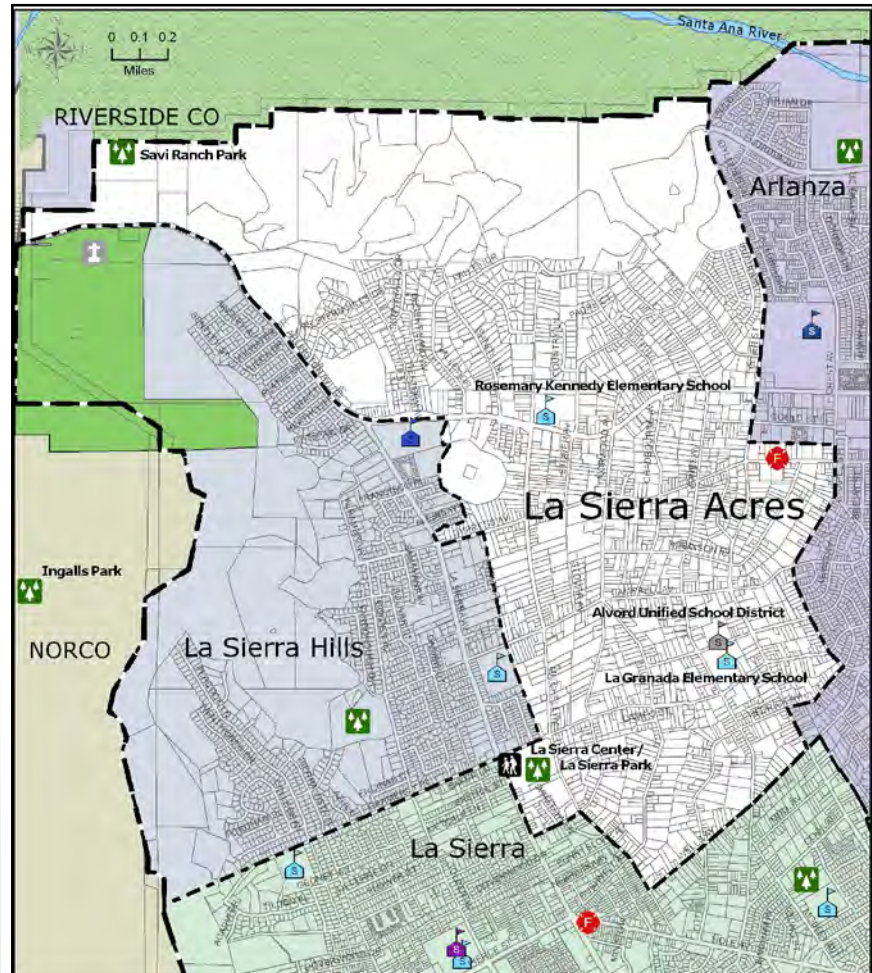
“Arlington Avenue” – LU-20.

“Relationship to Nearby Airports” – LU-22 and LU-23.

“Airports” – CCM-11.

~~“Air Transportation” – PS 4.~~

**HE Action Plan PS-3.1-1
(Aircraft Hazards)**



La Sierra Acres

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

The far north of the neighborhood slopes up to the La Sierra Hills, the City's northern border and then down to the Santa Ana River basin. This area, known as Rancho La Sierra or the River Ranch, was specifically mentioned in Measure C, passed by Riverside voters in 1987. Measure C directed the City to prepare and adopt a specific plan for this area. Measure C further stipulated that any new housing units in the La Sierra lands, shall be clustered in a manner "to protect the river bottom wildlife refuge, the agricultural land along the river

Pages LU-93 through LU-103 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

proposed to include a substantial industrial park area and about eleven hundred dwelling units, the Specific Plan was amended numerous times. Amendments adopted significantly reduced the industrial park acreage and more than doubled the number of allowable dwelling units to about twenty-three hundred. As of 2004, very little land remained to be developed within the Specific Plan area.

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

*"Relationships to Nearby Airports"
– LU-22 and LU-23.*

*"Preservation of Industrial Land"
– LU-24 and LU-25.*

"Airports" – CCM-11.

~~*"Air Transportation" – PS 4.*~~

*HE Action Plan PS-3.1-1 (Aircraft
Hazards)*

"Minimizing Noise Impacts" – N-3.

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

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

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

Objective LU-69: Complete buildout of the Mission Grove Specific Plan, encouraging development that can harmoniously co-exist near the March Airport facility.

Policy LU-69.1: Do not permit further amendments to the Mission Grove Specific Plan that would increase the residential density of the neighborhood or otherwise conflict with ongoing safe operations at March Air Reserve Base/Inland Port as called out in the Riverside County Airport Land Use Compatibility Plan.

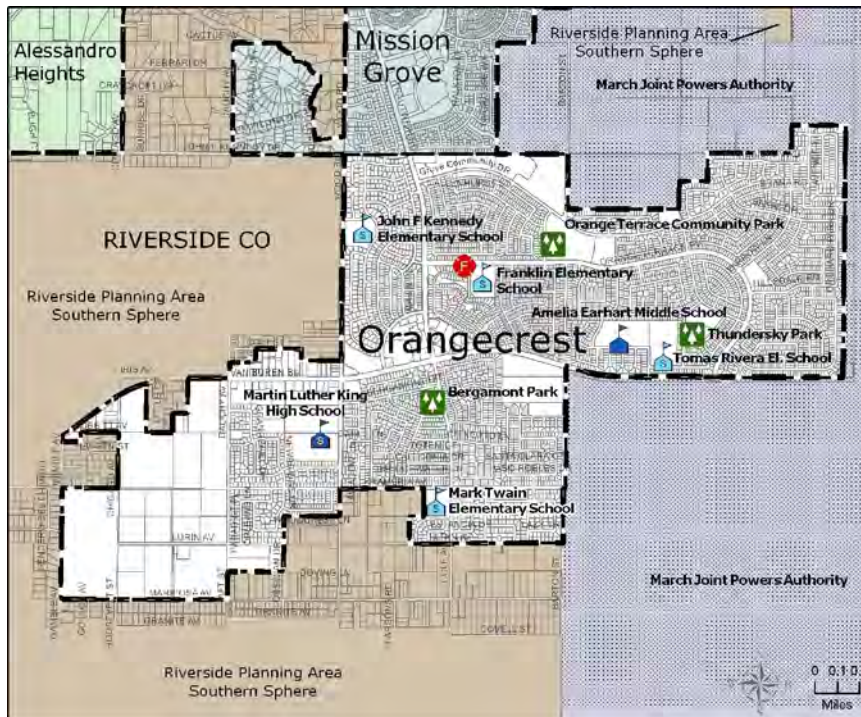
Policy LU-69.2: Pursue appropriate annexation opportunities of the properties southerly of Alessandro Boulevard, between the City limit lines and the March Joint Powers Authority properties.

Pages LU-105 through LU-110 have no changes and are removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



ORANGECREST



Orangecrest

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

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

Orangecrest and its neighbor to the north, Mission Grove, are the two Riverside neighborhoods closest to the March Air Reserve Base/Inland Port. The Specific Plans for both Orangecrest and Mission Grove were initially approved by Riverside County and the areas subsequently annexed to the City. While MARB/MIP offers the potential for great economic vitality and employment base, the proximity to housing creates the potential for land use conflicts. The active use of March,

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

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

"Relationships to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

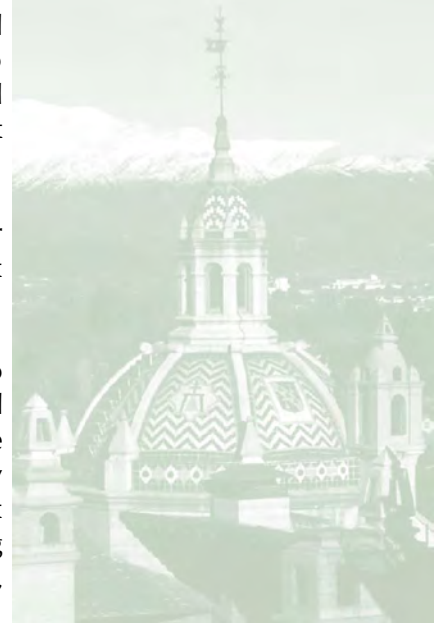
"Airports" – CCM-11.

~~*"Air Transportation" – PS-4.*~~

HE Action Plan PS-3.1-1 (Aircraft Hazards)

"Minimizing Noise Impacts" – N-3.

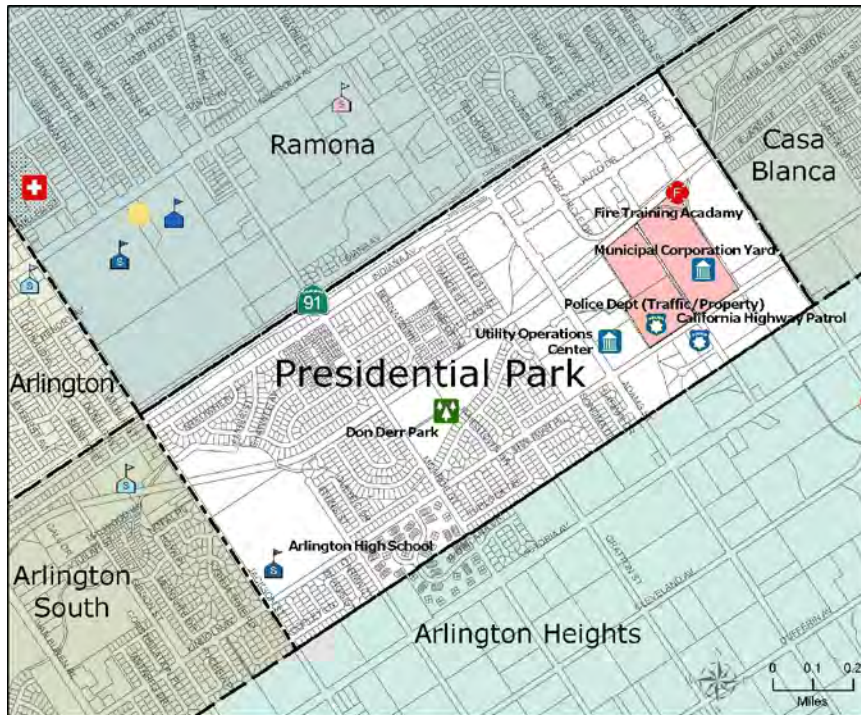
~~*"For information concerning John F. Kennedy Drive and Barton Street" – CCM-2.12.*~~



Page LU-112 has no changes and has been removed for clarity



PRESIDENTIAL PARK



Presidential Park

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

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

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

"Relationships to Nearby Airports" – LU-22 and LU-23.

"Preservation of Industrial Land" – LU-24 and LU-25.

"Airports" – CCM-11.

~~"Air Transportation" – PS 4.~~

***HE Action Plan PS-3.1-1
(Aircraft Hazards)***

"Minimizing Noise Impacts" – N-2.



Pages LU-114 through LU-115 have no changes and are removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

commercial sites, particularly at Van Buren and Arlington, California and Monroe and Magnolia and Adams, can be revitalized through carefully planned mixed-use development that combines medium- and higher-density residential uses with neighborhood-oriented commercial shops and services. A higher intensity, mixed use urban site is proposed for the property north of Madison Street and the 91 Freeway. This latter site is currently largely vacant and partially developed with a deteriorated shopping area, including a health club.

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

“Magnolia Avenue/Market Street” – LU-12 and CCM-3.

“Van Buren Boulevard” – LU-15 and CCM-1.4.

“Shared Parking on Magnolia Avenue” – CCM-13.4.

“Relationships to Nearby Airports” – LU-22 and LU-23.

“Preservation of Industrial Land” – LU-24 and LU-25.

“Airports” – CCM-11.

“Air Transportation” – PS-4.

HE Action Plan PS-3.1-1 (Aircraft Hazards)

“Minimizing Noise Impacts” N – 2.

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

Objective LU-78: Maintain Ramona’s established residential character while allowing for higher-intensity, transit-oriented residential and mixed residential-commercial development on opportunity sites, particularly along Magnolia and California Avenues.

