

**9.0 INTRODUCTION**

The General Plan is an expression of the community's vision for the physical, social, cultural and economic development of Moreno Valley. It supports the City Council's vision for creating a positive future for Moreno Valley. Goals are general expressions of conditions that the City would like to attain. Objectives are specific conditions that the City would like to achieve. Policies are principles or guidelines intended to direct future activities and decisions in order to achieve the goals and objectives. Programs are plans of action to implement or advance the goals, objectives and policies.

- VI. Enjoys a circulation system that fosters traffic safety and the efficient movement of motor vehicles, bicycles and pedestrians.
- VII. Emphasizes public health and safety, including, but not limited to, police, fire, emergency and animal services and protection from floods and other hazards.
- VIII. Recognizes the need to conserve natural resources while accommodating growth and development.

**9.1 ULTIMATE GOALS**

The ultimate goals of the City of Moreno Valley General Plan are to achieve a community which:

- I. Exhibits an orderly and balanced land use pattern that accommodates a range of residential, cultural, recreational, business and employment opportunities.
- II. Is clean, attractive and free of blight and deteriorated conditions.
- III. Provides public services and public facilities that are needed and desired by the community, including, but not limited to, a library(s) and library services.
- IV. Enjoys a healthy economic climate that benefits both residents and businesses.
- V. Provides recreational amenities, recreation services and open space, including, but not limited to, parks, multi-use trails, community centers and open space.

**9.2 COMMUNITY DEVELOPMENT  
ELEMENT GOALS, OBJECTIVES  
POLICIES AND PROGRAMS**

**9.2.2 COMMUNITY DEVELOPMENT  
ELEMENT OBJECTIVES AND  
POLICIES**

**9.2.1 COMMUNITY DEVELOPMENT  
ELEMENT GOALS**

**Objective 2.1**

**Goal 2.1**

Balance the provision of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs, while retaining the significant natural features and the rural character and lifestyle of the northeastern portion of the community.

A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.

**Objective 2.2**

**Goal 2.2**

Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.

An organized, well-designed, high quality, and functional balance of urban and rural land uses that will meet the needs of a diverse population, and promote the optimum degree of health, safety, well-being, and beauty for all areas of the community, while maintaining a sound economic base.

**Policies:**

**Goal 2.3**

2.2.1 In determining allowable density for residential parcels an "adjusted net acreage" shall be used. Adjusted net acres shall mean the land area that would remain after dedication of ultimate rights-of-ways for arterial streets, freeways and park dedications.

Achieves an overall design statement that will establish a visually unique image throughout the City.

2.2.2 The primary purpose of areas designated **Hillside Residential** is to balance the preservation of hillside areas with the development of view-oriented residential uses.

**Goal 2.4**

- a. Within the Hillside Residential category, appropriate residential uses include large lot residential uses. Lots smaller than one acre may only be permitted as clustered units to minimize grading, and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.

A supply of housing in sufficient numbers suitable to meet the diverse needs of future residents and to support healthy economic development without creating an oversupply of any particular type of housing.

**Goal 2.5**

Maintenance of systems for water supply and distribution; wastewater collection, treatment, and disposal; solid waste collection and disposal; and energy distribution which are capable of meeting the present and future needs of all residential, commercial, and industrial customers within the City of Moreno Valley.

- b. The maximum residential density within Hillside Residential areas shall be determined by the steepness of slopes within the project. The maximum allowable density shall not exceed one dwelling unit per acre on sloping hillside property and shall decrease with increasing slope gradient.
  - c. Future development within Hillside Residential areas shall occur in such a manner as to maximize preservation of natural hillside contours, vegetation and other characteristics. Hillside area developments should minimize grading by following the natural contours as much as possible.
  - d. Development within Hillside Residential areas shall be evaluated to determine the precise boundaries of the area. If the Community Development Director determines that adequate slope information is not available, applicants requesting to develop within these areas shall complete a slope analysis for the proposed development site. Portions of the development that exceed an average slope of 10% shall adhere to the policies within the Hillside Residential category. Portions of the development where the slopes are less than 10% on average shall adhere to policies within the adjacent land use category.
- 2.2.3 The primary purpose of areas designated **Rural Residential** is to provide for and protect rural lifestyles, as well as to protect natural resources and hillsides in the rural portions of the City.
- a. The maximum residential density within Rural Residential and areas shall be determined by the steepness of slopes within the individual project area. The maximum allowable density shall be 0.4 dwelling units per acre (an average lot size of 2.5 acres) on flat terrain and shall decrease with increasing slope gradient.
  - b. Within the Rural Residential category, appropriate residential uses include large lot residential uses. Lots smaller than 2.5 acres may only be permitted as clustered units to minimize grading and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.
- 2.2.4 The primary purpose of areas designated **Residential 1** is to provide for and protect rural lifestyles. The maximum allowable density for projects within the Residential 1 areas shall be 1.0 dwelling unit per acre.
- 2.2.5 The primary purpose of areas designated **Residential 2** is to provide for suburban lifestyles on residential lots larger than commonly available in suburban subdivisions and to provide a rural atmosphere. The maximum allowable density shall be 2.0 dwelling units per acre.

- 2.2.6 The primary purpose of areas designated **Residential 3** is to provide a transition between rural and urban density development areas, and to provide for a suburban lifestyle on residential lots larger than those commonly found in suburban subdivisions. The maximum allowable density shall be 3.0 dwelling units per acre.
- 2.2.7 The primary purpose of areas designated **Residential 5** is to provide for single-family detached housing on standard sized suburban lots. The maximum allowable density shall be 5.0 dwelling units per acre.
- 2.2.8 The primary purpose of areas designated **Residential 10** is to provide for a variety of residential products and to encourage innovation in housing types. Developments within Residential 10 areas are typically expected to provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The maximum allowable density shall be 10.0 dwelling units per acre.
- 2.2.9 The primary purpose of areas designated **Residential 15** is to provide a range of multi-family housing types for those not desiring dwellings on individual lots that include amenities such as common open space and recreational facilities. The maximum allowable density shall be 15.0 dwelling units per acre.
- 2.2.10 The primary purpose of areas designated **Residential 20** is to provide a range of high density multi-family housing types. Developments within Residential 20 areas shall also provide amenities, such as common open spaces and recreational facilities. The maximum density shall be 20 dwelling units per acre.
- 2.2.11 Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.
- 2.2.12 Planned Unit Developments (PUD) shall be encouraged for residential construction in order to provide housing that is varied by type, design, form of ownership, and size. PUD's shall also provide opportunities to cluster units to protect significant environmental features and/or provide unique recreational facilities.
- 2.2.13 Discourage costly "leap-frog" development patterns by encouraging in-fill development wherever feasible, thereby reducing overall housing costs. Development within an area designated as SP 212-1 (Moreno Highlands) is not considered to be leapfrog development.
- 2.2.14 Encourage a diversity of housing types, including conventional, factory built, mobile home, and multiple family dwelling units
- 2.2.15 Encourage the use of innovative and cost effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.
- 2.2.16 Affordable housing developments should be compatible in visual design with surrounding development.
- 2.2.17 Discourage nonresidential uses on local residential streets that generate traffic, noise or other characteristics that would adversely affect nearby residents.

**Objective 2.3**

Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.

**Policies:**

- 2.3.1 Within individual residential projects, a variety of floor plans and elevations should be offered.
- 2.3.2 Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.
- 2.3.3 Discourage the development of single-family residences with a bulk (building mass) that is out of scale with the size of the parcels on which they are located.
- 2.3.4 Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.
- 2.3.5 Ensure that all multiple family housing is well-designed, attractive and livable by:
  - a. Ensuring all structures are architecturally compatible and include decorative architectural features and articulation in walls and roofs;
  - b. Providing adequate parking, walkways, lighting, landscaping, amenities and open space areas;
  - c. Providing private open space areas such as patios and balconies.

**Objective 2.4**

Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.

**Policies:**

- 2.4.1 The primary purpose of areas designated **Commercial** is to provide property for business purposes, including, but not limited to, retail stores, restaurants, banks, hotels, professional offices, personal services and repair services. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses. Commercial development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.
- 2.4.2 The commercial area located at the intersection of **Alessandro Boulevard and Redlands Boulevard** shall provide for commercial land uses that are compatible with the historical, small town nature of the original Moreno town site. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses.
- 2.4.3 The commercial area located on the **north side of State Route 60 at the intersection of Moreno Beach Drive** shall provide for the establishment of commercial land uses that serve the daily needs of the surrounding residential neighborhood and the traveling public. It is not intended to serve the needs of the region for goods, services, entertainment or

- recreation. The zoning regulations shall identify the particular uses and type of development permitted on each parcel, which could include office uses and compatible noncommercial uses.
- 2.4.4 An overlay district limiting land uses to those that are supportive and compatible with medical uses shall be established around the **Riverside County Regional Medical Center and the Moreno Valley Community Hospital**. The zoning regulations shall identify the particular uses and type of development permitted on each parcel.
- 2.4.5 The primary purpose of locations designated **Mixed-Use** on the Moreno Valley General Plan Land Use map is to provide for the establishment of commercial and office uses and/or residential developments of up to 20 dwelling units per acre. The zoning regulations shall identify the particular uses and type of development permitted on each parcel. Overall development intensity should not exceed a floor area ratio of 1.00.
- 2.4.6 The primary purpose of areas designated **Residential/Office** on the Moreno Valley General Plan Land Use map is to provide areas for the establishment of office-based working environments or residential developments of up to 15 dwelling units per acre. The zoning regulations shall identify the particular uses and type of residential development permitted on each parcel of land. Overall development intensity should not exceed a Floor Area Ratio of 1.00.
- 2.4.7 The primary purpose of areas designated **Office** is to provide for office uses, including, administrative, professional, legal, medical and financial offices. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include limited non-office uses that support and are compatible with office uses. Development intensity should not exceed a Floor Area Ratio of 2.00 and the average intensity should be significantly less.
- 2.4.8 Orient commercial development toward pedestrian use. Buildings should be designed and sited so as to present a human-scale environment, including convenient and comfortable pedestrian access, seating areas, courtyards, landscaping and convenient pedestrian access to the public sidewalk.
- 2.4.9 Require reciprocal parking and access agreements between individual parcels where practical.
- 2.4.10 Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.
- 2.4.11 The commercial area located in the vicinity of the intersection of Gilman Springs Road and Jack Rabbit Trail shall provide those commercial support activities necessary and/or incidental to adjacent recreational uses and emphasize tourist-oriented activities and retail services. Recreation-oriented residential land use types may be appropriate to the extent that they are incidental to and complement the recreational character of the area. At such time as the area is annexed to the City, the zoning regulations shall identify the particular uses permitted on each parcel of land.

