



The General Plan implementation database is intended to be a responsive, highly automated system for monitoring and assessing cumulative effects of implementation of the Plan, including documentation of development, land preservation, and transportation activities. Reference to this monitoring information is an essential ingredient in the consideration of any change in the Plan, especially regarding land use designations. The information in this system will be maintained in such a way that basic development activity can be summarized at any time for use in reporting mechanisms, including an annual General Plan progress report.

Integrating Habitat Considerations

The Multiple Species Habitat Conservation Plan for Western Riverside County is a comprehensive habitat conservation planning program that addresses the habitat needs of species and their associated plant communities for a 1.26-million-acre study area. The western County study area extends from the western boundary of the County generally to the western portions of the San Jacinto Mountains.

A similar MSHCP effort has also been undertaken for the Coachella Valley in the eastern portion of the County. The eastern County study area encompasses lands within the Coachella Valley, east to the Mecca Hills and extending Orocopa Mountains, and west into the Santa Rosa and San Jacinto Mountains.

Integrating Realistic Mobility Options

The CETAP incorporates three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element (Chapter 4), and exploration of options for transit system development in the County. Further, guidance for the implementation of the four CETAP corridors and the transit system concepts identified, is incorporated into the General Plan's polices and Implementation Plan.

A transit concept, known as the Oasis Transit System, has been developed to fit the unique needs of Riverside County (see Chapter 4). It entails localized transit loops centered around focal points of relatively compact development, tied in with regional transit corridors and, in turn, connected to the County's burgeoning Metrolink system. For the foreseeable future, the system would consist of rubber-tired vehicles resembling small rail cars, and would connect to neighborhoods through transit stations highly integrated into development concentrations at key locations. These nodes of development would contain a mix of uses normally required to serve each community, but would be designed to reinforce and/or benefit from transit service.