- Policy LU-78.1: Improve and expand the housing stock to support and complement the major educational institutions and bus rapid transit.
- Policy LU-78.2: Preserve historic landscaping and increase green space along the Magnolia Corridor.
- Policy LU-78.3: Encourage continued enhancement and growth of the significant institutional uses along the Magnolia Avenue corridor.
- Policy LU-78.4: Enhance and celebrate Heritage House as a historic and cultural landmark.
- Policy LU-78.5: Encourage mixed-use urban development on the underutilized site on Madison Street northwesterly of the 91 Freeway.
- Policy LU-78.6: Require large-scale development along block faces of Magnolia Avenue that are designated Very High Density Residential (VHDR). Ensure that resulting development is sensitive to surrounding uses.



Page LU-117 has no changes and has been removed for clarity



LAND USE AND URBAN DESIGN ELEMENT

parts of two other City neighborhoods (Canyon Crest and Mission Grove).

In March of 1999 the City adopted the *Sycamore Canyon Wilderness Park - Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan*. The purpose of the report was to update the City of Riverside's Sycamore Canyon Wilderness Park Conceptual Development Plan and to prepare a coordinated Maintenance/Management Plan for the endangered Stephens' Kangaroo Rat (SKR). The plan establishes SKR habitat management and monitoring, trail access locations, park boundaries, emergency access locations, property acquisition possibilities as well as other park maintenance responsibilities and design.⁸

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

"Hillsides" – LU-3 and LU-4.

"Arroyos" – LU-5. "Relationships to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS-4.*~~

HE Action Plan PS-3.1-1 (Aircraft Hazards)

"Minimizing Noise Impacts" N-3.

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

Objective LU-79: Preserve and enhance the natural character and qualities of Sycamore Canyon Wilderness Park.

- Policy LU-79.1: Provide connections to Box Springs Mountain Regional Park consistent with the Western Riverside County MSHCP to ensure that Sycamore Canyon Park does not become a biologically isolated island.
- Policy LU-79.2: Ensure that development on the periphery of the park is minimally disruptive and maximally screened from the Park.
- Policy LU-79.3: Seek to balance the Park's potentially conflicting roles as both wildlife habitat and a community recreational and open space resource.
- Policy LU-79.4: Continue to implement the recommendations of the Sycamore Canyon Wilderness Park – Stephens' Kangaroo Rat Management Plan and Updated Conceptual Development Plan.
- Policy LU-79.5: Enhance access points and encourage recreational use in accordance with the adopted Sycamore

⁸

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

Pages LU-119 through LU-120 have no changes and are removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



Policy LU-80.1: Use City incentives to promote use of Sycamore Canyon Business Park properties for job-intensive businesses that utilize higher-skilled employees and that generate tax revenues for the City.

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

Policy LU-80.2: Avoid giving City incentives for development of warehouse and distribution facilities within Sycamore Canyon Business Park.

“Hillsides” – LU-3 and LU-4.

Policy LU-80.3: Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut the specific plan areas.

“Relationships to Nearby Airports” – LU-22 and LU-23.

“Preservation of Industrial Land” – LU-24 and LU-25.

Policy LU-80.4: Seek logical annexations that will help further the objectives for these areas.

“Airports” – CCM-11.

~~“Air Transportation” – PS-4.~~

Policy LU-80.5: Recognize Sycamore Canyon Business Park and Canyon Springs as separate City neighborhoods following adoption of this General Plan.

HE Action Plan PS-3.1-1 (Aircraft Hazards)

“Minimizing Noise Impacts” – N-3.

Policy LU-80.6: Promote the development of Sycamore Canyon to achieve economic success defined by a diverse and compatible industrial base that provides economic opportunities for all its citizens. The City preferred outcome is to promote light industrial/flex space to maximize employment opportunities and utilization of the limited land supply. To achieve this goal, the City must first overcome complex infrastructure issues that limit development in the area. Large “big box” distribution or warehouse facilities will be necessary on a limited basis to create the critical mass required to solve some of these infrastructure issues.⁹

Policy LU-80.7: Identify industry sectors for which the community has cooperative advantages; actively outreach to companies in those sectors; provide infrastructure or other economic development/redevelopment/utility assistance as necessary to encourage their location within the Sycamore Canyon area; and encourage those warehouse and distribution facilities in the Sycamore Canyon area that achieve the goal of supplying critical development infrastructure, are point of sale (sale tax generators),



⁹

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

Pages LU-122 through LU-126 have no changes and are removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



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

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

The entire length of Victoria Avenue and the properties abutting it are part of the Victoria Avenue Specific Plan adopted in 1972 prior to Proposition R and Measure C. As a result, the Specific Plan is outdated and superseded by Proposition R and Measure C and their implementing Zones RA-5 – Residential Agriculture and RC – Residential Conservation. In November of 2003, the City Council approved the recommendations of the Victoria Avenue Ad Hoc Committee to: 1) approve Design and Development Standards for Victoria Avenue; 2) implement an Overlay Zone to direct that the Design and Development Standards are applied to development along Victoria Avenue; and 3) and designate Victoria Avenue, excluding the traveled roadway, as a City Park¹¹. Therefore, under this General Plan, the Victoria Avenue Specific Plan is rescinded and replaced with this Neighborhood Plan.

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

Objective LU-85: Preserve and enhance the largely residential character of the Victoria Neighborhood.

- | | |
|-----------------|---|
| Policy LU-85.1: | Support efforts to create historic districts that will preserve neighborhoods representing prime examples of era-specific architectural styles. |
| Policy LU-85.2: | Encourage cluster development as a means of preserving open space areas for public and private enjoyment. |
| Policy LU-85.3: | Create an Overlay Zone for Victoria Avenue that will implement the Design and |

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

“Arroyos” – LU-5.

“Victoria Avenue” – LU-13, LU-39.1, CCM-2.14 and CCM-4.3.

“Arlington Avenue” – LU-20.

“Relationships to Nearby Airports” – LU-23 and LU-24.

“Airports” – CCM-11.

~~*“Air Transportation” – PS 4.*~~

~~*HE Action Plan PS-3.1-1 (Aircraft Hazards)*~~

“Minimizing Noise Impacts” – N-3.

“Rescind the Victoria Avenue Specific Plan” – LU-30.10.

¹¹

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

Page LU-128 has no changes and has been removed for clarity

LAND USE AND URBAN DESIGN ELEMENT



The City and Wood Street residents in particular have long recognized the special character of this area. As early as 1981, the City designated the Wood Streets as a Neighborhood Conservation Area and established the more formal Wood Streets Historic District in 1986.

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

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

Objective LU-86: Maintain and enhance the single-family residential character of Wood Streets and preserve the historic housing stock.

Policy LU-86.1: Continue to emphasize and encourage preservation of the historic homes within the Wood Streets Historic District.

Policy LU-86.2: Implement strong tree preservation policies within the Wood Streets Historic District.

SPHERE OF INFLUENCE

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

Protecting the character of any newly annexed areas is the City's overriding philosophy regarding annexation. The City will continue to work closely with residents of potential annexation areas to ensure that community character and feel can be preserved to the maximum extent. As evidenced throughout this Land Use and Urban Design

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

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

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

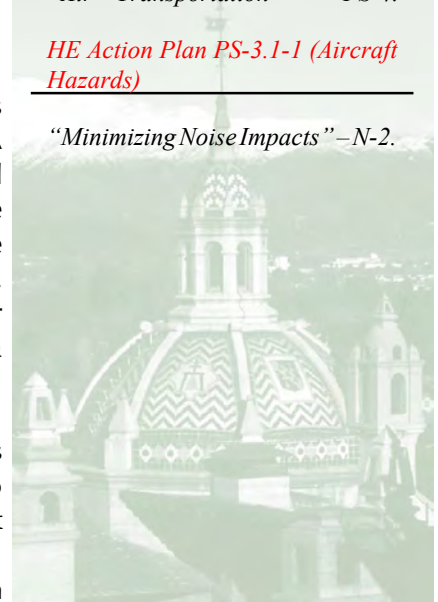
"Relationships to Nearby Airports" – LU-22 and LU-23.

"Airports" – CCM-11.

~~*"Air Transportation" – PS-4.*~~

~~*HE Action Plan PS-3.1-1 (Aircraft Hazards)*~~

"Minimizing Noise Impacts" – N-2.





LAND USE AND URBAN DESIGN ELEMENT

Element, each of Riverside's many neighborhoods has specialized objectives and policies; the City will continue to respect and celebrate the differences of its different neighborhoods in future planning efforts.

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

"City/County Coordination" – Introduction and LU-4.3, OS-1.7 and AQ-7.

"March Joint Powers Authority" – Introduction, LU-22, LU-23, PS-4 and N-3.

"Hillsides" – LU-3, LU-4 and OS-2.

"Arroyos" – LU-5.

"Growing Smarter" – in particular LU-10.5.

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

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

"Relationships to Nearby Airports" – LU-24 and LU-25.

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

"Airports" – CCM-11.

~~"Air Transportation" – PS-4.~~

HE Action Plan PS-3.1-1 (Aircraft Hazards)

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

~~"Agricultural Preservation – Proposition R & Measure C" – OS- 3.9.~~

The boundaries of spheres of influence for cities in Riverside County are determined by the Riverside County Local Agency Formation Commission, or LAFCO. LAFCO reassesses boundaries upon request or following periodic review. This periodic review just recently took place. Figure LU-11 (Planning Area Boundaries) illustrates Riverside's Sphere of Influence areas.

The City of Riverside is located in western Riverside County and is bounded on the north by the unincorporated Riverside County communities of Rubidoux and Jurupa and the cities of Colton and Rialto (San Bernardino County), on the east by the Riverside County and the City of Moreno Valley, to the south by unincorporated Riverside County, and to the west by the Riverside County and the cities of Norco and Corona. Figure LU-11 (Planning Area Boundaries) shows the regional location.

The project Planning Area consists of the corporate boundaries of the City of Riverside and the City's Northern and Southern Sphere's of Influence. The existing City corporate boundaries include approximately 51,310 gross acres as of December 2006. The Northern Sphere of Influence encompasses lands from the existing City limits to the San Bernardino County line and east to the Box Springs Mountain Regional Park and includes the community of Highgrove. This area is approximately 4,088 gross acres. The Southern Sphere of Influence extends from the City's southern border to the crest of the Cajalco Ridge, just southerly of Cajalco Road. The area includes the communities of El Sobrante, Glen Valley, Woodcrest, and limited portions of Gavilan Hills and Lake Mathews and is approximately 36,826 gross acres. During 2006, the Riverside Local Agency Formation Commission conducted a review of the City's Sphere of Influence and affirmed the boundaries identified above.

Notably, Riverside County has adopted the Riverside County Integrated Program (RCIP) for all of unincorporated western Riverside County. The RCIP proposes land uses for Riverside's Southern Sphere that are generally consistent with the City of Riverside's intentions but may not be identical to the City's proposed land uses. An implementation tool of this General Plan is to work with the County to coordinate the RCIP and the City's General Plan (Tool #10).

Two sites in Riverside's Sphere of Influence have the potential to provide additional industrial land to the City, an important objective for the City's economic development goals. These sites are adjacent

Pages LU-131 through LU-153 have no changes and are removed for clarity

Amendments to the Circulation & Community Mobility Element

Pages CCM-1 through CCM-30 have no changes and are removed for clarity

CIRCULATION AND COMMUNITY MOBILITY ELEMENT



Objective CCM-10: Provide an extensive and regionally linked public bicycle, pedestrian and equestrian trails system.

Policy CCM-10.1: Ensure the provision of bicycle facilities consistent with the Bicycle Master Plan.

Policy CCM-10.2: Incorporate bicycle and pedestrian trails and bicycle racks in future development projects.

Policy CCM-10.3: Provide properly designed pedestrian facilities for the disabled and senior population to ensure their safety and enhanced mobility as users of streets, roads and highways emphasizing “complete streets” principles.

Policy CCM-10.4: Identify and seek to eliminate hazards to safe, efficient bicycle or pedestrian movement citywide.

Policy CCM-10.5: Promote the health benefits of using a bicycle or walking as a means of transportation.

Policy CCM-10.6: Encourage pedestrian travel through the creation of sidewalks and street crossings.

Policy CCM-10.7: Maintain an extensive trails network that supports bicycles, pedestrians and horses and is linked to the trails systems of adjacent jurisdictions.

Policy CCM-10.8: Maximize links between trails and major activity centers, residential neighborhoods, schools, shopping centers and employment centers.

Policy CCM-10.9: Provide adequate connections between elements of Riverside Park.