**Objective 2.5**

Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors; and which meets the service needs of local businesses.

**Policies:**

- 2.5.1 The primary purpose of areas designated **Business Park/Industrial** is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.
- 2.5.2 Locate manufacturing and industrial uses to avoid adverse impacts on surrounding land uses.
- 2.5.3 Screen manufacturing and industrial uses where necessary to reduce glare, noise, dust, vibrations and unsightly views.
- 2.5.4 Design industrial developments to discourage access through residential areas.

**Objective 2.6**

Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

**Policies:**

- 2.6.1 The primary purpose of areas designated **Public/Quasi-Public** is to provide property for civic, cultural and public utility uses, including, but not limited to schools, libraries, fire stations, museums, and government offices. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio of 1.00 and the average Floor Area Ratio should be significantly less.

**Objective 2.7**

Encourage open space preservation through appropriate land use policies that recognize the valuable natural resources and areas required for protection of public safety that exist in the City.

**Policies:**

- 2.7.1 The primary purpose of areas designated **Open Space**, is to provide areas that are substantially unimproved, including, but not limited to areas for outdoor recreation, the preservation of natural resources, the grazing of livestock and the production of crops. Development intensity should not exceed a Floor Area Ratio of 0.10 and the average Floor Area Ratio should be significantly less.
- 2.7.2 The primary purpose of areas designated **Floodplain** is to designate floodplain areas where permanent structures for human occupancy are prohibited to protect of the public health and safety. Development intensity should not exceed a Floor Area Ratio of 0.05.

**Objective 2.8**

The major purpose of specific plans is to encourage and promote the development of larger-scaled mixed-use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.

**Policies:**

2.8.1 In order to provide superior design solutions, reduce adverse environmental impacts, preserve scenic values, and enhance the provision of open space and other amenities, transfers of residential densities permitted under the General Plan may be accomplished in accordance with the following:

- a. The transfer of residential densities may be accomplished only pursuant to approval of a planned unit development or hillside development.
- b. Up to one hundred percent (100%) of the density indicated on the General Plan Land Use map may be transferred within a single hillside development or planned unit development project. Densities may not be transferred from one project to another.
- c. The proposed transfer of densities shall be accomplished such that the project results in a superior use of land, increased sensitivity to the environment, and/or enhanced project amenities without an increased burden on public facilities and services.

2.8.2 To the extent that development policies, land use standards, design guidelines, and other provisions of the adopted specific plans are, by their content, intended to address issues contained in the objectives, policies, and implementation programs of the Moreno Valley General Plan, and are inconsistent with the provisions of the General Plan, then the provisions of those specific plans shall be controlling; otherwise, all other provisions of the Moreno Valley General Plan shall remain in effect.

**Objective 2.9**

Maintain City boundaries that are logical in terms of City service capabilities, economic development needs, social and economic interdependencies, citizen desires, and City costs and revenues.

**Policies:**

2.9.1 Support and encourage the annexation of unincorporated areas within the General Plan study area for which:

- a. Long-term benefits will be derived by the City;
- b. Adequate infrastructure and services have been or can be economically provided in accordance with current City standards;
- c. The proposed annexation will generate sufficient revenues to adequately pay for the provision of City services within a reasonable period of time.

**Objective 2.10**

Ensure that all development within the City of Moreno Valley is of high quality, yields a pleasant living and working environment for existing and future residents, and attracts business as the result of consistent exemplary design.

**Policies:**

- 2.10.1 Encourage a design theme for each new development that is compatible with surrounding existing and planned developments.
- 2.10.2 Screen trash storage and loading areas, ground and roof mounted mechanical equipment, and outdoor storage areas from public view as appropriate.
- 2.10.3 Require exterior elevations of buildings to have architectural treatments that enhance their appearance.
- a. A design theme, with compatible materials and styles should be evident within a development project;
  - b. Secondary accent materials, colors and lighting should be used to highlight building features;
  - c. Variations in roofline and setbacks (projections and recesses) should be used to break up the building mass.
  - d. Industrial buildings shall include architectural treatments on visible facades that are aesthetically pleasing.
- 2.10.4 Landscaping and open spaces should be provided as an integral part of project design to enhance building design, public views, and interior spaces; provide buffers and transitions as needed; and facilitate energy and resource conservation.
- 2.10.5 Development projects adjacent to freeways shall provide landscaped buffer strips along the ultimate freeway right-of-way.
- 2.10.6 Buildings should be designed with a plan for adequate signage. Signs should be highly compatible with the building and site design relative to size, color, material, and placement.
- 2.10.7 On-site lighting should not cause nuisance levels of light or glare on adjacent properties.
- 2.10.8 Lighting should improve the visual identification of structures. Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.
- 2.10.9 Fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.
- 2.10.10 Minimize the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and "side-on" cul-de-sacs.
- 2.10.11 Screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.

- 2.10.12 Screen parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations).
- 2.10.13 Provide landscaping in automobile parking areas to reduce solar heat and glare.
- 2.10.14 Preserve or relocate existing mature trees and vegetation where practical. Mature trees shall be replaced when they cannot be preserved or relocated.
- 2.10.15 Emphasize the "gateway status" of lands in the vicinity of the intersection of I-215 and State Route 60, at the intersection of Alessandro Boulevard and I-215, at the intersection of Perris Boulevard and State Route 60, and at State Route 60 and Gilman Springs Road. In the vicinity of those areas designated as having "gateway status", the City shall encourage community identification signing.

**Objective 2.11**

Maintain a water system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.

**Policies:**

- 2.11.1 Permit new development only where and when adequate water services can be provided.

**Objective 2.12**

Maintain a wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses.

**Policies:**

- 2.12.1 Prior to the approval of any new development application ensure that adequate septic or sewer service capacity exists or will be available in a timely manner.

**Objective 2.13**

Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.

**Policies:**

- 2.13.1 Limit the amount of development to that which can be adequately served by public services and facilities, based upon current information concerning the capability of public services and facilities.
- 2.13.2 Unless otherwise approved by the City, public water, sewer, drainage and other backbone facilities needed for a project phase shall be constructed prior to or concurrent with initial development within that phase.
- 2.13.3 It shall be the ultimate responsibility of the sponsor of a development project to assure that all necessary infrastructure improvements (including system wide improvements) needed to support project development are available at the time that they are needed.
- 2.13.4 Encourage installation of advanced technology infrastructure, including, but not limited to, infrastructure for high speed internet access and solar energy.

**Objective 2.14**

Establish and implement comprehensive solutions to the financing of public facilities that adequately distribute costs based on the level of benefit received and the timing of development.

**Policies:**

- 2.14.1 Conduct periodic review of public facilities impact mitigation fees in accordance with state statutes to ensure that the charges are consistent with the costs of improvements. Utilize the service and mitigation standards contained in the Moreno Valley General Plan as the basis for determining improvement costs.
- 2.14.2 Promote the establishment of benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.
- 2.14.3 Review development projects for their impacts on public services and facilities including, but not necessarily limited to, roadways, water, sewer, fire, police, parks, and libraries and require public services or facilities to be provided at the standards outlined in the Moreno Valley General Plan and the standards of applicable service agencies.

**Objective 2.15**

Ensure that all Moreno Valley residents have access to high-quality educational facilities, regardless of their socioeconomic status or location within the City.

**Policies:**

- 2.15.1 Encourage an ongoing open liaison with all school districts regarding proposed school design and siting to maximize access and minimize impacts to adjacent uses.

**Objective 2.16**

Maintain local library facilities and reserves in accordance with the following minimum standards: 0.5 square feet of library space and 1.2 volumes per capita.

**Policies:**

- 2.16.1 Encourage inter-library loan agreements with the County library system and those of surrounding cities to provide the widest possible variety of materials to library patrons.
- 2.16.2 Provide for the expansion of library facilities as needed to keep pace with the growing population of Moreno Valley.

**Objective 2.17**

Provide cultural facilities, including history (natural, cultural and children’s) and art museums and performing arts facilities.

**Policies:**

- 2.17.1 Promote the development and construction of a civic/cultural center and museums.

**Objective 2.18**

Promote social services programs that meet the special needs for childcare, the elderly, and the disabled.

**Policies:**

- 2.18.1 Ensure that a full range of human service programs are available to meet the lifetime development needs of residents of all ages, including the special needs of seniors, families, children, disabled persons, and youth groups.
    - 2-4 Periodically study the feasibility of extending the sphere of influence north of the city limits and annexing unincorporated areas along the city boundary.
    - 2-5 Disseminate local childcare resource information and provide referral service to residents and businesses.
  - 2.18.2 Encourage day care through zoning regulations by permitting such facilities in all compatible zoning classifications.
    - 2-6 Encourage demand-response public transportation facilities, such as the mini-bus or dial-a-ride systems in order facilitate the transportation needs of the elderly and the disabled.
  - 2.18.3 Work closely with local schools, private companies, churches, non-profit agencies, government social service agencies, and community groups to facilitate the provision of community services.
    - 2-7 Provide City information identifying available social services and facilities in a broad range of formats.
    - 2-8 Evaluate existing social programs under the City's purview, and determine if they adequately address the needs of the aged, the disabled, low-income families and persons in crisis situations.
  - 2.18.4 Encourage the development of senior citizens independent living and congregate care facilities in locations with convenient access to social, commercial, and medical services.
    - 2-9 Work with other jurisdictions to seek changes in state law to allow reasonable controls on the location of community care facilities, foster homes and sober living facilities.
  - 2.18.5 Promote volunteer involvement in all public programs and within the community as a whole.
- 9.2.3 COMMUNITY DEVELOPMENT ELEMENT PROGRAMS**
- 2-1 Develop a community signing scheme for street corridors, public buildings and selected entrances to the community and its sub-communities.
  - 2-2 Review and revise the Municipal Code to implement the goals, objectives and policies stated in the General Plan.
  - 2-3 Conduct a detailed capital improvement program using the revised population projections and proposed land use characteristics of the General Plan.