Policy CCM-10.10: Evaluate the needs of bicycle traffic in the planning, design, construction and operation of all roadway projects funded by the City.

Policy CCM-10.11: Provide sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles where traffic volumes and conditions warrant.

Policy CCM-10.12: Encourage bicycling as a commute mode to school, work, etc.

See the Public Safety Element under “Ground and air Transportation – Pedestrian and Bicyclist Safety,” the Education Element under “Ensuring Safe Routes to Schools” and the Air Quality Element under “Land Use Strategies” for more information on alternative modes of transportation.

In particular, review Objectives ~~PS-5~~-ED-4 and AQ-2 and Policies AQ-1.9 and AQ-1.18.



Page CCM-32 has no changes and has been removed for clarity

CIRCULATION AND COMMUNITY MOBILITY ELEMENT



support the conversion of March to an inland cargo port and increased use of the facility for commercial purposes, in accordance with adopted plans.

Objective CCM-11: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.

See the Land Use and Urban Design Element under “The Built Environment – Relationship to Nearby Airports,” the Public Safety Element under “Ground and Air Transportation” and the Noise Element under “Minimizing Noise Impacts” for more information on airports.

In particular, review Objectives LU-22, LU-23, ~~PS-4~~, N-2 and N-3.

PolicyCCM-11.1: Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development.

PolicyCCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations.

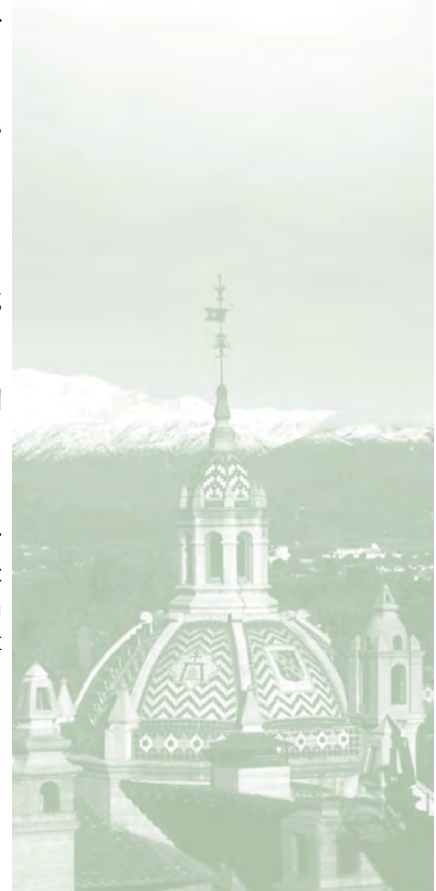
Policy CCM-11.3: Ensure that Riverside Municipal Airport continues to serve general aviation needs.

Policy CCM-11.4: Support continued development of MARB/MIP.

Policy CCM-11.5: Coordinate public and local transit with planning for air transportation.

Policy CCM-11.6: Encourage the development of high-speed ground transportation systems to supplement the air travel system for meeting regional travel needs.

Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.



Page CCM-34 has no changes and has been removed for clarity

CIRCULATION AND COMMUNITY MOBILITY ELEMENT



Commercial and residential uses require the delivery of goods and services for daily operations and other functions. In Riverside, trucks are generally not restricted to specific roadways. On certain roads, trucks weighing over ten thousand pounds are prohibited, except when making deliveries. The restricted streets are prescribed by City Code.

Objective CCM-12: Facilitate goods movement as a means of economic expansion, while protecting residents and visitors from the negative effects typically associated with truck operations and rail service.

Policy CCM-12.1: Discourage the use of public streets for heavy freight loading and unloading.

Policy CCM-12.2: Ensure that new development projects provide adequate truck loading and unloading facilities.

Policy CCM-12.3: Aggressively pursue grade-separated rail crossings to alleviate traffic congestion and associated air quality and noise impacts.

Policy CCM-12.4: Strive to minimize through truck traffic in residential areas, and enforce City codes that restrict trucks on certain streets.

Policy CCM-12.5: Work with the railroads and State and Federal agencies to minimize the adverse safety and congestion impacts of at-grade rail crossings of major streets.

See the "City of Riverside Railroad Grade Separations Report July 2003" for more information on grade separations.

Additionally, see Policies ~~PS-4.8~~, N-4.3 and N-4.4.

PARKING

Typically, parking is considered a separate issue from vehicle circulation. However, if not designed properly, on-street parking can directly affect roadway capacity. In addition, off-street parking deficiencies can cause vehicles to re-circulate on public streets, increasing traffic volumes and congestion.

The City's Municipal Code includes parking requirements to ensure that adequate parking is provided on site for most uses. The Code also establishes minimum parking stall dimensions. The City will continue to apply these regulations to all proposals for new development projects and major modifications of existing facilities

See the Air Quality Element under "Transportation" and the Public Safety Element under "Ground and Air Transportation - Ground Transportation" for more information on ground transportation.

In particular, review Objective AQ-2 and ~~PS-4~~.

Page CCM-36 has no changes and has been removed for clarity

Amendments to the Education Element

Pages E-1 through E-11 have no changes and are removed for clarity



EDUCATION ELEMENT

ALVORD UNIFIED SCHOOL DISTRICT

As noted above, the main challenges Alvord Unified School District faces are accommodating growth at already overcrowded schools and finding new school sites. The most critical need for AUSD is new elementary school facilities. All of the District's elementary schools operate on a year-round basis to maximize capacity. To minimize costs of planning and development, the City will work proactively with AUSD to identify school sites in the community.

COLLEGES AND UNIVERSITIES

See policies contained in the City's Housing Element regarding provision of affordable housing.

~~In particular, see Goal H-2.~~

College and universities in Riverside face a different set of unique challenges. Many are finding that they are physically constrained at their current campus sites and are having difficulty expanding facilities either due to high costs or neighborhood objections. High growth campuses such as RCC are particularly constrained. While UCR is not particularly constrained in terms of land, the University is looking to use existing land efficiently and increase building density in order to provide for a "walkable campus" and provide adequate room for future facilities including housing and recreational facilities and preserve natural and open space areas. In addition, continuing to attract high-quality faculty and staff to Riverside remains critically important to the future success of all educational institutions. Finding affordable housing is an increasing challenge for new professors and staff at Riverside's colleges and universities. It is particularly problematic to find affordable single-family homes for less than \$300,000.

Riverside's schools, colleges and universities are an important part of what makes the City a desirable place to live. The City is committed to continued support and accommodation of the needs of educational institutions in the community. The City will also continue to work with educational facilities to support the provision of quality housing that is affordable to a variety of household income levels.

Objective ED-1:

Accommodate the growth of all educational facilities.

Policy ED-1.1

Provide an adequate level of infrastructure and services to accommodate campus growth at all educational levels.

Pages E-13 through E-15 have no changes and are removed for clarity



EDUCATION ELEMENT

"I love my bike, but the roads are too narrow. We need better and safer bike access."

- Citizens' Congress, September 2003

Children driven to school lose out in many ways. Children need the daily exercise that walking or cycling to school can offer. Evidence shows that more active children are likely to become more active adults. For older children, making their own way to school is a chance to become more independent and self confident. In addition, communities can benefit as well with reduced traffic congestion. Slower vehicle speeds in neighborhoods will help to improve the quality of life for all residents.

In response to school traffic safety concerns, the Riverside Public Works Department has developed a School Traffic Safety Program – Walk Safe! – Drive Safe! which identifies school zones traffic safety problems within the community. The program emphasizes the three “Es”: education of school traffic safety issues, engineering solutions and enforcement of pedestrian and vehicle safety.

See the Circulation and Community Mobility & Public Safety Elements for more information on safe routes to schools..

In particular, review Objectives CCM-8, ~~and CCM-10 and PS-5.~~

Objective ED-4:

Maintain a safe environment at all campus facilities and on routes to school.

Policy ED-4.1: Continue to meet with the school districts and colleges and universities to ensure well-planned, safe, pedestrian-friendly schools and education facilities.

Policy ED-4.2: Work with the Riverside Transit Agency to ensure that schools are effectively served by bus routes.

Policy ED-4.3: Work with the school districts to incorporate bicycle access, racks and bike lanes into school design.

Policy ED-4.4: Work with the school districts to effectively plan for and manage access, congestion and parking around schools.

Policy ED-4.5: Support the Police Department's on-campus school resource officers.

Policy ED-4.6: Work towards providing a bicycle network within Riverside that connects schools, employment centers and residential areas.

Policy ED-4.7: Plan transit facilities near educational facilities.

Policy ED-4.8: Support the Safe Routes to School programs of the Alvord and Riverside Unified School Districts.

Pages E-17 through E-20 have no changes and are removed for clarity

Amendments to the Noise Element

Pages N-1 through N-23 have no changes and are removed for clarity



NOISE ELEMENT

Objective N-2: Minimize the adverse effects of airport-related noise through proper land use planning.

Policy N-2.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards (Figure N-10 – Noise/Land Use Noise Compatibility Criteria) and the airport noise contour maps (found in the Riverside County Airport Land Use Compatibility Plans) as guides to future planning and development decisions.

See the Land Use and Urban Design, Circulation and Community Mobility and Public Safety Elements for more information on Airports.

In particular, review Objectives LU-21, LU-22, and CCM-11 and PS-4.

Policy N-2.2: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 60 dB CNEL) for Riverside Municipal Airport and Flabob Airport in accordance with the Riverside County Airport Land Use Compatibility Plan.

Policy N-2.3: Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft.

Policy N-2.4: Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City.

Policy N-2.5: Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development.

Objective N-3: Ensure the viability of March Air Reserve Base/March Inland Port.

Policy N-3.1: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port in accordance with the Riverside County 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy N-3.2: Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise/land use guidelines and City land use plans that are consistent with ALUC policies.

Refer to the Land Use and Urban Design Element for additional objectives and policies related to March Air Reserve Base and Inland Port.

In particular, review Objectives LU-21, LU-22.

Page N-25 has no changes and has been removed for clarity



NOISE ELEMENT

Objective N-4: Minimize ground transportation-related noise impacts.

- Policy N-4.1: Ensure that noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, landscaped walls, lowered streets, improved technology).
- Policy N-4.2: Investigate and pursue innovative approaches to reducing noise from railroad sources.
- Policy N-4.3: Identify and aggressively pursue funding sources to provide grade separations and sound walls along train routes as noise reduction measures.
- Policy N-4.4: Prioritize locations for implementing road/rail grade separations.
- Policy N-4.5: Use speed limit controls on local streets as appropriate to minimize vehicle traffic noise.

See ~~Policies~~ Policy CCM-12.5 and PS-4.8 the Public Safety Element for additional information relating to road/rail grade separations..



Amendments to the Public Facilities & Infrastructure Element

Pages PF-1 through PF-17 have no changes and are removed for clarity



PUBLIC FACILITIES AND INFRASTRUCTURE ELEMENT

From San Bernardino to Riverside, the Santa Ana River flows perennially, primarily due to treated discharges from wastewater treatment plants. The river then flows into the Orange County Coastal Plain and then on into the Pacific Ocean. The Santa Ana River watershed is managed by the Santa Ana Watershed Project Authority (SAWPA).

SAWPA was first formed in 1968 as a planning agency and reformed in 1972 with a mission to plan and build facilities to protect the water quality of the Santa Ana River Watershed. SAWPA is a Joint Powers Authority, classified as a Special District. In Riverside, SAWPA's water lines and wells are located between Tyler and Pierce streets. The SAWPA desalting facility is located adjacent to the Magnolia/91 freeway overpass.

From a planning standpoint, the two important considerations to focus on regarding storm drains are: 1) ensuring adequate capacity to collect and carry stormwater and thereby avoid flooding, and 2) working to reduce pollutant loads in storm water as part of regional efforts to improve water quality in surface waters. The flood protection aspects of stormwater control are addressed in the Public Safety Element, ~~beginning on page PS-10.~~

STORMWATER POLLUTANTS

As rainwater flows down a gutter or culvert, the trash, litter, silt, automotive chemicals (oils, grease, antifreeze and fine dust from tire wear) animal wastes and many other contaminants it picks up are washed into the storm drain system. Since storm drains are designed to carry only stormwater, these drains typically are not equipped with filters or cleaning systems and consequently, deliver polluted urban runoff directly into local flood control channels and eventually into the ocean. Many of the pollutants found in this runoff are toxic to fish, marine mammals and other aquatic life.