**9.3 ECONOMIC DEVELOPMENT  
ELEMENT GOALS, OBJECTIVES,  
POLICIES AND PROGRAMS****9.3.1 ECONOMIC DEVELOPMENT  
ELEMENT GOALS**

To be inserted after development of  
Economic Development Strategy.

**9.3.2 ECONOMIC DEVELOPMENT  
ELEMENT POLICIES**

To be inserted after development of  
Economic Development Strategy.

**9.3.3 ECONOMIC DEVELOPMENT  
ELEMENT PROGRAMS**

To be inserted after development of  
Economic Development Strategy.

**9.4 PARKS, RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS**

**9.4.1 PARKS RECREATION AND OPEN SPACE ELEMENT GOALS**

**Goal 4.1**

To enhance Moreno Valley as a desirable place in which to live, work, shop, and do business.

**Goal 4.2**

To retain an open space system that will conserve natural resources, preserve scenic beauty, promote a healthful atmosphere, provide space for outdoor recreation, and protect the public safety.

**9.4.2 PARKS, RECREATION AND OPEN SPACE ELEMENT OBJECTIVES AND POLICIES**

**Objective 4.1**

Retain agricultural open space as long as agricultural activities can be economically conducted, and are desired by agricultural interests, and provide for an orderly transition of agricultural lands to other urban and rural uses.

**Policies:**

4.1.1 Encourage grazing and crop production as a compatible part of a rural residential atmosphere.

**Objective 4.2**

Provide safe, affordable and accessible recreation facilities and programs to meet the current and future needs of Moreno Valley’s various age and interest groups and promote the provision of private recreational facilities.

**Policies:**

4.2.1 Neighborhood parks shall serve as the day-to-day recreational areas of the City, Neighborhood parks should be within a reasonable walking distance of the population served. Community parks may also serve day-to-day recreation needs. That portion of the community and/or regional facilities that provide similar amenities to those found in neighborhood parks shall also be considered as meeting this objective.

4.2.2 Community parks shall provide opportunities for participation in sports and related athletic activities, water-oriented recreation and other special interest activities (e.g. golf, tennis, equestrian, etc).

4.2.3 Employ a multifaceted approach in the financing and acquisition, development and maintenance of parkland, including the financing of parklands through development fees, state and federal grant-in-aid programs, gifts and donations, and other sources.

4.2.4 Encourage special events (tournaments, festivals, celebrations) that reflect the uniqueness of Moreno Valley and contribute to community identity, cohesiveness and stability.

4.2.5 Work in conjunction with private and public school districts and other public agencies to facilitate the public use of school grounds and facilities for recreational activities. The City shall also encourage the development of park sites adjacent to school facilities to maximize recreational opportunities in Moreno Valley.

4.2.6 The City shall use cost effectiveness, demand and need for service and potential return on investment as

- criteria for the development and operation of future recreational facilities and programs.
- 4.2.7 The City level of service standard is 3 acres of developed parkland for every 1,000 new residents. Exceptions from this ratio may be made in exchange for extraordinary amenities of comparable economic value. Land not suitable for active recreation purposes may not be counted toward fulfilling parkland dedication requirements.
  - 4.2.8 Encourage the development of recreational facilities within private developments, with appropriate mechanisms to ensure that such facilities are properly maintained and that they remain available to residents in perpetuity.
  - 4.2.9 In conjunction with the school districts, civic organizations, and other private, civic-minded entities, encourage and participate in the provision of organized recreational activities for Moreno Valley residents of all ages.
  - 4.2.10 Involve individuals and citizen groups reflecting a cross section of Moreno Valley citizens (including youth and adults) in the planning, design and maintenance of parks, recreation facilities and recreation programs.
  - 4.2.11 Emphasize joint planning and cooperation with all public agencies as the preferred approach to meeting the parks and program needs of Moreno Valley citizens.
  - 4.2.12 Include multi-functional spaces and facilities in parks to facilitate cultural events.

- 4.2.13 Provide recreation programs and access to facilities at reasonable costs.
- 4.2.14 Establish linear parks in agreement with public and private utilities, including the State of California along the California Aqueduct, for the use and maintenance of utility corridors and rights-of-way for recreational purposes.
- 4.2.15 Work closely with Riverside County Parks Department in its open space program to ensure that trail systems within Moreno Valley effectively link open space components.
- 4.2.16 Acquire land jointly with the local school districts for future school/park sites.
- 4.2.17 Require new development to contribute to the park needs of the City.
- 4.2.18 Provide lighted sports fields to increase availability and utilization of courts and playing field facilities.

**Objective 4.3**

Develop a hierarchical system of trails which contribute to environmental quality and energy conservation by providing alternatives to motorized vehicular travel and opportunities for recreational equestrian riding, bicycle riding, and hiking, and that connects with major regional trail systems.

**Policies:**

- 4.3.1 The City's network of multiuse trails, including regional trails, community trails, and local feeder trails, shall (1) be integrated with recreational, residential and commercial areas, schools and equestrian centers; (2) provide access to community resources and facilities, and (3)

- connect urban populations with passage to hillsides, ridgelines, and other scenic areas.
- 4.3.2 The City shall establish an agreement with public and private utilities for the use and maintenance of utility corridors and rights-of-way for trail purposes.
- 4.3.3 All new development approvals shall be contingent on trail right-of-way dedication and improvement in accordance with the Master Plan of Trails (Figure 4-5).
- 4.3.4 In conjunction with all development review, the City shall consider multiuse trail access and traditional travel routes through the property.
- 4.3.5 In conjunction with the review and approval of nonresidential developments, the City should consider the use of multiuse trail amenities such as hitching posts, benches, rest areas, and drinking facilities.
- 4.3.6 Wherever possible, development of residential areas conditioned for animal keeping on lots of ½ acre or larger, shall include a decomposed granite trail on one side of the street and traditional concrete sidewalk on the other.
- 4.3.7 Trail design and construction should take into consideration the safety and convenience of all trail users as the primary concern.
- 4.3.8 The City should facilitate the development of a multiuse regional trail system.
- 4.3.9 Unless otherwise specified due to fire department requirements, access or as established by a specific plan, city trails along roadways shall be ten (10) feet wide and shall be constructed with decomposed granite or equal material and shall provide appropriate fencing or other devices where needed to delineate trails from vehicular rights-of-way.
- 4.3.10 Where firefighting access is required, trails shall be 20' wide to meet the needs of the Fire Department and its equipment. Fire Department requirements shall be met in all conditions where access is required.
- 4.3.11 In unusual situations where legal or topographical barriers exist (e.g., excessive slope, the configuration of right-of-way, existing vegetation, etc.), the City shall have the discretion to amend the trail requirement as needed to accomplish the goals of this General Plan.
- 4.3.12 Local feeder trails shall connect residential lots in property zoned for horse keeping to the community trail system.
- 4.3.13 The City will encourage volunteer programs for the improvement of existing trails for the purpose of providing an integrated trail network that is safe, functional and readily accessible.
- 4.3.14 Where feasible, use drainage courses, utility rights-of-way and other such opportunities to incorporate trail and open space elements in the design of major development projects.
- 4.3.15 Utilize the Citizen's Advisory Board on Recreational Trails in making recommendations to City Council for the distribution of funds for the construction of new trails.

**9.4.3 PARKS, RECREATION AND OPEN SPACE PROGRAMS**

- 4-1 Develop a parks and recreation facilities master plan to implement the Parks and Recreation Element.
- 4-2 Develop policies and criteria for the establishment of trails and rest/picnic areas in natural open space areas.
- 4-3 Set policies and criteria for the establishment of greenbelt standards and design guidelines to allow flexibility in design of greenbelt/parks/open spaces areas within new development as long as non-auto circulation corridors (for equestrians, bicycles, pedestrians, etc.) are provided and the overall dedication requirement for greenbelt and park facilities is met.
- 4-4 Explore the feasibility of requiring new development to provide a percentage of the development in greenbelt area.
- 4-5 Provide on-going opportunities for public involvement and input into the park planning process.
- 4-6 Maintain advisory committees, such as the Parks and Recreation Advisory Committee, created by City Council in 1988, to serve in an advisory capacity on parks and recreation issues.
- 4-7 Work with coalitions of sports organizations to define mutually compatible facility needs and mechanisms for the development, construction, operation and maintenance of these facilities.
- 4-8 Investigate the feasibility of establishing a non-profit foundation to seek and receive donations from private sources for the support of Parks and Recreation programs and facilities.
- 4-9 Acquire land and develop neighborhood and community parks in the “Recommended Future Parkland Acquisition Areas” shown in Figure 4-4.
- 4-10 Prepare a comprehensive plan of trails that clearly defines the routing of city trails and is part of the General Plan.
- 4-11 Develop policies and criteria for the establishment of multiuse trails and rest/picnic areas in natural open space areas.
- 4-12 Periodically review the Master Plan of Trails to show existing and planned trails.
- 4-13 Enact ordinances requiring developers to incorporate trail corridors into their development plans in accordance with the Master Plan of Trails.
- 4-14 Develop standards for residential feeder trails to guide developers in locating and constructing trails and for the arrangement of on-going maintenance requirements of the trails.
- 4-15 Establish a fee system for the equitable distribution of the cost of developing and maintaining trails citywide.
- 4-16 Investigate the feasibility of creating a special district(s) for the purpose of acquiring and managing open space and trails.
- 4-17 Seek out and apply for grants sponsored by state and federal agencies, such as the Recreational Trails Program administered by the Federal Highways Administration and the State Department of Parks and Recreation.

**9.5 CIRCULATION ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS**

**9.5.1 CIRCULATION ELEMENT GOALS**

**Goal 5.1**

Develop a safe, efficient, environmentally and financially sound, integrated vehicular circulation system consistent with the City General Plan Circulation Element Map, Figure 9-1, which provides access to development and supports mobility requirements of the system’s users.

**Goal 5.2**

Maintain safe and adequate pedestrian, bicycle, and public transportation systems to provide alternatives to single occupant vehicular travel and to support planned land uses.

**9.5.2 CIRCULATION ELEMENT OBJECTIVES AND POLICIES**

**Objective 5.1**

Create a safe, efficient and neighborhood-friendly street system.

**Policies:**

- 5.1.1 Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.
- 5.1.2 Plan the circulation system to reduce conflicts between vehicular, pedestrian and bicycle traffic.
- 5.1.3 Require adequate off-street parking for all developments.
- 5.1.4 Driveway placement shall be designed for safety and to enhance circulation wherever possible.