The Federal Water Pollution Control Act prohibits the discharge of any pollutant to navigable waters from a point source unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, the passage of the Water Quality Control Act established NPDES permit requirements for discharges of storm water. The NPDES permit program controls water pollution by regulation point sources that discharge pollutant into waters of the United States. Since 1990, operators of stormwater systems have been required to develop a stormwater management program designed to prevent harmful pollutants from being washed away by storm water runoff and discharged into local water bodies.



PUBLIC FACILITIES AND INFRASTRUCTURE ELEMENT



In most states, including California, a state agency administers the NPDES permitting program, rather than the EPA. In California, nine Regional Water Quality Control Boards administer the program. Portions of Riverside County fall under the jurisdiction of three of these Boards: the Santa Ana, the San Diego and the Colorado River Basin Regional Water Quality Control Boards. The City of Riverside lies wholly within the Santa Ana region.

Recognizing that this regulation would affect them all, the City of Riverside, the Riverside County Flood Control and Water Conservation District, other cities in Riverside County (excluding Blythe) and the Coachella Valley Water District joined forces to apply for joint NPDES municipal permits, rather than separate ones. This has allowed the "co-permittees" to share resources, eliminate duplicate efforts and minimize program costs to the public.

Given that much of Riverside's urban runoff – and agricultural runoff as well – discharges into the Santa Ana River, and given that a key City objective is to protect the quality of this resource, the City has established strong policies regarding stormwater quality. These policies work in tandem with the ~~flood control policies contained in the Public Safety Element under Objective PS-2.~~

Objective PF-4: Provide sufficient levels of storm drainage service to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or which would obstruct flows.

Policy PF-4.1: Continue to fund and undertake storm drain improvement projects as identified in the City of Riverside Capital Improvement Plan.

Policy PF-4.2: Continue to cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.

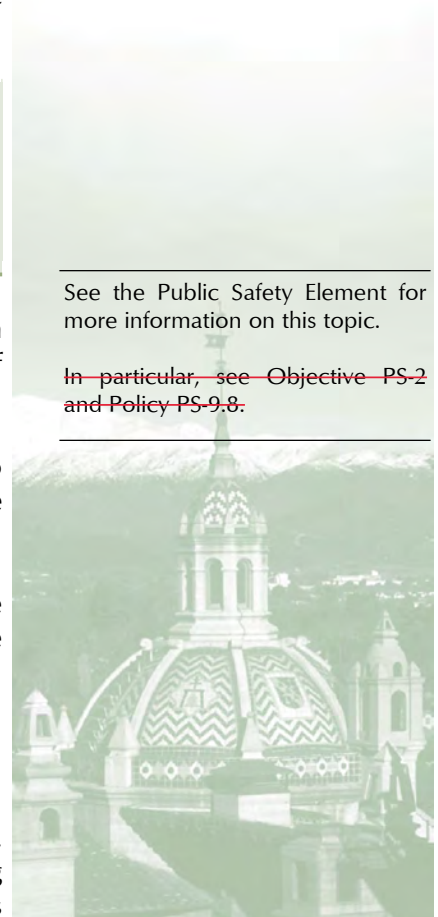
Policy PF-4.3: Continue to routinely monitor and evaluate the effectiveness of the storm drain system and make adjustments as needed.

See the Public Safety Element for more information on this topic.

~~In particular, see Objective PS-2 and Policy PS-9.8.~~

SOLID WASTE

Nearly everything we do leaves behind some kind of waste. Households create ordinary garbage, industrial and manufacturing processes create solid and hazardous waste and construction activities



Pages PF-20 through PF-40 have no changes and are removed for clarity

Amendments to the Historic Preservation Element

Pages HP-1 through HP-26 have no changes and are removed for clarity



Objective HP-3: To promote the City's cultural resources as a means to enhance the City's identity as an important center of Southern California history.

Policy HP-3.1: The City shall conduct educational programs to promote an understanding of the significance of the City's cultural resources, the criteria for historic designation, historic design review processes, building permit requirements, and methods for rehabilitating and preserving historic buildings, sites, and landscapes.

Policy HP-3.2: The Planning Division shall promote an understanding and appreciation of the importance of historic preservation by the City's departments, boards, commissions, and elected officials.

~~See the Public Safety Element under "Special Considerations for Historic Resources" for additional information on the protection of historic resources.~~

Objective HP-4: To fully integrate the consideration of cultural resources as a major aspect of the City's planning, permitting and development activities.

~~In particular, review Policies PS-11.1 & PS-11.2.~~

Policy HP-4.1: The City shall maintain an up-to-date database of cultural resources and use that database as a primary informational resource for protecting those resources.

Policy HP-4.2: The City shall apply the California State Historical Building Code to ensure that City building code requirements do not compromise the integrity of significant cultural resources, at the property owner's request.

Policy HP-4.3: The City shall work with the appropriate tribe to identify and address, in a culturally appropriate manner, cultural resources and tribal sacred sites through the development review process.



Pages HP-28 through HP-29 have no changes and are removed for clarity

Amendments to Appendix A - Implementation

Pages A-1 through A-3 have no changes and are removed for clarity

OVERARCHING IMPLEMENTATION TOOLS



TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
14	Prepare a specific plan type study for the connection of Overlook Parkway from Alessandro Boulevard on the east to the 91 Freeway, on the west. The study will address crossing of the Alessandro Arroyo, possible traffic calming measures to protect adjoining local streets, protection of Victoria Avenue and the specific connection route to the 91 freeway westerly of Washington Street.	Public Works Planning Division	On-going	LU-17 CCM-4.1 CCM-4.2	take the lead on this proposal and revisit the proposal with City Council. No action On-going - On December 14, 2010 the City Council initiated an environmental impact report (EIR) to be prepared for the opening of the gates at Crystal View Terrace and Green Orchard Place in relationship to the Overlook Parkway Crossing. Work is commencing on this EIR at this time. The second screencheck draft of the document is under review now.
15	Amend the Airport Protection Overlay Zone to adequately address the Riverside County Airport Land Use Compatibility policies and requirements for new development, redevelopment and the handling of tenant improvements for speculation buildings where uses will be limited due to the proximity to the airport. Rezone underutilized and vacant single family residential and all multi-family residential, commercial and industrial zoned properties within the influence area of RMA and Flabob Airports to add the AP - Airport Protection Overlay Zone.	Planning Division	TBD	LU-22 LU-23 CCM-11 PS-4 N-2 N-3	
16	Consider rezoning properties in the airport area to include the AI Zone.	Planning Division	TBD	LU-22 LU-23	Discussions have been initiated with the Development staff to consider how and when to best proceed with this tool. A recommendation will be forwarded to the Land Use Committee for their consideration.
17	Prepare a plan for updating each of the Neighborhood Plans for City Planning Commission and City Council approval. The plan will establish a schedule with priority assignments, completing one or two neighborhoods per year.	Planning Division Development Department/ Housing & Neighborhoods Division	Completed	LU-30.1 LU-30.7	Completed - The University Neighborhood Plan was adopted on June 17, 2008 and the Eastside Neighborhood Plan will be before the City Council June 9, 2009. In addition, on October 6, 2008 the Riverside Neighborhood Partnership established the following recommendation for upcoming neighborhood plans in the following order, La Sierra Hills/La Sierra Acres, Arlanza, Northside and Magnolia Center. Due to budget consideration and staff reductions no time table has been established for the preparation of neighborhood plans.

Completed	On-going	In Progress
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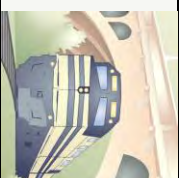
Under "Responsible Agency" the first Agency listed in **bold** is the Lead Agency.

TBD = To Be Determined

Pages A-5 through A-20 have no changes and are removed for clarity

CIRCULATION & COMMUNITY MOBILITY ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
CCM-17	Analyze ways to enhance the pedestrian connection between the multimodal transportation center in the Marketplace Specific Plan area (Downtown Metrolink Station) and the Administrative Justice Center/Downtown with regard to safety and walkability.	Development Public Works Planning Division	Last Quarter 2012	CCM-9 CCM-9.1 CCM-9.7 CCM-9.9 H-17 PS-5 AQ-1.12 AQ-1.15 AQ-2.3 AQ-2.4	The City has received an American Reinvestment and Recovery Act Grant to revise the Marketplace Specific Plan to include greater opportunities for mixed use and transit-oriented development tied into the existing Metrolink Station and the proposed Bus Rapid Transit line along University Avenue. The Specific Plan update will include analyzing ways to enhance pedestrian connections between a multimodal transportation center near the Metrolink Station and the Downtown.
CCM-18	Encourage RTA to continue a shuttle bus service between the Downtown Metrolink Station and Downtown, consistent with General Plan 2025 Policy CCM 9.9.	Public Works Planning Division	On-going	CCM-9 CCM-9.9	On-going – The City continues to work with RTA to ensure shuttle bus service is maintained between the Downtown Metrolink Station and Downtown.
CCM-19	Continue implementation of Transportation Demand Management (TDM) ordinance (Chapter 19.880 of Title 19) for new projects when applicable.	Planning Division	On-going	CCM-1 CCM-2 CCM-6 AQ-2.1 AQ-2.2 AQ-2.6 AQ-2.7	On-going – The Planning Division implements the TDM ordinance for new projects where it is applicable.
CCM-20	Expand the City's Wi-Fi system to include all areas of the City and work with the Greater Riverside Chambers of Commerce to encourage telecommuting through use of incubator spaces and home offices.	IT Planning Division	On-going	CCM-2 CCM-6	On-going – The City Wi-Fi system now spans 78% across all of the developed areas of the City. In 2010, the Wi-Fi network was transferred from AT&T to the City and the City contracted with US Internet for ongoing maintenance and support.
CCM-21	Implement efficient pedestrian connectivity within shopping centers and to existing City right-of-ways and RTA bus facilities.	Public Works Planning Division	On-going	CCM-3 CCM-9.7 CCM-10 CCM-10.6 CCM-10.8	On-going – As new development for shopping centers are proposed Public Works and Planning Division staff will review the project to ensure that efficient pedestrian connectivity is created within the shopping center and to existing City right-of-ways and RTA bus facilities.

Completed

On-going

In Progress

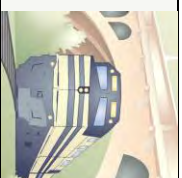
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CIRCULATION & COMMUNITY MOBILITY ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
CCM-32	Promote existing and new rail safety education programs for all residents including but not limited to Operation Life Saver.	Public Works	On-going	CCM-12	On-going - In the Summer of 2009, the City partnered with RCTC and Operation Life Safety to develop the Operation Lifesaver program and the City Council designated September as Rail Safety Month. Operation Lifesaver has made multiple presentations to schools, bus companies, and private organizations already. In addition, the City has conducted "train the trainer" sessions where City employees have become certified Operation Lifesaver trainers to conduct employee training.
CCM-33	Explore alternative pedestrian and vehicular grade crossing technologies and systems, evaluate the feasibility of safety upgrades at railroad crossings, and identify funding sources.	Public Works	2016	CCM-12 PS-5-5	The City has evaluated safety upgrades for the rail crossing on the BNSF line between Cridge and Buchanan Streets and is proceeding with identifying crossings, finding appropriate technologies and implementing the project
CCM-34	Prioritize at-grade crossings for implementation of necessary safety upgrades.	Public Works	2016	CCM-12 PS-5-5	See Tool CCM-33.
CCM-35	Coordinate with Riverside County to complete the connection of "Street A" between Van Buren Boulevard and McAllister Parkway to alleviate the impacts of cut-through traffic on City streets while providing the necessary circulation for County residents.	Public Works	On-going	CCM-7 CCM-7.2 CCM-7.4	On-going - Construction of "A" Street is contingent upon further development south of the City in the County. Timing for the project is unknown.

Completed	On-going	In Progress
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TBD = To Be Determined



HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
Housing Conditions					
H-1	Continue to provide rehabilitation assistance to single-family residential and mobile-home owners through the Housing Rehabilitation Programs which help extremely low-to-low-income households rehabilitate their homes. Low interest loans and a number of grants are available to finance housing repairs for income eligible homeowners. Programs include:	Housing Authority	On-going	H-1 H-1.1	The City was awarded a \$1 million grant in 2014 to provide \$500,000 in mortgage assistance loans and \$500,000 in owner-occupied rehabilitation loans. Through the City's 2012 CalHome Grant, the City was able to assist nine low income homeowners with eliminating health and safety issues on their property and make general improvements.
	Rehabilitation Loans - These loans provide up to \$40,000 for rehabilitation. They are available at 3% simple interest and are repayable over 20 years. A Deed of Trust is used to secure the loan (as a lien on the property).	Housing Authority	On-going	H-1 H-1.1	Assist up to 20 households with eliminating health and safety concerns and code violations during the planning period. In 2016, To make the rehabilitation loans more attractive to homeowners, the City eliminated the 3% interest rate.
	Senior and Disability Grants - Grants up to \$5,000 are available to seniors and persons with disabilities to make necessary housing repairs or modifications that allow disabled access.	Housing Authority	On-going	H-1 H-1.1 H-4	Assist up to 10 households annually with eliminating health and safety concerns and code violations for individuals with disabilities.
	Mobile Home Grants - Grants up to \$8,000 for mobile home owners to make necessary housing repairs	Housing Authority	On-going		Assist up to 10 households annually with annually with eliminating health and safety concerns and code violations.

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Property Assessed Clean Energy (PACE) Program: This Program makes conservation enhancements more affordable by creating a property-based financing tool that offers little or no upfront cost. The cost of improvements are placed on the property tax rolls and repaid through the property tax bill for the term of the loan, not to exceed the useful life of the improvements installed. Examples of some conservation enhancements include: solar panels, home solar batteries, solar pool and water heaters, heating and air conditioning units, windows, skylights, duct and ventilation fans, lighting and control systems, artificial turf, irrigation systems, rainwater catchment systems, high-efficiency faucets, toilets, and showerheads and more.	Public Utilities	Ongoing		Riverside has authorized 11 PACE lenders to provide PACE financing on properties in the City of Riverside:
H-2	Continue to perform analysis on at-risk housing units that are in need of rehabilitation as well as substandard multi-family housing units. Provide assistance to very low, low, and moderate-income multi-family residential home owners as funding is available.	Housing Authority	Ongoing	H-1 H-1.1	- Sierra Woods: Per the property owner, the following units will indefinitely remain affordable. 68 one bedrooms 74 two bedrooms 48 three bedrooms - Whispering Fountains: Covenants were due expire in 2013 but this 55+ community continues to provide affordable units at \$675 to \$725 per month for 460 sq. ft. 1 bedroom units and \$825 to \$ 875 per month for 670 sq. ft 2 bedroom units. - Cambridge Gardens: Receiving annual renewals of HUD 202 funds - Tyler Springs: Due to bond financing, 28 units will remain affordable indefinitely

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-3	Continue implementing the Multi-family Development Program for new construction as funding is available.	Housing Authority	Ongoing	H-1 H-1.1	In FY 2013-14, the Housing Authority released an RFP for the development of 3.75 acres of vacant land at 4350 La Sierra Avenue (third round). The Housing Authority received two proposals, which National CORE was selected as the most qualified responder. A community meeting was held to present the proposed single-family housing development that consist of 30 for sale units of which 7 units will be sold to low income households. The Housing Authority will be holding one more community meeting in 2018 to discuss the project. In 2017, the Housing Authority also approved a loan Agreement with Mission Heritage LP for the development of 72 apartment units, affordable housing community coupled with new Fair Housing offices and Civil Rights Institute. The residential units will be made affordable in the following manner: - 50 units reserved for households earning at or below 60% of AMI, - 21 units reserved for households earning at or below 50% of AMI, and - One manager's unit. The Housing Authority also entered into an Exclusive Negotiating Agreement with Wakeland Housing & Development Corporation to begin acquiring adjacent parcels for the development and to conduct community groups. A Disposition & Development Agreement for a 60-unit affordable housing community will be presented to the Housing Authority Board in 2018 for approval. The County of Riverside operates a Lead-Based Paint Abatement Program countywide. Therefore, the City's Housing Rehabilitation Program refers applicants to their Lead-Based Paint Abatement Program if the property has LBP and meets the program's eligibility requirements; otherwise, the City's program removes the LBP.
H-4	Continue to perform lead & mold abatement on homes. Through a grant provided by the U.S. Department of Housing and Urban Development (HUD), the County of Riverside, Department of Public Health has developed a program to help fight lead paint poisoning in the County. This program offers free, or low cost, lead-based paint service to qualified families.	RHDC Riverside County Department of Public Health	Ongoing	H-1 H-1.1	

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
Code Enforcement					
H-5	Continue implementation of Code Enforcement services including the following programs: Neighborhood Livability Program (NLP) – In conjunction with other City departments, Code Enforcement coordinates and investigates neighborhood livability concerns related to illegal group homes, parolee boarding houses, unlicensed massage parlors, non-permitted homeless encampments and other severe public nuisance violations in the community. Foreclosed or Vacant Properties Program – Code Enforcement addresses all complaints of vacant and foreclosed homes where the property is not being maintained to the neighborhood standards. Neglected Property Team – Code Enforcement actively addresses vacant, neglected and foreclosed homes through a comprehensive enforcement program aimed at eliminating the blight associated with these properties and working with property owners to have properties rehabilitated and re-occupied.	Code Enforcement Division Code Enforcement Division City Attorney Office Code Enforcement Division City Attorney Office	Ongoing Ongoing Ongoing	H-1 H-1.2 H-1 H-1.2 H-1 H-1.2	

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Warrants, Abatements, Receiverships, and Demolitions (WARD) Team - Code Enforcement Officers on the WARD Team specialize in obtaining warrants, conducting abatements, coordinating receivership actions, and demolishing hazardous structures.	Code Enforcement Division <i>City Attorney's Office</i>	Ongoing	H-1 H-1.2	
Historic Preservation					
H-6	Continue to implement the Historic Preservation Program and future amendments to Title 20.	Planning Division	Ongoing	H-1 H-1.3 Historic Preservation Element	The City continues to implement Title 20.
Park and Recreation					
H-7	See Tools OS-1, OS-4, OS-5, OS-6, OS-9, OS-10, OS-11, OS-13, OS-14, OS-15, and OS-19 of the Open Space and Conservation Element portion of the General Plan 2025 Implementation Plan for tools implementing Policy H-1.4 .	City Manager's Office Parks, Recreation and Community Services Department Planning Division Public Works Department Public Utilities	Ongoing	H-1 H-1.4 OS-1 OS-3 OS-5 OS-6 LU-5 LU-6 AQ-1.9	
H-8	Continue to implement the Crime Free Multi-Housing Program. Participation in the program is a condition of approval of entitlement of new multiple-family residential development. This program is designed to reduce crime, drugs, and gangs on apartment properties.	Police Department Planning Division	Ongoing	H-1 H-1.5	
Completed		On-going		In Progress	
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-9	Continue to implement the Neighborhood Watch Program and Academy. Neighborhood Watch is the added eyes, ears, and awareness on the city streets. It is critically important to reducing crime and improving the quality of life in each of the neighborhoods.	Police Department	Ongoing	H-1 H-1.5	
H-10	Require all new projects with a Home Owner's Association (HOA) to participate in the Crime Free Multi-Housing Program.	Police Department Planning Division	Ongoing	H-1 H-1.5	
Neighborhood Identity					
H-11	Riverside's neighborhoods are the fundamental building blocks of the overall community. Updating the neighborhood plans with the involvement of the community will ensure that a more detailed design and policy direction is available for each neighborhood for which new development projects can be measured. (See Overarching Tool 17)	Planning Division Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.6 LU-30.1 LU-30.7	The University Neighborhood Plan was adopted on June 17, 2008 and the Eastside Neighborhood Plan was adopted June 9, 2009. In addition, on October 6, 2008 the Riverside Neighborhood Partnership established the following recommendation for upcoming neighborhood plans in the following order: La Sierra Hills/La Sierra Acres, Arlanza, Northside, and Magrovia Center. Due to budget consideration and staff reductions no time table has been established for the preparation of neighborhood plans. Since that time a new citizen-led visioning and action-oriented neighborhood planning approach "Our Riverside/Our Neighborhood" was developed. Our Riverside/Our Neighborhood is described further under Tool H-15.

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-12	Consider reopening the Neighborhood Improvement Program in the Chicago/Linden Neighborhood and if successful rolling the program out to other neighborhoods.	Housing Authority Police Department Planning Division	TBD	H-1 H-1.7	In FY 2013-14, the Housing Authority and City adopted the Chicago/Linden Strategic Plan that improves the quality of life for residents within the Chicago-Linden neighborhood. Since the cost to complete the activities in the Plan is approximately \$19 million, the Plan will be completed in phases. The Housing Authority owns and operates 66 affordable units within the neighborhood. To implement Phase I of the Plan, the Housing Authority demolished two substandard apartment complexes located at 1705 and 1732 7th Street and released a RFP to facilitate the development of housing that is safe and affordable for families accompanied with onsite amenities. The Housing Authority received two responses to this RFP and awarded this RFP to Wakeland Housing & Development Corporation who proposed a 60-unit affordable housing community. The Housing Authority entered into an Exclusive Negotiating Agreement with Wakeland to begin acquiring adjacent parcels for the development and to conduct community groups. Wakeland is requesting \$3 million in Housing Authority funds to fill the project's financial gap. The Housing Authority applied for a Transformative Climate Communities Program. Planning Grant in collaboration with Riverside County to facilitate pathways that maximum neighborhood-level environmental, public health, workforce, and economic benefits over the planning area which includes the Chicago/Linden and Downtown Neighborhoods. The Riverside Neighborhood Partnership meets on a monthly basis
H-13	Continue the City's efforts with neighborhood organizing, including such programs as:	Historic Preservation, Neighborhoods and Urban Design Division Historic Preservation, Neighborhoods and Urban Design Division	Ongoing Ongoing	H-1 H-1.7	
Completed On-going In Progress					

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	equipped to tackle problems that periodically arise.				
	Neighborhood Leadership Academy – Critical to the success of any neighborhood improvement effort is the effective leadership of key residents who can guide their neighbors in community-wide decision-making. Selected applicants develop the skills and networks essential to neighborhood improvement at this free academy.	Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.7	The Neighborhood Leadership Academy is offered each year and includes 6 sessions (12 hours of training). Topics include Asset-Based Community Development, Leadership Style, Working with Diverse Groups, Presentation Skills and Meeting Management, City Hall 101 and Conflict Management. Sessions are offered in both English and Spanish. At the last Leadership Academy, held in fall of 2014, 42 participants successfully completed the training earning their certificate of completion.
	Our Riverside, Our Neighborhood – The Our Riverside, Our Neighborhood effort, this neighborhood visioning and action-oriented planning process where Riverside residents will create unique neighborhood strategies for each of Riverside's 26 neighborhoods in a 26 month time frame.	Historic Preservation, Neighborhoods and Urban Design Division	Last Quarter 2017	H-1 H-1.7	Riverside Neighborhood Partnership (RNP) members and City of Riverside Neighborhoods staff have developed a public process through which neighbors can work together to create a neighborhood strategy meant to help each neighborhood maintain or advance towards its full potential.
	Neighbor Fest! Created from the Our Riverside, Our Neighborhood effort, this neighborhood event provides the opportunity for people to learn about how to use Asset-Based Community Development to affect positive change in their neighborhoods. Out of this event, leaders who wish to take the next step and begin a "Neighborhood Hospitality Team" will go home and gather with neighbors to share their hopes and dreams for their neighborhood and come up with creative ways that they can work together to make a difference in their communities.	Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.7	The first Neighborhood Celebration and KickOff "Neighbor Fest" event occurred on Saturday, October 18th, 2014 at Bobby Bonds Park in the Eastside Neighborhood. This was the first of 5 Neighborhood Celebrations that will each include music activities for kids, and interactive learning activities for all ages on how to tap into their natural gifts, skills, talents, and networks to help make a difference in their communities. Other Neighbor Fest! Celebrations have been held since 2014, with the most recent being the June 2017 celebration in the Wood Streets Neighborhood.