5.1.5 Incorporate American Disability Act (ADA) and Title 24 requirements in roadway improvements as appropriate.

5.1.6 Design new developments to provide opportunity for access and circulation to future adjacent developments.

**Objective 5.2**

Implement access management policies.

**Policies:**

- 5.2.1 Locate residential units with access from local streets. Minimize direct residential access from collectors. Prohibit direct single-family driveway access on arterials and higher classification roadways.
- 5.2.2 Feed short local streets into collectors.
- 5.2.3 Encourage the incorporation of traffic calming design into local and collector streets to promote safe vehicle speeds.
- 5.2.4 Design new subdivisions to minimize the disruptive impact of motor vehicles on local streets. Long, broad and linear streets should be avoided. Residential streets should be no wider than 40 feet, and should have an uninterrupted length of less than one half mile. Curvilinear streets and cul-de-sacs are preferred. Streets within the subdivision should be designed to facilitate access to residences and to discourage through traffic.

**Objective 5.3**

Maintain Level of Service (LOS) “C” on roadway links, wherever possible, and LOS “D” in the vicinity of SR 60 and high employment centers. Figure 9-2 depicts the LOS standards that are applicable to all

segments of the General Plan Circulation Element Map.

**Policies:**

- 5.3.1 Obtain right-of-way and construct roadways in accordance with the designations shown on the General Plan Circulation Element Map and the City street improvement standards.
- 5.3.2 Wherever feasible, promote the development of roadways in accordance with the City standard roadway cross-sections, as shown in Figure 9-3. Cross-sections range from two-lane undivided roadways to 8-lane divided facilities.
- 5.3.3 Create new roadway classifications to accommodate future traffic demand, including; Divided Major Arterial – Reduced Cross-Section, and Divided Arterial – 6-lane. These cross-sections are shown on Figure 9-3.
- 5.3.4 For planning purposes, utilize LOS standards shown on Table 5 –1 to determine recommended roadway widths.
- 5.3.5 Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts. For this purpose, require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.
- 5.3.6 Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible mitigation measures as a condition of approval. Such measures may include

extra right-of-way and improvements to accommodate left-turn and right-turn lanes at intersections, or other improvements.

- 5.3.7 Provide consideration to projects that have overriding regional or local benefits that would be desirable even though the LOS standards cannot be met. These projects would be required to analyze traffic impacts and mitigate such impacts to the extent that it is deemed feasible.
- 5.3.8 Pursue arterial improvements that link and/or cross the State route 60 (SR-60) Freeway, including an additional over-crossing at Graham Street.
- 5.3.9 Address additional widenings at arterials providing access to SR-60 at Day Street, Frederick Street/Pigeon Pass road and Perris Boulevard.

**Objective 5.4**

Maximize efficiency of the regional circulation system through close coordination with state and regional agencies and implementation of regional transportation policies.

**Policies:**

- 5.4.1 Coordinate with Caltrans and the Riverside County Transportation Commission (RCTC) to identify and protect ultimate rights-of-way, including those for freeways, regional arterial projects, transit, bikeways and interchange expansion.
- 5.4.2 Coordinate with Caltrans and RCTC regarding the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations of the Inland Empire Regional ITS Architecture Project.
- 5.4.3 Work with property owners, in

cooperation with RCTC, to reserve rights-of-way for potential Community and Environmental Transportation Acceptability Process (CETAP) corridors through site design, dedication, and land acquisition, as appropriate.

- 5.4.4 The City Council will commit to establishing ongoing relationships with all agencies that play a role in the development of the City's transportation system. Council members who are appointed to these agencies as City representatives shall seek out leadership roles to maximize their effectiveness on behalf of the City. Council will strive to maintain continuity in their appointments of representatives to promote effective representation.
- 5.4.5 Work with RCTC, WRCOG, and the TUMF Central Zone Committee to facilitate the expeditious construction of TUMF Network projects, especially projects that directly benefit Moreno Valley.
- 5.4.6 Cooperatively participate with SCAG, RCTC, and WRCOG in the planning for a transportation system that anticipates regional needs for the safe and efficient movement of goods and people.
- 5.4.7 Utilizing a combination of regional, state and federal funds, development impact fees, and other locally generated funds, provide needed improvements along SR 60 and the associated interchanges, including interchange and grade separation improvements.
- 5.4.8 Reserve rights-of-way to accomplish future improvements as specified in the Caltrans District 8 Route Concept Fact Sheet for SR-60. Specifically, SR-60 shall be built to six general

purpose lanes and two High Occupancy Vehicle (HOV) lanes through Moreno Valley. Additional auxiliary lanes may be required between interchanges. The need for auxiliary lanes will be determined from future studies.

- 5.4.9 Lobby the State Legislature to keep triple trailer trucks off highways in developed areas of California.

**Objective 5.5**

Maximize efficiency of the local circulation system by using appropriate policies and standards to design, locate and size roadways.

- 5.5.1 Space Collectors between higher classification roadways within development areas at appropriate one-quarter mile intervals.
- 5.5.2 Provide dedicated left-turn lanes at all major intersections on minor arterials and higher classification roadways.
- 5.5.3 Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.
- 5.5.4 Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.
- 5.5.5 Design streets and intersections in accordance with the Moreno Valley Municipal Code.
- 5.5.6 Consider the overall safety, efficiency and capacity of street designs as more important than the location of

on-street parking.

- 5.5.7 For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.
- 5.5.8 Whenever possible, require private and public land developments to provide on-site and off-site improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system. The City may require developers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.
- 5.5.9 Design curves and grades to permit safe movement of vehicular traffic per applicable Caltrans and Moreno Valley standards.
- 5.5.10 Provide adequate sight distances for safe vehicular movement at all intersections and driveways.
- 5.5.11 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.

#### **Objective 5.6**

Support development of a ground access system to March Inland Port in accordance with its development plan as a major cargo airport.

#### **Policies:**

- 5.6.1 Ensure that City arterials that provide access to and from March Inland Port are properly designed to accommodate projected traffic volumes, including truck traffic.
- 5.6.2 Ensure that traffic routes to March Inland Port are planned to minimize impacts to City residential communities.

#### **Objective 5.7**

Design roads to meet the needs of the residents of the community without detracting from the “rural” atmosphere in designated portions of Moreno Valley. (Designated “rural” areas include those encompassed by the Residential Agriculture 2, Residential 1, Rural Residential and Hillside Residential zoning districts. “Urban” areas encompass all other zoning districts.)

#### **Policies:**

- 5.7.1 Pursue development of modified sidewalk standards for local and collector roads within low density areas to reflect the rural character of those areas.
- 5.7.2 Provide sidewalks on arterials in designated low density areas that provide access to schools and bus stops.

#### **Objective 5.8**

Encourage development of an efficient public transportation system for the entire community.

#### **Policies:**

- 5.8.1 Support the development of high-speed transit linkages, or express routes, that would benefit the citizens

and employers of Moreno Valley.

- 5.8.2 Support the efforts of the March Joint Powers Authority in its pursuit of a Transit Center
- 5.8.3 Encourage public transportation opportunities that address the particular needs of transit dependent individuals in the City such as senior citizens, the disabled and low -income residents.
- 5.8.4 Ensure that all new developments make adequate provision for bus stops and turnout areas for both public transit and school bus service.
- 5.8.5 Continue on-going coordination with transit authorities toward the expansion of transit facilities into newly developed areas.

**Objective 5.9**

Support and encourage development of safe, efficient and aesthetic pedestrian facilities.

**Policies:**

- 5.9.1 Encourage walking as an alternative to single occupancy vehicle travel, and help ensure the safety of the pedestrian as follows:
  - (a) All new developments shall provide sidewalks in conformance with the City’s streets cross-section standards, and applicable policies for designated urban and rural areas.
  - (b) The City shall actively pursue funding for the infill of sidewalks in developed areas. The highest priority shall be to provide sidewalks on designated school routes.

5.9.2 Walkways shall be designed to

minimize conflicts between vehicles and pedestrians.

- 5.9.3 Where appropriate, provide amenities such as, but not limited to, enhanced paving, seating, and landscaping to enhance the pedestrian experience.
- 5.9.4 Require the provision of convenient and safe pedestrian access to buildings from the public sidewalk.

**Objective 5.10**

Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The Moreno Bikeway Plan is shown in Figure 9-4.

**Policies:**

- 5.10.1 Bikeways shall link residential neighborhood areas with parks, employment centers, civic and commercial areas, and schools.
- 5.10.2 Integrate bikeways, consistent with the Bikeway Plan, with the circulation system and maintain Class II and III bikeways as part of the City’s street system.
- 5.10.3 Support bicycle safety programs, and active enforcement of laws relating to the safe operation of bicycles on City streets.
- 5.10.4 Link local bikeways with existing and planned regional bikeways.

**Objective 5.11**

Eliminate obstructions that impede safe movement of vehicles, bicyclists, and pedestrians.

**Policies:**

5.11.1 Landscaping adjacent to City streets,

sidewalks and bikeways shall be designed, installed and maintained so as not to physically or visually impede public use of these facilities.

- (a) The removal or relocation of mature trees, street trees and landscaping may be necessary to construct safe pedestrian, bicycle and street facilities.
- (b) New landscaping, especially street trees shall be planted in such a manner to avoid overhang into streets, obstruction of traffic control devices or sight distances, or creation of other safety hazards.

5.11.2 Driveways shall be designed to avoid conflicts with pedestrian and bicycle travel.

**Objective 5.12**

Promote efficient circulation planning for all school sites that will maximize pedestrian safety, and minimize traffic congestion and neighborhood impacts.

**Policy:**

5.12.1 Coordinate with school districts to identify suggested pedestrian routes within existing and new subdivisions for school children to walk to and from schools and/or bus stops.

**9.5.3 CIRCULATION ELEMENT PROGRAMS**

5-1 Periodically review current traffic volumes, traffic collision data, and the pattern of urban development to coordinate, program, and as necessary revise the planning and prioritization of road improvements.

5-2 Periodically, reassess the goals,

objectives and policies statements of the Circulation Element and propose amendments, as necessary.

5-3 Develop a comprehensive strategy to ensure full funding of the circulation system. The strategy will include the DIF, TUMF, and other funding sources that may be available to the City. In addition, the creation of benefit assessment districts, and road and bridge fee districts may be considered where appropriate.