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Neighborhood Spirit Awards – Seven neighborhood groups, one for each ward in the city, are recognized for their extraordinary commitment, accomplishments, creativity, and resourcefulness as organized neighborhood groups.	Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.7	
	Jack B. Clarke Award – This award was established in 1996 to commemorate the late Councilman Jack B. Clarke, Sr.'s vision of building neighborhood relationships and bringing neighborhoods together for the betterment of the City of Riverside.	Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.7	
	Healthy Neighborhood Assessment – On April 17, 2007 the City Council approved the Healthy Neighborhood Assessment report which provides a framework for developing a diagnostic model to assess the effective quality of life in each neighborhood. The Council has requested that the Development Department evaluate the Healthy Neighborhood Assessment report and report to the Community Services and Youth Committee with a plan to proceed with drafting a neighborhood diagnostic analysis.	Historic Preservation, Neighborhoods and Urban Design Division	Ongoing	H-1 H-1.7	
H-14	Continue to support Keep Riverside Clean and Beautiful (KRCB). This organization strives to instill a sense of community pride and leadership within Riverside by creating partnerships that work toward the beautification of the city.	Keep Riverside Clean & Beautiful	Ongoing	H-1 H-1.7	

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
Smart Growth					
H-15	Continue to seek new partnerships with non-profit developers and continue on with existing partnerships to assist in the development of affordable housing projects for extremely low to low-income households. The City will annually invite non-profit developers to discuss the City's plans, resources, and development opportunities. Based on funding resources, the City will select a non-profit developer to pursue developments, including leveraging the local housing trust fund, assisting in the application for State and Federal financial resources, and offering a number of incentives such as fee deferrals, priority processing, and relaxed development standards.	Housing Authority Planning Division	Ongoing	H-2 H-2.2	The City and Housing Authority continue to partner with affordable housing developers such as Riverside Housing Development Corporation, Habitat for Humanity - Riverside, Wakeland Housing and Development Corporation, National CORE, and Meta Housing to facilitate the development of affordable housing and the acquisition and rehabilitation of substandard housing units that have been long neglected and are crime ridden as a result of poor property management. In 2017, the Housing Authority released RFPs for the development of affordable housing on the following properties: - 10370 Gould Street: 7,841 square feet of vacant land - 11502 Anacapa Place and APN 141-173-036: 8,276 square feet of vacant land - 2719 and 2743 11th Street: 22,651 square feet of vacant land In 2018, Housing Authority staff will present the preferred developments in response to the aforementioned RFPs to neighborhood groups.
H-16	Continue to provide the voluntary Riverside Green Builder (RGB) program. This program is primarily for production builders. RGB is based on the California Green Builder Program that is recognized by the California Public Utilities Commission, the California Energy Commission, and California League of Cities, and is the largest residential green builder program in California.	Building Division	On going	H-2 H-2.3 OS-8 OS-8.2 OS-8.6	
H-17	Continue to offer "Energy Saving," "Green Power" and "Water" Rebates to residential customers and their contractors (both for rehabilitation and new construction) for energy conservation found at http://www.riversideca.gov/utilities/residents-a	Public Utilities	On going	H-2 H-2.3 OS-8 OS-8.8	These programs continue to be implemented by the City's Public Utilities Department.
Completed		On-going		In Progress	

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-18	Continue to offer Energy Efficiency Loans which provide improvement financing for energy efficiency projects.	Public Utilities	On-going	H-2 H-2.3 OS-8 OS-8.8	
H-19	Continue to offer the Residential Photovoltaic System Rebate Program.	Public Utilities	On-going	H-2 H-2.3 OS-8 OS-8.4 OS-8.8 OS-8.9	The City's Public Utilities Department continues to offer the Residential Photovoltaic System Rebate
H-20	Continue to offer SHARE. SHARE is a Riverside Public Utilities (RPU) program that assists qualified, low-income residential customers with their electric utility bills and deposits. Administered by Riverside County's Community Action Partnership, this program is supported by voluntary customer contributions, and state-mandated Public Benefits Charge.	Public Utilities	On-going	H-2 H-2.3 OS-8 OS-8.8	The SHARE program continues to be implemented by the City's Public Utilities Department.
H-21	To accommodate the housing need for the remaining 4,767 units affordable to lower income households, the City will rezone a minimum of 191 acres at achieving at least an average density allowing a minimum of 24 units per acre. Further, the program will provide for a minimum of 16 units per site. Candidate sites for rezoning include sites identified in Appendix D of the Technical	Planning Division	By December 2017	H-2 H-2.2	Appendix D Rezoning Program of the 2014-2021 Housing Element, adopted in October, 2017, identifies 66 sites totaling 395 acres for General Plan Amendments/Zone changes having a development potential of as many as 7,509 dwelling units, which exceeds the City's housing need of 4,767 units. The program provides a minimum of 16 units per site, permits owner-occupied and rental multi-family residential uses by right (without a conditional use permit, planned unit development permit or other discretionary action) pursuant to Government Code Section 65583.2(f). At least 50 percent of the remaining 4,767 units (or 2,384 units) will be accommodated on sites zoned exclusively for residential uses. On December 12, 2017, the City Council approved the rezoning of sites to implement the Rezoning Program. This effort included: Adoption of Resolution No. 23252 on December 12, 2017 to
Completed		On-going		In Progress	

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Report of the Housing Element and will permit owner-occupied and rental multi-family residential uses by-right (without a conditional use permit, planned-unit development permit or other discretionary action) pursuant to Government Code Section 65583.2(h). In addition, at least 50 percent of the remaining units (2,384 units) will be accommodated on sites zoned for exclusively residential uses.				- amend the City's General Plan land use map, General Plan Land Use amendments involved changing land uses to High-Density Residential, Very-High-Density Residential, and Mixed-Use land use designations. - Adoption of Ordinance No. 7407 on January 9, 2018 amending the City's Zoning Map rezoning sites to multi-family residential and mixed-use zones that allow for multiple-family residential units. The new zoning allows for multi-family residential at densities as high as 40 dwelling units per acre that would accommodate a total of 6,618 units with a RHNA surplus of 1,851 units.
H-22	Coordinate outreach to the public, development community, and stakeholders regarding land use, design, and development standards	Planning Division	Ongoing	H-2.3 H-2.4 H-2.5	
H-23	See Tools OS-30, OS-31, OS-35, and OS-38 of the Open Space and Conservation Element portion of the General Plan 2025 Implementation Plan for tools implementing Policy H-2.3.	Public Utilities Public Works Building Division Planning Division	Ongoing	H-2 H-2.3 OS-8 OS-9 OS-10	
H-24	Streamline Riverside Streamline Riverside is a program developed by a collaboration of multiple City departments and key stakeholders such as design professionals, developers and business owners on a strategy to reduced entitlement and building permit review times as well as costs for customers. This program includes: - Uniform Plan Review - Expedited Plan Check - Streamline Zoning Code Amendment - Establishment of a Development Review Committee	Planning Division Public Works Building Division Fire Department Public Utilities	Ongoing		- Uniform Plan Review Aligns plan review times for all departments & reduced time to review plans by 1 week - Implemented April 7, 2016 - Expedited Plan Check implemented in July, 2016 - Cuts timelines in half at the request of applicant - July, 2016 - Completed Streamline Zoning Code Amendment which reduced the time, cost and uncertainty by rightsizing the final review authority for certain land use entitlements, changed certain standards to reduce variances, updated and simplified standards and processes implemented July 2016. - Established the Development Review Committee in April 2016. The Committee includes representatives from all City Departments involved in the review of projects to improve times of communication with internal and external customers.

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	- Preliminary Development Meeting - One-Stop-Shop – Central location on 3rd Floor of City Hall for all permitting needs (Planning, Bldg. & Safety, Fire, Public Works, Business License & Public Utilities) - Computronix – Implementation of development permitting software centered around GIS technology. - On-line business license - Streamline Residential-Solar-Permitting - Advanced Planning – Public Utilities				- Established the Predevelopment Meeting process in June 2016, providing opportunity for applicants to meet with all Departments for detailed analysis and review of new development before formally submitting to the City. “One-Stop-Shop” was launched in mid 2017. This commitment to customer service brings together, on one floor, all City departments that are part of the development process, with exclusive use of an express elevator, cell phone charging stations and a concierge-type system that helps customers obtain permits and approvals faster than ever. - On-line business license implemented January, 2016. - Express Solar-PV permitting for one & two-family dwellings (10kw or less) implemented. - Advanced Planning – Public Utilities implemented August 2017. - Happy or Not implemented February 2017.
Housing Incentives					
H-25	Continue to provide financial incentives to facilitate the production of a variety of housing types including the following programs: Residential Infill Incentive Program – Infill is defined as the development, redevelopment or reuse of less than five undeveloped or underutilized developed R-1 or RR-zoned parcels of 21,780 square feet or less, surrounded by residential uses (80% of land uses within a half mile radius) where the proposed project is consistent with General Plan designations and applicable Zoning. For such infill projects fees are adjusted, avoided, and/or waived as an incentive. To keep this program current, an update of the lot inventory on the City’s website should be completed.	Planning Division	On-going	H-2 H-2.7 H-2.7	

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Age-Restricted Senior Housing Program —On August 23, 2005, the City Council authorized a 60% reduction in all City Permit Plan Checks and City Impact Mitigation Fees for age-restricted senior housing projects in order to promote such development.	Planning Division	Ongoing	H-2 H-2.7 H-4	
H-26	Consider the feasibility of the certain Zoning Code incentives that would promote diversity in housing types, sustainability and affordability such as:	Planning Division	Last Quarter 2015	H-2 H-2.7	On January 9, 2017, the City Council adopted Ordinance No. 7408 amending the City's Zoning Code to remove barriers to housing and provide incentives to promote diversity in housing types, sustainability and affordability. Key amendments included: • Multiple-family residential by right in Multi-Family & Mixed Use zones. • Reduction in minimum lot size requirements for Multi-Family Zones • Allowing multi-family residential development on non-conforming lots in MFR zones (prior standard required conforming lots to allow for MFR development); • Reduction in setback, open space, and open space amenity requirements for multi-family residential development; • Allow for dwelling units including tiny homes incidental to "Places of Public Assembly—Non-Entertainment" uses with a conditional use permit. • Amending the Accessory Dwelling Unit (ADU) provisions to provide more opportunity for ADUs in compliance with AB 2299 and SB 1069; • Allowing for Single-Room Occupancies with a CUR, and • Allowing Supportive & Transitional Housing by right in residential zones in compliance with SB-2. Another incentives that was adopted includes: • Amending the City's fee schedule for a lot consolidation fee waiver to incentivize consolidation of small parcels on Housing Element rezone sites. For more detail on the lot consolidation fee waiver incentive, see Program H-52.

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Universal Design/Visibility Investigate the feasibility of a universal design/visibility program to expand the range of housing available for the needs of seniors. (See Tool H-47-Recommendation #10)	Planning Division	Last Quarter 2015	H-2 H-2.7 H-4	
	Second Units Consider an amendment to the Second Unit ordinance that would permit second units for creative projects that take advantage of corner lots, housing above garage units, units on alleyways, or are designed into the project with the unit already considered in terms of parking and open space requirements.	Planning Division	First Quarter 2018	H-2 H-2.7	Completed. On January 9, 2017, the City Council adopted Ordinance No. 7408 amending the City's Zoning Code to comply with State legislation AB 2299 and SB 1069.
	Eastside Infill Program Consider creating an infill program for undeveloped lots in the Eastside neighborhood. This program would include an inventory of properties with an opportunity for infill development, continued implementation and promotion of the Riverside Infill Development Incentives Program encouraging owners of undeveloped properties to build compatible residential development. In addition, a component of the program could include standardized house plans pre-approved for use on infill lots to alleviate the cost associated with architecture and plan check fees.	Housing Authority	Consider feasibility of an infill program by First Quarter 2018.	H-2 H-2.7	

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Encourage lot consolidation—The City will play an active role in facilitating the consolidation of smaller, multiple-family parcels as follows: - The City will publicize the undeveloped and underutilized developed sites land inventory on the City's website. - Provide technical assistance to property owners and developers in support of lot consolidation, including assessor parcel data and information on density and design incentives. - To encourage development of quality housing at prices lower income households can afford on smaller multiple-family parcels, the City will meet with developers, including non-profit sponsors, to promote strategies and incentives within one year of adoption of the Housing Element. Further, the City will undertake the following strategies to support the use of State and Federal affordable housing funds on consolidated parcels: - Create an on-line directory of funding sources with links to State and Federal application websites. - Assist in providing information to complete funding applications including identifying types of projects that maximize funding points, e.g. projects that support large families and/or special housing needs.	Planning Division Housing Authority	Last Quarter 2019, and as projects are processed through the Planning Division.	H-2 H-2.7 H-2.4 H-2.5 H-2.6 H-2.7	On December 12, 2017, the City Council adopted Resolution No. 23254 amending the City's fees and charges schedule in Resolution No. 21960, as amended, providing for a waiver of lot merger/lot consolidation fees for Housing Element rezoned sites. The waiver is intended to facilitate site consolidation to combine small residential parcels into larger, developable parcels to provide for affordable housing opportunities. Eligible parcels must be contiguous with other parcels that create the opportunity for development of at least 16 units, and the small parcels must have the same owner as one or more of the parcels it is aggregated with. Combined together, the parcels must create the opportunity for 16 units.
	Completed	On-going	In Progress		
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TBD = To Be Determined					
RIVERSIDE	GENERAL PLAN	AMENDED	June 2018		PAGE APPENDIX A - 40

HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	As appropriate, provide available local funds as leverage. Consider feasibility of expedited review for lot consolidation requests. Lot consolidation applications are processed administratively.				
H-27	Provide down payment assistance to first time home buyers. When funding has been exhausted, seek additional funds to continue the program.	Housing Authority	On-going Fund 8 loans by end of 2014/2015 FY plus 10 more by 2021	H-3 H-3-1 H-4	In 2014, the City received a \$1 million CalHome grant to provide up to \$500,000 in down payment assistance loans. To date, the City has funded ten down payment assistance loans helping low income households achieve their dream of homeownership, three households have been prequalified and have located a house to purchase, and two households have been prequalified and are searching for a home to purchase.
H-28	Continue to promote the County of Riverside Economic Development Agency Mortgage Credit Certificate Program on the City's Housing & Neighborhoods Development's webpage. Mortgage Credit Certificate (MCC) – This program entitles qualified homebuyers to reduce the amount of their federal income tax liability by an amount equal to a portion of the interest paid during the year on a home mortgage. This tax credit allows the buyer to qualify more easily for a loan by increasing the effective income of the buyer. The Riverside County MCC Program provides for a fifteen percent (15%) rate that can be applied to the interest paid on the mortgage loan.	County of Riverside Economic Development Agency	On-going	H-3 H-3-1 H-4	The City continues to promote the MCC program on the Housing Authority's website along with the City's Down Payment Assistance Program.

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
Homeownership Preservation					
H-29	Continue to market homebuyer preservation tools, including foreclosure prevention & financial management programs, on the Housing Authority's website including the following programs:	Housing Authority	Ongoing	H-3 H-3.2 H-1 H-4	The City continues to market homebuyer preservation tools and financial management programs offered by Fair Housing Council of Riverside County, Inc., HOPE NOW, and Springboard Nonprofit Consumer Credit Management on the City's housing web page at http://riversideca.gov/housing/foreclosure.asp . The City also participates in Fair Housing's homebuyer's workshops and program presentations at community groups.
	Fair Housing Council of Riverside County, Inc. is a non-profit agency that offers confidential counseling to help those with financial problems. FHCRG will review individuals' financial situation and develop a financial plan to meet their financial needs.	Fair Housing Council of Riverside County, Inc.	Ongoing	H-3 H-3.2 H-1 H-4	
	HOPE NOW is staffed with HUD-approved credit counselors to assist with foreclosure prevention. Counselors are trained to set up a plan of action designed just for the situation. Counselors provide in-depth debt management, credit counseling, and overall foreclosure counseling.	HOPE NOW	Ongoing	H-3 H-3.2 H-1 H-4	
	Springboard Nonprofit Consumer Credit Management is a non-profit community service agency that offers personal financial education and assistance with money, credit, and debt management through confidential counseling. Springboard provides homeownership preservation and foreclosure prevention counseling. Springboard also provides pre-bankruptcy counseling and debtor education.	Springboard Nonprofit Consumer Credit Management	Ongoing	H-3 H-3.2 H-1 H-4	

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-30	Periodically provide and/or market Foreclosure Prevention Seminars similar to those held in the past that covered such topics as: - Foreclosure-rescue-scams--What to look-out-for - Can my home be saved from foreclosure? - Where-do-I-go-from-here--what-are-my-options? - How-should-I-talk-to-my-lender? - Who-can-I-trust? - How-can-I-access-available-federal-programs?	Housing Authority	Ongoing	H-3 H-3.2 H-1 H-4	On-April-16, 2014, the City helped Fair Housing Council of Riverside County, Inc. promote a Foreclosure Prevention Workshop that covered the following topics: -Foreclosure-rescue-scams -Save your home from foreclosure -What programs are available to help me avoid foreclosure? -How-to-talk-to-your-lender
H-31	The City of Riverside maintains more than a significant stock of rental housing affordable to seniors, families, and individuals earning lower incomes. The City is committed to preserving its stock of affordable housing, some which is at risk of conversion and/or needs significant renovation and improvement. As the City remains committed to preserving its affordable housing, the City will monitor the status of publicly subsidized affordable projects, provide technical and financial assistance where feasible, and consider appropriate actions should these projects become at imminent risk of conversion.	Housing Authority	Ongoing	H-3 H-3.2	See progress under H-2.
Completed On-going In Progress					

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TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Bond Financed Rental Housing - The Riverside County Housing Authority owns several bond financed multi-family rental housing developments in the City of Riverside.	Housing Authority of the County of Riverside	Ongoing	H-3 H-3-3 H-4	
	The Family Self-Sufficiency (FSS) Program - This is a program that assists families receiving federal rental assistance move to economic independence so they are free of any governmental assistance.	Housing Authority of the County of Riverside	Ongoing	H-3 H-3-3 H-4	
H-34	Encourage rental property owners to register their units for participation in the Housing Authority of the County of Riverside rental assistance programs and the City's Rapid Re-housing Program.	Housing Authority	First Quarter 2015	H-3 H-3-3 H-4	The City held two landlord workshops in the first quarter of 2015 to encourage landlords to participate in the 25 Cities Program by dedicating a number of apartment units to program participants who will receive ongoing case management to ensure that clients achieve self-sufficiency. The 25 Cities Program uses a questionnaire to determine a homeless individuals' vulnerability index and then matches that individual to the appropriate housing intervention program (Permanent Supportive Housing Program, Rapid Re-Housing, and Affordable Housing Program).
H-35	Continue to maintain the list of affordable rental units on the Housing Authority's webpage.	Housing Authority	Ongoing	H-3 H-3-3 H-4	In 2017, the Housing Authority assigned one staff person to fill the role of a housing locator to identify vacant residential units for rental assistance program participants. In the fourth quarter of 2017, the housing locator was able to identify 40 residential units.
H-36	Provide rental assistance to 120 extremely low-income families.	Housing Authority	Winter Quarter 2021	H-3 H-3-3	The City continues to maintain a list of affordable rental units on the Housing Authority's webpage at https://riversideca.gov/housing/rental.asp . In 2017, the Housing Authority was able to assist 54 households with housing through the family reunification program and rental assistance program. At the end of 2017, the City had prequalified 37 households for rental assistance.

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TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
H-37	Continue to support the Mayor's Commission on Aging whose mission is to "... enhance the quality of life for seniors in our community. We study local senior issues to learn about current programs, define future needs, and reference Best Practices. We then make recommendations to the Mayor and City Council on ways we think the City of Riverside can maintain and improve its status as a Senior-Friendly Community."	Mayor's Office	On-going	H-4 H-4.1	The Mayor's Commission on Aging continues to meet on a regular basis and make recommendations to the Mayor and City Council.
H-38	Continue to pursue the 10 recommendations of the "Seniors' Housing Task Force Report" approved by City Council on October 26, 2004 that are on-going including:	Housing Authority	On-going	H-4 H-4.1	
	Recommendation #1 -- Make Seniors Housing a priority in the Housing Element (HE) of the General Plan.	Planning Division	On-going With the Certification of each new HE	H-4 H-4.1	
	Recommendation #2 -- Create a Seniors' Housing category in the Zoning Code. The Zoning Code shall include standards for senior housing.	Planning Division	Last Quarter 2021	H-4 H-4.1	

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	Recommendation #5 – Generate Creative Sources of Financing: Although there are several funding sources available like tax credits there are two additional sources that have not been addressed. These sources are the inclusionary housing ordinance noted in Recommendation #4 and the funds available from HUD to faith based organizations (FBO's) for the development of senior housing. Most FBO's do not have the capacity to apply for the funding and to construct senior projects. The Housing Authority shall work with FBO's to build capacity to successfully apply for the funding. Recommendation #6 – Exploit Economic Opportunities: Many of the funding sources for Seniors Housing construction understand that seniors buy in their own neighborhoods. This is the reason the funding sources require developments to be within a very small radius of amenities (i.e., shopping, medical, etc.); Housing Authority will not only make an effort to encourage more senior housing opportunities, but to encourage these developments within each neighborhood and for every demographic and the needs of the senior population: Recommendation #7 – Take a competitive approach. This is a general statement encouraging timely action on completing the recommendations of the Seniors' Housing Task Force Report.	Housing Authority	Ongoing	H-4 H-4.1	On October 13, 2013, Senate Bill 341 (Redevelopment) was enacted, which restricted housing Successor Housing Agencies from spending funds from the Low and Moderate Income Housing Fund on senior housing if its host jurisdiction within the previous 10 years exceeded 50% of the aggregate number of deed restricted rental housing units assisted by the housing successor, its former redevelopment agency, and its host jurisdiction. Over the past 10 years, the Housing Authority of the City of Riverside's deed restricted units from senior housing projects consist of 63% of its inventory, which means Low and Moderate Income Housing Funds cannot be used to fund affordable housing projects that are age restricted until 191 affordable rental units that are not age restricted have been developed. In 2017, the Mayor's Office reached out to faith-based organizations to assist in the community's efforts to ending homelessness. Two faith-based organizations have identified land that they are willing to develop with affordable housing with a portion set aside for Housing First.
		Housing Authority	Ongoing	H-4 H-4.1	

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Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Recommendation #10 – Recommend Universal standards in new construction. (See Tool H-30)	Planning Division	Last Quarter 2021	H-4 H-4.1 H-2	
Family Housing					
H-39	Actively seek additional partnerships with service organizations to provide supportive services for residents.	Housing Authority	First Quarter 2018	H-4 H-4.2	The City of Riverside's Outreach Workers and Inspire Foundation continue to provide supportive services for residents. The City has created a resource guide of services offered to homeless individuals throughout the City and continues to update it on a quarterly basis at www.endhomeless.info . In 2017, the City executed a partnership agreement with Loma Linda University to partner with Master Social Work students with case managers to gain experience in the field of supportive services and increase the amount of services being provided to the homeless population.
H-40	Continue to implement the Density Bonus provisions of the Zoning Code for projects providing affordable housing units.	Planning Division	Ongoing	H-4 H-4.2	The City continues to implement the Density Bonus provisions of the Zoning Code for affordable housing projects such as: - Cedar Glenn approved in June 2012 - Camp Anza Veteran's Housing approved in November 2013
H-41	Continue to permit second units in compliance with the Zoning Code as a means of providing affordable units throughout the City.	Planning Division	Ongoing	H-4 H-4.2	The City continues to implement the second unit provisions of the Zoning Code.
H-42	Continue providing fair housing services and publicize these efforts. Prepare an update to the Analysis of Impediments (AI) to Fair Housing in time for the submission of the Consolidated Plan.	Housing Authority	Ongoing	H-4 H-4.2	The City contracts annually with Fair Housing Council of Riverside, Inc. to provide fair housing services. In 2015/16 the City updated its AI to Fair Housing, which was submitted along with the City's HUD Five Year Consolidated Plan.

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TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	The Fair Housing Council of Riverside County has provided a comprehensive fair housing program to further equal housing opportunity for all residents and households in the City of Riverside. The mission of the Fair Housing Council is to provide comprehensive services which affirmatively address and promote fair housing (anti-discrimination) rights and further other housing opportunities for all persons without regard to race, color, national origin, religion, sex, familial status, presence of children, disability, ancestry, marital status, or other arbitrary factors.	Fair Housing Council of Riverside County Housing Authority	Ongoing		
Educational Housing					
H-4.3	Facilitate and encourage the development of student housing oriented to the local universities and college campuses.	Planning Division Housing Authority	Ongoing	H-4 H-4.3	The Planning Division has encouraged the development of student housing. In 2014, UCR began construction of the GlenMoor 2 student apartments. This project consists of 232 on-campus units.