5-4 Develop a multi-year transportation infrastructure improvement program that, to the extent feasible, phases the construction of new projects in advance of new development.

5-5 The above referenced program will prioritize circulation improvement projects to be funded from DIF, TUMF and other sources. Prioritization to consider the following factors:

- (a) Traffic safety;
- (b) Congestion relief;
- (c) Access to new development;
- (d) Equitable benefit.

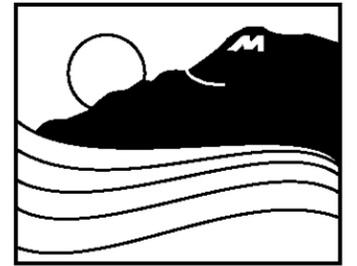
5-6 Conduct studies of specified arterial segments to determine if any additional improvements will be needed to maintain an acceptable LOS at General Plan build-out. Generally, these segments will be studied as new developments are proposed in their vicinity. Measures will be identified that are consistent with the Circulation Element designation of these roadway segments, such as additional turn lanes at intersections, signal optimization by coordination and enhanced phasing, and travel demand management measures.

The study of specified arterial segments will be required to identify

- measures to maintain an acceptable LOS at General Plan build-out for at least one of the reasons discussed below:
- (a) Segments will need improvement, but their ultimate volumes slightly exceed design capabilities.
  - (b) Segments will need improvements but require inter-jurisdictional coordination.
  - (c) Segments would require significant encroachment on existing adjacent development if built-out to their Circulation Element designations.
- 5-7 Establish traffic study guidelines to deal with development projects in a consistent manner. The traffic study guidelines shall include criteria for projects that propose changes to the approved General Plan land uses.
- 5-8 Develop access guidelines for arterials with commercial frontage to facilitate access to development and preservation of safe flow of traffic. A component of guidelines shall address shared access.
- 5-9 Collaborate with all adjacent jurisdictions to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross-jurisdictional boundary.
- 5-10 Support regional projects that improve access to Moreno Valley. Examples of specific ongoing projects that should be supported include:
- (a) CETAP Cajalco alignment and extension to State Route 241 in Orange County;
  - (b) CETAP Moreno Valley to San Bernardino alternative alignments including Reche Canyon Road / Reche Vista Road alignment and the Pigeon Pass Road to Pepper Avenue alignment;
  - (c) TUMF Backbone Network projects to widen Alessandro Boulevard and Van Buren Boulevard;
  - (d) Measure A projects to widen SR-60 through the Badlands, widen Interstate 215 (I-215) from Riverside interchange to Interstate 10, and extension of San Jacinto commuter rail line;
  - (e) Construction of commuter rail stations in Highgrove, and at the intersection of Alessandro at I-215;
  - (f) Construction of HOV ramp connector from westbound SR-60 to south bound I-215;
  - (g) Widen SR-60/I-215 from Moreno Valley interchange to Riverside interchange.
- 5-11 Work with RCTC, Caltrans, County of Riverside, adjacent jurisdictions and other affected agencies to plan and develop a multi-modal transportation system.
- 5-12 Coordinate with Caltrans to redesign and reconstruct the SR-60 interchanges with Day Street, Perris Boulevard, Nason Street, Moreno Beach Drive, Redlands Boulevard, Theodore Street and Gilman Springs Road.
- 5-13 Implement Transportation demand management (TDM) strategies that reduce congestion in the peak travel hours. Examples include carpooling, telecommuting, and flexible work hours.

- 5-14 Implement programs in support of the efforts of Riverside Transit Agency toward the expansion of the existing bus system within the City and the provision of future public transportation consistent with the Riverside County Transit Plan.
- 5-15 Work with Riverside County Transportation Commission and Riverside Transit Agency to implement the Transit Oasis system.
- 5-16 Implement programs that mitigate on-street hazards for bicyclists.
- 5-17 Pursue regional, state and federal grant opportunities to fund design and construction of the City bikeway system.
- 5-18 Pursue grant funding that supports traffic safety at and in the vicinity of school facilities.
- 5-19 Work with school districts and private schools to identify school site locations and designs that will minimize traffic impacts and promote traffic safety.
- 5-20 Work with school districts and private schools to identify suggested school routes and drop-off/pick-up plans for cars and buses.
- 5-21 Work with school districts and private schools to develop and promote traffic safety education programs.

# MORENO

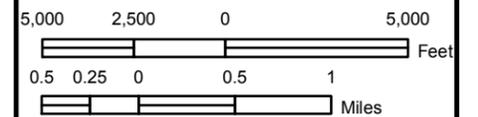


# VALLEY

**FIGURE 9-1  
CIRCULATION PLAN**

**Street Classification**

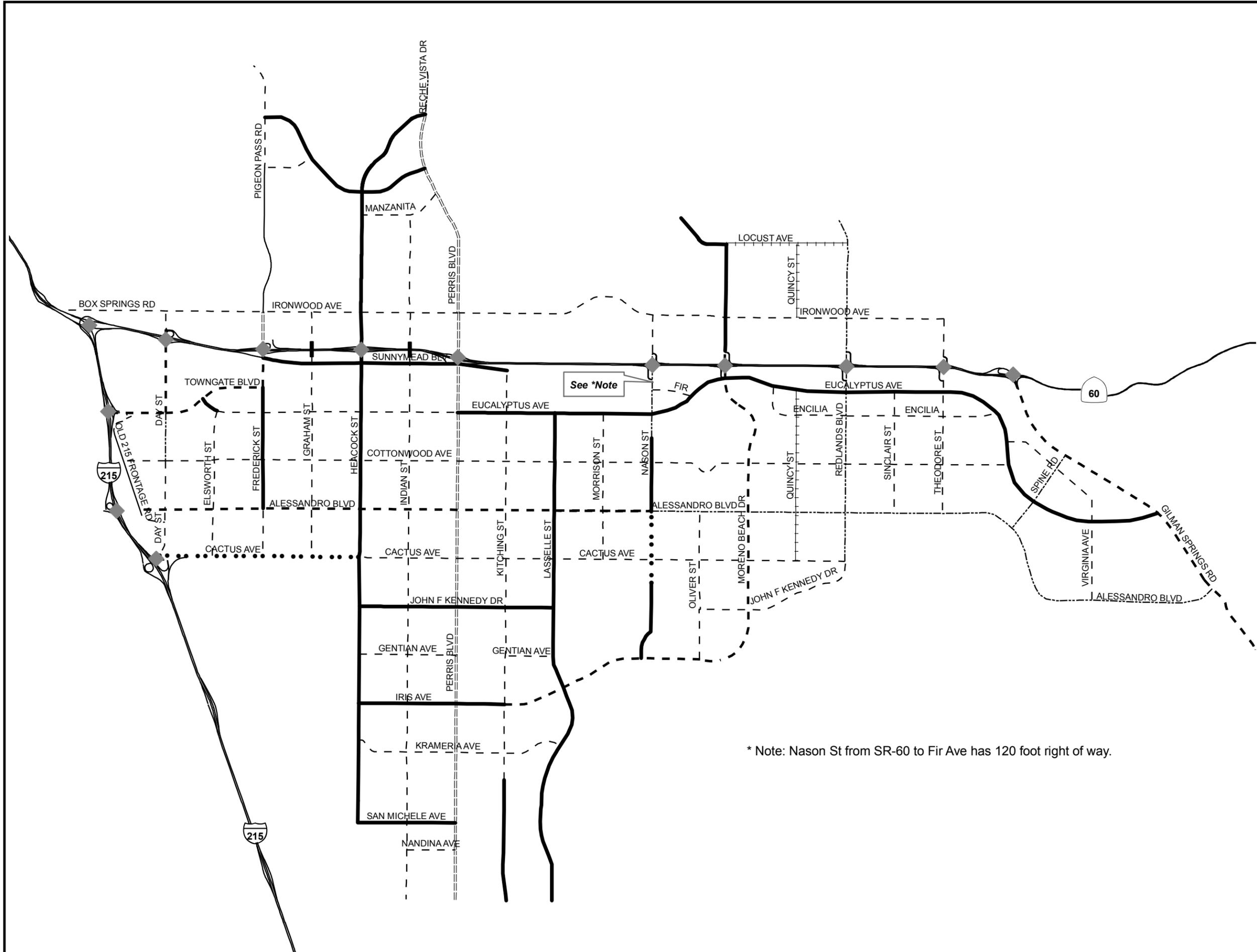
- Freeway
- Divided Major Arterial
- Divided Major Arterial - Reduced Cross Section
- Divided Arterial - 6 lane
- Divided Arterial - 4 lane
- Arterial
- Minor Arterial
- Minor Arterial - Pigeon Pass Cross Section
- Collector
- Freeway Overpass
- Freeway Interchange



Date: July 11, 2006  
 State Plane NAD83 Zone 6  
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**GEOGRAPHIC INFORMATION SYSTEMS**

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



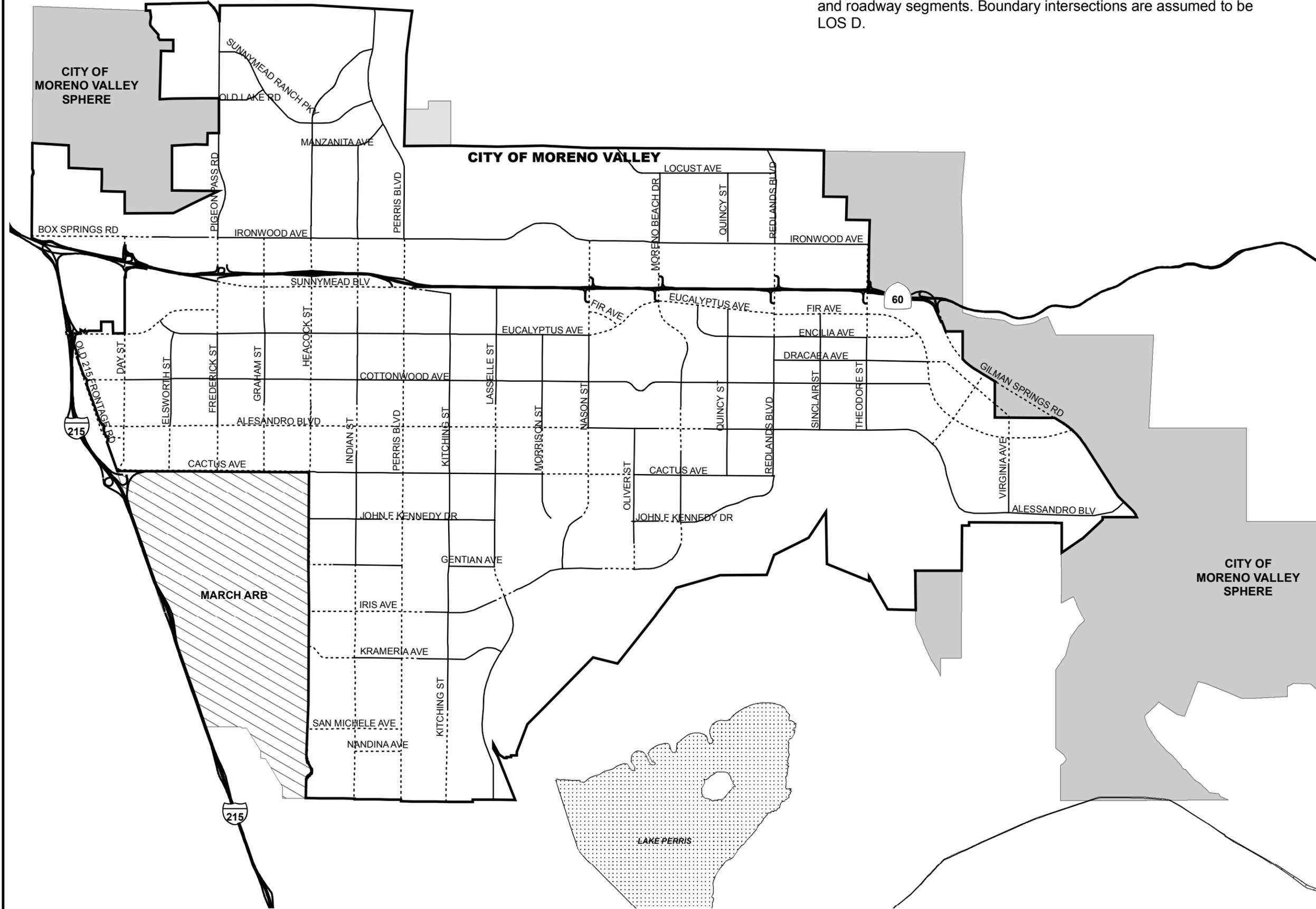
See \*Note

\* Note: Nason St from SR-60 to Fir Ave has 120 foot right of way.

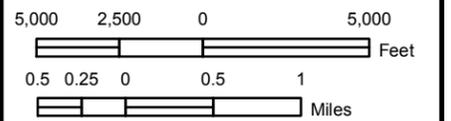
LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps and/or adjacent to employment generating land uses. LOS is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.



**FIGURE 9-2  
LOS STANDARDS**



- LOS C
- - - - LOS D
- Highways
- ▭ Moreno Valley
- ▭ Moreno Valley Sphere
- ▨ March ARB
- ▤ Waterbodies



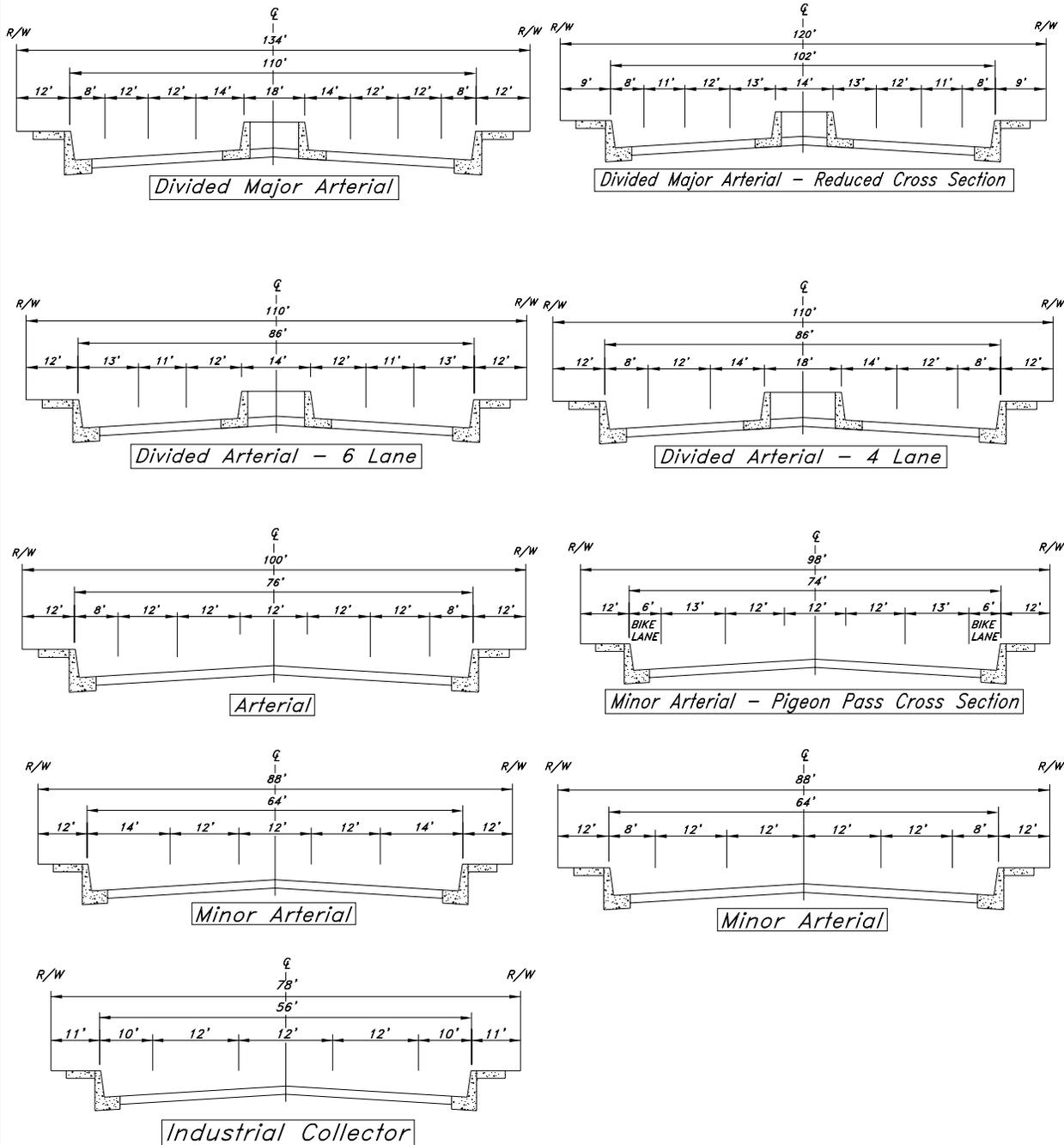
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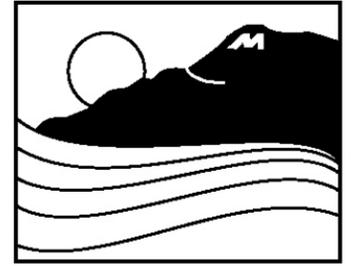
PROPOSED CITY OF MORENO VALLEY  
GENERAL PLAN ROADWAY CROSS-SECTIONS

Figure 9-3



NOT TO SCALE

# MORENO

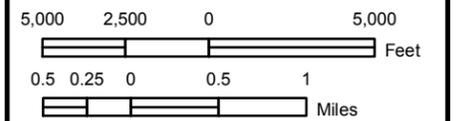


# VALLEY

**FIGURE 9-4  
BIKEWAY PLAN**

**Bikeway Classification**

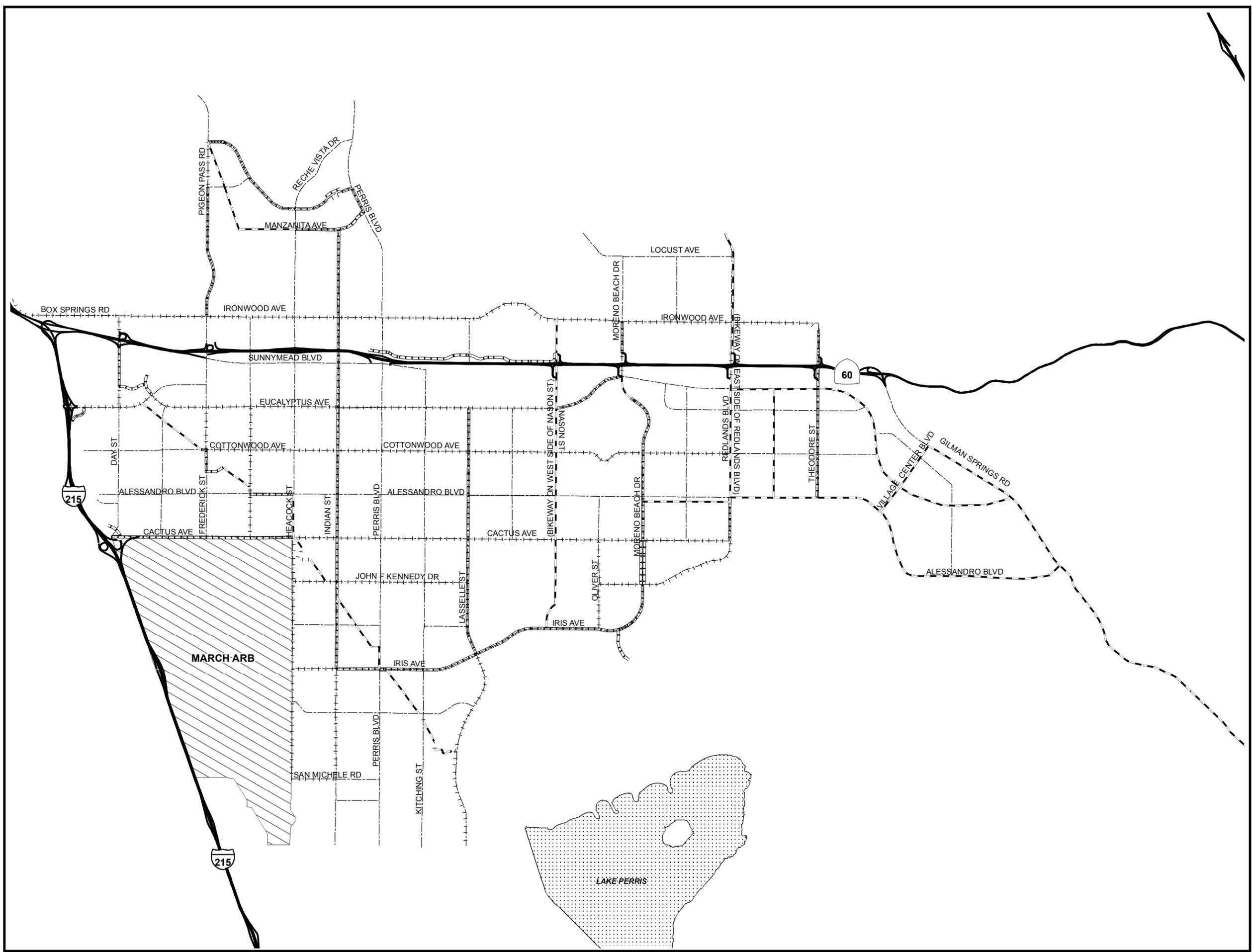
- Class I
- Class II
- Class III
- Roads
- Highways
- March ARB
- Waterbodies



Date: July 11, 2006  
 State Plane NAD83 Zone 6  
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 bikeway.mxd

**GEOGRAPHIC INFORMATION SYSTEMS**

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**9.6 SAFETY ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS**

**9.6.1 SAFETY ELEMENT GOALS**

**Goal 6.1**

To achieve acceptable levels of protection from natural and man-made hazards to life, health, and property

**Goal 6.2**

To have emergency services which are adequate to meet minor emergency and major catastrophic situations.