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TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
Housing for Homeless People (Extremely Low Income Population)					
H-4.4	Continue to carry out the Homeless Reduction and Prevention Strategy Five-Year Plan (Homeless Plan) that set the following top three priorities to improve and increase availability of services for homeless individuals or those at risk of becoming homeless: ❖ Priority #1 ○ Basic Needs and Services ○ Community Education ❖ Priority #2 ○ Preventive Services ○ Outreach ❖ Priority #3 ○ Employment Services ○ Permanent Housing	Office of Homeless Solutions	Ongoing	H-4.4	In 2015, the City of Riverside ended veteran homelessness and is continuing to sustain our efforts. The City is working with the Riverside County Continuum of Care to end chronic homelessness by the end of 2017. The City released a Request for Proposals to secure an operator and developer to rehabilitate the Drop in Day Center that will provide a laundry and shower facility, life skills training, case management to help link individuals to housing and services, and a community meal program. The City will also be relocating the Riverside Access Center to a newly acquired building across the street at 2801 Hulen Place that consist of office spaces and a warehouse that will be used to store household items donated by the community for homeless individuals moving directly into housing. The medical clinic at 2880 Hulen Place will be expanded to include respite care and behavior health for homeless individuals. Property located at 2801 Hulen Place will be rehabilitated to provide a drop in day center where homeless individuals can shower, do their laundry, meet with a case manager to be linked to housing and services and participate in life skill workshops. In 2017, the City received one proposal for the operation of the Drop in Day Center which is under review. In 2017, the Office of Homeless Solutions staff met with community and business groups to present on Housing First and why it is the best practice used globally to address homelessness. The City is also working with faith-based organizations who have identified land available for the development of housing first units coupled with case management and supportive services. Staff has identified three lots within each of the seven City Councilmembers Ward for potential Housing First development sites. The Housing First draft plan and proposed sites were approved by the City Council on March 13, 2018.
H-4.5	Aggressively work to address homelessness in the community in partnership with a wide range of non-profit organizations, social service agencies, faith-based institutions and others working together to end homelessness in the community through such programs as:	Housing Authority	Ongoing	H-4.4	The Riverside Homeless Care Network meets once a month to share homeless resources and concerns and to identify gaps in programs and services. The network is made up of government agencies, nonprofit agencies, faith-based organizations, social service agencies and community groups.
Completed		On-going		In Progress	
Under "Responsible Agency" the first Agency listed in bold is the Lead Agency.					

TBD = To Be Determined

HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	City of Riverside Rapid Re-Housing Program (RP) – Continue to provide financial assistance to those who qualify through this program. This program provides temporary financial assistance and services to help those who are experiencing homelessness to be quickly re-housed and stabilized. Homeless Street Outreach Program – The City of Riverside Homeless Street Outreach Team will continue to provide daily mobile outreach and client service engagement focused on the “hardest-to-reach” and “service-resistant” populations on the streets, in service venues, and other locations where they can be found.	Housing Authority	2014 and On-going	H-4 H-4.4	City of Riverside Rapid Re-Housing Program: In 2017, the Housing Authority assisted 54 homeless individuals obtain housing through the Tenant-Based Rental Assistance Program, Rapid Re-Housing Program and Family Reunification Program. During FY 2016/17, the Homeless Street Outreach staff made contact with 1,301 homeless individuals, which was an increase of 54% from the previous year. The Outreach Team also worked with community partners to connect people to a range of assistance including shelter, housing, employment, benefits assistance, behavioral health services, medical services, reconnected homeless individuals with their families, and other assistance they needed. During the 2017 Homeless Point-in-Time Count, 389 unsheltered homeless individuals were identified in the City of Riverside, which was a 50.8% increase from the previous year.
			On-going Annually	H-4 H-4.4	

Completed	On-going	In Progress
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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025



Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	Housing First Initiative/Tenant-Based Rental Assistance Program (TBRA) The Housing Authority of County of Riverside will continue to implement the TBRA program. This provides eligible homeless individuals and families as well as those at risk to homelessness in Riverside with short-term rental subsidies coupled with home-based case management.	Housing Authority of County of Riverside	On-going Annually	H-4 H-4.4	Housing First Initiative: In 2017, the City of Riverside adopted the Housing First concept and directed staff to identify potential Housing First sites for development. Staff secured LeSar Development Consultants to assist with the drafting of the Housing First Strategy Plan, which included three development sites in each of the seven City Council Wards for Housing First units. In the Plan, the City is proposing to pursue the creation of nearly 400 units of housing to meet the needs of the current unsheltered count of 389 persons highlighted in the 2017 Point-in-Time Count. To achieve this goal, the City has committed to Housing First as a best practice approach to address homelessness, and specifically to using the supportive housing intervention that is characterized as deeply affordable housing paired with wrap-around supportive services targeted at hard-to-serve homeless households with a disability. Supportive housing has proven effective in ensuring housing stability of formerly homeless households and limiting returns to homelessness. Additionally, many studies have demonstrated the cost effectiveness of providing housing and services that lead to decreased utilization of high-cost public systems, including emergency services, health care, and criminal justice. During 2017, the draft plan was presented to community and business groups and released to the general public for public comment. The public comment period closed on February 12, 2018. On March 13, 2018, the City Council approved the Housing First Plan.
	Permanent Supportive Housing Program Continue the operation of the fifteen permanent supportive housing units the City acquired through the HUD Continuum of Care Supportive Housing Program (SHP) which supported the acquisition, development, and operations of the housing projects.	Housing Authority	On-going	H-4 H-4.4	The City continues to operate sixteen permanent supportive housing units, of which 3 units are located at 1833 7th Street, 5 units are located at 1740 Loma Vista Street and 3552 Lou Ella Lane, and the remaining 8 units are located at the Autumn Ridge Apartments located on Indiana Avenue.

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	Riverside Access Center – Continue to operate and expand Riverside Access Center, the centralized environment of housing and supportive services designed to assist homeless individuals and families to address their issues and achieve housing stability.	Housing Authority	Ongoing	H-4 H-4.4	The Riverside Community Access Center serves as the entry point and service hub of the City's homeless continuum of care. At the Access Center there are a range of services under one roof including street outreach, rental assistance, client stabilization resources, employment development, health care, veterans' services, life skills training, legal services, computer resources and phones, housing placement and homeless prevention resources. Referrals are available such as: mental health services, benefits enrollment, substance abuse recovery, education services and financial counseling. Transportation is available on a case by case basis. All services are coordinated through a centralized data management system and collaborative team case management. The following courses are also offered at the Access Center: <u>Presentations</u> ❖ Parenting ❖ Nutrition Classes ❖ Stroke Prevention ❖ Smoking Cessation ❖ Proper Care for Asthma ❖ Veterans Housing Support ❖ Legal Aid Assistance: Topics including, but not limited to: 1. Mainstream benefits 2. Veterans benefits 3. Family Services 4. Tenant/Landlord issues <u>Other Services Provided</u> ❖ HIV 101 and testing (Health in Motion) ❖ One-on-One financial counseling ❖ Internet job search and readiness ❖ Veterans Administration
	Path of Life Ministries (POLM) – Continue to support Emergency and Family Shelter services provided by Path of Life Ministries in the City of Riverside.	Housing Authority & CDBG	Ongoing	H-4 H-4.4	POLM continues to operate the Year Round Emergency Shelter Program which provides 64 beds on a year-round basis connected with case management services for homeless men and women for up to 30 continuous days. In FY 2016/17 a total of 431 unduplicated homeless individuals received assistance through the shelter.

Completed	On-going	In Progress
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					The Cold Weather Shelter Program, also operated by POLNY, operates from December through mid-April, provides an additional 64 beds on a night-by-night basis under the federal cold weather shelter initiative to prevent hypothermia. During the FY 2016/17 cold weather season, 599 additional unduplicated homeless individuals were served through the cold weather program.
H-46	Continue to support the Building Industry Association's (BIA) program HomeAid Inland Empire. HomeAid is a leading national non-profit provider of housing for today's homeless. The organization builds and renovates multi-unit shelters for the temporarily homeless families and individuals, many of whom are children, while they rebuild their lives.	Building Industry Association of the Inland Empire	On-going	H-4 H-4.4	
H-47	Process an amendment to the Zoning Code (Title 19) to permit supportive and transitional housing in all zones where residential uses are permitted pursuant to the requirements of SB 2.	Planning Division	Concurrently with the rezone program, December 2017.	H-4 H-4.4	On January 9, 2018, the City Council adopted Ordinance No. 7408 amending the City's Zoning Code to permit supportive and transitional housing in all zones where residential uses are permitted pursuant to the requirements of SB2. See Ordinance 7408 at: https://aquarius.riversideca.gov/clerkdb/0/doc/251789/Page1.aspx
Housing for People with Disabilities					
H-48	Continue to support the Mayor's Model Deaf Community Committee which promotes unity between Riverside's deaf and hearing community, promoting access, advocacy, education, and inclusion.	Mayor's Office	On-going	H-4 H-4.5	
H-49	Continue to support the Commission on Disabilities whose members advise the Mayor and City Council on all matters affecting persons with disabilities in the community. The Commission reviews community policies, programs, and actions that affect persons with disabilities and make appropriate	General Services Department City Attorney Office	On-going	H-4 H-4.5	
Completed		On-going		In Progress	

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HOUSING ELEMENT

TOOLS FOR IMPLEMENTING THE RIVERSIDE GENERAL PLAN 2025

Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	recommendations to the City Council.				
H-50	Continue to provide expert analysis of the disabled access requirements of the Building Code during the plan review process so that developers will have clear directions on how to construct their projects. Such expert analysis, provided early in the development process will limit conflicts in the field during construction, saving the developer time, money, and resources by avoiding unnecessary changes.	Building Division Planning Division	Ongoing	H-4 H-4.5	
H-51	Support the ability of persons with developmental disabilities to live in integrated community settings. The City will work with the Inland Regional Center and other appropriate non-profit organizations and service agencies to identify the housing needs of Riverside residents with developmental disabilities, promote opportunities for supportive living services and support efforts to eliminate barriers to housing for persons with developmental disabilities.	Housing Authority Planning Division Building Division	Ongoing	H-4 H-4.5, H-4.6	
H-52	In an effort to create additional opportunities for affordable housing, the City will facilitate lot consolidation to combine small residential lots into larger developable lots. Eligible lots must meet the following criteria: ❖ Small lots must be contiguous with other lots that create the opportunity for development of at least 16 units on the site (all combined parcels). ❖ The small lot must have the same owner as one or more of other parcels it is aggregated with (enough of the parcels	Planning Division	Completed	H-2	On January 9, 2018, the City Council adopted Resolution No. 23254 amending the City's fees and charges schedule in Resolution No. 21960, as amended, providing for a waiver of lot merger/lot consolidation fees for Housing Element rezoned sites. The waiver is intended to facilitate site consolidation to combine small residential parcels into larger, developable parcels to provide for affordable housing opportunities. Eligible parcels must be contiguous with other parcels that create the opportunity for development of at least 16 units, and the small parcels must have the same owner as one or more of the parcels it is aggregated with. Combined together, the parcels must create the opportunity for 16 units. See Resolution No. 23254 at: https://aqtantriversonlineca.gov/clerkdb/0/doc/250524/Page1.aspx

Completed	On-going	In Progress
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Tool	Description	Responsible Agency	Time Frame	Related General Plan Objectives and Policies	Progress
	to create the opportunity for 16 units on the small parcel combined with the other parcel or parcels; The City will allow lot consolidation without discretionary review on the eligible sites and will waive fees for lot consolidation; Table D-2 in Appendix D shows small sites eligible for application of these regulations bolded and in italics.				
H-53	Process an amendment to the Zoning Code (Title 19) and/or any applicable specific plans, to define single-room occupancy (SRO) units and permit them with a conditional use permit in an appropriate zone or zones near transit stations, and along high quality transit corridors in compliance with AB 2634	Planning Division	Completed	H-4 H-4.4	On January 9, 2018 the City Council adopted Ordinance No. 7408 amending the City's Zoning Code to define single-room occupancy (SRO) units and permit them with a conditional use permit in the Mixed-Use Urban (MUU) Zone in compliance with AB 2634. See Ordinance 7408 at: https://aquarius.riversideca.gov/clerkdb/0/doc/751789/Page1.aspx

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Pages A-58 through A-70 have no changes and are removed for clarity