**9.6.2 SAFETY ELEMENT OBJECTIVES AND POLICIES**

**Objective 6.1**

Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and secondary effects.

**Policies:**

6.1.1 Reduce fault rupture and liquefaction hazards through the identification and recognition of potentially hazardous conditions and areas as they relate to the San Jacinto fault zone and the high and very high liquefaction hazard zones. During the review of future development projects, the City shall require geologic studies and mitigation for fault rupture hazards in accordance with the Alquist-Priolo Special Study Zones Act. Additionally, future geotechnical studies shall contain calculations for seismic settlement on all alluvial sites identified as having high or very high liquefaction potential. Should the calculations show a potential for

liquefaction, appropriate mitigation shall be identified and implemented.

6.1.2 Require all new developments, existing critical and essential facilities and structures to comply with the most recent Uniform Building Code seismic design standards.

**Objective 6.2**

Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.

**Policies:**

6.2.1 Permit only that development in 100-year floodplain that represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas.

6.2.2 Storm drains and catch basins owned and operated by the City shall be inspected, cleaned and maintained pursuant to an approved clean out schedule.

6.2.3 Maximize pervious areas in order to reduce increases in downstream runoff resulting from new development.

6.2.4 Design, construct and maintain street and storm drain flood control systems to accommodate 10 year and 100 year storm flows respectively.

6.2.5 The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements

of the Federal Emergency Management Agency.

**Objective 6.3**

Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.

**Policies:**

6.3.1 The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level:

- a. Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound-insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry walls or walls with berms) between single-family residences and major roadways.
- b. New libraries, hospitals and extended medical care facilities, places of worship and office uses shall be insulated to achieve interior noise levels of 50 CNEL or less.
- c. New schools shall be insulated to achieve interior noise levels of 45 CNEL or less.

6.3.2 Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL.

6.3.3 Where the future noise environment is likely to exceed 70 CNEL due to

overflights from the joint-use airport at March, new buildings containing uses that are not addressed under Policy 6.3.1 shall require insulation to achieve interior noise levels recommended in the March Air Reserve Base Air Installation Compatible Use Zone Report.

6.3.4 Encourage residential development heavily impacted by aircraft over flight noise, to transition to uses that are more noise compatible.

6.3.5 Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.

6.3.6 Building shall be limited in areas of sensitive receptors.

**Objective 6.4**

Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.

**Policies:**

6.4.1 Site, landscape and architectural design features shall be encouraged to mitigate noise impacts for new developments, with a preference for noise barriers that avoid freeway sound barrier walls.

**Objective 6.5**

Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.

**Policies:**

6.5.1 New commercial and industrial activities (including the placement of

mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses.

6.5.2 Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.

**Objective 6.6**

Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.

**Policies:**

6.6.1 Provide sites for new neighborhood commercial facilities within close proximity to the residential areas they serve.

6.6.2 Provide multi-family residential development sites in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.

6.6.3 Locate neighborhood parks in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.

**Objective 6.7**

Reduce mobile and stationary source air pollutant emissions.

**Policies:**

6.7.1 Cooperate with regional efforts to establish and implement regional air quality strategies and tactics.

6.7.2 Encourage the financing and construction of park-and-ride facilities.

6.7.3 Encourage express transit service from Moreno Valley to the greater metropolitan areas of Riverside, San

Bernardino, Orange and Los Angeles Counties.

6.7.4 Locate heavy industrial and extraction facilities away from residential areas and sensitive receptors.

6.7.5 Require grading activities to comply with South Coast Air Quality Management District’s Rule 403 regarding the control of fugitive dust.

6.7.6 Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code.

**Objective 6.8**

As feasible given budget constraints, strive to maintain a police force with a ratio of one sworn officer for each 1,000 residents.

**Policies:**

6.8.1 Explore the most effective and economical means of providing responsive and adequate law enforcement protection in the future.

**Objective 6.9**

Reduce the risk and fear of crime through physical planning strategies that maximize surveillance opportunities and minimize opportunities for crime found in the present and future built environment, and by creating and maintaining a high level of community awareness and support of crime prevention.

**Policies:**

6.9.1 Promote the establishment of neighborhood and business watch programs to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity.

- 6.9.2 Require well-lighted entrances, walkways and parking lots, street lighting in all commercial, industrial areas and multiple-family residential areas to facilitate nighttime surveillance and discourage crime.
- 6.9.3 Incorporate "defensible space" concepts into the design of dwellings and nonresidential structures, including, but not limited to configuration of lots, buildings, fences, walls and other features that facilitate surveillance and reinforce a sense of territorial control.

**Objective 6.10**

Protect life and property from the potential short-term and long-term deleterious effects of the necessary transportation, use, storage treatment and disposal and hazardous materials and waste within the City of Moreno Valley.

**Policies:**

- 6.10.1 Require all land use applications and approvals to be consistent with the siting criteria and other applicable provisions of the adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.
- 6.10.2 Manage the generation, collection, storage, processing, treatment, transport and disposal of hazardous waste in accordance with provisions of the City of Moreno Valley's adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.

**Objective 6.11**

Maintain an integrated emergency management program that is properly staffed, trained, and equipped for receiving

emergency calls, providing initial response, providing for key support to major incidents.

**Policies:**

- 6.11.1 Respond to any disaster situation in the City to provide necessary initial response and providing for key support to major incidents.
- 6.11.2 Provide emergency first aid treatment when necessary.
- 6.11.3 Support the maintenance of a trauma center within the City.
- 6.11.4 Aggressively attack uncontrolled fires and hold losses to a minimum.
- 6.11.5 Minimize uncontrolled fires through support of weed abatement programs.

**Objective 6.12**

Coordinate with Federal, State and County agencies and neighboring communities in developing a regional system to respond to emergencies and major catastrophes.

**Policies:**

- 6.12.1 Support mutual aid agreements and communication links with the County of Riverside and other local participating jurisdictions.

**Objective 6.13**

Maintain fire prevention, fire-related law enforcement, and public education and information programs to prevent fires.

**Policies:**

- 6.13.1 Provide fire safety education to residents of appropriate age.

**Objective 6.14**

Maintain the capacity to respond rapidly to emergency situations.

**Policies:**

6.14.1 Locate fire stations in accordance with the Fire Station Master Plan as shown in Figure 6-1. The exact location of each fire station may be modified based on availability of land and other factors.

6.14.2 Relate the timing of fire station construction to the rise of service demand in surrounding areas.

**Objective 6.15**

Ensure that property in or adjacent to wildland areas is reasonably protected from wildland fire hazard, consistent with the maintenance of a viable natural ecology.

**Policies:**

6.15.1 Encourage programs to minimize the fire hazard, including but not limited to the prevention of fuel build-up where wildland areas are adjacent to urban development.

6.15.2 Tailor fire prevention measures implemented in wildland areas to both the aesthetic and functional needs of the natural environment.

**Objective 6.16**

Ensure that uses within urbanized areas are planned and designed consistent with accepted safety.

**Policies:**

6.16.1 Ensure that ordinances, resolutions and policies relating to urban development are consistent with the requirements of acceptable fire safety,

including requirements for smoke detectors, emergency water supply and automatic fire sprinkler systems.

6.16.2 Encourage the systematic mitigation of existing fire hazards related to land urban development or patterns of urban development as they are identified and as resources permit.

6.16.3 Ensure that adequate emergency ingress and egress is provided for each development.

6.16.4 Within the safety zones (e.g. Air Crash Hazard Zones and Clear Zones) shown in Figure 6-5, residential uses shall not be permitted, and business uses shall be restricted to low intensity uses as defined in the March Air Reserve Base Air Installation Compatible Use Zone Report, as amended from time to time.

**Objective 6.17**

Provide non-emergency public services provided that such demands do not interfere with fire protection and other emergency services.

**9.6.3 SAFETY ELEMENT PROGRAMS**

6-1 Request that public utility companies inspect their facilities and distribution networks to determine the potential impact of earthquake damage.

6-2 Evaluate historic buildings relative to the need for mitigation of geologic hazards, while weighing their historical value against the potential hazard of their collapse.

6-3 Reevaluate designated truck routes in terms of noise impact on existing land uses to determine if those established routes and the hours of their use

- should be adjusted to minimize exposure to truck noise.
- 6-4 Review existing ordinances to ensure that building and site design standards specifically address crime prevention utilizing defensible space criteria. Incorporate security standards into the Municipal Code.
- 6-5 Seek state and federal grants to offset any required additions in law enforcement staffing and/or equipment.
- 6-6 Update the Fire Protection Master Plan as conditions warrant.
- 6-7 Establish regulations for development along the urban-wildland interface.
- 6-8 Establish criteria for the design, maintenance, modification and replacement of fire facilities.
- 6-9 Establish criteria for weed abatement programs.

**9.7 CONSERVATION ELEMENT GOALS, OBJECTIVES, POLICIES AND PROGRAMS**

Pollutant Discharge Elimination System.

**9.7.1 CONSERVATION ELEMENT GOALS**

7.2.3 In concert with the water purveyor identify aquifer recharge areas and establish regulations to protect recharge areas and regulate new individual wells.

**Goal 7.1**

To achieve the wise use of natural resources within the City of Moreno Valley, its sphere of influence and planning area.

**Objective 7.3**

Minimize the consumption of water through a combination of water conservation and reuse.

**9.7.2 CONSERVATION ELEMENT OBJECTIVES AND POLICIES**

**Policies:**

**Objective 7.1**

Minimize erosion problems resulting from development activities.

7.3.1 Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged.

**Policies:**

7.1.1 Require that grading plans include appropriate and feasible measures to minimize erosion, sedimentation, wind erosion and fugitive dust.

7.3.2 Encourage the use of reclaimed wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation.

7.1.2 Circulation patterns within newly developing portions of Moreno Valley, particularly in hillside areas, should follow natural contours to minimize grading.

**Objective 7.4**

Maintain, protect, and preserve biologically significant habitats where practical, including the San Jacinto Wildlife Area, riparian areas, habitats of rare and endangered species, and other areas of natural significance.

**Objective 7.2**

Maintain surface water quality and the supply and quality of groundwater.

**Policies:**

**Policies:**

7.2.1 New development may use individual wells only where an adequate supply of good quality groundwater is available.

7.4.1 Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to provide adequate buffers to mitigate impacts to such areas.

7.2.2 The City shall comply with the provisions of its permit(s) issued by the Regional Water Quality Control Board for the protection of water quality pursuant to the National

7.4.2 Limit the removal of natural vegetation in hillside areas when retaining natural habitat does not pose threats to public safety.

- 7.4.3 Preserve natural drainage courses in their natural state and the natural hydrology, unless the protection of life and property necessitate improvement as concrete channels.
- 7.4.4 Incorporate significant rock formations into the design of hillside developments.
- 7.4.5 The City shall fulfill its obligations set forth within any agreement(s) and permit(s) that the City may enter into for the purpose of implementing the Western Riverside County Multi-species Habitat Conservation Plan.

**Objective 7.5**

Encourage efficient use of energy resources.

**Policies:**

- 7.5.1 Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand.
- 7.5.2 Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles.
- 7.5.3 Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access.
- 7.5.4 Encourage efficient energy usage in all city public buildings.
- 7.5.5 Encourage the use of solar power and other renewable energy systems.

**Objective 7.6**

Identify and preserve Moreno Valley's unique historical and archaeological resources for future generations.

**Policies:**

- 7.6.1 Historical, cultural and archaeological resources shall be located and preserved, or mitigated consistent with their intrinsic value.
- 7.6.2 Implement appropriate mitigation measures to conserve cultural resources that are uncovered during excavation and construction activities.
- 7.6.3 Minimize damage to the integrity of historic structures when they are altered.
- 7.6.4 Encourage restoration and adaptive reuse of historical buildings worthy of preservation.
- 7.6.5 Encourage documentation of historic buildings when such buildings must be demolished.

**Objective 7.7**

Where practical, preserve significant visual features significant views and vistas.

**Policies:**

- 7.7.1 Discourage development directly upon a prominent ridgeline.
- 7.7.2 Require new electrical and communication lines to be placed underground.
- 7.7.3 Implement reasonable controls on the size, number and design of signs to minimize degradation of visual quality.

- 7.7.4 Gilman Springs Road, Moreno Beach Drive, and State Route 60 shall be designated as local scenic roads. 7-4 Provide guidelines for preferred planting schemes and specific species to encourage aesthetically pleasing landscape statements that minimize water use.
- 7.7.5 Require development along scenic roadways to be visually attractive and to allow for scenic views of the surrounding mountains and Mystic Lake. 7-5 Develop incentives where appropriate, for the maintenance and sensitive rehabilitation of historic structures and properties.
- 7.7.6 Minimize the visibility of wireless communication facilities by the public. Encourage “stealth” designs and encourage new antennas to be located on existing poles, buildings and other structures. 7-6 In areas where archaeological or paleontological resources are known or reasonably expected to exist, based upon the citywide survey conducted by the UCR Archaeological Research Unit, incorporate the recommendations and determinations of that report to reduce potential impacts to levels of insignificance.

**Objective 7.8**

Maintain an adequate system of solid waste collection and disposal to meet existing and future needs.

**Policies:**

7.8.1 Encourage recycling projects by individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through government agencies.

**9.7.3 CONSERVATION ELEMENT PROGRAMS**

- 7-1 Support regional solid waste disposal efforts by the County of Riverside.
- 7-2 Advocate for natural drainage channels to the Riverside County Flood Control District, in order to assure the maximum recovery of local water, and to protect riparian habitats and wildlife.
- 7-3 Maintain a close working relationship with EMWD to ensure that EMWD plans for and is aware of opportunities to use reclaimed water in the City.

**9.8 HOUSING ELEMENT GOALS, OBJECTIVES, POLICES AND PROGRAMS**

**9.8.2 HOUSING ELEMENT OBJECTIVES AND POLICIES**

**9.8.1 HOUSING ELEMENT GOALS**

**Objective 8.1**

**Goal 8.1**

Rehabilitate a minimum of fifteen single-family homes under the Home Improvement Loan Program (HILP).

Improve and maintain decent, sanitary and affordable housing.

**Objective 8.2**

**Goal 8.2**

Rehabilitate a minimum of fifteen single-family homes under the Homeowner Assistance for Minor Rehabilitation loan program (HAMR).

Improve and maintain decent, sanitary and affordable housing for very-low income households and seniors.

**Policies:**

**Goal 8.3**

8.2.1 Rehabilitate single-family homes to correct substandard conditions, improve handicap accessibility, and improve the aesthetics of older neighborhoods, thereby contributing to their preservation and revitalization.

Reduce substandard housing and health and safety violations.

**Goal 8.4**

**Objective 8.3**

Assist in the revitalization of older neighborhoods.

Rehabilitate a minimum of ninety mobile homes, for very low-income homeowners, in mobile home parks citywide, under the Mobile Home Grant Program.

**Goal 8.5**

Improve and maintain decent and affordable rental housing.

**Policies:**

**Goal 8.6**

8.3.1 Correct substandard conditions in mobile home parks.

Assist very low, low and moderate-income first time buyers to purchase homes.

**Goal 8.7**

**Objective 8.4**

Add to the number of affordable rental units for very low and low-income households.

Obtain code compliance from a minimum of twenty-five very low and moderate-income property owners, citywide, with emphasis on focus neighborhoods.

**Goal 8.8**

**Policies:**

Create affordable housing units for senior households.

8.4.1 Enforce correction by property owners of identified housing and code violations in rental properties

occupied by very low to moderate-income households.

**Objective 8.5**

Conduct five neighborhood clean-ups annually; provide related services to Community Development Block Grant (CDBG) areas in conjunction with other projects, and assist in clean up of 360 housing units.

**Policies:**

8.5.1 Provide neighborhood improvement programs to CDBG target areas.

**Objective 8.6**

Assist 300 households citywide.

**Policies:**

8.6.1 Provide fair housing and landlord/tenant education services to very low to moderate-income households.

**Objective 8.7**

Rehabilitate fifty multi-family units, citywide, through utilization of the Rental Rehabilitation Program.

**Policies:**

8.7.1 To eliminate substandard housing conditions for low-income renters, while enhancing the appearance of multi-family developments.

**Objective 8.8**

Assist households with down payment and closing costs.

**Policies:**

8.8.1 Provide assistance to facilitate homeownership for very low to moderate-income households

**Objective 8.9**

Create a minimum of 126 affordable rental units, citywide.

**Policies:**

8.9.1 Facilitate the creation of affordable rental units.

**Objective 8.10**

Create a minimum of seventy senior units.

**Policies:**

8.10.1 Create decent and affordable housing opportunities for low and very-low income seniors.

**9.8.3 HOUSING ELEMENT PROGRAMS**

8-1 Utilize the Home Improvement Loan Program (HILP) that provides a 3% loan for up to \$15,000 deferred for 20 years. Available citywide for very low to lower income homeowners.

8-2 Utilize the Homeowner Assistance for Minor Rehabilitation (HAMR) loan program that provides a 3% to 5% loan for up to \$7,500 amortized over a 10-year term.

8-3 Utilize the Mobile Home Grant Program that provides grants up to \$10,000 for owner-occupants of mobile homes.

8-4 Provide enhanced code compliance services and referrals to City housing rehabilitation programs.

8-5 Utilize the City Neighborhood Clean-up Program to provide volunteers and equipment to neighborhoods for clean

- up activities.
- 8-6 Contract with a fair housing agency to mediate between landlords and tenants and educate them on their rights and responsibilities.
- 8-7 Update the City's Analysis of Impediments to Fair Housing.
- 8-8 Provide rehabilitation loans through the City's Rental Rehabilitation Program that offers 5% loans with the first year deferred and amortized over a 19-year period.
- 8-9 Through the Homebuyer Assistance Program, provide 30-year deferred silent second loans, with no interest, up to 20% or \$200,000 of the purchase price of resale homes.
- 8-10 Work with local CHDO to construct and/or rehabilitate houses for very low-income households.
- 8-11 Purchase HUD homes for resale to first time homebuyers.
- 8-12 Administer new construction home ownership program and youth job training.
- 8-13 Work with housing developers by providing Agency assistance to write-down the costs of units via loans.
- 8-14 Provide financial assistance for the development of affordable rental units for larger families.
- 8-15 Revise General Plan.
- 8-16 Continue to implement permit streamlining.
- 8-17 Develop standards for mobile home parks and mobile home subdivisions.
- 8-18 Review parking standards for multi-family 3 and 4 bedroom units, including covered parking requirements to determine if reductions are appropriate.
- 8-19 Review second unit regulations to determine if expansion is merited to additional districts.
- 8-20 Continue to pay the development fees for projects, on a case-by-case basis, that have received State or Federal funds, such as Section 202 and Tax Credits.
- 8-21 Utilize Redevelopment Agency funds, where appropriate and necessary, to facilitate infrastructure for affordable projects.
- 8-22 Propose general plan changes for rezoning areas in the city to housing uses or mixed uses that include housing.
- 8-23 Facilitate the construction of a sixty-nine unit multi-family senior complex.